

TRANSPORTATION
55-00-00

Project Summary Chart

STATE CAPITAL AUTHORIZATIONS

Project Name	FY 2006*	FY 2007*	FY 2008 Request	FY 2008 Recommended	FY 2009 Request	FY 2010 Request
1. Road System (Projects 1-103)	\$ 345,000,000	\$ 111,100,200	\$ 244,679,800	\$ 244,679,800	\$ 298,363,000	\$ 233,697,900
2. Grants and Allocations (Projects 104-105)	21,600,000	23,200,000	23,100,000	23,100,000	24,600,000	26,100,000
3. Transit System (Projects 106-107)	400,000	5,033,000	20,881,500	20,881,500	10,256,200	25,767,300
4. Support System (Projects 108-113)	26,100,000	36,975,000	28,056,000	41,548,000	44,226,000	47,680,000
TOTALS	\$ 393,100,000	\$ 176,308,200	\$ 316,717,300	\$ 330,209,300	\$ 377,445,200	\$ 333,245,200

* Represents State funds authorized in Bond and Capital Improvements Act.

1. Glenville Wetland Bank

PROJECT DESCRIPTION

The Department will use funds to continue its program of property acquisitions and relocations for the residents of Glenville/Stanton Crest along the Red Clay Creek. The Department will apply any federal reimbursements, together with the net proceeds of the sale of any vacant lots and surplus housing, to the relevant accounts in the Transportation Trust Fund.

After completion of the property acquisitions, DelDOT will construct a wetland bank for future mitigation of DelDOT project related wetland impacts.

This area is in a severe flood plain and is a constant threat during heavy storms and flooding of the Red Clay Creek.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2007	\$500,000	\$14,280,000	\$0
FY 2008	0	3,220,000	0
TOTALS	\$500,000	\$17,500,000	\$0

COST COMPONENT

Cost by Item

\$500,000	Property Acquisition
17,500,000	Construction
\$18,000,000	Total

2. I-295 Improvements, Third Lane from SR 141 to SR 9

PROJECT DESCRIPTION

Funding is requested to continue to work with the Delaware River and Bay Authority (DRBA) on the I-95/I-295 interchange issues to study lane flexibility. During peak periods, the current two-lane configuration is not adequate. This has been modeled, and there are no air quality issues. The length of the project is from the I-95/SR 141 interchange to 2,400-feet west of US 13.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2008	\$500,000	\$0	\$0
TOTAL	\$500,000	\$0	\$0

TRANSPORTATION
55-00-00

COST COMPONENT

Cost by Item	
\$500,000	Preliminary Engineering
\$500,000	Total

3. I-295 Improvements, Weave Elimination from I-95 to US 13

PROJECT DESCRIPTION

Funding is requested to continue work with the DRBA to solve the existing weave problem from southbound I-95 to eastbound I-295 to southbound US 13. The solution incorporates a collector/distributor (C/D) ramp and barrier to preclude the weave and offers optional routes to replace the moves eliminated by the barrier. DRBA will remove the current ramps from southbound US 13 to the eastbound bridge and construct a new access which will require motorists to travel further south on US 13, and then make a cross traffic turn to get onto the Delaware Memorial Bridge. DRBA, DeIDOT and the Federal Highway Administration (FHWA) engineers have analyzed this traffic volume and believe it is light enough to warrant the new pattern. An overlay and pavement rehabilitation to I-295 will also be done. The length of the project is from the interstate connection of northbound I-95/I-295 to 2,400-feet west of US 13.

This project will address the difficult traffic weave patterns between I-295 from the Delaware Memorial Bridge to US 13, and I-95 northbound and southbound by eliminating the safety problems in the area.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2007	\$2,300,000	\$0	\$0
FY 2008	4,800,000	0	0
TOTALS	\$7,100,000	\$0	\$0

COST COMPONENT

Cost by Item	
\$548,000	Preliminary Engineering
6,552,000	Total Construction Cost (TCC)
\$7,100,000	Total

4. I-295 Improvements, Westbound from I-295 to US 13 (DRBA)

PROJECT DESCRIPTION

Funding is requested for about one mile of Delaware roadway to their I-295 project. This area is in need of major repairs. This project will eliminate the need to have two separate contractors in the same areas. DeIDOT has not initiated any contract. DRBA will initiate a contract for the work and be reimbursed by DeIDOT.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2007	\$500,000	\$0	\$0
FY 2008	4,700,000	0	0
TOTALS	\$5,200,000	\$0	\$0

COST COMPONENT

Cost by Item	
\$5,200,000	Total Construction Cost (TCC)
\$5,200,000	Total

5. I-95 / US 202 Interchange

PROJECT DESCRIPTION

Funding is requested to widen the existing ramp from northbound I-95 to northbound US 202 in the I-95/US 202 interchange from one to two lanes. Additionally, other ramp improvements will be made to address weaving problems and develop US 202 gateway into the city.

The current demand for use of this ramp backs up traffic, at various times during the day, onto I-95 as far south as the City of Wilmington. In so doing, it effectively restricts the capacity of two lanes on I-95, where only three exist, and creates a safety problem. With the improvements to US 202 as part of the Blue Ball Properties project, and the widening of this ramp, the capacity and safety issues on I-95 will be eliminated.

TRANSPORTATION

55-00-00

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2002	\$200,000	\$0	\$0
FY 2005	3,000,000	0	0
FY 2007	0	1,200,000	0
FY 2008	5,000,000	28,000,000	0
TOTALS	\$8,200,000	\$29,200,000	\$0

COST COMPONENT

Cost by Item	
\$2,400,000	Preliminary Engineering
35,000,000	Total Construction Cost (TCC)
\$37,400,000	Total

6. I-95 Maryland Line I-295 Program

PROJECT DESCRIPTION

Funding is requested for a series of projects that consist of major improvements throughout the area to help alleviate traffic congestion. Notices for the public workshops held on (December 1 and 2, 2003) for these projects were entitled "Delaware Turnpike Improvements Projects." These improvements include adding lanes along I-95, improving the SR 1/I-95 interchange, retrofitting the Newark Toll Plaza with highway speed EZ Pass lanes and the SR 896 interchange ramp improvements.

This project is part of the Delaware Turnpike Improvement Program to reduce traffic congestion in the busy I-95 northeast corridor.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2001	\$581,000	\$0	\$0
FY 2002	419,000	0	0
FY 2003	914,000	2,367,000	0
FY 2004	5,180,000	16,000,000	0
FY 2005	4,700,000	7,500,000	0
FY 2006	300,000	2,700,000	0
FY 2007	0	55,836,000	0
FY 2009	12,000,000	0	0
FY 2011	24,000,000	96,000,000	0
FY 2013	12,166,600	48,664,400	0
TOTALS	\$60,260,600	\$229,067,400	\$0

COST COMPONENT

Cost by Item	
\$1,400,000	Project Development
4,180,000	Environmental/Archeological Studies
4,550,000	Preliminary Engineering
12,000,000	Property Acquisition
267,198,000	Total Construction Cost (TCC)
\$289,328,000	Total

7. SR 1 Truck Weigh Station and Inspection Facility

PROJECT DESCRIPTION

Funding is requested for a truck weigh station on SR 1. This site was selected due to high truck volumes on SR1 and US 13. The project is located on the maintenance parcel between northbound SR 1 and southbound US 13 just north of Smyrna. Facilities include a weigh in motion and static scale, building, and off-loading and parking areas. The design will accommodate both northbound SR 1 and southbound US 13 truck activity.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2008	\$1,560,000	\$3,040,000	\$0
TOTAL	\$1,560,000	\$3,040,000	\$0

TRANSPORTATION
55-00-00

COST COMPONENT

Cost by Item	
\$800,000	Preliminary Engineering
3,800,000	Total Construction Cost (TCC)
\$4,600,000	Total

8. SR 1 Northbound Emergency Townsend Ramp

PROJECT DESCRIPTION

Funding is requested for the construction of an emergency access ramp from northbound US 13 to northbound SR 1. Ramp will be for emergency access and will be gated.

This will provide access onto SR 1 northbound for emergency services.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2007	\$1,000,000	\$0	\$0
TOTAL	\$1,000,000	\$0	\$0

COST COMPONENT

Cost by Item	
\$1,000,000	Project Development
\$1,000,000	Total

9. SR 896/I-95 Interchange Improvements

PROJECT DESCRIPTION

Funding is requested to rehabilitate the existing four ramps at the SR 896/I-95 interchange.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2007	\$150,000	\$1,350,000	\$0
TOTAL	\$150,000	\$1,350,000	\$0

COST COMPONENT

Cost by Item	
\$1,500,000	Total Construction Cost (TCC)
\$1,500,000	Total

10. I-95, N 213, Carr Road and N 3, Marsh Road Interchange Improvements

PROJECT DESCRIPTION

Funding is requested for road interchange improvements to the I-95, N 213, Carr Road and N 3, Marsh Road area, which has been identified for possible congestion and capacity improvements. Project development will determine the type of improvements needed at this congested area.

This project was identified through the Highway Safety Improvement Program (HSIP).

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2007	\$100,000	\$0	\$0
FY 2009	80,000	720,000	0
FY 2011	200,000	1,800,000	0
TOTALS	\$380,000	\$2,520,000	\$0

COST COMPONENT

COST BY ITEM	
\$100,000	Project Development
800,000	Preliminary Engineering
2,000,000	Construction
\$2,900,000	Total

11. SR 141/I-95 Interchange

PROJECT DESCRIPTION

Funding is requested to reconfigure the SR 141/I-95 interchange to better accommodate directional traffic; improve ramp connections with I-95; and increase

TRANSPORTATION
55-00-00

horizontal clearance between through lanes on I-95 and the bridge piers on SR 141. This project will decrease congestion and improve safety at the interchange.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2007	\$10,000	\$90,000	\$0
FY 2008	60,000	540,000	0
FY 2010	600,000	5,400,000	0
TOTALS	\$670,000	\$6,030,000	\$0

COST COMPONENT

Cost by Item	
\$700,000	Project Development
6,000,000	Preliminary Engineering
\$6,700,000	Total

12. Churchman's Crossing Corridor Improvements

PROJECT DESCRIPTION

Funding is requested for Churchman's Crossing corridor improvements. This intersection will be programmed for design and construction as conditions warrant, per the triggers recommended in the Churchman's Crossing Study. The funding shown is timed to be available when these intersections meet the triggers. Monitoring of traffic conditions will be done annually and project schedules adjusted accordingly.

SR 4, Ogletown Stanton Road, 48" Corrugated Metal Pipe Replacement (CMP): This project will replace existing deteriorated 48" CMP with a 54" RCP on SR 4 at Christiana Hospital. This project is being implemented as a result of the Churchman's Crossing Safety program.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER*
FY 2001	\$2,541,000	\$2,400,000	\$275,000
FY 2002	3,743,000	3,896,000	0
FY 2003	8,512,100	8,192,000	0
FY 2004	1,000,000	3,600,000	0
FY 2005	1,126,600	1,754,600	0
FY 2006	340,000	660,000	0
TOTALS	\$17,262,700	\$20,502,600	\$275,000

* The source of Other funds are local contributions.

COST COMPONENT

Cost by Item	
\$2,508,900	Project Development
3,895,000	Preliminary Engineering
6,876,600	Property Acquisition
1,350,000	Non-Construction
23,409,800	Total Construction Cost (TCC)
\$38,040,300	Total

13. SR 4, Christina Parkway from SR 2, Elkton Road to SR 896, South College Avenue, Newark

PROJECT DESCRIPTION

Funding is requested for this project to reconstruct existing portland cement concrete (PCC) on SR 4, Christina Parkway from SR 896, South College Avenue to SR 2, Elkton Road. The project will provide two eastbound lanes on SR 4, Christina Parkway from SR 896, South College Avenue to SR 2, Elkton Road and will provide needed pavement repairs to this section of SR 4.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2004	\$500,000	\$0	\$0
FY 2005	700,000	0	0
FY 2007	0	1,280,000	0
FY 2008	40,000	0	0
FY 2010	900,000	2,380,000	0
TOTALS	\$2,140,000	\$3,660,000	\$0

TRANSPORTATION

55-00-00

COST COMPONENT

Cost by Item	
\$500,000	Project Development
500,000	Preliminary Engineering
300,000	Property Acquisition
4,500,000	Total Construction Cost (TCC)
\$5,800,000	Total

14. SR 141, Kirkwood Highway to Faulkland Road (Includes BR 1-600)

PROJECT DESCRIPTION

Funding is requested for planned improvements to SR 141, Kirwood Highway to Faulkland Road, including conversion of the existing four-lane arterial (without shoulders) to a four-lane divided arterial with an 18-foot raised median; two 24-foot roadways; 10-foot outside shoulders; and five-foot sidewalks.

This project was identified in DeDOT's 1999 HSIP.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2007	\$2,340,000	\$0	\$0
FY 2008	2,228,000	18,272,000	0
TOTALS	\$4,568,000	\$18,272,000	\$0

COST COMPONENT

Cost by Item	
\$22,840,000	Construction
\$22,840,000	Total

15. SR 141, US 13 to I-95 (Includes Bridge over US 13)

PROJECT DESCRIPTION

Funding is requested to reconstruct the existing pavement at SR 141, US 13 to I-95. The corridor will also be evaluated for safety and operational deficiencies. This project also includes the widening of the bridges over US 13.

The roadway project from Jay Drive to Newport will alleviate the deterioration of concrete associated with the alkaline silica reactivity (ASR) problem in the concrete pavement and investigate the need for additional capacity through the corridor.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2008	\$100,000	\$0	\$0
TOTAL	\$100,000	\$0	\$0

COST COMPONENT

Cost by Item	
\$100,000	Project Development
\$100,000	Total

16. SR 2, South Union Street from Railroad Bridge to Sycamore Street, Wilmington

PROJECT DESCRIPTION

Funding is requested to remove and replace the concrete roadway on SR 2, Union Street from the railroad bridge just east of SR 100 in Elsmere to Sycamore Street in Wilmington. Pedestrian safety improvements will also be included in this project.

This project will promote multi-modal use and improve safety in the area. The project will make needed repairs to the concrete pavement on SR 2, Union Street

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2004	\$500,000	\$0	\$0
FY 2006	700,000	0	0
FY 2007	0	160,000	0
FY 2008	0	40,000	0
FY 2009	0	3,200,000	0
TOTALS	\$1,200,000	\$3,400,000	\$0

TRANSPORTATION
55-00-00

COST COMPONENT

Cost by Item	
\$500,000	Preliminary Engineering
100,000	Property Acquisition
4,000,000	Total Construction Cost (TCC)
\$4,600,000	Total

17. SR 2, Elkton Road, Casho Mill Road to Delaware Avenue

PROJECT DESCRIPTION

Funding is requested for this project which includes roadway reconstruction and pedestrian and bicycle improvements along Elkton Road.

