



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

NICOLE MAJESKI  
SECRETARY

November 4, 2022

Ms. Dawn M. Riggi, P.E.  
Davis Bowen & Friedel, Inc.  
1 Park Avenue  
Milford, DE 19963

Dear Ms. Riggi,

The enclosed Traffic Impact Study (TIS) review letter for the **Prettyman Property – Prettyman Road** (Tax Parcel: 235-29.00-25.00) development has been completed under the responsible charge of a registered professional engineer whose firm is authorized to work in the State of Delaware. They have found the TIS to conform to DelDOT's Development Coordination Manual and other accepted practices and procedures for such studies. DelDOT accepts this letter and concurs with the recommendations. If you have any questions concerning this letter or the enclosed review letter, please contact me at (302) 760-2124.

Sincerely,

Claudy Joinville  
Project Engineer

CJ:km

Enclosures

cc with enclosures: Mr. Bret Mangum, Insight Homes, Inc.  
Mr. Jamie Sechler, Davis, Bowen & Friedel, Inc.  
Mr. David L. Edgell, Office of State Planning Coordination  
Mr. Jamie Whitehouse, Sussex County Planning & Zoning  
Mr. Andrew J. Parker, McCormick Taylor, Inc.  
Mr. Tucker Smith, McCormick Taylor, Inc.  
DelDOT Distribution

## DelDOT Distribution

Brad Eaby, Deputy Attorney General  
Shanté Hastings, Deputy Secretary / Director of Transportation Solutions (DOTS)  
Pamela Steinebach, Director, Planning  
Mark Luszcz, Deputy Director, Traffic, DOTS  
Peter Haag, Chief Traffic Engineer, Traffic, DOTS  
Michael Simmons, Assistant Director, Project Development South, DOTS  
Wendy Carpenter, Traffic Calming & Subdivision Relations Manager, DelDOT Traffic  
Todd Sammons, Assistant Director, Development Coordination  
Wendy Polasko, Subdivision Engineer, Development Coordination  
Sireen Muhtaseb, TIS Section Manager, Development Coordination  
Alistair Probert, South District Engineer, South District  
Matthew Schlitter, South District Public Works Engineer, South District  
Jared Kauffman, Service Development Planner, Delaware Transit Corporation  
Tremica Cherry, Service Development Planner, Delaware Transit Corporation  
Anthony Aglio, Planning Supervisor, Statewide & Regional Planning  
Kevin Hickman, Acting Sussex Review Coordinator, Development Coordination  
Derek Sapp, Sussex County Subdivision Manager, Development Coordination  
Mark Galipo, Traffic Engineer, Traffic, DOTS  
Annamaria Furmato, Project Engineer, Development Coordination



November 4, 2022

Mr. Claudy Joinville  
Project Engineer  
DelDOT Division of Planning  
P.O. Box 778  
Dover, DE 19903

RE: Agreement No. 1946F  
Traffic Impact Study Services  
**Task No. 3A Subtask 05 – Prettyman Property**

Dear Mr. Joinville:

McCormick Taylor has completed its review of the Traffic Impact Study (TIS) for the Prettyman Property development prepared by Davis, Bowen & Friedel, Inc. dated February 2022. Davis, Bowen & Friedel, Inc. prepared the report in a manner generally consistent with DelDOT's Development Coordination Manual.

The TIS evaluates the impacts of the proposed Prettyman Property development, to be located along the southwest side of Prettyman Road (Sussex Road 254) approximately  $\frac{3}{4}$  mile northwest of US Route 9 in Sussex County, Delaware. The proposed development would consist of 100 single family homes. One unsignalized full-movement access is proposed along Prettyman Road. Construction is anticipated to be completed in 2025.

The subject land is located on an approximately 50.64-acre parcel. The subject land is currently zoned AR-1 (Agricultural Residential). The developer does not plan to rezone the land.

