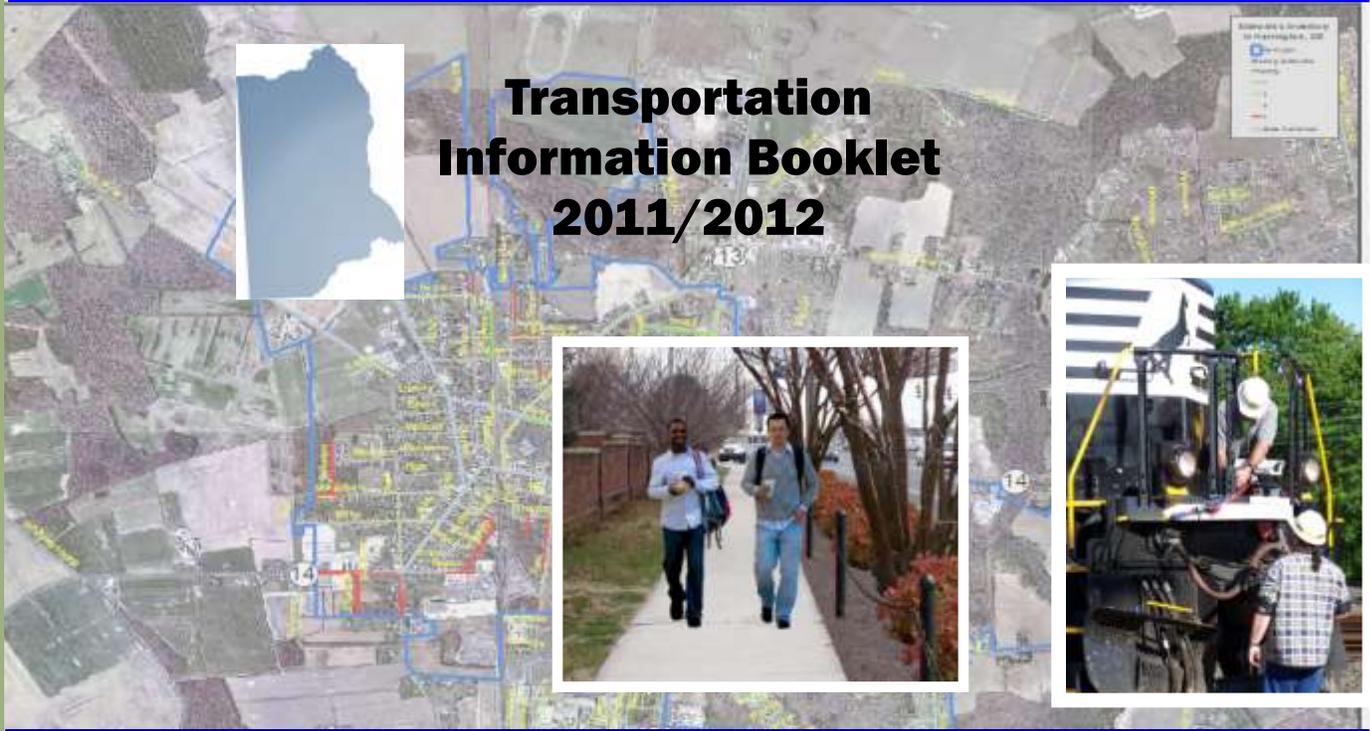


Dover/Kent County Metropolitan Planning Organization



Forward

In the words of Bob Dylan, “everybody's moving, if they ain't already there, everybody's gotta move somewhere.”

It doesn't matter where people are headed, be it to work or the grocery store. But they do have to find a way to get where they're going. That's where the Dover/Kent County MPO enters the picture.

The Dover/Kent County Metropolitan Planning Organization (MPO) works with Delaware and Kent County's transportation and planning communities to create a blueprint for the safest and most efficient way to get people, goods and services where they need to go.

We hope you find this publication informative and enjoyable. So turn the pages and read on. As Dylan also wrote, “things should start to get interesting right about now.”

— *The Dover/Kent County MPO*

Dover/Kent County MPO Staff

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About The Dover/Kent County MPO

The Dover/Kent County MPO is the federally-designated agency responsible for coordinating transportation planning and programming in Kent County, Delaware, including all of Milford and Smyrna. Plans and programs adopted by the MPO outline how federal transportation funds will be spent and must comply with federal laws governing clean air and transportation.

If you have any questions about any of the information contained in this booklet, please call us at (302) 387-6030. We look forward to helping you become more involved in our region's transportation.

Rich Vetter
MPO Executive Director

Most of the information in this booklet is from 2011 and 2012 as the information became available. — The Dover/Kent County MPO

The preparation of this document was financed in part with funds provided by the federal government, including the Federal Transit Administration, through the Joint Funding Simplification Program, and the Federal Highway Administration of the United States Department of Transportation, and by the Kent County Levy Court.

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Traffic

Traffic can be one car on a country road, or hundreds of vehicles on a highway. Three measures are used to define traffic conditions in Kent County: Average Annual Daily Traffic (AADT), Level of Service (LOS), and Vehicle Miles Traveled (VMT).

What is AADT and why is it important?

Annual Average Daily Traffic (AADT) calculates the average number of cars that are on the road throughout the year. AADT is determined by taking Average Daily Traffic (ADT) counts and modifying them with Seasonal Adjustment Factors (SAF). The Delaware Department of Transportation (DelDOT) uses 78 Automatic Traffic Recorder Stations throughout the state, 18 of which are in Kent County, to record traffic counts each day. (AADT is on page 7)

Level of Service

Level of Service is a measurement of road usage. Levels are listed from “A” to “F,” with “A” as the best, to indicate the quality of travel that motorists perceive.

A&B: Traffic flows freely with few stops and brief delays

E: Traffic slows; delays seem long. The road is crowded

C: Traffic flows well; delays seem reasonable

F: Traffic is stop-and-go with long delays. Traffic is more than road can handle

D: Traffic moves, but motorists sense congestion

Volume to Capacity (V/C) Ratio is determined by dividing the volume of traffic by the amount of traffic the road can carry.

$$\text{Traffic Volume} \div \text{Roadway Capacity} = \text{V/C}$$



Vehicle Miles Traveled (VMT)

Thousands of cars travel Kent County roads every day. Calculating the vehicle miles traveled (VMT) helps to determine the distance each of these cars travels. Knowing an area’s VMT helps with air quality and pollution modeling.

