

**DOVER/KENT COUNTY
METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEARS 2011-2014**

**Adopted May 5, 2010
Amended September 8, 2010**

Prepared at the Direction of the
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. The Census Bureau has not produced a recent estimate of the Dover urbanized area, but the population of Kent County grew from 126,697 in 2000 to 155,415 in 2008. The MPO anticipates the 2010 census will reveal a population and geography growth that will bring the urbanized area population close to 100,000 persons.

The Transportation Improvement Program (TIP) is one of the products that the federal legislation requires a metropolitan planning organization to prepare at least every four years. The purpose of the TIP is to 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) and the MPO's 2030 Regional Transportation Plan (RTP). 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 2011-2014 TIP is \$97,150,600. The funds anticipated to be used for the projects in the TIP during FY 2011, FY 2012, FY 2013 and FY 2014 are \$ 42,432,100, \$22,227,200, \$13,040,100, and \$19,451,200 respectively. The Federal amount to be spent on these for the four years is \$31,147,000, \$13,454,100, \$7,615,600, and \$ 15,183,300 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 but dwindling 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 RTP. The RTP, which has a 20-year planning horizon, assesses the region's short-term improvement needs, projects future needs, projects the funds available to meet the needs, and identifies goals and objectives to meet those needs. The RTP must be financially reasonable and result in a positive impact on the region's air quality. The regional 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 FY2011 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 last 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

Project Description	(TIP FY) YEAR SUBMITTED	RATING
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	2.59
DE 8 Concept Plan and Operations Study Recommendations	2010	2.87
North Dover Study Recommendations	2010	2.72

Public Participation

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

The bus tour was held March 27, 2010, and visited proposed TIP project locations throughout Kent County. The MPO staff, assisted by a member of the Kent County Planning staff, guided the tour and provided information about the proposed project locations being visited and conditions in the county that impact transportation policy. During the tour, the public and media had the opportunity to ask questions and interact with the PAC and staff.

The MPO also provided an opportunity for comment specifically on the TIP at the April 14, 2010 TAC meeting, the April 27, 2010 PAC, and the May 5, 2010 Council meeting before the Council voted on this document.

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. No comments regarding the TIP or the required conformity determination were received regarding the FY 2011-2014 TIP.

To comply with the requirements of Title VI, with reference to the FY 2011-2014 TIP, the MPO makes an extra effort to include minorities and low-income populations in the decision-making process of submitted projects through the implementation of its public participation policy and representation on the MPO's PAC. When a proposed project is located in an Environmental Justice (EJ) neighborhood, special measures are taken to reach out to those who would be affected and the free bus tour gave all members of the community an opportunity to be part of transportation programming in the MPO area.

Air Quality Conformity

Overview

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

To comply with the CAA, the MPO must demonstrate that the transportation system created through implementation of the RTP and 2011-2014 TIP does not generate more emissions than allowed in the emissions budget set by the Delaware Department of Natural Resources and Environmental Control (DNREC) in the State Implementation Plan (SIP). The SIP is also approved by the US EPA. The emissions targeted for the Dover/Kent County MPO region are the two major ozone contributors, volatile organic compounds (VOCs) and nitrogen oxide (NOx). During development of the RTP and 2010-2013 TIP, NOx and VOC emissions were tested in Kent County for 2010, 2020, and 2030 against the MOBILE6.2 eight-hour ozone standard attainment plan budgets. 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.

The 2011-2014 TIP

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

Determination

The Dover/Kent County MPO 2011-2014 Transportation Improvement Program conforms to the SIP.

Program Categories and Project List

The FY 2011-2014 TIP mirrors DeIDOT's FY 2010-2015 Adopted CTP and the FY 2011-2016 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.

Table 6 lists statewide projects and programs for which funding is being requested for fiscal years 2011, 2012, 2013 and 2014. 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 2011-2016 draft CTP.

Appendix A lists the projects in the MPO's planning area for which funding is being requested for fiscal years 2011, 2012, 2013 and 2014. 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.

Table 3: Statewide Projects

PROJECT	FY 2011 TOTAL	FY 2012 TOTAL	FY 2013 TOTAL	FY 2014 TOTAL	2011-2014 TOTAL
ROAD					
LOCALS	1,106.0	1,106.0	1,106.0	1,106.0	4,424.0
BRIDGES	4,216.2	4,500.0	18,000.0	18,000.0	44,716.2
Bridge Management	2,625.0	3,000.0	3,000.0	3,000.0	11,625.0
Bridge Preservation Program	1,591.2	1,500.0	15,000.0	15,000.0	33,091.2
TRANSPORTATION ENHANCEMENTS	4,626.2	4,326.2	4,326.2	4,326.2	17,604.8
Transit Enhancements (FTA)	76.2	76.2	76.2	76.2	304.8

PROJECT	FY 2011 TOTAL	FY 2012 TOTAL	FY 2013 TOTAL	FY 2014 TOTAL	2011-2014 TOTAL
Transportation Enhancements (FHWA)	4,550.0	4,250.0	4,250.0	4,250.0	17,300.0
PAVING & REHABILITATION	68,743.0	66,374.0	82,300.0	87,300.0	304,717.0
SIGNAGE & PAVEMENT MARKINGS	3,200.0	2,400.0	2,400.0	3,200.0	11,200.0
MATERIALS & MINOR CONTRACTS	6,300.0	6,000.0	5,900.0	5,900.0	24,100.0
RAIL CROSSING SAFETY	2,196.7	2,196.7	2,296.7	2,246.7	8,936.8
SAFETY	2,719.4	2,719.4	2,719.4	2,719.4	10,877.6
TRAFFIC CALMING	400.0	400.0	400.0	400.0	1,600.0
INTERSECTION IMPROVEMENTS	6,880.0	6,200.0	6,560.0	5,600.0	25,240.0
SUPPORT					
AERONAUTICS	1,074.9	924.9	924.9	924.9	3,849.6
PLANNING	7,806.9	8,300.7	8,300.7	8,397.2	32,805.4
TECHNOLOGY	7,141.2	7,281.2	7,281.2	7,281.2	28,984.8
HEAVY EQUIPMENT	5,250.0	5,000.0	5,000.0	5,000.0	20,250.0
TRANSPORTATION FACILITIES	11,800.0	6,900.0	6,600.0	6,000.0	31,300.0
TRANSPORTATION MANAGEMENT IMPROVEMENTS	8,200.0	8,200.0	9,621.3	8,200.0	34,221.3
ENGINEERING & CONTINGENCY	25,331.2	26,070.2	26,831.3	27,615.2	105,847.8
ADVANCED ACQUISITIONS	2,500.0	2,000.0	2,000.0	2,000.0	8,500.0

PROJECT	FY 2011 TOTAL	FY 2012 TOTAL	FY 2013 TOTAL	FY 2014 TOTAL	2011-2014 TOTAL
FIRST STATE FINANCIALS	-				
MOTOR FUEL TAX COMPLIANCE AND ANTI-TAX EVASION	90.6	90.6	90.6	90.6	362.4
TRANSIT					
RAIL	300.0	350.0	350.0	350.0	1,350.0
TRANSIT FACILITIES	1,400.0	100.0	157.2	100.0	1,757.2
TRANSIT VEHICLES	4,091.5	9,698.1	2,489.0	2,383.8	18,662.4
GRANTS AND ALLOCATIONS					
MUNICIPAL STREET	5,000.0	5,000.0	5,000.0	5,000.0	20,000.0
COMMUNITY TRANSPORTATION	16,750.0	16,750.0	16,750.0	16,750.0	67,000.0
	205,075.0	192,887.9	217,404.4	220,891.2	836,258.4

APPENDIX A
Funded Dover/Kent County MPO Projects

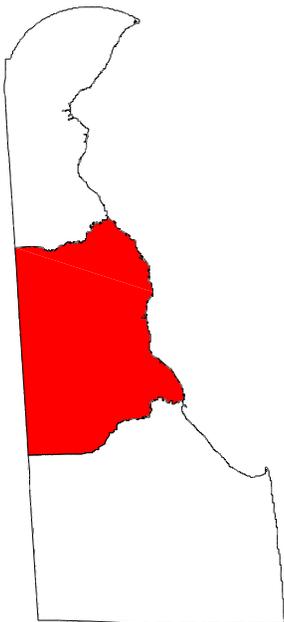
ROAD SYSTEM - ARTERIALS

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP), - KENT COUNTY

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

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

County: Kent
Funding Program: Road System – Arterials
Estimated Cost: \$10,016,300
MPO Priority Rating: N/A (HSIP)



Project Funding Schedule (X \$000)											
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State/Other	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total	
S State St @ Sorghum Mill Rd	PE	100.0	0	50.0	0.0	0.0	0.0	300.0	0.0	150.0	
	RW	0.0	0	500.0	0.0	0.0	0.0	100.0	0.0	600.0	
	C	0.0	0.0	0.0	0.0	200.0	1800.0	0.0	0.0	2000.0	
SR 10 @ Sorghum Mill Rd	PE			COMPLETED!							0.0
	RW										
	C										
SR 8 @ Pearsons Corner Rd	PE	100.0								100.0	
	RW	500.0								500.0	
	C			200.0	1800.0					2000.0	
US 13 @ Carpenter Bridge Rd	PE	5.0	45.0							50.0	
	RW	25.0	225.0	25.0	225.0					500.0	
	C					250.0	2250.0			2500.0	
US 13 @ SR 8	PE									0.0	
	RW									0.0	
	C			147.0	400.0					547.0	

LOOCKERMAN STREET AND FOREST STREET IMPROVEMENTS

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

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

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



LOOCKERMAN STREET AND FOREST STREET IMPROVEMENTS

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
Loockerman Street and Forest Street Improvements	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

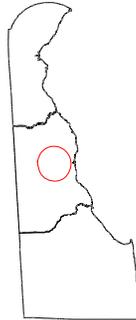
Project Funding Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
Loockerman Street and Forest Street Improvements	PD	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0
	PE	0.0	0	0.0	0.0	0.0	0.0	300.0	0.0	0
	RW	0.0	0	0.0	0.0	0.0	0.0	100.0	0.0	0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	400.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	400.0	0.0	400.0

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

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

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

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



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

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 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 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 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	650.0	2600.0	0.0	0.0	0.0	0.0	0.0	0.0	3250.0
	Total	650.0	2600.0	0.0	0.0	0.0	0.0	0.0	0.0	3250.0

SR 1 AT NE FRONT STREET, MILFORD GRADE SEPARATED INTERSECTION

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

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

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



SR 1 AT NE FRONT STEET, MILFORD GRADE SEPARATED INTERSECTION

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
SR 1 at NE Front Street Grade Separated Intersection	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	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 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
SR 1 at NE Front Street Grade Separated Intersection	PD	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0
	PE	0.0	0.0	40.0	160.0	50.0	200.0	10.0	40.0	500.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	600.0	2400.0	3000.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	20.0	80.0	40.0	160.0	50.0	200.0	610.0	2440.0	3600.0

SR 1, LITTLE HEAVEN GRADE-SEPARATED INTERSECTIONS

PROJECT SCOPE/DESCRIPTION: This project includes the construction of new SR 1 northbound lanes and a service road, east of SR 1 from K371, Barratts Chapel Road to K373, Mulberrie Point Road, in Little Heaven. The existing SR 1 northbound lanes will be converted to SR 1 southbound lanes, and the existing SR 1 southbound lanes will be converted to a service road. The project also includes the construction of a grade-separation at K18, Bowers Beach Road, which will provide access to and from the service roads on either side of SR 1.

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

Municipality:

Funding Program:

Functional Category:

Representative District:

Senatorial District:

Estimated Cost:

MPO Priority Rating:

Road System – Arterials

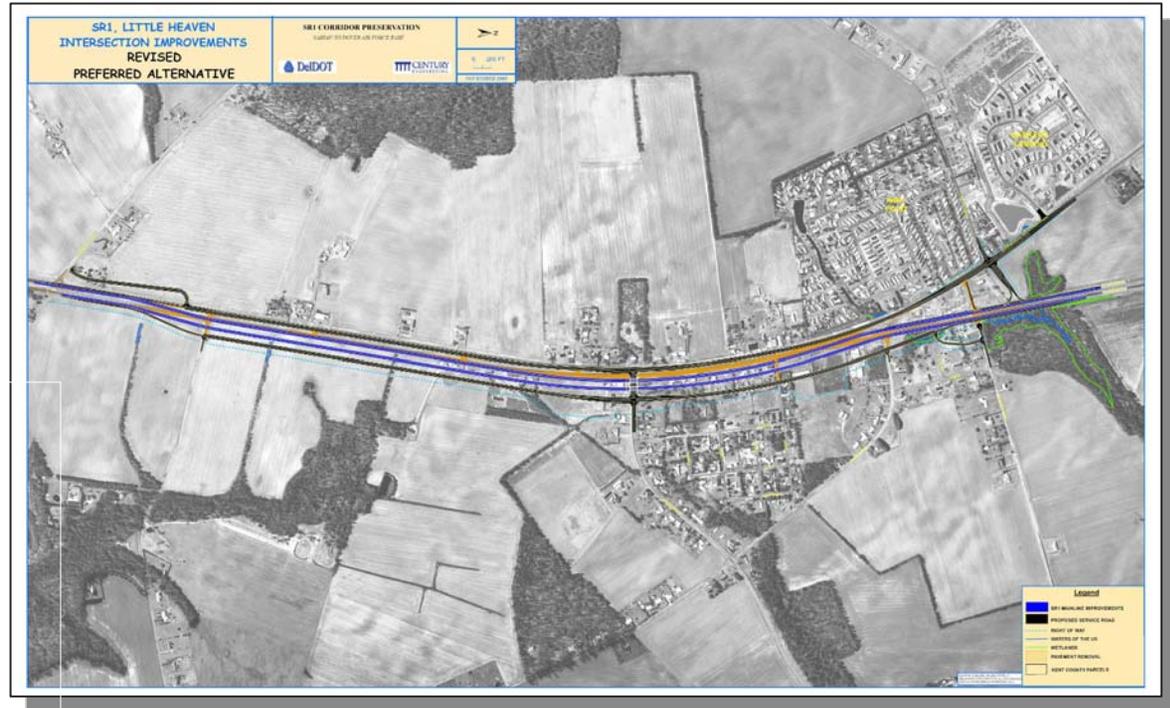
Management

33

16

\$72,575,800

2.16



SR 1, LITTLE HEAVEN GRADE-SEPARATED INTERSECTIONS

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
SR 1/Little Heaven Grade Separated Intersection 24-122-04	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	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 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 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	60.0	240.0	0.0	0.0	0.0	0.0	0.0	0.0	300.0
	RW	2400.0	9600.0	0.0	0.0	0.0	0.0	0.0	0.0	12000.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	2460.0	9840.0	0.0	0.0	0.0	0.0	0.0	0.0	12300.0

SR 1 AT SOUTH FREDERICA GRADE SEPARATED INTERSECTION

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

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

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



SR 1 AT SOUTH FREDERICA GRADE SEPARATED INTERSECTION

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 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	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

