



2013 CORRIDOR MONITORING AND TRIGGERING REPORT

August 2014



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INTRODUCTION

The Route 40 Corridor Improvements Project was initiated by the Delaware Department of Transportation in partnership with New Castle County and WILMAPCO in September 1998. Completion of the first four steps of this project produced a community-supported 20-year transportation plan prepared under the direction of a Steering Committee composed of civic leaders, elected officials, and business interests. Technical support for plan development was provided by a project team, composed of the project partners' staffs and their planning and engineering consultants. The Route 40 Corridor 20-Year Transportation Plan (the Plan) was adopted on June 19, 2000.

The Plan addresses the conditions that are expected to result from projected growth in housing, employment, and traffic over 20 years. The Plan contains projects, separated into three phases (Phase I 2000-2007, Phase II 2008-2013, Phase III 2014-2020), that address projected transportation problems. By phasing projects over 20 years and using a monitoring and triggering mechanism, projects will be built only as conditions dictate, addressing one of the main goals of the Steering Committee.

The fifth and final step of the project, the implementation of the Plan recommendations, is now in its fourteenth year. This fourteenth annual Corridor Monitoring and Triggering Report is an essential component of this step. To assure that all projects in the Plan are implemented as conditions dictate—neither prior to the anticipated need, nor subject to unnecessary delay after need is identified—the Plan included an implementation strategy consisting of five components:

- Corridor preservation
- Monitoring
- Triggering
- Citizen involvement
- Project implementation

Citizen involvement is accomplished through a Corridor Monitoring Committee (CMC). Until 2008, this committee typically met three or four times each year with the project team to review conditions in the corridor. The CMC met in May of 2013 and will likely continue to meet once a year.

The monitoring efforts, which are summarized in this report, consider:

- Land development
- Traffic
- Corridor preservation
- Highway safety

- Transit service
- Project status
- Impact of completed projects
- Other projects in the region

Each of these factors is discussed in the following sections. The project team's assessment of these monitored conditions forms the basis for the triggering section of the report. Examples of triggering, as defined in the Plan, are listed below.

- Major land development activity would trigger immediate review of transportation needs: level of service implications and strategy, transit service needs or opportunities, safety concerns, and pedestrian and bicycle needs.
- Steady deterioration in level of service to D or worse would trigger a response in the form of strategies to stabilize/reduce demand (i.e. travel demand management measures or transit improvements) or increase multimodal capacity.
- Safety improvements recommended by the Hazard Elimination Program (HEP), a component of the Highway Safety Improvement Program, would trigger an evaluation by the project team of the compatibility of the proposed improvements with the Plan and of the need to make adjustments to the Plan.
- Transit service changes proposed by DTC would trigger an evaluation by the project team of any ancillary improvements needed to complement the service changes, such as sidewalks or shelters that should be advanced in the Plan's implementation.
- Transportation improvements that are not part of the Plan but that impact the corridor and are proposed for implementation would trigger an evaluation by the project team. The evaluation would focus on compatibility of the proposed improvements with the Plan and the need to make adjustments to the Plan.

Assessment of these potential changes may trigger one of the following options to best respond to the new conditions:

- Continue with a Plan project or projects as currently scheduled in the WILMAPCO Transportation Improvement Program (TIP) and/or DelDOT Capital Transportation Program (CTP).
- Move a project(s) forward in the TIP/CTP schedule and determine appropriate level of effort for design activities.
- Move a project(s) back into the out years of the TIP/CTP schedule.

MONITORING

Land Development

Site Review Team

Development activity is typically monitored through meetings of the site review team, which consists of representatives from DelDOT, the New Castle County Department of Land Use, and the Delaware Transit Corporation. In 2013, DelDOT's Development Coordination Section met twice a month to review development proposals throughout New Castle County. Members of the Route 40 Project Team continue to review plans in the corridor for consistency with and impact to the Plan and provide comments to DelDOT and New Castle County. The team's comments include recommendations in such areas as corridor preservation, access management, and cost-sharing opportunities.

Summary of Development Activity

During 2013, there were 30 new development plans (3 major / rezoning, 7 minor, and 20 resubdivision / other) submitted to New Castle County for review in the Route 40 corridor. This level of development activity is more than last year. There were four new major plans submitted in 2013. Table 1 provides a description and status of the current major development proposals, as well as other previously-submitted major plans discussed during the year. Major development locations are shown in Figure 1.

Review of 17 major developments proposed before 2013 continued this year. Among those plans, six (French Park, Reserve at Becks Pond, Meridian Crossing, Governor's Square Commercial Center, Rockwood Parcel 1-C, and Lincoln Center) were recorded during 2013. Among the remaining 11 plans, three are in the record plan submittal stage,

two are in the preliminary plan submittal stage, five are in the exploratory submittal plan review stage, and one expired. Additional impacts of some significant developments on the Plan are as follows:

- Construction of a new Royal Farms on the south side of US 40 near Pleasant Valley Road is complete. The proposed development included improvements to the fourth leg of the signalized intersection at US 40 and Pleasant Valley Road. The project also included right-of-way dedication and construction of a 10-foot shared use path along the property frontage.
- Wellington Commons, a new 51,437 SF shopping center including a CVS and Royal Farms with car wash on the north side of US 40 near Brookmont Drive, was near completion in 2013. The developer's responsibilities included the addition of a second left-turn lane along eastbound US 40, an additional left-turn lane along southbound Brookmont Drive, and removal of the left-turn lane along westbound US 40. The project also included dedication of right-of-way and construction of a 10-foot shared use path along the north side of US 40.
- Construction for the next phase of Becks Woods Plaza continued in 2013. The developer was required to pay for the installation of a new traffic signal at US 40 and Becks Woods Drive. Additional developer funded transportation improvements included pedestrian and transit facilities and turn lanes. The traffic signal began operating in early 2013.
- Construction for entrance plans and off-site road improvements at Springside Plaza were completed in 2013. These developer funded improvements included a new traffic signal installation and Route 40 crossover at Biddle Avenue. This traffic signal will be added to the list of analyzed intersections in 2014.

Table 1. Major Development Plans/Rezoning Received and/or Reviewed During 2013

Site	Description	Remarks	New plan in 2013?
Lincoln Center	Revise access isle name and phasing note	Recorded	No
French Park	Combine tax parcels to develop the resultant parcel pursuant to the NCPUD zoning, consisting of 372 apartment units and 139 townhouse lots	Recorded	No
Reserve at Becks Pond	Reconfigure previously recorded parking areas, open space and amenities	Recorded	No
Meridian Crossing	Resubdivide lots 522, 522A, 242-373 and community open space	Recorded	No
Governor's Square Commercial Center	Rezone 31.935 acres from OR to CR to construct a 227,995 square foot commercial development	Recorded	No
Rockwood Parcel 1-C	Construct one apartment building with 90 units, 4 parking garages and other site improvements	Recorded	No
504 Pulaski Hwy Used Car Sales/Auto Repair	Rezone from NC21 to CR and develop site with a one story used car sales/auto repair building and associated site improvements	Record Submittal	No
Whitewood Village	Create a 209 lot townhouse subdivision	Record Submittal	No
Pleasant Valley Crossings	Title subdivide parcel into three lots and construct three retail buildings of 20,896 SF	Record Submittal	No
Vista at Red Lion Section One	Rezone from S to ST to construct 286 age restricted townhouse units on 56.71 acres	Preliminary Submittal	No
Vista at Red Lion Section Two	Rezone from S to ST to construct 289 single family units on 144.88 acres	Preliminary Submittal	No
Bradford Pond	Eliminate age restriction designation. This is a previously approved rezoning.	Exploratory Submittal	No
743 Pulaski Highway	Rezone property from NC6.5 to CR to construct a 2,000 SF building for general office use	Exploratory Submittal	Yes
Newtown Square	Rezone property from NC10 to CN to construct a 10,010 SF shopping center.	Exploratory Submittal	Yes
Nichols/McCoy	Construct connector road and create five new parcels	Exploratory Submittal	No
Old State Road Self Storage	Construct 47,750 SF of self storage buildings and 600 SF office on 13.51 acres	Exploratory Submittal	No
La Grange Plaza	Rezone 1.41 acres of S lands to CR - total parcel area equals 5.25 acres. Develop site with a 5,625 square foot restaurant, 11,600 square foot retail building and associated improvements.	Exploratory Submittal	No
Rockwood Parcel 1-A	Remove 20 foot wide sanitary sewer easement and construct 45 apartment buildings with 438 units, 32 parking garages, and all necessary improvements	Exploratory Submittal	No
New Testament Ministries	Construction of a 77,310 SF church facility and three 9,600 SF dormitory style facilities	Exploratory Submittal	No
Glasgow Avenue	Construct 261,800 SF retail, restaurants, bank, office and medical office	Exploratory Submittal	Yes
339 Old State Road	Rezone property from S to CR, combine three tax parcels, construct 24,100 square feet of flex warehousing and retail	Expired	No

Developer Agreements

Since 2000, there have been more than 400 applications submitted to New Castle County for developments in the Route 40 Corridor. In addition to those previously noted, more than 60 land development projects in the Route 40 Corridor have developer agreements with the State or County regarding transportation improvements in the corridor. These improvements range from sidewalks to widening of roadways, signal agreements and significant right-of-way dedication. New Castle County continues to work with DelDOT on a comprehensive tracking system for these agreements, which is used to coordinate private and DelDOT-sponsored roadway improvements. Developer contributions throughout the corridor are highlighted in Figure 2.

