DOVER/KENT COUNTY METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM FISCAL YEARS 2018-2021

Adopted: May 3, 2017

Prepared by the **Dover/Kent County Metropolitan Planning Organization Council**

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

TABLE OF CONTENTS

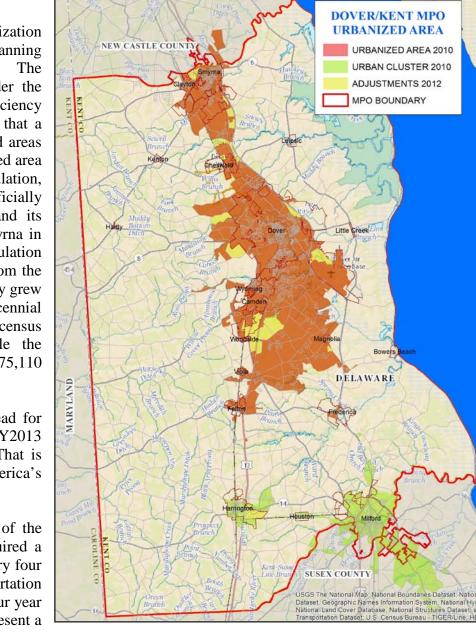
| Background4 | |
|--|--|
| Regional Goals | |
| The Prioritization Process | |
| Public Participation | |
| Air Quality Conformity | |
| Program Categories and Project List11 | |
| FY 2018-2021 TIP Period in the Capital Transportation Program List of Statewide Projects | |
| Appendices A – Kent County Projects B – Adopted Resolutions and Self-Certification C – Financial Plan D – Unfunded (Aspirations) Project List E – Annual Listing of Projects F – Population and Household Estimates by TAZ for 2020 and 2040 | |
| Appendices A – Kent County Projects B – Adopted Resolutions and Self-Certification C – Financial Plan D – Unfunded (Aspirations) Project List | |

Background

The Dover/Kent County Metropolitan Planning Organization (Dover/Kent County MPO) is the transportation planning organization for the Dover, Delaware urbanized area. The Dover/Kent County MPO was established in 1992 under the mandates of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, which continued the requirement that a metropolitan planning process be established in urbanized areas with a population greater than 50,000. The Dover urbanized area exceeded that threshold by the 1990 U.S. Census of Population, with a figure of 50,757. The MPO subsequently officially expanded the area of responsibility to Kent County and its municipalities including the portions of Milford and Smyrna in the neighboring counties. In 2010, the urbanized area population was determined to be 110,769 persons, a 75% increase from the 2000 population of 65,044. The population of Kent County grew from 126,697 in 2000 to 162,310 persons in the 2010 decennial census, a 28% increase. The 2015 Kent county census population is estimated to be 173,533 persons while the Delaware Population Consortium 2016 projection is 175,110 persons.

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

The Transportation Improvement Program (TIP) is one of the products that the federal legislation has continually required a metropolitan planning organization to prepare at least every four years. The purpose of the TIP is to disclose transportation projects for which federal funding will be sought over a four year period. The TIP should reflect the region's priorities, represent a



consensus among state and regional officials, show a direct relationship to the regional transportation plan, be financially constrained, and conform with federal air quality regulations as they relate to transportation. Finally, the TIP must be subjected to thorough public review during development and prior to adoption.

The FY 2018-2021 TIP follows the preceding (FY 2017-2020) TIP as amended. The previous amended TIP was prepared from the FY 2017-2023 Capital Transportation Program (CTP) and influenced by the MPO's 2040 Metropolitan Transportation Plan (MTP) adopted January 4, 2017. This document was originally prepared with the benefit of a draft FY 2018-2023 CTP. The State Legislature is considering alternative Capital funding to supplement the Transportation Trust Fund.

In 2015, the MPO began an updated process to identify appropriate projects to recommend for funding in future CTP's. The MPO established a Working Group to develop criteria and a scoring rubric to identify the most important projects to prioritize. The working group chose to accept the software and technical assistance provided by DelDOT with Decisions Lens[®]. The Working Group developed the inputs into the prioritization model and have identified which criteria is most important to weight the project scores. The rubric they developed went through a few minimal changes and was used to prioritize projects in the recently adsopted Metropolitan Transportation Plan (MTP).

Public input was solicited from residents of the county, as well as from the Public Advisory Committee (PAC) meetings held at the Kent County Administration Building, for Plan amendments and this TIP document. In this past Spring (of 2016), the MPO advertised and toured the TIP sites during a bus tour. In addition, the MPO had prepared a virtual tour of the highway projects that are funded during the previous TIP period. This virtual tour has accomplished a mechanism for constituents to view a summary of the projects included in the TIP independent of the bus tour. The eleven virtual tours, along with an introduction and conclusion, have been included on the MPO's website at http://doverkentmpo.delaware.gov/projects/video-trail/ Staff determined there weren't sufficient new projects to repeat the bus tour in 2017 but will update the virtual tour.

The funds anticipated to be used for the Kent County projects (not the greater MPO area) in the TIP during FY 2018 - FY 2021 are shown below.

| | Total Amount | Federal Share |
|-------|--------------|---------------|
| FY 18 | \$44,966,250 | \$36,806,252 |
| FY 19 | \$21,975,908 | \$16,220,686 |
| FY 20 | \$15,575,492 | \$11,920,934 |
| FY 21 | \$45,162,832 | \$35,480,225 |

In addition to this funding for new projects, DelDOT maintains and operates the transportation system under statewide categories such as bridge inspection, pavement rehabilitation, roadway signage, intersection improvements, bicycle and pedestrian improvements and

statewide transit services and equipment. The actual amount of funds to be spent from these statewide categories in the MPO's region cannot always be determined since projects are selected based on statewide needs. A small percentage of costs for Statewide Projects within the MPO's region are federally funded. This MPO TIP will be submitted to DelDOT as the region's input for the FY 2018-FY 2021 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 4, 2017, the MPO adopted its new 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 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 FY2018-2021 TIP were drawn from the 2040 MTP.

The Prioritization Process

In the most recent long range plan, the MPO, led by the Technical Advisory Committee, maintained the status quo for the project prioritization completed for the Metropolitan Transportation Plan. Delaware is in a unique position, as the state maintains over 90% of the roads on the state. There has been a renewed attempt to create a planning process where the TIP is produced by the MPO or projects are at least recommended to the DOT that then becomes a portion of the CTP. This attempt follows that of the Department of Transportation's critical analysis that changed their project ranking process and results and changed the Projects List significantly for FY 2015 and continued into this FY2018-FY2021 TIP. The MPO and the department are finding their way through the dual challenges of funding the most important projects while attempting to meet a budget, beyond the requirement for a constrained budget. This TIP implements a new approach by the Department to developing the CTP while the MPO attempts to build a process built upon the same prioritizing software using a new set of criteria defined with our partners. They are : System Operating Effectiveness, Safety, Environmental Impact/Stewardship, Revenue Generation/Economic Development/Jobs and Commerce, Supports Freight Movement, Multi-Modal Feasibility/Access, Impact on the Public/Social Disruption and Economic Justice, Community Priorities, and The State Strategies for Policies and Spending.

The previous method of scoring project prioritization was based on the 10 factors described in table 1 with a less mathematical system of 'weighting' project scores. An original attempt to realign the scoring of projects for prioritization was made by adding two additional factors; support for the community's comprehensive plan and support for the regional growth management plans. The attempt became an interim one as it was determined that the MPO should consider implementing a wholesale change in how projects are viewed. In fact, the prospective changed from one of nominated project analysis and scoring to one of problem analysis and scoring. Rather than asking communities to nominate presumed solutions, the MPO asked them to nominate problems that they realize

in the transportation system of their community. The problems will be prioritized using an approach developed by the Working Group. The project prioritization of all MTP projects using the process was sufficient to maintain for the length of the MTP. There was no attempt made to reclassify projects for consideration in the TIP. The prioritized list developed for the Long Range Plan continues to be the list presented to DelDOT for the new CTP.

| Table 1. Factors, Definition | ns and Weights for ' | TIP Project Scoring |
|------------------------------|----------------------|---------------------|
|------------------------------|----------------------|---------------------|

| Previous Factors | Weight | Current Factors: Weights based upon the votes of the whole working group. | Relative Weight |
|---|--------|--|--------------------|
| Safety | 0.20 | Safety | 11.9% |
| Support for Comprehensive/ Community Plans | 0.20 | System Operating Effectiveness | 9.2% |
| Environmental Justice | 0.10 | Environmental Impact/Stewardship | 10.0% |
| Transit | 0.05 | Revenue Generation/Economic Development/Jobs and Commerce | 10.0% |
| Pedestrian/Bicycle Travel | 0.05 | Supports Freight Movement | 6.1% |
| Environmental Impacts | 0.03 | Multi-Modal Feasibility/Access | 14.6% |
| Economic Impacts | 0.05 | Impact on the Public/Social Disruption and Economic Justice | 10.5% |
| System Continuity | 0.10 | Community Priorities | 11.9% |
| Sustainability | 0.02 | The State Strategies for Policies and Spending | 15.7% |
| Consistency with the Long-Range Transportation Plan | 0.20 | | |
| Total | 1.00 | | 100% |

Public Participation

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

needn't be repeated in 2017. As a year-round alternative, the MPO has produced a video tour of project sites that is posted on our website; <u>http://doverkentmpo.delaware.gov/projects/video-trail/</u>.

Rather than making available DelDOT and MPO staff to answer questions during the short period while at the site, the MPO will take questions at any time and post responses to questions on the website. We felt it was appropriate to revive the bus tour at this time..

The MPO will offer the opportunity for public comment when released to the TAC in March, to be finished before the next Council meeting of May 3, 2017. News releases and advisories publicizing all related meetings with an opportunity to comment were posted on the MPO's website and sent to members of each MPO committee, print and electronic media outlets, each of the libraries in Kent County, state legislators representing Kent County and contiguous areas, Kent County Levy Court, mayors of Kent County municipalities, and Dover City Council. Copies of the draft TIP will be made available to anyone who asks. The draft document is to be posted on the MPO's website. If amendments are required when the CTP is finalized by the State Legislature on June 30, a separate public comment period will be offered.

To comply with the requirements of Title VI, with reference to the FY 2018-2021 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, the area is in attainment and the Dover/Kent County MPO is not required through federal regulations to show that the FY 2018-2021 TIP complied with the requirements of the 1990 Clean Air Act and subsequent amendments (CAA).

The FY 2018-2021 TIP

The projects in the FY 2018-2021 TIP are represented in the new 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. No non-exempt, regionally significant projects have been added. The modeling process completed for the new 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 FY2018-2021 Transportation Improvement Program conforms to the State Implementation Plan (SIP).

Program Categories and Project List

This FY 2018-2021 TIP mirrors DelDOT's FY 2018-2023 Draft CTP developed before the State budget is adopted at the end of June, 2017. The projects and funded amounts included in this FY 2018-2021 TIP reflect the amounts allocated in the FY 2018-2023 CTP for years FY2018 through 2021. 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 2018, 2019, 2020, and 2021. These are predominantly funding programs that include projects in all three Delaware counties. More information about process and past CTP's is located at http://deldot.gov/information/pubs_forms/CTP/index.shtml.

Appendix A lists the projects in the MPO's planning area for which funding is being requested for fiscal years 2018, 2019, 2020, and 2021. The majority of the projects in this TIP are Road System projects. The appendix provides a project description, location map and pictures of each project. Funding, both authorizations and spend are listed in thousands of dollars for each project in each year of the TIP.

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

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

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

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

| PROJECT (x000) | FY 2018 TOTAL | FY 2019 TOTAL | FY 2020 TOTAL | FY 2021 TOTAL | 2018-2021 TOTAL |
|---|------------------|------------------|------------------|------------------|--------------------|
| ROAD SYSTEMS | | | | | |
| BRIDGES | 23,031.3 | 31,141.7 | 37,777.0 | 49,162.9 | 141,121.9 |
| Bridge Management | 7,386.7 | 5,974.3 | 5,970.0 | 6,620.0 | 23,924.2 |
| Bridge Preservation | 13,187.0 | 16,577.5 | 32,000.0 | 29,500.0 | 91,264.5 |
| Bridge Inspection | 4,475.6 | 4,543.3 | 4,419.3 | 4,396.8 | 17,835.0 |
| Bridge Painting | 3,000.0 | 3,000.0 | 3,000.0 | 3,000.0 | 13,353.6 |
| Bridge Design Training | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pipe Replacement Design Build | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| DAMS | 2,150.0 | 800.0 | 1,400.0 | 2,000.0 | 6,350.0 |
| DAM Preservation Program | 2,005.0 | 800.0 | 1,400.0 | 2,000.0 | 6,205.0 |
| Statewide Dam H&H Analyses | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| FY16 Statewide Dam H&H Analyses | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| FY17 | 145.0 | 0.0 | 0.0 | 0.0 | 145.0 |
| TRANSPORTATION ALTERNATIVES PROGRAM SUMMARY | 5,171.6 | 6511.5 | 5,164.0 | 5,164.0 | 21,811.1 |
| TRANSPORTATION ALTERNATIVES PROGRAM (FHWA) | 4,971.6 | 6,311.5 | 4,964.0 | 4,964.0 | 21,211.0 |
| TRANSPORTATION ALTERNATIVES PROGRAM (FTA) | 200.0 | 200.0 | 200.0 | 200.0 | 800.0 |
| BICYCLE, PEDESTRIAN AND OTHER IMPROVEMENTS | 7,576.0 | 6,794.0 | 6,640.0 | 4,000.0 | 19,434.7 |
| ENGINEERING & CONTINGENCY | 29,050.0 | 28,595.0 | 28,595.0 | 28,595.0 | 114,835.0 |

Table 2: FY 2018-2021 Identified Statewide Projects (x \$000)

| | FY 2018 | FY 2019 | FY 2020 | FY 2021 | 2018-2021 |
|--------------------------------------|---------------|----------|----------|----------|-----------|
| PROJECT (x000) | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL |
| ENVIRONMENTAL | 77 0 0 | 5(2.0 | 5(2.0 | 5(2.0 | 2 2 (7 0 |
| IMPROVEMENTS INTERSECTION | 578.0 | 563.0 | 563.0 | 563.0 | 2,267.0 |
| INTERSECTION IMPROVEMENTS | 6,600.0 | 6,600.0 | 6,600.0 | 6,600.0 | 26,400.0 |
| RECREATIONAL TRAILS | 1,250.0 | 1,250.0 | 1,250.0 | 1,132.1 | 4,882.1 |
| MATERIALS & MINOR | | | | | · · |
| CONTRACTS | 8,000.0 | 8,000.0 | 8,000.0 | 8,000.0 | 32,000.0 |
| CORRIDOR CAPACITY PRESERVATION | 1,000.0 | 1,000.0 | 1,000.0 | 1,000.0 | 4,000.0 |
| | 1,000.0 | 1,000.0 | 1,000.0 | 1,000.0 | 4,000.0 |
| PAVING & REHABILITATION | 75,000.0 | 75,000.0 | 73,800.0 | 70,000.0 | 293,800.0 |
| SLOPE STABILIZATION | | | , | , | , |
| PROGRAM | 2,500.0 | 2,500.0 | 5,000.0 | 3,000.0 | 13,000.0 |
| SAFE ROUTES TO | | | | | |
| SCHOOL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| SCENIC BYWAYS | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| SIGNAGE & PAVEMENT | | | | | |
| MARKINGS | 5,482.5 | 3,554.5 | 5,482.5 | 5,482.5 | 20,002.1 |
| RAIL CROSSING SAFETY | 2,117.5 | 2,117.5 | 2,117.5 | 2,117.5 | 8,469.9 |
| RIDE ABILITY | 100.0 | 100.0 | 100.0 | 100.0 | 400.0 |
| SAFETY | 4,846.4 | 11,447.9 | 11,059.0 | 10,197.9 | 37,551.2 |
| HAZARD ELIMINATION | | | | | |
| PROGRAM | 2,444.4 | 2,444.4 | 2,444.4 | 2,444.4 | 9,777.6 |
| HIGH RISK RURAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| ROADS PROGRAM SECTION 154 PENALTY | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TRANSFER PROGRAM | 2,402.2 | 2,420.2 | 2,420.2 | 2,420.2 | 9,680.8 |
| SAFETY PROGRAM 80/20 | 0.0 | 2,250.0 | 2,250.0 | 2,500.0 | 7,250.0 |
| SAFETY PROGRAM 90/10 | 0.0 | 4,333.3 | 3,944.4 | 2,833.3 | 11,111.1 |
| TRAFFIC CALMING | 150.0 | 150.0 | 150.0 | 150.0 | 600.0 |

| PROJECT (x000) | FY 2018 TOTAL | FY 2019 TOTAL | FY 2020 TOTAL | FY 2021 TOTAL | 2018-2021 TOTAL |
|--|------------------|------------------|------------------|------------------|--------------------|
| STATEWIDE INDUSTRIAL STREETS | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| PEDESTRIAN ADA ACCESSIBILITY | 3,286.1 | 3,040.0 | 3,000.0 | 3,000.0 | 12,326.1 |
| SUPPORT | | | | | |
| AERONAUTICS PLANNING | 165.0 | 165.0 | 210.0 | 210.0 | 750.0 |
| AERONAUTICS PROGRAM DEV | 625.0 | 280.0 | 280.0 | 280.0 | 1,465.0 |
| EDUCATION AND TRAINING | 200.0 | 200.0 | 200.0 | 200.0 | 800.0 |
| HEAVY EQUIPMENT PROGRAM | 10,000.0 | 10,000.0 | 10,000.0 | 10,000.0 | 40,000.0 |
| PLANNING | 10,434.2 | 10,586.2 | 10,633.9 | 10,750.2 | 42,404.5 |
| Federal Land Access Program | 30.0 | 30.0 | 30.0 | 30.0 | 120.0 |
| Local Transportation Assistance Program (TAP) | 300.0 | 300.0 | 300.0 | 300.0 | 1,200.0 |
| MPO/FHWA | 2,312.9 | 2,365.1 | 2,421.8 | 2,421.8 | 9,521.5 |
| MPO/FTA | 538.0 | 538.0 | 538.0 | 538.0 | 2,152.0 |
| Planning PD | 2,000.0 | 2,000.0 | 2,000.0 | 2,000.0 | 8,000.0 |
| Rural TAP | 87.7 | 87.7 | 87.7 | 87.7 | 350.6 |
| Statewide Planning & Research/FHWA | 4,381.0 | 4,479.9 | 4,479.9 | 4,587.2 | 17,928.0 |
| Statewide Planning & Research/FTA | 140.5 | 140.5 | 140.5 | 140.5 | 562.0 |
| Truck Weight Enforcement | 395.0 | 395.0 | 395.0 | 395.0 | 1,580.0 |
| University Research | 250.0 | 250.0 | 250.0 | 250.0 | 1,000.0 |
| TECHNOLOGY | 16,193.8 | 13,293.8 | 12,293.8 | 13,293.8 | 55,075.2 |
| DBE | 125.0 | 125.0 | 125.0 | 125.0 | 600.0 |
| IT Initiatives | 11,000.0 | 12,000.0 | 12,000.0 | 13,000.0 | 48,000.0 |

| | FY 2018 | FY 2019 | FY 2020 | FY 2021 | 2018-2021 |
|---|----------|----------|----------|----------|-----------|
| PROJECT (x000) | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL |
| DMV System Upgrade | 4,900.0 | 1,000.0 | 0.0 | 0.0 | 5,900.0 |
| OJT/ Support Services | 100.0 | 100.0 | 100.0 | 100.0 | 400.0 |
| Summer Transportation | 10010 | 10010 | 10010 | 10010 | 10010 |
| Institute | 68.8 | 68.8 | 68.8 | 68.8 | 275.2 |
| TRANSPORTATION FACILITIES | 15,093.7 | 13,966.1 | 7,250.0 | 7,250.0 | 43,559.8 |
| DMV Toll Equipment | | , | , | | , |
| Upgrade | 4,343.7 | 4,716.1 | 0.0 | 0.0 | 5,059.8 |
| Transportation Facilities – Administration | 2,750.0 | 2,250.0 | 2,250.0 | 2,250.0 | 9,500.0 |
| Transportation Facilities - Operations | 8,000.0 | 7,000.0 | 5,000.0 | 5,000.0 | 25,000.0 |
| TRANSPORTATION | 0,00010 | 7,00010 | 5,00010 | 5,00010 | 20,00010 |
| MANAGEMENT IMPROVEMENTS | 13,403.8 | 10,450.0 | 10,450.0 | 10,450.0 | 44,753.8 |
| MUTCD Compliance | 4,953.8 | 2,000.0 | 2,000.0 | 2,000.0 | 10,953.8 |
| Traffic Signal Revolving | , | , | , | , | |
| Fund | 125.0 | 125.0 | 125.0 | 125.0 | 500.0 |
| Rideshare Trip Mitigation | 450.0 | 450.0 | 450.0 | 450.0 | 1,800.0 |
| Transportation | | | | | |
| Management Improvement | 7,875.0 | 7,875.0 | 7,875.0 | 6,625.0 | 30,250.0 |
| TRANSIT | | | | | |
| TRANSIT FACILITIES | 5,702.73 | 2,965.0 | 2,290.0 | 1,790.0 | 12,747.7 |
| RAIL | 300.0 | 300.0 | 300.0 | 300.0 | 1,200.0 |
| TRANSIT VEHICLES | 6,081.0 | 2,673.5 | 2,710.5 | 2,653.5 | 14,118.6 |
| GRANTS AND ALLOCATIONS | | | | | |
| | | | | . | |
| MUNICIPAL STREET AID | 5,000.0 | 5,000.0 | 5,000.0 | 5,000.0 | 20,000.0 |

| PROJECT (x000) | FY 2018 TOTAL | FY 2019 TOTAL | FY 2020 TOTAL | FY 2021 TOTAL | 2018-2021 TOTAL |
|-----------------------------|------------------|------------------|------------------|------------------|--------------------|
| COMMUNITY TRANSPORTATION | 17,680.0 | 17,680.0 | 17,680.0 | 17,680.0 | 70,720.0 |
| TOTALS | 283,674.7 | 279,601.6 | 289,163.3 | 275,568.3 | 1,128,007.9 |

APPENDIX A Funded Dover/Kent County MPO Projects

ROAD SYSTEM: ARTERIALS

HAZARD ELIMINATION PROGRAM (HEP), - KENT COUNTY

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

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

County: Funding Program: Estimated Cost: MPO Priority Rating: Kent Road System – Arterials \$10,750,000 N/A (HSIP)



Descriptions:

US 13 Widening: This project involves the addition of a third lane in each direction on US13 from the Puncheon Run Connector south to Walnut Shade Rd. This will require roadway widening, storm water management facilities, multiple intersection redesigns, traffic signal reconfigurations and multi-modal improvements. The first phase is Lochmeath Way to the Puncheon Run Connector. The second phase is from Lochmeath Road to Walnut Shade Road.

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

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

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

HAZARD ELIMINATION PROGRAM (HEP) - KENT COUNTY

| | | FY 2018 | | FY 2019 | | FY 2020 | | FY 2021 | | |
|-------------------|-------|-----------------|--------------------|-----------------|-------------------|-----------------|--------------------|-----------------|--------------------|------------------------|
| Project | Phase | State/ Other | FY 2018 Federal | State/ Other | FY2019 Federal | State/ Other | FY 2020 Federal | State/ Other | FY 2021 Federal | FY 2018- 2021 Total |
| SR8 & SR15 | PE | 30.0 | 270.0 | | | | | | | |
| Intersection | ROW | 50.0 | 200.0 | 150.0 | 600.0 | | | | | |
| Improvements | С | | | | | 300.0 | 1,200.0 | | | |
| | Σ | 250.0 | 1,000.0 | 400.0 | 1,600.0 | 200.0 | 800.0 | | | |
| SR14 @ Killens | PE | | | | | | | | | |
| Pond Road | ROW | 2.0 | 18.0 | | | | | | | |
| Intersection | С | 25.0 | 225.0 | | | | | | | |
| | Σ | 27.0 | 243.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| US13-Puncheon | PE | 250.0 | 1,000.0 | 200.0 | 800.0 | | | | | |
| Run Connector to | ROW | | | 200.0 | 800.0 | 200.0 | 800.0 | | | |
| Lochmeath Way: | С | | | | | | | | | |
| US 13 Widening | Σ | 250.0 | 1,000.0 | 400.0 | 1,600.0 | 200.0 | 800.0 | | | |
| US13-Walnut Shade | PE | 20.0 | 80.0 | 40.0 | 160.0 | 40.0 | 160.0 | | | |
| Road to Lochmeath | ROW | | | | | | | | | |
| Way: US13 | С | | | | | | | | | |
| Widening | Σ | 20.0 | 80.0 | 40.0 | 160.0 | 40.0 | 160.0 | | | |
| LOCAL ROAD: | PE | | | | | | | | | |
| SR10 at SR15 | R0W | | | | | | | | | |
| Intersection | С | 50.0 | 200.0 | | | | | | | |
| Improvements | Σ | 50.0 | 200.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 250.0 |

| Project Funding Sch | edule (X | \$000) | | | | | | | | |
|----------------------------|----------|----------------------------|--------------------|----------------------------|-------------------|----------------------------|--------------------|----------------------------|--------------------|------------------------|
| Project | Phase | FY 2018 State/ Other | FY 2018 Federal | FY 2019 State/ Other | FY2019 Federal | FY 2020 State/ Other | FY 2020 Federal | FY 2021 State/ Other | FY 2021 Federal | FY 2018- 2021 Total |
| SR8 & SR15 | PE | 60.0 | 240.0 | 18.8 | 75.3 | | | | | 394.1 |
| Intersection | ROW | 50.0 | 200.0 | 150.0 | 600.0 | | | | | 1,000.0 |
| Improvements | С | | | | | 150.0 | 1,350.0 | 150.0 | 1,350.0 | 3,000.0 |
| | Σ | 110.0 | 440.0 | 168.8 | 675.3 | 150.0 | 1,350.0 | 150.0 | 1,350.0 | 4,394.1 |
| SR14 @ Killens | PE | | | | | | | | | 0.0 |
| Pond Road | ROW | 2.0 | 18.0 | | | | | | | 20.0 |
| Intersection | С | 25.0 | 225.0 | | | | | | | 250.0 |
| | Σ | 27.0 | 243.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 270.0 |
| US13-Puncheon Run | PE | 250.0 | 1,000.0 | 200.0 | 800.0 | | | | | 2,250.0 |
| Connector to | ROW | | | 200.0 | 800.0 | 200.0 | 800.0 | | | 2,000.0 |
| Lochmeath Way: US | С | | | | | | | 4,400.0 | 17,600.0 | 22,000.0 |
| 13 Widening | Σ | 250.0 | 1,000.0 | 400.0 | 1,600.0 | 200.0 | 800.0 | 4,400.0 | 17,600.0 | 5,500.0 |
| US13-Walnut Shade | PE | 100.0 | | 200.0 | | 200.0 | | | | 500.0 |
| Road to Lochmeath | ROW | | | | | | | 100.0 | 400.0 | 500.0 |
| Way: US13 | С | | | | | | | | | 0.0 |
| Widening | Σ | 100.0 | 0.0 | 200.0 | 0.0 | 200.0 | 0.0 | 100.0 | 400.0 | 1,000.0 |
| LOCAL ROAD: | PE | | | | | | | | | 0.0 |
| SR10 at SR15 | ROW | | | | | | | | | 0.0 |
| Intersection | С | 150.8 | 603.3 | | | | | | | 754.1 |
| Improvements | Σ | 150.8 | 603.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 754.1 |

MS30-Highway Safety Improvement Program

M231-Surface Transportation Program

Loockerman Street/Forest Street Improvements

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

- Implement a roundabout to improve traffic circulation and to provide a pleasing element to reinforce this visual terminus at the Dover Train Station and retrofit the existing Loockerman Street Streetscape into the roundabout design.

- Create a pedestrian friendly zone at the railroad crossing and Front Street.

- Create a new gateway with intersection improvements at Division Street and Forest Street.

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

County: Municipality: Funding Program: Functional Category: Representative District: Senatorial District: Estimated Cost: MPO Priority Rating: State Priority Ranking Kent Dover Road System – Arterials Management 31 17 \$3,996,830 0.803 #6 65









| Project Authorizatio | Project Authorization Schedule (X \$000) | | | | | | | | | | | | | |
|----------------------|--|----------------------------|--------------------|----------------------------|-------------------|----------------------------|--------------------|-------------------------|--------------------|------------------------|--|--|--|--|
| Project | Phase | FY 2018 State/ Other | FY 2018 Federal | FY 2019 State/ Other | FY2019 Federal | FY 2020 State/ Other | FY 2020 Federal | FY 2021 State/ Other | FY 2021 Federal | FY 2018- 2021 Total | | | | |
| Loockerman | PD | | | | | | | | | | | | | |
| Street/Forest Street | PE | 25.0 | | | | | | | | 50.0 | | | | |
| Improvements | RW | | | 100.0 | | 100.0 | | | | 200.0 | | | | |
| | С | | | | | 300.0 | 1,200.0 | | | 1,500.0 | | | | |
| | Total | 25.0 | 0.0 | 100.0 | 0.0 | 400.0 | 1,200.0 | | | 1,750.0 | | | | |

Future federal Funding Program:

National Highway System

| Project Funding Schedule (X \$000) | | | | | | | | | | |
|------------------------------------|-------|----------------------------|--------------------|----------------------------|-------------------|----------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2018 State/ Other | FY 2018 Federal | FY 2019 State/ Other | FY2019 Federal | FY 2020 State/ Other | FY 2020 Federal | FY 2021 State/ Other | FY 2021 Federal | FY 2018- 2021 Total |
| Loockerman | PD | | | | | | | | | |
| Street/Forest Street | PE | 25.0 | | | | | | | | 25.0 |
| Improvements | RW | | | 100.0 | | 100.0 | | | | 200.0 |
| | С | | | | | 300.0 | 1,200.0 | 400.0 | 1,600.0 | 3,500.0 |
| | Total | 25.0 | 0.0 | 100.0 | 0.0 | 400.0 | 1,200.0 | 400.0 | 1,600.0 | 3,7250.0 |

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, Mulberrie Point Road, in Little Heaven. The existing SR 1 northbound lanes will be converted to SR 1 southbound lanes, and the existing SR 1 southbound lanes will be converted to a service road. The project also includes the construction of a grade-separation at K18, Bowers Beach Road, which will provide access to and from the service roads on either side of SR 1.

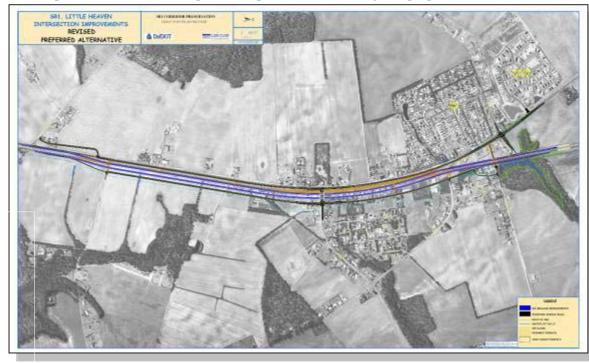
PROJECT JUSTIFICATION: The intersection of SR 1 and K18 has been targeted as a high accident intersection. The improvements will enhance safety and preserve traffic capacity along the SR 1 corridor. The service road will provide access for multiple developments both existing and proposed.

