

**DOVER/KENT COUNTY  
METROPOLITAN PLANNING ORGANIZATION**

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

**Proposed: May 7, 2014  
New Proposal: September 3, 2014**

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

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



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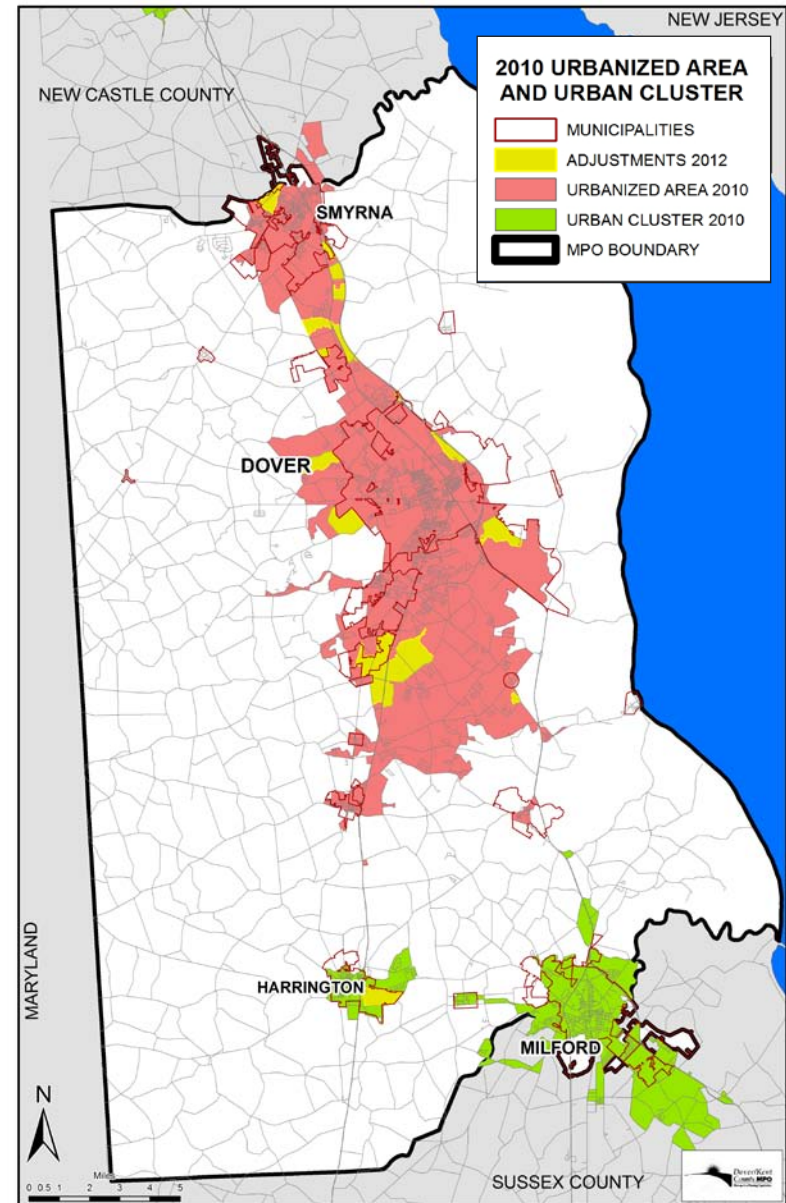


## Background

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

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

The FY 2015-2018 TIP follows the preceding (FY 2014-2017) TIP as amended in November, 2013. The previous amended TIP was prepared from the FY 2014-2019 Capital Transportation Program



(CTP) and influenced by the MPO’s 2040 Metropolitan Transportation Plan (MTP). This document was originally prepared with the benefit of a draft FY 2015-2020 CTP, which included a proposed \$0.10 per gallon increase in the gas tax dedicated to the Transportation Trust Fund. The Delaware Department of Transportation (DelDOT) Finance Department provided the approved Bond Bill authorization that reflected the replacement of the proposed gas tax increase with additional revenue from a State Route 1 Highway toll increase and a limited borrowing plan. The increase will provide approximately \$30 million of the projected \$100 million increase in highway funds. The additional funding was dedicated to repaving projects throughout the state to ensure a state of good repair for the highways. Several projects related to the potential fund increase as a result of the gas tax were delayed while the increase required the MPO to reconsider the fundable projects list in the Metropolitan Transportation Plan adopted January 9, 2013. The MPO added important projects being considered; the Camden Bypass Plan and a proposed widening of US13 from the Puncheon Run Connector to Walnut Shade Road near Woodside. The MPO also took the opportunity to split large study areas into separate projects that were scored and prioritized as well.

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

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

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

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

Transportation

Improvement

Program

(STIP).

## Regional Goals

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

On January 9, 2013, the MPO adopted its 2040 Metropolitan Transportation Plan (MTP), the MPO's long-range transportation plan (LRTP). The MTP, which has greater than a 20-year planning horizon, assesses the region's short-term improvement needs, projects future needs, projects the funds available, and identified goals and objectives to meet those needs. The MTP was financially reasonable and resulted in a positive impact on the region's air quality. The regional planning process was coordinated with DelDOT's statewide planning process, the Office of State Planning Coordination's State Strategies for Policies and Spending, Kent County's Comprehensive Plan, and the Comprehensive Plans of all municipalities and other plans in the region. The MTP was amended on January 8, 2014 to include the Camden Bypass and to reorganize two larger projects into separate component projects; the Route 8 Study and the North Dover US 13 Corridor Study. Another amendment to the MTP has been proposed; to include the widening of US 13 from the Puncheon Run Connector to Walnut Shade Road near Woodside to three lanes in each direction. It was considered and approved at the MPO Council meeting of May 7, 2014.

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

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



- Preserve and expand transportation infrastructure to safely and efficiently transport people and goods.

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

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

Projects in the FY2015-2018 TIP were drawn from the 2040 MTP, as amended.

## **The Prioritization Process**

In the recent past, the MPO, led by the Technical Advisory Committee, deferred to the project prioritization completed for the Metropolitan Transportation Plan. Delaware is in a unique position, as it maintains over 90% of the roads on the state. The Transportation Improvement Program (TIP) was taken from the first four years of the Capital Transportation Program (CTP). There is a renewed attempt to create a planning process where the TIP is produced by the MPO and then becomes a portion of the CTP. This attempt is at the same time that the Department of Transportation's budget is undergoing critical analysis and has changed significantly for FY 2015. The MPO and the department are finding their way through the dual challenges of funding the most important projects while attempting to meet a budget. This TIP implements a new approach by the Department to developing the CTP while the MPO still attempts to involve our partners in fully implementing our revised separate prioritization process.

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

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

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

## **Public Participation**

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

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

The MPO offered the opportunity for public comment originally beginning Friday, April 4, 2014 through Monday, May 5, 2014. The MPO did provide an opportunity for, and received, comment specifically on the TIP overview at the February 12, 2014 TAC meeting, the February 25, 2014 PAC, and the March 5, 2014 Council meeting. The TIP was ultimately not adopted by the MPO Council. With these significant changes, the TAC meeting of August 13th will begin the committee and Council process for the second attempt to create a FY 2015-2018 TIP.

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

To comply with the requirements of Title VI, with reference to the FY 2015-2018 TIP, the MPO will make an extra effort to include minorities and low-income populations in the decision-making process of submitted projects through the implementation of its public participation policy and representation on the MPO's PAC. When a proposed project is located in an Environmental Justice (EJ) neighborhood, special measures are taken to reach out to those who would be affected.

## **Air Quality Conformity**

### **Overview**

Kent County is part of the Philadelphia-Wilmington-Trenton non-attainment area, though it was not cited as a non-attainment county. As the federally-designated Metropolitan Planning Organization for Kent County, Delaware in attainment, the Dover/Kent County

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

### **The FY 2015-2018 TIP**

The projects in the FY 2015-2018 TIP are represented in the 2040 MTP. The projects in the TIP are only a small portion of those in the MTP. There have been changes to the project list and scope of the projects. The MTP was amended earlier in 2014 at the time of the development of the initial draft TIP. The mass projects comprising the Route 8 Study and the North Dover Study were separated into component projects. Two new projects were added including the “Camden Bypass” and the US13 Widening project. The Camden Bypass is a multi-component project that was separated into 5 components for scoring purposes. After review by the de-facto statewide conformity working group, it was determined that no non-exempt, regionally significant projects have been added. The modeling process completed for the 2040 Metropolitan Transportation Plan remains an accurate analysis of air quality impacts. The results of the modeling process at the time can be found in the 2040 MTP on the MPO website at <http://doverkentmpo.delaware.gov/programs/regional-transportation-plan-rtp>.

### **Determination**

The Dover/Kent County MPO FY 2015-2018 Transportation Improvement Program conforms to the SIP.

## Program Categories and Project List

This final FY 2015-2018 TIP mirrors DelDOT's FY 2015-2020 CTP developed after the State budget was adopted at the end of June, 2014. The projects and funded amounts included in this FY 2015-2018 TIP reflect the amounts allocated in the FY 2015-2020 CTP for years FY2015 through 2018. The Fiscal Constraint documentation were prepared using the Kent County and statewide budgets provided by the state Department of Transportation. Projects are divided according to the portion of the transportation system in which each is allocated – Road System: Expressways, Arterials, Collectors, Locals, Bridges and Transit Facilities and Vehicles.

Table 2 on the following pages lists statewide projects and programs for which funding is being requested for fiscal years 2015, 2016, 2017 and 2018. These are predominantly funding programs that include projects in all three Delaware counties. More information about these projects and programs can be found in the FY 2015-2020 CTP.

Appendix A lists the projects in the MPO's planning area for which funding is being requested for fiscal years 2015, 2016, 2017 and 2018. The majority of the projects in this scaled down TIP are Road System projects. The appendix provides a project description, location map and pictures of each project. Funding, both authorizations and spend are listed in thousands for each project in each year of the TIP.

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

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

<b>PROJECT (x000)</b>	<b>FY 2015 TOTAL</b>	<b>FY 2016 TOTAL</b>	<b>FY 2017 TOTAL</b>	<b>FY 2018 TOTAL</b>	<b>2015-2018 TOTAL</b>
<b>ROAD SYSTEMS</b>					
<b>BRIDGES</b>	<b>9,574.9</b>	<b>16,650.0</b>	<b>23,250.0</b>	<b>22,500.0</b>	<b>72,224.9</b>
Bridge Management	3,100.0	3,100.0	3,100.0	3,100.0	12,400.0
Bridge Preservation	2,200.0	10,400.0	17,000.0	16,250.0	45,850.0
Bridge Painting	500.0	0.0	0.0	0.0	500.0
Bridge Inspection	3,150.0	3,150.0	3,150.0	3,150.0	12,600.0
Bridge Design Training Program	624.9	0.0	0.0	0.0	624.9
<b>BICYCLE, PEDESTRIAN AND OTHER IMPROVEMENTS</b>	<b>1,690.0</b>	<b>1,250.0</b>	<b>1,250.0</b>	<b>1,250.0</b>	<b>5,440.0</b>
<b>ENGINEERING &amp; CONTINGENCY</b>	<b>24,800.0</b>	<b>25,845.0</b>	<b>25,845.0</b>	<b>25,845.0</b>	<b>102,335.0</b>
<b>ENVIRONMENTAL IMPROVEMENTS</b>	<b>522.5</b>	<b>522.5</b>	<b>522.5</b>	<b>522.5</b>	<b>2,090.0</b>
<b>INTERSECTION IMPROVEMENTS</b>	<b>4,600.0</b>	<b>3,068.0</b>	<b>3,068.0</b>	<b>2,868.0</b>	<b>13,604.0</b>
<b>RECREATIONAL TRAILS</b>	<b>1,350.0</b>	<b>1,350.0</b>	<b>1,350.0</b>	<b>1,350.0</b>	<b>5,400.0</b>
<b>MATERIALS &amp; MINOR CONTRACTS</b>	<b>5,065.0</b>	<b>5,050.0</b>	<b>5,250.0</b>	<b>5,075.0</b>	<b>20,440.0</b>
<b>CORRIDOR CAPACITY PRESERVATION</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>PAVING &amp; REHABILITATION</b>	<b>90,793.0</b>	<b>69,600.0</b>	<b>67,600.0</b>	<b>52,600.0</b>	<b>280,593.0</b>
<b>SAFE ROUTES TO SCHOOL</b>	<b>926.0</b>	<b>526.8</b>	<b>526.8</b>	<b>800.0</b>	<b>2,779.6</b>
<b>SCENIC BYWAYS</b>	<b>863.6</b>	<b>817.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1,680.8</b>
<b>RAIL CROSSING SAFETY</b>	<b>1,453.2</b>	<b>1,511.7</b>	<b>1,511.7</b>	<b>1,511.5</b>	<b>5,988.1</b>
<b>RIDE ABILITY</b>	<b>0.0</b>	<b>400.0</b>	<b>100.0</b>	<b>100.0</b>	<b>600.0</b>

<b>PROJECT (x000)</b>	<b>FY 2015 TOTAL</b>	<b>FY 2016 TOTAL</b>	<b>FY 2017 TOTAL</b>	<b>FY 2018 TOTAL</b>	<b>2015-2018 TOTAL</b>
HAZARD ELIMINATION PROGRAM	2,444.4	2,444.4	2,444.4	2,444.4	9,777.6
HIGH RISK RURAL ROADS PROGRAM	277.8	277.8	277.8	277.8	1,111.2
SIGNAGE & PAVEMENT MARKINGS	3,272.0	3,272.0	3,072.0	3,072.0	12,688.0
TRAFFIC CALMING	0.0	200.0	150.0	150.0	500.0
TRANSPORTATION ENHANCEMENTS	4,112.4	4,390.5	3,815.5	3,080.5	15,398.9
DAM PRESERVATION	700.0	1,321.0	1,750.0	750.0	4,521.0
SECTION 154 PENALTY TRANSFER PROGRAM	2,265.0	2,265.0	2,265.0	2,265.0	9,060.0
PROGRAM DEVELOPMENT/ DESIGN	0.0	0.0	0.0	0.0	0.0
<b>SUPPORT</b>					
ADVANCED ACQUISITIONS	0.0	0.0	0.0	0.0	0.0
AERONAUTICS PLANNING	176.0	176.0	176.0	176.0	704.0
AERONAUTICS PROGRAM DEV	250.0	280.0	280.0	280.0	1,090.0
EDUCATION AND TRAINING	200.0	200.0	200.0	200.0	800.0
HEAVY EQUIPMENT PROGRAM	3,800.0	8,400.0	8,400.0	8,800.0	29,400.0
PLANNING	8,063.8	8,751.2	8,283.0	9,351.2	34,449.2
Local Transportation Assistance Program (TAP)	170.0	340.0	340.0	340.0	1,360.0
MPO/FHWA	1,995.4	2,119.2	2,119.2	2,119.2	8,353.0
MPO/FTA	374.6	468.2	468.2	468.2	1,779.2
Pedestrian ADA Accessibility	300.0	500.0	500.0	1,000.0	2,300.0
Planning PD	1,380.0	1,180.0	1,180.0	1,280.0	5,020.0

<b>PROJECT (x000)</b>	<b>FY 2015 TOTAL</b>	<b>FY 2016 TOTAL</b>	<b>FY 2017 TOTAL</b>	<b>FY 2018 TOTAL</b>	<b>2015-2018 TOTAL</b>
Records Management	0.0	00	0.0	0.0	0.0
Rural TAP	78.2	78.2	78.2	78.2	312.8
Statewide Planning & Research/FHWA	2,996.3	3,296.3	3,296.3	3,296.3	12,882.2
Statewide Planning & Research/FTA	124.3	124.3	124.3	124.3	497.2
Truck Weight Enforcement	395.0	395.0	395.0	395.0	1,580.0
University Research	250.0	250.0	250.0	250.0	1,000.0
<b>TECHNOLOGY</b>	<b>8,913.8</b>	<b>12,398.1</b>	<b>10,233.7</b>	<b>10,733.8</b>	<b>42,279.4</b>
DBE	279.0	279.0	125.0	125.0	808.0
IT Initiatives	5,440.0	6,940.0	6,940.0	7,940.0	27,260.0
DMV System Upgrade	2,700.0	5,000.0	3,000.0	2,500.0	13,000.0
OJT/ Support Services	110.2	110.3	100.0	100.0	420.5
Summer Transportation Institute	63.0	68.8	68.7	68.8	269.3
Enterprise Document Management	351.6	0.0	0.0	0.0	351.6
<b>TRANSPORTATION FACILITIES</b>	<b>5,500.0</b>	<b>5,600.0</b>	<b>5,600.0</b>	<b>5,700.0</b>	<b>22,400.0</b>
<b>TRANSPORTATION MANAGEMENT IMPROVEMENTS</b>	<b>6,350.0</b>	<b>10,605.0</b>	<b>13,505.0</b>	<b>9,505.0</b>	<b>39,965.0</b>
MUTCD Compliance	800.0	5,000.0	6,000.0	2,000.0	13,800.0
Traffic Signal Relamping	0.0	0.0	0.0	0.0	0.0
Traffic Signal Revolving Fund	0.0	125.0	125.0	125.0	375.0
Rideshare Trip Mitigation	450.0	480.0	480.0	480.0	1,890.0