The roadway surface has deteriorated and needs total reconstruction. The area from Amstel Avenue north to SR 273, Delaware Avenue in Newark was previously identified as a HSIP site.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2009	\$400,000	\$1,600,000	\$0
FY 2011	100,000	400,000	0
FY 2012	5,000,000	20,000,000	0
TOTALS	\$5,500,000	\$22,000,000	\$0

COST COMPONENT

Cost by Item	
\$2,000,000	Preliminary Engineering
500,000	Right of Way
25,000,000	Total Construction Cost (TCC)
\$27,500,000	Total

18. SR 2, Elkton Road, Maryland Line to Casho Mill Road

PROJECT DESCRIPTION

Funding is requested reconstruct the roadway and make pedestrian and bicycle improvements along Elkton Road.

The roadway surface has deteriorated and needs total reconstruction.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
PRIOR			
FYs	\$947,000	\$53,000	\$0
FY 2009	600,000	0	0
FY 2010	43,300,000	0	0
TOTALS	\$44,847,000	\$53,000	\$0

COST COMPONENT

Cost by Item	
\$100,000	Preliminary Engineering
1,500,000	Right of Way
43,300,000	Total Construction Cost (TCC)
\$44,900,000	Total

19. US 13, Philadelphia Pike, Claymont Transportation Plan Implementation

PROJECT DESCRIPTION

Funding is requested for this project which focuses on the area of Claymont from Perkins Run (south of Harvey Road) to I-495. Improvements will consist of safety improvements, streetscaping, pedestrian/bicycle improvements, and on-street parking in desirable areas.

This area was originally identified through the HSIP.

TRANSPORTATION

55-00-00

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2005	\$500,000	\$0	\$0
FY 2008	400,000	1,600,000	0
FY 2010	2,000,000	0	0
FY 2011	3,000,000	12,000,000	0
TOTALS	\$5,900,000	\$13,600,000	\$0

COST COMPONENT

Cost by Item	
\$500,000	Project Development (Design)
2,000,000	Preliminary Engineering
2,000,000	Right of Way
15,000,000	Total Construction Cost (TCC)
\$19,500,000	Total

20. US 301 Truck Weigh Station and Inspection Facility

PROJECT DESCRIPTION

Funding is requested for the US 301 Truck Weigh Station and Inspection Facility, due to high truck volumes on US 301. The project is located on northbound US 301 near the Maryland/Delaware state line. Facilities include a weigh in motion and static scale, building, and off-loading and parking areas. Commercial Vehicle Information Systems and Network (CVISN) technology will also be incorporated, and the design will accommodate the future US 301 limited access highway.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2007	\$160,000	\$3,456,000	\$0
FY 2008	316,800	1,267,200	0
TOTALS	\$476,800	\$4,723,200	\$0

COST COMPONENT

Cost by Item	
\$5,200,000	Total Construction Cost (TCC)
\$5,200,000	Total

21. US 301, Maryland State Line to SR 896

PROJECT DESCRIPTION

Funding is requested for the US 301 Major Investment Study (MIS) which encompasses the area from the Maryland State Line to US 13, and from I-95 to the area just south of Middletown. The study was adopted by WILMAPCO, and is included in their 2025 Regional Transportation Plan. Options were narrowed to multimodal packages of improvements / expansions (transit, pedestrian, bicycle, minor and major roadways).

One of the recommendations from the MIS was to look at an upgrade of US 301 to a four lane limited access highway, from the Maryland State Line to SR 1 south of the C&D Canal, with interchanges at key locations. To determine an alignment for an upgraded US 301, an Environmental Impact Statement (EIS) is being prepared through Project Development (PD) funding, with ongoing involvement by the general public, federal and state agencies. Project Development including public and agency involvement, traffic studies, alternatives development, plan and data analysis, conceptual engineering, and social-economic-environmental studies, with associated technical reports and environmental documents. Preliminary Engineering (PE) and Right of Way funding will be used, at a minimum, to protect a selected alignment.

Need for the project is founded in an existing roadway system that lacks capacity for current and future volumes and that has had sections appear almost yearly on DeIDOT's list of High Accident locations, including 2007 HSIP Sites O and R.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
PRIOR			
FYs	\$9,513,000	\$3,259,200	\$0
FY 2007	4,400,000	2,100,000	0
FY 2008	22,858,000	0	0
FY 2009	10,000,000	0	0
TOTALS	\$46,771,000	\$5,359,200	\$0

TRANSPORTATION

55-00-00

COST COMPONENT

Cost by Item	
\$12,772,000	Project Development
36,000,000	Preliminary Engineering
100,000,000	Property Acquisition
465,000,000	Total Construction Cost (TCC)
\$613,772,000	Total

*Represents total estimated cost of project. Exploring other funding options.

22. US 40, Maryland Line to US 13

PROJECT DESCRIPTION

Funding is requested to implement the recommendations of the Route 40 Steering Committee, a public group that has recommended transportation improvements which focus on the next twenty years, to address planned growth and enhance the quality of life in the Route 40 Corridor. The Committee's recommendations are found in the Route 40 Corridor 20-Year Transportation Plan dated June 19, 2000.

The recommended 20-Year Transportation Plan, adopted in June 2000, intends to address traffic generated from committed developments in the corridor, to not promote additional development and traffic through the construction of excess highway capacity in the corridor and implement transportation improvements that enhance the quality of life in the Route 40 Corridor.

Other parts of the plan include:

A. Bear area pedestrian improvements: The project involves constructing sidewalks along Rivers End Drive and Taylor Drive and constructing shared-use paths along Smalley's Dam Road and Newtown Road.

B. Route 40 program management: Engineering to support the US 40 program.

C. School Bell Road, US 40 to SR 7: The scope of the project includes widening travel lanes and shoulders, providing pedestrian and bicycle facilities, drainage improvements, and intersection improvements at US 40. The project will also modify the alignment to improve safety through the curved portions of the road.

D. US 40, Bear-Glasgow bus stop improvements: This project will include improvements to shelters, pads,

sidewalks, crosswalks, pedestrian signals, and lighting at various bus stops in the Bear-Glasgow area.

E. US 40, Eden Square Connector: This project involves the construction of a road from SR 7, south of US 40, to the Eden Square Shopping Center to relieve congestion in the area of the US 40/SR 7 intersection and improvements to the Glendale Connector.

F. US 40, Pulaski Highway / SR 72, Wrangle Hill Road (includes Del Laws Road intersection): This project involves the addition of northbound and southbound through lanes, along with eastbound and westbound left-turn lanes, which will provide double left-turn lanes at all legs of the intersection. These improvements are needed to address operational problems at the intersection. This project will also include improvements to the SR 72, Wrangle Hill Road/Del Laws Road intersection.

G. Walther Road sidewalks, US 40 to Old Baltimore Pike: This project involves the construction of sidewalks along Walther Road, for a length of about 1.91 miles. This project will require reconstruction of a section of N 343, Walther Road near US 40 to meet state standards.

H. YMCA: This project involves the construction of a future service road that will connect Bristol Place to the existing roundabout located at the entrance to State Police Troop 2. This road will also service the new YMCA and the new Canal Little League.

CAPITAL REQUEST

	FUNDING		
	STATE	FEDERAL	OTHER*
PRIOR			
FYS	\$38,403,200	\$33,160,000	\$203,500
FY 2007	3,857,000	0	0
FY 2009	656,000	0	0
TOTALS	\$42,916,200	\$33,160,000	\$203,500

* The source of Other funds are New Castle County funds.

COST COMPONENT

Cost by Item	
\$3,900,000	Project Development
31,976,700	Preliminary Engineering
20,722,000	Property Acquisition
19,681,000	Total Construction Cost (TCC)
\$76,279,700	Total

TRANSPORTATION

55-00-00

23. Washington Street, New Castle

PROJECT DESCRIPTION

Funding is requested for improvements to Washington Street in New Castle. The improvements will include sidewalks along Washington Street and continuing onto SR 9. Safety and intersection improvements at the SR 9 intersection will also be analyzed.

The improvements will also include pedestrian upgrades along Washington Street and continuing onto 7th and South Streets to provide a contiguous route to Battery Park. Safety upgrades at the railroad crossing and minor intersection improvements at the 7th and Washington Street intersection will also be analyzed.

This multi-modal project was recommended from the DelDOT sponsored City of New Castle Transportation Plan, adopted by WILMAPCO in January 2000.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2007	\$10,000	\$0	\$0
FY 2008	65,000	220,000	0
FY 2009	970,000	3,880,000	0
TOTALS	\$1,045,000	\$4,100,000	\$0

COST COMPONENT

Cost by Item	
\$20,000	Preliminary Engineering
275,000	Property Acquisition
4,850,000	Total Construction Cost (TCC)
\$5,145,000	Total

24. Highway Safety Improvements in New Castle County

PROJECT DESCRIPTION

Funding is requested for highway safety improvements in New Castle County. The improvement projects are:

- Silverside Road and March Road;
- SR 2 and SR 72 intersection improvements;

- SR 2 and Upper Pike Creek Road intersection improvements; and
- I-495 and US 13 interchange improvements.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2008	\$220,000	\$0	\$0
TOTAL	\$220,000	\$0	\$0

COST COMPONENT

Cost by Item	
\$220,000	Total Construction Cost (TCC)
\$220,000	Total

25. SR 141/US 202, Blue Ball Properties Program

PROJECT DESCRIPTION

Funding is requested for the SR 141/US 202, Blue Ball Properties program.

The project consists of approximately 232 acres of land north of Wilmington in an area known as the Brandywine Hundred. Bisected by US 202 and bounded on the south by I-95, this Master Plan offers over 152 acres of needed community improvements and economic development. Woodland areas and new recreational parks will all be accessible via the Northern Delaware Greenway. Historic restorations and rehabilitations to existing structures will allow for adaptive reuse. This Master Plan combines recreational, transportation, environmental, and historic improvements with substantial economic development, offered by AstraZeneca, to create a true gateway to the Brandywine Hundred community.

This project supports economic development by encouraging business development in the area, addressing transportation problems, preserving historic and environmental resources and enhancing recreational opportunities. The Master Plan for the project is dated January 2001.

US 202 I-95 to Augustine: This project includes improvements on US 202 and completion of West Park Drive.

TRANSPORTATION
55-00-00

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2007	\$700,000	\$0	\$0
TOTAL	\$700,000	\$0	\$0

COST COMPONENT

Cost by Item

\$700,000	Total Construction Cost (TCC)
\$700,000	Total

26. City of New Castle Improvements

PROJECT DESCRIPTION

Funding is requested for City of New Castle improvements. The improvements will include sidewalks along Washington Street and continuing onto SR 9. Safety and intersection improvements at the SR 9 intersection will also be analyzed.

This project will realign the current intersection of SR 9 and 6th Street to promote thru-traffic to continue on SR 9. If necessary, the intersection at 3rd Street will be upgraded.

The current geometry of the intersections encourages traffic to continue into the residential section of the City instead of using SR 9. The improvements will address the problem of cut through traffic on residential streets by encouraging traffic to remain on SR 9.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
PRIOR			
FYS	\$200,000	\$0	\$0
FY 2008	1,000,000	0	0
FY 2009	3,000,000	0	0
TOTALS	\$4,200,000	\$0	\$0

COST COMPONENT

Cost by Item

\$200,000	Project Development
1,000,000	Property Acquisition
3,000,000	Total Construction Cost (TCC)
\$4,200,000	Total

27. SR 141, I-95 to Burnside Boulevard

PROJECT DESCRIPTION

Funding is requested for improvements to Burnside Boulevard. This project includes the reconstruction of the existing pavement. The corridor will also be evaluated for safety and operational deficiencies.

The roadway project from Jay Drive to Newport will alleviate the deterioration of concrete associated with the alkaline silica reactivity (ASR) problem in the concrete pavement and investigate the need for additional capacity through the corridor.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2008	\$100,000	\$0	\$0
TOTAL	\$100,000	\$0	\$0

COST COMPONENT

Cost by Item

\$100,000	Project Development
\$100,000	Total

28. US 13 and SR 896 to Boyd's Corner Road

PROJECT DESCRIPTION

Funding is request for the construction of auxiliary lanes on the Boyd's Corner Road and US 13 approach. The project extends approximately 2,000 feet to the west of the intersection along Boyd's Corner Road and 200 feet to the east of the intersection on Pole Bridge Road. On US

TRANSPORTATION
55-00-00

13, the project limits are from Greylag Road to the Augustine Creek bridge.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2007	\$3,100,000	\$0	\$0
FY 2008	249,000	960,000	0
FY 2009	0	5,760,000	0
TOTALS	\$3,349,000	\$6,720,000	\$0

COST COMPONENT

Cost by Item

\$669,000	Preliminary Engineering
1,200,000	Property Acquisition
8,200,000	Total Construction Cost (TCC)
\$10,069,000	Total

**29. SR 15, Choptank Road from N 437,
Bunker Hill Road to N 286, Bethel
Church Road**

PROJECT DESCRIPTION

Funding is requested for SR 15, Choptank Road from N 437, Bunker Hill Road to N 286, Bethel Church Road. This project will widen the current 18-foot travel way to 22-feet with additional five foot pedestrian and bicycle shoulders; full reconstruction of pavement; realigning sections of SR 15, Choptank Road from N 437, Bunker Hill Road to N 433, Bethel Church Road to create clear sight distances; and constructing three roundabouts at the intersections of Choptank Road-Bethel Church Road, Choptank Road-Churchtown Road and Choptank Road-Bunker Hill Road.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
PRIOR FYs	\$2,603,600	\$431,400	\$0
FY 2007	1,380,000	0	0
FY 2008	3,446,400	10,589,600	0
TOTALS	\$7,430,000	\$11,021,000	\$0

COST COMPONENT

Cost by Item

\$2,814,000	Preliminary Engineering (Design)
2,400,000	Property Acquisition
13,237,000	Total Construction Cost (TCC)
\$18,451,000	Total

30. SR 72, McCoy Road to SR 71

PROJECT DESCRIPTION

Funding is requested for improvements to McCoy Road. This project will provide sidewalks along SR 72 from McCoy Rd to SR 71.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2007	\$2,300,000	\$0	\$0
FY 2010	500,000	0	0
FY 2011	15,000,000	0	0
TOTALS	\$17,800,000	\$0	\$0

COST COMPONENT

Cost by Item

\$800,000	Project Development
800,000	Preliminary Engineering
1,200,000	Property Acquisition
15,000,000	Total Construction Cost (TCC)
\$17,800,000	Total

**31. SR 72, Possum Park Road from N 299,
Possum Hollow Road to N 303, Old
Possum Park Road**

PROJECT DESCRIPTION

Funding is requested for improvements to Possum Park Road. This project will widen and reconstruct the existing shoulders of SR 72, Possum Park Road from N 299, Possum Hollow Road to N 303, Old Possum Park Road to 12-feet. Additional improvements include

TRANSPORTATION

55-00-00

guardrail and drainage improvements, hot mix patching, and a milling/overlay to the roadway.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2004	\$350,000	\$0	\$0
FY 2005	100,000	0	0
FY 2007	500,000	0	0
FY 2008	400,000	0	0
FY 2009	3,000,000	0	0
TOTALS	\$4,350,000	\$0	\$0

COST COMPONENT

Cost by Item	
\$350,000	Preliminary Engineering
1,000,000	Property Acquisition
3,000,000	Total Construction Cost (TCC)
\$4,350,000	Total

32. US 40 and SR 7 Area Improvements Program

PROJECT DESCRIPTION

Funding is requested for the US 40 and SR 7 Area Improvements program.

