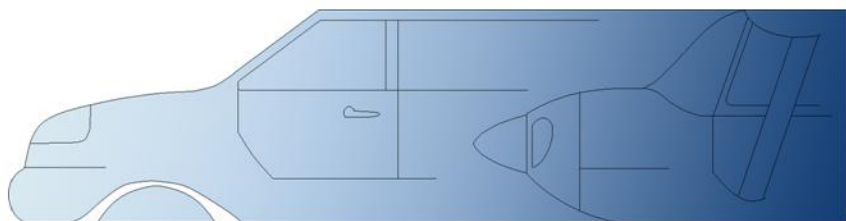




DOVER/KENT COUNTY MPO



TRANSPORTATION INFORMATION BOOKLET





July 2008

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The Dover/Kent County Metropolitan Planning Organization (MPO) invites the talents of Kent County's transportation and planning communities to a roundtable to develop a blueprint for providing the safest and most efficient way to get from Point A to Point B whether people are hauling the kids to soccer practice, riding bikes along the countryside, taking the bus to pick up groceries, or walking down the street for some ice cream.

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Traffic

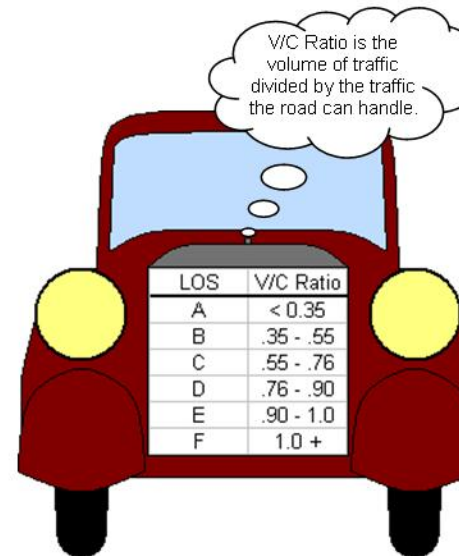
Stuck in traffic and running late for work. But what exactly is traffic? Is it merely two cars driving one behind the other on the same highway, or is it thirty cars all lined up at an intersection waiting for the light to turn green? When identifying traffic in Kent County, three measures are used. Average Annual Daily Traffic (AADT), Level of Service (LOS), and Vehicle Miles Traveled (VMT).

Why is AADT Important?

AADT calculates the average number of cars that are on the road throughout the year. To get the AADT, you take the Average Daily Traffic (ADT) and adjust it for the Seasonal Adjustment Factors (SAF). DelDOT (Delaware Department of Transportation) uses 74 Automatic Traffic Recorder Stations throughout the state to record the traffic counts each day. AADT shows which roads carry the most traffic.



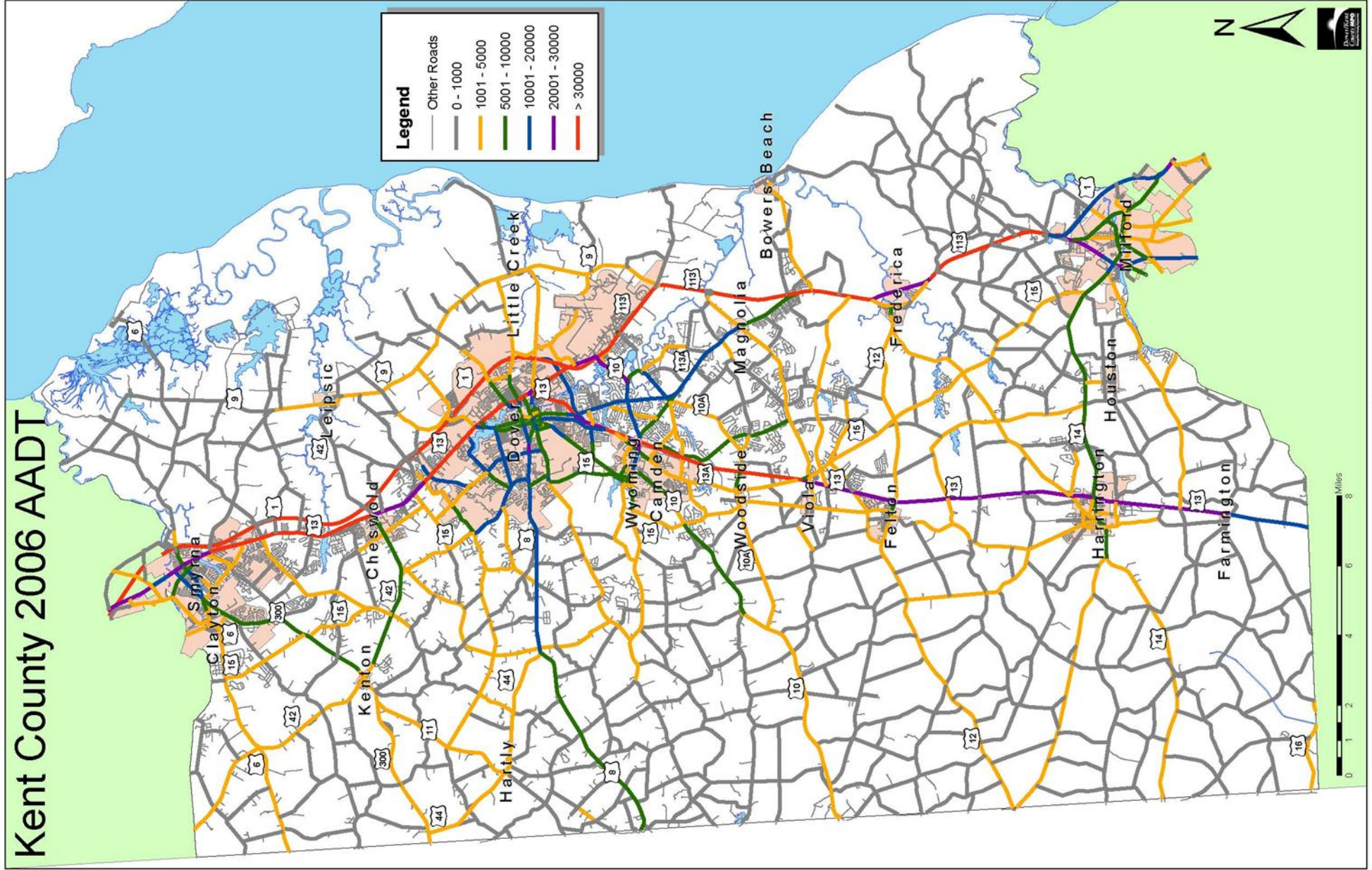
Photo Courtesy of DelDOT



Level of Service (A-F) indicates the quality of travel that motorists perceive

- A & B: Traffic flows freely with few stops and brief delays.
- C: Traffic flows well; delays seem reasonable.
- D: Traffic moves, but motorists begin to sense congestion.
- E: Traffic slows; delays seem long. The road is crowded.
- F: Traffic is stop and go with long delays. Traffic is more than the road can handle.

Kent County 2006 AADT



V.T.

How far are all the cars on the road going? VMT answers this question by looking at the travel activity of Kent County's motorists. VMT is calculated by taking the average trip length of Joe Motorist and multiplying it by the total number of trips he takes. There are two ways VMT is expressed Daily VMT and Annual VMT, which is an average of Daily VMT over a year's time.

Kent County DVMT in Thousands

8
EXIT

Year DVMT

2001	3,809
2002	3,859
2003	4,016
2004	4,445
2005	4,545
2006	4,601
2007	4,655

How Many Drivers Are Out There?

