

**FY 2005-2007 Planned Federal Highway Administration (FHWA) Obligations**  
**(Based on State Fiscal Year 7/1-6/30)**  
**APPENDIX D**  
**(\$ in 000's)**

State Project Number	Project Title	Phase	Total Project Estimate	FY 2005 FHWA Funds Planned	FY 2006 FHWA Funds Planned	FY 2007 FHWA Funds Planned	Total FY 2005-2007 FHWA Funds	Apportionment Code	Apportionment Title
<b>I. ROAD SYSTEMS</b>									
<b>A. Expressways</b>									
	I-95, Carr Road and Marsh Road Interchange Improvement:	PD	1,000.0			900.0	900.0	Q010	Interstate Maintenance
	I-95, Maryland State Line to SR141	PE	5,000.0	1,600.0			1,600.0	Q050	National Highway System
	I-95, 5th Lane Expansion from Churchman's Bridge to SR141	C	55,000.0			44,000.0	44,000.0	Q050	National Highway System
	SR 1 / I-95 Interchange Interchange	PE	5,000.0	1,600.0	2,400.0		4,000.0	Q050	National Highway System
	SR 1 / I-95 Interchange Interchange	C	62,360.0			48,000.0	48,000.0	Q050	National Highway System
	SR896 / I-95 Interchange	PD	1,000.0		800.0		800.0	Q010	Interstate Maintenance
21-047-02	Toll Plaza Rehabilitation and High Speed EZ Pass Improvement	PE	5,000.0	3,200.0			3,200.0	Q010	Interstate Maintenance
	Toll Plaza Rehabilitation and High Speed EZ Pass Improvement	C	35,000.0			28,000.0	28,000.0	Q010	Interstate Maintenance
	I-95 / US202 Interchange	C	26,700.0		24,030.0		24,030.0	Q050	National Highway System
87-110-01	SR 1, South of Dover to South of Chesapeake and Delaware Canal Construction Coordinator	CE	216,399.5	105.0	100.0		205.0	Q050	National Highway System
	SR 1 / SR 72 Interchange	PD	1,000.0	800.0			800.0	Q050	National Highway System
	SR 1, Tybouts Corner to SR273	C	10,000.0	8,000.0			8,000.0	Q050	National Highway System
<b>Subtotal Expressways</b>				<b>15,305.0</b>	<b>27,330.0</b>	<b>120,900.0</b>	<b>163,535.0</b>		
<b>B. Arterials</b>									
	Basin Road, Frenchtown Road to Lancaster Pike	C	12,561.7		10,049.4		10,049.4	Q210	* Optional Safety
24-106-06	Kirkwood Highway to Faulkland Road	C	19,200.0	15,360.0			15,360.0	Q050	National Highway System
	Blue Ball Properties, SR141 and US202 Area Improvement:								
	Q. US202, Independence Mall to North of Powder Mill Road	C	19,200.0	15,360.0			15,360.0	Q050	National Highway System
22-116-02	Churchman's Crossing Corridor, Improvement:								
	Projects	PE, RW, C	9,833.0	1,706.6	2,560.0		4,266.6	Q240	State Flexibility
	Areawide Sidewalks/Bus Stops:	C	6,280.0		912.0		912.0	Q230	Urban > 200,000
	SR 2 / Harmony Road	C	1,500.0			1,200.0	1,200.0	Q230	Urban > 200,000
	SR 4 / Harmony Road	C	2,500.0			2,000.0	2,000.0	Q230	Urban > 200,000
	SR 4 / SR 7 Phase I, Stanton Split	C	960.0		768.0		768.0	Q230	Urban > 200,000
	SR 4 / SR 7 Phase II (J.P. Morgan)	C	6,000.0			4,800.0	4,800.0	Q230	Urban > 200,000
	SR273/Chapman Road	C	2,000.0			1,600.0	1,600.0	Q230	Urban > 200,000
	City of New Castle, Improvements (SR 9, 3rd Street and 6th Street Intersections								
	SR 9 and 3rd Street, New Castle	C	800.0		640.0		640.0	Q230	Urban > 200,000
	SR 9 and 6th Street, New Castle	C	1,800.0		1,440.0		1,440.0	Q230	Urban > 200,000
	Route 1, Beach Area Improvement:								
