

Appendix F
Constrained and Unfunded Projects
2023 – 2050

Appendix F: Constrained Projects, 2023 - 2050

| Agency | Facility/System | Location | Description | Cost (Thousands \$) | Available Capital Funds (Thousands \$) | Funding Source | Project Source | Manage System | Safety + Security | Access + Mobility | Multimodal | Environmental | Economic Development |
|--|--|--|---|---------------------|--|----------------|----------------|---------------|-------------------|-------------------|------------|---------------|----------------------|
| 2020 Highway Needs Inventory – Roadway (MD) | | | | | | | | | | | | | |
| Maryland State Highway Administration | U.S. Route 13 – N. Salisbury Boulevard/Ocean Highway | Salisbury Bypass to Delaware State line | Divided highway reconstruct with access control improvements, 4.4 miles | \$138,900.0 | \$0 | SHA | 1 | ● | ● | ● | | | |
| Maryland State Highway Administration | U.S. Route 13 – S. Fruitland Boulevard | Somerset County line to U.S. Route 13 Business | Divided highway reconstruct, 0.6 miles | \$8,100.0 | \$0 | SHA | 1 | ● | ● | ● | | | |
| Maryland State Highway Administration | U.S. Route 50 – Ocean Gateway | Salisbury Bypass to E. of Walston Switch Road | Divided highway reconstruct, 2.6 miles (includes interchanges) | \$237,700.0 | \$0 | SHA | 1 | ● | ● | ● | | | |
| Maryland State Highway Administration | MD 350 – Mt. Hermon Road | Beaglin Park Drive to Walston Switch Road | Two-lane reconstruct, 3.3 miles | \$57,400.0 | \$0 | SHA | 1 | ● | ● | ● | | | |
| Maryland State Highway Administration | MD 12 – Snow Hill Road | Worcester County line to south of U.S. Route 13 Bypass | Two-lane reconstruct, 4.2 miles | \$58,900.0 | \$0 | SHA | 1 | ● | ● | ● | | | |
| Maryland State Highway Administration | MD 12 – Snow Hill Road | U.S. Route 13 Bypass to Johnson Road | Multi-lane urban reconstruct, 1.0 miles | \$116,500.0 | \$0 | SHA | 1 | ● | ● | ● | | | |
| Maryland State Highway Administration | MD 349 – Nanticoke Road | N. Upper Ferry Road to U.S. Route 50 | Multi-lane reconstruct, 4.9 miles | \$66,900.0 | \$0 | SHA | 1 | ● | ● | ● | | | |
| Maryland State Highway Administration | U.S. Route 50 – Ocean Gateway | MD 731A to White Lowe Road | Access control improvements, 9.7 miles | \$289,900.0 | \$0 | SHA | 1 | ● | ● | ● | | | |
| SHA Total Identified Projects | | | | \$974,300.0 | | | | | | | | | |
| SHA Constrained | | | | | \$0.0 | | | | | | | | |
| SHA Unfunded | | | | \$974,300.0 | | | | | | | | | |

