

**DOVER/KENT COUNTY
METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEARS 2012-2015**

**Approved: May 4, 2011
Amended: September 7, 2011**

Prepared at the Direction of the
Dover/Kent County Metropolitan Planning Organization Council

The preparation of this document was financed in part with funds provided by the Federal Government, including the Federal Transit Administration, through the Joint Simplification Program, and the Federal Highway Administration of the United States Department of Transportation.

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Background

The Dover/Kent County Metropolitan Planning Organization (Dover/Kent County MPO) is the transportation planning organization for Kent County, Delaware and its municipalities. The Dover/Kent County MPO was established in 1992 under the mandates of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, which requires that a metropolitan planning process be established in urbanized areas with a population greater than 50,000. The Dover urbanized area exceeded that threshold by the 1990 U.S. Census of Population, with a figure of 50,757. In 2000, the urbanized area population was determined to be 65,044. The Census Bureau has not produced a recent estimate of the Dover urbanized area, but the population of Kent County grew from 126,697 in 2000 to 162,310 persons in the 2010 decennial census. The MPO anticipates the 2010 census will reveal a population and geography growth that will increase the urbanized area population by 20 percent, at least 77,000 persons.

The Transportation Improvement Program (TIP) is one of the products that the federal legislation requires a metropolitan planning organization to prepare at least every four years. The purpose of the TIP is to disclose transportation projects for which federal funding will be sought over a four year period. The TIP should reflect the region's priorities, represent a consensus among state and regional officials, show a direct relationship to the regional transportation plan, be financially constrained, and conform with federal air quality regulations as they relate to transportation. Finally, the TIP must be subjected to thorough public review during development and prior to adoption.

The 2012-2015 Dover/Kent County MPO TIP amended on September 7, 2011 was prepared from the 2012 Consolidated Transportation Program in coordination with Delaware's Capital Transportation Program (CTP) and the MPO's 2030 Regional Transportation Plan (RTP). The Draft CTP was prepared for FY 2012-2015 when the FY 2012 Bond Bill was released in July, 2011. This document was amended September 7 to represent the results of the State's budget process. Members of the MPO Council, Technical Advisory (TAC), and Public Advisory Committees (PAC) were invited to submit projects for inclusion in the Plan and TIP. The primary addition through this process was the addition of a municipal connector adjacent to the new Dover High School to be constructed on Delaware Route 8 on the west of Dover. Public input was solicited at PAC meetings held throughout Kent County, and during a free bus tour of TIP project sites. The Delaware Department of Transportation (DelDOT) analyzed financial and air quality requirements for the MPO.

The funds anticipated to be used for the projects in the TIP during FY 2012, FY 2013, FY 2014 and FY 2015 are \$ 30,229,500, \$38,343,000, \$24,226,600, and \$43,282,900 respectively. The Federal amount to be spent on these for the four years is \$18,768,300, \$29,717,300, \$24,226,600, and \$43,282,900 respectively. In addition to these projects, DelDOT maintains and operates the transportation system under statewide categories such as bridge inspection, pavement rehabilitation, roadway signage, intersection improvements and statewide transit services and equipment. The actual amount of funds to be spent from these statewide categories in the MPO's region cannot always be determined since projects are selected based on statewide needs. A small percentage of costs

for statewide projects within the MPO's region is federally funded. The MPO TIP will be submitted to DelDOT as the region's input for the Statewide Transportation Improvement Program (STIP).

Regional Goals

Kent County has a diverse economy and population. The City of Dover is a strong metropolitan hub situated in the center of the county in a growth corridor that extends from Smyrna to the north and Milford to the south. Inside the functional growth corridor and actual Kent County Growth Zone are the largest employers, include Dover Air Force Base, the State of Delaware, Kraft General Foods USA, BayHealth Medical Center, the Eagle Group, General Metalcraft Inc., Proctor and Gamble, Inc., and ILC Dover, Inc. The regional warehouse of Wal-Mart, located in Smyrna, has also been playing a greater role in the economic development of the area. Outside of the growth corridor, the county's economy is predominantly agricultural, including a well-established but dwindling Amish community. The presence of three four-year colleges and one two-year college and their satalite locations enhances the region's ability to attract and maintain a diverse community.

On January 28, 2009, the MPO adopted its RTP. The RTP, which has a 20-year planning horizon, assesses the region's short-term improvement needs, projects future needs, projects the funds available to meet the needs, and identifies goals and objectives to meet those needs. The RTP must be financially reasonable and result in a positive impact on the region's air quality. The Dover/Kent County Metropolitan Planning Organization will be preparing an update to the Regional Transportation Plan during our FY 2012. The regional planning process will again be coordinated with DelDOT's statewide planning process, the Office of State Planning Coordination's Livable Delaware Initiative, Kent County's Comprehensive Plan Update, and Dover's Comprehensive Plan Update and other plans in the region.

The RTP provides, and will provide, a framework to guide future transportation planning, programming activities, and policy alternatives. The following goals are identified for Kent County:

- Strengthen the diverse and relatively stable local economy;
- Maintain the current quality of life, including the agricultural economy, the abundant natural resources and open space, and the accessibility of political leaders;
- Manage growth effectively by ensureing adequate infrastructure is available to support desired growth patterns;
- Improve access and mobility while ensuring the safety and security of all citizens; and

- Preserve and expand transportation infrastructure to safely and efficiently transport people and goods.

A hierarchy of fundamental strategies has been developed to support these goals and further guide transportation planning and programming decisions for transportation investments by:

- Preserving and maintaining the existing transportation system;
- Improving management of the existing transportation system;
- Developing and expanding multiple transportation modes; and
- Providing additional roadway system capacity.

Projects in the FY2012 TIP were drawn from the recently adopted 2030 RTP. The MPO anticipates undertaking an update of the 2009 RTP during the FY 2012 program year.

The Prioritization Process

Projects being considered for inclusion in the TIP were prioritized using a numerical scoring system to reflect qualitative ratings based on transportation system data. This process was developed by members of the PAC and TAC and adopted by the MPO Council in 2003.

The process consists of a 10-factor matrix that covers the eight factors from SAFETEA-LU that the MPO must consider. A score is assigned to each factor for each project based on information about the project supplied on the project submittal form. The criteria for assigning the ratings and the scales used (high, medium, low, not applicable, or negative) are identical for all project types. Actual ratings are made based on judgments of how well the objective data meets the rating criteria. Once a rating is established for each criterion, it is converted to a numerical score: high = 3, medium = 2, low = 1, not applicable = 0, and negative impact = -1. The numerical scores are multiplied by the weights shown in Table 1, then aggregated for a total score for each project. The MPO is now researching alternative prioritization methodologies to ensure the TIP meets current needs.

Table 1. Factors, Definitions and Weights for TIP Project Scoring

Factor	Description	Weight
Safety	Extent to which project location represents a safety hazard/solution for motorists, pedestrians, bicyclists and/or transit users.	0.20

Factor	Description	Weight
Support for Comprehensive/Community Plans	Extent to which the project supports policies or is derived from an approved County or Municipal Comprehensive Plan or a special transportation study, such as corridor study or bike plan.	0.20
Environmental Justice	Extent to which project has disproportionately high and adverse effects on minority and low-income populations or disproportionately benefits populations not protected under Title VI of the Civil Rights Act of 1964.	0.10
Transit	Support shifting people/goods to rail or bus; or support more efficient operation of rail or bus.	0.05
Pedestrian/Bicycle Travel	Extent to which project incorporates/supports/enhances bicycle/pedestrian access or use.	0.05
Environmental Impacts	Extent to which project avoids problems related to drainage, noise, cultural/historic areas, and ecologically sensitive areas.	0.03
Economic Impacts	Extent to which project supports worker and customer access to major commercial sites, freight, access to major business/industrial sites, and transshipment points, and supports economic development.	0.05
System Continuity	Extent to which a project fills a gap or eliminates functional bottlenecks/pinch points and/or project has been identified by the congestion management system as having a problem.	0.10
Sustainability	Extent to which forecast levels of performance will be sustained, based on professional judgment about the certainty of, or confidence in assumptions, forecasting and analysis of project impacts.	0.02
Consistency with the MPO Regional Transportation Plan	Extent to which projects support/implement goals.	0.20
Total		1.00

To implement the priority process, each MPO member was given the opportunity to submit projects for inclusion in the TIP throughout the year. The submitted project descriptions were distributed to all members along with a list of projects included in DelDOT's draft FY 2010 CTP. The TAC and PAC conducted the prioritization process before making a recommendation to the MPO Council. Once a rating was adopted for each project, a letter was sent to the Secretary of Transportation requesting that the project(s)

be funded in the CTP and TIP. The last projects submitted for funding, amended into the RTP, and approved for the FY 2010-2013 TIP, are shown in Table 2 below:

The MPO is in the process of developing a new prioritization process for nominated projects we expect to implement in the FY 2012 RTP Update.

Public Participation

Public review was an integral aspect of the TIP process. Public participation was solicited through PAC, TAC and Council meetings and a free bus tour of proposed project sites.

The bus tour will be held April 9, 2011, and will visit proposed, active, and recently completed TIP project locations throughout Kent County. The MPO staff, assisted by a member of the Kent County Planning staff, will guide the tour and provide information about the proposed project locations being visited and conditions in the county that impact transportation policy. During the tour, the public and media will have the opportunity to ask questions and interact with the PAC and staff.

The MPO also will provide an opportunity for comment specifically on the TIP at the April 13, 2011 TAC meeting, the April 26, 2011 PAC, and the May 4, 2011 Council meeting before the Council will vote on this document. Similarly, the MPO offered the opportunity to comment on the TIP amendments to the TAC, PAC and public

News releases and advisories publicizing all of the meetings and the bus tour will be posted on the MPO's website and sent to members of each MPO committee, print and electronic media outlets, each of the libraries in Kent County, state legislators representing Kent County and contiguous areas, Kent County Levy Court, mayors of Kent County municipalities, and Dover City Council. Copies of the draft TIP will be made available to anyone who asks. Copies of the draft document will be posted on the MPO's website after repairs.

To comply with the requirements of Title VI, with reference to the FY 2012-2015 TIP, the MPO will make an extra effort to include minorities and low-income populations in the decision-making process of submitted projects through the implementation of its public participation policy and representation on the MPO's PAC. When a proposed project is located in an Environmental Justice (EJ) neighborhood, special measures are taken to reach out to those who would be affected and the free bus tour will give all members of the community an opportunity to be part of transportation programming in the MPO area.

Air Quality Conformity

Overview

Kent County, part of the Philadelphia-Wilmington-Trenton non-attainment area, is classified as moderate non-attainment for ozone. As the federally-designated metropolitan planning organization for Kent County, DE, The Dover/Kent County MPO, is required through federal regulations to show that the RTP and the 2011-2014 TIP complies with the requirements of the 1990 Clean Air Act and subsequent amendments (CAA).

To comply with the CAA, the MPO must demonstrate that the transportation system created through implementation of the RTP and 2011-2014 TIP does not generate more emissions than allowed in the emissions budget set by the Delaware Department of Natural Resources and Environmental Control (DNREC) in the State Implementation Plan (SIP). The SIP is also approved by the US EPA. The emissions targeted for the Dover/Kent County MPO region are the two major ozone contributors, volatile organic compounds (VOCs) and nitrogen oxide (NOx). During development of the RTP and 2010-2013 TIP, NOx and VOC emissions were tested in Kent County for 2010, 2020, and 2030 against the MOBILE6.2 eight-hour ozone standard attainment plan budgets. Because the proposed TIP adds no new non-exempt, regionally significant projects, the analysis previously completed is accurate. These tested amounts mirror the budgets set in the latest revision to the Kent County rate of progress plan which the EPA approved on November 20, 2008.

The 2012-2015 TIP

The projects in the 2011-2014 TIP were represented in the RTP. There have been no significant changes in the scope of the projects and no non-exempt, regionally significant projects have been added. The modeling process completed for the Regional Transportation Plan and 2010-2013 TIP remains an accurate analysis of air quality impacts. The results of the modeling process can be found in the 2010-2013 TIP as Appendix B or the RTP on the MPO website at <http://www.doverkentmpo.org>.

Determination

The Dover/Kent County MPO 2012-2015 Transportation Improvement Program conforms to the SIP.

Program Categories and Project List

The FY 2011-2014 TIP mirrors DelDOT's FY 2011-2016 Adopted CTP. The projects and funded amounts included in this 2012-2015 Draft TIP reflect the amounts allocated in the 2012-2017 CTP for years of FY2012 through 2015. Projects are divided according to the portion of the transportation system in which each is allocated – Road System: Expressways, Arterials, Collectors, Locals, Bridges and Other. Transit System: Vehicles, Amenities, and Rail.

Table 3 lists statewide projects and programs for which funding is being requested for fiscal years 2013, 2014 and 2015. These are predominantly funding programs that include projects in all three Delaware counties. More information about these projects and programs can be found in the FY 2012-2017 draft CTP. This 2012-2015 TIP amendment reflects the draft CTP released in July, 2011.

Appendix A lists the projects in the MPO's planning area for which funding is being requested for fiscal years 2012, 2013, 2014 and 2015. The majority of the projects are Road System projects. The appendix provides a project description, location map and pictures of each project. Funding, both authorizations and spend are listed in thousands for each project in each year of the TIP

Appendix D lists projects which have been submitted to the TIP through the RTP, but have not been funded. Once a project is submitted to the TIP, it is kept on the prioritized list until it is funded or the MPO decides to remove it.

Table 3: 2011 Identified Statewide Projects

PROJECT (x000)	FY 2012 TOTAL	FY 2013 TOTAL	FY 2014 TOTAL	FY 2015 TOTAL	2012-2015 TOTAL
ROAD					
LOCALS	1,106.0	1,106.0	1,106.0	1,106.0	4,424.0
Recreational Trails T200830001	1100.0	1100.0	1100.0	1100.0	4400.0
BRIDGES	5,385.0	18,510.0	18,510.0	18,510.0	60,915.0
Bridge Management	4389.9	3000.0	3000.0	3000.0	13,389.9
Bridge Preservation Program	1,875.0	2,500.0	12,500.0	15,000.0	31,875.0
TRANSPORTATION ENHANCEMENTS	4,790.5	4390.5	4,390.5		

PROJECT (x000)	FY 2012 TOTAL	FY 2013 TOTAL	FY 2014 TOTAL	FY 2015 TOTAL	2012-2015 TOTAL
				4,390.5	17,962.0
Transit Enhancements (FTA) w/ salaries	140.5	140.5	140.5	140.5	562.0
Transportation Enhancements (FHWA)	4,650.0	4,250.0	4,250.0	4,250.0	17,400.0
PAVING & REHABILITATION	118,191.0	69,800.0	73,800.0	72,600.0	334,391.0
SIGNAGE & PAVEMENT MARKINGS	2,400.0	2,400.0	3,200.0	3,200.0	11,200.0
MATERIALS & MINOR CONTRACTS	8,000.0	5,400.0	4,900.0	5,900.0	24,200.0
RAIL CROSSING SAFETY	2,196.7	2,296.7	2,246.7	2,246.7	8,986.8
SAFETY	4,055.2	2,722.2	2,722.2	2,722.2	12,221.8
TRAFFIC CALMING	400.0	400.0	400.0	400.0	1,600.0
ENGINEERING & CONTINGENCY	87,039.5	25,690.4	25,670.4	25,670.4	164,070.7
INTERSECTION IMPROVEMENTS	9,200.0	7,600.0	4,800.0	4,800.0	26,400.0
SUPPORT					
AERONAUTICS	924.9	924.9	924.9	924.9	3,699.6
PLANNING	8,415.6	8,337.5	8,436.4	8,508.2	33,744.6
TECHNOLOGY	7,381.2	7,381.2	7,381.2	7,381.2	29,524.8
HEAVY EQUIPMENT	6,500.0	4,500.0	4,500.0	4,500.0	20,000.0
TRANSPORTATION FACILITIES	9,800.0	6,600.0	6,000.0	6,000.0	25,500.0
TRANSPORTATION MANAGEMENT IMPROVEMENTS	8,200.0	9,621.3	8,200.0	8,200.0	34,221.3

PROJECT (x000)	FY 2012 TOTAL	FY 2013 TOTAL	FY 2014 TOTAL	FY 2015 TOTAL	2012-2015 TOTAL
ENGINEERING & CONTINGENCY	200.0	200.0	200.0	200.0	800.0
ADVANCED ACQUISITIONS	2,000.0	2,000.0	2,000.0	2,000.0	8,000.0
TRANSIT					
RAIL	350.0	350.0	350.0	350.0	1,400.0
TRANSIT FACILITIES	100.0	214.2	100.0	100.0	514.2
TRANSIT VEHICLES	9,837.1	2,628.0	2,522.8	2,544.8	17,532.7
GRANTS AND ALLOCATIONS					
MUNICIPAL STREET	4,000.0	4,000.0	4,000.0	4,000.0	16,000.0
COMMUNITY TRANSPORTATION	20,000.0	20,000.0	20,000.0	20,000.0	80,000.0
	195,056.4	222,396.9	227,806.6	234,407.8	879,667.7

APPENDIX A
Funded Dover/Kent County MPO Projects

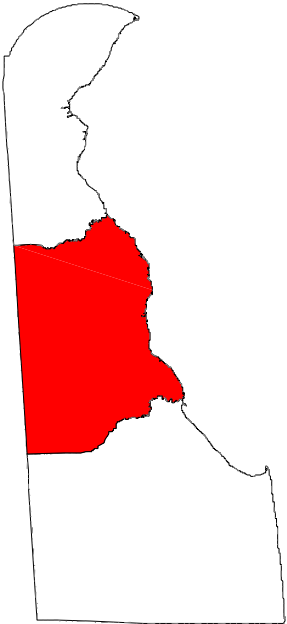
ROAD SYSTEM - ARTERIALS

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP), - KENT COUNTY

PROJECT SCOPE/DESCRIPTION: This program is a federally funded program to identify locations and reduce the severity and frequency of accidents. This is done through the identification of locations, accident patterns, conducting field studies, and developing potential solutions. The program utilizes a technical committee to review identified locations with a focus towards implementation of low cost high benefit solutions (signing, striping, signals). However, the program does identify several locations each year that involve large-scale design and capital construction projects. HSIP funds are designated within specific project requests. The proposed projects in Kent County to be addressed in this program are listed in the Funding Schedule below.

PROJECT JUSTIFICATION: These improvements are federally-mandated safety programs and intersection programs that provide safe turning movements.

County:	Kent
Funding Program:	Road System – Arterials
Estimated Cost:	\$7,300,000
MPO Priority Rating:	N/A (HSIP)



HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP), - KENT COUNTY

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
S State St @ Sorghum Mill Rd	PE									
	RW	500.0								500.0
	C			400.0	1600.0					2000.0
SR 8 @ Pearsons Corner Rd	PE									
	RW									
	C	200.0								200.0
US 13 @ Carpenter Bridge Rd	PE									
	RW									
	C			500.0	2000.0					2500.0
SR 300, Glenwood Ave.	PE	20.0	80.0							100.0
	RW			80.0	320.0					400.0
	C					220.0	880.8			1100.0

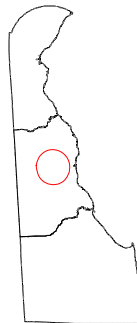
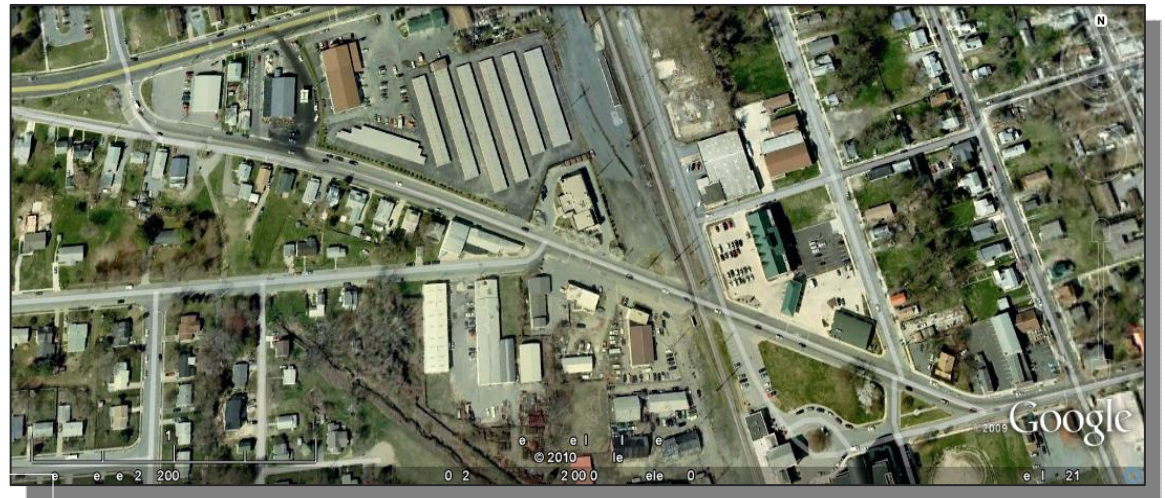
Project Funding Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
S State St @ Sorghum Mill Rd	PE	50.0						0.0		50.0
	RW	500.0						0.0		500.0
	C			400.0	1600.0					2000.0
SR 8 @ Pearsons Corner Rd	PE									
	RW	434.3								434.3
	C	200.0	1800.0							2000.0
US 13 @ Carpenter Bridge Rd	PE									
	RW	50.0	450.0							500.0
	C			500.0	2000.0					2500.0
SR 300, Glenwood Ave.	PE	10.0	40.0	10.0	40.0					100.0
	RW			80.0	320.0					400.0
	C					220.0	880.8			1100.0

LOOCKERMAN STREET AND FOREST STREET IMPROVEMENTS

PROJECT SCOPE/DESCRIPTION: A recent study recommended the need to address the deficiencies of the existing roadway and to provide a more safe, effective, and efficient intersection at the intersection. The recommendations concluded the need for improvements to the roads and curbs, provision of bicycle ways and improve pedestrian facilities. A solution for the intersection of Loockerman, Forest, Kirkwood is to construct a round-about to minimize perpendicular conflicts.