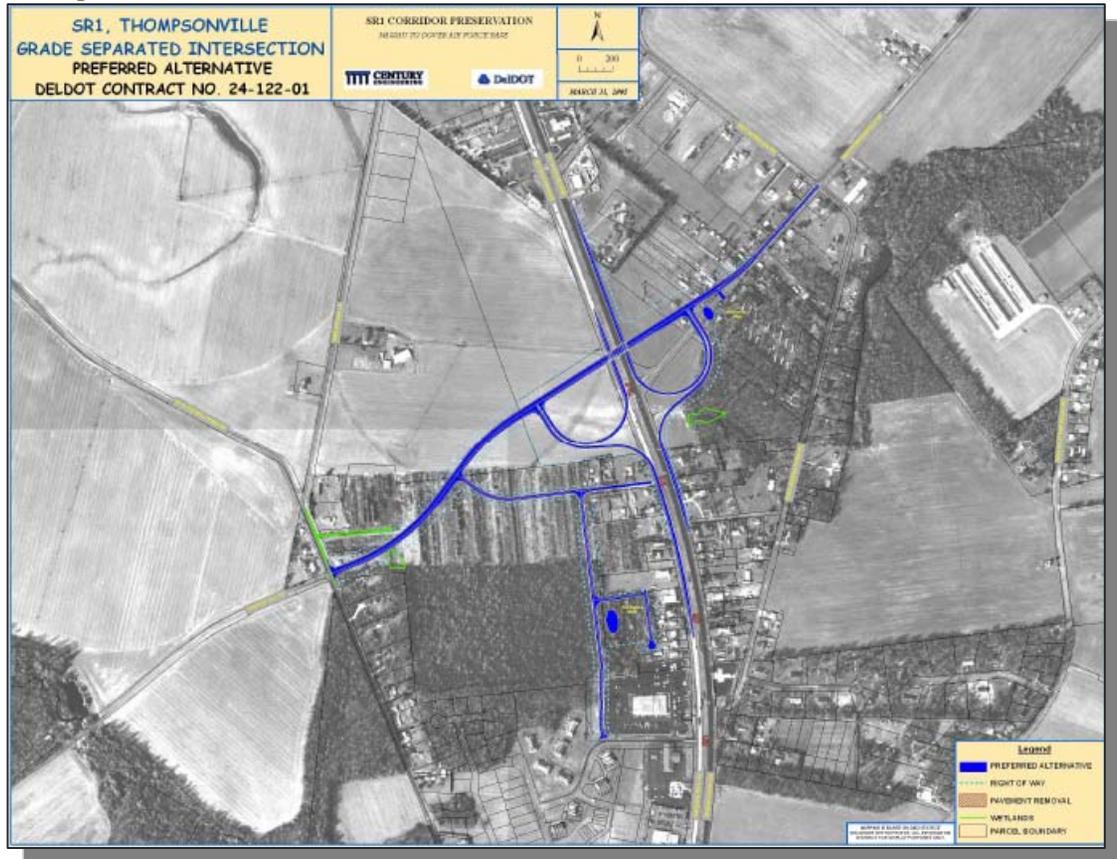
Project Funding Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
SR 1/South Frederica Grade Separated Intersection	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	50.0	200.0	20.0	80.0	0.0	0.0	0.0	0.0	350.0
	RW	500.0	2000.0	440.0	1760.0	0.0	0.0	0.0	0.0	4700.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	1900.0	7600.0	0.0
	Total	550.0	2200.0	460.0	1840.0	0.0	0.0	1900.0	7600.0	14550.0

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:	\$26,085,500
MPO Priority Rating:	2.49



SR 1, THOMPSONVILLE ROAD GRADE SEPARATED INTERSECTION

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 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 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 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	5.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0
	RW	1170.0	4680.0	0.0	0.0	0.0	0.0	0.0	0.0	5850.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	1175.0	4700.0	0.0	0.0	0.0	0.0	0.0	0.0	5875.0

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:	\$11,824,700
MPO Priority Rating:	2.29



SR 1, NORTH FREDERICA GRADE SEPARATED INTERSECTION

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 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 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 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	70.0	280.0	0.0	0.0	0.0	0.0	0.0	0.0	350.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	4000.0	0.0	0.0	0.0	0.0	0.0	0.0	4000.0
	Total	70.0	4280.0	0.0	0.0	0.0	0.0	0.0	0.0	4350.0

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 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
US 13 @ Roosevelt Ave. Intersection & Crossing	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

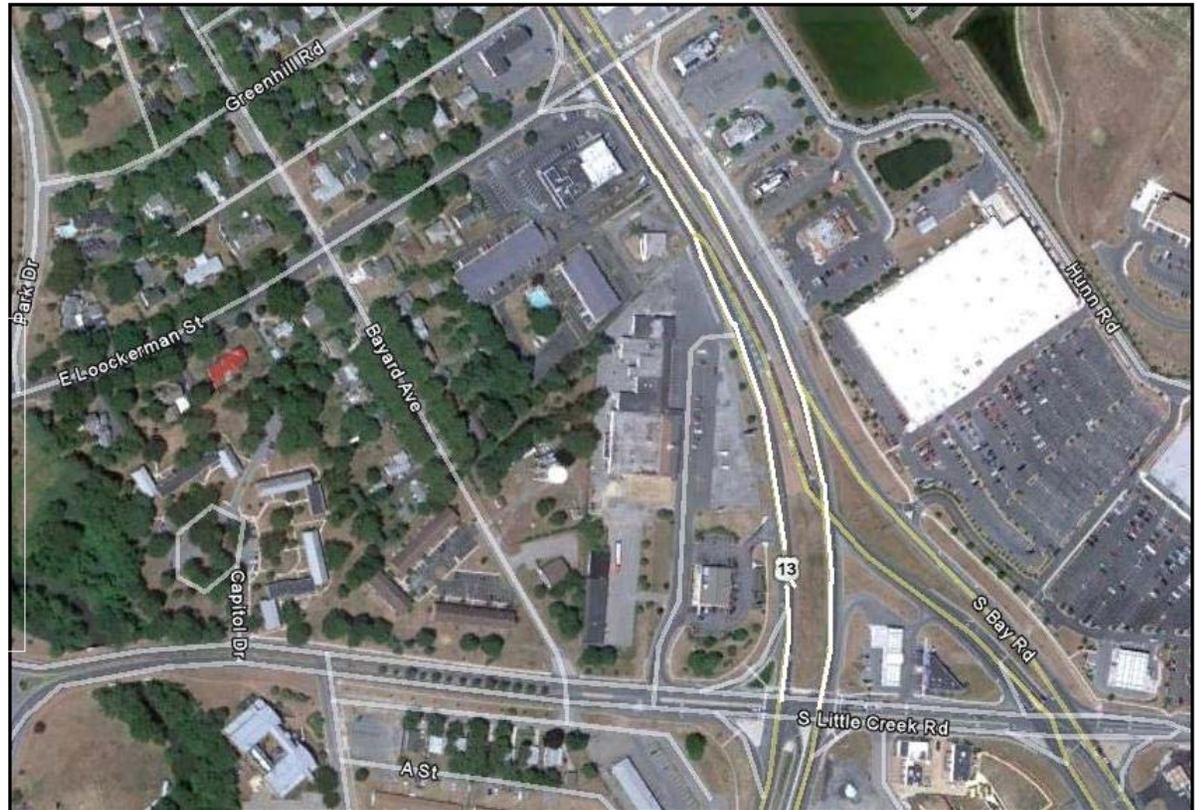
Project Funding Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
US 13 @ Roosevelt Ave. Intersection & Crossing	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	250.0	0.0	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:	\$6,600,000
MPO Priority Rating:	2.52



US 13 PEDESTRIAN IMPROVEMENTS, COURT STREET TO LOOCKERMAN STREET

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
US13 Pedestrian Improvements, Court Street To Loockerman Street	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

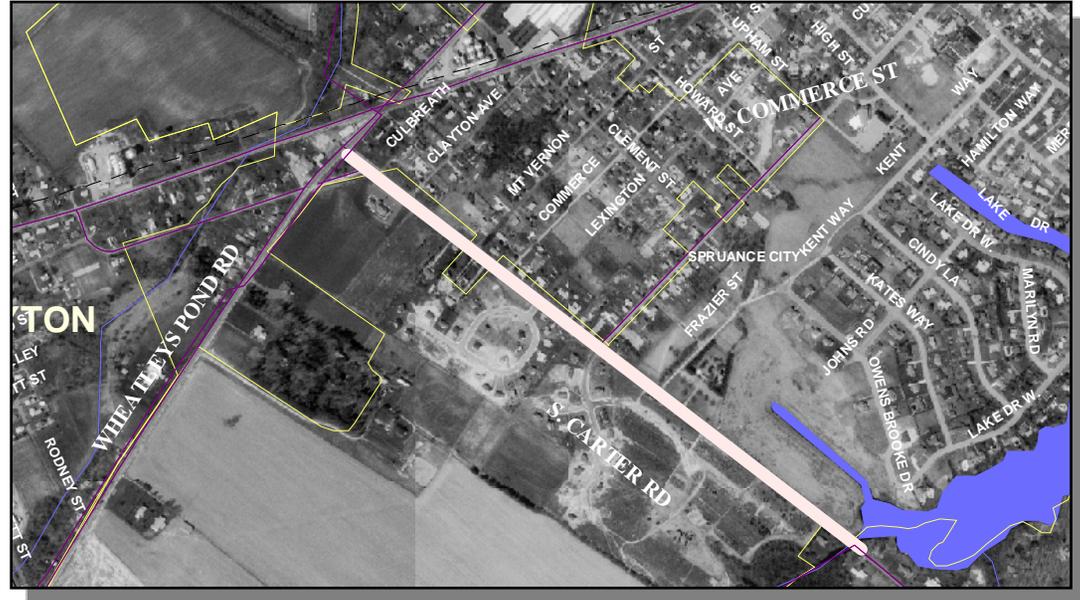
Project Funding Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
US13 Pedestrian Improvements, Court Street To Loockerman Street	PD	100.0	0.0	0.0	0.0	0.0	0.0	0.0	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

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 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 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 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 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	4.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0
	RW	0.0	1250.0	0.0	0.0	0.0	0.0	0.0	0.0	1250.0
	C	100.0	400.0	1100.0	4400.0	311.0	1244.0	0.0	0.0	7555.0
	Total	140.0	1666.0	1100.0	4400.0	311.0	1244.0	0.0	0.0	8825.0

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:	\$49,405,100
MPO Priority Rating:	2.10



WEST DOVER CONNECTOR

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 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

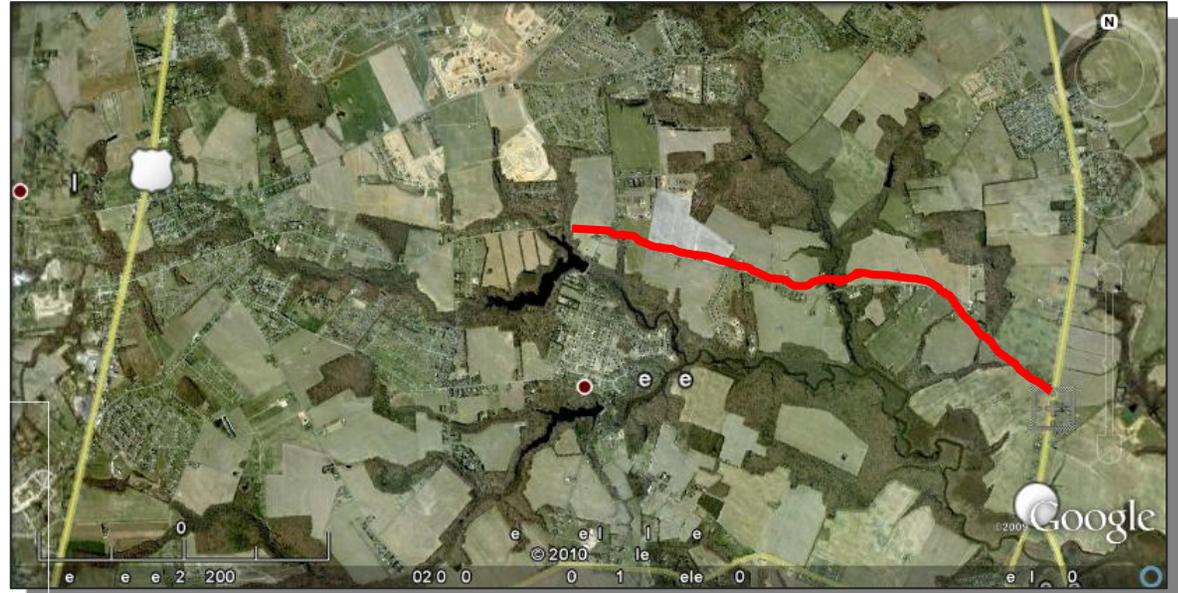
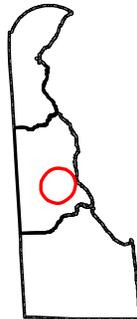
Project Funding Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
West Dover Connector 24-117-01	PD	0.0	0.0	600.0	0.0	0.0	0.0	0.0	0.0	600.0
	PE	300.0	1200.0	270.0	1080.0	0.0	0.0	0.0	0.0	2850.0
	RW	2000.0	0.0	3500.0	0.0	3500.0	0.0	0.0	0.0	9000.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	637.5	2550.0	3187.5
	S salary	0.0	0.0	0.0	0.0	0.0	0.0	112.5	450.0	462.5
	Total	2300.0	1200.0	4370.0	1080.0	3500.0	0.0	750.0	3000.0	15600.0

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 DeIDOT project. By having DeIDOT do the work, coordination of all the projects is improved and there will be reduced traffic interruptions for the public.

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



BARRATTS CHAPEL ROAD

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 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

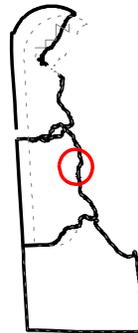
Project Funding Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
Barratts Chapel Road	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	500.0	0.0	1000.0	0.0	500.0	0.0	0.0	0.0	2000.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	500.0	0.0	1000.0	0.0	500.0	0.0	0.0	0.0	2000.0

LOCAL ROADS
BOMBAY HOOK ROAD

PROJECT SCOPE/DESCRIPTION: This project is a pass through back to the Federal Government (or possibly to Delaware’s DNREC) to rebuild the gravel roads within the Bombay Hook National Wildlife Refuge.

PROJECT JUSTIFICATION: The roads in Bombay Hook have been found to need improvement.

Municipality:
Funding Program: Road System -- Locals
Functional Category: Management
Representative District: 28
Senatorial District: 14
Estimated Cost: \$43,623,000
MPO Priority Rating: 2.16



BOMBAY HOOK ROAD

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
Bombay Hook Road	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
Bombay Hook Road	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	1250.0	5000.0	0.0	0.0	0.0	0.0	0.0	0.0	6250.0
	Total	1250.0	5000.0	0.0	0.0	0.0	0.0	0.0	0.0	6250.0

WYOMING MILL ROAD

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

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

Municipality:
Funding Program: Road System – Locals
Functional Category: Management
Representative District: 32, 34
Senatorial District: 17
Estimated Cost: \$
MPO Priority Rating: 2.16



Wyoming Mill Road

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
Wyoming Mill 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
	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

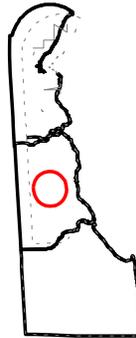
Project Funding Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
Wyoming Mill Road	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	1479.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1479.0
	Total	1479.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1479.0

CLARENCE STREET EXTENSION

PROJECT SCOPE/DESCRIPTION: Extend Clarence Street from the current dead-end at Slaughter Street to Forest Street. The City of Dover has received a Transportation and Community System Preservation (TCSP) grant from the Federal Highway Administration for work on this project.

