

**DOVER/KENT COUNTY
METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEARS 2010-2013**

March 2009

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Dover/Kent County Metropolitan Planning Organization Council

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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. In 2007, the Dover urbanized area had an estimated 71,646 people.

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 list 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 Dover/Kent County MPO TIP was prepared in coordination with Delaware's Capital Transportation Program (CTP) while developing the Regional Transportation Plan. 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 projects were ranked using a process developed by the MPO committees and Council. 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 cost of the projects comprising the 2010-2013 TIP is \$136,715,700. The funds anticipated too used for the projects in the TIP during FY 2010, FY 2011, FY 2012 and FY 2013 are \$ 45,818,900, \$37,026,200, \$17,109,800, and \$ 36,760,800 respectively. The Federal amount spent on these for the four years is \$176,838,200, \$193,954,900, \$200,084,800, and \$ 218,268,400 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, the Eagle Group, General Metalcraft Inc., Proctor and Gamble, and ILC Dover, Inc. The regional warehouse of Wal-Mart recently built 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 Amish community. The presence of three four-year colleges and one two-year college enhances the region's ability to attract and maintain a diverse community.

On January 28, 2009, the MPO adopted its Regional Transportation Plan (RTP). The Plan, 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 is to be financially reasonable and result in a positive impact on the region's air quality. The planning process was 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.

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

- Strengthen the local economy to keep it diverse and relatively stable;
- 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 to ensure 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 will be developed to support these goals and further guide transportation planning and programming decisions to focus transportation investments.

- Preserve and maintain the existing transportation system;

- Improve management of the existing transportation system;
- Develop and expand multiple transportation modes; and
- Provide additional roadway system capacity .

Projects in the FY2010 TIP were drawn from the recently adopted 2030 RTP.

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 seven factors from TEA-21 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.

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
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

Factor	Description	Weight
Pedestrian/Bicycle Travel	Extent to which project incorporates/supports/enhances bicycle/pedestrian access or use.	0.05
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 projects submitted for funding to the FY 2010-2013 TIP are shown in Table 2 below

Table 2 Ratings for Projects Submitted to the 2010-2013 TIP

	(TIP FY) YEAR SUBMITTED	RATING
Project Description		
Adopted Priorities		
SR 1/NE Front St. Grade Separated Intersection - Construct a grade separated intersection at SR 1 and NE Front St. in Milford	2010	
DE 8 Concept Plan and Operations Study Recommendations	2010	
North Dover Study Recommendations	2010	

Public Participation

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

The bus tour was held March 8, 2008, and visited proposed TIP project locations throughout Kent County. The MPO's Executive Director guided the tour and provided information about the proposed project locations being visited. During the tour, the public and media had the

opportunity to ask questions and interact with the PAC and staff. The MPO is in the process of planning the next annual bus tour for April 4, 2009.

The MPO provided opportunity for comment specifically on the TIP at the February 11, 2009 TAC meeting, the February 24, 2009 PAC, and the March 4, 2009 Council meeting before the Council voted on the document. No comments on the air quality conformity determination or the TIP in general were received.

News releases and advisories publicizing all of the meetings and the bus tour were 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 areas including Kent County and contiguous areas, Kent County Levy Court, mayors of Kent County municipalities, and Dover City Council. Copies of the draft TIP were made available to anyone who asked. Copies of the draft document were posted on the website, as well. Table 3, below, contains a summary of comments and responses regarding the Amended FY 2010-2013 TIP.

Table 3 Summary of Public Comments and Responses – Proposed March, 2009 TIP	
Comment	Response
No public comments were received regarding the contents of the TIP amendment or the air quality conformity determination.	

To comply with the requirements of Title VI, with reference to the FY 2010-2013 TIP, the MPO made efforts 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 gave all members of the community an opportunity to be part of transportation programming in the MPO area.

Air Quality Conformity

Overview

The Dover/Kent County MPO is a federally-designated Metropolitan Planning Organization. As such, the organization is required through federal regulations to show that the Regional Transportation Plan conforms to the requirements of the 1990 Clean Air Act Amendments (CAAA). These air quality standards, called emissions budgets, set standards that the MPO must abide by for specific milestone years.

Emissions contribute to air pollution. If the emissions generated from the projects in the transportation plan are equal to or less than these emissions budgets, then the transportation plan conforms to the State Implementation Plan (SIP).

In an attempt to reduce emissions nationwide, the CAAA developed a rating system for metropolitan area non-compliance with federal air quality standards, with levels of non-compliance ranging from “marginal” to “extreme.” The Dover/Kent County MPO region, as part of the Philadelphia-Wilmington-Trenton non-attainment area, was classified as severe. The CAAA of 1990 required severe non-attainment areas, or areas that did not meet national air quality standards, to develop a plan to show how they would achieve the National Ambient Air Quality Standard (NAAQS) for ozone by 2005. A rate-of-progress plan showing emission reductions of 3 percent per year between 1996 and 2005 was required to ensure that proper strategies were being employed to decrease emissions.

Effective June 15, 2004, the United States Environmental Protection Agency (EPA) finalized ground-level ozone designations under the new eight-hour ozone NAAQS. These standards replaced the one-hour ozone NAAQS.

Kent County, part of the Philadelphia-Wilmington-Trenton non-attainment area, is classified as moderate under the eight-hour standard. For Kent County, the eight-hour ozone non-attainment area boundary is the same as the one-hour non-attainment area boundary. Based on this designation, transportation conformity must be based on the existing one-hour attainment budget for all applicable analysis years until the new eight-hour ozone SIPs are implemented. Attainment of the new federal zone standards is required by the year 2010, which becomes a new milestone year for the conformity analysis.

The emissions targeted for the Dover/Kent County MPO region are the two major ozone contributors, volatile organic compounds (VOCs) and nitrogen oxide (NOx). While naturally-produced ozone in the upper atmosphere protects life on earth by filtering out radiation from the sun, ozone at the ground level is a noxious pollutant. Ground-level ozone is the major component of smog and can damage lung tissue, worsen respiratory diseases, increase chances of pulmonary diseases, and make people more susceptible to respiratory infections. Automobile emissions are one of the major contributors to ozone formation. Both VOCs and NOx are the result of combustion within a vehicle engine. VOCs and NOx at the ground level form ozone in the presence of sunlight.

This chapter demonstrates the transportation conformity of the 2030 Regional Transportation Plan to the eight-hour NAAQS.

Methodology

The air quality analysis conducted for the 2030 RTP uses a series of computer-based modeling techniques which are described below. These methodologies are consistent with techniques that the Dover/Kent County MPO and DelDOT have used to conduct previously required air quality analyses and to assist DNREC with various SIP documents. They are similar to methods other state and regional agencies use to prepare air quality analysis.

Travel Demand Modeling

A travel demand model for Kent County is maintained by DelDOT. The model uses a variety of data about the roadway network, travel patterns, and automobile ownership, as well as demographic information such as population and employment sites. The model follows the traditional four-step modeling approach that includes trip generation, trip distribution, mode split, and assignment. The model is run in the QUBE software package.

The modeling process developed for the Regional Transportation Plan uses a 2008 base year network validated against DelDOT traffic counts. Model networks were developed for 10-year intervals, 2010, 2020, and 2030 for Kent County. The types of projects tested were corridor improvements, highway widening, and new roadway construction. Each project was added to the network in the year when the improvement was completed. Socioeconomic projects such as population, employment, and household size were developed for the same 10-year intervals.

Table 4: Dover-Kent County MPO Projects included in Air Quality Conformity Analysis for the 2009 Update of the 2030 Retional Transportaiton Plan

			Year Completed By	Road Classification	Conformity Status	Regionally Significant?	Rationale
Capital Projects - Highways	Committed Projects	Score	Spending				
			South Governors Ave Reconstruction Webbs Lane to Water Street	2011			
		27.1	Complete the SR 1 Little Heaven Grade Separated Intersection	2015	Arterials	Exempt	Intersection Improvements
		26.4	Complete the SR 1 and SR 9 Grade Separated Intersection at DAFB	2010	Arterials	Exempt	
		23.2	Complete the SR 1 / Thompsonville Road Grade Separated Intersection (K 19)	2014	Arterials	Exempt	
		23.2	Complete the SR 1 South Frederica Grade Separated Intersection (Cedar Neck Road K 120)	2015	Arterials	Exempt	
		23.2	Complete the SR 1, North Frederica Grade Separated Intersection	2012	Arterials	Exempt	
		29.0	Upgrade Barratts Chapel Road from SR 1 to Kersey Rd to include adequately wide travel lanes and shoulders and include bicycle, pedestrian and transit facilities as appropriate	2020	Major Collector	Exempt	Shoulders, Bike/Ped
		29.0	Improve Carter Road from Sunnyside Road to	2020	Major	Exempt	Shoulders,

			Year Completed By	Road Classification	Conformity Status	Regionally Significant?	Rationale
				Collector			Bike/Ped
28.3		Wheatley's Pond Road (DE 300) to include adequately wide travel lanes and shoulders and pedestrian and bicycle facilities	2020	Major Collector	Exempt		Shoulders, Bike/Ped
28.3		Upgrade Duck Creek Parkway from Bassett Street to Main Street in north Smyrna to include adequate travel lanes, shoulders, curbs, drainage, and bicycle and pedestrian improvements	2020	Minor Arterial	Non-exempt		Regionally Significant
25.1		Construct the West Dover Connector	2012	Major Collector	Exempt		Realignment
28.3		Realign Wyoming Mill Road with the Village of Westover entrance and signalize	2020	Local	Non-exempt		Not Regionally Significant
29.0		Construct the Clarence Street Extension	2016	Minor Arterial	Exempt		Intersection Improvements
37.0	New Projects	Complete gateway improvements on Forest St, including a roundabout at the intersection of Loockerman Street and Forest Street	2030	Minor Arterial			
37.0		DE 8: Construct recommendations from the DE 8 Concept and Operations Study	2030	Minor Arterial	Exempt		Intersection Improvements
37.0		- D8: Intersection Improvements: Left turn phasing at 4 intersections	2030	Minor Arterial	Exempt		Intersection Improvements
		- D8 : Intersection Improvements: Access to the new High School site (Carey Farm), Calvary Church site	2030	Minor Arterial	Exempt		Intersection Improvements

			Year Completed By	Road Classification	Conformity Status	Regionally Significant?	Rationale
37.0	- D8 : Intersection Improvements: Mifflin Road right turn and realignment of Brandywine Apts entrance	2030	Minor Arterial	Exempt			Intersection Improvements
37.0	- D8: N/S Connector Road: Chestnut Hill Road to Rt 8	2030	Major Collector	Non-exempt			Not Regionally Significant
37.0	- D8: N/S Connector Road: Rt 8 to Hazletville Rd	2030	Major Collector	Non-exempt			Not Regionally Significant
37.0	- D8 : N/S Connector Road: Connection above Road to Artis Drive	2030	Major Collector	Non-exempt			Not Regionally Significant
37.0	- D8 : Install Bicycle and pedestrian Improvements including bike lanes, designated, controlled crossings with ped signals and an alternative shared use path	2030	Minor Arterial	Exempt			Shoulders, Bike/Ped
37.0	- D8 : Connector Road behind Greentree Shopping Center between Independence Blvd and Kenton Road	2030	Local	Non-exempt			Not Regionally Significant
37.0	- D8: Realign intersection of Artis Drive with DE 8	2030	Local	Exempt			Intersection Improvements
37.0	- D8: Interconnections to enhance Rt 8 Corridor Capacity Independence south of Rt 8 to Mifflin Road, Dove View to Modern Maturity, Heatherfields/Fox Hall West & Cranberry Run,	2030	Exempt	Exempt			Intersection Improvements
37.0	- D8 : Connector Road south of Gateway West to	2030	Local				Below

			Year Completed By	Road Classification	Conformity Status	Regionally Significant?	Rationale
							Arterial
37.0		NDS: Implement the recommendations of the Concept Plan for US 13 and 113 in Dover	2030	Minor Arterial			
37.0		- NDS: Construct a collector road between the Scarborough Rd. and US 13 to the East of Dover Mall and Dover Downs, to Leipsic Road (NDS is North Dover Study)	2030	Major Collector	Non-exempt		Not Regionally Significant
37.0		- NDS: Construct a collector between above and US 13 adjacent to Best Buy	2030	Major Collector	Non-exempt		Not Regionally Significant
37.0		- NDS: Realign Exit 104 toll plaza and access roads to accommodate above	2030	Other Freeway	Exempt		Intersection Improvements
37.0		- NDS: Realign Leipsic Road and connect to US 13 at Jefferic Blvd. and to the Barry Van Lines site	2030	Major Collector	Exempt		Roadway Redesign
37.0		- NDS: Construct Crawford Carroll Rd extension from behind Lowes to College Rd east of DSU	2030	Major Collector	Non-exempt		Not Regionally Significant
37.0		- NDS: Construct a local road between above and US 13 across from a realigned Dover Mall North entrance	2030	Major Collector	Exempt		Below Arterial
34.7		Upgrade Kenton Road from DE 8 to Chestnut Grove Road in Dover with shoulders, sidewalks, bike and transit facilities and closed drainage	2030	Minor Arterial	Exempt		Shoulders, Bike/Ped
33.2		Intersection Improvements to South State Street at SR 10 (Lebanon Road)	2020	Minor Arterial	Exempt		Intersection Improvements

			Year Completed By	Road Classification	Conformity Status	Regionally Significant?	Rationale
	33.2	Intersection Improvements to South State Street: Sorghum Mill Rd. to SR 10 (Lebanon Road)	2020	Minor Arterial	Exempt		Intersection Improvements
	33.2	South State St. Intersection Improvements various intersections (8 total) between US 13 and SR 1	2020	Minor Arterial	Exempt		Intersection Improvements
	32.4	Upgrade West Street from New Burton Road (Queen Street) to North Street in Dover to include adequate travel lanes, shoulders, curbs, drainage, and bicycle and pedestrian improvements	2020	Major Collector	Exempt		Shoulders, Bike/Ped
	32.4	Construct pedestrian improvements on US 13 from Duck Creek to the north Smyrna SR 1 interchange	2030	Major Collector	Exempt		Shoulders, Bike/Ped
	30.8	Upgrade Front Street corridor from Rehoboth Blvd to SR 1, Milford to include adequate travel lanes, shoulders, curbs, drainage, bicycle and pedestrian improvements and intersection improvements	2030	Major Collector	Exempt		Shoulders, Bike/Ped
	30.8	Construct /fill gaps in pedestrian improvements on US 13 in Smyrna	2030	Minor Arterial	Exempt		Shoulders, Bike/Ped
	30.7	Upgrade corridor of DE 14 from DE 15 to Church Street and from Washington Street to SR 1 with adequate lane width, shoulders, sidewalks and transit facilities	2030	Minor Arterial	Exempt		Shoulders, Bike/Ped
	30.7	Complete upgrade of DE 300 from railroad tracks to US 13 to include sidewalks, bicycle and transit facilities and intersection improvements at Carter Rd/DE 6 area	2030	Major Collector	Exempt		Shoulders, Bike/Ped

			Year Completed By	Road Classification	Conformity Status	Regionally Significant?	Rationale
	30.7	Upgrade Irish Hill Road from SR 1 to US 13 to include adequate travel lanes, shoulders, and bicycle and pedestrian improvements	2030	Major Collector	Exempt		Shoulders, Bike/Ped
	30.7	Upgrade College Road from Salisbury to Kenton Road to include turn lanes where needed, shoulders, sidewalks or multi-use path, curbing and closed drainage	2030	Minor Arterial	Exempt		Shoulders, Bike/Ped
	29.1	Construct a connector road from White Oak Road to DE 8	2015	Major Collector	Non-exempt		Not Regionally Significant
	29.1	Upgrade Sunnyside Road from DE 300 to US 13 in Smyrna to include adequate travel lanes, shoulders, curbs, drainage, and bicycle and pedestrian improvements	>2030	Major Collector	Exempt		Shoulders, Bike/Ped
	29.1	Construct/fill gaps in pedestrian facilities on US 113 between Court Street and Lafferty Lane	>2030	Minor Arterial	Exempt		Shoulders, Bike/Ped
	28.5	Upgrade N. Main Street in Smyrna to include adequate travel lanes, shoulders, curbs, drainage, and bicycle and pedestrian improvements	>2030	Major Collector	Exempt		Shoulders, Bike/Ped
	28.5	Upgrade Joe Goldsborough Road from Duck Creek Road to US 13 to include adequate travel lanes, shoulders and bicycle and pedestrian facilities	>2030	Major Collector	Exempt		Shoulders, Bike/Ped
	28.5	Upgrade Paddock Road from US 13 to SR 1 to include adequate travel lanes, shoulders and bicycle and pedestrian facilities	>2030	Major Collector	Exempt		Shoulders, Bike/Ped

Capital Projects - Transit				Year Completed By	Road Classification	Conformity Status	Regionally Significant?	Rationale
	27.3		Upgrade Messina Hill Road to improve safety and include adequate travel lanes, shoulders and bicycle and pedestrian facilities	>2030	Major Collector	Exempt		Shoulders, Bike/Ped
			Spending					
			Expand fixed-route bus service	2010		Non-exempt		Regionally Significant
			Expand paratransit service	2020		Non-exempt		Not Regionally Significant
			Create/operate the Smyrna Shuttle	2020		Non-exempt		Not Regionally Significant
			Delaware Air Park - DRBA - Runway Extension	2020		Exempt		No New Emissions
		Implement recommendations of Civil Air Terminals Studies	2020		Exempt		Categorically	
		Construct the Dover Transit Center at Water and West Streets	2020		Exempt		No New Emissions	

The network horizon years used in the model were selected in accordance with EPA regulations.

Emissions Factor Model

The second major software used in this air quality analysis was MOBILE6.2, a program developed by the EPA to calculate mobile source emission rates for each one-mile-per-hour increment up to 65 miles per hour. The factors determined the emission rates for various vehicle classifications at different speeds. Factors were needed for each of these increments because speed is a critical element in determining the total amount of emissions.

The overall structure of the MOBILE6.2 program is defined by the EPA. DNREC uses this model to predict the level of emissions. The input file for the modeling process reflects air quality strategies anticipated according to the SIP and its amendments.

