



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

NICOLE MAJESKI
SECRETARY

January 25, 2024

Troy Brestel, P.E.
Traffic Planning and Design, Inc.
131 Continental Drive, Suite 103
Newark, DE 19713

Dear Mr. Troy Brestel:

The enclosed Traffic Impact Study (TIS) review letter for the proposed **Dolby** (Tax Parcel: 331-4.00-24.00, 37.00) residential 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 Annamaria.Furmato@delaware.gov.

Sincerely,

Annamaria Furmato
TIS Group Project Engineer

AF:km

Enclosures

cc with enclosures: Jay Heilman, D. R. Horton Inc
Scott Roberts, Civil Engineering Associates, LLC
Eric Kramer, Traffic Planning and Design, Inc
David L. Edgell, Office of State Planning Coordination
Jamie Whitehouse, Sussex County Planning & Zoning
Andrew J. Parker, McCormick Taylor, Inc.
Tucker Smith, McCormick Taylor, Inc.
DelDOT Distribution

DelDOT Distribution

Brad Eaby, Deputy Attorney General
Shanté Hastings, Deputy Secretary / Director of Transportation Solutions (DOTS)
Mark Luszcz, Deputy Director, DelDOT Traffic, DOTS
Michael Simmons, Assistant Director, Project Development South, DOTS
Peter Haag, Chief Traffic Engineer, DelDOT Traffic, DOTS
Wendy Carpenter, Traffic Calming & Subdivision Relations Manager, DelDOT Traffic, DOTS
Sean Humphrey, Traffic Engineer, DelDOT Traffic, DOTS
Matt Schlitter, South District Public Works Engineer, Maintenance & Operations
Jared Kauffman, Service Development Planner, Delaware Transit Corporation
Tremica Cherry, Service Development Planner, Delaware Transit Corporation
Pamela Steinebach, Director, Planning
Todd Sammons, Assistant Director, Development Coordination, Planning
Wendy Polasko, Subdivision Engineer, Development Coordination, Planning
Kevin Hickman, Sussex County Review Coordinator, Development Coordination, Planning
Jose Quixtan, Sussex County Subdivision Reviewer, Development Coordination, Planning
Sireen Muhtaseb, TIS Group Manager, Development Coordination, Planning
Philip Lindsey, TIS Group Engineer, Development Coordination, Planning
Anthony Aglio, Planning Supervisor, Statewide & Regional Planning, Planning
Steve Bayer, Regional Systems Planner, Statewide & Regional Planning



January 23, 2024

Ms. Annamaria Furmato
Project Engineer
DelDOT Division of Planning
P.O. Box 778
Dover, DE 19903

RE: Agreement No. 1946F
Traffic Impact Study Services
Task No. 4A Subtask 22A – Dolby

Dear Ms. Furmato:

McCormick Taylor has completed its review of the Traffic Impact Study (TIS) for the Dolby Residential Development prepared by Traffic Planning and Design, Inc. (TPD), dated July 24, 2023. TPD prepared the report in a manner generally consistent with DelDOT's Development Coordination Manual.

The TIS evaluates the impacts of the proposed Dolby residential development, to be located on both sides of Old Furnace Road, east of US Route 13, in the City of Seaford, Sussex County, Delaware. The proposed development would consist of 338 single-family detached houses, to be constructed in two phases: Phase 1 would consist of 169 units by 2027, and Phase 2 would consist of 169 units by 2032. One full access point is proposed on Old Furnace Road that will serve both entrances of the development located on the north and south sides of the road.

The subject land is located on an approximately 177.39-acre assemblage of parcels. The land is split-zoned as R-1 (Low Density Residential) south and R-2 (Medium Density Residential) in Sussex County, and the developer does not plan to rezone the land.

Currently, there are two DelDOT projects within the area of study.

DelDOT's Corridor Capacity Preservation Program (CCPP), a statewide program intended to sustain the through capacity of adopted highway corridors by various means such as limiting access points and using service roads for local vehicle trips. The general purpose of the program is to ensure that existing principal arterial roadways, including this section of US Route 13, are able to efficiently carry regional traffic without impedance from the effects of local development. For the purposes of the CCPP, the site does not have frontage on Route 13 and is in an investment Level 2 area. See **Exhibit 1** for proposed CCPP improvements in the study area. More details are available at the following link: https://deldot.gov/Programs/corr_cap/

DelDOT's *Old Furnace and Middleford Road* Project (T202207301) is currently in the concept development phase. The project is investigating the feasibility of a roundabout at the intersection of Old Furnace Road and Middleford Road in addition to bridge improvements east of the intersection along Old Furnace Road.

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

The following intersections exhibit 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>
3 – US Route 13 & North Crossover (U-turn)	Unsignalized	2032 without development PM (Case 2) 2027 with development AM/PM (Case 3) 2032 with development AM/PM (Case 4)
4 – US Route 13 & South Crossover (U-turn)	Unsignalized	2023 existing AM/PM (Case 1) 2032 without development AM/PM (Case 2) 2027 with development AM/PM (Case 3) 2032 with development AM/PM (Case 4)
6 – US Route 13 & Cannon Road (DE Route 18)	Signalized	2032 without development AM/PM (Case 2) 2027 with development AM/PM (Case 3) 2032 with development AM/PM (Case 4)
8 – US Route 13 & Herring Run Road / Tharp Road	Signalized	2032 without development PM (Case 2) 2027 with development PM (Case 3) 2032 with development PM (Case 4)
9 – Bridgeville Highway & Herring Run Road	Signalized	2032 without development PM (Case 2) 2027 with development PM (Case 3) 2032 with development PM (Case 4)
11 – Old Furnace Road & Middleford Road	Unsignalized	2023 existing PM (Case 1) 2032 without development PM (Case 2) 2027 with development PM (Case 3) 2032 with development PM (Case 4)

US Route 13 & North Crossover (U-turn) (Table 4, Page 19)

This unsignalized intersection experiences LOS deficiencies during the PM peak in Cases 2, 3, and 4, and during the AM peak in Cases 3 and 4. In Case 4 during the PM peak hour, the northbound U-Turn is expected to operate at LOS F with 208.8 seconds of delay and queues over 230 feet long. The developer proposes to extend the northbound U-Turn lane from 175 feet to 250 feet with a 100 foot taper to accommodate the future queuing. This turn lane will not mitigate the LOS deficiencies, but will reduce the chances of northbound queues spilling into the US Route 13 northbound through lanes. The developer should construct an extended U-Turn lane on northbound US Route 13.