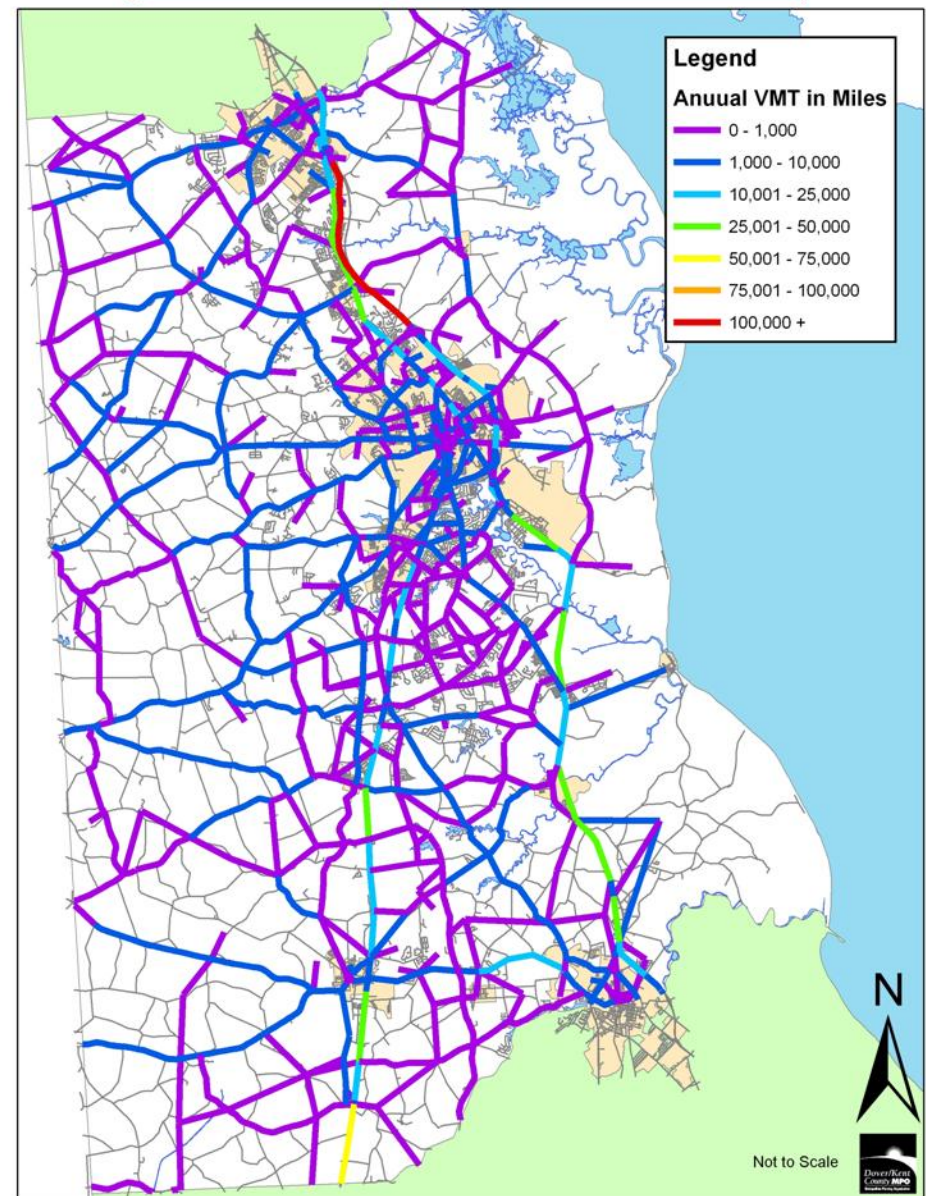
Year	Number of Valid Drivers	Registered Pax Vehicles	Ownership Rate
1999	95,746	81,311	0.85
2000	97,909	83,516	0.85
2001	99,225	85,456	0.86
2002	102,065	88,691	0.87
2003	104,962	91,490	0.87
2004	108,459	94,560	0.87
2005	110,613	98,886	0.89
2006	112,239	101,573	0.90
2007	113,753	103,161	0.91

Source: DMV

Wow...
where are
all the people
going?



Kent County 2005 Annual VMT

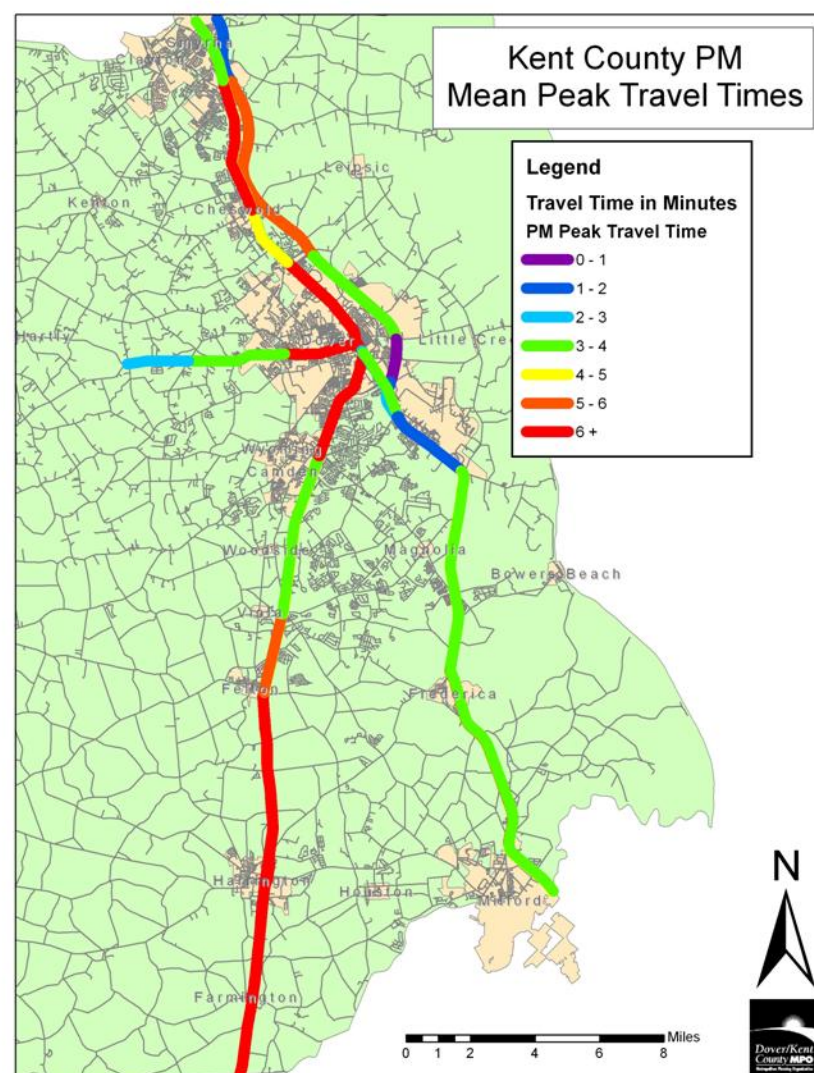
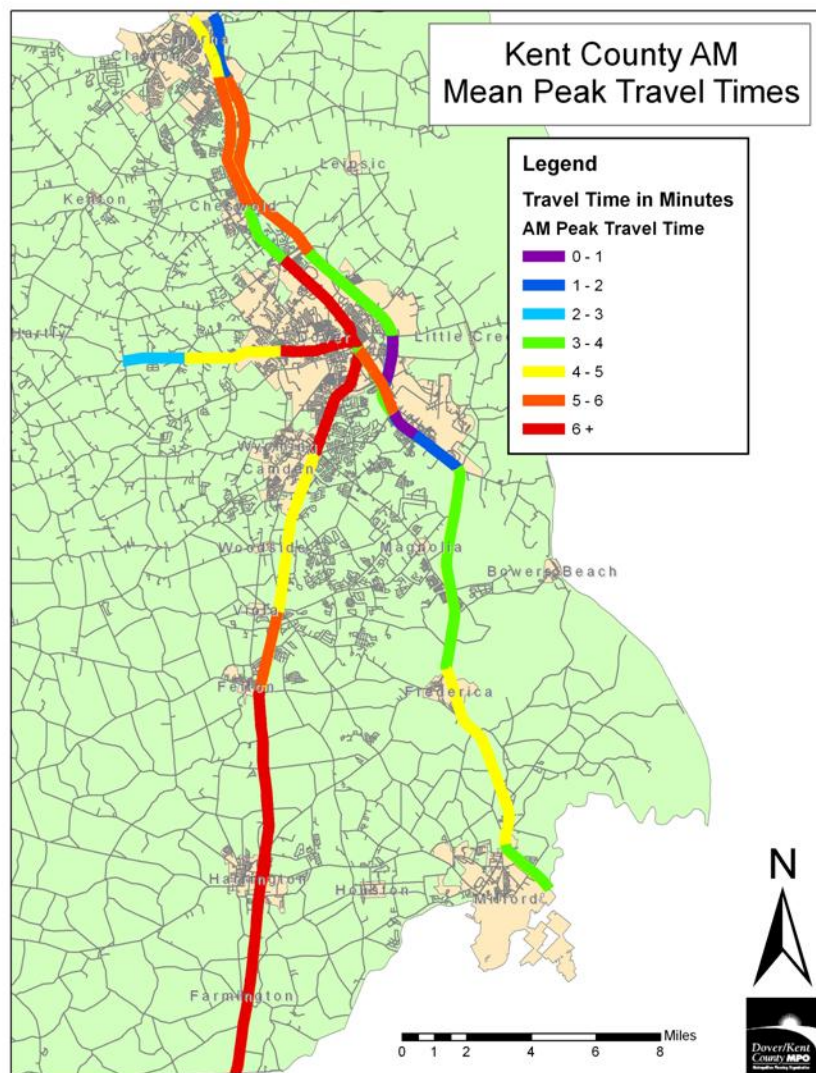


Source: DelDOT

Travel Times

Ever wonder how long it takes to get to work in the morning, or to get home after a long day of work?

These two maps show the Mean Travel Times for both the AM and PM peak periods during the Fall of 2007.



HPMS

The **H**ighway **P**erformance **M**onitoring **S**ystem (HPMS) is a national database of information that serves the needs of state and local governments, MPO's, and other customers in assessing highway condition, 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 funding states receive by congress using bi-annual Condition and Performance Reports. This ultimately affects every state that contributes data to the HPMS. Below are some of the data Delaware reports to the HPMS.

2006 Roadway Mileage by Functional Classification for Kent County

Functional Class	Route Miles	% of Total	Lane Miles	% of Total
Interstate	0.00	0.00%	0.00	0.00%
Freeway & Expressway	17.04	1.17%	72.36	2.35%
Other Principal Arterials	43.15	2.96%	171.18	5.57%
Minor Arterials	106.53	7.30%	264.11	8.59%
Collectors	274.63	18.82%	550.53	17.91%
Local	1017.79	69.75%	2015.97	65.58%
Total	1459.14	100.00%	3074.15	100.00%



Route Miles:

is the actual miles of roadway in Kent County.



Lane Miles:

is the number of lanes in each roadway added together.

