

**DOVER/KENT COUNTY
METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEARS 2016-2019**

**Adopted: May 6, 2015
Amended: September 2, 2015**

Prepared by the
Dover/Kent County Metropolitan Planning Organization Council

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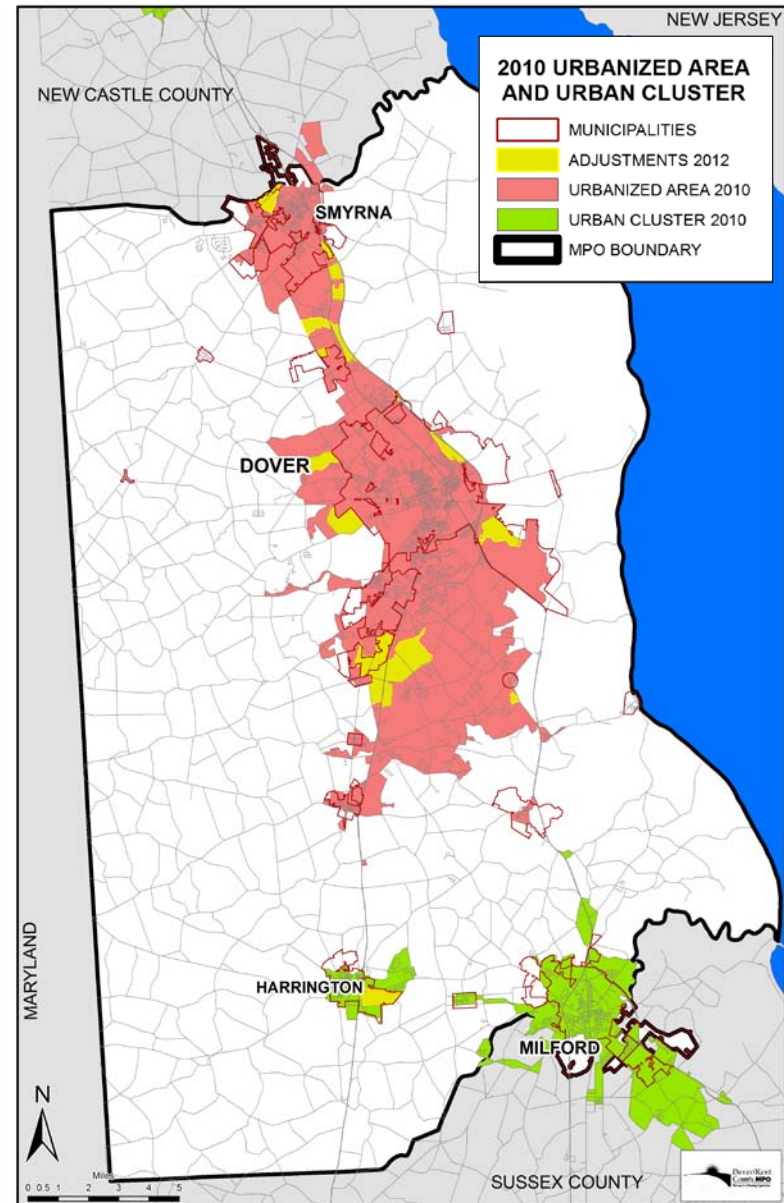
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Background

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 continued the requirement 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 persons, 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 FFY2012 and FFY2013 and has enjoyed continuing resolutions since. 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 FY 2016-2019 TIP follows the preceding (FY 2015-2018) TIP as amended in January, 2015. The previous amended TIP was prepared



from the FY 2015-2020 Capital Transportation Program (CTP) and influenced by the MPO's 2040 Metropolitan Transportation Plan (MTP). This document was originally prepared with the benefit of a draft FY 2016-2021 CTP. The Delaware Department of Transportation (DelDOT) once again was scrambling to allocate additional funds to transportation projects. The State Legislature discussed mechanism that increased the gasoline tax to dedicate to the Transportation Trust Fund and as simple as incrementally increasing fees and penalties. Finance Department provided the approved Bond Bill authorization that reflected the total of the allocable funds negotiated for the FY 2016 budget. The MPO had added important projects being considered; the Camden Bypass Plan and a proposed widening of US13 from the Puncheon Run Connector to Walnut Shade Road near Woodside. The MPO also took the opportunity to split large study areas into separate projects that were scored and prioritized as well.

In an effort to identify appropriate projects to recommend for funding in future CTP's, the MPO established a Working Group to develop criteria and a scoring rubric to identify the most important projects; to Prioritize. The working group chose to accept the software and technical assistance provided by DelDOT with Decisions Lens[®]. The Working Group has developed the inputs into the prioritization model and have identified which criteria is most important to weight the project scores. The group will be tasked to produce a mechanism for bicycle and pedestrian facilities next and to work with staff to develop the mechanisms and data required for scoring all projects, including predictive traffic management measurement.

Public input was solicited from residents of the county, as well as from the Public Advisory Committee (PAC) meetings held at the Kent County Administration Building, for Plan amendments and this TIP document. In the past, the MPO had advertised and toured the TIP sites during a bus tour. Since there have been no new major projects included in this document, the MPO prepared a virtual tour of the highway projects that are funded during the TIP period. This virtual tour has accomplished a mechanism for constituents to view a summary of the projects included in the TIP so that the bus tour is becoming less valuable. The eleven virtual tours, along with an introduction and conclusion, have been included on the MPO's website at <http://doverkentmpo.delaware.gov/projects/video-trail/>

The funds anticipated to be used for the Kent County projects (not the greater MPO area) in the TIP during FY 2016 - FY 2019 are shown below.

	<u>Total Amount</u>	<u>Federal Share</u>
FY 16	\$67,392,153	\$54,746,533
FY 17	\$53,227,241	\$47,512,239
FY 18	\$44,628,042	\$38,363,612
FY 19	\$16,810,469	\$13,395,295

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, bicycle and pedestrian 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 MPO TIP will be submitted to DelDOT as the region's input for the FY 2016-FY 2019 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 and 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 integrity of the area, as will the proposed apron for private jets, large and small, at the Dover Air Force Base. 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, 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 identified goals and objectives to meet those needs. The MTP was financially reasonable and resulted in a positive impact on the region's air quality. The regional planning process was 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 Plans of all municipalities and other plans in the region. The MTP was amended on January 8, 2014 to include the Camden Bypass and to reorganize two larger projects into separate component projects; the Route 8 Study and the North Dover US 13 Corridor Study. Another amendment to the MTP has been proposed; to include the widening of US 13 from the Puncheon Run Connector to Walnut Shade Road near Woodside to three lanes in each direction. It was considered and approved at the MPO Council meeting of May 7, 2014.

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:

- First, preserving and maintaining the existing transportation system;
- then, improving management of the existing transportation system;
- then, developing and expanding multiple transportation modes; and
- and finally, providing additional roadway system capacity.

Projects in the FY2016-2019 TIP were drawn from the 2040 MTP, as amended.

The Prioritization Process

In the most recent long range plan, the MPO, led by the Technical Advisory Committee, maintained the status quo for the project prioritization completed for the Metropolitan Transportation Plan. Delaware is in a unique position, as it maintains over 90% of the roads on the state. There has been a renewed attempt to create a planning process where the TIP is produced by the MPO or projects are at least recommended to the DOT that then becomes a portion of the CTP. This attempt follows that of the Department of Transportation's critical analysis that changed their project ranking process and results and changed the Projects List significantly for FY 2015 and continued into this TIP. The MPO and the department are finding their way through the dual challenges of funding the most important projects while attempting to meet a budget, beyond the requirement for a constrained budget. This TIP implements a new approach by the Department to developing the CTP while the MPO attempts to build a process built upon the same prioritizing software using a new set of criteria defined with our partners. They are: System Operating Effectiveness, Safety, Environmental Impact/Stewardship, Revenue Generation/Economic Development/Jobs and Commerce, Supports Freight Movement, Multi-Modal Feasibility/Access, Impact on the Public/Social Disruption and Economic Justice, Community Priorities, and The State Strategies for Policies and Spending.

The previous method of scoring project prioritization was based on the 10 factors described in table 1 with a less mathematical system of 'weighting' project scores. An original attempt to realign the scoring of projects for prioritization was 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 perspective 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 using an approach developed by the Working Group.

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

Previous Factor	Weight	Proposed Factor	Weight
Safety	0.20	Safety	
Support for Comprehensive/ Community Plans	0.20	System Operating Effectiveness	
Environmental Justice	0.10	Environmental Impact/Stewardship	
Transit	0.05	Revenue Generation/Economic Development/Jobs and Commerce	
Pedestrian/Bicycle Travel	0.05	Supports Freight Movement	
Environmental Impacts	0.03	Multi-Modal Feasibility/Access	
Economic Impacts	0.05	Impact on the Public/Social Disruption and Economic Justice	
System Continuity	0.10	Community Priorities	
Sustainability	0.02	The State Strategies for Policies and Spending	
Consistency with the Long-Range Transportation Plan	0.20		
Total	1.00		

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 tour of proposed project sites. Because of the contraction of the budget and the advantages the technology offers, staff determined that a TIP based bus tour could be created as a virtual tour and was cancelled again this year. As an alternative to riding around looking at the same locations, the MPO has produced a video tour of project sites that is posted on our website; <http://doverkentmpo.delaware.gov/projects/video-trail/>.

Rather than making available DelDOT and MPO staff to answer questions during the short period while at the site, the MPO will take questions at any time and post responses to questions on the website. We look forward to reviving the bus tour when there are new projects or significant changes worthy of the time and expense.

The MPO offered the opportunity for public comment originally beginning Monday, March 30, 2015 through Thursday, April 30, 2015. News releases and advisories publicizing all related meetings with an opportunity to comment were 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 were made available to anyone who asked. The draft document was posted on the MPO's website.

To comply with the requirements of Title VI, with reference to the FY 2016-2019 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. As the federally-designated Metropolitan Planning Organization for Kent County, Delaware is in attainment, the Dover/Kent County MPO, is not required through federal regulations to show that the FY 2016-2019 TIP complied with the requirements of the 1990 Clean Air Act and subsequent amendments (CAA).

The FY 2016-2019 TIP

The projects in the FY 2016-2019 TIP are represented in the 2040 MTP, as amended. The projects in the TIP are only a small portion of those in the MTP. There have been changes to the project list and scope of the projects. The MTP was amended earlier in 2014 at the time of the development of the initial draft TIP. The mass projects comprising the Route 8 Study and the North Dover Study were separated into component projects. Two new projects were added including the "Camden Bypass" and the US13 Widening project.

The Camden Bypass is a multi-component project that was separated into 5 components for scoring purposes. After review by the de-facto statewide conformity working group, it was determined that 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 at the time 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 FY 2016-2019 Transportation Improvement Program conforms to the SIP.

Program Categories and Project List

This draft FY 2016-2019 TIP mirrors DelDOT's FY 2016-2021 CTP developed after the State budget was adopted at the end of June, 2014. The projects and funded amounts included in this FY 2016-2019 TIP reflect the amounts allocated in the FY 2016-2021 CTP for years FY2016 through 2019. The 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 Transit Facilities and Vehicles.

Table 2 on the following pages lists statewide projects and programs for which funding is being requested for fiscal years 2016, 2017, 2018 and 2019. These are predominantly funding programs that include projects in all three Delaware counties. More information about process and past CTP's is located at http://deldot.gov/information/pubs_forms/CTP/index.shtml.

Appendix A lists the projects in the MPO's planning area for which funding is being requested for fiscal years 2015, 2016, 2017 and 2018. 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 C is the TIP Financial Plan and evidence of Fiscal Constraint.

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. In the past, the MPO included an Annual Listing of Obligated Projects as Appendix E. The document is required to be made available 90 days after the end of the fiscal year, September 30. If the schedule for the TIP development changes and the periods align, the MPO will consider renewing this appendix.

Appendix E is the list of projects and their phase funded in the CTP for Kent County (E-A) and for Statewide projects (E-B).

Appendix F is the most recent list of Traffic Analysis Zones (TAZ) population and households projected by the Dover/Kent County MPO, based on County projections data from the Delaware Population Consortium. The Consortium is supported by the University of Delaware Center for Applied Demography and Survey Research (CADSR).

Appendix G is included at the request of the Federal Highway Administration. The appendix includes two road improvements projects on Federal Lands: at Bombay Hook National Wildlife Refuge with current funding and at Prime Hook National Wildlife Refuge with funding in the future.