The proposed improvements include widening SR 7 from two to four travel lanes; improving pedestrian, bicycle and transit facilities to address congestion and mobility; and milling and overlaying School Bell Road from SR 7 to the SR 1 overpass.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
PRIOR			
FYs	\$507,000	\$0	\$0
FY 2008	2,600,000	0	0
FY 2009	13,400,000	0	0
TOTALS	\$16,507,000	\$0	\$0

COST COMPONENT

Cost by Item	
\$107,000	Preliminary Engineering
7,000,000	Property Acquisition
9,400,000	Total Construction Cost (TCC)
\$16,507,000	Total

33. Walnut Street, Martin Luther King Boulevard to 16th Street

PROJECT DESCRIPTION

Funding is requested for improvements to Walnut Street and Martin Luther King Boulevard to 16th Street.

Walnut Street is a major in-bound route to the Central Business District. This project will provide for a new roadway pavement surface, which will then allow for new stripping and pavement markings. As a result, lane assignments will be clearer and will facilitate a smoother movement of traffic. The streetscape improvement project's goals are to improve pedestrian safety, provide low-level lighting, and generally beautify the area. This will be done with new sidewalks and decorative crosswalks/new lighting poles and street trees. New state-of-the-art decorative traffic signals will also be erected.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
PRIOR			
FYs	\$1,235,000	\$0	\$0
FY 2011	200,000	0	0
FY 2012	10,600,000	0	0
TOTALS	\$12,035,000	\$0	\$0

COST COMPONENT

Cost by Item	
\$1,235,000	Preliminary Engineering
200,000	Property Acquisition
10,600,000	Total Construction Cost (TCC)
\$12,035,000	Total

TRANSPORTATION
55-00-00

**34. N 274, Brackenville Road, SR 41,
Lancaster Pike to N 258, Barley Mill
Road**

PROJECT DESCRIPTION

Funding is requested for improvements to N 274, Brackenville Road, SR 41, Lancaster Pike to N 258, Barley Mill Road. This project includes roadway reconstruction, drainage improvements, slope stabilization, and stream relocations along Brackenville Road and drainage improvements along Barley Mill Road, just north of Brackenville Road.

Brackenville Road floods during storm events and the stream adjacent to Brackenville Road is undermining the roadway. There is also a sharp curve near Barley Mill Road, which has had incidents of cars running off the road.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2002	\$1,541,000	\$0	\$0
FY 2004	363,200	0	0
FY 2006	837,000	0	0
FY 2008	2,704,000	0	0
TOTALS	\$5,445,200	\$0	\$0

COST COMPONENT

Cost by Item	
\$945,200	Preliminary Engineering
500,000	Property Acquisition
4,000,000	Total Construction Cost (TCC)
\$5,445,200	Total

**35. N 282, Mill Creek Road and Stoney
Batter Road Intersection**

PROJECT DESCRIPTION

Funding is requested for improvements to the Mill Creek and Stoney Batter Road intersection. This project will improve the intersection to address operational and safety issues. This intersection is on the 2007 HSIP list, Site T.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2005	\$221,000	\$0	\$0
FY 2006	100,000	0	0
FY 2008	549,000	0	0
FY 2009	1,500,000	0	0
TOTALS	\$2,370,000	\$0	\$0

COST COMPONENT

Cost by Item	
\$50,000	Project Development
20,000	Preliminary Engineering
800,000	Property Acquisition
1,500,000	Total Construction Cost (TCC)
\$2,370,000	Total

36. Pomeroy Bike Trail

PROJECT DESCRIPTION

Funding is requested for the Pomeroy Bike Trail. A pedestrian and bicycle facility will be constructed from the new proposed Newark Train Station location, north through the City of Newark and terminating in White Clay Creek State Park.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2007	\$0	\$4,771,000	\$0
TOTAL	\$0	\$4,771,000	\$0

COST COMPONENT

Cost by Item	
\$4,771,000	Total Construction Cost (TCC)
\$4,771,000	Total

TRANSPORTATION
55-00-00

37. Southern New Castle County Improvements

PROJECT DESCRIPTION

Funding is requested for the area of southern New Castle County, which is bounded by the Chesapeake and Delaware Canal, SR 896, US 13 and the town of Middletown. This area is designated as a sewer service area by New Castle County for phased sewer construction to meet the needs of this rapidly growing area. The infrastructure in this area is inadequate to support the anticipated growth. In conjunction with New Castle County and local government's, DeIDOT is developing a plan to pace needed roadway improvements with the sewer construction and development. These projects will be prioritized and phased in consideration of existing deficiencies, emerging development and sewer phasing.

A. Boyds Corner Road: This project will improve Boyds Corner Road to four 12-foot lanes with ten foot shoulders and a 20-foot median, a combination of open and closed drainage system, and a ten foot multi-use path on each side of the roadway.

B. Cedar Lane: This project will improve Cedar Lane Road to two 12-foot lanes and with eight-foot shoulders, open ditch drainage system, 10-foot multi-use path on one side of the roadway, replacement of the bridge over Spring Mill Branch, roundabout at the intersection of Cedar Lane Road and Marl Pit Road.

C. Jamison Corner: This project will improve Jamison Corner Road to two 12-foot lanes and with eight foot shoulders, open ditch drainage system, 10-foot multi-use path on one side of the roadway, replacement of the bridge over Scott Run, roundabout at the intersection of Jamison Corner Road and Hyetts Corner Road. Jamison Corner Road will also be realigned with Cedar Lane Road where it intersects Boyds Corner Road.

D. N 412, Lorewood Grove Road: This project will improve Lorewood Grove Road to two 12 foot lanes and with eight foot shoulders, open ditch drainage system, 10 foot multi-use path on one side of the roadway, from Road 412A to US 13. The project includes constructing a roundabout at the intersection of 412A and Lorewood Grove Road. Lorewood Grove Road and 412A will be realigned to create a north south corridor.

Lorewood Grove Road west of 412A will be improved to two 11 foot lanes and five foot shoulders, open ditch drainage system, and a 10 foot multi-use path on one side of the roadway.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2001	\$2,000,000	\$0	\$0
FY 2004	3,232,000	0	0
FY 2005	9,000,000	0	0
FY 2006	7,000,000	0	0
FY 2008	3,350,000	0	0
FY 2009	16,900,000	0	0
FY 2010	12,370,000	0	0
FY 2011	12,000,000	0	0
FY 2012	21,600,000	0	0
TOTALS	\$87,452,000	\$0	\$0

COST COMPONENT

Cost by Item	
\$21,252,000	Project Development
11,200,000	Property Acquisition
55,000,000	Construction
\$87,452,000	Total

38. SR 896 at N 54 & N 396 Intersection, Including Howell School Road to SR 71

PROJECT DESCRIPTION

Funding is requested for realignment of SR 896 at N 54 and N 396 intersection, including Howell School Road to SR 71. This project will realign the SR 896, Summit Bridge Road intersections of N 396, Denny's Road and N 54, and Howell School Road. This project will also provide two five-foot shoulders (shared bicycle lane) on N 54, Howell School Road from SR 896 and Summit Bridge Road to SR 71, Red Lion Road. Travel lanes will also be increased from 10-feet to 11-feet.

This project will eliminate the need for a second traffic signal and mitigate congestion at the current two intersections.

TRANSPORTATION
55-00-00

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2004	\$755,000	\$0	\$0
FY 2008	2,745,000	0	0
FY 2009	7,500,000	0	0
TOTALS	\$11,000,00	\$0	\$0

COST COMPONENT

Cost by Item	
\$200,000	Project Development
800,000	Preliminary Engineering
2,500,000	Property Acquisition
7,500,000	Total Construction Cost (TCC)
\$11,000,000	Total

39. SR 896, N 399 Overpass to SR 71 for Concrete Rehabilitation

PROJECT DESCRIPTION

Funding is requested for the rehabilitation of the concrete overpass from SR 896 to SR 71.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2008	\$600,000	\$2,000,000	\$0
TOTAL	\$600,000	\$2,000,000	\$0

COST COMPONENT

Cost by Item	
\$100,000	Preliminary Engineering
2,500,000	Total Construction Cost (TCC)
\$2,600,000	Total

40. Westown Transportation Improvements

PROJECT DESCRIPTION

Funding is requested for Westown transportation improvements. These include the following:

A. N 10, Levels Road, MOT Charter School to US 301: Reconstruction of Levels Road to provide 12-foot lanes and eight-foot shoulders between US 301 and the future Industrial Drive; and 11-foot lanes and five foot shoulders between the future Industrial Drive and north of the existing culvert. The work also includes an overlay from end of the reconstruction section to intersection with St. Anne's Church Road.

B. N 437, Bunker Hill Road, US 301 to Choptank Road: Reconstruction to provide two 11-foot travel lanes, five-foot shoulders and sidewalks.

C. N 446, Wiggins Mill Road from N 458, Green Giant Road to N 447, St. Annes: This program will design and construct transportation improvements in the area of planned growth in the Middletown area, generally referred to as Westown. An agreement has been executed between the Westown development group, Town of Middletown, and DelDOT with the purpose of providing for the coordination of private development construction and necessary infrastructure improvements, including public utilities. The agreement also provides the mechanism for private financial contributions to the transportation improvements.

D. N 447, St. Annes Church Road, Levels Road to SR 71: Reconstruction of St. Annes Church Road to provide 11-foot travel lanes with five-foot shoulders for bicycles, from Levels Road to bridge project for bridge over Norfolk Southern Railroad. Roundabouts are to be constructed with the intersections of Levels Road and Wiggins Mill Road. One culvert will need to be constructed over an existing stream.

E. US 301, Middleneck Road to Peterson Road: Reconstruction of US 301 to provide four travel lanes, with sidewalks and drainage improvements.

F. Westown, concept designs and program management: This is a large development proposal for lands located within the Town of Middletown. A tri-party agreement between the Westown development group, Town of Middletown and DelDOT has been executed with the purpose of providing for coordination of private development construction with necessary infrastructure improvements to public utilities and

TRANSPORTATION

55-00-00

roadways. Reconstruction of portions of US 301, Bunker Hill Road, Level's Road, Saint Anne's Church Road and Wiggins Mill Road will be undertaken.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
PRIOR			
FYs	\$380,000	\$0	\$0
FY 2008	26,415,000	0	0
FY 2009	6,500,000	0	0
FY 2010	2,000,000	0	0
TOTALS	\$35,295,000	\$0	\$0

COST COMPONENT

Cost by Item	
\$75,000	Project Development
330,000	Preliminary Engineering
1,290,000	Property Acquisition
33,600,000	Total Construction Cost (TCC)
\$35,295,000	Total

41. Wilmington Riverfront Program

PROJECT DESCRIPTION

Funding is requested for the Wilmington Riverfront program. This family of projects provides infrastructure improvements to support the development of the Riverfront area. These projects provide a critical pedestrian link from nearby communities to the Riverfront Arts Center, Frawley Stadium and other Riverfront attractions.

The success of Wilmington's redevelopment of this area depends on multi-modal transportation improvements. The Riverwalk provides a critical pedestrian link from the Wilmington Transit Center and Riverfront Park to riverfront attractions like Frawley Stadium, the Arts Center, Shipyard Shops, restaurants, and entertainment.

Projects include:

A. Jutison Landing: This project provides all the infrastructure improvements to create the street grid concept for the Wilmington Riverfront. It is made up of several smaller projects that provide the necessary improvements to support the anticipated development in the area.

B. Wilmington Riverfront program development: Engineering to support the Wilmington Riverfront program

C. Wilmington Riverfront, Christina Crescent infrastructure: This project relocates utilities and constructs a public plaza as part of the Christina Crescent development parcel.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2001	\$10,670,000	\$0	\$0
FY 2002	7,093,500	0	0
FY 2003	3,630,000	0	0
FY 2004	19,788,500	0	0
FY 2005	16,800,000	0	0
FY 2006	13,600,000	0	0
FY 2007	29,800,000	0	0
FY 2008	16,400,000	0	0
FY 2009	7,600,000	0	0
TOTALS	\$125,382,000	\$0	\$0

COST COMPONENT

Cost by Item	
\$24,370,000	Project Development
25,000	Environmental/Archeological Studies
2,350,000	Preliminary Engineering
2,675,000	Property Acquisition
95,962,000	Total Construction Cost (TCC)
\$125,382,000	Total

42. Wilmington Signal Improvements

PROJECT DESCRIPTION

Funding is requested for Wilmington signal improvements. This project includes the installation of light emitting diode (LED) modules in the green and red signals along state maintained roads and other principal routes throughout the City of Wilmington.

LED's have been installed throughout the State as a cost reducing measure.

TRANSPORTATION

55-00-00

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER*
FY 2008	\$0	\$3,000,000	\$300,000
TOTAL	\$0	\$3,000,000	\$300,000

* The source of Other funds are City of Wilmington funds.

COST COMPONENT

Cost by Item	
\$3,300,000	Total Construction Cost (TCC)
\$3,300,000	Total

43. Amtrak Recapitalization

PROJECT DESCRIPTION

This funding goes to Amtrak for an annual program to preserve the passenger line between Newark and Wilmington. This project was previously named the Northeast Corridor recapitalization.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2008	\$967,000	\$0	\$0
FY 2009	967,000	0	0
TOTALS	1,934,000	\$0	\$0

COST COMPONENT

Cost by Item	
\$1,934,000	Grant/Design
\$1,934,000	Total

44. Rail Improvements, Newark to Wilmington Program

PROJECT DESCRIPTION

Funding is requested for the Newark to Wilmington program rail improvements. Projects include:

A. Newark Train Station: This project is to construct a platform at the new station location.

B. Rail cars: Funding for this purchase will include four new commuter cars to be run by Septa from Newark to Philadelphia. However, these cars will be dedicated to the State of Delaware.

These improvements will provide a viable alternative for riders who would otherwise travel to this area by car on I-95, helping mitigate congestion along the I-95 corridor.