Route Miles increased by 1.73% from 2005



Crash Data

Crash safety is always a concern. Where do the crashes happen and how often? What is the severity of each crash and where is a motorist most likely to hit? Below is some crash-related data that brings some insight into where crashes occur within Kent County, how they occur and, of those crashes, how many are fatal.

Crash Rate

For Kent County between 2000 and 2006

	Total Crashes	*Rate per 100,000 People
2000 —	1,837	1,276
2001 —	2,357	1,637
2002 —	2,610	1,813
2003 —	2,756	1,914
2004 —	2,678	1,860
2005 —	2,593	1,801
2006 —	2,755	1,914
2007 —	3,774	2,621

* Rate per 100,000 People is based on Kent County's 2005 total population projection adopted by the Dover/Kent County MPO in 2007 Council.



Rate of increase in total number of vehicle crashes is up **36.99%** from 2006



Of the 3774 accidents in Kent County in 2007, **43** involved Pedestrians and **16** Cyclists



Alcohol was involved with **303** of those crashes in Kent County in 2007

Source: DelDOT and Delaware Population Consortium


Fatalities

Delaware still remains at the top of the list in the United States for the fewest fatalities in the country in 2006. Delaware is ranked 7th in the nation, with Kent County still having the fewest number of fatalities within the state.

Below are the statistics for Kent County on fatality related crashes.

Fatality Rate		
	Fatal Crashes	*Rate per 100,000 People
2000	23	15.98
2001	21	14.59
2002	20	13.89
2003	13	9.03
2004	24	16.67
2005	30	20.84
2006	32	22.23
2007	20	13.89

* Rate per 100,000 People is based on Kent County's 2005 total population adopted by the Dover/Kent County MPO Council

 Rate of increase in the total number of Fatalities is up **39.13%** since 2000

Types of Accidents

Collision with Fixed Object	16
Rear-end	3
Head on	3
Angled	10

Types of Roads

	Rural	Urban
Principal Arterials	8	4
Minor Arterials	1	3
Collectors	6	2
Local Roads	7	1

Source: <http://www.nhtsa.dot.gov>

HSIP

The **H**ighway **S**afety Improvement **P**rogram (HSIP) is a collaboration of state and federal agencies to identify and improve the safety of various locations on Delaware's roadways that have a high risk of accidents. DeIDOT, the Federal Highway Administration, Wilmington Area Planning Council (WILMAPCO), the Dover/Kent County MPO and local government officials work together to identify these sites, rank them by their impact to public safety, and come up with a solution to reduce the risk and increase the safety at these sites. There was a total of 23 HSIP sites identified in Delaware for 2007. Of the 23, seven sites were located in Kent County.



Source: DeIDOT

Transit:



is Delaware's transit service for fixed-bus routes and paratransit service. DART is operated by Delaware Transit Corporation (DTC), a division of DeIDOT. DART offers regular weekday service between Smyrna, Dover, and Milford and regular service throughout the greater Dover region. Since June 28, 2008 DART, offers Saturday service throughout Dover. For detailed times, schedules, and route maps, visit DART First State's website at www.DartFirstState.com



Source: DeIDOT



+



=

A fast and
affordable way
to get around.

Routes:

Local Weekday Routes...

- Route 100 - Forrest Ave. (Water St. to Greentree Village Shopping Center)
- Route 101 - Walker Rd. (Water St. to Greentree Village Shopping Center)
- Route 102 - Forrest Ave. (Water St. to Gateway West Shopping Center)
- Route 103 - Rodney Village. (Water St. to Rodney Village)
- Route 104 - Camden/Mifflin Meadows (Water St. to Mifflin Meadows)
- Route 105 - Moores Lake Ctr. (Water St. to Gateway South)
- Route 106 - Dover AFB/Gateway South (Water St. to Gateway South)
- Route 107 - Capital Complex (Water St. to US Route 113)
- Route 108 - Towne Point (Water St. to Townsend Blvd.)
- Route 109 - Luther Towers/Dover Mall (Water St. to Wal-Mart)
- Route 112 - Delaware Tech/Dover Downs (Water St. to US Route 113)
- Route 113 - West Dover/Dover Mall (Water St. to Dover Mall)
- Route 401 - Harrington/Dover Shuttle (Clark's Corner to Mifflin Meadows)

Local Saturday Routes...

- Route 101 - Walker Rd. (Water St. to Greentree Village Shopping Center)**
- Route 104 - Camden/Mifflin Meadows (Water St. to Mifflin Meadows)**
- Route 107 - Capital Complex (Water St. to US Route 113)**
- Route 109 - Luther Towers/Dover Mall (Water St. to Wal-Mart)**
- Route 112 - Delaware Tech/Dover Downs (Water St. to US Route 113)**

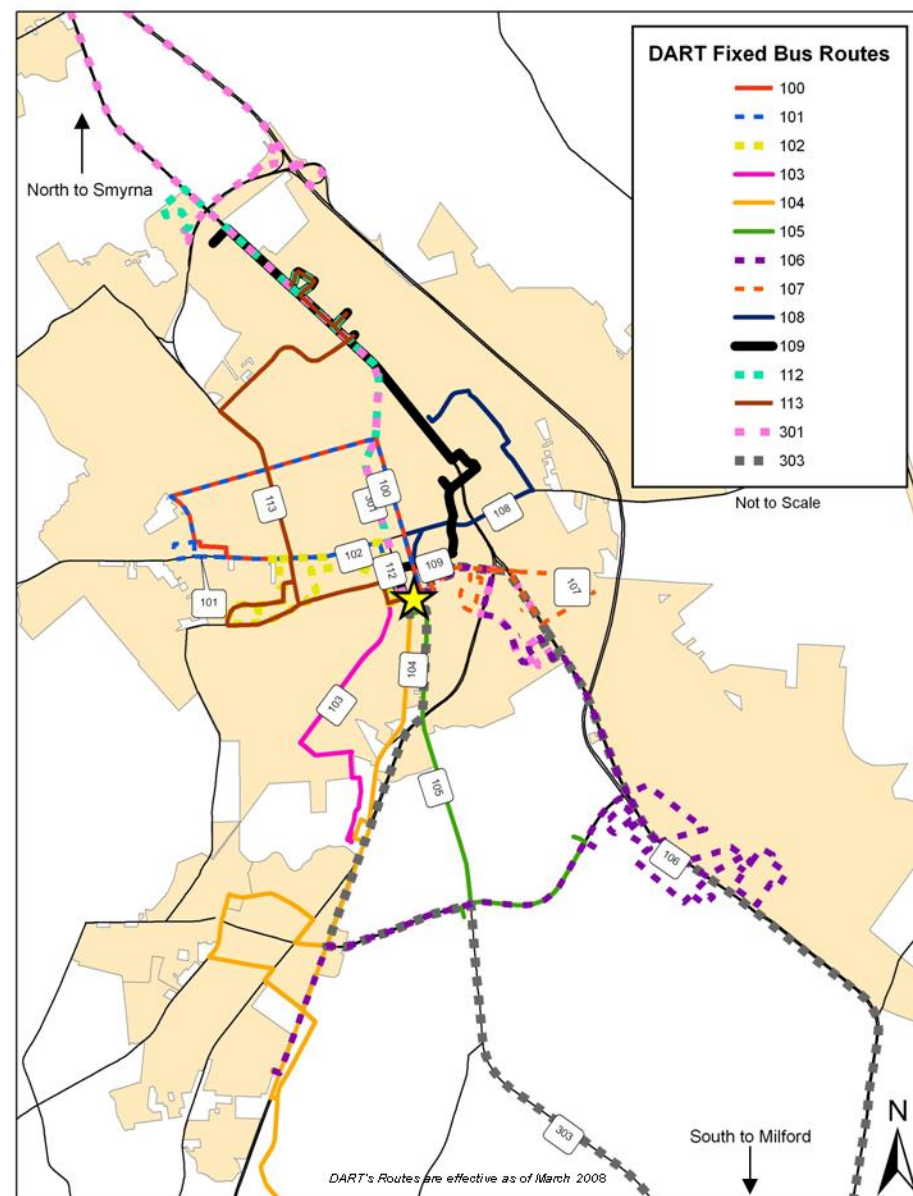
Intercounty Routes...

