

**DOVER/KENT COUNTY
METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEARS 2017-2020**

Adopted: September 7, 2016

Prepared by the
Dover/Kent County Metropolitan Planning Organization Council

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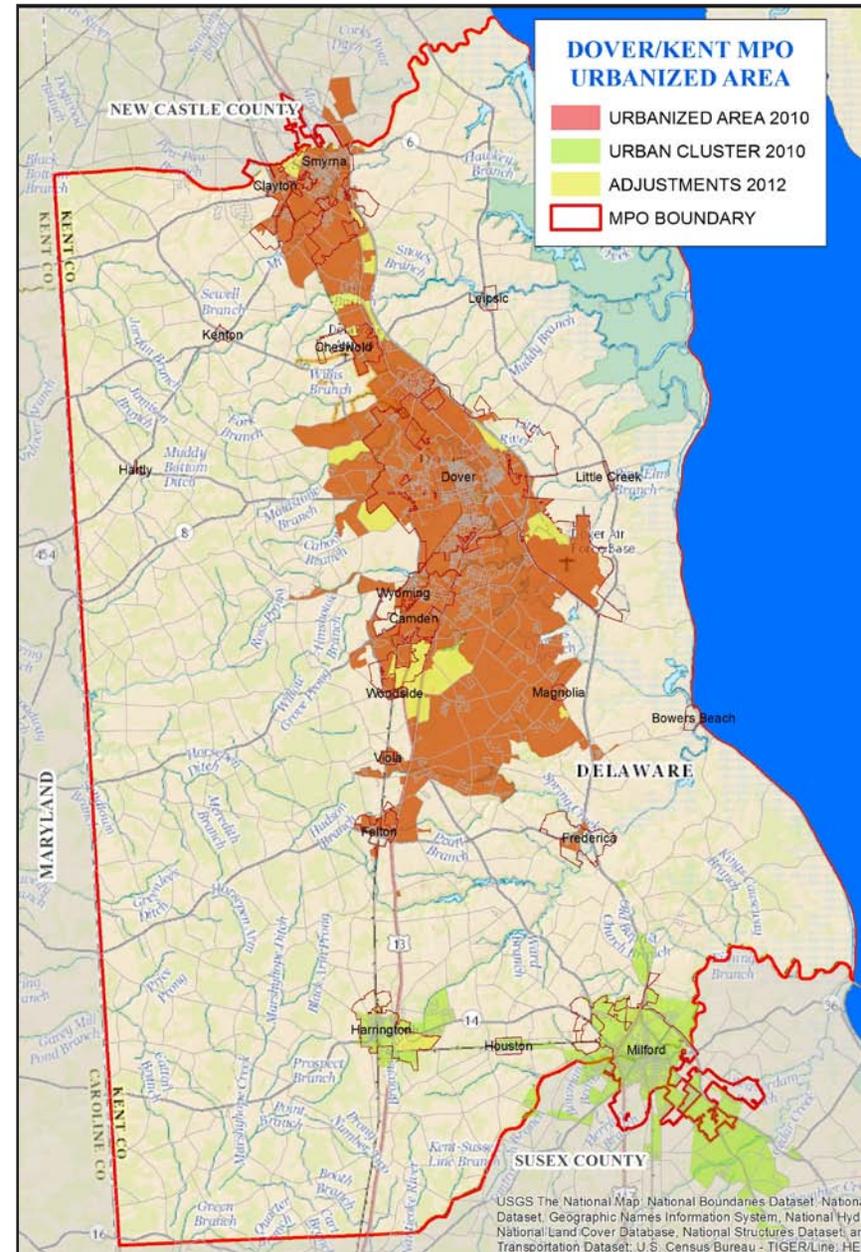
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Background

The Dover/Kent County Metropolitan Planning Organization (Dover/Kent County MPO) is the transportation planning organization for the Dover, Delaware urbanized area. The Dover/Kent County MPO was established in 1992 under the mandates of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, which continued the requirement that a metropolitan planning process be established in urbanized areas with a population greater than 50,000. The Dover urbanized area exceeded that threshold by the 1990 U.S. Census of Population, with a figure of 50,757. The MPO subsequently officially expanded the area of responsibility to Kent County and its municipalities including the portions of Milford and Smyrna in the neighboring counties. In 2010, the urbanized area population was determined to be 110,769 persons, a 75% increase from the 2000 population of 65,044. The population of Kent County grew from 126,697 in 2000 to 162,310 persons in the 2010 decennial census, a 28% increase. The 2015 Kent county population is estimated to be 175,533 persons.

Transportation funding was reauthorized as Moving Ahead for Progress in the 21st century (MAP-21) in FFY2012 and FFY2013 and enjoyed continuing resolutions through 12/4/2015. That is when the newest multi-year authorization, Fixing America's Surface Transportation (FAST) Act, was signed

The Transportation Improvement Program (TIP) is one of the products that the federal legislation has continually required 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 2017-2020 TIP follows the preceding (FY 2016-2019) TIP as amended. The previous amended TIP was prepared from the FY 2016-2021 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 2017-2022 CTP. The Delaware Department of Transportation (DelDOT) once again was scrambling to allocate additional funds to transportation projects. The State Legislature is considering alternative Capital funding to supplement the Transportation Trust Fund.

In 2015, the MPO began an updated process to identify appropriate projects to recommend for funding in future CTP's. The MPO established a Working Group to develop criteria and a scoring rubric to identify the most important projects to prioritize. The working group chose to accept the software and technical assistance provided by DelDOT with Decisions Lens[®]. The Working Group has developed the inputs into the prioritization model and have identified which criteria is most important to weight the project scores. The group will be tasked to produce a mechanism for bicycle and pedestrian facilities next and to work with staff to develop the mechanisms and data required for scoring all projects, including predictive traffic management measurement.

Public input was solicited from residents of the county, as well as from the Public Advisory Committee (PAC) meetings held at the Kent County Administration Building, for Plan amendments and this TIP document. In this past Spring, the MPO advertised and toured the TIP sites during a bus tour. In addition, the MPO had prepared a virtual tour of the highway projects that are funded during the previous TIP period. This virtual tour has accomplished a mechanism for constituents to view a summary of the projects included in the TIP independent of the bus tour. The eleven virtual tours, along with an introduction and conclusion, have been included on the MPO's website at <http://doverkentmpo.delaware.gov/projects/video-trail/>

The funds anticipated to be used for the Kent County projects (not the greater MPO area) in the TIP during FY 2017 - FY 2020 are shown below.

	<u>Total Amount</u>	<u>Federal Share</u>
FY 17	\$75,704,753	\$66,556,100
FY 18	\$41,527,281	\$34,711,279
FY 19	\$21,888,972	\$17,431,137
FY 20	\$15,575,492	\$12,290,934

In addition to this funding for new projects, DelDOT maintains and operates the transportation system under statewide categories such as bridge inspection, pavement rehabilitation, roadway signage, intersection improvements, bicycle and pedestrian improvements and statewide transit services and equipment. The actual amount of funds to be spent from these statewide categories in the MPO's region

cannot always be determined since projects are selected based on statewide needs. A small percentage of costs for Statewide Projects within the MPO's region are federally funded. This MPO TIP will be submitted to DelDOT as the region's input for the FY 2017-FY 2022 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 FY2017-2020 TIP were drawn from the 2040 MTP, as amended.

The MPO has begun to prepare the next Metropolitan Transportation Plan (MTP), with approval anticipated in January, 2017.

The Prioritization Process

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

The previous method of scoring project prioritization was based on the 10 factors described in table 1 with a less mathematical system of 'weighting' project scores. An original attempt to realign the scoring of projects for prioritization was made by adding two additional factors; support for the community's comprehensive plan and support for the regional growth management plans. The attempt became an interim one as it was determined that the MPO should consider implementing a wholesale change in how projects are viewed. In fact, the 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 using an approach developed by the Working Group. The project prioritization of all MTP projects using the process was sufficient to maintain for the length of the MTP. There was no attempt made to reclassify projects for consideration in the TIP. The prioritized list developed for the Long Range Plan continues to be the list presented to DelDOT for the new CTP.

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

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

Public Participation

Public review was an integral aspect of the TIP process. Public participation was solicited through PAC, TAC and Council meetings and with a virtual tour and, in 2016, a bus tour of proposed project sites. Because of the contraction of the budget and the advantages the technology offers, staff determined that a periodic TIP-based bus tour in addition to the virtual tour was appropriate in 2016. As a year-round alternative, 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 felt it was appropriate to revive the bus tour at this time..

The MPO will offer the opportunity for public comment beginning in July, to be finished before the next Council meeting of September 7, 2016. News releases and advisories publicizing all related meetings with an opportunity to comment were posted on the MPO's website and sent to members of each MPO committee, print and electronic media outlets, each of the libraries in Kent County, state legislators representing Kent County and contiguous areas, Kent County Levy Court, mayors of Kent County municipalities, and Dover City Council. Copies of the draft TIP will be made available to anyone who asks. The draft document is to be posted on the MPO's website.

To comply with the requirements of Title VI, with reference to the FY 2017-2020 TIP, the MPO will make an extra effort to include minorities and low-income populations in the decision-making process of submitted projects through the implementation of its public participation policy and representation on the MPO's PAC. When a proposed project is located in an Environmental Justice (EJ) neighborhood, special measures are taken to reach out to those who would be affected.

Air Quality Conformity

Overview

Kent County is part of the Philadelphia-Wilmington-Trenton non-attainment area, though it was not cited as a non-attainment county. As the federally-designated Metropolitan Planning Organization for Kent County, Delaware is in attainment, the Dover/Kent County MPO, is not required through federal regulations to show that the FY 2017-2020 TIP complied with the requirements of the 1990 Clean Air Act and subsequent amendments (CAA).

The FY 2017-2020 TIP

The projects in the FY 2017-2020 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 in 2014 before the time of the development of the initial draft TIP. The many projects included in 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 2017-2020 Transportation Improvement Program conforms to the State Implementation Plan (SIP).

Program Categories and Project List

This FY 2017-2020 TIP mirrors DelDOT's FY 2017-2022 Draft CTP developed before the State budget is adopted at the end of June, 2016. The projects and funded amounts included in this FY 2017-2020 TIP reflect the amounts allocated in the FY 2017-2022 CTP for years FY2017 through 2020. 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 2017, 2018, 2019, and 2020. These are predominantly funding programs that include projects in all three Delaware counties. More information about process and past CTP's is located at http://deldot.gov/information/pubs_forms/CTP/index.shtml.

Appendix A lists the projects in the MPO's planning area for which funding is being requested for fiscal years 2017, 2018, 2019 and 2020. The majority of the projects in this 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 of dollars for each project in each year of the TIP.

Appendix C is the TIP Financial Plan and evidence of Fiscal Constraint.

Appendix D lists projects which have been submitted to the TIP through the MTP, but have not been funded. Once a project is submitted to the TIP, it is kept on the prioritized list until it is funded or the MPO decides to remove it. In the past, the MPO included an Annual Listing of Obligated Projects as Appendix E. The document is required to be made available 90 days after the end of the fiscal year, September 30. If the schedule for the TIP development changes and the periods align, the MPO will consider renewing this appendix.

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

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

Table 2: FY 2017-2020 Identified Statewide Projects (x \$000)

PROJECT (x000)	FY 2017 TOTAL	FY 2018 TOTAL	FY 2019 TOTAL	FY 2020 TOTAL	2017-2020 TOTAL
ROAD SYSTEMS					
BRIDGES	23,031.3	31,141.7	37,777.0	49,162.9	141,121.9
Bridge Management	6,993.2	6,698.0	5,116.5	5,116.5	23,924.2
Bridge Preservation	10,057.1	14,170.0	20,140.0	32,000.0	76,367.1
Bridge Inspection	4,506.2	4,132.7	4,220.5	4,096.4	16,955.8
Bridge Painting	0.0	3,000.0	3,000.0	3,000.0	9,000.0
Bridge Design Training	24.8	0.0	0.0	0.0	24.8
Pipe Replacement Design Build	1,450.0	3,150.0	5,300.0	4,950.0	14,850.0
DAMS	1,033.5	2,150.0	800.0	1,400.0	5,383.5
DAM Preservation Program	948.5	2,150.0	800.0	1,400.0	5,298.5
Statewide Dam H&H Analyses FY16	85.0	0.0	0.0	0.0	85.0
TRANSPORTATION ALTERNATIVES PROGRAM (FHWA)	7749.3	4,971.6	6,311.5	4,964.0	23,996.4
TRANSPORTATION ALTERNATIVES PROGRAM (FTA)	200.0	200.0	200.0	200.0	800.0
BICYCLE, PEDESTRIAN AND OTHER IMPROVEMENTS	7,434.7	4,000.0	4,000.0	4,000.0	19,434.7
ENGINEERING & CONTINGENCY	28,595.0	28,595.0	28,595.0	28,595.0	114,380.0
ENVIRONMENTAL IMPROVEMENTS	713.00	578.0.0	563.0	563.0	2,417.0
INTERSECTION IMPROVEMENTS	6,600.0	6,600.0	6,600.0	6,600.0	26,400.0
RECREATIONAL TRAILS	1,900.0	1,250.0	1,250.0	1,250.0	5,620.0

PROJECT (x000)	FY 2017 TOTAL	FY 2018 TOTAL	FY 2019 TOTAL	FY 2020 TOTAL	2017-2020 TOTAL
MATERIALS & MINOR CONTRACTS	8,200.0	8,000.0	8,000.0	8,000.0	32,200.0
CORRIDOR CAPACITY PRESERVATION	1,000.0	1,000.0	1,000.0	1,000.0	4,000.0
PAVING & REHABILITATION	80,350.0	75,000.0	75,000.0	75,000.0	305,350.0
SAFE ROUTES TO SCHOOL	728.5	0.0	0.0	0.0	728.5
SCENIC BYWAYS	596.8	0.0	0.0	0.0	596.8
RAIL CROSSING SAFETY	1,718.4	1,511.5	1,511.5	1,511.5	6,252.9
RIDE ABILITY	100.0	100.0	100.0	100.0	400.0
HAZARD ELIMINATION PROGRAM	2,444.4	2,444.4	2,444.4	2,444.4	9,777.6
HIGH RISK RURAL ROADS PROGRAM	211.3	296.8	0.0	0.0	508.1
SIGNAGE & PAVEMENT MARKINGS	5,482.5	5,482.5	5,482.5	5,482.5	21,930.0
TRAFFIC CALMING	150.0	150.0	150.0	150.0	600.0
SECTION 154 PENALTY TRANSFER PROGRAM	3,290.0	2,420.2	2,420.2	2,420.2	10,550.6
SAFETY PROGRAM 80/20	0.0	0.0	2,250.0	2,500.0	4,750.0
SAFETY PROGRAM 90/10	0.0	0.0	4,333.3	3,944.4	8,277.7
STATEWIDE INDUSTRIAL STREETS	250.0	0.0	0.0	0.0	250.0
PEDESTRIAN ADA ACCESSIBILITY	3,000.0	3,000.0	3,000.0	3,000.0	12,000.0
SUPPORT					
ADVANCED ACQUISITIONS	0.0	0.0	0.0	0.0	0.0
AERONAUTICS PLANNING	165.0	165.0	165.0	165.0	660.0
AERONAUTICS PROGRAM DEV	325.0	625.0	250.0	280.0	1,480.0