<b>PROJECT (x000)</b>	<b>FY 2015 TOTAL</b>	<b>FY 2016 TOTAL</b>	<b>FY 2017 TOTAL</b>	<b>FY 2018 TOTAL</b>	<b>2015-2018 TOTAL</b>
Transportation Management Improvements	0.0	0.0	0.0	0.0	0.0
Transportation Management Improvements (SoGR)	5,100.0	5,000.0	6,900.0	6,900.0	23,900.0
<b>TRANSIT</b>					
<b>TRANSIT FACILITIES</b>	<b>275.0</b>	<b>1,500.0</b>	<b>600.0</b>	<b>1,500.0</b>	<b>3,875.0</b>
<b>RAIL</b>	<b>300.0</b>	<b>300.0</b>	<b>300.0</b>	<b>300.0</b>	<b>1,200.0</b>
<b>TRANSIT VEHICLES</b>	<b>4,366.1</b>	<b>1,925.8</b>	<b>1,962.5</b>	<b>1,887.5</b>	<b>10,141.9</b>
<b>GRANTS AND ALLOCATIONS</b>					
<b>MUNICIPAL STREET</b>	<b>5,000.0</b>	<b>3,000.0</b>	<b>3,000.0</b>	<b>3,000.0</b>	<b>13,000.0</b>
<b>MSA Regular</b>	<b>5,000.0</b>	<b>3,000.0</b>	<b>3,000.0</b>	<b>3,000.0</b>	<b>13,000.0</b>
<b>MSA Restricted</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>COMMUNITY TRANSPORTATION</b>	<b>16,750.0</b>	<b>8,375.0</b>	<b>8,375.0</b>	<b>8,375.0</b>	<b>41,875.0</b>
<b>TOTALS</b>	<b>215,534.4</b>	<b>189,850.2</b>	<b>205,232.0</b>	<b>186,270.1</b>	<b>796,886.7</b>

**APPENDIX A**  
**Funded Dover/Kent County MPO Projects**



**ROAD SYSTEM:**  
**ARTERIALS**

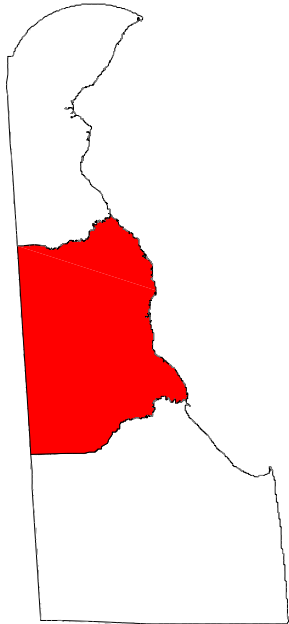


**HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP), - KENT COUNTY**

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

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

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



**HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) - KENT COUNTY**

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
South State Street at Sorghum Mill Road FINISH	PE									0.0
	RW									0.0
	C									0.0
	Σ	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SR8 at Pearsons Corner Road FINISH	PD									0.0
	PE									0.0
	RW									0.0
	C									0.0
	Σ	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SR300, Glenwood Ave Safety Improvements	PD									0.0
	PE									0.0
	RW		50.0							50.0
	C			220.0	880.0					1100.0
	Σ	0.0	50.0	220.0	880.0	0.0	0.0	0.0	0.0	1150.0
US13 @ Carpenters Bridge Road Intersection FINISH	PE									0.0
	RW									0.0
	C									0.0
	Σ	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

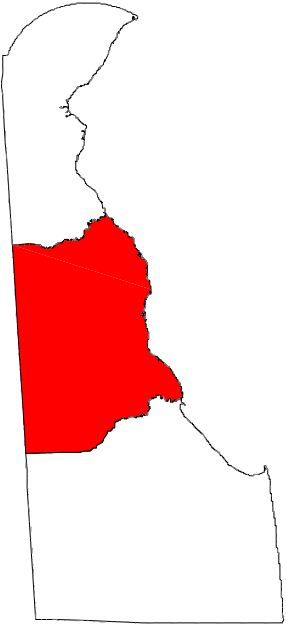
Federal Funding Program: National Highway System (US 13 @ Carpenter Bridge Road  
Surface Transportation Program (Glenwood Avenue)

**HAZARD ELIMINATION PROGRAM (HEP), - KENT COUNTY**

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

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

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





**HAZARD ELIMINATION PROGRAM (HEP) - KENT COUNTY**

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
US13-Puncheon Run Connector to Walnut Shade Road	PE					100.0	900.0	175.0	1,575.0	2,750.0
	RW									0.0
	C									0.0
	Σ	0.0	0.0	0.0	0.0	100.0	900.0	175.0	1,575.0	2,750.0
SR8 at SR15 Intersection Improvements	PE									0.0
	RW									0.0
	C									0.0
	Σ	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SR14 @ Killens Pond Road Intersection	PD							5.0	45.0	50.0
	C									
	Σ	0.0	0.0	0.0	0.0	0.0	0.0	5.0	45.0	50.0
SR10 at SR15 Intersection Improvements	PE		18.4							18.4
	RW			20.0	180.0					200.0
	C					200.0	800.0			1,000.0
	Σ	0.0	18.4	20.0	180.0	200.0	800.0	0.0	0.0	1,218.4

## Loockerman Street/Forest Street Improvements

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

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

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

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



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

Federal Funding Program: National Highway System

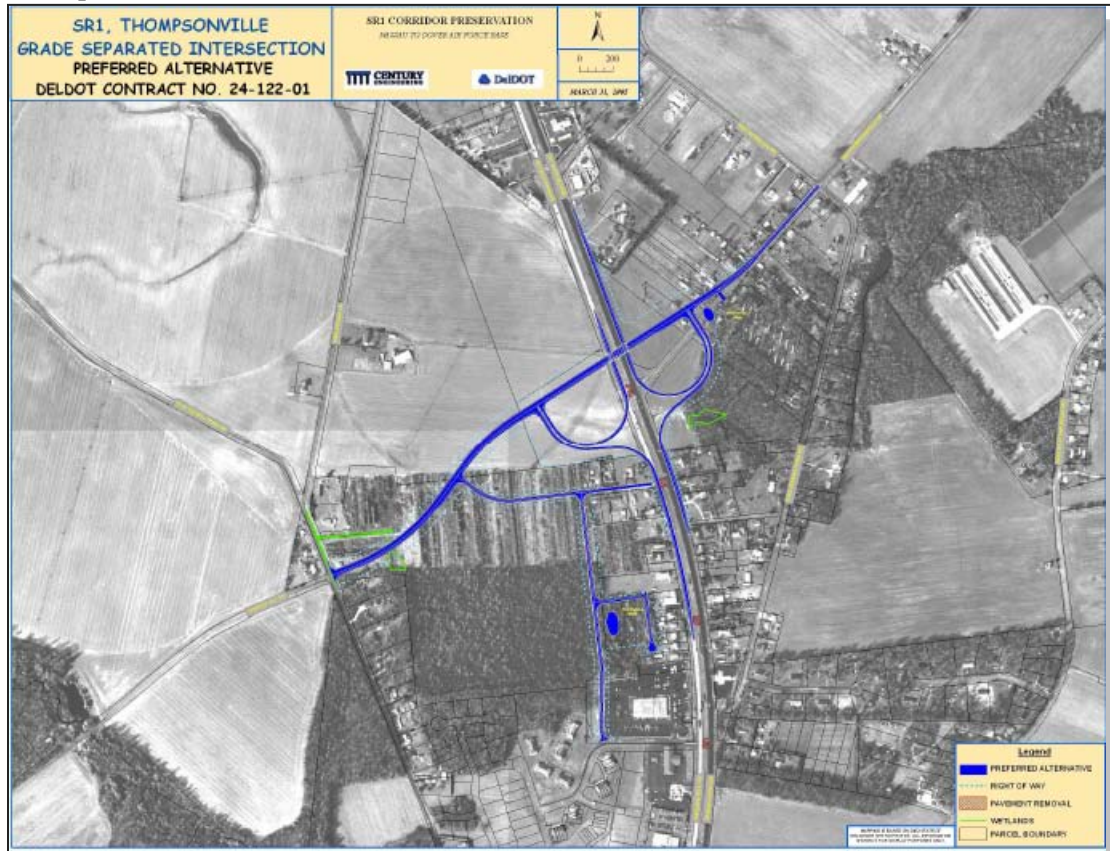
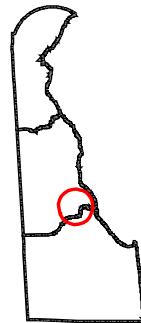
Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
Loockerman Street/Forest Street Improvements	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0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

**SR 1, THOMPSONVILLE ROAD GRADE SEPARATED INTERSECTION**

**PROJECT SCOPE/DESCRIPTION:** This project includes the construction of a grade-separated interchange at this intersection and extension of Thompsonville Road from the proposed interchange to the intersection of Tub Mill Road (K119) and Church Hill Road (K404). This project will also include the removal of the existing traffic signal at this intersection as well as the removal of median crossovers in the immediate vicinity. 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.

<b>County:</b>	Kent
<b>Municipality:</b>	
<b>Funding Program:</b>	Road System – Arterials
<b>Functional Category:</b>	Management
<b>Representative District:</b>	33
<b>Senatorial District:</b>	16
<b>Estimated Cost:</b>	\$26,051,425
<b>MPO Priority Rating:</b>	2.49
<b>State Priority Ranking</b>	7



**SR 1, THOMPSONVILLE ROAD GRADE SEPARATED INTERSECTION**

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
SR 1 / Thompsonville Road Grade Separated Intersection 24-122-01	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Federal Funding Program: National Highway System

Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
SR 1 / Thompsonville Road Grade Separated Intersection 24-122-01	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	800.0	3200.0	2200.0	8800.0	200.0	800.0	0.0	0.0	16000.0
	Total	800.0	3200.0	2200.0	8800.0	200.0	800.0	0.0	0.0	16000.0

## SR 1, LITTLE HEAVEN GRADE-SEPARATED INTERSECTIONS

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

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

**Municipality:**

**Funding Program:**

**Functional Category:**

**Representative District:**

**Senatorial District:**

**Estimated Cost:**

**MPO Priority Rating:**

**State Priority Ranking:**

Road System – Arterials

Management

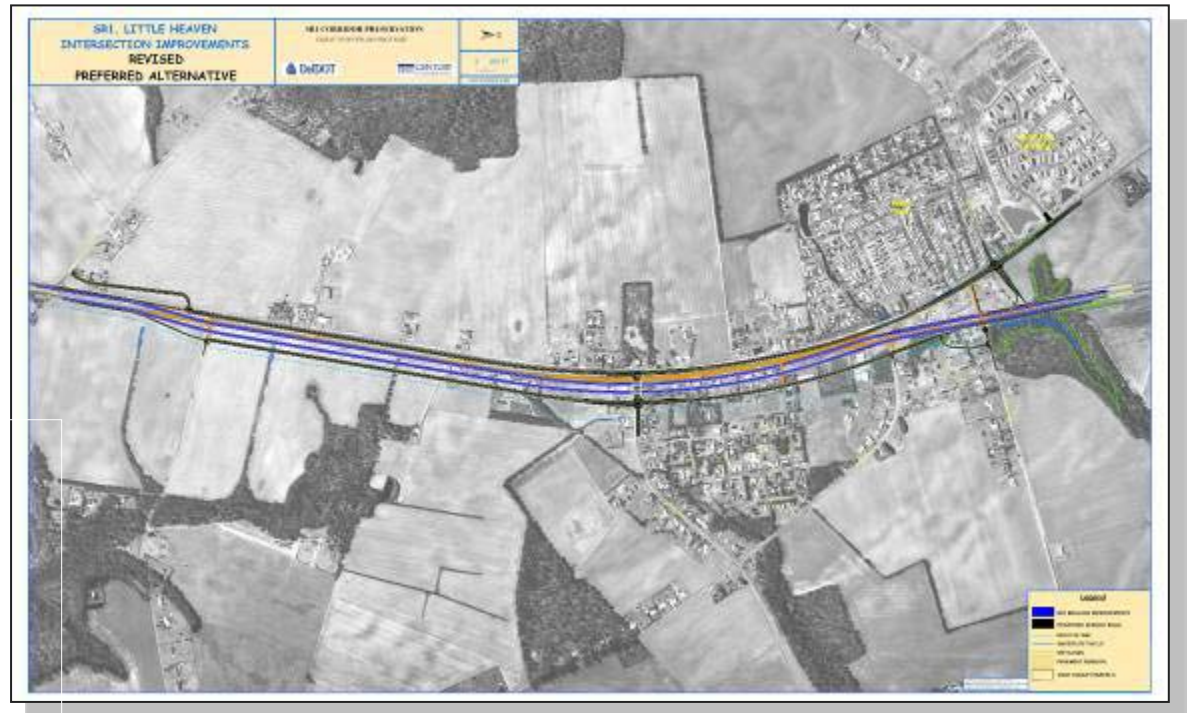
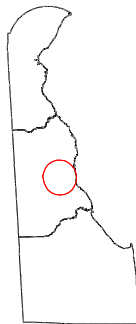
33

16

\$70,494,135

2.16

22



**SR 1, LITTLE HEAVEN GRADE-SEPARATED INTERSECTIONS**

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
Sr 1, Little Heaven Grade- Separated Intersections	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	13,500.0	0.0	16,000.0	0.0	6,000.0	0.0	0.0	35,000.0
	Total	0.0	13,500.0	0.0	16,000.0	0.0	6,000.0	0.0	0.0	35,000.0

Federal Funding Program: National Highway System

Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
Sr 1, Little Heaven Grade- Separated Intersections	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	37.1	148.4	0.0	0.0	0.0	0.0	0.0	0.0	185.5
	RW	800.0	3,200.0	0.0	0.0	0.0	0.0	0.0	0.0	4,000.0
	C	0.0	0.0	6,000.0	4,000.0	0.0	15,000.0	0.0	15,000.0	40,000.0
	Total	837.1	3,348.4	6,000.0	4,000.0	0.0	15,000.0	0.0	15,000.0	44,185.5



**SR 1 AT NE FRONT STREET, MILFORD GRADE SEPARATED INTERSECTION**

**PROJECT SCOPE/DESCRIPTION:** This project includes the construction of a grade-separated intersection at the intersection of SR 1 and ne Front Street in Milford as part of the improvements to SR1 in Kent County. The attached image is one of six alternatives for the improvements that can be found at [http://www.deldot.gov/information/projects/sr1\\_northeast\\_front\\_st/concept.shtml](http://www.deldot.gov/information/projects/sr1_northeast_front_st/concept.shtml).

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

**Municipality:** Milford  
**Funding Program:** Road System – Arterials  
**Functional Category:** Management  
**Representative District:** 33  
**Senatorial District:** 16  
**Estimated Cost:** \$28,600,000  
**MPO Priority Score:** 2.72  
**State Priority Ranking:** 99





**SR 1 AT NE FRONT STREET, MILFORD GRADE SEPARATED INTERSECTION**

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
SR1 at NE Front Street, Milford Grade Separated Intersection	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	1200.0	4800.0	0.0	0.0	6000.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	1200.0	4800.0	0.0	0.0	6000.0

Federal Funding Program: National Highway System

Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
SR 1 at NE Front Street, Milford Grade Separated Intersection	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	42.5	169.9	0.0	0.0	0.0	0.0	212.4
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	42.5	169.9	0.0	0.0	0.0	0.0	212.4

**SR 1 AT SOUTH FREDERICA GRADE SEPARATED INTERSECTION**

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

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

<b>Municipality:</b>	Frederica
<b>Funding Program:</b>	Road System – Arterials
<b>Functional Category:</b>	Management
<b>Representative District:</b>	33
<b>Senatorial District:</b>	16
<b>Estimated Cost:</b>	\$31,500,000
<b>MPO Priority Rating:</b>	
<b>State Priority Number:</b>	123



**SR 1 AT SOUTH FREDERICA GRADE SEPARATED INTERSECTION**

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
SR1 at South Frederica Grade Separated Intersection	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	11500.0	0.0	0.0	0.0	0.0	0.0	0.0	11500.0
	Total	0.0	11500.0	0.0	0.0	0.0	0.0	0.0	0.0	11500.0

Federal Funding Program: National Highway System

Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
SR1 at South Frederica Grade Separated Intersection	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	76.0	304.0	0.0	0.0	0.0	0.0	0.0	0.0	380.0
	C	0.0	0.0	0.0	0.0	1,496.0	5,984.0	1,994.9	7,979.9	17,454.8
	Total	0.0	0.0	0.0	0.0	1,496.0	5,984.0	1,994.9	7,979.9	17,834.8

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

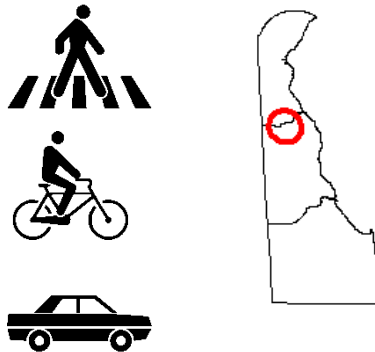


**CARTER ROAD (K137) , SUNNYSIDE ROAD TO WHEATLEY'S POND ROAD**

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

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

<b>County:</b>	Kent
<b>Municipality:</b>	Smyrna
<b>Funding Program:</b>	Road System – Collectors
<b>Functional Category:</b>	Management
<b>Representative District:</b>	8, 28
<b>Senatorial District:</b>	15
<b>Estimated Cost:</b>	\$8,000,000
<b>MPO Priority Rating:</b>	2.52
<b>State Priority Number:</b>	CON(?)