Municipality:Funding Program:Functional Category:Representative District:Senatorial District:Estimated Cost:MPO Priority Rating:State Priority Ranking:

Road System – Arterials Management 33 16 \$71,161,920 2.16 (old system) **22**







SR 1, LITTLE HEAVEN GRADE-SEPARATED INTERSECTION

| Project Authorization Schedule (X \$000) | | | | | | | | | | |
|--|-------|----------------------------|--------------------|----------------------------|-------------------|----------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2018 State/ Other | FY 2018 Federal | FY 2019 State/ Other | FY2019 Federal | FY 2020 State/ Other | FY 2020 Federal | FY 2021 State/ Other | FY 2021 Federal | FY 2018- 2021 Total |
| SR 1, LITTLE | PD | | | | | | | | | |
| HEAVEN GRADE- | PE | | | | | | | | | |
| SEPARATED | RW | | | | | | | | | |
| INTERSECTION | С | | 14,583.3 | | | | | | | 14,583.3 |
| | Total | 0.0 | 14,583.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14,583.3 |

Federal Funding Program:

M001: National Highway Performance Program

| Project Funding Sch | edule (X | \$000) | | | | | | | | |
|---------------------|----------|----------------------------|--------------------|----------------------------|-------------------|----------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2018 State/ Other | FY 2018 Federal | FY 2019 State/ Other | FY2019 Federal | FY 2020 State/ Other | FY 2020 Federal | FY 2021 State/ Other | FY 2021 Federal | FY 2018- 2021 Total |
| SR 1, LITTLE | PD | | | | | | | | | |
| HEAVEN GRADE- | PE | | | | | | | | | |
| SEPARATED | RW | | | | | | | | | |
| INTERSECTION | С | | 14,583.3 | | | | | | | 14,583.3 |
| | Total | 0.0 | 14,583.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14,583.3 |

SR 1 AT NE FRONT STEET, MILFORD GRADE SEPARATED INTERSECTION

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

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

Municipality: Funding Program: Functional Category: Representative District: Senatorial District: Estimated Cost: MPO Priority Score: State Priority Ranking: Milford Road System – Arterials Management 33 18 \$19,991,910 2.72 (old system) 99



SR 1 AT NE FRONT STREET, MILFORD GRADE SEPARATED INTERSECTION

| Project Authorization Schedule (X \$000) | | | | | | | | | | |
|--|-------|----------------------------|--------------------|----------------------------|-------------------|----------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2018 State/ Other | FY 2018 Federal | FY 2019 State/ Other | FY2019 Federal | FY 2020 State/ Other | FY 2020 Federal | FY 2021 State/ Other | FY 2021 Federal | FY 2018- 2021 Total |
| SR1 AT NE FRONT | PD | | | | | | | | | |
| STREET, DE14, | PE | | | | | | | | | |
| MILFORD GRADE | RW | | | | | | | | | |
| SEPARATED | С | 800.0 | 3,200.0 | 1,600.0 | 6,400.0 | 800.0 | 3,200.0 | | | 16,000.0 |
| INTERSECTION | Total | 800.0 | 3,200.0 | 1,600.0 | 6,400.0 | 800.0 | 3,200.0 | 0.0 | 0.0 | 16,000.0 |

Federal Funding Program:

National Highway Performance Program (NHPP)

| Project Funding Sch | nedule (X | \$000) | | | | | | | | |
|----------------------------|-----------|----------------------------|--------------------|----------------------------|-------------------|----------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2018 State/ Other | FY 2018 Federal | FY 2019 State/ Other | FY2019 Federal | FY 2020 State/ Other | FY 2020 Federal | FY 2021 State/ Other | FY 2021 Federal | FY 2018- 2021 Total |
| SR1 AT NE FRONT | PD | | | | | | | | | |
| STREET, DE14, | PE | | | | | | | | | |
| MILFORD GRADE | RW | | | | | | | | | |
| SEPARATED | С | 800.0 | 3,200.0 | 1,600.0 | 6,400.0 | 800.0 | 3,200.0 | | | 16,000.0 |
| INTERSECTION | Total | 800.0 | 3,200.0 | 1,600.0 | 6,400.0 | 800.0 | 3,200.0 | 0.0 | 0.0 | 16,000.0 |

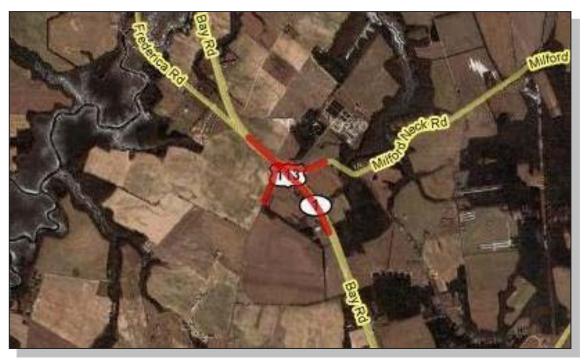
SR 1 AT SOUTH FREDERICA GRADE SEPARATED INTERSECTION

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

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

Municipality: Funding Program: Functional Category: Representative District: Senatorial District: Estimated Cost: MPO Priority Rating: State Priority Number:

Frederica Road System – Arterials Management 33 16 \$30,588,250 (old system) **123**







SR 1 AT SOUTH FREDERICA GRADE SEPARATED INTERSECTION

| Project Authorization Schedule (X \$000) | | | | | | | | | | |
|--|-------|----------------------------|--------------------|----------------------------|-------------------|----------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2018 State/ Other | FY 2018 Federal | FY 2019 State/ Other | FY2019 Federal | FY 2020 State/ Other | FY 2020 Federal | FY 2021 State/ Other | FY 2021 Federal | FY 2018- 2021 Total |
| SR1 AT SOUTH | PD | | | | | | | | | |
| FREDERICA | PE | | | | | | | | | |
| GRADE | RW | | | | | | | | | |
| SEPARATED INTERSECTION | С | 2,345.3 | 9,381.2 | 333.1 | 1,332.7 | | | | | 13,392.3 |
| INTERSECTION | Total | 2,345.3 | 9,381.2 | 333.1 | 1,332.7 | 0.0 | 0.0 | 0.0 | 0.0 | 13,392.3 |

Federal Funding Program:

National Highway Performance Program

| Project Funding Schedule (X \$000) | | | | | | | | | | |
|------------------------------------|-------|----------------------------|--------------------|----------------------------|-------------------|----------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2018 State/ Other | FY 2018 Federal | FY 2019 State/ Other | FY2019 Federal | FY 2020 State/ Other | FY 2020 Federal | FY 2021 State/ Other | FY 2021 Federal | FY 2018- 2021 Total |
| SR1 AT SOUTH | PD | | | | | | | | | |
| FREDERICA | PE | | | | | | | | | |
| GRADE | RW | | | | | | | | | |
| SEPARATED INTERSECTION | С | 1,893.0 | 7,572.0 | 333.2 | 1,332.7 | | | | | 11,130.9 |
| INTERSECTION | Total | 1,893.0 | 7,572.0 | 333.2 | 1,332.7 | 0.0 | 0.0 | 0.0 | 0.0 | 11,130.9 |

WALNUT SHADE ROAD, US 13 TO PEACHTREE RUN ROAD

Central Kent County Road System – Arterials

Management

33

16

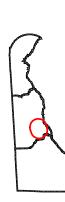
7 15

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

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

Municipality: Funding Program: Functional Category: Representative District: Senatorial District: Estimated Cost: MPO Priority Rating: State Priority Number:







WALNUT SHADE ROAD, US 13 TO PEACHTREE RUN ROAD

| Project Authorization Schedule (X \$000) | | | | | | | | | | |
|--|-------|----------------------------|--------------------|----------------------------|-------------------|----------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2018 State/ Other | FY 2018 Federal | FY 2019 State/ Other | FY2019 Federal | FY 2020 State/ Other | FY 2020 Federal | FY 2021 State/ Other | FY 2021 Federal | FY 2018- 2021 Total |
| WALNUT SHADE | PE | | | 400.0 | | 450.0 | | | | 850.0 |
| ROAD, US 13 TO | RW | | | | | | | 100.0 | 400.0 | 500.0 |
| PEACHTREE RUN | С | | | | | | | | | |
| ROAD | Total | 0.0 | 0.0 | 400.0 | 0.0 | 450.0 | 320.0 | 100.0 | 400.0 | 1,350.0 |

Federal Funding Program:

Surface Transportation Program MAP-21 (STP)

| Project Funding Schedule (X \$000) | | | | | | | | | | |
|------------------------------------|-------|----------------------------|--------------------|----------------------------|-------------------|----------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2018 State/ Other | FY 2018 Federal | FY 2019 State/ Other | FY2019 Federal | FY 2020 State/ Other | FY 2020 Federal | FY 2021 State/ Other | FY 2021 Federal | FY 2018- 2021 Total |
| WALNUT SHADE | PE | | | 400.0 | | 450.0 | | | | 850.0 |
| ROAD, US 13 TO | RW | | | | | | | 100.0 | 400.0 | 500.0 |
| PEACHTREE RUN | С | | | | | | | | | 0.0 |
| ROAD | Total | 0.0 | 0.0 | 400.0 | 0.0 | 450.0 | 0.0 | 100.0 | 400.0 | 1,350.0 |

SR8, Connector Road from Commerce Way to SR8

Kent

Dover

31

17

29

55

\$TBD

Management

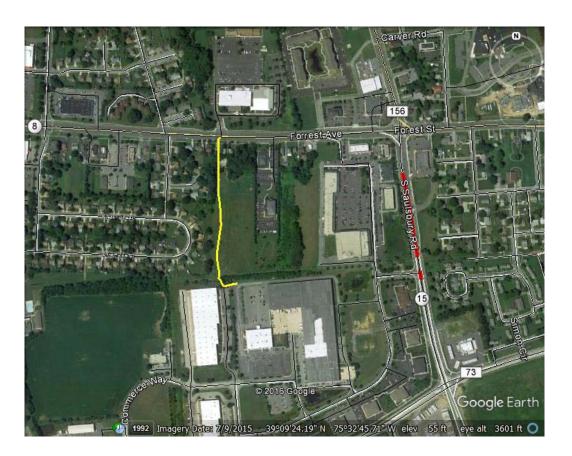
Road System – Arterials

Project Description: This project was initiated when the City of Dover received a proposal to redevelop several properties along Route 8/Division Street to include several buildings and parcels previously identified as an opportunity for an alternative connection with Beiser Boulevard and W. North St. The connection through this area of Dover will encourage economic development and alternative modes of transportation.

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

- County: Municipality: Funding Program: Functional Category: Representative District: Senatorial District: Estimated Cost: MPO Priority Rating: State Priority Ranking





SR8, Connector Road from Commerce Way to SR8

| Project Authorization Schedule (X \$000) | | | | | | | | | | |
|--|-------|----------------------------|--------------------|----------------------------|-------------------|----------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2018 State/ Other | FY 2018 Federal | FY 2019 State/ Other | FY2019 Federal | FY 2020 State/ Other | FY 2020 Federal | FY 2021 State/ Other | FY 2021 Federal | FY 2018- 2021 Total |
| SR8, Connector | PD | | | | | | | | | 0.0 |
| Road from | PE | | | | | | | 250.0 | | 250.0 |
| Commerce Way to | RW | | | | | | | | | 0.0 |
| SR8 | С | | | | | | | | | 0.0 |
| | Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 250.0 | 0.0 | 250.0 |

Future federal Funding Program: National Highway System

| Project Funding Schedule (X \$000) | | | | | | | | | | |
|------------------------------------|-------|----------------------------|--------------------|----------------------------|-------------------|----------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2018 State/ Other | FY 2018 Federal | FY 2019 State/ Other | FY2019 Federal | FY 2020 State/ Other | FY 2020 Federal | FY 2021 State/ Other | FY 2021 Federal | FY 2018- 2021 Total |
| SR8, Connector | PD | | | | | | | | | 0.0 |
| Road from | PE | | | | | | | 250.0 | | 250.0 |
| Commerce Way to | RW | | | | | | | | | 0.0 |
| SR8 | С | | | | | | | | | 0.0 |
| | Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 250.0 | 0.0 | 250.0 |

Scarborough Road C-D Roads

Project Description: This project will add an alternative Road from Scarborough Road at exit 104 as well as a new exit from SR1 to the Dover Mall and Dover Downs sites.

Project Justification: This project will relieve congestion on US 13, improve safety for multi-modal movements throughout the area and encourage economic development.

| County: | Kent |
|---------------------------------|-------------------|
| Municipality: | Dover |
| Funding Program: | Road System – Art |
| Functional Category: | Management |
| Representative District: | 28 |
| Senatorial District: | 17 |
| Estimated Cost: | \$ TBD |
| MPO Priority Rating: | 17 |
| State Priority Ranking | 101 |
| | |







| Project Authorization | on Schedu | le (X \$000) | | | | | | | | |
|------------------------------|-----------|----------------------------|--------------------|----------------------------|-------------------|----------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2018 State/ Other | FY 2018 Federal | FY 2019 State/ Other | FY2019 Federal | FY 2020 State/ Other | FY 2020 Federal | FY 2021 State/ Other | FY 2021 Federal | FY 2018- 2021 Total |
| SR1, Scarborough | PD | | | | | | | | | 0.0 |
| Road C-D Roads | PE | | | | | | | 250.0 | | 250.0 |
| | RW | | | | | | | | | 0.0 |
| | С | | | | | | | | | 0.0 |
| | Total | 0.0 | 0.0 | 0.0 | 0.0 | 00. | 0.0 | 250.0 | 0.0 | 250.0 |

Future federal Funding Program:

National Highway System

| Project Funding Sch | nedule (X | \$000) | | | | | | | | |
|----------------------------|-----------|----------------------------|--------------------|----------------------------|-------------------|----------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2018 State/ Other | FY 2018 Federal | FY 2019 State/ Other | FY2019 Federal | FY 2020 State/ Other | FY 2020 Federal | FY 2021 State/ Other | FY 2021 Federal | FY 2018- 2021 Total |
| SR1, Scarborough | PD | | | | | | | | | 0.0 |
| Road C-D Roads | PE | | | | | | | 250.0 | | 250.0 |
| | RW | | | | | | | | | 0.0 |
| | С | | | | | | | | | 0.0 |
| | Total | 0.0 | 0.0 | 0.0 | 0.0 | 00. | 0.0 | 250.0 | 0.0 | 250.0 |

NE Front Street, Rehoboth Blvd to SR1

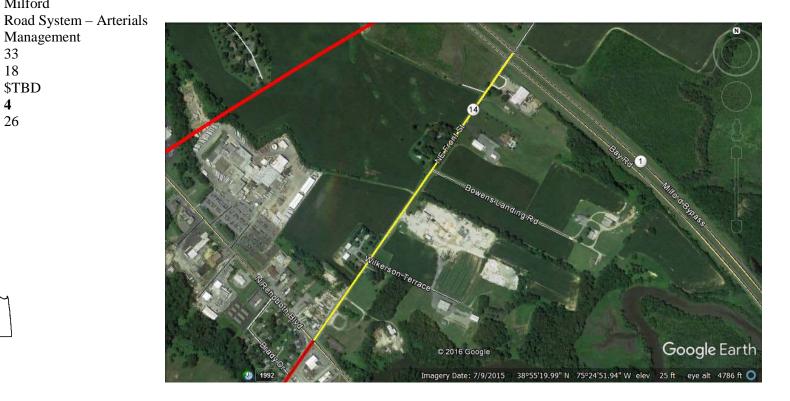
Project Description: This project will improve the NE. Front St. from Rehoboth Boulevard/1B to SR1 in Milford. These improvements are to be made in conjunction with the construction of the new grade separated intersection at SR 1.

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

| County: | Kent |
|---------------------------------|-------------|
| Municipality: | Milford |
| Funding Program: | Road System |
| Functional Category: | Management |
| Representative District: | 33 |
| Senatorial District: | 18 |
| Estimated Cost: | \$TBD |
| MPO Priority Rating: | 4 |
| State Priority Ranking | 26 |







| Project Authorizati | on Schedu | le (X \$000) | | | | | | | | |
|---------------------|-----------|----------------------------|--------------------|----------------------------|-------------------|----------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2018 State/ Other | FY 2018 Federal | FY 2019 State/ Other | FY2019 Federal | FY 2020 State/ Other | FY 2020 Federal | FY 2021 State/ Other | FY 2021 Federal | FY 2018- 2021 Total |
| NE Front Street, | PD | | | | | | | | | 0.0 |
| Rehoboth Blvd to | PE | | | | | | | 450.0 | | 450.0 |
| SR1 | RW | | | | | | | | | 0.0 |
| | С | | | | | | | | | 0.0 |
| | Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 450.0 | 0.0 | 450.0 |

Future federal Funding Program:

National Highway System

| Project Funding Sch | nedule (X | \$000) | | | | | | | | |
|----------------------------|-----------|----------------------------|--------------------|----------------------------|-------------------|----------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2018 State/ Other | FY 2018 Federal | FY 2019 State/ Other | FY2019 Federal | FY 2020 State/ Other | FY 2020 Federal | FY 2021 State/ Other | FY 2021 Federal | FY 2018- 2021 Total |
| NE Front Street, | PD | | | | | | | | | 0.0 |
| Rehoboth Blvd to | PE | | | | | | | 450.0 | | 450.0 |
| SR1 | RW | | | | | | | | | 0.0 |
| | С | | | | | | | | | 0.0 |
| | Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 450.0 | 0.0 | 450.0 |

ROAD SYSTEM: COLLECTORS

WEST DOVER CONNECTOR

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

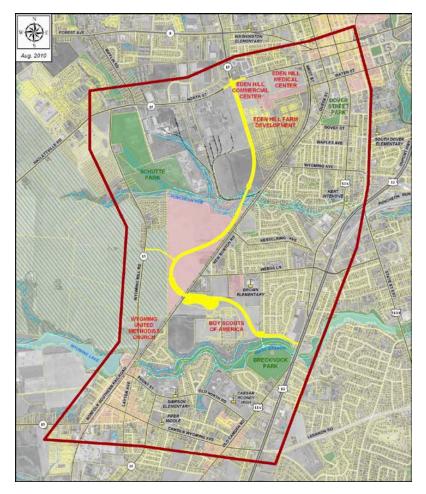
PROJECT JUSTIFICATION: The Dover/Kent County MPO Long Range Transportation Plan and City of Dover Comprehensive Plan have identified the need for this project and the Department agrees. The traffic analyses that have been conducted based on existing and proposed growth in the area justify the need for this roadway connection due to the degradation of the existing area roadway facilities. The MPO expects all expenditures for this project should be complete in FY 2017.

County: Municipality: Funding Program: Functional Category: Representative District: Senatorial District: Estimated Cost: MPO Priority Rating: State Priority Number:

Dover Road System – Collectors Expansion 31, 32 17 \$57,215,800 2.10 (old system) **78**

Kent





WEST DOVER CONNECTOR

| Project Authorizati | on Schedu | ule (X \$000) | | | | | | | | |
|----------------------------|-----------|---------------|---------|-------------|---------|-------------|---------|--------------|---------|------------|
| Droject | Dhaga | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- |
| Project | Phase | State/Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total |
| | PD | | | | | | | | | 0.0 |
| WEST DOVER | PE | | | | | | | | | 0.0 |
| CONNECTOR | RW | | | | | | | | | 0.0 |
| | С | | | | | | | | | 0.0 |
| | Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

National Highway Performance Program Surface Transportation Program MAP-21

| Project Funding S | chedule (X | \$000) | | | | | | | | |
|--------------------------|------------|------------------------|--------------------|------------------------|-------------------|------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2018 State/Other | FY 2018 Federal | FY 2019 State/Other | FY2019 Federal | FY 2020 State/Other | FY 2020 Federal | FY 2021 State/ Other | FY 2021 Federal | FY 2018- 2021 Total |
| | PD | | | | | | | | | 0.0 |
| WEST DOVER | PE | | | | | | | | | 0.0 |
| CONNECTOR | RW | | | | | | | | | 0.0 |
| | С | | | | | | | | | 0.0 |
| | Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

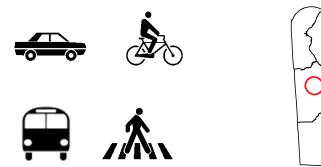
KENTON ROAD: SR8 TO CHESTNUT GROVE ROAD

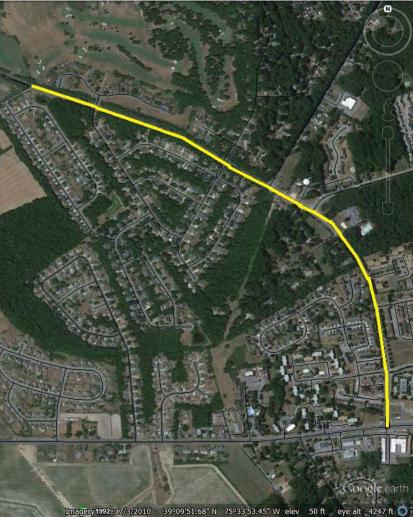
Project Description: Funding is requested to improve vehicle, pedestrian, and bicycle travel along Kenton Road (K104) between Route 8/Forrest Ave and Chestnut Grove Road (K158) in Dover. The improvements will involve widening Kenton Road to two 11-foot lanes with two five-foot shoulders, installing curbs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

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

| Municipality: |
|---------------------------------|
| |
| Funding Program: |
| Functional Category: |
| Representative District: |
| Senatorial District: |
| Estimated Cost: |
| MPO Priority Rating: |
| State Priority Number: |

| Kent |
|--------------------------|
| Dover |
| Road System – Collectors |
| Management |
| 31 |
| 17 |
| \$5,201,306 |
| 2.10 (old system) |
| 78 |





KENTON ROAD: SR8 TO CHESTNUT GROVE ROAD

| Project Authorization | on Schedu | ule (X \$000) | | | | | | | | |
|-----------------------|-----------|---------------|---------|-------------|---------------|-------------|---------|--------------|---------|------------|
| Project | Dhogo | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- |
| rroject | Phase | State/Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total |
| KENTON ROAD: | PE | 50.0 | 200.0 | | | | | | | 250.0 |
| SR8 TO | RW | 48.0 | 192.0 | 144.0 | 576.0 | | | | | 960.0 |
| CHESTNUT | С | | | | | 300.0 | 1,200.0 | 300.0 | 1,200.0 | 3,000.0 |
| GROVE ROAD | Total | 98.0 | 392.0 | 144.0 | 576.0 | 300.0 | 1,200.0 | 300.0 | 1,200.0 | 4,210.0 |

| Project Funding Sch | edule (X | \$000) | | | | | | | | |
|----------------------------|----------|----------------|---------|-------------|---------|-------------|---------|--------------|---------|------------|
| Droject | Dhogo | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- |
| Project | Phase | State/Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total |
| KENTON ROAD: | PE | 50.0 | 200.0 | | | | | | | 250.0 |
| SR8 TO | RW | 48.0 | 192.0 | 144.0 | 576.0 | | | | | 960.0 |
| CHESTNUT | С | | | | | 300.0 | 1,200.0 | 300.0 | 1,200.0 | 3,000.0 |
| GROVE ROAD | Total | 98.0 | 392.0 | 144.0 | 576.0 | 300.0 | 1,200.0 | 300.0 | 1,200.0 | 4,210.0 |

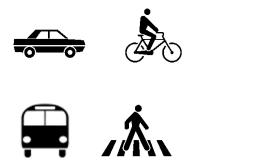
CRAWFORD CARROLL ROAD EXTENSION

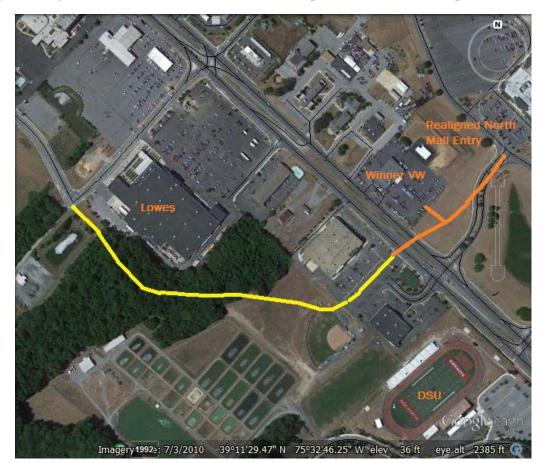
Project Description: Funding is requested to improve vehicle, pedestrian, and bicycle travel along Crawford Carroll Road Extended from Rustic Lane, behind the Lowes Store ultimately to extend through the parking lot of the HH Gregg/Pet Smart Dover stores in North Dover. The improvements will involve 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: |
|---------------------------------|
| Municipality: |
| Funding Program: |
| Functional Category: |
| Representative District: |
| Senatorial District: |
| Estimated Cost: |
| MPO Priority Rating: |
| State Priority Number: |
| |

Kent Dover Road System – Collectors Expansion 31 17 \$5,857,388 2.10 **49**





CRAWFORD CARROLL ROAD EXTENSION

| Project Authorization Schedule (X \$000) | | | | | | | | | | | | |
|--|-------|----------------|---------|-------------|---------|-------------|---------|--------------|---------|------------|--|--|
| Project | Dhogo | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- | | |
| rroject | Phase | State/Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total | | |
| CRAWFORD | PE | 50.0 | 200.0 | | | | | | | 250.0 | | |
| CARROLL ROAD | RW | | | 220.0 | 880.0 | 220.0 | 880.0 | | | 2,200.0 | | |
| EXTENSION | С | | | | | | | 300.0 | 1,200.0 | 1,500.0 | | |
| | Total | 50.0 | 200.0 | 220.0 | 880.0 | 220.0 | 880.0 | 300.0 | 1,200.0 | 3,950.0.0 | | |

Surface Transportation Program MAP-21

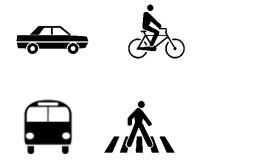
| Project Funding Sch | Project Funding Schedule (X \$000) | | | | | | | | | | | | |
|----------------------------|------------------------------------|----------------|---------|-------------|---------|-------------|---------|--------------|---------|------------|--|--|--|
| Drotoot | Dhasa | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- | | | |
| Project | Phase | State/Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total | | | |
| CRAWFORD | PE | 50.0 | 200.0 | | | | | | | 250.0 | | | |
| CARROLL ROAD | RW | | | 220.0 | 880.0 | 220.0 | 880.0 | | | 2,200.0 | | | |
| EXTENSION | С | | | | | | | 300.0 | 1,200.0 | 1,500.0 | | | |
| | Total | 50.0 | 200.0 | 220.0 | 880.0 | 220.0 | 880.0 | 300.0 | 1,200.0 | 3,950.0.0 | | | |

CAMDEN BY-PASS: OLD NORTH ROAD EXTENDED TO DE 10

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

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

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





CAMDEN BY-PASS: NORTH STREET EXTENDED TO DE 10

| Project Authorization Schedule (X \$000) | | | | | | | | | | | | |
|--|-------|-------------|---------|-------------|---------|-------------|---------|--------------|---------|------------|--|--|
| Project | Dhaga | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- | | |
| rroject | Phase | State/Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total | | |
| CAMDEN BY-PASS: | PE | 350.0 | | 350.0 | | | | | | 700.0 | | |
| NORTH STREET | RW | | | | | 120.0 | 480.0 | 120.0 | 480.0 | 1,200.0 | | |
| EXTENDED TO | С | | | | | | | | | 0.0 | | |
| DE10 | Total | 350.0 | 0.0 | 350.0 | 0.0 | 120.0 | 480.0 | 120.0 | 480.0 | 1,900.0 | | |

Surface Transportation Program MAP-21

| Project Funding Schedule (X \$000) | | | | | | | | | | | | |
|------------------------------------|-------|-------------|---------|-------------|---------|-------------|---------|--------------|---------|------------|--|--|
| Drotost | Dhogo | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- | | |
| Project | Phase | State/Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total | | |
| CAMDEN BY-PASS: | PE | 350.0 | | 350.0 | | | | | | 700.0 | | |
| NORTH STREET | RW | | | | | 120.0 | 480.0 | 120.0 | 480.0 | 1,200.0 | | |
| EXTENDED TO DE10 | С | | | | | | | | | 0.0 | | |
| DEIU | Total | 350.0 | 0.0 | 350.0 | 0.0 | 120.0 | 480.0 | 120.0 | 480.0 | 1,900.0 | | |

CAMDEN BY-PASS: SOUTH STREET TO RISING SUN ROAD

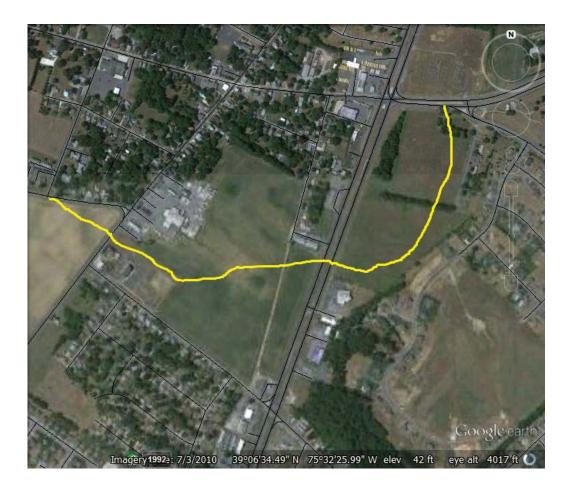
Project Description: The Town of Camden has experienced traffic growth as development has occurred west of RT13. The Town has worked with the department to lessen the impact of traffic congestion and large trucks on the small Main Street and adjoining historic properties. Funding is requested to improve vehicle, pedestrian, and bicycle travel along a new right of way from South Main Street east to US 13 and then to Route 10 east of Camden.

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

| County: | Kent |
|---------------------------------|--------|
| Municipality: | Dover |
| Funding Program: | Road |
| Functional Category: | Mana |
| Representative District: | 31 |
| Senatorial District: | 17 |
| Estimated Cost: | \$13,2 |
| MPO Priority Rating: | 2.10 |
| State Priority Number: | 78 |

Dover Road System – Collectors Management 31 17 \$13,200,000 2.10 **78**





CAMDEN BY-PASS: SOUTH STREET TO RISING SUN ROAD

| Project Authorization Schedule (X \$000) | | | | | | | | | | | | |
|--|-------|--------------|---------|-------------|---------------|-------------|---------|--------------|---------|------------|--|--|
| Project | Phase | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- | | |
| | | State/ Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total | | |
| CAMDEN BY-PASS: | PE | 120.0 | 480.0 | | | | | | | 600.0 | | |
| SOUTH STREET TO | RW | | | 200.0 | 800.0 | 200.0 | 800.0 | | | 2,000.0 | | |
| RISING SUN ROAD | С | | | | | | | 1,000.0 | 4,000.0 | 5,000.0 | | |
| | Total | 120.0 | 480.0 | 200.0 | 800.0 | 200.0 | 800.0 | 1,000.0 | 4,000.0 | 7,6100.0 | | |

| Project Funding Schedule (X \$000) | | | | | | | | | | | | |
|------------------------------------|--------------|---------|----------------|---------|-------------|---------|--------------|---------|------------|----------|--|--|
| Project Phase | Dhogo | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- | | |
| | State/ Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total | | | |
| CAMDEN BY-PASS: | PE | 120.0 | 480.0 | | | | | | | 600.0 | | |
| SOUTH STREET TO | RW | | | 200.0 | 800.0 | 200.0 | 800.0 | | | 2,000.0 | | |
| RISING SUN ROAD | С | | | | | | | 1,000.0 | 4,000.0 | 5,000.0 | | |
| | Total | 120.0 | 480.0 | 200.0 | 800.0 | 200.0 | 800.0 | 1,000.0 | 4,000.0 | 7,600.0 | | |

IRISH HILL RD., FOX CHASE ROAD TO MCGINNIS POND ROAD

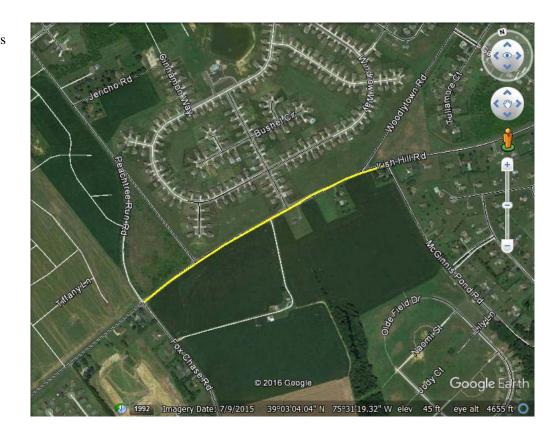
PROJECT SCOPE/DESCRIPTION: This project includes the initial improvements to Irish Hill Road as identified in the MPO's Metropolitan Transportation Plan. The project was nominated by Kent County as an important problem area in the developing areas south of Dover. Project will include the realignment of Woodleytown Road with Irish Hill Road.

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

Municipality: Funding Program: Functional Category: Representative District: Senatorial District: Estimated Cost: MPO Priority Rating: State Priority Number: Central Kent County Road System – Collectors Management 33 16 \$ TBD 32 78







IRISH HILL RD., FOX CHASE ROAD TO MCGINNIS POND ROAD

| Project Authorization Schedule (X \$000) | | | | | | | | | | | | |
|--|-------|--------------|---------|-------------|---------|-------------|---------|--------------|---------|------------|--|--|
| Project | Dhaga | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- | | |
| rroject | Phase | State/ Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total | | |
| IRISH HILL RD., FOX | PE | | | | | | | 150.0 | | 150.0 | | |
| CHASE ROAD TO | RW | | | | | | | | | 0.0 | | |
| MCGINNIS POND | С | | | | | | | | | 0.0 | | |
| ROAD | Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 150.0 | 0.0 | 150.0 | | |

450.0

Federal Funding Program:

Surface Transportation Program MAP-21 (STP)

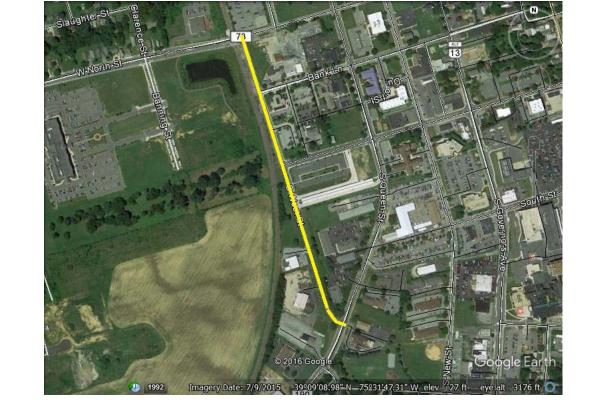
| Project Funding Schedule (X \$000) | | | | | | | | | | | | |
|------------------------------------|-------|--------------|----------------|-------------|---------------|-------------|---------|--------------|---------|------------|--|--|
| Project | Dhogo | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- | | |
| Project | Phase | State/ Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total | | |
| IRISH HILL RD., FOX | PE | | | | | | | 150.0 | | 150.0 | | |
| CHASE ROAD TO | RW | | | | | | | | | 0.0 | | |
| MCGINNIS POND | С | | | | | | | | | 0.0 | | |
| ROAD | Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 150.0 | 0.0 | 150.0 | | |

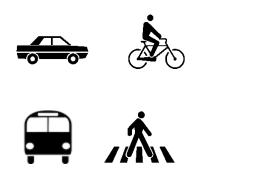
WEST STREET, NEW BURTON ROAD TO NORTH STREET

Project Description: West Street has become a critical connection for the DART Transit service in the city of Dover. The Dover Transit Center is adjacent on Water Street and buses use West Street to enter and exit the Transit Center. It is also a popular route between North Street and New Burton Road but has not been built to the standards for this use. The project will include improvements to the road surface and installation of pedestrian and bicycle access for users of the road and the Transit Center.

Project Justification: This is a proposal for road improvements and non-motorized access on the street and for the Transit Center .

| County: | Kent |
|---------------------------------|--------------------------|
| Municipality: | Dover |
| Funding Program: | Road System – Collectors |
| Functional Category: | Management |
| Representative District: | 31 |
| Senatorial District: | 17 |
| Estimated Cost: | \$650,000 |
| MPO Priority Rating: | 2. |
| State Priority Number: | 78 |





WEST STREET, NEW BURTON ROAD TO NORTH STREET

| Project Authorization Schedule (X \$000) | | | | | | | | | | | | |
|--|-------|--------------|---------|-------------|---------------|-------------|---------|--------------|---------|------------|--|--|
| Project | Dhace | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- | | |
| Project | Phase | State/ Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total | | |
| WEST STREET, | PE | | | | | | | 200.0 | | 200.0 | | |
| NEW BURTON | RW | | | | | | | | | 0.0 | | |
| ROAD TO NORTH | С | | | | | | | | | 0.0 | | |
| STREET | Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 200.0 | 0.0 | 200.0 | | |

| Project Funding Sch | Project Funding Schedule (X \$000) | | | | | | | | | | | | | | |
|----------------------------|------------------------------------|-------------|------------|-------------|---------|-------------|---------|--------------|---------|------------|--|--|--|--|--|
| Project | Phase | FY 201 | 18 FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- | | | | | |
| | rnase | State/ Othe | er Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total | | | | | |
| WEST STREET, | PE | | | | | | | 200.0 | | 200.0 | | | | | |
| NEW BURTON | RW | | | | | | | | | 0.0 | | | | | |
| ROAD TO NORTH | С | | | | | | | | | 0.0 | | | | | |
| STREET | Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 200.0 | 0.0 | 200.0 | | | | | |

ROAD SYSTEM: LOCAL ROADS

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

ROAD SYSTEM: BICYCLE / PEDESTRIANS

BICYCLE AND PEDESTRIAN IMPROVEMENTS

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

ROAD SYSTEM: BRIDGES

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

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

PROJECT JUSTIFICATION: The existing pipe is structurally deficient and was selected by the Pontis Bridge Management System for work. It has a sufficiency rating of 69.8 and is ranked 63 on the 2013 DelDOT Bridge Deficiency List. There are numerous perforations along the pipes and a deep pitting. The wingwalls are also spalling.

| County: | Kent |
|---------------------------------|----------------------|
| Funding Program: | Road System – Bridge |
| Functional Category: | Management |
| Representative District: | 33 |
| Senatorial District: | 16 |
| Estimated Cost: | \$737,000 |
| MPO Priority Rating: | N/A (Bridge) |
| | |

| Project Authorizatio | Project Authorization Schedule (X \$000) | | | |] | | | | | |
|-----------------------------|--|----------------------------|--------------------|----------------------------|-------------------|----------------------------|--------------------|-------------------------|--------------------|------------------------|
| Project | Phase | FY 2017 State/ Other | FY 2017 Federal | FY 2018 State/ Other | FY2018 Federal | FY 2019 State/ Other | FY 2019 Federal | FY 2020 State/ Other | FY 2020 Federal | FY 2017- 2020 Total |
| BR 2-031A ON K031 | PE | | | | | | | | | 0.0 |
| IRISH HILL ROAD | RW | 2.4 | 9.6 | | | | | | | 12.0 |
| OVER DOUBLE RUN | С | 141.0 | 564.0 | | | | | | | 705.0 |
| CREEK | Total | 143.4 | 573.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 717.0 |

Federal Funding Program: Surface Transportation Program

| Project Funding Sch | Project Funding Schedule (X \$000) | | | | | | | | | | | | | |
|----------------------------|------------------------------------|----------------------------|--------------------|----------------------------|-------------------|----------------------------|--------------------|-------------------------|--------------------|------------------------|--|--|--|--|
| Project | Phase | FY 2017 State/ Other | FY 2017 Federal | FY 2018 State/ Other | FY2018 Federal | FY 2019 State/ Other | FY 2019 Federal | FY 2020 State/ Other | FY 2020 Federal | FY 2017- 2020 Total | | | | |
| BR 2-031A ON K031 | PE | | | | | | | | | 0.0 | | | | |
| IRISH HILL ROAD | RW | 2.4 | 9.6 | | | | | | | 12.0 | | | | |
| OVER DOUBLE RUN | С | 141.0 | 564.0 | | | | | | | 705.0 | | | | |
| CREEK | Total | 143.4 | 573.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 717.0 | | | | |

BR 2-050A ON SR 8, HALLTOWN ROAD OVER BEAVERDAM DITCH

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of the existing bridge structure in its entirety at Bridge 2-050A. The replacement structure will be concrete box beams on pile supported stub abutments. This project will also involve placement of riprap for channel stabilization and scour protection, installation of guardrail and reconstructing approach roadway as necessary. The work will be performed under a full road closure.

