

APPENDIX F

STREETS DEPARTMENT PROGRAM EXPENDITURES

In accordance with the Town of Milton Charter, Section 18 (i) "Town Manager", the following information is provided as a supplement to the Expenditure section of the 2013-14 Fiscal Year Town Manager's Draft Budget. It details a work program for the town.

The State of Delaware provides an annual grant to municipalities for the purpose of maintaining public streets and street lights. Other eligible purposes are detailed Chapter 51, Title 21 of the Delaware Code. A copy of the 2014 FY letter regarding the Town of Milton allocation is within this appendix.

The Town Manager's Draft Budget includes a capital outlay of \$14,369 for paving. Considerably more support may be obtained through the Community Transportation Fund (CTF). A complete description of this program follows Municipal Street Aid Fund letter.

Projects that are substantially pre-engineered and cost estimated are more likely to qualify for a CTF grant. A report from the Streets and Sidewalks Committee follows the description of the Community Transportation Fund. This report is supported by quotes and estimates that follow.

Finally, a multi-year plan to replace road signs in the Town of Milton has been prepared by the T2 Center of the University of Delaware. This plan details costs for the project and concludes the appendix.



STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION
800 BAY ROAD
P.O. BOX 778
DOVER, DELAWARE 19903

SHAILEN P. BHATT
SECRETARY

July 9, 2013

Honorable Clifford Newlands
Mayor, Town of Milton
115 Federal Street
Milton, DE 19968

Reference: Municipal Street Aid Funds (MSAF) – Fiscal Year 2014

The 147th General Assembly passed Senate Bill #145, which allocates funds for the Municipal Street Aid program. This year, the allocation stated, "...the sum of \$5,000,000 (state) shall be used for the Municipal Street Aid program pursuant to the provisions of Del.C.c.51."

Additionally, Chapter 51, Title 21 of the Delaware Code was amended by making insertions as shown by underlining and deletions as shown by strike through as follows:

"§ 5161. Definitions, As used in this subchapter:

- 1) "Municipality" means any incorporated city or town charged with any duty connected with the construction or maintenance of streets and having been in existence for a period of 1 year.
- 2) "Municipal Street Aid Fund" means the funds set up under this subchapter from money received under this subchapter.
- 3) "Street improvements" means construction, reconstruction, repair and maintenance of streets, including paving, repaving, grading and drainage, repairs, acquisition of rights-of-way, extension and widening of existing streets, elimination of railroad grade crossings, acquisition of trucks and other equipment necessary in the construction and maintenance of streets, removal of snow and ice and the laying of materials for traction, purchase and installation of street identification signs and traffic control signs, construction, reconstruction and repair of sidewalks and underpasses and overpasses necessary for pedestrian safety, administration and other necessary expenses in connection with such street improvements. ~~and the expenses of law enforcement for the policing of the streets, including, but not limited to, salaries, equipment, vehicles and supplies.~~
- 4) "Streets" includes streets, highways, avenues, boulevards, bridges, tunnels, alleys or other public ways dedicated to public use and maintained for general motorized vehicular travel lying within a municipality's corporate boundary, except that this term does not include state or federal highways within municipalities maintained by the Department of Transportation. The Department shall determine which areas are eligible for municipal street aid funds."

This new definition means that Municipal Street Aid can no longer be use to pay for law enforcement expenses.

Page two
Municipal Street Aid Funds

The mileage and population figures located within your boundaries for this program are based on figures recently provided by your town representative, or from published documents. Your payment for Fiscal year 2014 is based on 12.37 miles of Municipally Maintained Streets and a population figure of 2576. The allocated funds for your municipality are \$64,959.36.

These funds are for Fiscal Year 2014, which begins July 01, 2013 and ends on June 30, 2014, and are to be used pursuant to Title 30. A complete copy of Title 30 can be found on State Auditor's web page at www.state.de.us/auditor. The funds are to be reported on the "Municipal Street Aid Annual Report".

If you have any questions regarding this information, please do not hesitate to contact me, by e-mail at Karen.Brittingham@state.de.us, or my direct phone number is 302.760.4805.

Sincerely,



Karen Emory Brittingham
Program Compliance Coordinator

Cc: Shailen Bhatt, Secretary of Transportation
Nicole Majeski, Deputy Secretary
Drew A. Boyce, Director of Planning
Chip Flowers, State Treasurer
R. Thomas Wagner, Jr., State Auditor
Michael Morton, Controller of Generals Office
Arnold Loessner, Division of Urban Affairs
Barbara Bennett, State Treasurer's Office

**MUNICIPAL STREET AID FUND
DISTRIBUTION TABULATION
FISCAL YEAR 2014 (7/1/2013-6/30/2014)**

July 1, 2013

TOWN	2013 POPULATION	2013 STREET MILEAGE	DISTRIBUTION BY POPULATION FACTOR	DISTRIBUTION BY MILEAGE FACTOR	TOTAL AID FY-2013	TOTAL AID FY-2014
BELLEFONTE	1,193	0.00	\$ 8,773.8975	\$ 0.0000	\$ 7,015.97	\$ 8,773.90
BETHANY BEACH	5,083	19.93	\$ 37,382.8339	\$ 74,136.0711	\$ 87,083.82	\$ 111,518.91
BETHEL	171	1.79	\$ 1,257.6165	\$ 6,658.4831	\$ 6,390.99	\$ 7,916.10
BLADES	1,241	5.26	\$ 9,126.9126	\$ 19,566.2686	\$ 23,123.36	\$ 28,693.18
BOWERS	335	1.97	\$ 2,463.7516	\$ 7,328.0512	\$ 7,897.01	\$ 9,791.80
BRIDGEVILLE	2,048	9.21	\$ 15,061.9799	\$ 34,259.5692	\$ 39,993.84	\$ 49,321.55
CAMDEN	3,464	10.86	\$ 25,475.9269	\$ 40,397.2771	\$ 53,044.72	\$ 65,873.20
CHESWOLD	1,380	0.45	\$ 10,149.1857	\$ 1,673.9203	\$ 9,469.57	\$ 11,823.11
CLAYTON	2,918	5.28	\$ 21,460.3796	\$ 19,640.6651	\$ 33,045.88	\$ 41,101.04
DAGSBORO	805	3.63	\$ 5,920.3583	\$ 13,502.9573	\$ 15,655.29	\$ 19,423.32
DELAWARE CITY	1,695	8.31	\$ 12,465.8476	\$ 30,911.7286	\$ 34,969.46	\$ 43,377.58
DELMAR	1,597	6.48	\$ 11,745.1083	\$ 24,104.4526	\$ 28,887.44	\$ 35,849.56
DEWEY BEACH	1,997	0.60	\$ 14,686.9013	\$ 2,231.8938	\$ 13,549.40	\$ 16,918.80
DOVER	37,341	104.66	\$ 274,623.7263	\$ 389,316.6685	\$ 530,867.57	\$ 663,940.39
ELLENDALE	381	3.79	\$ 2,802.0578	\$ 14,098.1289	\$ 13,643.14	\$ 16,900.19
ELSMERE	6,131	16.26	\$ 45,090.3314	\$ 60,484.3209	\$ 84,975.51	\$ 105,574.65
FARMINGTON	110	0.21	\$ 808.9931	\$ 781.1628	\$ 1,278.70	\$ 1,590.16
FELTON	1,310	5.67	\$ 9,634.3719	\$ 21,091.3960	\$ 24,762.66	\$ 30,725.77
FENWICK ISLAND	1,400	5.95	\$ 10,296.2753	\$ 22,132.9465	\$ 26,134.34	\$ 32,429.22
FRANKFORD	847	2.88	\$ 6,229.2466	\$ 10,713.0901	\$ 13,645.86	\$ 16,942.34
FREDERICA	774	2.21	\$ 5,692.3694	\$ 8,220.8087	\$ 11,200.80	\$ 13,913.18
GEORGETOWN	6,422	26.02	\$ 47,230.4858	\$ 96,789.7928	\$ 116,050.55	\$ 144,020.28
GREENWOOD	973	5.07	\$ 7,155.9113	\$ 18,859.5023	\$ 20,674.78	\$ 26,015.41
HARRINGTON	3,562	12.16	\$ 26,196.6662	\$ 45,233.0469	\$ 57,532.20	\$ 71,429.71
HARTLY	74	0.00	\$ 544.2317	\$ 0.0000	\$ 435.19	\$ 544.23
HENLOPEN ACRES	122	3.61	\$ 897.2468	\$ 13,428.5608	\$ 11,578.43	\$ 14,325.81
HOUSTON	374	2.09	\$ 2,750.5764	\$ 7,774.4299	\$ 8,487.39	\$ 10,525.01
KENTON	261	0.94	\$ 1,919.5199	\$ 3,496.6336	\$ 3,919.99	\$ 5,416.15
LAUREL	3,708	11.76	\$ 27,270.4206	\$ 43,745.1177	\$ 57,187.39	\$ 71,015.54
LEIPSIC	183	0.80	\$ 1,345.8703	\$ 2,975.8583	\$ 3,483.07	\$ 4,321.73
LEWES	2,747	20.06	\$ 20,202.7631	\$ 74,619.6481	\$ 76,506.97	\$ 94,822.41
LITTLE CREEK	224	0.18	\$ 1,647.4041	\$ 669.5681	\$ 1,858.88	\$ 2,316.97
MAGNOLIA	225	0.13	\$ 1,654.7585	\$ 483.5770	\$ 1,714.33	\$ 2,138.34
MIDDLETOWN	19,216	59.45	\$ 141,323.7333	\$ 221,143.4736	\$ 278,484.28	\$ 362,467.21
MILFORD	9,559	40.97	\$ 70,301.4970	\$ 152,401.1457	\$ 179,477.27	\$ 222,702.64
MILLSBORO	3,877	10.48	\$ 28,513.3282	\$ 38,983.7444	\$ 54,330.29	\$ 67,497.07
MILLVILLE	544	0.00	\$ 4,000.8384	\$ 0.0000	\$ 3,199.24	\$ 4,000.84
MILTON	2,576	12.37	\$ 18,945.1466	\$ 46,014.2097	\$ 50,590.33	\$ 64,959.36
NEW CASTLE	5,285	18.06	\$ 38,868.4393	\$ 67,180.0022	\$ 85,415.66	\$ 106,048.44
NEWARK	31,454	65.96	\$ 231,327.8886	\$ 245,359.5209	\$ 383,093.95	\$ 476,687.41
NEWPORT	1,055	4.67	\$ 7,758.9789	\$ 17,371.5731	\$ 20,254.44	\$ 25,130.55
OCEAN VIEW	1,882	23.07	\$ 13,841.1358	\$ 85,816.3151	\$ 79,151.98	\$ 99,657.45
ODESSA	364	2.05	\$ 2,677.0316	\$ 7,625.6370	\$ 8,308.24	\$ 10,302.67
REHOBOTH	6,060	18.52	\$ 44,568.1632	\$ 68,891.1208	\$ 91,357.34	\$ 113,459.28
SEAFORD	6,928	35.22	\$ 50,951.8539	\$ 131,012.1638	\$ 145,020.39	\$ 181,964.02
SELBYVILLE	2,172	10.93	\$ 15,973.9357	\$ 40,657.6647	\$ 45,657.14	\$ 56,631.60
SLAUGHTER BEACH	699	1.28	\$ 5,140.7832	\$ 4,761.3734	\$ 7,600.73	\$ 9,902.16
SMYRNA	10,766	32.85	\$ 79,178.3572	\$ 122,196.1835	\$ 155,344.22	\$ 201,374.54
SOUTH BETHANY	1,848	9.82	\$ 13,591.0834	\$ 36,528.6612	\$ 40,412.19	\$ 50,119.74
TOWNSEND	2,049	2.36	\$ 15,069.3344	\$ 8,778.7821	\$ 19,150.30	\$ 23,848.12
VILL. OF ARDENCROFT	231	1.01	\$ 1,698.8854	\$ 3,757.0212	\$ 4,397.16	\$ 5,455.91
VILLAGE OF ARDEN	439	3.63	\$ 3,228.6178	\$ 13,502.9573	\$ 13,502.86	\$ 16,731.58
VILLAGE OF ARDENTOWN	264	2.22	\$ 1,941.5833	\$ 8,258.0069	\$ 8,231.61	\$ 10,199.59
VIOLA	157	0.67	\$ 1,154.6537	\$ 2,492.2814	\$ 2,939.05	\$ 3,646.94
WILMINGTON	71,928	147.82	\$ 528,993.2081	\$ 549,864.2265	\$ 874,166.03	\$ 1,078,857.43
WOODSIDE	181	0.24	\$ 1,331.1613	\$ 892.7575	\$ 1,786.51	\$ 2,223.92
WYOMING	1,313	4.62	\$ 9,656.4354	\$ 17,185.5820	\$ 21,621.30	\$ 26,842.02
TOTAL	271,943	806.49	\$ 2,000,000.0000	\$ 3,000,000.0000	\$ 4,000,000.00	\$ 5,000,000.00