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

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
CARTER ROAD, SUNNYSIDE ROAD TO WHEATLEY'S POND ROAD	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
CARTER ROAD, SUNNYSIDE ROAD TO WHEATLEY'S POND ROAD	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	22.6	90.3	0.0	0.0	0.0	0.0	0.0	0.0	112.9
	Total	22.6	90.3	0.0	0.0	0.0	0.0	0.0	0.0	112.9

This project is substantially completed.

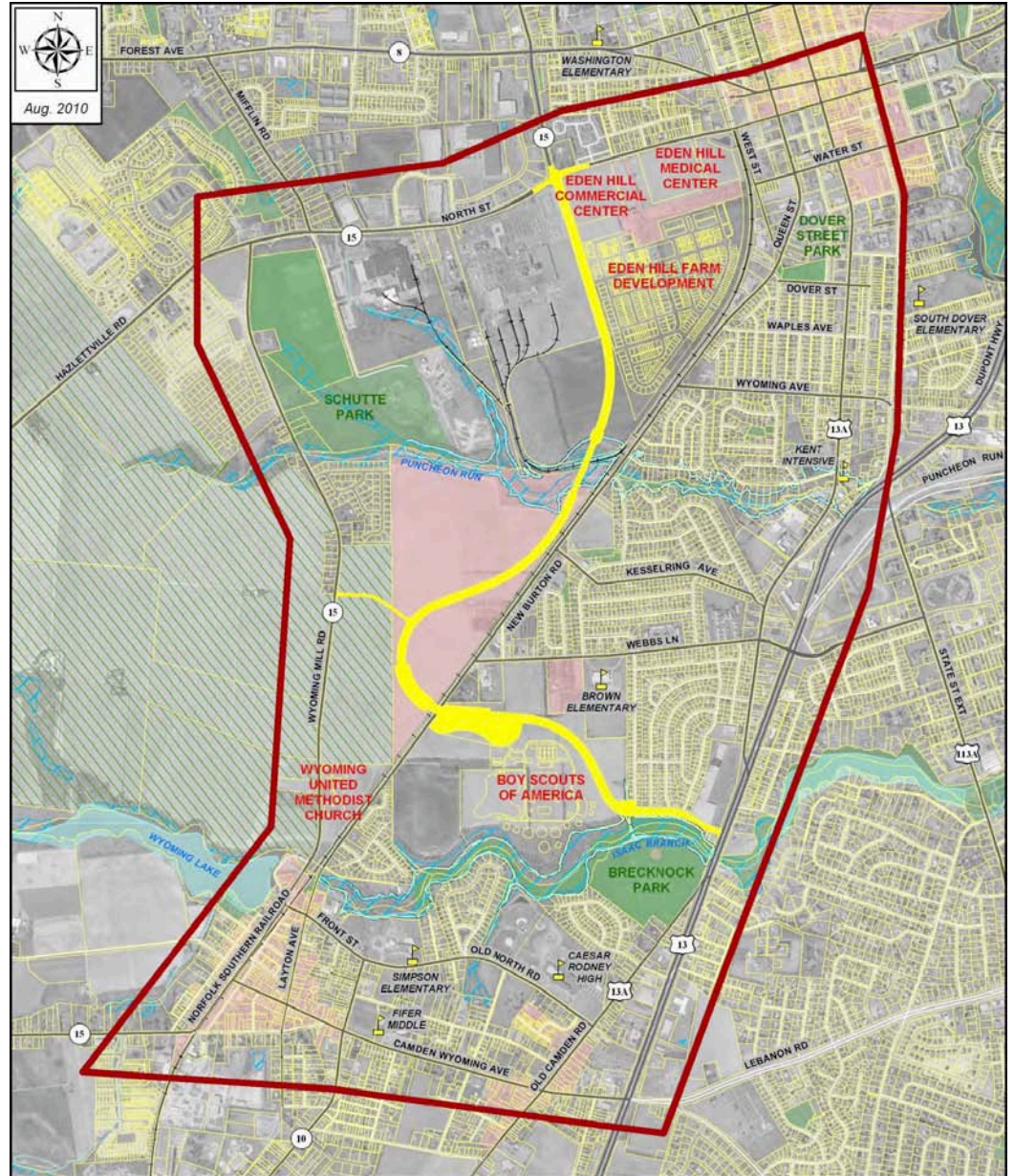
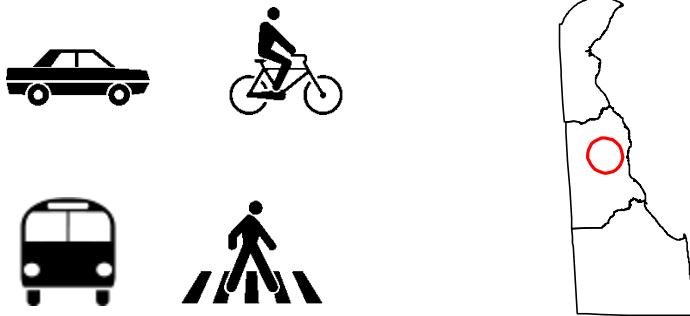


**WEST DOVER CONNECTOR**

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

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

<b>County:</b>	Kent
<b>Municipality:</b>	Dover
<b>Funding Program:</b>	Road System – Collectors
<b>Functional Category:</b>	Expansion
<b>Representative District:</b>	31, 32
<b>Senatorial District:</b>	17
<b>Estimated Cost:</b>	\$56,991,260
<b>MPO Priority Rating:</b>	2.10
<b>State Priority Number:</b>	78





**WEST DOVER CONNECTOR**

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
<b>WEST DOVER CONNECTOR</b>	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	15,000.0	0.0	4,000.0	0.0	0.0	0.0	0.0	19,000.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19,000.0

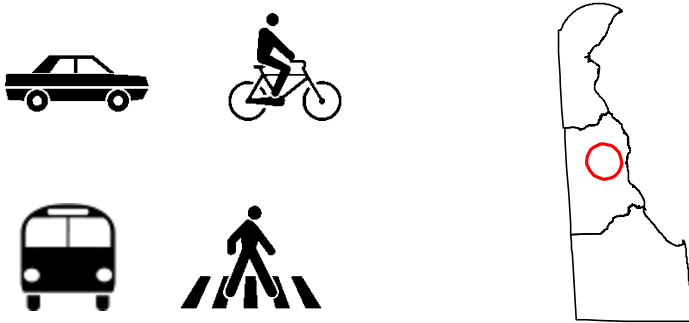
Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
<b>WEST DOVER CONNECTOR</b>	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	77.7	310.8	0.0	0.0	0.0	0.0	0.0	0.0	100.0
	RW	0.0	4,941.4	0.0	0.0	0.0	0.0	0.0	0.0	3,888.4
	C	0.0	6,000.0	0.0	15,000.0	0.0	15,000.0	0.0	0.0	41,252.2
	Total	77.7	11,252.2	0.0	15,000.0	0.0	15,000.0	0.0	0.0	45,240.6

**KENTON ROAD: SR8 TO CHESTNUT GROVE ROAD**

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

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

<b>County:</b>	Kent
<b>Municipality:</b>	Dover
<b>Funding Program:</b>	Road System – Collectors
<b>Functional Category:</b>	Management
<b>Representative District:</b>	31
<b>Senatorial District:</b>	17
<b>Estimated Cost:</b>	\$4,660,000
<b>MPO Priority Rating:</b>	2.10
<b>State Priority Number:</b>	77



**KENTON ROAD: SR8 TO CHESTNUT GROVE ROAD**

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

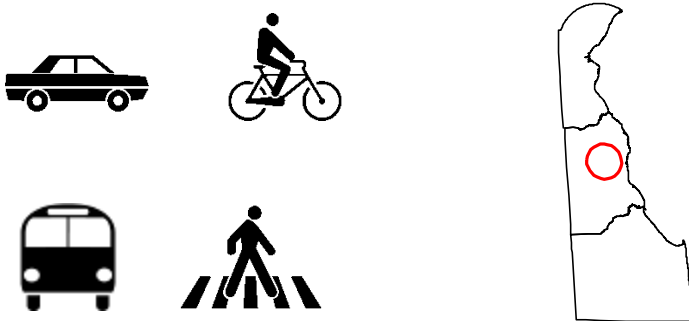
Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
KENTON ROAD: SR8 TO CHESTNUT GROVE ROAD	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	70.0	280.0	70.0	280.0	0.0	0.0	700.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	190.0	760.0	950.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	70.0	280.0	70.0	280.0	190.0	760.0	1,650.0

**CRAWFORD CARROLL ROAD EXTENSION**

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

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

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



**CRAWFORD CARROLL ROAD EXTENSION**

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
CRAWFORD CARROLL ROAD EXTENSION	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
CRAWFORD CARROLL ROAD EXTENSION	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	00.0	0.0	400.0	0.0	400.0	0.0	0.0	0.0	800.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	400.0	0.0	400.0	0.0	0.0	0.0	0.0

**ROAD SYSTEM:**  
**LOCAL ROADS**

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

**ROAD SYSTEM:  
BICYCLE /  
PEDESTRIANS**



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

**ROAD SYSTEM:**  
**BRIDGES**



## ***BRIDGES***

**PROJECT SCOPE/DESCRIPTION:** This project consists of replacing existing bridges with a timber bridge or concrete frame. Other work may include placing riprap for scour protection, reconstructing the approach roadways, and installing steel beam guardrail. This is funded as a Program with several bridge projects included, as listed below.

**PROJECT JUSTIFICATION:** The identified are in poor condition that needs to be replaced According to the DeIDOT Bridge Deficiency List.

**County:** Kent  
**Funding Program:** Road System – Bridge  
**Functional Category:** Management  
**Representative District:** 28  
**Senatorial District:**  
**Estimated Cost:** \$5,535,360  
**MPO Priority Rating:** N/A (Bridge)



Sample Bridge

**Bridges typically are completed in one to two years; 3 are scheduled to extend into FY 2017. Those included in the Bridge Program are listed on the following page, with funds and expected completion year.**

FY 2015 TO FY 2018 TIP Bridge Program Summary

Name	Federal \$	State \$	Completion
BR2-016 N. Little Creek Road over Little River	\$44,313	\$0	FY 2015
BR2-031A Irish Hill Road over Double Run Creek	\$599,570	\$149,893	FY 2017
BR 2-033B DE15/Canterbury Road over Hudson Branch	\$13,493	\$0	FY 2015
BR2-050A DE8 Halltown Road over Beaver Dam Ditch	\$431,113	\$149,893	FY 2016
BR2-052B on Westville Road over Almshouse Branch	\$321,600	\$80,400	FY 2017
BR2-059D Whiteleysburg Road over Horsepen Arm Ditch	\$0	\$0	
BR2-060C SR14 Vernon Road over Prospect Branch	\$44,000	\$11,000	?
BR2-100A Denny's Road over Fork Branch	\$716,845	\$0	FY 2015
BR2-105A Peachtree Road over Double Run	\$0	\$30,000	?
BR2-112B Burrsville Road over Salisbury Ditch	\$71,567	\$17,892	FY2015
BR2-114C Todds Chapel Road over Tomahawk Branch	\$20,846	\$0	FY2015
BR2-114E Todds Chapel Road over Quarter Branch	\$321,600	\$80,400	FY 2017
BR2-158A Chestnut Grove Road over Cahoon Branch	\$0	\$0	?
BR2-163A Victory Chapel Road over Penrose Branch	\$0	\$0	?
BR2-195A West Railroad Ave over Isaacs Branch, Wyoming	\$4,390	\$0	FY 2015
BR2-203A Todds Mill Road over Isaacs Branch	\$12,210	\$477	FY 2015
BR2-204A Apple Grove School Road over Isaac's Branch	\$0	\$6,927	FY 2015
BR2-234A Lake Front Drive over Red House Branch	\$0	\$44,000	?
BR2-265B Spider Web Road over White Marsh Branch	\$244,031	\$61,008	FY 2016
BR2-291A Ingrahm Branch Road over Prince Prong	\$30,000	\$0	?
BR2-317A Shorts Landing Road over Tributary to Duck Creek	\$0	\$247,000	FY 2016
BR2-371A Barratts Chapel Road over Double Run Ditch	\$425,299	\$4,795	FY 2015
BR2-388C DE15 Canterbury Road over Ward Branch	\$210,655	\$52,884	FY 2016
Kent and Sussex County Pipe Replacements-State Open End	\$0	\$970,923	
Kent County Pipe Replacements-Federal, 2012 Total	\$1,057,647	\$4,167	FY 2015
Provide Beams for BR2-195A W Railroad Ave. over Isaacs Branch	\$0	\$0	FY 2014
Removal of BR2-357 Pedestrian Bridge over St. Jones River	\$0	\$218,350	FY 2017
<b>TOTALS</b>	<b>\$4,569,179</b>	<b>\$2,130,009</b>	

Federal Funding Program: Highway Bridge Program

**TRANSIT SYSTEM:  
FACILITIES**



**SUPPORT SERVICES**

**GUARANTEED ENERGY SAVINGS AGREEMENT-SIEMENS**

**Project description:** Improvements to internal and external lighting systems, HVAC improvements, and building envelope improvements to the Administration Building, Dover DMV, and Dover inspection lanes.

**Project justification:** the project will replace agency equipment and systems in the Administration Building, Dover DMV and Dover Inspection Lanes on reducing the overall energy consumption.

**County:** Kent  
**Funding Program:** Support services  
**Functional Category:** Management  
**Representative District:** 32  
**Senatorial District:** 17  
**Estimated Cost:** \$3,220,800  
**MPO Priority Rating:** N/A

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2014 State/Other	FY 2014 Federal	FY 2015 State/Other	FY 2015 Federal	FY 2016 State/Other	FY 2016 Federal	FY 2017 State/Other	FY 2017 Federal	FY 2014-2017 Total
GUARANTEED ENERGY SAVINGS AGREEMENT-SIEMENS	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2014 State/Other	FY 2014 Federal	FY 2015 State/Other	FY 2015 Federal	FY 2016 State/Other	FY 2016 Federal	FY 2017 State/Other	FY 2017 Federal	FY 2014-2017 Total
GUARANTEED ENERGY SAVINGS AGREEMENT-SIEMENS do not support services to	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0



**TRANSIT FACILITIES – KENT COUNTY**

**Dover Facility Bus Parking Reconfiguration**

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

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

**County:** Kent  
**Funding Program:** Transit System – Facilities  
**Functional Category:** Maintenance  
**Representative District:** 32  
**Senatorial District:** 17  
**Estimated Cost:** \$642,866

Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
Dover Facility Bus Parking Reconfiguration	PE	0.0	0.0	10.4	0.0	0.0	0.0	0.0	0.0	10.4
	C	0.0	0.0	0.0	0.	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	10.4	0.0	0.0	0.0	0.0	0.0	10.4

**Dover Maintenance Building Lift Replacement**

**PROJECT DESCRIPTION:** This project will replace the in ground lifts used for bus maintenance at the Dover maintenance facility.

**PROJECT JUSTIFICATION:** The lift manufacturer went out of business, and the ability to get replacement parts is limited. Failure to replace the lift will impact DART's ability to properly maintain fixed route and paratransit fleets.