	B. Beach Area Park and Ride	C	3,000.0			2,400.0	2,400.0	Q400	Congestion Mitigator
	F. Rehoboth Entrance Improvement:	C	7,950.0			6,360.0	6,360.0	Q050	National Highway System
	I. SR 1 (Southbound Third Lane), SR 24 to North of US 9 (Five Points)	C	8,246.4	6,597.1			6,597.1	Q240	State Flexibility
	J. SR 1 Through Dewey Beach - Extend from Saulsbury Road South	PE	750.0	600.0			600.0	Q240	State Flexibility
	J. SR 1 Through Dewey Beach - Extend from Saulsbury Road South	RW	1,000.0		800.0		800.0	Q240	State Flexibility
	J. SR 1 Through Dewey Beach - Extend from Saulsbury Road South	C	8,000.0			6,400.0	6,400.0	Q240	State Flexibility
20-045-02	South Governor's Avenue, Webb's Lane to Water Street	C	12,225.0		9,780.0		9,780.0	Q760	* Minimum Guarantee, Spec
24-124-03	SR 1, Frederica Interchange	C	5,800.0		4,640.0		4,640.0	Q760	Minimum Guarantee, Spec
24-122-02	SR 1, Little Heaven Interchange	C	18,500.0		14,800.0		14,800.0	Q760	* Minimum Guarantee, Spec
22-122-04	SR 1 / SR 9 Interchange, Dover Air Force Base	PE	801.0	640.8			640.8		Discretionary - Department of Defense
22-122-04	SR 1 / SR 9 Interchange, Dover Air Force Base	RW	1,000.0		800.0		800.0		Discretionary - Department of Defense
22-122-04	SR 1 / SR 9 Interchange, Dover Air Force Base	C	5,340.0		4,272.0		4,272.0		Discretionary - Department of Defense

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**APPENDIX D  
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<i>State Project Number</i>	<i>Project Title</i>	<i>Phase</i>	<i>Total Project Estimate</i>	<i>FY 2005 FHWA Funds Planned</i>	<i>FY 2006 FHWA Funds Planned</i>	<i>FY 2007 FHWA Funds Planned</i>	<i>Total FY 2005-2007 FHWA Funds</i>	<i>Apportionment Code</i>	<i>Apportionment Title</i>
24-122-01	SR 1, Thompsonville Interchange	C	9,500.0			7,600.0	7,600.0	Q760	Minimum Guarantee, Spec
	SR 2, South Union Street from Railroad Bridge to Sycamore Street, Wilmingto	C	3,500.0				2,800.0	Q230	Urban > 200,000
	SR 4, Elkton Road to SR896, Newark Connector II	C	4,000.0			3,200.0	3,200.0	Q240	State Flexibility
	SR 26, US113 to Assawoman Bay								
	Local Roadway Improvements, SR 17 to S361	C	8,139.0	8,011.2			8,011.2	Q240	State Flexibility
	SR 26, Atlantic Avenue Main Line Improvement	C	11,100.0			8,880.0	8,880.0	Q240	State Flexibility
	Dagsboro Intersection	C	1,100.0			880.0	880.0	Q240	State Flexibility
	US 13 and S462 Signal Removal and Service Road, East of Laure	C	2,320.0			1,856.0	1,856.0	Q050	National Highway System
	US 40, Maryland State Line to US 13, Corridor Improvement								
	US 40 / SR 72 (Includes SR 72 and Del Laws Road intersector	RW	3,765.0	3,012.0			3,012.0	Q050	National Highway System
	US 40 / SR 72 (Includes SR 72 and Del Laws Road intersector	C	7,462.0		5,969.6		5,969.6	Q050	National Highway System
	US 40, Walther Road to Governor's Square	C	4,677.0	3,741.6			3,741.6	Q050	National Highway System
	US 40 Sidepaths, Salem Church Road to SR 1	RW	2,506.0		2,004.8		2,004.8	Q240	State Flexibility
	US 40 Sidepaths, Salem Church Road to SR 1	C	2,338.0			1,870.4	1,870.4	Q240	State Flexibility
