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Request for Proposal - Study Scope

Dover Kent County Metropolitan Planning Organization (MPO) is seeking priced proposals from qualified professional consulting firms to perform specific assignments in support of the MPO's FY27 UPWP plan of work that will result in the implementation of a transportation, land use, and economic development strategy for Kent County, Delaware. Deadline for responses is 1:00 PM, June 5, 2026.

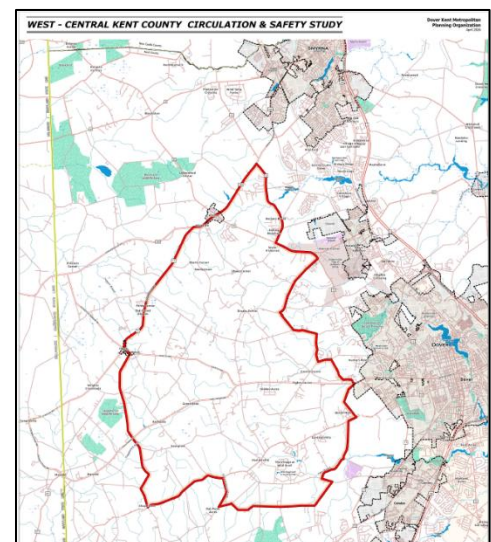
Project: Western Central Kent County Circulation & Safety Study

Narrative: Western Central Kent County is a largely rural area. The development patterns in the area are mostly auto-dependent, with little access to transit. Bicycle and pedestrian facilities are minimal and disconnected. In addition, a sizeable Amish population lives, works and farms in this portion of the County, adding horse, buggy, scooter and pedestrian traffic to these rural roadways.

The goal of the study is to evaluate the area roadways to develop recommendations for short-term (1-5 years) and medium-term (6-10 years) circulation and safety improvements. It is expected that this study will include recommendations for immediate interventions to address current safety and facility concerns for the Amish community, as well as automobile and truck traffic. This study will also identify projects that may require future study. These recommendations will aid local officials and decision makers in guiding future projects in such a way to safely accommodate all modes of transportation and land uses in Central Kent County.

The core study area is bounded roughly by SR300 (Wheatley's Pond Road/Sudlersville Road) to the north; SR11 (Arthursville Road), Slaughter Station Road, Tuxward Road, and Sandy Bend Road to the west; Westville Road, Big Ditch Road, Jebb Road, and Almshouse Road to the south; and Allabands Mill Road, Todds Mill Road, Artis Drive, Deer Track Lane, Maidstone Branch Road, W Denneys Road, Pearsons Corner Road, SR42 (Seven Hickories Road), and SR15 (Brenford Road) to the east. Note that the roads beyond the core study area can also be included in the analysis if there is a demonstrated need.

The purpose of the study is to evaluate routes in the study area according to criteria, including but not limited to:



- 1) Recent traffic growth and travel pattern shifts over approximately the last 10 years.
- 2) Near term forecasts for traffic growth and travel patterns over approximately the next 10 years.
- 3) Review of recent recording activities by Kent County and local municipalities.
- 4) Anticipated land use growth trends, and patterns.

The goal of the study is to assess potential needs for multimodal improvements including:

- 1) Roadway improvements such as turn lanes, lengthened turn lanes, partial or full shoulders/bypass lanes, upgrades to signalized and unsignalized intersections,
- 2) Transit improvements such as new stop locations, upgrades to stops, etc.
- 3) Bike/pedestrian system improvements, including potential for integration with roadway improvements (above).

Expected Components:

Task 1- Project Start-Up & Base Mapping

Task 2- Data Gathering & Analysis

Task 3- Public Engagement

- Public outreach will be minimal as this is more of a technical/inventory document
- Targeted focus groups will likely provide valuable information
- Utilization of PublicInput is anticipated

Task 4- Key Issues Identification; including

- Alternatives Review
- 10 year past and 10 year future traffic growth analysis and projections
- Recommended Alternative Purpose and Need Statement
- Identify any Equity/Title VI concerns (the MPO's Title VI Plan is available [here](#))

Task 5- Draft Document Review & Approval

- MPO Public Advisory Committee
- MPO Technical Advisory Committee
- MPO Council

Task 6- Final Document

- Electronic copy in Word format and PDF, along with map files

Anticipated Timeline is 12 months.

Maximum available for this project is \$125,000.

Narrative from UPWP:

Evaluation of study area roadways to identify short (1-5 years) and medium (6-10 years) recommendations for circulation and safety improvements. Study area is bounded roughly by SR42 and SR300 to the north, SR15 to the east, SR10 to the south, and the MD State Line to the west. Subdivision streets will not be included in this study. The purpose of the study is to evaluate both state-numbered routes and three-digit, "county-numbered routes" in the study area according to predetermined criteria. The goal of the study is to assess potential needs for safety and multimodal improvements in an important portion of Kent County.