PROJECT JUSTIFICATION: The extension will support economic development of vacant, underutilized land at the edge of the CBD.

Municipality:
Funding Program: Road System -- Locals
Functional Category: Management
Representative District: 32
Senatorial District: 17
Estimated Cost: \$43,623,000
MPO Priority Rating: 2.16



CLARENCE STREET EXTENSION

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
Clarence Street Extension	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 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
Clarence Street Extension	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	1250.0	5000.0	0.0	0.0	0.0	0.0	0.0	0.0	6250.0
	Total	1250.0	5000.0	0.0	0.0	0.0	0.0	0.0	0.0	6250.0

BRIDGES

BR 2-012B ON SR9 OVER LEIPSIC RIVER, LEIPSIC

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 XX out of 1,399 on DelDOT's bridge deficiency list.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 28
Senatorial District: 14, 15
Estimated Cost: \$970,000
MPO Priority Rating: N/A (Bridge)



BR 2-012B ON SR9 OVER LEIPSIC RIVER, LEIPSIC

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
Br 2-012B on SR9 over Leipsic River, Leipsic	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 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
Br 2-012B on SR9 over Leipsic River, Leipsic	PE	11.0	44.0	0.0	0.0	0.0	0.0	0.0	0.0	55.0
	RW	0.0	0.0	2.2	8.8	0.0	0.0	0.0	0.0	11.0
	C	0.0	0.0	0.0	0.0	178.8	715.2	0.0	0.0	894.0
	Total	11.0	44.0	2.2	48.8	178.8	715.2	0.0	0.0	960.0

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

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 XX^d out of 1,399 on DelDOT’s bridge deficiency list.

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



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

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
Br 2-040-A on K040 School Lane over Duck Creek, Clayton	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
Br 2-040-A on K040 School Lane over Duck Creek, Clayton	PE	7.4	29.6	0.0	0.0	0.0	0.0	0.0	0.0	37.0
	RW	2.4	9.6	0.0	0.0	0.0	0.0	0.0	0.0	12.0
	C	0.0	0.0	217.4	869.6	0.0	0.0	0.0	0.0	1087.0
	Total	9.8	39.2	217.4	869.6	0.0	0.0	0.0	0.0	1136.0

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 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
Br 2-124D on K124 over Grecos Canal, Milford 27-072-01	PE	8.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.4
	RW	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	1.1
	C	0.0	0.0	520.0	0.0	0.0	0.0	0.0	0.0	520.0
	Total	8.4	0.0	521.1	0.0	0.0	0.0	0.0	0.0	529.5

Project Funding Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
Br 2-124D on K124 over Grecos Canal, Milford 27-072-01	PE	8.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.4
	RW	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	1.1
	C	0.0	0.0	520.0	0.0	0.0	0.0	0.0	0.0	520.0
	Total	8.4	0.0	521.1	0.0	0.0	0.0	0.0	0.0	529.5

BR 2-186-A ON K186, STRAUSS AVENUE OVER BEAVERDAM DITCH, MARYDEL

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 XX 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: \$711,000
MPO Priority Rating: N/A (Bridge)



BR 2-186-A ON K186, STRAUSS AVENUE OVER BEAVERDAM DITCH, MARYDEL

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
BR 2-186-A on K186, Strauss Avenue over Beaverdam 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	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 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
BR 2-186-A on K186, Strauss Avenue over Beaverdam Ditch, Marydel	PE	2.8	11.2	0.0	0.0	0.0	0.0	0.0	0.0	14.0
	RW	5.6	22.4	0.0	0.0	0.0	0.0	0.0	0.0	28.0
	C	0.0	0.0	131.4	525.6	0.0	0.0	0.0	0.0	657.0
	Total	8.4	33.6	131.4	525.6	0.0	0.0	0.0	0.0	699.0

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)



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

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 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
	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 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
Br 2-203A on Todds Mill Road over the Isdsacs Branch	PE	9.7	38.8	0.0	0.0	0.0	0.0	0.0	0.0	48.5
	RW	0.0	0.0	1.8	7.2	0.0	0.0	0.0	0.0	9.0
	C	0.0	0.0	0.0	0.0	70.2	200.8	0.0	0.0	271.0
	Total	9.7	38.8	1.8	7.2	70.2	200.8	0.0	0.0	528.5

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

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: 30
Senatorial District: 16
Estimated Cost: \$663,000
MPO Priority Rating: N/A (Bridge)



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

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
Br 2-429A on K429, Jackson Ditch Road over Brown's Branch, Harrington	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	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 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
Br 2-429A on K429, Jackson Ditch Road over Brown's Branch, Harrington	PE	7.2	28.8	0.0	0.0	0.0	0.0	0.0	0.0	48.0
	RW	5.6	22.4	0.0	0.0	0.0	0.0	0.0	0.0	28.0
	C	0.0	0.0	117.4	469.6	0.0	0.0	0.0	0.0	587.0
	Total	12.8	51.2	117.4	469.6	0.0	0.0	0.0	0.0	651.0

PIPE REPLACEMENTS, KENT COUNTY

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: All
Senatorial District: All
Estimated Cost: \$746,000
MPO Priority Rating: N/A (Bridge)



PIPE REPLACEMENTS, KENT COUNTY

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
Pipe Replacements, Kent County	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 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
Pipe Replacements, Kent County	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	6.6	26.4	0.0	0.0	0.0	0.0	0.0	0.0	33.0
	C	124.4	497.6	0.0	0.0	0.0	0.0	0.0	0.0	622.0
	Total	131.0	525.0	0.0	0.0	0.0	0.0	0.0	0.0	655.0

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. This was funded in FY 2010.

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: \$1,578,300
MPO Priority Rating: N/A

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
Delaware Air Park - DRBA - Runway Extension	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 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
Delaware Air Park - DRBA - Runway Extension	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

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

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
Dover Maintenance Building Lift Replacement	C	0.0	0.0	26.0	104.0	26.0	104.0	26.0	104.0	390.0
	Total	0.0	0.0	26.0	104.0	26.0	104.0	26.0	104.0	390.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
Dover Maintenance Building Lift Replacement	C	0.0	0.0	26.0	104.0	26.0	104.0	26.0	104.0	390.0
	Total	0.0	0.0	26.0	104.0	26.0	104.0	26.0	104.0	390.0

DOVER FACILITY IMPROVEMENTS – INTERIOR REPAIRS

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

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

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

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
<i>DOVER FACILITY IMPROVEMENTS – INTERIOR REPAIRS</i>	C	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	100.0
	Total	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	100.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
<i>DOVER FACILITY IMPROVEMENTS – INTERIOR REPAIRS</i>	C	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	100.0
	Total	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	100.0

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

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
Farebox Replacement	OTHER	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0
	Total	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
Farebox Replacement	OTHER	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0
	Total	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0

PREVENTIVE MAINTENANCET

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: \$1,144,900

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 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 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 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: \$5,813,000

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
Transit Vehicle Expansion	PRO	3079.7	1318.2	0.0	320.0	0.0	0.0	0.0	0.0	5183.7
	Total	3079.7	1318.2	0.0	320.0	0.0	0.0	0.0	0.0	5183.7

Project Funding Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
Transit Vehicle Expansion	PRO	557.2	2229.3	55.2	220.6	56.8	227.2	58.5	234.1	3638.9
	Total	557.2	2229.3	55.2	220.6	56.8	227.2	58.5	234.1	3638.9

This activity includes the following four described items; the Rehoboth Extension & the Millsboro/Selbyville Shuttle, the Dover/Rehoboth (307) and Dover/Seaford (309) routes, the paratransit busses and the paratransit camera system identified on the following pages.

TRANSIT VEHICLE EXPANSION: REHOBOTH EXTENSION AND MILLSBORO/SELBYVILLE 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 eastern Sussex County 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: n/a
Senatorial District: n/a
Estimated Cost: \$825,000

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
30' Low Floor (2) MD 30'	PRO	167.9	671.7	0.0	0.0	0.0	0.0	0.0	0.0	839.6
	Total	167.9	671.7	0.0	0.0	0.0	0.0	0.0	0.0	839.6

Project Funding Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
30' Low Floor (2) Replace MD 30'	PRO	167.9	671.7	0.0	0.0	0.0	0.0	0.0	0.0	839.6
	Total	167.9	671.7	0.0	0.0	0.0	0.0	0.0	0.0	839.6

TRANSIT VEHICLE EXPANSION: DOVER/REHOBOTH & DOVER/SEAFORD SHUTTLE 30' LOW FLOOR (4)

PROJECT SCOPE/DESCRIPTION: This project will purchase four 30 foot low-floor buses to provide expanded fixed route, inter-county service from the Dover area.

PROJECT JUSTIFICATION: DTC's business plan recommends expansion of fixed route service in the Dover to Sussex County corridor.

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Expansion
Representative District: 30, 31, 32
Senatorial District: 16, 17
Estimated Cost: \$1,647,700

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
30' Low Floor (4) Replace MD 30'	PRO	335.8	1343.4	0.0	0.0	0.0	0.0	0.0	0.0	1679.2
	Total	335.8	1343.4	0.0	0.0	0.0	0.0	0.0	0.0	1679.2

Project Funding Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
30' Low Floor (4) Replace MD 30'	PRO	335.8	1343.4	0.0	0.0	0.0	0.0	0.0	0.0	1679.2
	Total	335.8	1343.4	0.0	0.0	0.0	0.0	0.0	0.0	1679.2

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

PROJECT SCOPE/DESCRIPTION: This project will purchase 8 paratransit buses in the period of the TIP to provide expanded service in Kent County. The expansion schedule includes, two in each FY 2011 to FY 2014.

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

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Expansion
Estimated Cost: \$1,120,000

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
(8) Paratransit Buses	PRO	53.5	214.2	55.2	220.6	56.8	227.2	58.5	234.1	1120.1
	Total	53.5	214.2	55.2	220.6	56.8	227.2	58.5	234.1	1120.1

Project Funding Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
(8) Paratransit Buses	PRO	53.5	214.2	55.2	220.6	56.8	227.2	58.5	234.1	1120.1
	Total	53.5	214.2	55.2	220.6	56.8	227.2	58.5	234.1	1120.1

TRANSIT VEHICLE REPLACEMENT AND REFURBISHMENT: CUMMULATIVE

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

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

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

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
Transit Vehicle Expansion	PRO	360.2	1255.5	234.7	848.3	207.8	699.0	499.5	1709.8	5814.8
	Total	360.2	1255.5	234.7	848.3	207.8	699.0	499.5	1709.8	5814.8

Project Funding Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
Transit Vehicle Expansion	PRO	360.2	1255.5	234.7	848.3	207.8	699.0	499.5	1709.8	5814.8
	Total	360.2	1255.5	234.7	848.3	207.8	699.0	499.5	1709.8	5814.8

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

TRANSIT VEHICLE REPLACEMENT AND REFURBISHMENT: PARATRANSIT BUSES –(15, 10, 8, 19,...)

PROJECT SCOPE/DESCRIPTION: This project will replace cut-away buses for paratransit service in Kent County. The replacement schedule includes 15 in FY 2011, 10 in FY 2012, 8 in FY 2013 and 19 in FY 2014.

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: \$9,185,500

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
Paratransit Buses	PRO	313.9	1255.5	212.1	848.3	174.7	699.0	427.5	1709.8	5640.8
	Total	313.9	1255.5	212.1	848.3	174.7	699.0	427.5	1709.8	5640.8

Project Funding Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
Paratransit Buses	PRO	313.9	1255.5	212.1	848.3	174.7	699.0	427.5	1709.8	5640.8
	Total	313.9	1255.5	212.1	848.3	174.7	699.0	427.5	1709.8	5640.8

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

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
Support Vehicles	PRO	46.3	0.0	22.6	0.0	33.1	0.0	72.0	0.0	174.0
	Total	46.3	0.0	22.6	0.0	33.1	0.0	72.0	0.0	174.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
Support Vehicles	PRO	46.3	0.0	22.6	0.0	33.1	0.0	72.0	0.0	174.0
	Total	46.3	0.0	22.6	0.0	33.1	0.0	72.0	0.0	174.0

APPENDIX B
Adopted Resolutions and Self-Certification



RESOLUTION

**ADOPTING THE FY 2011-2014
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 2011-2014 TIP have been prioritized based on goals identified in the Regional Transportation Plan; and

WHEREAS, the projects in the FY 2011-2014 TIP derive from the first four years of the 2030 Update of the Regional Transportation Plan; and

WHEREAS, the MPO has determined that the FY 2011-2014 TIP is financially constrained; and

WHEREAS, the FY 2011 projects contained in the FY 2011-2014 TIP will be utilized as the priority list of projects for this fiscal year; and

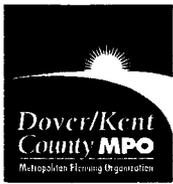
WHEREAS, the public has had opportunity to comment on the FY 2011-2014 TIP; and

WHEREAS, the MPO has determined that the FY 2011-2014 TIP conforms to the Delaware State Implementation Plan.

NOW, THEREFORE, BE IT RESOLVED, that on May 5, 2010 the Dover/Kent County MPO Council hereby adopts the FY 2011-2014 TIP, as the region's official selection of transportation projects for federal funding.



Mayor Carleton Carey, Sr., 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://www.doverkentmpo.org>

RESOLUTION

ADOPTING THE AIR QUALITY CONFORMITY OF THE FY2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM

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

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

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

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

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

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

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

WHEREAS, the air quality conformity determination for the 2011-2014 TIP for Kent County, Delaware has undergone a 30-day public review and comment period.

NOW, THEREFORE, BE IT RESOLVED that the DOVER/KENT COUNTY METROPOLITAN PLANNING ORGANIZATION Council determines that the FY2011-2014 TIP conforms to the current Delaware State Implementation Plan.

May 5, 2010
Date

Carleton Carey Sr.

Mayor Carleton Carey, Sr., 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>

SELF-CERTIFICATION OF THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

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

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

Carlton E. Carey Sr.

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

Carolann Wicks

Carolann Wicks, Secretary
Delaware Department of Transportation

6/2/10

Date

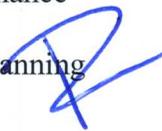
JSW:crs



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

CAROLANN WICKS, P.E.
SECRETARY

MEMORANDUM

TO: Kathy English, Director of Finance
FROM: Ralph A. Reeb, Director of Planning 
DATE: August 20, 2010
SUBJECT: **Air Quality Conformity of the Kent County Portion of the Fiscal Year 2011–2016 Capital Transportation Program (CTP).**

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

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

The CTP was reviewed to identify projects that could be classified as “non-exempt” under the 1990 Clean Air Act Amendments for which right-of-way, design, and/or construction funds were programmed for Fiscal Years 2011 – 2016. Projects that are classified in this manner require a quantitative analysis to ensure conformity with state air quality plans if they are found to be regionally significant.