Mobile Source Emissions

The estimates of emissions for Kent County are generated jointly by DelDOT and DNREC. The post-processor takes data produced by the QUBE model output and adjusts it for input into the mobile emissions model. This process links the speeds and volumes generated by the travel demand model with emission factors from MOBILE6.2. Once emissions for each segment are calculated, they are summed to identify the countywide totals presented below.

The vehicle miles traveled and emissions data for Kent County were adjusted to be compatible with data contained in the SIP. The adjustments represent factors to account for seasonal traffic variations and to align the travel demand estimates with DelDOT's HPMS traffic level reporting system.

Mobile Source Emissions Data

Both NO_x and VOC emissions were tested in Kent County for 2010, 2020, and 2030 against the MOBILE6.2 eight-hour ozone standard attainment plan budgets. These 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. Table 5 summarizes this information.

Table 5: Emissions Data

Year	VMT	VOC	Budget	Nox	Budget
2008			4.14		9.68
2010	5375696	3.81		7.89	
2020	6487825	3.17		2.34	
2030	6614003	1.95		1.66	

Notes:

- 1) 2008 Fleet Data (MOBILE6.2 files: KENT10OZ.TB1, KENT20OZ.TB1, KENT30OZ.TB1).
- 2) D/K MPO Land Use Data - DelDOT TDM TAZ File A30POPemp_N3.DBF
- 3) DelDOT Transportation Model Network File BASE_NETWORK_15B.NET (D/K MPO Project List 11-25-08)
- 4) DelDOT/WRA Travel Model CLEAN MODEL 15B 1-26-09

Conclusions

The Dover/Kent County MPO Regional Transportation Plan and the 2010-2013 Transportation Improvement Program meet the conformity criteria established by the EPA and the Federal Highway Administration (FHWA). According to the analysis, the plan contributes required emissions reductions for 2010, 2020 and 2030 in comparison to the 2008 budgets for VOCs and NOx.

Program Categories and Project List

The FY 2010-2013 TIP mirrors DelDOT's FY 2009-2014 Adopted CTP and the FY 2010-2015 Draft CTP. 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. Support Systems and Grants and Allocations.

Table 6 lists statewide projects and programs for which funding is being requested for fiscal years 2010, 2011, 2012 and 2013. 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 2010-2015 CTP.

Appendix A lists the projects in the MPO's planning area for which funding is being requested for fiscal years 2010, 2011 and 2012. 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 E lists projects which have been submitted to the TIP, 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.

APPENDIX A
Funded Dover/Kent County MPO Projects

ROAD SYSTEM - ARTERIALS

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:	\$18,497,000
MPO Priority Score:	2.83



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

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2010 State	FY 2010 Federal	FY 2011 State	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State	FY 2013 Federal	FY 2010- 2013 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

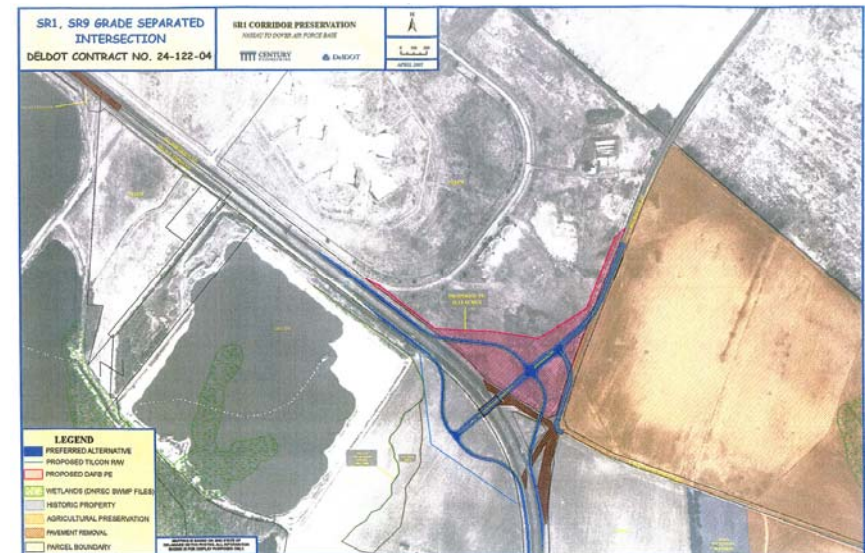
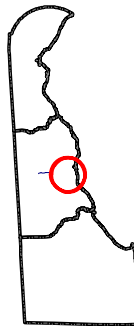
Project Funding Schedule (X \$000)										
Project	Phase	FY 2010 State	FY 2010 Federal	FY 2011 State	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State	FY 2013 Federal	FY 2010- 2013 Total
Governors Ave, Webb's Ln to Water St 20-045-02	PD	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0
	PE	0.0	0	0.0	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	960.0	3840.0	650.0	2600.0	0.0	0.0	0.0	0.0	8050.0
	Total	960.0	3840.0	650.0	2600.0	0.0	0.0	0.0	0.0	8050.0

SR 1 and SR 9 GRADE SEPARATED INTERSECTION

PROJECT SCOPE/DESCRIPTION: This project includes the construction of a grade-separated intersection at the intersection of SR 1 and SR 9 with tie-ins to Kitts Hummock Road (K 68). DeIDOT is working with Dover Air Force Base to obtain discretionary federal homeland security funds for construction.

PROJECT JUSTIFICATION: The intersection of SR 1, Bay Road, and SR 9, Bayside Drive, is a high accident intersection. This project will preserve traffic capacity and safety in accordance with the Corridor Capacity Preservation Program and is needed to help maintain the tight security entrances to the Air Base. This project will also provide access for truck deliveries to the newly constructed DAFB truck entrance at the southern end of the base property.

Municipality:	Dover
Funding Program:	Road System – Arterials
Functional Category:	Management
Representative District:	32
Senatorial District:	16, 17
Estimated Cost:	\$13,604,000
MPO Priority Score:	2.72



SR 1 and SR 9 GRADE SEPARATED INTERSECTION

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 Total
SR 1 and SR 9 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	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 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 Total
SR 1 and SR 9 Grade Separated Intersection 24-122-04	PD	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	1217.6	4870.1	0.0	0.0	0.0	0.0	0.0	0.0	6087.7
	Total	1217.6	4870.1	0.0	0.0	0.0	0.0	0.0	0.0	6087.7

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

\$43,623,000

2.16



SR 1, LITTLE HEAVEN GRADE-SEPARATED INTERSECTIONS

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 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	2920.0	11680.0	0.0	0.0	14600.0
	Total	0.0	0.0	0.0	0.0	2920.0	11680.0	0.0	0.0	14600.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 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	180.0	540.0	0.0	0.0	0.0	0.0	0.0	0.0	720.0
	RW	840.0	3360.0	720.0	2880.0	0.0	0.0	0.0	0.0	7800.0
	C	0.0	0.0	0.0	0.0	1250.0	5000.0	3000.0	12000.0	21250.0
	Total	1020.0	3900.0	720.0	2880.0	1250.0	5000.0	3000.0	12000.0	29770.0

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.

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:	\$11,574,000
MPO Priority Rating:	2.29



SR 1, NORTH FREDERICA GRADE SEPARATED INTERSECTION

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 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

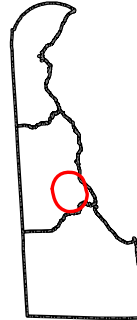
Project Funding Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 Total
SR 1/North Frederica Grade Separated Intersection 24-122-03	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
	PE	100.0	400.0	70.0	280.0	0.0	0.0	0.0	0.0	750.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	1600.0	6400.0	980.0	3920.0	0.0	0.0	0.0	0.0	12900.0
	Total	1700.0	6800.0	1050.0	4200.0	0.0	0.0	0.0	0.0	13650.0

SR 1, SOUTH FREDERICA GRADE SEPARATED INTERSECTIONS

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:	\$25,000,000
MPO Priority Rating:	2.11



SR 1,SOUTH FREDERICA GRADE SEPARATED INTERSECTIONS

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 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	5000.0	0.0	3500.0	0.0	0.0	0.0	0.0	0.0	8500.0
	C	0.0	0.0	2800.0	0.0	0.0	0.0	0.0	0.0	2800.0
	Total	5000.0	0.0	6300.0	0.0	0.0	0.0	0.0	0.0	11300.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 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	200.0	800.0	0.0	0.0	0.0	0.0	0.0	0.0	1000.0
	RW	0.0	0.0	500.0	2000.0	440.0	1760.0	0.0	0.0	4700.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	1900.0	7600.0	9500.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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.

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:	\$23,750,000
MPO Priority Rating:	2.49



SR 1, THOMPSONVILLE ROAD GRADE SEPARATED INTERSECTION

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 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	620.0	4746.0	0.0	0.0	0.0	0.0	0.0	0.0	5366.0
	C	2800.0	0.0	0.0	0.0	1200.0	0.0	0.0	0.0	4000.0
	Total	3420.0	4746.0	0.0	0.0	1200.0	0.0	0.0	0.0	9366.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 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
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	1110.0	4440.0	400.0	1600.0	0.0	0.0	0.0	0.0	7550.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	1110.0	4440.0	400.0	1600.0	0.0	0.0	0.0	0.0	7550.0

SR 1 AND NE FRONT ST., MILFORD - GRADE SEPARATED INTERSECTION

PROJECT SCOPE/DESCRIPTION: This project includes the construction of a grade-separated interchange at this intersection and extension of

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.

County:	Kent
Municipality:	Milford
Funding Program:	Road System – Arterials
Functional Category:	Management
Representative District:	33
Senatorial District:	16
Estimated Cost:	\$30,500,000
MPO Priority Rating:	2.49



SR 1 AND NE FRONT ST., MILFORD - GRADE SEPARATED INTERSECTION

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 Total
SR 1 / Thompsonville Road Grade Separated Intersection 24-122-01	PD	0.0	0.0	100.0	400.0	0.0	0.0	0.0	0.0	500.0
	PE	0.0	0.0	0.0	0.0	200.0	800.0	200.0	800.0	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	0.0	0.0	100.0	400.0	200.0	800.0	200.0	800.0	2500.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 Total
SR 1/ Thompsonville Road Grade Separated Intersection 24-122-01	PD	0.0	0.0	100.0	400.0	0.0	0.0	0.0	0.0	500.0
	PE	0.0	0.0	0.0	0.0	200.0	800.0	200.0	800.0	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	0.0	0.0	100.0	400.0	200.0	800.0	200.0	800.0	2500.0

SR 8 AND PEARSON'S CORNER ROAD, DOVER

PROJECT SCOPE/DESCRIPTION: This project will involve operational and safety improvements to the intersections of SR 8 with K101 and K44. This project will involve right-of-way purchase, roadway improvements and construction of storm water management facilities.

PROJECT JUSTIFICATION: These intersections are in the Highway Safety Improvement Program and have been cited for safety and operational improvements.

County:	Kent
Municipality:	
Funding Program:	Road System – Arterials
Functional Category:	Management
Representative District:	29
Senatorial District:	15
Estimated Cost:	\$4,200,000
MPO Priority Rating:	2.37



SR 8 AND PEARSON'S CORNER ROAD, DOVER

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 Total
SR 8, Forrest Ave and K44 Persons Corner Rd 26-008-01	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

Project Funding Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 Total
SR 8, Forrest Ave and K44 Persons Corner Rd 26-008-01	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	500.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	500.0
	RW	500.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	500.0
	C	0.0	0.0	200.0	1800.0	0.0	0.0	0.0	0.0	2000.0
	Total	1000.0	0.0	200.0	1800.0	0.0	0.0	0.0	0.0	3000.0

US 13 and Roosevelt Avenue, Pedestrian Crossing Improvements, Dover

PROJECT SCOPE/DESCRIPTION: This project will allow a safe crossing for pedestrians across a heavily traveled section of US 13.

PROJECT JUSTIFICATION: These improvements enhance multi-modal transportation throughout the State and encourage the movement of people and goods through means other than single occupant vehicles.

Municipality:	Dover
Funding Program:	Road System – Arterials
Functional Category:	Management
Representative District:	32
Senatorial District:	17



US 13 and Roosevelt Avenue, Pedestrian Crossing Improvements, Dover

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 Total
SR 1 and SR 9 Grade Separated Intersection 24-122-04	PD	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0
	PE	0.0	250.0	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	100.0	250.0	0.0	0.0	0.0	0.0	0.0	0.0	350.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 Total
SR 1 and SR 9 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	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

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.

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



US 13 PEDESTRIAN IMPROVEMENTS, COURT STREET TO LOOCKERMAN STREET

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 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	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 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 Total
US 13 Pedestrian Improvements Townsend Blvd. to College Rd. 25-012-01	PD	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0
	PE	0.0	0.0	100.0	400.0	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	0.0	100.0	400.0	0.0	0.0	0.0	0.0	600.0

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: \$15,900,000
MPO Priority Rating: N/A (HSIP)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2010 State	FY 2010 Federal	FY 2011 State	FY 2011 Federal	FY 2012 State	FY 2012 Federal	FY 2013 State	FY 2013 Federal	FY 2010- 2013 Total
HSIP - Kent County	PD, PE, RW, C	0.0	0.0	0.0	0.0	1,450.0	0.0	1,500.0	0.0	2,950.0
	Total	0.0	0.0	0.0	0.0	1,450.0	0.0	1,500.0	0.0	2,950.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2010 State	FY 2010 Federal	FY 2011 State	FY 2011 Federal	FY 2012 State	FY 2012 Federal	FY 2013 State	FY 2013 Federal	FY 2010- 2013 Total
US 13 at Division St	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0
	C	0.0	0.0	0.0	0.0	75.0	675.0	0.0	0.0	750.0
US 13 at Carpenter Bridge Rd	PE	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0
	RW	0.0	0.0	250.0	0.0	250.0	0.0	0.0	0.0	500.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	250.0	2,250.0	2,500.0
	PE	500.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	500.0
	RW	500.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	500.0
	C	0.0	0.0	200.0	1,800.0	0.0	0.0	0.0	0.0	2,000.0
State St. at Sorghum Mill Rd.	PE	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	200.0
	RW	0.0	0.0	0.0	0.0	500.0	0.0			500.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	200.0	1,800.0	2,000.0
Total		1200.0	0.0	650.0	1,800.0	825.0	675.0	200.0		9,650.0

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 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 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

Project Funding Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 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	120.0	480.0	0.0	0.0	0.0	0.0	0.0	0.0	600.0
	C	20.0	80.0	1180.0	4720.0	0.0	0.0	0.0	0.0	6000.0
	Total	140.0	560.0	1180.0	4720.0	0.0	0.0	0.0	0.0	0.0

WEST DOVER CONNECTOR

PROJECT SCOPE/DESCRIPTION: Funding was authorized to study the area, develop constraints and provide a conceptual plan for the continuation of Saulsbury Road (SR15) through the Eden Hill property to address the transportation needs of the community as dictated by pending development and overall traffic growth.

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:	\$44,565,000
MPO Priority Rating:	2.10



WEST DOVER CONNECTOR

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 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	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

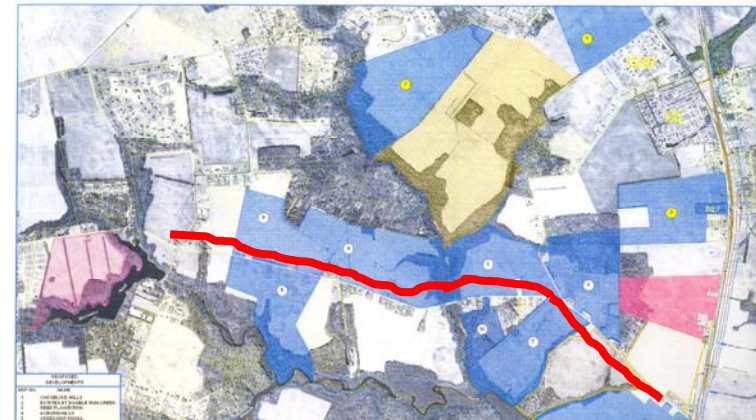
Project Funding Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 Total
West Dover Connector 24-117-01	PD	1000.0	0.0	600.0	0.0	0.0	0.0	0.0	0.0	1600.0
	PE	0.0	0.0	200.0	800.0	150.0	600.0	0.0	0.0	1750.0
	RW	2000.0	0.0	0.0	0.0	3500.0	0.0	3500.0	0.0	9000.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	3000.0	0.0	800.0	800.0	3650.0	600.0	3500.0	0.0	12350.0

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
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 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 Total
Barratts Chapel Road	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

Project Funding Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 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	0.0	0.0	0.0	0.0	1500.0
	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	0.0	0.0	0.0	0.0	1500.0

BRIDGES

BR 2-124D ON K124 OVER GRECOS CANAL, MILFORD

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 14-foot timber bridge in poor condition that needs to be replaced. The bridge currently ranks 73rd out of 1,399 on DelDOT's bridge deficiency list.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 33
Senatorial District: 16
Estimated Cost: \$3,000,000
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY 2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 Total
Br 2-124D on K124 over Grecos Canal, Milford 27-072-01	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 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY 2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 Total
Br 2-124D on K124 over Grecos Canal, Milford 27-072-01	C	0.0	0.0	0.0	0.0	520.0	0.0	0.0	0.0	520.0
	Total	0.0	0.0	0.0	0.0	520.0	0.0	0.0	0.0	520.0

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

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 14-foot timber bridge in poor condition that needs to be replaced. The bridge currently ranks 73rd out of 1,399 on DelDOT's 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)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 Total
Br 2-203A on Todds Mill Road over the Isdsacs Branch	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 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 Total
Br 2-203A on Todds Mill Road over the Isdsacs Branch	PE	13.4	53.6	0.0	0.0	0.0	0.0	0.0	0.0	67.0
	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	15.2	60.8	70.2	280.8	0.0	0.0	0.0	0.0	576.0

BR 2-222A ON SANDY BEND ROAD OVER TAPPAHANNA DITCH, MARYDEL

PROJECT SCOPE/DESCRIPTION: This project will replace the superstructure of the bridge with prestressed, precast concrete beams with cast in place concrete parapets and a composite concrete deck. This project will place riprap in the stream for scour protection and replace guardrails and reconstruct approaches as required.

