

**DOVER/KENT COUNTY
METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEARS 2018-2021**

Adopted: April 19, 2018

Prepared by the
Dover/Kent County Metropolitan Planning Organization Council

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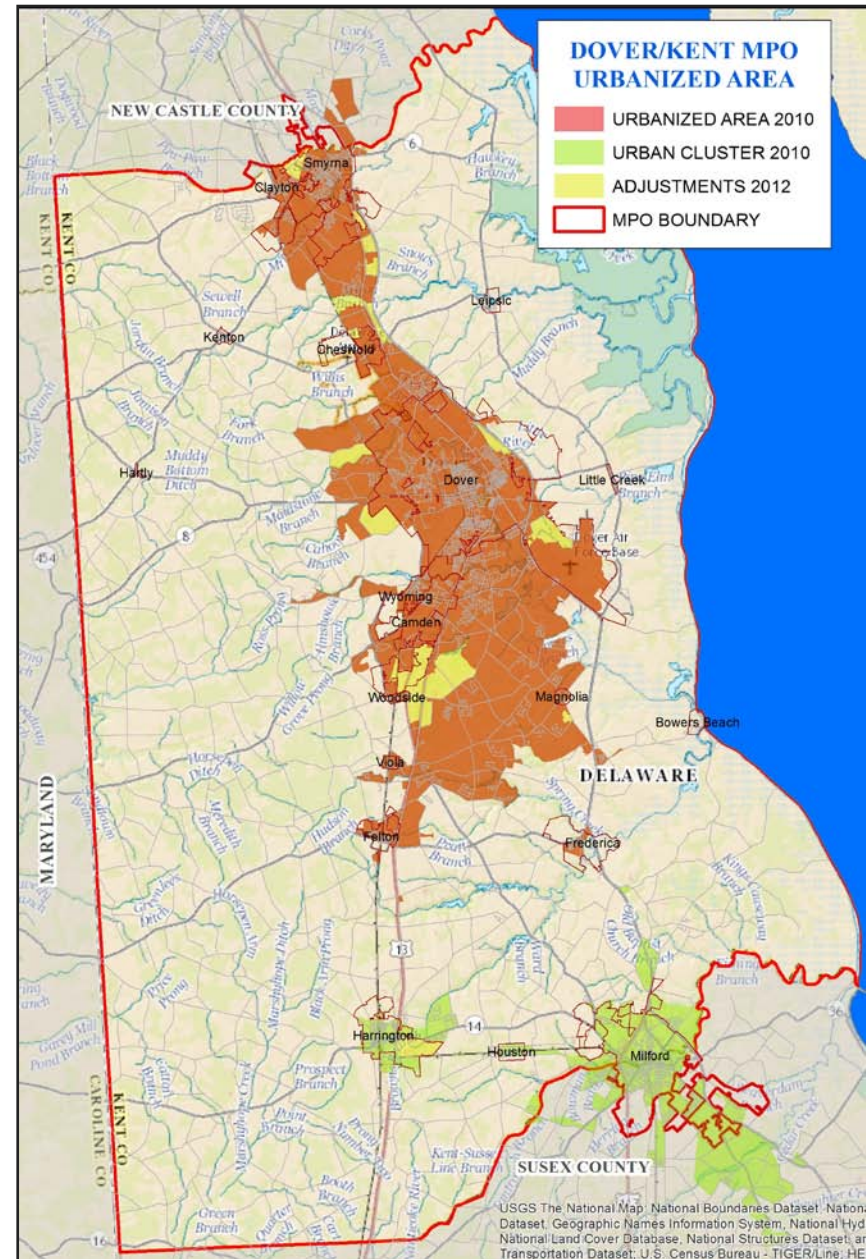
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Background

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 2016 Kent county census population, the last estimated, was estimated to be 174,827 persons, representing a 7.7% increase since 2010. The Delaware Population Consortium projection for 2050, the longest projected, is 215,279 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. A provision in MAP-21 was to create a monitoring system for the efficacy of the federal funding, collectively called Performance Measures. These are now required of the MPO and all DOT's. These are discussed toward the end of this narrative on page 12.

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 2019-2022 TIP deviates from the preceding (FY 2017-2020) TIP from 2017 and those before by summarizing the budgets and locations of “state of good repair” activities. 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 prepared with the benefit of a draft FY 2019-2024 CTP. The CTP combined the bridge projects and reported them as a category of improvements, The smaller safety projects were categorized as well. This document, specifically Appendix A, presents these categories as a summary allocation and lists the component projects. The safety projects were indicated in the TIP as Highway Safety Improvement Projects (HSIP) or Hazard Elimination Program (HEP). The larger, more involved and costly of these projects will still be reported individually but the smaller projects will be part of a summary budget with a project listing in the future.

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 the past, latest being in 2016, the MPO advertised and toured the TIP sites during a bus tour. The MPO will repeat the bus tours as there are new significant projects added to the CTP/TIP. 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 2018 but will update the virtual tour with new projects as they are added.

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 19	\$37,673,239	\$12,172,845

FY 20	\$16,067,755	\$8,711,474
FY 21	\$25,069,200	\$8,941,981
FY 22	\$32,373,090	\$8,291,190

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 2019-FY 2022 Statewide Transportation Improvement Program (STIP).

Regional Goals

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

On January 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 FY2019-2022 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 FY2019-FY2022 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 2018. 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 2, 2018. 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 2019-2022 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 2018-2022 TIP complied with the requirements of the 1990 Clean Air Act and subsequent amendments (CAA).

The FY 2019-2022 TIP

The projects in the FY 2019-2022 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 FY2019-2022 Transportation Improvement Program conforms to the State Implementation Plan (SIP).

Program Categories and Project List

This FY 2019-2022 TIP mirrors DelDOT's FY 2019-2024 Draft CTP developed before the State budget is to be adopted at the end of June, 2018. The projects and funded amounts included in this FY 2019-2022 TIP reflect the amounts proposed to be allocated in the FY 2019-2024 CTP for years FY2019 through 2022. 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 2019, 2020, 2021, and 2022. 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 2019, 2020, 2021, and 2022. 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 2019-2022 Identified Statewide Projects (x \$000)

PROJECT (x000)	FY 2019 TOTAL	FY 2020 TOTAL	FY 2021 TOTAL	FY 2022 TOTAL	2019-2022 TOTAL
ROAD SYSTEMS					
BRIDGES	70,940.0	65,097.9	62,829.3	63,516.8	262,383.9
Bridge Management	6,978.9	5,174.3	5,970.0	6,620.0	24,743.3
Bridge Inspection	4,687.3	4,769.9	4,579.3	4,396.8	18,433.3
Bridge Painting	3,000.0	3,000.0	3,000.0	3,000.0	13,353.6
Bridges	56,273.7	52,153.7	49,280.0	50,000.0	207,207.4
DAMS	2,760.0	3,510.0	2,700.0	2,700.0	11,670.0
TRANSPORTATION ALTERNATIVES PROGRAM SUMMARY	5,620.9	9,537.0	6,179.0	5,164.0	26,500.0
TRANSPORTATION ALTERNATIVES PROGRAM (FHWA)	5,420.9	9,337.0	5,979.0	4,964.0	25,700.0
TRANSPORTATION ALTERNATIVES PROGRAM (FTA)	200.0	200.0	200.0	200.0	800.0
BICYCLE, PEDESTRIAN AND OTHER IMPROVEMENTS	9,846.4	6,794.0	7,140.0	7,200.0	30,980.4
ENGINEERING & CONTINGENCY	31,000.0	29,845.0	29,845.0	29,845.0	120,535.0
ENVIRONMENTAL IMPROVEMENTS	578.0	563.0	563.0	563.0	2,267.0
INTERSECTION IMPROVEMENTS	7,743.1	6,600.0	6,600.0	6,600.0	27,543.1
RECREATIONAL TRAILS	1,851.3	1,250.0	1,250.0	1,132.1	5,483.4
MATERIALS & MINOR CONTRACTS	12,867.9	12,290.0	13,000.0	8,000.0	46,157.9
CORRIDOR CAPACITY	1,000.0	1,000.0	1,000.0	1,000.0	4,000.0

PROJECT (x000)	FY 2019 TOTAL	FY 2020 TOTAL	FY 2021 TOTAL	FY 2022 TOTAL	2019-2022 TOTAL
PRESERVATION					
PAVING & REHABILITATION	79,000.0	75,000.0	73,800.0	70,000.0	297,800.0
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	572.2	0.0	0.0	0.0	572.2
SIGNAGE & PAVEMENT MARKINGS	6,512.5	5,982.5	5,982.5	5,982.5	24,460.1
RAIL CROSSING SAFETY	3,281.5	2,117.5	2,117.5	2,117.5	9,633.9
RIDE ABILITY	100.0	100.0	100.0	100.0	400.0
SAFETY	7,764.0	11,447.9	11,062.0	10,197.9	40,471.8
HAZARD ELIMINATION PROGRAM	4,233.8	2,444.4	2,444.4	2,444.4	111,567.1
HIGH RISK RURAL ROADS PROGRAM	0.0	0.0	0.0	0.0	0.0
SECTION 154 PENALTY TRANSFER PROGRAM	3,530.2	2,420.2	2,420.2	2,420.2	10,790.8
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
STATEWIDE INDUSTRIAL STREETS	0.0	0.0	0.0	0.0	0.0
PEDESTRIAN ADA ACCESSIBILITY	3,701.0	3,040.0	3,000.0	3,000.0	12,741.0
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

PROJECT (x000)	FY 2019 TOTAL	FY 2020 TOTAL	FY 2021 TOTAL	FY 2022 TOTAL	2019-2022 TOTAL
EDUCATION AND TRAINING	302.7	200.0	200.0	200.0	902.7
HEAVY EQUIPMENT PROGRAM	12,504.2	12,500.0	12,500.0	11,500.0	49,004.2
PLANNING	10,745.3	10,298.2	10,892.9	11,000.3	42,936.7
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/FTA	2,850.9	2,365.1	2,959.8	2,959.8	11,135.5
Planning PD	2,000.0	2,000.0	2,000.0	2,000.0	8,000.0
Rural TAP	147.9	87.7	87.7	87.7	410.8
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	645.0	645.0	645.0	645.0	2,580.0
University Research	250.0	250.0	250.0	250.0	1,000.0
TECHNOLOGY	20,088.8	14,093.8	13,293.8	13,793.8	61,270.2
DBE	125.0	125.0	125.0	125.0	600.0
Milage-Based User Fee	895.0	0.0	0.0	0.0	895.0
IT Initiatives	14,000.0	12,800.0	13,000.0	13,500.0	53,300.0
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	16,011.6	15,593.7	14,966.1	9,250.0	55,821.4
DMV Toll Equipment Upgrade	1,598.8	4,343.7	4,716.1	0.0	10,658.6

PROJECT (x000)	FY 2019 TOTAL	FY 2020 TOTAL	FY 2021 TOTAL	FY 2022 TOTAL	2019-2022 TOTAL
Transportation Facilities - Administration	2,250.0	2,250.0	2,250.0	2,250.0	9,000.0
Transportation Facilities - Operations	12,162.8	9,000.0	8,000.0	7,000.0	36,162.8
TRANSPORTATION MANAGEMENT IMPROVEMENTS	12,593.1	10,450.0	10,450.0	10,480.0	43,973.1
MUTCD Compliance	4,081.7	2,000.0	2,000.0	2,000.0	10,081.7
Traffic Signal Revolving Fund	125.0	125.0	125.0	125.0	500.0
Rideshare Trip Mitigation	511.4	450.0	450.0	480.0	1,891.4
Transportation Management Improvement	7,875.0	7,875.0	7,875.0	7,875.0	31,500.0
TRANSIT					
TRANSIT FACILITIES	4,168.6	3,715.0	2,490.0	1,990.0	12,363.6
RAIL	300.0	300.0	300.0	300.0	1,200.0
TRANSIT VEHICLES	13,436.7	3,673.5	3,175.5	2,653.5	22,939.2
GRANTS AND ALLOCATIONS					
MUNICIPAL STREET AID	5,000.0	5,000.0	5,000.0	5,000.0	20,000.0
COMMUNITY TRANSPORTATION	17,680.0	17,680.0	17,680.0	17,680.0	70,720.0
TOTALS	124,611.5	114,311.5	105,023.7	98,378.2	442,633.9

APPENDIX A
Funded Dover/Kent County MPO Projects

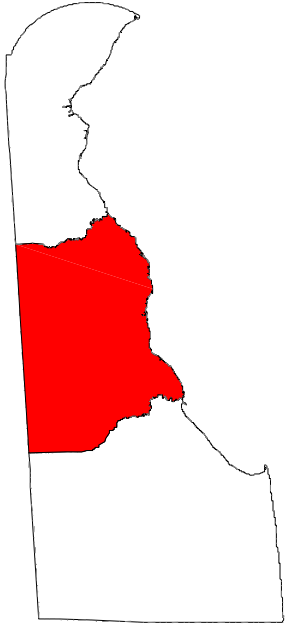
ROAD SYSTEM:
ARTERIALS

SAFETY-HIGHWAY SAFETY IMPROVEMENT PROGRAM

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 Department of Transportation and the MPO’s are combining smaller safety projects and reporting them categorically. This year, they are the improvements at the SR 14 and Killens Pond Road intersection and the SR10 and SR15 intersection.

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: \$2,642,919
MPO Priority Rating: N/A (HSIP/HEP)



Descriptions:

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.

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
SR14 @ Killens Pond Road Intersection	PE	0.7	2.9							3.6
	ROW	3.0	27.0							30.0
	C			25.0	225.0					250.0
	Σ	3.7	29.9	25.0	225.0	0.0	0.0	0.0	0.0	283.6
LOCAL ROAD: SR10 at SR15 Intersection Improvements	PE									0.0
	ROW	0.5	4.5							5.0
	C	385.0	1,539.9							1,929.4
	Σ	385.5	1,544.4	0.0	0.0	0.0	0.0	0.0	0.0	1,934.4

MS30-Highway Safety Improvement Program

M231-Surface Transportation Program

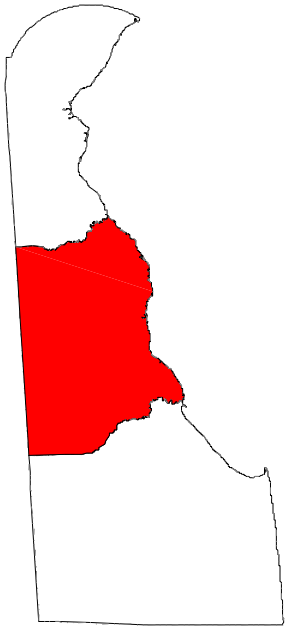
Project Funding Schedule (X \$000)										
Project	Phase	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2021 State/ Other	FY 2021 Federal	FY 2018- 2021 Total
SR14 @ Killens Pond Road Intersection	PE	1.3	9.8							11.1
	ROW	7.1	64.2							71.3
	C			50.0	450.0					500.0
	Σ	8.4	74.0	50.0	450.0	0.0	0.0	0.0	0.0	582.4
LOCAL ROAD: SR10 at SR15 Intersection Improvements	PE									0.0
	ROW	0.5	4.5							5.0
	C	385.0	1,532.1	2.0	7.9					1,927.0
	Σ	385.5	1,536.6	2.0	7.9	0.0	0.0	0.0	0.0	1,932.0

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. They are the larger projects that, the Department and MPO feels, should be reported separately.

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.

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.

The Walnut Shade Road-US13 to Peachtree Run project that was included as a HEP project in past CTP's was included as a regular project in the FY2019 CTP and will appear separately.