Table 2: FY 2016-2019 Identified Statewide Projects (x \$000)

PROJECT (x000)	FY 2016 TOTAL	FY 2017 TOTAL	FY 2018 TOTAL	FY 2019 TOTAL	2016-2019 TOTAL
ROAD SYSTEMS					
BRIDGES	9,433.2	21,130.0	23,950.0	34,700.0	89,213.2
Bridge Management	3,685.4	3,100.0	3,100.0	3,100.0	12,985.4
Bridge Preservation	995.0	10,680.0	14,500.0	25,000.0	51,175.0
Bridge Inspection	4,410.8	4,350.0	4,350.0	4,600.0	17,710.8
Bridge Painting	0.0	3,000.0	2,000.0	2,000.0	7,000.0
Bridge Design Training	342.0	0.0	0.0	0.0	342.0
DAMS	9,433.2	21,130.0	23,950.0	34,700.0	89,213.2
DAM Preservation Program	1,321.0	1,750.0	750.0	1,750.0	5,571.0
Statewide Dam H&H Analyses FY15	46.0	0.0	0.0	0.0	46.0
Statewide Dam H&H Analyses FY16	280.0	32.0	0.0	0.0	312.0
TRANSPORTATION ALTERNATIVES PROGRAM	5,277.0	3,815.5	2,975.0	3,555.8	15,623.3
BICYCLE, PEDESTRIAN AND OTHER IMPROVEMENTS	3,896.3	4,000.0	4,000.0	4,000.0	15,896.3
ENGINEERING & CONTINGENCY	27,595.0	26,845.0	26,845.0	26,845.0	108,130.0
ENVIRONMENTAL IMPROVEMENTS	654.8	713.0	578.0	563.0	2,508.8
INTERSECTION IMPROVEMENTS	6,907.4	5,100.0	5,100.0	5,100.0	22,207.4
RECREATIONAL TRAILS	1,307.5	1,350.0	1,132.1	1,132.1	5,400.2
MATERIALS & MINOR CONTRACTS	7,309.7	8,000.0	8,000.0	8,000.0	31,309.7

PROJECT (x000)	FY 2016 TOTAL	FY 2017 TOTAL	FY 2018 TOTAL	FY 2019 TOTAL	2016-2019 TOTAL
CORRIDOR CAPACITY PRESERVATION	1,000.0	1,000.0	1,000.0	1,000.0	4,000.0
PAVING & REHABILITATION	102,015.6	80,000.0	80,000.0	80,000.0	342,015.6
SAFE ROUTES TO SCHOOL	1,328.0	728.5	300.0	0.0	2,356.5
SCENIC BYWAYS	838.6	50.0	50.0	50.0	988.6
RAIL CROSSING SAFETY	1,511.7	1,511.7	1,511.5	1,511.5	6,046.4
RIDE ABILITY	400.0	100.0	100.0	100.0	700.0
HAZARD ELIMINATION PROGRAM	3,654.4	2,444.4	2,444.4	2,444.4	10,987.6
HIGH RISK RURAL ROADS PROGRAM	805.0	211.2	296.8	0.0	
SIGNAGE & PAVEMENT MARKINGS	5,482.5	3,482.5	3,482.5	3,772.0	16,219.5
TRAFFIC CALMING	151.0	150.0	150.0	150.0	601.0
SECTION 154 PENALTY TRANSFER PROGRAM	3,123.7	2,265.0	2,265.0	2,265.0	9,918.7
SAFETY PROGRAM 80/20	0.0	0.0	0.0	2,250.0	2,250.0
SAFETY PROGRAM 90/10	0.0	0.0	0.0	4,333.3	4,333.3
STATEWIDE INDUSTRIAL STREETS	250.0	250.0	0.0	0.0	500.0
SUPPORT					
ADVANCED ACQUISITIONS	0.0	0.0	0.0	0.0	0.0
AERONAUTICS PLANNING	176.0	210.0	210.0	210.0	806.0
AERONAUTICS PROGRAM DEV	280.0	500.0	280.0	280.0	1,340.0
EDUCATION AND TRAINING	313.2	200.0	200.0	200.0	913.2
HEAVY EQUIPMENT PROGRAM	20,000.0	10,000.0	10,000.0	10,000.0	50,000.0

PROJECT (x000)	FY 2016 TOTAL	FY 2017 TOTAL	FY 2018 TOTAL	FY 2019 TOTAL	2016-2019 TOTAL
PLANNING	13,517.4	12,111.3	12,111.3	12,111.3	49,851.3
Federal Land Access Program	30.0	30.0	30.0	30.0	120.0
Local Transportation Assistance Program (TAP)	352.0	340.0	340.0	340.0	1,372.0
MPO/FHWA	2,129.2	2,129.2	2,129.2	2,129.3	8,516.8
MPO/FTA	468.3	468.3	468.3	468.3	1,873.2
Pedestrian ADA Accessibility	3,000.0	3,000.0	3,000.0	3,000.0	12,000.0
Planning PD	2,522.4	2,000.0	2,000.0	2,000.0	8,522.4
Rural TAP	78.2	78.2	78.2	78.2	312.8
Statewide Planning & Research/FHWA	4,167.9	3,296.3	3,296.3	3,296.3	14,056.8
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
University Research	250.0	250.0	250.0	250.0	1,000.0
TECHNOLOGY	14,098.8	14,293.8	14,693.8	13,293.8	56,380.2
DBE	279.7	125.0	125.0	125.0	654.7
IT Initiatives	10,000.0	11,000.0	11,000.0	12,000.0	44,000.0
DMV System Upgrade	3,500.0	3,000.0	3,400.0	1,000.0	10,900.0
OJT/ Support Services	110.3	100.0	100.0	100.0	410.3
Summer Transportation Institute	68.8	68.8	68.8	68.8	275.2
Enterprise Document Management	150.0	0.0	0.0	0.0	150.0
TRANSPORTATION FACILITIES	9,685.2	11,700.0	11,800.0	11,800.0	44,985.2
DMV Toll Equipment Upgrade	0.0	5,000.0	5,000.0	5,000.0	15,000.0

PROJECT (x000)	FY 2016 TOTAL	FY 2017 TOTAL	FY 2018 TOTAL	FY 2019 TOTAL	2016-2019 TOTAL
Transportation Facilities - Administration	718.3	700.0	800.0	800.0	3,018.3
Transportation Facilities - Operations	8,966.9	6,000.0	6,000.0	6,000.0	26,966.9
TRANSPORTATION MANAGEMENT IMPROVEMENTS	10,632.8	10,975.0	8,315.0	9,475.0	39,397.8
MUTCD Compliance	3,046.2	3,500.0	840.0	2,000.0	9,386.2
Traffic Signal Revolving Fund	125.0	125.0	125.0	125.0	500.0
Rideshare Trip Mitigation	450.0	450.0	450.0	450.0	1,800.0
Transportation Management Improvement	7,011.6	6,900.0	6,900.0	6,900.0	27,711.6
TRANSIT					
TRANSIT FACILITIES	3,225.0	2,570.0	3,740.0	2,015.0	11,550.0
RAIL	300.0	300.0	300.0	300.0	1,200.0
TRANSIT VEHICLES	7,020.5	4,179.6	1,979.6	1,979.6	15,159.3
GRANTS AND ALLOCATIONS					
MUNICIPAL STREET COMMUNITY TRANSPORTATION	5,000.0	5,000.0	5,000.0	5,000.0	20,000.0
TOTALS	285,597.0	254,218.5	251,392.0	268,536.7	1,059,744.2

A detailed summary of the Statewide Projects and funding is included in Appendix E: Part B Statewide

APPENDIX A
Funded Dover/Kent County MPO Projects

ROAD SYSTEM:
ARTERIALS

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP), - KENT COUNTY ARTERIALS

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.

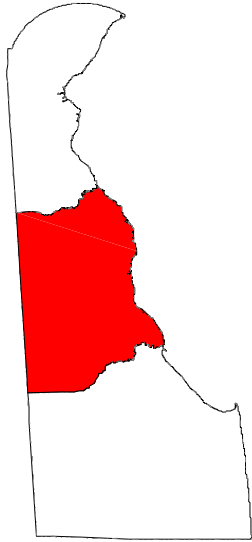
County: Kent
Funding Program: Road System – Arterials
Estimated Cost: \$1,151,260
MPO Priority Rating: N/A (HSIP)



Descriptions:

SR300, Glenwood Ave Safety Improvements: This project is located on SR300, Glenwood Avenue in Smyrna, Delaware. It will involve revisions to several existing commercial entrances, channelization of some entrances, installation of new traffic signal and a multitude of signing and striping revisions. This project was recommended in the 2009 Hazard Elimination Program, Task II Report - Site N. Improvements are needed to revise existing commercial entrances through the corridor to reduce the severity and frequency of accidents.

Project Discontinued



HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) - KENT COUNTY

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
SR300, Glenwood Ave Safety Improvements	PD									0.0
	PE									0.0
	RW									0.0
	C									0.0
	Σ	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Federal Funding Program: Surface Transportation Program (Glenwood Avenue)

Project Funding Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
SR300, Glenwood Ave Safety Improvements	PD									0.0
	PE									0.0
	RW		25.0							25.0
	C	0.0	0.0							0.0
	Σ	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0

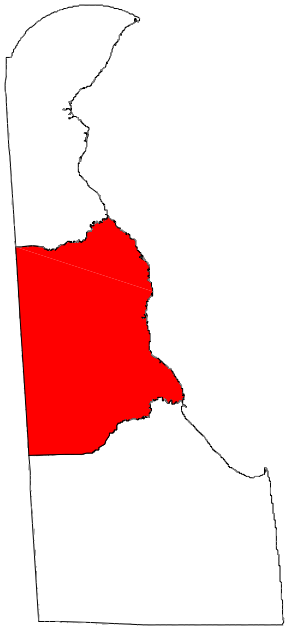
Project Discontinued

HAZARD ELIMINATION PROGRAM (HEP), - KENT COUNTY

PROJECT SCOPE/DESCRIPTION: The Federal Code at 23 USC152 defines this as: Each State shall conduct and systematically maintain an engineering survey of all public roads to identify hazardous locations, sections, and elements, including roadside obstacles and unmarked or poorly marked roads, which may constitute a danger to motorists, bicyclists, and pedestrians, assign priorities for the correction of such locations, sections, and elements, and establish and implement a schedule of projects for their improvement. The proposed projects identified through this process in Kent County that are required to be addressed 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)



Descriptions:

US 13 Widening: This project involves the addition of a third lane in each direction on US13 from the Puncheon Run Connector south to Walnut Shade Rd. This will require roadway widening, stormwater management facilities, multiple intersection redesigns, traffic signal reconfigurations and multi-modal improvements. The first phase is Lochmeath Way to the Puncheon Run Connector.

DE14 @ Killens Pond Road Intersection Improvements: This project consists of placing a channelizing island in the intersection to better delineate traffic movements as well as drainage improvements required by the placement of the channelizing island.

DE10 & DE15 Intersection Improvements: The existing intersection of SR10 - Willow Grove Road & SR15 - 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 roundabout. This will involve roadway widening, drainage upgrades, installation of channelizing islands, roadway lighting and signing & striping upgrades.

DE8 & DE15 Intersection Improvements: The existing intersection of DE8/Forest Ave. and Salisbury Road/DE15 qualifies for and requires safety improvements. Primary improvement will be to add another through lane in both directions, north and south on Saulsbury Road/DE15. This project is included as a Local Road.

HAZARD ELIMINATION PROGRAM (HEP) - KENT COUNTY

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
US13-Puncheon Run Connector to Lochmeath Way: US 13 Widening	PE			900.0	2,000.0		1,600.0			4,450.0
	ROW									1,000.0
	C									0.0
	Σ	0.0	0.0	900.0	2,000.0	0.0	1,600.0	0.0	0.0	5,450.0
SR8 & SR15 Intersection Improvements	PE							50.0	450.0	500.0
	ROW									0.0
	C									0.0
	Σ	0.0	0.0	0.0	0.0	0.0	0.0	50.0	450.0	500.0
SR14 @ Killens Pond Road Intersection	PE					2.0	18.0			20.0
	ROW							3.0	27.0	30.0
	C									0.0
	Σ	0.0	0.0	0.0	0.0	2.0	18.0	3.0	27.0	50.0
LOCAL ROAD: SR10 at SR15 Intersection Improvements	PE									0.0
	ROW		180.0	20.0						200.0
	C			200.0	800.0					1,000.0
	Σ	0.0	180.0	220.0	800.0	0.0	0.0	0.0	0.0	2,200.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
US13-Puncheon Run Connector Lochmeath Way: US13 Widening	PE	350.0	1,400.0	350.0	1,400.0	190.0	760.0			4,450.0
	ROW							200.0	800.0	1,000.0
	C									0.0
	Σ	350.0	1,400.0	350.0	1,400.0	190.0	760.0	200.0	800.0	5,450.0
US13-Walnut Shad to Lochmeath Way: US13 Widening	PE					20.0	80.0	40.0	160.0	300.0
	ROW									0.0
	C									0.0
	Σ	0.0	0.0	0.0	0.0	20.0	80.0	40.0	160.0	300.0
SR8 & SR15 Intersection Improvements	PE	50.0	450.0	50.0	450.0					1,000.0
	ROW					50.0	450.0	50.0	450.0	1,000.0
	C									0.0
	Σ	50.0	450.0	50.0	450.0	50.0	450.0	50.0	450.0	2,000.0
SR14 @ Killens Pond Road Intersection	PE	2.0	18.0			2.0	18.0			20.0
	ROW			3.0	27.0					30.0
	C					25.0	225.0			250.0
	Σ	2.0	18.0	3.0	27.0	25.0	225.0	0.0	0.0	300.0
LOCAL ROAD: SR10 at SR15 Intersection Improvements	PE									0.0
	ROW	15.0	135.0	5.0	45.0					200.0
	C			150.0	600.0	50.0	200.0			1,000.0
	Σ	15.0	135.0	155.0	645.0	50.0	200.0	0.0	0.0	1,200.0

MS30-Highway Safety Improvement Program

M231-Surface Transportation Program

Loockerman Street/Forest Street Improvements

Project Description: This project will include a series of improvements through this area of Dover that will encourage economic development and alternative modes of transportation. The planned improvements include:

- Implement a roundabout to improve traffic circulation and to provide a pleasing element to reinforce this visual terminus at the Dover Train Station and retrofit the existing Loockerman Street Streetscape into the roundabout design.
- Create a pedestrian friendly zone at the railroad crossing and Front Street.
- Create a new gateway with intersection improvements at Division Street and Forest Street.