US Route 13 & South Crossover (U-turn) (Table 5, Page 20)

This unsignalized intersection experiences LOS deficiencies on the eastbound and westbound approaches during the AM and PM peak in all four Cases. These approaches have less than 10 vehicles per hour and the developer is not expected to mitigate this condition. The Southbound U-Turn experiences LOS deficiencies in the PM peak of Case 4 with LOS E and 42.9 seconds of delay and queues over 52 feet long. The existing turn lane is long enough to accommodate the

future queues. DelDOT and the developer do not recommend any improvements at this intersection.

US Route 13 & Cannon Road (DE Route 18) (Table 7, Page 22)

This signalized intersection experiences LOS deficiencies during the AM and PM peaks in Cases 2, 3, and 4. During the PM peak in Case 4 (2032 with development), the intersection is expected to operate at LOS E with 76.6 seconds of delay. Compared to Case 2 (2032 without development), the additional trips from the Dolby residential development only increase delay by 4.3 seconds. Therefore, we recommend that the developer make no improvements at this intersection.

US Route 13 & Herring Run Road / Tharp Road (Table 9, Page 23)

This signalized intersection experiences LOS deficiencies during the PM peak in Cases 2, 3, and 4. During the PM peak in Case 4 (2032 with development), the intersection is expected to operate at LOS E with 70.1 seconds of delay. Compared to Case 2 (2032 without development), the additional trips from the Dolby residential development only increase delay by 5.2 seconds. Therefore, we recommend that the developer make no improvements at this intersection.

Bridgeville Highway & Herring Run Road (Table 10, Page 25)

This signalized intersection experiences LOS deficiencies during the PM peak in Cases 2, 3, and 4. During the PM peak in Case 4 (2032 with development), the intersection is expected to operate at LOS F with 99.2 seconds of delay. Compared to Case 2 (2032 without development), the additional trips from the Dolby residential development only increase delay by 9.6 seconds. Additionally, a significant portion of the delay at this intersection comes from background development. Therefore, we recommend that the developer make no improvements at this intersection.

Old Furnace Road & Middleford Road (Table 12, Page 27)

This unsignalized, all-way stop controlled, intersection experiences LOS deficiencies in the PM peak hour in all four Cases. During the PM peak in Case 4, the westbound Old Furnace Road approach is expected to operate at LOS F with 137.3 seconds of delay and queues over 642 feet long. The northbound Middleford Road approach also experiences LOS deficiencies. The Dolby residential development adds site trips to this intersection and increases delay at the intersection. A traffic signal or other form of traffic control, such as a roundabout, could mitigate these LOS deficiencies. The developer has prepared a Traffic Signal Justification Study (TSJS) that found a traffic signal is warranted in the future with and without the development. We recommend the developer design and construct a traffic signal or contribute to DelDOT's Capital Transportation Program (CTP) project T202207301.

Should the City of Seaford 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 Roads on which they front (Old Furnace Road), within the limits of their frontage. 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” means the length along the state right-of-way of a single property tract where an entrance is proposed or required. If a single property tract has frontage along multiple roadways, any segment of roadway including an entrance shall be improved to meet DelDOT’s Functional Classification criteria as found in Section 1.1 of the Development Coordination Manual and elsewhere therein, and/or improvements established in the Traffic Operational Analysis and/or Traffic Impact Study. “Secondary Frontage” means the length along the state right-of-way of a single property tract where no entrance is proposed or required. The segment of roadway may be upgraded by improving the pavement condition of the existing roadway width. The Pavement Management Section and Subdivision Section will determine the requirements to improve the pavement condition.
2. The developer should construct the full-movement Site Entrance on Old Furnace Road. The proposed configuration is shown in the table below.

Approach	Current Configuration	Approach	Proposed Configuration
Eastbound Old Furnace Road	One through lane	Eastbound Old Furnace Road	One left turn lane, one thru lane, one right turn lane
Westbound Old Furnace Road	One through lane	Westbound Old Furnace Road	One left turn lane, one thru lane, one right turn lane
Northbound	Approach does not exist	Northbound Site Entrance	One shared left / thru / right turn lane. Stop Control.
Southbound	Approach does not exist	Southbound Site Entrance	One shared left / thru / right turn lane. Stop Control.

At the proposed Site Entrance intersection, separate left-turn and right-turn lanes are warranted on the Old Furnace Road approaches based on DelDOT’s Auxiliary Lane Worksheet. Initial recommended minimum turn lane lengths (excluding tapers) include a 185-foot left-turn lane and 240-foot right-turn lane on eastbound Old Furnace Road and a 185-foot left-turn lane and 145-foot right-turn lane on westbound Old Furnace Road. 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.

3. The developer should design and construct an extension to the northbound U-Turn lane at the median crossover on US Route 13, approximately 1,600 feet north of Old Furnace Road. The turn lane is initially recommended to be 250 feet in length, excluding taper, although DelDOT's Development Coordination Section will determine final turn-lane length and design details. The developer should coordinate with DelDOT's Development Coordination Section and DelDOT's Traffic Section to determine details regarding design, schedule, and construction of the turn lane.
4. The developer should design and construct a traffic signal at the intersection of Old Furnace and Middleford Road. Or the developer has the option to make an equitable contribution to DelDOT's Old Furnace and Middleford Road project (T202207301), which may feature the installation of a roundabout at this intersection. The actual amount of the contribution is based on 20% of two million dollars which is the estimated construction cost of a roundabout. The developer's contribution amount will be \$17,460, and the developer should coordinate with DelDOT's Subdivision Section on the equitable cost payment terms.
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. A minimum 15-foot wide permanent easement from the edge of the right-of-way should be dedicated to DelDOT within the site frontages along Old Furnace Road. Within the easement, a minimum of a 10-foot wide shared-use path should be constructed. The shared-use path should meet AASHTO and ADA standards and should have a minimum of a five-foot buffer from the roadway. At the property boundaries, the shared-use path should connect to the adjacent property or to the shoulder in accordance with DelDOT's Shared-Use Path and/or Sidewalk Termination Reference Guide dated August 1, 2018. The developer shall coordinate with DelDOT's Development Coordination Section through the plan review process to determine the details of the shared-use path design and connections/terminations at or before both boundaries of the property.
 - e. ADA compliant curb ramps and crosswalks should be provided at all pedestrian crossings, including all site entrances. Type 3 curb ramps are discouraged.
 - f. The developer should design and construct a pedestrian crossing near the proposed site entrances on Old Furnace Road to facilitate pedestrian travel between the two sections



of the Dolby residential development. The location of the crossing should be determined through coordination with DelDOT's Development Coordination Section and DelDOT's Traffic Section. In doing so, if requested by DelDOT, the developer will need to conduct an analysis to determine what type of crossing treatment would be appropriate and should assume that the minimum pedestrian crossing volume threshold is met. The analysis must be based on guidance and worksheets found in NCHRP Report 562. If a roundabout is not constructed at the proposed site entrance, as an alternative to two-way stop control, the developer should construct a raised pedestrian refuge island at this crossing.

