



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

JENNIFER COHAN
SECRETARY

February 23, 2016

Mr. Michael Kaszyski
Duffield Associates, Inc.
5400 Limestone Road
Wilmington, DE 19808-1232

Dear Mr. Kaszyski,

The Department has completed its review of the Traffic Impact Study (TIS) for the Incyte Office Expansion (Tax Parcel 06-136.00-030), prepared by your firm and dated September 2015. The report was prepared in a manner generally consistent with DelDOT's Development Coordination Manual.

The TIS evaluates the impacts of the proposed development, proposed to be located on the Augustine Cut-Off, just outside of the City of Wilmington in New Castle County.

The proposed development would consist of the addition of a 154,000 square foot office building to the existing site, which is on an approximately 16.7-acre parcel (Tax Parcel 06-136.00-030). Three access points are to be utilized for the development on Augustine Cut-Off: one existing site entrance across from West 18th Street, one existing site entrance just north of Stone Hill Road, and a new proposed site entrance across from Cantera Road. Construction is anticipated to begin in 2016 and be completed in 2017.

The land is currently zoned as OR (Office Regional) in New Castle County, and the developer does not propose to rezone the land.

Currently, there are no DelDOT projects within the area of study.

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

Eight intersections were identified by DelDOT and New Castle County as being required for study to satisfy the level of service (LOS) requirements for both the New Castle County Unified Development Code (UDC) and DelDOT's Development Coordination Manual. Two additional intersections were identified by DelDOT as being required for study to satisfy the level of service (LOS) requirements of only DelDOT's Development Coordination Manual. All ten intersections are listed in the enclosures. Of those intersections, none exhibit any LOS deficiencies for both present and future roadway traffic conditions.




Should New Castle County choose to approve the proposed development, the following items should be incorporated into the site design and reflected on the record plan by note or illustration. 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.

1. The developer should modify the section of the Augustine Cut-Off, from the existing site entrance at West 18th Street to Cantera Road, in a manner consistent with the concept plan shown on page 4 and a portion of the record plan on page 5. Briefly, the concept plan shows reducing the northbound and southbound through lanes to one in each direction, changing the northbound shared left-turn / through lane at the intersection of West 18th Street and the site entrance to an exclusive left-turn lane, modification of the existing entrances, and the addition of a new entrance across from Cantera Road. Specific changes to the West 18th Street intersection are still being finalized, but no additional lanes will be needed. The developer should work closely with DelDOT's Subdivision and Traffic Sections on the details of the roadway and entrance configurations. Where turn lanes are added, the lengths of the turn lanes should be based on DelDOT's *Auxiliary Lane Worksheet*. The details of the modified road and entrance configurations should be finalized during the site plan review.
2. The developer should enter into a traffic signal agreement with DelDOT for the intersection of the site entrance, Augustine Cut-Off and West 18th Street. The agreement will cover signal adjustments that may be required by the improvements resulting from item 1. The developer should coordinate with DelDOT on the implementation and cost of the traffic signal adjustments.
3. Along the Augustine Cut-Off site frontage, the developer should provide a bituminous concrete overlay to the existing travel lanes, at DelDOT's discretion. DelDOT should analyze the existing lanes' pavement section and recommend an overlay thickness to the developer's engineer if necessary. This overlay may extend beyond the site frontage as necessary to address changes in the configuration and striping associated with entrance modification and construction, as noted on the concept plan mentioned in item 1 and shown on page 4.
4. The following bicycle and pedestrian improvements should be included:
 - a. A right-turn yield to bikes sign (MUTCD R4-4) should be added at the start of the right-turn lanes added to the Augustine Cut-Off at the site entrances.
 - b. Appropriate bicycle symbols, directional arrows, striping (including stop bars), and signing should be included along bicycle facilities and right-turn lanes within the project limits.
 - c. Utility covers should be made flush with the pavement.
 - d. Bike parking should be provided near the building entrances. Where building architecture permits, the parking should be covered.
 - e. A five-foot wide permanent easement from the edge of the right-of-way should be dedicated to DelDOT within the site frontage along Augustine Cut-Off. An eight-foot multi-use path that meets current AASHTO and ADA standards should be constructed along the site frontage on Augustine Cut-Off.
 - f. ADA compliant curb ramps and crosswalks should be provided at all pedestrian crossings, including all site entrances. Type 3 curb ramps are discouraged.
 - g. Internal sidewalks for pedestrian safety and to promote walking as a viable transportation alternative should be constructed within the property. These sidewalks should each be a minimum of five feet wide and should meet current AASHTO and ADA standards. These internal sidewalks should connect to the multi-use path along Augustine Cut-Off in a manner as shown on pages 5 and 6.