PROJECT JUSTIFICATION: This structure was selected by the Pontis Bridge Management System for work. There is a significant scour concern at this structure with exposed footers and undermining of the foundation. The existing beams and barrier walls are heavily deteriorated with spalls, cracks and exposed reinforcing bars. This bridge is currently ranked 382nd on the 2013 DelDOT Bridge Deficiency List.

| County: | Kent |
|---------------------------------|----------------------|
| Funding Program: | Road System – Bridge |
| Functional Category: | Management |
| Representative District: | 11 |
| Senatorial District: | 15 |
| Estimated Cost: | \$1,000,000 |
| MPO Priority Rating: | N/A (Bridge) |
| | - |



| Project Authorization Schedule (X \$000) | | | | | | | | | | | | | |
|--|-------|-------------|---------|-------------|---------|-------------|---------|----------------|---------|------------|--|--|--|
| Project | Phase | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- | | | |
| | | State/Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total | | | |
| BR 2-050A ON SR 8, | PE | | | | | | | | | 0.0 | | | |
| HALLTOWN ROAD | RW | | | | | | | | | 0.0 | | | |
| OVER BEAVERDAM | С | | | 200.0 | 800.0 | | | | | 1,000.0 | | | |
| DITCH | Total | 0.0 | 0.0 | 200.0 | 800.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1,000.0 | | | |

Federal Funding Program: Surface Transportation Program MAP-21

| Project Funding Sch | Project Funding Schedule (X \$000) | | | | | | | | | | | | | |
|----------------------------|------------------------------------|-------------|---------|-------------|---------------|-------------|---------|--------------|---------|------------|--|--|--|--|
| Project | Phase | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- | | | | |
| | | State/Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total | | | | |
| BR 2-050A ON SR 8, | PE | | | | | | | | | 0.0 | | | | |
| HALLTOWN ROAD | RW | | | | | | | | | 0.0 | | | | |
| OVER BEAVERDAM | С | | | 200.0 | 800.0 | | | | | 1,000.0 | | | | |
| DITCH | Total | 0.0 | 0.0 | 200.0 | 800.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1,000.0 | | | | |

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

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

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

| County: | Kent |
|---------------------------------|----------------------|
| Funding Program: | Road System – Bridge |
| Functional Category: | Management |
| Representative District: | 29 |
| Senatorial District: | 15 |
| Estimated Cost: | \$634,500 |
| MPO Priority Rating: | N/A (Bridge) |



| Project Authorization Schedule (X \$000) | | | | | | | | | | | | | |
|--|-------|-------------|---------|-------------|---------|-------------|---------|--------------|---------|-----------------|--|--|--|
| Dusiant | DI | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- | | | |
| Project | Phase | State/Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total | | | |
| BR 2-052B ON K052 | PE | | | | | | | | | 0.0 | | | |
| WESTVILLE ROAD | RW | | | | | | | | | 0.0 | | | |
| OVER ALMSHOUSE | С | 120.0 | 480.0 | | | | | | | 600.0 | | | |
| BRANCH | Total | 120.0 | 480.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 600.0 | | | |

Federal Funding Program: M231, M232 Surface Transportation Program

| Project Funding Schedule (X \$000) | | | | | | | | | | | | | |
|------------------------------------|-------|-------------|---------|-------------|---------|-------------|---------|--------------|---------|------------|--|--|--|
| Dreiset | DI | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- | | | |
| Project | Phase | State/Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total | | | |
| BR 2-052B ON K052 | PE | | | | | | | | | 0.0 | | | |
| WESTVILLE ROAD | RW | | | | | | | | | 0.0 | | | |
| OVER ALMSHOUSE | С | 120.0 | 480.0 | | | | | | | 600.0 | | | |
| BRANCH | Total | 120.0 | 480.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 600.0 | | | |

BR 2-098 ON FORDS CORNER ROAD, OVER GRAVELLY RUN

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of the existing bridge structure in its entirety at Bridge 2-098A. The replacement structure will be concrete box beams on pile supported stub abutments. This project will also involve placement of riprap for channel stabilization and scour protection, installation of guardrail and reconstructing approach roadway as necessary. The work will be performed under a full road closure.

PROJECT JUSTIFICATION: This structure was selected by the Pontis Bridge Management System for work. There is a significant scour concern at this structure with exposed footers and undermining of the foundation. The existing beams and barrier walls are heavily deteriorated with spalls, cracks and exposed reinforcing bars. This bridge is currently ranked on the DelDOT Bridge Deficiency List.

| County: | Kent |
|---------------------------------|----------------------|
| Funding Program: | Road System – Bridge |
| Functional Category: | Management |
| Representative District: | 11 |
| Senatorial District: | 15 |
| Estimated Cost: | \$500,000 |
| MPO Priority Rating: | N/A (Bridge) |
| | |



| Project Authorizatio | on Sched | ule (X \$000) | | | | | | | | |
|-----------------------------|----------|---------------|---------|-------------|---------|-------------|---------|--------------|---------|------------|
| Destat | Phase | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- |
| Project | | State/Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total |
| BR 2-098 ON FORDS | PE | | | | | | | | | 0.0 |
| CORNER ROAD, | RW | 15.0 | | | | | | | | 15.0 |
| OVER GRAVELLY | С | 200.0 | | 250.0 | | | | | | 450.0 |
| RUN | Total | 215.0 | 0.0 | 250.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 465.0 |

Federal Funding Program: Surface Transportation Program MAP-21

| Project Funding Schedule (X \$000) | | | | | | | | | | | | |
|------------------------------------|-------|-------------|---------|-------------|---------|-------------|---------|--------------|---------|------------|--|--|
| Project | Dhago | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- | | |
| Project | Phase | State/Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total | | |
| BR 2-098 ON FORDS | PE | | | | | | | | | 0.0 | | |
| CORNER ROAD, | RW | 15.0 | | | | | | | | 15.0 | | |
| OVER GRAVELLY | С | 200.0 | | 250.0 | | | | | | 450.0 | | |
| RUN | Total | 215.0 | 0.0 | 250.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 465.0 | | |

BR 2-108B ON FIRETOWER ROAD OVER TRIBUTARY TO COW MARSH DITCH

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of the existing bridge structure in its entirety at Bridge 2-050A. The replacement structure will be concrete box beams on pile supported stub abutments. This project will also involve placement of riprap for channel stabilization and scour protection, installation of guardrail and reconstructing approach roadway as necessary. The work will be performed under a full road closure.

PROJECT JUSTIFICATION: This structure was selected by the Pontis Bridge Management System for work. There is a significant scour concern at this structure with exposed footers and undermining of the foundation. The existing beams and barrier walls are heavily deteriorated with spalls, cracks and exposed reinforcing bars. This bridge is currently ranked 382nd on the 2013 DelDOT Bridge Deficiency List.

| County: | Kent |
|---------------------------------|----------------------|
| Funding Program: | Road System – Bridge |
| Functional Category: | Management |
| Representative District: | 11 |
| Senatorial District: | 15 |
| Estimated Cost: | \$510,000 |
| MPO Priority Rating: | N/A (Bridge) |
| | - |



| Project Authorization Schedule (X \$000) | | | | | | | | | | | | |
|--|-------|----------------|---------|-------------|---------|----------------|----------------|--------------|----------------|------------|--|--|
| Destat | Phase | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- | | |
| Project | | State/Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total | | |
| BR 2-108B ON | PE | | | | | | | | | 0.0 | | |
| FIRETOWER ROAD | RW | 10.0 | | | | | | | | 10.0 | | |
| OVER TRIBUTARY | С | | | 400.0 | | | | | | 400.0 | | |
| TO COW MARSH DITCH | Total | 10.0 | 0.0 | 400.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 410.0 | | |

Federal Funding Program: Surface Transportation Program MAP-21

| Project Funding Schedule (X \$000) | | | | | | | | | | | | |
|--|-------|-------------|---------|-------------|---------------|-------------|---------|--------------|---------|------------|--|--|
| Project | Phase | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- | | |
| | | State/Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total | | |
| BR 2-108B ON FIRETOWER ROAD OVER TRIBUTARY | PE | | | | | | | | | 0.0 | | |
| | RW | 10.0 | | | | | | | | 10.0 | | |
| | С | | | 400.0 | | | | | | 400.0 | | |
| TO COW MARSH DITCH | Total | 10.0 | 0.0 | 400.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 410.0 | | |

BR 2-114E ON K114 TODD'S CHAPEL ROAD OVER QUARTER BRANCH

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

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

| County: | Kent |
|---------------------------------|----------------------|
| Funding Program: | Road System – Bridge |
| Functional Category: | Management |
| Representative District: | 30 |
| Senatorial District: | 18 |
| Estimated Cost: | \$512,000 |
| MPO Priority Rating: | N/A (Bridge) |



| Project Authorization Schedule (X \$000) | | | | | | | | | | | | |
|--|-------|-------------|---------|-------------|---------|-------------|---------|--------------|---------|------------|--|--|
| Project | Phase | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- | | |
| rioject | rnase | State/Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total | | |
| BR 2-114E ON K114 | PE | | | | | | | | | 0.0 | | |
| TODD'S CHAPEL | RW | | | | | | | | | 0.0 | | |
| ROAD OVER | С | 80.0 | 320.0 | | | | | | | 400.0 | | |
| QUARTER BRANCH | Total | 80.0 | 320.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 400.0 | | |

Federal Funding Program: M233 – STP OFF-System Bridge

| Project Funding Schedule (X \$000) | | | | | | | | | | | | |
|------------------------------------|-------|-------------|---------|-------------|---------|-------------|---------|--------------|---------|------------|--|--|
| Project | Phase | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- | | |
| | | State/Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total | | |
| BR 2-114E ON K114 | PE | | | | | | | | | 0.0 | | |
| TODD'S CHAPEL | RW | | | | | | | | | 0.0 | | |
| ROAD OVER | С | 80.0 | 320.0 | | | | | | | 400.0 | | |
| QUARTER BRANCH | Total | 80.0 | 320.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 400.0 | | |

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

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

PROJECT JUSTIFICATION: The existing pipes at the bridge are structurally deficient and were selected by the Pontis Bridge Management System for work. There is corrosion at the waterline with 100% section loss at some locations. Replacement of this bridge will help the Department meet its performance measure for percentage of bridges in poor condition. This bridge is ranked 65th on the 2015 DelDOT Bridge Deficiency List (out of 1625 total bridges).

County:KentFunding Program:Road System – BridgeFunctional Category:ManagementRepresentative District:35, 30Senatorial District:18Estimated Cost:\$544,000MPO Priority Rating:N/A (Bridge)



| Project Authorization Schedule (X \$000) | | | | | | | | | | | | |
|--|-------|-------------|---------|-------------|---------------|-------------|---------|--------------|---------|------------|--|--|
| Project | Phase | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- | | |
| | | State/Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total | | |
| BR 2-118A ON K118 COON DEN ROAD | PE | | | | | | | | | 0.0 | | |
| | RW | 16.0 | | | | | | | | 16.0 | | |
| OVER NANTICOKE | С | | | 100.6 | 402.4 | | | | | 503.0 | | |
| RIVER | Total | 16.0 | 0.0 | 100.6 | 402.4 | 0.0 | 0.0 | 0.0 | 0.0 | 519.0 | | |

Federal Funding Program: Surface Transportation Program - Off System Bridge

| Project Funding Schedule (X \$000) | | | | | | | | | | | |
|------------------------------------|-------|-------------|---------|-------------|---------|-------------|---------|--------------|---------|------------|--|
| Project | Dhogo | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- | |
| | Phase | State/Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total | |
| BR 2-118A ON K118 | PE | | | | | | | | | 0.0 | |
| COON DEN ROAD | RW | 16.0 | | | | | | | | 16.0 | |
| OVER NANTICOKE RIVER | С | | | 100.6 | 402.4 | | | | | 503.0 | |
| | Total | 16.0 | 0.0 | 100.6 | 402.4 | 0.0 | 0.0 | 0.0 | 0.0 | 519.0 | |

BR2-234A ON K234 LAKE FRONT DRIVE OVER RED HOUSE BRANCH

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of the existing corrugated metal pipe with reinforced concrete pipes or a box culvert and the reconstruction of the existing headwall. Additional work includes the placement of riprap for scour protection, the reconstruction of the approach roadway as needed, and the installation of guardrail. Traffic will be maintained during construction to provide access for the homeowners.

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

| County: | Kent |
|---------------------------------|----------------------|
| Funding Program: | Road System – Bridge |
| Functional Category: | Management |
| Representative District: | 34 |
| Senatorial District: | 16 |
| Estimated Cost: | \$377,000 |
| MPO Priority Rating: | N/A (Bridge) |



| Project Authorizatio | Project Authorization Schedule (X \$000) | | | | | | | | | | | | |
|-----------------------------|--|-------------|---------|-------------|---------|-------------|---------|--------------|---------|------------|--|--|--|
| Project | Disers | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- | | | |
| Project | Phase | State/Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total | | | |
| BR2-234A ON K234 | PE | | | | | | | | | 0.0 | | | |
| LAKE FRONT DRIVE | RW | | | | | | | | | 0.0 | | | |
| OVER RED HOUSE | С | 300.0 | | | | | | | | 300.0 | | | |
| BRANCH | Total | 300.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 300.0 | | | |

Federal Funding Program: Highway Bridge Program

| Project Funding Schedule (X \$000) | | | | | | | | | | | | |
|------------------------------------|-------|-------------|---------|-------------|---------|-------------|---------|--------------|---------|------------|--|--|
| Project | Dhaca | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- | | |
| Project | Phase | State/Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total | | |
| BR2-234A ON K234 | PE | | | | | | | | | 0.0 | | |
| LAKE FRONT DRIVE | RW | | | | | | | | | 0.0 | | |
| OVER RED HOUSE | С | 300.0 | | | | | | | | 300.0 | | |
| BRANCH | Total | 300.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 300.0 | | |

KENT COUNTY PIPE REPLACEMENT – STATE, OPEN END FY15-17

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

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

| County: | Kent |
|---------------------------------|-----------------------|
| Funding Program: | Road System – Bridge |
| Functional Category: | Management |
| Representative District: | Potentially 11 |
| Senatorial District: | Potentially 15 and 18 |
| Estimated Cost: | \$5 ,885,127 |
| MPO Priority Rating: | N/A (Bridge) |

| Project Authorization Schedule (X \$000) | | | | | | | | | | |
|--|-------|-------------|---------|-------------|---------|-------------|---------|--------------|---------|------------|
| Project | Phase | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- |
| | | State/Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total |
| KENT AND SUSSEX | PE | | | | | | | | | 0.0 |
| PIPE | RW | | | | | | | | | 0.0 |
| REPLACEMENT | С | 700.1 | | | | | | | | 700.1 |
| | Total | 700.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 700.1 |

State Funding Program

| Project Funding Schedule (X \$000) | | | | | | | | | | |
|------------------------------------|-------|-------------|---------|-------------|---------------|-------------|---------|--------------|---------|------------|
| Project | Phase | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- |
| | | State/Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total |
| KENT AND SUSSEX | PE | | | | | | | | | 0.0 |
| PIPE | RW | | | | | | | | | 0.0 |
| REPLACEMENT | С | 700.1 | | | | | | | | 700.1 |
| | Total | 700.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 700.1 |

TRANSIT SYSTEM: FACILITIES

DOVER MAINTENANCE FACILITY RENOVATIONS

PROJECT DESCRIPTION: Capital repairs on transit vehicle maintenance facilities.

PROJECT JUSTIFICATION: Deferred improvements have made significant repairs necessary.

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

| Project Funding Sch | Project Funding Schedule (X \$000) | | | | | | | | | | | | |
|----------------------------|------------------------------------|------------------------|--------------------|------------------------|-------------------|------------------------|--------------------|-------------------------|--------------------|------------------------|--|--|--|
| Project | Phase | FY 2018 State/Other | FY 2018 Federal | FY 2019 State/Other | FY2019 Federal | FY 2020 State/Other | FY 2020 Federal | FY 2021 State/ Other | FY 2021 Federal | FY 2018- 2021 Total | | | |
| DOVER | PE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| MAINTENANCE | С | 500.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 500.0 | | | |
| FACILITY RENOVATIONS | Total | 500.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 500.0 | | | |

BUS FACILITIES: ELECTRIC BUS MODIFICATIONS

PROJECT DESCRIPTION: Capital modifications to transit facilities to provide recharge stations for new electric buses.

PROJECT JUSTIFICATION: Improvements made to implement the DTC's attempt to utilize zero emission vehicles.

| County: | Kent |
|---------------------------------|-----------------------------|
| Funding Program: | Transit System – Facilities |
| Functional Category: | Expansion |
| Representative District: | 31 |
| Senatorial District: | 17 |
| Estimated Cost: | \$1,897,000 |

| Project Funding Sch | Project Funding Schedule (X \$000) | | | | | | | | | | | | | |
|-------------------------|------------------------------------|------------------------|--------------------|------------------------|-------------------|------------------------|--------------------|-------------------------|--------------------|------------------------|--|--|--|--|
| Project | Phase | FY 2018 State/Other | FY 2018 Federal | FY 2019 State/Other | FY2019 Federal | FY 2020 State/Other | FY 2020 Federal | FY 2021 State/ Other | FY 2021 Federal | FY 2018- 2021 Total | | | | |
| DOVER | PE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| MAINTENANCE | С | 514.2 | 1,382.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1,897.0 | | | | |
| FACILITY RENOVATIONS | Total | 514.2 | 1,382.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1,897.0 | | | | |

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: Funding Program: Functional Category: Representative District: Senatorial District: Estimated Cost: Kent Transit System – Vehicles Expansion 32 17 \$954,500







PREVENTATIVE MAINTENANCE – KENT COUNTY

| Project Authorization | Project Authorization Schedule (X \$000) | | | | | | | | | | | | | |
|-------------------------------|--|-------------|---------|-------------|---------|-------------|---------|--------------|---------|------------|--|--|--|--|
| Drojoot Dh | Diam | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- | | | | |
| Project | Phase | State/Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total | | | | |
| PREVENTATIVE MAINTENANCE – | PRO | 23.9 | 95.4 | 23.9 | 95.4 | 23.9 | 95.4 | 23.9 | 95.4 | 477.2 | | | | |
| KENT COUNTY | Total | 23.9 | 95.4 | 23.9 | 95.4 | 23.9 | 95.4 | 23.9 | 95.4 | 477.2 | | | | |

5307 – Urbanized Area Formula Grant Program

| Project Funding Sch | Project Funding Schedule (X \$000) | | | | | | | | | | | | |
|-------------------------------|------------------------------------|-------------|---------|-------------|---------|-------------|---------|--------------|---------|------------|--|--|--|
| Drainat Dhag | Dhogo | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- | | | |
| Project | Phase | State/Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total | | | |
| PREVENTATIVE MAINTENANCE – | PRO | 23.9 | 95.4 | 23.9 | 95.4 | 23.9 | 95.4 | 23.9 | 95.4 | 477.2 | | | |
| KENT COUNTY | Total | 23.9 | 95.4 | 23.9 | 95.4 | 23.9 | 95.4 | 23.9 | 95.4 | 477.2 | | | |

TRANSIT VEHICLE EXPANSION: (6) 35' ELECTRIC BUSES FY18

PROJECT SCOPE/DESCRIPTION: The Delaware Transit Corporation will use grant funds to purchase six 35-foot electric buses to provide efficient fixed route service in Kent County.

PROJECT JUSTIFICATION: DTC's sought the opportunity to provide clean, efficient fixed route service in Kent County as the test location for a fleet addition.

| County: | Kent |
|---------------------------------|---------------------------|
| Funding Program: | Transit System – Vehicles |
| Functional Category: | Expansion |
| Representative District: | 32 |
| Senatorial District: | 18 |
| Estimated Cost: | \$4,929,000 |



TRANSIT VEHICLE EXPANSION: ELECTRIC BUSES

| Project Authorization | Project Authorization Schedule (X \$000) | | | | | | | | | | | | |
|---|--|----------------|---------|-------------|---------|-------------|---------|--------------|---------|------------|--|--|--|
| Project | Dhogo | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- | | | |
| rroject | Phase | State/Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total | | | |
| TRANSIT VEHICLE EXPANSION: (2) 40' LOW FLOOR FY17 | PRO | 1,140.9 | 3,788.1 | | | | | | | 4.929.0 | | | |
| LOW FLOOK F117 | Total | 1,140.9 | 3,788.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4,929.0 | | | |

Federal Funding Program – 5307 Urbanized Area Formula Grant Program

| Project Funding Sch | Project Funding Schedule (X \$000) | | | | | | | | | | | | |
|---------------------------------------|------------------------------------|----------------|---------|-------------|---------------|-------------|---------|--------------|---------|------------|--|--|--|
| Project | Dhass | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- | | | |
| Project | Phase | State/Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total | | | |
| TRANSIT VEHICLE EXPANSION: (2) 40' | PRO | 1,140.9 | 3,788.1 | | | | | | | 4.929.0 | | | |
| LOW FLOOR FY17 | Total | 1,140.9 | 3,788.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4,929.0 | | | |

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

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

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

County:KentFunding Program:Transit System – VehiclesFunctional Category:ExpansionRepresentative District:32Senatorial District:18Estimated Cost:\$950,000

TRANSIT VEHICLE EXPANSION



| Project Authorizatio | Project Authorization Schedule (X \$000) | | | | | | | | | | | | |
|---|--|-------------|---------|-------------|---------|-------------|---------|--------------|---------|------------|--|--|--|
| Project | Dhass | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- | | | |
| Project | Phase | State/Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total | | | |
| TRANSIT VEHICLE EXPANSION: (2) 40' LOW FLOOR KC | PRO | 190.0 | 760.0 | | | | | | | 950.0 | | | |
| FY17 | Total | 190.0 | 760.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 950.0 | | | |

Federal Funding Program – 5307 Urbanized Area Formula Grant Program

| Project Funding Sch | Project Funding Schedule (X \$000) | | | | | | | | | | | | |
|---------------------------------------|------------------------------------|----------------|---------|-------------|---------|-------------|---------|--------------|---------|------------|--|--|--|
| Project | Dham | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- | | | |
| Project | Phase | State/Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total | | | |
| TRANSIT VEHICLE EXPANSION: (2) 40' | PRO | 190.0 | 760.0 | | | | | | | 950.0 | | | |
| LOW FLOOR KC FY17 | Total | 190.0 | 760.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 950.0 | | | |

TRANSIT VEHICLE EXPANSION: (2) 45' OTR KC FY19

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

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

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



TRANSIT VEHICLE EXPANSION

| Project Authorization | Project Authorization Schedule (X \$000) | | | | | | | | | | | | |
|---|--|-------------|---------|-------------|---------------|-------------|---------|--------------|---------|------------|--|--|--|
| Project | Dhaga | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- | | | |
| Project | Phase | State/Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total | | | |
| TRANSIT VEHICLE EXPANSION (2) 45' OTR KC FY19 | PRO | | | 338.6 | 1,354.5 | | | | | 1,693.1 | | | |
| UIR KC F119 | Total | 0.0 | 0.0 | 338.6 | 1,354.5 | 0.0 | 0.0 | 0.0 | 0.0 | 1,693.1 | | | |

| Project Funding Schedule (X \$000) | | | | | | | | | | |
|--------------------------------------|-------|-------------|---------|-------------|---------|-------------|---------|--------------|---------|------------|
| Drotoot | Dhaga | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- |
| Project | Phase | State/Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total |
| TRANSIT VEHICLE EXPANSION (2) 45' | PRO | | | 338.6 | 1,354.5 | | | | | 1,693.1 |
| OTR KC FY19 | Total | 0.0 | 0.0 | 338.6 | 1,354.5 | 0.0 | 0.0 | 0.0 | 0.0 | 1,693.1 |

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

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

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

County:KentFunding Program:Transit SystFunctional Category:ExpansionRepresentative District:28, 29, 30, 3Senatorial District:14, 15, 16, 1Estimated Cost:\$1,657,200

Kent Transit System – Vehicles Expansion 28, 29, 30, 31, 32, 34 14, 15, 16, 17 \$1,657,200



VEHICLE REPLACEMENT

| Project Authorization Schedule (X \$000) | | | | | | | | | | |
|---|-------|-------------|---------|-------------|---------|-------------|---------|--------------|---------|------------|
| Destact | | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- |
| Project | Phase | State/Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total |
| TRANSIT VEHICLE REPLACEMENT (2) 45' OTR KC FY19 | PRO | | | 331.4 | 1,325.8 | | | | | 1,657.2 |
| 45 OIK KC F119 | Total | 0.0 | 0.0 | 331.4 | 1,325.8 | 0.0 | 0.0 | 0.0 | 0.0 | 1,657.2 |

| Project Funding Schedule (X \$000) | | | | | | | | | | |
|------------------------------------|-------|-------------|---------|-------------|---------------|-------------|---------|--------------|---------|------------|
| Drotost | Dhasa | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- |
| Project | Phase | State/Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total |
| TRANSIT VEHICLE REPLACEMENT (2) | PRO | | | | | 331.4 | 1,325.8 | | | 1,657.2 |
| 45' OTR KC FY19 | Total | 0.0 | 0.0 | 0.0 | 0.0 | 331.4 | 1,325.8 | 0.0 | 0.0 | 1,657.2 |

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

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

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

| County: | Kent |
|---------------------------------|---------------------------|
| Funding Program: | Transit System – Vehicles |
| Functional Category: | Expansion |
| Representative District: | 28, 29, 30, 31, 32, 34 |
| Senatorial District: | 14, 15, 16, 17 |
| Estimated Cost: | \$2,017,200 |



VEHICLE REPLACEMENT

| Project Authorization Schedule (X \$000) | | | | | | | | | | |
|---|-------|-------------|---------|-------------|---------|-------------|---------|--------------|---------|------------|
| Project | Dhogo | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- |
| rroject | Phase | State/Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total |
| TRANSIT VEHICLE REPLACEMENT (4) 30' Low Floor Buses | PRO | | | | | 403.4 | 1,613.8 | 0.0 | 0.0 | 2,017.2 |
| KC FY20 | Total | 0.0 | 0.0 | 0.0 | 0.0 | 403.4 | 1,613.8 | 0.0 | 0.0 | 2,017.2 |

| Project Funding Schedule (X \$000) | | | | | | | | | | |
|------------------------------------|-------|-------------|---------|-------------|---------|-------------|---------|--------------|---------|------------|
| Droioot | Dhaga | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- |
| Project | Phase | State/Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total |
| TRANSIT VEHICLE REPLACEMENT (4) | PRO | | | | | 403.4 | 1,613.8 | 0.0 | 0.0 | 2,017.2 |
| 30' Low Floor Buses KC FY20 | Total | 0.0 | 0.0 | 0.0 | 0.0 | 403.4 | 1,613.8 | 0.0 | 0.0 | 2,017.2 |

TRANSIT VEHICLE REPLACEMENT (13) 30' Low Floor Buses KC FY21

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

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

| County: | Kent |
|---------------------------------|---------------------------|
| Funding Program: | Transit System – Vehicles |
| Functional Category: | Expansion |
| Representative District: | 28, 29, 30, 31, 32, 34 |
| Senatorial District: | 14, 15, 16, 17 |
| Estimated Cost: | \$6,883,500 |



VEHICLE REPLACEMENT

| Project Authorization Schedule (X \$000) | | | | | | | | | | |
|--|-------|-------------|---------|-------------|---------|-------------|---------|--------------|---------|------------|
| Ducient | Dhaga | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- |
| Project | Phase | State/Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total |
| TRANSIT VEHICLE REPLACEMENT (13) 30' Low Floor | PRO | | | | | | | 1,376.7 | 5,506.8 | 6,883.5 |
| Buses KC FY21 | Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1,376.7 | 5,506.8 | 6,883.5 |

| Project Funding Schedule (X \$000) | | | | | | | | | | |
|-------------------------------------|-------|-------------|---------|-------------|---------|-------------|---------|--------------|---------|------------|
| Duciaat | Dhogo | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- |
| Project | Phase | State/Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total |
| TRANSIT VEHICLE REPLACEMENT | PRO | | | | | | | 1,376.7 | 5,506.8 | 6,883.5 |
| (13) 30' Low Floor Buses KC FY21 | Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1,376.7 | 5,506.8 | 6,883.5 |

TRANSIT VEHICLE REPLACEMENT Paratransit Buses Kent FY16-22

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

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

County:KentFunding Program:Transit System – VehiclesFunctional Category:ReplacementRepresentative District:28, 29, 30, 31, 32, 34Senatorial District:14, 15, 16, 17Estimated Cost:\$4,933,600

Paratransit Buses Kent FY2016-2022



| Project Authorization Schedule (X \$000) | | | | | | | | | | |
|---|-------|-------------|---------|-------------|---------|-------------|---------|--------------|---------|------------|
| Ducioat | Phase | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- |
| Project | rnase | State/Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total |
| TRANSIT VEHICLE REPLACEMENT Paratransit Buses | PRO | 173.2 | 692.7 | 326.1 | 1,304.4 | 75.4 | 301.8 | 412.0 | 1,648.0 | 4,933.6 |
| Kent FY16-2232, | Total | 173.2 | 692.7 | 326.1 | 1,304.4 | 75.4 | 301.8 | 412.0 | 1,648.0 | 4,933.6 |

| Project Funding Schedule (X \$000) | | | | | | | | | | |
|------------------------------------|-------|-------------|---------|-------------|---------|-------------|---------|--------------|---------|------------|
| Project | Phase | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- |
| rioject | rnase | State/Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total |
| TRANSIT VEHICLE REPLACEMENT | PRO | 173.2 | 692.7 | 326.1 | 1,304.4 | 75.4 | 301.8 | 412.0 | 1,648.0 | 4,933.6 |
| Paratransit Buses Kent FY16-22 | Total | 173.2 | 692.7 | 326.1 | 1,304.4 | 75.4 | 301.8 | 412.0 | 1,648.0 | 4,933.6 |

TRANSIT VEHICLE REPLACEMENT SUPPORT VEHICLES KENT FY16-22

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

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

| County: | Kent |
|---------------------------------|---------------------------|
| Funding Program: | Transit System – Vehicles |
| Functional Category: | Expansion |
| Representative District: | 32 |
| Senatorial District: | 16 |
| Estimated Cost: | \$171,400 |

SUPPORT VEHICLES KENT FY16-22

| Project Authorizatio | Project Authorization Schedule (X \$000) | | | | | | | | | | | | | | |
|--|--|-------------|---------|-------------|---------|----------------|----------------|----------------|---------|------------|--|--|--|--|--|
| Dention | Discourse | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- | | | | | |
| Project | Phase | State/Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total | | | | | |
| TRANSIT VEHICLE REPLACEMENT SUPPORT VEHICLES KENT | PRO | 59.6 | | | | 111.8 | | | | 171.4 | | | | | |
| FY16-22 | Total | 59.6 | 0.0 | 0.0 | 0.0 | 111.8 | 0.0 | 0.0 | 0.0 | 171.4 | | | | | |

| Project Funding Sch | edule (X | \$000) | | | | | | | | |
|--|----------|-------------|---------|-------------|---------|-------------|---------|--------------|---------|------------|
| Dretoot | Dhaga | FY 2018 | FY 2018 | FY 2019 | FY2019 | FY 2020 | FY 2020 | FY 2021 | FY 2021 | FY 2018- |
| Project | Phase | State/Other | Federal | State/Other | Federal | State/Other | Federal | State/ Other | Federal | 2021 Total |
| TRANSIT VEHICLE REPLACEMENT SUPPORT VEHICLES KENT | PRO | 59.6 | | | | 111.8 | | | | 171.4 |
| FY16-22 | Total | 59.6 | 0.0 | 0.0 | 0.0 | 111.8 | 0.0 | 0.0 | 0.0 | 171.4 |

APPENDIX B Adopted Resolutions and Self-Certification May 3, 2017

APPENDIX C Financial Plan (Including Evidence of Fiscal Constraint)

Dover/Kent County Metropolitan Planning Organization FY 2018-2021 Transportation Improvement Program DRAFT 5-3-2017 2

С

APPENDIX C FINANCIAL PLAN

| | Revenue | | | |
|---------------------------|---------------|---------------|---------------|---------------|
| Kent County | FY 18 | FY 19 | FY 20 | FY 21 |
| Federal | \$36,806,252 | \$16,220,686 | \$11,920,934 | \$35,480,225 |
| State | \$8,136,098 | \$5,731,322 | \$3,630,658 | \$9,658,707 |
| Other | \$23,900 | \$23,900 | \$23,900 | \$23,900 |
| Subtotal - Kent county | \$44,966,250 | \$21,975,908 | \$15,575,492 | \$45,162,832 |
| | | | | |
| Statewide | | | | |
| Federal | \$81,673,628 | \$90,153,878 | \$95,192,412 | \$84,267,884 |
| State | \$200,480,126 | \$187,926,821 | \$192,449,956 | \$189,797,042 |
| Other | \$1,520,926 | \$1,520,926 | \$1,520,926 | \$1,503,346 |
| Subtotal - Statewide | \$283,674,680 | \$279,601,625 | \$289,163,293 | \$275,568,273 |
| Total Revenue | \$328,640,930 | \$301,577,533 | \$304,738,785 | \$320,731,105 |
| | | | | |
| | Programmed F | unds | | |
| Kent County | | | | |
| Arterials | \$30,243,405 | \$13,209,951 | \$8,750,000 | \$27,150,000 |
| Collectors | \$1,690,000 | \$3,170,000 | \$4,200,000 | \$8,950,000 |
| Local | \$O | \$0 | \$0 | \$0 |
| Bridge Preservation | \$3,712,139 | \$2,153,000 | \$0 | \$0 |
| Bicycle/Pedestrian | \$O | \$0 | \$0 | \$0 |
| Transportation Facilities | \$O | \$0 | \$0 | \$0 |
| Transit Facilities | \$2,397,000 | \$0 | \$0 | \$0 |
| Transit Vehicles | \$6,923,706 | \$3,442,957 | \$2,625,492 | \$9,062,832 |
| Subtotal - Kent County | \$44,966,250 | \$21,975,908 | \$15,575,492 | \$45,162,832 |
| | | | | |
| Statewide | | | | |
| Road Systems | \$182,161,552 | \$189,302,140 | \$206,856,300 | \$193,930,988 |
| Support Systems | \$66,748,568 | \$61,981,033 | \$54,326,541 | \$54,213,832 |
| Transit Systems | \$12,084,560 | \$5,638,452 | \$5,300,452 | \$4,743,452 |
| Grants & Allocations | \$22,680,000 | \$22,680,000 | \$22,680,000 | \$22,680,000 |
| Subtotal - Statewide | \$283,674,680 | \$279,601,625 | \$289,163,293 | \$275,568,273 |
| Total Programmed Funds | \$328,640,930 | \$301,577,533 | \$304,738,785 | \$320,731,105 |

APPENDIX C

FINANCIAL PLAN

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

APPENDIX D Unfunded Projects (Aspirations) List

Dover/Kent County Metropolitan Planning Organization FY 2018-2021 Transportation Improvement Program DRAFT 5-3-2017

D

2

The 1-4-2017 Metropolitan Transportation Plan, after outreach to constituent communities, did not include an Aspirations List.

