

2011 CORRIDOR MONITORING AND TRIGGERING REPORT

December 2012



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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 twelfth year. This twelfth 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, which the project team monitored throughout the year. The CMC met in May of 2011 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 (for example, widening of Interstate 95) 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. Since the peak of new development activity in 2003, the number of new applications in the corridor has steadily declined. As a result, the site review team no longer meets regularly. In 2011, DelDOT's Development Coordination Section met on a monthly basis 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 2011, there were 23 new development plans (1 major / rezoning, 7 minor, and 15 resubdivision / other) submitted to New Castle County for review in the Route 40 corridor. This level of development activity is more than last year, but consistent with the reduced number of new applications in recent years. There was one new major plan submitted in 2011, which is four less than the number submitted in 2010. 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 2011 continued this year. Among those plans, five (Farmington Phase 3, Rockwood Parcel 1-B, Soneji Property, Meridian Crossing, and Meridian Crossing II) were recorded during 2011. Among the remaining 12 plans, three are in the record plan submittal stage, four are in the preliminary 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 nearly 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 the 10-foot shared use path along the property frontage.

- Construction for the next phase of Becks Woods Plaza continued in 2011. This development included a traffic signal agreement for the intersection of US 40 at Becks Woods Drive. The traffic signal design is complete and the developer is required to pay for its construction, which also includes upgrades to pedestrian and transit facilities. A construction schedule for the signal installation has not been established.
- In 2011, Wilmington University began construction of a 19,931 square foot, two-story field house along with an athletic field and associated parking. The project included the construction of a 10-foot shared use path along the north side of US 40, dedication of right-of-way and easements, and developer contributions in lieu of a traffic impact study.
- Springside Plaza, located on the south side of US 40, west of Peoples Plaza, has modified its Traffic Mitigation Agreement (TMA) to include a new shared use path to provide cross access to Peoples Plaza, a bike share program, transit improvements, and right-of-way dedication as part of the traffic signal installation at US 40 and Biddle Avenue/Shoppes at LaGrange.
- The developers of Governors Square worked with DTC to install a concrete pad at one of the heavily utilized bus stops along the DTC Routes 54 and 64, which serve the development on-site.
- School Bell Crossing is a proposed development located on the south side of Route 40 at the intersection of School Bell Road. The development will include a 69,659 SF supermarket and 41,800 SF of retail. The developer's responsibilities included the addition of a fourth leg to the intersection of Route 40 and School Bell Road, which is complete, along with an access road for existing development along the south side of Route 40.
- Among many of the minor development plans new for 2011 and previously reviewed, DelDOT and New Castle County continue to consolidate access and recommend cross access agreements where feasible.

Table 1. Major Development Plans/Rezoning Received and/or Reviewed During 2011

Site	Description	Remarks	New plan in 2011?
Farmington Phase 3	Subdivide lot no. 200 into 11 building lots	Recorded	No
Rockwood Parcel 1-B	24 additional apartment units, 21 storage units plus 10,000 square foot daycare in existing apartment development	Recorded	No
Soneji Property	Rezone from NC21 to ST for 20 apartments	Recorded	No
Meridian Crossing	Replace 43 single family detached units with 82 single family attached twin units	Recorded	No
Meridian Crossing II	Resubdivide existing 29 single family lots into 50 twin lots	Recorded	No
Lincoln Center	508 dwelling units and 761,500 square feet of office, retail, and mixed use buildings	Record Submittal	No
Belltown Business Center	Five office/warehouse buildings with a total of 120,000 square feet, proposed on 33.53 acres	Record Submittal	No
Old State Road Self Storage	Rezone from S to CR for construction of 48,350 square feet of mini-warehouses with office	Record Submittal	No
Vista at Red Lion Section One	Rezone from S to ST to construct 285 age restricted townhouse units on 56.71 acres	Preliminary Submittal	No
French Park	Combine tax parcels to develop the resultant parcel consisting of 372 apartment units and 139 townhouse lots	Preliminary Submittal	No
Whitewood Village	209 lot townhouse subdivision	Preliminary Submittal	No
Vista at Red Lion Section Two	Rezone from S to ST for 289 single family units	Preliminary Submittal	No
339 Old State Road	Rezone property from S to CR, combine three tax parcels, construct 24,260 square feet of flex warehousing	Exploratory Submittal	No
La Grange Plaza	Rezone 1.41 acres of S lands to CR and develop site with 5,625 square foot restaurant, 11,600 square foot retail building and associated improvements	Exploratory Submittal	No
Governor's Square Commercial Center	Rezone 31.935 acres from OR to CR to construct a 227,995 square foot commercial development	Exploratory Submittal	No
Nichols/McCoy	Construct connector road and create five new parcels	Exploratory Submittal	Yes
504 Pulaski Hwy Used Car Sales/Auto Repair	Rezone from NC21 to CR with proposed 19,600 SF used car sales/auto repair building	Exploratory Submittal	No

Developer Agreements

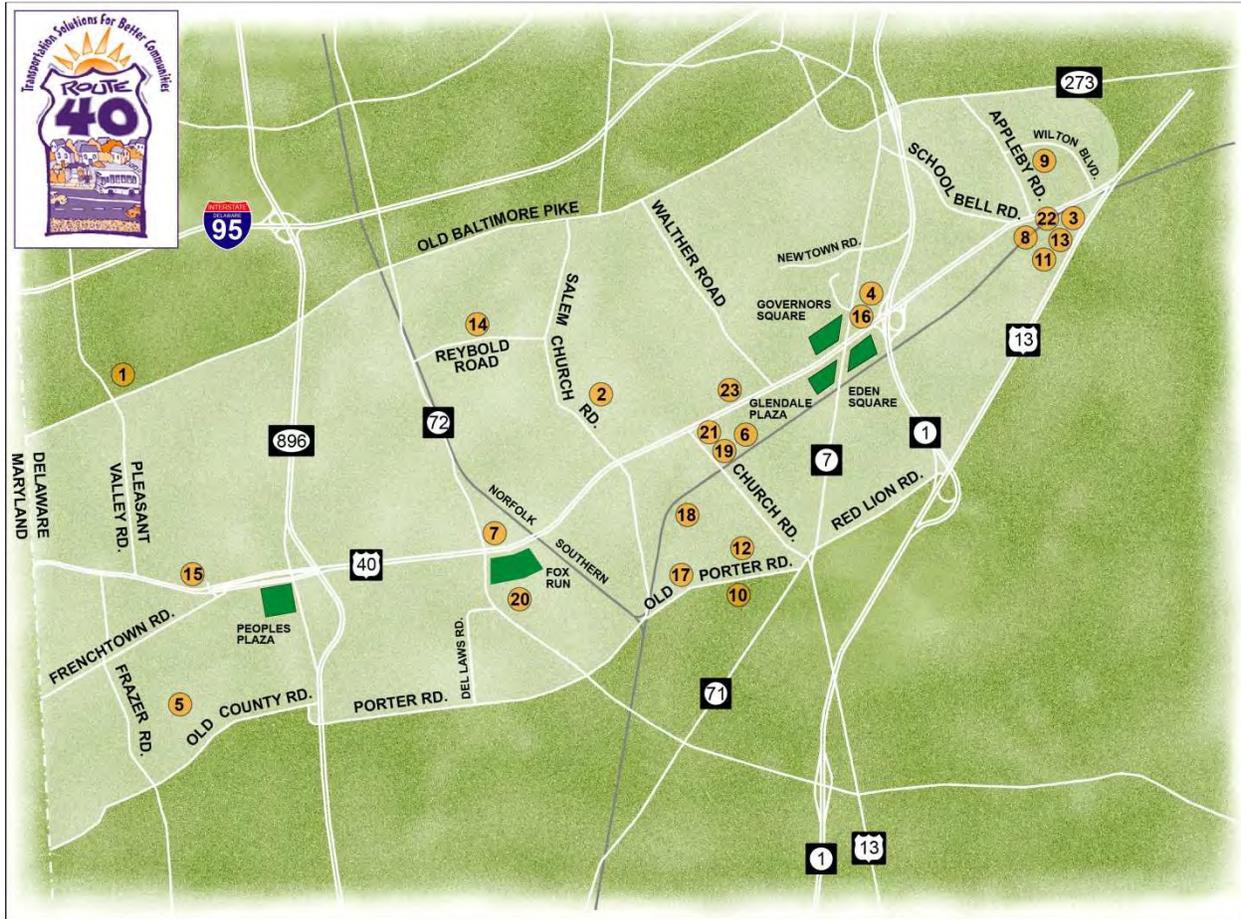
In addition to those previously noted, more than 35 land development projects in the Route 40 Corridor have developer agreements with the State or County regarding transportation improvements in the corridor. These improvements range from sidewalks to widening of roadways, signal agreements and significant 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.

