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

SHANTÉ A. HASTINGS
SECRETARY

May 1, 2025

Christopher Duke, P.E.
Becker Morgan Group, Inc.
100 Discovery Blvd, Suite 102
Newark, DE 19713

Dear Mr. Duke,

The enclosed Traffic Impact Study (TIS) review letter for the proposed **Isaac's Farm** (Tax Parcel: 135-19.00-6.00) mixed use 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 Review Engineer

AF:km
Enclosures
cc with enclosures: Andy Strine, 79 GTown, LLC
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.
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Lanie Clymer, Deputy Secretary
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Brad Eaby, Deputy Attorney General, DOTS
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Derek Sapp, Sussex Review Engineer, Development Coordination
Sireen Muhtaseb, TIS Engineer, Development Coordination
Ben Fisher, TIS Review Engineer, Development Coordination
Tijah Jones, TIS Review Engineer, Development Coordination

April 28, 2025

Ms. Sireen Muhtaseb, PE
TIS Engineer
DelDOT Division of Planning
P.O. Box 778 Dover, DE 19903

RE: Agreement No. 1946F
Traffic Impact Study Services
Task No. 5A Subtask 20A – Isaacs Farm

Dear Ms. Muhtaseb:

McCormick Taylor has completed its review of the Traffic Impact Study (TIS) for the Isaacs Farm development prepared by Becker Morgan Group, Inc., dated November 2024. Becker Morgan Group prepared the report in a manner generally consistent with DelDOT's Development Coordination Manual.

The TIS evaluates the impacts of the proposed Isaacs Farm development to be located on the west side of US Route 113, opposite Edward Street, approximately 1,600 feet north of the intersection with US Route 9, in Georgetown, Sussex County, Delaware. The proposed development would consist of 312 units of multi-family low-rise housing, a 108-room hotel, 16,500 square feet of high turnover sit-down restaurants, and 60,000 square feet of medical-office space. Access to the site is proposed along US Route 113 via one right-in/right-out entrance (Site Entrance B), one full-movement entrance (Site Entrance C) via a service road that would connect to US Route 9 as part of the *US 113 at US 9 Grade Separated Intersection* project, and an interconnection with the municipally maintained Truitt Avenue to the north which ultimately connects to US Route 113 via Ennis Street (Site Entrance D). A fourth site entrance, which is an existing right-in/right-out access along US Route 113 (Finley Avenue / Site Entrance A), would be provided initially, but the developer proposes to completely close this access once the US 113 at US 9 GSI is constructed. However, DelDOT supports keeping this Site Entrance A as a right-in only after GSI construction, as shown on the GSI Detail on page 19 of this letter. Construction of the development is anticipated to be completed in 2031.

The *US 113 at US 9 Grade Separated Intersection* project is expected to start construction in 2030. When this TIS was scoped, DelDOT was open to evaluating a possible access scenario that would include a temporary provision, until the GSI project is built, of allowing lefts-in at the proposed right-in/right-out entrance (Site Entrance B) on US Route 113 opposite Edward Street along with a second right-in/right-out entrance (Site Entrance A) on US Route 113 approximately 650 feet south of Site Entrance B. If the TIS analysis found that the temporary left-in movement at Site Entrance B was anticipated to operate acceptably prior to GSI completion, then the temporary left-in movement could be permitted with certain conditions. First, the temporary left-in movement would need to be closed concurrently with the completion of the *US 113 at US 9 Grade Separated Intersection* project. Second, the temporary left-in movement would require channelization of the

Edward Street crossover, similar to the Ennis Road crossover. Third, if there were any safety issues before the GSI project completion, the temporary northbound left-in at Site Entrance B would be closed by DelDOT prior to the completion of the GSI. In addition to evaluating the possibility of having a temporary left-in at Site Entrance B, the TIS also evaluated a scenario of keeping the existing northbound US Route 113 U-turn movement at Edward Street, not having a site entrance directly opposite Edward Street (i.e., no Site Entrance B), and having northbound US Route 113 drivers make a U-turn at Edward Street followed by a southbound right turn into the site at Site Entrance A 650 feet to the south. However, the TIS analysis results indicate significant delays and there are safety concerns pertaining to a northbound left-in movement into Site Entrance B or a northbound U-turn movement at Edward Street followed by a quick right-turn at Site Entrance A. Additionally, this crossover will be eliminated when the GSI project is constructed within a few years of when the first phase of the development opens. As such, it has been determined that northbound lefts-in and/or northbound U-turns should not be permitted on US Route 113 at Site Entrance B / Edward Street. Instead, Site Entrance B opposite Edward Street should be constructed as a right-in/right-out only, and it would remain that way before, during and after construction of the GSI project. The existing right-in/right-out Site Entrance A on US Route 113 at Finley Avenue should remain in place until the GSI is constructed, at which time DelDOT would modify Site Entrance A to be right-in only (no egress to US Route 113).

The subject land is located on an approximately 54.39-acre parcel. The land is currently split-zoned as HC (Highway Commercial) and MR-1 (Multi-Family Residential), and the developer does not plan to rezone the land.

This TIS evaluated five volume and development scenarios. The future scenarios evaluate the study intersections with and without the two US Route 113 GSI projects which, at the time of TIS scoping, were anticipated to both be complete sometime between 2029 and 2032. Case 2 (2032) includes the GSI projects without Isaacs Farm, Case 3 (2029) does not include the GSI projects but does include Isaacs Farm, Case 4 (2032) includes the GSI projects with Isaacs Farm, and Case 5 (2050) is an additional future case to evaluate the impact of Isaacs Farm on the GSI intersections in the design horizon year of the GSI project. Within Cases 3 and 4 (2029 and 2032) there are additional access scenarios that evaluate different combinations of site entrances and locations of access on US Route 9. As temporary mitigation for LOS deficiencies in Case 3 (2029), the developer proposes Case 3A-Phase 1 (2029) which limits Isaacs Farm development to the commercial land uses, which include a 108-room hotel, 16,500 square feet of high-turnover sit-down restaurant space, and 60,000 square feet of medical-office space. DelDOT supports limiting the development to commercial land uses until the US 113 at US 9 GSI project is constructed. However, deviating from the developer's proposal, in Case 3 (2029) before the GSI, Site Entrance A should be maintained as a right-in/right-out intersection and Site Entrance B should be constructed as a right-in/right-out only, with northbound left-turns and U-turns prohibited.

While more detail is provided throughout this review letter, below is a summary of allowable/recommended development phases and accesses before and after the US 113 at US 9 GSI project is constructed:

Prior to construction of the US 113 at US 9 GSI

1. Limit Isaacs Farm development to commercial land uses.
2. Implement Modified Case 3a – Phase 1, which includes:
    a. Site Entrance A (US Route 113 / Finley Avenue); to remain right-in/right-out.
    b. Modify the US Route 113 / Edward Street crossover by physically closing the existing northbound US Route 113 U-turn lane. The existing southbound U-turn movement would initially remain in place.
    c. Site Entrance D (US Route 113 / Ennis Street / West North Street); modify the existing raised median to discourage northbound US Route 113 U-turns.
    d. Dedicate right-of-way to DelDOT for a portion of the Isaacs Farm property from the south end of the existing Finley Avenue service road to the south property line of Isaacs Farm. This will allow DelDOT's GSI project to then construct an extension to the south of the existing Finley Avenue service road, thereby providing access to future Site Entrance C on US Route 9 (see maps on pages 16, 18 and 19 of this letter).
    e. Construct interconnection to Truitt Avenue (access to Site Entrance D).

After / Concurrent with the construction of the US 113 at US 9 GSI

1. Allow completion of Isaacs Farm development per phasing notes that will be determined at a later date.
2. Isaacs Farm to be served by four site entrances (A, B, C, and D) as described below.
3. Site Entrance B (US Route 113 / Edward Street); developer would construct right-in/right-out site entrance opposite Edward Street. Note that Site Entrance B must be constructed and open to traffic before Site Entrance A can be modified as described below.
4. Proposed elements of DelDOT's US 113 at US 9 GSI project and it's impact on Isaacs Farm accesses include but are not limited to the following changes (which would all be implemented by DelDOT, not the Isaacs Farm developer):
    a. Modification of Site Entrance A (US Route 113 / Finley Avenue) to remove the eastbound right-out movement. Site Entrance A would permit rights-in only. The Site Entrance A eastbound right-out onto US Route 113 shall not be removed until an eastbound right-out onto US Route 113 is provided at Site Entrance B. The developer may proceed with the construction of Site Entrance B and modification of Site Entrance A before the construction of the US 113 at US 9 GSI, if desired.
    b. Completely close US Route 113 / Edward Street crossover, thereby eliminating the remaining southbound U-turn movement. As noted, Site Entrance B will be built by the developer as a right-in/right-out access opposite Edward Street.
    c. Modification of Site Entrance D (US Route 113 / Ennis Street / West North Street) to completely close the crossover, thereby eliminating the remaining northbound left-turn and southbound U-turn/left-turn movements. The Ennis Street and West North Street legs of the intersection would each become right-in/right-out only where they intersect US Route 113.
    d. Construction of a service road extending Finley Avenue from just north of the south property line of Isaacs Farm to the intersection of US Route 9 and the Georgetown Shopping Center, which will function as Site Entrance C. The service road extension will be a state-maintained road.

e. Construction of a traffic signal at the intersection of US Route 9 and Georgetown Shopping Center / Finley Avenue (Site Entrance C).
f. Construction of a roundabout along Finley Avenue service road between the Isaacs Farm development and US Route 9, intersecting with US Route 113 Ramp A and US Route 113 Ramp B.
g. Closure of all median openings / crossovers along US Route 113 between Arrow Safety Road and Delaware Route 18 / 404.

Relevant and On-Going Projects and Studies

Currently, DelDOT has several relevant and ongoing 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 113, are able to efficiently carry regional traffic without impedance from the effects of local development. The Isaacs Farm development is recommended to have direct access to US Route 113 via two right-in/right-out entrances in an area identified as Investment Level 1 the Strategies for State Policies and Spending.

The *US 113 at US 9 Grade Separated Intersection* (State Contract No. T201912702) project proposes to construct a grade separated intersection (overpass) at the intersection of US Route 113 and US Route 9 in Georgetown. The project will also include widening US Route 113 to provide three lanes in each direction from Ennis Street through Trap Pond Road. A conceptual design display from September 2024 includes US Route 113 bridging over US Route 9, northbound ramps intersecting with US Route 9 at a signalized intersection, and southbound ramps intersecting with a proposed service road at a roundabout controlled intersection north of US Route 9. Additional improvements proposed with this project include traffic signals at the intersections of US Route 9 / Little Street and US Route 9 / Georgetown Shopping Center / Finley Avenue, construction of a service road (Finley Avenue) connecting the proposed roundabout on the southbound ramps to US Route 9 at Georgetown Shopping Center, and the closure of all median crossovers on US Route 113 between Arrow Safety Road and Delaware Route 18/404. The median crossover closures include but are not limited to US Route 113 at Walter Street (southbound only, just north of Site Entrance A), US Route 113 at Edward Street (Site Entrance B), and US Route 113 at Ennis Street / West North Street (Site Entrance D). The purpose of this project is to create a more limited access corridor along US Route 113 that will accommodate long-term transportation capacity needs, improve safety, and accommodate future land development and economic growth. The proposed improvements were recommended as part of the Georgetown area environmental assessment in the US 113 North/South Study. The project is currently in the planning and design phase with construction anticipated to begin as early as 2030. It is anticipated that advanced utility relocations will begin in 2029. A completion date has not been determined. A concept plan of the proposed US 113 at US 9 GSI project is provided on page 19 of this review letter. More information on this

project is available at the following link: https://deldot.gov/projects/index.shtml?dc=details&projectNumber=T201912702

The *US 113 @ SR 18/SR 404 (Georgetown) Grade Separated Intersection* (State Contract No. T201412701) project proposes to construct a grade separated intersection at US Route 113 and SR 18/SR 404. This grade separation will include SR18/SR404 bridging over US Route 113 with loop ramps in the northeast and southwest quadrants. Furthermore, the project's improvements will include widening US Route 113 to provide three lanes in each direction from Bedford Street to just north of Ennis Street. The purpose of the project is to preserve mobility for local residents and businesses while providing highway improvements that would reduce congestion, decrease accidents, and accommodate anticipated growth in local, seasonal, and through traffic. The proposed improvements were recommended as part of the Georgetown Environmental Assessment through the US 113 North/South Study. The project is currently in the planning and design phase with construction anticipated to begin in Spring 2026 and end in 2028. It is anticipated that advanced utility relocations will begin in Summer 2025. More information on this project is available at the following link: https://deldot.gov/projects/index.shtml?dc=details&projectNumber=T201412701.

