

CHURCHMAN'S CROSSING CORRIDOR, IMPROVEMENTS**PROJECT SCOPE/DESCRIPTION:**

Intersection Improvements: The intersections listed below 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 2/Harmony Road** – Safety improvements will be determined after monitoring traffic following the construction of Harmony Road traffic calming measures.

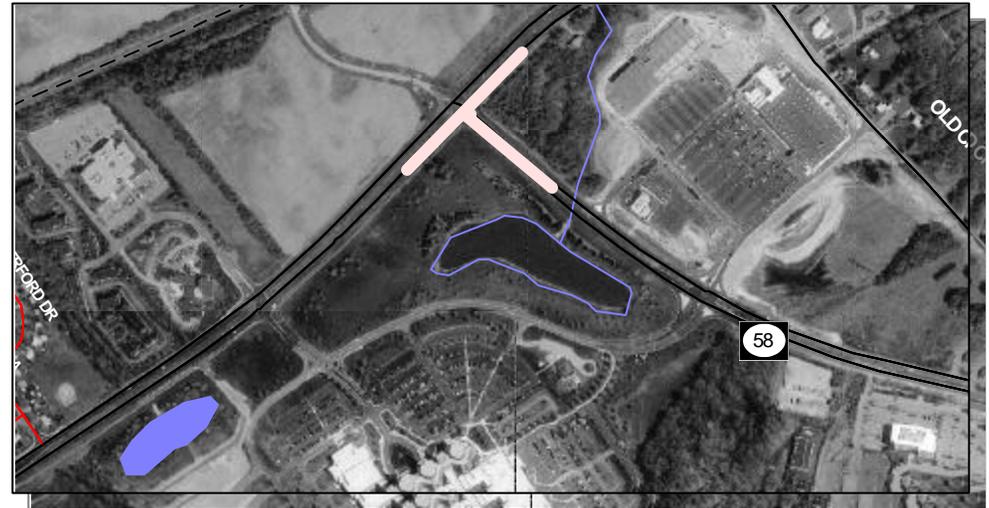
SR 2 and Harmony Road

- **SR 2/SR 7** – This project added an additional left-turn lane to eastbound and westbound SR 2. The project also added pedestrian and transit improvements by adding sidewalks on both sides of SR 2 from Griffin Drive to SR 7; enlarging channelization islands; adding pedestrian ramps, crosswalks, and pedestrian signals at the SR 2/SR 7 intersection; and upgrading four existing bus stops. This project included mill and overlay of the existing pavement on SR 2 on both sides of the intersection and the existing pavement on SR 7 between SR 4 and Milltown Road. Construction was completed Fall, 2002.

SR 2 and SR 7

CHURCHMAN'S CROSSING CORRIDOR, IMPROVEMENTS (CONTINUED)

- **SR 4/Churchman's Road** – A third northbound left-turn lane from Churchman's Road to westbound SR 4 may be required if Churchman's Road is not extended from SR 4 north to SR 2. If the Churchman's Road extension (included in the WILMAPCO Metropolitan Transportation Plan) is constructed, this intersection will need to be reconfigured.

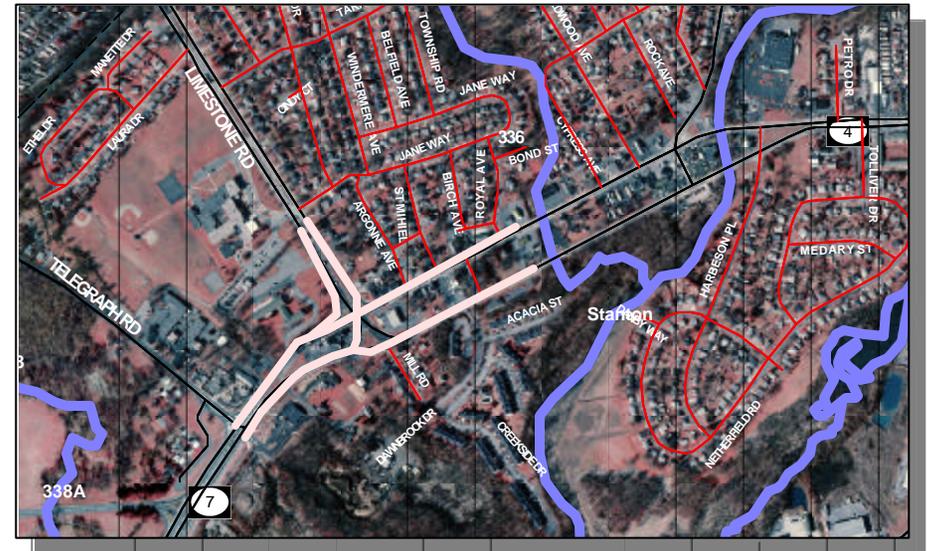
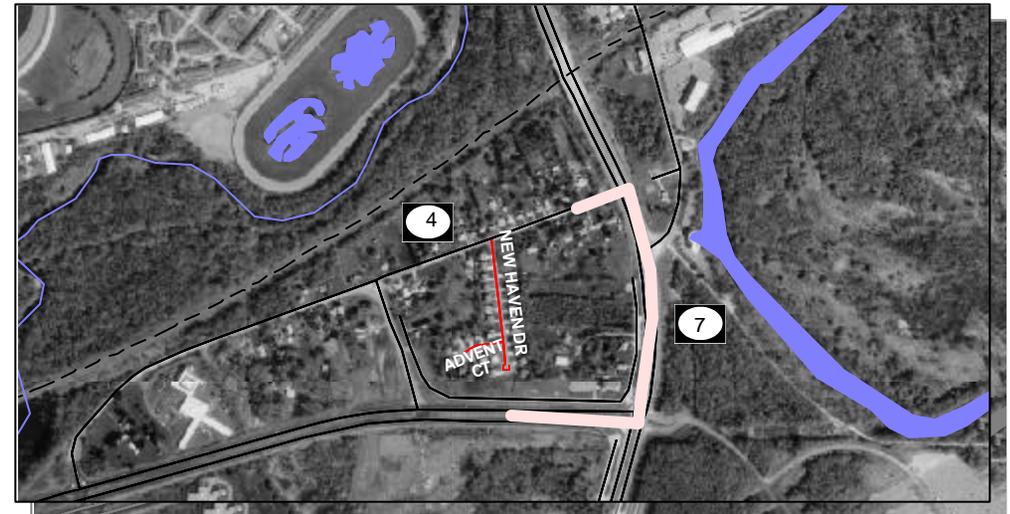
SR 4/Churchman's Road