TIS Waivers / Fair Share Contributions

In 2005, New Castle County modified its Unified Development Code 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. Although Delaware currently has no official TIDs, the Route 40 Corridor has many characteristics of one. A TIS Waiver involving a TID uses the long-range transportation plan, rather than a TIS, to determine what transportation improvements should be the developer's responsibility. The developer may still be required to perform a Traffic Operational Analysis (TOA), and DelDOT must confirm that Level of Service (LOS) standards are met.

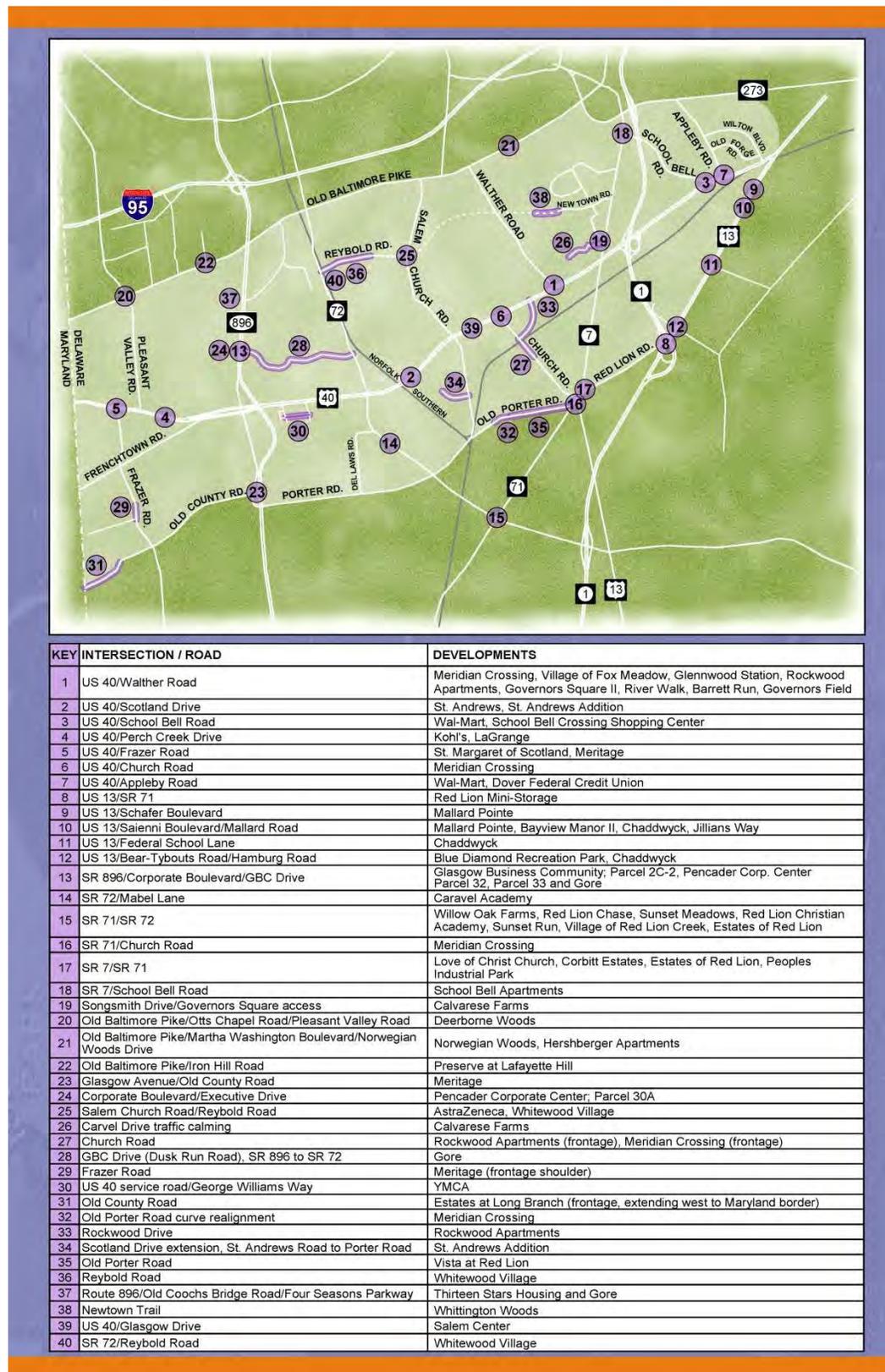
Within the Route 40 Corridor, a total of twenty development plans have requested a TIS Waiver for location in a TID. By the end of 2011, TIS Waivers had been approved for fifteen of them. Two developments did not require a TIS: Reserve at Becks Pond (which involved workforce housing) and Lighthouse Baptist 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. Major Development Plans/Rezoning Location Map



- | | |
|---|--|
| 1. Lighthouse Baptist Church | 12. Vista at Red Lion Section One |
| 2. Reserve at Becks Pond | 13. 339 Old State Road |
| 3. Old State Road Hotel | 14. Whitewood Village |
| 4. Lincoln Center | 15. La Grange Plaza |
| 5. Farmington Phase 3 | 16. Governors Square Commercial Center |
| 6. Rockwood Parcel 1-B | 17. Meridian Crossing II |
| 7. Belltown Business Center | 18. Meridian Crossing |
| 8. School Bell Crossing Shopping Center | 19. Rockwood Parcel 1-C |
| 9. Soneji Property | 20. Maria's Court |
| 10. Vista at Red Lion Section Two | 21. Rockwood Section A |
| 11. Old State Road Self Storage | 22. 504 Pulaski Highway |

Figure 2. Developer Contributions



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 2010. 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 12 to almost 24 percent below the 2011 projections. As a result, the general growth trend through 2011 is about 1.1 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 2011. 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 DeIDOT.

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 DeIDOT. The results of the level of service (LOS) analysis are summarized in Table 3. As indicated, three intersections had minor degradation in levels of service from 2010 and three experienced slight improvements.

