

## Summary of Proposed Amendments for the Approved FY2011-2014 TIP

| FUNDING BY MODE | Approved TIP FY<br>2011-2014 | Amendments FY<br>2011-2014 | Amendments<br>% Mode | Percent Change |
|-----------------|------------------------------|----------------------------|----------------------|----------------|
| Bike/Pedestrian | 4,974.0                      | 10,758.4                   | 0.5%                 | 116%           |
| Multimodal      | 330,686.7                    | 406,348.9                  | 18.6%                | 23%            |
| Other           | 229,915.5                    | 193,357.8                  | 8.8%                 | -16%           |
| Road            | 1,182,898.1                  | 1,406,749.2                | 64.3%                | 19%            |
| Transit         | 177,364.1                    | 170,209.3                  | 7.8%                 | -4%            |
| <b>Total</b>    | <b>1,925,838.4</b>           | <b>2,187,423.6</b>         |                      |                |

| FUNDING BY CATEGORY | Approved TIP FY<br>2011-2014 | Amendments FY<br>2011-2014 | Amendments<br>% Category | Percent Change |
|---------------------|------------------------------|----------------------------|--------------------------|----------------|
| Preservation        | 707,570.5                    | 763,395.9                  | 34.9%                    | 8%             |
| Other               | 139,015.8                    | 95,609.3                   | 4.4%                     | -31%           |
| Management          | 355,261.0                    | 387,258.1                  | 17.7%                    | 9%             |
| Expansion           | 723,991.1                    | 941,160.3                  | 43.0%                    | 30%            |
| <b>Total</b>        | <b>1,925,838.4</b>           | <b>2,187,423.6</b>         |                          |                |

|              | FUNDING BY LOCATION | FY 2011 TOTAL    | FY 2012 TOTAL    | FY 2013 TOTAL    | FY 2014 TOTAL    | OUTYEARS<br>TOTAL<br>FY2015-16 |
|--------------|---------------------|------------------|------------------|------------------|------------------|--------------------------------|
| Approved TIP | Delaware Statewide  | 197,123.8        | 192,888.0        | 217,404.5        | 220,891.2        | 413,336.5                      |
|              | New Castle County   | 204,812.6        | 238,982.4        | 293,508.7        | 323,340.4        | 216,659.8                      |
|              | Cecil County        | 9,221.7          | 9,221.7          | 9,221.7          | 9,221.7          | 0.0                            |
|              | <b>TOTAL</b>        | <b>411,158.1</b> | <b>441,092.1</b> | <b>520,134.9</b> | <b>553,453.3</b> | <b>629,996.3</b>               |

|            |                    |                  |                  |                  |                  |                  |
|------------|--------------------|------------------|------------------|------------------|------------------|------------------|
| Amendments | Delaware Statewide | 188,518.9        | 195,056.4        | 222,396.9        | 227,806.6        | 469,721.6        |
|            | New Castle County  | 312,113.6        | 322,308.4        | 346,658.1        | 335,678.0        | 328,749.6        |
|            | Cecil County       | 9,221.7          | 9,221.7          | 9,221.7          | 9,221.7          | 0.0              |
|            | <b>TOTAL</b>       | <b>509,854.2</b> | <b>526,586.5</b> | <b>578,276.7</b> | <b>572,706.3</b> | <b>798,471.2</b> |

| FUNDING BY YEAR | Approved TIP FY<br>2011-2014 | Amendments FY<br>2011-2014 | Percent Change |
|-----------------|------------------------------|----------------------------|----------------|
| FY 2011         | 411,158                      | 509,854                    | 24%            |
| FY 2012         | 441,092                      | 526,587                    | 19%            |
| FY 2013         | 520,135                      | 578,277                    | 11%            |
| FY 2014         | 553,453                      | 572,706                    | 3%             |
| <b>TOTAL</b>    | <b>1,925,838</b>             | <b>2,187,424</b>           | <b>14%</b>     |

| FUNDING BY SOURCE | State      | Other      | Federal    |
|-------------------|------------|------------|------------|
| Approved TIP      | 827,471.40 | 432,705.90 | 664,841.10 |
| Amendments        | 856,350.50 | 581,983.70 | 749,089.40 |
| Percent Change    | 3%         | 34%        | 13%        |

# Summary of Proposed Amendments for the Approved FY2011-2014 TIP

## **New Projects**

Bridge Structure Rehab, \$ 3,935.4

## **Projects with Restored Funding**

SR 9, River Road Flood Remediation, \$ 500.0 (outyears)

US 40 and SR72, Wrangle Hill Rd Intersection, \$ 800.0 (outyears)

US 40 and 896 Grade Separated Intersection, \$ 3,000.0 (outyears)

