

**DOVER/KENT COUNTY
METROPOLITAN PLANNING ORGANIZATION**

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

Proposed: May 7, 2014

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

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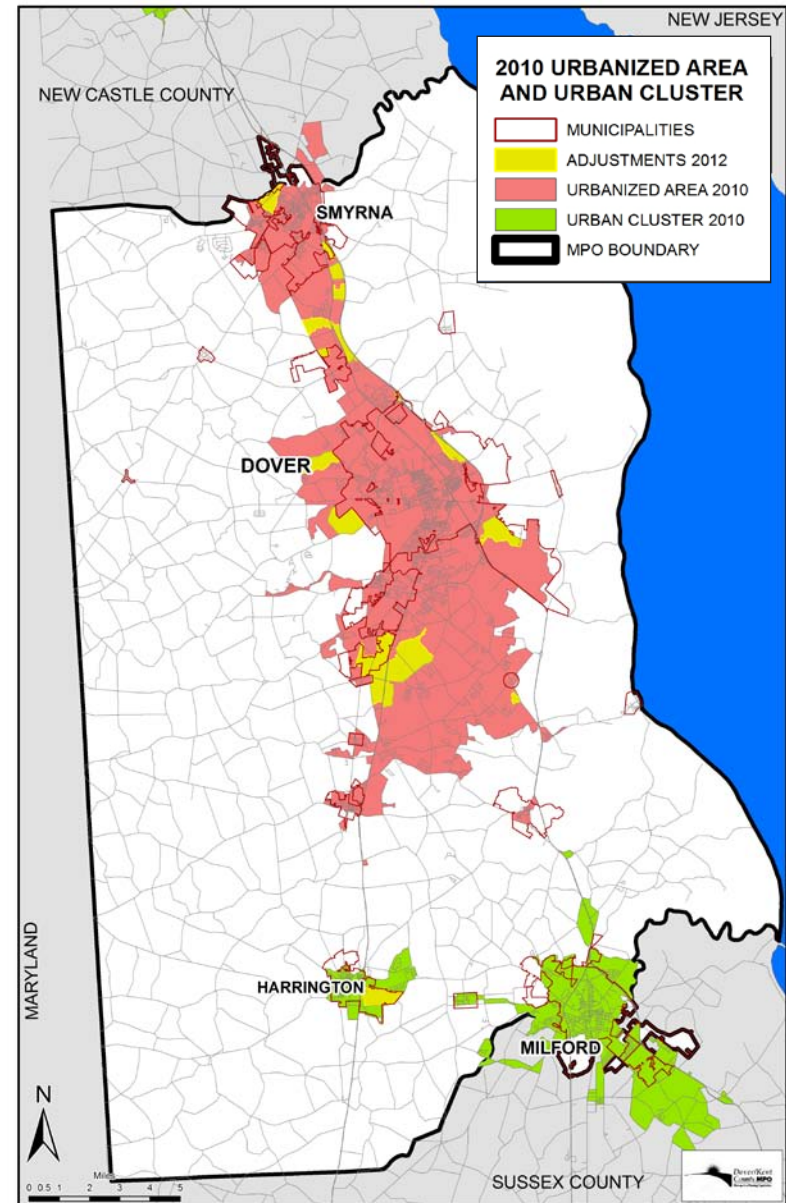
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Background

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

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

The 2015-2018 TIP follows the preceding (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 will provide the approved Bond Bill authorization that will reflect the status of the proposed gas tax increase. The addition of several projects related to the potential fund increase as a result of the gas tax 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 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 in the TIP during FY 2015 - FY 2018 are shown below.

	<u>Total Amount</u>	<u>Federal Share</u>
FY 15	\$28,265,402	\$17,836,889
FY 16	\$56,215,690	\$39,731,952
FY 17	\$50,559,474	\$36,743,859
FY 18	\$48,096,877	\$36,475,502

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 potential private apron 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 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 will be considered at the MPO Council meeting of May 7, 2014 just before the TIP.

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 former 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 perspective changed from one of nominated project analysis and scoring to one of problem analysis and scoring. Rather than asking communities to nominate presumed solutions, the MPO asked them to nominate problems that they realize in the transportation system of their community. The problems will be prioritized 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.

The nominations from the one respondent were evaluated under the existing prioritization process to ensure a like evaluation. The nominated projects were fit into the prioritized list included in the MTP.

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

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

Public Participation

Public review was an integral aspect of the TIP process. Public participation was solicited through PAC, TAC and Council meetings and with a virtual tour of proposed project sites. Because the contraction and potential re-expansion 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 is producing a video tour of project sites that will be posted on our website.

Rather than making available DelDOT and MPO staff to answer questions while at the site, the MPO will have responses to questions posted 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 TAC meeting of April 9th will begin the committee and Council process for the 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 asks. 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 no significant changes in the scope of the projects and 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 2014-2017 Transportation Improvement Program conforms to the SIP.

Program Categories and Project List

The FY 2015-2018 TIP mirrors DelDOT's FY 2015-2020 Draft CTP. 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 Obligation Plan and 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 3 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.

Table 3: FY 2014-2018 Identified Statewide Projects (x \$000)

PROJECT (x000)	FY 2015 TOTAL	FY 2016 TOTAL	FY 2017 TOTAL	FY 2018 TOTAL	2015-2018 TOTAL
ROAD SYSTEMS					
BRIDGES	7,774.9	23,600.0	28,200.0	30,950.0	90,524.9
Bridge Management	3,150.0	3,150.0	3,150.0	3,150.0	12,600.0
Bridge Preservation	1,000.0	10,400.0	15,000.0	17,750.0	44,150.0
Bridge Painting	3,000.0	3,000.0	3,000.0	3,000.0	12,000.0
Bridge Inspection	0.0	7,050.0	7,050.0	7,050.0	21,150.0
Bridge Design Training Program	624.9	0.0	0.0	0.0	624.9
BICYCLE, PEDESTRIAN AND OTHER IMPROVEMENTS	2,250.0	2,250.0	2,250.0	2,250.0	96,000.0
ENGINEERING & CONTINGENCY	26,845.0	26,845.0	26,845.0	26,845.0	107,380.0
ENVIRONMENTAL IMPROVEMENTS	522.5	522.5	522.5	522.5	2,090.0
INTERSECTION IMPROVEMENTS	4,600.0	3,068.0	3,068.0	2,868.0	13,604.0
RECREATIONAL TRAILS	1,350.0	1,350.0	1,350.0	1,350.0	5,400.0
MATERIALS & MINOR CONTRACTS	6,065.0	6,050.0	6,250.0	6,075.0	24,440.0
CORRIDOR CAPACITY PRESERVATION	0.0	0.0	0.0	0.0	0.0
PAVING & REHABILITATION	82,100.0	85,100.0	85,600.0	80,600.0	333,400.0
SAFE ROUTES TO SCHOOL	926.0	526.8	526.8	800.0	2,779.6
SCENIC BYWAYS	65.9	0.0	0.0	0.0	65.9
RAIL CROSSING SAFETY	1,453.2	1,511.7	1,511.7	1,511.5	5,988.1
RIDE ABILITY	100.0	400.0	100.0	100.0	700.0