Currently there are no active DelDOT projects within the study area, although there is one study. DelDOT's Coastal Corridors Study aims to study the east-west travel patterns in Sussex County including, but not limited to, Delaware Route 404 and US Route 9 including the section nearest the proposed development. Initial efforts will identify the east-west routes/corridors in northwestern Sussex County that are currently congested or are at risk for congestion based on anticipated growth in the area. The study will focus on a number of factors including longer trips from the Chesapeake Bay Bridge to the Delaware beaches and Ocean City, Maryland, regional traffic between Maryland's Eastern Shore and Sussex County, and local east-west traffic within the northwestern part of Sussex County. The latest updates indicate that the study is in the data collection / public outreach phase.

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



The following intersection exhibits level of service (LOS) deficiencies without the implementation of physical roadway and/or traffic control improvements:

<i>Intersection</i>	<i>Existing Traffic Control</i>	<i>Situations for which deficiencies occur</i>
US Route 9 and Prettyman Road	Unsignalized	2021 Existing PM (Case 1) 2025 without development AM/PM/Saturday (Case 2) 2025 with development AM/PM/Saturday (Case 3)

US Route 9 and Prettyman Road

This unsignalized intersection experiences LOS deficiencies in the existing weekday PM and all future peak hours, with the southbound approach of Prettyman Road operating at LOS F. DeIDOT has determined that a new traffic signal at this location on US Route 9 would not be desirable due in part to proximity to the nearby traffic signal at the intersection of US Route 9 and DE Route 5. Upon further consideration of safety elements and multiple proposed developments in the vicinity of this intersection, DeIDOT has identified the need to realign a portion of Prettyman Road north of US Route 9 to address the skewed angle of the intersection. The subject developer should make an equitable share contribution towards that improvement, as noted below in Item 3.

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 shall improve the State-maintained road(s) on which they front (Prettyman Road), within the limits of their frontage, to meet DeIDOT’s standards for their Functional Classification as found in Section 1.1 of the Development Coordination Manual and elsewhere therein. The improvements shall include both directions of travel, regardless of whether the developer’s lands are on one or both sides of the road. Frontage is defined in Section 1 of the Development Coordination Manual, which states “This length includes the length of roadway perpendicular to lines created by the projection of the outside parcel corners to the roadway.” Questions on or appeals of this requirement should be directed to the DeIDOT Subdivision Review Coordinator in whose area the development is located.

- The developer should construct the full-movement Site Access on Prettyman Road. The proposed configuration is shown in the table below.

Approach	Existing Configuration	Proposed Configuration
Eastbound Site Access	Approach does not exist	One shared left/right-turn lane
Northbound Prettyman Road	One through lane	One shared through/left-turn lane and one bypass lane
Southbound Prettyman Road	One through lane	One through lane and one right-turn lane

Initial recommended minimum turn-lane lengths (excluding tapers) of the separate turn lanes are listed below. The developer should coordinate with DelDOT’s Development Coordination Section to determine final turn-lane lengths and other design details during the site plan review.

Approach	Left-Turn or Bypass Lane	Right-Turn Lane
Eastbound Site Access	N/A	N/A
Northbound Prettyman Road	Bypass lane 375 feet in length * (50-foot storage, 215-foot approach taper, 110-foot departure taper)	N/A
Southbound Prettyman Road	N/A	190 feet **

\* Initial bypass lane lengths based on DelDOT’s *Auxiliary Lane Worksheet*

\*\* Initial turn-lane length based on DelDOT’s *Auxiliary Lane Worksheet*, assuming an entrance radius less than 50 feet

- The developer should enter into an agreement with DelDOT regarding an equitable share contribution towards construction of a potential project that would realign a portion of Prettyman Road north of US Route 9 to address the skewed angle of the intersection of US Route 9 and Prettyman Road. The realignment would eliminate the existing skewed angle such that Prettyman Road intersects US Route 9 at a 90-degree angle. One or more other developers may be required to contribute towards the improvements. The developer should coordinate with DelDOT’s Development Coordination Section, along with the developers of Toback Flex Park and Georgetown Business Plaza (f.k.a. Prettyman Property – Route 9) if directed to do so by DelDOT, regarding the contribution amount and other details regarding the realignment project.
- The developer should provide a roadway interconnection to the adjacent Hawthorne Subdivision located immediately to the southwest of the proposed Prettyman Property.