| Agency | Facility/System | Location | Description | Cost (Thousands \$) | Available Capital Funds (Thousands \$) | Funding Source | Project Source | Manage System | Safety + Security | Access + Mobility | Multimodal | Environmental | Economic Development |
|--|--|---|--|---|---|---------------------|----------------|---------------|-------------------|-------------------|------------|---------------|----------------------|
| System Preservation – Roadway, Bicycle/Pedestrian, Freight (MD) | | | | | | | | | | | | | |
| Maryland State Highway Administration | Roadways | MD 12 at Robins Avenue | Geometric improvements | \$3,338.0 <u>\$2,626.0</u> | \$3,338.0 <u>\$2,626.0</u> | SHA | 2 | ● | ● | | | | |
| Maryland State Highway Administration | Bridge 2200400 | US 13 Business over East Branch of Wicomico River | Bridge replacement | \$8,836.0 <u>\$16,744.0</u> | \$8,836.0 <u>\$16,744.0</u> | SHA and FHWA | 4 2 | ● | ● | | | | |
| <u>Maryland State Highway Administration</u> | <u>Bridge 2200900 and 2202800</u> | <u>US 50 Business and Main Street over Wicomico River</u> | <u>Bridge replacement / Rehabilitation</u> | <u>\$4,141.0</u> | <u>\$4,141.0</u> | <u>SHA and FHWA</u> | <u>2</u> | <u>●</u> | <u>●</u> | | | | |
| <u>Maryland State Highway Administration</u> | <u>U.S. Route 13 Business</u> | <u>US 13 Business over East Branch of Wicomico River</u> | <u>Sidewalk replacement</u> | <u>\$24.7</u> | <u>\$24.7</u> | <u>SHA</u> | <u>2</u> | <u>●</u> | <u>●</u> | | | | |
| Maryland State Highway Administration | U.S. Route 50 – Ocean Gateway | West of MD347 and East of Rockawalkin Road | Geometric improvements | \$8,499.0 <u>\$2,138.0</u> | \$8,499.0 <u>\$2,138.0</u> | SHA | 2 | ● | ● | | | | |
| <u>Maryland State Highway Administration</u> | <u>U.S. Route 13 – Ocean Highway</u> | <u>Northbound and Southbound</u> | <u>Truck Weigh Inspection Station Facility</u> | <u>\$4,560.0</u> | <u>\$4,560.0</u> | <u>SHA</u> | <u>2</u> | | <u>●</u> | | | | |
| <u>Maryland State Highway Administration</u> | <u>U.S. Route 13 – South Fruitland Boulevard</u> | <u>North of Stockyard Road to Somerset County Line</u> | <u>Safety and Resurfacing Improvements</u> | <u>\$665.0</u> | <u>\$665.0</u> | <u>SHA</u> | <u>2</u> | <u>●</u> | <u>●</u> | | | | |
| | | | | | | | | | | | | | |
| <u>Maryland State Highway Administration</u> | <u>U.S. Route 50 – Ocean Gateway</u> | <u>Old Railroad Road</u> | <u>Geometric Improvements</u> | <u>\$3,349.0</u> | <u>\$3,349.0</u> | <u>SHA</u> | <u>2</u> | <u>●</u> | <u>●</u> | | | | |
| <u>Maryland State Highway Administration</u> | <u>Salisbury Bike Network</u> | <u>Carroll Street</u> | <u>Construction</u> | <u>\$400.0</u> | <u>\$400.0</u> | <u>SHA and FHWA</u> | | | | | | | |
| <u>Maryland State Highway Administration</u> | <u>Eastside Bike Network</u> | <u>Salisbury</u> | <u>Implementation</u> | <u>\$200.0</u> | <u>\$200.0</u> | <u>SHA and FHWA</u> | | <u>●</u> | <u>●</u> | | | | |
| Maryland State Highway Administration | Naylor Mill Connector Bikeway | Salisbury | Construction | \$100.0 | \$100.0 | SHA | 2 | ● | | | ● | | |
| Maryland State Highway Administration | Salisbury Bike Ped | Salisbury | Counters | \$49.3 | \$49.3 | SHA | 2 | ● | ● | | | | |
| Maryland State Highway Administration | Salisbury Rail Trail, Phases 2 & 3 | Salisbury | Design | \$139.7 | \$139.7 | SHA | 2 | | | | | | |

