AIRPORT ROAD CORRIDOR STUDY

May 2026

DOVER/KENT COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

THE CITY of Milford DELAWARE

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Project Description and Purpose

The goal of the Airport Road Corridor Study is to examine the evolving transportation needs for Airport Road between DE 15 (Canterbury Road) and US 113 (see **Figure 1**). This study will recommend improvements for intersections along the corridor, as well as ways to enhance bicycle and pedestrian connectivity along and surrounding the corridor.

In examining the Airport Road corridor, the study specifically assesses:

1. The existing bicycle and pedestrian network, including gaps in the network in the area along and surrounding the Airport Road corridor.
2. Existing land uses along the corridor.
3. Proposed developments and their required improvements along the corridor.
4. Existing traffic and safety data.

Figure 1: Airport Road Study Corridor

Existing Conditions

Existing Roadway Conditions

The Airport Road Corridor extends approximately 1.4 miles and is located in the northwest area of the City of Milford. The Airport Road Corridor has a speed limit of 35 MPH and has only one signalized intersection, where it meets US 113. All other intersections along the Airport Road Corridor are controlled by stop signs, where they limit traffic from local roads onto Airport Road. The only stop sign limiting traffic from Airport Road, where it meets Canterbury Road, was recently removed for the construction of a roundabout at the intersection of Canterbury and Airport Roads.

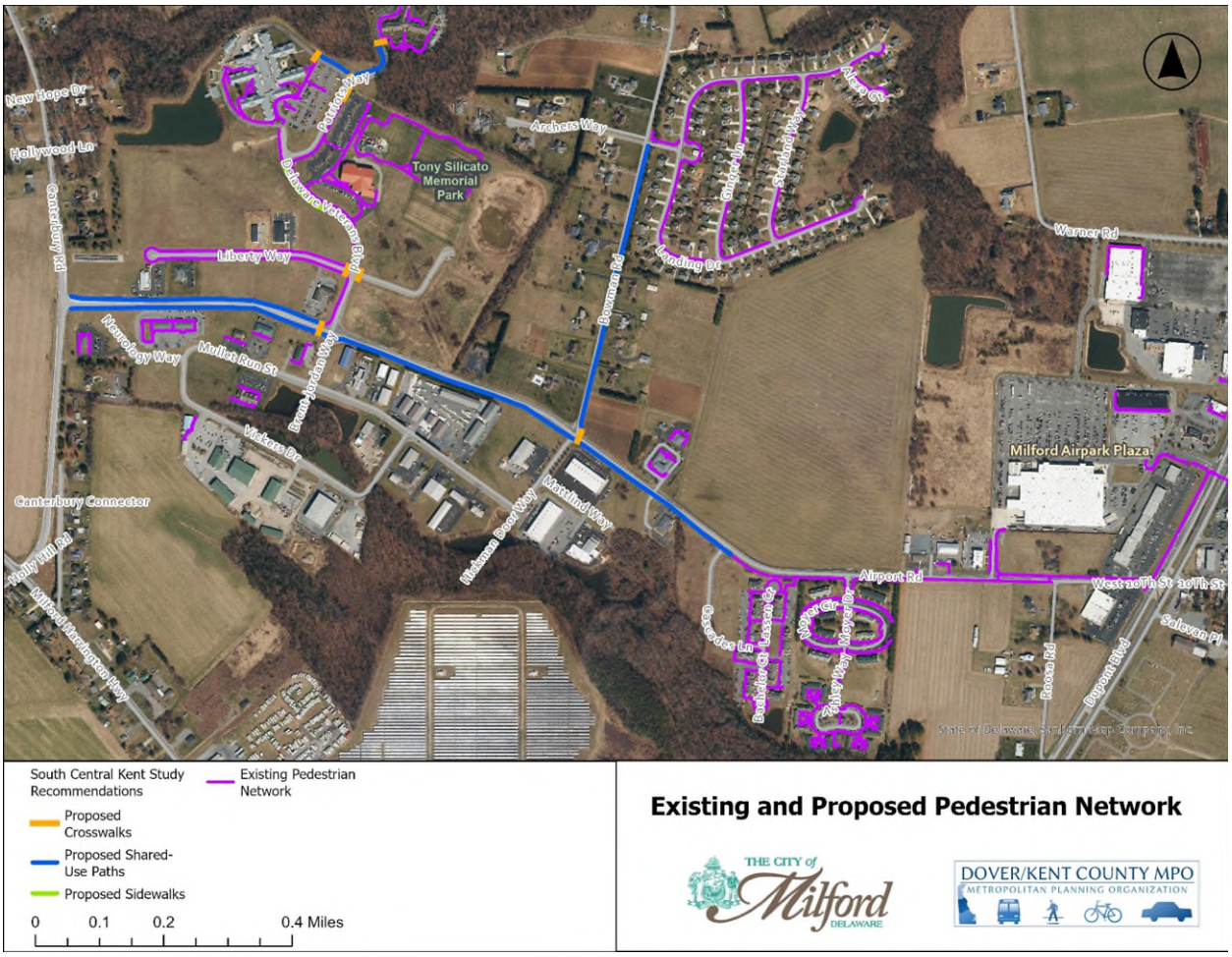
The functional classification of roadways represents the primary service a road provides to the public and is used for planning purposes and design standards. Airport Road is classified as a minor collector, which funnels traffic from local roadways to arterial networks. Canterbury Road is a minor arterial roadway, and US 113 is a principal arterial roadway. Arterials are intended for long-distance travel and are typically associated with higher speed limits and minimal interference to through traffic. All other roadways in the study area are classified as local roads, which are intended for short-distance travel. **Figure 2** shows the functional classification of the Airport Road Corridor and surrounding roadways.

Figure 2: Airport Road Functional Classification

Bicycle and Pedestrian Mobility

The Airport Road corridor is largely car-dependent, with pedestrian facilities only present between Cascades Lane and Roosa Road on the south side of the corridor, and between the Walmart Entrance and US 113 on the north side. Neighborhoods and office complexes have internal pedestrian networks; however, these do not connect to any greater systems of sidewalks or shared-use paths. **Figure 3** provides an overview of pedestrian infrastructure present along the Airport Road corridor and proposed pedestrian improvements from the *South Central Kent County Circulation & Sufficiency Study*[1] of May 2025.

Figure 3: Airport Road Existing and Proposed Pedestrian Network



[1] https://rossitg.sharepoint.com/sites/Projects/Shared Documents/Project Files/24.21.01 South Kent/Rapt/SC Kent Circulation & Sufficiency Study FINAL

Transportation networks can be assessed on their ability to accommodate bicyclists in terms of the Level of Traffic Stress (LTS). Bicycle LTS rates road segments on a scale of 1, minimal stress and fit for all bicyclists, to 4, high stress and only appropriate for the most experienced bicyclists, see **Figure 4**. Several factors contribute to the degree of traffic stress imposed on bicyclists, including speed limit, on-street parking presence, bikeway design, road user separation, intersection approach and control, bicycle facility obstructions, and bike network gaps.

With a speed limit of 35 and no dedicated bicycle facilities, the entire stretch of the Airport Road Corridor has a Bicycle LTS of 3. This indicates that only experienced bicyclists would be comfortable biking along the Airport Road Corridor. The local roads intersecting with Airport Road are more accessible, with LTS scores of 2 or less. US 113 and Canterbury Road have a LTS of 4, which generally reflects hostile conditions for most bicyclists. **Figure 5** displays the LTS scores of the bicycle network along and surrounding Airport Road.

Figure 4: Bicycle LTS Overview

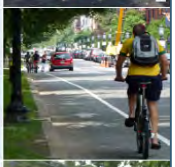
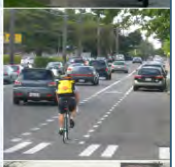
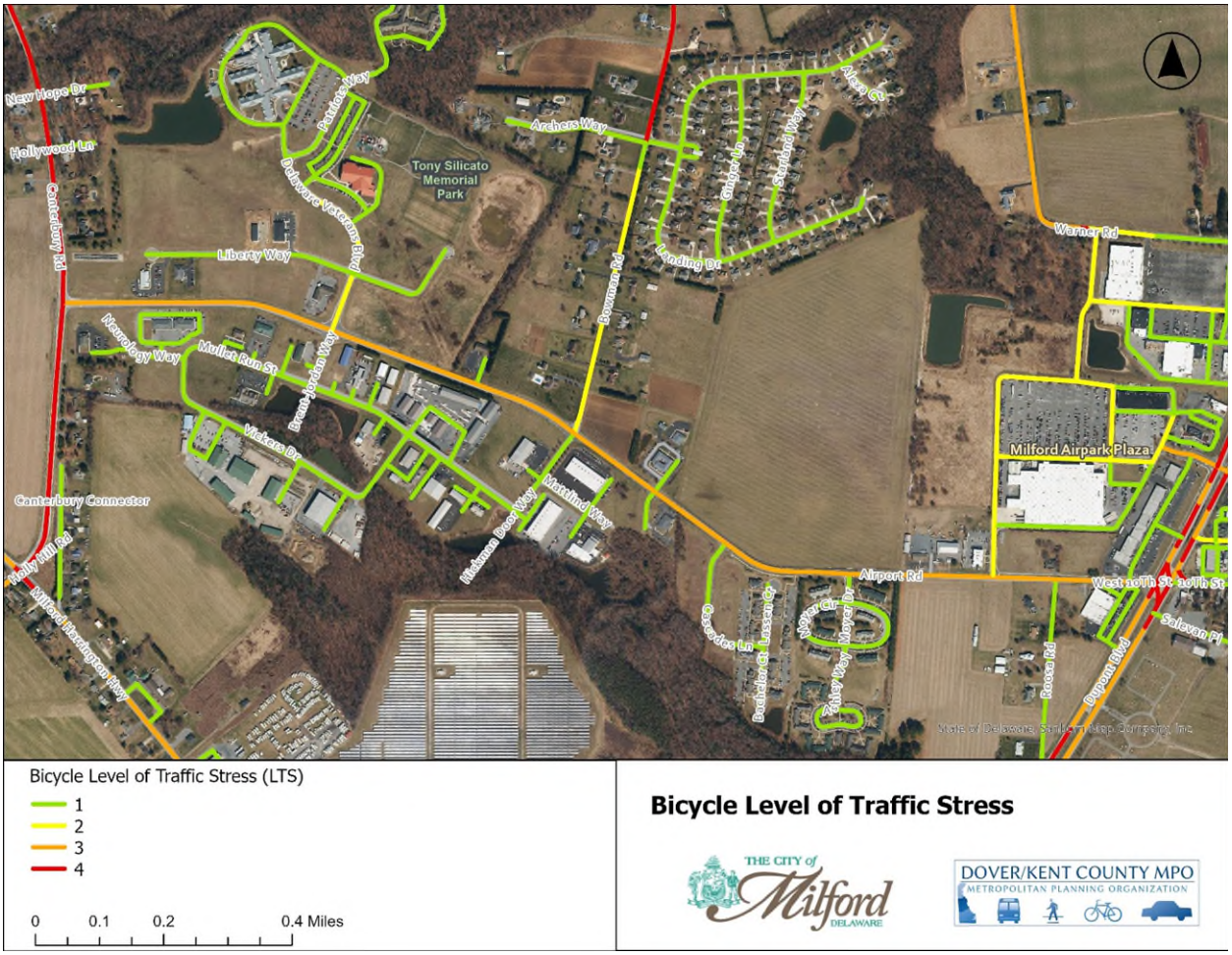
Level of Traffic Stress	Description	Example
1	Safe for children to use; Usually completely separated from auto traffic	 Photo by Bob Patten
2	Tolerated by most mainstream adult populations of cyclists; Roads with low volume and low speed auto traffic	
3	Tolerated by riders who are enthused and confident; Heavy traffic with separated bike facility	
4	Only tolerated by strong and fearless riders; cyclists must interact with high volumes or speeds of auto traffic.	

Figure 5: Airport Road Bicycle LTS

Source: Blueprint for a Bicycle Friendly Delaware

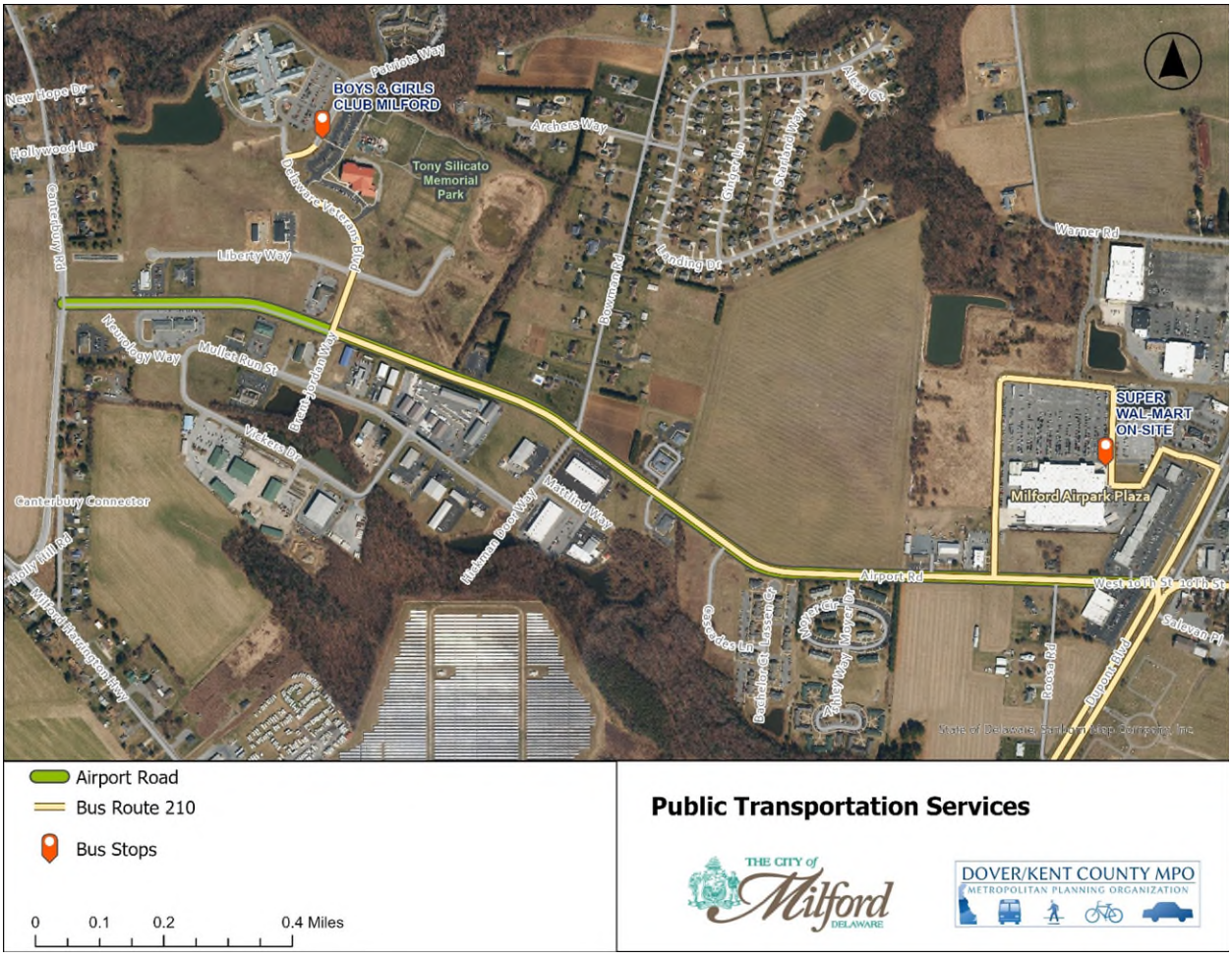


Public Transportation

DART First State provides public transportation to all three counties in Delaware. Operated by Delaware Transit Corporation (DTC), this statewide transit system offers a range of transit options including fixed route, intercounty, seasonal bus, paratransit for individuals with disabilities, DART Connect, commuter train contracted through SEPTA, and Delaware Commute Solutions' ride matching program. The only fixed DART service along the Airport Road corridor is Bus Route 210, providing transit to and from Milford Boy and Girls Club and Bayhealth Sussex County Campus. This service runs every hour and 15 minutes, with the first pick up at 6:00 a.m. and last drop off at 5:40 p.m.

Route 210 has a stop at the Walmart Super Center, which is located on the periphery of Airport Road and is served by two additional bus routes, Route 303 and Route 307. Bus Route 303 is an intercounty route running between the Georgetown Transit Hub and the Dover Transit Center. Bus Route 307 is also an intercounty route and provides transit between the Dover Transit Center and Lewes Transit Center. **Figure 6** presents the public transportation along the Airport Road Corridor.

Figure 6: Public Transportation Along Airport Road



According to *DART Reimagined*[2], there are plans to replace Route 210 with DART Connect Harrington-Milford during its final phase of implementation (2027 to 2028 or later). DART Connect is an on-demand micro-transit service available

[2] DART Reimagined: Reshaping Transit Services to Meet the Needs of Today and Beyond (2024): https://www.dartreimagined.com/images/project_resources/DART_Reimagined_Final_Report_2024_PDFUA_ADA.pdf

in Newark, Georgetown and Millsboro that uses smaller vehicles to provide users with more direct, convenient, and frequent trips. The future DART Connect Harrington-Milford service would run from 6:00 a.m. to 8:00 p.m. Monday through Friday.

Data Collection

Traffic Counts

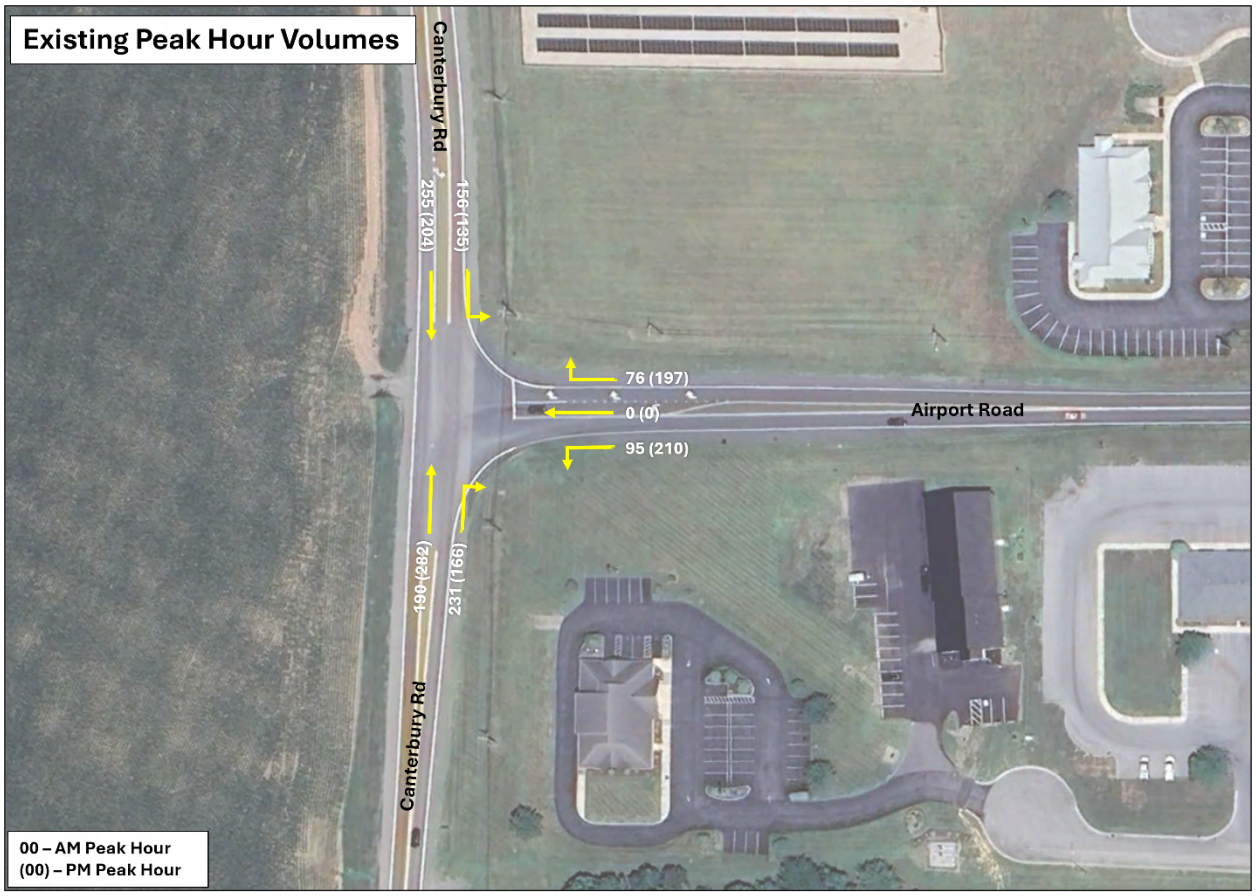
Milford Corporate Center, a planned business park located just west of the Airport Road and Canterbury Road intersection, conducted traffic counts at the intersection of Airport Road and Canterbury Road as part of the required Traffic Impact Study (TIS) by DelDOT. Findings from that TIS are included in this report.

As part of the Airport Road Study, traffic counts were done at three intersections along the Airport Road Corridor (Airport Road and Canterbury Road, Airport Road and Delaware Veterans Boulevard, and Airport Road and Bowman Road). Traffic counts took place on Tuesday, September 30, 2025, from 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. Although peak hour counts are presented, traffic volumes are expected to remain relatively consistent throughout the day because the destinations along Airport Road, such as the medical and dental offices, receive visitors regularly throughout the day.

Canterbury Road

The peak p.m. hour volumes for traffic turning onto Canterbury Road from Airport Road are over twice as much as the a.m. volumes. For traffic turning onto Airport Road from Canterbury Road, the peak a.m. hour volumes exceed the peak p.m. volumes. **Figure 7** summarizes the peak hour traffic volumes at the intersection of Airport Road and Canterbury Road. In addition to traffic counts, annual average daily traffic (AADT) data sourced from the FirstMap[3] was available for Canterbury Road. This data is maintained for DelDOT-maintained roadways. As of 2024, the AADT of Canterbury Road reached 7,277 vehicles.

Figure 7: Canterbury Road and Airport Road Intersection Peak Hour Traffic Volumes

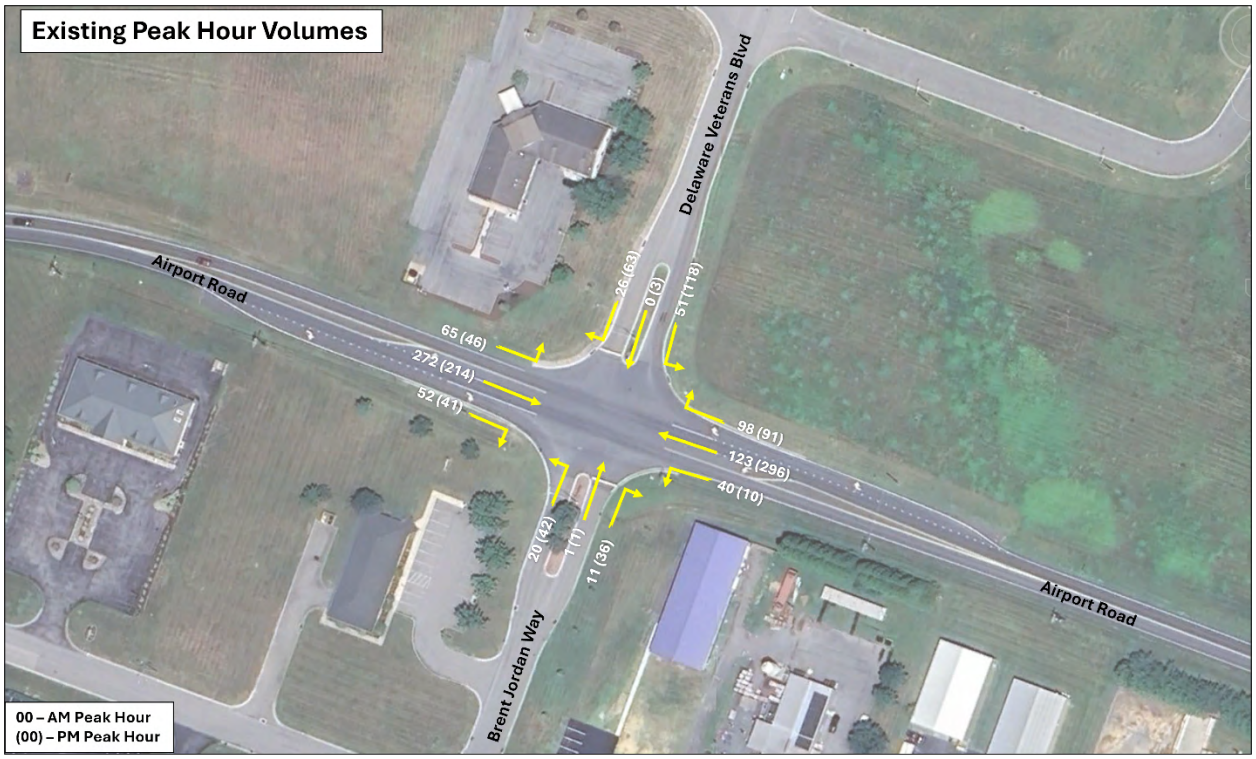


[3] https://de-firstmap-delaware.hub.arcgis.com/

Delaware Veterans Boulevard

Figure 8 summarizes the peak hour traffic volumes at the intersection of Delaware Veterans Boulevard and Airport Road. The traffic volume turning onto Airport Road more than doubled in the p.m. peak hour compared to the a.m. peak hour. For traffic turning off of Airport Road, a.m. peak hour volumes exceed the p.m. volumes for all approaches. Since Delaware Veterans Boulevard is maintained by the City of Milford, AADT volumes are unavailable.

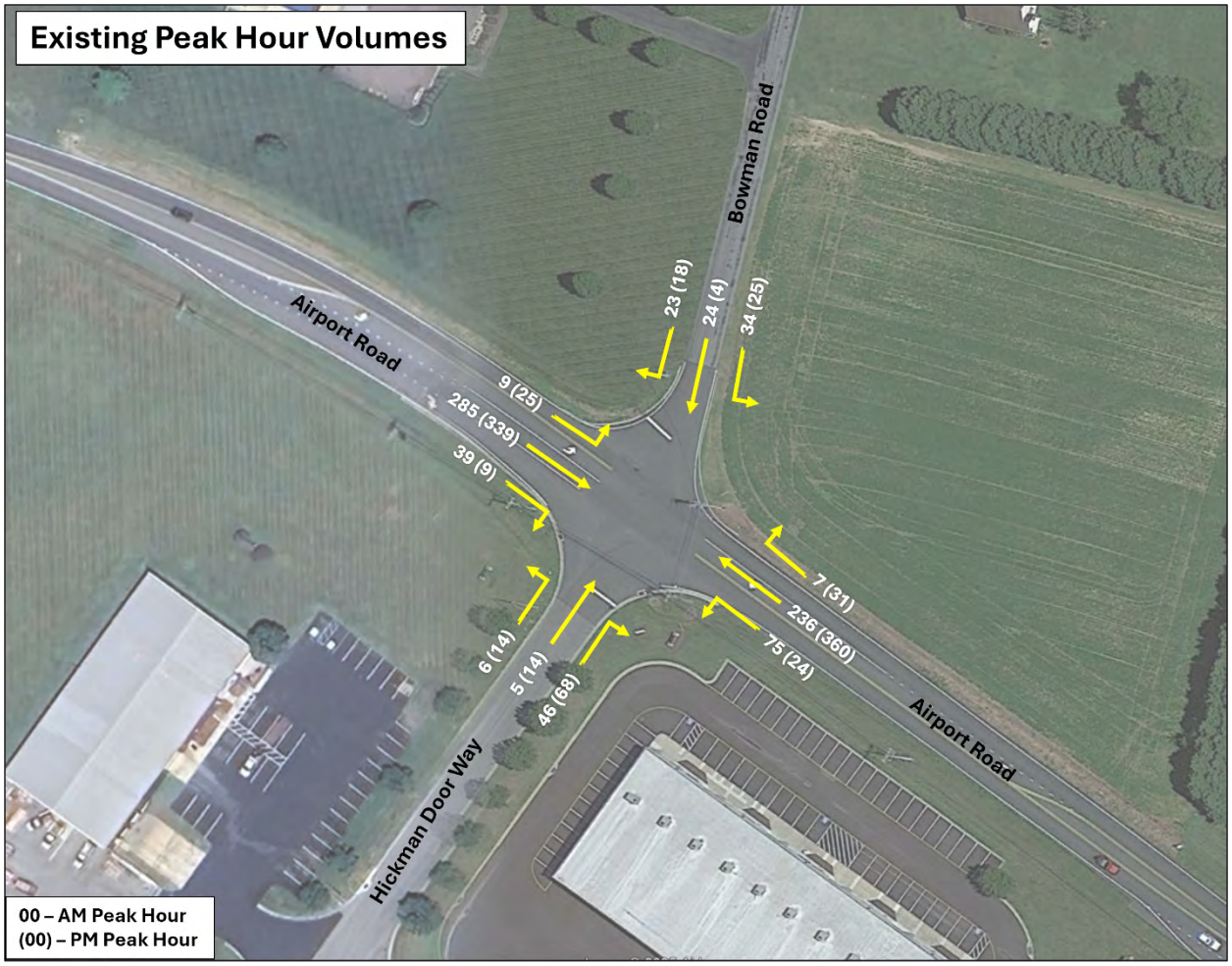
Figure 8: Delaware Veterans Boulevard and Airport Road Intersection Peak Hour Traffic Volumes



Bowman Road

The peak hour traffic volumes of the Bowman Road and Airport Road intersection are depicted in **Figure 9**. For Bowman Road, the a.m. peak hour traffic volumes are greater than the p.m. peak hour traffic volumes. The opposite is true for Hickman Door Way traffic volumes, where p.m. peak hour traffic volumes exceed the a.m. peak hour traffic volume. For traffic turning onto Bowman Road from Airport Road, the p.m. peak hour traffic volumes exceed the a.m. peak hour traffic. Peak hour traffic volumes for Airport Road turning onto Hickman Door Way are greater in the p.m. peak hour compared to the a.m. peak hour. In addition to traffic counts, AADT data sourced from the FirstMap was available for Bowman Road. As of 2024, the AADT of Bowman Road reached 1,745 vehicles.

Figure 9: Bowman Road and Airport Road Intersection Peak Hour Traffic Volumes



Traffic counts were not obtained at US 113; however, AADT data was available where US 113 intersects with Airport Road. For both north and south of Airport Road, the US 113 2024 AADT is 27,745.

Crash History

Crash data from February 2020 to February 2025 was obtained from Delaware First Map Public Crash Data 2.0 database. Over the five-year period, 225 crashes were reported within a 200-foot buffer of Airport Road. Of those 225 crashes, 99 were specifically attributed to roadway conditions of Airport Road. Crashes related to Airport Road were determined by sorting through the location and primary contributing factor of the collision. Crashes that occurred in nearby parking lots or further along other intersecting roadways were classified as unrelated to Airport Road. If the primary contributing factor of the crash was an animal in the roadway or vehicle mechanical defects, those collisions were also considered unrelated to Airport Road. **Figure 10** displays the distribution of all crashes within a 200-foot buffer of Airport Road corridor. The following section details the crash history of the entire corridor as well as key intersections.

Figure 10: Crash Distribution Along Airport Road

Table 1 summarizes the crash history of the entire Airport Road corridor. Of the 32 personal injury crashes within a 200-foot buffer of the intersection, only 12 were determined to be Airport Road-related. Trends are generally consistent among all crashes within the 200-foot buffer and Airport Road-related crashes. Front to rear was the most common type of collision and "driver inattention, distraction, or fatigue" was the most frequent contributing factor. Most of the crashes also occurred during daylight conditions

Table 1: Airport Road Corridor Crash Summary

Crash Characteristic	Category	Frequency (200 Foot Buffer)	Frequency (Airport Road-Related)
Type of Collision	Front to Rear	70	37
	Not a Collision Between Two Vehicles	39	13
	Angle	38	18
	Sideswipe, Same Direction	26	9
	Other	11	5
Light Conditions	Daylight	147	72
	Dark-Lighted	33	9
	Dark-Not Lighted	21	11
	Unknown	5	1
	Not Documented	11	4
Primary Contributing Circumstances	Driver inattention, distraction, or fatigue	100	56
	Failed to yield right of way	17	9
	Not Documented	24	9
Severity	Non-reportable	72	23
	Property Damage Only	121	64
	Personal Injury	32	12
Total		**225**	**99**

US 113 and Airport Road:

During the five-year study period, 115 crashes occurred within a 200-foot radius of the US 113 and Airport Road intersection. Of the 115 crashes, 42 were determined to be Airport Road-related. **Figure 11** presents the location and severity of Airport Road-related crashes at the US 113 intersection.

Figure 11: Crashes at the Airport Road and US 113 Intersection

Table 2 summarizes the crash history of the Airport Road and US 113 intersection. Of the 19 personal injury crashes within a 200-foot buffer of the intersection, only four were determined to be Airport Road-related. Trends are generally consistent among all crashes within the 200-foot buffer and Airport Road-related crashes. Front to rear was the most common type of collision and "driver inattention, distraction, or fatigue" was the most frequent contributing factor. Most of the crashes also occurred during daylight conditions.

Table 2: US 113 and Airport Road Intersection Crash Summary

Crash Characteristic	Category	Frequency (200 Foot Buffer)	Frequency (Airport Road-Related)
Type of Collision	Front to Rear	54	26
	Not a Collision Between Two Vehicles	6	2
	Angle	22	5
	Sideswipe, Same Direction	13	2
	Unknown	4	2
Light Conditions	Daylight	1	33
	Dark-Lighted	17	4
	Dark-Not Lighted	6	2
	Unknown	5	1
	Not Documented	5	2
Primary Contributing Circumstances	Driver inattention, distraction, or fatigue	53	22
	Following Too Close	12	4
	Unknown	15	5
Severity	Non-reportable	35	10
	Property Damage Only	61	28
	Personal Injury	19	4
Total		**115**	**42**

Walmart Entrance and Airport Road:

During the five-year study period, three crashes occurred within a 200-foot radius of the Walmart Entrance and Airport Road intersection, all of which were determined to be Airport Road-related. No crashes resulted in personal injury or fatalities. **Figure 12** presents the location and severity of Airport Road-related crashes at the Walmart Entrance and Airport Road intersection.

Figure 12: Crashes at the Walmart Entrance and Airport Road Intersection

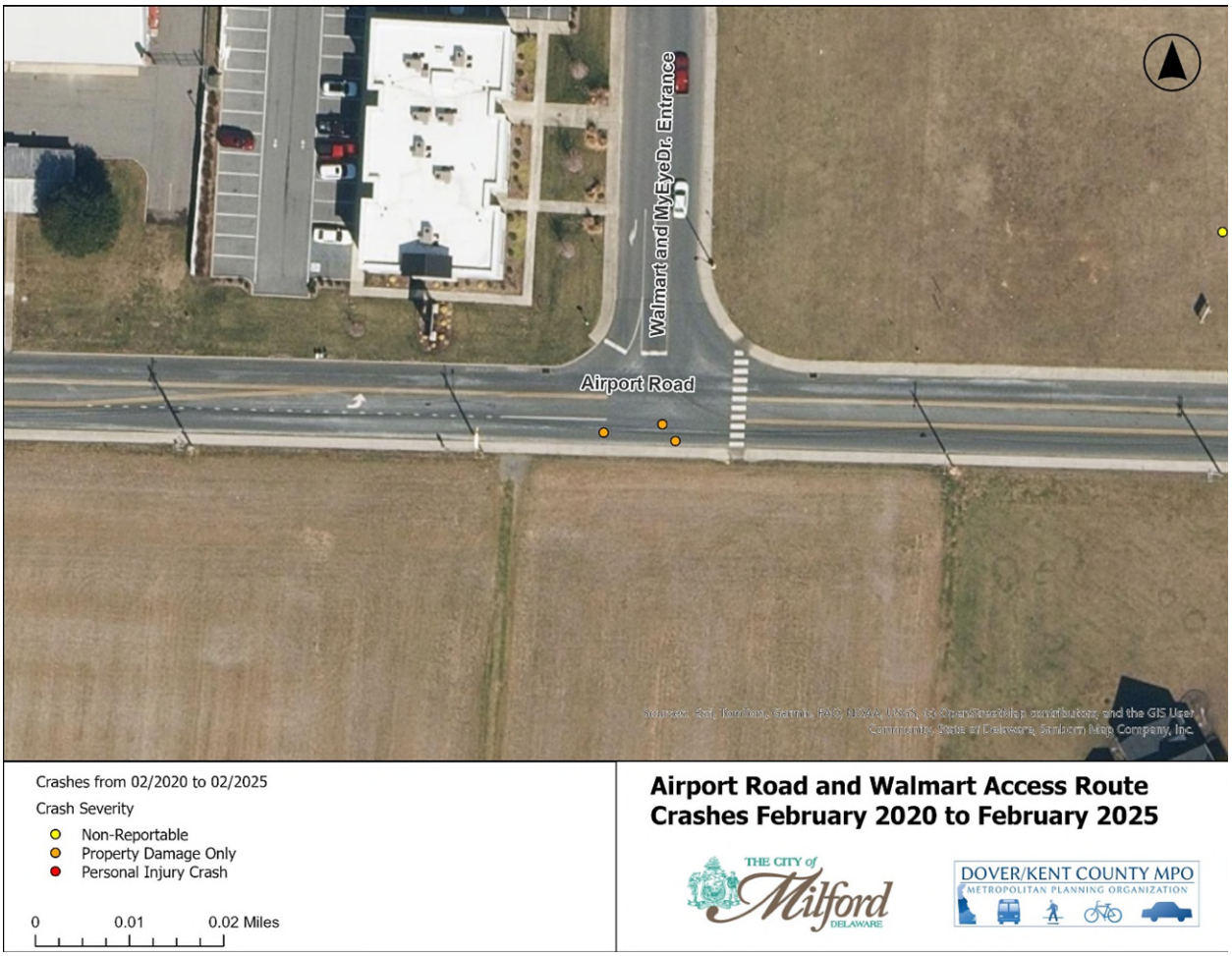


Table 3 summarizes the crash history of the Airport Road and the Walmart Entrance intersection. All three of the crashes within a 200-foot buffer of the intersection were determined to be Airport Road-related and resulted in property damage only. The following collision types occurred once each: angle, not a collision between two vehicles, and other. The most frequent primary contributing circumstance was "driver inattention, distraction, or fatigue". Most of the crashes also occurred during daylight conditions.

Table 3: Walmart Entrance and Airport Road Intersection Crash Summary

Crash Characteristic	Category	Frequency
Type of Collision	Angle	1
	Not a Collision Between Two Vehicles	1
	Other	1
Light Conditions	Daylight	2
	Dark Lighted	1
Primary Contributing Circumstances	Driver inattention, distraction, or fatigue	2
	Passed Stop Sign	1
Severity	Property Damage Only	3
Total		**3**

Moyer Drive and Airport Road:

During the five-year study period, three crashes occurred within a 200-foot radius of the Moyer Drive and Airport Road intersection. Of the three crashes, two were determined to be Airport Road-related. **Figure 13** presents the location and severity of Airport Road-related crashes at the Moyer Drive and Airport Road intersection.

Figure 13: Crashes at the Airport Road and Moyer Drive Intersection

Table 4 summarizes the crash history of the Airport Road and Moyer Drive intersection. No personal injury crashes occurred here during the five-year period. Two of the crashes, both Airport Road-related, were front-to-rear collisions. Since only three crashes occurred within the buffer and two were Airport Road-related, there are not substantial trends present.

Table 4: Moyer Drive and Airport Road Intersection Crash Summary

Crash Characteristic	Category	Frequency (200 Foot Buffer)	Frequency (Airport Road-Related)
Type of Collision	Front to Rear	2	2
	Not a Collision Between Two Vehicles	1	0
Light Conditions	Daylight	1	1
	Dawn	1	1
	Dark-Not Lighted	1	0
Primary Contributing Circumstances	Driver inattention, distraction, or fatigue	1	1
	Failed to yield right of way	1	1
	Animal in Roadway - Deer	1	0
Severity	Non-reportable	1	1
	Property Damage Only	2	1
Total		**3**	**2**

Bowman Road and Airport Road:

During the five-year study period, nine crashes occurred within a 200-foot radius of the Bowman Road and Airport Road intersection. Of the nine crashes, eight were determined to be Airport Road-related. **Figure 14** presents the location and severity of Airport Road-related crashes at the Bowman Road and Airport Road intersection.

