

**TRANSPORTATION  
55-00-00**

**Project Summary Chart**

**STATE CAPITAL FUNDS**

Project Name	FY 2004	FY 2005	FY 2006 Request	FY 2006 Recommended	FY 2007 Request	FY 2008 Request
1. Road System (Projects 1-77)	\$ 233,570,300	\$ 292,111,500	\$ 357,834,300	\$	\$ 381,278,600	\$ 175,673,900
2. Grants and Allocations (Projects 78-79)	26,100,000	26,100,000	26,100,000		26,100,000	26,100,000
3. Transit System (Projects 80-87)	20,411,000	8,303,500	25,697,400		25,833,300	25,070,600
4. Support System (Projects 88-97)	49,427,400	37,213,700	64,056,900		47,479,200	41,741,000
<b>TOTAL</b>	<b>\$ 329,508,700</b>	<b>\$ 363,728,700</b>	<b>\$ 473,688,600</b>	<b>\$</b>	<b>\$ 480,691,100</b>	<b>\$ 268,585,500</b>

**1. Bread and Cheese Island**

**PROJECT DESCRIPTION**

Funding is requested to purchase land between SR141, Basin Road and Glenville in the Christina River for possible future use as a fresh water reservoir in the area.

The current real estate market is conducive to purchase this property at the current time.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2006	\$5,000,000	\$0	\$0
<b>TOTAL</b>	<b>\$5,000,000</b>	<b>\$0</b>	<b>\$0</b>

**COST COMPONENT**

Cost by Item	
\$5,000,000	Project Development
<b>\$5,000,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Project Development		Jun06		

**2. Glenville Wetland Mitigation**

**PROJECT DESCRIPTION**

Funding has been appropriated from the General Fund of the State to the Transportation Trust Fund. The department will use these 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 all of these 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.

Additional funding is requested to construct a wetland.

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

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**FUNDING**

	STATE	FEDERAL	OTHER
FY 2004	\$1,013,000	\$0	\$15,000,000
FY 2005	18,250,000	0	3,000,000
FY 2006	5,000,000	0	0
FY 2007	5,000,000	0	0
<b>TOTAL</b>	<b>\$29,263,000</b>	<b>\$0</b>	<b>\$18,000,000</b>

\*Source of Other Funds is from the County.

**COST COMPONENT**

Cost by Item	
\$5,000,000	Project Development
5,000,000	Preliminary Engineering
37,263,000	Property Acquisition
<b>\$47,263,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Project Development		Jun06		
Preliminary Engineering			Jun09	
Property Acquisition	Feb05			

**3. I-95, Maryland State Line to SR141**

**PROJECT DESCRIPTION**

Funding is requested for major improvements throughout the area to alleviate traffic congestion. These improvements include:

The Churchman's Road Bridge over I-95 project will include construction of a new two-lane bridge on Churchman's Road that will provide shoulders and sidewalks.

The I-95, Fifth Lane Expansion from Churchman's Bridge to SR 141, Basin Road project will include construction of a new fifth travel lane from the new bridge to SR 141, Basin Road through Churchman's Marsh.

The SR 1/I-95 Interchange project will include construction of a multiple-lane interchange that will eliminate the traffic weaving around the Christiana Mall, SR 1, and I-95 areas.

The SR896, South College Avenue / I-95 Interchange project will include Project Development work that will investigate the need for future improvements which could include, maintain as is; upgrading the current approaches and the on and off ramps; or construction of total new interchanges for northbound and southbound I-95 from SR896.

The Toll Plaza Rehabilitation and Highway Speed E-ZPass Improvements project will enhance the current computer technology utilized on I-95 to process electronic toll collection by installing safe highway speed lanes.

This project will 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	1,300,000	2,700,000	0
FY 2007	88,250,000	96,750,000	0
<b>TOTAL</b>	<b>\$101,344,000</b>	<b>\$125,317,000</b>	<b>\$0</b>

**COST COMPONENT**

Cost by Item	
\$2,000,000	Project Development
4,380,000	Environmental/Archeological Studies
15,451,000	Preliminary Engineering
200,000	Property Acquisition
204,630,000	Total Construction Cost (TCC)
<b>\$226,661,000</b>	<b>Total</b>

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**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Project Development	Jun06	Jun07		
Environmental / Archeological Studies	Aug04			
Preliminary Engineering	Dec04	Jun06		
Total Construction	Jun06	Jun06	Jun09	

**4. I-95, N213, Carr Road and N 3, Marsh Road Interchange Improvements**

**PROJECT DESCRIPTION**

Funding is requested 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	\$1,000,000	\$0	\$0
<b>TOTAL</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>

**COST COMPONENT**

**Cost by Item**

\$1,000,000	Project Development
<b>\$1,000,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Project Development			Jun08	

**5. I-95 / US202 Interchange**

**PROJECT DESCRIPTION**

Funding is requested to widen the existing ramp from northbound I-95 to northbound US202 in the I-95/US202 interchange from one to two lanes. Additionally, other ramp improvements will be made to address weaving problems and develop a US202 gateway into the city.

The current demand for use of this ramp backs 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 US202 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.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2002	\$200	\$0	\$0
FY 2005	3,000,000	0	0
FY 2006	11,280,000	22,320,000	0
<b>TOTAL</b>	<b>\$14,280,200</b>	<b>\$22,320,000</b>	<b>\$0</b>

**COST COMPONENT**

**Cost by Item**

\$3,000,200	Preliminary Engineering
33,600,000	Total Construction Cost (TCC)
<b>\$36,600,200</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Preliminary Engineering	May06			
Total Construction		Oct08		

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**6. I-295 Improvements**

**PROJECT DESCRIPTION**

In Fiscal Year 2000, the Delaware River and Bay Authority (DRBA) began a five to six year rehabilitation project on all the approaches and ramps on the west side of the Delaware Memorial Bridge. Construction on the eastbound lanes closest to the bridge was completed in Fiscal Year 2000 and the work closest to the bridge on the westbound lanes is currently under construction.

The Department of Transportation (DelDOT) currently maintains I-295 west of bridges 1-008E and 1-008W. DRBA is responsible for the remaining portion on I-295 to and including the Delaware Memorial Bridge. New planned improvements will be a joint effort by DelDOT and DRBA. DRBA will design and manage the improvements with oversight from DelDOT.

Improvements will include:

**DRBA Bridges** – These bridges are located over an abandoned railroad. Plans are underway to encapsulate and fill in the area under the bridges. This is projected to save bridge maintenance funds in future years. An agreement between DelDOT and DRBA has been signed that will make DRBA responsible to rebuild the bridges if and when a commuter rail line is constructed. Although there are no current plans to construct a rail line, this does remain a viable option in the future.

The installation of ten new light standards within the limits of DelDOT maintenance responsibilities for I-295 and US 13. The length of the project is from 1,500 feet west of the interstate connection of northbound I-95/I-295 to 2,400 feet west of US 13.

A third lane expansion project from SR141 to SR 9 will address peak periods when 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 I-95/SR 141 Interchange to 2,400 feet west of US 13.

Weave Elimination from I-95 to US 13 - a collector and distributor slip ramp with mill and overlay on I-295 - DRBA has developed a concept that will solve the existing weave problem from southbound I-95 to eastbound I-295 to southbound US 13. This 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, DelDOT, 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.

The Westbound US 13 to I-95 pavement reconstruction project of I-295 west of US 13 to I-95 will also be completed.

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 2002	\$400,000	\$0	\$0
FY 2003	1,000,000	0	0
FY 2004	2,300,000	0	0
FY 2005	1,000,000	0	0
FY 2006	3,000,000	0	0
FY 2007	4,000,000	0	0
FY 2008	6,600,000	0	0
<b>TOTAL</b>	<b>\$18,300,000</b>	<b>\$0</b>	<b>\$0</b>

**COST COMPONENT**

<b>Cost by Item</b>	
\$500,000	Project Development
2,300,000	Preliminary Engineering
15,500,000	Total Construction Cost (TCC)
<b>\$18,300,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Project Development		Aug06		
Preliminary Engineering	Sep05			
Total Construction	Oct06	Oct06	Oct07	Oct08

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**7. SR 1, South of Dover to South of Chesapeake and Delaware Canal**

**PROJECT DESCRIPTION**

Completion of the final major sections of the limited-access highway connecting Dover to I-95 opened the entire roadway in May 2003.

Funding is requested to finish the construction Engineering/Management.

This project alleviates congestion on US 13 and provides a continuous limited-access highway from I-95 to south of Dover.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2001	\$141,844,500	\$74,328,500	\$76,600
FY 2003	570,000	570,000	0
FY 2004	225,000	225,000	0
FY 2005	1,605,000	505,000	0
FY 2006	100,000	100,000	0
<b>TOTAL</b>	<b>\$144,344,500</b>	<b>\$75,728,500</b>	<b>\$76,600</b>

\* Source of Other Funds is Local Funds.

**COST COMPONENT**

Cost by Item	
\$500,000	Project Development
12,161,200	Preliminary Engineering
86,182,700	Property Acquisition
121,305,700	Total Construction Cost (TCC)
<b>\$220,149,600</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Total				
Construction	Aug06	Jun06		

**8. Blue Ball Properties, SR141 and US202 Area Improvements**

**PROJECT DESCRIPTION**

Funding is requested for this project that will be addressed through transportation improvements, environmental restoration and improvements, and historic restoration. Transportation improvements include infrastructure and transit services; communication links and monitoring through traffic signal communication fiber, cameras, and other DelTRAC infrastructure installation; and road and overpass construction through west side improvements, east side roads and ramps; US 202 at the Independence Mall to north of Powder Mill Road improvements; and US 202 Augustine Cutoff to the Independence Mall improvements and new underpasses. Environmental improvements include landscaping consistent with the Brandywine Hundred community heritage, bringing park-goers through 152 acres of natural environment in both the East and West Parks. A new East Park water quality basin will provide local environmental education opportunities while offering a habitat for wildlife. Historic restoration and parks and recreation elements include restoration of the West Park's Blue Ball Dairy Barn and the rehabilitation of the Bird Husband House and the Murphy House along with the stabilization of the existing Weldin Plantation ruins. Transit improvements will include a transit center located as close to Murphy Road as possible for AstraZeneca (AZ) employee utilization. DelDOT / Delaware Transit Corporation (DTC) will monitor AZ transit services and will expand public transit services based upon its success.

This project supports economic development by encouraging business development in the area, addressing transportation problems, preserving historic and environmental resources, and enhancing recreational opportunities.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2001	\$14,809,000	\$0	\$0
FY 2002	66,432,500	14,160,000	0
FY 2003	6,653,600	23,040,000	372,400
FY 2004	5,068,400	12,480,800	0
FY 2005	9,787,000	15,360,000	0
FY 2006	2,000,000	0	0
<b>TOTAL</b>	<b>\$104,750,500</b>	<b>\$65,040,800</b>	<b>\$372,400</b>

\* Source of Other Funds is Private Funds.

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**COST COMPONENT**

Cost by Item	
\$12,931,000	Preliminary Engineering
4,835,800	Property Acquisition
152,396,900	Total Construction Cost (TCC)
<b>\$170,163,700</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Total Construction	Mar07	Mar07		

**9. Churchman's Crossing Corridor Improvements**

**PROJECT DESCRIPTION**

Funding is requested for multi-modal improvements to the area including area wide sidewalks, bus stops, enhanced transit service, and intersection improvements.

These improvements enhance multi-modal transportation throughout the area and encourage movement of people and goods through other than single occupant vehicles. These projects are being implemented as a result of the Churchman's Crossing Study.

**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	2,850,000	3,600,000	0
FY 2007	2,210,000	6,640,000	0
FY 2008	1,250,000	1,600,000	0
<b>TOTAL</b>	<b>\$23,232,700</b>	<b>\$31,682,600</b>	<b>\$275,000</b>

\* Source of Other Funds is Local Funds.

**COST COMPONENT**

Cost by Item	
\$2,508,900	Project Development
3,895,000	Preliminary Engineering
6,876,000	Property Acquisition
1,350,000	Non-Construction
40,560,400	Total Construction Cost (TCC)
<b>\$55,190,300</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Project Development	Jun05	Jun10	Jun08	Jun09
Preliminary Engineering	Jun07	Jun06	Jun07	
Property Acquisition		Jun05		
Total Construction	Jun07	Jun10	Jun06	

**10. Corridor Capacity Preservation and Advanced Acquisition of Rights of Way**

**PROJECT DESCRIPTION**

Funding is requested for the corridor preservation program which has four main goals: maintain a road's ability to handle traffic efficiently and safely; minimize the transportation impacts of increased economic growth; preserve the ability to make future transportation-related improvements as needed; and prevent the need to build an entirely new road.

In accordance with these goals, there are several techniques and methods used to preserve the capacity of a transportation corridor. As part of the subdivision review process, the department manages access for new development by requiring entrances onto secondary or frontage roads, as opposed to direct access on to a main highway. Where applicable, shared entrances are also encouraged. As part of the program, the department can purchase property access rights, development rights, or properties in whole, in order to make needed transportation improvements or preserve the corridor's capacity. The program may also include individual

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improvements such as frontage roads, intersection improvements, and overpasses.

Four corridors have currently been approved: US301; SR 48 from Hercules Road to SR 41; US 13 from the Maryland line to SR 10 in Camden; and US113 from the Maryland line to Milford.

In addition to preserving capacity on selected corridors, funds are also used for selected early property acquisitions for proposed projects (those under program development or design) where, under current procedures, it is determined to be in the best interest of the State to purchase (protect) property subject to development and/or when a property owner hardship is identified. This is done in cases where a project has a high probability of proceeding to construction, but has not yet proceeded to a point in design where final right of way plans have been developed or funds have been authorized for the right of way phase.

Funding is requested on an annual basis to acquire right of way in advance of knowing the exact alignment of future improvements in Sussex County and in consideration of today's dynamic real estate prices. This can include, but not be limited to US113 North / South Highway improvements, Sussex County East/West, SR 1 / US 9, Five Points interchange, and SR 1, Connector Road from Rehoboth Entrance to North of US 9 (Western Parkway). Excess lands are sold.

Capacity is maintained along transportation corridors and permits protective buying and hardship acquisitions involving projects under project development or design.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2001	\$3,946,000	\$1,600,000	\$0
FY 2002	7,200,000	0	0
FY 2003	7,200,000	0	0
FY 2004	7,500,000	0	0
FY 2005	7,500,000	0	0
FY 2006	17,500,000	0	0
FY 2007	27,500,000	0	0
FY 2008	27,500,000	0	0
<b>TOTAL</b>	<b>\$105,846,000</b>	<b>\$1,600,000</b>	<b>\$0</b>

**COST COMPONENT**

<b>Cost by Item</b>	
\$107,446,000	Property Acquisition
<b>\$107,446,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Property Acquisition	Jun05	Jun06	Jun07	Jun08

**11. New Castle City Improvements**

**PROJECT DESCRIPTION**

Funding is requested to reconfigure the intersections of SR 9 at 3<sup>rd</sup> and 6<sup>th</sup> Streets to create a more continuous alignment on SR 9. Currently, the alignment of these intersections directs through traffic onto residential and historical streets. The project will provide pedestrian crosswalks at both intersections and may signalize the SR 9 and 6th Street intersection, if necessary. The SR 9, Wilmington Road and Delaware Street, Intersection Improvements project is to realign the SR 9, Wilmington Road and Delaware Street intersection. The realignment of the intersection would orient through traffic to continue on SR 9, Washington Street and bypass to north of the City. The SR 9, River Road Area Improvements project involves development work which began in FY 2005 to determine the best path forward to relieve the area flooding. Although this area has frequently flooded, recent growth in residential development has identified this as a major problem. This project was previously referred to as: City of New Castle Improvements.

