City of Harrington Multimodal Freight Terminal Study

Council Meeting| September 1, 2021

DOVER/KENT COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

CITY of HARRINGTON
est. 1869
DELAWARE

WRA
Whitman, Requardt & Associates, LLP
Engineers · Architects · Environmental Planners Est. 1915

Background Information

- Dover/Kent County Metropolitan Planning Organization
  - Plan funding and administration
- City of Harrington
  - Plan client
- DelDOT
  - Technical resources and reviews
- Whitman, Requardt & Associates, LLP (WRA)
  - Consultant transportation planners and engineers
  - Performed study and prepared plan

PLAN PURPOSE

- There is an unmet need in Kent County for large industrial development sites of ten or more acres.
- There is a demand for industrial properties that can be directly served by rail.
- There is a market for a multimodal terminal that will attract shipments from businesses that don’t have direct rail access
- The City of Harrington needs new development that will provide jobs and promote economic growth.

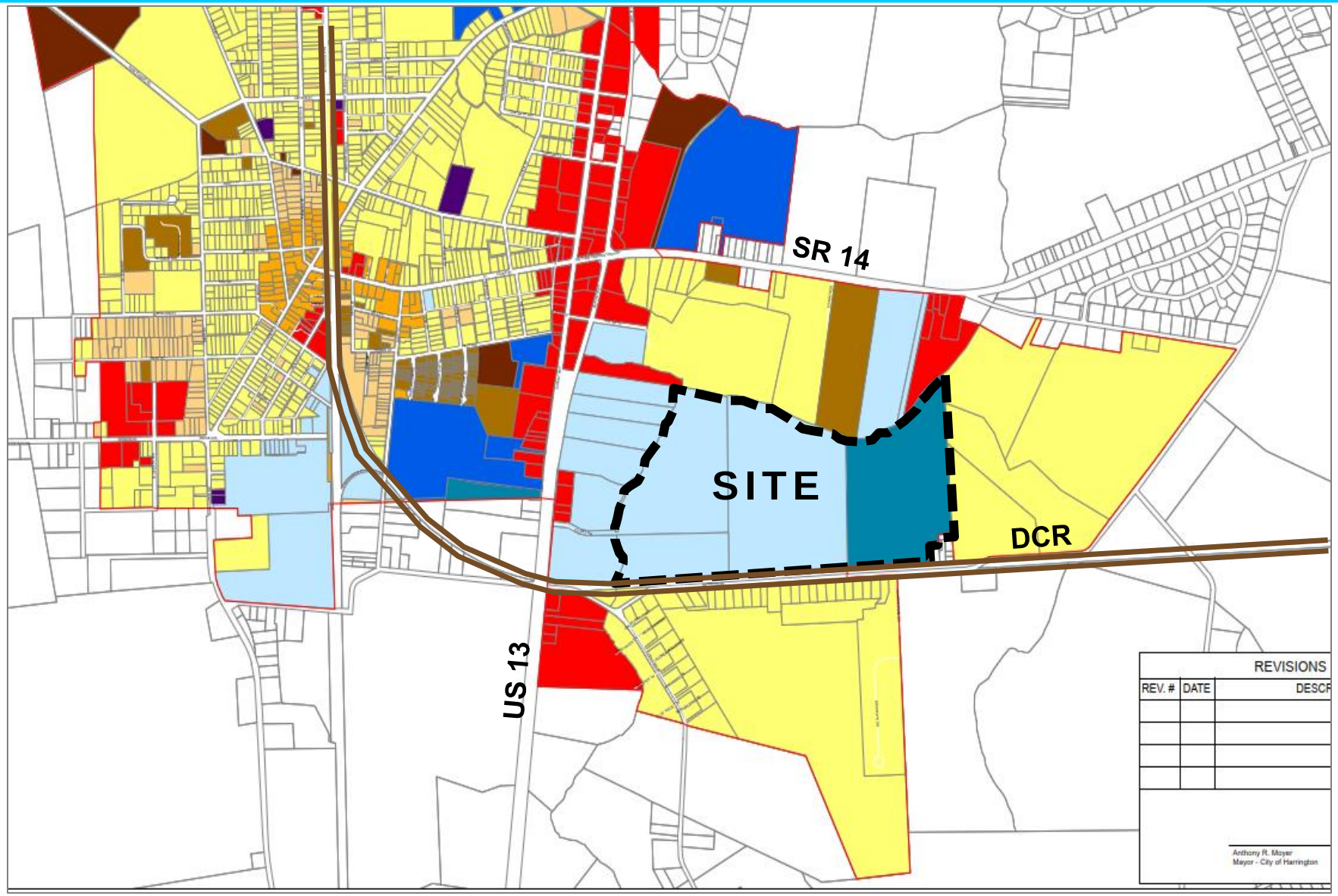
PLAN PURPOSE

