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TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT FORM

This form must be completed and all questions must be answered in order to process this request.

Date of Submission: December 27, 2011

TIP to be Amended: FY2012-2015

Sponsoring Agency: DelDOT

Project Name: US 301, Maryland State Line to SR 1

Project Category: Road Systems - Arterials

Project Description: The Selected Alternative (Green North + Spur Road) provides a four-lane, access-controlled and tolled, US 301, on a new location. New US 301 extends north from the MD/DE state line, west of Middletown, to the vicinity of Armstrong Corner Road, where it continues northeast crossing existing US 301 and Boyds Corner Road, before curving east and tying into SR 1, south of the C&D Canal. In the vicinity of Armstrong Corner Road, a two-lane, access-controlled Spur Road extends north from new US 301 to the Summit Bridge. Access is provided to new US 301 via interchanges south of Middletown (Levels Road), in the vicinity of Armstrong Corner Road (existing US 301), and at Jamison Corner Road (north of Boyds Corner Road). Spur Road access is provided to and from new US 301, at Bethel Church Road Extended (to and from the north only) and SR 896 (Summit Bridge). Design and right-of-way activities are in process. The goal is to be in a position to move forward with construction when key factors (traffic, revenues, costs and market conditions) result in an acceptable Plan of Finance to sell Toll Revenue Bonds that minimize risk to the State and the Transportation Trust Fund.

This STIP Amendment is to utilize \$ 2.5 Million of previously authorized GARVEE funding for Advanced Utility work to continue to clear the U.S. 301 Corridor

Project Justification: Need for the project is founded in an existing roadway system that lacks capacity for current and future volumes. Existing US 301 from 2000 to 2010 had 1,150 crashes, of which 395 were injuries and 18 were fatalities. The fatality rate is 54% higher than the Delaware average and 56% higher than the national average. While studies to upgrade US 301 have been looked at off and on for the past forty years or so, the existing roadway no longer meets the needs of the corridor and a new limited access highway will need to be constructed. The Selected Alternative will reduce traffic congestion in the project area and improve highway safety by removing thru traffic, especially heavy truck traffic, from local roads, while minimizing environmental impacts and accommodating existing and planned development.

*PLEASE SEE ATTACHED MARKED UP CTP PAGE, which represents the changes clearer than the chart below due to the amount of lines.

Funding: Federal \$ _____ State _____ Other \$ _____ Total \$ _____

Funding	Phase	FY12	FY13	FY14	FY15	Total
	Program Funding					
Total	Program Funding					

Just follow the notes in the boxes

US 301, Maryland State Line to SR 1

January 2012 TIP Amendment

PROJECT AUTHORIZATION SCHEDULE
IN (\$000)

PROJECT NUMBER	PHASE	FUNDING SOURCE	CURRENT ESTIMATE	FY 2012			FY 2013			FY 2014			FY 2015			STATE TOTAL	FEDERAL TOTAL
				STATE	FEDERAL	FUND TYPE	STATE	FEDERAL	FUND TYPE	STATE	FEDERAL	FUND TYPE	STATE	FEDERAL	FUND TYPE		
T200511301	PD	100% STATE	11,167.5														
T200511301	PE	80% FHWA	29,652.4														
T200511301	PE	80% FHWA	6,562.3														
T200511301	PE	20% FHWA (Toll Credit)	7,413.1														
T200511301	PE	100% STATE	1,622.2														
T200511301	ROW	20% FHWA	4,236.0														
T200511301	ROW	80% FHWA	16,944.0														
T200511301	ROW	100% STATE (GARVEE)	103,820.0														
T200511301	C	100% OTHER	543,000.0														
T200511301	C	100% STATE	10,000.0														
T200511301	AudR	100% STATE (GARVEE)	21,000.0														
Total			755,417.5														

Change ROW GARVEE Estimate to 101,320

Create New Line: Phase C (Advanced Utilities); Funding Source: 100% State (GARVEE); Estimate: 2,500; FY2012 Authorization

Note: When there is a Federal Spend - with no authorization/obligation listed for the FY2012 Federal - ensure that previously authorized or planned to be authorized funding prior to September 30, 2012.