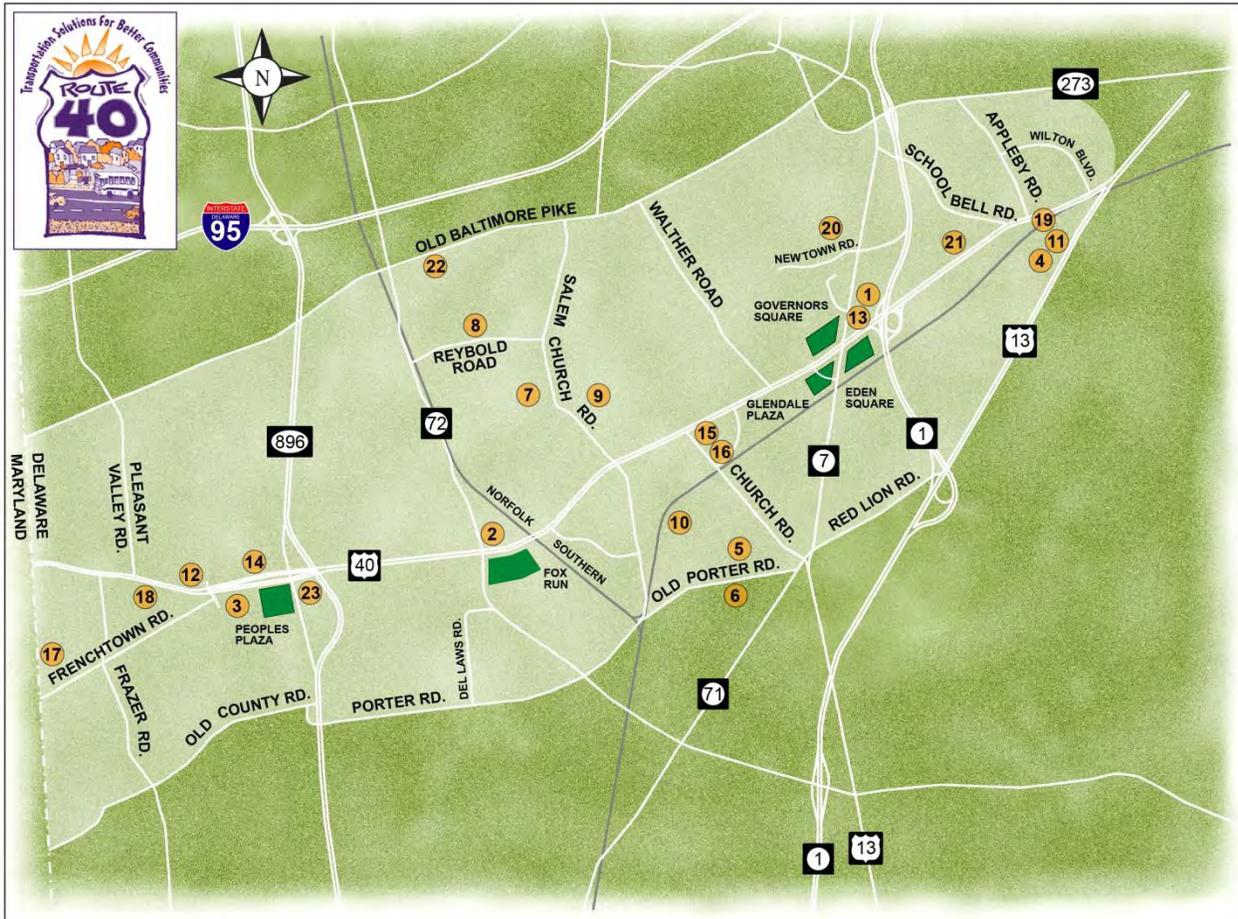
Any proposed development requiring a Level of Service (LOS) waiver from New Castle County, must first have a Traffic Mitigation Agreement (TMA) negotiated with DelDOT. TMAs were implemented to provide an alternative for developers to reduce trip generation and provide transportation demand management measures. Developers are required to present primary and contingent trip reduction measures that could include alternative work hours, preferential parking for carpools/vanpools, bicycle storage, and parking management. There are four developments in the Route 40 Corridor that have a TMA with DelDOT, Lincoln Center, Springside Plaza, Astra Zeneca, and Gore.

TIS Waivers / Fair Share Contributions

In 2004, New Castle County amended its Unified Development Code (UDC) regarding Traffic Impact Study (TIS) Waivers. The UDC already enabled such waivers for developments where TISs had been done for changes in zoning. The modification allowed TIS Waivers for developments in Transportation Improvement Districts (TIDs) or similarly defined areas where sufficient prior traffic studies have been done. There is currently one operating TID in Delaware, Westown in Middletown. There are three additional TIDs in the process of creation and eleven additional locations identified in the Kent County Comprehensive Plan. A TIS Waiver involving a TID uses the adopted Regional Transportation Plan, rather than a TIS, to determine what transportation improvements should be the developer's responsibility. The developer is still required to perform a Traffic Operational Analysis (TOA) to demonstrate DelDOT and County Level of Service (LOS) concurrency.

Within the Route 40 Corridor, a total of twenty-three development plans have requested a TIS Waiver for locations in a TID. By the end of 2013, TIS Waivers had been approved for seventeen of them and one more (Rockwood Parcels 1-A) was being processed. Two developments did not require a TIS: Reserve at Becks Pond involved workforce housing, which is exempt from County concurrence, and Lighthouse Baptist Church (where the nearby intersection had been recently improved). DelDOT also denied a TIS Waiver for Governors Square Commercial Center and required a TIS for Whitewood Village. Another development, Whittington Woods, completed a TIS instead of completing the waiver process.

Figure 1. Active Major Development Plans/Rezoning



- | | |
|----------------------------------|--|
| 1. Lincoln Center | 11. 339 Old State Road |
| 2. Belltown Business Center | 12. La Grange Plaza |
| 3. Springside Plaza | 13. Governors Square Commercial Center |
| 4. Old State Road Self Storage | 14. Nichols/McCoy |
| 5. Vista at Red Lion Section One | 15. Rockwood Parcel 1-A |
| 6. Vista at Red Lion Section Two | 16. Rockwood Parcel 1-C |
| 7. French Park | 17. New Testament Ministries |
| 8. Whitewood Village | 18. Pleasant Valley Crossings |
| 9. Reserve at Becks Pond | 19. 504 Pulaski Highway |
| 10. Meridian Crossing | 20. Newtown Square |
| | 21. 743 Pulaski Highway |
| | 22. Bradford Pond |
| | 23. Glasgow Avenue |

Figure 2. Developer Contributions



Figure 2. Developer Contributions (cont.)