PROJECT (x000)	FY 2017 TOTAL	FY 2018 TOTAL	FY 2019 TOTAL	FY 2020 TOTAL	2017-2020 TOTAL
EDUCATION AND TRAINING	200.0	200.0	200.0	200.0	800.0
HEAVY EQUIPMENT PROGRAM	10,000.0	10,000.0	10,000.0	10,000.0	40,000.0
PLANNING	10,645.9	9,155.7	9,155.7	9,155.7	38,113.0
Federal Land Access Program	60.0	30.0	30.0	30.0	150.0
Local Transportation Assistance Program (TAP)	300.0	300.0	300.0	300.0	1,200.0
MPO/FHWA	2,118.2	2,118.2	2,118.2	2,118.2	8,872.8
MPO/FTA	538.0	538.0	538.0	538.0	2,152.0
Planning PD	2,000.0	2,000.0	2,000.0	2,000.0	8,000.0
Rural TAP	107.7	87.7	87.7	87.7	370.8
Statewide Planning & Research/FHWA	4,736.5	3,296.3	3,296.3	3,296.3	14,625.4
Statewide Planning & Research/FTA	140.5	140.5	140.5	140.5	562.0
Truck Weight Enforcement	395.0	395.0	395.0	395.0	1,580.0
University Research	250.0	250.0	250.0	250.0	1,000.0
TECHNOLOGY	14,616.6	14,693.8	13,293.8	12,293.8	54,903.0
DBE	247.8	125.0	125.0	125.0	622.8
IT Initiatives	11,000.0	11,000.0	12,000.0	12,000.0	46,000.0
DMV System Upgrade	3,200.0	3,400.0	1,000.0	0.0	7,600.0
OJT/ Support Services	100.0	100.0	100.0	100.0	400.0
Summer Transportation Institute	68.8	68.8	68.8	68.8	275.2
Enterprise Document Management	0.0	0.0	0.0	0.0	0.0
TRANSPORTATION FACILITIES	14,544.3	13,393.7	12,766.1	6,250.0	46,954.1

PROJECT (x000)	FY 2017 TOTAL	FY 2018 TOTAL	FY 2019 TOTAL	FY 2020 TOTAL	2017-2020 TOTAL
DMV Toll Equipment Upgrade	1,598.8	4,343.7	4,716.1	0.0	10,658.6
Transportation Facilities - Administration	3,945.5	1,050.0	1,050.0	1,250.0	7,295.5
Transportation Facilities - Operations	9,000.0	8,000.0	7,000.0	5,000.0	29,000.0
TRANSPORTATION MANAGEMENT IMPROVEMENTS	13,403.8	10,450.0	10,450.0	10,450.0	44,753.8
MUTCD Compliance	4,953.8	2,000.0	2,000.0	2,000.0	10,953.8
Traffic Signal Revolving Fund	125.0	125.0	125.0	125.0	500.0
Rideshare Trip Mitigation	450.0	450.0	450.0	450.0	1,800.0
Transportation Management Improvement	7,875.0	7,875.0	7,875.0	7,875.0	31,500.0
TRANSIT					
TRANSIT FACILITIES	4,453.7	4,450.0	2,665.0	2,290.0	13,858.7
RAIL	300.0	300.0	300.0	300.0	1,200.0
TRANSIT VEHICLES	5,631.8	3,525.6	2,673.5	2,710.5	14,541.4
GRANTS AND ALLOCATIONS					
MUNICIPAL STREET	5,000.0	5,000.0	5,000.0	5,000.0	20,000.0
COMMUNITY TRANSPORTATION	17,680.0	16,750.0	16,750.0	16,750.0	67,930.0
TOTALS	281,844.7	267,709.4	275,557.5	278,278.0	1,103,389.6

APPENDIX A
Funded Dover/Kent County MPO Projects

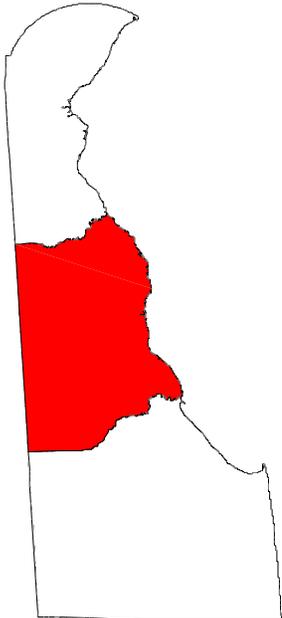
ROAD SYSTEM:
ARTERIALS

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: \$10,750,000
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. The second phase is from Lochmeath Road to Walnut Shade Road.

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

DE10 & DE15 Intersection Improvements: The existing intersection of SR10 - Willow Grove Road & SR15 - Moose Lodge Road/Dundee Road includes no traffic control devices for the Mainline (SR10) and stop signs for the side roads. This project proposes replacing the existing intersection with a roundabout. This will involve roadway widening, drainage upgrades, installation of channelizing islands, roadway lighting and signing & striping upgrades.

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

HAZARD ELIMINATION PROGRAM (HEP) - KENT COUNTY

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
US13-Puncheon Run Connector to Lochmeath Way: US 13 Widening	PE	250.0	1,000.0	250.0	1,000.0	200.0	800.0			3,500.0
	ROW					200.0	800.0	200.0	800.0	2,000.0
	C									0.0
	Σ	250.0	1,000.0	250.0	1,000.0	400.0	1,600.0	200.0	800.0	5,500.0
US13-Walnut Shade Road to Lochmeath Way: US13 Widening	PE			20.0	80.0	40.0	160.0	40.0	160.0	500.0
	ROW									0.0
	C									0.0
	Σ	0.0	0.0	20.0	80.0	40.0	160.0	40.0	160.0	500.0
SR8 & SR15 Intersection Improvements	PE	60.0	540.0	30.0	270.0					900.0
	ROW			50.0	200.0	150.0	600.0			1,000.0
	C							300.0	1,200.0	1,500.0
	Σ	60.0	540.0	80.0	470.0	150.0	600.0	300.0	1,200.0	3,400.0
SR14 @ Killens Pond Road Intersection	PE	2.0	18.0							20.0
	ROW	1.0	9.0	2.0	18.0					30.0
	C			25.0	225.0					250.0
	Σ	3.0	27.0	27.0	243.0	0.0	0.0	0.0	0.0	300.0
LOCAL ROAD: SR10 at SR15 Intersection Improvements	PE									0.0
	ROW	5.0	45.0							50.0
	C	150.0	600.0	50.0	200.0					1,000.0
	Σ	200.0	645.0	50.0	200.0	0.0	0.0	0.0	0.0	1,050.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
US13-Puncheon Run Connector Lochmeath Way: US13 Widening	PE	250.0	1,000.0	250.0	1,000.0	200.0	800.0			3,500.0
	ROW					200.0	800.0	200.0	800.0	2,000.0
	C									0.0
	Σ	250.0	1,000.0	250.0	1,000.0	400.0	1,600.0	200.0	800.0	5,500.0
US13-Walnut Shade Road to Lochmeath Way: US13 Widening	PE			20.0	80.0	40.0	160.0	40.0	160.0	500.0
	ROW									0.0
	C									0.0
	Σ	0.0	0.0	20.0	80.0	40.0	160.0	40.0	160.0	500.0
SR8 & SR15 Intersection Improvements	PE	60.0	540.0	30.0	270.0					900.0
	ROW			50.0	200.0	150.0	600.0			1,000.0
	C							300.0	1,200.0	1,500.0
	Σ	100.0	900.0	0.0	0.0	100.0	900.0	0.0	0.0	3,400.0
SR14 @ Killens Pond Road Intersection	PE	2.0	18.0							20.0
	ROW	1.0	9.0	2.0	18.0					30.0
	C			25.0	225.0					250.0
	Σ	3.0	27.0	27.0	243.0	0.0	0.0	0.0	0.0	300.0
LOCAL ROAD: SR10 at SR15 Intersection Improvements	PE									0.0
	ROW	5.0	45.0							50.0
	C	150.0	600.0	50.0	200.0					1,000.0
	Σ	200.0	645.0	50.0	200.0	0.0	0.0	0.0	0.0	1,050.0

MS30-Highway Safety Improvement Program

M231-Surface Transportation Program

Loockerman Street/Forest Street Improvements

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

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

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

County:	Kent
Municipality:	Dover
Funding Program:	Road System – Arterials
Functional Category:	Management
Representative District:	31
Senatorial District:	17
Estimated Cost:	\$4,146,830
MPO Priority Rating:	0.803 #6
State Priority Ranking	65



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
Loockerman Street/Forest Street Improvements	PD									
	PE	25.0		25.0						50.0
	RW					100.0		100.0		200.0
	C							300.0	1,200.0	1,500.0
	Total	25.0	0.0	25.0	0.0	100.0	0.0	400.0	1,200.0	1,750.0

Future federal Funding Program: National Highway System

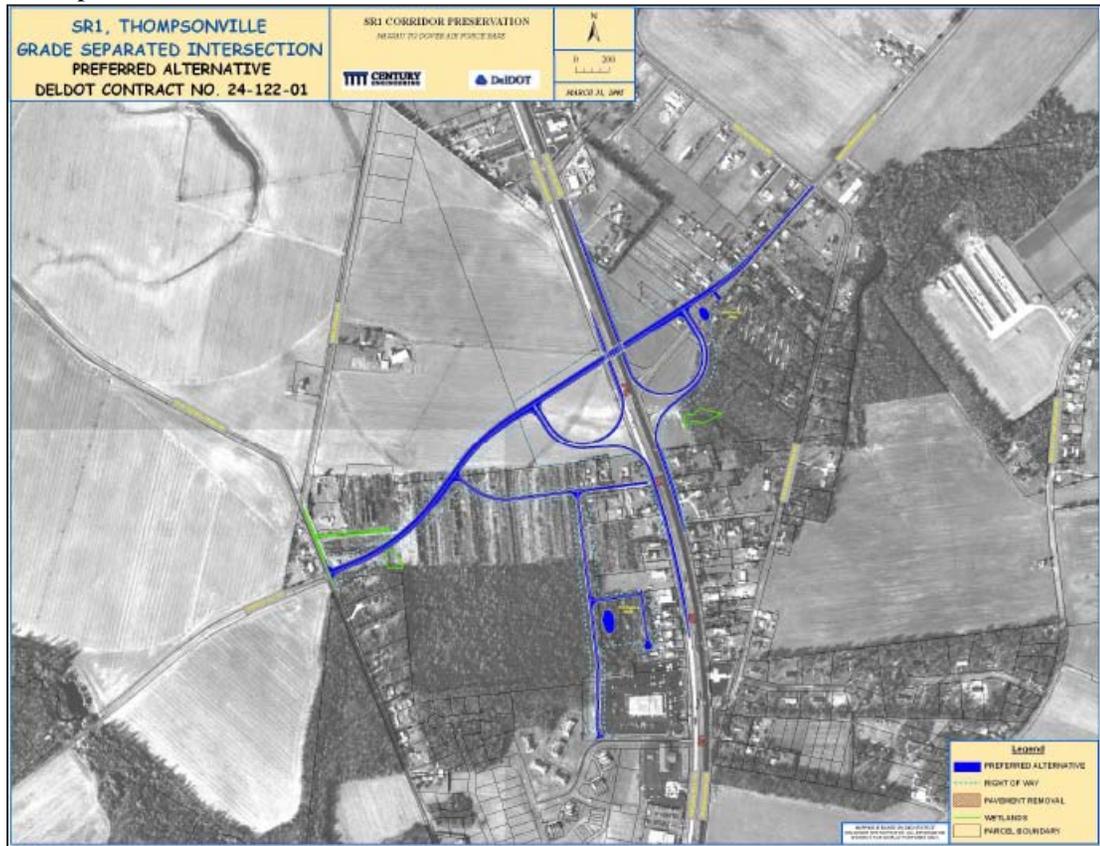
Project Funding Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
Loockerman Street/Forest Street Improvements	PD									
	PE	25.0		25.0						50.0
	RW					100.0		100.0		200.0
	C							300.0	1,200.0	1,500.0
	Total	25.0	0.0	25.0	0.0	100.0	0.0	400.0	1,200.0	1,750.0

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 (old system)
State Priority Ranking	7



SR 1, THOMPSONVILLE ROAD GRADE SEPARATED INTERSECTION

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
<i>SR1, Thompsonville Road Grade Separated Intersection</i>	PD									
	PE									
	RW									
	C	242.4	969.4							1,211.8
	Total	242.4	969.4	0.0	0.0	0.0	0.0	0.0	0.0	1,211.8

Federal Funding Program: M001: National Highway Performance Program

Project Funding Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
<i>SR1, Thompsonville Road Grade Separated Intersection</i>	PD									
	PE									
	RW									
	C	742.6	2,962.7							3,705.3
	Total	742.6	2,962.7	0.0	0.0	0.0	0.0	0.0	0.0	3,705.3

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

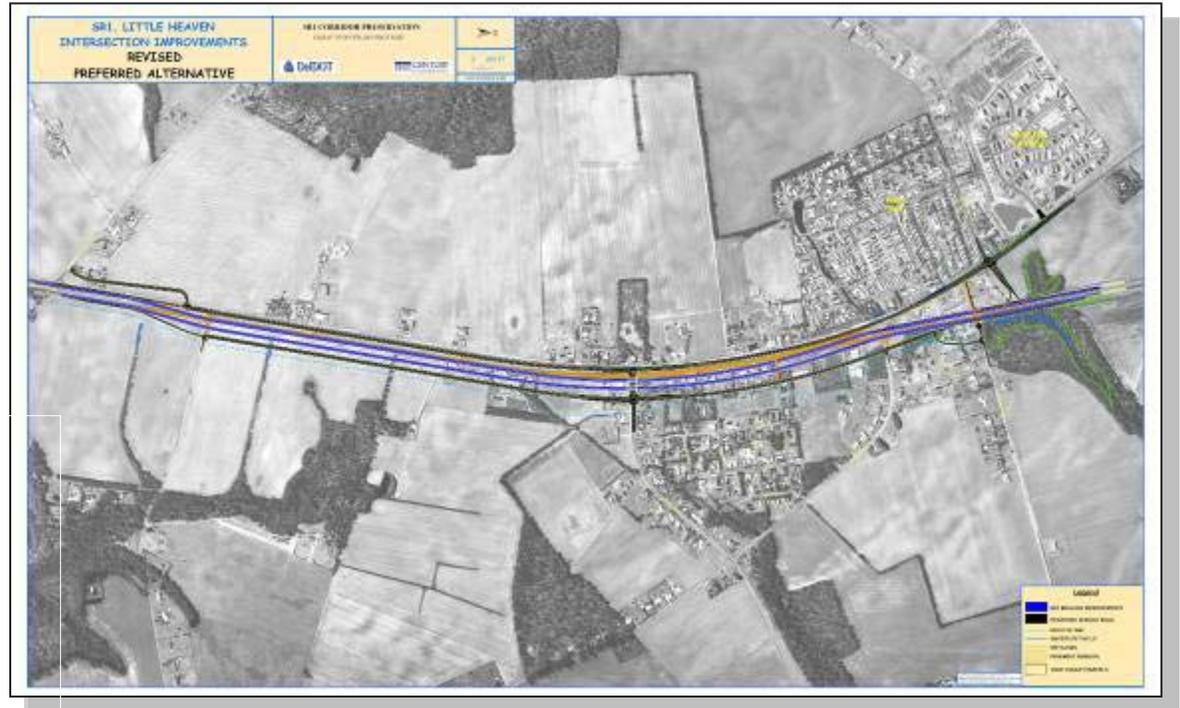
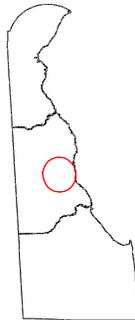
33

16

\$70,815,100

2.16 (old system)

22



SR 1, LITTLE HEAVEN GRADE-SEPARATED INTERSECTIONS

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
<i>SR1, Thompsonville Road Grade Separated Intersection</i>	PD									
	PE									
	RW									
	C		19,232.2		14,583.3					33,815.5
	Total		0.0	19,232.2	0.0	14,583.3	0.0	0.0	0.0	0.0

Federal Funding Program: M001: National Highway Performance Program

Project Funding Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
<i>SR1, Thompsonville Road Grade Separated Intersection</i>	PD									
	PE									
	RW									
	C	1,600.0	25,332.2		14,583.4					41,515.7
	Total	1,600.0	25,332.2	0.0	14,583.4	0.0	0.0	0.0	0.0	0.0

SR 1 AT NE FRONT STREET, MILFORD GRADE SEPARATED INTERSECTION

PROJECT SCOPE/DESCRIPTION: This project includes the construction of a grade-separated intersection at the intersection of SR 1 and NE Front Street in Milford. The proposed improvements will enhance the capacity and safety of the SR1 corridor. The attached image is one of six alternatives for the improvements that can be found at http://www.deldot.gov/information/projects/sr1_northeast_front_st/concept.shtml.