PROJECT (x000)	FY 2015 TOTAL	FY 2016 TOTAL	FY 2017 TOTAL	FY 2018 TOTAL	2015-2018 TOTAL
HAZARD ELIMINATION PROGRAM	2,444.4	2,444.4	2,444.4	12,444.4	19,777.6
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	150.0	200.0	150.0	150.0	650.0
TRANSPORTATION ENHANCEMENTS	4,890.5	3,500.0	3,500.0	3,500.0	15,390.5
DAM PRESERVATION PROGRAM	750.0	1,321.0	2,750.0	2,750.0	7,571.0
DEVELOPMENT/ DESIGN	2,000.0	2,000.0	2,000.0	2,000.0	8,000.0
SUPPORT					
ADVANCED ACQUISITIONS	0.0	0.0	0.0	0.0	0.0
AERONAUTICS PLANNING	176.0	176.0	176.0	176.0	704.0
AERONAUTICS PROGRAM DEV	280.0	280.0	280.0	280.0	1,120.0
EDUCATION AND TRAINING	200.0	200.0	200.0	200.0	800.0
HEAVY EQUIPMENT PROGRAM	10,400.0	10,400.0	10,400.0	10,800.0	38,049.0
PLANNING	11,451.2	11,571.2	11,571.2	11,571.2	46,164.8
Local Transportation Assistance Program (TAP)	340.0	340.0	340.0	340.0	1,360.0
MPO/FHWA	2,119.2	2,119.2	2,119.2	2,119.2	8,476.8
MPO/FTA	468.2	468.2	468.2	468.2	1,872.8
Pedestrian ADA Accessibility	3,000.0	3,000.0	3,000.0	3,000.0	12,000.0
Planning PD	1,380.0	2,000.0	2,000.0	2,000.0	7,380.0
Records Management	0.0	00	0.0	0.0	0.0

PROJECT (x000)	FY 2015 TOTAL	FY 2016 TOTAL	FY 2017 TOTAL	FY 2018 TOTAL	2015-2018 TOTAL
Rural TAP	78.2	78.2	78.2	78.2	312.8
Statewide Planning & Research/FHWA	3,296.3	3,296.3	3,296.3	3,296.3	13,185.2
Statewide Planning & Research/FTA	124.3	124.3	124.3	124.3	497.2
Truck Weight Enforcement	395.0	395.0	395.0	395.0	1,580.0
University Research	250.0	250.0	250.0	250.0	1,000.0
TECHNOLOGY	12,658.2	12,106.7	10,106.6	8,106.7	42,978.2
DBE	61.5	61.5	61.5	61.5	246.0
IT Initiatives	6,940.0	6,940.0	6,940.0	7,940.0	28,760.0
DMV System Upgrade	5,000.0	5,000.0	3,000.0	0.0	13,000.0
OJT/ Support Services	36.4	36.4	36.4	36.4	145.6
Summer Transportation Institute	68.7	68.8	68.7	68.8	275.0
Enterprise Document Management	551.6	0.0	0.0	0.0	551.6
TRANSPORTATION FACILITIES	6,500.0	6,600.0	6,600.0	6,700.0	26,400.0
TRANSPORTATION MANAGEMENT IMPROVEMENTS	7,105.0	7,005.0	9,185.0	9,505.0	32,800.0
MUTCD Compliance	1,000.0	1,400.0	1,680.0	2,000.0	6,080.0
Traffic Signal Relamping	0.0	0.0	0.0	0.0	0.0
Traffic Signal Revolving Fund	125.0	125.0	125.0	125.0	600.0
Rideshare Trip Mitigation	480.0	480.0	480.0	480.0	1,920.0
Transportation Management	0.0	0.0	0.0	0.0	0.0

PROJECT (x000)	FY 2015 TOTAL	FY 2016 TOTAL	FY 2017 TOTAL	FY 2018 TOTAL	2015-2018 TOTAL
Improvements					
Transportation Management Improvements (SoGR)	5,500.0	5,000.0	6,900.0	6,900.0	24,300.0
TRANSIT					
TRANSIT FACILITIES	2,750.0	1,750.0	1,895.0	2,740.0	9,135.0
RAIL	300.0	300.0	300.0	300.0	1,200.0
TRANSIT VEHICLES	5,425.4	5,607.4	6,123.1	3,048.1	20,204.0
GRANTS AND ALLOCATIONS					
MUNICIPAL STREET	5,000.0	5,000.0	5,000.0	5,000.0	20,000.0
MSA Regular	5,000.0	5,000.0	5,000.0	5,000.0	20,000.0
MSA Restricted	0.0	0.0	0.0	0.0	0.0
COMMUNITY TRANSPORTATION	13,375.0	8,375.0	13,375.0	8,375.0	43,500.0
TOTALS	226,558.1	231,346.3	246,500.2	241,418.2	945,823.1

APPENDIX A
Funded Dover/Kent County MPO Projects

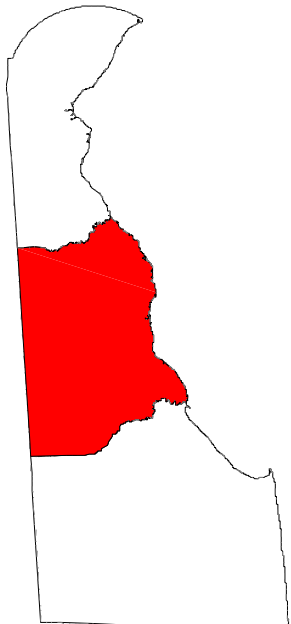
ROAD SYSTEM:
ARTERIALS

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	0.0							0.0
	Σ									0.0
SR8 at Pearsons Corner Road FINISH	PD	0.0	0.0							0.0
	PE									0.0
	RW	0.0	0.0							0.0
	C			0.0	0.0					0.0
	Σ	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		50.0	220.0	880.0					1150.0
US13 @ Carpenters Bridge Road Intersection FINISH	PE									0.0
	RW									0.0
	C									0.0
	Σ									0.0

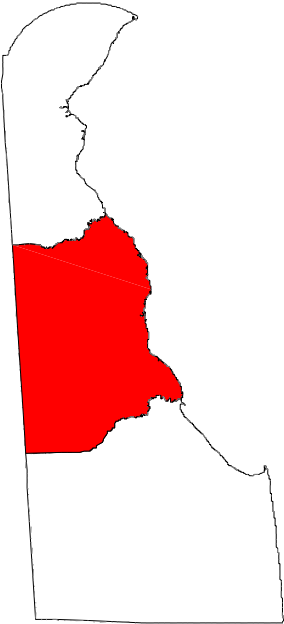
Federal Funding Program: National Highway System (US 13 @ Carpenter Bridge Road
Surface Transportation Program (Glenwood Avenue)

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	FY 2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
US13-Puncheon Run Connector to Walnut Shade Road	PE		1,000.00		1,750.00		1,750.00			4,500.00
	RW							100.00	900.0	1,000.0
	C									0.0
	Σ		1,000.0		1,750.0		1,750.0	100.0	900.0	5,500.0
SR8 at SR15 Intersection Improvements	PE	0.0	0.0							0.0
	RW	0.0	0.0							0.0
	C			0.0	0.0					0.0
	Σ	0.0	0.0	0.0	0.0					0.0
SR14 @ Killens Pond Road Intersection	PD							5.0	45.0	50.0
	C									
	Σ							5.0	45.0	50.0
SR10 at SR15 Intersection Improvements	PE									
	RW	200.0								200.0
	C			200.0	800.0					1,000.0
	Σ	200.0		200.0	800.0					1,200.0

Loockerman Street/Forest Street Improvements

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

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

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

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



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
Loockerman Street/Forest Street Improvements	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	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	150.0	0.0	0.0	0.0	0.0	0.0	300.0
	RW	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	300.0	1200.0	1500.0
	Total	150.0	0.0	150.0	0.0	100.0	0.0	300.0	1200.0	1900.0

