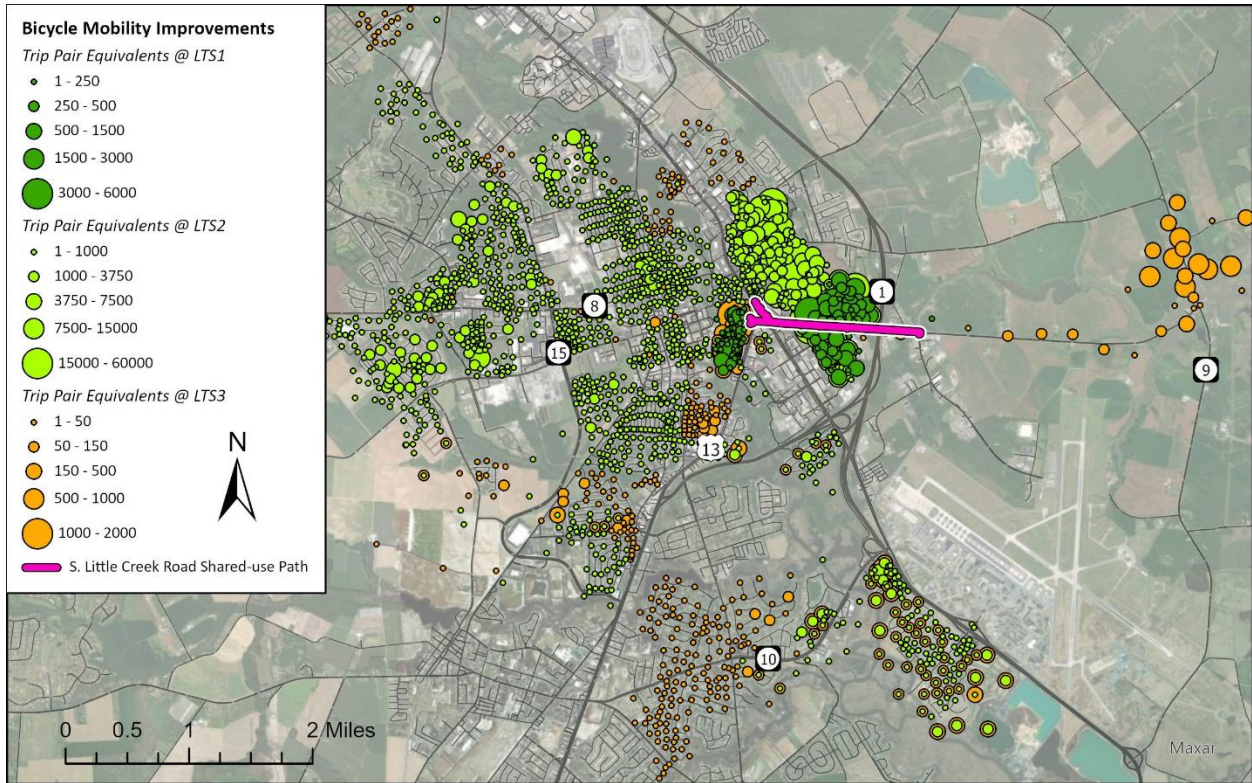


APPENDIX A

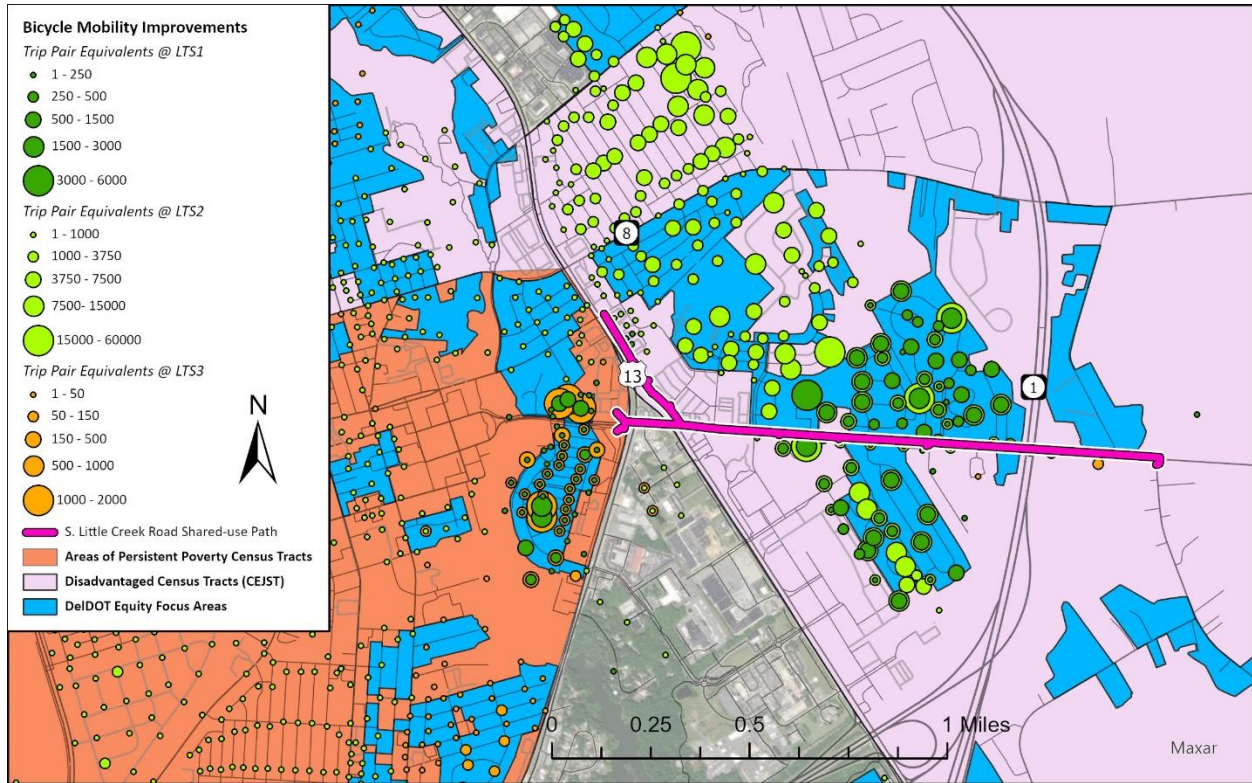
BICYCLE NETWORK ANALYSIS FOR THE MLK BOULEVARD/SOUTH LITTLE CREEK ROAD BICYCLE AND PEDESTRIAN NETWORK



