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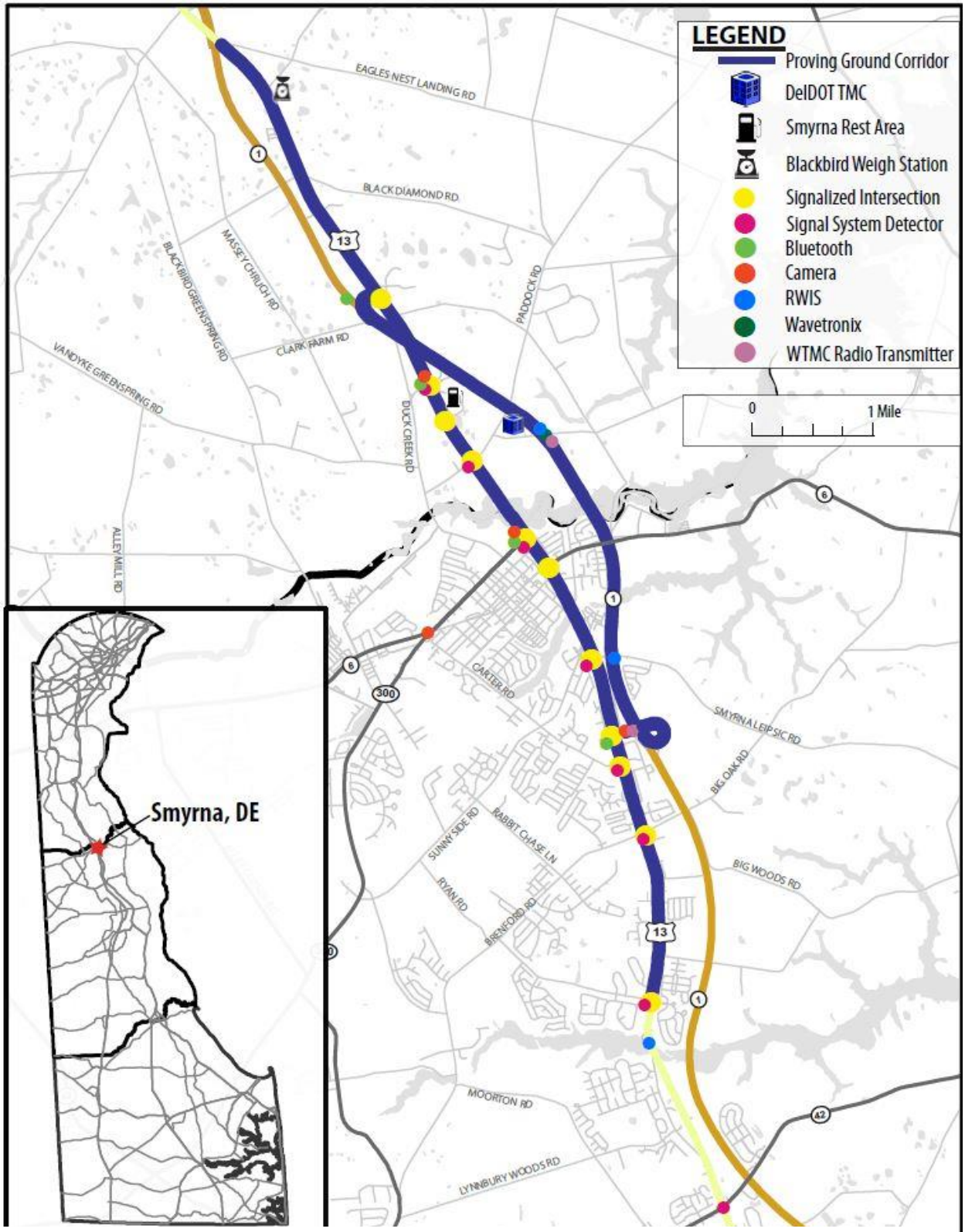


[US 13 / SR 1 Providing Ground corridor within Google Maps (hyperlink)]

I. Introduction

The Delaware Department of Transportation (DelDOT) is pleased to submit this proposal for consideration of the U.S. Route 13 (US 13) corridor in Smyrna, Delaware, between Hickory Ridge Road and Eagles Nest Landing Road, along with a parallel segment of State Route 1 (SR 1) to be designated as a USDOT Automated Vehicle Proving Ground. Delaware provides a unique learning environment for automated vehicle exploration, including:

- **DelDOT is a multimodal transportation agency**. DelDOT owns and operates over 90% of the roads and traffic signals in the State and provides transit services statewide (through its transit operator, DART), with over 500 buses and 70 bus routes, including paratransit service. Coordination among the different divisions within DelDOT is efficient and timely, giving flexibility to complex projects (such as the US 13 corridor).
- **DelDOT has a robust telecommunications system**. The State of Delaware has continuously made significant investments in its telecommunications and information technology (IT) systems over the last 20 years, including the state-owned fiber network, wireless network, and information systems. Delaware's state-owned network is robust, with sufficient bandwidth and reliability to function at peak performance even in the worst conditions, and provides connections to neighboring states.
- **DelDOT has fostered a culture of innovation.** The Delaware Secretary of Transportation, Jennifer Cohan, has made customer service and innovation the focus of her tenure. She has promoted innovation in all of DelDOT's divisions. DelDOT has already embarked on a connected and automated vehicle program and strives to be at the forefront of agency innovation in this field.

A. Project Area: US 13 and SR 1 in Smyrna, Delaware

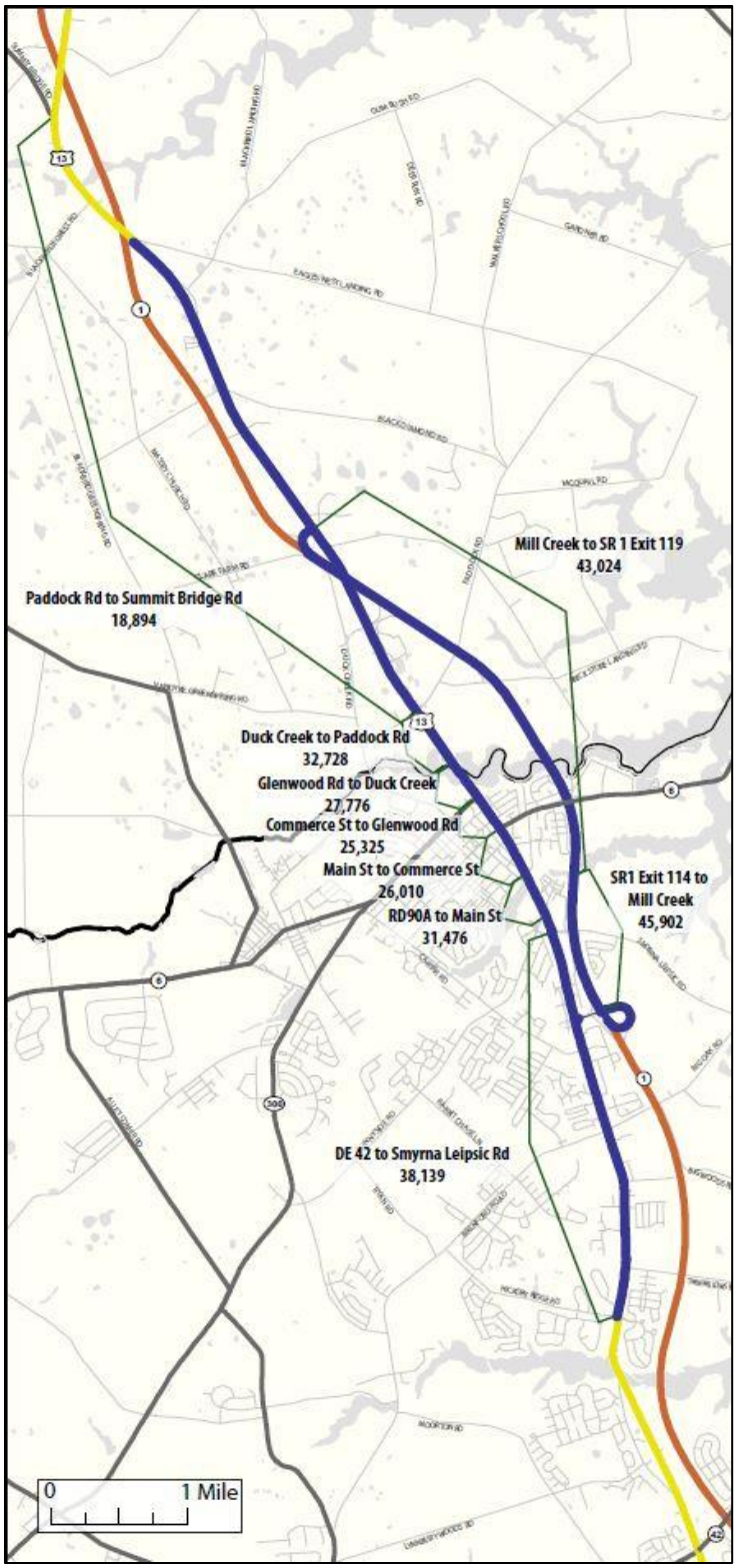
DelDOT's proposed Proving Ground includes two parallel public roadways, US 13 and SR 1, which when considered together, form a travel loop (see map on page 2). US 13 is classified as a Minor Arterial, while SR 1 is considered an Expressway. The speed limit along US 13 varies within the corridor, depending on the level of urban development, and ranges from 35 to 55 mph. As a limited access expressway (for this stretch), SR 1 has a speed limit of 65 mph. US 13 along this corridor is also designated as a state Connector Bicycle Route, and features a bikeway running in the shoulder.