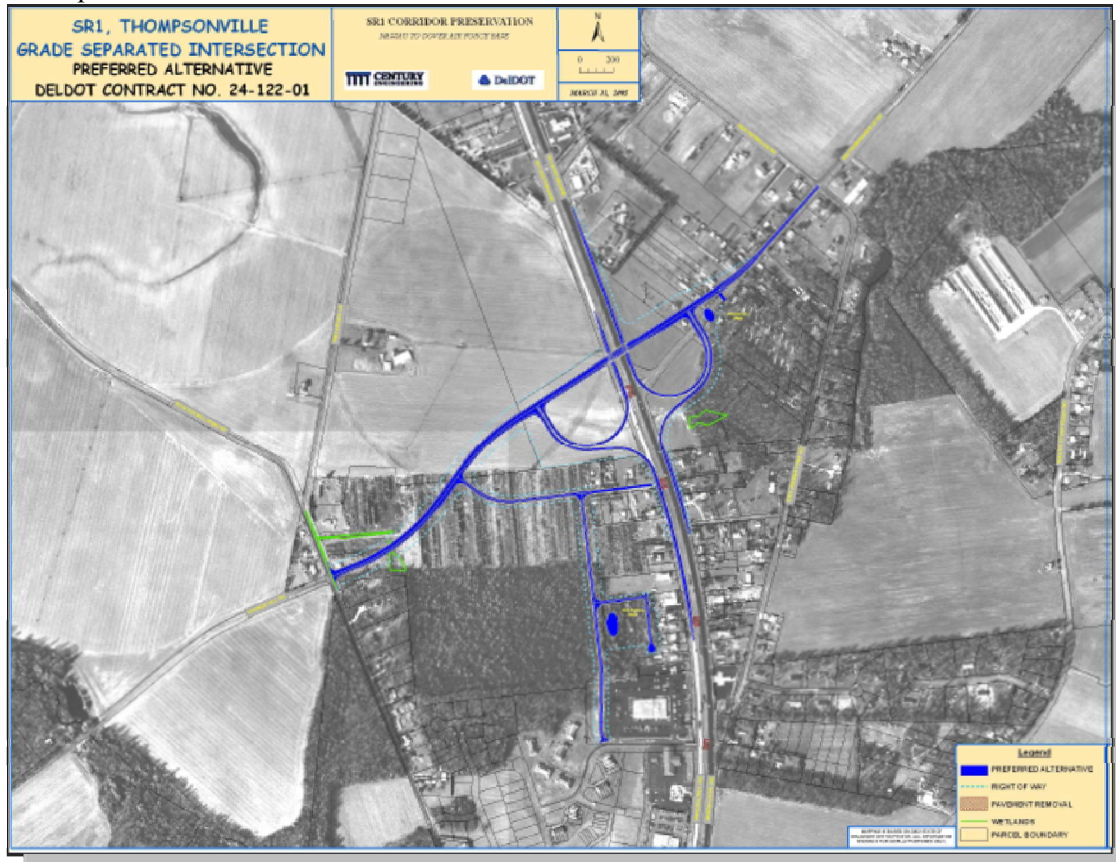
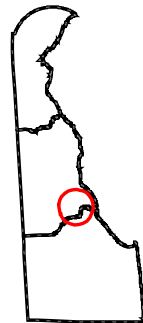
Expenditure in 6th year of CTP

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.

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



SR 1, THOMPSONVILLE ROAD GRADE SEPARATED INTERSECTION

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

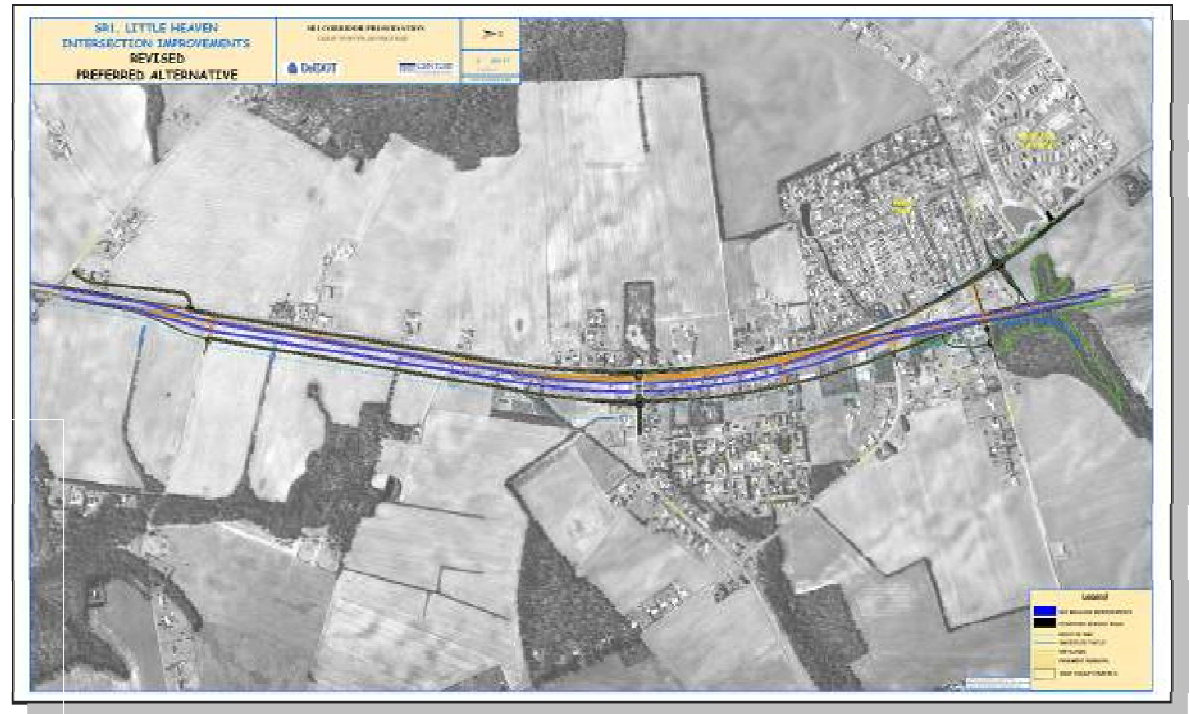
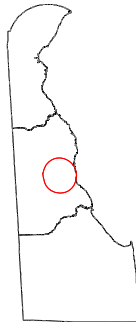
33

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	13500.0	0.0	16000.0	0.0	6000.0	0.0	0.0	35500.0
	Total	0.0	13550.0	0.0	16000.0	0.0	6000.0	0.0	0.0	35500.0

Federal Funding Program: National Highway System

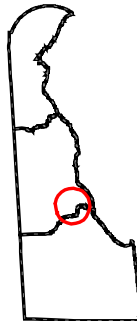
Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
Sr 1, Little Heaven Grade- Separated Intersections	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	40.0	124.4	0.0	0.0	0.0	0.0	0.0	0.0	164.4
	RW	568.0	2272.0	0.0	0.0	0.0	0.0	0.0	0.0	2840.0
	C	1000.0	0.0	6516.8	6000.0	3000.0	12000.0	3300.0	13200.0	45016.8
	Total	1608.0	2396.4	6516.8	6000.0	3000.0	12000.0	3300.0	13200.0	48021.2

SR 1 AT NE FRONT STREET, MILFORD GRADE SEPARATED INTERSECTION

PROJECT SCOPE/DESCRIPTION: This project includes the construction of a grade-separated intersection at the intersection of SR 1 and ne Front Street in Milford 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.

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



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

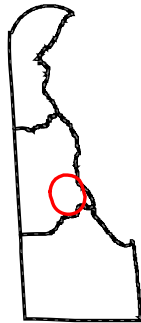
Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
SR 1 at NE Front Street, Milford Grade Separated Intersection	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	18.2	72.6	0.0	0.0	0.0	0.0	0.0	0.0	90.8
	RW	200.0	0.0	1160.0	4640.0	0.0	0.0	0.0	0.0	5800.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	2000.0	8000.0	10000.0
	Total	218.0	72.6	1160.0	4640.0	0.0	0.0	2000.0	8000.0	15890.8

SR 1 AT SOUTH FREDERICA GRADE SEPARATED INTERSECTION

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

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

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



SR 1 AT SOUTH FREDERICA GRADE SEPARATED INTERSECTION

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
SR1 at South Frederica Grade Separated Intersection	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	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	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	1535.4	6141.6	1994.9	7979.9	17651.8
	Total	0.0	0.0	0.0	0.0	1535.4	6141.6	1994.9	7979.9	17651.8

SR 8, Hazletville Road Connector

Project Description: New roadway construction providing a connection between SR 8 and Hazletville Road to the proposed Dover High School. Typical section to include 11' travel lanes, five foot shoulder, closed drainage, sidewalks.