PROJECT JUSTIFICATION: The recommendations of the study focused on improving safety, signalization and promoting various modes of transportation.

Municipality:	Dover
Funding Program:	Road System – Arterials
Functional Category:	Management
Representative District:	31
Senatorial District:	17
Estimated Cost:	\$4,352,000
MPO Priority Score:	2.83



LOOCKERMAN STREET AND FOREST STREET IMPROVEMENTS

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Governors Ave, Webb's Ln to Water St 20-045-02	PD	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0
	PE	0.0	0	0.0	0.0	300.0	0.0	0.0	0.0	300.0
	RW	0.0	0	0.0	0.0	100.0	0.0	0.0	0.0	100.0
	C	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0
	Total	0.0	0	0.0	0.0	400.0	0.0	0.0	0.0	400.0

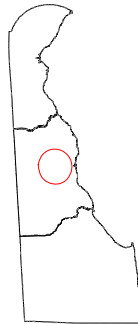
Project Funding Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Governors Ave, Webb's Ln to Water St 20-045-02	PD	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0
	PE	0.0	0	0.0	0.0	300.0	0.0	0.0	0.0	300.0
	RW	0.0	0	0.0	0.0	100.0	0.0	0.0	0.0	100.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	400.0	0.0	0.0	0.0	400.0

SOUTH GOVERNOR'S AVENUE, WEBB'S LANE TO WATER STREET

PROJECT SCOPE/DESCRIPTION: A recent study recommended the need to address the deficiencies of the existing roadway and to provide a consistent roadway section throughout the corridor. The recommendations concluded the need for the typical roadway section to include a 14-foot two-way center turn lane, a five-foot shoulder in each direction, curbing on both sides of the road (closed drainage), a three-foot grass buffer on each side of the road, and a five-foot sidewalk on each side of the road. In addition to these improvements, the existing culvert at Puncheon Run will be replaced with a new bridge with improved hydraulics and aesthetics.

PROJECT JUSTIFICATION: The recommendations of the study focused on improving safety, drainage, and signalization and promoting various modes of transportation.

Municipality:	Dover
Funding Program:	Road System – Arterials
Functional Category:	Management
Representative District:	31, 32
Senatorial District:	17
Estimated Cost:	\$19,987,100
MPO Priority Score:	2.83



SOUTH GOVERNOR'S AVENUE, WEBB'S LANE TO WATER STREET

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Governors Ave, Webb's Ln to Water St 20-045-02	PD	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0
	PE	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0
	RW	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0
	C	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0
	Total	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

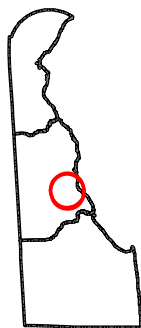
Project Funding Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Governors Ave, Webb's Ln to Water St 20-045-02	PD	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0
	PE	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0
	RW	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0
	C	26.4	105.7	0.0	0.0	0.0	0.0	0.0	0.0	132.1
	Total	26.4	105.7	0.0	0.0	0.0	0.0	0.0	0.0	132.1

SR 1 AT NE FRONT STREET, MILFORD GRADE SEPARATED INTERSECTION

PROJECT SCOPE/DESCRIPTION: This project includes the construction of a grade-separated intersection at the intersection of SR 1 and ne Front Street in Milford as part of the improvements to SR1 in Kent County.

PROJECT JUSTIFICATION: The intersection of SR 1 , Bay Road, and SR 14, NE Front Street, is a high accident intersection. This project will preserve traffic capacity and safety in accordance with the Corridor Capacity Preservation Program.

Municipality:	Milford
Funding Program:	Road System – Arterials
Functional Category:	Management
Representative District:	33
Senatorial District:	16
Estimated Cost:	\$28,600,000
MPO Priority Score:	2.72



SR 1 AT NE FRONT STEET, MILFORD GRADE SEPARATED INTERSECTION

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
SR 1 at NE Front Street Grade Separated Intersection	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	1200.0	4800.0	0.0	0.0	6000.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	1200.0	4800.0	0.0	0.0	6000.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

Project Funding Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
SR 1 at NE Front Street Grade Separated Intersection	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	60.0	240.0	50.0	200.0	10.0	40.0	0.0	0.0	500.0
	RW	0.0	0.0	0.0	0.0	600.0	2400.0	600.0	2400.0	6000.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	40.0	160.0	50.0	200.0	600.0	2440.0	600.0	2440.0	6500.0

SR 1, LITTLE HEAVEN GRADE-SEPARATED INTERSECTIONS

PROJECT SCOPE/DESCRIPTION: This project includes the construction of new SR 1 northbound lanes and a service road, east of SR 1 from K371, Barratts Chapel Road to 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 at K18, Bowers Beach Road, which will provide access to and from the service roads on either side of SR 1.

PROJECT JUSTIFICATION: The intersection of SR 1 and K18 has been targeted as a high accident intersection. The improvements will enhance safety and preserve traffic capacity along the SR 1 corridor. The service road will provide access for multiple developments both existing and proposed.

Municipality:

Funding Program:

Functional Category:

Representative District:

Senatorial District:

Estimated Cost:

MPO Priority Rating:

Road System – Arterials

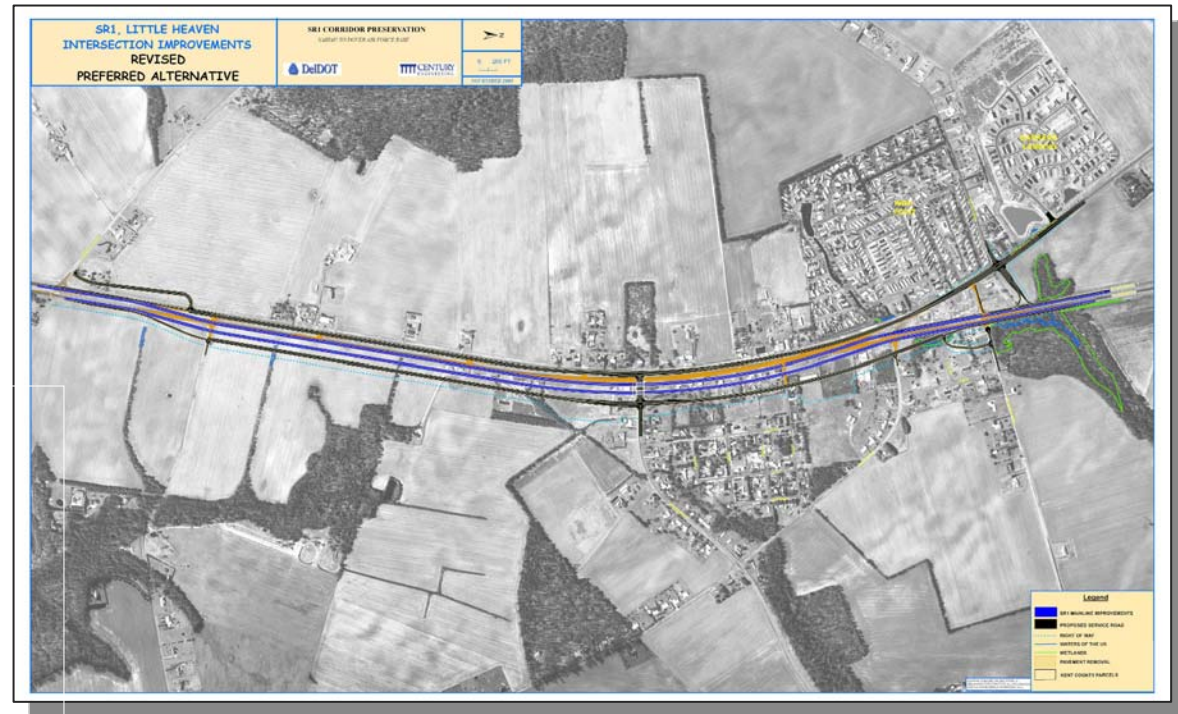
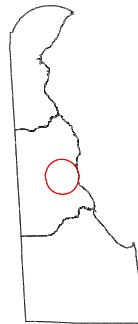
Management

33

16

\$72,575,800

2.16



SR 1, LITTLE HEAVEN GRADE-SEPARATED INTERSECTIONS

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
SR 1/Little Heaven Grade Separated Intersection 24-122-04	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	9000.0	16000.0	25000.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

Project Funding Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
SR 1/Little Heaven Grade Separated Intersection 24-122-04	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	50.0	200.0	0.0	0.0	0.0	0.0	0.0	0.0	250.0
	RW	500.0	2000.0	1527.3	5305.6	0.0	0.0	0.0	0.0	9332.9
	C	0.0	0.0	0.0	0.0	0.0	0.0	1250.0	5000.0	6250.0
	Total	550.0	2200.0	1527.3	5305.6	0.0	0.0	1250.0	5000.0	15832.9

SR 1 AT SOUTH FREDERICA GRADE SEPARATED INTERSECTION

PROJECT SCOPE/DESCRIPTION: This project includes improvements at the intersections of SR 1 and Frederica Road (K389) and SR 1 and Tub Mill Pond Road (K120). The proposed improvements will enhance the capacity and safety of the SR 1 corridor.

PROJECT JUSTIFICATION: The project will preserve traffic capacity and improve safety in accordance with the Corridor Capacity Preservation Program.

Municipality:	Frederica
Funding Program:	Road System – Arterials
Functional Category:	Management
Representative District:	33
Senatorial District:	16
Estimated Cost:	\$29,150,000
MPO Priority Rating:	2.11



SR 1 AT SOUTH FREDERICA GRADE SEPARATED INTERSECTION

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
SR 1/South Frederica Grade Separated Intersection	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	940.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	940.0
	C	0.0	0.0	0.0	0.0	4300.0	11700.0	0.0	5500.0	21500.0
	Total	940.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

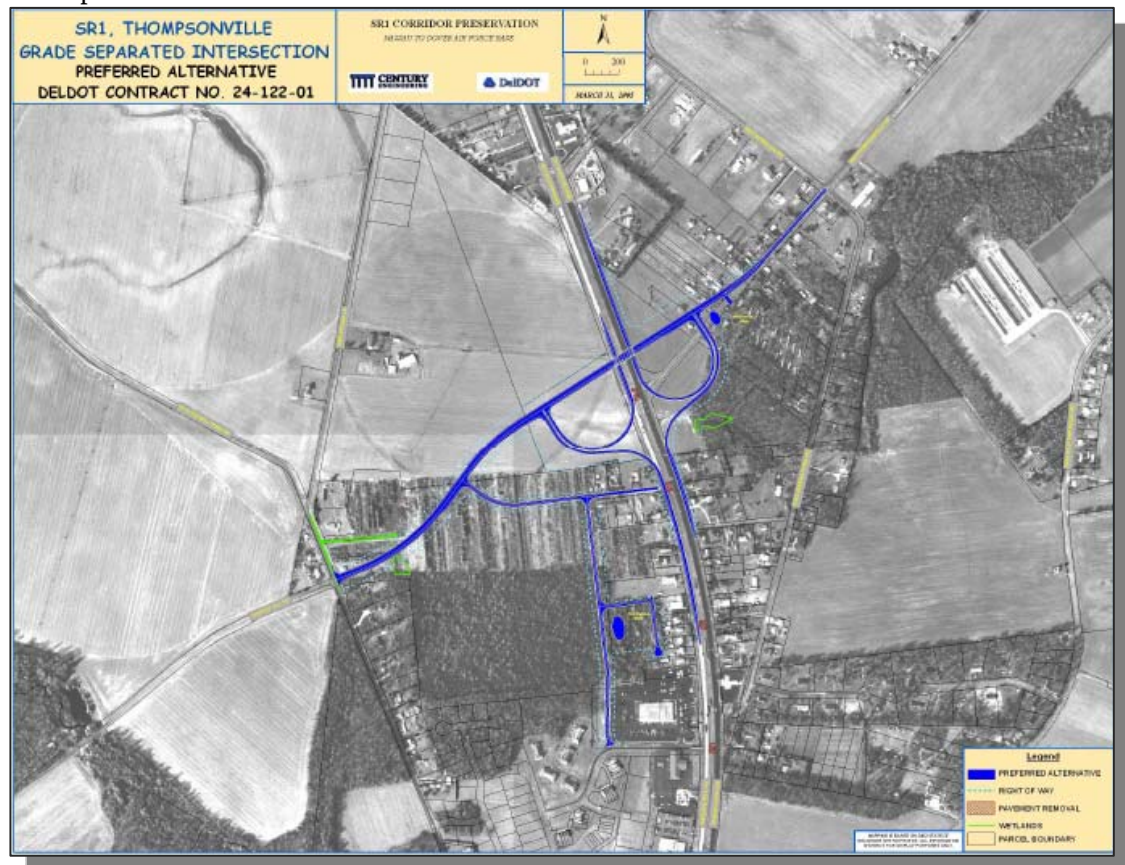
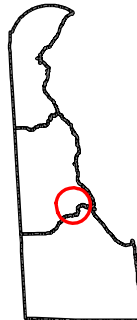
Project Funding Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
SR 1/South Frederica Grade Separated Intersection	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	540.0	2160.0	400.0	1600.0	0.0	0.0	0.0	0.0	4700.0
	C	0.0	0.0	0.0	0.0	1900.0	7600.0	2400.0	9600.0	21500.0
	Total	540.0	2160.0	400.0	1600.0	1900.0	7600.0	2400.0	9600.0	26200.0

SR 1, THOMPSONVILLE ROAD GRADE SEPARATED INTERSECTION

PROJECT SCOPE/DESCRIPTION: This project includes the construction of a grade-separated interchange at this intersection and extension of Thompsonville Road from the proposed interchange to the intersection of Tub Mill Road (K119) and Church Hill Road (K404). 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. Preparations, including right-of-way acquisition was budgeted in 2011 and construction is set to begin in 2016.

PROJECT JUSTIFICATION: 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.

County:	Kent
Municipality:	
Funding Program:	Road System – Arterials
Functional Category:	Management
Representative District:	33
Senatorial District:	16
Estimated Cost:	\$26,088,500
MPO Priority Rating:	2.49



SR 1, THOMPSONVILLE ROAD GRADE SEPARATED INTERSECTION

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
SR 1 / Thompsonville Road Grade Separated Intersection 24-122-01	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

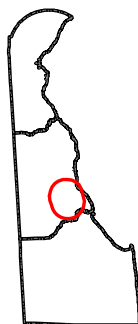
Project Funding Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
SR 1/ Thompsonville Road Grade Separated Intersection 24-122-01	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	2.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0
	RW	840.3	3360.9	0.0	0.0	0.0	0.0	0.0	0.0	4201.2
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	842.3	3368.9	0.0	0.0	0.0	0.0	0.0	0.0	4211.2

SR 1, NORTH FREDERICA GRADE SEPARATED INTERSECTION

PROJECT SCOPE/DESCRIPTION: This project includes the construction of a grade-separated interchange at this intersection with a proposed on/off access interchange provided along SR 12. The project will also include the construction of acceleration/deceleration lanes for access to the proposed interchange along northbound SR 1. The existing median crossover at this intersection will be eliminated with this improvement. Construction is ongoing and anticipated to be completed in FY 2011, with no expenditures anticipated in FY 2012 or beyond.

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

Municipality:	Frederica
Funding Program:	Road System – Arterials
Functional Category:	Management
Representative District:	33
Senatorial District:	16
Estimated Cost:	\$11,924,700
MPO Priority Rating:	2.29



SR 1, NORTH FREDERICA GRADE SEPARATED INTERSECTION

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
SR 1/North Frederica Grade Separated Intersection 24-122-03	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

Project Funding Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
SR 1/North Frederica Grade Separated Intersection 24-122-03	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	819.4	0.0	0.0	0.0	0.0	0.0	0.0	819.4
	Total	0.0	819.4	0.0	0.0	0.0	0.0	0.0	0.0	819.4

US 13 PEDESTRIAN IMPROVEMENTS, COURT STREET TO LOOCKERMAN STREET

PROJECT SCOPE/DESCRIPTION: The proposed pedestrian improvements are intended to provide a safer traveling environment for pedestrian and transit customers. The improvements are intended to increase pedestrian connectivity and will include curb cuts where they do not exist, new sidewalks, replacement of existing sidewalk, reduction of excessively high curbs, and installation of pedestrian signals at major crossings, installation of cross walk striping and creation of raised median islands for pedestrian refuge.

PROJECT JUSTIFICATION: It is evident from the wide range of land use and observed patterns that pedestrians are walking in the corridor. There are gaps in the sidewalk network and mobility for the disabled is restricted by the absence of adequate curb cuts. Curbs are too high in some locations and the wide, high volume roadway should have refuge islands and pedestrian signals to improve safety. Project was coordinated with the replacement of Wawa.

County:	Kent
Municipality:	Dover
Funding Program:	Road System – Arterials
Functional Category:	Management
Representative District:	31, 32
Senatorial District:	17
Estimated Cost:	\$6,600,000
MPO Priority Rating:	2.52



US 13 PEDESTRIAN IMPROVEMENTS, COURT STREET TO LOOCKERMAN STREET

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
US 13 Pedestrian Improvements Townsend Blvd. to College Rd. 04-012-01	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	12.0	400.0	0.0	0.0	0.0	0.0	0.0	0.0	412.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	12.0	400.0	0.0	0.0	0.0	0.0	0.0	0.0	412.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
US 13 Pedestrian Improvements Townsend Blvd. to College Rd. 25-012-01	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	00.0
	PE	100.0	400.0	0.0	0.0	0.0	0.0	0.0	0.0	500.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	100.0	400.0	0.0	0.0	0.0	0.0	0.0	0.0	500.0

ROAD SYSTEM - COLLECTORS

CARTER ROAD (K137) , SUNNYSIDE ROAD TO WHEATLEY'S POND ROAD

PROJECT SCOPE/DESCRIPTION: Funding is requested to improve vehicle, pedestrian, and bicycle travel along Carter Road (K137) between Sunnyside Road (K90) and Wheatley's Pond Road (SR300) in Smyrna. The improvements will involve widening Carter Road to two 11-foot lanes with two five-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 storm water basins), traffic calming, and safety improvements.

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



County:	Kent
Municipality:	Smyrna
Funding Program:	Road System – Collectors
Functional Category:	Management
Representative District:	8, 28
Senatorial District:	15
Estimated Cost:	\$8,000,000
MPO Priority Rating:	2.52



CARTER ROAD (K137) , SUNNYSIDE ROAD TO WHEATLEY'S POND ROAD

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Carter Rd from Sunnyside Ro to Wheatleys Pond Rd 23-016-01	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

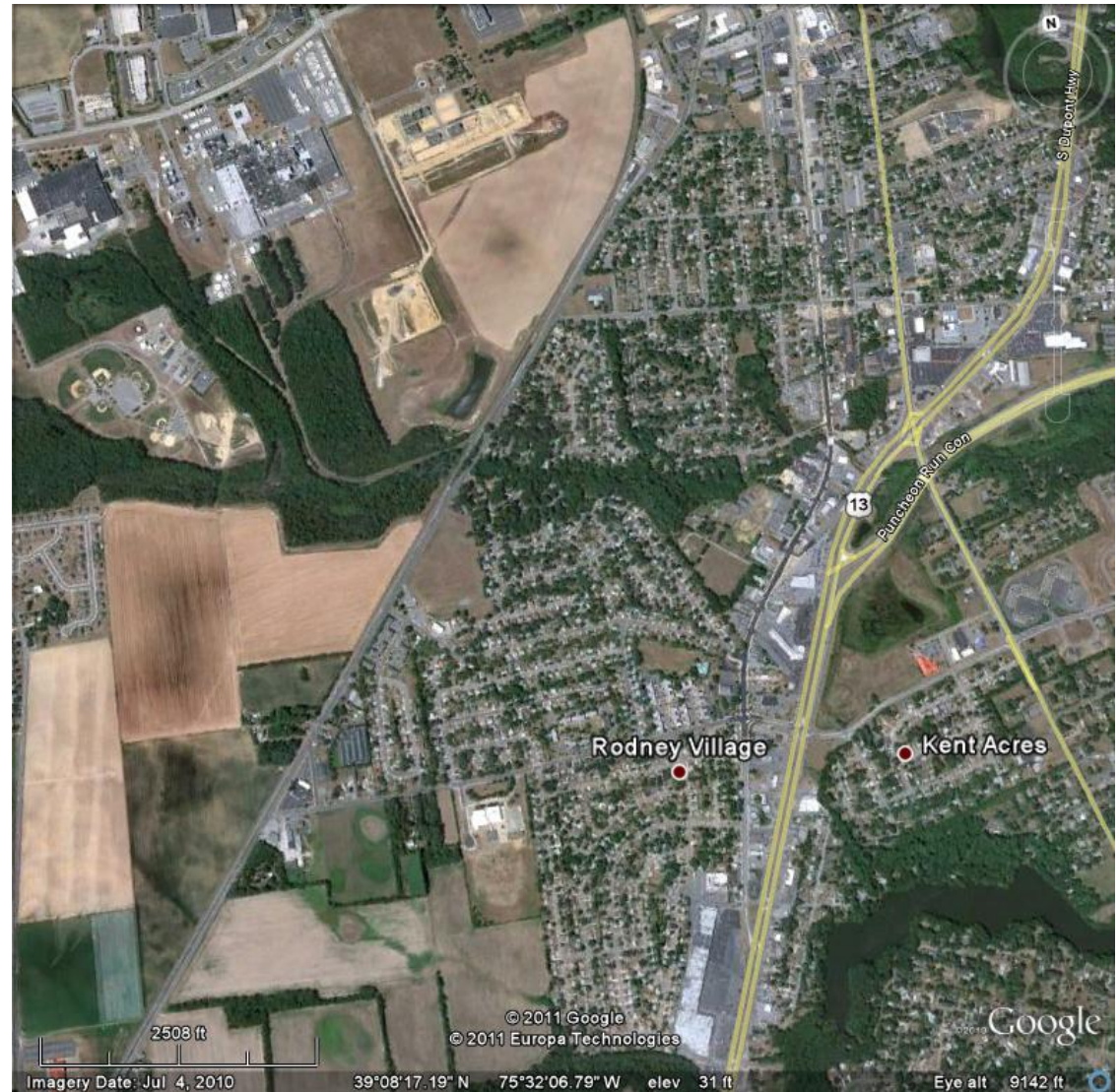
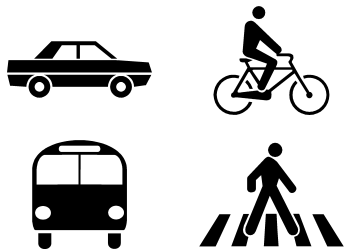
Project Funding Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Carter Rd from Sunnyside Ro to Wheatleys Pond Rd 23-016-01	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	701.7	0.0	0.0	0.0	0.0	0.0	0.0	701.7
	C	417.8	1671.0	760.0	3040.0	0.0	0.0	0.0	0.0	5888.8
	Total	417.8	2372.7	760.0	3040.0	0.0	0.0	0.0	0.0	6590.5

WEST DOVER CONNECTOR

PROJECT SCOPE/DESCRIPTION: A preferred alternative for the continuation of Saulsbury Road (SR15) through the Eden Hill property to US 13 has been identified and announced. The project is to address the transportation needs of the community as dictated by pending development and overall traffic growth and congestion in central Dover.