5. The following bicycle and pedestrian improvements should be included:
  - a. Per the DelDOT Development Coordination Manual section 5.2.9.2, bicycle lanes are required where right turn lanes are being installed.
  - b. Appropriate bicycle symbols, directional arrows, pavement markings, and signing should be included along bicycle facilities and turn lanes within the project limits.
  - c. Utility covers should be made flush with the pavement.
  - d. If clubhouses or other community facilities are constructed within the site, bicycle parking should be provided near building entrances. Where building architecture provides for an awning, other overhang, or indoor parking, the bicycle parking should be covered.
  - e. A minimum 15-foot wide permanent easement from the edge of the right-of-way should be dedicated to DelDOT within the site frontage along Prettyman Road
  - 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 development. These sidewalks should each be a minimum of five-feet wide (with a minimum of a five-foot buffer from the roadway) and should meet current AASHTO and ADA standards. Internal sidewalks in the development should lead out to Prettyman Road and terminate with a Type 1 curb ramp.
  - h. Where internal sidewalks are located alongside of parking spaces, a buffer should be added to prevent vehicular overhang onto the sidewalk.

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://deldot.gov/Publications/manuals/de\\_mutcd/index.shtml](http://deldot.gov/Publications/manuals/de_mutcd/index.shtml).

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 site plan review process.



Additional details on our review of this TIS are attached. Please contact me at (610) 640-3500 or through e-mail at [ajparker@mccormicktaylor.com](mailto:ajparker@mccormicktaylor.com) if you have any questions concerning this review.

Sincerely,

**McCormick Taylor, Inc.**

A handwritten signature in black ink, appearing to read "Andrew J. Parker".

Andrew J. Parker, PE, PTOE  
Project Manager

Enclosure

**General Information**

**Report date:** February 2022

**Prepared by:** Davis, Bowen & Friedel, Inc.

**Prepared for:** Insight Homes, Inc.

**Tax parcel:** 235-29.00-25.00

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

**Project Description and Background**

**Description:** The proposed Prettyman Property development would consist of 100 single-family homes.

**Location:** The site is located along the southwest side of Prettyman Road (Sussex Road 254) approximately  $\frac{3}{4}$  mile northwest of US Route 9 in Sussex County, Delaware. A site location map is included on page 7.

**Amount of land to be developed:** approximately 50.64-acre parcel

**Land use approval(s) needed:** Subdivision approval. The subject land is currently zoned AR-1 (Agricultural Residential), and the developer does not plan to rezone the land.