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.

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 if you have any questions concerning this review.

Sincerely,





McCormick Taylor, Inc.

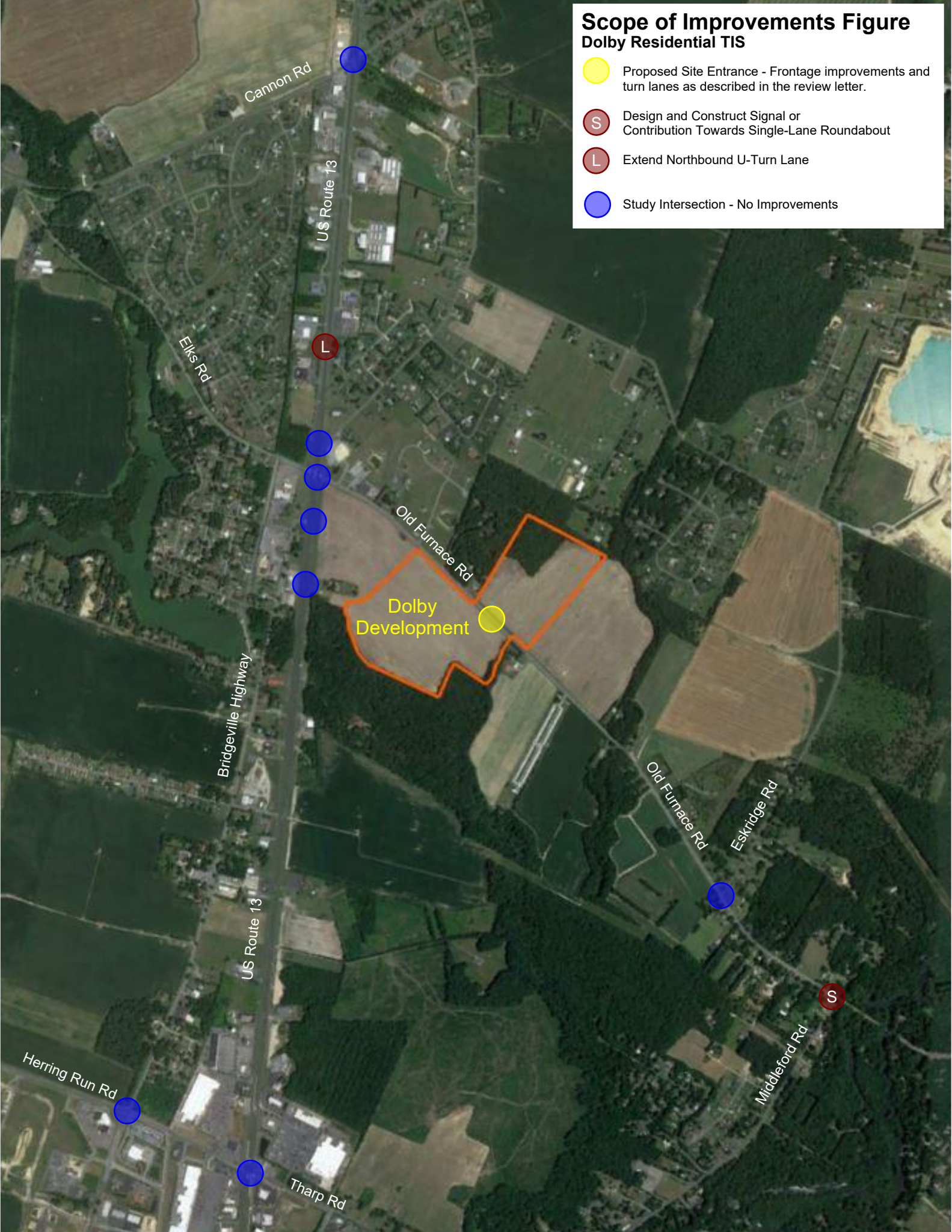
A handwritten signature in black ink, appearing to read "Andrew J. Parker".

Andrew J. Parker, PE, PTOE
Project Manager

Enclosure

Scope of Improvements Figure Dolby Residential TIS

-  Proposed Site Entrance - Frontage improvements and turn lanes as described in the review letter.
-  Design and Construct Signal or Contribution Towards Single-Lane Roundabout
-  Extend Northbound U-Turn Lane
-  Study Intersection - No Improvements



General Information

Report date: July 24, 2023

Prepared by: Traffic Planning and Design, Inc. (TPD)

Prepared for: Civil Engineering Associates, Inc.

Tax parcels: 331-4.00-24.00 and 331-4.00-37.00. 331-4.00-24.00 to be subdivided.

Generally consistent with DelDOT's Development Coordination Manual: Yes

Project Description and Background

Description: The proposed Dolby Residential Development would consist of 338 single-family detached houses, to be constructed in two phases: Phase 1 would consist of 169 units by 2027, and Phase 2 would consist of 169 units by 2032.

Location: to be located on both sides of Old Furnace Road, east of US Route 13, in the City of Seaford, Sussex County, Delaware. A site location map is included on page 9.

Amount of land to be developed: approximately 177.39-acre assemblage of parcels.

Land use approval(s) needed: The land is split-zoned as R-1 (Low Density Residential) south and R-2 (Medium Density Residential) in Sussex County, and the developer does not plan to rezone the land.

Proposed completion year: 2032

Proposed access locations: One full access point is proposed on Old Furnace Road that will serve both entrances of the development located on the north and south sides of the road.

Average Daily Traffic Volumes (per DelDOT Traffic Summary 2022):

- Old Furnace Road (S 46): 2,143 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 Dolby residential development is located within Investment Level 2, as described below.

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 more open, less populated areas. They generally contain a limited variety of housing types, predominantly detached single-family dwellings.

In Investment Level 2, 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.

Investments should encourage departure from the typical single-family-dwelling developments and promote a broader mix of housing types and commercial sites encouraging compact, mixed-use development where applicable. Overall, the State's intent is to use spending and management tools to promote well-designed development in these areas. Such development provides for a variety of housing types, user-friendly transportation systems, and provides essential open spaces and recreational facilities, other public facilities, and services to promote a sense of community. Investment Level 2 areas are prime locations for designating "pre-permitted areas."