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
US13-Puncheon Run Connector to Lochmeath Way: US 13 Widening	PE	280.0	1,120.0	230.0	920.0					2,550.0
	ROW	200.0		1,000.0		800.0				2,000.0
	C					200.0	800.0	3,000.0	12,000.0	16,000.0
	Σ	480.0	1,120.0	1,230.0	920.0	1,000.0	800.0	3,000.0	12,000.0	20,550.0
US13-Puncheon Run Connector to Lochmeath Way: US 13 Widening	PE	200.0		200.0						400.0
	ROW					250.0		250.0		500.0
	C									0.0
	Σ	200.0	0.0	200.0	0.0	200.0	0.0	250.0	0.0	900.0
SR8 & SR15 Intersection Improvements	PE	70.8	283.3							354.1
	ROW	500.0		500.0						1,000.0
	C					700.0	2,800.0			3,500.0
	Σ	570.8	283.3	500.0	0.0	700.0	2,800.0	0.0	0.0	4,854.1

MS30-Highway Safety Improvement Program

M231-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
US13-Puncheon Run Connector to Lochmeath Way: US 13 Widening	PE		1,120.0	230.0	920.0					2,550.0
	ROW	200.0		1,000.0		800.0				2,000.0
	C					200.0	800.0	3,000.0	12,000.0	16,000.0
	Σ	480.0	1,120.0	1,230.0	920.0	1,000.0	800.0	3,000.0	12,000.0	20,550.0
US13-Walnut Shade Road to Lochmeath Way: US13 Widening	PE	200.0		200.0						400.0
	ROW					250.0		250.0		500.0
	C									0.0
	Σ	200.0	0.0	200.0	0.0	200.0	0.0	250.0	0.0	900.0
SR8 & SR15 Intersection Improvements	PE	70.8	283.3							354.1
	ROW	500.0		500.0						1,000.0
	C					700.0	2,800.0			3,500.0
	Σ	570.8	283.3	500.0	0.0	700.0	2,800.0	0.0	0.0	4,854.1

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								25.0
	RW			200.0						200.0
	C					700.0	2,800.0			3,500.0
	Total	25.0	0.0	200.0	0.0	700.0	2,800.0	0.0	0.0	3,725.0

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			200.0						200.0
	C					700.0	2,800.0			3,500.0
	Total	25.0	0.0	200.0	0.0	700.0	2,800.0	0.0	0.0	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, Mulberrie Point Road, in Little Heaven. The existing SR 1 northbound lanes will be converted to SR 1 southbound lanes, and the existing SR 1 southbound lanes will be converted to a service road. The project also includes the construction of a grade-separation at K18, Bowers Beach Road, which will provide access to and from the service roads on either side of SR 1.

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

Municipality:

Funding Program:

Functional Category:

Representative District:

Senatorial District:

Estimated Cost:

MPO Priority Rating:

State Priority Ranking:

Road System – Arterials

Management

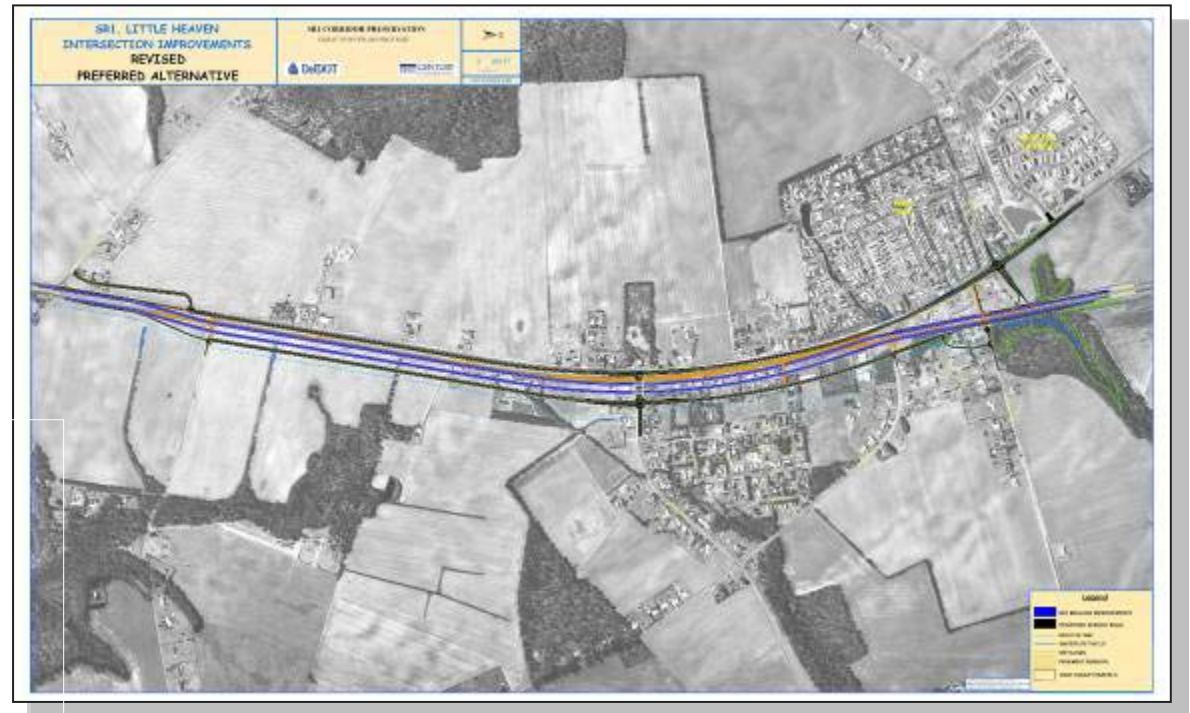
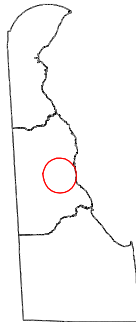
33

16

\$71,161,920

2.16 (old system)

22



SR 1, LITTLE HEAVEN GRADE-SEPARATED INTERSECTION

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2021 State/ Other	FY 2021 Federal	FY 2018- 2021 Total
<i>SR 1, LITTLE HEAVEN GRADE- SEPARATED INTERSECTION</i>	PD									
	PE									0.0
	RW									0.0
	C		7,057.1							0.0
	Total		0.0	7,057.1	0.0	0.0	0.0	0.0	0.0	0.0

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
<i>SR 1, LITTLE HEAVEN GRADE- SEPARATED INTERSECTION</i>	PD									
	PE									0.0
	RW									0.0
	C		7,057.1							0.0
	Total		0.0	7,057.1	0.0	0.0	0.0	0.0	0.0	0.0

SR 1 AT NE FRONT STREET, MILFORD GRADE SEPARATED INTERSECTION

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

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

Municipality: Milford
Funding Program: Road System – Arterials
Functional Category: Management
Representative District: 33
Senatorial District: 18
Estimated Cost: \$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									0.0
	PE									0.0
	RW									0.0
	C	1,778.0	7,112.1	676.0	2,704.0					12,270.1
	Total	1,778.0	7,112.1	676.0	2,704.0	0.0	0.0	0.0	0.0	12,270.1

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									0.0
	PE									0.0
	RW									0.0
	C	1,778.0	7,112.1	676.0	2,704.0					12,270.1
	Total	1,778.0	7,112.1	676.0	2,704.0	0.0	0.0	0.0	0.0	12,270.1

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	464.2	1,856.8							2,321.0
	Total	464.2	1,856.8	0.0	0.0	0.0	0.0	0.0	0.0	2,321.0

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	464.2	1,856.8							2,321.0
	Total	464.2	1,856.8	0.0	0.0	0.0	0.0	0.0	0.0	2,321.0

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	100.0		50.0						150.0
	RW					500.0		500.0		1,000.0
	C									
	Total	100.0	0.0	50.0	0.0	500.0	0.0	500.0	0.0	1,150.0

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	100.0		50.0						150.0
	RW					500.0		500.0		1,000.0
	C									
	Total	100.0	0.0	50.0	0.0	500.0	0.0	500.0	0.0	1,150.0

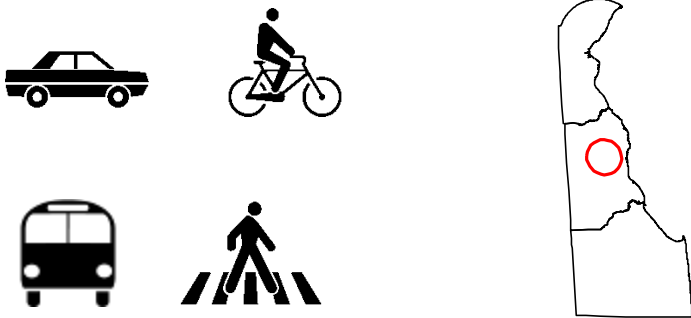
ROAD SYSTEM:
COLLECTORS

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:	\$19,501,482
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 2019 State/Other	FY 2019 Federal	FY 2020 State/Other	FY2020 Federal	FY 2021 State/Other	FY 2021 Federal	FY 2022 State/ Other	FY 2022 Federal	FY 2019- 2022 Total
KENTON ROAD: SR8 TO CHESTNUT GROVE ROAD	PE	100.3	401.2	86.4	345.6					1,933.5
	RW	96.0	384.0	144.0	576.0					1,200.0
	C									0.0
	Total	196.3	785.2	230.4	921.6	0.0	0.0	0.0	0.0	3,133.5

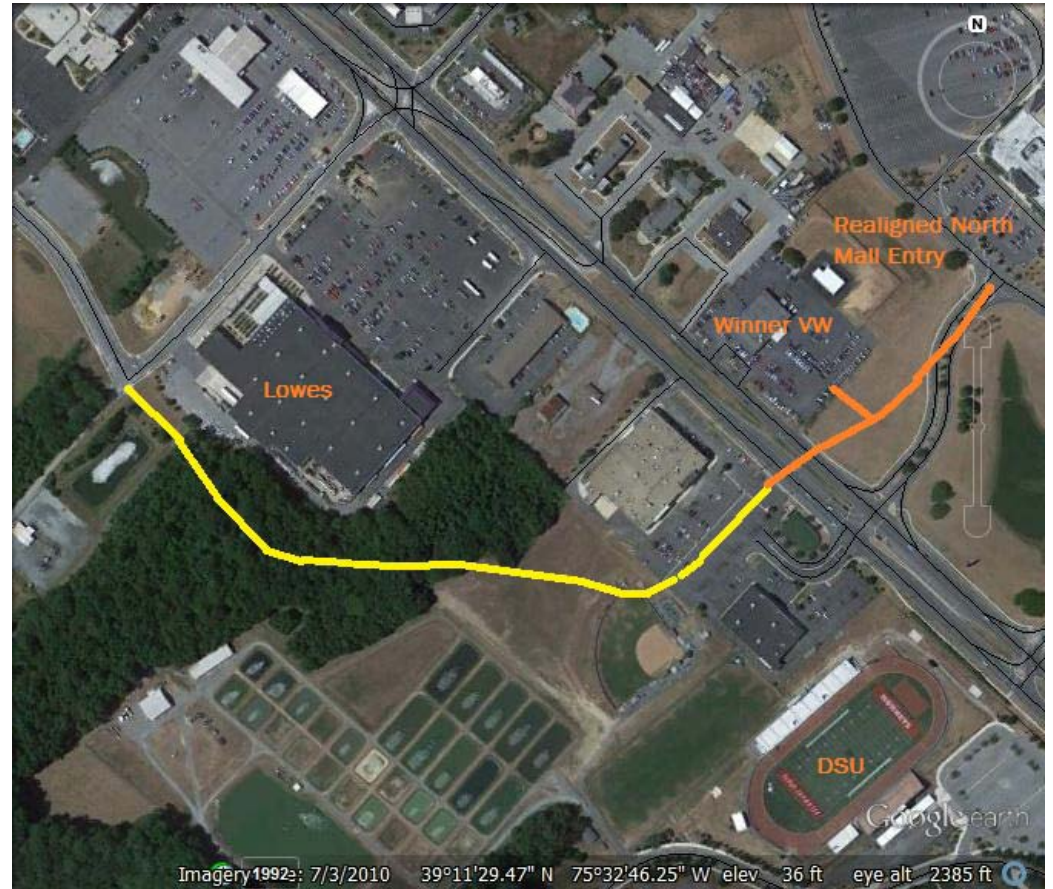
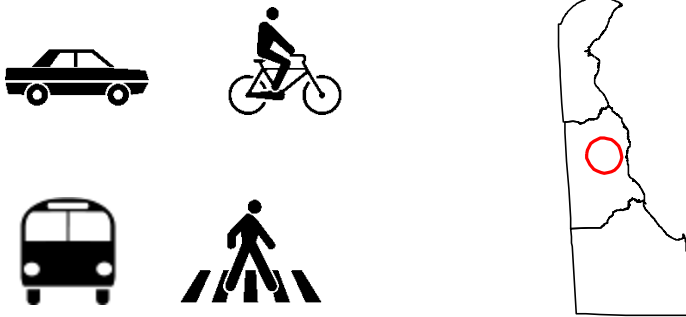
Project Funding Schedule (X \$000)										
Project	Phase	FY 2019 State/Other	FY 2019 Federal	FY 2020 State/Other	FY2020 Federal	FY 2021 State/Other	FY 2021 Federal	FY 2022 State/ Other	FY 2022 Federal	FY 2019- 2022 Total
KENTON ROAD: SR8 TO CHESTNUT GROVE ROAD	PE	100.3	401.2	86.4	345.6					1,933.5
	RW	96.0	384.0	144.0	576.0					1,200.0
	C									0.0
	Total	196.3	785.2	230.4	921.6	0.0	0.0	0.0	0.0	3,133.5

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:	\$5,400,000
MPO Priority Rating:	2.10
State Priority Number:	49



CRAWFORD CARROLL ROAD EXTENSION

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2019 State/Other	FY 2019 Federal	FY 2020 State/Other	FY2020 Federal	FY 2021 State/Other	FY 2021 Federal	FY 2022 State/ Other	FY 2022 Federal	FY 2019- 2022 Total
CRAWFORD CARROLL ROAD EXTENSION	PE									0.0
	RW	1,100.0		1,100.0						2,200.0
	C					300.0	1,200.0	300.0	1,200.0	3,000.0
	Total	1,100.0	0.0	1,100.0	0.0	3100.0	1,200.0	300.0	1,200.0	5,200.0

Surface Transportation Program MAP-21

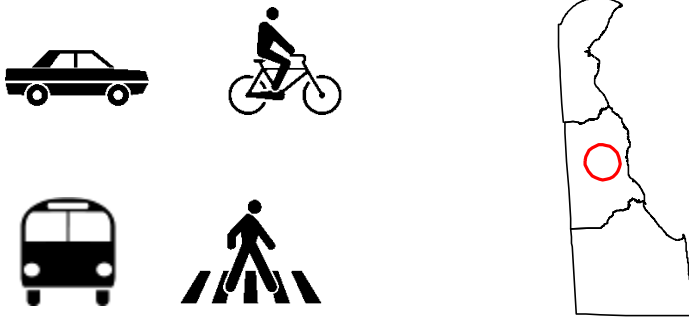
Project Funding Schedule (X \$000)										
Project	Phase	FY 2019 State/Other	FY 2019 Federal	FY 2020 State/Other	FY2020 Federal	FY 2021 State/Other	FY 2021 Federal	FY 2022 State/ Other	FY 2022 Federal	FY 2019- 2022 Total
CRAWFORD CARROLL ROAD EXTENSION	PE									0.0
	RW	1,100.0		1,100.0						2,200.0
	C					300.0	1,200.0	300.0	1,200.0	3,000.0
	Total	1,100.0	0.0	1,100.0	0.0	300.0	1,200.0	300.0	1,200.0	5,200.0

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:	\$4,700,000
MPO Priority Rating:	
State Priority Number:	11



CAMDEN BY-PASS: NORTH STREET EXTENDED TO DE 10

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2019 State/Other	FY 2019 Federal	FY 2020 State/Other	FY2020 Federal	FY 2021 State/Other	FY 2021 Federal	FY 2022 State/ Other	FY 2022 Federal	FY 2019- 2022 Total
<i>CAMDEN BY-PASS: NORTH STREET EXTENDED TO DE10</i>	PE	350.0		150.0		300.0				800.0
	RW			300.0		900.0				1,200.0
	C							400.0	1,600.0	2,000.0
	Total	350.0	0.0	450.0	0.0	1,200.0	0.0	400.0	1,600.0	4,000.0