Summary of Analysis Results

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:

Intersection	***Existing Traffic Control***	***Situations for which deficiencies occur***
1. US 113 / Site Entrance A	Unsignalized	2029 with development SAT (Case 3A - Phase 1) 2029 with development SAT (Case 3B) 2029 with development SAT (Case 3C)
2. US 113 / Edward St / Site Entrance B	Unsignalized	2024 Existing SAT (Case 1) 2032 without development SAT (Case 2) 2029 with development AM, PM, SAT (Case 3A) 2029 with development AM, PM, SAT (Case 3A - Phase 1) 2029 with development AM, PM, SAT (Case 3B) 2029 with development AM, PM, SAT (Case 3C)
4. US Route 113 / Ennis Street / West North Street (Site Entrance D)	Unsignalized	2024 Existing AM, PM, SAT (Case 1) 2029 with development AM, PM, SAT (Case 3A) 2029 with development AM, PM, SAT (Case 3B) 2029 with development AM, PM, SAT (Case 3C)

Intersection	*Existing Traffic Control*	*Situations for which deficiencies occur*
6. US 9 / US 113	Signalized	2024 Existing PM (Case 1) 2029 with development AM, PM, SAT (Case 3A) 2029 with development AM, PM, SAT (Case 3A - Phase 1) 2029 with development AM, PM, SAT (Case 3B) 2029 with development AM, PM, SAT (Case 3C)
11. US 113 / N. Bedford St	Unsignalized	2032 without development SAT (Case 2) 2029 with development SAT (Case 3A) 2029 with development SAT (Case 3B) 2029 with development SAT (Case 3C) 2032 with development SAT (Case 4A) 2032 with development SAT (Case 4B)
12. US 113 / Wilson Hill Rd	Unsignalized	2032 without development SAT (Case 2) 2029 with development SAT (Case 3A) 2029 with development SAT (Case 3B) 2029 with development SAT (Case 3C) 2032 with development SAT (Case 4A) 2032 with development SAT (Case 4B)
14A. US 9 / Bedford St (West Circle)	Unsignalized	2024 Existing AM, PM (Case 1) 2032 without development AM, PM (Case 2) 2029 with development AM, PM, SAT (Case 3A) 2029 with development AM, PM, SAT (Case 3B) 2029 with development AM, PM, SAT (Case 3C) 2032 with development AM, PM, SAT (Case 4A) 2032 with development AM, PM, SAT (Case 4B)
14B. US 9 / Bedford St (South Circle)	Unsignalized	2032 without development AM, PM, SAT (Case 2) 2029 with development AM, PM, SAT (Case 3A) 2029 with development AM, PM, SAT (Case 3B) 2029 with development AM, PM, SAT (Case 3C) 2032 with development AM, PM, SAT (Case 4A) 2032 with development AM, PM, SAT (Case 4B)
14C. US 9 / Bedford St (East Circle)	Unsignalized	2024 Existing PM (Case 1) 2032 without development PM, SAT (Case 2) 2029 with development AM, PM, SAT (Case 3A) 2029 with development AM, PM, SAT (Case 3B) 2029 with development AM, PM, SAT (Case 3C) 2032 with development AM, PM, SAT (Case 4A) 2032 with development AM, PM, SAT (Case 4B)
14D. US 9 / Bedford St (North Circle)	Unsignalized	2024 Existing PM (Case 1) 2032 without development AM, PM (Case 2) 2029 with development AM, PM (Case 3A) 2029 with development AM, PM (Case 3B) 2029 with development AM, PM (Case 3C) 2032 with development AM, PM (Case 4A) 2032 with development AM, PM (Case 4B)

Intersection	*Existing Traffic Control*	*Situations for which deficiencies occur*
15. US 9 / Little St	Unsignalized	2032 without development PM (Case 2) 2029 with development PM (Case 3A) 2029 with development PM (Case 3B) 2029 with development PM (Case 3C) 2032 with development AM, PM, SAT (Case 4A) 2032 with development PM (Case 4B)
16. US 9 / Asbury Rd	Unsignalized	2032 without development AM (Case 2) 2029 with development AM (Case 3A) 2029 with development AM (Case 3B) 2029 with development AM (Case 3C) 2032 with development AM (Case 4A) 2032 with development AM (Case 4B)
17. US 9 / Substation Rd	Unsignalized	2024 Existing AM (Case 1) 2032 without development AM, PM (Case 2) 2029 with development AM, PM (Case 3A) 2029 with development AM, PM (Case 3B) 2029 with development AM, PM (Case 3C) 2032 with development AM, PM (Case 4A) 2032 with development AM, PM (Case 4B)

1. US 113 / Site Entrance A (Finley Avenue) (See Recommendations 2, 8 and 12 & Table 2, page 33)

This existing unsignalized right-in/right-out site entrance intersection experiences LOS deficiencies in Cases 3B and 3C during the Saturday peak. As temporary mitigation for LOS deficiencies at other intersections, the developer is proposing Case 3A-Phase 1 which includes only the commercial land uses of the proposed Isaacs Farm development. Although there is an increase in delay at this intersection in Case 3A-Phase 1, delay is reduced at other intersections in the study. The *US 113 at US 9 Grade Separated Intersection* (State Contract No. T201912702) project is expected to close the eastbound Site Entrance A (Finley Avenue) approach while maintaining a southbound right-in only configuration. As there is no LOS deficiency at this intersection in the ultimate configuration (Cases 4 and 5), we recommend that the developer make no improvements at this intersection.

2. US 113 / Edward Street / Site Entrance B (See Recommendations 3, 8 and 12 & Table 3, page 34)

This unsignalized site entrance intersection experiences LOS deficiencies in Cases 1 and 3. In Case 1 the deficiency is isolated to the northbound US Route 113 U-turn. In Case 3 with development and without the GSI projects, there is an LOS deficiency on the eastbound Site Entrance B approach, and the northbound and southbound US Route 113 U-turns. The *US 113 at US 9 Grade Separated Intersection* (State Contract No. T201912702) project is expected to close the median crossover at this intersection effectively removing the northbound and southbound U-turns and eliminating the LOS deficiency in Cases 2, 4, and 5. The developer had proposed northbound and southbound left-turn lanes at this intersection, which would then be removed with the most recent

GSI design. As temporary mitigation for the LOS deficiency, the developer is proposing Case 3A-Phase 1 which includes only the commercial land uses of the proposed Isaacs Farm development and maintains access to US Route 113 via Site Entrance A until the US 113 at US 9 GSI project is constructed. McCormick Taylor modeled this intersection in Case 3A-Phase 1 and found heavy delay on the US Route 113 U-turn movement. Based on expected operations at this intersection in Case 3 until the GSI is built, we recommend that the developer maintain access to US 113 via the right-in/right-out Site Entrance A but without northbound U-turns at the US Route 113 crossover at Edward Street, and restrict their development to only commercial land uses until the US 113 at US 9 GSI project is constructed. Instead of making U-turns at the crossover at Edward Street until the GSI is built, northbound US Route 113 drivers heading to the site would make a left turn at Site Entrance D onto Ennis Street and then an immediate left onto Truitt Avenue. As requested by the developer, Site Entrance B should be constructed by the developer as a right-in/right-out access opposite Edward Street after Phase 1 of the development opens. Construction of Site Entrance B must occur prior to DelDOT modification of Site Entrance A as part of the *US 113 at US 9 Grade Separated Intersection* project.

4. US Route 113 / Ennis Street / West North Street (Site Entrance D) (See Recommendations 5-8 and 12 & Table 5, page 37)

This unsignalized intersection experiences LOS deficiencies in Cases 1, 3A, 3B, and 3C during all peak periods on the northbound US Route 113 U-turn/left-turn movement. In Cases 3A and 3C the northbound U-turn/left-turn is expected to operate at LOS F with 1598 seconds of delay. The *US 113 at US 9 Grade Separated Intersection* (State Contract No. T201912702) project is expected to close the median crossover at this intersection effectively removing the northbound and southbound U-turn/left-turns and eliminating the LOS deficiency in Cases 2, 4, and 5. As temporary mitigation for the LOS deficiency, the developer is proposing Case 3A-Phase 1 which includes only the commercial land uses of the proposed Isaacs Farm development and maintains access to US Route 113 via Site Entrances A and B until the US 113 at US 9 GSI project is constructed. Additionally, Case 3A-Phase 1 prohibits northbound U-turns while maintaining northbound left-turns. It is recommended that the developer modify the existing raised median to discourage vehicles from making a northbound U-turn.

6. US 9 / US 113 (See Recommendations 8 and 12 & Table 7, page 40)

This signalized intersection experiences LOS deficiencies in Case 1 during the PM peak and Cases 3A, 3B, 3C, and 3A-Phase 1 during all three peak periods. In Case 1 during the PM peak period the intersection is expected to operate at LOS E with 73 seconds of delay. In Case 3A-Phase 1 the intersection is expected to operate at LOS F with 92 seconds of delay. However, mitigation improvements are not recommended at the intersection due to the overall changes to the roadway network as part of the *US 113 at US 9 Grade Separated Intersection* (State Contract No. T201912702) project which proposes a Grade Separated Intersection (GSI) at this location which will mitigate these LOS deficiencies.

11. US 113 / N. Bedford Street (See Table 15, page 48)

This unsignalized intersection experiences LOS deficiencies in Cases 2, 3A, 3B, 3C, 4A, 4B during the Saturday peak period. In Case 2 during the Saturday peak the northbound left-turn is expected to operate at LOS E with 36 seconds of delay. In Case 4A and 4B, with the development and both GSI projects, the northbound left turn is expected to operate at LOS E with 39 seconds of delay. This intersection is north of the project limits of the *US 113 @ SR 18/SR 404 (Georgetown) Grade Separated Intersection* (State Contract No. T201412701) project. During the Saturday peak period in Cases 4A and 4B this delay is associated with 18 vehicles making a northbound left turn. The intersection operates at acceptable LOS during the AM and PM peaks in all cases analyzed. For these reasons, we recommend that the developer make no improvements at this intersection.