Ms. Kathy English
Page 2 of 2
August 20, 2010

Based on a review of the projects described in the CTP, we find that each of the programmed projects contained in the FY 2011 – 2016 CTP can be categorized as either exempt or found to conform in a previous analysis. Should funding changes to the 2012 through 2016 out years of the CTP cause regionally significant revisions to the relative scope of projects included in the Dover/Kent MPO 2011- 2014 Transportation Improvement Plan (TIP) or Regional Transportation Plan, further analysis will be required.

This review determines that the current fiscal year of the 2011 – 2016 CTP reflects essential components of the Dover/Kent County TIP and conforms to the State of Delaware Clean Air Act Implementation Plan, including the mobile source budgets of record for Ozone. Under condition that project funding changes to the 2012 through 2016 portion of the CTP do not make regionally significant revisions to the Kent County 2011 – 2016 CTP, conformity to the State of Delaware Clean Air Act Implementation Plan will be maintained.

RR

cc: Carolann Wicks, Secretary
Earle Timpson, Assistant Director, Finance
Tigist Zegeye, Executive Director, WILMAPCO
Juanita Wiczoreck, Executive Director, Dover/Kent MPO



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

AUG 09 2010

CAROLANN WICKS, P.E.
SECRETARY

MEMORANDUM

TO: Kathy English, Director, Finance

FROM: Ralph A. Reeb, Director, Planning 

DATE: July 30, 2010

SUBJECT: Fiscal Year 2011-2014 State Transportation Improvement Program,
Certification of the Planning Process

In accordance with 23 CFR 450.218, as revised April 1, 2009, this is to certify that our state transportation planning process is being carried out in accordance with all applicable requirements of:

1. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this part;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;

7. In States containing nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C., regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

RAR:kp

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

APPENDIX C
Financial Plan

Appendix C: Financial Plan

FY2011 FHWA OBLIGATIONAL PLAN									
6/2/2010									
STATE	PROGRAM							FUNDS	FUNDS
PROJECT	FEDERAL	APPORT	PROJECT	REASON	SUBMIT	AUTH	FED \$	OBLIGATED	TO BE
NUMBER	FUNDS	CODE	TITLE		DATE	DATE	AUTH	TO DATE	OBLIGATED
	4,400,000.00	L200	BARRATTS CHAPEL ROAD	CONS		X			-
	1,200,000.00		BIKE PEDESTRIAN	PE,ROW,CONS		X	723,000.00		-
	861,775.00	LY20	BOMBAY HOOK ROAD	CONS		X			-
	16,000,000.00	L1C0	BRIDGE PRESERVATION PROGRAM	PE,ROW,CONS			3,759,000.00	-	3,759,000.00
		L110	BRIDGE PRESERVATION PROGRAM	PE,ROW,CONS			6,000,000.00		6,000,000.00
	4,020,000.00	L1C0	BRIDGE MANAGEMENT	PE,ROW,CONS			2,400,000.00	-	2,400,000.00
	3,000,000.00	L1C0	BR1-394N AND BR 1-394S ON US 13 OVER DRAWYERS CREEK	UNAC		X			-
		L230	BR1-501, 501A,501B SR141 VIADUCT OVER SR4	UNAC			2,000,000.00		2,000,000.00
		LZ20	BR1-501, 501A,501B SR141 VIADUCT OVER SR4	UNAC			2,400,000.00		2,400,000.00
	2,800,000.00	LY20	BR 651 ON NEWPORT ROAD RAILROAD CROSSING WILMINGTON & MARSHALTON	CONS			709,000.00	-	709,000.00
	553,000.00	L1C0	BR1-805 ON I-495 OVER RAMP 6217	CONS					553,000.00
	280,800.00	L110	BR2-203A ON TODD'S MILL ROAD OVER ISSAC BRANCH	CONS					280,800.00
	1,688,000.00	L1C0	BR3-237 ON OLD FURNACE ROAD OVER NANTICOKE RIVER	CONS		X			-
	500,481.00	LY20	LAKE GERAR	CONS		X		-	-
	625,000.00	LY20	COMMUTER RAIL NEWARK TO WILMINGTON			X			-
	2,000,000.00	LY30	COMMUTER RAIL MIDDLETOWN TO NEWARK			X			-
	100,000.00	L480	DISADVANTAGED BUSINESS ENTERPRISE				125,000.00		125,000.00
	200,000.00	LS20	SAFETY IMPROVEMENT PROGRAM RURAL ROADS	PE,ROW,CONS					200,000.00
	2,200,000.00	LS30	SAFETY IMPROVEMENT PROGRAM	PE,ROW,CONS			2,000,000.00	-	2,000,000.00
	3,000,000.00	LS30	HIGHWAY SAFETY IMPROVEMENT PROGRAM, 2800,1800,1800	CONS			6,400,000.00		6,400,000.00
	1,800,000.00	L010	I-95, N213, CARR ROAD AND N3, MARSH ROAD INTERCHANGE IMPROVEMENTS	CONS		X	600,000.00		-
	900,000.00	L050	CHRISTINA RIVER CROSSING	PE		X		-	-
	20,000,000.00	LY20	CHRISTINA RIVER CROSSING	ROW		X	6,960,000.00		-
	1,530,000.00	L010	I-95 SERVICE PLAZA	CONS		X			-
		L240	INTERSECTION IMPROVEMENTS	CONS			1,280,000.00		1,280,000.00
	1,800,000.00	L010	INTERSTATE MAINTENANCE -ROADWAY LIGHTING REPLACEMENT, I-495						1,800,000.00
	800,000.00	L050	BR 3-156, INDIAN RIVER INLET BRIDGE DEMOLITION	PE		X			-
	2,800,000.00	L200	LOCKERMANN STREET / FOREST STREET, DOVER	CONS		X		-	-
	170,000.00	4380	PLANNING - LOCAL TRANSPORTATION ASSISTANCE PROGRAM	PLAN					170,000.00
	1,472,635.00	L450	PLANNING - METROPOLITAN PLANNING ORGANIZATION /FHWA	PLAN			1,472,400.00		1,472,400.00
	1,800,000.00	L010	INTERSTATE MAINTENANCE - DRAINAGE REPAIR						1,800,000.00
		L050	INTERSTATE MAINTENANCE - DRAINAGE REPAIR			X	1,200,000.00		-
	3,600,000.00	L010	INTERSTATE MAINTENANCE - STRUCTURE MAINTENANCE				3,200,000.00		3,200,000.00
	90,642.00	LT30	MOTOR FUEL TAX COMPLIANCE AND ANTI TAX EVASION	PRO					90,642.00
	12,000,000.00	L230	PAVING & REHABILITATION	CONS		X	1,800,000.00		-
		L200	PAVING & REHABILITATION	CONS			9,800,000.00		9,800,000.00
		L240	PAVING & REHABILITATION	CONS			1,000,000.00		1,000,000.00
		L250	PAVING & REHABILITATION	CONS			2,000,000.00		2,000,000.00
		L550	PLANNING - STATEWIDE PLANNING PROGRAM - FHWA	PLAN			1,975,000.00	-	1,975,000.00
	596,900.00	L560	PLANNING - STATEWIDE RESEARCH PROGRAM - FHWA				662,000.00		662,000.00
	1,503,558.00	LY30	POMEROY BRANCH, PEDESTRAIN AND BICYCLE PATH			X			-
	720,000.00	LS40	RAIL CROSSING SAFETY	CONS			550,000.00	-	550,000.00

Appendix C: Financial Plan

FY2011 FHWA OBLIGATIONAL PLAN									
6/2/2010									
STATE	PROGRAM							FUNDS	FUNDS
PROJECT	FEDERAL	APPORT	PROJECT	REASON	SUBMIT	AUTH	FED \$	OBLIGATED	TO BE
NUMBER	FUNDS	CODE	TITLE		DATE	DATE	AUTH	TO DATE	OBLIGATED
	720,000.00	LS50	RAIL CROSSING SAFETY	CONS			550,000.00		550,000.00
	854,068.00	L940	RECREATIONAL TRAILS				854,000.00	-	854,000.00
	99,000.00	LU10	PLANNING - SAFE ROUTES TO SCHOOL	PLAN					99,000.00
	693,000.00	LU20	PLANNING - SAFE ROUTES TO SCHOOL	CONS					693,000.00
	198,000.00	LU30	PLANNING - SAFE ROUTES TO SCHOOL	CONS					198,000.00
	800,000.00	L050	SIGNAGE AND PAVEMENT MARKINGS	CONS				-	800,000.00
	2,400,000.00	L050	SR 1, REHOBOTH CANAL TO NORTH OF FIVE POINTS, PEDESTRAIN IMPROVEMENTS SIDEWALKS	CONS		X	4,000,000.00		-
	4,640,000.00	L050	SR 1, DEWEY BEACH PEDESTRIAN/BICYCLE IMPROVEMENTS	CONS		X			-
	2,480,000.00	L050	SR 1A, DEWEY BEACH PEDESTRIAN/BICYCLE IMPROVEMENTS	CONS		X			-
	42,381.00	L490	TECHNOLOGY - SUMMER INTERN PROGRAM				45,000.00		45,000.00
28-090-03	600,000.00	L010	I-95, MARYLAND LINE TO I-295 PROGRAM -SR 1/I- 95 INTERCHANGE	PE		X			-
28-090-03	32,000,000.00	L050	I-95, MARYLAND LINE TO I-295 PROGRAM -SR 1/I- 95 INTERCHANGE	UNAC			13,600,000.00		-
28-090-03		L230	I-95, MARYLAND LINE TO I-295 PROGRAM -SR 1/I- 95 INTERCHANGE	UNAC		X	14,400,000.00		-
		L050	I-95, MARYLAND LINE TO I-295 PROGRAM -SR 1/I- 95 INTERCHANGE	UNAC			9,711,178.00		9,711,178.00
		L230	I-95, MARYLAND LINE TO I-295 PROGRAM -SR 1/I- 95 INTERCHANGE	UNAC			5,000,000.00		600,000.00
25-090-02	900,000.00	L010	I-95 TOLL PLAZA REHABILITATION AND HIGHWAY SPEED E-ZPASS IMPROVEMENTS	CONS		X	7,500,000.00		-
25-090-02		L400	I-95 TOLL PLAZA REHABILITATION AND HIGHWAY SPEED E-ZPASS IMPROVEMENTS	CONS		X	12,500,000.00		-
	1,640,000.00	L050	SR 1, DEWEY BEACH PEDESTRIAN/BICYCLE IMPROVEMENTS	UNAC		X			-
	6,400,000.00	L050	SR 1, REHOBOTH CANAL TO NORTH OF FIVE POINTS, PEDESTRAIN IMPROVEMENTS SIDEWALKS	CONS		X	4,000,000.00		-
	3,040,000.00	L050	SR1 TRUCK WEIGH STATION AND INSPECTION FACILITY	CONS		X			-
24-103-01	3,600,000.00	L230	SR 4, CHRISTIANA PARKWAY FROM SR 2, ELKTON ROAD TO SR 896, SOUTH COLLEGE AVENUE, NEWARK	CONS		X			-
	5,500,000.00	L240	SR 24 - SR30 TO LOVE CREEK	CONS		X			-
	4,016,000.00	LZ20	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	ROW			2,264,000.00		-
	6,000,000.00	L240	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	UNAC		X			-
	4,000,000.00	LZ20	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	CONS		X	2,500,000.00		-
24-112-01	1,360,000.00	L240	SR 54, MAINLINE IMPROVEMENTS	ROW		X			-
24-112-01	6,200,000.00	L240	SR 54, MAINLINE IMPROVEMENTS	UNAC			2,000,000.00		-
24-106-04	400,000.00	L230	SR 141, KIRKWOOD HIGHWAY TO FAULKLAND ROAD	LANDSCAPING		X			-
	360,000.00	L400	RIDESHARE - TRANSPORTATION MANAGEMENT IMPROVEMENTS	PLAN			720,000.00		720,000.00
	981,400.00	L400	40' OTR BUS SR 141 CROSSTOWN	PRO					981,400.00
	1,318,200.00	L400	30' LOW FLOOR SMYRNA/CHESWOLD/DOVER	PRO					1,318,200.00

Appendix C: Financial Plan

FY2011 FHWA OBLIGATIONAL PLAN									
6/2/2010									
STATE	PROGRAM							FUNDS	FUNDS
PROJECT	FEDERAL	APPORT	PROJECT	REASON	SUBMIT	AUTH	FED \$	OBLIGATED	TO BE
NUMBER	FUNDS	CODE	TITLE		DATE	DATE	AUTH	TO DATE	OBLIGATED
		L400	30' LOW FLOOR HARRINGTON SHUTTLE			X			
	659,100.00	L400	30' LOW FLOOR DELMAR SEAFORD SHUTTLE	PRO					659,100.00
	659,100.00	L400	30' LOW FLOOR SUSSEX EXPANSION PHASE I & II	PRO					659,100.00
	3,400,000.00	L220	TRANSPORTATION ENHANCEMENTS (FHWA)					-	3,400,000.00
	6,240,000.00	L400	TRANSPORTATION MANAGEMENT IMPROVEMENTS				4,240,000.00	-	4,240,000.00
		L240	TRANSPORTATION MANAGEMENT IMPROVEMENTS				1,600,000.00		1,600,000.00
25-011-04	200,000.00	LY20	BICYCLE & PEDESTRIAN BRIDGE AT U OF DE, LAIRD CAMPUS (FEDERAL DEMO #2)			X			-
		LY30	U OF DELAWARE FUEL CELL			X			-
22-690-03	7,000,000.00	L230	US 13, PHILADELPHIA PIKE, CLAYMONT TRANSPORTATION PLAN IMPLEMENTATION	PE		X	600,000.00		-
	400,000.00	L200	US 13 FROM SOUTH COURT STREET TO LOOCKERMAN STREET	PE					400,000.00
	200,000.00	L200	US 13 AND ROOSEVELT AVENUE, PEDESTRIAN CROSSING IMPROVEMENTS, DOVER	PE		X			-
	5,600,000.00	L050	US 13 SEAFORD INTERSECTION IMPROVEMENTS	CONS		X		-	-
24-119-01		L050	US 40, PULASKI HIGHWAY & SR 72, WRANGLE HILL ROAD (INCLUDES DEL LAWS ROAD INTERSECTION)			X		-	-
25-113-01	2,000,000.00	L050	US 301, MARYLAND STATE LINE TO SR 1	PE		X			-
	3,600,000.00	L230	WASHINGTON STREET, NEW CASTLE	CONS			1,000,000.00		1,000,000.00
	1,545,600.00	LY20	WILMINGTON TRAIN STATION	CONS		X		-	-
	(5,000,000.00)		RELEASES					-	(5,000,000.00)
	4,800,000.00	L050	SR 1, COASTAL HIGHWAY, SR 30, CEDAR CREEK ROAD, INTERCHANGE, SOUTH OF MILFORD	CONS		X		-	-
	3,760,000.00	L050	SR 1, SOUTH FREDERICA GRADE SEPARATED INTERSECTION	ROW					3,760,000.00
	3,000,000.00	L050	SR 1, SOUTH FREDERICA GRADE SEPARATED INTERSECTION	CONS		X			-
	-	L240	SR 9, NEW CASTLE AVE., 3RD & 6TH STREET INTERSECTION IMPROVEMENTS	PE		X		-	-
	8,000,000.00	L050	US113, NORTH/SOUTH IMPROVEMENTS	PE		X			-
	8,000,000.00	L050	US113, NORTH/SOUTH IMPROVEMENTS	ROW				-	8,000,000.00
	12,000,000.00	L050	US113, NORTH/SOUTH IMPROVEMENTS	CONS		X			-
24-117-01	8,000,000.00	L200	WEST DOVER CONNECTOR	ROW		X	8,960,000.00		-
24-044-01	424,000.00	L230	SR 2 ELKTON ROAD, CASHO MILL ROAD TO DELAWARE AVENUE	UNAC			8,800,000.00		8,800,000.00
27-044-01	19,000,000.00	L230	SR 2, ELKTON ROAD, MD LINE TO CASHO MILL RD	UNAC		X	2,400,000.00		-
24-011-02	3,200,000.00	L230	SR 2, SOUTH UNION STREET FROM RAILROAD BRIDGE TO SYCAMORE STREET, WILMINGTON	CONS			1,000,000.00		1,000,000.00
23-044-02	2,790,000.00	L010	SR141/I-95 INTERCHANGE	PE			450,000.00		450,000.00
25-106-02	28,800,000.00	L050	I- 95 & US202 INTERCHANGE	CONS			8,000,000.00	-	8,000,000.00
		L240	I- 95 & US202 INTERCHANGE	UNAC		X	2,000,000.00		-
23-016-01		L200	CARTER ROAD (K137), SUNNYSIDE ROAD TO WHEATLEY'S POND ROAD, SMYRNA	UNAC		X			-
23-073-03	9,052,475.23	L050	BR 3-156, ON SR 1 OVER INDIAN RIVER INLET ROADWAYS & APPROACHES PHASE II				8,500,000.00		8,500,000.00

