



STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION

800 BAY ROAD
P.O. Box 778
DOVER, DELAWARE 19903

CAROLANN WICKS, P.E.
SECRETARY

December 9, 2010

Mr. Ted Williams
Landmark Engineering, Inc. / JCM Environmental
One Corporate Commons - Suite 301
100 West Commons Boulevard
New Castle, DE 19720

Dear Mr. Williams:

We have reviewed the traffic operational analysis (TOA) that we received on November 12, 2010 for the proposed Delaware Army National Guard – Joint Armed Forces Readiness Center (DEARNG – JAFRC). This facility is located on Airport Road (New Castle Road 340), northeast of Churchman's Road (New Castle Road 339) and west of the New Castle County Airport. The proposed facility would consist of two office buildings that would employ approximately 180 people for services related to the day-to-day functions of the Delaware Army National Guard. The existing intersection of Airport Road / Schley Road would serve as access to the proposed facility.

The submitted report contains analysis of two intersections: Airport Road / Schley Road and Airport Road / Commons Boulevard. Upon our review, we find that the level of service (LOS) for these intersections will operate acceptably (LOS D or better) for both the existing and future conditions.

Additionally, the narrative of the report recommends "that the DEARNG pursue the installation of a traffic signal at the proposed entrance as this signal will not only provide for the safe opportunity of vehicles to make a left turn from the proposed entrance onto westbound Commons Boulevard, it will also assist in providing gaps in the westbound traffic volumes to accommodate left turns from southbound Airport Road onto eastbound Commons Boulevard." After our review of the analysis, we find that a signal is not justified or warranted at this location for the following reasons:

1. The intersection of Airport Road / Schley Road operates at acceptable LOS for both the existing and future conditions.
2. Upon review of the analysis by our Traffic section, they find that, under the signal warrants listed in the Manual on Uniform Traffic Control Devices (MUTCD), only

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Warrant 3 (peak hour warrant) is met during the p.m. peak hour, and that warrant alone is not sufficient justification to install a signal.

3. As the intersection of Airport Road / Schley Road is located at the southern / western end of the curve along Airport Road, a sight-distance problem may exist for traffic traveling south / west along Airport Road.

You may contact Mr. Troy Brestel at (302) 760-2167 if you have any questions concerning this correspondence.

Sincerely,



T. William Brockenbrough, Jr.
County Coordinator

TWB:tbm

cc: Theodore G. Bishop, Assistant Director, Development Coordination
Peter Haag, Traffic Engineer, Traffic, DOTS
J. Marc' Cote, Subdivision Engineer, Development Coordination
Richard Woodhall, Subdivision Manager, Development Coordination
Troy E. Brestel, Project Engineer, Development Coordination
Sean McEvelly, Johnson, Mirmiran & Thompson, Inc.