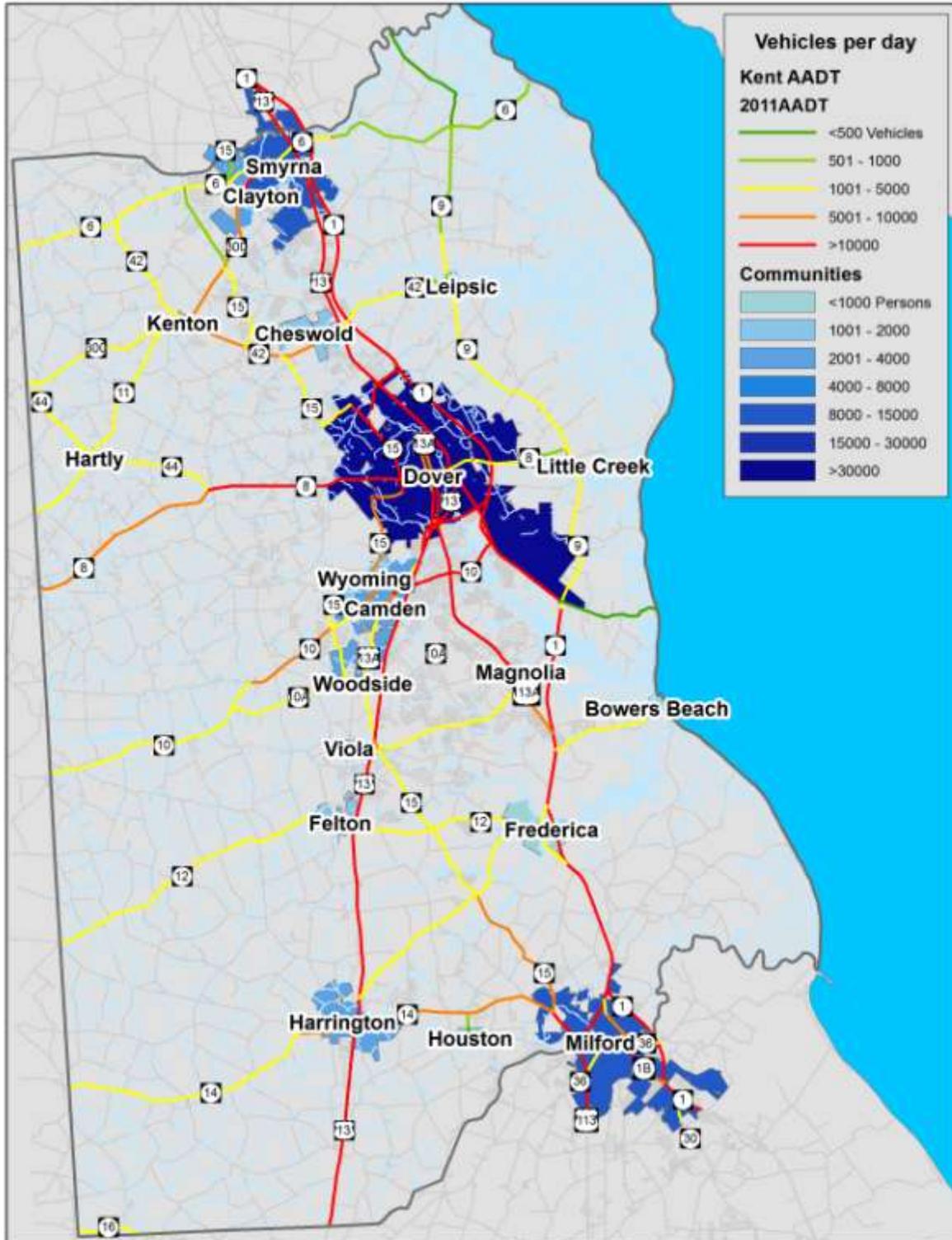
Year	2007	2009	2011
VMT (in millions)	1,700	1,633	1,612

VMT decreased five percent between 2007 and 2011.