TOTAL MUNICIPAL POPULATION = 271,943

DISTRIBUTION RATIO = \$2,000,000.00 / 271943 = \$ 7.354482373144370

TOTAL MUNICIPALLY MAINTAINED STREET MILEAGE =

DISTRIBUTION RATIO = \$3,000,000.00 / 806.49 = \$ 3719.822936428230000

Delaware
Department of
Transportation

F.Y.I.

Community Transportation Fund

**What projects are needed
in your community?**

**Putting decision-making
in local hands.**



Community Transportation Fund (CTF)

A Closer Look

Have you noticed a drain that needs to be covered, sidewalks or potholes that need to be repaired, or other transportation improvements you or your civic association would like to see in your community? Your project ideas may be a perfect fit for funding through the Community Transportation Fund (CTF).

The CTF was established in the mid-'80s by the state's Bond Bill Committee to speed the process of making relatively small local improvements and also to put decision-making about priorities into the hands of each community through their representatives.

CTF funding provides a fixed amount of funds annually to each State Senator and House Representative to be used as they and their constituents believe is best for transportation improvements within their district. Legislators may also fund their own project ideas and they have the option of banking a portion of their yearly CTF budget for up to three years in order to fund a larger transportation improvement. Funding expires after three years if it is not allocated to projects or estimates that are actively moving forward.



Contact your local State Senator or State House Representative if you have an idea for a community transportation improvement. If you are not sure who they are, or if you need their telephone number, you can log on www.legis.state.de.us and go to "Find My Legislator." Type in your street address, city and zip code. Links will take you to the names, addresses and phone numbers of the legislators you should contact with a CTF idea.

You can also call the Department of Elections for your county to find your legislators.

In Kent County	302-739-4498
In Sussex County	302-856-5367
In New Castle County	302-577-3464

What Types of Projects Can Be Funded?

To be considered for funding through the CTF, proposed Improvements projects need to meet three criteria. They must:

1. **Have a transportation component**
2. **Be on public property or land dedicated to public use***
3. **Benefit more than one individual**

**(unless part of the DNREC 21st Century List - A list of projects legislators compile and approve - often drainage-related.)*

These "nuts-and-bolts" type community projects are in addition to the normal roadway and bridge maintenance DeIDOT performs regularly, and are in addition to the larger transportation projects DeIDOT funds through the General Assembly's Capital Transportation Program (CTP) portion of the Bond Bill. For example, a new highway or a local train station would not be funded through the CTF since they are both very expensive. Those types of projects are subject to review at public workshops and by the Governor's Council on Transportation, area Metropolitan Planning Organizations and the Bond Bill Committee of the General Assembly.

As long as the project meets program requirements and has the approval of one of the legislators in the community in which the project is located, it can move forward as soon as a contractor is selected and work can be scheduled.

Commonly Funded Projects



Repaving



Drainage problems



Curb replacements



Sidewalks and sidewalk repairs



Safety cones for fire departments



OPTICOMS
(Controls over traffic signals that can be changed to allow for the right-of-way of emergency vehicles)

How to get a local transportation project funded through the CTF

Many of the best, most practical ideas for transportation improvements come from the people who live in, and take pride in, their community. The Community Transportation Fund offers a streamlined way to bring those ideas to life.

Each of Delaware's 62 legislators (21 Senators and 41 Representatives) receives an equal amount of funding from the Delaware General Assembly annually to be used for community transportation improvement projects. It is up to the legislators to decide how the funds will be spent in their districts.

Here's how the process works:

1 Project Idea

An individual, local group, or civic association has an idea for a transportation improvement project that seems appropriate for CTF funding.

2 Project Proposal

The individual or group consists one of their district legislators to discuss the idea. The legislators may request the idea or agree to consider it. Legislators may also propose their own ideas for projects.

3 Cost Estimates

The legislator will log onto DeDOT's CTF website to request project cost estimates for the suggested improvement. The estimates will help the legislator decide whether the proposed project is affordable and fits within his or her CTF budget and community priorities.

4A Project Selection

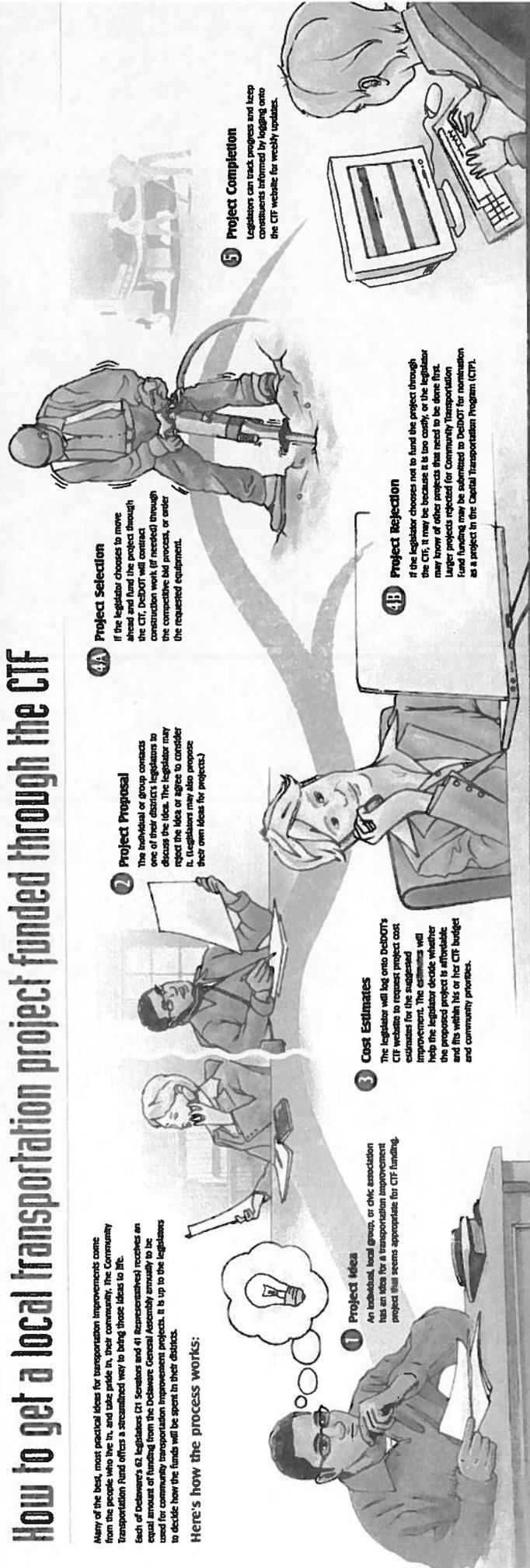
If the legislator chooses to move ahead and fund the project through the CTF, DeDOT will continue to coordinate with the legislator through the competitive bid process, or order the requested equipment.