Project Justification: This project will improve safety for multi-modal movements throughout the area and encourage economic development.

County:	Kent
Municipality:	Dover
Funding Program:	Road System – Arterials
Functional Category:	Management
Representative District:	31
Senatorial District:	17
Estimated Cost:	\$4,146,830
MPO Priority Rating:	
State Priority Ranking	65



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
Loockerman Street/Forest Street 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	300.0	0.0	0.0	0.0	0.0	0.0	300.0
	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	300.0	0.0	0.0	0.0	0.0	0.0	300.0

Future federal Funding Program: National Highway System

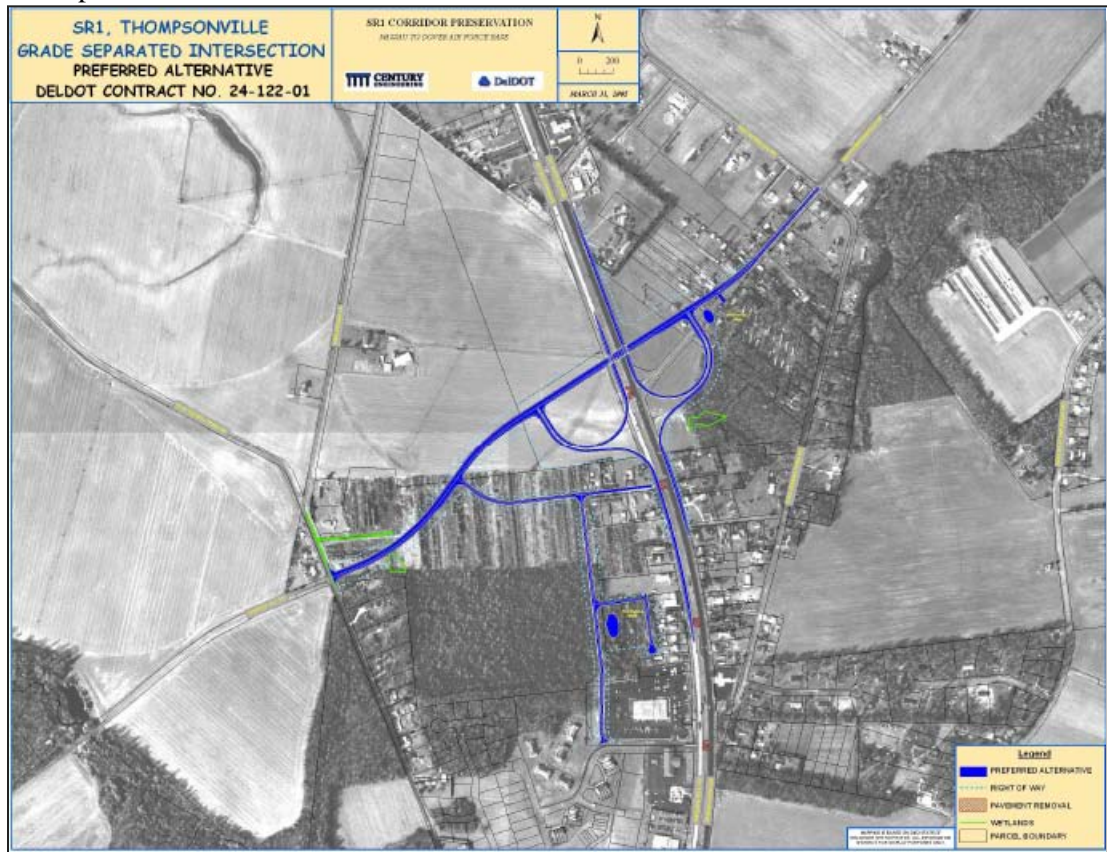
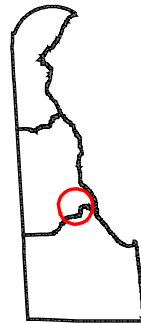
Project Funding Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
Loockerman Street/Forest Street Improvements	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	150.0	0.0	150.0	0.0	0.0	0.0	300.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	150.0	0.0	150.0	0.0	100.0	00.0	400.0

SR 1, THOMPSONVILLE ROAD GRADE SEPARATED INTERSECTION

PROJECT SCOPE/DESCRIPTION: This project includes the construction of a grade-separated intersection at SR1 and K19, Thompsonville Road. Thompsonville Road will be extended 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. New prioritization means right-of-way acquisition has been completed and construction is set to begin in 2015 and be complete by 2017 .

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:	\$26,051,425
MPO Priority Rating:	2.49
State Priority Ranking	7



SR 1, THOMPSONVILLE ROAD GRADE SEPARATED INTERSECTION

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 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

Federal Funding Program: M001: National Highway Performance Program

Project Funding Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 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	1.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
	C	2,557.0	10,461.7	0.0	0.0	0.0	0.0	0.0	0.0	13,018.7
	Total	2,558.0	10,465.7	0.0	0.0	0.0	0.0	0.0	0.0	13,023.7

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, Mulberry 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:

State Priority Ranking:

Road System – Arterials

Management

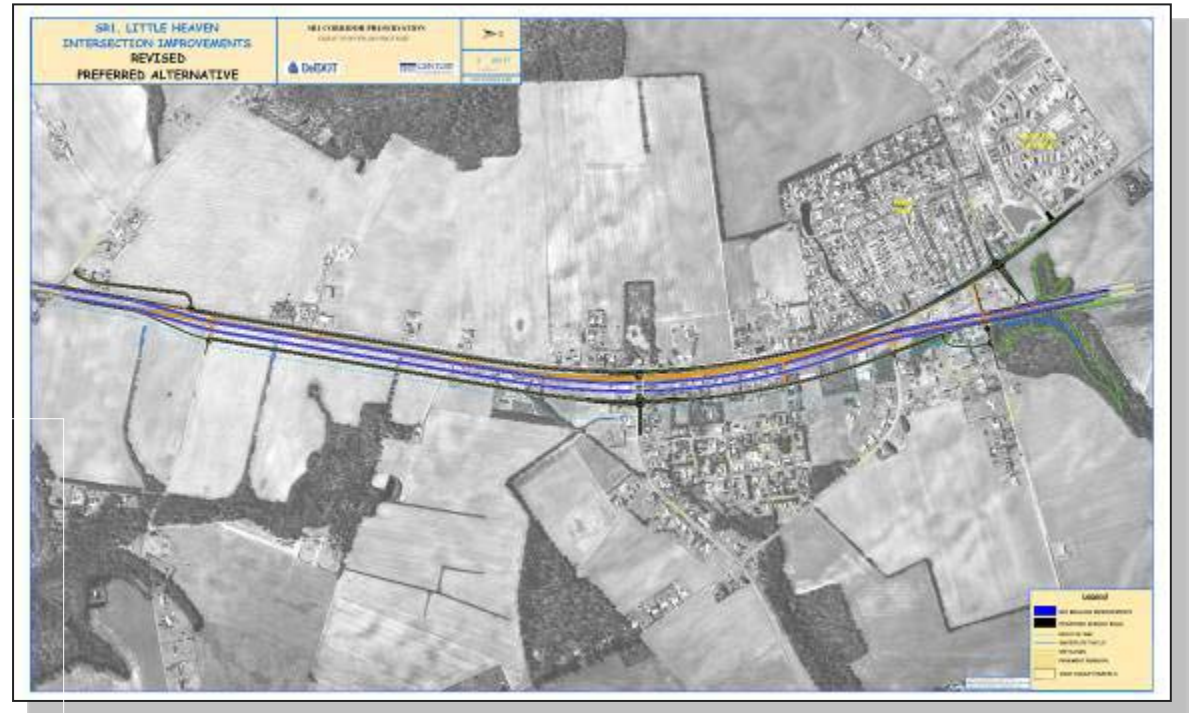
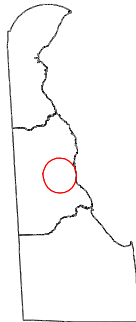
33

16

\$70,815,100

2.16

22



SR 1, LITTLE HEAVEN GRADE-SEPARATED INTERSECTIONS

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
Sr 1, Little Heaven Grade- Separated Intersections	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	20,000.0	0.0	15,000.0	0.0	3,700.0	0.0	0.0	38,700.0
	Total	0.0	20,000.0	0.0	15,000.0	0.0	3,700.0	0.0	0.0	38,700.0

Federal Funding Program: M001: National Highway Performance Program

Project Funding Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
Sr 1, Little Heaven Grade- Separated Intersections	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	10.6	42.4	0.0	0.0	0.0	0.0	0.0	0.0	53.0
	RW	2.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	6,300.0	16,025.6	0.0	16,189.3	0.0	15,150.3	0.0	0.0	53,304.8
	Total	6,312.6	16,075.5	0.0	16,189.3	0.0	15,150.3	0.0	0.0	53,357.8

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. The proposed improvements will enhance the capacity and safety of the SR1 corridor. 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: 18
Estimated Cost: \$28,600,000
MPO Priority Score: 2.72
State Priority Ranking: 99



SR 1 AT NE FRONT STREET, MILFORD GRADE SEPARATED INTERSECTION

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
SR1 at NE Front Street, 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

Federal Funding Program: National Highway System

Project Funding Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
SR 1 at NE Front Street, Milford Grade Separated Intersection	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	16.9	67.5	0.0	0.0	0.0	0.0	0.0	0.0	84.8
	RW	0.0	1,500.0	0.0	1,500.0	0.0	0.0	0.0	0.0	3,000.0
	C	0.0	0.0	0.0	0.0	1,600.0	6,400.0	1,600.0	6,400.0	16,000.0
	Total	16.9	1,567.5	0.0	1,500.0	1,600.0	6,400.0	1,600.0	6,400.0	19,084.8

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:	\$26,666,600
MPO Priority Rating:	
State Priority Number:	123



SR 1 AT SOUTH FREDERICA GRADE SEPARATED INTERSECTION

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
SR1 at 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	3,760.0	800.0	0.0	6,400.0	0.0	7,840.0	0.0	0.0	18,800.0
	Total	3,760.0	800.0	0.0	6,400.0	0.0	7,840.0	0.0	0.0	18,800.0

Federal Funding Program: National Highway Performance Program

Project Funding Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
SR1 at 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	112.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	120.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	200.0	800.0	1,496.0	5,984.0	2,654.8	10,619.2	341.0	1,364.1	23,459.1
	Total	312.0	808.0	1,496.0	5,984.0	2,654.8	10,619.2	341.0	1,364.1	23,459.1

US 13 PEDESTRIAN IMPROVEMENTS, COURT STREET TO LOOCKERMAN STREET

PROJECT SCOPE/DESCRIPTION: The proposed pedestrian improvements are intended to provide a safer traveling environment for pedestrian and transit customers. The improvements are intended to increase pedestrian connectivity and will include curb cuts where they do not exist, new sidewalks, replacement of existing sidewalk, reduction of excessively high curbs, and installation of pedestrian signals at major crossings, installation of cross walk striping and creation of raised median islands for pedestrian refuge.

PROJECT JUSTIFICATION: It is evident from the wide range of land use and observed patterns that pedestrians are walking in the corridor. There are gaps in the sidewalk network and mobility for the disabled is restricted by the absence of adequate curb cuts. Curbs are too high in some locations and the wide, high volume roadway should have refuge islands and pedestrian signals to improve safety. Project was coordinated with the replacement of Wawa.

County:	Kent
Municipality:	Dover
Funding Program:	Road System – Arterials
Functional Category:	Management
Representative District:	31, 32
Senatorial District:	17
Estimated Cost:	\$6,500,000
MPO Priority Rating:	2.52



US 13 PEDESTRIAN IMPROVEMENTS, COURT STREET TO LOOCKERMAN STREET

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
Us 13 Pedestrian Improvements, Court Street To Loockerman Street	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 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
Us 13 Pedestrian Improvements, Court Street To Loockerman Street	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

DROPPED

WALNUT SHADE ROAD, US 13 TO PEACHTREE RUN ROAD

PROJECT SCOPE/DESCRIPTION: This project includes improvements to bring the road to the Arterial standards; adequate travel lanes, shoulder, bikelanes and sidewalks. The project was nominated by Kent County as an important problem area in the developing areas south of Dover.

PROJECT JUSTIFICATION: The project will enhance traffic capacity and improve safety in accordance with the Arterial Design standards.