- Route 301 - Dover to Wilmington
- Route 303 - Dover to Georgetown

DART Routes as of March 2008

** DART Saturday Pilot Service for Kent County will operate for one year on an hourly basis, from 9am to 6pm.

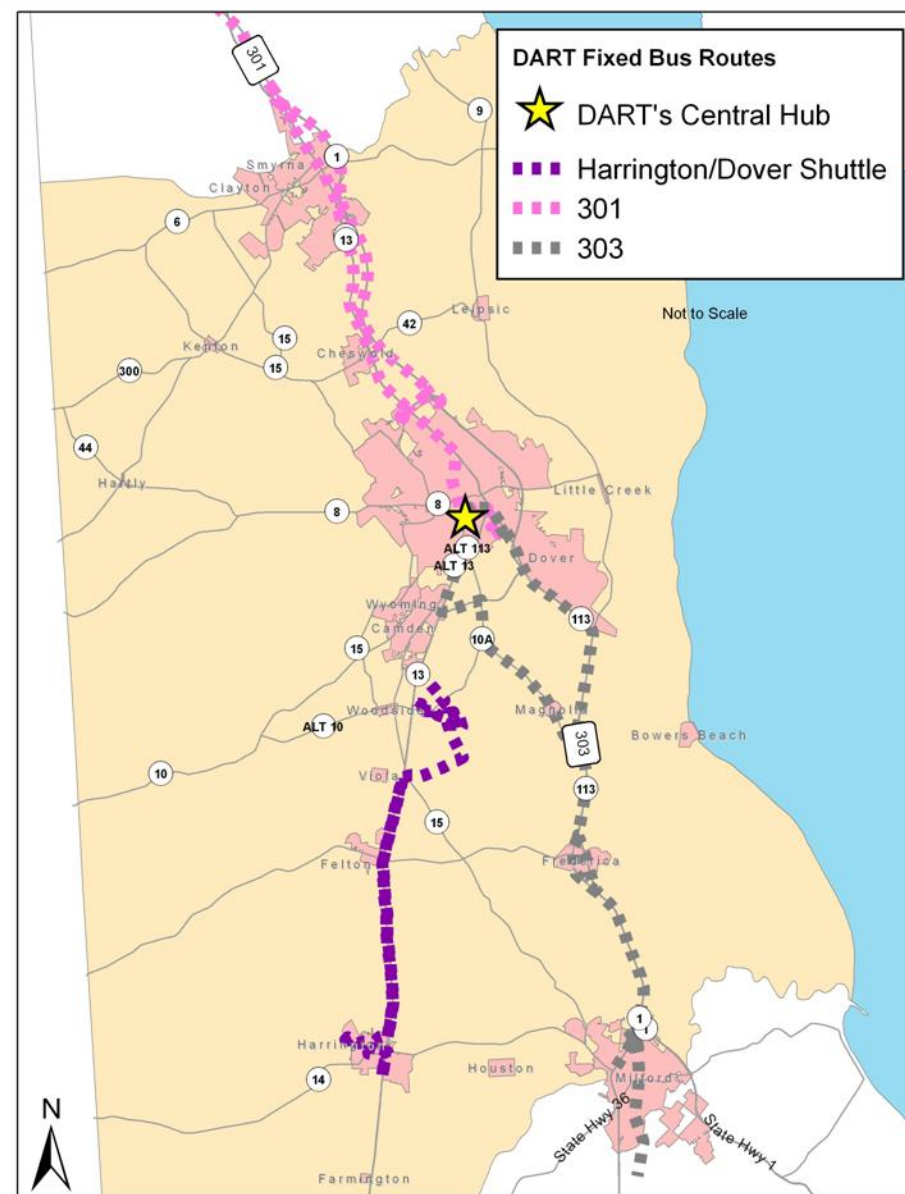
DART's Fixed-bus Route System - Dover Area



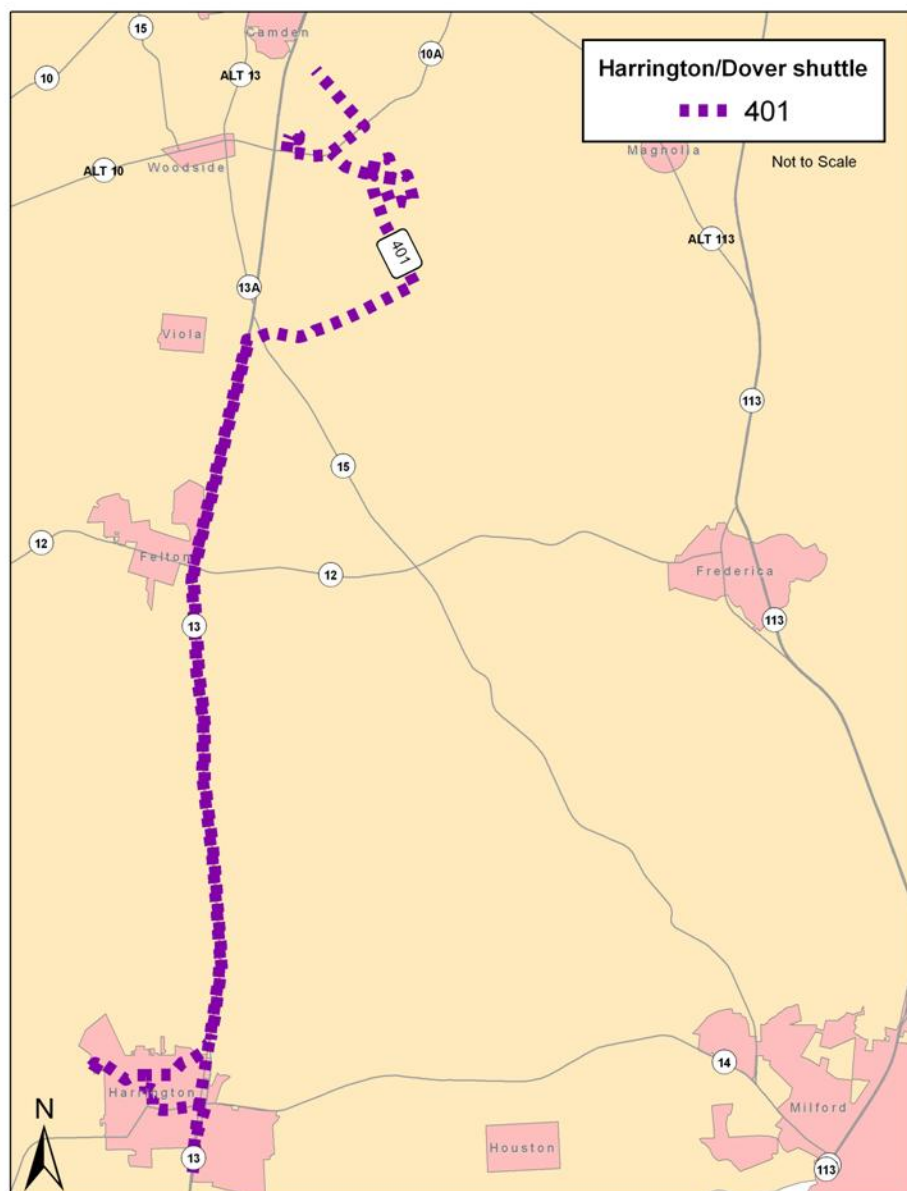
DART's Fixed-bus Route Saturday Service



DART's Fixed-bus Route System - 301 and 302



DART's Harrington/Dover Shuttle Route

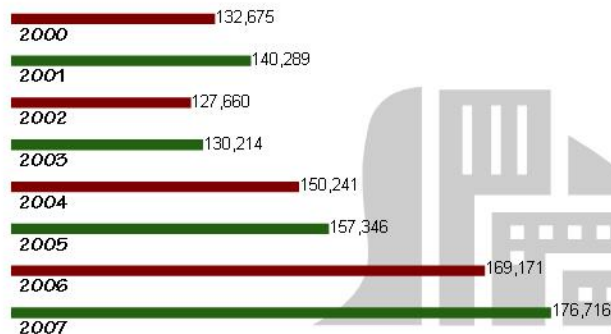


Quick Facts:

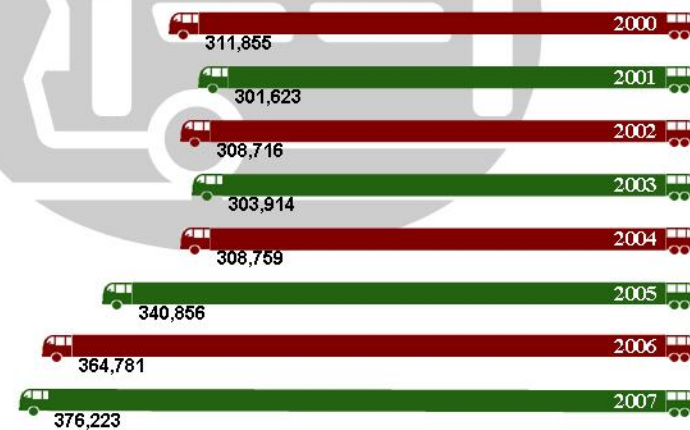
There always seems to be a DART bus on the roads during the day, but how many people actually ride the bus each year, and how many miles do the buses travel when taking their passengers to their destinations? Here a few quick facts to answer these questions.

Kent County Ridership

Paratransit



Fixed Routes



Passengers Per Mile

How do you measure the productivity of a transit system like DART's fixed-route bus service? Passengers per Mile is one method. Passengers per mile calculates the total number of passengers who ride a given route over the total miles that route travels. The more passengers that ride that route, the higher the ratio. A higher ratio means the route is more productive.