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

The proposed Dolby residential development would consist of 338 single-family detached houses in an Investment Level 2 area. Investment Level 2 supports the development of residential growth with infrastructure, essential neighborhood services, and encourages a broad mix of housing options. As such, the proposed development generally appears to comply with the guidelines for Investment Levels as described in the 2020 "Strategies for State Policies and Spending."

Comprehensive Plan

Sussex County Comprehensive Plan:

(Source: Sussex County Comprehensive Plan, March 2019)

The Sussex County Comprehensive Plan Future Land Use Map indicates that the proposed development is in the City of Seaford, a municipality. Sussex County strongly favors directing development to municipalities that desire it. The specific permitted uses and densities governing new construction within an incorporated municipality will continue to be governed by the zoning ordinance for that municipality, its public water and sewer capacities, and its comprehensive planning policies.

City of Seaford Comprehensive Plan:

(Source: Seaford Comprehensive Plan, September 28, 2021)

The City of Seaford’s official adopted Zoning Map, dated August 2015, indicates that the land included in the proposed Dolby residential development is within the Town Limits and classified as “Low Density Residential (R-1).”

Proposed Development’s Compatibility with Comprehensive Plan:

The proposed Dolby residential development with 338 single-family detached houses meets the intended land use in this area of the City of Seaford.

Relevant Projects in the DelDOT Capital Transportation Program

Currently, there is one DelDOT project within the area of study.

DelDOT’s Corridor Capacity Preservation Program (CCPP), a statewide program intended to sustain the through capacity of adopted highway corridors by various means such as limiting access points and using service roads for local vehicle trips. The general purpose of the program is to ensure that existing principal arterial roadways, including this section of US Route 13, are able to efficiently carry regional traffic without impedance from the effects of local development. The Dolby residential development proposes direct access to Old Furnace Road, approximately 3,000 feet east of US Route 13. Additionally, the developer plans to subdivide parcel number 331-4.00-24.00 that currently has frontage along US Route 13. The subdivision would ensure that the proposed development does not have frontage or direct access to US Route 13. The additional traffic from the development may degrade the Level of Service (LOS) at study intersections along US Route 13 and adjacent roadways. In this case, the recommended mitigation must consider the proposed improvements included in the CCPP. See **Exhibit 1** for proposed CCPP improvements in the study area. More details are available at the following link: https://deldot.gov/Programs/corr_cap/

Trip Generation

Trip generation for the proposed development was computed using comparable land uses and equations contained in Trip Generation, Eleventh 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:

- 338 Single-Family Detached Housing Units (Land Use Code 210)

Dolby Peak Hour Trip Generation

Land Use	Total Size	Phase	Weekday AM Peak Hour			Weekday PM Peak Hour			Average Daily Trips (Weekday)		
			In	Out	Total	In	Out	Total	In	Out	Total
LUC 210: Single Family Detached Housing	338 Units	Phase 1 (169 Units)	28	85	113	99	57	156	773	774	1547
		Phase 2 (169 Units)	28	85	113	98	58	156	773	774	1547
TOTAL TRIPS		338 Units	56	170	226	197	115	312	1547	1547	3094

Overview of TIS

Intersections examined:

- 1) Old Furnace Road & Site Entrance
- 2) US Route 13 & Elks Road / Old Furnace Road
- 3) US Route 13 & North Crossover (U-turn)
- 4) US Route 13 & South Crossover (U-turn)
- 5) US Route 13 & Camp Road
- 6) US Route 13 & Cannon Road (DE Route 18)
- 7) US Route 13 & Bridgeville Highway
- 8) US Route 13 & Herring Run Road / Tharp Road
- 9) Bridgeville Highway & Herring Run Road
- 10) Old Furnace Road & Eskridge Road
- 11) Old Furnace Road & Middleford Road

Conditions examined:

- 1) 2023 Existing (Case 1)
- 2) 2032 without development (Case 2)
- 3) 2027 with development – phase 1, 169 units built (Case 3)
- 4) 2032 with development – phase 2, 338 units built (Case 4)

Peak hours evaluated: Weekday morning and evening peak hours.

Committed developments considered:

- 1) Heritage Shores North – a.k.a. Bridgeville South (140 single-family detached houses, 773 multi-family (low-rise) housing units, and a 266,500 square foot shopping center.
- 2) 7-Eleven Bridgeville (4,063 square foot, 24 vehicle fulling position, convenience store with gas pumps.
- 3) Mearfield Single Family (107 single-family detached houses)
- 4) Mearfield Section 2 (145 condominiums / townhouses)
- 5) Melanie’s Ridge – f.k.a. Haggerty Property (264 apartment units)
- 6) Villages of Stoneybrook (150 condominiums / townhouses)
- 7) Western Sussex Business Campus – a.k.a. Ross Business Park (488,766 square foot business park)

Intersection Descriptions

1) Old Furnace Road & Site Entrance

Type of Control: proposed two-way stop controlled.

Eastbound Approach: (Old Furnace Road) existing through lane and proposed left-turn and right-turn lanes.

Westbound Approach: (Old Furnace Road) existing through lane and proposed left-turn and right-turn lanes.

Northbound Approach: (South Site Entrance) proposed shared left/through/right-turn lane. stop controlled.

Southbound Approach: (North Site Entrance) proposed shared left/through/right-turn lane. stop controlled.

2) US Route 13 & Elks Road / Old Furnace Road

Type of Control: two-way stop controlled, lefts-in/rights-in/rights-out intersection.

Eastbound Approach: (Elks Road) right-turn lane.

Westbound Approach: (Old Furnace Road) right-turn lane.

Northbound Approach: (US Route 13) left turn-lane (stop controlled), two through lanes, and one right-turn lane.

Southbound Approach: (US Route 13) left turn-lane (stop controlled), two through lanes, and one right-turn lane.

3) US Route 13 & North Crossover (U-turn)

Type of Control: Yield controlled median crossover.

Northbound Approach: (US Route 13) yield controlled U-turn lane and two through lanes.

Northbound Approach: (US Route 13) yield controlled U-turn lane and two through lanes.

4) US Route 13 & South Crossover (U-turn)

Type of Control: Yield controlled median crossover.

Northbound Approach: (US Route 13) yield controlled U-turn lane and two through lanes.

Northbound Approach: (US Route 13) yield controlled U-turn lane and two through lanes.

5) US Route 13 & Camp Road

Type of Control: stop-controlled rights-in/rights-out intersection.

Westbound Approach: (Camp Road) right-turn lane. Stop controlled.

Northbound Approach: (US Route 13) two through lanes and one right-turn lane.

Southbound Approach: (US Route 13) not connected to intersection.

6) US Route 13 & Cannon Road (DE Route 18)

Type of Control: signalized intersection.