The current geometry of the intersection 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. A traffic signal and crosswalks will improve connections between historic New Castle and surrounding commercial areas, schools, and housing.

The existing capacity of SR 9 narrows from four lanes to two lanes as it passes through the City of New Castle. Providing a continuous four-lane section around the historic center removes the incentive for traffic to use Third Street, Sixth Street and Ninth Street as a cut-through.

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**FUNDING**

	STATE	FEDERAL	OTHER
FY 2003	\$280,000	\$0	\$0
FY 2005	930,000	0	0
FY 2006	770,000	0	0
FY 2007	970,000	2,080,000	0
FY 2008	200,000	800,000	0
<b>TOTAL</b>	<b>\$3,150,000</b>	<b>\$2,880,000</b>	<b>\$0</b>

**COST COMPONENT**

**Cost by Item**

\$1,430,000	Project Development
600,000	Preliminary Engineering
400,000	Property Acquisition
3,600,000	Total Construction Cost (TCC)
<b>\$6,030,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Project Development	May06	Aug06		
Preliminary Engineering	Mar07		Aug08	
Property Acquisition		Jun07	Sep08	
Total Construction			Oct09	Oct10

**12. Newtown Road, SR896, South College Avenue to SR 72, South Chapel Street**

**PROJECT DESCRIPTION**

Funding is requested for project development to determine the need, scope, and cost estimate of a proposed new roadway between SR 896, South College Avenue and SR 72, South Chapel Street.

Increased development in the surrounding area may necessitate a need for a new alternate route between SR 896, South College Avenue and SR 72, South Chapel Street to relieve congestion on Old Baltimore Pike.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2007	\$250,000	\$0	\$0
<b>TOTAL</b>	<b>\$250,000</b>	<b>\$0</b>	<b>\$0</b>

**COST COMPONENT**

**Cost by Item**

\$250,000	Project Development
<b>\$250,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Project Development			Jun10	

**13. Route 1, Beach Area Improvements**

**PROJECT DESCRIPTION**

Funding is requested to improve traffic flow from Dewey Beach to Nassau in the Route 1 Beach area. These improvement projects include improvements to the entrance of Rehoboth, alignment determination of a new roadway parallel to Route 1, construction of a third southbound lane from north of SR 24 to Five Points, beach area park and ride access, and begin design of needed solutions in the Wescoats Road area.

These projects will improve pedestrian and bicycle safety and make needed roadway improvements.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2001	\$100,000	\$0	\$0
FY 2002	1,950,000	200,000	0
FY 2003	2,938,800	0	0
FY 2004	10,064,900	0	0
FY 2005	4,802,900	7,197,100	0
FY 2006	29,899,700	1,288,000	0
FY 2007	37,100,000	6,400,000	0
FY 2008	21,860,000	7,440,000	0
<b>TOTAL</b>	<b>\$108,716,300</b>	<b>\$22,525,100</b>	<b>\$0</b>



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**COST COMPONENT**

<b>Cost by Item</b>	
\$4,271,200	Project Development
250,000	Environmental/Archeological Studies
8,504,800	Preliminary Engineering
82,869,000	Property Acquisition
35,346,400	Total Construction Cost (TCC)
<b>\$131,241,400</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Project Development	Jun07	May07		
Preliminary Engineering	Jun06	Jan07		
Property Acquisition	Jun06	Jun08	Jun08	Jun10
Total Construction	May07	May07	Jun10	Oct07

**14. SR 1, Bay Road / K 19, Thompsonville Road, Intersection Improvements**

**PROJECT DESCRIPTION**

Funding is requested for the construction of a grade-separated interchange at this intersection and extension of Thompsonville Road from the proposed interchange 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 this intersection as well as the removal of median crossovers in the immediate vicinity. This project was previously referred to as: SR 1, Thompsonville Interchange.

This intersection has been targeted as a high accident-prone intersection. The improvements will enhance safety and improve traffic flow 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	7,807,200	5,204,800	0
<b>TOTAL</b>	<b>\$14,587,200</b>	<b>\$5,204,800</b>	<b>\$0</b>

**COST COMPONENT**

<b>Cost by Item</b>	
\$655,000	Project Development
1,425,000	Preliminary Engineering
4,700,000	Property Acquisition
13,012,000	Total Construction Cost (TCC)
<b>\$19,792,000</b>	<b>Total</b>

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	FY 2005	FY 2006	FY 2007	FY 2008
Preliminary Engineering	Mar07			
Property Acquisition		Mar07		
Total Construction			Sep08	

**15. SR 1, Bay Road, Little Heaven Intersection Improvements**

**PROJECT DESCRIPTION**

Funding is requested for the construction of new SR 1 northbound lanes and a service road, east of SR 1 from south of K 18, Bowers Beach Road to north of K373, 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, which will provide access to and from the service roads on either side of SR 1. This project was previously referred to as: SR 1, Little Heaven Interchange.

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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.

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	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	13,770,000	9,180,000	0
<b>TOTAL</b>	<b>\$24,245,000</b>	<b>\$9,180,000</b>	<b>\$0</b>

**COST COMPONENT**

Cost by Item	
\$1,700,000	Project Development
2,775,000	Preliminary Engineering
6,000,000	Property Acquisition
22,950,000	Total Construction Cost (TCC)
<b>\$33,425,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Preliminary Engineering	Apr07			
Property Acquisition		Apr07		
Total Construction			Oct09	

**16. SR 1, Bay Road / SR 9, Bayside Drive, Intersection Improvements**

**PROJECT DESCRIPTION**

Funding is requested for the construction of a grade-separated intersection at SR 1 and SR 9 with tie-ins to K 68, Kitts Hummock Road. DelDOT is working with Dover Air Force Base to obtain discretionary federal Homeland Security funds for construction. This project

was previously referred to as: SR 1 / SR 9 Interchange, Dover Air Force Base.

The intersection of SR 1 and SR 9 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	1,850,000	7,400,000	0
<b>TOTAL</b>	<b>\$2,710,200</b>	<b>\$8,840,800</b>	<b>\$0</b>

**COST COMPONENT**

Cost by Item	
\$500,000	Project Development
801,000	Preliminary Engineering
1,000,000	Property Acquisition
9,250,000	Total Construction Cost (TCC)
<b>\$11,551,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Preliminary Engineering		Sep06		
Property Acquisition		Sep06		
Total Construction			Oct09	

**17. SR 1, Bay Road / SR 12, Frederica Road, North Frederica Intersection Improvements**

**PROJECT DESCRIPTION**

Funding is requested for the construction of a grade-separated intersection. The project will also include the construction of acceleration/deceleration lanes for access

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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. This project was previously referred to as: SR 1, Frederica Interchange.

The improvements to this intersection will enhance safety and improve traffic flow along the SR 1 corridor.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2004	\$580,000	\$0	\$0
FY 2005	710,000	0	0
FY 2006	1,265,000	0	0
FY 2007	1,590,000	6,360,000	0
<b>TOTAL</b>	<b>\$4,145,000</b>	<b>\$6,360,000</b>	<b>\$0</b>

**COST COMPONENT**

<b>Cost by Item</b>	
\$420,000	Project Development
2,135,000	Preliminary Engineering
7,950,000	Total Construction Cost (TCC)
<b>\$10,505,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Preliminary Engineering	Sep06	Sep06		
Total Construction			Oct09	

**18. SR 1, Coastal Highway / SR 30, Cedar Creek Road Interchange, South of Milford**

**PROJECT DESCRIPTION**

Funding is requested for the construction of a grade-separated interchange at this intersection with a proposed on/off access interchange provided along SR 30 and S206, Cedar Neck Road. This project will connect with the recently completed roadway from Business Route 1 and SR 30. The project will also include limiting access along S206, Cedar Neck Road to right-in and right-out

only access. This project was previously referred to as: SR 1/SR 30 Interchange, South of Milford.

The final project development work will determine if this project will be included in the US113 improvements in the Milford area.

This intersection has been targeted as a high accident-prone intersection. The improvements will enhance safety and preserve capacity along the SR 1 corridor eliminating the need for signalization at this intersection.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2005	\$1,000,000	\$0	\$0
FY 2007	1,200,000	0	0
FY 2008	1,200,000	4,800,000	0
<b>TOTAL</b>	<b>\$3,400,000</b>	<b>\$4,800,000</b>	<b>\$0</b>

**COST COMPONENT**

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

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Preliminary Engineering	Mar07			
Property Acquisition			Sep08	
Total Construction				Sep10

**19. SR 2, Elkton Road, Maryland State Line to SR273, Delaware Avenue, Newark**

**PROJECT DESCRIPTION**

Funding is requested for roadway reconstruction and intersection improvements within the city limits of Newark; safety, pedestrian, and bicycle improvements from West Park Place to Delaware Avenue; and

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pedestrian and bicycle improvements at SR 4, Christina Parkway / SR 2, Elkton Road intersection. The project development phase will define the actual scope of work needed and develop an estimate.

The roadway surface along this area is crumbling and needs a total reconstruction. The area from Amstel Avenue north to SR273, Delaware Avenue in Newark has been identified as a Highway Safety Improvement Program (HSIP) site.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2003	\$50,000	\$0	\$0
FY 2004	500,000	0	0
FY 2006	1,000,000	0	0
<b>TOTAL</b>	<b>\$1,550,000</b>	<b>\$0</b>	<b>\$0</b>

**COST COMPONENT**

**Cost by Item**

\$550,000	Project Development
1,000,000	Preliminary Engineering
<b>\$1,550,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Preliminary Engineering		Sep08		

**20. SR 2, Kirkwood Highway and N352, Red Mill Road Intersection Improvements, Newark**

**PROJECT DESCRIPTION**

Funding is requested for the development of this project that may include the addition of a through lane on each leg of the intersection and additional turning capacity. Pedestrian and bicycle movements will also be addressed.

This intersection is rated Level of Service (LOS) E (represents operating conditions at or near capacity) during the morning and evening traffic periods. The improvements address operational, capacity, pedestrian, bicycle, and safety concerns.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2007	\$250,000	\$0	\$0
<b>TOTAL</b>	<b>\$250,000</b>	<b>\$0</b>	<b>\$0</b>

**COST COMPONENT**

**Cost by Item**

\$250,000	Project Development
<b>\$250,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Project Development			Jun08	

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

**PROJECT DESCRIPTION**

Funding is requested to include the removal and replacement of concrete roadway curbing, sidewalks, and drainage improvements.

This project will promote multi-modal use and improve safety in the area. This project was delayed during the recently completed Kirkwood Highway project. Project development began in Fiscal Year 2004.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2004	\$500,000	\$0	\$0
FY 2006	700,000	0	0
FY 2007	700,000	2,800,000	0
<b>TOTAL</b>	<b>\$1,900,000</b>	<b>\$2,800,000</b>	<b>\$0</b>

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**COST COMPONENT**

Cost by Item	
\$500,000	Preliminary Engineering
700,000	Property Acquisition
3,500,000	Total Construction Cost (TCC)
<b>\$4,700,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Property Acquisition		May06		
Total Construction			Oct09	

**22. SR 4, Christina Parkway from SR 2, Elkton Road to SR896, South College Avenue, Newark**

**PROJECT DESCRIPTION**

Funding is requested to reconstruct existing Portland Cement Concrete (PCC) on SR 4, Christina Parkway from SR896, South College Avenue to SR 2, Elkton Road. It will provide two eastbound lanes on SR 4, Christina Parkway from SR896, South College Avenue to SR 2, Elkton Road. Westbound SR 4, Christina Parkway's current configuration will remain. This project was previously referred to as: SR 4, Elkton Road to SR896, Newark Connector II.

A recent impact study for the Stine Haskell Labs (DuPont facility expansion) found a need for major intersection improvements at SR 4 and Elkton Road and to complete the dualization along SR 4 at the construction point near the Chrysler Plant.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2004	\$500,000	\$0	\$0
FY 2005	700,000	0	0
FY 2007	800,000	3,200,000	0
<b>TOTAL</b>	<b>\$2,000,000</b>	<b>\$3,200,000</b>	<b>\$0</b>

**COST COMPONENT**

Cost by Item	
\$500,000	Project Development
500,000	Preliminary Engineering
200,000	Property Acquisition
4,000,000	Total Construction Cost (TCC)
<b>\$5,200,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Preliminary Engineering		Sep06		
Property Acquisition			Sep07	
Total Construction				Oct09

**23. SR 7, Limestone Road, North of SR 72, Paper Mill Road to Pennsylvania Line, Dualization**

**PROJECT DESCRIPTION**

Funding is requested to begin the project development phase to determine the scope of work and cost estimate to expand this section from current configuration to a four-lane roadway.

The increased development on both the Delaware section of SR 7, Limestone Road and the Pennsylvania section has created the need for Pennsylvania Department of Transportation to begin design on an interchange north of the Delaware line as the local and regional trip demands continue to increase.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2006	\$250,000	\$0	\$0
<b>TOTAL</b>	<b>\$250,000</b>	<b>\$0</b>	<b>\$0</b>

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**COST COMPONENT**

Cost by Item	
\$250,000	Project Development
<b>\$250,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Project Development		Mar08		

**24. SR 8, Forrest Avenue and K 44,  
Pearson's Corner Road, Dover**

**PROJECT DESCRIPTION**

Funding is requested to construct the 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 stormwater management facilities.

This roadway is a major Amish route. This improvement will promote a safer roadway for their travel to and from the Amish school.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2006	\$100,000	\$0	\$0
<b>TOTAL</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$0</b>

**COST COMPONENT**

Cost by Item	
\$100,000	Project Development
<b>\$100,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Project Development		Mar06		

**25. SR 8, Forrest Avenue and SR 15,  
Saulsbury Road, Dover**

**PROJECT DESCRIPTION**

Funding is requested for the installation of mountable medians on the northbound and southbound lanes of SR 15, Saulsbury Road and SR 8, Forrest Avenue to prohibit left-turns to/from the commercial businesses at the intersection. The proposed work will also include the installation of pedestrian indications and crosswalks on the north, south, and west legs of the intersection, which will require the installation of concrete islands on the northwest and southeast corners of the intersection. Work will also include, as needed, milling and a two-inch overlay on the existing roadway section to accommodate pavement restriping.

All work will take place within the existing right of way. Minor drainage improvements will include the installation of reinforced concrete pipe, drainage inlets, and a manhole. Utility work will consist of adjusting utilities within the roadway. No wetlands or water resources are located in the project area.

