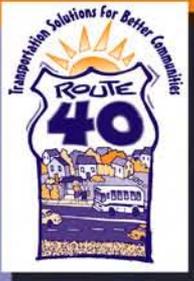


Corridor Monitoring Committee (CMC)

- Monitors conditions in the Corridor to ensure the timing, advocacy, and implementation of projects in the Plan
- Meets 3-4 times a year with the Project Team (DelDOT, New Castle County, WILMAPCO) to review traffic, development and safety conditions and determine if any revisions are needed to the Plan

MEMBERS

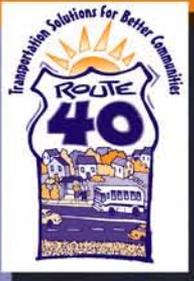
- Linda Bailey
7&40 Alliance
- Dan Blevins
WILMAPCO
- Barbara Erskine
at-large member
- Jerome Heisler
business community member
- John Janowski
New Castle County
- Frank Romanelli
Bear-Glasgow Council
- Mark Tudor
DelDOT
- Ruth Visvardis
7&40 Alliance
- Karl Walters
Christiana Fire Company



2007 MONITORING REPORT

Land Development

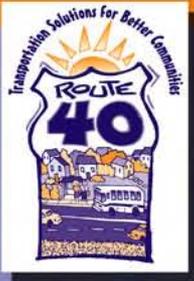
- Development proposals submitted during 2007 included:
 - 10 major
 - 18 minor
 - 19 resubdivision or parking plans
- There was a significant increase in the number of development plans submitted in 2007; however, the pace of construction of new development has been reduced.



2007 MONITORING REPORT

Land Development

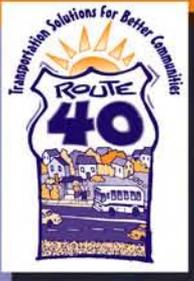
- Developers are required to pay all or a substantial portion of the cost for these transportation improvements:
 - SR 7 / SR 71 Intersection Improvements (construction completed)
 - Rockwood Road, Church Road to US 40 (construction completed)
 - East Scotland Drive Extension (construction completed)
 - US 13 at Llangollen Boulevard intersection improvements (construction completed)
 - Improving the sharp curve on Old Porter Road (currently in final design)
- Some additional developer-funded transportation improvements currently under consideration include:
 - SR 896 / Corporate Boulevard / Dusk Run Road
 - Corporate Boulevard / Executive Drive
 - Reybold Road
 - SR 896 / Old Cooches Bridge Road / Four Seasons Parkway
 - SR 72 / Mabel Lane



2007 MONITORING REPORT

Land Development

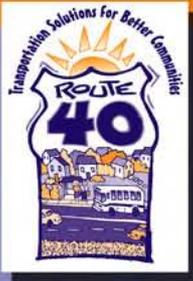
- During 2005, New Castle County added a provision to its Unified Development Code (UDC) allowing a traffic impact study (TIS) waiver based on certain conditions.
- The TIS waiver process is intended to use long-range transportation plans, such as the Route 40 plan, to determine which transportation improvements should be the developer's responsibility.
- Since 2005, there have been 14 development plans within the Route 40 corridor that have requested a TIS waiver. Two of those requests have been approved and the plans are recorded.
- DelDOT is currently working to determine a fair-share contribution that would be used to assist in the review of TIS waiver requests and other land development activity in the Route 40 corridor.



2007 MONITORING REPORT

Traffic

- Intersection traffic volumes remained fairly steady in most of the corridor, actually decreasing slightly from the previous year's volumes in some areas.
- The intersection of US 40 with Glasgow Avenue (north) returned to LOS E in the PM peak after improving in 2006 but remained at LOS D in the AM.
- The intersection of US 40 and SR 896 continued to operate at LOS D in the AM peak and LOS E in the PM peak for the third consecutive year.
- The intersection of US 40 and SR 72 continued to operate at LOS E in both the AM and PM peak hours.