4B Project Rejection

If the legislator chooses not to fund the project through the CTF, it may be because it is too costly, or the legislator may have other projects that need to be done first. Larger projects rejected for Community Transportation Fund funding may be submitted to DeDOT for nomination as a project in the Capital Transportation Program (CTP).

5 Project Completion

Legislators can track progress and keep constituents informed by logging onto the CTF website for weekly updates.



How to Get More Information on Transportation Funding Issues

DeIDOT and other State agencies can provide you with additional sources of information on this topic, including more detailed literature on specific issues. Please call or write to the address below to learn more.

For in-depth information about other transportation subjects, visit our website at:

www.deldot.gov

F.Y.I. brochures are available on a wide variety of transportation subjects from DeIDOT's Office of Public Relations (302) 760-2080.

**Delaware Department of Transportation
P.O. Box 778 • Dover, DE 19903
(302) 760-2080 or 1-800-652-5600 (in Delaware)**



**Delaware Department
of Transportation**

**Delaware Department of Transportation
FY2014 Capital Transportation Program
Appendix A
(in \$000's)**

	APPR	Other Funding	Federal Authorization	State Authorization	FY 2014 Authorization
ROAD SYSTEM 7700					
A. Expressways					
Cavaliers Mitigation	97701		\$1,280.0	\$320.0	\$1,600.0
SR 1 Tybouts Corner to SR 273	97701		\$5,800.0	\$1,200.0	\$7,000.0
I-295 Improvements	97701			\$1,900.0	\$1,900.0
Interstate Maintenance	97701		\$2,000.0	\$150.0	\$2,150.0
US 301 Maryland State Line to SR 1	97701		\$10,986.5		\$10,986.5
Subtotal Expressways		\$0.0	\$20,066.5	\$3,570.0	\$23,636.5
B. Arterials					
SR 2, South Union Street from Railroad Bridge to Sycamore Street, Wilmington	97701		\$4,500.0		\$4,500.0
SR 4, Christina Parkway from SR 2, Elkton Road to SR 896, South College Avenue	97701		\$160.0	\$40.0	\$200.0
SR 1, South Frederica Grade Separated Intersection	97701		\$10,000.0		\$10,000.0
US 13, Seaford Intersection Improvements	97701		\$7,200.0		\$7,200.0
SR 1, Rehoboth Canal to North of Five Points, Pedestrian Improvements	97701		\$8,350.0		\$8,350.0
SR 26, Atlantic Avenue from Clarksville to Assawoman Canal	97701		\$11,000.0		\$11,000.0
HSIP Projects	97701		\$26,538.2	\$128.0	\$26,666.2
Subtotal Arterials		\$0.0	\$67,748.2	\$168.0	\$67,916.2
C. Collectors					
SR 72, McCoy Road to SR 71	97701		\$1,000.0	\$50.0	\$1,050.0
West Dover Connector	97701		\$17,000.0		\$17,000.0
Subtotal Collectors		\$0.0	\$18,000.0	\$50.0	\$18,050.0
D. Locals					
Christina River Bridge and Approaches	97701		\$10,000.0	\$7,380.0	\$17,380.0
Riverfront Initiatives Development	97701			\$631.6	\$631.6
Riverfront Rail Relocation and Parking Improvements	97701			\$3,400.0	\$3,400.0
Recreational Trails	97701	\$270.0	\$1,080.0		\$1,350.0
Subtotal Locals		\$270.0	\$11,080.0	\$11,411.6	\$22,761.6
E. Bridges					
Bridge Management Program	97701		\$4,800.0	\$350.0	\$4,950.0
Bridge Preservation Program	97701		\$7,847.2	\$1,044.1	\$8,891.3
Subtotal Bridges		\$0.0	\$12,447.2	\$1,394.1	\$13,841.3
F. Other					
Transportation Enhancements	97701		\$3,212.4	\$278.1	\$3,490.5
Pavement and Rehabilitation	97701		\$27,800.0	\$57,449.2	\$85,249.2
Materials & Minor Contracts	97701			\$6,430.0	\$6,430.0
Signage and Pavement Markings	97701		\$1,000.0	\$2,172.0	\$3,172.0
Rail Crossing Safety	97701		\$1,303.2	\$380.0	\$1,683.2
Safety Improvement Program	97701		\$2,722.2	\$244.4	\$2,966.6
Traffic Calming	97701			\$150.0	\$150.0
Bicycle, Pedestrian and other Improvements	97701		\$1,250.0	\$250.0	\$1,500.0
Intersection Improvements	97701	\$600.0	\$1,000.0	\$3,228.0	\$4,828.0
Safe Routes to School	97701		\$891.0		\$891.0
Scenic Byways	97701		\$52.7	\$13.2	\$65.9
Engineering & Contingency	97701		\$18.0	\$27,349.9	\$27,367.9
Subtotal Other		\$600.0	\$39,249.5	\$97,944.8	\$137,794.3
TOTAL ROAD SYSTEM		\$870.0	\$168,591.4	\$114,538.5	\$283,999.9
SUPPORT SYSTEM 7600					
Planning	97601		\$5,054.6	\$3,828.8	\$8,883.4
Information Technology	97601		\$125.0	\$25,452.0	\$25,577.0
Heavy Equipment	97601			\$6,449.0	\$6,449.0
Transportation Management Improvements	97601	\$90.0	\$5,360.0	\$30.0	\$5,480.0
Transportation Facilities	97601			\$7,700.0	\$7,700.0
Aeronautics	97601		\$160.0	\$297.8	\$457.8
Engineering & Contingency	97601		\$200.0		\$200.0
TOTAL SUPPORT SYSTEM		\$90.0	\$10,899.6	\$43,757.6	\$54,747.2
TRANSIT SYSTEM 7300					
Transit Facilities	97301		\$1,937.3	\$1,194.3	\$3,131.6
Transit Vehicles	97301	\$2,099.4	\$19,648.3	\$4,138.6	\$25,886.3
Rail Preservation	97301		\$960.0	\$11,390.0	\$12,350.0
TOTAL TRANSIT SYSTEM		\$2,099.4	\$22,545.6	\$16,722.9	\$41,367.9
GRANTS AND ALLOCATIONS 5600					
Municipal Street Aid	95601			\$5,000.0	\$5,000.0
Community Transportation Fund	95601			\$16,750.0	\$16,750.0
TOTAL GRANTS AND ALLOCATIONS		\$0.0	\$0.0	\$21,750.0	\$21,750.0
SUB TOTAL		\$3,059.4	\$202,036.6	\$196,769.0	\$401,865.0
GRAND TOTAL		\$3,059.4	\$202,036.6	\$196,769.0	\$401,865.0