PROJECT JUSTIFICATION: This Bridge consists of prestressed concrete beams with a hot-mix riding surface on concrete abutments. The beams have deteriorated significantly with evidence of cracks, spalling, and corrosion of exposed bar reinforcement and prestressing strands. The substructure is in good condition. The bridge was selected by the Pontis Bridge Management System for work.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 30
Senatorial District: 15
Estimated Cost: \$542,000
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY 2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 Total
BR 2-222A on Sandy Bend Road over Tappahanna Ditch, Marydel	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	515.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	515.0
	Total	515.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	515.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY 2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 Total
BR 2-222A on Sandy Bend Road over Tappahanna Ditch, Marydel	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	103.0	412.0	0.0	0.0	0.0	0.0	0.0	0.0	515.0
	Total	103.0	412.0	0.0	0.0	0.0	0.0	0.0	0.0	515.0

BR 2-254A ON K254 MOUNT OLIVE CEMETERY ROAD OVER WILDCAT BRANCH, SANDTOWN

PROJECT SCOPE/DESCRIPTION: This project will replace the existing corrugated metal pipes with a precast box culvert or three sided frame; reconstruct the roadway approaches and place guardrail as required; and place riprap in the stream as required for scour protection.

PROJECT JUSTIFICATION: There is a significant corrosion and section loss at the waterline along the entire length of the pipes. The existing pipes are structurally deficient and were selected by the Pontis Bridge Management System for work.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 30
Senatorial District: 15
Estimated Cost: \$736.0
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 Total
BR 2-254A ON K254 MOUNT OLIVE CEMETERY ROAD OVER WILDCAT BRANCH, SANDTOWN	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	400.0	0.0	0.0	0.0	0.0	0.0	0.0	400.0
	Total	0.0	400.0	0.0	0.0	0.0	0.0	0.0	0.0	400.0

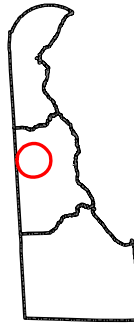
Project Funding Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 Total
BR 2-254A ON K254 MOUNT OLIVE CEMETERY ROAD OVER WILDCAT BRANCH, SANDTOWN	PE	20.8	83.2	0.0	0.0	0.0	0.0	0.0	0.0	104.0
	RW	2.4	9.6	0.0	0.0	0.0	0.0	0.0	0.0	12.0
	C	0.0	0.0	100.0	400.0	0.0	0.0	0.0	0.0	500.0
	Total	23.2	92.8	100.0	400.0	0.0	0.0	0.0	0.0	616.0

BR 2-277A ON FOX HUNTERS ROAD, WEST OF HARRINGTON

PROJECT SCOPE/DESCRIPTION: This project will replace the existing corrugated metal pipes with prestressed, precast concrete beams on stub abutments; reconstruct roadway approaches and place guardrail as required; and place riprap in the stream as required for scour protection.

PROJECT JUSTIFICATION: There is a significant corrosion and section loss at the waterline along the entire length of the pipes. The existing pipes are structurally deficient and were selected by the Pontis Bridge Management System for work

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 30
Senatorial District: 15
Estimated Cost: \$736,000
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 Total
BR 2-277A ON FOX HUNTERS ROAD, WEST OF HARRINGTON	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	9.6	0.0	0.0	0.0	0.0	0.0	0.0	9.6
	C	180.0	720.0	0.0	0.0	0.0	0.0	0.0	0.0	900.0
	Total	180.0	729.6	0.0	0.0	0.0	0.0	0.0	0.0	909.6

Project Funding Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 Total
BR 2-277A ON FOX HUNTERS ROAD, WEST OF HARRINGTON	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	2.4	9.6	0.0	0.0	0.0	0.0	0.0	0.0	12.0
	C	140.0	560.0	0.0	0.0	0.0	0.0	0.0	0.0	700.0
	Total	142.4	569.6	0.0	0.0	0.0	0.0	0.0	0.0	712.0

BR 2-296A ON K269 LAYTON CORNERS ROAD OVER GREEN BRANH, WEST OF FARMINGTON

PROJECT SCOPE/DESCRIPTION: This project will replace the existing corrugated metal pipes with prestressed, precast concrete beams on stub abutments; reconstruct roadway approaches and place guardrail as required; and place riprap in the stream as required for scour protection.

PROJECT JUSTIFICATION: There is a significant corrosion and section loss at the waterline along the entire length of the pipes. The existing pipes are structurally deficient and were selected by the Pontis Bridge Management System for work.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 30
Senatorial District: 16
Estimated Cost: \$3,000,000
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 Total
BR 2-296A ON K269 LAYTON CORNERS ROAD OVER GREEN BRANH, WEST OF FARMINGTON	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 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 Total
BR 2-296A ON K269 LAYTON CORNERS ROAD OVER GREEN BRANH, WEST OF FARMINGTON	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	81.8	327.2	0.0	0.0	0.0	0.0	0.0	0.0	409.0
	Total	81.8	327.2	0.0	0.0	0.0	0.0	0.0	0.0	409.0

SUPPORT SYSTEMS - AERONAUTICS

DELAWARE AIR PARK - DRBA - RUNWAY EXTENSION

PROJECT SCOPE/DESCRIPTION: The run way extension is needed to bring the existing runway to FAA safety standards to accommodate the existing aircraft. Other funding will be provided by Delaware River and Bay Authority.

PROJECT JUSTIFICATION: The project is necessary in order to maintain safe operation of the airport in compliance with FAA standards.

County: Kent
Funding Program: Support System - Aeronautics
Functional Category: Management
Representative District: 29
Senatorial District: 15
Estimated Cost: \$10,271,300
MPO Priority Rating: N/A

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY 2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 Total
Delaware Air Park - DRBA - Runway Extension	C	31.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.9
	Total	31.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.9

Project Funding Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY 2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 Total
Delaware Air Park - DRBA - Runway Extension	C	1338.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1338.9
	Total	1338.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1338.9

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: \$478,000
CTP page: 605

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 Total
Dover Maintenance Building Lift Replacement	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 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 Total
Dover Maintenance Building Lift Replacement	C	0.0	0.0	0.0	0.0	130.0	0.0	130.0	0.0	260.0
	Total	0.0	0.0	0.0	0.0	130.0	0.0	130.0	0.0	260.0

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
CTP page: 603

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 Total
<i>DOVER FACILITY IMPROVEMENTS – INTERIOR REPAIRS</i>	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 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 Total
<i>DOVER FACILITY IMPROVEMENTS – INTERIOR REPAIRS</i>	C	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	100.0
	Total	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	100.0

DOVER TRANSIT CENTER

PROJECT SCOPE/DESCRIPTION: In the FY 2005 State Capital Bond Bill (HB 550), the General Assembly found that there is a critical need to expand and improve the judicial facilities in and around the City of Dover. In particular, land along Water Street currently owned and occupied by the department for use as a transit hub is deemed to have a higher public value as a site for a new Court House and support facilities. Accordingly, the department is authorized and directed to undertake a fair market appraisal of said property, including all improvements. This appraisal shall be used as the sole determinant of the value to be paid from the Department of Administrative Services (DAS) to DelDOT for purposes of reimbursing the Transportation Trust Fund for its expenditures. The Secretary of Transportation will then promptly undertake a search for an alternate transit location and use the full authorities of DelDOT to acquire and improve that alternative site in order to make the subject property on Water Street available for redevelopment of the judicial branch of government. DelDOT will be reimbursed by DAS for all of its professional and other costs associated with this forced relocation, in the same manner as private entities are entitled to such benefits under the state and federal uniform relocation statutes.

PROJECT JUSTIFICATION: Relocation of Water Street transfer hub will permit area for improvements for the judicial facilities in Kent County.

County: Kent
Funding Program: Transit System – Facilities
Functional Category: Expansion
Representative District: 32
Senatorial District: 17
Estimated Cost: \$14,200,000
CTP page: 607

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY 2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 Total
Dover Transit Center	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 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY 2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 Total
Dover Transit Center	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	900.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	900.0
	C	13,300.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13,300.0
	Total	14,200.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14,200.0

TRANSIT SYSTEM –VEHICLES

FAREBOX REPLACEMENT

PROJECT SCOPE/DESCRIPTION: DTC's fixed route buses utilize an electronic farebox to accept cash and fare cards for trip payment. This project will upgrade/replace the existing fareboxes.

PROJECT JUSTIFICATION: The existing fareboxes are outdated and the manufacturer will no longer support the older technology.

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Maintenance
Estimated Cost: \$461,400
CTP page: 611

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 Total
Farebox Replacement	OTHER	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 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 Total
Farebox Replacement	OTHER	15.6	0.0	15.0	0.0	0.0	0.0	0.0	0.0	30.6
	Total	15.6	0.0	15.0	0.0	0.0	0.0	0.0	0.0	30.6

PREVENTIVE MAINTENANCE

PROJECT SCOPE/DESCRIPTION: Federal Transit Administration permits the use of federal funds for vehicle preventive maintenance:

PROJECT JUSTIFICATION: Funding will support preventive 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: \$1,144,800
CTP page: 613

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 Total
Preventive Maintenance	OTHER	95.4	95.4	95.4	95.4	95.4	95.4	95.4	95.4	381.6
	Total	95.4	95.4	95.4	95.4	95.4	95.4	95.4	95.4	381.6

Project Funding Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 Total
Preventive Maintenance	OTHER	95.4	95.4	95.4	95.4	95.4	95.4	95.4	95.4	381.6
	Total	95.4	95.4	95.4	95.4	95.4	95.4	95.4	95.4	381.6

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: \$5,242,100
CTP page: 615

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 Total
Transit Vehicle Expansion	PRO	465.8	0.0	3079.7	1318.2	0.0	320.0	0.0	0.0	5183.7
	Total	465.8	0.0	3079.7	1318.2	0.0	320.0	0.0	0.0	5183.7

Project Funding Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 Total
Transit Vehicle Expansion	PRO	46.5	187.0	540.5	2161.2	47.0	189.0	73.0	291.0	3635.2
	Total	46.5	187.0	540.5	2161.2	47.0	189.0	73.0	291.0	3635.2

This activity includes the following four described items; the Harrington Shuttle, the Smyrna/Cheswold/Dover Shuttle, the paratransit busses and the camera system identified on the following pages.

TRANSIT VEHICLE EXPANSION: SMYRNA/CHESWOLD/DOVER SHUTTLE 30' LOW FLOOR (4)

PROJECT SCOPE/DESCRIPTION: This project will purchase four 30 foot low-floor buses to provide expanded fixed route service in the Smyrna/Cheswold/Dover area.

PROJECT JUSTIFICATION: DTC's business plan recommends expansion of fixed route service in the Smyrna/Cheswold/Dover corridor.

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Expansion
Representative District: 28, 29, 31, 32, 34
Senatorial District: 15, 17
Estimated Cost: \$1,647,700
CTP page: 617

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 Total
30' Low Floor (8) Replace MD 30'	PRO	0.0	0.0	2600.0	1318.2	0.0	0.0	0.0	0.0	3918.2
	Total	0.0	0.0	2600.0	1318.2	0.0	0.0	0.0	0.0	3918.2

Project Funding Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2010- 2013 Total
30' Low Floor (8) Replace MD 30'	PRO	0.0	0.0	329.5	1318.2	0.0	0.0	0.0	0.0	1647.7
	Total	0.0	0.0	329.5	1318.2	0.0	0.0	0.0	0.0	1647.7

TRANSIT VEHICLE EXPANSION: HARRINGTON SHUTTLE 30' LOW FLOOR (2)

PROJECT SCOPE/DESCRIPTION: This project will purchase two 30 foot low-floor buses to provide expanded fixed route service in the Harrington/Dover area.

PROJECT JUSTIFICATION: DTC's business plan recommends expansion of fixed route service in the Smyrna/Cheswold/Dover corridor.

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Expansion
Representative District: 30, 31, 32
Senatorial District: 16, 17
Estimated Cost: \$825,000
CTP page:

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State	FY 2013 Federal	FY 2010- 2013 Total
30' Low Floor (8) Replace MD 30'	PRO	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 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State	FY 2013 Federal	FY 2010- 2013 Total
30' Low Floor (8) Replace MD 30'	PRO	0.0	0.0	165.0	660.0	0.0	0.0	0.0	0.0	825.0
	Total	0.0	0.0	165.0	660.0	0.0	0.0	0.0	0.0	825.0

TRANSIT VEHICLE EXPANSION: PARATRANSIT BUSES (1, 2, 2, 3)

PROJECT SCOPE/DESCRIPTION: This project will purchase 9 paratransit buses in the period of the TIP to provide expanded service in Kent County. The expansion schedule includes one in FY 2010, two in FY 2011, two in FY 2012 and three in FY 2013.

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
Estimated Cost: \$1,269,900
CTP page: 619

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY 2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State	FY 2013 Federal	FY 2010- 2013 Total
30' Low Floor (8) Replace MD 30'	PRO	465.8	0.0	497.7	0.0	0.0	320.0	0.0	0.0	0.0
	Total	465.8	0.0	497.7	0.0	0.0	320.0	0.0	0.0	0.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY 2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State	FY 2013 Federal	FY 2010- 2013 Total
30' Low Floor (8) Replace MD 30'	PRO	22.0	89.0	46.0	183.0	47.0	189.0	73.0	291.0	940.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	635.7	2,542.6	3,178.3

TRANSIT VEHICLE EXPANSION: PARATRANSIT CAMERA SYSTEMS (24)

PROJECT SCOPE/DESCRIPTION: This project will purchase and install 24 camera systems on paratransit buses to enhance security for the passengers and drivers.

PROJECT JUSTIFICATION: The cameras on paratransit vehicles are needed to complete the security measures program to monitor all buses in Kent County as part of the State initiative.

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Expansion
Estimated Cost: \$122.5
CTP page: In the 2010 CTP

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State	FY 2013 Federal	FY 2010- 2013 Total
30' Low Floor (8) Replace MD 30'	PRO	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 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State	FY 2013 Federal	FY 2010- 2013 Total
30' Low Floor (8) Replace MD 30'	PRO	24.5	98.0	0.0	0.0	0.0	0.0	0.0	0.0	122.5
	Total	24.5	98.0	0.0	0.0	0.0	0.0	0.0	0.0	122.5

TRANSIT VEHICLE REPLACEMENT AND REFURBISHMENT: CUMMULATIVE

PROJECT SCOPE/DESCRIPTION: This project consists of transit vehicle replacements and refurbishments for vehicles in Kent County including low-floor buses, 5310 vans for elderly and disabled riders, 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: \$9,301,800
CTP page:

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY 2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State	FY 2013 Federal	FY 2010- 2013 Total
Transit Vehicle Expansion	PRO	50.0	377.7	50.0	1167.1	0.0	326.0	0.0	0.0	1930.8
	Total	50.0	377.7	50.0	1167.1	0.0	326.0	0.0	0.0	1930.8

Project Funding Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY 2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State	FY 2013 Federal	FY 2010- 2013 Total
Transit Vehicle Expansion	PRO	524.0	1580.4	324.0	1294.0	317.0	1266.0	65.0	261.0	5631.4
	Total	524.0	1580.4	324.0	1294.0	317.0	1266.0	65.0	261.0	5631.4

This activity includes the following four described items, the replacement and maintenance of: eight 30' buses, 5310 vans for elderly and disabled riders, 63 cut-away buses and related support vehicles identified on the following pages.

TRANSIT VEHICLE REPLACEMENT AND REFURBISHMENT: 5310 PROGRAM - KENT COUNTY

PROJECT SCOPE/DESCRIPTION: This program maximizes FTA funds for the purchase of vehicles for non-profit organizations, in order to provide transportation for the elderly and disabled.

PROJECT JUSTIFICATION: The program enables non-profit organizations to provide transportation to passengers who would otherwise require paratransit services.

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Preservation
Estimated Cost: \$3,256,000
CTP page: 205

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State	FY 2013 Federal	FY 2010- 2013 Total
5310 Program - Kent County	PRO	531.6	282.4	265.8	141.2	265.8	141.2	265.8	141.2	2035.0
	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 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State	FY 2013 Federal	FY 2010- 2013 Total
5310 Program - Kent County	PRO	531.6	282.4	265.8	141.2	265.8	141.2	265.8	141.2	2035.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

TRANSIT VEHICLE REPLACEMENT AND REFURBISHMENT: PARATRANSIT BUSES – (20, 15, 15, 3)

PROJECT SCOPE/DESCRIPTION: This project will replace cut-away buses for paratransit service in Kent County. The replacement schedule includes 5 in FY 2010, 15 in FY 2011, 20 in FY 2012 and 14 in FY 2013.

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: \$5,994,500
CTP page: 629

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State	FY 2013 Federal	FY 2010- 2013 Total
Paratransit Buses	PRO	395.1	1580.4	324	1294	317.0	1266.0	65.0	261.0	5502.5
	Total	395.1	1580.4	324.0	1294.0	317.0	1266.0	65.0	261.0	5502.5

Project Funding Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State	FY 2013 Federal	FY 2010- 2013 Total
Paratransit Buses	PRO	395.1	1580.4	324.0	1294.0	317.0	1266.0	65.0	261.0	5502.5
	Total	395.1	1580.4	324.0	1294.0	317.0	1266.0	65.0	261.0	5502.5

TRANSIT VEHICLE REPLACEMENT AND REFURBISHMENT: SUPPORT VEHICLES

PROJECT SCOPE/DESCRIPTION: This project will purchase support vehicles to enable staff to monitor and maintain DTC operations and facilities in Kent County.

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

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Preservation
Estimated Cost: \$200,900
CTP page: 627

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State	FY 2013 Federal	FY 2010- 2013 Total
Support Vehicles	PRO	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

Project Funding Schedule (X \$000)										
Project	Phase	FY 2010 State/ Other	FY 2010 Federal	FY 2011 State/ Other	FY2011 Federal	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State	FY 2013 Federal	FY 2010- 2013 Total
Support Vehicles	PRO	128.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	128.9
	Total	128.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	128.9

APPENDIX B

Air Quality Conformity Support Documents

Dover/Kent County Metropolitan Planning Organization

FY2006 Transportation Improvement Program Adopted May 4, 2005; Amended September 26, 2005;
Amended September 6, 2006; Amended May 2, 2007; Amended June 6, 2007

Air Quality Conformity for Kent County, Delaware

Introduction:

This report demonstrates transportation conformity of the Dover/Kent County Metropolitan Planning Organization (MPO) for the fiscal year (FY) 2010-2013 Transportation Improvement Program (TIP) and the 2030 Regional Transportation Plan (RTP) for the Kent County, Delaware portion of the PA-NJ-MD-DE 8-hour ozone non-attainment area. This document replaces the previous approved conformity demonstration of the TIP and RTP and ensures that the findings meet all current and imminent conformity criteria established by the United States Environmental Protection Agency (USEPA).