- The intersection of US 40 and Pleasant Valley Road returned to LOS C in the AM peak after improving to LOS B in 2010. The intersection remained at LOS C in the PM peak. The change in LOS occurred as a result of the improvements at the south leg, providing access to the new Royal Farms development.
- The intersection of US 40 and Aiken Ave decreased to LOS C in the AM peak for the first time and remained at LOS C in the PM peak for the second consecutive year.
- The intersection of US 40 and Scotland Drive improved to LOS B in the AM peak and remained at LOS C in the PM peak for the second year in a row.
- The intersection at US 40 and Glasgow Drive decreased to LOS B in the AM peak for the first time since being installed in 2009 and remained at LOS B in the PM peak.
- The intersection at US 40 and US 13 returned to LOS C in the PM peak while remaining at LOS B in the AM peak.
- 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. The annual turning movement counts are available on the project website.

Table 2. Average Daily Traffic

Location	Plan volumes (1998/1999)	2000 counts	2010 counts	Projected 2011 volumes	Actual 2011 volumes	Percentage over (under) projected	2020 forecast
East of Perch Creek Drive	34,000	29,000	36,597	42,273	35,813	-15.3%	48,000
West of SR 72	29,000	27,000	32,616	41,409	31,532	-23.9%	50,000
West of Salem Church Road	32,000	34,000	36,640	43,818	35,988	-17.9%	52,000
West of Walther Road	41,000	43,000	44,972	51,045	43,435	-14.9%	58,000
West of Wilton Boulevard	27,000	27,000	25,251	30,545	26,668	-12.7%	33,000

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

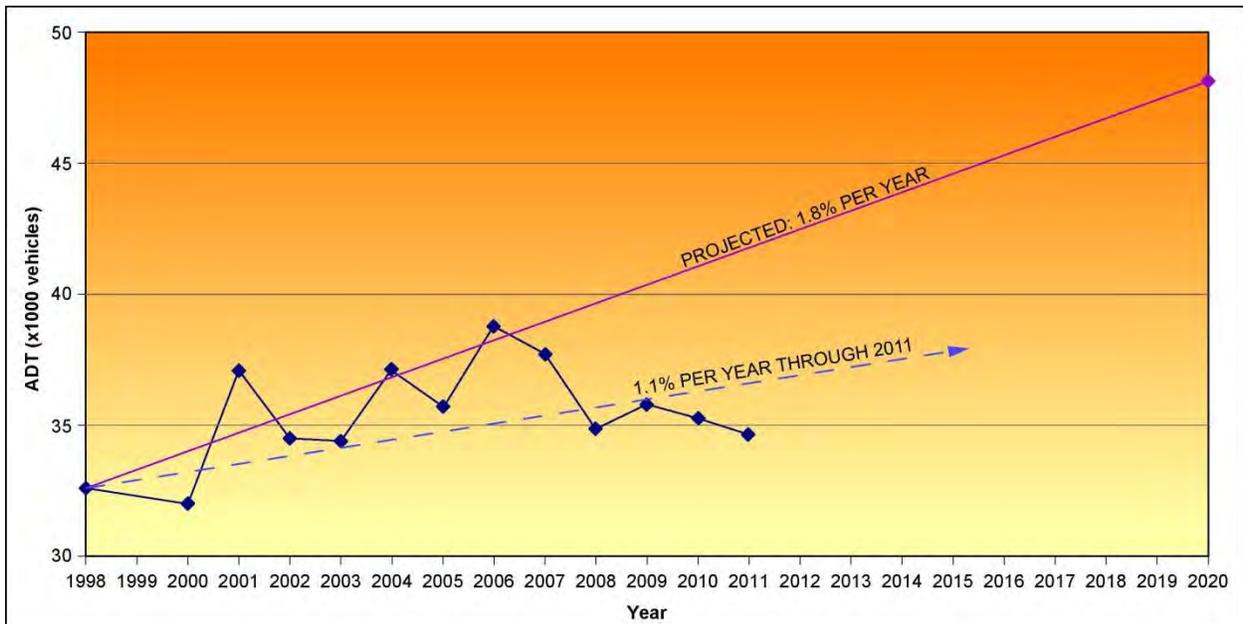


Table 3. Signalized Intersection Level of Service Summary

INTERSECTION	PEAK HOUR LEVEL OF SERVICE									
	Base Year (1998/1999)		2000		2010		2011		2020 w/o the Plan ⁴	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Frazer Road ¹	-	-	-	-	B	B	B	B	F	C
Pleasant Valley Road ⁵	C	C	C	C	B	C	C	C	E	F
Perch Creek Drive ²	-	-	B	A	B	B	B	B	C	C
Peoples Plaza north	B	C	A	B	A	A	A	A	A	A
Peoples Plaza south	B	B	B	C	C	C	C	C	C	D
Glasgow Avenue north	C	C	C	C	D	D	D	D	C	E
Glasgow Avenue south	C	D	B	C	D	C	D	C	D	D
SR 896	D	D	D	E	D	D	D	D	F	F
Lagrange Avenue	-	-	-	-	B	C	C	C	B	C
SR 72	D	D	E	E	D	D	D	D	E	E
Scotland Drive	C	B	B	B	C	C	B	C	C	C
Salem Church/Porter Road	C	C	D	D	D	D	D	D	D	F
Glasgow Drive ³	-	-	-	-	A	B	B	B	-	-
Brookmont Drive	B	B	B	B	A	B	A	B	B	B
Church Road	D	C	D	C	C	C	C	C	C	C
Walther Road	C	D	D	D	C	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	C	C	D	E
SR 1 SB Ramps	A	A	A	A	A	A	A	A	B	C
SR 1 NB 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	C	B	C
US 13	D	B	C	B	B	D	B	C	F	F

Note: Red denotes a worse level of service than 2010; green denotes improvement in level of service over 2010.

¹ A traffic signal was installed at US 40 and Frazer Road in 2004.