Project Justification: Construction of the new Dover High School will generate additional traffic volumes and bus traffic, requiring a new connection between SR 8 and Hazletville Road.

Municipality:	Dover
Funding Program:	Road System – Arterials
Functional Category:	Management
Representative District:	31
Senatorial District:	17
Estimated Cost:	\$4,350,000
MPO Priority Rating:	2.11



SR 8, Hazletville Road 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
SR 8, Hazletville Road Connector	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	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

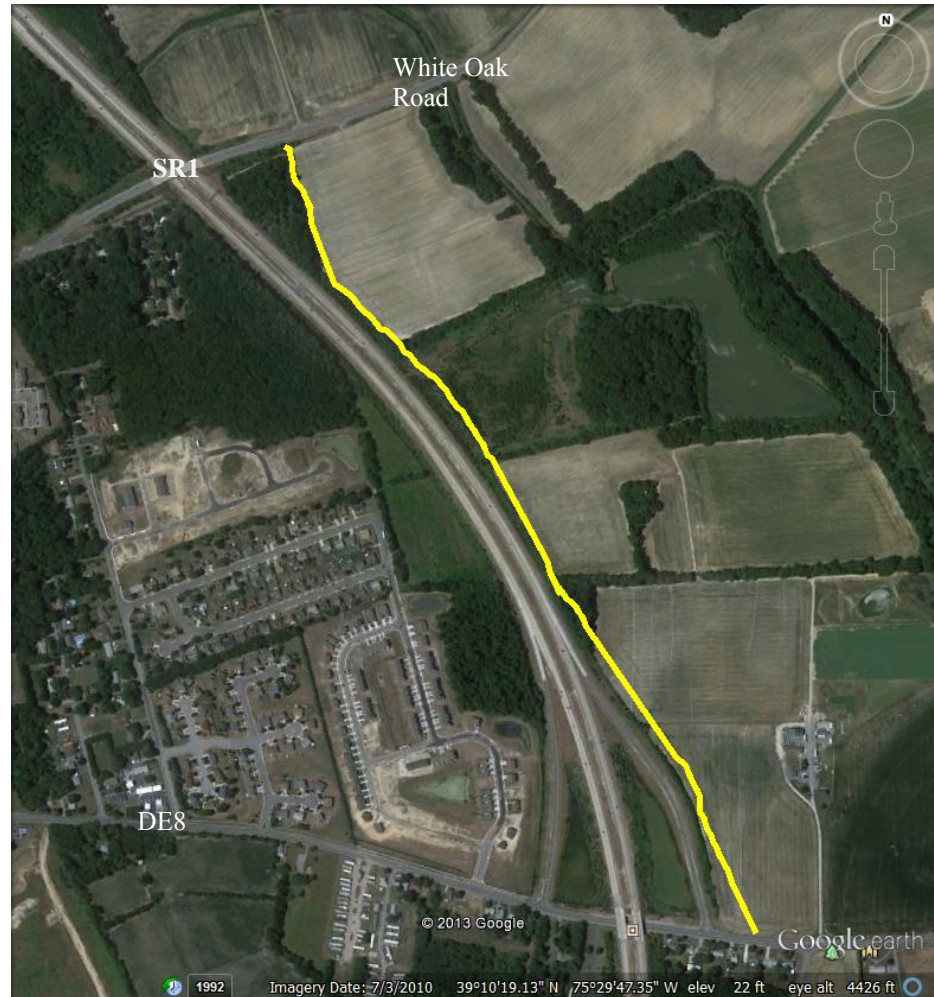
Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
SR 8, Hazletville Road Connector	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	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

Garrison Oak Connector

Project Description: New roadway construction providing a connection between SR 8 and the Garrison Oak Industrial Park on White Oak road in the east of Dover. Typical section to include 11' travel lanes and, five foot shoulder.

Project Justification: The development of the Garrison Tract with the Solar Park and a gas burning generation facility and the future development of the additional available and platted land requires a new route from SR1 to the Park that does not require truck deliveries or distribution through residential neighborhoods.

Municipality:	Dover
Funding Program:	Road System – Arterials
Functional Category:	Management
Representative District:	31
Senatorial District:	17
Estimated Cost:	\$4,850,000
MPO Priority Rating:	2.11



Garrison Oak 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
Garrison Oak Connector	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	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
Garrison Oak Connector	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	325.0	0.0	325.0	0.0	0.0	0.0	700.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	325.0	0.0	325.0	0.0	0.0	0.0	0.0

US 13 from South Court Street to Loockerman Street

Project Description: Improvements will include the installation of sidewalks on US 13 Northbound and Southbound from Court Street to Loockerman Street. Proposed work will also include curb replacement and minor drainage improvements where appropriate.

Project Justification: These improvements enhance multi-modal transportation throughout the state and encourage movement of people and goods through other than single occupant vehicles.

Municipality:	Dover
Funding Program:	Road System – Arterials
Functional Category:	Management
Representative District:	31, 32
Senatorial District:	17
Estimated Cost:	\$6,500,000
MPO Priority Rating:	
State Priority Number:	79



US 13 from South Court Street to Loockerman Street

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
US 13 from South Court Street to Loockerman Street	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Federal Funding Program: National Highway System

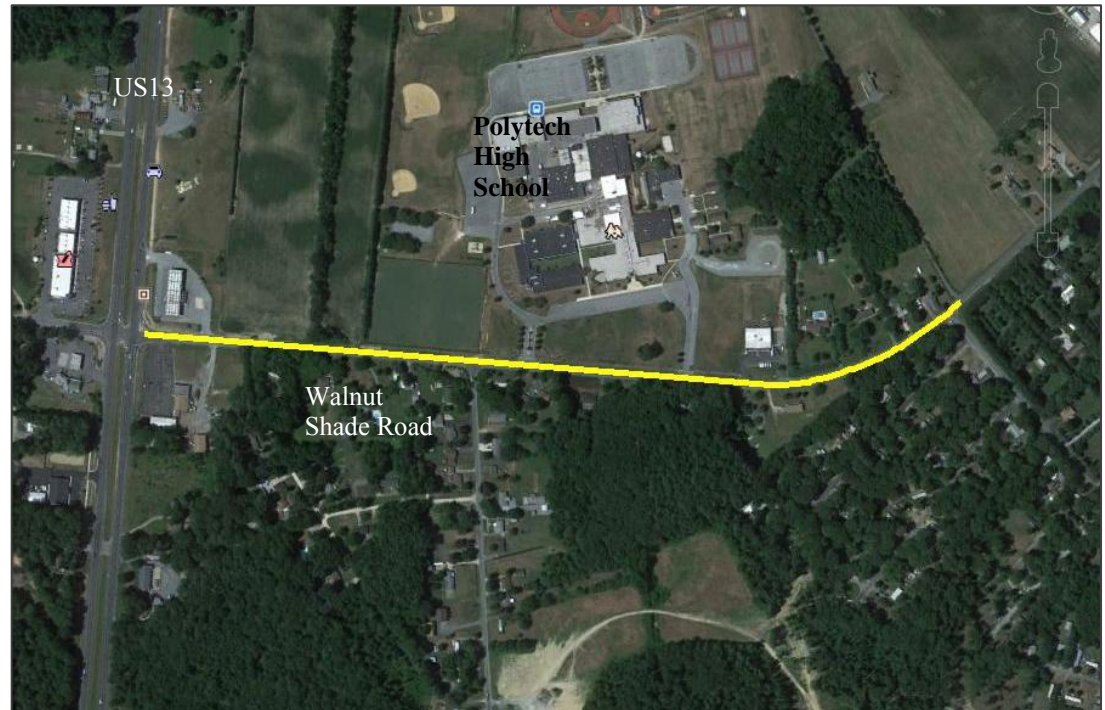
Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015-2018 Total
US 13 from South Court Street to Loockerman Street	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Walnut Shade Road from US 13 to Peachtree Run Road

Project Description: Improvements will include the installation of sidewalks on US 13 Northbound and Southbound from Court Street to Loockerman Street. Proposed work will also include curb replacement and minor drainage improvements where appropriate.