Background on 8-Hour Ozone

Ozone is an odorless, colorless, gas and is created by a reaction between oxides of nitrogen (NO_x) and volatile organic compounds (VOC) in the presence of sunlight. While ozone in the stratosphere forms a protective layer, shielding the earth from the sun's harmful rays, ground level ozone is a key contributor to smog. Motor vehicle exhaust, industrial emissions, gasoline vapors, chemical solvents, and natural sources all contribute to NO_x and VOC emissions. Since ozone is formed in the presence of heat and sunlight, it is considered a summertime pollutant.

The health effects of ozone vary. Ozone can irritate lung airways and cause inflammation similar to sunburn. Other symptoms include wheezing, coughing, pain when taking a deep breath and breathing difficulties during exercise or outdoor activities. People with respiratory problems, children and the elderly are most vulnerable, but even healthy people that are active outdoors can be affected when ozone levels are high. Even at very low levels, ground-level ozone triggers a variety of health problems including aggravated asthma, reduced lung capacity, and increased susceptibility to respiratory illnesses such as pneumonia and bronchitis. In addition to adverse health effects, ground-level ozone also interferes with the ability of plants to produce and store food, which makes them more susceptible to disease, insects, other pollutants, and harsh weather. Furthermore, ozone damages the leaves of trees and other plants, ruining the appearance of cities, national parks, and recreation areas. In 1997, the USEPA issued the 8-hour ozone National Ambient Air Quality Standards (NAAQS) at a concentration of 0.080 ppm. to better protect public health. Areas that have failed to meet the standards outlined above have been designated as non-attainment areas and, as a result, are subject to the requirements of transportation conformity. Transportation conformity requires non-attainment and maintenance areas to demonstrate that all future transportation projects will not hinder the area from reaching and attaining its air quality improvement goals. In particular, projects may not:

- Cause or contribute to new air quality violations
- Worsen existing violations
- Delay timely attainment of the relevant NAAQS

USEPA originally designated areas as non-attainment for the 8-hour ozone standard on April 15, 2004. Following modifications, the designations became final on June 15, 2005. USEPA designated the PA-NJ-MD-DE area as moderate non-attainment for the 8-hour ozone standard. This classification resulted in an attainment date of six years following the original designations or, June 2010, for the PA-NJ-MD-DE non-attainment area.

Status of the 2030 Regional Transportation Plan (RTP) and FY2009-2012 Transportation

Improvement Program (TIP):

As the Metropolitan Planning Organization (MPO) for Kent County, Delaware, Dover/Kent County MPO is charged with authoring a long-range transportation plan with at least a 20-year planning horizon. The RTP presents recommendations for enhanced transportation efficiency and functionality, including the construction

of new facilities, improved connectivity to multiple travel modes, and the enhancement of existing highway, transit, and bicycle/pedestrian facilities. Transportation projects that address challenges faced by the region are identified in this plan and placed on the four-year TIP that corresponds to that project's development timetable. The FY 2010 – 2013 TIP and the 2030 RTP were created by the Dover/Kent County MPO staff and member agencies. The 2030 RTP was adopted by the Dover/Kent County MPO Council on January 28, 2008 and the FY 2010-2013 TIP is scheduled to be adopted on March 4, 2009.

Interagency Consultation Process

As required by the federal transportation conformity rule (40 CFR 93.105) the transportation conformity process includes a significant level of cooperative interaction among federal state and local agencies. Interagency consultation requires coordination with local county representatives, the MPO and representatives from state, city and federal agencies which include but are not limited to:

- City of Dover
- Dover/Kent County MPO
- Delaware Transit Corporation
- Delaware Department of Transportation
- Delaware Department of Natural Resources and Environmental Control
- FHWA
- USEPA
- FTA
- Kent County Department of Planning

Determining Planning Assumptions

8-Hour Ozone Standard

The emissions resulting from regional transportation conformity analysis equal to or less than the USEPA approved, Delaware Department of Natural Resources and the Environment's (DNREC) Motor Vehicle Emission Budgets. USEPA regulations, as outlined in the Final Transportation Conformity Rule, Section 93.118, Criteria and procedures further require that regional conformity emissions analyses be conducted for specific analysis years as follows:

- NAAQS Attainment year
- A near-term year, one to five years in the future
- The last year of the RTP's forecast period
- An intermediate year or years such that analyses years are no more than ten years apart.

All analysis years are determined through the interagency consultation process. 2010 has been selected as the near term year and is also the attainment year. The last year of the plan is 2030. 2020 has been chosen as the intermediate year so that the analysis years are no more than ten years apart, making the analysis years 2010, 2020 and 2030. As discussed above, ozone formation is a direct result of VOC and NOx emissions reacting with each other in the presence of sunlight. The USEPA has ruled that both precursor emissions, VOC and NOx, must be included in a regional analysis for the 8-hour ozone NAAQS to demonstrate regional transportation conformity.

Air Quality Modeling Methodology:

The air quality analysis conducted for the FY 2010-2013 TIP and 2030 RTP used a series of computer-based modeling methods which are briefly described below. These methods are consistent with methods Dover/Kent County MPO and DelDOT have used in conducting air quality analyses required by the Clean Air Act Amendments of 1990, and are similar to those used by other state and regional transportation agencies in preparing air quality analyses. They are also consistent with the modeling procedures Dover/Kent County MPO and DelDOT have used when assisting in the preparation of the State Implementation Plan for air quality (SIP) documents with DNREC.

Emission Factor Estimate

The USEPA required modeling software used in the regional air quality analysis is MOBILE 6.2, a program designed to calculate mobile source emission factors. These factors are generated for each one-mile per hour increment from 3 miles per hour to 65. The factors identify the emission rates for all on road vehicle classifications at the previously prescribed speeds. The input file for the modeling process reflects air quality strategies anticipated according to the SIP and its amendments as submitted by DNREC to the USEPA. (Examples of such strategies include fuel formula requirements and motor vehicle inspection programs).

Mobile Source Emissions Estimates

The estimates of emissions for Kent County are generated by DelDOT using a model post-processor combines the travel model output with output from the mobile model to calculate link based emissions. This process links the estimated roadway speeds and volumes generated by the travel demand model with emission factors derived from MOBILE 6.2. These emission factors are then multiplied by the link-based travel speeds generated in the travel demand modeling process to calculate link based emission estimates. Once emissions for each segment are calculated, they are summed to identify the countywide totals that are presented in this document. Adjustment factors are used to account for seasonal traffic variations and alignment of Delaware based vehicle miles traveled (VMT) estimates with the federal, Highway Performance Management System (HPMS). These data are used to standardize the Delaware specific VMT data as required by the USEPA so that direct comparisons can be made among different years and modeling scenarios.

Conformity Results

The following tables provide the Kent County conformity analysis results. These include tabulations of VMT and emissions by functional classes for the county, and a comparison to the applicable conformity budgets.

APPENDIX B

Part B: Support Documents

TOTAL Volatile Organic Compound Emissions(grams/day)

2010	Kent County	Vehicle Type								
	Functional Class	LDGV	LDGT12	LDGT34	HDGV	LDDV	LDDT	HDDV	MC	TOTAL
	Interstate-rural	0	0	0	0	0	0	0	0	0
	PA-rural	425498	248233	112930	32943	104	715	35934	26136	882416
	Minor Arterial-rural	203217	117613	53622	15893	50	348	18075	11166	420080
	Major collector-rural	175859	99139	45763	18672	55	409	27350	10052	377232
	minor collector-rural	46650	26299	12140	4953	15	109	7255	2667	100069
	local-rural	147098	82925	38279	15619	46	342	22877	8408	315537
	interstate-urban	0	0	0	0	0	0	0	0	0
	freeway-urban	191202	111774	50811	14919	47	325	16426	13169	398508
	PA-urban	101465	58810	26801	7886	25	172	8840	5588	209649
	Minor Arterial-urban	223702	129078	58895	17930	57	397	21255	12334	463731
	Major collector-urban	68843	38811	17915	7310	22	160	10707	3935	147674
	Local-urban	68657	38717	17866	7290	22	160	10678	3924	147274
	Total	1652192	951398	435021	143415	442	3138	179398	97380	3462172
	Total(in Tons)	1.82	1.05	0.48	0.16	0	0	0.2	0.11	3.81

TOTAL Volatile Organic Compound Emissions(grams/day)

2020	Kent County	Vehicle Type								
	Functional Class	LDGV	LDGT12	LDGT34	HDGV	LDDV	LDDT	HDDV	MC	TOTAL
	Interstate-rural	0	0	0	0	0	0	0	0	0
	PA-rural	226655	144777	65799	19453	43	335	30403	29196	516918
	Minor Arterial-rural	109845	69454	31610	9598	22	167	15729	12852	249254
	Major collector-rural	92821	57431	26305	10115	22	180	21643	11055	219742
	minor collector-rural	25747	15930	7297	2806	6	50	6003	3067	60952
	local-rural	77110	47710	21853	8403	18	150	17980	9184	182550
	interstate-urban	0	0	0	0	0	0	0	0	0
	freeway-urban	104858	67426	30623	9017	20	156	14139	15331	241305
	PA-urban	54276	34398	15651	4691	11	81	7515	6357	123018
	Minor Arterial-urban	111631	70319	32042	9925	22	174	16829	13080	254005
	Major collector-urban	36360	22497	10304	3962	9	71	8478	4331	86078
	Local-urban	44209	27353	12529	4818	11	86	10308	5265	104659
	Total	883511	557294	254014	82788	184	1449	149029	109719	2038480
	Total(in Tons)	0.97	0.61	0.28	0.09	0	0	0.16	0.12	2.24

TOTAL Volatile Organic Compound Emissions(grams/day)

2030	Kent County	Vehicle Type							
Functional Class	LDGV	LDGT12	LDGT34	HDGV	LDDV	LDDT	HDDV	MC	TOTAL
Interstate-rural	0	0	0	0	0	0	0	0	0
PA-rural	152695	109964	49766	13329	25	218	24047	24871	375060
Minor Arterial-rural	100031	71129	32229	8787	17	144	16243	14245	242738
Major collector-rural	85007	57392	25957	9097	17	157	22193	11765	211746
minor collector-rural	28780	19431	8788	3080	6	53	7514	3983	71690
local-rural	68600	46310	20947	7341	14	127	17910	9495	170878
interstate-urban	0	0	0	0	0	0	0	0	0
freeway-urban	76279	55056	24926	6662	13	110	12212	13834	188873
PA-urban	40945	29024	13152	3602	7	59	6695	5785	99237
Minor Arterial-urban	96781	67852	30740	8729	17	146	17200	13611	235034
Major collector-urban	32990	22270	10074	3530	7	61	8613	4566	82177
Local-urban	36790	24833	11234	3937	7	68	9605	5092	91641
Total	718899	503261	227811	68093	129	1144	142232	107247	1769075
Total(in Tons)	0.79	0.55	0.25	0.07	0	0	0.16	0.12	1.95

2010	Kent County	Vehicle Type							
Functional Class	LDGV	LDGT12	LDGT34	HDGV	LDDV	LDDT	HDDV	MC	TOTAL
Interstate-rural	0	0	0	0	0	0	0	0	0
PA-rural	381043	285672	161371	129070	345	2002	1230465	12807	2202599
Minor Arterial-rural	171627	127483	72414	55864	124	720	442542	5145	875817
Major Collector-rural	104310	72872	41746	24845	86	500	291206	2279	537783
minor Collector-rural	27671	19331	11074	6591	23	133	77249	605	142658
local-rural	87251	60954	34919	20781	72	418	243580	1906	449830
interstate-urban	0	0	0	0	0	0	0	0	0
freeway-urban	176727	133022	75022	60182	189	1102	711017	6404	1163459
PA-urban	86804	64599	36641	28466	64	371	228141	2614	447693
Minor Arterial-urban	185679	137089	77995	58653	132	764	469627	5444	935258
Major Collector-urban	40834	28527	16342	9726	34	196	113998	892	210525
Local-urban	40724	28450	16298	9700	34	195	113689	890	209954
Total	1302670	957999	543823	403877	1103	6401	3921514	38987	7175576
Total(in Tons)	1.43	1.05	0.6	0.44	0	0.01	4.31	0.04	7.89

TOTAL Nitrogen Oxide Emissions(grams/day)

2020	Kent County	Vehicle Type							
Functional Class	LDGV	LDGT12	LDGT34	HDGV	LDDV	LDDT	HDDV	MC	TOTAL
Interstate-rural	0	0	0	0	0	0	0	0	0
PA-rural	155645	134808	77711	31611	72	634	319951	15218	735876
Minor Arterial-rural	71637	61213	35389	13894	27	239	120352	6263	309049
Major Collector-rural	43462	33703	18815	5879	18	157	76075	2644	180485
minor Collector-rural	12056	9349	5219	1631	5	44	21102	733	50063
local-rural	36106	27999	15630	4884	15	130	63199	2196	149937
interstate-urban	0	0	0	0	0	0	0	0	0
freeway-urban	74727	65252	37673	15326	42	368	193995	7946	395218
PA-urban	35838	30763	17784	7073	14	122	61389	3185	156210
Minor Arterial-urban	71566	60750	35126	13502	27	235	118256	6141	305647
Major Collector-urban	17025	13202	7370	2303	7	61	29800	1036	70700
Local-urban	20700	16052	8961	2800	8	75	36233	1259	85962
Total	538761	453092	259678	98903	234	2064	1040354	46620	2439147
Total(in Tons)	0.59	0.5	0.29	0.11	0	0	1.14	0.05	2.68

TOTAL Nitrogen Oxide Emissions(grams/day)

2030	Kent County	Vehicle Type							
Functional Class	LDGV	LDGT12	LDGT34	HDGV	LDDV	LDDT	HDDV	MC	TOTAL
Interstate-rural	0	0	0	0	0	0	0	0	0
PA-rural	97087	97681	57024	11570	23	443	120327	13894	398045
Minor Arterial-rural	60618	60258	35239	7006	12	228	61724	7931	233067
Major Collector-rural	35017	30261	16891	2651	7	129	34926	2923	122813
minor Collector-rural	11855	10245	5719	898	2	44	11825	990	41580
local-rural	28259	24421	13631	2139	5	104	28185	2359	99109
interstate-urban	0	0	0	0	0	0	0	0	0
freeway-urban	49376	50180	29455	5918	14	262	71365	7568	214200
PA-urban	24557	24290	14200	2807	5	88	23742	3093	92767
Minor Arterial-urban	55851	54477	31897	6097	10	193	52037	6802	207377
Major Collector-urban	13590	11744	6555	1029	3	50	13555	1135	47662
Local-urban	15155	13097	7310	1147	3	56	15116	1265	53152
Total	391364	376653	217923	41262	84	1596	432801	47960	1509772
Total(in Tons)	0.43	0.41	0.24	0.05	0	0	0.48	0.05	1.66

Vehicle Miles of Travel

2010 Kent County

Functional Class	Network Model Output	HPMS & Seasonal Factor Adjusted
interstate-rural	0	0
freeway-rural	96270	140319
PA-rural	981676	1532048
Minor Arterial-rural	484676	706444
Major collector-rural	295549	412727
minor collector-rural	75115	109485
local-rural	236852	345226
interstate-urban	0	0
freeway-urban	425746	691446
PA-urban	243826	355391
Minor Arterial-urban	589226	759910
Major collector-urban	127533	161569
minor collector-urban	0	0
local-urban	110549	161131

Vehicle Miles of Travel

2020 Kent County

Functional Class	Network Model Output	HPMS & Seasonal Factor Adjusted
interstate-rural	0	0
freeway-rural	114808	167339
PA-rural	1192937	1861750
Minor Arterial-rural	596107	868861
Major collector-rural	342821	478741
minor collector-rural	91107	132794
local-rural	272861	397712
interstate-urban	0	0
freeway-urban	534137	867482
PA-urban	298909	435678
Minor Arterial-urban	668323	861920
Major collector-urban	148028	187534
minor collector-urban	0	0
local-urban	156436	228015
Total	4416474	6487825

Vehicle Miles of Travel

2030 Kent County

Functional Class	Network Model Output	HPMS & Seasonal Factor Adjusted
interstate-rural	0	0
freeway-rural	119645	174390
PA-rural	1049069	1637224
Minor Arterial-rural	713855	1040486
Major collector-rural	379072	529366
minor collector-rural	122962	179224
local-rural	293089	427195
interstate-urban	0	0
freeway-urban	503019	816943
PA-urban	289891	422533
Minor Arterial-urban	738245	952096
Major collector-urban	162164	205442
minor collector-urban	0	0
local-urban	157183	229103
Total	4528194	6614003

APPENDIX B
Part C – Mobile 6 Input Files
Available Upon Request

APPENDIX C
Adopted Resolutions and Self-Certification



Dover/Kent County Metropolitan Planning Organization

P.O. Box 383, Dover, Delaware 19903

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

RESOLUTION

ADOPTING THE FY 2010-2013 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 2010-2013 TIP have been prioritized based on goals identified in the Regional Transportation Plan (RTP); and

WHEREAS, the projects in the FY 2010-2013 TIP comprise the first four years of the 2009 Update of the Regional Transportation Plan; and

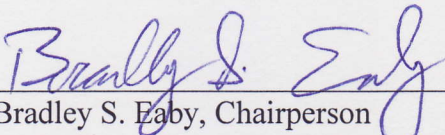
WHEREAS, the MPO has determined that the FY 2010-2013 TIP is financially constrained; and

WHEREAS, the FY 2010 projects contained in the FY 2010-2013 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 2010-2013 TIP; and

WHEREAS, the MPO has determined that the FY 2010-2013 TIP conforms to the Delaware State Implementation Plan.

NOW, THEREFORE, BE IT RESOLVED, that on March 4, 2009 the Dover/Kent County MPO Council hereby adopts the FY 2010-2013 TIP, as the region's official selection of transportation projects for federal funding.