- **SR 4/Harmony Road** – Safety improvements will be determined after monitoring traffic following the construction of Harmony Road traffic calming measures. Ultimate improvements along SR 4 at the intersection would accommodate approved development expansion (MBNA, Christiana Hospital, Center Pointe, and J. P. Morgan) in the SR 4 corridor, which has not occurred to date, for the most part. Improvements may include one additional through lane in each direction on SR 4.

SR 4 and Harmony Road

CHURCHMAN'S CROSSING CORRIDOR, IMPROVEMENTS (CONTINUED)

- **SR 4/SR 7 (Phase I) (Stanton Split)** – This project will add an additional westbound SR 4 through lane, and will increase the length of the southbound SR 7 left-turn lane to eastbound SR 4 storage lane. The project will also improve pedestrian and transit access by providing sidewalks on the west side of SR 7 to the school entrance and on the west side of Elm Street between eastbound and westbound SR 4. The project will also add pedestrian ramps, crosswalks, and pedestrian signals at the SR 4/SR 7 intersection and upgrading one existing bus stop.
- **SR 4/SR 7 (Phase II) (J. P. Morgan)** – A third left-turn lane from eastbound SR 4 to northbound SR 7 may be required to accommodate approved development expansion (MBNA, Christiana Hospital, Center Pointe, and J.P. Morgan) in the SR 4 corridor, which has not occurred to date.

**SR 4**

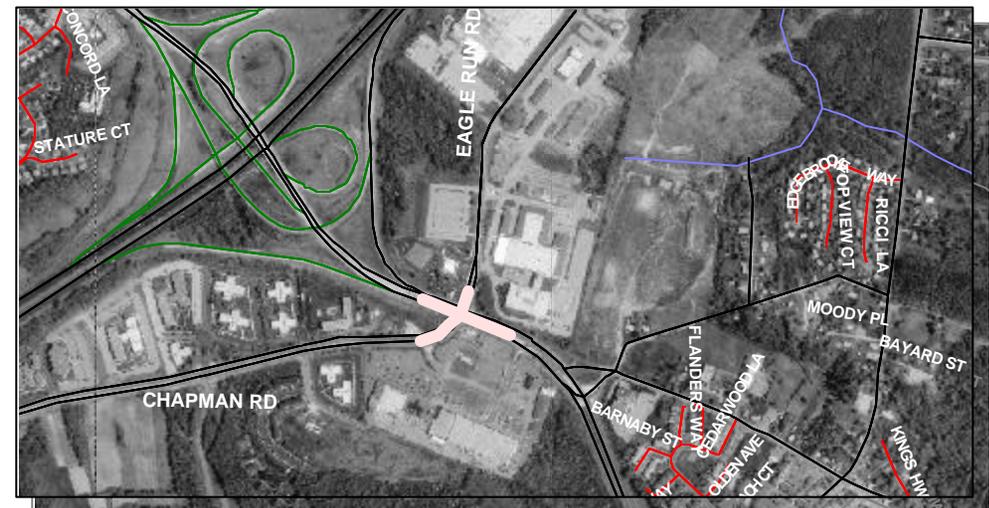
CHURCHMAN'S CROSSING CORRIDOR, IMPROVEMENTS (CONTINUED)

- **SR 7/SR273** – This project included an additional left-turn storage capacity lane for SR273 traffic turning onto southbound SR 7. A second left-turn lane was also added to SR273 turning onto northbound SR 1. The additional left-turn lane is currently striped as a single left until traffic warrants opening the second left lane. Construction was completed Spring, 2001.



- **SR273/Chapman Road** – This project contains potential safety and capacity improvements and will be studied as part of the SR273 Corridor Study.