Municipality:	Central Kent County
Funding Program:	Road System – Arterials
Functional Category:	Management
Representative District:	33
Senatorial District:	16
Estimated Cost:	\$11,850,000
MPO Priority Rating:	
State Priority Number:	15



SR 1 AT SOUTH FREDERICA GRADE SEPARATED INTERSECTION

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
Walnut Shade Road, US 13 To Peachtree Run Road	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

Federal Funding Program: National Highway Performance Program

Project Funding Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
Walnut Shade Road, US 13 To Peachtree Run Road	PD	0.0	0.0	0.0	0.0	70.0	280.0	70.0	280.0	700.0
	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	70.0	280.0	70.0	280.0

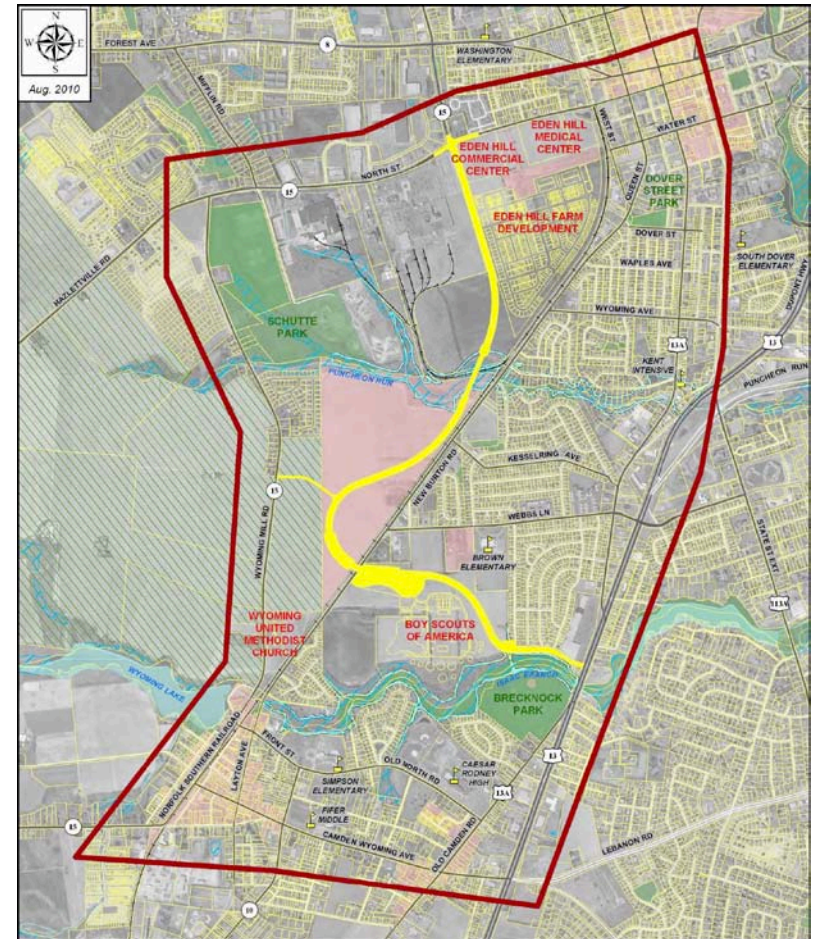
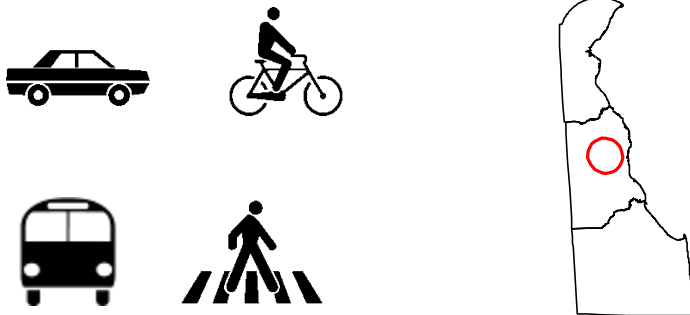
ROAD SYSTEM:
COLLECTORS

WEST DOVER CONNECTOR

PROJECT SCOPE/DESCRIPTION: This project will extend Saulsbury Rd. from its current terminus at North St., to US13. This will involve the construction of 3.5 miles of new mainline roadway traveling east from North St. across the Eden Hill development, south over the Norfolk & Southern Railroad (NSRR) spur and across the Kesselring farm on the west side of the NSRR tracks. The roadway will then turn east again spanning the NSRR mainline and New Burton Rd. then traversing the Kesselring farm on the east side of New Burton Rd. and ultimately tying into US13 in the vicinity of the existing intersection with Charles Polk Rd. on the southern side of Rodney Village. The improvements will also include auxiliary connections to Wyoming Mill Rd., New Burton Rd. and Charles Polk Rd. There will be multi-modal improvements allowing pedestrian and bicycle facilities throughout the project limits in addition to new DART facilities. The project will provide interconnectivity between multiple recreational areas, residential communities and commercial facilities.

PROJECT JUSTIFICATION: The Dover/Kent County MPO Long Range Transportation Plan and City of Dover Comprehensive Plan have identified the need for this project and the Department agrees. The traffic analyses that have been conducted based on existing and proposed growth in the area justify the need for this roadway connection due to the degradation of the existing area roadway facilities.

County:	Kent
Municipality:	Dover
Funding Program:	Road System – Collectors
Functional Category:	Expansion
Representative District:	31, 32
Senatorial District:	17
Estimated Cost:	\$57,215,800
MPO Priority Rating:	2.10
State Priority Number:	78



WEST DOVER CONNECTOR

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
WEST DOVER CONNECTOR	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	6,821.4	0.0	0.0	0.0	0.0	0.0	0.0	6,821.4
	Total	0.0	6,821.4	0.0	0.0	0.0	0.0	0.0	0.0	6,821.4

National Highway Performance Program
Surface Transportation Program MAP-21

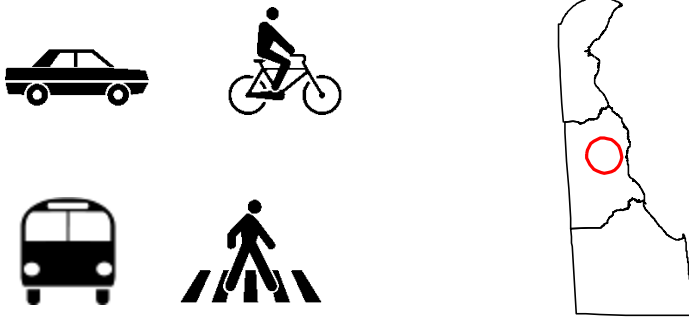
Project Funding Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
WEST DOVER CONNECTOR	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0
	C	0.0	19,218.5	0.0	17,547.2	0.0	0.0	0.0	0.0	36,765.7
	Total	0.0	19,238.5	0.0	17,547.2	0.0	0.0	0.0	0.0	36,785.7

KENTON ROAD: SR8 TO CHESTNUT GROVE ROAD

Project Description: Funding is requested to improve vehicle, pedestrian, and bicycle travel along Kenton Road (K104) between Route 8/Forrest Ave and Chestnut Grove Road (K158) in Dover. The improvements will involve widening Kenton Road to two 11-foot lanes with two five-foot shoulders, installing curbs and sidewalks on one or both sides (both if in the City of Dover and those enclaves that are not.), and addressing closed drainage, traffic calming, and safety improvements.

Project Justification: This stretch of Kenton Road in the City of Dover has remained unimproved for pedestrian and bicycle access and still has open drainage for storm water.

County:	Kent
Municipality:	Dover
Funding Program:	Road System – Collectors
Functional Category:	Management
Representative District:	31
Senatorial District:	17
Estimated Cost:	\$57,215,800
MPO Priority Rating:	2.10
State Priority Number:	78



KENTON ROAD: SR8 TO CHESTNUT GROVE ROAD

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
KENTON ROAD: SR8 TO CHESTNUT GROVE ROAD	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	140.0	560.0	0.0	0.0	0.0	0.0	0.0	0.0	700.0
	RW	0.0	0.0	0.0	0.0	192.0	768.0	0.0	0.0	960.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	140.0	560.0	0.0	0.0	192.0	768.0	0.0	0.0	1,660.0

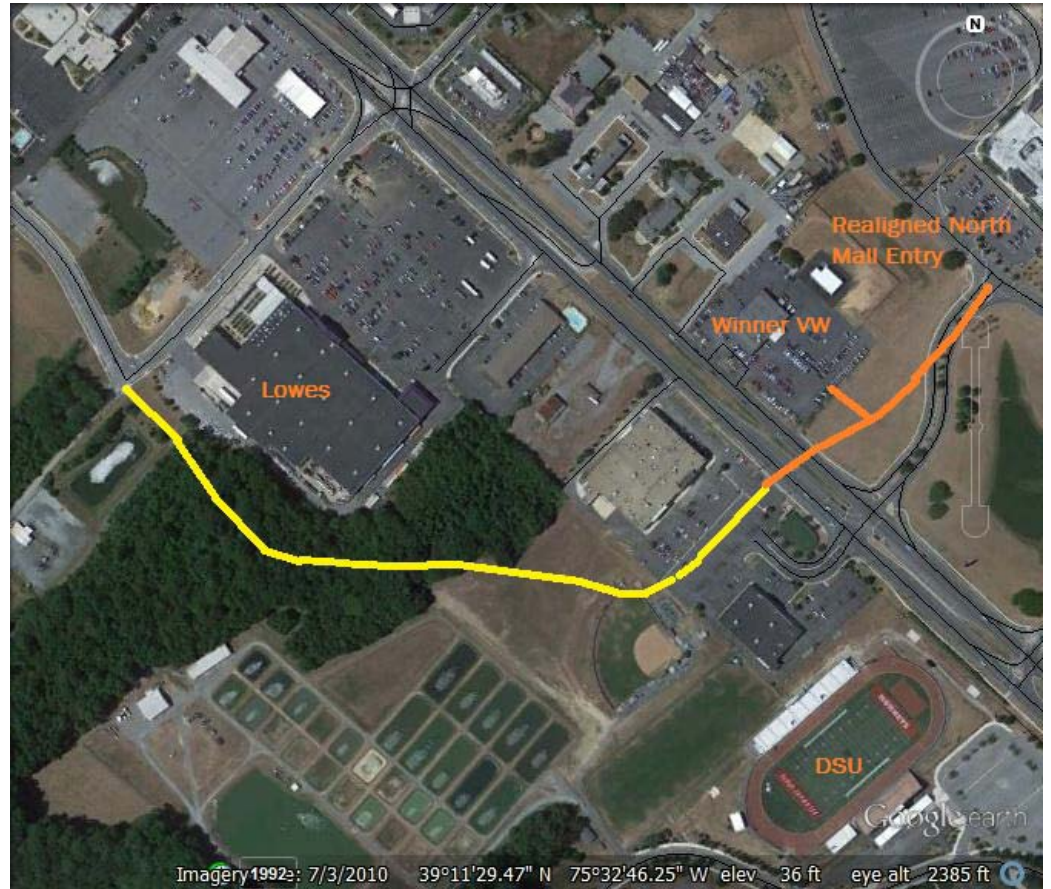
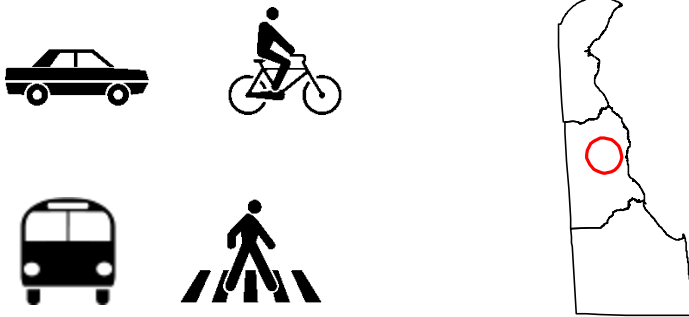
Project Funding Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
KENTON ROAD: SR8 TO CHESTNUT GROVE ROAD	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	130.0	520.0	130.0	520.0	0.0	0.0	0.0	0.0	1,300.0
	RW	0.0	0.0	0.0	0.0	96.0	384.0	96.0	384.0	960.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	130.0	520.0	130.0	520.0	96.0	384.0	96.0	384.0	2,260.0

CRAWFORD CARROLL ROAD EXTENSION

Project Description: Funding is requested to improve vehicle, pedestrian, and bicycle travel along Crawford Carroll Road Extended from Rustic Lane, behind the Lowes Store ultimately to extend through the parking lot of the HH Gregg/Pet Smart Dover stores in North Dover. The improvements will involve creating an extended Crawford Carroll Road of two 11-foot lanes with two five-foot shoulders, installing curbs, sidewalks and bike lanes on one or both sides, and addressing closed drainage, traffic calming, and safety improvements.

Project Justification: A Crawford Carroll Road extension has gained importance with the Delaware State University acquisition of the former Sheraton Hotel for student housing and event space. Students currently living in the facility are using the US13 corridor for both vehicular and pedestrian access to campus.

County:	Kent
Municipality:	Dover
Funding Program:	Road System – Collectors
Functional Category:	Expansion
Representative District:	31
Senatorial District:	17
Estimated Cost:	\$3,600,000
MPO Priority Rating:	2.10
State Priority Number:	49



CRAWFORD CARROLL ROAD EXTENSION

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
CRAWFORD CARROLL ROAD EXTENSION	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	800.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	800.0
	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	800.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	800.0

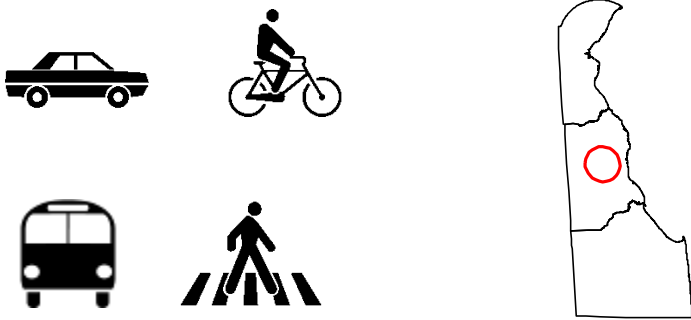
Project Funding Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
CRAWFORD CARROLL ROAD EXTENSION	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	20.0	80.0	20.0	80.0	0.0	0.0	0.0	0.0	200.0
	RW	0.0	0.0	0.0	0.0	120.0	480.0	120.0	480.0	1,200.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	400.0	0.0	400.0	0.0	0.0	0.0	0.0	600.0	1,400.0

CAMDEN BY-PASS: NORTH STREET EXTENDED TO DE 10

Project Description: The Town of Camden has experienced traffic growth as development has occurred west of RT13. The Town has worked with the department to lessen the impact of traffic congestion and large trucks on the small Main Street and adjoining historic properties. Funding is requested to improve vehicle, pedestrian, and bicycle travel along Old North Road in Camden from Main Street to US13 and to the future connections beyond that will surround the proposed development and connect to DE 10 at Rising Sun Road (K29).