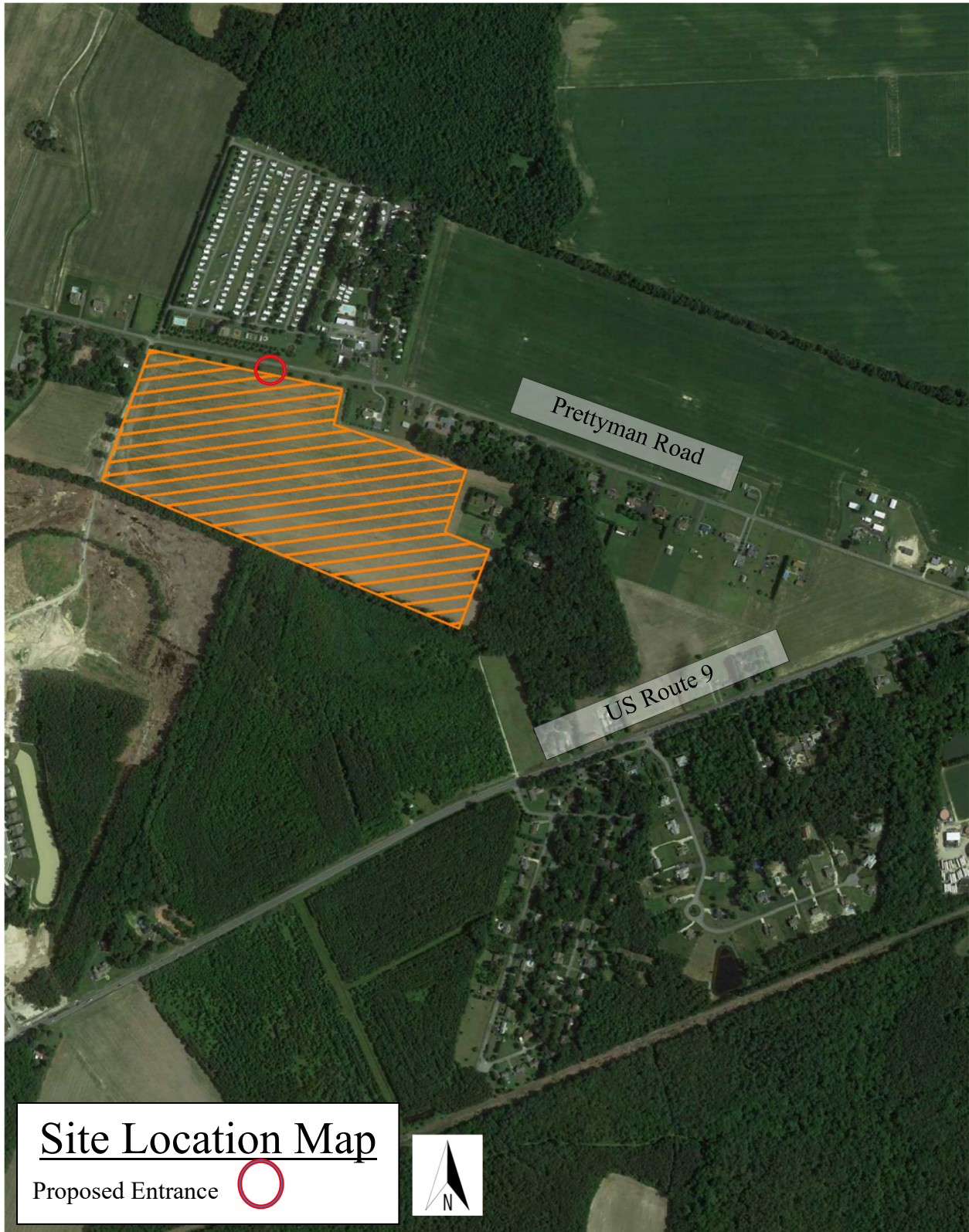
**Proposed completion year:** 2025

**Proposed access locations:** One unsignalized full-movement access is proposed along Prettyman Road.

**Daily Traffic Volumes (per DelDOT Traffic Summary 2019):**

- 2019 Average Annual Daily Traffic on Prettyman Road: 2,212 vehicles/day





## **2020 Delaware Strategies for State Policies and Spending**

### **Location with respect to the Strategies for State Policies and Spending Map of Delaware:**

The Prettyman Property development is located within Investment 4, as described below.

#### *Investment Level 4*

Delaware's Investment Level 4 Areas are rural in nature and are where the bulk of the state's open space/natural areas and agricultural industry is located. These areas contain agribusiness activities, farm complexes, and small settlements. They typically include historic crossroads or points of trade, often with rich cultural ties (for example, unincorporated areas like Clarksville in Sussex County and Port Penn in New Castle County).

Investment Level 4 Areas also boast undeveloped natural areas, such as forestlands, and large recreational uses, such as state and county parks and fish and wildlife preserves. Level 4 Areas may include natural habitats that are important for providing "ecosystem services" such as improving water quality and reducing flood risk. Sometimes, private recreational facilities, such as campgrounds or golf courses (often with associated residential developments), are also situated in Investment Level 4 Areas.

### **Proposed Development's Compatibility with Strategies for State Policies and Spending:**

The proposed Prettyman Property project consists of 100 single family homes. Investment Level 4 should emphasize only development that is compatible with and enhances agriculture, agribusiness, appropriate visitor activities, and similar economic activities. New housing developments are generally discouraged in such areas. Based on the *2020 Delaware Strategies for State Policies and Spending* document, the proposed development does not appear to be compatible with an Investment Level 4 area and additional discussion is required.

## **Comprehensive Plan**

### **Sussex County Comprehensive Plan:**

*(Source: Sussex County Comprehensive Plan, March 2019)*

The Sussex County Comprehensive Plan 2045 Future Land Use Map indicates that the proposed Prettyman Property development parcel is within the Low Density Area (categorized as a Rural Area).