	US 40 Sidepaths, SR 72 to Salem Church Road	RW	2,037.0		1,629.6		1,629.6	Q240	State Flexibility
	US 40 Sidepaths, SR 72 to Salem Church Road	C	1,887.0			1,509.6	1,509.6	Q240	State Flexibility
	US 40, Bear-Glasgow bus stop improvement:	C	675.0		540.0		540.0	Q230	Urban > 200,000
	SR 72 Area Park and Ride	C	900.0			720.0	720.0	Q230	Urban > 200,000
	School Bell Road, SR 7 to US 40	C	3,096.0	2,476.8			2,476.8	Q230	Urban > 200,000
	Access Management on Developing Propertie	C	680.0			544.0	544.0	Q230	Urban > 200,000
23-200-13	Newtown Trail	RW	1,800.0	1,440.0			1,440.0	Q230	Urban > 200,000
23-200-13	Newtown Trail	C	3,600.0	2,880.0			2,880.0	Q230	Urban > 200,000
	Phase II Projects	PE	3,333.3			2,666.6	2,666.6	Q230	Urban > 200,000
	US 40 Streetscape	C	2,200.0			1,760.0	1,760.0	Q230	Urban > 200,000
	Walther Road Sidewalks, Old Baltimore Pike to US 40	C	1,635.0	1,308.0			1,308.0	Q240	State Flexibility
	<b>Subtotal Arterials</b>			<b>47,774.2</b>		<b>72,405.4</b>	<b>48,246.6</b>	<b>168,426.2</b>	
	<b>C. Collectors</b>								
22-111-02	Airport Road and Churchman's Road Intersection	C	7,726.9	6,181.5			6,181.5	Q760	Minimum Guarantee, Spec
23-016-01	Carter Road, Sunnyside Road to Wheatley's Pond Roac	C	4,970.4		3,976.3		3,976.3	Q240	* State Flexibility
	SR 24, SR 30 to SR 1								
	SR 24 Main Line Improvement:	PE	3,250.0	2,600.0			2,600.0	Q240	State Flexibility
	SR 24 Main Line Improvement:	RW	12,800.0			10,240.0	10,240.0	Q240	State Flexibility
	Alternate Route 24 (Phase II) Roundabout at S 48/S325 and S326	C	1,040.0			832.0	832.0	Q240	State Flexibility
	Intersection Improvements at SR 24 / S277 & SR 24/SR 30	PE	500.0		400.0		400.0	Q240	State Flexibility
	Plantatations Road	PE	1,140.0		912.0		912.0	Q240	State Flexibility
	Plantatations Road	RW	2,280.0			1,824.0	1,824.0	Q240	State Flexibility
	SR 54, US113 to S 58C								
	SR 54 Main Line	RW	1,500.0		1,200.0		1,200.0	Q240	State Flexibility
	SR 54 Main Line	C	10,500.0			8,400.0	8,400.0	Q240	State Flexibility
20-009-01	US 13, Bridgeville Service Road:	C	11,200.0		8,960.0		8,960.0	Q050	* National Highway System
	Wilmington Traffic Calming, Pedestrian, and Transit Improvement								
	B. King Street and Orange Street, Martin Luther King Boulevard to 13th Stree	C	3,000.0			2,400.0	2,400.0	Q230	Urban > 200,000
	D. Market Street Phase III (MLK to 7th Street)	C	4,800.0	3,840.0			3,840.0	Q230	Urban > 200,000
	E. Walnut Street, Martin Luther King Boulevard to 16th Street (Paving and Streetscape)	C	10,200.0	8,160.0			8,160.0	Q230	Urban > 200,000
	F. 4th Street, Walnut Street to I-95	C	2,000.0			1,600.0	1,600.0	Q230	Urban > 200,000
	<b>Subtotal Collectors</b>			<b>20,781.5</b>		<b>15,448.3</b>	<b>25,296.0</b>	<b>61,525.8</b>	

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<i>State Project Number</i>	<i>Project Title</i>	<i>Phase</i>	<i>Total Project Estimate</i>	<i>FY 2005 FHWA Funds Planned</i>	<i>FY 2006 FHWA Funds Planned</i>	<i>FY 2007 FHWA Funds Planned</i>	<i>Total FY 2005-2007 FHWA Funds</i>	<i>Apportionment Code</i>	<i>Apportionment Title</i>
<b>D. Locals</b>									
22-120-01	Choptank Road from Bunker Hill Road to Bethel Church Road	C	5,460.0	4,368.0			4,368.0	Q240	State Flexibility