US 13 extends from Fayetteville, North Carolina north to Morrisville, Pennsylvania. In Delaware, the route runs for 103.33 miles, traversing the entire length of the state from the Maryland state line in Delmar, Sussex County, to the Pennsylvania state line in Claymont, New Castle County. US 13 connects many important cities and towns in Delaware, including Seaford, Dover, and Wilmington. The entire length of US 13 in Delaware is a multilane divided highway, with the exception of the segments through Wilmington and parts of Philadelphia Pike in Claymont. Between the Maryland border and Dover, US 13 serves as one of the main north-south routes across the Delmarva Peninsula.

Within Delaware, US 13 is also known as DuPont Highway, named after its visionary and private financier, T. Coleman DuPont. Construction of the DuPont highway, known as the nation's first "superhighway", was initiated in Sussex County (DE) in 1911. The highway, which provided bypasses of the towns along its route, was designed to accommodate high-speed traffic through the use of adequate grades and curve design. In 1936 the Smyrna Rest Area was opened, and over the years has grown to become a destination of its own, seeing two to three million visitors a year, and all types of motorized vehicles (private cars and trucks, farm vehicles, RVs, and commercial buses). The Route 120 Bus runs along this corridor with 21 daily buses, in each direction.

2015 Annual Average Daily Traffic (AADT) counts for the US 13 corridor include:

- Paddock Road to Summit Bridge Road (5.3 miles): 18,894
- Duck Creek to Paddock Road (0.6 miles): 32,728
- Glenwood Avenue to Duck Creek (0.2 miles): 27,776
- Commerce Street to Glenwood Avenue (0.3 miles): 25,325
- Main Street to Commerce Street (0.5 miles): 26,010
- Smyrna Limits (Road 90A) to Main Street (0.2 miles): 31,476
- Delaware 42 (Fast Landing Road) to Smyrna Leipsic Road (5.4 miles): 38,139



Proposed Proving Ground Annual Average Daily Traffic

From Dover north to the Wilmington area, US 13 is paralleled and intersected by the limited-access Delaware Route 1 (SR 1) toll road, which crosses the route several times and has multiple interchanges with it. Along this stretch SR 1 is known as the Korean War Veterans Memorial Highway, a four- to six-lane divided highway. SR 1 is the major north-south highway of the Delmarva Peninsula, running from the Maryland line to just past I-95, near Wilmington.

2015 Annual Average Daily Traffic (AADT) counts for SR 1 adjacent to the US 13 corridor include:

- Mill Creek to SR 1 Exit 119 (2.4 miles): 43,024
- SR 1 Exit 114 to Mill Creek (1.1 miles): 45,902

The combined SR 1 and US 13 corridors will provide an approximately 20km loop for use in testing automated vehicles in freeway as well as signalized arterial environments. The corridor is outfitted with a robust ITS deployment for use in monitoring testing activities and ensuring that they are conducted safely. In addition, DelDOT has direct fiber connection from the nearby Traffic Management Center (TMC) to all ITS devices and traffic signals located within the proposed Proving Ground loop, allowing for the seamless transport of automated vehicle testing data where it can be collected, analyzed and integrated into new and innovative traffic operations activities.

The proposed Proving Ground includes the TMC, co-located with the Delaware Emergency Operations Center. Having the TMC within a ½ mile of the corridor allows DelDOT to closely monitor the status of operations along the corridor and to quickly respond to any technical challenges that may unexpectedly occur. DelDOT is upgrading the signal controllers at the eleven signalized intersections along the US 13 corridor in Smyrna, as well as deploying roadside units (RSU) and on board units (OBU) in some DelDOT vehicles for testing purposes. The majority of these vehicles will be based at the TMC, again allowing for easy monitoring and re-calibration, as testing along the corridor progresses and evolves. DelDOT is coordinating with vendors for this project and plans to deploy the same traffic signal controllers and RSUs that are being used in other USDOT Connected Vehicle pilot projects. In addition, the technology DelDOT uses will be compatible with the Michigan test bed and the City of Columbus, Ohio (USDOT Smart City Challenge winner).