Project Justification: The project will divert traffic away from the constrained central intersection in Town and the nearby critical properties.

County:	Kent
Municipality:	Dover
Funding Program:	Road System – Collectors
Functional Category:	Management
Representative District:	34
Senatorial District:	17
Estimated Cost:	\$4,400,000
MPO Priority Rating:	
State Priority Number:	11



CAMDEN BY-PASS: NORTH STREET EXTENDED TO DE 10

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
CAMDEN BY-PASS: NORTH STREET EXTENDED TO DE 10	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

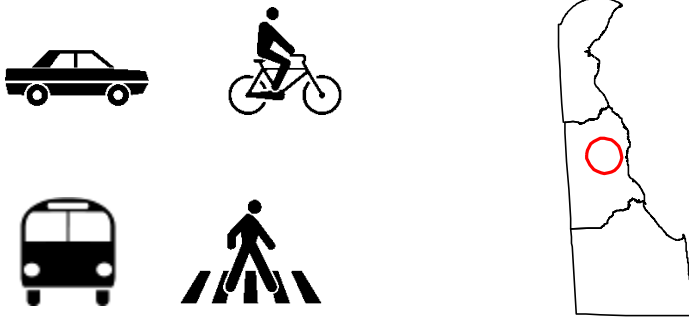
Project Funding Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
CAMDEN BY-PASS: NORTH STREET EXTENDED TO DE 10	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	70.0	280.0	70.0	280.0	700.0
	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	70.0	280.0	70.0	280.0

CAMDEN BY-PASS: SOUTH STREET TO RISING SUN ROAD

Project Description: The Town of Camden has experienced traffic growth as development has occurred west of RT13. The Town has worked with the department to lessen the impact of traffic congestion and large trucks on the small Main Street and adjoining historic properties. Funding is requested to improve vehicle, pedestrian, and bicycle travel along a new right of way from South Main Street east to US 13 and then to Rising Sun Road (K29).

Project Justification: This is a proposal for a new road to bypass the center of Camden to also include pedestrian and bicycle access and likely a traffic signal at US13

County:	Kent
Municipality:	Dover
Funding Program:	Road System – Collectors
Functional Category:	Management
Representative District:	31
Senatorial District:	17
Estimated Cost:	\$13,200,000
MPO Priority Rating:	2.10
State Priority Number:	78



CAMDEN BY-PASS: SOUTH STREET TO RISING SUN ROAD

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
<i>CAMDEN BY-PASS: SOUTH STREET TO RISING SUN ROAD</i>	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 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
<i>CAMDEN BY-PASS: SOUTH STREET TO RISING SUN ROAD</i>	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	120.0	480.0	120.0	480.0	0.0	0.0	1,000.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	200.0	800.0	1,000.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	120.0	480.0	120.0	480.0	200.0	800.0	2,000.0

ROAD SYSTEM:
LOCAL ROADS

LOCAL ROADS

The only item included in the Local Roads was the HEP project located at the intersection of SR10 and SR 15. This is included with all HEP projects at the front of the Appendix A under Arterial and noted as a Local Road

**ROAD SYSTEM:
BICYCLE /
PEDESTRIANS**

BICYCLE AND PEDESTRIAN IMPROVEMENTS

The one item included in the Draft TIP was the Route 10 Bike Path Study. It was removed in the Final TIP.

ROAD SYSTEM:
BRIDGES

BRIDGES:

BR 2-114E ON K114 TODD'S CHAPEL (CHURCH) ROAD OVER QUARTER BRANCH

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of three large corrugated metal pipe arches with reinforced concrete pipes. The approach roadways and guardrail 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 pipes are structurally deficient and were selected by the Pontis Bridge Management System for work. It has a sufficiency rating of 72.9. There is corrosion at the waterline with 100% section loss at some locations. It is ranked 92nd on the 2014 DelDOT Bridge Deficiency List.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 30
Senatorial District: 18
Estimated Cost: \$402,000
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2016 State/Other	FY 2016 Federal	FY 2017 State/Other	FY 2017 Federal	FY 2018 State/Other	FY 2018 Federal	FY 2019 State/Other	FY 2019 Federal	FY 2016-2019 Total
BR 2-114E ON K114 TODD'S CHAPEL (CHURCH) ROAD OVER QUARTER BRANCH	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	2.4	9.6	0.0	0.0	0.0	0.0	0.0	0.0	12.0
	C	0.0	0.0	72.0	288.0	0.0	0.0	0.0	0.0	360.0
	Total	2.4	9.6	72.0	288.0	0.0	0.0	0.0	0.0	372.0

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, 2014.
 Federal Funding Program: M233 – STP OFF-System Bridge

Project Funding Schedule (X \$000)										
Project	Phase	FY 2016 State/Other	FY 2016 Federal	FY 2017 State/Other	FY 2017 Federal	FY 2018 State/Other	FY 2018 Federal	FY 2019 State/Other	FY 2019 Federal	FY 2016-2019 Total
BR 2-114E ON K114 TODD'S CHAPEL (CHURCH) ROAD OVER QUARTER BRANCH	PE	3.9	15.8	0.0	0.0	0.0	0.0	0.0	0.0	19.7
	RW	0.0	0.0	2.4	9.6	0.0	0.0	0.0	0.0	12.0
	C	0.0	0.0	0.0	0.0	72.0	288.0	0.0	0.0	360.0
	Total	3.9	15.8	2.4	9.6	72.0	288.0	0.0	0.0	391.7

BR 2-031A ON K031 IRISH HILL ROAD OVER DOUBLE RUN CREEK

PROJECT SCOPE/DESCRIPTION: Replace the existing corrugated metal pipe arches with a structure at Bridge 2-031A. The replacement structure will be concrete box beams on abutments with concrete wingwalls. Additional work includes placing riprap for scour protection and installing guardrail as necessary. The work will be performed under a full road closure.

PROJECT JUSTIFICATION: The existing pipe is structurally deficient and was selected by the Pontis Bridge Management System for work. It has a sufficiency rating of 69.8 and is ranked 63 on the 2013 DeIDOT Bridge Deficiency List. There are numerous perforations along the pipes and a deep pitting. The wingwalls are also spalling.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 33
Senatorial District: 16
Estimated Cost: \$757,000
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2016 State/Other	FY 2016 Federal	FY 2017 State/Other	FY 2017 Federal	FY 2018 State/Other	FY 2018 Federal	FY 2019 State/Other	FY 2019 Federal	FY 2016-2019 Total
BR 2-031A ON K031 IRISH HILL ROAD OVER DOUBLE RUN CREEK	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	2.4	9.6	0.0	0.0	0.0	0.0	0.0	0.0	12.0
	C	141.0	564.0	0.0	0.0	0.0	0.0	0.0	0.0	705.0
	Total	143.4	573.6	0.0	0.0	0.0	0.0	0.0	0.0	717.0

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.

Federal Funding Program: Surface Transportation Program

Project Funding Schedule (X \$000)										
Project	Phase	FY 2016 State/Other	FY 2016 Federal	FY 2017 State/Other	FY 2017 Federal	FY 2018 State/Other	FY 2018 Federal	FY 2019 State/Other	FY 2019 Federal	FY 2016-2019 Total
BR 2-031A ON K031 IRISH HILL ROAD OVER DOUBLE RUN CREEK	PE	2.4	9.6	0.0	0.0	0.0	0.0	0.0	0.0	12.0
	RW	0.0	0.0	2.4	9.6	0.0	0.0	0.0	0.0	12.0
	C	0.0	0.0	0.0	0.0	141.0	564.0	0.0	0.0	705.0
	Total	2.4	9.6	2.4	9.6	141.0	564.0	0.0	0.0	729.0

BR 2-388C ON SR15 CANTERBURY ROAD OVER WARD BRANCH

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of a 6' diameter corrugated metal pipe with a precast reinforced concrete box culvert. Additional work includes the reconstruction of the approach roadway, construction of a sheetpile retaining wall, installation of guardrail, and the placement of riprap in the stream for scour protection. The work will be performed under full a road closure with a detour.

PROJECT JUSTIFICATION: The existing pipe at the bridge is structurally deficient and was selected by the Pontis Bridge Management System for work. There is corrosion at the waterline with 100% section loss at some locations. This bridge was ranked 18th on the 2013 DelDOT Bridge Deficiency List.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 33
Senatorial District: 18
Estimated Cost: \$583,122
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
<i>BR 2-388C ON SR15 CANTERBURY ROAD OVER WARD BRANCH</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	27.5
	C	39.2	157.0	0.0	0.0	0.0	0.0	0.0	0.0	196.2
	Total	39.2	157.0	0.0	0.0	0.0	0.0	0.0	0.0	223.7

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.

Federal Funding Program: Highway Bridge Program

Project Funding Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
<i>BR 2-388C ON SR15 CANTERBURY ROAD OVER WARD BRANCH</i>	PE	1.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
	RW	0.2	0.8	0.0	0.0	0.0	0.0	0.0	0.0	1.0
	C	0.0	508.3	0.0	0.0	0.0	0.0	0.0	0.0	508.3
	Total	1.2	513.1	0.0	0.0	0.0	0.0	0.0	0.0	514.3

BR 2-265B ON SPIDER WEB ROAD OVER WHITE MARSH BRANCH

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of three large corrugated metal pipe arches with reinforced concrete pipes. The approach roadways and guardrail 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 pipes are structurally deficient and were selected by the Pontis Bridge Management System for work. It has a sufficiency rating of 70.0. There is corrosion at the waterline with 100% section loss at some locations and erosion under the approach guardrail.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 30
Senatorial District: 15
Estimated Cost: \$337,600
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
<i>BR 2-265B ON SPIDER WEB ROAD OVER WHITE MARSH BRANCH BRANCH</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	56.1	224.3	0.0	0.0	0.0	0.0	0.0	0.0	280.4
	Total	56.1	224.3	0.0	0.0	0.0	0.0	0.0	0.0	280.4

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.

Federal Funding Program: STP-Off System Bridge

Project Funding Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
<i>BR 2-265B ON SPIDER WEB ROAD OVER WHITE MARSH BRANCH BRANCH</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	56.1	224.3	0.0	0.0	0.0	0.0	0.0	0.0	280.4
	Total	56.1	224.3	0.0	0.0	0.0	0.0	0.0	0.0	280.4

BR 2-050A ON SR 8, HALLTOWN ROAD OVER BEAVERDAM DITCH

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of the existing bridge structure in its entirety at Bridge 2-050A. The replacement structure will be concrete box beams on pile supported stub abutments. This project will also involve placement of riprap for channel stabilization and scour protection, installation of guardrail and reconstructing approach roadway as necessary. The work will be performed under a full road closure.

PROJECT JUSTIFICATION: This structure was selected by the Pontis Bridge Management System for work. There is a significant scour concern at this structure with exposed footers and undermining of the foundation. The existing beams and barrier walls are heavily deteriorated with spalls, cracks and exposed reinforcing bars. This bridge is currently ranked 382nd on the 2013 DelDOT Bridge Deficiency List.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 11
Senatorial District: 15
Estimated Cost: \$550,000
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
<i>BR 2-050A ON SR 8, HALLTOWN ROAD OVER BEAVERDAM DITCH</i>	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0
	C	0.0	0.0	101.0	404.0	0.0	0.0	0.0	0.0	505.0
	Total	0.0	8.0	101.0	404.0	0.0	0.0	0.0	0.0	515.0

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.

Federal Funding Program: M001 - National Highway Performance Program

Project Funding Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
<i>BR 2-050A ON SR 8, HALLTOWN ROAD OVER BEAVERDAM DITCH</i>	PE	5.2	20.7	0.0	0.0	0.0	0.0	0.0	0.0	25.9
	RW	0.0	0.0	2.0	8.0	0.0	0.0	0.0	0.0	10.0
	C	0.0	0.0	0.0	0.0	101.0	404.0	0.0	0.0	505.0
	Total	5.2	20.7	2.0	8.0	101.0	404.0	0.0	0.0	540.9

BR 2-060C ON K060 SR14 VERNON ROAD OVER PROSPECT BRANCH

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of pipes with reinforced concrete pipe. The approach roadways will be reconstructed as needed and riprap will be placed in the streams for scour protection. May place guardrail as needed. The work will be performed under full road closures with detours.

