

**DOVER/KENT COUNTY  
METROPOLITAN PLANNING ORGANIZATION**

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

**Proposed: May 7, 2014**  
**Revised Proposal: September 3, 2014**  
**Adopted Proposal: November 5, 2014**  
**Appendix G Added: January 27, 2015**

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

The preparation of this document was financed in part with funds provided by the Federal Government, including the Federal Transit Administration, through the Joint Simplification Program, and the Federal Highway Administration of the United States Department of Transportation.



## TABLE OF CONTENTS

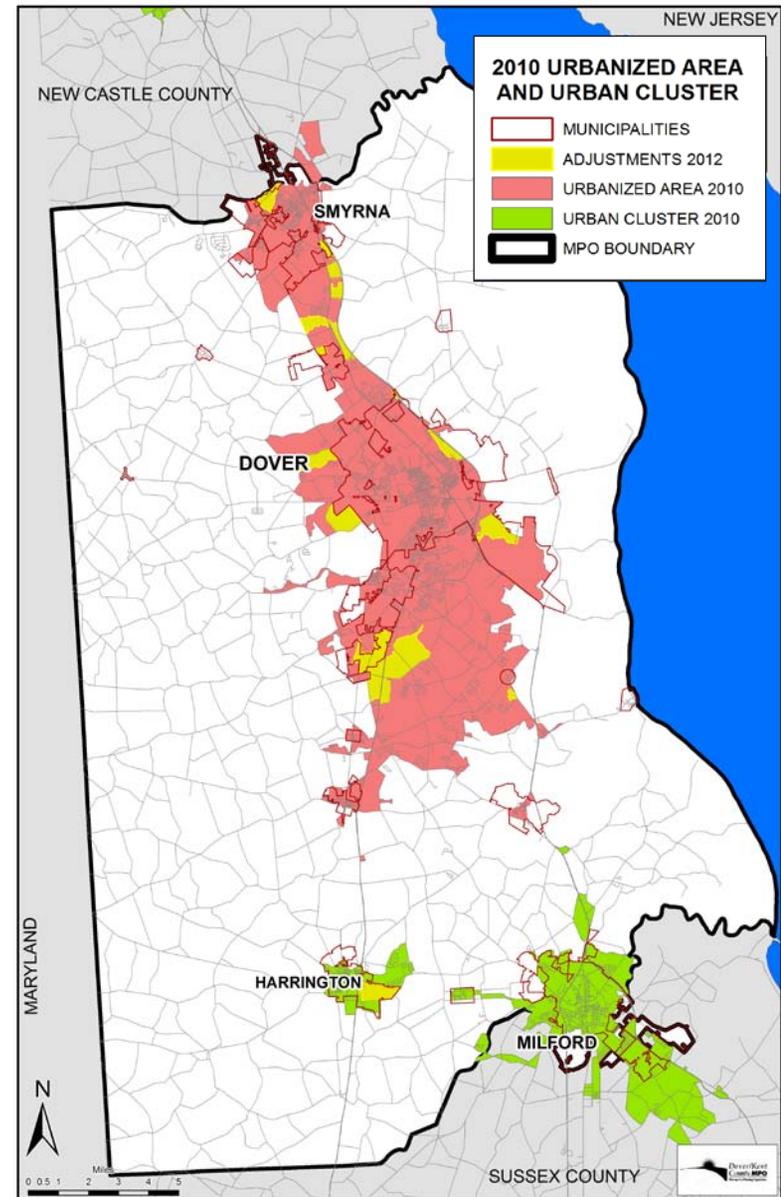
<b>Background.....</b>	<b>5</b>
<b>Regional Goals .....</b>	<b>7</b>
<b>The Prioritization Process .....</b>	<b>8</b>
<b>Public Participation.....</b>	<b>11</b>
<b>Air Quality Conformity .....</b>	<b>11</b>
<b>Program Categories and Project List.....</b>	<b>13</b>
<b>FY 2015-2018 Capital Transportation Program List of Statewide Projects .....</b>	<b>14</b>
<b>Appendices</b>	
<b>A – Kent County Projects</b>	
<b>B – Adopted Resolutions and Self-Certification</b>	
<b>C – Financial Plan</b>	
<b>D – Unfunded (Aspirations) Project List</b>	
<b>E – Annual Listing of Projects</b>	
<b>F – Population and Employment Estimates by TAZ for 2020 and 2040</b>	
<b>G – Eastern Federal Lands Highway Projects in Delaware</b>	

## 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 21<sup>st</sup> 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 preceding (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**

<b>Factor</b>	<b>Description</b>	<b>Weight</b>
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
<b>Total</b>		<b>1.00</b>

## **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.

Appendix G was added on January 27, 2015 at the request of the Federal Highway Administration. The appendix includes two road improvements projects on Federal Lands: at Bombay Hook National Wildlife Refuge and at Prime Hook National Wildlife Refuge.

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

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

<b>PROJECT (x000)</b>	<b>FY 2015 TOTAL</b>	<b>FY 2016 TOTAL</b>	<b>FY 2017 TOTAL</b>	<b>FY 2018 TOTAL</b>	<b>2015-2018 TOTAL</b>
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
<b>SUPPORT</b>					
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

<b>PROJECT (x000)</b>	<b>FY 2015 TOTAL</b>	<b>FY 2016 TOTAL</b>	<b>FY 2017 TOTAL</b>	<b>FY 2018 TOTAL</b>	<b>2015-2018 TOTAL</b>
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
<b>TECHNOLOGY</b>	<b>8,913.8</b>	<b>12,398.1</b>	<b>10,233.7</b>	<b>10,733.8</b>	<b>42,279.4</b>
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
<b>TRANSPORTATION FACILITIES</b>	<b>5,500.0</b>	<b>5,600.0</b>	<b>5,600.0</b>	<b>5,700.0</b>	<b>22,400.0</b>
<b>TRANSPORTATION MANAGEMENT IMPROVEMENTS</b>	<b>6,350.0</b>	<b>10,605.0</b>	<b>13,505.0</b>	<b>9,505.0</b>	<b>39,965.0</b>
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
<b>TRANSIT</b>					
<b>TRANSIT FACILITIES</b>	<b>175.0</b>	<b>1,500.0</b>	<b>600.0</b>	<b>1,500.0</b>	<b>3,775.0</b>

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

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
	<b>Σ</b>	<b>0.0</b>	<b>0.0</b>	<b>220.0</b>	<b>880.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,100.0</b>

Federal Funding Program: Surface Transportation Program (Glenwood Avenue)

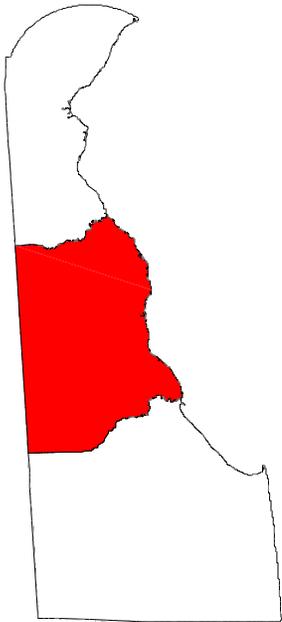
Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
SR300, Glenwood Ave Safety Improvements	PD									0.0
	PE									0.0
	RW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

**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
	<b>Σ</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>450.0</b>	<b>2,000.0</b>	<b>0.0</b>	<b>2,050.0</b>	<b>4,500.0</b>
SR14 @ Killens Pond Road Intersection	PE					2.0	18.0			20.0
	ROW							3.0	27.0	30.0
	C									0.0
	<b>Σ</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>18.0</b>	<b>3.0</b>	<b>27.0</b>	<b>50.0</b>
<b>LOCAL ROAD:</b> 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
	<b>Σ</b>	<b>0.0</b>	<b>180.0</b>	<b>220.0</b>	<b>800.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,200.0</b>

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
	<b>Σ</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>900.0</b>	<b>175.0</b>	<b>1,575.0</b>	<b>2,750.0</b>
SR14 @ Killens Pond Road Intersection	PE					2.0	18.0			20.0
	ROW							3.0	27.0	30.0
	C									0.0
	<b>Σ</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>18.0</b>	<b>3.0</b>	<b>27.0</b>	<b>50.0</b>
<b>LOCAL ROAD:</b> 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
	<b>Σ</b>	<b>0.0</b>	<b>18.4</b>	<b>20.0</b>	<b>180.0</b>	<b>200.0</b>	<b>800.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,218.4</b>

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.