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_mutcd/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 this TIS are attached. If you have any questions concerning this review, please contact me at (302) 760-2167. My email is Troy.Brestel@state.de.us.

Sincerely,

Troy Brestel
Project Engineer

TEB:km

Enclosures

cc with enclosures:

Mr. Jeffrey Bross, Duffield Associates, Inc.
Ms. Tigist Zegeye, WILMAPCO
Mr. Daniel Blevins, WILMAPCO
Mr. George Haggerty, New Castle County Department of Land Use
Mr. Owen Robatino, New Castle County Department of Land Use
Mr. Marco Boyce, New Castle County Department of Land Use
Mr. Dave Blankenship, City of Wilmington
Ms. Annie Cordo, Deputy Attorney General
Mr. Robert McCleary, Director, Transportation Solutions (DOTS)
Mr. Drew Boyce, Director, Planning
Mr. Mark Luszcz, Chief Traffic Engineer, Traffic, DOTS
Mr. Mark Tudor, Assistant Director, Project Development North,
DOTS
Mr. J. Marc Coté, Assistant Director, Development Coordination
Mr. T. William Brockenbrough, Jr., County Coordinator, Development
Coordination
Mr. Peter Haag, Traffic Studies Manager, Traffic, DOTS
Mr. Adam Weiser, Safety Engineer, Traffic, DOTS
Mr. Thomas Felice, Program Manager, Development Coordination
Mr. David Dooley, Service Development Planner, Delaware Transit
Corporation
Mr. Anthony Aglio, Planning Supervisor, Statewide & Regional Planning
Ms. Donna Robinson, Administrative Assistant, Statewide & Regional
Planning
Mr. Todd Sammons, Subdivision Engineer, Development Coordination
Mr. Jeffrey Van Horn, New Castle County Subdivision Coordinator,
Development Coordination
Mr. Ahmed Abdelmoteleb, New Castle County Traffic Engineer, Traffic,
DOTS
Mr. Claudy Joinville, Project Engineer, Development Coordination
Mr. Andrew Parker, McCormick Taylor, Inc.
Mr. Mir Wahed, Johnson, Mirmiran & Thompson, Inc.
Mr. Kevin Hickman, Johnson, Mirmiran & Thompson, Inc.