Figure 14: Crashes at the Bowman Road and Airport Road Intersection

Table 5 summarizes the crash history of the Airport Road and Bowman Road intersection. All four of the personal injury crashes within a 200-foot buffer of the intersection were determined to be Airport Road-related. Since only one crash within the 200-foot buffer was determined to be unrelated to Airport Road, trends are consistent between both categories. Angle was the most common type of collision and "driver inattention, distraction, or fatigue" was the most frequent contributing factor. Most of the crashes also occurred during daylight conditions.

Table 5: Bowman Road and Airport Road Intersection Crash Summary

Crash Characteristic	Category	Frequency (200 Foot Buffer)	Frequency (Airport Road-Related)
Type of Collision	Angle	4	4
	Sideswipe, Same Direction	2	2
	Front to Front	1	1
	Not a Collision Between Two Vehicles	1	1
	Other	1	0
Light Conditions	Daylight	7	7
	Dark-Lighted	2	1
Primary Contributing Circumstances	Driver inattention, distraction, or fatigue	5	5
	Failed to yield right of way	2	2
	Wrong side or wrong way	1	1
	Animal in Roadway - Deer	1	0
Severity	Non-reportable	3	2
	Property Damage Only	4	4
	Personal Injury	2	2
Total		**9**	**8**

Delaware Veterans Boulevard/Brent Jordan Way and Airport Rd:

During the five-year study period, five crashes occurred within a 200-foot radius of the Delaware Veterans Boulevard and Airport Road intersection. Of the five crashes, four were determined to be Airport Road-related. **Figure 15** presents the location and severity of Airport Road-related crashes at the Delaware Veterans Boulevard and Airport Road intersection.

Figure 15: Crashes at the Delaware Veterans Boulevard and Airport Road Intersection

Table 6 summarizes the crash history of the Airport Road and Delaware Veterans Boulevard intersection. The single personal injury crash within a 200-foot buffer of the intersection was determined to be Airport Road-related. Since only one crash within the 200-foot buffer was determined to be unrelated to Airport Road, trends are consistent between both categories. Front to front was the most common type of collision and "driver inattention, distraction, or fatigue" was the most frequent contributing factor. Most of the crashes also occurred during daylight conditions.

Table 6: Delaware Veterans Boulevard and Airport Road Intersection Crash Summary

Crash Characteristic	Category	Frequency (200 Foot Buffer)	Frequency (Airport Road-Related)
Type of Collision	Fron to Front	3	3
	Front to Rear	1	1
	Not a Collision Between Two Vehicles	1	0
Light Conditions	Daylight	3	3
	Dark-Not Lighted	1	1
	Dark- Lighted	1	0
Primary Contributing Circumstances	Driver inattention, distraction, or fatigue	4	4
	Animal in Roadway – Other Animal	1	0
Severity	Property Damage Only	4	3
	Personal Injury	1	1
Total		**5**	**4**

Canterbury Road and Airport Road:

During the five-year study period, 23 crashes occurred within a 200-foot radius of the Canterbury Road and Airport Road intersection. Of the 23 crashes, 16 were determined to be Airport Road-related. **Figure 16** presents the location and severity of Airport Road-related crashes at the Canterbury Road intersection.

Figure 16: Crashes at the Canterbury Road and Airport Road Intersection

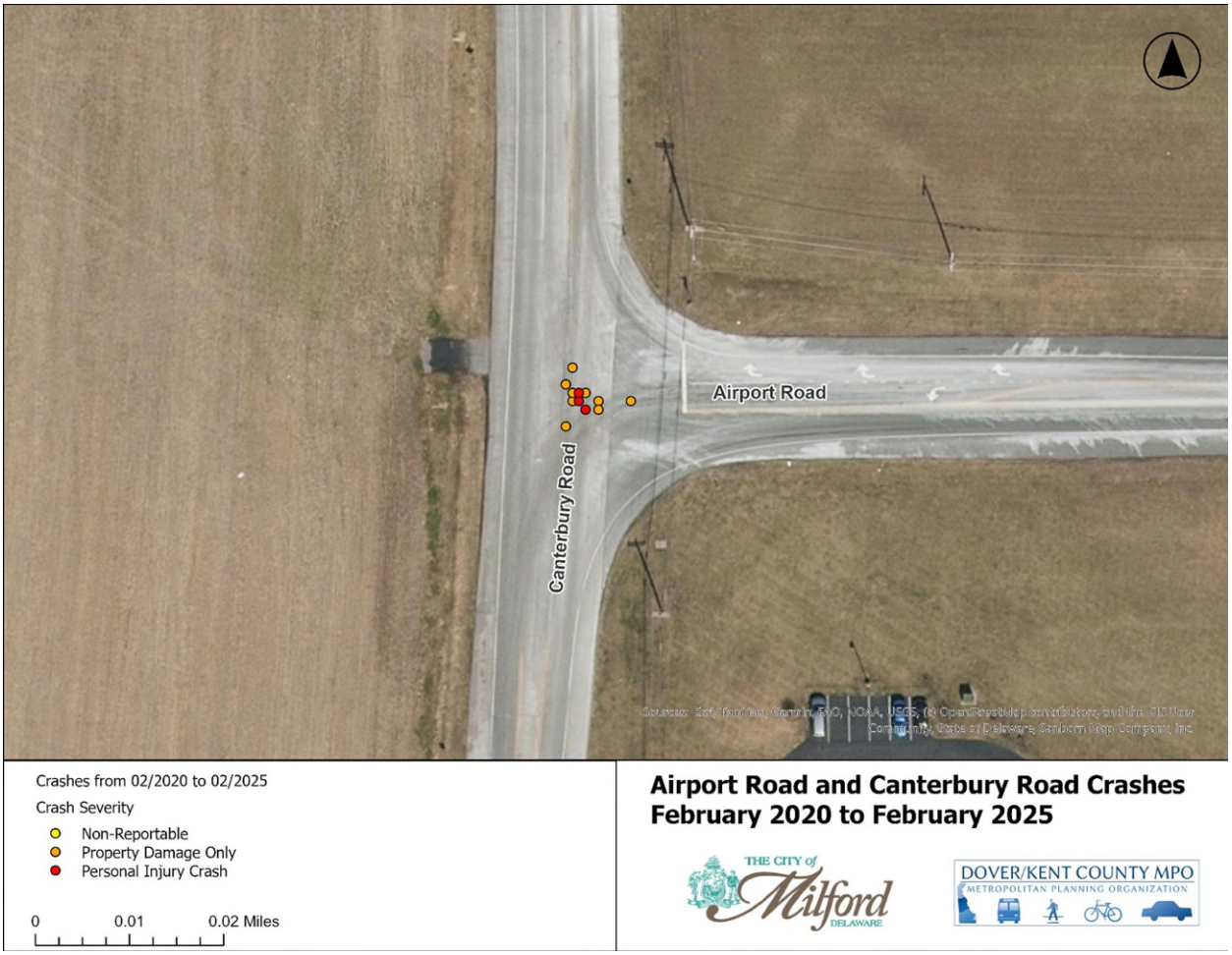


Table 7 summarizes the crash history of the Airport Road and Canterbury Road intersection. Of the six personal injury crashes within a 200-foot buffer of the intersection, only four were determined to be Airport Road-related. Trends are generally consistent among all crashes within the 200-foot buffer and Airport Road-related crashes. Front to rear was the most common type of collision and "driver inattention, distraction, or fatigue" was the most frequent contributing factor. Most of the crashes also occurred during daylight conditions.

Table 7: Canterbury Road and Airport Road Intersection Crash Summary

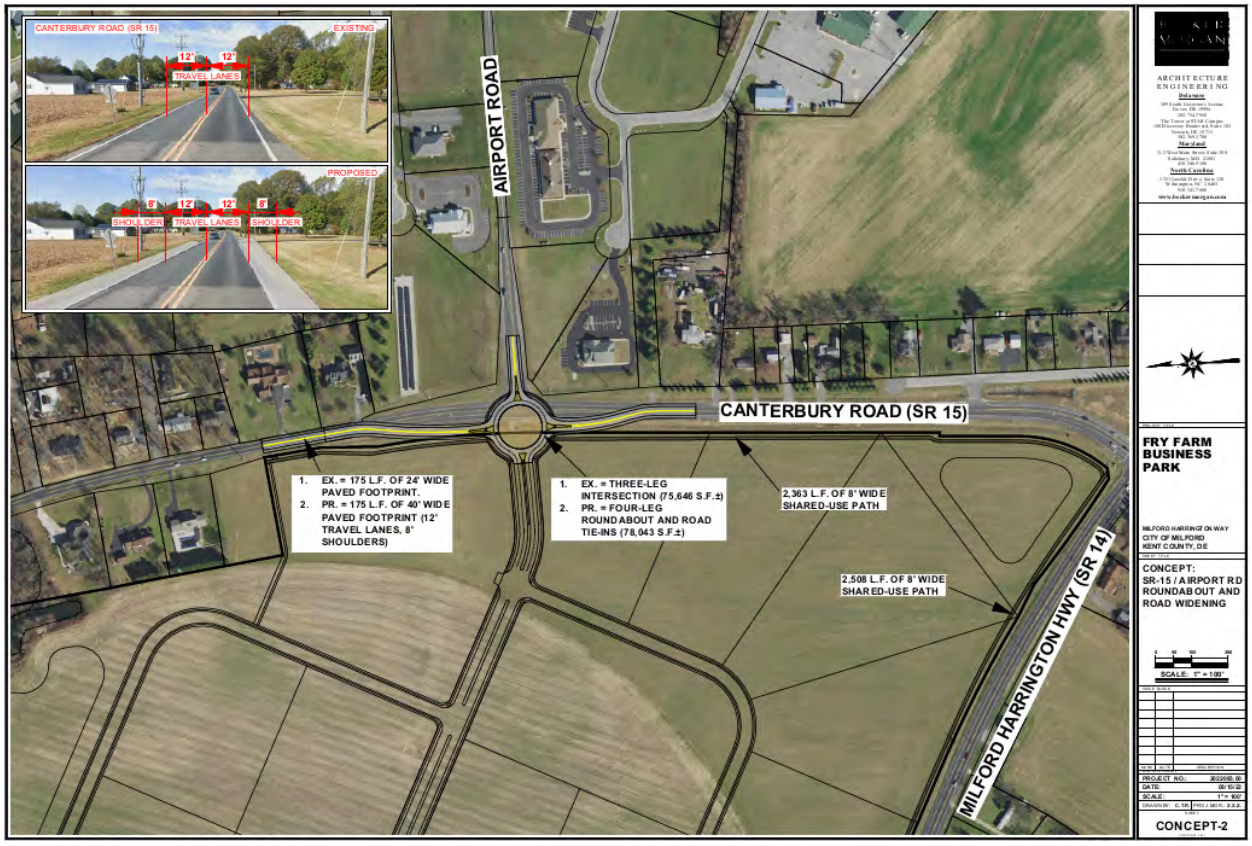
Crash Characteristic	Category	Frequency (200 Foot Buffer)	Frequency (Airport Road-Related)
Type of Collision	Front to Rear	8	7
	Not a Collision Between Two Vehicles	6	1
	Angle	4	4
	Other	2	2
Light Conditions	Daylight	16	12
	Dark-Not Lighted	6	3
	Dusk	1	1
Primary Contributing Circumstances	Driver inattention, distraction, or fatigue	13	12
	Failed to yield right of way	4	3
	Mechanical Defects	2	0
	Animal in Roadway - Deer	2	0
	Other	1	1
Severity	Non-reportable	1	1
	Property Damage Only	16	11
	Personal Injury	6	4
Total		**23**	**16**

Planned Improvements

Canterbury Road Roundabout

The Milford Corporate Center is a planned business park located on nearly 182 acres of land immediately west of the Airport Road and Canterbury Road intersection. To provide access to the business park and accommodate the additional traffic generated by this site, a roundabout is under construction at the intersection of Airport Road and Canterbury Road. As reflected in **Figure 17**, this involves a four-legged, single lane roundabout that will replace the stop sign on the Airport Road approach.

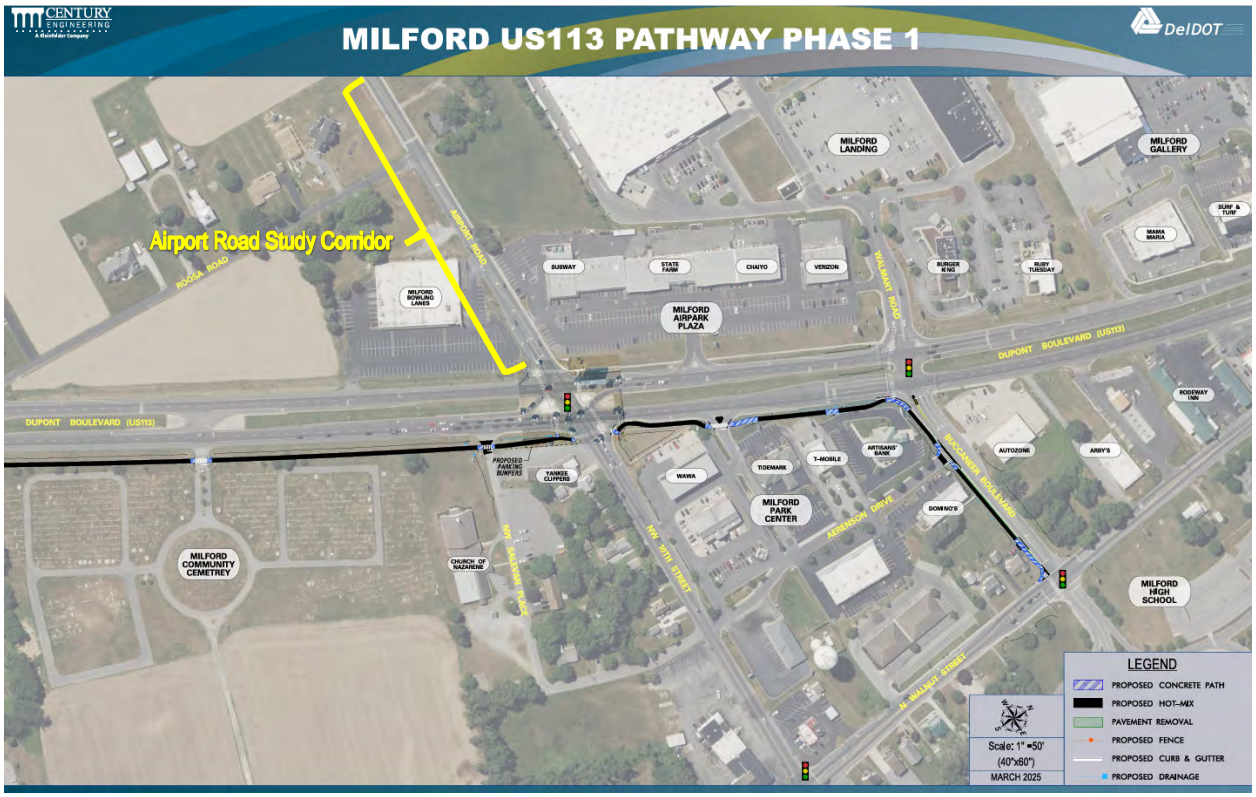
Figure 17: Milford Corporate Center Roundabout



Active Transportation and Community Connections (ATCC) Project (US 113 Multiuse Path)

DelDOT's Active Transportation and Community Connections (ATCC) Section has an active project along the east side of US 113 that proposes the construction of a shared use path from Buccaneer Boulevard to the Milford Plaza Shopping Center. This project also includes the optional construction of a perpendicular pathway and signalized pedestrian crossing that would directly connect Milford Square and Milford Plaza Shopping Center. Construction of the pathway is slated to begin in summer of 2026. **Figure 18** presents the proposed alignment and extent of the US 113 pathway in relation to Airport Road.

Figure 18: US 113 Proposed Pathway



Source: Route 113 Pathway - Workshop Poster Board, March 26, 2025

Public Outreach

PublicInput

A PublicInput page (https://publicinput.com/airportrd) was published for the Airport Road Corridor Study on August 19th, 2025. PublicInput is an interactive web-based platform used to inform and engage the public in planning processes. It serves as a centralized page for participants to stay up-to-date on the latest study developments and provide input at various stages in the planning process. The Airport Road Corridor Study PublicInput page provides a project overview, existing conditions, open comment feedback opportunities, and a survey. It was updated and advertised throughout the study process, yielding a total of 2,023 views and 157 participants as of March 18, 2026.

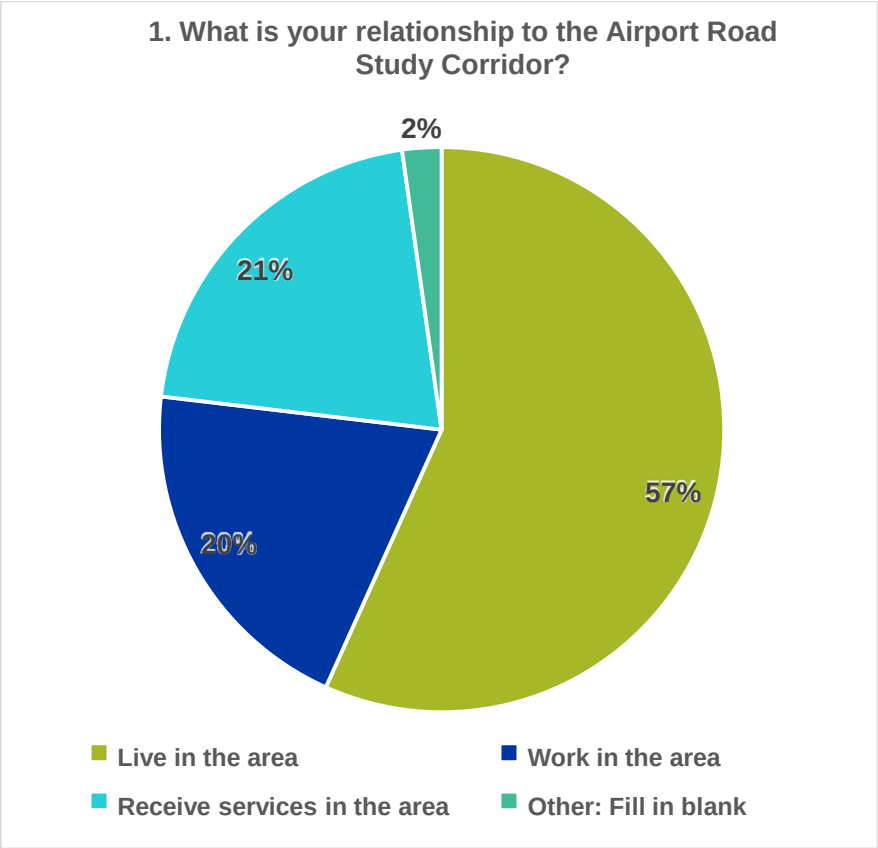
Public Survey

A public survey was posted on the Airport Road Study PublicInput page on August 29th, 2025, and was open to the public until October 27th, 2025. It consisted of ten questions designed to examine how the public interacts with the Airport Road Corridor and primary areas of concern. A total of 133 individuals participated in the survey, identifying

priorities for improving the Airport Road Corridor. This section summarizes feedback received from the public survey. For a detailed summary of the public survey results, see Appendix A.

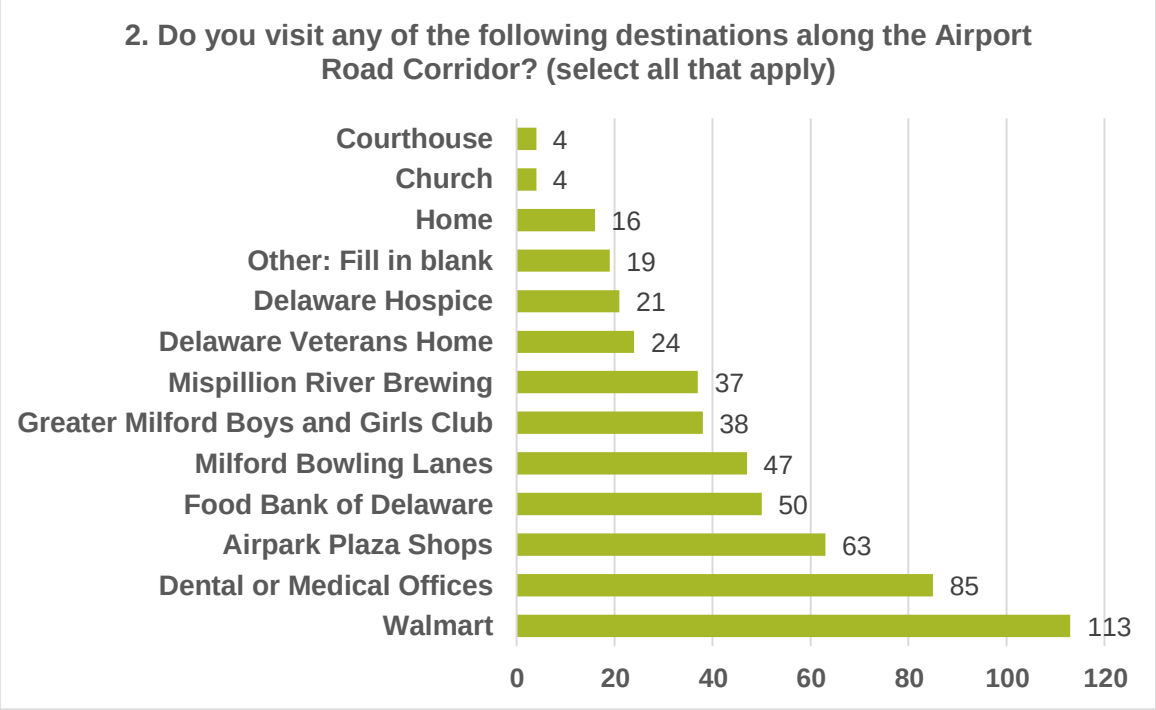
More than half of participants live in the area surrounding the Airport Road Corridor, and roughly equal portions of participants indicated they use Airport Road to either work or receive services. Participants who selected "Other" stated they also live in the area and use Airport Road to commute to work or Milford. **Figure 19** summarizes the results of question one of the survey.

Figure 19: Survey Results of Question One



Participants were prompted to select three of the destinations listed in **Figure 20**. Walmart was the most frequented destination along Airport Road (113 respondents), followed by Dental and Medical Offices (85 respondents) and Airpark Plaza Shops (67 respondents). The Food Bank of Delaware, located just off Delaware Veteran's Boulevard, was the fourth most popular destination, selected by 50 participants. Other destinations specifically along Delaware Veteran's Boulevard were selected 83 times, including the Greater Milford Boys and Girls Club (38 respondents), Delaware Veteran's Home (24 respondents) and Delaware Hospice (21 respondents).

Figure 20: Survey Results of Question Two



As reflected in **Figure 21**, most of the participants travel along Airport Road using a car. Those that selected "Other" and provided a comment, stated they drive a school bus or use an ambulance vehicle along the corridor. Only five participants indicated that they walk or bike along Airport Road, and no participants stated they use the bus.

Figure 21: Survey Results of Question Three

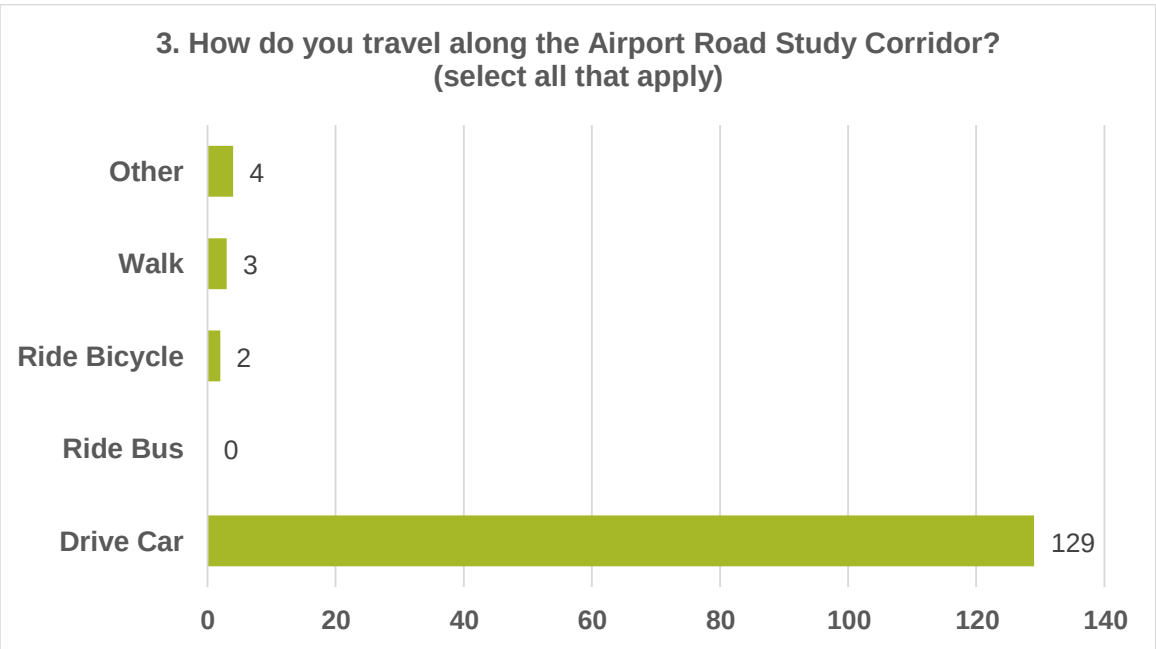


Figure 22 and **Figure 23** reflect the public attitude towards walking along the Airport Road Corridor. Only two percent of participants stated they walk along Airport Road. The largest share of participants (47 percent) do not feel safe walking along the corridor and only ten percent feel safe.

Figure 22: Survey Results of Question Four

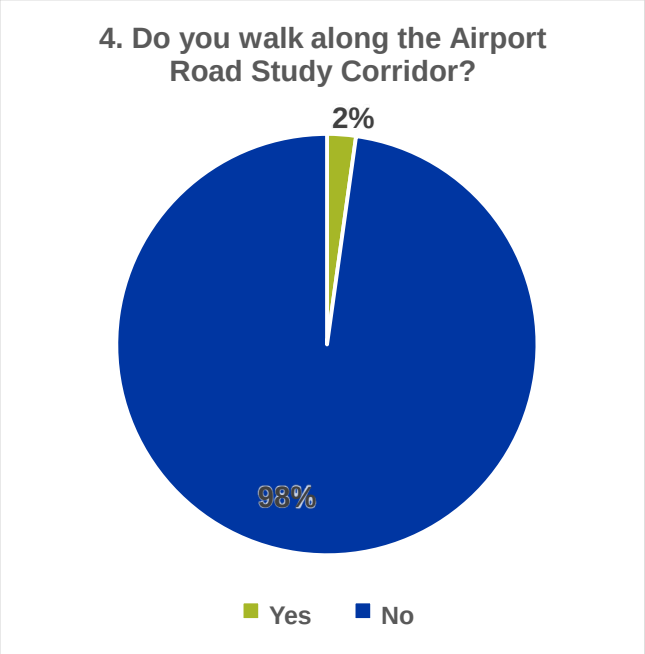


Figure 23: Survey Results of Question Five

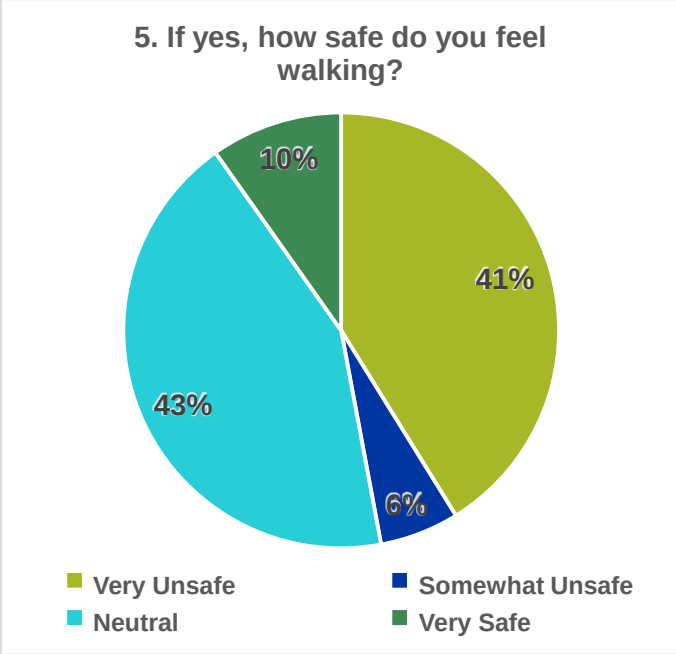


Figure 24 and **Figure 25** reflect the respondents' sentiments towards bicycling along Airport Road. Five percent (seven individuals) stated they bike along the corridor. Similar to walking, the largest share of participants do not feel safe biking along Airport Road (49 percent), with eight percent feeling safe.

Figure 25: Survey Results of Question Six

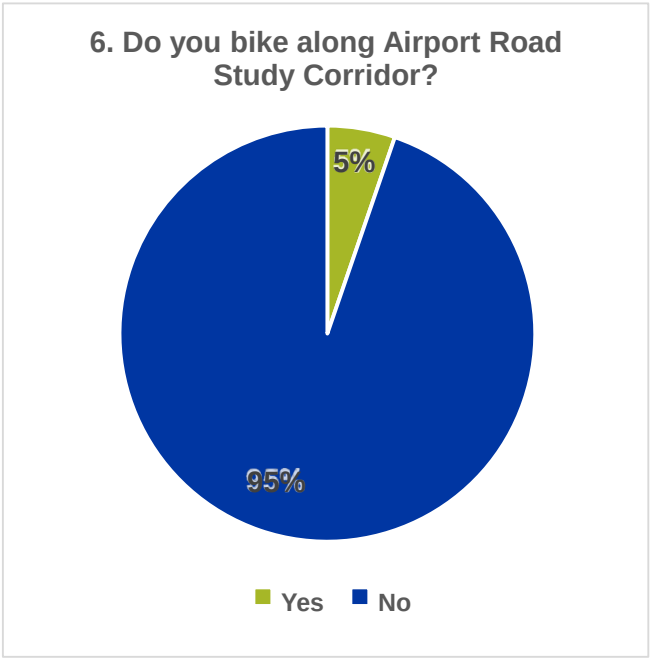
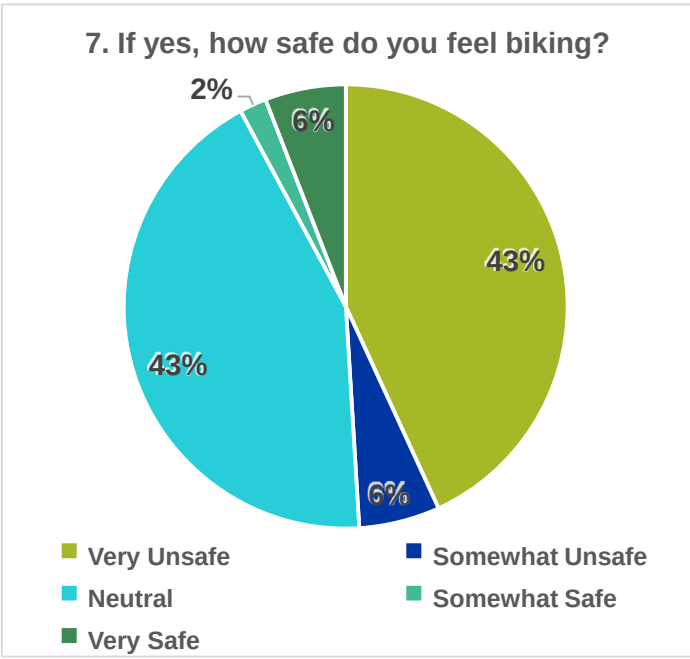
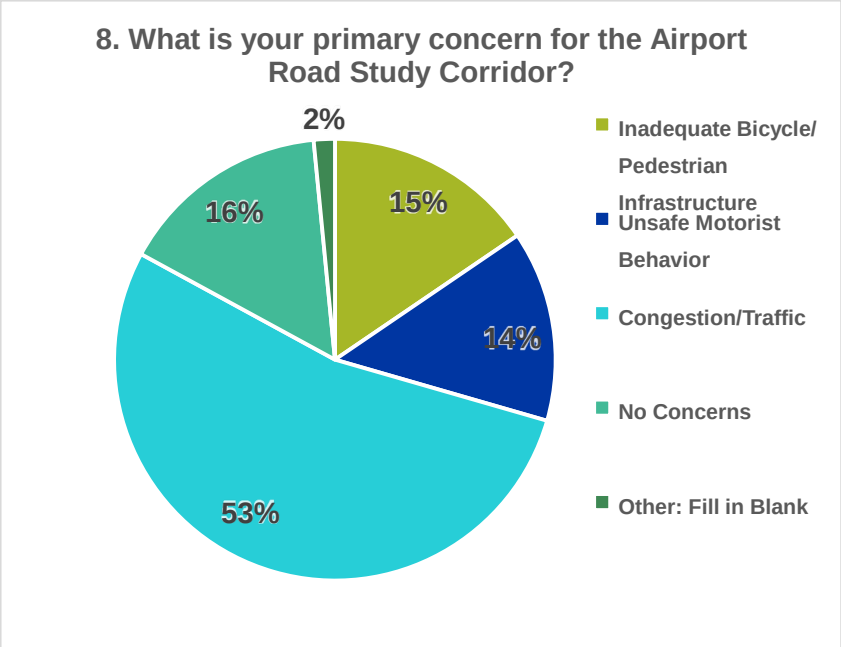


Figure 24: Survey Results of Question Seven



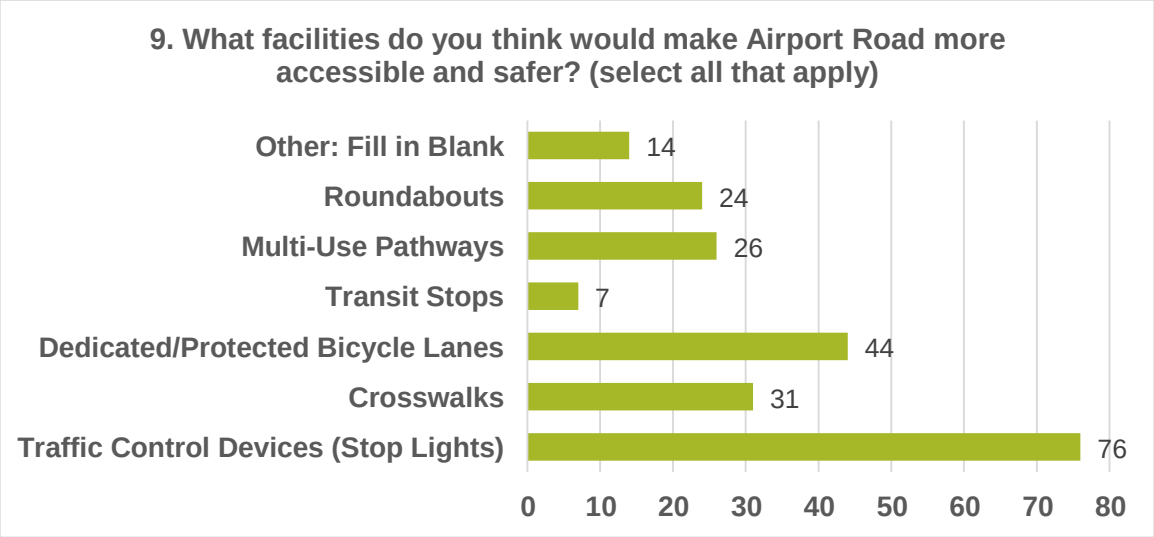
The primary concern for the Airport Road Corridor among participants is congestion and traffic, with over half the respondents selecting it. As presented by **Figure 26**, a relatively even share of the participants selected that they either have no concerns (16 percent), are concerned about inadequate bicycle and pedestrian infrastructure (15 percent), or unsafe motorist behavior (14 percent). The individuals who selected "other" raised concerns about the speed limit being too low along Airport Road and Airpark Plaza backing traffic up through the US 113 intersection.

Figure 26: Survey Results of Question Eight



When asked what facilities would make Airport Road more accessible and safer, traffic control devices were the most frequently selected option (see **Figure 27**). The second most common response was dedicated or protected bicycle lanes, followed by crosswalks. Of the 14 individuals who selected "other", nine provided comments which suggested widening the road, stopping development the area, closing the Airpark Plaza entrance, and adding sidewalks and traffic signals.

Figure 27: Survey Results of Question Nine



The final question of the survey asked participants to list locations along the Airport Road Corridor where they have the most concerns. Seventy-seven individuals provided comments about specific intersections and segments of Airport Road as well as general grievances. The Airport Road and Canterbury Road intersection was most commonly identified as an issue, with 22 comments citing that location. Other prominent areas of concern included Airport Road's intersections with Delaware Veteran's Boulevard and Bowman Road as well as the entrance to Walmart from Airport Road. Comments also included mixed feelings about the proposed roundabout at Canterbury Road, where some participants expressed opposition and others expressed support for it. Multiple respondents stated they felt there has been too much development in the area leading to congestion along Airport Road. There were also comments suggesting bicycle and pedestrian improvements because they feel that conditions are unsafe along Airport Road for anyone not in a vehicle.

Public Workshop

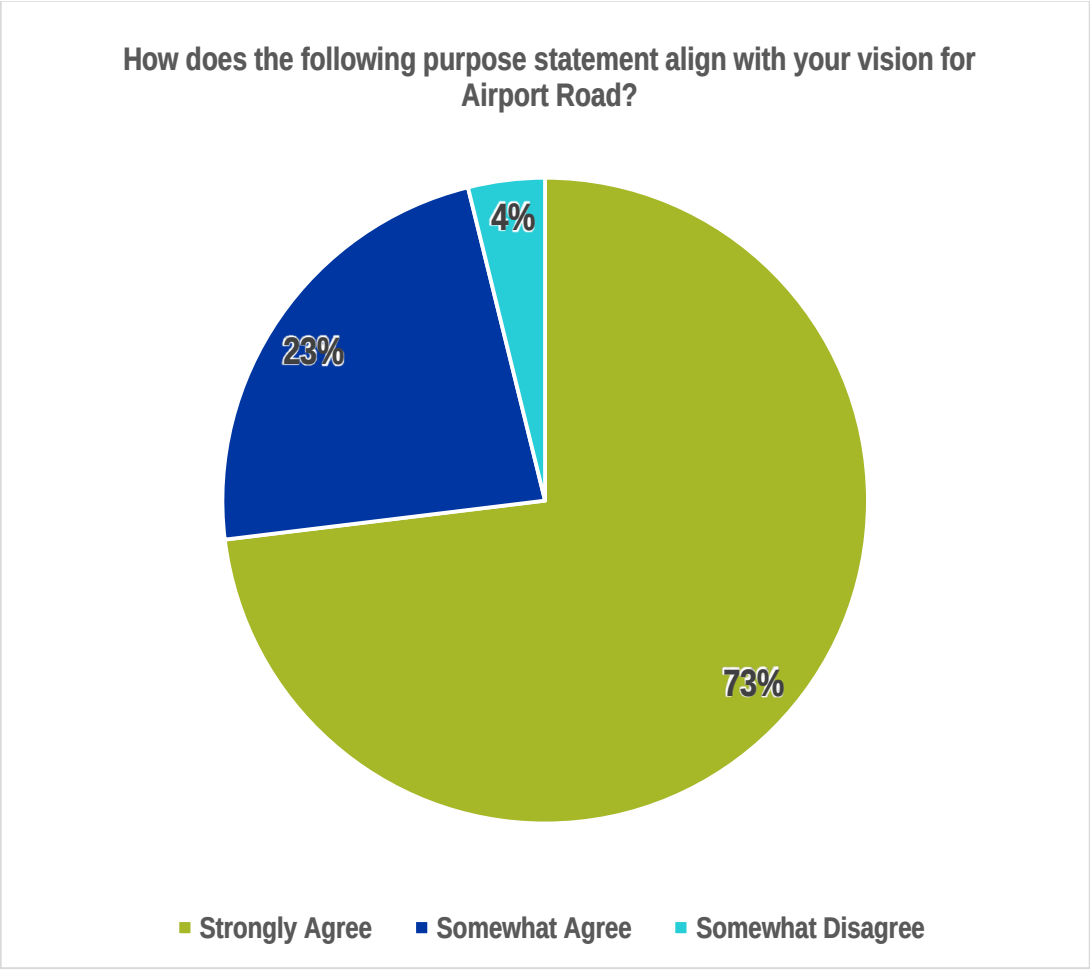
A public workshop was held on February 19, 2026, from 4:00 p.m. to 6:30 p.m. at the Food Bank of Delaware Café. The objective of the workshop was to provide information about the Airport Road Corridor Study and to receive feedback on the **Purpose and Need** of the corridor as well as proposed improvements described in the **Concepts Section** of this report. Representatives from the City of Milford, Dover/Kent MPO, and Rossi Group were present to respond to any questions from the public. Additionally, representatives of DTC were present to inform the public about the future changes to DART service and answer any questions. Light refreshments were also provided.