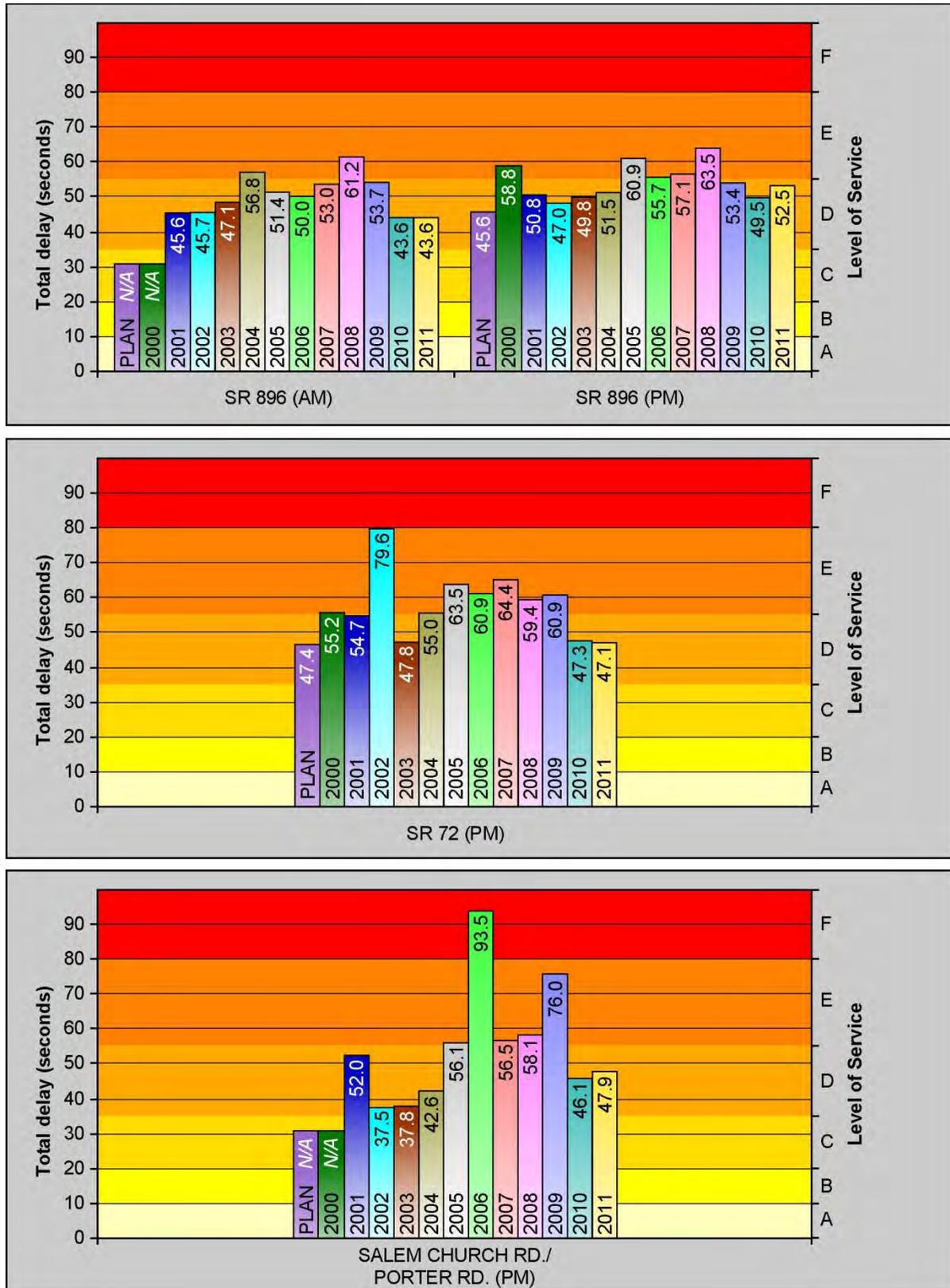
² A fourth leg (north) was constructed in 2011 as part of the LaGrange Development.

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

⁴ 2020 traffic projections were updated in 2009

⁵ Entrance to Royal Farms (south leg) was opened in 2011

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 will 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 will not 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 2011

The goal of this report with respect to safety is to determine those intersections where crash rates increased significantly (>50%) compared to the previous five-year average, identify the reasons for those increases, and consider those sites for detailed study and improvement recommendations. To determine priorities for potential safety improvements, crash summary data was analyzed at signalized intersections in the Route 40 corridor.

Table 4 shows the number of reported crashes annually at selected intersections from 2007-2011. The 2011 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 DeIDOT 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 six intersections where the 2011 reported crash total is

more than 50 percent higher than the previous five year average. At four of the locations, Frazer Road, Peoples Plaza, LaGrange Avenue, and School Bell Road, the 2011 reported crash total was ten or less. However, on February 28, 2011 at 5:50 AM a fatal pedestrian crash occurred west of the intersection of Route 40 at LaGrange Avenue. The highest crash total (21) among the remaining intersections was at Glasgow Drive. Based on the reported crash totals for 2011, detailed crash reports will be requested and reviewed at the following intersections to determine potential crash patterns:

- Route 40 at Pleasant Valley Road
- Route 40 at Glasgow Drive

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

Previous Safety Studies

Based on the reported crash totals for 2010, detailed crash reports were requested and reviewed at the following intersections.

- **Route 40 at Frazer Road** – A total of 11 crashes were reported between October 2009 and September 2010, including eight (73 percent) rear end crashes and two angle crashes. Two crashes resulted in injuries. There are no significant crash patterns identified in the reports. Seven of the eight reported rear end crashes occurred along US 40. Based on field observations, there are no signal visibility issues and signal ahead warning signs are installed along both approaches of US 40. No additional studies are recommended.
- **Route 40 at LaGrange Avenue** – A total of 10 crashes were reported between October 2009 and September 2010, including nine rear end crashes and one sideswipe crash with one reported injury. Eight of the nine reported rear end crashes occurred on US 40. The number of reported crashes has increased since the construction of the fourth (north) leg in 2009; however, there are no signal visibility issues and signal ahead warning signs are installed along both approaches of US 40. No additional studies are recommended.
- **Route 40 at Walther Road** – A total of 33 crashes were reported between October 2009 and September 2010, including 23 (70 percent) rear end crashes and five (15 percent) angle crashes. Seven (21 percent) resulted in injuries. Among the 23 reported rear end crashes, 15

occurred along the eastbound US 40 approach. Based on field observations, there are no signal visibility issues and signal ahead warning signs are installed along both approaches of US 40. No additional studies are recommended.

Hazard Elimination Program Sites

DelDOT's statewide Highway Safety Improvement Program (HSIP) includes several categories of transportation safety throughout the state. One of those categories includes the Hazard Elimination Program (HEP), which involves reviewing statewide crash rates and selecting 30 sites for study.

The following sites within the corridor were part of DelDOT's statewide 2010 and 2011 HEP. Crash rates were based on events that took place during the three preceding calendar years (e.g. 2007 – 2009 for the 2010 HEP). The recommendations from the HEP review team and status of implementation are summarized below:

- 2010 Site E - Porter Road/Salem Church Road from south of Route 40 to north of Bradley Drive.
 - The HEP committee recommended modified signal timings to reduce delay and extending the eastbound Route 40 left turn lane to accommodate peak hour queue lengths. It is anticipated that the left turn lane extension may be constructed under a pavement rehabilitation project in 2012.
- 2010 Site K – US 40/Pulaski Highway from east of Glendale Boulevard to east of Robin Drive North.
 - The HEP committee recommended signal phasing modifications at US 40 at SR 7 in order to minimize stopping and starting for northbound and southbound right-turning motorists and the potential for rear end crashes. In conjunction with the signal phasing modifications, additional signing and striping improvements were recommended at US 40 and SR 7, as well as installing backplates on the signal heads at the US 40 at SR 7 and US 40 at Eden Square Shopping Center intersections. Also, the installation of signalized pedestrian crossings is recommended across the north and south legs of SR 7 at US 40, as well as the construction of additional sidewalk connections. These improvements are being considered for implementation by DelDOT.