The map above shows the spatial distribution of Bicycle Mobility improvements modeled for the completion of the **MLK Boulevard/South Little Creek Road Bicycle and Pedestrian Connector**, using DelDOT's Bicycle Mobility Tool. The color of the dot relates to the Bicycle Level of Traffic Stress (LTS) that the area will experience in mobility improvement. The size of the dot relates to the magnitude of the mobility improvement at that location. Bicycle Mobility Improvement is defined as newly connected pairs, or reduced detour, between where people live (housing units, aggregated to the nearest intersection) to destinations of interest (schools, community centers, employment centers, transit, or parks).

Most of the bicycle mobility improvements from this project will be experienced by the neighborhoods along, and north of, South Little Creek Road. These neighborhoods were previously disconnected from low-stress bicycle facilities leading into the City of Dover. This project will provide a direct connection to the Capital City Trail – the vast network of urban pathways constructed around Dover – and the Senator Bikeway – a combination of on and off-road cycling routes that provide a lower-stress (LTS2), east-west route across the City of Dover. This project will also provide a safer and more practical pedestrian and bicycle access to shopping on the eastside of US13, if the proposed pedestrian crosswalk on the northside of Bay Road is implemented.

Approximately 1400 households will have an improvement in front-door-to-destination bicycle network access to Level of Traffic Stress 1 (LTS1) – equating to about 55,500 new origin-destination pairs that would now be connected on an LTS1 route. At LTS2, about 14,300 households will have improved bicycle mobility, equating to about 1,445,700 newly connected trip pairs – a huge improvement to lower-stress cycling access in Dover. At LTS3, about 18,700 households will have improved connectivity, equating to about 59,600 newly connected trip-pairs.



The mobility benefits of this project are heavily distributed in a variety of spatial zones related to equity. With 99% of the LTS1 connectivity to benefit those residing in Historically Disadvantaged Census Tracts (HDC), 28% in Areas of Persistent Poverty (APP), and 79% in DelDOT Equity Focus Areas (EFA).

Improvements in LTS2 are 63% in HDC, 47% in APP, and 72% in EFA. This project falls squarely in line with DelDOT’s mission to improve safety and multi-modal travel options within our designated Equity Focus Areas.

Bicycle Mobility Improvement	Improvements in Bicycle Mobility (Origin-Destination Trip Pair Equivalents)	Total Households with Improved Bicycle Mobility	Households in Disadvantaged Census Tracts (CEJST)	Households in Areas of Persistent Poverty	Households in DelDOT Equity Focus Areas
LTS1	55513	1417	1403 (99.0%)	395 (27.9%)	1119 (79.0%)

LTS2	1445677	14379	9098 (63.3%)	6672 (46.6%)	10391 (72.3%)
LTS3	59615	18689	10211 (54.6%)	7924 (42.2%)	12874 (68.9%)

APPENDIX B

Delaware Department of Transportation Concept Design Estimate

Contract Title: South Little Creek Road Shared Use Path
Contract ID: T202401201
County: Kent