PROJECT JUSTIFICATION: The existing pipe for this bridge is structurally deficient and was selected by the Pontis Bridge Management System for work. There is corrosion at the waterline with 100% section lost at some locations. The bridge was ranked on the 2012 DelDOT Bridge Deficiency List.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 30
Senatorial District: 15, 18
Estimated Cost: \$663,000
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
BR 2-060C ON K060 SR14 VERNON ROAD OVER PROSPECT 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 FY14 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2013.

Federal Funding Program: State Bridge Program

Project Funding Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
BR 2-060C ON K060 SR14 VERNON ROAD OVER PROSPECT BRANCH	PE	7.0	28.0	0.0	0.0	0.0	0.0	0.0	0.0	35.0
	RW	0.0	0.0	6.6	26.4	0.0	0.0	0.0	0.0	33.0
	C	0.0	0.0	0.0	0.0	115.0	460.0	0.0	0.0	575.0
	Total	7.0	28.0	6.6	26.4	115.0	460.0	0.0	0.0	643.0

BR 2-100A ON K100 DENNEYS ROAD OVER FORK BRANCH

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of pipes with 1 reinforced concrete pipe. The approach roadways will be reconstructed as needed and riprap will be placed in the streams for scour protection. May place guardrail as needed. The work will be performed under full road closures with detours.

PROJECT JUSTIFICATION: The existing pipe for this bridge is structurally deficient and was selected by the Pontis Bridge Management System for work. There is corrosion at the waterline with 100% section lost at some locations. The bridge was ranked on the 2012 DelDOT Bridge Deficiency List.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 20
Senatorial District: 15
Estimated Cost: \$1,034,189
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
<i>BR 2-100A ON K100 DENNEYS ROAD OVER FORK BRANCH</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.

Federal Funding Program: State Bridge Program

Project Funding Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
<i>BR 2-100A ON K100 DENNEYS ROAD OVER FORK BRANCH</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	735.7	0.0	0.0	0.0	0.0	0.0	0.0	735.7
	Total	0.0	735.7	0.0	0.0	0.0	0.0	0.0	0.0	735.7

BR 2-275A ON K275 PARK BROWN ROAD OVER HORSEPEN ARM DITCH

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of pipes with reinforced concrete pipe. The approach roadways will be reconstructed as needed and riprap will be placed in the streams for scour protection. May place guardrail as needed. The work will be performed under full road closures with detours.

PROJECT JUSTIFICATION: The existing pipe for this bridge is structurally deficient and was selected by the Pontis Bridge Management System for work. There is corrosion at the waterline with 100% section lost at some locations. The bridge was ranked on the 2012 DeIDOT Bridge Deficiency List.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 30
Senatorial District: 15
Estimated Cost: \$279,850
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
BR 2-275A ON K275 PARK BROWN ROAD OVER HORSEPEN ARM DITCH	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.

Federal Funding Program: State Bridge Program

Project Funding Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
BR 2-275A ON K275 PARK BROWN ROAD OVER HORSEPEN ARM DITCH	PE	15.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.2
	RW	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.1
	C	41.4	165.8	0.0	0.0	0.0	0.0	0.0	0.0	207.2
	Total	79.8	165.8	0.0	0.0	0.0	0.0	0.0	0.0	245.5

BR 2-129A ON K129 INGRAM BRANCH ROAD OVER PRINCE PRONG

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of pipes with reinforced concrete pipe. The approach roadways will be reconstructed as needed and riprap will be placed in the streams for scour protection. May place guardrail as needed. The work will be performed under full road closures with detours.

PROJECT JUSTIFICATION: The existing pipe for this bridge is structurally deficient and was selected by the Pontis Bridge Management System for work. There is corrosion at the waterline with 100% section lost at some locations. The bridge was ranked on the 2012 DelDOT Bridge Deficiency List.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 30
Senatorial District: 15
Estimated Cost: \$402,000
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
BR 2-129A ON K129 INGRAM BRANCH ROAD OVER PRINCE PRONG	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.

Federal Funding Program: State Bridge Program

Project Funding Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
BR 2-129A ON K129 INGRAM BRANCH ROAD OVER PRINCE PRONG	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0
	C	0.0	0.0	360.0	0.0	0.0	0.0	0.0	0.0	360.0
	Total	12.0	0.0	360.0	0.0	0.0	0.0	0.0	0.0	372.0

BR 2-052B ON K052 Westville Road over Almshouse Branch

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of a large corrugated metal pipe arched with reinforced concrete pipes. The approach roadways and guardrail 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 pipes are structurally deficient and were selected by the Pontis Bridge Management System for work. It has a sufficiency rating of 69.3 and This bridge is ranked 24th on 2013 DelDOT Bridge Deficiency List. There is corrosion at the waterline with 100% section loss at some locations.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 29, 34
Senatorial District: 16
Estimated Cost: \$402,000
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
<i>BR 2-052B ON K052 Westville Road over Almshouse Branch</i>	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	2.4	9.6	0.0	0.0	0.0	0.0	0.0	0.0	13.0
	C	0.0	0.0	72.0	288.0	0.0	0.0	0.0	0.0	360.0
	Total	2.4	9.6	72.0	288.0	0.0	0.0	0.0	0.0	373.0

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.

Federal Funding Program: M231, M232 Surface Transportation Program

Project Funding Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
<i>BR 2-052B ON K052 Westville Road over Almshouse Branch</i>	PE	2.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0
	RW	0.0	0.0	2.4	9.6	0.0	0.0	0.0	0.0	13.0
	C	0.0	0.0	0.0	0.0	72.0	288.0	0.0	0.0	360.0
	Total	2.0	8.0	2.4	9.6	72.0	288.0	0.0	0.0	383.0

BR2-234A ON K234 LAKE FRONT DRIVE OVER RED HOUSE BRANCH

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of the existing corrugated metal pipe with reinforced concrete pipes or a box culvert and the reconstruction of the existing headwall. Additional work includes the placement of riprap for scour protection, the reconstruction of the approach roadway as needed, and the installation of guardrail. Traffic will be maintained during construction to provide access for the homeowners.

PROJECT JUSTIFICATION: There is significant corrosion at the waterline with 100% section loss at several locations throughout the pipe arch. The existing pipe arch is structurally deficient and was selected by the Pontis Bridge Management System for work.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 34
Senatorial District: 16
Estimated Cost: \$356,000
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
BR2-234A ON K234 LAKE FRONT DRIVE OVER RED HOUSE 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 FY14 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2013.

Federal Funding Program: Highway Bridge Program

Project Funding Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
BR2-234A ON K234 LAKE FRONT DRIVE OVER RED HOUSE BRANCH	PE	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0
	RW	0.0	0.0	12.0	0.0	0.0	0.0	0.0	0.0	12.0
	C	0.0	0.0	0.0	0.0	300.0	0.0	0.0	0.0	300.0
	Total	30.0	0.0	12.0	0.0	300.0	0.0	0.0	0.0	342.0

KENT AND SUSSEX PIPE REPLACEMENT – BR2-125A, BR2-126A, BR2-156B

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of large corrugated metal pipes or pipe arches with multiple cells of reinforced concrete pipes at three bridge locations: Bridges 2-125A, 2-126A, and 2-156B. 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 loss at some locations. These bridges were ranked on the 2012 DelDOT Bridge Deficiency List as follows: Bridge 2-125A ranked 18th, Bridge 2-126A ranked 56th, and Bridge 2-156B ranked 96th.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 11, 28, 29, 34
Senatorial District: 14, 15, 16
Estimated Cost: \$1,050,000
MPO Priority Rating: N/A (Bridge)

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
KENT AND SUSSEX PIPE REPLACEMENT	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	915.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	915.0
	Total	915.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	915.0

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.

State Funding Program

Project Funding Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
KENT AND SUSSEX PIPE REPLACEMENT	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

DELETED

KENT COUNTY PIPE REPLACEMENT – STATE, OPEN END

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of large corrugated metal pipes or pipe arches with multiple cells of reinforced concrete pipes. 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 a detour.

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 generally corrosion at the waterline with 100% section loss at some locations.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: Potentially 11, 28, 29, 30, 31, 32, 33, and 34
Senatorial District: Potentially 14, 15, 16, 17 and 18
Estimated Cost: \$4,885,000
MPO Priority Rating: N/A (Bridge)

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
<i>KENT AND SUSSEX PIPE REPLACEMENT</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 no Federal Spend
State Funding Program

Project Funding Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
<i>KENT AND SUSSEX PIPE REPLACEMENT</i>	PE	303.2	0.0	97.3	0.0	0.0	0.0	0.0	0.0	400.5
	RW	40.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	50.0
	C	2,019.7	0.0	1,785.0	0.0	0.0	0.0	0.0	0.0	3,804.7
	Total	2,360.0	0.0	1,892.3	0.0	0.0	0.0	0.0	0.0	4,255.2

REMOVAL OF BR2-357 PEDESTRIAN BRIDGE OVER ST. JONES RIVER

PROJECT SCOPE/DESCRIPTION: This project involves the removal of the existing pedestrian bridge over St Jones River in its entirety. The removal work consists of removing the two-girder steel superstructure with timber decking/rails, timber piers, and stone/concrete foundation. Other work will include placing riprap or other scour counter measures to protect the stream bank from future scour and the removal of the approach pavement that is no longer needed.

PROJECT JUSTIFICATION: BR 2-357P is a pedestrian bridge built in the 1970's and is in very poor condition. The bridge has been closed to pedestrian traffic for over two years. The existing bridge is structurally deficient and was selected by the Pontis Bridge Management System for work. This bridge is ranked 79th on the 2013 DeIDOT Bridge Deficiency List

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 32
Senatorial District: 16
Estimated Cost: \$218,350
MPO Priority Rating: N/A (Bridge)

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
<i>KENT AND SUSSEX PIPE REPLACEMENT</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	171.0	0.0	0.0	0.0	0.0	0.0	171.0
	Total	0.0	0.0	171.0	0.0	0.0	0.0	0.0	0.0	171.0

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.

State Funding Program

Project Funding Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
<i>KENT AND SUSSEX PIPE REPLACEMENT</i>	PE	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6
	RW	22.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.0
	C	0.0	0.0	171.0	0.0	0.0	0.0	0.0	0.0	171.0
	Total	27.6	0.0	171.0	0.0	0.0	0.0	0.0	0.0	198.6

**TRANSIT SYSTEM:
FACILITIES**

TRANSIT FACILITIES – KENT COUNTY

Dover Facility Bus Parking Reconfiguration

PROJECT SCOPE/DESCRIPTION: DTC's Dover Maintenance and Operations facility must accommodate the growth of services in Kent County. The number of buses needed to serve Kent County has outgrown the current parking configuration. Changing the configuration will allow DTC to park these buses within the current property lines.

PROJECT JUSTIFICATION: DTC's Dover Maintenance and Administration facility was built in 2001. The parking design was for 71 bus spaces. As of December 14, 2010, 90 buses were being parked at Dover. With more buses planned in the future and the need to park buses safely, a new bus parking configuration is needed.

County: Kent
Funding Program: Transit System – Facilities
Functional Category: Maintenance
Representative District: 32
Senatorial District: 17
Estimated Cost: \$596,866

Project Funding Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
Dover Facility Bus Parking Reconfiguration	PE	10.4	0.0	20.0	0.0	0.0	0.0	0.0	0.0	30.4
	C	70.0	280.0	35.2	140.8	0.0	0.0	0.0	0.0	526.0
	Total	80.4	280.0	55.2	140.8	0.0	0.0	0.0	0.0	556.4

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: Expansion
Representative District: 32
Senatorial District: 17
Estimated Cost: \$900,000

PREVENTATIVE MAINTENANCE – KENT COUNTY

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
PREVENTATIVE MAINTENANCE – KENT COUNTY	PRO	0.0	95.4	0.0	95.4	0.0	95.4	0.0	0.0	286.2
	Total	0.0	95.4	0.0	95.4	0.0	95.4	0.0	0.0	286.2

5307 – Urbanized Area Formula Grant Program

Project Funding Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
PREVENTATIVE MAINTENANCE – KENT COUNTY	PRO	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: (2) 40' LOW FLOOR FY17

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

PROJECT JUSTIFICATION: DTC's business plan recommends expansion of fixed route service in Kent County.

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Expansion
Representative District: 32
Senatorial District: 18
Estimated Cost: \$952,900

TRANSIT VEHICLE EXPANSION

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
30' Low Floor (2)	PRO	0.0	0.0	200.5	800.2	0.0	0.0	0.0	0.0	1,007.2
	Total	0.0	0.0	200.5	802.2	0.0	0.0	0.0	0.0	1,007.2

Note: When there is a Federal Spend – with no Authorization listed for the FT 2015-18 Federal – the phase was previously authorized or planned to be authorized/obligated prior to September 30, 2014

Federal Funding Program – 5307 Urbanized Area Formula Grant Program

Project Funding Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
30' Low Floor (2)	PROCURMT	0.0	0.0	190.6	762.3	0.0	0.0	0.0	0.0	952.9
	Total	0.0	0.0	190.6	762.3	0.0	0.0	0.0	0.0	952.9

TRANSIT VEHICLE REPLACEMENT Paratransit Buses Kent FY16-22

PROJECT SCOPE/DESCRIPTION: This project will replace cut-a-way buses for paratransit service in Kent County.