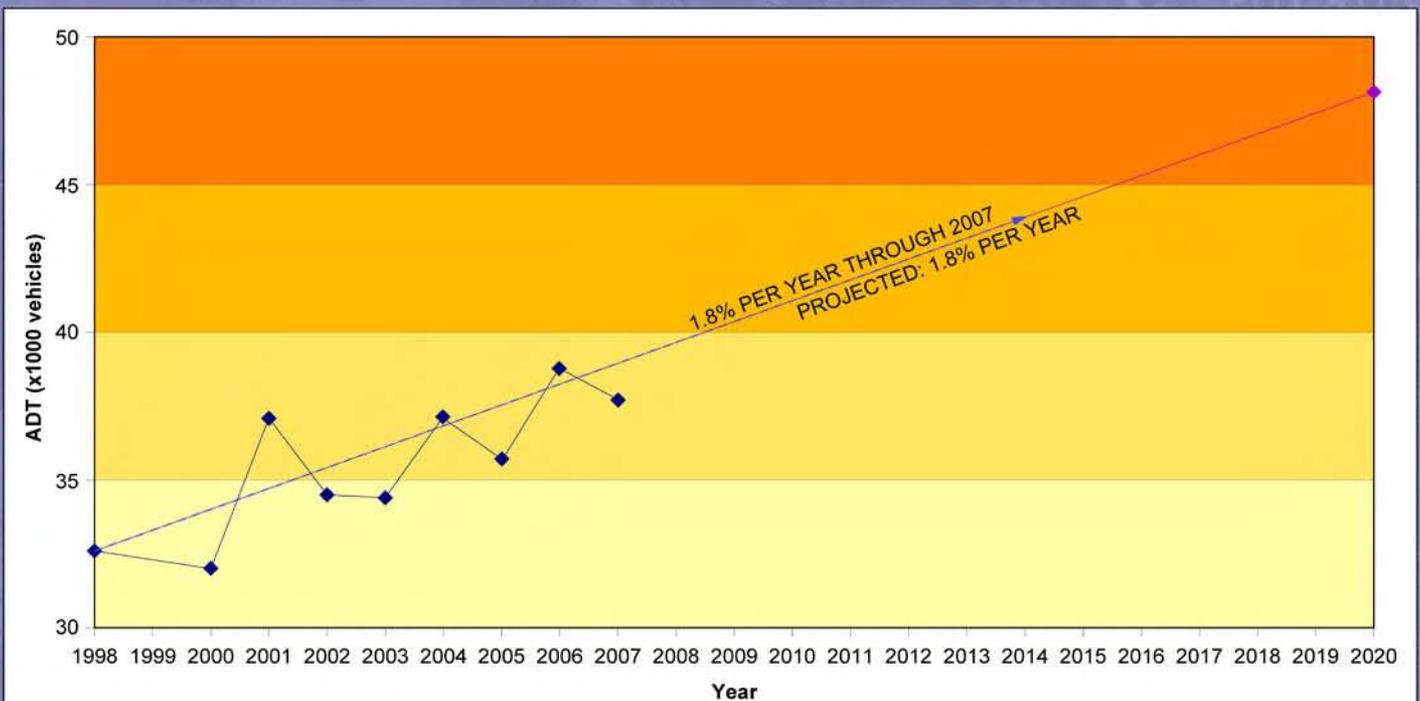
ROUTE 40 CORRIDOR 20-YEAR TRANSPORTATION PLAN

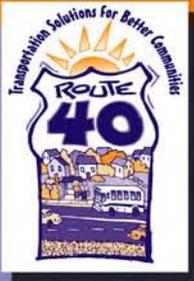
2007 MONITORING REPORT

Traffic

- In general, growth in daily traffic has been similar to what was anticipated by the Plan.

