

**DOVER/KENT COUNTY
METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEARS 2015-2018**

Proposed: May 7, 2014
Revised Proposal: September 3, 2014
Revised Proposal: November 5, 2014

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

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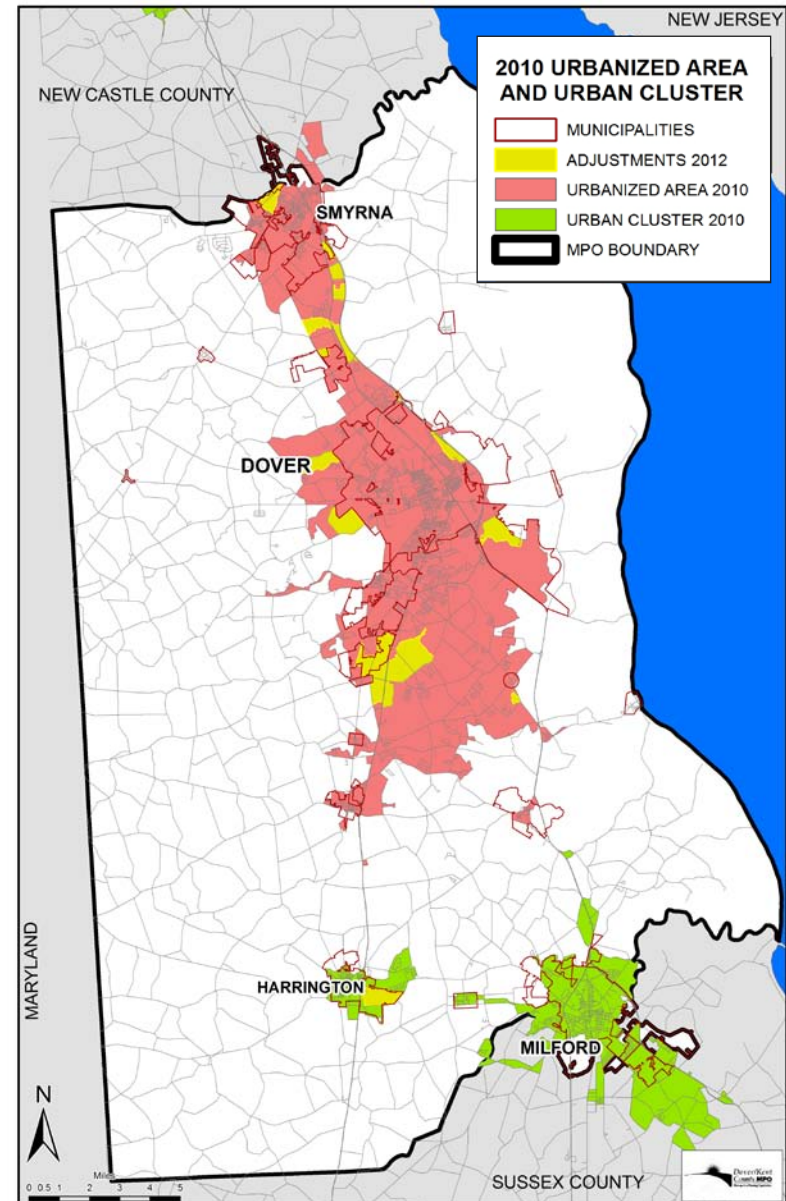
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Background

The Dover/Kent County Metropolitan Planning Organization (Dover/Kent County MPO) is the transportation planning organization for the Dover, Delaware urbanized area. The Dover/Kent County MPO was established in 1992 under the mandates of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, which 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 2012. The Transportation Improvement Program (TIP) is one of the products that the federal legislation requires a metropolitan planning organization to prepare at least every four years. The purpose of the TIP is to disclose transportation projects for which federal funding will be sought over a four year period. The TIP should reflect the region's priorities, represent a consensus among state and regional officials, show a direct relationship to the regional transportation plan, be financially constrained, and conform with federal air quality regulations as they relate to transportation. Finally, the TIP must be subjected to thorough public review during development and prior to adoption.

The FY 2015-2018 TIP follows the preceeding (FY 2014-2017) TIP as amended in November, 2013. The previous amended TIP was prepared from the FY 2014-2019 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 2015-2020 CTP, which included a proposed \$0.10 per gallon increase in the gas tax dedicated to the Transportation Trust Fund. The Delaware Department of Transportation (DelDOT) Finance Department provided the approved Bond Bill authorization that reflected the replacement of the proposed gas tax increase with additional revenue from a State Route 1 Highway toll increase and a limited borrowing plan. The increase will provide approximately \$30 million of the projected \$100 million increase in highway funds. The additional funding was dedicated to repaving projects throughout the state to ensure a state of good repair for the highways. Several projects related to the potential fund increase as a result of the gas tax were delayed while the increase required the MPO to reconsider the fundable projects list in the Metropolitan Transportation Plan adopted January 9, 2013. The MPO 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.

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. 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/>. 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 Delaware Department of Transportation (DelDOT) analyzed financial and air quality requirements for the MPO.

The funds anticipated to be used for the Kent County projects (not the greater MPO area) in the TIP during FY 2015 - FY 2018 are shown below.

	<u>Total Amount</u>	<u>Federal Share</u>
FY 15	\$24,560,375	\$22,407,498
FY 16	\$42,066,847	\$31,667,825
FY 17	\$45,839,566	\$42,111,093
FY 18	\$30,026,278	\$27,014,022

In addition to this funding for new projects, DelDOT maintains and operates the transportation system under statewide categories such as bridge inspection, pavement rehabilitation, roadway signage, intersection improvements and statewide transit services and equipment. The actual amount of funds to be spent from these statewide categories in the MPO's region cannot always be determined since projects are selected based on statewide needs. A small percentage of costs for Statewide Projects within the MPO's region are federally funded. This MPO TIP will be submitted to DelDOT as the region's input for the FY 2015-FY 2018 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 FY2015-2018 TIP were drawn from the 2040 MTP, as amended.

The Prioritization Process

In the recent past, the MPO, led by the Technical Advisory Committee, deferred to 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. The Transportation Improvement Program (TIP) was taken from the first four years of the Capital Transportation Program (CTP). There is a renewed attempt to create a planning process where the TIP is produced by the MPO and then becomes a portion of the CTP. This attempt is at the same time that the Department of Transportation's budget is undergoing critical analysis and has changed significantly for FY 2015. 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. This TIP implements a new approach by the Department to developing the CTP while the MPO still attempts to involve our partners in fully implementing our revised separate prioritization process.

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

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

Factor	Description	Weight
Safety	Extent to which project location represents a safety hazard/solution for motorists, pedestrians, bicyclists and/or transit users.	0.20
Support for Comprehensive/Community Plans	Extent to which the project supports policies or is derived from an approved County or Municipal Comprehensive Plan or a special transportation study, such as corridor study or bike plan.	0.20
Environmental Justice	Extent to which project has disproportionately high and adverse effects on minority and low-income populations or disproportionately benefits populations not protected under Title VI of the Civil Rights Act of 1964.	0.10
Transit	Support shifting people/goods to rail or bus; or support more efficient operation of rail or bus.	0.05
Pedestrian/Bicycle Travel	Extent to which project incorporates/supports/enhances bicycle/pedestrian access or use.	0.05
Environmental Impacts	Extent to which project avoids problems related to drainage, noise, cultural/historic areas, and ecologically sensitive areas.	0.03
Economic Impacts	Extent to which project supports worker and customer access to major commercial sites, freight, access to major business/industrial sites, and transshipment points, and supports economic development.	0.05
System Continuity	Extent to which a project fills a gap or eliminates functional bottlenecks/pinch points and/or project has been identified by the congestion management system as having a problem.	0.10
Sustainability	Extent to which forecast levels of performance will be sustained, based on professional judgment about the certainty of, or confidence in assumptions, forecasting and analysis of project impacts.	0.02
Consistency with the Long-Range Transportation Plan	Extent to which projects support/implement goals.	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 Friday, April 4, 2014 through Monday, May 5, 2014. The MPO did provide an opportunity for, and received, comment specifically on the TIP overview at the February 12, 2014 TAC meeting, the February 25, 2014 PAC, and the March 5, 2014 Council meeting. The TIP was ultimately not adopted by the MPO Council. With significant changes, the TAC meeting of August 13th began the committee and Council process for the second attempt to create a FY 2015-2018 TIP, which, again was not successful due to disagreements over the timing of the South Frederica Grade Separated Intersection. This is a final attempt to have the new TIP approved before amendments to the FY2014-2017 TIP are required.

News releases and advisories publicizing all of the meetings 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 2015-2018 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 in attainment, the Dover/Kent County

MPO, is not required through federal regulations to show that the FY 2015-2018 TIP complied with the requirements of the 1990 Clean Air Act and subsequent amendments (CAA).

The FY 2015-2018 TIP

The projects in the FY 2015-2018 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 2015-2018 Transportation Improvement Program conforms to the SIP.

Program Categories and Project List

This final FY 2015-2018 TIP mirrors DelDOT's FY 2015-2020 CTP developed after the State budget was adopted at the end of June, 2014. The projects and funded amounts included in this FY 2015-2018 TIP reflect the amounts allocated in the FY 2015-2020 CTP for years FY2015 through 2018. 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 2015, 2016, 2017 and 2018. These are predominantly funding programs that include projects in all three Delaware counties. More information about these projects and programs can be found in the FY 2015-2020 CTP.

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 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.

Table 2: FY 2015-2018 Identified Statewide Projects (x \$000)

PROJECT (x000)	FY 2015 TOTAL	FY 2016 TOTAL	FY 2017 TOTAL	FY 2018 TOTAL	2015-2018 TOTAL
ROAD SYSTEMS					
BRIDGES	8,450.0	13,550.0	23,250.0	22,500.0	67,750.0
Bridge Management	3,100.0	3,100.0	3,100.0	3,100.0	12,400.0
Bridge Preservation	2,200.0	10,400.0	17,000.0	16,250.0	45,850.0
Bridge Inspection	3,150.0	3,150.0	3,150.0	3,150.0	12,600.0
BICYCLE, PEDESTRIAN AND OTHER IMPROVEMENTS	1,690.0	1,250.0	1,250.0	1,250.0	5,440.0
ENGINEERING & CONTINGENCY	24,800.0	25,845.0	25,845.0	25,845.0	102,335.0
ENVIRONMENTAL IMPROVEMENTS	522.5	522.5	522.5	522.5	2,090.0
INTERSECTION IMPROVEMENTS	4,500.0	3,068.0	2,868.0	2,868.0	13,604.0
RECREATIONAL TRAILS	1,350.0	1,350.0	1,350.0	1,350.0	5,400.0
MATERIALS & MINOR CONTRACTS	5,065.0	5,050.0	5,250.0	5,075.0	20,440.0
CORRIDOR CAPACITY PRESERVATION	0.0	0.0	0.0	0.0	0.0
PAVING & REHABILITATION	90,793.0	57,100.0	67,600.0	52,600.0	280,593.0
SAFE ROUTES TO SCHOOL	926.0	526.8	526.8	800.0	2,779.6
SCENIC BYWAYS	863.6	817.2	0.0	0.0	1,680.8
RAIL CROSSING SAFETY	1,453.2	1,511.7	1,511.7	1,511.5	5,988.1
RIDE ABILITY	0.0	400.0	100.0	100.0	600.0
HAZARD ELIMINATION PROGRAM	2,444.4	2,444.4	2,444.4	2,444.4	9,777.6

PROJECT (x000)	FY 2015 TOTAL	FY 2016 TOTAL	FY 2017 TOTAL	FY 2018 TOTAL	2015-2018 TOTAL
HIGH RISK RURAL ROADS PROGRAM	277.8	277.8	277.8	277.8	1,111.2
SIGNAGE & PAVEMENT MARKINGS	3,272.0	3,272.0	3,072.0	3,072.0	12,688.0
TRAFFIC CALMING	0.0	200.0	150.0	150.0	500.0
TRANSPORTATION ENHANCEMENTS	4,112.4	4,390.5	3,815.5	3,080.5	15,398.9
DAM PRESERVATION	700.0	1,321.0	1,750.0	750.0	4,521.0
SECTION 154 PENALTY TRANSFER PROGRAM	2,265.0	2,265.0	2,265.0	2,265.0	9,060.0
PROGRAM DEVELOPMENT/ DESIGN	0.0	0.0	0.0	0.0	0.0
SUPPORT					
ADVANCED ACQUISITIONS	0.0	0.0	0.0	0.0	0.0
AERONAUTICS PLANNING	176.0	176.0	176.0	176.0	704.0
AERONAUTICS PROGRAM DEV	250.0	280.0	280.0	280.0	1,090.0
EDUCATION AND TRAINING	200.0	200.0	200.0	200.0	800.0
HEAVY EQUIPMENT PROGRAM	3,800.0	8,400.0	8,400.0	8,800.0	29,400.0
PLANNING	8,063.8	8,751.2	8,283.0	9,351.2	34,449.2
Local Transportation Assistance Program (TAP)	170.0	340.0	340.0	340.0	1,360.0
MPO/FHWA	1,995.4	2,119.2	2,119.2	2,119.2	8,353.0
MPO/FTA	374.6	468.2	468.2	468.2	1,779.2
Pedestrian ADA Accessibility	300.0	500.0	500.0	1,000.0	2,300.0
Planning PD	1,380.0	1,180.0	1,180.0	1,280.0	5,020.0
Rural TAP	78.2	78.2	78.2	78.2	312.8

PROJECT (x000)	FY 2015 TOTAL	FY 2016 TOTAL	FY 2017 TOTAL	FY 2018 TOTAL	2015-2018 TOTAL
Statewide Planning & Research/FHWA	2,996.3	3,296.3	3,296.3	3,296.3	12,882.2
Statewide Planning & Research/FTA	124.3	124.3	124.3	124.3	497.2
Truck Weight Enforcement	395.0	395.0	395.0	395.0	1,580.0
University Research	250.0	250.0	250.0	250.0	1,000.0
TECHNOLOGY	8,913.8	12,398.1	10,233.7	10,733.8	42,279.4
DBE	279.0	279.0	125.0	125.0	808.0
IT Initiatives	5,440.0	6,940.0	6,940.0	7,940.0	27,260.0
DMV System Upgrade	2,700.0	5,000.0	3,000.0	2,500.0	13,000.0
OJT/ Support Services	110.2	110.3	100.0	100.0	420.5
Summer Transportation Institute	63.0	68.8	68.7	68.8	269.3
Enterprise Document Management	351.6	0.0	0.0	0.0	351.6
TRANSPORTATION FACILITIES	5,500.0	5,600.0	5,600.0	5,700.0	22,400.0
TRANSPORTATION MANAGEMENT IMPROVEMENTS	6,350.0	10,605.0	13,505.0	9,505.0	39,965.0
MUTCD Compliance	800.0	5,000.0	6,000.0	2,000.0	13,800.0
Traffic Signal Revolving Fund	0.0	125.0	125.0	125.0	375.0
Rideshare Trip Mitigation	450.0	480.0	480.0	480.0	1,890.0
Transportation Management Improvement	5,100.0	5,000.0	6,900.0	6,900.0	23,900.0
TRANSIT					
TRANSIT FACILITIES	175.0	1,500.0	600.0	1,500.0	3,775.0

PROJECT (x000)	FY 2015 TOTAL	FY 2016 TOTAL	FY 2017 TOTAL	FY 2018 TOTAL	2015-2018 TOTAL
RAIL	300.0	300.0	300.0	300.0	1,200.0
TRANSIT VEHICLES	1,871.7	2,002.6	1,962.5	1,549.8	7,386.6
GRANTS AND ALLOCATIONS					
MUNICIPAL STREET	5,000.0	3,000.0	3,000.0	3,000.0	13,000.0
COMMUNITY TRANSPORTATION	16,750.0	8,375.0	8,375.0	8,375.0	41,875.0
TOTALS	215,534.4	189,850.3	202,934.3	186,270.1	794,589.1

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.

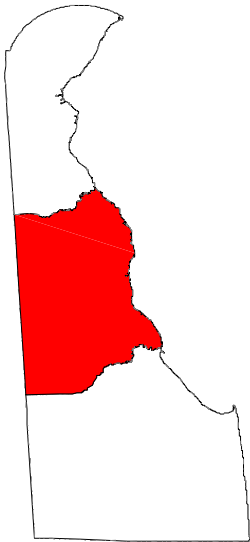
PROJECT JUSTIFICATION: These improvements are federally-mandated safety programs and intersection programs that provide safe turning movements.

County: Kent
Funding Program: Road System – Arterials
Estimated Cost: \$7,300,000
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.



HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) - KENT COUNTY

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
SR300, Glenwood Ave Safety Improvements	PD									0.0
	PE									0.0
	RW									50.0
	C			220.0	880.0					1,100.0
	Σ	0.0	0.0	220.0	880.0	0.0	0.0	0.0	0.0	1,100.0

Federal Funding Program: Surface Transportation Program (Glenwood Avenue)

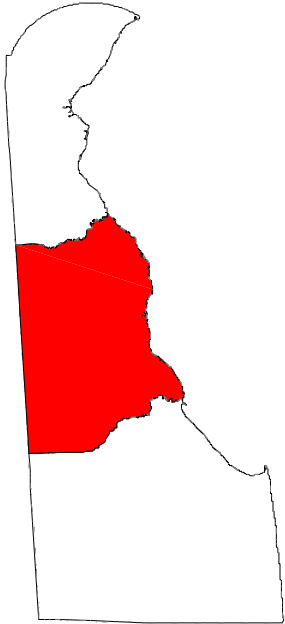
Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
SR300, Glenwood Ave Safety Improvements	PD									0.0
	PE									0.0
	RW		50.0							50.0
	C			220.0	880.0					1100.0
	Σ	0.0	50.0	220.0	880.0	0.0	0.0	0.0	0.0	1150.0

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.

HAZARD ELIMINATION PROGRAM (HEP) - KENT COUNTY

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
US13-Puncheon Run Connector to Lochmeath Way: US 13 Widening	PE					450.0	2,000.0		2,050.0	4,500.0
	ROW									0.0
	C									0.0
	Σ	0.0	0.0	0.0	0.0	450.0	2,000.0	0.0	2,050.0	4,500.0
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	0.0					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	1,200.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
US13-Puncheon Run Connector Lochmeath Way: US13 Widening	PE					100.0	900.0	175.0	1,575.0	2,750.0
	ROW									0.0
	C									0.0
	Σ	0.0	0.0	0.0		100.0	900.0	175.0	1,575.0	2,750.0
SR14 @ Killens Pond Road Intersection	PE					2.0	18.0			20.0
	ROW							3.0	27.0	30.0
	C									
	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		18.4							18.4
	ROW			20.0	180.0					200.0
	C					200.0	800.0			1,000.0
	Σ	0.0	18.4	20.0	180.0	200.0	800.0	0.0	0.0	1,218.4

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 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 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	0.0	0.0	300.0	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	0.0	0.0	300.0	0.0	0.0	0.0	300.0

Future federal Funding Program: National Highway System

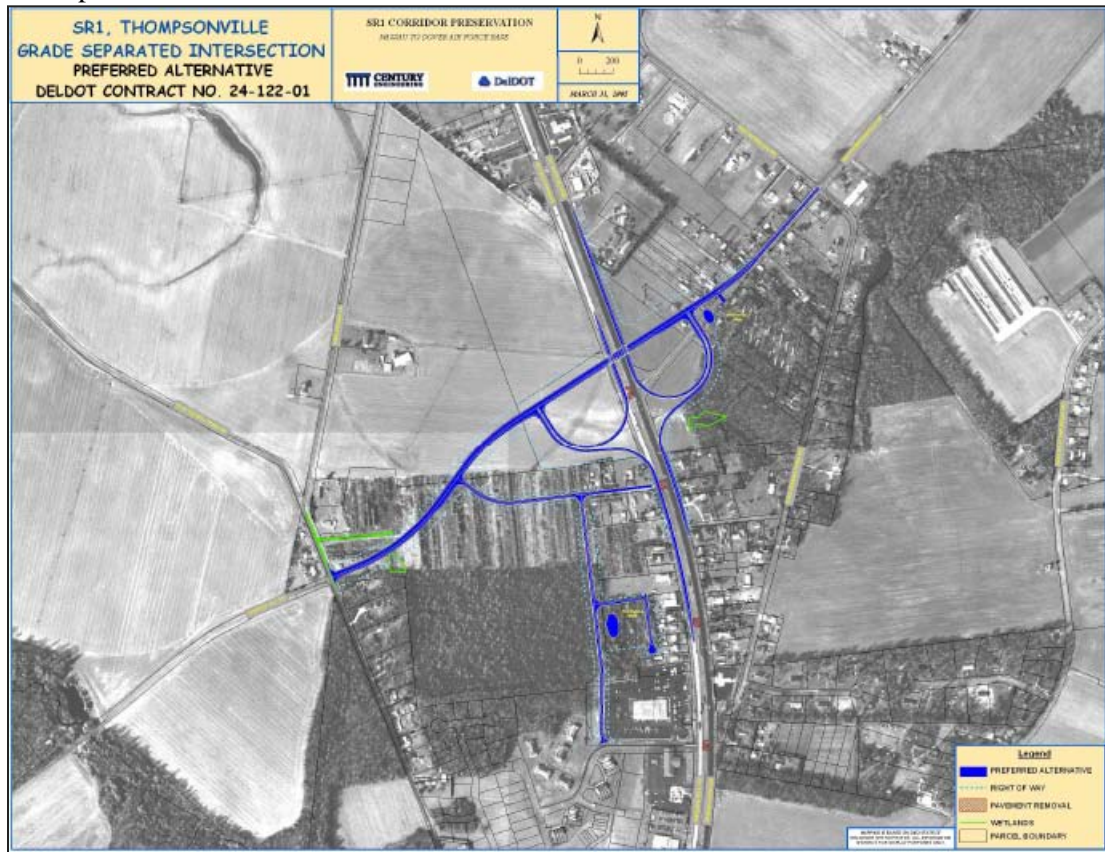
Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
Loockerman Street/Forest Street Improvements	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	150.0	0.0	0.0	0.0	150.0	0.0	150.0	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	150.0	0.0	0.0	0.0	150.0	0.0	150.0	00.0	300.0

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 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 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	3,200.0	7,000.0	0.0	5,800.0	0.0	0.0	0.0	0.0	16,000.0
	Total	3,200.0	7,000.0	0.0	5,800.0	0.0	0.0	0.0	0.0	16,000.0

Federal Funding Program: M001: National Highway Performance Program

Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 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	5.4	21.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	10.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	800.0	3,200.0	2,200.0	8,800.0	200.0	800.0	0.0	0.0	16,077.2
	Total	815.4	3,261.8	2,200.0	8,800.0	200.0	800.0	0.0	0.0	16,077.2

SR 1, LITTLE HEAVEN GRADE-SEPARATED INTERSECTIONS

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

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

Municipality:

Funding Program:

Functional Category:

Representative District:

Senatorial District:

Estimated Cost:

MPO Priority Rating:

State Priority Ranking:

Road System – Arterials

Management

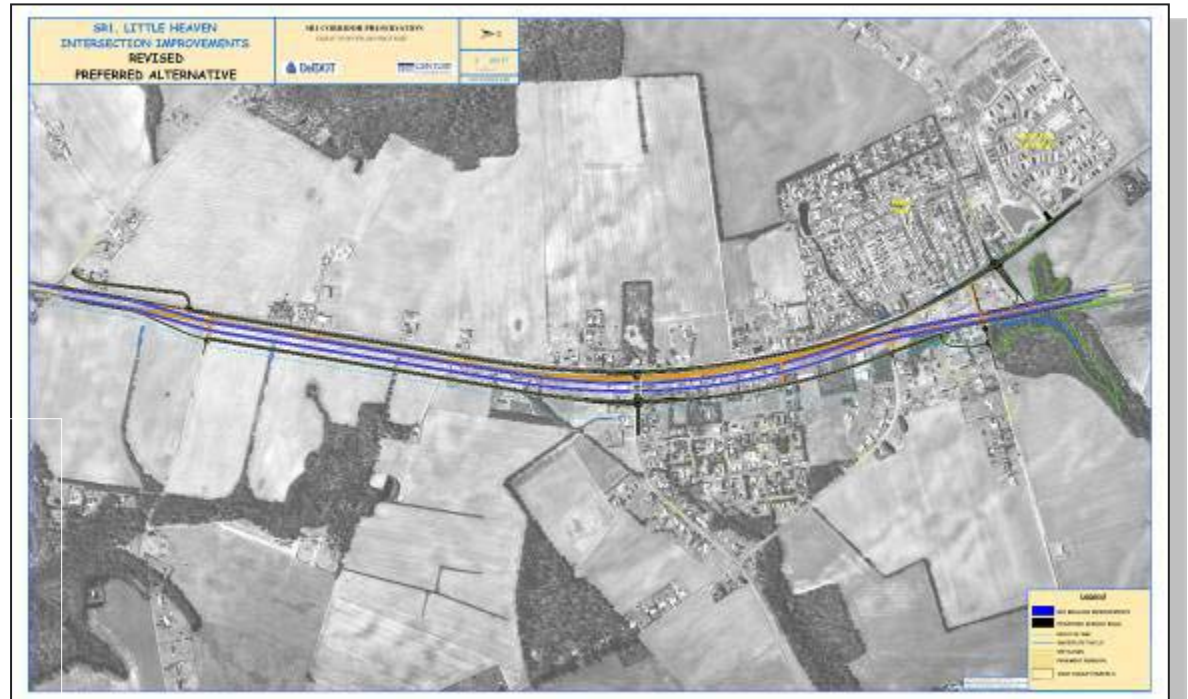
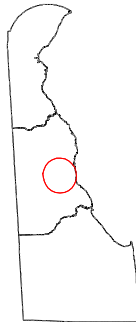
33

16

\$70,815,100

2.16

22



SR 1, LITTLE HEAVEN GRADE-SEPARATED INTERSECTIONS

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 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	13,500.0	0.0	16,000.0	0.0	6,000.0	0.0	0.0	35,000.0
	Total	0.0	13,500.0	0.0	16,000.0	0.0	6,000.0	0.0	0.0	35,000.0

Federal Funding Program: M001: National Highway Performance Program

Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 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	100.9	405.3	0.0	0.0	0.0	0.0	0.0	0.0	506.2
	RW	500.0	2,000.0	0.0	0.0	0.0	0.0	0.0	0.0	2,500.0
	C	0.0	0.0	6,316.8	4,000.0	0.0	15,000.0	0.0	15,000.0	40,316.8
	Total	600.9	2,405.3	6,316.8	4,000.0	0.0	15,000.0	0.0	15,000.0	46,329.2

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 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 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 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 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	42.5	169.9	0.0	0.0	0.0	0.0	0.0	0.0	212.4
	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	42.5	169.9	0.0	0.0	0.0	0.0	0.0	0.0	212.4

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 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 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	0.0	0.0	3,760.0	800.0	0.0	0.0	0.0	0.0	11500.0
	Total	0.0	0.0	3,760.0	800.0	0.0	0.0	0.0	0.0	11500.0

Federal Funding Program: National Highway Performance Program

Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 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	0.6	2.5	0.0	0.0	0.0	0.0	0.0	0.0	3.1
	RW	26.0	104.0	0.0	0.0	0.0	0.0	0.0	0.0	130.0
	C	0.0	0.0	0.0	0.0	1,155.0	4,619.9	1,644.3	6,577.2	13,996.4
	Total	26.6	106.5	0.0	0.0	1,155.0	4,619.9	1,644.3	6,577.2	13,996.4

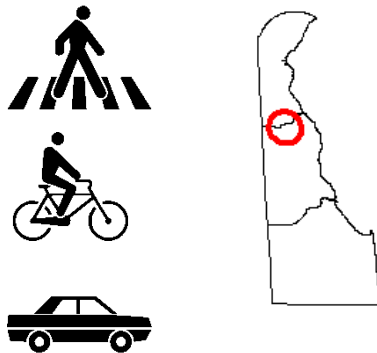
ROAD SYSTEM:
COLLECTORS

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

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

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

County:	Kent
Municipality:	Smyrna
Funding Program:	Road System – Collectors
Functional Category:	Management
Representative District:	8, 28
Senatorial District:	15
Estimated Cost:	\$10,251,500
MPO Priority Rating:	2.52
State Priority Number:	CON(?)



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

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
CARTER ROAD, SUNNYSIDE ROAD TO WHEATLEY'S POND 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

Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
CARTER ROAD, SUNNYSIDE ROAD TO WHEATLEY'S POND 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	24.8	90.3	0.0	0.0	0.0	0.0	0.0	0.0	115.1
	Total	24.8	90.3	0.0	0.0	0.0	0.0	0.0	0.0	115.1

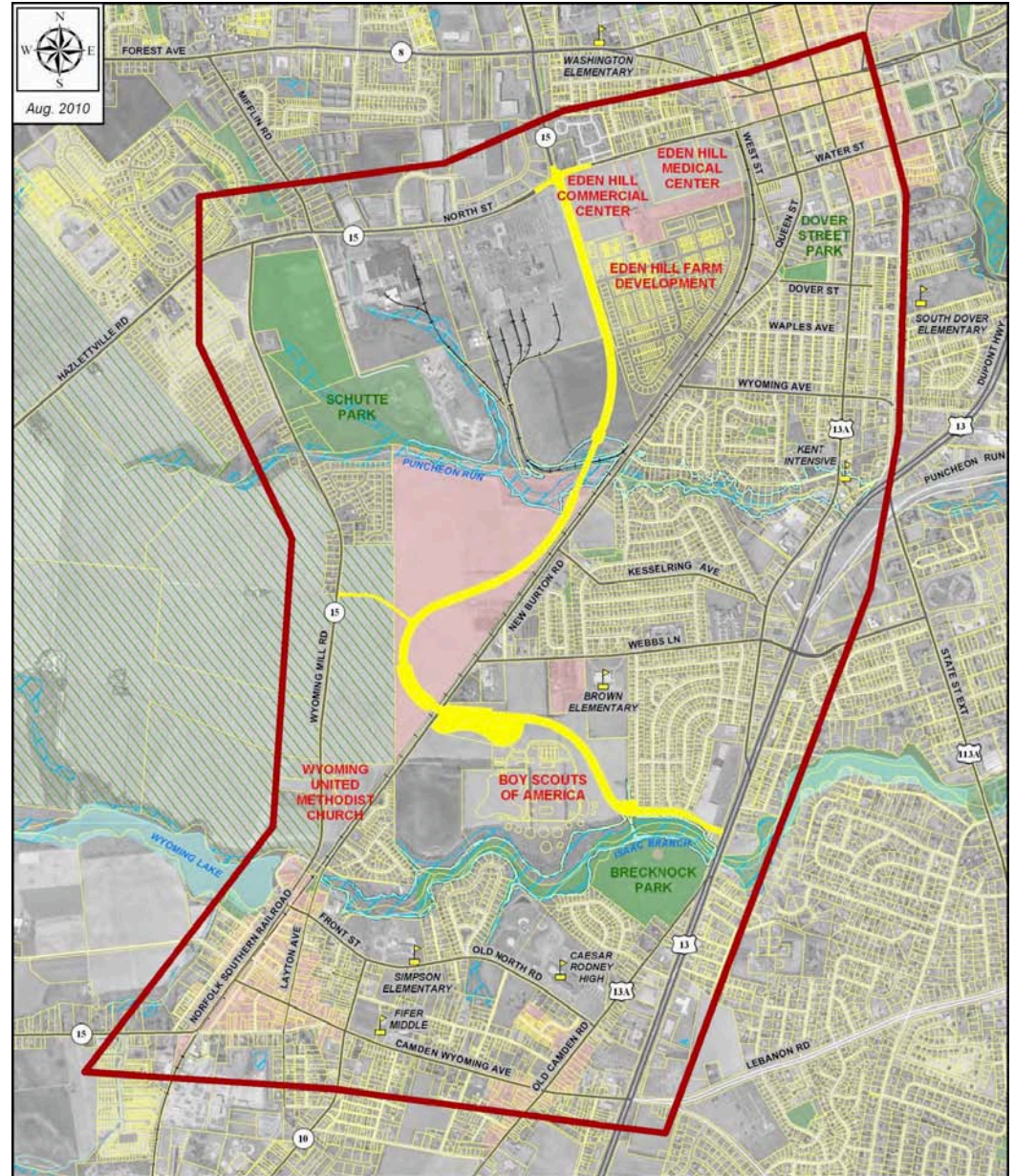
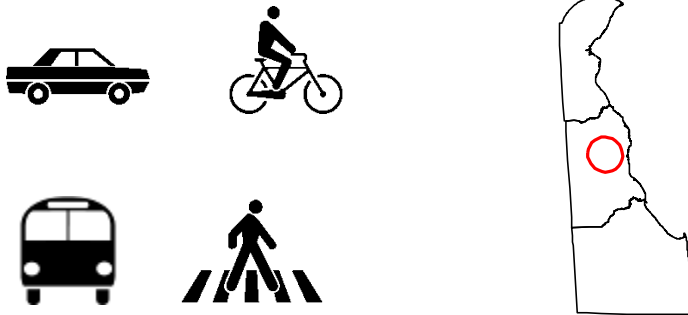
This project is substantially completed.