The location of the TMC, in close proximity to the proposed corridors, will allow DelDOT to closely monitor corridor operations and respond quickly to any technical challenges

The US 13 corridor also features the Blackbird weigh station, just south of Eagles Nest Landing Road. Until 2009 this was the only weigh station in Delaware, and remains the only weigh station that pulls in every truck. The presence of the weigh station within the proposed Proving Ground provides further opportunities for testing and monitoring, particularly in the area of freight transportation, as many trucks utilize US 13 to access the weigh station.

According to the Census Bureau, the population of the Town of Smyrna in 2015 was 11,319, a 13% increase since 2010 (compared to an overall 5% increase in Delaware during this time). The average household income was $52,243, lower than the median household income in the State of Delaware ($60,231), and the nation ($55,775).

B. DelDOT's Integrated Transportation Management System (ITMS) Program

The Delaware Department of Transportation's (DelDOT) Integrated Transportation Management System (ITMS) program is designed to support all travel modes throughout the department. Internally it is hardwired into every aspect of DelDOT. Rather than operating as a separate division, it is an integral part of all aspects of the department from planning and design, to operations, maintenance and services. The program has been built into planning, capital project development and design so that every program and project, when appropriate, includes ITMS technology and telecommunications.

In 1997, DelDOT published its initial Integrated Transportation Management Strategic Plan, with the vision to: reduce congestion and delay; improve safety; reduce operating costs; and improve system performance. In the near two decades since its inception the program has grown and expanded into a critical transportation tool; integrating technology, infrastructure and people to achieve mobility, safety and security goals. The flexibility of the system has allowed it to take shape over the years true to the original vision, while adapting for technological and environmental changes.

The ITMS program is comprised of four integrated elements:

- 24-hour Transportation Management Center (TMC)
- Integrated Transportation Management System (ITMS) Field Infrastructure
- Incident and Event Management
- Transportation Homeland Security

DelDOT is constantly preparing for the next technological development in transportation, whatever that may be. Automated Vehicles pose a unique challenge in that the impacts are uncertain yet potentially profound and transformative. DelDOT's efforts to identify and address future AV challenges include establishing a working group, to include Planning and the TMC; coordinating with industry leaders and federal officials on the next steps; and ensuring that state legislation does not interfere with the safe testing of innovative new technologies.

Because of its adaptable nature, DelDOT's ITMS program is well-positioned to transition to the next phase of ITMS, including Connected and Automated Vehicles. As vehicles become more connected with each other and to their surrounding transportation infrastructure, driver decision-making and behavior become less of an issue. DelDOT connected test vehicles will be equipped with onboard technologies to

communicate wirelessly with each other (vehicle-to-vehicle, V2V), infrastructure (V2I) and other mobility means (V2X).

Delaware is uniquely able to be an early achiever in the realm of V2I. The state-owned telecommunications provides robust coverage, bandwidth and performance. The strength and reliability of the telecommunications backbone will be a key success criterion for V2I. Furthermore, DelDOT's real-time transportation data system is equally robust. Not only does DelDOT already collect the types of data (signal timings, delays, travel times, traffic volumes, weather conditions) that V2I requires, they do so in an open-architecture, state-owned database that can always able to be amended and adapted to incorporate emerging data.

The DelDOT advantages when it comes to Connected and Automated Vehicles include:

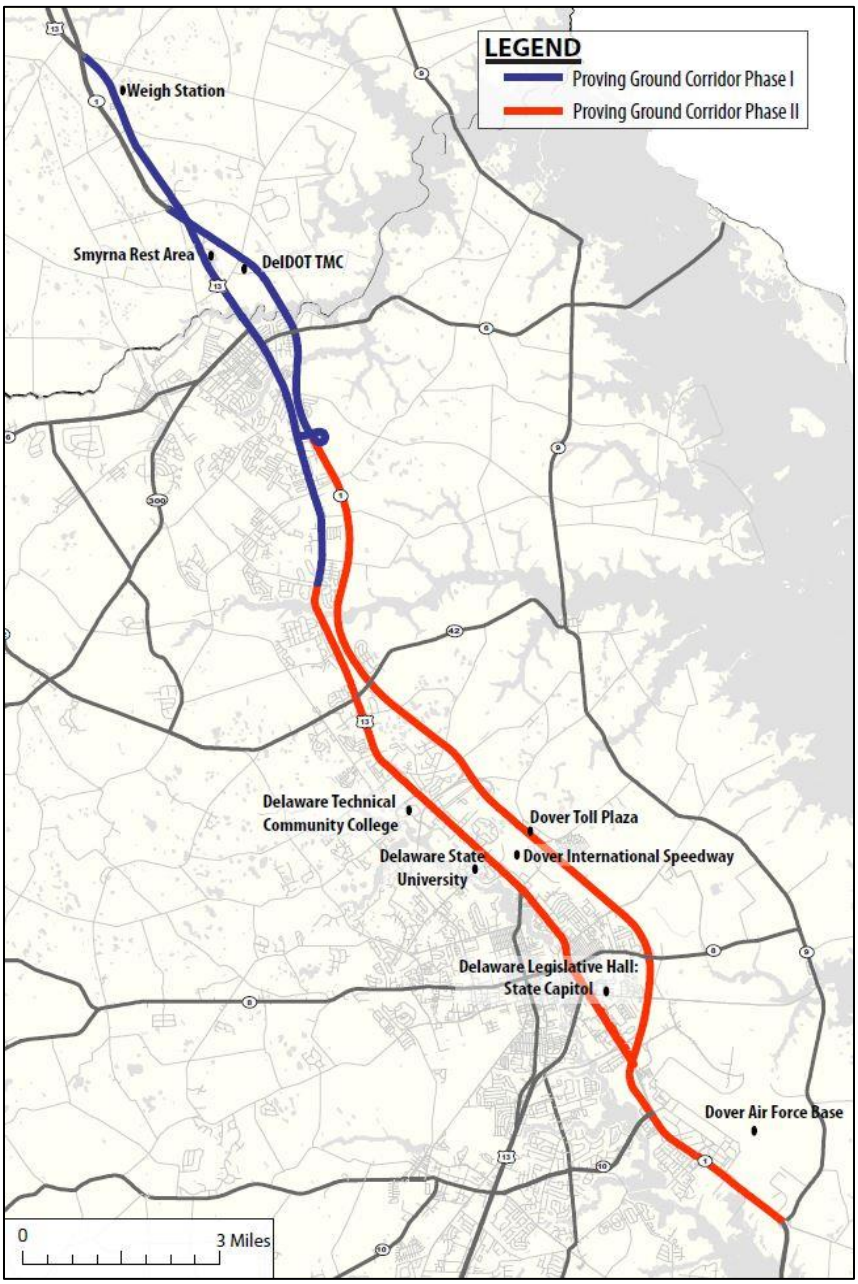
- The State of Delaware has continually upgraded and invested in its telecommunications and IT systems over the last 20+ years, including the Integrated Transportation Management System (ITMS).
    - For example, Delaware is already licensed for 5.9 GHz DSRC communications.
- The TMC supports the integration of multiple transportation, communication and data systems.
- The Mobile App, available since 2012, offers a wealth of real-time traffic and weather information (http://deldot.gov/mobile/appsLandingPage/), including:
    - Traffic flow
    - Travel times
    - Next bus arrival information and bus location
    - Roadway weather information, including water level and snow accumulations
    - Snow plow tracking
    - Live streaming of 1380 AM (Travelers Advisory Radio System (TARS)
    - "Report an issue" feature, where the public can submit traffic, road, and weather information
    - Construction and travel advisories
- DelDOT is a true multimodal transportation agency, owning over 90% of the roads and traffic signals, and operating the main transit system in Delaware.
- DelDOT's computerized traffic signal system is a powerful tool for daily transportation management, and integrates with other data systems, such as traffic monitoring, incident management, and transit operations.
    - Unlike other states, the same TACTICS traffic signal system is used statewide.
- DelDOT receives data from more than 1,000 monitoring devices, including:
    - Live video from 150 cameras
    - Traffic speeds and volumes from over 150 Wavetronix radar detectors

DelDOT is already licensed for 5.9 GHz DSRC communications

- Volumes and occupancy from over 1000 traffic signal system loops
- Volumes (and sometimes speed and classification) from 80 Automatic Traffic Recorder (ATR) stations
- Travel times from 130 Bluetooth readers
- 20 weather stations
- 60 portable devices for additional monitoring
- Valuable real-time information from the general public, through the DelDOT Mobile App

In addition, in order to identify and manage all the facets and impacts of new transportation technologies, DelDOT has developed the "Smart Delaware" initiative, in coordination with other stakeholders, such as the University of Delaware. In addition to the US 13 and SR 1 corridors in Smyrna, DelDOT is planning similar projects in two other locations: Dover and Newark. The Smart Delaware effort identifies all the planned and potential future activities, categorized by topic (Research, Policy, Implementation, Outreach, and Technology) and timeframe (Short, Medium, and Long). The US 13 and SR 1 corridor in Smyrna is just one piece of the Smart Delaware program.