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

Municipality: Milford
Funding Program: Road System – Arterials
Functional Category: Management
Representative District: 33
Senatorial District: 18
Estimated Cost: \$28,600,000
MPO Priority Score: 2.72 (old system)
State Priority Ranking: 99



SR 1 AT NE FRONT STREET, MILFORD GRADE SEPARATED INTERSECTION

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
SR1 AT NE FRONT STREET, DE14, MILFORD GRADE SEPARATED INTERSECTION	PD									
	PE									
	RW		1,500.0							1,500.0
	C			800.0	3,200.0	1,600.0	6,400.0	800.0	3,200.0	16,000.0
	Total		0.0	1,500.0	800.0	3,200.0	1,600.0	6,400.0	800.0	3,200.0

Federal Funding Program: National Highway Performance Program (NHPP)

Project Funding Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
SR1 AT NE FRONT STREET, DE14, MILFORD GRADE SEPARATED INTERSECTION	PD									
	PE									
	RW		2,450.0							2,450.0
	C			800.0	3,200.0	1,600.0	6,400.0	800.0	3,200.0	16,000.0
	Total		0.0	2,450.0	800.0	3,200.0	1,600.0	6,400.0	800.0	3,200.0

SR 1 AT SOUTH FREDERICA GRADE SEPARATED INTERSECTION

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

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

Municipality:	Frederica
Funding Program:	Road System – Arterials
Functional Category:	Management
Representative District:	33
Senatorial District:	16
Estimated Cost:	\$26,666,600
MPO Priority Rating:	(old system)
State Priority Number:	123



SR 1 AT SOUTH FREDERICA GRADE SEPARATED INTERSECTION

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
SR1 AT SOUTH FREDERICA GRADE SEPARATED INTERSECTION	PD									
	PE									
	RW									
	C	2,401.0	9,604.2	2,345.3	9,381.2	333.1	1,332.7			25,397.5
	Total	2,401.0	9,604.2	2,345.3	9,381.2	333.1	1,332.7	0.0	0.0	25,397.5

Federal Funding Program: National Highway Performance Program

Project Funding Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
SR1 AT SOUTH FREDERICA GRADE SEPARATED INTERSECTION	PD									
	PE									
	RW									
	C	2,560.9	10,243.6	2,345.3	9,381.2	333.2	1,332.7			26,196.8
	Total	2,560.9	10,243.6	2,345.3	9,381.2	333.2	1,332.7	0.0	0.0	26,196.8

WALNUT SHADE ROAD, US 13 TO PEACHTREE RUN ROAD

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

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

Municipality:	Central Kent County
Funding Program:	Road System – Arterials
Functional Category:	Management
Representative District:	33
Senatorial District:	16
Estimated Cost:	\$11,850,000
MPO Priority Rating:	7
State Priority Number:	15



WALNUT SHADE ROAD, US 13 TO PEACHTREE RUN ROAD

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
WALNUT SHADE ROAD, US 13 TO PEACHTREE RUN ROAD	PE					80.0	320.0	90.0	360.0	850.0
	RW									
	C									
	Total	0.0	0.0	0.0	0.0	0.0	80.0	320.0	90.0	360.0

Federal Funding Program: Surface Transportation Program MAP-21 (STP)

Project Funding Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
WALNUT SHADE ROAD, US 13 TO PEACHTREE RUN ROAD	PE					80.0	320.0	90.0	360.0	850.0
	RW									
	C									
	Total	0.0	0.0	0.0	0.0	0.0	80.0	320.0	90.0	360.0

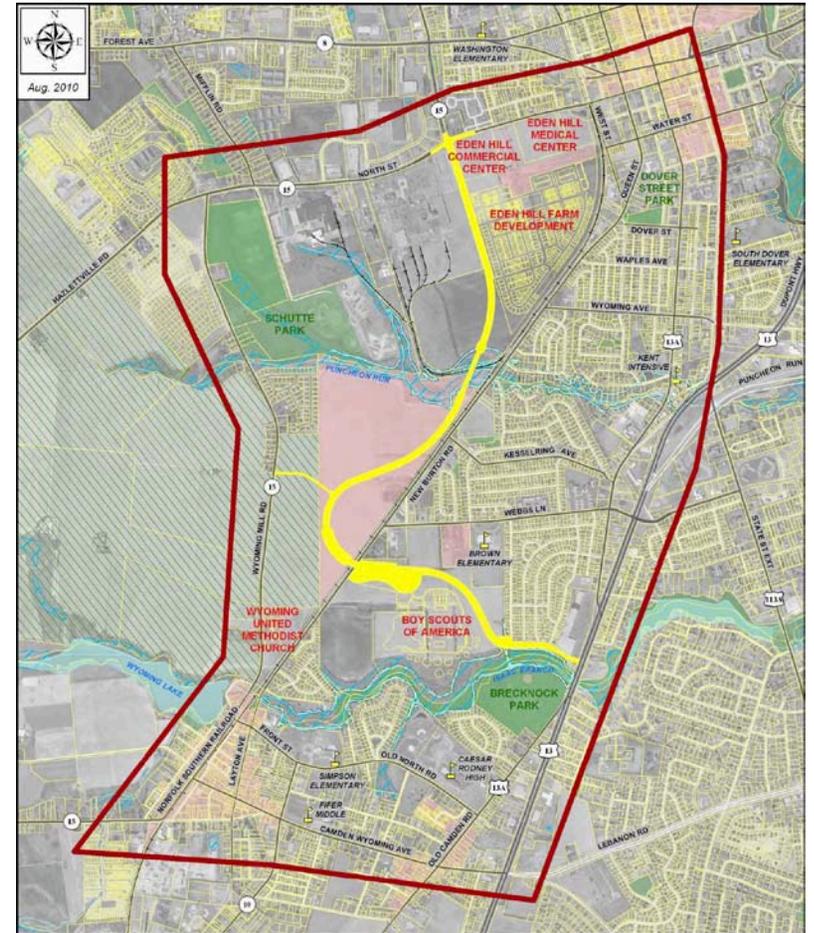
ROAD SYSTEM:
COLLECTORS

WEST DOVER CONNECTOR

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

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

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



WEST DOVER CONNECTOR

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
WEST DOVER CONNECTOR	PD									
	PE									
	RW									
	C		18,210.4							18,210.4
	Total		0.0	18,210.4	0.0	0.0	0.0	0.0	0.0	0.0

National Highway Performance Program
Surface Transportation Program MAP-21

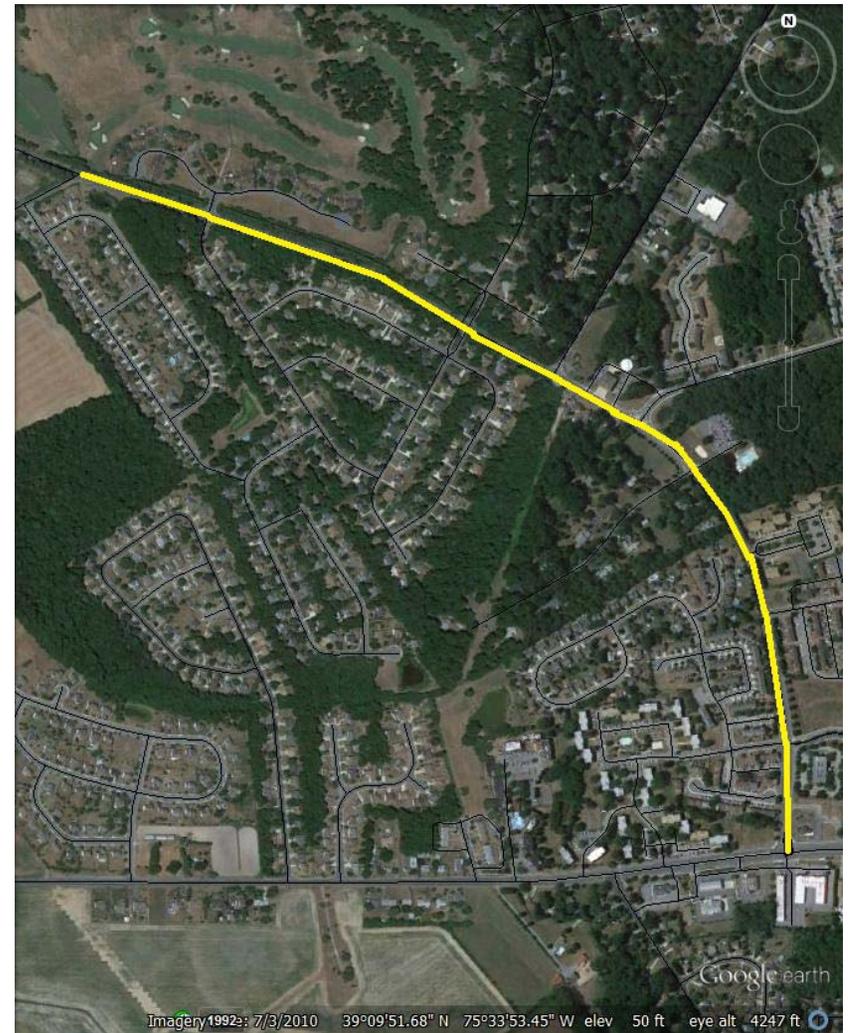
Project Funding Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
WEST DOVER CONNECTOR	PD									
	PE									
	RW									
	C		18,622.3							18,622.3
	Total		0.0	18,622.3	0.0	0.0	0.0	0.0	0.0	0.0

KENTON ROAD: SR8 TO CHESTNUT GROVE ROAD

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

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

County:	Kent
Municipality:	Dover
Funding Program:	Road System – Collectors
Functional Category:	Management
Representative District:	31
Senatorial District:	17
Estimated Cost:	\$5,260,000
MPO Priority Rating:	2.10 (old system)
State Priority Number:	78



KENTON ROAD: SR8 TO CHESTNUT GROVE ROAD

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
KENTON ROAD: SR8 TO CHESTNUT GROVE ROAD	PE	130.0	520.0	30.0	120.0					800.0
	RW			48.0	192.0	144.0	576.0			960.0
	C							300.0	1,200.0	1,500.0
	Total	130.0	520.0	78.0	312.0	144.0	576.0	300.0	1,200.0	3,260.0

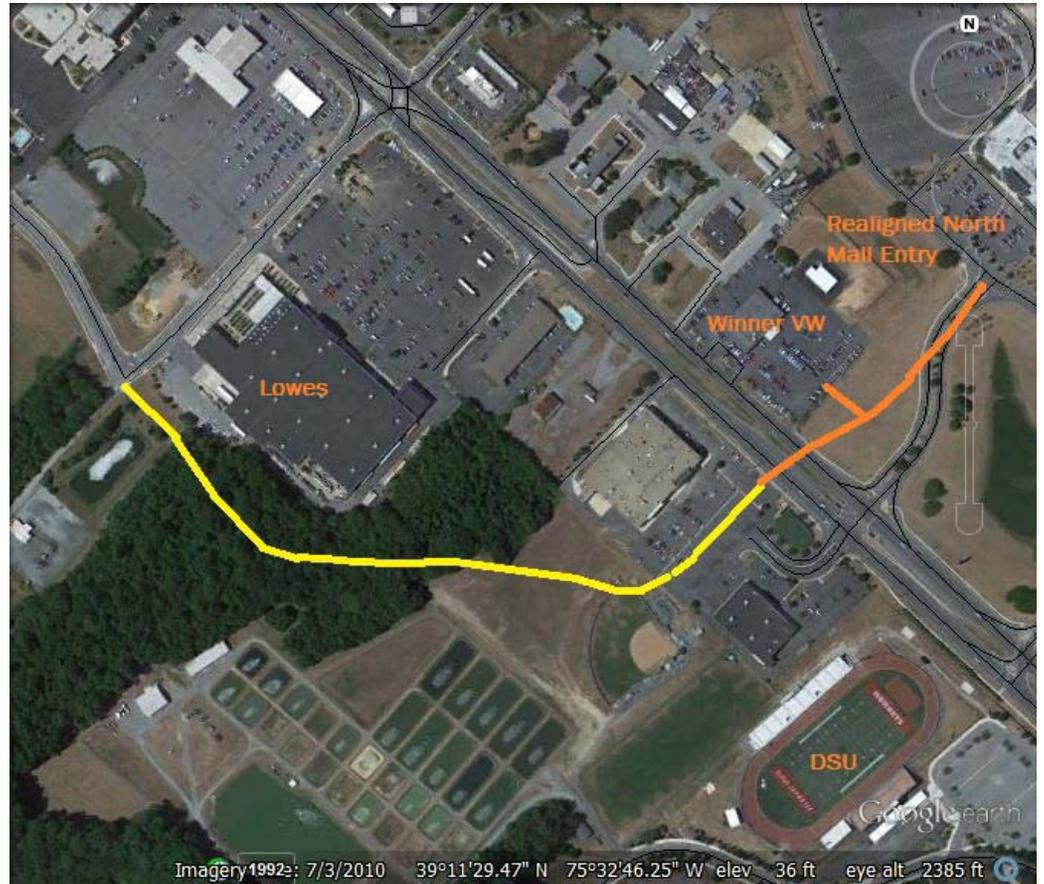
Project Funding Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
KENTON ROAD: SR8 TO CHESTNUT GROVE ROAD	PE	130.0	520.0	50.0	200.0					900.0
	RW			48.0	192.0	144.0	576.0			960.0
	C							300.0	1,200.0	1,500.0
	Total	130.0	520.0	98.0	392.0	144.0	576.0	300.0	1,200.0	3,360.0

CRAWFORD CARROLL ROAD EXTENSION

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

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

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



CRAWFORD CARROLL ROAD EXTENSION

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
CRAWFORD CARROLL ROAD EXTENSION	PE	70.0	280.0	50.0	200.0					600.0
	RW					220.0	880.0	220.0	880.0	2,200.0
	C									0.0
	Total	70.0	280.0	50.0	200.0	220.0	880.0	220.0	880.0	2,800.0

Surface Transportation Program MAP-21

Project Funding Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
CRAWFORD CARROLL ROAD EXTENSION	PE	80.0	320.0	50.0	200.0					650.0
	RW					220.0	880.0	220.0	880.0	2,200.0
	C									0.0
	Total	80.0	320.0	50.0	200.0	220.0	880.0	220.0	880.0	2,850.0

CAMDEN BY-PASS: NORTH STREET EXTENDED TO DE 10

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

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

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



CAMDEN BY-PASS: NORTH STREET EXTENDED TO DE 10

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
CAMDEN BY-PASS: NORTH STREET EXTENDED TO DE10	PE			70.0	280.0	70.0	280.0			700.0
	RW							120.0	480.0	600.0
	C									0.0
	Total	0.0	0.0	70.0	280.0	70.0	280.0	120.0	480.0	1,300.0

Surface Transportation Program MAP-21

Project Funding Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
CAMDEN BY-PASS: NORTH STREET EXTENDED TO DE10	PE			70.0	280.0	70.0	280.0			700.0
	RW							120.0	480.0	600.0
	C									0.0
	Total	0.0	0.0	70.0	280.0	70.0	280.0	120.0	480.0	1,300.0

CAMDEN BY-PASS: SOUTH STREET TO RISING SUN ROAD

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

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

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



CAMDEN BY-PASS: SOUTH STREET TO RISING SUN ROAD

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
<i>CAMDEN BY-PASS: SOUTH STREET TO RISING SUN ROAD</i>	PE	120.0	480.0	120.0	480.0					1,200.0
	RW					200.0	800.0	200.0	800.0	2,000.0
	C									0.0
	Total	120.0	480.0	120.0	480.0	200.0	800.0	200.0	800.0	3,200.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
<i>CAMDEN BY-PASS: SOUTH STREET TO RISING SUN ROAD</i>	PE	120.0	480.0	120.0	480.0					1,200.0
	RW					200.0	800.0	200.0	800.0	2,000.0
	C									0.0
	Total	120.0	480.0	120.0	480.0	200.0	800.0	200.0	800.0	3,200.0

ROAD SYSTEM:
LOCAL ROADS

LOCAL ROADS

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

|

**ROAD SYSTEM:
BICYCLE /
PEDESTRIANS**

BICYCLE AND PEDESTRIAN IMPROVEMENTS

There were no Capital Projects dedicated to Bicycle or Pedestrian access. Such access is included as a part of larger projects identified above.

