

**DOVER/KENT COUNTY
METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEARS 2014-2017**

Considered: May 8, 2013

Prepared at the Direction of the
Dover/Kent County Metropolitan Planning Organization Council

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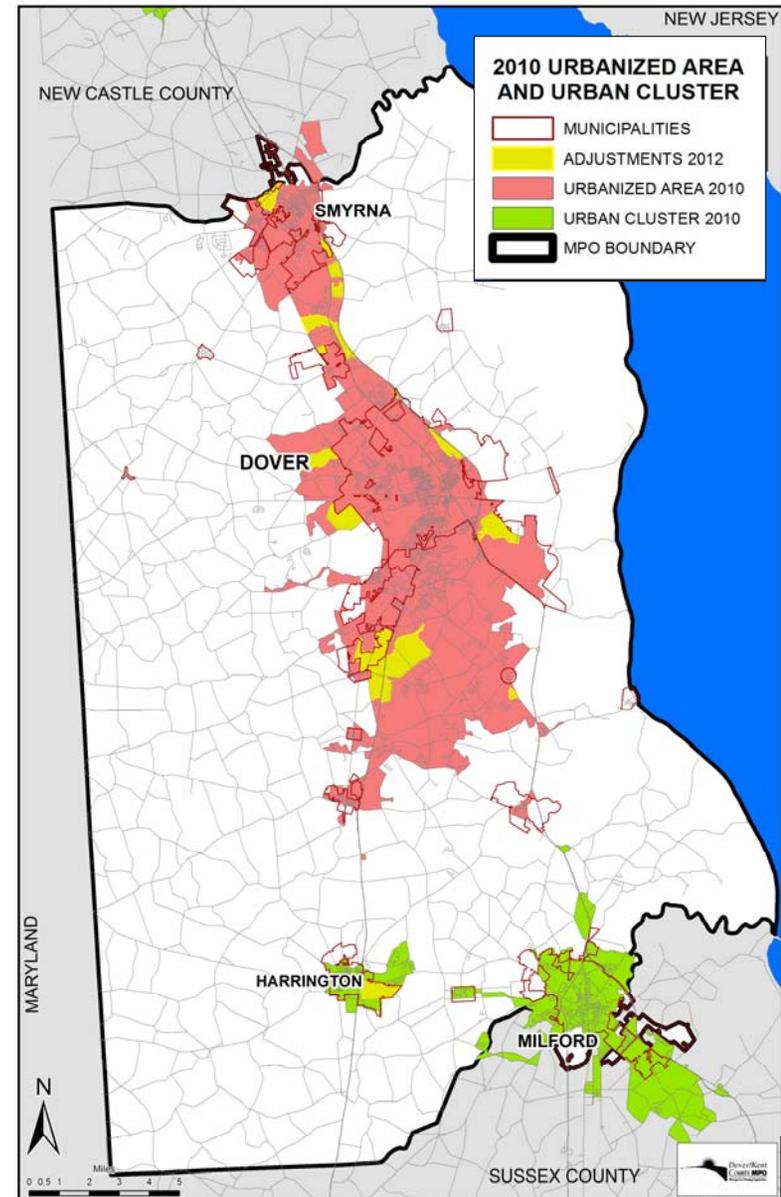
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Background

The Dover/Kent County Metropolitan Planning Organization (Dover/Kent County MPO) is the transportation planning organization for the Dover, Delaware urbanized area. The Dover/Kent County MPO was established in 1992 under the mandates of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, which requires that a metropolitan planning process be established in urbanized areas with a population greater than 50,000. The Dover urbanized area exceeded that threshold by the 1990 U.S. Census of Population, with a figure of 50,757. The MPO subsequently officially expanded the area of responsibility to Kent County and its municipalities including the portions of Milford and Smyrna in the neighboring counties. In 2010, the urbanized area population was determined to be 110,769, a 75% increase from the 2000 population of 65,044. The population of Kent County grew from 126,697 in 2000 to 162,310 persons in the 2010 decennial census, a 28% increase.

Transportation funding was reauthorized as Moving Ahead for Progress in the 21st century (MAP-21) in 2012. The Transportation Improvement Program (TIP) is one of the products that the federal legislation requires a metropolitan planning organization to prepare at least every four years. The purpose of the TIP is to disclose transportation projects for which federal funding will be sought over a four year period. The TIP should reflect the region's priorities, represent a consensus among state and regional officials, show a direct relationship to the regional transportation plan, be financially constrained, and conform with federal air quality regulations as they relate to transportation. Finally, the TIP must be subjected to thorough public review during development and prior to adoption.

The 2014-2017 TIP follows the preceding (2012-2015) TIP as amended in November, 2012. The previous amended TIP was prepared from the 2013 Capital Transportation Program (CTP) and influenced by the MPO's 2040 Metropolitan Transportation Plan



(MTP). This document was prepared with the benefit of a draft 2014 CTP, which represented an initial view of the spectre of “substantial changes to the available funding” and, therefore, the project list. If the CTP and State Bond Bill projects and expenditures are the first indication of actual funded projects and their budget, they will be amended into this document through the summer of CY2013, as is our practice.

Public input will be solicited from residents of the county, as well as from the Public Advisory Committee (PAC) meetings held at the Kent County Administration Building. In the past, the MPO had advertised and toured the TIP sites during a bus tour. Since there are no new major projects included in this document, the MPO will forgo a three hour free bus tour of TIP project sites in 2013. The Delaware Department of Transportation (DelDOT) analyzed financial and air quality requirements for the MPO.

The funds anticipated to be used for the Kent County projects in the TIP during FY 2014 - FY 2017 are shown below.

	<u>Total Amount</u>	<u>Federal Share</u>
FY 14	\$34,981,498	\$31,543,100
FY 15	\$28,435,000	\$28,411,100
FY 16	\$40,768,800	\$39,624,700
FY 17	\$42,363,500	\$37,907,080

In addition to this funding for new projects, DelDOT maintains and operates the transportation system under statewide categories such as bridge inspection, pavement rehabilitation, roadway signage, intersection improvements and statewide transit services and equipment. The actual amount of funds to be spent from these statewide categories in the MPO’s region cannot always be determined since projects are selected based on statewide needs. A small percentage of costs for Statewide Projects within the MPO’s region are federally funded. This amended MPO TIP will be submitted to DelDOT as the region’s input for the FY 2014-FY 2017 Statewide Transportation Improvement Program (STIP).

Regional Goals

Kent County has a diverse economy and population. The City of Dover is a strong metropolitan hub situated in the center of the county in a growth corridor that extends from Smyrna to the north and Milford or Harrington to the south. Inside the functional growth corridor and actual Kent County Growth Zone are the largest employers, include Dover Air Force Base, the State of Delaware, Kraft General Foods USA, BayHealth Medical Center, the Eagle Group, General Metalcraft Inc., Proctor and Gamble, Inc., and ILC Dover, Inc. The regional warehouse of Wal-Mart, located in Smyrna, has also been playing a greater role in the economic development of the area. Outside of the growth corridor, the county's economy is predominantly agricultural, including a well-established but dwindling Amish community. The presence of three four-year colleges and one two-year college and their satellite locations enhances the region's ability to attract and maintain a diverse community.

On January 9, 2013, the MPO adopted its 2040 Metropolitan Transportation Plan (MTP), the MPO's long-range transportation plan (LRTP). The MTP, which has greater than a 20-year planning horizon, assesses the region's short-term improvement needs, projects future needs, projects the funds available, and identifies goals and objectives to meet those needs. The MTP must be financially reasonable and result in a positive impact on the region's air quality. The regional planning process is being coordinated with DeLDOT's statewide planning process, the Office of State Planning Coordination's State Strategies for Policies and Spending, Kent County's Comprehensive Plan, and the Comprehensive Plan's of all municipalities and other plans in the region.

The 2040 MTP provides a framework to guide future transportation planning, programming activities, and policy alternatives. The following goals are identified for Kent County:

- Strengthen the diverse and relatively stable local economy;
- Maintain the current quality of life, including the agricultural economy, the abundant natural resources and open space, and the accessibility of political leaders;
- Manage growth effectively by ensuring adequate infrastructure is available to support desired growth patterns;
- Improve access and mobility while ensuring the safety and security of all citizens; and
- Preserve and expand transportation infrastructure to safely and efficiently transport people and goods.

A hierarchy of fundamental strategies has been developed to support these goals and further guide transportation planning and programming decisions for transportation investments by:

- Preserving and maintaining the existing transportation system;
- Improving management of the existing transportation system;
- Developing and expanding multiple transportation modes; and
- Providing additional roadway system capacity.

Projects in the FY2014-2017 TIP were drawn from the 2040 MTP.

The Prioritization Process

In the recent past, the MPO, led by the Technical Advisory Committee, deferred to the project prioritization completed for the Regional Transportation Plan. The prioritization was moot as it was, because the TIP was taken from the first four years of the CTP. There is a renewed attempt to create a planning process where the TIP is produced by the MPO and then becomes portion of the CTP. This attempt is at the same time that the Department of Transportation's budget is undergoing critical analysis and changed significantly for FY 2014. The MPO and the department are finding their way through the dual challenges of funding the most important projects while attempting to rein in the budget. This TIP implements a new approach by the Department to developing the CTP while the MPO still attempts to involve our partners in fully implementing our revised separate prioritization process.

The former method of scoring project prioritization was based on the 10 factors described in table 1. An attempt to realign the scoring of two projects for prioritization was initially made by adding two additional factors; support for the community's comprehensive plan and support for the regional growth management plans. The attempt became an interim one as it was determined that the MPO should consider implementing a wholesale change in how projects are viewed. In fact the prospective changed from one of nominated project analysis and scoring to one of problem analysis and scoring.. Rather than asking communities to nominate presumed solutions, the MPO asked them to nominate problems that they realize in the transportation system of their community. The problems will be prioritized for significance in the MPO area access and then analyzed for potential environmental impacts. The most important projects or the highest scoring projects would be turned over to the Department of Transportation for project development. The MPO received one response of our initial request for problem nominations and will work toward sufficient participation to fully implement this new process.

The nominations from the one respondent were evaluated under the existing prioritization process to ensure a like evaluation. The nominated projects were fit into the prioritized list to be included in the MTP.

Table 1. Factors, Definitions and Weights for TIP Project Scoring

Factor	Description	Weight
Safety	Extent to which project location represents a safety hazard/solution for motorists, pedestrians, bicyclists and/or transit users.	0.20
Support for Comprehensive/Community Plans	Extent to which the project supports policies or is derived from an approved County or Municipal Comprehensive Plan or a special transportation study, such as corridor study or bike plan.	0.20
Environmental Justice	Extent to which project has disproportionately high and adverse effects on minority and low-income populations or disproportionately benefits populations not protected under Title VI of the Civil Rights Act of 1964.	0.10
Transit	Support shifting people/goods to rail or bus; or support more efficient operation of rail or bus.	0.05
Pedestrian/Bicycle Travel	Extent to which project incorporates/supports/enhances bicycle/pedestrian access or use.	0.05
Environmental Impacts	Extent to which project avoids problems related to drainage, noise, cultural/historic areas, and ecologically sensitive areas.	0.03
Economic Impacts	Extent to which project supports worker and customer access to major commercial sites, freight, access to major business/industrial sites, and transshipment points, and supports economic development.	0.05
System Continuity	Extent to which a project fills a gap or eliminates functional bottlenecks/pinch points and/or project has been identified by the congestion management system as having a problem.	0.10
Sustainability	Extent to which forecast levels of performance will be sustained, based on professional judgment about the certainty of, or confidence in assumptions, forecasting and analysis of project impacts.	0.02
Consistency with the MPO Regional Transportation Plan	Extent to which projects support/implement goals.	0.20
Total		1.00

The state of Delaware Department of Transportation had experienced a major upheaval in the past few years. The result has been a significant contraction in the amount of funds made available for these projects and realignment of the state's CTP. The priority list included in the 2009 RTP has, for the most part, been retained in the new 2013 MTP, with the exception of those totally completed projects. To implement the priority process, each MPO member was given the opportunity to submit projects for inclusion in the TIP during the spring of 2012 and throughout the year. Once a rating was adopted for each project, it was included in the MTP to be considered for the TIP.

Public Participation

Public review was an integral aspect of the TIP process. Public participation was solicited through PAC, TAC and Council meetings and with a virtual bus tour of proposed project sites. Because the contraction of the budget, staff determined that a TIP based bus tour would not show anything new and was cancelled for the year. We have determined that the list of projects included in this TIP is substantially the same list of past bus tours. As an alternative to riding around looking at the same locations, the MPO is producing a video tour of project sites that will be posted on our website.

Rather than making available DeIDOT and MPO staff to answer questions while at the site, the MPO will have responses to questions posted on the website. We are hoping to revive the bus tour when there are new projects or significant changes worthy of the time and expense.

The MPO is offering the opportunity for public comment beginning Monday, April 1, 2013 through Wednesday, May 1, 2013. The MPO did provide an opportunity for, and received, comment specifically on the TIP overview at the February 13, 2013 TAC meeting, the February 26, 2013 PAC, and the March 6, 2013 Council meeting. The TAC meeting of April 10th will begin the committee and Council process for the FY 2014-2017 TIP.

News releases and advisories publicizing all of the meetings will be posted on the MPO's website and sent to members of each MPO committee, print and electronic media outlets, each of the libraries in Kent County, state legislators representing Kent County and contiguous areas, Kent County Levy Court, mayors of Kent County municipalities, and Dover City Council. Copies of the draft TIP will be made available to anyone who asks. The draft document will be posted on the MPO's website.

To comply with the requirements of Title VI, with reference to the FY 2014-2017 TIP, the MPO will make an extra effort to include minorities and low-income populations in the decision-making process of submitted projects through the implementation of its public participation policy and representation on the MPO's PAC. When a proposed project is located in an Environmental Justice (EJ) neighborhood, special measures are taken to reach out to those who would be affected.

Air Quality Conformity

Overview

Kent County is part of the Philadelphia-Wilmington-Trenton non-attainment area, though it was not cited as a non-attainment county for Ozone. In July, 2012, Kent County was found to have ‘Moderate’ Ozone issues, but remained in attainment of the standards. As the federally-designated Metropolitan Planning Organization for Kent County, Delaware, the Dover/Kent County MPO, is required through federal regulations to show that the 2040 MTP and the 2014-2017 TIP complied with the requirements of the 1990 Clean Air Act and subsequent amendments (CAA).

To comply with the CAA, the MPO must demonstrate that the transportation system created through implementation of the 2040 MTP and FY 2014-2017 TIP does not generate more emissions than allowed in the emissions budget set by the Delaware Department of Natural Resources and Environmental Control (DNREC) in the State Implementation Plan (SIP). The SIP is also approved by the US EPA. The emissions targeted for the Dover/Kent County MPO region are the two major ozone contributors, volatile organic compounds (VOCs) and nitrogen oxide (NOx). During development of the 2040 MTP, NOx and VOC emissions were tested in Kent County for 2010, 2020, 2030 and 2040 against the MOBILE6.2 eight-hour ozone standard attainment plan budgets. Because the proposed TIP adds no new non-exempt, regionally significant projects, the analysis previously completed in November, 2012 is accurate.

The FY 2012-2015 TIP and FY 2013-2016 TIP

The projects in the FY 2014-2017 TIP are represented in the 2040 MTP. The projects in the TIP are only a small portion of those in the MTP. There have been no significant changes in the scope of the projects and no non-exempt, regionally significant projects have been added. The modeling process completed for the 2040 Metropolitan Transportation Plan remains an accurate analysis of air quality impacts. The results of the modeling process can be found in the 2040 MTP on the MPO website at <http://doverkentmpo.delaware.gov/programs/regional-transportation-plan-rtp>.

Determination

The Dover/Kent County MPO 2014-2017 Transportation Improvement Program conforms to the SIP.

Program Categories and Project List

The FY 2014-2017 TIP mirrors DelDOT's FY 2014-2019 CTP. The projects and funded amounts included in this 2014-2017 TIP reflect the amounts allocated in the FY 2014-2019 CTP for years FY2014 through 2017. The Obligation Plan and Fiscal Constraint documentation were prepared using the Kent County and statewide budgets provided by the state Department of Transportation. Projects are divided according to the portion of the transportation system in which each is allocated – Road System: Expressways, Arterials, Collectors, Locals, Bridges and Other Transit System: Vehicles, Amenities, and Rail.

Table 3 on the following pages lists statewide projects and programs for which funding is being requested for fiscal years 2014, 2015, 2016 and 2017. These are predominantly funding programs that include projects in all three Delaware counties. More information about these projects and programs can be found in the FY 2014-2019 CTP.

Appendix A lists the projects in the MPO's planning area for which funding is being requested for fiscal years 2014, 2015, 2016 and 2017. The majority of the projects in this scaled down TIP are Road System projects. The appendix provides a project description, location map and pictures of each project. Funding, both authorizations and spend are listed in thousands for each project in each year of the TIP.

Appendix D lists projects which have been submitted to the TIP through the MTP, but have not been funded. Once a project is submitted to the TIP, it is kept on the prioritized list until it is funded or the MPO decides to remove it.