This site was identified through the Highway Safety Improvement Program (HSIP) as Site S in 2001. A concept plan has been developed, and there was a public meeting on March 20, 2002.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2005	\$44,000	\$0	\$0
FY 2006	68,400	273,400	0
<b>TOTAL</b>	<b>\$112,400</b>	<b>\$273,400</b>	<b>\$0</b>

**COST COMPONENT**

Cost by Item	
\$44,000	Preliminary Engineering
341,800	Total Construction Cost (TCC)
<b>\$385,800</b>	<b>Total</b>

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**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Preliminary Engineering	Aug06			
Total Construction		Sep07		

**26. SR 15, Moorton Road and K152,  
Lynnbury Woods Road, Intersection and  
Rail Crossing Improvements**

**PROJECT DESCRIPTION**

This intersection is a difficult turning movement for trucks exiting from the PPG Plant on Lynnbury Woods Road, which have to cross the rail crossing and then navigate the left turn onto Moorton Road. The DelDOT rail group will investigate the possibility of widening the rail crossing to better enable trucks to make this movement.

This improvement will then be reviewed after completion. If additional intersection improvements are needed, this will then become a larger project, which will necessitate the need for right of way acquisition, and a full design project

This project was identified through the Departmental Pipeline Process and working with the Dover/Kent Metropolitan Planning Organization (Dover/Kent MPO).

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2006	\$500,000	\$0	\$0
<b>TOTAL</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$0</b>

**COST COMPONENT**

<b>Cost by Item</b>	
\$500,000	Project Development
<b>\$500,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Project Development		Jun06		

**27. SR 26, US113 to Assawoman Bay**

**PROJECT DESCRIPTION**

Funding is requested for proposed improvements that include intersection realignments, improved signal timing, installation of traffic signals, additional turn lanes where necessary, shoulders and sidewalks, and other improvements. This will include: local roadway improvements (SR 17, Roxanna Road to S361, Muddy Neck Road), SR 26, Atlantic Avenue Main Line Improvements, and SR 26, Vines Creek Road and SR 20, Amory Road/Omar Street, Dagsboro Intersection.

Based on traffic information and an inventory of existing conditions, it was determined that this area needed to be improved because of congestion, safety issues, access issues, and roadway conditions.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2001	\$250,000	\$1,000,000	\$0
FY 2002	3,690,000	1,360,000	0
FY 2003	2,675,000	0	0
FY 2004	2,451,900	8,507,700	0
FY 2005	2,692,000	0	0
FY 2006	14,246,300	10,085,100	0
FY 2008	2,220,000	8,880,000	0
<b>TOTAL</b>	<b>\$28,225,200</b>	<b>\$29,832,800</b>	<b>\$0</b>

**COST COMPONENT**

<b>Cost by Item</b>	
\$7,717,000	Preliminary Engineering
28,127,000	Property Acquisition
22,214,000	Total Construction Cost (TCC)
<b>\$58,058,000</b>	<b>Total</b>

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**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Preliminary Engineering	Mar06			
Property Acquisition	Jun08	Jun08		
Total Construction		Oct07		Oct10

**28. SR141, Basin Road, SR273, Frenchtown Road to SR 48, Lancaster Pike**

**PROJECT DESCRIPTION**

Funding is requested to rehabilitate the concrete roadway that is deteriorating due to the presence of an alkali silica reaction (ASR) found in the concrete. This project will include rehabilitation as well as safety improvements, and will review the operational and safety needs from US 13 to Newport. The section from SR 2 to Faulkland Road will be split into advanced utilities and a separate construction project. This project was previously referred to as: Basin Road, Frenchtown Road to Lancaster Pike.

This project will alleviate the deterioration of concrete associated with the ASR problem in the concrete pavement and address the need for additional capacity throughout the corridor.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2001	\$1,189,500	\$412,000	\$0
FY 2002	2,468,000	0	0
FY 2003	2,573,400	10,757,200	0
FY 2004	184,000	0	0
FY 2005	4,638,300	0	0
FY 2006	3,550,000	14,200,000	1,000,000
<b>TOTAL</b>	<b>\$14,603,200</b>	<b>\$25,369,200</b>	<b>\$1,000,000</b>

**COST COMPONENT**

<b>Cost by Item</b>	
\$1,167,400	Project Development
410,000	Environmental/Archeological Studies
2,635,800	Preliminary Engineering
4,494,600	Property Acquisition
32,264,600	Total Construction Cost (TCC)
<b>\$40,972,400</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Project Development		Jul07		
Preliminary Engineering	Jun08			
Total Construction		May10		

**29. SR896, Summit Bridge Road, at N 54, Howell School Road and N396, Denny's Road Intersection Realignment and N 54, Howell School Road Pavement Reconstruction from SR896, Summit Bridge Road to SR 71, Red Lion Road at Kirkwood**

**PROJECT DESCRIPTION**

Funding is requested for the realignment of the SR896, Summit Bridge Road intersections of N396, Denny's Road and N 54, Howell School Road, and will provide two five-foot shoulders (shared bicycle lane) on N 54, Howell School Road from SR 896, 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 the second traffic signal and mitigate congestion at the current two intersections.



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**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2004	\$755,000	\$0	\$0
FY 2007	400,000	0	0
FY 2008	1,030,800	4,123,200	0
<b>TOTAL</b>	<b>\$2,185,800</b>	<b>\$4,123,200</b>	<b>\$0</b>

**COST COMPONENT**

**Cost by Item**

\$200,000	Project Development
555,000	Preliminary Engineering
400,000	Property Acquisition
5,154,000	Total Construction Cost (TCC)
<b>\$6,309,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Property Acquisition			Jul08	
Total Construction				Oct10

**30. US 9, Lewes and Georgetown Highway and SR 30, Gravel Hill Road Intersection Improvements**

**PROJECT DESCRIPTION**

Funding is requested for the project development phase for this area, which will commence to determine the ultimate solution for traffic management congestion at this intersection. A detailed traffic analysis has been completed by the DeIDOT traffic section and recommended additional turning lanes on all four legs of the intersection be constructed.

This problem was identified through the DeIDOT Pipeline process and prioritized high in the statewide prioritization process.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2008	\$1,000,000	\$0	\$0
<b>TOTAL</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>

**COST COMPONENT**

**Cost by Item**

\$1,000,000	Preliminary Engineering
<b>\$1,000,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Preliminary Engineering				Jun10

**31. US 13 and S462, Trussum Pond Road, Signal Removal and Service Road, East of Laurel**

**PROJECT DESCRIPTION**

Funding is requested for the removal of the existing traffic signal, channelization of northbound and southbound left turns along US 13, and the construction of a parallel service road from S 462, Trussum Pond Road to SR 24, east of US 13. This project was previously referred to as: US 13 and S462 Signal Removal and Service Road, East of Laurel.

This intersection has been targeted as a high accident-prone intersection. The proposed improvements will improve safety and circulation at this intersection. The service road will provide access for multiple developments along US 13. Providing alternative access and improving the local road network will help preserve the ability of US 13 to function as a regional arterial highway.

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**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2004	\$290,000	\$0	\$0
FY 2006	290,000	0	0
FY 2007	464,000	1,856,000	0
<b>TOTAL</b>	<b>\$1,044,000</b>	<b>\$1,856,000</b>	<b>\$0</b>

**COST COMPONENT**

Cost by Item	
\$290,000	Preliminary Engineering
290,000	Property Acquisition
2,320,000	Total Construction Cost (TCC)
<b>\$2,900,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Property Acquisition		Jan07		
Total Construction			Oct08	

**32. US 13 and SR896, Boyd's Corner Road and SR896, Boyd's Corner Road and SR 71, Mt. Pleasant Intersection Improvements**

**PROJECT DESCRIPTION**

Funding was previously authorized to do the conceptual planning required to solve traffic congestion problems at both intersections. The work will include any necessary work on SR896, Boyd's Corner Road connecting both intersections and necessary related work on US301, US 13, N412, Lorewood Grove Road, N413, Hyatt's Corner Road, and N427, Cedar Lane Road.

This project is necessary to ease congestion in the developing areas.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2003	\$5,000,000	\$0	\$0
FY 2004	3,000,000	0	0
FY 2007	2,190,000	0	0
<b>TOTAL</b>	<b>\$10,190,000</b>	<b>\$0</b>	<b>\$0</b>

**COST COMPONENT**

Cost by Item	
\$700,000	Preliminary Engineering
1,490,000	Property Acquisition
8,000,000	Total Construction Cost (TCC)
<b>\$10,190,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Total Construction			Jul09	

**33. US 13, Tybouts Corner to US 40**

**PROJECT DESCRIPTION**

Funding is requested for this project, which will focus on the area of US 13 at SR 71, Tybouts Corner north to US 40 and each of the intersections throughout the area.

Recently constructed and planned developments through the area have warranted a study through increase traffic patterns. The traffic Level of Service (LOS) is expected to worsen in the coming years.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2008	\$500,000	\$0	\$0
<b>TOTAL</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$0</b>

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**COST COMPONENT**

Cost by Item	
\$500,000	Project Development
<b>\$500,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Project Development				Jun10

**34. US 13A, South Governor's Avenue,  
Webb's Lane to Water Street**

**PROJECT DESCRIPTION**

Funding is requested for the construction of a roadway section to include a 14-foot two-way center turn lane; a five-foot shoulder in each direction; and curbing on both sides of the road (closed drainage), a three-foot grass buffer, and a five-foot sidewalk on each side of the road. In some areas, an aesthetic median is proposed rather than the center-turn lane. This project was previously referred to as: South Governor's Avenue, Webbs Lane to Water Street.

This project will focus on improving safety, drainage, signalization, and promoting various modes of transportation.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2002	\$857,500	\$1,729,500	\$0
FY 2003	304,500	1,218,000	0
FY 2006	2,445,000	9,780,000	0
<b>TOTAL</b>	<b>\$3,607,000</b>	<b>\$12,727,500</b>	<b>\$0</b>

**COST COMPONENT**

Cost by Item	
\$425,100	Project Development
2,161,900	Preliminary Engineering
1,522,500	Property Acquisition
12,225,000	Total Construction Cost (TCC)
<b>\$16,334,500</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Total Construction				Sep08

**35. US 40, Maryland State Line to US 13,  
Corridor Improvements**

**PROJECT DESCRIPTION**

Funding is requested for this project that will be addressed in phases including intersection improvements, roadway improvements, new roadways, pedestrian and bicycle improvements, transit service enhancements, and other improvements adopted by the Route 40 Steering Committee through its 20-Year Route 40 Transportation Plan, adopted in June 2000.

Project goals continue to focus on intersection improvements along US 40 / US 72; School Bell Road (SR 7 to US 40) roadway improvement; new construction of the Church Road and Eden Square Connectors; and pedestrian, bicycle, and bus-stop improvements along the corridor.

The Route 40 Corridor Program intends to address traffic generated from committed developments in the corridor, strives to not promote additional development and traffic through the construction of excess highway capacity in the corridor, and implements transportation improvements that enhance the quality of life in the Route 40 Corridor. To meet these goals, the program is based on a Monitoring and Triggering Program, which assesses yearly traffic, land use, transit, and safety conditions, among other factors, in the corridor to recommend schedule changes to the funding of the Route 40 Program.

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**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2001	\$1,658,400	\$4,769,600	\$203,500
FY 2002	260,000	0	0
FY 2003	18,875,600	4,077,600	0
FY 2004	8,020,000	6,608,000	0
FY 2005	6,726,800	9,511,200	0
FY 2006	2,862,400	8,849,600	0
FY 2007	1,991,600	2,666,400	0
FY 2008	2,994,000	8,968,000	0
<b>TOTAL</b>	<b>\$43,388,800</b>	<b>\$45,450,400</b>	<b>\$0</b>

\* Source of Other Funds is New Castle County.

**COST COMPONENT**

<b>Cost by Item</b>	
\$3,900,000	Project Development
31,789,700	Preliminary Engineering
19,762,000	Property Acquisition
33,591,000	Total Construction Cost (TCC)
<b>\$89,042,700</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Project Development	Jun06	Jun07	Jun08	Jun09
Preliminary Engineering	Mar05			Jun10
Property Acquisition	Sep06			
Total Construction	Oct07	Oct08	Oct09	

**36. US113A, South State Street, Little Heaven to SR 10, Lebanon Road**

**PROJECT DESCRIPTION**

Funding is requested for the project development phase of this project, which will identify operational (those improvements that can be implemented quickly) and capital improvements (those improvements that need design and right-of-way acquisition). The project

development work will commence in FY 2006 and be completed with appropriate recommendations in FY 2007.

This project was identified through a completed Dover/Kent County Metropolitan Planning Organization (MPO) study, which identified needs in this rapidly developing area.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2006	\$500,000	\$0	\$0
FY 2007	500,000	0	0
<b>TOTAL</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>

**COST COMPONENT**

<b>Cost by Item</b>	
\$500,000	Project Development
500,000	Preliminary Engineering
<b>\$1,000,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Project Development		Jun08		
Preliminary Engineering			Jun10	

**37. US113, Milford Curbing, Gutter, and Landscaping**

**PROJECT DESCRIPTION**

Funding is requested for US 113 curbing, guttering, and landscaping in the Milford area. The work will be completed by the department's maintenance forces in Fiscal Year 2006.

This project will improve the safety and aesthetics through this corridor.

**TRANSPORTATION**  
**55-00-00**

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2006	\$100,000	\$0	\$0
<b>TOTAL</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$0</b>

**COST COMPONENT**

**Cost by Item**

\$100,000	Total Construction Cost (TCC)
<b>\$100,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Total Construction		Jul07		

**38. US301, Maryland State Line to SR896**

**PROJECT DESCRIPTION**

The US301 Major Investment Study (MIS) encompassed 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) The US301 Environmental Impact Study (EIS) will be reviewed and compared with earlier findings, including alternatives chosen in previous studies, to look at possible new alternatives.

The environmental impact statement will be prepared over the next three years, with ongoing involvement by the general public, federal and state agencies. Funding was authorized in the FY 2005 Bond Bill to begin the 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.