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

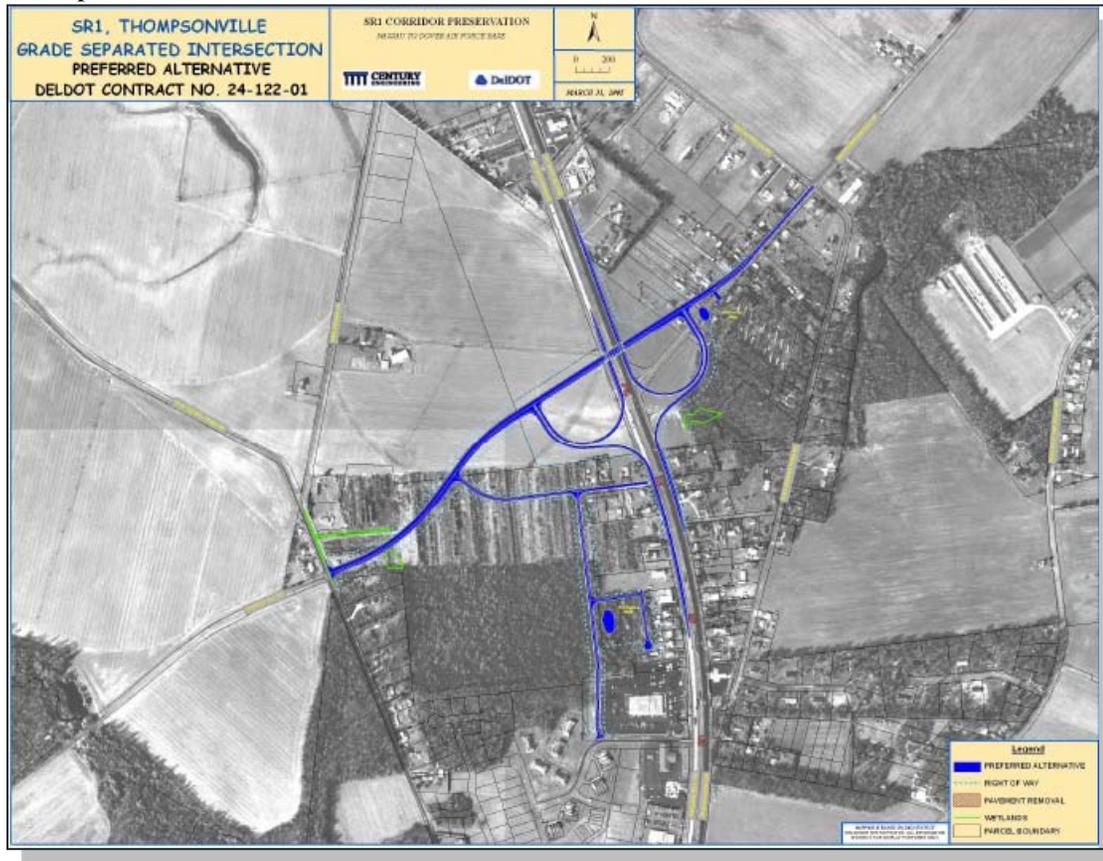
Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
Loockerman Street/Forest Street Improvements	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0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

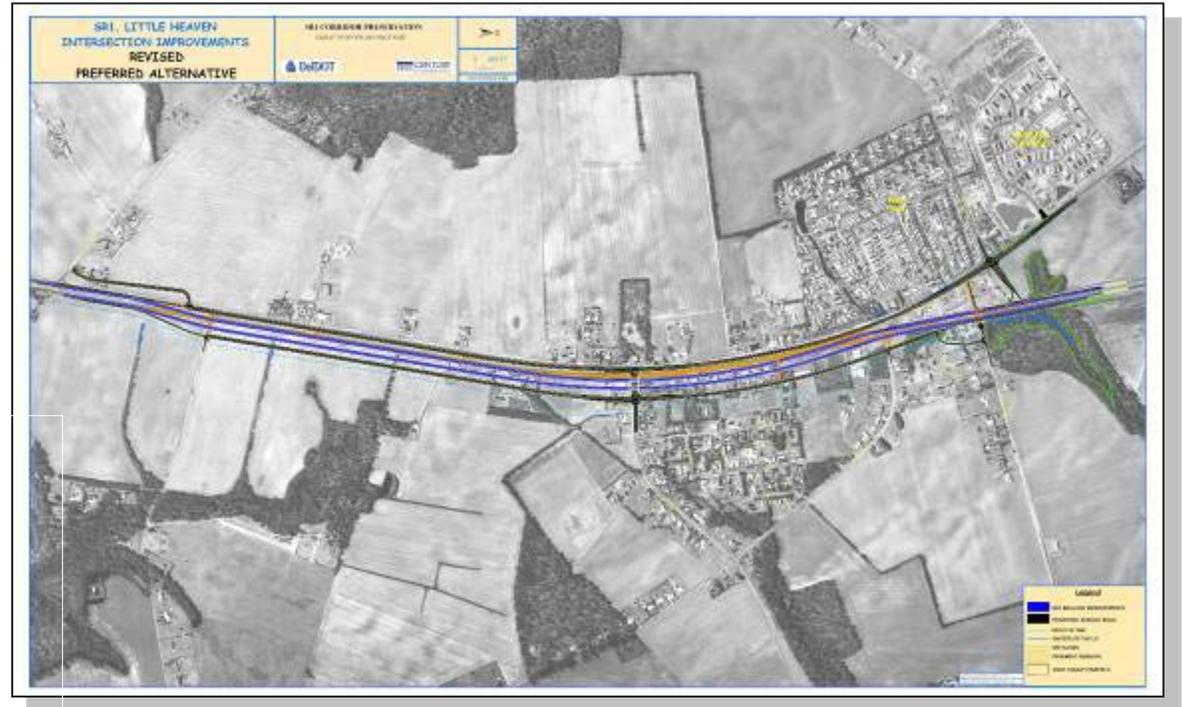
33

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](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.

<b>Municipality:</b>	Frederica
<b>Funding Program:</b>	Road System – Arterials
<b>Functional Category:</b>	Management
<b>Representative District:</b>	33
<b>Senatorial District:</b>	16
<b>Estimated Cost:</b>	\$26,666,600
<b>MPO Priority Rating:</b>	
<b>State Priority Number:</b>	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