Surface Transportation Program MAP-21

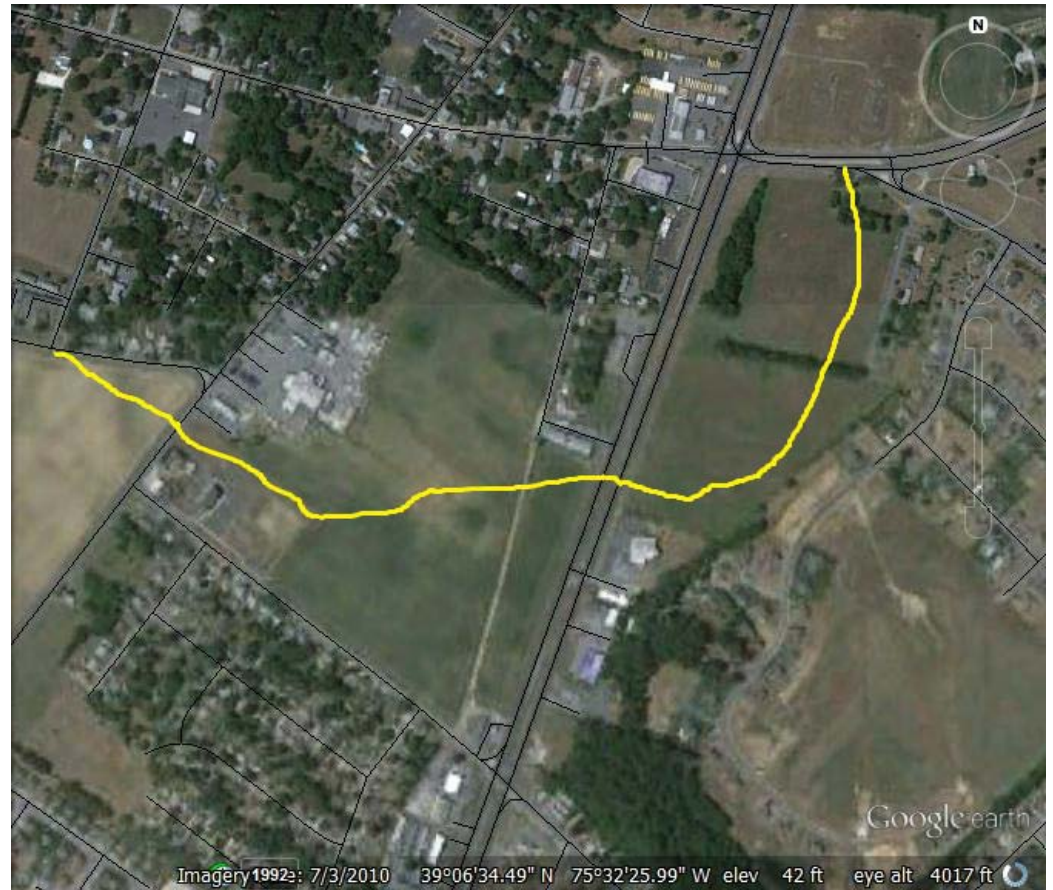
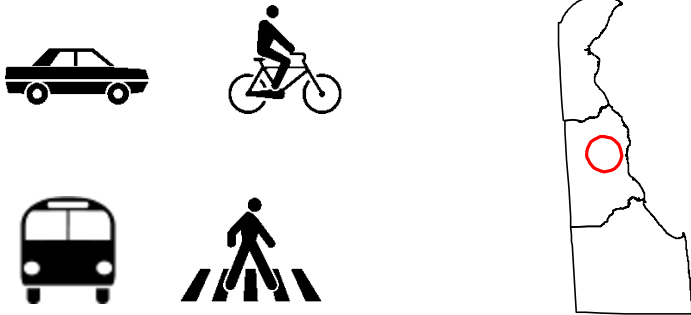
Project Funding Schedule (X \$000)										
Project	Phase	FY 2019 State/Other	FY 2019 Federal	FY 2020 State/Other	FY2020 Federal	FY 2021 State/Other	FY 2021 Federal	FY 2022 State/ Other	FY 2022 Federal	FY 2019- 2022 Total
<i>CAMDEN BY-PASS: NORTH STREET EXTENDED TO DE10</i>	PE	350.0		150.0		300.0				800.0
	RW			300.0		900.0				1,200.0
	C							400.0	1,600.0	2,000.0
	Total	350.0	0.0	450.0	0.0	1,200.0	0.0	400.0	1,600.0	4,000.0

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:	\$13,500,000
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 2019 State/Other	FY 2019 Federal	FY 2020 State/Other	FY2020 Federal	FY 2021 State/Other	FY 2021 Federal	FY 2022 State/ Other	FY 2022 Federal	FY 2019- 2022 Total
<i>CAMDEN BY-PASS: SOUTH STREET TO RISING SUN ROAD</i>	PE	80.0	320.0	40.0	160.0	40.0	160.0			800.0
	RW			500.0		1,500.0				2,000.0
	C					10.0	40.0	990.0	3,960.0	5,000.0
	Total	80.0	320.0	540.0	160.0	1,550.0	200.0	990.0	3,960.0	7,800.0

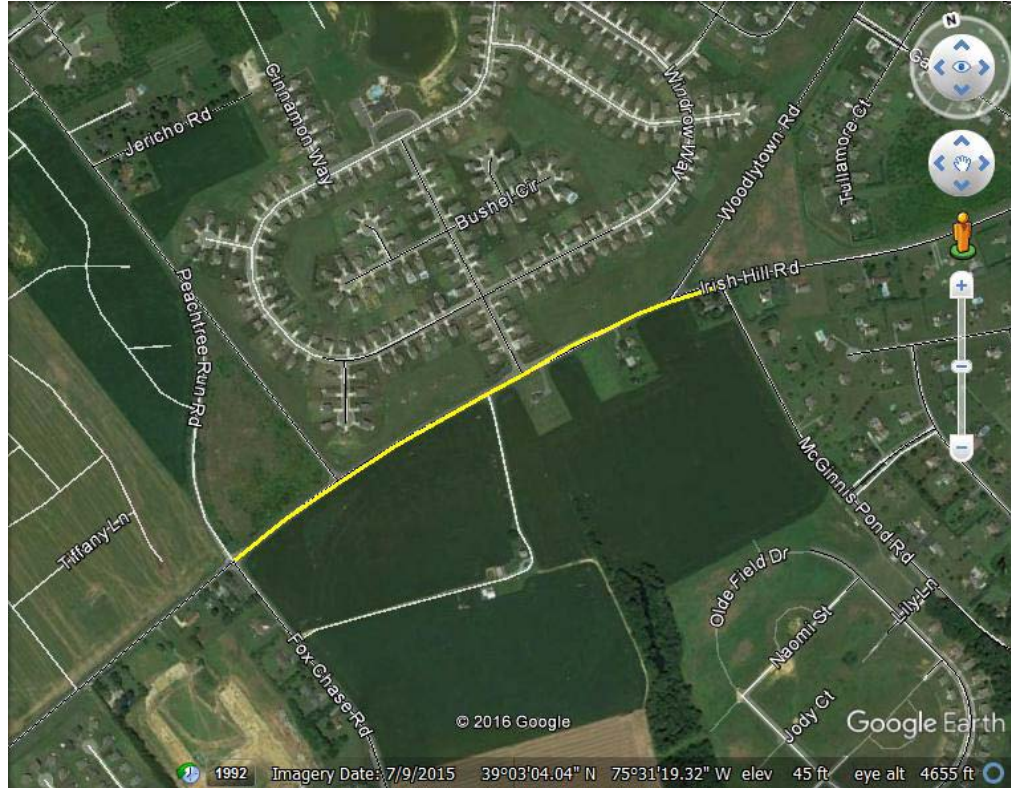
Project Funding Schedule (X \$000)										
Project	Phase	FY 2019 State/Other	FY 2019 Federal	FY 2020 State/Other	FY2020 Federal	FY 2021 State/Other	FY 2021 Federal	FY 2022 State/ Other	FY 2022 Federal	FY 2019- 2022 Total
<i>CAMDEN BY-PASS: SOUTH STREET TO RISING SUN ROAD</i>	PE	80.0	320.0	40.0	160.0	40.0	160.0			800.0
	RW			500.0		1,500.0				2,000.0
	C					10.0	40.0	990.0	3,960.0	5,000.0
	Total	80.0	320.0	540.0	160.0	1,550.0	200.0	990.0	3,960.0	7,800.0

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:	\$ 6,500,000
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 2019 State/Other	FY 2019 Federal	FY 2020 State/Other	FY2020 Federal	FY 2021 State/Other	FY 2021 Federal	FY 2022 State/ Other	FY 2022 Federal	FY 2019- 2022 Total
IRISH HILL RD., FOX CHASE ROAD TO MCGINNIS POND ROAD	PE					200.0		350.0		500.0
	RW									0.0
	C									0.0
	Total	0.0	0.0	0.0	0.0	200.0	0.0	350.0	0.0	500.0

450.0

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

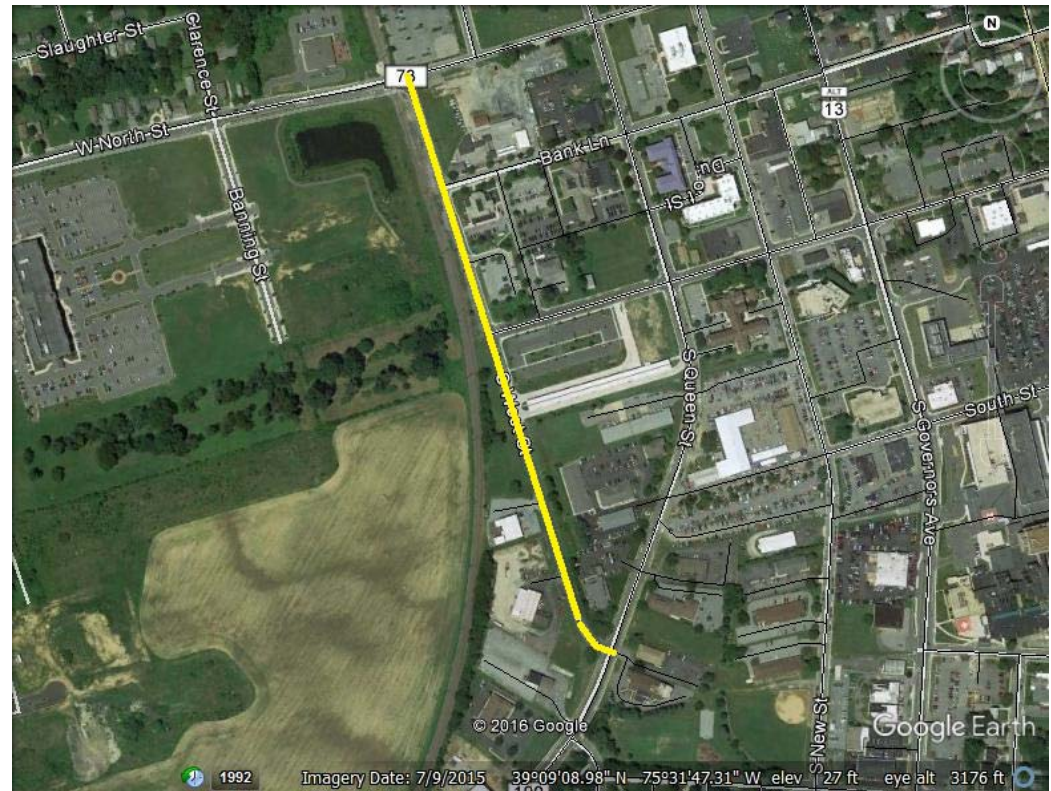
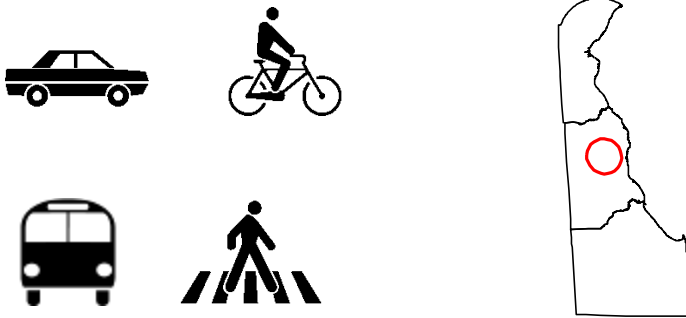
Project Funding Schedule (X \$000)										
Project	Phase	FY 2019 State/Other	FY 2019 Federal	FY 2020 State/Other	FY2020 Federal	FY 2021 State/Other	FY 2021 Federal	FY 2022 State/ Other	FY 2022 Federal	FY 2019- 2022 Total
IRISH HILL RD., FOX CHASE ROAD TO MCGINNIS POND ROAD	PE					200.0		350.0		500.0
	RW									0.0
	C									0.0
	Total	0.0	0.0	0.0	0.0	200.0	0.0	350.0	0.0	500.0

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:	\$1,300,000
MPO Priority Rating:	2.
State Priority Number:	78



WEST STREET, NEW BURTON ROAD TO NORTH STREET

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2019 State/Other	FY 2019 Federal	FY 2020 State/Other	FY2020 Federal	FY 2021 State/Other	FY 2021 Federal	FY 2022 State/ Other	FY 2022 Federal	FY 2019- 2022 Total
WEST STREET, NEW BURTON ROAD TO NORTH STREET	PE					200.0		200.0		400.0
	RW							50.0		50.0
	C									0.0
	Total	0.0	0.0	0.0	0.0	200.0	0.0	250.0	0.0	450.0

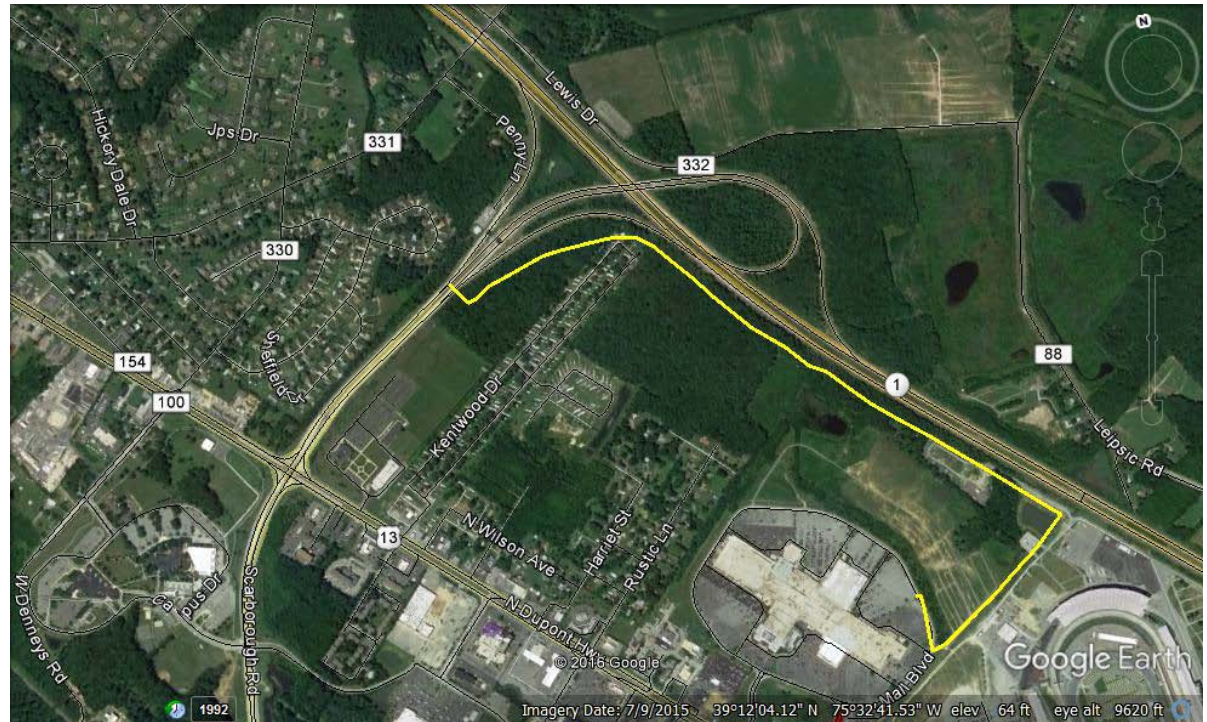
Project Funding Schedule (X \$000)										
Project	Phase	FY 2019 State/Other	FY 2019 Federal	FY 2020 State/Other	FY2020 Federal	FY 2021 State/Other	FY 2021 Federal	FY 2022 State/ Other	FY 2022 Federal	FY 2019- 2022 Total
WEST STREET, NEW BURTON ROAD TO NORTH STREET	PE					200.0		200.0		400.0
	RW							50.0		50.0
	C									0.0
	Total	0.0	0.0	0.0	0.0	200.0	0.0	250.0	0.0	450.0