Table 3: FY2014-2017 Identified Statewide Projects

PROJECT (x000)	FY 2014 TOTAL	FY 2015 TOTAL	FY 2016 TOTAL	FY 2017 TOTAL	2014-2017 TOTAL
ROAD SYSTEMS					
BRIDGES	5,600.0	11,800.0	14,300.0	19,450.0	51,150.0
Bridge Management	4,300.0	0.0	0.0	0.0	4,300.0
Bridge Preservation	1,300.0	7,500.0	10,000.0	15,150.0	33,950.0
Bridge Inspection	0.0	4,300.0	4,300.0	4,300.0	12,900.0
BICYCLE, PEDESTRIAN AND OTHER IMPROVEMENTS	12,272.1	1,250.0	1,250.0	1,250.0	16,022.1
ENGINEERING & CONTINGENCY	26,845.4	26,845.4	26,845.4	26,845.4	107,381.6
ENVIRONMENTAL IMPROVEMENTS	522.5	722.5	522.5	522.5	2,290.0
INTERSECTION IMPROVEMENTS	2,268.0	3,068.0	3,068.0	2,868.0	11,272.0
RECREATIONAL TRAILS	1,350.0	1,350.0	1,350.0	0.0	4,050.0
MATERIALS & MINOR CONTRACTS	4,300.0	4,300.0	4,500.0	5,000.0	18,100.0
CORRIDOR CAPACITY PRESERVATION	3,000.0	0.0	0.0	0.0	3,000.0
PAVING & REHABILITATION	67,500.0	52,750.0	55,500.0	64,500.0	240,250.0
SAFE ROUTES TO SCHOOL	891.0	926.0	526.8	0.0	2,343.8
SCENIC BYWAYS	65.9	0.0	0.0	0.0	65.9
RAIL CROSSING SAFETY	1,303.0	1,303.0	1,303.0	1,510.7	5,419.7
RIDE ABILITY	100.0	400.0	100.0	100.0	700.0
HAZARD ELIMINATION PROGRAM	2,444.4	2,444.4	2,444.4	2,444.4	9,777.6

PROJECT (x000)	FY 2014 TOTAL	FY 2015 TOTAL	FY 2016 TOTAL	FY 2017 TOTAL	2014-2017 TOTAL
HIGH RISK RURAL ROADS PROGRAM	277.8	277.8	277.8	277.8	1,111.0
SIGNAGE & PAVEMENT MARKINGS	2,972.0	2,972.0	2,772.0	2,772.0	11,488.0
TRAFFIC CALMING	150.0	200.0	150.0	150.0	650.0
TRANSPORTATION ENHANCEMENTS	3,490.5	3,490.5	4,190.5	3,815.5	14,986.5
SUPPORT					
ADVANCED ACQUISITIONS	0.0	0.0	0.0	0.0	0.0
AERONAUTICS PLANNING	280.0	280.0	280.0	280.0	1,120.0
EDUCATION AND TRAINING	200.0	200.0	200.0	200.0	800.0
HEAVY EQUIPMENT PROGRAM	10,400.0	10,400.0	10,400.0	10,800.0	42,000.0
PLANNING	7,613.6	8,413.9	8,413.9	9,013.9	33,415.3
Local Transportation Assistance Program (TAP)	0.0	0.0	0.0	0.0	0.0
MPO/FHWA	2,119.2	2,119.2	2,119.2	2,119.2	8,476.8
MPO/FTA	470.9	470.9	470.9	470.9	1,883.6
Pedestrian ADA Accessibility	0.0	500.0	500.0	1,000.0	2,000.0
Planning PD	880.0	1,180.0	1,180.0	1,280.0	4,520.0
Records Management	0.0	00	0.0	0.0	0.0
Rural TAP	78.2	78.2	78.2	78.2	312.8
Statewide Planning & Research/FHWA	3,296.3	3,296.3	3,296.3	3,296.3	13,185.2
Statewide Planning & Research/FTA	124.3	124.3	124.3	124.3	497.2
Truck Weight Enforcement	395.0	395.0	395.0	395.0	1,580.0

PROJECT (x000)	FY 2014 TOTAL	FY 2015 TOTAL	FY 2016 TOTAL	FY 2017 TOTAL	2014-2017 TOTAL
University Research	250.0	250.0	250.0	250.0	1,000.0
TECHNOLOGY	7,381.2	6,081.2	6,381.2	6,681.2	33,506.0
DBE	125.0	125.0	125.0	125.0	500.0
IT Initiatives	7,452.0	6,940.0	6,940.0	6,400.0	31,272.0
DMV System Upgrade	5,000.0	5,000.0	5,000.0	3,000.0	18,000.0
OJT/ Support Services	0.0	0.0	0.0	0.0	0.0
Summer Transportation Institute	0.0	0.0	0.0	0.0	0.0
TRANSPORTATION FACILITIES	7,700.0	6,000.0	6,000.0	6,350.0	26,050.0
TRANSPORTATION MANAGEMENT IMPROVEMENTS	4,077.0	5,480.0	5,480.0	5,480.0	20,517.0
Traffic Signal Relamping	0.0	0.0	0.0	0.0	0.0
Traffic Signal Revolving Fund	125.0	0.0	0.0	0.0	125.0
Rideshare Trip Mitigation	480.0	480.0	480.0	480.0	1,920.0
Transportation Management Improvements	0.0	0.0	0.0	0.0	0.0
Transportation Management Improvements (SoGR)	3,472.0	5,000.0	5,000.0	5,000.0	18,472.0
TRANSIT					
TRANSIT FACILITIES	3,522.8	550.0	0.0	0.0	4,072.8
RAIL	350.0	300.0	300.0	300.0	1,250.0
TRANSIT VEHICLES	5,230.8	2,198.4	2,560.8	2,686.3	12,676.3

PROJECT (x000)	FY 2014 TOTAL	FY 2015 TOTAL	FY 2016 TOTAL	FY 2017 TOTAL	2014-2017 TOTAL
GRANTS AND ALLOCATIONS					
MUNICIPAL STREET	4,000.0	4,000.0	4,000.0	4,000.0	16,000.0
MSA Regular	4,000.0	4,000.0	4,000.0	4,000.0	16,000.0
MSA Restricted	0.0	0.0	0.0	0.0	0.0
COMMUNITY TRANSPORTATION	41,745.0	41,775.0	31,775.0	31,775.0	147,070.0
TOTALS	224,072.8	223,288.2	198,348.0	204,375.2	850,084.2

APPENDIX A
Funded Dover/Kent County MPO Projects

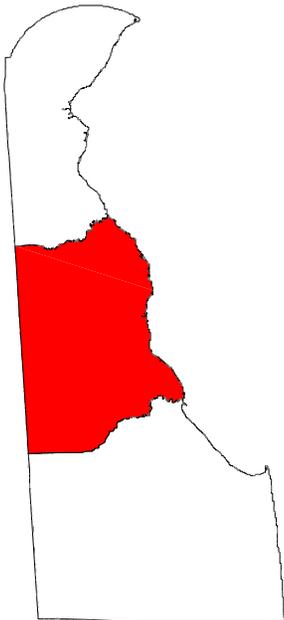
ROAD SYSTEM - ARTERIALS

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP), - KENT COUNTY

PROJECT SCOPE/DESCRIPTION: This program is a federally funded program to identify locations and reduce the severity and frequency of accidents. This is done through the identification of locations, accident patterns, conducting field studies, and developing potential solutions. The program utilizes a technical committee to review identified locations with a focus towards implementation of low cost high benefit solutions (signing, striping, signals). However, the program does identify several locations each year that involve large-scale design and capital construction projects. HSIP funds are designated within specific project requests. The proposed projects in Kent County to be addressed in this program are listed in the Funding Schedule below.

PROJECT JUSTIFICATION: These improvements are federally-mandated safety programs and intersection programs that provide safe turning movements.

County:	Kent
Funding Program:	Road System – Arterials
Estimated Cost:	\$7,300,000
MPO Priority Rating:	N/A (HSIP)



HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP), - KENT COUNTY

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2014 State/Other	FY 2014 Federal	FY 2015 State/Other	FY2015 Federal	FY 2016 State/Other	FY 2016 Federal	FY 2017 State/Other	FY 2017 Federal	FY 2014-2017 Total
US 13 @ Carpenter Bridge Rd	PE									
	RW									
	C	500.0	2000.0							2500.0
SR 300, Glenwood Ave.	PE	20.0	80.0							100.0
	RW	80.0	320.0							400.0
	C			220.0	880.0					1100.0
		600.0	2,400.0	220.0	880.0					4,100.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2014 State/Other	FY 2014 Federal	FY 2015 State/Other	FY2015 Federal	FY 2016 State/Other	FY 2016 Federal	FY 2017 State/Other	FY 2017 Federal	FY 2014-2017 Total
US 13 @ Carpenter Bridge Rd	PE									
	RW									
	C		1,000.0							1,000.0
SR 300, Glenwood Ave.	PE									
	RW				100.0					100.0
	C							200.0	800.0	1,000.0
TOTAL		0.0	1,000.0	0.0	100.0	0.0	0.0	200.0	800.0	2,100.0

SR 1 AT NE FRONT STREET, MILFORD GRADE SEPARATED INTERSECTION

PROJECT SCOPE/DESCRIPTION: This project includes the construction of a grade-separated intersection at the intersection of SR 1 and ne Front Street in Milford as part of the improvements to SR1 in Kent County. The attached image is one of six alternatives for the improvements that can be found at http://www.deldot.gov/information/projects/sr1_northeast_front_st/concept.shtml.

PROJECT JUSTIFICATION: The intersection of SR 1 , Bay Road, and SR 14, NE Front Street, is a high accident intersection. This project will preserve traffic capacity and safety in accordance with the Corridor Capacity Preservation Program.

Municipality: Milford
Funding Program: Road System – Arterials
Functional Category: Management
Representative District: 33
Senatorial District: 16
Estimated Cost: \$28,600,000
MPO Priority Score: 2.72



SR 1 AT NE FRONT STEET, MILFORD GRADE SEPARATED INTERSECTION

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2014 State/Other	FY 2014 Federal	FY 2015 State/Other	FY2015 Federal	FY 2016 State/Other	FY 2016 Federal	FY 2017 State/Other	FY 2017 Federal	FY 2014-2017 Total
SR 1 at NE Front Street Grade Separated Intersection	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	1200.0	4800.0	0.0	0.0	0.0	0.0	0.0	0.0	6000.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	1200.0	4800.0	0.0	0.0	0.0	0.0	0.0	0.0	6000.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2014 State/Other	FY 2014 Federal	FY 2015 State/Other	FY2015 Federal	FY 2016 State/Other	FY 2016 Federal	FY 2017 State/Other	FY 2017 Federal	FY 2014-2017 Total
SR 1 at NE Front Street Grade Separated Intersection	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	79.9	319.7	0.0	0.0	0.0	0.0	0.0	0.0	399.6
	RW	0.0	0.0	0.0	0.0	0.0	0.0	1,200.0	4,800.0	6,000.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	79.9	319.7	0.0	0.0	0.0	0.0	1,200.0	4,800.0	6,399.6

SR 1, LITTLE HEAVEN GRADE-SEPARATED INTERSECTIONS

PROJECT SCOPE/DESCRIPTION: This project includes the construction of new SR 1 northbound lanes and a service road, east of SR 1 from K371, Barratts Chapel Road to K373, Mulberrie Point Road, in Little Heaven. The existing SR 1 northbound lanes will be converted to SR 1 southbound lanes, and the existing SR 1 southbound lanes will be converted to a service road. The project also includes the construction of a grade-separation at K18, Bowers Beach Road, which will provide access to and from the service roads on either side of SR 1.

PROJECT JUSTIFICATION: The intersection of SR 1 and K18 has been targeted as a high accident intersection. The improvements will enhance safety and preserve traffic capacity along the SR 1 corridor. The service road will provide access for multiple developments both existing and proposed.

Municipality:

Funding Program:

Functional Category:

Representative District:

Senatorial District:

Estimated Cost:

MPO Priority Rating:

Road System – Arterials

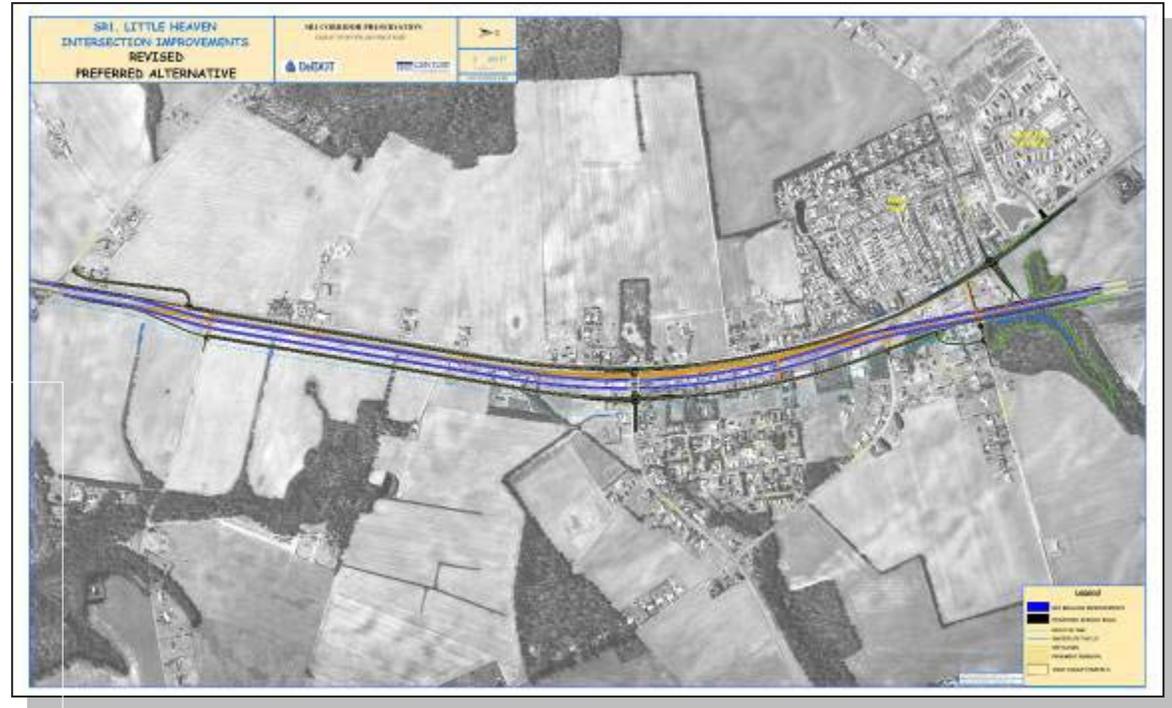
Management

33

16

\$72,575,800

2.16



SR 1, LITTLE HEAVEN GRADE-SEPARATED INTERSECTIONS

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2014- 2017 Total
SR 1/Little Heaven Grade Separated Intersection 24-122-04	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	9000.0	16000.0	0.0	0.0	0.0	0.0	25000.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY14 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

Project Funding Schedule (X \$000)										
Project	Phase	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2014- 2017 Total
SR 1/Little Heaven Grade Separated Intersection 24-122-04	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	4.3	85.0	0.0	0.0	0.0	0.0	0.0	0.0	89.3
	RW	977.3	3,108.6	0.0	0.0	0.0	0.0	0.0	0.0	4,085.9
	C	0.0	0.0	0.0	0.0	0.0	15,000.0	0.0	15000.0	30,000.0
	Total	981.6	3193.6	0.0	0.0	0.0	15,000.0	0.0	15000.0	34,175.2

SR 1 AT SOUTH FREDERICA GRADE SEPARATED INTERSECTION

PROJECT SCOPE/DESCRIPTION: This project includes improvements at the intersections of SR 1 and Frederica Road (K389) and SR 1 and Tub Mill Pond Road (K120). The proposed improvements will enhance the capacity and safety of the SR 1 corridor.

PROJECT JUSTIFICATION: The project will preserve traffic capacity and improve safety in accordance with the Corridor Capacity Preservation Program.

Municipality:	Frederica
Funding Program:	Road System – Arterials
Functional Category:	Management
Representative District:	33
Senatorial District:	16
Estimated Cost:	\$29,150,000
MPO Priority Rating:	2.11



SR 1 AT SOUTH FREDERICA GRADE SEPARATED INTERSECTION

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2014-2017 Total
SR 1/South Frederica Grade Separated Intersection	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	940.0
	C	4300.0	11700.0	0.0	5500.0	0.0	0.0	0.0	0.0	21500.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

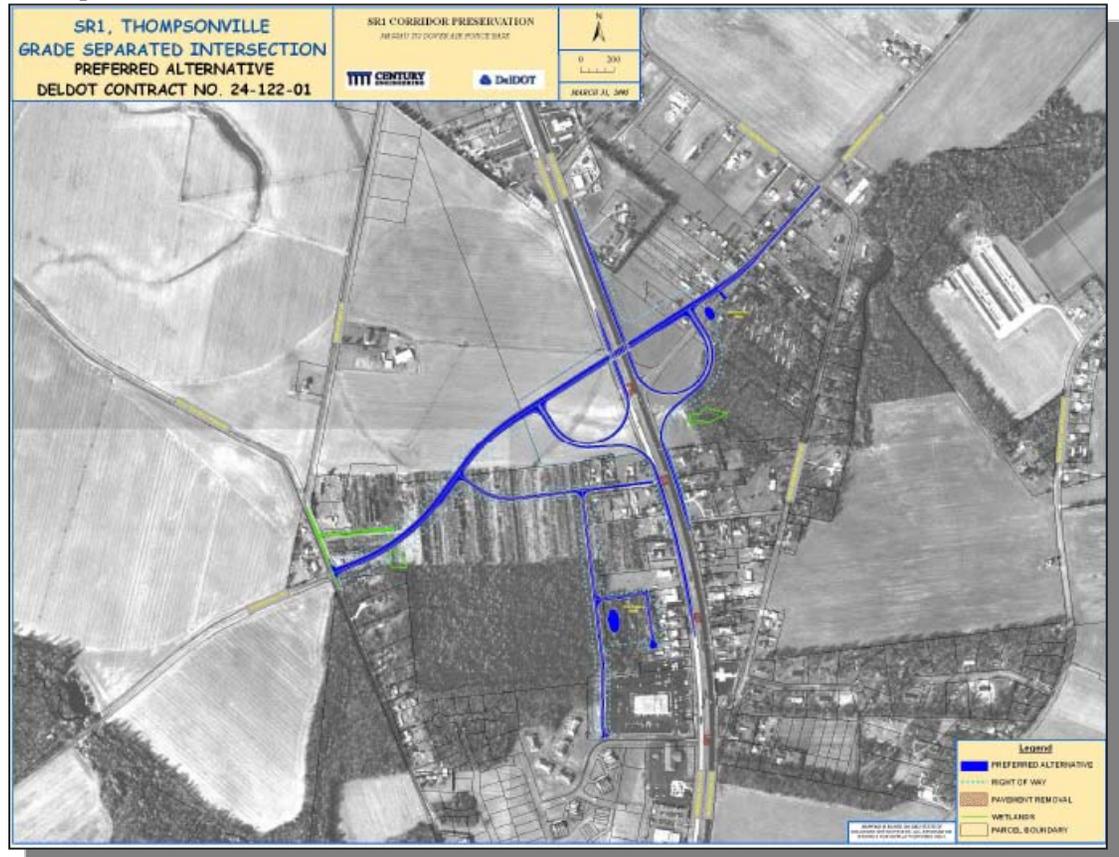
Project Funding Schedule (X \$000)										
Project	Phase	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2014-2017 Total
SR 1/South Frederica Grade Separated Intersection	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	8,000.0	0.0	12,000.0	0.0	3,500.0	0.0	0.0	23,500.0
	Total	0.0	8,000.0	0.0	12,000.0	0.0	3,500.0	0.0	0.0	23,500.0

SR 1, THOMPSONVILLE ROAD GRADE SEPARATED INTERSECTION

PROJECT SCOPE/DESCRIPTION: This project includes the construction of a grade-separated interchange at this intersection and extension of Thompsonville Road from the proposed interchange to the intersection of Tub Mill Road (K119) and Church Hill Road (K404). This project will also include the removal of the existing traffic signal at this intersection as well as the removal of median crossovers in the immediate vicinity. Preparations, including right-of-way acquisition was budgeted in 2011 and construction is set to begin in 2016.

