



STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION
800 BAY ROAD
P.O. Box 778
DOVER, DELAWARE 19903

SHAILEN P. BHATT
SECRETARY

May 1, 2012

Mr. D.J. Hughes
Davis, Bowen & Friedel, Inc.
23 North Walnut Street
P.O. Box 809
Milford, DE 19963

Dear Mr. Hughes:

DeIDOT has completed its review of the traffic impact study (TIS) for the proposed **Selbyville Towne Village (f.k.a. Dunn Property)** in the Town of Selbyville, Sussex County, prepared by your firm and dated February 2, 2012.

The TIS evaluates the impact of the subject development, which is proposed to be located on a 60.90-acre portion of a parcel in the Town of Selbyville, on the south side of Delaware Route 54 between Lynch Road (Sussex Road 387A) and Hudson Road (Sussex Road 387). The land use consists of 133 single-family detached houses. One access point, located on Delaware Route 54, is proposed. Construction is expected to be complete by 2015.

Based on our review, we have the following comments and recommendations:

All intersections analyzed in the study currently operate at level of service (LOS) D or better, and are projected to do so under the 2015 conditions with or without construction of the proposed land use.

Should the Town choose to approve the proposed development, the proposed site entrance should be designed as described in the below table, and shown as such on the record plan:

| Approach | Current Configuration | Proposed Configuration |
|-----------------------------|-------------------------|---|
| Northbound Site Entrance | Approach does not exist | One left-turn lane, one right-turn lane |
| Eastbound Delaware Route 54 | One through lane | One through lane, one right-turn lane |
| Westbound Delaware Route 54 | One through lane | One left-turn lane, one through lane |

The required right-turn lane and left-turn lanes on Delaware Route 54 should be constructed in conformance with the dimensional requirements in DeIDOT's Standards and Regulations for Subdivision Streets and State Highway Access.



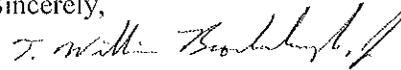
At the time of this review, comments related to transit, bicycle and pedestrian facilities had not been received. Comments related to those facilities will be addressed during review of the site and entrance plans.

Please note that this review generally focuses on capacity and level of service issues; any additional safety and operational issues will be addressed through our subdivision review process.

Improvements in this TIS may be considered "significant" under DelDOT's *Work Zone Safety and Mobility Procedures and Guidelines*. These guidelines are available on DelDOT's website at http://www.deldot.gov/information/pubs_forms/manuals/de_muted/index.shtml. For any additional information regarding the work zone impact and mitigation procedures during construction please contact Mr. Adam Weiser of DelDOT's Traffic Section. Mr. Weiser can be reached at (302) 659-4073 or by email at Adam.Weiser@state.de.us.

Additional details on our review of the TIS are attached. Please contact Mr. Troy Brestel at (302) 760-2167 if you have any questions concerning this review.

Sincerely,



T. William Brockenbrough, Jr.
County Coordinator

TWB:tbm

Enclosures

cc with enclosures:

Bob Dickerson, Town Administrator, Town of Selbyville
Frederick H. Schranck, Deputy Attorney General
Terry Gorlich, Legislative Liaison, Public Relations
Nicole Majeski, Deputy Chief of Staff
Natalie Barnhart, Director, Transportation Solutions (DOTS)
Michael Strange, Director, Planning
Michael H. Simmons, Assistant Director, Project Development South, DOTS
Donald D. Weber, Chief Traffic Engineer, Traffic, DOTS
Cleon L. Cauley, Deputy Director, Planning
Jeff Reed, South District Engineer, Maintenance & Operations (M&O)
Mark Luszcz, Assistant Chief Traffic Engineer, Traffic, DOTS
Adam Weiser, Safety Programs Engineer, Traffic, DOTS
Thomas E. Meyer, Traffic Studies Manager, Traffic, DOTS
Naa-Atswei Tetteh, Traffic Studies Engineer, Traffic, DOTS
Marvin Roberts, Public Works Manager, South District, M&O
Jennifer Pinkerton, Chief Materials Engineer, M&O
Lisa Collins, Service Development Planner, Delaware Transit Corporation
Ann Gravatt, Bicycle & Pedestrian Reviewer, Statewide & Regional Planning
Marc Coté, Subdivision Engineer, Development Coordination
Leonard Massotti, Sussex County Subdivision Coordinator, Development
Coordination
Derek Sapp, Subdivision Manager, Development Coordination
Troy Brestel, Project Engineer, Development Coordination
W. Paul Hogge, Project Engineer, Development Coordination
Andrew J. Parker, McCormick Taylor