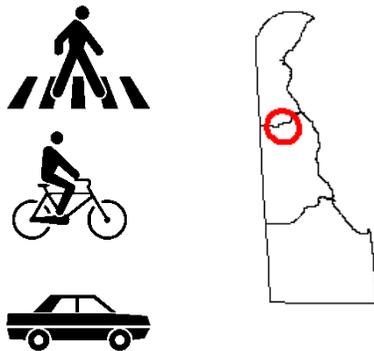
**ROAD SYSTEM:**  
**COLLECTORS**

**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.

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

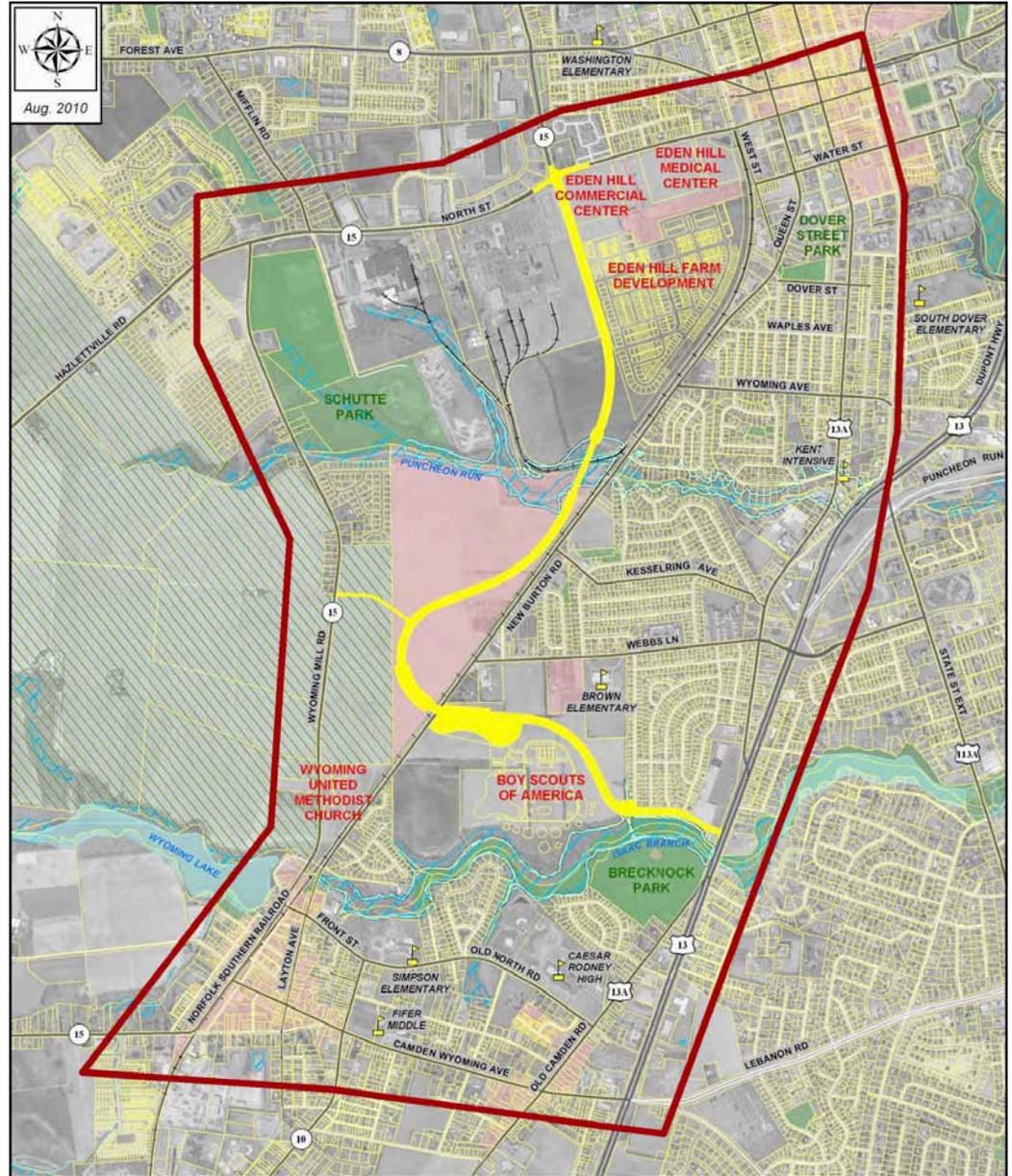
This project is substantially completed.

**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.

<b>County:</b>	Kent
<b>Municipality:</b>	Dover
<b>Funding Program:</b>	Road System – Collectors
<b>Functional Category:</b>	Expansion
<b>Representative District:</b>	31, 32, 34
<b>Senatorial District:</b>	17
<b>Estimated Cost:</b>	\$57,216,800
<b>MPO Priority Rating:</b>	2.10
<b>State Priority Number:</b>	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
<b>WEST DOVER CONNECTOR</b>	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
<b>WEST DOVER CONNECTOR</b>	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.

<b>County:</b>	Kent
<b>Municipality:</b>	Dover
<b>Funding Program:</b>	Road System – Collectors
<b>Functional Category:</b>	Management
<b>Representative District:</b>	31
<b>Senatorial District:</b>	17
<b>Estimated Cost:</b>	\$4,660,000
<b>MPO Priority Rating:</b>	2.10
<b>State Priority Number:</b>	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

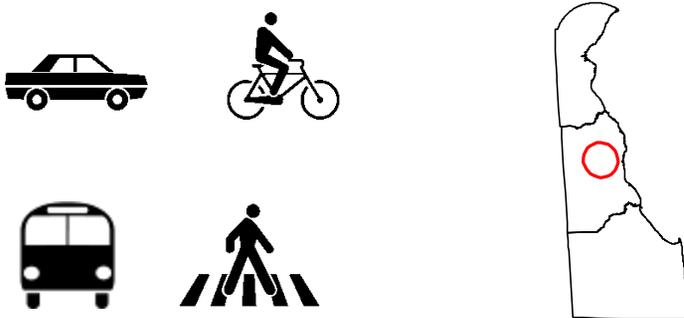
Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
KENTON ROAD: SR8 TO CHESTNUT GROVE ROAD	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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.

<b>County:</b>	Kent
<b>Municipality:</b>	Dover
<b>Funding Program:</b>	Road System – Collectors
<b>Functional Category:</b>	Expansion
<b>Representative District:</b>	28, 31, 32
<b>Senatorial District:</b>	17, 16
<b>Estimated Cost:</b>	\$4,200,000
<b>MPO Priority Rating:</b>	2.10
<b>State Priority Number:</b>	<b>49</b>



**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 48<sup>th</sup> 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	FY2016 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	FY2016 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	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 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	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 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 DeIDOT 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 13<sup>th</sup> 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	FY2016 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	FY2016 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	FY2016 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	FY2016 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 BARRETT'S CHAPEL ROAD OVER DOUBLE RUN, FREDERICA**

**PROJECT SCOPE/DESCRIPTION:** This project involves the replacement of Bridge 2-371A, consisting of 3 large-span corrugated metal pipe arches, 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

<b>RIVER</b>	Total	0.0	44.3	0.0	0.0	0.0	0.0	0.0	0.0	44.3
--------------	-------	-----	------	-----	-----	-----	-----	-----	-----	------

**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	FY2016 Federal	FY 2017 State/Other	FY 2017 Federal	FY 2018 State/Other	FY 2018 Federal	FY 2015-2018 Total
<i>BR 2-031A ON K031 IRISH HILL ROAD OVER DOUBLE RUN CREEK</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	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	FY2016 Federal	FY 2017 State/Other	FY 2017 Federal	FY 2018 State/Other	FY 2018 Federal	FY 2015-2018 Total
<i>BR 2-031A ON K031 IRISH HILL ROAD OVER DOUBLE RUN CREEK</i>	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	FY2016 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	FY2016 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	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
<i>BR 2-265B ON SPIDER WEB ROAD OVER WHITE MARSH BRANCH BRANCH</i>	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	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	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
<i>BR 2-265B ON SPIDER WEB ROAD OVER WHITE MARSH BRANCH BRANCH</i>	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 103<sup>rd</sup>.

**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 24<sup>th</sup> 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	FY2016 Federal	FY 2017 State/Other	FY 2017 Federal	FY 2018 State/Other	FY 2018 Federal	FY 2015-2018 Total
<i>BR 2-052B ON K052 Westville Road over Almshouse Branch</i>	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	FY2016 Federal	FY 2017 State/Other	FY 2017 Federal	FY 2018 State/Other	FY 2018 Federal	FY 2015-2018 Total
<i>BR 2-052B ON K052 Westville Road over Almshouse Branch</i>	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	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
<i>BR2-060C on SR14 Vernon Road over Prospect Branch</i>	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	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
<i>BR2-060C on SR14 Vernon Road over Prospect Branch</i>	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	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
BR 2-163A ON K163	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
VICTORY CHAPEL	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ROAD OVER	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PENROSE BRANCH										
	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 2-163A ON K163	PE	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.1
VICTORY CHAPEL	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ROAD OVER	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PENROSE BRANCH										
	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	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	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	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	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 DeIDOT 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 DURIG 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	FY2016 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 DURIG 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	FY2016 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	0.0	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 FT 2015-18 Federal – the phase was previously authorized or planned to be authorized/obligated prior to September 30, 2014

Federal Funding Program – 5307 Urbanized Area Formula Grant Program

Project Funding Schedule (X \$000)										
Project	Phase	FY 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	FY 2016 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	FY 2016 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**

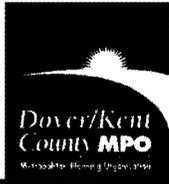
Project Authorization Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
Support Vehicles Kent FY14-19	PRO	0.0	0.0	104.6	0.0	83.7	0.0	0.0	0.0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





**RESOLUTION**

**ADOPTING THE FY 2015-2018  
TRANSPORTATION IMPROVEMENT PROGRAM**

**WHEREAS**, the United States Department of Transportation (U.S. DOT) Metropolitan Planning Regulations require that the Metropolitan Planning Organization (MPO), in cooperation with participants in the planning process, develop and at least every four years update the Transportation Improvement Program (TIP); and