PROJECT JUSTIFICATION: This intersection has been targeted as a high accident-prone intersection. The improvements will enhance safety and improve traffic flow along the SR 1 corridor. The improvements will also provide an alternate route to access west Milford.

County: Kent
Municipality:
Funding Program: Road System – Arterials
Functional Category: Management
Representative District: 33
Senatorial District: 16
Estimated Cost: \$26,088,500
MPO Priority Rating: 2.49



SR 1, THOMPSONVILLE ROAD GRADE SEPARATED INTERSECTION

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2014- 2017 Total
SR 1 / Thompsonville Road Grade Separated Intersection 24-122-01	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY14 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2013.

Project Funding Schedule (X \$000)										
Project	Phase	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2014- 2017 Total
SR 1/ Thompsonville Road Grade Separated Intersection 24-122-01	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	2.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0
	RW	400.0	1,600.0	0.0	0.0	0.0	0.0	0.0	0.0	2,000.0
	C	0.0	0.0	0.0	0.0	800.0	3,200.0	2,200.0	8,800.0	15,000.0
	Total	402.0	1,608.0	0.0	0.0	800.0	3,200.0	2,200.0	8,800.0	17,010.0

SR 1 AT SR 30 (WILKINS ROAD), MILFORD GRADE SEPARATED INTERSECTION

PROJECT SCOPE/DESCRIPTION: This project includes the construction of a grade-separated intersection at the intersection of SR 1 and de 30 in Milford as part of the improvements to SR1 through Kent County and into Sussex County. This project will replace the existing at-grade intersection with a grade-separated intersection. This will be accomplished by the installation of an overpass and a connecting ramp system for access. The northbound access will be achieved via a loop ramp to the southeast quadrant of the project. The southbound traffic will access the overpass via an access ramp that ties into SR30 to the south of the overpass. Improvements will also be made to the existing intersection of Wilkins Road and Cedar Creek Road to include the installation of a signal and auxiliary lanes to accommodate the various turning movements that occur at this location.

PROJECT JUSTIFICATION: This intersection has been designated for improvements under several programs. Initially, during the Corridor Capacity Preservation Program, an overpass was proposed to improve capacity and safety at the intersection. Additionally, during the Highway Safety Improvement Program analyses, this intersection has been designated for safety improvements due to the frequency and severity of accidents.

Municipality:	Milford
Funding Program:	Road System – Arterials
Functional Category:	Management
Representative District:	36
Senatorial District:	18
Estimated Cost:	\$15,017,509
MPO Priority Score:	2.72



SR 1 AT SR 30 (WILKINS ROAD), MILFORD GRADE SEPARATED INTERSECTION

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2014- 2017 Total
SR 1 At SR 30 (Wilkins Road), Milford Grade Separated Intersection	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2014-2017 Total
SR 1 At SR 30 (Wilkins Road), Milford Grade Separated Intersection	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	843.1	3,372.5	0.0	0.0	0.0	0.0	0.0	0.0	4,215.6
	Total	843.1	3,372.5	0.0	0.0	0.0	0.0	0.0	0.0	4,215.6

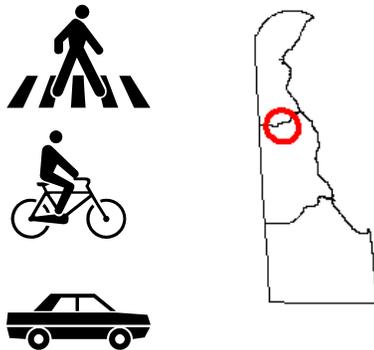
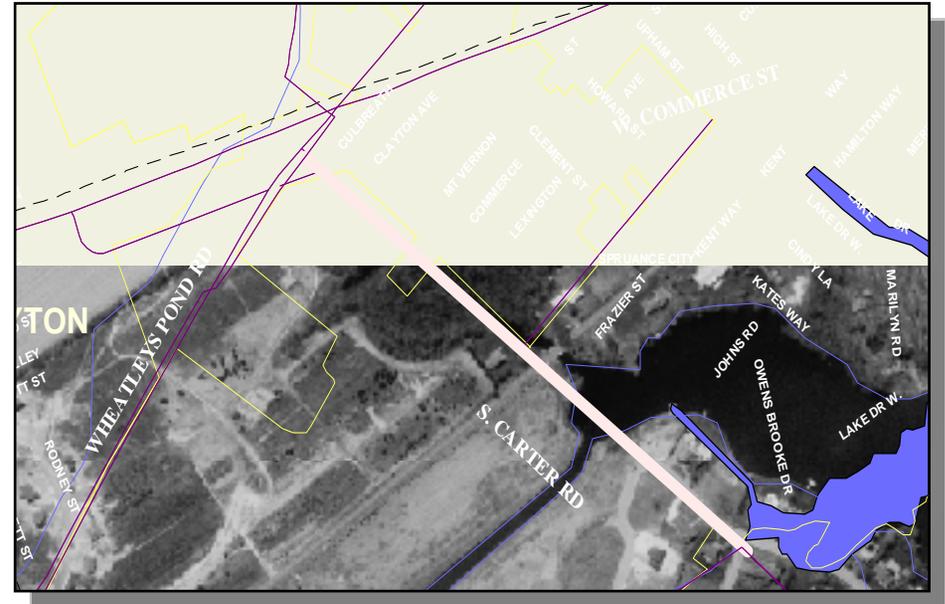
ROAD SYSTEM - COLLECTORS

CARTER ROAD (K137), SUNNYSIDE ROAD TO WHEATLEY'S POND ROAD

PROJECT SCOPE/DESCRIPTION: Funding is requested to improve vehicle, pedestrian, and bicycle travel along Carter Road (K137) between Sunnyside Road (K90) and Wheatley's Pond Road (SR300) in Smyrna. The improvements will involve widening Carter Road to two 11-foot lanes with two five-foot shoulders, installing curbs and sidewalks on one or both sides (both if in the Town of Smyrna from South Street to Mill Creek based on town ordinance), and addressing closed drainage (for four storm water basins), traffic calming, and safety improvements.

PROJECT JUSTIFICATION: The project was identified through the Pipeline process and the Dover/Kent County MPO. The project has been through an extensive public process.

County:	Kent
Municipality:	Smyrna
Funding Program:	Road System – Collectors
Functional Category:	Management
Representative District:	8, 28
Senatorial District:	15
Estimated Cost:	\$8,000,000
MPO Priority Rating:	2.52



CARTER ROAD (K137) , SUNNYSIDE ROAD TO WHEATLEY'S POND ROAD

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2014-2017 Total
Carter Rd from Sunnyside Ro to Wheatleys Pond Rd 23-016-01	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY14 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2013.

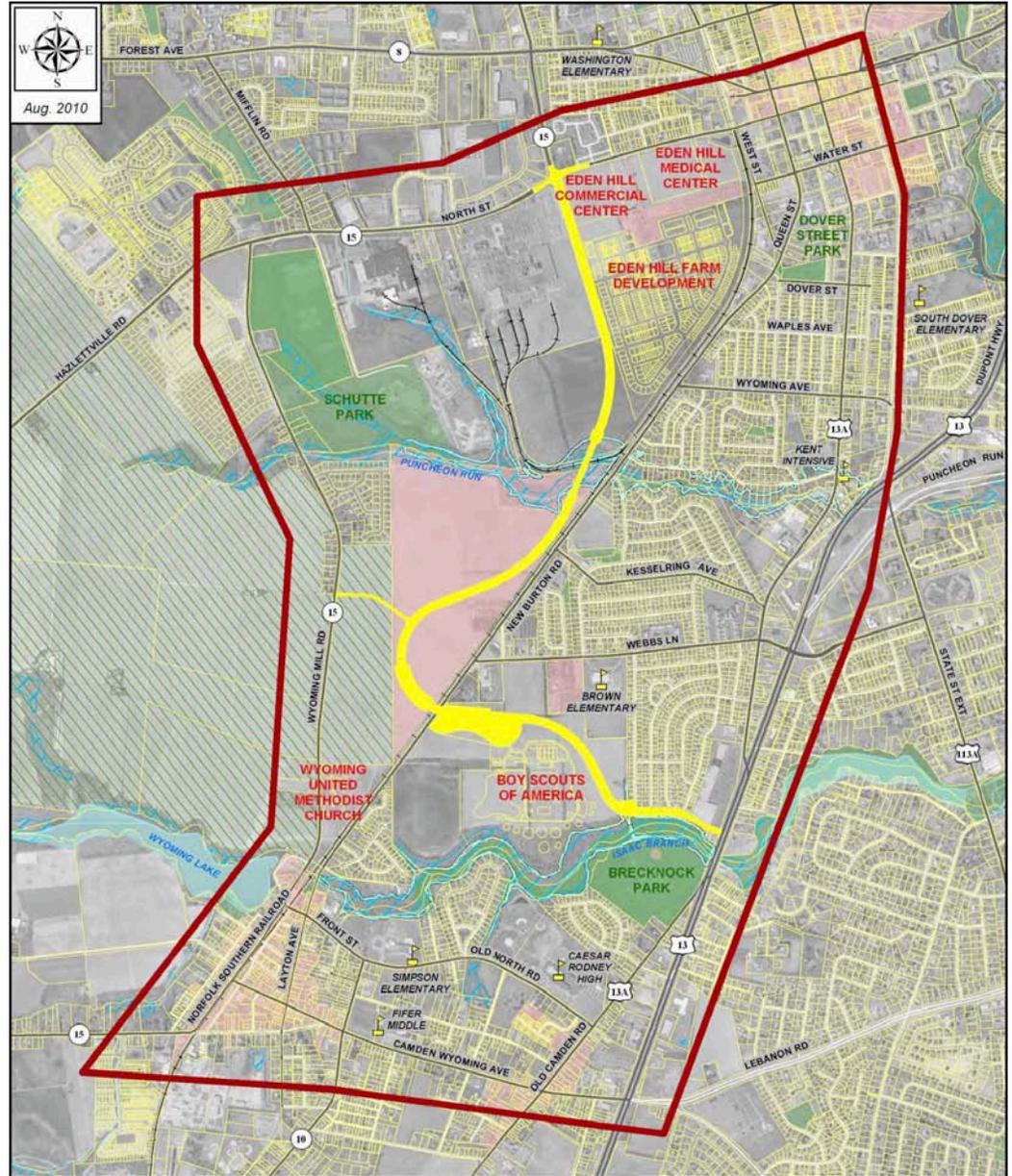
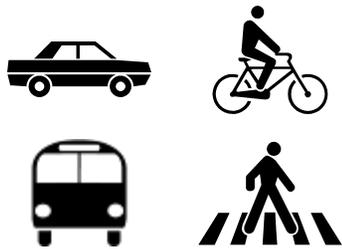
Project Funding Schedule (X \$000)										
Project	Phase	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2014-2017 Total
Carter Rd from Sunnyside Ro to Wheatleys Pond Rd 23-016-01	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	464.8	2,154.1	0.0	0.0	0.0	0.0	0.0	0.0	2,618.9
	Total	464.8	2,154.1	0.0	0.0	0.0	0.0	0.0	0.0	2,618.9

WEST DOVER CONNECTOR

PROJECT SCOPE/DESCRIPTION: A preferred alternative for the continuation of Saulsbury Road (SR15) through the Eden Hill property to US 13 has been identified and announced. The project is to address the transportation needs of the community as dictated by pending development and overall traffic growth and congestion in central Dover.

PROJECT JUSTIFICATION: The Dover/Kent County MPO Long Range Transportation Plan identifies the need for this project.

County:	Kent
Municipality:	Dover
Funding Program:	Road System – Collectors
Functional Category:	Expansion
Representative District:	31, 32
Senatorial District:	17
Estimated Cost:	\$49,784,000
MPO Priority Rating:	2.10



WEST DOVER CONNECTOR

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2014- 2017 Total
West Dover Connector 24-117-01	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	6250.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6250.0
	Total	6250.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6250.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2014- 2017 Total
West Dover Connector 24-117-01	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	80.0	320.0	0.0	0.0	0.0	0.0	0.0	0.0	400.0
	RW	0.0	6,500.4	0.0	0.0	0.0	0.0	0.0	0.0	6,500.4
	C	0.0	500.0	0.0	15,000.0	0.0	15,000.0	0.0	5,500.0	36,000.0
	Total	80.0	7,320.4	0.0	15,000.0	0.0	15,000.0	0.0	5,500.0	42,900.4

LOCAL ROADS

HEP KC, SR. 10 & SR. 15 INTERSECTION IMPROVEMENTS

PROJECT SCOPE/DESCRIPTION: The existing intersection of SR 10-Willow Grove Road & SR 15-Moose Lodge Road/Dundee Road includes no traffic control devices for the mainline (SR10) and stop signs for the side roads. This project proposes replacing the existing intersection with a round-about.

PROJECT JUSTIFICATION; This project was cited in the 2011 Hazard Elimination Program, Site C for safety improvements.

County:	Kent
Funding Program:	Road System – Local
Functional Category:	Management
Representative District:	34
Senatorial District:	15 17
Estimated Cost:	\$1,238,000



HEP KC, SR. 10 & SR. 15 INTERSECTION IMPROVEMENTS

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2014- 2017 Total
HEP KC, SR. 10 & SR. 15 INTERSECTION IMPROVEMENTS	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2014- 2017 Total
HEP KC, SR. 10 & SR. 15 INTERSECTION IMPROVEMENTS	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	28.0	0.0	0.0	0.0	0.0	0.0	0.0	28.0
	RW	0.0	0.0	0.0	0.0	20.0	180.0	0.0	0.0	200.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	200.0	800.0	1,000.0
	Total	0.0	28.0	0.0	0.0	20.0	180.0	200.0	800.0	1,228.0

BRIDGES:

BR 2-100A ON K330 DENNEYS ROAD OVER FORK BRANCH, DOVER-

PROJECT SCOPE/DESCRIPTION: This project consists of replacing the existing bridge with a timber bridge or concrete frame. Other work will include placing riprap for scour protection, reconstructing the approach roadways, and installing steel beam guardrail.

PROJECT JUSTIFICATION: The existing pipes are in poor condition that needs to be replaced. It is currently ranked 48th on the 2010 DelDOT Bridge Deficiency List.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 28
Senatorial District:
Estimated Cost: \$663,000
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2014 State/Other	FY 2014 Federal	FY 2015 State/Other	FY2015 Federal	FY 2016 State/Other	FY 2016 Federal	FY 2017 State/Other	FY 2017 Federal	FY 2014-2017 Total
BR 2-100A on K330 Denneys Road over Fork Branch, Dover-	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2014 State/Other	FY 2014 Federal	FY 2015 State/Other	FY2015 Federal	FY 2016 State/Other	FY 2016 Federal	FY 2017 State/Other	FY 2017 Federal	FY 2014-2017 Total
BR 2-100A on K330 Denneys Road over Fork Branch, Dover-	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	14.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0
	C	0.0	612.0	0.0	0.0	0.0	0.0	0.0	0.0	612.0
	Total	0.0	626.0	0.0	0.0	0.0	0.0	0.0	0.0	626.0

BR 2-112B ON K112 BURRVILLE ROAD OVER SAULSBURY DITCH, TABER FOREST

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of the existing corrugated metal pipes with a precast concrete three-sided frame using the clear zone concept. Additional work includes minor reconstruction of the approach roadway and placement of riprap in the stream to prevent scour.

PROJECT JUSTIFICATION: The existing pipes are structurally deficient. This bridge is currently ranked 57th on the 2010 DeIDOT Bridge Deficiency List.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 30
Senatorial District: 16
Estimated Cost: \$586,000
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2014- 2017 Total
BR 2-112B \on K112 Burrsville Road over Saulsbury Ditch, Taber Forest	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	3.2	12.8	0.0	0.0	0.0	0.0	0.0	0.0	16.0
	C	105.8	423.2	0.0	0.0	0.0	0.0	0.0	0.0	529.0
	Total	105.8	426.0	0.0	0.0	0.0	0.0	0.0	0.0	545.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY14 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2013.

Project Funding Schedule (X \$000)										
Project	Phase	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2014- 2017 Total
BR 2-112B \on K112 Burrsville Road over Saulsbury Ditch, Taber Forest	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	16.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	16.0

BR 2-114C ON K114 TODD'S CHAPEL ROAD OVER TOMAHAWK BRANCH

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of three large corrugated metal plate arches with three five-foot diameter reinforced concrete pipes. The approach roadways will be reconstructed as needed and riprap will be placed in the stream for scour protection. The work will be performed under a full road closure with a detour.

PROJECT JUSTIFICATION: The existing pipe arches are structurally deficient and were selected by the Pontis Bridge Management System for work. There is corrosion at the waterline with 100% section lost at some locations. This bridge was ranked 13th on the 2011 DelDOT Bridge efficiency list and has been posted for load restriction of 15 tons.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 30
Senatorial District: 16
Estimated Cost: \$254,400
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2014- 2017 Total
Br 2-11C On K114 Todd's Chapel Road Over Tomahawk Branch	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY14 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2013.