D

2

APPENDIX E-A Annual Listing of Projects

Kent County

APPENDIX E KENT COUNTY PROJECTS

| | | | | | | | KENT COUNTY PR | OJECTS | | | | | | | | | |
|--|---|--|--|--|---|--|---------------------|---------------------|--|---|---------------------|---|--|---------------------|--|--|---|
| Priori ty County | y Project Title | Category Class | Family | Phase | Current Estimate | FY18 State Spend | FY18 Fed Spend | FY18 Other Spend | FY19 State Spend | FY19 Fed Spend | FY19 Other Spend | FY20 State Spend | FY20 Fed Spend | FY20 Other Spend | FY21 State Spend | FY21 Fed Spend | FY21 Other Spend |
| ty 89 Kent | HEP KC, SR 8 & SR 15 Intersection Improvements | Road Systen Arterials | Arterials | PE | 1,100.000 | 60,000 | 240,000 | spena | 18.827 | 75.309 | spena | | | spena | | | spena |
| 89 Kent | HEP KC, SR 8 & SR 15 Intersection Improvements | Road Systen Arterials | Arterials | ROW | 1,000,000 | 50,000 | 200,000 | - | 150,000 | 600,000 | | | - | | - | | - |
| 89 Kent | HEP KC, SR 8 & SR 15 Intersection Improvements HEP KC, SR 8 & SR 15 Intersection Improvements Total | Road Systen Arterials | Arterials | С | 3,000,000 5,100,000 | 110,000 | 440,000 | - | 168,827 | 675,309 | | 150,000 150,000 | 1,350,000 1,350,000 | - | 150,000 150,000 | 1,350,000 1,350,000 | - |
| 61 Kent | Loockerman Street / Forest Street | Road Systen Arterials | | PD | 246,830 | | | - | - | - | | - | - | - | - | - | - |
| 61 Kent 61 Kent | Loockerman Street / Forest Street Loockerman Street / Forest Street | Road Systen Arterials Road Systen Arterials | | PE ROW | 50,000 200,000 | 25,000 | - | - | 100,000 | - | | 100,000 | - | 1 | - | - | - |
| 61 Kent | Loockerman Street / Forest Street | Road Systen Arterials | Arterials | С | 3,500,000 | - | - | | - | - | | 300,000 | 1,200,000 | - | 400,000 | 1,600,000 | |
| 22 Kent | Loockerman Street / Forest Street Total SR 1. Little Heaven Grade Separated Intersection | Road Systen Arterials | Arterials | PD | 3,996,830 605,360 | 25,000 | - | - | 100,000 | - | | 400,000 | 1,200,000 | - | 400,000 | 1,600,000 | - |
| 22 Kent | SR 1, Little Heaven Grade Separated Intersection | Road Systen Arterials | Arterials | PE | 5,499,000 | - | - | - | - | - | - | - | - | - | - | - | - |
| 22 Kent 22 Kent | SR 1, Little Heaven Grade Separated Intersection SR 1, Little Heaven Grade Separated Intersection | Road Systen Arterials Road Systen Arterials | | ROW CE | 19,800,000 5,436,808 | | 873,227 | | | - | | | | | - | | - |
| 22 Kent | SR 1, Little Heaven Grade Separated Intersection | Road Systen Arterials | Arterials | С | 40,117,533 | | 10,500,000 | - | - | - | | - | - | - | - | - | |
| 22 Kent 22 Kent | SR 1, Little Heaven Grade Separated Intersection SR 1, Little Heaven Grade Separated Intersection | Road Systen Arterials Road Systen Arterials | | Traffic Utilities | 1,698,900 6,894,276 | | 565,734 | | | | | | | - | - | - | - |
| 22 Kent | SR 1, Little Heaven Grade Separated Intersection | Road Systen Arterials | Arterials | Continge | 2,644,410 | | 2,644,410 | | | | | | | | | | |
| 22 Kent | SR 1, Little Heaven Grade Separated Intersection SR 1, Little Heaven Grade Separated Intersection Total | Road Systen Arterials | Arterials | Maintena | 50,000 82,746,288 | | 14,583,371 | | | | | | | | | | |
| 69 Kent | SR 1, Little Heaven Grade Separated Intersection Total SR 1, NE Front Street Grade Separated Intersection | Road Systen Arterials | Arterials | PE | 82,746,288 726,936 | - | 14,585,5/1 | - | - | - | | - | - | - | - | - | - |
| 69 Kent 69 Kent | SR 1, NE Front Street Grade Separated Intersection | Road Systen Arterials | | ROW | 3,000,000 16,000,000 | - | - | - | - | 6.400.000 | - | - | - | - | - | - | - |
| 69 Kent 69 Kent | SR 1, NE Front Street Grade Separated Intersection SR 1, NE Front Street Grade Separated Intersection | Road Systen Arterials Road Systen Arterials | | Utilities | 38,000 | 800,000 | 3,200,000 | - | 1,600,000 | 6,400,000 | | 800,000 | 3,200,000 | - | - | - | - |
| 69 Kent | SR 1, NE Front Street Grade Separated Intersection | Road Systen Arterials | Arterials | Maintena | 442,000 | - | - | - | - | - | | - | - | - | - | - | |
| 95 Kent | SR 1, NE Front Street Grade Separated Intersection Total SR 1, South Frederica Grade Separated Intersection | Road Systen Arterials | Arterials | PD | 20,206,936 489,204 | 800,000 | 3,200,000 | - | 1,600,000 | 6,400,000 | | 800,000 | 3,200,000 | - | | | - |
| 95 Kent | SR 1, South Frederica Grade Separated Intersection | Road Systen Arterials | Arterials | PE | 2,988,700 | - | - | - | - | - | | - | - | - | - | - | - |
| 95 Kent 95 Kent | SR 1, South Frederica Grade Separated Intersection SR 1, South Frederica Grade Separated Intersection | Road Systen Arterials Road Systen Arterials | | ROW CE | 2,488,734 4,355,650 | 202.369 | 809.474.93 | - | - | - | | - | - | - | - | - | - |
| 95 Kent | SR 1, South Frederica Grade Separated Intersection | Road Systen Arterials | Arterials | С | 18,364,798 | 1,591,535 | 6,366,143 | | | - | - | | - | - | - | - | - |
| 95 Kent 95 Kent | SR 1, South Frederica Grade Separated Intersection SR 1, South Frederica Grade Separated Intersection | Road Systen Arterials Road Systen Arterials | | Traffic Utilities | 779,976 554,011 | 83,102 | 332,410 | - | - | - | - | - | - | - | - | - | - |
| 95 Kent | SR 1, South Frederica Grade Separated Intersection | Road Systen Arterials | Arterials | Continge | 1,665,815 | - | - | - | 333,163.00 | 1,332,652.00 | | - | - | - | - | - | - |
| 95 Kent | SR 1, South Frederica Grade Separated Intersection SR 1, South Frederica Grade Separated Intersection Total | Road Systen Arterials | Arterials | Maintena | 80,000 31,766,887 | 16,000 1,893,006 | 64,000 7,572,028 | - | 333,163 | 1,332,652 | | - | - | - | - | - | - |
| 7 Kent | SR 1, Thompsonville Grade Separated Intersection | Road Systen Arterials | | PD | 685,425 | 1,895,006 | 7,572,028 | - | 333,163 | 1,332,652 | | - | - | - | - | | - |
| 7 Kent | SR 1, Thompsonville Grade Separated Intersection | Road Systen Arterials | | PE ROW | 250,000 | - | - | - | - | - | - | - | - | - | - | - | - |
| 7 Kent 7 Kent | SR 1, Thompsonville Grade Separated Intersection SR 1, Thompsonville Grade Separated Intersection | Road Systen Arterials Road Systen Arterials | | ROW CE | 8,576,568 2,115,743 | - | - | - | - | - | | - | - | - | - | - | - |
| 7 Kent | SR 1, Thompsonville Grade Separated Intersection | Road Systen Arterials | Arterials | С | 11,531,132 | - | - | - | - | - | - | - | - | - | - | - | - |
| 7 Kent 7 Kent | SR 1, Thompsonville Grade Separated Intersection SR 1, Thompsonville Grade Separated Intersection | Road Systen Arterials Road Systen Arterials | Arterials Arterials | Traffic Utilities | 356,002 366,197 | - | - | | - | - | | - | - | | - | - | - |
| 7 Kent | SR 1, Thompsonville Grade Separated Intersection | Road Systen Arterials | Arterials | Continge | 1,655,685 | - | - | - | - | = | - | - | - | - | - | - | - |
| 7 Kent | SR 1, Thompsonville Grade Separated Intersection SR 1, Thompsonville Grade Separated Intersection Total | Road Systen Arterials | Arterials | Maintena | 10,000 25,546,752 | | - | | - | - | | - | - | | - | - | - |
| 84 Kent | HEP KC, SR14 at Killens Pond Road Intersection Improvement | Road Systen Arterials | Safety Improve | erPE | 20,000 | - | - | - | - | - | - | - | - | - | - | - | - |
| 84 Kent 84 Kent | HEP KC, SR14 at Killens Pond Road Intersection Improvement HEP KC, SR14 at Killens Pond Road Intersection Improvement | Road Systen Arterials Road Systen Arterials | | | 30,000 250,000 | 2,000 25,000 | 18,000 225,000 | - | - | - | - | - | - | - | - | - | - |
| | HEP KC, SR14 at Killens Pond Road Intersection Improvement Total | | | | 300,000 | 27,000 | 243,000 | - | - | - | | - | - | - | - | | - |
| 24 Kent | HEP, KC, US13, Lochmeath Way to Puncheon Run Connector | Road Systen Arterials | C - Cotes Immerces | PE | 4,500,000 | 250.000 | 1.000.000 | - | 200,000 | 800,000 | | | | | | - | - |
| | HEP, KC, US13, Lochmenth Way to Punchaon Run Connector | | | | | | -,, | | | | - | 200.000 | 800.000 | - | | | |
| 24 Kent 24 Kent | HEP, KC, US13, Lochmeath Way to Puncheon Run Connector HEP, KC, US13, Lochmeath Way to Puncheon Run Connector | Road Systen Arterials Road Systen Arterials | Safety Improve | | 2,000,000 66,000,000 | - | - | - | 200,000 | 800,000 | | 200,000 | 800,000 | - | 4,400,000 | 17,600,000 | - |
| 24 Kent 24 Kent | HEP, KC, US13, Lochmeath Way to Puncheon Run Connector HEP, KC, US13, Lochmeath Way to Puncheon Run Connector Total | Road Systen Arterials Road Systen Arterials | Safety Improve Safety Improve | eiROW eiC | 2,000,000 66,000,000 72,500,000 | 250,000 | 1,000,000 | | 200,000 - 400,000 | | : | 200,000 | 800,000 800,000 | - | 4,400,000 4,400,000 | 17,600,000 17,600,000 | |
| 24 Kent | HEP, KC, US13, Lochmeath Way to Puncheon Run Connector | Road Systen Arterials | Safety Improve Safety Improve Safety Improve | eiROW eiC eiPE | 2,000,000 66,000,000 | - | - | | 200,000 | 800,000 | | | | - | | | |
| 24 Kent 24 Kent 25 Kent | HEP, KC, US13, Lochmeath Way to Puncheon Run Connector HEP, KC, US13, Lochmeath Way to Puncheon Run Connector Total HEP KC, US13 Walnut Shade Rd. to Lochmeath Way HEP KC, US13 Walnut Shade Rd. to Lochmeath Way HEP KC, US13 Walnut Shade Rd. to Lochmeath Way | Road Systen Arterials Road Systen Arterials Road Systen Arterials | Safety Improve Safety Improve Safety Improve Safety Improve | eiROW eiC eiPE | 2,000,000 66,000,000 72,500,000 500,000 500,000 16,500,000 | 250,000 100,000 | - | - | 200,000 | 800,000 | - | 200,000 200,000 | | | 4,400,000 100,000 | 17,600,000 400,000 | |
| 24 Kent 24 Kent 25 Kent 25 Kent | HEP, KC, US13, Lochmeath Way to Puncheon Run Connector HEP, KC, US13, Lochmeath Way to Puncheon Run Connector Total HEP KC, US13 Wahnut Shade Rd. to Lochmeath Way HEP KC, US13 Wahnut Shade Rd. to Lochmeath Way | Road Systen Arterials Road Systen Arterials Road Systen Arterials Road Systen Arterials | Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve | ei ROW ei C ei PE ei ROW ei C | 2,000,000 66,000,000 72,500,000 500,000 500,000 | 250,000 | - | - | 200,000 - 400,000 | 800,000 | - | 200,000 | | - | 4,400,000 | 17,600,000 | |
| 24Kent25Kent25Kent25Kent16Kent16Kent | HEP, KC, US13, Lochmenth Way to Puncheon Run Connector HEP, KC, US13, Lochmenth Way to Puncheon Run Connector Total HEP KC, US13 Wahun Shade Rd. to Lochmenth Way HEP KC, US13 Wahun Shade Rd. to Lochmenth Way Manus Shade Road, US13 to Peachtree Run Road Wahun Shade Road, US13 to Peachtree Run Road | Road Systen Arterials Road Systen Arterials Road Systen Arterials Road Systen Arterials Road Systen Arterials Road Systen Arterials Road Systen Arterials | Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve | ei ROW ei C ei PE ei ROW ei C ei PE ei ROW | 2,000,000 66,000,000 72,500,000 500,000 16,500,000 17,500,000 850,000 1,000,000 | 250,000 100,000 | - | - | 200,000 400,000 200,000 200,000 | 800,000 | - | 200,000 200,000 200,000 | | - | 4,400,000 100,000 | 17,600,000 400,000 | |
| 24 Kent 24 Kent 25 Kent 25 Kent 25 Kent 16 Kent | HEP, KC, US13, Lochmeath Way to Puncheon Rum Connector HEP, KC, US13, Lochmeath Way to Ponucheon Rum Connector Total HEP KC, US13 Wahun Shade Rd. to Lochmeath Way HEP KC, US13 Wahun Shade Rd. to Lochmeath Way Wahun Shade Road, US13 to Pachtree Run Road Wahun Shade Road, US13 to Pachtree Run Road | Road Systen Arterials Road Systen Arterials Road Systen Arterials Road Systen Arterials Road Systen Arterials Road Systen Arterials | Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve | ei ROW ei C ei PE ei ROW ei C ei PE ei ROW | 2,000,000 66,000,000 72,500,000 500,000 16,500,000 17,500,000 850,000 1,000,000 5,000,000 | 250,000 100,000 | - | - | 200,000 400,000 200,000 200,000 | 800,000 | - | 200,000 200,000 200,000 | | - | 4,400,000 100,000 100,000 100,000 | 17,600,000 400,000 400,000 400,000 | |
| 24Kent25Kent25Kent25Kent16Kent16Kent | HEP, KC, US13, Lochmeath Way to Puncheon Run Connector HEP, KC, US13, Jochmeath Way to Puncheon Run Connector Total HEP KC, US13 Wahnur Shade Rd. to Lochmeath Way HEP KC, US13 Wahnur Shade Rd. to Lochmeath Way Wahnur Shade Road, US13 to Peachtree Run Road Wahnur Shade Road, US13 to Peachtree Run Road | Road Systen Arterials Road Systen Arterials Road Systen Arterials Road Systen Arterials Road Systen Arterials Road Systen Arterials Road Systen Arterials | Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve | ei ROW ei C ei PE ei ROW ei C ei PE ei ROW | 2,000,000 66,000,000 72,500,000 500,000 16,500,000 17,500,000 850,000 5,000,000 6,850,000 750,000 | 250,000 100,000 | - | | 200,000 400,000 200,000 200,000 | 800,000 | - | 200,000 200,000 200,000 450,000 | | - | 4,400,000 100,000 100,000 100,000 100,000 250,000 | 17,600,000 400,000 400,000 | |
| 24Kent24Kent25Kent25Kent26Kent16Kent16Kent | HEP, KC, US13, Lochment Way to Puncheon Run Connector HEP, KC, US13, Lochment Way to Puncheon Run Connector Total HEP KC, US13 Wahun Shade Rd. to Lochment Way HEP KC, US13 Wahun Shade Rd. to Lochment Way Wahun Shade Road, US13 to Peachtree Run Road Wahun Shade Road, US13 to Peachtree Run Road Wahun Shade Road, US13 to Peachtree Run Road Wahun Shade Road, US13 to Peachtree Run Road State State Road Road, US13 to Peachtree Run Road State Road Road Road Road Road Road Road Road | Road Systen Arterials Road Systen Arterials | Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve | ei ROW ei C ei PE ei ROW ei C ei PE ei ROW | 2,000,000 66,000,000 72,590,000 500,000 16,500,000 17,500,000 8,50,000 5,000,000 6,850,000 7,50,000 7,50,000 | 250,000 100,000 | - | • | 200,000 400,000 200,000 200,000 | 800,000 | - | 200,000 200,000 200,000 450,000 | | • | 4,400,000 100,000 100,000 100,000 | 17,600,000 400,000 400,000 400,000 | |
| 24 Kent 24 Kent 25 Kent 25 Kent 26 Kent 16 Kent 16 Kent 55 Kent | HEP, KC, US13, Lochment Way to Puncheon Run Connector HEP, KC, US13, Lochment Way to Puncheon Run Connector Total HEP KC, US13 Wahun Shade Rd. to Lochment Way HEP KC, US13 Wahun Shade Rd. to Lochment Way HEP KC, US13 Wahun Shade Rd. to Lochment Way HEP KC, US13 Wahun Shade Rd. to Lochment Way Mather Shade Road, US13 to Peachtree Run Road Wahun Shade Road, US13 to Peachtree Run Road State State Road, US13 to Peachtree Run Road Wahun Shade Road, US13 to Peachtree Run Road State State Connector From Commerce Way to St88 St85, Connector From Commerce Way to St87 St81, Scarborough Road C-D Roads Stat J, Scarborough Road C-D Roads Total | Road Systen Arterials Road Systen Arterials | Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Arterials Arterials | ei ROW ei C ei PE ei ROW ei C ei PE ei ROW | 2,000,000 66,000,000 72,500,000 10,500,000 11,500,000 13,500,000 1,000,000 6,850,000 750,000 750,000 750,000 7550,000 | 250,000 100,000 | - | | 200,000 400,000 200,000 200,000 | 800,000 | - | 200,000 200,000 200,000 450,000 | | · · · · | 4,400,000 100,000 100,000 100,000 100,000 250,000 | 17,600,000 400,000 400,000 400,000 | |
| 24 Kent 24 Kent 25 Kent 25 Kent 26 Kent 16 Kent 16 Kent 55 Kent | HEP, KC, US13, Lochmeath Way to Puncheon Run Connector HEP, KC, US13, Lochmeath Way to Puncheon Run Connector Total HEP KC, US13 Wahnu Shade Rd. to Lochmeath Way HEP KC, US13 Wahnu Shade Rd. to Lochmeath Way Wahnu Shade Road, US13 to Peachtree Run Road Wahnu Shade Road, US13 to Peachtree Run Road Wahnu Shade Road, US13 to Peachtree Run Road SRS, Connector from Commerce Way to SR8 SRS, Connector from Commerce Way to SR8 SR L, Scarborough Road C-D Roads SR L, Scarborough Road C-D Roads SR L, Scarborough Road C-D Roads SR Low State Roboth Bid to SR L | Road Systen Arterials Road Systen Arterials | Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Arterials Arterials | ei ROW ei C ei PE ei ROW ei C ei PE ei ROW | 2,000,000 66,000,000 72,500,000 500,000 10,500,000 10,500,000 10,500,000 10,500,000 10,500,000 10,500,000 750,000 750,000 750,000 150,000 | 250,000 100,000 | - | | 200,000 400,000 200,000 200,000 | 800,000 | - | 200,000 200,000 200,000 450,000 | | - | 4,400,000 100,000 100,000 100,000 250,000 250,000 250,000 250,000 250,000 250,000 | 17,600,000 400,000 400,000 400,000 | |
| 24 Kent 24 Kent 25 Kent 25 Kent 26 Kent 16 Kent 16 Kent 55 Kent | HEP, KC, USJ3, Lochmenth Way to Puncheon Rum Connector HEP, KC, USJ3, Lochmenth Way to Puncheon Rum Connector Total HEP KC, USJ3 Wahur, Shade R. Ho. Lochmenth Way HEP KC, USJ3 Wahur, Shade R. Ho. Lochmenth Way Wahur, Shade Road, USJ3 to Peachtree Rum Road Wahur Shade Road, USJ3 to Peachtree Rum Road Wahur, Shade Road, USJ3 to Peachtree Rum Road Stat, Connector from Commerce Way to SAR Stat, Sconnector from Commerce Way to SAR Stat, Sconnector from Commerce Way to SAR Stat, Sconnector Roboth Blvd to SA I RF Front Street Rehobent Blvd to SA I NE front | Road Systen Arterials Road Systen Arterials | Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Arterials Arterials | ei ROW ei C ei PE ei ROW ei C ei PE ei ROW | 2,000,000 66,000,000 72,500,000 500,000 10,500,000 17,500,000 5,000,000 7,500,000 7,500,000 7,500,000 7,500,000 7,500,000 7,500,000 4,500,000 4,500,000 | 250,000 100,000 | - | - | 200,000 400,000 200,000 200,000 | 800,000 | - | 200,000 200,000 200,000 450,000 | | - | 4,400,000 100,000 100,000 100,000 250,000 250,000 250,000 | 17,600,000 400,000 400,000 400,000 | |
| 24 Kent 24 Kent 25 Kent 25 Kent 26 Kent 16 Kent 17 Kent | HEP, KC, US13, Lochment Way to Puncheon Run Connector HEP, KC, US13, Lochment Way to Puncheon Run Connector Total HEP KC, US13 Wahun Shade Rd. to Lochment Way HEP KC, US13 Wahun Shade Rd. to Lochment Way HEP KC, US13 Wahun Shade Rd. to Lochment Way HEP KC, US13 Wahun Shade Rd. to Lochment Way Mahun Shade Road, US13 to Peachtree Run Road Wahun Shade Road, US13 to Peachtree Run Road SRS, Connector from Commerce Way to SR8 SRS, Connector From Commerce Way to SR8 SRS, Connector Run Condensite Ray to SR8 SR 1, Scarbrough Road C-D Roads SR 1, Scarbrough Road C-D Roads Total NE Front Street Rehoboth Bird to SR 1 NE Fro | Road Systen Arterials Road Systen Arterials | Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Arterials Arterials Arterials Scollectors | ei ROW ei C ei PE ei ROW ei C ei PE ei ROW | 2,000,000 66,000,000 72,500,000 16,500,000 17,500,000 15,500,000 6,550,000 750,000 750,000 750,000 750,000 750,000 450,000 450,000 | | - | - | 200,000 | 800,000 | - | 200,000 200,000 200,000 450,000 | | | 4,400,000 100,000 100,000 100,000 250,000 250,000 250,000 250,000 250,000 250,000 | 17,600,000 400,000 400,000 400,000 | |
| 24 Kent 24 Kent 25 Kent 26 Kent 16 Kent 16 Kent 16 Kent 16 Kent 17 Kent 18 Kent 26 Kent 27 Kent 28 Kent 29 Kent 20 Kent 21 Kent | HEP, KC, US13, Lochment Way to Puncheon Run Connector HEP, KC, US13, Lochment Way to Puncheon Run Connector Total HEP KC, US13 Wahun Shade Rd. to Lochment Way HEP KC, US13 Wahun Shade Rd. to Lochment Way HEP KC, US13 Wahun Shade Rd. to Lochment Way HEP KC, US13 Wahun Shade Rd. to Lochment Way Mather Shade Road, US13 to Peachtree Run Road Wahun Shade Road, US13 to Peachtree Run Road SRS, Connector from Commerce Way to SR8 SRS, Connector From Commerce Way to SR8 SRS, Connector Run Condon State SR 1, Scarbrough Road C-D Roads SR 1, | Road Systen Arterials Road Systen Collectors Road Systen Collectors Road Systen Collectors | Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Arterials Arterials Collectors Sofolectors | ei ROW ei C ei PE ei ROW ei C ei PE ei ROW | 2,000,000 66,000,000 72,500,000 15,500,000 15,500,000 15,500,000 6,550,000 750,000 750,000 750,000 750,000 450,000 450,000 450,000 450,000 450,000 450,000 150,0000 150,0000 150,0000 150,0000 150,000000 150,0000000000 | 250,000 100,000 | - | • | 200,000 400,000 200,000 200,000 | 800,000 | - | 200,000 200,000 200,000 450,000 | | - | 4,400,000 100,000 100,000 100,000 250,000 250,000 250,000 250,000 250,000 250,000 | 17,600,000 400,000 400,000 400,000 | |
| 24 Kent 24 Kent 25 Kent 26 Kent 16 Kent 16 Kent 101 Kent 26 Kent 101 Kent 26 Kent 27 Kent 28 Kent 29 Kent | HEP, KC, US13, Lochment Way to Puncheon Run Connector HEP, KC, US13, Lochment Way to Puncheon Run Connector Total HEP KC, US13 Wahur Shade Rd. to Lochment Way HEP KC, US13 Wahur Shade Rd. to Lochment Way Total Wahur Shade Road, US13 to Pachtree Run Road Wahur Shade Road, US13 to Pachtree Run Road Stat, Scancetor from Commerce Way to S48 S48, Connector from Commerce Way to S48 S48, Loserborough Road C-D Roads S41, Loserborough Road C-D Roads S41, Loserborough Road C-D Roads S41, Roet Roboth Bird to S41 NE Front Street Rehobeth Bird to S41 NE Front Street Rehobeth Bird to S41 NE Find Hill Road, Foc Chase Road to McGinnis Pond Road Trish Hill Road, Foc Chase Road to McGinnis Pond Road Total Canden Bypass, North Street Estended to S810 Canden Bypass, North Street Estended to S810 | Road SystemArterials Road SystemArterials | Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Arterials Arterials Collectors Sofolectors | e ROW er C er PE er ROW er C er PE er ROW er C er C PE PE PE | 2,000,000 66,000,000 72,500,000 500,000 10,500,000 17,500,000 5,000,000 7,500,000 7,500,000 7,500,000 7,500,000 4,500,000 4,500,000 4,500,000 4,500,000 1,2000,000 2,5000,000 2,5000,000 | 250,000 100,000 100,000 - - - - - - - - - - - - - - - - - | - | - | 200,000 400,000 200,000 400,000 400,000 | 800,000 | - | 200,000 200,000 450,000 450,000 - - - - - - - - - - - - 120,000 | 800,000 - - - - - - - - - - - - - - - - - | | 4,400,000 100,000 100,000 100,000 100,000 250,000 250,000 250,000 150,000 150,000 150,000 150,000 120, | 17,600,000 400,000 400,000 400,000 - - - - 480,000 | |
| 24 Kent 24 Kent 25 Kent 25 Kent 25 Kent 26 Kent 16 Kent 16 Kent 16 Kent 17 Kent 26 Kent 26 Kent 27 Kent 28 Kent 28 Kent 28 Kent 28 Kent 28 Kent 29 Kent 20 Ken | HEP, KC, USJ3, Lochment Way to Puncheon Run Connector HEP, KC, USJ3, Lochment Way to Puncheon Run Connector Total HEP KC, USJ3 Wahur Shade Rd. to Lochment Way HEP KC, USJ3 Wahur Shade Rd. to Lochment Way Total Wahur Shade Road, USJ3 to Peachtree Run Road Wahur Shade Road, USJ3 to Peachtree Run Road Stat, Scancetor from Commerce Way to S483 S48, Connector from Commerce Way to S483 S48, Connector from Commerce Way to S483 S41, Scarborough Road C-D Roads S41, Scarborough Road Road Road S41, Scarborough Road Road Road Road S41, Scarborough Road Road Road Road Road Road Road S42, Scarborough Road Road Road Road Road S43, S44, Scarborough Road Road Ro | Road SystenArterials Road SystenCollector Road SystenCollector Road SystenCollector Road SystenCollector | Safety Improve Safety | e ROW e C e PE e ROW e C e PE e ROW e C PE PE PE PE ROW C C | 2,000,000 66,000,000 72,500,000 500,000 17,500,000 17,500,000 7,500,000 7,500,000 7,500,000 7,500,000 7,500,000 7,500,000 4,500,000 1,200,000 1,50 | | - | | 200,000 400,000 200,000 400,000 400,000 - - - - 350,000 350,000 | 800,000 | - | 200,000 200,000 450,000 450,000 - - - - 120,000 120,000 | 800,000 - - - - - - - - - - - - - - - - - | | 4,400,000 100,000 100,000 100,000 250,000 250,000 250,000 150,000 150,000 | 17,600,000 400,000 400,000 400,000 | |
| 24 Kent 24 Kent 25 Kent 25 Kent 26 Kent 16 Kent 16 Kent 17 Kent 26 Kent 12 Kent 12 Kent 12 Kent 13 Kent | HEP, KC, US13, Lochment Way to Puncheon Run Connector HEP, KC, US13, Lochment Way to Puncheon Run Connector Total HEP KC, US13 Wahun Shade Rd. to Lochment Way HEP KC, US13 Wahun Shade Rd. to Lochment Way Wahun Shade Road, US13 to Peachtree Run Road Wahun Shade Road, US13 to Peachtree Run Road SRS, Connector from Commerce Way to SR8 SRS, Connector From Commerce Way to SR8 SRS, Connector Run Condense SR1, Scarbrough Road C-D Roads SR1, Scarb | Road Systen Arterials Road Systen Collectors Road Systen Collectors | Safety Improve Safety | e ROW er C er PE er ROW er C er PE er ROW er C er C PE PE PE | 2,000,000 66,000,000 72,500,000 500,000 15,500,000 5,000,000 5,000,000 7,50,000 7,50,000 7,50,000 7,50,000 4,50,000 4,50,000 4,50,000 4,50,000 1,200,000 4,200,000 1,200,000 2,500,000 | 250,000 100,000 106,000 - - - - 350,000 350,000 | | - | 200,000 400,000 200,000 400,000 400,000 | 800,000 | - | 200,000 200,000 450,000 450,000 - - - - - - - - - - - - 120,000 | 800,000 - - - - - - - - - - - - - - - - - | | 4,400,000 100,000 100,000 100,000 100,000 2550,000 2550,000 2550,000 1550,000 1550,000 1550,000 1550,000 1550,000 1550,000 120,000 120,000 | 17,600,000 400,000 400,000 400,000 - - - - - - 480,000 480,000 | |
| 24 Kent 24 Kent 25 Kent 25 Kent 25 Kent 26 Kent 16 Kent 16 Kent 16 Kent 17 Kent 26 Kent 26 Kent 27 Kent 28 Kent 28 Kent 28 Kent 28 Kent 28 Kent 29 Kent 20 Ken | HEP, KC, US13, Lochment Way to Puncheon Run Connector HEP, KC, US13, Lochment Way to Puncheon Run Connector Total HEP KC, US13 Wahun Shade Rd. to Lochment Way HEP KC, US13 Wahun Shade Rd. to Lochment Way Wahun Shade Road, US13 to Peachtree Run Road Wahun Shade Road, US13 to Peachtree Run Road SRS, Connector from Commerce Way to SR8 SRS, Connector From Commerce Way to SR8 SRS, Connector Run Condense SR 1, Scarbrough Road C-D Roads SR 1, Scarbrough Roads, SR 1, Scarbrough Roads Carden Bypass, South Street to Rising San Road Carden Bypass, South Street to Rising San Road Carden Bypass, South Street to Rising San Road Carden Bypas | Road Systen Arterials Road Systen Collectors Road Systen Collectors | Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Arterials Arterials Arterials Collectors Collectors Collectors Collectors Collectors Collectors Collectors | e ROW e C e PE e ROW e PE e ROW e PE PE PE PE PE ROW C C | 2,000,000 66,000,000 72,500,000 500,000 17,500,000 17,500,000 7,500,000 7,500,000 7,500,000 7,500,000 7,500,000 7,500,000 4,500,000 1,200,000 1,50 | 250,000 100,000 100,000 - - - - - - - - - - - - - - - - - | | | 200,000 400,000 200,000 400,000 400,000 - - - - 350,000 350,000 | 800,000 | - | 200,000 200,000 450,000 450,000 - - - - 120,000 120,000 | 800,000 - - - - - - - - - - - - - - - - - | | 4,400,000 100,000 100,000 100,000 100,000 250,000 250,000 250,000 150,000 150,000 150,000 150,000 120, | 17,600,000 400,000 400,000 400,000 - - - - 480,000 | |
| 24 Kent 24 Kent 25 Kent 25 Kent 26 Kent 16 Kent 16 Kent 16 Kent 16 Kent 17 Kent 26 Kent 21 Kent 22 Kent 23 Kent 24 Kent 25 Kent | HEP, KC, US13, Lochment Way to Puncheon Run Connector HEP, KC, US13, Lochment Way to Puncheon Run Connector Total HEP KC, US13 Wahur Shade Rd to Lochment Way HEP KC, US13 Wahur Shade Rd to Lochment Way HEP KC, US13 Wahur Shade Rd, to Lochment Way Wahur Shade Road, US13 to Pachtree Run Road Wahur Shade Road, US13 to Pachtree Run Road Wahur Shade Road, US13 to Pachetree Run Road Wahur Shade Road, US13 to Pachtree Run Road Wahur Shade Road, US13 to Pachtree Run Road Wahur Shade Road, US13 to Pachtree Run Road Stat, Sconnector from Commerce Way to St8 St8, Connector from Commerce Way to St8 St8, Connector from Commerce Way to St8 St8, Connector from Commerce Way to St8 St8, Locarborough Road C-D Roads Total NE Front Street Rehoboth Bivt to St1 NE Front Street Rehoboth Bivt to St1 NE Front Street Rehoboth Bivt to St1 Canden Bypass, North Street Extended to SK10 Canden Bypass, South Street Rising Sun Road Canden Bypass, South Street Rising Sun Road | Road SystenArterials Road SystenCollector Road SystenCollector Road SystenCollector Road SystenCollector Road SystenCollector Road SystenCollector Road SystenCollector | Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Arterials Arterials Collectors Collectors Collectors Collectors Collectors Collectors Collectors Collectors Collectors Collectors | e ROW er C er PE er ROW er C er PE er ROW er C PE PE ROW C PE PE ROW C | 2,000,000 66,000,000 72,500,000 500,000 17,500,000 17,500,000 750,000 750,000 750,000 750,000 750,000 750,000 450,000 450,000 450,000 450,000 450,000 450,000 450,000 1,200,0000 | 250,000 100,000 100,000 - - - - - - - - - - - - - - - - - | 1,000,000 | - | 200,000 400,000 200,000 400,000 400,000 - - - - 350,000 350,000 200,000 200,000 | 800,000 | - | 200,000 200,000 450,000 450,000 - - - - 120,000 120,000 200,000 200,000 | 800,000 | | 4,400,000 100,000 100,000 100,000 100,000 250,000 250,000 250,000 150,000 150,000 120,000 100, | 17,600,000 400,000 400,000 400,000 - - - - - - - - - - - - - - - - - | |