SR 273 and Chapman Road



CHURCHMAN'S CROSSING CORRIDOR, IMPROVEMENTS (CONTINUED)

- **SR273/Harmony Road** – Safety improvements will be studied after monitoring traffic following the construction of Harmony Road traffic calming measures.

Westbound SR273



CHURCHMAN'S CROSSING CORRIDOR, IMPROVEMENTS (CONTINUED)

SR 273/Main Street, Christiana – The realignment of the existing road from Brown's Lane to SR273 will separate town center traffic from local traffic.



SR 273/Main Street, Christiana



CHURCHMAN'S CROSSING CORRIDOR, IMPROVEMENTS (CONTINUED)**Multi-modal Improvements**

- **Areawide Sidewalks / Bus Stops** – This group of projects will add sidewalk segments throughout the Churchman's Crossing area in an effort to improve pedestrian connections between communities, businesses, schools, recreational destinations, and transit service. Signalized intersections, channelization islands, pedestrian ramps, crosswalks, and pedestrian signals will be added. These projects will also upgrade existing or add new bus stops throughout the Churchman's Crossing area in an effort to make transit more attractive and accessible to existing/potential users.



- **Red Mill Road Sidewalk** – This project provided a new sidewalk connection along the west side of Red Mill Road between Mary Ella Drive and north of Darwin Drive, helping to link neighboring communities (Millrace, Sycamore Gardens, Admiral Club, and Red Mill Farms). This project also added bicycle lanes through the project limits to better delineate Bike Route 1, and replaced an existing bypass lane with a left turn lane into Mary Ella Drive from northbound Red Mill Road. To improve safety, the project added physical medians to delineate safe travel paths, protected the left turn into Mary Ella Drive, and improved the sight distance along Red Mill Road at the intersection of Mary Ella Drive. Construction was completed Winter, 2002.



CHURCHMAN'S CROSSING CORRIDOR, IMPROVEMENTS (CONTINUED)

PROJECT JUSTIFICATION: These projects are being implemented as a result of the Churchman's Crossing Study.

County: New Castle
Municipality:
Funding Program: Road System - Arterials
Functional Category: Management
Representative District: 18, 19, 21, 24, 26
Senatorial District: 8, 9



CHURCHMAN'S CROSSING CORRIDOR, IMPROVEMENTS (CONTINUED)**PROJECT FUNDING INFORMATION**

Project	Funding Type	Original Estimate	Current Estimate	Authorization	Committed as of 06/30/03	Expended	Committed	Authorization Available
						as of 06/30/03	Unexpended as of 06/30/03	
Churchman's Crossing Corridor, Improvements		\$ 47,346.2						
Prior Years	State			\$ 5,959.0	\$ 5,959.0	\$ 0.0	\$ 5,959.0	\$ 0.0
	Federal			\$ 6,296.0	\$ 6,296.0	\$ 0.0	\$ 6,296.0	\$ 0.0
	Other			\$ 275.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 275.0
FY 2003	State		\$ 51,213.0	\$ 4,171.7	\$ 228.7	\$ 0.0	\$ 228.7	\$ 3,943.0
	Federal			\$ 8,480.0	\$ 1,811.0	\$ 0.0	\$ 1,811.0	\$ 6,669.0
	Other			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 275.0
FY 2004 Authorized	State			\$ 1,000.0				\$ 4,943.0
	Federal			\$ 3,600.0				\$ 10,269.0
	Other			\$ 0.0				\$ 275.0
FY 2005 Projected	State			\$ 2,224.6				\$ 7,167.6
	Federal			\$ 3,306.7				\$ 13,575.7
	Other			\$ 0.0				\$ 275.0
FY 2006 Projected	State			\$ 1,210.0				\$ 8,377.6
	Federal			\$ 4,240.0				\$ 17,815.7
	Other			\$ 0.0				\$ 275.0
FY 2007-2009 Projected	State			\$ 2,450.0				\$ 10,827.6
	Federal			\$ 8,000.0				\$ 25,815.7
	Other			\$ 0.0				\$ 275.0
Total Projected	State			\$ 17,015.3	\$ 6,187.7			\$ 10,827.6
	Federal			\$ 33,922.7	\$ 8,107.0			\$ 25,815.7
	Other			\$ 275.0	\$ 0.0			\$ 275.0
Total All Funds		\$ 47,346.2	\$ 51,213.0	\$ 51,213.0	\$ 14,294.6	\$ 0.0	\$ 14,294.6	\$ 36,918.4