- 2010 Site V – Porter Road from US 301/SR 896 to east of Jayson Drive.
 - The HEP committee recommended the installation of concurrent, protected-only lag left-turn phasing on the eastbound and westbound approaches at the SR 896 at Glasgow Avenue/Porter Road intersection and removing the channelizing portion of the concrete median on the east leg of the intersection in order to increase capacity and reduce the potential for through queues blocking access to the adjacent left-turn lane. Replacing the eastbound Glasgow Avenue acceleration lane with a combination acceleration/deceleration auxiliary lane along southbound SR 896 between Glasgow Avenue/Porter Road and the Glasgow Reformed Presbyterian Church entrance and installing longitudinal rumble strips along SR 896 from US 40 to the Summit Bridge were also recommended to reduce potential crashes. These improvements are being considered for implementation by DelDOT.
- 2011 Site T – Old Baltimore Pike from west of Winterview Way to west of Westover Woods Drive.
 - Remedial improvements were recommended as part of the Task I report. These included signing and striping improvements throughout the corridor, installing backplates for the northbound and southbound SR 896 signal heads, and trimming trees at Dayett Mill Road.
 - Additional studies were conducted for Task II in order to assess the benefits of, and impacts associated with, restricting access to the Old Baltimore Pike at Royal Farms/Word of Life Christian Center intersection.
 - As a part of Task II, the HEP committee recommended 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 was also recommended.
- 2011 Site V – US 40/Pulaski Highway from east of Frenchtown Manor Road to east of US 301/SR 896.
 - Remedial improvements were recommended as part of the Task I report. These included signing and striping improvements throughout the corridor, trimming trees at Glasgow Avenue and SR 896, and installing backplates for the signal heads in all four directions at SR 896.
 - Additional studies were conducted for Task II in order to evaluate the need for, and impacts associated with, converting the protected/permissive left-turn phasing along northbound and southbound Glasgow Avenue at US 40 to protected-only left-turn phasing or split side-street phasing.
- 2011 Site W – US 40/Pulaski Highway at SR 72.
 - Remedial improvements were recommended as part of the Task I report. These included signing and striping improvements throughout the corridor, trimming trees at SR 72 and the Rite Aid/Mattress Giant driveway, installing an additional red light enforcement camera to monitor the westbound US 40 through movement, modifying the signal timings at the US 40 at SR 72 and SR 72 at Rue Madora/Fox Run Circle signals to address the coordination and queuing issues between the two signals, replacing the existing X-span signal head configuration with a box span configuration and install backplates for the eastbound and westbound US 40 signal heads, and upgrading the pedestrian signals to countdown displays at SR 72.
 - No additional studies were recommended.

Table 4. Intersection Crash Data Summary

INTERSECTION	NUMBER OF REPORTED CRASHES				
	2007	2008	2009	2010	2011
Frazer Road	5	4	2	10	9
Pleasant Valley Road	10	11	9	14	20
Perch Creek Drive ¹	7	7	12	10	12
Peoples Plaza ²	4	5	8	6	8
Glasgow Avenue ²	21	17	21	30	29
SR 896 ²	33	30	27	37	28
LaGrange Avenue	3	4	2	12	10
SR 72 ²	21	24	24	37	34
Scotland Drive	24	27	24	30	21
Salem Church/Porter Road	33	28	38	36	29
Glasgow Drive ³	3	5	6	10	21
Brookmont Drive	12	18	11	11	12
Church Road	20	12	15	21	14
Walther Road	21	18	20	31	20
SR 7	49	40	44	45	44
SR 1 SB	8	6	6	9	7
SR 1 NB	8	8	2	5	7
Buckley Boulevard	9	5	11	6	9
School Bell Road	5	4	5	1	6
Wilton Boulevard	23	16	13	22	12

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.

Transit Service

At the time of this report, transit ridership numbers were only available through June of 2011. Comparing the first six months of 2011 with those of 2010, statewide ridership increased approximately seven and a half percent with ridership in the US 40 corridor up eleven percent. In the previous year, statewide and US 40 corridor ridership numbers increased approximately five percent and six and a half percent, respectively.

Since the inception of the Route 40 Plan in 2000, statewide ridership has increased 25 percent through 2010 and continued to increase during the first half of 2011. Ridership in the Route 40 corridor also continued to grow in 2011 after approximately 41 percent growth between 2000 and 2010.

DART First State routes 40, 41, and 42 continue to provide service between Peoples Plaza and Wilmington, route 54 links the Taylortowne and Wilton areas with Christiana Mall, and route 55

connects Glasgow with Christiana Mall and downtown Wilmington via Old Baltimore Pike. Finally, route 64 provides local feeder service to neighborhoods along Route 40 between Governors Square and Fox Run.

Five of the six routes in the corridor saw an increase in ridership numbers in 2011, while one experienced a decrease. After increasing 54 percent in 2010, ridership on route 41 decreased approximately 22 percent in 2011. Ridership on route 55 increased almost 29 percent in 2011 after a slight decrease of about two percent in 2010. Ridership on route 40 increased approximately 20 percent, while the other routes in the corridor saw increases in ridership between about 1 and 5 percent. See Figure 5 for route locations.

There were no service changes in the corridor in 2011 and none are currently planned for 2012.