C. Third rail track expansion: A third rail track expansion will be constructed to provide additional capacity for local commuter services in Amtrak's Northeast Corridor. This will include the following set of improvements:

Installation of a crossover from Track 3 to Track 2 immediately south of Wilmington Station at the Brandy Interlocking, allowing commuter trains to sit in a pocket on Track 2 while intercity trains clear on adjacent tracks; and/or

Extension of Track 1 between Ragan and Yard, providing and alternative route into and out of Wilmington Station other than Ragan Interlocking; and/or

Addition of a crossover from Track 1 to Track 2 north of Churchman's, allowing northbound trains from Newark to crossover onto Track 2, thus freeing a significant portion of Track 1 for the primary use of southbound trains; and/or

Addition of a southbound platform on Track 3 and a pedestrian bridge at Churchman's, along with a pair of crossovers from tracks 1 to 2 and tracks 2 to 3 at Ruthby (SR 273, east of Newark). This will allow southbound trains to use Track 3 through Churchman's freeing up Track 1 from Ruthby to Davis (Newark) for the primary use of northbound commuters.

Modification of the Davis Interlocking at Newark to permit a new track to be installed between the Delmarva Secondary and the Northeast Corridor that would serve a relocated Newark Rail Station.

Two track constraint causes commuter trains to wait until inter-city trains pass through the area. These improvements will increase commuter rail capacity between Newark and Wilmington. These improvements will provide a viable alternative for riders who would otherwise travel to this area by car on I-95, helping mitigate congestion along the I-95 corridor.

D. Wilmington Train Station: This project will include major renovations to passenger amenities including the main entrance, restroom facilities and will improve access for persons with disabilities. The project will update the

TRANSPORTATION

55-00-00

facility from the 1893 layout and components to improve functionality and be complementary with surrounding commercial development. Discretionary funding has been authorized to upgrade the Wilmington Train Station.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
PRIOR FYs	\$30,000	\$0	\$0
FY 2001	2,341,000	0	0
FY 2002	22,080,900	0	0
FY 2003	1,200,000	4,800,000	0
FY 2004	270,700	1,354,300	0
FY 2006	1,000,000	1,000,000	0
FY 2007	1,625,000	6,500,000	0
FY 2008	5,058,000	8,664,000	0
FY 2009	2,136,000	16,813,000	6,619,000
FY 2010	1,440,000	4,000,000	0
FY 2011	322,400	21,372,000	0
TOTALS	\$37,504,000	\$64,503,300	\$6,619,000

COST COMPONENT

Cost by Item	
\$27,203,300	Preliminary Engineering
9,200,000	Pro – Rail Cars
5,000,000	Property Acquisition
67,223,000	Total Construction Cost (TCC)
\$108,626,300	Total

45. U of D Fuel Cell Program

PROJECT DESCRIPTION

Funding is requested for the University of Delaware Fuel Cell program. The University of Delaware will conduct research on the commercial feasibility of the use of enhanced fuel cells by public transit vehicles.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2007	\$0	\$6,082,000	\$0
FY 2008	0	0	1,523,000
TOTALS	\$0	\$6,082,000	\$1,523,000

* The source of Other funds are University of Delaware funds

COST COMPONENT

Cost by Item	
\$7,605,000	Total Construction Cost (TCC)
\$7,605,000	Total

46. Governors Avenue, from Webb's Lane to Water Street

PROJECT DESCRIPTION

Funding is requested for improvements to Governors Avenue, from Webb's Lane to Water Street. A study recommended the need to address the deficiencies of the existing roadway and to provide a consistent roadway section throughout the corridor. The recommendations identified the need for the typical roadway section to include a 14-foot two-way center turn lane, 11 foot travel lanes, a five-foot shoulder in each direction, curbing on both sides of the road, a three-foot grass buffer on each side of the road, a five-foot sidewalk on each side of the road and drainage improvements. In addition to these improvements, the existing culvert at Puncheon Run will be replaced with a new bridge with improved hydraulics and aesthetics.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2002	\$857,500	\$1,729,500	\$0
FY 2003	304,500	1,218,000	0
FY 2006	445,000	1,780,000	0
FY 2007	3,150,000	12,000,000	0
TOTAL	\$4,757,000	\$16,727,500	\$0

TRANSPORTATION
55-00-00

COST COMPONENT

Cost by Item	
\$425,900	Project Development
2,001,600	Preliminary Engineering
1,495,000	Property Acquisition
17,562,000	Total Construction Cost (TCC)
\$21,484,500	Total

COST COMPONENT

Cost by Item	
\$450,000	Project Development
900,000	Preliminary Engineering
100,000	Property Acquisition
3,500,000	Total Construction Cost (TCC)
\$4,950,000	Total

47. Loockerman Street/Forest Street

PROJECT DESCRIPTION

Funding is requested for this project that will include a series of improvements through this area of Dover and will encourage economic development and alternative modes of transportation. The scheduled improvements include:

- Implement a roundabout to improve traffic circulation and a pleasing element to reinforce this visual terminus at the Dover Train Station.
- Create a pedestrian friendly zone at the railroad crossing and Front Street.
- Create a new gateway with intersection improvements at Division Street and Forest Street.

The following work will be done by the City of Dover:

- Extend Clarence Street from the current dead-end at Slaughter Street to Forest Street.
- Improve Cherry Street with paving, new curbing, guttering, sidewalks, and landscaping.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2004	\$570,000	\$0	\$0
FY 2005	315,000	0	0
FY 2006	495,000	1,680,000	0
FY 2011	378,000	1,512,000	0
TOTALS	\$1,758,000	\$3,192,000	\$0

48. SR 1 and SR 9 Intersection at DAFB, Bayside Drive Improvements

PROJECT DESCRIPTION

Funding is requested for improvements to the SR 1 and SR 9 intersection at DAFB, Bayside Drive. This project includes the construction of a grade-separated intersection at SR 1, Bay Road and SR 9, Bayside Drive with tie-ins to K 68, Kitts Hummock Road. DelDOT is working with the DAFB to obtain discretionary federal homeland security funds for construction.

The intersection of SR 1, Bay Road and SR 9, Bayside Drive is a high accident-prone intersection. This project will preserve traffic capacity and safety in accordance with the Corridor Capacity Preservation program and is needed to help maintain the tight security entrances to the Air Base.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2004	\$500,000	\$0	\$0
FY 2005	160,200	640,800	0
FY 2006	200,000	800,000	0
FY 2007	100,000	400,000	0
FY 2008	2,803,000	8,000,000	0
TOTALS	\$3,763,200	\$9,840,800	\$0

TRANSPORTATION

55-00-00

COST COMPONENT

Cost by Item	
\$545,000	Project Development
999,000	Preliminary Engineering
2,060,000	Property Acquisition
10,000,000	Total Construction Cost (TCC)
\$13,604,000	Total

49. SR 1, Little Heaven Intersection

PROJECT DESCRIPTION

Funding is requested for the SR 1, Little Heaven intersection. This project includes the construction of new SR 1 northbound lanes and a service road east of SR 1 from K 371, Barratts Chapel Road to K 373, Mulberrie Point Road in Little Heaven. The existing SR 1 northbound lanes will be converted to SR 1 southbound lanes, and the existing SR 1 southbound lanes will be converted to a service road. The project also includes the construction of a grade-separation at K 18, Bowers Beach Road, which will provide access to and from the service roads on either side of SR 1.

The intersection of SR 1 and K 18, Bowers Beach Road has been targeted as a high accident-prone intersection. The improvements will enhance safety and preserve traffic capacity along the SR 1 corridor. The service roads will provide access for multiple developments both existing and proposed.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2004	\$1,700,000	\$0	\$0
FY 2005	2,775,000	0	0
FY 2006	6,000,000	0	0
FY 2007	0	3,200,000	0
FY 2009	6,448,000	0	0
FY 2010	4,700,000	18,800,000	0
TOTALS	\$21,623,000	\$22,000,000	\$0

COST COMPONENT

Cost by Item	
\$1,023,000	Project Development
4,000,000	Preliminary Engineering
15,100,000	Property Acquisition
23,500,000	Total Construction Cost (TCC)
\$43,623,000	Total

50. SR 1, South Frederica Intersection

PROJECT DESCRIPTION

Funding is requested for the South Frederica intersection of SR 1. The project includes improvements at the intersections of SR 1 and K 389, Frederica Road and SR 1 and K 119, Tub Mill Pond Road/K120, Milford Neck Road. The proposed improvements will enhance the capacity and safety of the SR 1 corridor.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2008	\$500,000	\$0	\$0
FY 2009	2,000,000	0	0
FY 2010	8,500,000	0	0
FY 2011	2,800,000	11,200,000	0
TOTALS	\$13,800,000	\$11,200,000	\$0

COST COMPONENT

Cost by Item	
\$500,000	Project Development
2,000,000	Preliminary Engineering
8,500,000	Property Acquisition
14,000,000	Total Construction Cost (TCC)
\$25,000,000	Total

51. SR 1, North Frederica Intersection

PROJECT DESCRIPTION

Funding is requested for the North Frederica intersection of SR 1. This project includes the construction of a

TRANSPORTATION

55-00-00

grade-separated intersection at SR 12. The project will also include the construction of acceleration/deceleration lanes for access to the proposed bridge over SR 1. The existing median crossover at this intersection will be eliminated with this improvement. Right turns in and out of SR 12 will remain in place.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2004	\$161,000	\$0	\$0
FY 2005	710,000	0	0
FY 2007	0	453,000	0
FY 2008	250,000	0	0
FY 2009	2,000,000	8,000,000	0
TOTALS	\$3,121,000	\$8,453,000	\$0

COST COMPONENT

Cost by Item	
\$757,000	Project Development
567,000	Preliminary Engineering
250,000	Property Acquisition
10,000,000	Total Construction Cost (TCC)
\$11,574,000	Total

52. SR 1, Thompsonville Intersection

PROJECT DESCRIPTION

Funding is requested for the Thompsonville intersection of SR 1. This project includes the construction of a grade-separated intersection at K 19, Thompsonville Road and SR 1 / K 19, Thompsonville Road will be extended to the intersection of K119, Tub Mill Road and K404, Church Hill Road. This project will also include the removal of the existing traffic signal at the Thompsonville intersection and the removal of median crossovers in the immediate vicinity.

This intersection has been targeted as a high accident-prone intersection. The improvements will enhance safety and preserve traffic capacity along the SR 1 corridor. The improvements will also provide an alternate route to access west Milford.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2004	\$1,120,000	\$0	\$0
FY 2005	960,000	0	0
FY 2006	4,700,000	0	0
FY 2007	0	2,960,000	0
FY 2008	10,000	0	0
FY 2010	2,800,000	11,200,000	0
TOTALS	\$9,590,000	\$14,160,000	\$0

COST COMPONENT

Cost by Item	
\$500,000	Project Development
750,000	Preliminary Engineering
8,500,000	Property Acquisition
14,000,000	Total Construction Cost (TCC)
\$23,750,000	Total

53. SR 8, Forest Avenue and Pearson's Corner Road Intersection Improvements

PROJECT DESCRIPTION

Funding is requested for improvements to the SR 8, Forest Avenue and Pearson's Corner Road intersection. This project will involve the construction of an addition of two 10-foot shoulders by placing a leveling course of hot-mix overlay.

This shoulder addition will require right of way purchase and creation of storm water management facilities.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2008	\$1,200,000	\$0	\$0
FY 2010	1,000,000	0	0
FY 2011	2,000,000	0	0
TOTALS	\$4,200,000	\$0	\$0

TRANSPORTATION
55-00-00

COST COMPONENT

Cost by Item	
\$200,000	Project Development
1,000,000	Preliminary Engineering
1,000,000	Real Estate Acquisition
2,000,000	Total Construction Cost (TCC)
\$4,200,000	Total

**54. US 13 Pedestrian Improvements,
Townsend Boulevard to College Road**

PROJECT DESCRIPTION

Funding is requested for pedestrian improvements to US 13, Townsend Boulevard to College Road. The proposed pedestrian improvements are intended to provide a safer traveling environment for pedestrian and transit customers. The improvements set out to provide overall pedestrian connectivity along the corridor, and will include curb cuts where they do not currently exist, new sidewalks, replacement of existing sidewalk, reduction of excessively high curbs, installation of pedestrian signals at major crossings, installation of crosswalk striping, and creation of raised median islands as areas of pedestrian refuge.

It is evident from the wide range of land use, the visibly worn tracks where sidewalks do not exist, and observed patterns, that there is an abundant presence of pedestrian travel along the corridor. The current conditions along North DuPont Highway are lacking in the overall connectivity of facilities. There are several locations along the project corridor where sidewalks do not exist for some distance, and where pedestrian mobility is restricted due to the lack of curb cuts. In addition, the current conditions compromise pedestrian safety due to the height of existing curbs, where they exceed 18" in some cases, and when pedestrians are crossing, they are exposed to a wide high volume roadway without the protection of refuge islands or pedestrian signals to assist them.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2008	\$500,000	\$0	\$0
FY 2009	1,000,000	0	0
FY 2011	2,000,000	0	0
TOTALS	\$3,500,000	\$0	\$0

COST COMPONENT

Cost by Item	
\$500,000	Project Development (Design)
1,000,000	Preliminary Engineering
2,000,000	Total Construction Cost (TCC)
\$3,500,000	Total

55. HSIP, Kent County

PROJECT DESCRIPTION

Funding is requested for Highway Safety Improvement program (HSIP) projects in Kent County. They include:

- SR 8 and Saulsbury Road Intersection;
- SR 10 at WaWa/Gateway South and Sorghum Mill Road;
- Walker Rd, SR 5 to Pear Lane/Pat Lynn Drive;
- US 13 at Walnut Shade Road; and
- SR 1 at Trap Shooters Road.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2008	\$10,250,000	\$450,000	\$0
TOTAL	\$10,250,000	\$450,000	\$0

COST COMPONENT

Cost by Item	
\$10,700,000	Total Construction Cost (TCC)
\$10,700,000	Total

TRANSPORTATION

55-00-00

56. Carter Road, Sunnyside Road to Wheatley's Pond Road, Smyrna

PROJECT DESCRIPTION

Funding is requested for improvements to K137, Carter Road, Sunnyside Road to Wheatley's Pond Road, Smyrna. Funding is requested to improve vehicle, pedestrian and bicycle travel along K 137, Carter Road between K 90, Sunnyside Road and SR 300, Wheatley's Pond Road in Smyrna. The improvements will involve widening K 137, Carter Road to two 11-foot lanes with two five-foot shoulders, installing curbs and sidewalks on one or both sides, addressing closed drainage, traffic calming, and safety improvements.