Location	Plan volumes (1998/1999)	2000 counts	2001 counts	2002 counts	2003 counts	2004 counts	2005 counts	2006 counts	Projected 2007 volumes	Actual 2007 volumes	Percentage over (under) projected	2020 forecast
East of Perch Creek Drive	34,000	29,000	36,700	36,800	35,800	37,100	33,800	39,600	39,727	38,778	-2.4%	48,000
West of SR 72	29,000	27,000	31,400	28,900	30,000	32,600	30,500	34,500	37,591	32,057	-14.7%	50,000
West of Salem Church Road	32,000	34,000	42,200	38,600	36,500	42,700	39,500	40,800	40,182	37,704	-6.2%	52,000
West of Walther Road	41,000	43,000	44,400	42,400	41,800	47,000	46,400	45,900	47,955	45,729	-4.6%	58,000
West of Wilton Boulevard	27,000	27,000	30,900	26,000	28,000	26,400	28,600	33,100	29,455	27,678	-6.0%	33,000

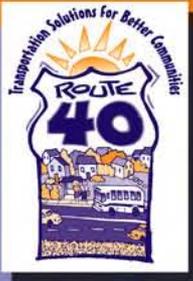




2007 MONITORING REPORT

Traffic

- The intersection of US 40 and Scotland Drive returned to LOS D in the PM peak after improving in 2005 and 2006. The intersection remained at LOS C in the AM peak.
- The intersection of US 40 and Salem Church Road / Porter Road improved to LOS E in the PM peak but remained at LOS D in the AM.
- The intersection at US 40 and SR 7 worsened to LOS D in the PM peak but improved to LOS C in the AM peak.
- The LOS at US 40 and US 13 improved to LOS C in the PM peak after two years of increasing congestion.



ROUTE 40 CORRIDOR 20-YEAR TRANSPORTATION PLAN

2007 MONITORING REPORT

Traffic

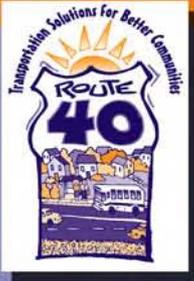
SIGNALIZED INTERSECTION LEVEL OF SERVICE SUMMARY

INTERSECTION	PEAK HOUR LEVEL OF SERVICE																			
	Base (1998/1999)		2000		2001		2002		2003		2004		2005		2006		2007		2020 w/o the Plan	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Frazer Road	-	-	-	-	-	-	-	-	-	-	C	B	C	B	C	B	C	B	-	-
Pleasant Valley Road	C	C	C	C	C	C	C	D	C	D	C	D	C	D	D	D	D	D	F	F
Perch Creek Drive	-	-	B	A	B	B	B	B	B	B	B	B	B	B	B	B	B	B	-	-
Peoples Plaza north	B	C	A	B	B	C	A	B	A	A	A	C	A	A	A	A	A	A	B	C
Peoples Plaza south	B	B	B	C	B	C	B	C	B	C	B	C	C	D	C	D	(B)	D	B	C
Glasgow Avenue north	C	C	C	C	C	C	C	C	D	C	C	C	C	E	D	D	D	(E)	C	F
Glasgow Avenue south	C	D	B	C	B	C	C	C	C	B	C	C	C	D	C	C	C	C	C	E
SR 896	D	D	D	E	D	D	D	D	D	D	E	D	D	E	D	E	D	E	F	F
LaGrange Avenue	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	B	A	B	-	-
SR 72	D	D	E	E	E	D	E	E	D	D	D	E	E	E	E	E	E	E	F	F
Scotland Drive	C	B	B	B	C	C	C	C	B	C	C	D	C	C	C	C	C	(D)	D	E
Salem Church/Porter Road	C	C	D	D	D	D	D	C	D	C	D	D	D	D	D	F	D	(E)	D	F
Brookmont Drive	B	B	B	B	B	B	A	B	A	B	B	B	B	B	B	B	B	B	B	E
Church Road	D	C	D	C	D	C	D	D	C*	B*	D	C	C	C	D	C	(C)	C	E	F
Walther Road	C	D	D	D	D	D	D	D	D	D	C	C	C	C	C	D	C	(C)	F	F
Governors Square	B	C	C	C	C	C	C	C	C	D	D	C	C	D	C	D	C	D	C	E
SR 7/Eden Square	E	D	E	D	F	C	F	D	E	D	F	C	F**	D**	D	C	(C)	(D)	F	F
SR 1 SB Ramps	A	A	A	A	B	B	B	B	B	B	B	B	A	A	A	A	A	(B)	A	B
SR 1 NB Ramps	B	B	B	A	C	B	B	B	C	B	C	B	B	A	A	A	A	A	B	E
Buckley Boulevard	-	-	B	B	B	B	B	B	B	B	B	B	B	C	B	C	B	C	-	-
School Bell Road	B	B	C	A	B	B	B	B	B	B	C	A	B	A	A	A	A	A	B	C
Wilton Boulevard	B	B	C	C	B	C	B	B	B	C	C	C	B	C	B	C	B	C	C	F
US 13	D	B	C	B	C	C	C	C	B	B	C	C	C	D	C	E	C	(C)	F	F