Bradley S. Eaby, Chairperson
Dover/Kent County MPO Council



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 FY2010-2013 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 emission projections outlined in the analysis of the FY2010-2013 Transportation Improvement Program (TIP) show Kent County at or below the mobile budgets defined in the current SIP for the defined milestone years of 2010, 2020 and 2030; and

WHEREAS, the Air Quality Conformity Analysis for the 2010-2013 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 makes a determination that the FY2010-2013 TIP is found to conform to the current Delaware State Implementation Plan.

May 6, 2009
Date

Bradley S. Eaby
Bradley S. Eaby, Chairperson
Dover/Kent County MPO Council



Dover/Kent County Metropolitan Planning Organization

P.O. Box 383, Dover, Delaware 19903

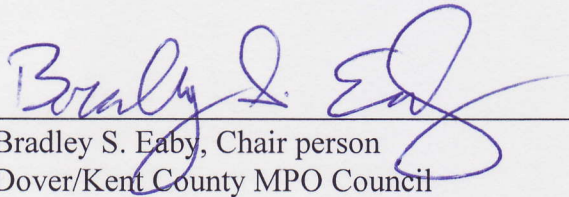
(302) 760-2713 FAX: (302) 739-6340

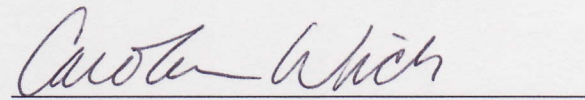
<http://doverkentmpo.org>

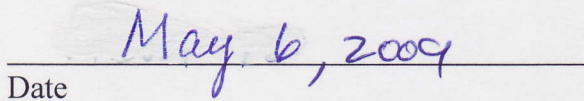
METROPOLITAN TRANSPORTATION PLANNING PROCESS - SELF-CERTIFICATION

The Delaware Department of Transportation and the Dover/Kent County Metropolitan Planning Organization for the Dover 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) 49 USC Section 450 (334) and 23 USC 613;
- (2) Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 USC 324 and 29 USC 794;
- (3) Section 1101 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A legacy for Users (Pub. L. 109-159) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded project (Sec. 105 (f), Pub. L. 97-424-96 Stat. 2100, 49 CFR Part 23);
- (4) The provisions of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the US DOT implementing regulation;
- (5) The provision of 49 CFR Part 20 regarding restrictions on influencing certain activities; and
- (6) Sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d));


Bradley S. Eaby, Chair person
Dover/Kent County MPO Council


Carolann Wicks, Secretary
Delaware Department of Transportation


Date

JSW:crs



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
1650 Arch Street
Philadelphia, Pennsylvania 19103

APR 22 2009

Mr. Nelson Castellanos, Division Administrator
Federal Highway Administrator
DELMAR Division -Maryland
10 S. Howard Street
Suite 2450
Baltimore, Maryland 21201

Dear Mr. Castellanos:

The U.S. Environmental Protection Agency (EPA) has reviewed the 8-hour ozone transportation conformity determinations for the FY 2010-2013 Transportation Improvement Programs and 2030 Regional Transportation Plan for Kent County Delaware submitted to us with your request dated February 3, 2009. EPA reviewed the conformity determinations in accordance with the procedures and criteria of the Transportation Conformity Rule contained in 40 CFR Part 93, Sections 93.106, 93.108, 93.110, 93.111, 93.112, 93.113(b), 93.113(c), 93.118.

Our review of the conformity determinations for Kent County indicates that the determinations meet the requirements of the Clean Air Act and the applicable regulations promulgated thereunder at 40 CFR Part 93. Enclosed, please find EPA's detailed evaluations titled "Technical Support Document for Review of 8-Hour Ozone Conformity Determinations for the Kent County, Delaware FY 2010-2013 Transportation Improvement Program and 2030 Regional Transportation Plan".

If you have any questions, please contact Ms. Carol Febbo, Chief, Energy, Radiation, and Indoor Environment Branch, at 215-814-2076 or Mr. Martin Kotsch, at 215-814-3335.

Sincerely,

A handwritten signature in black ink, appearing to read "Diana Esher", is written over the typed name.

Diana Esher, Acting Director
Air Protection Division


Enclosure

cc: Juanita Wieczoreck (Kent/Dover MPO) w\enclosure
Mark Glace (DelDOT) w\enclosure
Tony Tarone (FTA) w\enclosure
Phil Wheeler (DNREC) w\enclosure


UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
1650 Arch Street
Philadelphia, Pennsylvania 19103

April 14, 2009

SUBJECT: Technical Support Document for Review of 8-Hour Ozone Conformity
Determinations for the Kent County, Delaware FY 2010-2013 Transportation
Improvement Program and 2030 Regional Transportation Plan

FROM: 
Martin Kotsch, (3AP23)

TO: Administrative Record of EPA's Review of 8-Hour Ozone Conformity
Determinations for the Kent County, Delaware FY 2010-2013 Transportation
Improvement Program and 2030 Regional Transportation Plan

THRU: Carol Febbo, Chief 
Energy, Radiation and Indoor Environment Branch (3AP23)

The purpose of this document is to review 8-hour ozone transportation conformity determinations for the Kent County, Delaware FY 2010-2013 Transportation Improvement Program (TIP) and 2030 Regional Transportation Plan (Plan) and to determine whether or not the conformity determinations meet the requirements of the Clean Air Act and the applicable regulations promulgated thereunder at 40 C.F.R. Part 93. On February 3, 2009, EPA Region III received the Kent County conformity determinations for the TIP and Plan and a request from the Maryland Division Office of the Federal Highway Administration (FHWA) to review the document. The conformity determinations were prepared by the Dover/Kent County Metropolitan Planning Organization (MPO). The conformity determinations were reviewed in accordance with the procedures and criteria of the Federal Transportation Conformity Rule, 40 CFR Part 93, Sections 93.106, 93.108, 93.110, 93.111, 93.112, 93.113(b), 93.113(c) and 93.118.

The Kent County area is a moderate 8-hour non-attainment area for ozone. For the 8-hour conformity analysis, the 2008 Reasonable Further Progress Plan budgets are applicable for use in the 8-hour conformity analysis.

**EVALUATION OF CONFORMITY DETERMINATIONS FOR THE KENT COUNTY,
DELAWARE TIP AND PLAN SUBMITTED TO EPA BY FHWA ON
FEBRUARY 3, 2009**

GENERAL CRITERIA APPLICABLE TO BOTH PLAN AND TIP

SECTION of 40 CFR Part 93	CRITERIA	Y/N	COMMENTS
93.110	<p>Are the conformity determinations based upon the latest planning assumptions?</p> <p>(a) Are the conformity determinations, with respect to all other applicable criteria in §§93.111 - 93.119, based upon the most recent planning assumptions in force at the time of the conformity determinations?</p> <p>(b) Are the assumptions derived from the estimates of current and future population, employment, travel, and congestion the most recently developed by the MPO or other designated agency? Are the conformity determinations based upon the latest assumptions about current and future background concentrations?</p>	<p>Y</p> <p>Y</p> <p>Y</p>	<p>(a, b) The conformity determinations are based upon the latest planning assumptions in force and approved by the MPO at the time of the determinations. Year 2008 vehicle registration data were used in the analysis. The analyses utilized socio-economic data based upon the year 2007 Delaware state demographic data and projected to each of the analysis years.</p>
	<p>(c) Are any changes in the transit operating policies (including fares and service levels) and assumed transit ridership since the previous conformity determination discussed?</p>	Y	<p>There have been no changes in any operating policies or assumptions for ridership since the last conformity determination.</p>

	(d) The conformity determinations must include reasonable assumptions about transit service and increases in transit fares and road and bridge tolls over time.	Y	The conformity determinations included reasonable toll, transit service and fare assumptions.
	(e) The conformity determinations must use the latest existing information regarding the effectiveness of the TCMs and other implementation plan measures which have already been implemented.	N/A	There are no TCMs in the SIP. However, the following implementation plan measures were accounted for in the conformity analyses: the Federal Motor Vehicle Control Program (FMVCP), reformulated gas, Reed Vapor Pressure 7.8 psi for all analysis years, Stage II vapor recovery, I&M, On Board Diagnostics and anti-tampering programs.
	(f) Key assumptions will be specified and included in the draft documents and supporting materials used for the interagency and public consultation required by §93.105.	Y	Key assumptions have been included in the documents and supporting materials used for interagency and public consultation. They were included in the materials made available during the public review period.

93.111	Are the conformity determinations based upon the latest emissions model?	Y	The conformity determinations were based upon emission factors developed using MOBILE6.2, the currently-approved EPA mobile emissions model.
93.112	Did the MPO make the conformity determinations according to the consultation procedures of the conformity rule or the state's conformity SIP?	Y	Consultation has occurred among all appropriate agencies. Public participation occurred through out the entire TIP/Plan development process over period of two years. No comments were received on the conformity determination.

SPECIFIC CRITERIA APPLICABLE TO THE PLAN															
SECTION of 40 CFR Part 93	CRITERIA	Y/N	COMMENTS												
93.106(a) (1)	Are the horizon years correct?	Y	The years 2010, 2020 and 2030 are appropriate horizon years.												
93.106(a) (2)(i)	Does the plan quantify and document the demographic and employment factors influencing transportation demand?	Y	Chapter 4 of the Plan discusses demographic and employment factors.												
93.106(a) (2)(ii)	Is the highway and transit system adequately described in terms of the regionally significant additions or modifications to the existing transportation network which is envisioned to be operational in the horizon years?	Y	The highway and transit system is adequately described in terms of regionally significant additions or modifications to the existing transportation network, which the transportation plan envisions to be operational in the horizon years.												
93.108	Is the Transportation Plan fiscally constrained?	Y	EPA is deferring to the MPO and FHWA who have found the Plan to be fiscally constrained.												
93.113(b)	Are TCMs being implemented in a timely manner?	N/A	There are no TCMs in the SIP.												
93.118	For areas with SIP budgets: Is the Transportation Plan, TIP or Project consistent with the motor vehicle emissions budget(s) in the applicable SIP?	Y	<p>For Kent County, projected emissions for 2010, 2020 and 2030 are less than the 2008 RFP SIP emission budgets (in parentheses) as shown below (all emissions in tons per day):</p> <table><tr><td>Year</td><td>VOC</td><td>NOx</td></tr><tr><td>2010</td><td>3.81 (4.14)</td><td>7.89 (9.68)</td></tr><tr><td>2020</td><td>3.17 (4.14)</td><td>2.34 (9.68)</td></tr><tr><td>2030</td><td>1.95 (4.14)</td><td>1.66 (9.68)</td></tr></table>	Year	VOC	NOx	2010	3.81 (4.14)	7.89 (9.68)	2020	3.17 (4.14)	2.34 (9.68)	2030	1.95 (4.14)	1.66 (9.68)
Year	VOC	NOx													
2010	3.81 (4.14)	7.89 (9.68)													
2020	3.17 (4.14)	2.34 (9.68)													
2030	1.95 (4.14)	1.66 (9.68)													

SPECIFIC CRITERIA APPLICABLE TO THE TIP															
SECTION of 40 CFR Part 93	CRITERIA	Y/N	COMMENTS												
93.108	Is the Transportation Improvement Program fiscally constrained?	Y	EPA is deferring to the MPO and FHWA who have found the TIP to be fiscally constrained												
93.113(c)	Are TCM's being implemented in a timely manner?	N/A	There are no TCMs in the SIP.												
93.118	For areas with SIP budgets: Is the Transportation Plan, TIP or Project consistent with the motor vehicle emissions budget(s) in the applicable SIP?	Y	For Kent County, projected emissions for 2010, 2020 and 2030 are less than the 2005 Attainment SIP emission budgets (in parentheses) as shown below (all emissions in tons per day): <table><tr><td>Year</td><td>VOC</td><td>NOx</td></tr><tr><td>2010</td><td>3.81 (4.14)</td><td>7.89 (9.68)</td></tr><tr><td>2020</td><td>3.17 (4.14)</td><td>2.23 (9.68)</td></tr><tr><td>2030</td><td>1.95 (4.14)</td><td>1.66 (9.68)</td></tr></table>	Year	VOC	NOx	2010	3.81 (4.14)	7.89 (9.68)	2020	3.17 (4.14)	2.23 (9.68)	2030	1.95 (4.14)	1.66 (9.68)
Year	VOC	NOx													
2010	3.81 (4.14)	7.89 (9.68)													
2020	3.17 (4.14)	2.23 (9.68)													
2030	1.95 (4.14)	1.66 (9.68)													

CONCLUSION

Pursuant to FHWA's February 3, 2009 request, we have reviewed the Kent County, Delaware 8-hour ozone conformity determinations for the 2010-2013 TIP and 2030 Plan. We have determined that the TIP and Plan meet the requirements of the Clean Air Act and the applicable regulations promulgated thereunder at 40 C.F.R. Part 93.



U.S. Department
of Transportation
**Federal Highway
Administration**

Federal Transit Administration
Region III
1760 Market, Suite 500
Philadelphia, PA 19103
215-656-7100
215-656-7260 (fax)

Federal Highway Administration
Delmar Division Maryland Office
10 S. Howard Street, Suite 2450
Baltimore, Maryland 21201
410-962-4440
410-962-4054 (fax)

OCT 09 2009

Delmar Division Office

Reply to: HDA-DE
(709)

The Honorable Carleton Carey, Sr., Chair
Dover/Kent County MPO
PO Box 475
Dover, DE 19903- 0475

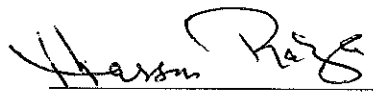
Dear Chairman:

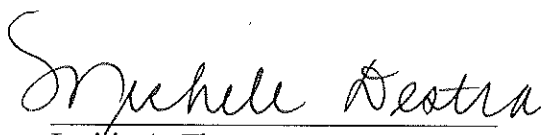
The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have reviewed the Dover/Kent County MPO FY2010-2013 Transportation Improvement Program (TIP) as adopted on March 12, 2009. We understand that no new regionally-significant projects were added in the FY2010- 2013 TIP and the 2030 Regional Transportation Plan (RTP) as amended. Because the project set remains the same, we concur with the Council's decision to reaffirm the emissions analyses conducted for the RTP on January 28, 2009.

We find that the projects contained in the TIP are based upon a transportation planning process that meets the requirements of 23 CFR Part 450 Subpart A, B, and C, 23 USC Sections 134 and 135, and 49 USC Sections 5303-5305.

Any questions concerning this approval should be directed to Kris Riesenbergh, FHWA, DelMar Division, 302-734-5324, or Keith Lynch, FTA Region III, 215-656-7056.

Sincerely yours,


Hassan Raza
Division Administrator
Federal Highway Administration


Letitia A. Thompson
Regional Administrator, Region III
Federal Transit Administration





STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION

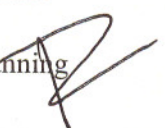
800 BAY ROAD
P.O. Box 778
DOVER, DELAWARE 19903

CAROLANN WICKS, P.E.
SECRETARY

MEMORANDUM

AUG 10 2009

TO: Kathy English, Director, Finance

FROM: Ralph A. Reeb, Director, Planning 

DATE: August 5, 2009

SUBJECT: Fiscal Year 2010-2013 State Transportation Improvement Program,
Certification of the Planning Process

In accordance with 23 CFR 450.220, this is to certify that our statewide transportation planning process is addressing major issues facing the State and its urbanized areas, and is being carried out in accordance with the following requirements:

1. 49 U.S.C. Section 5323(k), 23 U.S.C. 135, and 23 CFR 450.220;
2. Title IV of the Civil Rights Act of 1964, and the Title VI Assurance executed by each State Under 23 U.S.C. 324 and 29 U.S.C. 794;
3. Section 1101 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act; a Legacy for Users (Pub. L. 109-59) regarding the involvement of disadvantaged business enterprises in FHWA and FTA funded projects (Sec. 1059(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR Part 23).
4. The provisions of the American with Disabilities Act of 1990 (pub. L. 101-336, 104 Stat. 327 as amended), and the US DOT implementing regulation;
5. The provisions of 49 CFR part 20 regarding restrictions on influencing certain activities; and,
6. Section 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)).