Eastbound Approach: (DE Route 18) left-turn lane and shared through/left-turn lane.

Westbound Approach: (DE Route 18) shared left-turn/through lane and channelized right-turn lane.

Northbound Approach: (US Route 13) left-turn lane, two through lanes, and right-turn lane.

Southbound Approach: (US Route 13) left-turn lane, two through lanes, and right-turn lane.

7) US Route 13 & Bridgeville Highway

Type of Control: stop-controlled rights-in/rights-out intersection.

Eastbound Approach: (Bridgeville Highway) right-turn lane. Stop controlled.

Northbound Approach: (US Route 13) not connected to intersection.

Southbound Approach: (US Route 13) two through lanes and one right-turn lane.

8) US Route 13 & Herring Run Road / Tharp Road

Type of Control: signalized intersection.

Eastbound Approach: (Herring Run Road) two left-turn lanes, one through lane, and one right-turn lane.

Westbound Approach: (Tharp Road) two left-turn lanes, one through lane, and one right-turn lane.

Northbound Approach: (US Route 13) two left-turn lanes, two through lanes, and one channelized right-turn lane.

Southbound Approach: (US Route 13) one left-turn lane, two through lanes, and one channelized right-turn lane.

9) Bridgeville Highway & Herring Run Road

Type of Control: signalized intersection.

Eastbound Approach: (Herring Run Road) left-turn lane and shared through/right-turn lane.

Westbound Approach: (Herring Run Road) left-turn lane and shared through/right-turn lane.

Northbound Approach: (Bridgeville Highway) shared left-turn/through lane and right-turn lane.

Southbound Approach: (Bridgeville Highway) shared left-turn/through lane and right-turn lane.

10) Old Furnace Road & Eskridge Road

Type of Control: minor stop-controlled T-intersection.

Eastbound Approach: (Old Furnace Road) shared left-turn/through lane.

Westbound Approach: (Old Furnace Road) shared through/right-turn lane.

Southbound Approach: (Eskridge Road) shared left-turn/right-turn lane. Stop controlled.

11) Old Furnace Road & Middleford Road

Type of Control: all-way stop-controlled.

Eastbound Approach: (Old Furnace Road) shared left/through/right-turn lane. stop controlled.

Westbound Approach: (Old Furnace Road) shared left/through/right-turn lane. stop controlled.

Northbound Approach: (Middleford Road) shared left/through lane and right-turn lane. stop controlled.

Southbound Approach: (Mellin Road) shared left/through/right-turn lane. Uncontrolled private residential access.

Safety Evaluation

Crash Data: Delaware Crash Analysis Reporting System (CARS) data was provided in the TIS for the three-year period from January 1, 2020, to December 31, 2022. A total of 224 crashes occurred within the study area during the three-year period. Of those 224 collisions, 52 resulted in personal injury. The highest frequency of crashes occurred at the signalized intersections of US Route 13 and Herring Run / Tharp Road (89 crashes) and the intersection of US Route 13 and Cannon Road (36 crashes). The most common type of collision was front to rear, which primarily occurred at these signalized intersections.

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, the 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 DART Bus Stop Map (accessed August 2023), the Delaware Transit Corporation (DTC) currently operates Bus Route 212 travels along US Route 13 between Delmar and Georgetown. There are no bus stops within reasonable walking distance of the proposed development.

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.

Existing bicycle and pedestrian facilities: According to DelDOT's Sussex County Bicycle Map, Old Furnace Road and US Route 13 are identified as Suggested Connector Bicycle Routes with Bikeway. We are not aware of any proposals for additional bicycle or pedestrian facilities in this area.

Planned bicycle and pedestrian facilities: A multi-use path is requested along the property frontage with a bicycle lane to be included between the through lane and right-turn lane into the site on both side of Old Furnace Road.

Previous Comments

The initial scoping memorandum between the developer and DelDOT was dated January 20, 2022. The scoping memorandum was revised on April 13, 2023.

In a review letter dated April 27, 2023, DelDOT indicated that the traffic counts were acceptable and provided the developer with growth factors to develop future volumes and directed the developer to proceed with the Preliminary TIS.

In a second review dated June 5, 2023, DelDOT provided comments from review of the Preliminary TIS. It was requested that the developer revise the committed development volumes and distribution, and to remove references to Saturday volume data that is not required for this TIS. The developer was asked to resubmit the Preliminary TIS.

In a third review letter dated June 26, 2023, DelDOT provided review comments of the Preliminary TIS that requested revisions to the volume figures. DelDOT requested that the developer address these comments and proceed with the Final TIS.

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) The TIS and McCormick Taylor used Synchro, version 11 software, utilizing Highway Capacity Manual (HCM) methodology, to complete the traffic analyses.
- 2) The TIS and McCormick Taylor generally used heavy vehicle percentages (HV%) from turning movement counts for existing and future conditions (as per DelDOT's Development Coordination Manual section 2.2.8.11.6.H). McCormick Taylor assumed 3% HV at proposed site entrances in future conditions.
- 3) The TIS and McCormick Taylor determined overall intersection peak hour factors (PHF) for each intersection based on the turning movement counts. Future PHFs were determined as per the DelDOT Development Coordination Manual section 2.2.8.11.6.F where applicable.
- 4) McCormick Taylor utilized a base saturation flow rate of 1,750 pchpgpl for signalized intersections (as per DelDOT's Development Coordination Manual section 2.2.8.11.6.I). The TIS used a base saturation flow rate of 1,900 pchpgpl.

Table 2
Peak Hour Levels of Service (LOS)
Based on the Dolby Traffic Impact Study – July 24, 2023
Prepared by Traffic Planning and Design, Inc.

Unsignalized Intersection ¹ Two-Way Stop-Controlled	LOS per TIS		LOS per McCormick Taylor	
	Weekday AM	Weekday PM	Weekday AM	Weekday PM
1 – Old Furnace Road & Site Entrance				
2027 Build Phase 1 Condition (Case 3)				
Eastbound Old Furnace Road – Lefts	A (7.5)	A (7.5)	A (7.5)	A (7.5)
Westbound Old Furnace Road – Lefts	A (7.5)	A (7.7)	A (7.5)	A (7.7)
Northbound Site Entrance	B (10.7)	B (11.4)	B (10.7)	B (11.4)
Southbound Site Entrance	A (9.4)	A (9.4)	A (9.4)	A (9.4)
2032 Build Complete Condition (Case 4)				
Eastbound Old Furnace Road – Lefts	A (7.5)	A (7.6)	A (7.5)	A (7.6)
Westbound Old Furnace Road – Lefts	A (7.5)	A (7.8)	A (7.5)	A (7.8)
Northbound Site Entrance	B (11.9)	B (13.7)	B (12.0)	B (13.7)
Southbound Site Entrance	A (9.8)	B (10.0)	A (9.8)	B (10.1)

¹ 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 the Dolby Traffic Impact Study – July 24, 2023
Prepared by Traffic Planning and Design, Inc.