**WHEREAS**, the Dover/Kent County Metropolitan Planning Organization is the MPO responsible for updating the TIP for Kent County, Delaware as required by Section 450 of Title 23 and Section 613 of the Federal Transit Act (49 U.S.C.); and

**WHEREAS**, the MPO has self-certified its planning process; and

**WHEREAS**, the projects included in the FY 2015-2018 TIP have been prioritized based on goals identified in the Metropolitan Transportation Plan; and

**WHEREAS**, the projects in the FY 2015-2018 TIP derive from the first four years of the 2040 Update of the Metropolitan Transportation Plan; and

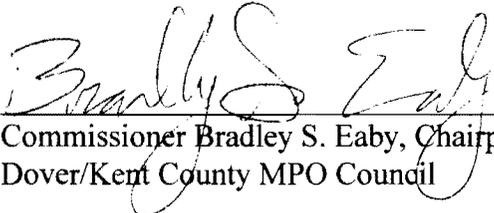
**WHEREAS**, the MPO has determined that the FY 2015-2018 TIP is financially constrained; and

**WHEREAS**, the FY 2015 projects contained in the FY 2015-2018 TIP will be utilized as the priority list of projects for this fiscal year; and

**WHEREAS**, the public has had opportunity to comment on the FY 2015-2018 TIP; and

**WHEREAS**, the MPO has determined that the FY 2015-2018 TIP conforms to the Delaware State Implementation Plan.

**NOW, THEREFORE, BE IT RESOLVED**, that on November 5, 2014 the Dover/Kent County MPO Council adopted the FY 2015-2018 TIP, as the region's official selection of transportation projects for federal funding.

  
\_\_\_\_\_  
Commissioner Bradley S. Eaby, Chairperson  
Dover/Kent County MPO Council



# Dover/Kent County Metropolitan Planning Organization

P.O. Box 383, Dover, Delaware 19903

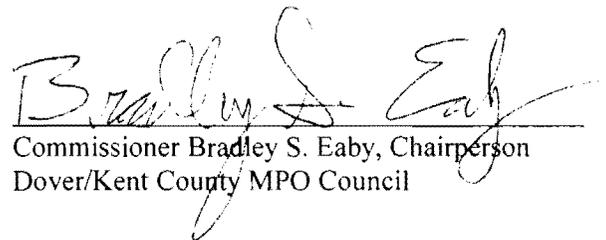
(302) 387-6030 FAX (302) 387-6032

<http://doverkentmpo.org>

## SELF-CERTIFICATION OF THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

In accordance with 23 CFR 450.334, the Delaware Department of Transportation and the Dover/Kent County Metropolitan Planning Organization for the Dover, DE urbanized area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 USC 134, 49 U.S.C. Section 5303, and 23 CFR Part 450.
- (2) In nonattainment and maintenance areas, Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR Part 93.
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR Part 21.
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity.
- (5) Section 1101(b) of the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) (Pub. L. 109-59) and 49 CFR Part 26 regarding the involvement of Disadvantaged Business Enterprises in USDOT funded planning projects.
- (6) 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38.
- (8) Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance.
- (9) Section 324 of CFR 23, regarding prohibition of discrimination based on gender.
- (10) Section 504 of the Rehabilitation Act of 1973 and 49 CFR Part 27 regarding discrimination against individuals with disabilities.

  
Commissioner Bradley S. Eaby, Chairperson  
Dover/Kent County MPO Council

Jan 16, 2015  
Date



U. S. Department  
of Transportation

**Federal Transit Administration**  
1760 Market Street  
Suite 500  
Philadelphia, PA 19103  
215- 656-7100  
215-656-7260 (fax)

**Federal Highway Administration**  
1201 College Park Drive  
Suite 102  
Dover, DE 19904  
302-734-5323  
302-734-3066 (fax)

Shailen Bhatt  
Secretary  
Delaware Department of Transportation  
800 Bay Road  
P.O. Box 778  
Dover, DE 19903

**JAN 16 2015**

Dear Mr. Bhatt:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed a joint review of Delaware's Fiscal Year (FY) 2015-2018 Statewide Transportation Improvement Program (STIP). Based on our review of the information provided, the certifications of the statewide and metropolitan planning process for and within the state of Delaware, and our respective offices' participation in those transportation planning processes, we hereby take the following actions:

1. FTA and FHWA approve Delaware Department of Transportation's FY 2015-2018 STIP. The approval covers the following: the amended FY 2015-2018 Transportation Improvement Program (TIP) for the Wilmington Area Planning Council (WILMAPCO), dated September 11, 2014, and the FY 2015-2018 TIP for the Dover/Kent County Metropolitan Planning Organization (MPO), dated November 5, 2014.
2. On August 19, 2014, FTA and FHWA issued a conformity determination on WILMAPCO's FY 2015-2018 TIP. For Sussex County, FHWA and FTA issued a conformity determination on July 19, 2013, FHWA and FTA issued a conformity determination and it remains in effect. A small portion of Sussex County is included in the Dover/Kent County MPO area. Both MPOs' TIPs conform with the 1990 Clean Air Act Amendments (CAAA) and 40 CFR Part 93.
3. The FHWA and FTA determines that the STIP is based on a statewide transportation planning process that substantially meets the requirements of 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, as well as Subparts A, B, and C of 23 CFR 450.

4. FHWA and FTA have also reviewed WILMAPCO's and Dover/Kent County MPO's TIP and concur they are based on a continuing, comprehensive transportation planning process carried out cooperatively by the State, MPOs, and transit operators in accordance with provisions of 23 USC 134 and 135 and 49 USC Sections 5303-5305. Based upon the information provided by DelDOT and the MPOs, we concur that the STIP and TIPs are fiscally constrained and are consistent with their metropolitan transportation plans.
5. Based on our joint review of the overall Delaware statewide and metropolitan transportation planning processes, FHWA and FTA are issuing the FY 2015 STIP Planning Finding, as enclosed.

This approval action for Delaware's STIP is not an eligibility determination for use of Congestion Mitigation Air Quality (CMAQ) or other Federal-aid funded projects that are included in the STIP. In addition, this STIP approval does not constitute a final commitment of Federal funds. Federal funding for projects included in the STIP is finalized when a request for project authorization is approved by FHWA or upon approval of a grant by FTA. Should amendments to this STIP become necessary during the course of the year, any highway amendments will be approved by FHWA and any transit amendments will be approved by FTA, adhering to Delaware's STIP/TIP Modification Procedures.

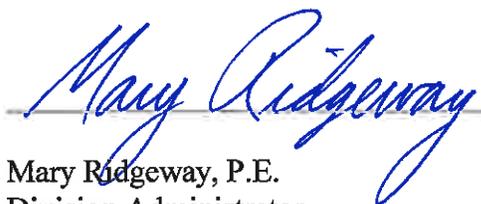
We recognize the complexity of assembling this STIP and appreciate the hard work and outstanding efforts by your staff in this matter. We look forward to working with you to advance the projects and programs in the STIP, and to continue to provide the traveling public with a transportation system of the highest quality. A copy of this letter is being provided to the executive director of each MPO in Delaware.

If you have any questions, please contact Marc Dixon, FHWA Delaware Division, (302)734-4018, or Tony Cho, FTA Region III, (215) 656-7250.

Sincerely yours,



Reginald B. Lovelace  
Deputy Regional Administrator  
Federal Transit Administration



Mary Ridgeway, P.E.  
Division Administrator  
Federal Highway Administration

Enclosure: FY 2015 FHWA/FTA STIP Planning Finding

cc via e-mail: Drew Boyce, Director, Planning, DelDOT  
Hugh E. Curran, Director, Finance, DelDOT  
Earle Timpson, Assistant Director, Finance, DelDOT  
Robert McCleary, Chief Engineer, DelDOT  
John Sisson, CEO, Delaware Transit Corporation  
Tigist Zegeye, Executive Director, WILMAPCO  
Rich Vetter, Executive Director, Dover/Kent County MPO  
Todd F. Lawson, County Administrator, Sussex County

**FY 2015 Statewide Transportation Improvement Program (STIP)  
Planning Finding -  
Issued by FHWA and FTA for Delaware's  
Statewide and Metropolitan Transportation Planning Processes**

To approve the STIP document, which includes Transportation Improvement Programs (TIP) by reference or directly, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) must make a determination that the STIP and TIPs are based on a statewide and metropolitan transportation planning process that are consistent with the following regulations and provisions: Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21); 23 U.S.C. Sections 134 and 135; 49 U.S.C. Sections 5303-5306; and 23 CFR part 450 subpart A, B and C.