- **The purpose of the Harrington multimodal facility is to provide a greater opportunity for rail shipment of goods to Harrington and nearby portions of Kent and Sussex Counties, to meet a demand for rail-served industrial parcels, to create jobs, and to promote economic development in the City of Harrington.**

THE SITE

- Three properties adjacent to Delmarva Central Railroad
- One property owned by the City, two privately owned
- Zoned Industrial or Manufacturing
- 131 acres total
- One large existing building (O.A. Newton) but otherwise largely vacant

CONTEXT


SR 14
SITE
DCR
US 13
REVISIONS
REV. #
DATE
DESCR
Anthony R. Moyer
Mayor - City of Harrington

Who assisted in the plan development?

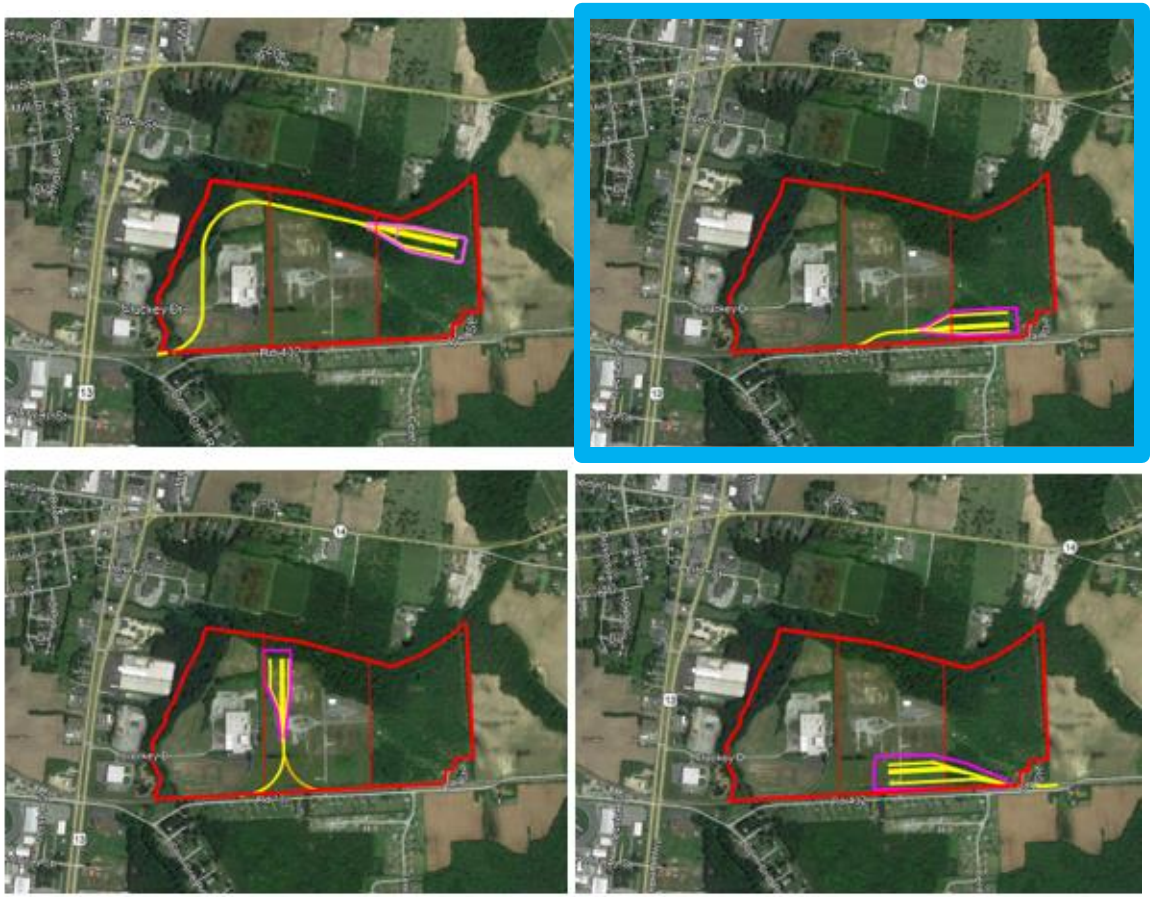
STAKEHOLDERS

- City of Harrington
  - Led the coordination with adjacent property owners
  - City's engineer developed site water and sewer plan
  - Consulted an experienced terminal operator
- The private property owners
  - Essential participation in process and plan buy-in
- Delmarva Central Railroad
  - Sizing and layout of intermodal terminal
  - Review of track design for operational requirements
- Kent Economic Partnership
  - Information on industrial real estate market demands
  - Feedback on industrial park lot layout

How were project recommendations developed?

