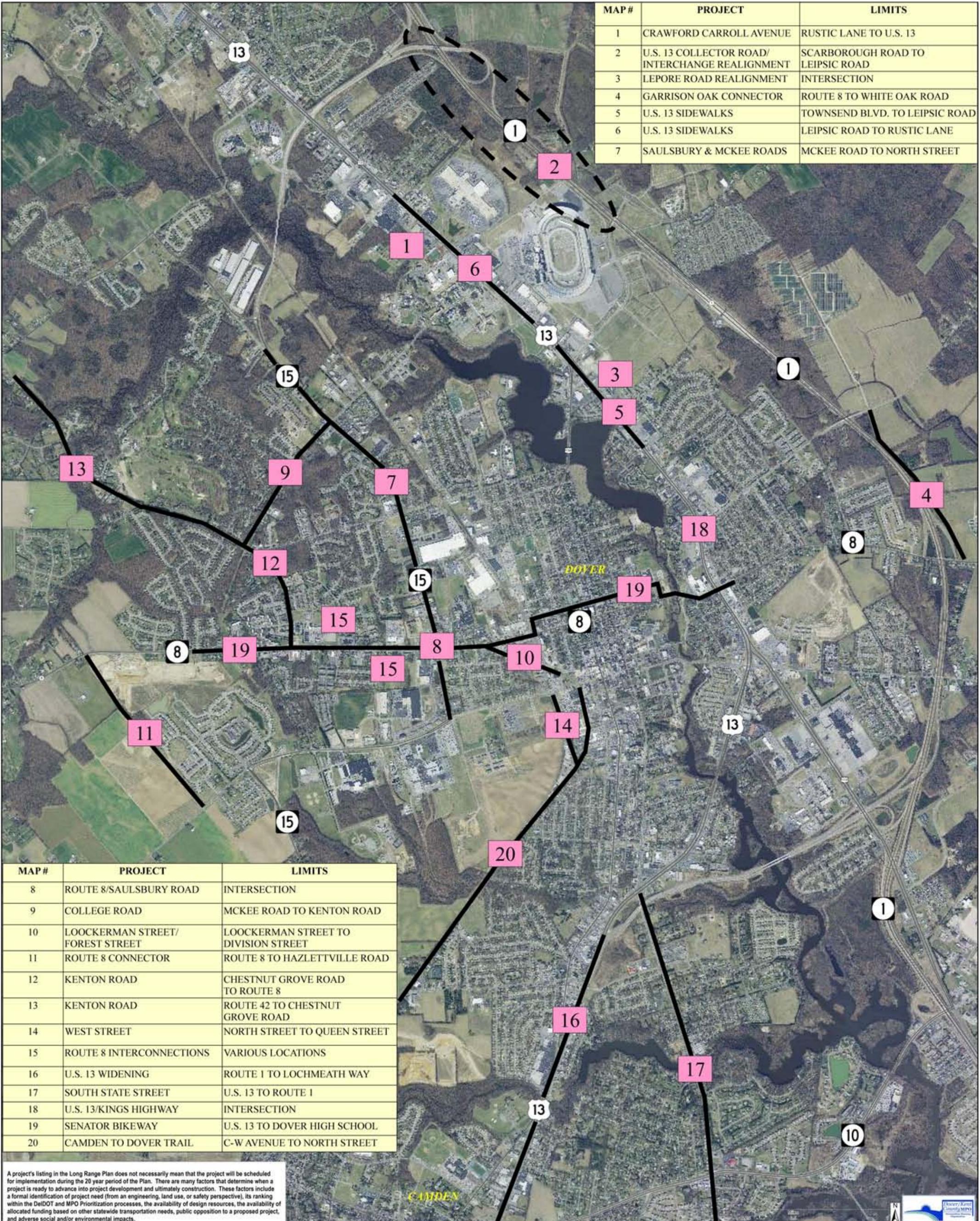


Potential Long Range Plan Projects Dover Area



MAP #	PROJECT	LIMITS
1	CRAWFORD CARROLL AVENUE	RUSTIC LANE TO U.S. 13
2	U.S. 13 COLLECTOR ROAD/ INTERCHANGE REALIGNMENT	SCARBOROUGH ROAD TO LEIPSIC ROAD
3	LEPORE ROAD REALIGNMENT	INTERSECTION
4	GARRISON OAK CONNECTOR	ROUTE 8 TO WHITE OAK ROAD
5	U.S. 13 SIDEWALKS	TOWNSEND BLVD. TO LEIPSIC ROAD
6	U.S. 13 SIDEWALKS	LEIPSIC ROAD TO RUSTIC LANE
7	SAULSBURY & MCKEE ROADS	MCKEE ROAD TO NORTH STREET

MAP #	PROJECT	LIMITS
8	ROUTE 8/SAULSBURY ROAD	INTERSECTION
9	COLLEGE ROAD	MCKEE ROAD TO KENTON ROAD
10	LOOCKERMAN STREET/ FOREST STREET	LOOCKERMAN STREET TO DIVISION STREET
11	ROUTE 8 CONNECTOR	ROUTE 8 TO HAZLETTVILLE ROAD
12	KENTON ROAD	CHESTNUT GROVE ROAD TO ROUTE 8
13	KENTON ROAD	ROUTE 42 TO CHESTNUT GROVE ROAD
14	WEST STREET	NORTH STREET TO QUEEN STREET
15	ROUTE 8 INTERCONNECTIONS	VARIOUS LOCATIONS
16	U.S. 13 WIDENING	ROUTE 1 TO LOCHMEATH WAY
17	SOUTH STATE STREET	U.S. 13 TO ROUTE 1
18	U.S. 13/KINGS HIGHWAY	INTERSECTION
19	SENATOR BIKEWAY	U.S. 13 TO DOVER HIGH SCHOOL
20	CAMDEN TO DOVER TRAIL	C-W AVENUE TO NORTH STREET

A project's listing in the Long Range Plan does not necessarily mean that the project will be scheduled for implementation during the 20 year period of the Plan. There are many factors that determine when a project is ready to advance into project development and ultimately construction. These factors include a formal identification of project need (from an engineering, land use, or safety perspective), its ranking within the DeDOT and MPO Prioritization processes, the availability of design resources, the availability of allocated funding based on other statewide transportation needs, public opposition to a proposed project, and adverse social and/or environmental impacts.