| 24 Kent 24 Kent 25 Kent 25 Kent 26 Kent 16 Kent 16 Kent 17 Kent 26 Kent 10 Kent 10 Kent 12 Kent 12 Kent 12 Kent 13 Kent 3 Kent 3 Kent | HEP, KC, US13, Lochment Way to Puncheon Run Connector HEP, KC, US13, Lochment Way to Puncheon Run Connector Total HEP KC, US13 Wahun Shade Rd. to Lochment Way HEP KC, US13 Wahun Shade Rd. to Lochment Way Wahun Shade Road, US13 to Peachtree Run Road Wahun Shade Road, US13 to Peachtree Run Road SRS, Connector from Commerce Way to SR8 SRS, Connector From Commerce Way to SR8 SRS, Connector Run Condense SR 1, Scarbrough Road C-D Roads SR 1, Scarbrough Roads, SR 1, Scarbrough Roads Carden Bypass, South Street to Rising San Road Carden Bypass, South Street to Rising San Road Carden Bypass, South Street to Rising San Road Carden Bypas | Road Systen Arterials Road Systen Collectors Road Systen Collectors | Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Arterials Arterials Arterials Collectors Collectors Collectors Collectors Collectors Collectors Collectors Collectors Collectors Collectors Collectors | e ROW e C e PE e ROW e PE e ROW e PE PE PE PE PE ROW C C | 2,000,000 66,000,000 72,590,000 500,000 17,590,000 17,590,000 750,000 750,000 750,000 750,000 750,000 750,000 450,000 450,000 450,000 450,000 450,000 450,000 1,200,00 | 250,000 100,000 100,000 - - - - - - - - - - - - - - - - - | 1,000,000 | | 200,000 400,000 200,000 400,000 400,000 - - - - 350,000 200,000 200,000 200,000 | 800,000 | - | 200,000 200,000 450,000 450,000 - - - - 120,000 120,000 200,000 | 800,000 - - - - - - - - - - - - - - - - - | | 4,400,000 100,000 100,000 100,000 100,000 250,000 250,000 250,000 150,000 150,000 120,000 100, | 17,600,000 400,000 400,000 400,000 - - - - - - - - - - - - - - - - - | |
| 24 Kent 24 Kent 25 Kent 26 Kent 27 Kent 16 Kent 16 Kent 17 Kent 18 Kent 19 Kent 10 Kent 11 Kent 12 Kent 12 Kent 13 Kent 3 Kent 3 Kent 3 Kent 3 Kent 40 Kent 40 Kent | HEP, KC, US13, Lochment Way to Puncheon Run Connector HEP, KC, US13, Lochment Way to Puncheon Run Connector Total HEP KC, US13 Wahun Shade Rd. to Lochment Way HEP KC, US13 Wahun Shade Rd. to Lochment Way Wahun Shade Road, US13 to Peachtree Run Road Wahun Shade Road, US13 to Peachtree Run Road SRS, Connector from Commerce Way to SR8 SRS, Connector From Commerce Way to SR8 SRS, Connector Run Connector Way to SR8 SRS, Connector Run Connector Way to SR8 SR 1, Scarbrough Road C-D Roads SR 1, Scarbrough Road C-D Roads Canden Bypass, South Street Extended to SR 10 Canden Bypass, South Street Extension Carwford Carroll Avenue Extension Carwfor | Road Systen Arterials Road Systen Collectors Road Systen Collectors | Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Arterials Arterials Collectors | e ROW er C er PE er ROW er C er PE er ROW er C PE PE ROW C PE PE ROW C | 2,000,000 66,000,000 72,500,000 500,000 15,500,000 55,000,000 7,500,000 7,500,000 7,500,000 7,500,000 7,500,000 7,500,000 7,500,000 4,500,000 4,500,000 4,500,000 1,20 | 250,000 100,000 100,000 - - - - - - - - - - - - - - - - - | 1,000,000 | | 200,000 400,000 200,000 400,000 400,000 - - - - 350,000 350,000 200,000 200,000 | 800,000 | - | 200,000 200,000 450,000 450,000 - - - - 120,000 120,000 200,000 200,000 | 800,000 | | 4,400,000 100,000 100,000 100,000 100,000 250,000 250,000 250,000 150,000 150,000 150,000 150,000 120,000 1,000,000 1,000,000 1,000,000 1,000,000 | 17,600,000 400,000 400,000 400,000 480,000 480,000 480,000 | |
| 24 Kent 24 Kent 25 Kent 26 Kent 27 Kent 16 Kent 16 Kent 17 Kent 18 Kent 19 Kent 10 Kent 11 Kent 12 Kent 12 Kent 13 Kent 3 Kent | HEP, KC, US13, Lochment Way to Puncheon Run Connector HEP, KC, US13, Lochment Way to Puncheon Run Connector Total HEP KC, US13 Wahur Shade Rd to Lochment Way HEP KC, US13 Wahur Shade Rd to Lochment Way HEP KC, US13 Wahur Shade Rd, to Lochment Way Wahur Shade Road, US13 to Pachtree Run Road Wahur Shade Road, US13 to Pachtree Run Road Stat, Scanberger Road Con Road Stat, Scanberger Scanberger Stat, Stat, Scanberger Stat, Stat, Scanberger Stat, Scanberger Scanberger Stat, Stat, Scanberger Stat, Scanberger Scanberger Stat, Stat, Stat, Stet, Stat, Stat, Scanberger Conden Bypass, South Street Stating San Road Canden Syster, Stath, Street Stating San Road Canden Syster Stat | Road Systen Arterials Road Systen Collectors Road Systen Collectors | Safety Improv Safety Improv Sa | e ROW er C er PE er ROW er C er PE er ROW er C PE PE ROW C PE PE ROW C | 2,000,000 66,000,000 72,590,000 500,000 17,590,000 17,590,000 750,000 750,000 750,000 750,000 750,000 750,000 450,000 450,000 450,000 450,000 450,000 450,000 1,200,00 | 250,000 100,000 100,000 - - - - - - - - - - - - - - - - - | 1,000,000 | | 200,000 400,000 200,000 400,000 400,000 - - - - 350,000 200,000 200,000 200,000 | 800,000 1,600,000 - - - - - - - - - - - - - | | 200,000 200,000 450,000 - - - - - 120,000 120,000 200,000 200,000 | 800,000 | | 4,400,000 100,000 100,000 100,000 100,000 250,000 250,000 250,000 150,000 150,000 120,000 100, | 17,600,000 400,000 400,000 400,000 | |
| 24 Kent 24 Kent 25 Kent 25 Kent 26 Kent 16 Kent 16 Kent 16 Kent 17 Kent 18 Kent 19 Kent 26 Kent 27 Kent 28 Kent 29 Kent 20 Kent | HEP, KC, US13, Lochment Way to Puncheon Run Connector HEP, KC, US13 Valnut Shade Rd. to Lochment Way HEP KC, US13 Walnut Shade Rd. to Lochment Way Walnut Shade Road, US13 to Pachtires Run Road Walnut Shade Road, US13 to Pachtires Run Road SRS, Connector From Commerce Way to SR8 SRS, Connector From Commerce Way to SR8 SRS, Losenbrough Road C-D Roads SR 1, Scarborough Road C-D Roads Canden Bypass, Sorth Street Starborde to SR 10 Canden Bypass, Sorth Street Roads to SR 10 Canden Bypass, Sorth Street Roads to Road Canden Bypass, Sorth Street Roads Road C-D Roads Canden Bypass, Sorth Street Roads Road C-D Roads Canden Bypass, Sorth Street Roads Road C-D Roads Canden Bypass, Sorth Street Roads Road C | Road SystenArterials Road SystenCollectors Road SystenCollectors | Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Arterials Arterials Collectors Collectors Collectors Collectors Collectors Collectors Collectors Collectors Collectors Collectors Collectors Collectors Collectors | e ROW e PE e ROW e ROW e C e PE e ROW e C PE PE PE ROW C PE ROW C PE ROW C PE ROW C | 2,000,000 66,000,000 72,590,000 500,000 17,590,000 7,500,000 7,500,000 7,500,000 7,500,000 7,500,000 7,500,000 7,500,000 4,500,000 4,500,000 4,500,000 4,500,000 1,200,0000 1,200,000 1,200,000 1,200,000 1,200,000 1,200,000 1,200,000 1,20 | 250,000 100,000 100,000 - - - - - - - - - - - - - - - - - | 1,000,000 | | 200,000 400,000 200,000 400,000 400,000 - - - - - - - - - - - - - - - - - | 800,000 | | 200,000 200,000 450,000 450,000 - - - - - - - - - - - - - - - - - | 800,000 | | 4,400,000 100,000 100,000 100,000 100,000 250,000 250,000 250,000 150,000 120,000 1000,0000,000 1000,000 100 | 17,600,000 400,000 400,000 400,000 | |
| 24 Kent 24 Kent 25 Kent 26 Kent 27 Kent 28 Kent 29 Kent 20 Kent 21 Kent 22 Kent 23 Kent 24 Kent 25 Kent 26 Kent 27 Kent 28 Kent 29 Kent 29 Kent 29 Kent 29 Kent 29 Kent 29 Kent 20 Kent 21 Kent 22 Kent 23 Kent 24 Kent 25 Kent 26 Kent 27 Kent 28 Kent 29 Kent 20 Kent 21 | HEP, KC, US13, Lochment Way to Puncheon Run Connector HEP, KC, US13 Usdnut Shake Rd. to Lochment Way HEP KC, US13 Wahur Shake Rd. to Lochment Way Wahur Shake Road, US13 to Peachtree Run Road Wahur Shake Road, US13 to Peachtree Run Road SRS, Connector from Commerce Way to SR8 SRS, Connector From Commerce Way to SR8 SRS, Connector Rom Commerce Way to SR8 SRS, Connector Rom Commerce Way to SR8 SRS, Locherough Road C-D Roads SR 1, Scarbrough Road C-R SR 1 SR 1, Scarbrough Road C-R SR 1 SR 1, Scarbrough Rogh Ro | Road SystemArterials Road SystemCollectors Road SystemCollectors | Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Safety Improve Arterials Arterials Collectors | e ROW e PE e ROW e ROW e C e PE e ROW e C PE PE PE ROW C PE ROW C PE ROW C PE ROW C | 2,000,000 66,000,000 72,500,000 500,000 15,500,000 15,500,000 15,500,000 7,500,000 7,500,000 7,500,000 7,500,000 7,500,000 4,500,000 4,500,000 1,200,00 | 250,000 100,000 100,000 | 1,000,000 | | 200,000 400,000 200,000 400,000 400,000 | 800,000 1,600,000 - - - - - - - - - - - - - | | 200,000 200,000 450,000 450,000 - - - - - - - - - - - - - - - - - | 800,000 | | 4,400,000 100,000 100,000 100,000 250,000 250,000 250,000 250,000 150,000 150,000 150,000 120,000 120,000 1,000,000 1,000,000 1,000,000 1,000,000 | 17,600,000 400,000 400,000 400,000 400,000 400,000 400,000 400,000 400,000 1,200,000 1,200,000 | |
| 24 Kent 25 Kent 25 Kent 25 Kent 25 Kent 25 Kent 26 Kent 27 Kent 28 Kent 29 Kent 20 Kent 21 Kent 22 Kent 3 Kent 3 Kent 40 Kent 41 Kent 42 Kent 43 Kent 44 Kent 45 Kent 46 Kent 47 Kent 48 Kent 49 Kent 41 Kent 42 Kent 43 Kent 44 Kent 45 Kent 46 Kent 47 Kent | HEP, KC, US13, Lochment Way to Puncheon Run Connector HEP, KC, US13 Usdnut Shade Rd. to Lochment Way HEP KC, US13 Wahur Shade Rd. to Lochment Way Wahur Shade Road, US13 to Peachtree Run Road Wahur Shade Road, US13 to Peachtree Run Road SRS, Connector From Commerce Way to SR8 SRS, Connector From Commerce Way to SR8 SRS, Connector From Commerce Way to SR8 SR 1, Scarbrough Road C-D Roads SR 1, Scarbrough Road C-R SR 1 SR 1, Scarbrough Road C-R SR 1 SR 1, Scarbrough Road C-R SR 1 SR 1, Scarbrough Road C-R SR 1 | Road System Arterials Road System Collectors Road System Collectors | Safety Improve Safety | elocities | 2,000,000 66,000,000 72,500,000 500,000 15,500,000 15,500,000 15,500,000 7,500,000 7,500,000 7,500,000 7,500,000 4,500,000 4,500,000 4,500,000 1,200,00 | 250,000 100,000 100,000 - - - - - - - - - - - - - - - - - | 1,000,000 | | 200,000 400,000 200,000 400,000 400,000 - - - - - - - - - - - - - - - - - | 800,000 | | 200,000 200,000 450,000 450,000 - - - - - - - - - - - - - - - - - | 800,000 | | 4,400,000 100,000 100,000 100,000 100,000 250,000 250,000 250,000 150,000 120,000 1000,0000,000 1000,000 100 | 17,600,000 400,000 400,000 400,000 | |
| 24 Kent 24 Kent 25 Kent 25 Kent 26 Kent 27 Kent 28 Kent 29 Kent 20 Kent 21 Kent 22 Kent 23 Kent 24 Kent 25 Kent 26 Kent 27 Kent 28 Kent 29 Kent 29 Kent 29 Kent 29 Kent 29 Kent 29 Kent 20 Kent 21 Kent 22 Kent 23 Kent | HEP, KC, US13, Lochment Way to Puncheon Run Connector HEP, KC, US13 Valnut Shade Rd. to Lochment Way HEP KC, US13 Walnut Shade Rd. to Lochment Way Walnut Shade Road, US13 to Pachtires Run Road Walnut Shade Road, US13 to Pachtires Run Road SB8, Connector From Commerce Way to SB8 SB8, Connector From Commerce Way to SB8 SB8, Connector From Commerce Way to SB8 SB1, Jescrbrough Road C-D Roads SB1, Jescrbrough Road C-D Roads Canden Bypass, North Street Estended to SB10 Canden Bypass, South Street to Rising Sun Road Canden Bypass, South Street to | Road Systen Arterials Road Systen Collectors | Safety Improve Safety | e ROW e PE e ROW e ROW e C e PE e ROW e C PE PE PE ROW C PE ROW C PE ROW C PE ROW C | 2,000,000 66,000,000 72,500,000 500,000 17,500,000 17,500,000 750,000 750,000 750,000 750,000 750,000 450,000 450,000 450,000 450,000 450,000 1,20 | 250,000 100,000 100,000 - - - - - - - - - - - - - - - - - | 1,000,000 | | 200,000 400,000 200,000 400,000 400,000 - - - - - - - - - - - - - - - - - | 800,000 | | 200,000 200,000 450,000 450,000 - - - - - - - - - - - - - - - - - | 800,000 | | 4,400,000 100,000 100,000 100,000 100,000 250,000 250,000 250,000 150,000 120,000 1000,0000,000 1000,000 100 | 17,600,000 400,000 400,000 400,000 | |
| 24 Kent 24 Kent 25 Kent 25 Kent 26 Kent 27 Kent 28 Kent 29 Kent 20 Kent 20 Kent 20 Kent 21 Kent 22 Kent 23 Kent 24 Kent 25 Kent 26 Kent 27 Kent 28 Kent 29 Kent 29 Kent 20 Kent 21 Kent 22 Kent 23 Kent 24 Kent 27 Kent 28 Kent 29 Kent 20 Kent 21 Kent 22 Kent | HEP, KC, US13, Lochment Way to Puncheon Run Connector HEP, KC, US13 Wahnt Shade Rd. to Lochment Way HEP KC, US13 Wahnt Shade Rd. to Lochment Way Wahnt Shade Road, US13 to Pachtires Run Road Wahnt Shade Road, US13 to Pachtires Run Road SBS, Connector From Commerce Way to SB3 SBS, Connector From Commerce Way to SB3 SB1, JoernForgen Road C-D Roads SB1, Senth SB1, SB1, SB1, SB1, SB1, SB1, SB1, SB1, | Road SystenArterials Road SystenCollectors Road SystenCollectors | Safety Improve Safety | e ROW F ROW ROW ROW ROW ROW ROW ROW ROW | 2,000,000 66,000,000 72,590,000 500,000 17,590,000 75,0000 750,000 750,000 750,000 750,000 750,000 450,000 450,000 450,000 450,000 450,000 450,000 450,000 1,200,000 750,0000 750,0000 750,0000 750,0000 750,0000 750,0000 750,0000 750,0000 750,0000 750,0000 750,00000 750,00000 750,0000000000 | 250,000 100,000 100,000 - - - - - - - - - - - - - - - - - | 1,000,000 | | 200,000 400,000 200,000 400,000 400,000 - - - - - - - - - - - - - - - - - | 800,000 | | 200,000 200,000 450,000 450,000 - - - - - - - - - - - - - - - - - | 800,000 | | 4,400,000 100,000 100,000 100,000 100,000 250,000 250,000 250,000 150,000 120,000 1000,0000,000 1000,000 100 | 17,600,000 400,000 400,000 400,000 | |
| 24 Kent 25 Kent 25 Kent 25 Kent 26 Kent 16 Kent 16 Kent 17 Kent 26 Kent 27 Kent 28 Kent 29 Kent 20 Kent 3 Kent 3 Kent 3 Kent 40 Kent 41 Kent 42 Kent 43 Kent 44 Kent 45 Kent 46 Kent 47 Kent 48 Kent 49 Kent 40 Kent 41 Kent 42 Kent 43 Kent 44 Kent 45 Kent 46 Kent 47 Kent 48 Kent 49 Kent 40 Kent 41 Kent 42 Kent 43 Kent 44 Kent 45 Kent <td>HEP, KC, US13, Lochment Way to Puncheon Run Connector HEP, KC, US13 Usdanut Shake Rd. to Lochment Way HEP KC, US13 Wahun Shake Rd. to Lochment Way Wahun Shake Road, US13 to Peachtree Run Road Wahun Shake Road, US13 to Peachtree Run Road SRS, Connector From Commerce Way to SR8 SRS, Connector Roboth BH of to SR 1 SR 1, Scarbrough Road C-D Roads SR 2, Scarbrough Road C-R SR 1, Scarbrough Roads SR 2, Scarbrough Road C-D Roads S</td> <td>Road SystemArterials Road SystemCollectors Road SystemCollectors</td> <td>Safety Improve Safety Improve Safety</td> <td>e loo e e e e e e e e e e e e e e</td> <td>2,000,000 66,000,000 72,500,000 500,000 15,500,000 15,500,000 15,500,000 7,500,000 7,500,000 7,500,000 7,500,000 4,500,000 4,500,000 4,500,000 1,200,00</td> <td>250,000 100,000 100,000 - - - - - - - - - - - - - - - - -</td> <td>1,000,000 </td> <td></td> <td>200,000 400,000 200,000 400,000 400,000 - - - - - - - - - - - - - - - - -</td> <td>800,000</td> <td></td> <td>200,000 200,000 450,000 450,000 - - - - - - - - - - - - - - - - -</td> <td>800,000</td> <td></td> <td>4,400,000 100,000 100,000 100,000 100,000 250,000 250,000 250,000 150,000 120,000 1000,0000,000 1000,000 100</td> <td>17,600,000 400,000 400,000 400,000 </td> <td></td> | HEP, KC, US13, Lochment Way to Puncheon Run Connector HEP, KC, US13 Usdanut Shake Rd. to Lochment Way HEP KC, US13 Wahun Shake Rd. to Lochment Way Wahun Shake Road, US13 to Peachtree Run Road Wahun Shake Road, US13 to Peachtree Run Road SRS, Connector From Commerce Way to SR8 SRS, Connector Roboth BH of to SR 1 SR 1, Scarbrough Road C-D Roads SR 2, Scarbrough Road C-R SR 1, Scarbrough Roads SR 2, Scarbrough Road C-D Roads S | Road SystemArterials Road SystemCollectors Road SystemCollectors | Safety Improve Safety | e loo e e e e e e e e e e e e e e | 2,000,000 66,000,000 72,500,000 500,000 15,500,000 15,500,000 15,500,000 7,500,000 7,500,000 7,500,000 7,500,000 4,500,000 4,500,000 4,500,000 1,200,00 | 250,000 100,000 100,000 - - - - - - - - - - - - - - - - - | 1,000,000 | | 200,000 400,000 200,000 400,000 400,000 - - - - - - - - - - - - - - - - - | 800,000 | | 200,000 200,000 450,000 450,000 - - - - - - - - - - - - - - - - - | 800,000 | | 4,400,000 100,000 100,000 100,000 100,000 250,000 250,000 250,000 150,000 120,000 1000,0000,000 1000,000 100 | 17,600,000 400,000 400,000 400,000 | |
| 24 Kent 24 Kent 25 Kent 25 Kent 26 Kent 27 Kent 28 Kent 29 Kent 20 Kent 20 Kent 20 Kent 21 Kent 22 Kent 23 Kent 24 Kent 25 Kent 26 Kent 27 Kent 28 Kent 29 Kent 29 Kent 20 Kent 21 Kent 22 Kent 23 Kent 24 Kent 27 Kent 28 Kent 29 Kent 20 Kent 21 Kent 22 Kent | HEP, KC, US13, Lochment Way to Puncheon Run Connector HEP, KC, US13 Ushun Shade Rd. to Lochment Way HEP KC, US13 Wahun Shade Rd. to Lochment Way Wahun Shade Road, US13 to Peachtree Run Road Wahun Shade Road, US13 to Peachtree Run Road SRS, Connector from Commerce Way to SR8 SRS, Connector from Commerce Way to SR8 SRS, Connector from Commerce Way to SR8 SR 1, Scarborough Road C-D Roads SR 1, Scarborough Road C-R Roads SR 1, Scarborough Roads SR 1, Scarborough Roads SR 2, Scarborough Roads SR 2, Scarborough Roads SR 2, Scarborough Roads SR 2, Scarborough Road | Road System Arterials Road System Collectors Road System Collectors | Safety Improve Safety | e ROW F ROW ROW ROW ROW ROW ROW ROW ROW | 2,000,000 66,000,000 72,500,000 73,500,000 17,500,000 17,500,000 75,0000 75,0000 750,000 750,000 750,000 750,000 750,000 750,000 450,000 450,000 450,000 450,000 450,000 1,200,0 | 250,000 100,000 100,000 - - - - - - - - - - - - - - - - - | 1,000,000 | | 200,000 400,000 200,000 400,000 400,000 - - - - - - - - - - - - - - - - - | 800,000 | | 200,000 200,000 450,000 450,000 - - - - - - - - - - - - - - - - - | 800,000 | | 4,400,000 100,000 100,000 100,000 100,000 250,000 250,000 250,000 150,000 120,000 1000,0000,000 1000,000 100 | 17,600,000 400,000 400,000 400,000 | |
| 24 Kent 24 Kent 25 Kent 25 Kent 26 Kent 27 Kent 28 Kent 29 Kent 20 Kent 20 Kent 20 Kent 21 Kent 22 Kent 23 Kent 24 Kent 27 Kent 28 Kent 29 Kent 20 Kent 21 Kent 22 Kent 23 Kent 24 Kent 27 Kent 28 Kent 29 Kent 20 Kent 21 Kent 22 Kent 23 Kent 24 Kent 25 Kent 26 Kent 27 | HEP, KC, US13, Lochment Way to Puncheon Run Connector HEP, KC, US13 Valnut Shade Rd. to Lochment Way HEP KC, US13 Walnut Shade Rd. to Lochment Way Walnut Shade Road, US13 to Pachtires Run Road Walnut Shade Road, US13 to Pachtires Run Road SB8, Connector From Commerce Way to SB8 SB8, Connector From Commerce Way to SB8 SB8, Connector From Commerce Way to SB8 SB8, Losenbrough Road C-D Roads SB1, Losenbrough Road C-D Roads SB1, Losenbrough Road C-D Roads SB1, Scathorough Road Road Total Canden Rypas, South Street to Kining San Road Canden Rypas, South Street to Roat Road Canden Rypas, So | Road SystemArterials Road SystemCollectors Road SystemCollectors<!--</td--><td>Safety Improve Safety Improve Safety</td><td>e ROW e ROW ROW ROW ROW ROW ROW ROW ROW</td><td>2,000,000 66,000,000 72,500,000 73,500,000 17,500,000 17,500,000 75,0000 75,0000 75,0000 75,0000 75,0000 75,0000 75,0000 75,0000 45,0000 45,0000 45,0000 12,000,000 13,000,000 1</td><td>250,000 100,000 100,000 - - - - - - - - - - - - - - - - -</td><td>1,000,000 </td><td></td><td>200,000 400,000 200,000 400,000 400,000 - - - - - - - - - - - - - - - - -</td><td>800,000</td><td></td><td>200,000 200,000 450,000 450,000 - - - - - - - - - - - - - - - - -</td><td>800,000</td><td></td><td>4,400,000 100,000 100,000 100,000 100,000 250,000 250,000 250,000 150,000 120,000 1000,0000,000 1000,000 100</td><td>17,600,000 400,000 400,000 400,000 </td><td>- - - - - - - - - - - - - - - - - - -</td> | Safety Improve Safety | e ROW e ROW ROW ROW ROW ROW ROW ROW ROW | 2,000,000 66,000,000 72,500,000 73,500,000 17,500,000 17,500,000 75,0000 75,0000 75,0000 75,0000 75,0000 75,0000 75,0000 75,0000 45,0000 45,0000 45,0000 12,000,000 13,000,000 1 | 250,000 100,000 100,000 - - - - - - - - - - - - - - - - - | 1,000,000 | | 200,000 400,000 200,000 400,000 400,000 - - - - - - - - - - - - - - - - - | 800,000 | | 200,000 200,000 450,000 450,000 - - - - - - - - - - - - - - - - - | 800,000 | | 4,400,000 100,000 100,000 100,000 100,000 250,000 250,000 250,000 150,000 120,000 1000,0000,000 1000,000 100 | 17,600,000 400,000 400,000 400,000 | - - - - - - - - - - - - - - - - - - - |
| 24 Kent 25 Kent 25 Kent 25 Kent 26 Kent 16 Kent 16 Kent 17 Kent 26 Kent 27 Kent 28 Kent 29 Kent 20 Kent 21 Kent 23 Kent 24 Kent 29 Kent 20 Kent 21 Kent 22 Kent 23 Kent 24 Kent 25 Kent 26 Kent 27 Kent 28 Kent 29 Kent 20 Kent 21 Kent 22 Kent 23 Kent 24 Kent 25 Kent 26 Kent 27 Kent 28 Kent 29 Kent 21 Kent 22 Kent 23 Kent 24 Kent 25 Kent | HEP, KC, US13, Lochment Way to Puncheon Run Connector HEP, KC, US13 Ushun Shade Rd. to Lochment Way HEP KC, US13 Wahun Shade Rd. to Lochment Way Wahun Shade Road, US13 to Peachtree Run Road Wahun Shade Road, US13 to Peachtree Run Road SRS, Connector from Commerce Way to SR8 SRS, Connector from Commerce Way to SR8 SRS, Connector from Commerce Way to SR8 SR 1, Scarborough Road C-D Roads SR 1, Scarborough Road C-R Roads SR 1, Scarborough Roads SR 1, Scarborough Roads SR 2, Scarborough Roads SR 2, Scarborough Roads SR 2, Scarborough Roads SR 2, Scarborough Road | Road System Arterials Road System Collectors Road System Collectors | Safety Improve Safety | e ROW REAL ROW REAL ROW REAL ROW REAL ROW REAL ROW REAL ROW REAL ROW REAL ROW REAL ROW REAL ROW REAL ROW REAL ROW REAL ROW REAL ROW REAL ROW REAL ROW REAL REAL REAL REAL REAL REAL REAL REAL | 2,000,000 66,000,000 72,500,000 73,500,000 17,500,000 17,500,000 75,0000 75,0000 750,000 750,000 750,000 750,000 750,000 750,000 450,000 450,000 450,000 450,000 450,000 1,200,0 | 250,000 100,000 100,000 - - - - - - - - - - - - - - - - - | 1,000,000 | | 200,000 400,000 200,000 400,000 400,000 - - - - - - - - - - - - - - - - - | 800,000 | | 200,000 200,000 450,000 450,000 - - - - - - - - - - - - - - - - - | 800,000 | | 4,400,000 100,000 100,000 100,000 100,000 250,000 250,000 250,000 150,000 120,000 1000,0000,000 1000,000 100 | 17,600,000 400,000 400,000 400,000 | |
| 24 Kent 24 Kent 25 Kent 25 Kent 26 Kent 16 Kent 16 Kent 17 Kent 18 Kent 19 Kent 11 Kent 12 Kent 13 Kent 14 Kent 15 Kent 16 Kent 17 Kent 40 Kent 40 Kent 41 Kent 42 Kent 43 Kent 44 Kent 47 Kent 48 Kent 49 Kent 40 Kent 41 Kent 42 Kent 43 Kent 44 Kent 45 Kent 46 Kent 47 Kent 48 Kent 49 Kent 40 Kent 41 Kent 42 Kent 43 Kent 44 Kent 45 Kent | HEP, KC, US13, Lochment Way to Puncheon Run Connector Total HEP KC, US13 Valnut Shade Rd. to Lochment Way HEP KC, US13 Walnut Shade Rd. to Lochment Way HEP KC, US13 Walnut Shade Rd. to Lochment Way HEP KC, US13 Walnut Shade Rd. to Lochment Way HEP KC, US13 Walnut Shade Rd. to Lochment Way HEP KC, US13 Walnut Shade Rd. to Lochment Way HEP KC, US13 Walnut Shade Rd. to Lochment Way HEP KC, US13 Walnut Shade Rd. to Lochment Way HEP KC, US13 Walnut Shade Rd. to Lochment Way HEP KC, US13 Walnut Shade Rd. to Lochment Way Walnut Shade Road, US13 to Pachtree Run Road SRS, Connector From Commerce Way to SR8 SRS, Connector Roboth Bhd to SR 1 SR 1, Scarbrough Rodd C-D Roads SR 2, Scarbrough Rodd C-D Roads Camden Bypass, South Street Extended to SR 10 Camden Bypass, South Street Extension Carwford Carrol Acenne Extension Carwford Carrol Acenne Exte | Road System Arterials Road System Collectors Road System Collectors | Safety Improve Safety | e ROW REAL ROW REAL ROW PE ROW C PE ROW C PE ROW C PE ROW C PE ROW C PE ROW C PE ROW C PE ROW C ROW ROW C ROW ROW C ROW ROW ROW ROW ROW ROW ROW ROW | 2,000,000 66,000,000 72,500,000 73,500,000 17,500,000 17,500,000 75,00,000 750,000 750,000 750,000 750,000 750,000 750,000 750,000 450,000 450,000 450,000 450,000 450,000 1,200 | 250,000 100,000 100,000 - - - - - - - - - - - - - - - - - | 1,000,000 | | 200,000 400,000 200,000 400,000 400,000 - - - - - - - - - - - - - - - - - | 800,000 | | 200,000 200,000 450,000 450,000 - - - - - - - - - - - - - - - - - | 800,000 | | 4,400,000 100,000 100,000 100,000 100,000 250,000 250,000 250,000 150,000 120,000 1000,0000,000 1000,000 100 | 17,600,000 400,000 400,000 400,000 | |
| 24 Kent 24 Kent 25 Kent 25 Kent 26 Kent 16 Kent 16 Kent 16 Kent 17 Kent 18 Kent 19 Kent 10 Kent 11 Kent 12 Kent 12 Kent 13 Kent 3 Kent 14 Kent 15 Kent 16 Kent 17 Kent 18 Kent 19 Kent 11 Kent 12 Kent 13 Kent 14 Kent 17 Kent 18 Kent 19 Kent 11 Kent 12 Kent 12 Kent 12 | HEP, KC, US13, Lochment Way to Puncheon Run Connector HEP, KC, US13 Valnut Shade Rd. to Lochment Way HEP KC, US13 Walnut Shade Rd. to Lochment Way Walnut Shade Road, US13 to Pachtree Run Road Walnut Shade Road, US13 to Pachtree Run Road SB8, Connector From Commerce Way to SB8 SB8, Connector From Commerce Way to SB8 SB8, Connector From Commerce Way to SB8 SB8, Lochment Rehoted Btd to SB 1 Total NE Front Street Rehoted Btd to SB 1 Total Frish Hill Road, Foc Chese Road to KdCimits Pach Rehoted Road SB4 Cannet Rypass, North Street Extended to SR10 Cannet Rypass, North Street Extended to SR10 Cannet Rypass, South Street to Kleing Sun Road Cannet Rypass, South Street Streing Sun Road Cannet Rypass, South Street Str | Road SystemArterials Road SystemCollectors | Safety Improve Safety | e ROW e ROW ROW ROW ROW ROW ROW ROW ROW | 2,000,000 66,000,000 72,590,000 500,000 17,590,000 17,590,000 750,000 750,000 750,000 750,000 750,000 750,000 750,000 450,000 450,000 450,000 450,000 1,200,000 1,21,300 1 | 250,000 100,000 100,000 - - - - - - - - - - - - - - - - - | 1,000,000 | | 200,000 400,000 200,000 400,000 400,000 - - - - - - - - - - - - - - - - - | 800,000 | | 200,000 200,000 450,000 450,000 - - - - - - - - - - - - - - - - - | 800,000 | | 4,400,000 100,000 100,000 100,000 100,000 250,000 250,000 150,000 150,000 120,000 120,000 120,000 120,000 120,000 120,000 1000,000, | 17,600,000 400,000 400,000 400,000 | |
| 24 Kent 24 Kent 25 Kent 25 Kent 26 Kent 26 Kent 27 Kent 28 Kent 29 Kent 20 Kent 21 Kent 22 Kent 23 Kent 24 Kent 25 Kent 26 Kent 27 Kent 28 Kent 29 Kent 29 Kent 29 Kent 20 Kent 21 Kent 22 Kent 23 Kent 24 Kent 25 Kent 26 Kent 27 Kent 28 Kent 29 Kent 20 Kent 21 Kent 22 | HEP, KC, US13, Lochment Way to Puncheon Run Connector HEP, KC, US13 Valnut Shade Rd. to Lochment Way HEP KC, US13 Walnut Shade Rd. to Lochment Way Walnut Shade Road, US13 to Pachtree Run Road Walnut Shade Road, US13 to Pachtree Run Road SB8, Connector From Commerce Way to SB8 SB8, Losentrough Road C-D Roads SB1, Jecrotrough Road C-D Roads SB1, Jecrotrough Road C-D Roads SB1, Jecrotrough Road C-D Roads SB1, Scattorough Road Road Total Canden Rypass, North Street Estended to SR10 Canden Rypass, South Street to Klaing San Road Canden Rypass, South Street Streins Total KIA, Kenton Rd, SR10 Chestnat Grove Rd. KIA, Kenton Rd, SR1 | Road SystemArterials Road SystemCollectors | Safety Improve Safety | e ROW ROW ROW ROW ROW ROW ROW ROW | 2,000,000 66,000,000 72,590,000 500,000 17,590,000 17,590,000 750,000 750,000 750,000 750,000 750,000 750,000 450,000 450,000 450,000 450,000 450,000 1,200,000 | 250,000 100,000 100,000 - - - - - - - - - - - - - - - - - | 1,000,000 | | 200,000 400,000 200,000 400,000 400,000 - - - - - - - - - - - - - - - - - | 800,000 | | 200,000 200,000 450,000 450,000 - - - - - - - - - - - - - - - - - | 800,000 | | 4,400,000 100,000 100,000 100,000 100,000 250,000 250,000 150,000 150,000 120,000 120,000 120,000 120,000 120,000 120,000 1000,000, | 17,600,000 400,000 400,000 400,000 | |
| 24 Kent 24 Kent 25 Kent 25 Kent 26 Kent 16 Kent 16 Kent 16 Kent 17 Kent 18 Kent 19 Kent 10 Kent 11 Kent 12 Kent 12 Kent 13 Kent 3 Kent 14 Kent 15 Kent 16 Kent 17 Kent 18 Kent 19 Kent 11 Kent 12 Kent 13 Kent 14 Kent 17 Kent 18 Kent 19 Kent 11 Kent 12 Kent 12 Kent 12 | HEP, KC, US13, Lochment Way to Puncheon Run Connector Total HEP KC, US13 Valnus Shade Rd. to Lochment Way HEP KC, US13 Walnus Shade Rd. to Lochment Way HEP KC, US13 Walnus Shade Rd. to Lochment Way HEP KC, US13 Walnus Shade Rd. to Lochment Way HEP KC, US13 Walnus Shade Rd. to Lochment Way HEP KC, US13 Walnus Shade Rd. to Lochment Way HEP KC, US13 Walnus Shade Rd. to Lochment Way HEP KC, US13 Walnus Shade Rd. to Lochment Way HEP KC, US13 Walnus Shade Rd. to Lochment Way HEP KC, US13 Walnus Shade Rd. to Lochment Way Walnus Shade Road, US13 to Peachtree Run Road SRS, Connector From Commerce Way to SR8 SRS, Connector Related to SR 10 Canden Bypass, North Street Extended to SR 10 Canden Bypass, South Street to Kining Sun Road Canden Bypass, South Street to Kining Sun Road Canden Bypass, South Street Extension Canderd Canden Ayneas, South Street to Kining Sun Road Canden Bypass, South Street Extension Cander Ayneas, South Street Change Sun Barded Street K104, Kenton Rd, SR8 to Chestrut Grove Rd, | Road SystemArterials Road SystemCollectors | Safety Improve Safety | e ROW REAL ROW ROW ROW ROW ROW ROW ROW ROW | 2,000,000 66,000,000 72,500,000 73,500,000 17,500,000 17,500,000 75,00,000 7 | 250,000 100,000 100,000 | 1,000,000 | | 200,000 400,000 200,000 400,000 400,000 - - - - - - - - - - - - - - - - - | 800,000 | | 200,000 200,000 450,000 450,000 - - - - - - - - - - - - - - - - - | \$00,000 | | 4,400,000 100,000 100,000 100,000 100,000 250,003 250,003 250,003 250,003 150,000 150,000 150,000 120,000 120,000 10,000,000 1,000,000 1,000,000 1,000,000 | 17,600,000 400,000 400,000 400,000 | |