KEY	INTERSECTION / ROAD	DEVELOPMENTS
1	US 40/Walther Road	Meridian Crossing, Village of Fox Meadow, Glennwood Station, Rockwood Apartments, Governors Square II, River Walk, Barrett Run, Governors Field, Wilmington University, Elizabeth Plaza
2	US 40/Scotland Drive	St. Andrews, St. Andrews Addition
3	US 40/School Bell Road	Wal-Mart, School Bell Crossing Shopping Center
4	US 40/Perch Creek Drive	Kohl's, LaGrange
5	US 40/Frazer Road	St. Margaret of Scotland, Meritage
6	US 40/Church Road/Wellington Drive	Meridian Crossing, Rockwood Parcel 1-A, 1-C (US 40 Widening)
7	US 40/Appleby Road	Wal-Mart, Dover Federal Credit Union
8	US 13/SR 71	Red Lion Mini-Storage
9	US 13/Schafer Boulevard	Mallard Pointe
10	US 13/Saienni Boulevard/Mallard Road	Mallard Pointe, Bayview Manor II, Chaddwyck, Jillians Way
11	US 13/Federal School Lane	Chaddwyck
12	US 13/Bear-Tybouts Road/Hamburg Road	Blue Diamond Recreation Park, Chaddwyck
13	SR 896/Corporate Boulevard/GBC Drive	Glasgow Business Community; Parcel 2C-2, Pencader Corp. Center Parcel 32, Parcel 33 and Gore
14	SR 72/Mabel Lane	Caravel Academy
15	SR 71/SR 72	Willow Oak Farms, Red Lion Chase, Sunset Meadows, Red Lion Christian Academy, Sunset Run, Village of Red Lion Creek, Estates of Red Lion, Jester Crossing, Peoples Industrial Park
16	SR 71/Church Road	Meridian Crossing, Wellington Commons, Elizabeth Plaza
17	SR 7/SR 71	Love of Christ Church, Corbitt Estates, Estates of Red Lion, Peoples Industrial Park
18	SR 7/School Bell Road	School Bell Apartments
19	Songsmith Drive/Governors Square access	Calvarese Farms, Governors Square Commercial
20	Old Baltimore Pike/Otts Chapel Road/Pleasant Valley Road	Deerbome Woods, Lighthouse Baptist Church
21	Old Baltimore Pike/Martha Washington Boulevard/Norwegian Woods Drive	Norwegian Woods, Hershberger Apartments
22	Old Baltimore Pike/Iron Hill Road	Preserve at Lafayette Hill
23	Glasgow Avenue/Old County Road	Meritage
24	Corporate Boulevard/Executive Drive	Pencader Corporate Center; Parcel 30A
25	Salem Church Road/Reybold Road	AstraZeneca, Whitewood Village
26	Carvel Drive traffic calming	Calvarese Farms
27	Church Road	Rockwood Apartments (frontage), Meridian Crossing (frontage)
28	GBC Drive (Dusk Run Road), SR 896 to SR 72	Gore
29	Frazer Road	Meritage (frontage shoulder)
30	US 40 LaGrange Ave.	YMCA, Delaware State Police, Bristol Place
31	Old County Road	Estates at Long Branch (frontage, extending west to Maryland border)
32	Old Porter Road curve realignment	Meridian Crossing
33	Rockwood Drive	Rockwood Apartments
34	Scotland Drive extension, St. Andrews Road to Porter Road	St. Andrews Addition
35	Old Porter Road	Vista at Red Lion
36	Reybold Road	Whitewood Village
37	Route 896/Old Coochs Bridge Road/Four Seasons Parkway	Thirteen Stars Housing and Gore
38	Newtown Trail	Whittington Woods
39	US 40/Glasgow Drive	Salem Center
40	SR 72/Reybold Road	Whitewood Village
41	US 40/Brookmont Drive	Wellington Commons
42	US 40/Pleasant Valley Road	Pleasant Valley Crossing, Royal Farms
43	US 40/Becks Woods Drive	Becks Woods Plaza, St. Andrews Addition
44	US 40/SR 72	Fox Run Shopping Center, Belttown Business Center
45	US 40/PGA Blvd	Belttown Business Center
46	US 40/Peoples Plaza	LaGrange
47	US 40/Buckley Blvd	Americinn, Goodyear, Gordon Furniture
48	US 40/Biddle Avenue	Springside Plaza
49	Old Baltimore Pike/SR 273	Comfort Suites, Promenade at Christiana
50	SR 896/Porter Road	Gore
51	SR 72/GBC Drive	Gore
52	Old Baltimore Pike/Hanna Drive	Astra Zeneca
53	US 40/LaGrange Avenue/Glasgow Park	YMCA, Delaware State Police, New Castle County
54	US 40/N392A	Deer Park Plaza
55	US 40/SR 7	Governors Square Commercial
56	SR 7/Glendale Connector/Old Hamburg Road	Governors Square Commercial
57	US 13/Langollen Blvd	Old State Road Hotel, Old State Road Self Storage
58	SR 7/Songsmith Drive South	Governors Square Commercial, Lincoln Center
59	Old State Road	Old State Road Hotel, Old State Road Self Storage
60	SR 72/Rue Madora	Fox Run Business Center
61	SR 72/Del Laws Road	Fox Run Business Center
62	SR 72/Old Baltimore Pike	Royal Farms
63	US 40 Widening	Governors Square II, Wilmington University

Traffic

To monitor traffic growth, full-day traffic counts were conducted on five segments of Route 40 using automatic tube counters. These segment counts were used to monitor overall trends, as opposed to intersection counts, which were used to measure levels of service. The segment counts were compared with the traffic information utilized during development of the Plan, which was based on counts conducted primarily in 1998 and 1999, as well as counts conducted for Corridor Monitoring and Triggering Reports during 2000 through 2013. Average daily traffic (ADT) volumes along Route 40 are summarized in Table 2.

The Route 40 Plan anticipated that at the five locations shown in Table 2, traffic would increase by an average of about 1.8 percent per year through 2020. Current data indicate growth rates less than what was originally anticipated (See Figure 3). The volumes at these five locations are summarized in Table 2. All of the locations experienced less traffic than predicted, ranging from more than 17 to almost 29 percent below the 2013 projections. As a result, the general growth trend through 2013 is about 0.9 percent annually.

To compare current levels of service for intersections along US 40 to the levels of service used during the Plan development process, the project team conducted intersection counts during weekday peak hours at all signalized intersections on US 40 in November 2013. Unsignalized intersections were not counted because no improvements are included at these intersections in the Plan. It is assumed that any future signalization of these intersections, whether required due to land development or traffic growth, will have to meet intersection signalization warrants as required by DelDOT.

The traffic volumes collected at the signalized intersections were analyzed in a manner consistent with the traffic impact study process used by New Castle County and DelDOT. The results of the level of service (LOS) analysis are summarized in Table 3. As indicated, ten intersections had minor degradation in levels of service from 2012 and six experienced slight improvements.

- The intersection of US 40 and Frazer Road remained at LOS B in the AM peak for the fourth

consecutive year and returned to LOS B in the PM peak after dropping to LOS C in 2012.

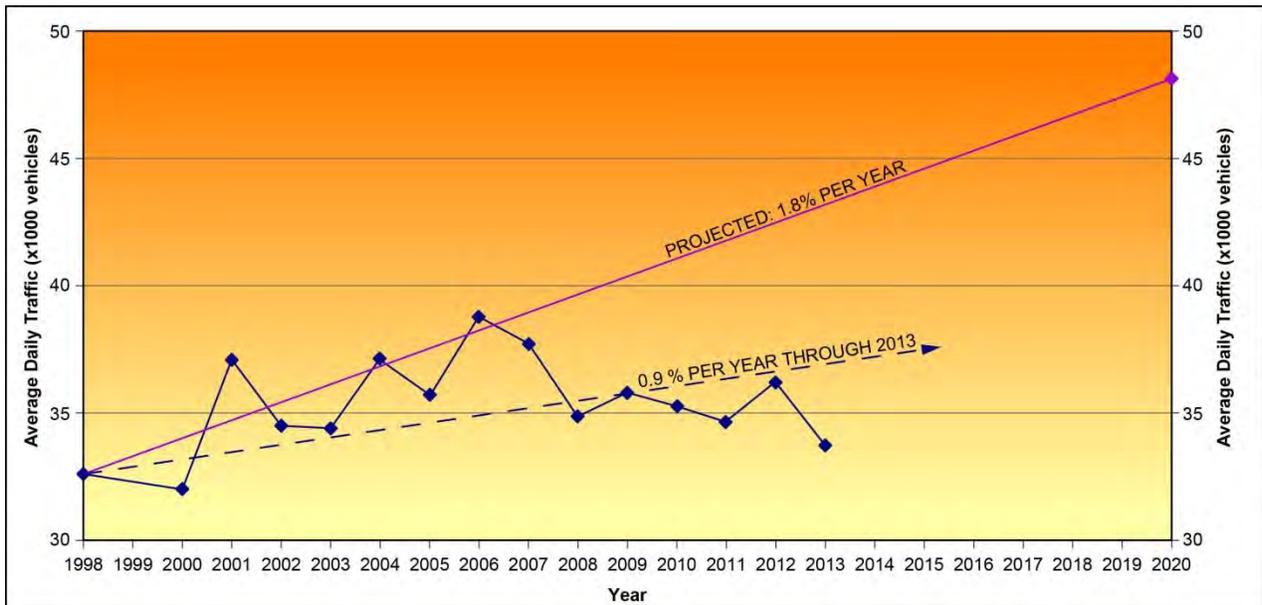
- The intersection of US 40 and Peoples Plaza south remained at LOS B in the AM peak and LOS C in the PM peak for the second consecutive year.
- The intersection of US 40 and Glasgow Avenue north returned to LOS D in the AM peak after improving to LOS C in 2012 and remained at LOS D in the PM peak for the sixth consecutive year.
- The intersection of US 40 and Glasgow Avenue south remained at LOS D in the AM peak for the fourth consecutive year and returned to LOS C in the PM peak after dropping to LOS D in 2012.
- The intersection of US 40 and Lagrange Avenue remained at LOS C in the AM peak for the third consecutive year and returned to LOS C in the PM peak after dropping to LOS D in 2012.
- The intersection of US 40 and Salem Church/Porter Road improved to LOS C in the AM peak for the first time since the base year and improved to LOS D in the PM peak after dropping to LOS E in 2012.
- The intersection of US 40 and Glasgow Drive decreased to LOS B in the AM peak after improving to LOS A in 2012 and remained at LOS B in the PM peak for the fourth consecutive year.
- The intersection of US 40 and Brookmont Drive remained at LOS A in the AM peak for the sixth consecutive year and remained to LOS A in the PM peak for the second consecutive year.
- The intersection of US 40 and Walther Road returned to LOS C in the AM peak after dropping to LOS D in 2012 and remained at LOS D in the PM peak for the fourth consecutive year.
- The intersection of US 40 and US 13 decreased to LOS C in the AM peak after five consecutive years at LOS B and remained at LOS D in the PM peak for the second consecutive year.
- All other signalized intersections on US 40 operated at acceptable levels of service (D or better) during both peak hours.

Levels of service at selected intersections over the course of the Route 40 planning process are illustrated in Figure 4.