Appendix C: Financial Plan

FY2011 FHWA OBLIGATIONAL PLAN									
6/2/2010									
STATE	PROGRAM							FUNDS	FUNDS
PROJECT	FEDERAL	APPORT	PROJECT	REASON	SUBMIT	AUTH	FED \$	OBLIGATED	TO BE
NUMBER	FUNDS	CODE	TITLE		DATE	DATE	AUTH	TO DATE	OBLIGATED
24-119-01	6,900,000.00	L230	US 40, PULASKI HIGHWAY & SR 72, WRANGLE HILL ROAD (INCLUDES DEL LAWS ROAD INTERSECTION)	CONS			X		-
24-122-01	2,240,000.00	L050	SR 1, BAY ROAD/K19, THOMPSONVILLE ROAD INTERSECTION IMPROVEMENTS	ROW			X	2,480,000.00	-
24-122-01	11,200,000.00	L050	SR 1, BAY ROAD/K19, THOMPSONVILLE ROAD INTERSECTION IMPROVEMENTS	CONS			X		-
24-122-02	8,000,000.00	L050	SR 1, LITTLE HEAVEN GRADE SEPARATED INTERSECTION	UN AC				2,560,000.00	2,560,000.00
		L240	SR 1, LITTLE HEAVEN GRADE SEPARATED INTERSECTION	CONS			X	10,400,000.00	-
26-073-03	5,973,446.86	L1C0	BR 3-156, INDIAN RIVER INLET - BRIDGE REPLACEMENT, DESIGN-BUILD	UN AC				3,573,000.00	3,573,000.00
26-073-03		L030	BR 3-156, INDIAN RIVER INLET - BRIDGE REPLACEMENT, DESIGN-BUILD	UN AC				2,400,000.00	2,400,000.00
26-073-03	12,981,222.00	LY20	BR 3-156, INDIAN RIVER INLET - BRIDGE REPLACEMENT, DESIGN-BUILD	UNAC			X		-
	370,879,784.09								
								207,622,578.00	
									141,061,820.00
									709,000.00
	129,780,000.00		FY2011 OBLIGATIONAL AUTHORITY						
	709,000.00		FY2011 SPECIAL LIMITATION EARMARK OBLIGATIONAL AUTHORITY						
	370,879,784.09		FY2011 ORIGINAL PLANNED OBLIGATIONS						
	141,061,820.00		FY2011 BALANCE OF PLANNED OBLIGATIONS						
	0.00		FY2011 OBLIGATIONS TO DATE						
	(10,572,820.00)		FY2011 BALANCE OF OBLIGATIONAL AUTHORITY						
ADVANCED CONSTRUCTION PROJECTS REMAINING									
		L010	I-95 CARR ROAD AND MARSH ROAD	AC BALANCE				-	
		L1C0	BR1-501, 501A,501B SR141 VIADUCT OVER SR4	AC BALANCE				7,760,000.00	
		L1C0	BR1-501, 501A,501B SR141 VIADUCT OVER SR4	CONVERT				4,400,000.00	
			BR1-651	AC BALANCE				1,588,607.97	check
		L050	SR 1 & SR 30	AC BALANCE				-	
		L050	SR 1 SIDEWALKS	AC BALANCE				-	
		L240	SR 26 MAINLINE	AC BALANCE				-	
		L010	I-95 TURNPIKE TOLL PLAZA	AC BALANCE				-	
		L010	I-95 TURNPIKE TOLL PLAZA	CONVERT				-	
24-122-01		L050	SR 1, BAY ROAD/K19, THOMPSONVILLE ROAD INTERSECTION IMPROVEMENTS	AC BALANCE				-	
24-122-02		L050	SR 1 LITTLE HEAVEN GRADE SEPARATED INTERSECTION	AC BALANCE				2,560,000.00	
		L050	SR 1 LITTLE HEAVEN GRADE SEPARATED INTERSECTION	CONVERT				2,560,000.00	
		L010	SR 1/I95 INTERCHANGE	AC BALANCE				129,111,178.00	
		L050	I-95, MARYLAND LINE TO I-295 PROGRAM -SR 1/I- 95 INTERCHANGE	CONVERT				9,711,178.00	
		L050	I-95, MARYLAND LINE TO I-295 PROGRAM -SR 1/I- 95 INTERCHANGE	CONVERT				13,600,000.00	

Appendix C: Financial Plan

		FHWA STATUS OF FUNDS AND BALANCES FOR FY2011						
			40,331.74					
			Estimated	Estimated				
		CURRENT	FY2010	FY2011		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	17,440,657.89	6,022,393.00	6,030,225.00	(7,832.00)	7,250,000.00	16,220,882.89	
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	
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	6,030,580.00	2,542,038.00	1,847,306.00	694,732.00	6,280,800.00	1,597,086.00	
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	633,054.95	14,302,883.00	10,468,064.00	3,834,819.00	10,285,000.00	816,118.95	
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	-		2,400,000.00	893,958.00	
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	9,837,189.43	4,691,607.00	5,253,813.00	(562,206.00)	10,200,000.00	4,891,002.43	
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	2,045,500.00	450,000.00	450,000.00	-	200,000.00	2,295,500.00	
HSIP	LS30	6,277,695.68	5,286,935.00	5,711,558.00	(424,623.00)	8,400,000.00	3,589,253.68	

Appendix C: Financial Plan

		FHWA STATUS OF FUNDS AND BALANCES FOR FY2011							
				40,331.74					
				Estimated	Estimated				
		CURRENT	Estimated	Estimated			PROJECTED	UNOBLIGATED	SUBJECT TO
FUND NAME	FUND	BALANCE	FY2010	FY2011	DIFFERENCE	OBLIGATIONS	BALANCES	LAPSE 9/30/06	
		UPDATED	APPORTIONMENT	APPORTIONMENT					
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	3,654,760.44	3,478,182.00	3,691,044.00	(212,862.00)	3,400,000.00	3,945,804.44		
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	14,887,638.58	11,489,991.00	12,308,579.00	(818,588.00)	13,400,000.00	13,796,217.58		
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	1,646,462.57	11,636,517.00	11,349,960.00	286,557.00	5,880,000.00	7,116,422.57		
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	(6,497,347.71)	3,199,729.00	3,199,730.00	(1.00)	2,000,000.00	(5,297,617.71)		
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	L410	-			-	-	-		
HAZARD ELIMINATION	33P0	41,399.67			-	-	41,399.67		
HAZARD ELIMINATION	Q280	2,334,269.94			-	-	2,334,269.94		
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	L390	-			-	-	-		

Appendix C: Financial Plan

		FHWA STATUS OF FUNDS AND BALANCES FOR FY2011						
			40,331.74					
			Estimated	Estimated				
		CURRENT	FY2010	FY2011		PROJECTED	UNOBLIGATED	SUBJECT TO
FUND NAME	FUND	BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	OBLIGATIONS	BALANCES	LAPSE 9/30/06
		UPDATED						
SPR - PLANNING	Q550	130,918.29			-	-	130,918.29	
SPR - PLANNING	H550	-			-	-	-	
SPR - PLANNING	L550	809,122.00	1,967,299.00	2,041,517.00	(74,218.00)	1,975,000.00	875,639.00	
SPR - RESEARCH	Q560	156,258.70			-	-	156,258.70	
SPR - RESEARCH	H560	-			-	-	-	
SPR - RESEARCH	L560	305,243.44	655,766.00	680,506.00	(24,740.00)	662,000.00	323,749.44	
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	(4,437,887.65)	50,770,637.00	53,018,737.00	(2,248,100.00)	54,931,178.00	(6,350,328.65)	
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	506,698.24	1,472,635.00	1,519,833.00	(47,198.00)	1,472,400.00	554,131.24	
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	14,053,190.87	9,381,479.00	10,049,555.00	(668,076.00)	8,577,800.00	15,524,945.87	
COVERED BRIDGES (100%)	9BA0	-			-	-	-	
NATIONAL REC TRAILS	Q940	-			-	-	-	
NATIONAL REC TRAILS	H940	-			-	-	-	
NATIONAL REC TRAILS	L940	1,604,827.00	797,503.00	884,768.00	(87,265.00)	854,000.00	1,635,595.00	
LTAP	Q890	-			-	-	-	
LTAP	H890	-			-	-	-	
LTAP	37A0	-			-	-	-	
LOCAL TECH ASSIST PGRM	4380	190,000.00	50,000.00	50,000.00			240,000.00	
OP MOT VEH/INTOX	H080	81,170.21			-	-	81,170.21	

Appendix C: Financial Plan

		FHWA STATUS OF FUNDS AND BALANCES FOR FY2011							
				40,331.74					
				Estimated	Estimated				
		CURRENT	Estimated	Estimated			PROJECTED	UNOBLIGATED	SUBJECT TO
FUND NAME	FUND	BALANCE	FY2010	FY2011	DIFFERENCE	OBLIGATIONS	BALANCES	LAPSE 9/30/06	
		UPDATED	APPORTIONMENT	APPORTIONMENT					
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	2,000.00	100,000.00	100,000.00	-	99,000.00	3,000.00		
SAFE RTS TO SCHOOL INFR	HU20	-			-	-	-		
SAFE RTS TO SCHOOL INFR	LU20	358,076.84	700,000.00	700,000.00	-	693,000.00	365,076.84		
SAFE RTS TO SCHOOL EITHER	HU30	-			-	-	-		
SAFE RTS TO SCHOOL EITHER	LU30	4,000.00	200,000.00	200,000.00	-	198,000.00	6,000.00		
TRANS RESEARCH PLAN	Q670	4,986.53			-	-	4,986.53		
					-	-			
TOTAL		94,805,531.13	131,134,064.00	130,655,195.00	(359,601.00)	140,258,178.00	85,202,548.13		
ALLOCATED FUNDS									
HIGHWAY USE TX EVASION	H960	-			-	-	-		
MOTOR FUEL TAX COMPL	Q960	-			-	-	-		
ITS STDS RESCH OP TEST	QT20	-			-	-	-		
LTAP	37P0	-			-	-	-		
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	-			-	-	-		

Appendix C: Financial Plan

		FHWA STATUS OF FUNDS AND BALANCES FOR FY2011									
				40,331.74							
				Estimated	Estimated						
		CURRENT			FY2010	FY2011					
FUND NAME	FUND	BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	PROJECTED	UNOBLIGATED	SUBJECT TO			
		UPDATED					OBLIGATIONS	BALANCES	LAPSE 9/30/06		
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	8,706,854.78	4,019,339.00	5,467,360.00	(1,448,021.00)	4,664,000.00	9,510,214.78				
HIGH PRIORITY PROJECTS	Q920	770,879.00			-	-	770,879.00				
SPECIAL LIMITATION TOTAL		11,601,469.06	4,019,339.00	5,467,360.00	(1,448,021.00)	4,664,000.00	12,404,829.06				
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	1,103,975.15	1,284,179.00	1,746,822.00	(462,643.00)	-	2,850,797.15				
HIGH PRIORITY - SEC 1702	HY10	334,367.76	-	-	-	-	334,367.76				
HIGH PRIORITY - SEC 1702	LY10	(288,827.76)	-	-	-	-	(288,827.76)				
HIGH PRIORITY - SEC 117	LY20	28,868,374.32	-	-	-	709,000.00	28,159,374.32				
HIGH PRIORITY - SEC 117	HY20	7,543,676.90	-	-	-	-	7,543,676.90				
TRANSPORTATION IMP PROJ	LY30	6,653,377.58	-	-	-	-	6,653,377.58				
2006 SURFACE TRANS. PROJ	LY60	5,222,250.00	-	-	-	-	5,222,250.00				
	LY90	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				
EMERGENCY FED AIDE	09X0	-			-	-	-				
SPECIAL FUNDS TOTAL		53,723,889.18	1,284,179.00	1,746,822.00	(462,643.00)	709,000.00	53,975,791.18				
OTHER FUNDS					-	-	-				

Appendix C: Financial Plan

FHWA STATUS OF FUNDS AND BALANCES FOR FY2011								
			40,331.74					
			Estimated	Estimated				
			FY2010	FY2011				
FUND NAME	FUND	CURRENT BALANCE	APPORTIONMENT	APPORTIONMENT	DIFFERENCE	PROJECTED OBLIGATIONS	UNOBLIGATED BALANCES	SUBJECT TO LAPSE 9/30/06
		UPDATED						
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	NE00				-	-	-	
MINORITY BUSINESS	12C0	0.31			-	-	0.31	
TOTAL OTHER		2,013.31			-	-	2,013.31	
ALL FUNDS, GRAND TOTAL		160,818,625.01	136,437,582.00	137,869,377.00	(2,270,265.00)	145,631,178.00	152,270,904.01	
OBLIGATIONAL AUTHORITY			-	134,369,377.00				190,937.27
				(24,966,004.00)				