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

County:	Kent
Municipality:	Dover
Funding Program:	Road System – Collectors
Functional Category:	Expansion
Representative District:	31, 32
Senatorial District:	17
Estimated Cost:	\$49,784,000
MPO Priority Rating:	2.10



WEST DOVER CONNECTOR

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
West Dover Connector 24-117-01	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	5500.0	0.0	4300.3	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	3821.0	6250.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	8121.3	0.0	0.0	0.0	0.0	0.0

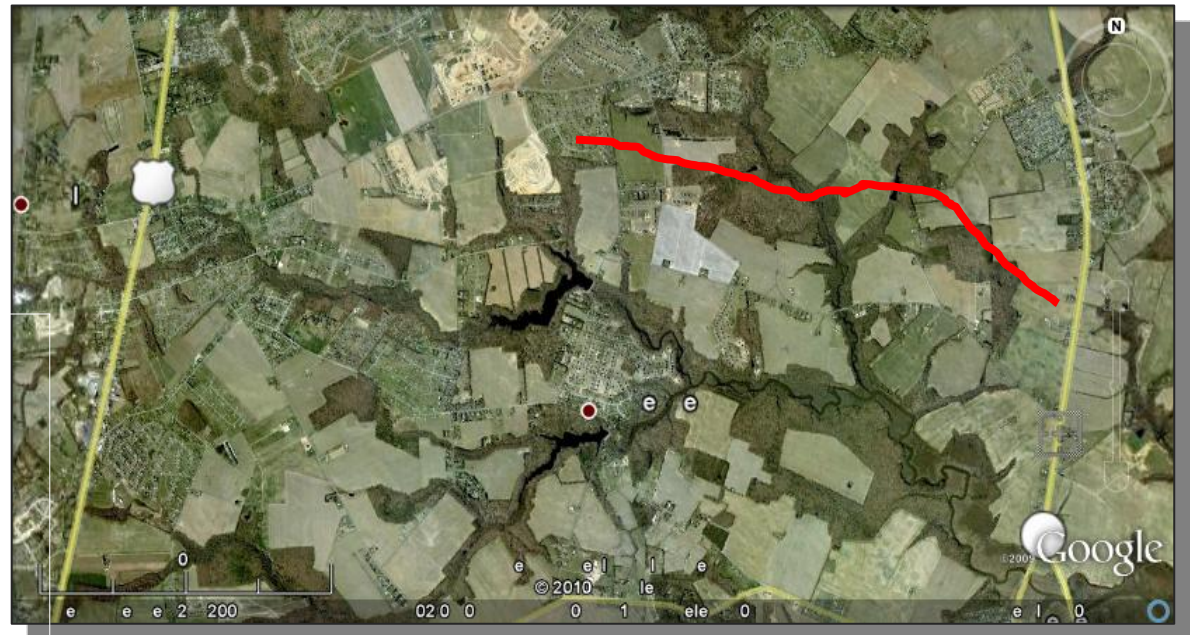
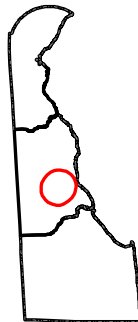
Project Funding Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
West Dover Connector 24-117-01	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	330.0	1320.0	150.0	600.0	0.0	0.0	0.0	0.0	2400.0
	RW	0.0	50.0	0.0	8950.4	0.0	0.0	0.0	0.0	9000.4
	C	0.0	0.0	0.0	0.0	750.0	3000.0	3000.0	12000.0	18750.0
	Total	330.0	1370.0	150.0	9550.4	750.0	3000.0	3000.0	12000.0	30150.4

BARRATTS CHAPEL ROAD

PROJECT SCOPE/DESCRIPTION: This project will upgrade the road to meet its functional classification and provide 12-foot lanes and 8-foot shoulders, shared use path, drainage improvements, and utility relocations from SR 1 to McGinnis Pond Rd.

PROJECT JUSTIFICATION: Rapid concurrent development along Barratts Chapel requires the road to be improved to its functional classification. The road improvements are requirements of the development in the area. The developers will contribute for a majority of the project, but this will be a DelDOT project. By having DelDOT do the work, coordination of all the projects is improved and there will be reduced traffic interruptions for the public.

County:	Kent
Funding Program:	Road System – Collectors
Functional Category:	Management
Representative District:	34
Senatorial District:	15
Estimated Cost:	\$7,060,000
MPO Priority Rating:	2.17



BARRATTS CHAPEL ROAD

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Barratts Chapel Road	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	250.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	250.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	250.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	250.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Barratts Chapel Road	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	500.0	0.0	1000.0	0.0	500.0	0.0	0.0	0.0	2000.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	500.0	0.0	1000.0	0.0	500.0	0.0	0.0	0.0	2000.0

LOCAL ROADS

WYOMING MILL ROAD

PROJECT SCOPE/DESCRIPTION: This project was funded through a specific Congressional authorization to realign Wyoming Mill Road to straighten and create an intersection with the entrance to the Village of Westover. The project will include installation of a traffic signal to allow vehicles on both Wyoming Mill Road and Westover Drive to safely access and cross North Street/Hazlettville Road. The property between the current and proposed Wyoming Mill Road will be donated to the City of Dover to expand Schutte Park.

PROJECT JUSTIFICATION: Hazlettville Road is unavailable to cross or access at times of the day. Wyoming Mill Road currently intersects a few hundred yards away from the Westover Drive intersection. There is insufficient space to allow adequate separation of traffic lights. Match intersections and adding a single control device solves the issues at this location.

Municipality:

Funding Program: Road System – Locals

Functional Category: Management

Representative District: 32, 34

Senatorial District: 17

Estimated Cost: \$4,545,000

MPO Priority Rating: 2.16



Wyoming Mill Road

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Wyoming Mill Road	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

Project Funding Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Wyoming Mill Road	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	126.7	2109.3	0.0	0.0	0.0	0.0	0.0	0.0	2236.0
	Total	126.7	2109.3	0.0	0.0	0.0	0.0	0.0	0.0	2236.0

BRIDGES:

BR 2-033B ON SR 15, CANTERBURY ROAD OVER HUDSON BRANCH

PROJECT SCOPE/DESCRIPTION: This project consists of replacing the existing bridge with a timber bridge or concrete frame. Other work will include placing riprap for scour protection, reconstructing the approach roadways, and installing steel beam guardrail.

PROJECT JUSTIFICATION: The existing structure is a timber bridge in poor condition that needs to be replaced.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 33
Senatorial District: 706,000
MPO Priority Rating: N/A (Bridge)



BR 2-033B ON SR 15, CANTERBURY ROAD OVER HUDSON BRANCH

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
BR 2-033B on SR 15, Canterbury Road over Hudson Branch	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	11.2	0.0	0.0	0.0	0.0	0.0	0.0	11.2
	C	0.0	0.0	0.0	0.0	131.0	524.0	0.0	0.0	655.0
	Total	0.0	11.2	0.0	0.0	131.0	524.0	0.0	0.0	666.2

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

Project Funding Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
BR 2-033B on SR 15, Canterbury Road over Hudson Branch	PE	4.9	19.6	0.0	0.0	0.0	0.0	0.0	0.0	24.5
	RW	0.0	0.0	2.8	11.2	0.0	0.0	0.0	0.0	14.0
	C	0.0	0.0	0.0	0.0	131.0	524.0	0.0	0.0	655.0
	Total	4.9	19.6	2.8	11.2	131.0	524.0	0.0	0.0	693.5

BR 2-100a ON K040 SCHOOL LANE OVER DUCK CREEK, CLAYTON

PROJECT SCOPE/DESCRIPTION: This project consists of replacing the existing bridge with a t concrete frame. Other work will include placing riprap for scour protection, reconstructing the approach roadways, and installing steel beam guardrail.

PROJECT JUSTIFICATION: The existing structure is in poor condition that needs to be replaced. The bridge currently ranks 18th on DelDOT's 2010 bridge deficiency list.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 28, 29
Senatorial District: 15
Estimated Cost: \$1,150,000
MPO Priority Rating: N/A (Bridge)



BR 2-040-A ON K040 SCHOOL LANE OVER DUCK CREEK, CLAYTON

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Br 2-040-A on K040 School Lane over Duck Creek, Clayton	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

Project Funding Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Br 2-040-A on K040 School Lane over Duck Creek, Clayton	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	1.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	8.4
	C	64.4	257.4	0.0	0.0	0.0	0.0	0.0	0.0	321.8
	Total	66.1	264.1	0.0	0.0	0.0	0.0	0.0	0.0	330.2

BR 2-100A ON K330 DENNEYS ROAD OVER FORK BRANCH, DOVER-

PROJECT SCOPE/DESCRIPTION: This project consists of replacing the existing bridge with a timber bridge or concrete frame. Other work will include placing riprap for scour protection, reconstructing the approach roadways, and installing steel beam guardrail.

PROJECT JUSTIFICATION: The existing pipes are in poor condition that needs to be replaced. It is currently ranked 48th on the 2010 DelDOT Bridge Deficiency List.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 28
Senatorial District:
Estimated Cost: \$663,000
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
BR 2-100A on K330 Denneys Road over Fork Branch, Dover-	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
BR 2-100A on K330 Denneys Road over Fork Branch, Dover-	PE	6.3	25.2	0.0	0.0	0.0	0.0	0.0	0.0	31.5
	RW	2.8	11.2	0.0	0.0	0.0	0.0	0.0	0.0	14.0
	C	0.0	0.0	122.4	489.6	0.0	0.0	0.0	0.0	612.0
	Total	9.1	36.4	122.4	489.6	0.0	0.0	0.0	0.0	663.0

BR 2-112B ON K112 BURRVILLE ROAD OVER SAULSBURY DITCH, TABER FOREST

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of the existing corrugated metal pipes with a precast concrete three-sided frame using the clear zone concept. Additional work includes minor reconstruction of the approach roadway and placement of riprap in the stream to prevent scour.

PROJECT JUSTIFICATION: The existing pipes are structurally deficient. This bridge is currently ranked 57th on the 2010 DelDOT Bridge Deficiency List.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 30
Senatorial District: 16
Estimated Cost: \$586,000
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
BR 2-112B \on K112 Burrville Road over Saulsbury Ditch, Taber Forest	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	3.4	13.6	0.0	0.0	0.0	0.0	17.0
	C	0.0	0.0	0.0	0.0	105.8	423.2	0.0	0.0	529.0
	Total	0.0	0.0	3.4	13.6	105.8	423.2	0.0	0.0	546.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

Project Funding Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
BR 2-112B \on K112 Burrville Road over Saulsbury Ditch, Taber Forest	PE	5.5	22.0	0.0	0.0	0.0	0.0	0.0	0.0	27.5
	RW	0.0	0.0	3.4	13.6	0.0	0.0	0.0	0.0	17.0
	C	0.0	0.0	0.0	0.0	105.8	423.2	0.0	0.0	529.0
	Total	5.5	22.0	3.4	13.6	0.0	0.0	0.0	0.0	521.1

BR 2-158A ON K158CHESTNUT GROVE ROAD OVER MUDSTONE BRANCH, VOSHELL COVE

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of the existing corrugated metal pipes with a precast concrete three-sided frame. Additional work includes minor reconstruction of the approach roadway, installation of guardrail as needed, and placement of riprap in the stream to prevent scour.

PROJECT JUSTIFICATION: The existing pipes are structurally deficient. This bridge is currently ranked 82nd on the 2010 DelDOT Bridge Deficiency List.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 31
Senatorial District: 15, 17
Estimated Cost: \$586,000
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
BR 2-158A on K158 Chestnut Grove Road over Mudstone Branch, Voshell Cove	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	11.2	0.0	0.0	0.0	0.0	0.0	0.0	11.2
	C	0.0	0.0	120.6	482.4	0.0	0.0	0.0	0.0	603.0
	Total	0.0	11.2	120.6	482.4	0.0	0.0	0.0	0.0	614.2

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

Project Funding Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
BR 2-158A on K158 Chestnut Grove Road over Mudstone Branch, Voshell Cove	PE	5.8	23.4	0.0	0.0	0.0	0.0	0.0	0.0	29.2
	RW	2.8	11.2	0.0	0.0	0.0	0.0	0.0	0.0	14.0
	C	0.0	0.0	120.6	482.4	0.0	0.0	0.0	0.0	603.0
	Total	8.6	34.6	120.6	482.4	0.0	0.0	0.0	0.0	646.2

BR 2-163A ON K163 VICTORY CHAPEL ROAD OVER PENROSE BRANCH, PEARSONS CORNER

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of the existing corrugated metal pipe arches with a precast concrete three-sided frame. Additional work includes minor reconstruction of the approach roadway, installation of guardrail as needed, and placement of riprap.

PROJECT JUSTIFICATION: The existing pipes are structurally deficient. This bridge is currently ranked 70th on the 2010 DelDOT Bridge Deficiency List.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 29
Senatorial District: 15
Estimated Cost: \$643,000
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
BR 2-163A On K163 Victory Chapel Road Over Penrose Branch, Pearsons Corner	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	11.2	0.0	0.0	0.0	0.0	0.0	0.0	11.2
	C	0.0	0.0	118.8	475.2	0.0	0.0	0.0	0.0	594.0
	Total	0.0	11.2	118.8	475.2	0.0	0.0	0.0	0.0	605.2

Project Funding Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
BR 2-163A On K163 Victory Chapel Road Over Penrose Branch, Pearsons Corner	PE	3.6	14.4	0.0	0.0	0.0	0.0	0.0	0.0	18.0
	RW	2.8	11.2	0.0	0.0	0.0	0.0	0.0	0.0	14.0
	C	0.0	0.0	118.8	475.2	0.0	0.0	0.0	0.0	594.0
	Total	6.4	25.6	118.8	475.2	0.0	0.0	0.0	0.0	626.0

BR 2-166B ON K166 SHAWS CORNER ROAD OVER PINKS BRANCH, KENTON

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of the existing corrugated metal pipes with a precast concrete three-sided frame using the clear zone concept. Additional work includes minor reconstruction of the approach roadway and placement of riprap in the stream.

PROJECT JUSTIFICATION: The existing pipes are structurally deficient. This bridge is currently ranked 81st on the 2010 DelDOT Bridge Deficiency List.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 29
Senatorial District: 15
Estimated Cost: \$586,000
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
BR 2-166B On K166 Shaws Corner Road Over Pinks Branch, Kenton	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	3.4	13.6	0.0	0.0	0.0	0.0	17.0
	C	0.0	0.0	0.0	0.0	105.8	423.2	0.0	0.0	529.0
	Total	0.0	0.0	3.4	13.6	105.8	423.2	0.0	0.0	546.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

Project Funding Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
BR 2-166B On K166 Shaws Corner Road Over Pinks Branch, Kenton	PE	6.9	27.8	0.0	0.0	0.0	0.0	0.0	0.0	34.7
	RW	0.0	0.0	3.4	13.6	0.0	0.0	0.0	0.0	17.0
	C	0.0	0.0	0.0	0.0	105.8	423.2	0.0	0.0	529.0
	Total	6.9	27.8	3.4	13.6	105.8	423.2	0.0	0.0	580.7

BR 2-195A ON K195 WEST RAILROAD AVE OVER ISSACS BRANCH, WYOMING

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of the existing corrugated metal pipes with prestressed, precast concrete beams on stub abutments. Additional work includes minor reconstruction of the approach roadway, installation of guardrail as needed, and placement of riprap in the stream.

PROJECT JUSTIFICATION: The existing pipes are structurally deficient and were selected by the Pontis Bridge Management System for work. This bridge is currently ranked 77th on the 2010 DelDOT Bridge Deficiency List.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 34
Senatorial District: 17
Estimated Cost: \$985,000
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
BR 2-195A on K195 West Railroad Ave over Issacs Branch, Wyoming	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	2.8	11.2	0.0	0.0	0.0	0.0	14.0
	C	0.0	0.0	0.0	0.0	180.6	721.4	0.0	0.0	902.0
	Total	0.0	0.0	2.8	11.2	180.6	721.4	0.0	0.0	916.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

Project Funding Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
BR 2-195A on K195 West Railroad Ave over Issacs Branch, Wyoming	PE	12.5	49.8	0.0	0.0	0.0	0.0	0.0	0.0	62.3
	RW	0.0	0.0	2.8	11.2	0.0	0.0	0.0	0.0	14.0
	C	0.0	0.0	0.0	0.0	180.6	722.4	0.0	0.0	903.0
	Total	12.5	49.8	2.8	11.2	180.6	722.4	0.0	0.0	979.3

BR 2-203A ON TODD'S MILL ROAD OVER ISSAC'S BRANCH, WYOMING

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of the existing concrete deck slab with precast prestressed concrete box beams with a hot mix overlay. Additional work includes rehabilitation of the existing concrete sheet piles, minor reconstruction of the approach roadway, installation of guardrail as needed, and placement of riprap.

PROJECT JUSTIFICATION: The bridge is structurally deficient and was selected by the Pontis Bridge Management System for work. The bridge currently ranks 113th out of 1,399 on the Department's 2009 bridge deficiency list.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 34
Senatorial District: 17
Estimated Cost: \$457,000
MPO Priority Rating: N/A (Bridge)



BR 2-203A ON TODD'S MILL ROAD OVER ISSAC'S BRANCH, WYOMING

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Br 2-203A on Todds Mill Road over the Issacs Branch	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	7.2	0.0	0.0	0.0	0.0	0.0	0.0	7.2
	C	0.0	0.0	70.2	280.8	0.0	0.0	0.0	0.0	351.0
	Total	0.0	7.2	70.2	280.8	0.0	0.0	0.0	0.0	358.2

Project Funding Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Br 2-203A on Todds Mill Road over the Issacs Branch	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	1.8	7.2	0.0	0.0	0.0	0.0	0.0	0.0	9.0
	C	0.0	0.0	70.2	280.8	0.0	0.0	0.0	0.0	351.0
	Total	1.8	7.2	70.2	280.8	0.0	0.0	0.0	0.0	36 0.0

BR 2-204A ON K204 APPLE GROVE SCHOOL ROAD OVER ISSACS BRANCH, WYOMING

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of the existing corrugated metal pipes with high density polyethylene (HDPE) pipes. Additional work includes minor reconstruction of the approach roadway and placement of riprap in the stream.

PROJECT JUSTIFICATION: The existing pipes are structurally deficient. This bridge is currently ranked 67th on the 2010 DelDOT Bridge Deficiency List.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 34
Senatorial District: 17
Estimated Cost: \$26,400
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
BR 2-204A On K204 Apple Grove School Road Over Issacs Branch, Wyoming	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

Project Funding Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
BR 2-204A On K204 Apple Grove School Road Over Issacs Branch, Wyoming	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	17.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	17.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.0

BR 2-371A ON K371 BARRETTS CHAPEL ROAD OVER DOUBLE RUN, FREDRICA

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of Bridge 2-371A, consisting of 3 large-span corrugated metal pipe arches, with three 8-foot diameter reinforced concrete pipes. The approach roadways will be reconstructed as needed. Additional work includes placing riprap for scour protection and installing guardrail as necessary.

