

Generating Jobs With Infrastructure Investment

American Recovery and Reinvestment Act (ARRA)

Delaware Department of Transportation

March 25, 2009

Targeted Projects

I-95 Newark Toll Plaza

Description: Reconstruct and reconfigure the Newark Toll Plaza to incorporate two highway-speed E-ZPass lanes in the northbound and southbound lanes.

Cost: Approximately \$43 million, to be obligated in the 1-year timeframe.

Justification: This toll plaza experiences high levels of congestion due to the current plaza configuration. As approximately 55 percent of travelers through the plaza utilize E-ZPass, congestion would be drastically reduced with high-speed lanes. This plaza is a regular complaint of motorists traveling through this state, and leaves travelers with a negative impression – in many cases their only impression -- of Delaware, impacting reputation, business, tourism and economic development. This project was scheduled to begin construction in 2011 or 2012

Status: Design is largely complete; permitting approvals from DNREC/Army Corp needed; no right of way needed; wetland mitigation needed.

Market Street Safety Project, Wilmington

Description: This project would elevate the roadway out of the floodplain. The limits are Market Street from "A" Street to just north of the Market/Walnut St. Split.

Cost: \$9 million, to be obligated in the 1-year timeframe.

Justification: The full project of elevating the road out of the floodplain would bring it to the level of other developments in the area, reducing the impact flooding has on residents and business.

Status: Design has begun; minimal right-of-way needed.

Pavement and Rehabilitation Projects Statewide (See attached list)

Initially, DelDOT could put out more than \$37 million worth of these projects statewide. This work would be the first to advertise and the first to begin. The requirement is that the roads must be federally eligible, and only 30 percent in Delaware are designated as such. Pave and Rehab jobs have little to no right of way and design issues and can be bid quickly. From a jobs perspective, the benefit is that the jobs would be spread out to many contractors. From an infrastructure perspective, maintaining roadways before they lapse into disrepair and require a major capital project is smart and economical in the long run.

Bridge Maintenance

Description: This would include various work on bridges along I-495, I-95 and in other locations. Work includes painting, approach slab replacement/repairs, overlay of decks, repair of expansion joints and bearings, repair of spalled concrete and replacement of deck and substructure.

Cost: \$20 million.

Justification: Maintenance of bridges is a priority as it's a significant step in ensuring these bridges are in satisfactory condition, and do not fall into the structurally deficient category.

Status: There should be no significant environmental/permitting issues or right of way needs.

2009 Traffic Signal Improvements Statewide

Description: Traffic signal installation, upgrade, or reconstruction at nine intersections. New Castle County: SR 2 & Albertson Boulevard; US 13 & Boulden Boulevard; US 13 & Memorial Drive; US 202 & Righter Parkway; and, Mill Creek Road & McKennans Church Road. Kent County: US 13 & Lepore Road; US 13 & SR 42; and, Frederica Fire Signal. Sussex County: SR 1 & West Way Drive.

Cost: \$1.3 million

Justification: Improvements will improve traffic flow, vehicular safety, pedestrian safety, and the reliability of the system. Projects were initiated through a public complaint, through a study completed by our Traffic Studies Section, or through a request from our Signal Maintenance Section. Each intersection has a different scope of work, involving new signal installations, reconstruction of aging infrastructure, pedestrian signal enhancements, upgrade of curb ramps to current ADA standards, modification of left-turn phasing, and lengthening of left-turn storage bays.

Status: There are no issues identified and pending funding approval, work on the first intersection could begin in May 2009.

Route 10 and Sorghum Road, Kent County

Description: The project consists of channelizing the median at the intersection of SR 10 and Sorghum Mill Road to accommodate eastbound and westbound SR 10 left-turns. This improvement will accommodate westbound left-turns, the highest volume left-turn movement at the intersection, while separating left-turn movements at the intersection to reduce the potential for left-turn and angle accidents. Northbound left-turns will be diverted to the median opening to the east at Liberto Plaza where volumes are minimal and sight distance is adequate.