WEST DOVER CONNECTOR

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

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

County:	Kent
Municipality:	Dover
Funding Program:	Road System – Collectors
Functional Category:	Expansion
Representative District:	31, 32, 34
Senatorial District:	17
Estimated Cost:	\$57,216,800
MPO Priority Rating:	2.10
State Priority Number:	78



WEST DOVER CONNECTOR

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 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	15,000.0	0.0	4,000.0	0.0	0.0	0.0	0.0	19,000.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19,000.0

Federal Funding Program: M001 – National Highway Performance Program
M231 – Surface Transportation Program

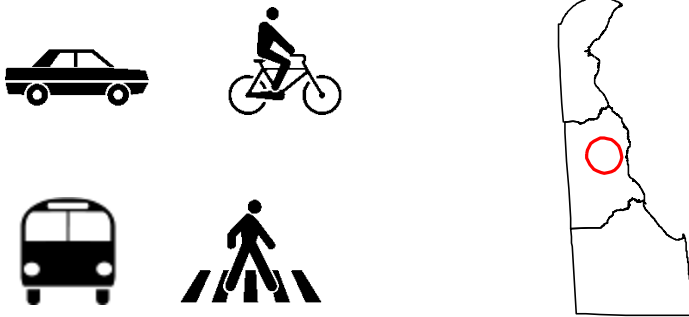
Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
WEST DOVER CONNECTOR	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	77.7	310.8	0.0	0.0	0.0	0.0	0.0	0.0	388.5
	RW	0.0	4,941.4	0.0	0.0	0.0	0.0	0.0	0.0	4941.4
	C	0.0	6,000.0	0.0	15,000.0	0.0	15,000.0	0.0	0.0	36,000.0
	Total	77.7	11,252.2	0.0	15,000.0	0.0	15,000.0	0.0	0.0	41,329.9

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:	\$4,660,000
MPO Priority Rating:	2.10
State Priority Number:	77



KENTON ROAD: SR8 TO CHESTNUT GROVE ROAD

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 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	0.0	0.0	140.0	560.0	0.0	0.0	0.0	0.0	600.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	192.0	768.0	960.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	140.0	560.0	0.0	0.0	192.0	768.0	1,560.0

Federal Funding Program: M231 – Surface Transportation Program

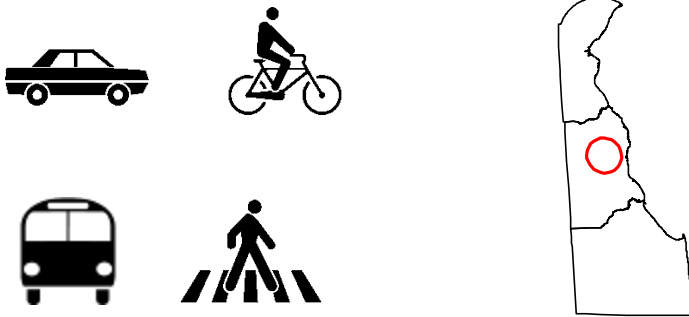
Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
KENTON ROAD: SR8 TO CHESTNUT GROVE ROAD	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	70.0	280.0	70.0	280.0	0.0	0.0	700.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	192.0	768.0	960.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	70.0	280.0	70.0	280.0	190.0	760.0	1,660.0

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:	28, 31, 32
Senatorial District:	17, 16
Estimated Cost:	\$4,200,000
MPO Priority Rating:	2.10
State Priority Number:	49



CRAWFORD CARROLL ROAD EXTENSION

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 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	0.0	0.0	800.0	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	0.0	0.0	800.0	0.0	0.0	0.0	0.0	0.0	800.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 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	00.0	0.0	400.0	0.0	400.0	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	0.0	0.0	400.0	0.0	400.0	0.0	0.0	0.0	800.0

ROAD SYSTEM:
LOCAL ROADS

There were no Local Roads funded during the TIP period, FY2015-2018

(except the one HSIP project indicated above)

|

ROAD SYSTEM:

BICYCLE /

PEDESTRIANS

There were no Bicycle & Pedestrian Projects funded during the period of the TIP.

ROAD SYSTEM:
BRIDGES

BRIDGES:

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

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

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

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 29, 31
Senatorial District: 15, 17
Estimated Cost: \$768,100
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
BR 2-100A on K330 Denneys Road over Fork Branch, Dover-	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Federal Funding Program: Highway Bridge Program

Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
BR 2-100A on K330 Denneys Road over Fork Branch, Dover-	PE	3.9	15.8	0.0	0.0	0.0	0.0	0.0	0.0	15.8
	RW	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	7.5
	C	0.0	718.5	0.0	0.0	0.0	0.0	0.0	0.0	718.5
	Total	3.9	741.7	0.0	0.0	0.0	0.0	0.0	0.0	741.7

BR 2-105A ON K105 PEACH TREE RUN OVER DOUBLE RUN, FREDERICA

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of two 5' diameter corrugated metal pipes with precast 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 closure with a detour.

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 loss at some locations.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 34
Senatorial District: 16
Estimated Cost: \$382,000
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
BR 2-371A On K371 Barretts Chapel Road over Double Run, Fredrica	PE	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0
	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	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0

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 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
BR 2-371A On K371 Barretts Chapel Road over Double Run, Fredrica	PE	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0
	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	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0

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

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of the existing corrugated metal pipes with three 6'-0" diameter precast reinforced concrete pipes using the clear zone concept. Additional work includes replacing the existing 18" corrugated metal drainage pipes with 18" HDPE pipes, minor reconstruction of the approach roadway and placement of riprap in the stream to prevent scour. The work will be performed under a full road closure with detour.

PROJECT JUSTIFICATION: There is significant corrosion at the waterline with 100% section loss at several locations throughout the pipes. The existing pipes are structurally deficient and were selected by the Pontis Bridge Management System for work. This bridge is currently ranked 57th on the 2010 DelDOT Bridge Deficiency List.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 30
Senatorial District: 18
Estimated Cost: \$410,200
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
BR 2-112B \on K112 Burrsville Road over Saulsbury Ditch, Taber Forest	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	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 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
BR 2-112B \on K112 Burrsville Road over Saulsbury Ditch, Taber Forest	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	18.1	72.4	0.0	0.0	0.0	0.0	0.0	0.0	90.5
	Total	18.1	72.4	0.0	0.0	0.0	0.0	0.0	0.0	90.5

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

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

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

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 30
Senatorial District: 18
Estimated Cost: \$328,600
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
Br 2-11C On K114 Todd's Chapel Road Over Tomahawk Branch	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	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 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
Br 2-114C On K114 Todd's Chapel Road Over Tomahawk Branch	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2
	C	0.0	20.8	0.0	0.0	0.0	0.0	0.0	0.0	360.1
	Total	0.0	20.8	0.0	0.0	0.0	0.0	0.0	0.0	361.3

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 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
BR 2-114E ON K114 TODD'S CHAPEL (CHURCH) ROAD OVER QUARTER BRANCH	PE	6.0	24.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0
	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	72.0	288.0	0.0	0.0	360.0
	Total	6.0	24.0	2.4	9.6	72.0	288.0	0.0	0.0	402.0

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 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
BR 2-114E ON K114 TODD'S CHAPEL (CHURCH) ROAD OVER QUARTER BRANCH	PE	6.0	24.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0
	RW	0.0	0.0	2.4	9.6	0.0	0.0	0.0	0.0	12.0
	C	0.0	20.8	0.0	0.0	72.0	288.0	0.0	0.0	360.0
	Total	6.0	24.0	2.4	9.6	72.0	288.0	0.0	0.0	402.0

BR 2-213A ON HOLLERING HILL ROAD OVER COW MARSH CREEK – EMERGENCY RESPONSE

PROJECT SCOPE/DESCRIPTION: Project consists of the removal of existing timber bridge 2-213 and replacing it with a new pre-cast concrete box beam bridge. Other work will consist of riprap placement for scour countermeasures, roadway replacement where needed, and guardrail installation. This specific contract will consist of the construction and installation of the bridge, not the procurement of the PCC box beams or PCC piles

PROJECT JUSTIFICATION: The road has been closed due to the timber pile failure of the existing bridge, therefore the bridge replacement is an emergency.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 30
Senatorial District: 15
Estimated Cost: \$862,000
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
BR 2-213A ON HOLLERING HILL ROAD OVER COW MARSH CREEK	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 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
BR 2-213A ON HOLLERING HILL ROAD OVER COW MARSH CREEK	PE	4.0	15.8	0.0	0.0	0.0	0.0	0.0	0.0	19.8
	RW	1.9	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9.6
	C	163.6	666.0	0.0	0.0	0.0	0.0	0.0	0.0	832.5
	Total	169.5	689.6	0.0	0.0	0.0	0.0	0.0	0.0	862.0

BR 2-371A ON K371 BARRETTS CHAPEL ROAD OVER DOUBLE RUN, FREDERICA

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of Bridge 2-371A, consisting of 3 large-span corrugated metal pipe arches, in kind. The approach roadways will be reconstructed as needed. Additional work includes placing riprap for scour protection and installing guardrail as necessary. The work will be performed under a full road closure with a detour.

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

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 33
Senatorial District: 16
Estimated Cost: \$547,500
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
BR 2-371A On K371 Barratts Chapel Road over Double Run, Frederica	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 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
BR 2-371A On K371 Barratts Chapel Road over Double Run, Frederica	PE	3.1	12.3	0.0	0.0	0.0	0.0	0.0	0.0	15.4
	RW	1.7	6.8	0.0	0.0	0.0	0.0	0.0	0.0	8.5
	C	0.0	502.6	0.0	0.0	0.0	0.0	0.0	0.0	506.2
	Total	4.8	521.8	0.0	0.0	0.0	0.0	0.0	0.0	526.6

BR 2-016B ON K016 N. LITTLE CREEK RD. OVER LITTLE RIVER

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

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

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 28, 32
Senatorial District: 16
Estimated Cost: \$748,700
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
<i>BR 2-0168A ON K106 N. LITTLE CREEK RD. OVER LITTLE RIVER</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: Highway Bridge Program
Toll Credit

Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
<i>BR 2-0168A ON K106 N. LITTLE CREEK RD. OVER LITTLE</i>	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
	RW	0.0	35.4	0.0	0.0	0.0	0.0	0.0	0.0	35.4
	C	0.0	8.9	0.0	0.0	0.0	0.0	0.0	0.0	8.9

RIVER	Total	0.0	44.3	0.0	0.0	0.0	0.0	0.0	0.0	44.3
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BR 2-031A ON K031 IRISH HILL ROAD OVER DOUBLE RUN CREEK

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of Bridge 2-031A. The approach roadways will be reconstructed as needed. 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 DelDOT 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 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 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	0.0	0.0	2.4	9.6	0.0	0.0	0.0	0.0	12.0
	C	0.0	0.0	141.0	564.0	0.0	0.0	0.0	0.0	705.0
	Total	0.0	0.0	143.4	573.6	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 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
BR 2-031A ON K031 IRISH HILL ROAD OVER DOUBLE RUN CREEK	PE	6.5	26.0	0.0	0.0	0.0	0.0	0.0	0.0	32.5
	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	4.0	16.0	2.4	9.6	141.0	564.0	0.0	0.0	745.0

BR 2-033B ON SR15, CANTERBURY ROAD OVER HUDSON BRANCH

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of the existing corrugated metal pipes with pre-stressed concrete box beams on pile supported stub abutments. Additional work includes minor reconstruction of the approach roadway, installation of guardrail as needed, and placement of riprap in the stream to prevent scour. The work will be performed under a full road closure with detour.

PROJECT JUSTIFICATION: There is significant corrosion at the waterline with 100% section loss at several locations throughout the pipes. The existing pipes are structurally deficient and were selected by the Pontis Bridge Management System for work. This bridge was ranked 49th on the 2010 DelDOT Bridge Deficiency List.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 30, 33
Senatorial District: 15, 16
Estimated Cost: \$843,100
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
BR 2-033BA ON K0331 CANTERBURY ROAD OVER HUDSON 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 and Toll Credits

Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
BR 2-033BA ON K0331 CANTERBURY ROAD OVER HUDSON 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	13.5	0.0	0.0	0.0	0.0	0.0	0.0	13.5
	Total	0.0	13.5	0.0	0.0	0.0	0.0	0.0	0.0	13.5

BR 2-033C 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: \$271,000
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
<i>BR 2-033C 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	5.5	22.0	0.0	0.0	0.0	0.0	0.0	0.0	27.5
	C	0.0	0.0	39.2	157.0	0.0	0.0	0.0	0.0	196.2
	Total	5.5	22.0	39.2	157.0	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 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
<i>BR 2-033C ON SR15 CANTERBURY ROAD OVER WARD BRANCH</i>	PE	7.9	31.7	0.0	0.0	0.0	0.0	0.0	0.0	39.6
	RW	5.5	22.0	0.0	0.0	0.0	0.0	0.0	0.0	27.5
	C	0.0	0.0	39.2	157.0	0.0	0.0	0.0	0.0	196.2
	Total	13.4	53.7	39.2	157.0	0.0	0.0	0.0	0.0	263.3

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 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
BR 2-265B ON SPIDER WEB ROAD OVER WHITE MARSH BRANCH BRANCH	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	4.4	17.6	0.0	0.0	0.0	0.0	0.0	0.0	22.0
	C	0.0	0.0	56.1	224.3	0.0	0.0	0.0	0.0	280.4
	Total	4.4	17.6	56.1	224.3	0.0	0.0	0.0	0.0	302.4

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 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
BR 2-265B ON SPIDER WEB ROAD OVER WHITE MARSH BRANCH BRANCH	PE	0.5	2.2	0.0	0.0	0.0	0.0	0.0	0.0	2.7
	RW	4.4	17.6	0.0	0.0	0.0	0.0	0.0	0.0	22.0
	C	0.0	0.0	56.1	224.3	0.0	0.0	0.0	0.0	280.4
	Total	4.9	19.8	56.1	224.3	0.0	0.0	0.0	0.0	305.1

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 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
BR 2-050A ON SR 8, HALLTOWN ROAD OVER BEAVERDAM DITCH	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	2.0	0.0	0.0	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	2.0	0.0	0.0	8.0	101.0	404.0	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 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
BR 2-050A ON SR 8, HALLTOWN ROAD OVER BEAVERDAM DITCH	PE	5.8	23.1	0.0	0.0	0.0	0.0	0.0	0.0	28.9
	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	5.8	23.1	2.0	8.0	101.0	404.0	0.0	0.0	543.9

BR 2-317A ON K3 17 SHORTS LANDING RD. OVER TRIBUTARY TO DUCK CREEK

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of 2-60" reinforced concrete pipes with 2-53"x83" elliptical 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 as 103rd.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 28
Senatorial District: 14
Estimated Cost: \$247,000
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
BR 2-317A ON K3 17 SHORTS LANDING RD. OVER TRIBUTARY TO DUCK CREEK	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	208.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	208.0
	Total	208.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	208.0

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 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
BR 2-317A ON K3 17 SHORTS LANDING RD. OVER TRIBUTARY TO DUCK CREEK	PE	14.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0
	RW	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	25.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	14.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	39.0

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 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
BR 2-052B ON K052 Westville Road over Almshouse Branch	PE	6.0	24.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0
	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	6.0	24.0	2.4	9.6	72.0	288.0	0.0	0.0	403.0

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 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
BR 2-052B ON K052 Westville Road over Almshouse Branch	PE	6.0	24.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0
	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	613.0
	Total	6.0	24.0	2.4	9.6	72.0	288.0	0.0	0.0	403.0

BR2-060C on SR14 Vernon Road over Prospect Branch

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of one existing corrugated metal arch-pipes with either one precast concrete pipe or a precast concrete box culvert. Additional work includes minor reconstruction of the approach roadway, installation of guardrail as needed, and placement of riprap in the stream to prevent scour. The work will likely be performed under a full road closure with detour.

PROJECT JUSTIFICATION: There is significant corrosion at the waterline with 100% section loss at several locations throughout the pipes. The existing pipes are structurally deficient and were selected by the Pontis Bridge Management System for work. This bridge will be ranked on the 2014 DelDOT Bridge Deficiency List.