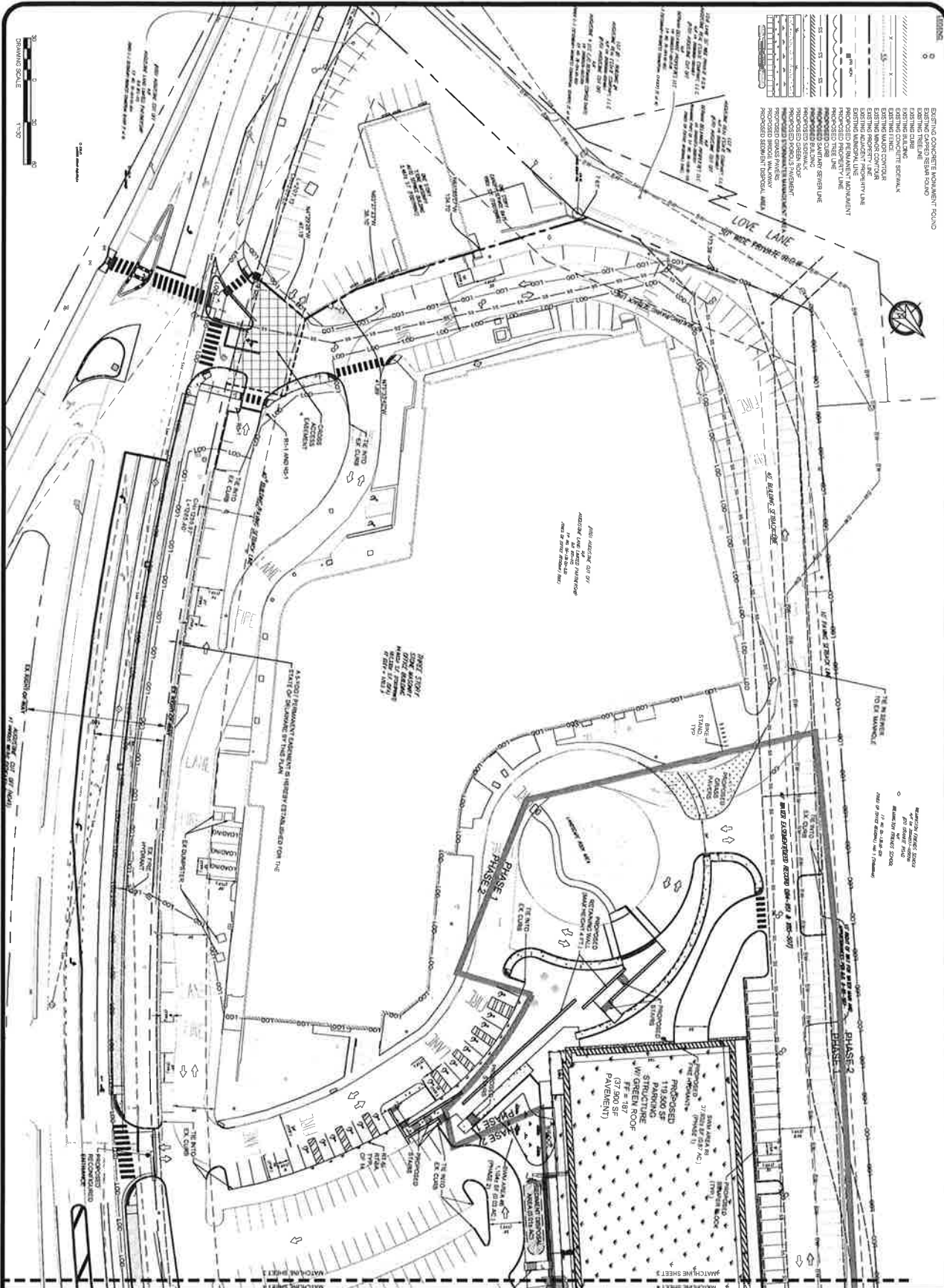
Conceptual Incyte Site Entrance across from Cantera Road on Augustine Cut-off



Entrance Configuration to change per DCDOT Subversion Standards

Refer to Cross Sections
for more details

Updated 12/17/15



RECORD MAJOR LAND DEVELOPMENT PLAN
SITE PLAN
INCYTE CORPORATION EXPANSION
1801 AUGUSTINE CUT OFF
BRANDYWINE HUNDRED - NEW CASTLE COUNTY - DELAWARE