Note: Red denotes a worse level of service than 2006; green denotes improvement in level of service over 2006.

* - During most of 2003, Church Road was closed to through traffic south of Route 40.

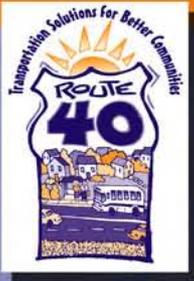
** - During all of 2005, SR 7 was under construction with major capacity improvements in place by fall 2006.



2007 MONITORING REPORT

Addressing Traffic Concerns

- **Routes 40 and 7**
 - SR 7 widening and Route 40 intersection improvements – construction completed in 2006.
 - Final design is underway for widening SR 7 from Newtown Road north to SR 273.
- **Routes 40 and 72**
 - A preferred alternative was selected and concept design will be complete in 2008.
- **Routes 40 and 896**
 - Concept design for a potential interchange remains underway.
- **Routes 40 and US 13**
 - A grade separated interchange is planned at this location as part of Phase III (2014-2020).
- **Route 40 and Salem Church Road / Porter Road**
 - DelDOT is studying alternatives to address capacity and safety issues at this intersection.



2007 CMC Recommendations

General

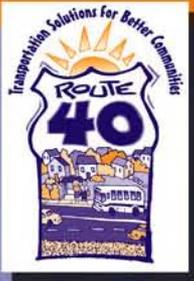
- Continue to identify funding sources to implement as many of the recommendations below as possible and restore projects that have been placed on hold.

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 several major land developments to ensure the compatibility of developer-sponsored improvements with the Plan.
- Continue to develop a more comprehensive and consistent approach to recommend fair share contributions from developers towards transportation improvement projects.

Corridor Preservation

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



2007 CMC Recommendations

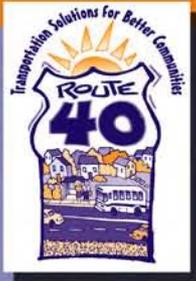
CONTINUED

Highway Safety

- Review crash data at the following intersections to determine if the recent increasing crash trend continues:
 - Route 40 at Frazer Road
 - Route 40 at Scotland Drive
 - Route 40 at Wilton Boulevard

Transit

- Continue to track ridership and provide service enhancements where appropriate.
- Continue participation in the site review team to identify opportunities for developer-funded transit improvements.

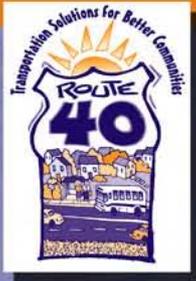


2007 CMC Recommendations

CONTINUED

Planning, Design, and Construction

- Continue construction for the following projects:
 - School Bell Road, SR 1 to US 40
 - Walther Road Sidewalks (complete)
 - Bear Area Pedestrian Improvements (complete)
- Continue final design for the following projects:
 - Route 40, Bear-Glasgow Bus Stop Improvements
 - SR 7 between Newtown Road and SR 273
 - Route 40 / SR 72 Intersection Improvements
- Complete concept design for the following projects:
 - Route 40 / Pleasant Valley Road Intersection
 - Church Road, Wynnefield to SR 71
 - Route 40 Sidepaths, Maryland State Line to SR 896
- Continue the Route 40 environmental assessment between SR 896 and SR 1.