**County:** Kent  
**Funding Program:** Transit System – Facilities  
**Functional Category:** Maintenance  
**Representative District:** 32  
**Senatorial District:** 17  
**Estimated Cost:** \$620,000

Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
Dover Maintenance Building Lift Replacement	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**Dover Transit Center**

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

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

**County:** Kent  
**Funding Program:** Transit System – Facilities  
**Functional Category:** Expansion  
**Representative District:** 31  
**Senatorial District:** 17  
**Estimated Cost:** \$8,171,780

Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
Dover Transit Center	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	219.5	0.0	0.	0.0	0.0	0.0	0.0	219.5
	Total	0.0	219.5	0.0	0.0	0.0	0.0	0.0	0.0	219.5

**TRANSIT SYSTEM:**  
**VEHICLES**



**PREVENTATIVE MAINTENANCE – KENT COUNTY**

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

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

**County:** Kent  
**Funding Program:** Transit System – Vehicles  
**Functional Category:** Expansion  
**Representative District:** 32  
**Senatorial District:** 18  
**Estimated Cost:** \$900,000

**PREVENTATIVE MAINTENANCE – KENT COUNTY**

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
PREVENTATIVE MAINTENANCE – KENT COUNTY	PRO	0.0	95.4	0.0	95.4	0.0	95.4	0.0	0.0	286.2
	Total	0.0	95.4	0.0	95.4	0.0	95.4	0.0	0.0	286.2

Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
PREVENTATIVE MAINTENANCE – KENT COUNTY	PRO	23.9	95.4	23.9	95.4	23.9	95.4	23.9	95.4	477.2
	Total	23.9	95.4	23.9	95.4	23.9	95.4	23.9	95.4	477.2

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

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

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

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

**DOVER/REHOBOTH SHUTTLE**

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

Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
30' Low Floor (2)	PRO	0.0	919.5	0.0	0.0	0.0	0.0	0.0	0.0	919.5
	Total	0.0	919.5	0.0	0.0	0.0	0.0	0.0	0.0	919.5

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

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

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

**County:** Kent  
**Funding Program:** Transit System – Vehicles  
**Functional Category:** Expansion  
**Representative District:** 30, 34  
**Senatorial District:** 15, 16, 17, 18  
**Estimated Cost:** \$1,002,700

**DOVER/SEAFORD (RT 309) FY18**

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

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



**TRANSIT VEHICLE REPLACEMENT Paratransit Buses Kent FY14-19**

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

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

**County:** Kent  
**Funding Program:** Transit System – Vehicles  
**Functional Category:** Expansion  
**Representative District:** 32  
**Senatorial District:** 18  
**Estimated Cost:** \$5,538,400

**Paratransit Buses Kent FY14-19**

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2015 State/Other	FY 2015 Federal	FY 2016 State/Other	FY 2016 Federal	FY 2017 State/Other	FY 2017 Federal	FY 2018 State/Other	FY 2018 Federal	FY 2015-2018 Total
Paratransit Buses Kent FY14-19	PRO	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

**Transit Vehicle Replacement Support Vehicles Kent FY14-19**

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

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

**County:** Kent  
**Funding Program:** Transit System – Vehicles  
**Functional Category:** Expansion  
**Representative District:** 32  
**Senatorial District:** 18  
**Estimated Cost:** \$8919,500

**SUPPORT VEHICLES KENT FY14-19**

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

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



**APPENDIX B**  
**Adopted Resolutions and Self-Certification**  
**September 3, 2014**



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



**APPENDIX C: Financial Plan  
with evidence of Fiscal Constraint**

Kent County	Revenue			
	FY 15	FY 16	FY 17	FY 18
Federal	\$11,064,944	\$16,387,825	\$26,831,093	\$26,254,022
State	\$2,128,977	\$9,888,347	\$3,234,573	\$2,798,356
Other	\$23,900	\$40,675	\$23,900	\$23,900
<b>Subtotal - Kent county</b>	<b>\$13,217,821</b>	<b>\$26,316,847</b>	<b>\$30,089,566</b>	<b>\$29,076,278</b>
<b>Statewide</b>				
Federal	\$86,154,479	\$70,032,516	\$76,825,438	\$67,053,498
State	\$127,965,508	\$118,366,542	\$126,108,934	\$117,918,875
Other	\$1,414,401	\$1,451,201	\$2,297,701	\$1,297,701
<b>Subtotal - Statewide</b>	<b>\$215,534,388</b>	<b>\$189,850,259</b>	<b>\$205,232,073</b>	<b>\$186,270,074</b>
<b>Total Revenue</b>	<b>\$228,752,209</b>	<b>\$216,167,106</b>	<b>\$235,321,639</b>	<b>\$215,346,352</b>

Kent County	Programmed Funds			
	FY 15	FY 16	FY 17	FY 18
Arterials	\$8,615,577	\$22,329,116	\$24,630,016	\$26,924,878
Collectors	\$100,282	\$0	\$0	\$0
Local	\$18,356	\$200,000	\$1,000,000	\$0
Bridge Preservation	\$2,850,606	\$2,209,565	\$1,596,050	\$0
Bicycle/Pedestrian	\$0	\$0	\$0	\$0
Transportation Facilities	\$0	\$0	\$0	\$0
Transit Facilities	\$219,500	\$10,366	\$0	\$0
Transit Vehicles	\$1,413,500	\$1,567,800	\$2,863,500	\$2,151,400
<b>Subtotal - Kent County</b>	<b>\$13,217,821</b>	<b>\$26,316,847</b>	<b>\$30,089,566</b>	<b>\$29,076,278</b>
<b>Statewide</b>				
Road Systems	\$154,609,861	\$128,261,891	\$143,848,691	\$126,461,722
Support Systems	\$33,633,648	\$46,410,905	\$47,146,019	\$44,745,989
Transit Systems	\$5,540,879	\$3,802,463	\$2,862,363	\$3,687,363
Grants & Allocations	\$21,750,000	\$11,375,000	\$11,375,000	\$11,375,000
<b>Subtotal - Statewide</b>	<b>\$215,534,388</b>	<b>\$189,850,259</b>	<b>\$205,232,073</b>	<b>\$186,270,074</b>
<b>Total Programmed Funds</b>	<b>\$228,752,209</b>	<b>\$216,167,106</b>	<b>\$235,321,639</b>	<b>\$215,346,352</b>



## **APPENDIX C: Financial Plan with evidence of Fiscal Constraint**

The funding information included above was provided by DeIDOT Finance and is based on anticipated resources and programmed funding as depicted in the FY 2015-2018 Capital Transportation Program. It is based on the latest information available at the time the amendment to the TIP was presented to the MPO Committees and Council. In order to account for Kent County projects that are included as part of a DeIDOT Statewide Program, such as the Hazard Elimination Program, the Transportation Enhancement Program, Transit Facilities, etc., Statewide Projects are also shown, in addition to the projects specific to Kent County.

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



## APPENDIX D: Aspirational Projects List

List of Recommended Projects					
			Year Completed By	Year Of Expenditure \$ Amount	Road Classification
<b>Aspirations List of Projects</b>					
<b>Highway Projects</b>					
<b>Capital Projects - Highways</b>	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	<b>2030</b>	<b>\$28,396</b>	Minor Arterial
	30.7	Upgrade College Road from Salisbury to Kenton Road to include turn lanes where needed, shoulders, sidewalks or multi-use path, curbing and closed drainage	<b>2030</b>	<b>\$4,289</b>	Minor Arterial
	29.2	Upgrade Kenton Road: Chestnut Grove Road to DE 42; upgrade to functional classification including shoulders, sidewalks and bike lanes	<b>2030</b>	<b>\$63,000</b>	Minor Arterial
	28.7	DE 8: Intersection Improvements: Left turn phasing at 4 intersections	<b>2040</b>	<b>\$1,550</b>	Minor Arterial
	28.6	DE 10: Connection from DE 10 at Rising Sun Road to US 13 to connect to new road through the King Property	<b>2030</b>	<b>\$2,550</b>	Major Collector
	29.1	Upgrade Sunnyside Road from DE 300 to US 13 in Smyrna to include adequate travel lanes, shoulders, curbs, drainage, and bicycle and pedestrian improvements	<b>&gt;2030</b>	<b>\$30,845</b>	Major Collector
	29.1	Construct/fill gaps in pedestrian facilities on US 113 between Court Street and Lafferty Lane	<b>&gt;2030</b>	<b>\$5,774</b>	Minor Arterial
	28.5	Upgrade N. Main Street in Smyrna to include adequate travel lanes, shoulders, curbs, drainage, and bicycle and pedestrian improvements	<b>&gt;2030</b>	<b>\$7,150</b>	Major Collector
	28.5	Upgrade Joe Goldsborough Road from Duck Creek Road to US 13 to include adequate travel lanes, shoulders and bicycle and pedestrian facilities	<b>&gt;2030</b>	<b>\$2,240</b>	Major Collector
	28.5	Upgrade Paddock Road from US 13 to SR 1 to include adequate travel lanes, shoulders and bicycle and pedestrian facilities	<b>&gt;2030</b>	<b>\$5,096</b>	Major Collector
	27.3	Upgrade Messina Hill Road to improve safety and include adequate travel lanes, shoulders and bicycle and pedestrian facilities	<b>&gt;2030</b>	<b>\$4,480</b>	Major Collector
	27.1	DE10: Connection from Rising Sun Road to Old North Street at Redner's	<b>&gt;2030</b>	<b>\$3,340</b>	Minor Collector
	26.9	Upgrade Brenford Road: US 13 south to DE 42; upgrade to functional classification including shoulders, sidewalks and bike lanes	<b>&gt;2040</b>	<b>\$36,800</b>	Major Collector
	26.8	Upgrade Peachtree Run Road (from Voshells Mill Star Hill Road to Irish Hill Road) to include adequate travel lanes, shoulders, and bicycle and pedestrian improvements	<b>&gt;2030</b>	<b>\$12,300</b>	Major Collector
	26.8	Upgrade New Burton Road from Westview Terrace to Wyoming town limit with turn lanes, where needed, adequate shoulders and bicycle and pedestrian facilities	<b>&gt;2030</b>	<b>\$11,200</b>	Major Collector
26.7	Construct/ fill gaps in pedestrian facilities on US 13 from Smyrna-Leipscic Road (K 12) to Duck Creek Road.	<b>&gt;2030</b>	<b>\$4,362</b>	Minor Arterial	

## APPENDIX D: Aspirational Projects List

List of Recommended Projects						
		Year Completed By	Year Of Expenditure \$ Amount	Road Classification		
<b>Capital Projects - Highways</b>	<b>Excluded New Projects</b>	26.4	South State Street Center left turn lane: SR 10 to SR 1	>2030	\$55,000	Minor Arterial
		26.3	Upgrade SR 36 west of US 113 to include pedestrian, bicycle and transit facilities and adequate travel lane and shoulder widths (in Milford)	>2030	\$28,000	Major Collector
		26.2	Upgrade the McKee Road/ Saulsbury Road/Morton Road corridor from Denneys Road to Lynnbury Woods Road with adequate lane width, shoulders, sidewalks and bicycle and transit facilities	>2030	\$10,200	Major Collector
		26.2	Upgrade DE 15 between DE 14 and US 13 and from DE 10A to DE 10 to include adequate lane width, shoulders, multi-use path and transit facilities.	>2030	\$39,300	Minor Arterial
		25.7	Upgrade DE 42 from Kenton to US 13 with adequate travel lanes and shoulders and bicycle and pedestrian facilities	>2030	\$21,056	Major Collector
		25.7	Upgrade corridor of Lynnbury Woods Road to include adequate travel lanes, shoulders, curbs, drainage, and bicycle and pedestrian improvements	>2030	\$5,600	Minor Collector
		25.1	Upgrade sections of Brenford Road not included in developer improvements to include adequate travel lanes, shoulders and bicycle and pedestrian facilities	>2030	\$200	Minor Arterial
		25.1	Upgrade Walnut Shade Road from US 13 to S. State St. to include adequate travel lanes, shoulders, and bicycle and pedestrian improvements	>2030	\$8,000	Major Collector
		24.9	- D8: N/S Connector Road: Connection from DE 8 / Hazletville Road to Artis Drive	2030	\$4,550	Major Collector
		24.6	Upgrade DE 15 west of Clayton and Smyrna (Vandyke Greenspring Road to DE 6) to include adequate travel lanes and shoulders and bicycle, pedestrian and transit facilities	>2030	\$6,900	Major Collector
		24.5	Construct Bike and Pedestrian Improvements on Duck Creek Road from Main St to US 13 and from DE 6 to VanDyke Spring Road	>2030	\$550	Major Collector
		24.5	Upgrade Carpenter Bridge Road from Frederica to DE 15 to include adequate lane width, shoulders, multi-use path and transit amenities	>2030	\$18,816	Minor Arterial
		24.5	Upgrade DE 12 from SR 1 to US 13 with adequate lane width, shoulders, multi-use path and transit facilities	>2030	\$30,016	Minor Arterial
		24.5	Construct/fill gaps in bicycle and pedestrian facilities on Hazletville Road within the Dover city limits.	>2030	\$2,240	Minor Arterial
		24.5	Construct a Bike route on S. State Street from Webbs Lane to SR 10	>2030	\$1,200	Minor Arterial
		24.1	DE 10: Intersection Improvement, S. Main Street and South Street	2040	\$2,455	Major Collector
		24.0	- D8: N/S Connector Road: Chestnut Grove Road to Rt 8	2040	\$15,325	Minor Arterial
		24.0	Construct/fill gaps in bicycle and pedestrian improvements on DE 10 between Bay Road (US 113) and DE 15 west of Wyoming	>2030	\$5,600	Minor Arterial
		23.1	- D8: Intersection Improvements: Mifflin Road right turn and realignment of Brandywine Apts entrance	2030	\$2,550	Principal Arterials
		22.9	Improvements to the Intersection of Irish Hill Road and Woodleytown Road	>2040	\$1,000	Major Collector

## APPENDIX D: Aspirational Projects List

List of Recommended Projects							
					Year Completed By	Year Of Expenditure \$ Amount	Road Classification
Highways	22.6	- D8: Realign intersection of Artis Drive with DE 8		2030	\$550	Minor Arterial	
	22.6	DE 8: Connector Road south of Gateway West to Commerce Way		>2040	\$550	Local	
	21.0	Construct grade-separated intersection at SR 1 and Barratts Chapel Road		>2030	\$30,000	Principal Arterials	
	17.1	Upgrade Brick Store Landing Road from Paddock Road to SR 1 in Smyrna		>2030	\$3,696	Major Collector	
	17.0	Improve the intersection of Airport and Bowman Roads in Milford		>2030	\$900	Major Collector	
	14.9	Upgrade DE 6 between the Maryland state line and DE 300 with adequate travel lanes and shoulders.		>2030	\$7,900	Local	
<b>Bicycle and Pedestrian Projects</b>							
Bike/Ped Projects	On-Road	Pearsons Corner Road: DE 8 to DE 42; widened to add shoulders, sidewalks and bike lanes		2035	\$10,000	Locals	
		Chestnut Grove Road: Kenton Road to DE 8; widened to add shoulders, sidewalks and bike lanes		2035	\$10,000	Locals	
		DE 12 west of Felton/Burnite Mill Road: Black Swamp Road to the Maryland line; widened and striped shoulders, pedestrian Way added		2040	\$15,000	Major Collector	
		DE 15/Canterbury Road: US 13 to Airport Road; widened and striped shoulders, pedestrian way added		2040	\$15,000	Minor Arterial	
		Saulsbury Road: north Street to College Road; 12 intersections improved		2040	\$25,000	Major Collector	
	Intersections	Rehoboth Boulevard: at Warner Road and US 113; intersection improvements		2035	\$1,000	Major Collector	
		DE 14 @ US 13, US 113 and SR 1; intersection improvements		2035	\$1,000	Minor Arterial	
		DE 42/Seven Hickories Road: Kenton to Cheswold; intersection improvements		2040	\$2,000	Major Collector	
	Off-Road	DE 10 Trail: alternative to Lebanon Road on-road bike facilities.		2030	\$2,000	Off-Road	
		Smyrna-Clayton Trail: connecting schools, parks and existing trails, including the proposed trail to Easton, MD.		2040	\$3,000	Off-Road	
<b>Estimated Total Cost</b>					<b>\$84,000</b>		
<b>Transit Projects</b>							
Transit	Transit	Implement Bus Rapid Transit/BRT recommendations through Kent County by creating a dedicated lane and intelligent signalling on existing ROW		>2030	\$0		