DATE: 27 OCTOBER 2015
 SCALE: 1" = 30'
 PROJECT NO: 106531.CC
 SHEET: 3 OF 4

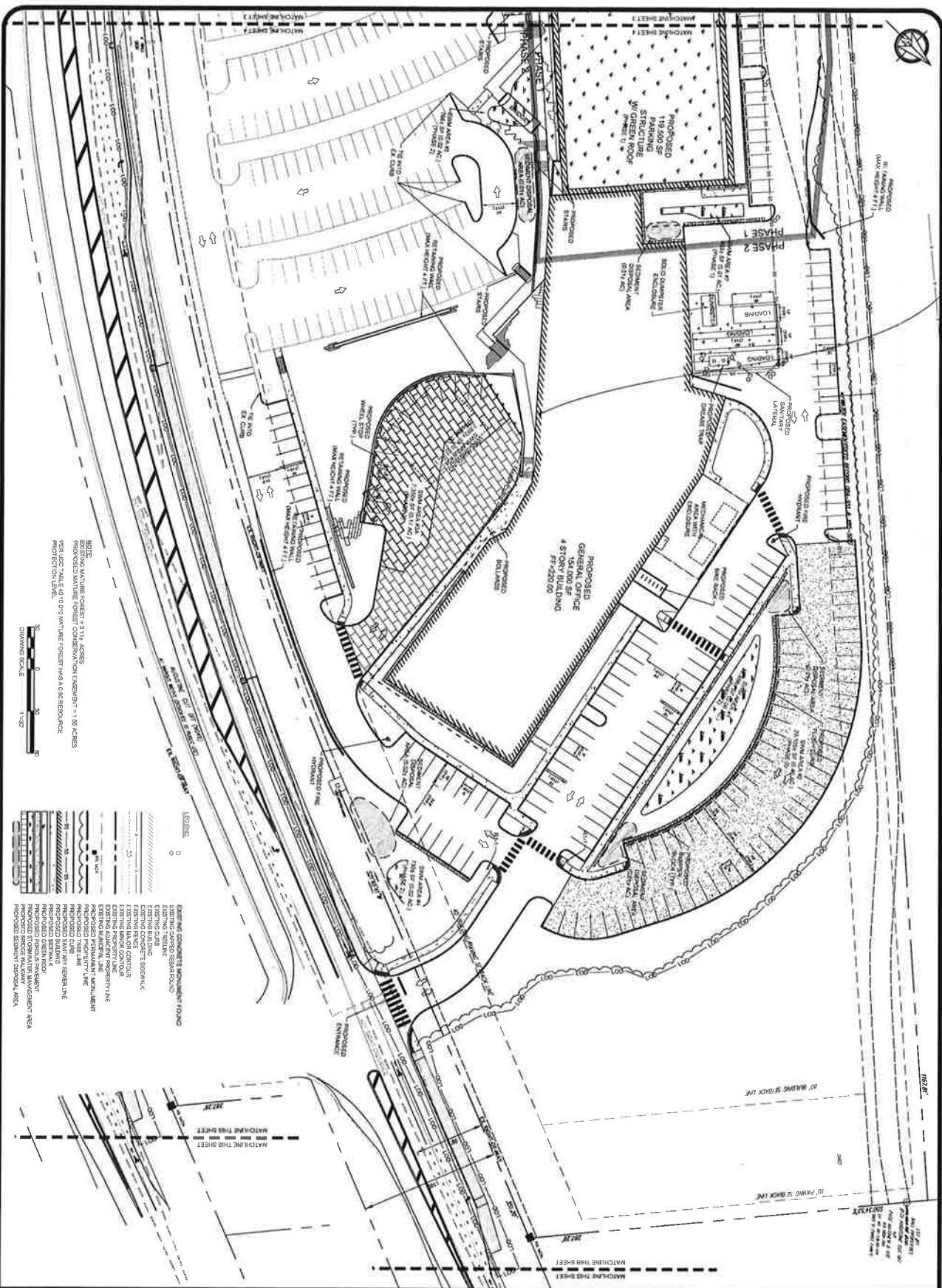
OWNER: INCYTE CORPORATION 1801 AUGUSTINE CUT OFF WILMINGTON, DE 19812	DESIGNED BY: MICHAEL J. RADZYK, P.E. MICHAEL J. RADZYK, P.E.	CHECKED BY: MJC FILE NAME: 106531.CC
DEVELOPER: INCYTE CORPORATION 1801 AUGUSTINE CUT OFF WILMINGTON, DE 19812	DATE: 10/27/15	SCALE: 1" = 30'
PROJECT NO: 106531.CC	SHEET: 3 OF 4	DATE: 10/27/15

DUFFIELD ASSOCIATES
 Soil, Water & the Environment

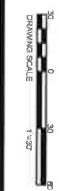
5400 LIMESTONE ROAD
 WILMINGTON, DE 19808-1232
 TEL: 302.232.6604
 FAX: 302.239.8485

OFFICES IN DELAWARE, MARYLAND,
 PENNSYLVANIA AND NEW JERSEY

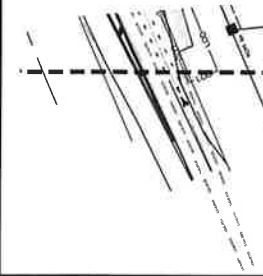
WEB: [HTTP://DUFFIELD.NET](http://duffield.net)
 E-MAIL: INFO@DUFFIELD.NET



NOTE:
 WALNUT CREEK FOREST - 3.11% ACRE
 PER IJC TABLE 4.7.11.01 WALNUT FOREST HAS A 0.25 RESIDUAL
 PROTECTION LEVEL.



