




STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION
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DOVER, DELAWARE 19903

SHAILEN P. BHATT
SECRETARY

MEMORANDUM

TO: Derek Sapp, Project Engineer

FROM: Troy Brestel, Project Engineer 

DATE: July 26, 2011

SUBJECT: **Cypress Hall – Commercial (SSR 8615)**
Results of Traffic Operational Analysis Review

The review of the traffic operational analysis (TOA) for Cypress Hall – Commercial, south of the City of Milford, prepared by Davis, Bowen & Friedel, Inc. (DBF), dated September 24, 2010, has been completed. DBF prepared the report in a manner generally consistent with DelDOT's Standards and Regulations for Subdivision Streets and State Highway Access. The TOA evaluates the impact of the subject development, proposed to be located on an approximately 43-acre assemblage of parcels just south of the City limits. The proposed land use consists of a 246,914 square foot shopping center. The development would be located on the west side of US Route 113, south of Delaware Route 36. Two access points are proposed: one access on US Route 113, and one access on Delaware Route 36. Construction is expected to be complete by 2015.

Based on our review, the following comments and recommendations are offered:

Based on the Level of Service (LOS) standards as stated in Section 2.9.12.5 of DelDOT's Standards and Regulations for Subdivision Streets and State Highway Access, the proposed site access on US Route 113 will exhibit LOS deficiencies during the weekday p.m. and Summer Saturday mid-day peak hours upon completion of the site.

Additionally, while the intersection of US Route 113 and Delaware Route 36 does not exhibit LOS deficiencies, analysis does show that the 95th percentile queue lengths along the Delaware Route 36 approaches are excessive. These excessive queue lengths make it so access to the right-turn lane is blocked, making it difficult for vehicles wanting to make the right-turn to do so.

Should the City choose to approve the proposed development, the following items should be incorporated into the site design and reflected on the record plan. These items will help to correct the above-mentioned deficiencies. All applicable agreements (i.e., letter agreements for off-site improvements and traffic signal agreements) should be executed prior to entrance plan approval for the proposed development.

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1. The developer should enter into a traffic signal agreement with DelDOT for the intersection the site entrance would form with US Route 113. The agreement should include pedestrian signals, crosswalks, and interconnection at DelDOT's discretion. The developer should coordinate with DelDOT on the implementation and equitable cost sharing of the traffic signal.
2. At the intersection the site entrance would form with US Route 113, the developer should construct the northbound left turn so that it is 405 feet in length, excluding the length needed for taper.
3. Prior to the issuance of the certificates of occupancy for any commercial development exceeding 150,000 square feet of gross leasable floor area, the developer shall construct an eastbound right-turn lane at the intersection of US Route 113 and Delaware Route 36.

Please note that this review generally focuses on capacity and level of service issues; at the time of the review, comments related to bicycle, pedestrian, and transit facilities have not been made. Those facilities should be discussed and commented on during the plan review process.

Please contact me with any questions.

TWB:tbm
cc:

D.J. Hughes, Davis, Bowen & Friedel, Inc.
Gary Norris, City of Milford
J. Marc Coté, Subdivision Engineer, Development Coordination
Marvin Roberts, Public Works Manager, South District
Gemez Norwood, Permit Supervisor, South District
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