

**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

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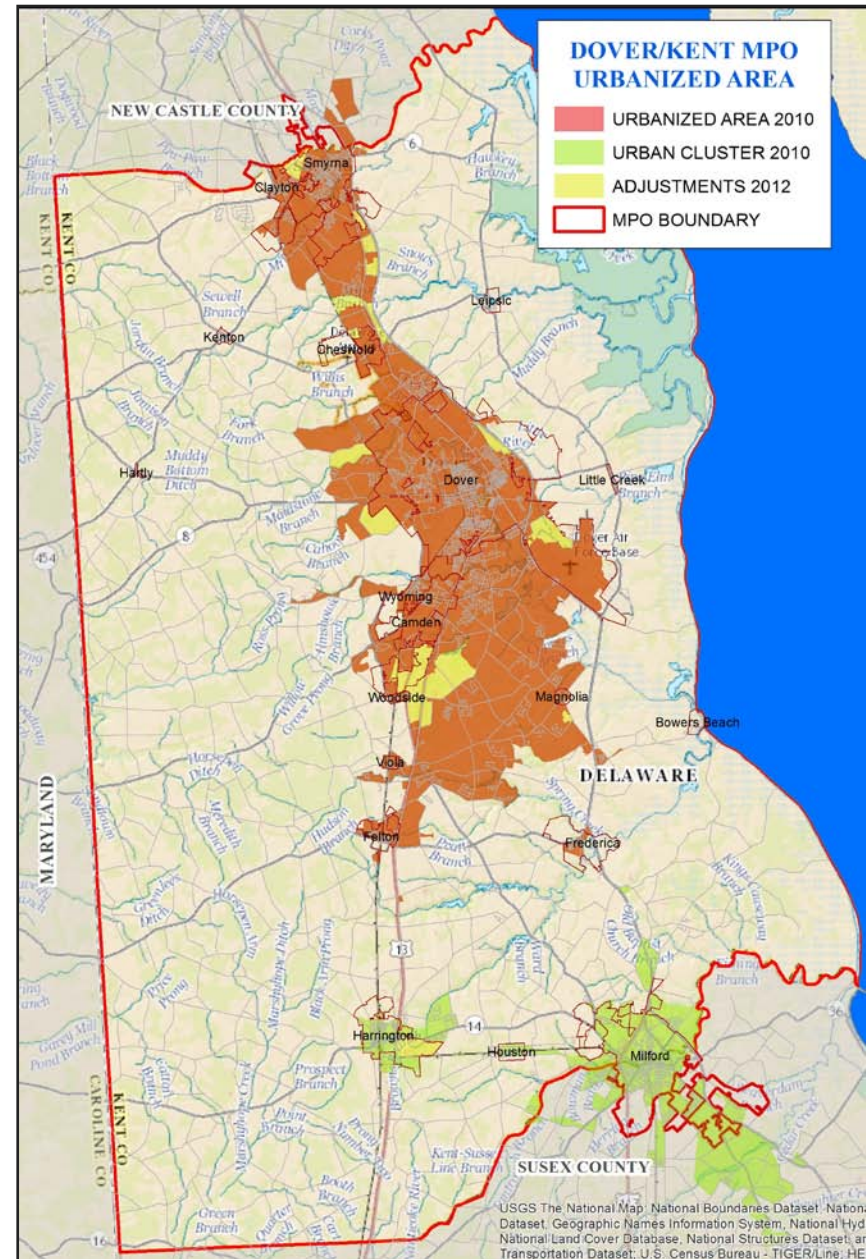
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Background

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

	<u>Total Amount</u>	<u>Federal Share</u>
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, Definitions 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; <http://doverkentmpo.delaware.gov/projects/video-trail/>.

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

The MPO will offer the opportunity for public comment 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).

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

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 FY16	0.0	0.0	0.0	0.0	0.0
Statewide Dam H&H Analyses 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

PROJECT (x000)	FY 2018 TOTAL	FY 2019 TOTAL	FY 2020 TOTAL	FY 2021 TOTAL	2018-2021 TOTAL
ENVIRONMENTAL IMPROVEMENTS	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
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 ROADS PROGRAM	0.0	0.0	0.0	0.0	0.0
SECTION 154 PENALTY 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

PROJECT (x000)	FY 2018 TOTAL	FY 2019 TOTAL	FY 2020 TOTAL	FY 2021 TOTAL	2018-2021 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 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 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

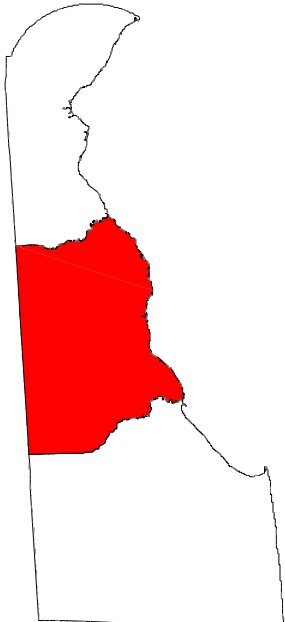
ROAD SYSTEM: ARTERIALS

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



Descriptions:

US 13 Widening: This project involves the addition of a third lane in each direction on US13 from the Puncheon Run Connector south to Walnut Shade Rd. This will require roadway widening, 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

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 & SR15 Intersection Improvements	PE	30.0	270.0							
	ROW	50.0	200.0	150.0	600.0					
	C					300.0	1,200.0			
	Σ	250.0	1,000.0	400.0	1,600.0	200.0	800.0			
SR14 @ Killens Pond Road Intersection	PE									
	ROW	2.0	18.0							
	C	25.0	225.0							
	Σ	27.0	243.0	0.0	0.0	0.0	0.0	0.0	0.0	
US13-Puncheon Run Connector to Lochmeath Way: US 13 Widening	PE	250.0	1,000.0	200.0	800.0					
	ROW			200.0	800.0	200.0	800.0			
	C									
	Σ	250.0	1,000.0	400.0	1,600.0	200.0	800.0			
US13-Walnut Shade Road to Lochmeath Way: US13 Widening	PE	20.0	80.0	40.0	160.0	40.0	160.0			
	ROW									
	C									
	Σ	20.0	80.0	40.0	160.0	40.0	160.0			
LOCAL ROAD: SR10 at SR15 Intersection Improvements	PE									
	ROW									
	C	50.0	200.0							
	Σ	50.0	200.0	0.0	0.0	0.0	0.0	0.0	0.0	250.0

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 & SR15 Intersection Improvements	PE	60.0	240.0	18.8	75.3					394.1
	ROW	50.0	200.0	150.0	600.0					1,000.0
	C					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 Pond Road Intersection	PE									0.0
	ROW	2.0	18.0							20.0
	C	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 Connector to Lochmeath Way: US 13 Widening	PE	250.0	1,000.0	200.0	800.0					2,250.0
	ROW			200.0	800.0	200.0	800.0			2,000.0
	C							4,400.0	17,600.0	22,000.0
	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 Road to Lochmeath Way: US13 Widening	PE	100.0		200.0		200.0				500.0
	ROW							100.0	400.0	500.0
	C									0.0
	Σ	100.0	0.0	200.0	0.0	200.0	0.0	100.0	400.0	1,000.0
LOCAL ROAD: SR10 at SR15 Intersection Improvements	PE									0.0
	ROW									0.0
	C	150.8	603.3							754.1
	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:	Kent
Municipality:	Dover
Funding Program:	Road System – Arterials
Functional Category:	Management
Representative District:	31
Senatorial District:	17
Estimated Cost:	\$3,996,830
MPO Priority Rating:	0.803 #6
State Priority Ranking	65



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 Street/Forest Street Improvements	PD									
	PE	25.0								50.0
	RW			100.0		100.0				200.0
	C					300.0	1,200.0			1,500.0
	Total	25.0	0.0	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 Street/Forest Street Improvements	PD									
	PE	25.0								25.0
	RW			100.0		100.0				200.0
	C					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	3,725.0

SR 1, LITTLE HEAVEN GRADE-SEPARATED INTERSECTIONS

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

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

Municipality:

Funding Program:

Functional Category:

Representative District:

Senatorial District:

Estimated Cost:

MPO Priority Rating:

State Priority Ranking:

Road System – Arterials

Management

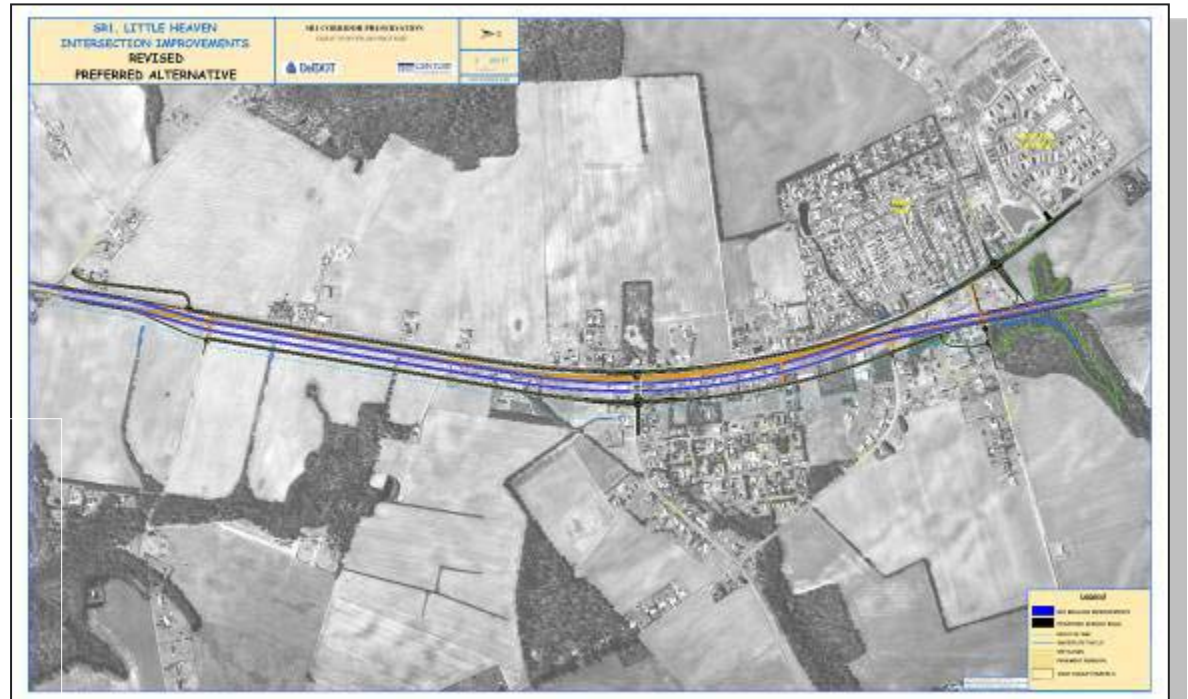
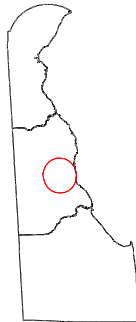
33

16

\$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 HEAVEN GRADE- SEPARATED INTERSECTION	PD									
	PE									
	RW									
	C		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 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 HEAVEN GRADE- SEPARATED INTERSECTION	PD									
	PE									
	RW									
	C		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 STREET, MILFORD GRADE SEPARATED INTERSECTION

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

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

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



SR 1 AT NE FRONT STREET, MILFORD GRADE SEPARATED INTERSECTION

Project Authorization Schedule (X \$000)										
Project	Phase	FY 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 STREET, DE14, MILFORD GRADE SEPARATED INTERSECTION	PD									
	PE									
	RW									
	C	800.0	3,200.0	1,600.0	6,400.0	800.0	3,200.0			16,000.0
	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)

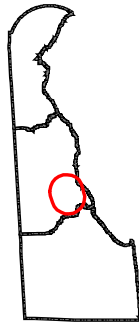
Project Funding Schedule (X \$000)										
Project	Phase	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2021 State/ Other	FY 2021 Federal	FY 2018- 2021 Total
SR1 AT NE FRONT STREET, DE14, MILFORD GRADE SEPARATED INTERSECTION	PD									
	PE									
	RW									
	C	800.0	3,200.0	1,600.0	6,400.0	800.0	3,200.0			16,000.0
	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:	Frederica
Funding Program:	Road System – Arterials
Functional Category:	Management
Representative District:	33
Senatorial District:	16
Estimated Cost:	\$30,588,250
MPO Priority Rating:	(old system)
State Priority Number:	123



SR 1 AT SOUTH FREDERICA GRADE SEPARATED INTERSECTION

Project Authorization Schedule (X \$000)										
Project	Phase	FY 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 FREDERICA GRADE SEPARATED INTERSECTION	PD									
	PE									
	RW									
	C	2,345.3	9,381.2	333.1	1,332.7					13,392.3
	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

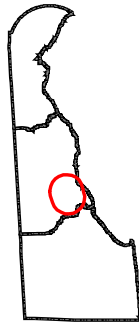
Project Funding Schedule (X \$000)										
Project	Phase	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2021 State/ Other	FY 2021 Federal	FY 2018- 2021 Total
SR1 AT SOUTH FREDERICA GRADE SEPARATED INTERSECTION	PD									
	PE							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

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

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

Municipality:	Central Kent County
Funding Program:	Road System – Arterials
Functional Category:	Management
Representative District:	33
Senatorial District:	16
Estimated Cost:	\$6,850,000
MPO Priority Rating:	7
State Priority Number:	15



WALNUT SHADE ROAD, US 13 TO PEACHTREE RUN ROAD

Project Authorization Schedule (X \$000)										
Project	Phase	FY 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 ROAD, US 13 TO PEACHTREE RUN ROAD	PE			400.0		450.0				850.0
	RW							100.0	400.0	500.0
	C									
	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)