Appendix B FY2014 Pave and Rehab Locations

Route	Road Name	BMP	EMP	Length	Rehabilitation Locations		End Description
					Begin Description	End Description	
1-00004	CONCORD AVE	0.00	0.78	0.78	RD 24, MARKET ST, US 13	BROOM STREET	
1-00005	BEAR CORBITT RD	0.84	3.17	2.33	OLD S DUPONT HWY	JOINT BY PIGEON RUN	
1-00009	12TH ST	8.23	9.21	0.98	RD 50 NORTHEAST BLVD	END OF ROAD @ CHERRY ISLAND LANDFILL	
1-00011	ELKTON RD	0.00	1.05	1.05	MID LINE	RT 4	
1-00018	CHRISTIANA-OGLETOWN ROAD	4.86	6.59	1.73	HARMONY RD	RUTHAR DRIVE	
1-00018A	MAIN ST	0.16	0.52	0.36	BROWNS LANE	WEST OF OLD BALTIMORE PIKE (RD 336) INTERSECTION	
1-00018A	MAIN ST	0.42	0.87	0.45	30 EAST OF OLD BALTIMORE PIKE (RD 336)	RD 1/00003 (CHRISTIANA ROAD)	
1-00023	MARSH RD	2.94	4.18	1.24	SILVERSIDE	CHESTNUT LANE	
1-00030	PADDOCK RD	0.00	1.97	1.97	RD 00001 (DUPONT PARKWAY)	RD 45, TAYLORS BRIDGE RD	
1-00033	DUPONT PARKWAY NB & SB	3.86	5.59	1.73	JT NEAR CENTRAL AVE	JT AT ROGERS RD	
1-00033	DUPONT PKWY	5.65	7.19	1.54	RAMP 621-3	RD 1/133090 (CENTRAL AVENUE)	
1-00036	DEXTER CORNER RD	2.50	4.49	1.99	RD 00459 (GEARS CORNER ROAD)	RD 1/00036A (COMMERCE ST)	
1-00048	PORTER RD	0.00	4.21	4.21	RD 356 DE 72	RD 26 OLD BALTIMORE PIKE	
1-00055	FERRY CUT-OFF	0.29	1.63	1.34	QUIGLEY BLVD	RR TRACKS @ 8TH STREET	
1-00061	MEMORIAL DRIVE	0.94	1.88	0.94	SR 9	US 13	
1-00065	RUTHAR DRIVE	0.00	1.09	1.09	RD 00352 (RED MILL ROAD)	RD 1/00055 (HARMONY RD)	
1-00067	KOREAN WAR VETERANS MEM. HWY.	6.48	12.38	5.90	RD 00336 (CHRISTIANA/STANTON ROAD)	END OF ROUTE 1/BEGINNING OF US 13	
1-00090	FIRST STATE BOULEVARD	0.00	0.76	0.76	RD 00336 (NEWPORT STANTON PIKE)	CUJ-DE-SAC	
1-00220	EDGEWOOD RD	0.23	1.07	0.84	Governor Printz Blvd	PCC-HM Joint North of Philadelphia Pike	
1-00275	OLD WILMINGTON RD	2.62	3.83	1.21	YORKLYN RD	RD 1/00253 (MCGOVERN ROAD)	
1-00309	CLEVELAND AVE	0.10	1.01	0.91	RD 00313 (NEW LONDON ROAD)	HM, JOINT BEFORE KIRKWOOD HWY (RD11)	
1-00314	POSSUM PARK RD	0.08	0.63	0.55	JT NORTH OF KIRKWOOD HWY	ST REGIS DRIVE	
1-00320	PIKE CREEK CENTER RD	0.00	0.70	0.70	RD 00321 (NEW LINDEN HILL ROAD)	RD 1/00031 (LIMESTONE RD)	
1-00334	BOXWOOD/MIDDLEBORO ROAD	0.10	2.03	1.93	CENTERVILLE RD	Intersection Left side [MECO CIRCLE (PRIVATE)]	
1-00340	AIRPORT RD	0.00	0.90	0.90	RT 273/RD 00003 (HARES CORNER-CHRISTIANA ROAD)	RD 1/135833 (PRESTWICK DRIVE)	
1-00341	COMMONS BLVD NB & SB	0.00	1.16	1.16	RT 143/BASIN RD	RD 1/00340 (AIRPORT RD)	
1-00346	WALTER RD	0.00	1.89	1.89	RT 40	OLD BALTIMORE PIKE	
1-00355	HARMONY RD	0.00	2.17	2.17	RD 00018 (CHRISTIANA-OGLETOWN ROAD)	RD 11, KIRKWOOD HWY	
1-00356	WRANGLE HILL RD	0.40	2.59	2.19	RD 407 MCCOY RD	WHITE BIRCH BLVD	
1-00356C	S. CHAPEL ST	0.00	0.38	0.38	RD 00356 (LIBRARY AVENUE)	END OF FORWARD DIRECTION	
1-00356D	S. CHAPEL ST	0.00	0.62	0.62	DEAD END @ RR TRACKS	RD 1/00011 (DELAWARE AVE)	
1-00366	ROUTE 4	0.00	1.42	1.42	ELKTON RD	S. COLLEGE AVE	
1-00366A	OLD CHESTNUT HILL RD	0.00	0.30	0.30	CUJ-DE-SAC IS BEHIND	END OF FORWARD DIRECTION	
1-00387	SOUTH COLLEGE AVE	6.50	7.61	1.11	HMJ @ MARVIN DR (NORTH OF RD 366)	PCC-HM JOINT SOUTH OF I-95/RT 896	
1-00427	CEDAR LANE RD	0.00	1.11	1.11	BRIDGE AT SPRING MILL BRANCH	MARL PIT RD (RD429)	
1-00442	SILVER LAKE RD	0.00	0.97	0.97	RD 00038 (NOXONTOWN ROAD)	ROUTE 299	
1-00504	WEST 18TH ST	0.00	0.97	0.97	RD 24 PHILADELPHIA PIKE	RD 49 AUGUSTINE CUT OFF	
1-00505	JACKSON ST	0.97	1.56	0.59	RD 006164 (RD 59 SB, I-95)	WEST 5TH ST	
2-00008	RT 113 NB (ramp over RT1 in Millford)	1.76	1.95	0.19	ramp over RT1 in Millford	RD 2/00406 (NORTHWEST ELEVENTH ST)	
2-00020	NORTH WALNUT ST	0.99	1.37	0.38	RD 2/00021 (NORTH REHOBOTH BLVD)	RD 2/00020 (NORTH WALNUT ST)	
2-00021	NORTH REHOBOTH BLVD	0.00	0.94	0.94	Beginning of the Road Yes	RD 2/00024 (SOUTH DUPONT HWY)	
2-00029	CAMDEN-WYOMING AVE	0.03	1.27	1.24	RAILROAD AVE	RD 2/00022 (NORTHWEST FRONT ST)	
2-00036	MILFORD-HARRINGTON HWY	5.10	7.42	2.32	sandbox rd	RD 2/00007 (BAY RD)	
2-00066	N. E. KINGS HIGHWAY	0.00	0.39	0.39	DE 8, DIVISION ST	US 13	
2-00067	Court St	0.29	0.74	0.45	LEGISLATIVE AVE	SURFACE TYPE CHANGED FROM 7101 to 6301	
2-00073	HAZLETTVILLE RD	5.55	6.58	1.03	Miffin Rd	RD 2/00027 (SOUTH STATE ST)	
2-00192	WEBBS LA	0.86	1.39	0.53	US13 DUPONT HEY	RD 2/00294A (CRAWFORD CARROLL AVENUE)	
3-00003	SUSSEX HWY SB	4.1	5.09	0.99	Bridge-0 [- CONCRETE]	JOINT SOUTH OF RD 3-000046 ELKS RD	
3-00003	SUSSEX HWY	0.00	1.39	1.39	RD 3/00020 (CONCORD RD)	RD 3/00534 (THARP RD)	
3-00003	SUSSEX HWY	5.09	6.79	1.70	RD 3/00018 (BOWDEN'S GARAGE RD)	RD 3/00534 (THARP RD)	
3-00003	SUSSEX HWY	7.86	8.20	0.34	Other [RIVERSIDE DR]	RD 3/00020 (CONCORD RD)	
3-00005	N. MAIN ST. (BRIDGEVILLE)	0.00	1.16	1.16	RD 3/00006 (SEASHORE HWY)	End of Roadways End of Forward Direction	

Win Abbott

From: councilmancollier@ci.milton.de.us
Sent: Tuesday, July 23, 2013 7:45 AM
To: councilmancote@ci.milton.de.us
Cc: marion; abbot; drussum@ci.milton.de.us
Subject: Streets and Sidewalks Committee's recommendations for consideration for funding in upcoming budget

All

The Streets and Sidewalks Committee recently reviewed project recommendations for street repairs brought forward by the Public Works Director. These were as follows:

A. New Street between Federal and Chestnut	\$65,854.67
estimated cost	
B. Patching of State Roadways	6,865.31
estimated cost (Milton is obligated to repair any place they opened for utility work on state roadways)	
C. Manship Street	12,246.44
estimated cost	
D. Hazzard Street	12,825.24
estimated cost	
E. Parker Street	14,445.88
estimated cost	
F. Prettyman Street	12,987.85
estimated cost	
Atlantic Avenue (3 phases)	
G. Phase 1 Union Street to Spruce Street	30,146.36
estimated cost	
H. Phase 2 Spruce to Yew Street	30,725.16
estimated cost	
I. Phase 3 Yew to County Rd	32,693.08
estimated cost	
J. Chestnut Street Patching	14,000.00
apologies I misplaced the quote but the amount was almost this much	

After review by the Committee the following items were decided to be of the highest priorities for funding in the upcoming budget:

1. Atlantic Avenue-Phase 1 Union Street to Spruce Street
30,146.36 estimated cost
2. Prettyman Street
12,987.85 estimated cost
3. Patching of State Roadways
6,865.31 estimated cost
4. Chestnut Street Patching
14,000.00

It is also recommended that an additional 15% be added for contingency as these are estimated figures and the price of asphalt fluctuates dramatically.

John Collier



The Streets and Sidewalks Committee met on July 10, 2013 and reviewed project recommendations for street repairs brought forward by the Public Works Director. These were as follows:

- A. New Street between Federal and Chestnut \$65,854.67 estimated cost
- B. Patching of State Roadways 6,865.31 estimated cost (Milton is obligated to repair any place they opened for utility work on state roadways)
- C. Manship Street 12,246.44 estimated cost
- D. Hazzard Street 12,825.24 estimated cost
- E. Parker Street 14,445.88 estimated cost
- F. Prettyman Street 12,987.85 estimated cost
Atlantic Avenue (3 phases)
- G. Phase 1 Union Street to Spruce Street 30,146.36 estimated cost
- H. Phase 2 Spruce to Yew Street 30,725.16 estimated cost
- I. Phase 3 Yew to County Rd 32,693.08 estimated cost
- J. Chestnut Street Patching 19,702.90 estimated cost

After review by the Committee the following items were decided to be of the highest priorities for funding in the upcoming budget:

- 1. Atlantic Avenue-Phase 1 Union Street to Spruce Street 30,146.36 estimated cost
- 2. Prettyman Street 12,987.85 estimated cost
- 3. Patching of State Roadways 6,865.31 estimated cost
- 4. Chestnut Street Patching 19,702.90 estimated cost

It is also recommended that an additional 15% be added for contingency as these are estimated figures and the price of asphalt fluctuates dramatically.