APPENDIX D
Unfunded Projects (Aspirations) List

APPENDIX D

2011-2014 TIP UNFUNDED PRIORITIZED PROJECTS

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

APPENDIX D
2011-2014 TIP UNFUNDED PRIORITIZED PROJECTS

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

APPENDIX D
2011-2014 TIP UNFUNDED PRIORITIZED PROJECTS

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

APPENDIX E
Annual Listing of Projects

**Appendix E
Annual List of Projects**

FY2010 FHWA OBLIGATIONAL PLAN
6/2/2010

<u>STATE PROJECT NUMBER</u>	<u>PROGRAM FEDERAL FUNDS</u>	<u>APPORT CODE</u>	<u>PROJECT TITLE</u>	<u>REASON</u>	<u>FED \$ AUTH</u>	<u>FUNDS TO BE 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
	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
			BR 2-254A ON MT. OLIVE CEMETERY ROAD OVER WILDCAT BRANCH			400,000.00
	400,000.00	L110		CONS		
		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
		LY30	DESTINATION STATION		840,000.00	840,000.00
	100,000.00	L480	DISADVANTAGED BUSINESS ENTERPRISE		125,000.00	125,000.00
	200,000.00	LS20	SAFETY IMPROVEMENT PROGRAM RURAL ROADS	PE,ROW,CONS		200,000.00
	2,200,000.00	LS30	SAFETY IMPROVEMENT PROGRAM	PE,ROW,CONS	2,000,000.00	2,000,000.00
	3,000,000.00	LS30	HSIP	CONS	5,033,000.00	5,033,000.00
	2,800,000.00	L200	LOCKERMANN STREET / FOREST STREET, DOVER	CONS		-
	90,642.00	LT30	MOTOR FUEL TAX COMPLIANCE AND ANTI TAX EVASION PLANNING - LOCAL TRANSPORTATION ASSISTANCE PROGRAM	PRO		90,642.00
	170,000.00	4380	PLANNING - METROPOLITAN PLANNING ORGANIZATION	PLAN		170,000.00
	1,472,635.00	L450	/FHWA	PLAN	1,472,400.00	1,472,400.00
	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
	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
	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		-
	3,040,000.00	L050	SR1 TRUCK WEIGH STATION AND INSPECTION FACILITY			-
	42,381.00	L490	TECHNOLOGY - SUMMER INTERN PROGRAM		45,000.00	45,000.00

**Appendix E
Annual List of Projects**

	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
	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
		LY30	U OF DELAWARE FUEL CELL			
	250,000.00		US 13 ROOSEVELT AVENUE	PE		250,000.00
	(5,000,000.00)		RELEASES			(5,000,000.00)
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		-
	4,000,000.00	L050	US113, NORTH/SOUTH IMPROVEMENTS	PE		-
	8,000,000.00	L050	US113, NORTH/SOUTH IMPROVEMENTS	ROW		-
24-117-01	400,000.00	L200	WEST DOVER CONNECTOR	PE		-
	4,960,000.00	L200	WEST DOVER CONNECTOR	ROW		-
20-045-02	3,000,000.00	H200	GOVERNOR'S AVENUE, WEBB'S LANE TO WATER STREET	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
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		-

ADVANCED CONSTRUCTION PROJECTS REMAINING

L050	SR 1, LITTLE HEAVEN GRADE SEPARATED INTERSECTION	AC BALANCE	2,560,000.00
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Legend
Earmark Funds
Problem

APPENDIX F
Population and Employment Estimates

APPENDIX F
Population and Housing Estimates

Transportation Analysis Zone Number	Population Projected for 2010	Population Projected for 2030	Occupied Housing Units Projected for 2010	Occupied Housing Units Projected for 2030
K001	284	337	101	123
K002	1475	1619	525	592
K003	1247	1334	444	488
K004	435	570	155	208
K005	868	1011	325	387
K006	67	75	27	31
K007	229	274	92	113
K008	1609	1713	611	667
K009	1692	1790	681	739
K010	647	644	248	253
K011	205	215	75	81
K012	1364	1443	518	563
K013	543	574	199	216
K014	1031	1168	378	440
K015	177	184	65	69
K016	1699	1753	623	660
K017	586	620	221	239
K018	1282	1330	516	549
K019	88	96	34	38
K020	814	840	313	331
K021	715	774	275	305
K022	276	322	106	127
K023	462	476	178	188
K024	3069	3307	1180	1306
K025	234	271	90	107
K026	345	377	133	149
K027	698	749	269	296
K029	819	870	315	343
K054	274	392	109	159
K055	244	281	98	116
K056	537	548	216	226
K057	810	998	340	430
K058	427	538	179	231
K059	1518	1550	637	667
K060	169	165	68	68
K074	1507	1484	562	567
K075	2398	2364	738	743
K076	1353	1332	523	528
K077	845	836	333	337
K078	292	285	109	109
K079	1685	1645	678	679
K080	1888	1848	758	761
K081	472	810	190	334
K082	844	827	282	282
K083	1062	1041	426	429
K084	659	644	258	258
K085	258	252	104	104

APPENDIX F

Population and Housing Estimates

K086	268	262	108	108
K087	2287	2900	894	1169
K088	1387	1354	558	559
K089	1054	1082	424	447
K090	430	497	173	205
K091	2318	2281	933	941
K092	1851	1824	745	753
K093	2433	2405	963	976
K094	861	1294	318	491
K095	780	819	310	332
K096	1087	1929	432	783
K097	1533	1597	500	537
K098	1817	1816	722	737
K099	1586	1784	630	724
K100	418	491	166	199
K101	395	538	157	218
K102	312	365	124	148
K103	1069	1567	392	590
K104	321	313	129	129
K105	425	616	171	254
K106	1250	1536	503	634
K107	2993	3168	1157	1258
K108	562	616	226	254
K109	368	645	148	266
K110	390	442	157	182
K111	330	362	121	136
K112	540	702	198	264
K113	240	245	88	92
K114	209	216	84	89
K115	1491	1604	600	662
K116	239	247	96	102
K117	72	87	29	36
K118	57	66	23	27
K119	70	78	28	32
K120	443	442	25	25
K121	2564	2504	1032	1033
K122	265	351	97	132
K123	1707	1918	626	722
K124	651	888	250	350
K125	1078	1251	410	490
K126	496	715	208	307
K127	684	784	287	337
K128	362	378	138	148
K129	1234	1436	488	583
K130	200	242	84	104
K131	414	431	159	170
K132	1261	1352	485	534
K133	743	872	294	354
K134	775	819	298	323
K139	1950	2003	792	835
K142	834	938	350	403
K207	441	559	185	240

APPENDIX F

Population and Housing Estimates

K208	462	510	194	219
K209	474	507	199	218
K210	546	621	210	245
K211	367	479	141	189
K212	302	484	116	191
K213	820	1126	344	485
K214	298	311	115	123
K215	32	68	13	28
K216	215	258	83	102
K217	2066	2344	761	887
K218	996	1120	365	421
K219	1113	1295	408	488
K220	1184	1375	434	518
K221	2657	2883	974	1085
K222	1715	1754	690	724
K223	1667	1727	671	713
K224	1926	2234	706	841
K225	624	774	251	319
K226	327	351	120	132
K227	98	106	36	40
K228	837	922	337	380
K229	825	1528	332	631
K230	522	713	210	294
K231	2337	2925	939	1205
K232	808	932	325	384
K233	827	1021	333	421
K234	792	937	282	342
K235	1159	1919	461	780
K236	554	857	222	351
K237	1323	2630	509	1050
K238	28	57	11	23
K239	659	802	262	325
K240	768	1211	305	492
K241	206	308	82	125
K242	1058	1085	408	430
K243	772	835	283	314
K244	278	403	107	159
K245	114	195	44	77
K246	451	810	139	290
K247	333	325	134	134
K248	268	262	108	108
K249	1760	2021	73	182
K250	857	847	345	349
K251	70	68	28	28
K252	3578	3554	1440	1467
K253	425	716	171	295
K254	986	992	397	409
K255	241	235	97	97
K256	544	531	219	219
K257	1439	1422	579	587
K258	527	827	212	341
K259	395	393	159	162

APPENDIX F
Population and Housing Estimates

K260	1806	1773	727	732
K261	156	296	62	120
K262	2216	4139	875	1674
K263	574	917	231	378
K264	1440	1416	572	575
K265	92	90	37	37
K266	3302	3450	1329	1424
S061	816	1363	318	552
S135	582	793	226	321
S136	798	1052	311	426
S137	394	647	153	262
S138	1438	1502	559	608
S140	1237	1187	481	480
S141	2866	2776	1115	1124
S206	1211	1171	471	474
S279	306	730	119	295
S280	741	750	288	304
S286	447	903	174	365
S147	724	934	282	378
S148	879	1186	342	480
S149	713	729	278	295
S281	410	490	160	198
S282	120	167	47	68
S283	890	962	346	389
S284	1404	1628	546	659
S285	253	482	98	195
S287	335	546	130	221

APPENDIX G

1. Amendment Adopted September 7, 2011

Background

In July 2010, the Delaware Department of Transportation requested that the Dover/Kent County Metropolitan Planning Organization (the MPO) Fiscal Year (FY) 2011-2014 Transportation Improvement Program (TIP) be amended to include projects funded in the FY 2011 Capital Transportation Program (CTP). The CTP was adopted by the Delaware State Legislature for the FY 2011 Bond Bill. The Bond Bill allocated limited anticipated funds for transportation projects that were reasonably expected to proceed. These amendments were adopted by the Dover/Kent County MPO in September 2010. This narrative describes how the MPO met the requirements of SAFETEA-LU with regard to these TIP amendments.

The amendments comprised primarily significant changes in funding or timing of projects included in the initially adopted TIP. Projects were added after DelDOT identified specific sites of improvements that were previously included by category. One project was added that will be substantially completed at the end of the fiscal year but required additional expenditures in FY 2011. One local street project was added that had funding added to existing Congressional funding. One statewide program was amended in September of 2011 to acknowledge transportation funding received by DNREC for Recreational Trails and an acceleration of expenditures.

Priority Process

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

Public Participation

Public review and comment are an integral aspect of the TIP process. All of the projects included in this amendment were included in public outreach activities conducted prior to formal adoption of the 2011-2014 TIP in March 2010.

The MPO issued a media release on the amendment on August 26, 2010 to local media with general circulation, publications and radio and television stations. The amendment announcement and each amendment request were posted on the [MPO's web site](#). Notice was delivered to the MPO Council and committees, libraries, legislators, mayors of all municipalities in the County as well as the Dover City Council. This amendment was also included on each media release distributed about the MPO meetings at which the MPO Council and committees would take action. Copies of the draft document were made available to all who requested. No comments were received regarding this amendment or the air quality conformity determination.

Air Quality Conformity

The Clean Air Act and Amendments (CAAA) require that regionally significant projects in a TIP must not worsen the region's air quality. The most recent conformity analysis for the 2010-2013 TIP/Regional Transportation Plan was approved by the US EPA and by FHWA and FTA. This amendment requires no new air quality conformity analysis. All the projects included in the amendment are either exempt, as defined by the CAAA, or are not regionally significant. The FY 2011-2014 Transportation Improvement Program conforms to the Delaware State Implementation Plan.

Financial Constraint

The 2011-2014 Transportation Improvement Program was financially constrained in its initial inception. This amendment reallocates the funding provided for projects and the timing with which the funds are expected to be authorized. The amended 2011-2014 TIP remains financially constrained.

APPENDIX G

2. Amended Projects

a. Statewide Projects

Statewide Projects

PROJECT	FY 2011 TOTAL	FY 2012 TOTAL	FY 2013 TOTAL	FY 2014 TOTAL	2011-2014 TOTAL
ROAD					
LOCALS	2,150.5	1,106.0	1,106.0	1,106.0	5,468.5
Recreational Trails T200830001	2,150.5	1,106.0	1,106.0	1,106.0	5,468.5
BRIDGES	4,726.2	5,385.0	18,510.0	18,510.0	47,131.2
Bridge Management	3,125.0	3,500.0	3,500.0	3,500.0	13,625.0
Bridge Preservation Program	1,601.2	1,885.0	15,010.0	15,010.0	33,506.2
TRANSPORTATION ENHANCEMENTS	4,626.2	4,326.2	4,326.2	4,326.2	19,488.9
Transit Enhancements (FTA)	76.2	76.2	76.2	76.2	304.8
Transportation Enhancements (FHWA)	6,434.1	4,250.0	4,250.0	4,250.0	19,184.1
PAVING & REHABILITATION	52,357.0	67,874.0	83,800.0	88,800.0	292,831.0
SIGNAGE & PAVEMENT MARKINGS	2,800.0	2,400.0	2,400.0	3,200.0	10,800.0
MATERIALS & MINOR CONTRACTS	6,300.0	6,000.0	5,900.0	5,900.0	24,100.0
RAIL CROSSING SAFETY	2,196.7	2,196.7	2,296.7	2,246.7	8,936.8
SAFETY	4,555.2	4,555.2	3,222.2	3,222.2	15,554.8

PROJECT	FY 2011 TOTAL	FY 2012 TOTAL	FY 2013 TOTAL	FY 2014 TOTAL	2011-2014 TOTAL
TRAFFIC CALMING	400.0	400.0	400.0	400.0	1,600.0
ENGINEERING & CONTINGENCY	14,023.4	11,405.2	16,642.3	18,905.2	61,976.1
INTERSECTION IMPROVEMENTS	6,880.0	6,200.0	6,560.0	5,600.0	25,240.0
SUPPORT					
AERONAUTICS	1,074.9	924.9	924.9	924.9	3,849.6
PLANNING	8,217.1	8,339.9	8,339.9	8,435.4	33,332.3
TECHNOLOGY	7,546.2	7,381.2	7,381.2	7,381.2	29,689.8
HEAVY EQUIPMENT	4,750.0	5,000.0	5,000.0	5,000.0	19,750.0
TRANSPORTATION FACILITIES	7,000.0	6,900.0	6,600.0	6,000.0	26,500.0
TRANSPORTATION MANAGEMENT IMPROVEMENTS	9,744.4	8,200.0	9,621.3	8,200.0	35,765.7
ENGINEERING & CONTINGENCY	200.0	200.0	200.0	200.0	800.0
ADVANCED ACQUISITIONS	1,400.0	2,000.0	2,000.0	2,000.0	7,400.0
TRANSIT					
RAIL	300.0	350.0	350.0	350.0	1,350.0
TRANSIT FACILITIES	1,715.0	100.0	214.2	100.0	2,129.2
TRANSIT VEHICLES	4,040.5	10,436.1	2,627.0	2,522.8	19,626.4

PROJECT	FY 2011 TOTAL	FY 2012 TOTAL	FY 2013 TOTAL	FY 2014 TOTAL	2011-2014 TOTAL
GRANTS AND ALLOCATIONS					
MUNICIPAL STREET	4,000.0	4,000.0	4,000.0	4,000.0	16,000.0
COMMUNITY TRANSPORTATION	36,675.0	29,875.0	29,875.0	29,875.0	126,300.0
TOTAL STATEWIDE PROGRAM	205,075.0	192,887.9	217,404.4	220,891.2	836,258.4

APPENDIX G

2. Amended Projects

b. Kent County Projects.