## APPENDIX D: Aspirational Projects List

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

**APPENDIX E**  
**Annual Listing of Obligated Projects**



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

**APPENDIX E: Annual Listing of Projects - Funded**

	B	C	F	G	H	I	J	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
1	County	Project Title	Category	Class	Family	Phase	Current Estimate	FY15 128 State Spend	FY15 128 Fed Spend	FY15 128 Other Spend	FY16 128 State Spend	FY16 128 Fed Spend	FY16 128 Other Spend	FY17 State Spend	FY17 Fed Spend	FY17 Other Spend	FY18 State Spend	FY18 Fed Spend	FY18 Other Spend
3																			
4	Kent	Garrison Oak Connector, White Oak Road to SR 8	Road Systems	Arterials	Arterials	PE	650,000												
5	Kent	Garrison Oak Connector, White Oak Road to SR 8	Road Systems	Arterials	Arterials	ROW	700,000												
6	Kent	Garrison Oak Connector, White Oak Road to SR 8	Road Systems	Arterials	Arterials	C	3,500,000												
7		<b>Garrison Oak Connector, White Oak Road to SR 8 Total</b>					4,850,000												
8	Kent	HEP KC SR 8 and SR 15 Intersection Improvements	Road Systems	Arterials	Arterials	PE	1,000,000	-	-	-	-	-	-	-	-	-	-	-	-
9	Kent	HEP KC SR 8 and SR 15 Intersection Improvements	Road Systems	Arterials	Arterials	ROW	1,000,000	-	-	-	-	-	-	-	-	-	-	-	-
10	Kent	HEP KC SR 8 and SR 15 Intersection Improvements	Road Systems	Arterials	Arterials	C	3,000,000	-	-	-	-	-	-	-	-	-	-	-	-
11		<b>HEP KC SR 8 and SR 15 Intersection Improvements Total</b>					5,000,000	-	-	-	-	-	-	-	-	-	-	-	-
12	Kent	Loockerman Street / Forest Street	Road Systems	Arterials	Arterials	PD	246,830												
13	Kent	Loockerman Street / Forest Street	Road Systems	Arterials	Arterials	PE	300,000							150,000			150,000		
14	Kent	Loockerman Street / Forest Street	Road Systems	Arterials	Arterials	ROW	100,000												
15	Kent	Loockerman Street / Forest Street	Road Systems	Arterials	Arterials	C	3,500,000												
16		<b>Loockerman Street / Forest Street Total</b>					4,146,830							150,000			150,000		
17	Kent	SR 1, Bay Road/ K19, Thompsonville Road, Intersection Improvements	Road Systems	Arterials	Arterials	PD	685,425												
18	Kent	SR 1, Bay Road/ K19, Thompsonville Road, Intersection Improvements	Road Systems	Arterials	Arterials	PE	250,000												
19	Kent	SR 1, Bay Road/ K19, Thompsonville Road, Intersection Improvements	Road Systems	Arterials	Arterials	ROW	9,116,000												
20	Kent	SR 1, Bay Road/ K19, Thompsonville Road, Intersection Improvements	Road Systems	Arterials	Arterials	C	16,000,000	800,000	3,200,000		2,200,000	8,800,000		200,000	800,000				
21		<b>SR 1, Bay Road/ K19, Thompsonville Road, Intersection Improvements Total</b>					26,051,425	800,000	3,200,000		2,200,000	8,800,000		200,000	800,000				
22	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Systems	Arterials	Arterials	PD	605,360												
23	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Systems	Arterials	Arterials	PE	5,072,000	37,115	148,462										
24	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Systems	Arterials	Arterials	ROW	19,800,000	800,000	3,200,000										
25	Kent	SR 1, Little Heaven Grade Separated Intersection	Road Systems	Arterials	Arterials	C	45,016,775				6,000,000	4,000,000	16,775		15,000,000			15,000,000	
26		<b>SR 1, Little Heaven Grade Separated Intersection Total</b>					70,494,135	837,115	3,348,462		6,000,000	4,000,000	16,775		15,000,000			15,000,000	
27	Kent	SR 1, NE Front Street Grade Separated Intersection	Road Systems	Arterials	Arterials	PE	661,843				42,468	169,873							
28	Kent	SR 1, NE Front Street Grade Separated Intersection	Road Systems	Arterials	Arterials	ROW	6,000,000												
29	Kent	SR 1, NE Front Street Grade Separated Intersection	Road Systems	Arterials	Arterials	C	22,000,000												
30		<b>SR 1, NE Front Street Grade Separated Intersection Total</b>					28,661,843				42,468	169,873							
31	Kent	SR 1, South Frederica Grade Separated Intersection	Road Systems	Arterials	Arterials	PD	489,204												
32	Kent	SR 1, South Frederica Grade Separated Intersection	Road Systems	Arterials	Arterials	PE	2,888,700												
33	Kent	SR 1, South Frederica Grade Separated Intersection	Road Systems	Arterials	Arterials	ROW	4,488,734	76,000	304,000										
34	Kent	SR 1, South Frederica Grade Separated Intersection	Road Systems	Arterials	Arterials	CE	2,418,685							368,722	1,474,889		114,976	459,902.40	
35	Kent	SR 1, South Frederica Grade Separated Intersection	Road Systems	Arterials	Arterials	C	18,299,174							1,000,000	4,000,000		1,800,000	7,200,000	
36	Kent	SR 1, South Frederica Grade Separated Intersection	Road Systems	Arterials	Arterials	Utilities	312,510							62,502	250,008				
37	Kent	SR 1, South Frederica Grade Separated Intersection	Road Systems	Arterials	Arterials	Traffic	764,464							64,779	259,116		80,000	320,000	
38	Kent	SR 1, South Frederica Grade Separated Intersection	Road Systems	Arterials	Arterials	Conting	1,705,168												
39		<b>SR 1, South Frederica Grade Separated Intersection Total</b>					31,366,638	76,000	304,000					1,496,003	5,984,013		1,994,976	7,979,902	
40	Kent	SR 15, Andrews Lake Road to US 13	Road Systems	Arterials	Arterials	PE	1,000,000												
41	Kent	SR 15, Andrews Lake Road to US 13	Road Systems	Arterials	Arterials	ROW	1,500,000												
42	Kent	SR 15, Andrews Lake Road to US 13	Road Systems	Arterials	Arterials	C	7,500,000												
43		<b>SR 15, Andrews Lake Road to US 13 Total</b>					10,000,000												
44	Kent	SR 8, Hazletville Road Connector	Road Systems	Arterials	Arterials	PE	100,000												
45	Kent	SR 8, Hazletville Road Connector	Road Systems	Arterials	Arterials	ROW	750,000												
46	Kent	SR 8, Hazletville Road Connector	Road Systems	Arterials	Arterials	C	3,500,000												
47		<b>SR 8, Hazletville Road Connector Total</b>					4,350,000												
48	Kent	US 13 from South Court Street to Loockerman Street	Road Systems	Arterials	Bicycle, Pedestr	PE	500,000												
49	Kent	US 13 from South Court Street to Loockerman Street	Road Systems	Arterials	Bicycle, Pedestr	ROW	3,000,000												
50	Kent	US 13 from South Court Street to Loockerman Street	Road Systems	Arterials	Bicycle, Pedestr	C	3,000,000												
51		<b>US 13 from South Court Street to Loockerman Street Total</b>					6,500,000												
52	Kent	HEP KC, SR14 at Killens Pond Road Intersection Improvement	Road Systems	Arterials	Safety Improver	PD	50,000										5,000	45,000	
53	Kent	HEP KC, SR14 at Killens Pond Road Intersection Improvement	Road Systems	Arterials	Safety Improver	C	250,000												
54		<b>HEP KC, SR14 at Killens Pond Road Intersection Improvement Total</b>					300,000										5,000	45,000	
55	Kent	HEP KC, US13 Puncheon Run Connector to Walnut Shade Rd.	Road Systems	Arterials	Safety Improver	PE	4,500,000							100,000	900,000		175,000	1,575,000	
56	Kent	HEP KC, US13 Puncheon Run Connector to Walnut Shade Rd.	Road Systems	Arterials	Safety Improver	ROW	2,000,000												
57	Kent	HEP KC, US13 Puncheon Run Connector to Walnut Shade Rd.	Road Systems	Arterials	Safety Improver	C	66,000,000												
58		<b>HEP KC, US13 Puncheon Run Connector to Walnut Shade Rd. Total</b>					72,500,000							100,000	900,000		175,000	1,575,000	
59	Kent	HSIP KC, South State Street & Sorghum Mill Road Intersection Improvements	Road Systems	Arterials	Safety Improver	PE	75,000												
60	Kent	HSIP KC, South State Street & Sorghum Mill Road Intersection Improvements	Road Systems	Arterials	Safety Improver	ROW	500,000												
61	Kent	HSIP KC, South State Street & Sorghum Mill Road Intersection Improvements	Road Systems	Arterials	Safety Improver	CE	72,500												
62	Kent	HSIP KC, South State Street & Sorghum Mill Road Intersection Improvements	Road Systems	Arterials	Safety Improver	C	737,125												
63	Kent	HSIP KC, South State Street & Sorghum Mill Road Intersection Improvements	Road Systems	Arterials	Safety Improver	Utilities	45,906												
64	Kent	HSIP KC, South State Street & Sorghum Mill Road Intersection Improvements	Road Systems	Arterials	Safety Improver	Traffic	117,876												
65	Kent	HSIP KC, South State Street & Sorghum Mill Road Intersection Improvements	Road Systems	Arterials	Safety Improver	Conting	53,725												
66		<b>HSIP KC, South State Street &amp; Sorghum Mill Road Intersection Improvements Total</b>					1,602,132												
67	Kent	HSIP KC, SR 8, Forrest Avenue & Pearsons Corner Road Intersection Improvements	Road Systems	Arterials	Safety Improver	PD	517,653												
68	Kent	HSIP KC, SR 8, Forrest Avenue & Pearsons Corner Road Intersection Improvements	Road Systems	Arterials	Safety Improver	PE	840,000												
69	Kent	HSIP KC, SR 8, Forrest Avenue & Pearsons Corner Road Intersection Improvements	Road Systems	Arterials	Safety Improver	ROW	500,000												
70	Kent	HSIP KC, SR 8, Forrest Avenue & Pearsons Corner Road Intersection Improvements	Road Systems	Arterials	Safety Improver	CE	64,755												
71	Kent	HSIP KC, SR 8, Forrest Avenue & Pearsons Corner Road Intersection Improvements	Road Systems	Arterials	Safety Improver	C	975,875												
72	Kent	HSIP KC, SR 8, Forrest Avenue & Pearsons Corner Road Intersection Improvements	Road Systems	Arterials	Safety Improver	Utilities	105,284												
73	Kent	HSIP KC, SR 8, Forrest Avenue & Pearsons Corner Road Intersection Improvements	Road Systems	Arterials	Safety Improver	Traffic	325,100												
74	Kent	HSIP KC, SR 8, Forrest Avenue & Pearsons Corner Road Intersection Improvements	Road Systems	Arterials	Safety Improver	Conting	75,868												
75		<b>HSIP KC, SR 8, Forrest Avenue &amp; Pearsons Corner Road Intersection Improvements Total</b>					3,404,535												
76	Kent	HSIP KC, SR300, Glenwood Avenue Safety Improvements	Road Systems	Arterials	Safety Improver	PE	20,000												
77	Kent	HSIP KC, SR300, Glenwood Avenue Safety Improvements	Road Systems	Arterials	Safety Improver	ROW	50,000		50,000										
78	Kent	HSIP KC, SR300, Glenwood Avenue Safety Improvements	Road Systems	Arterials	Safety Improver	CE	100,000				20,000	80,000							
79	Kent	HSIP KC, SR300, Glenwood Avenue Safety Improvements	Road Systems	Arterials	Safety Improver	C	1,000,000				200,000	800,000							

APPENDIX E: Annual Listing of Projects - Funded

	B	C	F	G	H	I	J	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
1	County	Project Title	Category	Class	Family	Phase	Current Estimate	FY15 128 State Spend	FY15 128 Fed Spend	FY15 128 Other Spend	FY16 128 State Spend	FY16 128 Fed Spend	FY16 128 Other Spend	FY17 State Spend	FY17 Fed Spend	FY17 Other Spend	FY18 State Spend	FY18 Fed Spend	FY18 Other Spend
87	Kent	HSIP KC, US 13 at Carpenter Bridge Road	Road Systems	Arterials	Safety Improver	Conting	134,287	-	-	-	-	-	-	-	-	-	-	-	-
88		<b>HSIP KC, US 13 at Carpenter Bridge Road Total</b>					2,277,331	-	-	-	-	-	-	-	-	-	-	-	-
89	Kent	Walnut Shade Road, US 13 to Peachtree Run Road	Road Systems	Arterials	Safety Improver	PE	850,000												
90	Kent	Walnut Shade Road, US 13 to Peachtree Run Road	Road Systems	Arterials	Safety Improver	ROW	1,500,000												
91	Kent	Walnut Shade Road, US 13 to Peachtree Run Road	Road Systems	Arterials	Safety Improver	C	9,500,000												
92		<b>Walnut Shade Road, US 13 to Peachtree Run Road Total</b>					11,850,000	-	-	-	-	-	-	-	-	-	-	-	-
93	Kent	Barratt's Chapel Road	Road Systems	Collectors	Collectors	PD	660,839	-	-	-	-	-	-	-	-	-	-	-	-
94	Kent	Barratt's Chapel Road	Road Systems	Collectors	Collectors	PE	2,250,000	-	-	-	-	-	-	-	-	-	-	-	-
95	Kent	Barratt's Chapel Road	Road Systems	Collectors	Collectors	ROW	4,500,000	-	-	-	-	-	-	-	-	-	-	-	-
96	Kent	Barratt's Chapel Road	Road Systems	Collectors	Collectors	C	26,200,000	-	-	-	-	-	-	-	-	-	-	-	-
97		<b>Barratt's Chapel Road Total</b>					33,610,839	-	-	-	-	-	-	-	-	-	-	-	-
98	Kent	Camden Bypass, North Street Extended to SR10	Road Systems	Collectors	Collectors	PE	700,000												
99	Kent	Camden Bypass, North Street Extended to SR10	Road Systems	Collectors	Collectors	ROW	1,200,000												
100	Kent	Camden Bypass, North Street Extended to SR10	Road Systems	Collectors	Collectors	C	2,500,000												
101		<b>Camden Bypass, North Street Extended to SR10 Total</b>					4,400,000	-	-	-	-	-	-	-	-	-	-	-	-
102	Kent	Camden Bypass, South Street to Rising Sun Road	Road Systems	Collectors	Collectors	PE	1,200,000												
103	Kent	Camden Bypass, South Street to Rising Sun Road	Road Systems	Collectors	Collectors	ROW	2,000,000												
104	Kent	Camden Bypass, South Street to Rising Sun Road	Road Systems	Collectors	Collectors	C	10,000,000												
105		<b>Camden Bypass, South Street to Rising Sun Road Total</b>					13,200,000	-	-	-	-	-	-	-	-	-	-	-	-
106	Kent	Carter Road (K137), Sunnyside Road to Wheatley's Pond Road, Smyrna	Road Systems	Collectors	Collectors	PE	1,880,926	-	-	-	-	-	-	-	-	-	-	-	-
107	Kent	Carter Road (K137), Sunnyside Road to Wheatley's Pond Road, Smyrna	Road Systems	Collectors	Collectors	ROW	1,233,558	-	-	-	-	-	-	-	-	-	-	-	-
108	Kent	Carter Road (K137), Sunnyside Road to Wheatley's Pond Road, Smyrna	Road Systems	Collectors	Collectors	CE	447,302	-	-	-	-	-	-	-	-	-	-	-	-
109	Kent	Carter Road (K137), Sunnyside Road to Wheatley's Pond Road, Smyrna	Road Systems	Collectors	Collectors	C	4,039,968	-	-	-	-	-	-	-	-	-	-	-	-
110	Kent	Carter Road (K137), Sunnyside Road to Wheatley's Pond Road, Smyrna	Road Systems	Collectors	Collectors	Utilities	1,490,100	-	-	-	-	-	-	-	-	-	-	-	-
111	Kent	Carter Road (K137), Sunnyside Road to Wheatley's Pond Road, Smyrna	Road Systems	Collectors	Collectors	Traffic	196,519	-	-	-	-	-	-	-	-	-	-	-	-
112	Kent	Carter Road (K137), Sunnyside Road to Wheatley's Pond Road, Smyrna	Road Systems	Collectors	Collectors	Conting	960,984	22,585	90,342	-	-	-	-	-	-	-	-	-	-
113		<b>Carter Road (K137), Sunnyside Road to Wheatley's Pond Road, Smyrna Total</b>					10,249,356	22,585	90,342	-	-	-	-	-	-	-	-	-	-
114	Kent	Crawford Carroll Road Extension	Road Systems	Collectors	Collectors	PE	800,000	-	-	-	400,000	-	-	400,000	-	-	-	-	-
115	Kent	Crawford Carroll Road Extension	Road Systems	Collectors	Collectors	ROW	1,200,000	-	-	-	-	-	-	-	-	-	-	-	-
116	Kent	Crawford Carroll Road Extension	Road Systems	Collectors	Collectors	C	2,200,000	-	-	-	-	-	-	-	-	-	-	-	-
117		<b>Crawford Carroll Road Extension Total</b>					4,200,000	-	-	-	400,000	-	-	400,000	-	-	-	-	-
118	Kent	Kenton Road, SR 8 to Chestnut Grove Road	Road Systems	Collectors	Collectors	PE	700,000	-	-	-	70,000	280,000	-	70,000	280,000	-	-	-	-
119	Kent	Kenton Road, SR 8 to Chestnut Grove Road	Road Systems	Collectors	Collectors	ROW	960,000	-	-	-	-	-	-	-	-	-	190,000	760,000	-
120	Kent	Kenton Road, SR 8 to Chestnut Grove Road	Road Systems	Collectors	Collectors	C	3,000,000	-	-	-	-	-	-	-	-	-	-	-	-
121		<b>Kenton Road, SR 8 to Chestnut Grove Road Total</b>					4,660,000	-	-	-	70,000	280,000	-	70,000	280,000	-	190,000	760,000	-
122	Kent	West Dover Connector	Road Systems	Collectors	Collectors	PD	3,970,804	-	-	-	-	-	-	-	-	-	-	-	-
123	Kent	West Dover Connector	Road Systems	Collectors	Collectors	PE	3,350,000	77,697	310,785	-	-	-	-	-	-	-	-	-	-
124	Kent	West Dover Connector	Road Systems	Collectors	Collectors	ROW	13,621,300	-	4,941,427	-	-	-	-	-	-	-	-	-	-
125	Kent	West Dover Connector	Road Systems	Collectors	Collectors	C	31,605,680	-	6,000,000	-	-	15,000,000	-	-	15,000,000	-	-	-	-
126	Kent	West Dover Connector	Road Systems	Collectors	Collectors	Utilities	1,938,201	-	-	-	-	-	-	-	-	-	-	-	-
127	Kent	West Dover Connector	Road Systems	Collectors	Collectors	Traffic	707,442	-	-	-	-	-	-	-	-	-	-	-	-
128	Kent	West Dover Connector	Road Systems	Collectors	Collectors	Conting	1,524,148	-	-	-	-	-	-	-	-	-	-	-	-
129	Kent	West Dover Connector	Road Systems	Collectors	Collectors	Manage	273,684	-	-	-	-	-	-	-	-	-	-	-	-
130		<b>West Dover Connector Total</b>					56,991,260	77,697	11,252,213	-	-	15,000,000	-	-	15,000,000	-	-	-	-
131	Kent	West Street, New Burton Road to North Street	Road Systems	Collectors	Collectors	PE	400,000	-	-	-	-	-	-	-	-	-	-	-	-
132	Kent	West Street, New Burton Road to North Street	Road Systems	Collectors	Collectors	ROW	250,000	-	-	-	-	-	-	-	-	-	-	-	-
133	Kent	West Street, New Burton Road to North Street	Road Systems	Collectors	Collectors	C	650,000	-	-	-	-	-	-	-	-	-	-	-	-
134		<b>West Street, New Burton Road to North Street Total</b>					1,300,000	-	-	-	-	-	-	-	-	-	-	-	-
135	Kent	Eden Hill Improvements	Road Systems	Local	Planning	PD	318,222	-	-	-	-	-	-	-	-	-	-	-	-
136	Kent	Eden Hill Improvements	Road Systems	Local	Planning	C	572,205	-	-	-	-	-	-	-	-	-	-	-	-
137		<b>Eden Hill Improvements Total</b>					890,427	-	-	-	-	-	-	-	-	-	-	-	-
138	Kent	HEP KC, SR10 & SR15 Intersection Improvements	Road Systems	Local	Safety Improver	PE	38,000	-	18,356	-	-	-	-	-	-	-	-	-	-
139	Kent	HEP KC, SR10 & SR15 Intersection Improvements	Road Systems	Local	Safety Improver	ROW	200,000	-	-	-	20,000	180,000	-	-	-	-	-	-	-
140	Kent	HEP KC, SR10 & SR15 Intersection Improvements	Road Systems	Local	Safety Improver	C	1,000,000	-	-	-	-	-	-	200,000	800,000	-	-	-	-
141		<b>HEP KC, SR10 &amp; SR15 Intersection Improvements Total</b>					1,238,000	-	18,356	-	20,000	180,000	-	200,000	800,000	-	-	-	-
142	Kent	BR 2-016B on K016 N. Little Creek Road over Little River	Road Systems	Bridge	Bridge Preserva	PE	40,000	-	-	-	-	-	-	-	-	-	-	-	-
143	Kent	BR 2-016B on K016 N. Little Creek Road over Little River	Road Systems	Bridge	Bridge Preserva	ROW	1,600	-	-	-	-	-	-	-	-	-	-	-	-
144	Kent	BR 2-016B on K016 N. Little Creek Road over Little River	Road Systems	Bridge	Bridge Preserva	CE	40,350	-	13,559	-	-	-	-	-	-	-	-	-	-
145	Kent	BR 2-016B on K016 N. Little Creek Road over Little River	Road Systems	Bridge	Bridge Preserva	C	604,394	-	23,238	-	-	-	-	-	-	-	-	-	-
146	Kent	BR 2-016B on K016 N. Little Creek Road over Little River	Road Systems	Bridge	Bridge Preserva	Utilities	7,516	-	7,516	-	-	-	-	-	-	-	-	-	-
147	Kent	BR 2-016B on K016 N. Little Creek Road over Little River	Road Systems	Bridge	Bridge Preserva	Conting	36,455	-	-	-	-	-	-	-	-	-	-	-	-
148		<b>BR 2-016B on K016 N. Little Creek Road over Little River Total</b>					730,315	-	44,313	-	-	-	-	-	-	-	-	-	-
149	Kent	BR 2-031A on Irish Hill Road over Double Run Creek	Road Systems	Bridge	Bridge Preserva	PE	40,000	6,493	25,970	-	-	-	-	-	-	-	-	-	-
150	Kent	BR 2-031A on Irish Hill Road over Double Run Creek	Road Systems	Bridge	Bridge Preserva	ROW	12,000	-	-	-	2,400	9,600	-	-	-	-	-	-	-
151	Kent	BR 2-031A on Irish Hill Road over Double Run Creek	Road Systems	Bridge	Bridge Preserva	C	705,000	-	-	-	-	-	-	141,000	564,000	-	-	-	-
152		<b>BR 2-031A on Irish Hill Road over Double Run Creek Total</b>					757,000	6,493	25,970	-	2,400	9,600	-	141,000	564,000	-	-	-	-
153	Kent	BR 2-033B on SR 15, Canterbury Road, over Hudson Branch	Road Systems	Bridge	Bridge Preserva	PE	37,848	-	-	-	-	-	-	-	-	-	-	-	-
154	Kent	BR 2-033B on SR 15, Canterbury Road, over Hudson Branch	Road Systems	Bridge	Bridge Preserva	ROW	26,000	-	-	-	-	-	-	-	-	-	-	-	-
155	Kent	BR 2-033B on SR 15, Canterbury Road, over Hudson Branch	Road Systems	Bridge	Bridge Preserva	CE	48,500	-	9,759	-	-	-	-	-	-	-	-	-	-
156	Kent	BR 2-033B on SR 15, Canterbury Road, over Hudson Branch	Road Systems	Bridge	Bridge Preserva	C	687,480	-	-	-	-	-	-	-	-	-	-	-	-
157	Kent	BR 2-033B on SR 15, Canterbury Road, over Hudson Branch	Road Systems	Bridge	Bridge Preserva	Utilities	2,500	-	-	-	-	-	-	-	-	-	-	-	-
158	Kent	BR 2-033B on SR 15, Canterbury Road, over Hudson Branch	Road Systems	Bridge	Bridge Preserva	Traffic	189	-	-	-	-	-	-	-	-	-	-	-	-
159	Kent	BR 2-033B on SR 15, Canterbury Road, over Hudson Branch	Road Systems	Bridge	Bridge Preserva	Conting	40,586	-	3,734	-	-	-	-	-	-	-	-	-	-
160		<b>BR 2-033B on SR 15, Canterbury Road, over Hudson Branch Total</b>					843,103	-	13,493	-	-	-	-	-	-	-	-	-	-
161	Kent	BR 2-050A on SR8 Halltown Road over Beaverdam Ditch	Road																