## **Projects Completed or Without Funding**

DE First State Financials

BR 137 on N263A, Foxhill Lane over Red Clay Creek & Rolling Mill Retaining Wall

BR 177 and 203

BR 201 on Beech Hill Drive over Pike Creek

BR 211A on Kirkwood Highway over Pike Creek

BR 234 on Kirkwood Highway over Mill Creek

BR 503 on St. Annes Church Rd over Norfolk Southern

BR 805 on I-495 over Ramp 6217

Brandywine Valley Scenic Byway

Bridge Painting, NCC

Hockessin Old Lancaster Pike Pedestrian Enhancement ARRA

New Castle Industrial Track Greenway ARRA

Market Street Phase III: MLK to 7th

I-95 Concrete Medians ARRA

I-95 Mainline Widening

New Castle Airport: Rehab, Security, Obstruction Removal

Mill Creek Greenway ARRA

Park & Ride Expansion: SR 299, Odessa ARRA

Park & Ride Improvements: SR 896 & SR 4 ARRA

SR 4: Elkton Rd to SR 896

SR 71: Mt. Pleasant Intersection Improvements

SR 72: Possum Hollow to Old Possum Park Rd

SR 896: N399 Overpass to SR 71

US 13/ SR 896 Boyd's Corner Intersection

US 301 Truck Weigh Station and Inspection Facility

US 40, Bear-Glasgow Bus Stop Improvements

US 40 Walther Road: North of US 40 to Old Baltimore Pike

### Proposed Amendments to the Approved FY 2011-2014 TIP

|    | Approved FY 2011-2014 TIP  |               |               |               |               |                  |                          | Proposed Amendments to FY2011-2014 TIP |               |               |               |                  |                          | Difference Between Approved FY 2011 TIP |               |               |               |                  |                          |
|----|--|---------------|---------------|---------------|---------------|------------------|--------------------------|--|---------------|---------------|---------------|------------------|--------------------------|---|---------------|---------------|---------------|------------------|--------------------------|
|    | PROJECT TITLE  | FY 2011 TOTAL | FY 2012 TOTAL | FY 2013 TOTAL | FY 2014 TOTAL | TOTAL FY 2011-14 | OUTYEARS TOTAL FY2015-16 | FY 2011 TOTAL                          | FY 2012 TOTAL | FY 2013 TOTAL | FY 2014 TOTAL | TOTAL FY 2011-14 | OUTYEARS TOTAL FY2015-16 | FY 2011 TOTAL                           | FY 2012 TOTAL | FY 2013 TOTAL | FY 2014 TOTAL | TOTAL FY 2011-14 | OUTYEARS TOTAL FY2015-16 |
| 1  | <b>DELAWARE- STATEWIDE</b>   |               |               |               |               |                  |                          |  |               |               |               |                  |                          |   |               |               |               |                  |                          |
| 2  | Advance Acquisitions of Right of Way                               | 2,500.0       | 2,000.0       | 2,000.0       | 2,000.0       | 8,500.0          | 4,000.0                  | 1,400.0                                | 2,000.0       | 2,000.0       | 2,000.0       | 7,400.0          | 4,000.0                  | (1,100.0)                               | -             | -             | -             | (1,100.0)        | -                        |
| 3  | Aeronautics, Statewide   | 1,074.9       | 924.9         | 924.9         | 924.9         | 3,849.6          | 1,849.8                  | 1,074.9                                | 924.9         | 924.9         | 924.9         | 3,849.6          | 1,849.8                  | -                                       | 0.0           | 0.0           | 0.0           | 0.0              | -                        |
| 4  | Bridge Management  | 2,625.0       | 3,000.0       | 3,000.0       | 3,000.0       | 11,625.0         | 6,000.0                  | 3,125.0                                | 3,500.0       | 3,500.0       | 3,500.0       | 13,625.0         | 7,000.0                  | 500.0                                   | 500.0         | 500.0         | 500.0         | 2,000.0          | 1,000.0                  |
| 5  | Bridge Preservation Program  | 1,591.2       | 1,500.0       | 15,000.0      | 15,000.0      | 33,091.2         | 30,000.0                 | 1,601.2                                | 1,885.0       | 15,010.0      | 15,010.0      | 33,506.2         | 30,020.0                 | 10.0                                    | 385.0         | 10.0          | 10.0          | 415.0            | 20.0                     |
| 6  | Community Transportation Fund                                      | 16,750.0      | 16,750.0      | 16,750.0      | 16,750.0      | 67,000.0         | 33,500.0                 | 36,675.0                               | 29,875.0      | 29,875.0      | 29,875.0      | 126,300.0        | 59,750.0                 | 19,925.0                                | 13,125.0      | 13,125.0      | 13,125.0      | 59,300.0         | 26,250.0                 |
| 7  | Engineering & Contingency  | 24,831.2      | 25,570.2      | 26,331.3      | 27,115.2      | 103,847.9        | 28,122.6                 | 13,723.4                               | 11,105.2      | 16,341.3      | 19,105.2      | 60,275.1         | 48,456.9                 | (11,107.8)                              | (14,465.0)    | (9,990.0)     | (8,010.0)     | (43,572.8)       | 20,334.3                 |
| 8  | Environmental Program  | 500.0         | 500.0         | 500.0         | 500.0         | 2,000.0          | 1,000.0                  | 500.0                                  | 500.0         | 500.0         | 500.0         | 2,000.0          | 1,000.0                  | -                                       | -             | -             | -             | -                | -                        |
| 9  | Equipment  | 5,250.0       | 5,000.0       | 5,000.0       | 5,000.0       | 20,250.0         | 10,000.0                 | 4,750.0                                | 5,000.0       | 5,000.0       | 5,000.0       | 19,750.0         | 10,000.0                 | (500.0)                                 | -             | -             | -             | (500.0)          | -                        |
| 10 | First State Financials   | 0.0           | 0.0           | 0.0           | 0.0           | 0.0              | 0.0                      | -                                      | -             | -             | -             | -                | 0.0                      | -                                       | -             | -             | -             | -                | -                        |
| 11 | Intersection Improvements  | 6,880.0       | 6,200.0       | 6,560.0       | 5,600.0       | 25,240.0         | 5,000.0                  | 6,880.0                                | 6,200.0       | 6,560.0       | 5,600.0       | 25,240.0         | 11,200.0                 | -                                       | -             | -             | -             | -                | 6,200.0                  |
| 12 | Materials & Minor Contracts  | 6,300.0       | 6,000.0       | 5,900.0       | 5,900.0       | 24,100.0         | 11,800.0                 | 6,300.0                                | 6,000.0       | 5,900.0       | 5,900.0       | 24,100.0         | 11,800.0                 | -                                       | -             | -             | -             | -                | -                        |
| 13 | Motor Fuel Tax Compliance  | 90.6          | 90.6          | 90.6          | 90.6          | 362.4            | 181.2                    | -                                      | -             | -             | -             | -                | 0.0                      | (90.6)                                  | (90.6)        | (90.6)        | (90.6)        | (362.4)          | (181.2)                  |
| 14 | Municipal Street Aid   | 5,000.0       | 5,000.0       | 5,000.0       | 5,000.0       | 20,000.0         | 10,000.0                 | 4,000.0                                | 4,000.0       | 4,000.0       | 4,000.0       | 16,000.0         | 8,000.0                  | (1,000.0)                               | (1,000.0)     | (1,000.0)     | (1,000.0)     | (4,000.0)        | (2,000.0)                |
| 15 | Paving & Rehabilitation ARRA                                       | 68,743.0      | 66,374.0      | 82,300.0      | 87,300.0      | 304,717.0        | 178,200.0                | 52,357.0                               | 67,874.0      | 83,800.0      | 88,800.0      | 292,831.0        | 181,200.0                | (16,386.0)                              | 1,500.0       | 1,500.0       | 1,500.0       | (11,886.0)       | 3,000.0                  |
| 16 | Planning   | 7,806.9       | 8,300.7       | 8,300.7       | 8,397.2       | 32,805.5         | 16,938.0                 | 8,218.1                                | 8,339.9       | 8,339.9       | 8,436.4       | 33,334.2         | 17,016.4                 | 411.2                                   | 39.1          | 39.1          | 39.2          | 528.7            | 78.4                     |
| 17 | Rail Crossing Safety   | 2,196.7       | 2,196.7       | 2,296.7       | 2,246.7       | 8,936.8          | 4,493.4                  | 2,196.7                                | 2,196.7       | 2,296.7       | 2,246.7       | 8,936.8          | 4,493.4                  | -                                       | -             | -             | -             | -                | -                        |
| 18 | Recreational Trails  | 1,106.0       | 1,106.0       | 1,106.0       | 1,106.0       | 4,424.0          | 2,212.0                  | 1,106.0                                | 1,106.0       | 1,106.0       | 1,106.0       | 4,424.0          | 2,212.0                  | -                                       | -             | -             | -             | -                | -                        |
| 19 | Safety Improvements  | 2,719.4       | 2,719.4       | 2,719.4       | 2,719.4       | 10,877.6         | 5,438.8                  | 4,555.2                                | 4,555.2       | 3,222.2       | 3,222.2       | 15,554.8         | 6,444.4                  | 1,835.8                                 | 1,835.8       | 502.8         | 502.8         | 4,677.2          | 1,005.6                  |
| 20 | Signage & Pavement Markings ARRA                                   | 3,200.0       | 2,400.0       | 2,400.0       | 3,200.0       | 11,200.0         | 6,400.0                  | 2,800.0                                | 2,400.0       | 2,400.0       | 3,200.0       | 10,800.0         | 6,400.0                  | (400.0)                                 | -             | -             | -             | (400.0)          | -                        |
| 21 | Statewide Rail preservation  | 300.0         | 350.0         | 350.0         | 350.0         | 1,350.0          | 700.0                    | 300.0                                  | 350.0         | 350.0         | 350.0         | 1,350.0          | 700.0                    | -                                       | -             | -             | -             | -                | -                        |