CHURCHMAN'S CROSSING CORRIDOR, IMPROVEMENTS (CONTINUED)**PROJECT TIMELINE INFORMATION**

Project #	Description	Phase	Funding Schedule	Current Estimate	Prior Years	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007 -2009
	Churchman's Crossing Corridor, Improvements									
	<i>Projects</i>	PE, RW, C	80% FHWA	\$ 9,833.3	\$ 3,000.0	\$ 0.0	\$ 1,500.0	\$ 2,133.4	\$ 3,200.0	\$ 0.0
		PE, RW, C	100% ST	843.6	843.6	0.0	0.0	0.0	0.0	0.0
	<i>Program Management</i>	MGT	100% ST	1,200.0	450.0	0.0	0.0	150.0	150.0	450.0
	<i>Enhanced Transit Service</i>	PRO	100% ST	450.0	450.0	0.0	0.0	0.0	0.0	0.0
	<i>Intersections Improvements</i>									
	SR 2/Harmony Road	PE	100% ST	300.0	0.0	0.0	0.0	300.0	0.0	0.0
		C	80% FHWA	1,500.0	0.0	0.0	0.0	0.0	0.0	1,500.0
20-111-02	SR 2/ SR 7 Intersection (Limestone Rd. and Kirkwood Highway)	PE	100% ST	40.0	40.0	0.0	0.0	0.0	0.0	0.0
		RW	100% ST	20.0	20.0	0.0	0.0	0.0	0.0	0.0
		C	100% Private	25.0	25.0	0.0	0.0	0.0	0.0	0.0
		C	80% FHWA	1,780.0	1,780.0	0.0	0.0	0.0	0.0	0.0
	SR 4/ Churchman's Road	PE	100% ST	400.0	0.0	400.0	0.0	0.0	0.0	0.0
		C*	80% FHWA	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	SR 4/Harmony Road	PE	100% ST	500.0	0.0	452.1	0.0	47.9	0.0	0.0
		C	80% FHWA	2,500.0	0.0	0.0	0.0	0.0	0.0	2,500.0
20-111-01	SR 4/ SR 7 Phase I, Stanton Split	RW	100% ST	425.0	325.0	0.0	100.0	0.0	0.0	0.0
		C	80% FHWA	960.0	0.0	0.0	0.0	0.0	960.0	0.0
	SR 4/SR 7 Phase II (J.P. Morgan)	PE	100% ST	700.0	0.0	300.0	0.0	400.0	0.0	0.0
		C	80% FHWA	6,000.0	0.0	0.0	0.0	0.0	0.0	6,000.0
20-041-01	SR 7, SR273 Intersection	C*	80% FHWA	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	SR273/Chapman Road	PE	100% ST	400.0	400.0	0.0	0.0	0.0	0.0	0.0
		C	80% FHWA	2,000.0	0.0	0.0	0.0	2,000.0	0.0	0.0

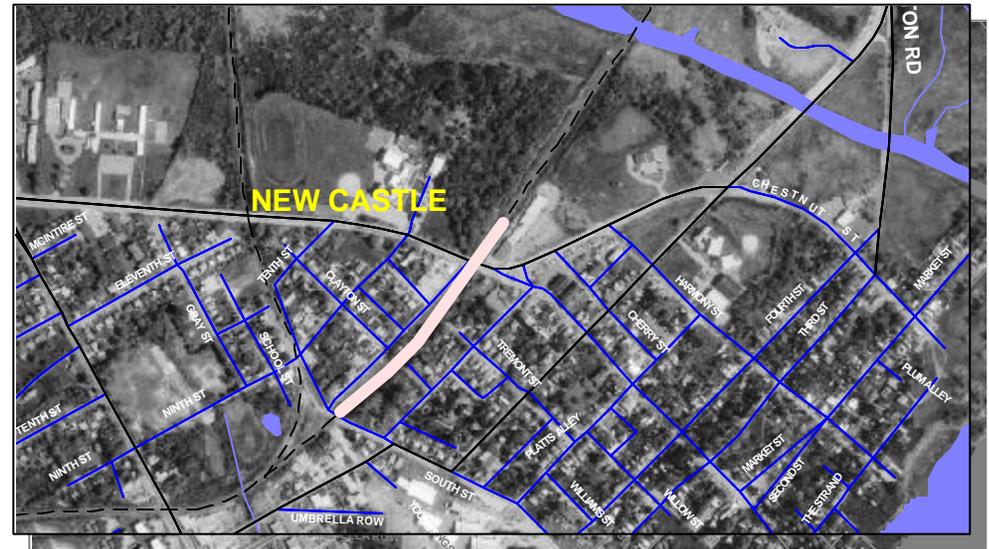
CHURCHMAN'S CROSSING CORRIDOR, IMPROVEMENTS (CONTINUED)**PROJECT TIMELINE INFORMATION**