Project Funding Schedule (X \$000)										
Project	Phase	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2014- 2017 Total
Br 2-114C On K114 Todd's Chapel Road Over Tomahawk Branch	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	40.0	160.0	0.0	0.0	0.0	0.0	0.0	0.0	200.0
	Total	40.0	160.0	0.0	0.0	0.0	0.0	0.0	0.0	200.0

BR 2-158A ON K158CHESTNUT GROVE ROAD OVER CAHOON BRANCH,

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of the existing corrugated metal pipes with a precast concrete three-sided frame. Additional work includes minor reconstruction of the approach roadway, installation of guardrail as needed, and placement of riprap in the stream to prevent scour.

PROJECT JUSTIFICATION: The existing pipes are structurally deficient. This bridge is currently ranked 82nd on the 2010 DelDOT Bridge Deficiency List.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 31
Senatorial District: 15, 17
Estimated Cost: \$586,000
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2014- 2017 Total
BR 2-158A on K158 Chestnut Grove Road over Cahoon Branch,	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Note: When there is a Federal Spend – with no 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 (X \$000)										
Project	Phase	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2014- 2017 Total
BR 2-158A on K158 Chestnut Grove Road over Cahoon Branch,	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	603.0	0.0	0.0	0.0	0.0	0.0	0.0	603.0
	Total	0.0	603.0	0.0	0.0	0.0	0.0	0.0	0.0	603.0

BR 2-195A ON K195 WEST RAILROAD AVE OVER ISSACS BRANCH, WYOMING

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of the existing corrugated metal pipes with prestressed, precast concrete beams on stub abutments. Additional work includes minor reconstruction of the approach roadway, installation of guardrail as needed, and placement of riprap in the stream.

PROJECT JUSTIFICATION: The existing pipes are structurally deficient and were selected by the Pontis Bridge Management System for work. This bridge is currently ranked 77th on the 2010 DelDOT Bridge Deficiency List.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 34
Senatorial District: 17
Estimated Cost: \$985,000
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2014- 2017 Total
BR 2-195A on K195 West Railroad Ave over Issacs Branch, Wyoming	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	180.6	721.4	0.0	0.0	0.0	0.0	0.0	0.0	902.0
	Total	180.6	721.4	0.0	0.0	0.0	0.0	0.0	0.0	902.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY14 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2013.

Project Funding Schedule (X \$000)										
Project	Phase	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2014- 2017 Total
BR 2-195A on K195 West Railroad Ave over Issacs Branch, Wyoming	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	903.0	0.0	0.0	0.0	0.0	0.0	0.0	903.0
	Total	0.0	903.0	0.0	0.0	0.0	0.0	0.0	0.0	903.0

BR 2-203A ON TODD'S MILL ROAD OVER ISSAC'S BRANCH, WYOMING

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of the existing concrete deck slab with precast prestressed concrete box beams with a hot mix overlay. Additional work includes rehabilitation of the existing concrete sheet piles, minor reconstruction of the approach roadway, installation of guardrail as needed, and placement of riprap.

PROJECT JUSTIFICATION: The bridge is structurally deficient and was selected by the Pontis Bridge Management System for work. The bridge currently ranks 113th out of 1,399 on the Department's 2009 bridge deficiency list.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 34
Senatorial District: 17
Estimated Cost: \$457,000
MPO Priority Rating: N/A (Bridge)



BR 2-203A ON TODD'S MILL ROAD OVER ISSAC'S BRANCH, WYOMING

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2014- 2017 Total
Br 2-203A on Todds Mill Road over the Isdsacs Branch	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2014- 2017 Total
Br 2-203A on Todds Mill Road over the Isdsacs Branch	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	351.0	0.0	0.0	0.0	0.0	0.0	0.0	351.0
	Total	0.0	351.0	0.0	0.0	0.0	0.0	0.0	0.0	351.0

BR 2-371A ON K371 BARRETT'S CHAPEL ROAD OVER DOUBLE RUN, FREDERICA

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of Bridge 2-371A, consisting of 3 large-span corrugated metal pipe arches, with three 8-foot diameter reinforced concrete pipes. The approach roadways will be reconstructed as needed. Additional work includes placing riprap for scour protection and installing guardrail as necessary.

PROJECT JUSTIFICATION: The existing pipe arches are structurally deficient. There is corrosion at the waterline with sagging of the crown under the roadway and separation at multiple joints. This bridge is currently ranked 116th on the 2010 DelDOT Bridge Deficiency List.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 33
Senatorial District: 16
Estimated Cost: \$323,000
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2014- 2017 Total
BR 2-371A On K371 Barretts Chapel Road over Double Run, Fredrica	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Note: When there is a Federal Spend – with no 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 (X \$000)										
Project	Phase	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2014- 2017 Total
BR 2-371A On K371 Barretts Chapel Road over Double Run, Fredrica	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	300.0	0.0	0.0	0.0	0.0	0.0	0.0	300.0
	Total	0.0	300.0	0.0	0.0	0.0	0.0	0.0	0.0	300.0

KENT COUNTY PIPE REPLACEMENTS, FEDERALLY FUNDED, 2012

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of large corrugated metal pipes with a multiple cells of reinforced concrete pipes at four bridge locations; BR 2-131 A, 2-140 A, 2-160 A, and 2-286 A. The approach roadways will be reconstructed as needed and riprap will be placed in the streams for scour protection. The work will be performed under full road closures with detours.

PROJECT JUSTIFICATION: The existing pipes or pipe arches for each bridge are structurally deficient and were selected by the Pontis Bridge Management System for work. There is corrosion at the waterline with 100% section lost at some locations. These bridges were ranked in the 2012 DelDOT Bridge Deficiency List as follows: bridge 2-131 A ranked 81st, bridge 2-140 A ranked 87th, bridge 2-160 A ranked 55th, and bridge 2-286 A ranked 97th.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 29, 30
Senatorial District: 15
Estimated Cost: \$1,613,000
MPO Priority Rating: N/A (Bridge)

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2014 State/Other	FY 2014 Federal	FY 2015 State/Other	FY2015 Federal	FY 2016 State/Other	FY 2016 Federal	FY 2017 State/Other	FY 2017 Federal	FY 2014-2017 Total
<i>KENT COUNTY PIPE REPLACEMENTS, FEDERALLY FUNDED, 2012</i>	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY14 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2013.

Project Funding Schedule (X \$000)										
Project	Phase	FY 2014 State/Other	FY 2014 Federal	FY 2015 State/Other	FY2015 Federal	FY 2016 State/Other	FY 2016 Federal	FY 2017 State/Other	FY 2017 Federal	FY 2014-2017 Total
<i>KENT COUNTY PIPE REPLACEMENTS, FEDERALLY FUNDED, 2012</i>	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	16.0	64.0	0.0	0.0	0.0	0.0	0.0	0.0	80.0
	C	0.0	0.0	0.0	0.0	300.2	1,200.8	0.0	0.0	1,501.0
	Total	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	1,581.0

TRANSPORTATION FACILITIES

NO PROJECTS

TRANSIT SYSTEM –VEHICLES

PREVENTATIVE MAINTENANCE – KENT COUNTY

PROJECT SCOPE/DESCRIPTION: FTA permits the use of federal funds for vehicle preventative maintenance.

PROJECT JUSTIFICATION: Funding will support preventative maintenance of fixed route and paratransit vehicles, ensuring the reliability of the service.

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Maintenance
Estimated Cost: \$835,100

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2014- 2017 Total
Preventative Maintenance – Kent County	OTHER	0.0	95.4	0.0	95.4	0.0	95.4	0.0	95.4	381.6
	Total	0.0	95.4	0.0	95.4	0.0	95.4	0.0	95.4	381.6

Project Funding Schedule (X \$000)										
Project	Phase	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2014- 2017 Total
Preventative Maintenance – Kent County	OTHER	23.9	95.4	23.9	95.4	23.9	95.4	23.9	95.4	477.2
	Total	23.9	95.4	23.9	95.4	23.9	95.4	23.9	95.4	477.2

TRANSIT VEHICLE EXPANSION: CUMMULATIVE

PROJECT SCOPE/DESCRIPTION: This project will purchase buses to support the expansion of fixed-route and paratransit services in Kent County.

PROJECT JUSTIFICATION: The investment in transit vehicles is necessary to support growth and demand in Kent County.

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Expansion
Estimated Cost: \$3,372,500

Project Funding Schedule (X \$000)										
Project	Phase	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2014- 2017 Total
Transit Vehicle Expansion	PRO	0.0	0.0	0.0	891.0	0.0	0.0	0.0	0.0	891.0
	Total	0.0	0.0	0.0	891.0	0.0	0.0	0.0	0.09	891.0

This activities contributing to this cumulative total are identified on the following pages.

TRANSIT VEHICLE EXPANSION: DOVER/REHOBOTH SHUTTLE 30' LOW FLOOR (Route 307)

PROJECT SCOPE/DESCRIPTION: This project will purchase two 30-foot low-floor buses to provide expanded fixed route service in the Dover/Rehoboth area.

PROJECT JUSTIFICATION: DTC's business plan recommends expansion of fixed route service in the Dover/Rehoboth area.

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Expansion
Representative District: 32
Senatorial District: 18
Estimated Cost: \$891,100

DOVER/REHOBOTH SHUTTLE

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2014- 2017 Total
30' Low Floor (2) Replace MD 30'	PRO	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2014- 2017 Total
30' Low Floor (2 have) Replace MD 30'	PRO	0.0	0.0	0.0	891.0	0.0	0.0	0.0	0.0	891.0
	Total	0.0	0.0	0.0	891.0	0.0	0.0	0.0	0.09	891.0

TRANSIT VEHICLE REPLACEMENT AND REFURBISHMENT: CUMMULATIVE

PROJECT SCOPE/DESCRIPTION: This project consists of transit vehicle replacements and refurbishments for vehicles in Kent County including paratransit buses and support vehicles.

PROJECT JUSTIFICATION: The investment in transit vehicles is necessary to maintain the service to meet the demand in Kent County.

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Preservation
Estimated Cost: \$9,359,400
CTP page:

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2014- 2017 Total
Transit Vehicle Expansion	PRO	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2014- 2017 Total
Transit Vehicle Expansion	PRO	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

This activity includes the following four described items, the replacement and maintenance of: cut-away buses and related support vehicles identified on the following pages.

TRANSIT VEHICLE REPLACEMENT AND REFURBISHMENT: PARATRANSIT BUSES

PROJECT SCOPE/DESCRIPTION: This project will replace cut-away buses for paratransit service in Kent County. The replacement schedule includes 10 in FY 2012, 8 in FY 2013, 19 in FY 2014, and 18 in FY 2015, 12 in FY 2016.

PROJECT JUSTIFICATION: The investment in transit vehicle replacement and refurbishment is necessary to meet the projected vehicle replacement schedule.

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Preservation
Estimated Cost: \$8,487,000

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2014- 2017 Total
Paratransit Buses	PRO	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2014- 2017 Total
Paratransit Buses	PRO	357.1	1,428.4	0.0	324.6	0.0	1,448.5	527.9	2,111.7	6,198.2
	Total	357.1	1,428.4	0.0	324.6	0.0	1,448.5	527.9	2,111.7	6,198.2

TRANSIT VEHICLE REPLACEMENT AND REFURBISHMENT: SUPPORT VEHICLES

PROJECT SCOPE/DESCRIPTION: This project will purchase support vehicles to enable staff to monitor and maintain DTC operations and facilities in Kent County.

PROJECT JUSTIFICATION: The investment in support vehicle replacement is necessary to meet the projected vehicle replacement schedule.

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Preservation
Estimated Cost: \$104,600

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2014- 2017 Total
Support Vehicles	PRO	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2014- 2017 Total
Support Vehicles	PRO	0.0	0.0	0.0	0.0	0.0	0.0	104.6	0.0	104.6
	Total	0.0	0.0	0.0	0.0	0.0	0.0	104.6	0.0	104.6

APPENDIX B
Adopted Amendment Resolutions and Self-Certification
May 8, 2013

APPENDIX C
Financial Plan
(Including Evidence of Fiscal Constraint)

FY 2014 FHWA FINANCIAL PLAN

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
3														
4				FY 2014 FHWA OBLIGATIONAL PLAN TOLL CREDITS										
5				4/8/2013										
6	STATE	PROGRAM										FUNDS	FUNDS	
7	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE	
8	NUMBER	FUNDS	CODE	TITLE	REASON	STIP	TOLL CREDITS	DATE	DATE	AUTH		TO DATE	OBLIGATED	
9		4,400,000.00	L200	BARRATTS CHAPEL ROAD	CONS				X				-	
10			M400	BIKE PEDESTRIAN	PE,ROW,CONS					1,000,000.00			1,000,000.00	
11			M400	BIKE PEDESTRIAN TOLL CREDITS	PE,ROW,CONS					250,000.00			250,000.00	
12	05-10006	12,000,000.00	M001	BRIDGE PRESERVATION	PE,ROW,CONS					1,600,000.00		-	1,600,000.00	
13	05-10006	-	M233	BRIDGE PRESERVATION	PE,ROW,CONS				X	400,000.00			-	
14	05-10003	2,400,000.00	M001	BRIDGE MANAGEMENT	PE,ROW,CONS					1,400,000.00		-	1,400,000.00	
15	05-10003		M233	BRIDGE MANAGEMENT	PE,ROW,CONS				X	1,000,000.00			-	
16			M233	BRIDGE INSPECTION	PE					400,000.00			400,000.00	
17			M233	BRIDGE INSPECTION TOLL CREDITS	PE					100,000.00			100,000.00	
18			M001	BRIDGE INSPECTION	PE					2,160,000.00			2,160,000.00	
19			M001	BRIDGE INSPECTION TOLL CREDITS	PE					540,000.00			540,000.00	
20		450,000.00		STRUCTURE REHABILITATION OPEN END NORTH	CONS				X	360,000.00			-	
21				STRUCTURE REHABILITATION OPEN END NORTH TOLL CREDITS	CONS				X	90,000.00			-	
22		450,000.00		STRUCTURE REHABILITATION OPEN END CANAL	CONS				X	360,000.00			-	
23				STRUCTURE REHABILITATION OPEN END CANAL TOLL CREDITS	CONS				X	90,000.00			-	
24		150,000.00	M233	STRUCTURE REHABILITATION OPEN END CENTRAL	CONS				X	120,000.00			-	
25			M233	STRUCTURE REHABILITATION OPEN END CENTRAL TOLL CRED	CONS				X	30,000.00			-	
26		150,000.00	M233	STRUCTURE REHABILITATION OPEN END SOUTH	CONS				X	120,000.00			-	
27			M233	STRUCTURE REHABILITATION OPEN END SOUTH TOLL CREDITS	CONS				X	30,000.00			-	
28		24,000.00	L110	BR1-032 ON N203 FOULK ROAD OVER SOUTH BRANCH	ROW					24,000.00			24,000.00	
29			L110	BR1-032 ON N203 FOULK ROAD OVER SOUTH BRANCH TOLL CRE	ROW					6,000.00			6,000.00	
30		14,400.00	LICE	BR1-112 ON N257 YORKLYN ROAD OVER RED CLAY CREEK	ROW				X				-	
31	T201207101		M233	BR1-159 ON JAMES STREET OVER CHRISTINA RIVER	CONS					1,600,000.00			1,600,000.00	
32	T201207101		M001	BR1-159 ON JAMES STREET OVER CHRISTINA RIVER	CONS					2,400,000.00			2,400,000.00	
33	T201207101		L11E	BR1-159 ON JAMES STREET OVER CHRISTINA RIVER TOLL CRED	CONS					1,000,000.00			1,000,000.00	
34	T201307103		M001	BR 1-229B ON SR2 KIRKWOOD HIGHWAY OVER WHITE CLAY CR	ROW					27,200.00			27,200.00	
35	T201307103		M001	BR 1-229B ON SR2 KIRKWOOD HIGHWAY OVER WHITE CLAY CR	ROW					6,800.00			6,800.00	
36	T201307102		L11E	BR 1-254 ON N350 OLD NEWARK ROAD OVER COOL RUN	ROW					20,000.00			20,000.00	
37			L11E	BR1-274 ON N312 WEDGEWOOD RD.	CONS				X	400,000.00			-	
38	T201307401		M001	BR 1-393 ON SR299 MAIN STREET OVER APPOQUINIMINK RIVER	PE					32,000.00			32,000.00	
39			M001	BR 1-393 ON SR299 MAIN STREET OVER APPOQUINIMINK RIVER	PE					8,000.00			8,000.00	
40	T201307401		M001	BR 1-393 ON SR299 MAIN STREET OVER APPOQUINIMINK RIVER	ROW					22,400.00			22,400.00	
41			M001	BR 1-393 ON SR299 MAIN STREET OVER APPOQUINIMINK RIVER	ROW					5,600.00			5,600.00	
42		28,000.00	M001	BR1-543 ON N213 CARR ROAD OVER SHELLPOT CREEK	PE					29,600.00			29,600.00	
43			M001	BR1-543 ON N213 CARR ROAD OVER SHELLPOT CREEK TOLL CRED	PE					7,400.00			7,400.00	
44	T201307101		L11E	BR 1-567A ON N501 HAY ROAD OVER SHELLPOT CREEK, CITY OF	ROW				X	24,000.00			-	
45	T201007402		L1C0	BR1-585 ON AUGUSTINE CUTOFF	CONS				X	2,407,200.00			-	
46			M001	BR1-665N & 1-665S ON US 13 OVER	CONVERT					1,328,080.00			1,328,080.00	
47			M001	BR1-665N & 1-665S ON US 13 OVER	CONVERT					332,020.00			332,020.00	
48			M001	BR1-826 N & S	CONS					1,840,000.00			1,840,000.00	
49			M001	BR1-826 N & S TOLL CREDITS	CONS					460,000.00			460,000.00	
50			L1C0	BR2-012B ON SR 9	CONS				X	715,200.00			-	
51		512,000.00	L11E	BR2-016B ON K016 N LITTLE CREEK RD OVER LITTLE RIVER	CONS				X				-	
52	T201107202	524,000.00	M001	BR2-033B ON SR15 CANTERBURY ROAD OVER HUDSON BRANCH	CONS				X				-	
53	T201107202	131,000.00	M001	BR2-033B ON SR15 CANTERBURY ROAD OVER HUDSON BRANCH TOLL CREDITS	CONS				X				-	
54		489,600.00	M001	BR2-100A ON DENNEYS ROAD OVER FORK BRANCH	CONS				X				-	
55		122,400.00	M001	BR2-100A ON DENNEYS ROAD OVER FORK BRANCH TOLL CREDITS	CONS				X				-	