The Streets and Sidewalks Committee has also has prepared recommendations to presented to Council at the August 5, 2013 meeting for the Sidewalk and Curbing Ordinance. See attached

Respectfully,

John Collier

Chairperson

Town of Milton

115 Federal St

Milton, DE 19968

June 20, 2013

To: Town Manger and Council

From: Dustan L. Russum

Public Works Director



www.milton.delaware.gov

Phone: 302-684-4110

Fax: 302-684-8999

Street Department

In my binder for the 2013- 2014 budget, you will see projects that I am requesting. The first item on the list is to replace all signs in the Town that will not be compliant in 2019. This project is a very costly, but if we break it out over several years it won't be as bad. I have broken this down in several different ways, first is to budget 7,500 over the next 5 years the project will be done come 2018. This will make the Town reach there goal, and be compliant. There others two ways will let us change out some of the signs that need to be done but not all by the effective date. I feel that doing the 7,500 a year will be the best way, and this would keep the Town in compliant with the MUTCD Standards by the effective date.

The next item on the list is some paving projects. I have listed all of the Towns alley ways that need to be paved. I have broken them down by street. Atlantic St. I broke it down to do as a three year project.. New St. I did kind of the same way. The ends of New are in major need of repair, this is an area that is always in need of maintenance. That last item for paving is to do all patches on state maintained roads. It's the Town responsibility to repair these patches. These patches were created when there was a water leak and cold patch was placed in them as a temporary fix. Along with making repairs to the Towns streets there is also a section of sidewalk that is in need of repair and the area is as you go in to the Towns parking lot by the clock. This area is broken badly, and this is a tripping hazard as well.

The next item is a piece of equipment that would help the Town with storm water run off program. The best way to keep pollution out of our water ways is to have a street sweeping program. By having this piece of equipment, it would cut down the amount of pollutes that run into the Broadkill River. Along with keeping pollutes out of our waterways it was also help with keeping the Towns streets clean, and by keeping the dirt off the streets it would also help cut down with the amount of weeds that are growing in the streets. The next item that this sweeper can do for the Town is to clean out storm drains that may be plugged up with dirt and trash, and by keeping these drains cleaned out it will help prevent flooding. The next piece of equipment that I am requesting is a chain saw, there has been times when we have needed a second large saw to cut up down trees, when in the event if one saw gets jammed or if we happen to be working in two different areas in the event of a storm.

Another item that will provide the town with keeping there streets clean is by having a leaf vac. As the leaves shed in the fall there is nowhere for them to go, except for in the streets, collecting in the gutter in the curbs. Along with keeping the leaves out of the streets it will help the Towns residents get rid off there leaves from there yards. We could run the leaf vac on a schedule so that the Towns residents would know when they could get there leaves picked up. The next item would be a wood chipper. The chipper can be used when we are trimming back tree limbs that are hanging out over the streets. This would speed up the process a lot. Now we cut the branches off and pile them in the back of the dump truck, in witch it fills the dump body up pretty quick. Then we have to haul the branches to the yard or onto Blessings. We spend more time hauling the brush away than we do trimming.

Technical Memorandum

To: Dustan Russum, Public Works Director, Milton, Delaware
 From: Matheu J. Carter, P.E., Municipal Engineering Circuit Rider
 Date: June 11, 2013
 Re: Traffic Sign Upgrades

At our June 7 meeting, you asked for some information and advice with regard to upgrading your in-place traffic signs.

MUTCD Retroreflectivity Compliance Schedule

The Delaware Manual on Uniform Traffic Control Devices (MUTCD) is your authoritative reference on traffic signs, pavement markings, and other traffic control devices (TCDs). You can find it for free online.¹ In the MUTCD Introduction, you will see the consolidated and revised compliance schedule. I've shown an excerpt of it here, but it will be easier to examine on-line. You may recall from some of the training we did last year that this compliance table was previously much longer, including several other line items for retroreflectivity. You will see (first line of the schedule) that there is now only one compliance date for sign retroreflectivity.

Table I-2. Target Compliance Dates Established by the FHWA

2009 MUTCD Section Number(s)	2009 MUTCD Section Title	Specific Provision	Compliance Date
2A.08	Maintaining Minimum Retroreflectivity	Implementation and continued use of an assessment or management method that is designed to maintain regulatory and warning sign retroreflectivity at or above the established minimum levels (see Paragraph 2)	2 years from the effective date of this revision of the 2009 MUTCD*
2A.19	Lateral Offset	Crashworthiness of sign supports on roads with posted speed limit of 50 mph or higher (see Paragraph 2)	January 17, 2013 (date established in the 2000 MUTCD)
2B.4D	ONE WAY Signs (R6-1, R6-2)	New requirement in the 2009 MUTCD for the number and locations of ONE WAY signs (see Paragraphs 4, 9, and 10)	December 31, 2019
2C.05 through 2C.07	Horizontal Alignment	Revised requirements in the 2009 MUTCD regarding the use of various	December 31, 2019
7D.04**	Uniform of Adult Crossing Guards	New requirement in the 2009 MUTCD for high-visibility apparel for adult crossing guards	December 31, 2011
8B.03, 8B.04	Grade Crossing (Crossbuck) Signs and Supports	Retroreflective strip on Crossbuck sign and support (see Paragraph 7 in Section 8B.03 and Paragraphs 15 and 18 in Section 8B.04)	December 31, 2019
8B.04	Crossbuck Assemblies with YIELD or STOP Signs at Passive Grade Crossings	New requirement in the 2009 MUTCD for the use of STOP or YIELD signs with Crossbuck signs at passive grade crossings	December 31, 2019

* Types of signs other than regulatory or warning are to be added to an agency's management or assessment method as resources allow.

** MUTCD requirement is a result of a legislative mandate.

Note: All compliance dates that were previously published in Table I-2 of the MUTCD and that do not appear in this revised table have been eliminated.

That requirement is: "Implementation and continued use of an assessment or management method that is designed to maintain regulatory and warning sign retroreflectivity at or above the established minimum levels" and the compliance date is "2 years from the effective date of this revision of the 2009 MUTCD," which was December 2012.

Hence, by December 2014 Milton must implement one of the assessment or management methods that are outlined in Section 2A.08 of the MUTCD:

"...one or more of the following assessment or management methods should be used to maintain sign retroreflectivity:

- A. Visual Nighttime Inspection—The retroreflectivity of an existing sign is assessed by a trained sign inspector conducting a visual inspection from a moving vehicle during nighttime conditions. Signs that are visually identified by the inspector to have retroreflectivity below the minimum levels should be replaced.
- B. Measured Sign Retroreflectivity—Sign retroreflectivity is measured using a retroreflectometer. Signs with retroreflectivity below the minimum levels should be replaced.
- C. Expected Sign Life—When signs are installed, the installation date is labeled or recorded so that the age of a sign is known. The age of the sign is compared to the expected sign life. The expected sign life is based on the experience of sign retroreflectivity degradation in a geographic area compared to the minimum levels. Signs older than the expected life should be replaced.
- D. Blanket Replacement—All signs in an area/corridor, or of a given type, should be replaced at specified intervals. This eliminates the need to assess retroreflectivity or track the life of individual signs. The replacement interval is based on the expected sign life, compared to the minimum levels, for the shortest-life material used on the affected signs.
- E. Control Signs—Replacement of signs in the field is based on the performance of a sample of control signs. The control signs might be a small sample located in a maintenance yard or a sample of signs in the field. The control signs are monitored to determine the end of retroreflective life for the associated signs. All field signs represented by the control sample should be replaced before the retroreflectivity levels of the control sample reach the minimum levels.
- F. Other Methods—Other methods developed based on engineering studies can be used."

The compliance dates that had been listed previously have been removed. Conformance is therefore achieved through systematic upgrading for those particular provisions ("programmatically changes").² However, in-place signs that fail to meet retroreflectivity levels, are damaged, are too small, are offset from the pavement too little, are set too low, or are not installed with yielding or breakaway anchorages continue to pose a liability for the town in the event of a crash, so getting started with your worst condition and most important regulatory signs sooner rather than later is smart from a risk reduction perspective for the town.

Sign Sheeting Types

We recommend you avoid Engineer Grade sheeting and instead move toward High Intensity Prismatic sheeting or better. Generally, Engineer Grade offers a relatively small cost savings for an average life span of seven years, versus about 10 years for a High Intensity Prismatic sheeting. For one sign, we calculated a 15% cost savings for Engineer Grade but a 30% reduction in estimated life expectancy – a poor trade.

Sign Sizes

As you replace signs, you will want to ensure you have the proper size and type. Part 2 of the MUTCD has exhaustive detail and if you have trouble finding something, we can help. In particular, pay attention to the size tables at the beginning of Parts 2B, 2C, 2D, and so on.

Stop signs are a special case, as you will see in Part 2B.03.

- Where you have the intersection of two Milton-maintained streets, both of which have speed limits of 35 mph or less, the Stop signs must be at least 30"x30". If the speed limit of one or both roads exceeds 35 mph, the Stop signs must be 36"x36".
- If your street intersects a state-maintained street, the Stop sign must be 36"x36".
- The use of 2-Way, 3-Way, and 4-Way plaques has been discontinued – only the All Way plaque can be used now.

Yield signs may be 30"x30"x30" for the intersection of two Milton-maintained streets, both of which have speed limits of 35 mph or less. However, if the Yield sign is at the intersection with a state maintained road, you should consider increasing its size to 36"x36"x36".

Do Not Enter signs must be at least 30"x30". One Way signs must be at least 36"x12".

Speed Limit signs may be 18"x24" for the intersection of two Milton-maintained streets, both of which have speed limits of 35 mph or less. If the speed limit of one or both roads exceeds 35 mph, the Stop signs must be 24"x36".

Street Name blades should generally be at least 8" high, in accordance with Table 2D-2 of the MUTCD. Notice that the size of lettering and the height of the sign are dictated by the speed of the roadway. Also, remember that the new standard is for initial upper case letters with all the remaining letters lower case, which is different from the standards of the past.