Cost: \$400,000

Justification: Identified under the Highway Safety Improvement Program as a safety priority.

Status: Environmental/permitting is clear. Design complete.

Rehoboth Beach Boardwalk Refurbishment Phase II and III

Description: Boardwalk Restoration from Henlopen Hotel to Rehoboth Avenue and from Laurel Street to Prospect Street as well as area adjacent to Rehoboth Avenue.

Cost: \$7.4 million

Justification: The current wooden boardwalk is becoming a safety issue. This benefits not only pedestrian accessibility but enhances tourism.

Status: Working with the City of Rehoboth.

New Castle County Greenway Millcreek

Description: This 1.5 mile project will complete an over 4-mile loop recreational trail and will be a segment in an overall cross-county greenway trail system. This portion of the project will start at the intersection of Stoney Batter Road and Mill Creek Road and traverse north on New Castle County Public Open Space, through mixed forest and wetlands that parallels Mill Creek Road. At the intersection of Mendenhall Mill Road (just past Camp Wright) the trail turns west and ends at the paved trails within the development of Mendenhall Village which terminate at the entrance.

Cost: \$1 million

Justification: Will encourage more people to choose off-road pedestrian and bicycle facilities to get to destinations.

Status: Working with New Castle County.

New Castle County Greenway Industrial Track Phase I

Description: Construct a trail along an abandoned railroad corridor owned by the State of Delaware from SR 273 to south of the Christina River.

Cost: \$1.5 million

Justification: Will encourage more people to choose off-road pedestrian and bicycle facilities to get to destinations.

Status: Working with New Castle County.

Overfalls Lightship -- Lewes

Description: Work to construct a bulkhead for the Overfalls Lightship. The story behind this project starts with the fact that the Overfalls lightship is now in Norfolk, VA. having a new hull installed on the ship. Once the work is complete, the plan is to have the ship returned to Lewes in the location it was removed from. Prior to the ship leaving for VA., DelDOT's Transportation Enhancement (T.E.) program spent roughly \$300,000 to assist with the interior renovation of the ship. All the work was done by local volunteer historians. The plan is to return the ship back to its original location adjacent to the Lewes Canal Front Park.

Cost: \$400,000

Justification: This project would go a long way assisting with the economic revitalization of the local area by bringing tourists to the attraction, including the Lewes Canal Front Park, for the long haul. Tourists that visit the site also spend money in the surrounding area. As volunteers did much of the previous work, this investment will also bring about a sense of community pride.

Route 299 Park and Ride, Odessa

Description: Expansion of the park and ride located at the intersection of SR 299 and SR 1. Project also includes the relocation of the entrance to SR 299 to a new signalized intersection being constructed at Gloucester Drive.

Cost: \$1.4 million

Justification: Assists in expanding and providing better access for alternative transportation users.

Status: Should be no significant environmental/permitting issues.

Dover Transit Center

Description: Build the first phase of a DART Dover Transit Center on five acres on Water Street between Queen and West streets.

Cost: \$5.7 million.

Justification: Federal spending allocation restrictions prevent the full \$13.3 million from being funded. As such, DelDOT will move forward with the bus loop, parking areas and stormwater aspects, while making future accommodations for the addition of the buildings. Eventually, this site would replace the current minimal facility on 1.5 acres on Water Street, between Governors Ave. and State Street. The future facility could accommodate more buses, allowing for future expansion of the system if funding allows. The new facility will also be located on the rail line, allowing for possible use as a train station in the future if funding for such a capital project were available.

Status: Permit work still must be done and coordination with the City of Dover and other partners would need to be expedited. Most of the right of way is secured.

I-95 Concrete Medians

Description: Some medians along I-95 need replacement.

Cost: \$1.2 million

Justification: Safety issue as the concrete on many of these medians is deteriorating.

Status: There should be no significant environmental/permitting issues.

Centreville Streetscape/Traffic Calming

Description: This project on Rt. 52/Old Kennett Pike would replace current temporary traffic calming features with permanent ones.

Cost: \$3.7 million.

Justification: This work would improve safety for motorists and pedestrians.