This is the documented Planning Finding for the Delaware FY 2015-2018 STIP and the incorporated TIPs.

**PLANNING PROCESS OBSERVATIONS AND SUGGESTED IMPROVEMENTS**

The following strengths of the statewide and metropolitan planning processes have been identified:

- Continued involvement and engagement in the metropolitan planning processes.
- DelDOT's high quality traffic and air quality modeling support for the MPOs and Sussex County.
- Livability and sustainability themes integrated into the Statewide Long Range Transportation Plan.
- Efforts to further performance based planning.

The following areas of the statewide and metropolitan transportation planning processes have been identified for improvements:

- The STIP/TIP process must become more of a joint Planning/Finance responsibility with strengthened MPO collaboration and with well-documented and transparent STIP revision and revenue forecasting procedures. Also, continue to collaborate on ways to fine-tune the review of the draft TIPs and STIP to ensure consistency before seeking FHWA/FTA approval on the final version of the STIP.
- DelDOT should also work to establish a more collaborative approach with the MPOs and other partners in identifying projects funded through the Congestion Mitigation and Air Quality (CMAQ) and other discretionary special programs. Statewide project selection committees with partner participation could be established. CMAQ projects, in particular, should be prioritized with planning and other partner participation, and with a standardized quantitative air quality analysis approach. Criteria should be developed to maximize emission reduction benefits as projects are evaluated for funding.

- DeIDOT should review and update the current Public Participation Plan in the updated Statewide LRTP to ensure that all MAP-21 requirements, including visualization, are met, and edit or update this documentation as necessary. It should then be released and widely circulated for a minimum 45-day public comment period before being adopted as Delaware's stand-alone documented public involvement process.
- DeIDOT and Delaware's MPOs should develop and consolidate supporting documentation for their self-certifications, and make this available to FHWA, FTA and others, upon request. Any non-discrimination policies, ADA, EEO or DBE policies or plans for example would provide good backup documentation to include with the self-certifications.

**APPENDIX C**  
**Financial Plan**  
**(Including Evidence of Fiscal Constraint)**



APPENDIX C: Financial Plan (Including evidence of constraint)

	<b>Revenue</b>			
	<b>FY 15</b>	<b>FY 16</b>	<b>FY 17</b>	<b>FY 18</b>
<b>Kent County</b>				
Federal	\$17,836,889	\$39,731,952	\$36,743,859	\$36,475,502
State	\$8,349,613	\$16,143,063	\$13,491,715	\$10,997,475
Other	\$23,900	\$40,675	\$23,900	\$23,900
<b>Subtotal - Kent county</b>	<b>\$26,210,402</b>	<b>\$55,915,690</b>	<b>\$50,259,474</b>	<b>\$47,496,877</b>
<b>Statewide</b>				
Federal	\$49,257,593	\$40,703,457	\$60,180,995	\$56,893,355
State	\$176,002,780	\$189,345,055	\$184,021,447	\$183,227,088
Other	\$1,297,701	\$1,297,701	\$2,297,701	\$1,297,701
<b>Subtotal - Statewide</b>	<b>\$226,558,074</b>	<b>\$231,346,213</b>	<b>\$246,500,143</b>	<b>\$241,418,144</b>
<b>Total Revenue</b>	<b>\$252,768,476</b>	<b>\$287,261,903</b>	<b>\$296,759,617</b>	<b>\$288,915,021</b>

	<b>Programmed Funds</b>			
<b>Kent County</b>				
Arterials	\$9,345,186	\$30,741,775	\$25,601,974	\$39,474,877
Collectors	\$8,338,420	\$16,550,000	\$19,350,000	\$3,950,000
Local	\$200,000	\$1,000,000	\$0	\$0
Safety Improvements (HSIP, HEP)	\$1,050,000	\$2,850,000	\$1,750,000	\$1,050,000
Bridge Preservation	\$3,842,795	\$1,863,615	\$0	\$0
Bicycle/Pedestrian	\$55,000	\$300,000	\$300,000	\$600,000
Transportation Facilities	\$0	\$0	\$0	\$0
Transit Facilities	\$1,046,000	\$150,000	\$0	\$0
Transit Vehicles	\$2,333,000	\$2,460,300	\$3,257,500	\$2,422,000
<b>Subtotal - Kent County</b>	<b>\$26,210,402</b>	<b>\$55,915,690</b>	<b>\$50,259,474</b>	<b>\$47,496,877</b>
<b>Statewide</b>				
Road Systems	\$150,937,241	\$160,289,191	\$166,468,191	\$174,116,222
Support Systems	\$48,770,556	\$52,438,946	\$53,338,976	\$47,838,946
Transit Systems	\$8,475,277	\$5,243,076	\$8,317,976	\$6,087,976
Grants & Allocations	\$18,375,000	\$13,375,000	\$18,375,000	\$13,375,000
<b>Subtotal - Statewide</b>	<b>\$226,558,074</b>	<b>\$231,346,213</b>	<b>\$246,500,143</b>	<b>\$241,418,144</b>
<b>Total Programmed Funds</b>	<b>\$252,768,476</b>	<b>\$287,261,903</b>	<b>\$296,759,617</b>	<b>\$288,915,021</b>

The funding information included above was provided by DeIDOT Finance and is based on anticipated resources and programmed funding as depicted in the FY 2014-2017 Capital Transportation Program. It is based on the latest information available at the time the amendment to the TIP was presented to the MPO Committees and Council. In order to account for Kent County projects that are included as part of a DeIDOT Statewide Program, such as the Hazard Elimination Program, the Transportation Enhancement Program, Transit Facilities, etc., Statewide Projects are also shown, in addition to the projects specific to Kent County.

**APPENDIX D**  
**Unfunded Projects (Aspirations) List**



## APPENDIX D: Aspirational Projects List

List of Proposed but Unfunded Projects					
			Year Completed By	Year Of Expenditure \$ Amount	Road Classification
<b>Aspirations List of Projects</b>					
<b>Highway Projects</b>					
<b>Capital Projects - Highways</b> <b>Excluded New Projects</b>	30.7	Upgrade Irish Hill Road from SR 1 to US 13 to include adequate travel lanes, shoulders, and bicycle and pedestrian improvements	<b>2030</b>	<b>\$86,025</b>	Major Collector
	29.2	Upgrade Kenton Road: Chestnut Grove Road to DE 42; upgrade to functional classification including shoulders, sidewalks and bike lanes	<b>2030</b>	<b>\$63,000</b>	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	<b>2030</b>	<b>\$4,289</b>	Minor Arterial
	29.1	Upgrade Sunnyside Road from DE 300 to US 13 in Smyrna to include adequate travel lanes, shoulders, curbs, drainage, and bicycle and pedestrian improvements	<b>&gt;2030</b>	<b>\$30,845</b>	Major Collector
	29.1	Construct/fill gaps in pedestrian facilities on US 113 between Court Street and Lafferty Lane	<b>&gt;2030</b>	<b>\$5,774</b>	Minor Arterial
	28.5	Upgrade N. Main Street in Smyrna to include adequate travel lanes, shoulders, curbs, drainage, and bicycle and pedestrian improvements	<b>&gt;2030</b>	<b>\$7,150</b>	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	<b>&gt;2030</b>	<b>\$2,240</b>	Major Collector
	28.5	Upgrade Paddock Road from US 13 to SR 1 to include adequate travel lanes, shoulders and bicycle and pedestrian facilities	<b>&gt;2030</b>	<b>\$5,096</b>	Major Collector
	27.3	Upgrade Messina Hill Road to improve safety and include adequate travel lanes, shoulders and bicycle and pedestrian facilities	<b>&gt;2030</b>	<b>\$4,480</b>	Major Collector
	26.9	Upgrade Brenford Road: US 13 south to DE 42; upgrade to functional classification including shoulders, sidewalks and bike lanes	<b>&gt;2040</b>	<b>\$36,800</b>	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	<b>&gt;2030</b>	<b>\$12,300</b>	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	<b>&gt;2030</b>	<b>\$11,200</b>	Major Collector
	26.7	Construct/ fill gaps in pedestrian facilities on US 13 from Smyrna-Leipscic Road (K 12) to Duck Creek Road.	<b>&gt;2030</b>	<b>\$4,362</b>	Minor Arterial
	26.4	South State Street Center left turn lane: SR 10 to SR 1	<b>&gt;2030</b>	<b>\$55,000</b>	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)	<b>&gt;2030</b>	<b>\$28,000</b>	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	<b>&gt;2030</b>	<b>\$10,200</b>	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.	<b>&gt;2030</b>	<b>\$39,300</b>	Minor Arterial