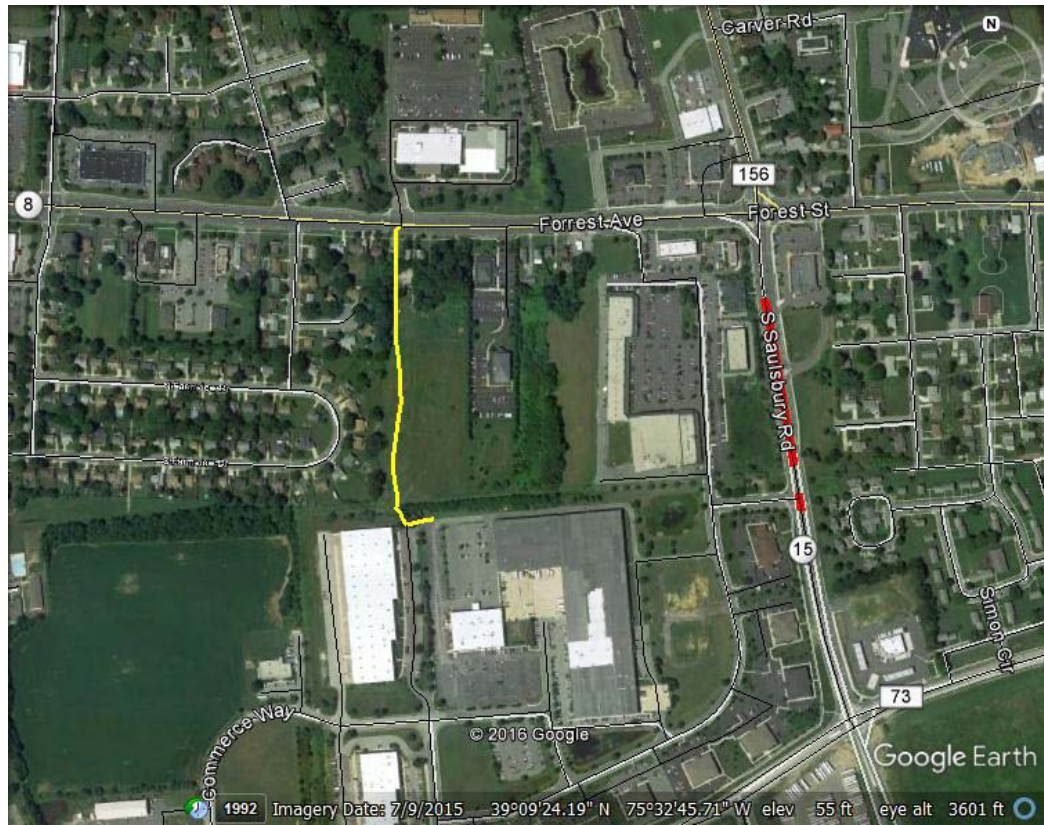
Project Funding Schedule (X \$000)										
Project	Phase	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2021 State/ Other	FY 2021 Federal	FY 2018- 2021 Total
WALNUT SHADE ROAD, US 13 TO PEACHTREE RUN ROAD	PE			400.0		450.0				850.0
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

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:	Kent
Municipality:	Dover
Funding Program:	Road System – Arterials
Functional Category:	Management
Representative District:	31
Senatorial District:	17
Estimated Cost:	\$TBD
MPO Priority Rating:	29
State Priority Ranking	55



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 Road from Commerce Way to SR8	PD									0.0
	PE							250.0		250.0
	RW									0.0
	C									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

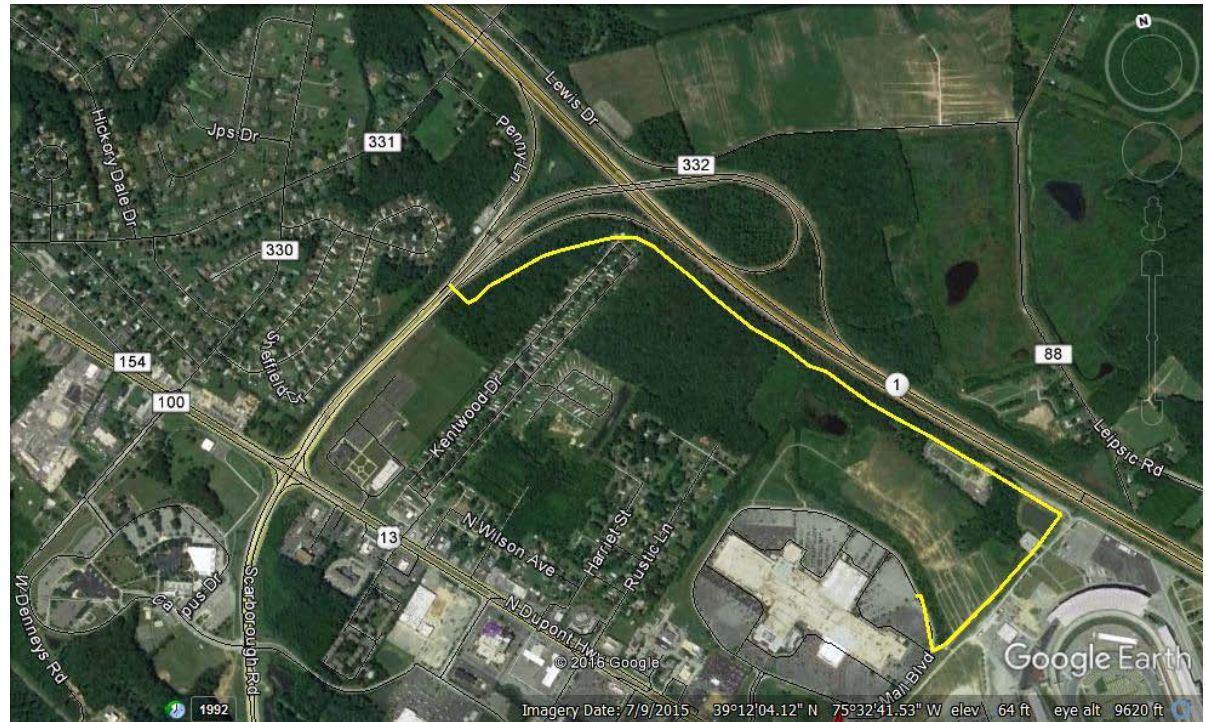
Project Funding Schedule (X \$000)										
Project	Phase	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2021 State/ Other	FY 2021 Federal	FY 2018- 2021 Total
SR8, Connector Road from Commerce Way to SR8	PD									0.0
	PE							250.0		250.0
	RW									0.0
	C									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 – Arterials
Functional Category:	Management
Representative District:	28
Senatorial District:	17
Estimated Cost:	\$ TBD
MPO Priority Rating:	17
State Priority Ranking	101



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, Scarborough Road C-D Roads	PD									0.0
	PE							250.0		250.0
	RW									0.0
	C									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

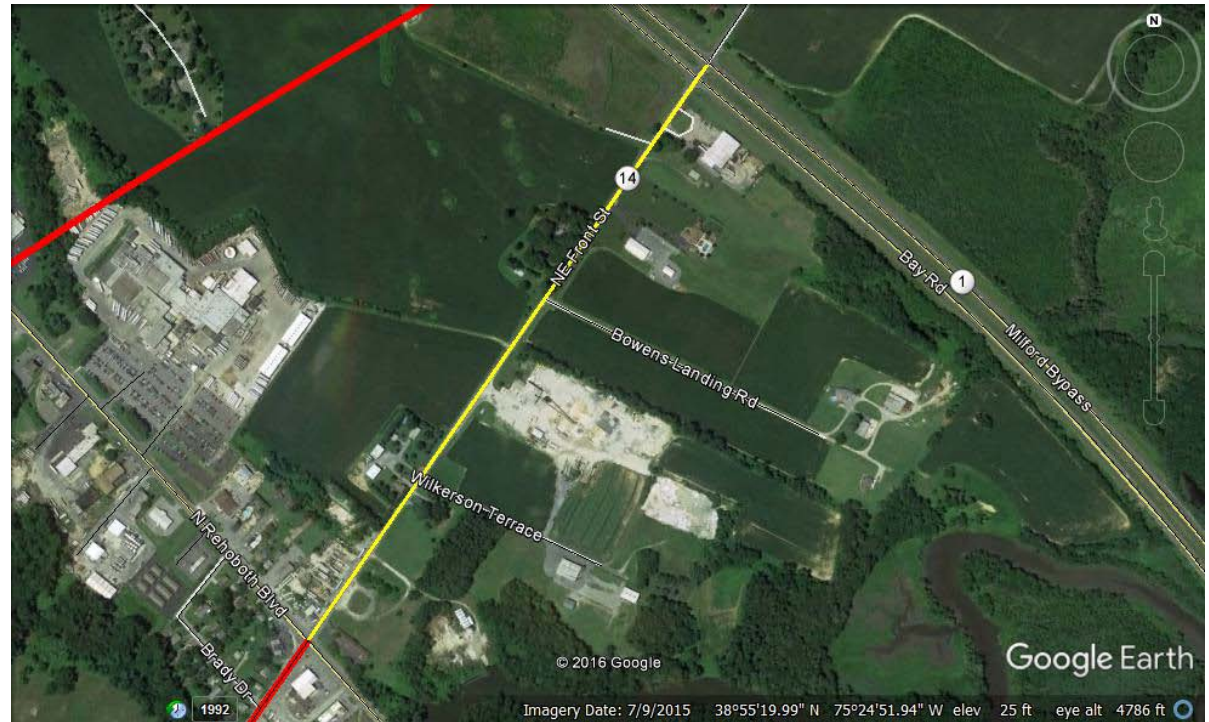
Project Funding Schedule (X \$000)										
Project	Phase	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2021 State/ Other	FY 2021 Federal	FY 2018- 2021 Total
SR1, Scarborough Road C-D Roads	PD									0.0
	PE							250.0		250.0
	RW									0.0
	C									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 – Arterials
Functional Category:	Management
Representative District:	33
Senatorial District:	18
Estimated Cost:	\$TBD
MPO Priority Rating:	4
State Priority Ranking	26



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
NE Front Street, Rehoboth Blvd to SR1	PD									0.0
	PE							450.0		450.0
	RW									0.0
	C									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 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
NE Front Street, Rehoboth Blvd to SR1	PD									0.0
	PE							450.0		450.0
	RW									0.0
	C									0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	450.0	0.0	450.0

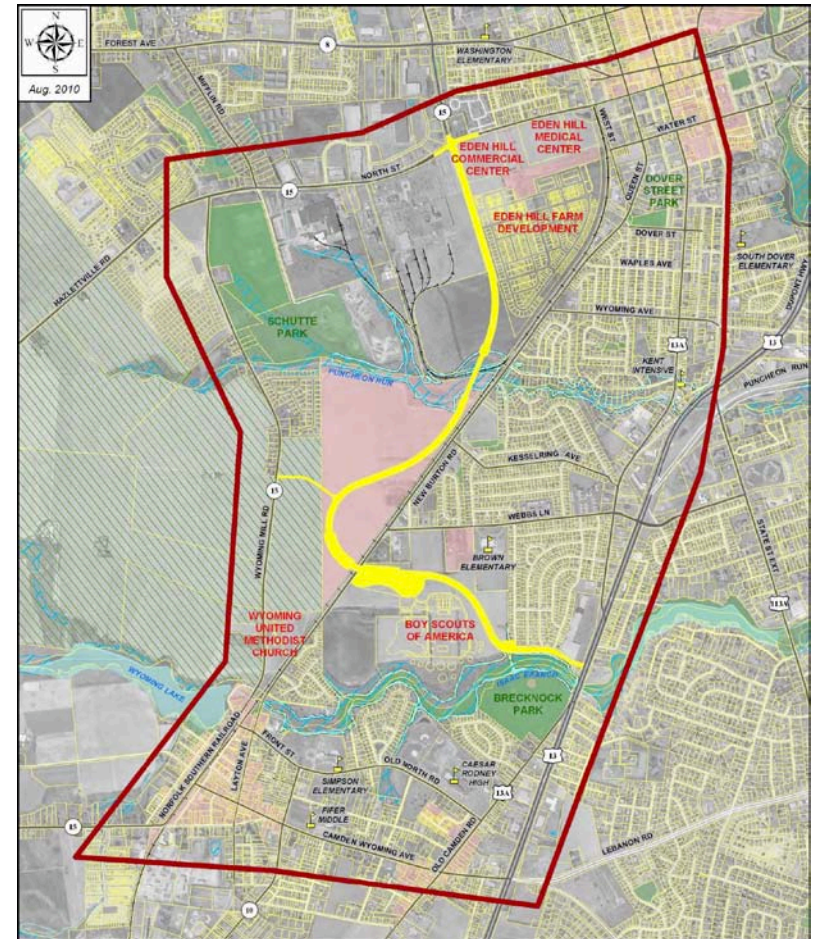
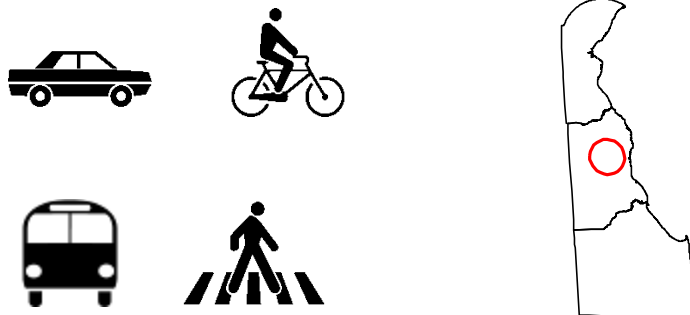
ROAD SYSTEM:
COLLECTORS

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



WEST DOVER CONNECTOR

Project Authorization Schedule (X \$000)										
Project	Phase	FY 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
WEST DOVER CONNECTOR	PD									0.0
	PE									0.0
	RW									0.0
	C									0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

National Highway Performance Program
Surface Transportation Program MAP-21

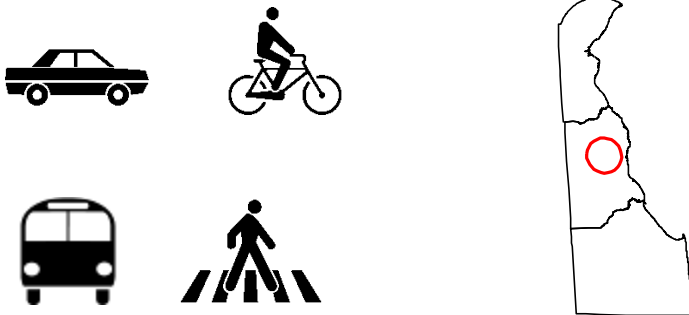
Project Funding Schedule (X \$000)										
Project	Phase	FY 2018 State/Other	FY 2018 Federal	FY 2019 State/Other	FY2019 Federal	FY 2020 State/Other	FY 2020 Federal	FY 2021 State/ Other	FY 2021 Federal	FY 2018- 2021 Total
WEST DOVER CONNECTOR	PD									0.0
	PE									0.0
	RW									0.0
	C							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

KENTON ROAD: SR8 TO CHESTNUT GROVE ROAD

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

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

County:	Kent
Municipality:	Dover
Funding Program:	Road System – Collectors
Functional Category:	Management
Representative District:	31
Senatorial District:	17
Estimated Cost:	\$5,201,306
MPO Priority Rating:	2.10 (old system)
State Priority Number:	78



KENTON ROAD: SR8 TO CHESTNUT GROVE ROAD

Project Authorization Schedule (X \$000)										
Project	Phase	FY 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
KENTON ROAD: SR8 TO CHESTNUT GROVE ROAD	PE	50.0	200.0							250.0
	RW	48.0	192.0	144.0	576.0					960.0
	C					300.0	1,200.0	300.0	1,200.0	3,000.0
	Total	98.0	392.0	144.0	576.0	300.0	1,200.0	300.0	1,200.0	4,210.0

