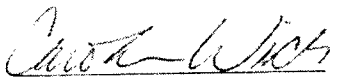


**CERTIFICATION UNDER SECTION 1511 OF
THE AMERICAN RECOVERY AND REINVESTMENT ACT:**

Pursuant to Title XV, Subtitle A, section 1511 of the American Recovery and Reinvestment Act (Pub. L. 111-5 (Feb. 17, 2009) ("ARRA"), I, Carolann Wicks, hereby certify that the infrastructure investment funded by ARRA under the headings (see attachment): "Highway Infrastructure Investment" to the Federal Highway 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 on 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.


Carolann Wicks
Secretary of Transportation

Signed this 4th day of February, 2010

**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”**

Project Name: Contract 29-093-01, Traffic Signals

Description of Work: This project will construct a new traffic signal to enhance the safety of pedestrian traffic crossing the roadway.

Cost: \$ 200,000

Location: SR 299 (New Castle County) at Middletown High School Entrance.

Justification: This location was identified as a safety issue because of the number of students that cross SR 299 at the entrance to the high school and the traffic volumes on SR 299. The high school is designing some improvements for vehicle access to the school, and the signal will be designed to work in conjunction with the new design. The pedestrian volume meets pedestrian signal warrants outlined in the latest version of the MUTCD, which was issued in December, 2009.

The work will be funded with un-used funds that were originally obligated with this project. The un-used funds were created because the actual costs for the other signal work performed under the contract were less than estimated.