INTERMODAL TERMINAL

- Environmental constraints mapped
- Alternative terminal locations and rail configurations developed and discussed with DCR to select preferred rail layout

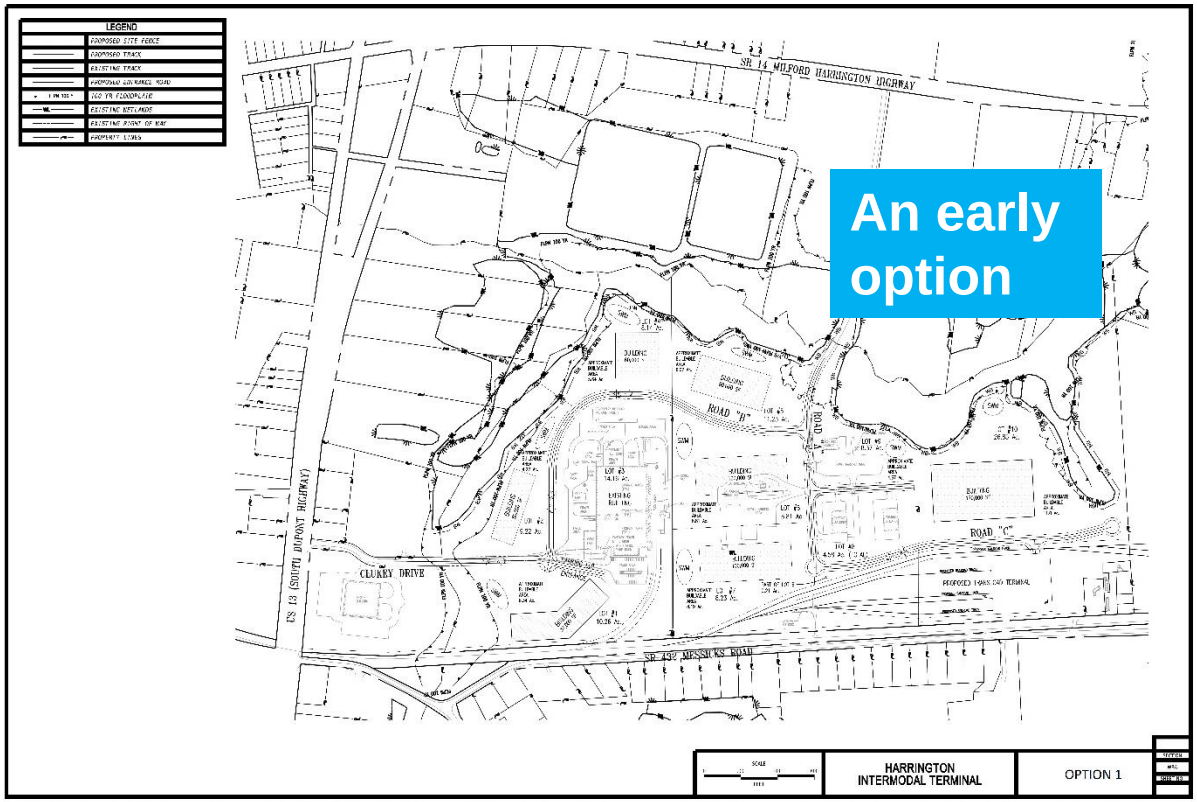


How were project recommendations developed?