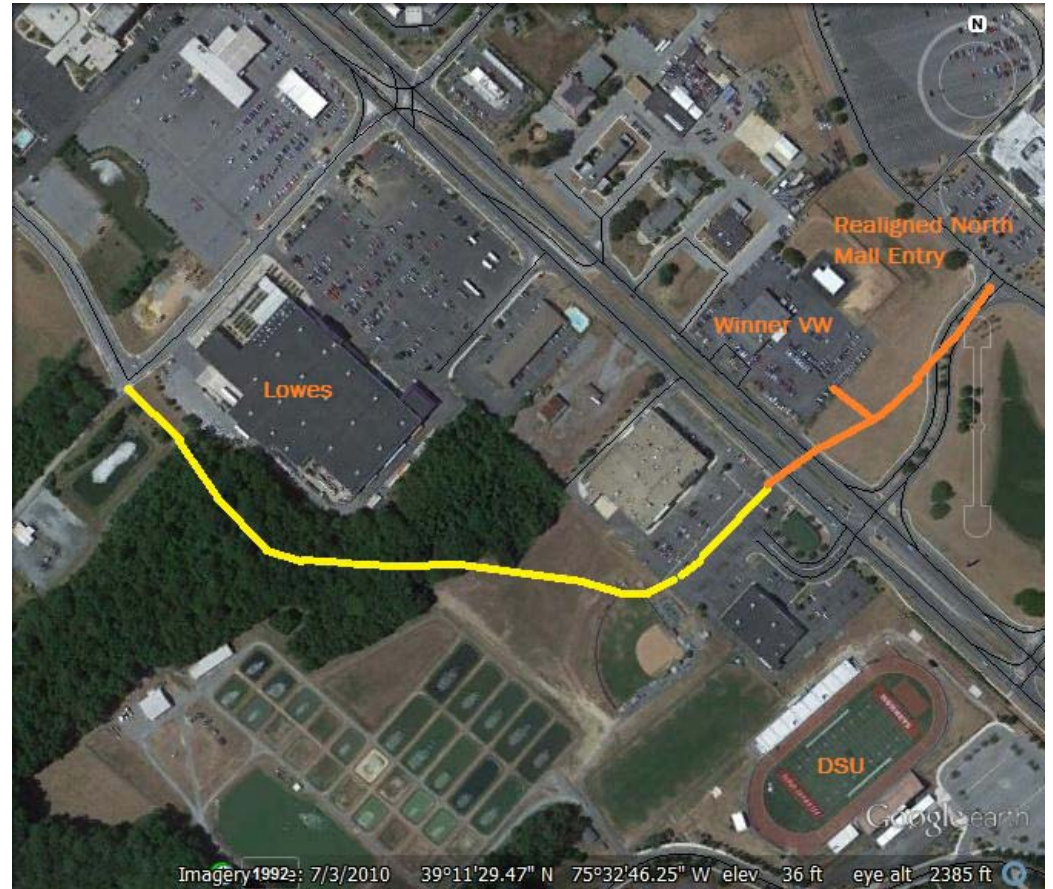
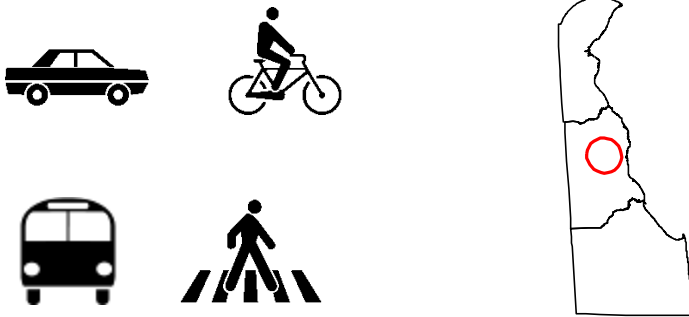
Project Funding Schedule (X \$000)										
Project	Phase	FY 2018 State/Other	FY 2018 Federal	FY 2019 State/Other	FY2019 Federal	FY 2020 State/Other	FY 2020 Federal	FY 2021 State/ Other	FY 2021 Federal	FY 2018- 2021 Total
KENTON ROAD: SR8 TO CHESTNUT GROVE ROAD	PE	50.0	200.0							250.0
	RW	48.0	192.0	144.0	576.0					960.0
	C					300.0	1,200.0	300.0	1,200.0	3,000.0
	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:	Kent
Municipality:	Dover
Funding Program:	Road System – Collectors
Functional Category:	Expansion
Representative District:	31
Senatorial District:	17
Estimated Cost:	\$5,857,388
MPO Priority Rating:	2.10
State Priority Number:	49



CRAWFORD CARROLL ROAD EXTENSION

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
CRAWFORD CARROLL ROAD EXTENSION	PE	50.0	200.0							250 .0
	RW			220.0	880.0	220.0	880.0			2,200.0
	C							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

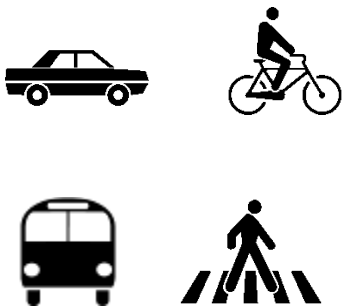
Project Funding Schedule (X \$000)										
Project	Phase	FY 2018 State/Other	FY 2018 Federal	FY 2019 State/Other	FY2019 Federal	FY 2020 State/Other	FY 2020 Federal	FY 2021 State/ Other	FY 2021 Federal	FY 2018- 2021 Total
CRAWFORD CARROLL ROAD EXTENSION	PE	50.0	200.0							250 .0
	RW			220.0	880.0	220.0	880.0			2,200.0
	C							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	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
<i>CAMDEN BY-PASS: NORTH STREET EXTENDED TO DE10</i>	PE	350.0		350.0						700.0
	RW					120.0	480.0	120.0	480.0	1,200.0
	C									0.0
	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

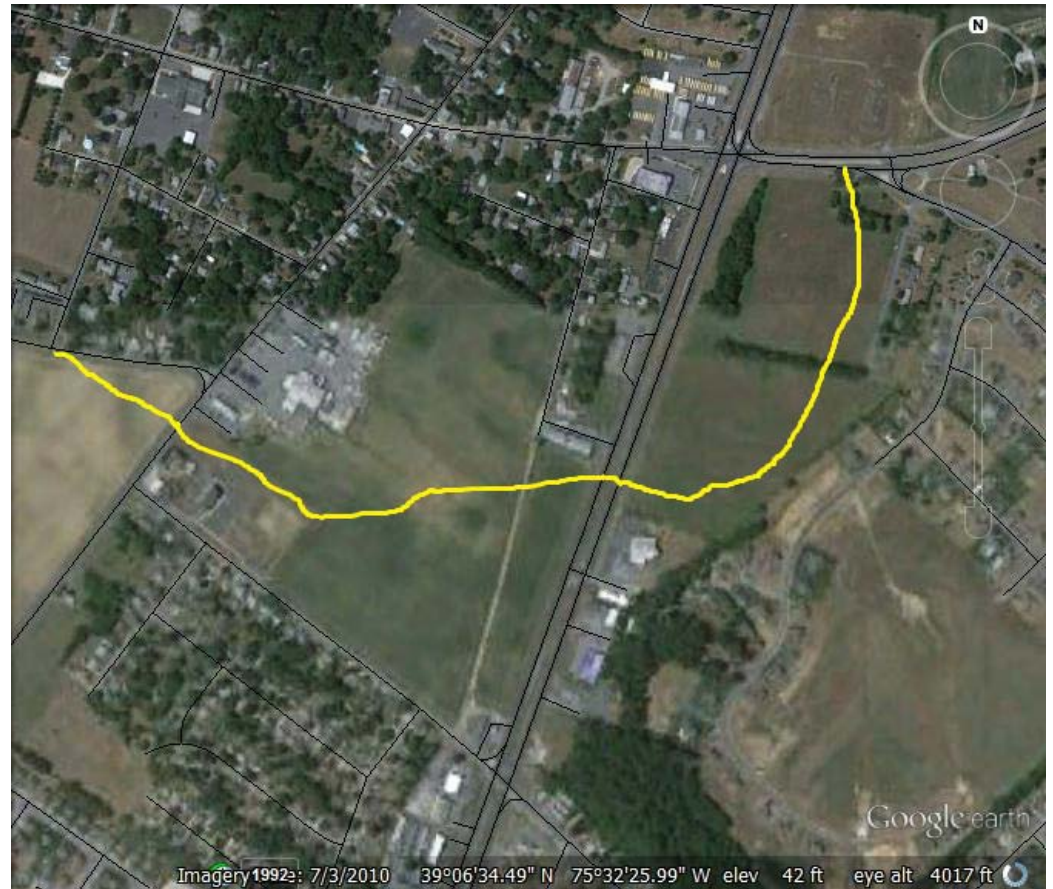
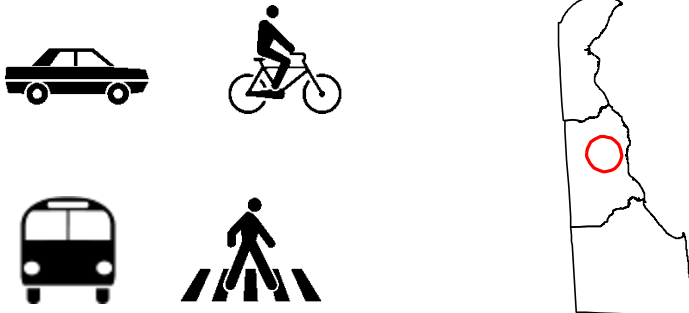
Project Funding Schedule (X \$000)										
Project	Phase	FY 2018 State/Other	FY 2018 Federal	FY 2019 State/Other	FY2019 Federal	FY 2020 State/Other	FY 2020 Federal	FY 2021 State/ Other	FY 2021 Federal	FY 2018- 2021 Total
<i>CAMDEN BY-PASS: NORTH STREET EXTENDED TO DE10</i>	PE	350.0		350.0						700.0
	RW					120.0	480.0	120.0	480.0	1,200.0
	C									0.0
	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 System – Collectors
Functional Category:	Management
Representative District:	31
Senatorial District:	17
Estimated Cost:	\$13,200,000
MPO Priority Rating:	2.10
State Priority Number:	78



CAMDEN BY-PASS: SOUTH STREET TO RISING SUN ROAD

Project Authorization Schedule (X \$000)										
Project	Phase	FY 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
<i>CAMDEN BY-PASS: SOUTH STREET TO RISING SUN ROAD</i>	PE	120.0	480.0							600.0
	RW			200.0	800.0	200.0	800.0			2,000.0
	C							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

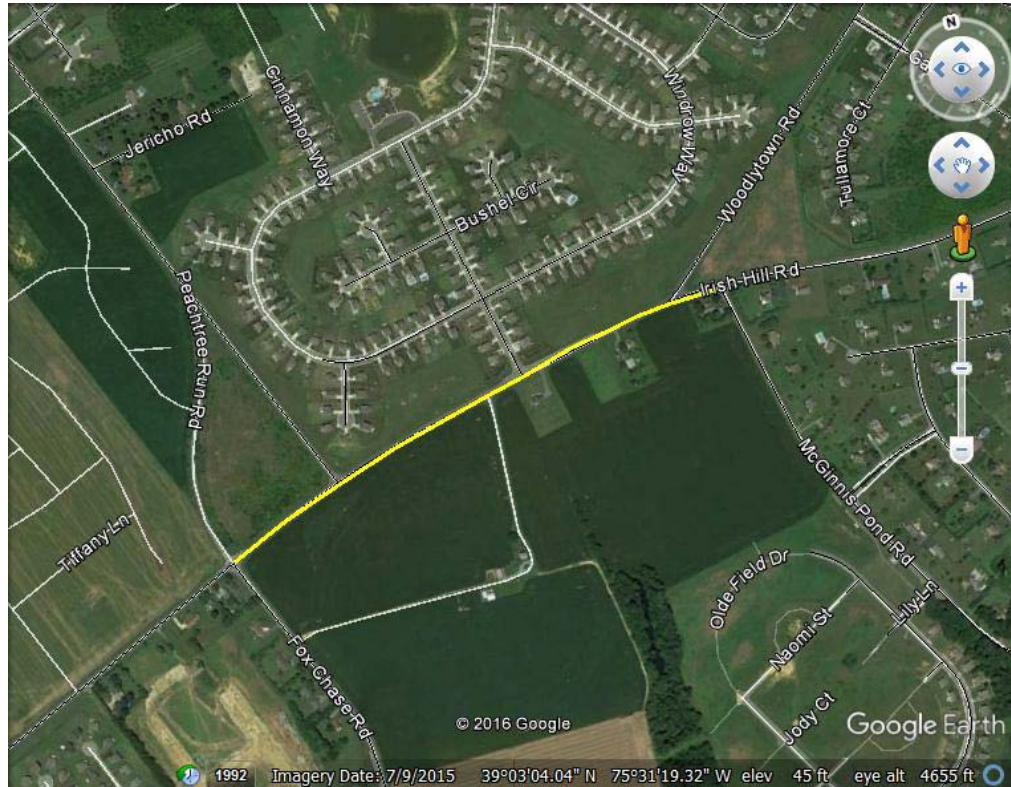
Project Funding Schedule (X \$000)										
Project	Phase	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/Other	FY2019 Federal	FY 2020 State/Other	FY 2020 Federal	FY 2021 State/ Other	FY 2021 Federal	FY 2018- 2021 Total
<i>CAMDEN BY-PASS: SOUTH STREET TO RISING SUN ROAD</i>	PE	120.0	480.0							600.0
	RW			200.0	800.0	200.0	800.0			2,000.0
	C							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:	Central Kent County
Funding Program:	Road System – Collectors
Functional Category:	Management
Representative District:	33
Senatorial District:	16
Estimated Cost:	\$ TBD
MPO Priority Rating:	32
State Priority Number:	78



IRISH HILL RD., FOX CHASE ROAD TO MCGINNIS POND 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
IRISH HILL RD., FOX CHASE ROAD TO MCGINNIS POND ROAD	PE							150.0		150.0
	RW									0.0
	C									0.0
	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)