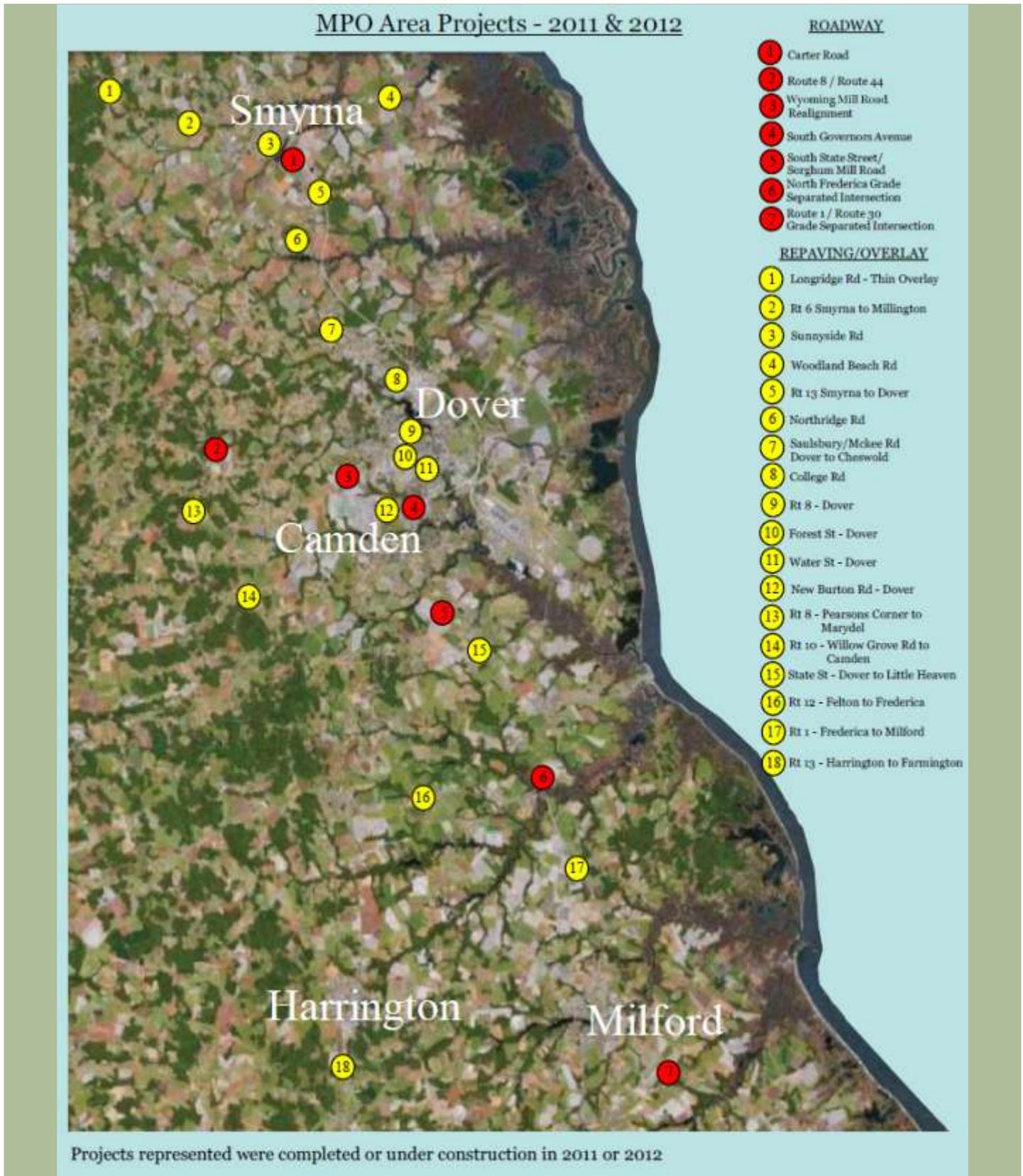
Source: DelDOT

AADT Map 2011

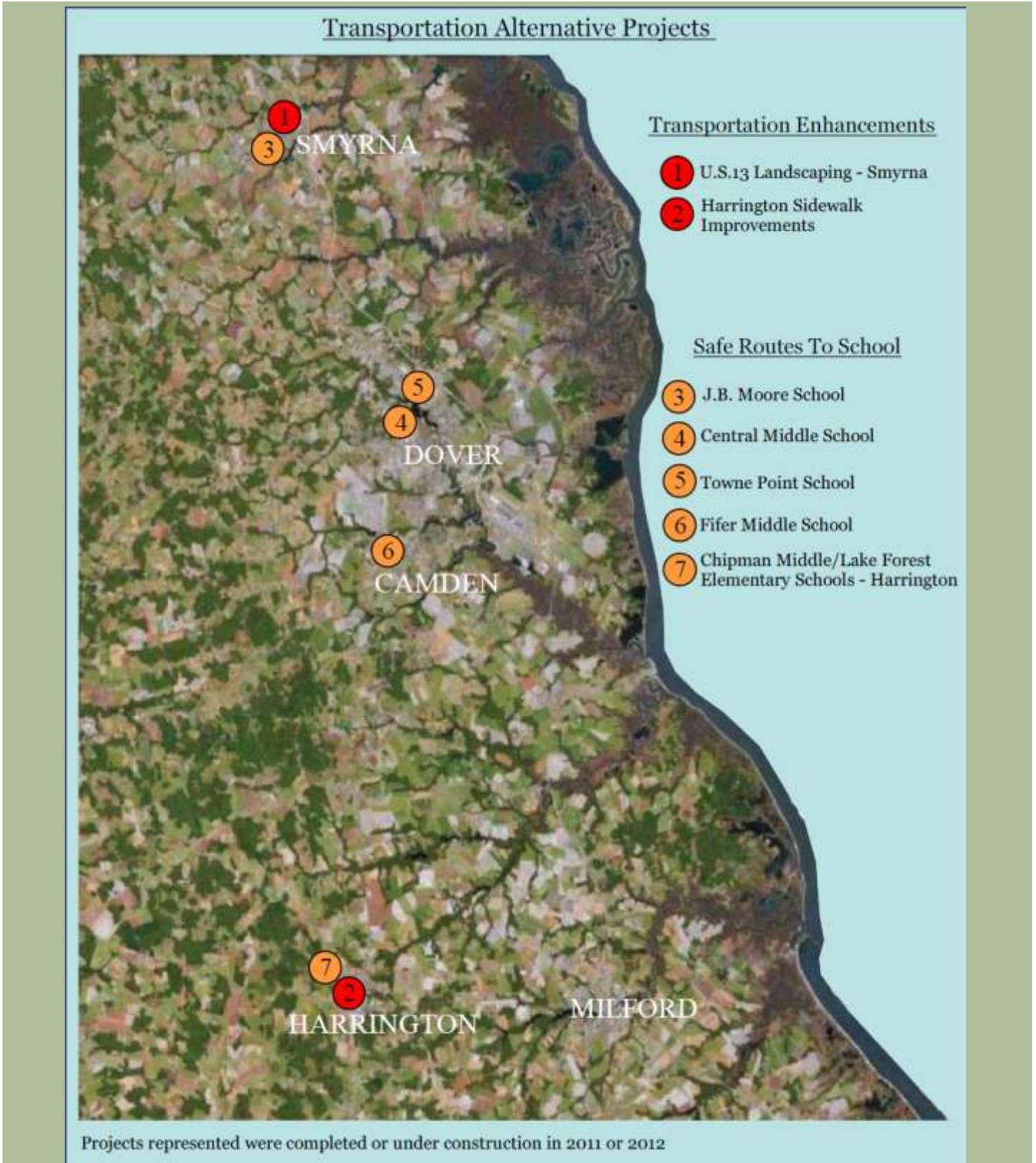
The map represents the AADT for only numbered U.S. and state routes in Kent County. The traffic volumes of other roads can be found by visiting: www.deldot.gov/information/pubs_forms/manuals/traffic_counts/index.shtml. For 2012 AADT information, visit: www.deldot.gov/information/pubs_forms/manuals/traffic_counts/index.shtml.



Roadway



Projects Map (Transportation Alternatives)



Who's Driving?

Year	Number of Valid Drivers	Female Drivers	Male Drivers	Registered Vehicles
2012	117,183	61,117	56,066	150,979
2011	116,987	60,901	56,086	150,070
2010	116,296	60,486	55,810	133,982
2009	115,365	59,930	55,435	135,889

The registered vehicles list represents largely personal vehicles in Kent County. It excludes some vehicle types, such as ambulances and police cars. The 2009/10 figures exclude tractors and farm vehicles. Source: Delaware Division of Motor Vehicles.

★ **Travel Trivia:** In 2011, drivers between the ages of 45-54 comprise the largest age range of motorists statewide at 19 percent of the population. The second largest age range is drivers 65 and older.

★ **Did you know?:** In 2012, the Delaware Division of Motor Vehicles (DMV) interacted with and served 1.7 million customers in person and over the phone statewide. Toll operations handled nearly 63 million vehicle transactions statewide in 2012. The average was about 5.2 million per month.



Fuel Prices

3.39⁹ 3.49⁹ 3.67⁹
UNLEADED PLUS PREMIUM

Fuel costs can have a large effect on people's travel decisions. Increases in fuel costs can dissuade people from traveling long distances or to make fewer local trips. Below are yearly statewide fuel price averages for Delaware. The figures were averaged for standard unleaded fuel.

Source: AAA mid-Atlantic

Annual Average Fuel Prices

Year	Price Per Gallon, Dover, DE	Price Per Gallon, Statewide
2006	\$2.53	\$2.56
2007	\$2.67	\$2.69
2008	\$3.13	\$3.17
2009	\$2.24	\$2.28
2010	\$2.71	\$2.73
2011	\$3.44	\$3.48
2012	\$3.56	\$3.59

Highway Performance Monitoring System (HPMS)

The Highway Performance Monitoring System (HPMS) is a national database of information that serves the needs of state and local governments, Metropolitan Planning Organizations and other customers in assessing highway conditions, performance, air quality trends and future investments for the functional classification of the nation's roadways. The data obtained from HPMS serves as a basis for determining the level of federal aid that Congress gives to states, based upon bi-annual condition and performance reports. This ultimately affects every state that contributes data to the HPMS. Below is some of Kent County's data.

Roadway Mileage by Functional Class for Kent County (2011/2012)

Functional Class	Route Miles	% of Total Route Miles
Interstate	0	0%
Freeway & Expressway	20	1.3%
Other Principal Arterials	37	2.4%
Minor Arterials	116	7.6%
Collectors	269	17.6%
Local	1,084	71.0%
TOTAL	1,526	100%

Source: DeIDOT Planning

Delaware Trip Monitoring System (DTMS)

The Delaware Trip Monitoring System survey was put together by the University of Delaware for DeIDOT to answer the questions of where people go when they drive. Below are some facts from the survey about Kent County driver habits.