This project will address the expanding development and subsequent traffic needs in this area.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2001	\$1,341,200	\$3,153,100	\$0
FY 2002	162,500	0	0
FY 2004	2,009,300	106,100	0
FY 2005	3,000,000	0	0
FY 2006	3,000,000	0	0
FY 2007	1,500,000	0	0
<b>TOTAL</b>	<b>\$11,013,000</b>	<b>\$3,259,200</b>	<b>\$0</b>

**COST COMPONENT**

**Cost by Item**

\$14,272,200	Project Development
<b>\$14,272,200</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Project Development	Jun09	Jun09	Jun09	

**39. K134, Duck Creek Parkway, Sidewalk and Shoulder Improvements, Smyrna**

**PROJECT DESCRIPTION**

Funding is requested for proposed improvements along Duck Creek Parkway in north Smyrna to include 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 2006	\$100,000	\$0	\$0
<b>TOTAL</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$0</b>

**TRANSPORTATION**  
**55-00-00**

**COST COMPONENT**

Cost by Item	
\$100,000	Project Development
<b>\$100,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Project Development		Jun07		

**40. K137, Carter Road, K 90, Sunnyside Road, to SR300, Wheatley's Pond Road**

**PROJECT DESCRIPTION**

Funding is requested to improve vehicle, pedestrian, and bicycle travel along K137, Carter Road between K 90, Sunnyside Road and SR300, Wheatleys Pond Road in Smyrna. The improvements will involve widening K137, Carter Road by two 11-foot lanes with two 5-foot shoulders, installing curbs and sidewalks on one or both sides (both if in the Town of Smyrna from South Street to Mill Creek based on town ordinance), and addressing closed drainage (for four stormwater basins), traffic calming, and safety improvements. The existing centerline will be shifted in an attempt to minimize right-of-way impacts. A roundabout will be introduced at the intersection of K137, Carter Road and K 90, Sunnyside Road. The SR300, Wheatley's Pond Road approaches will ultimately need turn lanes added with signalization (which is recommended by the traffic impact study (TIS) for the Wal-Mart Distribution Center on SR300)

The project was identified through the Pipeline Process and the Dover/Kent Metropolitan Planning Organization (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
<b>TOTAL</b>	<b>\$1,420,300</b>	<b>\$4,596,500</b>	<b>\$0</b>

**COST COMPONENT**

Cost by Item	
\$775,200	Preliminary Engineering
271,200	Property Acquisition
4,970,400	Total Construction Cost (TCC)
<b>\$6,016,800</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Property Acquisition		Jun06		
Total Construction			Oct08	

**41. N209, Grubb Road, SR 261, Faulk Road to SR 92, Naaman's Road, Pedestrian Improvements**

**PROJECT DESCRIPTION**

The initial public participation process has been completed that jointly developed a plan for pedestrian movement along the north side of Grubb Road. The final project development process will begin in FY 2007 with final design beginning in FY 2008.

There is an extensive need for pedestrian improvements along this roadway.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2007	\$500,000	\$0	\$0
FY 2008	500,000	0	0
<b>TOTAL</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>

**COST COMPONENT**

Cost by Item	
\$1,000,000	Preliminary Engineering
<b>\$1,000,000</b>	<b>Total</b>

**TRANSPORTATION**  
**55-00-00**

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Preliminary Engineering			Sep09	Sep09

**42. N407, McCoy Road, N409, Kirkwood St.  
Georges Road to SR 72, Wrangle Hill  
Road**

**PROJECT DESCRIPTION**

Funding is requested for this project, which will be developed in conjunction with development improvements in the area. It will include pedestrian and bicycle improvements with the addition of shoulders and sidewalks. It may involve the relocation of N407, McCoy Road and SR 72, Wrangle Hill Road intersection north to the new housing development. The construction will be a combination of joint efforts between developers and DeLDOT.

Recent and planned development improvements for the area have necessitated the need for safe optional modes of transportation.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2005	\$85,000	\$0	\$0
FY 2006	2,200,000	0	0
<b>TOTAL</b>	<b>\$2,285,000</b>	<b>\$0</b>	<b>\$0</b>

**COST COMPONENT**

<b>Cost by Item</b>	
\$85,000	Project Development
2,200,000	Property Acquisition
<b>\$2,285,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Project Development	Jul06			
Property Acquisition		Sep08		

**43. S401, Clayton Avenue, Frankford**

**PROJECT DESCRIPTION**

Funding is requested for sidewalks, drainage, and pavement reconstruction that are needed along this section of S401, Clayton Avenue at the Indian River High School. The project development phase will determine the final project scope and cost estimate.

The project will improve safety needed for Indian River High School students and other pedestrians.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2006	\$250,000	\$0	\$0
<b>TOTAL</b>	<b>\$250,000</b>	<b>\$0</b>	<b>\$0</b>

**COST COMPONENT**

<b>Cost by Item</b>	
\$250,000	Project Development
<b>\$250,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Project Development		Jun07		

**TRANSPORTATION**  
**55-00-00**

**44. SR 7, Bear-Christiana Road and US 40  
Area Improvements**

**PROJECT DESCRIPTION**

Funding is requested to design and construct transportation improvements to address planned growth in the area along SR 7. The improvements also include preservation of open space and park development. Roadway improvements include McMullen Farm, SR 7, Bear-Christiana Road, Newtown Road to SR273, Frenchtown Pike, and SR 7, Bear-Christiana Road, US 40 to Newtown Road.

The project area has limited infrastructure to support multiple modes of transportation and mitigate congestion. Mobility in the area is limited because of the need to use US 40 and other major roads for many local and through trips. The project area includes all of SR 7, Bear-Christiana Road from south of US 40 to SR273, Frenchtown Pike, including access to SR 1 at Newtown Road.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2001	\$3,542,200	\$0	\$8,000
FY 2002	0	0	8,000
FY 2003	5,329,800	0	0
FY 2004	4,777,400	0	0
FY 2005	2,700,000	0	0
FY 2006	8,000,000	0	0
FY 2007	2,500,000	0	0
<b>TOTAL</b>	<b>\$26,849,400</b>	<b>\$0</b>	<b>\$16,000</b>

\* Source of Other Funds is Private Funds.

**COST COMPONENT**

Cost by Item	
\$250,000	Project Development
7,327,400	Preliminary Engineering
4,102,000	Property Acquisition
\$15,186,000	Total Construction Cost (TCC)
<b>\$26,865,400</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Preliminary Engineering			Jun07	
Property Acquisition	Jun06			
Total Construction		Jun07		

**45. SR 24, John J. Williams Highway, SR 30,  
Gravel Hill Road to SR 1, Coastal  
Highway**

**PROJECT DESCRIPTION**

Funding is requested for the design phase of the improvements in this area to be completed over multiple years period and include: 1) an establishment of an Alternate Route; 2) improvements to S275, Plantations Road; 3) improvements to local roadways including hot-mix resurfacing and two-foot or five-foot shoulders depending on the average daily traffic. As the traffic increases local roads will be identified for five-foot shoulders to highly traveled surface treated roadways; 4) advanced right-of-way acquisition to preserve the corridor for future development improvements; and 5) expanded transit service throughout the area. This project was previously referred to as: SR 24, SR 30 to SR 1.

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 2004	\$7,622,000	\$0	\$0
FY 2005	7,780,000	2,600,000	0
FY 2006	19,928,000	1,312,000	0
FY 2007	22,400,000	1,824,000	0
FY 2008	12,884,000	23,536,000	0
<b>TOTAL</b>	<b>\$70,614,000</b>	<b>\$29,272,000</b>	<b>\$0</b>



**TRANSPORTATION**  
**55-00-00**

**COST COMPONENT**

<b>Cost by Item</b>	
\$100,000	Project Development
7,595,000	Preliminary Engineering
33,815,000	Property Acquisition
58,376,000	Total Construction Cost (TCC)
<b>\$99,886,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Project Development		Jun06		
Preliminary Engineering	May07	Jun09		
Property Acquisition		Jun08	Jun08	
Total Construction	Oct07	Oct08	May08	Jun10

**46. SR 54, Lighthouse Road, US113, DuPont Boulevard to S 58C, Keenwick**

**PROJECT DESCRIPTION**

Funding is requested for the design phase of the improvements in this area to be completed over a six year period and to include: 1) establishment of an Alternate Route 54; 2) improvements to local roadways including hot-mix resurfacing and two-foot or five-foot shoulders depending on the average daily traffic. As the traffic increases local roads will be identified for five-foot shoulders to highly traveled surface treated roadways; 3) advanced right-of-way acquisition to preserve the corridor for future development improvements; and 4) expanded transit service throughout the area. This project was previously referred to as: SR 54, US113 to S58C.

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 2004	\$4,749,200	\$1,360,000	\$0
FY 2005	4,000,000	0	0
FY 2006	14,000,000	0	0
FY 2007	6,100,000	8,400,000	0
FY 2008	4,000,000	0	0
<b>TOTAL</b>	<b>\$32,849,200</b>	<b>\$9,760,000</b>	<b>\$0</b>

**COST COMPONENT**

<b>Cost by Item</b>	
\$1,950,000	Preliminary Engineering
11,750,000	Property Acquisition
28,909,200	Total Construction Cost (TCC)
<b>\$42,609,200</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Property Acquisition		Sep06		
Total Construction	Sep07	May08	Oct09	Oct08

**47. Sussex County West / East Improvements**

**PROJECT DESCRIPTION**

Funding is requested for possible improvements for all east/west corridors throughout Sussex County. This will include geometric improvements at various intersections; possible shoulder upgrades; and drainage, safety, guardrail, multi-modal and capacity improvements.

These project improvements reflect the overall population growth in Sussex County.

**TRANSPORTATION**  
**55-00-00**

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2001	\$2,054,000	\$0	\$0
FY 2002	2,891,000	0	0
FY 2003	450,000	0	0
FY 2004	200,000	0	0
FY 2006	6,000,000	0	0
FY 2007	5,000,000	0	0
FY 2008	5,000,000	0	0
<b>TOTAL</b>	<b>\$21,595,000</b>	<b>\$0</b>	<b>\$0</b>

**COST COMPONENT**

**Cost by Item**

\$21,595,000	Project Development
<b>\$21,595,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Project Development		Jun07	Ju08	Jun09

**48. US 9, Lewes and Georgetown Highway and S319, Airport Road Realignment, Georgetown**

**PROJECT DESCRIPTION**

Funding is requested for the realignment of the intersection of US 9 and S319, Airport Road, with additional intersection turn lanes, auxiliary through lanes, traffic signal improvements and pedestrian facilities such as sidewalks and crosswalks.

The Level of Service is expected to deteriorate to unacceptable levels. Operational difficulties include the acute skew of each S319, Airport Road approach to the intersection as well as sight line restrictions.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2002	\$1,300,000	\$0	\$0
FY 2006	1,320,500	0	0
FY 2007	6,576,000	0	0
<b>TOTAL</b>	<b>\$9,196,500</b>	<b>\$0</b>	<b>\$0</b>

**COST COMPONENT**

**Cost by Item**

\$1,300,000	Preliminary Engineering
1,320,500	Property Acquisition
6,576,000	Total Construction Cost (TCC)
<b>\$9,196,500</b>	<b>Total</b>

**C ALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Property Acquisition		Jun06		
Total Construction			Aug08	

**49. US 13, Sussex Highway, and SR404 Intersection Realignment and Bridgeville Service Roads**

**PROJECT DESCRIPTION**

Funding is requested for the realignment of the US 13 and SR404, North Main Street intersection to form a perpendicular intersection, which will eliminate the skew and add turn lanes. This project will also construct parallel service roads on both sides of US 13 (from S545, Rifle Range Road to SR404, North Main Street) at this intersection. This project was previously referred to as: US 13, Bridgeville Service Roads.

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.

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**55-00-00**

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2001	\$780,000	\$0	\$0
FY 2002	1,949,500	919,200	0
FY 2003	20,000	80,000	0
FY 2004	1,000,000	0	0
FY 2006	4,710,000	10,000,000	0
<b>TOTAL</b>	<b>\$8,459,500</b>	<b>\$10,999,200</b>	<b>\$0</b>

**COST COMPONENT**

**Cost by Item**

\$1,100,000	Preliminary Engineering
5,709,700	Property Acquisition
12,649,000	Total Construction Cost (TCC)
<b>\$19,458,700</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Total Construction		Oct08		

**50. West Dover Connector**

**PROJECT DESCRIPTION**

Funding is requested to continue the development of a concept plan for the continuation of Saulsbury Road through to New Burton Road as a means for relieving traffic congestion on the west side of Dover.

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

**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
<b>TOTAL</b>	<b>\$10,215,200</b>	<b>\$0</b>	<b>\$0</b>

**COST COMPONENT**

**Cost by Item**

\$10,215,200	Project Development
<b>\$10,215,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Project Development		Jun06	Aug07	

**51. Wilmington Traffic Calming, Pedestrian, and Transit Improvements**

**PROJECT DESCRIPTION**

Funding is requested for proposed improvements to provide better vehicular access, a more pedestrian-friendly environment, and complement other transportation available in the area. Projects include: 1) Courthouse Area improvements, 1) Market Street re-introduction of vehicular traffic to the Central Business District within a pedestrian-friendly area; 2) King, Orange and Walnut Streets, Martin Luther King Boulevard (MLK) to 13<sup>th</sup> Street, major business district transit corridor and rider improvements; and 3) 12<sup>th</sup> Street Connector. This project will improve traffic flow into the downtown Central Business District and beautify this major gateway into the city.

These projects will improve the multi-modal environment between city neighborhoods and employment centers; create safer vehicular and pedestrian environment; and improve the visual appearance of the streets.

**TRANSPORTATION**  
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**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2001	\$377,000	\$11,724,000	\$1,193,200
FY 2002	1,032,000	0	0
FY 2003	1,998,400	341,600	340,000
FY 2004	3,270,400	1,344,000	1,150,000
FY 2005	1,416,100	4,640,200	1,150,000
FY 2006	10,600,000	0	1,150,100
FY 2007	1,000,000	4,000,000	1,350,000
FY 2008	0	0	1,500,000
<b>TOTAL</b>	<b>\$19,693,900</b>	<b>\$22,049,800</b>	<b>\$7,833,200</b>

\* Source of Other Funds is the City of Wilmington.

**COST COMPONENT**

**Cost by Item**

\$526,000	Project Development
5,783,200	Preliminary Engineering
43,267,700	Total Construction Cost (TCC)
<b>\$49,576,900</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Project Development		Jun10		
Total Construction	Jun06	Jul06	Aug08	Aug08

**52. Harrington Truck Route**

**PROJECT DESCRIPTION**

Funding is requested for proposed improvements to include developing an alternative route for truck traffic to the south of the core downtown area of Harrington.

The mixing of automobiles with trucks periodically creates operation conflicts, especially at intersections and in locations where there is on-street parking.

**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	1,350,000	5,400,000	0
<b>TOTAL</b>	<b>\$2,360,400</b>	<b>\$6,219,800</b>	<b>\$0</b>

**COST COMPONENT**

**Cost by Item**

\$405,400	Project Development
1,024,800	Preliminary Engineering
400,000	Property Acquisition
6,750,000	Total Construction Cost (TCC)
<b>\$8,580,200</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Property Acquisition	Oct05			
Total Construction		May07		

**53. Lookerman Street and Forest Street Intersection Improvements, Dover**

**PROJECT DESCRIPTION**

Funding is requested for this project, which will include a series of improvements through this area of Dover that will encourage economic development and alternative modes of transportation. The scheduled improvements include: 1) Implement a roundabout to improve traffic circulation and a pleasing element to reinforce this visual terminus at the Dover Train Station and retrofit the existing Lookerman Street Streetscape into the roundabout design, 2) create a pedestrian friendly zone at the railroad crossing and Front Street, 3) create a new gateway with intersection improvements at Division Street and Forest Street, 4) improve Forrest Avenue with paving, curbing, sidewalks, and landscaping, and 5)

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improve West Street with paving, curbing, sidewalk, landscaping, and a new water line.