Project Justification: These improvements enhance multi-modal transportation throughout the state and encourage movement of people and goods through other than single occupant vehicles.

Municipality:	Dover
Funding Program:	Road System – Arterials
Functional Category:	Management
Representative District:	31, 32
Senatorial District:	17
Estimated Cost:	\$6,500,000
MPO Priority Rating:	
State Priority Number:	79



Walnut Shade Road from US 13 to Peachtree Run Road

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
Walnut Shade Road from US 13 to Peachtree Run Road	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Federal Funding Program: National Highway 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
Walnut Shade Road from US 13 to Peachtree Run Road	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	400.0	0.0	450.0	0.0	0.0	0.0	0.0	0.0	850.0
	RW	0.0	0.0	0.0	0.0	750.0	0.0	750.0	0.0	1500.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	400.0	0.0	450.0	0.0	750.0	0.0	750.0	0.0	2350.0

ROAD SYSTEM:
COLLECTORS

Barratt's Chapel Road

Project Description: This project will upgrade the road to meet its functional classification and provide 12-foot lanes and 8-foot shoulders, a grade-separated intersection at SR 1 and Barratt's Chapel Road, drainage improvements and utility relocations from SR 1 to McGinnis Pond Road.

Project Justification: Rapid concurrent development along Barratt's Chapel requires the road to be improved to its functional classification. The road improvements are requirements of the development in the area. The developers will contribute for a majority of the project, but this will be a DelDOT project. Having DelDOT do the work will improve the coordination of all of the projects and produce less traffic interruptions for the public.

Municipality:	Kent County
Funding Program:	Road System – Collectors
Functional Category:	Management
Representative District:	33
Senatorial District:	16
Estimated Cost:	\$33,610,839
MPO Priority Rating:	
State Priority Number:	112



Barratt's Chapel 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
Barratt's Chapel Road	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Federal Funding Program: National Highway 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
Barratt's Chapel 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

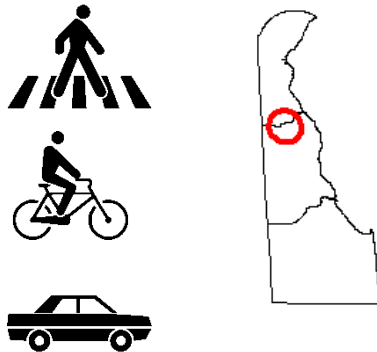
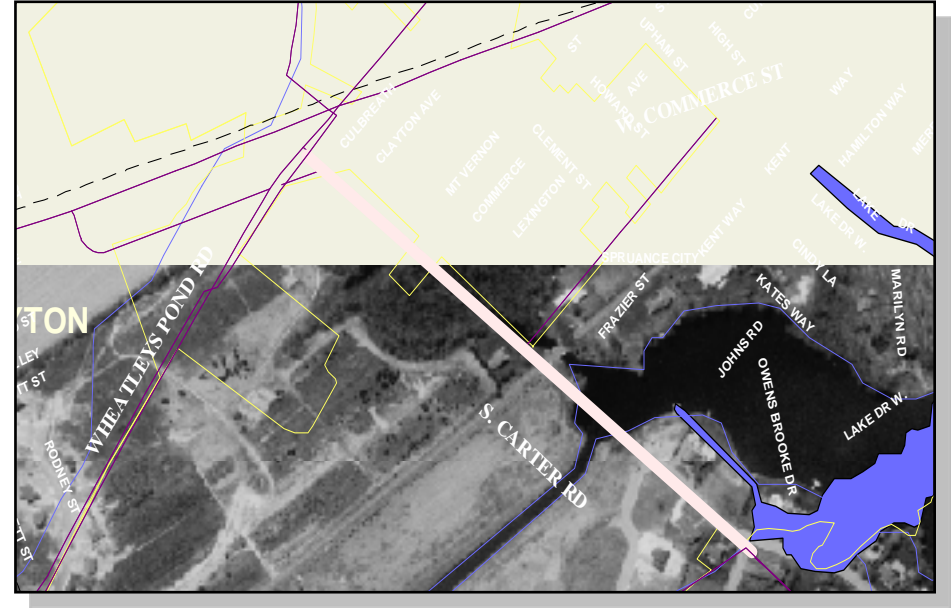
Funding is included in FY 2018 and FY 2019 for PE

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

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

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

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



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

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

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

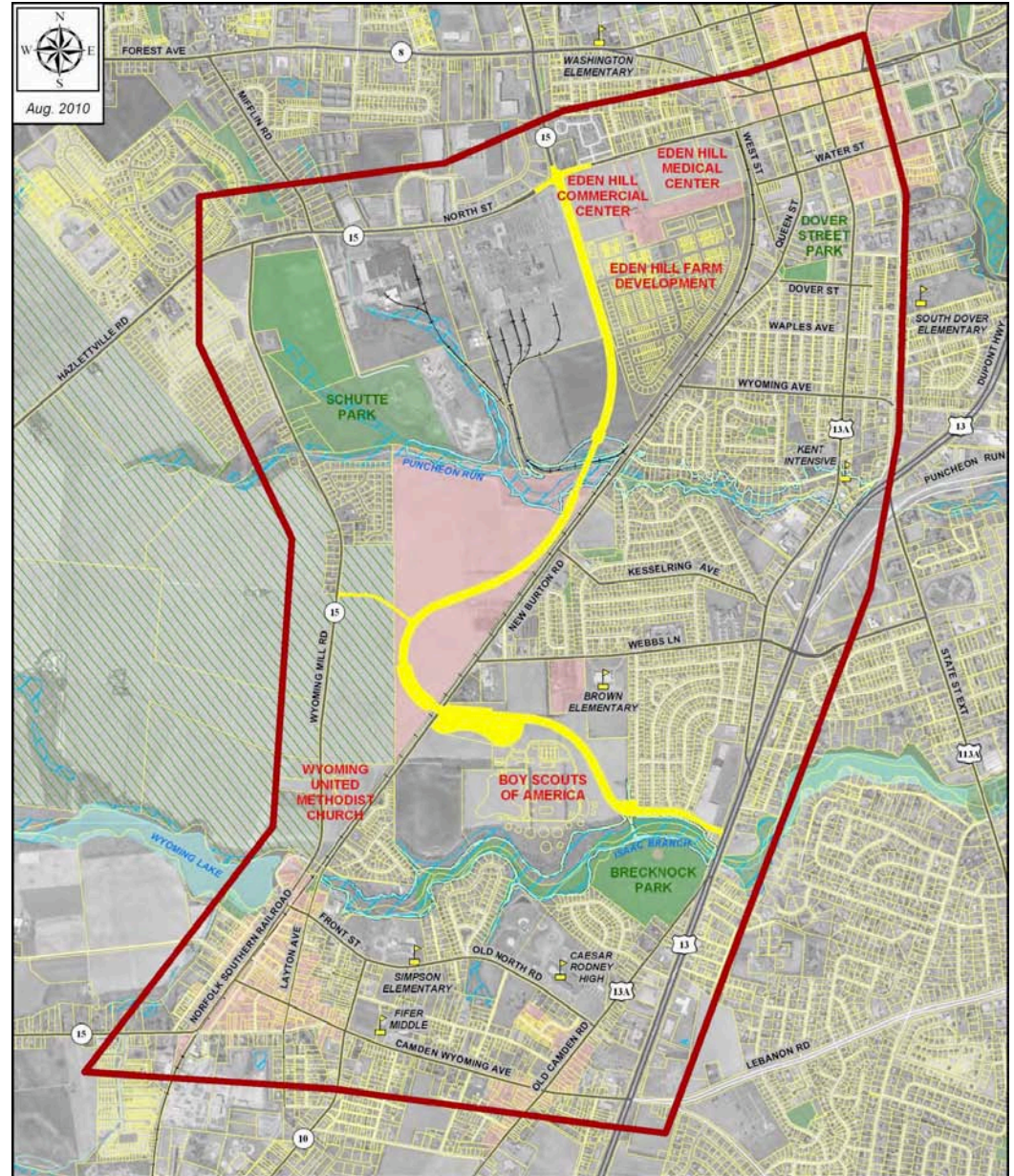
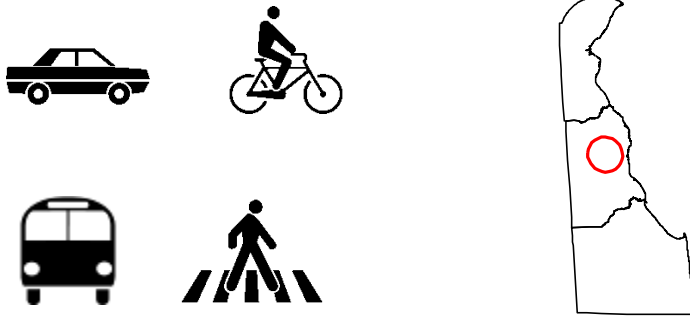
This project is substantially completed.