Project #	Description	Phase	Funding Schedule	Current Estimate	Prior Years	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007 -2009
	Churchman's Crossing Corridor, Improvements, Continued									
	SR273/Harmony Road	PE	100% ST	140.0	40.4	99.6	0.0	0.0	0.0	\$ 0.0
		C*	80% FHWA	0.0	0.0	0.0	0.0	0.0	0.0	0.0
23-041-01	SR273 / Main Street, Christiana	PD	100% ST	800.0	0.0	800.0	0.0	0.0	0.0	0.0
		PE	100% ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		RW	80% FHWA	5,000.0	0.0	5,000.0	0.0	0.0	0.0	0.0
		C	80% FHWA	5,600.0	0.0	5,600.0	0.0	0.0	0.0	0.0
	Multi-Modal Improvements									
99-019-03	Areawide Sidewalks/Bus Stops	PE	100% ST	986.0	486.0	0.0	0.0	500.0	0.0	0.0
21-116-01		RW	100% ST	580.0	580.0	0.0	0.0	0.0	0.0	0.0
22-116-02		C	80% FHWA	6,280.0	2,140.0	0.0	3,000.0	0.0	1,140.0	0.0
95-116-01	Churchman's Area Improvements	C	100% Private	250.0	250.0	0.0	0.0	0.0	0.0	0.0
21-116-02	Red Mill Sidewalk	RW	100% ST	100.0	100.0	0.0	0.0	0.0	0.0	0.0
		C	80% FHWA	950.0	950.0	0.0	0.0	0.0	0.0	0.0
	Roadway Improvements									
	Churchman's Road/SR 7	RW	100% ST	650.0	650.0	0.0	0.0	0.0	0.0	0.0
		C*	80% FHWA	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total All Funds			\$ 51,213.0	\$ 12,530.0	\$ 12,651.7	\$ 4,600.0	\$ 5,531.3	\$ 5,450.0	\$ 10,450.0

CITY OF NEW CASTLE, IMPROVEMENTS

PROJECT SCOPE/DESCRIPTION: The intersections of SR 9 at 3rd and 6th Streets will be reconfigured to create a more continuous alignment on SR 9. Currently, the alignment of these intersections directs through traffic onto residential, historical streets. This project will provide pedestrian crosswalks at both intersections and may signalize the SR 9 and 6th Street intersection, if necessary.

PROJECT JUSTIFICATION: These intersection improvements were recommended in the *City of New Castle Transportation Plan*, adopted by WILMAPCO in January 2000. The improvements will address the problem of cut through traffic on residential streets by encouraging traffic to remain on SR 9. A traffic signal and crosswalks will improve connections between historic New Castle and surrounding commercial areas, schools, and housing.



- County:** New Castle
- Municipality:** New Castle
- Funding Program:** Road System – Arterials
- Functional Category:** Management
- Representative District:** 17
- Senatorial District:** 12, 13



CITY OF NEW CASTLE, IMPROVEMENTS (CONTINUED)

PROJECT FUNDING INFORMATION

Project	Funding Type	Original Estimate	Current Estimate	Authorization	Committed as of 06/30/03	Expended	Committed	Authorization Available
						as of 06/30/03	Unexpended as of 06/30/03	
City of New Castle, Improvements		\$ 3,080.0						
Prior Years	State			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Federal			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Other			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
FY 2003	State		\$ 3,080.0	\$ 280.0	\$ 280.0	\$ 0.0	\$ 280.0	\$ 0.0
	Federal			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Other			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
FY 2004 Authorized	State			\$ 0.0				\$ 0.0
	Federal			\$ 0.0				\$ 0.0
	Other			\$ 0.0				\$ 0.0
FY 2005 Projected	State			\$ 360.0				\$ 360.0
	Federal			\$ 640.0				\$ 640.0
	Other			\$ 0.0				\$ 0.0
FY 2006 Projected	State			\$ 360.0				\$ 720.0
	Federal			\$ 1,440.0				\$ 2,080.0
	Other			\$ 0.0				\$ 0.0
FY 2007-2009 Projected	State			\$ 0.0				\$ 720.0
	Federal			\$ 0.0				\$ 2,080.0
	Other			\$ 0.0				\$ 0.0
Total Projected	State			\$ 1,000.0	\$ 280.0			\$ 720.0
	Federal			\$ 2,080.0	\$ 0.0			\$ 2,080.0
	Other			\$ 0.0	\$ 0.0			\$ 0.0
Total All Funds		\$ 3,080.0	\$ 3,080.0	\$ 3,080.0	\$ 280.0	\$ 0.0	\$ 280.0	\$ 2,800.0