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



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
BR2-060C on SR14 Vernon Road over Prospect Branch	PE	11.0	44.0	0.0	0.0	0.0	0.0	0.0	0.0	55.0
	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	11.0	44.0	0.0	0.0	0.0	0.0	0.0	0.0	55.0

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: M232 – Surface Transportation Program

Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
BR2-060C on SR14 Vernon Road over Prospect Branch	PE	11.0	44.0	0.0	0.0	0.0	0.0	0.0	0.0	55.0
	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	11.0	44.0	0.0	0.0	0.0	0.0	0.0	0.0	55.0

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 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
BR2-234A ON K234 LAKE FRONT DRIVE OVER RED HOUSE BRANCH	PE	44.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	44.0
	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	44.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	44.0

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 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
BR2-234A ON K234 LAKE FRONT DRIVE OVER RED HOUSE BRANCH	PE	22.0	0.0	22.0	0.0	0.0	0.0	0.0	0.0	44.0
	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	22.0	0.0	22.0	0.0	0.0	0.0	0.0	0.0	44.0

BR2-2914A ON K291 Ingrahm Branch Road over Price Prong

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 73.0. There is corrosion at the waterline with 100% section loss at some locations. It is ranked 44th on the 2014 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 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
BR 2-163A ON K163 VICTORY CHAPEL ROAD OVER PENROSE 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 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
BR 2-163A ON K163 VICTORY CHAPEL ROAD OVER PENROSE BRANCH	PE	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.1
	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	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.1

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 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 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	915.0	0.0	0.0	0.0	0.0	0.0	915.0
	Total	0.0	0.0	915.0	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 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
KENT AND SUSSEX PIPE REPLACEMENT	PE	37.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.1
	RW	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.2
	C	0.0	0.0	915.0	0.0	0.0	0.0	0.0	0.0	915.0
	Total	55.3	0.0	915.0	0.0	0.0	0.0	0.0	0.0	970.3

KENT COUNTY PIPE REPLACEMENT – FEDERAL, 2012

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of large corrugated metal pipes or pipe arches with multiple cells of reinforced concrete pipes at four bridge locations: Bridges 2-131A, 2-140A, 2-160A, and 2-286A. 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 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 2-131A ranked 81st, Bridge 2-140A ranked 87th, Bridge 2-160A ranked 55th, and Bridge 2-286A ranked 97th.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 11, 29, 30
Senatorial District: 15
Estimated Cost: \$1,328,800
MPO Priority Rating: N/A (Bridge)

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 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

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 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
KENT AND SUSSEX PIPE REPLACEMENT	PE	2.5	9.8	0.0	0.0	0.0	0.0	0.0	0.0	12.3
	RW	1.7	6.8	0.0	0.0	0.0	0.0	0.0	0.0	8.5
	C	0.0	1057.8	915.0	0.0	0.0	0.0	0.0	0.0	1057.8
	Total	4.2	1074.4	915.0	0.0	0.0	0.0	0.0	0.0	1078.6

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 DelDOT Bridge Deficiency List

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 32
Senatorial District: 16
Estimated Cost: \$218,400
MPO Priority Rating: N/A (Bridge)

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 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	22.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.0
	C	0.0	0.0	0.0	0.0	171.0	0.0	0.0	0.0	171.0
	Total	0.0	0.0	0.0	0.0	171.0	0.0	0.0	0.0	193.0

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 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
KENT AND SUSSEX PIPE REPLACEMENT	PE	25.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.3
	RW	0.0	0.0	22.0	0.0	0.0	0.0	0.0	0.0	22.0
	C	0.0	0.0	0.0	0.0	171.0	0.0	0.0	0.0	171.0
	Total	25.3	0.0	22.0	0.0	171.0	0.0	0.0	0.0	218.4

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: \$596,900

NO FEDERAL FUNDS ARE PROPOSED TO BE OBLIGATE DURING THE PERIOD OF THE TIP FOR THIS PROJECT

Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
Dover Facility Bus Parking Reconfiguration	PE	0.0	0.0	10.4	0.0	0.0	0.0	0.0	0.0	10.4
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	10.4	0.0	0.0	0.0	0.0	0.0	10.4

Dover Transit Center

PROJECT DESCRIPTION: The multi-modal Dover Transit Center is located at the former George and Lynch property at the intersection of Water and Queen Streets in Dover. The first phase of the project includes a bus loop for 14 buses, parking, and stormwater control. The site was designed for a future 30,000 square foot office building.

PROJECT JUSTIFICATION: DART has outgrown the existing transfer hub site. The new site allows for improved operations as well as connections to Greyhound/Trailways buses.

County: Kent
Funding Program: Transit System – Facilities
Functional Category: Expansion
Representative District: 32
Senatorial District: 17
Estimated Cost: \$8,115,000

NO FEDERAL FUNDS ARE PROPOSED TO BE OBLIGATE DURING THE PERIOD OF THE TIP FOR THIS PROJECT

Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
Dover Transit Center	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	219.5	0.0	0.	0.0	0.0	0.0	0.0	219.5
	Total	0.0	219.5	0.0	0.0	0.0	0.0	0.0	0.0	219.5

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 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 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	00	0.0	286.2

5307 – Urbanized Area Formula Grant Program

Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 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: DOVER/REHOBOTH (2) 40' LOW FLOOR (Route 307)

PROJECT SCOPE/DESCRIPTION: This project will purchase two 40-foot low-floor buses to provide expanded fixed route service in the Kent County.

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

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Expansion
Representative District: 32
Senatorial District: 18
Estimated Cost: \$919,500

DOVER/REHOBOTH SHUTTLE

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
30' Low Floor (2)	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

Note: When there is a Federal Spend – with no Authorization listed for the FY 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 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
30' Low Floor (2)	PROCURMT	0.0	919.5	0.0	0.0	0.0	0.0	0.0	0.0	919.5
	Total	0.0	919.5	0.0	0.0	0.0	0.0	0.0	0.0	919.5

TRANSIT VEHICLE EXPANSION (2) 30' Low Floor Dover/Seaford (Rt 309) FY18

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

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

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Expansion
Representative District: 32, 39
Senatorial District: 17, 21
Estimated Cost: \$1,002,700

DOVER/SEAFORD (RT 309) FY18

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
30' Low Floor (2)	PRO	0.0	0.0	0.0	0.0	194.3	777.4	0.0	0.0	971.7
	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 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
30' Low Floor (2)	PRO	0.0	919.5	0.0	0.0	0.0	0.0	200.5	802.2	1002.7
	Total	0.0	0.0	0.0	0.0	0.0	0.0	200.5	802.2	1002.7

TRANSIT VEHICLE REPLACEMENT Paratransit Buses Kent FY14-19

PROJECT SCOPE/DESCRIPTION: This project will replace cut-a-way buses for paratransit service in Kent County. The replacement schedule includes 17 in FY14, 3 in FY15, 13 in FY16, 23 in FY17, 8 in FY18 and 17 in FY19.

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: Expansion
Representative District: 32
Senatorial District: 18
Estimated Cost: \$5,538,400

Paratransit Buses Kent FY14-19

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 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 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
Paratransit Buses Kent FY14-19	PRO	0.0	324.6	0.0	1,448.5	527.9	2,111.7	189.1	756.6	5358.4
	Total	0.0	324.6	0.0	1,448.5	527.9	2,111.7	189.1	756.6	5358.4

Transit Vehicle Replacement Support Vehicles Kent FY14-19

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: 18
Estimated Cost: \$8919,500

SUPPORT VEHICLES KENT FY14-19

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
Support Vehicles Kent FY14-19	PRO	0.0	0.0	104.6	0.0	83.7	0.0	0.0	0.0	188.3
	Total	0.0	0.0	104.6	0.0	83.7	0.0	0.0	0.0	188.3

Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
Support Vehicles Kent FY14-19	PRO	50.1	0.0	0.0	0.0	104.6	0.0	83.7	0.0	238.4
	Total	50.1	0.0	0.0	0.0	104.6	0.0	83.7	0.0	238.4

APPENDIX B
Adopted Resolutions and Self-Certification
November 5, 2014

APPENDIX C
Financial Plan
(Including Evidence of Fiscal Constraint)

APPENDIX C: Financial Plan with evidence of Fiscal Constraint

	Revenue			
	FY 15	FY 16	FY 17	FY 18
Kent County				
Federal	\$22,322,944	\$31,101,952	\$41,168,980	\$25,601,320
State	\$2,069,162	\$10,308,879	\$3,466,573	\$2,637,680
Other	\$23,900	\$40,675	\$23,900	\$23,900
Subtotal - Kent county	\$24,416,005	\$41,451,506	\$44,659,453	\$28,262,900
Statewide				
Federal	\$91,893,977	\$63,152,514	\$66,918,667	\$60,057,796
State	\$124,742,701	\$118,350,187	\$122,390,279	\$112,140,720
Other	\$1,414,401	\$1,451,201	\$2,297,701	\$1,297,701
Subtotal - Statewide	\$218,051,079	\$182,953,902	\$191,606,647	\$173,496,217
Total Revenue	\$242,467,084	\$224,405,407	\$236,266,100	\$201,759,117
	Programmed Funds			
Kent County				
Arterials	\$7,478,900	\$22,416,775	\$22,944,903	\$25,151,500
Collectors	\$11,445,036	\$15,750,000	\$15,750,000	\$960,000
Local	\$18,356	\$200,000	\$1,000,000	\$0
Bridge Preservation	\$3,840,713	\$1,506,565	\$2,101,050	\$0
Bicycle/Pedestrian	\$0	\$0	\$0	\$0
Transportation Facilities	\$0	\$0	\$0	\$0
Transit Facilities	\$219,500	\$10,366	\$0	\$0
Transit Vehicles	\$1,413,500	\$1,567,800	\$2,863,500	\$2,151,400
Subtotal - Kent County	\$24,416,005	\$41,451,506	\$44,659,453	\$28,262,900
Statewide				
Road Systems	\$154,946,061	\$121,614,191	\$130,471,922	\$113,936,522
Support Systems	\$35,182,696	\$46,410,905	\$47,146,019	\$44,745,989
Transit Systems	\$6,172,322	\$3,553,806	\$2,613,706	\$3,438,706
Grants & Allocations	\$21,750,000	\$11,375,000	\$11,375,000	\$11,375,000
Subtotal - Statewide	\$218,051,079	\$182,953,902	\$191,606,647	\$173,496,217
Total Programmed Funds	\$242,467,084	\$224,405,407	\$236,266,100	\$201,759,117

The funding information included above was provided by DelDOT Finance and is based on anticipated resources and programmed funding as depicted in the FY 2015-2018 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
Capital Projects - Highways	Aspirations List of Projects				
	Highway Projects				
	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-Leipsic 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
Bike/Ped Projects	Bicycle and Pedestrian 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; widended and striped shoulders, pedestrian Way added	2040	\$15,000	Major Collector
			DE 15/Canterbury Road: US 13 to Airport Road; widened and striped shoulders, pedestrian way added	2040	\$15,000	Minor Arterial
	Intersections		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
			DE 42/Seven Hickories Road: Kenton to Cheswold; intersection improvements	2040	\$2,000	Major Collector
	Off-Road		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	
nsit	Transit Projects					
	nsit		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	
Studies	Planning 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

