



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

JENNIFER COHAN  
SECRETARY

February 12, 2019

Ms. Betty Tustin  
The Traffic Group, Inc.  
104 Kenwood Court  
Berlin, MD 21236

Dear Ms. Tustin:

The Department has completed its review of the TIS for the proposed **Lakelynn** residential development. The TIS was prepared by The Traffic Group (TTG), and is dated October, 2018. TTG prepared the report in a manner generally consistent with DelDOT's *Development Coordination Manual*.

The analysis evaluates the traffic impacts of the proposed development, which would be located on the north side of Lizzard Hill Road (Sussex Road 367A), east of Peppers Corner Road (Sussex Road 365) in Sussex County.

The proposed development would consist of 45 single-family detached houses and 142 multi-family houses on an approximately 71.77-acre assemblage of parcels (Tax Parcels 134-18.00-38.00 & 134-19.00-13.03). One full access is proposed on Lizzard Hill Road. Construction is expected to be complete in 2023.

The subject property is currently zoned as GR (General Residential) and the developer does not plan to rezone the land.

Based on our review, we find that the intersections of the Site Entrance / Lizzard Hill Road and Peppers Corner Road / Lizzard Hill Road would operate at level of service (LOS) D or better during the a.m. and p.m. peak hours for both present and future conditions, and would meet the LOS criteria listed in Chapter 2 of the Development Coordination Manual.



Should Sussex 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 reconstruct Lizzard Hill Road from Peppers Corner Road to the eastern limit of the site frontage to provide for eleven-foot travel lanes and five-foot shoulders. 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.
2. The developer should construct the full site access on Lizzard Hill Road; the proposed configuration is shown in the table below:

<b>Approach</b>	<b>Existing Configuration</b>	<b>Proposed Configuration</b>
Southbound Site Entrance	Approach does not exist	One shared left-turn / right-turn lane
Eastbound Lizzard Hill Road	One through lane	One left-turn lane, one through lane
Westbound Lizzard Hill Road	One through lane	One through lane, one right-turn lane

Initial recommended minimum turn-lane lengths (excluding tapers) of the separate turn lanes are listed below. These lengths were based on DelDOT’s *Auxiliary Lane Worksheet* (version 5.1). The developer should coordinate with DelDOT’s Development Coordination Section to determine final turn-lane lengths during the site plan review.

<b>Approach</b>	<b>Left-Turn Lane</b>	<b>Right-Turn Lane</b>
Southbound Site Entrance	N/A	N/A
Eastbound Lizzard Hill Road	185 feet	N/A
Westbound Lizzard Hill Road	N/A	190 feet

3. The following bicycle, pedestrian, and transit improvements should be included:
  - a. Where the right-turn lane is added at the site entrance, a minimum of a five-foot bicycle lane should be dedicated and striped with appropriate markings for bicyclists through the turn-lane in order to facilitate safe and unimpeded bicycle travel. A right-turn yield to bikes sign should be added at the start of the lane.
  - b. Appropriate bicycle symbols, directional arrows, pavement markings, and signing should be included along bicycle facilities and turn lanes within the project limits.

- c. A fifteen-foot wide easement from the edge of the right-of-way should be dedicated to DelDOT within the site frontage along Lizzard Hill Road.
- d. ADA compliant curb ramps and crosswalks should be provided at all pedestrian crossings, including the site entrance. Type 3 curb ramps are discouraged.

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](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. Mark Buckalew of DelDOT’s Traffic Section. Mr. Buckalew can be reached at (302) 894-6353 or by email at [Mark.Buckalew@state.de.us](mailto:Mark.Buckalew@state.de.us).

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

Level of service (LOS) tables 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](mailto:Troy.Brestel@state.de.us).

Sincerely,



Troy Brestel  
Project Engineer

TWB:tbm  
Enclosures

cc with enclosures: Ms. Janelle Cornwell, Sussex County Planning & Zoning  
Mr. Robert McCleary, Director, Transportation Solutions (DOTS)  
Mr. Drew Boyce, Director, Planning  
Mr. Mark Luszcz, Chief Traffic Engineer, Traffic, DOTS  
Mr. Michael Simmons, Assistant Director, Project Development South,  
DOTS  
Mr. Alastair Probert, South District Engineer, 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. David Dooley, Service Development Planner, Delaware Transit  
Corporation  
Mr. Anthony Aglio, Planning Supervisor, Statewide & Regional Planning  
Ms. Susanne Laws, Sussex County Subdivision Coordinator,  
Development Coordination  
Mr. Mark Buckalew, Traffic Safety Engineer, DelDOT Traffic, DOTS  
Mr. Claudy Joinville, Project Engineer, Development Coordination  
Mr. Brian Yates, Johnson, Mirmiran & Thompson, Inc.

Table 1  
 PEAK HOUR LEVELS OF SERVICE (LOS)  
 Lakelynn – TIS

Unsignalized Intersection <sup>1</sup>	LOS per TIS		LOS per DelDOT	
	Weekday AM	Weekday PM	Weekday AM	Weekday PM
Lizzard Hill Road / Site Entrance				
2023 with development				
Southbound Site Entrance	A (9.0)	A (9.1)	A (8.9)	A (8.9)
Eastbound Lizzard Hill Road Left-Turn	A (7.3)	A (7.4)	A (7.3)	A (7.4)

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

Table 2  
 PEAK HOUR LEVELS OF SERVICE (LOS)  
 Lakelynn – TIS

Unsignalized Intersection <sup>1</sup>	LOS per TIS		LOS per DelDOT	
	Weekday AM	Weekday PM	Weekday AM	Weekday PM
Peppers Corner Road / Lizzard Hill Road				
2018 Existing				
Southbound Peppers Corner Road Left-Turn	A (7.4)	A (7.4)	A (7.4)	A (7.4)
Westbound Lizzard Hill Road	A (8.7)	A (8.7)	A (8.7)	A (8.7)
2023 without development				
Southbound Peppers Corner Road Left-Turn	A (7.5)	A (7.5)	A (7.5)	A (7.5)
Westbound Lizzard Hill Road	A (9.0)	A (8.9)	A (8.9)	A (8.9)
2023 with development				
Southbound Peppers Corner Road Left-Turn	A (7.6)	A (7.6)	A (7.5)	A (7.6)
Westbound Lizzard Hill Road	A (9.8)	A (9.8)	A (9.5)	A (9.7)

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