

Eastown

Transportation Improvement District (TID)

Review and Update Presented to
Town of Middletown
Planning and Zoning Commission and
Town Council
December 8, 2021

PURPOSE OF THE EASTOWN TID

- Increasing residential and commercial growth within the Town of Middletown has resulted in additional transportation infrastructure challenges that need to be addressed to ensure the continuing economic vitality and quality of life for the area.
- A coordinated governmental response to prepare Middletown for these demands has taken place through a collaborative partnership between the Town and the DeIDOT that allows transportation funding and project development to be carried out in efficient and proactive manner through the implementation of the Eastown Transportation Improvement District (TID).
- Implement Eastown TID Agreement between the Town of Middletown and DeIDOT, initially signed in January 2019, updated in March 2020



History

- East Middletown Master Transportation Plan was a joint Town and DeIDOT planning effort completed in 2005.
- Plan developed to implement 2005 Comprehensive Plan strategy for the Town to “Plan for the mitigation of congestion along the US 301 corridor and SR 299.”
- Identified improvements included SR299 widening, traffic signals at New St./Gloucester Blvd./SR299 and Cedar Lane Rd./SR71, roundabout at Cedar Lane Rd. and Marl Pit Rd., E. Lake St. Extension from Silver Lake Rd. to New St.

**East Middletown Transportation Plan
Land Use & Transportation Improvement Scenarios**

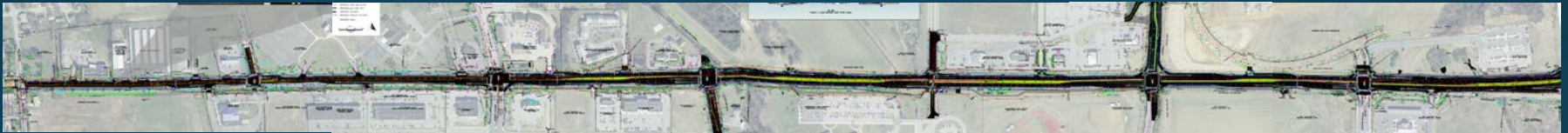
Transportation Scenario	Land Use		Short-Term Improvements	Long-Term	Short-Term	Short-Term	Short-Term	Long-Term	Long-Term	Long-Term
	2005	2015		E. Lake St Extension	E. Lake St Roundabout	New St & Cleaver Farm Rd Roundabouts	New St & Cleaver Farm Rd Signals*	SR 299 Widening	W. Lake St Extension	Cleaver Farm Rd Extension
1	●									
2		●								
3		●		●						
4		●		●					●	
5		●		●						●
6		●	●	●						
7A		●	●	●		●		●		
7B		●	●	●			●	●		
8		●	●	●	●					
9		●	●	●	●			●		
10		●	●	●	●			●	●	
11		●	●	●	●			●	●	●

*Note: A signal already exists at Cleaver Farm Rd and SR 299.
The purpose of this scenario was to test proposed and existing signals versus roundabouts at each intersection.

Background

Current DelDOT Projects

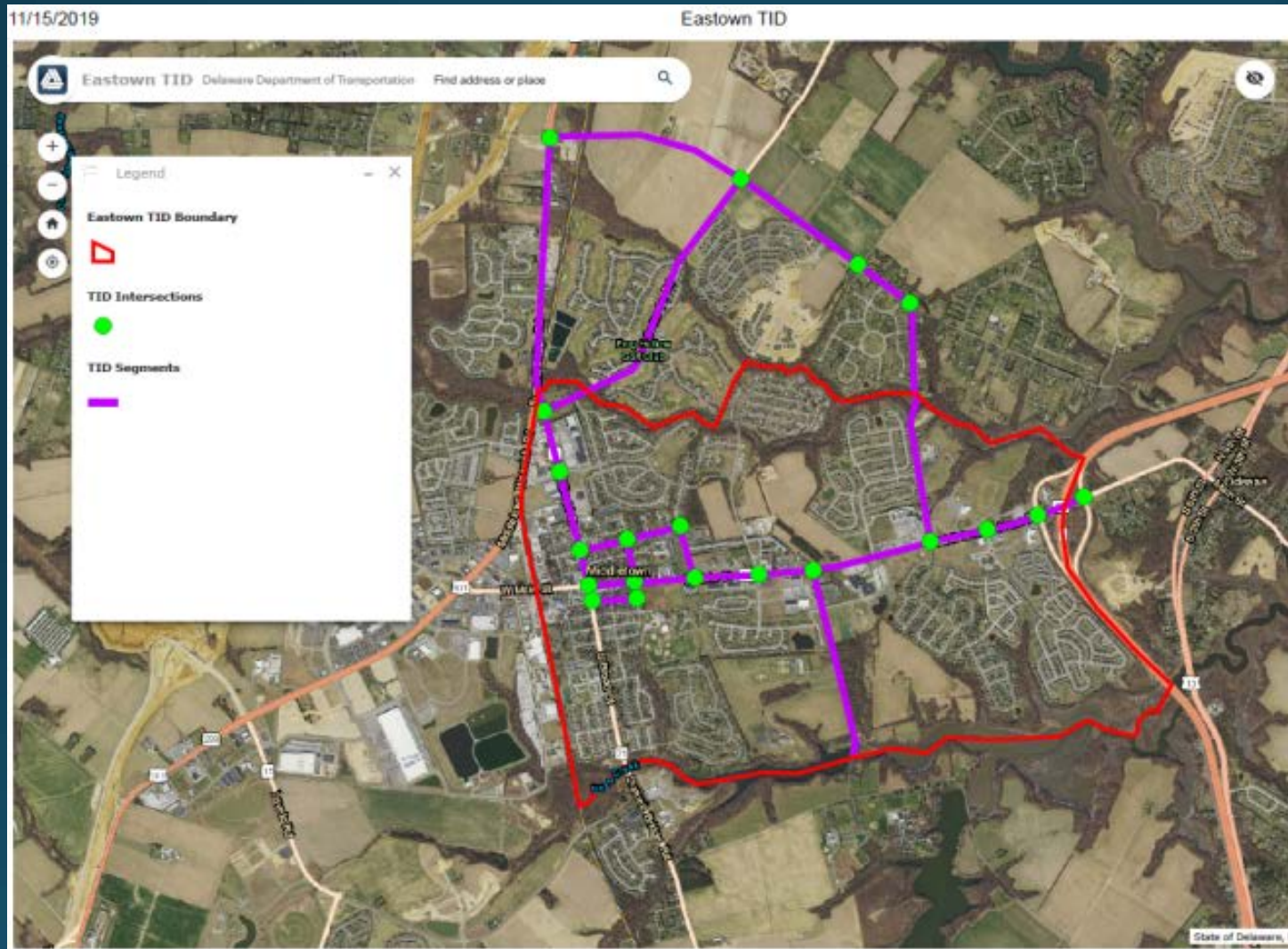
- SR 299 Widening Project
 - Two lanes to four lanes from SR 1 to Cleaver Farm Rd
 - Center-Left-Turn-Lane from Cleaver Farm to Catherine St
 - Construction: Fall 2021 to Fall 2023