PROJECT JUSTIFICATION: The existing pipe arches are structurally deficient. There is corrosion at the waterline with sagging of the crown under the roadway and separation at multiple joints. This bridge is currently ranked 116th on the 2010 DelDOT Bridge Deficiency List.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 33
Senatorial District: 16
Estimated Cost: \$323,000
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
BR 2-371A On K371 Barretts Chapel Road over Double Run, Fredrica	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0
	C	0.0	0.0	0.0	240.0	0.0	0.0	0.0	0.0	240.0
	Total	0.0	8.0	0.0	240.0	0.0	0.0	0.0	0.0	248.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

Project Funding Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
BR 2-371A On K371 Barretts Chapel Road over Double Run, Fredrica	PE	2.6	10.4	0.0	0.0	0.0	0.0	0.0	0.0	13.0
	RW	2.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0
	C	0.0	0.0	60.0	240.0	0.0	0.0	0.0	0.0	300.0
	Total	4.6	18.4	60.0	240.0	0.0	0.0	0.0	0.0	323.0

BR 2-381A ON K381, FOX CHASE ROAD OVER HUDSON BRANCH, CANTERBERRY

PROJECT SCOPE/DESCRIPTION: Replace the deteriorated corrugated metal pipe arches with a precast concrete frame. Reconstruct approaches and place guardrail as required. Place riprap in the stream to protect the structure from scour.

PROJECT JUSTIFICATION: The roadway has been closed due to concerns for the potential failure of the pipe arches. As such, it is structurally deficient and was selected for work..

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 33
Senatorial District: 16
Estimated Cost: 449,000
MPO Priority Rating: N/A (Bridge)



BR 2-381A ON K381, FOX CHASE ROAD OVER HUDSON BRANCH, CANTERBERRY

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Br 2-381a On K381, Fox Chase Road Over Hudson Branch, Canterberry	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

Project Funding Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Br 2-381a On K381, Fox Chase Road Over Hudson Branch, Canterberry	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	19.0	76.1	0.0	0.0	0.0	0.0	0.0	0.0	95.1
	Total	19.0	76.1	0.0	0.0	0.0	0.0	0.0	0.0	95.1

BR 2-429A ON K429, JACKSON DITCH ROAD OVER BROWN'S BRANCH, HARRINGTON

PROJECT SCOPE/DESCRIPTION: Replace deteriorated corrugate metal pipe arches with a precast concrete frame using the clear zone concept. Construction will be completed in one stage with a detour. Reconstruct approaches and place a scour countermeasure in the stream to protect the structure.

PROJECT JUSTIFICATION: This bridge contains a series of severely corroded corrugate metal pipe arches. The bridge was selected for work. It is structurally deficient and it is ranked 30th on the 2010 DelDOT Bridge Deficiency List.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 30
Senatorial District: 16
Estimated Cost: \$663,000
MPO Priority Rating: N/A (Bridge)



BR 2-429A ON K429, JACKSON DITCH ROAD BROWN'S BRANCH, HARRINGTON

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Br 2-429A on K429, Jackson Ditch Road over Brown's Branch, Harrington	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	373.6	0.0	0.0	0.0	0.0	0.0	0.0	373.6
	Total	0.0	373.6	0.0	0.0	0.0	0.0	0.0	0.0	373.6

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

Project Funding Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Br 2-429A on K429, Jackson Ditch Road over Brown's Branch, Harrington	PE	7.0	28.0	0.0	0.0	0.0	0.0	0.0	0.0	35.0
	RW	5.6	22.4	0.0	0.0	0.0	0.0	0.0	0.0	28.0
	C	93.4	373.6	0.0	0.0	0.0	0.0	0.0	0.0	467.0
	Total	106.0	424.0	0.0	0.0	0.0	0.0	0.0	0.0	530.0

BR 2-501 ON WASHINGTON STREET OVER MISPILLION RIVER, MILFORD

PROJECT SCOPE/DESCRIPTION: This project consists of replacing the existing superstructure with prestressed concrete beams and a concrete deck. Additional work includes minor reconstruction of the approach roadway and sidewalks, repair of the cracks and spalls in the concrete abutments, and placement of riprap in the stream.

PROJECT JUSTIFICATION: The existing concrete abutments have cracks and spalls. The bridge is structurally deficient and was selected for work. This bridge is currently ranked 24th on the 2010 DelDOT Bridge Deficiency List.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 33
Senatorial District: 16, 18
Estimated Cost: \$750,000
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
BR 2-371A On K371 Barretts Chapel Road over Double Run, Fredrica	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	552.0	0.0	0.0	0.0	0.0	550.0
	Total	0.0	0.0	0.0	552.0	0.0	0.0	0.0	0.0	552.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

Project Funding Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
BR 2-371A On K371 Barretts Chapel Road over Double Run, Fredrica	PE	6.8	27.2	0.0	0.0	0.0	0.0	0.0	0.0	34.0
	RW	0.0	0.0	4.0	16.0	0.0	0.0	0.0	0.0	20.0
	C	0.0	0.0	138.0	552.0	0.0	0.0	0.0	0.0	690.0
	Total	6.8	27.2	142.0	568.0	0.0	0.0	0.0	0.0	744.0

TRANSIT SYSTEM -FACILITIES

DOVER MAINTENANCE BUILDING LIFT REPLACEMENT

PROJECT SCOPE/DESCRIPTION: This project will replace the in ground lifts used for bus maintenance at the Dover maintenance facility.

PROJECT JUSTIFICATION: The lift manufacturer went out of business, and the ability to get replacement parts is limited. Failure to replace the lift will impact DART's ability to properly maintain fixed route and paratransit fleets.

County: Kent
Funding Program: Transit System – Facilities
Functional Category: Renovation
Representative District: 32
Senatorial District: 17
Estimated Cost: \$600,000



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Dover Maintenance Building Lift Replacement	C	60.0	240.0	60.0	240.0	0.0	0.0	0.0	0.0	600.0
	Total	60.0	240.0	60.0	240.0	0.0	0.0	0.0	0.0	600.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Dover Maintenance Building Lift Replacement	C	60.0	240.0	60.0	240.0	0.0	0.0	0.0	0.0	600.0
	Total	60.0	240.0	60.0	240.0	0.0	0.0	0.0	0.0	600.0

DOVER FACILITY IMPROVEMENTS – INTERIOR REPAIRS

PROJECT SCOPE/DESCRIPTION: This project will include ongoing minor capital improvements to the Dover Administration and Operations Building.

PROJECT JUSTIFICATION: Ongoing improvements will increase the useful life of the facility.

County: Kent
Funding Program: Transit System – Facilities
Functional Category: Renovation
Representative District: 32
Senatorial District: 17
Estimated Cost: \$100,000



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
DOVER FACILITY IMPROVEMENTS – INTERIOR REPAIRS	C	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0
	Total	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
DOVER FACILITY IMPROVEMENTS – INTERIOR REPAIRS	C	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	100.0
	Total	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	100.0

DOVER TRANSIT CENTER – PHASE 2

PROJECT SCOPE/DESCRIPTION: This project will include agreements to build a new Dover Transit Center building at the Transit facility at Queen and Water Streets in Dover.

PROJECT JUSTIFICATION: This will increase the transit facilities at the Dover Center including services to transit riders.

County: Kent
Funding Program: Transit System – Facilities
Functional Category: Construction
Representative District: 32
Senatorial District: 17
Estimated Cost: \$8,001,000



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State	FY 2012 Federal	FY 2013 State	FY2013 Federal	FY 2014 State	FY 2014 Federal	FY 2015 State	FY 2015 Federal	FY 2012- 2015 Total
DOVER TRANSIT CENTER – PHASE 2	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

The project is designed to use no State or Federal funding for building construction

Project Funding Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
DOVER TRANSIT CENTER – PHASE 2	C	6001.0	0.0	2000.0	0.0	0.0	0.0	0.0	0.0	8001.0
	Total	6001.0	0.0	2000.0	0.0	0.0	0.0	0.0	0.0	8001.0

DOVER BUS PARKING RECONFIGURATION

PROJECT SCOPE/DESCRIPTION: DTC's Dover Maintenance and Operations facility must accommodate the growth of services in Kent County. The number of buses needed to serve Kent County has outgrown the current parking configuration. Changing the configuration will allow DTC to park these buses within the current property lines.

PROJECT JUSTIFICATION: DTC's Dover Maintenance and Administration facility was built in 2001. The parking design was for 71 bus spaces. As of December 14, 2010, 95 buses were being parked at Dover. With more buses planned in the future and the need to park buses safely, a new bus parking configuration is needed.

County: Kent
Funding Program: Transit System – Facilities
Functional Category: Renovation
Representative District: 32
Senatorial District: 17
Estimated Cost: \$575,000



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Dover Bus Parking Reconfiguration	PE	15.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	100.0	400.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	115.0	460.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Dover Bus Parking Reconfiguration	PE	15.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0
	C	0.0	0.0	100.0	400.0	0.0	0.0	0.0	0.0	500.0
	Total	15.0	60.0	100.0	400.0	0.0	0.0	0.0	0.0	575.0

TRANSIT SYSTEM –VEHICLES

PREVENTATIVE MAINTENANCE – KENT COUNTY

PROJECT SCOPE/DESCRIPTION: FTA permits the use of federal funds for vehicle preventative maintenance.

PROJECT JUSTIFICATION: Funding will support preventative maintenance of fixed route and paratransit vehicles, ensuring the reliability of the service.

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Maintenance
Estimated Cost: \$835,100

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Preventative Maintenance – Kent County	OTHER	0.0	95.4	0.0	95.4	0.0	95.4	0.0	95.4	381.6
	Total	0.0	95.4	0.0	95.4	0.0	95.4	0.0	95.4	381.6

Project Funding Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Preventative Maintenance – Kent County	OTHER	23.9	95.4	23.9	95.4	23.9	95.4	23.9	95.4	477.2
	Total	23.9	95.4	23.9	95.4	23.9	95.4	23.9	95.4	477.2

TRANSIT VEHICLE EXPANSION: CUMMULATIVE

PROJECT SCOPE/DESCRIPTION: This project will purchase buses to support the expansion of fixed-route and paratransit services in Kent County.

PROJECT JUSTIFICATION: The investment in transit vehicles is necessary to support growth and demand in Kent County.

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Expansion
Estimated Cost: \$4,309,600

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Transit Vehicle Expansion	PRO	339.6	1454.1	50.8	296.6	265.6	1157.8	62.1	343.7	3970.3
	Total	339.6	1454.1	50.8	296.6	265.6	1157.8	62.1	343.7	3970.3

Project Funding Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Transit Vehicle Expansion	PRO	73.2	292.7	365.0	1458.0	94.2	336.4	291.3	1165.1	3524.3
	Total	73.2	292.7	365.0	1458.0	94.2	336.4	291.3	1165.1	3524.3

This activities contributing to this cumulative total are identified on the following pages.

TRANSIT VEHICLE EXPANSION: DOVER/REHOBOTH SHUTTLE 35' LOW FLOOR (Route 307)

PROJECT SCOPE/DESCRIPTION: This project will purchase three 35-foot low-floor buses to provide expanded fixed route service in the Dover/Rehoboth area.

PROJECT JUSTIFICATION: DTC's business plan recommends expansion of fixed route service in the Dover/Rehoboth area.

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Expansion
Representative District: 30, 31, 32
Senatorial District: 16, 17
Estimated Cost: \$1451,700

DOVER/REHOBOTH SHUTTLE

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
30' Low Floor (4) Replace MD 30'	PRO	290.3	1161.4	0.0	0.0	0.0	0.0	0.0	0.0	1451.7
	Total	290.3	1161.4	0.0	0.0	0.0	0.0	0.0	0.0	1451.7

Project Funding Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
30' Low Floor (4) Replace MD 30'	PRO	0.0	0.0	290.3	1161.4	0.0	0.0	0.0	0.0	1451.7
	Total	0.0	0.0	290.3	1161.4	0.0	0.0	0.0	0.0	1451.7

TRANSIT VEHICLE EXPANSION: DOVER/SEAFORD SHUTTLE 35' LOW FLOOR (Route 309)

PROJECT SCOPE/DESCRIPTION: This project will purchase two (2) 35 foot low-floor buses to provide expanded fixed route service in the western Sussex County area.

PROJECT JUSTIFICATION: DTC's business plan recommends expansion of fixed route service from Dover to western Sussex County.

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Expansion
Representative District: 32, 39
Senatorial District: 17, 21
Estimated Cost: \$1,026,700

DOVER/SEAFORD SHUTTLE S

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Transit Vehicle Expansion: Dover/Seaford Shuttle 35' Low Floor (2)	PRO	0.0	0.0	0.0	0.0	205.3	821.4	0.0	0.0	1026.7
	Total	0.0	0.0	0.0	0.0	205.3	821.4	0.0	0.0	1026.7

Project Funding Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Transit Vehicle Expansion: Dover/Seaford Shuttle 35' Low Floor (2)	PRO	0.0	0.0	0.0	0.0	0.0	0.0	205.3	821.4	1026.7
	Total	0.0	0.0	0.0	0.0	0.0	0.0	205.3	821.4	1026.7

TRANSIT VEHICLE EXPANSION: PARATRANSIT BUSES (2, 2, 2, 2,...)

PROJECT SCOPE/DESCRIPTION: This project will purchase 12 paratransit buses to provide expanded service in Kent County. The expansion schedule includes two buses each year in FY12 through FY17.

PROJECT JUSTIFICATION: Additional paratransit vehicles are needed to meet growing demand for paratransit service in Kent County.

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Expansion
Representative District: 32
Senatorial District: 17
Estimated Cost: \$1,831,200

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
(8) Paratransit Buses	PRO	49.3	197.3	50.8	201.2	60.3	241.0	62.1	248.3	1110.3
	Total	49.3	197.3	50.8	201.2	60.3	241.0	62.1	248.3	1110.3

Project Funding Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
(8) Paratransit Buses	PRO	49.3	197.3	50.8	201.2	60.3	241.0	62.1	248.3	1110.3
	Total	49.3	197.3	50.8	201.2	60.3	241.0	62.1	248.3	1110.3

TRANSIT VEHICLE REPLACEMENT AND REFURBISHMENT: CUMMULATIVE

PROJECT SCOPE/DESCRIPTION: This project consists of transit vehicle replacements and refurbishments for vehicles in Kent County including paratransit buses and support vehicles.

PROJECT JUSTIFICATION: The investment in transit vehicles is necessary to maintain the service to meet the demand in Kent County.

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Preservation
Estimated Cost: \$9,359,400
CTP page:

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Transit Vehicle Expansion	PRO	177.9	578.3	427.5	1709.8	417.1	1669.5	286.4	1145.7	6412.2
	Total	177.9	578.3	427.5	1709.8	417.1	1669.5	286.4	1145.7	6412.2

Project Funding Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Transit Vehicle Expansion	PRO	234.7	848.3	207.8	699.0	427.5	1709.8	417.1	1668.5	6212.7
	Total	234.7	848.3	207.8	699.0	427.5	1709.8	417.1	1668.5	6212.7

This activity includes the following four described items, the replacement and maintenance of: cut-away buses and related support vehicles identified on the following pages.

TRANSIT VEHICLE REPLACEMENT AND REFURBISHMENT: PARATRANSIT BUSES –(10, 8, 19, 18,...)

PROJECT SCOPE/DESCRIPTION: This project will replace cut-away buses for paratransit service in Kent County. The replacement schedule includes 10 in FY 2012, 8 in FY 2013, 19 in FY 2014, and 18 in FY 2015

PROJECT JUSTIFICATION: The investment in transit vehicle replacement and refurbishment is necessary to meet the projected vehicle replacement schedule.

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Preservation
Estimated Cost: \$8,487,000

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY2012- 2015 Total
Paratransit Buses	PRO	144.8	579.3	427.5	1709.8	417.1	1669.5	286.4	1145.7	6379.1
	Total	144.8	579.3	427.5	1709.8	417.1	1669.5	286.4	1145.7	6379.1

Project Funding Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Paratransit Buses	PRO	175.7	703.0	144.8	579.3	427.5	1709.8	417.1	1668.5	5825.7
	Total	175.7	703.0	144.8	579.3	427.5	1709.8	417.1	1668.5	5825.7

APPENDIX B
Adopted Resolutions and Self-Certification



Dover/Kent County Metropolitan Planning Organization

P.O. Box 383, Dover, Delaware 19903
<http://www.doverkentmpo.org>

(302) 760-2713 FAX: (302) 739-6340

RESOLUTION

ADOPTING THE AIR QUALITY CONFORMITY OF THE FY2012-2015 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, Kent County, Delaware has been designated as a moderate non-attainment area under the 8-hour National Ambient Air Quality Standards (NAAQS) for ozone by the US EPA with a designated attainment year of 2010, as required by the Clean Air Act (CAA), as amended; and

WHEREAS, the DOVER/KENT COUNTY METROPOLITAN PLANNING ORGANIZATION (D/KC MPO) has been designated the Metropolitan Planning Organization for Kent County, Delaware by the Governor of Delaware; and

WHEREAS, the D/KC MPO is responsible for the development of transportation plans and programs in accordance with 23 U.S.C. 450 and Section 613 of the Federal Transit Act with the Delaware Department of Transportation (DelDOT); and

WHEREAS, the Transportation Conformity Rule requires that transportation plans and programs within a non-attainment area conform with the State Implementation Plan (SIP); and

WHEREAS, a conformity analysis of all plans and programs must be completed at least every four years; and

WHEREAS, the most recent conformity analysis of the Dover/Kent County MPO Transportation Improvement Program (TIP) was approved October 9, 2009; and

WHEREAS there have been no significant changes in the scope of the projects and no new regionally significant or non-exempt projects have been added to the program; and

WHEREAS, the air quality conformity determination for the 2012-2015 TIP for Kent County, Delaware has undergone a 30-day public review and comment period.

NOW, THEREFORE, BE IT RESOLVED that the DOVER/KENT COUNTY METROPOLITAN PLANNING ORGANIZATION Council determines that the FY2012-2015 TIP conforms to the current Delaware State Implementation Plan.

May 17, 2011
Date

Carleton E. Carey Sr.

Mayor Carleton Carey, Sr., Chairperson
Dover/Kent County MPO Council



STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION
800 BAY ROAD
P.O. BOX 778
DOVER, DELAWARE 19903

SHAILEN P. BHATT
SECRETARY

MEMORANDUM

TO: Beverly Swiger, Acting Director, Finance

FROM: Michael Strange, Acting Director, Planning *MS*

DATE: July 6, 2011

SUBJECT: Air Quality Conformity of the Kent County Portion of the Fiscal Year 2012–2017 Capital Transportation Program (CTP).

As required by the Federal Clean Air Act Amendments of 1990 and by SAFETEA-LU, we have analyzed the referenced STIP and found it to be in conformance with the State of Delaware Clean Air Implementation Plan. Transportation projects which are subject to these two federal laws fit into one of the following categories:

- **Exempt:** safety, transit, system preservation, system management, or other projects listed in Table 2 of the Federal Conformity Rule, that do not require conformity determinations as part of the implementation process: and,
- **Non-Exempt:** projects not listed in Table 2 of the Federal Conformity Rule, such as projects adding significant roadway capacity.

The CTP was reviewed to identify projects that could be classified as “non-exempt” under the 1990 Clean Air Act Amendments for which right-of-way, design, and/or construction funds were programmed for Fiscal Years 2012 – 2017. Projects that are classified in this manner require a quantitative analysis to ensure conformity with state air quality plans if they are found to be regionally significant.

Ms. Beverly Swiger
Page 2 of 2
July 6, 2011

Based on a review of the projects described in the CTP, we find that each of the programmed projects contained in the FY 2012 – 2017 CTP can be categorized as either exempt or found to conform in a previous analysis. Should funding changes to the 2013 through 2017 out years of the CTP cause regionally significant revisions to the relative scope of projects included in the Dover/Kent MPO 2012- 2015 Transportation Improvement Plan (TIP) or Regional Transportation Plan, further analysis will be required.

This review determines that the current fiscal year of the 2012 – 2017 CTP reflects essential components of the Dover/Kent County TIP and conforms to the State of Delaware Clean Air Act Implementation Plan, including the mobile source budgets of record for Ozone. Under condition that project funding changes to the 2013 through 2017 portion of the CTP do not make regionally significant revisions to the Kent County 2012 – 2017 CTP, conformity to the State of Delaware Clean Air Act Implementation Plan will be maintained.

MS:mdr

cc: Shailen Bhatt, Secretary
Tigist Zegeye, Executive Director, WILMAPCO
Juanita Wieczoreck, Executive Director, Dover/Kent MPO



Dover/Kent County Metropolitan Planning Organization

P.O. Box 383, Dover, Delaware 19903

(302) 760-2713 FAX: (302) 739-6340

<http://doverkentmpo.org>

SELF-CERTIFICATION OF THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

In accordance with 23 CFR 450.334, the Delaware Department of Transportation and the Dover/Kent County Metropolitan Planning Organization for the Dover, DE urbanized area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 USC 134, 49 U.S.C. Section 5303, and 23 CFR Part 450.
- (2) In nonattainment and maintenance areas, Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR Part 93.
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR Part 21.
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity.
- (5) Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: Legacy for Users (Pub. L. 109-59) and 49 CFR Part 26 regarding the involvement of Disadvantaged Business Enterprises in USDOT funded planning projects.
- (6) 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
- (7) The provisions of the Americans with Disabilities Act of 1990 ((42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38.
- (8) Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance.
- (9) Section 324 of CFR 23, regarding prohibition of discrimination based on gender.
- (10) Section 504 of the Rehabilitation Act of 1973 and 49 CFR Part 27 regarding discrimination against individuals with disabilities.