Trip Purpose

Destination	2008 - 2010	2011
Work	31.2%	30.4%
Store	17.6%	18.3%
Drop Off/Pickup	9.2%	7.6%
Social	7.6%	6.6%
Recreation	7.2%	6.3%
School	6.5%	7.1%
Doctors (Medical)	4.7%	4.6%
Dining Out	4.6%	4.5%
House of Worship	2.3%	5.0%
Bank or Post Office	1.6%	1.8%
Child Care	0.7%	0.3%
Barber/Hairdresser	0.4%	0.4%
Public Transportation Stop	0.1%	0.6%
Other	6.1%	8.3%

Crashes

Safety is always a concern. Here is crash-related data for Kent County and statewide:

	Total Crashes		Bicycle		Pedestrian	
2012	Kent	3,054	Kent	27	Kent	38
	NCC	13,989	NCC	81	NCC	327
	Sussex	4,159	Sussex	47	Sussex	63
2011	Kent	3,034	Kent	11	Kent	51
	NCC	13,856	NCC	87	NCC	316
	Sussex	3,977	Sussex	44	Sussex	60

(Total crashes likely include some overlap in pedestrian and bicycle crashes)

Source: Delaware State Police

Crash Facts:

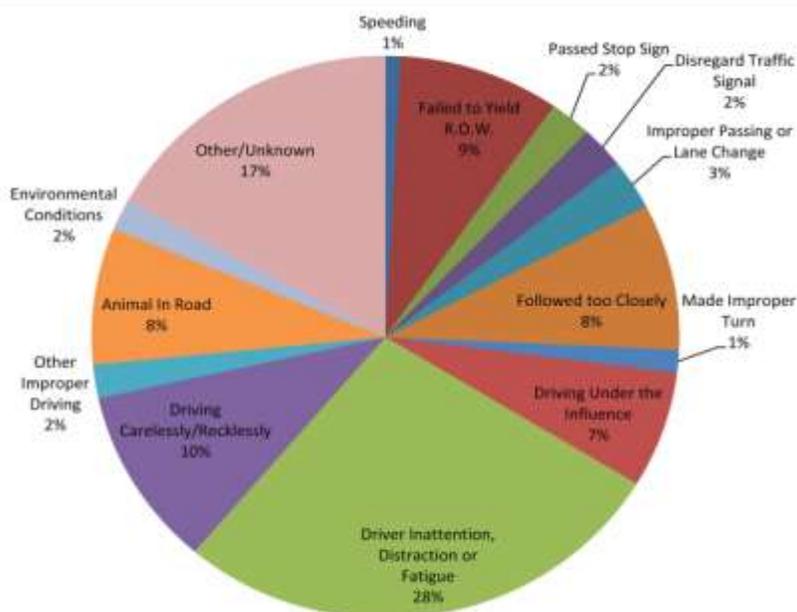
Source: Delaware State Police

A traffic crash was reported every 25 minutes in Delaware in 2011 and 2012.

There were 7,694 people injured in Delaware traffic crashes in 2011.

In 2012, that number increased to 7,705 crashes.

Contributing Circumstances for all 2012 Kent County Traffic Crashes



Fatalities

	Total Fatal Crashes		Bicycle		Pedestrian	
2012	Kent	21	Kent	2	Kent	3
	NCC	55	NCC	1	NCC	24
	Sussex	34	Sussex	1	Sussex	2
2011	Kent	17	Kent	0	Kent	4
	NCC	44	NCC	0	NCC	11
	Sussex	36	Sussex	0	Sussex	4

(Total crashes likely include some overlap in pedestrian and bicycle crashes)

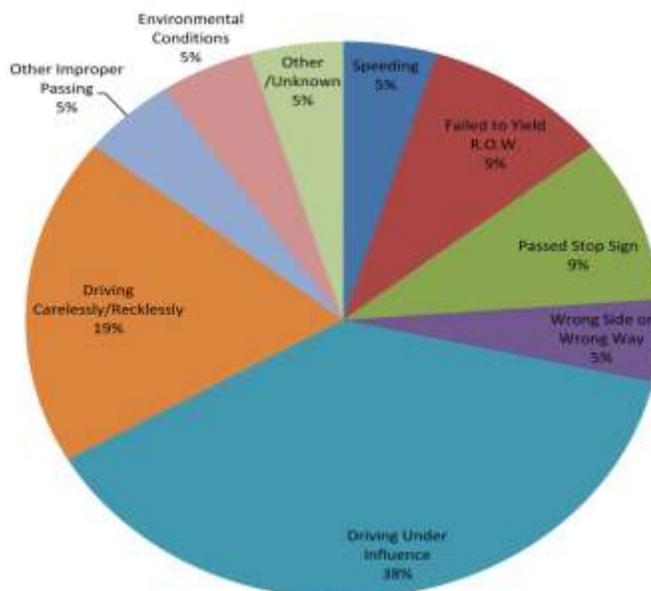
Source: Delaware State Police

Crash Facts:

Alcohol was involved in 37% of the traffic crashes reported statewide in 2011, and 44% in 2012.

There were 18 motorcyclists killed in 2011, eight of which were wearing a helmet. In 2012, 17 motorcyclists were killed, of which 12 were wearing a helmet.

Contributing Circumstances for all 2012 Fatal Kent County Traffic Crashes



Safety Programs

Delaware's Department of Transportation has many programs to help keep travelers safe. The **Highway Safety Improvement Program (HSIP)** is a comprehensive safety program whose goal is to reduce fatal and injury crashes on highways. As a part of HSIP, three other programs exist to

evaluate unsafe roads and crossings. The **Hazard Elimination Program (HEP)** evaluates safety conditions and recommends improvements for high crash rural collector and rural local roads. The **Strategic Highway Safety Plan** is the state's collaborative plan to reduce fatal crashes, and the **Highway/Rail Grade Crossing Safety Program** annually reviews each highway rail grade crossing for safety.



Evacuation Routes



Life doesn't come with a safety guarantee. Delaware and Kent County are vulnerable to a number of hazards including floods, hurricanes, hazardous materials incidents, terrorism, and nuclear facility incidents.

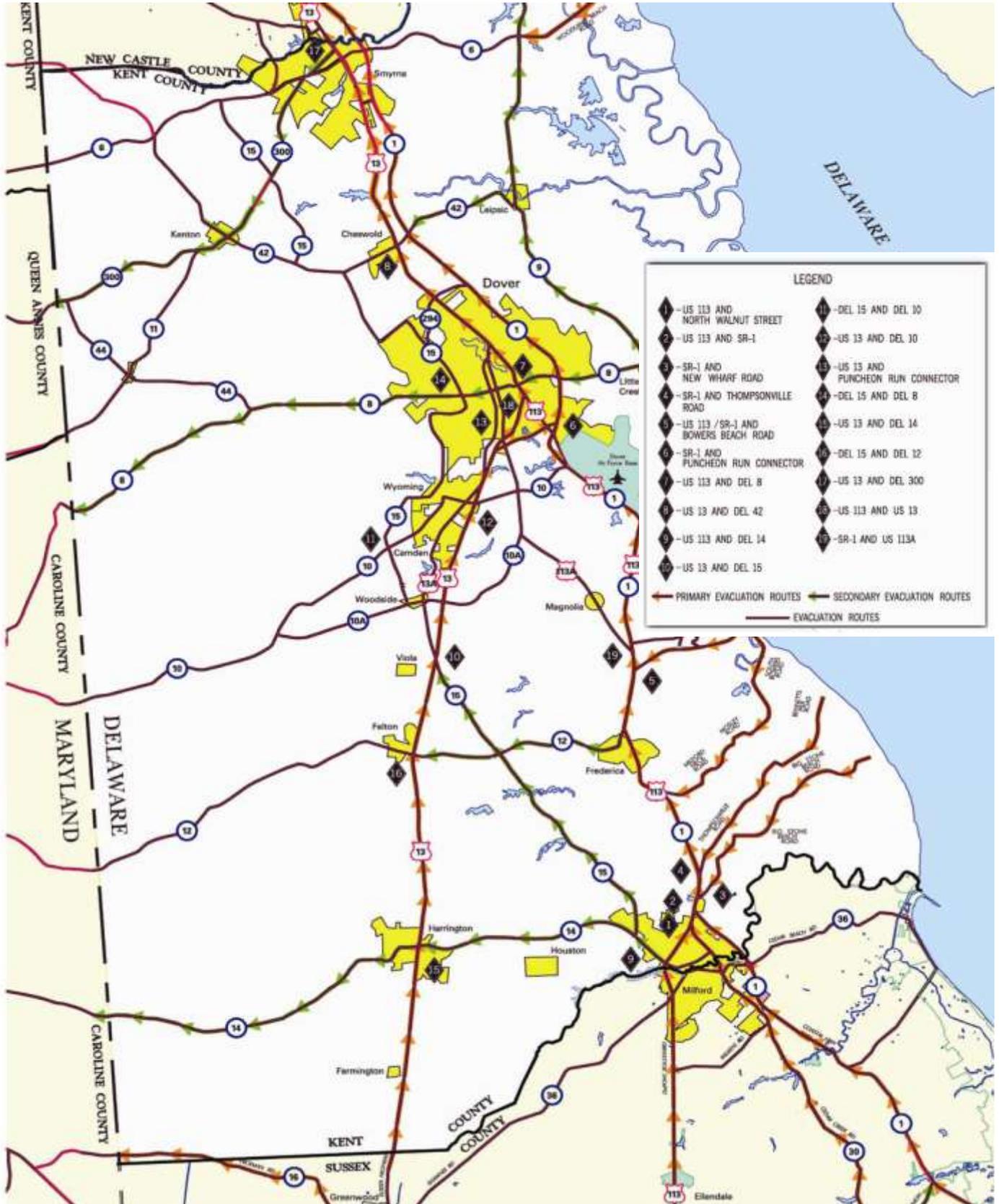
The Delaware State Transportation Management Teams (TMTs), in coordination with the Department of Homeland Security, work together to make joint decisions on how an incident or event that impacts the transportation system will be handled. In 1997, Delaware's Integrated Transportation Management Strategic Plan introduced TMTs. There are six TMTs in Delaware, with one located in Kent County.