	B	C	F	G	H	I	J	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
1	County	Project Title	Category	Class	Family	Phase	Current Estimate	FY15 128 State Spend	FY15 128 Fed Spend	FY15 128 Other Spend	FY16 128 State Spend	FY16 128 Fed Spend	FY16 128 Other Spend	FY17 State Spend	FY17 Fed Spend	FY17 Other Spend	FY18 State Spend	FY18 Fed Spend	FY18 Other Spend
12	Kent	Loockerman Street / Forest Street	Road Systems	Arterials	Arterials	PD	246,830	-	-	-	-	-	-	-	-	-	-	-	-
13	Kent	Loockerman Street / Forest Street	Road Systems	Arterials	Arterials	PE	300,000	-	-	-	-	-	-	150,000	-	-	150,000	-	-
14	Kent	Loockerman Street / Forest Street	Road Systems	Arterials	Arterials	ROW	100,000	-	-	-	-	-	-	-	-	-	-	-	-
15	Kent	Loockerman Street / Forest Street	Road Systems	Arterials	Arterials	C	3,500,000	-	-	-	-	-	-	-	-	-	-	-	-
16		Loockerman Street / Forest Street Total					4,146,830	-	-	-	-	-	-	150,000	-	-	150,000	-	-
17	Kent	SR 1, Bay Road/ K19, Thompsonville Road, Intersection Improvements	Road Systems	Arterials	Arterials	PD	685,425	-	-	-	-	-	-	-	-	-	-	-	-
18	Kent	SR 1, Bay Road/ K19, Thompsonville Road, Intersection Improvements	Road Systems	Arterials	Arterials	PE	250,000	-	-	-	-	-	-	-	-	-	-	-	-
19	Kent	SR 1, Bay Road/ K19, Thompsonville Road, Intersection Improvements	Road Systems	Arterials	Arterials	ROW	9,116,000	-	-	-	-	-	-	-	-	-	-	-	-
20	Kent	SR 1, Bay Road/ K19, Thompsonville Road, Intersection Improvements	Road Systems	Arterials	Arterials	C	16,000,000	800,000	3,200,000	-	2,200,000	8,800,000	-	200,000	800,000	-	-	-	-
21		SR 1, Bay Road/ K19, Thompsonville Road, Intersection Improvements Tota					26,051,425	800,000	3,200,000	-	2,200,000	8,800,000	-	200,000	800,000	-	-	-	-
22	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Systems	Arterials	Arterials	PD	605,360	-	-	-	-	-	-	-	-	-	-	-	-
23	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Systems	Arterials	Arterials	PE	5,072,000	37,115	148,462	-	-	-	-	-	-	-	-	-	-
24	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Systems	Arterials	Arterials	ROW	19,800,000	800,000	3,200,000	-	-	-	-	-	-	-	-	-	-
25	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Systems	Arterials	Arterials	C	45,016,775	-	-	-	6,000,000	4,000,000	16,775	-	15,000,000	-	-	15,000,000	-
26		SR 1, Little Heaven Grade Separated Intersection Total					70,494,135	837,115	3,348,462	-	6,000,000	4,000,000	16,775	-	15,000,000	-	-	15,000,000	-
27	Kent	SR 1, NE Front Street Grade Separated Intersection	Road Systems	Arterials	Arterials	PE	661,843	-	-	-	42,468	169,873	-	-	-	-	-	-	-
28	Kent	SR 1, NE Front Street Grade Separated Intersection	Road Systems	Arterials	Arterials	ROW	6,000,000	-	-	-	-	-	-	-	-	-	-	-	-
29	Kent	SR 1, NE Front Street Grade Separated Intersection	Road Systems	Arterials	Arterials	C	22,000,000	-	-	-	-	-	-	-	-	-	-	-	-
30		SR 1, NE Front Street Grade Separated Intersection Total					28,661,843	-	-	-	42,468	169,873	-	-	-	-	-	-	-
31	Kent	SR 1, South Frederica Grade Separated Intersection	Road Systems	Arterials	Arterials	PD	489,204	-	-	-	-	-	-	-	-	-	-	-	-
32	Kent	SR 1, South Frederica Grade Separated Intersection	Road Systems	Arterials	Arterials	PE	2,888,700	-	-	-	-	-	-	-	-	-	-	-	-
33	Kent	SR 1, South Frederica Grade Separated Intersection	Road Systems	Arterials	Arterials	ROW	4,488,734	76,000	304,000	-	-	-	-	-	-	-	-	-	-
34	Kent	SR 1, South Frederica Grade Separated Intersection	Road Systems	Arterials	Arterials	CE	2,418,685	-	-	-	-	-	-	368,722	1,474,889	-	114,976	459,902.40	-
35	Kent	SR 1, South Frederica Grade Separated Intersection	Road Systems	Arterials	Arterials	C	18,299,174	-	-	-	-	-	-	1,000,000	4,000,000	-	1,800,000	7,200,000	-
36	Kent	SR 1, South Frederica Grade Separated Intersection	Road Systems	Arterials	Arterials	Utilities	312,510	-	-	-	-	-	-	62,502	250,008	-	-	-	-
37	Kent	SR 1, South Frederica Grade Separated Intersection	Road Systems	Arterials	Arterials	Traffic	764,464	-	-	-	-	-	-	64,779	259,116	-	80,000	320,000	-
38	Kent	SR 1, South Frederica Grade Separated Intersection	Road Systems	Arterials	Arterials	Conting	1,705,168	-	-	-	-	-	-	-	-	-	-	-	-
39		SR 1, South Frederica Grade Separated Intersection Total					31,366,638	76,000	304,000	-	-	-	-	1,496,003	5,984,013	-	1,994,976	7,979,902	-
52	Kent	HEP KC, SR14 at Killens Pond Road Intersection Improvement	Road Systems	Arterials	Safety Improvement Pro	PD	50,000	-	-	-	-	-	-	-	-	-	5,000	45,000	-
53	Kent	HEP KC, SR14 at Killens Pond Road Intersection Improvement	Road Systems	Arterials	Safety Improvement Pro	C	250,000	-	-	-	-	-	-	-	-	-	-	-	-
54		HEP KC, SR14 at Killens Pond Road Intersection Improvement Tota					300,000	-	-	-	-	-	-	-	-	-	5,000	45,000	-
55	Kent	HEP KC, US13 Puncheon Run Connector to Walnut Shade Rd.	Road Systems	Arterials	Safety Improvement Pro	PE	4,500,000	-	-	-	-	-	-	100,000	900,000	-	175,000	1,575,000	-
56	Kent	HEP KC, US13 Puncheon Run Connector to Walnut Shade Rd.	Road Systems	Arterials	Safety Improvement Pro	ROW	2,000,000	-	-	-	-	-	-	-	-	-	-	-	-
57	Kent	HEP KC, US13 Puncheon Run Connector to Walnut Shade Rd.	Road Systems	Arterials	Safety Improvement Pro	C	66,000,000	-	-	-	-	-	-	-	-	-	-	-	-
58		HEP KC, US13 Puncheon Run Connector to Walnut Shade Rd. Tota					72,500,000	-	-	-	-	-	-	100,000	900,000	-	175,000	1,575,000	-
76	Kent	HSIP KC, SR300, Glenwood Avenue Safety Improvements	Road Systems	Arterials	Safety Improvement Pro	PE	20,000	-	-	-	-	-	-	-	-	-	-	-	-
77	Kent	HSIP KC, SR300, Glenwood Avenue Safety Improvements	Road Systems	Arterials	Safety Improvement Pro	ROW	50,000	-	50,000	-	-	-	-	-	-	-	-	-	-
78	Kent	HSIP KC, SR300, Glenwood Avenue Safety Improvements	Road Systems	Arterials	Safety Improvement Pro	CE	100,000	-	-	-	20,000	80,000	-	-	-	-	-	-	-
79	Kent	HSIP KC, SR300, Glenwood Avenue Safety Improvements	Road Systems	Arterials	Safety Improvement Pro	C	1,000,000	-	-	-	200,000	800,000	-	-	-	-	-	-	-
80		HSIP KC, SR300, Glenwood Avenue Safety Improvements Tota					1,170,000	-	50,000	-	220,000	880,000	-	-	-	-	-	-	-
106	Kent	Carter Road (K137), Sunnyside Road to Wheatley's Pond Road, Smyrna	Road Systems	Collectors	Collectors	PE	1,880,926	-	-	-	-	-	-	-	-	-	-	-	-
107	Kent	Carter Road (K137), Sunnyside Road to Wheatley's Pond Road, Smyrna	Road Systems	Collectors	Collectors	ROW	1,233,558	-	-	-	-	-	-	-	-	-	-	-	-
108	Kent	Carter Road (K137), Sunnyside Road to Wheatley's Pond Road, Smyrna	Road Systems	Collectors	Collectors	CE	447,302	-	-	-	-	-	-	-	-	-	-	-	-
109	Kent	Carter Road (K137), Sunnyside Road to Wheatley's Pond Road, Smyrna	Road Systems	Collectors	Collectors	C	4,039,968	-	-	-	-	-	-	-	-	-	-	-	-
110	Kent	Carter Road (K137), Sunnyside Road to Wheatley's Pond Road, Smyrna	Road Systems	Collectors	Collectors	Utilities	1,490,100	-	-	-	-	-	-	-	-	-	-	-	-
111	Kent	Carter Road (K137), Sunnyside Road to Wheatley's Pond Road, Smyrna	Road Systems	Collectors	Collectors	Traffic	196,519	-	-	-	-	-	-	-	-	-	-	-	-
112	Kent	Carter Road (K137), Sunnyside Road to Wheatley's Pond Road, Smyrna	Road Systems	Collectors	Collectors	Conting	960,984	22,585	90,342	-	-	-	-	-	-	-	-	-	-
113		Carter Road (K137), Sunnyside Road to Wheatley's Pond Road, Smyrna Tota					10,249,356	22,585	90,342	-	-	-	-	-	-	-	-	-	-
114	Kent	Crawford Carroll Road Extension	Road Systems	Collectors	Collectors	PE	800,000	-	-	-	400,000	-	-	400,000	-	-	-	-	-
115	Kent	Crawford Carroll Road Extension	Road Systems	Collectors	Collectors	ROW	1,200,000	-	-	-	-	-	-	-	-	-	-	-	-
116	Kent	Crawford Carroll Road Extension	Road Systems	Collectors	Collectors	C	2,200,000	-	-	-	-	-	-	-	-	-	-	-	-
117		Crawford Carroll Road Extension Total					4,200,000	-	-	-	400,000	-	-	400,000	-	-	-	-	-
118	Kent	Kenton Road, SR 8 to Chestnut Grove Road	Road Systems	Collectors	Collectors	PE	700,000	-	-	-	70,000	280,000	-	70,000	280,000	-	-	-	-
119	Kent	Kenton Road, SR 8 to Chestnut Grove Road	Road Systems	Collectors	Collectors	ROW	960,000	-	-	-	-	-	-	-	-	-	190,000	760,000	-
120	Kent	Kenton Road, SR 8 to Chestnut Grove Road	Road Systems	Collectors	Collectors	C	3,000,000	-	-	-	-	-	-	-	-	-	-	-	-
121		Kenton Road, SR 8 to Chestnut Grove Road Total					4,660,000	-	-	-	70,000	280,000	-	70,000	280,000	-	190,000	760,000	-
122	Kent	West Dover Connector	Road Systems	Collectors	Collectors	PD	3,970,804	-	-	-	-	-	-	-	-	-	-	-	-
123	Kent	West Dover Connector	Road Systems	Collectors	Collectors	PE	3,350,000	77,697	310,785	-	-	-	-	-	-	-	-	-	-
124	Kent	West Dover Connector	Road Systems	Collectors	Collectors	ROW	13,621,300	-	-	-	-	-	-	-	-	-	-	-	-
125	Kent	West Dover Connector	Road Systems	Collectors	Collectors	C	31,605,680	-	6,000,000	-	-	15,000,000	-	-	15,000,000	-	-	-	-
126	Kent	West Dover Connector	Road Systems	Collectors	Collectors	Utilities	1,938,201	-	-	-	-	-	-	-	-	-	-	-	-
127	Kent	West Dover Connector	Road Systems	Collectors	Collectors	Traffic	707,442	-	-	-	-	-	-	-	-	-	-	-	-
128	Kent	West Dover Connector	Road Systems	Collectors	Collectors	Conting	1,524,148	-	-	-	-	-	-	-	-	-	-	-	-
129	Kent	West Dover Connector	Road Systems	Collectors	Collectors	Manage	273,684	-	-	-	-	-	-	-	-	-	-	-	-
130		West Dover Connector Total					56,991,260	77,697	11,252,213	-	-	15,000,000	-	-	15,000,000	-	-	-	-
137		Eden Hill Improvements Total					890,427	-	-	-	-	-	-	-	-	-	-	-	-
138	Kent	HEP KC, SR10 & SR15 Intersection Improvements	Road Systems	Local	Safety Improvement Pro	PE	38,000	-	18,356	-	-	-	-	-	-	-	-	-	-
139	Kent	HEP KC, SR10 & SR15 Intersection Improvements	Road Systems	Local	Safety Improvement Pro	ROW	200,000	-	-	-	20,000	180,000	-	-	-	-	-	-	-
140	Kent	HEP KC, SR10 & SR15 Intersection Improvements	Road Systems	Local	Safety Improvement Pro	C	1,000,000	-	-	-	-	-	-	200,000	800,000	-	-	-	-
141		HEP KC, SR10 & SR15 Intersection Improvements Total					1,238,000	-	18,356	-	20,000	180,000	-	200,000	800,000	-	-	-	-
142	Kent	BR 2-016B on K016 N. Little Creek Road over Little River	Road Systems	Bridge	Bridge Preservation	PE	40,000	-	-	-	-	-	-	-	-	-	-	-	-
143	Kent	BR 2-016B on K016 N. Little Creek Road over Little River	Road Systems	Bridge	Bridge Preservation	ROW	1,600	-	-	-	-	-	-	-	-	-	-	-	-
144	Kent	BR 2-016B on K016 N. Little Creek Road over Little River	Road Systems	Bridge	Bridge Preservation	CE	40,350	-	13,559	-	-	-	-	-	-	-	-	-	-
145	Kent	BR 2-016B on K016 N. Little Creek Road over Little River	Road Systems	Bridge	Bridge Preservation	C	604,394	-	23,238	-	-	-	-	-	-	-	-	-	-
146	Kent	BR 2-016B on K016 N. Little Creek Road over Little River	Road Systems	Bridge	Bridge Preservation	Utilities	7,516	-	7,516	-	-	-	-	-	-	-	-	-	-
147	Kent	BR 2-016B on K016 N. Little Creek Road over Little River	Road Systems	Bridge	Bridge Preservation	Conting	36,455	-	-	-	-	-	-	-	-	-	-	-	-
148		BR 2-016B on K016 N. Little Creek Road over Little River Total					730,315	-	44,313	-	-	-	-	-	-	-	-	-	-
149	Kent	BR 2-031A on Irish Hill Road over Double Run Creek	Road Systems	Bridge	Bridge Preservation	PE	40,000	6,493	25,970	-	-	-	-	-	-	-	-	-	-
150	Kent	BR 2-031A on Irish Hill Road over Double Run Creek	Road Systems	Bridge	Bridge Preservation	ROW	12,000	-	-	-	2,400	9,600	-	-	-	-	-	-	-
151	Kent	BR 2-031A on Irish Hill Road over Double Run Creek	Road Systems	Bridge	Bridge Preservation	C	705,000	-	-	-	-	-	-	141,000	564,000	-	-	-	-