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 –Collector
Functional Category:	Management
Representative District:	28
Senatorial District:	17
Estimated Cost:	\$33,050,000
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		350.0		600.0
	RW									0.0
	C									0.0
	Total		0.0	0.0	0.0	0.0	250.0	0.0	350.0	0.0

Future federal Funding Program: National Highway System

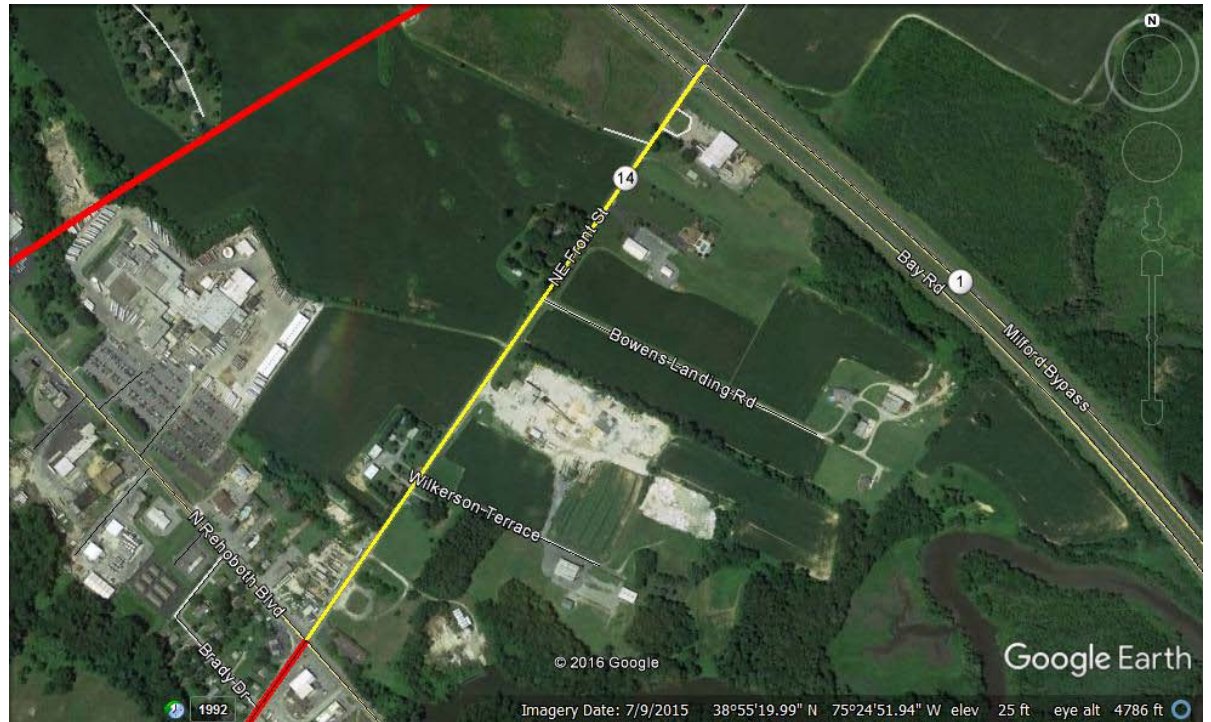
Project Funding Schedule (X \$000)										
Project	Phase	FY 2018 State/ Other	FY 2018 Federal	FY 2019 State/ Other	FY2019 Federal	FY 2020 State/ Other	FY 2020 Federal	FY 2021 State/ Other	FY 2021 Federal	FY 2018- 2021 Total
SR1, Scarborough Road C-D Roads	PD									0.0
	PE					250.0		350.0		600.0
	RW									0.0
	C									0.0
	Total		0.0	0.0	0.0	0.0	250.0	0.0	350.0	0.0

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 – Collector
Functional Category:	Management
Representative District:	33
Senatorial District:	18
Estimated Cost:	\$6,150,000
MPO Priority Rating:	4
State Priority Ranking	26



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2019 State/Other	FY 2019 Federal	FY 2020 State/Other	FY2020 Federal	FY 2021 State/Other	FY 2021 Federal	FY 2022 State/ Other	FY 2022 Federal	FY 2019- 2022 Total
NE Front Street, Rehoboth Blvd to SR1	PD									0.0
	PE					200.0		350.0		550.0
	RW									0.0
	C									0.0
	Total		0.0	0.0	0.0	0.0	200.0	0.0	350.0	0.0

Future federal Funding Program: National Highway System

Project Funding Schedule (X \$000)										
Project	Phase	FY 2019 State/Other	FY 2019 Federal	FY 2020 State/Other	FY2020 Federal	FY 2021 State/Other	FY 2021 Federal	FY 2022 State/ Other	FY 2022 Federal	FY 2019- 2022 Total
NE Front Street, Rehoboth Blvd to SR1	PD									0.0
	PE					200.0		350.0		550.0
	RW									0.0
	C									0.0
	Total		0.0	0.0	0.0	0.0	200.0	0.0	350.0	0.0

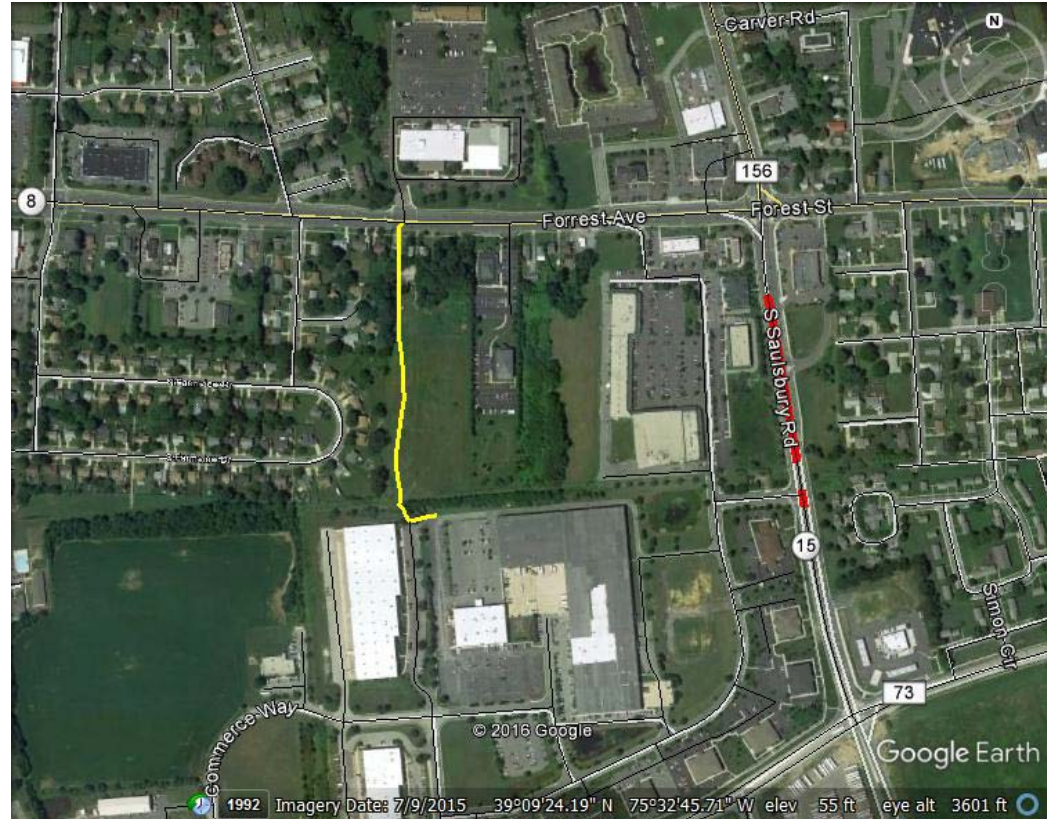
ROAD SYSTEM:
LOCAL ROADS

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 – Local
Functional Category:	Management
Representative District:	31
Senatorial District:	17
Estimated Cost:	\$2,500,000
MPO Priority Rating:	29
State Priority Ranking	55



SR8, Connector Road from Commerce Way to SR8

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2019 State/Other	FY 2019 Federal	FY 2020 State/Other	FY2020 Federal	FY 2021 State/Other	FY 2021 Federal	FY 2022 State/ Other	FY 2022 Federal	FY 2019- 2022 Total
SR8, Connector Road from Commerce Way to SR8	PD									0.0
	PE					150.0		200.0		350.0
	RW									0.0
	C									0.0
	Total		0.0	0.0	0.0	0.0	150.0	0.0	200.0	0.0

Future federal Funding Program: National Highway System

Project Funding Schedule (X \$000)										
Project	Phase	FY 2019 State/Other	FY 2019 Federal	FY 2020 State/Other	FY2020 Federal	FY 2021 State/Other	FY 2021 Federal	FY 2022 State/ Other	FY 2022 Federal	FY 2019- 2022 Total
SR8, Connector Road from Commerce Way to SR8	PD									0.0
	PE					150.0		200.0		350.0
	RW									0.0
	C									0.0
	Total		0.0	0.0	0.0	0.0	150.0	0.0	200.0	0.0

LOCAL ROADS

The intersection of SR10 and SR 15, an HEP Project, was included in the Local Roads. 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:

Bridges are being treated as a category of projects in the DelDOT CTP. The TIP will represent the bridge projects in a similar manner; an overall expense and a list of included bridge projects.

PROJECT SCOPE/DESCRIPTION: Typically replace the existing corrugated metal pipe arches with a structure. 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 pipes are found to be structurally deficient and were selected by the Pontis Bridge Management System for work. They have a low sufficiency rating and they are ranked on the latest DelDOT Bridge Deficiency List. Typically there would be numerous perforations along the pipes and a deep pitting. The wingwalls would also be spalling.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Estimated Cost: \$20,764,015
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY2020 Federal	FY 2021 State/ Other	FY 2021 Federal	FY 2022 State/ Other	FY 2022 Federal	FY 2019- 2022 Total
BR 2-031A ON K031 IRISH HILL ROAD OVER DOUBLE RUN CREEK	PE	62.5								62.5
	RW	22.1	4.8	40.0						66.9
	C	1,392.5	1,958.0	320.0	1,280.0	800.0	3,200.0			8,950.5
	Total	1,477.1	1,962.8	360.0	1,280.0	800.0	3,200.0	0.0	0.0	9,079.9

Federal Funding Program: Surface Transportation Program

Project Funding Schedule (X \$000)										
Project	Phase	FY 2019 State/ Other	FY 2019 Federal	FY 2020 State/ Other	FY2020 Federal	FY 2021 State/ Other	FY 2021 Federal	FY 2022 State/ Other	FY 2022 Federal	FY 2019- 2022 Total
BR 2-031A ON K031 IRISH HILL ROAD OVER DOUBLE RUN CREEK	PE	62.5								62.5
	RW	22.1	4.8	40.0						66.9
	C	1,392.5	1,958.0	320.0	1,280.0	800.0	3,200.0			8,950.5
	Total	1,477.1	1,962.8	360.0	1,280.0	800.0	3,200.0	0.0	0.0	9,079.9

Bridges scheduled for repair in the period of the TIP, FY2019-2022:

BR 2-031A on Irish Hill Road over Double Run Creek Total
BR 2-050A on SR8 Halltown Road over Beaverdam Ditch Total
BR 2-052B on K052B Westville Road over Almshouse Branch Total
BR 2-108B on K108, Firetower Road over Tributary to Cow Marsh Ditch Total
BR 2-118A on K118 Coon Den Road over Nanticoke River Total
BR 2-291A on Ingram Branch Road over Price Prong Total
BR 2-308B on S308 Fishers' Bridge Road over Marshyhope Creek Total
Bridge Replacements, Total

**TRANSIT SYSTEM:
FACILITIES**

TRANSIT FACILITIES: SOUTH FREDERICA PARK & RIDE

PROJECT DESCRIPTION: Installation of a new park and ride while a grade separated intersection is being constructed for the intersections south and east of Frederica.

PROJECT JUSTIFICATION: The center of Kent County south of Dover has been one of the areas of intensive development pressure. Hundreds of homes have been built and thousands of lots have been created to fulfill a presumed demand. The park & ride offers residents a transit alternative to a long commute in a single occupancy vehicle.

County: Kent
Funding Program: Transit System – Facilities
Functional Category: Expansion
Representative District: 31
Senatorial District: 17
Estimated Cost: \$1,920,000

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
Transit facilities: south frederica park & ride	PE	170.0								170.0
	C	1,725.0								1,725.0
	Total	1,895.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,895.0

TRANSIT FACILITIES: DOVER FACILITY RENOVATIONS

PROJECT DESCRIPTION: Capital modifications to transit facilities to provide adequate facilities for the Kent County buses.

PROJECT JUSTIFICATION: Improvements made to facilities that had experienced deferred maintenance.