## APPENDIX D: Aspirational Projects List

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

## APPENDIX D: Aspirational Projects List

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

**APPENDIX E**  
**Annual Listing of Obligations**  
**Kent County**



*Dover/Kent County Metropolitan Planning Organization  
FY 2014 Annual Listing of Obligated Projects*

The 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 2014. 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 FY2015-2018 TIP and will be included in early versions of the FY 2016-2019 TIP until the FY 2015 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 in 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 basic phases; project development (PD), preliminary engineering (PE), purchase of right-of-way (ROW), or construction (C or CON). Other phases may be indicated, such as PE for Preliminary Engineering, CE for Construction Engineering, Advertise, Cont for Contingency Increase, Utility for utility moving costs, and Award when projects go to contract.

**Report**

The following table includes the projects that had been included in the MTP, made it into the FY2014-2017 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) 2014.

“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 2014 Annual Listing of Obligated Projects

### Interstate Maintenance

There are no Interstate highways in Kent County.

### FY2014 Obligated Projects

Project Name	Responsible Agency	Phase(s) Funded	FY 2013 Obligation
<b>ARTERIALS</b>			
SR1 @ Thompsonville Road Grade Separated Intersection	DelDOT	Advertise	\$11,802,932
SR1 @ Little Heaven Grade Separated Intersection	DelDOT	PE Increase	\$256,800
SR1, SR30 Grade Separated Intersection	DelDOT	CE Increase	\$252,010
HSIP KC; SR300 Glenwood Ave Safety Improvements	DelDOT	Row	\$50,000
<b>COLLECTORS</b>			
West Dover Connector	DelDOT	Utility	\$1,962,379
West Dover Connector	DelDOT	Advertise	\$15,061,799
HSIP KC; US13 at Carpenters Bridge Road	DelDOT	CE Increase	\$16,618
<b>BRIDGES</b>			
BR2-031A, Irish Hill Road over Double Run Creek	DelDOT	PE	\$32,000
BR2-195A on West Railroad Ave over Isaac Branch, Wyoming	DelDOT	Cont Increase	\$48,960
BR2-033B on SR15, Canterbury Rd over Hudson Branch	DelDOT	PE Increase	\$678
BR2-388C on SR15, Canterbury Rd over Ward Branch	DelDOT	PE	\$37,840
BR2-050A on SR8 Halltown Road over Beaverdam Ditch	DelDOT	PE	\$28,000
BR2-100A on Denny's Rd over Fork Branch	DelDOT	Utility	\$30,000
BR2-100A on Denny's Rd over Fork Branch	DelDOT	Advertise	\$943,989
BR2-158A on Chestnut Grove Road over Cahoon Branch	DelDOT	Cont Increase	\$9,161
BR2-112B on K112 Burrsville Road over Saulsbury Ditch	DelDOT	Award	\$19,812
BR2-112B on K112 Burrsville Road over Saulsbury Ditch	DelDOT	Advertise	\$259,218
BR2-112B on K112 Burrsville Road over Saulsbury Ditch	DelDOT	CE Increase	\$3,560
BR2-371A on K371 Barratts Chapel Road over Double Run	DelDOT	Utility	\$32,200
BR2-371A on K371 Barratts Chapel Road over Double Run	DelDOT	PE Increase	\$9,360
BR2-371A on K371 Barratts Chapel Road over Double Run	DelDOT	Advertise	\$470,404
BR2-104A,104B and 104C Scour Countermeasures Kenton Rd	Del DOT	CE Increase	\$3,809

Project Name	Responsible Agency	Phase(s) Funded	FY 2013 Obligation
BR2-on K114 Todds Chapel Rd over Tomahawk Branch	DelDOT	CE Increase	\$2,610
BR2-016B on K016 N. Little Creek Road over Little River	DelDOT	Award	\$(78,186)
Kent County Pipe Replacement, Federal, 2012	DelDOT	Award	\$111,325
Kent County Pipe Replacement, Federal, 2012	DelDOT	Advertise	\$1,010,655
Kent County Pipe Replacement, Federal, 2012	DelDOT	Utilities	\$16,788
BR2-213A Purchase Piles for Hollering Hill Road over Cow Marsh Creek	DelDOT	Con	\$23,000
BR2-213A Purchase Piles for Hollering Hill Road over Cow Marsh Creek	DelDOT	CE	\$8,250
BR2-213A Purchase Beams for Hollering Hill Road over Cow Marsh Creek	DelDOT	Con	\$117,215
BR2-213A Purchase Beams for Hollering Hill Road over Cow Marsh Creek	DelDOT	CE	\$11,070
BR2-213A Purchase Beams for Hollering Hill Road over Cow Marsh Creek	DelDOT	CE	\$34,476
BR2-213A Hollering Hill Road over Cow Marsh Creek Emergency Replacement	DelDOT	Utilities	\$19,321
BR2-213A Hollering Hill Road over Cow Marsh Creek Emergency Replacement	DelDOT	Advertise	\$464,000
<b>PROJECTS NOT INDIVIDUALLY IN THE FY2014 TIP</b>			
Safe Routes to School: Brown, Stokes and Ross Schools	DelDOT	PE Increase	\$22,000
Safe Routes to School: Milford Schools	DelDOT	PE	\$84,000
Statewide Trails Kent & Sussex; Construction Services	DelDOT	Cont Increase	\$281,002
Statewide Trails Kent & Sussex; Construction Services	DelDOT	Advertise	\$1,852,787
Statewide Trails Kent & Sussex; Construction Services	DelDOT	Award	\$(736)
Thin Overlay Central and South, FY20141	DelDOT	Advertise	\$2,501,693
Thin Overlay Central and South, FY20141	DelDOT	Award	\$422,490
Ultra-Thin PCC Overlay, Kent 2014	DelDOT	Transfer	\$420

**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	\$104,222
Town of Camden Streetscape Improvements	DelDOT	2007	\$106,435
Town of Clayton Bike Path	DelDOT	2005	\$30,515
SR1, SR30 Grade Separated Intersection	DelDOT	2008	10,572
Town of Smyrna, 4 Corners	DelDOT	2008	\$7,104
St Jones River Greenway, Phase III	DelDOT	2009	\$41,371
Rose Bowl Road (K154) Railroad Crossing	DelDOT	2010	\$63,555
Wyoming Mill Road Realignment	DelDOT	2010	\$527,494
BR2-143A on Lion Hope Road over Gravelly Run	DelDOT	2010	\$51,729

<b>Project Name (#) number of items released</b>	<b>Responsible Agency</b>	<b>Phase(s) Funded</b>	<b>FY 2013 Obligation</b>
BR2-186A on Strauss Ave over Beaverdam Ditch	DelDOT	2010	\$38,660
BR 2-296A Layton's Corner Road Over Green Branch	Del DOT	2007	\$16,983
BR 2-277A Fox Hunters Road Over Horsepen Arm	DelDOT	2007	\$47,321
BR 2-254A Mount Olive Road over Wildcat Branch	DelDOT	2007	\$8,249
BR2-040A School Lane over Duck Creek Clayton	DelDOT	2010	\$91,444
Pipe Replacement, Kent County	DelDOT	2010	\$165,425
BR2-429A Jackson Ditch Road over Browns Branch	DelDOT	2010	\$138,189
BR2-381A Fox Chase Road over Hudson Branch	DelDOT	2010	\$10,932
Town of Smyrna (US13) Streetscape Improvements	DelDOT	2010	\$172,525
Safe Routes to Schools 2010, Kent County	DelDOT	2010	\$57,504
Voshell Mill Sidewalk Improvements	DelDOT	2011	\$112,679
BR2-166B on Shaw's Corner Road over Pinks Branch	DelDOT	2011	\$26,894
Safe Routes to School; Stokes Elementary	DelDOT	2013	\$98,177
Ultra-Thin PCC Overlay, Kent 2014 Transfers	DelDOT	2014	\$1,740,482
SR8 at SR15 Intersection Improvements	DelDOT	2005	\$147,832
BR2-501 on Washington Street over Mispillion River	DelDOT	2011	\$87,772