Mayor Carleton Carey, Sr., Chair person
Dover/Kent County MPO Council

Cleon Cauley, Acting Secretary
Delaware Department of Transportation

5/24/11

Date

JSW:crs



STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION
800 BAY ROAD
P.O. BOX 778
DOVER, DELAWARE 19903

SHAILEN P. BHATT
SECRETARY

MEMORANDUM

TO: Beverly Swiger, Acting Director, Finance

FROM: Michael Strange, Acting Director, Planning 

DATE: July 11, 2011

SUBJECT: Fiscal Year 2012–2015 State Transportation Improvement Plan (STIP),
Air Quality Conformity

As required by the Federal Clean Air Act Amendments of 1990 and by SAFETEA-LU, we have analyzed the referenced STIP and found it to be in conformance with the State of Delaware Clean Air Implementation Plan. Transportation projects which are subject to these two federal laws fit into one of the following categories:

- **Exempt:** safety, transit, system preservation, system management, or other projects listed in Table 2 of the Federal Conformity Rule, that do not require conformity determinations as part of the implementation process: and,
- **Non-Exempt:** projects not listed in Table 2 of the Federal Conformity Rule, such as projects adding significant roadway capacity.

The STIP was reviewed to identify projects that could be classified as “non-exempt” under the 1990 Clean Air Act Amendments for which right-of-way, design, and/or construction funds were programmed for Fiscal Years 2012 – 2015. Projects that are classified in this manner require a quantitative analysis to ensure conformity with state air quality plans if they are found to be regionally significant.

Ms. Beverly Swiger
Page 2 of 2
July 11, 2011

Based on our review of the final FY 2012 – 2015 STIP, we find it to be in conformance with the State of Delaware Clean Air Act Implementation Plan.

MS:mdr

cc: Shailen Bhatt, Secretary
Tigist Zegeye, Executive Director, WILMAPCO
Juanita Wieczoreck, Executive Director, Dover/Kent MPO



Dover/Kent County Metropolitan Planning Organization

P.O. Box 383, Dover, Delaware 19903

(302) 739-5359 FAX: (302) 739-6340

RESOLUTION

ADOPTING THE FY 2012-2015 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the United States Department of Transportation (U.S. DOT) Metropolitan Planning Regulations require that the Metropolitan Planning Organization (MPO), in cooperation with participants in the planning process, develop and at least every four years update the Transportation Improvement Program (TIP); and

WHEREAS, the Dover/Kent County Metropolitan Planning Organization is the MPO responsible for updating the TIP for Kent County, Delaware as required by Section 450 of Title 23 and Section 613 of the Federal Transit Act (49 U.S.C.); and

WHEREAS, the MPO has self-certified its planning process; and

WHEREAS, the projects included in the FY 2012-2015 TIP have been prioritized based on goals identified in the Regional Transportation Plan; and

WHEREAS, the projects in the FY 2012-2015 TIP derive from the first four years of the 2030 Update of the Regional Transportation Plan; and

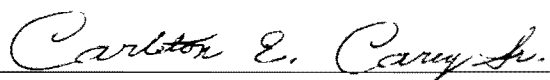
WHEREAS, the MPO has determined that the FY 2012-2015 TIP is financially constrained; and

WHEREAS, the FY 2012 projects contained in the FY 2012-2015 TIP will be utilized as the priority list of projects for this fiscal year; and

WHEREAS, the public has had opportunity to comment on the FY 2012-2015 TIP; and

WHEREAS, the MPO has determined that the FY 2012-2015 TIP conforms to the Delaware State Implementation Plan.

NOW, THEREFORE, BE IT RESOLVED, that on May 4, 2011 the Dover/Kent County MPO Council hereby adopts the FY 2012-2015 TIP, as the region's official selection of transportation projects for federal funding.



Mayor Carleton Carey, Sr., Chairperson
Dover/Kent County MPO Council

APPENDIX C

Financial Plan

Appendix C: Financial Plan

FY2011 FHWA OBLIGATIONAL PLAN										
9/12/2011										
STATE	PROGRAM								FUNDS	FUNDS
PROJECT	FEDERAL	APPORT	PROJECT	REASON	SUBMIT	AUTH	FED \$		OBLIGATED	TO BE
NUMBER	FUNDS	CODE	TITLE		DATE	DATE	AUTH		TO DATE	OBLIGATED
	4,400,000.00	L200	BARRATTS CHAPEL ROAD	CONS		X				-
	1,200,000.00		BIKE PEDESTRIAN	PE,ROW,CONS		X	723,000.00			-
	861,775.00	LY20	BOMBAY HOOK ROAD	CONS		X				-
	16,000,000.00	L1C0	BRIDGE PRESERVATION PROGRAM	PE,ROW,CONS			3,759,000.00	-		3,759,000.00
		L110	BRIDGE PRESERVATION PROGRAM	PE,ROW,CONS			6,000,000.00			6,000,000.00
	4,020,000.00	L1C0	BRIDGE MANAGEMENT	PE,ROW,CONS			2,400,000.00	-		2,400,000.00
	3,000,000.00	L1C0	BR1-394N AND BR 1-394S ON US 13 OVER DRAWYERS CREEK	UNAC		X				-
		L230	BR1-501, 501A, 501B SR141 VIADUCT OVER SR4	UNAC			2,000,000.00			2,000,000.00
		LZ20	BR1-501, 501A, 501B SR141 VIADUCT OVER SR4	UNAC			2,400,000.00			2,400,000.00
	2,800,000.00	LY20	BR 651 ON NEWPORT ROAD RAILROAD CROSSING WILMINGTON & MARSHALTON	CONS			709,000.00	-		709,000.00
	553,000.00	L1C0	BR1-805 ON I-495 OVER RAMP 6217	CONS						553,000.00
	280,800.00	L110	BR2-203A ON TODD'S MILL ROAD OVER ISSAC BRANCH	CONS						280,800.00
	1,688,000.00	L1C0	BR3-237 ON OLD FURNACE ROAD OVER NANTICOKE RIVER	CONS		X				-
	500,481.00	LY20	LAKE GERAR	CONS		X		-		-
	625,000.00	LY20	COMMUTER RAIL NEWARK TO WILMINGTON			X				-
	2,000,000.00	LY30	COMMUTER RAIL MIDDLETOWN TO NEWARK			X				-
	100,000.00	L480	DISADVANTAGED BUSINESS ENTERPRISE				125,000.00			125,000.00
	200,000.00	LS20	SAFETY IMPROVEMENT PROGRAM RURAL ROADS	PE,ROW,CONS						200,000.00
	2,200,000.00	LS30	SAFETY IMPROVEMENT PROGRAM	PE,ROW,CONS			2,000,000.00	-		2,000,000.00
	3,000,000.00	LS30	HIGHWAY SAFETY IMPROVEMENT PROGRAM, 2800,1800,1800	CONS			6,400,000.00			6,400,000.00
	1,800,000.00	L010	I-95, N213, CARR ROAD AND N3, MARSH ROAD INTERCHANGE IMPROVEMENTS	CONS		X	600,000.00			-
	900,000.00	L050	CHRISTINA RIVER CROSSING	PE		X		-		-
	20,000,000.00	LY20	CHRISTINA RIVER CROSSING	ROW		X	6,960,000.00			-
	1,530,000.00	L010	I-95 SERVICE PLAZA	CONS		X				-
		L240	INTERSECTION IMPROVEMENTS	CONS			1,280,000.00			1,280,000.00
	1,800,000.00	L010	INTERSTATE MAINTENANCE -ROADWAY LIGHTING REPLACEMENT, I-495							1,800,000.00
	800,000.00	L050	BR 3-156, INDIAN RIVER INLET BRIDGE DEMOLITION	PE		X				-
	2,800,000.00	L200	LOCKERMANN STREET / FOREST STREET, DOVER	CONS		X		-		-
	170,000.00	4380	PLANNING - LOCAL TRANSPORTATION ASSISTANCE PROGRAM	PLAN						170,000.00
	1,472,635.00	L450	PLANNING - METROPOLITAN PLANNING ORGANIZATION /FHWA	PLAN			1,472,400.00			1,472,400.00
			NEWARK TRAIN STATION	CONS						
	1,800,000.00	L010	INTERSTATE MAINTENANCE - DRAINAGE REPAIR							1,800,000.00
		L050	INTERSTATE MAINTENANCE - DRAINAGE REPAIR			X	1,200,000.00			-
	3,600,000.00	L010	INTERSTATE MAINTENANCE - STRUCTURE MAINTENANCE				3,200,000.00			3,200,000.00
	90,642.00	LT30	MOTOR FUEL TAX COMPLIANCE AND ANTI TAX EVASION	PRO						90,642.00
	12,000,000.00	L230	PAVING & REHABILITATION	CONS		X	1,800,000.00			-
		L200	PAVING & REHABILITATION	CONS			9,800,000.00			9,800,000.00
		L240	PAVING & REHABILITATION	CONS			1,000,000.00			1,000,000.00
		L250	PAVING & REHABILITATION	CONS			2,000,000.00			2,000,000.00
		L550	PLANNING - STATEWIDE PLANNING PROGRAM - FHWA	PLAN			1,975,000.00	-		1,975,000.00
	596,900.00	L560	PLANNING - STATEWIDE RESEARCH PROGRAM - FHWA				662,000.00			662,000.00
	1,503,558.00	LY30	POMEROY BRANCH, PEDESTRAIN AND BICYCLE PATH			X				-
	720,000.00	LS40	RAIL CROSSING SAFETY	CONS			550,000.00	-		550,000.00

Appendix C: Financial Plan

			FY2011 FHWA OBLIGATIONAL PLAN						
			9/12/2011						
STATE	PROGRAM							FUNDS	FUNDS
PROJECT	FEDERAL	APPORT	PROJECT	REASON	SUBMIT	AUTH	FED \$	OBLIGATED	TO BE
NUMBER	FUNDS	CODE	TITLE		DATE	DATE	AUTH	TO DATE	OBLIGATED
	720,000.00	LS50	RAIL CROSSING SAFETY	CONS			550,000.00		550,000.00
	854,068.00	L940	RECREATIONAL TRAILS				854,000.00	-	854,000.00
	99,000.00	LU10	PLANNING - SAFE ROUTES TO SCHOOL	PLAN					99,000.00
	693,000.00	LU20	PLANNING - SAFE ROUTES TO SCHOOL	CONS					693,000.00
	198,000.00	LU30	PLANNING - SAFE ROUTES TO SCHOOL	CONS					198,000.00
	800,000.00	L050	SIGNAGE AND PAVEMENT MARKINGS	CONS				-	800,000.00
	2,400,000.00	L050	SR 1, REHOBOTH CANAL TO NORTH OF FIVE POINTS, PEDESTRAIN IMPROVEMENTS SIDEWALKS	CONS		X	4,000,000.00		-
	4,640,000.00	L050	SR 1, DEWEY BEACH PEDESTRIAN/BICYCLE IMPROVEMENTS	CONS		X		-	-
	2,480,000.00	L050	SR 1A, DEWEY BEACH PEDESTRIAN/BICYCLE IMPROVEMENTS	CONS		X			-
	42,381.00	L490	TECHNOLOGY - SUMMER INTERN PROGRAM				45,000.00		45,000.00
28-090-03	600,000.00	L010	I-95, MARYLAND LINE TO I-295 PROGRAM -SR 1/I- 95 INTERCHANGE	PE		X		-	-
28-090-03	32,000,000.00	L050	I-95, MARYLAND LINE TO I-295 PROGRAM -SR 1/I- 95 INTERCHANGE	UNAC			13,600,000.00	-	13,600,000.00
28-090-03		L230	I-95, MARYLAND LINE TO I-295 PROGRAM -SR 1/I- 95 INTERCHANGE	UNAC		X	14,400,000.00		-
		L050	I-95, MARYLAND LINE TO I-295 PROGRAM -SR 1/I- 95 INTERCHANGE	UNAC			9,711,178.00		9,711,178.00
		L230	I-95, MARYLAND LINE TO I-295 PROGRAM -SR 1/I- 95 INTERCHANGE	UNAC			5,000,000.00		600,000.00
25-090-02	900,000.00	L010	I-95 TOLL PLAZA REHABILITATION AND HIGHWAY SPEED E-ZPASS IMPROVEMENTS	CONS		X	7,500,000.00		-
25-090-02		L400	I-95 TOLL PLAZA REHABILITATION AND HIGHWAY SPEED E-ZPASS IMPROVEMENTS	CONS		X	12,500,000.00		-
	1,640,000.00	L050	SR 1, DEWEY BEACH PEDESTRIAN/BICYCLE IMPROVEMENTS	UNAC		X			-
	6,400,000.00	L050	SR 1, REHOBOTH CANAL TO NORTH OF FIVE POINTS, PEDESTRAIN IMPROVEMENTS SIDEWALKS	CONS		X	4,000,000.00		-
	3,040,000.00	L050	SR1 TRUCK WEIGH STATION AND INSPECTION FACILITY	CONS		X		-	-
24-103-01	3,600,000.00	L230	SR 4, CHRISTIANA PARKWAY FROM SR 2, ELKTON ROAD TO SR 896, SOUTH COLLEGE AVENUE, NEWARK	CONS		X			-
	5,500,000.00	L240	SR 24 - SR30 TO LOVE CREEK	CONS		X			-
	4,016,000.00	LZ20	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	ROW			2,264,000.00	-	2,264,000.00
	6,000,000.00	L240	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	UNAC		X		-	-
	4,000,000.00	LZ20	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	CONS		X	2,500,000.00		-
24-112-01	1,360,000.00	L240	SR 54, MAINLINE IMPROVEMENTS	ROW		X		-	-
24-112-01	6,200,000.00	L240	SR 54, MAINLINE IMPROVEMENTS	UNAC			2,000,000.00	-	2,000,000.00
24-106-04	400,000.00	L230	SR 141, KIRKWOOD HIGHWAY TO FAULKLAND ROAD	LANDSCAPING		X			-
	360,000.00	L400	RIDESHARE - TRANSPORTATION MANAGEMENT IMPROVEMENTS	PLAN			720,000.00		720,000.00
	981,400.00	L400	40' OTR BUS SR 141 CROSSTOWN	PRO					981,400.00
	1,318,200.00	L400	30' LOW FLOOR SMYRNA/CHESWOLD/DOVER	PRO					1,318,200.00

Appendix C: Financial Plan

FY2011 FHWA OBLIGATIONAL PLAN										
9/12/2011										
STATE	PROGRAM								FUNDS	FUNDS
PROJECT	FEDERAL	APPORT	PROJECT	REASON	SUBMIT	AUTH	FED \$		OBLIGATED	TO BE
NUMBER	FUNDS	CODE	TITLE		DATE	DATE	AUTH		TO DATE	OBLIGATED
		L400	30' LOW FLOOR HARRINGTON SHUTTLE			X				
	659,100.00	L400	30' LOW FLOOR DELMAR SEAFORD SHUTTLE	PRO						659,100.00
	659,100.00	L400	30' LOW FLOOR SUSSEX EXPANSION PHASE I & II	PRO						659,100.00
	3,400,000.00	L220	TRANSPORTATION ENHANCEMENTS (FHWA)						-	3,400,000.00
	6,240,000.00	L400	TRANSPORTATION MANAGEMENT IMPROVEMENTS				4,240,000.00		-	4,240,000.00
		L240	TRANSPORTATION MANAGEMENT IMPROVEMENTS				1,600,000.00			1,600,000.00
25-011-04	200,000.00	LY20	BICYCLE & PEDESTRIAN BRIDGE AT U OF DE, LAIRD CAMPUS (FEDERAL DEMO #2)			X				-
		LY30	U OF DELAWARE FUEL CELL			X				
22-690-03	7,000,000.00	L230	US 13, PHILADELPHIA PIKE, CLAYMONT TRANSPORTATION PLAN IMPLEMENTATION	PE		X	600,000.00			-
	400,000.00	L200	US 13 FROM SOUTH COURT STREET TO LOOCKERMAN STREET	PE						400,000.00
	200,000.00	L200	US 13 AND ROOSEVELT AVENUE, PEDESTRIAN CROSSING IMPROVEMENTS, DOVER	PE		X				-
	5,600,000.00	L050	US 13 SEAFORD INTERSECTION IMPROVEMENTS	CONS		X			-	-
24-119-01		L050	US 40, PULASKI HIGHWAY & SR 72, WRANGLE HILL ROAD (INCLUDES DEL LAWS ROAD INTERSECTION)			X			-	-
25-113-01	2,000,000.00	L050	US 301, MARYLAND STATE LINE TO SR 1	PE		X				-
	3,600,000.00	L230	WASHINGTON STREET, NEW CASTLE	CONS			1,000,000.00			1,000,000.00
	1,545,600.00	LY20	WILMINGTON TRAIN STATION	CONS		X			-	-
	(5,000,000.00)		RELEASES						-	(5,000,000.00)
	4,800,000.00	L050	SR 1, COASTAL HIGHWAY, SR 30, CEDAR CREEK ROAD, INTERCHANGE, SOUTH OF MILFORD	CONS		X			-	-
	3,760,000.00	L050	SR 1, SOUTH FREDERICA GRADE SEPARATED INTERSECTION	ROW						3,760,000.00
	3,000,000.00	L050	SR 1, SOUTH FREDERICA GRADE SEPARATED INTERSECTION	CONS		X				-
	-	L240	SR 9, NEW CASTLE AVE., 3RD & 6TH STREET INTERSECTION IMPROVEMENTS	PE		X			-	-
	8,000,000.00	L050	US113, NORTH/SOUTH IMPROVEMENTS	PE		X			-	-
	8,000,000.00	L050	US113, NORTH/SOUTH IMPROVEMENTS	ROW					-	8,000,000.00
	12,000,000.00	L050	US113, NORTH/SOUTH IMPROVEMENTS	CONS		X				-
24-117-01	8,000,000.00	L200	WEST DOVER CONNECTOR	ROW		X	8,960,000.00			-
24-044-01	424,000.00	L230	SR 2 ELKTON ROAD, CASHO MILL ROAD TO DELAWARE AVENUE	UNAC			8,800,000.00			8,800,000.00
27-044-01	19,000,000.00	L230	SR 2, ELKTON ROAD, MD LINE TO CASHO MILL RD	UNAC		X	2,400,000.00			-
24-011-02	3,200,000.00	L230	SR 2, SOUTH UNION STREET FROM RAILROAD BRIDGE TO SYCAMORE STREET, WILMINGTON	CONS			1,000,000.00			1,000,000.00
23-044-02	2,790,000.00	L010	SR141/I-95 INTERCHANGE	PE			450,000.00			450,000.00
25-106-02	28,800,000.00	L050	I- 95 & US202 INTERCHANGE	CONS			8,000,000.00		-	8,000,000.00
		L240	I- 95 & US202 INTERCHANGE	UNAC		X	2,000,000.00			-
23-016-01		L200	CARTER ROAD (K137), SUNNYSIDE ROAD TO WHEATLEY'S POND ROAD, SMYRNA	UNAC		X				-
23-073-03	9,052,475.23	L050	BR 3-156, ON SR 1 OVER INDIAN RIVER INLET ROADWAYS & APPROACHES PHASE II				8,500,000.00			8,500,000.00

Appendix C: Financial Plan

FY2011 FHWA OBLIGATIONAL PLAN										
9/12/2011										
STATE	PROGRAM								FUNDS	FUNDS
PROJECT	FEDERAL	APPORT	PROJECT	REASON	SUBMIT	AUTH	FED \$		OBLIGATED	TO BE
NUMBER	FUNDS	CODE	TITLE		DATE	DATE	AUTH		TO DATE	OBLIGATED
24-119-01	6,900,000.00	L230	US 40, PULASKI HIGHWAY & SR 72, WRANGLE HILL ROAD (INCLUDES DEL LAWS ROAD INTERSECTION)	CONS		X				-
24-122-01	2,240,000.00	L050	SR 1, BAY ROAD/K19, THOMPSONVILLE ROAD INTERSECTION IMPROVEMENTS	ROW		X	2,480,000.00			-
24-122-01	11,200,000.00	L050	SR 1, BAY ROAD/K19, THOMPSONVILLE ROAD INTERSECTION IMPROVEMENTS	CONS		X				-
24-122-02	8,000,000.00	L050	SR 1, LITTLE HEAVEN GRADE SEPARATED INTERSECTION	UN AC			2,560,000.00			2,560,000.00
		L240	SR 1, LITTLE HEAVEN GRADE SEPARATED INTERSECTION	CONS		X	10,400,000.00			-
26-073-03	5,973,446.86	L1C0	BR 3-156, INDIAN RIVER INLET - BRIDGE REPLACEMENT, DESIGN-BUILD	UN AC			3,573,000.00			3,573,000.00
26-073-03		L030	BR 3-156, INDIAN RIVER INLET - BRIDGE REPLACEMENT, DESIGN-BUILD	UN AC			2,400,000.00			2,400,000.00
26-073-03	12,981,222.00	LY20	BR 3-156, INDIAN RIVER INLET - BRIDGE REPLACEMENT, DESIGN-BUILD	UNAC		X				-
	370,879,784.09									
							207,622,578.00		-	141,061,820.00
										709,000.00
	129,780,000.00		FY2011 OBLIGATIONAL AUTHORITY							
	709,000.00		FY2011 SPECIAL LIMITATION EARMARK OBLIGATIONAL AUTHORITY							
	370,879,784.09		FY2011 ORIGINAL PLANNED OBLIGATIONS							
	141,061,820.00		FY2011 BALANCE OF PLANNED OBLIGATIONS							
	0.00		FY2011 OBLIGATIONS TO DATE							
	(10,572,820.00)		FY2011 BALANCE OF OBLIGATIONAL AUTHORITY							
ADVANCED CONSTRUCTION PROJECTS REMAINING										
		L010	I-95 CARR ROAD AND MARSH ROAD	AC BALANCE			-			
		L1C0	BR1-501, 501A,501B SR141 VIADUCT OVER SR4	AC BALANCE			7,760,000.00			
		L1C0	BR1-501, 501A,501B SR141 VIADUCT OVER SR4	CONVERT			4,400,000.00			
			BR1-651	AC BALANCE			1,588,607.97	check		
		L050	SR 1 & SR 30	AC BALANCE			-			
		L050	SR 1 SIDEWALKS	AC BALANCE			-			
		L240	SR 26 MAINLINE	AC BALANCE			-			
		L010	I-95 TURNPIKE TOLL PLAZA	AC BALANCE			-			
		L010	I-95 TURNPIKE TOLL PLAZA	CONVERT						
24-122-01		L050	SR 1, BAY ROAD/K19, THOMPSONVILLE ROAD INTERSECTION IMPROVEMENTS	AC BALANCE			-			
24-122-02		L050	SR 1 LITTLE HEAVEN GRADE SEPARATED INTERSECTION	AC BALANCE			2,560,000.00			
		L050	SR 1 LITTLE HEAVEN GRADE SEPARATED INTERSECTION	CONVERT			2,560,000.00			
		L010	SR 1/I95 INTERCHANGE	AC BALANCE			129,111,178.00			
		L050	I-95, MARYLAND LINE TO I-295 PROGRAM -SR 1/I- 95 INTERCHANGE	CONVERT			9,711,178.00			
		L050	I-95, MARYLAND LINE TO I-295 PROGRAM -SR 1/I- 95 INTERCHANGE	CONVERT			13,600,000.00			

