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CERTIFICATION UNDER SECTION 1511 OF THE AMERICAN RECOVERY AND REINVESTMENT ACT:

Pursuant to Title XV, Subtitle A, section 1511 of the American Recovery and Reinvestment Act (Pub. L. 111-5 (Feb. 17, 2009) ("ARRA"), I, Jack A. Markell, hereby certify that the infrastructure investment funded by ARRA under the headings (see attachment): "Highway Infrastructure Investment" to the Federal Highway Administration, and "Transit Investment Assistance" to the Federal Transit Administration, have received the full review and vetting required by law and that I accept responsibility that such investment is an appropriate use of taxpayer dollars. I further certify that the specific information required by section 1511 concerning each such investment (a description of the investment, the estimated total cost, and the amount of ARRA funds to be used) is provided in the Delaware Statewide Transportation Improvement Program (STIP) and is available to the public at http://www.deldot.gov/index.shtml and linked to Recovery.gov.

I understand that my State or local agency may not receive ARRA infrastructure investment funding unless this certification is made and posted.

Jack A. Markell
Governor
State of Delaware

Signed this 31st day of March, 2009

Attachment to Section 1511 Certification
for the American Recovery and Reinvestment Act (ARRA)
Investments included as part of the State Transportation Infrastructure Plan (STIP)

PROGRAMS FUNDED UNDER "HIGHWAY INFRASTRUCTURE INVESTMENTS – FEDERAL HIGHWAY ADMINISTRATION"

I-95 Newark Toll Plaza (29-090-02)

Description: Reconstruct and reconfigure the Newark Toll Plaza to incorporate two highway-speed E-ZPass lanes in the northbound and southbound lanes.
Cost: Approximately $43.0 million, to be obligated in the 1-year timeframe, of which 100% is ARRA funded.
Justification: This toll plaza experiences high levels of congestion due to the current plaza configuration. As approximately 55 percent of travelers through the plaza utilize E-ZPass, congestion would be drastically reduced with high-speed lanes. This plaza is a regular complaint of motorists traveling through this state, and leaves travelers with a negative impression – in many cases their only impression -- of Delaware, impacting reputation, business, tourism and economic development. This project was scheduled to begin construction in 2011 or 2012

Market Street Safety Project, Wilmington (29-007-05)

Description: This project would elevate the roadway out of the floodplain. The limits are Market Street from "A" Street to just north of the Market/Walnut St. Split.
Cost: $9.0 million, to be obligated in the 1-year timeframe, of which 100% will be ARRA funded.
Justification: The full project of elevating the road out of the floodplain would bring it to the level of other developments in the area, reducing the impact flooding has on residents and business.

Pavement and Rehabilitation Projects Statewide (29-062-07, 29-061-09, 29-061-10, 29-061-11, 29-061-12)

Description: Paving and rehabilitation projects are targeted statewide and intended to improve the long-term condition of the road system, ultimately avoiding costly replacement.
Cost: $26.3 million in ARRA funding. This will be supplemented with $3,000 in State funding.
Justification: These projects are federally eligible, have little to no right of way and design issues and can be bid quickly. Jobs are to be spread out to many contractors. From an infrastructure perspective, maintaining roadways before they lapse into disrepair and require a major capital project is smart and economical in the long run.

Bridge Maintenance (29-074-08, 29-074-06, 29-074-07, 29-074-09, 29-074-05, 29-074-07, 29-074-08, 29-074-06)

Description: This would include various work on bridges along I-495, I-95 and in other locations. Work includes painting, approach slab replacement/repairs, overlay of decks,

repair of expansion joints and bearings, repair of spalled concrete and replacement of deck and substructure.
Cost: $9.4 million to start. An additional $10.80 million in work could be moved forward if more ARRA funding becomes available. This will be supplemented by $1,029,000 in State funding.
Justification: Maintenance of bridges is a priority as it's a significant step in ensuring these bridges are in satisfactory condition, and do not fall into the structurally deficient category.