| 22 | Technology   | 7,141.2       | 7,281.2       | 7,281.2       | 7,281.2       | 28,984.8         | 14,562.4                 | 7,446.2                                | 7,381.2       | 7,381.2       | 7,381.2       | 29,589.8         | 14,762.4                 | 305.0                                   | 100.0         | 100.0         | 100.0         | 605.0            | 200.0                    |
| 23 | Traffic Calming  | 400.0         | 400.0         | 400.0         | 400.0         | 1,600.0          | 800.0                    | 400.0                                  | 400.0         | 400.0         | 400.0         | 1,600.0          | 800.0                    | -                                       | -             | -             | -             | -                | -                        |
| 24 | Transit Facilities, Statewide                                      | 1,400.0       | 100.0         | 157.2         | 100.0         | 1,757.2          | 200.0                    | 1,715.0                                | 100.0         | 214.2         | 100.0         | 2,129.2          | 200.0                    | 315.0                                   | -             | 57.0          | -             | 372.0            | -                        |
| 25 | Transit Vehicles, Statewide  | 4,091.5       | 9,698.1       | 2,489.0       | 2,383.8       | 18,662.4         | 4,885.9                  | 4,040.5                                | 9,837.1       | 2,628.0       | 2,522.8       | 19,028.4         | 5,163.9                  | (51.0)                                  | 139.0         | 139.0         | 139.0         | 366.0            | 278.0                    |
| 26 | Transportation Enhancements  | 4,626.2       | 4,326.2       | 4,326.2       | 4,326.2       | 17,604.8         | 8,652.4                  | 6,610.3                                | 4,426.2       | 4,426.2       | 4,426.2       | 19,888.9         | 8,852.4                  | 1,984.1                                 | 100.0         | 100.0         | 100.0         | 2,284.1          | 200.0                    |
| 27 | Transportation Facilities, Statewide                               | 11,800.0      | 6,900.0       | 6,600.0       | 6,000.0       | 31,300.0         | 12,000.0                 | 7,000.0                                | 6,900.0       | 6,600.0       | 6,000.0       | 26,500.0         | 12,000.0                 | (4,800.0)                               | -             | -             | -             | (4,800.0)        | -                        |
| 28 | Transportation Management  | 8,200.0       | 8,200.0       | 9,621.3       | 8,200.0       | 34,221.3         | 16,400.0                 | 9,744.4                                | 8,200.0       | 9,621.3       | 8,200.0       | 35,765.7         | 16,400.0                 | 1,544.4                                 | -             | (0.0)         | -             | 1,544.4          | -                        |
| 29 |  |               |               |               |               |                  |                          |  |               |               |               |                  |                          |   |               |               |               |                  |                          |
| 30 | <b>NEW CASTLE COUNTY</b>   |               |               |               |               |                  |                          |  |               |               |               |                  |                          |   |               |               |               |                  |                          |
| 31 | Airport and Churchmans Road  | 0.0           | 0.0           | 0.0           |               | 0.0              | 0.0                      | 38.8                                   | 77.6          | -             | -             | 116.4            | 0.0                      | 38.8                                    | 77.6          | -             | -             | 116.4            | -                        |
| 32 | Boyds Corner Rd: Cedar Lane to US 13 (S. NCC Imp)                  | 2,000.0       | 2,100.0       | 3,900.0       | 8,100.0       | 16,100.0         | 0.0                      | -                                      | 2,000.0       | 2,200.0       | 4,000.0       | 8,200.0          | 8,100.0                  | (2,000.0)                               | (100.0)       | (1,700.0)     | (4,100.0)     | (7,900.0)        | 8,100.0                  |
| 33 | Boyds Corner Road Intersection Improvements                        | 1,578.0       | 0.0           | 0.0           | 0.0           | 1,578.0          | 0.0                      | 2,094.2                                | -             | -             | -             | 2,094.2          | 0.0                      | 516.2                                   | -             | -             | -             | 516.2            | -                        |
| 34 | BR 001 and 001A on Rising Sun Rd over Brandywine                   | 45.8          | 0.0           | 0.0           |               | 45.8             | 0.0                      | 290.0                                  | -             | -             | -             | 290.0            | 0.0                      | 244.2                                   | -             | -             | -             | 244.2            | -                        |
| 35 | BR 026 and 033, Scour Measures                                     | 520.0         | 0.0           | 0.0           |               | 520.0            | 0.0                      | 520.0                                  | -             | -             | -             | 520.0            | 0.0                      | -                                       | -             | -             | -             | -                | -                        |
| 36 | BR 100 on Old Kennett Rd, West of Centerville                      | 912.0         | 0.0           | 0.0           |               | 912.0            | 0.0                      | 912.0                                  | -             | -             | -             | 912.0            | 0.0                      | -                                       | -             | -             | -             | -                | -                        |
| 37 | BR 110 on N239, Pyles Ford Road                                    | 117.0         | 450.0         | 0.0           |               | 567.0            | 0.0                      | 117.0                                  | 450.0         | -             | -             | 567.0            | 0.0                      | -                                       | -             | -             | -             | -                | -                        |
| 38 | <del>BR 137 on N263A, Foxhill Lane over Red Clay Creek &amp;</del> | 0.0           | 0.0           | 0.0           |               | 0.0              | 0.0                      | -                                      | -             | -             | -             | -                | 0.0                      | -                                       | -             | -             | -             | -                | -                        |
| 39 | BR 159 on James Street over Christina River                        | 2,253.5       | 2,875.0       | 0.0           |               | 5,128.5          | 0.0                      | 2,253.5                                | 2,875.0       | -             | -             | 5,128.5          | 0.0                      | -                                       | -             | -             | -             | -                | -                        |
| 40 | <del>BR 177 and 203</del>  | 0.0           | 0.0           | 0.0           |               | 0.0              | 0.0                      | -                                      | -             | -             | -             | -                | 0.0                      | -                                       | -             | -             | -             | -                | -                        |
| 41 | BR 201 on Beech Hill Drive over Pike Creek                         | 0.0           | 0.0           | 0.0           |               | 0.0              | 0.0                      | -                                      | -             | -             | -             | -                | 0.0                      | -                                       | -             | -             | -             | -                | -                        |
| 42 | BR 211A on Kirkwood Highway over Pike Creek                        | 0.0           | 0.0           | 0.0           |               | 0.0              | 0.0                      | -                                      | -             | -             | -             | -                | 0.0                      | -                                       | -             | -             | -             | -                | -                        |
| 43 | BR 221 on N301 Pleasant Hill Road over Middle Run                  | 82.0          | 655.0         | 0.0           |               | 737.0            | 0.0                      | 82.0                                   | 655.0         | -             | -             | 737.0            | 0.0                      | -                                       | -             | -             | -             | -                | -                        |
| 44 | <del>BR 234 on Kirkwood Highway over Mill Creek</del>              | 0.0           | 0.0           | 0.0           |               | 0.0              | 0.0                      | -                                      | -             | -             | -             | -                | 0.0                      | -                                       | -             | -             | -             | -                | -                        |
| 45 | BR 325 on Otts Chapel Rd. over Persimmon Run                       | 1,195.3       | 0.0           | 0.0           |               | 1,195.3          | 0.0                      | 1,195.3                                | -             | -             | -             | 1,195.3          | 0.0                      | -                                       | -             | -             | -             | -                | -                        |
| 46 | BR 330 on Marrows Road over Cool Run                               | 35.0          | 100.0         | 724.0         |               | 859.0            | 0.0                      | 71.7                                   | 100.0         | 724.0         | -             | 895.7            | 0.0                      | 36.7                                    | -             | -             | -             | 36.7             | -                        |