ROAD SYSTEM:
BRIDGES

BRIDGES:

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

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

PROJECT JUSTIFICATION: The existing pipes are structurally deficient and were selected by the Pontis Bridge Management System for work. It has a sufficiency rating of 72.9. There is corrosion at the waterline with 100% section loss at some locations. It is ranked 92nd on the 2014 DelDOT Bridge Deficiency List.

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



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017-2020 Total
BR 2-114E ON K114 TODD’S CHAPEL (CHURCH) ROAD OVER QUARTER BRANCH	PE	34.0	136.0							170.0
	RW	2.4	9.6							12.0
	C			80.0	320.0					400.0
	Total	36.4	145.6	80.0	320.0	0.0	0.0	0.0	0.0	582.0

Federal Funding Program: M233 – STP OFF-System Bridge

Project Funding Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017-2020 Total
BR 2-114E ON K114 TODD’S CHAPEL (CHURCH) ROAD OVER QUARTER BRANCH	PE	34.0	136.0							170.0
	RW	2.4	9.6							12.0
	C			80.0	320.0					400.0
	Total	36.4	145.6	80.0	320.0	0.0	0.0	0.0	0.0	582.0

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

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

PROJECT JUSTIFICATION: The existing pipe is structurally deficient and was selected by the Pontis Bridge Management System for work. It has a sufficiency rating of 69.8 and is ranked 63 on the 2013 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 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
<i>BR 2-031A ON K031 IRISH HILL ROAD OVER DOUBLE RUN CREEK</i>	PE									0.0
	RW			2.4	9.6					12.0
	C			141.0	564.0					705.0
	Total	0.0	0.0	143.4	573.6	0.0	0.0	0.0	0.0	717.0

Federal Funding Program: Surface Transportation Program

Project Funding Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
<i>BR 2-031A ON K031 IRISH HILL ROAD OVER DOUBLE RUN CREEK</i>	PE									0.0
	RW	2.4	9.6							12.0
	C			141.0	564.0					705.0
	Total	2.4	9.6	141.0	564.0	0.0	0.0	0.0	0.0	717.0

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 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
<i>BR 2-050A ON SR 8, HALLTOWN ROAD OVER BEAVERDAM DITCH</i>	PE	5.2	20.7							25.9
	RW	2.0	8.0							10.0
	C			200.0	800.0					1,000.0
	Total	7.2	28.7	200.0	800.0	0.0	0.0	0.0	0.0	1,035.9

Federal Funding Program: Surface Transportation Program MAP-21

Project Funding Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
<i>BR 2-050A ON SR 8, HALLTOWN ROAD OVER BEAVERDAM DITCH</i>	PE	5.2	20.7							25.9
	RW	2.0	8.0							10.0
	C			200.0	800.0					1,000.0
	Total	7.2	28.7	200.0	800.0	0.0	0.0	0.0	0.0	1,035.9

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

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

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

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



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
BR 2-060C ON K060 SR14 VERNON ROAD OVER PROSPECT BRANCH	PE									0.0
	RW	6.6	26.4							33.0
	C			120.0	480.0					600.0
	Total	6.6	26.4	120.0	480.0	0.0	0.0	0.0	0.0	633.0

Federal Funding Program: Surface Transportation Program MAP-21

Project Funding Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
BR 2-060C ON K060 SR14 VERNON ROAD OVER PROSPECT BRANCH	PE									0.0
	RW	6.6	26.4							33.0
	C			120.0	480.0					600.0
	Total	6.6	26.4	120.0	480.0	0.0	0.0	0.0	0.0	633.0

BR 2-118A ON K118 COON DEN ROAD OVER NANTICOKE RIVER

PROJECT SCOPE/DESCRIPTION: This work involves the replacement of the existing corrugated metal pipes with a precast concrete box culvert. Additional work includes the reconstruction of the approach roadway, installation of guardrail as needed, and placement of riprap in the stream for scour protection. Work will be performed under a full road closure with detour.

PROJECT JUSTIFICATION: The existing pipes at the 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. Replacement of this bridge will help the Department meet its performance measure for percentage of bridges in poor condition. This bridge is ranked 65th on the 2015 DelDOT Bridge Deficiency List (out of 1625 total bridges).

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 35, 30
Senatorial District: 18
Estimated Cost: \$550,000
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
BR 2-118A ON K118 COON DEN ROAD OVER NANTICOKE RIVER	PE	10.0								10.0
	RW			16.0						16.0
	C					100.6	402.4			503.0
	Total	10.0	0.0	16.0	0.0	100.6	402.4	0.0	0.0	529.0

Federal Funding Program: Surface Transportation Program – Off System Bridge

Project Funding Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
BR 2-118A ON K118 COON DEN ROAD OVER NANTICOKE RIVER	PE	10.0								10.0
	RW			16.0						16.0
	C					100.6	402.4			503.0
	Total	10.0	0.0	16.0	0.0	100.6	402.4	0.0	0.0	529.0

BR 2-291A ON K291 INGRAM BRANCH ROAD OVER PRINCE PRONG

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

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

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



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
BR 2-291A ON K291 INGRAM BRANCH ROAD OVER PRINCE PRONG	PE									
	RW									
	C	72.0	288.0							360.0
	Total	72.0	288.0	0.0	0.0	0.0	0.0	0.0	0.0	360.0

Federal Funding Program: Surface Transportation Program MAP-21

Project Funding Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
BR 2-291A ON K291 INGRAM BRANCH ROAD OVER PRINCE PRONG	PE									0.0
	RW									0.0
	C	72.00	288.0							360.0
	Total	72.0	288.0	0.0	0.0	0.0	0.0	0.0	0.0	360.0

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

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

PROJECT JUSTIFICATION: The existing pipes are structurally deficient and were selected by the Pontis Bridge Management System for work. It has a sufficiency rating of 69.3 and This bridge is ranked 24th on 2013 DelDOT Bridge Deficiency List. There is corrosion at the waterline with 100% section loss at some locations.

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



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
BR 2-052B ON K052 WESTVILLE ROAD OVER ALMSHOUSE BRANCH	PE									0.0
	RW	2.4	9.6							12.0
	C			120.0	480.0					600.0
	Total	2.4	9.6	120.0	480.0	0.0	0.0	0.0	0.0	612.0

Federal Funding Program: M231, M232 Surface Transportation Program

Project Funding Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
BR 2-052B ON K052 WESTVILLE ROAD OVER ALMSHOUSE BRANCH	PE									0.0
	RW	2.4	9.6							12.0
	C			120.0	480.0					600.0
	Total	2.4	9.6	120.0	480.0	0.0	0.0	0.0	0.0	612.0

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 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
BR2-234A ON K234 LAKE FRONT DRIVE OVER RED HOUSE BRANCH	PE									0.0
	RW	12.0								12.0
	C			300.0						300.0
	Total	12.0	0.0	300.0	0.0	0.0	0.0	0.0	0.0	312.0

Federal Funding Program: Highway Bridge Program

Project Funding Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
BR2-234A ON K234 LAKE FRONT DRIVE OVER RED HOUSE BRANCH	PE									0.0
	RW	12.0								12.0
	C	35.0		300.0						300.0
	Total	47.0	0.0	300.0	0.0	0.0	0.0	0.0	0.0	34.0

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

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

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

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 30
Senatorial District: 15, 18
Estimated Cost: \$491,502
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
BR 2-275A ON K275 PARK BROWN ROAD OVER HORSEPEN ARM DITCH	PE									0.0
	RW									0.0
	C									0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Federal Funding Program: Surface Transportation Program MAP-21

Project Funding Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
BR 2-275A ON K275 PARK BROWN ROAD OVER HORSEPEN ARM DITCH	PE									0.0
	RW									0.0
	C	35.0	140.0							175.0
	Total	35.0	140.0	0.0	0.0	0.0	0.0	0.0	0.0	175.0

KENT COUNTY PIPE REPLACEMENT – STATE, OPEN END 15-17

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of large corrugated metal pipes or pipe arches with multiple cells of reinforced concrete pipes. The approach roadways will be reconstructed as needed and riprap will be placed in the streams for scour protection. The work will be performed under full road closures with a detour.

PROJECT JUSTIFICATION: The existing pipes or pipe arches for each bridge are structurally deficient and were selected by the Pontis Bridge Management System for work. There is generally corrosion at the waterline with 100% section loss at some locations.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: Potentially 11
Senatorial District: Potentially 15 and 18
Estimated Cost: \$4,885,000
MPO Priority Rating: N/A (Bridge)

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
KENT AND SUSSEX PIPE REPLACEMENT	PE	97.2								97.2
	RW	20.0								10.0
	C	1,805.0		954.7						2,759.7
	Total	1,932.2	0.0	954.7	0.0	0.0	0.0	0.0	0.0	2,886.9

State Funding Program

Project Funding Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
KENT AND SUSSEX PIPE REPLACEMENT	PE	97.3								97.3
	RW	20.0								20.0
	C	1,805.0		954.7						2,759.7
	Total	1,932.3	0.0	954.7	0.0	0.0	0.0	0.0	0.0	2,887.0

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

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

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

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

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
REMOVAL OF BR2-357 PEDESTRIAN BRIDGE OVER ST. JONES RIVER	PE									0.0
	RW									0.0
	C	537.0								537.0
	Total	537.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	537.0

Federal Funding Program: Surface Transportation Program MAP-21

Project Funding Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
REMOVAL OF BR2-357 PEDESTRIAN BRIDGE OVER ST. JONES RIVER	PE									0.0
	RW									0.0
	C	537.0								537.0
	Total	537.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	537.0

**TRANSIT SYSTEM:
FACILITIES**

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

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
Dover Facility Bus Parking Reconfiguration	PE									
	C									
	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	Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other
Dover Facility Bus Parking Reconfiguration	PE									0.0
	C	114.8	459.2							0.0
	Total	114.8	459.2	0.0	0.0	0.0	0.0	0.0	0.0	574.0

DOVER MAINTENANCE FACILITY RENOVATIONS

PROJECT DESCRIPTION: Capital repairs on transit vehicle maintenance facilities.

PROJECT JUSTIFICATION: Deferred improvements have made significant repairs necessary.

County: Kent
Funding Program: Transit System – Facilities
Functional Category: Expansion
Representative District: 31
Senatorial District: 17
Estimated Cost: \$500,000

Project Funding Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
DOVER MAINTENANCE FACILITY RENOVATIONS	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	500.0	0.0	0.0	0.0	0.0	0.0	500.0
	Total	0.0	0.0	500.0	0.0	0.0	0.0	0.0	0.0	500.0

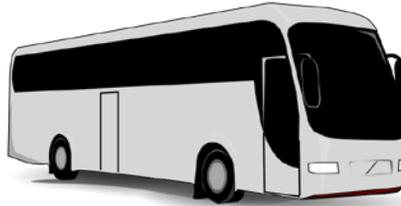
TRANSIT SYSTEM:
VEHICLES

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 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 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

5307 – Urbanized Area Formula Grant Program

Project Funding Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
PREVENTATIVE MAINTENANCE – KENT COUNTY	PRO	23.9	95.4	23.9	95.4	23.9	95.4	23.9	95.4	477.2
	Total	23.9	95.4	23.9	95.4	23.9	95.4	23.9	95.4	477.2

TRANSIT VEHICLE EXPANSION: (2) 30' LOW FLOOR FY17

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

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

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Expansion
Representative District: 32
Senatorial District: 18
Estimated Cost: \$950,000



TRANSIT VEHICLE EXPANSION

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
TRANSIT VEHICLE EXPANSION: (2) 40' LOW FLOOR FY17	PRO	0.0	0.0	190.0	760.0					950.0
	Total	0.0	0.0	190.0	760.0	0.0	0.0	0.0	0.0	950.0

Federal Funding Program – 5307 Urbanized Area Formula Grant Program

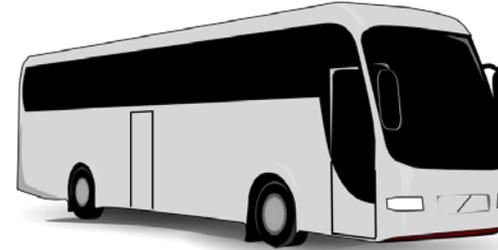
Project Funding Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
TRANSIT VEHICLE EXPANSION: (2) 40' LOW FLOOR FY17	PRO	0.0	0.0	190.0	760.0					950.0
	Total	0.0	0.0	190.0	760.0	0.0	0.0	0.0	0.0	950.0

TRANSIT VEHICLE EXPANSION: (2) 45' OTR FY17

PROJECT SCOPE/DESCRIPTION: This project will purchase two 45-foot OTR buses to provide expanded inter-county service including Kent County.

PROJECT JUSTIFICATION: DTC's business plan recommends expansion of inter-county service in Kent County.

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Expansion
Representative District: 28, 29, 30, 31, 32, 33, 34
Senatorial District: 14, 15, 16, 17, 18
Estimated Cost: \$1,535,100



TRANSIT VEHICLE EXPANSION

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
TRANSIT VEHICLE EXPANSION (2) 45' OTR FY17	PRO	307.0	1,228.1							1,535.1
	Total	307.0	1,228.1	0.0	0.0	0.0	0.0	0.0	0.0	1,535.1

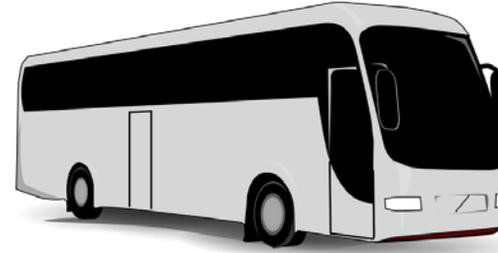
Project Funding Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
TRANSIT VEHICLE EXPANSION (2) 45' OTR FY17	PRO	306.3	1,225.1							1,531.4
	Total	306.3	1,225.1	0.0	0.0	0.0	0.0	0.0	0.0	1,531.4

TRANSIT VEHICLE EXPANSION: (2) 45' OTR FY19

PROJECT SCOPE/DESCRIPTION: This project will purchase two 45-foot OTR buses to provide expanded inter-county service including Kent County.

PROJECT JUSTIFICATION: DTC's business plan recommends expansion of inter-county service in Kent County.

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Expansion
Representative District: 28, 29, 30, 31, 32, 33, 34
Senatorial District: 14, 15, 16, 17, 18
Estimated Cost: \$1,693,100



TRANSIT VEHICLE EXPANSION

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
TRANSIT VEHICLE EXPANSION (2) 45' OTR KC FY19	PRO					338.6	1,354.5			1,693.1
	Total	0.0	0.0	0.0	0.0	338.6	1,354.5	0.0	0.0	1,693.1

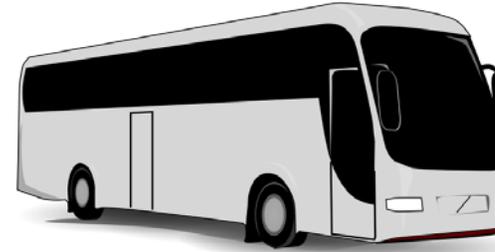
Project Funding Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
TRANSIT VEHICLE EXPANSION (2) 45' OTR KC FY19	PRO					324.5	1,298.0			1,622.5
	Total	0.0	0.0	0.0	0.0	324.5	1,298.0	0.0	0.0	1,622.5

TRANSIT VEHICLE REPLACEMENT (2) 45' OTR Buses KC FY19

PROJECT SCOPE/DESCRIPTION: This project will purchase two 45-foot OTR buses to replace inter-county buses approaching service limits for Kent County.