21-045-01	Harrington Truck Route	C	6,750.0		5,400.0		5,400.0	Q250	Areas < 5,000
23-200-17	Loockerman Street and Forest Street Transportation Enhancements, Dove	C	2,100.0		1,680.0		1,680.0	Q200	Urban < 200,000
21-041-01	Mill Creek Road and McKennan's Church Road Intersection Improvement	C	1,000.0	800.0			800.0	Q230	Urban > 200,000
	Mill Creek Road and Stoney Batter Road Intersection	C	1,233.0		986.4		986.4	Q230	Urban > 200,000
	Possum Park Road from Possum Hollow Road to Old Possum Park Road	C	2,500.0			2,000.0	2,000.0	Q240	State Flexibility
	Southern New Castle County Improvement								
21-120-02	Southern New Castle County Local Road Circulation Plan	PLAN	40,728.7	4,000.0	4,789.4	4,000.0	12,789.4	Q240	* State Flexibility
	<b>Subtotal Locals</b>			<b>9,168.0</b>	<b>12,855.8</b>	<b>6,000.0</b>	<b>28,023.8</b>		
<b>E. Bridges</b>									
21-074-01	1-001 and 1-001A on Rising Sun Road over Brandywine Creel	C	1,000.0			560.0	560.0	Q100	BRIDGE R/R ON
22-074-14	1-118 on Barley Mill Road at Ashland and 1-137 on Mill Road over Red Clay Creel	C	1,827.0	1,461.6			1,461.6	Q100	BRIDGE R/R ON
23-071-03	1-141 on SR 48 over Chestnut Run	RW	32.0	25.6			25.6	Q100	BRIDGE R/R ON
23-071-03	1-141 on SR 48 over Chestnut Run	C	777.0	621.6			621.6	Q100	BRIDGE R/R ON
23-071-05	1-201 on Beech Hill Drive over Pike Creel	C	594.0	475.2			475.2	Q100	BRIDGE R/R ON
	1-431 on Dexter's Corner Road, South of Townsenc	C	512.0	409.6			409.6	Q200	Urban < 200,000
	1-600 on SR141 over Kirkwood Highway	C	1,668.0	1,334.4			1,334.4	Q100	BRIDGE R/R ON
	1-660 and BR 1-664 on US 13 Southwest of New Castle	RW	45.0	36.0			36.0	Q100	BRIDGE R/R ON
	1-660 and BR 1-664 on US 13 Southwest of New Castle	C	420.0		336.0		336.0	Q100	BRIDGE R/R ON
22-074-10	1-708 and 1-709 on I-95 over Sunset Lake Road and 1-711 on Salem Church Road over I-95	C	3,905.0	3,124.0			3,124.0	Q100	BRIDGE R/R ON
22-071-05	1-746 on I-95 over Little Mill Creek, near Wilmington	C	2,270.0	1,816.0			1,816.0	Q100	BRIDGE R/R ON
22-074-11	1-806, 1-807, and 1-808 on I-495 over US 13	C	3,200.0	2,560.0			2,560.0	Q100	BRIDGE R/R ON
22-075-02	1-820N and 1-820S on I-495 over Norfolk Southern, 1-821N and 1-821S, and 1-822N and 1-822S on I-495 over AMTRAK / Norfolk Southern, Edgemoo	C	7,105.0		5,684.0		5,684.0	Q100	BRIDGE R/R ON
23-072-02	2-010A on SR 6 over Duck Creek, Woodland Beach	C					0.0	Q100	BRIDGE R/R ON
23-072-02	2-050B on SR 8 over Tappahanna Ditch	C	552.0	441.6			441.6	Q110	BRIDGE R/R OFF
	2-113B and 2-113C on Cattail Branch Road	RW	24.0	19.2			19.2	Q110	BRIDGE R/R OFF
	2-113B and 2-113C on Cattail Branch Road	C	885.0	708.0			708.0	Q110	BRIDGE R/R OFF
	2-295A on K295 over Tributary of Marshyhope Creek	C	450.0	360.0			360.0	Q100	BRIDGE R/R ON
23-073-02	3-122 on Handy Road over Houston Branch	RW	16.5	13.2			13.2	Q110	BRIDGE R/R OFF
23-073-02	3-122 on Handy Road over Houston Branch	C	486.3		389.0		389.0	Q110	BRIDGE R/R OFF
23-073-02	3-141 on S583 over Polk Branch, North of Bridgeville	RW	11.0	8.8			8.8	Q110	BRIDGE R/R OFF
23-073-01	3-141 on S583 over Polk Branch, North of Bridgeville	C	569.0	455.2			455.2	Q110	BRIDGE R/R OFF