APPENDIX E: Annual Listing of Projects - Kent County

	B	C	F	G	H	I	J	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
1	County	Project Title	Category	Class	Family	Phase	Current Estimate	FY15 128 State Spend	FY15 128 Fed Spend	FY15 128 Other Spend	FY16 128 State Spend	FY16 128 Fed Spend	FY16 128 Other Spend	FY17 State Spend	FY17 Fed Spend	FY17 Other Spend	FY18 State Spend	FY18 Fed Spend	FY18 Other Spend
152		BR 2-031A on Irish Hill Road over Double Run Creek Total					757,000	6,493	25,970	-	2,400	9,600	-	141,000	564,000	-	-	-	-
153	Kent	BR 2-033B on SR 15, Canterbury Road, over Hudson Branch	Road Systems	Bridge	Bridge Preservation	PE	37,848	-	-	-	-	-	-	-	-	-	-	-	-
154	Kent	BR 2-033B on SR 15, Canterbury Road, over Hudson Branch	Road Systems	Bridge	Bridge Preservation	ROW	26,000	-	-	-	-	-	-	-	-	-	-	-	-
155	Kent	BR 2-033B on SR 15, Canterbury Road, over Hudson Branch	Road Systems	Bridge	Bridge Preservation	CE	48,500	-	9,759	-	-	-	-	-	-	-	-	-	-
156	Kent	BR 2-033B on SR 15, Canterbury Road, over Hudson Branch	Road Systems	Bridge	Bridge Preservation	C	687,480	-	-	-	-	-	-	-	-	-	-	-	-
157	Kent	BR 2-033B on SR 15, Canterbury Road, over Hudson Branch	Road Systems	Bridge	Bridge Preservation	Utilities	2,500	-	-	-	-	-	-	-	-	-	-	-	-
158	Kent	BR 2-033B on SR 15, Canterbury Road, over Hudson Branch	Road Systems	Bridge	Bridge Preservation	Traffic	189	-	-	-	-	-	-	-	-	-	-	-	-
159	Kent	BR 2-033B on SR 15, Canterbury Road, over Hudson Branch	Road Systems	Bridge	Bridge Preservation	Conting	40,586	-	3,734	-	-	-	-	-	-	-	-	-	-
160		BR 2-033B on SR 15, Canterbury Road, over Hudson Branch Total					843,103	-	13,493	-	-	-	-	-	-	-	-	-	-
161	Kent	BR 2-050A on SR8 Halltown Road over Beaverdam Ditch	Road Systems	Bridge	Bridge Preservation	PE	35,000	5,778	23,113	-	-	-	-	-	-	-	-	-	-
162	Kent	BR 2-050A on SR8 Halltown Road over Beaverdam Ditch	Road Systems	Bridge	Bridge Preservation	ROW	10,000	1,000	4,000	-	-	-	-	-	-	-	-	-	-
163	Kent	BR 2-050A on SR8 Halltown Road over Beaverdam Ditch	Road Systems	Bridge	Bridge Preservation	C	505,000	-	-	-	101,000	404,000	-	-	-	-	-	-	-
164		BR 2-050A on SR8 Halltown Road over Beaverdam Ditch Total					550,000	6,778	27,113	-	101,000	404,000	-	-	-	-	-	-	-
165	Kent	BR 2-052B on Westville Road over Almshouse Branch	Road Systems	Bridge	Bridge Preservation	PE	30,000	6,000	24,000										
166	Kent	BR 2-052B on Westville Road over Almshouse Branch	Road Systems	Bridge	Bridge Preservation	ROW	12,000				2,400	9,600							
167	Kent	BR 2-052B on Westville Road over Almshouse Branch	Road Systems	Bridge	Bridge Preservation	C	360,000							72,000	288,000				
168		BR 2-052B on Westville Road over Almshouse Branch Total					402,000	6,000	24,000	-	2,400	9,600	-	72,000	288,000	-	-	-	-
169	Kent	BR 2-059D on K059 Whiteleysburg Road over Horsepen Arm Ditch	Road Systems	Bridge	Bridge Preservation	PE	6,455	-	-	-	-	-	-	-	-	-	-	-	-
170	Kent	BR 2-059D on K059 Whiteleysburg Road over Horsepen Arm Ditch	Road Systems	Bridge	Bridge Preservation	ROW	-	-	-	-	-	-	-	-	-	-	-	-	-
171	Kent	BR 2-059D on K059 Whiteleysburg Road over Horsepen Arm Ditch	Road Systems	Bridge	Bridge Preservation	C	-	-	-	-	-	-	-	-	-	-	-	-	-
172		BR 2-059D on K059 Whiteleysburg Road over Horsepen Arm Ditch Total					6,455	-	-	-	-	-	-	-	-	-	-	-	-
173	Kent	BR 2-060C on SR14 Vernon Road over Prospect Branch	Road Systems	Bridge	Bridge Preservation	PE	55,000	11,000	44,000										
174	Kent	BR 2-060C on SR14 Vernon Road over Prospect Branch	Road Systems	Bridge	Bridge Preservation	ROW	33,000												
175	Kent	BR 2-060C on SR14 Vernon Road over Prospect Branch	Road Systems	Bridge	Bridge Preservation	C	575,000												
176		BR 2-060C on SR14 Vernon Road over Prospect Branch Total					663,000	11,000	44,000	-	-	-	-	-	-	-	-	-	-
177	Kent	BR 2-100A on Denneys Road over Fork Branch	Road Systems	Bridge	Bridge Preservation	PE	37,000	-	-	-	-	-	-	-	-	-	-	-	-
178	Kent	BR 2-100A on Denneys Road over Fork Branch	Road Systems	Bridge	Bridge Preservation	ROW	15,000	-	-	-	-	-	-	-	-	-	-	-	-
179	Kent	BR 2-100A on Denneys Road over Fork Branch	Road Systems	Bridge	Bridge Preservation	CE	27,000	-	27,000	-	-	-	-	-	-	-	-	-	-
180	Kent	BR 2-100A on Denneys Road over Fork Branch	Road Systems	Bridge	Bridge Preservation	C	605,000	-	605,000	-	-	-	-	-	-	-	-	-	-
181	Kent	BR 2-100A on Denneys Road over Fork Branch	Road Systems	Bridge	Bridge Preservation	Utilities	30,000	-	30,000	-	-	-	-	-	-	-	-	-	-
182	Kent	BR 2-100A on Denneys Road over Fork Branch	Road Systems	Bridge	Bridge Preservation	Conting	54,845	-	54,845	-	-	-	-	-	-	-	-	-	-
183		BR 2-100A on Denneys Road over Fork Branch Total					768,845	-	716,845	-	-	-	-	-	-	-	-	-	-
184	Kent	BR 2-105A on K105 Peachtree Road over Double Run	Road Systems	Bridge	Bridge Preservation	PE	30,000	30,000											
185	Kent	BR 2-105A on K105 Peachtree Road over Double Run	Road Systems	Bridge	Bridge Preservation	ROW	12,000												
186	Kent	BR 2-105A on K105 Peachtree Road over Double Run	Road Systems	Bridge	Bridge Preservation	C	340,000												
187		BR 2-105A on K105 Peachtree Road over Double Run Total					382,000	30,000	-	-	-	-	-	-	-	-	-	-	-
188	Kent	BR 2-112B on K112 Burrsville Rd over Saulsbury Ditch	Road Systems	Bridge	Bridge Preservation	PE	40,000	-	-	-	-	-	-	-	-	-	-	-	-
189	Kent	BR 2-112B on K112 Burrsville Rd over Saulsbury Ditch	Road Systems	Bridge	Bridge Preservation	ROW	17,000	-	-	-	-	-	-	-	-	-	-	-	-
190	Kent	BR 2-112B on K112 Burrsville Rd over Saulsbury Ditch	Road Systems	Bridge	Bridge Preservation	CE	23,777	-	-	-	-	-	-	-	-	-	-	-	-
191	Kent	BR 2-112B on K112 Burrsville Rd over Saulsbury Ditch	Road Systems	Bridge	Bridge Preservation	C	292,717	10,543	42,172	-	-	-	-	-	-	-	-	-	-
192	Kent	BR 2-112B on K112 Burrsville Rd over Saulsbury Ditch	Road Systems	Bridge	Bridge Preservation	Utilities	6,764	1,353	5,411	-	-	-	-	-	-	-	-	-	-
193	Kent	BR 2-112B on K112 Burrsville Rd over Saulsbury Ditch	Road Systems	Bridge	Bridge Preservation	Conting	29,980	5,996	23,984	-	-	-	-	-	-	-	-	-	-
194		BR 2-112B on K112 Burrsville Rd over Saulsbury Ditch Total					410,238	17,892	71,567	-	-	-	-	-	-	-	-	-	-
195	Kent	BR 2-114C on K114 Todds Chapel Road over Tomahawk Branch	Road Systems	Bridge	Bridge Preservation	PE	18,000	-	-	-	-	-	-	-	-	-	-	-	-
196	Kent	BR 2-114C on K114 Todds Chapel Road over Tomahawk Branch	Road Systems	Bridge	Bridge Preservation	ROW	18,000	-	-	-	-	-	-	-	-	-	-	-	-
197	Kent	BR 2-114C on K114 Todds Chapel Road over Tomahawk Branch	Road Systems	Bridge	Bridge Preservation	CE	17,610	-	6,104	-	-	-	-	-	-	-	-	-	-
198	Kent	BR 2-114C on K114 Todds Chapel Road over Tomahawk Branch	Road Systems	Bridge	Bridge Preservation	C	249,165	-	14,742	-	-	-	-	-	-	-	-	-	-
199	Kent	BR 2-114C on K114 Todds Chapel Road over Tomahawk Branch	Road Systems	Bridge	Bridge Preservation	Utilities	11,950	-	-	-	-	-	-	-	-	-	-	-	-
200	Kent	BR 2-114C on K114 Todds Chapel Road over Tomahawk Branch	Road Systems	Bridge	Bridge Preservation	Conting	-	-	-	-	-	-	-	-	-	-	-	-	-
201		BR 2-114C on K114 Todds Chapel Road over Tomahawk Branch Tota					314,725	-	20,846	-	-	-	-	-	-	-	-	-	-
202	Kent	BR 2-114E on Todds Chapel Road over Quarter Branch	Road Systems	Bridge	Bridge Preservation	PE	30,000	6,000	24,000										
203	Kent	BR 2-114E on Todds Chapel Road over Quarter Branch	Road Systems	Bridge	Bridge Preservation	ROW	12,000				2,400	9,600							
204	Kent	BR 2-114E on Todds Chapel Road over Quarter Branch	Road Systems	Bridge	Bridge Preservation	C	360,000							72,000	288,000				
205		BR 2-114E on Todds Chapel Road over Quarter Branch Total					402,000	6,000	24,000	-	2,400	9,600	-	72,000	288,000	-	-	-	-
219	Kent	BR 2-195A on West Railroad Ave over Isaac Branch, Wyoming	Road Systems	Bridge	Bridge Preservation	PE	68,000	-	-	-	-	-	-	-	-	-	-	-	-
220	Kent	BR 2-195A on West Railroad Ave over Isaac Branch, Wyoming	Road Systems	Bridge	Bridge Preservation	ROW	14,000	-	-	-	-	-	-	-	-	-	-	-	-
221	Kent	BR 2-195A on West Railroad Ave over Isaac Branch, Wyoming	Road Systems	Bridge	Bridge Preservation	CE	32,000	-	-	-	-	-	-	-	-	-	-	-	-
222	Kent	BR 2-195A on West Railroad Ave over Isaac Branch, Wyoming	Road Systems	Bridge	Bridge Preservation	C	543,002	-	-	-	-	-	-	-	-	-	-	-	-
223	Kent	BR 2-195A on West Railroad Ave over Isaac Branch, Wyoming	Road Systems	Bridge	Bridge Preservation	Conting	60,681	-	4,390	-	-	-	-	-	-	-	-	-	-
224		BR 2-195A on West Railroad Ave over Isaac Branch, Wyoming Total					717,682	-	4,390	-	-	-	-	-	-	-	-	-	-
225	Kent	BR 2-203A on Todds Mill Road over Isaac Branch	Road Systems	Bridge	Bridge Preservation	PE	97,000	477	1,906	-	-	-	-	-	-	-	-	-	-
226	Kent	BR 2-203A on Todds Mill Road over Isaac Branch	Road Systems	Bridge	Bridge Preservation	ROW	13,000	-	-	-	-	-	-	-	-	-	-	-	-
227	Kent	BR 2-203A on Todds Mill Road over Isaac Branch	Road Systems	Bridge	Bridge Preservation	CE	24,900	-	4,017	-	-	-	-	-	-	-	-	-	-
228	Kent	BR 2-203A on Todds Mill Road over Isaac Branch	Road Systems	Bridge	Bridge Preservation	C	318,285	-	6,286	-	-	-	-	-	-	-	-	-	-
229	Kent	BR 2-203A on Todds Mill Road over Isaac Branch	Road Systems	Bridge	Bridge Preservation	Conting	33,378	-	-	-	-	-	-	-	-	-	-	-	-
230		BR 2-203A on Todds Mill Road over Isaac Branch Total					486,563	477	12,210	-	-	-	-	-	-	-	-	-	-
231	Kent	BR 2-204A on K204 Apple Grove School Rd over Isaac Branch	Road Systems	Bridge	Bridge Preservation	PE	10,850	-	-	-	-	-	-	-	-	-	-	-	-
232	Kent	BR 2-204A on K204 Apple Grove School Rd over Isaac Branch	Road Systems	Bridge	Bridge Preservation	ROW	17,000	-	-	-	-	-	-	-	-	-	-	-	-
233	Kent	BR 2-204A on K204 Apple Grove School Rd over Isaac Branch	Road Systems	Bridge	Bridge Preservation	CE	22,000	1,841	-	-	-	-	-	-	-	-	-	-	-
234	Kent	BR 2-204A on K204 Apple Grove School Rd over Isaac Branch	Road Systems	Bridge	Bridge Preservation	C	160,923	-	-	-	-	-	-	-	-	-	-	-	-
235	Kent	BR 2-204A on K204 Apple Grove School Rd over Isaac Branch	Road Systems	Bridge	Bridge Preservation	Utilities	14,090	3,783	-	-	-	-	-	-	-	-	-	-	-
236	Kent	BR 2-204A on K204 Apple Grove School Rd over Isaac Branch	Road Systems	Bridge	Bridge Preservation	Conting	16,590	1,302	-	-	-	-	-	-	-	-	-	-	-
237		BR 2-204A on K204 Apple Grove School Rd over Isaac Branch Total					241,453	6,927	-	-	-	-	-	-	-	-	-	-	-
238	Kent	BR 2-265B on Spider Web Road over White Marsh Branch	Road Systems	Bridge	Bridge Preservation	PE	35,200	539	2,155	-	-	-	-	-	-	-	-	-	-
239	Kent	BR 2-265B on Spider Web Road over White Marsh Branch	Road Systems	Bridge	Bridge Preservation	ROW	22,000	4,400	17,600	-	-	-	-	-	-	-	-	-	-
240	Kent	BR 2-265B on Spider Web Road over White Marsh Branch	Road Systems	Bridge	Bridge Preservation	C	280,345	-	-	-	56,069	224,276	-	-	-	-	-	-	-
241		BR 2-265B on Spider Web Road over White Marsh Branch Total					337,545	4,939	19,755	-	56,069	224,276	-	-	-	-	-	-	-
242	Kent	BR 2-234A on Lake Front Drive over Red House Branch	Road Systems	Bridge	Bridge Preservation	PE	44,000	22,000			22,000								
243	Kent	BR 2-234A on Lake Front Drive over Red House Branch	Road Systems	Bridge	Bridge Preservation	ROW	12,000												
244	Kent	BR 2-234A on Lake Front Drive over Red House Branch	Road Systems	Bridge	Bridge Preservation	C	300,000												
245		BR 2-234A on Lake Front Drive over Red House Branch Total					356,000	22,000	-	-	22,000	-	-	-	-	-	-	-	-
246	Kent	BR 2-291A on Ingram Branch Road over Prince Prong	Road Systems	Bridge	Bridge Preservation	PE	30,000	30,000											
247	Kent	BR 2-291A on Ingram Branch Road over Prince Prong	Road Systems	Bridge	Bridge Preservation	ROW	12,000												
248	Kent	BR 2-291A on Ingram Branch Road over Prince Prong	Road Systems	Bridge	Bridge Preservation	C	360,000												
249		BR 2-291A on Ingram Branch Road over Prince Prong Total					402,000	30,000	-	-	-	-	-	-	-	-	-	-	-
250	Kent	BR 2-317A on K317 Shorts Landing Road over Tributary to Duck Creek	Road Systems	Bridge	Bridge Preservation	PE	14,000	14,000	-	-	-								

APPENDIX E: Annual Listing of Projects - Kent County

	B	C	F	G	H	I	J	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
1	County	Project Title	Category	Class	Family	Phase	Current Estimate	FY15 128 State Spend	FY15 128 Fed Spend	FY15 128 Other Spend	FY16 128 State Spend	FY16 128 Fed Spend	FY16 128 Other Spend	FY17 State Spend	FY17 Fed Spend	FY17 Other Spend	FY18 State Spend	FY18 Fed Spend	FY18 Other Spend
251	Kent	BR 2-317A on K317 Shorts Landing Road over Tributary to Duck Creek	Road Systems	Bridge	Bridge Preservation	ROW	25,000		-	-	25,000	-	-	-	-	-	-	-	-
252	Kent	BR 2-317A on K317 Shorts Landing Road over Tributary to Duck Creek	Road Systems	Bridge	Bridge Preservation	C	208,000	-	-	-	208,000	-	-	-	-	-	-	-	-
253		BR 2-317A on K317 Shorts Landing Road over Tributary to Duck Creek Total					247,000	14,000	-	-	233,000	-	-	-	-	-	-	-	-
254	Kent	BR 2-371A on K371 Barratts Chapel Road over Double Run	Road Systems	Bridge	Bridge Preservation	PE	34,700	3,083	12,330	-	-	-	-	-	-	-	-	-	-
255	Kent	BR 2-371A on K371 Barratts Chapel Road over Double Run	Road Systems	Bridge	Bridge Preservation	ROW	10,000	1,713	6,850	-	-	-	-	-	-	-	-	-	-
256	Kent	BR 2-371A on K371 Barratts Chapel Road over Double Run	Road Systems	Bridge	Bridge Preservation	C	376,500	-	376,500	-	-	-	-	-	-	-	-	-	-
257	Kent	BR 2-371A on K371 Barratts Chapel Road over Double Run	Road Systems	Bridge	Bridge Preservation	Utilities	29,650	-	29,618	-	-	-	-	-	-	-	-	-	-
258		BR 2-371A on K371 Barratts Chapel Road over Double Run Total					450,850	4,795	425,299	-	-	-	-	-	-	-	-	-	-
259	Kent	BR 2-388C on SR 15 Canterbury Road over Ward Branch	Road Systems	Bridge	Bridge Preservation	PE	47,300	7,920	31,679	-	-	-	-	-	-	-	-	-	-
260	Kent	BR 2-388C on SR 15 Canterbury Road over Ward Branch	Road Systems	Bridge	Bridge Preservation	ROW	27,500	5,500	22,000	-	-	-	-	-	-	-	-	-	-
261	Kent	BR 2-388C on SR 15 Canterbury Road over Ward Branch	Road Systems	Bridge	Bridge Preservation	C	196,220	-	-	-	39,244	156,976	-	-	-	-	-	-	-
262		BR 2-388C on SR 15 Canterbury Road over Ward Branch Total					271,020	13,420	53,679	-	39,244	156,976	-	-	-	-	-	-	-
263	Kent	Kent and Sussex County Pipe Replacements, State, Open-End	Road Systems	Bridge	Bridge Preservation	PE	75,000	37,094	-	-	-	-	-	-	-	-	-	-	-
264	Kent	Kent and Sussex County Pipe Replacements, State, Open-End	Road Systems	Bridge	Bridge Preservation	ROW	60,000	18,200	-	-	-	-	-	-	-	-	-	-	-
265	Kent	Kent and Sussex County Pipe Replacements, State, Open-End	Road Systems	Bridge	Bridge Preservation	C	915,000	-	-	-	915,000	-	-	-	-	-	-	-	-
266		Kent and Sussex County Pipe Replacements, State, Open-End Total					1,050,000	55,293	-	-	915,000	-	-	-	-	-	-	-	-
267	Kent	Kent County Pipe Replacements, Federal, 2012	Road Systems	Bridge	Bridge Preservation	PE	110,000	2,459	9,834	-	-	-	-	-	-	-	-	-	-
268	Kent	Kent County Pipe Replacements, Federal, 2012	Road Systems	Bridge	Bridge Preservation	ROW	20,000	1,708	6,834	-	-	-	-	-	-	-	-	-	-
269	Kent	Kent County Pipe Replacements, Federal, 2012	Road Systems	Bridge	Bridge Preservation	C	985,153	-	985,153	-	-	-	-	-	-	-	-	-	-
270	Kent	Kent County Pipe Replacements, Federal, 2012	Road Systems	Bridge	Bridge Preservation	Conting	55,826	-	55,826	-	-	-	-	-	-	-	-	-	-
271		Kent County Pipe Replacements, Federal, 2012 Total					1,170,980	4,167	1,057,647	-	-	-	-	-	-	-	-	-	-
275	Kent	Removal of BR 2-357P Pedestrian Bridge over St. Jones River	Road Systems	Bridge	Bridge Preservation	PE	25,300	25,300	-	-	-	-	-	-	-	-	-	-	-
276	Kent	Removal of BR 2-357P Pedestrian Bridge over St. Jones River	Road Systems	Bridge	Bridge Preservation	ROW	22,000	-	-	-	22,000	-	-	-	-	-	-	-	-
277	Kent	Removal of BR 2-357P Pedestrian Bridge over St. Jones River	Road Systems	Bridge	Bridge Preservation	C	171,050	-	-	-	-	-	-	171,050	-	-	-	-	-
278		Removal of BR 2-357P Pedestrian Bridge over St. Jones River Total					218,350	25,300	-	-	22,000	-	-	171,050	-	-	-	-	-
284	Kent	Guaranteed Energy Savings Agreement - Siemens	Support Systems	Transportation	Transportation Facilities	C	3,220,747	-	-	-	-	-	-	-	-	-	-	-	-
285		Guaranteed Energy Savings Agreement - Siemens Total					3,220,747	-	-	-	-	-	-	-	-	-	-	-	-
290	Kent	Dover Facility Bus Parking Reconfiguration	Transit Systems	Facilities	Transit Facilities	PE	116,866	-	-	-	10,366	-	-	-	-	-	-	-	-
291	Kent	Dover Facility Bus Parking Reconfiguration	Transit Systems	Facilities	Transit Facilities	C	526,000	-	-	-	-	-	-	-	-	-	-	-	-
292		Dover Facility Bus Parking Reconfiguration Total					642,866	-	-	-	10,366	-	-	-	-	-	-	-	-
295	Kent	Dover Transit Center	Transit Systems	Facilities	Transit Facilities	PD	29,508	-	-	-	-	-	-	-	-	-	-	-	-
296	Kent	Dover Transit Center	Transit Systems	Facilities	Transit Facilities	PE	304,722	-	-	-	-	-	-	-	-	-	-	-	-
297	Kent	Dover Transit Center	Transit Systems	Facilities	Transit Facilities	ROW	2,143,989	-	-	-	-	-	-	-	-	-	-	-	-
298	Kent	Dover Transit Center	Transit Systems	Facilities	Transit Facilities	CE	239,194	-	-	-	-	-	-	-	-	-	-	-	-
299	Kent	Dover Transit Center	Transit Systems	Facilities	Transit Facilities	C	4,460,000	-	-	-	-	-	-	-	-	-	-	-	-
300	Kent	Dover Transit Center	Transit Systems	Facilities	Transit Facilities	Conting	964,368	-	208,547	-	-	-	-	-	-	-	-	-	-
301	Kent	Dover Transit Center	Transit Systems	Facilities	Transit Facilities	Program	30,000	-	10,953	-	-	-	-	-	-	-	-	-	-
302		Dover Transit Center Total					8,171,780	-	219,500	-	-	-	-	-	-	-	-	-	-
303	Kent	Kent County Passenger Facility Expansion	Transit Systems	Facilities	Transit Facilities	PD	300,000	-	-	-	-	-	-	-	-	-	-	-	-
304		Kent County Passenger Facility Expansion Total					300,000	-	-	-	-	-	-	-	-	-	-	-	-
305	Kent	Preventive Maintenance - Kent County	Transit Systems	Vehicles	Transit Vehicles	Procure	900,000	-	95,400	23,900	-	95,400	23,900	-	95,400	23,900	-	95,400	23,900
306		Preventive Maintenance - Kent County Total					900,000	-	95,400	23,900	-	95,400	23,900	-	95,400	23,900	-	95,400	23,900
307	Kent	Transit Vehicle Expansion (2) 30' Low Floor Buses - Kent Rt. 120 FY14	Transit Systems	Vehicles	Transit Vehicles	Procure	865,100	-	-	-	-	-	-	-	-	-	-	-	-
308		Transit Vehicle Expansion (2) 30' Low Floor Buses - Kent Rt. 120 FY14 Total					865,100	-	-	-	-	-	-	-	-	-	-	-	-
309	Kent	Transit Vehicle Expansion (2) 30' Low Floor Dover/Rehoboth (Rt 307) FY15	Transit Systems	Vehicles	Transit Vehicles	Procure	919,500	-	919,500	-	-	-	-	-	-	-	-	-	-
310		Transit Vehicle Expansion (2) 30' Low Floor Dover/Rehoboth (Rt 307) FY15 Total					919,500	-	919,500	-	-	-	-	-	-	-	-	-	-
311	Kent	Transit Vehicle Expansion (2) 30' Low Floor Dover/Seaford (Rt 309) FY18	Transit Systems	Vehicles	Transit Vehicles	Procure	1,002,700	-	-	-	-	-	-	-	-	-	200,540	802,160	-
312		Transit Vehicle Expansion (2) 30' Low Floor Dover/Seaford (Rt 309) FY18 Total					1,002,700	-	-	-	-	-	-	-	-	-	200,540	802,160	-
319	Kent	Transit Vehicle Replacement Paratransit Buses Kent FY14-19	Transit Systems	Vehicles	Transit Vehicles	Procure	9,590,000	-	324,600	-	-	1,448,500	-	527,920	2,111,680	-	189,140	756,560	-
320		Transit Vehicle Replacement Paratransit Buses Kent FY14-19 Total					9,590,000	-	324,600	-	-	1,448,500	-	527,920	2,111,680	-	189,140	756,560	-
321	Kent	Transit Vehicle Replacement Support Vehicles Kent FY14-19	Transit Systems	Vehicles	Transit Vehicles	Procure	322,100	50,100	-	-	-	-	-	104,600	-	-	83,700	-	-
322		Transit Vehicle Replacement Support Vehicles Kent FY14-19 Total					322,100	50,100	-	-	-	-	-	104,600	-	-	83,700	-	-
323	Kent Total						465,594,483	2,128,977	22,407,498	23,900	10,358,347	31,667,825	40,675	3,704,573	42,111,093	23,900	2,988,356	27,014,022	23,900