PROJECT JUSTIFICATION: DTC's business plan recommends scheduled replacement of fixed route service buses.

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Expansion
Representative District: 28, 29, 30, 31, 32, 34
Senatorial District: 14, 15, 16, 17
Estimated Cost: \$1,657,200



VEHICLE REPLACEMENT

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
TRANSIT VEHICLE REPLACEMENT (2) 45' OTR KC FY19	PRO					331.4	1,325.8			1,657.2
	Total	0.0	0.0	0.0	0.0	331.4	1,325.8	0.0	0.0	1,657.2

Project Funding Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
TRANSIT VEHICLE REPLACEMENT (2) 45' OTR KC FY19	PRO					331.4	1,325.8			1,657.2
	Total	0.0	0.0	0.0	0.0	331.4	1,325.8	0.0	0.0	1,657.2

TRANSIT VEHICLE REPLACEMENT (4) 30' Low Floor Buses KC FY20

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

PROJECT JUSTIFICATION: DTC's business plan recommends scheduled replacement of fixed route service buses.

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Expansion
Representative District: 28, 29, 30, 31, 32, 34
Senatorial District: 14, 15, 16, 17
Estimated Cost: \$1,954,400



VEHICLE REPLACEMENT

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
TRANSIT VEHICLE REPLACEMENT (4) 30' Low Floor Buses KC FY20	PRO							403.4	1,613.8	2,017.2
	Total	0.0	0.0	0.0	0.0	0.0	0.0	403.4	1,613.8	2,017.2

Project Funding Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
TRANSIT VEHICLE REPLACEMENT (4) 30' Low Floor Buses KC FY20	PRO							403.4	1,613.8	2,017.2
	Total	0.0	0.0	0.0	0.0	0.0	0.0	403.4	1,613.8	2,017.2

TRANSIT VEHICLE REPLACEMENT Paratransit Buses Kent FY16-22

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

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

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Replacement
Representative District: 28, 29, 30, 31, 32, 34
Senatorial District: 14, 15, 16, 17
Estimated Cost: \$10,534,800



Paratransit Buses Kent FY2016-2022

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
TRANSIT VEHICLE REPLACEMENT Paratransit Buses Kent FY16-2232,	PRO	248.1	992.2	173.2	692.7	326.1	1,304.4	75.4	301.8	4,113.9
	Total	248.1	992.2	173.2	692.7	326.1	1,304.4	74.5	301.8	4,113.9

Project Funding Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
TRANSIT VEHICLE REPLACEMENT Paratransit Buses Kent FY16-22	PRO	248.1	992.2	173.2	692.7	326.1	1,304.4	75.4	301.8	4,113.9
	Total	248.1	992.2	173.2	692.7	326.1	1,304.4	74.5	301.8	4,113.9

TRANSIT VEHICLE REPLACEMENT SUPPORT VEHICLES KENT FY16-22

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

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

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Expansion
Representative District: 32
Senatorial District: 16
Estimated Cost: \$521,200

SUPPORT VEHICLES KENT FY16-22

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
TRANSIT VEHICLE REPLACEMENT SUPPORT VEHICLES KENT FY16-22	PRO	42.5		59.6				111.8		213.0
	Total	42.5	0.0	59.6	0.0	0.0	0.0	111.8	0.0	213.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY2018 Federal	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2017- 2020 Total
TRANSIT VEHICLE REPLACEMENT SUPPORT VEHICLES KENT FY16-22	PRO	42.5		59.6				111.8		213.0
	Total	42.5	0.0	59.6	0.0	0.0	0.0	111.8	0.0	213.0

APPENDIX B
Adopted Resolutions and Self-Certification
September 7, 2016

APPENDIX C
Financial Plan
(Including Evidence of Fiscal Constraint)

APP4ENDIX C
Financial Plan

	Revenue			
	FY 17	FY 18	FY 19	FY 20
Kent County				
Federal	\$66,556,100	\$34,711,279	\$17,431,137	\$12,290,934
State	\$9,124,753	\$6,792,103	\$4,433,934	\$3,260,658
Other	\$23,900	\$23,900	\$23,900	\$23,900
Subtotal - Kent county	\$75,704,753	\$41,527,281	\$21,888,972	\$15,575,492
Statewide				
Federal	\$89,847,632	\$77,961,324	\$89,330,759	\$95,570,211
State	\$190,346,110	\$188,227,124	\$184,705,852	\$181,186,841
Other	\$1,650,926	\$1,520,926	\$1,520,926	\$1,520,926
Subtotal - Statewide	\$281,844,668	\$267,709,373	\$275,557,537	\$278,277,978
Total Revenue	\$357,549,421	\$309,236,655	\$297,446,509	\$293,853,470
	Programmed Funds			
Kent County				
Arterials	\$47,796,975	\$32,504,900	\$13,115,815	\$8,750,000
Collectors	\$20,272,312	\$1,690,000	\$3,170,000	\$4,200,000
Local	\$800,000	\$250,000	\$0	\$0
Bridge Preservation	\$3,324,167	\$4,587,675	\$503,000	\$0
Bicycle/Pedestrian	\$0	\$0	\$0	\$0
Transportation Facilities	\$0	\$0	\$0	\$0
Transit Facilities	\$574,000	\$500,000	\$0	\$0
Transit Vehicles	\$2,937,299	\$1,994,706	\$5,100,157	\$2,625,492
Subtotal - Kent County	\$75,704,753	\$41,527,281	\$21,888,972	\$15,575,492
Statewide				
Road Systems	\$184,778,700	\$178,900,776	\$191,788,633	\$202,288,209
Support Systems	\$64,000,545	\$58,782,998	\$56,380,452	\$48,939,317
Transit Systems	\$10,385,423	\$8,275,600	\$5,638,452	\$5,300,452
Grants & Allocations	\$22,680,000	\$21,750,000	\$21,750,000	\$21,750,000
Subtotal - Statewide	\$281,844,668	\$267,709,373	\$275,557,537	\$278,277,978
Total Programmed Funds	\$357,549,421	\$309,236,655	\$297,446,509	\$293,853,470

The funding information included above was provided by DeIDOT Finance and is based on anticipated resources and programmed funding as depicted in the FY 2017-2020 Capital Transportation Program as adopted.

APPENDIX D
Unfunded Projects (Aspirations) List

List of Recommended Projects				
			Year Completed By	Year Of Expenditure \$ Amount
Aspirations List of Projects				
Highway Projects				
Capital Projects - Highways	30.7	Upgrade corridor of DE 14 in Milford from DE 15 to Church Street and from Washington Street to SR 1 with adequate lane width, shoulders, sidewalks and transit facilities	2030	\$28,396
	30.7	Upgrade College Road from Salisbury to Kenton Road to include turn lanes where needed, shoulders, sidewalks or multi-use path, curbing and closed drainage	2030	\$4,289
	29.2	Upgrade Kenton Road: Chestnut Grove Road to DE 42; upgrade to functional classification including shoulders, sidewalks and bike lanes	2030	\$63,000
	28.7	DE 8: Intersection Improvements: Left turn phasing at 4 intersections	2040	\$1,550
	28.6	DE 10: Connection from DE 10 at Rising Sun Road to US 13 to connect to new road through the King Property	2030	\$2,550
	29.1	Upgrade Sunnyside Road from DE 300 to US 13 in Smyrna to include adequate travel lanes, shoulders, curbs, drainage, and bicycle and pedestrian improvements	>2030	\$30,845
	29.1	Construct/fill gaps in pedestrian facilities on US 113 between Court Street and Lafferty Lane	>2030	\$5,774
	28.5	Upgrade N. Main Street in Smyrna to include adequate travel lanes, shoulders, curbs, drainage, and bicycle and pedestrian improvements	>2030	\$7,150
	28.5	Upgrade Joe Goldsborough Road from Duck Creek Road to US 13 to include adequate travel lanes, shoulders and bicycle and pedestrian facilities	>2030	\$2,240
	28.5	Upgrade Paddock Road from US 13 to SR 1 to include adequate travel lanes, shoulders and bicycle and pedestrian facilities	>2030	\$5,096
	27.3	Upgrade Messina Hill Road to improve safety and include adequate travel lanes, shoulders and bicycle and pedestrian facilities	>2030	\$4,480
	27.1	DE10: Connection from Rising Sun Road to Old North Street at Redner's	>2030	\$3,340
	26.9	Upgrade Brenford Road: US 13 south to DE 42; upgrade to functional classification including shoulders, sidewalks and bike lanes	>2040	\$36,800
	26.8	Upgrade Peachtree Run Road (from Voshells Mill Star Hill Road to Irish Hill Road) to include adequate travel lanes, shoulders, and bicycle and pedestrian improvements	>2030	\$12,300
26.8	Upgrade New Burton Road from Westview Terrace to Wyoming town limit with turn lanes, where needed, adequate shoulders and bicycle and pedestrian facilities	>2030	\$11,200	

Appendix D: Aspirations List of Projects

			Year Completed By	Year Of Expenditure \$ Amount	
Capital Projects - Highways	Excluded New Projects	26.7	Construct/ fill gaps in pedestrian facilities on US 13 from Smyrna-Leipsic Road (K 12) to Duck Creek Road.	>2030	\$4,362
		26.4	South State Street Center left turn lane: SR 10 to SR 1	>2030	\$55,000
		26.3	Upgrade SR 36 west of US 113 to include pedestrian, bicycle and transit facilities and adequate travel lane and shoulder widths (in Milford)	>2030	\$28,000
		26.2	Upgrade the McKee Road/ Saulsbury Road/Morton Road corridor from Denneys Road to Lynnbury Woods Road with adequate lane width, shoulders, sidewalks and bicycle and transit facilities	>2030	\$10,200
		26.2	Upgrade DE 15 between DE 14 and US 13 and from DE 10A to DE 10 to include adequate lane width, shoulders, multi-use path and transit facilities.	>2030	\$39,300
		25.7	Upgrade DE 42 from Kenton to US 13 with adequate travel lanes and shoulders and bicycle and pedestrian facilities	>2030	\$21,056
		25.7	Upgrade corridor of Lynnbury Woods Road to include adequate travel lanes, shoulders, curbs, drainage, and bicycle and pedestrian improvements	>2030	\$5,600
		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
		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
		24.9	- D8: N/S Connector Road: Connection from DE 8 / Hazletville Road to Artis Drive	2030	\$4,550
		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
		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
		24.5	Upgrade Carpenter Bridge Road from Frederica to DE 15 to include adequate lane width, shoulders, multi-use path and transit amenities	>2030	\$18,816
		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
		24.5	Construct/fill gaps in bicycle and pedestrian facilities on Hazletville Road within the Dover city limits.	>2030	\$2,240
		24.5	Construct a Bike route on S. State Street from Webbs Lane to SR 10	>2030	\$1,200
		24.1	DE 10: Intersection Improvement, S. Main Street and South Street	2040	\$2,455
		24.0	- D8: N/S Connector Road: Chestnut Grove Road to Rt 8	2040	\$15,325
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		

Appendix D: Aspirations List of Projects

			Year Completed By	Year Of Expenditure \$ Amount
Highways	23.1	- D8: Intersection Improvements: Mifflin Road right turn and realignment of Brandywine Apts entrance	2030	\$2,550
	22.9	Improvements to the Intersection of Irish Hill Road and Woodleytown Road	>2040	\$1,000
	22.6	- D8: Realign intersection of Artis Drive with DE 8	2030	\$550
	22.6	DE 8: Connector Road south of Gateway West to Commerce Way	>2040	\$550
	21.0	Construct grade-separated intersection at SR 1 and Barratts Chapel Road	>2030	\$30,000
	17.1	Upgrade Brick Store Landing Road from Paddock Road to SR 1 in Smyrna	>2030	\$3,696
	17.0	Improve the intersection of Airport and Bowman Roads in Milford	>2030	\$900
	14.9	Upgrade DE 6 between the Maryland state line and DE 300 with adequate travel lanes and shoulders.	>2030	\$7,900
Bicycle and Pedestrian Projects				
Bike/Ped Projects	On-Road	Pearsons Corner Road: DE 8 to DE 42; widened to add shoulders, sidewalks and bike lanes	2035	\$10,000
		Chestnut Grove Road: Kenton Road to DE 8; widened to add shoulders, sidewalks and bike lanes	2035	\$10,000
		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
		DE 15/Canterbury Road: US 13 to Airport Road; widened and striped shoulders, pedestrian way added	2040	\$15,000
		Saulsbury Road: north Street to College Road; 12 intersections improved	2040	\$25,000
	Intersections	Rehoboth Boulevard: at Warner Road and US 113; intersection improvements	2035	\$1,000
		DE 14 @ US 13, US 113 and SR 1; intersection improvements	2035	\$1,000
		DE 42/Seven Hickories Road: Kenton to Cheswold; intersection improvements	2040	\$2,000
	Off-Road	DE 10 Trail: alternative to Lebanon Road on-road bike facilities.	2030	\$2,000
		Smyrna-Clayton Trail: connecting schools, parks and existing trails, including the proposed trail to Easton, MD.	2040	\$3,000
Estimated Total Cost				\$84,000

Appendix D: Aspirations List of Projects

			Year Completed By	Year Of Expenditure \$ Amount
Transit Projects				
Transit	Transit	Implement Bus Rapid Transit/BRT recommendations through Kent County by creating a dedicated lane and intelligent signalling on existing ROW	>2030	\$0
		Expand Rail service to Dover	>2030	\$0
Planning Studies				
Studies	'S'	Studies not specifically listed in the RTP	>2030	\$0