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 2011 State/Other	FY 2011 Federal	FY 2012 State/Other	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State/Other	FY 2014 Federal	FY 2011- 2014 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 2011 State/Other	FY 2011 Federal	FY 2012 State/Other	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State/Other	FY 2014 Federal	FY 2011- 2014 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	528.8	1715.2	30.0	120.0	0.0	0.0	0.0	0.0	2394.0
	Total	528.8	1715.2	30.0	120.0	0.0	0.0	0.0	0.0	2394.0

SR 1, LITTLE HEAVEN GRADE-SEPARATED INTERSECTIONS

PROJECT SCOPE/DESCRIPTION: This project includes the construction of new SR 1 northbound lanes and a service road, east of SR 1 from K371, Barratts Chapel Road to K373, Mulberrie Point Road, in Little Heaven. The existing SR 1 northbound lanes will be converted to SR 1 southbound lanes, and the existing SR 1 southbound lanes will be converted to a service road. The project also includes the construction of a grade-separation at K18, Bowers Beach Road, which will provide access to and from the service roads on either side of SR 1.

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

Municipality:

Funding Program:

Functional Category:

Representative District:

Senatorial District:

Estimated Cost:

MPO Priority Rating:

Road System – Arterials

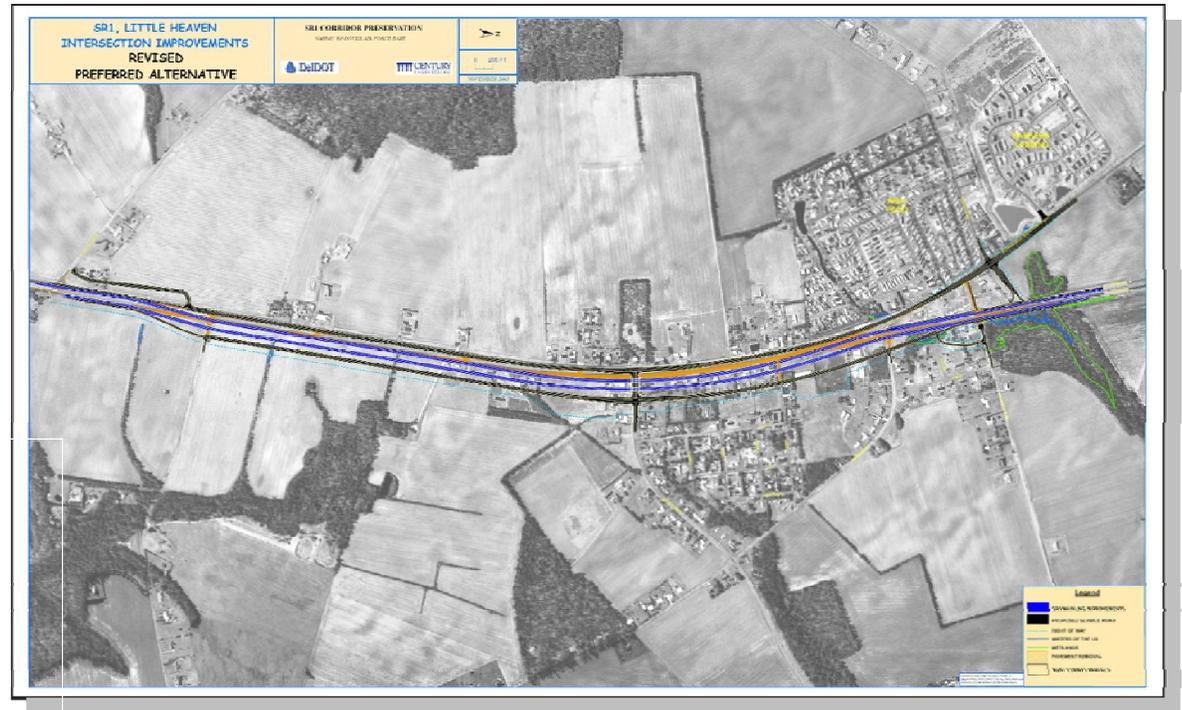
Management

33

16

\$43,623,000

2.16



SR 1, LITTLE HEAVEN GRADE-SEPARATED INTERSECTIONS

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2011 State/Other	FY 2011 Federal	FY 2012 State/Other	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State/Other	FY 2014 Federal	FY 2011- 2014 Total
SR 1/Little Heaven Grade Separated Intersection 24-122-04	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	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 2011 State/Other	FY 2011 Federal	FY 2012 State/Other	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State/Other	FY 2014 Federal	FY 2011- 2014 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	60.0	240.0	0.0	0.0	0.0	0.0	0.0	0.0	300.0
	RW	1760.0	7040.0	1760.0	7040.0	0.0	0.0	0.0	0.0	17600.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	1820.0	7280.0	1760.0	7040.0	0.0	0.0	0.0	0.0	17900.0

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 2011 State/Other	FY 2011 Federal	FY 2012 State/Other	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State/Other	FY 2014 Federal	FY 2011- 2014 Total
SR 1 / Thompsonville Road Grade Separated Intersection 24-122-01	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2011 State/Other	FY 2011 Federal	FY 2012 State/Other	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State/Other	FY 2014 Federal	FY 2011- 2014 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	5.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0
	RW	1450.0	5800.0	0.0	0.0	0.0	0.0	0.0	0.0	7250.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	1455.0	5820.0	0.0	0.0	0.0	0.0	0.0	0.0	7275.0

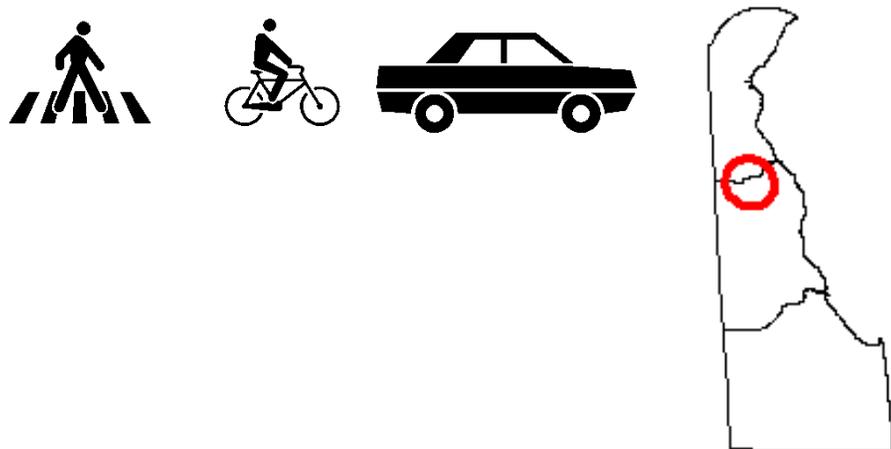
CARTER ROAD (K137), SUNNYSIDE ROAD TO WHEATLEY'S POND ROAD

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 2011 State/Other	FY 2011 Federal	FY 2012 State/Other	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State/Other	FY 2014 Federal	FY 2011- 2014 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

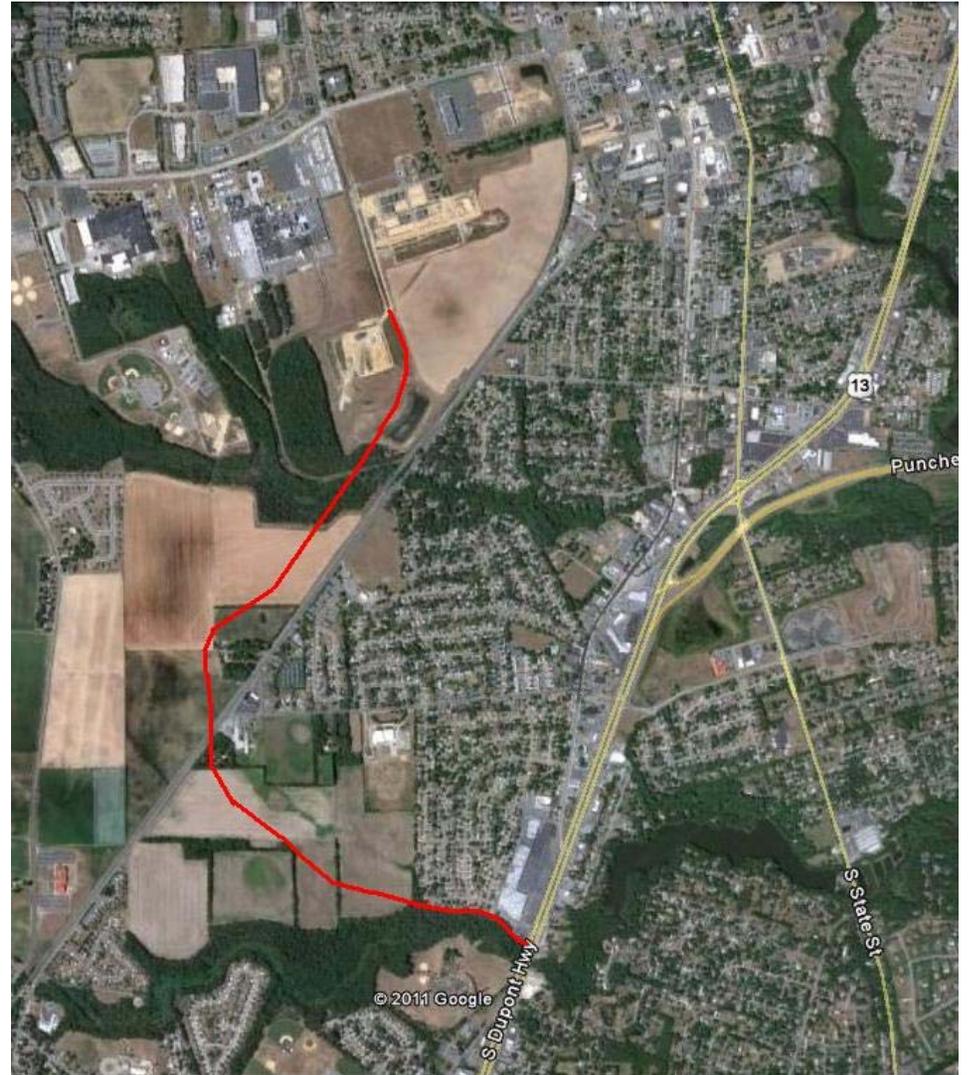
Project Funding Schedule (X \$000)										
Project	Phase	FY 2011 State/Other	FY 2011 Federal	FY 2012 State/Other	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State/Other	FY 2014 Federal	FY 2011- 2014 Total
Carter Rd from Sunnyside Ro to Wheatleys Pond Rd 23-016-01	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	14.0	56.0	0.0	0.0	0.0	0.0	0.0	0.0	70.0
	RW	0.0	850.0	0.0	0.0	0.0	0.0	0.0	0.0	850.0
	C	250.0	400.0	1175.0	4400.0	411.0	1244.0	0.0	0.0	7780.0
	Total	264.0	1306.0	1175.0	4400.0	411.0	1244.0	0.0	0.0	8700.0

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 2011 State/Other	FY 2011 Federal	FY 2012 State/Other	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State/Other	FY 2014 Federal	FY 2011- 2014 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

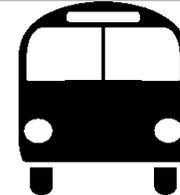
Project Funding Schedule (X \$000)										
Project	Phase	FY 2011 State/Other	FY 2011 Federal	FY 2012 State/Other	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State/Other	FY 2014 Federal	FY 2011- 2014 Total
West Dover Connector 24-117-01	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	300.0	1200.0	330.0	1320.0	0.0	0.0	0.0	0.0	3150.0
	RW	2000.0	0.0	3500.0	0.0	7500.0	0.0	0.0	0.0	13000.0
	C	1000.2	0.0	0.0	0.0	0.0	0.0	750.0	3000.0	4750.2
	Total	3300.2	1200.0	3830.0	1320.0	7500.0	0.0	750.0	3000.0	20900.2

WYOMING MILL ROAD REALIGNMENT

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

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

County:	Kent
Municipality:	Dover
Funding Program:	Road System – Localss
Functional Category:	Management
Representative District:	32, 34
Senatorial District:	17
Estimated Cost:	\$4,545,000
MPO Priority Rating:	



WYOMING MILL ROAD REALIGNMENT

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2011 State/Other	FY 2011 Federal	FY 2012 State/Other	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State/Other	FY 2014 Federal	FY 2011- 2014 Total
Wyoming Mill Road Realignment	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 2011 State/Other	FY 2011 Federal	FY 2012 State/Other	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State/Other	FY 2014 Federal	FY 2011- 2014 Total
Wyoming Mill Road Realignment	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	96.0	0.0	0.0	0.0	0.0	0.0	0.0	96.0
	C	0.0	1273.5	0.0	2971.5	0.0	0.0	0.0	0.0	4245.0
	Total	0.0	1369.5	0.0	2971.5	0.0	0.0	0.0	0.0	4341.0

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.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 33
Senatorial District: 16
Estimated Cost: \$546,000
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2011 State/Other	FY 2011 Federal	FY 2012 State/Other	FY 2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State/Other	FY 2014 Federal	FY 2011- 2014 Total
Br 2-124D on K124 over Grecos Canal, Milford 27-072-01	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 2011 State/Other	FY 2011 Federal	FY 2012 State/Other	FY 2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State/Other	FY 2014 Federal	FY 2011- 2014 Total
Br 2-124D on K124 over Grecos Canal, Milford 27-072-01	PE	8.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.4
	RW	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	1.1
	C	0.0	0.0	520.0	0.0	0.0	0.0	0.0	0.0	520.0
	Total	8.4	0.0	521.1	0.0	0.0	0.0	0.0	0.0	529.5

BR 2-143A ON LION HOPE ROAD OVER GRAVELLY RUN, NEAR KENTON

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.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 29
Senatorial District: 15
Estimated Cost: \$700,000
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2011 State/Other	FY 2011 Federal	FY 2012 State/Other	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State/Other	FY 2014 Federal	FY 2011- 2014 Total
Br 2-143a On Lion Hope Road Over Gravelly Run, Near Kenton	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	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 2011 State/Other	FY 2011 Federal	FY 2012 State/Other	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State/Other	FY 2014 Federal	FY 2011- 2014 Total
Br 2-143a On Lion Hope Road Over Gravelly Run, Near Kenton	PE	13.0	58.0	0.0	0.0	0.0	0.0	0.0	0.0	71.0
	RW	5.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0
	C	122.0	488.0	0.0	0.0	0.0	0.0	0.0	0.0	610.0
	Total	140.0	566.0	0.0	0.0	0.0	0.0	0.0	0.0	706.0

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. This was funded in FY 2010.