The following work will be done by the City of Dover: 1) Extend Clarence Street from the current dead-end at Slaughter Street to Forest Street. The City of Dover has received a Transportation and Community System Preservation (TCSP) grant from the Federal Highway Administration for work on this project, and 2) improve Cherry Street with paving, new curbing, guttering, sidewalks, and landscaping.

This project was previously referred to as: Loockerman Street and Forest Street Transportation Enhancements, Dover.

This project will improve safety for multi-modal movements throughout the area.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2004	\$1,150,000	\$0	\$0
FY 2005	315,000	0	0
FY 2006	242,300	0	0
FY 2007	643,000	2,572,000	0
<b>TOTAL</b>	<b>\$2,350,300</b>	<b>\$2,572,000</b>	<b>\$0</b>

**COST COMPONENT**

Cost by Item	
\$1,150,000	Project Development
482,300	Preliminary Engineering
75,000	Property Acquisition
3,215,000	Total Construction Cost (TCC)
<b>\$4,922,300</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Preliminary Engineering	Oct06	Jun06		
Property Acquisition		Mar07		
Total Construction			Oct08	

**54. N274, Brackenville Road, SR 41,  
Lancaster Pike to N258, Barley Mill  
Road**

**PROJECT DESCRIPTION**

Funding is requested for this project, which was originally scheduled for construction in FY 2004 and was delayed until FY 2006 to review and implement the changes desired by the residents and local legislators. An interim improvement was to be completed in the fall of 2005 by DelDOT maintenance for drainage improvements at spot locations along N274, Brackenville Road and the intersection of N274, Brackenville Road and N258, Barley Mill Road.

The permanent improvement will include pavement reconstruction, slope stabilization, installation on N274, Brackenville Road from SR 41, Lancaster Pike to N258, Barley Mill Road. The project will also include drainage improvements on N258, Barley Mill Road, just north of N274, Brackenville Road. The department has established a working group to determine the best solutions for the area.

Area citizens have brought narrow travel lanes and safety concerns to the attention of the department.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2002	\$1,541,000	\$0	\$0
FY 2004	363,200	0	0
FY 2006	837,000	3,347,800	0
<b>TOTAL</b>	<b>\$2,741,200</b>	<b>\$3,347,800</b>	<b>\$0</b>

**COST COMPONENT**

Cost by Item	
\$1,041,000	Preliminary Engineering
500,000	Property Acquisition
4,548,000	Total Construction Cost (TCC)
<b>\$6,089,000</b>	<b>Total</b>

**TRANSPORTATION**  
**55-00-00**

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Total Construction		Jun08		

**55. N282, Mill Creek Road and N283, Stoney Batter Road Intersection**

**PROJECT DESCRIPTION**

Funding is requested to allow consideration of two safety and traffic flow improvement options under consideration: 1) realign the northern leg of N282, Mill Creek Road to connect to N283 Stoney Batter Road or 2) realign both roads and construct a roundabout. A minor amount of right of way acquisition along with additional drainage, utility and wetland mitigation may be required.

Increased development in the area has also increased traffic congestion at this three-legged intersection. Improvements will ease congestion during heavy traffic periods.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2005	\$221,000	\$0	\$0
FY 2006	100,000	0	0
FY 2007	246,600	986,400	0
<b>TOTAL</b>	<b>\$567,600</b>	<b>\$986,400</b>	<b>\$0</b>

**COST COMPONENT**

<b>Cost by Item</b>	
\$221,000	Environmental/Archeological Studies
100,000	Property Acquisition
1,233,000	Total Construction Cost (TCC)
<b>\$1,554,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Environmental / Archeological Studies	Jun06			
Property Acquisition		Aug08		
Total Construction			Oct09	

**56. N318, Milltown Road Drainage Improvements**

**PROJECT DESCRIPTION**

Funding is requested for the reconstruction of a slope that failed on Milltown Road, across from John Dickinson High School.

The slope had failed because of poor drainage conditions. The slope needs to be repaired to ensure that the roadway does not fail.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2006	\$155,000	\$0	\$0
<b>TOTAL</b>	<b>\$155,000</b>	<b>\$0</b>	<b>\$0</b>

**COST COMPONENT**

<b>Cost by Item</b>	
\$155,000	Total Construction Cost (TCC)
<b>\$155,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Total Construction		Jun08		

**TRANSPORTATION**  
**55-00-00**

**57. Rehoboth Avenue Improvements**

**PROJECT DESCRIPTION**

The Rehoboth Avenue Streetscape Improvement Project incorporates improvements from the Lewes and Rehoboth Canal to the Boardwalk. This project supports the Rehoboth Downtown Revitalization Plan. The project's primary goal is to promote a "Main Street" year-round business activity through re-orienting public spaces, improving Americans with Disabilities Act (ADA) accessibility, and supporting a pedestrian and bicycle-oriented environment while maintaining traffic operations. Phase I was 2<sup>nd</sup> Street to 5<sup>th</sup> Street, Phase II is from 5<sup>th</sup> Street to Canal Street, and Phase III will be from 2<sup>nd</sup> Street to Boardwalk Street and will also include improvements to the bandstand area and the addition of public restroom facilities.

The City of Rehoboth's Long Range Plan had a goal of enhancing the cultural, aesthetic, environmental and economic vitality of the downtown business areas. The Rehoboth Avenue Streetscape Improvement Project supports the city's long-range plan; improves pedestrian and bicycle safety; and addresses traffic circulation issues.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2002	\$4,000,000	\$0	\$3,000,000
FY 2003	4,930,700	0	0
FY 2004	3,000,000	0	0
FY 2005	5,000,000	0	0
FY 2006	6,750,000	0	0
<b>TOTAL</b>	<b>\$23,680,700</b>	<b>\$0</b>	<b>\$3,000,000</b>

\* Source of Other Funds is from the City of Rehoboth.

**COST COMPONENT**

Cost by Item	
\$26,680,700	Total Construction Cost (TCC)
<b>\$26,680,700</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Total				
Construction	Jun06	Jun07		

**58. Southern New Castle County Improvements**

**PROJECT DESCRIPTION**

Funding is requested for the Southern New Castle County Local Road Circulation Plan - The joint New Castle County / DelDOT road system study of approximately 101 miles of collector and local roads has recently been completed. This area of Southern New Castle County roughly encompasses boundaries by the Chesapeake and Delaware Canal, the Maryland State Line, the Delaware River and the Middletown surroundings. 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 study report recommended intersection, road, and operational safety improvements throughout the area. Improvements are to be prioritized and phased in consideration of existing deficiencies, emerging development, and sewer phasing.

Westtown – This is a large development proposal for lands located within the Town of Middletown. A tri-party agreement between the Westtown development group, the 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 roadways. Reconstruction of portions of US301, Bunker Hill Road, Level's Road, Saint Anne's Church Road and Wiggins Mill Road will be undertaken.

These projects are needed as a result of recent and future development in Southern New Castle County.

**TRANSPORTATION**  
**55-00-00**

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2001	\$2,000,000	\$0	\$0
FY 2004	3,232,000	12,022,900	0
FY 2005	9,000,000	0	0
FY 2006	7,000,000	0	0
FY 2007	6,000,000	0	0
FY 2008	6,000,000	0	0
<b>TOTAL</b>	<b>\$33,232,000</b>	<b>\$12,022,900</b>	<b>\$0</b>

**COST COMPONENT**

**Cost by Item**

\$41,254,900	Project Development
4,000,000	Property Acquisition
<b>\$45,254,900</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Project Development	Jun06	Jun06	Jun07	Jun08
Property Acquisition		Jun06	Jun07	Jun08

**59. SR 72, Possum Park Road from N299,  
Possum Hollow Road to N303, Old  
Possum Park Road**

**PROJECT DESCRIPTION**

Funding is requested to widen and reconstruct the existing shoulders on SR 72, Possum Park Road from N299, Possum Hollow Road to N303, Old Possum Park Road to 12 feet. Additional improvements include guardrail and drainage improvements; hot mix patching; and a milling/overlay to the roadway.

This project will improve transportation modes along the corridor.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2004	\$350,000	\$0	\$0
FY 2005	100,000	0	0
FY 2007	500,000	2,000,000	0
<b>TOTAL</b>	<b>\$950,000</b>	<b>\$2,000,000</b>	<b>\$0</b>

**COST COMPONENT**

**Cost by Item**

\$350,000	Preliminary Engineering
100,000	Property Acquisition
2,500,000	Total Construction Cost (TCC)
<b>\$2,950,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Property Acquisition	Aug06			
Total Construction			Oct09	

**60. Wilmington Riverfront**

**PROJECT DESCRIPTION**

Funding is requested for proposed improvements to the Riverfront to include providing better vehicular access and more pedestrian-friendly environment, as well as complementing other transportation available in the area.

The success of Wilmington's redevelopment of this area depends on multi-modal transportation improvements.



**TRANSPORTATION**  
**55-00-00**

**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	8,252,000	0	0
<b>TOTAL</b>	<b>\$79,834,000</b>	<b>\$0</b>	<b>\$0</b>

**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
50,414,000	Total Construction Cost (TCC)
<b>\$79,834,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Project Development	Jun05	Jun06		
Preliminary Engineering			Jul08	
Property Acquisition	Sep04		Jun07	
Total Construction	Jun05	Mar07	Jun09	

**61. Wilmington Signal Improvements**

**PROJECT DESCRIPTION**

Funding is requested for 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 as the incandescent bulbs have a much shorter lifespan than LED's.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2005	\$100,000	\$0	\$0
FY 2006	130,000	520,000	0
<b>TOTAL</b>	<b>\$230,000</b>	<b>\$520,000</b>	<b>\$0</b>

**COST COMPONENT**

**Cost by Item**

\$750,000	Total Construction Cost (TCC)
<b>\$750,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Total Construction	Jun05	Jun06		

**62. Bridge Preservation Program**

**PROJECT DESCRIPTION**

Funding is requested for bridges that are identified for painting, scouring, deck preservation, and underwater repairs. As individual bridge projects are identified, they are listed as separate projects.

The sign inspection program will inventory and inspect all state-owned sign structures, high mast lighting and traffic signal supports. Funding to address deficiencies identified through the inspection plan is provided within Materials and Minor Contracts.

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

## TRANSPORTATION 55-00-00

### CAPITAL REQUEST

#### FUNDING

	STATE	FEDERAL	OTHER
FY 2001	\$1,796,400	\$1,614,400	\$0
FY 2002	3,453,000	3,923,200	0
FY 2003	1,800,800	4,003,200	0
FY 2004	1,380,800	2,323,200	0
FY 2005	1,800,800	4,003,200	0
FY 2006	1,996,400	4,785,700	0
FY 2007	1,996,400	4,785,700	0
FY 2008	1,996,400	4,785,700	0
<b>TOTAL</b>	<b>\$16,221,000</b>	<b>\$30,224,300</b>	<b>\$0</b>

#### COST COMPONENT

##### Cost by Item

\$46,445,300	Total Construction Cost (TCC)
<b>\$46,445,300</b>	<b>Total</b>

#### CALENDAR SCHEDULE

	FY 2005	FY 2006	FY 2007	FY 2008
Total Construction	Jun05	Jun06	Jun07	Jun08

### 63. Bridge Projects

#### PROJECT DESCRIPTION

Funding is requested for bridges that are identified for replacement or rehabilitation including structurally deficient bridges. As individual bridge projects are identified, they are listed as separate projects.

The bridge priority rating system is based on deficiency ratings, which are updated annually to target specific bridges for repair/rehabilitation/construction.

#### Fiscal Year 2006 Requested Totals:

Bridge Projects to be identified	\$16,922,000
1-118 ON N258, Barley Mill Road over Red Clay Creek at Ashland, 1-137 on N263A, Rolling Mill Road over Red Clay Creek, and N263, Rolling Mill Road Retaining Wall	431,000
1-660 and 1-664 on US 13, Southwest of New Castle	420,000

1-687, South Walnut Street and 1-688, South Market Street over Christina River	4,200,000
1-820N and 1-820S on I-495 over Norfolk Southern, 1-821N and 1-812S, and 1-822S on I-495 over AMTRAK/Norfolk Southern, Edgemoor	7,105,000
3-122 on S567A, Handy Road over Houston Branch	486,300
3-328 on S454, Oak Branch Road over Figgs Ditch, East of Delmar	323,700
3-362 on S465 at Chipman's Pond	430,000

**TOTAL \$30,318,000**

### CAPITAL REQUEST

#### FUNDING

	STATE	FEDERAL	OTHER
FY 2002	\$2,868,200	\$1,339,200	\$0
FY 2003	1,020,900	3,686,200	0
FY 2004	3,755,900	637,300	0
FY 2005	1,508,300	3,981,500	0
FY 2006	19,023,600	11,294,400	0
FY 2007	4,986,700	13,946,600	0
FY 2008	4,986,600	13,946,600	0
<b>TOTAL</b>	<b>\$38,150,200</b>	<b>\$48,831,800</b>	<b>\$0</b>

#### COST COMPONENT

##### Cost by Item

\$2,166,800	Preliminary Engineering
768,700	Property Acquisition
84,046,500	Total Construction Cost (TCC)
<b>\$86,982,000</b>	<b>Total</b>

#### CALENDAR SCHEDULE

	FY 2005	FY 2006	FY 2007	FY 2008
Preliminary Engineering	Jun05	Jun06	Jun07	Jun08
Property Acquisition	Jun05	Jun06	Jun07	Jun08
Total Construction	Jun05	Jun06	Jun07	Jun08

**TRANSPORTATION**  
**55-00-00**

**64. Indian River Inlet Bridge and Area Improvements**

**PROJECT DESCRIPTION**

Funding is requested for a new bridge over Indian River Inlet. The proposed structure is a 1,000-foot span concrete arch with cable supported roadway and two 150-foot approach spans. The proposed alternative was chosen from a selection of eight alternatives during the public involvement process. The roadway cross section, for both northbound and southbound SR 1, will consist of two 12-foot lanes, 10-foot outside shoulder, and a 4-foot median shoulder. A 12-foot wide pedestrian and bicycle walkway will be provided on the east side of the structure. A vertical clearance, over the inlet, of 45-feet is being investigated as the probable clearance for the bridge.

The swift current of the Indian River Inlet necessitates the constant need to replace the riprap placed adjacent to the piers for scour protection as an interim solution to replacing the bridge.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2003	\$2,000,000	\$3,500,000	\$0
FY 2004	64,500,000	6,458,300	0
FY 2005	51,100,000	5,000,000	0
FY 2006	15,000,000	0	0
FY 2007	5,000,000	0	0
<b>TOTAL</b>	<b>\$137,600,000</b>	<b>\$14,958,300</b>	<b>\$0</b>

**COST COMPONENT**

<b>Cost by Item</b>	
\$5,700,000	Preliminary Engineering
146,858,300	Total Construction Cost (TCC)
<b>\$152,558,300</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Total Construction	Oct08	Oct08	Oct08	

**65. Tyler McConnell Bridge, SR141, Montchannin Road to Alapocas Road**

**PROJECT DESCRIPTION**

Funding is requested for improvements consisting of a new two-lane bridge immediately south of the existing bridge. The new two-lane bridge should be similar in type and at the same elevation as the existing bridge. In addition, improvements will address enhanced transit service, transit supportive infrastructure, intersection improvements, roadway and pavement improvements, pedestrian and bicycle paths, and landscaping.