RAR:

cc: Carolann Wicks, Secretary
Tigist Zegeye, Executive Director, WILMAPCO
Juanita Wieczoreck, Executive Director, Dover/Kent MPO



APPENDIX D

Financial Plan

**Appendix D
Financial Plan**

			FY2010 FHWA OBLIGATIONAL PLAN			
			2/7/2009			
STATE	PROGRAM					FUNDS
PROJECT	FEDERAL	APPORT	PROJECT		FED \$	TO BE
<u>NUMBER</u>	<u>FUNDS</u>	<u>CODE</u>	<u>TITLE</u>	<u>REASON</u>	<u>AUTH</u>	<u>OBLIGATED</u>
	1,200,000.00		BIKE PEDESTRIAN	PE,ROW,CONS	723,000.00	-
	861,775.00	LY20	BOMBAY HOOK ROAD	CONS		-
	24,000,000.00	L1C0	BRIDGE PRESERVATION PROGRAM	PE,ROW,CONS	819,000.00	-
		L110	BRIDGE PRESERVATION PROGRAM	PE,ROW,CONS	5,000,000.00	-
	4,020,000.00	L1C0	BRIDGE MANAGEMENT	PE,ROW,CONS	3,420,000.00	3,420,000.00
	4,000,000.00	L1C0	BR1-159 JAMES ST			4,000,000.00
	4,000.00	L1C0	BR1-177 AND 1-203, SCOUR COUNTERMEASURE	ROW		-
28-074-03	284,000.00	L1C0	BR1-177 AND 1-203, SCOUR COUNTERMEASURE	CONS	280,000.00	280,000.00
	8,000,000.00	L1C0	BR1-394N AND BR 1-394S ON US 13 OVER DRAWYERS CREEK	CONS		-
	11,760,000.00	L1C0	BR1-501, 501A,501B SR141 VIADUCT OVER SR4	CONS	4,000,000.00	4,000,000.00
	1,360,000.00	L1C0	BR1-655N & 1-655S ON US 13	CONS		1,360,000.00
	400,000.00	L1C0	BR1-687,788,693	CONS		400,000.00
	7,200.00	L110	BR2-203A ON TODD'S MILL ROAD OVER ISSAC BRANCH	ROW		7,200.00
	412,000.00	L110	BR 2-222A ON SANDY BEND ROAD OVER TAPPAHANNA DITCH	CONS		412,000.00
	400,000.00	L110	BR 2-254A ON MT. OLIVE CEMETERY ROAD OVER WILDCAT BRANCH	CONS		400,000.00
		L110	BR2-277A ON FOX HUNTERS ROAD, WEST OF HARRINGTON	ROW	9,600.00	9,600.00
	720,000.00	L110	BR2-277A ON FOX HUNTERS ROAD, WEST OF HARRINGTON	CONS	560,000.00	560,000.00
	1,680,000.00	L1C0	BR3-237 ON OLD FURNACE ROAD OVER NANTICOKE RIVER	CONS		-
	412,800.00	L110	BR3-408 ON PEPPER ROAD	CONS		412,800.00
	2,800,000.00	LY20	BR 651 ON NEWPORT ROAD RAILROAD CROSSING WILMINGTON & MARSHALTON	CONS	709,000.00	-
	256,641.90	HY20	BR 1-651 ON NEWPORT ROAD RAILROAD CROSSING WILMINGTON & MARSHALTON	CONS		256,641.90
	534,750.13	LY20	BR 1-651 ON NEWPORT ROAD RAILROAD CROSSING WILMINGTON & MARSHALTON	CONS		534,750.13
	1,700,000.00	L1C0	BR 1-651 ON NEWPORT ROAD RAILROAD CROSSING WILMINGTON & MARSHALTON	CONS		1,700,000.00
	205,849.15	LY20	LAKE GERAR	CONS		-
	625,000.00	LY20	RAIL IMPROVEMENTS, NEWARK TO WILMINGTON PROGRAM			625,000.00
	2,000,000.00	LY30	COMMUTER RAIL MIDDLETOWN TO NEWARK			2,000,000.00
		LY30	DESTINATION STATION		840,000.00	840,000.00
	100,000.00	L480	DISADVANTAGED BUSINESS ENTERPRISE		125,000.00	125,000.00
27-037-01	624,000.00	L050	GLENVILLE WETLAND MITIGATION BANK	PE		-
	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	HSIP	CONS	5,033,000.00	5,033,000.00
	1,800,000.00	L010	INTERSTATE MAINTENANCE -JOINT SEALING, I-495			1,800,000.00

Appendix D Financial Plan

			FY2010 FHWA OBLIGATIONAL PLAN			
			2/7/2009			
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PROJECT	FEDERAL	APPORT	PROJECT		FED \$	TO BE
<u>NUMBER</u>	<u>FUNDS</u>	<u>CODE</u>	<u>TITLE</u>	<u>REASON</u>	<u>AUTH</u>	<u>OBLIGATED</u>
	1,800,000.00	L010	INTERSTATE MAINTENANCE -RAMP REPAVING			1,800,000.00
	900,000.00	L010	INTERSTATE MAINTENANCE - ROADWAY LIGHTING REPLACEMENT, I-95			900,000.00
	900,000.00	L050	I- 95 RIVERFRONT INTERCHANGE	PE		-
	20,000,000.00	LY20	I- 95 RIVERFRONT INTERCHANGE	CONS	-	-
	1,530,000.00	L010	I-95 SERVICE PLAZA	CONS		-
	2,700,000.00	L010	INTERSTATE MAINTENANCE -REPLACEMENT OF SIGN STRUCTURES			2,700,000.00
	2,800,000.00	L200	LOCKERMANN STREET / FOREST STREET, DOVER	CONS		-
	90,642.00	LT30	MOTOR FUEL TAX COMPLIANCE AND ANTI TAX EVASION	PRO		90,642.00
	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
	-	L220	NORTHERN DELAWARE GREENWAY			-
	1,800,000.00	L010	INTERSTATE MAINTENANCE - DRAINAGE REPAIR			1,800,000.00
	12,000,000.00	L050	PAVING & REHABILITATION	CONS		-
	2,500,000.00	L550	PLANNING - STATEWIDE PLANNING PROGRAM - FHWA	PLAN	1,975,000.00	1,975,000.00
		L560	PLANNING - STATEWIDE RESEARCH PROGRAM - FHWA	RESEARCH	662,000.00	662,000.00
	1,503,558.00	LY30	POMEROY BIKE TRAIL			-
	550,000.00	LS40	RAIL CROSSING SAFETY	CONS		550,000.00
	550,000.00	LS50	RAIL CROSSING SAFETY	CONS		550,000.00
	854,068.00	L940	RECREATIONAL TRAILS		854,000.00	854,000.00
		LY30	REHOBOTH STREETScape PAY BACK			-
		L220	REHOBOTH STREETScape PAY BACK			
	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
	400,000.00		SR 1/SR 1A AND SR1/SR 1B INTERSECTION IMPROVEMENTS	PE		-
	400,000.00		SR 1/SR 1A AND SR1/SR 1B INTERSECTION IMPROVEMENTS	ROW		-
	4,640,000.00	L050	SR 1, DEWEY BEACH PEDESTRIAN/BICYCLE IMPROVEMENTS	CONS		-
	2,480,000.00	L050	SR 1A, DEWEY BEACH PEDESTRIAN/BICYCLE IMPROVEMENTS	CONS		-
28-090-03	600,000.00	L010	I-95, MARYLAND LINE TO I-295 PROGRAM -SR 1/I- 95 INTERCHANGE	PE		-
28-090-03	32,000,000.00	L050	I-95, MARYLAND LINE TO I-295 PROGRAM -SR 1/I- 95 INTERCHANGE	CONS		-

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<u>NUMBER</u>	<u>FUNDS</u>	<u>CODE</u>	<u>TITLE</u>	<u>REASON</u>	<u>AUTH</u>	<u>OBLIGATED</u>
28-090-03		L230	I-95, MARYLAND LINE TO I-295 PROGRAM -SR 1/I- 95 INTERCHANGE	CONS		-
28-090-03	2,888,822.00	LY10	I-95, MARYLAND LINE TO I-295 PROGRAM -SR 1/I- 95 INTERCHANGE	CONS		2,888,822.00
28-090-03	13,131,004.00	L050	I-95, MARYLAND LINE TO I-295 PROGRAM -SR 1/I- 95 INTERCHANGE	CONS	9,711,178.00	-
28-090-03		L230	I-95, MARYLAND LINE TO I-295 PROGRAM -SR 1/I- 95 INTERCHANGE	CONS	5,000,000.00	-
25-090-02	900,000.00	L010	I-95 TOLL PLAZA REHABILITATION AND HIGHWAY SPEED E-ZPASS IMPROVEMENTS	CONS	5,000,000.00	-
25-090-02		L400	I-95 TOLL PLAZA REHABILITATION AND HIGHWAY SPEED E-ZPASS IMPROVEMENTS	CONS	5,000,000.00	-
	6,400,000.00	L050	SR 1, REHOBOTH CANAL TO NORTH OF FIVE POINTS, PEDESTRAIN IMPROVEMENTS SIDEWALKS	CONS		-
	3,040,000.00	L050	SR1 TRUCK WEIGH STATION AND INSPECTION FACILITY			-
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		-
	-	L250	SR 26, LOCAL ROADS	CONS	7,100,000.00	-
		L240	SR 26, LOCAL ROADS	CONS	2,500,000.00	-
	4,016,000.00	L250	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	ROW	3,000,000.00	3,000,000.00
		LZ20	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	ROW	4,000,000.00	4,000,000.00
		LZ10	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	ROW	2,000,000.00	2,000,000.00
	5,400,000.00	L240	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	CONS		-
	4,000,000.00	LZ20	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	CONS		-
24-112-01	1,360,000.00	L240	SR 54, MAINLINE IMPROVEMENTS	ROW		-
24-112-01	6,200,000.00	L240	SR 54, MAINLINE IMPROVEMENTS	CONS	5,400,000.00	5,400,000.00
24-106-04	400,000.00	L230	SR 141, KIRKWOOD HIGHWAY TO FAULKLAND ROAD	LANDSCAPING		-
	2,000,000.00	L230	SR896 - N399 OVERPASS TO SR 71	CONS	1,600,000.00	1,600,000.00
	42,381.00	L490	TECHNOLOGY - SUMMER INTERN PROGRAM		45,000.00	45,000.00
	360,000.00	L400	RIDESHARE - TRANSPORTATION MANAGEMENT IMPROVEMENTS	PLAN	720,000.00	720,000.00
	3,400,000.00	L220	TRANSPORTATION ENHANCEMENTS (FHWA)			3,400,000.00
	6,240,000.00	L400	TRANSPORTATION MANAGEMENT IMPROVEMENTS		5,740,000.00	5,740,000.00
		L240	TRANSPORTATION MANAGEMENT IMPROVEMENTS		1,600,000.00	1,600,000.00

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<u>NUMBER</u>	<u>FUNDS</u>	<u>CODE</u>	<u>TITLE</u>	<u>REASON</u>	<u>AUTH</u>	<u>OBLIGATED</u>
	320,000.00	L400	30' LOW FLOOR 301 MIS RT 55	PRO		-
	960,000.00	L400	30' LOW FLOOR 301 MIDDLETOWN CIRCULATOR	PRO		960,000.00
	1,015,000.00	L400	40' LOW FLOOR 301 MIDDLETOWN, NEWARK VIA GLASGOW	PRO		1,015,000.00
	640,000.00	L400	30' LOW FLOOR HARRINGTON SHUTTLE	PRO	660,000.00	660,000.00
	320,000.00	L400	30' LOW FLOOR RT 303 EXPANSION	PRO		320,000.00
	640,000.00	L400	30' LOW FLOOR SUSSEX EXPANSION PHASE I & II	PRO	1,299,000.00	1,299,000.00
25-011-04	200,000.00	LY20	BICYCLE & PEDESTRIAN BRIDGE AT U OF DE, LAIRD CAMPUS (FEDERAL DEMO #2)			-
		LY30	U OF DELAWARE FUEL CELL			
22-690-03	6,400,000.00	L230	US 13, PHILADELPHIA PIKE, CLAYMONT TRANSPORTATION PLAN IMPLEMENTATION	PE	920,000.00	920,000.00
		L230	US 13, PHILADELPHIA PIKE, CLAYMONT TRANSPORTATION PLAN IMPLEMENTATION (PHASE I)	CONS	240,000.00	240,000.00
	250,000.00		US 13 ROOSEVELT AVENUE	PE		250,000.00
	5,440,000.00	L050	US 13 SEAFORD INTERSECTION IMPROVEMENTS	ROW	3,200,000.00	3,200,000.00
	5,200,000.00	L050	US 40 & SR 72	ROW		-
25-113-01	2,000,000.00	L050	US 301, MARYLAND STATE LINE TO SR 1	PE	21,440,000.00	21,440,000.00
	140,000,000.00	H050	US 301, MARYLAND STATE LINE TO SR 1	CONS		-
	3,600,000.00	L230	WASHINGTON STREET, NEW CASTLE	ROW	220,000.00	220,000.00
	200,000.00		WILMINGTON SIGNAL IMPROVEMENTS			200,000.00
	1,545,600.00	LY20	WILMINGTON TRAIN STATION	CONS	1,500,000.00	1,500,000.00
	(5,000,000.00)		RELEASES			(5,000,000.00)
	960,000.00		SR 1, COASTAL HIGHWAY, SR 30, CEDAR CREEK ROAD, INTERCHANGE, SOUTH OF MILFORD	ROW		-
24-122-03	253,000.00	L050	SR 1, NORTH FREDERICA GRADE SEPARATED INTERSECTION	PE		-
	8,000,000.00	L050	SR 1, NORTH FREDERICA GRADE SEPARATED INTERSECTION	CONS		-
	4,000,000.00	L050	SR 1, SOUTH FREDERICA GRADE SEPARATED INTERSECTION	ROW		-
	-	L240	SR 9, NEW CASTLE AVE., 3RD & 6TH STREET INTERSECTION IMPROVEMENTS	PE		-
	4,000,000.00	L050	US113, NORTH/SOUTH IMPROVEMENTS	PE		-
	8,000,000.00	L050	US113, NORTH/SOUTH IMPROVEMENTS	ROW		-
27-044-01	10,000,000.00	L230	SR 2, ELKTON ROAD, CASHO MILL RD TO DELAWARE AVENUE	CONS	6,200,000.00	6,200,000.00
	80,000.00	L230	SR 2, SOUTH UNION STREET FROM RAILROAD BRIDGE TO SYCAMORE STREET, WILMINGTON	ROW		-

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24-011-02	3,200,000.00	L230	SR 2, SOUTH UNION STREET FROM RAILROAD BRIDGE TO SYCAMORE STREET, WILMINGTON	CONS		-
23-044-02	2,790,000.00	L010	SR141/I-95 INTERCHANGE	PE	1,550,000.00	-
24-117-01	400,000.00	L200	WEST DOVER CONNECTOR	PE		-
	4,960,000.00	L200	WEST DOVER CONNECTOR	ROW		-
25-106-02	10,000,000.00	L050	I- 95 & US202 INTERCHANGE	CONS		-
	2,000,000.00	L230	I- 95 & US202 INTERCHANGE	UNAC		-
20-045-02	3,000,000.00	H200	GOVERNOR'S AVENUE, WEBB'S LANE TO WATER STREET	UNAC		-
21-045-01	1,427,731.00	LY30	HARRINGTON TRUCK ROUTE	UNAC		-
21-112-04	6,600,000.00	L250	SR 26 DETOUR ROUTES	UNAC		-
22-124-06	8,700,000.00	L050	US 13/DE 404 INTERSECTION REALIGNMENT & BRIDGEVILLE SERVICE ROAD	UNAC		-
		L200	CARTER ROAD (K137), SUNNYSIDE ROAD TO WHEATLEY'S POND ROAD, SMYRNA	ROW	120,000.00	120,000.00
23-016-01	4,800,000.00	L200	CARTER ROAD (K137), SUNNYSIDE ROAD TO WHEATLEY'S POND ROAD, SMYRNA	CONS		4,800,000.00
23-071-03	120,000.00		BR141 ON SR 48 OVER CHESTNUT RUN	CONS		-
23-073-03		L1C0	BR 3-156, INDIAN RIVER INLET ROADWAYS & APPROACHES, PHASE I	PE	1,200,000.00	1,200,000.00
23-073-03	9,052,475.23	L1C0	BR 3-156, INDIAN RIVER INLET ROADWAYS & APPROACHES, PHASE I	CONS	4,000,000.00	4,000,000.00
24-119-01	5,200,000.00	L230	US 40, PULASKI HIGHWAY & SR 72, WRANGLE HILL ROAD (INCLUDES DEL LAWS ROAD INTERSECTION)	ROW		-
24-119-01	6,900,000.00	L230	US 40, PULASKI HIGHWAY & SR 72, WRANGLE HILL ROAD (INCLUDES DEL LAWS ROAD INTERSECTION)	CONS		-
24-122-01	2,480,000.00	L050	SR 1, BAY ROAD/K19, THOMPSONVILLE ROAD INTERSECTION IMPROVEMENTS	ROW	4,746,000.00	4,746,000.00
24-122-01	11,200,000.00	L050	SR 1, BAY ROAD/K19, THOMPSONVILLE ROAD INTERSECTION IMPROVEMENTS	CONS		-
	800,000.00	L050	SR 1, LITTLE HEAVEN GRADE SEPARATED INTERSECTION	ROW	2,600,000.00	2,600,000.00
24-122-02	9,200,000.00	L050	SR 1, LITTLE HEAVEN GRADE SEPARATED INTERSECTION	CONS		-
24-200-03	1,000,000.00	H220	MAIN STREET, NEWARK STREETScape, TRANSPORTATION ENHANCEMENT	FROM FY06		-
24-200-06	830,000.00	L220	SOUTHWEST CIVIC ASSOCIATION, PHASE I, ENHANCEMENT	FROM FY06		-
24-200-21	988,286.00	L220	NEWPORT SIDEWALKS AND STREETScape	FROM FY06		-
	800,000.00		BR 3-156, INDIAN RIVER INLET PARK ENHANCEMENTS	PE		-
	1,800,000.00		BR 3-156, INDIAN RIVER INLET PARK ENHANCEMENTS	CONS		-
26-073-03	5,973,446.86	L1C0	BR 3-156, INDIAN RIVER INLET - BRIDGE REPLACEMENT, DESIGN-BUILD	UN AC		-

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			2/7/2009			
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26-073-03		L050	BR 3-156, INDIAN RIVER INLET - BRIDGE REPLACEMENT, DESIGN-BUILD	UN AC	23,746,700.00	23,746,700.00
26-073-03	12,981,222.00	LY20	BR 3-156, INDIAN RIVER INLET - BRIDGE REPLACEMENT, DESIGN BUILD	UNAC	6,665,957.00	-
	549,603,887.27					
					167,205,835.00	150,720,556.03
						8,645,214.03
	125,000,000.00		FY2010 OBLIGATIONAL AUTHORITY			
	8,645,214.03		FY2010 SPECIAL LIMITATION EARMARK OBLIGATIONAL AUTHORITY			
	549,603,887.27		FY2010 ORIGINAL PLANNED OBLIGATIONS			
	150,720,556.03		FY2010 BALANCE OF PLANNED OBLIGATIONS			
	0.00		FY2010 OBLIGATIONS TO DATE			
	(17,075,342.00)		FY2010 BALANCE OF OBLIGATIONAL AUTHORITY			
<u>ADVANCED CONSTRUCTION PROJECTS REMAINING</u>						
		L1C0	BR1-501, 501A,501B SR141 VIADUCT OVER SR4	AC BALANCE	7,760,000.00	
				CONVERT	-	
			BR1-651	AC BALANCE	1,588,607.97	
23-073-03		H240	BR 3-156, ON SR 1 OVER INDIAN RIVER INLET ROADWAYS & APPROACH	AC BALANCE	7,052,475.23	
23-073-03		L1C0	BR 3-156, ON SR 1 OVER INDIAN RIVER INLET ROADWAYS & APPROACH	CONVERT	5,200,000.00	
		L010	I-95 TURNPIKE TOLL PLAZA	AC BALANCE	-	
		L010	SR 1/I95 INTERCHANGE	AC BALANCE	-	
25-106-02		L050	I- 95/US202 INTERCHANGE	AC BALANCE	-	
26-073-03		L1C0	BR 3-156, INDIAN RIVER INLET - BRIDGE REPLACEMENT	AC BALANCE	5,973,446.86	
26-073-03		L1C0	BR 3-156, INDIAN RIVER INLET - BRIDGE REPLACEMENT	CONVERT	5,973,446.86	
		LY20	BR 3-156, INDIAN RIVER INLET - BRIDGE REPLACEMENT	AC BALANCE	6,665,957.60	
		LY20	BR 3-156, INDIAN RIVER INLET - BRIDGE REPLACEMENT	CONVERT	6,665,957.60	
			I-95, MARYLAND LINE TO I-295 PROGRAM -SR 1/I- 95 INTERCHANGE	AC BALANCE	129,111,178.00	
			I-95, MARYLAND LINE TO I-295 PROGRAM -SR 1/I- 95 INTERCHANGE	CONVERT	0.00	
		L230	SR 2, ELKTON ROAD, CASHO MILL RD TO DELAWARE AVENUE	AC BALANCE	13,800,000.00	
		L240	SR 54, MAINLINE IMPROVEMENTS	AC BALANCE	5,000,000.00	
		L010	SR141/I-95 INTERCHANGE	AC BALANCE	-	