2009 Traffic Signal Improvements Statewide (29-093-01)
Description: Traffic signal installation, upgrade, or reconstruction at nine intersections. New Castle County: SR 2 & Albertson Boulevard; US 13 & Boulden Boulevard; US 13 & Memorial Drive; US 202 & Righter Parkway; and, Mill Creek Road & McKennans Church Road. Kent County: US 13 & Lepore Road; US 13 & SR 42; and, Frederica Fire Signal. Sussex County: SR 1 & West Way Drive.
Cost: $1.55 million, of which 100% will be paid through ARRA funding.
Justification: Improvements will improve traffic flow, vehicular safety, pedestrian safety, and the reliability of the system. Projects were initiated through a public complaint, through a study completed by our Traffic Studies Section, or through a request from our Signal Maintenance Section. Each intersection has a different scope of work, involving new signal installations, reconstruction of aging infrastructure, pedestrian signal enhancements, upgrade of curb ramps to current ADA standards, modification of left-turn phasing, and lengthening of left-turn storage bays.

Route 10 and Sorghum Road, Kent County (29-008-03)
Description: The project consists of channelizing the median at the intersection of SR 10 and Sorghum Mill Road to accommodate eastbound and westbound SR 10 left-turns. This improvement will accommodate westbound left-turns, the highest volume left-turn movement at the intersection, while separating left-turn movements at the intersection to reduce the potential for left-turn and angle accidents. Northbound left-turns will be diverted to the median opening to the east at Liberto Plaza where volumes are minimal and sight distance is adequate.
Cost: $400,000 in ARRA funding. This will be supplemented by $1,000 in State funding.
Justification: Identified under the Highway Safety Improvement Program as a safety priority.

Rehoboth Beach Boardwalk Refurbishment Phase II and III (29-200-15)
Description: Boardwalk Restoration from Henlopen Hotel to Rehoboth Avenue and from Laurel Street to Prospect Street as well as area adjacent to Rehoboth Avenue.
Cost: $7.5 million in ARRA funding. This will be supplemented by $248,265 in State funding.
Justification: The current wooden boardwalk is becoming a safety issue. This benefits not only pedestrian accessibility but enhances tourism.

New Castle County Greenway Millcreek (29-200-16)

Description: This project will complete a segment of looped recreational trails and will be a part of an overall cross-county greenway trail system near Mill Creek Road. This segment will start at the intersection of McKennans Church Road and Duncan Road traverse north through the Delcastle recreational area and terminate just of the golf course.

Cost: $1.0 million in ARRA funding. This will be supplemented by $75,000 in State funding.

Justification: Will encourage more people to choose off-road pedestrian and bicycle facilities to get to destinations.

New Castle County Greenway Industrial Track Phase I (29-200-17)

Description: Construct a trail along an abandoned railroad corridor owned by the State of Delaware from SR 273 to just north of Boulden Boulevard.

Cost: $1.5 million in ARRA funding. This will be supplemented by $286, 293 in State funding.

Justification: Will encourage more people to choose off-road pedestrian and bicycle facilities to get to destinations.

Route 299 Park and Ride, Middletown (29-019-01)

Description: Expansion of the park and ride located at the intersection of SR 299 and SR 1. Project also includes the relocation of the entrance to SR 299 to a new signalized intersection being constructed at Gloucester Drive.

Cost: $1.4 million in ARRA funding. This will be supplemented by $47,375 in State funding.

Justification: Assists in expanding and providing better access for alternative transportation users.

Dover Transit Center (29-020-01)

Description: Build the first phase of a DART Dover Transit Center on five acres on Water Street between Queen and West streets.

Cost: $4.0 million in ARRA funding. This will be supplemented in $2,009,218 in State funding.

Justification: Federal spending allocation restrictions prevent the full $13.3 million from being funded. As such, DelDOT will move forward with the bus loop, parking areas and stormwater aspects, while making future accommodations for the addition of the buildings. Eventually, this site would replace the current minimal facility on 1.5 acres on Water Street, between Governors Ave. and State Street. The future facility could accommodate more buses, allowing for future expansion of the system if funding allows. The new facility will also be located on the rail line, allowing for possible use as a train station in the future if funding for such a capital project were available.