Appendix D: Aspirations List of Projects

APPENDIX E-A
Annual Listing of Projects
Kent County

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

Priority	County	Project Title	Category	Class	Family	Phase	2017 Combined	2018 Combined	2019 Combined	2020 Combined
81	Kent	HEP KC, SR 8 & SR 15 Intersection Improvements	Road Syste Arterials	Arterials	Arterials	PE	600,000	300,000	-	-
81	Kent	HEP KC, SR 8 & SR 15 Intersection Improvements	Road Syste Arterials	Arterials	Arterials	ROW	-	250,000	750,000	-
81	Kent	HEP KC, SR 8 & SR 15 Intersection Improvements	Road Syste Arterials	Arterials	Arterials	C	-	-	-	1,500,000
		HEP KC, SR 8 & SR 15 Intersection Improvements Total					600,000	550,000	750,000	1,500,000
56	Kent	Loockerman Street / Forest Street	Road Syste Arterials	Arterials	Arterials	PD	-	-	-	-
56	Kent	Loockerman Street / Forest Street	Road Syste Arterials	Arterials	Arterials	PE	25,000	25,000	-	-
56	Kent	Loockerman Street / Forest Street	Road Syste Arterials	Arterials	Arterials	ROW	-	-	100,000	100,000
56	Kent	Loockerman Street / Forest Street	Road Syste Arterials	Arterials	Arterials	C	-	-	-	1,500,000
		Loockerman Street / Forest Street Total					25,000	25,000	100,000	1,600,000
19	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Syste Arterials	Arterials	Arterials	PD	-	-	-	-
19	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Syste Arterials	Arterials	Arterials	PE	-	-	-	-
19	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Syste Arterials	Arterials	Arterials	ROW	-	-	-	-
19	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Syste Arterials	Arterials	Arterials	CE	2,723,606	873,227	-	-
19	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Syste Arterials	Arterials	Arterials	C	21,000,000	10,500,000	-	-
19	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Syste Arterials	Arterials	Arterials	Traffic	1,075,734	565,734	-	-
19	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Syste Arterials	Arterials	Arterials	Utilities	2,132,885	-	-	-
19	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Syste Arterials	Arterials	Arterials	Contingenc	-	2,644,410	-	-
19	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Syste Arterials	Arterials	Arterials	Maintenan	-	-	-	-
		SR 1, Little Heaven Grade Separated Intersection Total					26,932,224	14,583,370	-	-
77	Kent	SR 1, NE Front Street Grade Separated Intersection	Road Syste Arterials	Arterials	Arterials	PE	-	-	-	-
77	Kent	SR 1, NE Front Street Grade Separated Intersection	Road Syste Arterials	Arterials	Arterials	ROW	2,450,000	-	-	-
77	Kent	SR 1, NE Front Street Grade Separated Intersection	Road Syste Arterials	Arterials	Arterials	C	-	4,000,000	8,000,000	4,000,000
77	Kent	SR 1, NE Front Street Grade Separated Intersection	Road Syste Arterials	Arterials	Arterials	Maintenan	-	-	-	-
		SR 1, NE Front Street Grade Separated Intersection Total					2,450,000	4,000,000	8,000,000	4,000,000
87	Kent	SR 1, South Frederica Grade Separated Intersection	Road Syste Arterials	Arterials	Arterials	PD	-	-	-	-
87	Kent	SR 1, South Frederica Grade Separated Intersection	Road Syste Arterials	Arterials	Arterials	PE	-	-	-	-
87	Kent	SR 1, South Frederica Grade Separated Intersection	Road Syste Arterials	Arterials	Arterials	ROW	-	-	-	-
87	Kent	SR 1, South Frederica Grade Separated Intersection	Road Syste Arterials	Arterials	Arterials	CE	3,222,367	1,011,844	-	-
87	Kent	SR 1, South Frederica Grade Separated Intersection	Road Syste Arterials	Arterials	Arterials	C	8,704,190	10,299,174	-	-
87	Kent	SR 1, South Frederica Grade Separated Intersection	Road Syste Arterials	Arterials	Arterials	Traffic	323,895	415,512	-	-
87	Kent	SR 1, South Frederica Grade Separated Intersection	Road Syste Arterials	Arterials	Arterials	Utilities	554,011	-	-	-
87	Kent	SR 1, South Frederica Grade Separated Intersection	Road Syste Arterials	Arterials	Arterials	Contingenc	-	-	1,665,815	-
		SR 1, South Frederica Grade Separated Intersection Total					12,804,463	11,726,530	1,665,815	-
6	Kent	SR 1, Thompsonville Grade Separated Intersection	Road Syste Arterials	Arterials	Arterials	PD	-	-	-	-
6	Kent	SR 1, Thompsonville Grade Separated Intersection	Road Syste Arterials	Arterials	Arterials	PE	-	-	-	-
6	Kent	SR 1, Thompsonville Grade Separated Intersection	Road Syste Arterials	Arterials	Arterials	ROW	-	-	-	-
6	Kent	SR 1, Thompsonville Grade Separated Intersection	Road Syste Arterials	Arterials	Arterials	CE	900,000	-	-	-
6	Kent	SR 1, Thompsonville Grade Separated Intersection	Road Syste Arterials	Arterials	Arterials	C	1,100,000	-	-	-
6	Kent	SR 1, Thompsonville Grade Separated Intersection	Road Syste Arterials	Arterials	Arterials	Traffic	150,000	-	-	-
6	Kent	SR 1, Thompsonville Grade Separated Intersection	Road Syste Arterials	Arterials	Arterials	Utilities	275,804	-	-	-
6	Kent	SR 1, Thompsonville Grade Separated Intersection	Road Syste Arterials	Arterials	Arterials	Contingenc	1,279,484	-	-	-
6	Kent	SR 1, Thompsonville Grade Separated Intersection	Road Syste Arterials	Arterials	Arterials	Maintenan	-	-	-	-

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

Priority	County	Project Title	Category	Class	Family	Phase	2017 Combined	2018 Combined	2019 Combined	2020 Combined
SR 1, Thompsonville Grade Separated Intersection Total							3,705,287	-	-	-
76	Kent	HEP KC, SR14 at Killens Pond Road Intersection Improvement	Road System Arterials	Safety Imp	PE		20,000	-	-	-
76	Kent	HEP KC, SR14 at Killens Pond Road Intersection Improvement	Road System Arterials	Safety Imp	ROW		10,000	20,000	-	-
76	Kent	HEP KC, SR14 at Killens Pond Road Intersection Improvement	Road System Arterials	Safety Imp	C		-	250,000	-	-
HEP KC, SR14 at Killens Pond Road Intersection Improvement Total							30,000	270,000	-	-
20	Kent	HEP, KC, US13, Lochmeath Way to Puncheon Run Connector	Road System Arterials	Safety Imp	PE		1,250,000	1,250,000	1,000,000	-
20	Kent	HEP, KC, US13, Lochmeath Way to Puncheon Run Connector	Road System Arterials	Safety Imp	ROW		-	-	1,000,000	1,000,000
20	Kent	HEP, KC, US13, Lochmeath Way to Puncheon Run Connector	Road System Arterials	Safety Imp	C		-	-	-	-
HEP, KC, US13, Lochmeath Way to Puncheon Run Connector Total							1,250,000	1,250,000	2,000,000	1,000,000
21	Kent	HEP KC, US13 Walnut Shade Rd. to Lochmeath Way	Road System Arterials	Safety Imp	PE		-	100,000	200,000	200,000
21	Kent	HEP KC, US13 Walnut Shade Rd. to Lochmeath Way	Road System Arterials	Safety Imp	ROW		-	-	-	-
21	Kent	HEP KC, US13 Walnut Shade Rd. to Lochmeath Way	Road System Arterials	Safety Imp	C		-	-	-	-
HEP KC, US13 Walnut Shade Rd. to Lochmeath Way Total							-	100,000	200,000	200,000
15	Kent	Walnut Shade Road, US13 to Peachtree Run Road	Road System Arterials	Safety Imp	PE		-	-	400,000	450,000
15	Kent	Walnut Shade Road, US13 to Peachtree Run Road	Road System Arterials	Safety Imp	ROW		-	-	-	-
15	Kent	Walnut Shade Road, US13 to Peachtree Run Road	Road System Arterials	Safety Imp	C		-	-	-	-
Walnut Shade Road, US13 to Peachtree Run Road Total							-	-	400,000	450,000
11	Kent	Camden Bypass, North Street Extended to SR10	Road System Collectors	Collectors	PE		-	350,000	350,000	-
11	Kent	Camden Bypass, North Street Extended to SR10	Road System Collectors	Collectors	ROW		-	-	-	600,000
11	Kent	Camden Bypass, North Street Extended to SR10	Road System Collectors	Collectors	C		-	-	-	-
Camden Bypass, North Street Extended to SR10 Total							-	350,000	350,000	600,000
3	Kent	Camden Bypass, South Street to Rising Sun Road	Road System Collectors	Collectors	PE		600,000	600,000	-	-
3	Kent	Camden Bypass, South Street to Rising Sun Road	Road System Collectors	Collectors	ROW		-	-	1,000,000	1,000,000
3	Kent	Camden Bypass, South Street to Rising Sun Road	Road System Collectors	Collectors	C		-	-	-	-
Camden Bypass, South Street to Rising Sun Road Total							600,000	600,000	1,000,000	1,000,000
44	Kent	Crawford Carroll Road Extension	Road System Collectors	Collectors	PE		400,000	250,000	-	-
44	Kent	Crawford Carroll Road Extension	Road System Collectors	Collectors	ROW		-	-	1,100,000	1,100,000
44	Kent	Crawford Carroll Road Extension	Road System Collectors	Collectors	C		-	-	-	-
Crawford Carroll Road Extension Total							400,000	250,000	1,100,000	1,100,000
65	Kent	K104, Kenton Rd. SR8 to Chestnut Grove Rd.	Road System Collectors	Collectors	PE		650,000	250,000	-	-
65	Kent	K104, Kenton Rd. SR8 to Chestnut Grove Rd.	Road System Collectors	Collectors	ROW		-	240,000	720,000	-
65	Kent	K104, Kenton Rd. SR8 to Chestnut Grove Rd.	Road System Collectors	Collectors	C		-	-	-	1,500,000
K104, Kenton Rd. SR8 to Chestnut Grove Rd. Total							650,000	490,000	720,000	1,500,000
66	Kent	West Dover Connector	Road System Collectors	Collectors	PD		-	-	-	-
66	Kent	West Dover Connector	Road System Collectors	Collectors	PE		-	-	-	-
66	Kent	West Dover Connector	Road System Collectors	Collectors	ROW		-	-	-	-
66	Kent	West Dover Connector	Road System Collectors	Collectors	CE		1,643,583	-	-	-
66	Kent	West Dover Connector	Road System Collectors	Collectors	C		13,597,924	-	-	-
66	Kent	West Dover Connector	Road System Collectors	Collectors	Traffic		675,000	-	-	-
66	Kent	West Dover Connector	Road System Collectors	Collectors	Utilities		238,203	-	-	-
66	Kent	West Dover Connector	Road System Collectors	Collectors	Contingency		2,055,669	-	-	-

APPENDIX E-A
KENT COUNTY LISTING OF PROJECTS

Priority	County	Project Title	Category	Class	Family	Phase	2017 Combined	2018 Combined	2019 Combined	2020 Combined
66	Kent	West Dover Connector	Road Syste	Collectors	Collectors	Managem	-	-	-	-
66	Kent	West Dover Connector	Road Syste	Collectors	Collectors	Rail Road	411,933	-	-	-
West Dover Connector Total							18,622,312	-	-	-
67	Kent	West Street, New Burton Road to North Street	Road Syste	Collectors	Collectors	PE	-	-	-	-
67	Kent	West Street, New Burton Road to North Street	Road Syste	Collectors	Collectors	ROW	-	-	-	-
67	Kent	West Street, New Burton Road to North Street	Road Syste	Collectors	Collectors	C	-	-	-	-
West Street, New Burton Road to North Street Total							-	-	-	-
75	Kent	HEP KC, SR10 & SR15 Intersection Improvements	Road Syste	Local	Safety Imp	PE	-	-	-	-
75	Kent	HEP KC, SR10 & SR15 Intersection Improvements	Road Syste	Local	Safety Imp	ROW	50,000	-	-	-
75	Kent	HEP KC, SR10 & SR15 Intersection Improvements	Road Syste	Local	Safety Imp	C	750,000	250,000	-	-
HEP KC, SR10 & SR15 Intersection Improvements Total							800,000	250,000	-	-
SOGR	Kent	BR 2-031A on Irish Hill Road over Double Run Creek	Road Syste	Bridge	Bridge Pre	PE	-	-	-	-
SOGR	Kent	BR 2-031A on Irish Hill Road over Double Run Creek	Road Syste	Bridge	Bridge Pre	ROW	-	12,000	-	-
SOGR	Kent	BR 2-031A on Irish Hill Road over Double Run Creek	Road Syste	Bridge	Bridge Pre	C	-	705,000	-	-
BR 2-031A on Irish Hill Road over Double Run Creek Total							-	717,000	-	-
SOGR	Kent	BR 2-050A on SR8 Halltown Road over Beaverdam Ditch	Road Syste	Bridge	Bridge Pre	PE	25,897	-	-	-
SOGR	Kent	BR 2-050A on SR8 Halltown Road over Beaverdam Ditch	Road Syste	Bridge	Bridge Pre	ROW	10,000	-	-	-
SOGR	Kent	BR 2-050A on SR8 Halltown Road over Beaverdam Ditch	Road Syste	Bridge	Bridge Pre	C	-	1,000,000	-	-
BR 2-050A on SR8 Halltown Road over Beaverdam Ditch Total							35,897	1,000,000	-	-
SOGR	Kent	BR 2-052B on K052B Westville Road over Almshouse Branch	Road Syste	Bridge	Bridge Pre	PE	-	-	-	-
SOGR	Kent	BR 2-052B on K052B Westville Road over Almshouse Branch	Road Syste	Bridge	Bridge Pre	ROW	12,000	-	-	-
SOGR	Kent	BR 2-052B on K052B Westville Road over Almshouse Branch	Road Syste	Bridge	Bridge Pre	C	-	600,000	-	-
BR 2-052B on K052B Westville Road over Almshouse Branch Total							12,000	600,000	-	-
SOGR	Kent	BR 2-060C on SR14 Vernon Road over Prospect Branch	Road Syste	Bridge	Bridge Pre	PE	-	-	-	-
SOGR	Kent	BR 2-060C on SR14 Vernon Road over Prospect Branch	Road Syste	Bridge	Bridge Pre	ROW	33,000	-	-	-
SOGR	Kent	BR 2-060C on SR14 Vernon Road over Prospect Branch	Road Syste	Bridge	Bridge Pre	C	-	600,000	-	-
BR 2-060C on SR14 Vernon Road over Prospect Branch Total							33,000	600,000	-	-
SOGR	Kent	BR 2-100A on Denneys Road over Fork Branch	Road Syste	Bridge	Bridge Pre	PE	-	-	-	-
SOGR	Kent	BR 2-100A on Denneys Road over Fork Branch	Road Syste	Bridge	Bridge Pre	ROW	-	-	-	-
SOGR	Kent	BR 2-100A on Denneys Road over Fork Branch	Road Syste	Bridge	Bridge Pre	CE	-	-	-	-
SOGR	Kent	BR 2-100A on Denneys Road over Fork Branch	Road Syste	Bridge	Bridge Pre	C	-	-	-	-
SOGR	Kent	BR 2-100A on Denneys Road over Fork Branch	Road Syste	Bridge	Bridge Pre	Utilities	-	-	-	-
SOGR	Kent	BR 2-100A on Denneys Road over Fork Branch	Road Syste	Bridge	Bridge Pre	Contingenc	-	-	-	-
BR 2-100A on Denneys Road over Fork Branch Total							-	-	-	-
SOGR	Kent	BR 2-114E on Todds Chapel Road over Quarter Branch	Road Syste	Bridge	Bridge Pre	PE	170,000	-	-	-
SOGR	Kent	BR 2-114E on Todds Chapel Road over Quarter Branch	Road Syste	Bridge	Bridge Pre	ROW	12,000	-	-	-
SOGR	Kent	BR 2-114E on Todds Chapel Road over Quarter Branch	Road Syste	Bridge	Bridge Pre	C	-	400,000	-	-
BR 2-114E on Todds Chapel Road over Quarter Branch Total							182,000	400,000	-	-
SOGR	Kent	BR 2-118A on K118 Coon Den Road over Nanticoke River	Road Syste	Bridge	Bridge Pre	PE	10,000	-	-	-
SOGR	Kent	BR 2-118A on K118 Coon Den Road over Nanticoke River	Road Syste	Bridge	Bridge Pre	ROW	-	16,000	-	-
SOGR	Kent	BR 2-118A on K118 Coon Den Road over Nanticoke River	Road Syste	Bridge	Bridge Pre	CE	-	-	43,000	-
SOGR	Kent	BR 2-118A on K118 Coon Den Road over Nanticoke River	Road Syste	Bridge	Bridge Pre	C	-	-	460,000	-