Table 2. Average Daily Traffic

Location	Plan volumes (1998/1999)	2000 counts	2012 counts	Projected 2013 volumes	Actual 2013 volumes	Percentage over (under) projected	2020 forecast
East of Perch Creek Drive	34,000	29,000	37,924	43,545	34,912	-19.8%	48,000
West of SR 72	29,000	27,000	33,101	43,318	30,778	-28.9%	50,000
West of Salem Church Road	32,000	34,000	36,682	45,636	34,782	-23.8%	52,000
West of Walther Road	41,000	43,000	43,087	52,591	43,498	-17.3%	58,000
West of Wilton Boulevard	27,000	27,000	29,087	31,091	24,568	-21.0%	33,000

Figure 3. Traffic Growth Along US 40 (average of five count locations)



ROUTE 40 CORRIDOR IMPROVEMENTS

2013 Corridor Monitoring and Triggering Report

Table 3. Signalized Intersection Level of Service Summary

INTERSECTION	PEAK HOUR LEVEL OF SERVICE									
	Base (1998/1999)		2000		2012		2013		2020 without additional Plan improvements	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Frazer Road	-	-	-	-	B	C	B	(B)	F	C
Pleasant Valley Road ¹	C	C	C	C	C	C	C	(D)	E	F
Perch Creek Drive	-	-	B	A	B	B	B	(D)	C	C
Biddle Avenue north ²	-	-	-	-	-	-	A	A	-	-
Biddle Avenue south ²	-	-	-	-	-	-	B	B	-	-
Peoples Plaza north	B	C	A	B	A	A	A	(B)	A	A
Peoples Plaza south	B	B	B	C	B	C	B	C	C	D
Glasgow Avenue north	C	C	C	C	C	D	(D)	D	C	E
Glasgow Avenue south	C	D	B	C	D	D	D	(C)	D	D
SR 896	D	D	D	E	D	D	D	D	F	F
LaGrange Avenue	-	-	-	-	C	D	C	(C)	B	C
SR 72	D	D	E	E	D	D	(E)	D	E	E
Scotland Drive	C	B	B	B	B	C	(C)	C	C	C
Becks Woods Drive ³	-	-	-	-	-	-	B	B	-	-
Salem Church/Porter Road	C	C	D	D	D	E	(C)	(D)	D	F
Glasgow Drive	-	-	-	-	A	B	(B)	B	-	-
Brookmont Drive	B	B	B	B	A	A	A	A	B	B
Church Road	D	C	D	C	C	C	(D)	C	C	C
Walther Road	C	D	D	D	D	D	(C)	D	C	C
Governors Square	B	C	C	C	C	D	C	D	C	D
SR 7/Eden Square	E	D	E	D	C	C	(D)	(D)	D	E
SR 1SB Ramps	A	A	A	A	A	A	A	A	B	C
SR 1NB Ramps	B	B	B	A	A	A	A	A	E	C
Buckley Boulevard	-	-	B	B	B	C	B	C	B	C
School Bell Road	B	B	C	A	A	A	A	A	A	A
Wilton Boulevard	B	B	C	C	B	C	B	(B)	B	C
US 13	D	B	C	B	B	D	(C)	D	F	F

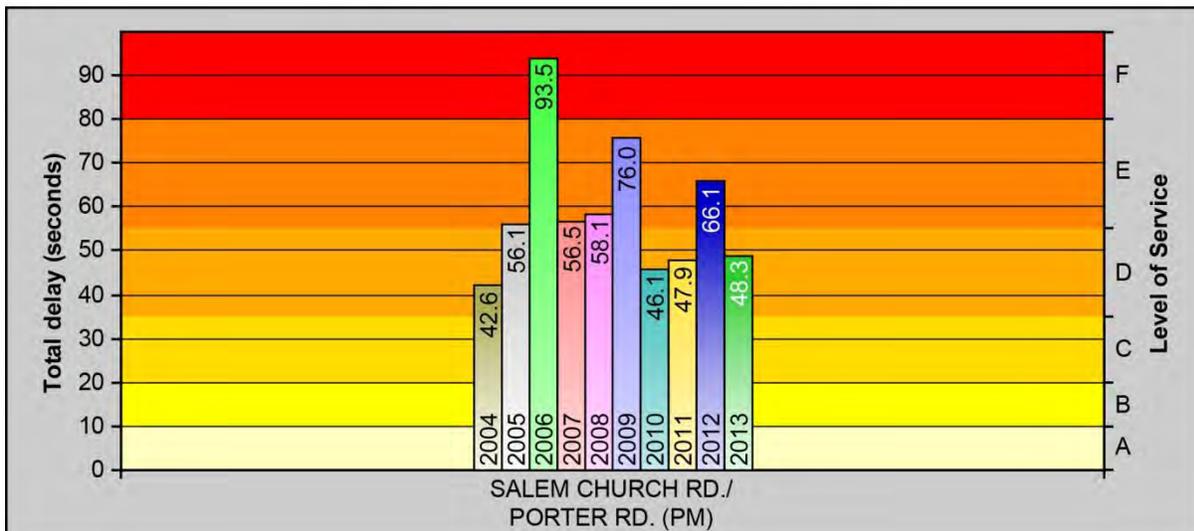
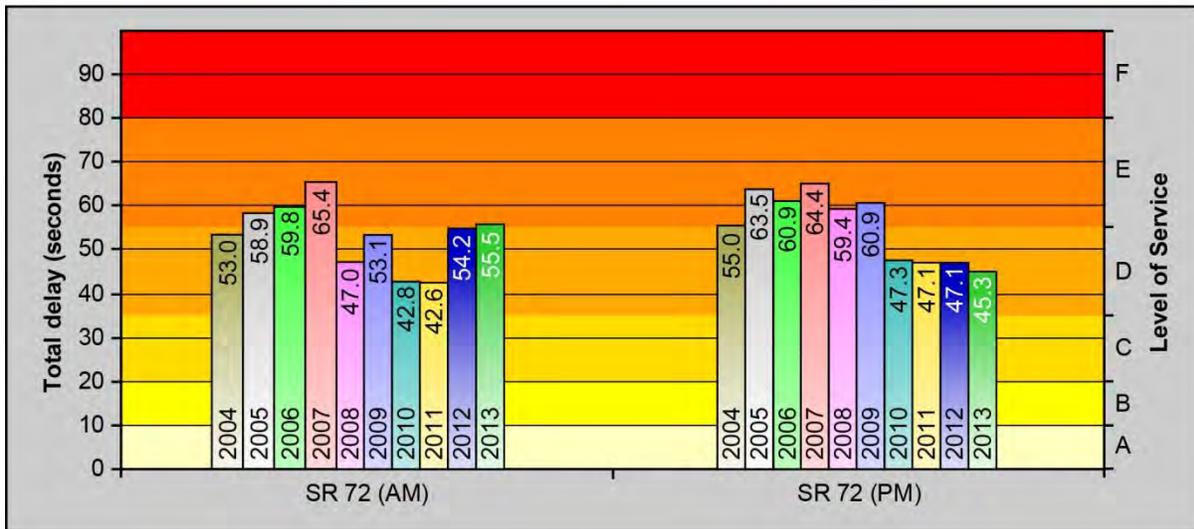
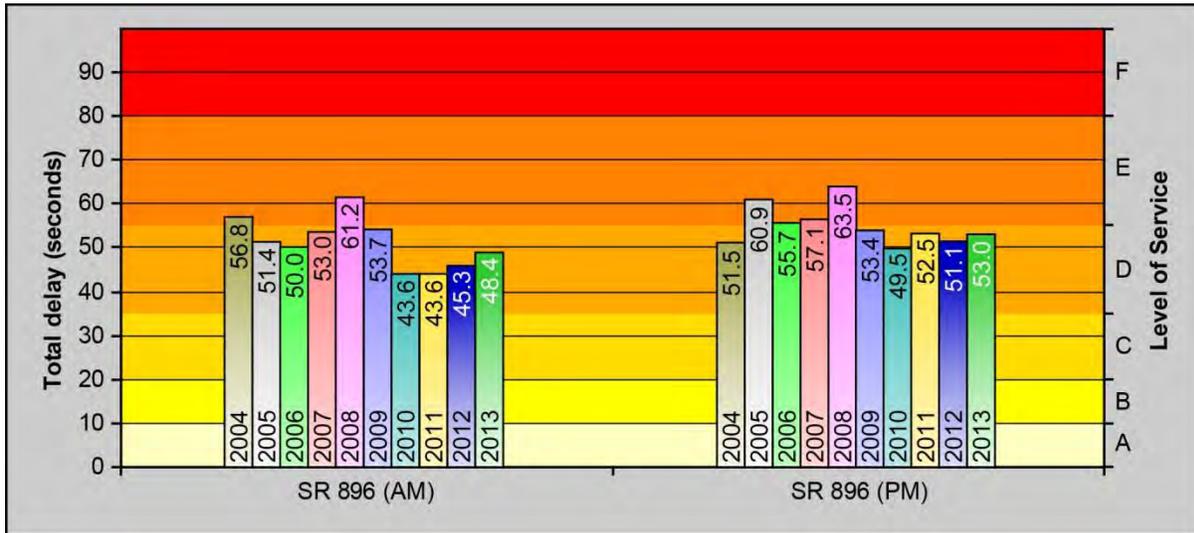
Note: Red denotes a worse level of service than 2012; green denotes improvement in level of service over 2012.

¹ Entrance to Royal Farms (south leg) was completed in 2012.

² Traffic signal was installed at US 40 and Biddle Avenue in 2013

³ Traffic signal was installed at US 40 and Becks Woods Drive in 2013.

Figure 4. Level of Service Comparison at Selected Intersections



To assess the validity of the plan beyond its original horizon year of 2020, an analysis of projected 2030 traffic volumes was conducted in 2009. DeIDOT's travel demand model was used to forecast traffic along Route 40 and side streets. These future daily volumes were converted to peak hour turning movement forecasts. A level of service analysis was then conducted to determine how well the improvements in the Plan will perform in 2030.