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: Replacement
Representative District: 28, 29, 30, 31, 32, 34
Senatorial District: 14, 15, 16, 17
Estimated Cost: \$10,534,800

Paratransit Buses Kent FY14-19

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
Paratransit Buses Kent FY14-19	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 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
Paratransit Buses Kent FY14-19	PRO	0.0	1,892.0	252.2	1,008.8	188.9	755.7	364.8	1,459.3	5,921.8
	Total	0.0	1,892.0	252.2	1,008.8	188.9	755.7	364.8	1,459.3	5,921.8

TRANSIT VEHICLE REPLACEMENT SUPPORT VEHICLES KENT FY16-22

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: Expansion
Representative District: 32
Senatorial District: 16
Estimated Cost: \$521,200

SUPPORT VEHICLES KENT FY16-22

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
SUPPORT VEHICLES KENT FY16-22	PRO	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2016- 2019 Total
SUPPORT VEHICLES KENT FY16-22	PRO	26.3	0.0	113.2	0.0	88.8	0.0	28.8	0.0	257.1
	Total	26.3	0.0	113.2	0.0	88.8	0.0	28.8	0.0	257.1

APPENDIX B
Adopted Resolutions and Self-Certification
May 6, 2015

APPENDIX C
Financial Plan
(Including Evidence of Fiscal Constraint)

APPENDIX C: Financial Plan
with evidence of Fiscal Constraint

	Revenue			
Kent County	FY 16	FY 17	FY 18	FY 19
Federal	\$54,746,533	\$47,512,239	\$38,363,612	\$13,395,295
State	\$12,491,095	\$5,691,102	\$6,240,531	\$3,391,274
Other	\$154,525	\$23,900	\$23,900	\$23,900
Subtotal - Kent county	\$67,392,153	\$53,227,241	\$44,628,042	\$16,810,469
Statewide				
Federal	\$83,263,422	\$80,894,694	\$75,190,321	\$90,470,984
State	\$201,122,669	\$171,022,897	\$174,944,341	\$176,808,374
Other	\$1,210,926	\$2,300,926	\$1,257,346	\$1,257,346
Subtotal - Statewide	\$285,597,017	\$254,218,516	\$251,392,008	\$268,536,704
Total Revenue	\$352,989,170	\$307,445,757	\$296,020,051	\$285,347,173
Programmed Funds				
Kent County				
Arterials	\$40,516,696	\$28,373,344	\$38,374,342	\$11,905,169
Collectors	\$19,988,470	\$18,897,176	\$2,030,000	\$2,430,000
Local	\$150,000	\$800,000	\$250,000	\$0
Bridge Preservation	\$4,339,021	\$2,514,321	\$2,821,000	\$503,000
Bicycle/Pedestrian	\$0	\$0	\$0	\$0
Transportation Facilities	\$0	\$0	\$0	\$0
Transit Facilities	\$360,366	\$196,000	\$0	\$0
Transit Vehicles	\$2,037,600	\$2,446,400	\$1,152,700	\$1,972,300
Subtotal - Kent County	\$67,392,153	\$53,227,241	\$44,628,042	\$16,810,469
Statewide				
Road Systems	\$184,588,389	\$165,428,872	\$166,012,381	\$185,122,127
Support Systems	\$68,713,152	\$59,990,069	\$57,610,039	\$57,369,989
Transit Systems	\$10,545,475	\$7,049,575	\$6,019,588	\$4,294,588
Grants & Allocations	\$21,750,000	\$21,750,000	\$21,750,000	\$21,750,000
Subtotal - Statewide	\$285,597,017	\$254,218,516	\$251,392,008	\$268,536,704
Total Programmed Funds	\$352,989,170	\$307,445,757	\$296,020,051	\$285,347,173

The funding information included above was provided by DeIDOT Finance and is based on anticipated resources and programmed funding as depicted in the FY 2016-2019 Capital Transportation Program as adopted.

APPENDIX D
Unfunded Projects (Aspirations) List

APPENDIX D: Aspirational Projects List

List of Recommended Projects					
			Year Completed By	Year Of Expenditure \$ Amount	Road Classification
Aspirations List of Projects					
Highway Projects					
Capital Projects - Highways	30.7	Upgrade corridor of DE 14 in Milford from DE 15 to Church Street and from Washington Street to SR 1 with adequate lane width, shoulders, sidewalks and transit facilities	2030	\$28,396	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
	29.2	Upgrade Kenton Road: Chestnut Grove Road to DE 42; upgrade to functional classification including shoulders, sidewalks and bike lanes	2030	\$63,000	Minor Arterial
	28.7	DE 8: Intersection Improvements: Left turn phasing at 4 intersections	2040	\$1,550	Minor Arterial
	28.6	DE 10: Connection from DE 10 at Rising Sun Road to US 13 to connect to new road through the King Property	2030	\$2,550	Major Collector
	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
	27.1	DE10: Connection from Rising Sun Road to Old North Street at Redner's	>2030	\$3,340	Minor 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-Leipscic Road (K 12) to Duck Creek Road.	>2030	\$4,362	Minor Arterial	

APPENDIX D: Aspirational Projects List

List of Recommended Projects						
		Year Completed By	Year Of Expenditure \$ Amount	Road Classification		
Capital Projects - Highways	Excluded New Projects	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
		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
		24.9	- D8: N/S Connector Road: Connection from DE 8 / Hazletville Road to Artis Drive	2030	\$4,550	Major Collector
		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
		24.5	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
		24.1	DE 10: Intersection Improvement, S. Main Street and South Street	2040	\$2,455	Major Collector
		24.0	- D8: N/S Connector Road: Chestnut Grove Road to Rt 8	2040	\$15,325	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
		23.1	- D8: Intersection Improvements: Mifflin Road right turn and realignment of Brandywine Apts entrance	2030	\$2,550	Principal Arterials
		22.9	Improvements to the Intersection of Irish Hill Road and Woodleytown Road	>2040	\$1,000	Major Collector

APPENDIX D: Aspirational Projects List

List of Recommended Projects							
				Year Completed By	Year Of Expenditure \$ Amount	Road Classification	
Highways	22.6	- D8: Realign intersection of Artis Drive with DE 8			2030	\$550	Minor Arterial
	22.6	DE 8: Connector Road south of Gateway West to Commerce Way			>2040	\$550	Local
	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 Projects	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
	Intersections	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-Road	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	

APPENDIX D: Aspirational Projects List

List of Recommended Projects				Year Completed By	Year Of Expenditure \$ Amount	Road Classification
Tra	Tra		Expand Rail service to Dover	>2030	\$0	
Planning Studies						
Studies	'S'		Studies not specifically listed in the RTP	>2030	\$0	

APPENDIX E
Listing of Funded Projects
Kent County

**APPENDIX E- ANNUAL LISTING OF PROJECTS
KENT COUNTY**

Priority	County	Project Title	Category	Class	Phase	Current Estimate	FY16 State Spend	FY16 Fed Spend	FY16 Other Spend	FY17 State Spend	FY17 Fed Spend	FY17 Other Spend	FY18 State Spend	FY18 Fed Spend	FY18 Other Spend	FY19 State Spend	FY19 Fed Spend	FY19 Other Spend	
		Transit Vehicle Replacement (13) 30' Low Floor Buses KC FY21 Total					6,364,400	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	Transit Vehicle Replacement (4) 30' L Transit Systems	Vehicles		Procurement	1,954,400	-	-	-	-	-	-	-	-	-	-	-	-	
		Transit Vehicle Replacement (4) 30' Low Floor Buses KC FY20 Total					1,954,400	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	Transit Vehicle Replacement Paratran Transit Systems	Vehicles		Procurement	10,534,800	-	1,892,000	-	252,200	1,008,800	-	188,920	755,680	-	364,840	1,459,360	-	
		Transit Vehicle Replacement Paratransit Buses Kent FY16-22 Total					10,534,800	-	1,892,000	-	252,200	1,008,800	-	188,920	755,680	-	364,840	1,459,360	-
SOGR	Kent	Transit Vehicle Replacement Support Transit Systems	Vehicles		Procurement	521,200	26,300	-	-	113,200	-	-	88,800	-	-	28,800	-	-	
		Transit Vehicle Replacement Support Vehicles Kent FY16-22 Total					521,200	26,300	-	-	113,200	-	-	88,800	-	-	28,800	-	-
	Kent Total					391,047,224	12,491,095	54,746,533	154,525	5,691,102	47,512,239	23,900	6,240,531	38,363,612	23,900	3,391,274	13,395,295	23,900	

APPENDIX E-B
Listing of Funded Projects
Statewide

**APPENDIX E- ANNUAL LISTING OF PROJECTS
STATEWIDE**

County	Project Title	Category	Class	Phase	Current Estimate	FY16 State Spend	FY16 Fed Spend	FY16 Other Spend	FY17 State Spend	FY17 Fed Spend	FY17 Other Spend	FY18 State Spend	FY18 Fed Spend	FY18 Other Spend	FY19 State Spend	FY19 Fed Spend	FY19 Other Spend
Statewide	Municipal Street Aid	Grants & Allocat	Municipal Street	Program F	30,000,000	5,000,000	-	-	5,000,000	-	-	5,000,000	-	-	5,000,000	-	-
	Municipal Street Aid Total				30,000,000	5,000,000	-	-	5,000,000	-	-	5,000,000	-	-	5,000,000	-	-
Statewide Total					1,936,687,048	201,122,669	83,263,422	1,210,926	171,022,897	80,894,694	2,300,926	174,944,341	75,190,321	1,257,346	176,808,374	90,470,984	1,257,346

APPENDIX F
Population and Employment Estimates
ADOPTED 9-3-2014

APPENDIX F: Population and Household Projections

P:\Data & Demo Subcomm\2013 Data manipulation\DATA\DPC 2013 KC Recommended Distribution

Traffic Analysis Zone Identifier	2013 Proposed Population	2013 Proposed 2020 Population Projections	2013 Proposed 2030 Population Projections	2013 Proposed 2040 Population Projections	2013 Proposed 2010 Households	2013 Proposed 2020 Households	2013 Proposed 2030 Households	2013 Proposed 2040 Households
K001	262	244	260	269	90	91	95	100
K002	1472	1437	1573	1556	504	534	576	578
K003	1172	1325	1560	1466	401	492	572	545
K004	712	771	876	910	244	287	321	338
K005	837	955	1015	1004	287	355	372	373
K006	74	72	77	80	26	27	29	30
K007	278	396	450	468	97	150	168	177
K008	1662	1807	1903	1844	574	678	703	692
K009	1863	1823	1958	2034	649	691	731	770
K010	617	629	688	715	230	257	276	292
K011	182	177	188	195	67	71	75	79
K012	2002	2223	2549	2647	747	907	1024	1081
K013	509	546	615	638	188	220	244	257
K014	1035	1127	1293	1343	360	427	482	509
K015	158	153	163	170	58	62	65	68
K016	1738	1727	1890	1907	605	654	705	722
K017	638	678	742	771	222	257	277	292
K018	1581	1758	1924	1808	551	666	718	685
K019	110	108	115	119	39	42	44	46
K020	827	1154	1479	1536	303	461	582	615
K021	741	767	840	847	265	299	322	330
K022	242	345	363	359	86	134	139	140
K023	477	478	508	528	178	195	204	215
K024	2976	3353	3915	4259	1118	1380	1585	1753
K025	248	297	365	650	93	122	148	267
K026	424	455	498	517	158	186	200	211
K027	796	819	896	931	297	334	360	380
K029	869	1061	1317	1172	310	413	505	456

APPENDIX F: Population and Household Projections

P:\Data & Demo Subcomm\2013 Data manipulation\DATA\DPC 2013 KC Recommended Distribution

K054	152	148	157	163	59	64	67	70
K055	264	256	273	283	104	111	116	122
K056	457	525	575	597	179	226	244	257
K057	637	636	717	666	250	274	304	287
K058	336	329	354	367	132	142	150	158
K059	1585	1571	1687	1669	622	677	715	719
K060	225	218	232	241	91	97	101	107
K074	1827	1894	2073	2153	731	834	897	948
K075	2506	2500	2711	2681	1002	1101	1174	1181
K076	953	934	993	1031	524	587	609	648
K077	736	729	775	805	304	334	349	368
K078	213	210	223	232	91	101	105	110
K079	2018	1967	2092	2172	790	852	890	934
K080	1952	1904	2025	2103	787	850	888	935
K081	272	302	353	465	112	138	158	212
K082	917	899	956	993	386	419	437	463
K083	1029	1010	1074	1115	408	441	461	487
K084	714	703	747	776	284	308	321	340
K085	169	165	175	182	72	79	82	87
K086	196	190	203	511	82	89	93	238
K087	2489	2809	3016	3610	1004	1254	1323	1604
K088	4084	4219	4619	4797	1512	1722	1855	1942
K089	1268	1349	1547	1607	470	546	616	651
K090	1000	1108	1293	1343	370	448	515	544
K091	2131	2140	2298	2386	833	922	974	1024
K092	2021	2111	2355	2446	751	869	954	994
K093	2002	2045	2239	2325	751	845	910	955
K094	1622	1737	1992	2069	557	648	732	772
K095	840	934	1091	1133	296	358	412	434
K096	2347	2631	3073	3191	809	986	1134	1195
K097	1688	1649	1754	1821	582	622	652	682
K098	1964	1914	2036	2114	691	739	774	810
K099	2200	2144	2280	2368	791	848	887	929
K100	342	342	374	388	123	134	144	152
K101	363	354	377	391	131	139	145	153