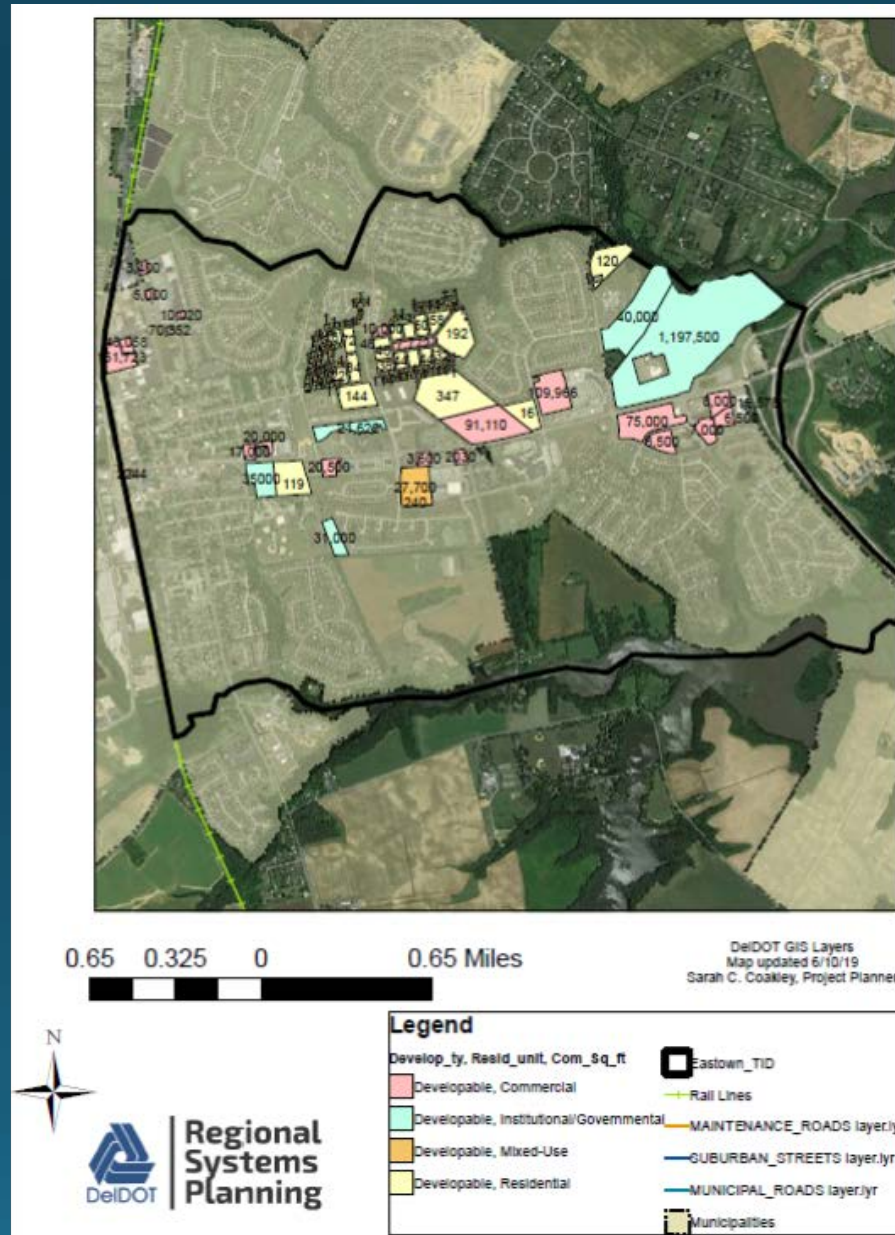
Eastown TID - Year 2045 - Projected Development

- Additional 5,229 AM Peak Hour Trips
- Additional 7,006 PM Peak Hour Trips
- Includes proposed Christiana Care expansion (1.2 million square feet)

Facilities Boundary



2045 Land Use Forecast



2045 Land Use and Trip Generation

Eastown TID	Existing	Proposed	Proposed	ITE	Residential	Square	AM	AM	AM	PM	PM	PM
Development	Zoning	Zoning	Land Use	Code	Units	Footage	In	Out	Total	In	Out	Total
218 West Main St	C-2	C-2	Commercial and Apartments	220 / 820	4	2,244	95	60	155	17	18	35
410 Brick Mill Rd	R1-B	R-3	100-200 Unit Apartment Complex	220	120		13	44	57	43	26	69
Bayhealth Medical (Phase 2)	C-2	C-2	Professional Office	720		20,000	41	12	53	20	50	70
Brick Mill Early Childhood Center	None	R1-B	Early Childhood School	565		40,000	233	207	440	209	236	445
Christiana Care Middletown Campus - Phase 2	C-3	C-3	Hospital	610		727,500	452	213	665	228	484	712
Christiana Care Middletown Campus - Phase 2	C-3	C-3	Medical Office Buildings	720		430,000	523	148	671	327	841	1168
Christiana Care Middletown Campus - Phase 2	C-3	C-3	Utility Plant	170		40,000	74	18	92	11	42	53
Christiana Care Middletown Campus - Phase 2 - Total						1,197,500	1049	379	1428	566	1367	1933
Dove Run	C-3	C-3	Commercial*	820		109,966	128	78	206	278	301	579
Fusco Properties (Lots 2 & 5 and additional Lots)	C-2	C-2		820		105,000**	126	78	204	270	293	563
Greenlawn Village	C-3	C-3	Commercial*	820		18,420	100	61	161	73	80	153
Healthsouth - Phase 2		C-2	Medical Office Buildings			16,578	34	10	44	16	40	56
Highlands of Middletown	R-2 & R-3	R-3	Residential, athletic complex and open space	220	1,242		84	338	422	416	224	640
Highlands of Middletown	R-2 & R-3	R-3	Daycare	565		10,000	58	52	110	52	59	111
Highlands of Middletown - Total							530	390	532	468	283	751
Library			Institutional	590		40,000	39	16	55	171	185	356
Middletown Crossing	C-2	C-2	Apartments & Retail (Mixed-Use)	220 / 820	240	22,700	120	136	256	168	137	305
Middletown Square Greenlawn Office Park***	C-3	C-3	First floor retail with offices on floors 2-4	710 / 820		70,852	164	72	236	80	128	208
Crossings at Silver Lake (formerly Promenade)			Residential	220	100		11	37	48	37	22	59
Shops of Middletown	C-3	C-3	Shopping Center and Apartments	220 / 820	347	91,000	148	180	328	363	328	691
St Joseph's Church (Commercial re-use)			Commercial re-use of Church	879		4,000	9	10	19	12	13	25
St Joseph's Parish (extension off main building)	R1-A	R1-A	church building expansion	495		4,000	21	11	32	10	11	21
St Joseph's Parish (Educational building)	R1-A	R1-A	educational building	495		9,066	33	17	50	18	21	39
St Joseph's Parish (Multi-Use Building)	R1-A	R1-A	multi-use building	495		4,920	24	12	36	12	13	25
St Joseph's Parish (Preschool)	R1-A	R1-A	preschool	565		3,636	21	19	40	19	21	40
St. Joseph's Parish - Total							99	59	158	59	66	125
Tax Parcel 2300300005 - Quaker City Motor Parts Co	Commercial	Commercial	Assumed light industrial	110		209,781	142	21	163	8	53	61
Tax Parcel 2302500023	Residential	Residential	Assumed single-detached homes	210	16		4	12	16	11	6	17
Tax Parcel 2300700368	Commercial	Commercial	Assumed Shopping Center	820		2,030	95	58	153	14	16	30
Tax Parcel 2300700372	Commercial	Commercial	Assumed Shopping Center	820		3,600	95	59	154	22	24	46
Tax Parcel 2300600629	Commercial	Commercial	Assumed Shopping Center	820		1,700	99	61	160	70	76	146
Tax Parcel 2300600642	Commercial	Commercial	Assumed Shopping Center	820		20,500	100	62	162	81	87	168
YMCA****				491		31,000	21	20	41	66	49	115
TOTAL							3,107	2,122	5,229	3,122	3,884	7,006

Source: ITE 10th Edition Information updated based on latest plans for library and Crossings at Silver Lake

* Several unbuilt retail pads. Used ITE Code 820 (Shopping Center).

** Building coverage not provided. Used similar commercially developed lots to estimate.

*** Square footage not provided. Estimated from other mid-sized YMCAs.

**** Assumed 2.0 lots per acre - Based on adjacent housing developments.



Eastown TID

Technical Approach

2019 Traffic Counts

- AM / PM Peak Hour

Synchro Model

- Geometry
- Traffic Counts
- Signal Timings

Synchro Traffic Impact Analysis (TIA) Model

- ITE Trip Generation
- Future Development Driveways & Origins
- Routing (shortest distance or time)
- Trip Distribution (% of trips by "zone" using desired route based on volume and capacity)
- Trip Assignment (# of trips by route)



Synchro – Traffic Impact Analysis (TIA)

Assesses the impact of future traffic generated by proposed property developments

- Automatically generates routes into and out of proposed developments
- Automates calculations for Trip Assignments and Distributions
- Flexibility in developing multiple future growth projections
 - (easy adjustment of trip generation and scenarios as conditions change)

- (1) Manage Developments
- (2) Trip Generation
- (3) Driveways Origins & Destinations
- (4) Routing (paths)
- (5) Trip Distribution (trips %)
- (6) Trip Assignment (trip volumes)



Synchro – Traffic Impact Analysis (TIA)

