

FY2020-2023 TIP

AMENDED 11-3-2021

**A 2-year TIP with second year changes to
conform with DeIDOT's FY2021-2024 CTP**



Dover/Kent County Metropolitan Planning Organization

P.O. Box 383, Dover, Delaware 19903
<http://www.doverkentmpo.org>

PHONE: (302) 387-6030 FAX: (302) 387-6032

TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT FORM

This form must be completed and all questions must be answered in order to process this request.

Date of Submission: 8/26/2021

TIP to be Amended: FY2020-FY2023

Sponsoring Agency: DelDOT

Project Name: East Camden Bypass (T201709503)

Project Category: Road Systems

Project Description: This project provides a connection/extension of the proposed West Camden Bypass at the intersection with US13, it will then head Northeast on new alignment to a proposed roundabout on SR10. This proposed roundabout will provide access for the new roadway alignment, existing SR10 and existing Rising Sun Road. The new alignment will then continue Northeast to the existing intersection of US13 & Old North Road. The new alignment will also provide connections to other local roads within the project limits, will meet local roadway standards and will provide multi-modal accommodations.

Project Justification: This project is part of the Camden Bypass Study that was adopted into the Town of Camden's Comprehensive Plan. The purpose of the project is to increase safety and reduce traffic congestion along SR10 through the Town of Camden and improve traffic operations at the US13/SR10 and US13/Old North Road intersections. The roadway and intersections currently have a failing level of service. These intersections are used by vehicles to access schools located on Old North Road. This additional congestion adds to the capacity issues and the higher-than-average crash rate on this section of US13.



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Funding: Federal \$18,656,000 State \$6,980,597 Other \$0 Total \$25,636,597

Funding	Phase	FY21 SPEND	FY 22 SPEND	FY 23 SPEND	FY 24 SPEND	Total
100% STATE	PE	\$950,506	\$616,091	\$250,000	\$0	\$1,816,597
100% STATE	ROW	\$0	\$500,000	\$0	\$0	\$500,000
80% FHWA	ROW	\$0	\$6,120,000	\$2,200,000	\$0	\$8,320,000
80% FHWA	C	\$0	\$0	\$8,000,000	\$7,000,000	\$15,000,000
Total		\$950,506	\$7,236,091	\$10,450,000	\$7,000,000	\$25,636,597



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1. Does this project require a new conformity determination? **No**
(Section 51.400)(C2) "A TIP amendment requires a new conformity determination for the entire TIP before the amendment is approved by the MPO, unless it merely adds or deletes exempt projects listed in (Section 51.460)."

2. Is this project regionally significant? **Yes**
(Section 450.324)(f)(3) "The TIP shall include...all regionally significant transportation projects for which an FHWA or the FTA approval is required whether or not the projects are to be funded with title 23, U.S.C., or Federal Transit Act funds, e.g., addition of an interchange to the Interstate System with State, local, and/or private funds, demonstration projects not funded under title 23, U.S.C., or the Federal Transit Act, etc."

3. Has this project had the opportunity for public comment? **Yes**
(Section 450.326) "... Public involvement procedures consistent with Section 450.316 (b)(1) shall be utilized in amending the TIP, except that these procedures are not required for TIP amendments that only involve projects of the type covered in Section 450.324 (I)."

4. Has this project been found to be financially constrained? **Yes**
(Section 450.324)(e) "The TIP shall be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources (while the existing transportation system is being adequately operated and maintained. The financial plan shall be developed by the MPO in cooperation with the State and transit operator..."

Please indicate funding sources by agency: DelDOT, FHWA

5. Is this project consistent with the Dover/Kent County Metropolitan Transportation Plan? **Yes**
(Section 450.324)(f)(2) "The TIP shall include...only projects that are consistent with the transportation plan."

If not, is there a resolution to amend the Metropolitan Transportation Plan? _____

Please provide any additional pertinent information below:



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Transportation Improvement Program Submission/Amendment

Description of Public Participation

Project Name: East Camden Bypass

Which techniques were used to seek public comment (please use additional pages if needed).