General Information

Report date: February 2, 2012

Prepared by: Davis, Bowen & Friedel, Inc.

Prepared for: Selbyville Towne Village, LLC

Tax Parcels: 533-17.00-170.00

Generally consistent with DelDOT's *Standards and Regulations for Subdivision Streets and State Highway Access*: Yes

Project Description and Background

Description: 133 single-family detached houses

Location: South side of Delaware Route 54 between Lynch Road (Sussex Road 387A) and Hudson Road (Sussex Road 387)

Amount of land to be developed: approximately 60.90 acres

Current zoning: R-4 (Residential)

Proposed zoning: R-4 (Residential)

Land use approval(s) needed: Subdivision approval

Proposed completion date: 2015

Proposed access location: Delaware Route 54

Livable Delaware

(Source: Delaware Strategies for State Policies and Spending, 2010 Update)

Location with respect to the Strategies for State Policies and Spending Map of Delaware: The proposed location of the development is located within Investment Level 2.

Description of Investment Level:

Investment Level 2

This investment level has many diverse characteristics. These areas can be composed of less developed areas within municipalities, rapidly growing areas in the counties that have or will have public water and wastewater services and utilities, areas that are generally adjacent to or near Investment Level 1 Areas, smaller towns and rural villages that should grow consistently with their historic character, and suburban areas with public water, wastewater, and utility services. These areas have been shown to be the most active portion of Delaware's developed landscape. They serve as transition areas between Level 1 and the state's more open, less populated areas. They generally contain a limited variety of housing types, predominantly detached single-family dwellings.

Proposed Development's Compatibility with Livable Delaware: Based on the above description, it appears that this development proposal is generally consistent with the policies in the 2010 update of the Livable Delaware "Strategies for State Policies and Spending."

Comprehensive Plans

The proposed development is located within the Town of Selbyville.

Town of Selbyville Comprehensive Plan: (Source: Town of Selbyville Comprehensive Plan Update, 2007)

The site is located in an area with a Future Land Use designated as Residential.

While no specific description of the Residential area is given, two bullets in the General Planning Objectives list state the following:

General Planning Objectives

- To insure the orderly use and development of the land within and surrounding Selbyville.
- To utilize the guidelines for development proposed by the Sussex County Comprehensive Plan, the *Strategies for State Policies and Spending*, and Livable Delaware initiatives.

Proposed Development's Compatibility with Comprehensive Plan: Based on the above description, the proposed development generally adheres to this section of the Town of Selbyville Comprehensive Plan.

Trip Generation

Trip generation for the proposed development was computed based on rates and equations established in the Institute of Traffic Engineers (ITE) Trip Generation Manual (8th edition) and the ITE Trip Generation Handbook (2nd edition).

Selbyville Towne Village Trip Generation

| Land Use | Morning Peak Hour | | | Evening Peak Hour | | | Saturday mid-day Peak Hour | | |
|--|-------------------|-----|-------|-------------------|-----|-------|----------------------------|-----|-------|
| | In | Out | Total | In | Out | Total | In | Out | Total |
| <i>133 single-family detached houses</i> | 26 | 77 | 103 | 86 | 50 | 136 | 68 | 60 | 128 |

Overview of TIS

Intersections examined:

- 1) Delaware Route 54 / Site Entrance
- 2) Delaware Route 54/ Johnson Road
- 3) Delaware Route 54 / Hudson Road
- 4) Delaware Route 54 / Lynch Road
- 5) Delaware Route 54 / South Main Street
- 6) Hudson Road / Lynch Road

Conditions examined:

- 1) Existing (2011; counts performed in 2006);
- 2) 2015 without proposed development;
- 3) 2015 with proposed development.