Funding increase    
  Funding restored  
 Funding decrease    
  New project

### Proposed Amendments to the Approved FY 2011-2014 TIP

|    |  | Approved FY 2011-2014 TIP |               |               |               |                  | Proposed Amendments to FY2011-2014 TIP |               |               |               |               |                  | Difference Between Approved FY 2011 TIP |               |               |               |               |                  |                          |
|----|--|---------------------------|---------------|---------------|---------------|------------------|--|---------------|---------------|---------------|---------------|------------------|---|---------------|---------------|---------------|---------------|------------------|--------------------------|
|    | PROJECT TITLE  | FY 2011 TOTAL             | FY 2012 TOTAL | FY 2013 TOTAL | FY 2014 TOTAL | TOTAL FY 2011-14 | OUTYEARS TOTAL FY2015-16               | FY 2011 TOTAL | FY 2012 TOTAL | FY 2013 TOTAL | FY 2014 TOTAL | TOTAL FY 2011-14 | OUTYEARS TOTAL FY2015-16                | FY 2011 TOTAL | FY 2012 TOTAL | FY 2013 TOTAL | FY 2014 TOTAL | TOTAL FY 2011-14 | OUTYEARS TOTAL FY2015-16 |
| 47 | BR 366 on N399 Chesapeake City Road over Guthrie Run           | 106.0                     | 861.0         | 0.0           |               | 967.0            | 0.0                                    | 106.0         | 861.0         | -             | -             | 967.0            | 0.0                                     | 0.0           | -             | -             | -             | -                | -                        |
| 48 | BR 391 & 392 on N424 SR9 over Appoquinimink River              | 15.0                      | 0.0           | 0.0           |               | 15.0             | 0.0                                    | 26.0          | -             | -             | -             | 26.0             | 0.0                                     | 11.0          | -             | -             | -             | 11.0             | -                        |
| 49 | BR 404 on N427 Cedar Lane, Middletown                          | 54.0                      | 753.0         | 0.0           |               | 807.0            | 0.0                                    | 54.0          | 753.0         | -             | -             | 807.0            | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 50 | BR 444 on Old Corbitt Road, East of Odessa                     | 305.0                     | 558.0         | 0.0           |               | 863.0            | 0.0                                    | 130.0         | 733.0         | 1,175.0       | -             | 2,038.0          | 0.0                                     | (175.0)       | 175.0         | 1,175.0       | -             | 1,175.0          | -                        |
| 51 | BR 501 on SR 141 Viaduct over SR 4                             | 300.0                     | 11,900.0      | 10,600.0      |               | 22,800.0         | 0.0                                    | 300.0         | 11,900.0      | 10,600.0      | -             | 22,800.0         | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 52 | BR 501, 501A, 501B SR141, Field Testing & Structure            | 100.0                     | 0.0           | 0.0           |               | 100.0            | 0.0                                    | 100.0         | -             | -             | -             | 100.0            | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 53 | <del>BR 503 on St. Annes Church Rd over Norfolk Southern</del> | 0.0                       | 0.0           | 0.0           |               | 0.0              | 0.0                                    | -             | -             | -             | -             | -                | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 54 | BR 536 on Guyencourt Rd, SE of Centreville                     | 755.8                     | 0.0           | 0.0           |               | 755.8            | 0.0                                    | 755.8         | -             | -             | -             | 755.8            | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 55 | BR 585 on N049 Augustine Cutoff over Brandywine Creek          | 209.0                     | 3,009.0       | 0.0           |               | 3,218.0          | 0.0                                    | 211.0         | 3,009.0       | -             | -             | 3,220.0          | 0.0                                     | 2.0           | -             | -             | -             | 2.0              | -                        |
| 56 | BR 651, Newport Road over CSX                                  | 3,060.0                   | 0.0           | 0.0           |               | 3,060.0          | 0.0                                    | 3,710.0       | -             | -             | -             | 3,710.0          | 0.0                                     | 650.0         | -             | -             | -             | 650.0            | -                        |
| 57 | BR 652 Kiamensi Rd   | 660.0                     | 0.0           | 0.0           |               | 660.0            | 0.0                                    | 700.0         | -             | -             | -             | 700.0            | 0.0                                     | 40.0          | -             | -             | -             | 40.0             | -                        |
| 58 | BR 665N & 1-665S on US 13 over Abandon Railroad,               | 1,700.0                   | 0.0           | 0.0           |               | 1,700.0          | 0.0                                    | 200.0         | 1,700.0       | -             | -             | 1,900.0          | 0.0                                     | (1,500.0)     | 1,700.0       | -             | -             | 200.0            | -                        |
| 59 | BR 687, 688, 693 Wilmington Drawbridge                         | 1,400.0                   | 1,500.0       | 0.0           |               | 2,900.0          | 0.0                                    | 590.0         | 1,500.0       | 1,000.0       | -             | 3,090.0          | 0.0                                     | (810.0)       | -             | 1,000.0       | -             | 190.0            | -                        |
| 60 | <del>BR 805 on I-495 over Ramp 6217</del>                      | 0.0                       | 0.0           | 0.0           |               | 0.0              | 0.0                                    | -             | -             | -             | -             | -                | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 61 | BR 902, C&D Canal Bridge, SR 1                                 | 0.0                       | 0.0           | 0.0           |               | 0.0              | 0.0                                    | 6,200.0       | -             | -             | -             | 6,200.0          | 0.0                                     | 6,200.0       | -             | -             | -             | 6,200.0          | -                        |
| 62 | <del>Brandywine Valley Scenic Byway</del>                      | 0.0                       | 0.0           | 0.0           |               | 0.0              | 0.0                                    | -             | -             | -             | -             | -                | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 63 | <del>Bridge Painting, NCC</del>                                | 0.0                       | 0.0           | 0.0           |               | 0.0              | 0.0                                    | -             | -             | -             | -             | -                | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 64 | Bridge Structure Rehabilitation                                |                           |               |               |               |                  |  | 1,311.8       | 1,311.8       | 1,311.8       | -             | 3,935.4          | 0.0                                     | 1,311.8       | 1,311.8       | 1,311.8       | -             | 3,935.4          | -                        |
| 65 | C&D Canal Promenade, Delaware City                             |                           |               |               |               |                  |  | 600.0         | -             | -             | -             | 600.0            | 0.0                                     | 600.0         | -             | -             | -             | 600.0            | -                        |
| 66 | C&D Canal Trail  | 0.0                       | 0.0           | 0.0           |               | 0.0              | 0.0                                    | 1,203.9       | -             | -             | -             | 1,203.9          | 0.0                                     | 1,203.9       | -             | -             | -             | 1,203.9          | -                        |
| 67 | Cedar Lane:Marl Pit to Boyds Corner Rd (S. NCC Imp)            | 0.0                       | 850.0         | 1,650.0       | 6,000.0       | 8,500.0          | 4,000.0                                | 250.0         | 850.0         | 1,650.0       | 6,000.0       | 8,750.0          | 4,000.0                                 | 250.0         | -             | -             | -             | 250.0            | -                        |
| 68 | Centreville Transportation Plan Implementation ARRA            | 0.0                       | 0.0           | 0.0           |               | 0.0              | 0.0                                    | 1,351.4       | -             | -             | -             | 1,351.4          | 0.0                                     | 1,351.4       | -             | -             | -             | 1,351.4          | -                        |
| 69 | Christina River Crossing                                       | 500.0                     | 3,000.0       | 5,700.0       | 12,500.0      | 21,700.0         | 12,500.0                               | 200.0         | 3,825.0       | 5,700.0       | 12,500.0      | 22,225.0         | 20,900.0                                | (300.0)       | 825.0         | -             | -             | 525.0            | 8,400.0                  |
| 70 | Churchman's Crossing Program                                   | 50.0                      | 50.0          | 50.0          |               | 150.0            | 0.0                                    | 50.0          | 50.0          | 50.0          | -             | 150.0            | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 71 | City of New Castle Improvements (SR9/3rd, SR9/6th)             | 250.0                     | 0.0           | 0.0           |               | 250.0            | 0.0                                    | 560.0         | 65.0          | -             | -             | 625.0            | 2,770.0                                 | 310.0         | 65.0          | -             | -             | 375.0            | 2,770.0                  |
| 72 | DTC Mid County Operations Facility ARRA                        | 0.0                       | 0.0           | 0.0           |               | 0.0              | 0.0                                    | 4,059.0       | -             | -             | -             | 4,059.0          | 0.0                                     | 4,059.0       | -             | -             | -             | 4,059.0          | -                        |
| 73 | Elkton Road: Casho Mill Rd to Delaware Ave                     | 11,060.0                  | 9,000.0       | 2,000.0       |               | 22,060.0         | 0.0                                    | 10,350.0      | 8,800.0       | 5,126.3       | -             | 24,276.3         | 0.0                                     | (710.0)       | (200.0)       | 3,126.3       | -             | 2,216.3          | -                        |
| 74 | Elkton Road: MD Line to Casho Mill Rd                          | 0.0                       | 50.0          | 0.0           |               | 50.0             | 0.0                                    | -             | 50.0          | -             | -             | 50.0             | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 75 | Fairplay Station (Churchmans Crossing) Parking Expansion       | 0.0                       | 0.0           | 0.0           |               | 0.0              | 14,252.0                               | -             | -             | -             | -             | -                | 14,252.0                                | -             | -             | -             | -             | -                | -                        |
| 76 | Farebox Replacement, NCC                                       | 96.8                      | 0.0           | 0.0           |               | 96.8             | 0.0                                    | 96.8          | -             | -             | -             | 96.8             | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 77 | Glenville Wetland Bank   | 2,100.0                   | 0.0           | 0.0           |               | 2,100.0          | 0.0                                    | 2,100.0       | -             | -             | -             | 2,100.0          | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 78 | Grubb Rd: Foulk Rd to SR 92, Pedestrian Imp.                   | 100.0                     | 50.0          | 400.0         |               | 550.0            | 0.0                                    | 100.0         | 50.0          | 400.0         | -             | 550.0            | 2,300.0                                 | -             | -             | -             | -             | -                | 2,300.0                  |
| 79 | Highway Safety Improvement Program, NCC                        | 4,995.0                   | 5,975.0       | 9,830.0       | 7,609.1       | 28,409.1         | 5,050.0                                | 5,548.5       | 8,240.0       | 12,855.0      | 10,090.0      | 36,733.5         | 8,900.0                                 | 553.5         | 2,265.0       | 3,025.0       | 2,480.9       | 8,324.4          | 3,850.0                  |
| 80 | <del>Hockessin Old Lancaster Pike Pedestrian Enhancement</del> | 0.0                       | 0.0           | 0.0           |               | 0.0              | 0.0                                    | -             | -             | -             | -             | -                | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 81 | <del>Howell School: SR 896 to Denny Rd</del>                   | 175.0                     | 0.0           | 2,000.0       | 4,000.0       | 6,175.0          | 4,800.0                                | -             | -             | -             | -             | -                | 0.0                                     | (175.0)       | -             | (2,000.0)     | (4,000.0)     | (6,175.0)        | (4,800.0)                |
| 82 | Hyetts Corner Road (Jamison Corner Rd to US 13)                | 0.0                       | 0.0           | 0.0           | 0.0           | 0.0              | 0.0                                    | -             | -             | -             | -             | -                | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 83 | I-295 Improvements, weave elimination from I-95 to US 13       | 1,000.0                   | 0.0           | 0.0           |               | 1,000.0          | 0.0                                    | 1,000.0       | -             | -             | -             | 1,000.0          | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 84 | I-295 Improvements, Westbound from I-295 to US 13              | 0.0                       | 0.0           | 2,000.0       | 3,200.0       | 5,200.0          | 0.0                                    | 500.0         | -             | 2,000.0       | 3,200.0       | 5,700.0          | 0.0                                     | 500.0         | -             | -             | -             | 500.0            | -                        |
| 85 | I-95 & US 202 Interchange                                      | 200.0                     | 9,000.0       | 17,000.0      | 11,500.0      | 37,700.0         | 0.0                                    | 3,600.0       | 7,499.0       | 18,000.0      | 10,080.0      | 39,179.0         | 0.0                                     | 3,400.0       | (1,501.0)     | 1,000.0       | (1,420.0)     | 1,479.0          | -                        |
| 86 | <del>I-95 Concrete Medians ARRA</del>                          | 0.0                       | 0.0           | 0.0           |               | 0.0              | 0.0                                    | -             | -             | -             | -             | -                | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 87 | <del>I-95 Mainline Widening</del>                              | 0.0                       | 0.0           | 0.0           |               | 0.0              | 0.0                                    | -             | -             | -             | -             | -                | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 88 | I-95 Newark Toll Plaza - Short Term Improvements ARRA          | 0.0                       | 0.0           | 0.0           |               | 0.0              | 0.0                                    | 300.0         | -             | -             | -             | 300.0            | 0.0                                     | 300.0         | -             | -             | -             | 300.0            | -                        |
| 89 | I-95 Turnpike Toll Plaza Rehab & E-Zpass ARRA                  | 35,000.0                  | 5,625.0       | 0.0           | 0.0           | 40,625.0         | 0.0                                    | 35,000.0      | 8,529.6       | -             | -             | 43,529.6         | 0.0                                     | -             | 2,904.6       | -             | -             | 2,904.6          | -                        |
| 90 | <del>Industrial Track Greenway, NCC ARRA</del>                 | 0.0                       | 0.0           | 0.0           |               | 0.0              | 0.0                                    | -             | -             | -             | -             | -                | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 91 | Interstate Maintenance ARRA                                    | 16,665.3                  | 1,700.0       | 6,000.0       | 8,000.0       | 32,365.3         | 0.0                                    | 17,506.2      | 3,700.0       | 9,918.0       | 7,000.0       | 38,124.2         | 1,000.0                                 | 840.9         | 2,000.0       | 3,918.0       | (1,000.0)     | 5,758.9          | 1,000.0                  |
| 92 | Jamison Corner: Boyds Corner Rd to Hyetts Corner Rd            | 3,850.0                   | 2,578.0       | 0.0           |               | 6,428.0          | 0.0                                    | 2,100.0       | 4,500.0       | 2,078.0       | -             | 8,678.0          | 0.0                                     | (1,750.0)     | 1,922.0       | 2,078.0       | -             | 2,250.0          | -                        |