Unsignalized Intersection ² Two-Way Stop-Controlled	LOS per TIS		LOS per McCormick Taylor	
	Weekday AM	Weekday PM	Weekday AM	Weekday PM
2 – US Route 13 & Elks Road / Old Furnace Road				
2023 Existing Condition (Case 1)				
Eastbound Elks Road – Rights	B (13.8)	C (15.1)	B (13.8)	C (15.0)
Westbound Old Furnace Road – Rights	B (13.1)	B (14.4)	B (13.3)	B (14.4)
Northbound US Route 13 – Lefts	B (10.8)	B (12.6)	B (10.9)	B (12.6)
Southbound US Route 13 – Lefts	B (11.4)	C (15.3)	B (11.5)	C (15.3)
2032 No Build Condition (Case 2)				
Eastbound Elks Road – Rights	C (16.3)	C (17.8)	C (16.0)	C (17.5)
Westbound Old Furnace Road – Rights	B (14.8)	C (17.1)	B (14.8)	C (17.1)
Northbound US Route 13 – Lefts	B (12.4)	B (14.9)	B (12.4)	B (14.9)
Southbound US Route 13 – Lefts	B (12.9)	C (22.0)	B (12.9)	C (22.0)
2027 Build Phase 1 Condition (Case 3)				
Eastbound Elks Road – Rights	C (16.1)	C (17.7)	C (15.9)	C (17.4)
Westbound Old Furnace Road – Rights	C (16.4)	C (18.4)	C (16.4)	C (18.4)
Northbound US Route 13 – Lefts	B (12.3)	B (14.5)	B (12.3)	B (14.5)
Southbound US Route 13 – Lefts	B (12.8)	C (22.6)	B (12.8)	C (22.6)
2032 Build Complete Condition (Case 4)				
Eastbound Elks Road – Rights	C (17.4)	C (19.3)	C (17.1)	C (18.9)
Westbound Old Furnace Road – Rights	C (20.9)	C (22.8)	C (20.9)	C (22.8)
Northbound US Route 13 – Lefts	B (13.1)	C (15.6)	B (13.1)	C (15.6)
Southbound US Route 13 – Lefts	B (13.7)	D (33.2)	B (13.7)	D (33.2)

² 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 4
Peak Hour Levels of Service (LOS)
Based on the Dolby Traffic Impact Study – July 24, 2023
Prepared by Traffic Planning and Design, Inc.

Unsignalized Intersection ³ Yield-Controlled Median Crossover	LOS per TIS		LOS per McCormick Taylor	
	Weekday AM	Weekday PM	Weekday AM	Weekday PM
3 – US Route 13 & North Crossover (U-turn)				
2023 Existing Condition (Case 1)				
Northbound US Route 13 – U-Turns	C (19.7)	D (32.6)	C (19.7)	D (32.6)
Southbound US Route 13 – U-Turns	B (14.9)	C (18.2)	B (14.9)	C (18.2)
2032 No Build Condition (Case 2)				
Northbound US Route 13 – U-Turns	D (29.8)	F (61.0)	D (29.8)	F (61.0)
Southbound US Route 13 – U-Turns	C (18.0)	C (24.6)	C (18.0)	C (24.6)
2027 Build Phase 1 Condition (Case 3)				
Northbound US Route 13 – U-Turns	E (36.3)	F (82.0)	E (36.3)	F (82.0)
Southbound US Route 13 – U-Turns	C (17.3)	C (23.1)	C (17.3)	C (23.1)
2032 Build Complete Condition (Case 4)				
Northbound US Route 13 – U-Turns	F (73.1)	F (208.8)	F (73.1)	F (208.8)
Southbound US Route 13 – U-Turns	C (18.6)	D (25.4)	C (18.6)	D (25.4)

³ 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 5
Peak Hour Levels of Service (LOS)
Based on the Dolby Traffic Impact Study – July 24, 2023
Prepared by Traffic Planning and Design, Inc.

Unsignalized Intersection ⁴ Yield-Controlled Median Crossover	LOS per TIS		LOS per McCormick Taylor	
	Weekday AM	Weekday PM	Weekday AM	Weekday PM
4 – US Route 13 & South Crossover (U-turn)				
2023 Existing Condition (Case 1)				
Eastbound Dukes Driveway	F (60.4)	B (12.7)	F (56.5)	B (12.7)
Westbound Residential Driveway	--	F (86.9)	--	F (86.9)
Northbound US Route 13 – U-Turns	A (9.9)	C (17.8)	A (9.9)	C (17.8)
Southbound US Route 13 – U-Turns	C (15.1)	C (20.1)	C (15.1)	C (20.1)
2032 No Build Condition (Case 2)				
Eastbound Dukes Driveway	F (110.9)	B (14.1)	F (99.8)	B (14.1)
Westbound Residential Driveway	--	F (176.7)	--	F (161.8)
Northbound US Route 13 – U-Turns	B (11.0)	C (22.7)	B (11.0)	C (22.7)
Southbound US Route 13 – U-Turns	C (18.6)	D (28.9)	C (18.6)	D (28.9)
2027 Build Phase 1 Condition (Case 3)				
Eastbound Dukes Driveway	F (105.0)	B (13.8)	F (97.4)	B (13.6)
Westbound Residential Driveway	--	F (194.8)	--	F (168.9)
Northbound US Route 13 – U-Turns	B (10.9)	C (21.6)	B (10.9)	C (21.6)
Southbound US Route 13 – U-Turns	C (17.9)	D (30.7)	C (17.9)	D (30.7)
2032 Build Complete Condition (Case 4)				
Eastbound Dukes Driveway	F (133.6)	B (14.4)	F (125.0)	B (14.1)
Westbound Residential Driveway	--	F (332.1)	--	F (282.1)
Northbound US Route 13 – U-Turns	B (11.4)	C (23.7)	B (11.4)	C (23.6)
Southbound US Route 13 – U-Turns	C (19.6)	E (42.9)	C (19.6)	E (42.9)

⁴ 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 6
Peak Hour Levels of Service (LOS)
Based on the Dolby Traffic Impact Study – July 24, 2023
Prepared by Traffic Planning and Design, Inc.