12. US 113 / Wilson Hill Road (See Table 16, page 49)

This unsignalized intersection experiences LOS deficiencies in Cases 2, 3A, 3B, 3C, 4A, 4B during the Saturday peak period. In Case 2 during the Saturday peak the southbound U-turn is expected to operate at LOS E with 36 seconds of delay. In Cases 4A and 4B the southbound U-turn is expected to operate at LOS E with 38 seconds of delay. The LOS deficiency is isolated to the southbound U-turn within the Saturday peak and is associated with two vehicles making this turning movement. For these reasons, we recommend that the developer make no improvements at this intersection.

14. US 9 / Bedford Street Circle (Intersections 14A, 14B, 14C, 14D) (See Tables 18, 19, 20, and 21, pages 51-54)

This unsignalized intersection experiences LOS deficiencies in all Cases (1, 2, 3A, 3B, 3C, 4A, and 4B). The Georgetown Circle was modeled as four separate intersections due to its unique design and inability to be modeled wholly using HCM methodology. The proposed Isaacs Farm development does add delay to this intersection. However, given the historical nature of this intersection, improvements necessary to mitigate the LOS deficiency are considered outside the scope of a typical TIS and should be part of a larger improvement project. For these reasons, we recommend that the developer make no improvements at this intersection.

15. US 9 / Little Street (See Recommendations 8 and 12 & Table 22, page 55)

This unsignalized intersection experiences LOS deficiencies in Cases 2, 3A, 3B, 3C, and 4B during the PM peak. In Case 4A, with the proposed service road (Site Entrance C) forming the northern leg of the intersection, there are LOS deficiencies on the stop-controlled northbound and southbound approaches. As temporary mitigation for the LOS deficiency, the developer is proposing Case 3A-Phase 1 which includes only the commercial land uses of the proposed Isaacs Farm development until the US 113 at US 9 GSI project is constructed. In Case 3A-Phase 1 the intersection operates with acceptable LOS. Ultimately, the *US 113 at US 9 Grade Separated Intersection* (State Contract No. T201912702) project proposes a traffic signal at this intersection which will mitigate the LOS deficiency in the future with development.

16. US 9 / Asbury Road (See Table 23, page 56)

This unsignalized intersection experiences LOS deficiencies in Cases 2, 3A, 3B, 3C, 4A, and 4B during the AM peak. In Case 2 during the AM peak the southbound approach is expected to operate

at LOS E with 35 seconds of delay. In Cases 4A and 4B, with the Isaacs Farm development, the intersection is expected to operate at LOS E with 38 seconds of delay during the AM peak. The *US 113 at US 9 Grade Separated Intersection* (State Contract No. T201912702) project proposes traffic signals at two intersections on US Route 9 east of Asbury Road. These signals are expected to encourage platooning of vehicles traveling westbound on US Route 9 past Asbury Road which would create more turning opportunities for southbound vehicles. As such, we recommend that the developer make no improvements at this intersection.

17. US 9 / Substation Road (See Table 24, page 57)

This signalized intersection experiences LOS deficiencies in Cases 1, 2, 3A, 3B, 3C, 4A, and 4B during all AM peak periods and all future PM peak periods. In Case 1 during the AM peak the stop-controlled northbound approach operates at LOS E with 35 seconds of delay. In Case 2 the same approach operates at LOS F with 53 seconds of delay and then Cases 4A and 4B operate at LOS F with 59 seconds of delays. A significant portion of the delay is generated by other committed developments in the area. Neither a signal warrant analysis nor a Traffic Signal Justification Study (TSJS) were completed by the developer. The TIS did evaluate a roundabout at this intersection which mitigates the LOS deficiency. The scope of the improvements associated with constructing a roundabout at this location, including realignment of Substation Road and/or Warrington Road and the necessary right-of-way acquisition appear to be excessive considering the small increase in delay related to the Isaacs Farm development. As such, we recommend that the developer make no improvements at this intersection.

Development Improvements

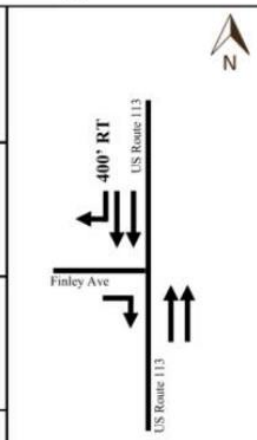
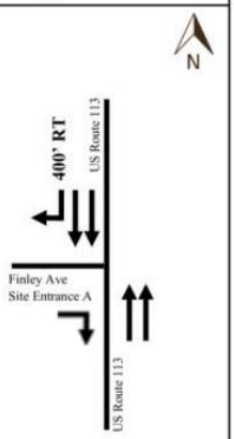
Should the Town of Georgetown approve the proposed development, the following items should be incorporated into the site design and reflected on the record plan, entrance plans, or construction plans by note or illustration, unless a Design Deviation is requested and approved by the Department. All applicable 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. The following items should be implemented at the same time as site construction once all agency approvals and permits are secured and completed in accordance with DelDOT's Standards and Specifications. See figure on page 16 where many of these recommended improvements are identified on a study area map.

1. The developer shall improve the State-maintained roads on which they front (US Route 113), 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.

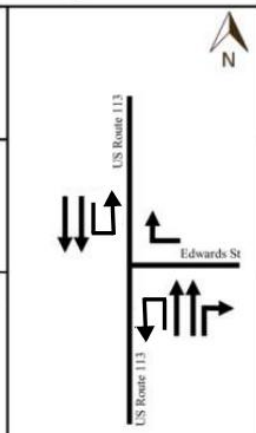
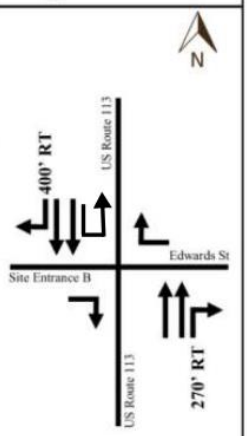
It is anticipated that the *US 113 at US 9 Grade Separated Intersection* (State Contract No. T201912702) project will reconstruct the entire frontage along US Route 113. In this case, the developer may not need to make improvements to US Route 113, subject to coordination with DelDOT's Development Coordination Section.

2. The developer should maintain the existing right-in/right-out access on southbound US Route 113 at Finley Avenue to function as Site Entrance A.

Approach	Current Configuration		Approach	Proposed Configuration	
Eastbound Finley Ave	One right-turn lane. Yield control.		Eastbound Finley Ave Site	No change	
Westbound	Approach does not exist		Westbound	No change	
Northbound US 113	Two through lanes. Divided roadway.		Northbound US 113	No Change	
Southbound US 113	Two through lanes and one right-turn lane.		Southbound US 113	No Change	

At the proposed Site Entrance A intersection, there is an existing southbound right-turn lane on US Route 113 with approximately 400 feet of storage which should be maintained. 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 construct the right-in/right-out Site Entrance B on US Route 113 across from Edward Street, and should close the existing northbound U-turn movement. The developer should physically close the northbound U-turn prior to Phase 1 of the development opening, but construction of Site Entrance B (western leg) can be deferred until sometime after Phase 1 of the development opens. However, construction of Site Entrance B (western leg) by the developer should occur prior to DelDOT modification of Site Entrance A as part of the *US 113 at US 9 Grade Separated Intersection* project. The proposed configuration is shown in the table below.

Approach	Current Configuration		Approach	Proposed Configuration	
Eastbound	Approach does not exist.		Eastbound Site Entrance B	One right-turn lane. Stop or yield control.	
Westbound Edwards St	One right turn lane. Yield control.		Westbound Edwards St	No change.	
Northbound US Route 113	One U-turn lane, two through lanes, and one right-turn lane. Divided roadway.		Northbound US Route 113	Two through lanes and one right-turn lane. Divided roadway.	
Southbound US Route 113	One U-turn lane and two through lanes. Divided roadway.		Southbound US Route 113	One U-turn lane, two through lanes, and one right-turn lane. Divided roadway.	

At the proposed Site Entrance B intersection, a southbound right-turn lane is warranted on US Route 113 based on DelDOT's Auxiliary Lane Worksheet. Initial recommended minimum turn lane length (excluding taper) is a 400-foot right-turn lane on southbound US Route 113. The existing 270-foot (excluding taper) northbound right-turn lane should be maintained. The existing northbound U-turn movement should be closed by the developer prior to Phase 1 of the development opening, with physical measures implemented as needed to prevent northbound U-turns at this location. The southbound U-turn movement, which is currently permitted and will continue to be allowed initially, will ultimately be removed at this intersection when the median crossover at Edward Street is completely closed by the GSI project. 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. The developer may proceed with the construction of Site Entrance B and modification of Site Entrance A before the construction of the US 113 at US 9 GSI, if desired.

4. The developer should dedicate right-of-way to DelDOT for a portion of the Isaacs Farm property from the south end of the existing Finley Avenue service road to the south property line of Isaacs Farm. This will allow DelDOT's *US 113 at US 9 Grade Separated Intersection* (State Contract No. T201912702) project to then construct an extension to the south of the existing Finley Avenue service road, which will connect to US Route 9 as Site Entrance C opposite the Georgetown Shopping Center driveway. Additionally, the GSI project proposes to build a roundabout at the intersection of Finley Avenue and US 113 Ramp A / US 113 Ramp B between the proposed development and US Route 9. The extension of the existing Finley Avenue service road being constructed by DelDOT's GSI project shall be designed and constructed to state standards and dedicated to public use. It must also be accepted into state maintenance. The developer should coordinate with DelDOT's Subdivision Section to determine details regarding dedication of right-of-way on the Isaacs Farm property.

5. The developer should design and construct the proposed interconnection to the north to provide access to the municipally maintained Truitt Avenue. Truitt Avenue intersects with Ennis Street which leads to the intersection of US Route 113 and Ennis Street / West North Street which serves as Site Entrance D. The developer should coordinate with the Town of Georgetown and DelDOT's Subdivision Section to determine final location and other design details of the interconnection during the site plan review.

6. The developer should modify the intersection of US Route 113 and Ennis Street / West North Street (Site Entrance D) to prohibit the existing northbound U-turn movement. To accomplish this, signage indicating no U-turns allowed should be added on the northbound approach. The developer should also modify the existing raised median to help further discourage northbound U-turns. Northbound left turns onto westbound Ennis Street will still be allowed. The developer should coordinate with DelDOT's Development Coordination Section to determine final design details during the site plan review.

7. The developer should design and install wayfinding signs to inform northbound drivers on US Route 113 of the preferred route to access the Isaacs Farm development via Ennis Street and Truitt Avenue. These temporary signs would be removed when the US 113 at US 9 GSI project is constructed. The developer should coordinate with DelDOT's Development Coordination Section and DelDOT's Traffic Section to determine final details for the wayfinding signs during the site plan review.

8. The developer should make an equitable share contribution to DelDOT's *US 113 at US 9 Grade Separated Intersection* (State Contract No. T201912702) project, which will construct a Grade Separated Intersection (GSI) at the intersection of US Route 113 and US Route 9. The developer's contribution amount will be $811,847.44 and the developer should coordinate with DelDOT's Subdivision Section on the equitable cost payment terms.

9. The developer should make an equitable share contribution to DelDOT's *US 113 @ SR 18/SR 404 (Georgetown) Grade Separated Intersection* (State Contract No. T201412701) project, which will construct a Grade Separated Intersection (GSI) at the intersection of US Route 113 and Delaware Route 18 / Delaware Route 404. The developer's contribution amount will be $115,912.72 and the developer should coordinate with DelDOT's Subdivision Section on the equitable cost payment terms.