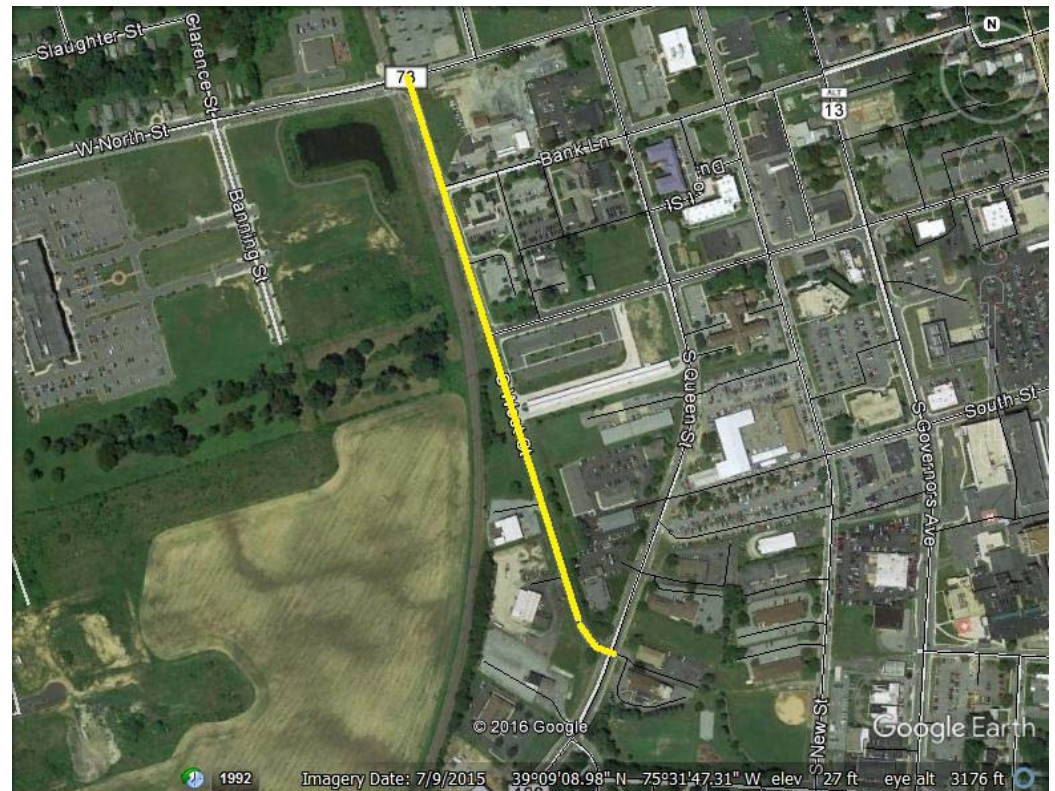
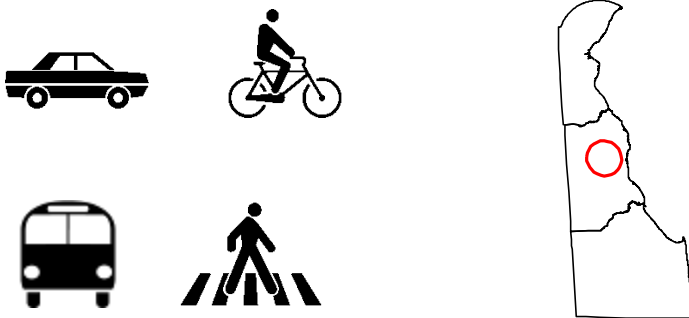
Project Funding Schedule (X \$000)										
Project	Phase	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/Other	FY2019 Federal	FY 2020 State/Other	FY 2020 Federal	FY 2021 State/ Other	FY 2021 Federal	FY 2018- 2021 Total
IRISH HILL RD., FOX CHASE ROAD TO MCGINNIS POND ROAD	PE							150.0		150.0
	RW									0.0
	C									0.0
	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	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
WEST STREET, NEW BURTON ROAD TO NORTH STREET	PE							200.0		200.0
	RW									0.0
	C									0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	200.0	0.0	200.0

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
WEST STREET, NEW BURTON ROAD TO NORTH STREET	PE							200.0		200.0
	RW									0.0
	C									0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	200.0	0.0	200.0

ROAD SYSTEM:
LOCAL ROADS

LOCAL ROADS

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

|

ROAD SYSTEM:

BICYCLE /

PEDESTRIANS

BICYCLE AND PEDESTRIAN IMPROVEMENTS

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

ROAD SYSTEM:
BRIDGES

BRIDGES:

BR 2-031A 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 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 IRISH HILL ROAD OVER DOUBLE RUN CREEK	PE									0.0
	RW	2.4	9.6							12.0
	C	141.0	564.0							705.0
	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 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 IRISH HILL ROAD OVER DOUBLE RUN CREEK	PE									0.0
	RW	2.4	9.6							12.0
	C	141.0	564.0							705.0
	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 State/Other	FY 2018 Federal	FY 2019 State/Other	FY 2019 Federal	FY 2020 State/Other	FY 2020 Federal	FY 2021 State/ Other	FY 2021 Federal	FY 2018- 2021 Total
BR 2-050A ON SR 8, HALLTOWN ROAD OVER BEAVERDAM DITCH	PE									0.0
	RW									0.0
	C			200.0	800.0					1,000.0
	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 Schedule (X \$000)										
Project	Phase	FY 2018 State/Other	FY 2018 Federal	FY 2019 State/Other	FY 2019 Federal	FY 2020 State/Other	FY 2020 Federal	FY 2021 State/ Other	FY 2021 Federal	FY 2018- 2021 Total
BR 2-050A ON SR 8, HALLTOWN ROAD OVER BEAVERDAM DITCH	PE									0.0
	RW									0.0
	C			200.0	800.0					1,000.0
	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)										
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
BR 2-052B ON K052 WESTVILLE ROAD OVER ALMSHOUSE BRANCH	PE									0.0
	RW									0.0
	C	120.0	480.0							600.0
	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)										
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
BR 2-052B ON K052 WESTVILLE ROAD OVER ALMSHOUSE BRANCH	PE									0.0
	RW									0.0
	C	120.0	480.0							600.0
	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 Authorization Schedule (X \$000)										
Project	Phase	FY 2018 State/Other	FY 2018 Federal	FY 2019 State/Other	FY 2019 Federal	FY 2020 State/Other	FY 2020 Federal	FY 2021 State/ Other	FY 2021 Federal	FY 2018- 2021 Total
BR 2-098 ON FORDS CORNER ROAD, OVER GRAVELLY RUN	PE									0.0
	RW	15.0								15.0
	C	200.0		250.0						450.0
	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	Phase	FY 2018 State/Other	FY 2018 Federal	FY 2019 State/Other	FY 2019 Federal	FY 2020 State/Other	FY 2020 Federal	FY 2021 State/ Other	FY 2021 Federal	FY 2018- 2021 Total
BR 2-098 ON FORDS CORNER ROAD, OVER GRAVELLY RUN	PE									0.0
	RW	15.0								15.0
	C	200.0		250.0						450.0
	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)										
Project	Phase	FY 2018 State/Other	FY 2018 Federal	FY 2019 State/Other	FY 2019 Federal	FY 2020 State/Other	FY 2020 Federal	FY 2021 State/ Other	FY 2021 Federal	FY 2018- 2021 Total
BR 2-108B ON FIRETOWER ROAD OVER TRIBUTARY TO COW MARSH DITCH	PE									0.0
	RW	10.0								10.0
	C			400.0						400.0
	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 State/Other	FY 2018 Federal	FY 2019 State/Other	FY 2019 Federal	FY 2020 State/Other	FY 2020 Federal	FY 2021 State/ Other	FY 2021 Federal	FY 2018- 2021 Total
BR 2-108B ON FIRETOWER ROAD OVER TRIBUTARY TO COW MARSH DITCH	PE									0.0
	RW	10.0								10.0
	C			400.0						400.0
	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 State/Other	FY 2018 Federal	FY 2019 State/Other	FY 2019 Federal	FY 2020 State/Other	FY 2020 Federal	FY 2021 State/ Other	FY 2021 Federal	FY 2018- 2021 Total
BR 2-114E ON K114 TODD'S CHAPEL ROAD OVER QUARTER BRANCH	PE									0.0
	RW									0.0
	C	80.0	320.0							400.0
	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 State/Other	FY 2018 Federal	FY 2019 State/Other	FY 2019 Federal	FY 2020 State/Other	FY 2020 Federal	FY 2021 State/ Other	FY 2021 Federal	FY 2018- 2021 Total
BR 2-114E ON K114 TODD'S CHAPEL ROAD OVER QUARTER BRANCH	PE									0.0
	RW									0.0
	C	80.0	320.0							400.0
	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: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 35, 30
Senatorial District: 18
Estimated Cost: \$544,000
MPO Priority Rating: N/A (Bridge)



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

Federal Funding Program: Surface Transportation Program – Off System Bridge

Project Funding Schedule (X \$000)										
Project	Phase	FY 2018 State/Other	FY 2018 Federal	FY 2019 State/Other	FY 2019 Federal	FY 2020 State/Other	FY 2020 Federal	FY 2021 State/ Other	FY 2021 Federal	FY 2018- 2021 Total
BR 2-118A ON K118 COON DEN ROAD OVER NANTICOKE RIVER	PE									0.0
	RW	16.0								16.0
	C			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 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
BR2-234A ON K234 LAKE FRONT DRIVE OVER RED HOUSE BRANCH	PE									0.0
	RW									0.0
	C	300.0								300.0
	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	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
BR2-234A ON K234 LAKE FRONT DRIVE OVER RED HOUSE BRANCH	PE									0.0
	RW									0.0
	C	300.0								300.0
	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 State/Other	FY 2018 Federal	FY 2019 State/Other	FY 2019 Federal	FY 2020 State/Other	FY 2020 Federal	FY 2021 State/ Other	FY 2021 Federal	FY 2018- 2021 Total
KENT AND SUSSEX PIPE REPLACEMENT	PE									0.0
	RW									0.0
	C	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 State/Other	FY 2018 Federal	FY 2019 State/Other	FY 2019 Federal	FY 2020 State/Other	FY 2020 Federal	FY 2021 State/ Other	FY 2021 Federal	FY 2018- 2021 Total
KENT AND SUSSEX PIPE REPLACEMENT	PE									0.0
	RW									0.0
	C	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 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 MAINTENANCE FACILITY RENOVATIONS	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	500.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	500.0
	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 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 MAINTENANCE FACILITY RENOVATIONS	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	514.2	1,382.8	0.0	0.0	0.0	0.0	0.0	0.0	1,897.0
	Total	514.2	1,382.8	0.0	0.0	0.0	0.0	0.0	0.0	1,897.0

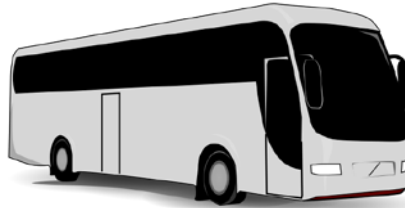
TRANSIT SYSTEM:
VEHICLES

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



PREVENTATIVE MAINTENANCE – KENT COUNTY

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
PREVENTATIVE MAINTENANCE – KENT COUNTY	PRO	23.9	95.4	23.9	95.4	23.9	95.4	23.9	95.4	477.2
	Total	23.9	95.4	23.9	95.4	23.9	95.4	23.9	95.4	477.2

5307 – Urbanized Area Formula Grant Program

Project Funding Schedule (X \$000)										
Project	Phase	FY 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
PREVENTATIVE MAINTENANCE – KENT COUNTY	PRO	23.9	95.4	23.9	95.4	23.9	95.4	23.9	95.4	477.2
	Total	23.9	95.4	23.9	95.4	23.9	95.4	23.9	95.4	477.2

TRANSIT VEHICLE EXPANSION: (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 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
TRANSIT VEHICLE EXPANSION: (2) 40' LOW FLOOR FY17	PRO	1,140.9	3,788.1							4,929.0
	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 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
TRANSIT VEHICLE EXPANSION: (2) 40' LOW FLOOR FY17	PRO	1,140.9	3,788.1							4,929.0
	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: Kent
Funding Program: Transit System – Vehicles
Functional Category: Expansion
Representative District: 32
Senatorial District: 18
Estimated Cost: \$950,000



TRANSIT VEHICLE EXPANSION

Project Authorization Schedule (X \$000)										
Project	Phase	FY 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
TRANSIT VEHICLE EXPANSION: (2) 40' LOW FLOOR KC FY17	PRO	190.0	760.0							950.0
	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

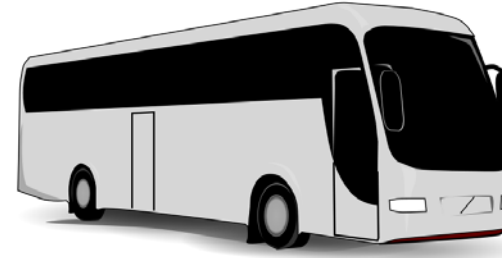
Project Funding Schedule (X \$000)										
Project	Phase	FY 2018 State/Other	FY 2018 Federal	FY 2019 State/Other	FY2019 Federal	FY 2020 State/Other	FY 2020 Federal	FY 2021 State/ Other	FY 2021 Federal	FY 2018- 2021 Total
TRANSIT VEHICLE EXPANSION: (2) 40' LOW FLOOR KC FY17	PRO	190.0	760.0							950.0
	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: Transit System – Vehicles
Functional Category: Expansion
Representative District: 28, 29, 30, 31, 32, 33, 34
Senatorial District: 14, 15, 16, 17, 18
Estimated Cost: \$1,693,100



TRANSIT VEHICLE EXPANSION

Project Authorization Schedule (X \$000)										
Project	Phase	FY 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
TRANSIT VEHICLE EXPANSION (2) 45' OTR KC FY19	PRO			338.6	1,354.5					1,693.1
	Total	0.0	0.0	338.6	1,354.5	0.0	0.0	0.0	0.0	1,693.1

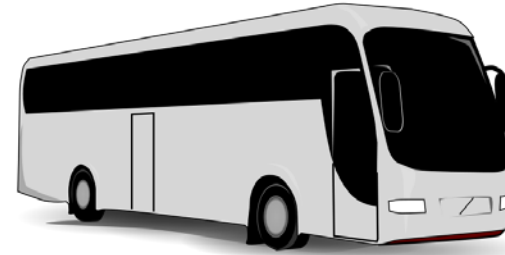
Project Funding Schedule (X \$000)										
Project	Phase	FY 2018 State/Other	FY 2018 Federal	FY 2019 State/Other	FY2019 Federal	FY 2020 State/Other	FY 2020 Federal	FY 2021 State/ Other	FY 2021 Federal	FY 2018- 2021 Total
TRANSIT VEHICLE EXPANSION (2) 45' OTR KC FY19	PRO			338.6	1,354.5					1,693.1
	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: Kent
Funding Program: Transit System – Vehicles
Functional Category: Expansion
Representative District: 28, 29, 30, 31, 32, 34
Senatorial District: 14, 15, 16, 17
Estimated Cost: \$1,657,200



VEHICLE REPLACEMENT

Project Authorization Schedule (X \$000)										
Project	Phase	FY 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
TRANSIT VEHICLE REPLACEMENT (2) 45' OTR KC FY19	PRO			331.4	1,325.8					1,657.2
	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)										
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
TRANSIT VEHICLE REPLACEMENT (2) 45' OTR KC FY19	PRO					331.4	1,325.8			1,657.2
	Total	0.0	0.0	0.0	0.0	331.4	1,325.8	0.0	0.0	1,657.2