INDUSTRIAL PARK

- With the terminal location set, initial lot and road alternatives were developed for review by stakeholders

- Plan revised and refined until all parties satisfied



An early option

Recommended Plan

The Industrial Park

- 10 lots, 7 lots currently available
- 7 lots can provide direct rail service
- Potential for 750,000 s.f. of industrial buildings

The Multimodal Terminal

- 16 acres with multiple tracks, perimeter fence, and weigh scale
- Existing market for transload of bulk goods from rail to truck estimated at 1,500 – 2,000 carloads per year
- Potential for future track extension to adjacent Schiff property

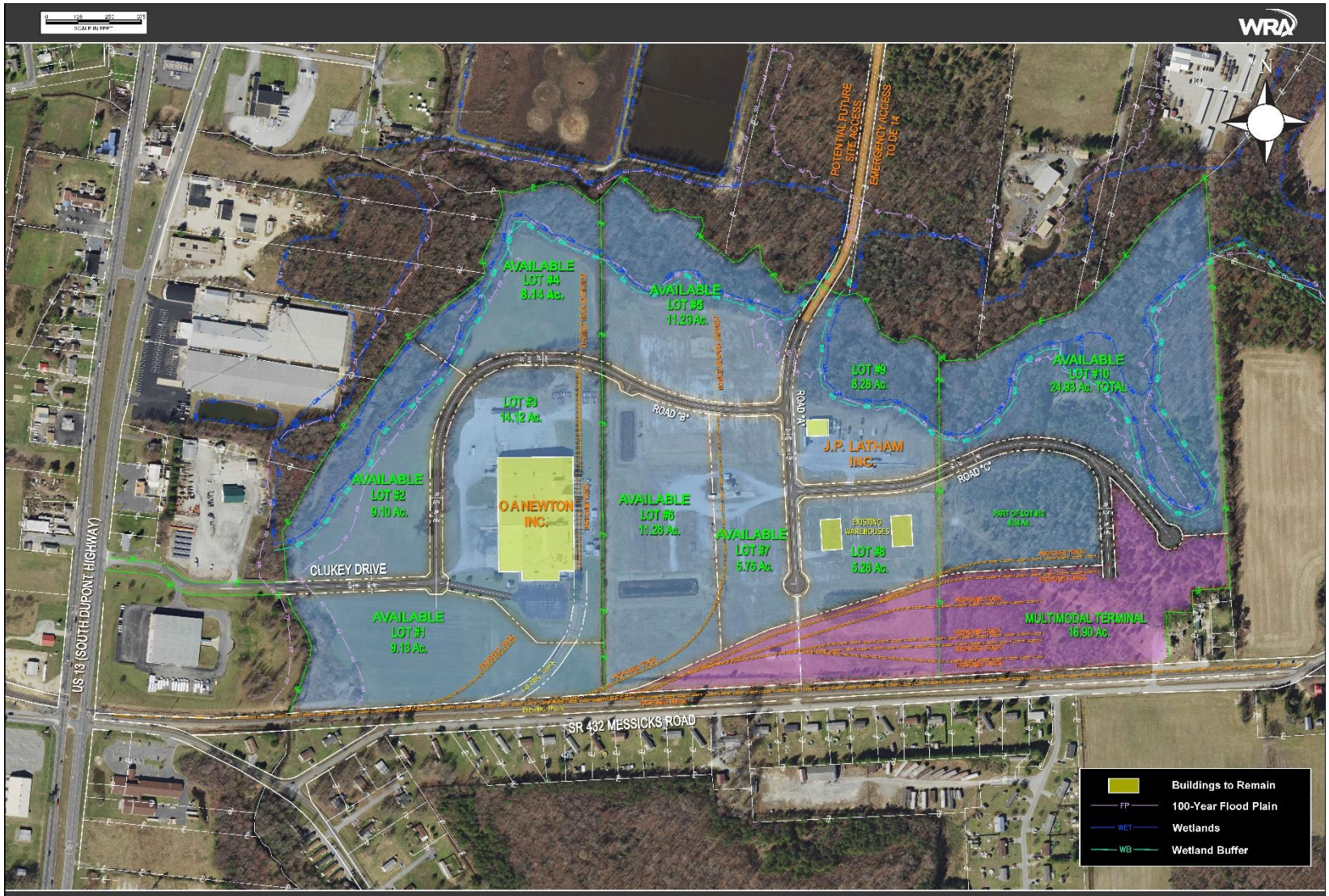
SITE ACCESS

- Clukey Drive will be the primary access
  - Road to be extended into the site to serve all lots and the intermodal terminal
  - Intersection modifications at US 13 and Clukey Drive
  - Clukey Drive is adequate to handle all site traffic

- Potential for future secondary access to Route 14

Recommended Plan

PREFERRED ALTERNATIVE



COST

- Site infrastructure (roadway, water and sewer utilities): approximately **$5.3 million**
- Rail improvements and terminal: approximately **$15 million**
- Funding from state and federal sources is actively being pursued