Due to lower than expected traffic growth, most of the improvements proposed in the Plan will not only continue to work in 2020, but will accommodate forecast 2030 traffic as well. Plan improvements at the following locations are expected to be sufficient for 2030 traffic:

- US 13 interchange (to replace an existing signal)
- Wilton Boulevard
- School Bell Road
- Buckley Boulevard
- SR 1 interchange
- SR 7 interchange (to replace existing signals at SR 7, Eden Square, and the Governors Square/Glendale Plaza entrance)
- Walther Road
- Church Road
- Brookmont Drive
- Glasgow Drive
- Scotland Drive
- SR 72
- Lagrange Avenue/Glasgow Park
- SR 896 interchange (to replace an existing signal)
- Peoples Plaza (two intersections)
- Perch Creek Drive

There are some locations where, due to changes in traffic patterns, Plan improvements are not forecast to be sufficient to address anticipated traffic in 2030. These locations include the following.

- **Salem Church Road/Porter Road:** Due to higher side street volumes than originally anticipated in the Plan, Route 40 may need to be widened to four through lanes in each direction, rather than the three noted in the Plan, to maintain level of service D. However, the intersection will barely drop below level of service D with three through lanes in each direction.
- **Glasgow Avenue (two intersections):** Due to higher volumes than originally anticipated in the Plan, Route 40 may need to be widened to three

through lanes in each direction to maintain level of service D. The Aikens Tavern historic district abuts three corners of the intersection, making widening along the existing alignment challenging. Alternative solutions to reduce or accommodate future traffic demand must be considered.

- **Pleasant Valley Road:** Due to higher volumes than originally anticipated in the Plan, as well as the addition of a south leg to the intersection, Route 40 may need to be widened to three through lanes in each direction to maintain level of service D. An additional eastbound left turn lane may also be needed by 2030.
- **Frazer Road:** Due to higher volumes than originally anticipated in the Plan, Route 40 may need to be widened to three eastbound through lanes to maintain level of service D.

Because most of the additional improvements needed by 2030 are in the portion of the corridor west of SR 896, strategies to reduce travel demand should be considered either in addition to or in lieu of roadway widening. Transit could also play an increased role in addressing future traffic congestion challenges in this area.

Highway Safety

Review of Conditions in 2013

Each year, the project team coordinates with DeIDOT Traffic Safety to request the annual crash report summary for the Route 40 Corridor. In addition, to reviewing the annual summary, the project team coordinates with DeIDOT's statewide Highway Safety Improvement Program (HSIP) to identify any locations that are currently under study. DeIDOT's statewide HSIP includes several categories of transportation safety throughout the state. One of those categories is the Hazard Elimination Program (HEP), which involves reviewing statewide crash rates and selecting 30 sites for study. The 2013 HEP list did not include any sites within the Route 40 corridor.

The goal of this report with respect to safety is to identify intersections where reported crash totals from the annual summary increased significantly (>50%) compared to the previous five-year average, identify the possible reasons for those increases, and consider those sites for detailed study and improvement recommendations.

Table 4 shows the number of reported crashes annually at selected intersections from 2009-2013.

The 2013 crash totals were compared to the previous five year average to determine if there was an increase of greater than 50 percent. It is important to note that these totals are approximated based on raw crash data summaries and not the actual reports. The number of crashes is determined based on the DelDOT mile posts at a particular intersection along US 40 and includes all crashes listed within 0.10 miles of the intersection. These numbers may vary upon review of the detailed crash reports.

Upon reviewing the crash data, there are three intersections where the 2013 reported crash total is more than 50 percent higher than the previous five year average. The highest crash total (26) among those intersections was at Glasgow Drive. Based on the reported crash totals for 2013, detailed crash reports will be requested and reviewed at the following intersections to determine potential crash patterns:

- Route 40 at LaGrange Avenue
- Route 40 at Glasgow Drive
- Route 40 at Wilton Boulevard

After reviewing the crash data, any crash patterns identified will be evaluated to determine the need for further study.

Pedestrian and Bicycle Safety

During 2013 in the Route 40 corridor, a total of 12 reported crashes involved pedestrians and one reported crash involved a bicycle. All reported crashes resulted in personal injuries and there were two pedestrian fatalities. Both of the fatal pedestrian crashes resulted from pedestrians crossing US 40 at unmarked locations at night. Only two pedestrian crashes involved a pedestrian who was crossing at a marked location. Two pedestrian crashes occurred in private parking lots and four involved alcohol. The reported bicycle crash occurred during the PM peak hour and involved a cyclist crossing Route 40 mid-block between queued westbound vehicles approaching Wilton Boulevard.

Previous Safety Studies

Based on the reported crash totals for 2012, detailed crash reports were requested and reviewed at the following intersections.

- **Route 40 at Glasgow Drive** – This will be the fourth consecutive year that Glasgow Drive has been identified for safety review. A traffic signal was installed at the intersection in November 2009. During the first ten years of the Route 40 20-Year Plan, the average annual number of

reported crashes at Glasgow Drive was six. Since 2009, the average annual number of reported crashes has increased to 17. A review of the 2012 crash reports indicated that there were a total of 15 reported crashes, including 13 rear end crashes and one southbound/westbound angle crash. The 2013 crash report summary indicates there were a total of 26 crashes, including seven injuries, 15 rear end and seven southbound/westbound angle crashes. The primary cause for all seven angle crashes was disregarding the US 40 westbound red light. Four of those seven reported angle crashes resulted in person injury. There were no consistent patterns related to weather, time of day, pavement condition, lighting conditions, etc. The project team observed peak hour and off-peak traffic conditions at the signal and did not notice any issues that could be contributing to the number of angle crashes. The yellow and all-red phase for the signal operation were checked and confirmed to be correct. The project team will continue to evaluate this intersection to determine if the angle crash patten continues and what countermeasures could be implemented.

- **Route 40 at Church Road** – A total of 31 crashes were reported between January 2012 and December 2012, including eighteen (58 percent) rear end crashes, five angle crashes, and four fixed object crash. Two crashes involved a pedestrian and two crashes involved a bicyclist. Ten crashes resulted in injuries. Eleven rear end crashes occurred along eastbound Route 40 while only three rear end crashes occurred along the westbound approach. However, no other crash patterns were identified in the reports, such as time of day or day of week. There are no signal ahead warning signs along either Route 40 approach, but no signal visibility issues were observed. No additional studies are recommended.
- **Route 40 at SR 1 (SB ramp)** – A total of 11 crashes were reported between January 2012 and December 2012, including eight (73 percent) rear end crashes, one angle crash, one sideswipe crash and one fixed object crash. Three crashes resulted in injuries. One personal injury, rear end crash involved a school bus. Seven crashes occurred during dark-lit conditions. Existing lighting conditions will be evaluated, but no other significant crash patterns were identified in the reports, such as time of day, direction of travel or day of week. There is one signal ahead warning sign along westbound Route 40 approaching the SR 1 ramps and no signal visibility issues were observed. No additional studies are recommended.

Table 4. Intersection Crash Data Summary

INTERSECTION	NUMBER OF REPORTED CRASHES				
	2009	2010	2011	2012	2013
Frazer Road	2	10	9	7	6
Pleasant Valley Road	9	14	20	17	21
Perch Creek Drive ¹	12	10	12	8	14
Peoples Plaza ²	8	6	8	7	10
Glasgow Avenue ²	21	30	29	29	33
SR 896 ²	27	37	28	38	29
LaGrange Avenue	2	12	10	6	16
SR 72 ²	24	37	34	34	42
Scotland Drive	24	30	21	21	26
Becks Woods Drive ⁴	-	-	-	-	9
Salem Church/Porter Road	38	36	29	31	40
Glasgow Drive ³	6	10	21	15	26
Brookmont Drive	11	11	12	5	8
Church Road	15	21	14	31	18
Walther Road	20	31	20	19	12
SR 7	44	45	44	56	41
SR 1 SB	6	9	7	11	8
SR 1 NB	2	5	7	6	2
Buckley Boulevard	11	6	9	9	9
School Bell Road	5	1	6	3	5
Wilton Boulevard	13	22	12	10	22

¹A fourth leg (north) was constructed in 2010 as part of the LaGrange Development.

²This intersection was studied as part of the 2011 HEP.

³A traffic signal was installed at Route 40 and Glasgow Drive in November 2009.

⁴A traffic signal was installed at Route 40 and Becks Woods Drive in early 2013.

Transit - Fixed Route Bus Service

Comparing transit ridership numbers in 2013 with those of 2012, statewide ridership and ridership in the US 40 corridor both decreased approximately one percent and four percent, respectively. In the previous year, statewide and US 40 corridor ridership numbers increased approximately six and a half percent and seven percent, respectively.

Statewide ridership has increased 11 percent over the past five years, from 2009 through 2013. Ridership in the Route 40 corridor also increased, with over 20 percent growth between 2009 and 2013.