(1) Manage Developments

Manage Developments

Dove Run

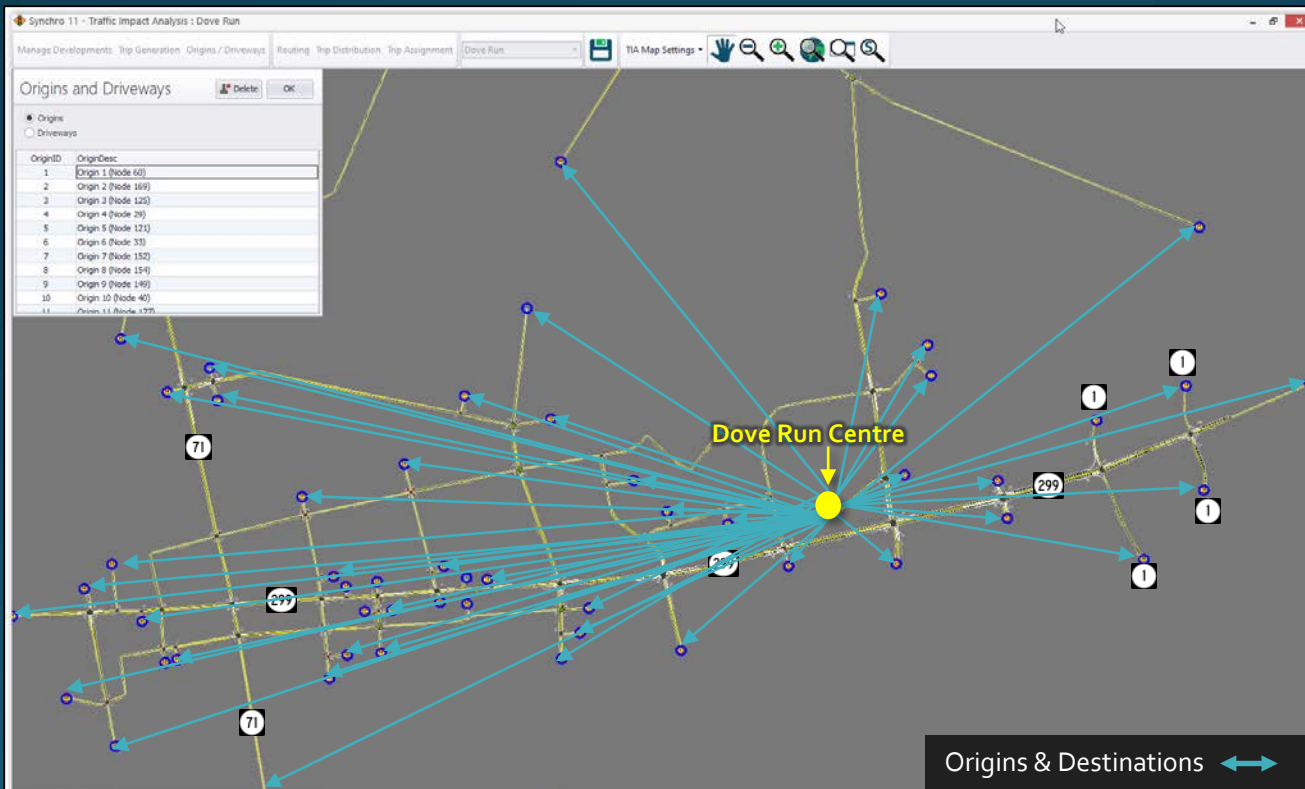
218 West Main St
410 Brick Mill Rd
Bayhealth Medical
Dove Run
Fusco Properties
Library
Promenade
Greenlawn Village
Engineer
Builder
Analyst
Analysis Date Wednesday, April 17, 2019
Open Date Wednesday, April 17, 2019

(2) Trip Generation

Example:
Dove Run Centre
(PM Peak Hour)

278 Trips In/301 Trips Out

(3) Driveways, Origins & Destinations

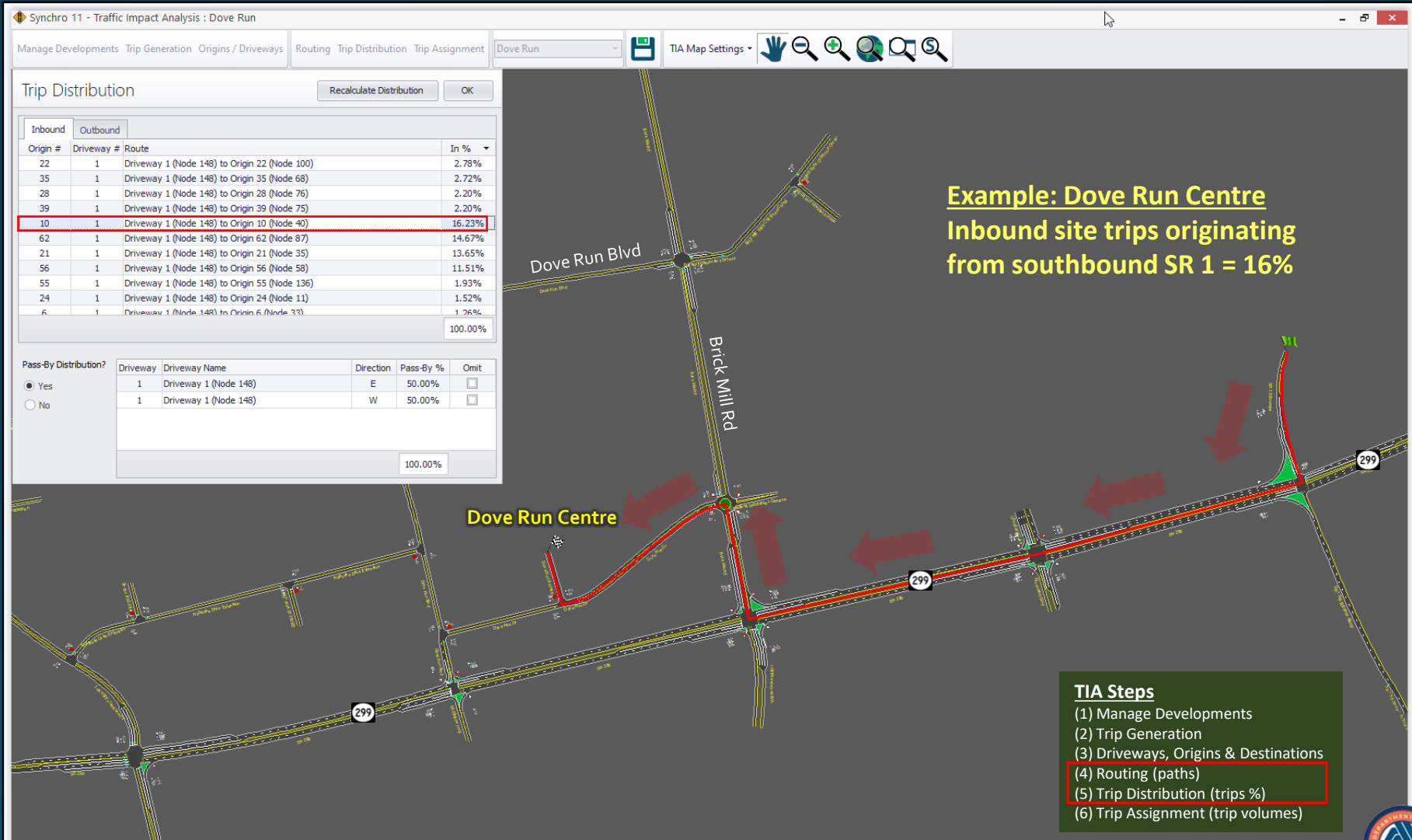


TIA Steps

- (1) Manage Developments
- (2) Trip Generation
- (3) Driveways, Origins & Destinations
- (4) Routing (paths)
- (5) Trip Distribution (trips %)
- (6) Trip Assignment (trip volumes)

Synchro – Traffic Impact Analysis (TIA)

(4) Routing and Trip Distribution



Synchro – Traffic Impact Analysis (TIA)

(5) Assignment (# of trips)

Trip Assignment

Origin #	Driveway #	Route	Trips In
10	1	Driveway 1 (Node 148) to Origin 10 (Node 40)	45
62	1	Driveway 1 (Node 148) to Origin 62 (Node 87)	41
21	1	Driveway 1 (Node 148) to Origin 21 (Node 35)	38
56	1	Driveway 1 (Node 148) to Origin 56 (Node 58)	32
4	1	Driveway 1 (Node 148) to Origin 4 (Node 29)	22
			277