10. The development shall be limited to no more than the construction and usage of their commercial land uses until DelDOT's *US 113 at US 9 Grade Separated Intersection* (State Contract No. T201912702) project is constructed and operational, as described in the TIS under Case 3A-Phase 1.

11. The developer shall reserve right-of-way along the US Route 113 site frontage to allow for potential future US Route 113 widening. The developer should coordinate with DelDOT's Development Coordination Section and DelDOT's Subdivision Section to determine details of the right-of-way reservation.

12. The developer should coordinate with DelDOT Project Development South regarding construction plans and schedules for the *US 113 at US 9 Grade Separated Intersection* (State Contract No. T201912702) project.

13. 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 final determined right-of-way should be dedicated to DelDOT within the site frontage along US Route 113. Along the frontage, 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 Development Coordination Manual. 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 the 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. 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 connect to the proposed shared-use path along the site frontages.

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.

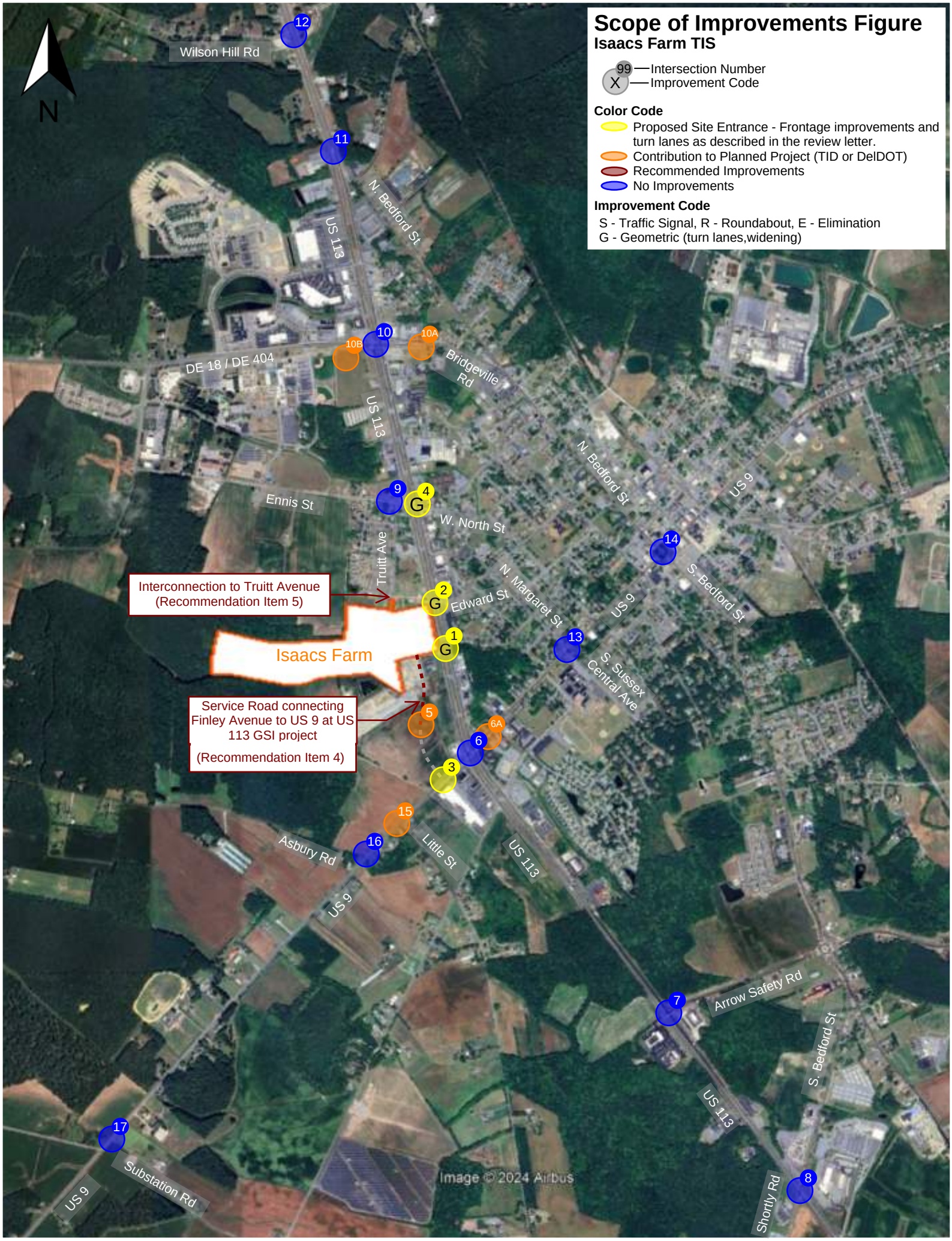
Additional details on our review of this TIS are attached. Please contact me at (610) 640-3500 or through e-mail at ajparker@mccormicktaylor.com if you have any questions concerning this review.

Sincerely,

McCormick Taylor, Inc.

Andrew J. Parker, PE, PTOE
Project Manager

Enclosure


Scope of Improvements Figure
Isaacs Farm TIS
99 — Intersection Number
X — Improvement Code
Color Code
Proposed Site Entrance - Frontage improvements and turn lanes as described in the review letter.
Contribution to Planned Project (TID or DelDOT)
Recommended Improvements
No Improvements
Improvement Code
S - Traffic Signal, R - Roundabout, E - Elimination
G - Geometric (turn lanes,widening)
N
Wilson Hill Rd
N. Bedford St
US 113
DE 18 / DE 404
Bridgeville Rd
Ennis St
W. North St
Truitt Ave
US 9
S. Bedford St
N. Margaret St
S. Sussex Central Ave
Edward St
Interconnection to Truitt Avenue (Recommendation Item 5)
Isaacs Farm
Service Road connecting Finley Avenue to US 9 at US 113 GSI project
(Recommendation Item 4)
Asbury Rd
Little St
Arrow Safety Rd
Substation Rd
Shortly Rd
Image © 2024 Airbus

General Information

Report date: November 2024
Prepared by: Becker Morgan Group, Inc.
Prepared for: Investors Realty, Inc.
Tax parcel: 135-19.00-6.00
Generally consistent with DelDOT's Development Coordination Manual: Yes

Project Description and Background

Description: The proposed Isaacs Farm development consists of 312 units of multi-family low-rise housing, a 108-room hotel, 16,500 square feet of high turnover sit-down restaurants, and 60,000 square feet of medical-office space.
Location: located on the west side of US Route 113, opposite Edward Street, approximately 1,600 feet north of the intersection with US Route 9, in Georgetown, Sussex County, Delaware. A site location map is included on page 18.
Amount of land to be developed: an approximately 54.39-acre parcel.
Land use approval(s) needed: The subject land is currently split-zoned as HC (Highway Commercial) and MR-1 (Multi-Family Residential), and the developer does not plan to rezone the land.
Proposed completion year: 2031
Proposed access locations: Access to the site is proposed along US Route 113 via one right-in/right-out entrance (Site Entrance B), one full-movement entrance (Site Entrance C) via a service road that would connect to US Route 9 as part of the *US 113 at US 9 Grade Separated Intersection* project, and an interconnection with the municipally maintained Truitt Avenue to the north which ultimately connects to US Route 113 via Ennis Street (Site Entrance D). A fourth site entrance, which is an existing right-in/right-out access along US Route 113 (Finley Avenue / Site Entrance A), would be provided initially, but the developer proposes to completely close this access once the US 113 at US 9 GSI is constructed. However, DelDOT supports keeping this Site Entrance A as a right-in only after GSI construction, as shown on the GSI Detail on page 19 of this letter.
Average Daily Traffic Volumes (per DelDOT Traffic Summary 2023):

- US Route 113: 23,570 vehicles/day
- US Route 9: 11,531 vehicles/day
- Ennis Road: 1,518 vehicles/day


Ennis Street
Truitt Avenue
Finley Avenue
US Route 113
US Route 9
D
B
A
C
ISAAC'S FARM
PROPOSED PROJECT
Asbury Rd
Site Location Map
Proposed Entrance

SEPTEMBER 2024

CONCEPT DISPLAY - TRAP POND ROAD REALIGNMENT ALTERNATIVE 2

LEGEND

- NEW PAVEMENT
- CONCRETE CURB & SIDEWALK
- SHARED USE PATH
- GRASS
- GUARDRAIL
- RETAINING WALL
- CONCRETE BARRIER
- HIGH TENSION CABLE BARRIER
- STORMWATER MANAGEMENT FACILITY

WRA

Delaware Department of Transportation

US 113 AND US 9 GRADE SEPARATED INTERSECTION

2020 Delaware Strategies for State Policies and Spending

Location with respect to the Strategies for State Policies and Spending Map of Delaware: The proposed Isaacs Farm development is located within Investment Levels 1 and 2.

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 a variety of 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 local government and citizens are most prepared to accept it.

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 Isaacs Farm development falls within Investment Levels 1 and 2 and is to be developed as 312 units of multi-family low-rise housing, a 108-room hotel, 16,500 square feet of high turnover sit-down restaurants, and 60,000 square feet of medical-office space. The proposed

development is consistent with the character of Investment Levels 1 and 2. It is therefore concluded that the proposed development appears to generally comply with the policies stated 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 Town of Georgetown, a municipality. 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.

Town of Georgetown Comprehensive Plan:
(Source: Plan Georgetown: 2021 Comprehensive Plan Update, July, 2021)

The Town of Georgetown Future Land Use Map, dated June 2021 and updated October 2023, indicates that the land included in the proposed Isaacs Farm development is within the Town Limits and classified as "Commercial" and "Multi-Family Residential".

Proposed Development's Compatibility with Comprehensive Plan:
The proposed development meets the intended land use in this area of the Town of Georgetown.

Relevant Projects in the DelDOT Capital Transportation Program

Currently, DelDOT has several relevant and ongoing 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 113, are able to efficiently carry regional traffic without impedance from the effects of local development. The Isaacs Farm development is recommended to have direct access to US Route 113 via two right-in/right-out entrances in an area identified as Investment Level 1 the Strategies for State Policies and Spending.