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

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

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

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



VEHICLE REPLACEMENT

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
TRANSIT VEHICLE REPLACEMENT (4) 30' Low Floor Buses KC FY20	PRO					403.4	1,613.8	0.0	0.0	2,017.2
	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)										
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
TRANSIT VEHICLE REPLACEMENT (4) 30' Low Floor Buses KC FY20	PRO					403.4	1,613.8	0.0	0.0	2,017.2
	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)										
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
TRANSIT VEHICLE REPLACEMENT (13) 30' Low Floor Buses KC FY21	PRO							1,376.7	5,506.8	6,883.5
	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)										
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
TRANSIT VEHICLE REPLACEMENT (13) 30' Low Floor Buses KC FY21	PRO							1,376.7	5,506.8	6,883.5
	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: Kent
Funding Program: Transit System – Vehicles
Functional Category: Replacement
Representative District: 28, 29, 30, 31, 32, 34
Senatorial District: 14, 15, 16, 17
Estimated Cost: \$4,933,600



Paratransit Buses Kent FY2016-2022

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
TRANSIT VEHICLE REPLACEMENT Paratransit Buses Kent FY16-2232,	PRO	173.2	692.7	326.1	1,304.4	75.4	301.8	412.0	1,648.0	4,933.6
	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 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
TRANSIT VEHICLE REPLACEMENT Paratransit Buses Kent FY16-22	PRO	173.2	692.7	326.1	1,304.4	75.4	301.8	412.0	1,648.0	4,933.6
	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 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
TRANSIT VEHICLE REPLACEMENT SUPPORT VEHICLES KENT FY16-22	PRO	59.6				111.8				171.4
	Total	59.6	0.0	0.0	0.0	111.8	0.0	0.0	0.0	171.4

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
TRANSIT VEHICLE REPLACEMENT SUPPORT VEHICLES KENT FY16-22	PRO	59.6				111.8				171.4
	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)

APPENDIX C

FINANCIAL PLAN

	Revenue			
	FY 18	FY 19	FY 20	FY 21
Kent County				
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 Funds			
	FY 18	FY 19	FY 20	FY 21
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	\$0	\$0	\$0	\$0
Bridge Preservation	\$3,712,139	\$2,153,000	\$0	\$0
Bicycle/Pedestrian	\$0	\$0	\$0	\$0
Transportation Facilities	\$0	\$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

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

APPENDIX E-A
Annual Listing of Projects
Kent County

APPENDIX E
KENT COUNTY PROJECTS

Priori ty	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
89	Kent	HEP KC, SR 8 & SR 15 Intersection Improvements	Road System Arterials	Arterials	PE		1,100,000	60,000	240,000	-	18,827	75,309	-	-	-	-	-	-	-
89	Kent	HEP KC, SR 8 & SR 15 Intersection Improvements	Road System Arterials	Arterials	ROW		1,000,000	50,000	200,000	-	150,000	600,000	-	-	-	-	-	-	-
89	Kent	HEP KC, SR 8 & SR 15 Intersection Improvements	Road System Arterials	Arterials	C		3,000,000	-	-	-	-	-	-	150,000	1,350,000	-	150,000	1,350,000	-
		HEP KC, SR 8 & SR 15 Intersection Improvements Total					5,100,000	110,000	440,000	-	168,827	675,309	-	150,000	1,350,000	-	150,000	1,350,000	-
61	Kent	Loockerman Street / Forest Street	Road System Arterials	Arterials	PD		246,830	-	-	-	-	-	-	-	-	-	-	-	-
61	Kent	Loockerman Street / Forest Street	Road System Arterials	Arterials	PE		50,000	25,000	-	-	-	-	-	-	-	-	-	-	-
61	Kent	Loockerman Street / Forest Street	Road System Arterials	Arterials	ROW		200,000	-	-	-	100,000	-	-	100,000	-	-	-	-	-
61	Kent	Loockerman Street / Forest Street	Road System Arterials	Arterials	C		3,500,000	-	-	-	-	-	-	-	1,200,000	-	400,000	1,600,000	-
		Loockerman Street / Forest Street Total					3,996,830	25,000	-	-	100,000	-	-	400,000	1,200,000	-	400,000	1,600,000	-
22	Kent	SR 1, Little Heaven Grade Separated Intersection	Road System Arterials	Arterials	PD		605,360	-	-	-	-	-	-	-	-	-	-	-	-
22	Kent	SR 1, Little Heaven Grade Separated Intersection	Road System Arterials	Arterials	PE		5,499,000	-	-	-	-	-	-	-	-	-	-	-	-
22	Kent	SR 1, Little Heaven Grade Separated Intersection	Road System Arterials	Arterials	ROW		19,800,000	-	-	-	-	-	-	-	-	-	-	-	-
22	Kent	SR 1, Little Heaven Grade Separated Intersection	Road System Arterials	Arterials	CE		5,436,808	-	873,227	-	-	-	-	-	-	-	-	-	-
22	Kent	SR 1, Little Heaven Grade Separated Intersection	Road System Arterials	Arterials	C		40,117,533	-	10,500,000	-	-	-	-	-	-	-	-	-	-
22	Kent	SR 1, Little Heaven Grade Separated Intersection	Road System Arterials	Arterials	Traffic		1,698,900	-	565,734	-	-	-	-	-	-	-	-	-	-
22	Kent	SR 1, Little Heaven Grade Separated Intersection	Road System Arterials	Arterials	Utilities		6,894,276	-	-	-	-	-	-	-	-	-	-	-	-
22	Kent	SR 1, Little Heaven Grade Separated Intersection	Road System Arterials	Arterials	Conting		2,644,410	-	2,644,410	-	-	-	-	-	-	-	-	-	-
22	Kent	SR 1, Little Heaven Grade Separated Intersection	Road System Arterials	Arterials	Maintena		50,000	-	-	-	-	-	-	-	-	-	-	-	-
		SR 1, Little Heaven Grade Separated Intersection Total					82,746,288	-	14,583,371	-	-	-	-	-	-	-	-	-	-
69	Kent	SR 1, NE Front Street Grade Separated Intersection	Road System Arterials	Arterials	PE		726,936	-	-	-	-	-	-	-	-	-	-	-	-
69	Kent	SR 1, NE Front Street Grade Separated Intersection	Road System Arterials	Arterials	ROW		3,000,000	-	-	-	-	-	-	-	-	-	-	-	-
69	Kent	SR 1, NE Front Street Grade Separated Intersection	Road System Arterials	Arterials	C		16,000,000	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 System Arterials	Arterials	Utilities		38,000	-	-	-	-	-	-	-	-	-	-	-	-
69	Kent	SR 1, NE Front Street Grade Separated Intersection	Road System Arterials	Arterials	Maintena		442,000	-	-	-	-	-	-	-	-	-	-	-	-
		SR 1, NE Front Street Grade Separated Intersection Total					20,206,936	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 System Arterials	Arterials	PD		489,204	-	-	-	-	-	-	-	-	-	-	-	-
95	Kent	SR 1, South Frederica Grade Separated Intersection	Road System Arterials	Arterials	PE		2,988,700	-	-	-	-	-	-	-	-	-	-	-	-
95	Kent	SR 1, South Frederica Grade Separated Intersection	Road System Arterials	Arterials	ROW		2,488,734	-	-	-	-	-	-	-	-	-	-	-	-
95	Kent	SR 1, South Frederica Grade Separated Intersection	Road System Arterials	Arterials	CE		4,355,650	202,369	809,474.93	-	-	-	-	-	-	-	-	-	-
95	Kent	SR 1, South Frederica Grade Separated Intersection	Road System Arterials	Arterials	C		18,364,798	1,591,535	6,366,143	-	-	-	-	-	-	-	-	-	-
95	Kent	SR 1, South Frederica Grade Separated Intersection	Road System Arterials	Arterials	Traffic		779,976	83,102	332,410	-	-	-	-	-	-	-	-	-	-
95	Kent	SR 1, South Frederica Grade Separated Intersection	Road System Arterials	Arterials	Utilities		554,011	-	-	-	-	-	-	-	-	-	-	-	-
95	Kent	SR 1, South Frederica Grade Separated Intersection	Road System Arterials	Arterials	Conting		1,665,815	-	-	-	333,163.00	1,332,652.00	-	-	-	-	-	-	-
95	Kent	SR 1, South Frederica Grade Separated Intersection	Road System Arterials	Arterials	Maintena		80,000	16,000	64,000	-	-	-	-	-	-	-	-	-	-
		SR 1, South Frederica Grade Separated Intersection Total					31,766,887	1,893,006	7,572,028	-	333,163	1,332,652	-	-	-	-	-	-	-
7	Kent	SR 1, Thompsonville Grade Separated Intersection	Road System Arterials	Arterials	PD		685,425	-	-	-	-	-	-	-	-	-	-	-	-
7	Kent	SR 1, Thompsonville Grade Separated Intersection	Road System Arterials	Arterials	PE		250,000	-	-	-	-	-	-	-	-	-	-	-	-
7	Kent	SR 1, Thompsonville Grade Separated Intersection	Road System Arterials	Arterials	ROW		8,576,568	-	-	-	-	-	-	-	-	-	-	-	-
7	Kent	SR 1, Thompsonville Grade Separated Intersection	Road System Arterials	Arterials	CE		2,115,743	-	-	-	-	-	-	-	-	-	-	-	-
7	Kent	SR 1, Thompsonville Grade Separated Intersection	Road System Arterials	Arterials	C		11,531,132	-	-	-	-	-	-	-	-	-	-	-	-
7	Kent	SR 1, Thompsonville Grade Separated Intersection	Road System Arterials	Arterials	Traffic		356,002	-	-	-	-	-	-	-	-	-	-	-	-
7	Kent	SR 1, Thompsonville Grade Separated Intersection	Road System Arterials	Arterials	Utilities		366,197	-	-	-	-	-	-	-	-	-	-	-	-
7	Kent	SR 1, Thompsonville Grade Separated Intersection	Road System Arterials	Arterials	Conting		1,655,685	-	-	-	-	-	-	-	-	-	-	-	-
7	Kent	SR 1, Thompsonville Grade Separated Intersection	Road System Arterials	Arterials	Maintena		10,000	-	-	-	-	-	-	-	-	-	-	-	-
		SR 1, Thompsonville Grade Separated Intersection Total					25,546,752	-	-	-	-	-	-	-	-	-	-	-	-
84	Kent	HEP KC, SR14 at Killens Pond Road Intersection Improvement	Road System Arterials	Safety Improve	PE		20,000	-	-	-	-	-	-	-	-	-	-	-	-
84	Kent	HEP KC, SR14 at Killens Pond Road Intersection Improvement	Road System Arterials	Safety Improve	ROW		30,000	2,000	18,000	-	-	-	-	-	-	-	-	-	-
84	Kent	HEP KC, SR14 at Killens Pond Road Intersection Improvement	Road System Arterials	Safety Improve	C		250,000	25,000	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 Puncture Run Connector	Road System Arterials	Safety Improve	PE		4,500,000	250,000	1,000,000	-	200,000	800,000	-	-	-	-	-	-	-
24	Kent	HEP, KC, US13, Lochmeath Way to Puncture Run Connector	Road System Arterials	Safety Improve	ROW		2,000,000	-	-	-	200,000	800,000	-	200,000	800,000	-	-	-	-
24	Kent	HEP, KC, US13, Lochmeath Way to Puncture Run Connector	Road System Arterials	Safety Improve	C		66,000,000	-	-	-	-	-	-	-	-	-	4,400,000	17,600,000	-
		HEP, KC, US13, Lochmeath Way to Puncture Run Connector Total					72,500,000	250,000	1,000,000	-	400,000	1,600,000	-	200,000	800,000	-	4,400,000	17,600,000	-
25	Kent	HEP KC, US13 Walnut Shade Rd. to Lochmeath Way	Road System Arterials	Safety Improve	PE		500,000	100,000	-	-	200,000	-	-	200,000	-	-	100,000	400,000	-
25	Kent	HEP KC, US13 Walnut Shade Rd. to Lochmeath Way	Road System Arterials	Safety Improve	ROW		500,000	-	-	-	-	-	-	-	-	-	-	-	-
25	Kent	HEP KC, US13 Walnut Shade Rd. to Lochmeath Way	Road System Arterials	Safety Improve	C		16,500,000	-	-	-	-	-	-	-	-	-	-	-	-
		HEP KC, US13 Walnut Shade Rd. to Lochmeath Way Total					17,500,000	100,000	-	-	200,000	-	-	200,000	-	-	100,000	400,000	-
16	Kent	Walnut Shade Road, US13 to Peachtree Run Road	Road System Arterials	Safety Improve	PE		850,000	-	-	-	400,000	-	-	450,000	-	-	100,000	400,000	-
16	Kent	Walnut Shade Road, US13 to Peachtree Run Road	Road System Arterials	Safety Improve	ROW		1,000,000	-	-	-	-	-	-	-	-	-	-	-	-
16	Kent	Walnut Shade Road, US13 to Peachtree Run Road	Road System Arterials	Safety Improve	C		5,000,000	-	-	-	-	-	-	-	-	-	-	-	-
		Walnut Shade Road, US13 to Peachtree Run Road Total					6,850,000	-	-	-	400,000	-	-	450,000	-	-	100,000	400,000	-
55	Kent	SR8, Connector from Commerce Way to SR8	Road System Arterials	Arterials	PE		750,000	-	-	-	-	-	-	450,000	-	-	250,000	-	-
		SR8, Connector from Commerce Way to SR8 Total					750,000	-	-	-	-	-	-	450,000	-	-	250,000	-	-
101	Kent	SR 1, Scarborough Road C-D Roads	Road System Arterials	Arterials	PE		750,000	-	-	-	-	-	-	-	-	-	250,000	-	-
		SR 1, Scarborough Road C-D Roads Total					750,000	-	-	-	-	-	-	-	-	-	250,000	-	-
26	Kent	NE Front Street Rebooth Blvd to SR 1	Road System Arterials	Arterials	PE		450,000	-	-	-	-	-	-	-	-	-	150,000	-	-
		NE Front Street Rebooth Blvd to SR 1 Total					450,000	-	-	-	-	-	-	-	-	-	150,000	-	-
78	Kent	Irish Hill Road, Fox Chase Road to McGinnis Pond Road	Road System Collectors	Collectors	PE		450,000	-	-	-	-	-	-	-	-	-	150,000	-	-
		Irish Hill Road, Fox Chase Road to McGinnis Pond Road Total					450,000	-	-	-	-	-	-	-	-	-	150,000	-	-
12	Kent	Camden Bypass, North Street Extended to SR10	Road System Collectors	Collectors	PE		700,000	350,000	-	-	350,000	-	-	-	-	-	-	-	-
12	Kent	Camden Bypass, North Street Extended to SR10	Road System Collectors	Collectors	ROW		1,200,000	-	-	-	-	-	-	120,000	480,000	-	120,000	480,000	-
12	Kent	Camden Bypass, North Street Extended to SR10	Road System Collectors	Collectors	C		2,500,000	-	-	-	-	-	-	-	-	-	-	-	-
		Camden Bypass, North Street Extended to SR10 Total					4,400,000	350,000	-	-	350,000	-	-	120,000	480,000	-	120,000	480,000	-
3	Kent	Camden Bypass, South Street to Rising Sun Road	Road System Collectors	Collectors	PE		1,200,000	120,000	480,000	-	-	-	-	-	-	-	-	-	-
3	Kent	Camden Bypass, South Street to Rising Sun Road	Road System Collectors	Collectors	ROW		2,000,000	-	-	-	200,000	800,000	-	200,000	800,000	-	-	-	-
3	Kent	Camden Bypass, South Street to Rising Sun Road	Road System Collectors	Collectors	C		10,000,000	-	-	-	-	-	-	-	-	-	1,000,000	4,000,000	-
		Camden Bypass, South Street to Rising Sun Road Total					13,200,000	120,000	480,000	-	200,000	<							