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
	C	340.0								340.0
	Total	340.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	340.0

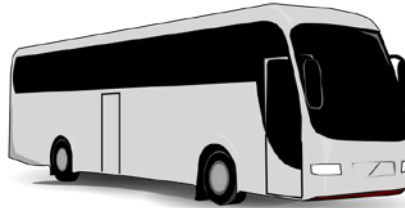
TRANSIT SYSTEM:
VEHICLES

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 2019 State/Other	FY 2019 Federal	FY 2020 State/Other	FY2020 Federal	FY 2021 State/Other	FY 2021 Federal	FY 2022 State/ Other	FY 2022 Federal	FY 2019- 2022 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 2019 State/Other	FY 2019 Federal	FY 2020 State/Other	FY2020 Federal	FY 2021 State/Other	FY 2021 Federal	FY 2022 State/ Other	FY 2022 Federal	FY 2019- 2022 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: \$5,420,628



TRANSIT VEHICLE EXPANSION: ELECTRIC BUSES

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2019 State/Other	FY 2019 Federal	FY 2020 State/Other	FY2020 Federal	FY 2021 State/Other	FY 2021 Federal	FY 2022 State/ Other	FY 2022 Federal	FY 2019- 2022 Total
TRANSIT VEHICLE EXPANSION: (2) 40' LOW FLOOR FY17	PRO	1,204.3	4,096.3							5,300.6
	Total	1,204.3	4,096.3	0.0	0.0	0.0	0.0	0.0	0.0	5,300.6

Federal Funding Program – 5307 Urbanized Area Formula Grant Program

Project Funding Schedule (X \$000)										
Project	Phase	FY 2019 State/Other	FY 2019 Federal	FY 2020 State/Other	FY2020 Federal	FY 2021 State/Other	FY 2021 Federal	FY 2022 State/ Other	FY 2022 Federal	FY 2019- 2022 Total
TRANSIT VEHICLE EXPANSION: (2) 40' LOW FLOOR FY17	PRO	1,204.3	4,096.3							5,300.6
	Total	1,204.3	4,096.3	0.0	0.0	0.0	0.0	0.0	0.0	5,300.6

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 2019 State/Other	FY 2019 Federal	FY 2020 State/Other	FY2020 Federal	FY 2021 State/Other	FY 2021 Federal	FY 2022 State/ Other	FY 2022 Federal	FY 2019- 2022 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 2019 State/Other	FY 2019 Federal	FY 2020 State/Other	FY2020 Federal	FY 2021 State/Other	FY 2021 Federal	FY 2022 State/ Other	FY 2022 Federal	FY 2019- 2022 Total
TRANSIT VEHICLE REPLACEMENT (4) 30' Low Floor Buses KC FY20	PRO			403.4	1,613.8					2,017.2
	Total	0.0	0.0	403.4	1,613.8	0.0	0.0	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 2019 State/Other	FY 2019 Federal	FY 2020 State/Other	FY2020 Federal	FY 2021 State/Other	FY 2021 Federal	FY 2022 State/ Other	FY 2022 Federal	FY 2019- 2022 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	1,376.7	5,506.8	0.0	0.0	6,883.5

Project Funding Schedule (X \$000)										
Project	Phase	FY 2019 State/Other	FY 2019 Federal	FY 2020 State/Other	FY2020 Federal	FY 2021 State/Other	FY 2021 Federal	FY 2022 State/ Other	FY 2022 Federal	FY 2019- 2022 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	1,376.7	5,506.8	0.0	0.0	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: \$10,534,800



Paratransit Buses Kent FY2016-2022

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2019 State/Other	FY 2019 Federal	FY 2020 State/Other	FY2020 Federal	FY 2021 State/Other	FY 2021 Federal	FY 2022 State/ Other	FY 2022 Federal	FY 2019- 2022 Total
TRANSIT VEHICLE REPLACEMENT Paratransit Buses Kent FY16-2232,	PRO	324.3	1,297.2	68.1	272.4	405.3	1,621.1	500.4	2,001.6	6,490.4
	Total	324.3	1,297.2	68.1	272.4	405.3	1,621.1	500.4	2,001.6	6,490.4

Project Funding Schedule (X \$000)										
Project	Phase	FY 2019 State/Other	FY 2019 Federal	FY 2020 State/Other	FY2020 Federal	FY 2021 State/Other	FY 2021 Federal	FY 2022 State/ Other	FY 2022 Federal	FY 2019- 2022 Total
TRANSIT VEHICLE REPLACEMENT Paratransit Buses Kent FY16-22	PRO	324.3	1,297.2	68.1	272.4	405.3	1,621.1	500.4	2,001.6	6,490.4
	Total	324.3	1,297.2	68.1	272.4	405.3	1,621.1	500.4	2,001.6	6,490.4

TRANSIT VEHICLE REPLACEMENT SUPPORT VEHICLES KENT FY16-22

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

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

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

SUPPORT VEHICLES KENT FY16-22

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2019 State/Other	FY 2019 Federal	FY 2020 State/Other	FY2020 Federal	FY 2021 State/Other	FY 2021 Federal	FY 2022 State/ Other	FY 2022 Federal	FY 2019- 2022 Total
TRANSIT VEHICLE REPLACEMENT SUPPORT VEHICLES KENT FY16-22	PRO			111.8				50.8		162.6
	Total	0.0	0.0	111.8	0.0	0.0	0.0	50.8	0.0	162.6

Project Funding Schedule (X \$000)										
Project	Phase	FY 2019 State/Other	FY 2019 Federal	FY 2020 State/Other	FY2020 Federal	FY 2021 State/Other	FY 2021 Federal	FY 2022 State/ Other	FY 2022 Federal	FY 2019- 2022 Total
TRANSIT VEHICLE REPLACEMENT SUPPORT VEHICLES KENT FY16-22	PRO			111.8				50.8		162.6
	Total	0.0	0.0	111.8	0.0	0.0	0.0	50.8	0.0	162.6

APPENDIX B
Adopted Resolutions and Self-Certification
April 19, 2018

APPENDIX C
Financial Plan
(Including Evidence of Fiscal Constraint)

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-A KENT COUNTY

County	Project Title	Category	Class	Family	Phase	Current Estimate	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	FY22 State Spend	FY22 Fed Spend	FY22 Other Spend
Kent	Highway SAFETY Improvement Program - Kent County	Road System	Locals	Safety Impr	PD	-	-	-	-	-	-	-	-	-	-	-	-	-
Kent	Highway SAFETY Improvement Program - Kent County	Road System	Locals	Safety Impr	PE	64,107	-	-	-	-	-	-	-	-	-	-	-	-
Kent	Highway SAFETY Improvement Program - Kent County	Road System	Locals	Safety Impr	ROW	274,847	-	-	-	-	-	-	-	-	-	-	-	-
Kent	Highway SAFETY Improvement Program - Kent County	Road System	Locals	Safety Impr	CE	129,991	-	-	-	-	-	-	-	-	-	-	-	-
Kent	Highway SAFETY Improvement Program - Kent County	Road System	Locals	Safety Impr	C	1,974,955	50,000	450,000	-	-	-	-	-	-	-	-	-	-
Kent	Highway SAFETY Improvement Program - Kent County	Road System	Locals	Safety Impr	Traffic	9,827	1,965	7,861	-	-	-	-	-	-	-	-	-	-
Kent	Highway SAFETY Improvement Program - Kent County	Road System	Locals	Safety Impr	Utilities	335,500	-	-	-	-	-	-	-	-	-	-	-	-
Kent	Highway SAFETY Improvement Program - Kent County	Road System	Locals	Safety Impr	Contingenc	172,646	-	-	-	-	-	-	-	-	-	-	-	-
	Highway SAFETY Improvement Program - Kent County Total					2,961,873	51,965	457,861	-	-	-	-	-	-	-	-	-	-
Kent	HEP KC, SR 8 & SR 15 Intersection Improvements	Road System	Arterials	Arterials	PE	1,000,000	70,827	283,309	-	-	-	-	-	-	-	-	-	-
Kent	HEP KC, SR 8 & SR 15 Intersection Improvements	Road System	Arterials	Arterials	ROW	1,000,000	500,000	-	-	500,000	-	-	-	-	-	-	-	-
Kent	HEP KC, SR 8 & SR 15 Intersection Improvements	Road System	Arterials	Arterials	C	3,000,000	-	-	-	-	-	-	300,000	2,700,000	-	-	-	-
	HEP KC, SR 8 & SR 15 Intersection Improvements Total					5,000,000	570,827	283,309	-	500,000	-	-	300,000	2,700,000	-	-	-	-
Kent	Loockerman Street / Forest Street	Road System	Arterials	Arterials	PD	246,830	-	-	-	-	-	-	-	-	-	-	-	-
Kent	Loockerman Street / Forest Street	Road System	Arterials	Arterials	PE	63,240	25,000	-	-	-	-	-	-	-	-	-	-	-
Kent	Loockerman Street / Forest Street	Road System	Arterials	Arterials	ROW	200,000	-	-	-	200,000	-	-	-	-	-	-	-	-
Kent	Loockerman Street / Forest Street	Road System	Arterials	Arterials	C	3,500,000	-	-	-	-	-	-	700,000	2,800,000	-	-	-	-
	Loockerman Street / Forest Street Total					4,010,070	25,000	-	-	200,000	-	-	700,000	2,800,000	-	-	-	-
Kent	SR 1, Little Heaven Grade Separated Intersection	Road System	Arterials	Arterials	PD	605,360	-	-	-	-	-	-	-	-	-	-	-	-
Kent	SR 1, Little Heaven Grade Separated Intersection	Road System	Arterials	Arterials	PE	5,499,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	SR 1, Little Heaven Grade Separated Intersection	Road System	Arterials	Arterials	ROW	19,800,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	SR 1, Little Heaven Grade Separated Intersection	Road System	Arterials	Arterials	CE	5,538,565	-	720,000	-	-	-	-	-	-	-	-	-	-
Kent	SR 1, Little Heaven Grade Separated Intersection	Road System	Arterials	Arterials	C	40,087,533	-	3,000,000	-	-	-	-	-	-	-	-	-	-
Kent	SR 1, Little Heaven Grade Separated Intersection	Road System	Arterials	Arterials	Traffic	1,698,900	-	858,000	-	-	-	-	-	-	-	-	-	-
Kent	SR 1, Little Heaven Grade Separated Intersection	Road System	Arterials	Arterials	Utilities	6,898,539	-	-	-	-	-	-	-	-	-	-	-	-
Kent	SR 1, Little Heaven Grade Separated Intersection	Road System	Arterials	Arterials	Contingenc	2,479,057	-	2,479,057	-	-	-	-	-	-	-	-	-	-
Kent	SR 1, Little Heaven Grade Separated Intersection	Road System	Arterials	Arterials	Maintenanc	50,000	-	-	-	-	-	-	-	-	-	-	-	-
	SR 1, Little Heaven Grade Separated Intersection Total					82,656,954	-	7,057,057	-	-	-	-	-	-	-	-	-	-
Kent	SR 1, NE Front Street Grade Separated Intersection	Road System	Arterials	Arterials	PE	726,936	-	-	-	-	-	-	-	-	-	-	-	-
Kent	SR 1, NE Front Street Grade Separated Intersection	Road System	Arterials	Arterials	ROW	3,700,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	SR 1, NE Front Street Grade Separated Intersection	Road System	Arterials	Arterials	CE	2,210,732	42,146	168,585	-	-	-	-	-	-	-	-	-	-
Kent	SR 1, NE Front Street Grade Separated Intersection	Road System	Arterials	Arterials	C	13,515,547	1,600,000	6,400,000	-	358,798	1,435,191	-	-	-	-	-	-	-
Kent	SR 1, NE Front Street Grade Separated Intersection	Road System	Arterials	Arterials	Traffic	626,405	125,281	501,124	-	-	-	-	-	-	-	-	-	-
Kent	SR 1, NE Front Street Grade Separated Intersection	Road System	Arterials	Arterials	Utilities	331,442	10,600	42,400	-	-	-	-	-	-	-	-	-	-
Kent	SR 1, NE Front Street Grade Separated Intersection	Road System	Arterials	Arterials	Contingenc	1,585,962	-	-	-	317,192	1,268,770	-	-	-	-	-	-	-
Kent	SR 1, NE Front Street Grade Separated Intersection	Road System	Arterials	Arterials	Maintenanc	442,000	-	-	-	-	-	-	-	-	-	-	-	-
	SR 1, NE Front Street Grade Separated Intersection Total					23,139,023	1,778,027	7,112,109	-	675,990	2,703,960	-	-	-	-	-	-	-
Kent	SR 1, South Frederica Grade Separated Intersection	Road System	Arterials	Arterials	PD	489,204	-	-	-	-	-	-	-	-	-	-	-	-
Kent	SR 1, South Frederica Grade Separated Intersection	Road System	Arterials	Arterials	PE	2,988,700	-	-	-	-	-	-	-	-	-	-	-	-
Kent	SR 1, South Frederica Grade Separated Intersection	Road System	Arterials	Arterials	ROW	2,488,734	-	-	-	-	-	-	-	-	-	-	-	-
Kent	SR 1, South Frederica Grade Separated Intersection	Road System	Arterials	Arterials	CE	4,355,650	-	-	-	-	-	-	-	-	-	-	-	-
Kent	SR 1, South Frederica Grade Separated Intersection	Road System	Arterials	Arterials	C	18,364,798	-	-	-	-	-	-	-	-	-	-	-	-
Kent	SR 1, South Frederica Grade Separated Intersection	Road System	Arterials	Arterials	Traffic	779,976	123,102	492,410	-	-	-	-	-	-	-	-	-	-
Kent	SR 1, South Frederica Grade Separated Intersection	Road System	Arterials	Arterials	Utilities	650,245	7,945	31,779	-	-	-	-	-	-	-	-	-	-
Kent	SR 1, South Frederica Grade Separated Intersection	Road System	Arterials	Arterials	Contingenc	1,665,815	333,163.00	1,332,652.00	-	-	-	-	-	-	-	-	-	-
Kent	SR 1, South Frederica Grade Separated Intersection	Road System	Arterials	Arterials	Maintenanc	80,000	-	-	-	-	-	-	-	-	-	-	-	-
	SR 1, South Frederica Grade Separated Intersection Total					31,863,121	464,210	1,856,841	-	-	-	-	-	-	-	-	-	-
Kent	SR 1, Thompsonville Grade Separated Intersection	Road System	Arterials	Arterials	PD	685,425	-	-	-	-	-	-	-	-	-	-	-	-
Kent	SR 1, Thompsonville Grade Separated Intersection	Road System	Arterials	Arterials	PE	250,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	SR 1, Thompsonville Grade Separated Intersection	Road System	Arterials	Arterials	ROW	8,576,568	-	-	-	-	-	-	-	-	-	-	-	-
Kent	SR 1, Thompsonville Grade Separated Intersection	Road System	Arterials	Arterials	CE	2,115,743	-	-	-	-	-	-	-	-	-	-	-	-
Kent	SR 1, Thompsonville Grade Separated Intersection	Road System	Arterials	Arterials	C	11,531,132	-	-	-	-	-	-	-	-	-	-	-	-
Kent	SR 1, Thompsonville Grade Separated Intersection	Road System	Arterials	Arterials	Traffic	356,002	-	-	-	-	-	-	-	-	-	-	-	-
Kent	SR 1, Thompsonville Grade Separated Intersection	Road System	Arterials	Arterials	Utilities	366,197	-	-	-	-	-	-	-	-	-	-	-	-
Kent	SR 1, Thompsonville Grade Separated Intersection	Road System	Arterials	Arterials	Contingenc	1,655,685	-	-	-	-	-	-	-	-	-	-	-	-
Kent	SR 1, Thompsonville Grade Separated Intersection	Road System	Arterials	Arterials	Maintenanc	10,000	-	-	-	-	-	-	-	-	-	-	-	-
	SR 1, Thompsonville Grade Separated Intersection Total					25,546,752	-	-	-	-	-	-	-	-	-	-	-	-
Kent	HEP, KC, US13, Lochmeath Way to Puncheon Run Connector	Road System	Arterials	Safety Impr	PE	5,700,000	280,000	1,120,000	-	230,000	920,000	-	-	-	-	-	-	-
Kent	HEP, KC, US13, Lochmeath Way to Puncheon Run Connector	Road System	Arterials	Safety Impr	ROW	2,000,000	200,000	-	-	1,000,000	-	-	800,000	-	-	-	-	-
Kent	HEP, KC, US13, Lochmeath Way to Puncheon Run Connector	Road System	Arterials	Safety Impr	C	66,000,000	-	-	-	-	-	-	200,000	800,000	-	3,000,000	12,000,000	-
	HEP, KC, US13, Lochmeath Way to Puncheon Run Connector Total					73,700,000	480,000	1,120,000	-	1,230,000	920,000	-	1,000,000	800,000	-	3,000,000	12,000,000	-
Kent	HEP KC, US13 Walnut Shade Rd. to Lochmeath Way	Road System	Arterials	Safety Impr	PE	500,000	200,000	-	-	200,000	-	-	-	-	-	-	-	-
Kent	HEP KC, US13 Walnut Shade Rd. to Lochmeath Way	Road System	Arterials	Safety Impr	ROW	500,000	-	-	-	-	-	-	250,000	-	-	250,000	-	-
Kent	HEP KC, US13 Walnut Shade Rd. to Lochmeath Way	Road System	Arterials	Safety Impr	C	16,500,000	-	-	-	-	-	-	-	-	-	-	-	-