APPENDIX E: Annual Listing of Projects - Funded

	B	C	F	G	H	I	J	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
1	County	Project Title	Category	Class	Family	Phase	Current Estimate	FY15 128 State Spend	FY15 128 Fed Spend	FY15 128 Other Spend	FY16 128 State Spend	FY16 128 Fed Spend	FY16 128 Other Spend	FY17 State Spend	FY17 Fed Spend	FY17 Other Spend	FY18 State Spend	FY18 Fed Spend	FY18 Other Spend
173	Kent	BR 2-060C on SR14 Vernon Road over Prospect Branch	Road Systems	Bridge	Bridge Preserva	PE	55,000	11,000	44,000										
174	Kent	BR 2-060C on SR14 Vernon Road over Prospect Branch	Road Systems	Bridge	Bridge Preserva	ROW	33,000												
175	Kent	BR 2-060C on SR14 Vernon Road over Prospect Branch	Road Systems	Bridge	Bridge Preserva	C	575,000												
176		<b>BR 2-060C on SR14 Vernon Road over Prospect Branch Total</b>					663,000	11,000	44,000										
177	Kent	BR 2-100A on Denneys Road over Fork Branch	Road Systems	Bridge	Bridge Preserva	PE	37,000												
178	Kent	BR 2-100A on Denneys Road over Fork Branch	Road Systems	Bridge	Bridge Preserva	ROW	15,000												
179	Kent	BR 2-100A on Denneys Road over Fork Branch	Road Systems	Bridge	Bridge Preserva	CE	27,000		27,000										
180	Kent	BR 2-100A on Denneys Road over Fork Branch	Road Systems	Bridge	Bridge Preserva	C	605,000		605,000										
181	Kent	BR 2-100A on Denneys Road over Fork Branch	Road Systems	Bridge	Bridge Preserva	Utilities	30,000		30,000										
182	Kent	BR 2-100A on Denneys Road over Fork Branch	Road Systems	Bridge	Bridge Preserva	Conting	54,845		54,845										
183		<b>BR 2-100A on Denneys Road over Fork Branch Total</b>					768,845		716,845										
184	Kent	BR 2-105A on K105 Peachtree Road over Double Run	Road Systems	Bridge	Bridge Preserva	PE	30,000	30,000											
185	Kent	BR 2-105A on K105 Peachtree Road over Double Run	Road Systems	Bridge	Bridge Preserva	ROW	12,000												
186	Kent	BR 2-105A on K105 Peachtree Road over Double Run	Road Systems	Bridge	Bridge Preserva	C	340,000												
187		<b>BR 2-105A on K105 Peachtree Road over Double Run Total</b>					382,000	30,000											
188	Kent	BR 2-112B on K112 Burrsville Rd over Saulsbury Ditch	Road Systems	Bridge	Bridge Preserva	PE	40,000												
189	Kent	BR 2-112B on K112 Burrsville Rd over Saulsbury Ditch	Road Systems	Bridge	Bridge Preserva	ROW	17,000												
190	Kent	BR 2-112B on K112 Burrsville Rd over Saulsbury Ditch	Road Systems	Bridge	Bridge Preserva	CE	23,777												
191	Kent	BR 2-112B on K112 Burrsville Rd over Saulsbury Ditch	Road Systems	Bridge	Bridge Preserva	C	292,717	10,543	42,172										
192	Kent	BR 2-112B on K112 Burrsville Rd over Saulsbury Ditch	Road Systems	Bridge	Bridge Preserva	Utilities	6,764	1,353	5,411										
193	Kent	BR 2-112B on K112 Burrsville Rd over Saulsbury Ditch	Road Systems	Bridge	Bridge Preserva	Conting	29,980	5,996	23,984										
194		<b>BR 2-112B on K112 Burrsville Rd over Saulsbury Ditch Total</b>					410,238	17,892	71,567										
195	Kent	BR 2-114C on K114 Todds Chapel Road over Tomahawk Branch	Road Systems	Bridge	Bridge Preserva	PE	18,000												
196	Kent	BR 2-114C on K114 Todds Chapel Road over Tomahawk Branch	Road Systems	Bridge	Bridge Preserva	ROW	18,000												
197	Kent	BR 2-114C on K114 Todds Chapel Road over Tomahawk Branch	Road Systems	Bridge	Bridge Preserva	CE	17,610		6,104										
198	Kent	BR 2-114C on K114 Todds Chapel Road over Tomahawk Branch	Road Systems	Bridge	Bridge Preserva	C	249,165		14,742										
199	Kent	BR 2-114C on K114 Todds Chapel Road over Tomahawk Branch	Road Systems	Bridge	Bridge Preserva	Utilities	11,950												
200	Kent	BR 2-114C on K114 Todds Chapel Road over Tomahawk Branch	Road Systems	Bridge	Bridge Preserva	Conting													
201		<b>BR 2-114C on K114 Todds Chapel Road over Tomahawk Branch Total</b>					314,725		20,846										
202	Kent	BR 2-114E on Todds Chapel Road over Quarter Branch	Road Systems	Bridge	Bridge Preserva	PE	30,000	6,000	24,000										
203	Kent	BR 2-114E on Todds Chapel Road over Quarter Branch	Road Systems	Bridge	Bridge Preserva	ROW	12,000				2,400	9,600							
204	Kent	BR 2-114E on Todds Chapel Road over Quarter Branch	Road Systems	Bridge	Bridge Preserva	C	360,000							72,000	288,000				
205		<b>BR 2-114E on Todds Chapel Road over Quarter Branch Total</b>					402,000	6,000	24,000		2,400	9,600		72,000	288,000				
206	Kent	BR 2-158A on Chestnut Grove Road over Cahoon Branch	Road Systems	Bridge	Bridge Preserva	PE	35,000												
207	Kent	BR 2-158A on Chestnut Grove Road over Cahoon Branch	Road Systems	Bridge	Bridge Preserva	ROW	14,000												
208	Kent	BR 2-158A on Chestnut Grove Road over Cahoon Branch	Road Systems	Bridge	Bridge Preserva	CE	23,555												
209	Kent	BR 2-158A on Chestnut Grove Road over Cahoon Branch	Road Systems	Bridge	Bridge Preserva	C	424,034												
210	Kent	BR 2-158A on Chestnut Grove Road over Cahoon Branch	Road Systems	Bridge	Bridge Preserva	Conting	54,362												
211		<b>BR 2-158A on Chestnut Grove Road over Cahoon Branch Total</b>					550,950												
212	Kent	BR 2-163A on Victory Chapel Road over Penrose Branch	Road Systems	Bridge	Bridge Preserva	PE	35,000												
213	Kent	BR 2-163A on Victory Chapel Road over Penrose Branch	Road Systems	Bridge	Bridge Preserva	ROW	3,000												
214	Kent	BR 2-163A on Victory Chapel Road over Penrose Branch	Road Systems	Bridge	Bridge Preserva	CE	127,000												
215	Kent	BR 2-163A on Victory Chapel Road over Penrose Branch	Road Systems	Bridge	Bridge Preserva	C	349,141												
216	Kent	BR 2-163A on Victory Chapel Road over Penrose Branch	Road Systems	Bridge	Bridge Preserva	Utilities	31,698												
217	Kent	BR 2-163A on Victory Chapel Road over Penrose Branch	Road Systems	Bridge	Bridge Preserva	Conting	127,000												
218		<b>BR 2-163A on Victory Chapel Road over Penrose Branch Total</b>					672,839												
219	Kent	BR 2-195A on West Railroad Ave over Isaac Branch, Wyoming	Road Systems	Bridge	Bridge Preserva	PE	68,000												
220	Kent	BR 2-195A on West Railroad Ave over Isaac Branch, Wyoming	Road Systems	Bridge	Bridge Preserva	ROW	14,000												
221	Kent	BR 2-195A on West Railroad Ave over Isaac Branch, Wyoming	Road Systems	Bridge	Bridge Preserva	CE	32,000												
222	Kent	BR 2-195A on West Railroad Ave over Isaac Branch, Wyoming	Road Systems	Bridge	Bridge Preserva	C	543,002												
223	Kent	BR 2-195A on West Railroad Ave over Isaac Branch, Wyoming	Road Systems	Bridge	Bridge Preserva	Conting	60,681		4,390										
224		<b>BR 2-195A on West Railroad Ave over Isaac Branch, Wyoming Total</b>					717,682		4,390										
225	Kent	BR 2-203A on Todds Mill Road over Isaac Branch	Road Systems	Bridge	Bridge Preserva	PE	97,000	477	1,906										
226	Kent	BR 2-203A on Todds Mill Road over Isaac Branch	Road Systems	Bridge	Bridge Preserva	ROW	13,000												
227	Kent	BR 2-203A on Todds Mill Road over Isaac Branch	Road Systems	Bridge	Bridge Preserva	CE	24,900		4,017										
228	Kent	BR 2-203A on Todds Mill Road over Isaac Branch	Road Systems	Bridge	Bridge Preserva	C	318,285		6,286										
229	Kent	BR 2-203A on Todds Mill Road over Isaac Branch	Road Systems	Bridge	Bridge Preserva	Conting	33,378												
230		<b>BR 2-203A on Todds Mill Road over Isaac Branch Total</b>					486,563	477	12,210										
231	Kent	BR 2-204A on K204 Apple Grove School Rd over Isaac Branch	Road Systems	Bridge	Bridge Preserva	PE	10,850												
232	Kent	BR 2-204A on K204 Apple Grove School Rd over Isaac Branch	Road Systems	Bridge	Bridge Preserva	ROW	17,000												
233	Kent	BR 2-204A on K204 Apple Grove School Rd over Isaac Branch	Road Systems	Bridge	Bridge Preserva	CE	22,000	1,841											
234	Kent	BR 2-204A on K204 Apple Grove School Rd over Isaac Branch	Road Systems	Bridge	Bridge Preserva	C	160,923												
235	Kent	BR 2-204A on K204 Apple Grove School Rd over Isaac Branch	Road Systems	Bridge	Bridge Preserva	Utilities	14,090	3,783											
236	Kent	BR 2-204A on K204 Apple Grove School Rd over Isaac Branch	Road Systems	Bridge	Bridge Preserva	Conting	16,590	1,302											
237		<b>BR 2-204A on K204 Apple Grove School Rd over Isaac Branch Total</b>					241,453	6,927											
238	Kent	BR 2-265B on Spider Web Road over White Marsh Branch	Road Systems	Bridge	Bridge Preserva	PE	35,200	539	2,155										
239	Kent	BR 2-265B on Spider Web Road over White Marsh Branch	Road Systems	Bridge	Bridge Preserva	ROW	22,000	4,400	17,600										
240	Kent	BR 2-265B on Spider Web Road over White Marsh Branch	Road Systems	Bridge	Bridge Preserva	C	280,345				56,069	224,276							
241		<b>BR 2-265B on Spider Web Road over White Marsh Branch Total</b>					337,545	4,939	19,755		56,069	224,276							
242	Kent	BR 2-234A on Lake Front Drive over Red House Branch	Road Systems	Bridge	Bridge Preserva	PE	44,000	22,000			22,000								
243	Kent	BR 2-234A on Lake Front Drive over Red House Branch	Road Systems	Bridge	Bridge Preserva	ROW	12,000												
244	Kent	BR 2-234A on Lake Front Drive over Red House Branch	Road Systems	Bridge	Bridge Preserva	C	300,000												
245		<b>BR 2-234A on Lake Front Drive over Red House Branch Total</b>					356,000	22,000			22,000								
246	Kent	BR 2-291A on Ingram Branch Road over Prince Prong	Road Systems	Bridge	Bridge Preserva	PE	30,000	30,000											
247	Kent	BR 2-291A on Ingram Branch Road over Prince Prong	Road Systems	Bridge	Bridge Preserva	ROW	12,000												
248	Kent	BR 2-291A on Ingram Branch Road over Prince Prong	Road Systems	Bridge	Bridge Preserva	C	360,000												
249		<b>BR 2-291A on Ingram Branch Road over Prince Prong Total</b>					402,000	30,000											
250	Kent	BR 2-317A on K317 Shorts Landing Road over Tributary to Duck Creek	Road Systems	Bridge	Bridge Preserva	PE	14,000	14,0											