	3-210 on Gum Branch Road	C	300.0	240.0			240.0	Q110	BRIDGE R/R OFF
	3-328 on S454 over Figgs Ditch, East of Delmar	RW	24.2	19.4			19.4	Q110	BRIDGE R/R OFF
	3-328 on S454 over Figgs Ditch, East of Delmar	C	323.7		259.0		259.0	Q110	BRIDGE R/R OFF
	3-330 on Oak Lane over Rossakatum Branch, Laurel	RW	11.0	8.8			8.8	Q110	BRIDGE R/R OFF
	3-330 on Oak Lane over Rossakatum Branch, Laurel	C	802.0	641.6			641.6	Q110	BRIDGE R/R OFF
	3-362 on S465 at Chipman's Pond	C	430.0		344.0		344.0	Q110	BRIDGE R/R OFF
	Bridge Preservation Program:								
	Bridge Painting	PE, C	20,000.0	1,600.0	1,600.0	1,600.0	4,800.0	Q120	Bridge R/R On/Off
	Sign Structure Program	PE, C	5,436.0	483.2	483.2	483.2	1,449.6	Q240	State Flexibility
	Bridge Scour	PE, C	2,700.0	240.0	240.0	240.0	720.0	Q120	Bridge R/R On/Off
	Bridge Inspection & Management	PE, C	10,418.0	1,680.0		1,680.0	3,360.0	Q120	Bridge R/R On/Off
	Bridge Projects:								
	Structurally Deficient Bridges	PE, RW, C	69,422.1	2,131.9	7,537.6	13,946.6	23,616.1	Q120	Bridge R/R On/Off
	Design and Right of Way for Identified Annual Program	PE, RW, C	7,916.0	192.0	1,200.0	1,200.0	2,592.0	Q120	Bridge R/R On/Off
	Tyler McConnell Bridge, SR141, Montchannin Road to Alopocas Road								
	Tyler McConnell Bridge	C	40,000.0		32,000.0		32,000.0	Q120	* Bridge R/R On/Off
	<b>Subtotal Bridges</b>			<b>21,106.9</b>	<b>50,072.8</b>	<b>19,709.8</b>	<b>90,889.5</b>		

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<b>F. Other</b>									
	Bicycle, Pedestrian and Other Improvement Program	PE, RW, C	29,074.5	715.2	178.4	2,986.6	3,880.2	Q240	State Flexibility
22-017-01	Georgetown Pedestrian and Bicycle Plan	C	400.0			320.0	320.0	Q240	State Flexibility
22-011-03	Limestone Road (SR 7) from Arundel to Greenwood Drive	PE, C	330.0	264.0			264.0	Q240	State Flexibility
	SR 72 from McCoy Road to SR 71	C	2,200.0			1,760.0	1,760.0	Q240	State Flexibility
22-012-01	Washington Street, New Castle from Frenchtown Road / Basin Road to SR 9	C	1,527.0		1,221.6		1,221.6	Q230	Urban > 200,000
	Sidewalk and Intersection Improvement								
22-012-01	Webb's Lane from New Burton Road to US 13A	PE, C	411.0	328.8			328.8		
	US 13 and Roosevelt Avenue, Pedestrian Crossing, Dove	PD	50.0		40.0		40.0	Q240	State Flexibility
	US 13, Delaware State University to Smith Street	PD	100.0		80.0		80.0	Q240	State Flexibility
	US 13, North of Smith Street to Denny's Road	PD	100.0		80.0		80.0	Q240	State Flexibility
	US 13, Townsend Boulevard to Delaware State University	C	1,671.8	1,337.4			1,337.4	Q240	State Flexibility
	Pavement Rehabilitation:	PE, RW, C	114,492.0	8,517.6	8,517.6	8,517.6	25,552.8	Q050	National Highway System
	Rail Crossing Safety	PE, RW, C	8,089.6	562.5	562.5	562.5	1,687.5	Q280	Hazard Elimination
	Highway Safety Improvement Program (HSIP)	PE, RW, C	12,508.7	1,296.9	1,296.9	1,800.0	3,096.9	Q210	Optional Safety
	Miscellaneous Safety Improvement	PE, RW, C	9,500.0	800.0	800.0	800.0	2,400.0	Q210	Optional Safety
	Transportation Enhancements	PE, RW, C	94,433.3	3,124.0	3,124.0	3,149.4	9,397.4	Q220	Transportation Enhancements