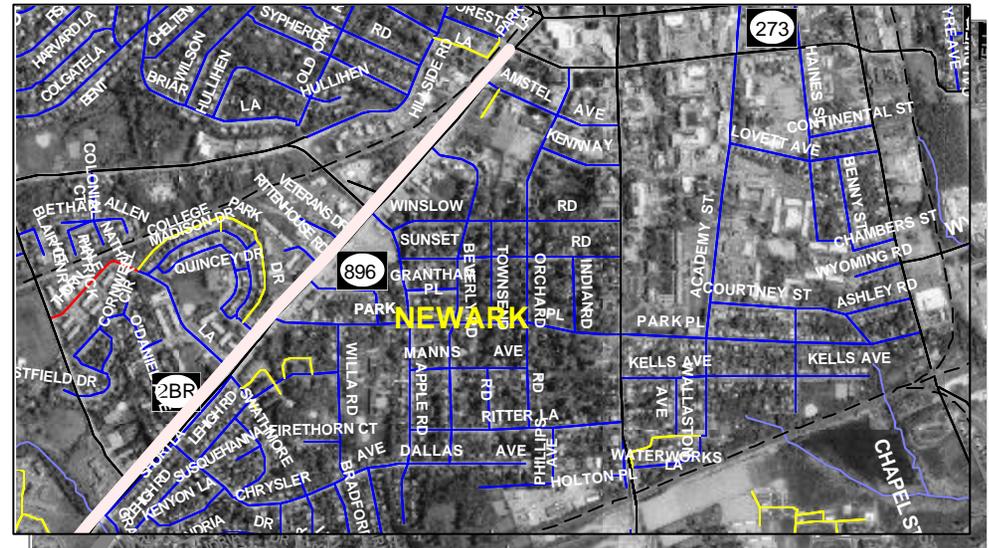
CITY OF NEW CASTLE, IMPROVEMENTS (CONTINUED)**PROJECT TIMELINE INFORMATION**

Project #	Description	Phase	Funding Schedule	Current Estimate	Prior Years	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007 -2009
	City of New Castle, Improvements									
	SR 9 and 3rd Street, New Castle	PE	100% ST	\$ 100.0	\$ 0.0	\$ 100.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
		C	80% FHWA	800.0	0.0	0.0	0.0	800.0	0.0	0.0
	SR 9 and 6th Street, New Castle	PE	100% ST	180.0	0.0	180.0	0.0	0.0	0.0	0.0
		RW	100% ST	200.0	0.0	0.0	0.0	200.0	0.0	0.0
		C	80% FHWA	1,800.0	0.0	0.0	0.0	0.0	1,800.0	0.0
	Total All Funds			\$ 3,080.0	\$ 0.0	\$ 280.0	\$ 0.0	\$ 1,000.0	\$ 1,800.0	\$ 0.0

ELKTON ROAD, MARYLAND STATE LINE TO DELAWARE AVENUE, NEWARK

PROJECT SCOPE/DESCRIPTION: This project will include roadway reconstruction and intersection improvements within the city limits of Newark; safety, pedestrian, and bicycle improvements from West Park Place to Delaware Avenue; and pedestrian and bicycle improvements at SR 4/Elkton Road intersection. The project development phase will define the actual scope of work needed and develop an estimate.

PROJECT JUSTIFICATION: The roadway surface along this area is crumbling and needs a total reconstruction. The area from Amstel Avenue north to Delaware Avenue in Newark has been identified as a Highway Safety Improvement Program (HSIP) site.



County: New Castle
Municipality: Newark
Funding Program: Road System – Arterials
Functional Category: Management
Representative District: 23, 25
Senatorial District: 6



ELKTON ROAD, MARYLAND STATE LINE TO DELAWARE AVENUE, NEWARK (CONTINUED)

Elkton Road in Newark



Elkton Road to Maryland State Line



ELKTON ROAD, MARYLAND STATE LINE TO DELAWARE AVENUE, NEWARK (CONTINUED)

PROJECT FUNDING INFORMATION

Project	Funding Type	Original Estimate	Current Estimate	Authorization	Committed as of 06/30/03	Expended as of 06/30/03	Committed Unexpended as of 06/30/03	Authorization Available
Elkton Road, Maryland State Line to Delaware Avenue, Newark		\$ 550.0						
Prior Years	State			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Federal			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Other			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
FY 2003	State		\$ 550.0	\$ 50.0	\$ 50.0	\$ 0.0	\$ 50.0	\$ 0.0
	Federal			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Other			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
FY 2004 Authorized	State			\$ 500.0				\$ 500.0
	Federal			\$ 0.0				\$ 0.0
	Other			\$ 0.0				\$ 0.0
FY 2005 Projected	State			\$ 0.0				\$ 500.0
	Federal			\$ 0.0				\$ 0.0
	Other			\$ 0.0				\$ 0.0
FY 2006 Projected	State			\$ 0.0				\$ 500.0
	Federal			\$ 0.0				\$ 0.0
	Other			\$ 0.0				\$ 0.0
FY 2007-2009 Projected	State			\$ 0.0				\$ 500.0
	Federal			\$ 0.0				\$ 0.0
	Other			\$ 0.0				\$ 0.0
Total Projected	State			\$ 550.0	\$ 50.0			\$ 500.0
	Federal			\$ 0.0	\$ 0.0			\$ 0.0
	Other			\$ 0.0	\$ 0.0			\$ 0.0
Total All Funds		\$ 550.0	\$ 550.0	\$ 550.0	\$ 50.0	\$ 0.0	\$ 50.0	\$ 500.0