APPENDIX E KENT COUNTY PROJECTS

| | | | | | | | | KENT COUNTY PRO. | JECTS | | | | | | | | |
|------------------------|-----|--|------------------------------------|--|------------------|------------------------|----------------------|------------------------|---------------------|--------------------|--------------------------------|------------------|--------------------|-------|------------------|------------------|---------------------|
| Priori ty Coun | nty | Project Title | Category C | lass Family | Phase | Current Estimate | FY18 State Spend | FY18 Fed Spend | FY18 Other Spend | FY19 State Spend | FY19 Fed Spend Spend | FY20 State Spend | FY20 Fed Spend Spe | | FY21 State Spend | FY21 Fed Spend | FY21 Other Spend |
| 83 Kent | н | EP KC, SR10 & SR15 Intersection Improvements | Road SystenLoc | al Safety Improv | erC | 1,654,085 | 150,817 | 603,268 | - spend | - | | · - | - | - | - | | |
| | н | IEP KC, SR10 & SR15 Intersection Improvements Total | | | | 1,892,085 | 150,817 | 603,268 | - | - | | - | - | - | - | | |
| SOGR Kent SOGR Kent | B | R 2-031A on Irish Hill Road over Double Run Creek R 2-031A on Irish Hill Road over Double Run Creek | | lge Bridge Preserv lge Bridge Preserv | | 20,000 12,000 | 2,400 | 9,600 | - | - | | - | - | - | - | | |
| SOGR Kent | в | R 2-031A on Irish Hill Road over Double Run Creek | Road SystenBri | ige Bridge Preserv | aC | 705,000 | 141,000 | 564,000 | | - | | - | | - | | | |
| SOGR Kent | | R 2-031A on Irish Hill Road over Double Run Creek Total R 2-050A on SR8 Halltown Road over Beaverdam Ditch | Road SystenBrid | ige Bridge Preser | a PE | 737,000 35,000 | 143,400 | 573,600 | - | | | - | | - | | | |
| SOGR Kent | в | R 2-050A on SR8 Halltown Road over Beaverdam Ditch | Road SystenBri | ige Bridge Preserv | | 10,000 | | - | - | - | | - | - | - | - | | |
| SOGR Kent | | R 2-050A on SR8 Halltown Road over Beaverdam Ditch R 2-050A on SR8 Halltown Road over Beaverdam Ditch Total | Road SystenBri | ige Bridge Preserv | /aC | 1,000,000 1,045,000 | | - | | 200,000 200,000 | 800,000 - 800,000 - | - | | - | | | |
| SOGRKent | В | R 2-052B on K052B Westville Road over Almshouse Branch | Road SystenBri | | | 22,500 | | | | | , | | | | | | |
| SOGR Kent SOGR Kent | | R 2-052B on K052B Westville Road over Almshouse Branch R 2-052B on K052B Westville Road over Almshouse Branch | Road SystenBrid Road SystenBrid | lge Bridge Preserv lge Bridge Preserv | aROW aC | 12,000 600,000 | 120.000 | 480,000 | | | | | | | | | |
| | В | R 2-052B on K052B Westville Road over Almshouse Branch Total | | | | 634,500 | 120,000 | 480,000 | | - | | - | • | - | | | |
| SOGR Kent SOGR Kent | | R 2-060C on SR14 Vernon Road over Prospect Branch R 2-060C on SR14 Vernon Road over Prospect Branch | Road SystenBrid Road SystenBrid | ige Bridge Preserv ige Bridge Preserv | | 41,093 33,000 | | | | | | | | | | | |
| SOGRKent | В | R 2-060C on SR14 Vernon Road over Prospect Branch | | ige Bridge Preserv | aC | - | - | - | | | | | | | | | |
| SOGIKent | | R 2-060C on SR14 Vernon Road over Prospect Branch Total R 2-098 on Fords Corner Road Over Gravelly Run | Road SystenBrid | ige Bridge Preser | a PE | 74,093 30,000 | - | - | - | - | | - | • | - | - | | · · |
| SOGIKent | | R 2-098 on Fords Corner Road Over Gravelly Run | | ige Bridge Preserv | | 20,000 | 15,000 | | | | | | | | | | |
| SOGIKent | | R 2-098 on Fords Corner Road Over Gravelly Run R 2-098 on Fords Corner Road Over Gravelly Run Total | Road SystenBri | ige Bridge Preserv | /aC | 450,000 500,000 | 200,000 215,000 | - | | 250,000 250,000 | | - | | - | | | |
| DNS Kent | В | R 2-100A on Denneys Road over Fork Branch | Road SystenBri | | | 37,000 | | - | - | - | | - | - | - | - | | |
| DNS Kent DNS Kent | | R 2-100A on Denneys Road over Fork Branch R 2-100A on Denneys Road over Fork Branch | Road SystenBrid Road SystenBrid | | | 20,500 29,800 | - | - | - | - | | - | - | - | - | | |
| DNS Kent | в | R 2-100A on Denneys Road over Fork Branch | Road SystenBrid | ige Bridge Preserv | /aC | 763,787 | - | - | - | - | | - | - | - | - | | · - |
| DNS Kent DNS Kent | | R 2-100A on Denneys Road over Fork Branch R 2-100A on Denneys Road over Fork Branch | | lge Bridge Preserv lge Bridge Preserv | | 45,000 70,757 | | - | | - | | | - | - | - | | - |
| DNS | В | R 2-100A on Denneys Road over Fork Branch Total | | | | 966,843 | - | | - | | | - | • | - | - | | |
| SOGR Kent SOGR Kent | | R 2-108B on K108, Firetower Road over Tributary to Cow Marsh Ditch R 2-108B on K108, Firetower Road over Tributary to Cow Marsh Ditch | Road SystenBrid Road SystenBrid | | | 100,000 10,000 | 10.000 | | | | | | | | | | |
| SOGRKent | В | R 2-108B on K108, Firetower Road over Tributary to Cow Marsh Ditch | Road SystenBrid | ige Bridge Preserv | aC | 400,000 | | | | 400,000 | | | | | | | |
| SOGRKent | | R 2-108B on K108, Firetower Road over Tributary to Cow Marsh Ditch Tot R 2-114E on Todds Chapel Road over Ouarter Branch | tal Road SystenBrid | ige Bridge Preserv | aPE | 510,000 100,000 | 10,000 | - | - | 400,000 | • | - | • | - | - | | |
| SOGRKent | в | R 2-114E on Todds Chapel Road over Quarter Branch | Road SystenBrid | ige Bridge Preserv | | 12,000 | | | | | | | | | | | |
| SOGRKent | | R 2-114E on Todds Chapel Road over Quarter Branch R 2-114E on Todds Chapel Road over Quarter Branch Total | Road SystenBri | ige Bridge Preserv | /aC | 400,000 512,000 | 80,000 80,000 | 320,000 320,000 | | | | | | | | | |
| SOGR Kent | В | R 2-118A on K118 Coon Den Road over Nanticoke River | Road SystenBri | lge Bridge Preserv | | 25,000 | | | | | | - | | - | - | | |
| SOGR Kent | | R 2-118A on K118 Coon Den Road over Nanticoke River | Road SystenBri | | | 16,000 | 16,000 | - | - | - | 34,400 - | - | - | - | - | | - |
| SOGR Kent SOGR Kent | | R 2-118A on K118 Coon Den Road over Nanticoke River R 2-118A on K118 Coon Den Road over Nanticoke River | Road SystenBri Road SystenBri | ige Bridge Preservige Bridge Preservige | aCE aC | 43,000 460,000 | | - | | 8,600 92,000 | 368,000 - | - | - | - | - | | |
| | | R 2-118A on K118 Coon Den Road over Nanticoke River Total | | | | 544,000 | 16,000 | - | - | 100,600 | 402,400 - | - | - | - | - | | |
| SOGR Kent SOGR Kent | | R 2-234A on Lake Front Drive over Red House Branch R 2-234A on Lake Front Drive over Red House Branch | Road SystenBri Road SystenBri | lge Bridge Preserv lge Bridge Preserv | | 30,000 12,000 | | | | | | | | | | | |
| SOGRKent | В | R 2-234A on Lake Front Drive over Red House Branch | Road SystenBrid | ige Bridge Preserv | /aC | 300,000 | 300,000 | | | | | | | | | | |
| SOGRKent | | R 2-234A on Lake Front Drive over Red House Branch R 2-234A on Lake Front Drive over Red House Branch Total | Road SystenBri | lge Bridge Preserv | /a Utilities | 35,000 377,000 | - 300,000 | - | | | | | | - | | | |
| DNS Kent | В | R 2-265B on Spider Web Road over White Marsh Branch | Road SystenBri | | | 8,129 | - | - | | - | | - | | - | - | | |
| DNS Kent DNS Kent | | R 2-265B on Spider Web Road over White Marsh Branch R 2-265B on Spider Web Road over White Marsh Branch | Road SystenBrid Road SystenBrid | | | 3,043 78,064 | | - | | - | | | - | - | - | | - |
| DNS Kent | в | R 2-265B on Spider Web Road over White Marsh Branch | Road SystenBrid | lge Bridge Preserv | aC. | 274,460 | | - | - | - | | - | - | - | - | | |
| DNS Kent DNS Kent | | R 2-265B on Spider Web Road over White Marsh Branch R 2-265B on Spider Web Road over White Marsh Branch | Road SystenBrid | ige Bridge Preserv ige Bridge Preserv | | 14,600 50.063 | | | - | - | | | - | - | - | | |
| DNS | В | R 2-265B on Spider Web Road over White Marsh Branch Total | | | | 428,360 | - | - | - | - | | - | - | - | - | | |
| SOGR Kent SOGR Kent | | R 2-275A on Park Brown Road over Horsepen Arm Ditch R 2-275A on Park Brown Road over Horsepen Arm Ditch | Road SystenBrid Road SystenBrid | | | 21,000 23,100 | | | - | - | | | - | - | - | | |
| SOGR Kent | в | R 2-275A on Park Brown Road over Horsepen Arm Ditch | Road SystenBri | ige Bridge Preserv | /aCE | 55,750 | - | - | - | - | | - | - | - | - | | |
| SOGR Kent SOGR Kent | | R 2-275A on Park Brown Road over Horsepen Arm Ditch R 2-275A on Park Brown Road over Horsepen Arm Ditch | Road SystenBrid Road SystenBrid | | | 354,722 71,939 | - | - | - | - | | - | - | - | - | | |
| SOURICENT | | R 2-275A on Park Brown Road over Horsepen Arm Ditch Total | Road Systembri | ige Bridge Freser | acontinge | 526,511 | | - | | - | | - | | - | | | |
| SOGE Kent SOGE Kent | | R 2-291A on Ingram Branch Road over Price Prong R 2-291A on Ingram Branch Road over Price Prong | Road SystenBrid Road SystenBrid | | | 6,925 12,000 | | | | | | | | | | | |
| SOGE Kent | В | R 2-291A on Ingram Branch Road over Price Prong | | ige Bridge Preserv | aROw aC | 360,000 | | | | | | | | | | | |
| DNC V and | | R 2-291A on Ingram Branch Road over Price Prong Total R 2-388C on SR 15 Canterbury Road over Ward Branch | Danal Contan Dai | ina Deides Desser | DE | 378,925 15,000 | - | - | - | - | | - | - | - | - | | |
| DNS Kent DNS Kent | в | R 2-388C on SR 15 Canterbury Road over Ward Branch | Road SystenBri Road SystenBri | lge Bridge Preserv | ROW | 2,644 | - | - | - | - | | | - | - | - | | |
| DNS Kent DNS Kent | | R 2-388C on SR 15 Canterbury Road over Ward Branch R 2-388C on SR 15 Canterbury Road over Ward Branch | Road SystenBri Road SystenBri | | | 73,958 759,418 | - | - | - | - | | - | - | - | - | | |
| DNS Kent DNS Kent | в | R 2-388C on SR 15 Canterbury Road over Ward Branch | Road SystenBri Road SystenBri | | aC Utilities | 759,418 13,350 | - | - | - | - | | | - | - | - | | |
| DNS Kent | В | R 2-388C on SR 15 Canterbury Road over Ward Branch | Road SystenBrid | ige Bridge Preserv | | 49,896 | - | - | - | - | | - | - | - | - | | |
| DNS Kent DNS | | R 2-388C on SR 15 Canterbury Road over Ward Branch R 2-388C on SR 15 Canterbury Road over Ward Branch Total | | lge Bridge Preserv | aMaintena | 20,000 934,266 | - | - | | - | | - | - | - | - | | |
| SOGR Kent | K | ent and Sussex County Pipe Replacements, Open-End, FY 15-17 | Road SystenBri Road SystenBri | | | 500,000 | - | - | - | - | | - | - | - | - | | - |
| SOGR Kent SOGR Kent | | ent and Sussex County Pipe Replacements, Open-End, FY 15-17 ent and Sussex County Pipe Replacements, Open-End, FY 15-17 | Road SystenBri Road SystenBri | | | 50,000 460,000 | 100,000 | | | | | | | 1 | | | |
| SOGR Kent | K | ent and Sussex County Pipe Replacements, Open-End, FY 15-17 ent and Sussex County Pipe Replacements, Open-End, FY 15-17 | Road SystenBri | lge Bridge Preserv lge Bridge Preserv | aC | 3,775,000 100,000 | 245,378 | | | | | | | | | | |
| SOGR Kent SOGR Kent | K | ent and Sussex County Pipe Replacements, Open-End, FY 15-17 | | ige Bridge Preserv ige Bridge Preserv | | 1,003,127 | 354,675 | | | | | | | | | | |
| | K | ent and Sussex County Pipe Replacements, Open-End, FY 15-17 Total | D 10 1 | | nr. | 5,888,127 | 700,053 | - | - | - | - · · | - | - | - | - | | |
| SOGR Kent SOGR Kent | R | emoval of BR 2-357P Pedestrian Bridge over St. Jones River emoval of BR 2-357P Pedestrian Bridge over St. Jones River | Road SystenBri Road SystenBri | | | 25,300 5,000 | - | - | - | - | | | - | | - | | |
| SOGR Kent | R | emoval of BR 2-357P Pedestrian Bridge over St. Jones River | Road SystenBri | lge Bridge Preserv | /aCE | 184,800 434,865 | - | - | - | - | | - | - | - | - | | · · |
| SOGR Kent SOGR Kent | | emoval of BR 2-357P Pedestrian Bridge over St. Jones River emoval of BR 2-357P Pedestrian Bridge over St. Jones River | | lge Bridge Preserv lge Bridge Preserv | | | | | - | | | 1 | | | - | | |
| SOGR Kent | R | emoval of BR 2-357P Pedestrian Bridge over St. Jones River | | ige Bridge Preserv | | 15,000 | | | | - | | | | - | - | | |
| 94 Kent | | temoval of BR 2-357P Pedestrian Bridge over St. Jones River Total Pover Facility Bus Parking Reconfiguration | Transit SysteFac | ilities Transit Facilit | icPE | 708,452 96,866 | - | - | | - | | - | - | - | - | | |
| 94 Kent | D | over Facility Bus Parking Reconfiguration | Transit Syst(Fac | ilities Transit Facilit | ieCE | 40,000 | - | - | - | - | | - | - | - | - | | · · |
| 94 Kent 94 Kent | | over Facility Bus Parking Reconfiguration over Facility Bus Parking Reconfiguration | Transit SysteFac | ilities Transit Facilit ilities Transit Facilit | ieC ieTraffic | 844,633 1,013 | - | - | - | - | | - | - | | - | | |
| 94 Kent | D | over Facility Bus Parking Reconfiguration | | ilities Transit Facilit | | 190,093 | | - | | - | | - | | - | | | |
| SOGR Kent | | over Facility Bus Parking Reconfiguration Total | Transit SysteFac | ilities Transit Vehic | eC | 1,172,605 205,000 | - | - | - | - | | - | - | - | - | | - |
| | D | over Facility Improvements Total | | | | 205,000 | - | - | - | - | | - | - | - | - | | |
| SOGR Kent | | lover Facility Renovations lover Facility Renovations Total | Transit SysteFac | ilities Transit Facilit | idC | 500,000 500,000 | 500,000 500,000 | - | | | | | - | | - | | |
| ADDO! Kent | В | us Facilaties - Electric Bus Modifications | Transit Syst(Fac | ilities Transit Facilit | ie Procuren | 1,897,000 | 514,200 | 1,382,800 | - | | | - | - | - | - | | |
| ADDO! Kent | | us Facilaties - Electric Bus Modifications Total ransit Vehicle Expansion (6) 35' Electric Buses KC FY18 | Transit Svet Val | icles Transit Vehicl | e Procurer | 1,897,000 4,929,000 | 514,200 1,140,900 | 1,382,800 3,788,100 | - | - | | - | | - | - | | - |
| | Т | ransit Vehicle Expansion (6) 35' Electric Buses KC FY18 | _ | | - rocurell | 4,929,000 | 1,140,900 | 3,788,100 | - | - | - - | - | - | - | - | | |
| SOGR Kent | P | reventive Maintenance - Kent County reventive Maintenance - Kent County Total | Transit SysteVel | icles Transit Vehic | e Procuren | 954,400 954,400 | - | 95,400 95,400 | 23,900 23,900 | - | 95,400 23,900 95,400 23,900 | | | 3,900 | - | 95,400 95,400 | |
| ent County Metro | | | | | | 954,400 | | 95,400 | 23,900 | | \$3,400 23,900 | | 95,400 2 | | | 95,400 | 25,900 |

APPENDIX E KENT COUNTY PROJECTS

| Priori ty Cou | unty | Project Title | Category | Class | Family | Phase | Current Estimate | FY18 State Spend | FY18 Fed Spend | FY18 Other Spend | FY19 State Spend | FY19 Fed Spend | FY19 Other Spend | FY20 State Spend | FY20 Fed Spend | FY20 Other Spend | FY21 State Spend | FY21 Fed Spend | FY21 Other Spend |
|------------------|--------------------|---|--------------|----------|---------------|---------------|------------------|------------------|----------------|---------------------|------------------|----------------|---------------------|------------------|----------------|---------------------|------------------|----------------|---------------------|
| DNS Kent | t Ti | ransit Vehicle Expansion (2) 40' Low Floor Buses KC FY17 | Transit Syst | Vehicles | Transit Vehic | le: Procurent | - | | | - | - | - | - | - | - | - | - | - | - |
| DNS | Т | ransit Vehicle Expansion (2) 40' Low Floor Buses KC FY17 Total | | | | | - | - | - | - | - | | - | - | | - | - | - | - |
| SOGR Kent | t Ti | ransit Vehicle Expansion (2) 30' Low Floor Buses KC FY17 | Transit Syst | Vehicles | Transit Vehic | le: Procurem | 950,000 | 190,000 | 760,000 | | | | | | | | | | |
| | Т | ransit Vehicle Expansion (2) 30' Low Floor Buses KC FY17 Total | | | | | 950,000 | 190,000 | 760,000 | - | - | - | - | • | | - | - | - | - |
| # Kent | t Ti | ransit Vehicle Expansion (2) 45' OTR KC FY19 | Transit Syst | Vehicles | Transit Vehic | le: Procurem | 1,693,160 | | - | - | 338,632 | 1,354,528 | - | | | - | | - | - |
| | Т | ransit Vehicle Expansion (2) 45' OTR KC FY19 Total | | | | | 1,693,160 | - | - | - | 338,632 | 1,354,528 | - | • | | - | - | - | - |
| # Kent | t Ti | ransit Vehicle Replacement (2) 45' OTR Buses KC FY17 | Transit Syst | Vehicles | Transit Vehic | le: Procurem | 1,535,180 | | | - | | | - | | | - | | - | - |
| | Т | ransit Vehicle Expansion (2) 45' OTR Buses KC FY17 Total | | | | | 1,535,180 | | - | - | | - | - | - | | - | - | - | - |
| SOGR Kent | t Ti | ransit Vehicle Replacement (2) 45' OTR Buses KC FY19 | Transit Syst | Vehicles | Transit Vehic | le Procurent | 1,657,200 | - | - | - | 331,440 | 1,325,760 | - | - | | - | - | - | - |
| | Т | ransit Vehicle Replacement (2) 45' OTR Buses KC FY19 Total | | | | | 1,657,200 | | - | - | 331,440 | 1,325,760 | - | - | | - | - | - | - |
| # Kent | t Ti | ransit Vehicle Replacement (13) 30' Low Floor Buses KC FY21 | Transit Syst | Vehicles | Transit Vehic | le Procurent | 6,883,500 | | | - | - | | - | - | | - | 1,376,700 | 5,506,800 | - |
| | Т | ransit Vehicle Replacement (13) 30' Low Floor Buses KC FY21 Total | | | | | 6,883,500 | | - | - | | - | - | - | | - | 1,376,700 | 5,506,800 | - |
| SOGR Kent | t Ti | ransit Vehicle Replacement (4) 30' Low Floor Buses KC FY20 | Transit Syst | Vehicles | Transit Vehic | le Procurent | 2,017,200 | - | | - | - | - | - | 403,440 | 1,613,760 | - | - | - | - |
| | Т | ransit Vehicle Replacement (4) 30' Low Floor Buses KC FY20 Total | | | | | 2,017,200 | - | - | - | - | - | - | 403,440 | 1,613,760 | - | - | - | - |
| SOGR Kent | t <mark>T</mark> i | ransit Vehicle Replacement Paratransit Buses Kent FY16-22 | Transit Syst | Vehicles | Transit Vehic | le: Procurem | 10,534,800 | 173,171 | 692,685 | - | 326,099 | 1,304,398 | - | 75,443 | 301,774 | - | 412,006 | 1,648,026 | |
| | T | ransit Vehicle Replacement Paratransit Buses Kent FY16-22 Total | | | | | 10,534,800 | 173,171 | 692,685 | - | 326,099 | 1,304,398 | - | 75,443 | 301,774 | - | 412,006 | 1,648,026 | - |
| SOGR Kent | t Ti | ransit Vehicle Replacement Support Vehicles Kent FY16-22 | Transit Syst | Vehicles | Transit Vehic | le: Procurem | 521,200 | 59,550 | - | - | | | - | 111,775 | | - | - | - | - |
| | T | ransit Vehicle Replacement Support Vehicles Kent FY16-22 Total | | | | | 521,200 | 59,550 | - | - | | - | - | 111,775 | - | - | - | - | - |
| Kent | t Total | | | | | | 418,996,176 | 8,136,098 | 36,806,252 | 23,900 | 6,062,762 | 17,546,446 | 23,900 | 3,630,658 | 11,920,934 | 23,900 | 9,658,707 | 35,480,225 | 23,900 |