KENT COUNTY PROJECTS

	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
83	Kent	HEP KC, SR10 & SR15 Intersection Improvements	Road System	Local	Safety Improve	C	1,654,085	150,817	603,268	-	-	-	-	-	-	-	-	-	-
		HEP KC, SR10 & SR15 Intersection Improvements Total					1,892,085	150,817	603,268	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	BR 2-031A on Irish Hill Road over Double Run Creek	Road System	Bridge	Bridge Preserva	PE	20,000	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	BR 2-031A on Irish Hill Road over Double Run Creek	Road System	Bridge	Bridge Preserva	ROW	2,400	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	BR 2-031A on Irish Hill Road over Double Run Creek	Road System	Bridge	Bridge Preserva	C	705,000	141,000	564,000	-	-	-	-	-	-	-	-	-	-
		BR 2-031A on Irish Hill Road over Double Run Creek Total					737,000	143,400	573,600	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	BR 2-050A on SR8 Hallowtown Road over Beaverdam Ditch	Road System	Bridge	Bridge Preserva	PE	35,000	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	BR 2-050A on SR8 Hallowtown Road over Beaverdam Ditch	Road System	Bridge	Bridge Preserva	ROW	10,000	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	BR 2-050A on SR8 Hallowtown Road over Beaverdam Ditch	Road System	Bridge	Bridge Preserva	C	1,000,000	-	-	-	200,000	800,000	-	-	-	-	-	-	-
		BR 2-050A on SR8 Hallowtown Road over Beaverdam Ditch Total					1,045,000	-	-	-	200,000	800,000	-	-	-	-	-	-	-
SOGR	Kent	BR 2-052B on K052B Westville Road over Almshouse Branch	Road System	Bridge	Bridge Preserva	PE	22,500	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	BR 2-052B on K052B Westville Road over Almshouse Branch	Road System	Bridge	Bridge Preserva	ROW	12,000	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	BR 2-052B on K052B Westville Road over Almshouse Branch	Road System	Bridge	Bridge Preserva	C	600,000	120,000	480,000	-	-	-	-	-	-	-	-	-	-
		BR 2-052B on K052B Westville Road over Almshouse Branch Total					634,500	120,000	480,000	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	BR 2-060C on SR14 Vernon Road over Prospect Branch	Road System	Bridge	Bridge Preserva	PE	41,093	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	BR 2-060C on SR14 Vernon Road over Prospect Branch	Road System	Bridge	Bridge Preserva	ROW	33,000	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	BR 2-060C on SR14 Vernon Road over Prospect Branch	Road System	Bridge	Bridge Preserva	C	-	-	-	-	-	-	-	-	-	-	-	-	-
		BR 2-060C on SR14 Vernon Road over Prospect Branch Total					74,093	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	BR 2-098 on Fords Corner Road Over Gravelly Run	Road System	Bridge	Bridge Preserva	PE	30,000	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	BR 2-098 on Fords Corner Road Over Gravelly Run	Road System	Bridge	Bridge Preserva	ROW	20,000	15,000	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	BR 2-098 on Fords Corner Road Over Gravelly Run	Road System	Bridge	Bridge Preserva	C	450,000	200,000	-	-	250,000	-	-	-	-	-	-	-	-
		BR 2-098 on Fords Corner Road Over Gravelly Run Total					500,000	215,000	-	-	250,000	-	-	-	-	-	-	-	-
DNS	Kent	BR 2-100A on Denneys Road over Fork Branch	Road System	Bridge	Bridge Preserva	PE	37,000	-	-	-	-	-	-	-	-	-	-	-	-
DNS	Kent	BR 2-100A on Denneys Road over Fork Branch	Road System	Bridge	Bridge Preserva	ROW	20,500	-	-	-	-	-	-	-	-	-	-	-	-
DNS	Kent	BR 2-100A on Denneys Road over Fork Branch	Road System	Bridge	Bridge Preserva	C	29,800	-	-	-	-	-	-	-	-	-	-	-	-
DNS	Kent	BR 2-100A on Denneys Road over Fork Branch	Road System	Bridge	Bridge Preserva	C	763,787	-	-	-	-	-	-	-	-	-	-	-	-
DNS	Kent	BR 2-100A on Denneys Road over Fork Branch	Road System	Bridge	Bridge Preserva	Utilities	45,000	-	-	-	-	-	-	-	-	-	-	-	-
DNS	Kent	BR 2-100A on Denneys Road over Fork Branch	Road System	Bridge	Bridge Preserva	Conting	70,757	-	-	-	-	-	-	-	-	-	-	-	-
		BR 2-100A on Denneys Road over Fork Branch Total					966,843	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	BR 2-108B on K108, Firetower Road over Tributary to Cow Marsh Ditch	Road System	Bridge	Bridge Preserva	PE	100,000	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	BR 2-108B on K108, Firetower Road over Tributary to Cow Marsh Ditch	Road System	Bridge	Bridge Preserva	ROW	10,000	10,000	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	BR 2-108B on K108, Firetower Road over Tributary to Cow Marsh Ditch	Road System	Bridge	Bridge Preserva	C	400,000	-	-	-	400,000	-	-	-	-	-	-	-	-
		BR 2-108B on K108, Firetower Road over Tributary to Cow Marsh Ditch Total					510,000	10,000	-	-	400,000	-	-	-	-	-	-	-	-
SOGR	Kent	BR 2-114E on Todds Chapel Road over Quarter Branch	Road System	Bridge	Bridge Preserva	PE	100,000	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	BR 2-114E on Todds Chapel Road over Quarter Branch	Road System	Bridge	Bridge Preserva	ROW	12,000	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	BR 2-114E on Todds Chapel Road over Quarter Branch	Road System	Bridge	Bridge Preserva	C	400,000	80,000	320,000	-	-	-	-	-	-	-	-	-	-
		BR 2-114E on Todds Chapel Road over Quarter Branch Total					512,000	80,000	320,000	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	BR 2-118A on K118 Coon Den Road over Nanticoke River	Road System	Bridge	Bridge Preserva	PE	25,000	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	BR 2-118A on K118 Coon Den Road over Nanticoke River	Road System	Bridge	Bridge Preserva	ROW	16,000	16,000	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	BR 2-118A on K118 Coon Den Road over Nanticoke River	Road System	Bridge	Bridge Preserva	C	43,000	-	-	-	8,600	34,400	-	-	-	-	-	-	-
SOGR	Kent	BR 2-118A on K118 Coon Den Road over Nanticoke River	Road System	Bridge	Bridge Preserva	C	460,000	-	-	-	92,000	368,000	-	-	-	-	-	-	-
		BR 2-118A on K118 Coon Den Road over Nanticoke River Total					544,000	16,000	-	-	100,600	402,400	-	-	-	-	-	-	-
SOGR	Kent	BR 2-234A on Lake Front Drive over Red House Branch	Road System	Bridge	Bridge Preserva	PE	30,000	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	BR 2-234A on Lake Front Drive over Red House Branch	Road System	Bridge	Bridge Preserva	ROW	12,000	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	BR 2-234A on Lake Front Drive over Red House Branch	Road System	Bridge	Bridge Preserva	C	300,000	300,000	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	BR 2-234A on Lake Front Drive over Red House Branch	Road System	Bridge	Bridge Preserva	Utilities	35,000	-	-	-	-	-	-	-	-	-	-	-	-
		BR 2-234A on Lake Front Drive over Red House Branch Total					377,000	300,000	-	-	-	-	-	-	-	-	-	-	-
DNS	Kent	BR 2-265B on Spider Web Road over White Marsh Branch	Road System	Bridge	Bridge Preserva	PE	8,129	-	-	-	-	-	-	-	-	-	-	-	-
DNS	Kent	BR 2-265B on Spider Web Road over White Marsh Branch	Road System	Bridge	Bridge Preserva	ROW	3,043	-	-	-	-	-	-	-	-	-	-	-	-
DNS	Kent	BR 2-265B on Spider Web Road over White Marsh Branch	Road System	Bridge	Bridge Preserva	C	78,064	-	-	-	-	-	-	-	-	-	-	-	-
DNS	Kent	BR 2-265B on Spider Web Road over White Marsh Branch	Road System	Bridge	Bridge Preserva	C	274,460	-	-	-	-	-	-	-	-	-	-	-	-
DNS	Kent	BR 2-265B on Spider Web Road over White Marsh Branch	Road System	Bridge	Bridge Preserva	Utilities	14,600	-	-	-	-	-	-	-	-	-	-	-	-
DNS	Kent	BR 2-265B on Spider Web Road over White Marsh Branch	Road System	Bridge	Bridge Preserva	Conting	45,063	-	-	-	-	-	-	-	-	-	-	-	-
		BR 2-265B on Spider Web Road over White Marsh Branch Total					428,360	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	BR 2-275A on Park Brown Road over Horsepen Arm Ditch	Road System	Bridge	Bridge Preserva	PE	21,000	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	BR 2-275A on Park Brown Road over Horsepen Arm Ditch	Road System	Bridge	Bridge Preserva	ROW	23,100	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	BR 2-275A on Park Brown Road over Horsepen Arm Ditch	Road System	Bridge	Bridge Preserva	C	55,750	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	BR 2-275A on Park Brown Road over Horsepen Arm Ditch	Road System	Bridge	Bridge Preserva	C	354,722	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	BR 2-275A on Park Brown Road over Horsepen Arm Ditch	Road System	Bridge	Bridge Preserva	Conting	71,939	-	-	-	-	-	-	-	-	-	-	-	-
		BR 2-275A on Park Brown Road over Horsepen Arm Ditch Total					526,511	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	BR 2-291A on Ingram Branch Road over Price Prong	Road System	Bridge	Bridge Preserva	PE	6,925	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	BR 2-291A on Ingram Branch Road over Price Prong	Road System	Bridge	Bridge Preserva	ROW	12,000	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	BR 2-291A on Ingram Branch Road over Price Prong	Road System	Bridge	Bridge Preserva	C	360,000	-	-	-	-	-	-	-	-	-	-	-	-
		BR 2-291A on Ingram Branch Road over Price Prong Total					378,925	-	-	-	-	-	-	-	-	-	-	-	-
DNS	Kent	BR 2-388C on SR 15 Canterbury Road over Ward Branch	Road System	Bridge	Bridge Preserva	PE	15,000	-	-	-	-	-	-	-	-	-	-	-	-
DNS	Kent	BR 2-388C on SR 15 Canterbury Road over Ward Branch	Road System	Bridge	Bridge Preserva	ROW	2,644	-	-	-	-	-	-	-	-	-	-	-	-
DNS	Kent	BR 2-388C on SR 15 Canterbury Road over Ward Branch	Road System	Bridge	Bridge Preserva	C	73,958	-	-	-	-	-	-	-	-	-	-	-	-
DNS	Kent	BR 2-388C on SR 15 Canterbury Road over Ward Branch	Road System	Bridge	Bridge Preserva	C	759,418	-	-	-	-	-	-	-	-	-	-	-	-
DNS	Kent	BR 2-388C on SR 15 Canterbury Road over Ward Branch	Road System	Bridge	Bridge Preserva	Utilities	13,350	-	-	-	-	-	-	-	-	-	-	-	-
DNS	Kent	BR 2-388C on SR 15 Canterbury Road over Ward Branch	Road System	Bridge	Bridge Preserva	Conting	49,896	-	-	-	-	-	-	-	-	-	-	-	-
DNS	Kent	BR 2-388C on SR 15 Canterbury Road over Ward Branch	Road System	Bridge	Bridge Preserva	Mainten	20,000	-	-	-	-	-	-	-	-	-	-	-	-
		BR 2-388C on SR 15 Canterbury Road over Ward Branch Total					938,266	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	Kent and Sussex County Pipe Replacements, Open-End, FY 15-17	Road System	Bridge	Bridge Preserva	PE	500,000	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	Kent and Sussex County Pipe Replacements, Open-End, FY 15-17	Road System	Bridge	Bridge Preserva	ROW	50,000	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	Kent and Sussex County Pipe Replacements, Open-End, FY 15-17	Road System	Bridge	Bridge Preserva	C	460,000	100,000	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	Kent and Sussex County Pipe Replacements, Open-End, FY 15-17	Road System	Bridge	Bridge Preserva	C	3,775,000	245,378	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	Kent and Sussex County Pipe Replacements, Open-End, FY 15-17	Road System	Bridge	Bridge Preserva	Utilities	100,000	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	Kent and Sussex County Pipe Replacements, Open-End, FY 15-17	Road System	Bridge	Bridge Preserva	Conting	1,003,127	354,675	-	-	-	-	-	-	-	-	-	-	-
		Kent and Sussex County Pipe Replacements, Open-End, FY 15-17 Total					5,888,127	700,053	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	Removal of BR 2-357P Pedestrian Bridge over St. Jones River	Road System	Bridge	Bridge Preserva	PE	23,300	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	Removal of BR 2-357P Pedestrian Bridge over St. Jones River	Road System	Bridge	Bridge Preserva	ROW	5,000	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	Removal of BR 2-357P Pedestrian Bridge over St. Jones River	Road System	Bridge	Bridge Preserva	C	184,800	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	Removal of BR 2-357P Pedestrian Bridge over St. Jones River	Road System	Bridge	Bridge Preserva	C	434,865	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	Removal of BR 2-357P Pedestrian Bridge over St. Jones River	Road System	Bridge	Bridge Preserva	Conting	43,487	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	Removal of BR 2-357P Pedestrian Bridge over St. Jones River	Road System	Bridge	Bridge Preserva	Environ	15,000	-	-	-	-	-	-	-	-	-	-	-	-
		Removal of BR 2-357P Pedestrian Bridge over St. Jones River Total					708,452	-	-	-	-	-	-	-	-	-	-	-	-
SA	Kent	Dover Facility Bus Parking Reconfiguration	Transit Syst	Facilities	Transit Facilit	PE	96,866	-	-	-	-	-	-	-	-	-	-	-	-
SA	Kent	Dover Facility Bus Parking Reconfiguration	Transit Syst	Facilities	Transit Facilit	CE	40,000	-	-	-	-	-	-	-	-	-	-	-	-
SA	Kent	Dover Facility Bus Parking Reconfiguration	Transit																