| Agency | Facility/System | Location | Description | Cost (Thousands \$) | Available Capital Funds (Thousands \$) | Funding Source | Project Source | Manage System | Safety + Security | Access + Mobility | Multimodal | Environmental | Economic Development |
|---------------------------------------|---|----------------------------------|-------------------------------------|--------------------------------------|--|------------------------|----------------|---------------|-------------------|-------------------|------------|---------------|----------------------|
| Maryland State Highway Administration | Salisbury Bike Network | Salisbury | Design | \$597.0 | \$597.0 | SHA | 2 | ● | ● | | | | |
| Maryland State Highway Administration | Eastern Shore Drive Multi-Use Path | Salisbury | Design | \$120.0 | \$120.0 | SHA and FHWA | 2 | ● | ● | | | | |
| Maryland State Highway Administration | Trail Construction | Pirates Wharf | Construction | \$156.3 | \$156.3 | FHWA and SHA | 4 | | ● | | | | ● |
| Maryland State Highway Administration | National Electric Vehicle Infrastructure ("NEVI") | Various in Wicomico County | Vehicle charging station | \$1,207.0 \$1,522.0 | \$1,207.0 \$1,522.0 | SHA, FHWA, and Private | 4 | ● | | ● | | | |
| Maryland State Highway Administration | EV Charging Technology | Various sites in Wicomico County | Charging and fueling infrastructure | \$1,709.0 | \$1,709.0 | Federal and Private | 4 | ● | | ● | | ● | |
| SHA Total Identified Projects | | | | -\$41,833.3 \$38,364.7 | | | | | | | | | |
| SHA Constrained | | | | | \$41,833.3 \$38,364.7 | | | | | | | | |
| SHA Unfunded | | | | \$0.0 | | | | | | | | | |

| Agency | Facility/System | Location | Description | Cost (Thousands \$) | Available Capital Funds (Thousands \$) | Funding Source | Project Source | Manage System | Safety + Security | Access + Mobility | Multimodal | Environmental | Economic Development |
|--|-------------------------|-----------|---|------------------------------------|--|---------------------|----------------|---------------|-------------------|-------------------|------------|---------------|----------------------|
| System Preservation – Roadway, Bicycle/Pedestrian, Freight (MD) | | | | | | | | | | | | | |
| City of Salisbury | Mill Street Bridge | Salisbury | Deck replacement | -\$1,500.0 \$1,420.0 | -\$1,500.0 \$1,420.0 | SHA and FHWA SHA | 4 | ● | ● | | | | |
| City of Salisbury | Pedestrian network | Salisbury | Installation of pedestrian signals and rapid flashing beacons | \$250.5 \$251.0 | \$250.5 \$251.0 | SHA and FHWA | 4 | ● | ● | | | | |
| City of Salisbury | Fitzwater-Parsons Road | Salisbury | Safety improvements | \$172.7 | \$172.7 | SHA and FHWA | 4 | ● | ● | | | | |
| City of Salisbury | Naylor Mill Road Bridge | Salisbury | Bridge improvements | \$2,750.0 | \$2,750.0 | SHA and FHWA | 4 | ● | ● | | | | |
| Total Identified Projects | | | | -\$1,923.2 \$4,593.7 | | | | | | | | | |
| Constrained | | | | | \$1,923.2 \$4,593.7 | | | | | | | | |
| Unfunded | | | | \$0.0 | | | | | | | | | |