All lands designated as Low-Density Areas are currently zoned AR-1. Under that zoning designation, single family detached homes are permitted at 2 homes per acre on lots containing a minimum of ½ acre if that tract connects to central sewers. Where on-site septic systems are used, single-family detached homes are permitted on minimum ¾ acre lots. AR-1 zoning regulations also permit an average of 2 homes per acre where a cluster-style site plan is used, and a portion of the tract is preserved in permanent open space. Using these zoning regulations and additional incentives, Sussex County hopes to retain the rural environment of Low Density Areas and set aside significant open space.

In Sussex County, many farmland owners located in the Low-Density Areas have built up significant equity in their land – in numerous cases through multiple generations. This equity is a liquid asset that can serve as collateral to secure operating loans. It is also equity that can be realized through land sales if and when these landowners no longer desire to continue farming. For this reason, the Sussex County Council supports State and local land use policies that will preserve the value of farmland. The Sussex County approach emphasizes the following policies and actions to help sustain agriculture, maintain the rural landscape and sustain reasonable development rights:

- The County strongly supports voluntary farmland preservation and has worked jointly with the State to facilitate the acquisition of development rights to agricultural land.
- The County uses zoning to mandate that a certain portion of a residential subdivision must be permanently preserved in common open space.
- The County provides density bonuses, under certain conditions, to developers who agree to pay into a fund that Sussex County uses to acquire open space.
- The County requires developers to plant landscaped buffers to physically separate new development from the surrounding countryside.
- The County is also considering establishing Agribusiness Areas which will enable certain limited, yet important agriculture industries to develop in support of Sussex County's large agricultural economy without unnecessary delay.
- The County supports continued agricultural operations and affords them specific protections as are listed in Sussex County Code Section 99 -6 (G)(1) and(2) and 99 -16 (D).

The following guidelines should apply to future growth in Low Density Areas:

*Permitted uses* – The primary uses envisioned in Low Density Areas are agricultural activities and homes. Business development should be largely confined to businesses addressing the needs of these two uses. Industrial and agribusiness uses that support or depend on agriculture should be permitted. The focus of retail and office uses in Low Density Areas should be providing convenience goods and services to nearby residents. Commercial uses in these residential areas should be limited in their location, size and hours of operation. More intense commercial uses should be avoided in these areas. Institutional and commercial uses may be appropriate depending on surrounding uses.

*Densities* – Base densities in Low Density Areas should be unchanged from the current zoning provisions. The minimum lot size should be  $\frac{3}{4}$  acre for lots served by on-lot septic systems and  $\frac{1}{2}$  acre for lots with central sewers. The cluster option permitted in Low Density Areas should continue to permit overall site densities of up to 2 units per acre, provided significant open space is set aside and the tract connects to public sewers.

*Infrastructure* – Development where lots are no smaller than  $\frac{3}{4}$  acre can be accommodated in this planning area without central sewers. Other development should require central sewer service.

**Proposed Development’s Compatibility with Comprehensive Plan:** The proposed Prettyman Property residential development is planned to be developed as 100 single-family detached homes on a 50.64-acre assemblage of parcels. The site is currently zoned AR-1 (Agricultural Residential), and the developer plans to develop under that zoning. The purpose of this zoning district is to protect agricultural lands and activities and other valuable natural resources. Low-density housing is permitted along with churches, recreational facilities, and accessory uses as may be necessary or is normally compatible with residential surroundings. The Sussex County Comprehensive Plan 2045 Future Land Use Map indicates that the proposed development parcels are within the Low Density Area (categorized as a Rural Area). The proposed development appears to comply with the characteristics and *Permitted Uses* for Low Density Areas. However, due to the possibility of some lots being smaller than  $\frac{1}{2}$  acre, this development raises questions regarding consistency with Sussex County regulations; therefore additional discussion may be required.