The project was identified through the Pipeline process and the Dover/Kent County MPO. The project has been through an extensive public process.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2004	\$155,000	\$620,200	\$0
FY 2005	271,200	0	0
FY 2006	994,100	3,976,300	0
FY 2007	0	640,000	0
FY 2008	1,343,200	0	0
TOTALS	\$2,763,500	\$5,236,500	\$0

COST COMPONENT

Cost by Item	
\$800,000	Preliminary Engineering
1,200,000	Property Acquisition
6,000,000	Total Construction Cost (TCC)
\$8,000,000	Total

57. Duck Creek Parkway, Smyrna

PROJECT DESCRIPTION

Funding is requested for improvements to Duck Creek Parkway, Smyrna. Funding is requested for proposed improvements along the Duck Creek Parkway in north Smyrna to include the addition of shoulders for pedestrians and bicyclists, as this area is the site of the new middle school and playing fields.

The project will improve the multi-modal environment between town neighborhoods, the business district, and recreational and school centers; create a safer vehicular and pedestrian environment; and improve the visual appearance of the streets.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2008	\$500,000	\$0	\$0
FY 2009	500,000	0	0
FY 2010	1,000,000	0	0
FY 2011	5,000,000	0	0
TOTALS	\$7,000,000	\$0	\$0

COST COMPONENT

Cost by Item	
\$500,000	Project Development
500,000	Preliminary Engineering
1,000,000	Property Acquisition
5,000,000	Total Construction Cost (TCC)
\$7,000,000	Total

58. West Dover Connector

PROJECT DESCRIPTION

Funding is requested for the West Dover connector. Funding was authorized to study the area, develop constraints and provide a conceptual plan package for the continuation of SR 15, Saulsbury Road through the Eden Hill Farm property to address the transportation needs of the community as dictated by pending development and overall traffic growth.

The Dover/Kent County MPO Long Range Transportation Plan identifies the need for this project.

TRANSPORTATION
55-00-00

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2003	\$1,000,000	\$0	\$0
FY 2004	2,215,200	0	0
FY 2005	5,000,000	0	0
FY 2006	2,000,000	0	0
FY 2007	900,000	1,800,000	0
FY 2010	2,329,900	9,319,800	0
FY 2011	4,000,000	16,000,000	0
TOTALS	\$17,445,100	27,119,800	\$0

COST COMPONENT

Cost by Item	
\$4,115,000	Project Development
3,749,900	Preliminary Engineering
16,700,000	Property Acquisition
20,000,000	Total Construction Cost (TCC)
\$44,564,900	Total

59. Bombay Hook Road

PROJECT DESCRIPTION

Funding is requested for improvements to Bombay Hook Road. This project was identified through the Congressional earmark process. The project will improve the road structure at the Bombay Hook National Wildlife Refuge.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2007	\$250,000	\$5,000,000	\$0
TOTAL	\$250,000	\$5,000,000	\$0

COST COMPONENT

Cost by Item	
\$5,250,000	Total Construction Cost (TCC)
\$5,250,000	Total

60. Dover Transportation, Community and System Preservation Program – Clarence Street

PROJECT DESCRIPTION

Funding is requested for the Clarence Street extension. This project will extend Clarence Street in Dover to connect with Forrest Avenue.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2007	\$0	\$1,000,000	\$0
TOTAL	\$0	\$1,000,000	\$0

COST COMPONENT

Cost by Item	
\$1,000,000	Total Construction Cost (TCC)
\$1,000,000	Total

61. DuPont Manor Drainage

PROJECT DESCRIPTION

Funding is requested for DuPont Manor drainage improvements. This project is a legislative request for drainage improvements within the development of DuPont Manor. There are 21st Century Funds that are being used for the project. This project will provide drainage improvement.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
PRIOR			
FYS	\$462,000	\$0	\$0
FY 2008	811,000	0	0
TOTALS	\$1,273,000	\$0	\$0

TRANSPORTATION
55-00-00

COST COMPONENT

Cost by Item	
\$92,000	Preliminary Engineering
370,000	Real Estate Acquisition
811,000	Construction
\$1,273,000	Total

62. Harrington Truck Route

PROJECT DESCRIPTION

Funding is requested for the Harrington Truck Route. This project contains proposed improvements to include the development of an alternative route for truck traffic to the south of the core downtown area of Farmington Road and K 315, Tower Hill Road; creating a designated truck route; thru-lane widening; addition of shoulders; addition of acceleration lanes; and minor intersection improvements on US 13.

The relocation of truck traffic to the proposed improvements is not expected to have any effect on the use of alternative modes of transportation. The proposed ten-foot shoulders will meet standards for bicycle use. Any existing sidewalk that is impacted by the intersection widening will be replaced at the same widths that currently exist.

The mixing of automobiles with trucks periodically creates operational conflicts, especially at intersections and in locations where there is on-street parking. In locations where truck-turning movement limitations exist, the queuing or movement of other vehicles within the intersection can compound them. In the case of Commerce Street, there are approximately 220 tractor-trailers per day traveling through town. Automobiles taking advantage of on-street parking limit the trucks ability to navigate through downtown and can create congestion like conditions in the center of town.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2002	\$20,000	\$0	\$0
FY 2003	110,000	440,000	0
FY 2004	480,400	379,800	0
FY 2005	400,000	0	0
FY 2006	150,000	200,000	0
FY 2007	40,000	8,500,000	0
TOTALS	\$1,200,400	\$9,519,800	\$0

COST COMPONENT

Cost by Item	
\$405,400	Project Development
1,166,000	Preliminary Engineering
574,000	Property Acquisition
8,574,800	Total Construction Cost (TCC)
\$10,720,200	Total

63. Wyoming Mill Road

PROJECT DESCRIPTION

Funding is requested for the alignment of Wyoming Mill Road. Wyoming Mill Road will be realigned beginning approximately 1,500 linear feet south of Hazelettsville Road to intersect with Westover Drive. In addition, improvements on Hazelettsville Road will be necessary in an easterly direction to Electric Avenue and westerly approximately 500 linear feet. Poor locations or crossroads on Hazelettsville Road create unsafe turning movements. In addition, poor pedestrian facilities exist in this area. Road sections are rural and need to be upgraded to urban standards. Wyoming Mill Road will be aligned to create a signalization intersection at the entrance of the Village of Westover. Realignment will include bike/pedestrian facilities, a closed drainage system, signalization and miscellaneous improvements to the right-of-way on Hazelettsville Road.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2007	\$375,000	\$1,500,000	\$0
TOTAL	\$375,000	\$1,500,000	\$0

TRANSPORTATION

55-00-00

COST COMPONENT

Cost by Item	
\$1,875,000	Total Construction Cost (TCC)
\$1,875,000	Total

64. Delaware State Hydrogen Storage Program

PROJECT DESCRIPTION

Funding is requested for the Delaware State Hydrogen Storage Program. Delaware State University will conduct research on the shrinking of hydrogen storage for use by public transportation vehicles.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER*
FY 2007	\$0	\$2,000,000	\$0
FY 2008	0	0	500,000
TOTALS	\$0	\$2,000,000	\$500,000

* The source of Other funds are Delaware State University funds.

COST COMPONENT

Cost by Item	
\$2,500,000	Total Construction Cost (TCC)
\$2,500,000	Total

65. Beach Area Improvements

PROJECT DESCRIPTION

Funding is requested for Beach area improvements. The proposed projects listed below are the result of Phase I of the SR 1 Grid Study. Further development of proposed solutions and alternatives, as well as public involvement, will be necessary before these projects can move forward to design.

A. Nassau pedestrian/bicycle connection: This project provides a new section for a portion of the American Discovery/Millennium Trail, making use of the existing grade separation between SR 1 and the DeIDOT-owned railroad tracks at Nassau. A pedestrian and bicycle

crossing of SR 1 away from the Five Points intersection will also be provided. Future expansion to the east and west would need to be done as part of other projects.

B. Warrington Road and Old Landing Road intersection improvements: This project will provide improvements at the intersection of S 274, Old Landing Road and S 275, Warrington Road to increase the capacity of the intersection.

C. Beach area park and ride: The purpose of this project is to determine the need for a new park and ride facility, or several smaller, satellite facilities, located north and west of the SR 1 corridor. This study will also explore ways to improve and enhance use of the existing Rehoboth park and ride facility near the entrance to Rehoboth Beach. Review of the existing park and ride site, and the need for additional facilities are part of an overall multimodal strategy to improve access along the SR 1 corridor encompassing Lewes, Rehoboth Beach, and Dewey Beach, Delaware to local destinations, especially beach, residential and shopping areas.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2007	\$740,000	\$0	\$0
FY 2008	35,000	0	0
FY 2009	11,925,000	0	0
FY 2010	3,000,000	0	0
TOTALS	\$15,700,000	\$0	\$0

COST COMPONENT

Cost by Item	
\$250,000	Project Development
750,000	Preliminary Engineering
5,700,000	Property Acquisition
9,000,000	Total Construction Cost (TCC)
\$15,700,000	Total

66. Indian River Inlet Bridge and Area Improvements

PROJECT DESCRIPTION

Funding is requested for improvements to the Indian River Inlet Bridge and surrounding area. The current bridge will be replaced to alleviate the safety risk cause by the present scour condition at the foundations. To do

TRANSPORTATION

55-00-00

this, the new structure will completely span the inlet with all foundation members constructed on dry land.

The proposed alignment will be west of the existing bridge. The location of the new bridge will be at the approximate location of the old bridge, which preceded the existing bridge. The replacement bridge and its approaches will be designed for construction to not disrupting traffic on the existing roadway except at the time of the construction tie-ins.

The support piers for the replacement bridge will be placed outside the inlet on land. The current inlet width at the existing bridge is approximately 500 feet. Pier placement will allow for future expansion of the inlet. Using these parameters, an approximate maximum span length will be 1,000 feet, assuming an inlet expansion to 800 feet. The inlet currently expands to 800 feet west of the bridge. At a minimum, all existing navigational and roadway clearance will be met.

The existing roadway cross-section will be retained. This cross-section will include two twelve-foot wide lanes in each direction separated by a median with five-foot interior shoulders and ten-foot exterior shoulders. Five-foot sidewalks protected by a barrier from the adjacent traffic will also be provided. The approaches will be construed on an embankment, similar to the existing bridge. The existing maximum grade of three percent will not be exceeded.

The construction will also include the demolition and removal of the old bridge, new access roads to the state park areas, state park improvements due to the direct impact of the bridge, utility relocations, environmental mitigation and other park area improvements.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2006	\$70,540,580	\$60,994,592	\$0
FY 2007	0	51,200,000	0
FY 2008	0	10,400,000	0
FY 2009	4,379,000	35,301,406	0
FY 2010	0	15,025,922	0
FY 2011	540,000	2,160,000	0
TOTALS	\$75,459,580	\$175,081,920	\$0

COST COMPONENT

Cost by Item	
\$17,206,000	Preliminary Engineering
85,000	Real Estate Acquisition
233,250,500	Total Construction Cost (TCC)
\$250,541,500	Total

67. New Road, Nassau to Pilottown Road, Lewes

PROJECT DESCRIPTION

Funding is requested for New Road from Nassau to Pilottown Road, Lewes. The addition of shoulders will allow safe bicycle trips from SR 1/S 266B, Nassau Road to the Town of Lewes. The shoulders will also provide for additional safety for boat trailers traveling from SR 1 to the proposed boat launch ramp on S 267, Pilottown Road.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2008	\$750,000	\$0	\$0
FY 2009	14,400,000	0	0
FY 2011	5,000,000	0	0
TOTALS	\$20,150,000	\$0	\$0

COST COMPONENT

Cost by Item	
\$750,000	Project Development
14,400,000	Land Acquisition
5,000,000	Construction
\$20,150,000	Total

68. Rehoboth Entrance Improvements

PROJECT DESCRIPTION

Funding is requested for improvements to the Rehoboth entrance. This project improves operations and safety into and out of Rehoboth Beach in the area around SR 1 and SR 1A, Rehoboth Avenue. It also includes elements

TRANSPORTATION

55-00-00

that were requested by the eastside communities, such as West Rehoboth (for connecting between eastside communities and Rehoboth Beach). Multi-use access would be provided for bicyclists and pedestrians by a connection with the Department of Natural Resources and Environmental Control's Lewes to Rehoboth multi-use trail north of Hebron Road.

The SR 1 legislative sub-committee recommended that medium and long-range improvements be made at the Rehoboth entrance to improve operations and safety. This project is to develop these improvements including bicycle and pedestrian improvements.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2007	\$200,000	\$0	\$0
FY 2008	8,400,000	0	0
FY 2009	7,000,000	0	0
TOTALS	\$15,600,000	\$0	\$0

COST COMPONENT

Cost by Item	
\$100,000	Project Development
500,000	Preliminary Engineering
9,500,000	Land Acquisition
5,500,000	Construction
\$15,600,000	Total

69. SR 1, Dewey Beach Pedestrian/Bicycle Improvements

PROJECT DESCRIPTION

Funding is requested for pedestrian/bicycle improvements in Dewey Beach along SR 1. The Dewey Beach Pedestrian Study provided a concept for the improvement of seasonal pedestrian travel on and across SR 1. The project limits extend from the Dewey Beach border in the north at the intersection of SR 1 and Bayard Street, to the Dewey Beach border in the south just below Collins Street. Improvements include modifications to the median, sidewalk widening and shoulder reconstruction along SR 1 from Collins to Swede.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2007	\$100,000	\$0	\$0
FY 2009	600,000	0	0
FY 2010	1,160,000	4,640,000	0
TOTALS	\$1,860,000	\$4,640,000	\$0

COST COMPONENT

Cost by Item	
\$500,000	Preliminary Engineering
200,000	Land Acquisition
5,800,000	Construction
\$6,500,000	Total

70. SR 1, Sidewalks, Canal to Nassau

PROJECT DESCRIPTION

Funding is requested for SR 1, sidewalk installation from the Canal to Nassau. This project will provide sidewalks along Route 1 from north of Five Points to the Rehoboth - Lewes Canal. The project may provide for pedestrian crossings of SR 1 at locations to be determined.

The project was recommended by the SR 1 Pedestrian Study and will enhance pedestrian safety in the beach area.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2007	\$90,000	\$360,000	\$0
FY 2008	550,000	0	0
FY 2009	5,000,000	0	0
FY 2010	1,600,000	6,400,000	0
TOTALS	\$7,240,000	\$6,760,000	\$0

TRANSPORTATION
55-00-00

COST COMPONENT

Cost by Item	
\$1,000,000	Preliminary Engineering
5,000,000	Land Acquisition
8,000,000	Construction
\$14,000,000	Total

71. SR 1, SR 24 to North of US 9 (Five Points) (SB Third Lane)

PROJECT DESCRIPTION

Funding will be requested for improvements from SR 24 to north of US 9 at Five Points. The project involves widening southbound SR 1 to include a third travel lane from SR 24 to Five Points. The project will ultimately replace the multi-use lane providing a travel area for buses, bikes and right turning vehicles. Included in the project is the addition of a sidewalk from SR 24 to 1,000 feet north of Five Points adding approximately 2.75 miles of additional sidewalk to the south bound side of SR 1.