Strikethrough Complete/ No funding

Funding increase
  Funding restored  
 Funding decrease
  New project

### Proposed Amendments to the Approved FY 2011-2014 TIP

|     |   | Approved FY 2011-2014 TIP |               |               |               |                  | Proposed Amendments to FY2011-2014 TIP |               |               |               |               |                  | Difference Between Approved FY 2011 TIP |               |               |               |               |                  |                          |
|-----|---|---------------------------|---------------|---------------|---------------|------------------|--|---------------|---------------|---------------|---------------|------------------|---|---------------|---------------|---------------|---------------|------------------|--------------------------|
|     | PROJECT TITLE   | FY 2011 TOTAL             | FY 2012 TOTAL | FY 2013 TOTAL | FY 2014 TOTAL | TOTAL FY 2011-14 | OUTYEARS TOTAL FY2015-16               | FY 2011 TOTAL | FY 2012 TOTAL | FY 2013 TOTAL | FY 2014 TOTAL | TOTAL FY 2011-14 | OUTYEARS TOTAL FY2015-16                | FY 2011 TOTAL | FY 2012 TOTAL | FY 2013 TOTAL | FY 2014 TOTAL | TOTAL FY 2011-14 | OUTYEARS TOTAL FY2015-16 |
| 93  | Jamison Corner Rd Relocated to Boyds Corner Rd                      | 3,980.0                   | 0.0           | 0.0           |               | 3,980.0          | 0.0                                    | 5,880.0       | 3,100.0       | -             | -             | 8,980.0          | 0.0                                     | 1,900.0       | 3,100.0       | -             | -             | 5,000.0          | -                        |
| 94  | Lorewood Grove Rd: RD 412A to SR 1                                  | 0.0                       | 0.0           | 0.0           | 3,000.0       | 3,000.0          | 7,000.0                                | -             | -             | -             | 3,000.0       | 3,000.0          | 7,000.0                                 | -             | -             | -             | -             | -                | -                        |
| 95  | <del>Market Street Phase III: MLK to 7th</del>                      | 0.0                       | 0.0           | 0.0           | 0.0           | 0.0              | 0.0                                    | -             | -             | -             | -             | -                | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 96  | S. Market Street Rehabilitation ARRA                                | 6,460.1                   | 1,300.0       | 0.0           |               | 7,760.1          | 0.0                                    | 11,199.0      | 1,550.0       | -             | -             | 12,749.0         | 0.0                                     | 4,738.9       | 250.0         | -             | -             | 4,988.9          | -                        |
| 97  | N412A: Hyetts Corner Rd to Lorewood Grove Rd                        | 1,975.0                   | 5,900.0       | 0.0           |               | 7,875.0          | 0.0                                    | 990.0         | 6,900.0       | -             | -             | 7,890.0          | 0.0                                     | (985.0)       | 1,000.0       | -             | -             | 15.0             | -                        |
| 98  | <del>New Castle Airport: Rehab, Security, Obstruction Removal</del> | 0.0                       | 0.0           | 0.0           |               | 0.0              | 0.0                                    | -             | -             | -             | -             | -                | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 99  | <del>Mill Creek Greenway ARRA</del>                                 | 0.0                       | 0.0           | 0.0           |               | 0.0              | 0.0                                    | -             | -             | -             | -             | -                | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 100 | Newark Train Station  | 2,000.0                   | 0.0           | 3,000.0       | 4,962.0       | 9,962.0          | 6,065.0                                | 2,000.0       | -             | 3,000.0       | 4,962.0       | 9,962.0          | 6,065.0                                 | -             | -             | -             | -             | -                | -                        |
| 101 | <del>Park &amp; Ride Expansion: SR 299, Odessa ARRA</del>           | 0.0                       | 0.0           | 2.3           |               | 2.3              | 0.0                                    | -             | -             | -             | -             | -                | 0.0                                     | -             | -             | (2.3)         | -             | (2.3)            | -                        |
| 102 | <del>Park &amp; Ride Improvements: SR 896 &amp; SR 4 ARRA</del>     | 0.0                       | 0.0           | 0.0           |               | 0.0              | 0.0                                    | -             | -             | -             | -             | -                | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 103 | Pomeroy Trail   | 0.0                       | 0.0           | 0.0           |               | 0.0              | 0.0                                    | 3,980.5       | -             | -             | -             | 3,980.5          | 0.0                                     | 3,980.5       | -             | -             | -             | 3,980.5          | -                        |
| 104 | Port of Wilmington  | 0.0                       | 0.0           | 0.0           |               | 0.0              | 0.0                                    | 984.9         | -             | -             | -             | 984.9            | 0.0                                     | 984.9         | -             | -             | -             | 984.9            | -                        |
| 105 | Possum Park Rd and Old Possum Park Rd Intersection                  | 222.0                     | 1,050.0       | 750.0         |               | 2,022.0          | 0.0                                    | 222.0         | 1,050.0       | 750.0         | -             | 2,022.0          | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 106 | Transit Preventive Maintenance,NCC                                  | 3,223.8                   | 3,223.8       | 3,223.8       | 3,223.8       | 12,895.2         | 6,447.6                                | 3,223.8       | 3,223.8       | 3,223.8       | 3,223.8       | 12,895.2         | 6,447.6                                 | -             | -             | -             | -             | -                | -                        |
| 107 | Pyles Ford Rd, Culvert Replacements                                 | 0.0                       | 0.0           | 0.0           | 725.0         | 725.0            | 0.0                                    | -             | -             | -             | 725.0         | 725.0            | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 108 | Rail Cars ARRA  | 7,924.0                   | 0.0           | 0.0           |               | 7,924.0          | 0.0                                    | 7,574.0       | -             | -             | -             | 7,574.0          | 0.0                                     | (350.0)       | -             | -             | -             | (350.0)          | -                        |
| 109 | Road A/SR 7   | 600.0                     | 600.0         | 3,000.0       | 6,000.0       | 10,200.0         | 3,000.0                                | -             | 600.0         | 600.0         | -             | 1,200.0          | 12,000.0                                | (600.0)       | -             | (2,400.0)     | (6,000.0)     | (9,000.0)        | 9,000.0                  |
| 110 | Route 9 Coastal Heritage Scenic Byway                               | 91.5                      | 0.0           | 0.0           | 0.0           | 91.5             | 0.0                                    | 91.5          | -             | -             | -             | 91.5             | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 111 | S Union Street, SR 2: Railroad Bridge to Sycamore St                | 300.0                     | 50.0          | 3,000.0       | 1,500.0       | 4,850.0          | 0.0                                    | 240.0         | 50.0          | 3,000.0       | 1,500.0       | 4,790.0          | 0.0                                     | (60.0)        | -             | -             | -             | (60.0)           | -                        |
| 112 | Southern NCC Project Development                                    | 100.0                     | 75.0          | 75.0          |               | 250.0            | 0.0                                    | 100.0         | 75.0          | 75.0          | -             | 250.0            | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 113 | SR 1 Truck Weigh Station and Inspection Facility                    | 0.0                       | 100.0         | 700.0         |               | 800.0            | 3,800.0                                | -             | 100.0         | 700.0         | -             | 800.0            | 3,800.0                                 | -             | -             | -             | -             | -                | -                        |
| 114 | SR 1/I-95 Interchange   | 22,100.0                  | 50,000.0      | 50,000.0      | 45,000.0      | 167,100.0        | 0.0                                    | 23,492.9      | 65,650.0      | 54,000.0      | 48,000.0      | 191,142.9        | 0.0                                     | 1,392.9       | 15,650.0      | 4,000.0       | 3,000.0       | 24,042.9         | -                        |
| 115 | SR 1: Tybouts Corner to SR 273                                      | 0.0                       | 500.0         | 1,000.0       | 2,000.0       | 3,500.0          | 2,000.0                                | -             | 500.0         | 1,000.0       | 2,000.0       | 3,500.0          | 32,000.0                                | -             | -             | -             | -             | -                | 30,000.0                 |
| 116 | SR 141/I-95 Interchange   | 800.0                     | 800.0         | 800.0         |               | 2,400.0          | 0.0                                    | 800.0         | 800.0         | 800.0         | -             | 2,400.0          | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 117 | SR 141/US 202-Blue Ball Properties Program                          | 0.0                       | 0.0           | 0.0           |               | 0.0              | 0.0                                    | 71.1          | -             | -             | -             | 71.1             | 0.0                                     | 71.1          | -             | -             | -             | 71.1             | -                        |
| 118 | SR 141:Kirkwood Highway to Faulkland Road                           | 3,740.0                   | 460.0         | 0.0           |               | 4,200.0          | 0.0                                    | 3,990.0       | 560.0         | -             | -             | 4,550.0          | 0.0                                     | 250.0         | 100.0         | -             | -             | 350.0            | -                        |
| 119 | SR 15, Choptank Road: Bunker Hill to Bethel Church                  | 110.0                     | 0.0           | 0.0           |               | 110.0            | 0.0                                    | 240.0         | -             | -             | -             | 240.0            | 0.0                                     | 130.0         | -             | -             | -             | 130.0            | -                        |
| 120 | <del>SR 4: Elkton Rd to SR 896</del>                                | 0.0                       | 0.0           | 0.0           |               | 0.0              | 0.0                                    | -             | -             | -             | -             | -                | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 121 | SR 7: Newtown Road to SR 273  | 2,400.0                   | 5,000.0       | 2,000.0       |               | 9,400.0          | 0.0                                    | 4,635.0       | 5,150.0       | 3,100.0       | -             | 12,885.0         | 0.0                                     | 2,235.0       | 150.0         | 1,100.0       | -             | 3,485.0          | -                        |
| 122 | <del>SR 71: Mt. Pleasant Intersection Improvements</del>            | 0.0                       | 0.0           | 0.0           |               | 0.0              | 0.0                                    | -             | -             | -             | -             | -                | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 123 | SR 72: McCoy Road to SR 71  | 50.0                      | 100.0         | 100.0         | 350.0         | 600.0            | 2,000.0                                | 50.0          | 100.0         | 100.0         | 350.0         | 600.0            | 2,000.0                                 | -             | -             | -             | -             | -                | -                        |
| 124 | <del>SR 72: Possum Hollow to Old Possum Park Rd</del>               | 0.0                       | 0.0           | 0.0           |               | 0.0              | 0.0                                    | -             | -             | -             | -             | -                | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 125 | <del>SR 896: N399 Overpass to SR 71</del>                           | 0.0                       | 0.0           | 0.0           |               | 0.0              | 0.0                                    | -             | -             | -             | -             | -                | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 126 | SR 9, New Castle Ave: 3rd Street to Heald Street                    | 0.0                       | 500.0         | 1,000.0       | 1,000.0       | 2,500.0          | 0.0                                    | -             | 500.0         | 1,000.0       | 1,000.0       | 2,500.0          | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 127 | SR 9, River Road Flood Remediation                                  |                           |               |               |               |                  |  | -             | -             | -             | -             | -                | 500.0                                   | -             | -             | -             | -             | -                | 500.0                    |
| 128 | Third Rail Track Expansion  | 25,933.7                  | 15,143.9      | 0.0           |               | 41,077.6         | 0.0                                    | 3,007.0       | 11,724.0      | 6,420.0       | 3,650.0       | 24,801.0         | 5,000.0                                 | (22,926.7)    | (3,419.9)     | 6,420.0       | 3,650.0       | (16,276.6)       | 5,000.0                  |
| 129 | Transit Vehicle Expansion, NCC (S.NCC, SR 72, paratransit)          | 991.2                     | 827.2         | 994.0         | 1,023.8       | 3,836.2          | 3,153.8                                | 803.1         | 827.2         | 994.0         | 1,023.8       | 3,648.1          | 3,153.8                                 | (188.1)       | -             | -             | -             | (188.1)          | 0.0                      |
| 130 | Transit Vehicle Replacement and Refurbishment, NCC                  | 5,042.2                   | 10,891.5      | 4,829.6       | 21,596.7      | 42,360.0         | 30,591.4                               | 5,100.2       | 10,891.5      | 3,182.4       | 21,701.1      | 40,875.2         | 30,591.4                                | 58.0          | -             | (1,647.2)     | 104.4         | (1,484.8)        | -                        |
| 131 | Tyler McConnell Bridge, SR 141: Montchannin to Alapocas             | 0.0                       | 500.0         | 500.0         |               | 1,000.0          | 0.0                                    | -             | 500.0         | 500.0         | -             | 1,000.0          | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 132 | US 13, Philadelphia Pike: Claymont Plan Implementation              | 1,100.0                   | 352.0         | 350.0         |               | 1,802.0          | 0.0                                    | 1,100.0       | 352.0         | 350.0         | -             | 1,802.0          | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 133 | <del>US 13/ SR 896 Boyd's Corner Intersection</del>                 | 0.0                       | 0.0           | 0.0           |               | 0.0              | 0.0                                    | -             | -             | -             | -             | -                | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 134 | <del>US 301 Truck Weigh Station and Inspection Facility</del>       | 0.0                       | 0.0           | 0.0           |               | 0.0              | 0.0                                    | -             | -             | -             | -             | -                | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 135 | US 301: Maryland Line to SR 1                                       | 0.0                       | 67,500.0      | 144,000.0     | 172,000.0     | 383,500.0        | 112,000.0                              | 96,387.1      | 120,870.9     | 175,384.5     | 182,986.5     | 575,629.0        | 154,969.8                               | 96,387.1      | 53,370.9      | 31,384.5      | 10,986.5      | 192,129.0        | 42,969.8                 |
| 136 | US 40 Program Management  | 50.0                      | 50.0          | 0.0           |               | 100.0            | 0.0                                    | 50.0          | 50.0          | -             | -             | 100.0            | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 137 | <del>US 40, Bear Glasgow Bus Stop Improvements</del>                | 0.0                       | 0.0           | 0.0           |               | 0.0              | 0.0                                    | -             | -             | -             | -             | -                | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 138 | US 40, Eden Square Connector  | 0.0                       | 0.0           | 0.0           |               | 0.0              | 0.0                                    | -             | -             | 1,230.3       | 2,335.8       | 3,566.1          | 0.0                                     | -             | -             | 1,230.3       | 2,335.8       | 3,566.1          | -                        |