Pass By Volume

Driveway	Driveway Name	Direction	Pass-By Volume
1	Driveway 1 (Node 148)	W	0

Developments for Analysis

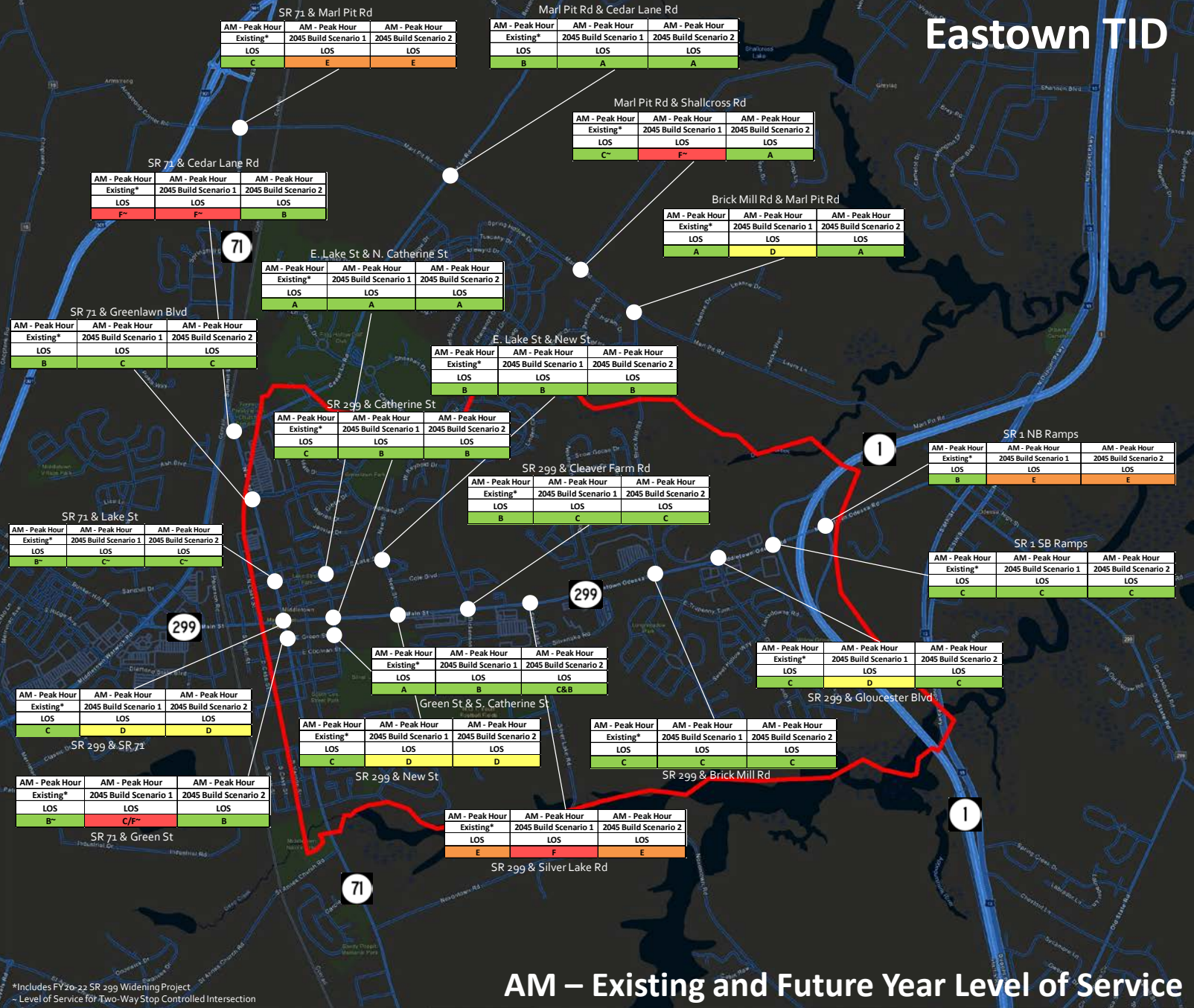
Development	Include
410 Brick Mill Rd	<input checked="" type="checkbox"/>
Bayhealth Medical	<input checked="" type="checkbox"/>
Dove Run	<input checked="" type="checkbox"/>
Fusco Properties	<input checked="" type="checkbox"/>
Library	<input checked="" type="checkbox"/>
Promenade	<input checked="" type="checkbox"/>
Greenlawn Village	<input checked="" type="checkbox"/>
Healthsouth	<input checked="" type="checkbox"/>

Example: Dove Run Centre
Inbound # of site trips originating from southbound SR 1 = 45

TIA Steps

- (1) Manage Developments
- (2) Trip Generation
- (3) Driveways, Origins & Destinations
- (4) Routing (paths)
- (5) Trip Distribution (trips %)
- (6) Trip Assignment (trip volumes)

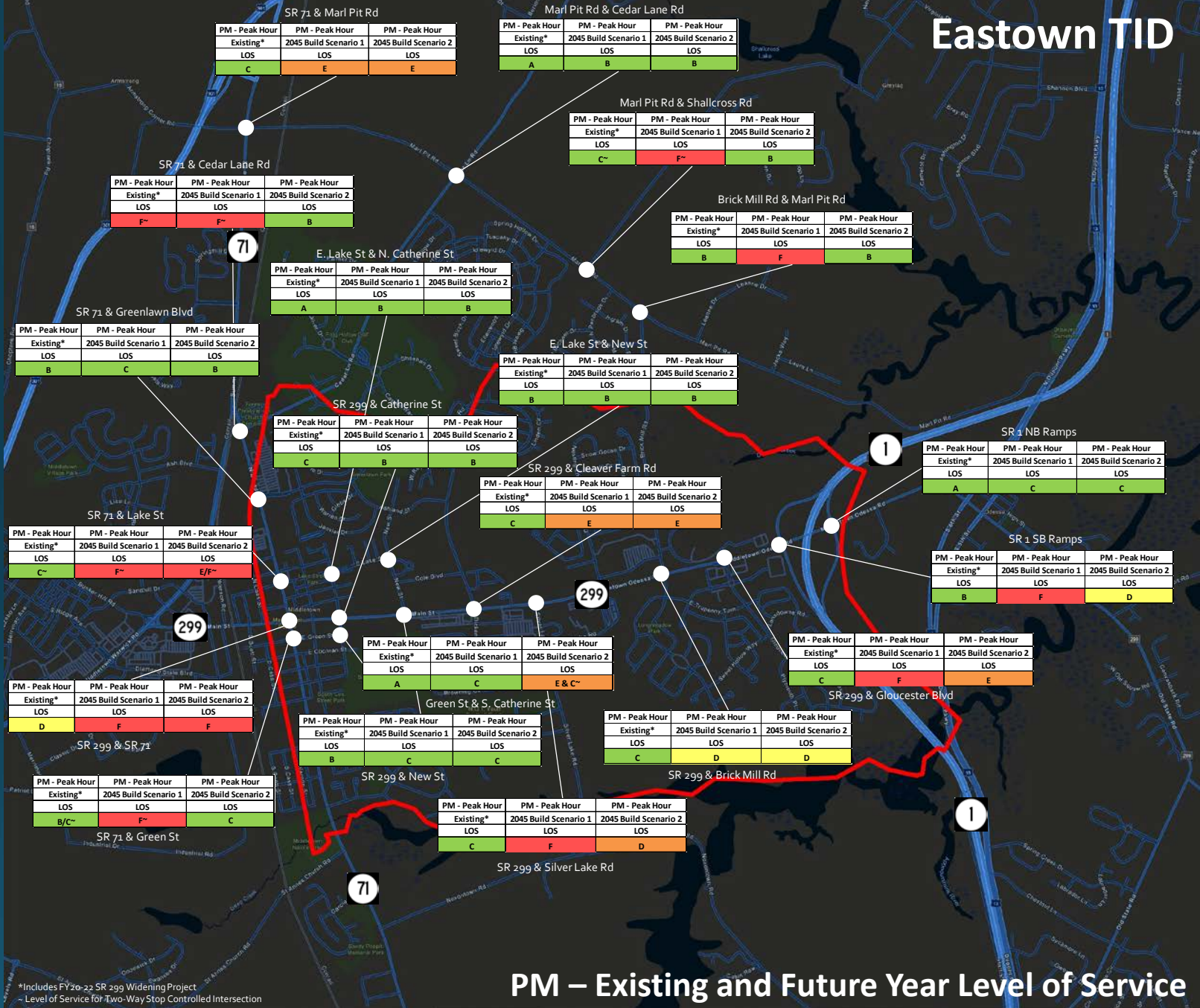
Eastown TID



*Includes FY20-22 SR 299 Widening Project
~ Level of Service for Two-Way Stop Controlled Intersection

AM – Existing and Future Year Level of Service

Eastown TID



PM – Existing and Future Year Level of Service

Service Standards

- Overall Level of Service for Weekday (Monday through Friday) Morning and Evening Peak Hours at signalized, roundabout and all-way stop-controlled intersections: E. LOS for specific approaches and movements may be F.
- Level of Service for Weekday (Monday through Friday) Morning and Evening Peak Hours at two-way stop-controlled intersections: E for left turns from the major street. LOS for minor street approaches and movements may be F.
- Except the intersection of SR299/Main St. and SR71/Broad Street, which shall have an overall intersection delay of no more than 110 seconds in the weekday evening peak hours.