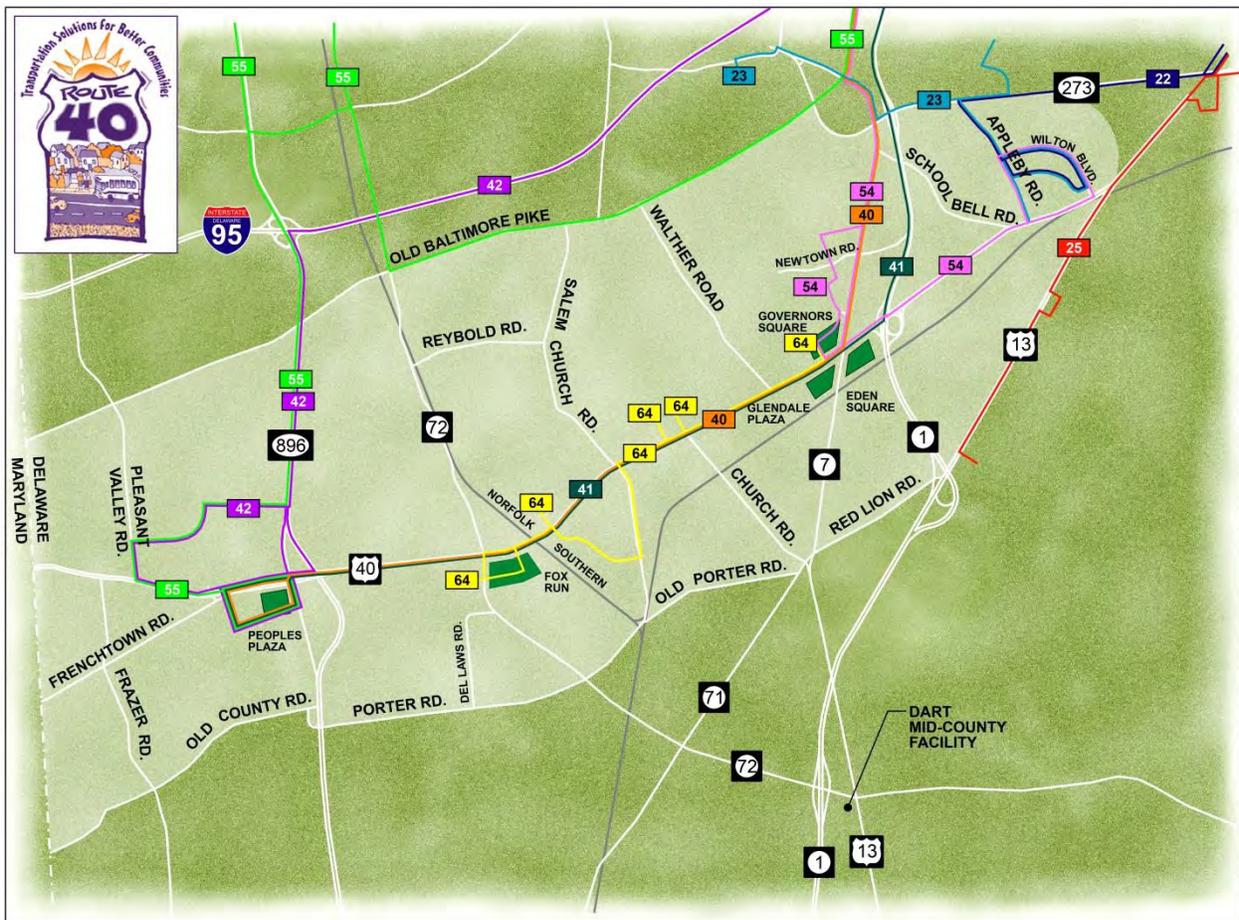
Three of the six routes in the corridor saw an increase in ridership numbers in 2013, while three experienced a decrease. Ridership on bus route 40 decreased almost four and a half percent in 2013, but has increased approximately 18 percent since 2009.

Ridership on route 41 decreased almost 23 percent in 2013 with an overall increase of nearly 13 percent since 2009. Ridership on route 55 decreased one percent in 2013, but has increased almost 29 percent since 2009. Route 54 increased nearly 18 percent in 2013 while the other routes in the corridor saw increases in ridership between about 1.5 and 11 percent. See Figure 5 for route locations.

There were no service changes in the corridor in 2013. In early 2014, Sunday service will be provided along bus route 40. Statewide, multi-stage fare increases are scheduled to begin in early 2014.

In addition to the DART bus service, Cecil Transit provides bus service along two fixed routes in the Route 40 Corridor. “The Bus” provides service from Elkton, MD to Peoples Plaza along the “Glasgow Connection” and from Perryville, MD to the DE State line along the “Perryville Connection.”

Figure 5. Transit Route Map



Project Status

Plan Projects

During 2013, there were two active projects in the corridor that were part of the original Plan: SR 7, Newtown Road to SR 273 and US 40 at SR 72. Figure 6 shows the status of Plan projects in the corridor as of the end of 2013. Detailed descriptions of all active projects are provided below.

SR 7, Newtown Road to SR 273

Construction for the widening of SR 7 to four lanes between Newtown Road and SR 273 continued in 2013. These improvements will extend the widening between US 40 and Newtown Road, which was completed in 2006. The project includes sidewalks, bike lanes, and significant improvements at the School Bell Road intersection. Construction is expected to be complete in early 2014.

US 40 at SR 72

This project includes the addition of lanes along northbound and southbound SR 72 to provide adequate storage and taper lengths and the addition of left-turn lanes along eastbound and westbound US 40. Del Laws Road will be realigned to reduce the existing skew and align it with the proposed access to the Fox Run Business Center; a traffic signal will be installed at that intersection. Pedestrian and bicycle facilities will also be constructed. Preliminary construction plans were submitted in May 2013 and semi-final construction plans will be complete in spring 2014. Right-of-way funding is scheduled to begin in 2016 and construction could begin in 2017.

Potential Plan Projects

US 40 at SR 896 Interchange and US 40 Widening, Salem Church Road to Walther Road

Depending on the availability of proposed transportation infrastructure funding, the US 40/SR 896 Interchange and the US 40 Third Lane Widening from Salem Church Road to Walther Road could begin final design in early 2015 and begin construction by 2020.

Other Projects in the Corridor

US 40 and SR 7 Pedestrian Improvements

This project was originally identified as part of the 2011 HEP. Proposed improvements include widening

the north leg of Glasgow Avenue at US 40 to provide two southbound through lanes, widening the south leg of Glasgow Avenue at US 40 to provide two northbound through lanes, and installing a channelizing island for right-turning vehicles on northbound Glasgow Avenue at US 40. Short-term improvements include the installation of split phasing on northbound and southbound Glasgow Avenue at US 40, restriping the northbound Glasgow Avenue “median” as a shared left-turn/through lane, and pavement marking improvements to discourage eastbound US 40 vehicles from continuing through the intersection from the eastbound right-turn lane.

The short-term improvements were completed in September 2013 and final design for the long-term improvements will be complete in 2014. Construction for the long-term improvements is scheduled to begin in 2015.

SR 71, Old Porter Road to SR 7

This project was originally identified as part of the 2008 HEP and includes some components of the Old Porter Road improvements in the Route 40 Plan. This project proposes to install a traffic signal at SR 71 and Old Porter Road; convert Church Road to one-way eastbound east of the residential driveway east of SR 71; widen the intersection of SR 7 and SR 71 to provide separate left-turn, through and right-turn lanes on the northbound and southbound SR 7 approaches and the southbound SR 71 approach. Protected-only left-turn phasing will also be provided on all four approaches at SR 71 and SR 7.

Final design is scheduled to be complete in summer 2015 and construction could begin in spring 2016.

US 40 and SR 7 Pedestrian Improvements

This project was originally identified as part of the 2010 HEP due to the lack of pedestrian accommodations at US 40 and SR 7. The proposed improvements include installing signalized pedestrian crossings at the north and south legs of the intersection; construct sidewalk connections along both sides of SR 7 from US 40 to south of Songsmith Drive, along the south side of US 40 from SR 7 to west of Wawa, and along the north side of US 40 from SR 7 to Governors Square Shopping Center.

Final design is scheduled to be complete in fall 2016 and construction could begin in spring 2017.

SR 896 and Porter Road Intersection Improvements

This project was originally identified as part of the 2010 HEP. The proposed improvements include removing the existing concrete median on the east leg and restriping the westbound Porter Road approach to increase the left-turn lane storage; widening along the west side of SR 896 to increase the length of the southbound acceleration lane for the eastbound right turn; widening into the median to increase the storage length of the northbound SR 896 left-turn lane.

Final design is scheduled to be complete in early 2014 and construction could begin in spring 2014.

Norfolk Southern Railroad Crossing

Due to an increase in demand for the Delaware City refinery, Norfolk Southern has increased the number and frequency of trains crossing US 40. As a result, Norfolk Southern is constructing improvements along their rail corridor to minimize impact on traffic operations along US 40. Construction of the railroad crossing was completed ahead of schedule in August 2013. A Route 40 overpass at the rail crossing is still part of the original 20-year Plan, but there is currently no funding for design or construction.

SR 72 at Old Baltimore Pike

This project was originally identified as part of the 2011 HEP. The proposed improvements include restricting eastbound left-turns from Old Baltimore Pike into Royal Farms and signal modifications at SR 72. To improve eastbound left-turn capacity at SR 72, a double left-turn lane with eastbound lead/westbound lag left-turn phasing is also proposed.

Preliminary plans will be complete in spring 2014. Final design is scheduled to be complete in 2016 and construction could begin in spring 2017.