COST COMPONENT

Cost by Item	
\$76,000	Project Development
1,672,000	Preliminary Engineering
2,348,000	Land Acquisition
13,087,000	Construction
\$17,183,000	Total

72. SR 1A, Dewey Beach Pedestrian/Bicycle Improvements

PROJECT DESCRIPTION

Funding is requested for Dewey Beach pedestrian/bicycle improvements. The Dewey Beach Pedestrian Study provided a concept for the improvement of seasonal pedestrian travel on and across SR 1A. The project limits includes SR 1A from the intersection with SR 1 north to the Rehoboth border at Silver Lake. Improvements include a new sidewalk along one side of SR 1A (side to

be determined) and shoulder and intersection enhancements for bikes and pedestrians between St. Louis Street and Robinson Drive.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2008	\$350,000	\$0	\$0
FY 2009	500,000	0	0
FY 2010	3,100,000	0	0
TOTALS	\$3,950,000	\$0	\$0

COST COMPONENT

Cost by Item	
\$350,000	Preliminary Engineering
500,000	Land Acquisition
3,100,000	Construction
\$3,950,000	Total

73. SR 26 Local Roadway Improvements, SR 17 to S 361

PROJECT DESCRIPTION

Funding is requested for improvements to SR 26. The proposed improvements will include construction of 11-foot lanes, two five-foot shoulders, and turn lanes at intersection with a 14-foot clear zone through a series of roadways including S 353, Burbage Road, S 352, Windmill Road, S 84, Central Avenue, and S 368, Beaver Dam Road. Minor realignment along Beaver Dam Road on to the Village of Bear Trap Dunes will also be included. Due to the dynamic real estate environment in eastern Sussex County, the original estimate for right-of-way acquisition increased from \$700,000 to \$10,500,000. The original estimate was developed before development occurred.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
PRIOR			
FYS	\$4,629,000	\$0	\$0
FY 2008	3,650,000	0	0
FY 2009	12,000,000	0	0
TOTALS	\$20,279,000	\$0	\$0

TRANSPORTATION

55-00-00

COST COMPONENT

Cost by Item	
\$1,729,000	Preliminary Engineering
6,550,000	Property Acquisition
12,000,000	Total Construction Cost (TCC)
\$20,279,000	Total

74. SR 26, Atlantic Avenue from Clarkesville to Assawoman Canal-Mainline

PROJECT DESCRIPTION

Funding is requested for improvements to SR 26. This section was a result of the recommendations of the SR 26 Planning Study and includes improvements to intersections and the addition of five-foot shoulders along the SR 26 corridor from Clarksville to the Assawoman Canal. Sidewalks will be constructed from S 349, Old Mill Road to the Assawoman Canal.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2008	\$5,370,200	\$21,480,800	\$0
FY 2010	5,800,000	23,200,000	0
TOTALS	\$11,170,200	\$44,680,800	\$0

COST COMPONENT

Cost by Item	
\$1,751,000	Preliminary Engineering
25,100,000	Land Acquisition
29,000,000	Construction
\$55,851,000	Total

75. US 9 / SR 1 (Five Points) Interchange

PROJECT DESCRIPTION

Funding is requested for improvements to the Five Points interchange.

This project is a study to analyze the alternatives for an interchange at the Five Points intersection (SR 1 and US

9) and has been incorporated into the Western Parkway project. This study is expected to have a preferred alternative selected in 2007.

This area was identified as a high priority by Sussex County Council due to high development growth in the corridor over the last several years.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2007	\$500,000	\$0	\$0
FY 2008	4,695,000	0	0
FY 2009	12,300,000	0	0
FY 2012	28,000,000	0	0
TOTALS	\$45,495,000	\$0	\$0

COST COMPONENT

Cost by Item	
\$895,000	Project Development
4,300,000	Preliminary Engineering
12,300,000	Land Acquisition
28,000,000	Construction
\$45,495,000	Total

76. US 113, South/North Capacity Improvements

PROJECT DESCRIPTION

Funding is requested for south/north capacity improvements to US 113. This project study will continue to work on viable alternatives for north/south capacity throughout Sussex County. The initial recommendation is to use the existing US 113 area. The additional analysis will include cost, impact and time to implementation. The expectation is that Ellendale will be an Environmental Assessment (EA) project, Georgetown through Selbyville will be an Environmental Impact Statement (EIS) project. Milford will be an EIS project as well.

An initial needs study for a north/south minimum access highway through Sussex County to ease traffic congestion was completed in FY 2002. This additional funding will continue this study in more depth.

TRANSPORTATION
55-00-00

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
PRIOR			
FYs	\$7,593,000	\$0	\$0
FY 2008	6,700,000	18,800,000	0
FY 2009	18,000,000	0	0
FY 2010	10,000,000	0	0
FY 2011	22,000,000	44,000,000	0
FY 2012	10,000,000	0	0
FY 2013	10,000,000	0	0
TOTALS	\$84,293,000	\$62,800,000	\$0

COST COMPONENT

Cost by Item

\$8,593,000	Project Development
23,500,000	Preliminary Engineering
60,000,000	Land Acquisition
55,000,000	Total Construction Cost (TCC)
\$147,093,000	Total

77. US 13 / DE 404 Intersection Realignment and Bridgeville Service Roads

PROJECT DESCRIPTION

Funding is requested for US 13 and DE 404 intersection realignments and Bridgeville service roads. This project involves the realignment of the US 13 and SR 404, North Main Street intersection to form a perpendicular intersection. The realignment will eliminate the skew and add turn lanes at this intersection. Further, this project will construct parallel service roads on both sides of US 13 (from S 545, Rifle Range Road to SR 404, North Main Street) at this intersection.

This realignment will improve both flow and safety at this intersection. The service roads will help reduce traffic congestion and preserve capacity along the US 13 corridor.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
PRIOR			
FYs	\$2,014,900	\$134,100	\$0
FY 2003	100,000	0	0
FY 2004	1,000,000	0	0
FY 2007	1,240,000	0	0
FY 2008	5,559,200	17,842,800	0
TOTALS	\$9,914,100	\$17,976,900	\$0

COST COMPONENT

Cost by Item

\$1,200,000	Project Development
1,215,000	Preliminary Engineering
6,200,000	Property Acquisition
19,276,000	Construction
\$27,891,000	Total

78. US 13, Laurel Intersection Improvements

PROJECT DESCRIPTION

Funding is requested for Laurel intersection improvements. This project consists of increasing the length of the existing right-turn lanes on eastbound and westbound approaches of US 9, County Seat Highway; adding left-turn lanes on the eastbound and westbound approaches of S 466, Delaware Avenue; and removing split phasing from the signal, adding left-turn lanes on the eastbound and westbound approaches of SR 24, and adding a northbound acceleration lane from S 462, Trussum Pond Road to US 13, Sussex Highway. Extensive pavement rehabilitation will be done at the intersections of US 13 and US 9, S 466, SR 24, and S 462, Trussum Pond Road to correct rutting problems. In addition, US 13 will get a two-inch mill and overlay between these intersections.

Contract No. 22-124-02, Laurel, Five Points intersection has been attached to this contract. The Five Points contract is an intersection improvement in downtown Laurel.

These intersection improvements will provide additional corridor capacity and improve safety in all the locations.

TRANSPORTATION

55-00-00

The work at Five Points was recommended improvements from the Laurel Truck Route Study.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2007	\$240,000	\$3,000,000	\$0
FY 2008	735,000	0	0
TOTALS	\$975,000	\$3,000,000	\$0

COST COMPONENT

Cost by Item	
\$3,975,000	Total Construction Cost (TCC)
\$3,975,000	Total

79. Western Parkway

PROJECT DESCRIPTION

Funding is requested for the Western Parkway Project. This project involves a location study to examine a full range of alternatives for providing a transportation corridor that would run parallel and west of Delaware SR 1 from north of Five Points to Delaware Route 24. The US 9/SR 1 Five Points Interchange Study has been incorporated into the Western Parkway Project.

This area was identified as a high priority by Sussex County Council due to high development growth in the corridor over the last several years.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2007	\$536,000	\$0	0
FY 2008	1,014,000	0	0
FY 2009	12,000,000	0	0
FY 2010	12,000,000	0	0
FY 2011	10,000,000	0	0
FY 2012	10,000,000	0	0
FY 2013	50,000,000	0	0
TOTALS	\$95,550,000	\$0	\$0

COST COMPONENT

Cost by Item	
\$550,000	Project Development
5,000,000	Preliminary Engineering
40,000,000	Property Acquisition
50,000,000	Total Construction Cost (TCC)
\$95,550,000	Total

80. HSIP Sussex County

PROJECT DESCRIPTION

Funding is requested for HSIP projects in Sussex County. Projects will include:

- US 9 and SR 30, intersection improvements;
- Western Parkway;
- US 113 intersection improvements;
- US 13 at Brickyard Road;
- US 9 at Dairy Farm Road/Sweetbriar Road (interim);
- US 9 at Hudson Road/Fisher Road; and
- Intersection improvements, US 113 and SR 20.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2008	\$1,800,000	\$0	\$0
FY 2009	3,400,000	0	0
FY 2010	5,500,000	0	0
FY 2011	9,000,000	0	0
FY 2012	4,000,000	0	0
TOTALS	\$23,700,000	\$0	\$0

COST COMPONENT

Cost by Item	
\$23,700,000	Total Construction Cost (TCC)
\$23,700,000	Total

TRANSPORTATION
55-00-00

81. Alternate SR 24 Program

PROJECT DESCRIPTION

Funding is requested for the Alternate SR 24 program. This project will establish an alternate SR 24 along SR 23 from S 48 to S 275, Plantations Road, and from US 113, DuPont Boulevard along S 48, Zoar Road to SR 23, Beaver Dam Road with signage. Phase II will include improvements at S 48, Zoar Road/S 325, Speedway Road and S 326, Bethesda Road and intersection improvements at SR 24, John J. Williams Highway/S 277, Angola Road and SR 24, John J. Williams Highway/SR 30, Gravel Hill Road.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2008	\$230,000	\$0	\$00
FY 2009	130,000	0	0
FY 2010	1,040,000	0	0
TOTALS	\$1,400,000	\$0	\$0

COST COMPONENT

Cost by Item	
\$100,000	Project Development
130,000	Preliminary Engineering
130,000	Property Acquisition
1,040,000	Total Construction Cost (TCC)
\$1,400,000	Total

82. SR 24, Love Creek to SR 1

PROJECT DESCRIPTION

Funding is requested for improvements to SR 24 from Love Creek to SR 1. SR 24, John J. Williams Highway, east of Love Creek to S 275, Plantations Road and from S 298, Banks Road to SR 5, and Oak Orchard Road improvements will include two 12-foot travel lanes, a 14-foot center lane, two eight-foot paved shoulders, two three-foot grass buffers, and two five-foot sidewalks. Future improvements may include intersection improvements at SR 30, Gravel Hill Road.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2008	\$1,475,000	\$0	\$0
FY 2009	5,620,000	0	0
FY 2010	11,900,000	0	0
TOTALS	\$18,995,000	\$0	\$0

COST COMPONENT

Cost by Item	
\$475,000	Preliminary Engineering
6,620,000	Property Acquisition
11,900,000	Total Construction Cost (TCC)
\$18,995,000	Total

83. SR 24, SR 30 to Love Creek

PROJECT DESCRIPTION

Funding is requested for improvements to SR 24, from SR 30 to Love Creek. SR 24, John J. Williams Highway, east of Love Creek to S 275, Plantations Road and from S 298, Banks Road to SR 5, Oak Orchard Road improvements will include two 12-foot travel lanes, 14-foot center lane, two eight-foot paved shoulders, two three-foot grass buffers, and two five-foot sidewalks. Future improvements may include intersection improvements at SR 30, Gravel Hill Road.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
PRIOR			
FYS	\$697,000	\$0	\$0
FY 2008	200,000	0	0
FY 2009	4,100,000	0	0
FY 2010	5,400,000	0	0
FY 2011	2,000,000	8,000,000	0
TOTALS	\$12,397,000	\$8,000,000	\$0

TRANSPORTATION
55-00-00

COST COMPONENT

Cost by Item	
\$997,000	Preliminary Engineering
9,400,000	Property Acquisition
10,000,000	Total Construction Cost (TCC)
\$20,397,000	Total

84. SR 54, US 113 to S 58C

PROJECT DESCRIPTION

Funding is requested for improvements to SR 54, Lighthouse Road, US 113, DuPont Boulevard to S 58C, Keenwick, mainline improvements.

This corridor project has been through the project development phase and individual improvements are ready to move forward to the design phase.

The area was identified as a high priority by Sussex County Council due to high development growth in the corridor over the last several years.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2007	\$520,000	\$4,080,000	\$0
FY 2008	1,800,000	5,200,000	0
FY 2009	3,000,000	12,000,000	0
TOTALS	\$5,320,000	\$21,280,000	\$0

COST COMPONENT

Cost by Item	
\$100,000	Preliminary Engineering
15,500,000	Property Acquisition
11,000,000	Total Construction Cost (TCC)
\$26,600,000	Total

85. Angola Road Improvements from Road 279 to SR 24

PROJECT DESCRIPTION

Funding is requested for improvements to Angola Road from Road 279 to SR 24. This project consist of widening Angola Road to include two 11-foot travel lanes, two 5-foot shoulders, left turn lane at Angola By The Bay, drainage improvements and intersection and lighting improvements at Route 24.