Figure 5. Transit Route Map

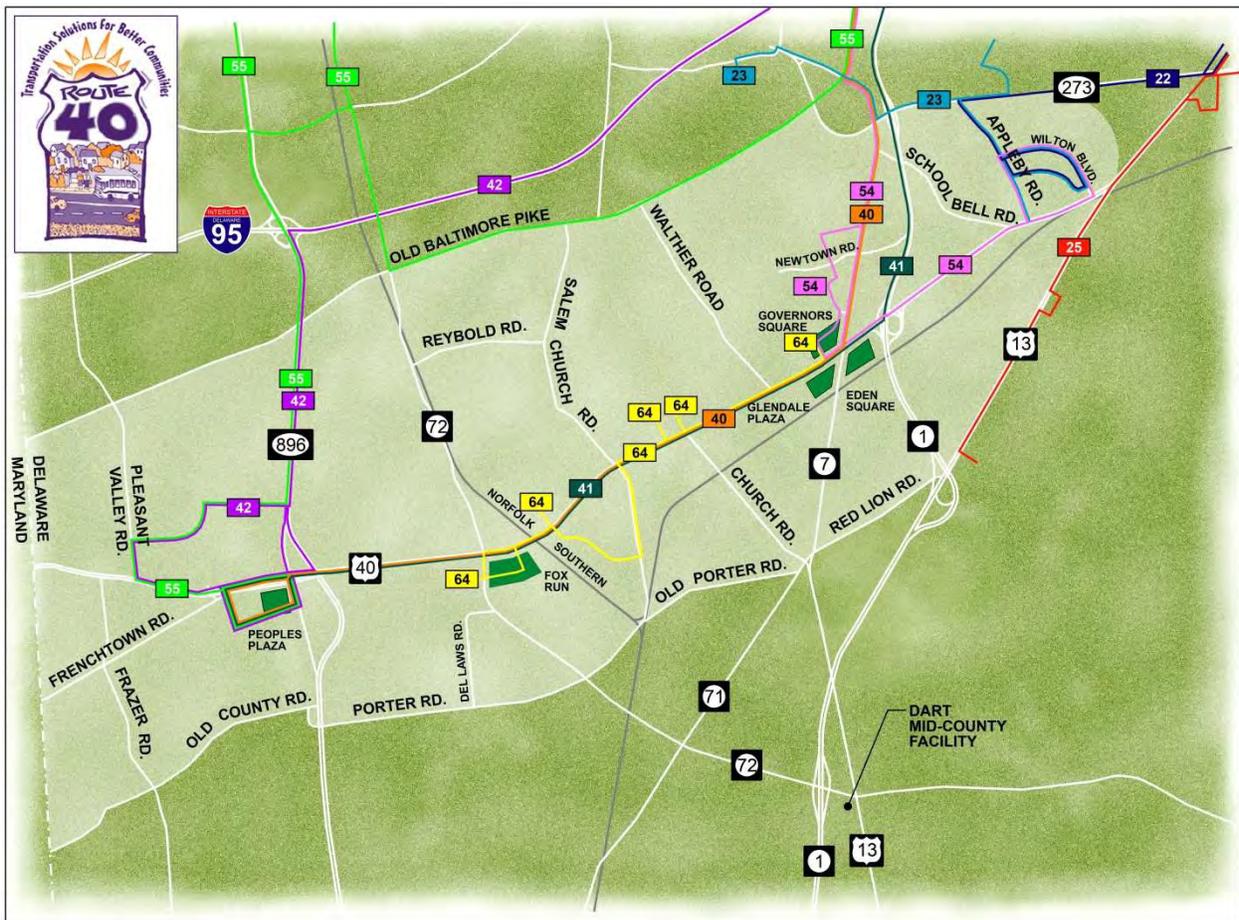
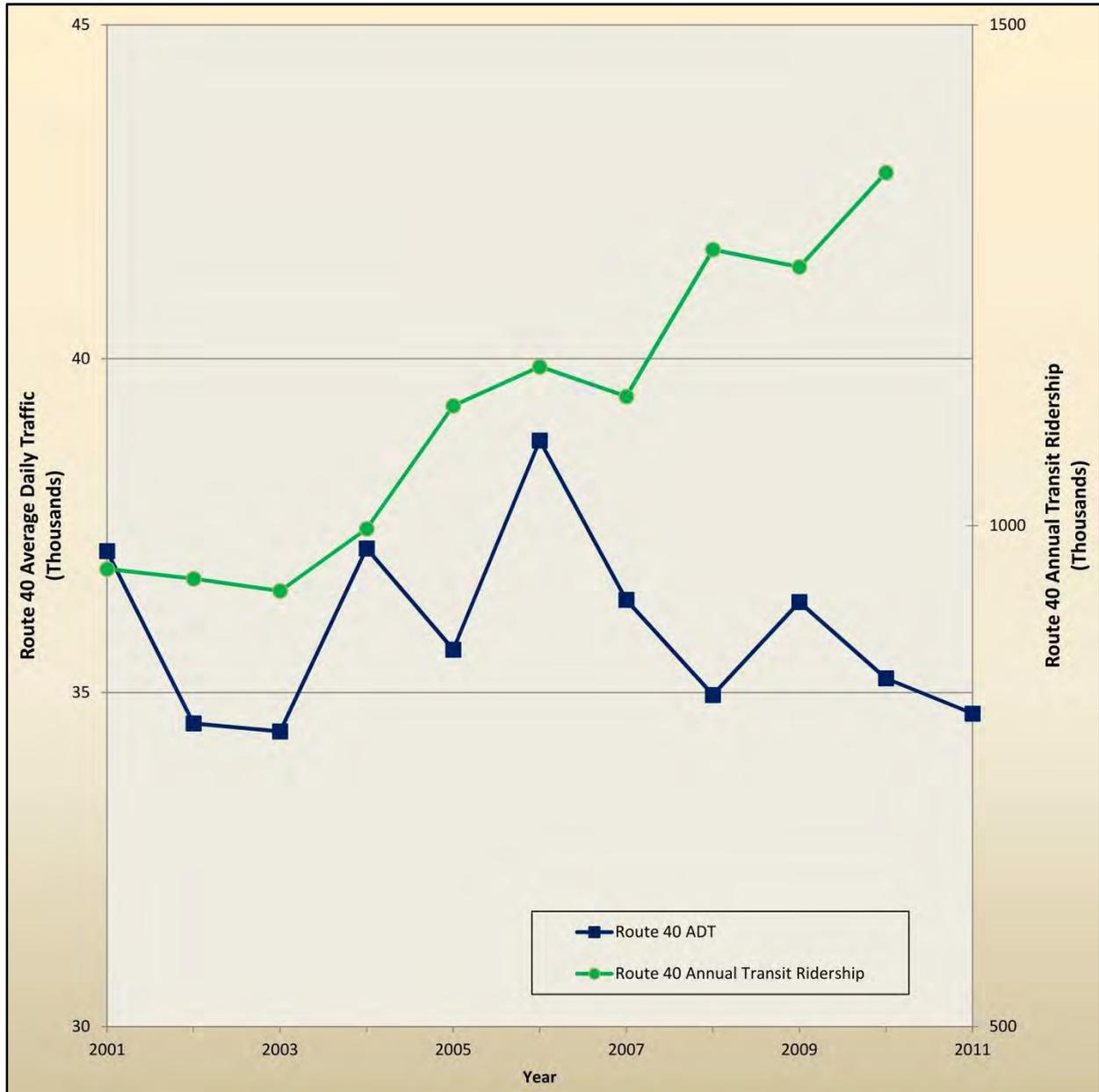


Figure 6. Transit Ridership vs. ADT



One of the principles included in the Plan was to increase multimodal transportation opportunities for residents. As previously noted, transit ridership in the Route 40 Corridor has grown dramatically. Although transit ridership projections were not included in the Plan, Figure 6 demonstrates how transit ridership has continued to grow while traffic volumes have declined since their peak in 2006. The average daily traffic volumes shown in this figure represent the average traffic counted at five locations along the corridor, as described in Table 2 on page 8 of this report.

Since major transit service changes were first implemented in December 2000, there are three transit routes that have experienced the most significant growth in annual ridership. Route 41 ridership has increased from slightly more than 33,000 to almost 85,000; route 64 ridership has increased from about 9,000 to almost 27,000; and route 55 ridership has increased from about 44,000 to more than 140,000.

Project Status

There was one active project in the Route 40 corridor during 2011: SR 7, Newtown Road to SR 273. This circumstance is primarily due to concept and final design for projects awaiting construction funding in the future. Figure 6 shows the status of projects in the corridor as of the end of 2011. Detailed descriptions of projects are provided below.

SR 7, Newtown Road to SR 273

Final design was completed for the widening of SR 7 to four lanes between Newtown Road and SR 273. 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. Right-of-way acquisition began in 2009, utility relocation began in 2010, final design was completed in 2011, and construction will start in spring 2012.

Eden Square Connector

A connection will be provided from SR 7 opposite the Glendale Connector to the rear of the Eden Square Shopping Center. This project will allow elimination of the left turn from Eden Square onto US 40, which is expected to improve traffic operations in the area. The project will include slight widening of the Glendale Connector, installation of a traffic signal at the SR 7 intersection, and reconfiguration of the access to the Eden Support Services Center (the former Leasure School). Some modifications to the construction plans were completed in 2011 to meet current DelDOT plan development standards. A schedule for advertisement and construction has not been established for this project. It is anticipated that the project will be 100% state funded.

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 2014, but a construction schedule has not been established.

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 project may also include the eastbound US 40 left turn lane extension at Salem Church Road/Porter Road, which was recommended as part of the 2010 HEP studies. This contract has not been advertised as of December 2011 and a construction schedule has not been established.

Route 40 Median Landscaping

A project to upgrade median landscaping at several locations in the Route 40 Corridor is planned to begin construction in 2012. The project, which was designed by the Delaware Center for Horticulture and funded by local legislators, will include the relocation of the "Welcome to Delaware" sign at the Delaware/Maryland state line as well as the installation of new landscaping at Pleasant Valley Road, Perch Creek Drive, SR 896, SR 72, and Scotland Drive.