SYMBOL	DESCRIPTION
[Symbol]	EXISTING CONCRETE MONUMENT MARK
[Symbol]	EXISTING CAPPED REBAR FOUND
[Symbol]	EXISTING CURB
[Symbol]	EXISTING SIDEWALK
[Symbol]	EXISTING FENCE
[Symbol]	EXISTING FENCE CONTROL
[Symbol]	EXISTING MAJOR CONTROL
[Symbol]	EXISTING ADJACENT PROPERTY LINE
[Symbol]	EXISTING ADJACENT LINE (CONTRIBUTION)
[Symbol]	PROPOSED PROPERTY LINE
[Symbol]	PROPOSED TRAIL LINE
[Symbol]	PROPOSED SANITARY SEWER LINE
[Symbol]	PROPOSED CROWN ROAD
[Symbol]	PROPOSED SIGN AREA
[Symbol]	PROPOSED SIGN BEAM
[Symbol]	PROPOSED SIGN BEAM ALTERNATE AREA
[Symbol]	PROPOSED SIGNMENT AREA
[Symbol]	PROPOSED SIGNMENT AREA



RECORD MAJOR LAND DEVELOPMENT PLAN
SITE PLAN
INCYTE CORPORATION EXPANSION
1801 AUGUSTINE CUT OFF
BRANDYWINE HUNDRED - NEW CASTLE COUNTY - DELAWARE

DATE: 27 OCTOBER 2013
 SCALE: 1" = 30'
 PROJECT NO. 10653 CC
 SHEET: 4 OF 4

NO.	REVISION	DATE	BY	CHECKED BY
1	REVISED PER R & R LIGHT COMMENTS	10/27/13	[Signature]	[Signature]
2	REVISED PER R & R COMMENTS	10/27/13	[Signature]	[Signature]

DESIGNED BY: MICHAEL J. KAWATYK, P.E.
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 DATE: 10/27/13

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 Soil, Water & Air Consultants

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General Information

Report date: September, 2015

Prepared by: Duffield Associates, Inc.

Prepared for: The Incyte Corporation

Tax Parcel: 06-136.00-030

Generally consistent with DelDOT's *Development Coordination Manual*: Yes

Project Description and Background

Description: 154,000 square foot office (research and development) building

Location: West side of the Augustine Cut-Off, north of 18th Street (Wilmington)

Amount of land to be developed: approximately 16.7 acres

Current zoning: OR (Office Regional)

Proposed zoning: OR (Office Regional)

Land use approval(s) needed: County approval, Town approval

Proposed completion date: 2016

Proposed access location: Three along the Augustine Cut-Off

Livable Delaware

(Source: Delaware Strategies for State Policies and Spending, 2015 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 1.

Description of Investment Level:

Investment Level 1

Investment Level 1 areas are often municipalities, towns, or urban / urbanizing places in counties. Density is generally higher than in the surrounding areas. There are a variety of transportation opportunities available. Buildings may have mixed uses, such as a business on the first floor and apartments above.

In Investment Level 1 areas, State investments and policies should support and encourage a wide range of uses and densities, promote other transportation options, foster efficient use of existing public and private investments, and enhance community identity and integrity. Overall, it is the State's intent to use its spending and management tools to maintain and enhance community character, to promote well-designed and efficient new growth, and to facilitate redevelopment in Investment Level 1 Areas. These areas would be a prime location for designating "pre-permitted areas" to help steer development where the citizens are most prepared to accept it.

Concerning transportation, in Level 1 areas, the State's first priority will be for preserving existing facilities and making safety improvements. Level 1 areas will also be the highest priority for: context sensitive transportation system capacity enhancements; transit -system enhancements; ADA accessibility; and for closing gaps in the pedestrian system, including the Safe Routes to School projects. Additionally, Level 1 areas are a first priority for planning projects and studies, bicycle facilities, signal-system enhancements, the promotion of interconnectivity of neighborhoods and public facilities. Street design and access should also be compatible to the context of an area.

Proposed Development's Compatibility with Livable Delaware: Based on the above description, it appears that this development proposal is generally consistent with the 2015 update of the Livable Delaware "Strategies for State Policies and Spending."

Comprehensive Plans

The proposed development is located within New Castle County.

New Castle County Comprehensive Plan: (Source: New Castle County Comprehensive Plan Update, 2012)

The site is located in an area with a Future Land Use designated as an Office / Commercial / Industrial Development Area (OCI).

Proposed Development's Compatibility with Comprehensive Plan: Based on the above description, the proposed development generally adheres to the New Castle County 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 (9th edition) and the ITE Trip Generation Handbook (2nd edition).