Table 2D-2. Recommended Minimum Letter Heights on Street Name Signs (Delaware Revision)

Type of Mounting	Type of Street or Highway	Speed Limit	Recommended Minimum Letter Height*		Sign Height
			Initial Upper-Case	Lower-Case	
Overhead	All types	All speed limits	12 inches	9 inches	24 inches
Post-mounted	All types	More than 40 mph	8 inches	6 inches	18 inches
Post-mounted	All types	40 mph or less	6 inches	4.5 inches	12 inches
Post-mounted	Intersection of two subdivision streets or local streets	25 mph or less	4 inches	3 inches	8 inches

* Reduced letter height and reduced edge spacing may be used on Street Name signs if the sign size must be reduced due to factors including lane width or vertical or lateral clearance (see Paragraph 5 of Section 2D.04)

Sign Posts and Breakaway or Yielding Anchors

It sounds like you are standardizing on the 2" square post-in-post design and that has worked well for most jurisdictions in our area. Just bear in mind that it is essential for the base post to be installed with no more than 4" above the surface or it is no longer considered breakaway.

Take care in ordering your posts. Remember that your signs (with just a couple exceptions, like Chevron signs) must be installed at least seven feet (7') above the surface (to the bottom of the sign). Since many of your Stop signs will be 36" tall and you will want to mount your Street Name blade on top of that, a ten foot post will not suffice; you'll have to go to twelve feet for them. For others, you will be able to work with a ten foot post.

Material Costs

We have asked for an updated list of costs from the DeIDOT Sign Shop but we didn't want to wait to get you this information. For now, we've worked from the website for one of our vendors – Econo Signs. Assuming High Intensity Prismatic sheeting, they currently list the following for the immediate signs of interest in Milton:

Stop	30"x30"	\$44.30	2" square post	10'	\$27.73
	36"x36"	\$69.80		12'	\$31.80
All Way	18"x6"	\$11.14	3' post base for 2" post		\$13.21
Speed Limit	18"x24"	\$29.67	2" square bracket		\$8.60
	24"x36"	\$39.80			for extruded Street Name blade
Do Not Enter	24"x24"	\$36.14	Cross bracket		\$8.45
	30"x30"	\$49.93			for one Street Name blade over another
One Way	36"x12"	\$29.67			
Yield	30"x30"x30"	\$35.88			
	36"x36"x36"	\$46.09			
Street Name	9" high	\$63.40			

Replacement Budget Strategy

We have explored several budget scenarios to see how you could affect your backlog of sign deficiencies (recognizing that retroreflectivity is only one of the issues you need to correct).

- Refer to the attached spreadsheets and you will see that the first scenario anticipates \$2,500 each year for five years and does not address all of your most immediate outstanding sign issues.
- In the second scenario, \$2,500 per year is assumed again, but with a focus on resolving not just the Stop signs seen to be non-retroreflective in 2009 but possibly catch up with the newly deficient ones. However, many other important sign types will go unattended in that timeframe.
- Next, a budget of \$5,000 per year is examined. Here, all of your most immediate sign problems would be resolved (assuming that signs have not degraded significantly since our 2009 work), but bear in mind that you have many other regulatory and advisory signs that we did not inventory in 2009 and those remain unaddressed in this budget scenario.
- Finally, we looked at a budget of \$7,500 per year for five years and it shows that you could address all the outstanding sign issues from 2009 within four years and in the fifth year you could begin to address some of those other regulatory and advisory signs.

The Delaware T² Center's full-time Engineer position was established with the primary mission of providing transportation advice and technical assistance to Delaware municipalities. Contact Matt Carter at matheu@udel.edu or at (302) 831-7236 for assistance.



The Technology Transfer (T²) or Local Technical Assistance Program is a partnership among state universities, state departments of transportation, and the Federal Highway Administration. There are 58 centers throughout the United States with primary missions to promote training, technology transfer, and research project implementation at state and local transportation agencies.

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¹ Delaware MUTCD: http://www.deldot.gov/information/pubs_forms/manuals/de_mutcd/index.shtml; specifically, you will see several 'Parts' and for the discussion herein, Part 2 Signs is of greatest interest, although the Introduction and Part 1 General will be important also.

² As you noted, there are sign vendors who continue to conveniently leave the old compliance schedule on their websites and in their catalogs, suggesting that you have a looming deadline of January 2015 for the first wave of sign retroreflectivity compliance – that is no longer true.

Milton Sign Replacement Strategy Alternatives - \$2,500 Annual Budget

2014 2015 2016 2017 2018

Sign Type	Total	Beginning Retroreflective					Replace	Cost	Replace	Cost	Replace	Cost	Replace	Cost	Replace	Cost	Total Cost
		116	43	12	2,343	12											
Stop	1	0	1	\$ 87	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 87	
Yield	28	20	7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
One Way	9	7	1	\$ 77	2	\$ 154	6	\$ 462	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 694	
Do Not Enter	16	4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	16	\$ 1,292	\$ -	\$ -	\$ -	\$ -	\$ 1,292	
Speed Limit																	
		74	\$ 2,507	\$ 2,497	\$ 2,415	\$ 2,463	\$ 2,538	\$ 12,421									

Remaining Unaddressed Signs

Stop and Street Name	Yield	Speed Limit	Do Not Enter	One Way
Sign(s)	\$ 46.09	\$ 39.80	\$ 36.14	\$ 29.67
Post	\$ 40.94	\$ 40.94	\$ 40.94	\$ 37.93
Brackets	\$ -	\$ -	\$ -	\$ -
	\$ 87.03	\$ 80.74	\$ 77.08	\$ 67.60

Base Costs	Yield	Speed Limit	Do Not Enter	One Way
Stop	\$ 44.30	2" square post	8'	\$ 24.72
All Way	\$ 69.80	10'	10'	\$ 27.73
Speed Limit	\$ 11.14	12'	12'	\$ 31.80
Do Not Enter	\$ 29.67	3' post base for 2" post		\$ 13.21
One Way	\$ 39.80	2" square bracket		\$ 8.60
Yield	\$ 36.14	for extruded Street Name blade		
Street Name	\$ 49.93	Cross bracket		\$ 8.45
	\$ 29.67	for one Street Name blade over another		
	\$ 35.88			
	\$ 46.09			
	\$ 63.40			

Milton Sign Replacement Strategy Alternatives - \$2,500 Annual Budget

Sign Type	Total	2014		2015		2016		2017		2018		Remaining Unaddressed Signs	Total Cost	
		Beginning Retroreflective NonCompliant	Replace	Cost	Replace	Cost	Replace	Cost	Replace	Cost	Replace			Cost
Stop	116	43	12	\$ 2,343	12	\$ 2,343	12	\$ 2,343	12	\$ 2,343	12	\$ 2,343	56	\$ 11,716
Yield	1	0	1	\$ 87	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-	\$ 87
One Way	28	20	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	28	\$ -
Do Not Enter	9	7	\$ -	\$ 154	2	\$ 154	2	\$ 154	2	\$ 154	2	\$ 154	1	\$ 617
Speed Limit	16	4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	16	\$ -
		<u>74</u>	<u>\$ 2,430</u>	<u>\$ 2,497</u>		<u>\$ 12,419</u>								

Stop and Street Name	Yield	Speed Limit	Do Not Enter	One Way
Sign(s)	\$ 46.09	\$ 39.80	\$ 36.14	\$ 29.67
Post	\$ 40.94	\$ 40.94	\$ 40.94	\$ 37.93
Brackets	\$ -	\$ -	\$ -	\$ -
	<u>\$ 87.03</u>	<u>\$ 80.74</u>	<u>\$ 77.08</u>	<u>\$ 67.60</u>

Base Costs	2"	3'	8'	10'	12'
Stop	\$ 44.30	\$ 49.93	\$ 36.14	\$ 29.67	\$ 35.88
All Way	\$ 69.80	\$ 49.93	\$ 36.14	\$ 29.67	\$ 35.88
Speed Limit	\$ 11.14	\$ 29.67	\$ 39.80	\$ 29.67	\$ 35.88
Do Not Enter	\$ 29.67	\$ 39.80	\$ 36.14	\$ 29.67	\$ 35.88
One Way	\$ 36.14	\$ 49.93	\$ 36.14	\$ 29.67	\$ 35.88
Yield	\$ 49.93	\$ 29.67	\$ 36.14	\$ 29.67	\$ 35.88
Street Name	\$ 63.40	\$ 46.09	\$ 46.09	\$ 46.09	\$ 46.09

2" square post \$ 24.72
 10' \$ 27.73
 12' \$ 31.80
 3' post base for 2" post \$ 13.21
 2" square bracket \$ 8.60
 for extruded Street Name blade
 Cross bracket \$ 8.45
 for one Street Name blade over another

Milton Sign Replacement Strategy Alternatives - \$5,000 Annual Budget

2014 2015 2016 2017 2018

Beginning Retroreflective NonCompliant

Sign Type	Total	2014	2015	2016	2017	2018	Remaining Unaddressed Signs	Total Cost
Stop	116	43	18	13	25	25	10	\$ 20,698
Yield	1	0	1	\$ 81	\$ -	\$ -	-	\$ 81
One Way	28	20	\$ -	28	\$ 1,893	\$ -	-	\$ 1,893
Do Not Enter	9	7	9	\$ 694	\$ -	\$ -	-	\$ 694
Speed Limit	16	4	8	\$ 646	\$ -	\$ -	-	\$ 1,292
		<u>74</u>	<u>\$ 4,882</u>	<u>\$ 4,935</u>	<u>\$ 5,077</u>	<u>\$ 4,882</u>		<u>\$ 24,657</u>