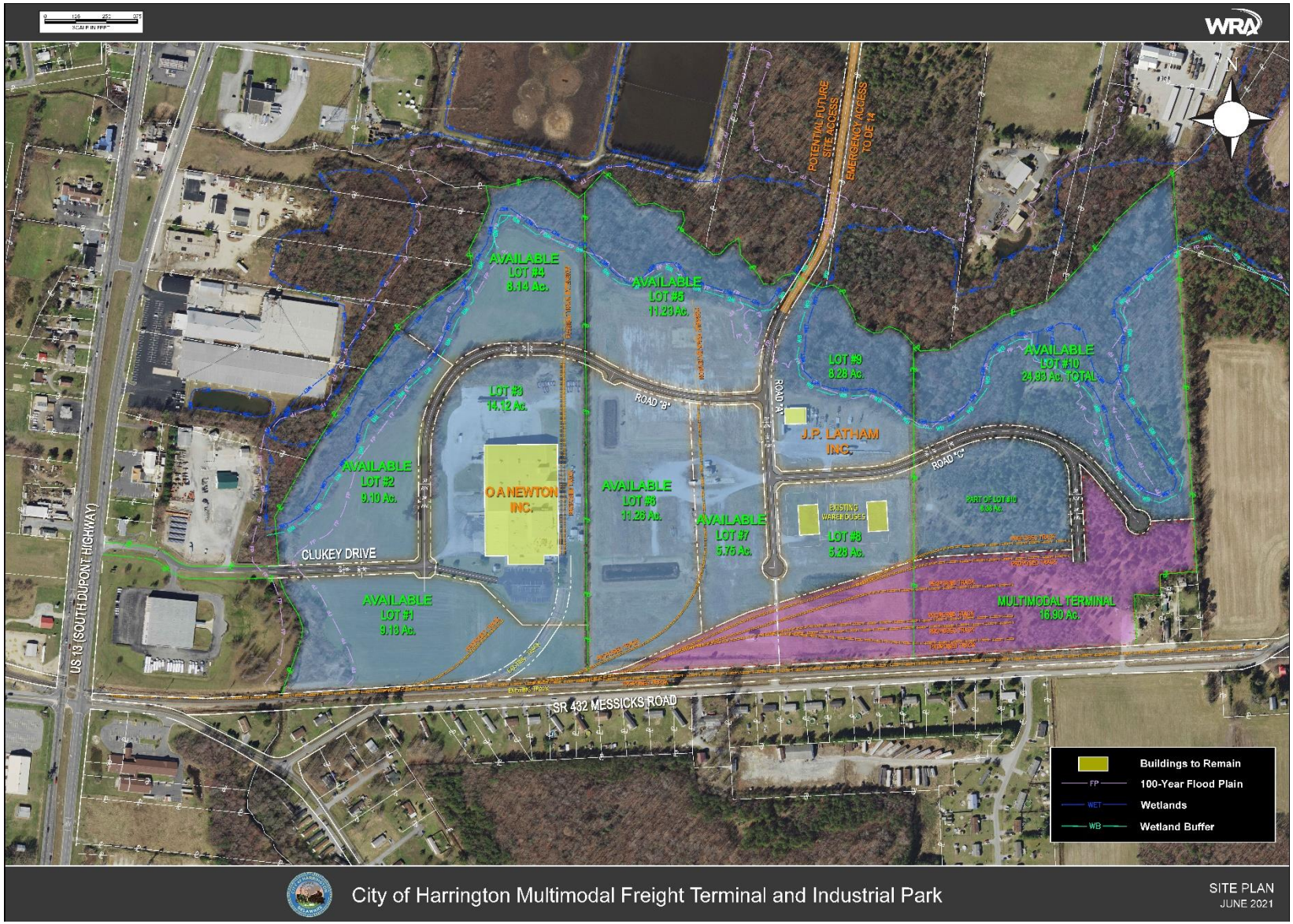
IMPLEMENTATION

- The City of Harrington will take the lead in coordination of activities needed for implementation
- DCR will provide design services for rail and support for grant applications
- Kent Economic Partnership will assist in marketing the industrial sites

Thank you!

Whitman, Requardt & Associates, LLP

Adrienne Eiss, Project Manager

Multimodal Freight Terminal and Industrial Park

RECOMMENDED PLAN