Twelve boards were prepared for the public workshop. Six boards were intended to inform participants and provided an overview of the Airport Road Corridor Study objective and timeline, existing conditions of Airport Road intersections with Delaware Veterans Boulevard and Bowman Road, the current active transportation network along Airport Road, existing bus routes and potential DART Connect Zones, and the benefits and function of roundabouts. The remaining six boards were interactive and used to collect feedback. Participants were asked to place stickers on the boards indicating how they felt about the different improvement options and purpose statement. Worksheets were also distributed encouraging participants to record any comments they had as they reviewed the boards. Twelve members (including two representatives from DART) of the public attended the public workshop.

Feedback opportunities equivalent to those offered at the public workshop were also posted on PublicInput to maximize public engagement. The survey was open until March 6th, yielding 18 participants. In total, 30 individuals provided feedback on the Airport Road Corridor Study progress, either in-person or virtually. Appendix B includes the boards developed for the public workshop as well as the combined public feedback from both events.

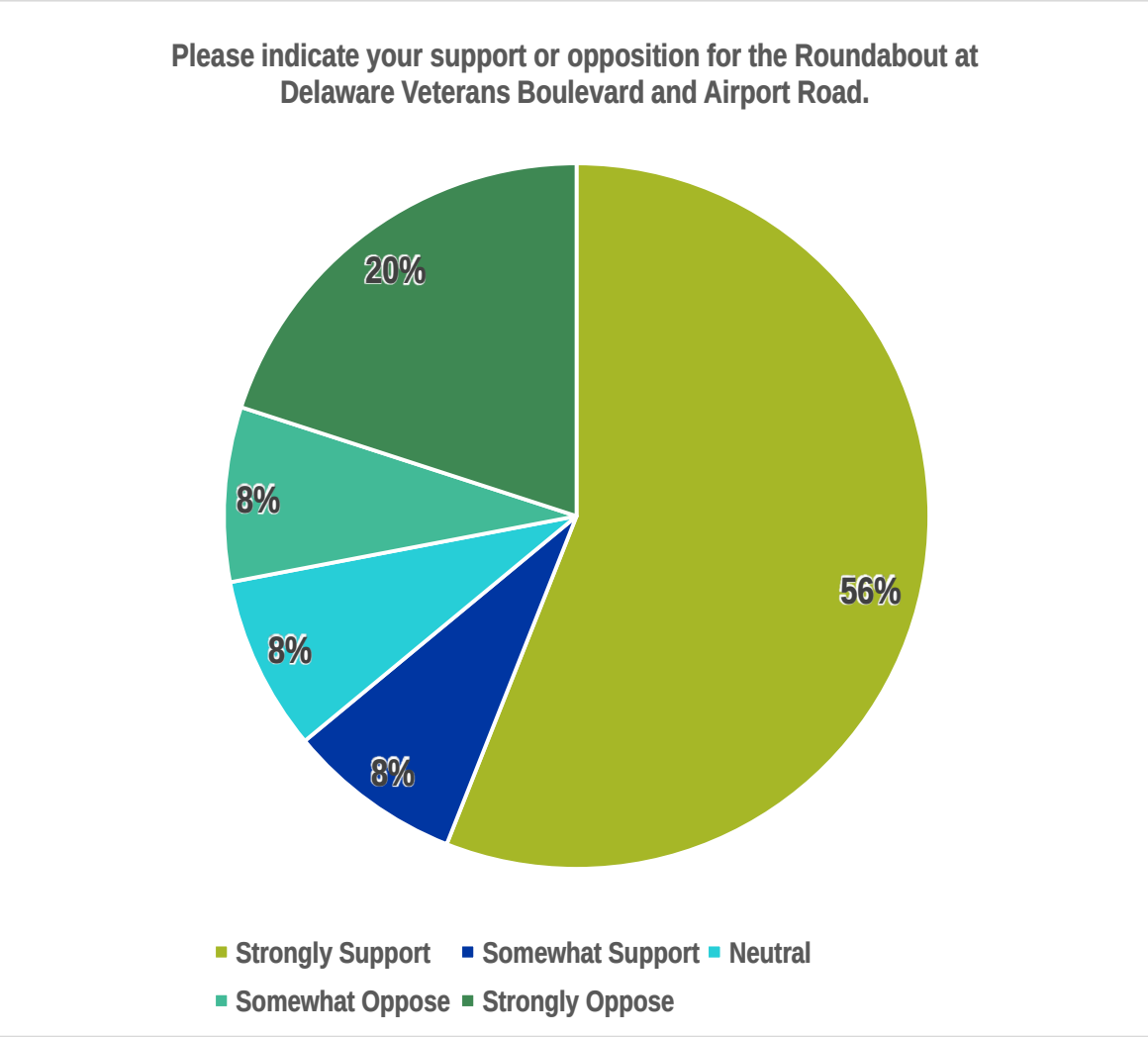
Participants were asked to indicate how the following purpose statement aligns with their vision for Airport Road: "Airport Road serves as an important community hub and transportation corridor for the City of Milford. It is the goal of the City that this road will meet the current and future capacity needs of the area, and that it will offer a safe and accessible route for all modes of transportation. The expected outcome of these goals is a safer, better-connected, and more welcoming community." Of the 26 respondents, 25 agreed (96 percent) and one somewhat disagreed (four percent) (see **Figure 28**).

Figure 28: Vision Statement Survey Results



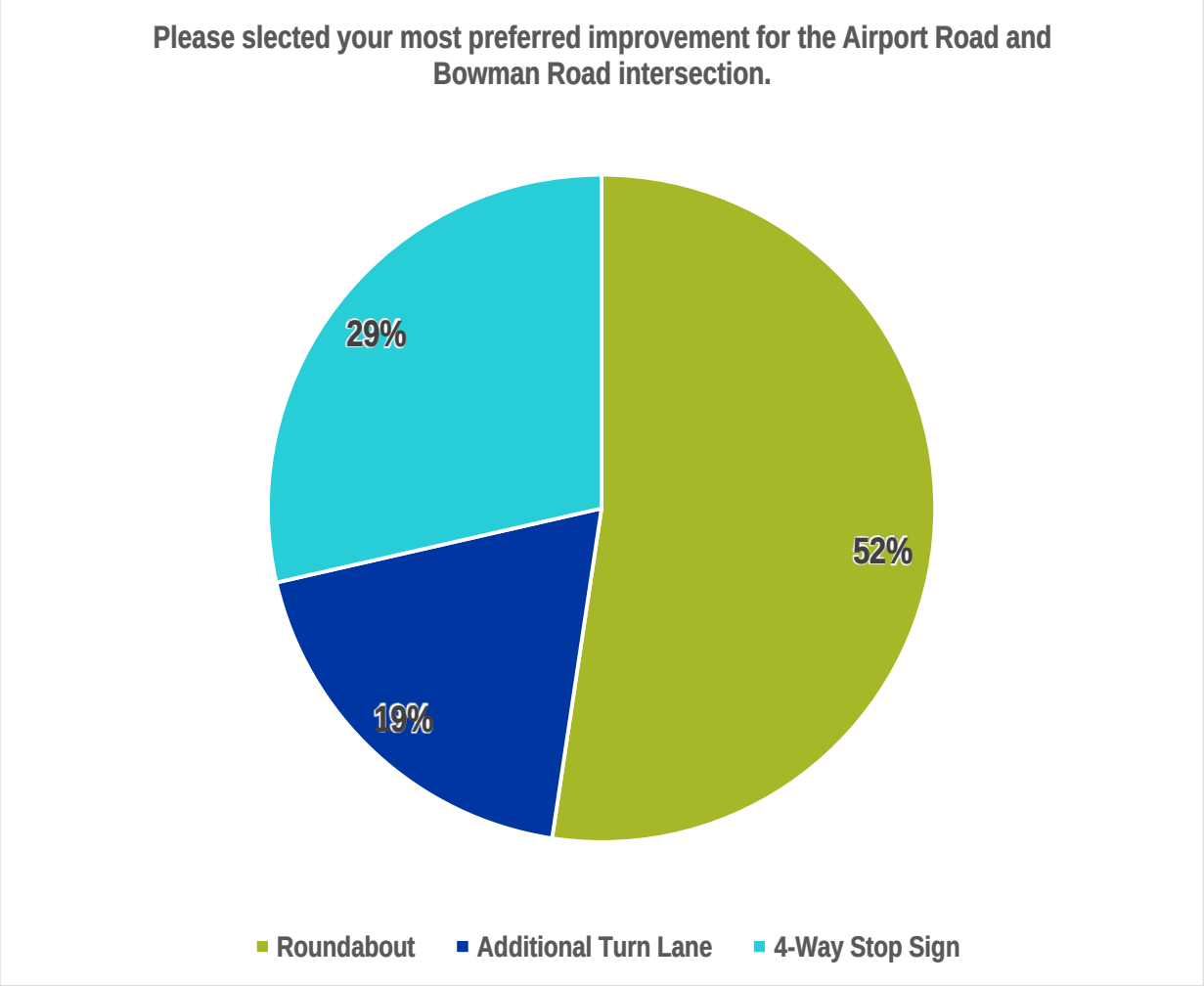
One board contained a conceptual rendering of a roundabout at the intersection of Airport Road and Delaware Veterans Boulevard and a prompt asking participants to indicate their support or opposition to a roundabout at this location. Of the 25 responses, 16 participants (64 percent) supported the Delaware Veterans Boulevard roundabout, while seven respondents (28 percent) opposed it. **Figure 29** summarizes the public feedback on the roundabout at Delaware Veterans Boulevard and Airport Road.

Figure 29: Delaware Veterans Boulevard Roundabout Survey Results



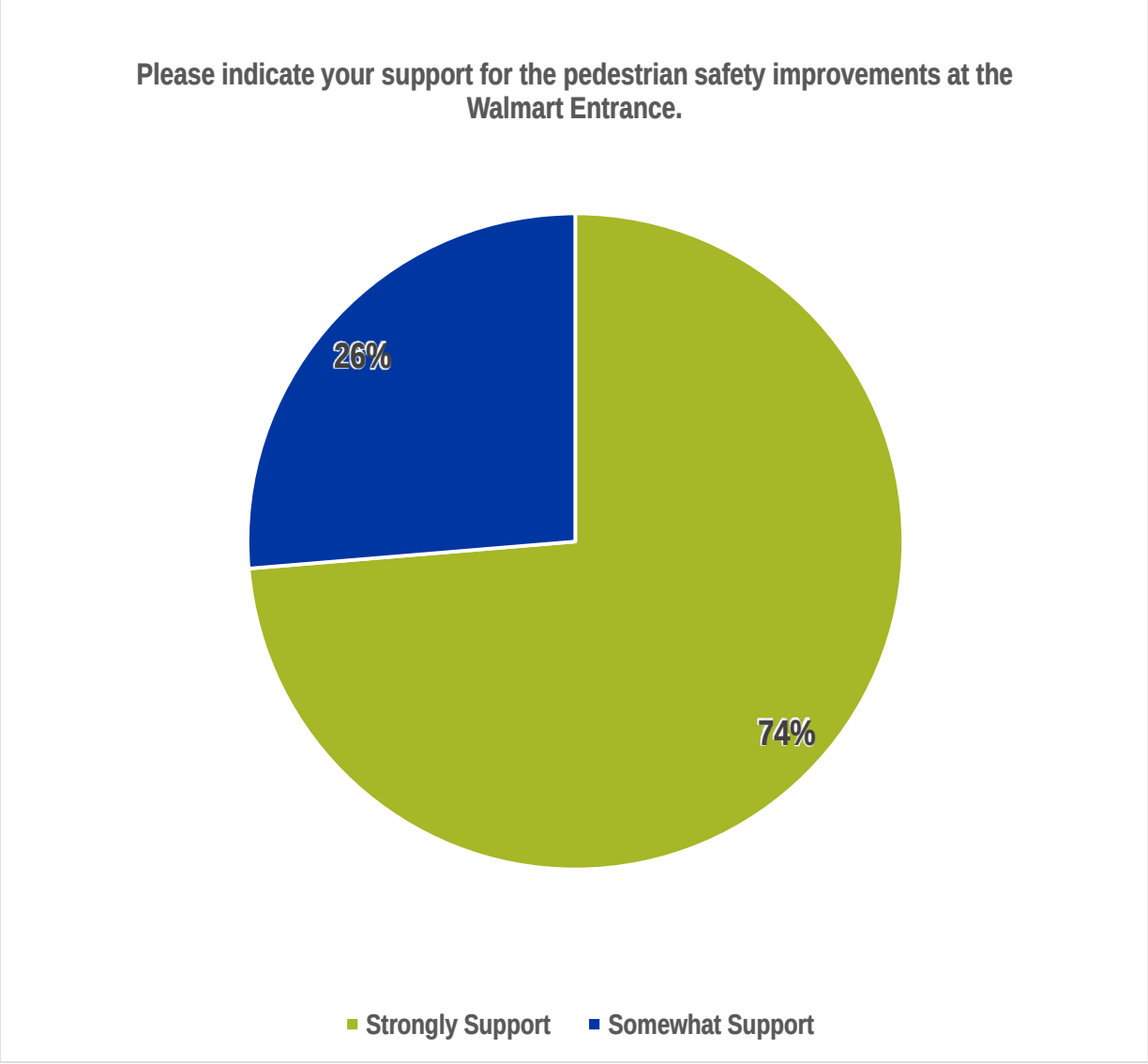
One board provided three concepts for improvement options at the intersection of Airport Road and Bowman Road: a roundabout, additional left turn lane along the southbound travel lane of Bowman Road onto Airport Road, and a four-way stop sign at this intersection. Participants were asked to select their preferred improvements. Of the 21 responses, 11 (52 percent) selected a roundabout, six (29 percent) selected a four-way stop sign, and four (19 percent) selected the additional turn lane option. **Figure 30** summarizes public feedback on the Bowman Road and Airport Road intersection improvements.

Figure 30: Bowman Road Improvements Survey Results



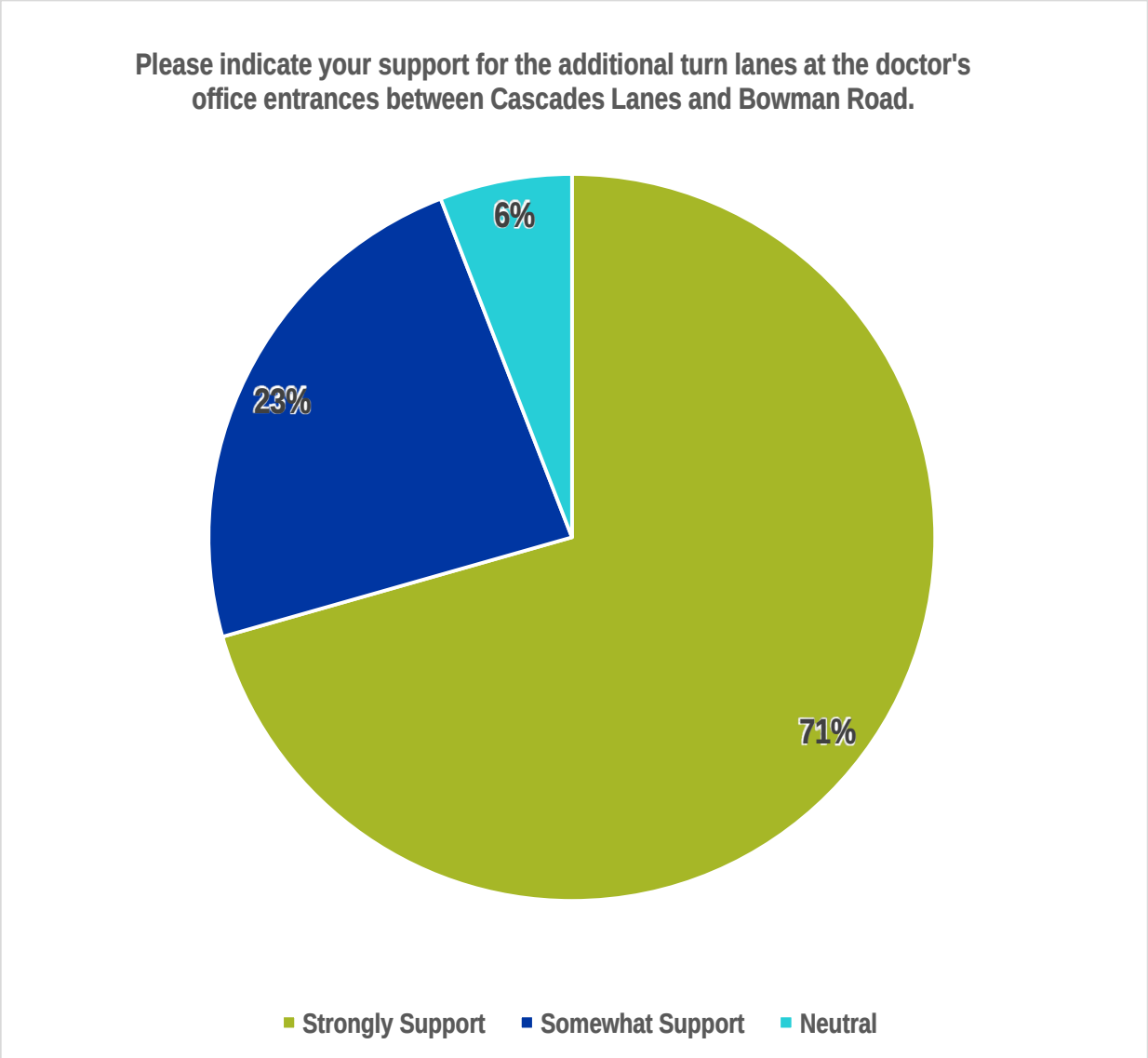
Participants were asked to indicate their support for pedestrian improvements at the Walmart Entrance off of Airport Road. These improvements received 100 percent support, with 14 participants strongly supporting it and five participants somewhat supporting it (see **Figure 31**).

Figure 31: Walmart Entrance Pedestrian Improvements Survey Results



One board displayed a concept of additional left turn lanes at the doctors' office entrances between Cascades Lanes and Bowman Road and prompted participants to indicate their support for this improvement. Of the 17 responses, 16 (94 percent) supported the additional turn lanes and one (six percent) was neutral. **Figure 32** summarizes the public feedback for the additional left turn lanes at the doctor's office entrances between Cascades Lanes and Bowman Road.

Figure 32: Additional Turn Lanes at Doctors' Office Entrances Survey Results



One board presented three options for improving the access to Airpark Plaza and asked participants to indicate their preferred improvement. Of the 20 responses, 14 (70 percent) indicated they prefer the relocated entrance, four (20 percent) preferred the right in/right out, left in only option and two (ten percent) preferred no change to the access. **Figure 33** summarizes the public feedback about the improvements to the Airpark Plaza Entrance.

Figure 33: Airpark Plaza Entrance Improvement Survey Results

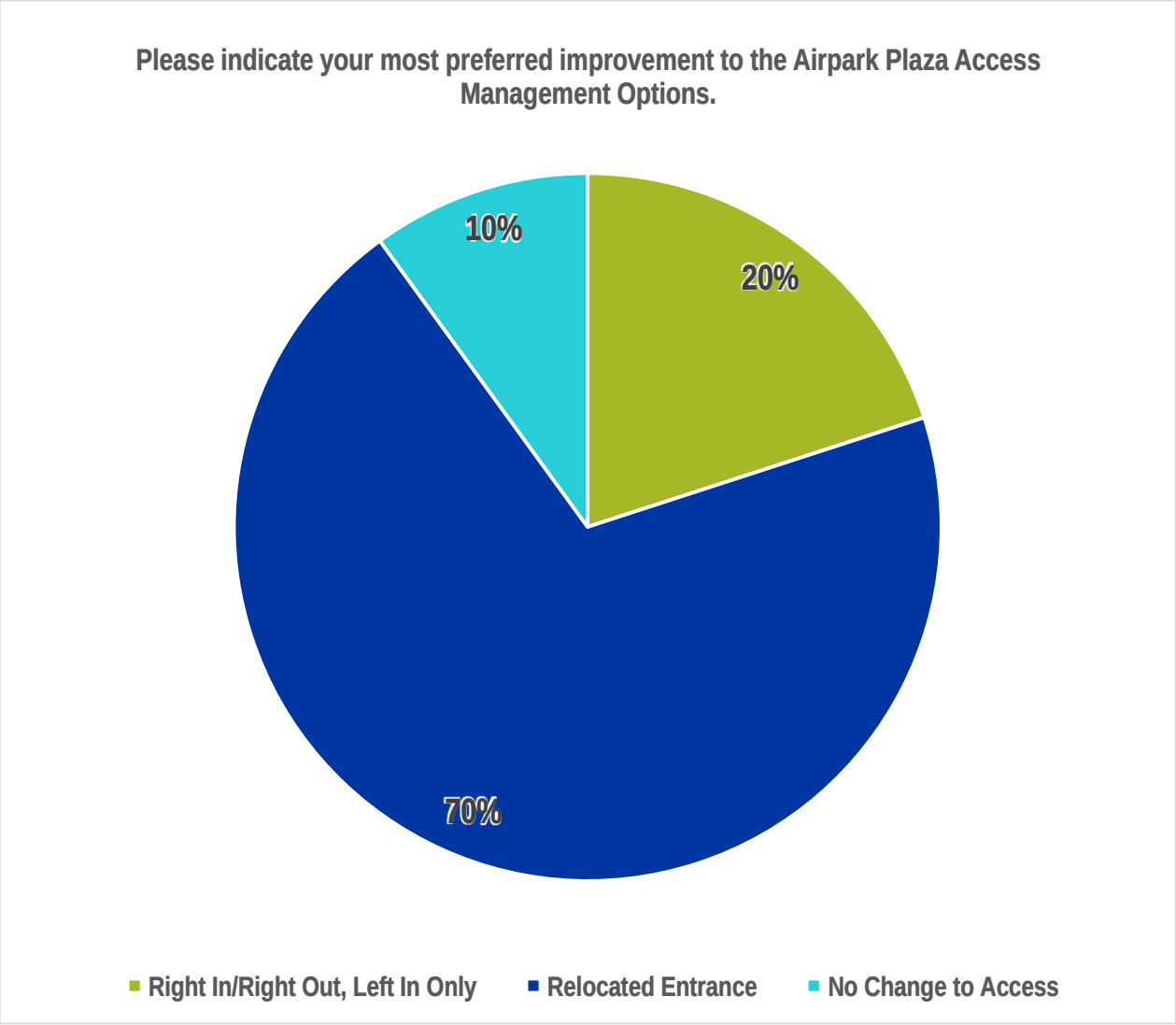
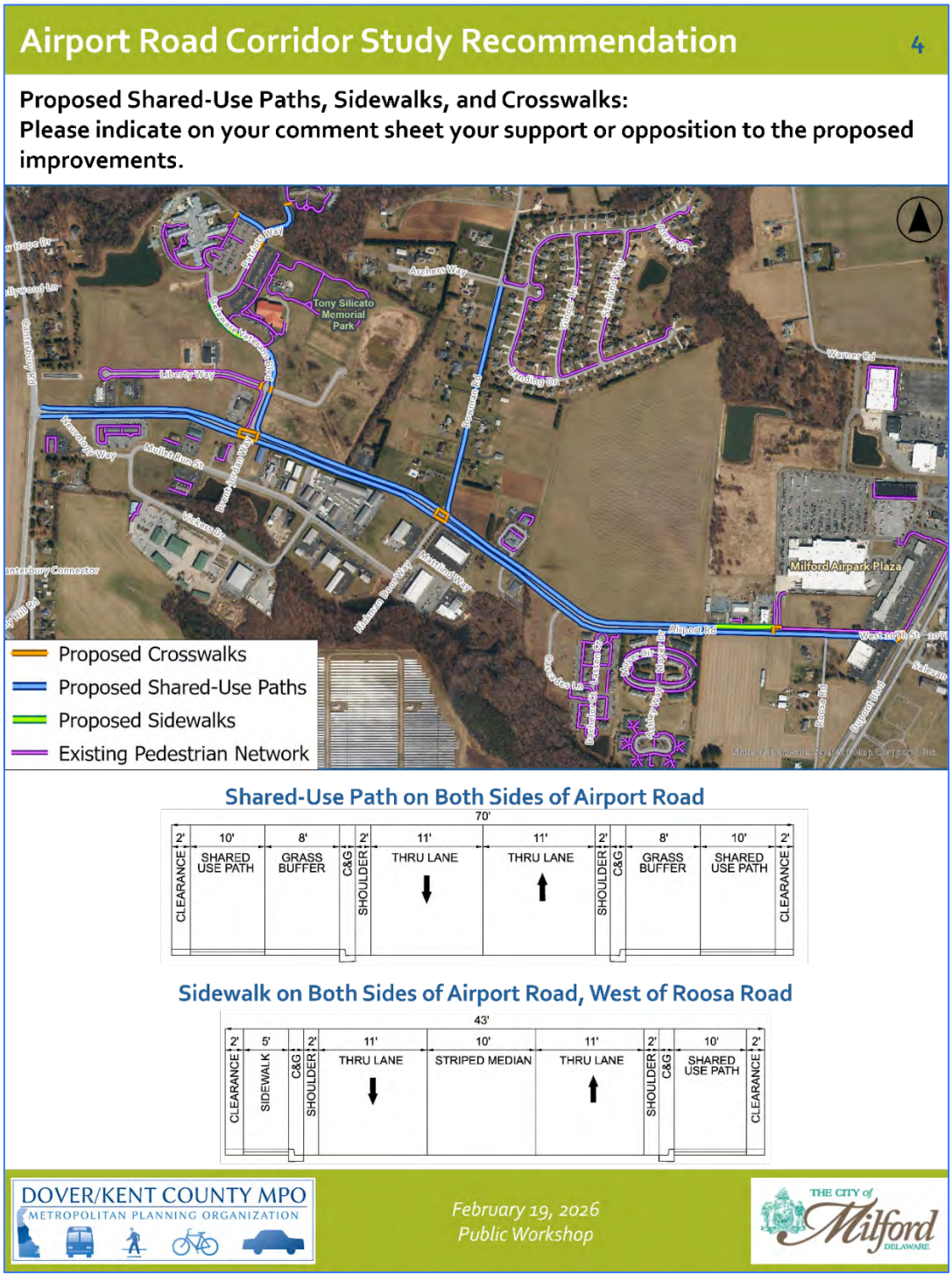


Figure 34 presents the board provided at the public workshop that displays the potential bicycle and pedestrian improvements. Participants were asked to indicate their support or opposition to the proposed improvements in comment form. Five out of six respondents were in support of the improvements, with some showing specific support for shared-use paths. One participant did not indicate support or opposition and asked about the traffic disruption that would occur from the proposed improvements.

Figure 34: Bicycle and Pedestrian Improvements Board



Purpose and Need

Airport Road serves as an important community hub and transportation corridor for the City of Milford. It is the goal of the City that this road will meet the current and future capacity needs of the area, and that it will offer a safe and accessible route for all modes of transportation. The expected outcome of these goals is a safer, better-connected, and more welcoming community.

Local and Regional Planning

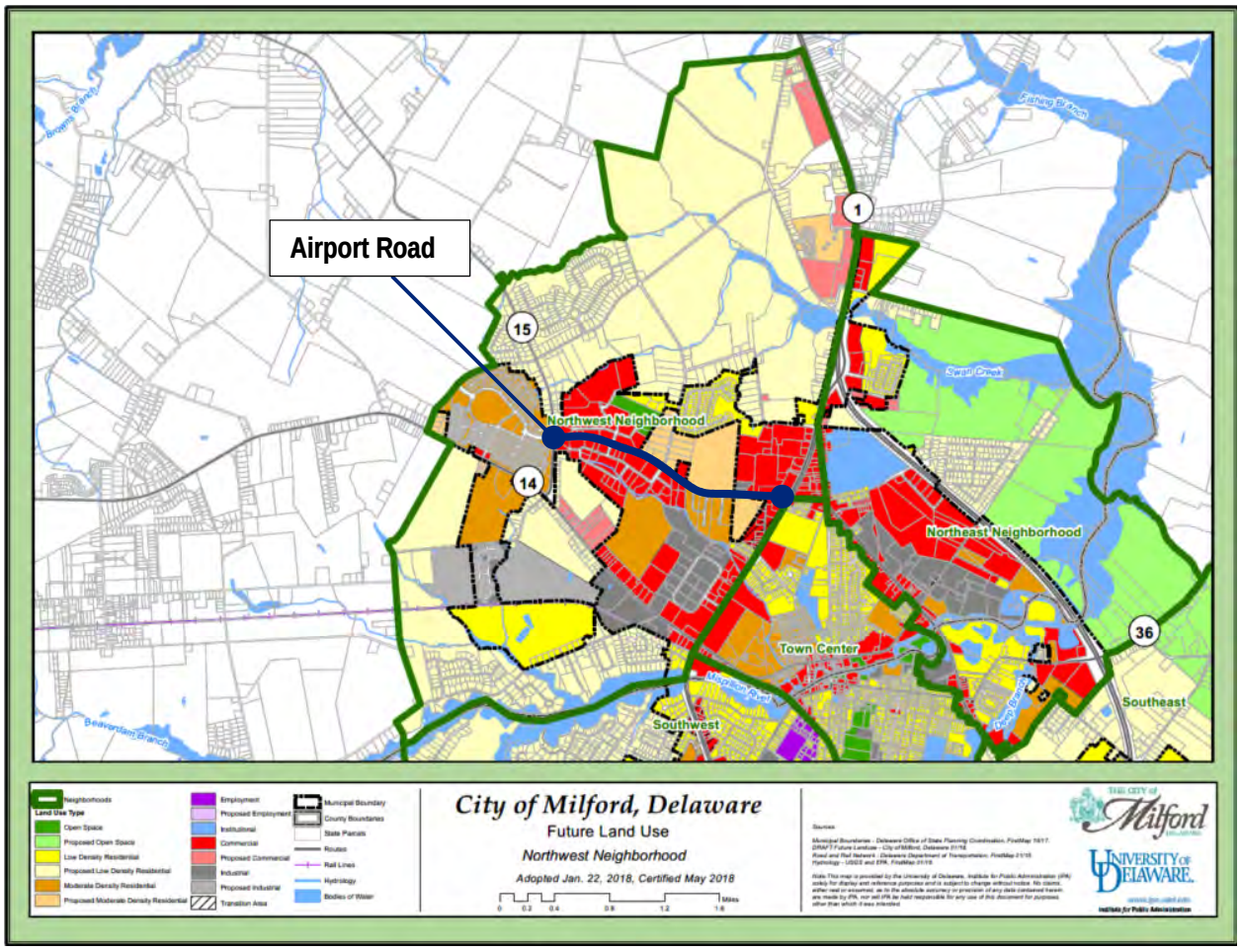
Development Potential/Land Use

Development patterns along Airport Road consist of isolated pockets of vacant lands interspersed between business/office, residential, and commercial spaces. Airpark Plaza is located at the eastern terminal of the Airport Road Corridor which includes a variety of shops and businesses, such as the Walmart Super Center. Multiple regional destinations and community services are located off Delaware Veterans Boulevard including the Delaware Food Bank, Milford Boys and Girls Club, Veteran's Home, Delaware Hospice, and a municipal park. The commercial area south of the Airport Road and Delaware Veteran's Boulevard intersection includes a variety of medical offices as well as Mispillion River Brewing.

According to Kent County GIS data[4]; the vacant land fronting the corridor is currently zoned as Agricultural Conservation in unincorporated Kent County, however, future land use designations in the City of Milford's Comprehensive Plan classify these properties as moderate density residential. Based on this designation, the corresponding zoning districts would be R-3 and R-8, which allow garden apartments and townhouses, or C-1 or OB-1 which would allow community commercial and office building respectively. This type of development would alter the character and needs of the Airport Road Study Corridor. In addition, there are vacant properties located in the business park located off Delaware Veterans Boulevard. These parcels will eventually develop as businesses. **Figure 35** displays the future land use according to Milford's Comprehensive Plan.

[4] Kent County GIS Open Data: Zoning Districts | Kent County Delaware

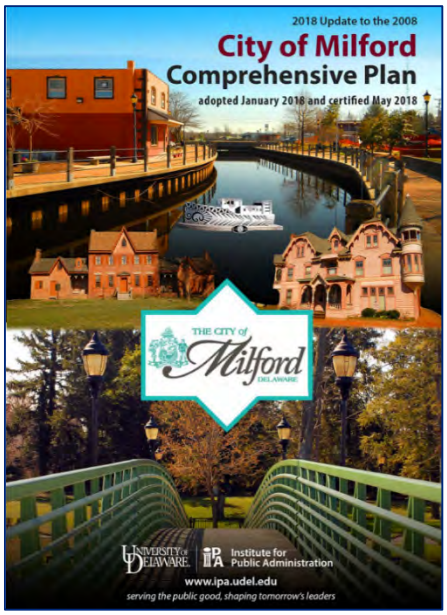
Figure 35: City of Milford Future Land Use



Relevant Plans and Studies

City of Milford Comprehensive Plan

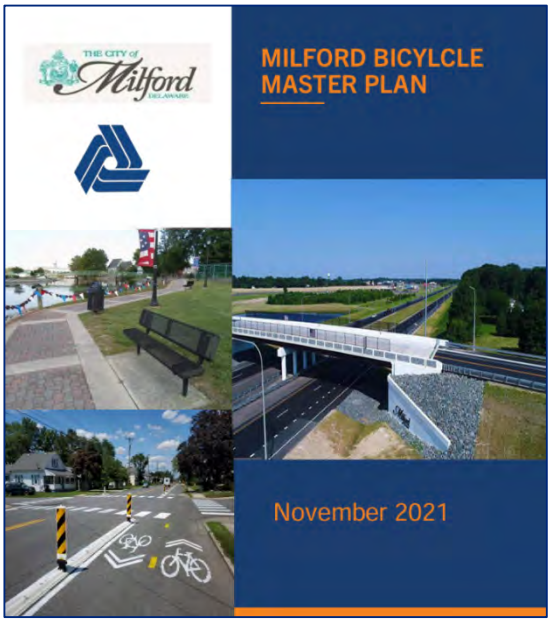
The City of Milford adopted their most recent Comprehensive Plan in 2018, which included a variety of transportation related recommendations. Notably, the plan prioritizes improved bicycle and pedesrian connections and references the City's Bicycle and Pedestrian Master Plan, which proposes future bike paths that link activity centers such as the downtown and park and recreational areas. One of these future bike paths is propsosed to start at the Greater Milford Boys and Girls Club and travels east along Airport Road to US 113, where it would then link to additional proposed pathways. General bicycle and pedestrian recommendations include installing sidewalks in all new developments, ensuring adherence to Delaware's Complete Streets Policy, and providing pedestrian and bicycle connectivity between any residential and adjoining commercial areas, including connections between neighboring subdivisions even at vehicular dead ends in culdesacs.



The City of Milford Comprehensive Plan also calls for preservation of traffic capacity and prevention of further congestion on the City's highways and arterials by planning for future growth and development with connected local streets and bicycle and pedestrian networks. Additionally, there was a recommendation to address deficiencies and maintenance issues in the City's bicycle and pedestrian network by cataloging identified issues, engaging with DelDOT, and programming any available transportation funding.

Milford Bicycle Master Plan

The Milford Bicycle Master Plan was published in 2021 with a goal to "provide the people of Milford a dynamic active transportation system composed of trails, roads, and paths that is inclusive, safe, and functional for all levels of recreation and commuting while increasing economic vitality in Milford." In this plan, an Airport Road side path was identified as a "high-value stand-alone project", meaning that improvements to Airport Road is independently beneficial. The US 113 side path was also noted as a high value stand-alone project which would connect with Airport Road.



Additionally, the second highest ranked loop in the Master Plan is the "Delaware Veteran's Loop", which proposes a bike path along the entire Airport Road corridor and up Delaware Veterans Boulevard to the Greater Milford Boys and Girls Club. The proposed path along Airport Road would stretch along the north side from US 113 to the western property line of Walmart and then cross and continue along the south side until it reaches Canterbury Road. This loop was preceded in ranking by the "Buccaneer Loop" which would utilize shared use paths along US 113 to connect Airport Road with a greater network of proposed shared use paths and activity centers, such as the downtown and Banneker Elementary School, south of the corridor.

Innovations 2050: Metropolitan Transportation Plan

Dover Kent MPO adopted the *Innovations 2050: Metropolitan Transportation Plan* in winter 2025 to guide transportation investment activities, identify present and emerging transportation system needs and coordinate system improvements to address current issues and evolving growth and development patterns and trends. The plan is guided by six themes:

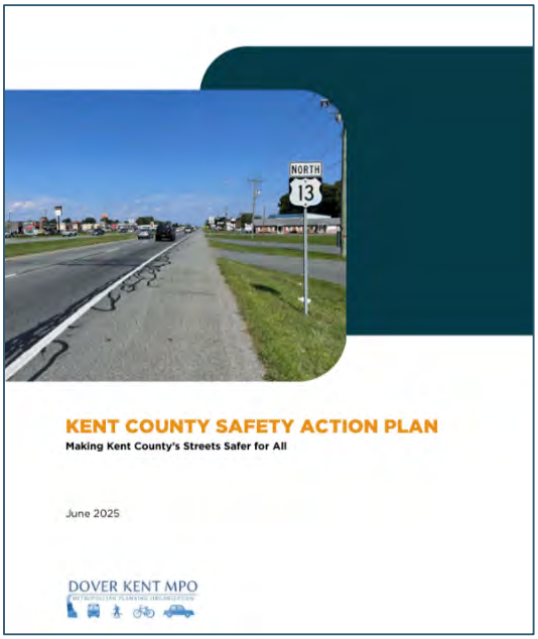
1. Enhanced Mobility – Network Continuity
2. Inter-Jurisdictional Coordination & Concurrency
3. Economic Vitality
4. Social Equity
5. Resiliency & Sustainability
6. User Experience

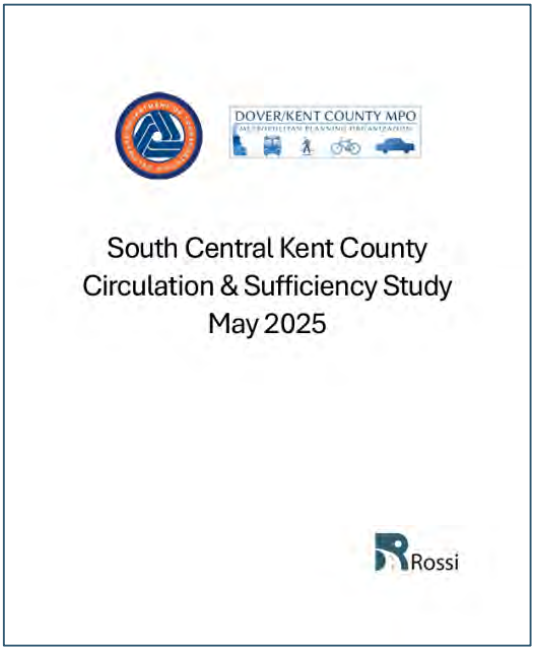
The Delaware Veteran's Loop from the *Milford Bicycle and Pedestrian Plan* is specifically identified in the fiscally constrained priority project list in Appendix E. The project description states "Add bicycle accommodations to Airport Road, Delaware Veterans Boulevard, and other roads to create a safe loop connecting to the Boys & Girls Club

and other key destinations." The Buccaneer Loop was also listed in Appendix E with a project description that reads "Add bicycle accommodations to NW Front Street, US 113, and other roads to create a safe loop connecting to Milford's schools and downtown".