APPENDIX E-A KENT COUNTY

County	Project Title	Category	Class	Family	Phase	Current Estimate	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	FY22 State Spend	FY22 Fed Spend	FY22 Other Spend
HEP KC, US13 Walnut Shade Rd. to Lochmeath Way Total						17,500,000	200,000	-	-	200,000	-	-	250,000	-	-	250,000	-	-
Kent	Walnut Shade Road, US13 to Peachtree Run Road	Road System	Arterials	Safety Impr	PE	150,000	100,000	-	-	50,000	-	-	-	-	-	-	-	-
Kent	Walnut Shade Road, US13 to Peachtree Run Road	Road System	Arterials	Safety Impr	ROW	1,000,000	-	-	-	-	-	-	500,000	-	-	500,000	-	-
Kent	Walnut Shade Road, US13 to Peachtree Run Road	Road System	Arterials	Safety Impr	C	5,000,000	-	-	-	-	-	-	-	-	-	-	-	-
Walnut Shade Road, US13 to Peachtree Run Road Total						6,150,000	100,000	-	-	50,000	-	-	500,000	-	-	500,000	-	-
Kent	SR8, Connector from Commerce Way to SR8	Road System	Locals	Locals	PE	500,000	-	-	-	-	-	-	150,000	-	-	200,000	-	-
Kent	SR8, Connector from Commerce Way to SR8	Road System	Locals	Locals	ROW	800,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	SR8, Connector from Commerce Way to SR8	Road System	Locals	Locals	C	1,200,000	-	-	-	-	-	-	-	-	-	-	-	-
SR8, Connector from Commerce Way to SR8						2,500,000	-	-	-	-	-	-	150,000	-	-	200,000	-	-
Kent	SR 1, Scarborough Road C-D Roads	Road System	Expressway	Expressway	PE	850,000	-	-	-	-	-	-	250,000	-	-	350,000	-	-
Kent	SR 1, Scarborough Road C-D Roads	Road System	Expressway	Expressway	ROW	1,200,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	SR 1, Scarborough Road C-D Roads	Road System	Expressway	Expressway	C	31,000,000	-	-	-	-	-	-	-	-	-	-	-	-
SR 1, Scarborough Road C-D Roads						33,050,000	-	-	-	-	-	-	250,000	-	-	350,000	-	-
Kent	NE Front Street Rehoboth Blvd to SR 1	Road System	Locals	Locals	PE	750,000	-	-	-	-	-	-	200,000	-	-	350,000	-	-
Kent	NE Front Street Rehoboth Blvd to SR 1	Road System	Locals	Locals	ROW	900,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	NE Front Street Rehoboth Blvd to SR 1	Road System	Locals	Locals	C	4,500,000	-	-	-	-	-	-	-	-	-	-	-	-
NE Front Street Rehoboth Blvd to SR 1						6,150,000	-	-	-	-	-	-	200,000	-	-	350,000	-	-
Kent	Irish Hill Road, Fox Chase Road to McGinnis Pond Road	Road System	Locals	Locals	PE	750,000	-	-	-	-	-	-	200,000	-	-	350,000	-	-
Kent	Irish Hill Road, Fox Chase Road to McGinnis Pond Road	Road System	Locals	Locals	ROW	750,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	Irish Hill Road, Fox Chase Road to McGinnis Pond Road	Road System	Locals	Locals	C	5,000,000	-	-	-	-	-	-	-	-	-	-	-	-
Irish Hill Road, Fox Chase Road to McGinnis Pond Road						6,500,000	-	-	-	-	-	-	200,000	-	-	350,000	-	-
Kent	College Road, Kenton Road to McKee Road	Road System	Collectors	Collectors	PE	750,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	College Road, Kenton Road to McKee Road	Road System	Collectors	Collectors	ROW	1,000,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	College Road, Kenton Road to McKee Road	Road System	Collectors	Collectors	C	2,500,000	-	-	-	-	-	-	-	-	-	-	-	-
College Road, Kenton Road to McKee Road						4,250,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	Camden Bypass, North Street Extended to SR10	Road System	Collectors	Collectors	PE	1,000,000	350,000	-	-	150,000	-	-	300,000	-	-	-	-	-
Kent	Camden Bypass, North Street Extended to SR10	Road System	Collectors	Collectors	ROW	1,200,000	-	-	-	300,000	-	-	900,000	-	-	-	-	-
Kent	Camden Bypass, North Street Extended to SR10	Road System	Collectors	Collectors	C	2,500,000	-	-	-	-	-	-	-	-	-	400,000	1,600,000	-
Camden Bypass, North Street Extended to SR10 Total						4,700,000	350,000	-	-	450,000	-	-	1,200,000	-	-	400,000	1,600,000	-
Kent	Camden Bypass, South Street to Rising Sun Road	Road System	Collectors	Collectors	PE	1,500,000	80,000	320,000	-	40,000	160,000	-	40,000	160,000	-	-	-	-
Kent	Camden Bypass, South Street to Rising Sun Road	Road System	Collectors	Collectors	ROW	2,000,000	-	-	-	500,000	-	-	1,500,000	-	-	-	-	-
Kent	Camden Bypass, South Street to Rising Sun Road	Road System	Collectors	Collectors	C	10,000,000	-	-	-	-	-	-	10,000	40,000	-	990,000	3,960,000	-
Camden Bypass, South Street to Rising Sun Road Total						13,500,000	80,000	320,000	-	540,000	160,000	-	1,550,000	200,000	-	990,000	3,960,000	-
Kent	Crawford Carroll Avenue Extension	Road System	Collectors	Collectors	PE	200,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	Crawford Carroll Avenue Extension	Road System	Collectors	Collectors	ROW	2,200,000	1,100,000	-	-	1,100,000	-	-	-	-	-	-	-	-
Kent	Crawford Carroll Avenue Extension	Road System	Collectors	Collectors	C	3,000,000	-	-	-	-	-	-	300,000	1,200,000	-	300,000	1,200,000	-
Crawford Carroll Avenue Extension Total						5,400,000	1,100,000	-	-	1,100,000	-	-	300,000	1,200,000	-	300,000	1,200,000	-
Kent	K104, Kenton Rd. SR8 to Chestnut Grove Rd.	Road System	Collectors	Collectors	PE	2,301,482	100,296	401,186	-	86,400	345,600	-	-	-	-	-	-	-
Kent	K104, Kenton Rd. SR8 to Chestnut Grove Rd.	Road System	Collectors	Collectors	ROW	1,200,000	96,000	384,000	-	144,000	576,000	-	-	-	-	-	-	-
Kent	K104, Kenton Rd. SR8 to Chestnut Grove Rd.	Road System	Collectors	Collectors	C	16,000,000	-	-	-	-	-	-	-	-	-	-	-	-
K104, Kenton Rd. SR8 to Chestnut Grove Rd. Total						19,501,482	196,296	785,186	-	230,400	921,600	-	-	-	-	-	-	-
Kent	West Dover Connector	Road System	Collectors	Collectors	PD	3,970,804	-	-	-	-	-	-	-	-	-	-	-	-
Kent	West Dover Connector	Road System	Collectors	Collectors	PE	3,350,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	West Dover Connector	Road System	Collectors	Collectors	ROW	13,621,300	-	-	-	-	-	-	-	-	-	-	-	-
Kent	West Dover Connector	Road System	Collectors	Collectors	CE	3,653,583	-	-	-	-	-	-	-	-	-	-	-	-
Kent	West Dover Connector	Road System	Collectors	Collectors	C	31,643,857	-	-	-	-	-	-	-	-	-	-	-	-
Kent	West Dover Connector	Road System	Collectors	Collectors	Traffic	1,079,957	-	-	-	-	-	-	-	-	-	-	-	-
Kent	West Dover Connector	Road System	Collectors	Collectors	Utilities	2,105,377	-	-	-	-	-	-	-	-	-	-	-	-
Kent	West Dover Connector	Road System	Collectors	Collectors	Contingenc	6,815,568	-	-	-	-	-	-	-	-	-	-	-	-
Kent	West Dover Connector	Road System	Collectors	Collectors	Management	273,684	-	-	-	-	-	-	-	-	-	-	-	-
Kent	West Dover Connector	Road System	Collectors	Collectors	Rail Road	543,043	-	-	-	-	-	-	-	-	-	-	-	-
West Dover Connector Total						67,057,173	-	-	-	-	-	-	-	-	-	-	-	-
Kent	West Street, New Burton Road to North Street	Road System	Collectors	Collectors	PE	400,000	-	-	-	-	-	-	200,000	-	-	200,000	-	-
Kent	West Street, New Burton Road to North Street	Road System	Collectors	Collectors	ROW	250,000	-	-	-	-	-	-	-	-	-	50,000	-	-
Kent	West Street, New Burton Road to North Street	Road System	Collectors	Collectors	C	650,000	-	-	-	-	-	-	-	-	-	-	-	-
West Street, New Burton Road to North Street Total						1,300,000	-	-	-	-	-	-	200,000	-	-	250,000	-	-
Kent	HEP KC, SR14 at Killens Pond Road Intersection Improvement	Road System	Arterials	Safety Impr	PE	26,107	-	-	-	-	-	-	-	-	-	-	-	-
Kent	HEP KC, SR14 at Killens Pond Road Intersection Improvement	Road System	Arterials	Safety Impr	ROW	74,847	-	-	-	-	-	-	-	-	-	-	-	-
Kent	HEP KC, SR14 at Killens Pond Road Intersection Improvement	Road System	Arterials	Safety Impr	C	500,000	50,000	450,000	-	-	-	-	-	-	-	-	-	-
Kent	HEP KC, SR14 at Killens Pond Road Intersection Improvement	Road System	Arterials	Safety Impr	Utilities	18,000	-	-	-	-	-	-	-	-	-	-	-	-
HEP KC, SR14 at Killens Pond Road Intersection Improvement Total						618,954	50,000	450,000	-	-	-	-	-	-	-	-	-	-
Kent	HEP KC, SR10 & SR15 Intersection Improvements	Road System	Local	Safety Impr	PE	38,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	HEP KC, SR10 & SR15 Intersection Improvements	Road System	Local	Safety Impr	ROW	200,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	HEP KC, SR10 & SR15 Intersection Improvements	Road System	Local	Safety Impr	CE	129,991	-	-	-	-	-	-	-	-	-	-	-	-
Kent	HEP KC, SR10 & SR15 Intersection Improvements	Road System	Local	Safety Impr	C	1,474,955	-	-	-	-	-	-	-	-	-	-	-	-
Kent	HEP KC, SR10 & SR15 Intersection Improvements	Road System	Local	Safety Impr	Traffic	9,827	1,965	7,861	-	-	-	-	-	-	-	-	-	-
Kent	HEP KC, SR10 & SR15 Intersection Improvements	Road System	Local	Safety Impr	Utilities	317,500	-	-	-	-	-	-	-	-	-	-	-	-
Kent	HEP KC, SR10 & SR15 Intersection Improvements	Road System	Local	Safety Impr	Contingenc	172,646	-	-	-	-	-	-	-	-	-	-	-	-

APPENDIX E-A KENT COUNTY

County	Project Title	Category	Class	Family	Phase	Current Estimate	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	FY22 State Spend	FY22 Fed Spend	FY22 Other Spend
HEP KC, SR10 & SR15 Intersection Improvements Total						2,342,919	1,965	7,861	-	-	-	-	-	-	-	-	-	-
Kent	Structure Maintenance, BR 2-024A on US13 over St Jones River	Road System	Bridge	Bridge Pres	CE	52,250	-	-	-	-	-	-	-	-	-	-	-	-
Kent	Structure Maintenance, BR 2-024A on US13 over St Jones River	Road System	Bridge	Bridge Pres	C	480,430	-	-	-	-	-	-	-	-	-	-	-	-
Kent	Structure Maintenance, BR 2-024A on US13 over St Jones River	Road System	Bridge	Bridge Pres	Utilities	6,684	-	-	-	-	-	-	-	-	-	-	-	-
Kent	Structure Maintenance, BR 2-024A on US13 over St Jones River	Road System	Bridge	Bridge Pres	Contingenc	50,000	-	-	-	-	-	-	-	-	-	-	-	-
Structure Maintenance, BR 2-024A on US13 over St Jones River Total						589,364	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-031A on Irish Hill Road over Double Run Creek	Road System	Bridge	Bridge Pres	PE	20,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-031A on Irish Hill Road over Double Run Creek	Road System	Bridge	Bridge Pres	ROW	12,000	1,200	4,800	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-031A on Irish Hill Road over Double Run Creek	Road System	Bridge	Bridge Pres	C	1,000,000	200,000	800,000	-	-	-	-	-	-	-	-	-	-
BR 2-031A on Irish Hill Road over Double Run Creek Total						1,032,000	201,200	804,800	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-050A on SR8 Halltown Road over Beaverdam Ditch	Road System	Bridge	Bridge Pres	PE	35,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-050A on SR8 Halltown Road over Beaverdam Ditch	Road System	Bridge	Bridge Pres	ROW	10,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-050A on SR8 Halltown Road over Beaverdam Ditch	Road System	Bridge	Bridge Pres	C	1,000,000	200,000	800,000	-	-	-	-	-	-	-	-	-	-
BR 2-050A on SR8 Halltown Road over Beaverdam Ditch Total						1,045,000	200,000	800,000	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-052B on K052B Westville Road over Almshouse Branch	Road System	Bridge	Bridge Pres	PE	22,500	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-052B on K052B Westville Road over Almshouse Branch	Road System	Bridge	Bridge Pres	ROW	7,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-052B on K052B Westville Road over Almshouse Branch	Road System	Bridge	Bridge Pres	CE	15,000	3,000	12,000	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-052B on K052B Westville Road over Almshouse Branch	Road System	Bridge	Bridge Pres	C	412,000	82,400	329,600	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-052B on K052B Westville Road over Almshouse Branch	Road System	Bridge	Bridge Pres	Utilities	52,000	12,400	49,600	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-052B on K052B Westville Road over Almshouse Branch	Road System	Bridge	Bridge Pres	Environment	10,000	2,000	8,000	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-052B on K052B Westville Road over Almshouse Branch	Road System	Bridge	Bridge Pres	Contingenc	24,945	4,989	19,956	-	-	-	-	-	-	-	-	-	-
BR 2-052B on K052B Westville Road over Almshouse Branch Total						543,445	104,789	419,156	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-060C on SR14 Vernon Road over Prospect Branch	Road System	Bridge	Bridge Pres	PE	12,471	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-060C on SR14 Vernon Road over Prospect Branch	Road System	Bridge	Bridge Pres	ROW	1,268	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-060C on SR14 Vernon Road over Prospect Branch	Road System	Bridge	Bridge Pres	C	-	-	-	-	-	-	-	-	-	-	-	-	-
BR 2-060C on SR14 Vernon Road over Prospect Branch Total						13,739	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-098 on Fords Corner Road Over Gravelly Run	Road System	Bridge	Bridge Pres	PE	30,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-098 on Fords Corner Road Over Gravelly Run	Road System	Bridge	Bridge Pres	ROW	5,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-098 on Fords Corner Road Over Gravelly Run	Road System	Bridge	Bridge Pres	C	-	-	-	-	-	-	-	-	-	-	-	-	-
BR 2-098 on Fords Corner Road Over Gravelly Run Total						35,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-100A on Denneys Road over Fork Branch	Road System	Bridge	Bridge Pres	PE	37,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-100A on Denneys Road over Fork Branch	Road System	Bridge	Bridge Pres	ROW	20,500	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-100A on Denneys Road over Fork Branch	Road System	Bridge	Bridge Pres	CE	29,800	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-100A on Denneys Road over Fork Branch	Road System	Bridge	Bridge Pres	C	763,787	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-100A on Denneys Road over Fork Branch	Road System	Bridge	Bridge Pres	Utilities	45,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-100A on Denneys Road over Fork Branch	Road System	Bridge	Bridge Pres	Contingenc	70,757	-	-	-	-	-	-	-	-	-	-	-	-
BR 2-100A on Denneys Road over Fork Branch Total						966,843	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-108B on K108, Firetower Road over Tributary to Cow Marsh I	Road System	Bridge	Bridge Pres	PE	85,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-108B on K108, Firetower Road over Tributary to Cow Marsh I	Road System	Bridge	Bridge Pres	ROW	10,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-108B on K108, Firetower Road over Tributary to Cow Marsh I	Road System	Bridge	Bridge Pres	C	400,000	400,000	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-108B on K108, Firetower Road over Tributary to Cow Marsh I	Road System	Bridge	Bridge Pres	Utilities	80,127	80,127	-	-	-	-	-	-	-	-	-	-	-
BR 2-108B on K108, Firetower Road over Tributary to Cow Marsh Ditch Total						575,127	480,127	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-114E on Todds Chapel Road over Quarter Branch	Road System	Bridge	Bridge Pres	PE	81,732	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-114E on Todds Chapel Road over Quarter Branch	Road System	Bridge	Bridge Pres	ROW	12,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-114E on Todds Chapel Road over Quarter Branch	Road System	Bridge	Bridge Pres	CE	54,243	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-114E on Todds Chapel Road over Quarter Branch	Road System	Bridge	Bridge Pres	C	284,960	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-114E on Todds Chapel Road over Quarter Branch	Road System	Bridge	Bridge Pres	Utilities	15,012	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-114E on Todds Chapel Road over Quarter Branch	Road System	Bridge	Bridge Pres	Contingenc	28,880	-	-	-	-	-	-	-	-	-	-	-	-
BR 2-114E on Todds Chapel Road over Quarter Branch Total						476,827	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-118A on K118 Coon Den Road over Nanticoke River	Road System	Bridge	Bridge Pres	PE	9,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-118A on K118 Coon Den Road over Nanticoke River	Road System	Bridge	Bridge Pres	ROW	16,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-118A on K118 Coon Den Road over Nanticoke River	Road System	Bridge	Bridge Pres	CE	43,000	43,000	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-118A on K118 Coon Den Road over Nanticoke River	Road System	Bridge	Bridge Pres	C	460,000	460,000	-	-	-	-	-	-	-	-	-	-	-
BR 2-118A on K118 Coon Den Road over Nanticoke River Total						528,000	503,000	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-234A on Lake Front Drive over Red House Branch	Road System	Bridge	Bridge Pres	PE	30,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-234A on Lake Front Drive over Red House Branch	Road System	Bridge	Bridge Pres	ROW	12,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-234A on Lake Front Drive over Red House Branch	Road System	Bridge	Bridge Pres	C	300,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-234A on Lake Front Drive over Red House Branch	Road System	Bridge	Bridge Pres	Utilities	35,000	-	-	-	-	-	-	-	-	-	-	-	-
BR 2-234A on Lake Front Drive over Red House Branch Total						377,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-265B on Spider Web Road over White Marsh Branch	Road System	Bridge	Bridge Pres	PE	8,129	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-265B on Spider Web Road over White Marsh Branch	Road System	Bridge	Bridge Pres	ROW	3,043	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-265B on Spider Web Road over White Marsh Branch	Road System	Bridge	Bridge Pres	CE	78,064	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-265B on Spider Web Road over White Marsh Branch	Road System	Bridge	Bridge Pres	C	274,460	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-265B on Spider Web Road over White Marsh Branch	Road System	Bridge	Bridge Pres	Utilities	14,600	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-265B on Spider Web Road over White Marsh Branch	Road System	Bridge	Bridge Pres	Contingenc	50,063	-	-	-	-	-	-	-	-	-	-	-	-
BR 2-265B on Spider Web Road over White Marsh Branch Total						428,360	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-275A on Park Brown Road over Horsepen Arm Ditch	Road System	Bridge	Bridge Pres	PE	21,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-275A on Park Brown Road over Horsepen Arm Ditch	Road System	Bridge	Bridge Pres	ROW	23,100	-	-	-	-	-	-	-	-	-	-	-	-