The US 13 / SR 1 corridor proposal can be seen as Phase I of a larger, multi-stage program, with Phase II extending south to the SR 1/ US 9 interchange, adjacent to Dover Air Force Base. This expansion of the



Proposed Proving Ground and Future Proving Ground Expansion

project, to include a military facility (the 7th largest employer in the state), Dover International Speedway (which hosts two NASCAR races per year, as well as the Firefly music festival, the 2nd largest on the East Coast, and other major events), Delaware State University, Delaware Technical Community College and the various legislative and executive buildings of the state capitol in Dover, will bring new opportunities to the Connected and Automated Vehicles program in Delaware. This additional segment of SR 1 includes a toll plaza, allowing for additional testing opportunities.

II. Mandatory Criteria

A. Designated Safety Officer

DelDOT has identified Gene Donaldson as the Designated Safety Officer, responsible for the safety management plan and who will participate in the Community of Practice's regular quarterly meeting of Safety Officers.

Mr. Donaldson is presently the TMC Operations Manager with the Delaware Department of Transportation. He has been with the Delaware Department of Transportation since 1997. His primary responsibility is to manage DelDOT's transportation management program to include operation of the 24-hour statewide TMC, planning and implementation of Delaware's ITMS program, incident and event management, emergency management, and transportation homeland security.

Mr. Donaldson serves on the AASHTO workgroup developing comments on NHSTA's Federal Automated Vehicle Policy and well as serves as the Vice Chair of the State Interoperability Executive Council (SIEC). Mr. Donaldson also serves on the Steering Committee of the I-95 Corridor Coalition, alongside Secretary of Transportation Jennifer Cohan, who serves as the Chair of the Executive Board.

B. Commitment to sharing approaches to safety and safety data generated through testing and operation

DelDOT is committed to sharing safety approaches and data generated through testing and operation from the Secretary's office to the TMC Operations Staff. DelDOT has extensive existing and growing monitoring systems across the state. Much of the information DelDOT gathers for transportation system management is shared with the public in real time. Data is collected with both automated methods and manual methods. DelDOT's Electronic Operations (EOps), an in-house developed software program, is available to transportation management team members within DelDOT. The EOPs application provides a wide array of services including traffic analysis, staff management capabilities, on call scheduling for agency personal and field device control and management functions. For those outside of the state system, the Extranet is available to collaborate. All data collected by the DelDOT TMC is available to the public via the Extranet free of charge. During initial testing on US 13 and SR 1, it

is anticipated that DelDOT will utilize their Extranet to share approaches to safety and safety data generated through testing and operation.

DelDOT recently (2015) updated their Strategic Highway Safety Plan, a comprehensive transportation safety plan with a goal of reducing fatalities and serious injuries on all public roads. The plan was developed in collaboration with representatives from multiple stakeholders spanning Department of Transportation, to Office of Highway Safety, to State Police. Delaware continues to prepare for a future with new technology that will serve as one of the strategies to improve safety on Delaware's roadways.

III. Additional Criteria

A. Proposed Contributions

The Automated Vehicle (AV) program will be administered by the DelDOT Transportation Management Center (TMC), under the leadership of Gene Donaldson, TMC Operations Manager. Mr. Donaldson has assembled a team of stakeholders including DelDOT, the Delaware Transit Corporation, Delaware State Police, research institutions such as the University of Delaware, and transportation management planning and engineering consultants. This approach will facilitate the input of a diverse set of stakeholders while maintaining a focus on project goals and objectives. Working alongside Mr. Donaldson will be Mark Luszcz, P.E., PTOE, Chief Traffic Engineer, who oversees Traffic and Safety for DelDOT. Other key contributors to the Proving Ground management team will include:

- Michael DuRoss, Assistant Director for DelDOT Planning oversees the State Planning and Research program and will facilitate coordination with academia
- Scott Clapper, Chief of Vehicle Services, will interact with the DMV on all matters pertaining to the licensing and inspection of Automated Vehicles.
- John Sission, Executive Director for the Delaware Transit Corporation, will manage the transit aspects of the AV program

The DelDOT TMC partners regularly with the University of Delaware on research and implementation initiatives, such as the DSTEP program, which provides students with real-world experience in traffic signal timing and operations. The University of Delaware is currently partnered with the TMC and the DelDOT Planning Department to identify upcoming CAV research initiatives to better leverage DelDOT SPR funding for critical technology and safety-related projects. This partnership is being spearheaded by the University's Department of Civil and Environmental Engineering as well as the School of Public Policy and Administration.

DelDOT is well-positioned to provide leadership in making national and regional contributions to the solution of both long-range and immediate mobility challenges through testing and deployment of AV technology. DelDOT already has several staff who serve in leadership roles in various committees, such

as the American Association of State Highway and Transportation Officials (AASHTO), the American Association of Motor Vehicle Administrators, the Intelligent Transportation Society of America (ITS America) Vehicle-to-Infrastructure Deployment Coalition, the Executive Committee of the I-95 Corridor Coalition, and the Connected Vehicle Pooled Fund Study.