 Statewide program element, not in the original TIP

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



**APPENDIX F**  
**2013 Population and Household Projections**

Traffic Analysis Zone Identifier	2013 Proposed 2010 Population	2013 Proposed 2020 Population Projections	2030 Proposed 2030 Population Projections	2040 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	1,472	1,437	1,573	1,556	504	534	576	578
K003	1,172	1,325	1,560	1,466	401	492	572	545
K004	712	771	876	910	244	287	321	338
K005	837	955	1,015	1,004	287	355	372	373
K006	74	72	77	80	26	27	29	30
K007	278	396	450	468	97	150	168	177
K008	1,662	1,807	1,903	1,844	574	678	703	692
K009	1,863	1,823	1,958	2,034	649	691	731	770
K010	617	629	688	715	230	257	276	292
K011	182	177	188	195	67	71	75	79
K012	2,002	2,223	2,549	2,647	747	907	1,024	1,081
K013	509	546	615	638	188	220	244	257
K014	1,035	1,127	1,293	1,343	360	427	482	509
K015	158	153	163	170	58	62	65	68
K016	1,738	1,727	1,890	1,907	605	654	705	722
K017	638	678	742	771	222	257	277	292
K018	1,581	1,758	1,924	1,808	551	666	718	685
K019	110	108	115	119	39	42	44	46
K020	827	1,154	1,479	1,536	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	2,976	3,353	3,915	4,259	1,118	1,380	1,585	1,753
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

## APPENDIX F

### 2013 Population and Household Projections

Traffic Analysis Zone Identifier	2013	2013	2013	2013	2013	2013	2013	2013
	Proposed 2010 Population	Proposed 2020 Population Projections	Proposed 2030 Population Projections	Proposed 2040 Population Projections	Proposed 2010 Households	Proposed 2020 Households	Proposed 2030 Households	Proposed 2040 Households
K029	869	1,061	1,317	1,172	310	413	505	456
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	1,585	1,571	1,687	1,669	622	677	715	719
K060	225	218	232	241	91	97	101	107
K074	1,827	1,894	2,073	2,153	731	834	897	948
K075	2,506	2,500	2,711	2,681	1,002	1,101	1,174	1,181
K076	953	934	993	1,031	524	587	609	648
K077	736	729	775	805	304	334	349	368
K078	213	210	223	232	91	101	105	110
K079	2,018	1,967	2,092	2,172	790	852	890	934
K080	1,952	1,904	2,025	2,103	787	850	888	935
K081	272	302	353	465	112	138	158	212
K082	917	899	956	993	386	419	437	463
K083	1,029	1,010	1,074	1,115	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	2,489	2,809	3,016	3,610	1,004	1,254	1,323	1,604
K088	4,084	4,219	4,619	4,797	1,512	1,722	1,855	1,942
K089	1,268	1,349	1,547	1,607	470	546	616	651
K090	1,000	1,108	1,293	1,343	370	448	515	544
K091	2,131	2,140	2,298	2,386	833	922	974	1,024
K092	2,021	2,111	2,355	2,446	751	869	954	994
K093	2,002	2,045	2,239	2,325	751	845	910	955
K094	1,622	1,737	1,992	2,069	557	648	732	772

## APPENDIX F

### 2013 Population and Household Projections

Traffic Analysis Zone Identifier	2013	2013	2013	2013	2013	2013	2013	2013
	Proposed 2010 Population	Proposed 2020 Population Projections	Proposed 2030 Population Projections	Proposed 2040 Population Projections	Proposed 2010 Households	Proposed 2020 Households	Proposed 2030 Households	Proposed 2040 Households
K095	840	934	1,091	1,133	296	358	412	434
K096	2,347	2,631	3,073	3,191	809	986	1,134	1,195
K097	1,688	1,649	1,754	1,821	582	622	652	682
K098	1,964	1,914	2,036	2,114	691	739	774	810
K099	2,200	2,144	2,280	2,368	791	848	887	929
K100	342	342	374	388	123	134	144	152
K101	363	354	377	391	131	139	145	153
K102	281	312	365	379	101	123	141	149
K103	1,395	1,551	1,811	1,881	462	556	640	674
K104	845	849	921	956	304	333	355	375
K105	347	385	450	934	125	151	174	366
K106	1,097	1,217	1,545	1,576	395	477	597	618
K107	3,110	3,076	3,303	3,430	1,225	1,337	1,412	1,485
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	1,661	1,841	2,092	2,172	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	2,129	2,347	2,740	2,846	705	841	968	1,020

## APPENDIX F

### 2013 Population and Household Projections

Traffic Analysis Zone Identifier	2013	2013	2013	2013	2013	2013	2013	2013
	Proposed 2010 Population	Proposed 2020 Population Projections	Proposed 2030 Population Projections	Proposed 2040 Population Projections	Proposed 2010 Households	Proposed 2020 Households	Proposed 2030 Households	Proposed 2040 Households
K124	1,281	1,497	1,810	1,880	466	594	707	746
K125	1,685	2,129	2,441	2,632	628	869	980	1,074
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	1,608	1,727	1,890	1,907	598	702	756	775
K130	205	265	348	567	79	112	144	239
K131	375	417	487	506	136	164	189	199
K132	1,296	1,416	1,654	1,717	477	570	655	691
K133	987	1,219	1,487	1,397	367	496	596	569
K134	930	1,192	1,517	1,575	336	469	588	620
K139	1,996	2,211	2,582	2,681	756	929	1,067	1,113
K142	1,029	1,025	1,122	1,465	390	427	460	608
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	1,143	211	246	275	470
K212	308	410	526	546	116	169	213	225
K213	915	1,173	1,504	1,681	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	2,363	2,519	2,705	2,997	815	944	998	1,122
K218	1,884	2,087	2,436	2,530	624	748	861	907
K219	1,486	1,645	1,921	1,995	492	590	679	715
K220	1,464	1,623	1,895	1,969	504	608	699	737
K221	3,368	3,712	4,257	4,421	1,161	1,390	1,571	1,656
K222	2,387	2,586	2,884	2,996	812	954	1,049	1,105

## APPENDIX F

### 2013 Population and Household Projections

Traffic Analysis Zone Identifier	2013	2013	2013	2013	2013	2013	2013	2013
	Proposed 2010 Population	Proposed 2020 Population Projections	Proposed 2030 Population Projections	Proposed 2040 Population Projections	Proposed 2010 Households	Proposed 2020 Households	Proposed 2030 Households	Proposed 2040 Households
K223	3,125	3,533	4,015	4,170	1,062	1,304	1,460	1,539
K224	2,913	3,140	3,568	3,706	964	1,125	1,261	1,328
K225	1,244	1,252	1,345	1,396	462	509	538	568
K226	777	780	854	887	287	315	339	358
K227	236	261	304	316	87	105	121	127
K228	1,406	1,366	1,452	1,508	492	519	544	574
K229	2,068	2,284	2,667	2,770	723	869	999	1,053
K230	858	913	1,067	1,108	300	347	399	421
K231	2,527	2,792	3,260	3,386	995	1,209	1,387	1,466
K232	918	1,018	1,136	1,180	330	399	439	463
K233	1,139	1,256	1,414	1,468	410	492	546	576
K234	778	838	953	989	266	312	349	368
K235	3,448	3,810	4,449	4,621	1,214	1,460	1,679	1,770
K236	358	393	442	779	126	150	167	298
K237	1,366	1,519	1,773	1,842	471	569	654	690
K238	10	11	13	13	4	4	5	5
K239	1,218	1,348	1,575	1,635	424	511	588	619
K240	1,004	1,078	1,225	1,272	361	423	473	499
K241	352	388	462	479	127	152	178	188
K242	1,016	1,060	1,182	1,228	379	432	475	501
K243	1,125	1,132	1,274	1,324	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	1,306	1,268	1,349	1,401	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