APPENDIX E: Annual Listing of Projects - Funded

	B	C	F	G	H	I	J	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
1	County	Project Title	Category	Class	Family	Phase	Current Estimate	FY15 128 State Spend	FY15 128 Fed Spend	FY15 128 Other Spend	FY16 128 State Spend	FY16 128 Fed Spend	FY16 128 Other Spend	FY17 State Spend	FY17 Fed Spend	FY17 Other Spend	FY18 State Spend	FY18 Fed Spend	FY18 Other Spend
259	Kent	BR 2-388C on SR 15 Canterbury Road over Ward Branch	Road Systems	Bridge	Bridge Preserva	PE	47,300	7,920	31,679	-	-	-	-	-	-	-	-	-	-
260	Kent	BR 2-388C on SR 15 Canterbury Road over Ward Branch	Road Systems	Bridge	Bridge Preserva	ROW	27,500	5,500	22,000	-	-	-	-	-	-	-	-	-	-
261	Kent	BR 2-388C on SR 15 Canterbury Road over Ward Branch	Road Systems	Bridge	Bridge Preserva	C	196,220	-	-	-	39,244	156,976	-	-	-	-	-	-	-
262		<b>BR 2-388C on SR 15 Canterbury Road over Ward Branch Total</b>					271,020	13,420	53,679	-	39,244	156,976	-	-	-	-	-	-	-
263	Kent	Kent and Sussex County Pipe Replacements, State, Open-End	Road Systems	Bridge	Bridge Preserva	PE	75,000	37,094	-	-	-	-	-	-	-	-	-	-	-
264	Kent	Kent and Sussex County Pipe Replacements, State, Open-End	Road Systems	Bridge	Bridge Preserva	ROW	60,000	18,200	-	-	-	-	-	-	-	-	-	-	-
265	Kent	Kent and Sussex County Pipe Replacements, State, Open-End	Road Systems	Bridge	Bridge Preserva	C	915,000	-	-	-	915,000	-	-	-	-	-	-	-	-
266		<b>Kent and Sussex County Pipe Replacements, State, Open-End Total</b>					1,050,000	55,293	-	-	915,000	-	-	-	-	-	-	-	-
267	Kent	Kent County Pipe Replacements, Federal, 2012	Road Systems	Bridge	Bridge Preserva	PE	110,000	2,459	9,834	-	-	-	-	-	-	-	-	-	-
268	Kent	Kent County Pipe Replacements, Federal, 2012	Road Systems	Bridge	Bridge Preserva	ROW	20,000	1,708	6,834	-	-	-	-	-	-	-	-	-	-
269	Kent	Kent County Pipe Replacements, Federal, 2012	Road Systems	Bridge	Bridge Preserva	C	985,153	-	985,153	-	-	-	-	-	-	-	-	-	-
270	Kent	<b>Kent County Pipe Replacements, Federal, 2012 Total</b>	<b>Road Systems</b>	<b>Bridge</b>	<b>Bridge Preserva</b>	<b>Conting</b>	<b>55,826</b>	<b>55,826</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
271		<b>Kent County Pipe Replacements, Federal, 2012 Total</b>					<b>1,170,980</b>	<b>4,167</b>	<b>1,057,647</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
272	Kent	Provide Beams for BR 2-195A on West Railroad Ave over Isaac Branch, Wyoming	Road Systems	Bridge	Bridge Preserva	CE	12,000	-	-	-	-	-	-	-	-	-	-	-	-
273	Kent	Provide Beams for BR 2-195A on West Railroad Ave over Isaac Branch, Wyoming	Road Systems	Bridge	Bridge Preserva	C	175,526	-	-	-	-	-	-	-	-	-	-	-	-
274		<b>Provide Beams for BR 2-195A on West Railroad Ave over Isaac Branch, Wyoming Total</b>					<b>187,526</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
275	Kent	Removal of BR 2-357P Pedestrian Bridge over St. Jones River	Road Systems	Bridge	Bridge Preserva	PE	25,300	25,300	-	-	-	-	-	-	-	-	-	-	-
276	Kent	Removal of BR 2-357P Pedestrian Bridge over St. Jones River	Road Systems	Bridge	Bridge Preserva	ROW	22,000	-	-	-	22,000	-	-	-	-	-	-	-	-
277	Kent	Removal of BR 2-357P Pedestrian Bridge over St. Jones River	Road Systems	Bridge	Bridge Preserva	C	171,050	-	-	-	-	-	-	171,050	-	-	-	-	-
278		<b>Removal of BR 2-357P Pedestrian Bridge over St. Jones River Total</b>					<b>218,350</b>	<b>25,300</b>	<b>-</b>	<b>-</b>	<b>22,000</b>	<b>-</b>	<b>-</b>	<b>171,050</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
279	Kent	SR10/Lebanon Road, St. Jones to Brecknock Park Multi Use Path	Road Systems	Bicycle/Pede	Bicycle, Pedestr	PD	55,000	-	-	-	-	-	-	-	-	-	-	-	-
280	Kent	SR10/Lebanon Road, St. Jones to Brecknock Park Multi Use Path	Road Systems	Bicycle/Pede	Bicycle, Pedestr	PE	600,000	-	-	-	-	-	-	-	-	-	-	-	-
281	Kent	SR10/Lebanon Road, St. Jones to Brecknock Park Multi Use Path	Road Systems	Bicycle/Pede	Bicycle, Pedestr	ROW	600,000	-	-	-	-	-	-	-	-	-	-	-	-
282	Kent	SR10/Lebanon Road, St. Jones to Brecknock Park Multi Use Path	Road Systems	Bicycle/Pede	Bicycle, Pedestr	C	2,500,000	-	-	-	-	-	-	-	-	-	-	-	-
283		<b>SR10/Lebanon Road, St. Jones to Brecknock Park Multi Use Path Total</b>					<b>3,755,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
284	Kent	Guaranteed Energy Savings Agreement - Siemens	Support Systems	Transportatio	Transportation F	C	3,220,747	-	-	-	-	-	-	-	-	-	-	-	-
285		<b>Guaranteed Energy Savings Agreement - Siemens Total</b>					<b>3,220,747</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
286	Kent	Kent and Sussex County Pipe Replacements, Open End, FY 15-17	Support Systems	Transportatio	Transportation F	C	800,000	-	-	-	-	-	-	-	-	-	-	-	-
287		<b>Kent and Sussex County Pipe Replacements, Open End, FY 15-17 Total</b>					<b>800,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
288	Kent	Dover Admin/Maint Building Improvements	Transit Systems	Facilities	Transit Facilities	C	350,000	-	-	-	-	-	-	-	-	-	-	-	-
289		<b>Dover Admin/Maint Building Improvements Total</b>					<b>350,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
290	Kent	Dover Facility Bus Parking Reconfiguration	Transit Systems	Facilities	Transit Facilities	PE	116,866	-	-	-	10,366	-	-	-	-	-	-	-	-
291	Kent	Dover Facility Bus Parking Reconfiguration	Transit Systems	Facilities	Transit Facilities	C	526,000	-	-	-	-	-	-	-	-	-	-	-	-
292		<b>Dover Facility Bus Parking Reconfiguration Total</b>					<b>642,866</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>10,366</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
293	Kent	Dover Maintenance Building Lift Replacement	Transit Systems	Facilities	Transit Facilities	C	620,000	-	-	-	-	-	-	-	-	-	-	-	-
294		<b>Dover Maintenance Building Lift Replacement Total</b>					<b>620,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
295	Kent	Dover Transit Center	Transit Systems	Facilities	Transit Facilities	PD	29,508	-	-	-	-	-	-	-	-	-	-	-	-
296	Kent	Dover Transit Center	Transit Systems	Facilities	Transit Facilities	PE	304,722	-	-	-	-	-	-	-	-	-	-	-	-
297	Kent	Dover Transit Center	Transit Systems	Facilities	Transit Facilities	ROW	2,143,989	-	-	-	-	-	-	-	-	-	-	-	-
298	Kent	Dover Transit Center	Transit Systems	Facilities	Transit Facilities	CE	239,194	-	-	-	-	-	-	-	-	-	-	-	-
299	Kent	Dover Transit Center	Transit Systems	Facilities	Transit Facilities	C	4,460,000	-	-	-	-	-	-	-	-	-	-	-	-
300	Kent	Dover Transit Center	Transit Systems	Facilities	Transit Facilities	Conting	964,368	-	208,547	-	-	-	-	-	-	-	-	-	-
301	Kent	Dover Transit Center	Transit Systems	Facilities	Transit Facilities	Program	30,000	-	10,953	-	-	-	-	-	-	-	-	-	-
302		<b>Dover Transit Center Total</b>					<b>8,171,780</b>	<b>-</b>	<b>219,500</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
303	Kent	Kent County Passenger Facility Expansion	Transit Systems	Facilities	Transit Facilities	PD	300,000	-	-	-	-	-	-	-	-	-	-	-	-
304		<b>Kent County Passenger Facility Expansion Total</b>					<b>300,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
305	Kent	Preventive Maintenance - Kent County	Transit Systems	Vehicles	Transit Vehicles	Procure	900,000	-	95,400	23,900	-	95,400	23,900	-	95,400	23,900	-	95,400	23,900
306		<b>Preventive Maintenance - Kent County Total</b>					<b>900,000</b>	<b>-</b>	<b>95,400</b>	<b>23,900</b>	<b>-</b>	<b>95,400</b>	<b>23,900</b>	<b>-</b>	<b>95,400</b>	<b>23,900</b>	<b>-</b>	<b>95,400</b>	<b>23,900</b>
307	Kent	Transit Vehicle Expansion (2) 30' Low Floor Buses - Kent Rt. 120 FY14	Transit Systems	Vehicles	Transit Vehicles	Procure	865,100	-	-	-	-	-	-	-	-	-	-	-	-
308		<b>Transit Vehicle Expansion (2) 30' Low Floor Buses - Kent Rt. 120 FY14 Total</b>					<b>865,100</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
309	Kent	Transit Vehicle Expansion (2) 30' Low Floor Dover/Rehoboth (Rt 307) FY15	Transit Systems	Vehicles	Transit Vehicles	Procure	919,500	-	919,500	-	-	-	-	-	-	-	-	-	-
310		<b>Transit Vehicle Expansion (2) 30' Low Floor Dover/Rehoboth (Rt 307) FY15 Total</b>					<b>919,500</b>	<b>-</b>	<b>919,500</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
311	Kent	Transit Vehicle Expansion (2) 30' Low Floor Dover/Seaford (Rt 309) FY18	Transit Systems	Vehicles	Transit Vehicles	Procure	1,002,700	-	-	-	-	-	-	-	-	-	200,540	802,160	-
312		<b>Transit Vehicle Expansion (2) 30' Low Floor Dover/Seaford (Rt 309) FY18 Total</b>					<b>1,002,700</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>200,540</b>	<b>802,160</b>	<b>-</b>
313	Kent	Transit Vehicle Expansion (2) 40' Low Floor Buses - FY15	Transit Systems	Vehicles	Transit Vehicles	Procure	919,500	-	-	-	-	-	-	-	-	-	-	-	-
314		<b>Transit Vehicle Expansion (2) 40' Low Floor Buses - FY15 Total</b>					<b>919,500</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
315	Kent	Transit Vehicle Expansion Paratransit Buses Kent County FY14-19	Transit Systems	Vehicles	Transit Vehicles	Procure	2,405,600	-	-	-	-	-	-	-	-	-	-	-	-
316		<b>Transit Vehicle Expansion Paratransit Buses Kent County FY14-19 Total</b>					<b>2,405,600</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
317	Kent	Transit Vehicle Replacement (4) 30' Low Floor Buses KC FY19	Transit Systems	Vehicles	Transit Vehicles	Procure	1,954,400	-	-	-	-	-	-	-	-	-	-	-	-
318		<b>Transit Vehicle Replacement (4) 30' Low Floor Buses KC FY19 Total</b>					<b>1,954,400</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
319	Kent	Transit Vehicle Replacement Paratransit Buses Kent FY14-19	Transit Systems	Vehicles	Transit Vehicles	Procure	9,590,000	-	324,600	-	-	1,448,500	-	527,920	2,111,680	-	189,140	756,560	-
320		<b>Transit Vehicle Replacement Paratransit Buses Kent FY14-19 Total</b>					<b>9,590,000</b>	<b>-</b>	<b>324,600</b>	<b>-</b>	<b>-</b>	<b>1,448,500</b>	<b>-</b>	<b>527,920</b>	<b>2,111,680</b>	<b>-</b>	<b>189,140</b>	<b>756,560</b>	<b>-</b>
321	Kent	Transit Vehicle Replacement Support Vehicles Kent FY14-19	Transit Systems	Vehicles	Transit Vehicles	Procure	322,100	50,100	-	-	-	-	-	104,600	-	-	83,700	-	-
322		<b>Transit Vehicle Replacement Support Vehicles Kent FY14-19 Total</b>					<b>322,100</b>	<b>50,100</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>104,600</b>	<b>-</b>	<b>-</b>	<b>83,700</b>	<b>-</b>	<b>-</b>
323	<b>Kent Total</b>						<b>465,594,483</b>	<b>2,128,977</b>	<b>22,407,498</b>	<b>23,900</b>	<b>10,358,347</b>	<b>31,667,825</b>	<b>40,675</b>	<b>3,704,573</b>	<b>42,111,093</b>	<b>23,900</b>	<b>2,988,356</b>	<b></b>	

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



## PROPOSED 2013 POPULATION PROJECTIONS

Traffic Analysis Zone Identifier	2013	2013	2030	2040
	Proposed	Proposed	Proposed	Proposed
	2010	2020	2030	2040
	Population	Population	Population	Population
Identifier	Population	Projections	Projections	Projections
K001	262	244	260	269
K002	1,472	1,437	1,573	1,556
K003	1,172	1,325	1,560	1,466
K004	712	771	876	910
K005	837	955	1,015	1,004
K006	74	72	77	80
K007	278	396	450	468
K008	1,662	1,807	1,903	1,844
K009	1,863	1,823	1,958	2,034
K010	617	629	688	715
K011	182	177	188	195
K012	2,002	2,223	2,549	2,647
K013	509	546	615	638
K014	1,035	1,127	1,293	1,343
K015	158	153	163	170
K016	1,738	1,727	1,890	1,907
K017	638	678	742	771
K018	1,581	1,758	1,924	1,808
K019	110	108	115	119
K020	827	1,154	1,479	1,536
K021	741	767	840	847
K022	242	345	363	359
K023	477	478	508	528
K024	2,976	3,353	3,915	4,259
K025	248	297	365	650
K026	424	455	498	517
K027	796	819	896	931
K029	869	1,061	1,317	1,172
K054	152	148	157	163
K055	264	256	273	283
K056	457	525	575	597
K057	637	636	717	666
K058	336	329	354	367
K059	1,585	1,571	1,687	1,669
K060	225	218	232	241
K074	1,827	1,894	2,073	2,153
K075	2,506	2,500	2,711	2,681
K076	953	934	993	1,031
K077	736	729	775	805
K078	213	210	223	232
K079	2,018	1,967	2,092	2,172
K080	1,952	1,904	2,025	2,103
K081	272	302	353	465



## PROPOSED 2013 POPULATION PROJECTIONS

Traffic Analysis Zone Identifier	2013	2013	2030	2040
	Proposed	Proposed	Proposed	Proposed
	2010	2020	2030	2040
	Population	Population	Population	Population
	Population	Projections	Projections	Projections
K082	917	899	956	993
K083	1,029	1,010	1,074	1,115
K084	714	703	747	776
K085	169	165	175	182
K086	196	190	203	511
K087	2,489	2,809	3,016	3,610
K088	4,084	4,219	4,619	4,797
K089	1,268	1,349	1,547	1,607
K090	1,000	1,108	1,293	1,343
K091	2,131	2,140	2,298	2,386
K092	2,021	2,111	2,355	2,446
K093	2,002	2,045	2,239	2,325
K094	1,622	1,737	1,992	2,069
K095	840	934	1,091	1,133
K096	2,347	2,631	3,073	3,191
K097	1,688	1,649	1,754	1,821
K098	1,964	1,914	2,036	2,114
K099	2,200	2,144	2,280	2,368
K100	342	342	374	388
K101	363	354	377	391
K102	281	312	365	379
K103	1,395	1,551	1,811	1,881
K104	845	849	921	956
K105	347	385	450	934
K106	1,097	1,217	1,545	1,576
K107	3,110	3,076	3,303	3,430
K108	565	565	601	625
K109	319	321	351	365
K110	575	639	747	775
K111	285	291	318	331
K112	279	290	323	335
K113	226	220	234	243
K114	184	178	190	197
K115	1,661	1,841	2,092	2,172
K116	250	270	293	304
K117	45	48	51	53
K118	49	50	55	55
K119	32	31	33	34
K120	284	280	301	313
K121	786	780	837	869
K122	524	562	639	663
K123	2,129	2,347	2,740	2,846
K124	1,281	1,497	1,810	1,880
K125	1,685	2,129	2,441	2,632