Date: 2/23/2024

Item Description	Babb Drive to Horsepond Road				Western Project Extension to US 13			
	Qty	Unit	Unit Price	Amount	Qty	Unit	Unit Price	Amount
SHARED USE PATH/ SIDEWALK				\$ 467,040.00				\$ 177,200.00
SUPERPAVE TYPE C, PG 64-22	1,513	TON	\$180.00	\$ 272,340.00	0	TON	\$180.00	\$ -
GABC	1,482	CY	\$100.00	\$ 148,200.00	0	CY	\$100.00	\$ -
PCC SIDEWALK, 4"	3,500	SF	\$12.00	\$ 42,000.00	13,400	SF	\$12.00	\$ 160,800.00
GABC	45	CY	\$100.00	\$ 4,500.00	164	CY	\$100.00	\$ 16,400.00
CURB	8,000	LF	\$45.00	\$ 270,000.00	2,500	LF	\$45.00	\$ 112,500.00
PAVEMENT RECONSTRUCTION				\$ 493,640.00				\$ 205,920.00
SUPERPAVE TYPE C, PG 64-22	605	TON	\$180.00	\$ 108,900.00	253	TON	\$180.00	\$ 45,540.00
SUPERPAVE TYPE B, PG 64-22	1,816	TON	\$140.00	\$ 254,240.00	757	TON	\$140.00	\$ 105,980.00
GABC	1,185	CY	\$100.00	\$ 118,500.00	494	CY	\$100.00	\$ 49,400.00
SAW/CUTTING	6,000	LF	\$2.00	\$ 12,000.00	2,500	LF	\$2.00	\$ 5,000.00
EXCAVATION	7,556	CY	\$30.00	\$ 226,680.00	1,000	CY	\$30.00	\$ 30,000.00
TOPSOIL, SEED, SILT FENCE				\$ 60,000.00				\$ 25,010.00
TOPSOIL, 6" DEPTH	2,000	SY	\$8.00	\$ 16,000.00	834	SY	\$8.00	\$ 6,672.00
PERMANENT GRASS SEEDING, SUBDIVISION	2,000	SY	\$3.00	\$ 6,000.00	834	SY	\$3.00	\$ 2,502.00
EROSION CONTROL BLANKET MULCH	2,000	SY	\$4.00	\$ 8,000.00	834	SY	\$4.00	\$ 3,336.00
SILT FENCE	6,000	LF	\$5.00	\$ 30,000.00	2,500	LF	\$5.00	\$ 12,500.00
PEDESTRIAN CONNECTION	5,850	SF	\$50.00	\$ 292,500.00	3,200	SF	\$50.00	\$ 160,000.00
DRAINAGE				\$ 800,000.00				\$ 335,000.00
DRAINAGE INLET	40	EA	\$5,000.00	\$ 200,000.00	17	EA	\$5,000.00	\$ 85,000.00
PIPE	6,000	LF	\$100.00	\$ 600,000.00	2,500	LF	\$100.00	\$ 250,000.00
PEDESTRIAN CROSSING DETERRENTS				\$ -				\$ 1,026,800.00
MEDIAN BARRIER W/ FENCE	0	LF	\$450.00	\$ -	2,200	LF	\$450.00	\$ 990,000.00
"DSU-STYLE" POST AND CHAIN FENCE	0	LF	\$40.00	\$ -	920	LF	\$40.00	\$ 36,800.00
SIGNAL WORK	1	LS	\$75,000.00	\$ 75,000.00	2	LS	\$75,000.00	\$ 150,000.00
BRIDGE 2-067B WORK (PER J. HASTINGS COORDINATION)	1	LS	\$1,500,000.00	\$ 1,500,000.00	0	LS	\$0.00	\$ -
PROJECT SUBTOTAL (ROUNDED)				\$ 4,200,000.00				\$ 2,300,000.00
CONTINGENCY (-30%)				\$ 1,200,000.00				\$ 700,000.00
MOBILIZATION (-5%)				\$ 210,000.00				\$ 115,000.00
CONSTRUCTION ENGINEERING (UPDATED PER P. MOSER DIRECTION ON 2/23/2024)				\$ 950,000.00				\$ 500,000.00
UTILITIES (-10%)				\$ 420,000.00				\$ 230,000.00
MAINTENANCE OF TRAFFIC (-5%)				\$ 210,000.00				\$ 115,000.00
RIGHT-OF WAY (INCLUDED PER P. MOSER DIRECTION ON 2/14/2024)				\$ 1,100,000.00				\$ -
TOTAL ENGINEER'S CONSTRUCTION ESTIMATE				\$ 8,290,000.00				\$ 3,960,000.00
COMBINED RAISE GRANT SUMMARY ESTIMATE TOTAL (LESS PE)							\$ 12,250,000.00	
PRELIMINARY ENGINEERING (BABB DRIVE TO HORSEPOND ROAD, INCLUDES TOOLE DESIGN)				\$ 498,000.00				\$ -
PRELIMINARY ENGINEERING (BRIDGE 2-067B)				\$ 200,000.00				\$ -
PRELIMINARY ENGINEERING (WESTERN PROJECT EXTENSION TO US 13)				\$ -				\$ 302,000.00
COMBINED RAISE GRANT PE ESTIMATE TOTAL							\$ 1,000,000.00	