TMTs bring together personnel and resources from police, fire, rescue, emergency management, transportation, communications, environmental protection, public works, and other agencies to improve safety and reduce delays during incidents, events, and emergencies that impact Delaware's transportation system. An annex of the incident management plan focuses on Kent County-related details, and managing the transportation system during large planned or unplanned incidents or events.

Primary evacuation routes include Del. 1, and U.S. 13 and U.S. 113 for north/south movement as well as Woodland Beach Road, Port Mahon Road, Pickering Beach Road, Kitts Hummock Road, Bowers Beach Road, Milford Neck Road, Thompsonville Road, and Big Stone Beach Road.

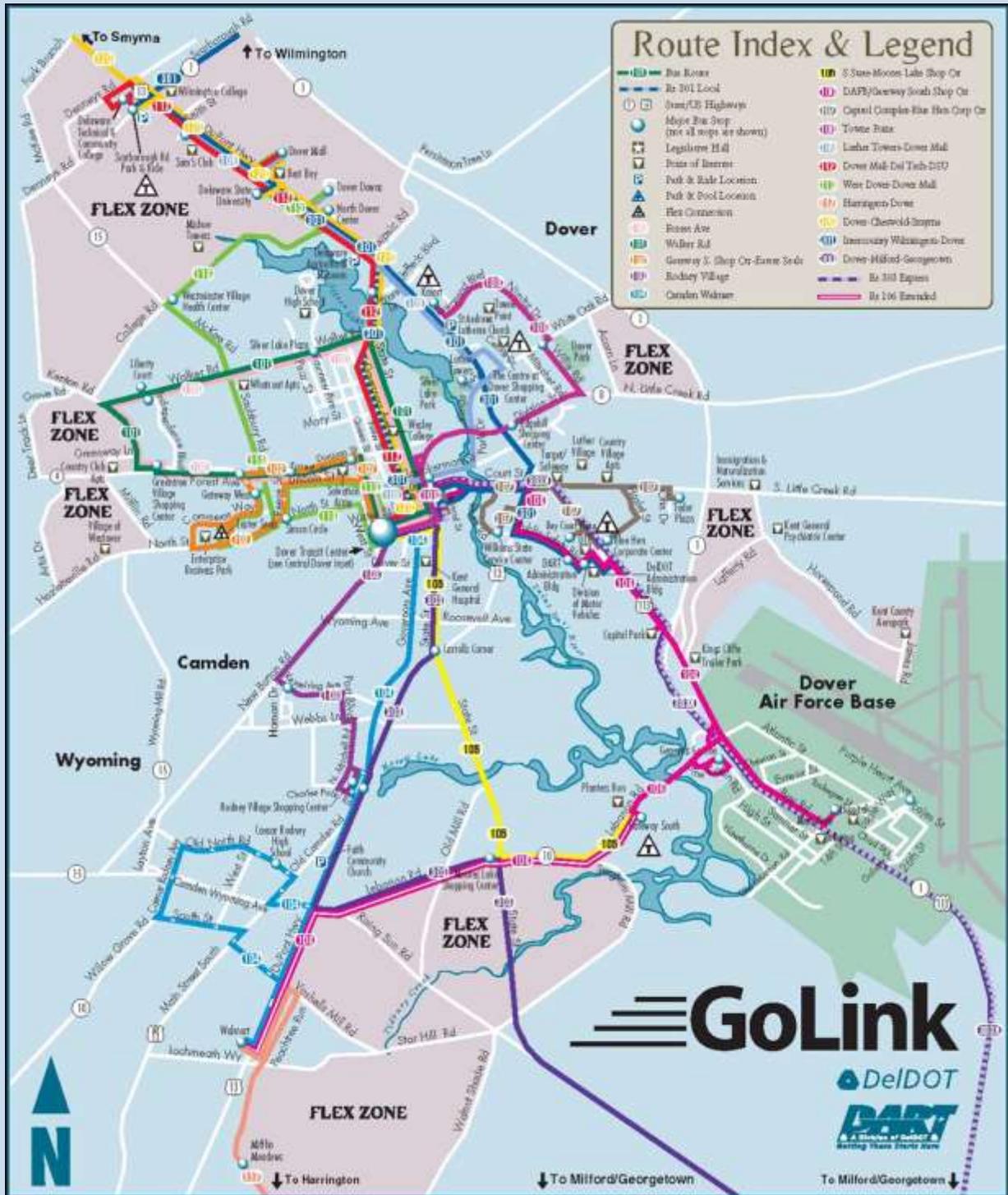
These routes are limited and unlimited access highways, and local roads with numerous entrances and exits. A network of secondary evacuation routes direct local residents to the primary evacuation routes, and can be utilized to reroute traffic during an evacuation in the event that the primary evacuation routes become impassible (see map on next page). Delaware Routes 8, 9, 12, 14, 15 and 300 are secondary evacuation routes. Local evacuation routes are any other routes in the county that feed into primary or secondary routes.