## APPENDIX F

### 2013 Population and Household Projections

Traffic Analysis Zone Identifier	2013	2013	2013	2013	2013	2013	2013	2013
	Proposed 2010 Population	Proposed 2020 Population Projections	Proposed 2030 Population Projections	Proposed 2040 Population Projections	Proposed 2010 Households	Proposed 2020 Households	Proposed 2030 Households	Proposed 2040 Households
K252	585	568	604	628	242	260	271	287
K253	1,012	1,009	1,083	1,125	418	461	486	514
K254	1,155	1,134	1,206	1,252	429	461	482	509
K255	277	269	286	297	111	121	126	131
K256	567	555	590	612	234	257	268	280
K257	1,388	1,380	1,482	1,540	574	639	674	703
K258	666	737	861	894	366	464	528	562
K259	324	359	419	618	134	164	188	282
K260	2,191	2,427	2,834	2,382	830	1,007	1,157	988
K261	472	460	489	508	170	180	189	199
K262	2,663	2,950	3,445	3,578	918	1,105	1,271	1,340
K263	518	510	547	568	209	227	239	253
K264	2,210	2,351	2,672	2,775	778	904	1,012	1,063
K265	84	93	102	106	35	42	46	48
K266	3,559	3,583	3,923	4,152	1,280	1,405	1,515	1,628
SUM	162,946	173,731	195,549	205,226	60,118	70,116	77,574	82,672

## APPENDIX G

### Eastern Federal Lands Highway Projects in Delaware

January 27, 2015

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





FY2015 - FY2018 Transportation Improvement Program

Federal Highway Administration  
Eastern Federal Lands Highway Division  
October 1, 2014

Last Printed:01Oct14

PROJECT	AWARD FY	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	CATEGORY	PRIMARY FUND SOURCE	ESTIMATED PROGRAM AMOUNT (RANGE)	FUNDS FROM TITLE	ADMIN BY / DELIVER BY	Phase	CHANGE FROM LAST UPDATE	CONG DIST NUMBER	FLMA REGION
DC_FLAP_DOT_TILDN(1)	FY2016	DC	District of Columbia	Rock Creek Park	Const. trail along Tilden St. & raised ped. crosswalk to provide access to Peirce Mill Spring House.	MISC	FLAP	Between \$100,000 and \$250,000	Title 23	EFLHD	Planned	New project	-	NPS_NC
NACE_17(2)_18(2)_ETC	FY2016	DC	District of Columbia	East Fort DuPont	Resurface, restore & rehabilitate Routes 17, 18, 19, 118, and 206 in Fort DuPont and Fort Davis	3RH	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	Name changed from NACE_17(2)_18(2) to NACE_17(2)_18(2)_ETC	-	NPS_NC
NAMA_11(6)	FY2016	DC	District of Columbia	National Mall & Memorial Parks	Rehab Inlet Bridge (3400-033)	BRRH	FLTP	Between \$500,000 and \$1,000,000	Title 23	EFLHD	Planned	New project	-	NPS_NC
NAMA_16(2)_20(2)_ETC	FY2016	DC	District of Columbia	National Mall & Memorial Parks	Rock Creek and Potomac Parkway, 17th st, Ind Ave & West Tidal Basin Turnaround pavement rehab.	3RL	FLTP	Between \$5,000,000 and \$10,000,000	Title 23	EFLHD	Planned	Name changed from NAMA_16(2) to NAMA_16(2)_20(2)_ETC	-	NPS_NC
ROCR_24(1)	FY2016	DC	District of Columbia	Rock Creek Park	Pavement rehabilitation, geotechnical investigation of Repair retaining wall collapse and repair	RW	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	New project	-	NPS_NC
ROCR_27(1)_910(1)	FY2016	DC	Washington DC	Rock Creek Park	Rehab Struct 3450-029P Broad Branch and 033P Edgewater Stable	BRRH	FLTP	Between \$250,000 and \$500,000	Title 23	EFLHD	Planned	New project	-	NPS_NC
CHOH_238(2)	FY2017	DC	District of Columbia	Chesapeake & Ohio Canal National Historical Park	Fletcher's entrance placeholder	3RH	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Planned	New project	-	NPS_NC
GWMP_11(4)	FY2017	DC	District of Columbia	George Washington Memorial Parkway	Arlington Memorial Bridge Permanent Repairs	3RL	NPS	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	No change	-	NPS_NC
NAMA_12(3)	FY2017	DC	District of Columbia	National Mall & Memorial parks	Rehab Outlet Bridge & resurface East Basin Dr.	3RL_BRRH	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Planned	New project	-	NPS_NC
NAMA_21(2)_501(3)	FY2017	DC	District of Columbia	National Mall & Memorial Parks	15th St & Jefferson Dr Resurfacing	3RL	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Planned	New project	-	NPS_NC
NCR_PMS_FY17	FY2017	DC	District of Columbia	National Capital Region	Pavement Management outside Beltway	2R	FLTP	Between \$500,000 and \$1,000,000	Title 23	EFLHD	Planned	New project	-	NPS_NC
ROCR_14(1)_17(1)	FY2017	DC	District of Columbia	Rock Creek Park	Light pave rehab & replace drainage system on Bingham and Morrow Dr	3RL	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Planned	New project	-	NPS_NC
NAMA_11(7)	FY2018	DC	District of Columbia	National Mall & Memorial Parks	Rehabilitate Ohio Dr, W Basin Dr & WB to EB Turnaround	3RL	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Planned	New project	-	NPS_NC
ROCR_12(1)_19(1)	FY2018	DC	District of Columbia	Rock Creek & Potomac Park	Rehab Wise & Glover Roads	3RL	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Planned	New project	-	NPS_NC
<b>DE -- Delaware</b>														
FW_BOHO_HPP_3894	FY2015	DE	Kent	Bombay Hook National Wildlife Refuge	Rehabilitate Refuge Entrance Road (Route 10) and Auto Tour Route/ Raymond Pool Loop (Route 11)	3RL	SAFETEA-LU	Between \$250,000 and \$500,000	Title 23	FWS	Planned	New project	DE-00	FWS_R5
FW_PRHO_10(1)	FY2018	DE	Sussex	Prime Hook National Wildlife Refuge	Entrance Road (Route 10) from Turkle Pond Road at Refuge boundary to Visitor Center parking area.	3RH	FLTP	Between \$250,000 and \$500,000	Title 23	EFLHD	Planned	New project	DE-00	FWS_R5
<b>FL -- Florida</b>														
FW_JNDA_2008870481	FY2015	FL	Lee	J.N. Ding Darling National Wildlife Refuge	Rehabilitate Tarpon Bay Road (Route 101)	3RL	FLTP	Between \$100,000 and \$250,000	Title 23	FWS	Planned	Name changed from JN DING DARLING to FW_JNDA_2008870481	FL-14	FWS_R4
FW_LOSU_2006532572	FY2015	FL	Levy	Lower Suwannee National Wildlife Refuge	Rehabilitate Shell Mount Road (Route 107)	3RL	FLTP	Between \$25,000 and \$100,000	Title 23	FWS	Planned	Name changed from LOWER SUWANNEE to FW_LOSU_2006532572	FL-05	FWS_R4
FW_MEIS_2014248737	FY2015	FL	Brevard	Merritt Island National Wildlife Refuge	Rehabilitate Shiloh Marsh Road (Route 133).	3RL	FLTP	Between \$100,000 and \$250,000	Title 23	FWS	Planned	New project	FL-24	FWS_R4
FW_NADE_2006415475	FY2015	FL	Monroe	National Key Deer National Wildlife Refuge	Rehabilitate Watson Nature Trail Parking Lot (Route 901)	3RL	FLTP	Between \$100,000 and \$250,000	Title 23	FWS	Planned	Name changed from NATIONAL KEY DEER to FW_NADE_2006415475	FL-18	FWS_R4
FW_LOXA_2005216526	FY2016	FL	Palm Beach	Arthur R. Marshall Loxahatchee National Wildlife Refuge	Rehabilitate Hillsboro Recreation Area Parking Lot (Route 901)	3RL	FLTP	Between \$100,000 and \$250,000	Title 23	FWS	Planned	Name changed from LOXAHATCHEE to FW_LOXA_2005216526	FL-19	FWS_R4

Approval signature is shown on the first page packet only.  
This listing reflects all newly identified and programmed and/or modified projects as of September 29, 2014 - Changes highlighted in green.