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

Priority	County	Project Title	Category	Class	Family	Phase	2017 Combined	2018 Combined	2019 Combined	2020 Combined
		BR 2-118A on K118 Coon Den Road over Nanticoke River Total					10,000	16,000	503,000	-
SOGR	Kent	BR 2-234A on Lake Front Drive over Red House Branch	Road Syste	Bridge	Bridge Pre	PE	-	-	-	-
SOGR	Kent	BR 2-234A on Lake Front Drive over Red House Branch	Road Syste	Bridge	Bridge Pre	ROW	12,000	-	-	-
SOGR	Kent	BR 2-234A on Lake Front Drive over Red House Branch	Road Syste	Bridge	Bridge Pre	C	35,000	300,000	-	-
		BR 2-234A on Lake Front Drive over Red House Branch Total					47,000	300,000	-	-
SOGR	Kent	BR 2-265B on Spider Web Road over White Marsh Branch	Road Syste	Bridge	Bridge Pre	PE	-	-	-	-
SOGR	Kent	BR 2-265B on Spider Web Road over White Marsh Branch	Road Syste	Bridge	Bridge Pre	ROW	-	-	-	-
SOGR	Kent	BR 2-265B on Spider Web Road over White Marsh Branch	Road Syste	Bridge	Bridge Pre	CE	-	-	-	-
SOGR	Kent	BR 2-265B on Spider Web Road over White Marsh Branch	Road Syste	Bridge	Bridge Pre	C	-	-	-	-
SOGR	Kent	BR 2-265B on Spider Web Road over White Marsh Branch	Road Syste	Bridge	Bridge Pre	Utilities	-	-	-	-
SOGR	Kent	BR 2-265B on Spider Web Road over White Marsh Branch	Road Syste	Bridge	Bridge Pre	Contingenc	-	-	-	-
		BR 2-265B on Spider Web Road over White Marsh Branch Total					-	-	-	-
SOGR	Kent	BR 2-275A on Park Brown Road over Horsepen Arm Ditch	Road Syste	Bridge	Bridge Pre	PE	-	-	-	-
SOGR	Kent	BR 2-275A on Park Brown Road over Horsepen Arm Ditch	Road Syste	Bridge	Bridge Pre	ROW	-	-	-	-
SOGR	Kent	BR 2-275A on Park Brown Road over Horsepen Arm Ditch	Road Syste	Bridge	Bridge Pre	CE	-	-	-	-
SOGR	Kent	BR 2-275A on Park Brown Road over Horsepen Arm Ditch	Road Syste	Bridge	Bridge Pre	C	175,000	-	-	-
SOGR	Kent	BR 2-275A on Park Brown Road over Horsepen Arm Ditch	Road Syste	Bridge	Bridge Pre	Contingenc	-	-	-	-
		BR 2-275A on Park Brown Road over Horsepen Arm Ditch Total					175,000	-	-	-
SOGR	Kent	BR 2-291A on Ingram Branch Road over Prince Prong	Road Syste	Bridge	Bridge Pre	PE	-	-	-	-
SOGR	Kent	BR 2-291A on Ingram Branch Road over Prince Prong	Road Syste	Bridge	Bridge Pre	ROW	-	-	-	-
SOGR	Kent	BR 2-291A on Ingram Branch Road over Prince Prong	Road Syste	Bridge	Bridge Pre	C	360,000	-	-	-
		BR 2-291A on Ingram Branch Road over Prince Prong Total					360,000	-	-	-
SOGR	Kent	BR 2-388C on SR 15 Canterbury Road over Ward Branch	Road Syste	Bridge	Bridge Pre	PE	-	-	-	-
SOGR	Kent	BR 2-388C on SR 15 Canterbury Road over Ward Branch	Road Syste	Bridge	Bridge Pre	ROW	-	-	-	-
SOGR	Kent	BR 2-388C on SR 15 Canterbury Road over Ward Branch	Road Syste	Bridge	Bridge Pre	CE	-	-	-	-
SOGR	Kent	BR 2-388C on SR 15 Canterbury Road over Ward Branch	Road Syste	Bridge	Bridge Pre	C	-	-	-	-
SOGR	Kent	BR 2-388C on SR 15 Canterbury Road over Ward Branch	Road Syste	Bridge	Bridge Pre	Utilities	-	-	-	-
SOGR	Kent	BR 2-388C on SR 15 Canterbury Road over Ward Branch	Road Syste	Bridge	Bridge Pre	Contingenc	-	-	-	-
SOGR	Kent	BR 2-388C on SR 15 Canterbury Road over Ward Branch	Road Syste	Bridge	Bridge Pre	Maintenan	-	-	-	-
		BR 2-388C on SR 15 Canterbury Road over Ward Branch Total					-	-	-	-
SOGR	Kent	Kent and Sussex County Pipe Replacements, Open-End, FY 15	Road Syste	Bridge	Bridge Pre	PE	97,270	-	-	-
SOGR	Kent	Kent and Sussex County Pipe Replacements, Open-End, FY 15	Road Syste	Bridge	Bridge Pre	ROW	20,000	-	-	-
SOGR	Kent	Kent and Sussex County Pipe Replacements, Open-End, FY 15	Road Syste	Bridge	Bridge Pre	CE	210,000	100,000	-	-
SOGR	Kent	Kent and Sussex County Pipe Replacements, Open-End, FY 15	Road Syste	Bridge	Bridge Pre	C	1,575,000	500,000	-	-
SOGR	Kent	Kent and Sussex County Pipe Replacements, Open-End, FY 15	Road Syste	Bridge	Bridge Pre	Utilities	30,000	-	-	-
SOGR	Kent	Kent and Sussex County Pipe Replacements, Open-End, FY 15	Road Syste	Bridge	Bridge Pre	Contingenc	-	354,675	-	-
		Kent and Sussex County Pipe Replacements, Open-End, FY 15-17 Total					1,932,270	954,675	-	-
SOGR	Kent	Removal of BR 2-357P Pedestrian Bridge over St. Jones River Road	Syste Bridge		Bridge Pre	PE	-	-	-	-
SOGR	Kent	Removal of BR 2-357P Pedestrian Bridge over St. Jones River Road	Syste Bridge		Bridge Pre	ROW	-	-	-	-
SOGR	Kent	Removal of BR 2-357P Pedestrian Bridge over St. Jones River Road	Syste Bridge		Bridge Pre	C	537,000	-	-	-
		Removal of BR 2-357P Pedestrian Bridge over St. Jones River Total					537,000	-	-	-
94	Kent	Dover Facility Bus Parking Reconfiguration	Transit Sys	Facilities	Transit Fac	PE	-	-	-	-

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

Priority	County	Project Title	Category	Class	Family	Phase	2017 Combined	2018 Combined	2019 Combined	2020 Combined
94	Kent	Dover Facility Bus Parking Reconfiguration	Transit Sys Facilities	Transit Fac	CE		40,000	-	-	-
94	Kent	Dover Facility Bus Parking Reconfiguration	Transit Sys Facilities	Transit Fac	C		450,000	-	-	-
94	Kent	Dover Facility Bus Parking Reconfiguration	Transit Sys Facilities	Transit Fac	Traffic		-	-	-	-
94	Kent	Dover Facility Bus Parking Reconfiguration	Transit Sys Facilities	Transit Fac	Contingenc		84,000	-	-	-
		Dover Facility Bus Parking Reconfiguration Total					574,000	-	-	-
SOGR	Kent	Dover Facility Improvements	Transit Sys Facilities	Transit Veh	C		-	-	-	-
		Dover Facility Improvements Total					-	-	-	-
ADDON	Kent	Dover Facility Renovations	Transit Sys Facilities	Transit Fac	C		-	500,000	-	-
		Dover Facility Renovations Total					-	500,000	-	-
SOGR	Kent	Preventive Maintenance - Kent County	Transit Sys Vehicles	Transit Veh	Procureme		119,300	119,300	119,300	119,300
		Preventive Maintenance - Kent County Total					119,300	119,300	119,300	119,300
#	Kent	Transit Vehicle Expansion (2) 40' Low Floor Buses KC FY17	Transit Sys Vehicles	Transit Veh	Procureme		-	-	-	-
		Transit Vehicle Expansion (2) 40' Low Floor Buses KC FY17 Total					-	-	-	-
ADDON	Kent	Transit Vehicle Expansion (2) 30' Low Floor Buses KC FY17	Transit Sys Vehicles	Transit Veh	Procureme		-	950,000	-	-
		Transit Vehicle Expansion (2) 30' Low Floor Buses KC FY17 Total					-	950,000	-	-
#	Kent	Transit Vehicle Expansion (2) 45' OTR KC FY19	Transit Sys Vehicles	Transit Veh	Procureme		-	-	1,693,160	-
		Transit Vehicle Expansion (2) 45' OTR KC FY19 Total					-	-	1,693,160	-
#	Kent	Transit Vehicle Expansion (2) 45' OTR- FY17	Transit Sys Vehicles	Transit Veh	Procureme		1,535,180	-	-	-
		Transit Vehicle Expansion (2) 45' OTR- FY17 Total					1,535,180	-	-	-
SOGR	Kent	Transit Vehicle Replacement (2) 45' OTR Buses KC FY19	Transit Sys Vehicles	Transit Veh	Procureme		-	-	1,657,200	-
		Transit Vehicle Replacement (2) 45' OTR Buses KC FY19 Total					-	-	1,657,200	-
#	Kent	Transit Vehicle Replacement (13) 30' Low Floor Buses KC FY21	Transit Sys Vehicles	Transit Veh	Procureme		-	-	-	-
		Transit Vehicle Replacement (13) 30' Low Floor Buses KC FY21 Total					-	-	-	-
SOGR	Kent	Transit Vehicle Replacement (4) 30' Low Floor Buses KC FY20	Transit Sys Vehicles	Transit Veh	Procureme		-	-	-	2,017,200
		Transit Vehicle Replacement (4) 30' Low Floor Buses KC FY20 Total					-	-	-	2,017,200
SOGR	Kent	Transit Vehicle Replacement Paratransit Buses Kent FY16-22	Transit Sys Vehicles	Transit Veh	Procureme		1,240,294	865,856	1,630,497	377,217
		Transit Vehicle Replacement Paratransit Buses Kent FY16-22 Total					1,240,294	865,856	1,630,497	377,217
SOGR	Kent	Transit Vehicle Replacement Support Vehicles Kent FY16-22	Transit Sys Vehicles	Transit Veh	Procureme		42,525	59,550	-	111,775
		Transit Vehicle Replacement Support Vehicles Kent FY16-22 Total					42,525	59,550	-	111,775
	Kent Total						\$75,704,753	\$41,527,281	\$21,888,972	\$15,575,492

APPENDIX E-B
Annual Listing of Projects
Statewide

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

Priority	County	Project Title	Category	Class	Family	2017	2018	2019	2020
DED	Statewide	Recreational Trails	Road System	Local	LocalX				
		Recreational Trails Total				1,900,000	1,250,000	1,250,000	1,250,000
SOGR	Statewide	Bridge Inspection Program	Road System	Bridge	Bridge Management	4,506,140	4,132,759	4,220,480	4,096,445
		Bridge Inspection Program Total				4,506,140	4,132,759	4,220,480	4,096,445
SOGR	Statewide	Bridge Management	Road System	Bridge	Bridge Management	6,993,261	6,697,914	5,116,667	5,116,667
		Bridge Management Total				6,993,261	6,697,914	5,116,667	5,116,667
SOGR	Statewide	Bridge Painting Program	Road System	Bridge	Bridge Management	-	3,000,000	3,000,000	3,000,000
		Bridge Painting Program Total				-	3,000,000	3,000,000	3,000,000
SOGR	Statewide	Design-Build Statewide Pipe Replacements	Road System	Bridge	Bridge Preservation	50,000	50,000	50,000	-
SOGR	Statewide	Design-Build Statewide Pipe Replacements	Road System	Bridge	Bridge Preservation	300,000	600,000	700,000	400,000
SOGR	Statewide	Design-Build Statewide Pipe Replacements	Road System	Bridge	Bridge Preservation	1,000,000	2,000,000	4,000,000	4,000,000
SOGR	Statewide	Design-Build Statewide Pipe Replacements	Road System	Bridge	Bridge Preservation	50,000	50,000	50,000	50,000
SOGR	Statewide	Design-Build Statewide Pipe Replacements	Road System	Bridge	Bridge Preservation	50,000	450,000	500,000	500,000
		Design-Build Statewide Pipe Replacements Total				1,450,000	3,150,000	5,300,000	4,950,000
SOGR	Statewide	Bridge Design Training Program	Road System	Bridge	Bridge Preservation	24,799	-	-	-
		Bridge Design Training Program Total				24,799	-	-	-
SOGR	Statewide	Bridge Preservation Program	Road System	Bridge	Bridge Preservation	10,057,103	14,170,000	20,140,000	32,000,000
		Bridge Preservation Program Total				10,057,103	14,170,000	20,140,000	32,000,000
SOGR	Statewide	Dam Preservation Program	Road System	Bridge	Bridge Preservation	948,500	2,150,000	800,000	1,400,000
		Dam Preservation Program Total				948,500	2,150,000	800,000	1,400,000
SOGR	Statewide	Statewide Dam H&H Analyses, FY15	Road System	Bridge	Bridge Preservation	-	-	-	-
		Statewide Dam H&H Analyses, FY15 Total				-	-	-	-
SOGR	Statewide	Statewide Dam H&H Analyses, FY16	Road System	Bridge	Bridge Preservation	85,000	-	-	-
		Statewide Dam H&H Analyses, FY16 Total				85,000	-	-	-
DED	Statewide	Transportation Alternatives Program (FHWA)	Road System	Transportation	Transportation Enhanc	7,749,303	4,971,625	6,311,500	4,964,000
		Transportation Alternatives Program (FHWA) Total				7,749,303	4,971,625	6,311,500	4,964,000
DED	Statewide	Transportation Alternatives Program (FTA)	Transit System	Transportation	Transportation Enhanc	200,000	200,000	200,000	200,000
		Transportation Alternatives Program (FTA) Total				200,000	200,000	200,000	200,000
SOGR	Statewide	Paving and Rehabilitation	Road System	Paving	Paving Program	80,350,000	75,000,000	75,000,000	75,000,000
		Paving and Rehabilitation Total				80,350,000	75,000,000	75,000,000	75,000,000
SOGR	Statewide	Signage and Pavement Markings	Road System	Signage &	Signage and Pavem	5,482,513	5,482,513	5,482,513	5,482,513
		Signage and Pavement Markings Total				5,482,513	5,482,513	5,482,513	5,482,513
SOGR	Statewide	Materials and Minor Contracts	Road System	Materials	Materials & Minor C	8,200,000	8,000,000	8,000,000	8,000,000
		Materials and Minor Contracts Total				8,200,000	8,000,000	8,000,000	8,000,000
DED	Statewide	Rail Crossing Safety	Road System	Rail Cros	Rail Crossing Safety	90,000	90,000	90,000	90,000
DED	Statewide	Rail Crossing Safety	Road System	Rail Cros	Rail Crossing Safety	1,628,371	1,421,500	1,421,500	1,421,500
		Rail Crossing Safety Total				1,718,371	1,511,500	1,511,500	1,511,500
SOGR	Statewide	Statewide Railroad Rideability Program	Road System	Rail Cros	Rail Crossing Safety	-	-	-	-
SOGR	Statewide	Statewide Railroad Rideability Program	Road System	Rail Cros	Rail Crossing Safety	100,000	100,000	100,000	100,000
		Statewide Railroad Rideability Program Total				100,000	100,000	100,000	100,000
SOGR	Statewide	Hazard Elimination Program	Road System	Safety	Safety Improvement	2,444,444	2,444,444	2,444,444	2,444,444