Peak hours evaluated: all intersections were examined during the weekday morning, weekday evening, and summer Saturday mid-day peak hours.

Committed developments considered: Office Park of PMP Associates (20,000 square feet of general office space and 60,000 square feet of medical / dental office space)

Transit, Pedestrian, and Bicycle Facilities

Existing transit service: Currently, no local transit service is provided within the area of study.

Planned transit service: Since a formal site plan was not included with the TIS, comments relating to transit improvements will be made during DeIDOT's site plan review process.

Existing bicycle and pedestrian facilities: The Sussex County Bicycle Map indicates Delaware Route 54 is considered a Regional Bicycle Route with separate bikeway.

Planned bicycle and pedestrian facilities: Since a formal site plan was not included with the TIS, comments relating to bicycle and pedestrian improvements will be made during DeIDOT's site plan review process.

General HCS Analysis Comments

(see table footnotes on the following page for specific comments)

There were no general differences between the TIS and DeIDOT's review of it.

Table 1
 PEAK HOUR LEVELS OF SERVICE (LOS)
 Based on Traffic Impact Study for Selbyville Towne Village
 Report dated February 2, 2012
 Prepared by Davis, Bowen & Friedel, Inc.

| Unsignalized Intersection ¹ | LOS per Analysis | | | LOS per DelDOT | | |
|---|------------------|------------|------------------|----------------|------------|------------------|
| | Weekday AM | Weekday PM | Saturday Mid-Day | Weekday AM | Weekday PM | Saturday Mid-Day |
| Delaware Route 54 / Site Entrance 2015 with development (Case III) | | | | | | |
| Delaware Route 54 Westbound Left-Turn | A (7.9) | A (7.9) | A (8.4) | A (7.9) | A (8.0) | A (8.4) |
| Site Entrance Northbound | B (11.5) | B (11.3) | C (16.7) | B (11.5) | B (11.3) | C (16.8) |

¹ For unsignalized and signalized analyses, the numbers in parentheses following levels of service are average delay per vehicle, measured in seconds.

Table 2
 PEAK HOUR LEVELS OF SERVICE (LOS)
 Based on Traffic Impact Study for Selbyville Towne Village
 Report dated February 2, 2012
 Prepared by Davis, Bowen & Friedel, Inc.

| Unsignalized Intersection ¹ | LOS per Analysis | | | LOS per DelDOT | | |
|--|------------------|------------|------------------|----------------|------------|------------------|
| | Weekday AM | Weekday PM | Saturday Mid-Day | Weekday AM | Weekday PM | Saturday Mid-Day |
| 2011 Existing (Case I) | | | | | | |
| Delaware Route 54 Eastbound Left-Turn | A (7.7) | A (7.8) | A (8.0) | A (7.7) | A (7.8) | A (8.0) |
| Johnson Road Southbound | B (10.0) | B (10.1) | B (12.0) | B (10.0) | B (10.1) | B (12.0) |
| 2015 without development (Case II) | | | | | | |
| Delaware Route 54 Eastbound Left-Turn | A (7.8) | A (7.8) | A (8.2) | A (7.8) | A (7.8) | A (8.3) |
| Johnson Road Southbound | B (10.4) | B (10.2) | B (12.6) | B (10.4) | B (10.3) | B (12.6) |
| 2015 with development (Case III) | | | | | | |
| Delaware Route 54 Eastbound Left-Turn | A (7.8) | A (7.9) | A (8.2) | A (7.8) | A (7.9) | A (8.3) |
| Johnson Road Southbound | B (10.6) | B (10.5) | B (12.9) | B (10.6) | B (10.5) | B (12.9) |

¹ For unsignalized and signalized analyses, the numbers in parentheses following levels of service are average delay per vehicle, measured in seconds.