Kent County Evacuation Route Map



GoLink Service

The GoLink Flex service is available from 6 a.m. to 6 p.m. Monday through Friday for fixed route bus stops. GoLink Flex service provides additional accessibility to riders who live beyond walking distance of a DART fixed route bus stop. Riders who live within designated Flex Zones are able to make reservations for connections between their community and a fixed route bus stop. GoLink Night service provides the convenience of service between 6 and 9 p.m. to commuters within the Dover area through the existing paratransit service. Reservations for these services must be made between one and seven days in advance of the day of service. For more information, visit www.DARTfirstState.com



Central Dover DART Route Map



Bus Service – Kent County Ridership

Kent County Total Ridership		
Fixed Routes		
Year	Number of Passengers	Percent Change
2008	409,942	9%
2009	468,517	14.3%
2010	525,829	12%
2011	622,694	18%
2012	670,637	7.7%

Kent County Ridership		
Paratransit		
Year	Number of Passengers	Percent Change
2008	183,383	3.8%
2009	193,916	5.7%
2010	208,098	7.3%
2011	199,634	-4%
2012	201,311	0.8%



Kent County Saturday Ridership		
Fixed Routes		
Year	Number of Passengers	Percent Change
2008	552	
2009	22,376	
2010	21,981	-1.8%
2011	24,091	9.6%
2012	25,298	5%



Intercounty and Regional Fixed-Route service

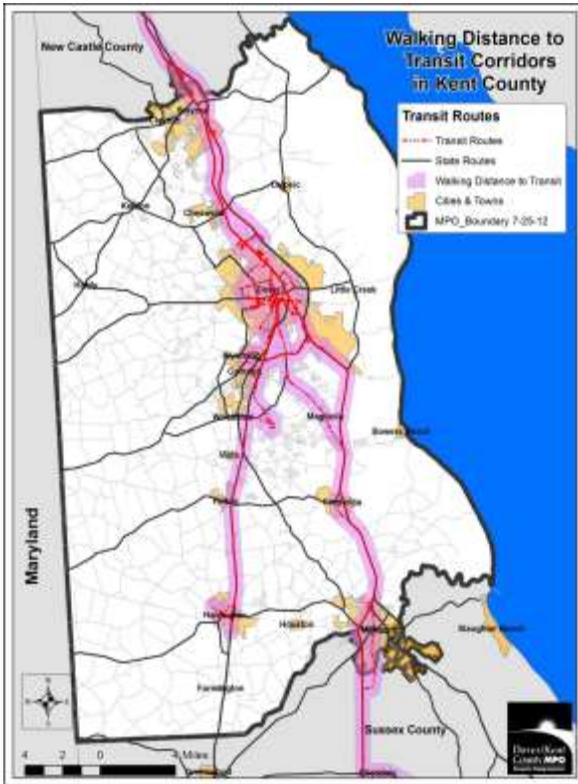
Local Weekday Routes		
Route #	Description	Saturday Route?
100	Forrest Ave. (Dover Transit Center to Greentree Village Shopping Center)	
101	Walker Rd. (Dover Transit Center to Greentree Village Shopping Center)	Yes
102	Gateway West (Dover Transit Center to Gateway West Shopping Center)	
103	Rodney Village (Dover Transit Center to Rodney Village Shopping Center)	
104	Camden Walmart (Dover Transit Center to Walmart)	Yes
105	Moore's Lake Ctr. (Dover Transit Center to Gateway South)	
106	Dover AFB (Dover Transit Center to Camden Walmart)	
107	Blue Hen Corporate Center (Dover Transit Center to Blue Hen Corporate Center)	Yes
108	Towne Point (Dover Transit Center to Townsend Blvd.)	
109	Dover Mall (Dover Transit Center to Sam's Club)	Yes
112	Del Tech (Dover Transit Center to Scarborough Rd.)	Yes
113	West Dover (Dover Transit Center to Dover Mall)	
117	Harrington-Dover (Harrington to Dover)	
120	Dover-Cheswold-Smyrna (Dover to Smyrna)	

Intercounty Routes	
301	Intercounty New Castle/Kent (Dover to Wilmington)
303	Dover to Georgetown
305	Wilmington to Rehoboth Beach Connection (Seasonal)



Park-n-Ride and Park-n-Pool

Walking to Transit

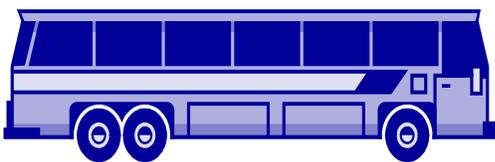


Public transportation includes a broad range of services in Kent County, including local fixed route transit, intercounty commuter transit, para-transit, and subsidized taxi.

DART First State provides public bus service Kent County .

Approximately 46,000 residents in Kent County are within one-quarter mile of transit services, the typical distance considered reasonable for someone to access fixed-route services.

The success of public transportation is dependent upon adequate density to support it and must be considered with future development patterns.



Kent County Park-and-Ride Locations

Smyrna Rest Area #39

Routes: 120, 301

Scarborough Road, Dover #40

Routes: 112, 120, 301, 305

Delaware Agricultural Museum #41

Routes: 109, 112, 120

Dover Transit Center #42

Routes: 100-109, 112, 113, 120, 301, 303

St. Andrew's Lutheran Church #43

Routes: 108, 109

Faith Community Church #44,

Routes: 104, 303



Kent County Park-and-Ride Locations

Harrington Moose Lodge

#46

US 13, Harrington

Milford Bowling Lanes

#47

809 North DuPont Hwy.,

Milford

Shore Stop

#45

US 13 & Road 31, Canterbury

RideShare Delaware

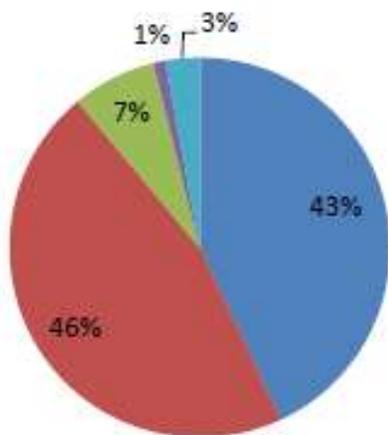
RideShare Delaware is a program administered by DART that helps commuters find and use alternative modes of transportation including carpools, vanpools, transit and supportive bicycle or pedestrian facilities. The goal of RideShare Delaware is to reduce single occupancy vehicle trips as a way to improve air quality and manage traffic congestion. To learn more about the program, visit RideShare Delaware's website at www.ridesharedelaware.org or call toll free at 1-888-RIDE-MATCH.



2011/2012 Commute Patterns of Kent County Employees/Residents Registered with RideShare				
Kent County residents commuting to the following destinations: In 2011, there were 842 commuters, and 994 commuters in 2012.				
Year	New Castle County	Kent County	Sussex County	Other
2012	428	456	71	10
2011	387	371	61	6

2011/2012 Commute Patterns of Kent County Employees/Residents Registered with RideShare				
Kent County Employees Commuting from the following locations: In 2011, there were 701 commuters, and 837 commuters in 2012.				
Year	New Castle County	Kent County	Sussex County	Other
2012	158	456	182	28
2011	139	381	147	25

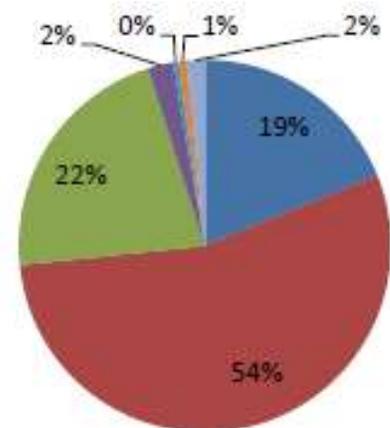
2012
Percentages of Kent County employees commuting to listed destinations:



- New Castle County
- Kent County
- Sussex County
- MD/PA/NJ
- Not Reported

- New Castle County
- Kent County
- Sussex County
- Maryland
- Pennsylvania
- New Jersey
- Not Reported

2012
Percentages of Kent County Employees commuting from listed destinations:



Biking and Walking

Automobiles aren't the only way to get around town. Bicycling and walking can be a viable means of transportation as well as recreation. For years, yellow signs have urged drivers to share the road with bicycles. In recent years, state and local policies and infrastructure have gone further to make it easier to bike and walk around the First State. Through these efforts, Delaware went from a League of American Bicyclists low to middle bicycle friendliness national ranking in 2009 to a top 10 ranking in 2012.