Status: At final design stage.

Hockessin Streetscape/Drainage Project

Description: Improve street design and drainage along Old Lancaster Pike.

Cost: \$3.5 million.

Justification: This work would improve safety for motorists and pedestrians and make much-needed drainage improvements.

Status: Design is complete. A few easements needed for work.

NCC Guardrail Upgrades

Description: Existing guardrails would be upgraded.

Cost: \$800,000

Justification: Safety issue as the concrete on many of these needs replacement to meet current safety standards.

Status: There should be no significant environmental/permitting issues

Rail Cars

Description: Allows DelDOT's Delaware Transit Corporation (DTC) to purchase 4 new Silverliner V rail cars from SEPTA, which will add capacity for SEPTA service between Philadelphia and Newark, DE. Delivery is scheduled for 2010.

Cost: \$8 million.

Justification: Purchase of the rail cars will support the rail improvements project currently in the CTP, and improve the frequency of trips along the Northeast Corridor.

Buses

Description: This project is part of a bus purchase and replacement program, which allocates new buses throughout the state. An investment of \$1.9 million will purchase buses for Sussex County that are needed to replace current buses with high mileage.

Cost: \$1.9 million.

Justification: Will allow DART to continue to provide reliable service to customers.

DART Mid-County Facility

Description: This project will construct six maintenance bays and parts storage for the maintenance of DART Fixed Route and Paratransit buses.

Cost: \$7.4 million.

Justification: This expands the current facility.

Status: Design is partially complete.

Rehabilitation of Epoxy Pavement Markings

Description: Several areas of roadways statewide would be rehabilitated.

Cost: \$2 million.

Justification: The high-visibility epoxy markings contribute to a safer road system in particular during adverse weather conditions.

Status: There are no environmental/permitting issues.

Route 404/Newton Road Railroad Crossing, Bridgeville

Description: Add gates and update cantilever lights and controller; replace pre-cast concrete surface. Railroad would do this work.

Cost: \$400,000

Justification: A safety project. Design complete.

Examples of Infrastructure Considered

Summary

Transportation projects have many phases. The early phases prior to actual construction are the most time consuming, including right of way purchases, design and environmental/historic/cultural permitting. Typically these phases cannot be expedited, nor does the proposed federal legislation allow these phases to be fast-tracked or skipped. The projects below have various phases that could not have been completed within the timeframes proposed.

- **Claymont Renaissance:** Permitting, design are not far enough along.
- **Elkton Road:** Neither project along this corridor could meet the 180 day time frame. Significant design and coordination issues remain.
- **I-95 and Rt. 1 Interchange:** Design, permitting are not far enough along.
- **Route 26 Mainline:** Hundreds of properties just began the process of being purchased, and this cannot be expedited under current criteria.
- **Wilmington to Newark Third Rail:** This project will be bid and begin construction in May 2009. It is already programmed with construction funding. It is a two-year construction time frame and could not be expedited.
- **New Newark Train Station:** Design, permitting not complete. City of Newark has gone on record as opposing the new location.
- **Dover to Middletown or Dover to Newark Train Service:** A Major project costing upwards of half a billion dollars that has no funding programmed, and as such design and permitting have not yet begun and could not be completed in the 180 days.
- **Planned interchange projects along Route 1 in Kent and Sussex counties:** Design and right of way process could not be done in time to meet the 180 day timeframe.
- **I-95/Route 202 Ramps:** Design, permitting and right of way process could not be done in time to meet the 180 day timeframe.
- **Shipley Street, Wilmington:** No design done. No permitting work done. Major historic impacts.
- **Walnut Street, Wilmington:** Design partially completed, but permitting not yet started. Major historic impacts including cemetery, churches.
- **Train service to Maryland:** For service between New Castle County and Baltimore/Washington via MARC construction of a new track between North East and Perryville, MD. Design has not begun and could not be done in the timeframe.
- **Rehoboth Park & Ride/Destination Station:** Significant public opposition to this project.
- **Roth Bridge, Maintenance:** Army Corp of Engineers responsibility.