DelDOT's proposed contributions to the Community of Practice include:

Safety Management Plan and Data Access

DelDOT has collaborated with multiple state and federal agencies including the National Highway Traffic and Safety Administration (NHTSA), the Federal Highway Administration (FHWA) and the Federal Motor Carrier Safety Administration (FMCSA) to create the Delaware Strategic Highway Safety Plan (2015). The Plan aims to eliminate fatalities and serious injuries on Delaware's roadways through a multi-agency approach that utilizes education, enforcement, engineering, and medical services strategies. The Strategic Highway Safety Plan (SHSP) is based upon seven data driven emphasis areas with data collected from Delaware State Police, DelDOT, and Delaware Transit Corporation. Building off the SHSP and as part of the Proving Ground process, DelDOT will develop an automated vehicle safety management plan, starting with the US 13 and SR 1 corridors.

DelDOT will use their existing Extranet to share access to testing data

DelDOT is committed to sharing safety approaches and safety data generated through testing and operation. DelDOT may utilize their Extranet to share access to testing data, and/or develop monthly safety reports. Currently, DelDOT shares data collected through the Commercial Vehicle Information Systems and Networks (CVISN) program with FMCSA. The data is collected at the virtual weigh stations and the vendor provides monthly reports. The monthly reports are then sent back to DelDOT to be reviewed and compiled into quarterly reports to be provided to the FMCSA. The monthly safety reports are used to benchmark the system performance and carrier compliance. The CVISN project serves as an efficient and effective model for safety data collection and reporting.

Stakeholder Involvement

In order to educate the public about the exciting activities underway along the US-13 corridor, early and frequent outreach with key stakeholder groups is critical. DelDOT will work with the Town of Smyrna and the Delaware Office of State Planning Coordination on public engagement efforts, to ensure that local residents and businesses are aware of any changes to roadway and transit operations, and to solicit feedback on the proposed adjustments. The outreach could take many forms, including meetings, flyers, newspaper notices, social media, and even potentially a storefront or kiosk along the corridor. Keeping the public updated on the Proving Ground effort, with a strong emphasis on social media, is a key component of the outreach and engagement strategy. In addition, two Metropolitan Planning Organizations (MPO) cover the corridor (Wilmington Area Planning Council, WILMAPCO, and the

Dover/Kent Count MPO), and will be engaged to ensure a Proving Ground designation is in accordance with current and future transportation investments.

Research Contribution

DelDOT is committed to maintaining a working relationship with USDOT's relevant research program offices, including joint research efforts, conference participation and submission of significant activity reports. DelDOT is currently engaged with FHWA on the development and integration of artificial intelligence applications to traffic operations. The goal of the project is to build a computer-based artificial intelligence tool to enhance TMC operations, and build a foundation that can continue enhancement of automating or semi-automating the TMC operations in the future.

DelDOT is implementing Automated Traffic Signal Performance Measures as part of Every Day Counts (FHWA)

In addition, DelDOT is committed to employing proven but underutilized innovations to shorten the project delivery process, enhance roadway safety, reduce congestion, and improve environmental sustainability, through FHWA's Every Day Counts (EDC) program. The search for innovative solutions is a part of DelDOT's culture, and DelDOT is already engaged in a project to collect high-resolution data needed to manage traffic signal performance, one of the identified EDC Innovations for 2017-2018. Gene Donaldson and Mark Luszcz are DelDOT's leads for this project. Other goals and initiatives of DelDOT's Connected and Automated Vehicle program include using data to improve traffic incident management and better road weather management, which are also identified EDC innovations.

B. Commitment to Safety

Safety is the primary concern of DelDOT and the proposed US 13 and SR 1 Proving Ground corridor is no exception. DelDOT will take a structured approach to identifying safety risks and mitigating those risks to help ensure the safety of all those using and living close to the Proving Ground. This approach begins with identifying a potential safety scenario that may occur as part of the US 13 and SR 1 Proving Ground corridor. A risk assessment is then performed for each safety scenario, with particular attention to state personnel working in and around the corridor, the impact on general and commercial corridor traffic (non-automated), and safe design for all users (including pedestrians and other non-motorized transportation) along the corridor. The risk assessment assigns a level of risk associated with each safety scenario. If the safety scenario is rated as low risk, standard safety management practices are required to be followed. If the safety scenario is rated as medium or high risk, measures must be taken to eliminate and/or minimize the risk, and DelDOT will manage and control each potential risk by taking all practicable steps to eliminate or minimize their potential impact. Controls may reduce the significance of a potential risk or the likelihood of it causing harm to participants or others.