Delaware Trails and Pathways



LEFT: When finished, the Capital City Trail will have enough space for bicyclists and pedestrians to ride or walk from Silver Lake Park in Dover to where the Isaac Branch Trail ends at Del. 10 near Dover Air Force Base. This includes a safe path to cross at the intersection of U.S.13 and Public Safety Boulevard. Approval to connect the two trails came from the state in 2012. The picture below shows what Martin Luther King, Jr. Boulevard in Dover will look like with an improved path. The inset shows the sidewalk as of 2012.

BELOW: A family rides the Isaac Branch trail, starting from the entrance at Public Safety Boulevard near the DelDOT campus.



Capital City Trail

The Capital City Trail is actually two trails linked into one continuous trail in Dover. The effort to fuse the Silver Lake Park and Isaac Branch trail is a combined effort of the Dover/Kent County MPO, the City of Dover, and the Delaware Department of Transportation. The project also is a part of the Delaware Trails and Pathways Program, which will create a statewide network of new and enhanced trails for walking, biking and active living.

The MPO's Regional Bicycle Plan initially identified the need for a better connection for bicycles between Silver Lake Park in downtown Dover, and the St. Jones River Greenway that runs from U.S. 13 behind the Delaware Department of Transportation campus in Dover to Delaware Route 10 by Dover Air Force Base. The trail connector will start at Legislative Hall in Dover and end at the intersection of U.S. 13 and Public Safety Boulevard, where the St. Jones River Greenway trail begins.

The existing sidewalk along Martin Luther King Jr. Boulevard and the west side of U.S. 13 will be expanded to provide a 10-foot-wide walk and bike trail. Landscaping, lighting, and bus stop improvements will be included in the project. When complete, the connected trail will span 4.5 miles. Eventually, these trails will link to parks and trails in the Camden and Wyoming areas. These trails don't just serve tourist or recreational users. People who walk or ride their bikes to work or school in this area will be able to use these trails as part of their commute.

Delaware State University pedestrian study

In 2012, Delaware State University and the Delaware Department of Transportation's planning department initiated a study to develop and evaluate pedestrian crossings between the campus, U.S. 13, and College Road.

In the study, pedestrian counts found that people crossed U.S. 13 and College Road by the campus at uncontrolled intersections (not marked with crossings), often dodging high speed and high volume traffic on the highway.

The study proposed a number of improvements for the area, such as sidewalk construction and improvements between College Road and Rustic Lane. Other proposed improvements aim to fill sidewalk gaps between the Del State entrance and Rustic Lane, widen the sidewalk along the southbound lanes of U.S. 13 from the Dover Mall entrance to College Road for a shared use trail, and plant a landscape buffer along the trail to separate pedestrians from traffic and discourage them from crossing the street mid-block. In addition, DeIDOT is evaluating proposals to provide a designated mid-block pedestrian crossing on College Road.

Designs for the proposed improvements could begin in fiscal year 2014.



Delaware State University students walk down the sidewalk in this depiction of what the pathway could look like following landscape improvements to encourage people to cross the road at marked walkways.

Smyrna Pedestrian Improvements

The Town of Smyrna wants to become more walkable.

A summer 2012 weeklong design workshop led to land use and transportation recommendations along U.S. 13 in the town limits.

Improved pedestrian connections and walkability became Smyrna's top priorities from the workshop and highway study. This can be achieved through land use modifications, such as placing buildings closer to roads, incorporating more mixed-use construction and road and sidewalk improvements.

Other improvements are proposed along the highway between the north and south interchanges of Delaware Route 1.

Town officials are looking for ways to secure funding and improve pedestrian mobility in the central portion of the corridor (Lake Como to Duck Creek). There is no money allocated yet for projects.



Harrington Sidewalk Inventory

As a part of its 2012 comprehensive plan update, the city of Harrington developed a prioritized list of its sidewalk, curb and pavement improvement needs. The Dover/Kent County MPO worked with town officials by conducting a field inventory of all of the municipal streets in Harrington. The field inventory consisted of the following:

- Identification of sidewalk gaps
- Identification of curb gaps or curb in poor condition
- Visual inventory of roads that are in need of re-paving or reconstruction

In addition, officials indicated that they would like to establish an annual capital improvement program dedicated to funding sidewalk, curbing, and pavement improvements based on a logical, quantifiable process.



Del. 10

A section of Del. 10 between The Gateway South Shopping Center and the Generals Greene community could have a walk/bike trail in a few years. The trail would run alongside the southern shoulder of Del. 10 and provide a direct connection to the St. Jones River Greenway, which currently ends on the north side of Del. 10 near DAFB. The trail would consist of a separated path, running east and west over the St. Jones River. A barrier along the shoulder of the bridge would be installed to provide a separate, safe area for people to walk and bike on the south side of the road's shoulder between the Gateway South shopping center and Pine Cabin Road. Traffic signal upgrades would be included in the project, as the proposed trail provides a direct connection to the existing Isaac Branch trail.



When finished, a bike/walk path would span over the St. Jones River on Del. 10 between U.S. 13 and Dover Air Force Base. The picture shows a conceptual model of what the walkway could look like.

Kent County On-Road Bicycle Facilities Map



Bike Projects

CITY OF DOVER BICYCLE AND PEDESTRIAN FACILITIES



Rail

Delmarva Rail Study

The Delmarva Inner City Rail Study, performed over the past couple of years, explored the cost of extending passenger train service from New Castle County through Kent County, Del. and into Maryland. According to the study's preliminary findings, the price tag for this venture could cost between \$340 million and nearly \$700 million.

The study evaluated the feasibility of passenger rail connecting from New York and Washington, D.C. to Berlin, Md., by adding stops through Delaware in Wilmington, Newark, Middletown, Dover and Georgetown. The cost to terminate the line in Berlin hovered around \$340 million. A train stop in West Ocean City, Md. upped the total project cost to \$696 million. In 2010, Delaware applied for and received \$450,000 from the Federal Railroad Administration to pay for part of the feasibility study, while Delaware paid \$405,000. Maryland contributed \$45,000 for the study.

The feasibility study's purpose was to determine if extending passenger rail service down the peninsula is worthwhile from an economic, operational and transportation standpoint. Trains would have to have enough riders to justify extending service down the peninsula.

A century ago, Delaware had regular passenger rail. Now, freight trains pass textiles and agricultural goods along the Delmarva corridor. Putting passenger trains back on the tracks would require the installation of passing sidings, which are tracks that would allow faster-moving passenger trains to pass the slower freight trains. Federal guidelines also would require about \$65 million worth of safety equipment and signals.

Commodities

Norfolk Southern provides rail service through Kent County and lower Delaware. Food processors and chemical industries are the rail company's main customers. But trains also run through the county as they go up and down the state. A major rail yard in Harrington sends rail cars to Milford, western Sussex County, and the Eastern Shore of Delmarva by way of the Indian River Secondary Track.

Many commodities come to Kent County by rail. Stone, coal and grain are the three major commodities. Most of the grain is for chicken feed. Trucks transport products like processed chicken and other finished products.