Appendix D Financial Plan

			FY2010 FHWA OBLIGATIONAL PLAN			
			2/7/2009			
STATE	PROGRAM					FUNDS
PROJECT	FEDERAL	APPORT	PROJECT		FED \$	TO BE
<u>NUMBER</u>	<u>FUNDS</u>	<u>CODE</u>	<u>TITLE</u>	<u>REASON</u>	<u>AUTH</u>	<u>OBLIGATED</u>
		L050	SR 1, LITTLE HEAVEN GRADE SEPARATED INTERSECTION	AC BALANCE	2,560,000.00	
CURRENT AC BALANCE					159,819,785.97	
PLAN END OF YEAR AC BALANCE					147,180,381.51	
Legend						
Earmark Funds						
Problem						

**Appendix D
Financial Plan**

		FHWA STATUS OF FUNDS AND BALANCES FOR FY2010						
			39,851.52					
			Estimated	Estimated				
		CURRENT	FY2009	FY2010		PROJECTED	UNOBLIGATED	SUBJECT TO
FUND NAME	FUND	BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	OBLIGATIONS	BALANCES	LAPSE 9/30/06
		UPDATED						
INTERSTATE MAINT	04M0	5,000.06			-	-	5,000.06	
INTERSTATE MAINT	Q010	521,085.20			-	-	521,085.20	
INTERSTATE MAINT	H010	2,319,739.41			-	-	2,319,739.41	
INTERSTATE MAINT	L010	20,410,432.89	6,022,393.00	6,030,225.00	(7,832.00)	9,000,000.00	17,440,657.89	
INTERSTATE MAINT DISC	H020	-			-	-	-	
INTERSTATE 56	0420	-			-	-	-	
CONSOLIDATED PRIMARY	0100	-			-	-	-	
RURAL SECONDARY	0750	-			-	-	-	
URBAN SYSTEMS	W360	-			-	-	-	
BRIDGE R/R ON/OFF	1140	621.07			-	-	621.07	
		1,688.03						
BRIDGE R/R OFF	1170	-			-	-	-	
BRIDGE R/R ON	1180	1,000.00			-	-	1,000.00	
BRIDGE R/R ON	Q100	855,902.72			-	-	855,902.72	
BRIDGE R/R ON	H100	109,277.89			-	-	109,277.89	
BRIDGE R/R OFF	Q110	1,054,410.84			-	-	1,054,410.84	
BRIDGE R/R OFF	H110	2,681,328.80			-	-	2,681,328.80	
BRIDGE 15% OFF	L110	5,984,874.00	2,524,038.00	1,847,306.00	676,732.00	1,801,600.00	6,030,580.00	
BRIDGE R/R ON/OFF	Q120	70,424.27			-	-	70,424.27	
BRIDGE R/R ON/OFF	H120	-			-	-	-	
HWY BR PROG 85% ON/OFF	H1C0	-			-	-	-	
HWY BR PROG 85% ON/OFF	L1C0	10,524,990.95	14,302,883.00	10,468,064.00	3,834,819.00	20,360,000.00	633,054.95	
REDISTRIBE OF AUTH	Q030	-			-	-	-	
REDISTRIBE OF AUTH	H030	593,720.00			-	-	593,720.00	
REDISTIB CERTAIN AUTHOR	L030	3,293,958.00	838,470.00	-			3,293,958.00	
BRIDGE DISCRETIONARY	H060	0.33			-	-	0.33	
BRIDGE DISCRETIONARY	H070	-			-	-	-	
BRIDGE DISCRETIONARY	H070	-			-	-	-	
URBAN - 200,000	3AA0	-			-	-	-	
URBAN - 200,000	Q200	86,628.68			-	-	86,628.68	
URBAN - 200,000	H200	691,132.17			-	-	691,132.17	
URBAN - 200,000	L200	9,503,376.43	4,691,607.00	5,253,813.00	(562,206.00)	4,920,000.00	9,837,189.43	

**Appendix D
Financial Plan**

		FHWA STATUS OF FUNDS AND BALANCES FOR FY2010						
			39,851.52					
			Estimated FY2009	Estimated FY2010				
FUND NAME	FUND	CURRENT BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	PROJECTED OBLIGATIONS	UNOBLIGATED BALANCES	SUBJECT TO LAPSE 9/30/06
		UPDATED						
OPT SAFETY	33A0	-			-	-	-	
OPT SAFETY	Q210	4,058.43			-	-	4,058.43	
OPT SAFETY	H210	0.30			-	-	0.30	
HSIP HIGH RISK RURAL ROAD	LS20	1,795,500.00	450,000.00	450,000.00	-	200,000.00	2,045,500.00	
HSIP	LS30	7,599,137.68	5,286,935.00	5,711,558.00	(424,623.00)	7,033,000.00	6,277,695.68	
TRANS ENHANCEMENTS	33B0	1,000.00			-	-	1,000.00	
TRANS ENHANCEMENTS	Q220	137,816.74			-	-	137,816.74	
TRANS ENHANCEMENTS	H220	151,427.49			-	-	151,427.49	
TRANS ENHANCEMENTS	L220	3,363,716.44	3,478,182.00	3,691,044.00	(212,862.00)	3,400,000.00	3,654,760.44	
URBAN 200,000+	33C0	13,035.78			-	-	13,035.78	
URBAN 200,000+	Q230	256,330.91			-	-	256,330.91	
URBAN 200,000+	H230	496,812.46			-	-	496,812.46	
URBAN 200,000+	L230	11,759,059.58	11,489,991.00	12,308,579.00	(818,588.00)	9,180,000.00	14,887,638.58	
STATE FLEXIBILITY	33D0	244,698.98			-	-	244,698.98	
STATE FLEXIBILITY	Q240	121,980.04			-	-	121,980.04	
STATE FLEXIBILITY	H240	59,046.68			-	-	59,046.68	
STATE FLEXIBILITY	L240	(2,703,497.43)	11,636,517.00	11,349,960.00	286,557.00	7,000,000.00	1,646,462.57	
AREAS <5000	33E0	359,049.42			-	-	359,049.42	
AREAS <5000	Q250	105,330.77			-	-	105,330.77	
AREAS <5000	H250	956,797.70			-	-	956,797.70	
AREAS <5000	L250	(6,697,077.71)	3,199,729.00	3,199,730.00	(1.00)	3,000,000.00	(6,497,347.71)	
PROTECT DEVICES	33M0	-			-	-	-	
PROTECT DEVICES	Q260	2,700.00			-	-	2,700.00	
PROTECT DEVICES	H260	-			-	-	-	
RAIL/HWY PROTECT DEVICES	LS50	258,031.80	550,000.00	550,000.00	-	550,000.00	258,031.80	
ELIM OF HAZARDS	33N0	43,412.75			-	-	43,412.75	
ELIM OF HAZARDS	Q270	336,014.88			-	-	336,014.88	
ELIM OF HAZARDS	H270	295,368.66			-	-	295,368.66	
HAZARD ELIMINATION	1410	-			-	-	-	
HAZARD ELIMINATION	33P0	41,399.67			-	-	41,399.67	
HAZARD ELIMINATION	Q280	2,334,269.94			-	-	2,334,269.94	

**Appendix D
Financial Plan**

		FHWA STATUS OF FUNDS AND BALANCES FOR FY2010						
			39,851.52	Estimated				
			Estimated	Estimated				
		CURRENT	FY2009	FY2010		PROJECTED	UNOBLIGATED	SUBJECT TO
FUND NAME	FUND	BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	OBLIGATIONS	BALANCES	LAPSE 9/30/06
		UPDATED						
HAZARD ELIMINATION	H280	1,656,650.00			-	-	1,656,650.00	
RAIL/HWY CROSS HAZA ELIM	LS40	1,609,422.50	550,000.00	550,000.00	-	550,000.00	1,609,422.50	
RAIL HIGHWAY CROSS	1390	-			-	-	-	
SPR - PLANNING	Q550	130,918.29			-	-	130,918.29	
SPR - PLANNING	H550	-			-	-	-	
SPR - PLANNING	L550	742,605.00	1,967,299.00	2,041,517.00	(74,218.00)	1,975,000.00	809,122.00	
SPR - RESEARCH	Q560	156,258.70			-	-	156,258.70	
SPR - RESEARCH	H560	-			-	-	-	
SPR - RESEARCH	L560	286,737.44	655,766.00	680,506.00	(24,740.00)	662,000.00	305,243.44	
SEAT BELT SAFETY	Q040	-			-	-	-	
SCENIC BYWAYS	Q970	-			-	-	-	
SCENIC BYWAYS	H970	-			-	-	-	
RESTORATION	3170	-			-	-	-	
NATIONAL HIGHWAY	3150	10,239.58			-	-	10,239.58	
NATIONAL HIGHWAY	Q050	310,196.92			-	-	310,196.92	
NATIONAL HIGHWAY	H050	667,465.72			-	-	667,465.72	
NATIONAL HIGHWAY	L050	(923,924.65)	50,770,637.00	53,018,737.00	(2,248,100.00)	56,532,700.00	(4,437,887.65)	
METRO PLAN/RD&TT	860	244,274.94					244,274.94	
METRO PLAN/RD&TT	81	181,684.59			-	-	181,684.59	
PLANNING & RESEARCH 1 1/2% HF	800	3,447.20			-	-	3,447.20	
PLANNING	Q450	1,000.00			-	-	1,000.00	
PLANNING	H450	567,603.99			-	-	567,603.99	
METRO PLANNING	L450	459,265.24	1,472,635.00	1,519,833.00	(47,198.00)	1,472,400.00	506,698.24	
CONGEST MITIGATION	3200	-			-	-	-	
CONGEST MITIGATION	Q400	1,180,085.94			-	-	1,180,085.94	
CONGEST MITIGATION	H400	88,000.00			-	-	88,000.00	
CONGEST MITIGATION	L400	14,717,635.87	9,381,479.00	10,049,555.00	(668,076.00)	10,714,000.00	14,053,190.87	
COVERED BRIDGES (100%)	9BA0	-			-	-	-	
NATIONAL REC TRAILS	Q940	-			-	-	-	
NATIONAL REC TRAILS	H940	-			-	-	-	
NATIONAL REC TRAILS	L940	1,574,059.00	797,520.00	884,768.00	(87,248.00)	854,000.00	1,604,827.00	
LTAP	Q890	-			-	-	-	
LTAP	H890	-			-	-	-	
LTAP	37A0	-			-	-	-	

**Appendix D
Financial Plan**

FHWA STATUS OF FUNDS AND BALANCES FOR FY2010								
			39,851.52					
			Estimated FY2009	Estimated FY2010				
FUND NAME	FUND	CURRENT BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	PROJECTED OBLIGATIONS	UNOBLIGATED BALANCES	SUBJECT TO LAPSE 9/30/06
		UPDATED						
LOCAL TECH ASSIST PGRM	4380	140,000.00	50,000.00	50,000.00			190,000.00	
OP MOT VEH/INTOX	H080	81,170.21			-	-	81,170.21	
SURF TRAN RSCH-STRUCTURES	HX80	-			-	-	-	
MINIMUM GUAR - LIMIT	Q780	-			-	-	-	
MINIMUM GUAR - LIMIT	H780	-			-	-	-	
NITTEC RESEARCH & TECH	3730	17,821.00			-	-	17,821.00	
IVHS	3900	39,029.61			-	-	39,029.61	
ITS	3260	1,000.00			-	-	1,000.00	
LITHIUM FIELD TREATMENT	QX50				-	-	-	
MIN BUSINESS ENTERPRISE	Q480				-	-	-	
MIN BUSINESS ENTERPRISE	H480	-			-	-	-	
SUPPORTIVE SERVICES	Q490	-			-	-	-	
SUPPORTIVE SERVICES	H490	-			-	-	-	
SAFE RTS TO SCHOOL PROG	HU10	-			-	-	-	
SAFE RTS TO SCHOOL PROG	LU10	1,000.00	100,000.00	100,000.00	-	99,000.00	2,000.00	
SAFE RTS TO SCHOOL INFR	HU20	-			-	-	-	
SAFE RTS TO SCHOOL INFR	LU20	351,076.84	700,000.00	700,000.00	-	693,000.00	358,076.84	
SAFE RTS TO SCHOOL EITHER	HU30	-			-	-	-	
SAFE RTS TO SCHOOL EITHER	LU30	2,000.00	200,000.00	200,000.00	-	198,000.00	4,000.00	
TRANS RESEARCH PLAN	Q670	4,986.53			-	-	4,986.53	
					-			
TOTAL		104,346,724.16	131,116,081.00	130,655,195.00	(377,584.00)	140,194,700.00	94,805,531.13	
ALLOCATED FUNDS								
HIGHWAY USE TX EVASION	H960	-			-	-	-	
MOTOR FUEL TAX COMPL	Q960	-			-	-	-	
ITS STDS RESCH OP TEST	QT20	-			-	-	-	
LTAP	37P0	-			-	-	-	

**Appendix D
Financial Plan**

		FHWA STATUS OF FUNDS AND BALANCES FOR FY2010						
			39,851.52					
			Estimated	Estimated				
		CURRENT	FY2009	FY2010		PROJECTED	UNOBLIGATED	SUBJECT TO
FUND NAME	FUND	BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	OBLIGATIONS	BALANCES	LAPSE 9/30/06
		UPDATED						
ITS DEPLOYMENT - METL *	QT80	674,275.33			-	-	674,275.33	
ITS DEPLOYMENT - METL *	HT80	-			-	-	-	
TECH DEPLOY PRG-INNOV BR	QX20	11,447.00			-	-	11,447.00	
TECH DEPLOY PRG-INNOV BR	HX20	-			-	-	-	
TRAN COMM SYS PRES ST TEA21	Q680	-			-	-	-	
TOTAL		685,722.33	-	-	-	-	685,722.33	
							-	
FUNDS SUBJECT SO SPECIAL LIMITATION					-		-	
SEC 115 UNOBL. BALANCE	H170	1,588,045.74			-	-	1,588,045.74	
GRANTS SUP PLAN HWY STP SEC	H660	-			-	-	-	
MINIMUM GUAR - SPEC	Q760	535,689.54			-	-	535,689.54	190,937.27
MINIMUM GUAR - SPEC	H760	-			-	-	-	
EQUITY BONUS LIMITATION	LZ20	7,239,494.78	4,019,339.00	5,467,360.00	(1,448,021.00)	4,000,000.00	8,706,854.78	
HIGH PRIORITY PROJECTS	Q920	770,879.00			-	-	770,879.00	
SPECIAL LIMITATION TOTAL		10,134,109.06	4,019,339.00	5,467,360.00	(1,448,021.00)	4,000,000.00	11,601,469.06	
SPECIAL FUNDS								
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	1,357,153.15	1,284,179.00	1,746,822.00	(462,643.00)	2,000,000.00	1,103,975.15	
HIGH PRIORITY - SEC 1702	HY10	334,367.76	1,840,000.00	-	1,840,000.00	-	334,367.76	
HIGH PRIORITY - SEC 1702	LY10	2,599,994.24	1,821,600.00	-	1,821,600.00	2,888,822.00	(288,827.76)	
HIGH PRIORITY - SEC 117	LY20	31,528,124.45	22,770,000.00	-	22,770,000.00	2,659,750.13	28,868,374.32	
HIGH PRIORITY - SEC 117	HY20	7,800,318.80	23,000,000.00	-	23,000,000.00	256,641.90	7,543,676.90	
TRANSPORTATION IMP PROJ	LY30	9,493,377.58	10,430,000.00	-	10,430,000.00	2,840,000.00	6,653,377.58	
2006 SURFACE TRANS. PROJ	LY60	5,222,250.00	-	-	-		5,222,250.00	
	LY90	785,920.00	-	-	-		785,920.00	
ER 2004 HURRICANES ADDL FUND	09J0	873,760.00			-	-	873,760.00	
ER 2004 HURRICANES INFRA	09S0	88,093.68			-	-	88,093.68	
INNOVATIVE BRIDGE	QT90	-			-	-	-	
SFC TRANS RESEARCH	QR60	-			-	-	-	
TRANS/COM SYS PILOT PRG	92C0	-			-	-	-	
IM DISCRETIONARY	Q020	-			-	-	-	
EMERGENCY FED AIDE	09V0	1,238,921.55			-	-	1,238,921.55	

**Appendix D
Financial Plan**

FHWA STATUS OF FUNDS AND BALANCES FOR FY2010								
			39,851.52					
			Estimated	Estimated				
			FY2009	FY2010		PROJECTED	UNOBLIGATED	SUBJECT TO
FUND NAME	FUND	CURRENT				OBLIGATIONS	BALANCES	LAPSE 9/30/06
		BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE			
		UPDATED						
EMERGENCY FED AIDE	09X0	-			-	-	-	
SPECIAL FUNDS TOTAL		62,622,281.21	61,145,779.00	1,746,822.00	59,398,957.00	10,645,214.03	53,723,889.18	
OTHER FUNDS					-	-	-	
MOTOR CARRIER SAFETY GRANT	2120	2,001.50			-	-	2,001.50	
FMCSA SAFETY GRANTS	2A20				-	-	-	
CDL	21C0	11.50			-	-	11.50	
FMCSA BEP0-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		177,790,850.07	196,281,199.00	137,869,377.00	57,573,352.00	154,839,914.03	160,818,625.01	-
OBLIGATIONAL AUTHORITY			-					
				134,369,377.00				190,937.27
				(24,966,004.00)				



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

FEB 23 2009

CAROLANN WICKS, P.E.
SECRETARY

February 18, 2009

Mrs. Juanita Wieczoreck
Executive Director
Dover/Kent County Metropolitan Planning Organization
P.O. Box 383
Dover, Delaware 19903-0383

Dear Mrs. Wieczoreck:

Community involvement in the transportation planning process is essential to the overall development of the Statewide Transportation Improvement Plan (STIP). In accordance with federal and state requirements, I am providing you with a summary of estimated annual spending for the FY2010 to FY2013 Transportation Improvement Plan. These estimates are based on the FY2010 – FY2015 Draft STIP. Please be advised that these are estimates at this time and are subject to change based on available revenues and current year expenditures.