### **Relevant Projects in the DelDOT Capital Transportation Program**

Currently there are no active DelDOT projects within the study area, although there is one study. DelDOT’s Coastal Corridors Study aims to study the east-west travel patterns in Sussex County including, but not limited to, Delaware Route 404 and US Route 9 including the section nearest the proposed development. Initial efforts will identify the east-west routes/corridors in northwestern Sussex County that are currently congested or are at risk for congestion based on anticipated growth in the area. The study will focus on a number of factors including longer trips from the Chesapeake Bay Bridge to the Delaware beaches and Ocean City, Maryland, regional traffic between Maryland’s Eastern Shore and Sussex County, and local east-west traffic within the northwestern part of Sussex County. The latest updates indicate that the study is in the data collection / public outreach phase.

## **Trip Generation**

Trip generation for the proposed development was computed using comparable land uses and equations contained in Trip Generation, Tenth Edition, published by the Institute of Transportation Engineers (ITE). The following land use was utilized to estimate the amount of new traffic generated for this development:

- 100 single-family detached houses (ITE Land Use Code 210)

**Table 1**  
**Prettyman Property Peak Hour Trip Generation**

Land Use	Weekday AM Peak Hour			Weekday PM Peak Hour			Saturday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Single Family Detached House (100 units)	19	57	76	64	38	102	55	47	102

## **Overview of TIS**

### **Intersections examined:**

- 1) Prettyman Road & Site Access
- 2) US Route 9 & Prettyman Road

### **Conditions examined:**

- 1) 2022 Existing (Case 1)
- 2) 2025 without development (Case 2)
- 3) 2025 with development (Case 3)

**Peak hours evaluated:** Weekday morning and evening peak hours, Saturday peak hour

### **Committed developments considered:**

- 1) Hawthorne (213 single-family houses; 100 unbuilt)
- 2) Azalea Woods (610 single-family houses; all unbuilt)
- 3) Vines of Sandhill (a.k.a. Sposato Property) (393 single-family houses; 333 unbuilt)
- 4) Western Willows (287 3-story apartments; all unbuilt)

## **Intersection Descriptions**

### **1) Prettyman Road & Site Access**

**Type of Control:** proposed one-way stop (T-intersection)

**Eastbound Approach:** (Site Access) proposed shared left-turn/right-turn lane, stop controlled

**Northbound Approach:** (Prettyman Road) proposed shared through/left-turn lane and a bypass lane

**Southbound Approach:** (Prettyman Road) proposed single through lane, bike lane, and right-turn lane

### **2) US Route 9 & Prettyman Road**

**Type of Control:** one-way stop (T-intersection)

**Eastbound Approach:** (US Route 9) one shared left-turn/through lane

**Westbound Approach:** (US Route 9) one through lane and one right-turn lane

**Southbound Approach:** (Prettyman Road) one shared left-turn/right-turn lane, stop controlled

## **Safety Evaluation**

**Crash Data:** Delaware Crash Analysis Reporting System (CARS) data was provided in the TIS for the three-year period from December 1, 2018 to December 1, 2021. A total of 22 crashes occurred within the study area during the three-year period. Of those 22 collisions, 5 resulted in personal injury. Of the 22 crashes, 20 occurred at or near the intersection of US Route 9 and Prettyman Road, however only 3 of those were angle crashes. Several of the crashes were rear-end crashes associated with queues from the nearby signalized intersection of US Route 9 & Delaware Route 5 located approximately 1,300 feet east of Prettyman Road. There were no fatalities in the three-year window.

**Sight Distance:** The study area generally consists of relatively flat roadways and there are few visual obstructions. Sight distance appears adequate throughout the study area. No problematic sight distance issues have been reported or indicated by crash data. As always adequacy of available sight distance should be confirmed during the site plan review process for all proposed movements at the site accesses.

## **Transit, Pedestrian, and Bicycle Facilities**

**Existing transit service:** Based on the current DART Bus Stop Map, the Delaware Transit Corporation (DTC) currently operates 2 bus routes in the study area along US Route 9 (Intercounty Bus Route 303 and Bus Route 206); however, there are no bus stops in the study area and no routes run along Prettyman Road.

**Planned transit service:** Jared Kaufmann representing DTC was contacted regarding existing and planned transit service in the area. He stated that DTC has no transit-specific comments regarding this site. DTC does not plan to provide service on Prettyman Road.