Table 1
Trip Generation for the Incyte Office Expansion

Land Use	Morning Peak Hour			Evening Peak Hour		
	In	Out	Total	In	Out	Total
<i>150,000 square foot research and development center (ITE code 760)</i>	163	27	190	19	173	192

Overview of TIS

Intersections examined:

- 1) Site Entrance A / Augustine Cutoff (New Castle Road 49) / West 18th Street (New Castle Road 504)
- 2) Site Entrance B / Augustine Cutoff
- 3) Site Entrance C / Augustine Cutoff / Cantera Road
- 4) Augustine Cutoff / Alapocas Drive (New Castle Road 268)
- 5) Alapocas Drive / School Road
- 6) Alapocas Drive / Edgewood Road
- 7) Augustine Cutoff / Edgewood Road
- 8) Augustine Cutoff / West Park Drive / US Route 202 Connector

The following intersections were included to satisfy the conditions set forth in the Development Coordination Manual. They were not needed to satisfy the conditions set forth in New Castle County's Unified Development Code.

- 1) Augustine Cutoff / Lovering Avenue (New Castle Road 49)
- 2) West 18th Street / North Broom Street (New Castle Road 217)

Conditions examined:

- 1) Existing (2015);
- 2) 2016 without proposed development;
- 3) 2016 with proposed development.

Peak hours evaluated: all intersections were examined during the weekday morning and weekday evening peak hours.

Committed developments considered: AstraZeneca (1,147,859 square feet of office space), DuPont Experiment Station (1,069,974 square feet of office space), Wilmington Friends School (17,300 square foot expansion of school)

Transit, Pedestrian, and Bicycle Facilities

Existing transit service: Currently, local transit service is provided on 18th street in Wilmington.

Planned transit service: Currently, there is no future planned service other than maintaining the existing local service.

Existing bicycle and pedestrian facilities: The New Castle County Bicycle Map indicates that the Augustine Cut-Off, 18th Street, Broom Street, and Alapocas Road Road are considered Connector Bicycle Routes. Augustine Cut-Off has a separate bikeway.

Planned bicycle and pedestrian facilities: Other than those made on page 2, item 4, of this document, minor comments relating to bicycle and pedestrian improvements may be made during DeIDOT's site plan review process.

General HCS Analysis Comments

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

The Consultant did not analyze a number of the intersections in the study correctly; however, a phone conversation between the Consultant and DeIDOT after submission of the TIS addressed the problems within the analysis.

Table 2
 PEAK HOUR LEVELS OF SERVICE (LOS)
 Incyte Corporation - TIS
 Prepared by Duffield Associates, Inc.

Signalized Intersection ¹	LOS per TIS ^{2 3}		LOS per DelDOT	
	Weekday AM	Weekday PM	Weekday AM	Weekday PM
Augustine Cut-Off / West 18 th Street / Site Entrance				
2015 Existing	C (22.9)	C (24.5)	C (23.2)	C (25.2)
2016 without development	C (23.2)	C (24.5)	C (23.0)	C (25.3)
2016 with development	C (24.0)	C (24.5)	C (25.1)	C (27.2)
2016 with development and with modification of Augustine Cut-Off ⁴	N/A	N/A	C (27.3)	C (29.9)

¹ The numbers in parentheses following levels of service are average delay per vehicle, measured in seconds.

² In their analysis, the Consultant did not properly follow the signal timing sheet when imputing the appropriate analysis parameters.

³ In their analysis, the Consultant did not properly input the correct lane configuration of the intersection.

⁴ Modification includes the conversion of Augustine Cut-Off from two through lanes in each direction to one through lane and the addition of an exclusive left-turn lane on the northbound approach.

Table 3
 PEAK HOUR LEVELS OF SERVICE (LOS)
 Incyte Corporation - TIS
 Prepared by Duffield Associates, Inc.