Local Fixed Bus Routes

Route	2006	2007	Change Since 2007
100	.31	.31	0.00
101	.71	.89	0.18
102	.78	1.13	0.35
103	.73	.89	0.16
104	1.23	1.16	-0.07
105	.53	.60	0.07
106	.39	.37	-0.02
107	.99	1.18	0.19
108	.68	.70	0.02
109	1.19	1.08	-0.11
112	.87	.87	0.00
113	.58	.65	0.07

Intercounty Fixed Bus Routes

Route	2006	2007	Change Since 2007
301	.42	.42	0.00
303	.15	.13	-0.02

Paratransit Bus Routes

	2006	2007	Change Since 2007
Paratransit	.11	.11	0.00

Source: Delaware Transit Corporation June 07 Ridership Report

People Who Ride DART

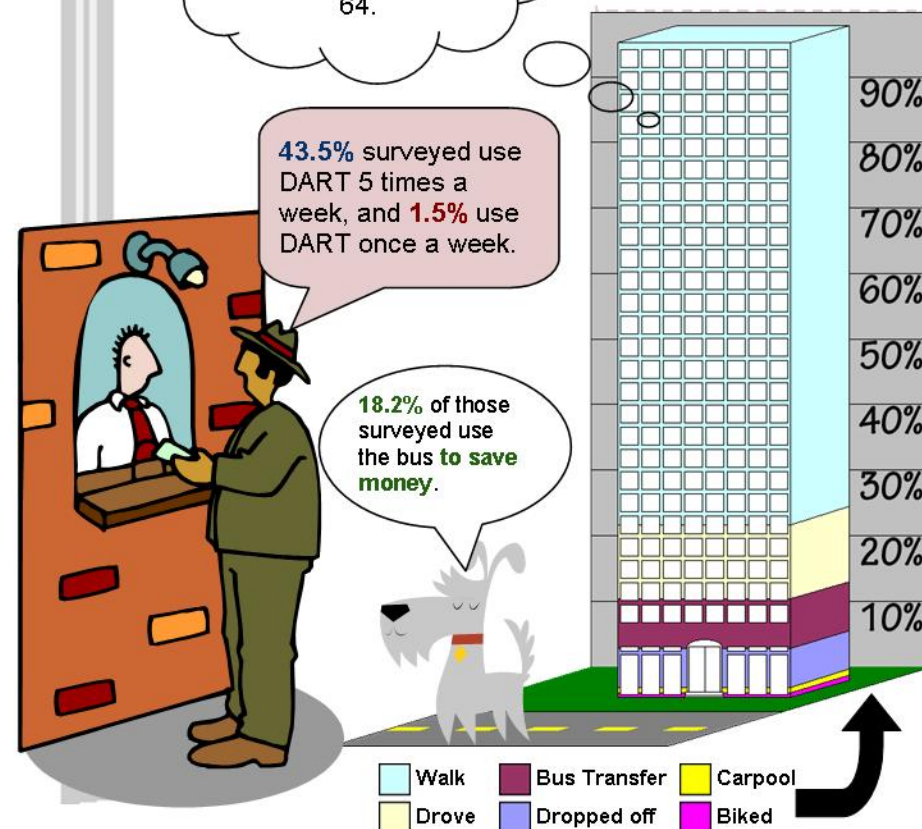
Here are some more great tidbits on who rides DART and how often they ride. All the figures are based on the 2007 DART First State Kent County Paper Survey results.

67.3% of the people who use the local service are between the ages of 35 and 64.

43.5% surveyed use DART 5 times a week, and 1.5% use DART once a week.

18.2% of those surveyed use the bus to save money.

How do people get to the bus stop?



How Close Are You to a Bus Stop?

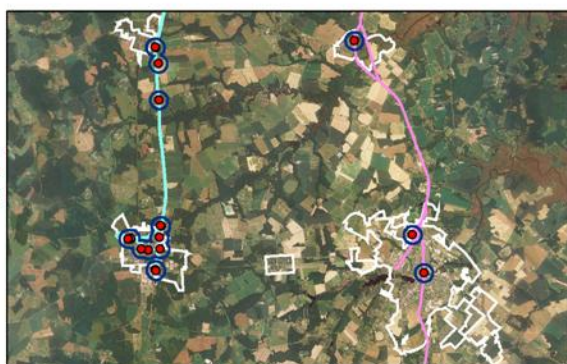
A common reason people give for not riding DART is the bus stop is too far to walk to or they do not know where the stop is. There are approximately 312 bus stops throughout Kent County. A person is considered to be in walking distance from a stop if they are within 1/4 of a mile from the stop. Below is a visual of how many people in Kent County are within quarter mile radius of a bus stop.



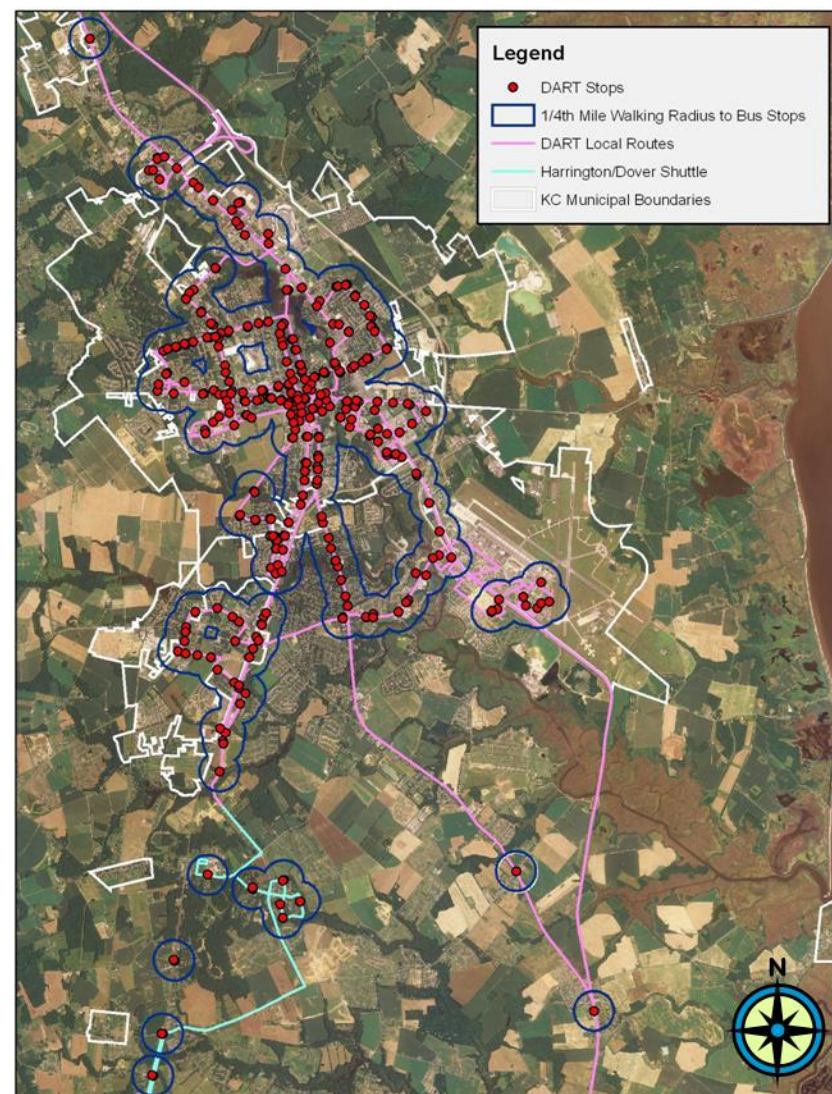
Smyrna/Clayton Area



Milford and Harrington Area

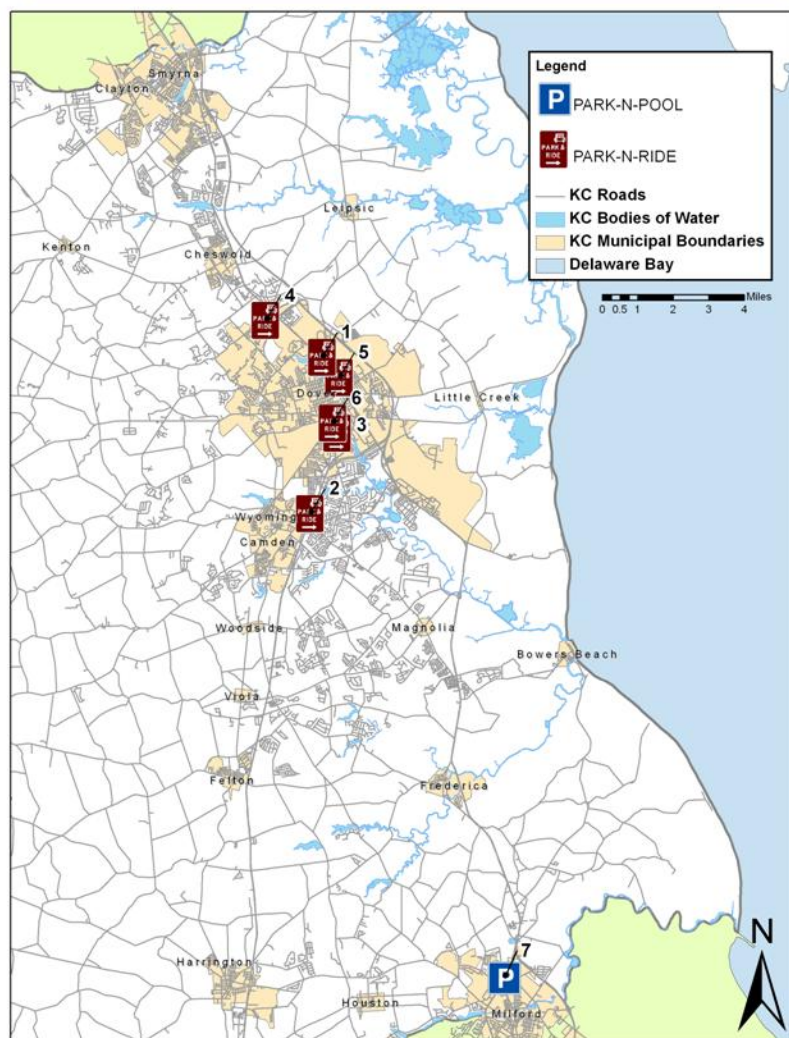


Dover, Cheswold, Camden, and Wyoming Area



Source: DelDOT, Kent County Planning

Park-n-Rides and Park-n-Pools



Park-n-Rides

1. Delaware Agriculture Museum
2. Faith Community Church
3. Holy Cross Church
4. Scarborough Road (DTCC)
5. St. Andrews Lutheran Church
6. Water Street Transfer Center

Park-n-Pools

7. Milford Bowling Lanes

DART Park-n-Ride and Park-n-Pools as of March 2008



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 trip making as a way to improve air quality and manage traffic congestion.