| Agency | Facility/System | Location | Description | Cost (Thousands \$) | Available Capital Funds (Thousands \$) | Funding Source | Project Source | Manage System | Safety + Security | Access + Mobility | Multimodal | Environ- mental | Economic Development |
|---|----------------------------------|--|---|--------------------------------------|--|--|-------------------|------------------|----------------------|----------------------|------------|--------------------|-------------------------|
| System Preservation – Roadway, Bridge/Dams, Bicycle/Pedestrian, Freight (DE) | | | | | | | | | | | | | |
| Delaware Department of Transportation | Discount Land Road | Laurel | Roadway widening, bicycle lanes, and construction of sidewalk or multi-use path adjacent to roadway | \$5,810.0 \$7,543.2 | \$5,810.0 \$7,543.2 | PE: 100% State; ROW: 100% State and Const: 100% State | 3 4 | ● | ● | | | | |
| Delaware Department of Transportation | BR 3-314 | Laurel Road over James Branch | Bridge rehabilitation | \$30.0 \$17.3 | \$30.0 \$17.3 | PE: 100% State; and ROW: 100% State | 3 4 | ● | ● | | | | |
| Delaware Department of Transportation | BR 3-237 | Old Furnace Road over Nanticoke River | Engineering study – R.O.W | \$100.0 \$2,059.8 | \$100.0 \$2,059.8 | PE: 100% State and Toll Credits; and ROW: 100% Fed ROW: 100% State | 4 3 | ● | ● | | | | |
| <u>Delaware Department of Transportation</u> | <u>BR 3-320</u> | <u>King Street</u> | <u>Bridge replacement and rehabilitation</u> | <u>\$507.8</u> | <u>\$507.8</u> | <u>State</u> | <u>4</u> | <u>●</u> | <u>●</u> | | | | |
| <u>Delaware Department of Transportation</u> | <u>BR 3-243</u> | <u>Concord Road</u> | <u>Bridge rehabilitation</u> | <u>\$620.0</u> | <u>\$620.0</u> | <u>State</u> | <u>4</u> | <u>●</u> | <u>●</u> | | | | |
| <u>Delaware Department of Transportation</u> | <u>U.S. 13 and State Road 24</u> | <u>Intersection of U.S. 13 and State Road 24</u> | <u>Intersection Improvements</u> | <u>\$220.0</u> | <u>\$220.0</u> | <u>State</u> | <u>4</u> | <u>●</u> | <u>●</u> | | | | |
| Delaware Department of Transportation | Various bridges – open end | Sussex County | Scour countermeasures, Open End (FY 22-24) | \$4,102.1 | \$4,102.1 | Const: 100% State; and Utility: 100% State | 3 | ● | ● | | | | |
| DeIDOT Total Identified Projects | | | | -\$10,042.1 \$15,050.2 | | | | | | | | | |
| DeIDOT Funded | | | | | -\$10,042.1 \$15,050.2 | | | | | | | | |
| DeIDOT Unfunded | | | | \$0.0 | | | | | | | | | |

| Agency | Facility/System | Location | Description | Cost (Thousands \$) | Available Capital Funds (Thousands \$) | Funding Source | Project Source | Manage System | Safety + Security | Access + Mobility | Multimodal | Environmental | Economic Development |
|---|---|---------------|---|-------------------------------|--|-------------------------|----------------|---------------|-------------------|-------------------|------------|---------------|----------------------|
| System Preservation – Transit (MD) | | | | | | | | | | | | | |
| Maryland Transit Administration | Small Duty Bus Replacement (13) | Shore Transit | FY 2024 (5339) | \$122.0 | \$122.0 | FTA, MTA, + Local (PTP) | 2 | ● | | | | | |
| Maryland Transit Administration | Small Duty Bus Replacement (122) | Shore Transit | FY 2024 (5307) | \$113.0 | \$113.0 | FTA, MTA, + Local (PTP) | 2 | ● | | | | | |
| Maryland Transit Administration | Medium Duty Bus Replacements (274 & 275) | Shore Transit | FY 2023 (5339) | \$279.0 | \$279.0 | FTA, MTA, + Local (PTP) | 2 | ● | | | | | |
| Maryland Transit Administration | Study of system design | Shore Transit | FY 2023 (5303PP) | \$410.0 | \$410.0 | FTA, MTA, + Local (PTP) | 2 | ● | | | | | |
| Maryland Transit Administration | Medium Duty Bus Replacement (406) | Shore Transit | FY 2019 (5339) | \$165.0 | \$165.0 | FTA, MTA, + Local (PTP) | 2 | ● | | | | | |
| Maryland Transit Administration | Medium Duty Bus Replacements—2 (260 & 411) | Shore Transit | FY 2022 (5339) | \$219.0 | \$219.0 | FTA, MTA, + Local (PTP) | 2 | ● | | | | | |
| Maryland Transit Administration | Small Duty Bus Replacements—3 (231, 245 & 97) | Shore Transit | FY 2022 (5339) | \$241.0 | \$241.0 | FTA, MTA, + Local (PTP) | 2 | ● | | | | | |
| Maryland Transit Administration | Support Vehicle (partial) | Shore Transit | FY 2022 (5339) | \$18.0 | \$18.0 | FTA, MTA, + Local (PTP) | 2 | ● | | | | | |
| Maryland Transit Administration | Propane Conversions—6 | Shore Transit | FY 2019 (5339 Discretionary) | \$100.0 | \$100.0 | FTA, MTA, + Local (PTP) | 2 | ● | | | | ● | |
| Maryland Transit Administration | Disinfectant Module | Shore Transit | FY 2020 (CARES) | \$2.0 | \$2.0 | FTA, MTA, + Local (PTP) | 2 | ● | ● | | | | |
| Maryland Transit Administration | Preventative Maintenance | Shore Transit | FY 2023 2024 (5307) | \$800.0 | \$800.0 | FTA, MTA, + Local (PTP) | 2 | ● | | | | | |
| Maryland Transit Administration | Mobility Management | Shore Transit | FY 2022 & 2023 2024 (5307) | \$286.0 \$143.0 | \$286.0 \$143.0 | FTA, MTA, + Local (PTP) | 2 | ● | | | | | |
| Maryland Transit Administration | Small Duty Bus Replacement—1 | Shore Transit | FY 2023 (5307) | \$85.0 | -\$85.0 | FTA, MTA, + Local (PTP) | 2 | ● | | | | | |
| Maryland Transit Administration | Small Duty Bus Replacements—2 (100 & 101) | Shore Transit | FY 2023 (5339) | \$225.0 | \$225.0 | FTA, MTA, + Local (PTP) | 2 | ● | | | | | |