Proposed Transportation Improvements



Eastown TID – Proposed Improvement



East Lake Street Extension



Easttown TID – Proposed Improvement



Silver Lake Road Extension

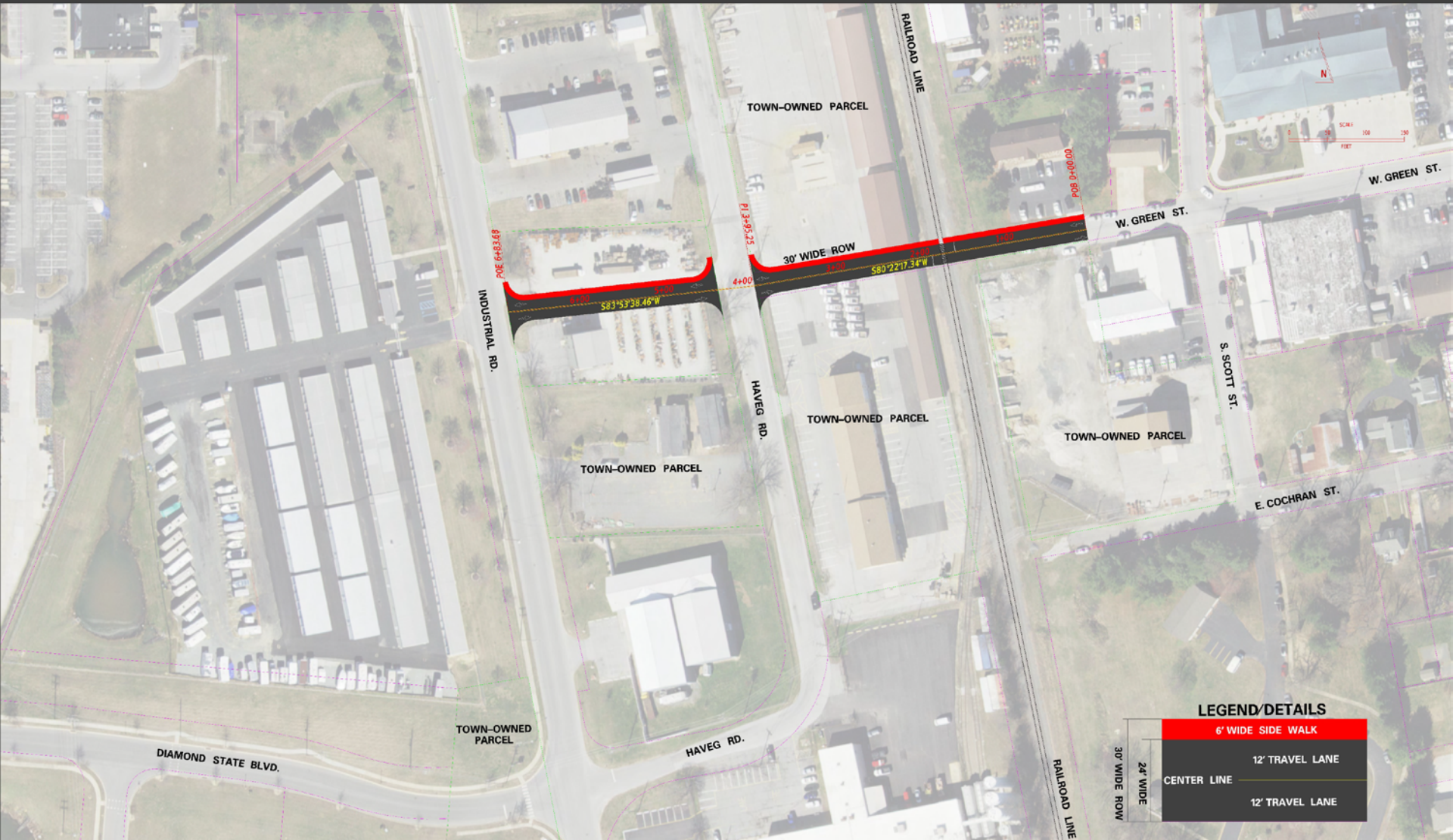
SHEET INDEX



Eastown TID – Proposed Improvement



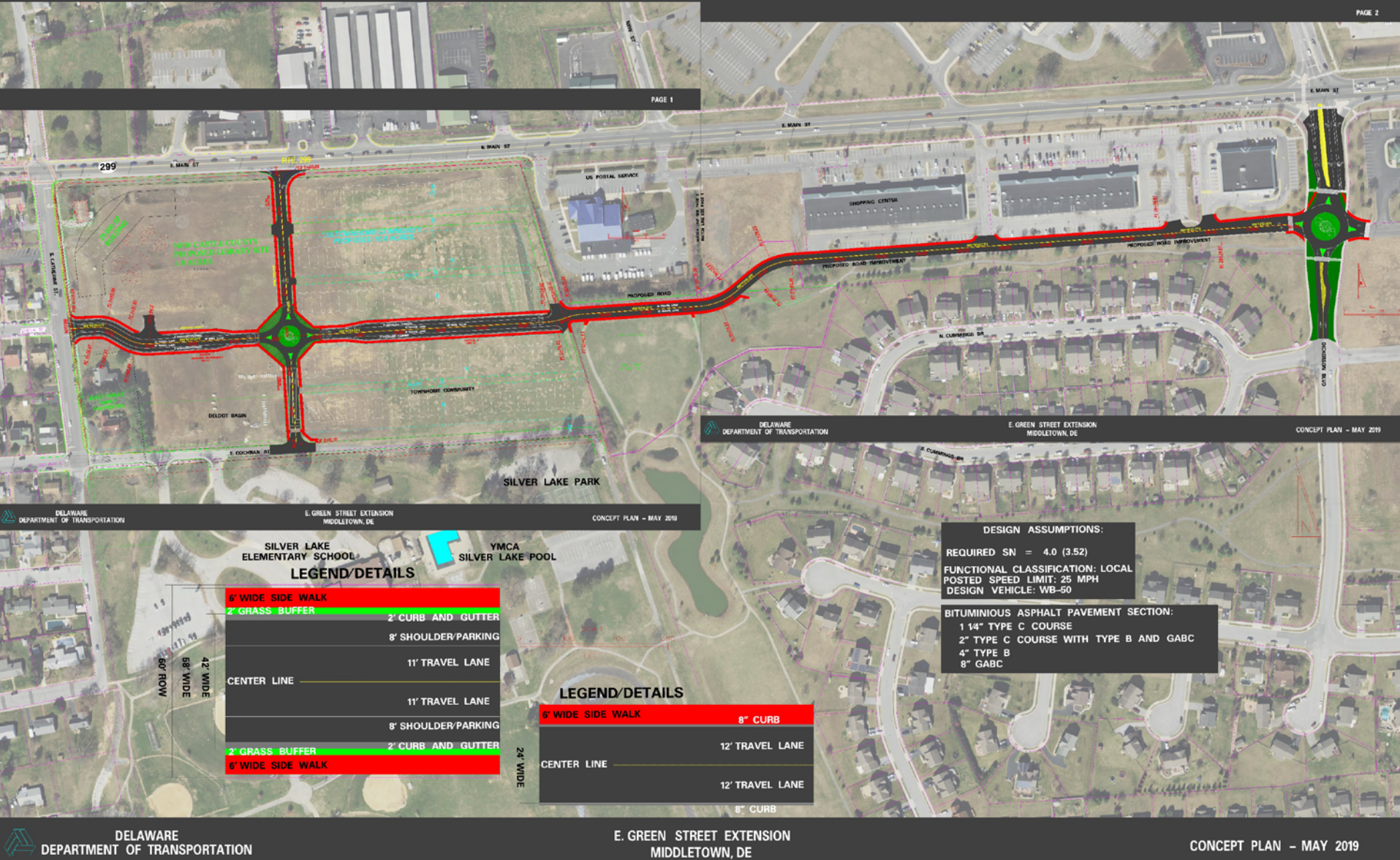
West Green Street Extension



Eastown TID – Proposed Improvement



East Green Street Extension



Eastown TID – Proposed Improvement



SR 71 and Cedar Lane Rd

Build Scenario 1 - Proposed road extensions at East Lake Street, Silver Lake Rd & East Green Street

Build Scenario 2 - Alternative 1 plus additional improvements at:

- EB SR 299 east of Gloucester Blvd
- SR 71 & Green St
- Green St & Catherine St
- SR 299 & Silver Lake Rd
- Marl Pit Rd & Brick Mill Rd
- Marl Pit Rd & Shallcross Lake Rd
- Brick Mill Rd and Dove Run Centre Dr / Christiana Care
- SR 299 & Christiana Care entrance/Gloucester Blvd
- SR 71 & Cedar Lane Rd

CONVERT THREE-WAY STOP-CONTROLLED
TO SIGNALIZED INTERSECTION
ADD 75 FOOT SW CEDAR RT LANE
ADD 150 FOOT SB 71 LT LANE

* Includes SR 299 Widening Project
~ Level of Service (LOS) for controlled approaches at a
Two-Way-Stop-Controlled Intersection
TWSC = Two Way Stop Control
LOS = Level of Service (A-F)
Delay = seconds per vehicle