Kent County Mode Split (as of 3/31/08)

	Kent County's Participants % of Mode Total	Mode total (all counties)
Drive Alone	45%	1229
Carpool	23%	700
Vanpool	8%	64
Transit	17%	1421
Bicycle	1%	48
Walk	2%	42

RideShare Delaware offers free ride matching services for commuters working in Delaware as well as for parents of Delaware school students; an emergency ride home benefit for registered commuters actively ridesharing to work; vanpool services; and, transportation benefit assistance to employers in Delaware.

131 Kent County work sites are represented in this survey.

12% of the 3,579 program participants live in Kent County.

Commute Patterns of Kent County Employees/Residents (as of 3/31/08)

	New Castle County	Kent County	Sussex County	Other	
Kent County Residents working in...	276	128	16	1	
	New Castle County	Kent County	Sussex County	MD	PA
Kent County Employees commuting from...	90	128	62	10	6



DTMS Survey

The **D**elaware **T**rip **M**onitoring **S**ystem Survey was put together by the University of Delaware for DelDOT to answer the questions of where people go, how they get there, and how often they travel. Below are some interesting facts about Kent County residents that came out of the survey.

Trip Purpose by Three Year Average

Destination	2003 to 2005	2004 to 2006
Work	36.7%	35.7%
Store	15.3%	15.7%
School	3.6%	3.2%
Drop Off/Pickup	11.8%	12.2%
Social	5.7%	5.3%
Recreation	6.2%	6.5%
Dining Out	5.2%	5.2%
Child Care	0.8%	0.5%
Doctors (medical)	4.7%	4.7%
Bank or Post Office	3.0%	3.0%
Public Transportation Stop	0.4%	0.6%
Barber/Hairdresser	0.5%	0.3%
House of Worship	1.0%	1.1%
Other	5.2%	6.0%

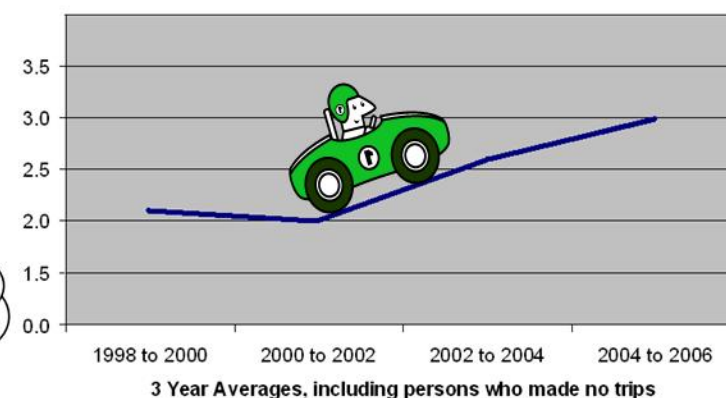
Between 2003 and 2006, **51% of Men** said their trip purpose was work; **49% of Women** said the same thing.

Interesting, **67%** of those **women** said their purpose was to go to school compared to **33%** of **Men**

How did they travel?

Mode	1998 to 2000	2000 to 2002	2002 to 2004	2004 to 2006
Car	98.7%	97.9%	96.1%	96.0%
Public Bus	0.1%	4.0%	0.6%	0.5%
Walked	0.6%	0.4%	1.7%	1.3%
School Bus	0.4%	0.6%	5.0%	0.7%
Bicycle	0.0%	0.1%	0.0%	0.2%
Other	0.1%	0.2%	1.0%	1.4%

How often do they go there on a weekday?



That's a lot of trips!

The Low Down..... The data from the DTMS survey is ongoing and has documented over 50,000 trips and surveyed more than 20,000 people. It is conducted by the Center for Applied Demography and Survey Research (CADSR) at the University of Delaware. For more detailed information about the Kent County results contact Juanita Wiecezoreck at (302) 760-2713 or junita.wieczoreck@state.de.us



Kent County Sidewalk Inventory

Need a good footpath or sidewalk? Kent County has several different types that can suit everyone's needs. Below is an inventory of Kent County sidewalks and footpaths of all types.



<i>Sidewalks</i>		<i>Footpaths</i>	
Type	Miles	Type	Miles
Asphalt	3.62	Asphalt	7.03
Concrete	407.55	Concrete	5.29
Dirt	1.05	Dirt	9.74

Based on DelDOT's Sidewalk Database

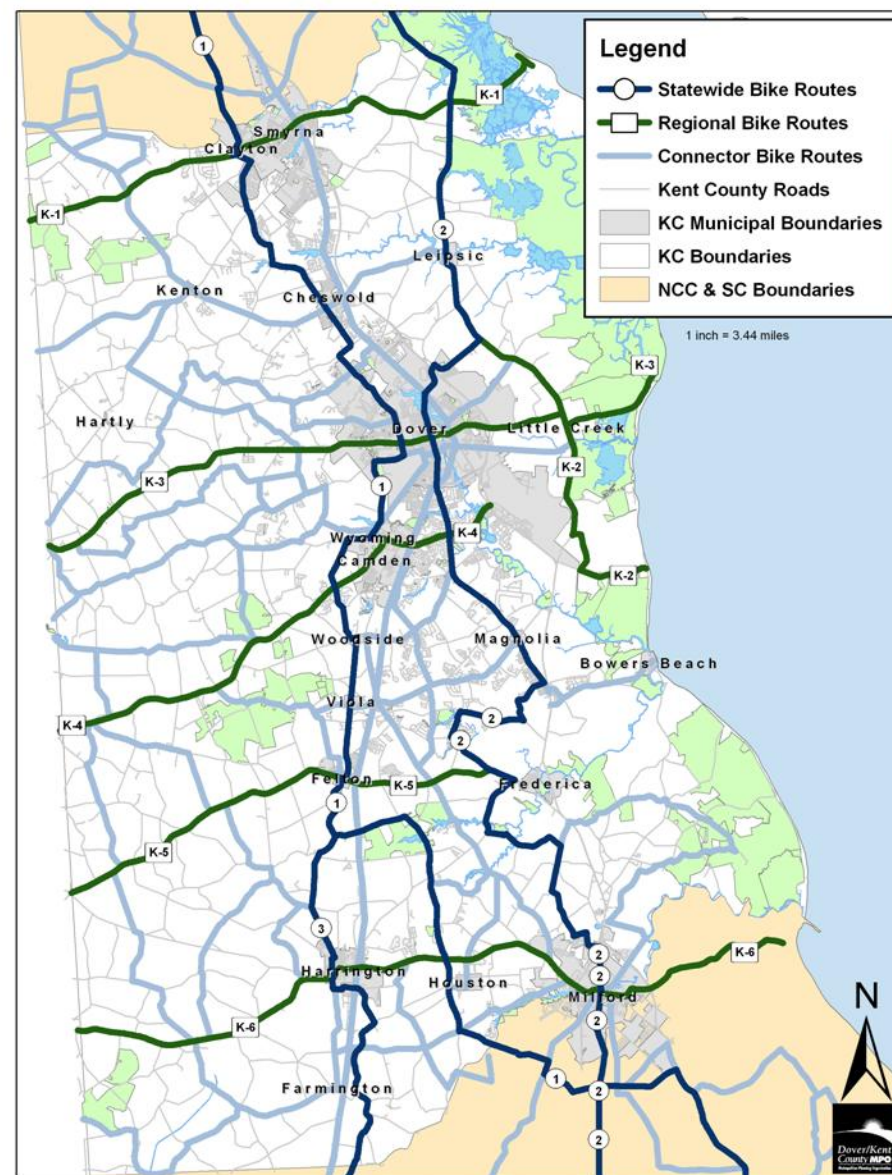
Kent County Bicycle Facilities



Photos courtesy of DelDOT

Got a bike, and don't know where to ride it in Kent County? The On-Road Bicycle Facilities Map is there to help. The map is broken down into three categories and can help connect you to where you want to ride. The categories are, Statewide Bike Routes, Regional Bike Routes, and Connector Bike Routes.

Kent County On-Road Bike Facilities



Source: DelDOT 2005

Note: these represent recommendations to design and construct a continuous statewide network of bicycle facilities; they do NOT necessarily represent roadways that are especially suitable for bicycle travel today

Rail

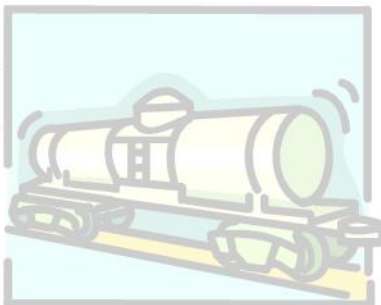
Rail service that comes through Kent County and lower Delaware is provided by Norfolk Southern. The major customers of Norfolk Southern in Kent County are the food processors in Dover and the chemical industries in Cheswold. Through traffic to customers in the lower Delmarva area comprises the majority of the rail traffic in Kent County. One of the major rail yards in the county located in Harrington sends rail cars through to Milford, western Sussex County, and the Eastern Shore via the Indian River Secondary track.