APPENDIX E-B Annual Listing of Projects

Statewide

APPENDIX E-B STATEWIDE PROJECTS

| ior ty County | Project Title | Category Class Family | Phase | e Current Estimate | FY18 State Spend | FY18 Fed Spend | FY18 Other Spend | FY19 State Spend | FY19 Fed Spend | FY19 Other Spend | FY20 State Spend | FY20 Fed Spend | FY20 Other Spend | FY21 State Spend | FY21 Fed Spend | FY21 O Sper |
|--|--|--|--|--|---|--|---------------------|--|---|---|--|---|---|--|---|---|
| ED Statewide | e Recreational Trails Recreational Trails Total | Road SystenLocal LocalX | Progra | m 11,682,428 11,682,428 | - | 1,000,000 1,000,000 | 250,000 250,000 | | 1,000,000 1,000,000 | 250,000 250,000 | - | 1,000,000 1,000,000 | 250,000 250,000 | | 905,680 905,680 | |
| GR Statewide | le Bridge Inspection Program | Road SystenBridge Bridge Managem | ent PE | 25,200,000 | 749,880 | 3,725,741 | 250,000 | 1,046,380 | 3,496,920 | 250,000 | 1,070,893 | 3,348,372 | 250,000 | 1,066,393 | 3,330,372 | |
| | Bridge Inspection Program Total e Bridge Management | Road SystenBridge Bridge Managem | ont Droam | 25,200,000 m 33,640,000 | 749,880 | 3,725,741 | - | 1,046,380 | 3,496,920 1,899,477,34 | - | 1,070,893 4,874,000 | 3,348,372 1,096,000,00 | - | 1,066,393 | 3,330,372 | |
| GR Statewice | Bridge Management Total | Road Systen Bridge Bridge Managem | ent Progra | 33,640,000 | 3,887,333 | 3,499,333 | - | 4,074,869 | 1,899,477.34 | | 4,874,000 | 1,096,000 | | 4,939,000 | 1,681,000 | |
| | le Bridge Painting Program Bridge Painting Program Total | Road SystenBridge Bridge Managem | ent C | 18,000,000 18,000,000 | 600,000 600,000 | 2,400,000 2,400,000 | | 600,000 600,000 | 2,400,000 2,400,000 | | 600,000 600,000 | 2,400,000 2,400,000 | | 600,000 600,000 | 2,400,000 2,400,000 | |
| GR Statewide | le Design-Build Statewide Pipe Replacements | Road SystenBridge Bridge Preservati | ion ROW | 150,000 | 9,000 | 36,000 | | 9,000 | 36,000 | | 9,000 | 36,000 | | 3,000 | 12,000 | |
| | le Design-Build Statewide Pipe Replacements le Design-Build Statewide Pipe Replacements | Road SystenBridge Bridge Preservati Road SystenBridge Bridge Preservati | ion CE | 2,000,000 | 66,680 416,720 | 266,720 1.666,880 | - | 113,620 710,080 | 454,480 2.840,320 | - | 116,170 726.020 | 464,680 2,904,080 | - | 62,250 389,180 | 249,000 1.556,720 | |
| | le Design-Build Statewide Pipe Replacements | Road SystenBridge Bridge Preservati Road SystenBridge Bridge Preservati | | 12,500,000 s 200,000 | 416,720 12,000 | 1,666,880 48,000 | | /10,080 | 2,840,320 48,000 | - | 726,020 8,000 | 2,904,080 | - | 389,180 8,000 | 1,556,720 32,000 | |
| GR Statewide | e Design-Build Statewide Pipe Replacements | Road SystenBridge Bridge Preservati | ion Contin | | - | - | - | - | - | - | - | - | | 462,430 | - | |
| GR Statewide | Design-Build Statewide Pipe Replacements Total le Bridge Design Training Program | Road SystenBridge Bridge Preservati | ion PE | 27,350,000 1,510,000 | 504,400 | 2,017,600 | | 844,700 | 3,378,800 | | 859,190 | 3,436,760 | | 462,430 | 1,849,720 | |
| | Bridge Design Training Program Total | | | 1,510,000 | - | | - | | - | - | | - | - | - | - | |
| GR Statewide | le Bridge Preservation Program Bridge Preservation Program Total | Road SystenBridge Bridge Preservati | ion Progra | m 109,087,500 109,087,500 | 2,075,000 | 11,112,000 | | 1,967,504 1,967,504 | 14,610,016 14,610,016 | | 8,000,000 8,000,000 | 24,000,000 24,000,000 | | 7,500,000 | 22,000,000 22,000,000 | |
| GR Statewide | le Dam Preservation Program | Road SystenBridge Bridge Preservati | ion Progra | m 13,750,000 | 2,005,000 | | | 800,000 | | | 1,400,000 | | | 2,000,000 | | |
| CB Statewide | Dam Preservation Program Total le Statewide Dam H&H Analyses, FY16 | Road SystenBridge Bridge Preservati | ion PE | 13,750,000 315,000 | 2,005,000 | - | • | 800,000 | - | • | 1,400,000 | - | - | 2,000,000 | - | |
| | Statewide Dam H&H Analyses, FY16 Total | | | 315,000 | | - | - | • | | - | | | - | | - | |
| GR Statewide | le Statewide Dam H&H Analyses, FY17 Statewide Dam H&H Analyses, FY16 Total | Road SystenBridge Bridge Preservati | ion PE | 275,000 275,000 | 145,000 145,000 | | | | | | | | - | | | |
| | e Transportation Alternatives Program (FHWA) | Road Systen Transport Transportation E | nhancem Progra | m 39,490,100 | 1,018,325 | 3,953,300 | | 1,302,300 | 5,009,200 | - | 1,032,800 | 3,931,200 | | 1,032,800 | 3,931,200 | |
| D Statewide | Transportation Alternatives Program (FHWA) Total le Transportation Alternatives Program (FTA) | Transit Syst TransportTransportation E | | 39,490,100 m Funding | 1,018,325 40,000 | 3,953,300 160,000 | - | 1,302,300 40,000 | 5,009,200 160,000 | | 1,032,800 40,000 | 3,931,200 160,000 | - | 1,032,800 40,000 | 3,931,200 160,000 | |
| | Transportation Alternatives Program (FTA) Total | | mancemprogra | - | 40,000 | 160,000 | | 40,000 | 160,000 | | 40,000 | 160,000 | | 40,000 | 160,000 | |
| | e Paving and Rehabilitation Paving and Rehabilitation Total | Road SystenPaving Paving Program | Progra | m 596,000,000 596,000,000 | 55,200,000 55,200,000 | 19,800,000 19,800,000 | - | 54,200,000 54,200,000 | 20,800,000 | - | 55,200,000 55,200,000 | 18,600,000 | | 55,200,000 55,200,000 | 14,800,000 14,800,000 | |
| | le Slope Stabilization Program | Road SystenLocal Local | Progra | 596,000,000 m 18,000,000 | 55,200,000 | 19,800,000 | - | 54,200,000 2,500,000 | 20,800,000 | - | 55,200,000 5,000,000 | 18,600,000 | - | 55,200,000 3,000,000 | 14,800,000 | |
| | Slope Stabilization Program Total | | | 18,000,000 | 2,500,000 | - | - | 2,500,000 | - | - | 5,000,000 | - | - | 3,000,000 | • | |
| Statewide | le Signage and Pavement Markings Signage and Pavement Markings Total | Road SystenSignage ¿Signage and Pave | ement M Progra | m 30,458,000 30,458,000 | 4,000,000 4,000,000 | 1,482,513 1,482,513 | - | 2,272,000 2,272,000 | 1,282,513 1,282,513 | - | 4,200,000 4,200,000 | 1,282,513 1,282,513 | - | 4,200,000 4,200,000 | 1,282,513 1,282,513 | |
| GR Statewide | e Materials and Minor Contracts | Road Systen Materials Materials & Min- | or ContraProgra | m 52,929,000 | 8,000,000 | - | | 8,000,000 | - 10,000 | | 8,000,000 | | | 8,000,000 | | |
| | Materials and Minor Contracts Total le Rail Crossing Safety | Road SystenRail Cros Rail Crossing Sa | fory DD | 52,929,000 711,000 | 8,000,000 9,000 | - 81.000 | - | 8,000,000 9.000 | - 81.000 | | 8,000,000 9,000 | - | | 8,000,000 9,000 | - 81.000 | |
| | le Rail Crossing Safety | Road SystenRail Cros Rail Crossing Sa Road SystenRail Cros Rail Crossing Sa | | 11,387,122 | 202,749 | 1,824,738 | | 202,749 | 1,824,738 | - | 202,749 | 1,824,738 | - | 202,749 | 1,824,738 | |
| RStatewide | Rail Crossing Safety Total | Prod Serter Brill Cons Brill Cont | 6. m. | 12,098,122 | 211,749 | 1,905,738 | - | 211,749 | 1,905,738 | - | 211,749 | 1,905,738 | - | 211,749 | 1,905,738 | |
| R Statewide | le Statewide Railroad Rideability Program le Statewide Railroad Rideability Program | Road SystenRail Cros Rail Crossing Sa Road SystenRail Cros Rail Crossing Sa | fety C fety Utilitie | | 100,000 | | - | 100,000 | - | - | 100,000 | - | - | 100,000 | | |
| | Statewide Railroad Rideability Program Total | | | 5,900,000 | 100,000 | - | - | 100,000 | - | - | 100,000 | - | - | 100,000 | - | |
| N Statewide | le Hazard Elimination Program Hazard Elimination Program Total | Road SystenSafety Safety Improvem | ent Prog Progra | m 19,722,554 19,722,554 | 244,444 244,444 | 2,200,000 2,200,000 | - | 244,444 244,444 | 2,200,000 2,200,000 | - | 244,444 244,444 | 2,200,000 2,200,000 | - | 244,444 244,444 | 2,200,000 2,200,000 | |
| | le High Risk Rural Roads Program | Road SystenSafety Safety Improvem | ent Prog Progra | m 1,656,550 | | - | | , | _,,,000 | | , | _,,000 | | | _,,000 | |
| R Statewid | High Risk Rural Roads Program Total le Future Safety Program 80/20 | Road SystenSafety Safety Improvem | ent Prog C | 1,656,550 9,750,000 | • | - | - | 450,000 | - | | - 500,000 | 2.000.000 | | - 500,000 | 2.000.000 | |
| | Future Safety Program 80/20 Total | | | 9,750,000 | - | - | - | 450,000 | 1,800,000 | | 500,000 | 2,000,000 | - | 500,000 | 2,000,000 | |
| R Statewide | le Future Safety Program 90/10 le Future Safety Program 90/10 | Road SystenSafety Safety Improvem Road SystenSafety Safety Improvem | | 888,889 | | - | - | 88,889 344 444 | 800,000 | - | 394 444 | 3 550 000 | - | 283 333 | 2.550.000 | |
| | Future Safety Program 90/10 Total | Road SystenSafety Safety Improvem | | 14,033,332 | - | | | 344,444 433,333 | 3,900,000 | | 394,444 394,444 | 3,550,000 | | 283,333 283,333 | 2,550,000 | |
| R Statewide | le Section 154 Penalty Transfer (Sanction) Program | Road SystenSafety Safety Improvem | ent Prog Progra | m 18,560,740 | | 2,420,195 | | | 2,420,195 | | | 2,420,195 | | | 2,420,195 | |
| T Statewide | Section 154 Penalty Transfer (Sanction) Program Total | Road Systen Traffic C Traffic Calming | Program Progra | 18,560,740 m 3.050.464 | - 150,000 | 2,420,195 | | - 150,000 | 2,420,195 | | - 150,000 | 2,420,195 | - | - 150,000 | 2,420,195 | |
| | Traffic Calming Total | | | 3,050,464 | 150,000 | | | 150,000 | | | 150,000 | | | 150,000 | - | |
| | le Intersection Improvements Intersection Improvements Total | Road SystenIntersecti Intersection Impr | ovement Progra | m 37,125,000 37,125,000 | 3,500,000 3,500,000 | 2,500,000 2,500,000 | | 3,500,000 3,500,000 | 2,500,000 2,500,000 | 600,000 600,000 | 3,500,000 3,500,000 | 2,500,000 2,500,000 | 600,000 600,000 | 3,500,000 3,500,000 | 2,500,000 2,500,000 | |
| Q Statewide | le Engineering and Contingency | Road Systen Engineeri Engineering and | ContingeProgra | m 205,855,000 | 29,050,000 | 2,500,000 | | 28,595,000 | 2,500,000 | | 28,595,000 | 2,500,000 | 600,000 | 28,595,000 | 2,500,000 | |
| O Statewide | Engineering and Contingency Total le Environmental Improvements | Road SystenEngineeriEnvironmental Ir | | 205,855,000 1g 4,718,500 | 29,050,000 560,000 | - 18.000 | | 28,595,000 545,000 | - 18.000 | | 28,595,000 545,000 | - 18.000 | | 28,595,000 545,000 | - 18.000 | |
| Q Statewick | Environmental Improvements Total | Road SystemEngineeriEnvironmental in | nprovem Planni | 4,718,500 | 560,000 | 18,000 | | 545,000 | 18,000 | | 545,000 | 18,000 | | 545,000 | 18,000 | |
| GR Statewide | le Corridor Capacity Preservation | Road SystenOTHER Arterials | ROW | 18,000,000 | 1,000,000 | | | 1,000,000 | | | 1,000,000 | | | 1,000,000 | | |
| T Statewide | Corridor Capacity Preservation Total le Bicycle, Pedestrian and other Improvements | Road Systen Bicycle/P Bicycle, Pedestri: | an and or C | 18,000,000 18,736,000 | 1,000,000 1,633,200 | 5,942,800 | | 1,000,000 1,358,800 | 5,435,200 | | 1,000,000 1,320,000 | 5.320.000 | | 1,000,000 800,000 | 3.200.000 | |
| | Bicycle, Pedestrian and other Improvements Total | | | 18,736,000 | 1,633,200 | 5,942,800 | - | 1,358,800 | 5,435,200 | - | 1,320,000 | 5,320,000 | - | 800,000 | 3,200,000 | |
| D Statewide | e Safe Routes to School Safe Routes to School Total | Road SystenPlanning Safe Routes to Se | chool Progra | m 4,182,073 4,182,073 | | - | | - | | | | | | | | |
| | le Scenic Byways | Road Syster Planning Scenic Byways | Progra | m 1,918,750 | - | - | | - | - | | - | - | | - | - | |
| | Scenic Byways Total le Industrial Streets | Deed Cruter Device - Device - Dever | Deserve | 1,918,750 | - | - | | • | - | - | - | - | - | - | - | |
| | Industrial Streets Total | Road SystenPaving Paving Program | Progra | 500,000 | - | - | | - | - | | | - | | | | |
| D Statewide | e Education and Training Education and Training Total | Support Sys EngineeriEngineering and | ContingeAudit | 1,600,000 1,600,000 | - | 200,000 200,000 | - | | 200,000 200,000 | - | - | 200,000 200,000 | | - | 200,000 200.000 | |
| D Statewide | Education and Training Total le Aeronautics Planning | Support Sys Aeronaut Aeronautics | Progra | | - 16,500 | 200,000 148,500 | | 16,500 | 200,000 148,500 | | 21,000 | 200,000 189,000 | - | 21,000 | 200,000 189,000 | |
| | Aeronautics Planning Total | | | 1,612,000 | 16,500 | 148,500 | - | 16,500 | 148,500 | | 21,000 | 189,000 | - | 21,000 | 189,000 | |
| D Statewide | le Aeronautics Program Development Aeronautics Program Development Total | Support Sys Aeronaut Aeronautics | Progra | m 8,923,427 8,923,427 | 625,000 625,000 | - | - | 280,000 280,000 | - | - | 280,000 280,000 | - | - | 280,000 280,000 | - | |
| R Statewide | le Heavy Equipment Program | Support Sys Heavy EqEquipment | Progra | m 76,388,000 | 10,000,000 | | | 10,000,000 | | | 10,000,000 | | | 10,000,000 | | |
| | Heavy Equipment Program Total le Federal Land Access Program | Support Sys Planning Planning | Progra | 76,388,000 m 180.000 | 10,000,000 6,000 | - 24.000 | - | 10,000,000 6,000 | 24.000 | - | 10,000,000 6,000 | - 24.000 | • | 10,000,000 6,000 | - 24.000 | |
| | Federal Land Access Program Total | | , i i i i i i i i i i i i i i i i i i i | 180,000 | 6,000 | 24,000 | - | 6,000 | 24,000 | - | 6,000 | 24,000 | - | 6,000 | 24,000 | |
| | | | | m 2,641,285 | 150,000 | 150,000 150,000 | - | 150,000 150,000 | 150,000 150,000 | - | 150,000 150,000 | 150,000 150,000 | - | 150,000 150,000 | 150,000 150,000 | |
| D Statewide | Local Transportation Assistance Program | Support Sys Planning Planning | Progra | 2 641 397 | | | | 473.022 | 1.892.089 | - | 484,351 | 1,937,404 | | 484,351 | 1,937,404 | |
| D Statewide | Local Transportation Assistance Program Total le Metropolitan Planning Organization / FHWA | Support Sys Planning Planning Support Sys Planning Planning | Progra | 2,641,285 m 16,830,064 | 150,000 462,582 | 1,850,326 | - | | | | | | | 484,351 | 1,937,404 | 1 |
| D Statewide | Local Transportation Assistance Program Total le Metropolitan Planning Organization / FHWA Metropolitan Planning Organization / FHWA Total | Support Sys Planning Planning | Progra | m 2,641,285 16,830,064 16,830,064 | 462,582 462,582 | 1,850,326 1,850,326 | | 473,022 | 1,892,089 | - | 484,351 | 1,937,404 | | | | |
| Statewide Statewide | Local Transportation Assistance Program Total le Metropolitan Planning Organization / FHWA Metropolitan Planning Organization / FHVA Total le Metropolitan Planning Organization / FTA | | | m 2,641,285 16,830,064 16,830,064 | 462,582 | 1,850,326 1,850,326 430,403 | - | 473,022 107,601 107,601 | 1,892,089 430,403 430,403 | - | 484,351 107,601 107,601 | 1,937,404 430,403 430,403 | | 107,601 107,601 | 430,403 | |
| Statewide Statewide Statewide Statewide Statewide | Local Transportation Assistance Program Total betroppoing Hamming Organization / FHWA Metropolitan Planning Organization / FHWA Total betroppoing Hamming Organization / FFA Metropolitan Planning | Support Sys Planning Planning | Progra Progra | 2,641,285 m 16,830,064 m 3,652,150 3,652,150 m 18,000,000 | 462,582 462,582 107,601 107,601 3,286,074 | 1,850,326 1,850,326 | - | 107,601 107,601 3,040,000 | 430,403 | - | 107,601 107,601 3,000,000 | 430,403 | • | 107,601 107,601 3,000,000 | | |
| Statewide Statewide Statewide Statewide Statewide | Local Transportation Assistance Program Total to Meropoina Planning Organization / FHWA Metropoina Planning Organization / FHWA Total Metropoina Planning Organization / FTA Metropoina Planning Organization / FTA Total Pedestrian ADA Accessibility Pedestrian ADA Accessibility Total | Support Sys Planning Planning Support Sys Planning Planning Road SystenPlanning Pedestrian ADA | Progra Progra AccessiltProgra | 2,641,285 m 16,830,064 m 3,652,150 3,652,150 m 18,000,000 18,000,000 | 462,582 462,582 107,601 107,601 | 1,850,326 1,850,326 430,403 | - | 107,601 107,601 | 430,403 | - | 107,601 107,601 | 430,403 | | 107,601 107,601 3,000,000 3,000,000 | 430,403 | |
| Statewide Statewide Statewide Statewide | Local Transportation Assistance Program Total to Meropolium Planning Organization / FHWA Metropolium Planning Organization / FHWA Total to Metropolium Planning Organization / FTA Metropolium Planning Organization / FTA Total Pedestrian ADA Accessibility Pedestrian ADA Accessibility Total Planning Program Development Planning Program Development Total | Support Sys Planning Planning Support Sys Planning Planning Road Systen Planning Pedestrian ADA Support Sys Planning Planning | Progra Progra Accessit Progra Progra | 2,641,285 m 16,830,064 16,830,064 m 3,652,150 m 18,000,000 18,000,000 m 14,780,000 m 14,780,000 | 462,582 462,582 107,601 3,286,074 3,286,074 | 1,850,326 1,850,326 430,403 430,403 - - - | - | 107,601 107,601 3,040,000 3,040,000 | 430,403 430,403 - - - | - | 107,601 107,601 3,000,000 3,000,000 | 430,403 430,403 - - - | | 107,601 107,601 3,000,000 | 430,403 430,403 - - - - | |
| Statewide Statewide Statewide Statewide Statewide Statewide | Local Transportation Assistance Program Total betropoint maining Organization / FHWA Metropolitan Planning Organization / FHWA Total betropoint maining Organization / FFA Metropolitan Planning Organization / FFA Pedestrian ADA Accessibility Pedestrian ADA Accessibility Total Pedestrian ADA Accessibility Total Planning Program Development Planning Program Development Total Bruard Technical Assistance Program | Support Sys Planning Planning Support Sys Planning Planning Road SystenPlanning Pedestrian ADA | Progra Progra AccessiltProgra | 2,641,285 m 16,830,064 16,830,064 m 3,652,150 m 18,000,000 m 18,000,000 m 14,780,000 m 625,600 | 462,582 462,582 107,601 3,286,074 3,286,074 2,000,000 | 1,850,326 1,850,326 430,403 430,403 - - - - 87,653 | - | 107,601 107,601 3,040,000 3,040,000 2,000,000 | 430,403 430,403 - - - - 87,653 | • | 107,601 107,601 3,000,000 3,000,000 2,000,000 | 430,403 430,403 - - 87,653 | • | 107,601 107,601 3,000,000 3,000,000 2,000,000 | 430,403 430,403 - - - - - 87,653 | |
| Statewick Statewick Statewick Statewick Statewick Statewick | Local Transportation Assistance Program Total betroppoint Paniaming Organization / FHWA Metropolitan Planning Organization / FHWA Total betroppoint Paniaming Organization / FFA Metropolitan Planning Organization / FFA Pedestrian ADA Accessibility Pedestrian ADA Accessibility Total Pedestrian ADA Accessibility Total Planning Program Development Total Planning Program Development Total Rural Technical Assistance Program Rural Technical Assistance Program Fuel Accessibility Fotal Statewide Planning & Research Program / FHWA | Support Sys Planning Planning Support Sys Planning Planning Road Systen Planning Pedestrian ADA Support Sys Planning Planning | Progra Progra Accessit Progra Progra | 2,641,285 m 16,830,064 m 3,652,150 3,652,150 3,652,150 m 18,000,000 m 18,000,000 m 14,780,000 m 625,600 m 625,600 m 26,070,400 | 462,582 462,582 107,601 3,286,074 2,000,000 2,000,000 - - - 876,203 | 1,850,326 1,850,326 430,403 430,403 - - - - - - - - - - - - - - - - - - - | | 107,601 107,601 3,040,000 2,000,000 2,000,000 2,000,000 - - - - - - - - - - | 430,403 430,403 - - - - - - - - - - - - - - - - - - - | • | 107,601 107,601 3,000,000 2,000,000 2,000,000 - - - - 895,979 | 430,403 430,403 | | 107.601 107.601 3.000.000 2.000.000 2.000.000 2.000.000 - - - - 917.437 | 430,403 430,403 - - - - - - - - - - - - - - - - - - - | |
| Statewide Statewide Statewide Statewide Statewide Statewide Statewide Statewide | Local Transportation Assistance Program Total Metropolitan Planning Organization / FHWA Metropolitan Planning Organization / FHWA Metropolitan Planning Organization / FTA Metropolitan Planning Organization / FTM Metropolitan Planning Organi | Support Sys Planning Planning Support Sys Planning Planning Road SystenPlanning Pedestrian ADA Support Sys Planning Planning Support Sys Planning Planning Support Sys Planning Planning | Progra Progra Accessit Progra Progra Progra | 2,641,285 m 16,830,064 m 3,652,150 m 3,652,150 m 18,000,000 m 14,780,000 m 14,780,000 m 625,600 m 26,070,400 26,070,400 26,070,400 | 462,582 462,582 107,601 3,286,074 2,000,000 2,000,000 - - - 8,76,203 876,203 | 1,850,326 1,850,326 430,403 430,403 - - - - - - - - - - - - - - - - - - - | | 107,601 107,601 3,040,000 2,000,000 2,000,000 - - - - - 895,979 895,979 | 430,403 430,403 - - - - - - - - - - - - - - - - - - - | • | 107,601 107,601 3,000,000 2,000,000 2,000,000 | 430,403 430,403 87,653 87,653 3,583,916 3,583,916 | • | 107,601 107,601 3,000,000 2,000,000 2,000,000 | 430,403 430,403 - - - - - - - - - - - - - - - - - - - | - - - - - - - - - - - - - - - - - - - |
| Statewide Statewide Statewide Statewide Statewide Statewide Statewide Statewide Statewide | Local Transportation Assistance Frogram Total Metropolitan Planning Organization / FHWA Metropolitan Planning Organization / FFMA Metropolitan Planning Organization / FFA Metropolitan Planning & Bescardt Planning & Bescardt Planning & Metropolitan / FFA Metropolitan & Metropolitan / FFA Metropolitan Planning & Bescardt | Support Sys Planning Planning Support Sys Planning Planning Road SystenPlanning Pedestrian ADA Support Sys Planning Planning Support Sys Planning Planning | Progra Progra Accessit Progra Progra Progra | 2,641,285 m 16,830,064 m 3,652,150 3,652,150 3,652,150 m 18,000,000 m 14,780,000 m 14,780,000 m 625,650 m 625,650 m 26,070,400 | 462,582 462,582 107,601 3,286,074 2,000,000 2,000,000 - - - 876,203 | 1,850,326 1,850,326 430,403 430,403 - - - - - - - - - - - - - - - - - - - | | 107,601 107,601 3,040,000 2,000,000 2,000,000 2,000,000 - - - - - - - - - - | 430,403 430,403 - - - - - - - - - - - - - - - - - - - | • | 107,601 107,601 3,000,000 2,000,000 2,000,000 - - - - 895,979 | 430,403 430,403 | • | 107.601 107.601 3.000.000 2.000.000 2.000.000 2.000.000 - - - - 917.437 | 430,403 430,403 - - - - - - - - - - - - - - - - - - - | |
| Statewide | Local Transportation Assistance Program Total e Metropolian Planning Organization / FHWA Metropolitan Planning Organization / FHWA Total e Metropolian Planning Organization / FTA Metropolitan Planning Organization / FTA Pedestrian ADA Accessibility Pedestrian ADA Accessibility Pedestrian ADA Accessibility Total e Planning Program Development Planning Program Development Rural Technical Assistance Program Rural Technical Assistance Program Rural Technical Assistance Program Statewide Planning & Research Program / FHWA Total to Statewide Planning & Research Program / FHWA Total to Statewide Planning & Research Program / FHWA Total to Statewide Planning & Research Program / FHWA Total to Tuck Weigh Endorment | Support Sys Planning Planning Support Sys Planning Planning Road SystenPlanning Pedestrian ADA Support Sys Planning Planning Support Sys Planning Planning Support Sys Planning Planning | Progra Progra Accessit Progra Progra Progra | 2,441,285 m 16,533,0,64 16,533,0,64 m 3,3652,150 3,3652,150 m 18,000,000 m 14,780,000 m 44,780,000 m 625,600 m 26,670,400 26,670,400 994,400 m 3,166,000 | 462382 462382 107,601 3,286,074 2,000,000 2,000,000 | 1,850,326 1,850,326 430,403 430,403 430,403 | | 107,601 107,601 3,040,000 2,000,000 2,000,000 | 430,403 430,403 - - - - - - - - - - - - - - - - - - - | - | 107,601 107,601 3,000,000 2,000,000 2,000,000 | 430,403 430,403 87,653 87,653 3,583,916 112,388 112,388 112,388 | • | 107,601 107,601 3,000,000 2,000,000 2,000,000 - - - - - 917,437 28,097 28,097 28,097 28,097 | 430,403 430,403 | |
| Statewide | Local Transportation Assistance Frogram Total Metropolitan Planning Organization / FHWA Metropolitan Planning Organization / FFMA Metropolitan Planning Organization / FFA Metropolitan Planning & Bescardt Planning & Bescardt Planning & Metropolitan / FFA Metropolitan & Metropolitan / FFA Metropolitan Planning & Bescardt | Support Sys Planning Planning Support Sys Planning Planning Road Systen Planning Pedestrian ADA Support Sys Planning Planning Support Sys Planning Planning Support Sys Planning Planning Support Sys Planning Planning Support Sys Planning Planning | Progra Progra Accessit Progra Progra Progra Progra Progra | 2,641,285 m 16,330,064 16,330,064 16,330,064 m 3,632,150 3,652,150 3,652,150 m 18,000,000 m 14,780,000 m 4,780,000 m 6,25,600 m 2,6,070,400 g 994,400 m 3,1660,000 3,1660,000 3,1660,000 | 462382 462382 107,601 3,236,074 3,236,074 2,000,000 2,000,000 876,203 876,203 28,097 228,097 | 1,850,326 1,850,226 430,403 430,403 - - - - - - - - - - - - - - - - - - - | | 107,601 107,601 3,040,000 2,000,000 2,000,000 2,000,000 5,000,000 5,000,000 2,000,000 2,000,000 2,000,000 2,007 28,097 28,097 | 430,403 430,403 - - - - - - - - - - - - - - - - - - - | - | 107,601 107,601 3,000,000 2,000,000 2,000,000 - - - - - 895,979 28,097 28,097 28,097 | 430,403 430,403 - - - - - - - - - - - - - - - - - - - | • | 107,601 107,601 3,000,000 2,000,000 2,000,000 | 430,403 430,403 - - - - - - - - - - - - - - - - - - - | |
| Statewide | Local Transportation Assistance Program Total Metropolitan Planning Organization / FHWA Metropolitan Planning Organization / FFA Vatal Metropolitan Planning Organization / FFA Metropolitan Planning Organization / FFA Metropolitan Planning Organization / FFA Pedestrian ADA Accessibility Pedestrian ADA Accessibility Total Pedestrian ADA Accessibility Total Planning Program Development Flanning Program Development Family Everyment Rural Technical Assistance Program Rural Technical Assistance Program Kurst Technical Assistance Program / FIMA Satewide Planning & Research Program / FTA Total Statewide Planning & Research Program / FTA Total Is Tuck Weigh Enforcement Total Funck Weigh Enforcement E University Research Program | Support Sys Planning Planning Support Sys Planning Planning Road Systen Planning Pedestrian ADA Support Sys Planning Planning Support Sys Planning Planning | Progra Progra Accessit Progra Progra Progra Progra Planni | 2,641,285 m 16,633,064 16,633,064 16,633,064 m 3,652,150 3,652,150 3,652,150 m 18,000,000 m 14,780,000 m 14,780,000 m 2,6,070,400 m 2,6,070,400 y -2,6,070,400 y -9,94,400 m 3,160,000 m 2,000,000 2,000,000 2,000,000 | 462382 462382 107,601 3,286,074 2,200,000 2,000,000 876,203 876,203 876,203 38,997 235,907 395,000 | 1,480,326 (430,403 430,403 430,403 430,403 430,403 837,653 350,4810 112,388 1112,388 1112,388 | | 107.601 107.601 3.040,000 2.000,000 2.000,000 | 430,403 430,403 - - - - - - - - - - - - - - - - - - - | • | 107,601 107,601 3,000,000 2,000,000 2,000,000 - 895,979 280,997 28,097 28,097 395,000 395,000 | 430,403 430,403 87,653 87,653 3,583,916 3,583,916 112,388 112,388 | • | 107,601 107,601 3,000,000 2,000,000 2,000,000 | 430,403 430,403 - - - - - - - - - - - - - - - - - - - | |
| Statewide | Local Transportation Assistance Program Total e Metropolian Planning Organization / FHWA Metropolitan Planning Organization / FHWA Metropolitan Planning Organization / FTA Metropolitan Planning Organization / FTA Metropolitan Planning Organization / FTA Pedestrian ADA Accessibility Pedestrian ADA Accessibility Pedestrian ADA Accessibility Total Planning Program Development Planning Program Development Planning Program Development Rural Technical Assistance Program Rural Technical Assistance Program Rural Technical Assistance Program Statewide Planning & Research Program / FHWA Total © Statewide Planning & Research Program / FTA Total © Tuck Weigh Enforcement Tuck Weigh Enforcement Tuck Weigh Enforcement Chiversity Research Program University Research Program Total © Inskavnitage Thotal © Insk | Support Sys Planning Planning Support Sys Planning Planning Road Systen Planning Pedestrian ADA Support Sys Planning Planning Support Sys Planning Planning Support Sys Planning Planning Support Sys Planning Planning Support Sys Planning Planning | Progra Progra Accessit Progra Progra Progra Progra Progra | 2,441,285 m 16,633,004 m 16,633,004 m 3,632,150 m 3,652,150 m 3,603,160 m 14,780,000 m 625,600 m 625,600 m 625,600 m 2,6070,400 m 3,160,000 m 3,160,000 m 3,160,000 m 2,2000,000 | 462,582 462,582 107,601 3,286,074 2,000,000 2,000,000 3,286,074 876,203 876,203 38,097 28,097 335,000 395,000 250,000 | 1,480,326 1,480,326 430,403 430,403 87,653 3,304,810 3,304,810 112,388 112,388 112,388 112,388 | | 107,601 107,601 3,040,000 2,000,000 2,000,000 895,579 895,579 28,997 28,997 28,997 395,000 295,000 250,000 | 430,403 430,403 | | 107,601 107,601 3,000,000 2,000,000 2,000,000 | 430,403 430,403 87,653 3,583,916 122,588 112,588 122,500 | | 107,601 107,601 3,000,000 2,000,000 2,000,000 917,437 917,437 28,097 335,000 355,000 250,000 | 430,403 430,403 87,653 87,653 3,669,749 112,388 112,398 112,39 | |
| Statewide | Local Transportation Assistance Program Total Metropolitan Planning Organization / FHWA Metropolitan Planning Organization / FFA Vatal Metropolitan Planning Organization / FFA Metropolitan Planning Organization / FFA Metropolitan Planning Organization / FFA Pedestrian ADA Accessibility Pedestrian ADA Accessibility Total Pedestrian ADA Accessibility Total Planning Program Development Flanning Program Development Family Everyment Rural Technical Assistance Program Rural Technical Assistance Program Kurst Technical Assistance Program / FIMA Satewide Planning & Research Program / FTA Total Statewide Planning & Research Program / FTA Total Is Tuck Weigh Enforcement Total Funck Weigh Enforcement E University Research Program | Support Sys Planning Planning Support Sys Planning Planning Road Systen Planning Pedestrian ADA Support Sys Planning Planning Support Sys Planning Planning | Progra Progra Accessit Progra Progra Progra Planni Progra Progra | 2,641,285 m 16,633,0,64 16,633,0,64 3,652,150 3,652,150 3,652,150 m 18,000,000 m 14,780,000 m 14,780,000 m 2,6,077,400 g 2,6,077,400 m 3,160,000 m 2,000,000 m 3,160,000 m 1,309,660 m 1,309,660 | 462382 462382 107,601 3,286,074 3,286,074 2,000,000 2,000,000 2,000,000 2,000,000 | 1,480,326 (430,403 430,403 430,403 430,403 430,403 837,653 350,4810 112,388 1112,388 1112,388 | | 107,601 107,601 3,040,000 2,000,000 2,000,000 - - - - - - - - - - - - - | 430,403 430,403 - - - - - - - - - - - - - - - - - - - | - - - - - - - - - - - - - - - - - - - | 107,601 107,601 3,000,000 2,000,000 2,000,000 2,000,000 2,000,000 | 430,403 430,403 87,653 3,583,916 112,388 112,388 112,388 | - | 107,601 107,601 3,000,000 2,000,000 2,000,000 917,437 917,437 28,097 355,000 395,000 250,000 | 430,403 430,403 87,653 87,653 3,669,749 112,388 112,398 112,39 | |
| B. Statewide D. Statewide | Local Transportation Assistance Frogram Total Metropolian Planning Organization / FHWA Metropolian Planning Organization / FHA Metropolian Planning Organization / FFA Metropolian Planning Organization / FFA Metropolian Planning Organization / FFA Metropolian Planning Organization / FFA Pedestrian ADA Accessibility Pedestrian ADA Accessibility Total Planning Pergram Development Total Karal Technical Assistance Pergram Total Karal Technical Assistance Program / FHWA Statewide Planning & Research Program / FHWA Total Statewide Planning & Research Program / FHWA Total Statewide Planning & Research Program / FHWA Total Statewide Planning & Research Program / FHA Total Herner Weigh Enforcement Total to Weigh Enforcement Total University Research Program Total Disadvantaged Business Enterprise Supportive Services Program Disadvantaged Business Enterprise Supportive Services Program Di | Support Sys Planning Planning Support Sys Planning Planning Road Syster Planning Planning Support Sys Technolo Technology Support Sys Technolo Technology | Accessil Progra Progra Progra Progra Progra Progra Progra Progra I Dev | 2,641,285 m 16,633,0,64 16,633,0,64 3,652,150 3,652,150 3,652,150 m 18,000,000 m 14,780,000 m 14,780,000 m 14,780,000 m 2,670,800 m 2,670,800 m 3,160,000 m 3,160,000 m 1,309,660 m 1,309,660 cl 19,000,000 | 442,582 442,582 107,601 3,236,074 3,236,074 2,000,000 2,000,000 2,000,000 2,000,000 | 1,480,326 1,480,326 430,403 430,403 87,653 3,304,810 3,304,810 112,388 112,388 112,388 112,388 | | 107,601 107,601 3,040,000 2,000,000 2,000,000 3895,979 28,097 28,097 28,097 28,097 255,000 255,000 | 430,403 430,403 | - - - - - - - - - - - - - - - - - - - | 107,601 107,601 3,000,000 2,000,000 2,000,000 | 430,403 430,403 87,663 3,583,916 112,588 112,588 112,588 112,580 125,000 125,000 | | 107,601 107,601 3,000,000 2,000,000 2,000,000 917,437 917,437 28,097 335,000 355,000 250,000 | 430,403 430,403 87,653 87,653 3,669,749 112,388 112,398 112,39 | |
| B. Statewide D. Statewide D. Statewide D. Statewide Q. Statewide D. St | Local Transportation Assistance Program Total Metropolitan Planning Organization / FHWA Metropolitan Planning Organization / FTMA Total Metropolitan Planning Organization / FTA Total Pedestrian ADA Accessibility Pedestrian ADA Accessibility Tetal Rural Technical Assistance Program Tetal Rural Technical Assistance Program / FHWA Statewide Planning & Research Program / FIMA Statewide Planning & Research Program / FIA Statewide Planning & Research Program / Total E Tuck Weigh Enforcement Tetak Weigh Enforcement Chieversh Rusearch Program Total Disadvantaged Business Enterprise Supportive Services Progra | Support Sys Planning Planning Support Sys Planning Planning Road Systen Planning Pedestrian ADA Support Sys Planning Planning Support Sys Technolo Technology | Progra Progra Accessiti Progra Progra Progra Progra Progra Progra | 2,441,285 m 16,633,064 m 16,633,064 m 3,652,150 m 3,652,150 m 18,630,064 m 3,652,150 m 18,900,000 m 4,750,000 m 625,600 m 26,670,400 g 994,400 m 3,166,000 m 3,166,000 m 1,399,660 m 1,399,660 m 1,399,660 m 1,399,660 m 1,399,660 m 1,299,660 m 2,900,000 | 442,582 462,582 107,601 3,286,074 2,000,000 2,000,000 385,6074 876,203 876,203 875,203 385,000 250,000 250,000 250,000 | 1,450,326 (,458,326 (,430,403 430,403 87,653 3,5458 10 3,5458 112,588 112,588 112,588 112,588 112,588 12,500 125,000 125,000 | | 107,601 107,601 3,040,000 2,000,000 2,000,000 2,000,000 2,000,000 | 4 430,403 4 430,403 8 7645 3 8 7645 3 3 3 8 7645 3 3 8 7645 3 3 8 7645 1 1 2 3 8 76 1 1 2 3 76 1 2 3 764 1 2 3 7664 1 2 3 7667 1 2 3 7667 1 2 3 7667 1 2 3 | | 107,601 107,601 3,000,000 2,000,000 2,000,000 2,000,000 2,000,000 | 4 30,403 4 30,403 87,653 87,653 3,583,916 112,588 112, | | 107,601 107,601 3,000,000 2,000,000 02,000,000 01,2457 917,457 917,457 917,457 38,007 395,000 395,000 250,000 250,000 | 430,403 430,403 | |
| D Statewidd D Statewidd C Stat | Local Transportation Assistance Program Total Metropolian Planning Organization / FHWA Metropolian Planning Organization / FHA Metropolian Planning Organization / FFA Metropolian Planning Organization / FFA Metropolian Planning Organization / FFA Metropolian Planning Organization / FFA Pedestrian ADA Accessibility Pedestrian ADA Accessibility Total Planning Program Development Total Metral Technical Assistance Program Total Karal Technical Assistance Program / FHWA Statewide Planning & Research Program / FHWA Total Statewide Planning & Research Program / FHWA Total Statewide Planning & Research Program / FHWA Total Metropolicy & Research Program / FHA Total Metropolicy Research Program / FHA Total to Weigh Enforcement Total to University Research Program Total Disadvantaged Business Enterprise Supportive Services Program Disadvantaged Busines Stateprise Supportive Services Progr | Support Sys Planning Planning Support Sys Planning Planning Road Syster Planning Planning Support Sys Technolo Technology Support Sys Technolo Technology | Accessil Progra Progra Progra Progra Progra Progra Progra Progra I Dev | 2,641,285 m 16,633,0,64 m 16,633,0,64 m 3,652,150 m 3,652,150 m 18,000,000 m 18,000,000 m 14,780,000 m 14,780,000 m 63,650 m 63,650 m 64,070,400 26,077,400 994,400 m 3,160,000 m 2,000,000 m 1,309,660 n 1,900,000 n 2,492,905 el 19,000,000 m 2,492,905 | 44c2582 44c2582 107,601 3,286,074 2,000,000 - 856,001 8576,203 8576,203 38,007 385,000 250,000 250,000 | 1,480,326 1,480,326 430,403 430,403 87,653 87,653 3,504,810 112,388 112,388 112,388 112,388 112,388 112,388 112,388 112,388 112,388 112,388 112,388 112,388 112,388 112,388 112,389 1125,000 1125,000 | | 107,601 107,601 3,040,000 2,000,000 2,000,000 2,000,000 2,000,000 | 430,403 430,403 87,653 87,653 3,583,916 112,388 112,38 | | 107,601 107,601 3,000,000 2,000,000 2,000,000 2,000,000 895,579 22,097 22,097 355,000 355,000 250,000 250,000 250,000 | 430,403 430,403 87,663 3,583,916 112,588 112,588 112,588 112,580 125,000 125,000 | | 107,601 107,601 3,000,000 2,000,000 02,000,000 01,2457 917,457 917,457 917,457 38,007 395,000 395,000 250,000 250,000 | 430,403 430,403 87,653 87,653 3,669,749 112,388 112,388 112,388 112,388 112,388 112,388 112,388 112,388 112,380 112,5000 125,000 | |