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 Toll Plaza High-Speed EZ Pass Lanes:** Construction was completed in 2011 and has provided significant congestion relief along I-95.
- **I-95/SR 1 interchange improvements:** Planning was completed in 2004 for major interchange improvements, including two-lane ramps connecting the north leg of I-95 with the south leg of SR 1. Construction began in 2011 and is scheduled to be complete in 2014.
- **Widening of I-95, Maryland line to SR 1:** Widening this segment of I-95 from eight to ten lanes is planned at some point. However, this project is no longer in WILMAPCO's 2040 Regional Transportation Plan (RTP) except as an "Aspirations Project."
- **SR 1 widening, Tybouts Corner to SR 273:** Planning has begun for widening (from four to six lanes) and pavement reconstruction along

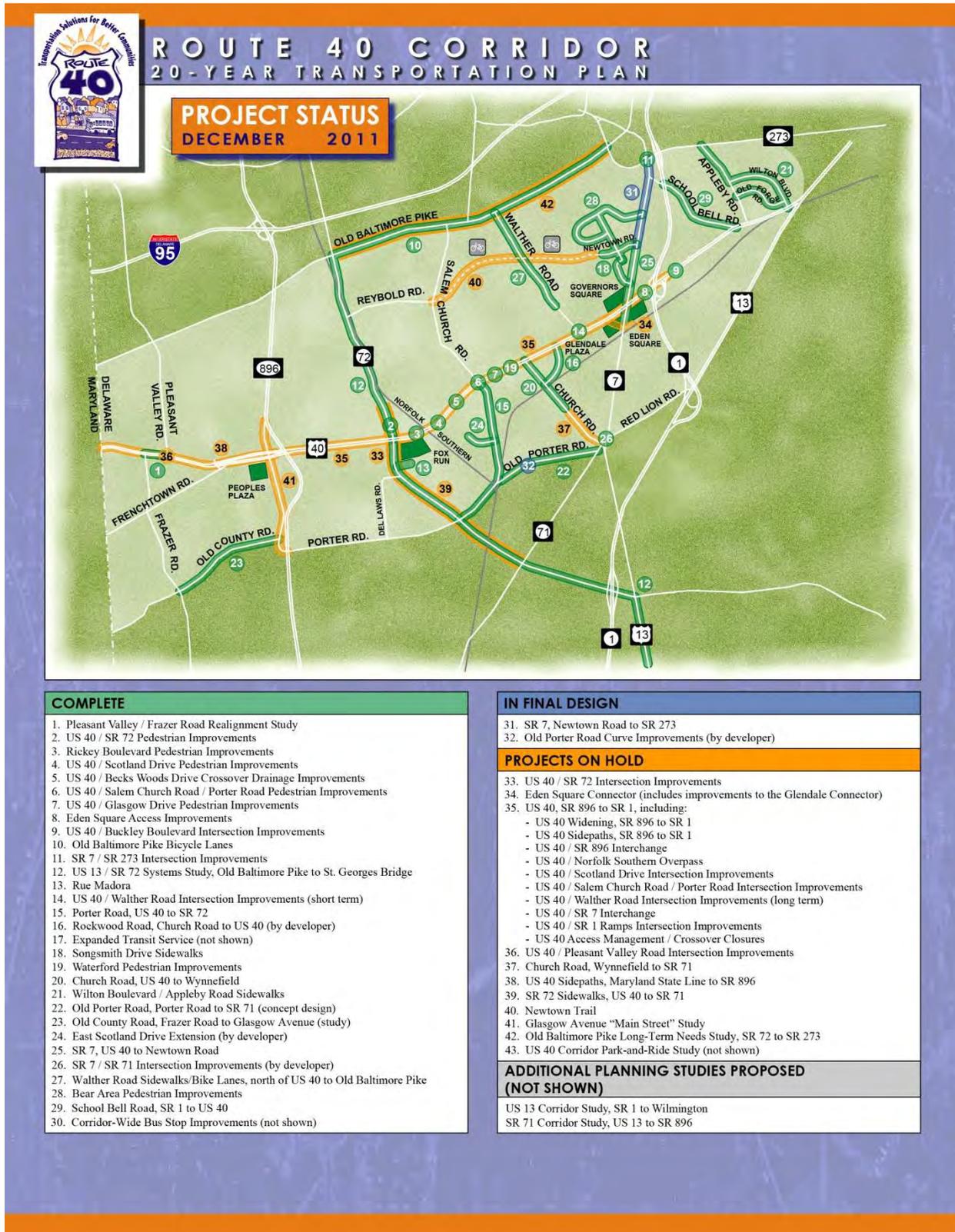
this segment of SR 1. Environmental studies are underway and preliminary design alternatives are being developed. Construction funding is scheduled for FY 2015.

- **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 FHWA in April 2008. Final design began in late 2008 and is expected to be complete in 2012. Construction could begin on

certain segments in 2013, 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. This project is in the early stages of final design. A construction schedule has not been established.

Figure 7. Project Status



TRIGGERING

Assessment of Monitored Conditions

Generally, traffic congestion in the corridor did not increase substantially in 2011. Levels of service were acceptable for all intersections. Twelve years of traffic data confirm that growth rates are lower than originally anticipated by the Plan, which is consistent with national trends.

During 2011, there were 13 new development plans submitted to New Castle County for review in the Route 40 corridor. This level of development activity is less than last year. A total of 18 major development plans submitted prior to 2011 remained under review. There are several existing and proposed developments with either current commitments for developer-funded roadway improvements or studies underway to determine which development commitments will be appropriate.

Safety trends were studied and based upon an updated crash analysis reporting system that was implemented in 2010, causing the crash results to be inconsistent with past study years. The results will continue to be monitored in the future under this new system. Old Baltimore Pike was the only 2009 HEP site under study in the Route 40 Corridor. Short-term signing and striping improvements were implemented. Additional long-term improvements were recommended and their progress will continue to be monitored. There were three sites located within the Route 40 Corridor on the 2011 HEP list, including Old Baltimore Pike, SR 72, and a portion of Route 40 itself. The HEP review team has studied and recommended numerous signing, striping, signal and intersection improvements for each site. Their progress will be monitored.

Through the first six months of 2011, bus ridership in the Route 40 Corridor is up approximately six and a half percent when compared to the same period in 2010. Statewide ridership is up nearly five percent. There were no service changes in the corridor in 2011 and none are currently planned for 2012.

Due to funding constraints, all Route 40 projects, except for the SR 7 widening, 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 2011.

Transit

- 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.

Planning, design, and construction

- Begin 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:
 - Eden Square Connector (construction)
 - 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 2011

Public involvement initiatives were limited during 2011 due to funding constraints. There was a virtual public workshop conducted on the website beginning November 21, 2011. The workshop was available online for 30 days and was viewed 230 times. Project team representatives also attended civic association meetings when requested.

The Route 40 Corridor project web site was reformatted in 2011 to match the current DelDOT standard. The site is updated regularly to provide the latest information on implementation of the Plan. The Web site contains information from newsletters, updates on project planning, design, and construction, and a schedule of public meetings and workshops. The web site can be accessed from the DelDOT Web site at:

<http://www.deldot.gov/information/projects/r40/index.shtml>

Activities Planned For 2012

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 2012:

Web site—The Route 40 Web site 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 2012, 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—e-mail, mailing address, or telephone.