Funding increase    
  Funding restored  
 Funding decrease    
  New project

### Proposed Amendments to the Approved FY 2011-2014 TIP

|     |   | Approved FY 2011-2014 TIP |               |               |               |                  | Proposed Amendments to FY2011-2014 TIP |               |               |               |               |                  | Difference Between Approved FY 2011 TIP |               |               |               |               |                  |                          |
|-----|---|---------------------------|---------------|---------------|---------------|------------------|--|---------------|---------------|---------------|---------------|------------------|---|---------------|---------------|---------------|---------------|------------------|--------------------------|
|     | PROJECT TITLE   | FY 2011 TOTAL             | FY 2012 TOTAL | FY 2013 TOTAL | FY 2014 TOTAL | TOTAL FY 2011-14 | OUTYEARS TOTAL FY2015-16               | FY 2011 TOTAL | FY 2012 TOTAL | FY 2013 TOTAL | FY 2014 TOTAL | TOTAL FY 2011-14 | OUTYEARS TOTAL FY2015-16                | FY 2011 TOTAL | FY 2012 TOTAL | FY 2013 TOTAL | FY 2014 TOTAL | TOTAL FY 2011-14 | OUTYEARS TOTAL FY2015-16 |
| 139 | US 40, Pulaski Hwy and SR 72, Wrangle Hill Rd Intersection          |                           |               |               |               |                  |  | -             | -             | -             | -             | -                | 500.0                                   | -             | -             | -             | -             | -                | 500.0                    |
| 140 | US 40 and SR 896 Grade Separated Intersection                       |                           |               |               |               |                  |  | -             | -             | -             | -             | -                | 2,500.0                                 | -             | -             | -             | -             | -                | 2,500.0                  |
| 141 | <del>US 40 Walther Road: North of US 40 to Old Baltimore Pike</del> | 0.0                       | 0.0           | 0.0           |               | 0.0              | 0.0                                    | -             | -             | -             | -             | -                | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 142 | Washington Street, New Castle                                       | 375.0                     | 4,000.0       | 2,000.0       |               | 6,375.0          | 0.0                                    | 465.0         | 4,080.0       | 2,080.0       | -             | 6,625.0          | 0.0                                     | 90.0          | 80.0          | 80.0          | -             | 250.0            | -                        |
| 143 | Westown Concept Designs and Program Management                      | 25.0                      | 0.0           | 0.0           |               | 25.0             | 0.0                                    | 40.0          | -             | -             | -             | 40.0             | 0.0                                     | 15.0          | -             | -             | -             | 15.0             | -                        |
| 144 | Westown, St. Annes Church Rd: Levels Rd to SR 71                    | 700.0                     | 0.0           | 0.0           |               | 700.0            | 0.0                                    | 800.0         | -             | -             | -             | 800.0            | 0.0                                     | 100.0         | -             | -             | -             | 100.0            | -                        |
| 145 | Westown, US 301: Middleneck to Peterson Rd                          | 1,450.0                   | 0.0           | 0.0           |               | 1,450.0          | 0.0                                    | 4,878.0       | 100.0         | -             | -             | 4,978.0          | 0.0                                     | 3,428.0       | 100.0         | -             | -             | 3,528.0          | -                        |
| 146 | Westown, Wiggins Mill Rd: Green Giant to St Annes                   | 50.0                      | 170.0         | 2,100.0       |               | 2,320.0          | 0.0                                    | 50.0          | 170.0         | 2,100.0       | -             | 2,320.0          | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 147 | Wilmington Operations Center  | 650.0                     | 0.0           | 400.0         |               | 1,050.0          | 0.0                                    | 650.0         | -             | 400.0         | -             | 1,050.0          | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 148 | Wilmington Riverfront Program                                       | 50.0                      | 50.0          | 50.0          | 50.0          | 200.0            | 0.0                                    | 50.0          | 50.0          | 50.0          | 50.0          | 200.0            | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 149 | Wilmington Signal Improvements, Phase II                            | 0.0                       | 0.0           | 0.0           |               | 0.0              | 0.0                                    | 1,650.0       | 1,500.0       | -             | -             | 3,150.0          | 0.0                                     | 1,650.0       | 1,500.0       | -             | -             | 3,150.0          | -                        |
| 150 | Wilmington Train Station  | 11,753.6                  | 0.0           | 0.0           |               | 11,753.6         | 0.0                                    | 11,753.6      | -             | -             | -             | 11,753.6         | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 151 | Wilmington Transit Hub  | 7,120.0                   | 7,200.0       | 7,780.0       |               | 22,100.0         |  | 7,120.0       | 7,200.0       | 7,830.0       | 6,300.0       | 28,450.0         | 0.0                                     | -             | -             | 50.0          | 6,300.0       | 6,350.0          | -                        |
| 152 |   |                           |               |               |               |                  |  | -             | -             | -             | -             | -                | -                                       | -             | -             | -             | -             | -                | -                        |
| 153 | <b>CECIL COUNTY</b>   |                           |               |               |               |                  |  | -             | -             | -             | -             | -                | -                                       | -             | -             | -             | -             | -                | -                        |
| 154 | Areawide Bridge Replacement and Rehabilitation                      | 1,250.0                   | 1,250.0       | 1,250.0       | 1,250.0       | 5,000.0          | 0.0                                    | 1,250.0       | 1,250.0       | 1,250.0       | 1,250.0       | 5,000.0          |   | -             | -             | -             | -             | -                | -                        |
| 155 | Areawide Congestion Management                                      | 2,000.0                   | 2,000.0       | 2,000.0       | 2,000.0       | 8,000.0          | 0.0                                    | 2,000.0       | 2,000.0       | 2,000.0       | 2,000.0       | 8,000.0          |   | -             | -             | -             | -             | -                | -                        |
| 156 | Areawide Environmental Projects                                     | 500.0                     | 500.0         | 500.0         | 500.0         | 2,000.0          | 0.0                                    | 500.0         | 500.0         | 500.0         | 500.0         | 2,000.0          |   | -             | -             | -             | -             | -                | -                        |
| 157 | Areawide Resurfacing and Rehabilitation                             | 2,000.0                   | 2,000.0       | 2,000.0       | 2,000.0       | 8,000.0          | 0.0                                    | 2,000.0       | 2,000.0       | 2,000.0       | 2,000.0       | 8,000.0          |   | -             | -             | -             | -             | -                | -                        |
| 158 | Areawide Safety and Spot Improvements                               | 1,500.0                   | 1,500.0       | 1,500.0       | 1,500.0       | 6,000.0          | 0.0                                    | 1,500.0       | 1,500.0       | 1,500.0       | 1,500.0       | 6,000.0          |   | -             | -             | -             | -             | -                | -                        |
| 159 | Areawide Signing  | 0.0                       | 0.0           | 0.0           | 0.0           | 0.0              | 0.0                                    | 0.0           | 0.0           | 0.0           | 0.0           | -                |   | -             | -             | -             | -             | -                | -                        |
| 160 | Areawide Urban Street Reconstruction                                | 1,000.0                   | 1,000.0       | 1,000.0       | 1,000.0       | 4,000.0          | 0.0                                    | 1,000.0       | 1,000.0       | 1,000.0       | 1,000.0       | 4,000.0          |   | -             | -             | -             | -             | -                | -                        |
| 161 | Local Road Improvements ARRA  | 0.0                       | 0.0           | 0.0           | 0.0           | 0.0              | 0.0                                    | 0.0           | 0.0           | 0.0           | 0.0           | -                |   | -             | -             | -             | -             | -                | -                        |
| 162 | MD 222 Ride Sharing Lot Expansion ARRA                              | 0.0                       | 0.0           | 0.0           | 0.0           | 0.0              | 0.0                                    | 0.0           | 0.0           | 0.0           | 0.0           | -                |   | -             | -             | -             | -             | -                | -                        |
| 163 | Sign Lighting System ARRA   | 0.0                       | 0.0           | 0.0           | 0.0           | 0.0              | 0.0                                    | 0.0           | 0.0           | 0.0           | 0.0           | -                |   | -             | -             | -             | -             | -                | -                        |
| 164 | Small Urban Transit - Capital Assistance ARRA                       | 333.5                     | 333.5         | 333.5         | 333.5         | 1,334.0          | 0.0                                    | 333.5         | 333.5         | 333.5         | 333.5         | 1,334.0          |   | -             | -             | -             | -             | -                | -                        |
| 165 | Small Urban Transit - Operating Assistance                          | 638.2                     | 638.2         | 638.2         | 638.2         | 2,552.8          | 0.0                                    | 638.2         | 638.2         | 638.2         | 638.2         | 2,552.8          |   | -             | -             | -             | -             | -                | -                        |
| 166 | Resurface & Flood Mitigation: MD 7 D to Big Elk Creek               | 0.0                       | 0.0           | 0.0           | 0.0           | 0.0              | 0.0                                    | 0.0           | 0.0           | 0.0           | 0.0           | -                |   | -             | -             | -             | -             | -                | -                        |
| 167 | Traffic Signal Upgrades ARRA  | 0.0                       | 0.0           | 0.0           | 0.0           | 0.0              | 0.0                                    | 0.0           | 0.0           | 0.0           | 0.0           | -                |   | -             | -             | -             | -             | -                | -                        |
| 168 |   |                           |               |               |               |                  |  |               |               |               |               |                  |   |               |               |               |               |                  |                          |
| 169 | <b>Delaware Statewide Subtotal</b>                                  | 197,123.8                 | 192,888.0     | 217,404.5     | 220,891.2     | 828,307.5        | 413,336.5                              | 188,518.9     | 195,056.4     | 222,396.9     | 227,806.6     | 833,778.7        | 469,721.6                               | (8,604.9)     | 2,168.4       | 4,992.4       | 6,915.4       | 5,471.2          | 56,385.1                 |
| 170 | <b>New Castle County Subtotal</b>                                   | 204,812.6                 | 238,982.4     | 293,508.7     | 323,340.4     | 1,060,644.1      | 216,659.8                              | 312,113.6     | 322,308.4     | 346,658.1     | 335,678.0     | 1,316,758.1      | 328,749.6                               | 107,301.0     | 83,326.0      | 53,149.4      | 12,337.6      | 256,114.0        | 112,089.8                |
| 171 | <b>Cecil County Subtotal</b>  | 9,221.7                   | 9,221.7       | 9,221.7       | 9,221.7       | 36,886.8         | 0.0                                    | 9,221.7       | 9,221.7       | 9,221.7       | 9,221.7       | 36,886.8         | 0.0                                     | -             | -             | -             | -             | -                | -                        |
| 172 | <b>TOTAL</b>  | 411,158.1                 | 441,092.1     | 520,134.9     | 553,453.3     | 1,925,838.4      | 629,996.3                              | 509,854.2     | 526,586.5     | 578,276.7     | 572,706.3     | 2,187,423.6      | 798,471.2                               | 98,696.1      | 85,494.4      | 58,141.8      | 19,253.0      | 261,585.2        | 168,474.9                |