APPENDIX E-B
Listing of Funded Projects
Statewide

APPENDIX E: Annual Listing of Projects - Kent County

	B	C	F	G	H	I	J	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
1	County	Project Title	Category	Class	Family	Phase	Current Estimate	FY15 128 State Spend	FY15 128 Fed Spend	FY15 128 Other Spend	FY16 128 State Spend	FY16 128 Fed Spend	FY16 128 Other Spend	FY17 State Spend	FY17 Fed Spend	FY17 Other Spend	FY18 State Spend	FY18 Fed Spend	FY18 Other Spend
333	Statewide	Recreational Trails	Road Systems	Local	Local	Program	10,981,928	-	1,080,000	270,000	-	1,080,000	270,000	-	1,080,000	270,000	-	1,080,000	270,000
334		Recreational Trails Total					10,981,928	-	1,080,000	270,000	-	1,080,000	270,000	-	1,080,000	270,000	-	1,080,000	270,000
335	Statewide	Bridge Inspection Program	Road Systems	Bridge	Bridge Management	PE	19,653,000	750,000	2,400,000	-	750,000	2,400,000	-	750,000	2,400,000	-	750,000	2,400,000	-
336		Bridge Inspection Program Total					19,653,000	750,000	2,400,000	-	750,000	2,400,000	-	750,000	2,400,000	-	750,000	2,400,000	-
337	Statewide	Bridge Management	Road Systems	Bridge	Bridge Management	Program	27,125,000	820,000	2,280,000	-	820,000	2,280,000	-	820,000	2,280,000	-	820,000	2,280,000	-
338		Bridge Management Total					27,125,000	820,000	2,280,000	-	820,000	2,280,000	-	820,000	2,280,000	-	820,000	2,280,000	-
343	Statewide	Bridge Preservation Program	Road Systems	Bridge	Bridge Preservation	Program	109,087,500	1,200,000	1,000,000	-	-	10,400,000	-	2,000,000	15,000,000	-	7,050,000	9,200,000	-
344		Bridge Preservation Program Total					109,087,500	1,200,000	1,000,000	-	-	10,400,000	-	2,000,000	15,000,000	-	7,050,000	9,200,000	-
345	Statewide	Dam Preservation Program	Road Systems	Bridge	Bridge Preservation	Program	13,750,000	700,000	-	-	1,321,000	-	-	750,000	-	1,000,000	750,000	-	-
346		Dam Preservation Program Total					13,750,000	700,000	-	-	1,321,000	-	-	750,000	-	1,000,000	750,000	-	-
347	Statewide	Transportation Enhancements	Road Systems	Transportation	Transportation Enhancements	Program	39,490,100	-	4,112,400	-	278,100	4,112,400	-	763,100	3,052,400	-	112,400	2,968,100	-
348		Transportation Enhancements Total					39,490,100	-	4,112,400	-	278,100	4,112,400	-	763,100	3,052,400	-	112,400	2,968,100	-
349	Statewide	Paving and Rehabilitation	Road Systems	Paving	Paving Program	Program	489,800,000	43,993,000	46,800,000	-	34,300,000	22,800,000	-	40,800,000	26,800,000	-	27,800,000	24,800,000	-
350		Paving and Rehabilitation Total					489,800,000	43,993,000	46,800,000	-	34,300,000	22,800,000	-	40,800,000	26,800,000	-	27,800,000	24,800,000	-
351	Statewide	Signage and Pavement Markings	Road Systems	Signage & Pavement	Signage and Pavement	Program	22,400,000	2,272,000	1,000,000	-	2,272,000	1,000,000	-	2,272,000	800,000	-	2,272,000	800,000	-
352		Signage and Pavement Markings Total					22,400,000	2,272,000	1,000,000	-	2,272,000	1,000,000	-	2,272,000	800,000	-	2,272,000	800,000	-
353	Statewide	Materials and Minor Contracts	Road Systems	Materials & Minor	Materials & Minor Contracts	Program	37,343,040	5,065,000	-	-	5,050,000	-	-	5,250,000	-	-	5,075,000	-	-
354		Materials and Minor Contracts Total					37,343,040	5,065,000	-	-	5,050,000	-	-	5,250,000	-	-	5,075,000	-	-
355	Statewide	Rail Crossing Safety	Road Systems	Rail Crossing	Rail Crossing Safety	PD	706,000	-	81,000	-	9,000	81,000	-	9,000	81,000	-	9,000	81,000	-
356	Statewide	Rail Crossing Safety	Road Systems	Rail Crossing	Rail Crossing Safety	C	10,536,292	150,000	1,222,222	-	260,589	1,161,111	-	260,589	1,161,111	-	321,500	1,100,000	-
357		Rail Crossing Safety Total					11,242,292	150,000	1,303,222	-	269,589	1,242,111	-	269,589	1,242,111	-	330,500	1,181,000	-
358	Statewide	Ride Ability	Road Systems	Rail Crossing	Rail Crossing Safety	C	400,000	-	-	-	-	-	-	-	-	-	-	-	-
359	Statewide	Ride Ability	Road Systems	Rail Crossing	Rail Crossing Safety	Utilities	5,500,000	-	-	-	400,000	-	-	100,000	-	-	100,000	-	-
360		Ride Ability Total					5,900,000	-	-	-	400,000	-	-	100,000	-	-	100,000	-	-
361	Statewide	Hazard Elimination Program	Road Systems	Safety	Safety Improvement Program	Program	17,111,110	-	2,444,444	-	-	2,444,444	-	244,444	2,200,000	-	244,444	2,200,000	-
362		Hazard Elimination Program Total					17,111,110	-	2,444,444	-	-	2,444,444	-	244,444	2,200,000	-	244,444	2,200,000	-
363	Statewide	High Risk Rural Roads Program	Road Systems	Safety	Safety Improvement Program	Program	1,673,333	-	277,778	-	-	277,778	-	27,778	250,000	-	27,778	250,000	-
364		High Risk Rural Roads Program Total					1,673,333	-	277,778	-	-	277,778	-	27,778	250,000	-	27,778	250,000	-
365	Statewide	Section 154 Penalty Transfer (Sanction) Program	Road Systems	Safety	Safety Improvement Program	Program	11,325,000	-	2,265,000	-	-	2,265,000	-	-	2,265,000	-	-	2,265,000	-
366		Section 154 Penalty Transfer (Sanction) Program Total					11,325,000	-	2,265,000	-	-	2,265,000	-	-	2,265,000	-	-	2,265,000	-
367	Statewide	Traffic Calming	Road Systems	Traffic Calming	Traffic Calming Program	Program	3,050,464	-	-	-	200,000	-	-	150,000	-	-	150,000	-	-
368		Traffic Calming Total					3,050,464	-	-	-	200,000	-	-	150,000	-	-	150,000	-	-
369	Statewide	Intersection Improvements	Road Systems	Intersection	Intersection Improvements	Program	29,800,000	1,900,000	2,000,000	600,000	1,468,000	1,000,000	600,000	1,468,000	800,000	600,000	1,468,000	800,000	600,000
370		Intersection Improvements Total					29,800,000	1,900,000	2,000,000	600,000	1,468,000	1,000,000	600,000	1,468,000	800,000	600,000	1,468,000	800,000	600,000
371	Statewide	Engineering and Contingency	Road Systems	Engineering	Engineering and Contingency	Program	176,000,000	24,800,000	-	-	25,845,000	-	-	25,845,000	-	-	25,845,000	-	-
372		Engineering and Contingency Total					176,000,000	24,800,000	-	-	25,845,000	-	-	25,845,000	-	-	25,845,000	-	-
373	Statewide	Environmental Improvements	Road Systems	Engineering	Environmental Improvements	Planning	3,927,500	504,500	18,000	-	504,500	18,000	-	504,500	18,000	-	504,500	18,000	-
374		Environmental Improvements Total					3,927,500	504,500	18,000	-	504,500	18,000	-	504,500	18,000	-	504,500	18,000	-
375	Statewide	Bicycle, Pedestrian and other Improvements	Road Systems	Bicycle/Pedestrian	Bicycle, Pedestrian and other	C	7,750,000	440,000	1,250,000	-	-	1,250,000	-	250,000	1,000,000	-	250,000	1,000,000	-
376		Bicycle, Pedestrian and other Improvements Total					7,750,000	440,000	1,250,000	-	-	1,250,000	-	250,000	1,000,000	-	250,000	1,000,000	-
377	Statewide	Safe Routes to School	Road Systems	Planning	Safe Routes to School	Program	5,264,800	-	926,035	-	-	526,769	-	-	526,769	-	-	800,000	-
378		Safe Routes to School Total					5,264,800	-	926,035	-	-	526,769	-	-	526,769	-	-	800,000	-
379	Statewide	Scenic Byways	Road Systems	Planning	Scenic Byways	Program	507,015	46,000	700,900	116,700	4,000	659,700	153,500	-	-	-	-	-	-
380		Scenic Byways Total					507,015	46,000	700,900	116,700	4,000	659,700	153,500	-	-	-	-	-	-
381	Statewide	Education and Training	Support Systems	Engineering	Engineering and Contingency	Audit	1,400,000	-	200,000	-	-	200,000	-	-	200,000	-	-	200,000	-
382		Education and Training Total					1,400,000	-	200,000	-	-	200,000	-	-	200,000	-	-	200,000	-
383	Statewide	Aeronautics Planning	Support Systems	Aeronautics	Aeronautics	Program	1,102,000	16,000	160,000	-	16,000	160,000	-	16,000	160,000	-	16,000	160,000	-
384		Aeronautics Planning Total					1,102,000	16,000	160,000	-	16,000	160,000	-	16,000	160,000	-	16,000	160,000	-
385	Statewide	Aeronautics Program Development	Support Systems	Aeronautics	Aeronautics	Program	8,923,427	250,000	-	-	280,000	-	-	280,000	-	-	280,000	-	-
386		Aeronautics Program Development Total					8,923,427	250,000	-	-	280,000	-	-	280,000	-	-	280,000	-	-
387	Statewide	Heavy Equipment Program	Support Systems	Heavy Equipment	Equipment	Program	65,000,000	3,800,000	-	-	8,400,000	-	-	8,400,000	-	-	8,800,000	-	-
388		Heavy Equipment Program Total					65,000,000	3,800,000	-	-	8,400,000	-	-	8,400,000	-	-	8,800,000	-	-
391	Statewide	Local Transportation Assistance Program	Support Systems	Planning	Planning	Program	2,040,000	-	170,000	-	170,000	170,000	-	170,000	170,000	-	170,000	170,000	-
392		Local Transportation Assistance Program Total					2,040,000	-	170,000	-	170,000	170,000	-	170,000	170,000	-	170,000	170,000	-
393	Statewide	Metropolitan Planning Organization / FHWA	Support Systems	Planning	Planning	Program	12,883,500	300,000	1,695,391	-	423,848	1,695,391	-	423,848	1,695,391	-	423,848	1,695,391	-
394		Metropolitan Planning Organization / FHWA Total					12,883,500	300,000	1,695,391	-	423,848	1,695,391	-	423,848	1,695,391	-	423,848	1,695,391	-
395	Statewide	Metropolitan Planning Organization / FTA	Support Systems	Planning	Planning	Program	2,809,200	-	374,600	-	93,600	374,600	-	93,840	374,360	-	93,600	374,600	-
396		Metropolitan Planning Organization / FTA Total					2,809,200	-	374,600	-	93,600	374,600	-	93,840	374,360	-	93,600	374,600	-
397	Statewide	Pedestrian ADA Accessibility	Support Systems	Planning	Planning	Program	18,000,000	300,000	-	-	500,000	-	-	500,000	-	-	1,000,000	-	-
398		Pedestrian ADA Accessibility Total					18,000,000	300,000	-	-	500,000	-	-	500,000	-	-	1,000,000	-	-
399	Statewide	Planning Program Development	Support Systems	Planning	Planning	Program	9,005,257	1,380,000	-	-	1,180,000	-	-	1,180,000	-	-	1,280,000	-	-
400		Planning Program Development Total					9,005,257	1,380,000	-	-	1,180,000	-	-	1,180,000	-	-	1,280,000	-	-
406	Statewide	Rural Technical Assistance Program	Support Systems	Planning	Planning	Program	486,600	-	78,200	-	-	78,200	-	-	78,200	-	-	78,200	-
407		Rural Technical Assistance Program Total					486,600	-	78,200	-	-	78,200	-	-	78,200	-	-	78,200	-
408	Statewide	Statewide Planning & Research Program / FHWA	Support Systems	Planning	Planning	Program	22,000,000	359,300	2,637,000	-	659,300	2,637,000	-	659,300	2,637,000	-	659,300	2,637,000	-
409		Statewide Planning & Research Program / FHWA Total					22,000,000	359,300	2,637,000	-	659,300	2,637,000	-	659,300	2,637,000	-	659,300	2,637,000	-
410	Statewide	Statewide Planning & Research Program / FTA	Support Systems	Planning	Planning	Planning	796,870	24,900	99,400	-	24,900	99,400	-	24,900	99,400	-	24,900	99,400	-
411		Statewide Planning & Research Program / FTA Total					796,870	24,900	99,400	-	24,900	99,400	-	24,900	99,400	-	24,900	99,400	-
412	Statewide	Truck Weigh Enforcement	Support Systems	Planning	Planning	Program	2,370,000	395,000	-	-	395,000	-	-	395,000	-	-	395,000	-	-
413		Truck Weigh Enforcement Total					2,370,000	395,000	-	-	395,000	-	-	395,000	-	-	395,000	-	-
414	Statewide	University Research Program	Support Systems	Planning	Planning	Program	1,500,0												