Appendix C: Financial Plan

[illegible]

APPENDIX D
Unfunded Projects (Aspirations) List

APPENDIX D

2012-2015 TIP UNFUNDED PRIORITIZED PROJECTS

Adopted Priorities	Score
DE 8 Concept Plan and Operations Study Recommendations: To include management techniques at the intersection with Saulsbury Rd., Independence Boulevard, Kenton Rd. and Mifflin Rd. Will allow a new alternative route from Chestnut Grove (Fire School) Rd to Forrest Ave (DE/SR 8) and on to Hazlettville Rd, connecting with the anticipated construction of the new Dover High School on the south side of DE/SR 8. Included is the sidewalks project for the length between Cranberry Run and Marsh Creek Lane.	2.87
Concept Plan for U3 and North Dover Study Recommendations: Construct local roads to allow patrons access between destinations without using US 13 and other interconnections among parcels. Connect new service road west of SR 1 to Scarborough Rd. Construct sidewalks both sides of US 13.	2.72
Route 300, Route 6 & Smyrna-Clayton Blvd Intersection Improvements, Smyrna - Redesign and reconstruct the intersection to make it safer. Re-evaluate cross section of 300 from DE 6 to US 13 to be sure all modes are accommodated.	2.65
College Road Corridor Upgrade, Dover - upgrade the College Road corridor from Kenton Road to Saulsbury Road to an urban road standard. Improvements to include new pavement section, sidewalks, shoulders, closed drainage system, bicycle lane, lighting and other improvements.	2.65
Area Study South of Smyrna: Conduct an area wide traffic and transportation assessment to determine the required future improvements in the area, including right-of-way, alignments, intersections, rail crossings, location of entrances for future development, traffic calming, provisions for non-vehicular modes, and other issues relating to Sunnyside, Rabbit Chase and Brenford Roads.	2.65
Alternate US 113, Little Heaven to SR 10- Identify operational (those improvements that can be implemented quickly) and capital improvements (those improvement that need design and right of way acquisition	2.53
Route 13 Pedestrian Improvements: Townsend Boulevard to College Rd. - Construct sidewalks on both sides of the road, where possible, provide pedestrian crossings at signalized intersections. Provide pedestrian signals at crossings.	2.52
Route 13 Pedestrian Improvements: College Rd. to Smith St. - Construct sidewalks on both sides of the road, where possible, provide pedestrian crossings at signalized intersections. Provide pedestrian signals at crossings.	2.52
Route 13 Pedestrian Improvements: Smith St to Denny's Road - Construct sidewalks on both sides of the road, where possible, provide pedestrian crossings at signalized intersections. Provide pedestrian signals at crossings.	2.52
SR 14 & SR 36 - Downtown Milford Truck Bypass - Truck traffic through the downtown area - N.E., N.W. Front Streets (SR 14) and Causey Avenue (SR 36) detracts from the quality of life. Vibration from truck traffic also causes deterioration to houses along these routes. Homes in this area are of historic value, some over 200 years old and includes former governor's manions (William Tharp, 1847-1851 and Peter Foster Causey, 1855-1859).The area is between SR 14 and SR 36 from US113 to Business SR	2.50
Irish Hill Road (CR 31) Intersection with Woodlytown Road - (CR 106)and McGinnis Pond Road (CR 379). The present intersection alignment creates an unsafe condition. Woodlytown Road intersects Irish Hill Road from the north at a very sharp (or acute) angle. McGinnis Pond Road intersects from the south about a hundred feet to the east. As a result of significant residential development in this area a significant volume of traffic makes the through movement in the N-S direction. Vehicles making this movement have difficulty due to the acute intersection angle as well as a slight horizontal curve in Irish Hill Road at this location.	2.48
Webb's Lane Bike/Ped Improvements, Dover - Provide sidewalks along Webbs Ln. and handicapped ramps and a pedestrian signal at US 13	2.47
Kenton Road Corridor Upgrade, Dover - Upgrade corridor from Rte 8 to Dennys Road to an urban road standard. Improvements to include new pavement sections, sidewalks, shoulders, closed drainage systems, bicycle lanes, lighting, transit improvements and other improvements necessary to achieve the urban road standard.	2.43

APPENDIX D

2012-2015 TIP UNFUNDED PRIORITIZED PROJECTS

Adopted Priorities	Score
SR10A Walnut Shade Road and K370 Barney Jenkins Road - This proposed project is for a left turn laneoff of Walnut Shade Road for those vehicles turning into Polytech High School.	2.41
Bassett Street (Clayton) Intersection Improvements - Realign North and South Bassett Sts. and add turn lanes as appropriate	2.39
Pedestrian Crossing-US 13/Loockerman St. -Create a pedstrian crossing over US 13 and Loockerman St.	2.38
Loockerman Street and Forest Street Transportation Enhancement, Dover - Project will provide a sidewalk around the island at Forest St. and Division intersection; widened the intersection to provide median for landscaping; construct a round at Railroad St	2.35
North Dover Exit SR 1, Dover - This proposed project is for the construction of a dedicated EZPass lane with better markings at the North Dover SR 1 southbound ramp.	2.33
South State St. Corridor Improvements - SR 10 to SR 1: Create a two-way left turn lane on S. State St. from SR 10 in the north to SR 1 in the south. The section between SR 10 and Sorghum Mill Rd. may be a four-lane section. Improve pedestrian facilities, including sidewalks, crosswalks and lighting.	2.31
South State St. Intersection Improvements - Old Mill Road to SR 1: Improve intersections on S. State St. to improve traffic flow, Old Mill Road - Install a traffic signal at the intersection SR 10 - Lengthen the northbound and southbound left turn lanes on S. State St. Possibly close Locust Grove Road - Construct a separate right-turn lane on Locust Grove Rd. @ South State Street Banning Road - Construct a separate right-turn lane on Banning Road @ South State Street Ponderosa Drive - Construct a separate right-turn lane on Ponderosa Drive @ South State Street Woodleytown Road - Construct EB and WB right-turn lanes on Woodleytown Rd. and dedicated left-turn lanes on South State Street Walnut Street - Construct new turn lanes on South State Street @ Walnut Street Sophers Row Road - Install a new traffic signal at Sophers Row Road and South State St. Barkers Landing Road - Upgrade the Barkers Landing Rd / SR1 intersection	2.31
Lynnbury Woods and Morton Roads Upgrade, North of Cheswold - Upgrade Lynnbury Woods and Morton Roads to better accommodate the increase of traffic from development. Widen exisitng lanes to better handle through traffic from PPG Industries.	2.30
N. Main St.: N. of DE 300/Municipal Park to Duck Crk. Pkwy, Smyrna - Improve shoulders; add sidewalks; institute traffic calming and safety measures.	2.20
US 13 Wayfinding Signs, Dover -Install overhead signs for major intersections along US 13 in Dover that inform the travelling public of the current cross street and distance to the next major cross street	2.18
DE 6 and DE 42 Intersection Improvements, Smyrna - conduct an operational study of DE 6 and DE 42 and roads approaching it to determine what improvements can be made to enhance safe operation of large (heavy duty) trucks and trailer along its length. Improvements should include widening the shoulders along DE 6 and improving the geometry of the DE 6/42 intersections.	2.10
Tar Ditch Storm Drainage System, Dover - This project request the installation of a second 66 inch diameter Reinforced Concrete Storm Drainage Pipe adjacent to the existing stormwater pipe to alleviate flooding on New Street after rain.	2.10
Pedestrian Crossing at US 13/Leipsic Road, Dover - Add pedestrian push buttons, striped crosswalks and lighted sign panels to the US 13 North and Leipsic Road approaches, and sidewalk where necessary.	2.05

APPENDIX D
2012-2015 TIP UNFUNDED PRIORITIZED PROJECTS

Adopted Priorities	Score
US 113, SR 1 Split - Need real time signage at US 113/SR 1 split north of Milford to divert Bethany Beach, Fenwick Island, Ocean City, MD traffic to US 113 instead of going through Lewes, Rehoboth, and Dewey Beaches.	2.03
Route 13 - From Felton north to Rodney Village. - Rush hour traffic along Rt. 13 south of Dover, and possible future problems in the entire city of Dover. The traffic is way too heavy. The speed limit is 55 but I find myself traveling at 45 or 50 in the fast lane along with hundreds of other motorists. I think Rt 1 should encircle Dover and be used as an all out Kent County Expressway, totally toll free.	1.36

APPENDIX E
Annual Listing of Projects

**Appendix E:
Annual List of Projects**

FY2012 FHWA OBLIGATIONAL PLAN 9/12/2011										FHWA STATUS OF FUNDS AND BALANCES FOR FY2012 40,798.91							
STATE PROJECT NUMBER	PROGRAM FEDERAL FUNDS	APPORT CODE	PROJECT TITLE	REASON	SUBMIT DATE	AUTH DATE	FED \$ AUTH	FUNDS OBLIGATED TO DATE	FUNDS TO BE OBLIGATED	FUND NAME	FUND	CURRENT BALANCE UPDATED	Estimated FY2010 APPORTIONMENT	Estimated FY2011 APPORTIONMENT	DIFFERENCE	PROJECTED OBLIGATIONS	UNOBLIGATED BALANCES
	4,400,000.00	L200	BARRATTS CHAPEL ROAD	CONS		X			-	INTERSTATE MAINT	04M0	5,000.06			-	-	5,000.06
	861,775.00	LY20	BOMBAY HOOK ROAD	CONS	X				-	INTERSTATE MAINT	Q010	521,085.20			-	-	521,085.20
	12,000,000.00	L1C0	BRIDGE PRESERVATION	PE.ROW.CONS			7,000,000.00	-	7,000,000.00	INTERSTATE MAINT	H010	2,319,739.41			-	-	2,319,739.41
	-	L110	BRIDGE PRESERVATION	PE.ROW.CONS			5,000,000.00	-	5,000,000.00	INTERSTATE MAINT	L010	16,220,882.89	6,022,393.00	6,030,225.00	(7,832.00)	3,000,000.00	19,251,107.89
	2,400,000.00	L1C0	BRIDGE MANAGEMENT	PE.ROW.CONS			1,400,000.00	-	1,400,000.00	INTERSTATE MAINT DISC	H020	-			-	-	-
		L110	BRIDGE MANAGEMENT	PE.ROW.CONS			1,000,000.00	-	1,000,000.00						-	-	-
		L1C0	BR1-394N	UNAC		X			-	INTERSTATE 56	0420	-			-	-	-
		L240	BR1-501, 501A,501B SR141 VIADUCT OVER SR4	UNAC			1,960,000.00	-	1,960,000.00	CONSOLIDATED PRIMARY	0100	-			-	-	-
		L230	BR1-501, 501A,501B SR141 VIADUCT OVER SR4	UNAC			1,400,000.00	-	1,400,000.00	RURAL SECONDARY	0750	-			-	-	-
		LY30	BR-65	CONS	X				-	URBAN SYSTEMS	W650	-			-	-	-
		LY20	LAKE GERAR	CONS		X			-	BRIDGE R/R ON/OFF	1140	621.07			-	-	621.07
		LY20	COMMUTER RAIL NEWARK TO WILMINGTON	CONS		X			-	BRIDGE R/R OFF	1170	-			-	-	-
		LY30	COMMUTER RAIL MIDDLETOWN TO NEWARK	CONS		X			-	BRIDGE R/R ON	1180	1,000.00			-	-	1,000.00
	100,000.00	L480	DISADVANTAGED BUSINESS ENTERPRISE	PE.ROW.CONS			125,000.00	-	125,000.00	BRIDGE R/R ON	Q100	855,902.72			-	-	855,902.72
	200,000.00	L520	SAFETY IMPROVEMENT PROGRAM RURAL ROADS	PE.ROW.CONS				-	200,000.00						-	-	-
	2,200,000.00	L530	SAFETY IMPROVEMENT PROGRAM	PE.ROW.CONS			2,000,000.00	-	2,000,000.00						-	-	-
	2,200,000.00	L530	HIGHWAY SAFETY IMPROVEMENT PROGRAM,7560,675,5900	PE.ROW.CONS			5,135,000.00	-	5,135,000.00	BRIDGE R/R ON	H100	109,277.89			-	-	109,277.89
	3,035,000.00	L530	HSP	CONS	X			-	-	BRIDGE R/R OFF	Q110	1,054,410.84			-	-	1,054,410.84
	1,200,000.00	L010	I-95 CARR ROAD AND MARSH ROAD	UNAC	X			-	-	BRIDGE R/R OFF	H110	2,681,328.80			-	-	2,681,328.80
		L050	CHRISTINA RIVER CROSSING	PE	X			-	-	BRIDGE 15% OFF	L110	1,507,086.00	2,542,038.00	1,847,306.00	694,732.00	6,000,000.00	(2,555,608.00)
		LY20	CHRISTINA RIVER CROSSING	ROW			6,880,000.00	-	6,880,000.00	BRIDGE R/R ON/OFF	Q120	70,424.27			-	-	70,424.27
		L010	I-95 SERVICE PLAZA	CONS	X			-	-	BRIDGE R/R ON/OFF	H120	-			-	-	-
	1,800,000.00	L010	I-95 LIGHTING	CONS	X			-	-	HWY BR PROG 85% ON/OFF	H1C0	-			-	-	-
	2,160,000.00	L050	INDIAN RIVER INLET BRIDGE DEMOLITION	CONS	X			-	-	HWY BR PROG 85% ON/OFF	L1C0	816,118.95	14,302,883.00	10,458,064.00	3,834,819.00	8,860,000.00	2,424,182.95
		L240	INTERSECTION IMPROVEMENTS	CONS			1,600,000.00	-	1,600,000.00						-	-	-
		L010	INTERSTATE PAVING	CONS	X			-	-	REDISTRIBUTE OF AUTH	Q030	-			-	-	-
		L200	LOCKERMANN ST/FOREST AVENUE	CONS	X			-	-	REDISTRIBUTE OF AUTH	H030	593,720.00			-	-	593,720.00
	170,000.00	4380	PLANNING - LOCAL TRANSPORTATION ASSISTANCE PROGRAM	PLAN				-	170,000.00	REDISTIB CERTAIN AUTHOR	L030	893,958.00	838,470.00	-		-	893,958.00
	1,472,635.00	L450	PLANNING - METROPOLITAN PLANNING ORGANIZATION /FHWA	PLAN			1,472,400.00	-	1,472,400.00	BRIDGE DISCRETIONARY	H060	0.33			-	-	0.33
	90,642.00	L130	MOTOR FUEL TAX COMPLIANCE AND ANTI TAX EVASION	PRO				-	90,642.00	BRIDGE DISCRETIONARY	H070	-			-	-	-
		L010	NORTH DISTRICT OPEN END DRAINAGE	CONS	X			-	-	BRIDGE DISCRETIONARY	H070	-			-	-	-
		L010	NORTH DISTRICT STRUCTURAL MAINTENANCE	CONS	X			-	-	URBAN - 200,000	3A40	-			-	-	-
	12,800,000.00	L050	PAVEMENT REHABILITATIONS	CONS	X		4,800,000.00	-	-	URBAN - 200,000	Q200	86,628.68			-	-	86,628.68
		L230	PAVEMENT REHABILITATIONS	CONS			4,800,000.00	-	4,800,000.00	URBAN - 200,000	H200	691,132.17			-	-	691,132.17
		L230	PAVEMENT REHABILITATIONS	CONS			1,200,000.00	-	1,200,000.00	URBAN - 200,000	L200	4,891,002.43	4,691,607.00	5,253,813.00	(562,206.00)	1,400,000.00	8,744,815.43
	1,975,000.00	L550	PLANNING - STATEWIDE & REGIONAL PLANNING	PLAN				-	1,975,000.00	OPT SAFETY	33A0	-			-	-	-
	596,900.00	L560	PLANNING - STATEWIDE & REGIONAL PLANNING	PLAN			662,000.00	-	662,000.00	OPT SAFETY	Q210	4,058.43			-	-	4,058.43
		LY30	POMEROY BIKE TRAIL	CONS				-	-	OPT SAFETY	H210	0.30			-	-	0.30
	550,000.00	L540	RAIL CROSSING SAFETY	CONS			550,000.00	-	550,000.00	HSP HIGH RISK RURAL ROAD	L520	2,295,500.00	450,000.00	450,000.00	200,000.00	2,545,500.00	-
	550,000.00	L550	RAIL CROSSING SAFETY	CONS			550,000.00	-	550,000.00	HSP	L530	3,580,253.68	5,286,935.00	5,711,538.00	(424,623.00)	7,135,000.00	2,165,811.68
	854,068.00	L940	REC TRAILS	CONS			854,000.00	-	854,000.00	TRANS ENHANCEMENTS	33B0	1,000.00			-	-	1,000.00
	99,000.00	LU10	SAFE ROUTES TO SCHOOL	PLAN			99,000.00	-	99,000.00	TRANS ENHANCEMENTS	Q220	137,816.74			-	-	137,816.74
	693,000.00	LU20	SAFE ROUTES TO SCHOOL	CONS			693,000.00	-	693,000.00	TRANS ENHANCEMENTS	H220	151,427.49			-	-	151,427.49
	198,000.00	LU30	SAFE ROUTES TO SCHOOL	CONS			198,000.00	-	198,000.00	TRANS ENHANCEMENTS	L220	3,945,804.44	3,478,182.00	3,691,044.00	(212,862.00)	3,400,000.00	4,236,848.44
	800,000.00	L050	SIGNAGE & PAVEMENT MARKINGS	CONS	X			-	-	URBAN 200,000+	33C0	13,035.78			-	-	13,035.78
	2,400,000.00	L050	SR 1, REHOBOTH CANAL TO NORTH OF FIVE POINTS, PEDESTRAIN IMPROVEMENTS SIDEWALKS	CONS	X		2,000,000.00	-	-	URBAN 200,000+	Q230	256,330.91			-	-	256,330.91
	400,000.00	L050	SR 1 DEWEY PEDESTRIAN	CONS	X			-	-	URBAN 200,000+	H230	496,812.46			-	-	496,812.46
	2,480,000.00	L050	SR 1A DEWEY PEDESTRIAN	CONS	X			-	-	URBAN 200,000+	L230	13,796,217.58	11,489,991.00	12,308,579.00	(818,588.00)	19,320,000.00	6,784,796.58
	600,000.00	L010	I-95, MARYLAND LINE TO I-295 PROGRAM -SR 1A- 95 INTERCHANGE	PE		X		-	-	STATE FLEXIBILITY	33D0	244,698.98			-	-	244,698.98
	25,000,000.00	L050	I-95, MARYLAND LINE TO I-295 PROGRAM -SR 1A- 95 INTERCHANGE	UNAC			24,600,000.00	-	24,600,000.00	STATE FLEXIBILITY	Q240	121,980.04			-	-	121,980.04
	7,000,000.00	L230	I-95, MARYLAND LINE TO I-295 PROGRAM -SR 1A- 95 INTERCHANGE	CONS	X			-	-	STATE FLEXIBILITY	H240	59,046.68			-	-	59,046.68
		L240	I-95, MARYLAND LINE TO I-295 PROGRAM -SR 1A- 95 INTERCHANGE	UNAC			9,000,000.00	-	9,000,000.00						-	-	-
		L220	I-95, MARYLAND LINE TO I-295 PROGRAM -SR 1A- 95 INTERCHANGE	UNAC			6,400,000.00	-	6,400,000.00	STATE FLEXIBILITY	L240	7,116,422.57	11,636,517.00	11,349,960.00	286,557.00	19,760,000.00	(1,293,617.43)
	42,381.00	L490	TECHNOLOGY - SUMMER INTERN PROGRAM	CONS			45,000.00	-	-	AREAS -5000	33E0	359,049.42			-	-	359,049.42
	3,800,000.00	L010	I-95 TOLL PLAZA REHABILITATION AND HIGHWAY SPEED E-ZPASS IMPROVEMENTS	CONS			3,000,000.00	-	3,000,000.00	AREAS -5000	Q250	105,330.77			-	-	105,330.77
		L400	I-95 TOLL PLAZA REHABILITATION AND HIGHWAY SPEED E-ZPASS IMPROVEMENTS	CONS			6,000,000.00	-	6,000,000.00	AREAS -5000	H250	956,797.70			-	-	956,797.70
	1,640,000.00	L050	SR 1 DEWEY PEDESTRIAN	UNAC	X			-	-	AREAS -5000	L250	(5,297,617.71)	3,199,729.00	3,199,730.00	(1.00)	2,000,000.00	(4,097,887.71)
		L050	SR1 TRUCK WEIGH STATION	CONS	X			-	-	PROTECT DEVICES	33M0	-			-	-	-
		L230	SR4 CHRISTIANA PARKWAY	CONS	X			-	-	PROTECT DEVICES	Q260	2,700.00			-	-	2,700.00
		L240	SR 24 - SR30 TO LOVE CREEK	CONS	X			-	-	PROTECT DEVICES	H260	-			-	-	-
	4,016,000.00	L240	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	ROW	X			-	-	RAIL/HWY PROTECT DEVICES	L550	258,031.80	550,000.00	550,000.00	-	550,000.00	258,031.80
	8,900,000.00	L240	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	CONS	X		1,000,000.00	-	-	ELIM OF HAZARDS	33N0	43,412.75			-	-	43,412.75
	4,000,000.00	L250	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	CONS	X		1,000,000.00	-	-	ELIM OF HAZARDS	Q270	336,014.88			-	-	336,014.88
24-112-01		L240	SR 54 MAINLINE IMPROVEMENTS	ROW				-	-	ELIM OF HAZARDS	H270	295,368.66			-	-	295,368.66
24-112-01		L240	SR 54 MAINLINE IMPROVEMENTS	UNAC	X		3,000,000.00	-	3,000,000.00	HAZARD ELIMINATION	L400	-			-	-	-
		L230	SR141 - SR2 KIRKWOOD HCY TO FAULKLAND RD	LANDSCAPING			600,000.00	-	-	HAZARD ELIMINATION	33P0	41,399.67			-	-	41,399.67
			RIDESHARE - TRANSPORTATION MANAGEMENT IMPROVEMENTS	PLAN			720,000.00	-	720,000.00	HAZARD ELIMINATION	Q280	2,334,269.94			-	-	2,334,269.94
	360,000.00	L400	IMPROVEMENTS	PLAN			720,000.00	-	720,000.00	HAZARD ELIMINATION	H280	1,656,650.00			-	-	1,656,650.00
	1,429,300.00	L400	407 OVER THE ROAD ROUTE 301 DOVER/WILMINGTON	PRO			1,518,000.00	-	1,518,000.00	RAIL/HWY CROSS HAZA ELIM	L540	1,609,422.50	550,000.00	550,000.00	-	550,000.00	1,609,422.50
	3,400,000.00	L220	TRANSPORTATION ENHANCEMENTS	CONS			2,240,000.00	-	3,400,000.00	RAIL HIGHWAY CROSS	1390	-			-	-	-
	4,240,000.00	L400	TRANSPORTATION MANAGEMENT IMPROVEMENTS	CONS			2,240,000.00	-	2,240,000.00	SPR - PLANNING	Q550	130,918.29			-	-	130,918.29
		disc	TRANSPORTATION MANAGEMENT IMPROVEMENTS				2,000,000.00	-	2,000,000.00						-	-	-
		L240	TRANSPORTATION MANAGEMENT IMPROVEMENTS	CONS			1,600,000.00	-	1,600,000.00	SPR - PLANNING	H550	-			-	-	-
		LY20	U OF DELAWARE BIKE & PEDESTRIAN PATH	CONS	X			-	-	SPR - PLANNING	L550	875,639.00	1,967,299.00	2,041,517.00	(74,218.00)	1,975,000.00	942,156.00
		LY30	U OF DELAWARE FUEL CELL	CONS	X			-	-	SPR - RESEARCH	Q560	156,258.70			-	-	156,258.70
	7,000,000.00	L230	US 13, PHILADELPHIA PIKE, CLAYMONT TRANSPORTATION PLAN IMPLEMENTATION	CONS	X			-	-	SPR - RESEARCH	H560	-			-	-	-
	2,400,000.00	L200	US 13 FROM SOUTH COURT STREET TO LOCKERMAN STREET	ROW	X			-	-	SPR - RESEARCH	L560	323,749.44	655,766.				