APPENDIX E-B
STATEWIDE LISTING OF PROJECTS

	Hazard Elimination Program Total			2,444,444	2,444,444	2,444,444	2,444,444
SOGR	Statewide High Risk Rural Roads Program	Road System Safety	Safety Improvement	211,272	296,824	-	-
	High Risk Rural Roads Program Total			211,272	296,824	-	-
SOGR	Statewide Safety Program 80/20	Road System Safety	Safety Improvement	-	-	2,250,000	2,500,000
	Safety Program 80/20 Total			-	-	2,250,000	2,500,000
SOGR	Statewide Safety Program 90/10	Road System Safety	Safety Improvement	-	-	888,889	-
SOGR	Statewide Safety Program 90/10	Road System Safety	Safety Improvement	-	-	3,444,444	3,944,444
	Safety Program 90/10 Total			-	-	4,333,333	3,944,444
SOGR	Statewide Section 154 Penalty Transfer (Sanction) Program	Road System Safety	Safety Improvement	3,290,000	2,420,195	2,420,195	2,420,195
	Section 154 Penalty Transfer (Sanction) Program Total			3,290,000	2,420,195	2,420,195	2,420,195
MGT	Statewide Traffic Calming	Road System Traffic C	Traffic Calming Pro	150,000	150,000	150,000	150,000
	Traffic Calming Total			150,000	150,000	150,000	150,000
SOGR	Statewide Intersection Improvements	Road System Intersecti	Intersection Improv	6,600,000	6,600,000	6,600,000	6,600,000
	Intersection Improvements Total			6,600,000	6,600,000	6,600,000	6,600,000
REQ	Statewide Engineering and Contingency	Road System Engineeri	Engineering and Co	28,595,000	28,595,000	28,595,000	28,595,000
	Engineering and Contingency Total			28,595,000	28,595,000	28,595,000	28,595,000
REQ	Statewide Environmental Improvements	Road System Engineeri	Environmental Impr	713,000	578,000	563,000	563,000
	Environmental Improvements Total			713,000	578,000	563,000	563,000
SOGR	Statewide Corridor Capacity Preservation	Road System OTHER	Arterials	1,000,000	1,000,000	1,000,000	1,000,000
	Corridor Capacity Preservation Total			1,000,000	1,000,000	1,000,000	1,000,000
MGT	Statewide Bicycle, Pedestrian and other Improvements	Road System Bicycle/F	Bicycle, Pedestrian	7,434,674	4,000,000	4,000,000	4,000,000
	Bicycle, Pedestrian and other Improvements Total			7,434,674	4,000,000	4,000,000	4,000,000
DED	Statewide Safe Routes to School	Road System Planning	Safe Routes to Scho	728,519	-	-	-
	Safe Routes to School Total			728,519	-	-	-
DED	Statewide Scenic Byways	Road System Planning	Scenic Byways	596,800	-	-	-
	Scenic Byways Total			596,800	-	-	-
SOGR	Statewide Industrial Streets	Road System Paving	Paving Program	250,000	-	-	-
	Industrial Streets Total			250,000	-	-	-
REQ	Statewide Pedestrian ADA Accessibility	Road System Planning	Pedestrian ADA Ac	3,000,000	3,000,000	3,000,000	3,000,000
	Pedestrian ADA Accessibility Total			3,000,000	3,000,000	3,000,000	3,000,000
DED	Statewide Education and Training	Support Sys Engineeri	Engineering and Co	200,000	200,000	200,000	200,000
	Education and Training Total			200,000	200,000	200,000	200,000
DED	Statewide Aeronautics Planning	Support Sys Aeronaut	Aeronautics	165,000	165,000	165,000	210,000
	Aeronautics Planning Total			165,000	165,000	165,000	210,000
DED	Statewide Aeronautics Program Development	Support Sys Aeronaut	Aeronautics	325,000	625,000	250,000	280,000
	Aeronautics Program Development Total			325,000	625,000	250,000	280,000
SOGR	Statewide Heavy Equipment Program	Support Sys Heavy Ec	Equipment	10,000,000	10,000,000	10,000,000	10,000,000
	Heavy Equipment Program Total			10,000,000	10,000,000	10,000,000	10,000,000
MGT	Statewide Federal Land Access Program	Support Sys Planning	Planning	60,000	30,000	30,000	30,000
	Federal Land Access Program Total			60,000	30,000	30,000	30,000
DED	Statewide Local Transportation Assistance Program	Support Sys Planning	Planning	300,000	300,000	300,000	300,000
	Local Transportation Assistance Program Total			300,000	300,000	300,000	300,000
DED	Statewide Metropolitan Planning Organization / FHWA	Support Sys Planning	Planning	2,218,175	2,218,175	2,218,175	2,218,175

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

	Metropolitan Planning Organization / FHWA Total			2,218,175	2,218,175	2,218,175	2,218,175
DED	Statewide Metropolitan Planning Organization / FTA	Support Sys Planning	Planning	538,004	538,004	538,004	538,004
	Metropolitan Planning Organization / FTA Total			538,004	538,004	538,004	538,004
MGT	Statewide Planning Program Development	Support Sys Planning	Planning	2,000,000	2,000,000	2,000,000	2,000,000
	Planning Program Development Total			2,000,000	2,000,000	2,000,000	2,000,000
DED	Statewide Rural Technical Assistance Program	Support Sys Planning	Planning	107,653	87,653	87,653	87,653
	Rural Technical Assistance Program Total			107,653	87,653	87,653	87,653
DED	Statewide Statewide Planning & Research Program / FHWA	Support Sys Planning	Planning	4,736,541	3,296,250	3,296,250	3,296,250
	Statewide Planning & Research Program / FHWA Total			4,736,541	3,296,250	3,296,250	3,296,250
DED	Statewide Statewide Planning & Research Program / FTA	Support Sys Planning	Planning	140,485	140,485	140,485	140,485
	Statewide Planning & Research Program / FTA Total			140,485	140,485	140,485	140,485
REQ	Statewide Truck Weigh Enforcement	Support Sys Planning	Planning	395,000	395,000	395,000	395,000
	Truck Weigh Enforcement Total			395,000	395,000	395,000	395,000
MGT	Statewide University Research Program	Support Sys Planning	Planning	250,000	250,000	250,000	250,000
	University Research Program Total			250,000	250,000	250,000	250,000
DED	Statewide Disadvantaged Business Enterprise	Support Sys Technolo	Technology	247,771	125,000	125,000	125,000
	Disadvantaged Business Enterprise Total			247,771	125,000	125,000	125,000
SOGR	Statewide DMV Mainframe Modernization Project FY2013	Support Sys Technolo	Technology	3,200,030	3,400,000	1,000,000	-
	DMV Mainframe Modernization Project FY2013 Total			3,200,030	3,400,000	1,000,000	-
MGT	Statewide Enterprise Document Management	Support Sys Technolo	Technology	-	-	-	-
	Enterprise Document Management Total			-	-	-	-
SOGR	Statewide Information Technology Initiatives Program	Support Sys Technolo	Technology	11,000,000	11,000,000	12,000,000	12,000,000
	Information Technology Initiatives Program Total			11,000,000	11,000,000	12,000,000	12,000,000
DED	Statewide On the Job Training / Supportive Services	Support Sys Technolo	Technology	100,000	100,000	100,000	100,000
	On the Job Training / Supportive Services Total			100,000	100,000	100,000	100,000
DED	Statewide Summer Transportation Institute Program	Support Sys Technolo	Technology	68,750	68,750	68,750	68,750
	Summer Transportation Institute Program Total			68,750	68,750	68,750	68,750
SOGR	Statewide DMV Toll Equipment Upgrade	Support Sys Transport	Transportation Facil	1,598,791	4,343,681	4,716,135	-
	DMV Toll Equipment Upgrade Total			1,598,791	4,343,681	4,716,135	-
SOGR	Statewide Transportation Facilities - Administration	Support Sys Transport	Transportation Facil	3,945,531	1,050,000	1,050,000	1,250,000
	Transportation Facilities - Administration Total			3,945,531	1,050,000	1,050,000	1,250,000
SOGR	Statewide Transportation Facilities - Operations	Support Sys Transport	Transportation Facil	9,000,000	8,000,000	7,000,000	5,000,000
	Transportation Facilities - Operations Total			9,000,000	8,000,000	7,000,000	5,000,000
MGT	Statewide Traffic Signal Revolving Fund Program	Support Sys Transport	Traffic Signal Revo	125,000	125,000	125,000	125,000
	Traffic Signal Revolving Fund Program Total			125,000	125,000	125,000	125,000
REQ	Statewide MUTCD Compliance Program	Support Sys Transport	Transportation Man.	4,953,814	2,000,000	2,000,000	2,000,000
	MUTCD Compliance Program Total			4,953,814	2,000,000	2,000,000	2,000,000
MGT	Statewide Rideshare Program / Trip Mitigation	Support Sys Transport	Transportation Man.	450,000	450,000	450,000	450,000
	Rideshare Program / Trip Mitigation Total			450,000	450,000	450,000	450,000
MGT	Statewide Transportation Management Improvements	Support Sys Transport	Transportation Man.	7,875,000	7,875,000	7,875,000	7,875,000
	Transportation Management Improvements Total			7,875,000	7,875,000	7,875,000	7,875,000
SOGR	Statewide Bus Shelter Glass Replacement - FTA State of Good Repair (Transit Syst Facilities	Transit Facilities	Transit Facilities	-	-	-	-
	Bus Shelter Glass Replacement - FTA State of Good Repair Grant Total			-	-	-	-

APPENDIX E-B
STATEWIDE LISTING OF PROJECTS

SOGR	Statewide Bus Stop ADA Accessibility - FTA State of Good Repair Gra Transit Syst Facilities Transit Facilities	-	-	-	-
SOGR	Statewide Bus Stop ADA Accessibility - FTA State of Good Repair Gra Transit Syst Facilities Transit Facilities	-	-	-	-
SOGR	Statewide Bus Stop ADA Accessibility - FTA State of Good Repair Gra Transit Syst Facilities Transit Facilities	-	-	-	-
	Bus Stop ADA Accessibility - FTA State of Good Repair Grant Total	-	-	-	-
SOGR	Statewide Bus Stop Improvement Program Transit Syst Facilities Transit Facilities	500,000	750,000	750,000	750,000
	Bus Stop Improvement Program Total	500,000	750,000	750,000	750,000
SOGR	Statewide CAD/AVL Modem Upgrade Transit Syst Facilities Transit Facilities	500,000	225,000	100,000	-
	CAD/AVL Modem Upgrade Total	500,000	225,000	100,000	-
SOGR	Statewide CAD/AVL System and Trapeze Upgrade Transit Syst Facilities Transit Facilities	-	475,000	475,000	200,000
	CAD/AVL System and Trapeze Upgrade Total	-	475,000	475,000	200,000
SOGRx	Statewide Call Center Recorder and Upgrade Transit Syst Facilities Transit Facilities	36,031	-	-	-
	Call Center Recorder and Upgrade Total	36,031	-	-	-
SOGRx	Statewide Fuel Management Software System Transit Syst Facilities Transit Facilities	750,000	600,000	-	-
	Fuel Management Software System Total	750,000	600,000	-	-
SOGRx	Statewide Statewide Transit Safety and Security Improvements Transit Syst Facilities Transit Facilities	750,000	500,000	500,000	500,000
	Statewide Transit Safety and Security Improvements Total	750,000	500,000	500,000	500,000
SOGR	Statewide Transit Facility Minor Capital Projects Transit Syst Facilities Transit Facilities	800,000	500,000	500,000	500,000
	Transit Facility Minor Capital Projects Total	800,000	500,000	500,000	500,000
SOGRx	Statewide Transit Systems Equipment Transit Syst Facilities Transit Facilities	267,640	80,000	40,000	40,000
	Transit Systems Equipment Total	267,640	80,000	40,000	40,000
SOGRx	Statewide Yard Management System & Equipment Transit Syst Facilities Transit Facilities	-	500,000	300,000	300,000
	Yard Management System & Equipment Total	-	500,000	300,000	300,000
SOGR	Statewide Propane Fueling Stations Transit Syst Facilities Transit Facilities	300,000	-	-	-
	Propane Fueling Stations Total	300,000	-	-	-
SOGR	Statewide Inventory Bar coding Transit Syst Facilities Transit Facilities	30,000	-	-	-
	Inventory Bar coding Total	30,000	-	-	-
ADDON	Statewide Snow Blowers - Statewide Transit Syst Facilities Transit Facilities	-	100,000	-	-
ADDON	Statewide Snow Blowers - Statewide Transit Syst Facilities Transit Facilities	-	500,000	-	-
	Snow Blowers - Statewide Total	-	600,000	-	-
ADDON	Statewide Park & Ride Hub Restroom Installation Transit Syst Facilities Transit Facilities	300,000	-	-	-
	Park & Ride Hub Restroom Installation Total	300,000	-	-	-
ADDON	Statewide Absence Management Transit Syst Facilities Transit Facilities	-	120,000	-	-
	Absence Management Total	-	120,000	-	-
ADDON	Statewide Traveler Information Signage Transit Syst Facilities Transit Facilities	100,000	100,000	-	-
	Traveler Information Signage Total	100,000	100,000	-	-
SOGR	Statewide Crontrol Center Dispatch Statewide Transit Syst Facilities Transit Facilities	120,000	-	-	-
	Crontrol Center Dispatch Statewide Total	120,000	-	-	-
SOGR	Statewide Rail Preservation Transit Syst Rail Rail Preservation	300,000	300,000	300,000	300,000
	Rail Preservation Total	300,000	300,000	300,000	300,000
SOGR	Statewide CAD/AVL Transit Syst Vehicles Transit Vehicles	1,827,000	-	-	-
	CAD/AVL Total	1,827,000	-	-	-
SOGR	Statewide Fare Collection Improvements Transit Syst Vehicles Transit Vehicles	800,000	700,000	-	-

APPENDIX E-B
STATEWIDE LISTING OF PROJECTS

	Fare Collection Improvements Total		800,000	700,000	-	-
DED	Statewide Job Access Reverse Commute (JARC) Program	Transit Syst Vehicles Transit Vehicles	681,852	681,852	681,852	681,852
	Job Access Reverse Commute (JARC) Program Total		681,852	681,852	681,852	681,852
SOGR	Statewide Maintenance Equipment and Tools (Transit) Program	Transit Syst Vehicles Transit Vehicles	128,000	194,148	182,000	184,000
	Maintenance Equipment and Tools (Transit) Program Total		128,000	194,148	182,000	184,000
DED	Statewide New Freedom Program Statewide 50/50	Transit Syst Vehicles Transit Vehicles	480,000	480,000	480,000	480,000
	New Freedom Program Statewide 50/50 Total		480,000	480,000	480,000	480,000
SOGR	Statewide Radio Replacment (Hand Held)	Transit Syst Vehicles Transit Vehicles	245,300	-	-	-
	Radio Replacment (Hand Held) Total		245,300	-	-	-
SOGRx	Statewide Taxi Pilot Equipment Start-up	Transit Syst Vehicles Transit Vehicles	140,000	140,000	-	-
	Taxi Pilot Equipment Start-up Total		140,000	140,000	-	-
MGT	Statewide Transit Vehicle Replacement 5310 Program - Statewide	Transit Syst Vehicles Transit Vehicles	1,329,600	1,329,600	1,329,600	1,329,600
	Transit Vehicle Replacement 5310 Program - Statewide Total		1,329,600	1,329,600	1,329,600	1,329,600
SOGRx	Statewide Paratransit Replacement Buses FY15 (11)	Transit Syst Vehicles Transit Vehicles	-	-	-	-
	Paratransit Replacement Buses FY15 (11) Total		-	-	-	-
SOGR	Statewide Transit Vehicles - Support Vehicles - Statewide	Transit Syst Vehicles Transit Vehicles	-	-	-	35,000
	Transit Vehicles - Support Vehicles - Statewide Total		-	-	-	35,000
SOGR	Statewide Community Transportation Program	Grants & Al Commun Community Transp	17,680,000	16,750,000	16,750,000	16,750,000
	Community Transportation Program Total		17,680,000	16,750,000	16,750,000	16,750,000
SOGR	Statewide Municipal Street Aid	Grants & Al Municipa Municipal Street Ai	5,000,000	5,000,000	5,000,000	5,000,000
	Municipal Street Aid Total		5,000,000	5,000,000	5,000,000	5,000,000
	Statewide Total		281,844,668	267,709,373	275,557,537	278,277,978