PROJECT FUNDING SCHEDULE
IN (\$000)

PROJECT NUMBER	PHASE	FUNDING SOURCE	BALANCE AS OF July 1, (State Only)	CURRENT ESTIMATE	FY 2012			FY 2013			FY 2014			FY 2015			FY 2016 TOTAL	FY 2017 TOTAL
					STATE	FEDERAL	OTHER	STATE	FEDERAL	OTHER	STATE	FEDERAL	OTHER	STATE	FEDERAL	OTHER		
T200511301	PD	100% STATE	40.2	11,167.5														
T200511301	PE	80% FHWA	6,231.1	29,652.4		6,000.0			2,858.4		40.0			40.0			320.0	
T200511301	PE	80% FHWA		6,562.3														
T200511301	PE	20% FHWA (Toll Credit)	1,557.8	7,413.1		1,500.0			317.1		10.0			10.0			80.0	
T200511301	PE	100% STATE	256.9	1,622.2														
T200511301	ROW	20% FHWA		4,236.0														
T200511301	ROW	80% FHWA		16,944.0														
T200511301	ROW	100% STATE (GARVEE)	59,401.1	103,820.0	79,400.0				6,900.0									
T200511301	C	100% OTHER		543,000.0					144,000.0		172,000.0			112,000.0		21,000.0	50,000.0	
T200511301	C	100% STATE		10,000.0														
T200511301	Audit	100% STATE (GARVEE)		21,000.0	9,600.0													
Total			67,457.0	755,417.5	89,000.0	7,500.0			6,900.0	3,585.5	144,000.0	50.0	172,000.0	50.0	112,000.0	21,400.0	50,000.0	

Create New Line: Phase C (Advanced Utilities); Funding Source: 100% State (GARVEE); Estimate: 2,500; FY2012 State Spend 50, FY2013 State Spend 2,450

US 301, Maryland State Line to SR 1

Updated 12/27/11

PROJECT AUTHORIZATION SCHEDULE
IN (\$000)

PROJECT NUMBER	PHASE	FUNDING SOURCE	CURRENT ESTIMATE	FY 2012			FY 2013			FY 2014			FY 2015			STATE TOTAL	FEDERAL TOTAL
				STATE	FEDERAL	FUND TYPE	STATE	FEDERAL	FUND TYPE	STATE	FEDERAL	FUND TYPE	STATE	FEDERAL	FUND TYPE		
T200511301	PD	100% STATE (GARVEE)	11,167.5														
T200511301	PE	80% FHWA	29,652.4														
T200511301	PE	80% FHWA	6,562.3														
T200511301	PE	20% FHWA (Toll Credit)	7,413.1														
T200511301	PE	100% STATE (GARVEE)	1,622.2														
T200511301	ROW	20% FHWA (Toll Credit)	4,236.0														
T200511301	ROW	80% FHWA	16,944.0														
T200511301	ROW	100% STATE (GARVEE)	101,320.0														
T200511301	C ADV UTL	100% STATE (GARVEE)	2,500.0														
T200511301	C	100% OTHER	543,000.0														
T200511301	C	100% STATE (GARVEE)	10,000.0														
T200511301	AUDIT	100% STATE (GARVEE)	21,000.0														
Total			755,417.5														

Note: When there is a Federal Spend - with an authorization/obligation listed for the FY12 Federal - Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

PROJECT FUNDING SCHEDULE
IN (\$000)

PROJECT NUMBER	PHASE	FUNDING SOURCE	BALANCE AS OF July 1, (State Only)	CURRENT ESTIMATE	FY 2012			FY 2013			FY 2014			FY 2015			FY 2016	FY 2017
					STATE	FEDERAL	OTHER	STATE	FEDERAL	OTHER	STATE	FEDERAL	OTHER	STATE	FEDERAL	OTHER	TOTAL	TOTAL
T200511301	PD	100% STATE (GARVEE)	48.2	11,167.5														
T200511301	PE	80% FHWA	6,231.1	29,652.4		6,000.0			2,058.4			40.0		40.0			328.0	
T200511301	PE	80% FHWA		6,562.3														
T200511301	PE	20% FHWA (Toll Credit)	1,557.8	7,413.1		1,500.0			517.1			10.0		10.0			80.0	
T200511301	PE	100% STATE (GARVEE)	256.6	1,622.2														
T200511301	ROW	20% FHWA (Toll Credit)		4,236.0														
T200511301	ROW	80% FHWA		16,944.0														
T200511301	ROW	100% STATE (GARVEE)	59,401.1	101,320.0	79,250.0			4,450.0										
T200511301	C ADV UTL	100% STATE (GARVEE)		2,500.0	50.0			2,450.0										
T200511301	C	100% OTHER		543,000.0					144,000.0			172,000.0			112,000.0	21,000.0	50,000.0	
T200511301	C	100% STATE (GARVEE)		10,000.0														
T200511301	AUDIT	100% STATE (GARVEE)		21,000.0	9,400.0													
Total			67,407.0	755,417.5	89,000.0	7,500.0		6,000.0	2,585.5	144,000.0		50.0	172,000.0		50.0	112,000.0	21,400.0	50,000.0