Public workshops/meetings

Number of public workshops/meetings: 1

Format: In-Person

Location(s): W.B. Simpson Elementary School

Number of attendees: 123 signed in, many more attended but did not sign in.

Main issue raised: First Responder access time. Total acquisitions & relocations – Property impacts. Traffic growth. Traffic noise increases.

Consensus of meeting: Generally very well received.

Overall, the public support for the project was (check one):

Strong support, few concerns

Some opposition, many concerns raised

Some support, but some concerns raised

Strong opposition, major problems identified

Mixed, equal support and opposition

Unresolved issues identified: None _____

Citizen Advisory/Steering Committee

Survey

Number surveyed: All attendees were asked to fill out comment forms.

Results: 23 individuals submitted comment forms. Most comments were favorable for the project or at least not negative. Some concerns about noise, access and "Traffic Circles."

Elected officials briefings

Other Design team has attended several town halls with local legislators and meetings with the local municipalities. Team has also met with directly impacted property owners, most in advance of the public workshop.

How was the public notified about the project?

Web page

Publications

Distribution: _____

Legal notice

Newsletter/brochure

Videos

Flyers

Radio/television

Other CTP and MPO Hearings _____



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How has the project changed as a result of public comments?

No real changes have occurred on the East Camden Bypass due to public feedback. We are looking into the potential for some vegetative screening for one neighborhood but it is unlikely due to the distance from the roadway improvements and the results of the noise analysis.

Comment further on the quantity and quality of the public participation:

The Department will be conducting one additional public workshop in 09/21 to present the Semi-Final Construction design plans. Due to COVID regulations/restrictions this will be a virtual effort. All materials will remain available on the project websites.

PROJECT AUTHORIZATION SCHEDULE
IN (\$000)

PROJECT NUMBER	PHASE	FUNDING SOURCE	CURRENT ESTIMATE	FY 2021		FY 2022		FY 2023		FY 2024		STATE TOTAL	FEDERAL TOTAL
				STATE	FEDERAL	STATE	FEDERAL	STATE	FEDERAL	STATE	FEDERAL		
T201709503	PE	100% STATE	2,286.2	300.0								300.0	-
T201709503	ROW	100% STATE	300.0									-	-
T201709503	ROW	80% FHWA	8,320.0			6,656.0	Z231					-	6,656.0
T201709503	C	80% FHWA	15,000.0					3,000.0	400.0	Z231	9,000.0	3,000.0	9,400.0
Total			26,106.2	300.0	-	6,656.0		3,000.0	400.0		9,000.0	3,300.0	16,056.0

Z241 - Surface Transportation Block Grant - FAST
Note: When there is a Federal Spend - with no authorization/obligation listed for the FY21 Federal - Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2020.
* AC Conversion

PROJECT FUNDING SCHEDULE
IN (\$000)

PROJECT NUMBER	PHASE	FUNDING SOURCE	BALANCE AS OF July 1, (State Only)	CURRENT ESTIMATE	FY 2021			FY 2022			FY 2023			FY 2024			FY 2025 TOTAL	FY 2026 TOTAL
					STATE	FEDERAL	OTHER	STATE	FEDERAL	OTHER	STATE	FEDERAL	OTHER	STATE	FEDERAL	OTHER		
T201709503	PE	100% STATE	1,763.0	2,286.2	950.5			616.0			250.0							
T201709503	ROW	100% STATE	1,200.0	500.0	-		500.0											
T201709503	ROW	80% FHWA	8,320.0	8,320.0			1,224.0	4,896.0		440.0	1,760.0							
T201709503	C	80% FHWA		15,000.0						1,600.0	6,400.0			1,400.0	5,600.0			
Total			2,963.0	26,106.2	950.5	-	2,340.0	4,896.0	-	2,290.0	8,160.0	-	1,400.0	5,600.0	-	-	-	



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Date of Submission: 9/13/2021

TIP to be Amended: FY2020-FY2023

Sponsoring Agency: DelDOT

Project Name: On-Board Real-Time Information System (T202250406)

Project Category: Transit Systems

Project Description: This project will install color screens on-board fixed route buses to provide visual and audible real-time information showing next stop arrivals, safety messages, detours, breaking news, and weather updates to allow passengers to plan a safe and enjoyable journey.