Unsignalized Intersection ⁵ Minor Stop-Controlled	LOS per TIS		LOS per McCormick Taylor	
	Weekday AM	Weekday PM	Weekday AM	Weekday PM
5 – US Route 13 & Camp Road				
2023 Existing Condition (Case 1)				
Westbound Camp Road – Rights	B (12.2)	B (13.5)	B (12.2)	B (13.5)
2032 No Build Condition (Case 2)				
Westbound Camp Road – Rights	B (13.5)	C (15.5)	B (13.5)	C (15.5)
2027 Build Phase 1 Condition (Case 3)				
Westbound Camp Road – Rights	B (13.6)	C (15.5)	B (13.6)	C (15.5)
2032 Build Complete Condition (Case 4)				
Westbound Camp Road – Rights	B (14.5)	C (16.6)	B (14.5)	C (16.6)

⁵ 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 7
Peak Hour Levels of Service (LOS)
Based on the Dolby Traffic Impact Study – July 24, 2023
Prepared by Traffic Planning and Design, Inc.

Signalized Intersection ⁶	LOS per TIS		LOS per McCormick Taylor	
	Weekday AM	Weekday PM	Weekday AM	Weekday PM
6 – US Route 13 & Cannon Road (DE Route 18)				
2023 Existing Condition (Case 1)				
Overall	C (33.3)	D (37)	D (38.4)	D (44.2)
2032 No Build Condition (Case 2)				
Overall	F (80.7)	E (72.5)	E (69.7)	E (72.3)
2027 Build Phase 1 Condition (Case 3)				
Overall	E (77.7)	E (70.1)	E (66.9)	E (67.8)
2032 Build Complete Condition (Case 4)				
Overall	F (80.7)	E (74.8)	E (70.5)	E (76.6)

⁶ 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 8
Peak Hour Levels of Service (LOS)
Based on the Dolby Traffic Impact Study – July 24, 2023
Prepared by Traffic Planning and Design, Inc.

Unsignalized Intersection ⁷ Minor Stop-Controlled	LOS per TIS		LOS per McCormick Taylor	
	Weekday AM	Weekday PM	Weekday AM	Weekday PM
7 – US Route 13 & Bridgeville Highway				
2023 Existing Condition (Case 1)				
Eastbound Bridgeville Highway – Rights	B (11.6)	B (12.6)	B (11.7)	B (12.8)
2032 No Build Condition (Case 2)				
Eastbound Bridgeville Highway – Rights	B (12.8)	B (14.0)	B (13)	B (14.4)
2027 Build Phase 1 Condition (Case 3)				
Eastbound Bridgeville Highway – Rights	B (12.7)	B (14.0)	B (13)	B (14.4)
2032 Build Complete Condition (Case 4)				
Eastbound Bridgeville Highway – Rights	B (13.2)	B (14.9)	B (13.5)	C (15.4)

⁷ 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 9
Peak Hour Levels of Service (LOS)
Based on the Dolby Traffic Impact Study – July 24, 2023
Prepared by Traffic Planning and Design, Inc.

Signalized Intersection ⁸	LOS per TIS		LOS per McCormick Taylor	
	Weekday AM	Weekday PM	Weekday AM	Weekday PM
8 – US Route 13 & Herring Run Road / Tharp Road				
2023 Existing Condition (Case 1)				
Overall	C (32.5)	D (40.4)	C (25.3)	D (39.4)
2032 No Build Condition (Case 2)				
Overall	D (35.8)	D (45.5)	C (34.7)	E (64.9)
2027 Build Phase 1 Condition (Case 3)				
Overall	D (35.4)	D (44.5)	C (33.4)	E (58)
2032 Build Complete Condition (Case 4)				
Overall	D (36.0)	D (46.0)	D (36)	E (70.1)

⁸ 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 10
Peak Hour Levels of Service (LOS)
Based on the Dolby Traffic Impact Study – July 24, 2023
Prepared by Traffic Planning and Design, Inc.

Signalized Intersection ⁹	LOS per TIS		LOS per McCormick Taylor	
	Weekday AM	Weekday PM	Weekday AM	Weekday PM
9 – Bridgeville Highway & Herring Run Road				
2023 Existing Condition (Case 1)				
Overall	B (15.1)	B (16.8)	C (22.0)	C (26.7)
2032 No Build Condition (Case 2)				
Overall	B (16.9)	F (103.1)	C (22.6)	F (89.6)
2027 Build Phase 1 Condition (Case 3)				
Overall	B (16.8)	F (99.6)	C (22.5)	F (87.8)
2032 Build Complete Condition (Case 4)				
Overall	C (20.3)	F (105.7)	C (23.4)	F (99.2)

⁹ 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 11
Peak Hour Levels of Service (LOS)
Based on the Dolby Traffic Impact Study – July 24, 2023
Prepared by Traffic Planning and Design, Inc.

Unsignalized Intersection ¹⁰ Minor Stop-Controlled T-Intersection	LOS per TIS		LOS per McCormick Taylor	
	Weekday AM	Weekday PM	Weekday AM	Weekday PM
10 – Old Furnace Road & Eskridge Road				
2023 Existing Condition (Case 1)				
Eastbound Old Furnace Road – Lefts	A (7.8)	A (7.5)	A (7.5)	A (7.5)
Southbound Eskridge Road	B (10.1)	B (10.6)	B (10.1)	B (10.6)
2032 No Build Condition (Case 2)				
Eastbound Old Furnace Road – Lefts	A (7.9)	A (7.5)	A (7.5)	A (7.5)
Southbound Eskridge Road	B (10.2)	B (10.8)	B (10.2)	B (10.8)
2027 Build Phase 1 Condition (Case 3)				
Eastbound Old Furnace Road – Lefts	A (7.9)	B (10.4)	A (7.5)	A (7.5)
Southbound Eskridge Road	A (7.5)	B (11)	B (10.4)	B (11)
2032 Build Complete Condition (Case 4)				
Eastbound Old Furnace Road – Lefts	A (7.9)	A (7.6)	A (7.5)	A (7.6)
Southbound Eskridge Road	B (10.6)	B (11.4)	B (10.6)	B (11.4)

¹⁰ 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 12
Peak Hour Levels of Service (LOS)
Based on the Dolby Traffic Impact Study – July 24, 2023
Prepared by Traffic Planning and Design, Inc.