Kent County Safety Action Plan

The Kent County Safety Action Plan was developed by Dover Kent MPO to identify countermeasures and prioritize safety-focused projects to reduce the risk of fatalities and serious injuries from crashes. This plan cites the City of Milford US 113 Pathway Project to ensure alignment and avoid duplication. The intersection of US 113 and Airport Road was identified as a "priority intersection" and there provided the following potential countermeasures for improved pedestrian safety: elimination of slip lanes, high visibility crosswalk, traffic signal modification and installation of a median or pedestrian island.





South Central Kent County Circulation & Sufficiency Study

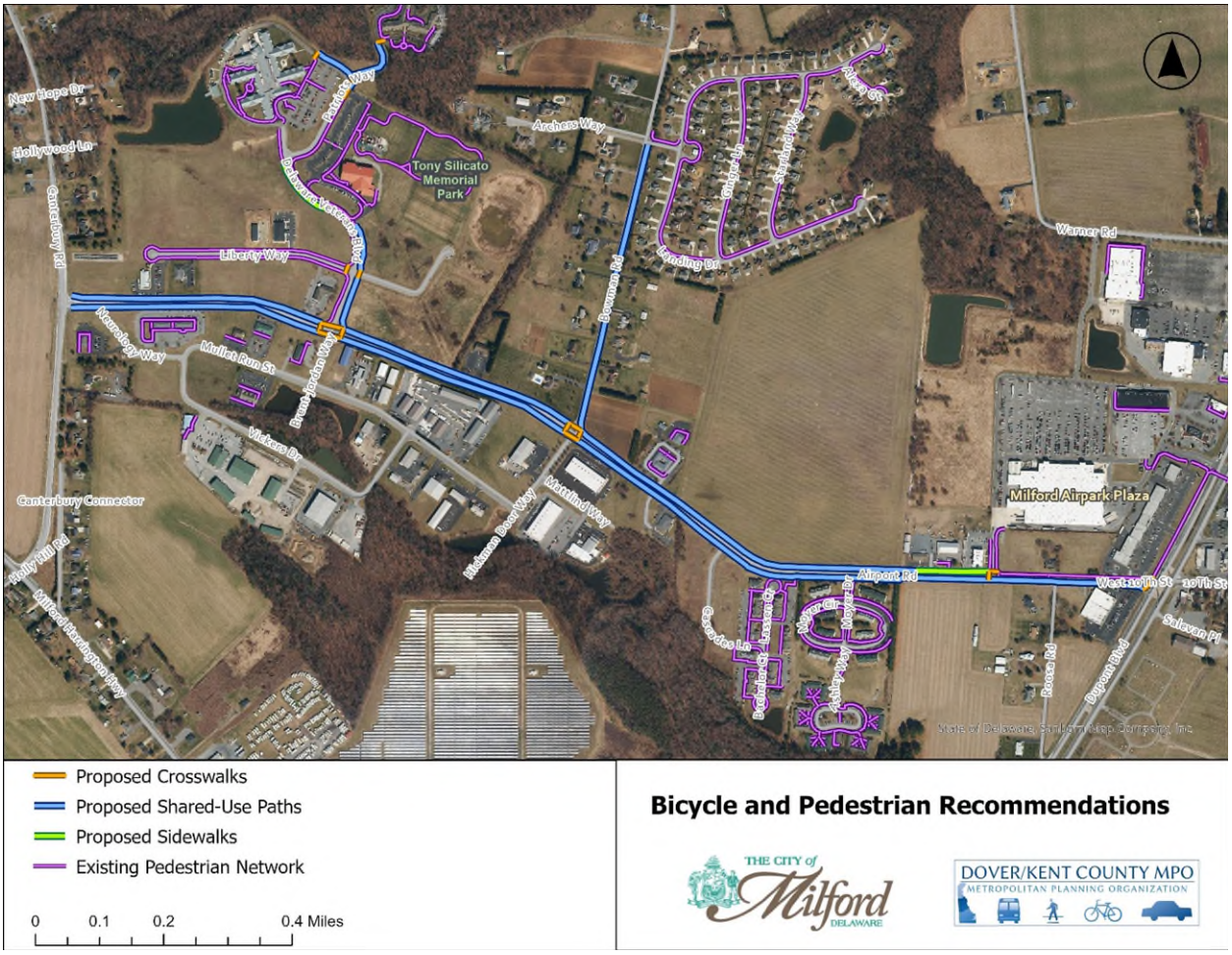
The South Central Kent County Circulation and Sufficiency Study was published in May 2025 to evaluate the area roadways and develop short term and long term recommendations for multimodal enhancements. It recommended bicycle and pedestrian improvements along Airport Road (see **Figure 3**). This Airport Road Corridor Study further refines these recommendations.

Recommendations

Bicycle and Pedestrian Improvements

As noted in the Vision Statement, the Airport Road Corridor Study seeks to advance construction of continuous bicycle and pedestrian facilities along the entire extent of the Airport Road Corridor. This would include most of the proposed facilities identified in **Figure 3**, except for the proposed crosswalks across Airport Road at Delaware Veterans Boulevard and Bowman Road. Instead of just crosswalks, roundabouts are proposed at these intersections. While this would involve pedestrian crossings across all approaches, they would be aligned differently than crosswalks proposed in the *South Central Kent County Circulation and Sufficiency Study*. Additionally, rectangular rapid flashing beacons are proposed at the existing crosswalk across Airport Road at the entrance of Walmart to improve pedestrian visibility. Conceptual renderings of the proposed roundabouts and rectangular rapid flashing beacons are included in the following section. **Figure 36** presents an overview of the bicycle and pedestrian recommendations for Airport Road and the surrounding area.

Figure 36: Recommended Bicycle and Pedestrian Improvements



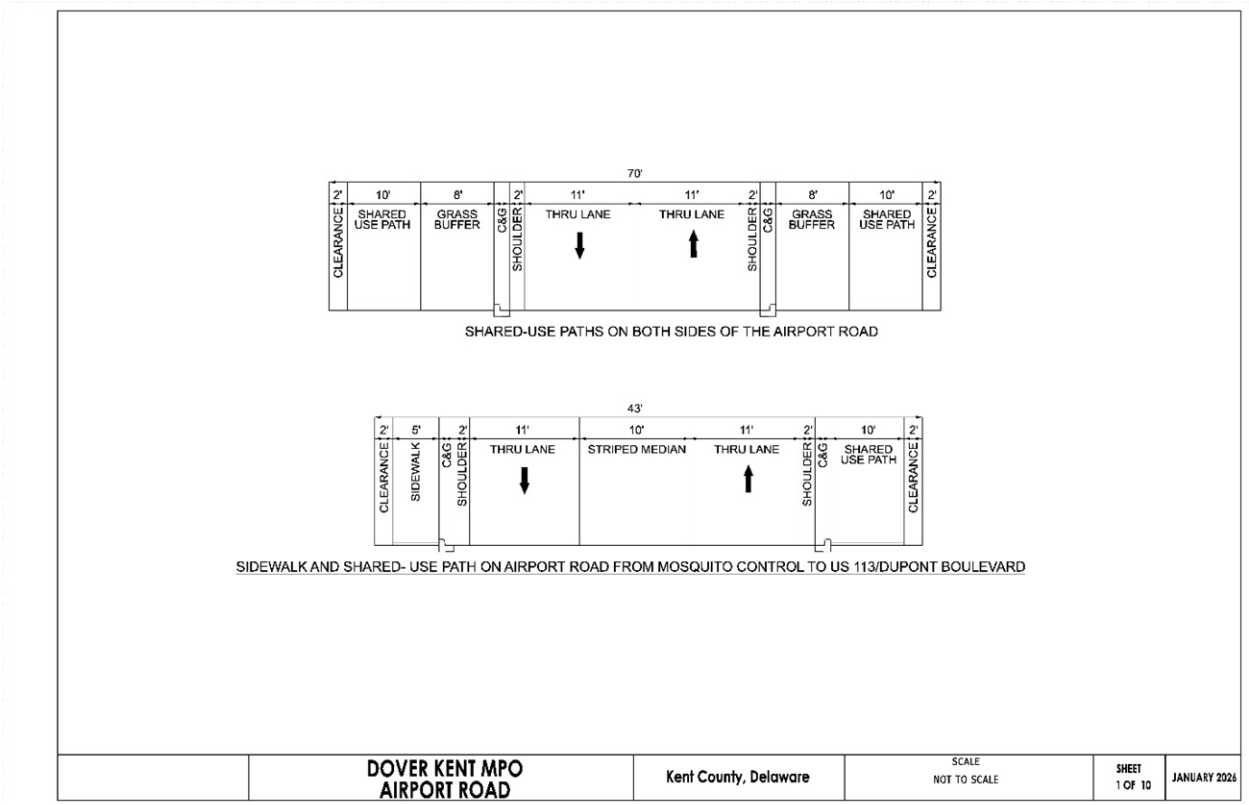
Concepts

Descriptions for each of the proposed improvements are included below with an attached concept drawing. Cost estimates for each concept were developed based on the Delaware Consolidated Transportation Plan (CTP) methodology. Estimates are detailed in Appendix C.

Airport Road Shared-Use Paths

Shared-use paths are recommended along both sides of Airport Road, from Canterbury Road to US 113 on the eastbound side, and from Canterbury Road to the Mosquito Control Section Entrance (located at 1161 Airport Road) on the westbound side. As reflected in **Figure 37**, ten-foot shared-use paths with an eight-foot grass buffer are proposed on both sides of Airport Road, from Canterbury Road until they reach the Mosquito Control Section Entrance. East of this entrance, the ten-foot shared-use path is proposed to continue to US 113 on the eastbound side of Airport Road, and a five-foot sidewalk is recommended to connect to the existing sidewalk at the Walmart Entrance on the westbound side of Airport Road. It is recommended that construction starts with the shared-use path along the eastbound side of Airport Road because there are less obstructions.

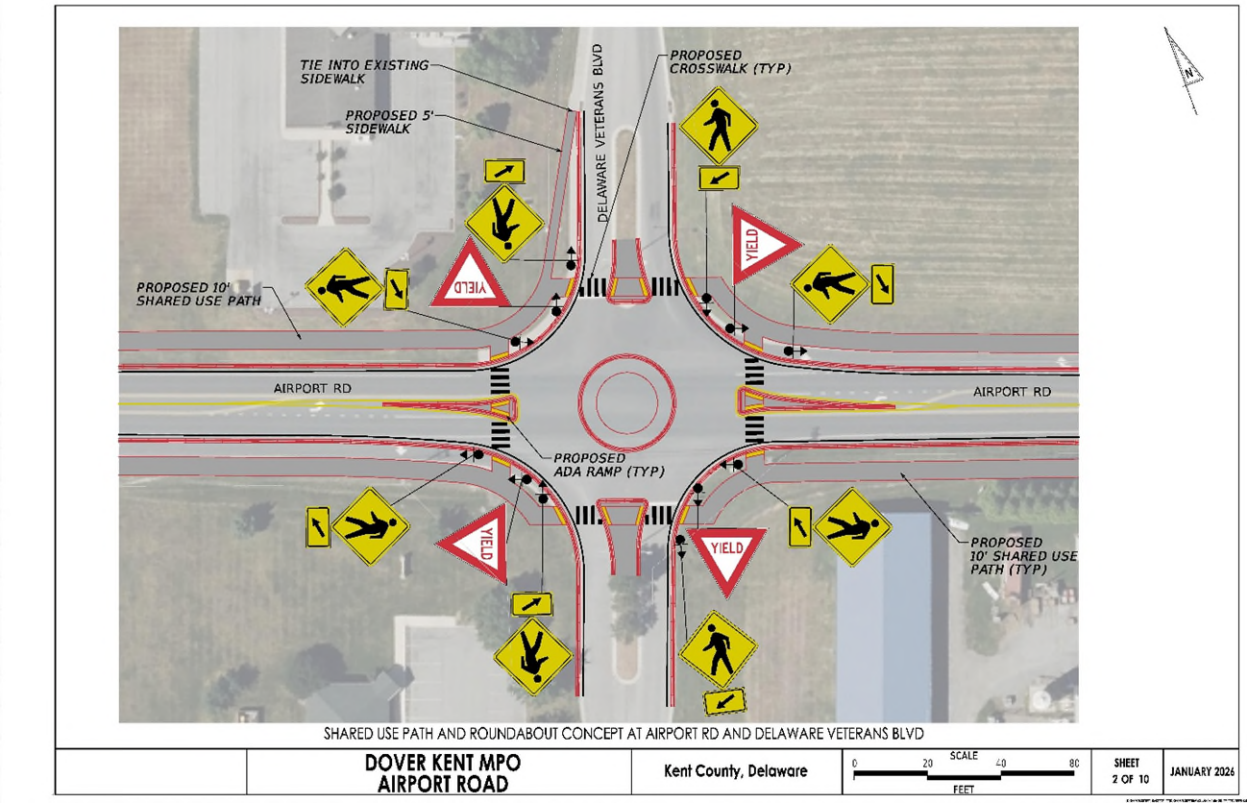
Figure 37: Shared-Use Paths Typical Section



Delaware Veterans Boulevard Roundabout

A roundabout is proposed to replace stop signs and turn lanes at the intersection of Delaware Veterans Boulevard and Airport Road. The proposed roundabout would have pedestrian warning signs, ADA ramps, pedestrian refuge islands, and crosswalks at all four legs of the intersection. Yield signs are also recommended at each approach to ensure vehicles entering the roundabout yield to traffic that is already circulating. Proposed shared-use paths would run along either side of Airport Road. As noted in the Airport Road Shared Use Path Section, it is recommended to construct the shared-use path along the eastbound side of Airport Road first. **Figure 38** depicts the Delaware Veterans Boulevard Roundabout.

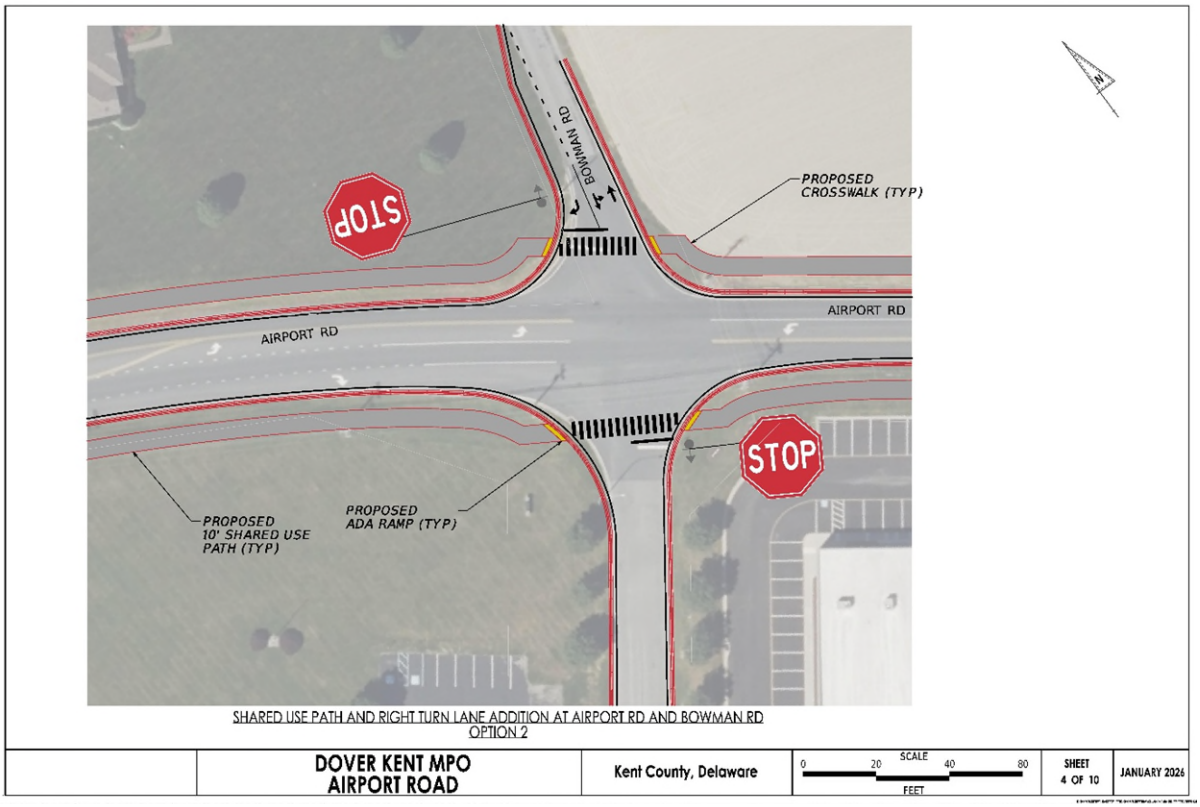
Figure 38: Delaware Veterans Boulevard Roundabout Concept



Bowman Road Phased Recommendations: Additional Turn Lane and Roundabout

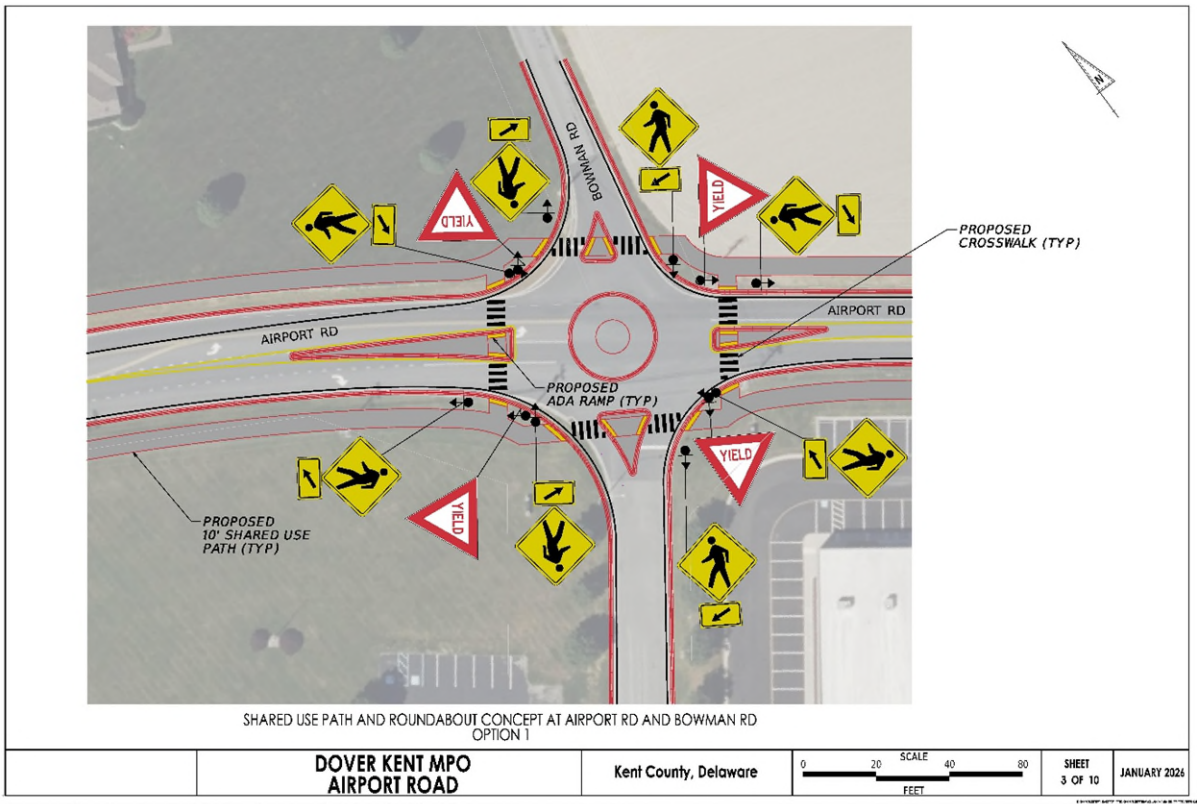
It is recommended that improvements to the Bowman Road and Airport Road intersection are constructed in phases. The first phase of improvements would include the addition of a right-turn lane along the southbound approach of Bowman Road north of Airport Road. ADA ramps and crosswalks across the north and south approaches of the intersection would also be installed to connect the shared-use paths along both sides of Airport Road. **Figure 39** presents the first phase of improvements recommended at the Bowman Road and Airport Road intersection.

Figure 39: Bowman Road Additional Turn Lane Concept



To accommodate the anticipated growth surrounding Airport Road (see **Table 12** in the **Capacity Analysis** section), phase two of the Bowman Road and Airport Road intersection improvements involves the elimination of the new turn lane and conversion of the stop-controlled intersection to a roundabout. Similar to the recommended roundabout at Delaware Veterans Boulevard, this would include yield signs, pedestrian warning signs, ADA ramps, pedestrian refuge islands, and crosswalks at all four legs of the intersection. **Figure 40** displays the proposed roundabout at Bowman Road and Airport Road.

Figure 40: Bowman Road Roundabout Concept

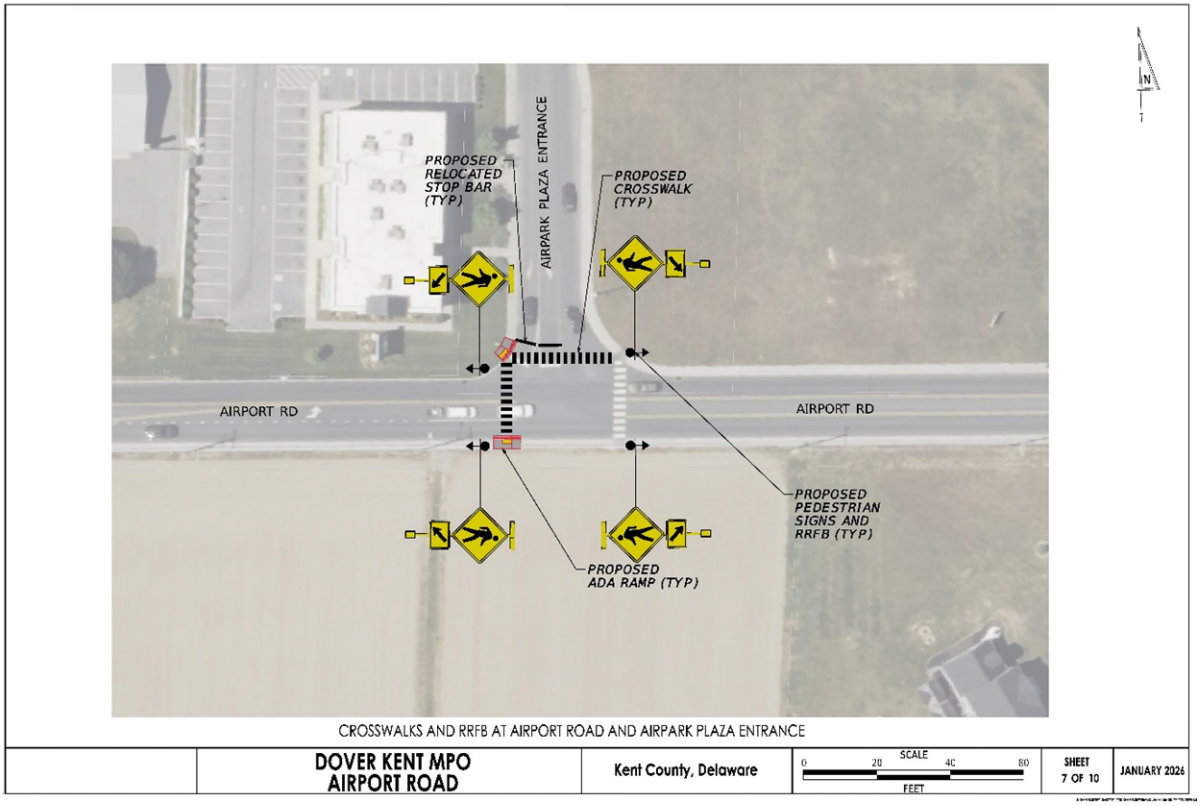


Walmart Entrance Rectangular Rapid Flashing Beacon

Two additional crosswalks with ADA ramps are proposed at the intersection of Airport Road and the Walmart Entrance, one across the west leg and the other across the north leg of the intersection. Rectangular Rapid Flashing Beacons (RRFBs) are proposed at each corner of the intersection. RRFBs help to increase pedestrian visibility and increase driver awareness at marked crosswalks (see **Figure 41** for an example). The recommended improvements are the intersection of Airport Road and the Walmart Entrance are displayed in **Figure 42**. These pedestrian improvements can be implemented independently from the proposed shared-use paths; therefore, the recommended shared-use paths are not included in **Figure 36**.

Figure 41: RRFB at Rehoboth Beach, Delaware

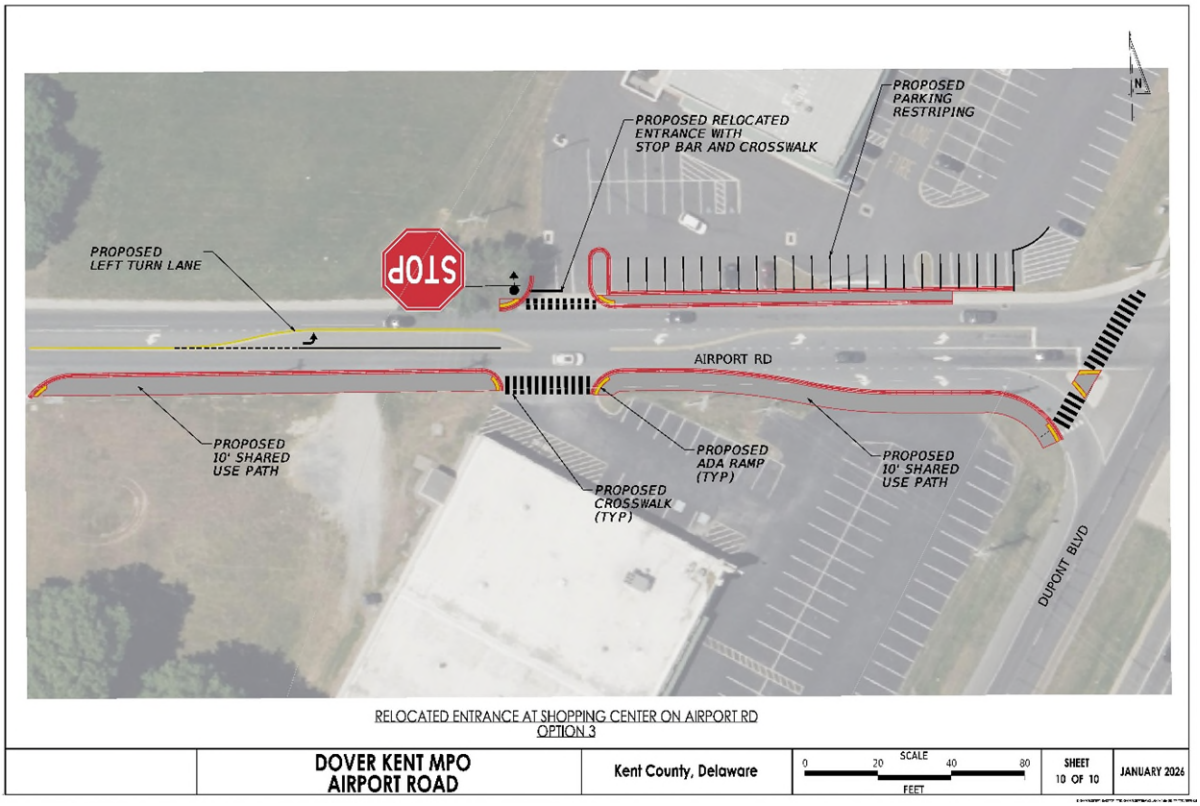
Figure 42: Walmart Entrance Pedestrian Improvements



Airpark Plaza Access Management

Several recommendations are proposed at the Airpark Plaza Entrance off of Airport Road, including relocating the entrance further west from US 113. The current entrance would be converted into sidewalk and parking spaces would be restriped. The painted median would be converted into dedicated left turn lanes to accommodate the commercial entrances. Crosswalks with ADA ramps are proposed at the relocated Airpark Plaza Entrance, the entrance to Milford Bowling Lanes, and the Airport Road and US 113 intersection along with a pedestrian refuge at the porkchop island. Additionally, a shared-use path is proposed along the south side of Airport Road until it reaches US 113. **Figure 43** displays the proposed improvements at the Airpark Plaza Entrance and Airport Road.

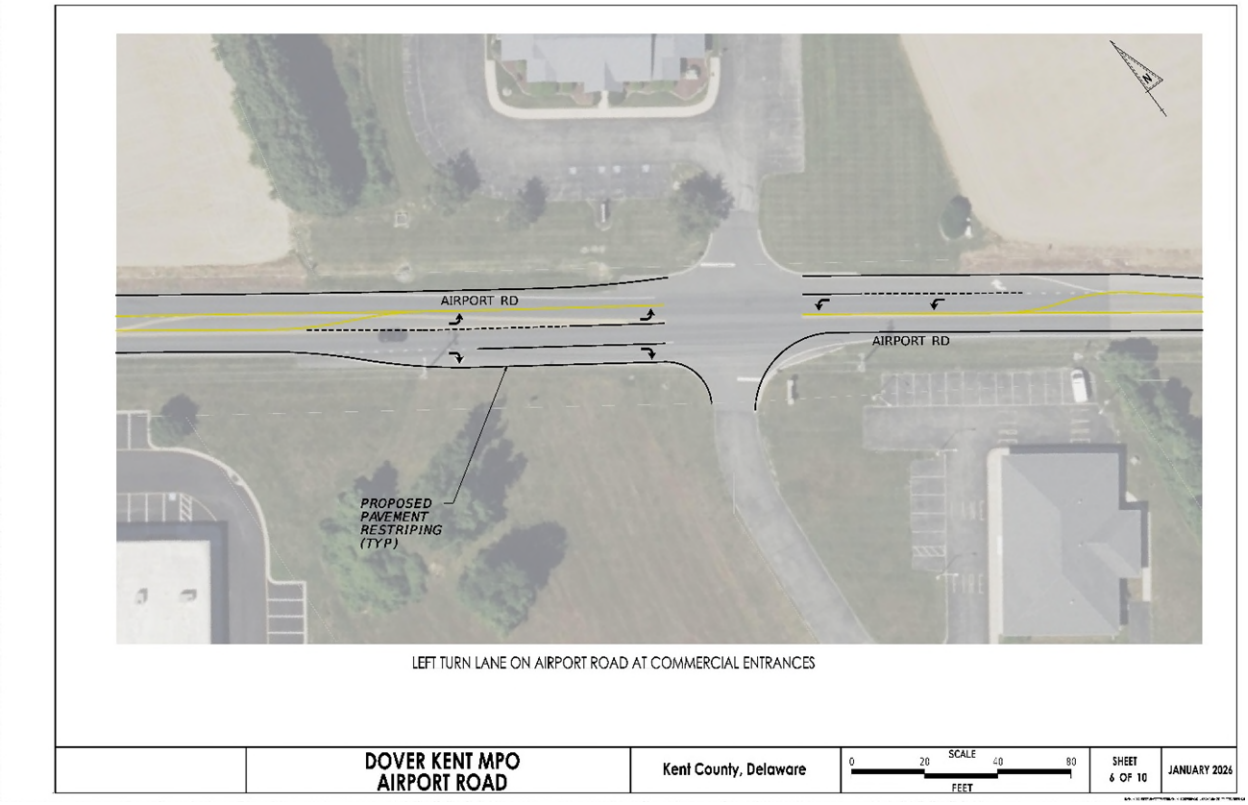
Figure 43: Airpark Plaza Entrance Relocation Concept



Additional Turn Lanes at Doctor Office Entrances

Additional turn lanes are recommended at the entrances to the medical offices located between Cascades Lanes and Bowman Road. As reflected in **Figure 44**, this would include restriping the lanes or widening of the road and left turn lanes for both eastbound and west bound approaches.

Figure 44: Additional Turn Lanes at Doctor's Office Entrances



Capacity Analysis

Roadway capacity analysis was conducted for Airport Road's intersections with Delaware Veterans Boulevard and Bowman Road. The capacity at these intersections was analyzed using Highway Capacity Software (HCS) which implements the methods and procedures outlined in the Highway Capacity Manual (HCM) and determines the Level of Service (LOS) of intersections and roadways. LOS is a graded scale indicating the performance of roadways at defined locations in terms of how freely traffic can move. The LOS scale ranges from A to F, with a LOS of A reflecting low levels of delay for intersection approaches or movements, and a LOS F reflecting high values of delay for an intersection approach or movement. For roadway segments, the LOS scale similarly ranges from A-F, with a LOS of A reflecting free flow of traffic, low volumes, and high speeds, and a LOS of F indicating stop-and-go congestion. If the LOS drops to an E or below, then the system or intersection performance is considered unacceptable.

Multiple scenarios were assessed to determine the LOS of each intersection, including present day (2025) capacity with existing conditions, present day capacity with roadway improvements, future capacity (2045) with existing conditions, and future capacity with roadway improvements.

Delaware Veterans Boulevard

Table 8 summarizes the LOS of the Airport Road and Delaware Veterans Boulevard intersection with existing conditions in the year 2025 compared to 2045. The 2025 LOS of this intersection does not drop below E for any of the

approaches; however, it is projected that by 2045 the p.m. LOS will be E for the northbound approach and F for the southbound approach. While the performance of the intersection is currently acceptable, it will be considered inadequate by 2045.

Table 8: LOS of Airport Road and Delaware Veterans Boulevard Intersection: Existing Conditions

Approach	2025 LOS / Delay (sec) AM	2025 LOS / Delay (sec) PM	2045 LOS / Delay (sec) AM	2045 LOS / Delay (sec) PM
Eastbound Left Turn	A / 8.0	A / 8.4	A / 8.3	A / 8.8
Westbound Left Turn	A / 8.3	A / 7.8	A / 8.5	A / 8.2
Northbound	C / 19.1	C / 17.1	D / 25.7	**E / 36.1**
Southbound	C / 19.2	C / 24.9	D / 28.2	**F / 112.8**

Table 9 summarizes the LOS of the Airport Road and Delaware Veterans Boulevard intersection with a roundabout in the year 2025 compared to 2045. With the roundabout, all approaches of the intersection would have a future LOS of A and a maximum delay of 7.8 seconds. The roundabout would allow this intersection to better adapt to the expected growth in the region with minimal negative impacts to traffic flow.

Table 9: LOS of Airport Road and Delaware Veterans Boulevard Intersection: With Roundabout

Approach	2025 LOS / Delay (sec) AM	2025 LOS / Delay (sec) PM	2045 LOS / Delay (sec) AM	2045 LOS / Delay (sec) PM
Eastbound	A / 7.3	A / 6.2	A / 7.8	A / 6.9
Westbound	A / 5.7	A / 6.5	A / 6.5	A / 7.0
Northbound	A / 6.2	A / 5.1	A / 6.7	A / 5.9
Southbound	A / 4.4	A / 6.4	A / 5.0	A / 7.0

Bowman Road

Table 10 summarizes the LOS of the Airport Road and Bowman Road intersection with existing conditions in the year 2025 compared to 2045. The 2025 LOS of this intersection does not drop below E for any approaches; however, it is projected that by 2045 the a.m. and p.m. LOS will be E for the southbound approach. While the performance of the intersection is currently acceptable, it will be considered inadequate by 2045.

Table 10: LOS of Airport Road and Bowman Road Intersection: Existing Conditions

Approach	2025 LOS / Delay (sec) AM	2025 LOS / Delay (sec) PM	2045 LOS / Delay (sec) AM	2045 LOS / Delay (sec) PM
Eastbound Left Turn	A / 8.0	A / 8.3	A / 8.3	A / 8.8
Westbound Left Turn	A / 8.3	A / 8.4	A / 8.7	A / 8.7
Northbound	B / 13.4	C / 16.4	C/ 16.0	C / 24.3
Southbound	C / 23.3	C / 23.9	**E / 36.9**	**E / 40.4**

Table 11 summarizes the LOS of the Airport Road and Bowman Road intersection with the additional southbound right turn lane in the year 2025 compared to 2045. The southbound turn lane would prevent all approaches from dropping below a LOS of E; however, they would drop to a D which signifies that the intersection would be approaching inadequacy.

Table 11: LOS of Airport Road and Bowman Road Intersection: With Additional Turn Lane

Approach	2025 LOS / Delay (sec) AM	2025 LOS / Delay (sec) PM	2045 LOS / Delay (sec) AM	2045 LOS / Delay (sec) PM
Eastbound Left Turn	A / 8.0	A / 8.3	A / 8.3	A / 8.5
Westbound Left Turn	A / 8.4	A / 8.4	A / 8.7	A / 8.7
Northbound	B / 13.4	C / 16.4	C / 16.0	C / 21.6
Southbound	C / 21.8	C / 22.7	D / 33.2	D / 34.1

Table 12 summarizes the LOS of the Airport Road and Bowman Road intersection with a roundabout in the year 2025 compared to 2045. With the roundabout, all approaches of the intersection would have a future LOS of A and a maximum delay of 7.9 seconds. The roundabout would allow this intersection to better adapt to the expected growth in the region with minimal negative impacts to traffic flow.

Table 12: LOS of Airport Road and Bowman Road Intersection: With Roundabout

Approach	2025 LOS / Delay (sec) AM	2025 LOS / Delay (sec) PM	2045 LOS / Delay (sec) AM	2045 LOS / Delay (sec) PM
Eastbound	A / 6.9	A / 6.1	A / 7.3	A / 7.4
Westbound	A / 5.6	A / 6.6	A / 6.3	A / 7.3
Northbound	A / 5.6	A / 5.5	A / 6.0	A / 7.9
Southbound	A / 5.2	A / 5.1	A / 6.0	A / 5.6

APPENDIX A – PUBLIC SURVEY RESULTS

Airport Road Corridor Improvement Study

Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS
2,067	157	1,605	116

Are you aware of any areas in need of transportation improvements within the Airport Road Corridor Study area? If so, please describe where and what can be improved.

I feel that there would be a problem with farm equipment, tractor trailers and other large vehicles in the roundabout.

10/22/2025

Existing sidewalks are too narrow and need to be extended the entire length or airport rd. In addition, the north side of the road needs a sidewalk to provide access to the playground, boys and girls club and food bank.

10/18/2025

The proposed shared use path needs to connect on the south side to the existing sidewalk coming from Rt 13. There needs to be a path on the entire south side of Airport Road.

9/17/2025

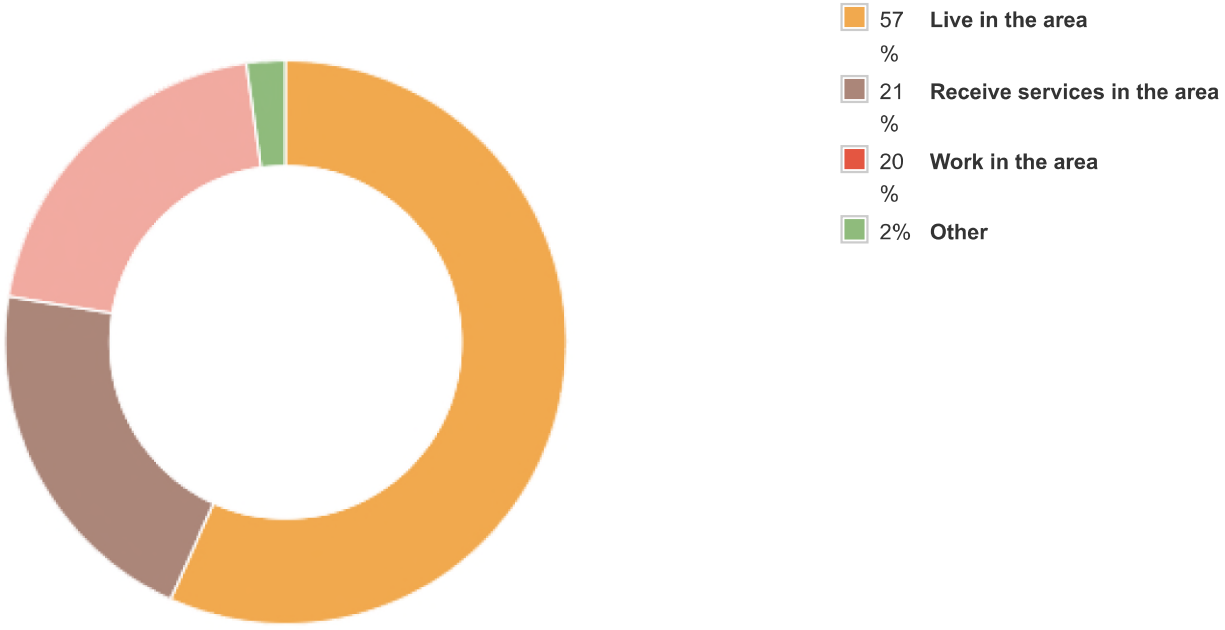
Turn lanes are needed from Canterbury Rd onto Airport Road. Thank you.