WEST DOVER CONNECTOR

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

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

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



WEST DOVER CONNECTOR

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
WEST DOVER CONNECTOR	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	15000.0	0.0	4000.0	0.0	0.0	0.0	0.0	19000.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

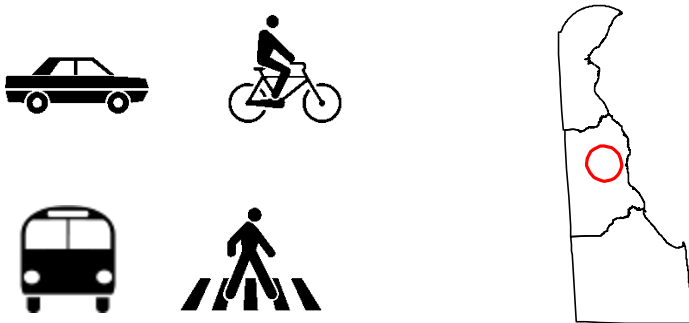
Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
WEST DOVER CONNECTOR	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0
	RW	0.0	3888.4	0.0	0.0	0.0	0.0	0.0	0.0	3888.4
	C	0.0	3000.0	0.0	15000.0	0.0	15000.0	0.0	3000.0	36000.0
	Total	20.0	6968.4	0.0	15000.0	0.0	15000.0	0.0	3000.0	39988.4

KENTON ROAD: SR8 TO CHESTNUT GROVE ROAD

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

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

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



KENTON ROAD: SR8 TO CHESTNUT GROVE ROAD

Project Authorization Schedule (X \$000)										
Project	Phase	FY 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

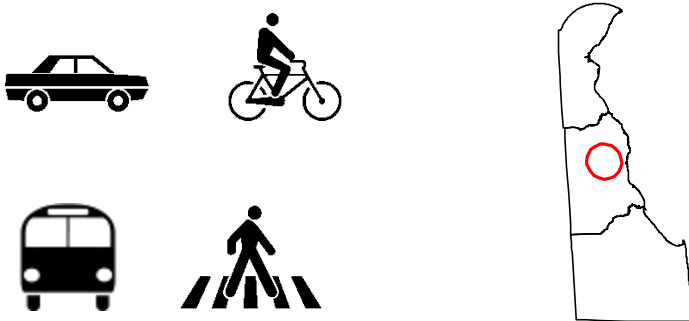
Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
KENTON ROAD: SR8 TO CHESTNUT GROVE ROAD	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0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

CRAWFORD CARROLL ROAD EXTENSION

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

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

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



CRAWFORD CARROLL ROAD EXTENSION

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

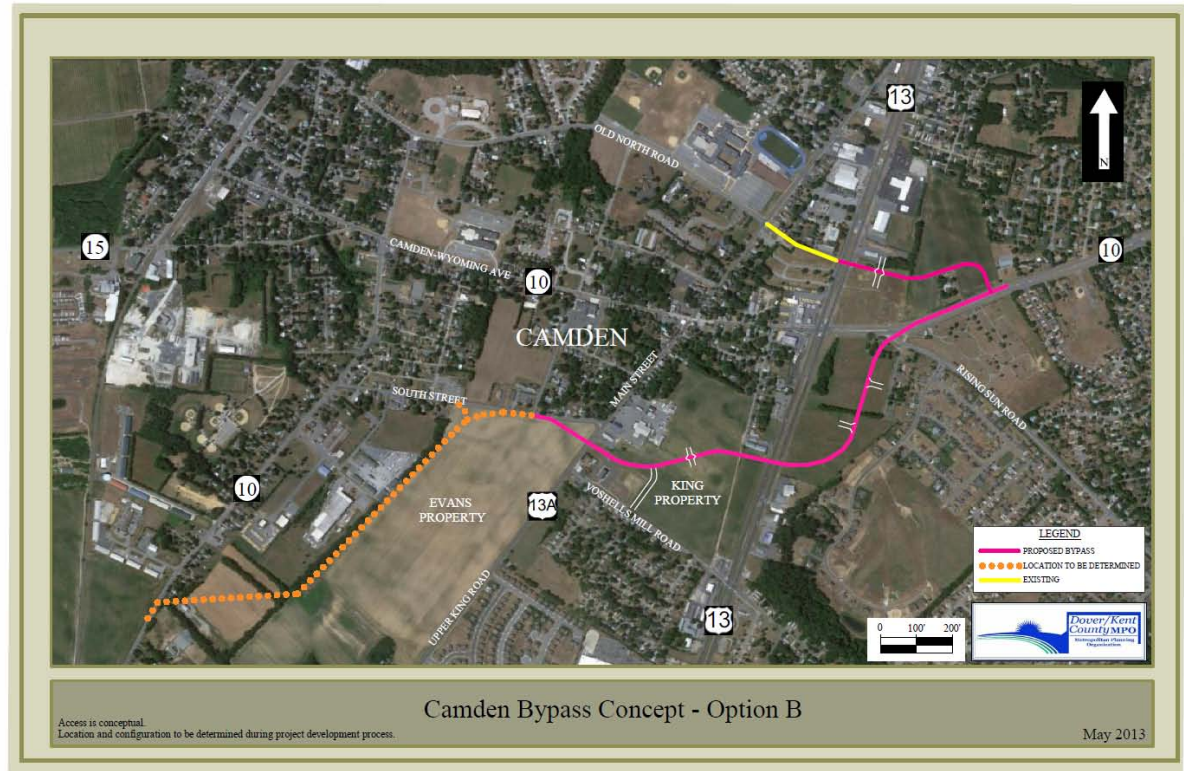
Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
CRAWFORD CARROLL ROAD EXTENSION	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	400.0	0.0	400.0	0.0	0.0	0.0	0.0	0.0	800.0
	RW	0.0	0.0	0.0	0.0	600.0	0.0	600.0	0.0	1200.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	400.0	0.0	400.0	0.0	600.0	0.0	600.0	0.0	2000.0

CAMDEN BYPASS: SOUTH STREET TO DE10 AT RISING SUN ROAD

Project Description: Funding is requested to improve vehicle, pedestrian, and bicycle travel around the Town of Camden. This phase is to construct a new right of way between DE10 at Rising Sun Road to South Street in Camden by creating a new intersection with US13 and a new road through the King property on the Westside to South Main Street. The improvements will involve creating two lanes with shoulders, installing curbs, sidewalks and bike lanes on one or both sides, and addressing closed drainage, traffic calming, and safety improvements through the State-owned property on the east side of US13 and through the King property and adjacent to the new Camden Town Hall on the west side.