This segment of SR 141 is a critical link in supporting the major business centers along SR 141 from I-95 to US 202, including DuPont and AstraZeneca. Currently only two lanes, the Tyler McConnell Bridge has limited capacity to support projected traffic volumes and will continue to act as a pinch point in this segment of the corridor.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2001	\$3,175,000	\$0	\$0
FY 2002	2,375,000	0	0
FY 2003	3,000,000	0	0
FY 2004	6,532,200	0	0
FY 2005	201,400	699,300	0
FY 2006	11,535,000	1,200,000	0
FY 2007	27,296,700	800,000	0
FY 2008	200,000	800,000	0
<b>TOTAL</b>	<b>\$54,315,300</b>	<b>\$3,499,300</b>	<b>\$0</b>

**COST COMPONENT**

<b>Cost by Item</b>	
\$3,375,000	Project Development
125,000	Preliminary Engineering
20,100,500	Property Acquisition
34,214,100	Total Construction Cost (TCC)
<b>\$57,814,600</b>	<b>Total</b>

**TRANSPORTATION**  
**55-00-00**

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Property Acquisition	Jun07			Jun09
Total Construction		Sep06	Sep09	

**66. Woodland Ferry, Bulkhead and Ramp Replacement**

**PROJECT DESCRIPTION**

The following language was in the FY 2005 Capital Bond Bill for the replacement of the Woodland Ferry, Bulkhead and Ramp Replacement. The ferry will be purchased with funds authorized under the Statewide Equipment Program. 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. Because time is of the essence, the department may exercise the authorities granted to it for emergency sole source contracting of goods and services without regard to any limits elsewhere designated in law. In addition, the department may use similar authorities to make necessary improvements to the ramps and bulkheads on either riverbank.

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 2005	\$300,000	\$0	\$0
FY 2006	300,000	0	0
<b>TOTAL</b>	<b>\$600,000</b>	<b>\$0</b>	<b>\$0</b>

**COST COMPONENT**

<b>Cost by Item</b>	
\$600,000	Total Construction Cost (TCC)
<b>\$600,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Total Construction	Sep05	Sep05		

**67. Bicycle, Pedestrian and Other Improvements**

**PROJECT DESCRIPTION**

Funding is requested for the design and construction of pedestrian and bicycle facilities, transit access, park and ride facilities, traffic calming, and other non-motorized transportation projects.

These improvements enhance multi-modal transportation throughout the state and encourage movement of people and goods through other than single occupant vehicles.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2001	\$8,975,700	\$2,165,700	\$0
FY 2002	2,669,900	1,052,700	0
FY 2003	1,954,100	4,581,700	0
FY 2004	1,160,000	3,240,000	0
FY 2005	950,200	282,700	0
FY 2006	7,431,600	2,486,400	0
FY 2007	2,746,300	6,985,000	0
FY 2008	1,894,200	3,576,500	0
<b>TOTAL</b>	<b>\$27,782,000</b>	<b>\$26,470,700</b>	<b>\$0</b>

**TRANSPORTATION**  
**55-00-00**

**COST COMPONENT**

<b>Cost by Item</b>	
\$6,505,100	Project Development
1,934,300	Preliminary Engineering
1,133,900	Property Acquisition
44,679,400	Total Construction Cost (TCC)
<b>\$54,252,700</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Project Development	Jun05	Jun06		
Preliminary Engineering	Jun05	Jun06		
Property Acquisition			Jun07	
Total Construction	Sep05	Sep06	Sep07	Sep08

**68. Environmental Improvements**

**PROJECT DESCRIPTION**

Funding is requested for wetland mitigation monitoring requirements that typically include 20-year site management/assessment to assure successful creation of wetland resources developed as impact compensation for various capital projects. Monitoring typically requires monthly hydraulic data collection, fall site sampling for vegetation assessment, and annual reports for five years and then summary reports at the 10, 15, and 20-year marks.

DelDOT must comply with environmental and cultural laws and regulations as projects are implemented.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2002	\$1,410,000	\$0	\$0
FY 2003	1,710,000	0	0
FY 2004	1,710,000	0	0
FY 2005	2,583,300	0	0
FY 2006	1,550,000	0	0
FY 2007	1,383,300	0	0
FY 2008	1,516,700	0	0
<b>TOTAL</b>	<b>\$11,863,300</b>	<b>\$0</b>	<b>\$0</b>

**COST COMPONENT**

<b>Cost by Item</b>	
\$11,863,300	Total Construction Cost (TCC)
<b>\$11,863,300</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Total Construction	Jun05	Jun06	Jun07	Jun08

**69. Intersection Improvements**

**PROJECT DESCRIPTION**

Funding is requested for projects that will involve the identification, design and construction of operational and safety initiatives and improvements through strategic planning, or the installation or modification of traffic control (signal) systems and devices.

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

**TRANSPORTATION**  
**55-00-00**

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2003	\$3,600,000	\$2,400,000	\$0
FY 2004	3,052,200	2,034,700	0
FY 2005	2,500,000	800,000	0
FY 2006	2,500,000	800,000	0
FY 2007	2,500,000	800,000	0
FY 2008	2,500,000	800,000	0
<b>TOTAL</b>	<b>\$16,652,200</b>	<b>\$7,634,700</b>	<b>\$0</b>

**COST COMPONENT**

<b>Cost by Item</b>	
\$24,286,900	Total Construction Cost (TCC)
<b>\$24,286,900</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Total Construction	Jun05	Jun06	Jun07	Jun08

**70. Materials and Minor Contracts**

**PROJECT DESCRIPTION**

Funding is requested for capital repairs and minor improvements provided through unit price contracts for small to medium sized projects. 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.

National Pollutant Discharge Elimination System (NPDES): The department, and other entities operating stormwater discharge systems in northern Delaware, must meet the requirements of the Federal Water Pollution Control Act (FCWA) with regard to discharges from these systems into federally protected waterways. Most of the requirements relating to satisfying this mandate relate to the proper maintenance and operation of the existing stormwater discharge system. Capital funding, however, has also been set aside to address needed repairs that fall outside the scope of the operating budget. The department reports to the Legislature quarterly on the

status on this program, with a specific emphasis on expenditures.

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

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2001	\$1,634,700	\$0	\$0
FY 2002	1,466,700	0	0
FY 2003	2,581,100	0	0
FY 2004	2,200,000	0	0
FY 2005	2,200,000	0	0
FY 2006	12,300,000	0	0
FY 2007	12,200,000	0	0
FY 2008	12,200,000	0	0
<b>TOTAL</b>	<b>\$46,782,500</b>	<b>\$0</b>	<b>\$0</b>

**COST COMPONENT**

<b>Cost by Item</b>	
\$51,000	Environmental/Archeological Studies
90,100	Preliminary Engineering
46,000	Property Acquisition
46,595,400	Total Construction Cost (TCC)
<b>\$46,782,500</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Total Construction	Jun05	Jun06	Jun07	Jun08

**71. Paving Program**

**PROJECT DESCRIPTION**

Funding is requested for the major pavement rehabilitation; pavement resurfacing; surface treatments; and surface treatment conversion of all state-maintained roadways except for suburban streets. Specific locations are determined each spring after inspection.

## TRANSPORTATION

**55-00-00**

This project is necessary in order to maintain a road inventory that does not become deficient and improve deteriorating pavement conditions throughout the State.

### Fiscal Year 2006 Requested Totals:

Emergency Paving from Major Storm Damage	\$ 1,000,000
New Technology and Inspection	849,000
Other Patching and Paving	4,000,000
Pavement Rehabilitations	11,824,000
Pavement Resurfacing	31,176,000
Surface Treatment	1,500,000
Surface Treatment Conversion	2,000,000
SR 1, Tybouts Corner to SR273	9,000,000
<b>TOTAL</b>	<b>\$ 61,349,000</b>

### CAPITAL REQUEST

#### FUNDING

	STATE	FEDERAL	OTHER
FY 2001	\$10,852,400	\$8,517,600	\$0
FY 2002	13,102,400	8,517,600	0
FY 2003	34,308,400	8,517,600	0
FY 2004	32,811,400	8,517,600	0
FY 2005	44,306,400	8,517,600	0
FY 2006	52,831,400	8,517,600	0
FY 2007	49,749,000	1,600,000	0
FY 2008	42,831,400	8,517,600	0
<b>TOTAL</b>	<b>\$280,792,800</b>	<b>\$61,223,200</b>	<b>\$0</b>

### COST COMPONENT

Cost by Item	
\$342,016,000	Total Construction Cost (TCC)
<b>\$342,016,000</b>	<b>Total</b>

### CALENDAR SCHEDULE

	FY 2005	FY 2006	FY 2007	FY 2008
Total Construction	Jun05	Jun06	Jun07	Jun08

## 72. Rail Crossing Safety

### PROJECT DESCRIPTION

Funding is requested for projects that will 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 2001	\$163,000	\$1,125,000	\$0
FY 2002	162,500	562,500	0
FY 2003	1,164,100	562,500	0
FY 2004	191,000	818,800	0
FY 2005	162,500	562,500	0
FY 2006	162,500	562,500	0
FY 2007	162,500	562,500	0
FY 2008	162,500	562,500	0
<b>TOTAL</b>	<b>\$2,330,600</b>	<b>\$5,318,800</b>	<b>\$0</b>

### COST COMPONENT

Cost by Item	
\$7,649,400	Total Construction Cost (TCC)
<b>\$7,649,400</b>	<b>Total</b>

### CALENDAR SCHEDULE

	FY 2005	FY 2006	FY 2007	FY 2008
Total Construction	Jun05	Jun06	Jun07	Jun08

## 73. Safety Improvement Program

### PROJECT DESCRIPTION

Funding is requested for selected safety improvements statewide including the selection of safety and intersection improvements statewide, as well as the installation of traffic control systems statewide, other safety improvements through the Highway Safety Improvement Program (HSIP), and projects involving minor improvements that can be completed without the need for full design or right-of-way acquisition and can be completed by maintenance forces. HSIP funds are designated within specific project requests.

**TRANSPORTATION**  
**55-00-00**

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

**Fiscal Year 2006 Requested Totals:**

Highway Safety Improvement Program (HSIP)	\$1,441,000
Operational Safety Improvements	250,000
<b>TOTAL</b>	<b>\$1,691,000</b>

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2001	\$102,100	\$400,000	\$0
FY 2002	1,599,000	2,765,600	0
FY 2003	313,400	1,195,200	0
FY 2004	225,000	400,000	0
FY 2005	250,000	0	0
FY 2006	394,100	1,296,900	0
FY 2007	450,000	1,800,000	0
FY 2008	450,000	1,800,000	0
<b>TOTAL</b>	<b>\$3,783,600</b>	<b>\$9,657,700</b>	<b>\$0</b>

**COST COMPONENT**

**Cost by Item**

\$13,441,300	Total Construction Cost (TCC)
<b>\$13,441,300</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Total Construction	Jun05	Jun06	Jun06	Jun07

**74. Signage and Pavement Markings**

**PROJECT DESCRIPTION**

Funding is requested for signage projects that involve the need for improvements of signage throughout the state. The goal is to provide not only visitors, but also residents a clear path with appropriate directional signs and eliminate confusion.

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

**Fiscal Year 2006 Requested Totals:**

Development Signage	\$ 550,000
Pavement Markings	1,000,000
Roadway Signage (Braided Route)	750,000
<b>TOTAL</b>	<b>\$2,300,000</b>

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2003	\$5,998,000	\$0	\$0
FY 2004	4,000,000	0	0
FY 2005	2,300,000	0	0
FY 2006	2,300,000	0	0
FY 2007	2,300,000	0	0
FY 2008	2,300,000	0	0
<b>TOTAL</b>	<b>\$19,198,000</b>	<b>\$0</b>	<b>\$0</b>

**COST COMPONENT**

**Cost by Item**

\$19,198,000	Total Construction Cost (TCC)
<b>\$19,198,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Total Construction	Jun05	Jun06	Jun07	Jun08

**75. Traffic Calming Program**

**PROJECT DESCRIPTION**

Funding is requested for this program, initiated in Fiscal Year 2000, to design and construct traffic calming facilities including but not limited to roundabout intersection designs, pedestrian and bicycle facilities, transit access, park and ride facilities, traffic calming, and other solutions to slow traffic and other non-motorized transportation projects.

These improvements enhance multi-modal transportation throughout the state and encourage movement of people and goods through other than single occupant vehicles.



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**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2001	\$464,000	\$0	\$0
FY 2002	336,000	0	0
FY 2003	600,000	0	0
FY 2004	150,000	0	0
FY 2005	1,249,900	0	0
FY 2006	1,250,000	0	0
FY 2007	1,250,000	0	0
FY 2008	1,250,000	0	0
<b>TOTAL</b>	<b>\$6,549,900</b>	<b>\$0</b>	<b>\$0</b>

**COST COMPONENT**

Cost by Item	
\$36,000	Preliminary Engineering
6,513,900	Total Construction Cost (TCC)
<b>\$6,549,900</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Total				
Construction	Jun05	Jun06	Jun07	Jun08

**76. Transportation Enhancements**

**PROJECT DESCRIPTION**

Funding is requested for the Transportation Enhancements (TE) Program 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. 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.

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

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2001	\$400,500	\$1,671,000	\$0
FY 2002	3,173,000	6,159,000	0
FY 2003	3,400,000	5,688,000	0
FY 2004	5,109,000	3,219,000	0
FY 2005	49,881,000	3,219,000	0
FY 2006	7,381,000	3,619,000	0
FY 2007	7,787,300	3,244,400	0
FY 2008	7,787,300	3,244,400	0
<b>TOTAL</b>	<b>\$84,919,100</b>	<b>\$30,063,800</b>	<b>\$0</b>

**COST COMPONENT**

Cost by Item	
\$43,000,000	Property Acquisition
71,982,900	Total Construction Cost (TCC)
<b>\$114,982,900</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Total				
Construction	Jun05	Jun06	Jun07	Jun08

**77. Truck Weight Enforcement**

**PROJECT DESCRIPTION**

Funding was provided in the FY 2003 Bond Bill to implement a program to provide facilities for truck weight enforcement. One specific site has been identified on US301 northbound for truck traffic before the Maryland state line. A second site is being considered between US 13 and SR 1 for northbound SR 1 traffic and possibly for southbound US 13 trucks. This project was previously referred to as: Weight in Motion Sites.

These sites will enhance safety and increase compliance with federal enforcement regulations.