9/10/2025

Two Lane Roads - no one bikes here, no shared use paths!

9/5/2025

1. What is your relationship to the Airport Road Corridor?



134 respondents

Poll Questions 'Other' Responses:

Drive it all the time to get to Milford

10/23/2025

Live in Milford

9/9/2025

commute

9/9/2025

2. Do you visit any of the following destinations along the Airport Road Corridor? (select all that apply)

86%	Walmart	113 ✓
65%	Dental or Medical Offices	85 ✓
48%	Airpark Plaza Shops	63 ✓
38%	Food Bank of Delaware	50 ✓
36%	Milford Bowling Lanes	47 ✓
29%	Greater Milford Boys and Girls Club	38 ✓
28%	Mispillion River Brewing	37 ✓
18%	Delaware Veterans Home	24 ✓
16%	Delaware Hospice	21 ✓
15%	Other	19 ✓
12%	Home	16 ✓
3%	Church	4 ✓
1%	Courthouse	1 ✓

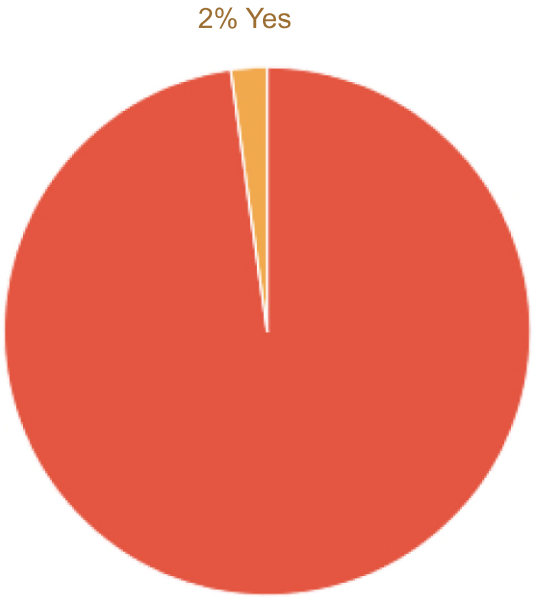
131 Respondents

3. How do you travel along the Airport Road Corridor? (select all that apply)

99%	Drive car	129 ✓
3%	Other	4 ✓
2%	Walk	3 ✓
2%	Ride bicycle	2 ✓
0%	Ride bus	0 ✓

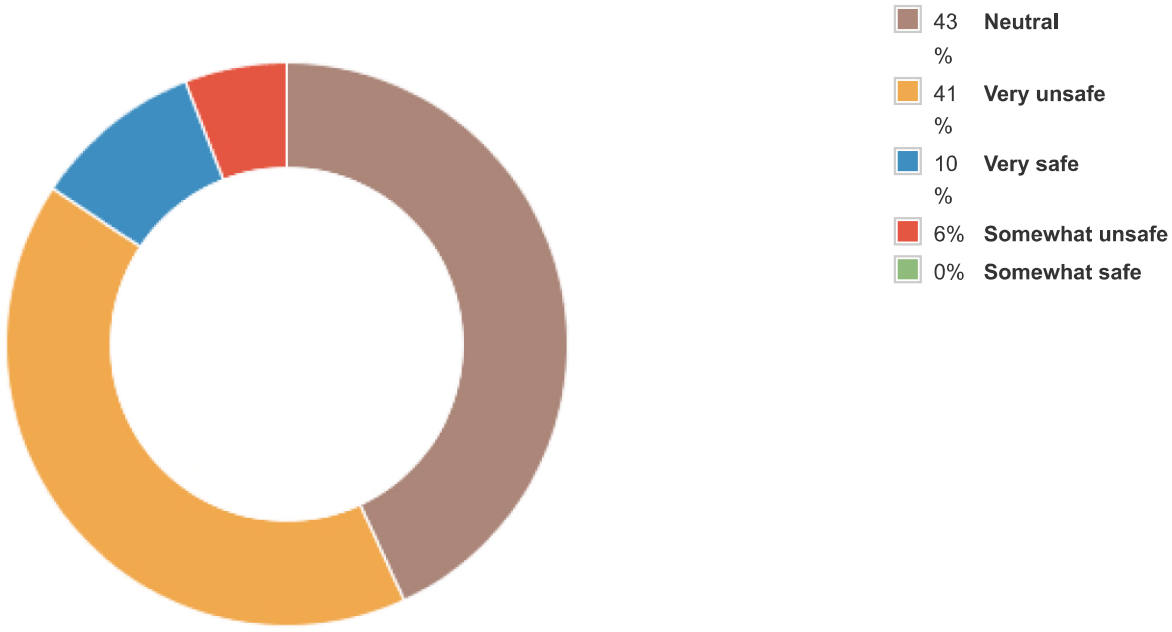
130 Respondents

4. Do you walk along the Airport Road Corridor?



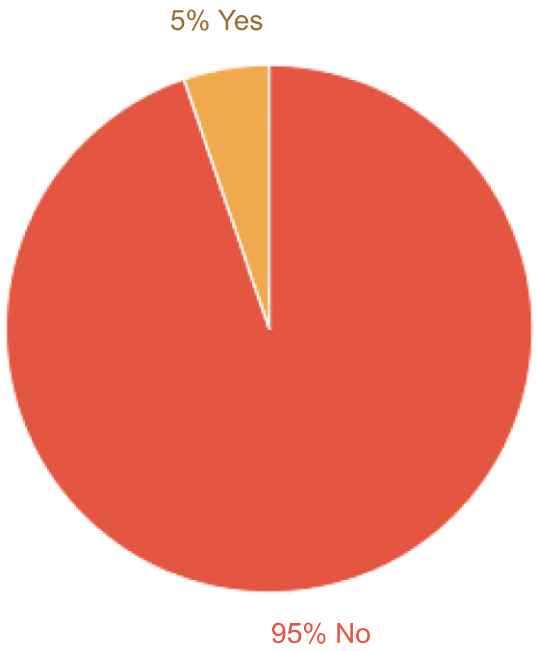
135 respondents

5. If yes, how safe do you feel walking?



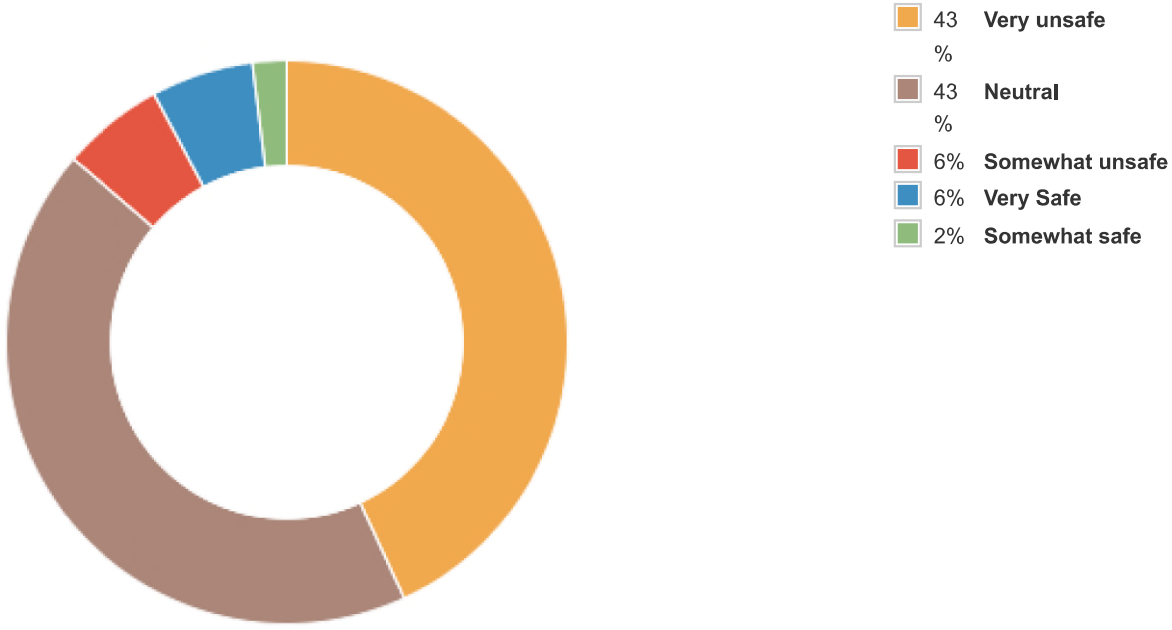
51 respondents

6. Do you bike along Airport Road Corridor?



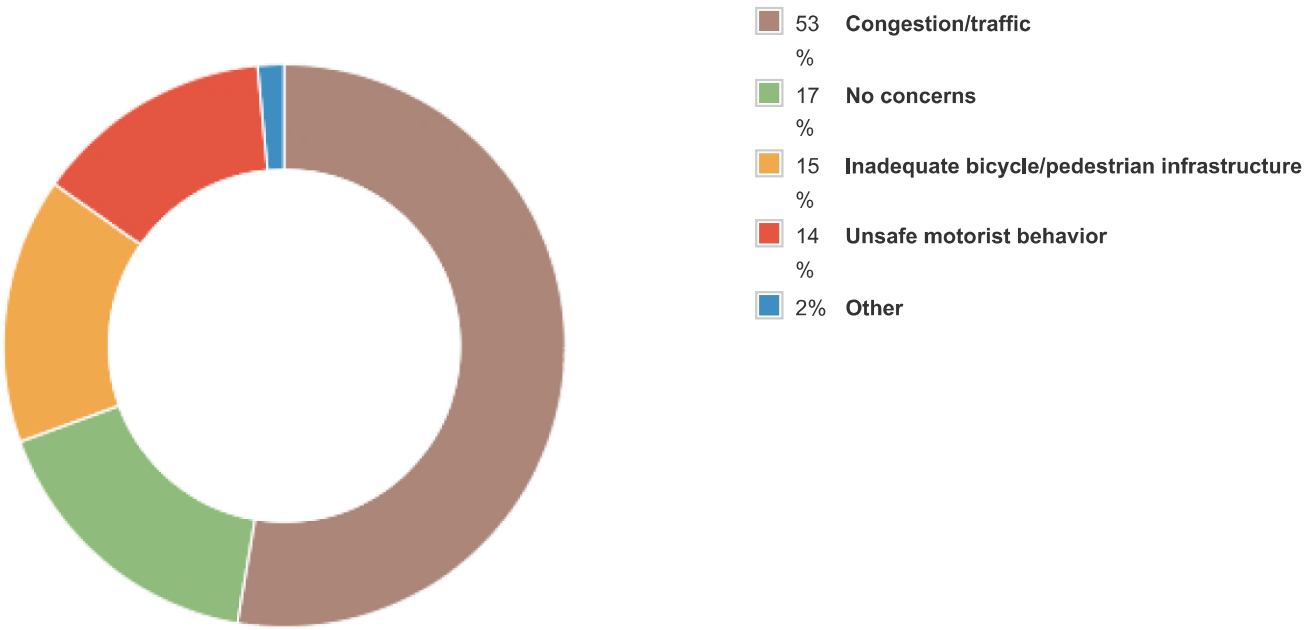
133 respondents

7. If yes, how safe do you feel biking?



51 respondents

8. What is your primary concern for the Airport Road Corridor?



131 respondents

9. What facilities do you think would make Airport Road more accessible and safer? (select up to 3 choices)

64%	Traffic signals	76 ✓
38%	Dedicated/protected bicycle lanes	45 ✓
26%	Crosswalks	31 ✓
23%	Multi-use pathways	27 ✓
20%	Roundabouts	24 ✓
12%	Other	14 ✓
7%	Transit stops	8 ✓

119 Respondents

10. Please list specific locations along the Airport Road Corridor where you have the most concerns.

Airport road and Route 15

10/25/2025

Areas with low/no shoulder and low/no sidewalk or pedestrian/bike area.

10/24/2025

Intersection with Canterbury Rd

10/24/2025

No left turn out of subway parking lot.
Close first entrance to wawa from left turning traffic. It clogs the intersection.

10/23/2025

1 Roundabout specifically where Airport Rd meets Canterbury Rd would be great to keep traffic moving in the mornings and around end of workdays. Rest of Airport Rd is fine.

10/23/2025

Delaware Veterans Blvd

10/23/2025

Intersection at Rt 15. The Airport road was never updated to support the volume of traffic when it was repaved many years ago.

10/23/2025

Against another traffic circle

10/23/2025

.

10/23/2025

Trying to make a left anywhere on Airport Rd.

10/23/2025

None, please don’t do a round about, maybe a traffic light.

10/23/2025

Vickers drive

10/23/2025

Bowman Road and turning out of Milford Plaza trying to go towards 14

10/23/2025

No concerns

10/23/2025

I do not have major concerns about airport road. It's a road. It's not designed for pedestrian use. Never has been. I don't believe there are inaccessible areas.

10/23/2025

The entire road is incredibly dangerous for anyone not in a car

10/22/2025

The entrance to Airpark plaza. Close it or add a turn lane

10/22/2025

the entire road with all the traffic from all the unnecessary developement and industrial park. I am concerned because half of the people have no clue how to use a roundabout. And what about the wildlife been displaced. So sorry this state is so greedy.

10/22/2025

There is a lot of congestion on airport road / I do not think adding a bike/walking path is going to be a safe option.

10/22/2025

Airport road and Canterbury intersection, as well as the four way stop along Canterbury getting backed up

10/21/2025

More traffic on ROOSA road due to shut down of airport and Canterbury. Too many people use it as a cut through to avoid the highway/Traffic light and use it as a drag strip to see how fast they can get to stop sign. Very unsafe for the children who live on the road already. Turning left off of ROOSA road to get onto airport road takes forever and is becoming increasingly more unsafe. There was just an accident at that location the other day. Turning left to get out of Walmart is difficult as well.

10/21/2025

Roundabouts are stupid. People dont know how to use them properly. This will lead to accidents and congested traffic

10/21/2025

Airport Rd and 113 intersection is already so busy! And airport rd and route 15 is so hard to turn onto because it’s just so busy.

10/20/2025

Speed monitoring would be helpful. I do not bike or walk this road but I would be afraid to.

10/20/2025

Na

10/20/2025

Mostly the intersection turning into and out of the food bank, veterans home, medical offices, boys and girls clun

10/20/2025

Intersection at Canterbury Road

10/20/2025

Intersection of Canterbury and Airport Road

10/19/2025

Stopped traffic turning into the plaza from the northbound turn lane. Trying to beat the light.

10/19/2025

Way to much infrastructure and traffic on Canterbury rd due to over building of homes and businesses

10/19/2025

Ffffff

10/19/2025

The proposed roundabouts, which don’t seem to be proposed. The data clearly shows roundabouts are not wanted or needed.

10/18/2025

Lack of adequate sidewalks and bike lanes creates traffic hazards when people use the road. A round a bout should be installed to slow down traffic.

10/18/2025

None

10/18/2025

Canterbury all the way to Route 14 Including Airport Rd.

10/18/2025

Access to my employer

10/18/2025

At the connection to Canterbury Road and the entrance/exit of Airport Plaza.

10/18/2025

With the field being developed I think a light would be the better option at the Canterbury road.

10/18/2025

10/18/2025

Bowman and airport
Delaware veterans and airport

10/18/2025

The entire road

10/17/2025

Intersection of Bowman Rd and Airport Rd.

10/17/2025

Bowman road and Canterbury road.

10/17/2025

Bowman Road and Canterbury Road

10/17/2025

By the Boys and Girls club. Our children. The town keeps growing by building and we don't need it. This has just added to that aspect. Our schools are not big enough for the influx. Highly disappointed in how Milford has taken away the small town aspect.

10/17/2025

Veteran home entrance off Airport

9/24/2025

Getting to work at DVH and Delaware Hospice.

9/24/2025

Canterbury & Airport Roads intersection.

9/23/2025

Area coming out of the food bank to Airport Road needs a pressure sensored light due to frequent congestion and appears to be dangerous to cross into eastbound lane. Also the area coming out of Walmart Airport Road has the same concerns. No sidewalks for pedestrians.

9/23/2025

Area coming out of the food bank to airport road is congested and needs a signal that is pressure sensored . Also area getting out of Walmart appears dangerous

9/23/2025

People trying to cross from the "Subway Plaza" to the Bowling Lanes

9/23/2025

Airport Road and Canterbury Road

9/17/2025

There needs to be a multi use path on the south side of airport road that runs from the existing sidewalk (near Walmart) to the end. Many people walk on the road and is unsafe. The proposed plan shows the multi use path not connecting - but stopping before the apartments from canterbury road and not connecting with the exisiting side walk.

9/17/2025

Airport road and bowman road
Airport rd and Canterbury rd

9/17/2025

In the area where the sidewalk ends, the shoulder is very narrow for bikes, pedestrians and business maintenance/upkeep. Cars do not follow the 35mph speed limit. Anything to help slow down speeding cars would be great.

9/17/2025

Shoulder on both sides of entire road

9/17/2025

intersection of canterbury & milford harrington hgwy

9/17/2025

14 and Holly rd

9/17/2025

Where it connects with Cantaberry Road, it poses a hazard for people trying to turn left. Either you're stuck for ages waiting for cross traffic, or you have to try your luck on a small gap. I can only see this getting worse with the addition of the industrial park they are planning to open.

9/17/2025

Intersection of Airport Rd and the road going to Walmart (My Eye Dr on the corner). Maybe a traffic signal there?

9/15/2025

Not a specific location: Drivers exceeding speed limit on a very curvy road.
Each intersection: Airport Road and Delaware Veterans Blvd., Walmart entrance, Bowman Road intersection

9/15/2025

Sharp right turn leaving Walmart

9/12/2025

Canterbury and airport rd .please no roundabouts.

9/11/2025

Canterbury Rd & Airport Rd. I travel to Baltimore Aircoil daily.So what ever they decide to do it will impact my drive to and from work.

9/10/2025

The entire area. The infrastructure does not spport the new commercial and residential developments. The congestion along Canterbury, Airport Road and 14 is ridiculous for residents.

9/10/2025

A traffic light at the corner of Bowman Road and Airport Road is necessary due to the influx of heavier traffic.

9/10/2025

A traffic light at Airport Road and Canterbury Road would be the most beneficial answer to the congested traffic at this intersection. Making a left turn from Airport to Canterbury is especially hard. Also, unless you get into the shoulder lane (even when signaling right) when turning right onto Airport from Canterbury, some driver might try to pass you on the right!

9/10/2025

All of the on and off sections of airport road for 14, Bowman road, and all the businesses are difficult to maneuver. There are very little turn lane areas, it is terribly lit during the night. 14 and airport is very dangerous with the dump trucks from the new business park pulling out.

9/9/2025

Canterbury Rd intersection and the Willows apartments area.

9/9/2025

There are a lot of pedestrians and bicyclists along this stretch of road and in most spots there is no choice for them but to travel in the vehicle lanes which is extremely unsafe. Also, the road is not very well lit, and the intersection at the Canterbury Rd. end most definitely needs a traffic light. The stop sign is not enough.

9/9/2025

Rt 113, Airport Road intersection traffic light. West bound traffic runs red light.
Airport road, Rt 15 intersection. Traffic circle will be a great improvement.
City of Milford needs to require sidewalks for all projects on airport road. City has not been consistent in requiring sidewalks in the past.

9/9/2025

dr office, plaza, Walmart

9/9/2025

Crossover at Canterbury.

9/9/2025

N/A

9/9/2025

Around the bends.

9/9/2025

Around the bends in the road.

9/9/2025

Entering Airport Rd from any street/direction

9/7/2025

Airport Rd & Walmart entrance; Airport Rd & entrance/exit to the first shopping center on the right as soon as you turn off Rt113; this is the worse one.

9/7/2025

Turning left from Airport Road into Wal-Mart entrance. Turning left from Wal-Mart onto Airport Rd

9/7/2025

The area of the Eye Center and coming out of the shopping center by bowling

9/7/2025

airport rd and canterbury rd

9/7/2025

When you come out to Canterbury Rd

9/7/2025

As a whole, the stroad atmosphere and infrastructure predispose Airport Rd to issues regarding safety such as promoting high speeds and reducing the level of assurance cyclists and pedestrians have of getting to their destinations in one piece, most particularly at the entrances of the business parks and communities in the area.

9/7/2025

The whole thing

9/6/2025

Two Lane Roads - no one bikes here, no shared use paths!

9/5/2025

All of it

9/5/2025

APPENDIX B – PUBLIC WORKSHOP BOARDS AND FEEDBACK

Airport Road Corridor Study
Public Workshop

Welcome!

The goal of the Airport Roady Corridor Study is to identify improvements for each intersection and ways to enhance bicycle and pedestrian connectivity along Airport Road. Please provide feedback on the **vision statement** and **recommendations**.

Study Timeline

July 2025
Kick-Off Meeting

November 2025
Data Collection

January 2026
Recommendations Development

March 2026
Public Workshop
WE ARE HERE!

Draft Report

Questions and comments about the Airport Road Corridor Study can be directed to malcolm.jacob@doverkentmpo.org.

Stay in Touch!
Scan the QR code or select the weblink for the most up to date information about the Airport Road Corridor Study.

https://publicinput.com/airportrd

Airport Road Corridor Study

How does the following purpose statement align with your vision for Airport Road?

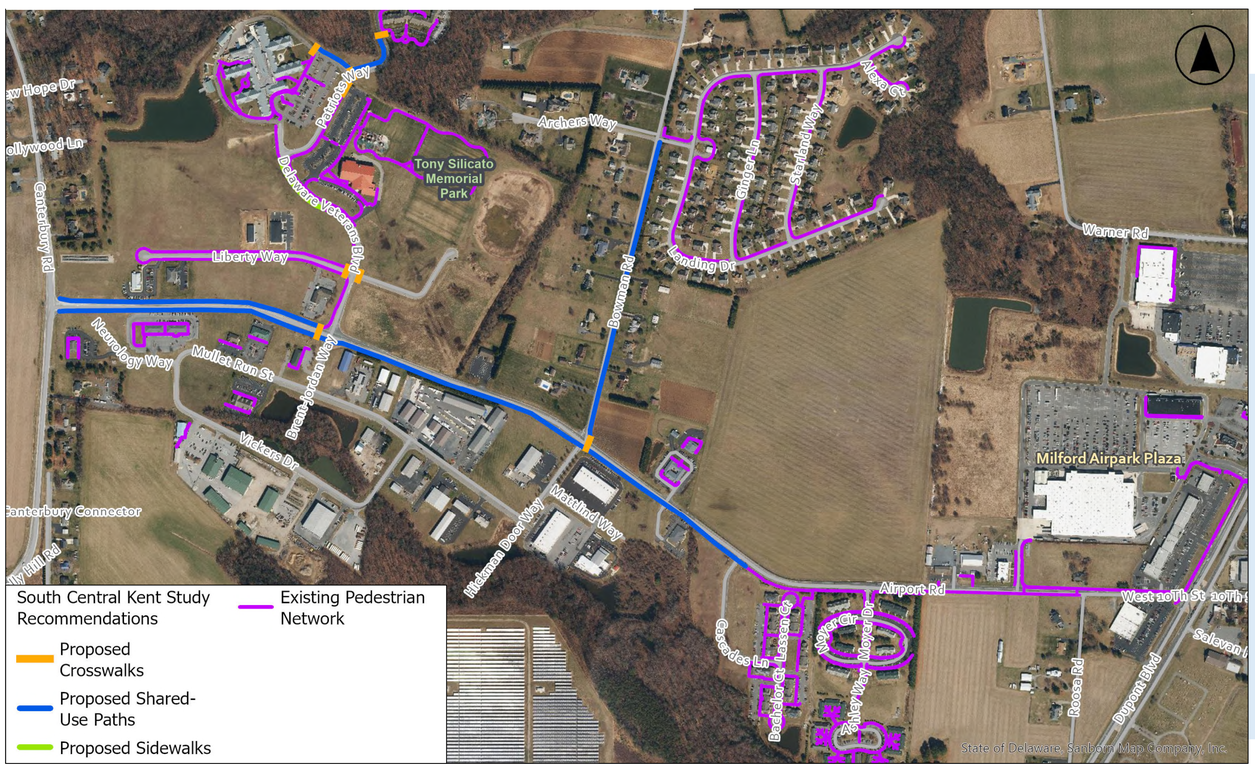
Airport Road serves as an **important community hub** and **transportation corridor** for the City of Milford. It is the goal of the City that this road will meet the **current and future capacity needs** of the area, and that it will offer a **safe and accessible route** for **all modes of transportation**. The expected outcome of these goals is a **safer, better-connected, and more welcoming community**.

Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Strongly Disagree
●●●●● ●●●●● ●●●●● ●●●●	●●●●● ●	●	●●	●●●●●

Why? Please comment below.

Active Transportation and Transit Network

Pedestrian Network



- Sidewalks between Cascades Lane and Roosa Road on the south side of the corridor, and between the Walmart Entrance and US 113 on the north side.
- Neighborhoods and office complexes have internal pedestrian networks.
- *South Central Kent County Circulation & Sufficiency Study* proposed pedestrian improvements also included.

Bike Network LTS

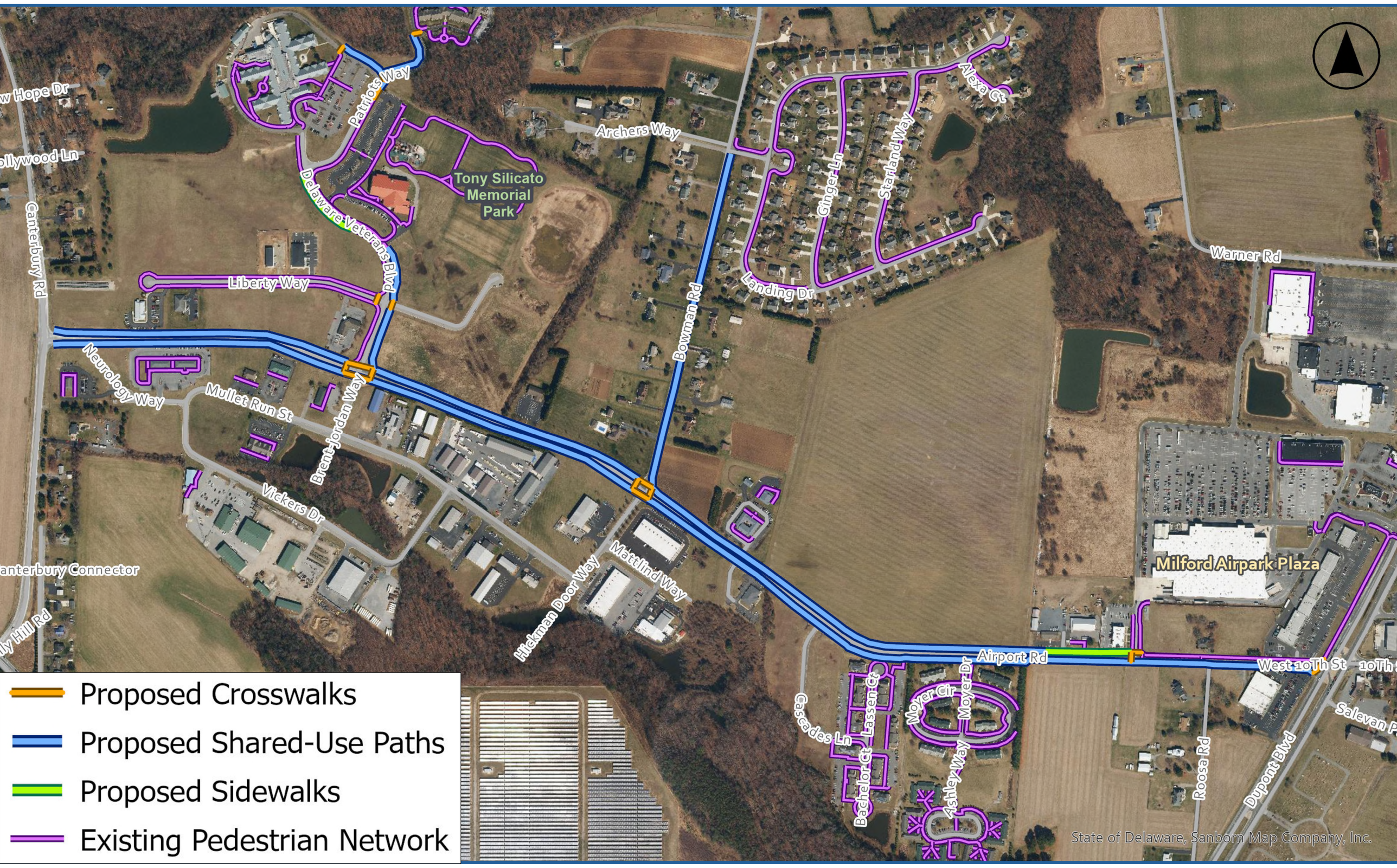
- Bicycle level of traffic stress (LTS) rates road segments on a scale of 1, minimal stress and fit for all bicyclists, to 4, high stress and only appropriate for the most experienced bicyclists.
- The entire length of Airport Road has an LTS of 3.
  - Only experienced bicyclists would be comfortable biking along Airport Road.

Transit Network

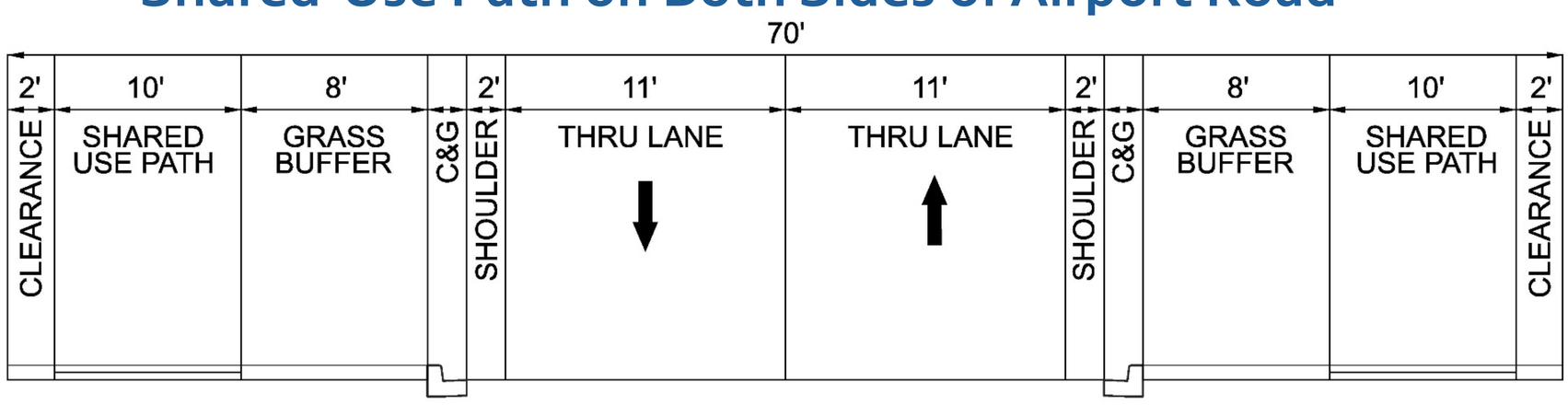
- The only fixed DART service along Airport Road is Bus Route 210, providing transit to and from the Milford Boys and Girls Club and Bayhealth Campus Main Hospital in Sussex County.
- According to *DART Reimagined*, Route 210 will be replaced with DART Connect Harrington-Milford by 2030 or later.

Airport Road Corridor Study Recommendation

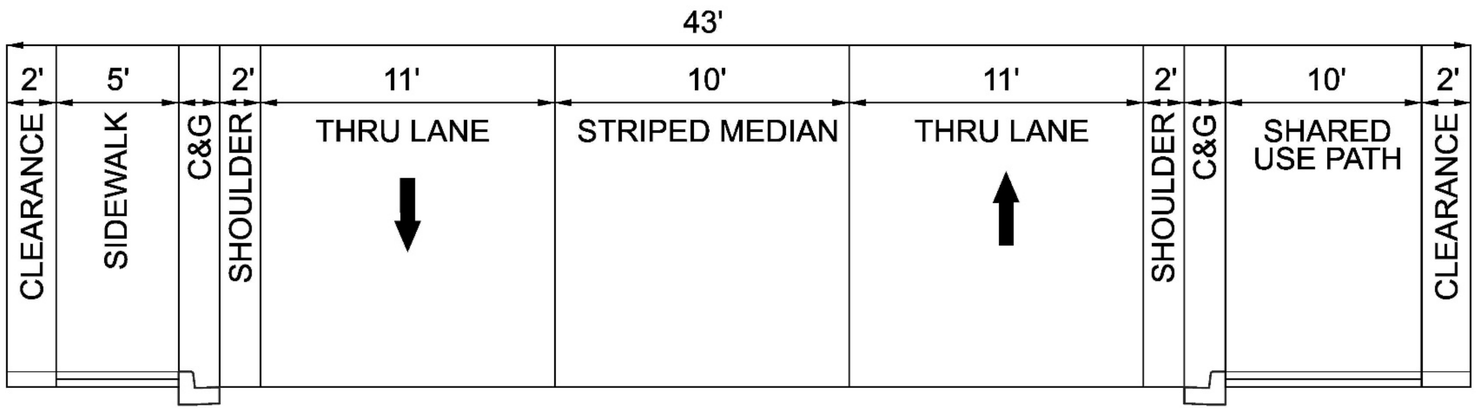
Proposed Shared-Use Paths, Sidewalks, and Crosswalks:
Please indicate on your comment sheet your support or opposition to the proposed improvements.



Shared-Use Path on Both Sides of Airport Road



Sidewalk on Both Sides of Airport Road, West of Roosa Road



DOVER/KENT COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

February 19, 2026
Public Workshop

THE CITY of Milford DELAWARE

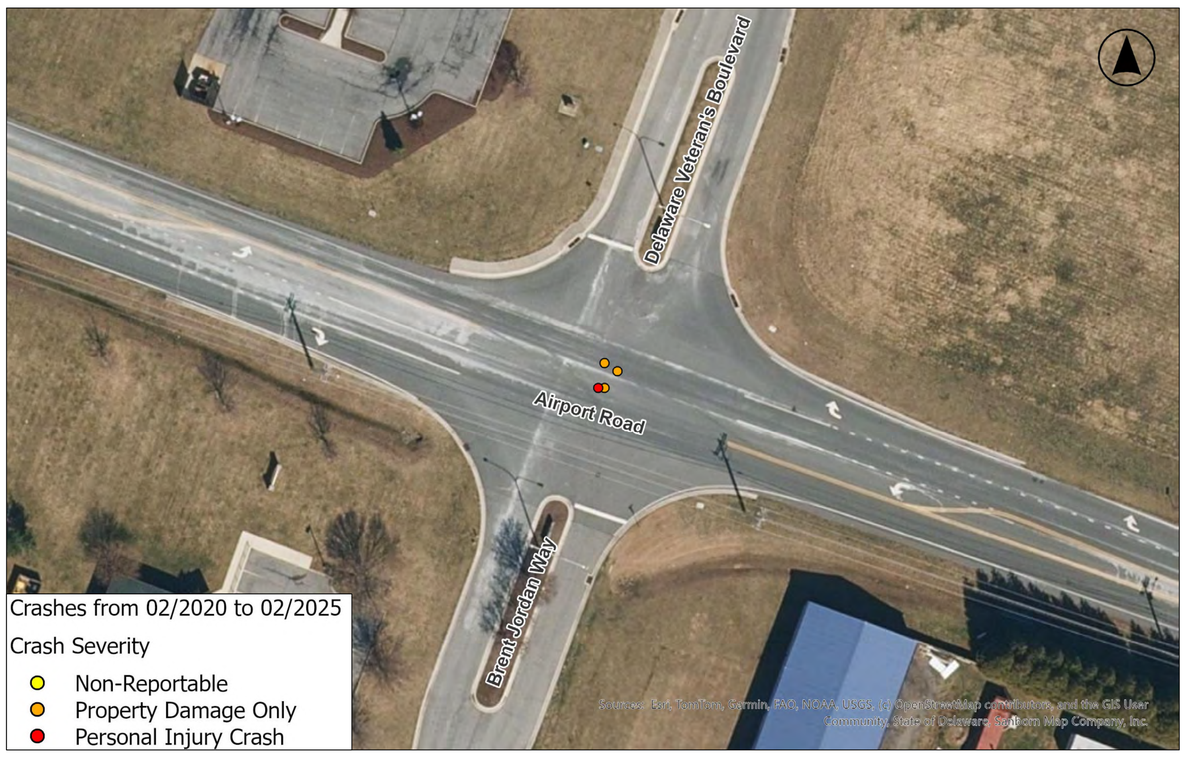
Delaware Veterans Boulevard/ Brent Jordan Way

Street View

- 25 MPH speed limit
- Median-separated lanes for ~100 ft on either side of Airport Road
- Sidewalk present intermittently along DE Veterans Blvd
- No sidewalk present along Brent Jordan Way

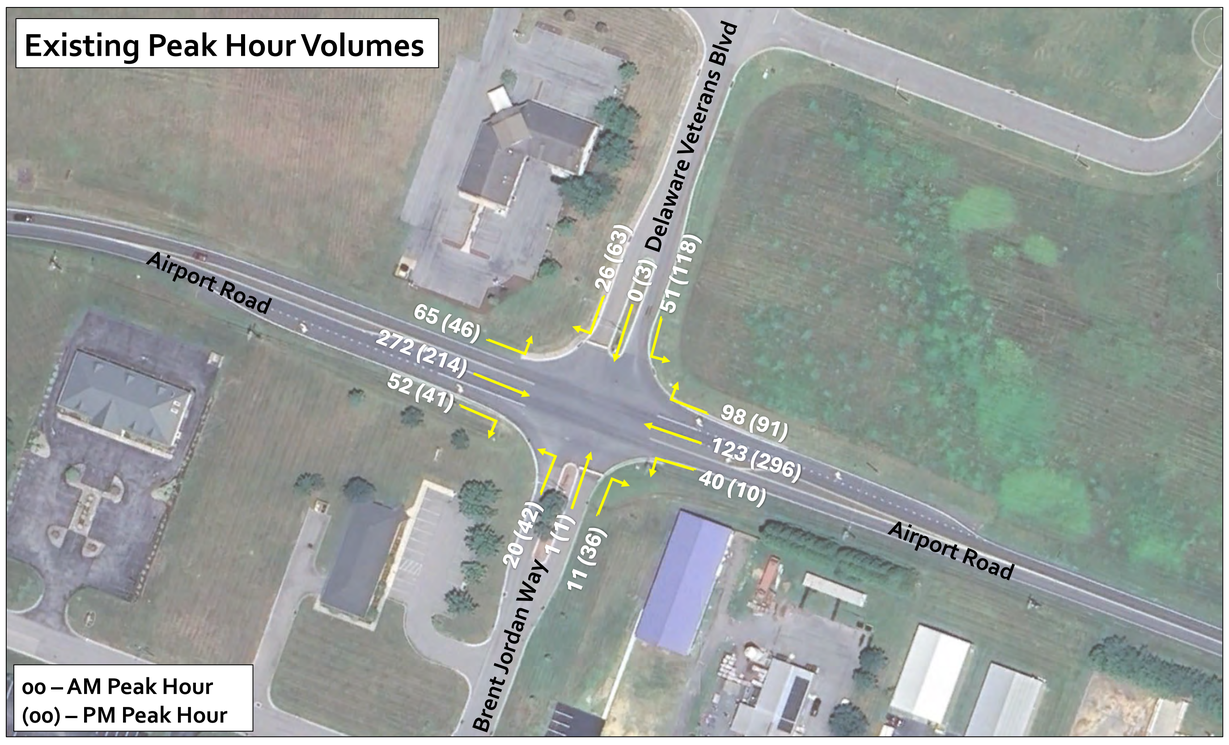
Data Collected

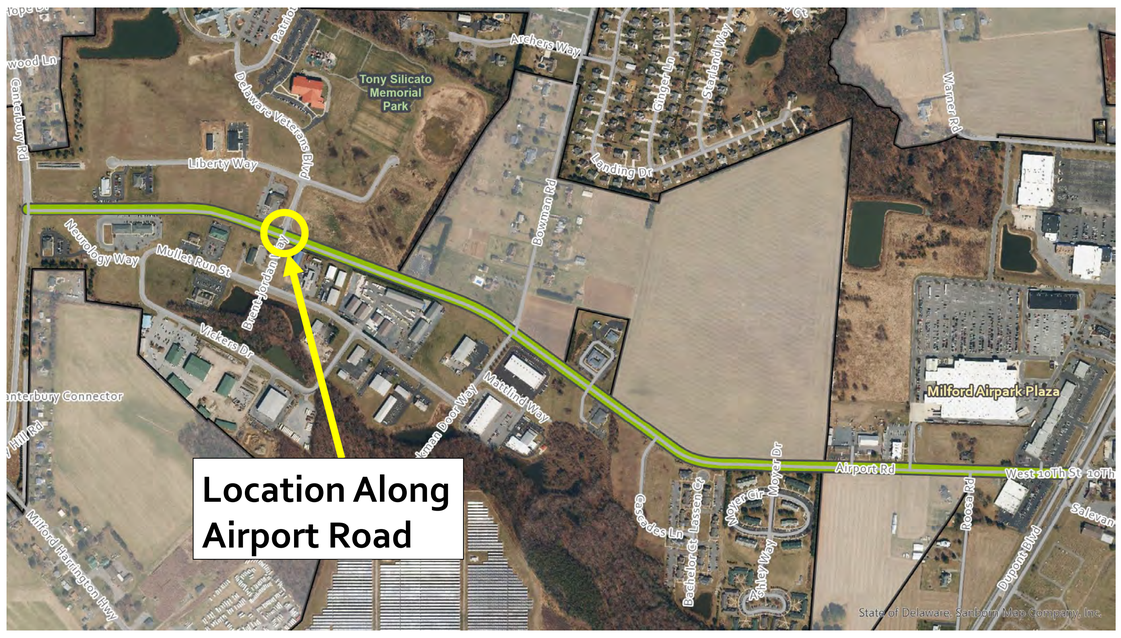
- Peak hour traffic counts
- Crash data from February 2020 – February 2025
- Level of service (LOS) and delay analysis of present day (2025) and future conditions (2045)