Stop and Street Name	Yield	Speed Limit	Do Not Enter	One Way
Sign(s)	\$ 46.09	\$ 39.80	\$ 36.14	\$ 29.67
Post	\$ 40.94	\$ 40.94	\$ 40.94	\$ 37.93
Brackets	\$ -	\$ -	\$ -	\$ -
	<u>\$ 87.03</u>	<u>\$ 80.74</u>	<u>\$ 77.08</u>	<u>\$ 67.60</u>

Base Costs	2014	2015	2016	2017	2018
Stop	30"x30"	2" square post	8'	\$ 24.72	
	36"x36"		10'	\$ 27.73	
All Way	18"x6"		12'	\$ 31.80	
Speed Limit	18"x24"	3' post base for 2" post		\$ 13.21	
	24"x36"	2" square bracket		\$ 8.60	
Do Not Enter	24"x24"	for extruded Street Name blade			
	30"x30"	Cross bracket		\$ 8.45	
One Way	36"x12"	for one Street Name blade over			
	30"x30"x30"	another			
Yield	36"x36"x36"				
Street Name	9" high				

Milton Sign Replacement Strategy Alternatives - \$7,500 Annual Budget

Sign Type	Total	2014		2015		2016		2017		2018		Remaining Unaddressed Signs	Total Cost
		Beginning Retroreflective NonCompliant	Replace	Cost	Replace	Cost	Replace	Cost	Replace	Cost	Replace		
Stop	116	43	38	\$ 7,420	28	\$ 5,467	28	\$ 5,467	22	\$ 4,296	\$ -	-	\$ 22,650
Yield	1	0	1	\$ 87	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-	\$ 87
One Way	28	20	\$ -	\$ -	28	\$ 1,893	\$ -	\$ -	\$ -	\$ -	\$ -	-	\$ 1,893
Do Not Enter	9	7	\$ -	\$ -	9	\$ 694	\$ -	\$ -	\$ -	\$ -	\$ -	-	\$ 694
Speed Limit	16	4	\$ -	\$ -	16	\$ 1,292	\$ -	\$ -	\$ -	\$ -	\$ -	-	\$ 1,292
		74	\$ 7,507	\$ 7,453	\$ 7,360	\$ 4,296	\$ -	\$ 26,616					

Stop and Street Name	Yield	Speed Limit	Do Not Enter	One Way
Sign(s) \$ 133.20	\$ 46.09	\$ 39.80	\$ 36.14	\$ 29.67
Post \$ 45.01	\$ 40.94	\$ 40.94	\$ 40.94	\$ 37.93
Brackets \$ 17.05	\$ -	\$ -	\$ -	\$ -
\$ 195.26	\$ 87.03	\$ 80.74	\$ 77.08	\$ 67.60

Base Costs	Yield	Speed Limit	Do Not Enter	One Way
Stop 30"x30"	\$ 44.30	2" square post	8'	\$ 24.72
36"x36"	\$ 69.80	10'	10'	\$ 27.73
All Way 18"x6"	\$ 11.14	12'	12'	\$ 31.80
Speed Limit 18"x24"	\$ 29.67	3' post base for 2" post		\$ 13.21
24"x36"	\$ 39.80	2" square bracket		\$ 8.60
Do Not Enter 24"x24"	\$ 36.14	for extruded Street Name blade		
30"x30"	\$ 49.93	Cross bracket		\$ 8.45
36"x12"	\$ 29.67	for one Street Name blade over another		
One Way 30"x30"x30"	\$ 35.88			
Yield 36"x36"x36"	\$ 46.09			
Street Name 9" high	\$ 63.40			

Jerry Kovach
President



17776 Oak Hill Drive - Milford, DE 19963
302-422-7676 Fax: 302-422-3434

Proposal

Date of Proposal:
6/13/13

Project Number:
JP130454

To: Town of Milton
115 Federal Street
Milton, DE 19968
Attn: Dustan Russum

Project: Atlantic Avenue - Milton

Phone: 302-853-2455 Cell

Email drussum@ci.milton.de.us

We hereby submit the following specifications and price quotes for the above referenced project:

Paving

1. Adjust manholes using manhole rings.
2. Perform rotomilling as necessary.
3. Sweep and clean existing pavement of any loose material and debris.
4. Apply tack coat.
5. Place 2" Type "C" surface course.
6. Clean up and haul away construction debris generated by our activities.

• Union to Spruce	2,075 SY	\$30,146.36
• Spruce to Yew	2,166 SY	\$30,725.16
• Yew to County Road	2,453 SY	\$32,693.08

General Notes:

- No wage rates
- One Mobilization
- No retainage
- All mix quoted is 64-22/160 GY unless otherwise specified.

Escalation Clauses:

- *Quote based on current Liquid Asphalt Cost of \$595.00 per Ton.*
- *All asphalt adjustments will be based on Virgin AC content only.*
- *Quote based on current Weekly On Highway Diesel Fuel Index of \$4.16 per gallon*
- *Invoicing will reflect any changes in liquid asphalt, fuel escalation and material increases from the time the proposal was quoted*
- *By signing below you indicate that you accept the above general notes and escalation clauses.*

We hereby propose to furnish labor, material and equipment - complete in accordance with the above specifications, for the sum of:

_____ dollars _____ (\$)

Terms Net 30 days from date of invoice. A 1.5% per month (18% per year) service charge will be added to all unpaid balances after 30 days from date of invoice. Purchaser agrees that acceptance of this proposal creates a contractual obligation in connection with this contract obligating purchaser to pay all monies due, any service charge due and any collection costs Jerry's Inc. may incur including, but not limited to, reasonable counsel fees, court costs and other similar collection expenses.

SPECIAL TERMS:

If at any time the financial responsibility of purchaser becomes impaired or unsatisfactory to the Company, Jerry's Inc. reserves the right to require payment in advance or satisfactory security. All material is guaranteed to be as specified. All work to be completed in a workmanlike manner according to standard practices. Additional Hot Mix used due to change in plans, scope, leveling and wedging will be billed as extra to the contract. This agreement is subject to strikes, accidents, unforeseen construction problems, and other causes beyond our control. Owner to carry fire, tornado and other necessary insurance. Our workers are fully covered by Worker's Compensation Insurance

Authorized signature

ACCEPTANCE OF PROPOSAL:

The above polices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above. The undersigned is hereby authorized on behalf of the Owner named above to execute this Proposal and bind purchaser to the provisions of this proposal.

ACCEPTED

Date: _____

Authorized Signature

Title

Please return signed copy of proposal for scheduling. Keep a copy for your records.

Jerry Kovach
President



17776 Oak Hill Drive - Milford, DE 19963
302-422-7676 Fax: 302-422-3434

Proposal

Date of Proposal:
6/13/13

Project Number:
JP130455

To: Town of Milton
115 Federal Street
Milton, DE 19968
Attn: Dustan Russum

Project: New Street
Town of Milton

Phone: 302-853-2455 Cell

Email drussum@ci.milton.de.us

We hereby submit the following specifications and price quotes for the above referenced project:

**Option 1: Full Depth Pavement Reconstruction –
125' of Roadway from Federal Street**

1. Rotomill and remove pavement area to a depth of $\pm 6"$
2. Replace with 4" Type "B" base course (76-22/160GY) and 2" Type "C" surface course (76-22/160 GY) hot mix on approximately 392 SY.

Option 1: \$20,036.93

**Option 2: Full Depth Pavement Reconstruction –
Chestnut Street to Federal Street**

1. Rotomill and remove pavement area to a depth of $\pm 6"$
2. Replace with 4" Type "B" base course (76-22/160GY) and 2" Type "C" surface course (76-22/160 GY) hot mix on approximately 1,683 SY.

Option 2: \$65,854.67

General Notes:

- No wage rates
- One Mobilization
- No retainage
- All mix quoted is 64-22/160 GY unless otherwise specified.

Escalation Clauses:

- *Quote based on current Liquid Asphalt Cost of \$595.00 per Ton.*
- *All asphalt adjustments will be based on Virgin AC content only.*
- *Quote based on current Weekly On Highway Diesel Fuel Index of \$4.16 per gallon*
- *Invoicing will reflect any changes in liquid asphalt, fuel escalation and material increases from the time the proposal was quoted*
- *By signing below you indicate that you accept the above general notes and escalation clauses.*

We hereby propose to furnish labor, material and equipment - complete in accordance with the above specifications, for the sum of: _____ dollars (\$)

Terms Net 30 days from date of invoice. A 1.5% per month (18% per year) service charge will be added to all unpaid balances after 30 days from date of invoice. Purchaser agrees that acceptance of this proposal creates a contractual obligation in connection with this contract obligating purchaser to pay all monies due, any service charge due and any collection costs Jerry's Inc. may incur including, but not limited to, reasonable counsel fees, court costs and other similar collection expenses.

SPECIAL TERMS:

If at any time the financial responsibility of purchaser becomes impaired or unsatisfactory to the Company, Jerry's Inc. reserves the right to require payment in advance or satisfactory security. All material is guaranteed to be as specified. All work to be completed in a workmanlike manner according to standard practices. Additional Hot Mix used due to change in plans, scope, leveling and wedging will be billed as extra to the contract. This agreement is subject to strikes, accidents, unforeseen construction problems, and other causes beyond our control. Owner to carry fire, tornado and other necessary insurance. Our workers are fully covered by Worker's Compensation Insurance

Authorized signature Jerry Kovach

ACCEPTANCE OF PROPOSAL:

The above polices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above. The undersigned is hereby authorized on behalf of the Owner named above to execute this Proposal and bind purchaser to the provisions of this proposal.