APPENDIX E: Annual Listing of Projects - Kent County

	B	C	F	G	H	I	J	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
1	County	Project Title	Category	Class	Family	Phase	Current Estimate	FY15 128 State Spend	FY15 128 Fed Spend	FY15 128 Other Spend	FY16 128 State Spend	FY16 128 Fed Spend	FY16 128 Other Spend	FY17 State Spend	FY17 Fed Spend	FY17 Other Spend	FY18 State Spend	FY18 Fed Spend	FY18 Other Spend
430	Statewide	Transportation Facilities - Operations	Support Systems	Transportation	Transportation Facilities	Program	41,600,000	4,900,000	-	-	4,900,000	-	-	4,900,000	-	-	4,900,000	-	-
431		Transportation Facilities - Operations Total					41,600,000	4,900,000	-	-	4,900,000	-	-	4,900,000	-	-	4,900,000	-	-
432	Statewide	Traffic Signal Revolving Fund Program	Support Systems	Transportation	Traffic Signal Revolving	Traffic	1,544,400	-	-	-	125,000	-	-	125,000	-	-	125,000	-	-
433		Traffic Signal Revolving Fund Program Total					1,544,400	-	-	-	125,000	-	-	125,000	-	-	125,000	-	-
434	Statewide	MUTCD Compliance Project	Support Systems	Transportation	Transportation Management	Traffic	24,000,000	-	800,000	-	-	5,000,000	-	-	6,000,000	-	-	2,000,000	-
435		MUTCD Compliance Project Total					24,000,000	-	800,000	-	-	5,000,000	-	-	6,000,000	-	-	2,000,000	-
436	Statewide	Rideshare Program / Trip Mitigation	Support Systems	Transportation	Transportation Management	Program	3,330,000	-	360,000	90,000	30,000	360,000	90,000	30,000	360,000	90,000	30,000	360,000	90,000
437		Rideshare Program / Trip Mitigation Total					3,330,000	-	360,000	90,000	30,000	360,000	90,000	30,000	360,000	90,000	30,000	360,000	90,000
438	Statewide	Transportation Management Improvements	Support Systems	Transportation	Transportation Management	Program	52,593,550	100,000	5,000,000	-	1,000,000	4,000,000	-	2,900,000	4,000,000	-	1,000,000	5,900,000	-
439		Transportation Management Improvements Total					52,593,550	100,000	5,000,000	-	1,000,000	4,000,000	-	2,900,000	4,000,000	-	1,000,000	5,900,000	-
446	Statewide	Bus Stop Improvement Program	Transit Systems	Facilities	Transit Facilities	Program	6,140,000	50,000	-	-	1,000,000	-	-	100,000	-	-	1,000,000	-	-
447		Bus Stop Improvement Program Total					6,140,000	50,000	-	-	1,000,000	-	-	100,000	-	-	1,000,000	-	-
462	Statewide	Transit Safety/Security Improvements	Transit Systems	Facilities	Transit Facilities	Procure	3,000,000	125,000	-	-	500,000	-	-	500,000	-	-	500,000	-	-
463		Transit Safety/Security Improvements Total					3,000,000	125,000	-	-	500,000	-	-	500,000	-	-	500,000	-	-
468	Statewide	Rail Preservation	Transit Systems	Rail	Rail Preservation	C	3,800,000	300,000	-	-	300,000	-	-	300,000	-	-	300,000	-	-
469		Rail Preservation Total					3,800,000	300,000	-	-	300,000	-	-	300,000	-	-	300,000	-	-
476	Statewide	Job Access Reverse Commute (JARC) Program	Transit Systems	Vehicles	Transit Vehicles	Program	4,244,400	-	337,701	337,701	-	337,701	337,701	-	337,701	337,701	-	337,701	337,701
477		Job Access Reverse Commute (JARC) Program Total					4,244,400	-	337,701	337,701	-	337,701	337,701	-	337,701	337,701	-	337,701	337,701
478	Statewide	Maintenance Equipment and Tools (Transit) Program	Transit Systems	Vehicles	Transit Vehicles	Procure	1,009,600	87,500	-	-	142,500	-	-	126,500	-	-	194,200	-	-
479		Maintenance Equipment and Tools (Transit) Program Total					1,009,600	87,500	-	-	142,500	-	-	126,500	-	-	194,200	-	-
480	Statewide	New Freedom Program Statewide 50/50	Transit Systems	Vehicles	Transit Vehicles	Planning	3,232,515	248,655	248,655	-	248,655	248,655	-	248,655	248,655	-	248,655	248,655	-
481		New Freedom Program Statewide 50/50 Total					3,232,515	248,655	248,655	-	248,655	248,655	-	248,655	248,655	-	248,655	248,655	-
484	Statewide	Taxi Pilot Equipment Start-up	Transit Systems	Vehicles	Transit Vehicles	Procure	420,000	140,000	-	-	140,000	-	-	140,000	-	-	-	-	-
485		Taxi Pilot Equipment Start-up Total					420,000	140,000	-	-	140,000	-	-	140,000	-	-	-	-	-
486	Statewide	Transit Vehicle Replacement 5310 Program - Statewide	Transit Systems	Vehicles	Transit Vehicles	Procure	9,366,448	-	470,451	-	-	470,451	-	-	470,451	-	-	470,451	-
487		Transit Vehicle Replacement 5310 Program - Statewide Total					9,366,448	-	470,451	-	-	470,451	-	-	470,451	-	-	470,451	-
488	Statewide	Transit Vehicles - Support Vehicles - Statewide	Transit Systems	Vehicles	Transit Vehicles	Procure	326,800	-	-	-	76,800	-	-	52,700	-	-	50,000	-	-
489		Transit Vehicles - Support Vehicles - Statewide Total					326,800	-	-	-	76,800	-	-	52,700	-	-	50,000	-	-
490	Statewide	Community Transportation Program	Grants & Allocation	Community	Community Transportation	Program	119,100,000	16,750,000	-	-	8,375,000	-	-	8,375,000	-	-	8,375,000	-	-
491		Community Transportation Program Total					119,100,000	16,750,000	-	-	8,375,000	-	-	8,375,000	-	-	8,375,000	-	-
492	Statewide	Municipal Street Aid	Grants & Allocation	Municipal Street	Municipal Street Aid	Program	29,000,000	5,000,000	-	-	3,000,000	-	-	3,000,000	-	-	3,000,000	-	-
493		Municipal Street Aid Total					29,000,000	5,000,000	-	-	3,000,000	-	-	3,000,000	-	-	3,000,000	-	-
494	Statewide Total						1,633,439,337	127,965,508	86,154,479	1,414,401	118,366,542	70,032,516	1,451,201	126,108,934	76,825,438	2,297,701	117,918,875	67,053,498	1,297,701

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

APPENDIX F: Population and Household Projections

P:\Data & Demo Subcomm\2014 Projections\DATA\DPC 2013 KC Recommended Distribution

Traffic Analysis Zone Identifyer	2013 Proposed 2010 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

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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

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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

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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

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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
Annual Listing of Obligated Projects

The following is the Annual Listing of Obligated Projects for the most recent available Federal Fiscal Year, 2013. The Federal Fiscal Year (FFY) 2014 Annual Listing of Obligated Projects is due by 12/31/2014. The document will be published by that time and inserted into this TIP document upon publication.

*Dover/Kent County Metropolitan Planning Organization
FY 2013 Annual Listing of Obligated Projects*

This Dover/Kent County Metropolitan Planning Organization (MPO) compiled this Annual Listing of Obligated Projects from information provided by the Delaware Department of Transportation (DelDOT) for highway and transit related projects.

Purpose of the report.

The Dover/Kent County MPO is required to publish the Annual Listing of Obligated Projects at the end of the calendar year by the current federal transportation authorization; MAP 21 (and the prior authorization; SAFETEA-LU). Information is to be provided on Federal Highway Administration (FHWA) AND Federal Transit Administration (FTA) funds committed to relative projects during the most recently completed fiscal year as required by Federal Highways at [23CFR Parts 450](#) and by the FTA at [49CFR Part 613](#) (which only refers back to the Federal Highways citation). In §450.332, the regulation states:

“(b) The listing ... shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and shall at a minimum include the TIP information ...and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years.”

This report summarizes the obligation of federal funds during the federal fiscal year 2013. It is our intention to include this report in the Transportation Improvement Program (TIP) as Appendix E when it is produced. This document will be made a part of the FY2014 TIP and will be included in early versions of the FY 2015 TIP until the FY 2014 obligations are reported.

Background

The Dover/Kent County MPO is the Metropolitan Planning Organization for Central Delaware. As an MPO, The DKCMPO is directly responsible for making sure any money spent on existing and future transportation projects and programs is based on a continuing, cooperative and comprehensive (3-C) planning process. All transportation projects and programs that receive federal funding our region go through this planning process. All activities of the MPO are overseen by a six-member Council representing the state of Delaware, Kent County, the city of Dover and one other municipality.

The responsibility of the Dover Kent County MPO is to provide regional transportation planning and policymaking for Kent County Delaware including the portion of the town of Smyrna in New Castle County and the city of Milford in Sussex County. The MPO, in cooperation with our partners at DelDOT, Kent County, and the municipalities in the county, develops our Long Range Transportation Plan (LRTP), the Metropolitan Transportation Plan (MTP), every four years. The Plan identifies the projects that have reached a priority to anticipate that there will be sufficient funds to undertake them in the next 20 years. The projects that have reached a status that demands relatively immediate action and funded by DelDOT are included in the Transportation Improvement Program (TIP) for the region. The TIP includes

all state and local projects that request federal dollars in addition to state funds contributed to the project. This report is the next step in that process by identifying projects that have federal funds reserved for the completion of the current phase; project development (PD), preliminary engineering (PE), purchase of right-of-way (ROW), or construction (C or CON).

The following table includes the projects that had been included in the MTP, made it into the FY2013 TIP and now are ready to be looked at, moved on, or constructed. It provides a simple project title that was used in the TIP, the project sponsor, the phase for which federal funds have been reserved, and the amount of the federal obligation during the previous Federal Fiscal Year (FFY) 2013.

“Annual listing of projects...for which **Federal funds** have been obligated (or de-obligated) in the preceding year shall be published or otherwise made available by cooperative effort of the State, Transit Operator and metropolitan planning organization for public review.”

FY 2013 Annual Listing of Obligated Projects

Interstate Maintenance

There are no Interstate highways in Kent County.

FY2013 Obligated Projects

Project Name	Responsible Agency	Phase(s) Funded	FY 2013 Obligation
ARTERIALS			
HSIP KC, US 13 at Carpenter Bridge Road	DeIDOT	Award	\$(272,060)
HSIP KC, US 13 at Carpenter Bridge Road	DeIDOT	Utilities	\$19,171
HSIP KC, South State St & Sorghum Mill Rd Intersection	DeIDOT	Utilities Net	\$41,315
Little Heaven Grade Separated Intersection	DeIDOT	PE Increase	\$160,000
SR1, SR30 Grade Separated Intersection	DeIDOT	CE Increase	\$60,000
SR1, South Frederica Grade Separated Intersection	DeIDOT	PE Net Increase	\$164,052
SR1, South Frederica Grade Separated Intersection	DeIDOT	Advertise	\$2,000,000
COLLECTORS			
Carter Road (K137) Sunnyside Rd to Wheatleys Pond Rd, Smyrna	DeIDOT	Cont Increase	\$256,181
West Dover Connector	DeIDOT	Convert Net	\$3,500,368
HEP KC, SR10 & SR15 Intersection Improvements	DeIDOT	PE	\$38,000
BRIDGES			
BR2-203A, Todds Mill Rd over Isaac Branch	DeIDOT	ROW	\$3,200
BR2-203A, Todds Mill Rd over Isaac Branch	DeIDOT	Advertise	\$347,570
BR2-203A, Todds Mill Rd over Isaac Branch	DeIDOT	Award	\$28,993
BR2-195A on West Railroad Ave over Isaac Branch, Wyoming	DeIDOT	ROW	\$14,000
BR2-195A on West Railroad Ave over Isaac Branch, Wyoming	DeIDOT	Advertise Net	\$649,155
BR2-195A on West Railroad Ave over Isaac Branch, Wyoming	DeIDOT	Award	\$(13,473)
BR2-033B on SR15, Canterbury Rd over Hudson Branch	DeIDOT	ROW	\$9,600
BR2-033B on SR15, Canterbury Rd over Hudson Branch	DeIDOT	Advertise	\$754,134
BR2-033B on SR15, Canterbury Rd over Hudson Branch	DeIDOT	Award	\$25,122
BR2--100A on Denny's Rd over Fork Branch	DeIDOT	ROW Net	\$30,000
BR2-158A on Chestnut Grove Road over Cahoon Branch	DeIDOT	Advertise	\$542,398
BR2-158A on Chestnut Grove Road over Cahoon Branch	DeIDOT	Award Net	\$(49,608)
BR2-112B on K112 Burrsville Road over Saulsbury Ditch	DeIDOT	ROW	\$8,000

Project Name	Responsible Agency	Phase(s) Funded	FY 2013 Obligation
BR2-371A on K371 Barratts Chapel Road over Double Run	DelDOT	ROW	\$475,200
BR2-371A on K371 Barratts Chapel Road over Double Run	DelDOT	PE Increase	\$8,000
BR2-104A, 104B & 104C Scour Countermeasures Kenton Rd	DelDOT	Award	\$(71,339)
BR2-104A, 2-104B & 2-104C Scour Countermeasures 3 bridges on Kenton Road in and north of Dover	DelDOT	Cont Increase	\$38,271
BR2-on K114 Todds Chapel Rd over Tomahawk Branch	DelDOT	ROW	\$14,400
BR2-on K114 Todds Chapel Rd over Tomahawk Branch	DelDOT	Advertise	\$358,641
BR2-on K114 Todds Chapel Rd over Tomahawk Branch	DelDOT	Award	\$(68,703)
BR2-016B on K016 N. Little Creek Road over Little River	DelDOT	ROW	\$16,000
BR2-016B on K016 N. Little Creek Road over Little River	DelDOT	Advertise	\$766,901
Kent County Pipe Replacement, Federal, 2012	DelDOT	PE	\$104,000
Provide beams for BR2-195A on West Railroad Ave over Isaacs Branch, Wyoming	DelDOT	Advertise	\$125,400
Provide beams for BR2-195A on West Railroad Ave over Isaacs Branch, Wyoming	DelDOT	Award	\$62,126
BR2-265B on Spider Web Rd over White Marsh Branch	DelDOT	PE	\$28,160
PROJECTS NOT INDIVIDUALLY IN THE FY2013 TIP			
Safe Routes to School, Nellie Stokes Elementary School	DelDOT	Advertise	\$98,386
Safe Routes to School, Lulu Ross Elementary School	DelDOT	PE Increase	\$16,500
Safe Routes to School, W. Reilly Brown Elementary School	DelDOT	Con	\$30,150

FY2013 De-obligated funds from Projects

Project Name (#) number of items released	Responsible Agency	Project Year	FY 2013 Released
SR1-SR9 Grade Separated Intersection at DAFB	DelDOT	2004	\$348,945
Town of Camden Streetscape Improvements, South Main St.	DelDOT	2007	\$44,855
New Burton Road Sidewalk Improvements	DelDOT	2007	\$150,230
SR1-Dover AFB to Tybouts Corner, Joint Sealing, 2008	Del DOT	2008	\$16,088
HSIP KC, US13, SR8 Intersection Improvements	Del DOT	2009	\$19,109
SR15 Main Street Woodside (K054) Railroad Crossing	Del DOT	2010	\$237,567
BR2-104A,104B and 104C Scour Countermeasures Kenton Rd	Del DOT	2011	\$38,271
Provide Beams for BR2-208C on K208 Mahan Corner Rd, Emergency Scour Repair	DelDOT	2012	\$101,600



Statewide program element, not in the original TIP