Table 3
 PEAK HOUR LEVELS OF SERVICE (LOS)
 Based on Traffic Impact Study for Selbyville Towne Village
 Report dated February 2, 2012
 Prepared by Davis, Bowen & Friedel, Inc.

| Unsignalized Intersection ¹ | LOS per Analysis | | | LOS per DelDOT | | |
|--|------------------|------------|------------------|----------------|------------|------------------|
| | Weekday AM | Weekday PM | Saturday Mid-Day | Weekday AM | Weekday PM | Saturday Mid-Day |
| Delaware Route 54 / Hudson Road | | | | | | |
| 2011 Existing (Case I) | | | | | | |
| Delaware Route 54 Eastbound Left-Turn | A (7.7) | A (7.6) | A (8.4) | A (7.7) | A (7.6) | A (8.4) |
| Delaware Route 54 Westbound Left-Turn | A (7.7) | A (7.7) | A (8.0) | A (7.7) | A (7.7) | A (8.0) |
| Hudson Road Northbound | B (11.9) | B (12.1) | B (14.4) | B (11.9) | B (12.1) | B (14.4) |
| Hudson Road Southbound | B (13.4) | B (13.3) | C (16.6) | B (13.4) | B (13.3) | C (16.6) |
| | | | | | | |
| 2015 without development (Case II) | | | | | | |
| Delaware Route 54 Eastbound Left-Turn | A (7.7) | A (7.7) | A (8.5) | A (7.8) | A (7.7) | A (8.5) |
| Delaware Route 54 Westbound Left-Turn | A (7.8) | A (7.8) | A (8.2) | A (7.8) | A (7.8) | A (8.2) |
| Hudson Road Northbound | B (12.6) | B (12.9) | C (16.0) | B (12.6) | B (13.0) | C (16.0) |
| Hudson Road Southbound | B (14.6) | B (14.6) | C (19.2) | B (14.6) | B (14.6) | C (19.3) |
| | | | | | | |
| 2015 with development (Case III) | | | | | | |
| Delaware Route 54 Eastbound Left-Turn | A (7.7) | A (7.8) | A (8.6) | A (7.8) | A (7.8) | A (8.6) |
| Delaware Route 54 Westbound Left-Turn | A (7.9) | A (7.9) | A (8.3) | A (7.9) | A (7.9) | A (8.4) |
| Hudson Road Northbound | B (13.4) | B (13.7) | C (17.3) | B (13.4) | B (13.7) | C (17.3) |
| Hudson Road Southbound | C (15.7) | C (15.2) | C (19.6) | C (15.7) | C (15.2) | C (19.6) |

¹ For unsignalized and signalized analyses, the numbers in parentheses following levels of service are average delay per vehicle, measured in seconds.

Table 4
 PEAK HOUR LEVELS OF SERVICE (LOS)
 Based on Traffic Impact Study for Selbyville Towne Village
 Report dated February 2, 2012
 Prepared by Davis, Bowen & Friedel, Inc.

| Unsignalized Intersection ¹ | LOS per Analysis | | | LOS per DeIDOT | | |
|--|------------------|------------|------------------|----------------|------------|------------------|
| | Weekday AM | Weekday PM | Saturday Mid-Day | Weekday AM | Weekday PM | Saturday Mid-Day |
| Delaware Route 54 / Lynch Road | | | | | | |
| 2011 Existing (Case I) | | | | | | |
| Delaware Route 54 Westbound Left-Turn | A (7.6) | A (7.6) | A (7.9) | A (7.6) | A (7.6) | A (7.9) |
| Lynch Road Northbound | B (10.9) | B (10.3) | B (11.0) | B (10.9) | B (10.3) | B (11.0) |
| | | | | | | |
| 2015 without development (Case II) | | | | | | |
| Delaware Route 54 Westbound Left-Turn | A (7.7) | A (7.7) | A (8.1) | A (7.7) | A (7.7) | A (8.1) |
| Lynch Road Northbound | B (11.3) | B (10.7) | B (11.5) | B (11.3) | B (10.8) | B (11.5) |
| | | | | | | |
| 2015 with development (Case III) | | | | | | |
| Delaware Route 54 Westbound Left-Turn | A (7.7) | A (7.8) | A (8.1) | A (7.8) | A (7.8) | A (8.1) |
| Lynch Road Northbound | B (10.4) | B (10.7) | B (11.3) | B (10.4) | B (10.8) | B (11.6) |

¹ For unsignalized and signalized analyses, the numbers in parentheses following levels of service are average delay per vehicle, measured in seconds.