Old Baltimore Pike at Salem Church Road

This project was originally identified as part of the 2009 HEP. The proposed improvements include removing existing concrete medians and restriping Old Baltimore Pike to provide double left-turn lanes at the approaches to Salem Church Road (east) / Salem Woods Drive and Salem Church Road (west).

Preliminary plans will be complete in spring 2014. Final design is scheduled to be complete in early 2016 and construction could begin in late 2016.

Pavement Rehabilitation

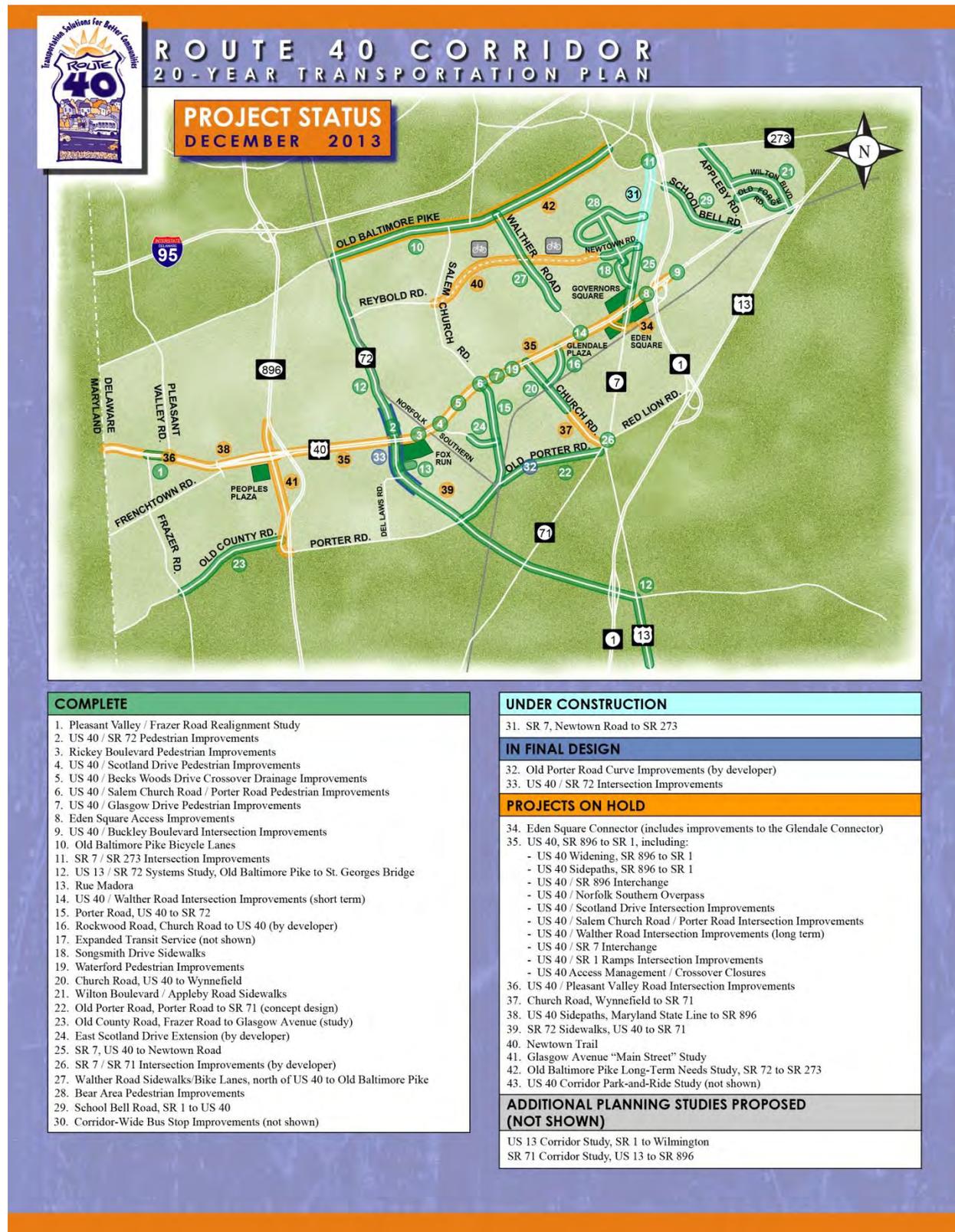
As part of the statewide pavement rehabilitation program, there is a potential project that would include pavement rehabilitation along US 40 from the Maryland state line to SR 72. This contract is scheduled to begin construction in April 2013.

Other Projects in the Region

As noted in previous Corridor Monitoring and Triggering Reports, future regional projects may have an impact on the Route 40 corridor. The status of these projects is summarized below.

- **I-95/SR 1 interchange improvements:** Construction of major interchange improvements, including two-lane ramps connecting the north leg of I-95 with the south leg of SR 1, began in 2011 and is scheduled to be complete in 2014.
- **SR 1 widening, Roth Bridge to SR 273:** Planning has begun for widening (from four to six lanes) and pavement reconstruction along this segment of SR 1. Environmental studies are underway and preliminary design alternatives are being developed. A construction schedule has not been established.
- **US 301 Project:** The alignment for a new limited-access US 301 from the Maryland state line to the south end of the Roth Bridge was approved by the Federal Highway Administration in April 2008. Final design began in late 2008 and is nearly complete. Construction could begin on certain segments in 2015, depending available funding from proposed toll revenue bonds.
- **SR 72, McCoy Road to SR 71:** This project proposes to widen SR 72 from two to four lanes between McCoy Road and SR 71. Multimodal improvements, including shoulders to accommodate bicycles and new sidewalks are also planned. Semi-final plans were completed in 2013. Advance utility relocations could begin in summer 2016 and construction is scheduled to begin in summer 2018.

Figure 6. Project Status



TRIGGERING

Assessment of Monitored Conditions

Traffic congestion in the corridor did not increase substantially in 2013. Levels of service were acceptable for all intersections except US 40 at SR 72, which decreased to LOS E for the seventh time since monitoring began. Fourteen years of traffic data confirm that growth rates are significantly lower than originally anticipated by the Plan.

During 2013, there were 30 new development plans submitted to New Castle County for review in the Route 40 corridor. Review of 17 major developments proposed before 2013 continued this year. Among those plans, six (French Park, Reserve at Becks Pond, Meridian Crossing, Governor's Square Commercial Center, Rockwood Parcel 1-C, and Lincoln Center) were recorded during 2013.

There were no sites located within the Route 40 Corridor on the 2013 HEP list. Crash reports will be reviewed at three intersections, Route 40 at Glasgow Drive, LaGrange Avenue, and Wilton Boulevard.

Comparing transit ridership numbers in 2013 with those of 2012, statewide ridership and ridership in the US 40 corridor both decreased approximately one percent and four percent, respectively. There were no service changes in the corridor in 2013. In early 2014, Sunday service will be provided along bus route 40.

Due to funding constraints all Route 40 projects, except for construction of the SR 7 widening and final design of Route 40 / SR 72 intersection improvements, are currently on hold.

There are no regional highway or transit projects planned that would trigger the need for improvements in the corridor. However, the impact of the I-95/SR 1 interchange construction will be monitored to determine the potential impact to traffic along Route 40.

Recommendations

General

- Continue to identify funding sources to implement as many of the recommendations below as possible and restore projects that have been placed on hold.

Land development

- Continue to monitor development activity to ensure compatibility with the Plan and maintain consistent developer contributions to transportation improvements.
- Monitor developer agreements for major land developments to ensure the compatibility of developer-sponsored improvements with the Plan.

Corridor preservation

- Continue pursuing corridor preservation opportunities through the site review team process.

Highway safety

- Review crash data summary to identify any locations with significant increases in crash rates in 2013.
- Continue to monitor crash reports at US 40 and Glasgow Drive.
- Add Becks Woods Drive and Biddle Avenue to crash data review and summary.

Transit

- Identify existing bus stops where improvements are needed – damaged shelters, need for lighting, access and sidewalk reconstruction
- Continue to track ridership in the corridor and provide service enhancements where appropriate.
- Continue participation in the site review team to identify opportunities for developer-funded transit improvements such as bus service expansion, bus stop improvements, transit oriented development, and innovative trail projects throughout the Route 40 Corridor.

Planning, design, and construction

- Complete construction to widen SR 7 between Newtown Road and SR 273.
- Continue final design for the US 40 / SR 72 intersection improvements
- To the extent funding can be made available, establish schedules for the following projects that are on hold:
 - US 40 / SR 896 interchange (preliminary and final design)
 - Newtown Trail (final design)
 - Reybold Road, SR 72 to Salem Church Road (final design)
 - Old Porter Road, Porter Road to SR 71 (final design)

- US 40 / Pleasant Valley Road Intersection (concept design)
- Church Road, Wynnefield to SR 71 (concept design)
- US 40 sidepaths, Maryland State Line to SR 896 (concept design)
- US 40 environmental assessment, SR 896 and SR 1 (concept design)

PUBLIC INVOLVEMENT

Activities During 2013

Public involvement initiatives were limited during 2013 due to funding constraints.