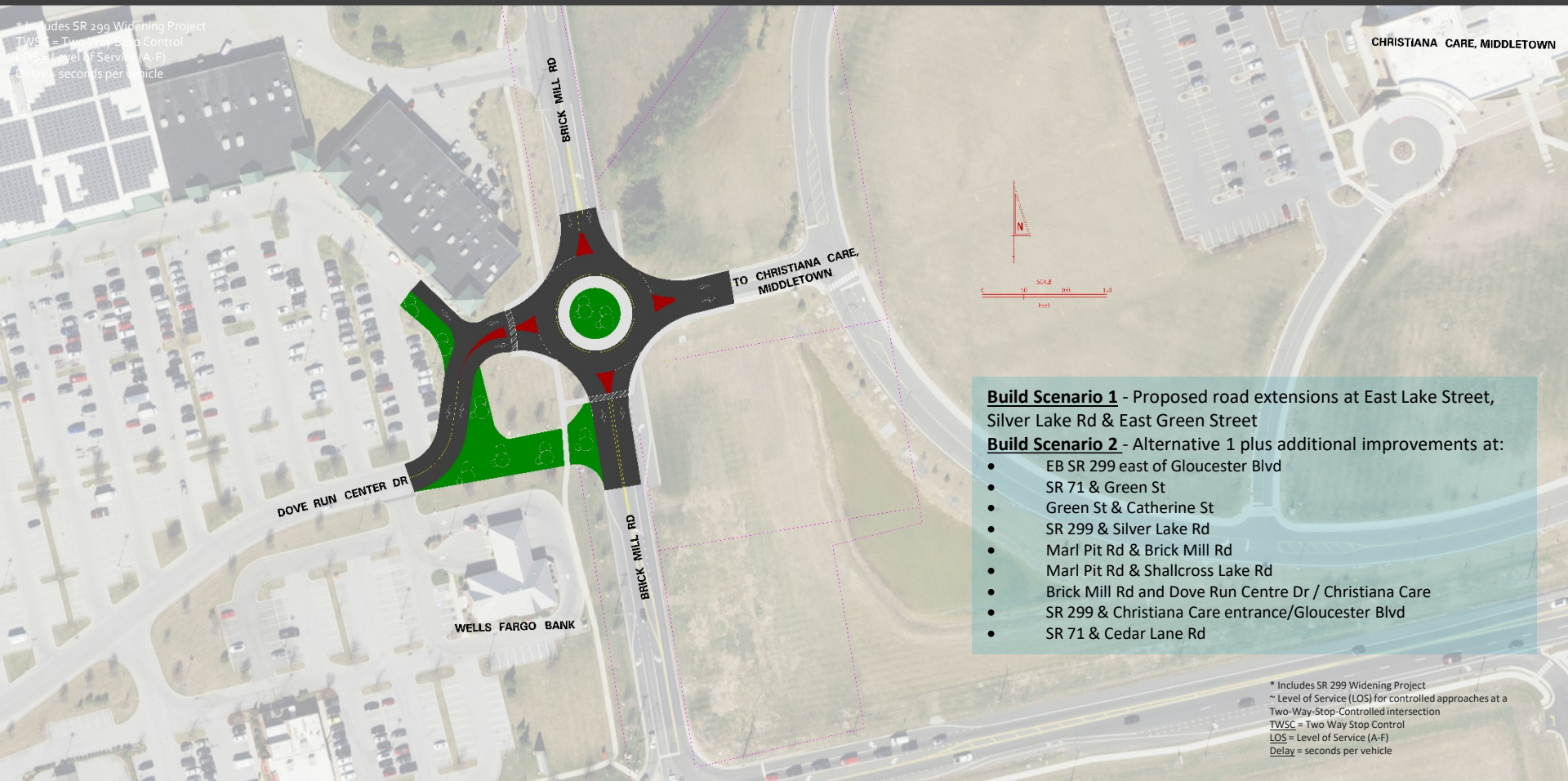
	Street 1	Street 2	In/Out Participant Boundary	Control	Peak Hour Existing*		Control	Peak Hour 2045 - Build Scenario 1		Control	Peak Hour 2045 Build- Scenario 2	
					LOS	Delay (sec/vehicle)		LOS	Delay (sec/vehicle)		LOS	Delay (sec/vehicle)
AM	SR 71	Cedar Lane Rd	In	TWSC	F~	WB 145.2 (F)	TWSC	F~	363.2	Signal	B	14.4
PM	SR 71	Cedar Lane Rd	In	TWSC	F~	WB 197.9 (F)	TWSC	F~	WB 289.4 (F)	Signal	B	11.3

Eastown TID – Proposed Improvement



Brick Mill Rd and Dove Run Centre Dr

* Includes SR 299 Widening Project
TWSC = Two-Way-Stop-Control
LOS = Level of Service (A-F)
Delay = seconds per vehicle



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- SR 71 & Cedar Lane Rd

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~ Level of Service (LOS) for controlled approaches at a Two-Way-Stop-Controlled Intersection
TWSC = Two Way Stop Control
LOS = Level of Service (A-F)
Delay = seconds per vehicle

	Street 1	Street 2	In/Out Participant Boundary	Control	Peak Hour Existing*		Control	Peak Hour 2045 - Build Scenario 1		Control	Peak Hour 2045 Build- Scenario 2	
					LOS	Delay (sec/vehicle)		LOS	Delay (sec/vehicle)		LOS	Delay (sec/vehicle)
AM	Brick Mill Rd	Dove Run Dr / Christiana Care	IN	TWSC	B~	EB 14.7 (B) / WB 0.0 (A)	TWSC	F/B~	EB 200.8 (F) / WB 13.3 (B)	Roundabout	C	18.8
PM	Brick Mill Rd	Dove Run Dr / Christiana Care	In	TWSC	F~	EB 69.7 (F) / WB 0.0 (A)	TWSC	F/C~	EB 111.2 (F) / WB 15.2 (C)	Roundabout	A	8.9

Eastown TID – Proposed Improvement



Marl Pit Rd and Brick Mill Rd

Build Scenario 1 - Proposed road extensions at East Lake Street, Silver Lake Rd & East Green Street

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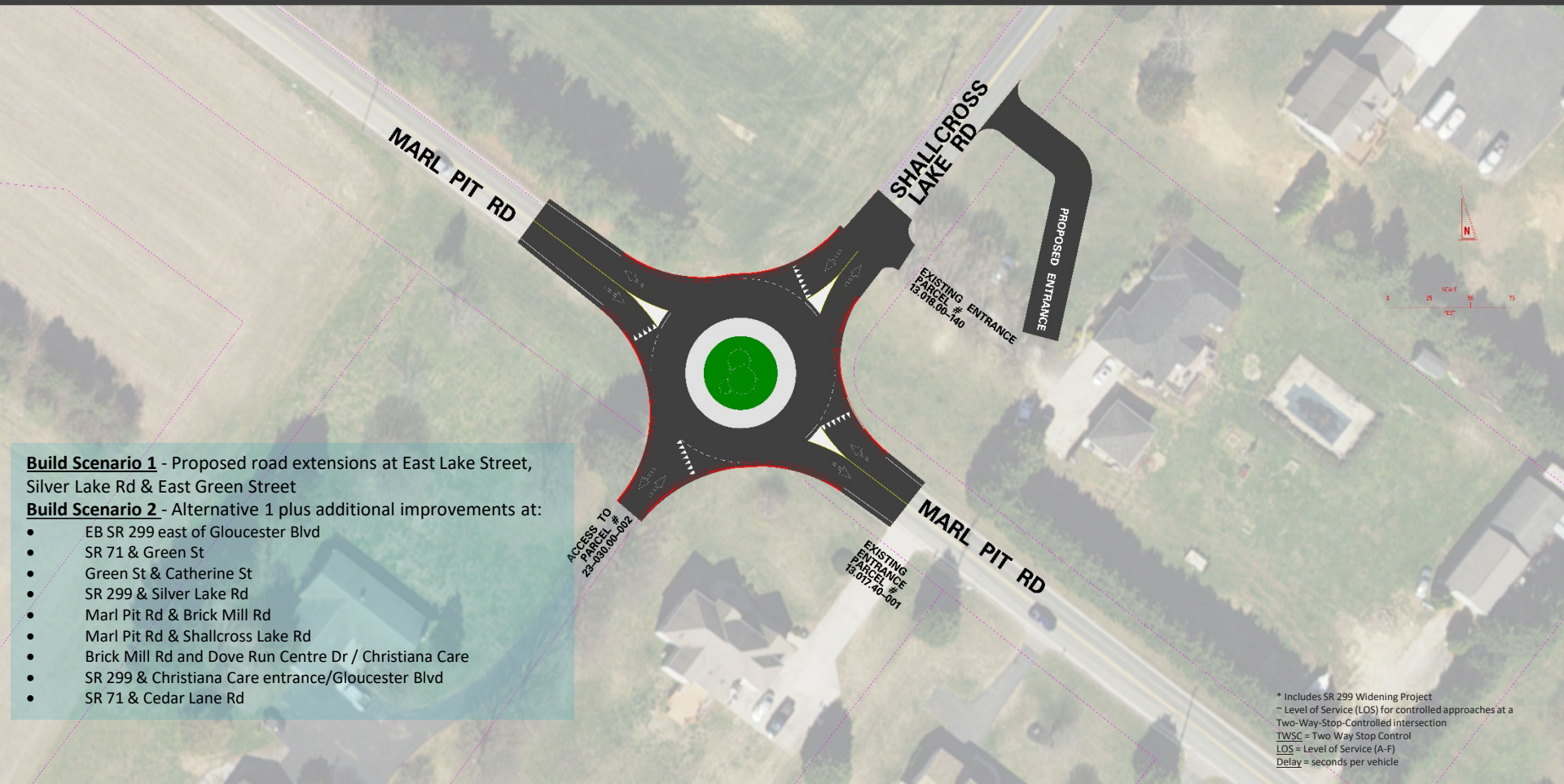
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	Street 1	Street 2	In/Out Participant Boundary	Control	Peak Hour Existing*		Control	Peak Hour 2045 - Build Scenario 1		Control	Peak Hour 2045 Build- Scenario 2	
					LOS	Delay (sec/vehicle)		LOS	Delay (sec/vehicle)		LOS	Delay (sec/vehicle)
AM	Brick Mill Rd	Marl Pit Rd	Out	AWSC	A	9.2	AWSC	D	31.6	Roundabout	A	7.1
PM	Brick Mill Rd	Marl Pit Rd	Out	AWSC	B	10.5	AWSC	F	120.2	Roundabout	B	12.9