| Agency | Facility/System | Location | Description | Cost (Thousands \$) | Available Capital Funds (Thousands \$) | Funding Source | Project Source | Manage System | Safety + Security | Access + Mobility | Multimodal | Environmental | Economic Development |
|--------------------------------------|------------------------------------|---------------|-----------------|----------------------|--|-------------------------|----------------|---------------|-------------------|-------------------|------------|---------------|----------------------|
| Maryland Transit Administration | Bus Security Cameras | Shore Transit | FY 2020 (CARES) | \$400.0 | \$400.0 | FTA, MTA, + Local (PTP) | 2 | ● | ● | | | | |
| Maryland Transit Administration | Fixed Route Management System | Shore Transit | | \$590.0 | \$590.0 | FTA, MTA, + Local (PTP) | 2 | ● | ● | | | | |
| Maryland Transit Administration | Transportation Development Program | Shore Transit | FY 2021 | \$95.0 | \$95.0 | FTA, MTA, + Local (PTP) | 2 | ● | | | | | |
| MTA Total Identified Projects | | | | \$3,226.0 | | | | | | | | | |
| MTA Constrained | | | | \$2,267.0 | | | | | | | | | |
| MTA Unfunded | | | | \$0.0 | | | | | | | | | |
| MTA Total Identified Projects | | | | | | | | | | | | | |
| MTA Constrained | | | | | \$3,226.0 | | | | | | | | |
| MTA Unfunded | | | | | \$2,267.0 | | | | | | | | |

