

Increasing capacity on our nation's transportation system will:

- Unlock Gridlock,
- Generate Jobs,
- Deliver Freight,
- Access Energy,
- Connect Communities

Did you know?

- The amount of freight moved in this country—from milk, toothpaste and toilet paper to sparkplugs, wheat and wind turbines—is expected to double in the next 40 years?
- The Interstate Highway System represents only 4 percent of total miles but carries 70 percent of commercial truck traffic?
- Each of the top ten worst freight-truck bottlenecks cause over one million hours of delay a year?

"The Delaware Department of Transportation's priority is to provide a safe and efficient transportation system. Proactive planning with our transportation partners and proper maintenance of our current assets will ensure that we safeguard the integrity of our transportation system, while being cognizant of our responsibilities in meeting the growing demands on our transportation infrastructure."

—Carolann Wicks, Delaware Department of Transportation Secretary



Freight Capacity Needs

Regional Freight Study for the Delmarva Peninsula

Port of Wilmington Parking Study

Chesapeake Connector

I-95 Corridor Coalition

Regional Freight Study for the Delmarva Peninsula

The Delaware Department of Transportation is currently conducting a joint study with Salisbury State University in Maryland, the Maryland DOT, the Virginia DOT, and the Salisbury Wicomico Metropolitan Planning Organization. The study will develop a scenario analysis model to determine the effect on the Delmarva Peninsula under several "what if" scenarios, to include the economic impact on the region and projected changes to truck congestion. The study will also look at the value of freight rail on the Delmarva, analyze current and historical data to project industry growth over the next 30 years, and define the regional and national freight corridors that have an economic impact on the Delmarva.

Port of Wilmington Parking Study

The Port of Wilmington in has indicated a need for truck parking outside of the immediate port area on Terminal Avenue. To identify sites, the Wilmington Area Planning Council will be conducting an analysis of available areas within a certain radius around the port that trucks could park and have easy access to terminal locations. The council will also look at impacts to surrounding communities.

Chesapeake Connector

Chesapeake Connector is a freight rail project that would solve a bottleneck in rail freight trying to gain access along Amtrak rail lines from Perryville, Maryland, to Newark, Delaware, and then down the Delmarva Peninsula. There is approximately a six-mile piece of track that needs to be built in Maryland that would separate freight movements from passenger service along the Northeast Corridor. DelDOT staff has been working cooperatively with Maryland DOT staff to plan, engineer, and eventually construct this track. It would have a mutual benefit to Maryland for future commuter rail service to Elkton.

Capacity Needs *continued*

I-95 Corridor Coalition

DelDOT participates in the I-95 Corridor Coalition, which is currently doing a study of truck parking availability along Interstate 95, and examining technology options to improve information to truck drivers as to locations of available parking spots and new environmentally friendly technology for parking.