**Existing bicycle and pedestrian facilities:** According to DelDOT's Sussex County Bicycle Map, Prettyman Road is classified as a Connector Bicycle Route without Bikeway and US Route 9 is classified as a Regional Bicycle Route with a bikeway. There are currently no existing bicycle

lanes along the existing site frontages. There are currently no Shared-Use Paths (SUPs) or sidewalks within the study area.

**Planned bicycle and pedestrian facilities:** This development is proposed within an Investment Level 4 area. Per the DelDOT SUP/Sidewalk Policy, a non-motorized facility is not required unless the total build-out site ADT is greater than 2,000 trips. Therefore, a SUP is not required along the site frontage. Internal bicycle racks have been requested. Additionally, as a right-turn lane is warranted, the developer shall incorporate a separate bike lane along the right-turn lane.

### **Previous Comments**

In a review letter dated January 20, 2022, DelDOT indicated that the Preliminary TIS was acceptable as submitted.

It appears that all substantive comments from DelDOT's TIS Scoping Memorandum, Traffic Count Review, Preliminary TIS Review, and other correspondence were addressed in the Final TIS submission.

### **General HCS Analysis Comments**

*(see table footnotes on the following pages for specific comments)*

- 1) For two-way stop control intersections, the TIS and McCormick Taylor applied heavy vehicle factors (HV) by movement using existing data. The TIS and McCormick Taylor generally assumed future HV to be the same as existing HV at all intersections, with minor exception. Both the TIS and McCormick Taylor assumed 3% HV for future movements to and from the proposed site access points (as per DelDOT's Development Coordination Manual section 2.2.8.11.6.H).
- 2) For existing conditions, the TIS and McCormick Taylor determined overall intersection peak hour factors (PHF) for each intersection based on the turning movement counts that were available. Future PHFs were determined as per the DelDOT Development Coordination Manual section 2.2.8.11.6.F where applicable.
- 3) For analyses of all intersections, McCormick Taylor and the TIS assumed 1% grade for all movements.

Table 2  
Peak Hour Levels of Service (LOS)  
Based on Prettyman Property Traffic Impact Study – February 2022  
Prepared by Davis, Bowen & Friedel, Inc.

Unsignalized Intersection <sup>1</sup> One-Way Stop (T-intersection)	LOS per TIS			LOS per McCormick Taylor		
	Weekday AM	Weekday PM	Summer Saturday	Weekday AM	Weekday PM	Summer Saturday
<b>Prettyman Road &amp; Site Access</b>						
2025 Build Condition (Case 3)						
Eastbound Site Access	B (10.1)	A (10.0)	B (10.3)	B (10.1)	A (10.0)	B (10.3)
Northbound Prettyman Rd – Left	A (7.6)	A (7.6)	A (7.6)	A (7.6)	A (7.6)	A (7.6)

<sup>1</sup> For both unsignalized and signalized analyses, the numbers in parentheses following levels of service are average delay per vehicle, measured in seconds. For signalized analyses, LOS analysis results are given for only the overall intersection delay.



Table 3  
Peak Hour Levels of Service (LOS)  
Based on Prettyman Property Traffic Impact Study – February 2022  
Prepared by Davis, Bowen & Friedel, Inc.