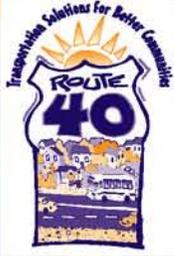


Opportunities for Public Input

- **Newsletters and Updates** are sent periodically to people on the Route 40 mailing list.
- **Workshops** are held throughout the corridor as individual projects proceed through the design process.
- **Web site:** Go to www.deldot.net and select “Projects”, then “US Route 40.”

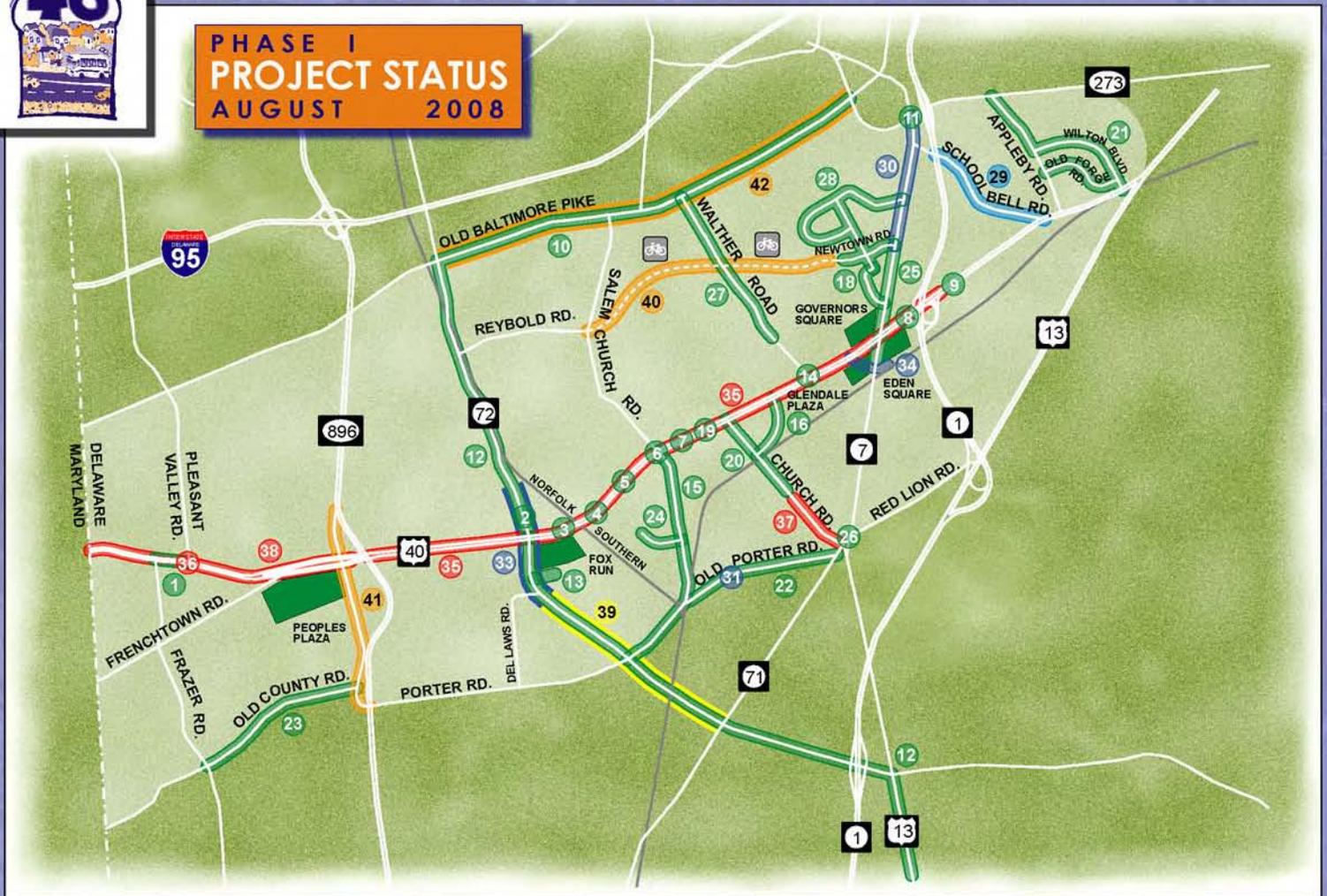
If you have any questions or comments or would like to be added to the mailing list, contact us at:

Delaware Department of Transportation
Attn. Mark Tudor
800 Bay Road
P.O. Box 778
Dover, DE 19903
(302) 760-2080 or (800) 652-5600 (In-State only)
email: mark.tudor@state.de.us



ROUTE 40 CORRIDOR 20-YEAR TRANSPORTATION PLAN

PHASE I PROJECT STATUS AUGUST 2008



COMPLETE

1. Pleasant Valley / Frazer Road Realignment Study
2. US 40 / SR 72 Pedestrian Improvements
3. Rickey Boulevard Pedestrian Improvements
4. US 40 / Scotland Drive Pedestrian Improvements
5. US 40 / Becks Woods Drive Crossover Drainage Improvements
6. US 40 / Salem Church Road / Porter Road Pedestrian Improvements
7. US 40 / Glasgow Drive Pedestrian Improvements
8. Eden Square Access Improvements
9. US 40 / Buckley Boulevard Intersection Improvements
10. Old Baltimore Pike Bicycle Lanes
11. SR 7 / SR 273 Intersection Improvements
12. US 13 / SR 72 Systems Study, Old Baltimore Pike to St. Georges Bridge
13. Rue Madona
14. US 40 / Walther Road Intersection Improvements (short term)
15. Porter Road, US 40 to SR 72
16. Rockwood Road, Church Road to US 40 (by developer)
17. Expanded Transit Service (not shown)
18. Songsmith Drive Sidewalks
19. Waterford Pedestrian Improvements
20. Church Road, US 40 to Wynnefield
21. Wilton Boulevard / Appleby Road Sidewalks
22. Old Porter Road, Porter Road to SR 71 (concept design)
23. Old County Road, Frazer Road to Glasgow Avenue (study)
24. East Scotland Drive Extension (by developer)
25. SR 7, US 40 to Newtown Road
26. SR 7 / SR 71 Intersection Improvements (by developer)
27. Walther Road Sidewalks/Bike Lanes, north of US 40 to Old Baltimore Pike
28. Bear Area Pedestrian Improvements

UNDER CONSTRUCTION

29. School Bell Road, SR 1 to US 40

IN FINAL DESIGN

30. SR 7, Newtown Road to SR 273
31. Old Porter Road Curve Improvements (by developer)
32. Corridor-Wide Bus Stop Improvements (not shown)
33. US 40 / SR 72 Intersection Improvements
34. Eden Square Connector (includes improvements to the Glendale Connector)

IN CONCEPT DESIGN OR UNDER STUDY

35. US 40, SR 896 to SR 1, including:
 - US 40 Widening, SR 896 to SR 1
 - US 40 Sidepaths, SR 896 to SR 1
 - US 40 / SR 896 Interchange
 - US 40 / Norfolk Southern Overpass
 - US 40 / Scotland Drive Intersection Improvements
 - US 40 / Salem Church Road / Porter Road Intersection Improvements
 - US 40 / Walther Road Intersection Improvements (long term)
 - US 40 / SR 7 Interchange
 - US 40 / SR 1 Ramps Intersection Improvements
 - US 40 Access Management / Crossover Closures
36. US 40 / Pleasant Valley Road Intersection Improvements
37. Church Road, Wynnefield to SR 71
38. US 40 Sidepaths, Maryland State Line to SR 896

ADDITIONAL PROJECTS PROPOSED FOR PHASE I

39. SR 72 Sidewalks, US 40 to SR 71

PROJECTS ON HOLD

40. Newtown Trail
41. Glasgow Avenue "Main Street" Study
42. Old Baltimore Pike Long-Term Needs Study, SR 72 to SR 273
43. US 40 Corridor Park-and-Ride Study (not shown)

ADDITIONAL PLANNING STUDIES PROPOSED FOR PHASE I (NOT SHOWN)

- US 13 Corridor Study, SR 1 to Wilmington
- SR 71 Corridor Study, US 13 to SR 896