## PROPOSED 2013 POPULATION PROJECTIONS

Traffic Analysis Zone Identifier	2013	2013	2030	2040
	Proposed	Proposed	Proposed	Proposed
	2010	2020	2030	2040
	Population	Population	Population	Population
	Population	Projections	Projections	Projections
K126	392	432	495	514
K127	669	651	693	720
K128	313	324	362	376
K129	1,608	1,727	1,890	1,907
K130	205	265	348	567
K131	375	417	487	506
K132	1,296	1,416	1,654	1,717
K133	987	1,219	1,487	1,397
K134	930	1,192	1,517	1,575
K139	1,996	2,211	2,582	2,681
K142	1,029	1,025	1,122	1,465
K207	443	475	614	820
K208	480	520	612	636
K209	638	708	827	858
K210	440	564	717	958
K211	562	598	680	1,143
K212	308	410	526	546
K213	915	1,173	1,504	1,681
K214	183	180	193	201
K215	8	7	8	8
K216	222	243	276	287
K217	2,363	2,519	2,705	2,997
K218	1,884	2,087	2,436	2,530
K219	1,486	1,645	1,921	1,995
K220	1,464	1,623	1,895	1,969
K221	3,368	3,712	4,257	4,421
K222	2,387	2,586	2,884	2,996
K223	3,125	3,533	4,015	4,170
K224	2,913	3,140	3,568	3,706
K225	1,244	1,252	1,345	1,396
K226	777	780	854	887
K227	236	261	304	316
K228	1,406	1,366	1,452	1,508
K229	2,068	2,284	2,667	2,770
K230	858	913	1,067	1,108
K231	2,527	2,792	3,260	3,386
K232	918	1,018	1,136	1,180
K233	1,139	1,256	1,414	1,468
K234	778	838	953	989
K235	3,448	3,810	4,449	4,621
K236	358	393	442	779
K237	1,366	1,519	1,773	1,842
K238	10	11	13	13
K239	1,218	1,348	1,575	1,635

## PROPOSED 2013 POPULATION PROJECTIONS

Traffic Analysis Zone Identifyer	2013	2013	2030	2040
	Proposed	Proposed	Proposed	Proposed
	2010	2020	2030	2040
	Population	Population	Population	Population
	Population	Projections	Projections	Projections
K240	1,004	1,078	1,225	1,272
K241	352	388	462	479
K242	1,016	1,060	1,182	1,228
K243	1,125	1,132	1,274	1,324
K244	527	666	847	879
K245	131	127	137	142
K246	204	212	227	236
K247	1,306	1,268	1,349	1,401
K248	335	326	346	360
K249	756	751	807	838
K250	762	750	798	828
K251	158	153	163	169
K252	585	568	604	628
K253	1,012	1,009	1,083	1,125
K254	1,155	1,134	1,206	1,252
K255	277	269	286	297
K256	567	555	590	612
K257	1,388	1,380	1,482	1,540
K258	666	737	861	894
K259	324	359	419	618
K260	2,191	2,427	2,834	2,382
K261	472	460	489	508
K262	2,663	2,950	3,445	3,578
K263	518	510	547	568
K264	2,210	2,351	2,672	2,775
K265	84	93	102	106
K266	3,559	3,583	3,923	4,152
SUM	162,946	173,731	195,549	205,226
DPC 2013 KC P	162947	173731	195521	205206
difference	1	0	28	20
% change	0.00%	0.00%	0.01%	0.01%

**PROPOSED 2013 HOUSEHOLD PROJECTIONS**

Traffic Analysis Zone Identifyer	HH Size 2010 Census	2013		2013 Proposed		2013 Proposed		2013	
		Proposed 2010 Households	Adjusted 2020 Household Size	2020 Households	Adjusted 2030 Household Size	2030 Households	Adjusted 2040 Household Size	Proposed 2040 Households	
K001	2.91	90	2.69	91	2.73	95	2.69	100	
K002	2.91	504	2.69	534	2.73	576	2.69	578	
K003	2.91	401	2.69	492	2.73	572	2.69	545	
K004	2.91	244	2.69	287	2.73	321	2.69	338	
K005	2.91	287	2.69	355	2.73	372	2.69	373	
K006	2.86	26	2.64	27	2.68	29	2.64	30	
K007	2.86	97	2.64	150	2.68	168	2.64	177	
K008	2.89	574	2.67	678	2.71	703	2.67	692	
K009	2.86	649	2.64	691	2.68	731	2.64	770	
K010	2.67	230	2.45	257	2.49	276	2.45	292	
K011	2.70	67	2.48	71	2.52	75	2.48	79	
K012	2.67	747	2.45	907	2.49	1,024	2.45	1,081	
K013	2.70	188	2.48	220	2.52	244	2.48	257	
K014	2.86	360	2.64	427	2.68	482	2.64	509	
K015	2.70	58	2.48	62	2.52	65	2.48	68	
K016	2.86	605	2.64	654	2.68	705	2.64	722	
K017	2.86	222	2.64	257	2.68	277	2.64	292	
K018	2.86	551	2.64	666	2.68	718	2.64	685	
K019	2.79	39	2.57	42	2.61	44	2.57	46	
K020	2.72	303	2.50	461	2.54	582	2.50	615	
K021	2.79	265	2.57	299	2.61	322	2.57	330	
K022	2.79	86	2.57	134	2.61	139	2.57	140	
K023	2.67	178	2.45	195	2.49	204	2.45	215	
K024	2.65	1,118	2.43	1,380	2.47	1,585	2.43	1,753	
K025	2.65	93	2.43	122	2.47	148	2.43	267	
K026	2.67	158	2.45	186	2.49	200	2.45	211	
K027	2.67	297	2.45	334	2.49	360	2.45	380	
K029	2.79	310	2.57	413	2.61	505	2.57	456	
K054	2.54	59	2.32	64	2.36	67	2.32	70	
K055	2.54	104	2.32	111	2.36	116	2.32	122	
K056	2.54	179	2.32	226	2.36	244	2.32	257	
K057	2.54	250	2.32	274	2.36	304	2.32	287	
K058	2.54	132	2.32	142	2.36	150	2.32	158	
K059	2.54	622	2.32	677	2.36	715	2.32	719	
K060	2.47	91	2.25	97	2.29	101	2.25	107	
K074	2.49	731	2.27	834	2.31	897	2.27	948	
K075	2.49	1,002	2.27	1,101	2.31	1,174	2.27	1,181	
K076	1.81	524	1.59	587	1.63	609	1.59	648	
K077	2.41	304	2.18	334	2.22	349	2.19	368	
K078	2.32	91	2.08	101	2.12	105	2.10	110	
K079	2.55	790	2.31	852	2.35	890	2.33	934	
K080	2.47	787	2.24	850	2.28	888	2.25	935	
K081	2.41	112	2.19	138	2.23	158	2.19	212	
K082	2.37	386	2.15	419	2.19	437	2.15	463	
K083	2.51	408	2.29	441	2.33	461	2.29	487	
K084	2.51	284	2.29	308	2.33	321	2.29	340	
K085	2.32	72	2.10	79	2.14	82	2.10	87	
K086	2.37	82	2.13	89	2.17	93	2.15	238	
K087	2.47	1,004	2.24	1,254	2.28	1,323	2.25	1,604	
K088	2.69	1,512	2.45	1,722	2.49	1,855	2.47	1,942	
K089	2.69	470	2.47	546	2.51	616	2.47	651	
K090	2.69	370	2.47	448	2.51	515	2.47	544	

**PROPOSED 2013 HOUSEHOLD PROJECTIONS**

Traffic Analysis Zone Identifyer	HH Size 2010 Census	2013		2013 Proposed		2013 Proposed		2013	
		Proposed 2010 Households	Adjusted 2020 Household Size	2020 Households	Adjusted 2030 Household Size	2030 Households	Adjusted 2040 Household Size	Proposed 2040 Households	
K091	2.55	833	2.32	922	2.36	974	2.33	1,024	
K092	2.68	751	2.43	869	2.47	954	2.46	994	
K093	2.66	751	2.42	845	2.46	910	2.44	955	
K094	2.90	557	2.68	648	2.72	732	2.68	772	
K095	2.83	296	2.61	358	2.65	412	2.61	434	
K096	2.89	809	2.67	986	2.71	1,134	2.67	1,195	
K097	2.89	582	2.65	622	2.69	652	2.67	682	
K098	2.83	691	2.59	739	2.63	774	2.61	810	
K099	2.77	791	2.53	848	2.57	887	2.55	929	
K100	2.77	123	2.55	134	2.59	144	2.55	152	
K101	2.77	131	2.55	139	2.59	145	2.55	153	
K102	2.77	101	2.55	123	2.59	141	2.55	149	
K103	3.01	462	2.79	556	2.83	640	2.79	674	
K104	2.77	304	2.55	333	2.59	355	2.55	375	
K105	2.77	125	2.55	151	2.59	174	2.55	366	
K106	2.77	395	2.55	477	2.59	597	2.55	618	
K107	2.53	1,225	2.30	1,337	2.34	1,412	2.31	1,485	
K108	2.86	197	2.64	214	2.68	224	2.64	237	
K109	2.85	112	2.63	122	2.67	132	2.63	139	
K110	2.68	214	2.46	260	2.50	299	2.46	315	
K111	2.70	105	2.48	117	2.52	126	2.48	133	
K112	2.70	103	2.48	117	2.52	128	2.48	135	
K113	2.89	78	2.67	82	2.71	86	2.67	91	
K114	2.54	72	2.32	77	2.36	80	2.32	85	
K115	2.41	687	2.19	840	2.23	938	2.19	992	
K116	2.41	103	2.19	123	2.23	131	2.19	139	
K117	2.47	18	2.25	21	2.29	22	2.25	23	
K118	2.47	20	2.25	22	2.29	24	2.25	25	
K119	2.47	13	2.25	14	2.29	14	2.25	15	
K120	3.23	88	3.01	93	3.05	99	3.01	104	
K121	3.23	242	3.01	259	3.05	274	3.01	289	
K122	2.89	181	2.67	211	2.71	236	2.67	248	
K123	3.01	705	2.79	841	2.83	968	2.79	1,020	
K124	2.74	466	2.52	594	2.56	707	2.52	746	
K125	2.67	628	2.45	869	2.49	980	2.45	1,074	
K126	2.59	151	2.37	182	2.41	205	2.37	217	
K127	2.59	257	2.37	275	2.41	287	2.37	304	
K128	2.67	117	2.45	132	2.49	145	2.45	153	
K129	2.68	598	2.46	702	2.50	756	2.46	775	
K130	2.59	79	2.37	112	2.41	144	2.37	239	
K131	2.76	136	2.54	164	2.58	189	2.54	199	
K132	2.71	477	2.49	570	2.53	655	2.49	691	
K133	2.68	367	2.46	496	2.50	596	2.46	569	
K134	2.76	336	2.54	469	2.58	588	2.54	620	
K139	2.63	756	2.38	929	2.42	1,067	2.41	1,113	
K142	2.63	390	2.40	427	2.44	460	2.41	608	
K207	2.59	170	2.37	201	2.41	255	2.37	346	
K208	2.63	182	2.41	216	2.45	250	2.41	264	
K209	2.59	246	2.35	301	2.39	346	2.37	362	
K210	2.65	165	2.43	232	2.47	290	2.43	394	
K211	2.65	211	2.43	246	2.47	275	2.43	470	
K212	2.65	116	2.43	169	2.47	213	2.43	225	
K213	2.59	352	2.37	495	2.41	624	2.37	709	

**PROPOSED 2013 HOUSEHOLD PROJECTIONS**

Traffic Analysis Zone Identifyer	HH Size 2010 Census	2013		2013 Proposed		2013 Proposed		2013	
		Proposed 2010 Households	Adjusted 2020 Household Size	2020 Households	Adjusted 2030 Household Size	2030 Households	Adjusted 2040 Household Size	Proposed 2040 Households	
K214	2.67	68	2.45	73	2.49	78	2.45	82	
K215	2.68	3	2.43	3	2.47	3	2.46	3	
K216	2.67	83	2.45	99	2.49	111	2.45	117	
K217	2.89	815	2.67	944	2.71	998	2.67	1,122	
K218	3.01	624	2.79	748	2.83	861	2.79	907	
K219	3.01	492	2.79	590	2.83	679	2.79	715	
K220	2.89	504	2.67	608	2.71	699	2.67	737	
K221	2.89	1,161	2.67	1,390	2.71	1,571	2.67	1,656	
K222	2.93	812	2.71	954	2.75	1,049	2.71	1,105	
K223	2.93	1,062	2.71	1,304	2.75	1,460	2.71	1,539	
K224	3.01	964	2.79	1,125	2.83	1,261	2.79	1,328	
K225	2.68	462	2.46	509	2.50	538	2.46	568	
K226	2.70	287	2.48	315	2.52	339	2.48	358	
K227	2.70	87	2.48	105	2.52	121	2.48	127	
K228	2.85	492	2.63	519	2.67	544	2.63	574	
K229	2.85	723	2.63	869	2.67	999	2.63	1,053	
K230	2.85	300	2.63	347	2.67	399	2.63	421	
K231	2.53	995	2.31	1,209	2.35	1,387	2.31	1,466	
K232	2.77	330	2.55	399	2.59	439	2.55	463	
K233	2.77	410	2.55	492	2.59	546	2.55	576	
K234	2.91	266	2.69	312	2.73	349	2.69	368	
K235	2.83	1,214	2.61	1,460	2.65	1,679	2.61	1,770	
K236	2.83	126	2.61	150	2.65	167	2.61	298	
K237	2.89	471	2.67	569	2.71	654	2.67	690	
K238	2.83	4	2.61	4	2.65	5	2.61	5	
K239	2.86	424	2.64	511	2.68	588	2.64	619	
K240	2.77	361	2.55	423	2.59	473	2.55	499	
K241	2.77	127	2.55	152	2.59	178	2.55	188	
K242	2.67	379	2.45	432	2.49	475	2.45	501	
K243	2.70	415	2.48	456	2.52	506	2.48	534	
K244	2.76	190	2.54	262	2.58	328	2.54	346	
K245	2.76	47	2.54	50	2.58	53	2.54	56	
K246	2.49	82	2.27	93	2.31	98	2.27	104	
K247	2.49	522	2.27	559	2.31	584	2.27	617	
K248	2.49	134	2.27	143	2.31	150	2.27	158	
K249	2.49	302	2.25	334	2.29	352	2.27	369	
K250	1.81	420	1.58	475	1.62	492	1.59	521	
K251	2.68	59	2.45	62	2.49	65	2.46	69	
K252	2.41	242	2.19	260	2.23	271	2.19	287	
K253	2.41	418	2.19	461	2.23	486	2.19	514	
K254	2.68	429	2.46	461	2.50	482	2.46	509	
K255	2.49	111	2.23	121	2.27	126	2.27	131	
K256	2.41	234	2.16	257	2.20	268	2.19	280	
K257	2.41	574	2.16	639	2.20	674	2.19	703	
K258	1.81	366	1.59	464	1.63	528	1.59	562	
K259	2.41	134	2.19	164	2.23	188	2.19	282	
K260	2.63	830	2.41	1,007	2.45	1,157	2.41	988	
K261	2.77	170	2.55	180	2.59	189	2.55	199	
K262	2.89	918	2.67	1,105	2.71	1,271	2.67	1,340	
K263	2.47	209	2.25	227	2.29	239	2.25	253	
K264	2.83	778	2.60	904	2.64	1,012	2.61	1,063	
K265	2.41	35	2.19	42	2.23	46	2.19	48	
K266	2.77	1,280	2.55	1,405	2.59	1,515	2.55	1,628	

## PROPOSED 2013 HOUSEHOLD PROJECTIONS

Traffic Analysis Zone Identifyer	HH Size 2010 Census	2013		2013 Proposed		2013 Proposed		2013	
		Proposed 2010 Households	Adjusted 2020 Household Size	2020 Households	Adjusted 2030 Household Size	2030 Households	Adjusted 2040 Household Size	Proposed 2040 Households	
SUM		60,118		70,116		77,574		82,672	
DPC 2013 KC P difference		159		70281		77499		-5	
% change		0.26%		0.24%		-0.10%		-0.01%	

**FY 2015-2018 Transportation Improvement Program  
Total Amount Programmed**

	<b>FY15 128 State Spend</b>	<b>FY15 128 Fed Spend</b>	<b>FY15 128 Other Spend</b>	<b>FY16 128 State Spend</b>	<b>FY16 128 Fed Spend</b>	<b>FY16 128 Other Spend</b>	<b>FY17 State Spend</b>	<b>FY17 Fed Spend</b>	<b>FY17 Other Spend</b>	<b>FY18 State Spend</b>	<b>FY18 Fed Spend</b>	<b>FY18 Other Spend</b>	<b>TOTAL BY TYPE</b>
Arterials	1,713,115	6,902,462	-	8,462,468	13,849,873	16,775	1,946,003	22,684,013	-	2,324,976	24,599,902	-	82,499,587
Collectors	100,282	-	-	-	-	-	-	-	-	-	-	-	100,282
Local Roads	-	18,356	-	20,000	180,000	-	200,000	800,000	-	-	-	-	1,218,356
Bridge	265,480	2,585,127	-	1,395,513	814,052	-	456,050	1,140,000	-	-	-	-	6,656,221
Bicycle/Pedestrian	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation Facilities	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit Facilities	-	219,500	-	10,366	-	-	-	-	-	-	-	-	229,866
Transit Vehicles	50,100	1,339,500	23,900	-	1,543,900	23,900	632,520	2,207,080	23,900	473,380	1,654,120	23,900	7,996,200
<b>TOTAL PROGRAMMED</b>	<b>2,128,977</b>	<b>11,064,944</b>	<b>23,900</b>	<b>9,888,347</b>	<b>16,387,825</b>	<b>40,675</b>	<b>3,234,573</b>	<b>26,831,093</b>	<b>23,900</b>	<b>2,798,356</b>	<b>26,254,022</b>	<b>23,900</b>	<b>98,700,512</b>
Annual Total All Sources		<b>FY 15 TOTAL</b>	<b>13,217,821</b>		<b>FY 16 TOTAL</b>	<b>26,316,847</b>		<b>FY 17 TOTAL</b>	<b>30,089,566</b>		<b>FY 18 TOTAL</b>	<b>29,076,278</b>	