Strikethrough Complete/ No funding  
Funding increase  
Funding restored  
Funding decrease  
New project



**STATE OF DELAWARE  
DEPARTMENT OF TRANSPORTATION**

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

CAROLANN WICKS, P.E.  
SECRETARY

July 6, 2010

Ms. Tigist Zegeye  
Executive Director  
WILMAPCO  
850 Library Avenue, Suite 100  
Newark, Delaware 19711

Dear Ms. Zegeye:

Pursuant to the adoption of Wilmington Area Planning Council's (WILMAPCO) Fiscal Year 2011 - 2014 TIP and the Delaware Department of Transportation's Fiscal Year 2011 - 2014 STIP, I am suggesting programming federal funds for Fiscal Year 2011 projects as follows:

**Urban Surface Transportation Program (STP) (Over 200,000) (L230, L23E, L23R)**

| <u>Project</u>   | <u>Amount</u>          |
|--|------------------------|
| I-95 Maryland Line to I-295 Program SR 1/I-95 Interchange                    | \$11,600,000.00        |
| US 13, Philadelphia Pike and Commonwealth Avenue Intersection Improvements   | \$240,000.00           |
| Washington Street, New Castle  | \$220,000.00           |
| SR 2, South Union Street from Railroad Bridge to Sycamore Street, Wilmington | \$80,000.00            |
| Paving & Rehabilitation  | \$400,000.00           |
| <b>Total:</b>  | <b>\$12,540,000.00</b> |

**FTA Urbanized Area (5307)**

| <u>Project</u>  |                        |
|---|------------------------|
| Preventative Maintenance FY 11                          | \$2,579,000.00         |
| Transit Vehicle Replacement/Refurbishment – Paratransit | \$2,973,000.00         |
| Wilmington Operations Center – HVAC Replacement         | \$120,000.00           |
| Wilmington Operations Center – Epoxy Floor – Monroe     | \$160,000.00           |
| TE-Transit Bus Stop Improvements                        | \$61,000.00            |
| 40' Low Floor Replacement Buses                         | \$2,521,700.00         |
| 45' Over the Road Buses                                 | \$3,079,100.00         |
| CAD/AVL   | \$4,651,200.00         |
| <b>Total</b>  | <b>\$16,145,000.00</b> |



Ms. Tigist Zegeye  
Page 2  
July 6, 2010

**Congestion Mitigation/Air Quality (CMAQ) (L400, L40E, L40R)**

| <u>Project</u>                                     | <u>Amount</u>         |
|--|-----------------------|
| Rideshare – Transportation Management Improvements | \$720,000.00          |
| Paratransit Expansion New Castle                   | \$661,800.00          |
| Transportation Management Improvements             | \$4,240,000.00        |
| <b>Total</b>                                       | <b>\$5,621,800.00</b> |

**FTA Elderly and Persons with Disabilities (5310)**

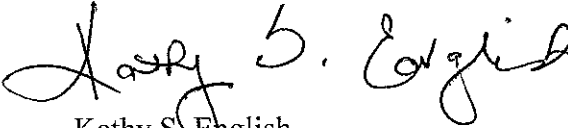
| <u>Project</u>              | <u>Amount</u>       |
|-----------------------------|---------------------|
| Transit Vehicle Replacement | \$150,376.00        |
| <b>Total</b>                | <b>\$150,376.00</b> |

**Transportation Enhancement Program (L220, L22E, L22R)**

| <u>Project</u>                          | <u>Amount</u>         |
|---|-----------------------|
| Transportation Enhancements (FHWA)      | \$2,900,000.00        |
| Transportation Enhancements (FHWA) L22E | \$500,000.00          |
| <b>Total</b>                            | <b>\$3,400,000.00</b> |

We respectfully request your approval by way of signature on this document. If you have any questions, please contact me at (302) 760-2688.

APPROVED: \_\_\_\_\_  
Tigist Zegeye  
Executive Director

Sincerely,  
  
Kathy S. English  
Director, Finance

KSE:ET:jl  
cc: Carolann Wicks, Secretary, DelDOT  
Natalie Barnhart, Chief Engineer  
Hassan Raza, Division Administrator, FHWA  
Letitia A. Thompson, Regional Administrator, FTA  
Ralph Reeb, Director, Planning  
Earle Timpson, Assistant Director, Finance  
Stephanie Johnson, Sr. FMA, Finance  
Brenda Gardels, Capital Program Manager, Finance