DelDOT employs Safety Officers that provide 24-hour emergency coverage. Each DelDOT district has a priority list of contacts and back-up contacts that can provide safety guidance in the event of an incident. The District Safety Officer and Chief Safety Officer (as applicable) will work with the TMC to determine the level of response required.

C. Research, Application and Data Sharing

DelDOT participates in the I-95 Corridor Coalition, a strong and active platform for regional information-sharing. In addition, DelDOT leads regional operations meetings with adjacent transportation agencies in Maryland, New Jersey and Pennsylvania to discuss regional incident and event management communication and coordination issues. Meeting topics include: technology, fiber connection, operational contact lists, weather events, special events, construction updates, and evacuation route coordination. DelDOT has direct fiber connections to both the Pennsylvania Department of Transportation and the Maryland State Highway Administration.

There are numerous research-oriented resources available at the University of Delaware, the state's largest publicly funded academic institution, as well as at Delaware State University and Delaware Tech. Researchers in the University of Delaware departments of civil and mechanical engineering work closely with DelDOT to advance the reliability and performance of the state's transportation infrastructure. Civil engineering faculty are also developing advancements in intelligent transportation systems, transportation modelling, and travel demand forecasting – areas of critical importance to AV planning efforts. In the social sciences, the University of Delaware employs public policy analysts and philosophers who are currently researching and evaluating the socio-economic and ethical implications of AVs.

DelDOT will disseminate results through a statewide and regional education program to support national deployment and post data on their Extranet via a JSON feed. DelDOT has always had the philosophy of building an open information architecture, with multiple options for viewing, analyzing and storing data.

D. Demonstrated Investments

Starting as a vision in 1997, the ITMS program has seen tremendous growth and investment over the past twenty years. In addition to implementing a centralized TMC, DelDOT has:

- Implemented a real-time control system, consisting of a computerized traffic signal system, transit automated vehicle location, variable speed limits and Commercial Vehicle Information Systems and Networks (CVISN);

- Implemented real-time monitoring including statewide traffic and weather detection, video monitoring system and a transportation database;
- Established dependable communications infrastructure including a fiber optic backbone on major roadways, and wireless systems where feasible; and
- Established real-time information systems including WTMC 1380 AM and the mobile app.

DelDOT is committed to the US 13 and SR 1 Proving Ground, and is deploying capital improvements to the already ITS-rich corridor.

E. Readiness

DelDOT is well-positioned today to test automated vehicles along the US 13 and SR 1 corridors in Smyrna. The corridor has been incorporated into DelDOT's robust telecommunication system, including a fiber backbone and a variety of ITS devices. In 2017, DelDOT will update the signal controllers and install DSRC at the eleven intersections along the corridor. DelDOT will engage both a stakeholder group and the community in preparation for this exciting project on a public roadway.

It is anticipated that the US 13 and SR 1 corridors will support the testing of multiple users. In preparation for this, DelDOT's Transportation Management Training Program curriculum will be expanded to include training on automated vehicle topics. DelDOT will also develop a Safety Plan Template that can be used to engage users interested in testing.

The point of contact for the Proving Ground corridor will be the Transportation Management Center, which is open 365 days per year, 24 hours per day.

F. Laws, Regulations, Federal Policies

The proposed US 13 and SR 1 corridors will follow all applicable local, state, and federal laws. No Delaware state law precludes the testing of Automated Vehicles, on public (or private) roads.

DelDOT will demonstrate adherence to the primary subject areas outlined in the NHTSA policy for automated vehicles for any testing or deployment of L3-L5 systems on public roads, including:

- Operational Design Domain
- Object and Event Detection and Response
- Fall Back (Minimal Risk Condition)
- Validation Methods
- Registration and Certification
- Data Recording and Sharing
- Post-Crash Behavior

- Privacy
- System Safety
- Vehicle Cybersecurity
- Human Machine Interface
- Crashworthiness
- Consumer Education and Training
- Ethical Considerations
- Federal, State and Local Laws

A committee featuring DelDOT (including Delaware DMV), State Police, other state agencies, and relevant outside organizations will ensure that the US 13 and SR 1 project will follow all the stipulations and guidance contained within NHTSA's automated vehicles policy.

IV. Conclusion

DelDOT's robust telecommunications, multi-modal mission and culture of innovation makes the US 13 and SR 1 corridor in Smyrna an ideal Proving Ground for testing automated vehicles on a public roadway. Thank you for consideration of our proposal. For additional information or questions, please reach out to our project contact:

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