Project Justification: A new right of way avoids the center of Old Camden, limits traffic impacts on the pedestrians and historic properties while offering new space for adequate vehicle, pedestrian and bicycle facilities.

County:	Kent
Municipality:	Camden
Funding Program:	Road System – Collectors
Functional Category:	Expansion
Representative District:	34
Senatorial District:	16, 17
Estimated Cost:	\$10,000,000
MPO Priority Rating:	28.6
State Priority Number:	3



CAMDEN BYPASS: SOUTH STREET TO DE10 AT RISING SUN 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
CAMDEN BYPASS: SOUTH STREET TO DE10 AT RISING SUN 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
CAMDEN BYPASS: SOUTH STREET TO DE10 AT RISING SUN ROAD	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	600.0	0.0	600.0	0.0	0.0	0.0	0.0	0.0	1200.0
	RW	0.0	0.0	0.0	0.0	2000.0	0.0	0.0	0.0	2000.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	600.0	0.0	600.0	0.0	2000.0	0.0	0.0	0.0	3200.0

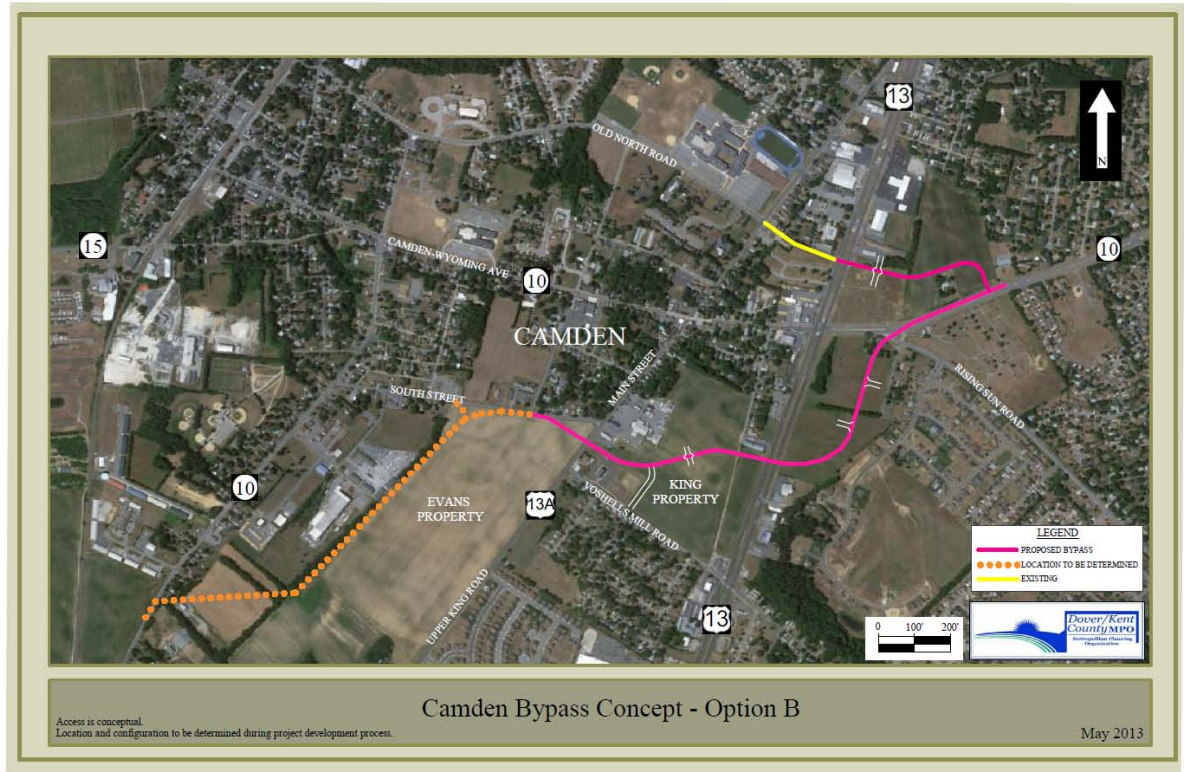
Funding for construction speculated for FY 2019 – 2020

CAMDEN BYPASS: NORTH STREET TO DE10

Project Description: Funding is requested to improve vehicle, pedestrian, and bicycle travel around the Town of Camden. This phase is to construct a new right of way between DE10 and US13 at the new intersection with US13 created by the Redner’s Supermarket. The improvements will involve creating two lanes with shoulders, installing curbs, sidewalks and bike lanes on one or both sides, and addressing closed drainage, traffic calming, and safety improvements through the State-owned property on the east side of US13.

Project Justification: A new right of way avoids the center of Old Camden, limits traffic impacts on the pedestrians and historic properties while offering new space for adequate vehicle, pedestrian and bicycle facilities.

County:	Kent
Municipality:	Camden
Funding Program:	Road System – Collectors
Functional Category:	Expansion
Representative District:	34
Senatorial District:	16, 17
Estimated Cost:	\$4,400,000
MPO Priority Rating:	27.1
State Priority Number:	13



CAMDEN BYPASS: NORTH STREET TO DE10

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
CAMDEN BYPASS: NORTH STREET TO DE10	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
CAMDEN BYPASS: NORTH STREET TO DE10	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	350.0	0.0	350.0	0.0	0.0	0.0	0.0	0.0	700.0
	RW	0.0	0.0	0.0	0.0	1200.0	0.0	0.0	0.0	1200.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	350.0	0.0	350.0	0.0	1200.0	0.0	0.0	0.0	1900.0

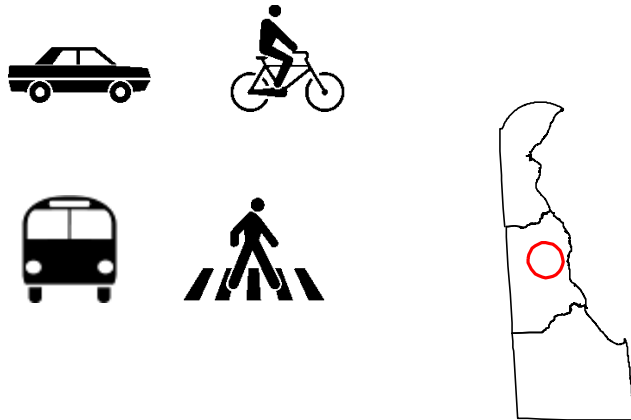
Funding for construction speculated for FY 2019 – 2020

WEST STREET IMPROVEMENTS: PEDESTRIAN SAFETY

Project Description: Funding is requested to improve pedestrian access along West Street in the City of Dover for the portion where sidewalks are missing.

Project Justification: West Street is pedestrian accessible from Bank Lane south to the Dover Transit Center. Sidewalks are necessary on the east side of West Street from North Street south to Bank Lane.

County:	Kent
Municipality:	Dover
Funding Program:	Road System – Collectors
Functional Category:	Management
Representative District:	31
Senatorial District:	17
Estimated Cost:	\$1,300,000
MPO Priority Rating:	
State Priority Number:	80



WEST STREET IMPROVEMENTS: PEDESTRIAN SAFETY

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
WEST STREET IMPROVEMENTS: PEDESTRIAN SAFETY	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
WEST STREET IMPROVEMENTS: PEDESTRIAN SAFETY	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	200.0	0.0	200.0	0.0	0.0	0.0	400.0
	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	200.0	0.0	200.0	0.0	0.0	0.0	0.0

ROAD SYSTEM:
LOCAL ROADS

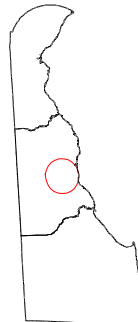
LOCAL ROADS

Eden Hill Improvements

PROJECT SCOPE/DESCRIPTION: To construct the roundabout connecting North Street with the Eden Hill Farm Development working with the City of Dover and property owners.