APPENDIX E
KENT COUNTY PROJECTS

Priori ty	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
LOW	Kent	Transit Vehicle Expansion (2) 30' Low Floor Buses KC FY17	Transit Syst	Vehicles	Transit Vehicle	Procuren	-	-	-	-	-	-	-	-	-	-	-	-	-
LOW	Kent	Transit Vehicle Expansion (2) 40' Low Floor Buses KC FY17 Total	Transit Syst	Vehicles	Transit Vehicle	Procuren	-	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	Transit Vehicle Expansion (2) 30' Low Floor Buses KC FY17	Transit Syst	Vehicles	Transit Vehicle	Procuren	950,000	190,000	760,000	-	-	-	-	-	-	-	-	-	-
		Transit Vehicle Expansion (2) 30' Low Floor Buses KC FY17 Total	Transit Syst	Vehicles	Transit Vehicle	Procuren	950,000	190,000	760,000	-	-	-	-	-	-	-	-	-	-
#	Kent	Transit Vehicle Expansion (2) 45' OTR KC FY19	Transit Syst	Vehicles	Transit Vehicle	Procuren	1,693,160	-	-	-	338,632	1,354,528	-	-	-	-	-	-	-
		Transit Vehicle Expansion (2) 45' OTR KC FY19 Total	Transit Syst	Vehicles	Transit Vehicle	Procuren	1,693,160	-	-	-	338,632	1,354,528	-	-	-	-	-	-	-
#	Kent	Transit Vehicle Replacement (2) 45' OTR Buses KC FY17	Transit Syst	Vehicles	Transit Vehicle	Procuren	1,535,180	-	-	-	-	-	-	-	-	-	-	-	-
		Transit Vehicle Replacement (2) 45' OTR Buses KC FY17 Total	Transit Syst	Vehicles	Transit Vehicle	Procuren	1,535,180	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Kent	Transit Vehicle Replacement (2) 45' OTR Buses KC FY19	Transit Syst	Vehicles	Transit Vehicle	Procuren	1,657,200	-	-	-	-	-	-	-	-	-	-	-	-
		Transit Vehicle Replacement (2) 45' OTR Buses KC FY19 Total	Transit Syst	Vehicles	Transit Vehicle	Procuren	1,657,200	-	-	-	-	-	-	-	-	-	-	-	-
#	Kent	Transit Vehicle Replacement (13) 30' Low Floor Buses KC FY21	Transit Syst	Vehicles	Transit Vehicle	Procuren	6,883,500	-	-	-	-	-	-	-	-	-	1,376,700	5,506,800	-
		Transit Vehicle Replacement (13) 30' Low Floor Buses KC FY21 Total	Transit Syst	Vehicles	Transit Vehicle	Procuren	6,883,500	-	-	-	-	-	-	-	-	-	1,376,700	5,506,800	-
SOGR	Kent	Transit Vehicle Replacement (4) 30' Low Floor Buses KC FY20	Transit Syst	Vehicles	Transit Vehicle	Procuren	2,017,200	-	-	-	-	-	-	403,440	1,613,760	-	-	-	-
		Transit Vehicle Replacement (4) 30' Low Floor Buses KC FY20 Total	Transit Syst	Vehicles	Transit Vehicle	Procuren	2,017,200	-	-	-	-	-	-	403,440	1,613,760	-	-	-	-
SOGR	Kent	Transit Vehicle Replacement Paratransit Buses Kent FY16-22	Transit Syst	Vehicles	Transit Vehicle	Procuren	10,534,800	173,171	692,685	-	326,099	1,304,398	-	75,443	301,774	-	412,006	1,648,026	-
		Transit Vehicle Replacement Paratransit Buses Kent FY16-22 Total	Transit Syst	Vehicles	Transit Vehicle	Procuren	10,534,800	173,171	692,685	-	326,099	1,304,398	-	75,443	301,774	-	412,006	1,648,026	-
SOGR	Kent	Transit Vehicle Replacement Support Vehicles Kent FY16-22	Transit Syst	Vehicles	Transit Vehicle	Procuren	521,200	59,550	-	-	-	-	-	111,775	-	-	-	-	-
		Transit Vehicle Replacement Support Vehicles Kent FY16-22 Total	Transit Syst	Vehicles	Transit Vehicle	Procuren	521,200	59,550	-	-	-	-	-	111,775	-	-	-	-	-
	Kent 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

Prior ity	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	
DED	Statewide	Recreational Trails	Road System	Local	Local	X	Program	11,682,428	-	1,000,000	250,000	-	1,000,000	250,000	-	1,000,000	250,000	-	905,680	226,420
		Recreational Trails Total						11,682,428	-	1,000,000	250,000	-	1,000,000	250,000	-	1,000,000	250,000	-	905,680	226,420
SOGR	Statewide	Bridge Inspection Program	Road System	Bridge	Bridge Management		PE	25,200,000	749,880	3,725,741	-	1,046,380	3,496,920	-	1,070,893	3,348,372	-	1,066,393	3,330,372	-
		Bridge Inspection Program Total						25,200,000	749,880	3,725,741	-	1,046,380	3,496,920	-	1,070,893	3,348,372	-	1,066,393	3,330,372	-
SOGR	Statewide	Bridge Management	Road System	Bridge	Bridge Management		Program	23,640,000	3,887,333	3,499,333	-	4,074,869	1,899,477	-	4,874,000	1,996,000	-	4,939,000	1,681,000	-
		Bridge Management Total						33,640,000	3,887,333	3,499,333	-	4,074,869	1,899,477	-	4,874,000	1,996,000	-	4,939,000	1,681,000	-
SOGR	Statewide	Bridge Painting Program	Road System	Bridge	Bridge Management		C	18,000,000	600,000	2,400,000	-	600,000	2,400,000	-	600,000	2,400,000	-	600,000	2,400,000	-
		Bridge Painting Program Total						18,000,000	600,000	2,400,000	-	600,000	2,400,000	-	600,000	2,400,000	-	600,000	2,400,000	-
SOGR	Statewide	Design-Build Statewide Pipe Replacements	Road System	Bridge	Bridge Preservation		ROW	150,000	9,000	36,000	-	9,000	36,000	-	9,000	36,000	-	9,000	36,000	-
SOGR	Statewide	Design-Build Statewide Pipe Replacements	Road System	Bridge	Bridge Preservation		CE	6,600	266,728	454,680	-	113,630	454,680	-	116,170	460,680	-	122,250	249,000	-
SOGR	Statewide	Design-Build Statewide Pipe Replacements	Road System	Bridge	Bridge Preservation		C	12,500,000	416,720	1,666,880	-	110,080	2,840,320	-	726,020	2,904,080	-	389,180	1,556,720	-
SOGR	Statewide	Design-Build Statewide Pipe Replacements	Road System	Bridge	Bridge Preservation		Utilities	200,000	12,000	48,000	-	12,000	48,000	-	8,000	32,000	-	8,000	32,000	-
SOGR	Statewide	Design-Build Statewide Pipe Replacements	Road System	Bridge	Bridge Preservation		Conting	12,500,000	-	-	-	-	-	-	-	-	-	-	-	-
		Design-Build Statewide Pipe Replacements Total						27,350,000	504,400	2,017,600	-	844,700	3,378,800	-	859,190	3,436,760	-	462,430	1,849,720	-
SOGR	Statewide	Bridge Design Training Program	Road System	Bridge	Bridge Preservation		PE	1,510,000	-	-	-	-	-	-	-	-	-	-	-	-
		Bridge Design Training Program Total						1,510,000	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Statewide	Bridge Preservation Program	Road System	Bridge	Bridge Preservation		Program	109,087,500	2,075,000	11,112,000	-	1,967,504	14,610,016	-	8,000,000	24,000,000	-	7,500,000	22,000,000	-
		Bridge Preservation Program Total						109,087,500	2,075,000	11,112,000	-	1,967,504	14,610,016	-	8,000,000	24,000,000	-	7,500,000	22,000,000	-
SOGR	Statewide	Dam Preservation Program	Road System	Bridge	Bridge Preservation		Program	13,750,000	2,005,000	-	-	800,000	-	-	1,400,000	-	-	2,000,000	-	-
		Dam Preservation Program Total						13,750,000	2,005,000	-	-	800,000	-	-	1,400,000	-	-	2,000,000	-	-
SOGR	Statewide	Statewide Dam H&H Analyses, FY16	Road System	Bridge	Bridge Preservation		PE	315,000	-	-	-	-	-	-	-	-	-	-	-	-
		Statewide Dam H&H Analyses, FY16 Total						315,000	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Statewide	Statewide Dam H&H Analyses, FY17	Road System	Bridge	Bridge Preservation		PE	275,000	145,000	-	-	-	-	-	-	-	-	-	-	-
		Statewide Dam H&H Analyses, FY17 Total						275,000	145,000	-	-	-	-	-	-	-	-	-	-	-
DED	Statewide	Transportation Alternatives Program (FHWA)	Road System	Transport	Transportation Enhancer		Program	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	-
		Transportation Alternatives Program (FHWA) Total						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	-
DED	Statewide	Transportation Alternatives Program (FTA)	Transit Syst	Transport	Transportation Enhancer		Program	40,000	160,000	-	-	40,000	160,000	-	40,000	160,000	-	40,000	160,000	-
		Transportation Alternatives Program (FTA) Total						40,000	160,000	-	-	40,000	160,000	-	40,000	160,000	-	40,000	160,000	-
SOGR	Statewide	Paving and Rehabilitation	Road System	Paving	Paving Program		Program	596,000,000	55,200,000	19,800,000	-	54,200,000	20,800,000	-	55,200,000	18,600,000	-	55,200,000	18,600,000	-
		Paving and Rehabilitation Total						596,000,000	55,200,000	19,800,000	-	54,200,000	20,800,000	-	55,200,000	18,600,000	-	55,200,000	18,600,000	-
SOGR	Statewide	Slope Stabilization Program	Road System	Local	Local		Program	18,000,000	2,500,000	-	-	2,500,000	-	-	5,000,000	-	-	3,000,000	-	-
		Slope Stabilization Program Total						18,000,000	2,500,000	-	-	2,500,000	-	-	5,000,000	-	-	3,000,000	-	-
SOGR	Statewide	Signage and Pavement Markings	Road System	Signage	Signage and Pavement		Program	30,458,000	4,000,000	1,482,513	-	2,272,000	1,282,513	-	4,200,000	1,282,513	-	4,200,000	1,282,513	-
		Signage and Pavement Markings Total						30,458,000	4,000,000	1,482,513	-	2,272,000	1,282,513	-	4,200,000	1,282,513	-	4,200,000	1,282,513	-
SOGR	Statewide	Materials and Minor Contracts	Road System	Materials	Materials & Minor Contr		Program	52,929,000	8,000,000	-	-	8,000,000	-	-	8,000,000	-	-	8,000,000	-	-
		Materials and Minor Contracts Total						52,929,000	8,000,000	-	-	8,000,000	-	-	8,000,000	-	-	8,000,000	-	-
DED	Statewide	Rail Crossing Safety	Road System	Rail	Rail Crossing Safety		PD	711,000	9,000	81,000	-	9,000	81,000	-	9,000	81,000	-	9,000	81,000	-
DED	Statewide	Rail Crossing Safety	Road System	Rail	Rail Crossing Safety		Program	11,387,122	202,749	1,824,738	-	202,749	1,824,738	-	202,749	1,824,738	-	202,749	1,824,738	-
		Rail Crossing Safety Total						12,098,122	211,749	1,905,738	-	211,749	1,905,738	-	211,749	1,905,738	-	211,749	1,905,738	-
SOGR	Statewide	Statewide Railroad Rideability Program	Road System	Rail	Rail Crossing Safety		C	400,000	100,000	-	-	100,000	-	-	100,000	-	-	100,000	-	-
SOGR	Statewide	Statewide Railroad Rideability Program	Road System	Rail	Rail Crossing Safety		Utilities	5,500,000	100,000	-	-	100,000	-	-	100,000	-	-	100,000	-	-
		Statewide Railroad Rideability Program Total						5,900,000	100,000	-	-	100,000	-	-	100,000	-	-	100,000	-	-
SOGR	Statewide	Hazard Elimination Program	Road System	Safety	Safety Improvement		Program	19,722,554	244,444	2,200,000	-	244,444	2,200,000	-	244,444	2,200,000	-	244,444	2,200,000	-
		Hazard Elimination Program Total						19,722,554	244,444	2,200,000	-	244,444	2,200,000	-	244,444	2,200,000	-	244,444	2,200,000	-
SOGR	Statewide	High Risk Rural Roads Program	Road System	Safety	Safety Improvement		Program	1,656,550	-	-	-	-	-	-	-	-	-	-	-	-
		High Risk Rural Roads Program Total						1,656,550	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Statewide	Future Safety Program 80/20	Road System	Safety	Safety Improvement		C	9,750,000	-	-	-	450,000	1,800,000	-	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	-
SOGR	Statewide	Future Safety Program 90/10	Road System	Safety	Safety Improvement		ROW	888,889	-	-	-	88,889	800,000	-	28,595,000	-	-	28,595,000	-	-
SOGR	Statewide	Future Safety Program 90/10	Road System	Safety	Safety Improvement		C	13,144,443	-	-	-	344,444	3,100,000	-	394,444	3,550,000	-	383,333	2,550,000	-
		Future Safety Program 90/10 Total						14,033,332	-	-	-	433,333	3,900,000	-	394,444	3,550,000	-	283,333	2,550,000	-
SOGR	Statewide	Section 154 Penalty Transfer (Sanction) Program	Road System	Safety	Safety Improvement		Program	18,560,740	-	2,420,195	-	-	2,420,195	-	-	2,420,195	-	-	2,420,195	-
		Section 154 Penalty Transfer (Sanction) Program Total						18,560,740	-	2,420,195	-	-	2,420,195	-	-	2,420,195	-	-	2,420,195	-
MGT	Statewide	Traffic Calming	Road System	Traffic	C Traffic Calming Program		Program	3,050,464	150,000	-	-	150,000	-	-	150,000	-	-	150,000	-	-
		Traffic Calming Total						3,050,464	150,000	-	-	150,000	-	-	150,000	-	-	150,000	-	-
SOGR	Statewide	Intersection Improvements	Road System	Intersecti	Intersection Improvement		Program	37,125,000	3,500,000	2,500,000	600,000	3,500,000	2,500,000	600,000	3,500,000	2,500,000	600,000	3,500,000	2,500,000	600,000
		Intersection Improvements Total						37,125,000	3,500,000	2,500,000	600,000	3,500,000	2,500,000	600,000	3,500,000	2,500,000	600,000	3,500,000	2,500,000	600,000
REQ	Statewide	Engineering and Contingency	Road System	Engineer	Engineering and Conting		Program	203,855,000	29,050,000	-	-	28,595,000	-	-	28,595,000	-	-	28,595,000	-	-
REQ	Statewide	Environmental Improvements	Road System	Engineer	Environmental Improv		Planning	4,718,500	560,000	18,000	-	545,000	18,000	-	545,000	18,000	-	545,000	18,000	-
		Environmental Improvements Total						4,718,500	560,000	18,000	-	545,000	18,000	-	545,000	18,000	-	545,000	18,000	-
SOGR	Statewide	Corridor Capacity Preservation	Road System	OTHER	Arterials		ROW	18,000,000	1,000,000	-	-	1,000,000	-	-	1,000,000</					