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4				FY 2014 FHWA OBLIGATIONAL PLAN TOLL CREDITS										
5				4/8/2013										
6	STATE	PROGRAM										FUNDS	FUNDS	
7	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE	
8	NUMBER	FUNDS	CODE	TITLE	REASON	STIP	TOLL CREDITS	DATE	DATE	AUTH		TO DATE	OBLIGATED	
56	T201107208	423,200.00	L11R	BR2-112B ON K112 BURRSVILLE ROAD OVER SAULSBURY DITCH	CONS				X				-	
57			L11R	BR2-112B ON K112 BURRSVILLE ROAD OVER SAULSBURY DITCH TOLL CREDITS	CONS				X	105,800.00			-	
58		423,200.00	L11E	BR2-166B ON K166 SHAWS CORNER ROAD OVER PINKS BRANCH	CONS				X				-	
59		105,800.00	L11E	BR2-166B ON K166 SHAWS CORNER ROAD OVER PINKS BRANCH TOLL CREDITS	CONS				X				-	
60			5L2E	BR2-195A ON WEST RAILROAD AVENUE OVER ISSAC BRANCH	CONS				X	240,000.00			-	
61		722,400.00	M001	BR2-195A ON WEST RAILROAD AVENUE OVER ISSAC BRANCH	CONS				X	482,400.00			-	
62			5L2E	BR2-195A ON WEST RAILROAD AVENUE OVER ISSAC BRANCH TOLL CREDITS	CONS				X	60,000.00			-	
63		180,600.00	M001	BR2-195A ON WEST RAILROAD AVENUE OVER ISSAC BRANCH TOLL CREDITS	CONS				X	120,600.00			-	
64		280,800.00	L110	BR2-203A ON TODD'S MILL ROAD OVER ISSAC BRANCH	CONS				X				-	
65	T201207505		L11E	KENT COUNTY PIPE REPLACEMENTS, FEDERAL, 2012	CONS				X	1,200,800.00			-	
66		240,000.00	M001	BR2-371A ON K371 BARRETTS CHAPEL ROAD OVER DOUBLE RU	CONS				X				-	
67		60,000.00	M001	BR2-371A ON K371 BARRETTS CHAPEL ROAD OVER DOUBLE RU	CONS				X				-	
68		564,000.00	M233	BR3-224 ON S546 CONRAIL ROAD OVER BUCKS BRANCH	CONS				X				-	
69		141,000.00	M233	BR3-224 ON S546 CONRAIL ROAD OVER BUCKS BRANCH TOLL CREDITS	CONS				X				-	
70	T201307602		L11E	BR 3-239 ON S046 OLD FURNACE ROAD OVER DEEP CREEK	ROW				X	16,000.00			-	
71	T201307602		L11E	BR 3-239 ON S046 OLD FURNACE ROAD OVER DEEP CREEK	CONS				X	253,600.00			-	
72		16,000.00	L11E	BR3-558 ON S417 DAISY ROAD OVER POCOMOKE RIVER	ROW								16,000.00	
73			L11E	BR3-558 ON S417 DAISY ROAD OVER POCOMOKE RIVER TOLL CREDITS	ROW					4,000.00			4,000.00	
74	T201107302		L1CE	BR 3-587 ON SR 26 NINE FOOT ROAD OVER WHARTONS BRANCH	CONS				X	512,000.00			-	
75	T201107302		L1CE	BR 3-587 ON SR 26 NINE FOOT ROAD OVER WHARTONS BRANCH TOLL CREDITS	CONS				X	128,000.00			-	
76		465,600.00	M240	BR3-906 ON S618 EVERGREEN LANE OVER HAVEN LAKE	CONS				X				-	
77	T201207604		L11E	SUSSEX COUNTY PIPE REPLACEMENTS, FEDERAL, 2012	CONS				X	1,440,000.00			-	
78		100,000.00	L480	DISADVANTAGED BUSINESS ENTERPRISE						125,000.00			125,000.00	
79			M240	EDUCATION AND TRAINING						200,000.00			200,000.00	
80		8,000.00	M240	ENVIRONMENTAL IMPROVEMENTS	ENV					18,000.00			18,000.00	
81		200,000.00	LS20	SAFETY IMPROVEMENT PROGRAM RURAL ROADS	PE,ROW,CONS					250,000.00			250,000.00	
82			LS20	SAFETY IMPROVEMENT PROGRAM RURAL ROADS TOLL CREDIT	PE,ROW,CONS					27,777.78			27,777.78	
83		2,200,000.00	MS30	SAFETY IMPROVEMENT PROGRAM	PE,ROW,CONS					2,200,000.00			2,200,000.00	
84		244,444.00	MS30	SAFETY IMPROVEMENT PROGRAM TOLL CREDITS	PE,ROW,CONS					244,444.00			244,444.00	
85		2,200,000.00	MS30	HIGHWAY SAFETY IMPROVEMENT PROGRAM, 11407,4050,3200	PE,ROW,CONS				X	5,135,000.00			-	
86		3,035,000.00	MS30	HSP	CONS				X				-	
87			MS30	CHURCHMANN'S ROAD - CHRISTIANA HOSPITAL TO SR 1	ROW					16,000.00			16,000.00	
88			MS30	CHURCHMANN'S ROAD - CHRISTIANA HOSPITAL TO SR 1 TOLL C	ROW					4,000.00			4,000.00	
89	T200809001	1,200,000.00	M001	I-95 CARR ROAD AND MARSH ROAD	ROW					40,000.00			40,000.00	
90	T200809001		M001	I-95 CARR ROAD AND MARSH ROAD TOLL CRDITS	ROW					10,000.00			10,000.00	
91			L030	LEA BOULEVARD - TATNALL STREET TO MARKET STREET	CONS				X	1,440,000.00			-	

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7	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE	
8	NUMBER	FUNDS	CODE	TITLE	REASON	STIP	TOLL CREDITS	DATE	DATE	AUTH		TO DATE	OBLIGATED	
92			MS30	MILL CREEK AND STONEY BATTER ROAD	CONS				X	1,700,000.00			-	
93	T201200106		MS30	SALEM CHURCH ROAD AT CHRISTIANA HIGH SCHOOL	ROW				X	9,000.00			-	
94	T201200106		M240	SALEM CHURCH ROAD AT CHRISTIANA HIGH SCHOOL	CONS					240,000.00			240,000.00	
95			M240	SALEM CHURCH ROAD AT CHRISTIANA HIGH SCHOOL TOLL CREDITS	CONS					60,000.00			60,000.00	
96		45,000.00		SR 2 AND CLEVELAND AVENUE INTERSECTION IMPROVEMENTS	PE				X				-	
97		135,000.00	M001	SR2 PIKE CREEK ROAD TO WOODMILL DRIVE	ROW					120,000.00			120,000.00	
98			M001	SR2 PIKE CREEK ROAD TO WOODMILL DRIVE TOLL CREDITS	ROW					30,000.00			30,000.00	
99		90,000.00	M240	SR72 AND OLD BALTIMORE PIKE INTERSECTION	ROW					80,000.00			80,000.00	
100			M240	SR72 AND OLD BALTIMORE PIKE INTERSECTION TOLL CREDITS	ROW					20,000.00			20,000.00	
101		5,580,000.00	L240	SR273 AND HARMONY ROAD INTERSECTION	CONS				X				-	
102	T200900704		LS3E	SR 273, APPLEBY AND AIRPORT ROAD	ROW				X	450,000.00			-	
103	T200900704		LS3E	SR 273, APPLEBY AND AIRPORT ROAD	CONS				X	1,870,000.00			-	
104		918,000.00	LS3E	SR273 INTERSECTION IMPROVEMENTS	CONS				X	1,870,000.00			-	
105			M001	SR 7 AT SKYLINE DRIVE/MERMAID STONEY BATTER ROAD	ROW					16,000.00			16,000.00	
106			M001	SR 7 AT SKYLINE DRIVE/MERMAID STONEY BATTER ROAD TOLL CREDITS	ROW					4,000.00			4,000.00	
107			M001	SR 7 AT SKYLINE DRIVE/MERMAID STONEY BATTER ROAD	CONS					480,000.00			480,000.00	
108			M001	SR 7 AT SKYLINE DRIVE/MERMAID STONEY BATTER ROAD TOLL CREDITS	CONS					120,000.00			120,000.00	
109			LZ20	SR7 AND VALLEY ROAD INTERSECTION	CONS				X	716,000.00			-	
110			M230	SR71, OLD PORTER ROAD TO SR 7	ROW					352,000.00			352,000.00	
111			M230	SR71, OLD PORTER ROAD TO SR 7 TOLL CREDITS	ROW					88,000.00			88,000.00	
112			MS30	SR896 AND OLD CHESTNUT HILL ROAD INTERSECTION	CONS				X	1,129,500.00			-	
113		45,000.00	M001	US 40 AND SR7 INTERSECTION IMPROVEMENTS	PE					40,000.00			40,000.00	
114			M001	US 40 AND SR7 INTERSECTION IMPROVEMENTS TOLL CREDITS	PE					10,000.00			10,000.00	
115														
116		450,000.00	M240	OLD BALTIMORE PIKE AND SALEM CHURCH ROAD	ROW					240,000.00			240,000.00	
117			M240	OLD BALTIMORE PIKE AND SALEM CHURCH ROAD TOLL CREDITS	ROW					60,000.00			60,000.00	
118	T201300102	NEW	MS30	HEP, I495 AT PHILADELPHIA PIKE	ROW				X	45,000.00			-	
119	T201300101	NEW	M240	HEP, US40 AT GLASGOW AVENUE	ROW					80,000.00			80,000.00	
120			M240	HEP, US40 AT GLASGOW AVENUE TOLL CREDITS	ROW					20,000.00			20,000.00	
121	T200900804		LS30	SOUTH STATE STREET AND SORGHUM MILL ROAD	CONS				X	1,800,000.00			-	
122		450,000.00	MS30	SR10 & SR15 INTERSECTION IMPROVEMENTS	CONS				X				-	
123	T201200801		L20E	SR 300 GLENWOOD AVENUE	ROW					80,000.00			80,000.00	
124			L20E	SR 300 GLENWOOD AVENUE TOLL CREDITS	ROW					20,000.00			20,000.00	
125	T201300301		M240	HEP SC, SR404 & SR18 INTERSECTION IMPROVEMENTS	ROW					120,000.00			120,000.00	
126			M240	HEP SC, SR404 & SR18 INTERSECTION IMPROVEMENTS TOLL CREDITS	ROW					30,000.00			30,000.00	
127	T201200801	220,000.00	L20E	SR 300 GLENWOOD AVENUE TOLL CREDITS	CONS				X				-	
128			LS30	FUTURE HSIP SUSSEX COUNTY	ROW				X	1,350,000.00			-	
129			LS30	FUTURE HSIP SUSSEX COUNTY	CONS				X	495,000.00			-	
130			M240	HSIP SUSSEX US 9 & SR 5	ROW					6,000,000.00			6,000,000.00	
131			M240	HSIP SUSSEX US 9 & SR 5 TOLL CREDITS	ROW					1,500,000.00			1,500,000.00	
132			M240	IRON BRANCH ROAD/STATE STREET	ROW					1,964,000.00			1,964,000.00	
133			M240	IRON BRANCH ROAD/STATE STREET TOLL CREDITS	ROW					491,000.00			491,000.00	
134			LZ2E	S275 PLANTATION ROAD, CEDAR GROVE/POSTAL LANE	CONS					4,800,000.00			4,800,000.00	
135			LZ2E	S275 PLANTATION ROAD, CEDAR GROVE/POSTAL LANE TOLL CREDITS	CONS					1,200,000.00			1,200,000.00	
136			MS30	SR24 AT SR5/SR23 INTERSECTION IMPROVEMENTS	PE					810,000.00			810,000.00	
137			MS30	SR24 AT SR5/SR23 INTERSECTION IMPROVEMENTS	PE					90,000.00			90,000.00	
138			MS30	US 9 (HSIP) CONS	CONVERT					3,262,500.00			3,262,500.00	
139			MS30	US 9 (HSIP) CONS TOLL CREDITS	CONVERT					362,500.00			362,500.00	
140			L250	US 13 AT ALLEN MILL ROAD FROM HILL ROAD	CONS				X	400,000.00			-	
141			M240	US113 ALMS HOUSE ROAD/SPEEDWAY RD	ROW					20,000.00			20,000.00	
142			M240	US113 ALMS HOUSE ROAD/SPEEDWAY RD	ROW					5,000.00			5,000.00	

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7	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE	
8	NUMBER	FUNDS	CODE	TITLE	REASON	STIP	TOLL CREDITS	DATE	DATE	AUTH		TO DATE	OBLIGATED	
143			MS30	US113 (HSIP)	CONVERT					2,274,503.40			2,274,503.40	
144			MS30	US113 (HSIP) TOLL CREDITS	CONVERT					252,722.60			252,722.60	
145			LS30	ZOAR (HSIP)	CONS				X	1,600,000.00			-	
146			L050	CHRISTINA RIVER CROSSING	PE				X				-	
147			LY20	CHRISTINA RIVER CROSSING						7,500,000.00			7,500,000.00	
148		1,800,000.00	L010	I-495 LIGHTING					X				-	
149			M001	I-95 AND SR141 RAMPS G & F IMPROVEMENTS	CONS				X	8,500,000.00			-	
150			M001	I-95 AND SR141 RAMPS G & F IMPROVEMENTS TOLL CREDITS	CONS				X	2,125,000.00			-	
151		2,160,000.00	L050	INDIAN RIVER INLET BRIDGE DEMOLITION	CONS				X				-	
152			M240	INTERSECTION IMPROVEMENTS	CONS					800,000.00			800,000.00	
153			M240	INTERSECTION IMPROVEMENTS TOLL CREDITS	CONS					200,000.00			200,000.00	
154			M001	INTERSTATE ROADWAY LIGHTING	CONVERT				X	930,000.00			-	
155			L200	LOCKERMANN ST/FOREST AVENUE	CONS				X				-	
156		170,000.00	4380	PLANNING - LOCAL TRANSPORTATION ASSISTANCE PROGRAM	PLAN									170,000.00
157		1,472,635.00	M450	PLANNING - METROPOLITAN PLANNING ORGANIZATION /FHWA	PLAN					1,695,391.00				1,695,391.00
158		90,642.00	LT30	MOTOR FUEL TAX COMPLIANCE AND ANTI TAX EVASION	PRO				X				-	
159			M001	INTERSTATE OPEN END DRAINAGE	CONS					1,800,000.00			1,800,000.00	
160			M001	INTERSTATE OPEN END DRAINAGE TOLL CREDITS	CONS					200,000.00			200,000.00	
161														
162			M001	INTERSTATE STRUCTURAL MAINTENANCE	CONS					829,600.00			829,600.00	
163			M001	INTERSTATE STRUCTURAL MAINTENANCE TOLL CREDITS	CONS					207,400.00			207,400.00	
164			L24E	ON THE JOB TRAINING SUPPORTIVE SERVICES						100,000.00			100,000.00	
165		12,800,000.00	M230	PAVEMENT REHABILITATIONS	CONS					1,500,000.00			1,500,000.00	
166			M231	PAVEMENT REHABILITATIONS	CONS					2,700,000.00			2,700,000.00	
167			M230	PAVEMENT REHABILITATIONS	CONS					6,800,000.00			6,800,000.00	
168			M232	PAVEMENT REHABILITATIONS	CONS					3,800,000.00			3,800,000.00	
169			M240	PAVEMENT REHABILITATIONS	CONS					2,000,000.00			2,000,000.00	
170			M001	PAVEMENT REHABILITATIONS	CONS					11,000,000.00			11,000,000.00	
171		1,975,000.00	M550	PLANNING - STATEWIDE & REGIONAL PLANNING	PLAN								-	1,975,000.00
172		596,900.00	M560	PLANNING - STATEWIDE & REGIONAL PLANNING	PLAN					662,000.00			662,000.00	
173			LS5E	RAIL CROSSING SAFETY	PD					67,500.00			81,000.00	
174		550,000.00	LS40	RAIL CROSSING SAFETY	CONS								-	550,000.00
175		61,111.00	LS40	RAIL CROSSING SAFETY TOLL CREDITS	CONS									61,111.00
176			MS50	RAIL CROSSING SAFETY	CONS					550,000.00			550,000.00	
177		550,000.00	MS50	RAIL CROSSING SAFETY TOLL CREDITS	CONS					61,111.00			61,111.00	
178		854,068.00	L94E	REC TRAILS						620,000.00			-	620,000.00
179			M940	REC TRAILS						460,000.00				460,000.00
180		99,000.00	LU1E	SAFE ROUTES TO SCHOOL	PLAN				X				-	
181		693,000.00	LU2E	SAFE ROUTES TO SCHOOL	CONS									693,000.00
182		198,000.00	LU3E	SAFE ROUTES TO SCHOOL	CONS									198,000.00
183			L97E	SCENIC BYWAYS						52,680.00				52,680.00
184		800,000.00	M001	SIGNAGE & PAVEMENT MARKINGS	CONS					800,000.00			-	800,000.00
185			M001	SIGNAGE & PAVEMENT MARKINGS TOLL CREDITS	CONS					200,000.00				200,000.00
186		2,400,000.00	M001	SR 1, REHOBOTH CANAL TO NORTH OF FIVE POINTS, PEDESTRAIN IMPROVEMENTS SIDEWALKS	CONS					6,680,000.00				6,680,000.00
187			M001	SR 1, REHOBOTH CANAL TO NORTH OF FIVE POINTS, PEDESTRAIN IMPROVEMENTS SIDEWALKS TOLL CREDITS	CONS					1,670,000.00				1,670,000.00