Project Justification: Provide real-time information and marketing to passengers while on the bus.

Funding: Federal \$2,730,009 State \$0 Other \$0 Total \$2,730,009

Funding	Phase	FY20 SPEND	FY 21 SPEND	FY 22 SPEND	FY 23 SPEND	Total
100% FTA	Procurement	\$0	\$0	\$2,730,009	\$0	\$2,730,009
Total		\$0	\$0	\$2,730,009	\$0	\$2,730,009



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3. Has this project had the opportunity for public comment? **No**
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Please indicate funding sources by agency: DelDOT, FTA

5. Is this project consistent with the Dover/Kent County Metropolitan Transportation Plan? **Yes**
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Transportation Improvement Program Submission/Amendment

Description of Public Participation

Project Name: On-Board Real-Time Information System

Which techniques were used to seek public comment (please use additional pages if needed).

_____ Public workshops/meetings

Number of public workshops/meetings: _____

Format:

Location(s):

Number of attendees:

Main issue raised:

Consensus of meeting:

Overall, the public support for the project was (check one):

_____ Strong support, few concerns

_____ Some support, but some concerns raised

_____ Mixed, equal support and opposition

_____ Some opposition, many concerns raised

_____ Strong opposition, major problems identified

Unresolved issues identified: None _____

_____ Citizen Advisory/Steering Committee

_____ Survey

Number surveyed: _____

Results:

_____ Elected officials briefings

_____ Other _____

How was the public notified about the project?

_____ Web page

_____ Publications

Distribution: _____

_____ Legal notice

_____ Newsletter/brochure

_____ Videos

_____ Flyers

_____ Radio/television

_____ Other CTP and MPO Hearings _____

How has the project changed as a result of public comments?

Comment further on the quantity and quality of the public participation:

On-Board Real-Time Information System
Updated - 9/13/2021

PROJECT AUTHORIZATION SCHEDULE
IN (\$000)

PROJECT NUMBER	PHASE	FUNDING SOURCE	CURRENT ESTIMATE	FY 2021			FY 2022			FY 2023			FY 2024			STATE TOTAL	FEDERAL TOTAL
				STATE	FUND TYPE	FEDERAL	STATE	FUND TYPE	FEDERAL	STATE	FUND TYPE	FEDERAL	STATE	FUND TYPE	FEDERAL		
T202250406	PROCUREMENT	100% FTA	2,730.0				2,730.0	5307								2,730.0	
Total			2,730.0				2,730.0									2,730.0	

5307 - Urbanized Area Formula Grant Program

PROJECT FUNDING SCHEDULE
IN (\$000)

PROJECT NUMBER	PHASE	FUNDING SOURCE	BALANCE AS OF July 1, (Start Date)	CURRENT ESTIMATE	FY 2021			FY 2022			FY 2023			FY 2024			FY 2025 TOTAL	FY 2026 TOTAL
					STATE	FEDERAL	OTHER	STATE	FEDERAL	OTHER	STATE	FEDERAL	OTHER	STATE	FEDERAL	OTHER		
T202250406	PROCUREMENT	100% FTA		2,730.0				2,730.0										
Total				2,730.0				2,730.0										