Crash History

- **3 of the 4** crashes were **front-to-front** collisions
- **3 of the 4** crashes occurred in the **daylight**

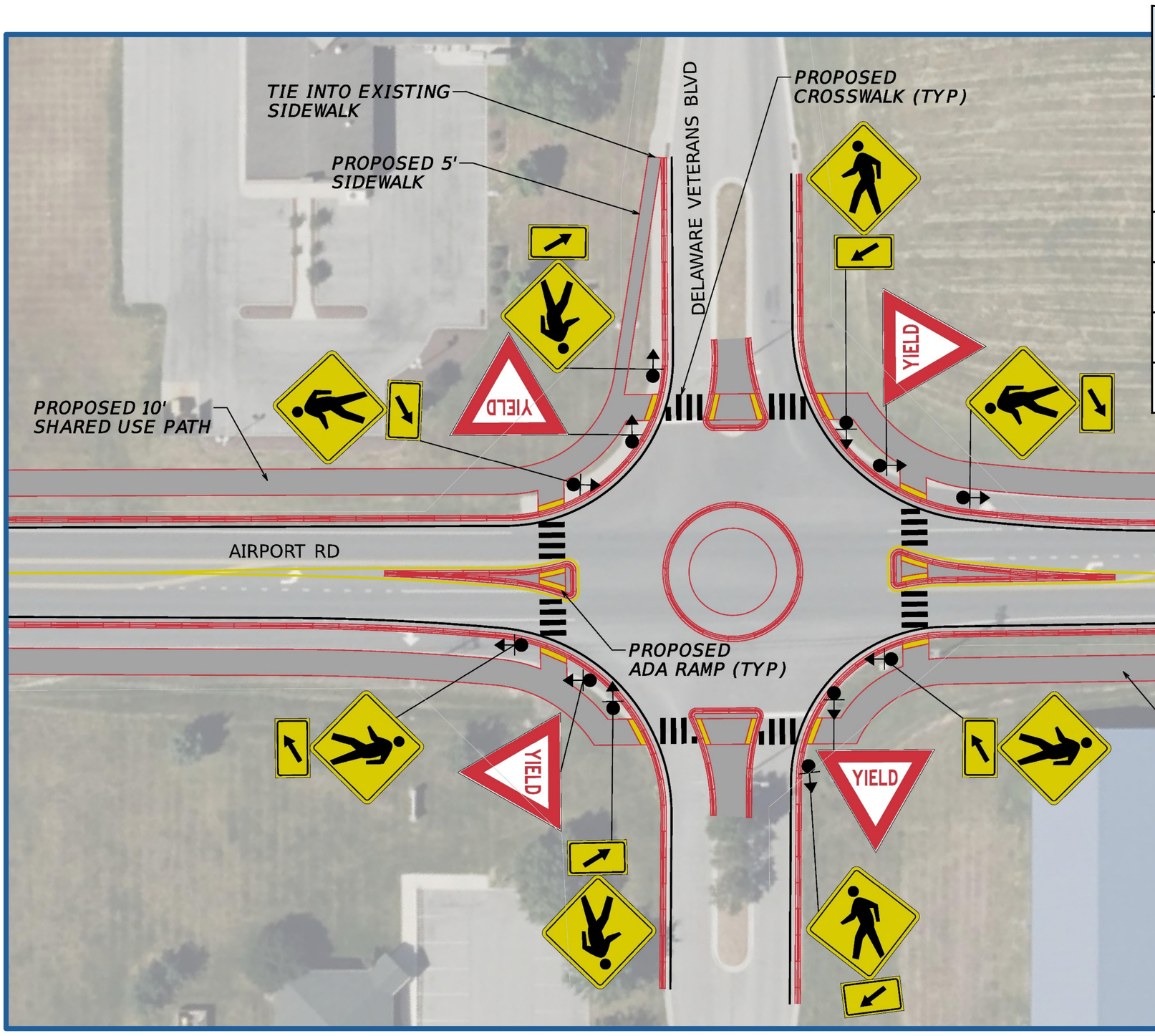




Approach	2025		2045	
	LOS / Delay (Sec)			
	AM	PM	AM	PM
EB L	A / 8.0	A / 8.3	A / 8.3	A / 8.8
WB L	A / 8.3	A / 8.4	A / 8.5	A / 8.2
NB	B / 13.4	C / 16.4	D / 25.7	**E / 36.1**
SB	C / 23.3	C / 23.9	D / 28.2	**F / 112.8**

Airport Road Corridor Study Recommendation

Delaware Veterans Boulevard Roundabout:

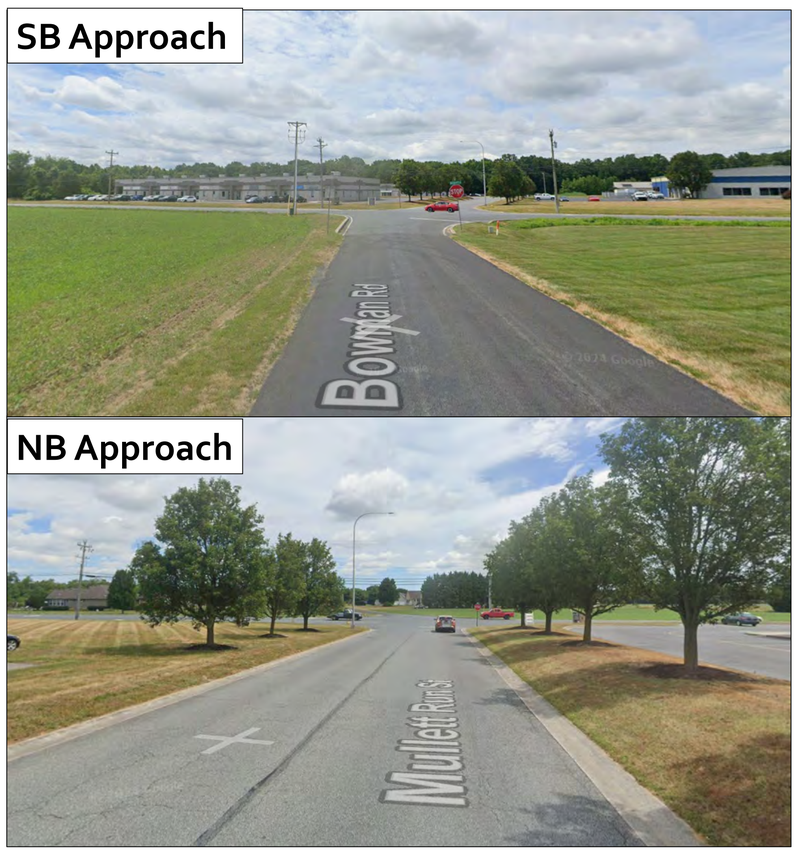


20245 Capacity Analysis - Roundabout		
Approach / Movement	Delay (Sec) / LOS	
	AM	PM
EB	A / 7.8	A / 6.9
WB	A / 6.5	A / 7.0
NB	A / 6.7	A / 5.9
SB	A / 5.0	A / 7.0

Please place stickers indicating your support or opposition for the Roundabout at Delaware Veterans Boulevard and Airport Road.

Strongly Support	Somewhat Support	Neutral	Somewhat Oppose	Strongly Oppose
● ● ● ● ● ● ● ● ● ● ● ● ●	● ●	●	● ●	● ● ● ● ●

Bowman Road / Hickman Door Way



Street View

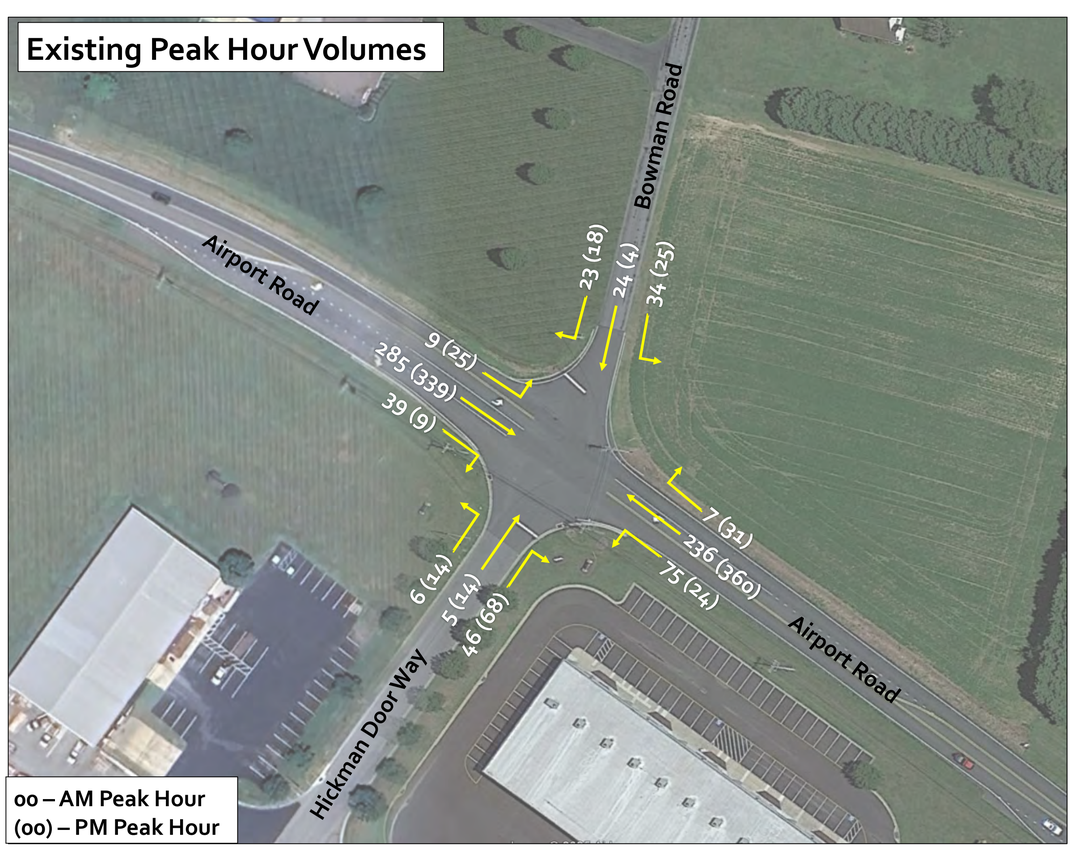
- Bowman Road: 40 MPH speed limit
- Hickman Door Way: 25 MPH speed limit
- No sidewalk present along Bowman Road Hickman Door Way

Data Collected

- Peak hour traffic counts
- Crash data from February 2020 – February 2025
- Level of service (LOS) and delay analysis of present day (2025) and future conditions (2045)

Crash History

- **4 of the 8** crashes were **angle** collisions
- **7 of the 8** crashes occurred in the **daylight**

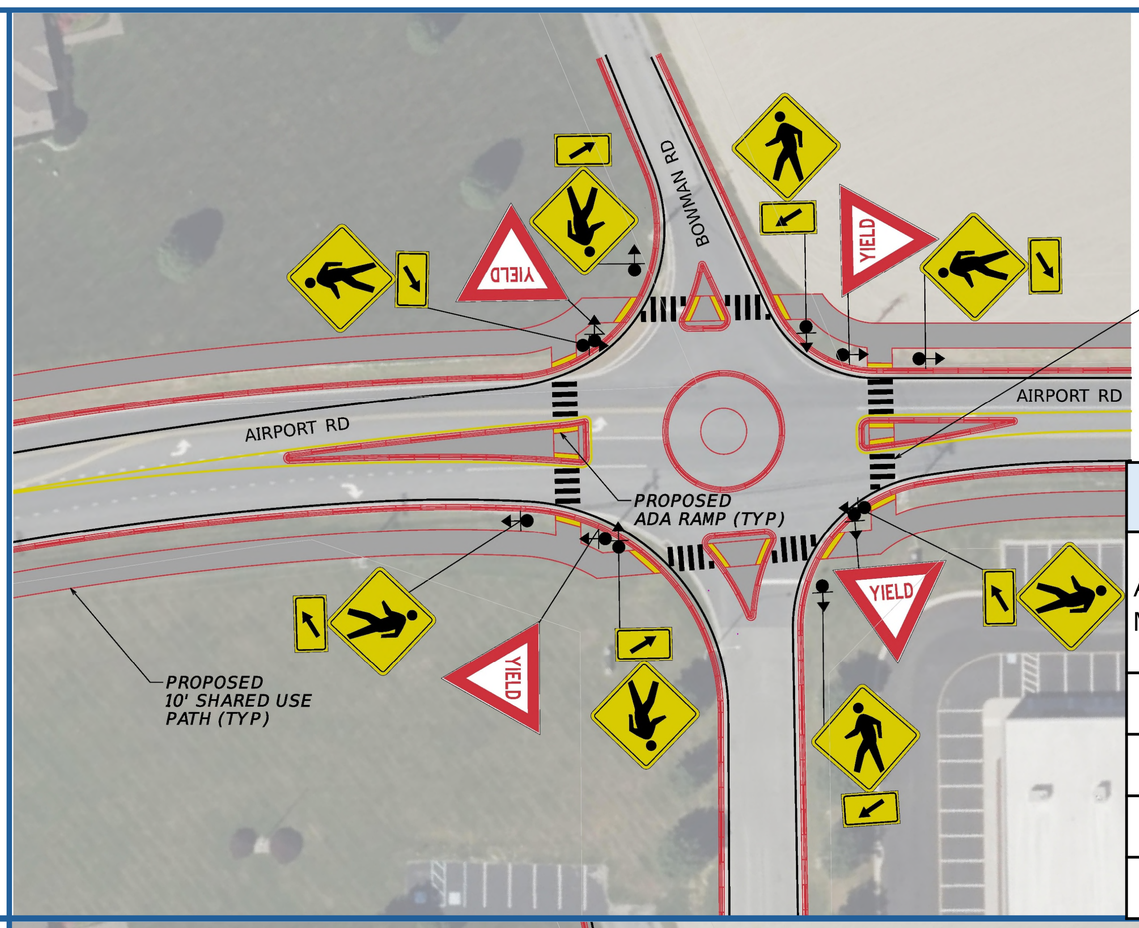


Approach	2025		2045	
	LOS / Delay (Sec)			
	AM	PM	AM	PM
EB L	A / 8.0	A / 8.3	A / 8.3	A / 8.8
WB L	A / 8.3	A / 8.4	A / 8.7	A / 8.7
NB	B / 13.4	C / 16.4	C/ 16.0	C / 24.3
SB	C / 23.3	C / 23.9	E / 36.9	E / 40.4

Airport Road Corridor Study Recommendation

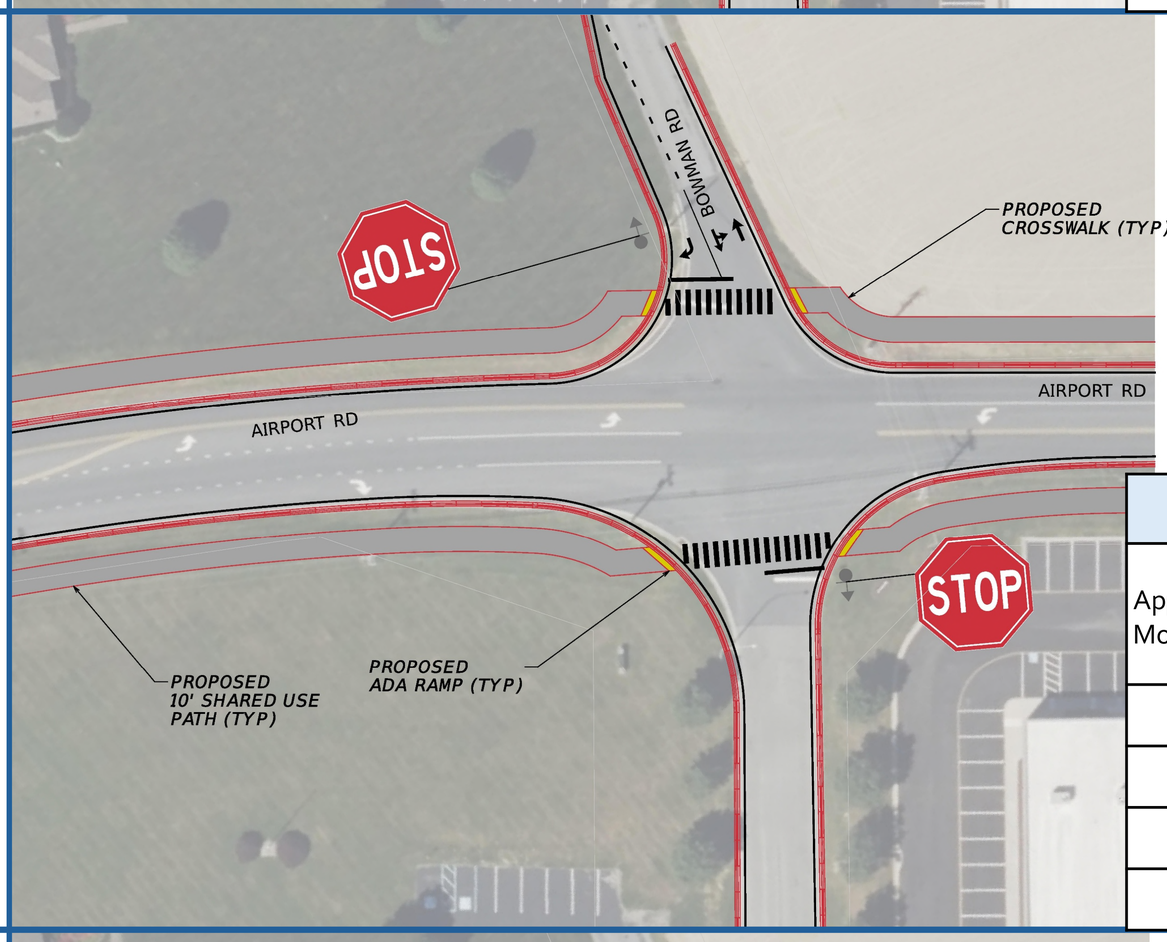
Please place a sticker indicating your most preferred improvement for the Airport Road and Bowman Road intersection.

Option 1 - Roundabout



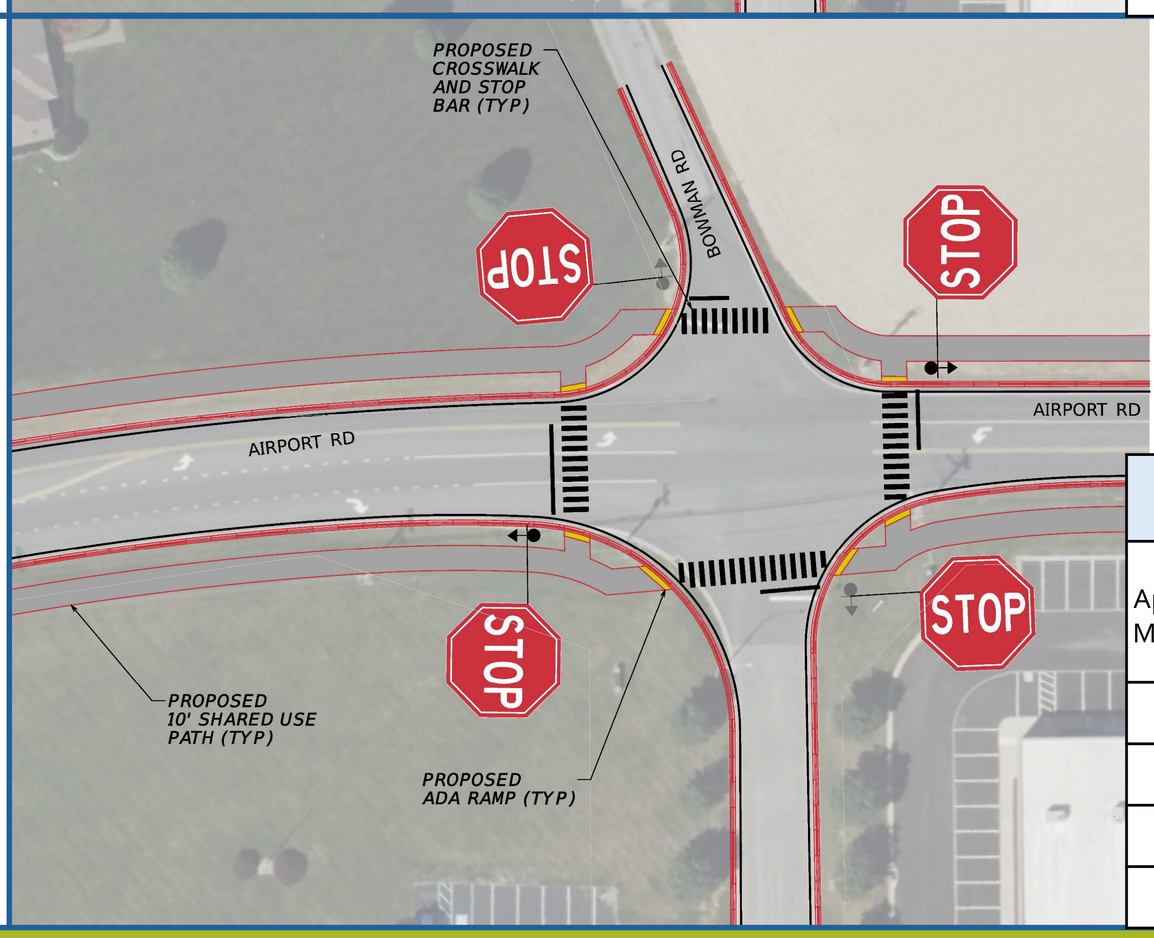
20245 Capacity Analysis - Roundabout		
Approach / Movement	Delay (Sec) / LOS	
	AM	PM
EB	A / 7.3	A / 7.4
WB	A / 6.3	A / 7.3
NB	A / 6.0	A / 7.9
SB	A / 6.0	A / 5.6

Option 2 - Additional Turn Lane



20245 Capacity Analysis – Additional Turn Lane		
Approach / Movement	Delay (Sec) / LOS	
	AM	PM
EB	A / 8.3	A / 8.5
WB	A / 8.7	A / 8.7
NB	C / 16.0	C / 21.6
SB	D / 33.2	D / 34.1

Option 3 - 4-way Stop Sign

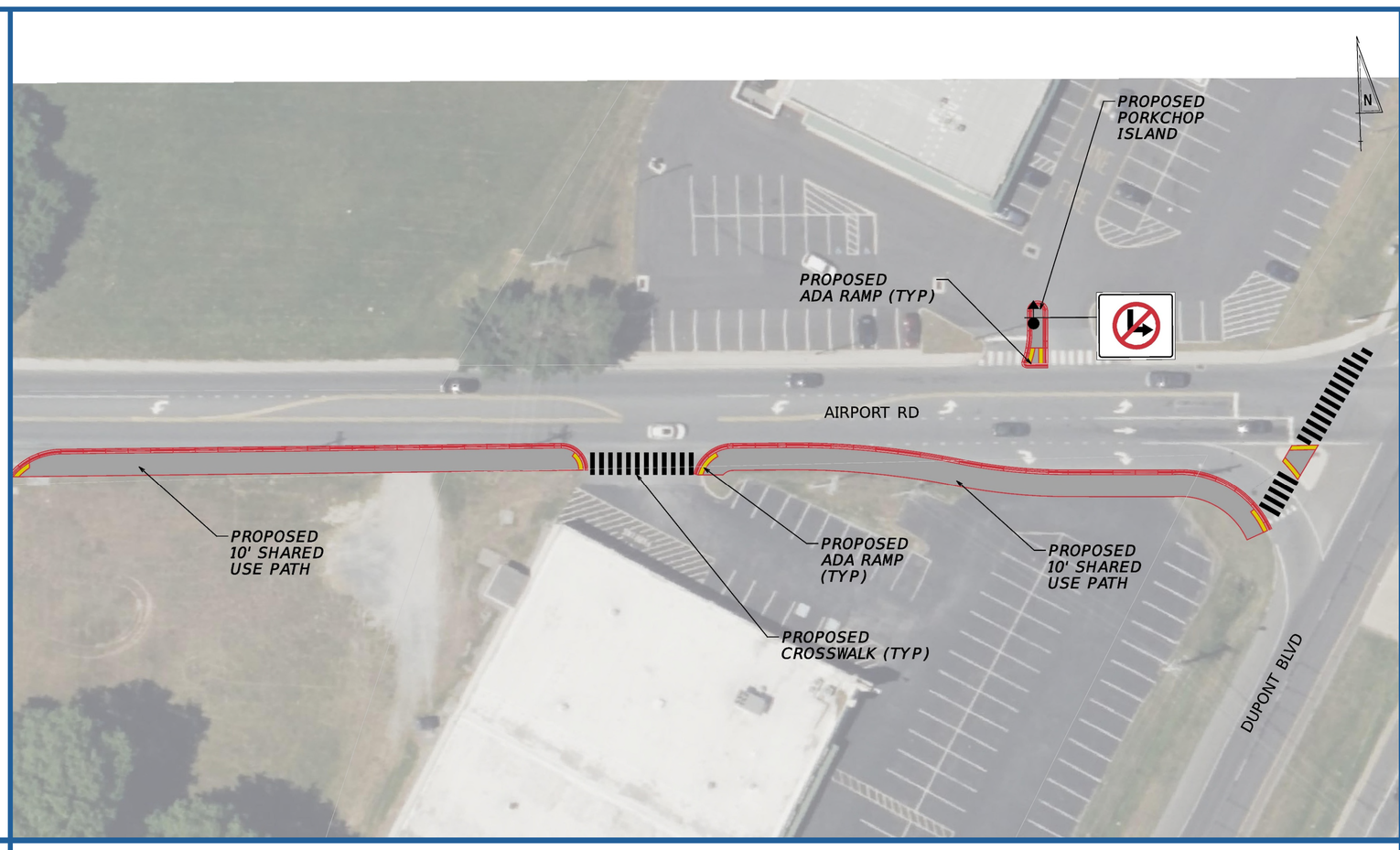


20245 Capacity Analysis - 4-Way Stop		
Approach / Movement	Delay (Sec) / LOS	
	AM	PM
EB	C / 18.1	E / 35.3
WB	C / 21.8	**F / 56.4**
NB	B / 10.7	B / 12.5
SB	B / 12.0	B / 12.2

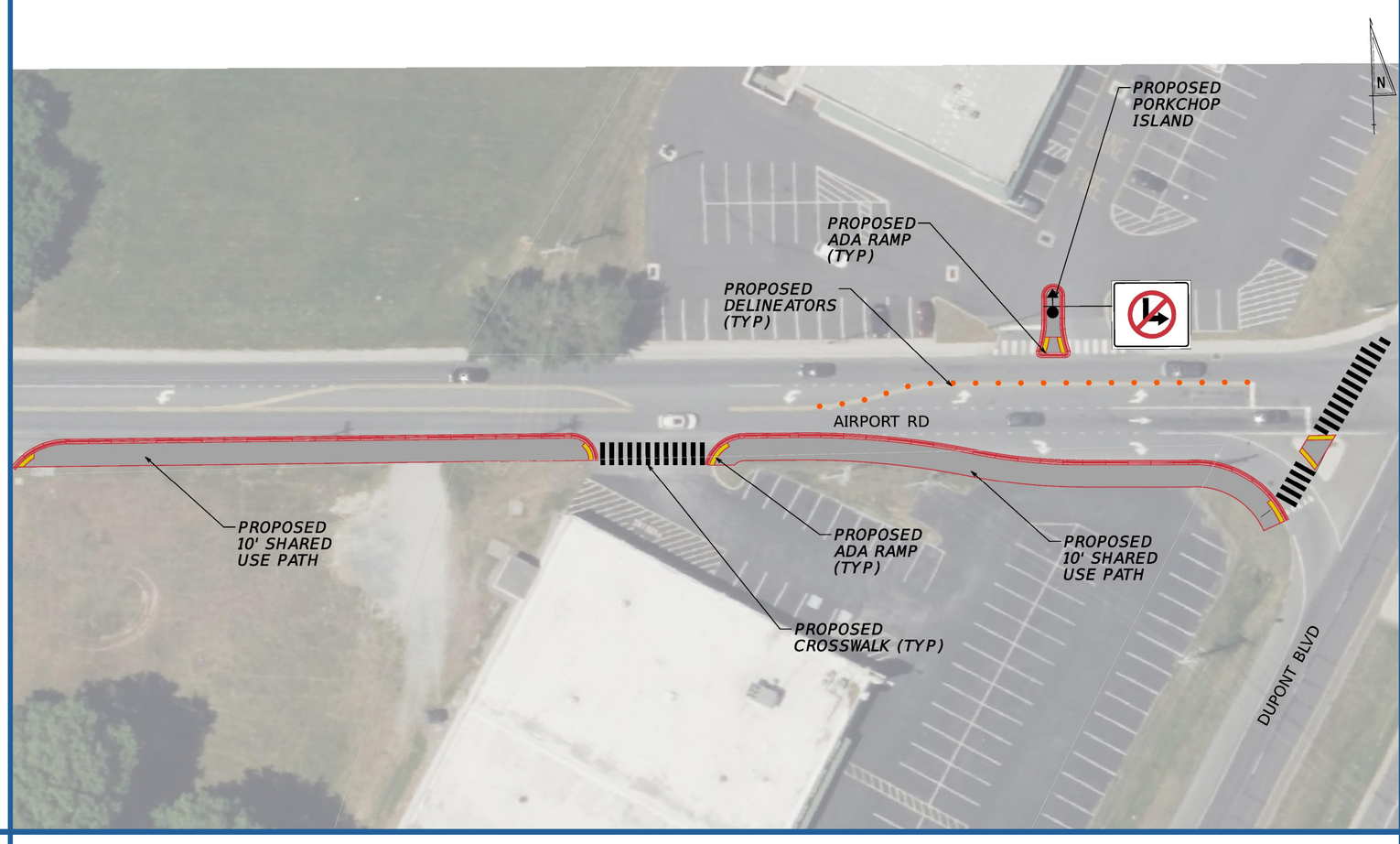
Airport Road Corridor Study Recommendation

Please place a sticker indicating your most preferred improvement for the Airpark Plaza Access Management Options.

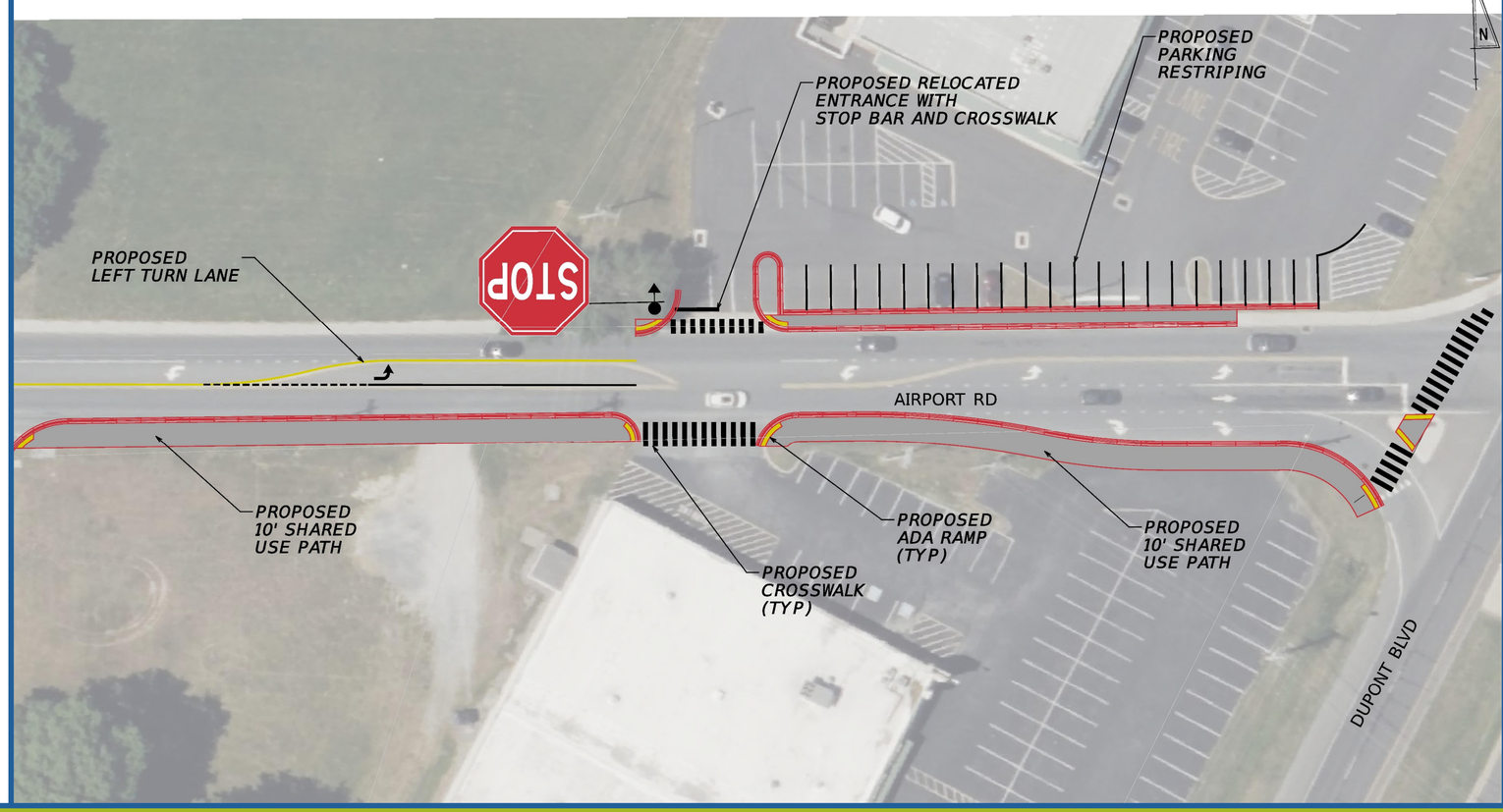
Option 1 - Right In/Right Out, Lefts in Only



Option 2 - Right In/Right Out Only



Option 3 – Relocated Entrance



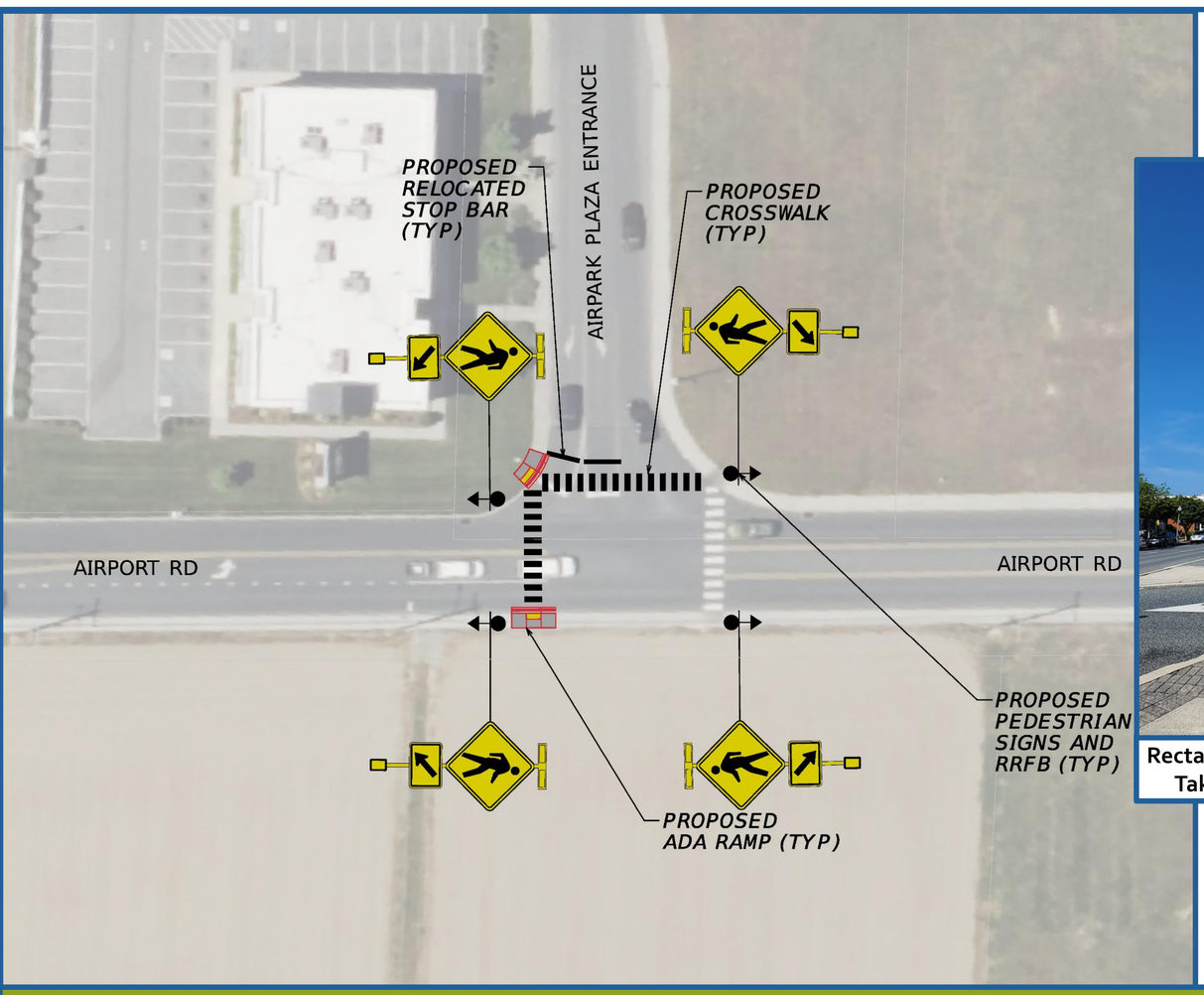
DOVER/KENT COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

February 19, 2026
Public Workshop

THE CITY of Milford DELAWARE

Airport Road Corridor Study Recommendation

Please indicate your support for the Walmart Entrance and Dr. Office Entrances improvements.