ELKTON ROAD, MARYLAND STATE LINE TO DELAWARE AVENUE, NEWARK (CONTINUED)**PROJECT TIMELINE INFORMATION**

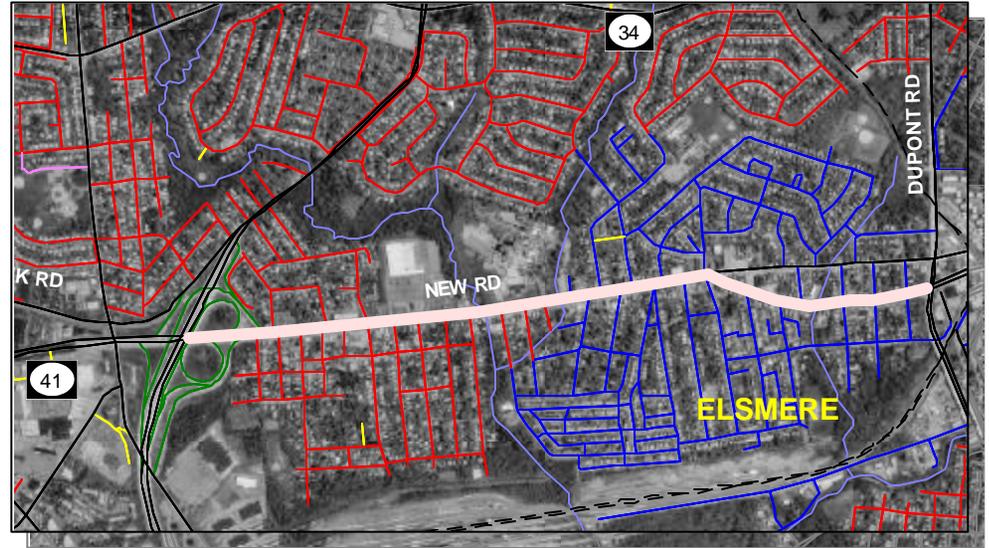
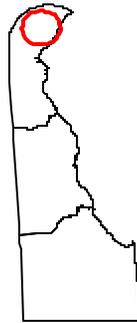
Project #	Description	Phase	Funding Schedule	Current Estimate	Prior Years	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007 -2009
	Elkton Road, Maryland State Line to Delaware Avenue, Newark	PE	100% ST	\$ 550.0	\$ 0.0	\$ 50.0	\$ 500.0	\$ 0.0	\$ 0.0	\$ 0.0
		RW	100% ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		C	80% FHWA	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total All Funds			\$ 550.0	\$ 0.0	\$ 50.0	\$ 500.0	\$ 0.0	\$ 0.0	\$ 0.0

KIRKWOOD HIGHWAY, FROM CENTRE ROAD TO DUPONT ROAD, ELSMERE

PROJECT SCOPE/DESCRIPTION: This project coordinates sidewalk and median improvements with the planned construction project on Kirkwood Highway (SR 2), from Centre Road (SR141) to Dupont Road (SR100).

PROJECT JUSTIFICATION: This project will promote multi-modal use and improve safety in the area.

County:	New Castle
Municipality:	Elsmere
Funding Program:	Road System - Arterials
Functional Category:	Management
Representative District:	12, 13
Senatorial District:	7



KIRKWOOD HIGHWAY, FROM CENTRE ROAD TO DUPONT ROAD, ELSMERE (CONTINUED)

PROJECT FUNDING INFORMATION

Project	Funding Type	Original Estimate	Current Estimate	Authorization	Committed as of 06/30/03	Expended as of 06/30/03	Committed Unexpended as of 06/30/03	Authorization Available
Kirkwood Highway, from Centre Road to DuPont Road, Elsmere		\$ 900.0						
Prior Years	State			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Federal			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Other			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
FY 2003	State		\$ 900.0	\$ 900.0	\$ 900.0	\$ 824.0	\$ 76.0	\$ 0.0
	Federal			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Other			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
FY 2004 Authorized	State			\$ 0.0				\$ 0.0
	Federal			\$ 0.0				\$ 0.0
	Other			\$ 0.0				\$ 0.0
FY 2005 Projected	State			\$ 0.0				\$ 0.0
	Federal			\$ 0.0				\$ 0.0
	Other			\$ 0.0				\$ 0.0
FY 2006 Projected	State			\$ 0.0				\$ 0.0
	Federal			\$ 0.0				\$ 0.0
	Other			\$ 0.0				\$ 0.0
FY 2007-2009 Projected	State			\$ 0.0				\$ 0.0
	Federal			\$ 0.0				\$ 0.0
	Other			\$ 0.0				\$ 0.0
Total Projected	State			\$ 900.0	\$ 900.0			\$ 0.0
	Federal			\$ 0.0	\$ 0.0			\$ 0.0
	Other			\$ 0.0	\$ 0.0			\$ 0.0
Total All Funds		\$ 900.0	\$ 900.0	\$ 900.0	\$ 900.0	\$ 824.0	\$ 76.0	\$ 0.0

KIRKWOOD HIGHWAY, FROM CENTRE ROAD TO DUPONT ROAD, ELSMERE (CONTINUED)**PROJECT TIMELINE INFORMATION**

Project #	Description	Phase	Funding Schedule	Current Estimate	Prior Years	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007 -2009
	Kirkwood Highway, from Centre Road to DuPont Road, Elsmere	C	100% ST	\$ 900.0	\$ 0.0	\$ 900.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Total All Funds			\$ 900.0	\$ 0.0	\$ 900.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0

LANCASTER PIKE, NORTH OF VALLEY ROAD TO NORTH OF SCHOOLHOUSE ROAD

PROJECT SCOPE/DESCRIPTION: A community working group comprised of civic leaders, business representatives, political leaders, and private citizens was formed in April 2000 to guide in the development of a recommended safety plan and to address the need for improved aesthetics on Lancaster Pike (SR 41), north of Valley Road to north of Schoolhouse Road.