The area was recommended from the SR 24, SR 30 to SR 1 Study, from the local roadway component.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
PRIOR FYS	\$274,000	\$0	\$0
FY 2008	2,500,000	0	0
FY 2009	4,000,000	0	0
TOTALS	\$6,774,000	\$0	\$0

COST COMPONENT

Cost by Item	
\$274,000	Preliminary Engineering
2,500,000	Land Acquisition
4,000,000	Total Construction Cost (TCC)
\$6,774,000	Total

86. Camp Arrowhead Road Improvements SR 24 to Road 277

PROJECT DESCRIPTION

Funding is requested for improvements to Camp Arrowhead Road from SR 24 to Road 277. Camp Arrowhead Road is currently surface treated, with 11-foot travel lanes, no paved shoulders, and open drainage. The proposed improved section of Camp Arrowhead Road would consist of pavement resurfacing of the two 11-foot travel lanes (conversion to hot mix) and the addition of two five to 8-foot paved shoulders. The existing drainage throughout the project limits consists exclusively of open drainage facilitated by roadside ditches or sheet flow off

TRANSPORTATION
55-00-00

of the road. There are drainage problems at the southern end of the Marsh Island Golf Course. Three to four feet of standing water sometimes occur after heavy rainstorms. Improvements will be made to the drainage that may include partial closed drainage system. The S-curve between S 279A, Waterview Road has had an unusually high number of accidents based on a review of accidents between 2000 and 2003. Redesign of the curve and/or safety improvements for the curve will be included in the project.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2008	\$197,000	\$0	\$0
FY 2009	1,120,000	0	0
FY 2010	2,636,000	0	0
TOTALS	\$3,953,000	\$0	\$0

COST COMPONENT

Cost by Item	
\$137,000	Project Development
60,000	Preliminary Engineering
1,120,000	Land Acquisition
2,636,000	Total Construction Cost (TCC)
\$3,953,000	Total

87. Lewes Boat Ramp

PROJECT DESCRIPTION

Funding is requested for the Lewes boat ramp. Funding has been reserved to improve the infrastructure to allow easier access from SR 1 to the new Lewes boat ramp on S 267, Pilottown Road. A final design alternative has not yet been selected, but alternatives include using S 266, New Road, that could be added to the project in the current statewide bicycle, pedestrian and other improvements project; or upgrade of the roadway through the University of Delaware campus.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
PRIOR			
FYS	\$4,400,000	\$0	\$0
TOTAL	\$4,400,000	\$0	\$0

COST COMPONENT

Cost by Item	
\$4,400,000	Total Construction Cost (TCC)
\$4,400,000	Total

88. SR 24 Local Roadway Improvements

PROJECT DESCRIPTION

Funding is requested for SR 24 local roadway improvements.

A. Patriots Way Barks Pond Road improvements US 113 to S 48, Zoar Road: This project is located between US 113 and S 48, Zoar Road and is approximately 3.3 miles in length. Patriots Way makes up the majority of the project length. However, in order to provide continuity to US 113, the project also includes improvements to S 326, Betts Pond Road and S 328, Bark Pond Road. The new Sussex Central High School is located along S 318, Patriots Way and improvements are needed for the additional bicycle, pedestrian and bus use. Patriots Way, Betts Pond Road and Bark Pond Road currently have a hot mix surface with sections that are surface treated, with 11-foot travel lanes, no paved shoulders, and open drainage. The proposed improved section of Patriots Way would consist of pavement resurfacing of the two 11-foot travel lanes (conversion to hot mix) and the addition of two five to eight-foot paved shoulders. The proposed improved section of Betts Pond Road and Bark Pond Road would consist of pavement resurfacing of the two 11-foot travel lanes (conversion to hot mix) and the addition of two four-foot paved shoulders. The existing drainage throughout the project limits consists exclusively of open drainage facilitated by roadside ditches or sheet flow off of the road. There are drainage problems in the vicinity of Peterkins Road. Improvements will be made to the drainage system. The S-curves between Patriots Way and Bark Pond Road will be made to the drainage system. The S-curves between Patriots Way and Bark Pond Road

TRANSPORTATION

55-00-00

will be investigated and safety improvements for the curves will be included in the project 2.3 miles long.

This area was identified as a high priority by Sussex County Council due to high development growth in the corridor over the last several years. It originated in the SR 24 Mainline Planning Study.

B. S 298 Banks Road Improvements S 22 to S 24 – S 318, Patriots Way/S 328, Barks Pond Road, US 113 to S 48, Zoar Road: The road is currently surface treated, with 11-foot travel lanes, no paved shoulders, and open drainage. The proposed improved section of Banks Road would consist of pavement resurfacing of the two 11-foot travel lanes (conversion to hot mix), the addition of two four-foot paved shoulders and closed drainage system. Intersection improvements including left-turn lanes are proposed for the intersection of Banks Road at SR 24. The developer of Baywood is required to improve the intersection of Banks Road, Long Neck Road, and S 298, School Lane.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2008	\$250,000	\$0	\$0
FY 2009	1,000,000	0	0
FY 2010	6,614,000	0	0
TOTALS	\$7,864,000	\$0	\$0

COST COMPONENT

Cost by Item

\$250,000	Preliminary Engineering
1,000,000	Preliminary Engineering
6,614,000	Total Construction Cost (TCC)
\$7,864,000	Total

89. Woodland Ferry

PROJECT DESCRIPTION

Funding is requested for the Woodland Ferry vessel, bulkhead and ramp replacement. The General Assembly took note of the unique and historic character of the Woodland Ferry, which operates, from time to time across the Nanticoke River near Seaford. In order to improve the reliability and safety of this service, the Department is authorized and directed to take such steps as are necessary to acquire a safe and attractive

previously owned vessel that would be in keeping with the important traditions established by this service. If the department in its judgment is unable to acquire such vessel, it shall undertake the design and construction of a new replacement ferry.

The current bulkhead and ramps need to be replaced, as the ferry does not meet the ramps at different tidal depths.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2007	\$1,600,000	\$0	\$0
FY 2008	1,525,000	0	0
TOTALS	\$3,125,000	\$0	\$0

COST COMPONENT

Cost by Item

\$165,000	Preliminary Engineering
2,960,000	Total Construction
\$3,125,000	Total

90. Destination Station

PROJECT DESCRIPTION

Funding is requested for the destination station project. This project is to construct a visitor/educational center and expand parking for a transit hub. This project is funded with developer and corporate contribution and federal funding.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2007	\$0	\$1,000,000	\$0
TOTAL	\$0	\$1,000,000	\$0

COST COMPONENT

Cost by Item

\$1,000,000	Total Construction Cost (TCC)
\$1,000,000	Total

TRANSPORTATION

55-00-00

91. Lake Gerar Bridge

PROJECT DESCRIPTION

Funding is requested for the Lake Gerar Bridge project. The project includes:

- Replacement of the Lake Gerar Bridge and the reconstruction of its approaches;
- Landscaping associated with the replacement of the Lake Gerar Bridge;
- Lighting associated with the replacement of the Lake Gerar Bridge; and
- Utility relocations associated with the replacement of the Lake Gerar Bridge.

According to a series of inspections and a report commissioned by the City of Rehoboth Beach, the Lake Gerar Bridge is in an advanced state of disrepair and needs to be replaced. The City of Rehoboth Beach received a \$1.6 million earmark through the federal legislation for the replacement and the funds are being administered through the Department.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER*
FY 2007	\$0	\$1,600,000	\$400,000
FY 2008	0	0	0
FY 2009	0	0	0
TOTALS	\$0	\$1,600,000	\$400,000

* The source of Other funds are City of Rehoboth funds.

COST COMPONENT

Cost by Item	
\$2,000,000	Total Construction Cost (TCC)
\$2,000,000	Total

92. Advanced Acquisition of Right of Way

PROJECT DESCRIPTION

Funding is requested for the Advanced Acquisition of Right of Way project. This project will allow the use of funds for acquiring right of way before design begins on a project.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2008	\$2,000,000	\$0	\$0
FY 2009	2,200,000	0	0
FY 2010	2,420,000	0	0
TOTALS	\$6,620,000	\$0	\$0

COST COMPONENT

Cost by Item	
\$6,620,000	Property Acquisition
\$6,620,000	Total

93. Aeronautics

PROJECT DESCRIPTION

Funding is requested for the Aeronautics program. This program supports general aviation in the State through safety inspections and obstruction removal at public-use airports and improvements to publicly-owned airports such as the Civil Air Terminal, the Sussex County airport, and the Delaware Air Park.

Projects include:

A. New Castle Airport – DRBA – rehab runway, security, obstruction removal: The project is necessary to keep the runway conditions to Federal Aviation Administration (FAA) standards and enhance the security and the safety of the airport.

B. Delaware Air Park – DRBA – runway extension: The runway extension is needed to bring the existing runway to FAA safety standards to accommodate the existing aircraft.

C. Summit Airport – private/public – runway extension and taxiway improvements: The extension of the runway and the taxiways will accommodate a wider variety of corporate clients.

This will preserve the integrity of the current system, while expanding to increase the opportunity for both passenger and commercial aircraft to use these facilities.

D. Sussex County Airport – Sussex County economic development – runway extension and related work: The project is necessary in order to maintain safe operation of the airport in compliance with FAA standards.

TRANSPORTATION

55-00-00

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2008	\$750,000	\$175,000	\$0
FY 2009	750,000	175,000	0
FY 2010	750,000	175,000	0
TOTALS	\$2,250,000	\$525,000	\$0

COST COMPONENT

Cost by Item

\$2,775,000	Total Construction Cost (TCC)
\$2,775,000	Total

94. Bridge Management Program

PROJECT DESCRIPTION

Funding is requested for the Bridge Management program. This program provides for routine bridge inspections that identify maintenance level improvements and items requiring more extensive repair. This bridge analysis becomes the basis for developing the bridge preservation project list.

The Bridge Preservation program provides for the preservation of over 1,300 bridge structures statewide. Structure deficiencies are minimized through rehabilitation projects that enhance the longevity of these bridges.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2008	\$908,000	\$3,632,000	\$0
FY 2009	833,000	3,330,000	0
FY 2010	925,000	3,700,000	0
TOTALS	\$2,666,000	\$10,662,000	\$0

COST COMPONENT

Cost by Item

\$13,328,000	Total Construction Cost (TCC)
\$13,328,000	Total

95. Bridge Preservation Program

PROJECT DESCRIPTION

Funding is requested for the Bridge Preservation program. This program provides for the preservation of over 1,300 bridge structures statewide. Structure deficiencies are minimized through rehabilitation projects that enhance the longevity of these bridges.

The bridge inspection program creates the priority rating system, which is based on deficiency ratings and will be used for further rehabilitation and repair as they are identified.

Projects include the following bridges:

- 1-001 and 001A on Rising Sun Road over Brandywine;
- 1-100 on N243, Old Kennett Road, West of Centerville;
- 1-118 ON N258, Barley Mill Road over Red Clay Creek;
- 1-137, Wooddale Covered Bridge over Red Clay Creek, Rolling Mill Road Retaining Wall;
- 1-176 on Robin Court;
- 1-201 on Beech Hill Drive over Pike Creek;
- 1-211A on Kirkwood Highway over Pike Creek;
- 1-234 on Kirkwood Highway over Mill Creek;
- 1-394N & S on US 13 over Drawyers Creek;
- 1-465 on N424, Old Corbitt Road, East of Odessa;
- 1-503 on St. Annes Church Road over Norfolk Southern;
- 1-609B on 6th Street & 1-609C on 7th Street, over CXS, Wilmington;
- 1-651, Newport Road over CSX;
- 1-660 and 1-664 on US 13, Southwest of New Castle;
- C&D Canal Bridge;
- SR896, N399 Overpass to SR 71 concrete rehabilitation;
- 1-813 I-495 over Christina River;
- 1-652 Kiamensi Road;
- 2-124 on K124 over Grecos Canal;
- 3-122 on Handy Road over West Branch;
- 3-151 and 3-164; and
- 3-918 on SR 30 at Reynolds Pond.

TRANSPORTATION

55-00-00

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2008	\$6,628,000	\$8,372,000	\$0
FY 2009	9,692,000	7,308,000	0
FY 2010	4,000,000	16,000,000	0
TOTALS	\$20,320,000	\$31,680,000	\$0

COST COMPONENT

Cost by Item

\$52,000,000	Total Construction Cost (TCC)
\$52,000,000	Total

96. Intersection Improvements

PROJECT DESCRIPTION

Funding is requested for intersection improvements. These projects allow the identification, design and construction of identified operational or safety improvements through the installation or modification to traffic control devices (including, but not limited to traffic signals, signing, striping and lighting).

These improvements are identified by DelDOT's Traffic section to improve the operation, mobility and safety of the traveling public and reduce congestion.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2008	\$5,000,000	\$0	\$0
FY 2009	5,000,000	0	0
FY 2010	5,000,000	0	0
TOTALS	\$15,000,000	\$0	\$0

97. Materials and Minor Contracts

PROJECT DESCRIPTION

Funding is requested for materials and minor contracts. This request expands the capability of the operating districts to maintain the State's roadways through the development of unit price contracts for small to medium sized projects. Examples of capital repairs and minor improvements that would be funded by this program

include: contracts for adding minor turn lanes at intersections; concrete pavement repairs; repair/replacement of curbs; gutters and sidewalks; traffic control devices (including those necessary for pedestrian, transit, and bicycle access); rotomilling; crossover modifications; guardrail installations and drainage improvements. Annual unit price contracts are issued for various types of work to quickly address specific needs as they are identified. These are projects and programs which require no acquisition of right-of-way; minimal design; no location and/or environmental studies or permits; and are administered by the maintenance districts. As stand-alone projects are identified, they will then be listed as separate projects in the Capital Transportation Program.

In addition, necessary replacements of sign structures, high mast lighting and traffic signal replacements as identified by the Sign Structure Inspection program are funded through these contracts.

Funding permits minor capital problems to be addressed throughout the year at the maintenance district level. In addition, the Department must comply with environmental laws and regulations that mandate proper maintenance of storm water discharge systems.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2008	\$5,720,000	\$0	\$0
FY 2009	6,292,000	0	0
FY 2010	6,921,000	0	0
TOTALS	\$18,933,000	\$0	\$0

98. Pave and Rehabilitation

PROJECT DESCRIPTION

Funding is requested for the Pave and Rehabilitation program. The Pave and Rehabilitation program is a statewide program that focuses on pavement preservation via preventative maintenance strategies, maintaining serviceable roadways, extending pavement life, and investigating new pavement technologies. It provides for the paving of approximately 8,700 lane miles of pavement for local, collector, arterial roadways and expressways. This program represents 100 percent of the State maintenance roadway infrastructure that is not in a suburban area or municipal supported by the Municipal Street Aid program.

TRANSPORTATION

55-00-00

The Pave and Rehabilitation projects are necessary in order to prevent deficiencies in the road inventory and to improve deteriorating pavement conditions throughout the State.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2008	\$43,835,000	\$12,000,000	\$0
FY 2009	49,510,000	12,000,000	0
FY 2010	56,037,000	12,000,000	0
TOTALS	\$149,382,000	\$36,000,000	\$0

99. Rail Crossing Safety

PROJECT DESCRIPTION

Funding is requested for the Rail Crossing Safety program. These projects involve the selection of safety improvements at highway/rail crossings throughout the State as identified by the Department's Safety Rail Improvement program.

These improvements are federally mandated safety programs and intersection programs that provide safe turning movements and alleviate congestion.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2008	\$305,000	\$949,600	\$0
FY 2009	305,000	949,600	0
FY 2010	305,000	949,600	0
TOTALS	\$915,000	\$2,848,800	\$0

100. Highway Safety Improvement Program

PROJECT DESCRIPTION

Funding is requested for the HSIP.

This program is a federally funded program to identify locations and reduce the severity and frequency of accidents. This is done through the identification of locations, accident patterns, conducting field studies, and developing potential solutions. After the HSIP committee reviews this information, HSIP develops improvements alternately through public workshops for implementation.