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188		42,381.00	L49E	TECHNOLOGY - SUMMER INTERN PROGRAM					X	44,960.00			-	
189		7,040,000.00	M230	N54 HOWELL SCHOOL ROAD	CONS				X	5,600,000.00			-	
190			M001	ROAD A / SR 7 IMPROVEMENTS						1,200,000.00			1,200,000.00	
191			M001	ROAD A / SR 7 IMPROVEMENTS						300,000.00			300,000.00	
192			M001	SR1 FROM TYBOUTS CORNER TO SR273	ROW					400,000.00			400,000.00	
193			M001	SR1 FROM TYBOUTS CORNER TO SR273 TOLL CREDITS						100,000.00			100,000.00	
194			L050	SR1 TRUCK WEIGH STATION	CONS				X			-	-	
195			L230	SR4 CHRISTIANA PARKWAY	CONS				X				-	
196			L240	SR 24 - SR30 TO LOVE CREEK	CONS				X				-	
197		4,016,000.00	L240	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	ROW				X			-	-	
198		8,900,000.00	LZ1E	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	CONVERT					3,200,000.00			3,200,000.00	
199		4,000,000.00	M232	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	CONVERT					500,000.00			500,000.00	
200			M240	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	CONVERT					5,100,000.00			5,100,000.00	
201			M232	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO TOLL CREDITS ASSAWOMAN CANAL	CONVERT					2,200,000.00			2,200,000.00	
202		1,840,000.00	M240	SR 72, MCCOY ROAD TO SR 71	ROW					800,000.00			800,000.00	
203			M240	SR 72, MCCOY ROAD TO SR 71	ROW					200,000.00			200,000.00	
204			L230	SR141 - SR2 KIRKWOOD HGY TO FAULKLAND RD	LANDSCAPING				X	600,000.00			-	
205		360,000.00	M400	RIDESHARE - TRANSPORTATION MANAGEMENT IMPROVEMENTS	PLAN					360,000.00		-	360,000.00	
206		712,880.00	M400	35" LOW FLOOR EXPANSION DOVER/REHOBOTH	PRO								712,880.00	
207			M400	35" LOW FLOOR EXPANSION DOVER/REHOBOTH TOLL CREDITS	PRO					178,220.00			178,220.00	
208			M400	40' HEAVY DUTY LOW FLOOR BUSES	CONVERT					1,600,000.00			1,600,000.00	
209			M400	40' HEAVY DUTY LOW FLOOR BUSES TOLL CREDIT	CONVERT					400,000.00			400,000.00	
210			LZ1R	40' HEAVY DUTY LOW FLOOR BUSES	CONVERT					-			-	
211			L40E	40' LOW FLOOR DOVER/REHOBOTH EXPRESS	PRO				X	712,880.00			-	
212		1,429,300.00	L400	45' OVER THE ROAD SR 141 CROSSTOWN	PRO				X	981,400.00			-	
213		2,131,900.00	M400	PARATRANSIT REPLACEMENT SUSSEX	PRO					173,120.00			173,120.00	
214			M400	PARATRANSIT REPLACEMENT SUSSEX TOLL CREDITS	PRO					43,280.00			43,280.00	
215			Q220	TRANSPORTATION ENHANCEMENTS - FHWA						320,000.00			320,000.00	
216			H220	TRANSPORTATION ENHANCEMENTS - FHWA TOLL CREDITS						80,000.00			80,000.00	
217		3,400,000.00	M300	TRANSPORTATION ENHANCEMENTS - FHWA						1,600,000.00		-	1,600,000.00	
218		750,000.00	M300	TRANSPORTATION ENHANCEMENTS - FHWA TOLL CREDITS						400,000.00			400,000.00	
219			L22R	TRANSPORTATION ENHANCEMENTS - FHWA						560,000.00			560,000.00	
220			L22R	TRANSPORTATION ENHANCEMENTS - FHWA TOLL CREDITS						140,000.00			140,000.00	
221		4,240,000.00	M400	TRANSPORTATION MANAGEMENT IMPROVEMENTS						4,000,000.00		-	4,000,000.00	
222			M240	TRANSPORTATION MANAGEMENT IMPROVEMENTS TOLL CREDITS						1,000,000.00			1,000,000.00	
223			disc	TRANSPORTATION MANAGEMENT IMPROVEMENTS					X	2,000,000.00			-	
224			M240	TRANSPORTATION MANAGEMENT IMPROVEMENTS					X	1,600,000.00			-	
225		7,000,000.00	L230	US 13, PHILADELPHIA PIKE, CLAYMONT TRANSPORTATION PLAN IMPLEMENTATION	CONS				X				-	
226		2,400,000.00	L200	US 13 FROM SOUTH COURT STREET TO LOOCKERMAN STREET	ROW				X				-	

FY 2014 FHWA FINANCIAL PLAN

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
4				FY 2014 FHWA OBLIGATIONAL PLAN TOLL CREDITS										
5				4/8/2013										
6	STATE	PROGRAM										FUNDS	FUNDS	
7	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE	
8	NUMBER	FUNDS	CODE	TITLE	REASON	STIP	TOLL CREDITS	DATE	DATE	AUTH		TO DATE	OBLIGATED	
227		400,000.00	L200	US 13 AND ROOSEVELT AVENUE, PEDESTRIAN CROSSING IMPROVEMENTS, DOVER	ROW				X				-	
228		5,440,000.00	M001	US 13 SEAFORD INTERSECTION IMPROVEMENTS	CONVERT					5,680,000.00			5,680,000.00	
229			M001	US 13 SEAFORD INTERSECTION IMPROVEMENTS TOLL CREDITS	CONVERT					1,420,000.00			1,420,000.00	
230			M001	US 301. MARYLAND STATE LINE TO SR 1	DEBT					10,986,513.00			10,986,513.00	
231		3,600,000.00	L230	WASHINGTON STREET NEW CASTLE	UNAC				X	1,200,000.00			-	
232		(5,000,000.00)		RELEASES						(8,000,000.00)		-	(8,000,000.00)	
233	T201112201	4,800,000.00	M001	SR1 NE FRONT STREET IN MILFORD	ROW				X	4,800,000.00			-	
234	T201112201	1,200,000.00	M001	SR1 NE FRONT STREET IN MILFORD TOLL CREDITS	ROW				X				-	
235		3,000,000.00	L050	SR 1 & SR 30 GRADE SEPARATED INTERSECTION	UNAC				X	5,600,000.00			-	
236		2,800,000.00	L050	SR 1, SOUTH FREDERICA GRADE SEPARATED INTERSECTION	ROW				X				-	
237	T200812202	17,200,000.00	M001	SR 1, SOUTH FREDERICA GRADE SEPARATED INTERSECTION	CONS					8,000,000.00			8,000,000.00	
238	T200812202	2,000,000.00	M001	SR 1, SOUTH FREDERICA GRADE SEPARATED TOLL CREDITS INTERSECTION	CONS								2,000,000.00	
239			L24E	SR 9, DELAWARE AVENUE	ROW				X	600,000.00			-	
240		-	L24E	SR 9, NEW CASTLE AVE., 3RD STREET TO HEALD STREET	PE				X	800,000.00			-	
241		8,000,000.00	L05E	US113, NORTH/SOUTH IMPROVEMENTS	PE				X			-	-	
242		8,000,000.00	M001	US113, NORTH/SOUTH IMPROVEMENTS	CONVERT				X	800,000.00			-	
243			M001	US113, NORTH/SOUTH IMPROVEMENTS TOLL CREDITS	CONVERT				X	200,000.00			-	
244		12,000,000.00	L05E	US113, NORTH/SOUTH IMPROVEMENTS	CONS				X				-	
245		8,960,000.00	L200	WEST DOVER CONNECTOR	PE				X	1,400,000.00			-	
246	T200411701	28,800,000.00	M001	WEST DOVER CONNECTOR	CONS					8,000,000.00			8,000,000.00	
247	T200411701		LZ2E	WEST DOVER CONNECTOR	CONS					5,600,000.00			5,600,000.00	
248			M231	WEST DOVER CONNECTOR TOLL CREDITS	CONS					3,400,000.00			3,400,000.00	
249		400,000.00	L230	SR 2 ELKTON ROAD - CASHO MILL ROAD TO DELAWARE AVENUE	UNAC				X	5,000,000.00			-	
250		19,000,000.00	L230	SR 2 ELKTON ROAD - MD LINE TO CASHO MILL RD	UNAC				X				-	
251		3,600,000.00	M230	SR 2, SOUTH UNION STREET FROM RAILROAD BRIDGE TO SYCAMORE STREET, WILMINGTON	CONVERT								3,600,000.00	
252		900,000.00	L230	SR 2, SOUTH UNION STREET FROM RAILROAD BRIDGE TO SYCAMORE STREET, WILMINGTON TOLL CREDITS	CONVERT								900,000.00	
253			L23E	SR141 AND COMMONS BOULEVARD INTERSECTION IMPROVEMENTS	PE					440,000.00			440,000.00	
254		2,790,000.00	L010	SR141/I-95 INTERCHANGE	PE				X	480,000.00			-	
255		6,800,000.00	L05E	I-95/US202 INTERCHANGE	UNAC				X	4,267,963.40			-	
256		2,000,000.00	L230	I-95/US202 INTERCHANGE	UNAC				X				-	
257			L050	BR 3-156, ON SR 1 OVER INDIAN RIVER INLET ROADWAYS & APPROACHES PHASE II	CONVERT				X	10,000,000.00			-	
258		5,600,000.00	M230	US 40, PULASKI HIGHWAY & SR 72, WRANGLE HILL ROAD (INCLUDES DEL LAWS ROAD INTERSECTION)	ROW				X	3,000,000.00			-	
259		2,240,000.00	L050	SR 1, BAY ROAD/K19, THOMPSONVILLE ROAD INTERSECTION IMPROVEMENTS	ROW				X				-	
260		12,800,000.00	L050	SR 1, BAY ROAD/K19, THOMPSONVILLE ROAD INTERSECTION IMPROVEMENTS	CONS				X	9,800,000.00			-	
261		36,000,000.00	L050	SR 1 LITTLE HEAVEN GRADE SEPARATED INTERSECTION	CONS				X	6,000,000.00			-	

FY 2014 FHWA FINANCIAL PLAN

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
4				FY 2014 FHWA OBLIGATIONAL PLAN TOLL CREDITS										
5				4/8/2013										
6	STATE	PROGRAM										FUNDS	FUNDS	
7	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE	
8	NUMBER	FUNDS	CODE	TITLE	REASON	STIP	TOLL CREDITS	DATE	DATE	AUTH		TO DATE	OBLIGATED	
262			LZ10	SR 1 LITTLE HEAVEN GRADE SEPARATED INTERSECTION	UN AC				X	3,600,000.00			-	
263													-	
264			M001	BR 3-156 INDIAN RIVER INLET PARK ENHANCEMENTS	CONS					4,600,000.00			4,600,000.00	
265		1,300,000.00	M001	BR 3-156 INDIAN RIVER INLET PARK ENHANCEMENTS TOLL CREDITS	CONS					1,150,000.00			1,150,000.00	
266		12,981,222.00	LY20	BR 3-156, INDIAN RIVER INLET - BRIDGE REPLACEMENT, DESIGN-BUILD	UNAC				X				-	
267		325,732,483.00												
268										275,524,666.18		-	175,056,853.78	
269													7,500,000.00	
270		152,430,000.00		FY2014 OBLIGATIONAL AUTHORITY										
271		7,500,000.00		FY2014 SPECIAL LIMITATION EARMARK OBLIGATIONAL AUTHORITY										
272		325,732,483.00		FY2014 ORIGINAL PLANNED OBLIGATIONS										
273		175,056,853.78		FY2014 BALANCE OF PLANNED OBLIGATIONS										
274		0.00		FY2014 OBLIGATIONS TO DATE										
275		(15,126,853.78)		FY2014 BALANCE OF OBLIGATIONAL AUTHORITY										
276														
277														
278				ADVANCED CONSTRUCTION PROJECTS REMAINING										
279														
280			LS3E	SR273 INTERSECTION IMPROVEMENTS	AC BALANCE					1,100,000.00				
281			LS3E	SR273 INTERSECTION IMPROVEMENTS	CONVERT					-				
282			L01E	INTERSTATE ROADWAY LIGHTING	AC BALANCE					930,000.00				
283			L01E	INTERSTATE ROADWAY LIGHTING	CONVERT					930,000.00				
284			L23E	SR 2, SOUTH UNION STREET FROM RAILROAD BRIDGE TO SYCAMORE STREET, WILMINGTON	AC BALANCE					4,500,000.00				
285			L23E	SR 2, SOUTH UNION STREET FROM RAILROAD BRIDGE TO SYCAMORE STREET, WILMINGTON	CONVERT					4,500,000.00				
286			M001	US 13 SEAFORD INTERSECTION IMPROVEMENTS	AC BALANCE					7,100,000.00				
287			M001	US 13 SEAFORD INTERSECTION IMPROVEMENTS	CONVERT					7,100,000.00				
288			L050	SR 1 & SR 30 GRADE SEPARATED INTERSECTION	AC BALANCE					-				
289			L050	SR 1 & SR 30 GRADE SEPARATED INTERSECTION	CONVERT					-				
290			M001	BR 3-156 INDIAN RIVER INLET PARK ENHANCEMENTS	AC BALANCE					1,500,000.00				
291			L05E	US113, NORTH/SOUTH IMPROVEMENTS	CONVERT					1,000,000.00				
292			L010	CHRISTINA RIVER BRIDGE AND APPROACHES	AC BALANCE					14,720,000.00				
293			L010	CHRISTINA RIVER BRIDGE AND APPROACHES	CONVERT					-				
294			L05E	I-95 AND SR141 RAMPS G & F IMPROVEMENTS	AC BALANCE					9,375,000.00				
295			L05E	I-95 AND SR141 RAMPS G & F IMPROVEMENTS	CONVERT					-				
296			L010	NORTH DISTRICT STRUCTURAL MAINTENANCE	AC BALANCE					900,000.00				
297			L010	NORTH DISTRICT STRUCTURAL MAINTENANCE	CONVERT									
298	T200411210		L240	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	AC BALANCE					37,136,773.00				
299	T200411210		L250	SR 26, ATLANTIC AVENUE FROM CLARKESVILLE TO ASSAWOMAN CANAL	CONVERT					11,000,000.00				
300	24-122-02		LS3E	S275 PLANTATION ROAD, CEDAR GROVE/POSTAL LANE	AC BALANCE					2,200,000.00				
301			LS3E	S275 PLANTATION ROAD, CEDAR GROVE/POSTAL LANE	CONVERT					-				
302			L40E	40' HEAVY DUTY LOW FLOOR BUSES	AC BALANCE					2,000,000.00				
303			L40E	40' HEAVY DUTY LOW FLOOR BUSES	CONVERT					2,000,000.00				

FY 2014 FHWA FINANCIAL PLAN

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
4				FY 2014 FHWA OBLIGATIONAL PLAN TOLL CREDITS										
5				4/8/2013										
6	STATE	PROGRAM										FUNDS	FUNDS	
7	PROJECT	FEDERAL	APPORT	PROJECT				SUBMIT	AUTH	FED \$		OBLIGATED	TO BE	
8	NUMBER	FUNDS	CODE	TITLE	REASON	STIP	TOLL CREDITS	DATE	DATE	AUTH		TO DATE	OBLIGATED	
304			L200	WEST DOVER CONNECTOR	AC BALANCE					19,000,000.00				
305			M240	HSIP SUSSEX US 9 & SR 5	AC BALANCE					1,000,000.00				
306			L05E	US 301, MARYLAND STATE LINE TO SR 1	AC BALANCE					126,315,350.00				
307			L05E	US 301, MARYLAND STATE LINE TO SR 1	CONVERT					10,986,513.00				
308	T200811201		M001	US113 (HSIP)	AC BALANCE					2,527,226.00				
309			M001	US113 (HSIP)	CONVERT					2,527,226.00				
310			L010	SR141/I-95 INTERCHANGE	AC BALANCE									
311			L010	SR141/I-95 INTERCHANGE	CONVERT									
312			M001	BR1-665N & 1-665S ON US 13 OVER	AC BALANCE					1,660,100.00				
313			M001	BR1-665N & 1-665S ON US 13 OVER	CONVERT					1,660,100.00				
314			LZ10	US 9 (HSIP) CONS	AC BALANCE					3,625,000.00				
315			LZ10	US 9 (HSIP) CONS	CONVERT					3,625,000.00				
316			LS30	SR71, OLD PORTER ROAD TO SR 7	AC BALANCE					800,000.00				
317			LS30	SR71, OLD PORTER ROAD TO SR 7	CONVERT					-				
318			LS3E	SR 273 APPLEBY ROAD AND AIRPORT ROAD INTERSECTION	AC BALANCE					1,100,000.00				
319			L05E	SR 1, SOUTH FREDERICA GRADE SEPARATED INTERSECTION	AC BALANCE					13,500,000.00				
320			L05E	SR 1, SOUTH FREDERICA GRADE SEPARATED INTERSECTION	CONVERT									
321														
322	Earmark Funds				CURRENT AC BALANCE					186,327,123.00				
323	Problem													
324					PLAN END OF YEAR AC BALANCE					161,813,384.00				