PROJECT JUSTIFICATION: The construction of this piece of road is the fulfillment of a portion of the State's responsibilities under the adopted Master Plan for this part of the City of Dover as provided for via Epilogue Language in the Bond Bill

Municipality:	Dover
Funding Program:	Road System – Local
Functional Category:	Expansion
Representative District:	31
Senatorial District:	17
Estimated Cost:	\$890,427
MPO Priority Rating:	
State Priority Number:	No Spend (?)



Eden Hill Improvements

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
Eden Hill 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

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
Eden Hill 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
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

ROAD SYSTEM:
BICYCLE /
PEDESTRIANS

BICYCLE/PEDESTRIAN IMPROVEMENTS

SR10 Lebanon Road to Brecknock Park Multi-Use Path

PROJECT SCOPE/DESCRIPTION: To construct a Multi-use Path between DE10 and Brecknock Park on the Isaac Branch at the north end of Old Camden Road.

PROJECT JUSTIFICATION: The construction of this paths will connect the major residential subdivisions east of US13 with the Regional County Park.

Municipality:	Camden
Funding Program:	Road System –Bicycle-Pedestrian
Functional Category:	Expansion
Representative District:	34
Senatorial District:	16, 17
Estimated Cost:	\$3,755,000
MPO Priority Rating:	
State Priority Number:	98



SR10 Lebanon Road to Brecknock Park Multi-Use Path

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
	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
	PD	55.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	55.0
	PE	0.0	0.0	300.0	0.0	300.0	0.0	0.0	0.0	600.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	600.0	0.0	600.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	55.0	0.0	300.0	0.0	300.0	0.0	600.0	0.0	1255.0

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. 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	\$0	\$0	In Progress
BR2-031A Irish Hill Road over Double Run Creek	\$589,600	\$147,400	FY 2016
BR 2-033B DE15/Canterbury Road over Hudson Branch	\$0	\$0	
BR2-050A DE8 Halltown Road over Beaver Dam Ditch	\$426,000	\$106,500	FY 2016
BR2-059D Whiteleysburg Road over Horsepen Arm Ditch	\$0	\$0	
BR2-100A Denny's Road over Fork Branch	\$716,845	\$0	FY 2015
BR2-112B Burrsville Road over Salisbury Ditch	\$0	\$0	
BR2-114C Todds Chapel Road over Tomahawk Branch	\$0	\$0	
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	\$0	\$0	
BR2-203A Todds Mill Road over Isaacs Branch	\$0	\$0	
BR2-204A Apple Grove School Road over Isaac's Branch	\$0	\$0	
BR2-265B Spider Web Road over White Marsh Branch	\$241,876	\$60,469	FY 2016
BR2-317A Shorts Landing Road over Tributary to Duck Creek	\$0	\$208,000	FY 2015
BR2-371A Barratts Chapel Road over Double Run Ditch	\$359,650	\$0	FY 2015
BR2-388C DE15 Canterbury Road over Ward Branch	\$192,816	\$48,204	FY 2016
Kent and Sussex County Pipe Replacements-State Open End	\$915,000	\$0	
Kent County Pipe Replacements-Federal, 2012 Total	\$1,200,800	\$300,200	
ProvideBeams for BR2-195A W Railroad Ave. over Isaacs Branch	\$0	\$0	FY 2014
Removal of BR2-357 Pedestrian Bridge over St. Jones River	\$0	\$22,000	FY 2015
TOTALS	\$4,642,587	\$892,773	

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
<i>GUARANTEED ENERGY SAVINGS AGREEMENT-SIEMENS</i>	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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
<i>GUARANTEED ENERGY SAVINGS AGREEMENT-SIEMENS</i> 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	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0
	C	105.2	420.8	0.0	0.	0.0	0.0	0.0	0.0	526.0
	Total	125.2	420.8	0.0	0.0	0.0	0.0	0.0	0.0	546.0

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
	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	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 Admin/Maintenance Building Improvements

PROJECT DESCRIPTION:

PROJECT JUSTIFICATION:

County: Kent
Funding Program: Transit System – Facilities
Functional Category: Expansion
Representative District: 31
Senatorial District: 17
Estimated Cost: \$350,000

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 Admin/Maintenance Building Improvements	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	70.0	280.0	0.0	0.	0.0	0.0	0.0	0.0	350.0
	Total	70.0	280.0	0.0	0.0	0.0	0.0	0.0	0.0	350.0

Kent County Passenger Facility Expansion

PROJECT DESCRIPTION:

PROJECT JUSTIFICATION:

County: Kent
Funding Program: Transit System – Facilities
Functional Category: Expansion
Representative District: Kent County
Senatorial District: Kent County
Estimated Cost: \$300,000

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
Kent County Passenger Facility Expansion	PD	150.0	0.0	150.0	0.0	0.0	0.0	0.0	0.0	300.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	150.0	0.0	150.0	0.0	0.0	0.0	0.0	0.0	300.0

TRANSIT SYSTEM:
VEHICLES

PREVENTATIVE MAINTENANCE – KENT COUNTY

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

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

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Expansion
Representative District: 32
Senatorial District: 18
Estimated Cost: \$238,600

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	965.4	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: (2) 40' Low Floor Buses

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

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

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

KENT COUNTY EXPANSION

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
40' Low Floor (2) Replace MD 30'	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
40' Low Floor Replace MD 30'	PRO	183.9	735.6	0.0	0.0	0.0	0.0	0.0	0.0	919.5
	Total	183.9	735.6	0.0	0.0	0.0	0.0	0.0	0.0	919.5

TRANSIT VEHICLE EXPANSION: PARATRANSIT BUSES FOR KENT COUNTY FY 14-19

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: 17
Estimated Cost: \$5,358,400

PARATRANSIT BUSES FOR KENT COUNTY FY 14-19

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
PARATRANSIT BUSES FOR KENT COUNTY FY 14-19	PRO	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
PARATRANSIT BUSES FOR KENT COUNTY FY 14-19	PRO	0.0	0.0	178.5	714.0	78.8	315.2	54.1	216.5	1557.1
	Total	0.0	0.0	178.5	714.0	78.8	315.2	54.1	216.5	1557.1

TRANSIT VEHICLE EXPANSION: DOVER/SMYRNA ROUTE (2) 30' LOW FLOOR (Route 120)

PROJECT SCOPE/DESCRIPTION: This project will purchase two 30 foot Low-Floor buses to provide expanded Fixed Route service in Kent County Rt 120.

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

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Expansion
Representative District: 32
Senatorial District: 18
Estimated Cost: \$865,100

DOVER/SMYRNA ROUTE 120

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
40' Low Floor (2) Replace MD 30'	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
40' Low Floor Replace MD 30'	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

Transit Vehicle Replacement (4) 30' Low Floor Buses KC FY19

PROJECT SCOPE/DESCRIPTION: This project replaces four 30-foot buses currently providing fixed route service in Kent County with four 30-foot low-floor buses.

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

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

TRANSIT VEHICLE REPLACEMENT (4) 30' LOW FLOOR BUSES KC FY19

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
(4) 30' Low Floor Buses KC FY19	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
(4) 30' Low Floor Buses KC FY19	PRO	183.9	735.6	0.0	0.0	0.0	0.0	0.0	0.0	919.5
	Total	183.9	735.6	0.0	0.0	0.0	0.0	0.0	0.0	919.5

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	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
Paratransit Buses Kent FY14-19	PRO	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project Funding Schedule (X \$000)										
Project	Phase	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY2016 Federal	FY 2017 State/ Other	FY 2017 Federal	FY 2018 State/ Other	FY 2018 Federal	FY 2015- 2018 Total
Paratransit Buses Kent FY14-19	PRO	0.0	324.6	0.0	1448.5	527.9	2111.7	189.1	756.6	5358.4
	Total	0.0	324.6	0.0	1448.5	527.9	2111.7	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