




STATE OF DELAWARE  
**DEPARTMENT OF TRANSPORTATION**  
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JENNIFER COHAN  
SECRETARY

**MEMORANDUM**

**TO:** Wendy Polasko, Acting Kent County Subdivision Coordinator

**FROM:** Troy Brestel, Project Engineer 

**DATE:** December 27, 2016

**SUBJECT:** **Dunkin' Donuts Shopping Center – Forrest Avenue  
Results of Traffic Operational Analysis (TOA) Review**

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We have reviewed the traffic operational analysis (TOA) for the proposed commercial development on a 6.68-acre assemblage of Tax Parcels (2-05-076.11-02-20.00-00001, 21.00-00001, 22.00-00001, 23.00-00001 & 59.00-00001) in the City of Dover, Kent County. The TOA was prepared by The Traffic Group (TTG) and dated June 16, 2016. The analysis evaluates the traffic impacts of the proposed 33,996 square foot shopping center, to be located on the south side of Forrest Avenue (Delaware Route 8), across from the Modern Maturity Center. One access point is proposed at the signalized intersection of Forrest Avenue and the entrance to the Modern Maturity Center. Construction is expected to be complete by 2017.

Based on our review, we find that of the 4 intersections evaluated in the TOA, only the intersection of Forrest Avenue and Saulsbury Road (Delaware Route 15) would operate at lower than level of service (LOS) D during the future a.m. and p.m. peak hours, and would not meet the LOS criteria listed in Chapter 2 of the Development Coordination Manual.

The intersection of Forrest Avenue and Saulsbury Road was identified as needing improvement in the 2012 Hazard Elimination Program (HEP) Task II Report. In the report, it was identified as part of the Delaware Route 8 corridor from just east of Heatherfield Way to Kings Highway, and was listed as Site S. The Task II Report found that the intersection had long traffic queues, a significant number of accidents, and was projected to have a failing LOS in the 2035 projected traffic conditions. As such, the report recommended a number of remedial improvements related to updating the signage approaching and at the intersection; those improvements have been largely completed. Additionally, the report recommended installation of an additional exclusive left-turn lane and an exclusive through lane on both the northbound and southbound Saulsbury Road approaches, to be completed as part of a future capital project. Currently, that project exists in DelDOT's Capital Transportation Program (CTP), with construction scheduled to begin in fiscal year 2020 and be completed in fiscal year 2021.

Based on the results from the Delaware Route 8 Concept Plan and Operations Study performed by the Dover / Kent Metropolitan Organization, DeIDOT is in the beginning phases of developing a project to provide a connection from Commerce Way to Forrest Avenue. The project is listed in the CTP as SR 8, Connector from Commerce Way to SR 8. This connection will likely happen at the intersection of the proposed site entrance with Forrest Avenue and the entrance to the Modern Maturity Center, although preliminary engineering for this project is not scheduled to begin until fiscal year 2021 and a definite alignment of the connector will not be known until then.

Additionally, the City of Dover has a project to create a bikeway along Forrest Avenue, called the Senators Bikeway. Part of the path of the bikeway will run across the site frontage of the proposed development.

Should the developer choose to develop the property per the proposed land use listed above, we offer the following comments:

- 1) The developer should construct the site entrance at the intersection of Forrest Avenue and the entrance to the Modern Maturity Center. The proposed configuration is shown in the table below:

<b>Approach</b>	<b>Current Configuration</b>	<b>Proposed Configuration</b>
Northbound Site Access	Approach does not exist	One left-turn lane, one shared through / right-turn lane
Southbound Modern Maturity Center Site Entrance	One left-turn lane, one right-turn lane	One left-turn lane, one shared through / right-turn lane
Eastbound Forrest Avenue	One left-turn lane, two through lanes	One left-turn lane, two through lanes, one right-turn lane
Westbound Forrest Avenue	One left-turn lane, two through lanes, one right-turn lane	One left-turn lane, two through lanes, one right-turn lane

The developer should coordinate with DeIDOT's Subdivision Section to determine turn-lane lengths and final design details of the site entrance.

- 2) The developer should enter into a traffic signal agreement for the intersection of the site entrance with Forrest Avenue and the entrance to the Modern Maturity Center. The agreement should cover the necessary changes to the signal as a result of the physical changes listed in Item 1. The developer should coordinate with DeIDOT's Subdivision and Traffic Sections on the details of this agreement.
- 3) The developer should dedicate any necessary right-of-way through the site to accommodate DeIDOT's SR 8, Connector from Commerce Way to SR 8 project. The specifics of this dedication should be coordinated with DeIDOT's Subdivision Section.
- 4) The developer should design the site so that DeIDOT's SR 8, Connector from Commerce Way to SR 8 project can be constructed without impact to any constructed buildings or parking facilities. While DeIDOT does not require that the proposed north-south driveway be designed and built to their local road standards, doing so now would reduce the amount of work to be done as part of the DeIDOT project and would therefore also reduce the disruption to commercial tenants when DeIDOT builds their project.

- 5) The developer should make a contribution towards construction of a shared-use path across the site frontage along Forrest Avenue. This shared-use path will help to facilitate the Senators Bikeway along Forest Avenue. The amount and timing of this contribution should be coordinated with DelDOT's Subdivision Section.

Please note that this analysis generally focuses on capacity and level of service issues. Level of Service tables for the existing and future cases are attached with this memorandum.

In addition, further comments related to the design of the site entrances, as well as comments relating to traffic, transit, and bicycle improvements, may be made during the site plan review process.

Please contact me at (302) 760-2167 if you have any questions.

TB:ct

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