The *US 113 at US 9 Grade Separated Intersection* (State Contract No. T201912702) project proposes to construct a grade separated intersection (overpass) at the intersection of US Route 113 and US Route 9 in Georgetown. The project will also include widening US Route 113 to provide three lanes in each direction from Ennis Street through Trap Pond Road. A conceptual design display from September 2024 includes US Route 113 bridging over US Route 9, northbound ramps intersecting with US Route 9 at a signalized intersection, and southbound ramps intersecting with a proposed service road at a roundabout controlled intersection north of US Route 9. Additional improvements proposed with this project include traffic signals at the intersections of US Route 9 / Little Street and US Route 9 / Georgetown Shopping Center / Finley Avenue, construction of a service road (Finley Avenue) connecting the proposed roundabout on the southbound ramps to US Route 9 at Georgetown Shopping Center, and the closure of all median crossovers on US Route 113 between Arrow Safety Road and Delaware Route 18/404. The median crossover closures include but are not limited to US Route 113 at Walter Street (southbound only, just north of Site Entrance A), US Route 113 at Edward Street (Site Entrance B), and US Route 113 at Ennis Street / West North Street (Site Entrance D). The purpose of this project is to create a more limited access corridor along US Route 113 that will accommodate long-term transportation capacity needs, improve safety, and accommodate future land development and economic growth. The proposed improvements were recommended as part of the Georgetown area environmental assessment in the US 113 North/South Study. The project is currently in the planning and design phase with construction anticipated to begin as early as 2030. It is anticipated that advanced utility relocations will begin in 2029. A completion date has not been determined. A concept plan of the proposed US 113 at US 9 GSI project is provided on page 19 of this review letter. More information on this project is available at the following link: https://deldot.gov/projects/index.shtml?dc=details&projectNumber=T201912702

The *US 113 @ SR 18/SR 404 (Georgetown) Grade Separated Intersection* (State Contract No. T201412701) project proposes to construct a grade separated intersection at US Route 113 and SR 18/SR 404. This grade separation will include SR18/SR404 bridging over US Route 113 with loop ramps in the northeast and southwest quadrants. Furthermore, the project's improvements will include widening US Route 113 to provide three lanes in each direction from Bedford Street to just north of Ennis Street. The purpose of the project is to preserve mobility for local residents and businesses while providing highway improvements that would reduce congestion, decrease accidents, and accommodate anticipated growth in local, seasonal, and through traffic. The

proposed improvements were recommended as part of the Georgetown Environmental Assessment through the US 113 North/South Study. The project is currently in the planning and design phase with construction anticipated to begin in Spring 2026 and end in 2028. It is anticipated that advanced utility relocations will begin in Summer 2025. More information on this project is available at the following link: https://deldot.gov/projects/index.shtml?dc=details&projectNumber=T201412701.

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:

- 312 Low-Rise Multi-family Housing Units (ITE Land Use Code 220)
- 108 room Hotel (ITE Land Use Code 310)
- 60,000 sf of Medical Office Space (ITE Land Use Code 720)
- 16,500 sf of High-Turnover Sit-Down Restaurant (ITE Land Use Code 932)

Table 1
Peak Hour Trip Generation

ITE Land Use Code	Trip Type	Weekday AM Peak Hour			Weekday PM Peak Hour			Saturday Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
220	Primary	28	72	100	88	47	135	53	52	105
	Pass-by	0	0	0	0	0	0	0	0	0
310	Primary	25	15	40	21	20	41	37	30	67
	Pass-by	0	0	0	0	0	0	0	0	0
720	Primary	97	13	110	68	164	232	98	75	173
	Pass-by	0	0	0	0	0	0	0	0	0
932	Primary	48	51	99	44	26	70	80	72	152
	Pass-by	0	0	0	33	20	53	0	0	0
Total Trips		**198**	**151**	**349**	**254**	**277**	**531**	**268**	**229**	**497**

Overview of TIS

Intersections examined:

1) Site Entrance A (Finley Ave) / US Route 113
2) Site Entrance B / Edward Street / US Route 113
3) US Route 9 / Service Road (Finley Ave) / Georgetown Shopping Center (Site Entrance C)
4) US Route 113 / Ennis Street / West North Street (Site Entrance D)
5) Service Road (Finley Ave) / US Route 113 SB Ramps – Only in Case 4b and 5
6) US Route 113 / US Route 9

6a) US Route 113 NB Ramps / US Route 9

7) US Route 113 / Arrow Safety Road
8) US Route 113 Shortly Road / South Bedford Street
9) Ennis Street / Truitt Avenue
10) US Route 113 / Delaware Route 404 / Bridgeville Road

10a) US Route 113 NB Ramps / Bridgeville Road

10b) US Route 113 SB Ramps / Delaware Route 404

11) US Route 11 / North Bedford Street
12) US Route 113 / Wilson Hill Road
13) US Route 9 / South Sussex Central Avenue / North Margaret Street

14a) US Route 9 / Bedford Street (West Circle Entrance)

14b) US Route 9 / Bedford Street (South Circle Entrance)

14c) US Route 9 / Bedford Street (East Circle Entrance)

14d) US Route 9 / Bedford Street (North Circle Entrance)

15) US Route 9 / Little Street – Case 4a includes Service Road / Entrance C
16) US Route 9 / Asbury Road
17) US Route 9 / Substation Road

Conditions examined:

1) 2024 Existing (Case 1)
2) 2032 without development, with GSI (Case 2)

3A) 2029 with development, without GSI – Entrance B (without lefts in) and D (Case 3A)

3A-Phase 1) 2029 with development (Commercial Only), without GSI – Entrances A and D (Case 3A-Phase 1)

3B) 2029 with development, without GSI – Entrance A, B (with lefts in), and D (Case 3B)

3C) 2029 with development, without GSI – Entrance A, B (without lefts in) and D (Case 3C)

4A) 2032 with development, with GSI – Entrance B (without lefts in), D, and #15 (Case 4A)

4B) 2032 with development, with GSI – Entrance B (without lefts in), C, D, and #5 (Case 4B)

5) 2050 with development, with GSI – Only includes #3 and #5 (Case 5)

Notes: GSI refers to The US 113 at US 9 Grade Separated Intersection (State Contract No. T201912702) project. Numbered intersection #3, #5, and #15 correspond with the list of "Intersections examined" above.

Peak hours evaluated: Weekday morning, evening, and summer Saturday peak hours

Committed developments considered:

1) Georgetown Village (85-room hotel)
2) Village of College Park (192 units of mid-rise multi-family housing and 93 single-family houses)
3) Greenlea Place (127 single-family detached houses)
4) Sussex County Family Courts (107,325 square foot family court building)
5) Oaks at Georgetown (58 single-family detached houses and 309 single-family attached houses)
6) Admiral's Landing (158 single-family attached houses)

Intersection Descriptions

1) **Site Entrance A (Finley Avenue) / US Route 113**
   Type of Control: Right-in/right-out, yield-controlled intersection.
   Eastbound Approach: (Site Entrance A) one right-turn lane; yield control.
   Southbound Approach: (US Route 113) two through lanes and one right-turn lane.

2) **Site Entrance B / Edward Street / US Route 113**
   Type of Control: Right-in/right-out, stop-controlled intersection.
   Eastbound Approach: (Site Entrance B) proposed right-turn lane; stop control.
   Westbound Approach: (Edward Street) one right-turn lane; stop control.
   Northbound Approach: (US Route 113) one U-turn lane, two through lanes, and one right-turn lane. Proposed two through lanes and one right-turn lane.
   Southbound Approach: (US Route 113) one U-turn lane and two through lanes. Proposed two through lanes and one right-turn lane.

3) **US Route 9 / Service Road (Finley Ave) / Georgetown Shopping Center (Site Entrance C)**
   Type of Control: Existing stop-controlled three-leg intersection. Proposed signalized four- leg intersection.
   Eastbound Approach: (US Route 9) existing one through lane and one right-turn lane. Proposed one left-turn lane, one through lane, and one shared through-right lane.
   Westbound Approach: (US Route 9) existing one left-turn lane and one through lane. Proposed one left-turn lane, two through lanes, and one right-turn lane.
   Northbound Approach: (Georgetown Shopping Center) existing one left-turn lane, one right-turn lane; stop control. Proposed shared left-through lane and one right-turn lane.
   Southbound Approach: (Service Road (Finley Ave) - Site Entrance C) proposed one left- turn lane, one shared left-through lane, and one right-turn lane.

4) US Route 113 / Ennis Street / West North Street (Site Entrance D)
Type of Control: Stop-controlled four-leg intersection.
Eastbound Approach: (Ennis Street) one right-turn lane.
Westbound Approach: (West North Street) one right-turn lane.
Northbound Approach: (US Route 113) one left-turn lane, two through lanes, and one right-turn lane.
Southbound Approach: (US Route 113) one left-turn lane, two through lanes, one right-turn lane.

5) Service Road (Finley Avenue) / US Route 113 SB Ramps
Type of Control: Proposed roundabout (three-leg intersection).
Westbound Approach: (US Route 113 southbound exit ramp A) single lane approach to roundabout.
Northbound Approach: (Finley Avenue) single lane approach to roundabout.
Southbound Approach: (Finley Avenue) single lane approach to roundabout.

6) US Route 113 / US Route 9
Type of Control: Signalized four-leg intersection.
Eastbound Approach: (US Route 9) one left-turn lane, one through lane, and one right-turn lane.
Westbound Approach: (US Route 9) one left-turn lane, one through lane, and one right-turn lane.
Northbound Approach: (US Route 113) one left-turn lane, two through lanes, and one right-turn lane.
Southbound Approach: (US Route 113) one left-turn lane, two through lanes, and one right-turn lane.

6A) US Route 113 Northbound Ramps / US Route 9
Type of Control: Proposed signalized four-leg intersection.
Eastbound Approach: (US Route 9) one left-turn lane and one through lane.
Westbound Approach: (US Route 9) two through lanes and one right turn lane.
Northbound Approach: (US Route 113 northbound exit ramp C) one left-turn lane, one shared left-through lane, and one right-turn lane.

7) US Route 113 / Arrow Safety Road
Type of Control: Signalized four-leg intersection.
Eastbound Approach: (Shopping Center) one shared left/through/right-turn lane.
Westbound Approach: (Arrow Safety Road) one shared left-through lane, one right turn lane.
Northbound Approach: (US Route 113) one left turn lane, two through lanes, one right turn lane.
Southbound Approach: (US Route 113) one left turn lane, two through lanes, one right turn lane.

8) US Route 113 / Shortly Road / South Bedford Street
Type of Control: Signalized four-leg intersection.
Eastbound Approach: (Shortly Road) One shared left-through lane, and one right-turn lane.
Westbound Approach: (South Bedford Steet) One shared left-through lane, and one right- turn lane.
Northbound Approach: (US Route 113) One left-turn lane, two through lanes, and one right-turn lane.
Southbound Approach: (US Route 113) One left-turn lane, two through lanes, and one right-turn lane.

9) Ennis Street / Truitt Avenue
Type of Control: Stop-controlled three-leg intersection.
Eastbound Approach: (Ennis Street) one shared left-through lane.
Westbound Approach: (Ennis Street) one shared right-through lane.
Northbound Approach: (Truitt Avenue) stop-controlled; one shared left-through-right turn lane.

10) US Route 113 / Delaware Route 404 / Bridgeville Road
Type of Control: Signalized four-leg intersection.
Eastbound Approach: (Delaware Route 404) one left-turn lane, one through lane, and two right-turn lanes.
Westbound Approach: (Delaware Route 404) one left-turn lane, two through lanes, and one right-turn lane.
Northbound Approach: (US Route 113) two left turn lanes, two through lanes, and one right turn lane.
Southbound Approach: (US Route 113) one left-turn lane, two through lanes and one right-turn lane.

10A) US Route 113 Northbound Ramps / Delaware Route 404
Type of Control: Proposed signalized three-leg intersection.
Eastbound Approach: (Delaware Route 404) one left-turn lane, and one through lane.
Westbound Approach: (Delaware Route 404) one through lane, and one right-turn lane.
Southbound Approach: (US Route 113) one left-turn lane, and one right-turn lane.

10B) US Route 113 Southbound Ramps / Delaware Route 404
Type of Control: Proposed signalized three-leg intersection.
Eastbound Approach: (Delaware Route 404) one through lane, and one right turn lane.
Westbound Approach: (Delaware Route 404) one left-turn lane, and two through lanes.
Northbound Approach: (US Route 113) one left-turn lane, and one right-turn lane.