**Appendix E:
Annual List of Projects**

FY2012 FHWA OBLIGATIONAL PLAN 9/12/2011										FHWA STATUS OF FUNDS AND BALANCES FOR FY2012 40,798.91							
STATE PROJECT NUMBER	PROGRAM FEDERAL FUNDS	APPORT CODE	PROJECT TITLE	REASON	SUBMIT DATE	AUTH DATE	FED \$ AUTH	FUNDS OBLIGATED TO DATE	FUNDS TO BE OBLIGATED	FUND NAME	FUND	CURRENT BALANCE UPDATED	Estimated FY2010 APPORTIONMENT	Estimated FY2011 APPORTIONMENT	DIFFERENCE	PROJECTED OBLIGATIONS	UNOBLIGATED BALANCES
			US 40, PULASKI HIGHWAY & SR 72, WRANGLE HILL ROAD (INCLUDES DEL LAWS ROAD INTERSECTION)			X		-	-	SCENIC BYWAYS	H970	-			-	-	-
			US 301, MARYLAND STATE LINE TO SR 1	PE		X				RESTORATION	3170	-			-	-	-
	3,600,000.00	L230	WASHINGTON STREET NEW CASTLE	UNAC			5,920,000.00		5,920,000.00	NATIONAL HIGHWAY	3150	10,239.58			-	-	10,239.58
	(5,000,000.00)	LY20	WILMINGTON TRAIN STATION	CONS				-	(5,000,000.00)	NATIONAL HIGHWAY	Q050	310,196.92			-	-	310,196.92
	3,000,000.00	L050	SR 1 & SR 30 GRADE SEPARATED INTERSECTION	CONS			5,000,000.00	-	5,000,000.00	NATIONAL HIGHWAY	L050	(6,390,328.65)	50,770,637.00	53,018,737.00	(2,248,100.00)	57,800,000.00	(11,131,591.65)
	2,800,000.00	L050	SR 1, SOUTH FREDERICA GRADE SEPARATED INTERSECTION	ROW		X			-	METRO PLAN/RD&TT	860	244,274.94				-	244,274.94
	3,000,000.00	L050	SR 1, SOUTH FREDERICA GRADE SEPARATED INTERSECTION	CONS		X			-	METRO PLAN/RD&TT	81	181,684.59			-	-	181,684.59
	-	L240	SR 9, NEW CASTLE AVE., 3RD STREET TO HEALD STREET	PD			400,000.00	-	400,000.00	PLANNING & RESEARCH 1 1/2% H	800	3,447.20			-	-	3,447.20
	8,000,000.00	L050	US113, NORTH/SOUTH IMPROVEMENTS	PE		X		-	-	PLANNING	Q450	1,000.00			-	-	1,000.00
	8,000,000.00	L050	US113, NORTH/SOUTH IMPROVEMENTS	ROW		X		-	-	PLANNING	H450	567,603.99			-	-	567,603.99
	12,000,000.00	L050	US113, NORTH/SOUTH IMPROVEMENTS	CONS		X		-	-	METRO PLANNING	L450	554,131.24	1,472,635.00	1,519,833.00	(47,198.00)	1,472,400.00	601,564.97
	8,960,000.00	L200	WEST DOVER CONNECTOR	PE			1,400,000.00		1,400,000.00	CONGEST MITIGATION	3200	1,180,085.94			-	-	1,180,085.94
		L200	WEST DOVER CONNECTOR	CONS		X		-	-	CONGEST MITIGATION	H400	88,000.00			-	-	88,000.00
	400,000.00	L230	SR 2 ELKTON ROAD - CASHO MILL ROAD TO DELAWARE AVENUE	UNAC		X	5,000,000.00	-	5,000,000.00	CONGEST MITIGATION	L400	15,524,945.87	9,381,479.00	10,049,555.00	(668,076.00)	10,478,000.00	15,096,500.87
	19,000,000.00	L230	SR 2 ELKTON ROAD - MD LINE TO CASHO MILL RD	UNAC		X		-	-	COVERED BRIDGES (100%)	9B40	-			-	-	-
			SR 2, SOUTH UNION STREET FROM RAILROAD BRIDGE TO SYCAMORE STREET, WILMINGTON	UNAC			1,600,000.00	-	1,600,000.00	NATIONAL REC TRAILS	Q940	-			-	-	-
	3,200,000.00	L230	SR141/I-95 INTERCHANGE	PE		X	1,000,000.00	-	-	NATIONAL REC TRAILS	H940	-			-	-	-
25-106-02	2,790,000.00	L010	SR141/I-95 INTERCHANGE	UNAC		X	13,600,000.00	-	13,600,000.00	NATIONAL REC TRAILS	L940	1,635,595.00	797,503.00	884,768.00	(87,265.00)	854,000.00	1,666,363.00
	6,800,000.00	L050	I-95/I-202 INTERCHANGE	UNAC		X		-	-	LTAP	Q890	-			-	-	-
	2,000,000.00	L230	I-95/I-202 INTERCHANGE	UNAC		X		-	-	LTAP	H890	-			-	-	-
23-016-01		L200	CARTER ROAD (K137), SUNNYSIDE ROAD TO WHEATLEY'S POND ROAD, SMYRNA	UNAC		X		-	-	LTAP	H890	-			-	-	-
23-073-03	7,200,000.00	L1C0	BR 3-156, ON SR 1 OVER INDIAN RIVER INLET ROADWAYS & APPROACHES PHASE II	CONVERT			460,000.00		460,000.00	LTAP	37A0	-			-	-	-
		L240	BR 3-156, ON SR 1 OVER INDIAN RIVER INLET ROADWAYS & APPROACHES PHASE II	CONVERT			1,000,000.00		1,000,000.00								
		L050	BR 3-156, ON SR 1 OVER INDIAN RIVER INLET ROADWAYS & APPROACHES PHASE II	CONVERT			10,000,000.00		10,000,000.00								
24-119-01		L230	US 40, PULASKI HIGHWAY & SR 72, WRANGLE HILL ROAD (INCLUDES DEL LAWS ROAD INTERSECTION)	CONS				-	-	LOCAL TECH ASSIST PGRM	4380	240,000.00	50,000.00	50,000.00		290,000.00	
24-122-01	2,240,000.00	L050	SR 1, BAY ROAD/K19, THOMPSONVILLE ROAD INTERSECTION IMPROVEMENTS	ROW		X		-	-	OP MOT VEH/INTOX	H080	81,170.21			-	-	81,170.21
24-122-01	10,000,000.00	L050	SR 1, BAY ROAD/K19, THOMPSONVILLE ROAD INTERSECTION IMPROVEMENTS	CONS		X		-	-	SURF TRAN RSCH-STRUCTURES	HX80	-			-	-	-
24-122-02	8,000,000.00	L050	SR 1, LITTLE HEAVEN GRADE SEPARATED INTERSECTION	CONS			3,000,000.00	-	3,000,000.00	MINIMUM GUAR - LIMIT	Q780	-			-	-	-
		L210	SR 1, LITTLE HEAVEN GRADE SEPARATED INTERSECTION	CONS			3,600,000.00	-	3,600,000.00	MINIMUM GUAR - LIMIT	H780	-			-	-	-
26-073-03		L050	BR 3-156, INDIAN RIVER INLET - BRIDGE REPLACEMENT, DESIGN-BUILD	UN AC		X	7,895,500.00		-	NITTEC RESEARCH & TECH	3730	17,821.00			-	-	17,821.00
26-073-03		H100	BR 3-156, INDIAN RIVER INLET - BRIDGE REPLACEMENT, DESIGN-BUILD	UN AC		X			-	IVHS	3900	39,029.61			-	-	39,029.61
26-073-03	12,981,222.00	LY20	BR 3-156, INDIAN RIVER INLET - BRIDGE REPLACEMENT, DESIGN-BUILD	UNAC		X			-	ITS	3260	1,000.00			-	-	1,000.00
	257,324,923.00									LITHIUM FIELD TREATMENT	QX50	-			-	-	-
							175,486,900.00	-	160,717,042.00	MIN BUSINESS ENTERPRISE	Q480	-			-	-	-
	134,900,000.00	FY2012 OBLIGATIONAL AUTHORITY							8,880,000.00	MIN BUSINESS ENTERPRISE	H480	-			-	-	-
	8,880,000.00	FY2012 SPECIAL LIMITATION EARMARK OBLIGATIONAL AUTHORITY								SUPPORTIVE SERVICES	Q490	-			-	-	-
	257,324,923.00	FY2012 ORIGINAL PLANNED OBLIGATIONS								SUPPORTIVE SERVICES	H490	-			-	-	-
	160,717,042.00	FY2012 BALANCE OF PLANNED OBLIGATIONS								SAFE RTS TO SCHOOL PROG	HU10	3,000.00	100,000.00	100,000.00		99,000.00	4,000.00
	0.00	FY2012 OBLIGATIONS TO DATE								SAFE RTS TO SCHOOL INFR	HU20	-			-	-	-
	(16,937,042.00)	FY2012 BALANCE OF OBLIGATIONAL AUTHORITY								SAFE RTS TO SCHOOL INFR	LU20	365,076.84	700,000.00	700,000.00		693,000.00	372,076.84
										SAFE RTS TO SCHOOL EITHER	HU30	-			-	-	-
										SAFE RTS TO SCHOOL EITHER	LU30	6,000.00	200,000.00	200,000.00		198,000.00	8,000.00
										TRANS RESEARCH PLAN	Q670	4,986.53			-	-	4,986.53
ADVANCED CONSTRUCTION PROJECTS REMAINING										TOTAL		85,202,548.13	131,134,064.00	130,655,195.00	(359,601.00)	146,406,400.00	69,451,343.13
		L010	I-95 CARR ROAD AND MARSH ROAD	AC BALANCE			-		-								
		L010	I-95 CARR ROAD AND MARSH ROAD	CONVERT			-		-								
		L1C0	BR1-501, 501A/501B SR141 VIADUCT OVER SR4	AC BALANCE			3,360,000.00		-								
		L1C0	BR1-501, 501A/501B SR141 VIADUCT OVER SR4	CONVERT			3,360,000.00		-								
		L050	SR 1 & SR 30 GRADE SEPARATED INTERSECTION	AC BALANCE			4,600,000.00		-	ALLOCATED FUNDS							
		L050	SR 1 & SR 30 GRADE SEPARATED INTERSECTION	CONVERT			-		-								
		L010	I-95 TURNPIKE TOLL PLAZA	AC BALANCE			-		-	HIGHWAY USE TX EVASION	H960	-			-	-	-
		L010	I-95 TURNPIKE TOLL PLAZA	CONVERT			-		-	MOTOR FUEL TAX COMPL	Q960	-			-	-	-
		L050	SR 1, REHOBOTH CANAL TO NORTH OF FIVE POINTS, PEDESTRAIN IMPROVEMENTS SIDEWALKS	AC BALANCE			-		-	ITS STDS RESCH OP TEST	Q720	-			-	-	-
		L050	SR 1, REHOBOTH CANAL TO NORTH OF FIVE POINTS, PEDESTRAIN IMPROVEMENTS SIDEWALKS	CONVERT			-		-	LTAP	37P0	-			-	-	-
		L240	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	AC BALANCE			-		-	ITS DEPLOYMENT - METL *	Q780	674,275.33			-	-	674,275.33
		L240	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	CONVERT			-		-	ITS DEPLOYMENT - METL *	H780	-			-	-	-
		L200	WEST DOVER CONNECTOR	AC BALANCE			-		-	TECH DEPLOY PRG-INNOV BR	QX20	11,447.00			-	-	11,447.00
		L050	SR 1, SOUTH FREDERICA	AC BALANCE			-		-	TECH DEPLOY PRG-INNOV BR	HX20	-			-	-	-
24-122-01		L050	SR 1, BAY ROAD/K19, THOMPSONVILLE ROAD INTERSECTION IMPROVEMENTS	AC BALANCE			-		-	TRAN COMM SYS PRES ST TEA21	Q680	-			-	-	-
24-122-01		L050	SR 1, BAY ROAD/K19, THOMPSONVILLE ROAD INTERSECTION IMPROVEMENTS	CONVERT			-		-	TOTAL		685,722.33	-	-	-	-	685,722.33
24-122-02		L050	SR 1, LITTLE HEAVEN GRADE SEPARATED INTERSECTION	AC BALANCE			29,400,000.00		-	FUNDS SUBJECT SO SPECIAL LIMITATION							
24-122-02		L050	SR 1, LITTLE HEAVEN GRADE SEPARATED INTERSECTION	CONVERT			-		-								
		L010	I-95, MARYLAND LINE TO I-295 PROGRAM -SR 1A- 95 INTERCHANGE	AC BALANCE			105,200,000.00		-	SEC 115 UNOBL. BALANCE	H170	1,588,045.74			-	-	1,588,045.74
		L050	I-95, MARYLAND LINE TO I-295 PROGRAM -SR 1A- 95 INTERCHANGE	CONVERT			24,600,000.00		-	GRANTS SUP PLAN HWY STP SEC	H660	-			-	-	-
		L240	I-95, MARYLAND LINE TO I-295 PROGRAM -SR 1A- 95 INTERCHANGE	CONVERT			9,000,000.00		-								
		L230	I-95, MARYLAND LINE TO I-295 PROGRAM -SR 1A- 95 INTERCHANGE	CONVERT			6,400,000.00		-								
25-106-02		L050	I-95/I-202 INTERCHANGE	AC BALANCE			21,500,000.00		-	MINIMUM GUAR - SPEC	Q760	535,689.54			-	-	535,689.54
25-106-02		L050	I-95/I-202 INTERCHANGE	CONVERT			13,600,000.00		-	MINIMUM GUAR - SPEC	H760	-			-	-	-
		L1C0	BR 3-156, INDIAN RIVER INLET - BRIDGE REPLACEMENT	AC BALANCE			-		-	EQUITY BONUS LIMITATION	L220	9,510,214.78	4,019,339.00	5,467,360.00	(1,448,021.00)	6,400,000.00	8,577,574.78
		L230	SR 2, ELKTON ROAD, CASHO MILL RD TO DELAWARE AVENUE	AC BALANCE			5,000,000.00		-	HIGH PRIORITY PROJECTS	Q920	770,879.00			-	-	770,879.00
		L230	SR 2, ELKTON ROAD, CASHO MILL RD TO DELAWARE AVENUE	CONVERT			5,000,000.00		-	SPECIAL LIMITATION TOTAL		12,464,879.96	4,019,339.00	5,467,360.00	(1,448,021.00)	6,400,000.00	11,472,189.06
		L230	WASHINGTON STREET, NEW CASTLE	AC BALANCE			5,920,000.00		-								
		L230	WASHINGTON STREET, NEW CASTLE	CONVERT			5,920,000.00		-								