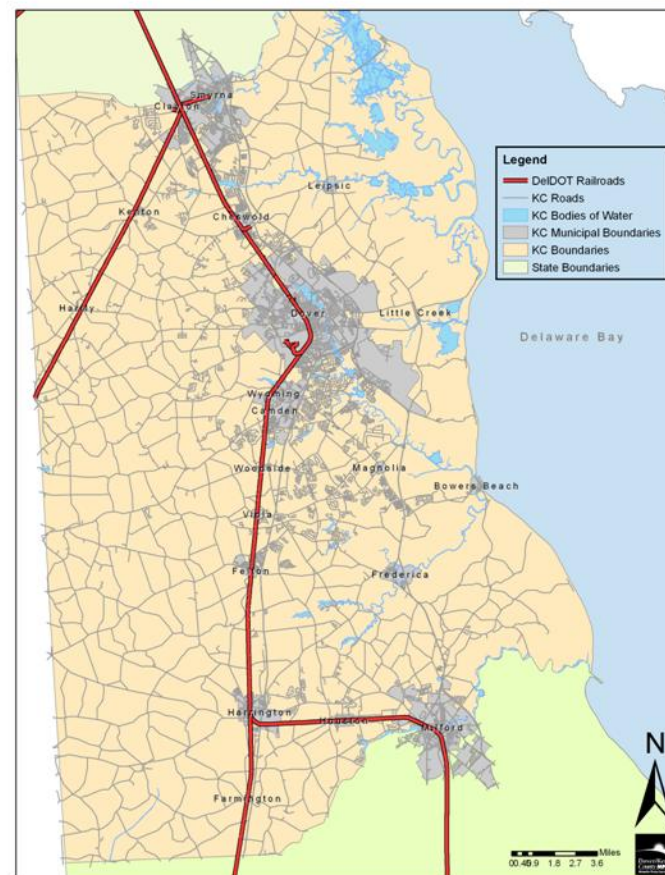
Norfolk Southern Rail System in Delaware Courtesy of DelDOT

Commodities

There is a variety of commodities delivered to Kent County. Stone and grain are the two major commodities, with the majority of the grain being for chicken feed. A large amount of raw materials are also transported via rail, including coal for electricity. Products like processed broilers and other finished products are transported by truck.



Kent County Rail Lines

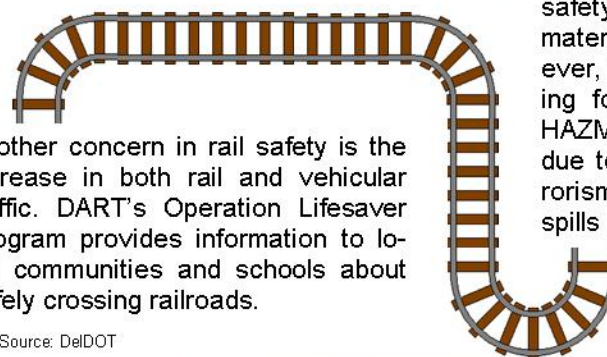


Rail Safety

Rail has the highest track record for safety in carrying hazardous materials (HAZMAT). However, Norfolk Southern is looking for safer places to store HAZMAT-carrying rail cars, due to the rising threat of terrorism and recent chemical spills in Delaware.

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

Rail Source: DelDOT



FREIGHT

They seem to be everywhere no matter where we go, huge tractor trailers transporting tons of products to the masses. How many are actually out there on the streets? There are 27 Traffic Management Operations Study (TOMS) traffic recorders throughout Kent County that can differentiate between heavy trucks and other types of vehicles. The TOMS traffic recorders collect truck counts which are reported as AADT.



Photo courtesy of DelDOT

AADT 2001

	Total AADT	Percentage
Passenger Vehicles	271,338	93.7%
Unit Trucks (UPS/FedEx Style)	10,053	3.5%
Trailer Trucks (Semi's)	8,221	2.8%

The Percentage of Trucks on the road



AADT and Freight data based on 2001 TOMS



Commodity Flow

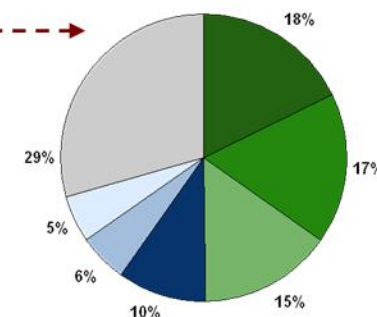
As you pass a tractor trailer on the highway, have you ever wondered what is inside or where it is going? The mystery has been solved thanks to Global Insight's Commodity Flow. For Kent County, commodity flow is broken into 50 categories. Each commodity category is tracked from its origin to its destination by annual tonnage and number of units.

EXPORTS

Commodity	Total Annual Tonnage	Total Units (Trucks)
Nonmetallic Minerals	273,428	13,736
Chemicals Or Allied Products	263,391	12,882
Clay, Concrete, Glass Or Stone	229,799	14,917
Food Or Kindred Products	152,216	6,733
Lumber Or Wood Products	86,256	3,489
Farm Products	82,211	4,153
Other Commodities	454,682	22,869
Export Totals	1,541,983	78,779

(THE TOP 6)

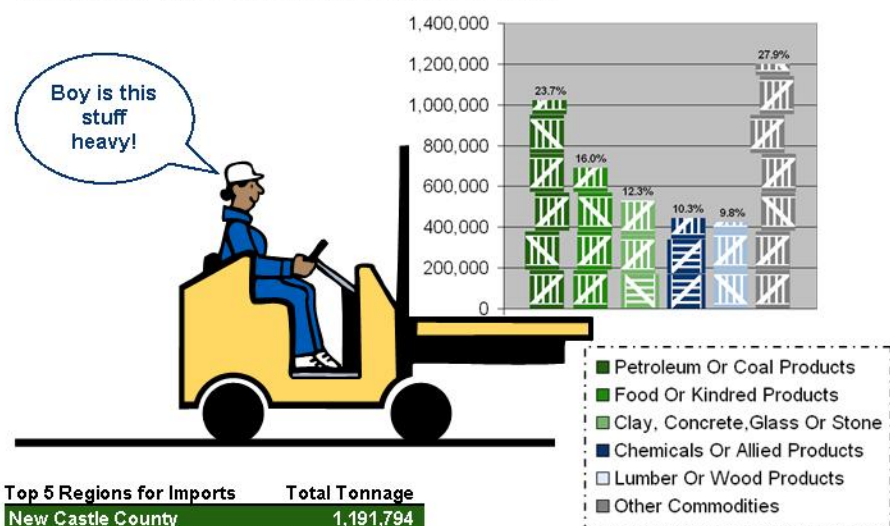
Top 6 Destination Regions	Total Annual Tonnage	Total Units (Trucks)
New Castle County	272,369	15,832
West - Pacific	229,304	11,585
Midwest - East North Central	227,710	12,130
Pennsylvania	154,411	6,360
New Jersey	117,289	6,756
Northeast - New England	111,609	5,951
Other Regions in US	429,291	20,164
Export Totals	1,541,983	78,779



Source: Trans Search 2005 County Data

IMPORTS

Have you ever wondered where that loaf of bread comes from, or the wood for your house? In 2005, Kent County imported 4,305,215 tons of consumer goods, raw materials, and other precious commodities, with a total of 223,302 trucks hauling those goods into the county. Below are the Top 5 imports for Kent County compared to the other goods shipped by truck, and where they came from.

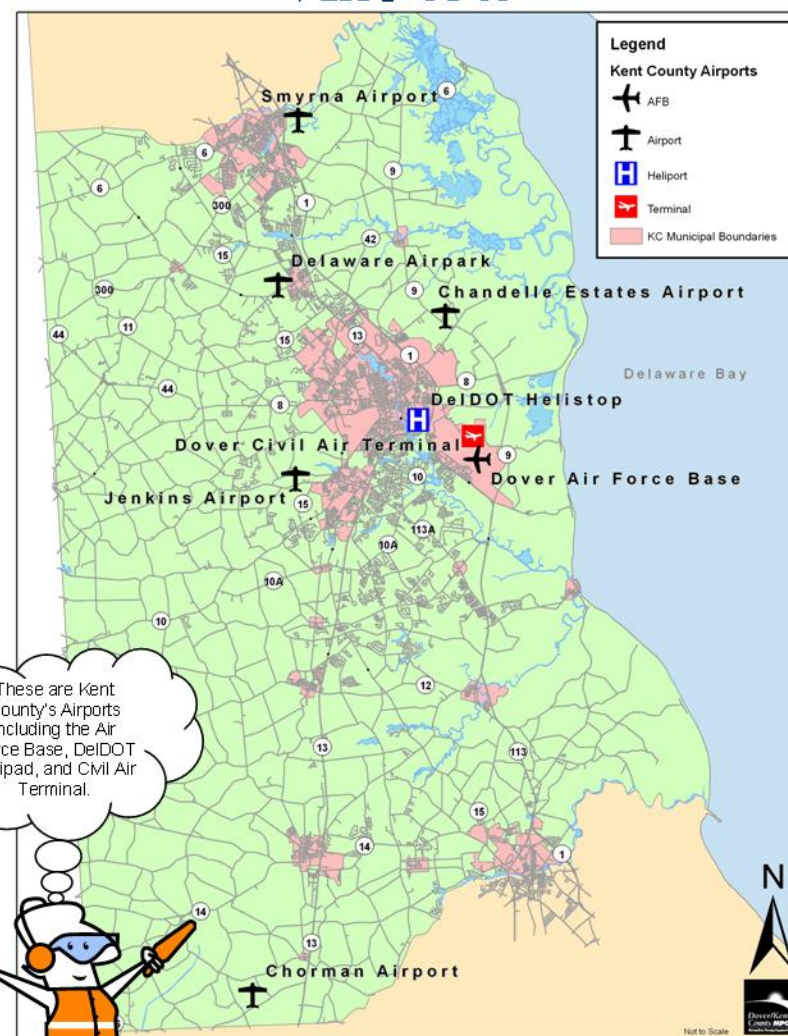


Top 5 Regions for Imports	Total Tonnage
New Castle County	1,191,794
Pennsylvania	745,170
New Jersey	461,244
Midwest - East North Central	416,591
Northeast - Mid Atlantic	228,138
Other Regions in the US	1,262,278
Total Imports	4,305,215

WHERE IN THE USA DOES KENT COUNTY GET ITS IMPORTS ????