APPENDIX D
Unfunded Projects (Aspirations) List

Aspirational Projects List

List of Proposed but Unfunded Projects				Year Completed By	Year Of Expenditure \$ Amount	Road Classification
Aspirations List of Projects						
Highway Projects						
Capital Projects - Highways	Excluded New Projects	30.7	Upgrade Irish Hill Road from SR 1 to US 13 to include adequate travel lanes, shoulders, and bicycle and pedestrian improvements	2030	\$86,025	Major Collector
		29.2	Upgrade Kenton Road: Chestnut Grove Road to DE 42; upgrade to functional classification including shoulders, sidewalks and bike lanes	2030	\$63,000	Minor Arterial
		30.7	Upgrade College Road from Salisbury to Kenton Road to include turn lanes where needed, shoulders, sidewalks or multi-use path, curbing and closed drainage	2030	\$4,289	Minor Arterial
		29.1	Upgrade Sunnyside Road from DE 300 to US 13 in Smyrna to include adequate travel lanes, shoulders, curbs, drainage, and bicycle and pedestrian improvements	>2030	\$30,845	Major Collector
		29.1	Construct/fill gaps in pedestrian facilities on US 113 between Court Street and Lafferty Lane	>2030	\$5,774	Minor Arterial
		28.5	Upgrade N. Main Street in Smyrna to include adequate travel lanes, shoulders, curbs, drainage, and bicycle and pedestrian improvements	>2030	\$7,150	Major Collector
		28.5	Upgrade Joe Goldsborough Road from Duck Creek Road to US 13 to include adequate travel lanes, shoulders and bicycle and pedestrian facilities	>2030	\$2,240	Major Collector
		28.5	Upgrade Paddock Road from US 13 to SR 1 to include adequate travel lanes, shoulders and bicycle and pedestrian facilities	>2030	\$5,096	Major Collector
		27.3	Upgrade Messina Hill Road to improve safety and include adequate travel lanes, shoulders and bicycle and pedestrian facilities	>2030	\$4,480	Major Collector
		26.9	Upgrade Brenford Road: US 13 south to DE 42; upgrade to functional classification including shoulders, sidewalks and bike lanes	>2040	\$36,800	Major Collector
		26.8	Upgrade Peachtree Run Road (from Voshells Mill Star Hill Road to Irish Hill Road) to include adequate travel lanes, shoulders, and bicycle and pedestrian improvements	>2030	\$12,300	Major Collector
		26.8	Upgrade New Burton Road from Westview Terrace to Wyoming town limit with turn lanes, where needed, adequate shoulders and bicycle and pedestrian facilities	>2030	\$11,200	Major Collector
		26.7	Construct/ fill gaps in pedestrian facilities on US 13 from Smyrna-Leipsic Road (K 12) to Duck Creek Road.	>2030	\$4,362	Minor Arterial
		26.4	South State Street Center left turn lane: SR 10 to SR 1	>2030	\$55,000	Minor Arterial
		26.3	Upgrade SR 36 west of US 113 to include pedestrian, bicycle and transit facilities and adequate travel lane and shoulder widths (in Milford)	>2030	\$28,000	Major Collector
26.2	Upgrade the McKee Road/ Saulsbury Road/Morton Road corridor from Denneys Road to Lynnbury Woods Road with adequate lane width, shoulders, sidewalks and bicycle and transit facilities	>2030	\$10,200	Major Collector		
26.2	Upgrade DE 15 between DE 14 and US 13 and from DE 10A to DE 10 to include adequate lane width, shoulders, multi-use path and transit facilities.	>2030	\$39,300	Minor Arterial		

Aspirational Projects List

List of Proposed but Unfunded Projects						
			Year Completed By	Year Of Expenditure \$ Amount	Road Classification	
Capital Projects - Highways	Excluded New Projects	25.7	Upgrade DE 42 from Kenton to US 13 with adequate travel lanes and shoulders and bicycle and pedestrian facilities	>2030	\$21,056	Major Collector
		25.7	Upgrade corridor of Lynnbury Woods Road to include adequate travel lanes, shoulders, curbs, drainage, and bicycle and pedestrian improvements	>2030	\$5,600	Minor Collector
		25.1	Upgrade sections of Brenford Road not included in developer improvements to include adequate travel lanes, shoulders and bicycle and pedestrian facilities	>2030	\$200	Minor Arterial
		25.1	Upgrade Walnut Shade Road from US 13 to S. State St. to include adequate travel lanes, shoulders, and bicycle and pedestrian improvements	>2030	\$8,000	Major Collector
		25.0	Widen US 13 from Scarborough Road to South Smyrna SR 1 Interchange	>2030	\$112,000	Minor Arterial
		24.6	Upgrade DE 15 west of Clayton and Smyrna (Vandyke Greenspring Road to DE 6) to include adequate travel lanes and shoulders and bicycle, pedestrian and transit facilities	>2030	\$6,900	Major Collector
		24.5	Construct Bike and Pedestrian Improvements on Duck Creek Road from Main St to US 13 and from DE 6 to VanDyke Spring Road	>2030	\$550	Major Collector
		254.5	Upgrade Carpenter Bridge Road from Frederica to DE 15 to include adequate lane width, shoulders, multi-use path and transit amenities	>2030	\$18,816	Minor Arterial
		24.5	Upgrade DE 12 from SR 1 to US 13 with adequate lane width, shoulders, multi-use path and transit facilities	>2030	\$30,016	Minor Arterial
		24.5	Construct/fill gaps in bicycle and pedestrian facilities on Hazletville Road within the Dover city limits.	>2030	\$2,240	Minor Arterial
		24.5	Construct a Bike route on S. State Street from Webbs Lane to SR 10	>2030	\$1,200	Minor Arterial
		24.0	Construct/fill gaps in bicycle and pedestrian improvements on DE 10 between Bay Road (US 113) and DE 15 west of Wyoming	>2030	\$5,600	Minor Arterial
		22.9	Improvements to the Intersection of Irish Hill Road and Woodleytown Road	>2040	\$1,000	Major Collector
		21.0	Construct grade-separated intersection at SR 1 and Barratts Chapel Road	>2030	\$30,000	Principal Arterials
		17.1	Upgrade Brick Store Landing Road from Paddock Road to SR 1 in Smyrna	>2030	\$3,696	Major Collector
17.0	Improve the intersection of Airport and Bowman Roads in Milford	>2030	\$900	Major Collector		
14.9	Upgrade DE 6 between the Maryland state line and DE 300 with adequate travel lanes and shoulders.	>2030	\$7,900	Local		
Bicycle and Pedestrian Projects						
Bike/Ped Project	On-Road		Pearsons Corner Road: DE 8 to DE 42; widened to add shoulders, sidewalks and bike lanes	2035	\$10,000	Locals
			Chestnut Grove Road: Kenton Road to DE 8; widened to add shoulders, sidewalks and bike lanes	2035	\$10,000	Locals
			DE 12 west of Felton/Burnite Mill Road: Black Swamp Road to the Maryland line; widened and striped shoulders, pedestrian Way added	2040	\$15,000	Major Collector

Aspirational Projects List

List of Proposed but Unfunded Projects					
			Year Completed By	Year Of Expenditure \$ Amount	Road Classification
Bike/Ped Projects	Intersection On	DE 15/Canterbury Road: US 13 to Airport Road; widened and striped shoulders, pedestrian way added	2040	\$15,000	Minor Arterial
		Saulsbury Road: north Street to College Road; 12 intersections improved	2040	\$25,000	Major Collector
		Rehoboth Boulevard: at Warner Road and US 113; intersection improvements	2035	\$1,000	Major Collector
		DE 14 @ US 13, US 113 and SR 1; intersection improvements	2035	\$1,000	Minor Arterial
	Off-	DE 42/Seven Hickories Road: Kenton to Cheswold; intersection improvements	2040	\$2,000	Major Collector
		DE 10 Trail: alternative to Lebanon Road on-road bike facilities.	2030	\$2,000	Off-Road
		Smyrna-Clayton Trail: connecting schools, parks and existing trails, including the proposed trail to Easton, MD.	2040	\$3,000	Off-Road
Estimated Total Cost				\$84,000	
Transit Projects					
Transit	Transit	Implement Bus Rapid Transit/BRT recommendations through Kent County by creating a dedicated lane and intelligent signalling on existing ROW	>2030	\$0	
		Expand Rail service to Dover	>2030	\$0	
Planning Studies					
Studies		Studies not specifically listed in the RTP	>2030	\$0	

APPENDIX E
Annual Listing of Projects

**FY2014-2019 TIP
DOVER/KENT COUNTY MPO**

Project Title	Category	Class	Phase (all)	DECEMBER ESTIMATE	FY14 State Spend 123M JANUARY UPDATE	FY14 Fed Spend 123M JANUARY UPDATE	FY14 Other Spend 123M JANUARY UPDATE	SoGR / Base / Fed OB	FY15 State Spend 123M JANUARY UPDATE	FY15 Fed Spend 123M JANUARY UPDATE	FY15 Other Spend 123M JANUARY UPDATE	SoGR / Base / Fed OB	FY16 State Spend 123M DECEMBER UPDATE	FY16 Fed Spend 123M DECEMBER UPDATE	FY16 Other Spend 123M DECEMBER UPDATE	SoGR / Base / Fed OB	FY17 State Spend 123M DECEMBER UPDATE	FY17 Fed Spend 123M DECEMBER UPDATE	FY17 Other Spend 123M DECEMBER UPDATE
ARTERIAL ROADS																			
Loockerman Street / Forest Street	Road Systems	Arterials	PD	246,830	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	PE	300,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	ROW	100,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	C	3,500,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Loockerman Street / Forest Street Total				4,146,830	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South Governors Avenue, Webbs Lane to Water Stree	Road Systems	Arterials	PD	35,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	PE	2,597,048	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	ROW	2,067,890	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	CE	1,207,678	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	C	11,957,829	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	Traffic	587,630	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	Utilities	2,315,178	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	Continge	25,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South Governors Avenue, Webbs Lane to Water Street Total				20,793,253	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SR 1, Bay Road/ K19, Thompsonville Road, Intersectio	Road Systems	Arterials	PD	685,425	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	PE	250,000	2,000	8,000	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	ROW	9,116,000	400,000	1,600,000	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	C	16,000,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SR 1, Bay Road/ K19, Thompsonville Road, Intersection Improvements Total				26,051,425	402,000	1,608,000	-	-	-	-	-	-	Fed OB/Pr	800,000	3,200,000	-	Base	2,200,000	8,800,000
SR 1, Little Heaven Grade Separated Intersection	Road Systems	Arterials	PD	605,360	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	PE	4,872,000	4,272	85,017	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	ROW	18,800,000	977,337	3,108,600	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	C	45,016,775	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SR 1, Little Heaven Grade Separated Intersection Total				69,294,135	981,609	3,193,617	-	-	-	-	-	-	Fed OB/Pr	-	15,000,000	-	Base	-	15,000,000
SR 1, NE Front Street Grade Separated Intersection	Road Systems	Arterials	PE	600,000	79,927	319,709	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	ROW	6,000,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	C	22,000,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SR 1, NE Front Street Grade Separated Intersection Total				28,600,000	79,927	319,709	-	-	-	-	-	-	-	-	-	-	Fed OB/Pr	1,200,000	4,800,000
SR 1, South Frederica Grade Separated Intersection	Road Systems	Arterials	PD	489,204	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	PE	2,472,370	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	ROW	4,700,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	C	23,500,000	-	8,000,000	-	-	-	-	-	-	-	-	-	-	-	-	-
SR 1, South Frederica Grade Separated Intersection Total				31,161,574	-	8,000,000	-	Base	-	12,000,000	-	Base	-	3,500,000	-	-	-	-	-
SR 8, Hazletville Road Connector	Road Systems	Arterials	PE	100,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	ROW	750,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	C	3,500,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SR 8, Hazletville Road Connector Total				4,350,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
US 13 from South Court Street to Loockerman Street	Road Systems	Arterials	PE	500,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	ROW	3,000,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	C	3,000,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
US 13 from South Court Street to Loockerman Street Total				6,500,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HSIP KC, South State Street & Sorghum Mill Road Inte	Road Systems	Arterials	PE	75,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	ROW	500,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	CE	72,500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	C	615,709	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	Traffic	117,876	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	Continge	53,724	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HSIP KC, South State Street & Sorghum Mill Road Intersection Improvements Total				1,434,809	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HSIP KC, SR 8, Forrest Avenue & Pearsons Corner Roa	Road Systems	Arterials	PD	517,653	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	PE	840,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	ROW	500,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	CE	64,755	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	C	975,875	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	Traffic	325,100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	Continge	75,868	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HSIP KC, SR 8, Forrest Avenue & Pearsons Corner Road Intersection Improvements Total				3,299,251	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HSIP KC, SR300, Glenwood Avenue Safety Improve	Road Systems	Arterials	PE	20,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	ROW	100,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	CE	100,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	C	1,000,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HSIP KC, SR300, Glenwood Avenue Safety Improvements Total				1,220,000	-	-	-	-	-	-	-	-	Fed OB/Pr	-	100,000	-	-	200,000	800,000
HSIP KC, US 13 at Carpenter Bridge Road	Road Systems	Arterials	PE	200,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	ROW	700,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	C	2,000,000	-	1,000,000	-	-	-	-	-	-	-	-	-	-	-	-	-
HSIP KC, US 13 at Carpenter Bridge Road Total				2,900,000	-	1,000,000	-	-	-	-	-	-	-	-	-	-	Fed OB/Pr	200,000	800,000
SR 1, SR30 Grade Separated Intersection	Road Systems	Arterials	PE	414,433	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	ROW	3,750,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	CE	695,000	52,125	208,500	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	C	9,402,533	691,684	2,766,740	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	Traffic	565,543	61,311	245,244	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Arterials	Continge	190,000	38,000	152,000	-	-	-	-	-	-	-	-	-	-	-	-	-
SR 1, SR30 Grade Separated Intersection Total				15,017,509	843,120	3,372,484	-	-	-	-	-	-	-	-	-	-	-	-	-
COLLECTOR ROADS																			
Barratt's Chapel Road	Road Systems	Collectors	PD	660,839	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Collectors	PE	2,250,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Collectors	ROW	4,500,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Collectors	C	26,200,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Barratt's Chapel Road Total				33,610,839	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Carter Road (K137), Sunnyside Road to Wheatley's Po	Road Systems	Collectors	PE	1,880,926	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Collectors	ROW	1,350,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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	Road Systems	Collectors	CE	442,226	26,790	107,160	-		-	-	-		-	-	-		-	-	-
	Road Systems	Collectors	C	4,039,968	407,994	1,631,974	-		-	-	-		-	-	-		-	-	-
	Road Systems	Collectors	Traffic	196,519	-	47,924	-		-	-	-		-	-	-		-	-	-
	Road Systems	Collectors	Utilities	1,490,100	-	247,013	-		-	-	-		-	-	-		-	-	-
	Road Systems	Collectors	Contingency	316,258	30,000	120,000	-		-	-	-		-	-	-		-	-	-
Carter Road (K137), Sunnyside Road to Wheatley's Pond Road, Smyrna Total				9,715,997	464,784	2,154,071	-		-	-	-		-	-	-		-	-	-
West Dover Connector	Road Systems	Collectors	PD	3,970,804	-	-	-		-	-	-		-	-	-		-	-	-
	Road Systems	Collectors	PE	3,350,000	80,000	320,000	-		-	-	-		-	-	-		-	-	-
	Road Systems	Collectors	ROW	13,621,300	-	6,500,368	-		-	-	-		-	-	-		-	-	-
	Road Systems	Collectors	C	36,000,000	-	500,000	-	Base	-	15,000,000	-	Base	-	15,000,000	-	Base	-	5,500,000	-
West Dover Connector Total				56,942,104	80,000	7,320,368	-	Base	-	15,000,000	-	Base	-	15,000,000	-	Base	-	5,500,000	-
LOCAL ROADS																			
Clarence Street Extended	Road Systems	Local	PD	652,640	-	-	-		-	-	-		-	-	-		-	-	-
	Road Systems	Local	PE	470,796	-	-	-		-	-	-		-	-	-		-	-	-
	Road Systems	Local	ROW	300,000	-	-	-		-	-	-		-	-	-		-	-	-
Clarence Street Extended Total				1,423,436	-	-	-		-	-	-		-	-	-		-	-	-
HEP KC, SR10 & SR15 Intersection Improvements	Road Systems	Local	PE	38,000	-	28,000	-		-	-	-		-	-	-		-	-	-
	Road Systems	Local	ROW	200,000	-	-	-		-	-	-		20,000	180,000	-	Fed OB/Pr	200,000	800,000	-
	Road Systems	Local	C	1,000,000	-	-	-		-	-	-		-	-	-		-	-	-
HEP KC, SR10 & SR15 Intersection Improvements Total				1,238,000	-	28,000	-		-	-	-		20,000	180,000	-	Fed OB/Pr	200,000	800,000	-
ROADS TOTAL				317,699,163	2,851,440	26,996,249	-		-	27,100,000	-		820,000	36,880,000	-		3,800,000	35,700,000	-
BR 2-100A on Denneys Road over Fork Branch	Road Systems	Bridge	PE	37,000	-	-	-		-	-	-		-	-	-		-	-	-
	Road Systems	Bridge	ROW	14,000	-	14,000	-		-	-	-		-	-	-		-	-	-
	Road Systems	Bridge	C	612,000	-	612,000	-		-	-	-		-	-	-		-	-	-
BR 2-100A on Denneys Road over Fork Branch Total				663,000	-	626,000	-		-	-	-		-	-	-		-	-	-
BR 2-112B on K112 Burrsville Rd over Saulsbury Ditch	Road Systems	Bridge	PE	40,000	-	-	-		-	-	-		-	-	-		-	-	-
	Road Systems	Bridge	ROW	17,000	-	16,000	-		-	-	-		-	-	-		-	-	-
	Road Systems	Bridge	C	529,000	-	-	-		-	-	-		-	-	-		-	-	-
BR 2-112B on K112 Burrsville Rd over Saulsbury Ditch Total				586,000	-	16,000	-		-	-	-		-	-	-		-	-	-
BR 2-114C on K114 Todds Chapel Road over Tomahawk Branch	Road Systems	Bridge	PE	18,000	-	-	-		-	-	-		-	-	-		-	-	-
	Road Systems	Bridge	ROW	18,000	-	-	-		-	-	-		-	-	-		-	-	-
	Road Systems	Bridge	C	300,000	40,000	160,000	-		-	-	-		-	-	-		-	-	-
BR 2-114C on K114 Todds Chapel Road over Tomahawk Branch Total				336,000	40,000	160,000	-		-	-	-		-	-	-		-	-	-
BR 2-158A on Chestnut Grove Road over Cahoon Brar	Road Systems	Bridge	PE	35,000	-	-	-		-	-	-		-	-	-		-	-	-
	Road Systems	Bridge	ROW	14,000	-	-	-		-	-	-		-	-	-		-	-	-
	Road Systems	Bridge	C	603,000	-	603,000	-		-	-	-		-	-	-		-	-	-
BR 2-158A on Chestnut Grove Road over Cahoon Branch Total				652,000	-	603,000	-		-	-	-		-	-	-		-	-	-
BR 2-163A on Victory Chapel Road over Penrose Bran	Road Systems	Bridge	PE	35,000	-	-	-		-	-	-		-	-	-		-	-	-
	Road Systems	Bridge	ROW	14,000	-	-	-		-	-	-		-	-	-		-	-	-
	Road Systems	Bridge	CE	127,000	-	-	-		-	-	-		-	-	-		-	-	-
	Road Systems	Bridge	C	349,141	-	-	-		-	-	-		-	-	-		-	-	-
	Road Systems	Bridge	Utilities	31,698	-	-	-		-	-	-		-	-	-		-	-	-
	Road Systems	Bridge	Contingency	37,859	-	-	-		-	-	-		-	-	-		-	-	-
BR 2-163A on Victory Chapel Road over Penrose Branch Total				594,698	-	-	-		-	-	-		-	-	-		-	-	-
BR 2-166B on K166 Shaws Corner Road over Pinks Br	Road Systems	Bridge	PE	6,382	-	-	-		-	-	-		-	-	-		-	-	-
	Road Systems	Bridge	ROW	-	-	-	-		-	-	-		-	-	-		-	-	-
	Road Systems	Bridge	C	-	-	-	-		-	-	-		-	-	-		-	-	-
BR 2-166B on K166 Shaws Corner Road over Pinks Branch Total				6,382	-	-	-		-	-	-		-	-	-		-	-	-
BR 2-195A on West Railroad Ave over Isaac Branch, W	Road Systems	Bridge	PE	68,000	-	-	-		-	-	-		-	-	-		-	-	-
	Road Systems	Bridge	ROW	14,000	-	-	-		-	-	-		-	-	-		-	-	-
	Road Systems	Bridge	C	903,000	-	903,000	-		-	-	-		-	-	-		-	-	-
BR 2-195A on West Railroad Ave over Isaac Branch, Wyoming Total				985,000	-	903,000	-		-	-	-		-	-	-		-	-	-
BR 2-203A on Todds Mill Road over Isaac Branch	Road Systems	Bridge	PE	97,000	-	-	-		-	-	-		-	-	-		-	-	-
	Road Systems	Bridge	ROW	13,000	-	-	-		-	-	-		-	-	-		-	-	-
	Road Systems	Bridge	C	351,000	-	351,000	-		-	-	-		-	-	-		-	-	-
BR 2-203A on Todds Mill Road over Isaac Branch Total				461,000	-	351,000	-		-	-	-		-	-	-		-	-	-
BR 2-204A on K204 Apple Grove School Rd over Isaac	Road Systems	Bridge	PE	9,422	-	-	-		-	-	-		-	-	-		-	-	-
	Road Systems	Bridge	ROW	17,000	-	-	-		-	-	-		-	-	-		-	-	-
	Road Systems	Bridge	C	177,000	-	-	-		-	-	-		-	-	-		-	-	-
BR 2-204A on K204 Apple Grove School Rd over Isaac Branch Total				203,422	-	-	-		-	-	-		-	-	-		-	-	-
BR 2-208C on K208 Mahan Corner Road, Emergency S	Road Systems	Bridge	PE	6,000	-	-	-		-	-	-		-	-	-		-	-	-
	Road Systems	Bridge	ROW	17,000	-	-	-		-	-	-		-	-	-		-	-	-
	Road Systems	Bridge	CE	74,423	-	-	-		-	-	-		-	-	-		-	-	-
	Road Systems	Bridge	C	605,525	-	-	-		-	-	-		-	-	-		-	-	-
	Road Systems	Bridge	Contingency	135,000	-	-	-		-	-	-		-	-	-		-	-	-
BR 2-208C on K208 Mahan Corner Road, Emergency Scour Repairs Total				837,948	-	-	-		-	-	-		-	-	-		-	-	-
BR 2-371A on K371 Barratts Chapel Road over Double	Road Systems	Bridge	PE	13,000	-	-	-		-	-	-		-	-	-		-	-	-
	Road Systems	Bridge	ROW	10,000	-	-	-		-	-	-		-	-	-		-	-	-
	Road Systems	Bridge	C	300,000	-	300,000	-		-	-	-		-	-	-		-	-	-
BR 2-371A on K371 Barratts Chapel Road over Double Run Total				323,000	-	300,000	-		-	-	-		-	-	-		-	-	-
BR 2-429A on K429 Jackson Ditch Road over Brown's	Road Systems	Bridge	PE	41,300	-	-	-		-	-	-		-	-	-		-	-	-
	Road Systems	Bridge	ROW	28,000	-	-	-		-	-	-		-	-	-		-	-	-
	Road Systems	Bridge	CE	64,005	-	-	-		-	-	-		-	-	-		-	-	-
	Road Systems	Bridge	C	427,846	-	-	-		-	-	-		-	-	-		-	-	-
	Road Systems	Bridge	Utilities	25,000	-	-	-		-	-	-		-	-	-		-	-	-
	Road Systems	Bridge	Contingency	7,077	-	-	-		-	-	-		-	-	-		-	-	-
BR 2-429A on K429 Jackson Ditch Road over Brown's Branch Total				593,228	-	-	-		-	-	-		-	-	-		-	-	-
BR 2-501 on Washington Street over Mispillion River,	Road Systems	Bridge	PE	40,000	-	-	-		-	-	-		-	-	-		-	-	-
	Road Systems	Bridge	ROW	20,000	-	-	-		-	-	-		-	-	-		-	-	-
	Road Systems	Bridge	CE	18,625	-	-	-		-	-	-		-	-	-		-	-	-
	Road Systems	Bridge	C	408,490	-	-	-		-	-	-		-	-	-		-	-	-