Unsignalized Intersection ¹	LOS per TIS		LOS per DelDOT	
	Weekday AM	Weekday PM	Weekday AM	Weekday PM
Augustine Cut-Off / Entrance to Incyte Office Complex				
2015 Existing				
Eastbound Site Entrance	B (14.4)	C (18.6)	B (13.8)	C (21.1)
Northbound Augustine Cut-Off Left-Turn	A (9.2)	A (8.4)	A (9.0)	A (8.3)
2016 without development				
Eastbound Site Entrance	B (14.2)	C (21.1)	B (14.3)	C (24.6)
Northbound Augustine Cut-Off Left-Turn	A (9.2)	A (8.6)	A (9.1)	A (8.6)
2016 with development				
Eastbound Site Entrance	C (15.5)	D (28.9)	C (15.6)	E (37.2)
Northbound Augustine Cut-Off Left-Turn	A (9.4)	A (8.7)	A (9.3)	A (8.7)
2016 with development and with modification of Augustine Cut-Off ²				
Eastbound Site Entrance	N/A	N/A	C (18.5)	F (93.7)
Northbound Augustine Cut-Off Left-Turn	N/A	N/A	A (9.3)	A (8.7)

¹ The numbers in parentheses following levels of service are average delay per vehicle, measured in seconds.

² Modification includes the conversion of Augustine Cut-Off from two through lanes in each direction to one through lane and the addition of an exclusive left-turn lane on the northbound approach and an exclusive right-turn lane on the southbound approach.

Table 4
 PEAK HOUR LEVELS OF SERVICE (LOS)
 Incyte Corporation – TIS
 Prepared by Duffield Associates, Inc.

Unsignalized Intersection ¹	LOS per TIS		LOS per DelDOT	
	Weekday AM	Weekday PM	Weekday AM	Weekday PM
2015 Existing				
Westbound Cantera Road	B (14.6)	B (14.2)	B (12.8)	B (12.6)
Southbound Augustine Cut-Off Left-Turn	A (8.1)	A (9.2)	A (8.1)	A (9.2)
2016 without development				
Westbound Cantera Road	C (15.5)	B (14.9)	B (13.4)	B (13.1)
Southbound Augustine Cut-Off Left-Turn	A (8.2)	A (9.3)	A (8.2)	A (9.2)
2016 with development				
Eastbound Site Entrance	C (18.4)	C (17.8)	N/A	N/A
Westbound Cantera Road	C (19.8)	C (18.0)	N/A	N/A
Northbound Augustine Cut-Off Left-Turn	A (9.4)	A (8.6)	N/A	N/A
Southbound Augustine Cut-Off Left-Turn	A (9.3)	A (9.5)	N/A	N/A
2016 with development and with modification of Augustine Cut-Off ²				
Eastbound Site Entrance	N/A	N/A	C (21.1)	D (29.4)
Westbound Cantera Road	N/A	N/A	C (16.1)	C (17.6)
Northbound Augustine Cut-Off Left-Turn	N/A	N/A	A (9.3)	A (8.6)
Southbound Augustine Cut-Off Left-Turn	N/A	N/A	A (8.2)	A (9.4)

¹ The numbers in parentheses following levels of service are average delay per vehicle, measured in seconds.

² Modification includes the conversion of Augustine Cut-Off from two through lanes in each direction to one through lane and the addition of an exclusive left-turn lane on the northbound approach and an exclusive right-turn lane on the southbound approach.

Table 5
 PEAK HOUR LEVELS OF SERVICE (LOS)
 Incyte Corporation - TIS
 Prepared by Duffield Associates, Inc.

Signalized Intersection¹	LOS per TIS		LOS per DelDOT	
	Weekday AM	Weekday PM	Weekday AM	Weekday PM
Augustine Cut-Off / Alapocas Drive				
2015 Existing	C (20.2)	B (16.2)	B (14.0)	A (9.7)
2016 without development	B (19.1)	B (18.1)	B (14.5)	B (13.7)
2016 with development	B (18.3)	B (16.3)	B (15.1)	B (13.7)

¹ The numbers in parentheses following levels of service are average delay per vehicle, measured in seconds.

Table 6
 PEAK HOUR LEVELS OF SERVICE (LOS)
 Incyte Corporation - TIS
 Prepared by Duffield Associates, Inc.

All-Way Stop-Controlled Intersection¹	LOS per TIS		LOS per DelDOT	
	Weekday AM	Weekday PM	Weekday AM	Weekday PM
Alapocas Drive / School Road				
2015 Existing	A (8.1)	A (8.0)	A (7.89)	A (7.79)
2016 without development	A (9.0)	A (8.6)	A (8.52)	A (8.27)
2016 with development	A (9.0)	A (8.7)	A (8.56)	A (8.31)

¹ The numbers in parentheses following levels of service are average delay per vehicle, measured in seconds.