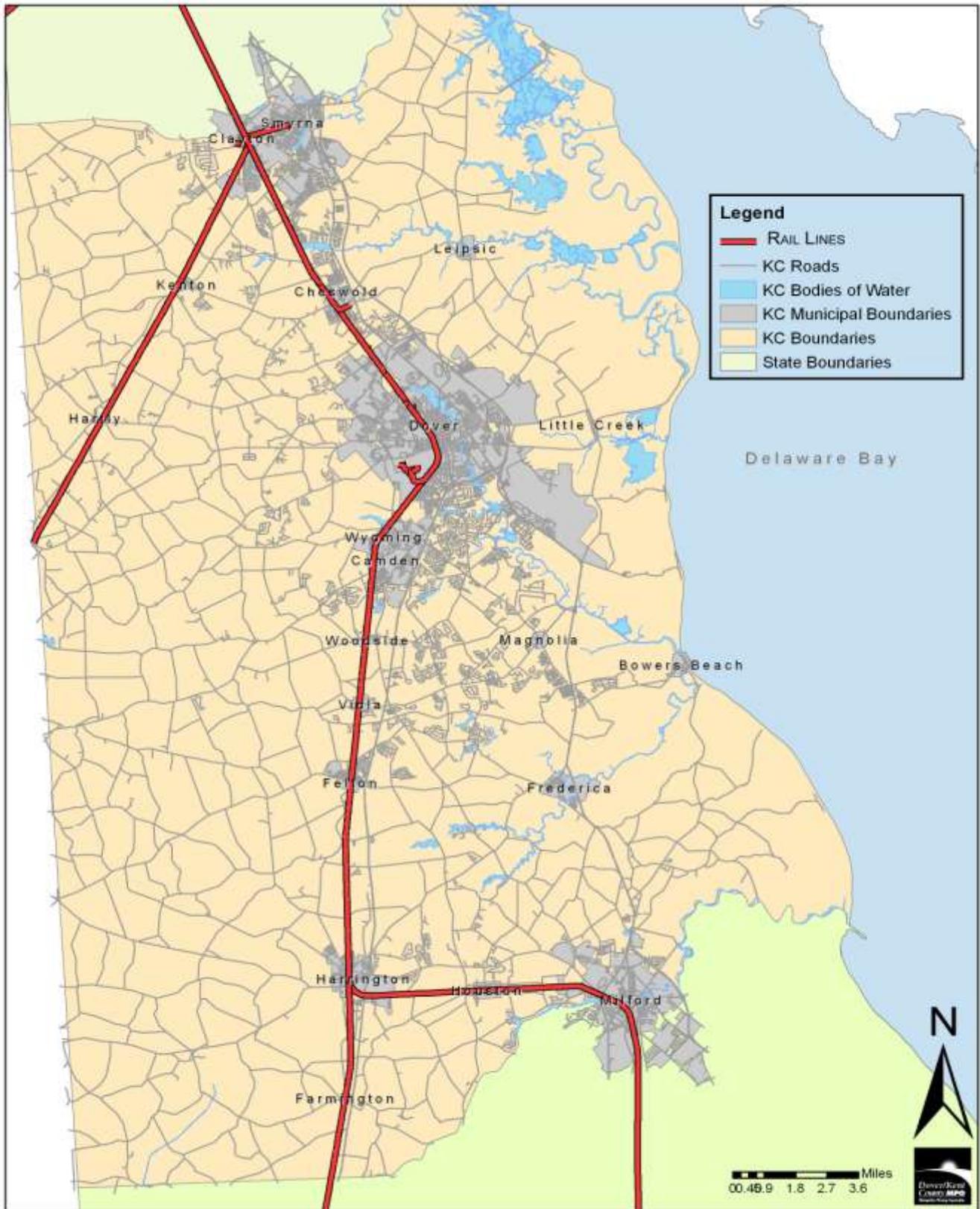


Rail Safety

A concern in rail safety is the increase in both rail and vehicular traffic. DART's Operation Life-saver Program provides information to local communities and schools about safely crossing railroads.



Rail Lines



Money Obligated to Projects

Project #	NAME	FUNDS
T200900804	South State Street and Sorghum Mill Road	\$963,800
T200600801	State Route 8 and Pearsons Corner Road	\$1,253,200
T201200801	Glenwood Avenue Safety Improvements	\$20,000
T200900801	U.S. 13 at Carpenter Bridge Road	\$1,119,700
T20042201	State Route 1/Thompsonville Road	\$610,000
T20042202	State Route 1/Little Heaven	\$4,150,000
T201112201	State Route 1/Northeast Front Street	\$400,000
T200812202	State Route 1/South Frederica	\$4,192,500
N/A	U.S. 13 Martin Luther King Jr. Boulevard to Loockerman Street	\$250,000
T200301601	Carter Road	\$5,235,000
T200411701	West Dover Connector	\$5,500,000
T200404501	Clarence Street Extended	\$491,800
T201200802	State Route 10 and State Route 15 Intersection Improvements	\$20,000
BRIDGES		
T201207502	BR2-016B North Little Creek Road over Little River	\$50,000
T201107202	BR2-033B Canterbury Road over Hudson Branch	\$24,000
T201207503	BR2-059D Whiteleysburg Road over Horsepen Arm Ditch	\$40,000
T201107203	BR2-100A Denneys Road over Fork Branch	\$24,000
T201107208	BR2-112B Burrsville Road over Saulsbury Ditch	\$16,000
T201207201	BR2-114C Todds Chapel Road over Tomahawk Branch	\$318,000
T201107204	BR2-158A Chestnut Grove Road over Cahoon Branch	\$124,000
T201107207	BR2-163A Victory Chapel Road over Penrose Branch	\$594,000
T201107206	BR2-166B Shaws Corner Road over Pinks Branch	\$15,000
T201107201	BR2-195A West Railroad Avenue over Isaac Branch	\$34,000
T200907201	BR2-203A Todds Mill Road over Isaac Branch	\$360,000
T201107205	BR2-204A Apple Grove School Road over Isaac Branch	\$250,000
T201247301	BR2-208C Mahan Corner Road, Emergency Scour Repairs	\$299,300
T201107210	BR2-371A Barratt's Chapel Road over Double Run	\$20,000
T201007204	BR2-429A Jackson Ditch Road over Brown's Branch	\$94,700
T201107502	BR2501 Washington Street over Mispillion River	\$470,700
T201207505	Kent County Pipe Replacements 2012 (Federal)	\$110,000
T201207504	Kent County Pipe Replacements 2012 (State)	\$75,000

Source: DelDOT FY 2013-2018 Capital Transportation Program. Funds represent allocated funding in FY 2013.

Money Obligated to Projects

TRANSPORTATION FACILITIES

T201250003	Guaranteed Energy Savings Agreement	\$1,479,000
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TRANSIT SYSTEMS

T201253106	Dover Facility Bus Parking Reconfiguration	\$560,000
T201253104	Dover Facility Improvements	\$50,000
T200850201	Dover Maintenance Building Lift Replacement	\$320,000
N/A	Preventative Maintenance – Kent County	\$119,3000
N/A	Paratransit Replacement Buses	\$739,9000
N/A	Support Vehicle Replacement	\$33,100

Source: DelDOT FY 2013-2018 Capital Transportation Program. Funds represent allocated funding in FY 2013.



Dover/Kent County Metropolitan Planning Organization

Transportation Information Booklet 2011/2012



Transportation Information

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