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**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2003	\$968,400	\$641,400	\$0
FY 2005	1,521,600	2,909,700	0
FY 2006	1,135,000	400,000	0
FY 2007	460,000	400,000	0
FY 2008	860,000	3,440,000	0
<b>TOTAL</b>	<b>\$4,945,000</b>	<b>\$7,791,100</b>	<b>\$0</b>

**COST COMPONENT**

**Cost by Item**

\$1,008,100	Project Development
1,092,300	Preliminary Engineering
661,900	Property Acquisition
235,000	Equipment
9,738,800	Total Construction Cost (TCC)
<b>\$12,736,100</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Project Development	Jun05		Jun07	
Preliminary Engineering	Jun05			
Property Acquisition	Jun05			
Equipment		Jun06		
Total Construction	Jun06			Jun08

**78. Community Transportation Fund**

**PROJECT DESCRIPTION**

Funding is requested for designation by individual legislators for specific transportation-related projects.

This program permits individual legislators to address small transportation projects that may not meet department priorities.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2001	\$20,100,000	\$0	\$0
FY 2002	20,100,000	0	0
FY 2003	20,100,000	0	0
FY 2004	20,100,000	0	0
FY 2005	20,100,000	0	0
FY 2006	20,100,000	0	0
FY 2007	20,100,000	0	0
FY 2008	20,100,000	0	0
<b>TOTAL</b>	<b>\$160,800,000</b>	<b>\$0</b>	<b>\$0</b>

**COST COMPONENT**

**Cost by Item**

\$160,800,000	Total Construction Cost (TCC)
<b>\$160,800,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Total Construction	Jun05	Jun06	Jun07	Jun08

**79. Municipal Street Aid**

**PROJECT DESCRIPTION**

Funding is requested for Municipal Street Aid that provides grants to municipalities to maintain municipal streets and assist in meeting other transportation-related needs. The amount of each grant is based on population and street mileage for a municipality.

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

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**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2001	\$6,000,000	\$0	\$0
FY 2002	6,000,000	0	0
FY 2003	6,000,000	0	0
FY 2004	6,000,000	0	0
FY 2005	6,000,000	0	0
FY 2006	6,000,000	0	0
FY 2007	6,000,000	0	0
FY 2008	6,000,000	0	0
<b>TOTAL</b>	<b>\$48,000,000</b>	<b>\$0</b>	<b>\$0</b>

**COST COMPONENT**

Cost by Item	
\$48,000,000	Total Construction Cost (TCC)
<b>\$48,000,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Total Construction	Jul04	Jul05	Jul06	Jul07

**80. Transit Vehicle Expansion**

**PROJECT DESCRIPTION**

Funding is requested to purchase vehicles for expansion and replacement of inventory.

This project is necessary to meet the demand for transit services statewide.

**New Castle County:**

Paratransit Buses – Purchase seven buses Fiscal Year 2005, eight in Fiscal Year 2006, seven in Fiscal Year 2007, and seven in Fiscal Year 2008.

US 301 Major Investment Study:

30' Low Floor Buses – Purchase 13 low floor buses in Fiscal Year 2006.

35' Commuter Configured Buses – Purchase ten commuter configured buses in Fiscal Year 2005.

SR 141 Crosstown:

40' Low Floor Buses – Purchase two low floor buses in Fiscal Year 2005.

Support Vehicles – Purchase maintenance related vehicles to be used in accordance with the DelDOT/DTC approved vehicle replacement schedules totaling three in Fiscal Year 2005, four in Fiscal Year 2006, three in Fiscal Year 2007, and one in Fiscal Year 2008.

**Kent County:**

Paratransit Buses – Purchase one bus in Fiscal Year 2008.

**Sussex County:**

Paratransit Buses – Purchase four buses in Fiscal Year 2004, four in Fiscal Year 2005, three in Fiscal Year 2006, three in Fiscal Year 2007, and three in Fiscal Year 2008.

SR 24 and SR 54 Areas Transit Improvements:

30' Low Floor Buses – Purchase five low floor buses in Fiscal Year 2005, and four in Fiscal Year 2007.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2001	\$17,095,700	\$738,600	\$0
FY 2002	2,874,400	3,170,700	193,200
FY 2003	410,100	1,840,200	265,000
FY 2004	538,500	615,400	0
FY 2005	3,164,200	5,067,100	0
FY 2006	5,743,800	634,800	0
FY 2007	2,038,700	572,100	0
FY 2008	497,200	690,300	0
<b>TOTAL</b>	<b>\$32,362,600</b>	<b>\$13,329,200</b>	<b>\$458,200</b>

**COST COMPONENT**

Cost by Item	
\$46,150,100	Equipment
<b>\$46,150,100</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Equipment	Jun05	Jun06	Jun07	Jun08

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### 81. Transit Vehicle Replacement and Refurbishment

#### PROJECT DESCRIPTION

Funding is requested for the replacement and refurbishment of transit vehicles statewide.

This project is necessary to meet the projected vehicle replacement schedule statewide.

#### Statewide:

Support Vehicles – Purchase street supervision and staff vehicles and pickup trucks to be used in accordance with the DeIDOT/DTC approved vehicle replacement schedule totaling seven vehicles in Fiscal Year 2005, six vehicles in Fiscal Year 2006, four vehicles in Fiscal Year 2007, and eight vehicles in Fiscal Year 2008-2010.

#### Kent County:

30' Low Floor Buses – Purchase eight low floor buses in Fiscal Year 2007.

Paratransit Buses – Purchase eight buses in Fiscal Year 2004, five buses in Fiscal Year 2005, 15 buses in Fiscal Year 2006, 15 buses in Fiscal Year 2007, and five buses in Fiscal Year 2008.

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 totaling five vehicles in Fiscal Year 2006 and one vehicle in Fiscal Year 2007.

#### New Castle County:

30' Low Floor Buses – Purchase three low floor buses in Fiscal Year 2005, 11 buses in Fiscal Year 2006, two buses in Fiscal Year 2007, and three buses in Fiscal Year 2008.

40' Transit Buses – Purchase 39 buses in Fiscal Year 2006 and 29 buses in Fiscal Year 2007, as combination of low floor and standard floor buses 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.

Paratransit Buses – Purchase 15 buses in Fiscal Year 2004, ten buses in Fiscal Year 2005, 27 buses in Fiscal

Year 2006, 24 buses in Fiscal Year 2007, and 18 buses in Fiscal Year 2008. Purchase six small cutaways in Fiscal Year 2007.

Unicity Buses – Purchase one replacement bus biannually (City of Newark).

Support Vehicles – Purchase maintenance related vehicles to be used in accordance with the DeIDOT/DTC approved vehicle replacement schedule totaling three vehicles in Fiscal Year 2005, four vehicles in Fiscal Year 2006, three vehicles in Fiscal Year 2007, and one vehicle in Fiscal Year 2008.

#### Sussex County:

30' Low Floor Buses – Purchase 7 low floor buses in Fiscal Year 2007 and 22 buses in Fiscal Year 2008.

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

Paratransit Buses – Purchase eight buses in Fiscal Year 2004, four buses in Fiscal Year 2005, 15 buses in Fiscal Years 2006, 22 buses in Fiscal Year 2007, and eight buses in Fiscal Year 2008. Purchase 15 small cutaways in Fiscal Year 2007.

Support Vehicles – Purchase maintenance related vehicles to be used in accordance with the DeIDOT/DTC approved vehicle replacement schedule totaling one vehicle in Fiscal Year 2006 and one vehicle in Fiscal Year 2007.

#### CAPITAL REQUEST

	FUNDING		
	STATE	FEDERAL	OTHER
FY 2002	\$6,007,100	\$1,005,600	\$0
FY 2003	4,192,500	1,665,300	0
FY 2004	4,244,000	2,471,800	0
FY 2005	3,169,100	1,185,500	0
FY 2006	10,142,800	16,320,900	0
FY 2007	15,429,100	13,087,300	0
FY 2008	12,230,600	2,452,800	0
<b>TOTAL</b>	<b>\$55,415,200</b>	<b>\$38,189,200</b>	<b>\$0</b>

#### COST COMPONENT

Cost by Item	
\$93,604,400	Equipment
<b>\$93,604,400</b>	<b>Total</b>

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**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Equipment	Jun05	Jun06	Jun07	Jun08

**82. Bus Equipment**

**PROJECT DESCRIPTION**

Funding is requested annually to upgrade equipment on buses to meet ever-changing standards.

This project is to improve security and provide a passenger-friendly environment.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2002	\$395,000	\$0	\$0
FY 2003	1,851,700	0	0
FY 2004	12,942,200	0	0
FY 2005	499,500	0	0
FY 2006	3,896,000	0	0
FY 2007	216,000	0	0
FY 2008	8,408,000	0	0
<b>TOTAL</b>	<b>\$28,208,400</b>	<b>\$0</b>	<b>\$0</b>

**COST COMPONENT**

**Cost by Item**

\$28,208,400	Equipment
<b>\$28,208,400</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Equipment	Jun05	Jun06	Jun07	Jun08

**83. Passenger Facilities – Bus Stop Improvements**

**PROJECT DESCRIPTION**

Funding is requested to purchase and install bus stop pads, passenger shelters, benches, schedule display racks,

trash receptacles and bus stop signs. Locations are selected through the department's prioritization process. Approximately 25 percent of transit stops statewide will be evaluated and receive upgrades annually. All new stops and upgrades will be accessible in accordance with the Americans with Disabilities Act (ADA) standards.

This project will enhance transit use throughout the state and encourage movement of people and goods through other than single occupant vehicles.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2001	\$1,000,000	\$0	\$0
FY 2002	429,000	0	0
FY 2004	215,000	0	0
FY 2005	200,000	0	0
FY 2006	200,000	0	0
FY 2007	200,000	0	0
FY 2008	275,000	0	0
<b>TOTAL</b>	<b>\$2,519,000</b>	<b>\$0</b>	<b>\$0</b>

**COST COMPONENT**

**Cost by Item**

\$2,519,000	Total Construction Cost (TCC)
<b>\$2,519,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Total Construction	Jun05	Jun06	Jun07	Jun08

**84. Transit Access – Park and Ride Lots**

**PROJECT DESCRIPTION**

Funding is requested to construct additional park and ride lots throughout the state. Locations are selected through the department's prioritization process. Projected costs for rehabilitation of pavement maintenance striping at department-owned park and ride facilities are also included, as well as the acquisition cost of right-of-way space that is required to install passenger amenities in accordance with policy guidelines.

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This project will enhance transit use throughout the state and encourage movement of people and goods through other than single occupant vehicles.

### CAPITAL REQUEST

#### FUNDING

	STATE	FEDERAL	OTHER
FY 2002	\$380,000	\$160,000	\$0
FY 2003	589,000	240,000	0
FY 2004	60,000	240,000	0
FY 2005	80,000	320,000	0
FY 2006	400,000	0	0
FY 2007	400,000	0	0
FY 2008	400,000	0	0
<b>TOTAL</b>	<b>\$2,309,000</b>	<b>\$960,000</b>	<b>\$0</b>

#### COST COMPONENT

Cost by Item	
\$3,269,000	Total Construction Cost (TCC)
<b>\$3,269,000</b>	<b>Total</b>

#### CALENDAR SCHEDULE

	FY 2005	FY 2006	FY 2007	FY 2008
Total Construction	Jun05	Jun06	Jun07	Jun08

### 85. Passenger Rail, Middletown to Newark

#### PROJECT DESCRIPTION

House Joint Resolution Number 34 of the 141st General Assembly established the Wilmington-Dover Rail Service Task Force. A subsequent report examined the engineering feasibility of passenger railroad service between Wilmington and Dover by developing capital, operating, and maintenance costs for alternative alignments.

The study also examined the possibility of constructing an initial segment between Wilmington and Middletown. These alternatives would still provide service to and from Wilmington to the rapidly expanding Middletown area while not incurring the entire cost of passenger rail service between Wilmington and Dover.

Additional funding was provided in FY 2003 to determine the best route and whether or not a commuter

passenger rail operation is the best transportation alternative. Studies will be conducted in this phase of the program that will include ridership projections; operations planning; financing and funding sources; and determining markets. Benefits of a passenger rail system to the overall Delaware long-range transportation and environmental goals will also be further evaluated.

The initial results of this study indicated the need to continue to look at rail improvements from Middletown to Newark as a beginning of expansion of the rail system. A needs study to determine future ridership will be completed, after which a request will be made to Federal Transit Administration to begin a "New Starts Program" to help fund the overall new passenger rail line

### CAPITAL REQUEST

#### FUNDING

	STATE	FEDERAL	OTHER
FY 2002	\$300,000	\$0	\$0
FY 2003	500,000	0	0
FY 2004	1,000,000	0	0
FY 2006	2,000,000	0	0
FY 2007	3,000,000	0	0
FY 2008	2,000,000	2,000,000	0
<b>TOTAL</b>	<b>\$8,800,000</b>	<b>\$2,000,000</b>	<b>\$0</b>

#### COST COMPONENT

Cost by Item	
\$10,800,000	Project Development
<b>\$10,800,000</b>	<b>Total</b>

#### CALENDAR SCHEDULE

	FY 2005	FY 2006	FY 2007	FY 2008
Project Development		Jun06	Jun07	

### 86. Rail Improvements, Newark to Wilmington

#### PROJECT DESCRIPTION

DelDOT/DTC contracts with Southeast Pennsylvania Transit Authority (SEPTA) to extend 37 trains to Wilmington. Eighteen trains serve Churchman's Crossing and Newark, Delaware. In order to serve more riders, particularly between Newark and Wilmington, more

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frequencies need to be added. Amtrak, owner of the Northeast Corridor, restricts DelDOT/DTC to the operation of 18 weekday trains (or nine round-trips). Most of Delaware's segment of the Northeast Rail Corridor has three or four track capacities, but there are only two tracks between the Ragan (Newport) and Yard (near 9th Street in Wilmington) Interlockings. The two-track constraint causes commuter trains to wait until inter-city trains pass through the area. In order to increase commuter rail capacity/frequencies between Newark and Wilmington, a range of improvements will be considered.

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. With the scheduled construction of I-95 from the Christiana Mall to SR141 including a new Churchman's Bridge; I-95 5<sup>th</sup> Lane, from Churchman's to SR141; and a new interchange at SR 1 and I-95, these improvements will be relied upon to further mitigate traffic off of the I-95 corridor. The FTA discretionary funding that was originally "earmarked" from the U.S. Congress to be used on the Steel Wheel Trolley in Wilmington has been used to fund the needs study and concept plan for this project.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
PY	\$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	3,000,000	3,000,000	0
FY 2007	4,304,800	8,219,200	0
FY 2008	1,010,000	4,040,000	0
<b>TOTAL</b>	<b>\$34,237,400</b>	<b>\$21,413,500</b>	<b>\$0</b>

**COST COMPONENT**

<b>Cost by Item</b>	
\$31,805,000	Project Development
23,845,900	Total Construction Cost (TCC)
<b>\$55,650,900</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Project Development		Jun06	Jun07	Jun08

**87. Statewide Rail Preservation**

**PROJECT DESCRIPTION**

Funding is requested to conduct preventative maintenance to sustain and upgrade the condition of: 1) the Brandywine Valley Railway, preserving this corridor, 2) the Historic Red Clay Valley Maintenance Agreement (ongoing annual program of state support for right of way maintenance of this operating railroad), and 3) maintain the annual ongoing program for right of way maintenance of state-owned rail lines in Sussex County. This project was previously referred to as: Rail Preservation.