Table 7
 PEAK HOUR LEVELS OF SERVICE (LOS)
 Incyte Corporation - TIS
 Prepared by Duffield Associates, Inc.

All-Way Stop-Controlled Intersection¹	LOS per TIS		LOS per DelDOT	
	Weekday AM	Weekday PM	Weekday AM	Weekday PM
Alapocas Drive / Edgewood Road				
2015 Existing	A (7.9)	A (7.7)	A (7.66)	A (7.57)
2016 without development	A (8.5)	A (8.3)	A (8.14)	A (8.00)
2016 with development	A (8.5)	A (8.3)	A (8.18)	A (8.03)

¹ The numbers in parentheses following levels of service are average delay per vehicle, measured in seconds.

Table 8
PEAK HOUR LEVELS OF SERVICE (LOS)
 Incyte Corporation - TIS
 Prepared by Duffield Associates, Inc.

Unsignalized Intersection¹	LOS per TIS²		LOS per DelDOT	
	Weekday AM	Weekday PM	Weekday AM	Weekday PM
Augustine Cut-Off / Edgewood Road				
2015 Existing				
Eastbound Edgewood Road	N/A	N/A	C (20.4)	C (19.3)
Northbound Augustine Cut-Off Left-Turn	N/A	N/A	A (9.0)	A (8.2)
2016 without development				
Eastbound Edgewood Road	N/A	N/A	C (22.4)	C (22.1)
Northbound Augustine Cut-Off Left-Turn	N/A	N/A	A (9.1)	A (8.3)
2016 with development				
Eastbound Edgewood Road	N/A	N/A	C (24.0)	C (23.6)
Northbound Augustine Cut-Off Left-Turn	N/A	N/A	A (9.3)	A (8.3)

¹ The numbers in parentheses following levels of service are average delay per vehicle, measured in seconds.

² The Consultant analyzed this intersection as a two-way stop with four approaches, one of which is a private drive. This is incorrect for purposes of this analysis. As such, the results from the TIS are not reported in this table.

Table 9
 PEAK HOUR LEVELS OF SERVICE (LOS)
 Incyte Corporation - TIS
 Prepared by Duffield Associates, Inc.

Signalized Intersection¹	LOS per TIS		LOS per DelDOT	
	Weekday AM	Weekday PM	Weekday AM	Weekday PM
Augustine Cut-Off / West Park Drive / US Route 202 Connector				
2015 Existing	B (15.0)	B (19.0)	B (10.7)	B (11.3)
2016 without development	B (16.3)	B (19.8)	B (12.1)	B (12.3)
2016 with development	B (16.9)	C (20.2)	B (12.1)	B (13.2)

¹ The numbers in parentheses following levels of service are average delay per vehicle, measured in seconds.

Table 10
 PEAK HOUR LEVELS OF SERVICE (LOS)
 Incyte Corporation - TIS
 Prepared by Duffield Associates, Inc.

Signalized Intersection ¹	LOS per TIS		LOS per DelDOT	
	Weekday AM	Weekday PM	Weekday AM	Weekday PM
Augustine Cut-Off / Lovering Avenue				
2015 Existing	C (25.0)	C (34.1)	C (22.8)	C (25.0)
2016 without development	C (27.5)	D (40.9)	C (22.9)	C (25.8)
2016 with development	C (28.4)	D (49.4)	C (23.3)	C (26.8)

¹ The numbers in parentheses following levels of service are average delay per vehicle, measured in seconds.

Table 11
 PEAK HOUR LEVELS OF SERVICE (LOS)
 Incyte Corporation - TIS
 Prepared by Duffield Associates, Inc.

Signalized Intersection ¹	LOS per TIS		LOS per DelDOT	
	Weekday AM	Weekday PM	Weekday AM	Weekday PM
West 18 th Street / North Bloom Street				
2015 Existing	B (17.1)	C (21.4)	C (21.1)	B (19.6)
2016 without development	B (17.4)	C (21.4)	C (20.9)	B (19.4)
2016 with development	B (18.3)	C (21.7)	C (20.4)	B (19.3)

¹ The numbers in parentheses following levels of service are average delay per vehicle, measured in seconds.