ACCEPTED Date: _____

Authorized Signature _____ Title _____

Please return signed copy of proposal for scheduling. Keep a copy for your records.

Jerry Kovach
President



17776 Oak Hill Drive - Milford, DE 19963
302-422-7676 Fax: 302-422-3434

Proposal

Date of Proposal:
6/13/13

Project Number:
JP130452

To: Town of Milton
115 Federal Street
Milton, DE 19968
Attn: Dustan Russum

Project: State Road Patches

Phone: 302-853-2455 Cell

Email drussum@ci.milton.de.us

We hereby submit the following specifications and price quotes for the above referenced project:

State Road Patches

Patching - 13 @ 6' x 6'

1. Flaggers.
2. Saw cut and excavate patch areas as necessary.
3. Place 3" Type "B" base course and 2" Type "C" surface course hot mix in patch areas.

General Notes:

- All striping excluded
- No wage rates
- One Mobilization
- No retainage
- All mix quoted is 64-22/160 GY unless otherwise specified.

Escalation Clauses:

- *Quote based on current Liquid Asphalt Cost of \$595.00 per Ton.*
- *All asphalt adjustments will be based on Virgin AC content only.*
- *Quote based on current Weekly On Highway Diesel Fuel Index of \$4.16 per gallon*
- *Invoicing will reflect any changes in liquid asphalt, fuel escalation and material increases from the time the proposal was quoted*
- *By signing below you indicate that you accept the above general notes and escalation clauses.*

We hereby propose to furnish labor, material and equipment - complete in accordance with the above specifications, for the sum of:

Six Thousand, Eight Hundred, Sixty-Five and 31/100 dollars **(\$6,865.31)**

Terms Net 30 days from date of invoice. A 1.5% per month (18% per year) service charge will be added to all unpaid balances after 30 days from date of invoice. Purchaser agrees that acceptance of this proposal creates a contractual obligation in connection with this contract obligating purchaser to pay all monies due, any service charge due and any collection costs Jerry's Inc. may incur including, but not limited to, reasonable counsel fees, court costs and other similar collection expenses.

SPECIAL TERMS:

If at any time the financial responsibility of purchaser becomes impaired or unsatisfactory to the Company, Jerry's Inc. reserves the right to require payment in advance or satisfactory security. All material is guaranteed to be as specified. All work to be completed in a workmanlike manner according to standard practices. Additional Hot Mix used due to change in plans, scope, leveling and wedging will be billed as extra to the contract. This agreement is subject to strikes, accidents, unforeseen construction problems, and other causes beyond our control. Owner to carry fire, tornado and other necessary insurance. Our workers are fully covered by Worker's Compensation Insurance

ACCEPTANCE OF PROPOSAL:

The above polices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above. The undersigned is hereby authorized on behalf of the Owner named above to execute this Proposal and bind purchaser to the provisions of this proposal.

Authorized signature _____
ACCEPTED Date: _____

 Authorized Signature Title

Please return signed copy of proposal for scheduling. Keep a copy for your records.

Jerry Kovach
President



17776 Oak Hill Drive - Milford, DE 19963
302-422-7676 Fax: 302-422-3434

Proposal

Date of Proposal:
6/13/13

Project Number:
JP130453

To: Town of Milton
115 Federal Street
Milton, DE 19968
Attn: Dustan Russum

Project: Milton Alleys

Phone: 302-853-2455 Cell

Email drussum@ci.milton.de.us

We hereby submit the following specifications and price quotes for the above referenced project:

Paving

1. Construct butt joints at all tie-in areas..
2. Sweep and clean existing pavement of any loose material and debris.
3. Apply tack coat.
4. Place 2" Type "C" surface course.
5. Clean up and haul away construction debris generated by our activities.

• Manship	534 SY	\$12,246.44
• Hazzard	617 SY	\$12,825.24
• Parker	847 SY	\$14,445.88
• Prettyman	638 SY	\$12,987.85

General Notes:

- All striping excluded
- No wage rates
- One Mobilization
- No retainage
- All mix quoted is 64-22/160 GY unless otherwise specified.

Escalation Clauses:

- *Quote based on current Liquid Asphalt Cost of \$595.00 per Ton.*
- *All asphalt adjustments will be based on Virgin AC content only.*
- *Quote based on current Weekly On Highway Diesel Fuel Index of \$4.16 per gallon*
- *Invoicing will reflect any changes in liquid asphalt, fuel escalation and material increases from the time the proposal was quoted*
- *By signing below you indicate that you accept the above general notes and escalation clauses.*

We hereby propose to furnish labor, material and equipment - complete in accordance with the above specifications, for the sum of:

_____ dollars _____ (\$)

Terms Net 30 days from date of invoice. A 1.5% per month (18% per year) service charge will be added to all unpaid balances after 30 days from date of invoice. Purchaser agrees that acceptance of this proposal creates a contractual obligation in connection with this contract obligating purchaser to pay all monies due, any service charge due and any collection costs Jerry's Inc. may incur including, but not limited to, reasonable counsel fees, court costs and other similar collection expenses.

SPECIAL TERMS:

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Authorized signature

ACCEPTANCE OF PROPOSAL:

The above polices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above. The undersigned is hereby authorized on behalf of the Owner named above to execute this Proposal and bind purchaser to the provisions of this proposal.

ACCEPTED

Date: _____

Authorized Signature

Title

Please return signed copy of proposal for scheduling. Keep a copy for your records.

Jerry Kovach
President



17776 Oak Hill Drive - Milford, DE 19963
302-422-7676 Fax: 302-422-3434

Proposal

Date of Proposal:
6/21/13

Project Number:
JP130493

To: Town of Milton
115 Federal Street
Milton, DE 19968
Attn: Dustan Russum

Project: Road Patches on Town Streets

Phone: 302-853-2455

Email drussum@ci.milton.de.us

We hereby submit the following specifications and price quotes for the above referenced project:

Road Patches on Town Streets

Patching – As per list provided

1. Rotomill and/or saw cut and excavate patch areas as necessary.
2. **Heavy Duty Areas:** Place 2" Type "B" base course and 2" Type "C" surface course hot mix in patch areas – approx. 137 SY.
3. **Light Duty Areas:** Place 2" Type "C" surface course hot mix in patch areas – approx. 294 SY.

Chestnut Street - \$19,702.90

Remaining Streets - \$6,256.28

General Notes:

- All striping excluded
- Traffic control / flaggers excluded
- No wage rates
- One Mobilization
- No retainage
- All mix quoted is 64-22/160 GY unless otherwise specified.

Escalation Clauses:

- *Quote based on current Liquid Asphalt Cost of \$595.00 per Ton.*
- *All asphalt adjustments will be based on Virgin AC content only.*
- *Quote based on current Weekly On Highway Diesel Fuel Index of \$4.16 per gallon*
- *Invoicing will reflect any changes in liquid asphalt, fuel escalation and material increases from the time the proposal was quoted*
- *By signing below you indicate that you accept the above general notes and escalation clauses.*

We hereby propose to furnish labor, material and equipment - complete in accordance with the above specifications, for the sum of:

dollars (\$)

Terms Net 30 days from date of invoice. A 1.5% per month (18% per year) service charge will be added to all unpaid balances after 30 days from date of invoice. Purchaser agrees that acceptance of this proposal creates a contractual obligation in connection with this contract obligating purchaser to pay all monies due, any service charge due and any collection costs Jerry's Inc. may incur including, but not limited to, reasonable counsel fees, court costs and other similar collection expenses.

SPECIAL TERMS:

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Authorized signature

ACCEPTANCE OF PROPOSAL:

The above polices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above. The undersigned is hereby authorized on behalf of the Owner named above to execute this Proposal and bind purchaser to the provisions of this proposal.

ACCEPTED

Date: _____

Authorized Signature

Title

Please return signed copy of proposal for scheduling. Keep a copy for your records.

Luther Cir

Bay Ave

Hazzard St

Benninger St

Spruce St

Pine St

Cedar St

Hemlock St

Yew St

Boxwood St

Conwell St

Sussex St

Atlantic Ave

Benninger Ave
606 St

Valley Rd

Palmer St

County Rd

© 2013 Google

Imagery Date: 7/4/2010 38°47'01.03" N 75°18'30.45" W Elev 57 ft Eye Alt

Google



523 Federal Street Milton, DE 19968
302-684-3661 fax: 302-684-4263

Estimate #6160

06/07/2013

Prepared for:
Town of Milton
Dustan

Prepared by:
Quillen Signs
Salesperson: Teresa Townsend
523 Federal Street
Milton, De 19968
Phone: 302-684-3661 Fax: 302-684-4263

Phone: 684-4110 Fax: 684-8999

Description:
Shipbuilders Village OPTIONS

Quantity	Description	Each	Amount	Tax
1	Remove sign	\$80.00	\$80.00	
1	New sign - blasted HDU with woodgrain effect (2 new signs - new framing and posts)	\$8,656.00	\$8,656.00	
1	refurbish existing sign faces - new posts, new framing	\$5,886.00	\$5,886.00	
1	re-install sign (either new or old)	\$80.00	\$80.00	

TOTALS Subtotal: \$14,702.00

Sales Tax: \$0.00

Total: \$14,702.00

Terms:

PREVIEW ESTIMATE. Quillen Signs does not obtain any required permits. This is customer responsibility. Prices good for 30 days

By my signature below, I authorize work to begin and agree to pay above amount in full according to the terms on this agreement.

SIGNED: _____ DATE: _____ AMT. PAID TODAY: _____