This project preserves Delaware's competitive position by maintaining its current industrial and agricultural base, thereby retaining employers in the state, reducing truck traffic on Delaware highways, enhancing highway safety, and reducing investment in highway infrastructure.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2002	\$949,000	\$0	\$0
FY 2003	1,249,000	0	40,800
FY 2004	1,140,600	0	0
FY 2005	1,190,700	0	0
FY 2006	314,800	0	0
FY 2007	244,700	0	0
FY 2008	249,800	0	0
<b>TOTAL</b>	<b>\$5,838,600</b>	<b>\$0</b>	<b>\$40,800</b>

\* Source of Other Funds is Local Funds.

**COST COMPONENT**

<b>Cost by Item</b>	
\$4,059,500	Grant/Design
125,000	Property Acquisition
1,194,900	Total Construction Cost (TCC)
<b>\$5,379,400</b>	<b>Total</b>

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**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Grant/Design	Jun05	Jun06	Jun07	Jun08
Property Acquisition	Jun05	Jun06	Jun07	Jun08

**88. Planning**

**PROJECT DESCRIPTION**

Funding is requested to support management studies; statistics, research, and special projects; technology transfer and technical studies; advanced planning, travel demand modeling, and feasibility studies; integrated transportation management systems; and developing project scopes and location/environmental studies. There are a number of areas that need to be investigated including environmental, cultural, historic, economic and social issues that will have an impact on the development of alternatives.

The following programs are necessary to address mobility needs in the state including federally mandated programs.

**Fiscal Year 2006 Requested Totals:**

Administration	\$ 250,000
Development Coordination	2,110,100
Delaware Transit Corporation – Resort Area Parking Study	75,000
Delaware Transit Corporation – Update Facility Plan	30,000
Metropolitan Planning Organizations	1,066,600
Statistics, Research, and Special Projects	4,169,800
Statewide and Regional Planning	2,770,000
Wilmington Area Free Fare Zone and Paratransit Premium Fare Analysis	75,000
<b>TOTAL</b>	<b>\$10,546,500</b>

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2001	\$3,350,000	\$3,834,000	\$0
FY 2002	2,700,000	3,833,000	0
FY 2003	3,000,000	3,865,000	0
FY 2004	4,196,600	1,619,000	0
FY 2005	3,820,500	4,262,700	0
FY 2006	6,191,000	4,355,500	0
FY 2007	6,011,000	4,355,500	0
FY 2008	6,011,000	4,355,500	0
<b>TOTAL</b>	<b>\$35,280,100</b>	<b>\$30,480,200</b>	<b>\$0</b>

**COST COMPONENT**

<b>Cost by Item</b>	
\$65,760,300	Project Development
<b>\$65,760,300</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Project Development	Jun05	Jun06	Jun07	Jun08

**89. Transportation Facilities**

**PROJECT DESCRIPTION**

Funding is requested for facilities that have not been given sufficient attention over the last few years due to lack of a facilities plan. A plan has been developed that evaluates every structure. Other yard improvements may be identified in the Pollution Plan required for each yard. Planned facilities and improvements include: DelDOT Administration Site Improvements (Signage, Cafeteria, DAST, Pole Barn), Danner Campus, Phase I, Southern New Castle DMV Facility, Bear Facility Renovations, Cheswold Yard, Dagsboro Salt Shed, Harrington Crew Operations Area 6, Magnolia Yard, Marsh Road Salt Shed, North District Crew Operations, Odesaa Site Improvements, Seaford Yard Relocation, Sign Shop Relocation, NPDES Sanction Wash Facilities, and vehicle storage sheds.

Considerable effort in the next six years will begin to accomplish a goal to provide comparable facilities evenly across the state to meet the set criteria for employee needs



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as well as facilities to meet mission requirements, especially for emergencies. The primary focus in the beginning is on projects that have the most benefit for employees.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2002	\$5,981,300	\$0	\$0
FY 2003	6,500,000	0	450,000
FY 2004	14,979,800	0	0
FY 2005	12,200,000	0	0
FY 2006	11,325,000	0	0
FY 2007	19,898,700	0	0
FY 2008	6,700,000	0	0
<b>TOTAL</b>	<b>\$77,584,800</b>	<b>\$0</b>	<b>\$450,000</b>

\* Source of Other Funds is Local Funds.

**COST COMPONENT**

Cost by Item	
\$100,000	Project Development
3,303,000	Preliminary Engineering
2,750,000	Property Acquisition
71,881,800	Total Construction Cost (TCC)
<b>\$78,034,800</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Project Development	Jun06			
Preliminary Engineering		Jun06	Jun07	
Property Acquisition		Jun06		
Total Construction	Jun05	Jun06	Jun07	Jun08

**90. Transit Facilities**

**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; and 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; and 4) the Sussex County park and ride – transfer hub, 5) the Newark Transit Hub, and 6) the Water Street Transfer Hub, Dover,

**Fiscal Year 2006 Requested Totals:**

**Kent County**

Relocation of Water Street Transfer Hub, Dover \$ 2,500,000

**New Castle County**

Churchman's Parking Garage 1,146,000  
DART Headquarters 16,500,000  
Newark Transit Hub 190,000  
Wilmington Train Station 1,562,400  
Wilmington Transit Center 2,000,000

**Statewide**

Statewide Facilities Preservation 860,700

**Sussex County**

Georgetown Parking Facility 600,000  
Sussex County Park and Ride and Transfer Hub 150,000

**TOTAL \$25,509,100**

**TRANSPORTATION**  
**55-00-00**

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2001	\$30,630,000	\$0	\$0
FY 2002	3,970,400	0	0
FY 2003	7,120,000	80,000	0
FY 2004	11,284,000	4,302,900	0
FY 2005	3,245,000	560,000	0
FY 2006	16,794,700	8,714,400	0
FY 2007	1,595,000	0	0
FY 2008	3,067,500	2,867,500	0
<b>TOTAL</b>	<b>\$77,706,600</b>	<b>\$16,524,800</b>	<b>\$0</b>

**COST COMPONENT**

**Cost by Item**

\$3,600,000	Project Development
3,650,000	Preliminary Engineering
5,300,000	Property Acquisition
81,681,400	Total Construction Cost (TCC)
<b>\$94,231,400</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Project Development	Jun06	Jun06		
Property Acquisition		Jun07		
Total Construction		Jun09	Jun07	Jun08

**91. Technology**

**PROJECT DESCRIPTION**

Funding is requested to provide management tools for more efficient operations.

Funding is proposed to upgrade applications and equipment to enhance all modes of transportation services statewide.

**Fiscal Year 2006 Requested Totals:**

New and Existing Initiatives	
Active Directory Migration	\$ 306,000

Projects	1,325,000
Telephone Upgrades	200,000
Maintenance Contracts	877,700
Existing Initiatives Support	2,345,000
DTC Peoplesoft Support	475,000
VAX Migration Initiative	250,000
Web Development Initiative	1,250,000
GIS Standardization	775,000
Division of Motor Vehicle (Hardware/Software)	500,000
Contingency	200,000
<b>TOTAL:</b>	<b>\$8,503,700</b>

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2002	\$12,361,700	\$0	\$0
FY 2003	5,165,000	0	0
FY 2004	5,350,000	0	0
FY 2005	5,270,000	0	0
FY 2006	8,503,700	0	0
FY 2007	7,470,000	0	0
FY 2008	7,815,000	0	0
<b>TOTAL</b>	<b>\$51,935,400</b>	<b>\$0</b>	<b>\$0</b>

**COST COMPONENT**

**Cost by Item**

\$51,935,400	Non Construction Cost
<b>\$51,935,400</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Non Construction	Jun05	Jun06	Jun07	Jun08

**92. Equipment**

**PROJECT DESCRIPTION**

Funding is requested to develop a systematic equipment replacement program for light and heavy equipment used for maintenance and construction.

**TRANSPORTATION**  
**55-00-00**

By replacing equipment at the optimum service life, maximum efficiencies are realized and the cost of maintaining the equipment is reduced.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2001	\$656,000	\$0	\$0
FY 2002	6,960,000	0	0
FY 2003	6,600,000	0	0
FY 2004	6,073,000	0	0
FY 2005	6,323,000	0	0
FY 2006	6,673,000	0	0
FY 2007	6,073,000	0	0
FY 2008	6,073,000	0	0
<b>TOTAL</b>	<b>\$45,431,000</b>	<b>\$0</b>	<b>\$0</b>

**COST COMPONENT**

**Cost by Item**

\$45,431,000	Equipment
<b>\$45,431,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Equipment	Jun05	Jun06	Jun07	Jun08

**93. Transportation Management Improvements**

**PROJECT DESCRIPTION**

Funding is requested to develop a multi-modal approach to improving the movement of people and goods using an Intelligent Transportation System and a Transportation Management Center (TMC or control room) to monitor travel and adjust signals, signage, transit, etc. to lessen congestion using DelTRAC technology.

Benefits of transportation management include better travel information, improved intermodal coordination, quicker emergency response, and less traffic congestion.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2001	\$4,097,900	\$19,368,600	\$0
FY 2002	17,135,700	15,872,800	0
FY 2003	1,558,500	3,751,500	0
FY 2004	4,127,900	6,511,800	0
FY 2005	1,329,800	5,319,200	0
FY 2006	1,219,800	4,479,200	0
FY 2007	1,206,800	5,827,200	0
FY 2008	849,800	3,399,200	0
<b>TOTAL</b>	<b>\$31,526,200</b>	<b>\$64,529,500</b>	<b>\$0</b>

**COST COMPONENT**

**Cost by Item**

\$1,880,000	Project Development
150,000	Preliminary Engineering
1,980,000	Equipment
92,045,700	Total Construction Cost (TCC)
<b>\$96,055,700</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Project Development	Jun05	Jun06	Jun07	
Equipment			Jun07	
Total Construction	Jun05	Jun06	Jun07	Jun08

**94. Engineering and Contingencies**

**PROJECT DESCRIPTION**

Funding is requested for this program, which provides for engineering services and contingencies.

This category provides for capital expenditures not included in other capital projects.

**TRANSPORTATION**  
**55-00-00**

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2003	\$750,000	\$0	\$0
FY 2004	750,000	0	0
FY 2005	750,000	0	0
FY 2006	750,000	0	0
FY 2007	750,000	0	0
FY 2008	750,000	0	0
<b>TOTAL</b>	<b>\$4,500,000</b>	<b>\$0</b>	<b>\$0</b>

**COST COMPONENT**

**Cost by Item**

\$4,500,000	Total Construction Cost (TCC)
<b>\$4,500,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Total Construction	Jun05	Jun06	Jun07	Jun08

**95. E-ZPass**

**PROJECT DESCRIPTION**

Funding is requested to improve the overall level of availability of *E-ZPass* technology to the traveling public in Delaware, and to improve the level of customer service provided to *E-ZPass* users. With the completion of the transfer of the operation of *E-ZPass* to the State of Delaware the need for maintaining and operating the appropriate facilities has increased. Funding is requested to maintain the Customer Service Center, cc Banking fees, with cost of independence, the Toll Violations Center and the violations process center for SAS70 Audit. This project was previously referred to as: *E-ZPass* True Up Liability.

The General Assembly established an *E-ZPass* reserve account, maintained within the Transportation Trust Fund, to be used by the department in furtherance of its efforts to improve the availability and quality of *E-ZPass* assets and services. These funds may be used to satisfy any and all claims by the Regional Consortium against the State.

This project will establish funding of Delaware's potential liability as a member of the Regional Consortium.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2003	\$1,000,000	\$0	\$10,609,700
FY 2004	2,001,000	0	0
FY 2005	2,000,000	0	0
FY 2006	6,425,000	0	0
FY 2007	2,000,000	0	0
FY 2008	8,000,000	0	0
<b>TOTAL</b>	<b>\$21,426,000</b>	<b>\$0</b>	<b>\$10,609,700</b>

\* Source of Other Funds is the New Jersey Consortium Contract cancellation settlement.

**COST COMPONENT**

**Cost by Item**

\$32,035,700	Non Construction Cost
<b>\$32,035,700</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Non Construction	Jun05	Jun06	Jun07	Jun08

**96. Aeronautics**

**PROJECT DESCRIPTION**

Funding is requested for the preservation and expansion of statewide airports. The state funds are usually a five percent match along with a five percent county and local match, and 90 percent Federal Aviation Administration share.

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.

**TRANSPORTATION**  
**55-00-00**

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2002	\$80,000	\$1,620,000	\$80,000
FY 2003	970,000		0
FY 2004	665,100		0
FY 2005	975,400		0
FY 2006	2,474,700		0
FY 2007	2,474,700		0
FY 2008	2,474,700		0
<b>TOTAL</b>	<b>\$10,114,600</b>	<b>\$1,620,000</b>	<b>\$80,000</b>

\* Source of Other Funds is Local Funds.

**COST COMPONENT**

**Cost by Item**

\$156,700	Project Development
52,600	Property Acquisition
11,605,300	Total Construction Cost (TCC)
<b>\$11,814,600</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Project Development		Jun05		
Property Acquisition		Jun05		
Total Construction	Jun05	Jun06	Jun07	Jun08

**97. Parking Facilities**

**PROJECT DESCRIPTION**

Funding is requested for the department to design and construct, as necessary and feasible, various parking improvements adjacent to the William T. McLaughlin Public Safety Building on Walnut Street in Wilmington and around the Legislative Hall and the historic portion of Dover. In carrying out these improvements, the department shall consult with the appropriate state, local and private officials with jurisdiction over the administration of these locations.

This program was authorized in the FY 2005 Capital Bond Bill.

**CAPITAL REQUEST**

**FUNDING**

	STATE	FEDERAL	OTHER
FY 2005	\$1,300,000	\$0	\$0
FY 2006	3,700,000	0	0
<b>TOTAL</b>	<b>\$5,000,000</b>	<b>\$0</b>	<b>\$0</b>

**COST COMPONENT**

**Cost by Item**

\$5,000,000	Total Construction Cost (TCC)
<b>\$5,000,000</b>	<b>Total</b>

**CALENDAR SCHEDULE**

	FY 2005	FY 2006	FY 2007	FY 2008
Total Construction	Jun05	Jun06		

**FISCAL YEAR 2007**

**1. Road System**

\$381,278,600  
*See Project Description for FY 2007*

**2. Grants and Allocations**

\$26,100,000  
*See Project Description for FY 2007.*

**3. Transit System**

\$25,833,300  
*See Project Description for FY 2007.*

**4. Support System**

\$47,479,200

**TRANSPORTATION**  
**55-00-00**

*See Project Description for FY 2007.*

**FISCAL YEAR 2008**

**1. Road System**

*\$175,673,900*

*See Project Description for FY 2008.*

**2. Grants and Allocations**

*\$26,100,000*

*See Project Description for FY 2008.*

**3. Transit System**

*\$25,070,600*

*See Project Description for FY 2008.*

**4. Support System**

*\$41,741,000*

*See Project Description for FY 2008.*