	Weight in Motion Sites	PE, RW, C	1,945.0	356.0	400.0		756.0	Q210	Optional Safety
	<b>Subtotal Other</b>			<b>16,005.5</b>	<b>16,301.0</b>	<b>19,896.1</b>	<b>52,202.6</b>		
	<b>I. TOTAL ROAD SYSTEMS</b>			<b>130,141.1</b>	<b>194,413.2</b>	<b>240,048.5</b>	<b>564,602.9</b>		
	<b>III TRANSIT SYSTEM</b>								
	<b>B. Transit Amenities</b>								
	Transit Access Park and Ride Facilities	PE, RW, C	2,700.0	320.0	320.0	320.0	960.0	Q400	Congestion Mitigator
	<b>III. TOTAL TRANSIT</b>			<b>320.0</b>	<b>320.0</b>	<b>320.0</b>	<b>960.0</b>		
	<b>IV. SUPPORT SYSTEMS</b>								
	<b>A. Planning</b>								
	Administration	MGT	6,879.6	1,046.6	1,046.6	1,046.6	3,139.8		
	Metropolitan Planning Organization:	MGT	7,466.2	615.6	615.6	615.6	1,846.8	Q450	Planning
	Statistics, Research and Special Projects	MGT	17,754.0	1,195.0	1,195.0	1,195.0	3,585.0	Q450	Planning
	Statewide and Regional Planning	MGT	15,375.0	999.9	999.9	999.9	2,999.7	Q450	Planning
	<b>Subtotal Planning</b>			<b>3,857.1</b>	<b>3,857.1</b>	<b>3,857.1</b>	<b>11,571.3</b>		
	<b>F. Transportation Management Improvements (DelTRAC)</b>								
23-047-03	DelDOT Radio Automatic Vehicle Location	PRO	1,980.0			1,188.0	1,188.0	Q400	Congestion Mitigator
22-047-03	DelTrac Statewide Initiatives, 2003-2008	PE, C	27,289.0	3,399.2	3,399.2	3,399.2	10,197.6	Q400	Congestion Mitigator
23-047-01	DelTrac Training Initiatives	MGT	600.0	80.0	80.0	240.0	400.0	Q400	Congestion Mitigator
	Dover to Georgetown - Fiber Backbone	PE, C	2,300.0	1,840.0			1,840.0	Q400	Congestion Mitigator
	<b>Subtotal Transportation Management Systems</b>			<b>5,319.2</b>	<b>3,479.2</b>	<b>4,827.2</b>	<b>13,625.6</b>		
	<b>TOTAL SUPPORT SYSTEMS</b>			<b>9,176.3</b>	<b>7,336.3</b>	<b>8,684.3</b>	<b>25,196.9</b>		

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**APPENDIX D  
(\$ in 000's)**

<i>State Project Number</i>	<i>Project Title</i>	<i>Phase</i>	<i>Total Project Estimate</i>	<i>FY 2005 FHWA Funds Planned</i>	<i>FY 2006 FHWA Funds Planned</i>	<i>FY 2007 FHWA Funds Planned</i>	<i>Total FY 2005-2007 FHWA Funds</i>	<i>Apportionment Code</i>	<i>Apportionment Title</i>
	<b>TOTAL PLANNED CAPITAL FHWA FUNDING</b>			<b>139,637.4</b>	<b>202,069.5</b>	<b>249,052.8</b>	<b>590,759.8</b>		
24-048-01	<b>ADDITIONAL FHWA FUNDING NEEDED</b> Transportation Management Association (TMA)	MGT	1,161.0	309.6	309.6	309.6	928.8	Q400	Congestion Mitigator
	<b>TOTAL FHWA PLANNED OBLIGATIONS FY 2004-2006</b>			<b>139,947.0</b>	<b>202,379.1</b>	<b>249,362.4</b>	<b>591,688.6</b>		

\* Indicates the probable need to fund this project using advanced construction financing

This Obligations Plan reflects the projected FY 2005-2007 FHWA Obligations, from the FY 2005-2010 Proposed CTP. This was submitted as the FY 2005-2007 Statewide Transportation Plan (STIP) to the Federal Highway Administration for approval. An updated version will be submitted at a later date to reflect the changes enacted by the Delaware Legislators in the FY 2005 Capital Bond Bill after the appropriate amendments are approved by the appropriate Metropolitan Planning Organizations which are included in this document.