Unsignalized Intersection <sup>2</sup> One-Way Stop (T-intersection)	LOS per TIS			LOS per McCormick Taylor		
	Weekday AM	Weekday PM	Summer Saturday	Weekday AM	Weekday PM	Summer Saturday
<b>US Route 9 &amp; Prettyman Road</b>						
2021 Existing Condition (Case 1)						
Southbound Prettyman Road	D (26.7)	E (35.9)	D (32.1)	D (26.7)	E (35.9)	D (32.1)
Eastbound US Route 9 – Lefts	A (8.4)	A (9.4)	A (8.7)	A (8.4)	A (9.4)	A (8.7)
2025 No-Build Condition (Case 2)						
Southbound Prettyman Road	F (62.7)	F (80.9)	F (85.1)	F (62.7)	F (80.9)	F (85.0)
Eastbound US Route 9 – Lefts	A (8.6)	B (10.2)	A (9.2)	A (8.6)	B (10.2)	A (9.2)
2025 No-Build Condition (Case 2) (w/ EB Improvements) <sup>3</sup>						
Southbound Prettyman Road	F (62.7)	F (80.4)	F (81.2)	F (62.7)	F (80.4)	F (84.7)
Eastbound US Route 9 – Lefts	A (8.6)	B (10.2)	A (9.2)	A (8.6)	B (10.2)	A (9.2)
2025 No-Build Condition (Case 2) (w/ SB Improvements) <sup>4</sup>						
Southbound Prettyman Road	F (61.9)	F (76.8)	F (81.2)	F (61.9)	F (76.7)	F (81.2)
Eastbound US Route 9 – Lefts	A (8.6)	B (10.2)	A (9.2)	A (8.6)	B (10.2)	A (9.2)
2025 No-Build Condition (Case 2) (w/ Both Improvements) <sup>3, 4</sup>						
Southbound Prettyman Road	F (61.9)	F (76.3)	F (80.9)	F (61.9)	F (76.3)	F (80.9)
Eastbound US Route 9 – Lefts	A (8.6)	B (10.2)	A (9.2)	A (8.6)	B (10.2)	A (9.2)

<sup>2</sup> For both unsignalized and signalized analyses, the numbers in parentheses following levels of service are average delay per vehicle, measured in seconds. For signalized analyses, LOS analysis results are given for only the overall intersection delay.

<sup>3</sup> Assumes addition of a separate left-turn lane on the eastbound approach of US Route 9.

<sup>4</sup> Assumes separate left and right-turn lanes on the southbound approach of Prettyman Road.

Table 3 (continued)  
Peak Hour Levels of Service (LOS)  
Based on Prettyman Property Traffic Impact Study – February 2022  
Prepared by Davis, Bowen & Friedel, Inc.

Unsignalized Intersection <sup>5</sup> One-Way Stop (T-intersection)	LOS per TIS			LOS per McCormick Taylor		
	Weekday AM	Weekday PM	Summer Saturday	Weekday AM	Weekday PM	Summer Saturday
<b>US Route 9 &amp; Prettyman Road</b>						
2025 Build Condition (Case 3)						
Southbound Prettyman Road	F (85.8)	F (127.8)	F (134.4)	F (85.7)	F (127.5)	F (134.2)
Eastbound US Route 9 – Lefts	A (8.6)	B (10.4)	A (9.4)	A (8.7)	B (10.4)	A (9.4)
2025 Build Condition (Case 3) (w/ EB Improvements) <sup>6</sup>						
Southbound Prettyman Road	F (84.9)	F (121.5)	F (128.8)	F (84.9)	F (121.5)	F (128.8)
Eastbound US Route 9 – Lefts	A (8.7)	B (10.4)	A (9.4)	A (8.7)	B (10.4)	A (9.4)
2025 Build Condition (Case 3) (w/ SB Improvements) <sup>7</sup>						
Southbound Prettyman Road	F (74.8)	F (108.1)	F (114.1)	F (74.7)	F (107.9)	F (113.9)
Eastbound US Route 9 – Lefts	A (8.7)	B (10.4)	A (9.4)	A (8.7)	B (10.4)	A (9.4)
2025 Build Condition (Case 3) (w/ Both Improvements) <sup>6,7</sup>						
Southbound Prettyman Road	F (74.0)	F (102.9)	F (109.4)	F (74.0)	F (102.9)	F (109.4)
Eastbound US Route 9 – Lefts	A (8.7)	B (10.4)	A (9.4)	A (8.7)	B (10.4)	A (9.4)

<sup>5</sup> For both unsignalized and signalized analyses, the numbers in parentheses following levels of service are average delay per vehicle, measured in seconds. For signalized analyses, LOS analysis results are given for only the overall intersection delay.

<sup>6</sup> Assumes addition of a separate left-turn lane on the eastbound approach of US Route 9.

<sup>7</sup> Assumes separate left and right-turn lanes on the southbound approach of Prettyman Road.