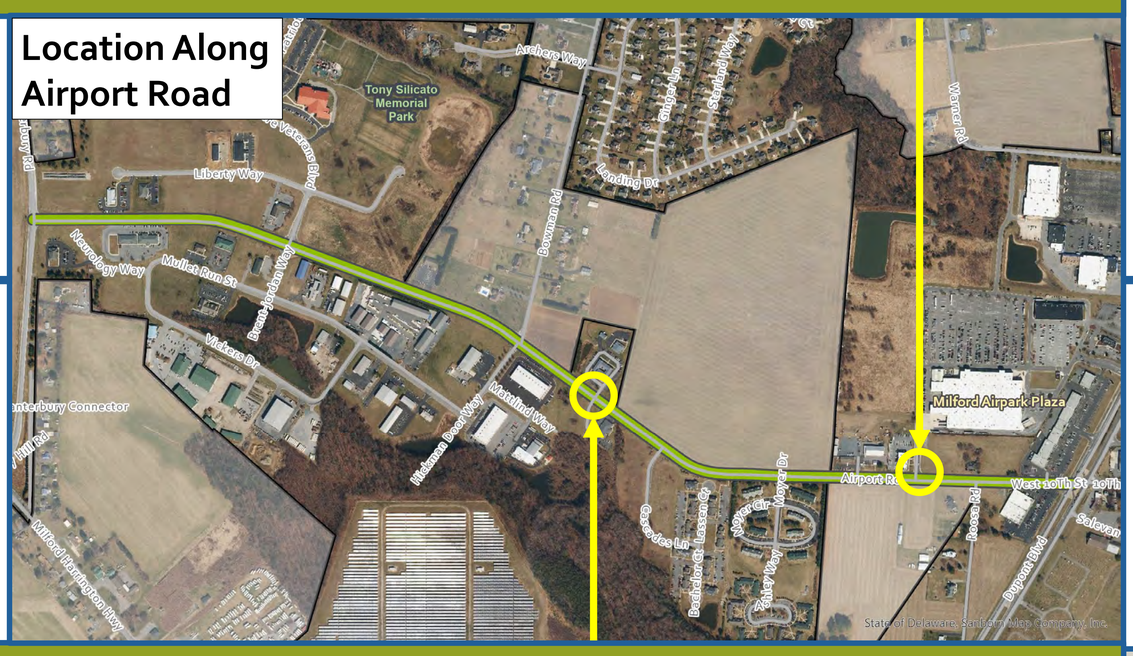


Rectangular Rapid Flashing Beacon
Taken at Rehoboth Beach, DE

Support	Oppose
●●●●● ●●●●● ●●●●● ●●●	

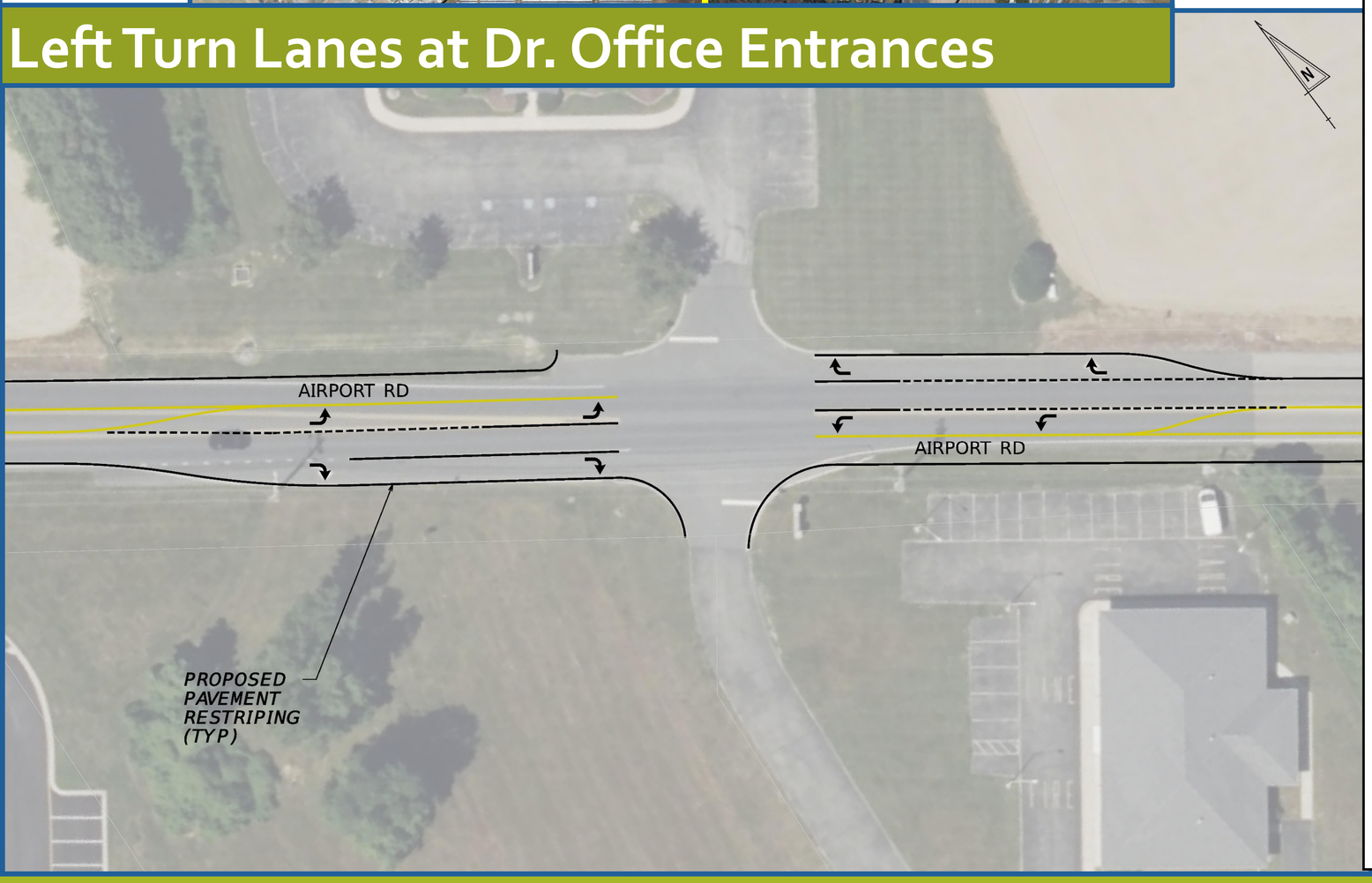
Crosswalks and RRFBs at Walmart Entrance

Location Along Airport Road



Support	Oppose
●●●●● ●●●●● ●●●●●	

Left Turn Lanes at Dr. Office Entrances



Support	Oppose
●	

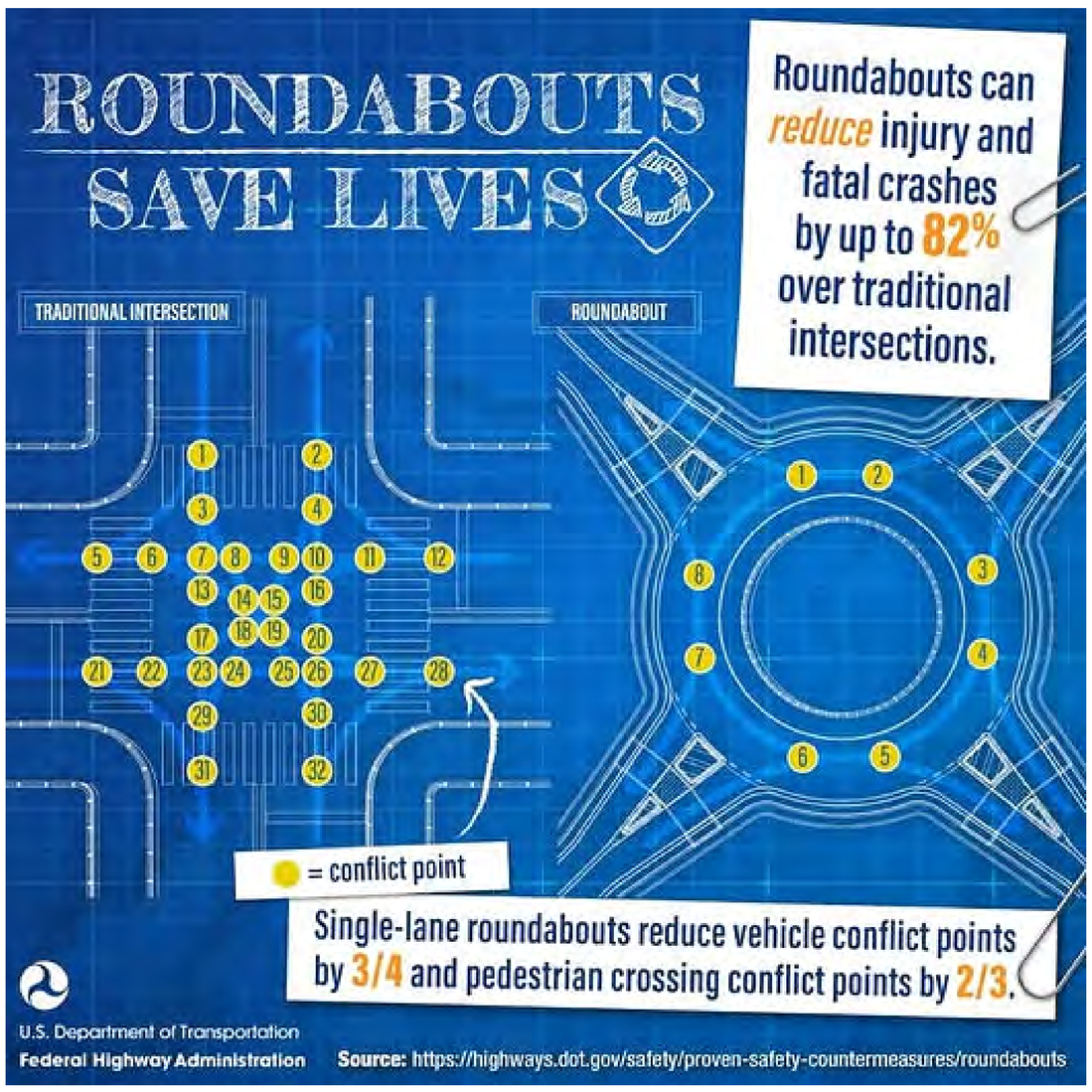
Airport Road Corridor Study

Roundabout Fast Facts

What is a Roundabout?

A roundabout is a type of circular intersection that has the following features:

- **Counterclockwise Flow:** Traffic travels counterclockwise around a center island.
- **Entry Yield Control:** Vehicles entering the roundabout yield to traffic already circulating.
- **Low Speed:** Curvature that results in lower vehicle speeds (15-25 mph) throughout the roundabout.



Roundabout Benefits

- 66% fewer pedestrian and vehicle conflict points than traditional intersections.
- 82% reduction in injury and fatal crashes .
- 30 to 50% increase in traffic capacity
- Can reduce delays and stops by up to 74%.
- Improves traffic flow for intersections that handle a high number of left turns

APPENDIX C – COST ESTIMATES

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

1. NAME OF PROJECT DOVER KENT MPO AIRPORT ROAD (Subdivision or Road Name) KENT (County)

2. LIMITS

Street Name or Road Number	From	To	Length
AIRPORT ROAD	CANTERBURY RD	DUPONT BLVD	7375'

3. ESTIMATE REQUESTED BY: _____ (Name) for (check one) ☐ Project initiation ☑ Estimate only _____ (Section or Legis. Dist.)

4. DESCRIPTION OF IMPROVEMENT:

Addition of a 10' shared-use path to both sides of Airport Road from Canterbury Road to Dupont Blvd.

4. PROJECT IN C.I.P. Yes ☐ No ☑ If "Yes", indicate year F.Y. _____

5. TYPICAL SECTION

n/a

6. STATE MAINTAINED ☑ CITY MAINTAINED PRIVATE ☐ OTHER ☐(specify)

7. COST ESTIMATE:

		from C.I.P. estimate form	Estimate prepared by:	Date:
a. Location and Environmental Studies (Part I to be included only for class "I" and "III" projects)	$0	Part I		
b. Preliminary Engineering	$454,300	Part II		
c. Real Estate	$0	Part III		
d. Construction *	$2,981,600	Part IV		
e. TOTAL ESTIMATED PROJECT COST	$3,435,900			

* Includes Utilities, Traffic, and C.E.

APPROVED

Valid thru _____ (Date) _____ (Assistant Director, M&O/Transportation Solutions/Planning) _____ (Date)

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars)

Contract No. _____ Project Title: DOVER KENT MPO AIRPORT ROAD

PART I - LOCATION & ENVIRONMENTAL STUDIES (N/A)

(Part I to be included only for class "I" & "III" projects)

A. ENGINEERING (Includes NEPA)		**E. HISTORIC**	$0
B. ARCHAEOLOGY	$0	1. Phase 1 (study)	
1. Phase I (study)		2. Phase 2 (study)	
2. Phase 2 (study)		3. Mitigation (by loc./env.)	
3. Phase 3 (mitigation)		4. Mitigation (by design)	yes ☐ no ☐
C. WETLANDS	$0	**F. NOISE**	$0
1. Delineation (study)		1. Studies	
2. Permit preparation		2. Mitigation (by design)	yes ☐ no ☐
3. Mitigation (design)		**G. OTHER**	$0
D. HAZARDOUS MATERIAL	$0	1. _____	
1. Phase 1 (study)		2. _____	
2. Phase 2 (study)			
3. Phase 3 (remediation)			

TOTAL COSTS FOR PART I (A thru G) ROUNDED $0

CONTINGENCY COSTS _____ (% used) $0

(normally 5% for large projects and 10% for small projects - to be approved by section head)

TOTAL LOCATION AND ENVIRONMENTAL STUDIES COSTS $0

(also total for Construction Project Estimate form line 7a)

Estimator: _____ Date: _____

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars)

Contract No. _____ Project Title: DOVER KENT MPO AIRPORT ROAD

PART II - PRELIMINARY ENGINEERING

A. SURVEYS	$100,000
1. Inhouse	
2. Consultant	$100,000
B. DESIGN ENGINEERING	$312,900
1. Design	$312,900
a. Inhouse	
b. Consultant	$312,900
2. Traffic	$0
a. Inhouse	
b. Consultant	
3. Real Estate Plan Preparation	$0
a. Inhouse	
b. Consultant	
4. Utilities	$0
a. Inhouse	
b. Consultant	
c. Test Holes	
d. Utility Company	
5. Materials & Research	
6. Borings	
7. Pile Load Tests	
8. Subdivision	$0
a. Inhouse	
b. Consultant	
c. Railroad P.E.	
9. Other (specify)	$0
a.	
b.	
C. ENVIRON. ASSESSMENT (use for class "II" projects only)	$0
1. Wetlands	
2. Hazardous Materials	
3. Noise	
4. Historic	
5. Archaeology	
6. Other	
a.	
b.	
Loc/Environ Estimator: _____ Date:	
D. CONTRACT ADMINISTRATION	
Cont/Admin Estimator: _____ Date:	

TOTAL COSTS FOR PART II (A thru D) ROUNDED $413,000

CONTINGENCY COSTS 10% (% used) $41,300

(normally 5% for large projects and 10% for small projects - to be approved by section head)

TOTAL PRELIMINARY ENGINEERING $454,300

(also total for Construction Project Estimate form line 7b)

Estimator: _____ Date: _____

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars)

Contract No. _____ Project Title: DOVER KENT MPO AIRPORT ROAD

PART III - REAL ESTATE

A. REAL PROPERTY	$0	**C. ASBESTOS PROGRAM**	$0
1. Total acquisitions		1. Testing	
2. Partial acquisitions		2. Abatement	
3. Permanent easements		**D. DEMOLITION**	
4. Temporary easements		**E. APPRAISAL FEES**	
5. Wetland mitigation		**F. STAFF**	
Other (specify)			
6. _____		**G. SETTLEMENT**	
7. _____		**H. REAL ESTATE ENG.**	$0
B. RELOCATION	$0	1. Consultant survey	
1. Residential		2. As acquired plans	
2. Business		**I. CONDEMNATION**	
Other (specify)			
3. _____		**J. OTHER (specify)**	$0
4. _____		1. _____	
		2. _____	

TOTAL COSTS FOR PART III (A thru J) ROUNDED $0

CONTINGENCY COSTS _____ $0
(normally 5% for large projects and 10% for small projects - to be approved by section head) (% used)

TOTAL REAL ESTATE COSTS $0
(also total for Construction Project Estimate form line 7c)

Estimator: _____ Date: _____

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars)

Contract No. _____ Project Title DOVER KENT MPO AIRPORT ROAD

PART IV -CONSTRUCTION

A. ROADWAY/APPROACH CONSTRUCTION	$900,000	**B. STRUCTURE CONSTRUCTION**	$0
1. Grading			
a. Excavation (includes SWM pond)	$100,000	1. New Bridge	
b. Borrow	$100,000	a. Type	
2. Drainage	$100,000	b. Size	
3. Pavement		c. $/s.f.	
a. Surface	$250,000		
b. Base		2. Old Structure Rem.	
		a. Type	
c. Subbase	$220,000		
		b. Size	
4. Erosion/Sed. Cont.	$100,000		
		c. $/c.y.	
5. Miscellaneous			
a. Curb/Gutter		3. Retaining Wall	
b. Sidewalk		a. Type	
c. Guardrail		b. Size	
d. C.P.M. Schedule		c. $/c.y.	
e. Clear/Grubb	$10,000	4. Box Culvert	
f. Field Office	$20,000	a. Type	
Other (specify)			
g. _____		b. Size	
h. _____		c. $/s.f.	
i. _____		**C. LANDSCAPING**	$520,000
j. _____		1. Beautification	$520,000
k. _____		2. Noise Mitigation	
l. _____		3. Visual Mitigation	
m. _____		4. Tree Mitigation	
		D. MAINTENANCE OF TRAFFIC	$100,000

(refer to Capital Improvement Project form, Part IV - Continued)

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars)

Contract No. _____ Project Title DOVER KENT MPO AIRPORT ROAD

PART IV -CONSTRUCTION (CONTINUED)

E. PROJECT TRAFFIC ITEMS $0

1. Signing Structures
   a. Overhead Bridges _____
   b. Cantilever Supports _____
2. Roadway Lighting _____
3. Pavement Markings _____

Other (specify)

4. _____ _____

F. WETLAND MITIGATION _____

G. UTILITY RELOC. IN CONTRACT $0

1. Water _____
2. Sanitary Sewer _____

Other (specify)

3. _____ _____

H. SUBTOTAL (A thru G) ROUNDED $1,520,000

I. MISC. ITEMS $304,000
(15% of H for large projects and 20% for small)
(At SF submission use 10% and 5%)
20% (% used)

J. CONTRACTOR'S CONST. ENG. $76,000
(normally 5% of H) 5% (% used)

K. INITIAL EXPENSE $76,000
(normally 5% of H) 5% (% used)

L. CONSTRUCTION CONTINGENCY $608,000
(normally 10% of H) 40% (% used)

P. REIMBURSABLE UTILITY RELOCATIONS BY OTHERS $0
(Enter on PNR funding line 7)

1. Water _____
2. Sanitary Sewer _____
3. Electric _____
4. Telephone _____
5. Gas _____
6. CATV _____

Other (specify)

7. _____ _____
8. _____ _____

Utilities
Estimator: Date:

Q. TRAFFIC SECTION ITEMS $10,000
(Enter on PNR funding line 6)

1. Signing $10,000
2. Signals _____
3. Detour Signing _____
4. DelTrac _____

Other (specify)

5. _____ _____

Traffic
Estimator: Date:

M. TOTAL CONSTRUCTION COSTS (H thru L) $2,584,000
(Enter on PNR funding line 5)

N. CONSTRUCTION ENGINEERING (normally 15% of construction costs) 15% (% used) $387,600
(Enter on PNR funding line 4)

O. TOTAL CONSTRUCTION COSTS (Construction Costs + Construction Engineering) $2,971,600
(use this total + Q + P for Construction Project Estimate from line 7d)

Estimator: _____ Date: _____

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars) Part V of V

Contract No. _____ Project Title: DOVER KENT MPO AIRPORT ROAD

SUMMARY

PART I - LOCATION AND ENVIRONMENTAL STUDIES (Part I to be included only for class "I" and "III" projects)	$0
PART II - PRELIMINARY ENGINEERING	$454,300
PART III - REAL ESTATE	$0
PART IV - CONSTRUCTION	$2,981,600
TOTAL ESTIMATED PROJECT COSTS (also total for Construction Project Estimate from line 7c)	$3,435,900

_____ Date: _____
Project Manager

REVIEWED & CONCURRED IN:

_____ Date: _____
Section Head

NOTE: Concurring section heads are to forward the original estimate copy to the Director of Transportation Solutions with one estimate copy each to the Assistant Director of Project Development, Assistant Director of Design Support, and the Cost Estimate Engineer.

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

1. NAME OF PROJECT DOVER KENT MPO AIRPORT ROAD (Subdivision or Road Name) KENT (County)

2. LIMITS

Street Name or Road Number	From	To	Length
DELAWARE VETERANS BLVD	AIRPORT ROAD	AIRPORT ROAD	775'

3. ESTIMATE REQUESTED BY: _____ (Name) for (check one) ☐ Project initiation ☑ Estimate only _____ (Section or Legis. Dist.)

4. DESCRIPTION OF IMPROVEMENT:

The uncontrolled intersection of Airport Road and Delaware Veterans Blvd changing to a yield controlled circular intersection. A shared-use path will be added along the intersection with ADA ramps and pedestrain crossings at all four legs.

4. PROJECT IN C.I.P. Yes ☐ No ☑ If "Yes", indicate year F.Y.

5. TYPICAL SECTION

n/a

6. STATE MAINTAINED ☑ CITY MAINTAINED | PRIVATE ☐ OTHER (Specify)

7. COST ESTIMATE:		from C.I.P. estimate form	Estimate prepared by:	Date:
a. Location and Environmental Studies (Part I to be included only for class "I" and "III" projects)	$0	Part I		
b. Preliminary Engineering	$216,700	Part II		
c. Real Estate	$0	Part III		
d. Construction *	$1,596,825	Part IV		
e. TOTAL ESTIMATED PROJECT COST	$1,813,525			

* Includes Utilities, Traffic, and C.E.

APPROVED

Valid thru _____ (Date) _____ (Assistant Director, M&O/Transportation Solutions/Planning) _____ (Date)

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars)

Contract No. _____ Project Title: DOVER KENT MPO AIRPORT ROAD

PART I - LOCATION & ENVIRONMENTAL STUDIES (N/A)

(Part I to be included only for class "I" & "III" projects)

A. ENGINEERING (Includes NEPA)		**E. HISTORIC**	$0
B. ARCHAEOLOGY	$0	1. Phase 1 (study)	
1. Phase I (study)		2. Phase 2 (study)	
2. Phase 2 (study)		3. Mitigation (by loc./env.)	
3. Phase 3 (mitigation)		4. Mitigation (by design)	yes ☐ no ☐
C. WETLANDS	$0	**F. NOISE**	$0
1. Delineation (study)		1. Studies	
2. Permit preparation		2. Mitigation (by design)	yes ☐ no ☐
3. Mitigation (design)		**G. OTHER**	$0
D. HAZARDOUS MATERIAL	$0	1. _____	
1. Phase 1 (study)		2. _____	
2. Phase 2 (study)			
3. Phase 3 (remediation)			

TOTAL COSTS FOR PART I (A thru G) ROUNDED $0

CONTINGENCY COSTS _____ (% used) $0

(normally 5% for large projects and 10% for small projects - to be approved by section head)

TOTAL LOCATION AND ENVIRONMENTAL STUDIES COSTS $0

(also total for Construction Project Estimate form line 7a)

Estimator: _____ Date: _____

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars)

Contract No. _____ Project Title: DOVER KENT MPO AIRPORT ROAD

PART II - PRELIMINARY ENGINEERING

A. SURVEYS	$50,000
1. Inhouse	
2. Consultant	$50,000
B. DESIGN ENGINEERING	$146,250
1. Design	$146,250
a. Inhouse	
b. Consultant	$146,250
2. Traffic	$0
a. Inhouse	
b. Consultant	
3. Real Estate Plan Preparation	$0
a. Inhouse	
b. Consultant	
4. Utilities	$0
a. Inhouse	
b. Consultant	
c. Test Holes	
d. Utility Company	
5. Materials & Research	
6. Borings	
7. Pile Load Tests	
8. Subdivision	$0
a. Inhouse	
b. Consultant	
c. Railroad P.E.	
9. Other (specify)	$0
a.	
b.	
C. ENVIRON. ASSESSMENT (use for class "II" projects only)	$0
1. Wetlands	
2. Hazardous Materials	
3. Noise	
4. Historic	
5. Archaeology	
6. Other	
a.	
b.	
Loc/Environ Estimator: _____ Date:	
D. CONTRACT ADMINISTRATION	
Cont/Admin Estimator: _____ Date:	

TOTAL COSTS FOR PART II (A thru D) ROUNDED		$197,000
CONTINGENCY COSTS (normally 5% for large projects and 10% for small projects - to be approved by section head)	10% (% used)	$19,700
TOTAL PRELIMINARY ENGINEERING (also total for Construction Project Estimate form line 7b)		$216,700

Estimator: _____ Date: _____

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars)

Contract No. _____ Project Title: DOVER KENT MPO AIRPORT ROAD

PART III - REAL ESTATE

A. REAL PROPERTY	$0	**C. ASBESTOS PROGRAM**	$0
1. Total acquisitions		1. Testing	
2. Partial acquisitions		2. Abatement	
3. Permanent easements		**D. DEMOLITION**	
4. Temporary easements		**E. APPRAISAL FEES**	
5. Wetland mitigation		**F. STAFF**	
Other (specify)			
6. _____		**G. SETTLEMENT**	
7. _____		**H. REAL ESTATE ENG.**	$0
B. RELOCATION	$0	1. Consultant survey	
1. Residential		2. As acquired plans	
2. Business		**I. CONDEMNATION**	
Other (specify)			
3. _____		**J. OTHER (specify)**	$0
4. _____		1. _____	
		2. _____	

TOTAL COSTS FOR PART III (A thru J) ROUNDED $0

CONTINGENCY COSTS _____ $0
(normally 5% for large projects and 10% for small projects - to be approved by section head) (% used)

TOTAL REAL ESTATE COSTS $0
(also total for Construction Project Estimate form line 7c)

Estimator: _____ Date: _____

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars)

Contract No. _____ Project Title DOVER KENT MPO AIRPORT ROAD

PART IV -CONSTRUCTION

A. ROADWAY/APPROACH CONSTRUCTION	$311,500	**B. STRUCTURE CONSTRUCTION**	$0
1. Grading			
a. Excavation (includes SWM pond)	$20,000	1. New Bridge	
b. Borrow		a. Type	
2. Drainage	$93,000	b. Size	
3. Pavement		c. $/s.f.	
a. Surface	$33,000		
		2. Old Structure Rem.	
b. Base	$5,000		
		a. Type	
c. Subbase	$34,000		
		b. Size	
4. Erosion/Sed. Cont.	$10,000		
		c. $/c.y.	
5. Miscellaneous			
a. Curb/Gutter	$96,000	3. Retaining Wall	
b. Sidewalk		a. Type	
c. Guardrail		b. Size	
d. C.P.M. Schedule		c. $/c.y.	
e. Clear/Grubb	$500	4. Box Culvert	
f. Field Office	$20,000	a. Type	
Other (specify)			
g. _____		b. Size	
h. _____		c. $/s.f.	
i. _____		**C. LANDSCAPING**	$56,500
j. _____		1. Beautification	$56,500
k. _____		2. Noise Mitigation	
l. _____		3. Visual Mitigation	
m. _____		4. Tree Mitigation	
		D. MAINTENANCE OF TRAFFIC	$300,000

(refer to Capital Improvement Project form, Part IV - Continued)

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars)

Contract No. _____ Project Title DOVER KENT MPO AIRPORT ROAD

PART IV -CONSTRUCTION (CONTINUED)

E. PROJECT TRAFFIC ITEMS	$147,000
1. Signing Structures	
a. Overhead Bridges	
b. Cantilever Supports	
2. Roadway Lighting	$125,000
3. Pavement Markings	$22,000
Other (specify)	
4. _____	
F. WETLAND MITIGATION	
G. UTILITY RELOC. IN CONTRACT	$0
1. Water	
2. Sanitary Sewer	
Other (specify)	
3. _____	
H. SUBTOTAL (A thru G) ROUNDED	$815,000
I. MISC. ITEMS	$163,000
(15% of H for large projects and 20% for small)	
(At SF submission use 10% and 5%)	
20% (% used)	
J. CONTRACTOR'S CONST. ENG.	$40,750
(normally 5% of H) 5% (% used)	
K. INITIAL EXPENSE	$40,750
(normally 5% of H) 5% (% used)	
L. CONSTRUCTION CONTINGENCY	$326,000
(normally 10% of H) 40% (% used)	

P. REIMBURSABLE UTILITY RELOCATIONS BY OTHERS	$0
(Enter on PNR funding line 7)	
1. Water	
2. Sanitary Sewer	
3. Electric	
4. Telephone	
5. Gas	
6. CATV	
Other (specify)	
7. _____	
8. _____	
Utilities Estimator: Date:	

Q. TRAFFIC SECTION ITEMS	$3,500
(Enter on PNR funding line 6)	
1. Signing	$3,500
2. Signals	
3. Detour Signing	
4. DelTrac	
Other (specify)	
5. _____	
Traffic Estimator: Date:	

M. TOTAL CONSTRUCTION COSTS (H thru L) (Enter on PNR funding line 5)		$1,385,500
N. CONSTRUCTION ENGINEERING (normally 15% of construction costs) (Enter on PNR funding line 4)	15% (% used)	$207,825
O. TOTAL CONSTRUCTION COSTS (Construction Costs + Construction Engineering) (use this total + Q + P for Construction Project Estimate from line 7d)		$1,593,325

Estimator: _____ Date: _____

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars) Part V of V

Contract No. _____ Project Title: DOVER KENT MPO AIRPORT ROAD

SUMMARY

PART I - LOCATION AND ENVIRONMENTAL STUDIES (Part I to be included only for class "I" and "III" projects)	$0
PART II - PRELIMINARY ENGINEERING	$216,700
PART III - REAL ESTATE	$0
PART IV - CONSTRUCTION	$1,596,825
TOTAL ESTIMATED PROJECT COSTS (also total for Construction Project Estimate from line 7c)	$1,813,525

_____ Date: _____
Project Manager

REVIEWED & CONCURRED IN:

_____ Date: _____
Section Head

NOTE: Concurring section heads are to forward the original estimate copy to the Director of Transportation Solutions with one estimate copy each to the Assistant Director of Project Development, Assistant Director of Design Support, and the Cost Estimate Engineer.

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

1. NAME OF PROJECT DOVER KENT MPO AIRPORT ROAD (Subdivision or Road Name) KENT (County)

2. LIMITS

Street Name or Road Number	From	To	Length
BOWMAN ROAD	AIRPORT ROAD	AIRPORT ROAD	160'

3. ESTIMATE REQUESTED BY: _____ (Name) for (check one) ☐ Project initiation ☑ Estimate only _____ (Section or Legis. Dist.)

4. DESCRIPTION OF IMPROVEMENT:

Adding a right turn lane to the SBR of Bowman road at the intersection of Bowman Road and Airport Road. This is a stop controlled intersection.

4. PROJECT IN C.I.P. Yes ☐ No ☑ If "Yes", indicate year F.Y. _____

5. TYPICAL SECTION

n/a

6. STATE MAINTAINED ☑ CITY MAINTAINED PRIVATE ☐ OTHER ☐(specify)

7. COST ESTIMATE:

		from C.I.P. estimate form	Estimate prepared by:	Date:
a. Location and Environmental Studies (Part I to be included only for class "I" and "III" projects)	$0	Part I		
b. Preliminary Engineering	$60,500	Part II		
c. Real Estate	$0	Part III		
d. Construction *	$268,085	Part IV		
e. TOTAL ESTIMATED PROJECT COST	$328,585			

* Includes Utilities, Traffic, and C.E.

APPROVED

Valid thru _____ (Date) _____ (Assistant Director, M&O/Transportation Solutions/Planning) _____ (Date)

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars)

Contract No. _____ Project Title: DOVER KENT MPO AIRPORT ROAD

PART I - LOCATION & ENVIRONMENTAL STUDIES (N/A)

(Part I to be included only for class "I" & "III" projects)

A. ENGINEERING (Includes NEPA)		**E. HISTORIC**	$0
B. ARCHAEOLOGY	$0	1. Phase 1 (study)	
1. Phase I (study)		2. Phase 2 (study)	
2. Phase 2 (study)		3. Mitigation (by loc./env.)	
3. Phase 3 (mitigation)		4. Mitigation (by design)	yes ☐ no ☐
C. WETLANDS	$0	**F. NOISE**	$0
1. Delineation (study)		1. Studies	
2. Permit preparation		2. Mitigation (by design)	yes ☐ no ☐
3. Mitigation (design)		**G. OTHER**	$0
D. HAZARDOUS MATERIAL	$0	1. _____	
1. Phase 1 (study)		2. _____	
2. Phase 2 (study)			
3. Phase 3 (remediation)			

TOTAL COSTS FOR PART I (A thru G) ROUNDED $0

CONTINGENCY COSTS _____ (% used) $0

(normally 5% for large projects and 10% for small projects - to be approved by section head)

TOTAL LOCATION AND ENVIRONMENTAL STUDIES COSTS $0

(also total for Construction Project Estimate form line 7a)

Estimator: _____ Date: _____

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars)

Contract No. _____ Project Title: DOVER KENT MPO AIRPORT ROAD

PART II - PRELIMINARY ENGINEERING

A. SURVEYS	$20,000
1. Inhouse	
2. Consultant	$20,000
B. DESIGN ENGINEERING	$35,000
1. Design	$35,000
a. Inhouse	
b. Consultant	$35,000
2. Traffic	$0
a. Inhouse	
b. Consultant	
3. Real Estate Plan Preparation	$0
a. Inhouse	
b. Consultant	
4. Utilities	$0
a. Inhouse	
b. Consultant	
c. Test Holes	
d. Utility Company	
5. Materials & Research	
6. Borings	
7. Pile Load Tests	
8. Subdivision	$0
a. Inhouse	
b. Consultant	
c. Railroad P.E.	
9. Other (specify)	$0
a.	
b.	
C. ENVIRON. ASSESSMENT (use for class "II" projects only)	$0
1. Wetlands	
2. Hazardous Materials	
3. Noise	
4. Historic	
5. Archaeology	
6. Other	
a.	
b.	
Loc/Environ Estimator: _____ Date:	
D. CONTRACT ADMINISTRATION	
Cont/Admin Estimator: _____ Date:	

TOTAL COSTS FOR PART II (A thru D) ROUNDED		$55,000
CONTINGENCY COSTS (normally 5% for large projects and 10% for small projects - to be approved by section head)	10% (% used)	$5,500
TOTAL PRELIMINARY ENGINEERING (also total for Construction Project Estimate form line 7b)		$60,500

Estimator: _____ Date: _____

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars)

Contract No. _____ Project Title: DOVER KENT MPO AIRPORT ROAD

PART III - REAL ESTATE

A. REAL PROPERTY	$0	**C. ASBESTOS PROGRAM**	$0
1. Total acquisitions		1. Testing	
2. Partial acquisitions		2. Abatement	
3. Permanent easements		**D. DEMOLITION**	
4. Temporary easements		**E. APPRAISAL FEES**	
5. Wetland mitigation		**F. STAFF**	
Other (specify)			
6. _____		**G. SETTLEMENT**	
7. _____		**H. REAL ESTATE ENG.**	$0
B. RELOCATION	$0	1. Consultant survey	
1. Residential		2. As acquired plans	
2. Business		**I. CONDEMNATION**	
Other (specify)			
3. _____		**J. OTHER (specify)**	$0
4. _____		1. _____	
		2. _____	

TOTAL COSTS FOR PART III (A thru J) ROUNDED $0

CONTINGENCY COSTS _____ $0
(normally 5% for large projects and 10% for small projects - to be approved by section head) (% used)

TOTAL REAL ESTATE COSTS $0
(also total for Construction Project Estimate form line 7c)

Estimator: _____ Date: _____

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars)

Contract No. _____ Project Title DOVER KENT MPO AIRPORT ROAD

PART IV -CONSTRUCTION

A. ROADWAY/APPROACH CONSTRUCTION	$89,000	**B. STRUCTURE CONSTRUCTION**	$0
1. Grading			
a. Excavation (includes SWM pond)		1. New Bridge	
b. Borrow		a. Type	
2. Drainage	$32,000	b. Size	
3. Pavement		c. $/s.f.	
a. Surface	$22,000		
		2. Old Structure Rem.	
b. Base	$1,500	a. Type	
c. Subbase	$23,000	b. Size	
4. Erosion/Sed. Cont.	$10,000	c. $/c.y.	
5. Miscellaneous			
a. Curb/Gutter	$0	3. Retaining Wall	
b. Sidewalk		a. Type	
c. Guardrail		b. Size	
d. C.P.M. Schedule		c. $/c.y.	
e. Clear/Grubb	$500	4. Box Culvert	
f. Field Office		a. Type	
Other (specify)			
g. _____		b. Size	
h. _____		c. $/s.f.	
i. _____		**C. LANDSCAPING**	$5,000
j. _____		1. Beautification	$5,000
k. _____		2. Noise Mitigation	
l. _____		3. Visual Mitigation	
m. _____		4. Tree Mitigation	
		D. MAINTENANCE OF TRAFFIC	$40,000

(refer to Capital Improvement Project form, Part IV - Continued)

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars)

Contract No. _____ Project Title DOVER KENT MPO AIRPORT ROAD

PART IV -CONSTRUCTION (CONTINUED)

E. PROJECT TRAFFIC ITEMS	$2,400
1. Signing Structures	
a. Overhead Bridges	
b. Cantilever Supports	
2. Roadway Lighting	
3. Pavement Markings	$2,400
Other (specify)	
4. _____	
F. WETLAND MITIGATION	
G. UTILITY RELOC. IN CONTRACT	$0
1. Water	
2. Sanitary Sewer	
Other (specify)	
3. _____	
H. SUBTOTAL (A thru G) ROUNDED	$137,000
I. MISC. ITEMS	$27,400
(15% of H for large projects and 20% for small)	
(At SF submission use 10% and 5%)	
20% (% used)	
J. CONTRACTOR'S CONST. ENG.	$6,850
(normally 5% of H) 5% (% used)	
K. INITIAL EXPENSE	$6,850
(normally 5% of H) 5% (% used)	
L. CONSTRUCTION CONTINGENCY	$54,800
(normally 10% of H) 40% (% used)	

P. REIMBURSABLE UTILITY RELOCATIONS BY OTHERS	$0
(Enter on PNR funding line 7)	
1. Water	
2. Sanitary Sewer	
3. Electric	
4. Telephone	
5. Gas	
6. CATV	
Other (specify)	
7. _____	
8. _____	
Utilities Estimator: Date:	

Q. TRAFFIC SECTION ITEMS	$250
(Enter on PNR funding line 6)	
1. Signing	$250
2. Signals	
3. Detour Signing	
4. DelTrac	
Other (specify)	
5. _____	
Traffic Estimator: Date:	

M. TOTAL CONSTRUCTION COSTS (H thru L) (Enter on PNR funding line 5)		$232,900
N. CONSTRUCTION ENGINEERING (normally 15% of construction costs) (Enter on PNR funding line 4)	15% (% used)	$34,935
O. TOTAL CONSTRUCTION COSTS (Construction Costs + Construction Engineering) (use this total + Q + P for Construction Project Estimate from line 7d)		$267,835

Estimator: _____ Date: _____

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars) Part V of V

Contract No. _____ Project Title: DOVER KENT MPO AIRPORT ROAD

SUMMARY

PART I - LOCATION AND ENVIRONMENTAL STUDIES (Part I to be included only for class "I" and "III" projects)	$0
PART II - PRELIMINARY ENGINEERING	$60,500
PART III - REAL ESTATE	$0
PART IV - CONSTRUCTION	$268,085
TOTAL ESTIMATED PROJECT COSTS (also total for Construction Project Estimate from line 7c)	$328,585

_____ Date: _____
Project Manager

REVIEWED & CONCURRED IN:

_____ Date: _____
Section Head

NOTE: Concurring section heads are to forward the original estimate copy to the Director of Transportation Solutions with one estimate copy each to the Assistant Director of Project Development, Assistant Director of Design Support, and the Cost Estimate Engineer.