11) US Route 113 / N. Bedford Street
Type of Control: Stop-controlled three-leg intersection with channelization.
Westbound Approach: (N. Bedford Street) one right-turn lane.
Northbound Approach: (US Route 113) one left-turn lane, two through lanes, and one right-turn lane.
Southbound Approach: (US Route 113) one left-turn lane, and two through lanes.

12) US Route 113 / Wilson Hill Road
Type of Control: Stop-controlled three-leg intersection.
Eastbound Approach: (Wilson Hill Road) stop-controlled; one shared left-through lane, and one right-turn lane.
Northbound Approach: (US Route 113) one left-turn lane, and two through lanes.
Southbound Approach: (US Route 113) one U-turn lane, two through lanes, and one right-turn lane.

13) US Route 9 / South Sussex Central Avenue / North Margaret Street
Type of Control: Signalized four-leg intersection with off-set side streets.
Eastbound Approach: (US Route 9) one shared left-though lane, one right lane
Westbound Approach: (US Route 9) one shared left-through-right lane.
Northbound Approach: (South Sussex Central Avenue) one shared left-though-right lane.
Southbound Approach: (North Margaret Street) one shared left-through-right lanes.

14A) US Route 9 / Bedford Street (West Circle Entrance)
Type of Control: Yield-controlled three-leg intersection.
Eastbound Approach: (US Route 9) one right turn lane; yield control.
Southbound Approach: (Bedford Street) one shared through/right-turn lane.

14B) US Route 9 / Bedford Street (South Circle Entrance)
Type of Control: Yield-controlled three-leg intersection.
Eastbound Approach: (US Route 9) one shared through/right-turn lane.
Northbound Approach: (Bedford Street) one right turn lane; yield control.

14C) US Route 9 / Bedford Street (East Circle Entrance)
Type of Control: Yield-controlled three-leg intersection.
Westbound Approach: (US Route 9) one right turn lane; yield control.
Northbound Approach: (Bedford Street) one shared through/right-turn lane.

14D) US Route 9 / Bedford Street (North Circle Entrance)
Type of Control: Yield-controlled three-leg intersection.
Westbound Approach: (US Route 9) one shared through/right-turn lane.
Southbound Approach: (Bedford Street) one right turn lane; yield control.

15) **US Route 9 / Little Street**
Type of Control: Existing stop-controlled three-leg intersection. Proposed signalized three-leg intersection.
Eastbound Approach: (US Route 9) one shared through/right-turn lane.
Westbound Approach: (US Route 9) existing one shared left-turn/through lane. Proposed one left-turn lane and one through lane.
Northbound Approach: (Little Street) one shared left-turn/right-turn lane; existing stop control.
NOTE: In Case 4a this intersection is modeled with a conceptual service road (Site Entrance C) as the southbound approach. This is being evaluated as an alternative to the other proposed Service Road (Finley Avenue) at the intersection of US Route 9 / Georgetown Shopping Center.

16) **US Route 9 / Asbury Road**
Type of Control: Stop-controlled three-leg intersection.
Eastbound Approach: (US Route 9) one shared left-turn/through lane.
Westbound Approach: (US Route 9) one shared through/right-turn lane.
Southbound Approach: (Asbury Road) one shared left-turn/right-turn lane; stop-controlled.

17) **US Route 9 / Substation Road**
Type of Control: Existing stop-controlled three-leg intersection. Proposed three-leg roundabout.
Eastbound Approach: (US Route 9) existing one shared through-right turn lane. Proposed single lane approach to roundabout.
Westbound Approach: (US Route 9) existing one shared left-turn/through lane. Proposed single lane approach to roundabout.
Northbound Approach: (Substation Road) existing one shared left-turn/right-turn lane; stop control. Proposed single lane approach to roundabout.

Safety Evaluation

Crash Data: Delaware Crash Analysis Reporting System (CARS) data was provided in the TIS for the three-year period from January 1, 2021 through December 31, 2023. The intersection with the most reported crashes during this period was US 113 & US 9, with 190 crashes. The most common crash at the studied intersections was front-to-rear, with 97 total crashes, or 51.1% of all crashes. One fatality was also recorded on December 22, 2021, via an angle crash where the traffic signal was disregarded.

Sight Distance: The study area generally consists of relatively flat roadways and there are few visual obstructions. 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 current DART Bus Stop Map, the Delaware Transit Corporation (DTC) currently operates three fixed-route transit routes in the vicinity of the proposed Isaacs Farm development. Route 206 (Georgetown / Lewes) departs from the Georgetown Transit HUB and runs along SR 113 before heading eastbound on SR 9. Route 212 (Georgetown / Seaford / Laurel) departs from the Georgetown Transit HUB and runs along North Bedford Street before heading westbound on SR 404. Route 303 (Intercounty Dover / Milford / Georgetown) departs from the Georgetown Transit HUB and runs along SR 9 before heading northbound on SR 5.

Planned transit service: Delaware Transit Corporation (DTC) has indicated that there are no transit related comments for this project.

Existing bicycle and pedestrian facilities: According to DelDOT's Sussex County Bicycle Map, SR 113 is not classified as a bicycling route but is designated as High-Traffic with Bikeways. SR 9 is designated as a High-Traffic Regional Bicycle Route with Bikeways. Bedford Street is designated as a High-Traffic Statewide Bicycle Route with Bikeways. Bridgeville Road is designated as a High-Traffic Regional Bicycle Route with Bikeways.

Planned bicycle and pedestrian facilities: The developer should construct shared use paths along their frontages, provide pedestrian crossings at all unsignalized site entrances, and provide connection to pedestrian and bicycle facilities within the proposed development.

Previous Comments

The initial scoping memorandum between the developer and DelDOT was dated February 1, 2023. The scoping memorandum was revised on November 21, 2023, again on March 1, 2024, and again on March 15, 2024.

In a review letter dated June 3, 2024, DelDOT commented on the traffic counts and seasonally adjusted traffic volumes. The developer was asked to provide additional information about the data collection, address all comments, and resubmit the traffic counts.

In a second review letter dated July 22, 2024, DelDOT made additional comments on the traffic counts and seasonally adjusted traffic volumes. DelDOT directed the developer to revise the volume figures and then proceed with the Preliminary TIS.

In a third review letter dated August 29, 2024, DelDOT commented on the Preliminary TIS. The developer was asked to update traffic volume turning movements, update exhibits related to committed developments, include a total volume committed development exhibit, and provide additional information regarding traffic lost/gained on applicable exhibits. The developer was asked to revise several volume figures and then resubmit the Preliminary TIS.

In a fourth review letter dated September 20, 2024, DelDOT provided additional comments on the Preliminary TIS. The developer was asked to revise several volume figures and then resubmit the Preliminary TIS.

In a fifth review letter dated September 27, 2024, DelDOT provided additional comments on the Preliminary TIS. The developer was asked to revise several volume figures. The developer was then directed to 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) Both the TIS and McCormick Taylor utilized HCS 2024 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 and the TIS assumed 3% HV for future movements and at the proposed site entrance.

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. The application of future PHFs in the TIS was inconsistent between intersections and volume scenarios.

4) For analyses of all intersections, McCormick Taylor and the TIS assumed 0% grade for all movements.

Table 2
Peak Hour Levels of Service (LOS)
Based on Isaacs Farm Traffic Impact Study – November 2024
Prepared by Becker Morgan Group, Inc.

Unsignalized Intersection [1] **One Way Stop (T-Intersection)**	**LOS per TIS**			**LOS per McCormick Taylor**		
1. US 113 / Site Entrance A (Finley Avenue)	Weekday AM	Weekday PM	Summer Saturday	Weekday AM	Weekday PM	Summer Saturday
2024 Existing Conditions (Case 1)						
Eastbound Site Entrance A	B (14.5)	C (15.7)	C (20.6)	B (14.5)	C (15.7)	C (20.6)
2029 With Development (Case 3A – Phase 1)						
Eastbound Site Entrance A	C (17.8)	D (29.9)	E (49.7)	C (17.8)	D (29.9)	E (49.7)
2029 With Development (Case 3B)						
Eastbound Site Entrance A	C (18.7)	C (23.3)	E (35.6)	C (18.7)	C (23.3)	E (35.6)
2029 With Development (Case 3C)						
Eastbound Site Entrance A	C (18.7)	C (23.3)	E (35.6)	C (18.7)	C (23.3)	E (35.6)

[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 Isaacs Farm Traffic Impact Study – November 2024
Prepared by Becker Morgan Group, Inc.

Unsignalized Intersection [2] Two-Way Stop Control	**LOS per TIS**			**LOS per McCormick Taylor**		
2. US 113 / Edward Street / Site Entrance B	Weekday AM	Weekday PM	Summer Saturday	Weekday AM	Weekday PM	Summer Saturday
2024 Existing Conditions (Case 1)						
Westbound Edward Street	C (15.7)	C (17.8)	C (17.0)	C (15.7)	C (17.8)	C (17.0)
Northbound US 113 – U-turn	C (23.7)	C (24.8)	E (46.6)	C (23.7)	C (24.8)	E (46.6)
Southbound US 113 - U-turn	B (13.9)	C (18.4)	C (15.6)	B (13.9)	C (18.4)	C (15.6)
2032 Without Development (Case 2)						
Westbound Edward Street	C (17.1)	C (20.7)	C (19.5)	C (17.1)	C (20.7)	C (19.5)
Northbound US 113 - Left [3]	D (30.3)	D (31.1)	F (68.7)	--	--	--
Southbound US 113 - U/Left [3]	C (15.7)	C (24.1)	C (18.7)	--	--	--
2029 With Development (Case 3A)						
Eastbound Site Entrance B	C (21.2)	D (32.4)	F (58.6)	C (21.2)	D (32.4)	F (57.3)
Westbound Edward Street	C (19.0)	C (23.7)	C (22.5)	C (19.0)	C (23.7)	C (22.1)
Northbound US 113 - U-turn	E (42.8)	F (81.1)	F (477.3)	E (42.8)	F (81.1)	F (428.5)
Southbound US 113 - U-turn	C (21.7)	E (47.2)	E (38.0)	C (21.7)	E (47.2)	E (36.4)
2029 With Development (Case 3A – Phase 1)						
Westbound Edward Street	--	--	--	C (16.4)	C (19.1)	C (18.1)
Northbound US 113 - U-turn	--	--	--	F (94.0)	F (72.3)	F (688.4)
Southbound US 113 - U-turn	--	--	--	F (53.1)	F (81.7)	F (55.8)
2029 With Development (Case 3B)						
Eastbound Site Entrance B	C (18.6)	C (21.0)	D (31.6)	C (18.6)	C (21.0)	D (31.4)
Westbound Edward Street	C (17.0)	C (20.4)	F (-)	C (17.0)	C (20.4)	C (19.1)
Northbound US 113 - U-turn/Left	F (68.9)	F (95.5)	F (941.0)	F (68.9)	F (95.5)	F (880.6)
Southbound US 113 - U-turn	C (17.9)	E (36.2)	D (27.2)	C (17.9)	E (36.2)	D (26.4)
2029 With Development (Case 3C)						
Eastbound Site Entrance B	C (19.5)	C (22.6)	D (35.6)	C (19.5)	C (22.6)	D (34.5)
Westbound Edward Street	C (19.0)	C (23.7)	C (22.5)	C (19.0)	C (23.7)	C (22.1)
Northbound US 113 - U-turn	E (41.0)	F (51.7)	F (173.8)	E (41.0)	F (51.7)	F (160.1)
Southbound US 113 - U-turn	C (21.7)	E (47.2)	E (38.0)	C (21.7)	E (47.2)	E (36.4)

[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.
[3] The *US 113 at US 9 Grade Separated Intersection* (State Contract No. T201912702) project is expected to completely close the median crossover at this intersection effectively removing the northbound and southbound U-turn. McCormick Taylor did not include these movements in their analysis.