Kent County Airports



Appendix

Money Obligated for MPO Projects for Fiscal Year 2007

Project No.	Project Title	Funds Obligated
89-110-02	SR1, LAFFERTY LANE TO N. OF DENNEY'S RD.	(\$459.80)
92-110-12	SR1, DOVER LANDSCAPING & SR8 EMERGENCY ACCESS RAMPS	(\$51,551.82)
93-008-01	GOVERNORS AVE WEBBS LANE TO US13	(\$10,388.47)
93-012-01	SCARBOROUGH ACCESS/SERVICE RD (CRAWFORD CARROLL AVENUE)	\$29,796.80
97-093-02	KENT COUNTY ITMS	(\$4,011.95)
97-200-03	BRANDYWINE NORTH RAIL TO TRAIL CONVERSION	\$2,168.74
97-200-06	SMYRNA, W. SOUTH ST. CARTER RD. TO RANSOM LN. SIDEWALKS	\$36,099.13
97-200-07	GEORGETOWN, E. MARKET ST. & LAYTON AVE. ENHANCEMENTS	\$5,570.44
97-200-08	IMPRV SHOULDER SURFC, BIKE LANE STRIPING & SIGNING WEST OF DOVER	(\$72,688.84)
99-075-01	BR5C & BR5D ON US13 OVER MURDERKILL RIVER	(\$10,063.88)
99-075-03	BR364B ON K364 OVER BEAVER GUT DITCH	(\$106,205.37)
20-045-02	S GOVERNORS AVE, WEBBS LANE TO WATER STREET	\$6,299,744.40
20-075-01	BR 156A ON SAULSBURY RD OVER FORK BRANCH	(\$3,427.43)
21-045-01	HARRINGTON TRUCK ROUTE	\$3,878,546.15
21-063-01	US113 SR1 TO HERRING BRANCH	(\$55,311.69)
23-018-01	K137 CARTER ROAD, SUNNYSIDE ROAD TO WHEATLEYS POND RD	\$234,889.04
24-045-01	CITY OF DOVER TCSP GRANT	\$23,436.06
24-072-01	BR 2-050B ON SR 8 OVER TAPPAHANNA DITCH	\$516,972.81
24-072-02	BR 2-295A ON K295 PEAR TREE LANE OVER GREEN BRANCH	\$6,030.24
24-122-01	SR 1, THOMSONVILLE INTERCHANGE	\$2,072,000.00
24-122-02	SR 1 LITTLE HEAVEN GRADE SEPARATED INTERSECTION	\$1,784,000.00
24-122-03	SR 1, NORTH FREDERICA GRADE SEPARATED INTERSECTION	\$25,600.00
24-122-04	SR 1 & SR 9, GRADE SEPARATED INTERSECTION AT DAFB	\$4,000.00
25-008-01	SR8, FORREST AVENUE & SR15, SALISBURY ROAD-DOVER	\$773,816.20
25-200-06	TOWN OF WYOMING SIDEWALK IMPROVEMENTS	\$76,820.25
25-200-13	TOWN OF CLAYTON BIKE PATH	(\$86,051.20)
26-075-02	BR 2-063A & BR 2-208A, UNDERWATER REPAIR	\$166,880.00
27-072-04	BR2-296A ON LAYTON CORNERS RD OVER GREEN BRANCH	\$3,844.00
27-075-03	BR 2-277A ON FOX HUNTERS ROAD, WEST OF HARRINGTON	\$17,660.00
27-075-04	BR 2-254A ON MT OLIVE CEMETARY ROAD OVER WILDCAT BRANCH	\$3,764.00
27-200-02	TOWN OF CAMDEN SIDEWALK IMPROVEMENTS	\$60,009.60
27-200-07	TOWN OF CLAYTON SIDEWALK IMPROVEMENTS PHASE II	\$100,193.96
27-670-02	DOVER/KENT COUNTY MPO,UPWP, 2007	\$120,589.00
27-690-02	SAFE ROUTES TO SCHOOL - INFRASTRUCTURE, KC	\$695,500.00
28-670-02	DOVER/KENT COUNTY MPO,UPWP, 2008	\$283,202.00

Funds Obligated are to date

Adjustments to Original Planned Obligations

Project No.	Project Title	Funds Obligated
91-110-13	SR1, PUNCHEON RUN CONNECTOR	(\$4,175.22)
91-110-14	SR1, N. OR SMYRNA TO TOWNSEND (S. OF N25)	(\$1,950,092.83)
93-008-01	GOVERNORS AVE WEBBS LANE TO US13	(\$762.73)
94-042-01	KENTON RD AT COLLEGE AND WALKER RDS., INTERS. IMPR	(\$41,705.67)
95-200-04	TRANSPORTATION ENHANCEMENT PROGRAM MANUAL	(\$1,155.26)
95-200-05	BICYCLE RTE 1, SHOULDER PAVING, K286	(\$24,078.36)
95-200-11	WEST WALKER RD. PED/BIKE, DOVER	(\$3,427.42)
95-200-14	WALNUT ST., MILFORD	(\$1,000.00)
96-200-11	GREENS BRANCH TRAIL BIKE/PEDESTRIAN FACILITIES, SMYRNA	(\$1,000.00)
97-110-01	SR 1, PARK-N-RIDE, US 13 & SCARBOROUGH RD	(\$604.88)
97-200-02	DOVER PED/LANDSCAPE AMENITIES, LOOCKERMAN ST. PHASE II	(\$25.60)
97-200-08	BICYCLE RTE 1, WYOMING MILL RD	(\$1,000.00)
99-072-01	BR 86A ON SAVANNAH ROAD OVER MUDDY BRANCH	(\$800.00)
99-200-13	BICYCLE RTE 1, MCKEE RD., DENNY'S RD. TO K153A	(\$44,336.64)
99-200-17	HARRINGTON SIDEWALK ADDITIONS (WEST, LIBERTY AND MILBY STS.)	(\$9,368.58)
99-200-19	MILFORD SIDEWALK ENHANCEMENTS (MCCOY AND WALNUT STS)	(\$240.00)
21-200-11	NEW BURTON RD, SCHUTTE PARK PED/BIKE PATH RR CROSS STUDY (II)	(\$64.59)
22-005-04	RAILROAD CROSSING- US 13 HARRINGTON	(\$40,000.00)
22-120-01	CHOPTANK ROAD, SR15 FROM N437 TO N433	(\$111,440.00)
23-047-04	US 13, SMYRNA TO SR1 N. OF SMYRNA INTERCHANGE, DELTRAC	(\$631,141.48)
23-047-07	DOVER, PHASE 33- DELTRAC	(\$414,895.66)
23-062-04	US 13, SUSSEX CTY LINE TO TOWER HILL RD. RESURFACING	(\$66,090.02)
23-110-01	DOVER TOLL PLAZA HWY SPEED EZ PASS LANES	(\$361,560.79)

Funds Obligated are to date

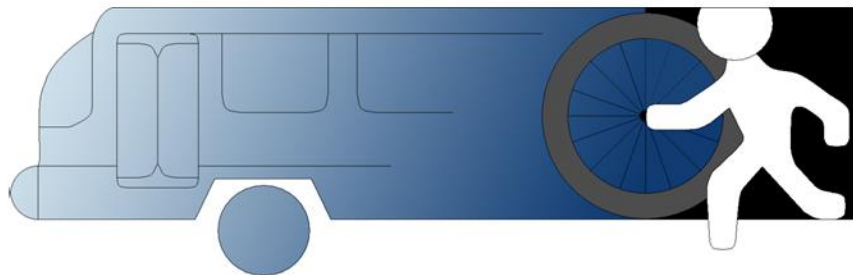
Definitions and Terms Not Explained Elsewhere



DTC: Delaware Transit Corporation



Mean Peak Travel Time: the average time it take to travel the length of a segment




Dover/Kent County MPO



2007 Transportation Information Booklet

Any questions, comments, or concerns related to
this publication can be directed to:

 Dover/Kent County MPO <small>Metropolitan Planning Organization</small>	<p>Dover/Kent County MPO P.O. Box 383 Dover, DE 19903-0383 Phone: (302) 760-2713 Fax: (302) 739-6340</p>
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