Eastown TID – Proposed Improvement



Marl Pit Rd and Shallcross Lake Rd

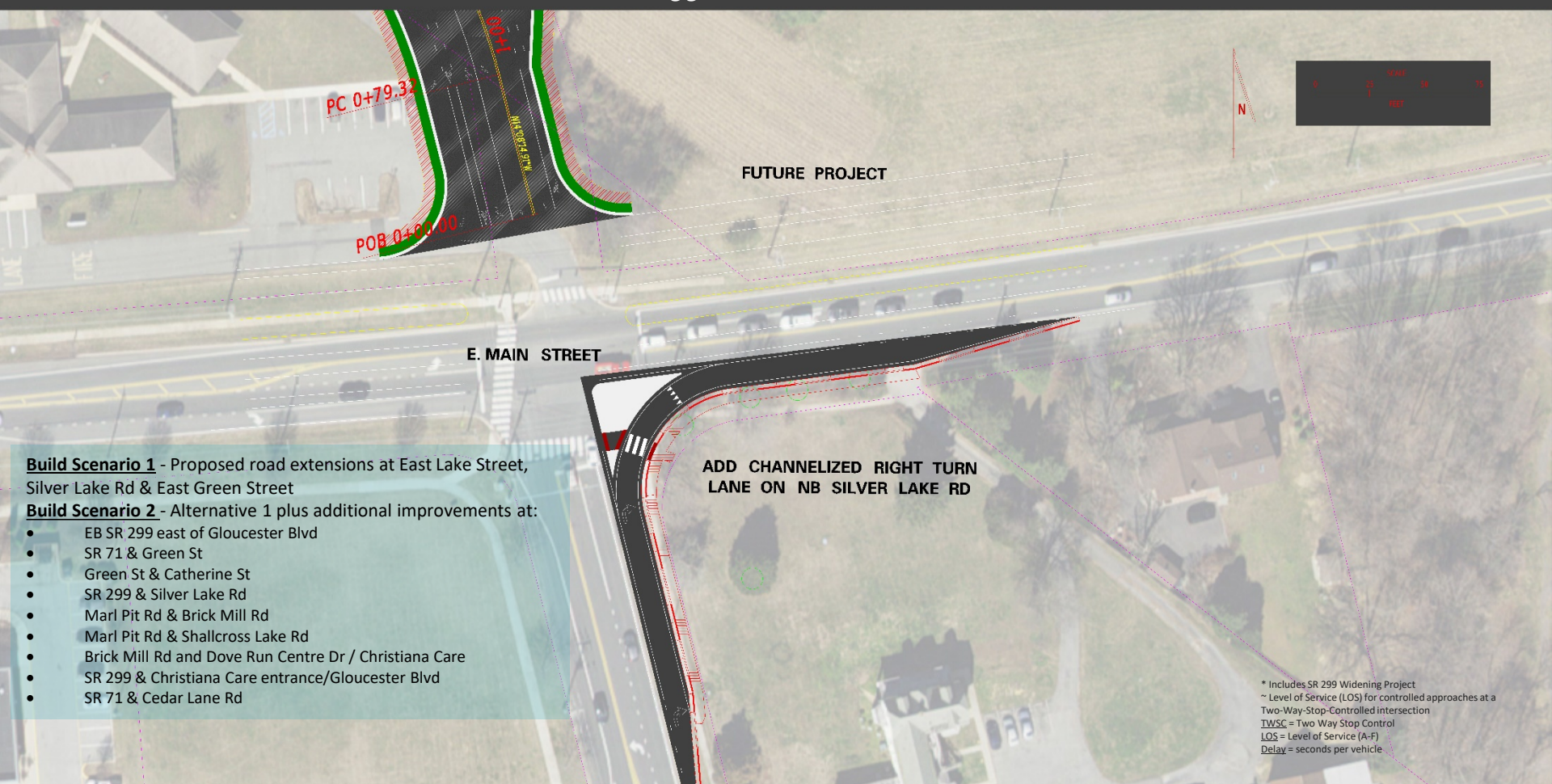


	Street 1	Street 2	In/Out Participant Boundary	Control	Peak Hour Existing*		Control	Peak Hour 2045 - Build Scenario 1		Control	Peak Hour 2045 Build- Scenario 2	
					LOS	Delay (sec/vehicle)		LOS	Delay (sec/vehicle)		LOS	Delay (sec/vehicle)
AM	Marl Pit Rd	Shallcross Lake Rd	Out	TWSC	C~	SW 15.0 (C)	TWSC	F~	SW 65.8 (F)	Roundabout	A	7.3
PM	Marl Pit Rd	Shallcross Lake Rd	Out	TWSC	C~	SW 17.2 (C)	TWSC	F~	137.5 (F)	Roundabout	B	11.8

Eastown TID – Proposed Improvement



SR 299 and Silver Lake Rd



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 ~ Level of Service (LOS) for controlled approaches at a
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 Delay = seconds per vehicle

	Street 1	Street 2	In/Out Participant Boundary	Control	Peak Hour Existing*		Control	Peak Hour 2045 - Build Scenario 1		Control	Peak Hour 2045 Build- Scenario 2	
					LOS	Delay (sec/vehicle)		LOS	Delay (sec/vehicle)		LOS	Delay (sec/vehicle)
AM	SR 299	Silver Lake Rd /Lake Street Ext.	In	Signal	E	72.0	Signal	F	100.6	Signal	E	55.2
PM	SR 299	Silver Lake Rd /Lake Street Ext.	In	Signal	C	22.3	Signal	F	106.6	Signal	D	36.5

Eastown TID – Proposed Improvement



SR 71 and Green St



	Street 1	Street 2	In/Out Participant Boundary	Control	Peak Hour Existing*		Control	Peak Hour 2045 - Build Scenario 1		Control	Peak Hour 2045 Build- Scenario 2	
					LOS	Delay (sec/vehicle)		LOS	Delay (sec/vehicle)		LOS	Delay (sec/vehicle)
AM	SR 71	Green St	In	TWSC	B~	EB 11.6 (B) / WB 11.8 (B)	TWSC	C/F~	EB 19.8 (C) / WB 135.0 (F)	Signal	B	17.5
PM	SR 71	Green St	In	TWSC	B/C~	EB 12.6 (B) / WB 20.3 (C)	TWSC	F~	EB 52.6 (F) / WB +300 sec (F)	Signal	C	34.5

CHRISTIANA CARE, MIDDLETOWN

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					LOS	Delay (sec/vehicle)		LOS	Delay (sec/vehicle)		LOS	Delay (sec/vehicle)
AM	SR 299	Gloucester Blvd / Christiana Care	In	Signal	C	30.4	Signal	D	47.1	Signal	C	24.3
PM	SR 299	Gloucester Blvd / Christiana Care	In	Signal	C	17.5	Signal	F	95.0	Signal	E	58.3