Unsignalized Intersection ¹¹ All-Way Stop-Controlled	LOS per TIS		LOS per McCormick Taylor	
	Weekday AM	Weekday PM	Weekday AM	Weekday PM
11 – Old Furnace Road & Middleford Road				
2023 Existing Condition (Case 1)				
Eastbound Old Furnace Road	B (11.3)	B (14.1)	B (11.3)	B (14.1)
Westbound Old Furnace Road	D (25.6)	F (86.0)	D (25.7)	F (86.3)
Northbound Middleford Road	C (19.8)	D (31.2)	C (18.8)	D (29.9)
Southbound Mellin Road	A (10.0)	B (11.3)	B (10.1)	B (11.4)
2032 No Build Condition (Case 2)				
Eastbound Old Furnace Road	B (11.7)	B (15.0)	B (11.7)	B (15.0)
Westbound Old Furnace Road	D (30.8)	F (113.5)	D (30.8)	F (112.7)
Northbound Middleford Road	C (22.8)	E (36.4)	C (21.2)	D (34.1)
Southbound Mellin Road	B (10.2)	B (11.6)	B (10.4)	B (11.8)
2027 Build Phase 1 Condition (Case 3)				
Eastbound Old Furnace Road	B (11.9)	C (15.1)	B (11.9)	B (15.0)
Westbound Old Furnace Road	D (29.4)	F (111.6)	D (29.3)	F (109.6)
Northbound Middleford Road	C (22.0)	D (34.9)	C (20.3)	D (31.6)
Southbound Mellin Road	B (10.2)	B (11.6)	B (10.4)	B (11.7)
2032 Build Complete Condition (Case 4)				
Eastbound Old Furnace Road	B (12.8)	C (16.4)	B (12.8)	C (16.2)
Westbound Old Furnace Road	D (34.7)	F (141.1)	D (34.3)	F (137.3)
Northbound Middleford Road	C (24.9)	E (43.2)	C (22.4)	E (36.4)
Southbound Mellin Road	B (10.5)	B (12.0)	B (10.6)	B (12.1)
2032 Build Complete Condition (Case 4) with improvement (Traffic Signal) ¹²				
Overall	--	--	B (11.6)	B (13.6)

¹¹ 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.

¹² The Traffic signal scenario includes an eastbound right-turn lane, westbound left-turn lane, and northbound right-turn lane. Additionally, in the signal phasing an overlap is programed with the northbound right-turn and the westbound left-turn.

DRAFT

*Detailed TIS Review by
McCormick Taylor, Inc.*

EXHIBIT 1

DelDOT CCPP – North and South Seaford Plans

Northern Seaford Plan-
Shared Driveway Access
Parcel groups with shared driveways



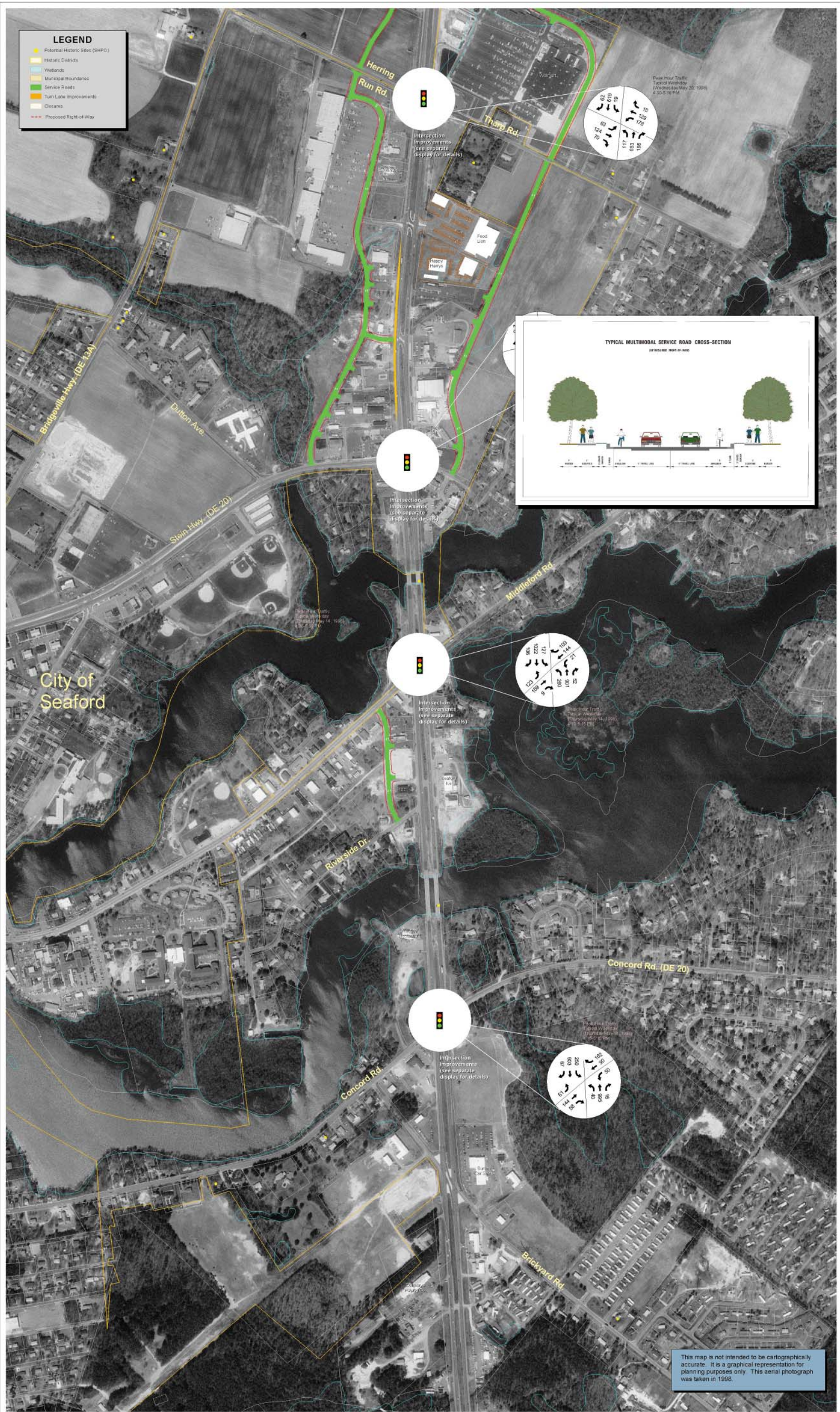
US 13 Corridor Capacity Preservation Program

SEPTEMBER 2002



Gannett Fleming

DelDOT



Seaford Plan (South)

US 13 Corridor Capacity Preservation Program

January 2002

200 0 200 400 600 800 1000 Feet

Gannett Fleming

DelDOT

LEGEND

- Potential Historic Sites (SHP)
- Historic Districts
- Wetlands
- Municipal Boundaries
- Service Roads
- Turn Lane Improvements
- Closures
- Proposed Right-of-Way