APPENDIX E-B
STATEWIDE PROJECTS

Prior ity	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 Training / Supportive Services Total					821,511	-	100,000	-	-	100,000	-	-	100,000	-	-	100,000	-
DED	Statewide	Summer Transportation Institute Program	Support Sys Technolo	Technology	Program		544,250	13,750	55,000	-	13,750	55,000	-	13,750	55,000	-	13,750	55,000	-
		Summer Transportation Institute Program Total					544,250	13,750	55,000	-	13,750	55,000	-	13,750	55,000	-	13,750	55,000	-
SOGR	Statewide	DMV Toll Equipment Upgrade	Support Sys Transport	Transportation Facilities	Program		10,658,607	4,343,681	-	-	4,716,135	-	-	-	-	-	-	-	-
		DMV Toll Equipment Upgrade Total					10,658,607	4,343,681	-	-	4,716,135	-	-	-	-	-	-	-	-
SOGR	Statewide	Transportation Facilities - Administration	Support Sys Transport	Transportation Facilities	Program		17,062,970	2,750,000	-	-	2,250,000	-	-	2,250,000	-	-	2,250,000	-	-
		Transportation Facilities - Administration Total					17,062,970	2,750,000	-	-	2,250,000	-	-	2,250,000	-	-	2,250,000	-	-
SOGR	Statewide	Transportation Facilities - Operations	Support Sys Transport	Transportation Facilities	Program		44,468,664	8,000,000	-	-	7,000,000	-	-	5,000,000	-	-	5,000,000	-	-
		Transportation Facilities - Operations Total					44,468,664	8,000,000	-	-	7,000,000	-	-	5,000,000	-	-	5,000,000	-	-
MGT	Statewide	Traffic Signal Revolving Fund Program	Support Sys Transport	Traffic Signal Revolving	Traffic		1,544,400	125,000	-	-	125,000	-	-	125,000	-	-	125,000	-	-
		Traffic Signal Revolving Fund Program Total					1,544,400	125,000	-	-	125,000	-	-	125,000	-	-	125,000	-	-
REQ	Statewide	MUTCD Compliance Program	Support Sys Transport	Transportation Management	Program		24,000,000	400,000	1,900,000	-	400,000	1,600,000	-	400,000	1,600,000	-	400,000	1,600,000	-
		MUTCD Compliance 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	-
MGT	Statewide	Rideshare Program / Trip Mitigation	Support Sys Transport	Transportation Management	Program		3,660,000	-	360,000	90,000	-	360,000	90,000	-	360,000	90,000	-	384,000	96,000
		Rideshare Program / Trip Mitigation Total					3,660,000	-	360,000	90,000	-	360,000	90,000	-	360,000	90,000	-	384,000	96,000
MGT	Statewide	Transportation Management Improvements	Support Sys Transport	Transportation Management	Program		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	-
		Transportation Management Improvements Total					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	-
PN	Statewide	Bus Shelter Glass Replacement - FTA State of Good Repair Grant	Transit Syst Facilities	Transit Facilities	C		864,450	-	-	-	-	-	-	-	-	-	-	-	-
PN	Statewide	Bus Shelter Glass Replacement - FTA State of Good Repair Grant Total					864,450	-	-	-	-	-	-	-	-	-	-	-	-
PN	Statewide	Bus Stop ADA Accessibility - FTA State of Good Repair Grant	Transit Syst Facilities	Transit Facilities	CE		1,000	-	-	-	-	-	-	-	-	-	-	-	-
PN	Statewide	Bus Stop ADA Accessibility - FTA State of Good Repair Grant	Transit Syst Facilities	Transit Facilities	C		1,443,240	-	-	-	-	-	-	-	-	-	-	-	-
PN	Statewide	Bus Stop ADA Accessibility - FTA State of Good Repair Grant	Transit Syst Facilities	Transit Facilities	Conting		333,537	-	-	-	-	-	-	-	-	-	-	-	-
		Bus Stop ADA Accessibility - FTA State of Good Repair Grant Total					1,777,777	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Statewide	Bus Stop Improvement Program	Transit Syst Facilities	Transit Facilities	Program		6,140,000	750,000	-	-	750,000	-	-	750,000	-	-	750,000	-	-
		Bus Stop Improvement Program Total					6,140,000	750,000	-	-	750,000	-	-	750,000	-	-	750,000	-	-
SOGR	Statewide	CAD/AVL Modem Upgrade	Transit Syst Facilities	Transit Facilities	PD		825,000	307,187	-	-	100,000	-	-	-	-	-	-	-	-
		CAD/AVL Modem Upgrade Total					825,000	307,187	-	-	100,000	-	-	-	-	-	-	-	-
SOGR	Statewide	CAD/AVL System and Trapeze Upgrade	Transit Syst Facilities	Transit Facilities	PD		1,150,000	475,000	-	-	475,000	-	-	200,000	-	-	200,000	-	-
SOGR	Statewide	Call Center Recorder and Upgrade	Transit Syst Facilities	Transit Facilities	PD		60,000	475,000	-	-	475,000	-	-	200,000	-	-	200,000	-	-
		Call Center Recorder and Upgrade Total					60,000	475,000	-	-	475,000	-	-	200,000	-	-	200,000	-	-
SOGR	Statewide	Fuel Management Software System	Transit Syst Facilities	Transit Facilities	C		1,285,000	1,285,000	-	-	-	-	-	-	-	-	-	-	-
		Fuel Management Software System Total					1,285,000	1,285,000	-	-	-	-	-	-	-	-	-	-	-
SOGR	Statewide	Transit Safety and Security Improvements FY15 - FY17	Transit Syst Facilities	Transit Facilities	Procuren		3,625,000	500,000	-	-	500,000	-	-	500,000	-	-	500,000	-	-
		Transit Safety and Security Improvements FY15 - FY17 Total					3,625,000	500,000	-	-	500,000	-	-	500,000	-	-	500,000	-	-
SOGR	Statewide	Transit Facility Minor Capital Projects FY16 - FY18	Transit Syst Facilities	Transit Facilities	PE		40,000	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Statewide	Transit Facility Minor Capital Projects FY16 - FY18	Transit Syst Facilities	Transit Facilities	C		3,405,000	500,000	-	-	500,000	-	-	500,000	-	-	500,000	-	-
		Transit Facility Minor Capital Projects Total					3,405,000	500,000	-	-	500,000	-	-	500,000	-	-	500,000	-	-
SOGR	Statewide	Transit Systems Equipment (FY16-18)	Transit Syst Facilities	Transit Facilities	PD		236,360	80,000	-	-	40,000	-	-	40,000	-	-	40,000	-	-
		Transit Systems Equipment (FY16-18) Total					236,360	80,000	-	-	40,000	-	-	40,000	-	-	40,000	-	-
SOGR	Statewide	Yard Management System & Equipment	Transit Syst Facilities	Transit Facilities	PD		1,100,000	500,000	-	-	300,000	-	-	300,000	-	-	300,000	-	-
		Yard Management System & Equipment Total					1,100,000	500,000	-	-	300,000	-	-	300,000	-	-	300,000	-	-
SOGR	Statewide	Propane Fueling Stations	Transit Syst Facilities	Transit Facilities	C		340,000	-	-	-	-	-	-	-	-	-	-	-	-
		Propane Fueling Stations Total					340,000	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Statewide	Inventory Bar coding	Transit Syst Facilities	Transit Facilities	C		160,000	70,000	-	-	-	-	-	-	-	-	-	-	-
		Inventory Bar coding Total					160,000	70,000	-	-	-	-	-	-	-	-	-	-	-
DDO	Statewide	Snow Blowers - Statewide	Transit Syst Facilities	Transit Facilities	PE		100,000	100,000	-	-	-	-	-	-	-	-	-	-	-
DDO	Statewide	Snow Blowers - Statewide	Transit Syst Facilities	Transit Facilities	C		500,000	500,000	-	-	-	-	-	-	-	-	-	-	-
		Snow Blowers - Statewide Total					600,000	600,000	-	-	-	-	-	-	-	-	-	-	-
DDO	Statewide	Park & Ride Hub Restrooms	Transit Syst Facilities	Transit Facilities	PE		60,000	-	-	-	-	-	-	-	-	-	-	-	-
DDO	Statewide	Park & Ride Hub Restrooms	Transit Syst Facilities	Transit Facilities	C		240,000	240,000	-	-	-	-	-	-	-	-	-	-	-
		Park & Ride Hub Restrooms Total					240,000	240,000	-	-	-	-	-	-	-	-	-	-	-
DDO	Statewide	Absence Management	Transit Syst Facilities	Transit Facilities	C		120,000	120,000	-	-	-	-	-	-	-	-	-	-	-
		Absence Management Total					120,000	120,000	-	-	-	-	-	-	-	-	-	-	-
DDO	Statewide	Traveler Information Signage	Transit Syst Facilities	Transit Facilities	C		200,000	200,000	-	-	-	-	-	-	-	-	-	-	-
		Traveler Information Signage Total					200,000	200,000	-	-	-	-	-	-	-	-	-	-	-
SOGR	Statewide	Control Center Dispatch Statewide	Transit Syst Facilities	Transit Facilities	C		340,000	75,450	-	-	-	-	-	-	-	-	-	-	-
		Control Center Dispatch Statewide Total					340,000	75,450	-	-	-	-	-	-	-	-	-	-	-
SOGR	Statewide	Rail Preservation	Transit Syst Rail	Rail Preservation	C		3,800,000	300,000	-	-	300,000	-	-	300,000	-	-	300,000	-	-
		Rail Preservation Total					3,800,000	300,000	-	-	300,000	-	-	300,000	-	-	300,000	-	-
SOGR	Statewide	CAD/AVL	Transit Syst Vehicles	Transit Vehicles	Procuren		9,835,451	330,000	1,320,000	-	-	-	-	-	-	-	-	-	-
		CAD/AVL Total					9,835,451	330,000	1,320,000	-	-	-	-	-	-	-	-	-	-
SOGR	Statewide	Fare Collection Improvements	Transit Syst Vehicles	Transit Vehicles	PD		1,500,000	1,300,000	-	-	-	-	-	-	-	-	-	-	-
		Fare Collection Improvements Total					1,500,000	1,300,000	-	-	-	-	-	-	-	-	-	-	-
DED	Statewide	Job Access Reverse Commute (JARC) Program	Transit Syst Vehicles	Transit Vehicles	Program		5,454,816	-	340,926	340,926	-	340,926	340,926	-	340,926	340,926	-	340,926	340,926
		Job Access Reverse Commute (JARC) Program Total					5,454,816	-	340,926	340,926	-	340,926	340,926	-	340,926	340,926	-	340,926	340,926
SOGR	Statewide	Maintenance Equipment and Tools (Transit) Program	Transit Syst Vehicles	Transit Vehicles	Procuren		1,287,900	184,148	-	-	182,000	-	-	184,000	-	-	162,000	-	-
		Maintenance Equipment and Tools (Transit) Program Total					1,287,900	184,148	-	-	182,000	-	-	184,000	-	-	162,000	-	-
DED	Statewide	New Freedom Program 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	240,000
		New Freedom Program Statewide 50/50 Total					4,069,290	-	240,000	240,000	-	240,000	240,000	-	240,000	240,000	-	240,000	240,000
SOGR	Statewide	Radio Replacement (Hand Held)	Transit Syst Vehicles	Transit Vehicles	C		245,300	-	-	-	-	-	-	-	-	-	-	-	-
		Radio Replacement (Hand Held) Total					245,300	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Statewide	Taxi Pilot Equipment Start-up	Transit Syst Vehicles	Transit Vehicles	Procuren		280,000	280,000	-	-	-	-	-	-	-	-	-	-	-
		Taxi Pilot Equipment Start-up Total					280,000	280,000	-	-	-	-	-	-	-	-	-	-	-
MGT	Statewide	Transit Vehicle Replacement 5310 Program - Statewide	Transit Syst Vehicles	Transit Vehicles	Procuren		9,366,448	808,523	687,400	-	741,657	587,943	-	741,657	587,943	-	741,657	587,943	-
		Transit Vehicle Replacement 5310 Program - Statewide Total					9,366,448	808,523	687,400	-	741,657	587,943	-	741,657	587,943	-	741,657	587,943	-
PN	Statewide	Paratransit Replacement Buses FY15 (26)	Transit Syst Vehicles	Transit Vehicles	Procuren		2,921,400	-	-	-	-	-	-	-	-	-	-	-	-
		Paratransit Replacement Buses FY15 (26) Total					2,921,400	-	-	-	-	-	-	-	-	-	-	-	-
SOGR	Statewide	Transit Vehicles - Support																	

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

APPENDIX F
POPULATION PROJECTIONS

Traffic Analysis Zone Number	2015 Population Projections				2015 Household Projections			
	2010 Population	Adjusted 2020 Population	Adjusted 2030 Population	Adjusted 2040 Population	2010 Households Proposed	2020 Households Proposed	2030 Households Proposed	2040 Households 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

APPENDIX F
POPULATION PROJECTIONS

2015 Population Projections					2015 Household Projections			
Traffic Analysis Zone Number	2010 Population	Adjusted 2020 Population	Adjusted 2030 Population	Adjusted 2040 Population	2010 Households Proposed	2020 Households Proposed	2030 Households Proposed	2040 Households 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

APPENDIX F
POPULATION PROJECTIONS

Traffic Analysis Zone Number	2015 Population Projections				2015 Household Projections			
	2010 Population	Adjusted 2020 Population	Adjusted 2030 Population	Adjusted 2040 Population	2010 Households Proposed	2020 Households Proposed	2030 Households Proposed	2040 Households 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

APPENDIX F
POPULATION PROJECTIONS

Traffic Analysis Zone Number	2015 Population Projections				2015 Household Projections			
	2010 Population	Adjusted 2020 Population	Adjusted 2030 Population	Adjusted 2040 Population	2010 Households Proposed	2020 Households Proposed	2030 Households Proposed	2040 Households 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	2403	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	12	13	14	4	4	5	5
K239	1218	1419	1582	1654	424	493	569	609

APPENDIX F
POPULATION PROJECTIONS

2015 Population Projections					2015 Household Projections			
Traffic Analysis Zone Number	2010 Population	Adjusted 2020 Population	Adjusted 2030 Population	Adjusted 2040 Population	2010 Households Proposed	2020 Households Proposed	2030 Households Proposed	2040 Households 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