**Appendix E:
Annual List of Projects**

FY2012 FHWA OBLIGATIONAL PLAN 9/12/2011										FHWA STATUS OF FUNDS AND BALANCES FOR FY2012 40,798.91							
STATE PROJECT NUMBER	PROGRAM FEDERAL FUNDS	APPORT CODE	PROJECT TITLE	REASON	SUBMIT DATE	AUTH DATE	FED \$ AUTH	FUNDS OBLIGATED TO DATE	FUNDS TO BE OBLIGATED	FUND NAME	FUND	CURRENT BALANCE UPDATED	Estimated FY2010 APPORTIONMENT	Estimated FY2011 APPORTIONMENT	DIFFERENCE	PROJECTED OBLIGATIONS	UNOBLIGATED BALANCES
		L1C0	BR 3-156, ON SR 1 OVER INDIAN RIVER INLET ROADWAYS & APPROACHES PHASE II	AC BALANCE			11,460,000.00										
		L1C0	BR 3-156, ON SR 1 OVER INDIAN RIVER INLET ROADWAYS & APPROACHES PHASE II	CONVERT			460,000.00										
		L240	BR 3-156, ON SR 1 OVER INDIAN RIVER INLET ROADWAYS & APPROACHES PHASE II	CONVERT			1,000,000.00										
		L050	BR 3-156, ON SR 1 OVER INDIAN RIVER INLET ROADWAYS & APPROACHES PHASE II	CONVERT			10,000,000.00										
		L240	SR 54, MAINLINE IMPROVEMENTS	AC BALANCE			3,000,000.00										
		L240	SR 54, MAINLINE IMPROVEMENTS	CONVERT			3,000,000.00										
		L010	I-95 TOLL PLAZA REHABILITATION AND HIGHWAY SPEED E-ZPASS IMPROVEMENTS	AC BALANCE			25,400,000.00										
		L010	SR141/I-95 INTERCHANGE	AC BALANCE			-										
		L010	SR141/I-95 INTERCHANGE	CONVERT			-										
		L230	SR 2, SOUTH UNION STREET FROM RAILROAD BRIDGE TO SYCAMORE STREET, WILMINGTON	AC BALANCE			2,200,000.00										
		L230	SR 2, SOUTH UNION STREET FROM RAILROAD BRIDGE TO SYCAMORE STREET, WILMINGTON	CONVERT			1,600,000.00										
		L050	US 13 SEAFORD INTERSECTION IMPROVEMENTS	AC BALANCE			4,000,000.00										
		LS30	HIGHWAY SAFETY IMPROVEMENT PROGRAM,7560,675,5900	AC BALANCE			9,000,000.00										
			CURRENT AC BALANCE				230,140,000.00			SPECIAL FUNDS							
			PLAN END OF YEAR AC BALANCE				146,200,000.00			DELAWARE MEMORIAL	D010	1,300,000.00	-	-	-	1,300,000.00	
										BRIDGE DISCRETIONARY	Q060	-	-	-	-	-	
										MINIMUM GUAR - EXEMPT	Q770	-	-	-	-	-	
										MINIMUM GUAR - EXEMPT	H770	-	-	-	-	-	
										EQUITY BONUS EXEMPT LIM	LZ10	2,850,797.15	1,284,179.00	1,746,822.00	(462,643.00)	3,600,000.00	997,619.15
										HIGH PRIORITY - SEC 1702	HY10	334,367.76	-	-	-	-	334,367.76
										HIGH PRIORITY - SEC 1702	LY10	(288,827.76)	-	-	-	-	(288,827.76)
										HIGH PRIORITY - SEC 117	LY20	28,159,374.32	-	-	-	-	21,279,374.32
										HIGH PRIORITY - SEC 117	HY20	7,543,676.90	-	-	-	6,880,000.00	7,543,676.90
										TRANSPORTATION IMP PROJ	LY30	6,653,377.58	-	-	-	-	6,653,377.58
										2006 SURFACE TRANS. PROJ	LY60	5,222,250.00	-	-	-	-	5,222,250.00
										ER 2004 HURRICANES ADDL FUND	0930	873,760.00	-	-	-	-	873,760.00
										ER 2004 HURRICANES INFRA	0950	88,093.68	-	-	-	-	88,093.68
										INNOVATIVE BRIDGE	Q190	-	-	-	-	-	-
										SFC TRANS RESEARCH	QR60	-	-	-	-	-	-
										TRANS-COM SYS PILOT PRG	92C0	-	-	-	-	-	-
										IM DISCRETIONARY	Q030	-	-	-	-	-	-
										EMERGENCY FED AIDE	09V0	1,238,921.55	-	-	-	-	1,238,921.55
										EMERGENCY FED AIDE	09X0	-	-	-	-	-	-
										SPECIAL FUNDS TOTAL		53,975,791.16	1,284,179.00	1,746,822.00	(462,643.00)	10,480,000.00	45,242,613.18
										OTHER FUNDS							
										MOTOR CARRIER SAFETY GRANT	2120	2,001.50	-	-	-	-	2,001.50
										FMCSA SAFETY GRANTS	2A20	-	-	-	-	-	-
										CIL	21C0	11.50	-	-	-	-	11.50
										FMCSA BEPO-DL & SSN VERIFY	5G20	-	-	-	-	-	-
										NEW ENTRANTS SAFETY AUDITS	NEO0	-	-	-	-	-	-
										MINORITY BUSINESS	12C0	0.31	-	-	-	-	0.31
										TOTAL OTHER		2,013.31					2,013.31
										ALL FUNDS, GRAND TOTAL		152,270,904.01	136,437,582.00	137,869,377.00	(2,270,265.00)	163,286,400.00	126,853,881.01
										OBLIGATIONAL AUTHORITY							
														134,369,377.00 (24,966,004.00)			

APPENDIX F
Population and Employment Estimates

APPENDIX F

Population and Housing Estimates

Transportation Analysis Zone Number	Population Projected for 2015	Population Projected for 2040	Occupied Housing Units Projected for 2015	Occupied Housing Units Projected for 2040
K001	256	267	90	94
K002	1627	1604	553	546
K003	1555	1561	544	546
K004	628	730	214	248
K005	1051	1000	369	351
K006	67	70	23	24
K007	411	520	142	180
K008	2020	2000	699	692
K009	2100	2200	727	761
K010	775	857	291	322
K011	207	216	79	83
K012	2503	2960	941	1113
K013	650	745	253	290
K014	1172	1391	409	485
K015	182	191	71	74
K016	2000	2100	709	745
K017	696	782	242	272
K018	1740	1688	677	657
K019	91	95	33	35
K020	1318	1872	481	683
K021	920	970	335	353
K022	444	500	161	182
K023	496	527	184	195
K024	3207	3985	1283	1594
K025	304	700	122	280
K026	398	446	147	165
K027	811	891	300	330
K029	1201	1200	438	438
K054	229	239	93	97
K055	275	287	112	117
K056	1494	1732	607	704
K057	881	880	352	352
K058	397	419	159	168
K059	1880	1880	752	752
K060	181	189	74	77
K074	1801	2018	823	921
K075	2520	2550	1151	1164
K076	1543	1619	947	993
K077	1041	1100	513	542
K078	312	328	147	154
K079	1948	2037	959	1003
K080	2120	2220	865	906
K081	2158	3252	867	1306
K082	1060	1111	426	446
K083	1222	1283	481	505
K084	754	792	297	312
K085	287	300	134	140
K086	332	926	126	351
K087	3085	4242	1318	1813
K088	2747	3069	1081	1208
K089	1188	1433	468	564
K090	570	687	224	270
K091	2758	2942	1086	1158
K092	2357	2656	947	1067
K093	3119	3446	1110	1226
K094	1147	1338	452	527
K095	864	1042	332	401

APPENDIX F

Population and Housing Estimates

Transportation Analysis Zone Number	Population Projected for 2015	Population Projected for 2040	Occupied Housing Units Projected for 2015	Occupied Housing Units Projected for 2040
K096	3070	3685	1209	1451
K097	1646	1729	648	681
K098	2092	2192	844	884
K099	1680	1760	637	667
K100	463	503	174	188
K101	334	350	127	133
K102	104	125	39	47
K103	1509	1820	490	591
K104	411	446	153	166
K105	458	1140	171	425
K106	1306	1575	487	588
K107	3520	3724	1734	1834
K108	126	134	48	51
K109	362	398	123	135
K110	880	1062	354	426
K111	359	398	140	155
K112	445	503	170	192
K113	253	265	85	89
K114	211	220	86	89
K115	2105	2488	852	1007
K116	297	328	120	132
K117	64	70	26	28
K118	190	200	81	85
K119	69	72	30	31
K120	448	475	136	144
K121	2832	2999	861	911
K122	283	330	95	111
K123	1939	2331	683	821
K124	669	855	259	331
K125	1690	2096	643	797
K126	1156	1387	448	538
K127	692	726	268	281
K128	449	506	171	192
K129	1678	1770	615	648
K130	279	650	113	264
K131	504	608	185	223
K132	1485	1777	538	644
K133	1156	1233	424	452
K134	1165	1644	422	596
K139	1873	2258	847	1022
K142	978	1313	385	517
K207	480	813	195	330
K208	602	728	237	287
K209	1068	1292	434	525
K210	750	1320	278	489
K211	377	710	140	263
K212	276	403	106	155
K213	1379	2050	561	833
K214	313	332	119	126
K215	0	0	0	0
K216	399	469	152	178
K217	3092	3592	1089	1265
K218	1181	1424	383	462
K219	1226	1478	398	480
K220	1299	1567	526	634
K221	2773	3321	1088	1302
K222	2182	2500	758	868
K223	3067	3666	1029	1230

APPENDIX F

Population and Housing Estimates

Transportation Analysis Zone Number	Population Projected for 2015	Population Projected for 2040	Occupied Housing Units Projected for 2015	Occupied Housing Units Projected for 2040
K224	3694	4328	1248	1462
K225	584	631	229	247
K226	362	396	138	151
K227	384	463	146	177
K228	119	124	40	42
K229	1661	2003	577	696
K230	910	1098	316	381
K231	1838	2216	701	846
K232	1087	1256	371	429
K233	978	1140	365	425
K234	999	1165	351	409
K235	2399	2893	944	1139
K236	737	1444	283	555
K237	3001	3618	1181	1425
K238	165	200	64	77
K239	1329	1603	511	617
K240	1597	1862	605	705
K241	216	266	82	101
K242	2216	2505	833	942
K243	1012	1166	386	445
K244	314	438	114	159
K245	68	71	24	26
K246	322	351	151	165
K247	362	377	170	177
K248	332	346	156	163
K249	1629	1736	765	815
K250	961	1011	371	390
K251	77	80	30	31
K252	1135	1184	458	477
K253	287	305	116	123
K254	1085	1140	419	440
K255	265	277	100	105
K256	686	719	260	272
K257	1697	1802	790	838
K258	704	849	287	347
K259	826	1396	353	597
K260	2291	2300	895	898
K261	50	53	19	20
K262	3174	3828	1250	1507
K263	382	403	163	172
K264	1836	2143	706	824
K265	126	142	51	57
K266	4235	4667	1445	1593
N200	0	0	0	0
N322	95	684	37	264
N339	175	554	68	214
S1081	1334	2653	568	1129
S1083	1072	1344	456	572
S1084	674	1051	287	447
S1085	1186	1714	504	729
S1086	1647	3149	701	1166
S1087	3047	3426	1297	1458
S1088	1155	3963	491	1690
S1089	232	312	99	133
S1090	1317	3641	560	1549

APPENDIX G

1. Amendment Adopted September 7, 2011

APPENDIX G

1. Amendment Adopted September 7, 2011

Background

In July 2011, the Delaware Department of Transportation requested that the Dover/Kent County Metropolitan Planning Organization (the MPO) Fiscal Year (FY) 2012-2015 Transportation Improvement Program (TIP) be amended to include projects funded in the FY 2012 Capital Transportation Program (CTP). The CTP was adopted by the Delaware State Legislature for the FY 2012 Bond Bill. The Bond Bill allocated limited anticipated funds for transportation projects that were reasonably expected to proceed. These amendments were adopted by the Dover/Kent County MPO in September 2011. This narrative describes how the MPO met the requirements of SAFETEA-LU with regard to these TIP amendments.

The amendments comprised primarily significant changes in funding or timing of projects included in the initially adopted TIP. Four specific projects were identified that required amendments; The DE 8 Hazletville Road connector to support traffic of the new Dover High School, the SR 1, DE 30 Grade Separated Intersection in Milford, the Dover Maintenance Building – Lift Replacement, and the Dover Bus Parking Reconfiguration. In addition, the MPO implemented a blanket amendment of the Statewide projects included in the TIP.

Priority Process

Projects considered for inclusion in the TIP were prioritized using a numerical scoring system to reflect qualitative ratings based on transportation system data. This process was developed by members of the PAC and TAC and adopted by the MPO Council. Not all of the projects in the TIP were scored by the MPO. Projects that have been funded through Congressional earmark, operational subsidies or with clearly defined maintenance evaluation criteria are prioritized by DelDOT.

Public Participation

Public review and comment are an integral aspect of the TIP process. All of the projects included in this amendment were included in public outreach activities conducted prior to formal adoption of the amended 2012-2015 TIP in September, 2011.

The MPO issued a media release on the amendment on August 9, 2011 to local media with general circulation, publications and radio and television stations. The amendment announcement and each amendment request were included in the announcement. The notice was the first to be posted on the newly redesigned and reestablished [MPO web site](#). Notice was delivered to the MPO Council and committees, libraries, legislators, mayors of all municipalities in the County as well as the Dover City Council. This amendment was also included on each media release distributed about the MPO meetings at which the MPO Council and committees would take action. Copies of the draft document were made available to all who requested. No comments were received regarding this amendment or the air quality conformity determination.

Air Quality Conformity

The Clean Air Act and Amendments (CAAA) require that regionally significant projects in a TIP must not worsen the region's air quality. The most recent conformity analysis for the 2010-2013 TIP/Regional Transportation Plan was approved by the US EPA and by FHWA and FTA. This

amendment requires no new air quality conformity analysis. All the projects included in the amendment are either exempt, as defined by the CAAA, or are not regionally significant. The FY 2012-2015 Transportation Improvement Program conforms to the Delaware State Implementation Plan.

Financial Constraint

The 2012-2015 Transportation Improvement Program was financially constrained in its initial inception. This amendment reallocates the funding provided for projects and the timing with which the funds are expected to be authorized. The amended 2012-2015 TIP remains financially constrained.

APPENDIX G

2. Amended Projects

a. Statewide Projects

Statewide Projects

PROJECT (x000)	FY 2012 TOTAL	FY 2013 TOTAL	FY 2014 TOTAL	FY 2015 TOTAL	2012-2015 TOTAL
ROAD					
LOCALS	1,106.0	1,106.0	1,106.0	1,106.0	4,424.0
Recreational Trails T200830001	1100.0	1100.0	1100.0	1100.0	4400.0
BRIDGES	5,385.0	18,510.0	18,510.0	18,510.0	60,915.0
Bridge Management	4389.9	3000.0	3000.0	3000.0	13,389.9
Bridge Preservation Program	1,875.0	2,500.0	12,500.0	15,000.0	31,875.0
TRANSPORTATION ENHANCEMENTS	4,790.5	4390.5	4,390.5	4,390.5	17,962.0
Transit Enhancements (FTA) w/ salaries	140.5	140.5	140.5	140.5	562.0
Transportation Enhancements (FHWA)	4,650.0	4,250.0	4,250.0	4,250.0	17,400.0
PAVING & REHABILITATION	118,191.0	69,800.0	73,800.0	72,600.0	334,391.0
SIGNAGE & PAVEMENT MARKINGS	2,400.0	2,400.0	3,200.0	3,200.0	11,200.0
MATERIALS & MINOR CONTRACTS	8,000.0	5,400.0	4,900.0	5,900.0	24,200.0

PROJECT (x000)	FY 2012 TOTAL	FY 2013 TOTAL	FY 2014 TOTAL	FY 2015 TOTAL	2012-2015 TOTAL
RAIL CROSSING SAFETY	2,196.7	2,296.7	2,246.7	2,246.7	8,986.8
SAFETY	4,055.2	2,722.2	2,722.2	2,722.2	12,221.8
TRAFFIC CALMING	400.0	400.0	400.0	400.0	1,600.0
ENGINEERING & CONTINGENCY	87,039.5	25,690.4	25,670.4	25,670.4	164,070.7
INTERSECTION IMPROVEMENTS	9,200.0	7,600.0	4,800.0	4,800.0	26,400.0
SUPPORT					
AERONAUTICS	924.9	924.9	924.9	924.9	3,699.6
PLANNING	8,415.6	8,337.5	8,436.4	8,508.2	33,744.6
TECHNOLOGY	7,381.2	7,381.2	7,381.2	7,381.2	29,524.8
HEAVY EQUIPMENT	6,500.0	4,500.0	4,500.0	4,500.0	20,000.0
TRANSPORTATION FACILITIES	9,800.0	6,100.0	5,000.0	5,000.0	25,900.0
TRANSPORTATION MANAGEMENT IMPROVEMENTS	9,700.0	9,621.3	8,200.0	8,200.0	35,721.3
ENGINEERING & CONTINGENCY	400.0	200.0	200.0	200.0	1,000.0
ADVANCED ACQUISITIONS	4,000.0	2,000.0	2,000.0	2,000.0	10,000.0
TRANSIT					

PROJECT (x000)	FY 2012 TOTAL	FY 2013 TOTAL	FY 2014 TOTAL	FY 2015 TOTAL	2012-2015 TOTAL
RAIL	11,200.0	650.0	350.0	350.0	12,550.0
TRANSIT FACILITIES	3,390.7	1,559.9	970.0	490.0	6,410.6
TRANSIT VEHICLES	9,938.1	3,729.0	2,623.8	2,645.8	18,936.7
GRANTS AND ALLOCATIONS					
MUNICIPAL STREET	5,000.0	4,000.0	4,000.0	4,000.0	17,000.0
COMMUNITY TRANSPORTATION	35,075.0	28,375.0	28,375.0	28,375.0	120,200.0
STATEWIDE TOTAL	345,289.3	204,684.6	211,694.7	212,536.8	974,205.4

APPENDIX G

2. Amended Projects

b. Kent County Projects.

FORREST AVE (DE 8), HAZLETVILLE ROAD SCHOOL CONNECTOR

PROJECT SCOPE/DESCRIPTION: The Delaware 8 Concept Plan and Operations Study, adopted in May of 2008 projected potential deficiencies in the surrounding roads related to the location of the Dover High School on the Carey Farm. The location is on the south side of DE 8/Forrest Ave. on the west side of Dover. The study recommended a road adjacent to the high school site that could address the projected deficiencies of the existing roadway and to provide a consistent roadway section between two major east-west routes into the City. The recommendations included the need for sidewalks and facilities to serve transit to the site. All improvements are to be coordinated with the private developer of an adjacent apartment complex.

PROJECT JUSTIFICATION: The recommendations of the study focused on improving safety, drainage, alternative access points to the high school site, signalization and promoting various modes of transportation.

Municipality:	Dover
Funding Program:	Road System – Connectors
Functional Category:	Management
Representative District:	31
Senatorial District:	17
Estimated Cost:	\$4,500,000



FORREST AVE (DE 8), HAZLETVILLE ROAD SCHOOL CONNECTOR

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/Other	FY 2012 Federal	FY 2013 State/Other	FY2013 Federal	FY 2014 State/Other	FY 2014 Federal	FY 2015 State/Other	FY 2015 Federal	FY 2012- 2015 Total
FORREST AVE (DE 8), HAZLETVILLE ROAD SCHOOL CONNECTOR 20-045-02	PD	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0
	PE	250.0	0	0.0	0.0	0.00	0.0	0.0	0.0	250.0
	RW	0.0	0	0.0	0.0	750.0	0.0	0.0	0.0	750.0
	C	0.0	0	0.0	0.0	0.0	0.0	3500.0	0.0	3500.0
	Total	250.0	0	0.0	0.0	750.0	0.0	3500.0	0.0	4500.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2012 State/Other	FY 2012 Federal	FY 2013 State/Other	FY2013 Federal	FY 2014 State/Other	FY 2014 Federal	FY 2015 State/Other	FY 2015 Federal	FY 2012- 2015 Total
FORREST AVE (DE 8), HAZLETVILLE ROAD SCHOOL CONNECTOR	PD	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0
	PE	50.0	0	150.0	0.0	50.0	0.0	0.0	0.0	250.0
	RW	0.0	0	0.0	0.0	750.0	0.0	0.0	0.0	750.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	3500.0	0.0	3500.0
	Total	50.0	0.0	150.0	0.0	800.0	0.0	3500.0	0.0	4500.0

SR 1, SR 30 GRADE-SEPARATED INTERSECTION

PROJECT SCOPE/DESCRIPTION: This project includes the construction of new grade Separated Intersection over all of SR 1. The project will include improvements to the intersections of SR 1 with Johnson Road and Wilkins Road to limit turning movements and prohibit crossing movements.

PROJECT JUSTIFICATION: The intersection of SR 1 and SR 30 has been targeted as a high accident intersection. The improvements will enhance safety and preserve traffic capacity along the SR 1 corridor. The intersection improvements will eliminate conflicts that may have been involved in the accident rate..

Municipality:

Funding Program:

Functional Category:

Representative District:

Senatorial District:

Estimated Cost:

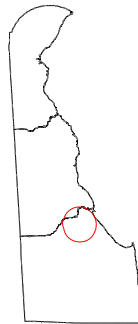
Road System – Arterials

Management

36

18

\$15,346,800



SR 1, SR 30 GRADE-SEPARATED INTERSECTION

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/Other	FY 2012 Federal	FY 2013 State/Other	FY2013 Federal	FY 2014 State/Other	FY 2014 Federal	FY 2015 State/Other	FY 2015 Federal	FY 2012- 2015 Total
Sr 1, SR 30 Grade- Separated Intersection	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	2353.3	4000.0	0.0	5600.0	0.0	0.0	0.0	0.0	11953.3
	Total	2353.3	4000.0	0.0	5600.0	0.0	0.0	0.0	0.0	11953.3

Project Funding Schedule (X \$000)										
Project	Phase	FY 2012 State/Other	FY 2012 Federal	FY 2013 State/Other	FY2013 Federal	FY 2014 State/Other	FY 2014 Federal	FY 2015 State/Other	FY 2015 Federal	FY 2012- 2015 Total
Sr 1, SR 30 Grade- Separated Intersection	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0
	RW	2211.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2211.5
	C	400.0	1600.0	2000.0	8000.0	0.0	0.0	0.0	0.0	12000.0
	Total	2636.5	1600.0	2000.0	8000.0	0.0	0.0	0.0	0.0	14236.5

TRANSIT SYSTEM -FACILITIES

DOVER MAINTENANCE BUILDING-LIFT REPLACEMENT

PROJECT SCOPE/DESCRIPTION: This project will replace the existing bus lift located at the Dover facility.

PROJECT JUSTIFICATION: This is part of the operational replacement program.

County: Kent
Funding Program: Transit System – Facilities
Functional Category: Construction
Representative District: 32
Senatorial District: 17
Estimated Cost: \$600,000



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011- 2014 Total
Dover Transit Center-Site Improvements	C	120.0	240.0	0.0	0.0	0.0	0.0	0.0	0.0	360.0
	Total	120.0	240.0	0.0	0.0	0.0	0.0	0.0	0.0	360.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011- 2014 Total
Dover Transit Center-Site Improvements	C	60.0	240.0	60.0	240.0	0.0	0.0	0.0	0.0	600.0
	Total	60.0	240.0	60.0	240.0	0.0	0.0	0.0	0.0	600.0