I-95 Concrete Medians (29-061-14)

Description: Some medians along I-95 need replacement.

Cost: $1.2 million, of which 100% will be paid for through ARRA funding.

Justification: Safety issue as the concrete on many of these medians is deteriorating.

Centreville Streetscape/Traffic Calming (29-200-19)
Description: This project on Rt. 52/Old Kennett Pike would replace current temporary traffic calming features with permanent ones.
Cost: $3.7 million, of which 100% will be paid for through ARRA funding.
Justification: This work would improve safety for motorists and pedestrians.

Old Lancaster Pike (Hockessin) Streetscape/Drainage Project (29-200-18)
Description: Improve street design and drainage along Old Lancaster Pike.
Cost: $3.5 million will be paid for through ARRA funding. The State will be supplemented with $198,701 in State funds.
Justification: This work would improve safety for motorists and pedestrians and make much-needed drainage improvements.

NCC Guardrail Upgrades (29-077-01)
Description: Existing guardrails would be upgraded.
Cost: $1.0 million, of which 100% will be paid for through ARRA funding.
Justification: Safety issue as the concrete on many of these needs replacement to meet current safety standards.

Rehabilitation of Epoxy Pavement Markings (29-083-05)
Description: Several areas of roadways statewide would be rehabilitated.
Cost: $2.0 million, of which 100% will be paid for through ARRA funding.
Justification: The high-visibility epoxy markings contribute to a safer road system in particular during adverse weather conditions.

Route 404/Newton Road Railroad Crossing, Bridgeville (29-005-02)
Description: Add gates and update cantilever lights and controller; replace pre-cast concrete surface. Railroad would do this work.
Cost: $400,000, to be completed if additional ARRA funding becomes available. It will be funded 100% through ARRA funding.
Justification: A safety project.

PROGRAMS FUNDED UNDER "TRANSIT CAPITAL ASSISTANCE – FEDERAL TRANSIT ADMINISTRATION"

Rail Cars
Description: Allows DelDOT's Delaware Transit Corporation (DTC) to purchase 4 new Silverliner V rail cars from SEPTA, which will add capacity for SEPTA service between Philadelphia and Newark, DE. Delivery is scheduled for 2010.
Cost: $8.0 million in ARRA funding. This will be supplemented with $75,200 in State funding.
Justification: Purchase of the rail cars will support the rail improvements project currently in the CTP, and improve the frequency of trips along the Northeast Corridor.

Buses (29-503-01)
Description: This project is part of a bus purchase and replacement program, which allocates new buses throughout the state. An investment of $1.9 million will purchase buses for Sussex County that are needed to replace current buses with high mileage.
Cost: $1.9 million, of which 100% will be paid for through ARRA funding.
Justification: Will allow DART to continue to provide reliable service to customers.

DART Mid-County Facility (27-531-04)
Description: This project will construct six maintenance bays and parts storage for the maintenance of DART Fixed Route and Paratransit buses.
Cost: $7.2 million in ARRA funding. This will be supplemented with $123,902 in State funding.
Justification: This expands the current facility.

Rt. 896 and Rt. 4 Park and Ride Improvements (TBD)
Description: Retrofit curb ramps, sidewalks and other aspects of the facility to comply with the Americans with Disabilities Act (ADA).
Cost: $200,000 in ARRA funding. This will be supplemented with $40,000 in State funding.
Justification: This facility was built in the early 1980s before ADA requirements, and the upgrades will not only better serve the disabled, but also enhance safety for all users.

Dover Transit Center (25-020-01)
Description: Build the first phase of a DART Dover Transit Center on five acres on Water Street between Queen and West streets.
Cost: $1.7 million in ARRA funding. This is supplemental to ARRA funding under FHWA and other State funds (see above).
Justification: See above. Portions of this project will be funded under the Federal Transit Administration.