**Delaware Department of Transportation  
Transportation Enhancements Program  
Project Prioritization**

|    | A   | B          | C                  | D            | E              | F                | G              | H            | I              | J                | K              |
|----|---|------------|--------------------|--------------|----------------|------------------|----------------|--------------|----------------|------------------|----------------|
| 1  | <b>State Fiscal Years 2011-2012 Obligation Plan - Tier 1</b>                                      |            |                    |              |                |                  |                |              |                |                  |                |
| 2  | Project   | Contract # | Total Project Cost | Phase        | FY 2011        |                  |                | Phase        | FY 2012        |                  |                |
| 3  |   |            |                    |              | State Estimate | Federal Estimate | Other Estimate |              | State Estimate | Federal Estimate | Other Estimate |
| 4  | Transportation Enhancement Authorization  |            |                    |              | \$850,000      | \$3,478,182      |                |              | \$850,000      | \$3,478,182      |                |
| 5  | St. Georges Streetscape Improvements  | 29-200-07  | \$416,000          | construction | \$0            | \$0              | \$0            | construction | \$30,000       | \$336,000        | \$50,000       |
| 6  | Town of Ocean View Streetscape  | 29-200-10  | \$607,000          | construction | \$23,400       | \$485,600        | \$98,000       | construction | \$0            | \$0              | \$0            |
| 7  | Sandy Cove Road Sidewalks   | 29-200-08  | \$355,000          | construction | \$28,500       | \$284,000        | \$42,500       | construction | \$0            | \$0              | \$0            |
| 8  | Wilmington Pedestrian Signal Improvements   | 29-200-13  | \$869,000          | construction | \$0            | \$0              | \$0            | construction | \$33,800       | \$695,200        | \$140,000      |
| 9  | Isaac Branch Phase III  | 28-200-09  | \$222,000          | Design       | \$0            | \$177,600        | \$44,400       | N/A          | \$0            | \$0              | \$0            |
| 10 | Town of Millville Streetscape Improvements  | 29-200-14  | \$522,000          | construction | \$0            | \$0              | \$0            | construction | \$27,900       | \$417,600        | \$76,500       |
| 11 | Rodney Square Beautification  | 28-200-13  | \$870,000          | construction | \$14,656       | \$695,344        | \$160,000      | construction | \$0            | \$0              | \$0            |
| 12 | Subtotal  |            |                    |              | \$66,556       |                  |                |              | \$91,700       |                  |                |
| 13 |   |            |                    |              |                |                  |                |              |                |                  |                |
| 14 | Available   |            |                    |              | \$783,444      |                  |                |              | \$758,300      | \$2,029,382      |                |
| 15 | <b>Fiscal Years 2011-2012 Projected Expenditures, Project Development, Design - Tier 2</b>        |            |                    |              |                |                  |                |              |                |                  |                |
| 16 |   |            |                    |              |                |                  |                |              | \$0            | \$0              | \$0            |
| 17 | "The Green" Sidewalk Improvements, NCC  | 30-200-02  | \$175,000          | Design/Con.  | \$28,000       | \$140,000        | \$7,000        | N/A          | \$0            | \$0              | \$0            |
| 18 | Bayard Square Enhancements  | 30-200-06  | \$497,000          | Design       | \$21,400       | \$85,600         | \$0            | construction | \$28,000       | \$312,000        | \$50,000       |
| 19 | Carpenter Street Enhancements   | 30-200-07  | \$500,000          | Design       | \$20,000       | \$80,000         | \$0            | construction | \$48,000       | \$320,000        | \$32,000       |
| 20 | Smyrna, US113 Landscaping   | 30-200-08  | \$873,000          | Design       | \$21,000       | \$82,000         | \$0            | construction | \$34,000       | \$616,000        | \$120,000      |
| 21 | Middletown, Catherine Street Improvements   | 30-200-14  | \$830,000          | Design       | \$20,000       | \$80,000         | \$0            | construction | \$46,000       | \$584,000        | \$100,000      |
| 22 | Shipley Street Streetscape  | 30-200-03  | \$1,000,000        | Design       | \$35,200       | \$140,800        | \$0            | construction | \$0            | \$674,000        | \$150,000      |
| 23 | Subtotal  |            |                    |              | \$145,600      | \$608,400        | \$7,000        |              | \$156,000      | \$2,506,000      | \$452,000      |
| 24 |   |            |                    |              |                |                  |                |              |                |                  |                |
| 25 | Available   |            |                    |              | \$637,844      |                  |                |              | \$602,300      | (\$476,618)      |                |
| 26 | Greenhill Avenue Enhancements   | 30-200-04  | \$469,000          | Design       | \$13,800       | \$55,200         | \$0            | construction | \$31,000       | \$320,000        | \$49,000       |
| 27 | Winsor Street Enhancements  | 30-200-10  | \$625,000          | Design       | \$17,600       | \$70,400         | \$0            | construction | \$92,400       | \$369,600        | \$75,000       |
| 28 | 6th Street Enhancements   | 30-200-01  | \$430,000          | Design       | \$17,200       | \$68,800         | \$0            | construction | \$25,800       | \$275,200        | \$43,000       |
| 29 | South Park Drive Lighting Improvements  | 30-200-05  | \$365,000          | Design       | \$12,000       | \$48,000         | \$0            | construction | \$31,800       | \$244,000        | \$29,200       |
| 30 | Concord Avenue Enhancements   | 30-200-09  | \$350,000          | Design       | \$15,200       | \$60,800         | \$0            | construction | \$26,800       | \$219,200        | \$28,000       |
| 31 | Southbridge Streetscape Improvements  | 30-200-11  | \$1,200,000        | Design       | \$40,000       | \$160,000        | \$0            | construction | \$20,000       | \$800,000        | \$180,000      |
| 32 | Paper Mill Road (SR 72) Sidewalks   | 29-200-02  | \$659,000          | Design       | \$33,000       | \$132,000        | \$0            | construction | \$6,600        | \$395,200        | \$92,200       |
| 33 | 9th Street Enhancements, Wilmington   | 29-200-01  | \$765,000          | Design       | \$23,000       | \$92,000         | \$0            | construction | \$7,600        | \$520,000        | \$122,400      |
| 34 | Town of Dagsboro Sidewalk Phase II  | 30-200-12  | \$889,000          | Design       | \$35,600       | \$142,400        | \$0            | construction | \$22,200       | \$568,800        | \$120,000      |
| 35 | Garfield Parkway, Bethany Beach   | N/A        | \$600,000          | Design       | \$0            | \$480,000        | \$120,000      | N/A          | \$0            | \$0              | \$0            |
| 36 | Subtotal  |            |                    |              |                |                  |                |              |                |                  |                |
| 37 |   |            |                    |              |                |                  |                |              |                |                  |                |
| 38 | Available   |            |                    |              | \$444,244      |                  |                |              | \$369,100      |                  |                |
| 39 | <b>Fiscal Years 2011-2012 Projected Expenditures, New Applications, Concept Planning - Tier 3</b> |            |                    |              |                |                  |                |              |                |                  |                |
| 40 |   |            |                    |              |                |                  |                |              | N/A            | N/A              | N/A            |
| 41 | Bayview Road Sidewalks (outside Middletown)   | N/A        | \$20,000           | Planning     | \$4,000        | \$16,000         | \$0            | N/A          | N/A            | N/A              | N/A            |
| 42 | Benge Road Phase II   | N/A        | \$20,000           | Planning     | \$4,000        | \$16,000         | \$0            | N/A          | N/A            | N/A              | N/A            |
| 43 | Delaware Ave Ped Improvements, Wilmington   | N/A        | \$20,000           | Planning     | \$4,000        | \$16,000         | \$0            | N/A          | N/A            | N/A              | N/A            |
| 44 | Town of Elsmere Sidewalks (SR100)   | N/A        | \$20,000           | Planning     | \$4,000        | \$16,000         | \$0            | N/A          | N/A            | N/A              | N/A            |
| 45 | Miller Rd Streetscape Improvements, Wilmington  | N/A        | \$20,000           | Planning     | \$4,000        | \$16,000         | \$0            | N/A          | N/A            | N/A              | N/A            |
| 46 | Myrtle Avenue Sidewalks (Phila Pk to the train stn)   | N/A        | \$20,000           | Planning     | \$4,000        | \$16,000         | \$0            | N/A          | N/A            | N/A              | N/A            |
| 47 | Southwest Civic Association Phase II  | N/A        | \$20,000           | Planning     | \$4,000        | \$16,000         | \$0            | N/A          | N/A            | N/A              | N/A            |
| 48 | Town of Newport Streetscape Improvements Ph II  | N/A        | \$20,000           | Planning     | \$4,000        | \$16,000         | \$0            | N/A          | N/A            | N/A              | N/A            |
| 49 | Valley Road Sidewalks (Swift Park to Lantana Sq)  | N/A        | \$20,000           | Planning     | \$4,000        | \$16,000         | \$0            | N/A          | N/A            | N/A              | N/A            |
| 50 | Voshell Mill Road Sidewalks   | N/A        | \$20,000           | Planning     | \$4,000        | \$16,000         | \$0            | N/A          | N/A            | N/A              | N/A            |
| 51 | Town of Bethel Sidewalk Improvements  | N/A        | \$20,000           | Planning     | \$4,000        | \$16,000         | \$0            | N/A          | N/A            | N/A              | N/A            |
| 52 | Town of Millville Park Pathways   | N/A        | \$20,000           | Planning     | \$4,000        | \$16,000         | \$0            | N/A          | N/A            | N/A              | N/A            |
| 53 | Town of Millville Streetscape Improvements II Ph II   | N/A        | \$20,000           | Planning     | \$4,000        | \$16,000         | \$0            | N/A          | N/A            | N/A              | N/A            |
| 54 | Town of Ocean View John West Park Pathways  | N/A        | \$20,000           | Planning     | \$4,000        | \$16,000         | \$0            | N/A          | N/A            | N/A              | N/A            |
| 55 | Penn Arm Recreational Trail   | N/A        | \$20,000           | Planning     | \$4,000        | \$16,000         | \$0            | N/A          | N/A            | N/A              | N/A            |
| 56 | Town of Ocean View Streetscape Improvements Ph II   | N/A        | \$20,000           | Planning     | \$4,000        | \$16,000         | \$0            | N/A          | N/A            | N/A              | N/A            |
| 57 | Subtotal  |            |                    |              | \$64,000       |                  |                |              | \$0            | \$0              |                |
| 58 |   |            |                    |              |                |                  |                |              |                |                  |                |
| 59 | Available   |            |                    |              | \$380,244      | (\$338,362)      |                |              | \$369,100      | (\$4,188,618)    |                |