APPENDIX F: Population and Household Projections

P:\Data & Demo Subcomm\2013 Data manipulation\DATA\DPC 2013 KC Recommended Distribution

K102	281	312	365	379	101	123	141	149
K103	1395	1551	1811	1881	462	556	640	674
K104	845	849	921	956	304	333	355	375
K105	347	385	450	934	125	151	174	366
K106	1097	1217	1545	1576	395	477	597	618
K107	3110	3076	3303	3430	1225	1337	1412	1485
K108	565	565	601	625	197	214	224	237
K109	319	321	351	365	112	122	132	139
K110	575	639	747	775	214	260	299	315
K111	285	291	318	331	105	117	126	133
K112	279	290	323	335	103	117	128	135
K113	226	220	234	243	78	82	86	91
K114	184	178	190	197	72	77	80	85
K115	1661	1841	2092	2172	687	840	938	992
K116	250	270	293	304	103	123	131	139
K117	45	48	51	53	18	21	22	23
K118	49	50	55	55	20	22	24	25
K119	32	31	33	34	13	14	14	15
K120	284	280	301	313	88	93	99	104
K121	786	780	837	869	242	259	274	289
K122	524	562	639	663	181	211	236	248
K123	2129	2347	2740	2846	705	841	968	1020
K124	1281	1497	1810	1880	466	594	707	746
K125	1685	2129	2441	2632	628	869	980	1074
K126	392	432	495	514	151	182	205	217
K127	669	651	693	720	257	275	287	304
K128	313	324	362	376	117	132	145	153
K129	1608	1727	1890	1907	598	702	756	775
K130	205	265	348	567	79	112	144	239
K131	375	417	487	506	136	164	189	199
K132	1296	1416	1654	1717	477	570	655	691
K133	987	1219	1487	1397	367	496	596	569
K134	930	1192	1517	1575	336	469	588	620
K139	1996	2211	2582	2681	756	929	1067	1113
K142	1029	1025	1122	1465	390	427	460	608

APPENDIX F: Population and Household Projections

P:\Data & Demo Subcomm\2013 Data manipulation\DATA\DPC 2013 KC Recommended Distribution

K207	443	475	614	820	170	201	255	346
K208	480	520	612	636	182	216	250	264
K209	638	708	827	858	246	301	346	362
K210	440	564	717	958	165	232	290	394
K211	562	598	680	1143	211	246	275	470
K212	308	410	526	546	116	169	213	225
K213	915	1173	1504	1681	352	495	624	709
K214	183	180	193	201	68	73	78	82
K215	8	7	8	8	3	3	3	3
K216	222	243	276	287	83	99	111	117
K217	2363	2519	2705	2997	815	944	998	1122
K218	1884	2087	2436	2530	624	748	861	907
K219	1486	1645	1921	1995	492	590	679	715
K220	1464	1623	1895	1969	504	608	699	737
K221	3368	3712	4257	4421	1161	1390	1571	1656
K222	2387	2586	2884	2996	812	954	1049	1105
K223	3125	3533	4015	4170	1062	1304	1460	1539
K224	2913	3140	3568	3706	964	1125	1261	1328
K225	1244	1252	1345	1396	462	509	538	568
K226	777	780	854	887	287	315	339	358
K227	236	261	304	316	87	105	121	127
K228	1406	1366	1452	1508	492	519	544	574
K229	2068	2284	2667	2770	723	869	999	1053
K230	858	913	1067	1108	300	347	399	421
K231	2527	2792	3260	3386	995	1209	1387	1466
K232	918	1018	1136	1180	330	399	439	463
K233	1139	1256	1414	1468	410	492	546	576
K234	778	838	953	989	266	312	349	368
K235	3448	3810	4449	4621	1214	1460	1679	1770
K236	358	393	442	779	126	150	167	298
K237	1366	1519	1773	1842	471	569	654	690
K238	10	11	13	13	4	4	5	5
K239	1218	1348	1575	1635	424	511	588	619
K240	1004	1078	1225	1272	361	423	473	499
K241	352	388	462	479	127	152	178	188

APPENDIX F: Population and Household Projections

P:\Data & Demo Subcomm\2013 Data manipulation\DATA\DPC 2013 KC Recommended Distribution

K242	1016	1060	1182	1228	379	432	475	501
K243	1125	1132	1274	1324	415	456	506	534
K244	527	666	847	879	190	262	328	346
K245	131	127	137	142	47	50	53	56
K246	204	212	227	236	82	93	98	104
K247	1306	1268	1349	1401	522	559	584	617
K248	335	326	346	360	134	143	150	158
K249	756	751	807	838	302	334	352	369
K250	762	750	798	828	420	475	492	521
K251	158	153	163	169	59	62	65	69
K252	585	568	604	628	242	260	271	287
K253	1012	1009	1083	1125	418	461	486	514
K254	1155	1134	1206	1252	429	461	482	509
K255	277	269	286	297	111	121	126	131
K256	567	555	590	612	234	257	268	280
K257	1388	1380	1482	1540	574	639	674	703
K258	666	737	861	894	366	464	528	562
K259	324	359	419	618	134	164	188	282
K260	2191	2427	2834	2382	830	1007	1157	988
K261	472	460	489	508	170	180	189	199
K262	2663	2950	3445	3578	918	1105	1271	1340
K263	518	510	547	568	209	227	239	253
K264	2210	2351	2672	2775	778	904	1012	1063
K265	84	93	102	106	35	42	46	48
K266	3559	3583	3923	4152	1280	1405	1515	1628
SUM	162946	173731	195549	205226	60118	70116	77574	82672
DPC 2013 KC								
Projections	162947	173731	195521	205206		70281	77499	

APPENDIX G
Eastern Federal Lands Highway Projects in Delaware
May 6, 2015
Retained in the Amendments of 9-2-2015

The attached spreadsheet includes two projects under DE-Delaware that are to be located on Federal Lands in the State. One is for improvements to the front entrance road and interior roads at the Bombay hook National Wildlife Refuge. The other is for primarily entrance improvements at the Prime Hook National Wildlife Refuge.



FY2015 - FY2018 Transportation Improvement Program
 Federal Highway Administration
 Eastern Federal Lands Highway Division
 Mid-Year Update (Reflects Additional Projects Since October 1, 2014)

Last Printed: 26Mar15

PROJECT	AWARD FY	STATE	COUNTY	OTHER PARTNER, FOREST OR PARK, REFUGES	DESCRIPTION	CATEGORY	PRIMARY FUND SOURCE	ESTIMATED PROGRAM AMOUNT (RANGE)	FUNDS FROM TITLE	ADMIN BY / DELIVER BY	Phase	CHANGE FROM LAST UPDATE	CONG DIST NUMBER	FLMA REGION
RCOR_24(1)	FY2016	DC	District of Columbia	Rock Creek Park	Repair collapsed retaining wall adjacent roadway	RW	Between \$250,000 and \$500,000	Title 23	EFLHD	In Design	No change		-	NPS_NC
RCOR_503(1)	FY2016	DC	District of Columbia	Rock Creek Park	Waterside Dr. Roadway reconstruction, drainage, guardrail, & street light replacement & misc	3RH_BRRP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	No change		-	NPS_NC
CHOH_238(1)	FY2017	DC	District of Columbia	Chesapeake & Ohio Canal National Historical Park	Fletcher's Boathouse ent. relocation & replacement of Structure No. 3100-029P	4R	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	No change		-	NPS_NC
GWMP_11(4)	FY2017	DC	District of Columbia	George Washington Memorial Parkway	Arlington Memorial Bridge Permanent Repairs	3RL	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	No change		-	NPS_NC
GWMP_11(2)	FY2017	DC	District of Columbia	George Washington Memorial Parkway	Shoong Arlington Memorial Bridge	BRRH	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Planned	New project		-	NPS_NC
NACE_17(2)_18(2)_ETC	FY2017	DC	District of Columbia	East Fort Dupont	Resurface, restore & rehabilitate Routes 17, 18, 19, 118, and 206 in Fort Dupont and Fort Davis	3RH	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	No change		-	NPS_NC
NAMA_16(2)_20(2)_ETC	FY2017	DC	District of Columbia	National Mall & Memorial Parks	Rock Creek and Potomac Parkway, 17th st, Ind Ave & West Tidal Basin Turnaround pavement rehab.	3RL	Between \$5,000,000 and \$10,000,000	Title 23	EFLHD	In Design	No change		-	NPS_NC
NAMA_21(2)_501(3)	FY2017	DC	District of Columbia	National Mall & Memorial Parks	15th St & Jefferson Dr Resurfacing	3RL	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Planned	No change		-	NPS_NC
NCR_PMS_FY17	FY2017	DC	District of Columbia	National Capital Region	Pavement Management outside Beltway	2R	Between \$500,000 and \$1,000,000	Title 23	EFLHD	Planned	No change		-	NPS_NC
RCOR_14(1)_17(1)	FY2017	DC	District of Columbia	Rock Creek Park	Light pave rehab & replace drainage system on Bingham and Morrow Dr	3RL	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Planned	No change		-	NPS_NC
NAMA_11(6)	FY2018	DC	District of Columbia	National Mall & Memorial Parks	Rohab Inlet Bridge (3400-033)	BRRH	Between \$500,000 and \$5,000,000	Title 23	EFLHD	In Design	No change		-	NPS_NC
NAMA_11(7)	FY2018	DC	District of Columbia	National Mall & Memorial Parks	Rehabilitate Ohio Dr, W Basin Dr & WB to EB Turnaround	3RL	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Planned	No change		-	NPS_NC
NAMA_12(2)	FY2018	DC	District of Columbia	National Mall & Memorial Parks	Rehab Outlet Bridge & resurface East Basin Dr.	3RL_BRRH	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	No change		-	NPS_NC
RCOR_12(1)_19(1)	FY2018	DC	District of Columbia	Rock Creek & Potomac Park	Rehab Wise & Glover Roads	3RL	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Planned	No change		-	NPS_NC
RCOR_15(2)	FY2018	DC	District of Columbia	Rock Creek Park	Joyce Road Bridge at Military Rd Reconstruction	BRRC	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Planned	New project		-	NPS_NC
RCOR_BMS_1(1)	FY2018	DC	Washington DC	Rock Creek Park	Rehab Structures 3450-029P, 033P, 004P, 012P and 013P	BRRH	Between \$500,000 and \$1,000,000	Title 23	EFLHD	In Design	New project		-	NPS_NC
DE -- Delaware														
FW_BOHO_HFP_3894	FY2015	DE	Kent	Bombay Hook National Wildlife Refuge	Rehabilitate Refuge Entrance Road (Route 10) and Auto Tour Route/ Raymond Pool Loop (Route 11)	3RL	Between \$250,000 and \$500,000	Title 23	FWS	Planned	No change		DE-00	FWS_RS
FW_PRRHO_10(1)	FY2018	DE	Sussex	Prime Hook National Wildlife Refuge	Entrance Road (Route 10) from Turkey Pond Road at Refuge boundary to Visitor Center parking area.	3RH	Between \$250,000 and \$500,000	Title 23	EFLHD	Planned	No change		DE-00	FWS_RS
FL -- Florida														
FL_FLAP_JKSVL_FER(1)	FY2015	FL	Duval	Timucuan Ecological & Historic Preserve	To support operation and maintenance expenses for the St. Johns River Ferry (Mayport Ferry)	MISC	Between \$500,000 and \$1,000,000	Title 23	LOCAL	Planned	New project		FL-04	NPS_SE
FL_FLAP_PNSCL_FER(1)	FY2015	FL	Escambia	Gulf Islands National Seashore	Construct a floating dock to support ferry access for passengers embarking from downtown Pensacola.	MISC	Between \$1,000,000 and \$5,000,000	Title 23	LOCAL	Planned	New project		FL-01	NPS_SE
FW_JNDA_2008870481	FY2015	FL	Lee	J.N. Ding Darling National Wildlife Refuge	Rehabilitate Tarpon Bay Road (Route 101)	3RL	Between \$100,000 and \$250,000	Title 23	FWS	Planned	No change		FL-14	FWS_R4
FW_LOSU_2006532572	FY2015	FL	Levy	Lower Suwannee National Wildlife Refuge	Rehabilitate Shell Mount Road (Route 107)	3RL	Between \$25,000 and \$100,000	Title 23	FWS	Planned	No change		FL-05	FWS_R4
FW_MEIS_2014248737	FY2015	FL	Brevard	Merritt Island National Wildlife Refuge	Rehabilitate Shiloh Marsh Road (Route 133)	3RL	Between \$100,000 and \$250,000	Title 23	FWS	Planned	No change		FL-24	FWS_R4
FW_NADE_2006415475	FY2015	FL	Monroe	National Key Deer National Wildlife Refuge	Rehabilitate Watson Nature Trail Parking Lot (Route 901)	3RL	Between \$100,000 and \$250,000	Title 23	FWS	Planned	No change		FL-18	FWS_R4
GUIS_12(2)	FY2015	FL	Escambia	Gulf Islands National Seashore	Cyclic Asphalt Overlay & Roadway Rehabilitation as necessary on Fort Pickens Road (Route 12)	3RL	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	No change		FL-01	NPS_SE

Approval signature is shown on the first page packet only.
 This listing reflects all newly identified and programmed and/or modified projects as of March 25, 2015 - Changes highlighted in green.

APPENDIX H
Adopted Amendment Resolutions and Self-Certification
September 2, 2015