CTP FY21 Administrative Modifications

date	title	notes
11/24/2020	STIC Incentive Program	Add-on program - Project Development estimate is \$750,000, federal obligation of \$100,000 will occur FY21-FY24, spend will occur FY21-FY26
12/4/2020	Mileage-based User Fee Phase IV	Maine DOT changed their cash match to a Toll Credit match, federal obligation moved from FY20 to FY21, spend will occur FY21
1/11/2021	Transit Vehicle Replacement - (2) 40' Buses KC	Procurement phase estimate increased \$39,600, federal obligation will occur FY21, spend will occur FY22
1/26/2021	Eastern Federal Lands Highway Division KC	Incorporate project - Bombay Hook National Wildlife Refuge, programmed FY22
2/10/2021	Dover Bus Canopy Solar Panels	Add-on project - Preliminary engineering estimate increased by \$250,000 and construction decreased by \$250,000, federal obligation remain in FY21, spend will occur FY22
5/17/2021	Highway Safety Improvement Program	Due to new STIP MOU effective 5/11/21 two project greater than \$10 million have been individually listed on the group program page
5/17/2021	Paving and Rehabilitation	Due to new STIP MOU effective 5/11/21 two project greater than \$10 million have been individually listed on the group program page
7/12/2021	K104, Kenton Road to SR8 to Chestnut Grove Road	Interim Improvements at Kenton Road and Greentree Drive has been added to the project description, advancing construction phase to install permanent improvements and to address safety concerns, increased federal obligation will occur FY22, spend will occur FY22
7/20/2021	Transit Vehicle Replacement - (2) 40' Buses KC	Procurement phase estimate increased \$1,118,000 for purchase of two additional buses, increased federal obligation will occur FY21, spend will occur FY22

8/6/2021	Hazard Elimination Program	New phase of work called "Other (MGMT)" has been added in the amount of \$99,104, federal obligation will occur FY21, spend will occur FY22
8/11/2021	Paving and Rehabilitation	Construction estimate for T202106201 has not increased, funding source has changed from 80/20 FHWA participating to 100% FHWA participation with 20% Toll Credit match
8/12/2021	MPO/FHWA/FTA	Planning estimate has not increased, due to deferred advance construction need to federally obligate an additional \$534,005 in FY21, spend will remain FY22
8/17/2021	West Camden Bypass	Right-of-Way phase estimate has increased \$2,937,600, funding has changed from 100% State non-participating to 80/20 FHWA participating, increased federal obligation will occur FY22, spend will occur FY22 and FY23
8/27/2021	HEP KC, US13 Walnut Shade Road to Lochmeath Way	Right-of-Way phase estimate has not increased, funding source has changed from 100% State non-participating to 80/20 FHWA participating, increased federal obligation will occur FY22, spend will occur FY22 and FY23
8/27/2021	Walnut Shade Road, US13 to Peachtree Run Road	Right-of-Way phase has not increased, funding source has changed from 100% State nonparticipating to 80/20 FHWA participating, increased federal obligation will occur FY22, spend will occur FY22 and FY23
9/2/2021	HEP KC, SR8 & 15 Intersection Improvements	Construction phase has increased \$1,856,811, increased federal obligation will occur FY22, spend will occur FY22 and FY23
9/2/2021	Signage and Pavement Markings	Construction estimate has not increased, due to August Redistribution funding in FY21 need to federally obligate additional \$4,892,162 advancing the obligation from FY22 to FY23 and FY24, spend will occur FY22-FY25

9/1/2021	Dam Preservation	PE and Construction estimates have not increased, funding source has changed from 100% State nonparticipating to 80/20 FHWA participating, need to federally obligate \$1,000,000 in FY22, spend will occur FY22 and FY23
9/17/2021	Paving and Rehabilitation	Construction estimate for T202106201 has not increased, need to federally obligate additional \$1,400,000 in FY21, advancing obligation from FY22, spend remains FY22 and FY23
9/21/2021	HEP KC, SR8 & 15 Intersection Improvements	Construction phase has increased \$353,109, increased federal obligation will occur FY22, spend will occur FY23
10/11/2021	Transit Vehicle Replacement - 5310 Program	Procurement estimate has increased \$123,529 due to Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funding, increased federal obligation will occur FY22, spend will occur FY22