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

1. NAME OF PROJECT DOVER KENT MPO AIRPORT ROAD (Subdivision or Road Name) KENT (County)

2. LIMITS

Street Name or Road Number	From	To	Length
BOWMAN ROAD	AIRPORT ROAD	AIRPORT ROAD	775'

3. ESTIMATE REQUESTED BY: _____ (Name) for (check one) ☐ Project initiation ☑ Estimate only _____ (Section or Legis. Dist.)

4. DESCRIPTION OF IMPROVEMENT:

The stop controlled intersection of Airport Road and Bowman Road changing to a yield controled circular intersection. A shared-use path will be added along the intersection with ADA ramps and pedestrain crossings at all four legs.

4. PROJECT IN C.I.P. Yes ☐ No ☑ If "Yes", indicate year F.Y.

5. TYPICAL SECTION

n/a

6. STATE MAINTAINED ☑ CITY MAINTAINED | PRIVATE ☐ OTHER (specify)

7. COST ESTIMATE:		from C.I.P. estimate form	Estimate prepared by:	Date:
a. Location and Environmental Studies (Part I to be included only for class "I" and "III" projects)	$0	Part I		
b. Preliminary Engineering	$280,500	Part II		
c. Real Estate	$0	Part III		
d. Construction *	$1,907,570	Part IV		
e. TOTAL ESTIMATED PROJECT COST	$2,188,070			

* Includes Utilities, Traffic, and C.E.

APPROVED

Valid thru _____ (Date) _____ (Assistant Director, M&O/Transportation Solutions/Planning) _____ (Date)

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars)

Contract No. _____ Project Title: DOVER KENT MPO AIRPORT ROAD

PART I - LOCATION & ENVIRONMENTAL STUDIES (N/A)

(Part I to be included only for class "I" & "III" projects)

A. ENGINEERING (Includes NEPA)		**E. HISTORIC**	$0
B. ARCHAEOLOGY	$0	1. Phase 1 (study)	
1. Phase I (study)		2. Phase 2 (study)	
2. Phase 2 (study)		3. Mitigation (by loc./env.)	
3. Phase 3 (mitigation)		4. Mitigation (by design)	yes ☐ no ☐
C. WETLANDS	$0	**F. NOISE**	$0
1. Delineation (study)		1. Studies	
2. Permit preparation		2. Mitigation (by design)	yes ☐ no ☐
3. Mitigation (design)		**G. OTHER**	$0
D. HAZARDOUS MATERIAL	$0	1. _____	
1. Phase 1 (study)		2. _____	
2. Phase 2 (study)			
3. Phase 3 (remediation)			

TOTAL COSTS FOR PART I (A thru G) ROUNDED $0

CONTINGENCY COSTS $0

(normally 5% for large projects and 10% for small projects - to be approved by section head) _____ (% used)

TOTAL LOCATION AND ENVIRONMENTAL STUDIES COSTS $0

(also total for Construction Project Estimate form line 7a)

Estimator: _____ Date: _____

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars)

Contract No. _____ Project Title: DOVER KENT MPO AIRPORT ROAD

PART II - PRELIMINARY ENGINEERING

A. SURVEYS	$30,000
1. Inhouse	
2. Consultant	$30,000
B. DESIGN ENGINEERING	$225,000
1. Design	$225,000
a. Inhouse	
b. Consultant	$225,000
2. Traffic	$0
a. Inhouse	
b. Consultant	
3. Real Estate Plan Preparation	$0
a. Inhouse	
b. Consultant	
4. Utilities	$0
a. Inhouse	
b. Consultant	
c. Test Holes	
d. Utility Company	
5. Materials & Research	
6. Borings	
7. Pile Load Tests	
8. Subdivision	$0
a. Inhouse	
b. Consultant	
c. Railroad P.E.	
9. Other (specify)	$0
a.	
b.	
C. ENVIRON. ASSESSMENT (use for class "II" projects only)	$0
1. Wetlands	
2. Hazardous Materials	
3. Noise	
4. Historic	
5. Archaeology	
6. Other	
a.	
b.	
Loc/Environ Estimator: _____ Date:	
D. CONTRACT ADMINISTRATION	
Cont/Admin Estimator: _____ Date:	

TOTAL COSTS FOR PART II (A thru D) ROUNDED		$255,000
CONTINGENCY COSTS (normally 5% for large projects and 10% for small projects - to be approved by section head)	10% (% used)	$25,500
TOTAL PRELIMINARY ENGINEERING (also total for Construction Project Estimate form line 7b)		$280,500

Estimator: _____ Date: _____

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars)

Contract No. _____ Project Title: DOVER KENT MPO AIRPORT ROAD

PART III - REAL ESTATE

A. REAL PROPERTY	$0	**C. ASBESTOS PROGRAM**	$0
1. Total acquisitions		1. Testing	
2. Partial acquisitions		2. Abatement	
3. Permanent easements		**D. DEMOLITION**	
4. Temporary easements		**E. APPRAISAL FEES**	
5. Wetland mitigation		**F. STAFF**	
Other (specify)			
6. _____		**G. SETTLEMENT**	
7. _____		**H. REAL ESTATE ENG.**	$0
B. RELOCATION	$0	1. Consultant survey	
1. Residential		2. As acquired plans	
2. Business		**I. CONDEMNATION**	
Other (specify)			
3. _____		**J. OTHER (specify)**	$0
4. _____		1. _____	
		2. _____	

TOTAL COSTS FOR PART III (A thru J) ROUNDED $0

CONTINGENCY COSTS _____ $0
(normally 5% for large projects and 10% for small projects - to be approved by section head) (% used)

TOTAL REAL ESTATE COSTS $0
(also total for Construction Project Estimate form line 7c)

Estimator: _____ Date: _____

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars)

Contract No. _____ Project Title DOVER KENT MPO AIRPORT ROAD

PART IV -CONSTRUCTION

A. ROADWAY/APPROACH CONSTRUCTION	$456,400	**B. STRUCTURE CONSTRUCTION**	$0
1. Grading			
a. Excavation (includes SWM pond)	$30,000	1. New Bridge	
b. Borrow	$20,000	a. Type	
2. Drainage	$76,300	b. Size	
3. Pavement		c. $/s.f.	
a. Surface	$161,000		
b. Base	$22,400	2. Old Structure Rem.	
c. Subbase	$25,000	a. Type	
4. Erosion/Sed. Cont.	$20,000	b. Size	
5. Miscellaneous		c. $/c.y.	
a. Curb/Gutter	$81,200	3. Retaining Wall	
b. Sidewalk		a. Type	
c. Guardrail		b. Size	
d. C.P.M. Schedule		c. $/c.y.	
e. Clear/Grubb	$500	4. Box Culvert	
f. Field Office	$20,000	a. Type	
Other (specify)			
g. _____		b. Size	
h. _____		c. $/s.f.	
i. _____		**C. LANDSCAPING**	$48,000
j. _____		1. Beautification	$48,000
k. _____		2. Noise Mitigation	
l. _____		3. Visual Mitigation	
m. _____		4. Tree Mitigation	
		D. MAINTENANCE OF TRAFFIC	$300,000

(refer to Capital Improvement Project form, Part IV - Continued)

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars)

Contract No. _____ Project Title DOVER KENT MPO AIRPORT ROAD

PART IV -CONSTRUCTION (CONTINUED)

E. PROJECT TRAFFIC ITEMS	$169,600
1. Signing Structures	
a. Overhead Bridges	
b. Cantilever Supports	
2. Roadway Lighting	$150,000
3. Pavement Markings	$19,600
Other (specify)	
4.	
F. WETLAND MITIGATION	
G. UTILITY RELOC. IN CONTRACT	$0
1. Water	
2. Sanitary Sewer	
Other (specify)	
3.	
H. SUBTOTAL (A thru G) ROUNDED	$974,000
I. MISC. ITEMS	$194,800
(15% of H for large projects and 20% for small)	
(At SF submission use 10% and 5%)	
20% (% used)	
J. CONTRACTOR'S CONST. ENG.	$48,700
(normally 5% of H) 5% (% used)	
K. INITIAL EXPENSE	$48,700
(normally 5% of H) 5% (% used)	
L. CONSTRUCTION CONTINGENCY	$389,600
(normally 10% of H) 40% (% used)	

P. REIMBURSABLE UTILITY RELOCATIONS BY OTHERS	$0
(Enter on PNR funding line 7)	
1. Water	
2. Sanitary Sewer	
3. Electric	
4. Telephone	
5. Gas	
6. CATV	
Other (specify)	
7.	
8.	
Utilities Estimator: Date:	

Q. TRAFFIC SECTION ITEMS	$3,400
(Enter on PNR funding line 6)	
1. Signing	$3,400
2. Signals	
3. Detour Signing	
4. DelTrac	
Other (specify)	
5.	
Traffic Estimator: Date:	

M. TOTAL CONSTRUCTION COSTS (H thru L) $1,655,800
(Enter on PNR funding line 5)

N. CONSTRUCTION ENGINEERING (normally 15% of construction costs) 15% (% used) $248,370
(Enter on PNR funding line 4)

O. TOTAL CONSTRUCTION COSTS (Construction Costs + Construction Engineering) $1,904,170
(use this total + Q + P for Construction Project Estimate from line 7d)

Estimator: _____ Date: _____

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars) Part V of V

Contract No. _____ Project Title: DOVER KENT MPO AIRPORT ROAD

SUMMARY

PART I - LOCATION AND ENVIRONMENTAL STUDIES (Part I to be included only for class "I" and "III" projects)	$0
PART II - PRELIMINARY ENGINEERING	$280,500
PART III - REAL ESTATE	$0
PART IV - CONSTRUCTION	$1,907,570
TOTAL ESTIMATED PROJECT COSTS (also total for Construction Project Estimate from line 7c)	$2,188,070

_____ Date: _____
Project Manager

REVIEWED & CONCURRED IN:

_____ Date: _____
Section Head

NOTE: Concurring section heads are to forward the original estimate copy to the Director of Transportation Solutions with one estimate copy each to the Assistant Director of Project Development, Assistant Director of Design Support, and the Cost Estimate Engineer.

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

1. NAME OF PROJECT DOVER KENT MPO AIRPORT ROAD (Subdivision or Road Name) KENT (County)

2. LIMITS

Street Name or Road Number	From	To	Length
WALMART ENTRANCE	AIRPORT ROAD	AIRPORT ROAD	125'

3. ESTIMATE REQUESTED BY: _____ (Name) for (check one) ☐ Project initiation ☑ Estimate only _____ (Section or Legis. Dist.)

4. DESCRIPTION OF IMPROVEMENT:

ADA ramps and pedestrain crossings at all four corners and three legs at he uncontrolled intersection of Airport Road and Walmart Parking Lot Entrance. Installation of RRFBs for Airport Road traffic.

4. PROJECT IN C.I.P. Yes ☐ No ☑ If "Yes", indicate year F.Y.

5. TYPICAL SECTION

n/a

6. STATE MAINTAINED ☑ CITY MAINTAINED | PRIVATE ☐ OTHER (specify)

7. COST ESTIMATE:		from C.I.P. estimate form	Estimate prepared by:	Date:
a. Location and Environmental Studies (Part I to be included only for class "I" and "III" projects)	$0	Part I		
b. Preliminary Engineering	$25,000	Part II		
c. Real Estate	$0	Part III		
d. Construction *	$90,125	Part IV		
e. TOTAL ESTIMATED PROJECT COST	$115,125			

* Includes Utilities, Traffic, and C.E.

APPROVED

Valid thru _____ (Date) _____ (Assistant Director, M&O/Transportation Solutions/Planning) _____ (Date)

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars)

Contract No. _____ Project Title: DOVER KENT MPO AIRPORT ROAD

PART I - LOCATION & ENVIRONMENTAL STUDIES (N/A)

(Part I to be included only for class "I" & "III" projects)

A. ENGINEERING (Includes NEPA)		**E. HISTORIC**	$0
B. ARCHAEOLOGY	$0	1. Phase 1 (study)	
1. Phase I (study)		2. Phase 2 (study)	
2. Phase 2 (study)		3. Mitigation (by loc./env.)	
3. Phase 3 (mitigation)		4. Mitigation (by design)	yes ☐ no ☐
C. WETLANDS	$0	**F. NOISE**	$0
1. Delineation (study)		1. Studies	
2. Permit preparation		2. Mitigation (by design)	yes ☐ no ☐
3. Mitigation (design)		**G. OTHER**	$0
D. HAZARDOUS MATERIAL	$0	1. _____	
1. Phase 1 (study)		2. _____	
2. Phase 2 (study)			
3. Phase 3 (remediation)			

TOTAL COSTS FOR PART I (A thru G) ROUNDED $0

CONTINGENCY COSTS $0

(normally 5% for large projects and 10% for small projects - to be approved by section head) _____ (% used)

TOTAL LOCATION AND ENVIRONMENTAL STUDIES COSTS $0

(also total for Construction Project Estimate form line 7a)

Estimator: _____ Date: _____

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars)

Contract No. _____ Project Title: DOVER KENT MPO AIRPORT ROAD

PART II - PRELIMINARY ENGINEERING

A. SURVEYS	$5,000
1. Inhouse	
2. Consultant	$5,000
B. DESIGN ENGINEERING	$20,000
1. Design	$20,000
a. Inhouse	
b. Consultant	$20,000
2. Traffic	$0
a. Inhouse	
b. Consultant	
3. Real Estate Plan Preparation	$0
a. Inhouse	
b. Consultant	
4. Utilities	$0
a. Inhouse	
b. Consultant	
c. Test Holes	
d. Utility Company	
5. Materials & Research	
6. Borings	
7. Pile Load Tests	
8. Subdivision	$0
a. Inhouse	
b. Consultant	
c. Railroad P.E.	
9. Other (specify)	$0
a.	
b.	
C. ENVIRON. ASSESSMENT (use for class "II" projects only)	$0
1. Wetlands	
2. Hazardous Materials	
3. Noise	
4. Historic	
5. Archaeology	
6. Other	
a.	
b.	
Loc/Environ Estimator: _____ Date:	
D. CONTRACT ADMINISTRATION	
Cont/Admin Estimator: _____ Date:	

TOTAL COSTS FOR PART II (A thru D) ROUNDED $25,000

CONTINGENCY COSTS _____ (% used) $0

(normally 5% for large projects and 10% for small projects - to be approved by section head)

TOTAL PRELIMINARY ENGINEERING $25,000

(also total for Construction Project Estimate form line 7b)

Estimator: _____ Date: _____

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars)

Contract No. _____ Project Title: DOVER KENT MPO AIRPORT ROAD

PART III - REAL ESTATE

A. REAL PROPERTY	$0	**C. ASBESTOS PROGRAM**	$0
1. Total acquisitions		1. Testing	
2. Partial acquisitions		2. Abatement	
3. Permanent easements		**D. DEMOLITION**	
4. Temporary easements		**E. APPRAISAL FEES**	
5. Wetland mitigation		**F. STAFF**	
Other (specify)			
6. _____		**G. SETTLEMENT**	
7. _____		**H. REAL ESTATE ENG.**	$0
B. RELOCATION	$0	1. Consultant survey	
1. Residential		2. As acquired plans	
2. Business		**I. CONDEMNATION**	
Other (specify)			
3. _____		**J. OTHER (specify)**	$0
4. _____		1. _____	
		2. _____	

TOTAL COSTS FOR PART III (A thru J) ROUNDED $0

CONTINGENCY COSTS _____ $0
(normally 5% for large projects and 10% for small projects - to be approved by section head) (% used)

TOTAL REAL ESTATE COSTS $0
(also total for Construction Project Estimate form line 7c)

Estimator: _____ Date: _____

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars)

Contract No. _____ Project Title DOVER KENT MPO AIRPORT ROAD

PART IV -CONSTRUCTION

A. ROADWAY/APPROACH CONSTRUCTION $0

1. Grading
   a. Excavation (includes SWM pond) _____
   b. Borrow _____
2. Drainage _____
3. Pavement
   a. Surface _____
   b. Base _____
   c. Subbase _____
4. Erosion/Sed. Cont. _____
5. Miscellaneous
   a. Curb/Gutter _____
   b. Sidewalk _____
   c. Guardrail _____
   d. C.P.M. Schedule _____
   e. Clear/Grubb _____
   f. Field Office _____

Other (specify)

g. _____ _____
h. _____ _____
i. _____ _____
j. _____ _____
k. _____ _____
l. _____ _____
m. _____ _____

B. STRUCTURE CONSTRUCTION $0

1. New Bridge _____
   a. Type _____
   b. Size _____
   c. $/s.f. _____
2. Old Structure Rem. _____
   a. Type _____
   b. Size _____
   c. $/c.y. _____
3. Retaining Wall _____
   a. Type _____
   b. Size _____
   c. $/c.y. _____
4. Box Culvert _____
   a. Type _____
   b. Size _____
   c. $/s.f. _____

C. LANDSCAPING $0

1. Beautification _____
2. Noise Mitigation _____
3. Visual Mitigation _____
4. Tree Mitigation _____

D. MAINTENANCE OF TRAFFIC _____

(refer to Capital Improvement Project form, Part IV - Continued)

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars)

Contract No. _____ Project Title DOVER KENT MPO AIRPORT ROAD

PART IV -CONSTRUCTION (CONTINUED)

E. PROJECT TRAFFIC ITEMS	$10,000
1. Signing Structures	
a. Overhead Bridges	
b. Cantilever Supports	
2. Roadway Lighting	
3. Pavement Markings	$10,000
Other (specify)	
4.	
F. WETLAND MITIGATION	
G. UTILITY RELOC. IN CONTRACT	$0
1. Water	
2. Sanitary Sewer	
Other (specify)	
3.	
H. SUBTOTAL (A thru G) ROUNDED	$10,000
I. MISC. ITEMS	$2,000
(15% of H for large projects and 20% for small)	
(At SF submission use 10% and 5%)	
20% (% used)	
J. CONTRACTOR'S CONST. ENG.	$500
(normally 5% of H) 5% (% used)	
K. INITIAL EXPENSE	$500
(normally 5% of H) 5% (% used)	
L. CONSTRUCTION CONTINGENCY	$4,500
(normally 10% of H) 45% (% used)	

P. REIMBURSABLE UTILITY RELOCATIONS BY OTHERS	$0
(Enter on PNR funding line 7)	
1. Water	
2. Sanitary Sewer	
3. Electric	
4. Telephone	
5. Gas	
6. CATV	
Other (specify)	
7.	
8.	
Utilities Estimator: Date:	

Q. TRAFFIC SECTION ITEMS	$70,000
(Enter on PNR funding line 6)	
1. Signing	$0
2. Signals	$70,000
3. Detour Signing	
4. DelTrac	
Other (specify)	
5.	
Traffic Estimator: Date:	

M. TOTAL CONSTRUCTION COSTS (H thru L) $17,500
(Enter on PNR funding line 5)

N. CONSTRUCTION ENGINEERING (normally 15% of construction costs) 15% (% used) $2,625
(Enter on PNR funding line 4)

O. TOTAL CONSTRUCTION COSTS (Construction Costs + Construction Engineering) $20,125
(use this total + Q + P for Construction Project Estimate from line 7d)

Estimator: _____ Date: _____

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars) Part V of V

Contract No. _____ Project Title: DOVER KENT MPO AIRPORT ROAD

SUMMARY

PART I - LOCATION AND ENVIRONMENTAL STUDIES (Part I to be included only for class "I" and "III" projects)	$0
PART II - PRELIMINARY ENGINEERING	$25,000
PART III - REAL ESTATE	$0
PART IV - CONSTRUCTION	$90,125
TOTAL ESTIMATED PROJECT COSTS (also total for Construction Project Estimate from line 7c)	$115,125

_____ Date: _____
Project Manager

REVIEWED & CONCURRED IN:

_____ Date: _____
Section Head

NOTE: Concurring section heads are to forward the original estimate copy to the Director of Transportation Solutions with one estimate copy each to the Assistant Director of Project Development, Assistant Director of Design Support, and the Cost Estimate Engineer.

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

1. NAME OF PROJECT DOVER KENT MPO AIRPORT ROAD (Subdivision or Road Name) KENT (County)

2. LIMITS

Street Name or Road Number	From	To	Length
AIRPORT ROAD	ROOSA ROAD	DUPONT BLVD	560'

3. ESTIMATE REQUESTED BY: _____ (Name) for (check one) ☐ Project initiation _____ (Section or Legis. Dist.) ☑ Estimate only

4. DESCRIPTION OF IMPROVEMENT:

Relocation of the entrance to Airport Plaza Shopping Center along Airport road. A median will be added to separate the entracnce and exit locations. A sidewalk and cross walk will be added along the EB side of Airport Road with a crossing at the intersection of Airport Road and Dupont Blvd.

4. PROJECT IN C.I.P. Yes ☐ No ☑ If "Yes", indicate year F.Y. _____

5. TYPICAL SECTION

n/a

6. STATE MAINTAINED☑ CITY MAINTAINED ☐ PRIVATE ☐ OTHER☐ (specify) _____

7. COST ESTIMATE:		from C.I.P. estimate form	Estimate prepared by:	Date:
a. Location and Environmental Studies (Part I to be included only for class "I" and "III" projects)	$0	Part I		
b. Preliminary Engineering	$104,500	Part II		
c. Real Estate	$0	Part III		
d. Construction *	$455,715	Part IV		
e. TOTAL ESTIMATED PROJECT COST	$560,215			

* Includes Utilities, Traffic, and C.E.

APPROVED

Valid thru _____ (Date) _____ (Assistant Director, M&O/Transportation Solutions/Planning) _____ (Date)

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars)

Contract No. _____ Project Title: DOVER KENT MPO AIRPORT ROAD

PART I - LOCATION & ENVIRONMENTAL STUDIES (N/A)

(Part I to be included only for class "I" & "III" projects)

A. ENGINEERING (Includes NEPA)		**E. HISTORIC**	$0
B. ARCHAEOLOGY	$0	1. Phase 1 (study)	
1. Phase I (study)		2. Phase 2 (study)	
2. Phase 2 (study)		3. Mitigation (by loc./env.)	
3. Phase 3 (mitigation)		4. Mitigation (by design)	yes ☐ no ☐
C. WETLANDS	$0	**F. NOISE**	$0
1. Delineation (study)		1. Studies	
2. Permit preparation		2. Mitigation (by design)	yes ☐ no ☐
3. Mitigation (design)		**G. OTHER**	$0
D. HAZARDOUS MATERIAL	$0	1. _____	
1. Phase 1 (study)		2. _____	
2. Phase 2 (study)			
3. Phase 3 (remediation)			

TOTAL COSTS FOR PART I (A thru G) ROUNDED $0

CONTINGENCY COSTS _____ (% used) $0

(normally 5% for large projects and 10% for small projects - to be approved by section head)

TOTAL LOCATION AND ENVIRONMENTAL STUDIES COSTS $0

(also total for Construction Project Estimate form line 7a)

Estimator: _____ Date: _____

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars)

Contract No. _____ Project Title: DOVER KENT MPO AIRPORT ROAD

PART II - PRELIMINARY ENGINEERING

A. SURVEYS	$30,000
1. Inhouse	
2. Consultant	$30,000
B. DESIGN ENGINEERING	$65,000
1. Design	$65,000
a. Inhouse	
b. Consultant	$65,000
2. Traffic	$0
a. Inhouse	
b. Consultant	
3. Real Estate Plan Preparation	$0
a. Inhouse	
b. Consultant	
4. Utilities	$0
a. Inhouse	
b. Consultant	
c. Test Holes	
d. Utility Company	
5. Materials & Research	
6. Borings	
7. Pile Load Tests	
8. Subdivision	$0
a. Inhouse	
b. Consultant	
c. Railroad P.E.	
9. Other (specify)	$0
a.	
b.	
C. ENVIRON. ASSESSMENT (use for class "II" projects only)	$0
1. Wetlands	
2. Hazardous Materials	
3. Noise	
4. Historic	
5. Archaeology	
6. Other	
a.	
b.	
Loc/Environ Estimator: _____ Date:	
D. CONTRACT ADMINISTRATION	
Cont/Admin Estimator: _____ Date:	

TOTAL COSTS FOR PART II (A thru D) ROUNDED		$95,000
CONTINGENCY COSTS (normally 5% for large projects and 10% for small projects - to be approved by section head)	10% (% used)	$9,500
TOTAL PRELIMINARY ENGINEERING (also total for Construction Project Estimate form line 7b)		$104,500

Estimator: _____ Date: _____

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars)

Contract No. _____ Project Title: DOVER KENT MPO AIRPORT ROAD

PART III - REAL ESTATE

A. REAL PROPERTY	$0	**C. ASBESTOS PROGRAM**	$0
1. Total acquisitions		1. Testing	
2. Partial acquisitions		2. Abatement	
3. Permanent easements		**D. DEMOLITION**	
4. Temporary easements		**E. APPRAISAL FEES**	
5. Wetland mitigation		**F. STAFF**	
Other (specify)			
6. _____		**G. SETTLEMENT**	
7. _____		**H. REAL ESTATE ENG.**	$0
B. RELOCATION	$0	1. Consultant survey	
1. Residential		2. As acquired plans	
2. Business		**I. CONDEMNATION**	
Other (specify)			
3. _____		**J. OTHER (specify)**	$0
4. _____		1. _____	
		2. _____	

TOTAL COSTS FOR PART III (A thru J) ROUNDED $0

CONTINGENCY COSTS _____ $0
(normally 5% for large projects and 10% for small projects - to be approved by section head) (% used)

TOTAL REAL ESTATE COSTS $0
(also total for Construction Project Estimate form line 7c)

Estimator: _____ Date: _____

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars)

Contract No. _____ Project Title DOVER KENT MPO AIRPORT ROAD

PART IV -CONSTRUCTION

A. ROADWAY/APPROACH CONSTRUCTION	$111,700	**B. STRUCTURE CONSTRUCTION**	$0
1. Grading			
a. Excavation (includes SWM pond)		1. New Bridge	
b. Borrow		a. Type	
2. Drainage	$14,900	b. Size	
3. Pavement		c. $/s.f.	
a. Surface	$11,500		
		2. Old Structure Rem.	
b. Base	$11,500		
		a. Type	
c. Subbase	$11,900		
		b. Size	
4. Erosion/Sed. Cont.	$10,000		
		c. $/c.y.	
5. Miscellaneous			
a. Curb/Gutter	$21,400	3. Retaining Wall	
b. Sidewalk	$10,000	a. Type	
c. Guardrail		b. Size	
d. C.P.M. Schedule		c. $/c.y.	
e. Clear/Grubb	$500	4. Box Culvert	
f. Field Office	$20,000	a. Type	
Other (specify)			
g. _____		b. Size	
h. _____		c. $/s.f.	
i. _____		**C. LANDSCAPING**	$18,000
j. _____		1. Beautification	$18,000
k. _____		2. Noise Mitigation	
l. _____		3. Visual Mitigation	
m. _____		4. Tree Mitigation	
		D. MAINTENANCE OF TRAFFIC	$100,000

(refer to Capital Improvement Project form, Part IV - Continued)

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars)

Contract No. _____ Project Title DOVER KENT MPO AIRPORT ROAD

PART IV -CONSTRUCTION (CONTINUED)

E. PROJECT TRAFFIC ITEMS $2,900

1. Signing Structures
   a. Overhead Bridges _____
   b. Cantilever Supports _____
2. Roadway Lighting _____
3. Pavement Markings $2,900

Other (specify)

4. _____ _____

F. WETLAND MITIGATION _____

G. UTILITY RELOC. IN CONTRACT $0

1. Water _____
2. Sanitary Sewer _____

Other (specify)

3. _____ _____

H. SUBTOTAL (A thru G) ROUNDED $233,000

I. MISC. ITEMS $46,600
(15% of H for large projects and 20% for small)
(At SF submission use 10% and 5%)
20% (% used)

J. CONTRACTOR'S CONST. ENG. $11,650
(normally 5% of H) 5% (% used)

K. INITIAL EXPENSE $11,650
(normally 5% of H) 5% (% used)

L. CONSTRUCTION CONTINGENCY $93,200
(normally 10% of H) 40% (% used)

P. REIMBURSABLE UTILITY RELOCATIONS BY OTHERS $0
(Enter on PNR funding line 7)

1. Water _____
2. Sanitary Sewer _____
3. Electric _____
4. Telephone _____
5. Gas _____
6. CATV _____

Other (specify)

7. _____ _____
8. _____ _____

Utilities
Estimator: Date:

Q. TRAFFIC SECTION ITEMS $200
(Enter on PNR funding line 6)

1. Signing $200
2. Signals _____
3. Detour Signing _____
4. DelTrac _____

Other (specify)

5. _____ _____

Traffic
Estimator: Date:

M. TOTAL CONSTRUCTION COSTS (H thru L) $396,100
(Enter on PNR funding line 5)

N. CONSTRUCTION ENGINEERING (normally 15% of construction costs) 15% (% used) $59,415
(Enter on PNR funding line 4)

O. TOTAL CONSTRUCTION COSTS (Construction Costs + Construction Engineering) $455,515
(use this total + Q + P for Construction Project Estimate from line 7d)

Estimator: _____ Date: _____

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars) Part V of V

Contract No. _____ Project Title: DOVER KENT MPO AIRPORT ROAD

SUMMARY

PART I - LOCATION AND ENVIRONMENTAL STUDIES (Part I to be included only for class "I" and "III" projects)	$0
PART II - PRELIMINARY ENGINEERING	$104,500
PART III - REAL ESTATE	$0
PART IV - CONSTRUCTION	$455,715
TOTAL ESTIMATED PROJECT COSTS (also total for Construction Project Estimate from line 7c)	$560,215

_____ Date: _____
Project Manager

REVIEWED & CONCURRED IN:

_____ Date: _____
Section Head

NOTE: Concurring section heads are to forward the original estimate copy to the Director of Transportation Solutions with one estimate copy each to the Assistant Director of Project Development, Assistant Director of Design Support, and the Cost Estimate Engineer.

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

1. NAME OF PROJECT DOVER KENT MPO AIRPORT ROAD (Subdivision or Road Name) KENT (County)

2. LIMITS

Street Name or Road Number	From	To	Length
AIRPORT ROAD	BOWMAN ROAD	CASCADES LANE	1030'

3. ESTIMATE REQUESTED BY: _____ (Name) for (check one) ☐ Project initiation ☑ Estimate only _____ (Section or Legis. Dist.)

4. DESCRIPTION OF IMPROVEMENT:

Restriping to add an additional left turn lane in both the EBR and WBR turning into commerical businesses off of AirportRoad between Bowman Road and Cascades Lane.

4. PROJECT IN C.I.P. Yes ☐ No ☑ If "Yes", indicate year F.Y. _____

5. TYPICAL SECTION

n/a

6. STATE MAINTAINED☑ CITY MAINTAINED ☐ PRIVATE ☐ OTHER☐ (specify) _____

7. COST ESTIMATE:		from C.I.P. estimate form	Estimate prepared by:	Date:
a. Location and Environmental Studies (Part I to be included only for class "I" and "III" projects)	$0	Part I		
b. Preliminary Engineering	$66,000	Part II		
c. Real Estate	$0	Part III		
d. Construction *	$466,700	Part IV		
e. TOTAL ESTIMATED PROJECT COST	$532,700			

* Includes Utilities, Traffic, and C.E.

APPROVED

Valid thru _____ (Date) _____ (Assistant Director, M&O/Transportation Solutions/Planning) _____ (Date)

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars)

Contract No. _____ Project Title: DOVER KENT MPO AIRPORT ROAD

PART I - LOCATION & ENVIRONMENTAL STUDIES (N/A)

(Part I to be included only for class "I" & "III" projects)

A. ENGINEERING (Includes NEPA)		**E. HISTORIC**	$0
B. ARCHAEOLOGY	$0	1. Phase 1 (study)	
1. Phase I (study)		2. Phase 2 (study)	
2. Phase 2 (study)		3. Mitigation (by loc./env.)	
3. Phase 3 (mitigation)		4. Mitigation (by design)	yes ☐ no ☐
C. WETLANDS	$0	**F. NOISE**	$0
1. Delineation (study)		1. Studies	
2. Permit preparation		2. Mitigation (by design)	yes ☐ no ☐
3. Mitigation (design)		**G. OTHER**	$0
D. HAZARDOUS MATERIAL	$0	1. _____	
1. Phase 1 (study)		2. _____	
2. Phase 2 (study)			
3. Phase 3 (remediation)			

TOTAL COSTS FOR PART I (A thru G) ROUNDED $0

CONTINGENCY COSTS _____ (% used) $0

(normally 5% for large projects and 10% for small projects - to be approved by section head)

TOTAL LOCATION AND ENVIRONMENTAL STUDIES COSTS $0

(also total for Construction Project Estimate form line 7a)

Estimator: _____ Date: _____

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars)

Contract No. _____ Project Title: DOVER KENT MPO AIRPORT ROAD

PART II - PRELIMINARY ENGINEERING

A. SURVEYS	$30,000
1. Inhouse	
2. Consultant	$30,000
B. DESIGN ENGINEERING	$30,000
1. Design	$30,000
a. Inhouse	
b. Consultant	$30,000
2. Traffic	$0
a. Inhouse	
b. Consultant	
3. Real Estate Plan Preparation	$0
a. Inhouse	
b. Consultant	
4. Utilities	$0
a. Inhouse	
b. Consultant	
c. Test Holes	
d. Utility Company	
5. Materials & Research	
6. Borings	
7. Pile Load Tests	
8. Subdivision	$0
a. Inhouse	
b. Consultant	
c. Railroad P.E.	
9. Other (specify)	$0
a.	
b.	
C. ENVIRON. ASSESSMENT (use for class "II" projects only)	$0
1. Wetlands	
2. Hazardous Materials	
3. Noise	
4. Historic	
5. Archaeology	
6. Other	
a.	
b.	
Loc/Environ Estimator: _____ Date:	
D. CONTRACT ADMINISTRATION	
Cont/Admin Estimator: _____ Date:	

TOTAL COSTS FOR PART II (A thru D) ROUNDED		$60,000
CONTINGENCY COSTS (normally 5% for large projects and 10% for small projects - to be approved by section head)	10% (% used)	$6,000
TOTAL PRELIMINARY ENGINEERING (also total for Construction Project Estimate form line 7b)		$66,000

Estimator: _____ Date: _____

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars)

Contract No. _____ Project Title: DOVER KENT MPO AIRPORT ROAD

PART III - REAL ESTATE

A. REAL PROPERTY	$0	**C. ASBESTOS PROGRAM**	$0
1. Total acquisitions		1. Testing	
2. Partial acquisitions		2. Abatement	
3. Permanent easements		**D. DEMOLITION**	
4. Temporary easements		**E. APPRAISAL FEES**	
5. Wetland mitigation		**F. STAFF**	
Other (specify)			
6. _____		**G. SETTLEMENT**	
7. _____		**H. REAL ESTATE ENG.**	$0
B. RELOCATION	$0	1. Consultant survey	
1. Residential		2. As acquired plans	
2. Business		**I. CONDEMNATION**	
Other (specify)			
3. _____		**J. OTHER (specify)**	$0
4. _____		1. _____	
		2. _____	

TOTAL COSTS FOR PART III (A thru J) ROUNDED $0

CONTINGENCY COSTS _____ $0
(normally 5% for large projects and 10% for small projects - to be approved by section head) (% used)

TOTAL REAL ESTATE COSTS $0
(also total for Construction Project Estimate form line 7c)

Estimator: _____ Date: _____

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars)

Contract No. _____ Project Title DOVER KENT MPO AIRPORT ROAD

PART IV -CONSTRUCTION

A. ROADWAY/APPROACH CONSTRUCTION	$147,500	**B. STRUCTURE CONSTRUCTION**	$0
1. Grading			
a. Excavation (includes SWM pond)	$31,000	1. New Bridge	
b. Borrow		a. Type	
2. Drainage	$6,000	b. Size	
3. Pavement		c. $/s.f.	
a. Surface	$100,000		
		2. Old Structure Rem.	
b. Base		a. Type	
c. Subbase		b. Size	
4. Erosion/Sed. Cont.	$10,000	c. $/c.y.	
5. Miscellaneous			
a. Curb/Gutter		3. Retaining Wall	
b. Sidewalk		a. Type	
c. Guardrail		b. Size	
d. C.P.M. Schedule		c. $/c.y.	
e. Clear/Grubb	$500	4. Box Culvert	
f. Field Office	$0	a. Type	
Other (specify)			
g. _____		b. Size	
h. _____		c. $/s.f.	
i. _____		**C. LANDSCAPING**	$2,500
j. _____		1. Beautification	$2,500
k. _____		2. Noise Mitigation	
l. _____		3. Visual Mitigation	
m. _____		4. Tree Mitigation	
		D. MAINTENANCE OF TRAFFIC	$100,000

(refer to Capital Improvement Project form, Part IV - Continued)

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars)

Contract No. _____ Project Title DOVER KENT MPO AIRPORT ROAD

PART IV -CONSTRUCTION (CONTINUED)

E. PROJECT TRAFFIC ITEMS	$21,000
1. Signing Structures	
a. Overhead Bridges	
b. Cantilever Supports	
2. Roadway Lighting	
3. Pavement Markings	$21,000
Other (specify)	
4. _____	
F. WETLAND MITIGATION	
G. UTILITY RELOC. IN CONTRACT	$0
1. Water	
2. Sanitary Sewer	
Other (specify)	
3. _____	
H. SUBTOTAL (A thru G) ROUNDED	$271,000
I. MISC. ITEMS	$54,200
(15% of H for large projects and 20% for small)	
(At SF submission use 10% and 5%)	
20% (% used)	
J. CONTRACTOR'S CONST. ENG.	$13,550
(normally 5% of H) 5% (% used)	
K. INITIAL EXPENSE	$13,550
(normally 5% of H) 5% (% used)	
L. CONSTRUCTION CONTINGENCY	$108,400
(normally 10% of H) 40% (% used)	

P. REIMBURSABLE UTILITY RELOCATIONS BY OTHERS	$0
(Enter on PNR funding line 7)	
1. Water	
2. Sanitary Sewer	
3. Electric	
4. Telephone	
5. Gas	
6. CATV	
Other (specify)	
7. _____	
8. _____	
Utilities Estimator: Date:	

Q. TRAFFIC SECTION ITEMS	$6,000
(Enter on PNR funding line 6)	
1. Signing	$6,000
2. Signals	$0
3. Detour Signing	
4. DelTrac	
Other (specify)	
5. _____	
Traffic Estimator: Date:	

M. TOTAL CONSTRUCTION COSTS (H thru L) (Enter on PNR funding line 5)	$460,700
N. CONSTRUCTION ENGINEERING (normally 15% of construction costs) (Enter on PNR funding line 4) (% used)	$0
O. TOTAL CONSTRUCTION COSTS (Construction Costs + Construction Engineering) (use this total + Q + P for Construction Project Estimate from line 7d)	$460,700

Estimator: _____ Date: _____

CAPITAL TRANSPORTATION PROJECT COST ESTIMATE

(Current Dollars) Part V of V

Contract No. _____ Project Title: DOVER KENT MPO AIRPORT ROAD

SUMMARY

PART I - LOCATION AND ENVIRONMENTAL STUDIES (Part I to be included only for class "I" and "III" projects)	$0
PART II - PRELIMINARY ENGINEERING	$66,000
PART III - REAL ESTATE	$0
PART IV - CONSTRUCTION	$466,700
TOTAL ESTIMATED PROJECT COSTS (also total for Construction Project Estimate from line 7c)	$532,700

_____ Date: _____
Project Manager

REVIEWED & CONCURRED IN:

_____ Date: _____
Section Head

NOTE: Concurring section heads are to forward the original estimate copy to the Director of Transportation Solutions with one estimate copy each to the Assistant Director of Project Development, Assistant Director of Design Support, and the Cost Estimate Engineer.