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: \$16,603,300
MPO Priority Rating: N/A

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2011 State/Other	FY 2011 Federal	FY 2012 State/Other	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State/Other	FY 2014 Federal	FY 2011- 2014 Total
Delaware Air Park - DRBA - Runway Extension	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 2011 State/Other	FY 2011 Federal	FY 2012 State/Other	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State/Other	FY 2014 Federal	FY 2011- 2014 Total
Delaware Air Park - DRBA - Runway Extension	C	1925.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1925.0
	Total	1925.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1925.0

TRANSIT SYSTEM -FACILITIES

DOVER TRANSIT CENTER-SITE IMPROVEMENTS

PROJECT SCOPE/DESCRIPTION: This project will replace the existing transfer facility located on Water Street between South State and South Governors Ave with improvement made at the new site, Water Street at South Queen Street, 3 blocks to the West. Site improvements, originally funded with ARRA funds, are ongoing and scheduled for completion before the end of 2010.

PROJECT JUSTIFICATION: The existing transfer facilities are insufficient for current ridership and there are no amenities for riders. The new site is positioned to take advantage of alternative modes of transit if they become available.

County: Kent
Funding Program: Transit System – Facilities
Functional Category: Construction
Representative District: 32
Senatorial District: 17
Estimated Cost: \$8,304,400

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2011 State/Other	FY 2011 Federal	FY 2012 State/Other	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State/Other	FY 2014 Federal	FY 2011- 2014 Total
Dover Transit Center-Site Improvements	C	0.0	3080.6	0.0	0.0	0.0	0.0	0.0	0.0	3080.6
	Total	0.0	3080.6	0.0	0.0	0.0	0.0	0.0	0.0	3080.6

Project Funding Schedule (X \$000)										
Project	Phase	FY 2011 State/Other	FY 2011 Federal	FY 2012 State/Other	FY2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State/Other	FY 2014 Federal	FY 2011- 2014 Total
Dover Transit Center-Site Improvements	C	0.0	3080.6	0.0	0.0	0.0	0.0	0.0	0.0	3080.6
	Total	0.0	3080.6	0.0	0.0	0.0	0.0	0.0	0.0	3080.6

TRANSIT VEHICLE EXPANSION: DOVER/REHOBOTH & DOVER/SEAFORD SHUTTLE 30' LOW FLOOR (4)

PROJECT SCOPE/DESCRIPTION: This project will purchase four 30 foot low-floor buses to provide expanded fixed route, inter-county service from the Dover area.

PROJECT JUSTIFICATION: DTC's business plan recommends expansion of fixed route service in the Dover to Sussex County corridor.

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Expansion
Representative District: 30, 31, 32
Senatorial District: 16, 17
Estimated Cost: \$1,679,200

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY 2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
Dover/Rehoboth & Dover/Seaford Shuttle 30' Low Floor (4)	PRO	0.08	0.0	0.0	0.0	336.0	1343.0	0.0	0.0	1679.0
	Total	0.0	0.0	0.0	0.0	336.0	1343.0	0.0	0.0	1679.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2011 State	FY 2011 Federal	FY 2012 State	FY 2012 Federal	FY 2013 State/Other	FY 2013 Federal	FY 2014 State	FY 2014 Federal	FY 2011-2014 Total
Dover/Rehoboth & Dover/Seaford Shuttle 30' Low Floor (4)	PRO	0.0	0.0	0.0	0.0	336.0	1343.0	0.0	0.0	1679.0
	Total	0.0	0.0	0.0	0.0	336.0	1343.0	0.0	0.0	1679.0

APPENDIX G

3. Resolutions and Required Documents



Dover/Kent County Metropolitan Planning Organization

P.O. Box 383, Dover, Delaware 19903

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

RESOLUTION

AMENDING THE FY 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Dover/Kent County Metropolitan Planning Organization (D/KC MPO) has been designated the Metropolitan Planning Organization for the Dover, Delaware Metropolitan Statistical Area by the Governor of Delaware; and

WHEREAS, the United States Department of Transportation's (USDOT) Regulations of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Metropolitan Planning requirements require that, in air quality non-attainment areas, the MPO, in cooperation with participants in the planning process, develop and, at least every four years, updates the Transportation Improvement Program (TIP); and

WHEREAS, the D/KC MPO TIP incorporates a four-year period for the listing of priority projects to be implemented, as well as a list of program development projects; and

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

WHEREAS, the projects included in the FY 2011-2014 TIP have been prioritized based on goals identified in the long range Regional Transportation Plan; and

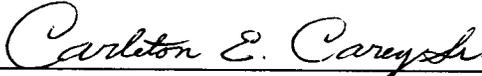
WHEREAS, the D/KC MPO has determined that the amended FY 2011-2014 TIP is financially constrained, as directed by 23 CFR 450.324(e); and

WHEREAS, the public has had an opportunity to comment on the amended FY 2011-2014 TIP; and

WHEREAS, the D/KC MPO has determined that the amended FY 2011-2014 TIP conforms to the Delaware State Implementation Plan in accordance with SAFETEA-LU and the Clean Air Act and amendments.

NOW, THEREFORE, BE IT RESOLVED, that the Dover/Kent County Metropolitan Planning Organization Council does hereby adopt the amended FY 2011-2014 Transportation Improvement Program, Kent County and Statewide elements, to reflect the FY 2011 Bond Bill adopted by the Delaware Legislature on June 30, 2010.

DATE: Sept. 25, 2010



Mayor Carleton Carey, Sr., Chairman
Dover/Kent Metropolitan Planning Organization



Dover/Kent County Metropolitan Planning Organization

P.O. Box 383, Dover, Delaware 19903

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

<http://www.doverkentmpo.org>

RESOLUTION

ADOPTING THE AIR QUALITY CONFORMITY OF THE AMENDED FY 2011-2014 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 CAAA of 1990; 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. 134 and Section 5303 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 last transportation conformity analysis for an adopted Plan and TIP was approved May 4, 2009; and

WHEREAS, the amended FY2011-2014 TIP neither adds nor removes regionally significant or otherwise non-exempt projects not previously included in a conformity analysis;

NOW, THEREFORE, BE IT RESOLVED that the DOVER/KENT COUNTY METROPOLITAN PLANNING ORGANIZATION Council makes a determination that the amended FY2010-2013 TIP is found to conform to the current Delaware State Implementation Plan.

Sept. 25, 2010

Date

Carlton E. Carey, Sr.

Mayor Carlton Carey, Sr., Council Chair

DOVER/KENT COUNTY

METROPOLITAN PLANNING ORGANIZATION



U.S. Department
of Transportation
Federal Highway
Administration

0102 9 0 100

DelMar Division
(302) 734-5323

J. Allen Freear Federal Building
300 South New Street, Suite 2101
Dover, Delaware 19904-6726

October 1, 2010

Refer to: HDA-DE

Secretary Carolann Wicks
Delaware Department of Transportation
800 Bay Road
Dover, DE 19903

Dear Secretary Wicks:

RE: Delaware's FY 2011-2015 Statewide Transportation Improvement Program (STIP)

We are pleased to inform you that the Joint Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) reviews of the State of Delaware's FY 2011-2015 Statewide Transportation Improvement Program (STIP) has been completed. The FHWA and the FTA has determined that the STIP is based on a statewide transportation planning process that substantially meets the requirements of 23 U.S.C. 134 and 135 and 49 U.S.C. 5303 and 5304, the FHWA and FTA jointly approve the entire STIP. The FHWA and FTA accept the self-certification of the urban transportation planning processes. We have also reviewed the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs). Based upon information provided by DelDOT and the MPOs, we concur that the STIP/TIPs are fiscally constrained and that they are consistent with their Long Range Plans.

This STIP approval does not constitute a final commitment of Federal funds. Federal funding for projects included in the STIP is finalized when a request for project authorization is approved by FHWA or upon approval of a grant by FTA. Should amendments to this STIP become necessary during the course of the year, any highway amendments will be acted upon by FHWA following procedures in the STIP/TIP Revision Procedures. Any transit amendments will be acted upon by FTA.

In accordance with the 1990 Clean Air Act Amendments (CAAA) and 23 CFR 450, a conformity determination must be issued by the U.S. Environmental Protection Agency (EPA) prior to the joint action by FHWA and FTA. Based on the material submitted and coordination with the EPA, we have determined that the STIP and TIPs demonstrate conformity with the 1990 CAA and 40 CFR Part 51.

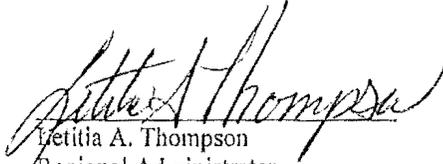


We recognize the complexity of assembling this STIP and appreciate the hard work and efforts by your staff in this matter. We look forward to working with you to advance the projects and programs in the STIP, and to continue to provide the traveling public with a transportation system with the highest quality. Any questions concerning this approval should be directed to Anna Price, FHWA Delaware Division, (302)734-2835 or Ryan Long, FTA Region III, (215) 656-7100.

Sincerely,



Hassan Raza
Division Administrator
Federal Highway Administration



Letitia A. Thompson
Regional Administrator
Federal Transit Administration

Cc:

Kathy English, Director, Finance DelDOT
Ralph Reeb, Director Planning DelDOT
Natalie Barnhardt, Chief Engineer, DelDOT
Steven Klugsbury, Director, Delaware Transit Corporation
Tigist Zegeye, Executive Director, WILMAPCO
Juanita Wieczoreck, Executive Director, Dover/Kent MPO
Ryan Long, FTA Region III, Philadelphia
Anna Price, FHWA DelMar Division
File # 734

Appendix H: Administrative Modifications



STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION

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

CAROLANN WICKS, P.E.
SECRETARY

September 23, 2010

Mrs. Juanita Wiczoreck
Executive Director
Dover/Kent County Metropolitan Planning Organization
1783 Friends Way
Camden, Delaware 19934

Dear Mrs. Wiczoreck:

We are requesting an Administrative Modification to our FY 2010-2013 State Transportation Improvement Program (STIP) for project (T201030001) Recreational Trails FY10-11 Work Plan. We will be moving funding from FY11 to FY10 as DNREC submitted and FHWA approved a work plan that was \$572,000 higher than programmed in the current STIP.

Should you have any questions in this regard, please do not hesitate to contact me at 760-2678. Thank you in advance for your prompt approval.

Sincerely,

A handwritten signature in cursive script, appearing to read "Earle Timpson".

Earle Timpson
Assistant Director, Finance

ET:jl

cc: Jitesh Parikh, FHWA, Program Manager
Anna Price, FHWA, Planner
Dan Montag, FHWA, Area Engineer
Natalie Barnhart, Director, Transportation Solutions
Kathy English, Director, Finance
Ralph Reeb, Director, Planning



STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION

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

CAROLANN WICKS, P.E.
SECRETARY

November 10, 2010

Mrs. Juanita Wieczorek
Executive Director
Dover/Kent County Metropolitan Planning Organization
1783 Friends Way
Camden, Delaware 19934

Dear Mrs. Wieczorek:

We are requesting an Administrative Modification to our FY 2011-2014 State Transportation Improvement Program (STIP) for project (T201163001) Federal Education & Training FY 2011, which can be found on page 165 in the Statewide Engineering & Contingency section of the STIP. The phase for this project is being revised from Audit to Training and the estimated cost will remain unchanged at \$200,000.

Should you have any questions in this regard, please do not hesitate to contact me at 760-2678. Thank you in advance for your prompt approval.

Sincerely,

Earle Timpson
Assistant Director, Finance

ET:jla

cc: Anna Price, FHWA, Planner
Dan Montag, FHWA, Area Engineer
Natalie Barnhart, Director, Transportation Solutions
Kathy English, Director, Finance
Ralph Reeb, Director, Planning

Federal Education & Training FY 2011

Updated - 11/10/10

PROJECT STATE AUTHORIZATION
IN (\$000)

PROJECT NUMBER	PHASE	FUNDING SOURCE	CURRENT ESTIMATE	FY 2011		FY 2012		FY 2013		FY 2014		FY 2015		FY 2016	
				STATE	FEDERAL										
T201163001	Training	100% FHWA	1,200.0	-	-	-	-	-	-	-	-	-	-	-	-
T201163001	Training	100% STATE	5.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0
Total			1,205.0	-	200.0	-	200.0	-	200.0	-	200.0	-	200.0	-	800.0

PROJECT FUNDING SCHEDULE
IN (\$000)

PROJECT NUMBER	PHASE	FUNDING SOURCE	BALANCE AS OF July 1, (State Only)	CURRENT ESTIMATE	FY 2011		FY 2012		FY 2013		FY 2014		FY 2015		FY 2016	
					STATE	FEDERAL										
T201163001	Training	100% FHWA	10.2	1,200.0	-	-	-	-	-	-	-	-	-	-	-	
T201163001	Training	100% STATE	5.0	5.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	
Total			10.2	1,205.0	-	-	-	-	-	-	-	-	-	-	-	



STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION

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

CAROLANN WICKS, P.E.
SECRETARY

January 6, 2011

Mrs. Juanita Wieczorek
Executive Director
Dover/Kent County Metropolitan Planning Organization
1783 Friends Way
Camden, Delaware 19934

Dear Mrs. Wieczorek:

We are requesting an Administrative Modification to our FY 2011-2014 State Transportation Improvement Program (STIP) for project (T201007201) BR2-186A on K186 Strauss Avenue, Marydel, which can be found on page 542 of the STIP. We will be advancing the construction phase (C) funding from FY12 to FY11. The bridge has deteriorated to the point where the road had to be closed and the repairs need to be expedited. The estimated cost for construction has been revised to \$666,000 from \$657,000.

Should you have any questions in this regard, please do not hesitate to contact me at 760-2678. Thank you in advance for your prompt approval.

Sincerely,

A handwritten signature in black ink, appearing to read "Earle Timpson".

Earle Timpson
Assistant Director, Finance

ET:jla

cc: Anna Price, FHWA, Planner
Dan Montag, FHWA, Area Engineer
Natalie Barnhart, Director, Transportation Solutions
Kathy English, Director, Finance
Ralph Reeb, Director, Planning
Bill Geronimo, Finance

BR 2-186A on K186 Strauss Avenue, Maryland

Updated - 1/06/11

PROJECT AUTHORIZATION SCHEDULE
IN (\$000)

PROJECT NUMBER	PHASE	FUNDING SOURCE	CURRENT ESTIMATE	FY 2011			FY 2012			FY 2013			FY 2014			FEDERAL TOTAL		
				STATE	FEDERAL	FUND TYPE		STATE	FEDERAL									
T201007291	PE	80% FHWA	26.0															
T201007201	ROW	80% FHWA	28.0		22.4	L110												22.4
T201007201	C	80% FHWA	666.0	133.2	532.8	L100											133.2	532.8
Total			720.0	133.2	555.2												133.2	555.2

PROJECT FUNDING SCHEDULE
IN (\$000)

PROJECT NUMBER	PHASE	FUNDING SOURCE	BALANCE AS OF July 1, (State Only)	CURRENT ESTIMATE	FY 2011			FY 2012			FY 2013			FY 2014			FY 2015 TOTAL	FY 2016 TOTAL
					STATE	FEDERAL	OTHER											
T201007201	PE	80% FHWA	4.1	26.0	2.8		11.2											
T201007201	ROW	80% FHWA	5.6	28.0	5.6		22.4											
T201007201	C	80% FHWA	131.4	666.0	-0.0		160.0		93.2	372.8								
Total			141.1	720.0	48.4		193.6		93.2	372.8								