LEFT LANE ADDITION ON SR 299 & GLOUCESTER BLVD
ADD EB THRU LANE FROM INTERSECTION TO WEST OF SR1 RAMPS
MIDDLETOWN, DE

CONCEPT PLAN - JULY 2019

Eastown TID – Proposed Improvement



SR 299 - East of Gloucester Blvd / Christiana Care

PAGE 2



MATCH LINE (SEE PAGE 1)

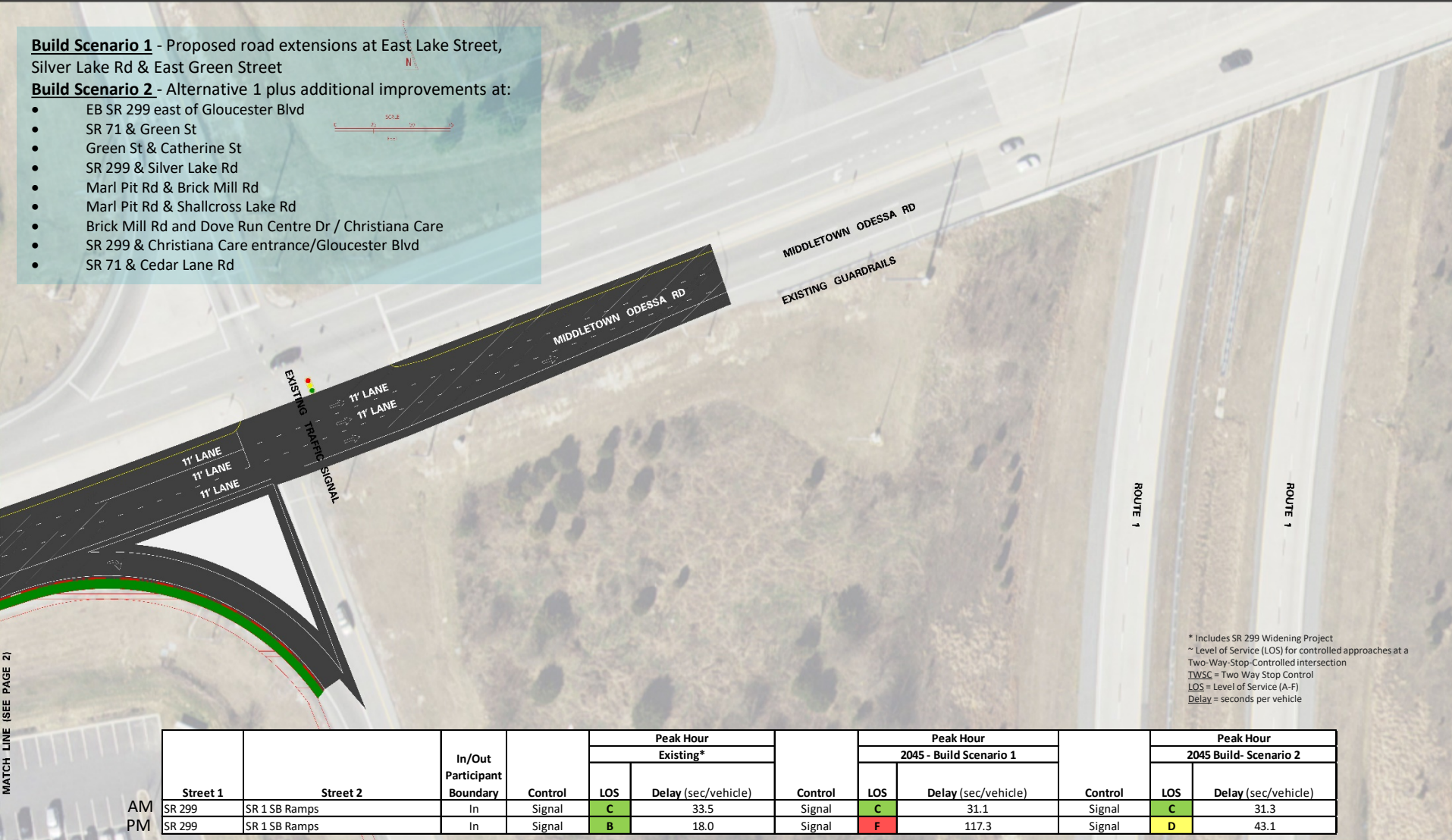
MATCH LINE (SEE PAGE 3)

AM
PM

Build Scenario 1 - Proposed road extensions at East Lake Street, Silver Lake Rd & East Green Street

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- SR 71 & Cedar Lane Rd



TID Capital Transportation Program

Project Title	Project Description	Project Cost Estimate
East Lake St Extension	Extension of E. Lake Street from N. New Street to connect Bucktail Drive right on the existing roundabout. The project includes roundabout at the intersection of Cleaver Farm Road.	\$5,352,650.00
Silver Lake Rd Extension	Extension of Silver Lake Road that connects E. Main Street (SR 299) and the new E. Lake Street Extension.	\$2,886,410.00
East Green St Extension	Extension of E. Green Street to connect to Dickenson Blvd. Also includes installing roundabout at Dickenson Blvd	\$4,648,130.00
EB SR299 east of Gloucester Blvd	Add one eastbound thru lane on SR 299 from Gloucester Blvd to West of SR 1 Ramps.	\$3,548,500.00
SR71 and Green St	Convert two-way stop-controlled to signalized intersection by adding 75 foot left turn lanes from both E. Green and W. Green Streets to S. Broad St. (SR 71).	\$602,310.00
Green St and Catherine St	Remove Stop Sign and Stop Bar on eastbound Green St. (intersection will be two-way stop controlled on Catherine St only)	negligible, include in East Green St Extension project
SR299 and Silver Lake Rd	Add channelized right turn on Silver Lake Rd (NB). It also includes modification of existing traffic signal.	\$1,497,020.00
Marl Pit Rd and Brick Mill Rd	Convert the three-way stop-controlled intersection to single-lane roundabout at the intersection of Marl Pit Rd and Brickmill Rd.	\$821,510.00
Marl Pit Rd and Shallcross Lake Rd	Convert the three-way stop-controlled intersection to single-lane roundabout at the intersection of Marl Pit Rd and Shallcross Lake Rd.	\$951,100.00
Brick Mill Rd and Dove Run Centre Dr/Christiana Care	Install roundabout at the intersection of Brick Mill Rd and Dove Run Centre Dr.	\$936,340.00
SR299 and Christiana Care Entrance/Gloucester Blvd	Add one left turn lane to Christiana hospital at the intersection of SR 299 and Gloucester Blvd.	\$1,222,340.00
SR71 and Cedar Lane	Convert three-way stop-controlled to signalized intersection by adding 75 foot right turn lane from Cedar Lane Road to S. Broad St. (SR 71) and 150 foot left turn lane from S. Broad St. to Cedar Lane Rd.	\$1,424,210.00
Total Project Costs		\$23,890,520.00
Development Share of Project Costs		~ 30%

TID Fee Schedule for 2021

Single Family Detached Residential	\$2,535 per unit
Multi-Family Residential*	\$1,268 per unit
Office/Commercial	\$3.04 per square foot
Institutional and Industrial	\$1.77 per square foot

These Fees shall be subject to an increase of up to four percent (4%) per year, not compounded, beginning on January 31, 2021, and on January 31 of each year thereafter, in the amount determined by DelDOT and the Town of Middletown. The actual amount of the increase shall be set by DelDOT and the Town of Middletown, in January of each year, based upon the Consumer Price Index (CPI), and considering the amount of off-site construction remaining to be accomplished under this agreement. The established percentage shall not exceed four percent (4%) in any one year.

*Townhomes are considered a form of multi-family residential, due to ITE trip generation rates.

Current Status

- Fees received for Silver Lake Elementary and Brick Mill Early Childhood Center
- NCC Southern Library under construction, including first portion of E. Green St. Extension
- Crossings at Silver Lake to construct its portion of E. Green St. Extension
- Town designing remainder of E. Green St. Extension to Dickenson Blvd. for construction through Town contract, for reimbursement from TID fund
- SR299 widening project under construction



Next update

- Absent any significant changes to the land use forecast, a comprehensive update is due in calendar year 2024 at the earliest
- Comprehensive update to be done using traffic counts collected after completion of SR299 widening project
- Annual updates similar to this one in the meantime
- Updates to individual land uses as they occur



Questions?

- Please contact:
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 - (302) 760-2236

<https://deldot.gov/Programs/transportation-improvement-districts/index.shtml?dc=tidsunderoperation>