Table 5
 PEAK HOUR LEVELS OF SERVICE (LOS)
 Based on Traffic Impact Study for Selbyville Towne Village
 Report dated February 2, 2012
 Prepared by Davis, Bowen & Friedel, Inc.

| Unsignalized Intersection ¹ | LOS per Analysis | | | LOS per DeIDOT | | |
|--|------------------|------------|------------------|----------------|------------|------------------|
| | Weekday AM | Weekday PM | Saturday Mid-Day | Weekday AM | Weekday PM | Saturday Mid-Day |
| Delaware Route 54 / South Main Street | | | | | | |
| 2011 Existing (Case I) | | | | | | |
| South Main Street Southbound Left-Turn | A (7.8) | A (7.8) | A (8.0) | A (7.9) | A (7.8) | A (8.0) |
| Delaware Route 54 Westbound | B (11.7) | B (11.1) | B (14.1) | B (11.7) | B (11.1) | B (14.1) |
| 2015 without development (Case II) | | | | | | |
| South Main Street Southbound Left-Turn | A (7.9) | A (7.9) | A (8.2) | A (7.9) | A (7.9) | A (8.2) |
| Delaware Route 54 Westbound | B (12.6) | B (12.4) | C (17.9) | B (12.6) | B (12.4) | C (17.9) |
| 2015 with development (Case III) | | | | | | |
| South Main Street Southbound Left-Turn | A (7.9) | A (7.9) | A (8.3) | A (7.9) | A (7.9) | A (8.3) |
| Delaware Route 54 Westbound | B (13.2) | B (13.2) | C (20.6) | B (13.2) | B (13.3) | C (20.6) |

¹ For unsignalized and signalized analyses, the numbers in parentheses following levels of service are average delay per vehicle, measured in seconds.

Table 6
 PEAK HOUR LEVELS OF SERVICE (LOS)
 Based on Traffic Impact Study for Selbyville Towne Village
 Report dated February 2, 2012
 Prepared by Davis, Bowen & Friedel, Inc.

| Unsignalized Intersection ¹ | LOS per Analysis | | | LOS per DeIDOT | | |
|--|------------------|------------|------------------|----------------|------------|------------------|
| | Weekday AM | Weekday PM | Saturday Mid-Day | Weekday AM | Weekday PM | Saturday Mid-Day |
| Hudson Road / Lynch Road | | | | | | |
| 2011 Existing (Case I) | | | | | | |
| Hudson Road Eastbound Left-Turn | A (7.4) | A (7.3) | A (7.3) | A (7.4) | A (7.3) | A (7.3) |
| Lynch Road Southbound | A (9.0) | A (9.0) | A (8.8) | A (9.0) | A (9.0) | A (8.8) |
| | | | | | | |
| 2015 without development (Case II) | | | | | | |
| Hudson Road Eastbound Left-Turn | A (7.4) | A (7.4) | A (7.3) | A (7.4) | A (7.4) | A (7.3) |
| Lynch Road Southbound | A (9.0) | A (9.1) | A (8.9) | A (9.0) | A (9.1) | A (8.9) |
| | | | | | | |
| 2015 with development (Case III) | | | | | | |
| Hudson Road Eastbound Left-Turn | A(7.5) | A (7.4) | A (7.4) | A(7.5) | A (7.4) | A (7.4) |
| Lynch Road Southbound | A (9.1) | A (9.2) | A (9.0) | A (9.1) | A (9.2) | A (9.0) |

¹ For unsignalized and signalized analyses, the numbers in parentheses following levels of service are average delay per vehicle, measured in seconds.