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BR 2-501 on Washington Street over Mispillion River, City of Milford Total	Road Systems	Bridge	Conting	30,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Kent County Pipe Replacements, Federal, 2012	Road Systems	Bridge	PE	517,115	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Bridge	ROW	110,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Bridge	ROW	80,000	16,000	64,000	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Bridge	C	1,501,000	-	-	-	-	-	-	-	-	SoGR	300,200	1,200,800	-	-	-	-
Kent County Pipe Replacements, Federal, 2012 Total				1,691,000	16,000	64,000	-	-	-	-	-	-	SoGR	300,200	1,200,800	-	-	-	-
Kent County Pipe Replacements, State, 2012	Road Systems	Bridge	PE	75,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Bridge	ROW	60,000	60,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road Systems	Bridge	C	915,000	-	-	-	-	-	-	-	-	SoGR	915,000	-	-	-	-	-
Kent County Pipe Replacements, State, 2012 Total				1,050,000	60,000	-	-	-	-	-	-	-	SoGR	915,000	-	-	-	-	-
Structure Rehabilitation Open End Central	Road Systems	Bridge	C	150,000	150,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Structure Rehabilitation Open End Central Total				150,000	150,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BRIDGES TOTAL				8,599,794	206,000	3,023,000	-	-	-	-	-	-	300,200	1,200,800	-	-	-	-	-
Dover Facility Bus Parking Reconfiguration	Transit Systems	Facilities	PE	75,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Transit Systems	Facilities	C	500,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Dover Facility Bus Parking Reconfiguration Total				575,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Dover Facility Improvements	Transit Systems	Facilities	C	100,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Dover Facility Improvements Total				100,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Dover Maintenance Building Lift Replacement	Transit Systems	Facilities	C	620,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Dover Maintenance Building Lift Replacement Total				620,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Dover Transit Center	Transit Systems	Facilities	PD	29,508	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Transit Systems	Facilities	PE	294,722	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Transit Systems	Facilities	ROW	2,143,989	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Transit Systems	Facilities	CE	239,193	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Transit Systems	Facilities	C	4,450,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Transit Systems	Facilities	Conting	708,649	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Transit Systems	Facilities	Program	30,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Dover Transit Center Total				7,906,061	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Facility Fencing Upgrade	Transit Systems	Facilities	C	185,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Facility Fencing Upgrade Total				185,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Kent County Transit Hub Study	Transit Systems	Facilities	Program	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Kent County Transit Hub Study Total				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stationary Facility Surveillance Cameras	Transit Systems	Facilities	C	20,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stationary Facility Surveillance Cameras Total				20,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TRANSIT FACILITIES TOTAL				9,406,061	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit Vehicle Replacement (4) 30' Low Floor Buses	Transit Systems	Vehicles	Procure	1,890,400	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit Vehicle Replacement (4) 30' Low Floor Buses KC FY18 Total				1,890,400	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Preventive Maintenance - Kent County	Transit Systems	Vehicles	Procure	954,400	-	95,400	23,900	Base	-	95,400	23,900	Base	-	95,400	23,900	Base	-	95,400	23,900
Preventive Maintenance - Kent County Total				954,400	-	95,400	23,900	Base	-	95,400	23,900	Base	-	95,400	23,900	Base	-	95,400	23,900
Transit Vehicle Expansion (2) 30' Low Floor Transit Ro	Transit Systems	Vehicles	Procure	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit Vehicle Expansion (2) 30' Low Floor Transit Route 120 FY14 Total				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit Vehicle Expansion (2) 30' Low Floor Dover/Rel	Transit Systems	Vehicles	Procure	891,100	-	-	-	SoGR	-	891,100	-	-	-	-	-	-	-	-	-
Transit Vehicle Expansion (2) 30' Low Floor Dover/Rehoboth (Rt 307) FY15 Total				891,100	-	-	-	SoGR	-	891,100	-	-	-	-	-	-	-	-	-
Transit Vehicle Expansion (2) 30' Low Floor Dover/Sea	Transit Systems	Vehicles	Procure	971,700	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit Vehicle Expansion (2) 30' Low Floor Dover/Seaford (Rt 309) FY18 Total				971,700	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit Vehicle Expansion Paratransit Buses Kent FY11	Transit Systems	Vehicles	Procure	1,509,700	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit Vehicle Expansion Paratransit Buses Kent FY13- 19 Total				1,509,700	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit Vehicle Replacement Paratransit Buses Kent F	Transit Systems	Vehicles	Procure	10,000,000	357,100	1,428,400	-	SoGR	-	324,600	-	SoGR	-	1,448,500	-	SoGR	527,920	2,111,680	-
Transit Vehicle Replacement Paratransit Buses Kent FY13-18 Total				10,000,000	357,100	1,428,400	-	SoGR	-	324,600	-	SoGR	-	1,448,500	-	SoGR	527,920	2,111,680	-
Transit Vehicle Replacement Support Vehicles Kent F1	Transit Systems	Vehicles	Procure	278,900	-	-	-	-	-	-	-	-	-	-	-	-	104,600	-	-
Transit Vehicle Replacement Support Vehicles Kent FY13-18 Total				278,900	-	-	-	-	-	-	-	-	-	-	-	-	104,600	-	-
TRANSIT VEHICLES TOTAL				16,496,200	357,100	1,523,800	23,900	-	1,311,100	23,900	-	-	1,543,900	23,900	-	-	632,520	2,207,080	23,900
Guaranteed Engery Savings Agreement - Siemens	Support System	Transportation	Far C	3,220,747	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Guaranteed Engery Savings Agreement - Siemens Total				3,220,747	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL				346,015,904	3,414,540	31,543,049	23,900	-	28,411,100	23,900	-	-	1,120,200	39,624,700	23,900	-	4,432,520	37,907,080	23,900

APPENDIX F
Population and Employment Estimates
PROPOSED 5-8-2013

APPENDIX F: POPULATION AND HOUSEHOLD PROJECTIONS

3/27/2013

Traffic Analysis Zone Number	2020 Population Projection	2030 Population Projection	2040 Population Projection	2020 Households Projections	2030 Households Projections	2040 Households Projections
K001	253	256	266	90	94	99
K002	1491	1552	1533	533	568	570
K003	1375	1540	1445	491	564	537
K004	800	864	896	286	317	333
K005	991	1002	989	354	367	368
K006	75	76	79	27	28	30
K007	411	444	461	150	166	175
K008	1876	1877	1817	676	694	682
K009	1893	1932	2004	688	721	759
K010	653	679	704	255	273	288
K011	184	186	193	71	74	78
K012	2307	2515	2608	901	1010	1065
K013	567	606	629	219	241	254
K014	1170	1276	1323	426	476	501
K015	159	161	167	62	64	67
K016	1792	1865	1879	652	696	712
K017	704	732	759	256	273	288
K018	1824	1898	1781	663	708	675
K019	112	113	117	42	43	46
K020	1198	1460	1514	459	575	606
K021	796	829	835	297	318	325
K022	358	358	354	134	137	138
K023	496	501	520	194	201	212
K024	3480	3863	4197	1370	1564	1727
K025	308	360	640	121	146	263
K026	472	491	509	184	197	208
K027	850	884	917	332	355	374
K029	1102	1299	1155	411	498	449
K054	153	155	161	63	66	69
K055	266	269	279	110	114	120
K056	545	567	588	224	240	254
K057	661	707	656	272	300	283
K058	342	349	362	141	148	156
K059	1631	1665	1644	671	705	709
K060	227	229	238	96	100	106
K074	1966	2045	2121	826	885	934
K075	2595	2675	2642	1090	1158	1164
K076	969	980	1016	570	601	639
K077	757	765	793	329	343	362

APPENDIX F: POPULATION AND HOUSEHOLD PROJECTIONS

3/27/2013

Traffic Analysis Zone Number	2020 Population Projection	2030 Population Projection	2040 Population Projection	2020 Households Projections	2030 Households Projections	2040 Households Projections
K078	218	220	229	99	103	109
K079	2042	2064	2141	839	873	921
K080	1977	1998	2072	838	872	921
K081	314	348	458	136	156	209
K082	933	943	978	414	432	456
K083	1048	1059	1099	437	455	480
K084	729	737	765	305	317	335
K085	171	173	179	77	81	85
K086	198	200	503	88	91	235
K087	2915	2976	3557	1235	1300	1581
K088	4380	4557	4726	1698	1816	1913
K089	1400	1527	1583	543	608	641
K090	1150	1276	1324	446	508	536
K091	2221	2267	2351	910	957	1009
K092	2191	2324	2410	853	930	980
K093	2123	2209	2291	834	892	941
K094	1803	1966	2039	646	723	761
K095	970	1076	1116	356	406	428
K096	2731	3032	3144	983	1119	1178
K097	1712	1731	1795	616	639	672
K098	1987	2009	2083	730	758	798
K099	2226	2250	2333	837	869	915
K100	355	369	383	133	142	150
K101	368	372	386	138	144	151
K102	324	360	373	122	139	146
K103	1610	1787	1853	555	632	664
K104	881	908	942	331	351	369
K105	400	444	920	150	171	361
K106	1263	1402	1454	475	541	570
K107	3193	3259	3380	1319	1387	1463
K108	587	593	615	213	221	233
K109	333	347	360	122	130	137
K110	664	737	764	258	295	311
K111	302	314	326	117	125	131
K112	301	319	331	116	126	133
K113	228	231	239	82	85	90
K114	185	187	194	76	79	84
K115	1911	2064	2140	831	925	977
K116	280	289	300	122	130	137
K117	49	50	52	21	22	23
K118	52	54	54	22	24	24

APPENDIX F: POPULATION AND HOUSEHOLD PROJECTIONS

3/27/2013

Traffic Analysis Zone Number	2020	2030	2040	2020	2030	2040
	Population Projection	Population Projection	Population Projection	Households Projections	Households Projections	Households Projections
K119	32	33	34	14	14	15
K120	291	297	308	93	97	102
K121	809	826	857	259	271	285
K122	583	630	654	210	233	245
K123	2436	2704	2804	840	955	1005
K124	1554	1786	1853	591	698	735
K125	2210	2409	2593	863	967	1058
K126	448	488	506	181	203	214
K127	676	684	709	273	284	299
K128	337	357	370	131	143	151
K129	1792	1865	1879	697	746	764
K130	275	343	559	111	142	236
K131	433	481	499	163	186	196
K132	1470	1632	1692	566	646	681
K133	1265	1467	1377	493	588	561
K134	1238	1496	1552	467	580	611
K139	2295	2547	2642	911	1040	1096
K142	1064	1107	1444	422	452	599
K207	493	606	808	199	252	341
K208	539	604	627	214	247	260
K209	735	816	846	296	338	357
K210	585	708	944	230	287	388
K211	621	671	1126	244	272	463
K212	426	519	538	168	210	221
K213	1218	1484	1657	491	616	699
K214	187	191	198	73	77	81
K215	8	8	8	3	3	3
K216	252	272	282	98	109	115
K217	2615	2669	2953	941	985	1106
K218	2166	2404	2493	747	849	894
K219	1708	1896	1966	589	670	705
K220	1685	1870	1940	606	690	726
K221	3853	4200	4356	1386	1550	1632
K222	2684	2846	2952	952	1035	1089
K223	3668	3962	4109	1301	1441	1516
K224	3259	3521	3652	1124	1244	1309
K225	1300	1327	1376	506	531	559
K226	810	843	874	313	334	352
K227	270	300	311	104	119	126
K228	1418	1433	1486	517	537	565
K229	2371	2632	2729	865	986	1038

APPENDIX F: POPULATION AND HOUSEHOLD PROJECTIONS

3/27/2013

Traffic Analysis Zone Number	2020 Population Projection	2030 Population Projection	2040 Population Projection	2020 Households Projections	2030 Households Projections	2040 Households Projections
K230	948	1052	1091	346	394	415
K231	2898	3217	3336	1198	1369	1444
K232	1057	1121	1162	397	433	456
K233	1304	1395	1447	490	539	567
K234	870	940	975	311	344	362
K235	3955	4390	4553	1454	1657	1744
K236	408	436	767	150	165	294
K237	1577	1750	1815	567	646	680
K238	12	13	13	4	5	5
K239	1400	1554	1611	509	580	610
K240	1119	1209	1253	421	467	492
K241	403	455	472	152	176	185
K242	1100	1166	1209	430	468	494
K243	1175	1257	1304	454	499	526
K244	691	836	866	261	324	341
K245	132	135	140	50	52	55
K246	220	224	233	92	97	103
K247	1317	1331	1380	553	576	608
K248	338	342	354	142	148	156
K249	780	796	825	328	345	364
K250	779	787	816	458	483	513
K251	159	161	167	62	64	68
K252	590	596	619	257	267	282
K253	1047	1069	1108	455	479	506
K254	1177	1190	1234	458	476	502
K255	279	282	293	117	122	129
K256	576	582	603	250	261	276
K257	1433	1463	1517	623	656	693
K258	765	850	881	450	521	554
K259	373	414	609	162	186	278
K260	2519	2796	2347	1000	1141	974
K261	477	483	501	179	186	196
K262	3063	3399	3525	1102	1254	1320
K263	529	540	560	224	236	249
K264	2441	2636	2734	897	995	1048
K265	96	100	104	42	45	48
K266	3720	3871	4091	1398	1494	1604
SUM	180333	192824	202110	69552	76375	81418