Table 5. 2011 Virtual Workshop Comments

Comment	Response
<p>1. New intersection at Route 40 and Spring Side not on map and no reference made to its design, etc.</p>	<p>The intersection at Route 40 and Biddle Avenue has been added to the map. It may be difficult to see because of the map scale. A description of the transportation improvements associated with Springside Plaza has also been added to the Land Development section on page 2 of the CMTR.</p>
<p>2. Need to consider bike paths for Pleasant Valley Road, Frazer and Old County Roads.</p>	<p>Pleasant Valley Road: Within the Route 40 study area, Pleasant Valley Road has a typical section that includes two 12-foot travel lanes and paved shoulders that vary in width from 10 to 12 feet. An available paved shoulder width of greater than five feet is considered acceptable for bicycle access. Right-of-way constraints and additional impacts to utilities and natural resources (trees and streams) may limit the ability to construct a separate bike path.</p> <p>Frazer Road: There is approximately 0.75 miles of Frazer Road located within the Route 40 Corridor. Beginning at Route 40 and extending south about 1,600 feet, there are paved shoulders or designated bike lanes that were constructed as part of the construction of Christ the Teacher School. The remaining segment of Frazer Road is characterized by two travel lanes with no shoulders. There were no additional improvements recommended along Frazer Road as part of the Route 40 20-Year Plan. Similar to Pleasant Valley Road, impacts to natural resources (trees) and right-of-way constraints may limit the ability to construct a separate bike path.</p> <p>Old County Road: Sidewalks along Old County Road were proposed in Phase II (2008-2013) of the Route 40 20-Year Plan. In 2004, DeIDOT completed a corridor study along Old County Road, from Glasgow Avenue to Frazer Road to evaluate additional transportation needs. The results of that study were presented at a public workshop on December 16, 2004. The study recommended widening the existing road to provide 11-foot travel lanes and 8-foot shoulders to accommodate bicycles; however, the project has been on-hold due to funding constraints. DeIDOT has coordinated with proposed developers along Old County Road to establish off-site transportation improvements, but the proposed developments have not moved forward.</p>
<p>3. Need Bus Shelters along Route 40 south of Peoples Plaza.</p>	<p>DeIDOT will coordinate with DART to review ridership numbers and determine if there are existing bus stops that meet the required threshold for a shelter installation.</p>
<p>4. Need to add crossover on Route 40 across from Rosetree Hunt exit and eliminate the crossover at state line.</p>	<p>A key safety element of the original Route 40 20-Year Plan was to remove all unsignalized crossovers in the corridor. A few have already been removed or signalized. Introducing a new unsignalized crossover along Route 40 is not recommended. Access management has been an important part of plan implementation to help encourage cross access between new developments and reduce conflicts along Route 40.</p>

<p>5. What is the status of the Route 896 / 40 intersection? Is there a plan to build an overpass?</p>	<p>A preferred alternative for the Route 40/SR 896 interchange has been developed. The proposed configuration would construct two bridges along SR 896 raising the roadway above Route 40. There would be diamond ramps in the northwest and southwest quadrants and a loop ramp configuration in the southeast quadrant. The project is not currently funded for design or construction.</p>
<p>6. Need sidewalk along Perch Creek Drive near Kohl's to assist with bus transportation access.</p>	<p>There is existing sidewalk along both sides of Perch Creek Drive from Route 40 to Frenchtown Road, including a sidewalk connection through the Kohls' parking lot.</p>
<p>7. Eastbound turn lanes at Route 40 and 896 need to be extended – currently traffic has to sit into traffic lanes.</p>	<p>DelDOT will evaluate the potential to extend the eastbound double left-turn lanes from Route 40 to SR 896.</p>
<p>38. US 40 Sidepaths, Maryland State Line to SR 896 <i>Phase III of the Route 40 Corridor 20-Year Transportation Plan calls for sidepaths along US 40 from the Maryland State Line to SR 896. Concept design is expected to be completed in early 2007; design, right of way, and construction are not funded or scheduled.</i></p> <p>8. Either it happened and shouldn't be "is expected to be completed in early 2007" OR it was completed and it should say when it was completed...</p>	<p>The text on the website has been adjusted to reflect that the Concept Design is on hold.</p>
<p>9. I want to be on record (again) encouraging a comprehensive review of the posted speed limits on US Route 40. I am unclear on what a "speed resolution" is so I admit I don't appreciate what is entailed... It just seems unwise and/or unsafe to suddenly drop from 55 to 35 and back to 55 in the area around Peoples Plaza.</p>	<p>DelDOT will complete a speed study and evaluate the posted speed limits in this area to determine if a change is warranted.</p>
<p>10. The base report talks about signage to alert drivers of the speed reduction. I believe it also says funding was not available??? For safety's sake and in the past ten years no funding was available ???</p>	<p>As noted in the previous response, DelDOT will install the appropriate signing as warranted by the speed study.</p>

Table 6. Project Tracking Matrix.
Last updated December 2011

KEY: < N/A > - Not Applicable
 PROJECT COMPLETE
 DESIGN COMPLETE - CONSTRUCTION
 PROJECT ON HOLD

No.	Phase	Project	Status					Remarks
			Actual/ scheduled completion	Under study	Concept design complete	In final design	Under construction	
1		SR 7/SR 273 intersection	2009					
2		US 40/Walther Road intersection (short term)	2002					
3		US 40/Governors Square/Glenhale Connector intersection	TBD					Part of Eden Square Connector (#13) - Final design complete, project on-hold
4		US 40/SR 72 intersection	TBD			X		Project on-hold - Final design may restart in FY 2013
5		SR 72/DeLaws Road intersection	TBD			X		Project on-hold - Final design may restart in FY 2013
6		US 40/Eden Square intersection	2009					
7		US 40/Buckley Boulevard intersection	2009					
8		SR 1/Newtown Road interchange	< N / A >					Project dropped from Plan
9		Church Road, US 40 to Wynnefield	2004					
10		SR 7, US 40 to Newtown Road	2006					
11		SR 7, Newtown Road to SR 273	2014			X		Advance utility work to begin in early 2011 - Construction expected to begin in March 2012
12		Reybold 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		Wilson 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					Part of bus stop improvements project (#31)
31		Additional bus stop improvements	2009					
32		Preservation and expansion of park and ride capacity	TBD					Project delayed to Phase II or Phase III
33		Waterford pedestrian access to US 40 bus stop	2003					
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 6. Project Tracking Matrix.
Last updated December 2011

KEY: < N/A > - Not Applicable
 PROJECT COMPLETE
 DESIGN COMPLETE - CONSTRUCTION
 PROJECT ON HOLD

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				Curve realignment to be built by private developer - Intersection improvements at SR 71 will be constructed under separate design contract. DeDOT 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	X				
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		Del 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					
74		SR 7, SR 71 to US 40	TBD	X			Shellpot Bridge has reduced rail traffic at this location	
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						
80	Closure of all median openings that are not or will not be signalized (cont'd)						Ongoing effort of site review team and safety committee - Beck Woods signal design complete, awaiting developer funding	
81	Newtown Trail, Salem Church Road to SR 7		TBD		X		Project on hold	



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