The proposed improvements include:

- Installation of a traffic signal at the Lancaster Pike (SR 41) and Valley Road intersection will address angle accidents reported at the intersection - These accidents are caused by Valley Road motorists misjudging gaps in traffic on SR 41, due to speeding on the southbound downgrade approaching the center of town. The installation of a traffic signal will alternate the right-of-way for Valley Road and SR 41 motorists, reducing the likelihood of these types of accidents. Additionally, the traffic signal will accommodate Lancaster Pike left turns for Valley Road and SR 41 motorists. This should reduce the congestion on Yorklyn Road and Old Lancaster Pike caused by the current diversion of left-turning vehicles destined for westbound Valley Road.
- Conversion from a four-way to two-way STOP control at the Old Lancaster Pike and Valley Road intersection will avoid operational conflicts with the proposed signalization at SR 41 and Valley Road.
- Conversion from a two-way to one-way southbound travel on Old Lancaster Pike, north of the first residential driveway south of SR 41, will prohibit motorists from using Old Lancaster Pike, north of Valley Road, to bypass the proposed traffic signal at SR 41 at Valley Road.
- To improve overall pedestrian access and circulation this project will provide sidewalks on both sides of SR 41 from Yorklyn Road to the Police Athletic League Center (PAL) to Coffee Run Shopping Center and on both sides of Yorklyn Road, from SR 41 to Old Lancaster Pike. Additionally, pedestrian signalization and crosswalks will be provided on all four approaches of the Lancaster Pike and Yorklyn Road intersection and on three approaches to the Lancaster Pike and PAL Center intersection.



LANCASTER PIKE, NORTH OF VALLEY ROAD TO NORTH OF SCHOOLHOUSE ROAD (CONTINUED)

PROJECT JUSTIFICATION: The department’s Highway Safety Improvement Program (HSIP) identified the need for safety improvements to correct recurring accidents along Lancaster Pike from north of Valley Road to north of Mitchell Road. A combination of closely spaced commercial driveways and a lack of left-turn lanes combine to create numerous conflict points for motorists entering and exiting SR 41. This is especially apparent at the approaches to the Yorklyn Road signalized intersection where queue lengths restrict sight distance for motorists entering/exiting commercial driveways.

County: New Castle
Municipality:
Funding Program: Road System - Arterials Management
Functional Category:
Representative District: 20
Senatorial District: 4, 6, 7



LANCASTER PIKE, NORTH OF VALLEY ROAD TO NORTH OF SCHOOLHOUSE ROAD (CONTINUED)

PROJECT FUNDING INFORMATION

Project	Funding Type	Original Estimate	Current Estimate	Authorization	Committed as of 06/30/03	Expended	Committed	Authorization Available
						as of 06/30/03	Unexpended as of 06/30/03	
Lancaster Pike, North of Valley Road to North of Schoolhouse Road		\$ 6,520.0						
Prior Years	State			\$ 940.0	\$ 940.0	\$ 697.9	\$ 242.1	\$ 0.0
	Federal			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Other			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
FY 2003	State		\$ 6,520.0	\$ 180.0	\$ 111.5	\$ 0.0	\$ 111.5	\$ 68.5
	Federal			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Other			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
FY 2004 Authorized	State			\$ 1,080.0				\$ 1,148.5
	Federal			\$ 4,320.0				\$ 4,320.0
	Other			\$ 0.0				\$ 0.0
FY 2005 Projected	State			\$ 0.0				\$ 1,148.5
	Federal			\$ 0.0				\$ 4,320.0
	Other			\$ 0.0				\$ 0.0
FY 2006 Projected	State			\$ 0.0				\$ 1,148.5
	Federal			\$ 0.0				\$ 4,320.0
	Other			\$ 0.0				\$ 0.0
FY 2007-2009 Projected	State			\$ 0.0				\$ 1,148.5
	Federal			\$ 0.0				\$ 4,320.0
	Other			\$ 0.0				\$ 0.0
Total Projected	State			\$ 2,200.0	\$ 1,051.5			\$ 1,148.5
	Federal			\$ 4,320.0	\$ 0.0			\$ 4,320.0
	Other			\$ 0.0	\$ 0.0			\$ 0.0
Total All Funds		\$ 6,520.0	\$ 6,520.0	\$ 6,520.0	\$ 1,051.5	\$ 697.9	\$ 353.6	\$ 5,468.5

LANCASTER PIKE, NORTH OF VALLEY ROAD TO NORTH OF SCHOOLHOUSE ROAD (CONTINUED)**PROJECT TIMELINE INFORMATION**

Project #	Description	Phase	Funding Schedule	Current Estimate	Prior Years	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007 -2009
20-007-02	Lancaster Pike, North of Valley Road to North of Schoolhouse Road	LOC/ENV	100% ST	\$ 125.0	\$ 125.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
		PE	100% ST	815.0	815.0	0.0	0.0	0.0	0.0	0.0
		RW	100% ST	180.0	0.0	180.0	0.0	0.0	0.0	0.0
		C	80% FHWA	5,400.0	0.0	0.0	5,400.0	0.0	0.0	0.0
	Total All Funds			\$ 6,520.0	\$ 940.0	\$ 180.0	\$ 5,400.0	\$ 0.0	\$ 0.0	\$ 0.0