APPENDIX E-A KENT COUNTY

County	Project Title	Category	Class	Family	Phase	Current Estimate	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	FY22 State Spend	FY22 Fed Spend	FY22 Other Spend
Kent	BR 2-275A on Park Brown Road over Horsepen Arm Ditch	Road System	Bridge	Bridge Pres	CE	55,750	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-275A on Park Brown Road over Horsepen Arm Ditch	Road System	Bridge	Bridge Pres	C	354,722	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-275A on Park Brown Road over Horsepen Arm Ditch	Road System	Bridge	Bridge Pres	Contingenc	71,939	-	-	-	-	-	-	-	-	-	-	-	-
	BR 2-275A on Park Brown Road over Horsepen Arm Ditch Total					526,511	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-291A on Ingram Branch Road over Price Prong	Road System	Bridge	Bridge Pres	PE	6,925	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-291A on Ingram Branch Road over Price Prong	Road System	Bridge	Bridge Pres	ROW	12,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-291A on Ingram Branch Road over Price Prong	Road System	Bridge	Bridge Pres	CE	27,939	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-291A on Ingram Branch Road over Price Prong	Road System	Bridge	Bridge Pres	C	394,971	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-291A on Ingram Branch Road over Price Prong	Road System	Bridge	Bridge Pres	Traffic	500	100	400	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-291A on Ingram Branch Road over Price Prong	Road System	Bridge	Bridge Pres	Contingenc	81,162	-	-	-	-	-	-	-	-	-	-	-	-
	BR 2-291A on Ingram Branch Road over Price Prong Total					441,835	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-308B on S308 Fishers' Bridge Road over Marshyhope Creek	Road System	Bridge	Bridge Pres	PE	35,000	25,000	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-308B on S308 Fishers' Bridge Road over Marshyhope Creek	Road System	Bridge	Bridge Pres	ROW	20,900	20,900	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-308B on S308 Fishers' Bridge Road over Marshyhope Creek	Road System	Bridge	Bridge Pres	C	1,600,000	-	-	-	320,000	1,280,000	-	-	-	-	-	-	-
	BR 2-308B on S308 Fishers' Bridge Road over Marshyhope Creek Total					1,655,900	45,900	-	-	320,000	1,280,000	-	-	-	-	-	-	-
Kent	BR 2-388C on SR 15 Canterbury Road over Ward Branch	Road System	Bridge	Bridge Pres	PE	15,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-388C on SR 15 Canterbury Road over Ward Branch	Road System	Bridge	Bridge Pres	ROW	2,644	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-388C on SR 15 Canterbury Road over Ward Branch	Road System	Bridge	Bridge Pres	CE	73,958	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-388C on SR 15 Canterbury Road over Ward Branch	Road System	Bridge	Bridge Pres	C	759,418	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-388C on SR 15 Canterbury Road over Ward Branch	Road System	Bridge	Bridge Pres	Utilities	13,350	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-388C on SR 15 Canterbury Road over Ward Branch	Road System	Bridge	Bridge Pres	Contingenc	49,896	-	-	-	-	-	-	-	-	-	-	-	-
Kent	BR 2-388C on SR 15 Canterbury Road over Ward Branch	Road System	Bridge	Bridge Pres	Maintenanc	20,000	-	-	-	-	-	-	-	-	-	-	-	-
	BR 2-388C on SR 15 Canterbury Road over Ward Branch Total					934,266	-	-	-	-	-	-	-	-	-	-	-	-
Kent	Bridge Replacements, Kent County	Road System	Bridge	Bridge Pres	PE	75,000	37,500	-	-	-	-	-	-	-	-	-	-	-
Kent	Bridge Replacements, Kent County	Road System	Bridge	Bridge Pres	ROW	40,000	-	-	-	40,000	-	-	-	-	-	-	-	-
Kent	Bridge Replacements, Kent County	Road System	Bridge	Bridge Pres	C	4,000,000	-	-	-	-	-	-	800,000	3,200,000	-	-	-	-
	Bridge Replacements, Kenty County Total					4,115,000	37,500	-	-	40,000	-	-	800,000	3,200,000	-	-	-	-
Kent	Kent and Sussex County Pipe Replacements, Open-End, FY 15-17	Road System	Bridge	Bridge Pres	PE	620,506	-	-	-	-	-	-	-	-	-	-	-	-
Kent	Kent and Sussex County Pipe Replacements, Open-End, FY 15-17	Road System	Bridge	Bridge Pres	ROW	50,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	Kent and Sussex County Pipe Replacements, Open-End, FY 15-17	Road System	Bridge	Bridge Pres	CE	550,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	Kent and Sussex County Pipe Replacements, Open-End, FY 15-17	Road System	Bridge	Bridge Pres	C	3,000,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	Kent and Sussex County Pipe Replacements, Open-End, FY 15-17	Road System	Bridge	Bridge Pres	Utilities	289,320	-	-	-	-	-	-	-	-	-	-	-	-
Kent	Kent and Sussex County Pipe Replacements, Open-End, FY 15-17	Road System	Bridge	Bridge Pres	Contingenc	1,745,896	-	-	-	-	-	-	-	-	-	-	-	-
	Kent and Sussex County Pipe Replacements, Open-End, FY 15-17 Total					6,255,722	-	-	-	-	-	-	-	-	-	-	-	-
Kent	Removal of BR 2-357P Pedestrian Bridge over St. Jones River	Road System	Bridge	Bridge Pres	PE	25,300	-	-	-	-	-	-	-	-	-	-	-	-
Kent	Removal of BR 2-357P Pedestrian Bridge over St. Jones River	Road System	Bridge	Bridge Pres	ROW	5,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	Removal of BR 2-357P Pedestrian Bridge over St. Jones River	Road System	Bridge	Bridge Pres	CE	184,800	-	-	-	-	-	-	-	-	-	-	-	-
Kent	Removal of BR 2-357P Pedestrian Bridge over St. Jones River	Road System	Bridge	Bridge Pres	C	434,865	-	-	-	-	-	-	-	-	-	-	-	-
Kent	Removal of BR 2-357P Pedestrian Bridge over St. Jones River	Road System	Bridge	Bridge Pres	Contingenc	43,487	-	-	-	-	-	-	-	-	-	-	-	-
Kent	Removal of BR 2-357P Pedestrian Bridge over St. Jones River	Road System	Bridge	Bridge Pres	Environmen	15,000	-	-	-	-	-	-	-	-	-	-	-	-
	Removal of BR 2-357P Pedestrian Bridge over St. Jones River Total					708,452	-	-	-	-	-	-	-	-	-	-	-	-
Kent	All Bridges	Road System	Bridge	Bridge Pres	PE	1,169,563	62,500	-	-	-	-	-	-	-	-	-	-	-
Kent	All Bridges	Road System	Bridge	Bridge Pres	ROW	262,455	22,100	4,800	-	40,000	-	-	-	-	-	-	-	-
Kent	All Bridges	Road System	Bridge	Bridge Pres	CE	1,164,804	46,000	12,000	-	-	-	-	-	-	-	-	-	-
Kent	All Bridges	Road System	Bridge	Bridge Pres	C	15,919,613	1,342,400	1,929,600	-	320,000	1,280,000	-	800,000	3,200,000	-	-	-	-
Kent	All Bridges	Road System	Bridge	Bridge Pres	Contingenc	2,202,080	2,000	8,000	-	-	-	-	-	-	-	-	-	-
Kent	All Bridges	Road System	Bridge	Bridge Pres	Maintenanc	20,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	All Bridges	Road System	Bridge	Bridge Pres	Traffic	500	100	400	-	-	-	-	-	-	-	-	-	-
Kent	All Bridges	Road System	Bridge	Bridge Pres	Environmen	25,000	2,000	8,000	-	-	-	-	-	-	-	-	-	-
	All Bridges					20,764,015	1,477,100	1,962,800	-	360,000	1,280,000	-	800,000	3,200,000	-	-	-	-
Kent	South Frederica Park & Ride	Transit Syst	Facilities	Transit Fac	PE	195,000	170,000	-	-	-	-	-	-	-	-	-	-	-
Kent	South Frederica Park & Ride	Transit Syst	Facilities	Transit Fac	C	1,500,000	1,500,000	-	-	-	-	-	-	-	-	-	-	-
Kent	South Frederica Park & Ride	Transit Syst	Facilities	Transit Fac	Contingenc	225,000	225,000	-	-	-	-	-	-	-	-	-	-	-
	South Frederica Park & Ride Total					1,920,000	1,895,000	-	-	-	-	-	-	-	-	-	-	-
Kent	Dover Facility Bus Parking Reconfiguration	Transit Syst	Facilities	Transit Fac	PE	96,866	-	-	-	-	-	-	-	-	-	-	-	-
Kent	Dover Facility Bus Parking Reconfiguration	Transit Syst	Facilities	Transit Fac	CE	40,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	Dover Facility Bus Parking Reconfiguration	Transit Syst	Facilities	Transit Fac	C	844,633	-	-	-	-	-	-	-	-	-	-	-	-
Kent	Dover Facility Bus Parking Reconfiguration	Transit Syst	Facilities	Transit Fac	Traffic	1,013	-	-	-	-	-	-	-	-	-	-	-	-
Kent	Dover Facility Bus Parking Reconfiguration	Transit Syst	Facilities	Transit Fac	Contingenc	160,060	-	-	-	-	-	-	-	-	-	-	-	-
	Dover Facility Bus Parking Reconfiguration Total					1,142,572	-	-	-	-	-	-	-	-	-	-	-	-
Kent	Dover Facility Improvements	Transit Syst	Facilities	Transit Veh	C	205,000	-	-	-	-	-	-	-	-	-	-	-	-
	Dover Facility Improvements Total					205,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	Dover Facility Renovations	Transit Syst	Facilities	Transit Fac	PE	10,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	Dover Facility Renovations	Transit Syst	Facilities	Transit Fac	C	490,000	340,000	-	-	-	-	-	-	-	-	-	-	-
	Dover Facility Renovations Total					500,000	340,000	-	-	-	-	-	-	-	-	-	-	-
Kent	Bus Facilities - Electric Bus Modifications	Transit Syst	Facilities	Transit Fac	PE	30,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	Bus Facilities - Electric Bus Modifications	Transit Syst	Facilities	Transit Fac	Procurement	1,708,000	-	-	-	-	-	-	-	-	-	-	-	-
	Bus Facilitas - Electric Bus Modifications Total					1,738,000	-	-	-	-	-	-	-	-	-	-	-	-