Table 3 (Continued)
Peak Hour Levels of Service (LOS)
Based on Isaacs Farm Traffic Impact Study – November 2024
Prepared by Becker Morgan Group, Inc.

Unsignalized Intersection [4] Two-Way Stop Control	**LOS per TIS**			**LOS per McCormick Taylor**		
2. US 113 / Edward Street / Site Entrance B	Weekday AM	Weekday PM	Summer Saturday	Weekday AM	Weekday PM	Summer Saturday
2032 With Development (Case 4A)						
Eastbound Site Entrance B	C (18.1)	C (20.4)	C (30.6)	C (18.1)	C (20.4)	D (29.8)
Westbound Edward Street	C (17.7)	C (21.9)	C (20.4)	C (17.7)	C (21.9)	C (20.1)
Northbound US 113 - Left [5]	E (36.2)	E (44.0)	F (127.6)	--	--	--
Southbound US 113 - U/Left [5]	C (16.4)	D (26.9)	C (19.9)	--	--	--
2032 With Development (Case 4B)						
Eastbound Site Entrance B	C (17.4)	C (19.3)	D (28.0)	C (17.4)	C (19.3)	D (27.4)
Westbound Edward Street	C (17.7)	C (21.9)	C (20.4)	C (17.7)	C (21.9)	C (20.1)
Northbound US 113 - Left [5]	D (34.6)	E (40.9)	F (110.6)	--	--	--
Southbound US 113 - U/Left [5]	C (16.4)	D (26.9)	C (19.9)	--	--	--

[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.
[5] The *US 113 at US 9 Grade Separated Intersection* (State Contract No. T201912702) project is expected to completely close the median crossover at this intersection effectively removing the northbound and southbound U-turn. McCormick Taylor did not include these movements in their analysis.

Table 4
Peak Hour Levels of Service (LOS)
Based on Isaacs Farm Traffic Impact Study – November 2024
Prepared by Becker Morgan Group, Inc.

Unsignalized Intersection [6] One-Way Stop (T-Intersection)	**LOS per TIS**			**LOS per McCormick Taylor**		
3. US Route 9 / Service Road (Finley Avenue) / Georgetown Shopping Center (Site Entrance C)	Weekday AM	Weekday PM	Summer Saturday	Weekday AM	Weekday PM	Summer Saturday
2024 Existing Conditions (Case 1)						
Westbound US 9 – Left	A (9.5)	A (8.9)	A (8.4)	A (9.4)	A (8.9)	A (8.4)
Northbound Shopping Center Driveway	C (16.8)	C (20.1)	B (12.8)	C (16.7)	C (20.1)	B (12.8)
2032 Without Development (Case 2) – Signal [7]						
Overall	C (24.8)	D (39.2)	C (27.6)	C (25.7)	D (35.6)	C (29.2)
2029 With Development (Case 3A, 3B, 3C)						
Westbound US 9 – Left	B (10.1)	A (9.4)	A (8.9)	A (9.9)	A (9.5)	A (8.9)
Northbound Shopping Center Driveway	C (19.9)	D (29.3)	C (15.3)	C (19.5)	D (29.3)	C (15.3)
2029 With Development (Case 3A, 3B, 3C) – w/ improvement (Signal)						
Overall	A (5.5)	B (10.5)	A (9.4)	A (5.5)	A (9.8)	A (8.6)
2032 With Development (Case 4A) – Signal						
Overall	C (25.1)	D (40.4)	C (27.5)	C (26.5)	D (44.4)	C (29.9)
2032 With Development (Case 4B) – Signal						
Overall	C (26.0)	D (42.2)	C (29.1)	C (26.4)	D (39.5)	C (28.4)
2050 With Development (Case 5) – Signal						
Overall	C (30.9)	D (49.2)	C (33.3)	C (32.0)	D (52.0)	C (31.7)

[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.
[7] The *US 113 at US 9 Grade Separated Intersection* (State Contract No. T201912702) project is expected to construct a traffic signal at this intersection as modeled in Cases 2, 4A, 4B, and 5. A traffic signal was modeled in Cases 3A, 3B, and 3C because of high delay for the northbound left-turn in those cases. However, as this is a stop-controlled approach, the overall approach delay is evaluated for LOS deficiencies.

Table 5
Peak Hour Levels of Service (LOS)
Based on Isaacs Farm Traffic Impact Study – November 2024
Prepared by Becker Morgan Group, Inc.

Unsignalized Intersection [8] Two-Way Stop Control	**LOS per TIS**			**LOS per McCormick Taylor**		
4. US Route 113 / Ennis Street / West North Street (Site Entrance D)	Weekday AM	Weekday PM	Summer Saturday	Weekday AM	Weekday PM	Summer Saturday
2024 Existing Conditions (Case 1)						
Eastbound North St	C (15.8)	C (15.5)	C (18.6)	C (15.8)	C (15.5)	C (18.6)
Westbound Ennis St	B (13.5)	C (16.4)	C (15.5)	B (13.5)	C (16.4)	C (15.5)
Northbound US 113 – U-turn/Left	F (63.3)	E (40.8)	F (62.9)	F (63.8)	E (40.8)	F (62.9)
Southbound US 113 – U-turn/Left	B (11.2)	C (15.8)	B (14.1)	B (11.2)	C (15.8)	B (14.1)
2032 Without Development (Case 2)						
Eastbound North St	C (18.9)	C (17.6)	C (22.7)	C (18.6)	C (17.6)	C (22.7)
Westbound Ennis St	B (14.3)	C (18.2)	C (17.2)	B (14.3)	C (18.0)	C (17.2)
Northbound US 113 – U-turn/Left [9]	F (204.4)	F (82.9)	F (193.0)	--	--	--
Southbound US 113 – U-turn/Left [9]	B (11.9)	C (18.5)	C (15.7)	--	--	--
2029 With Development (Case 3A)						
Eastbound North St	C (19.0)	C (18.5)	C (24.0)	C (19.0)	C (18.5)	C (24.0)
Westbound Ennis St	B (14.3)	C (18.2)	C (17.2)	B (14.3)	C (18.0)	C (17.2)
Northbound US 113 – U-turn/Left	F (709.2)	F (656.7)	F (1597)	F (697.4)	F (646.5)	F (1598)
Southbound US 113 – U-turn/Left	B (11.9)	C (18.5)	C (15.7)	B (11.9)	C (18.5)	C (15.5)
2029 With Development (Case 3A – Phase 1)						
Eastbound North St	C (17.3)	C (17.1)	C (21.4)	C (17.3)	C (17.1)	C (21.4)
Westbound Ennis St	C (15.1)	C (18.7)	C (17.1)	C (15.1)	C (18.5)	C (17.1)
Northbound US 113 – U-turn/Left	B (13.9)	B (14.6)	C (24.6)	B (13.9)	B (14.6)	C (24.6)
Southbound US 113 – U-turn/Left	B (12.5)	C (19.4)	C (15.7)	B (12.5)	C (19.3)	C (15.5)
2029 With Development (Case 3B)						
Eastbound North St	C (19.0)	C (18.8)	C (24.0)	C (19.0)	C (18.8)	C (24.0)
Westbound Ennis St	B (14.3)	C (18.3)	C (17.2)	B (14.3)	C (18.1)	C (17.2)
Northbound US 113 – U-turn/Left	F (192.4)	F (97.4)	F (208.0)	F (192.4)	F (95.2)	F (208.0)
Southbound US 113 – U-turn/Left	B (11.9)	C (18.5)	C (15.7)	B (11.9)	C (18.7)	C (15.5)

[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.
[9] The *US 113 at US 9 Grade Separated Intersection* (State Contract No. T201912702) project is expected to completely close the median crossover at this intersection effectively removing the northbound and southbound U-turn/left-turn. McCormick Taylor did not include these movements in their analysis.

Table 5 (Continued)
Peak Hour Levels of Service (LOS)
Based on Isaacs Farm Traffic Impact Study – November 2024
Prepared by Becker Morgan Group, Inc.

Unsignalized Intersection [10] Two-Way Stop Control	**LOS per TIS**			**LOS per McCormick Taylor**		
4. US Route 113 / Ennis Street / West North Street (Site Entrance D)	Weekday AM	Weekday PM	Summer Saturday	Weekday AM	Weekday PM	Summer Saturday
2029 With Development (Case 3C)						
Eastbound North St	C (19.0)	C (18.5)	C (24.0)	C (19.0)	C (18.5)	C (24.0)
Westbound Ennis St	B (14.3)	C (18.2)	C (17.2)	B (14.3)	C (18.0)	C (17.2)
Northbound US 113 – U-turn/Left	F (709.2)	F (656.7)	F (1597)	F (709.2)	F (646.5)	F (1598)
Southbound US 113 – U-turn/Left	B (11.9)	C (18.5)	C (15.7)	B (11.9)	C (18.5)	C (15.5)
2032 With Development (Case 4A, 4B)						
Eastbound North St	C (19.3)	C (18.4)	C (23.9)	C (19.3)	C (18.4)	C (23.9)
Westbound Ennis St	B (14.7)	C (19.1)	C (17.8)	B (14.7)	C (18.8)	C (17.8)
Northbound US 113 – U-turn/Left [11]	F (228.6)	F (101.6)	F (241.7)	--	--	--
Southbound US 113 – U-turn/Left [11]	B (12.2)	C (19.8)	C (16.4)	--	--	--

[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.
[11] The *US 113 at US 9 Grade Separated Intersection* (State Contract No. T201912702) project is expected to completely close the median crossover at this intersection effectively removing the northbound and southbound U-turn/left-turn. McCormick Taylor did not include these movements in their analysis.

Table 6
Peak Hour Levels of Service (LOS)
Based on Isaacs Farm Traffic Impact Study – November 2024
Prepared by Becker Morgan Group, Inc.

Unsignalized Intersection [12] Roundabout	**LOS per TIS**			**LOS per McCormick Taylor**		
5. Service Road (Finley Ave) / US Route 113 SB Ramps	Weekday AM	Weekday PM	Summer Saturday	Weekday AM	Weekday PM	Summer Saturday
2032 With Development (Case 4B)						
Westbound Ramp A	A (6.4)	A (7.6)	A (6.3)	A (6.4)	A (7.6)	A (6.3)
Northbound Service Road (Finley Ave)	A (5.4)	A (6.0)	A (5.3)	A (5.4)	A (6.0)	A (5.3)
Southbound Service Road (Finley Ave)	A (5.1)	A (6.6)	A (5.3)	A (5.1)	A (6.6)	A (5.3)
Overall	A (5.8)	A (6.8)	A (5.7)	A (5.8)	A (6.8)	A (5.7)
2050 With Development (Case 5)						
Westbound Ramp A	A (7.0)	A (8.6)	A (6.8)	A (7.0)	A (8.6)	A (6.8)
Northbound Service Road (Finley Ave)	A (5.8)	A (6.5)	A (5.6)	A (5.8)	A (6.5)	A (5.6)
Southbound Service Road (Finley Ave)	A (5.5)	A (7.3)	A (5.6)	A (5.5)	A (7.3)	A (5.6)
Overall	A (6.3)	A (7.5)	A (6.1)	A (6.3)	A (7.5)	A (6.1)

[12] 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 Isaacs Farm Traffic Impact Study – November 2024
Prepared by Becker Morgan Group, Inc.