- A public workshop for the SR 72 widening from McCoy Road to SR 71 was conducted on March 12, 2013. There were a total of 38 attendees.
- A public information meeting about the Route 40 railroad crossing construction was conducted on July 9, 2013 at Oberle Elementary School from 4 PM to 7 PM.
- A public workshop for the US 40/SR 72 Intersection Improvements was held on September 10, 2013 from 5 PM to 8 PM at Keene Elementary School. There were a total of 63 attendees.
- A virtual workshop was conducted on October 3, 2013 from 4 PM to 6 PM for the SR 896 at Porter Road Intersection Improvements.
- A public workshop for the SR 72/Old Baltimore Pike and Old Baltimore Pike/Salem Church Road Intersection Improvements was conducted on November 4, 2013 from 4:30 PM to 8 PM at Glasgow High School. There were a total of 32 attendees.

The project website, which was reformatted in 2011 to match the current DelDOT standard, is updated annually to provide the latest information on implementation of the Plan. The site contains information from newsletters, updates on project planning, design, and construction, and a schedule of public meetings and workshops. The site can be accessed from the DelDOT Web site at:

<http://www.deldot.gov/information/projects/rt40/index.shtml>

Activities Planned For 2014

To ensure the community is kept up to date and involved in the progress of transportation improvements in the Route 40 corridor, the project team will continue the following communications initiatives for 2014:

Website—The Route 40 corridor project website will continue to be maintained and updated on a regular basis.

Public workshop—If funding is in place to make significant progress on Plan implementation in 2014, a summer public workshop will be held, most likely as a virtual public workshop. Interested stakeholders (the CMC, former Route 40 Steering Committee members, elected officials, civic associations and residents on the mailing list) will receive notice of that workshop.

E-mail, project mailing address and telephone hotline—Residents will still be able to communicate with the project team through various channels—email, mailing address, or telephone.

Table 5. Project Tracking Matrix.
Last updated December 2012

KEY: <N/A > - Not Applicable
TBD - To Be Determined

PROJECT COMPLETE
DESIGN COMPLETE - CONSTRUCTION
PROJECT ON HOLD
PROJECT IN DESIGN

No.	Phase	Project	Status				Remarks
			Actual/ scheduled completion	Under study	Concept design complete	In final design	
1		SR 7/SR 273 intersection	2009				
2		US 40/Walther Road intersection (short term)	2002				
3		US 40/Governors Square/Glendale Connector intersection	TBD				Part of Eden Square Connector (#13) - Final design complete, project on-hold
4		US 40/SR 72 intersection	2016			X	Final design restarted in 2012
5		SR 72/Del Laws Road intersection	2016			X	Final design restarted in 2012
6		US 40/Eden Square intersection	2000				
7		US 40/Buckley Boulevard intersection	2000				
8		SR 1/Newtown Road interchange	<N/A >				Project dropped from Plan
9		Church Road, US 40 to Wymefield	2004				
10		SR 7, US 40 to Newtown Road	2006				
11		SR 7, Newtown Road to SR 273	2014				Construction began in March 2012
12		Reynold Road, SR 72 to Salem Church Road	TBD		X		Project delayed to Phase II or Phase III - Working with developers to construct portion of improvements
13		Eden Square Connector	TBD				Final design complete, project on-hold
14		Rue Madora	2002				
15		US 40 sidepaths, SR 72 to Scotland Drive	TBD	X			To be built with corresponding roadway segments
16		US 40 sidepaths, Scotland Drive to Salem Church Road	TBD	X			To be built with corresponding roadway segments
17		US 40 sidepaths, Salem Church Road to Church Road	TBD	X			To be built with corresponding roadway segments
18		US 40 sidepaths, Church Road to Walther Road	TBD	X			To be built with corresponding roadway segments - some sections completed by developers
19		US 40 sidepaths, Walther Road to Governors Square	2005				Essentially complete - built by private developer
20		US 40 sidepaths, Governors Square to SR 1	TBD	X			To be built with corresponding roadway segments
21		Old Baltimore Pike sidepaths, SR 72 to SR 273	TBD	X			Subject to results of Old Baltimore Pike study (#39)
22		SR 72 sidepaths, US 40 to SR 71	TBD	X			Project delayed to Phase II or Phase III
23		Walther Road sidepaths, US 40 to Old Baltimore Pike	2008				
24		Porter Road bike lanes, SR 896 to US 40	2002				
25		Wilton Boulevard and Appleby Road sidepaths	2006				
26		Songsmith Drive sidepaths	2003				
27		Short-term improvements project	2000				
28		Enhancements to current transit service	2001				
29		Route deviation service along US 40	TBD				
30		Additional pedestrian connections to transit	2009				
31		Additional bus stop improvements	2009				Part of bus stop improvements project (#31)
32		Preservation and expansion of park and ride capacity	TBD				
33		Waterford pedestrian access to US 40 bus stop	2003				Project delayed to Phase II or Phase III
34		Access management on selected developed properties	<N/A >	X			Ongoing effort of site review team
35		Access management on properties as they are developed	<N/A >	X			Ongoing effort of site review team
36		Landscaping, streetscaping, and signing along US 40	TBD			X	Guide signs only - project delayed to Phase II or Phase III
37		Pleasant Valley Road/Frazer Road realignment study	2000				Realignment not recommended
38		Newtown Road transportation corridor	2003				Newtown Trail to be built (#81)
39		Old Baltimore Pike, SR 72 to SR 273	TBD				Project delayed to Phase II or Phase III
40		Glasgow Avenue "Main Street"	TBD				Project delayed to Phase II or Phase III
41		US 13 corridor study, SR 1 to Wilmington	TBD				Project delayed to Phase II or Phase III
42		SR 72 corridor study, US 40 to SR 1	2002				Implementation strategy not yet determined
43		SR 71 corridor study, SR 896 to US 13	TBD				Project delayed to Phase II or Phase III

Table 5. Project Tracking Matrix.
Last updated December 2012

KEY: <N/A> - Not Applicable
TBD - To Be Determined

No.	Phase	Project	Actual/ scheduled completion	Status				Remarks
				Under study	Concept design complete	In final design	Under construction	
44	PHASE I	US 40/Walther Road intersection (long term)	2005					Part of widening project (#45) - advanced from Phase II
45		US 40, Walther Road to Governors Square	2005					Built by private developer - advanced from Phase II
46		Scotland Drive extension to Porter Road	2004					Built by private developer - advanced from Phase III
47		Bear Area Pedestrian Improvements	2008					New project requested by Corridor Monitoring Committee
48		School Bell Road sidewalks/bike lanes	2008					Advanced from Phase II - Construction completed in October 2008
49		US 40/Pleasant Valley Road intersection	TBD	X				
50		US 40/Salem Church Road/Porter Road intersection	TBD	X				Part of US 40 environmental assessment
51		US 40/SR 1 southbound ramp intersection	TBD	X				Part of US 40 environmental assessment
52		US 40, SR 72 to Scotland Drive	TBD	X				Part of US 40 environmental assessment
53		US 40, Church Road to Walther Road	TBD	X				Part of US 40 environmental assessment
54		US 40/SR 896 interchange	TBD	X				Part of US 40 environmental assessment
55		US 40/SR 7 interchange	TBD	X				Part of US 40 environmental assessment
56	PHASE II 2008-2013	Old Porter Road, Porter Road to SR 71	TBD		X			Curve realignment to be built by private developer - Intersection improvements at SR 71 will be constructed under separate design contract. De/IDOT negotiating additional widening improvements to be completed by developers
57		US 40 sidepaths, SR 896 to SR 72	TBD	X				To be built with corresponding roadway segments
58		US 13 sidepaths, US 40 to Tybouts Corner	TBD					
59		SR 896 sidepaths, Porter Road to Old Baltimore Pike	TBD					
60		Salem Church Road sidewalks/bike lanes, US 40 to I-95	TBD					
61	De/Laws Road sidewalks	TBD						
62	Old County Road sidewalks, Frazer Road to Glasgow Avenue	TBD		X				Corridor study completed in 2005
63	Preservation and expansion of park and ride capacity (continued)			X				Ongoing effort
64	Access management on selected developed properties (continued)							Ongoing effort
65	Closure of all median openings that are not or will not be signalized							Ongoing effort of site review team and safety committee
66	PHASE III 2014-2020	US 40/Scotland Drive intersection	TBD	X				Part of US 40 environmental assessment
67		US 40/SR 1 northbound ramp intersection	TBD	X				Part of US 40 environmental assessment
68		US 40/Glasgow Avenue intersection	TBD	X				Part of Glasgow Avenue study (#40)
69		US 40, Scotland Drive to Salem Church Road	TBD	X				Part of US 40 environmental assessment
70		US 40, Salem Church Road to Church Road	TBD	X				Part of US 40 environmental assessment
71		US 40, SR 896 to SR 72	TBD	X				Part of US 40 environmental assessment
72		US 40/US 13 interchange	TBD					
73		US 40 overpass at Norfolk Southern	TBD		X			Shellpot Bridge has reduced rail traffic at this location
74	SR 7, SR 71 to US 40	TBD						
75	SR 72, US 40 to Reybold Road	TBD						
76	Church Road, Wynnefield to SR 71	TBD		X			Concept design underway	
77	Glasgow circulator roadways	TBD						
78	US 40 sidepaths, Maryland line to SR 896	TBD		X				Concept design underway - some segments constructed by developers
79	US 40 sidepaths, SR 1 to US 13	TBD						Ongoing effort of site review team and safety committee - Beck Woods signal design complete, awaiting developer funding
80	Closure of all median openings that are not or will not be signalized (cont'd)							Project on hold
81	Newtown Trail, Salem Church Road to SR 7		TBD			X		



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