APPENDIX E-A KENT COUNTY

County	Project Title	Category	Class	Family	Phase	Current Estimate	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	FY22 State Spend	FY22 Fed Spend	FY22 Other Spend
Kent	Transit Vehicle Expansion (6) 35' Electric Buses KC FY18	Transit Syst Vehicles	Transit Veh	Procurement		5,420,628	1,204,305	4,096,323	-	-	-	-	-	-	-	-	-	-
	Transit Vehicle Expansion (6) 35' Electric Buses KC FY18					5,420,628	1,204,305	4,096,323	-	-	-	-	-	-	-	-	-	-
Kent	Preventive Maintenance - Kent County	Transit Syst Vehicles	Transit Veh	Procurement		954,400	-	95,400	23,900	-	95,400	23,900	-	95,400	23,900	-	95,400	23,900
	Preventive Maintenance - Kent County Total					954,400	-	95,400	23,900	-	95,400	23,900	-	95,400	23,900	-	95,400	23,900
Kent	Transit Vehicle Expansion (2) 40' Low Floor Buses KC FY17	Transit Syst Vehicles	Transit Veh	Procurement		-	-	-	-	-	-	-	-	-	-	-	-	-
	Transit Vehicle Expansion (2) 40' Low Floor Buses KC FY17 Total					-	-	-	-	-	-	-	-	-	-	-	-	-
Kent	Transit Vehicle Expansion (2) 30' Low Floor Buses KC FY17	Transit Syst Vehicles	Transit Veh	Procurement		950,000	-	-	-	-	-	-	-	-	-	-	-	-
	Transit Vehicle Expansion (2) 30' Low Floor Buses KC FY17 Total					950,000	-	-	-	-	-	-	-	-	-	-	-	-
Kent	Transit Vehicle Expansion (2) 45' OTR KC FY19	Transit Syst Vehicles	Transit Veh	Procurement		1,693,160	-	-	-	-	-	-	-	-	-	-	-	-
	Transit Vehicle Expansion (2) 45' OTR KC FY19 Total					1,693,160	-	-	-	-	-	-	-	-	-	-	-	-
Kent	Transit Vehicle Expansion (2) 45' OTR KC FY18	Transit Syst Vehicles	Transit Veh	Procurement		1,075,411	-	-	-	-	-	-	-	-	-	-	-	-
	Transit Vehicle Expansion (2) 45' OTR KC FY18 Total					1,075,411	-	-	-	-	-	-	-	-	-	-	-	-
Kent	Transit Vehicle Expansion (2) 45' OTR Buses KC FY17	Transit Syst Vehicles	Transit Veh	Procurement		1,184,196	-	-	-	-	-	-	-	-	-	-	-	-
	Transit Vehicle Expansion (2) 45' OTR Buses KC FY17 Total					1,184,196	-	-	-	-	-	-	-	-	-	-	-	-
Kent	Transit Vehicle Replacement (2) 45' OTR Buses KC FY19	Transit Syst Vehicles	Transit Veh	Procurement		-	-	-	-	-	-	-	-	-	-	-	-	-
	Transit Vehicle Replacement (2) 45' OTR Buses KC FY19 Total					-	-	-	-	-	-	-	-	-	-	-	-	-
Kent	Transit Vehicle Replacement (13) 30' Low Floor Buses KC FY21	Transit Syst Vehicles	Transit Veh	Procurement		6,883,500	-	-	-	-	-	-	1,376,700	5,506,800	-	-	-	-
	Transit Vehicle Replacement (13) 30' Low Floor Buses KC FY21 Total					6,883,500	-	-	-	-	-	-	1,376,700	5,506,800	-	-	-	-
Kent	Transit Vehicle Replacement (4) 30' Low Floor Buses KC FY20	Transit Syst Vehicles	Transit Veh	Procurement		2,017,200	-	-	-	403,440	1,613,760	-	-	-	-	-	-	-
	Transit Vehicle Replacement (4) 30' Low Floor Buses KC FY20 Total					2,017,200	-	-	-	403,440	1,613,760	-	-	-	-	-	-	-
Kent	Transit Vehicle Replacement Paratransit Buses Kent FY16-22	Transit Syst Vehicles	Transit Veh	Procurement		10,534,800	324,300	1,297,200	-	68,100	272,400	-	405,280	1,621,120	-	500,400	2,001,600	-
	Transit Vehicle Replacement Paratransit Buses Kent FY16-22 Total					10,534,800	324,300	1,297,200	-	68,100	272,400	-	405,280	1,621,120	-	500,400	2,001,600	-
Kent	Transit Vehicle Replacement Support Vehicles Kent FY16-22	Transit Syst Vehicles	Transit Veh	Procurement		521,200	-	-	-	111,775	-	-	-	-	-	50,790	-	-
	Transit Vehicle Replacement Support Vehicles Kent FY16-22 Total					521,200	-	-	-	111,775	-	-	-	-	50,790	-	-	
Kent Total						473,176,517	9,159,932	24,481,286	23,900	5,759,705	6,687,120	23,900	8,581,981	14,923,319	23,900	7,491,190	20,857,000	23,900

33,665,118

12,470,725

23,529,200

28,372,090

APPENDIX E-B
Annual Listing of Projects
Statewide

APPENDIX E-B STATEWIDE

I	B	C	F	G	H	I	L	AX	AY	AZ	BK	BL	BM	BX	BY	BZ	CK	CL	CM
	County	Project Title	Category	Class	Family	Phase	Current Estimate	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	FY22 State Spend	FY22 Fed Spend	FY22 Other Spend
992	Statewide	Transportation Facilities - Administration	Support Systems	Transportation	Transportation	Program Fund	17,062,970	4,250,000	-	-	2,250,000	-	-	2,250,000	-	-	2,250,000	-	-
993	Statewide	Transportation Facilities - Administration Total					17,062,970	4,250,000	-	-	2,250,000	-	-	2,250,000	-	-	2,250,000	-	-
994	Statewide	Transportation Facilities - Operations	Support Systems	Transportation	Transportation	Program Fund	44,468,664	14,000,000	-	-	14,000,000	-	-	12,000,000	-	-	7,000,000	-	-
995	Statewide	Transportation Facilities - Operations Total					44,468,664	14,000,000	-	-	14,000,000	-	-	12,000,000	-	-	7,000,000	-	-
996	Statewide	Traffic Signal Revolving Fund Program	Support Systems	Transportation	Traffic Signal R	Traffic	1,544,400	125,000	-	-	125,000	-	-	125,000	-	-	125,000	-	-
997	Statewide	Traffic Signal Revolving Fund Program Total					1,544,400	125,000	-	-	125,000	-	-	125,000	-	-	125,000	-	-
998	Statewide	MUTCD Compliance Program	Support Systems	Transportation	Transportation	Traffic	24,000,000	750,000	5,262,137	-	400,000	1,600,000	-	400,000	1,600,000	-	400,000	1,600,000	-
999	Statewide	MUTCD Compliance Program Total					24,000,000	750,000	5,262,137	-	400,000	1,600,000	-	400,000	1,600,000	-	400,000	1,600,000	-
1000	Statewide	Rideshare Program / Trip Mitigation	Support Systems	Transportation	Transportation	Program Fund	3,660,000	-	360,000	90,000	-	360,000	90,000	-	384,000	96,000	-	384,000	96,000
1001	Statewide	Rideshare Program / Trip Mitigation Total					3,660,000	-	360,000	90,000	-	360,000	90,000	-	384,000	96,000	-	384,000	96,000
1002	Statewide	Transportation Management Improvements	Support Systems	Transportation	Transportation	Program Fund	52,760,000	1,180,000	4,720,000	-	1,180,000	4,720,000	-	1,180,000	4,720,000	-	1,180,000	4,720,000	-
1003	Statewide	Transportation Management Improvements Total					52,760,000	1,180,000	4,720,000	-	1,180,000	4,720,000	-	1,180,000	4,720,000	-	1,180,000	4,720,000	-
1004	Statewide	Bus Shelter Glass Replacement - FTA State of Good Repair Grant	Transit Systems	Facilities	Transit Facilities	C	864,450	-	-	-	-	-	-	-	-	-	-	-	-
1005	Statewide	Bus Shelter Glass Replacement - FTA State of Good Repair Grant Total					864,450	-	-	-	-	-	-	-	-	-	-	-	-
1006	Statewide	Bus Stop ADA Accessibility - FTA State of Good Repair Grant	Transit Systems	Facilities	Transit Facilities	CE	1,000	-	-	-	-	-	-	-	-	-	-	-	-
1007	Statewide	Bus Stop ADA Accessibility - FTA State of Good Repair Grant	Transit Systems	Facilities	Transit Facilities	C	1,443,240	-	-	-	-	-	-	-	-	-	-	-	-
1008	Statewide	Bus Stop ADA Accessibility - FTA State of Good Repair Grant	Transit Systems	Facilities	Transit Facilities	Contingency	333,537	-	-	-	-	-	-	-	-	-	-	-	-
1009	Statewide	Bus Stop ADA Accessibility - FTA State of Good Repair Grant Total					1,777,777	-	-	-	-	-	-	-	-	-	-	-	-
1010	Statewide	Bus Stop Improvement Program	Transit Systems	Facilities	Transit Facilities	Program Fund	6,140,000	750,000	-	-	750,000	-	-	750,000	-	-	750,000	-	-
1011	Statewide	Bus Stop Improvement Program Total					6,140,000	750,000	-	-	750,000	-	-	750,000	-	-	750,000	-	-
1012	Statewide	CAD/AVL Modem Upgrade	Transit Systems	Facilities	Transit Facilities	PD	825,000	100,000	-	-	-	-	-	-	-	-	-	-	-
1013	Statewide	CAD/AVL Modem Upgrade Total					825,000	100,000	-	-	-	-	-	-	-	-	-	-	-
1014	Statewide	CAD/AVL System and Trapeze Upgrade	Transit Systems	Facilities	Transit Facilities	PD	1,150,000	650,000	-	-	200,000	-	-	-	-	-	-	-	-
1015	Statewide	CAD/AVL System and Trapeze Upgrade Total					1,150,000	650,000	-	-	200,000	-	-	-	-	-	-	-	-
1016	Statewide	Call Center Recorder and Upgrade	Transit Systems	Facilities	Transit Facilities	PD	60,000	-	-	-	-	-	-	-	-	-	-	-	-
1017	Statewide	Call Center Recorder and Upgrade Total					60,000	-	-	-	-	-	-	-	-	-	-	-	-
1018	Statewide	Training Room Upgrades	Transit Systems	Facilities	Transit Facilities	C	50,000	50,000	-	-	-	-	-	-	-	-	-	-	-
1019	Statewide	Training Room Upgrades Total					50,000	50,000	-	-	-	-	-	-	-	-	-	-	-
1020	Statewide	Fuel Management Software System	Transit Systems	Facilities	Transit Facilities	C	1,285,000	-	-	-	-	-	-	-	-	-	-	-	-
1021	Statewide	Fuel Management Software System Total					1,285,000	-	-	-	-	-	-	-	-	-	-	-	-
1022	Statewide	Statewide Transit Safety and Security Improvements FY15 - FY17	Transit Systems	Facilities	Transit Facilities	Procurement	3,625,000	500,000	-	-	500,000	-	-	500,000	-	-	500,000	-	-
1023	Statewide	Statewide Transit Safety and Security Improvements FY15 - FY17 Total					3,625,000	500,000	-	-	500,000	-	-	500,000	-	-	500,000	-	-
1024	Statewide	Transit Facility Minor Capital Projects FY16 - FY18	Transit Systems	Facilities	Transit Facilities	PE	640,000	100,000	-	-	100,000	-	-	100,000	-	-	100,000	-	-
1025	Statewide	Transit Facility Minor Capital Projects FY16 - FY18	Transit Systems	Facilities	Transit Facilities	C	5,686,806	600,000	-	-	600,000	-	-	600,000	-	-	600,000	-	-
1026	Statewide	Transit Facility Minor Capital Projects Total					6,326,806	700,000	-	-	700,000	-	-	700,000	-	-	700,000	-	-
1027	Statewide	Transit Systems Equipment (FY16-18)	Transit Systems	Facilities	Transit Facilities	PD	336,360	40,000	-	-	40,000	-	-	40,000	-	-	40,000	-	-
1028	Statewide	Transit Systems Equipment (FY16-18) Total					336,360	40,000	-	-	40,000	-	-	40,000	-	-	40,000	-	-
1029	Statewide	DTC Yard Management System & Equipment	Transit Systems	Facilities	Transit Facilities	PD	-	-	-	-	-	-	-	-	-	-	-	-	-
1030	Statewide	Yard Management System & Equipment Total					-	-	-	-	-	-	-	-	-	-	-	-	-
1031	Statewide	Propane Fueling Stations	Transit Systems	Facilities	Transit Facilities	C	506,857	350,000	-	-	-	-	-	-	-	-	-	-	-
1032	Statewide	Propane Fueling Stations Total					506,857	350,000	-	-	-	-	-	-	-	-	-	-	-
1033	Statewide	Inventory Bar coding	Transit Systems	Facilities	Transit Facilities	C	160,000	-	-	-	-	-	-	-	-	-	-	-	-
1034	Statewide	Inventory Bar coding Total					160,000	-	-	-	-	-	-	-	-	-	-	-	-
1035	Statewide	Snow Blowers - Statewide	Transit Systems	Facilities	Transit Facilities	PE	100,000	100,000	-	-	-	-	-	-	-	-	-	-	-
1036	Statewide	Snow Blowers - Statewide	Transit Systems	Facilities	Transit Facilities	C	500,000	500,000	-	-	-	-	-	-	-	-	-	-	-
1037	Statewide	Snow Blowers - Statewide Total					600,000	600,000	-	-	-	-	-	-	-	-	-	-	-
1038	Statewide	Park & Ride Hub Restrooms	Transit Systems	Facilities	Transit Facilities	PE	100,000	40,000	-	-	-	-	-	-	-	-	-	-	-
1039	Statewide	Park & Ride Hub Restrooms	Transit Systems	Facilities	Transit Facilities	C	440,000	200,000	-	-	-	-	-	-	-	-	-	-	-
1040	Statewide	Park & Ride Hub Restrooms Total					540,000	240,000	-	-	-	-	-	-	-	-	-	-	-
1041	Statewide	DTC Automated Timesheet and Absence Tracking	Transit Systems	Facilities	Transit Facilities	PD	120,000	66,434	-	-	-	-	-	-	-	-	-	-	-
1042	Statewide	DTC Automated Timesheet and Absence Tracking Total					120,000	66,434	-	-	-	-	-	-	-	-	-	-	-
1043	Statewide	Traveler Information Signage	Transit Systems	Facilities	Transit Facilities	C	200,000	-	-	-	-	-	-	-	-	-	-	-	-
1044	Statewide	Traveler Information Signage Total					200,000	-	-	-	-	-	-	-	-	-	-	-	-
1045	Statewide	Control Center Dispatch Statewide	Transit Systems	Facilities	Transit Facilities	C	340,000	-	-	-	-	-	-	-	-	-	-	-	-
1046	Statewide	Control Center Dispatch Statewide Total					340,000	-	-	-	-	-	-	-	-	-	-	-	-
1047	Statewide	Rail Preservation	Transit Systems	Rail	Rail Preservation	C	3,800,000	300,000	-	-	300,000	-	-	300,000	-	-	300,000	-	-
1048	Statewide	Rail Preservation Total					3,800,000	300,000	-	-	300,000	-	-	300,000	-	-	300,000	-	-
1049	Statewide	CAD/AVL	Transit Systems	Vehicles	Transit Vehicles	Procurement	9,835,451	255,102	1,020,407	-	-	-	-	-	-	-	-	-	-
1050	Statewide	CAD/AVL Total					9,835,451	255,102	1,020,407	-	-	-	-	-	-	-	-	-	-
1051	Statewide	Fare Collection Improvements	Transit Systems	Vehicles	Transit Vehicles	PD	3,250,000	2,428,570	-	-	500,000	-	-	-	-	-	-	-	-
1052	Statewide	Fare Collection Improvements Total					3,250,000	2,428,570	-	-	500,000	-	-	-	-	-	-	-	-
1053	Statewide	Job Access Reverse Commute (JARC) Program	Transit Systems	Vehicles	Transit Vehicles	Program Fund	5,454,816	-	340,926	340,926	-	340,926	340,926	-	340,926	340,926	-	340,926	340,926
1054	Statewide	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
1055	Statewide	Maintenance Equipment and Tools (Transit) Program	Transit Systems	Vehicles	Transit Vehicles	Procurement	1,287,900	182,000	-	-	184,000	-	-	162,000	-	-	139,000	-	-
1056	Statewide	Maintenance Equipment and Tools (Transit) Program Total					1,287,900	182,000	-	-	184,000	-	-	162,000	-	-	139,000	-	-
1057	Statewide	New Freedom Program Statewide 50/50	Transit Systems	Vehicles	Transit Vehicles	Planning	4,069,290	-	240,000	240,000	-	240,000	240,000	-	240,000	240,000	-	240,000	240,000
1058	Statewide	New Freedom Program Statewide 50/50 Total					4,069,290	-	240,000	240,000	-	240,0							

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

APPENDIX F

POPULATION AND HOUSEHOLDS PROJECTIONS

2015 DPC DISTRIBUTION

2015 Step 2: Development Adjustments

Traffic Analysis Zone Number	2015 Step 2: Development Adjustments				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

APPENDIX F
POPULATION AND HOUSEHOLDS PROJECTIONS

K056	457	552	578	604	179	218	236	253
K057	637	670	720	674	250	265	294	282
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
K104	845	893	925	967	304	321	344	369
K105	347	405	452	945	125	146	168	360

APPENDIX F

POPULATION AND HOUSEHOLDS PROJECTIONS

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
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

APPENDIX F

POPULATION AND HOUSEHOLDS PROJECTIONS

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
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

APPENDIX F
POPULATION AND HOUSEHOLDS PROJECTIONS

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
	0	0	0	0				
DPC Controls	162949	182851	196565	207651	54896	67702	76365	83009
Δ	-3	37	52	-33		40	-60	-36