APPENDIX E-B STATEWIDE PROJECTS

| y County | Project Title | Category Class Family | Phase | Current Estimate | FY18 State Spend | FY18 Fed Spend | FY18 Other Spend | FY19 State Spend | FY19 Fed Spend | FY19 Other Spend | FY20 State Spend | FY20 Fed Spend | FY20 Other Spend | FY21 State Spend | FY21 Fed Spend | FY21 Other Spend |
|--|---|---|-----------|----------------------------|--------------------------|--------------------|---------------------|--------------------------|--------------------|---------------------|--------------------------|--------------------|---------------------|--------------------------|--------------------|---------------------|
| On the Job Train | ning / Supportive Services Total | | | 821,511 | - | 100,000 | - | - | 100,000 | | - | 100,000 | - | - | 100,000 | |
| Statewide Summer Transpor | rtation Institute Program | Support Sys Technolo Technology | Program | 544,250 544,250 | 13,750 13,750 | 55,000 | | 13,750 13,750 | 55,000 | | 13,750 13,750 | 55,000 55,000 | | 13,750 13,750 | 55,000 55,000 | |
| Summer Transp Statewide DMV Toll Faujor | oortation Institute Program Total | Support Sys TransportTransportation Facilities | Program | 544,250 | 4,343,681 | 55,000 | | 4,716,135 | 55,000 | | 13,750 | 55,000 | | 13,750 | 55,000 | |
| Statewide DMV Toll Equip DMV Toll Equip | pment Upgrade Total | Support by Thinsport Thinsportation Facilities | riogram | 10,658,607 | 4,343,681 | | - | 4,716,135 | - | | | - | | - | - | |
| Statewide Transportation Fa | acilities - Administration | Support Sys Transport Transportation Facilities | Program | 17,062,970 | 2,750,000 | | - | 2,250,000 | | - | 2,250,000 | | | 2,250,000 | - | |
| Transportation I | Facilities - Administration Total | | | 17,062,970 | 2,750,000 | | - | 2,250,000 | • | - | 2,250,000 | - | • | 2,250,000 | - | |
| Statewide Transportation Fa | acilities - Operations Facilities - Operations Total | Support Sys TransportTransportation Facilities | Program | 44,468,664 | 8,000,000 | | | 7,000,000 | | - | 5,000,000 | | | 5,000,000 | | |
| Transportation I Statewide Traffic Signal Rev | Facilities - Operations Total volving Fund Program | Support Sys Transport Traffic Signal Revolving | Traffic | 44,468,664 1,544,400 | 8,000,000 125,000 | | - | 7,000,000 125,000 | | | 5,000,000 125,000 | | | 5,000,000 125,000 | | |
| | evolving Fund Program Total | Support Sys transport frame Signal Revolving | manic | 1,544,400 | 125,000 | - | | 125,000 | | | 125,000 | - | | 125,000 | | |
| Statewide MUTCD Complia | ance Program | Support Sys Transport Transportation Managem | Traffic | 24,000,000 | 400,000 | 1,900,000 | | 400,000 | 1,600,000 | | 400,000 | 1,600,000 | | 400,000 | 1,600,000 | |
| | liance Program Total | | | 24,000,000 | 400,000 | 1,900,000 | - | 400,000 | 1,600,000 | - | 400,000 | 1,600,000 | | 400,000 | 1,600,000 | |
| Statewide Rideshare Program | | Support Sys Transport Transportation Managem | Program | 3,660,000 | | 360,000 | 90,000 | | 360,000 | 90,000 | | 360,000 | 90,000 | | 384,000 | 96,0 |
| Rideshare Progr Statewide Transportation M | ram / Trip Mitigation Total | Support Sys TransportTransportation Managem | | 3,660,000 52,760,000 | 1.975.000 | 360,000 | 90,000 | 1.975.000 | 360,000 | 90,000 | 1.975.000 | 360,000 | 90,000 | - | 384,000 | 96,0 |
| | anagement Improvements Management Improvements Total | Support Sys Transport Transportation Managem | Program | 52,760,000 52,760,000 | 1,975,000 | 5,900,000 | | 1,975,000 | 5,900,000 | - | 1,975,000 | 5,900,000 | | 1,725,000 | 4,900,000 | 1 |
| | s Replacement - FTA State of Good Repair Grant | Transit Syst Facilities Transit Facilities | С | 864,450 | 1,975,000 | 5,900,000 | | 1,975,000 | 5,900,000 | | 1,975,000 | | | 1,725,000 | 4,900,000 | |
| Bus Shelter Glas | ss Replacement - FTA State of Good Repair Grant Total | | C | 864,450 | | - | - | | - | | | - | | - | - | |
| Statewide Bus Stop ADA A | ccessibility - FTA State of Good Repair Grant | Transit Syst Facilities Transit Facilities | CE | 1,000 | | - | - | | | - | | - | - | | - | |
| Statewide Bus Stop ADA A | ccessibility - FTA State of Good Repair Grant | Transit Syst Facilities Transit Facilities | С | 1,443,240 | | - | - | - | - | - | | - | - | | - | |
| Statewide Bus Stop ADA A | ccessibility - FTA State of Good Repair Grant | Transit Syst Facilities Transit Facilities | Continge | 333,537 | | | | | | - | | | | | - | |
| Bus Stop ADA A Statewide Bus Stop Improve | Accessibility - FTA State of Good Repair Grant Total | Transit Syst Facilities Transit Facilities | n. | 1,777,777 6,140,000 | 750.000 | • | - | 750.000 | - | - | 750.000 | • | - | 750.000 | - | |
| Statewide Bus Stop Improve Bus Stop Improve | vement Program Total | Transit Syst Facilities Transit Facilities | Program | 6,140,000 | 750,000 | | | 750,000 | | - | 750,000 | - | | 750,000 | | |
| Statewide CAD/AVL Moder | m Unarade | Transit Syst Facilities Transit Facilities | PD | 825,000 | 307,187 | • | | 100,000 | - | - | 750,000 | • | | /50,000 | - | |
| CAD/AVL Mode | em Upgrade Total | Think by a factores Think Factores | | 825,000 | 307,187 | - | | 100,000 | - | | | - | | | - | |
| Statewide CAD/AVL System | m and Trapeze Upgrade | Transit Syst Facilities Transit Facilities | PD | 1,150,000 | 475,000 | | | 475,000 | | | 200,000 | | | | | |
| CAD/AVL Syste | em and Trapeze Upgrade Total | | | 1,150,000 | 475,000 | - | - | 475,000 | | - | 200,000 | - | - | | | |
| Statewide Call Center Recor | rder and Upgrade | Transit Syst Facilities Transit Facilities | PD | 60,000 | | | | | | | | | | | | |
| | order and Upgrade Total | | _ | 60,000 | - | • | - | • | - | - | • | • | - | | - | |
| Statewide Fuel Management | nt Software System Total | Transit Syst Facilities Transit Facilities | С | 1,285,000 1,285,000 | 1,285,000 1,285,000 | | | | | | | | | | | |
| | Safety and Security Improvements FY15 - FY17 | Transit Syst Facilities Transit Facilities | Procurer | 3 625 000 | 500.000 | • | | 500.000 | - | | 500.000 | • | | 500.000 | | |
| | it Safety and Security Improvements FY15 - FY17 Total | | riocuren | 3,625,000 | 500,000 | - | - | 500,000 | - | | 500,000 | - | | 500,000 | - | |
| Statewide Transit Facility M | finor Capital Projects FY16 - FY18 | Transit Syst Facilities Transit Facilities | PE | 40,000 | | - | - | | | - | | - | - | | - | |
| | finor Capital Projects FY16 - FY18 | Transit Syst Facilities Transit Facilities | С | 3,405,000 | 500,000 | - | - | 500,000 | | - | 500,000 | - | - | 500,000 | - | |
| | Minor Capital Projects Total | | | 3,405,000 | 500,000 | - | - | 500,000 | - | - | 500,000 | - | • | 500,000 | - | |
| Statewide Transit Systems E | | Transit Syst Facilities Transit Facilities | PD | 336,360 | 80,000 | | | 40,000 | | | 40,000 | | | 40,000 | | |
| Transit Systems Statewide Yard Managemen | Equipment (FY16-18) Total | Transit Syst Facilities Transit Facilities | DD. | 336,360 1,100,000 | 80,000 500,000 | • | - | 40,000 300,000 | • | - | 40,000 300,000 | • | - | 40,000 | • | |
| | ent System & Equipment Total | Transit Syst Pachines Transit Pachines | FD | 1,100,000 | 500,000 | - | | 300,000 | | | 300,000 | - | | | - | |
| Statewide Propane Fueling S | | Transit Syst Facilities Transit Facilities | С | 340,000 | 200,000 | - | - | 500,000 | - | - | 500,000 | - | - | - | - | |
| Propane Fueling | g Stations Total | | - | 340,000 | | - | | | - | - | | - | | - | - | |
| Statewide Inventory Bar cod | | Transit Syst Facilities Transit Facilities | С | 160,000 | 70,000 | | | | | | | | | | | |
| Inventory Bar co | | | | 160,000 | 70,000 | - | - | | | - | • | - | | | - | |
| Statewide Snow Blowers - S | Statewide | Transit Syst Facilities Transit Facilities | PE | 100,000 | 100,000 | - | - | - | - | - | - | - | - | - | | |
| Statewide Snow Blowers - S Snow Blowers - 5 | Statewide Statewide Tatel | Transit Syst Facilities Transit Facilities | С | 500,000 600,000 | 500,000 600,000 | | - | | | - | | | - | | | |
| Statewide Park & Ride Hub | | Transit Syst Facilities Transit Facilities | PE | 60,000 | 600,000 | • | | • | - | | • | • | | | | |
| Statewide Park & Ride Hub | | Transit Syst Facilities Transit Facilities | c | 240.000 | 240.000 | | | | | | | | | | | |
| | ib Restrooms Total | | - | 240,000 | 240,000 | - | | | - | - | | - | | - | - | |
| Statewide Absence Manager | | Transit Syst Facilities Transit Facilities | С | 120,000 | 120,000 | | | | | | | | | | | |
| Absence Manage | | | | 120,000 | 120,000 | - | - | | | - | | - | | | - | |
| Statewide Traveler Informat | tion Signage | Transit Syst Facilities Transit Facilities | С | 200,000 | 200,000 | | | | | | | | | | | |
| Traveler Inform Statewide Control Center Di | nation Signage Total | Transit Syst Facilities Transit Facilities | c | 200,000 340.000 | 200,000 75.450 | - | - | • | • | | • | • | | • | | |
| | ispatch Statewide Dispatch Statewide Total | transit Syst Facilities Transit Facilities | L | 340,000 | 75,450 | | | | | | | | | | | |
| Statewide Rail Preservation | - participant and roun | Transit Syst Rail Rail Preservation | с | 3,800,000 | 300.000 | | | 300.000 | | | 300.000 | | | 300.000 | | |
| Rail Preservation | n Total | | | 3,800,000 | 300,000 | - | - | 300,000 | | | 300,000 | - | | 300,000 | - | |
| tatewide CAD/AVL | | Transit Syst Vehicles Transit Vehicles | Procurem | 9,835,451 | 330,000 | 1,320,000 | - | - | | - | - | - | - | - | - | |
| CAD/AVL Total | | | | 9,835,451 | 330,000 | 1,320,000 | - | | | - | | - | | | - | |
| tatewide Fare Collection In | | Transit Syst Vehicles Transit Vehicles | PD | 1,500,000 | 1,300,000 | | | | | | | | | | | |
| | Improvements Total rse Commute (JARC) Program | Transit Syst Vehicles Transit Vehicles | Program | 1,500,000 5,454,816 | 1,300,000 | 340,926 | - 340.926 | | - 340,926 | - 340.926 | • | 340,926 | - 340.926 | - | 340,926 | 340,9 |
| In Access Rever | rse Commute (JARC) Program erse Commute (JARC) Program Total | transit Syst vehicles Transit vehicles | rogram | 5,454,816 5,454,816 | | 340,926 340,926 | 340,926 340,926 | | 340,926 340,926 | 340,926 340,926 | | 340,926 340,926 | 340,926 340,926 | | 340,926 340,926 | 340,5 340,5 |
| | ipment and Tools (Transit) Program | Transit Syst Vehicles Transit Vehicles | Procurem | 1,287,900 | 194,148 | 540,926 | 340,320 | 182.000 | 340,926 | 340,920 | 184.000 | | 340,320 | 162.000 | 540,926 | |
| Maintenance Eq | uipment and Tools (Transit) Program Total | | | 1,287,900 | 194,148 | | | 182,000 | - | | 184,000 | - | | 162,000 | - | |
| tatewide New Freedom Pro | ogram Statewide 50/50 | Transit Syst Vehicles Transit Vehicles | Planning | 4,069,290 | - | 240,000 | 240,000 | - | 240,000 | 240,000 | - | 240,000 | 240,000 | - | 240,000 | |
| New Freedom Pr | rogram Statewide 50/50 Total | | | 4,069,290 | | 240,000 | 240,000 | | 240,000 | 240,000 | | 240,000 | 240,000 | | 240,000 | 240,0 |
| tatewide Radio Replacmen | nt (Hand Held) | Transit Syst Vehicles Transit Vehicles | С | 245,300 | | | | | | | | | | | | |
| Radio Replacme tatewide Taxi Pilot Equipn | nt (Hand Held) Total | Transit Syst Vehicles Transit Vehicles | Procurem | 245,300 280,000 | 280.000 | - | - | • | | | • | • | • | | | |
| Taxi Pilot Equipri Taxi Pilot Equipri | ment Start-up Total | rransit Syst vehicles Transit vehicles | r-rocurem | 280,000 280,000 | 280,000 280,000 | | | | | | | | | | - | |
| tatewide Transit Vehicle R | teplacement 5310 Program - Statewide | Transit Syst Vehicles Transit Vehicles | Procurem | 9,366,448 | 808.523 | 687,400 | | 741.657 | 587,943 | | 741.657 | 587,943 | | 741.657 | 587,943 | |
| Transit Vehicle I | Replacement 5310 Program - Statewide Total | interior interior interior interior | uch | 9,366,448 | 808,523 | 687,400 | | 741,657 | 587,943 | | 741,657 | 587,943 | | 741,657 | 587,943 | |
| Statewide Paratransit Replac | cement Buses FY15 (26) | Transit Syst Vehicles Transit Vehicles | Procurem | 2,921,400 | | | | , | , | | , | | | | | |
| Paratransit Repl | lacement Buses FY15 (26) Total | | | 2,921,400 | | | - | | - | | | - | | | - | |
| tatewide Transit Vehicles - | - Support Vehicles - Statewide | Transit Syst Vehicles Transit Vehicles | Procurem | 349,500 | | | - | | | - | 35,000 | | | | | |
| | - Support Vehicles - Statewide Total | a | | 349,500 119,100,000 | 17.680.000 | | - | - | - | - | 35,000 17,680,000 | - | | 17.680.000 | - | |
| Statewide Community Trans | sportation Program insportation Program Total | Grants & AlCommun Community Transportation | Program | 119,100,000 119,100,000 | 17,680,000 17,680,000 | | | 17,680,000 17,680,000 | | | 17,680,000 17,680,000 | | | 17,680,000 17,680,000 | | |
| Statewide Municipal Street | Aid | Grants & AlMunicipaMunicipal Street Aid | Program | 30.000.000 | 5.000.000 | | - | 5.000.000 | | | 5.000.000 | | | 5.000.000 | | |
| | | and a runnanciparitancipar Suber Au | . rogram | 30,000,000 | 5,000,000 | | | 5,000,000 | | | 5,000,000 | | | 5,000,000 | | |
| Municipal Street | | | | | 200,480,126 | 81.673.628 | | 187,926,821 | 90.153.878 | 1.520.926 | 192,449,956 | 95,192,412 | 1.520.926 | | 84,267,884 | 1.503.3 |

APPENDIX F Population and Employment Estimates ADOPTED 9-7-2016

POPULATION PROJECTIONS

2015 Population Projections

2015 Household Projections

| | | | | | 2010 | 2020 | 2030 | 2040 |
|------------------|------------|---------------|---------------|---------------|------------|------------|------------|------------|
| Traffic Analysis | 2010 | Adjusted 2020 | Adjusted 2030 | Adiusted 2040 | Househoids | Househoids | Househoids | Househoids |
| Zone Number | Population | Population | Population | Population | Proposed | Proposed | Proposed | Proposed |
| | • | | • | | | | | |
| K001 | 262 | 257 | 261 | 273 | 90 | 88 | 92 | 98 |
| K002 | 1472 | 1511 | 1580 | 1574 | 504 | 515 | 558 | 569 |
| K003 | 1172 | 1393 | 1568 | 1483 | 401 | 475 | 554 | 536 |
| K004 | 712 | 811 | 880 | 920 | 244 | 277 | 311 | 332 |
| K005 | 837 | 1004 | 1020 | 1015 | 287 | 342 | 360 | 367 |
| K006 | 74 | 76 | 77 | 81 | 26 | 26 | 28 | 30 |
| K007 | 278 | 417 | 453 | 473 | 97 | 145 | 163 | 174 |
| K008 | 1662 | 1901 | 1912 | 1865 | 574 | 654 | 681 | 680 |
| K009 | 1863 | 1918 | 1967 | 2056 | 649 | 666 | 708 | 757 |
| K010 | 617 | 662 | 692 | 723 | 230 | 248 | 268 | 287 |
| K011 | 182 | 186 | 189 | 198 | 67 | 69 | 72 | 77 |
| K012 | 2002 | 2338 | 2561 | 2677 | 747 | 875 | 991 | 1062 |
| K013 | 509 | 574 | 618 | 645 | 188 | 212 | 236 | 253 |
| K014 | 1035 | 1186 | 1299 | 1358 | 360 | 412 | 467 | 500 |
| K015 | 158 | 161 | 164 | 171 | 58 | 60 | 63 | 67 |
| K016 | 1738 | 1816 | 1899 | 1928 | 605 | 631 | 683 | 710 |
| K017 | 638 | 713 | 746 | 779 | 222 | 248 | 268 | 287 |
| K018 | 1581 | 1849 | 1933 | 1828 | 551 | 642 | 695 | 673 |
| K019 | 110 | 113 | 115 | 120 | 39 | 40 | 42 | 45 |
| K020 | 827 | 1214 | 1487 | 1554 | 303 | 445 | 564 | 604 |
| K021 | 741 | 807 | 844 | 857 | 265 | 288 | 312 | 324 |
| K022 | 242 | 363 | 365 | 363 | 86 | 129 | 135 | 137 |
| K023 | 477 | 503 | 510 | 534 | 178 | 188 | 198 | 212 |
| K024 | 2976 | 3527 | 3934 | 4307 | 1118 | 1331 | 1535 | 1723 |
| K025 | 248 | 312 | 367 | 657 | 93 | 118 | 143 | 263 |
| K026 | 424 | 478 | 500 | 523 | 158 | 179 | 194 | 207 |
| K027 | 796 | 861 | 901 | 941 | 297 | 322 | 349 | 373 |
| K029 | 869 | 1117 | 1323 | 1185 | 310 | 399 | 489 | 448 |
| K054 | 152 | 155 | 158 | 165 | 59 | 61 | 64 | 69 |
| K055 | 264 | 270 | 274 | 286 | 104 | 107 | 112 | 120 |
| K056 | 457 | 552 | 578 | 604 | 179 | 218 | 236 | 253 |
| K057 | 637 | 670 | 720 | 674 | 250 | 265 | 294 | 282 |

POPULATION PROJECTIONS

2015 Population Projections

2015 Household Projections

| | | | | | 2010 | 2020 | 2030 | 2040 |
|------------------|------------|---------------|---------------|---------------|------------|------------|------------|------------|
| Traffic Analysis | 2010 | Adjusted 2020 | Adjusted 2030 | Adjusted 2040 | Househoids | Househoids | Househoids | Househoids |
| , Zone Number | Population | Population | Population | Population | Proposed | Proposed | Proposed | Proposed |
| K058 | 336 | 347 | 355 | 371 | 132 | 137 | 145 | 156 |
| K059 | 1585 | 1653 | 1695 | 1687 | 622 | 653 | 692 | 707 |
| K060 | 225 | 230 | 233 | 244 | 91 | 94 | 98 | 105 |
| K074 | 1827 | 1992 | 2083 | 2177 | 731 | 805 | 869 | 932 |
| K075 | 2506 | 2630 | 2724 | 2712 | 1002 | 1063 | 1137 | 1161 |
| K076 | 953 | 982 | 997 | 1043 | 524 | 567 | 590 | 637 |
| K077 | 736 | 767 | 779 | 814 | 304 | 323 | 338 | 361 |
| K078 | 213 | 221 | 224 | 235 | 91 | 97 | 102 | 109 |
| K079 | 2018 | 2069 | 2102 | 2197 | 790 | 822 | 862 | 919 |
| K080 | 1952 | 2003 | 2035 | 2127 | 787 | 820 | 860 | 919 |
| K081 | 272 | 318 | 355 | 470 | 112 | 133 | 153 | 209 |
| K082 | 917 | 945 | 960 | 1004 | 386 | 404 | 424 | 455 |
| K083 | 1029 | 1062 | 1079 | 1128 | 408 | 425 | 446 | 479 |
| K084 | 714 | 739 | 751 | 785 | 284 | 297 | 311 | 334 |
| K085 | 169 | 173 | 176 | 184 | 72 | 76 | 79 | 85 |
| K086 | 196 | 200 | 203 | 517 | 83 | 86 | 90 | 234 |
| K087 | 2489 | 2955 | 3031 | 3651 | 1004 | 1210 | 1281 | 1577 |
| K088 | 4084 | 4439 | 4641 | 4851 | 1512 | 1662 | 1796 | 1909 |
| K089 | 1268 | 1419 | 1555 | 1625 | 470 | 527 | 597 | 640 |
| K090 | 1000 | 1165 | 1300 | 1358 | 370 | 433 | 499 | 535 |
| K091 | 2131 | 2251 | 2309 | 2413 | 833 | 890 | 943 | 1007 |
| K092 | 2021 | 2221 | 2366 | 2474 | 751 | 838 | 923 | 977 |
| K093 | 2002 | 2151 | 2249 | 2351 | 751 | 815 | 881 | 939 |
| K094 | 1622 | 1827 | 2002 | 2092 | 557 | 625 | 709 | 759 |
| K095 | 840 | 983 | 1096 | 1146 | 296 | 345 | 399 | 427 |
| K096 | 2347 | 2768 | 3087 | 3227 | 809 | 951 | 1098 | 1175 |
| K097 | 1688 | 1735 | 1762 | 1842 | 582 | 601 | 631 | 671 |
| K098 | 1964 | 2014 | 2045 | 2138 | 691 | 713 | 750 | 796 |
| K099 | 2200 | 2256 | 2291 | 2395 | 791 | 818 | 859 | 913 |
| K100 | 342 | 359 | 376 | 393 | 123 | 129 | 140 | 150 |
| K101 | 363 | 373 | 379 | 396 | 131 | 134 | 141 | 151 |
| K102 | 281 | 329 | 367 | 383 | 101 | 118 | 136 | 146 |
| K103 | 1395 | 1632 | 1820 | 1902 | 462 | 537 | 620 | 663 |

POPULATION PROJECTIONS

2015 Population Projections

2015 Household Projections

| | | | | | 2010 | 2020 | 2030 | 2040 |
|------------------|------------|---------------|---------------|---------------|------------|------------|------------|------------|
| Traffic Analysis | 2010 | Adjusted 2020 | Adjusted 2030 | Adjusted 2040 | Househoids | Househoids | Househoids | Househoids |
| Zone Number | Population | Population | Population | Population | Proposed | Proposed | Proposed | Proposed |
| K104 | 845 | 893 | 925 | 967 | 304 | 321 | 344 | 369 |
| K105 | 347 | 405 | 452 | 945 | 125 | 146 | 168 | 360 |
| K106 | 1097 | 1398 | 1691 | 1676 | 395 | 460 | 588 | 621 |
| K107 | 3110 | 3236 | 3319 | 3469 | 1225 | 1291 | 1367 | 1460 |
| K108 | 565 | 595 | 604 | 632 | 197 | 207 | 217 | 233 |
| K109 | 319 | 338 | 353 | 369 | 112 | 118 | 127 | 136 |
| K110 | 575 | 673 | 750 | 784 | 214 | 251 | 289 | 310 |
| K111 | 285 | 306 | 320 | 334 | 105 | 113 | 122 | 131 |
| K112 | 279 | 305 | 325 | 339 | 103 | 113 | 124 | 133 |
| K113 | 226 | 231 | 235 | 246 | 78 | 79 | 84 | 89 |
| K114 | 184 | 188 | 191 | 199 | 72 | 74 | 78 | 83 |
| K115 | 1661 | 1936 | 2328 | 2535 | 687 | 811 | 1354 | 1561 |
| K116 | 250 | 284 | 294 | 308 | 103 | 119 | 127 | 136 |
| K117 | 45 | 50 | 51 | 53 | 18 | 20 | 21 | 23 |
| K118 | 49 | 53 | 55 | 56 | 20 | 21 | 23 | 24 |
| K119 | 32 | 33 | 33 | 35 | 13 | 13 | 14 | 15 |
| K120 | 284 | 295 | 303 | 316 | 88 | 90 | 96 | 102 |
| K121 | 786 | 820 | 841 | 879 | 242 | 250 | 266 | 284 |
| K122 | 524 | 591 | 642 | 671 | 181 | 203 | 228 | 244 |
| K123 | 2129 | 2469 | 2753 | 2878 | 705 | 812 | 938 | 1003 |
| K124 | 1281 | 1575 | 1819 | 1901 | 466 | 573 | 685 | 733 |
| K125 | 1685 | 2239 | 2453 | 2662 | 628 | 838 | 949 | 1056 |
| K126 | 392 | 454 | 497 | 520 | 151 | 176 | 199 | 213 |
| K127 | 669 | 685 | 696 | 728 | 257 | 265 | 278 | 298 |
| K128 | 313 | 341 | 363 | 380 | 117 | 128 | 141 | 151 |
| K129 | 1608 | 1816 | 1899 | 1928 | 598 | 677 | 732 | 762 |
| K130 | 205 | 278 | 349 | 574 | 79 | 108 | 140 | 235 |
| K131 | 375 | 439 | 490 | 512 | 136 | 159 | 183 | 196 |
| K132 | 1296 | 1490 | 1661 | 1737 | 477 | 550 | 634 | 679 |
| K133 | 987 | 1282 | 1734 | 1969 | 367 | 479 | 1114 | 1349 |
| K134 | 930 | 1254 | 1524 | 1593 | 336 | 453 | 569 | 610 |
| K139 | 1996 | 2326 | 2594 | 2711 | 756 | 896 | 1033 | 1094 |
| K142 | 1029 | 1078 | 1128 | 1482 | 390 | 412 | 445 | 598 |

POPULATION PROJECTIONS

2015 Population Projections

2015 Household Projections

| | | | | | 2010 | 2020 | 2030 | 2040 |
|------------------|------------|---------------|---------------|---------------|------------|------------|------------|------------|
| Traffic Analysis | 2010 | Adjusted 2020 | Adjusted 2030 | Adjusted 2040 | Househoids | Househoids | Househoids | Househoids |
| Zone Number | Population | Population | Population | Population | Proposed | Proposed | Proposed | Proposed |
| K207 | 443 | 500 | 617 | 830 | 170 | 194 | 247 | 340 |
| K208 | 480 | 547 | 615 | 643 | 182 | 208 | 242 | 259 |
| K209 | 638 | 745 | 831 | 868 | 246 | 291 | 335 | 356 |
| K210 | 440 | 593 | 721 | 969 | 165 | 224 | 281 | 387 |
| K211 | 562 | 629 | 683 | 1156 | 211 | 238 | 267 | 462 |
| K212 | 308 | 431 | 528 | 552 | 116 | 163 | 206 | 221 |
| K213 | 915 | 1234 | 1511 | 1700 | 352 | 478 | 604 | 697 |
| K214 | 183 | 189 | 194 | 203 | 68 | 71 | 75 | 81 |
| K215 | 8 | 8 | 8 | 8 | 3 | 3 | 3 | 3 |
| K216 | 222 | 255 | 277 | 290 | 83 | 96 | 107 | 115 |
| K217 | 2363 | 2650 | 2718 | 3031 | 815 | 910 | 967 | 1103 |
| K218 | 1884 | 2195 | 2448 | 2559 | 624 | 722 | 834 | 892 |
| K219 | 1486 | 1731 | 1930 | 2018 | 492 | 569 | 657 | 703 |
| K220 | 1464 | 1708 | 1905 | 1991 | 504 | 587 | 677 | 725 |
| K221 | 3368 | 3905 | 4277 | 4471 | 1161 | 1342 | 1521 | 1628 |
| K222 | 2387 | 2720 | 2898 | 3029 | 812 | 921 | 1016 | 1087 |
| K223 | 3125 | 3717 | 4035 | 4217 | 1062 | 1258 | 1414 | 1513 |
| K224 | 2913 | 3304 | 3586 | 3748 | 964 | 1086 | 1221 | 1306 |
| K225 | 1244 | 1317 | 1351 | 1412 | 462 | 491 | 521 | 558 |
| K226 | 777 | 821 | 858 | 897 | 287 | 304 | 328 | 352 |
| K227 | 236 | 274 | 306 | 320 | 87 | 101 | 117 | 125 |
| K228 | 1406 | 1437 | 1459 | 1526 | 492 | 501 | 527 | 564 |
| K229 | 2068 | | 2680 | 2801 | 723 | 838 | 967 | 1035 |
| K230 | 858 | 961 | 1072 | 1120 | 300 | 335 | 387 | 414 |
| K231 | 2527 | 2937 | 3276 | 3424 | 995 | 1166 | 1343 | 1441 |
| K232 | 918 | 1071 | 1322 | 1430 | 330 | 385 | 734 | 842 |
| K233 | 1139 | 1321 | 1421 | 1485 | 410 | 475 | 529 | 566 |
| K234 | 778 | 882 | 957 | 1001 | 266 | 301 | 338 | 362 |
| K235 | 3448 | 4009 | 4471 | 4673 | 1214 | 1409 | 1626 | 1740 |
| K236 | 358 | 413 | 444 | 787 | 126 | 145 | 162 | 293 |
| K237 | 1366 | 1598 | 1782 | 1863 | 471 | 549 | 634 | 678 |
| K238 | 10 | | 13 | 14 | 4 | 4 | 5 | 5 |
| К239 | 1218 | 1419 | 1582 | 1654 | 424 | 493 | 569 | 609 |

POPULATION PROJECTIONS

2015 Population Projections

2015 Household Projections

| | | | | | 2010 | 2020 | 2030 | 2040 |
|------------------|------------|---------------|---------------|---------------|------------|------------|------------|------------|
| Traffic Analysis | 2010 | Adjusted 2020 | Adjusted 2030 | Adjusted 2040 | Househoids | Househoids | Househoids | Househoids |
| Zone Number | Population | Population | Population | Population | Proposed | Proposed | Proposed | Proposed |
| K240 | 1004 | 1134 | 1231 | 1286 | 361 | 408 | 458 | 490 |
| K241 | 352 | 409 | 464 | 485 | 127 | 147 | 173 | 185 |
| K242 | 1016 | 1115 | 1188 | 1241 | 379 | 417 | 460 | 493 |
| K243 | 1125 | 1191 | 1281 | 1339 | 415 | 440 | 490 | 525 |
| K244 | 527 | 700 | 851 | 889 | 190 | 253 | 318 | 340 |
| K245 | 131 | 134 | 138 | 144 | 47 | 48 | 51 | 55 |
| K246 | 204 | 223 | 229 | 239 | 82 | 90 | 95 | 102 |
| K247 | 1306 | 1334 | 1355 | 1417 | 522 | 539 | 565 | 607 |
| K248 | 335 | 343 | 348 | 364 | 134 | 138 | 145 | 156 |
| K249 | 756 | 790 | 810 | 847 | 302 | 322 | 341 | 363 |
| K250 | 762 | 789 | 801 | 838 | 420 | 458 | 477 | 512 |
| K251 | 158 | 161 | 164 | 171 | 59 | 60 | 63 | 68 |
| K252 | 585 | 598 | 607 | 635 | 242 | 250 | 262 | 282 |
| K253 | 1012 | 1061 | 1088 | 1138 | 418 | 444 | 470 | 505 |
| K254 | 1155 | 1193 | 1212 | 1267 | 429 | 445 | 467 | 500 |
| K255 | 277 | 283 | 288 | 301 | 111 | 116 | 122 | 129 |
| K256 | 567 | 583 | 593 | 619 | 234 | 248 | 260 | 275 |
| K257 | 1388 | 1452 | 1490 | 1557 | 574 | 617 | 653 | 691 |
| K258 | 666 | 776 | 865 | 904 | 366 | 448 | 512 | 553 |
| K259 | 324 | 378 | 421 | 625 | 134 | 158 | 182 | 277 |
| K260 | 2191 | 2553 | 2847 | 2409 | 830 | 972 | 1120 | 972 |
| K261 | 472 | 484 | 491 | 514 | 170 | 174 | 183 | 196 |
| K262 | 2663 | 3104 | 3462 | 3618 | 918 | 1066 | 1231 | 1317 |
| K263 | 518 | 536 | 550 | 575 | 209 | 219 | 231 | 248 |
| K264 | 2210 | 2474 | 2685 | 2806 | 778 | 873 | 980 | 1045 |
| K265 | 84 | 98 | 102 | 107 | 35 | 41 | 44 | 47 |
| K266 | 3559 | 3770 | 3942 | 4198 | 1280 | 1356 | 1467 | 1600 |
| SUM | 162946 | 182888 | 197270 | 208757 | 60118 | 67662 | 76425 | 83045 |