| Agency | Facility/System | Location | Description | Cost (Thousands \$) | Available Capital Funds (Thousands \$) | Funding Source | Project Source | Manage System | Safety + Security | Access + Mobility | Multimodal | Environmental | Economic Development |
|---|---|---------------|-------------|---------------------|--|-----------------------------|----------------|---------------|-------------------|-------------------|------------|---------------|----------------------|
| System Preservation – Transit (DE) | | | | | | | | | | | | | |
| DART | Transit Vehicle Replacement (4) 29' Low Floor Buses | Sussex County | FY 2023 | \$2,598.5 | \$2,598.5 | FTA 80% and State 20% | 3 | ● | | ● | ● | | |
| DART | Transit Vehicle Replacement (6) 25' Low Floor CAW Buses | Sussex County | FY 2023 | \$1,360.0 | \$1,360.0 | FTA 80% and State 20% | 3 | ● | | ● | ● | | |
| DART | Transit Vehicle Replacement (2) ZEB Buses and Charging Infrastructure | Sussex County | FY 2026 | \$2,321.9 | \$2,321.9 | FTA 85% and State 15% | 3 | ● | | ● | ● | ● | |
| DART | Transit Vehicle Replacement (2) ZEB Buses and Charging Infrastructure | Sussex County | FY 2026 | \$1,634.0 | \$1,634.0 | FTA 90% and State 10% | 3 | ● | | ● | ● | ● | |
| DART | Transit Vehicle Replacement (2) ZEB Buses and Charging Infrastructure | Sussex County | FY 2026 | \$1,609.0 | \$1,609.0 | FTA 80% and State 20% | 3 | ● | | ● | ● | ● | |
| DART | Transit Vehicle Replacement (4) 25' Fixed Route CAW Buses | Sussex County | FY 2025 | \$1,130.8 | \$1,130.8 | Toll Credit 80% and FTA 20% | 3 | ● | | ● | ● | | |
| DART | Transit Vehicle Replacement (5) 25' CAW Buses | Sussex County | FY 2026 | \$1,470.0 | \$1,470.0 | Toll Credit 80% and FTA 20% | 3 | ● | | ● | ● | | |
| DART | Transit Vehicle Replacement (2) Electric Buses | Sussex County | FY 2025 | \$2,522.0 | \$2,522.0 | FTA 85% and State 15% | 3 | ● | | ● | ● | | |

| Agency | Facility/System | Location | Description | Cost (Thousands \$) | Available Capital Funds (Thousands \$) | Funding Source | Project Source | Manage System | Safety + Security | Access + Mobility | Multimodal | Environmental | Economic Development |
|---------------------------------------|--|--------------------------|---|--|--|-------------------------------------|----------------|---------------|-------------------|-------------------|------------|---------------|----------------------|
| DART | <u>Transit Vehicle Replacement (1) 25' Fixed Route CAW Bus</u> | <u>Sussex County</u> | <u>FY 2027</u> | <u>\$304.8</u> | <u>\$304.8</u> | <u>Toll Credit 80% and FTA 20%</u> | <u>3</u> | <u>●</u> | | <u>●</u> | <u>●</u> | | |
| DART | <u>Transit Vehicle Replacement (3) 29' Low Floor Buses</u> | <u>Sussex County</u> | <u>FY 2027</u> | <u>\$1,815.0</u> | <u>\$1,815.0</u> | <u>Toll Credit 80% and FTA 20%</u> | <u>3</u> | <u>●</u> | | <u>●</u> | <u>●</u> | | |
| DART | Transit Vehicle Replacement Paratransit Buses Sussex | Sussex County | FY 2020 – FY 2026 <u>FY 2025</u> | \$18,494.9 <u>\$3,944.6</u> | \$18,494.9 <u>\$3,944.6</u> | <u>FTA 80% and State 20% DelDOT</u> | 3 | ● | | | | | |
| DART | Transit Vehicle Replacement (12) 29' Buses | Sussex County | FY 2023 | \$5,988.0 | \$5,988.0 | DelDOT | 3 | ● | | | | | |
| DART Total Identified Projects | | | | \$24,482.9 \$20,710.6 | | | | | | | | | |
| DART Funded | | | | | \$24,482.9 \$20,710.6 | | | | | | | | |
| DART Unfunded | | | | \$0.0 | | | | | | | | | |

Project Identification Sources (Codes):
 1 = Maryland SHA Highway Needs Inventory – Wicomico County 2020 Revised
 2 = MDOT Consolidated Transportation Program (FY ~~2024 2025~~ to ~~2029 2030~~)
 3 = Delaware DOT Capital Transportation Program (FY 2023 to 2028)
 4 = S/WMPO TIP (FY ~~2024 2025~~ – FY ~~2027 2028~~)