If you should have any questions, please feel free to contact me at (302) 760-2688.

Sincerely,

Kathy S. English
Director, Finance

KSE:jla

cc: Carolann Wicks, Secretary
Ralph Reeb, Director, Planning
Earle Timpson, Assistant Director, Finance
Brenda Gardels, Budget Program Analyst, Finance



**Delaware Department of Transportation
Draft Capital Transportation Plan
FY2010 - 2015 DRAFT Spending Plan (\$000)**

Category	FY2010 State	FY2010 Federal	FY2011 State	FY2011 Federal	FY2012 State	FY2012 Federal	FY2013 State	FY2013 Federal	FY2014 State	FY2014 Federal	FY2015 State	FY2015 Federal
Statewide												
Road System	\$65,801	\$23,071	\$72,515	\$30,916	\$77,311	\$31,615	\$94,437	\$31,575	\$96,187	\$35,615	\$96,187	\$35,615
Support System	\$47,408	\$13,981	\$52,157	\$12,787	\$52,661	\$12,787	\$53,254	\$13,187	\$53,467	\$12,787	\$52,924	\$13,800
Transit	\$2,333	\$1,367	\$1,403	\$944	\$1,505	\$944	\$1,609	\$944	\$1,510	\$944	\$1,510	\$944
Grants & Allocations	\$21,750	\$0	\$21,750	\$0	\$21,750	\$0	\$21,750	\$0	\$21,750	\$0	\$21,750	\$0
Kent County												
Road System	\$11,513	\$26,923	\$7,320	\$22,081	\$6,885	\$8,835	\$9,050	\$24,450	\$14,000	\$47,900	\$6,250	\$25,000
Transit	\$586	\$1,863	\$880	\$3,551	\$544	\$1,550	\$2,218	\$647	\$386	\$653	\$773	\$3,184

APPENDIX E
Unfunded Projects: Aspiration List

APPENDIX E

UNFUNDED PRIORITIZED PROJECTS

Adopted Priorities	Score
SR 1/NE Front St. Grade Separated Intersection - Construct a grade separated intersection at SR 1 and NE Front St. in Milford	
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.	
North Dover Study Recommendations: To include local roads to allow patrons access between destination without using US 13 and other interconnections among parcels.	
US 13 Smyrna - Leipsic Road (K12) to Duck Creek - Roadway Enhancements; Install curbs, sidewalks and curb existing medians. Construct crosswalks and handicap ramps. Install lighting for both pedestrians and roadways. Plant flower beds, shrubs and flowering trees in median areas to improve aesthetics. Provide right turn lanes at high-volume intersections.	2.88
Route 300, Route 6 & Smyrna-Clayton Blvd Intersection Improvements, Smyrna - Redesign and reconstruct the intersection to make it safer.	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
Crawford Carroll Avenue, Dover - Extend Crawford Carroll Avenue south through DSU campus to the new Dover Civic Center.	2.57
Alternate US 113, Little Heaven to SR 10- To 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: Loockerman Street to Townsend Boulevard - 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
US 13A Roadway Improvements, Dover - Study the need to determine which part of US 13A needs to be widened and which intersections need improvements.	2.45

APPENDIX E

UNFUNDED PRIORITIZED PROJECTS

Adopted Priorities	Score
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
Pedestrian Crossing - US 13/Division St., Dover - Create a pedestrian crossing over US 13 and Division St.	2.43
SR10A Walnut Shade Road and K370 Barney Jenkins Road - This proposed project is for a left turn lane off 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 pedestrian crossing over US 13 and Loockerman St.	2.38
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, safety, and pedestrian and bicycle access per the S. State St. Transportation and Land Use Plan 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 Sorghum Mill Road - Construction of EB and WB left-turn lanes on Sorghum Mill Rd. at South State Street. Right turn lanes would also be constructed on Sorghum Mill Rd. 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
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

APPENDIX E

UNFUNDED PRIORITIZED PROJECTS

Adopted Priorities		Score
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
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 F
Annual List of Projects

**APPENDIX E
ANNUAL LIST OF PROJECTS**

FY2008 FHWA OBLIGATIONAL PLAN											
2/4/2009											
STATE PROJECT NUMBER	PROGRAM FEDERAL FUNDS	APPORT CODE	PROJECT TITLE	REASON	SUBMIT DATE	AUTH DATE	FED \$ AUTH	STATE	FUNDS OBLIGATED TO DATE	FUNDS TO BE OBLIGATED	
EARMARK	1,200,000.00		BIKE PEDESTRIAN	PE,ROW,CONS		X			-	-	
	861,775.00	LY20	BOMBAY HOOK ROAD	CONS					-	861,775.00	
	3,952,000.00	L1C0	BRIDGE MANAGEMENT	PE,ROW,CONS			3,632,000.00		-	3,632,000.00	
	12,156,000.00	L1C0	BRIDGE PRESERVATION	PE,ROW,CONS					-	12,156,000.00	
	1,057,000.00	L1C0	BR 201	FROM FY07					-	1,057,000.00	
	1,214,662.01	L1C0	BR1 001 & 001A ON RISING SUN ROAD	FROM FY07					-	1,214,662.01	
	2,800,000.00	HY20	BR 651	CONS		X	256,641.00		-	-	
	179,173.00	LY20	BR 651	CONS					-	179,173.00	
	1,300,000.00	L1C0	BR 651	CONS			1,636,000.00		-	1,636,000.00	
	928,000.00	L1C0	BR 211	CONS					-	928,000.00	
	1,280,000.00	L1C0	BR234						-	1,280,000.00	
	400,000.00	LY20	DELAWARE STATE HYDROGEN STORAGE	RESEARCH						400,000.00	
	398,000.00	LY30	DESTINATION STATION	PE,ROW,CONS						398,000.00	
	172,355.00	LY20	DOVER SYSTEM PRESERVATION - CLARENCE STREET	PE,ROW,CONS						172,355.00	
	2,200,000.00	H210	HIGHWAY SAFETY IMPROVEMENT PROGRAM							-	2,200,000.00
	3,000,000.00	LS30	HSIP CONSTRUCTION							-	3,000,000.00
	80,000.00	L200	LOCKERMANN ST/FOREST AVENUE	ROW			X			-	-
	170,000.00	4380	LTAP	PLAN							170,000.00
	1,472,635.00	L450	MPO'S	PLAN							1,472,635.00
	12,000,000.00	L050	PAVEMENT REHABILITATIONS							-	12,000,000.00
	2,500,000.00	L550	PLANNNING - STATEWIDE & REGIONAL PLANNING					1,975,000.00		-	1,975,000.00
	720,000.00	H270	RAIL CROSSING SAFETY					720,000.00		-	720,000.00
	632,000.00	L940	REC TRAILS							-	632,000.00
	99,000.00	LU10	SAFE ROUTES TO SCHOOL	PLAN						-	99,000.00
	693,000.00	LU20	SAFE ROUTES TO SCHOOL	CONS						-	693,000.00
	198,000.00	LU30	SAFE ROUTES TO SCHOOL	CONS						-	198,000.00
	800,000.00	L050	SIGNAGE & PAVEMENT MARKINGS	CONS						-	800,000.00
	400,000.00	L050	SR 1 & 1A AND SR1 & 1B	PE			X			-	-
	800,000.00	L050	SR 1 & 1A AND SR1 & 1B	ROW			X			-	-
	160,000.00	L050	SR 1 SIDEWALKS	PE			X			-	-
	360,000.00	L400	TMA	PLAN							360,000.00
	3,478,000.00	L220	TRANSPORTATION ENHANCEMENTS	PE,ROW,CONS						-	3,478,000.00
	6,240,000.00	L400	TRANSPORTATION MANAGEMENT IMPROVEMENTS	PE,ROW,CONS						-	6,240,000.00
		LY30	U OF DELAWARE FUEL CELL	RESEARCH						-	-
	(5,000,000.00)		RELEASES							-	(5,000,000.00)
	253,000.00	L050	SR 1 FREDRICA	PE			X			-	-
	200,000.00	L050	SR 1 FREDRICA	ROW			X			-	-
	450,000.00	H210	SR 8/ SAULSSBURY	CONS			X			-	-
	2,800,000.00	L050	US113	PE						-	2,800,000.00
	8,000,000.00	L050	US113	ROW			X			-	-
	1,400,000.00	H200	WEST DOVER CONNECTOR	PE						-	1,400,000.00
	8,160,000.00	L200	WEST DOVER CONNECTOR	ROW			X			-	-
	256,641.00	HY20	WYOMING MILL ROAD	PE,ROW,CONS							256,641.00
	258,532.00	LY20	WYOMING MILL ROAD	PE,ROW,CONS							258,532.00
20-045-02	3,000,000.00	L200	S GOVERNORS AVE, WEBB'S LANE TO WATER STREET	UNAC			6,000,000.00		-	6,000,000.00	
21-045-01	1,806,250.00	LY30	HARRINGTON TRUCK ROUTE	UNAC						1,806,250.00	

APPENDIX E **ANNUAL LIST OF PROJECTS**

FY2008 FHWA OBLIGATIONAL PLAN										
2/4/2009										
STATE PROJECT NUMBER	PROGRAM FEDERAL FUNDS	APPORT CODE	PROJECT TITLE	REASON	SUBMIT DATE	AUTH DATE	FED \$ AUTH	STATEWIDE	FUNDS OBLIGATED TO DATE	FUNDS TO BE OBLIGATED
23-016-01	400,000.00	L200	K137 CARTER ROAD, SUNNYSIDE ROAD TO WHEATLEYS POND RD ROW				960,000.00		-	960,000.00
24-122-01	400,000.00	L050	SR 1 THOMPSONVILLE GRADE SEPARATED INTERSECTION	PE		X			-	-
24-122-01	2,560,000.00	L050	SR 1 THOMPSONVILLE GRADE SEPARATED INTERSECTION	ROW		X	2,240,000.00			-
24-122-01	4,000,000.00	L050	SR 1 THOMPSONVILLE GRADE SEPARATED INTERSECTION	CONS		X				-
24-122-02	1,600,000.00	L050	SR 1 LITTLE HEAVEN GRADE SEPARATED INTERSECTION	PE			1,600,000.00		-	1,600,000.00
24-122-02	3,200,000.00	L050	SR 1 LITTLE HEAVEN GRADE SEPARATED INTERSECTION	ROW		X	1,600,000.00			-
27-660-31	525,000.00	L550	2007 STATEWIDE PLANNING AND TRAFFIC PROGRAM							525,000.00
	250,515,312.88						43,148,408.00		-	135,456,224.88
										31,270,040.00
	120,203,884.18	FY2008 OBLIGATIONAL AUTHORITY								
	31,270,040.00	FY2008 SPECIAL LIMITATION EARMARK OBLIGATIONAL AUTHORITY								
	250,515,312.88	FY2008 ORIGINAL PLANNED OBLIGATIONS								
	135,456,224.88	FY2008 BALANCE OF PLANNED OBLIGATIONS								
	0.00	FY2008 OBLIGATIONS TO DATE								
	16,017,699.30	FY2008 BALANCE OF OBLIGATIONAL AUTHORITY								

ADVANCED CONSTRUCTION PROJECTS REMAINING

20-045-02	H200	S GOVERNORS AVE, WEBB'S LANE TO WATER STREET	AC BALANCE	6,000,000.00
20-045-02	H200	S GOVERNORS AVE, WEBB'S LANE TO WATER STREET	CONVERT	6,000,000.00
21-045-01	LY30	HARRINGTON TRUCK ROUTE	AC BALANCE	3,249,237.91
21-045-01	LY30	HARRINGTON TRUCK ROUTE	CONVERT	1,193,210.00
27-660-31	L550	2007 STATEWIDE PLANNING AND TRAFFIC PROGRAM	AC BALANCE	125,000.00
27-660-31	H550	2007 STATEWIDE PLANNING AND TRAFFIC PROGRAM	AC BALANCE	400,000.00
27-660-31	L550	2007 STATEWIDE PLANNING AND TRAFFIC PROGRAM	CONVERT	525,000.00

CURRENT AC BALANCE 96,112,331.83

PLAN END OF YEAR AC BALANCE 55,442,896.96

Legend
Earmark Funds
Problem

APPENDIX G
Population and Employment Estimates

Appendix G: Population and Household Projections by Traffic Analysis Zone 2005 and 2030

TAZ Number	Housing Units 2005	Housing Units 2030	Population 2005	Population 2030
K001	92	92	262	252
K002	545	685	1555	1876
K003	479	639	1367	1750
K004	128	288	365	788
K005	318	451	862	1172
K006	27	27	68	66
K007	88	200	223	489
K008	654	849	1753	2190
K009	729	998	1848	2438
K010	261	262	692	667
K011	76	77	210	203
K012	550	635	1472	1630
K013	210	264	581	701
K014	376	492	1041	1309
K015	67	67	185	179
K016	685	842	1896	2237
K017	234	285	630	735
K018	557	765	1412	1870
K019	35	35	92	90
K020	347	695	915	1761
K021	298	465	786	1177
K022	107	246	282	624
K023	185	196	488	495
K024	1193	1211	3149	3068
K025	92	148	243	376
K026	137	166	361	419
K027	289	332	762	838
K029	349	598	921	1515
K054	90	91	230	225
K055	91	91	231	221
K056	233	339	591	829
K057	341	560	826	1303
K058	166	169	402	394
K059	756	943	1828	2195
K060	73	73	185	177
K074	643	668	1741	1742
K075	876	901	2782	2764
K076	585	593	1557	1523
K077	399	416	1029	1034
K078	123	126	312	309
K079	781	784	1980	1916
K080	848	853	2154	2088
K081	15	612	38	1495
K082	366	369	1071	1045
K083	484	493	1230	1206
K084	290	298	753	745
K085	114	115	289	282
K086	133	133	337	326
K087	727	912	1909	2293
K088	618	630	1567	1539
K089	457	523	1158	1276
K090	184	229	466	559
K091	1057	1133	2677	2767
K092	791	807	2005	1972

Appendix G: Population and Household Projections by Traffic Analysis Zone 2005 and 2030

TAZ Number	Housing Units 2005	Housing Units 2030	Population 2005	Population 2030
K093	1051	1058	2702	2624
K094	229	870	627	2214
K095	344	344	878	851
K096	277	1030	707	2546
K097	546	546	1668	1626
K098	833	833	2125	2061
K099	669	669	1707	1655
K100	180	191	459	473
K101	133	133	339	329
K102	125	141	319	349
K103	291	507	806	1346
K104	138	137	350	336
K105	121	393	307	960
K106	456	545	1156	1332
K107	1335	1385	3499	3502
K108	230	270	583	659
K109	88	157	223	384
K110	152	158	385	387
K111	124	141	343	375
K112	173	192	479	511
K113	93	94	257	249
K114	85	85	215	207
K115	629	921	1594	2249
K116	104	126	264	309
K117	24	27	61	66
K118	23	24	58	58
K119	28	28	71	68
K120	27	27	449	447
K121	1106	1154	2801	2820
K122	93	117	257	310
K123	642	836	1777	2221
K124	215	717	569	1834
K125	408	637	1091	1626
K126	170	2488	412	5790
K127	291	293	705	683
K128	144	147	384	375
K129	510	763	1309	1880
K130	85	164	206	383
K131	168	170	443	430
K132	522	673	1380	1704
K133	304	538	782	1343
K134	336	650	886	1648
K139	905	958	2251	2292
K142	401	428	971	996
K207	180	250	436	581
K208	225	294	545	685
K209	236	269	571	625
K210	220	387	580	980
K211	132	163	348	412
K212	70	149	185	379
K213	301	812	729	1889
K214	118	124	311	312
K215	0	0	0	0
K216	76	187	200	472

Appendix G: Population and Household Projections by Traffic Analysis Zone 2005 and 2030

TAZ Number	Housing Units 2005	Housing Units 2030	Population 2005	Population 2030
K217	786	1058	2167	2799
K218	384	623	1063	1656
K219	402	620	1113	1648
K220	432	467	1196	1242
K221	1002	1583	2774	4207
K222	768	908	1947	2217
K223	734	1099	1861	2684
K224	688	1134	1905	3013
K225	218	243	553	593
K226	128	140	354	372
K227	37	84	102	222
K228	329	443	834	1082
K229	379	604	961	1476
K230	157	215	398	525
K231	946	1135	2399	2776
K232	316	430	801	1050
K233	311	595	788	1454
K234	269	427	766	1168
K235	394	869	1004	2148
K236	151	692	384	1707
K237	227	1442	621	3608
K238	2	190	5	470
K239	248	451	633	1116
K240	208	960	531	2373
K241	76	101	194	250
K242	434	496	1144	1255
K243	295	342	817	910
K244	85	163	224	412
K245	26	26	69	67
K246	74	92	294	330
K247	146	145	370	355
K248	134	133	340	326
K249	15	22	1617	1632
K250	381	389	966	951
K251	31	31	79	75
K252	458	456	1161	1113
K253	111	117	281	287
K254	430	439	1090	1072
K255	107	106	271	260
K256	274	277	695	676
K257	659	694	1670	1695
K258	215	289	545	705
K259	179	178	454	435
K260	955	961	2418	2349
K261	20	20	51	49
K262	479	890	1236	2216
K263	151	155	383	379
K264	696	780	1776	1930
K265	42	55	106	134
K266	1592	1671	4033	4082