HSIP funds are designated within specific project requests.

These operational safety improvement projects are identified through the HSIP program as low-cost, high-safety benefit improvements through the installation or modification of traffic control devices statewide, without the need for full design or right of way acquisition.

These improvements are federally mandated safety programs and intersection programs that provide safe turning movements and alleviate congestion.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2008	\$600,000	\$2,200,000	\$0
FY 2009	600,000	2,200,000	0
FY 2010	600,000	2,200,000	0
TOTALS	\$1,800,000	\$6,600,000	\$0

101. Signage and Pavement Markings

PROJECT DESCRIPTION

Funding is requested for signage and pavement markings projects. The signage projects involve the need for statewide improvements of signage. The goal is to enable not only visitors, but also residents a clear path with appropriate directional signs and to eliminate confusion. The pavement marking program is normally funded through the operating budget, but portions of these capital funds will be used to determine improvements, including but not limited to reflective epoxy striping.

These improvements will help improve the safety and ease of negotiation of the road system for the traveling public.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2008	\$2,200,000	\$800,000	\$0
FY 2009	2,200,000	800,000	0
FY 2010	2,200,000	800,000	0
TOTALS	\$6,600,000	\$2,400,000	\$0

TRANSPORTATION

55-00-00

102. Traffic Calming Program

PROJECT DESCRIPTION

Funding is requested for the Traffic Calming program. This program, initiated in Fiscal Year 2000, involves the design and construction of traffic calming facilities and non-motorized transportation projects. Traffic calming projects include, but are not limited to, roundabout intersection designs, pedestrian and bicycle facilities, transit access, park and ride facilities, traffic calming and other solutions to slow traffic. The Department is working with several residential communities to plan, develop and construct traffic calming projects. Study, design, and public outreach elements of the residential and development traffic calming projects are funded through the Department via this funding category. Construction for small projects, such as speed bumps, are funded through the sponsoring legislator's CTF allocation. Larger projects can be funded with a combination of CTF and DelDOT funds.

Projects include:

A. School Lane: Channelization of entrances along school lane to discourage cut through traffic.

B. Peoples Way: Installation of traffic calming devices to slow traffic in the local neighborhood.

C. Wilton: Installation of traffic calming devices to slow traffic and deter cut through vehicles.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2008	\$500,000	\$0	\$0
FY 2009	500,000	0	0
FY 2010	500,000	0	0
TOTALS	\$1,500,000	\$0	\$0

103. Transportation Enhancements

PROJECT DESCRIPTION

Funding is requested for the Transportation Enhancements (TE) program to provide the funding needed to support the development and implementation of a variety of non-traditional projects that highlight the cultural, aesthetic and environmental aspects of the

transportation system. Examples of such projects range from the restoration of historic transportation facilities, to pedestrian and bicycle facilities, landscaping and scenic beautification, and the mitigation of water pollution from highway runoff.

The TE program was established under the federal Intermodal Transportation Efficiency Act (ISTEA) of 1991, and was carried forward through the Transportation Equity Act for the 21st Century (TEA-21) that was passed by Congress in 1998. Under the TE program, states are required to use at least ten percent of their federal Surface Transportation Program (STP) funds for TE projects that fall into one or more of the following categories:

1. Pedestrian and bicycle facilities;
2. Safety and educational activities for bicyclists and pedestrians;
3. Acquisition of scenic easements, and scenic or historic sites;
4. Scenic or historic highway programs, including the provision of tourist and welcome center facilities;
5. Landscaping and other beautification;
6. Historic preservation;
7. The preservation of abandoned railway corridors, including conversions for use as pedestrian or bicycle trails;
8. Control or removal of outdoor advertising;
9. Rehabilitation and operation of historic transportation buildings, structures, or facilities, including historic railroad facilities and canals;
10. Archeological planning and research;
11. Mitigation of water pollution due to highway runoff; and
12. Establishment of transportation museums.

This includes a federally mandated program for non-traditional enhancements to transportation infrastructure and services.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2008	\$850,000	\$3,400,000	\$0
FY 2009	850,000	3,400,000	0
FY 2010	850,000	3,400,000	0
TOTALS	\$2,550,000	\$10,200,000	\$0

TRANSPORTATION

55-00-00

104. Community Transportation Fund

PROJECT DESCRIPTION

Funding requested for the Community Transportation Fund provides members of the General Assembly with funding for community transportation projects.

This fund permits individual legislators to address small transportation projects that may not meet Department priorities.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2008	\$17,600,000	\$0	\$0
FY 2009	18,600,000	0	0
FY 2010	20,100,000	0	0
TOTALS	\$56,300,000	\$0	\$0

105. Municipal Street Aid

PROJECT DESCRIPTION

Funding is requested for Municipal Street Aid. Municipal Street Aid supports the maintenance and rehabilitation of transportation infrastructure within municipal boundaries.

This project provides funding for publicly-owned transportation assets (not owned or maintained by the Department).

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2008	\$5,500,000	\$0	\$0
FY 2009	6,000,000	0	0
FY 2010	6,000,000	0	0
TOTALS	\$17,500,000	\$0	\$0

106. Transit Facilities Program

PROJECT DESCRIPTION

Funding is requested for projects identified for the preservation of transit facilities that could include, but is not limited to, replacement of security cameras, tools and

equipment. This project will provide assistance in the preservation of all transit facilities.

Funding is requested for: 1) land purchase, design and construction of a transit facility near the Wilmington Train Station that will incorporate facilities for inter and intra-city buses including boarding areas, baggage handling, ticketing and complimentary commercial activities; 2) the DART Headquarters will replace the Madison Street Administration Building; 3) expansion of the Delaware Transit Corporation (DTC) facility in Georgetown that is shared with the DeIDOT South District Administration facility and necessary for facility space, parking areas and fuel island facilities; 4) the Sussex County park and ride – transfer hub; 5) the Newark Transit Hub; and 6) the Water Street Transfer Hub, Dover,

Projects include:

Statewide: Park and ride resurface and bus stop improvement program;

New Castle County: Farebox replacement; DTC mid county operation facility; Wilmington Operations Center bus wash and vacuum replacement; and Smyrna Rest Stop.

Kent County: Dover facility lift replacement and farebox replacement.

Sussex County: Farebox replacement and Georgetown parking expansion.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2008	\$6,435,000	\$240,000	\$0
FY 2009	5,025,000	0	0
FY 2010	7,225,000	0	0
TOTALS	\$18,685,000	\$240,000	\$0

107. Transit Vehicles

PROJECT DESCRIPTION

Funding is requested to purchase vehicles for expansion and replacement of inventory. This investment is necessary to meet projected transit service demand based on census information.

New Castle County:

Paratransit – Purchase 15 buses in Fiscal Year 2008, ten in Fiscal Year 2009 and ten in Fiscal Year 2010.

TRANSPORTATION

55-00-00

40' Transit Buses – Purchase 60 buses in Fiscal Year 2008 and eight buses in Fiscal Year 2009 to be used in accordance with the DeIDOT/DTC approved Service Plan and supporting vehicle replacement schedule.

5310 Program – Funds for organizations to provide transportation for the elderly and disabled in New Castle County.

Unicity Bus Purchase - Purchase one unicity bus in Fiscal Year 2008.

Kent County:

Paratransit – Purchase 15 buses in Fiscal Year 2008, eight buses in Fiscal Year 2009, and five buses in Fiscal Year 2010 to be used in accordance with the DeIDOT/DTC approved service plan and to support vehicle replacement schedules.

5310 Program – Funds for organizations to provide transportation for the elderly and disabled in Kent County.

Support Vehicles – Purchase maintenance related vehicles to be used in accordance with the DeIDOT/DTC approved vehicle replacement schedule.

Sussex County:

Paratransit – Purchase 22 buses in Fiscal Year 2008, eight buses in Fiscal Year 2009, and eight buses in Fiscal Years 2010. Purchase 15 small cutaways in Fiscal Year 2008.

5310 Program – Funds for organizations to provide transportation for the elderly and disabled in Sussex County.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2008	\$14,446,500	\$27,020,300	\$0
FY 2009	5,231,200	12,325,900	0
FY 2010	18,542,300	267,000	0
TOTALS	\$38,220,000	\$39,613,200	\$0

108. Engineering and Contingencies

PROJECT DESCRIPTION

Funding is requested for the Engineering and Contingencies program. This program allows funding for capital projects that encounter unanticipated design or construction issues. Included in this program are costs associated with positions paid for from project funds.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2008	\$14,792,000	\$0	\$0
FY 2009	15,866,000	0	0
FY 2010	17,020,000	0	0
TOTALS	\$47,678,000	\$0	\$0

109. Heavy Equipment

PROJECT DESCRIPTION

Funding is requested for the Heavy Equipment Purchase program. This funding allows for the replacement and refurbishment of equipment on a 7 to 15 year life cycle. The type of equipment included in this program are six-wheel trucks, mowers, street sweepers, earthmovers, snowplows, brush clippers and other machinery.

As equipment age increases, the maintenance costs for capital assets tend to rise. As these assets near the end of their useful lives, maintenance costs and asset reliability can become prohibitive.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2008	\$9,686,000	\$0	\$0
FY 2009	10,500,000	0	0
FY 2010	11,500,000	0	0
TOTALS	\$31,686,000	\$0	\$0

110. Planning

PROJECT DESCRIPTION

Funding is requested for the Planning project. This project supports the State's comprehensive transportation planning activities including the State Transportation Plan, coordination with county comprehensive development plans and PLUS activities. Planning provides for the management of statewide programs such as the Safe Routes to School program, the Scenic and Historic By-Ways program, and the Bicycle and Pedestrian program. The Department's efforts to provide advice to local governments with respect to re-zoning and sub-division review and the creation of local area plans

TRANSPORTATION

55-00-00

with the local governments are also supported. It also includes both LTAP and RTAP programs.

These programs are necessary to address mobility needs in the State including federally mandated programs.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2008	\$3,110,000	\$5,842,000	\$0
FY 2009	3,000,000	6,193,000	0
FY 2010	3,000,000	6,565,000	0
TOTALS	\$9,110,000	\$18,600,000	\$0

111. Technology

PROJECT DESCRIPTION

Funding is requested for the Technology program of the Department. This program supports the Department's entire information system sometimes referred to as technological infrastructure. Initiatives include the implementation of the new statewide financial system with necessary upgrades, Geographical Information System (GIS) efforts, department-wide equipment management, software and hardware upgrades, statewide Division of Motor Vehicle initiatives, as well as other projects and programs.

The intent of these initiatives is to upgrade both applications and equipment in order to enhance all modes of transportation services statewide.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2008	\$4,500,000	\$0	\$0
FY 2009	5,000,000	0	0
FY 2010	5,500,000	0	0
TOTALS	\$15,000,000	\$0	\$0

112. Transportation Facilities

PROJECT DESCRIPTION

Funding is requested for transportation facilities. The funding for this program allows for regular maintenance and inspection of existing transportation facilities and support of new facilities.

In the next six years, considerable effort is necessary towards attaining the goal to provide comparable facilities evenly across the State. The facilities will enable the Department of fulfill mission requirements and meet set criteria to fulfill employee benefits.

CAPITAL REQUEST

FUNDING

	STATE	FEDERAL	OTHER
FY 2008	\$7,400,000	\$0	\$0
FY 2009	8,300,000	0	0
FY 2010	9,100,000	0	0
TOTALS	\$24,800,000	\$0	\$0

113. Transportation Management Improvements

PROJECT DESCRIPTION

Funding is requested for transportation management improvements. DelTrac is an Integrated Transportation Management System - a multi-modal approach to improving the movement of people and goods. DelTrac uses modern technology and a Transportation Management Center (TMC) to monitor travel and adjust signals, signage, transit, etc. to lessen congestion. Some benefits include:

Safer travel – New traffic control systems can reduce the number of vehicle stops, minimize changes in vehicle speeds, and improve traffic flow - all of which help reduce the number of accidents.

Less traffic congestion – DelTrac reduces traffic jams and travel time by continuously monitoring current conditions and automatically adjusting traffic signals, freeway ramp access, lane use, and transit schedules in response to real-time demand. Less traffic congestion results in safer, less stressful driving conditions.

Better travel information – At home, en route, or at work, travelers will have access to real-time, accurate information about transit, train, and flight schedules, roadway conditions, and other travel information via radio, kiosks, cable TV, internet access, and variable message signs on the bus or highway.

Improved multi-modal coordination – With the help of better travel information, travelers can make better decisions as to mode choice. Schedule and fare information provided in real-time makes train and bus

TRANSPORTATION
55-00-00

transfers more convenient. Transportation managers benefit as well, as they can maximize the system's efficiency by coordinating their activities across travel modes. For example, through the automatic vehicle locator system on buses, the TMC can provide buses traveling behind schedule with longer green time at signalized intersections to help them get back on schedule.

Quicker emergency response – With monitoring equipment, the TMC may detect, verify, and respond more quickly to incidents on the State's transportation system. Together with its emergency response partners (i.e. Department of Public Safety, Volunteer Firemen's Association, and Department of Natural Resources and Environmental Control), the TMC can act to ensure that incidents are cleared more quickly, reducing congestion and increasing safety. In the future, travelers in need of aid can benefit from communication and information technology which, among other things, can automatically send mayday signals to dispatch centers so trained emergency staff may locate an incident more quickly. Cellular call-in programs such as #77 and motorist call boxes are also used to facilitate emergency responses.

Improved efficiency – DelTrac technology allows DelDOT to make more efficient use of its existing resources by automating functions, sharing real-time information, and improving safety. It also helps private companies through improved freight delivery. Consumers save money through more efficient travel.

Variable message and speed limit signs – To promote safe driving conditions, the Department will install variable message boards and variable speed signs on limited-access and heavily traveled roads (I-95, I-295, I-495 and SR 1) throughout the State. These signs will help notify motorists in the event of unsafe driving conditions as a result of excessive traffic, or on ozone action days when speed limits will be reduced, as necessary, to improve air quality. A prototype has been operational along southbound SR 1 near Smyrna since July 2002.

CAPITAL REQUEST

FUNDING

	<u>STATE</u>	<u>FEDERAL</u>	<u>OTHER</u>
FY 2008	\$2,060,000	\$8,240,000	\$0
FY 2009	1,560,000	6,240,000	0
FY 2010	1,560,000	6,240,000	0
TOTALS	\$5,180,000	\$20,720,000	\$0

FISCAL YEAR 2009

1. Road System **\$298,363,000**

2. Grants and Allocations **\$24,600,000**

3. Transit System **\$10,256,200**

4. Support System **\$44,226,000**

FISCAL YEAR 2010

1. Road System **\$233,697,900**

2. Grants and Allocations **\$26,100,000**

3. Transit System **\$25,767,300**

4. Support System **\$47,680,000**