Signalized Intersection [13]	**LOS per TIS**			**LOS per McCormick Taylor**		
6. US 9 / US 113	Weekday AM	Weekday PM	Summer Saturday	Weekday AM	Weekday PM	Summer Saturday
2024 Existing Conditions (Case 1)						
Overall	D (49.7)	E (66.7)	D (38.7)	D (53.6)	E (73.0)	D (52.5)
2029 With Development (Case 3A, 3B, 3C)						
Overall	E (70.9)	F (110.3)	E (76.1)	E (72.7)	F (110.1)	F (87.3)
2029 With Development (Case 3A – Phase 1)						
Overall	E (58.8)	F (87.9)	E (58.4)	E (61.2)	F (92.2)	E (71.9)

[13] 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 Isaacs Farm Traffic Impact Study – November 2024
Prepared by Becker Morgan Group, Inc.

Signalized Intersection [14]	**LOS per TIS**			**LOS per McCormick Taylor**		
6A. US 9 / US 113 NB Ramps	Weekday AM	Weekday PM	Summer Saturday	Weekday AM	Weekday PM	Summer Saturday
2032 Without Development (Case 2)						
Overall	B (10.3)	B (12.5)	A (8.2)	A (9.8)	B (13.1)	A (8.2)
2032 With Development (Case 4A, 4B)						
Overall	B (11.6)	B (14.5)	A (9.7)	B (11.2)	B (15.8)	B (10.3)

[14] 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 Isaacs Farm Traffic Impact Study – November 2024
Prepared by Becker Morgan Group, Inc.

Signalized Intersection [15]	**LOS per TIS**			**LOS per McCormick Taylor**		
7. US 113 / Arrow Safety Road	Weekday AM	Weekday PM	Summer Saturday	Weekday AM	Weekday PM	Summer Saturday
2024 Existing Conditions (Case 1)						
Overall	B (12.1)	A (8.9)	A (4.8)	B (18.8)	B (18.9)	B (15.1)
2032 Without Development (Case 2)						
Overall	B (13.4)	A (9.9)	A (5.5)	B (13.1)	B (13.4)	B (10.9)
2029 With Development (Case 3A, 3B, 3C)						
Overall	B (13.0)	A (9.5)	A (5.4)	B (13.0)	B (13.3)	B (10.8)
2032 With Development (Case 4A, 4B)						
Overall	B (13.5)	A (9.9)	A (5.6)	B (13.3)	B (13.6)	B (11.4)

[15] 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 Isaacs Farm Traffic Impact Study – November 2024
Prepared by Becker Morgan Group, Inc.

Signalized Intersection [16]	**LOS per TIS**			**LOS per McCormick Taylor**		
8. US 113 / Shortly Ave / South Bedford St	Weekday AM	Weekday PM	Summer Saturday	Weekday AM	Weekday PM	Summer Saturday
2024 Existing Conditions (Case 1)						
Overall	B (16.2)	B (14.1)	A (5.8)	C (22.7)	C (21.0)	B (14.5)
2032 Without Development (Case 2)						
Overall	B (20.0)	B (17.7)	A (8.3)	C (26.0)	C (25.0)	B (18.5)
2029 With Development (Case 3A, 3B, 3C)						
Overall	C (20.0)	B (17.6)	A (8.5)	C (26.1)	C (25.0)	B (18.8)
2032 With Development (Case 4A, 4B)						
Overall	C (20.6)	B (18.0)	A (5.6)	C (26.7)	C (25.7)	B (19.7)

[16] 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 Isaacs Farm Traffic Impact Study – November 2024
Prepared by Becker Morgan Group, Inc.

Unsignalized Intersection [17] One-Way Stop (T-intersection)	**LOS per TIS**			**LOS per McCormick Taylor**		
9. Ennis St / Truitt Ave	Weekday AM	Weekday PM	Summer Saturday	Weekday AM	Weekday PM	Summer Saturday
2024 Existing Conditions (Case 1)						
Eastbound Ennis St	A (7.3)	A (7.4)	A (7.5)	A (7.3)	A (7.4)	A (7.5)
Westbound Ennis St	A (7.4)	A (7.4)	A (7.3)	A (7.4)	A (7.4)	A (7.3)
Northbound Truitt St	A (9.6)	A (9.8)	A (9.7)	A (9.6)	A (9.8)	A (9.7)
Southbound Truitt St	A (0.0)	A (0.0)	A (9.0)	A (0.0)	A (0.0)	A (9.0)
2032 Without Development (Case 2)						
Eastbound Ennis St	A (7.4)	A (7.5)	A (7.6)	A (7.4)	A (7.5)	A (7.6)
Westbound Ennis St	A (7.5)	A (7.4)	A (7.3)	A (7.5)	A (7.4)	A (7.3)
Northbound Truitt St	A (9.9)	B (10.1)	B (10.1)	A (9.9)	B (10.1)	B (10.1)
Southbound Truitt St	A (0.0)	A (0.0)	A (9.2)	A (0.0)	A (0.0)	A (9.2)
2029 With Development (Case 3A, 3B, 3C)						
Eastbound Ennis St	A (7.4)	A (7.5)	A (7.6)	A (7.3)	A (7.5)	A (7.6)
Westbound Ennis St	A (7.5)	A (7.5)	A (7.4)	A (7.4)	A (7.5)	A (7.4)
Northbound Truitt St	A (9.9)	B (10.3)	B (10.2)	A (9.8)	B (10.3)	B (10.2)
Southbound Truitt St	A (0.0)	A (0.0)	A (9.2)	A (0.0)	A (0.0)	A (9.2)
2032 With Development (Case 4A, 4B)						
Eastbound Ennis St	A (7.4)	A (7.5)	A (7.6)	A (7.4)	A (7.5)	A (7.6)
Westbound Ennis St	A (7.5)	A (7.5)	A (7.4)	A (7.5)	A (7.5)	A (7.4)
Northbound Truitt St	B (10.1)	B (10.4)	B (10.4)	B (10.1)	B (10.4)	B (10.4)
Southbound Truitt St	A (0.0)	A (0.0)	A (9.2)	A (0.0)	A (0.0)	A (9.2)

[17] 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 Isaacs Farm Traffic Impact Study – November 2024
Prepared by Becker Morgan Group, Inc.

Signalized Intersection [18]	**LOS per TIS**			**LOS per McCormick Taylor**		
10. US 113 / SR 404	Weekday AM	Weekday PM	Summer Saturday	Weekday AM	Weekday PM	Summer Saturday
2024 Existing Conditions (Case 1)						
Overall	D (40.8)	D (47.3)	D (40.5)	D (45.3)	D (43.7)	D (45.6)
2029 With Development (Case 3A – Phase 1)						
Overall	D (49.8)	D (53.7)	D (46.0)	D (50.4)	D (54.7)	D (51.0)

[18] 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 13
Peak Hour Levels of Service (LOS)
Based on Isaacs Farm Traffic Impact Study – November 2024
Prepared by Becker Morgan Group, Inc.

Signalized Intersection [19]	**LOS per TIS**			**LOS per McCormick Taylor**		
10A. US 113 Northbound Ramps / SR 404	Weekday AM	Weekday PM	Summer Saturday	Weekday AM	Weekday PM	Summer Saturday
2032 Without Development (Case 2)						
Overall	C (22.5)	C (28.6)	C (22.6)	C (22.5)	C (28.6)	C (22.6)
2029 With Development (Case 3A, 3B, 3C)						
Overall	C (22.6)	C (29.4)	C (22.9)	C (22.6)	C (22.9)	C (23.2)
2032 With Development (Case 4A, 4B)						
Overall	C (23.2)	C (31.1)	C (23.5)	C (23.2)	C (31.1)	C (23.5)

[19] 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 14
Peak Hour Levels of Service (LOS)
Based on Isaacs Farm Traffic Impact Study – November 2024
Prepared by Becker Morgan Group, Inc.

Signalized Intersection [20]	**LOS per TIS**			**LOS per McCormick Taylor**		
10B. US 113 Southbound Ramps / SR 404	Weekday AM	Weekday PM	Summer Saturday	Weekday AM	Weekday PM	Summer Saturday
2032 Without Development (Case 2)						
Overall	B (13.3)	B (13.5)	B (14.3)	B (13.3)	B (13.5)	B (14.3)
2029 With Development (Case 3A, 3B, 3C)						
Overall	B (13.1)	B (13.3)	B (14.1)	B (13.1)	B (13.3)	B (14.1)
2032 With Development (Case 4A, 4B)						
Overall	B (13.3)	B (13.5)	B (14.4)	B (13.3)	B (13.5)	B (14.4)

[20] 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 15
Peak Hour Levels of Service (LOS)
Based on Isaacs Farm Traffic Impact Study – November 2024
Prepared by Becker Morgan Group, Inc.

Unsignalized Intersection [21] One-Way Stop (T-Intersection)	**LOS per TIS**			**LOS per McCormick Taylor**		
11. US 113 / N. Bedford St	Weekday AM	Weekday PM	Summer Saturday	Weekday AM	Weekday PM	Summer Saturday
2024 Existing Conditions (Case 1)						
Northbound US 113 – U-turn/Left	C (22.1)	C (16.7)	D (27.3)	C (22.1)	C (16.7)	D (27.8)
Southbound US 113 – Left	B (10.4)	B (11.7)	B (13.0)	B (10.4)	B (11.5)	B (13.0)
2032 Without Development (Case 2)						
Northbound US 113 – U-turn/Left	D (26.1)	C (20.5)	E (36.4)	D (25.1)	C (20.5)	E (36.4)
Southbound US 113 – Left	B (11.7)	B (13.5)	C (15.6)	B (11.7)	B (13.5)	C (15.6)
2029 With Development (Case 3A, 3B, 3C)						
Northbound US 113 – U-turn/Left	D (25.5)	C (20.6)	E (36.2)	D (25.1)	C (20.6)	E (36.2)
Southbound US 113 – Left	B (11.7)	B (13.5)	C (15.5)	B (11.7)	B (13.5)	C (15.5)
2029 With Development (Case 3A – Phase 1)						
Northbound US 113 – U-turn/Left	C (24.9)	C (18.7)	D (32.9)	C (24.2)	C (18.7)	D (32.7)
Southbound US 113 – Left	B (10.8)	B (12.6)	B (14.3)	B (10.8)	B (12.6)	B (14.2)
2032 With Development (Case 4A, 4B)						
Northbound US 113 – U-turn/Left	D (27.3)	C (21.6)	E (38.8)	D (26.6)	C (21.6)	E (38.5)
Southbound US 113 – Left	B (11.9)	B (13.9)	C (16.1)	B (11.9)	B (13.9)	C (16.1)

[21] 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 16
Peak Hour Levels of Service (LOS)
Based on Isaacs Farm Traffic Impact Study – November 2024
Prepared by Becker Morgan Group, Inc.

Unsignalized Intersection [22] One-Way Stop (T-Intersection)	**LOS per TIS**			**LOS per McCormick Taylor**		
12. US 113 / Wilson Hill Rd	Weekday AM	Weekday PM	Summer Saturday	Weekday AM	Weekday PM	Summer Saturday
2024 Existing Conditions (Case 1)						
Eastbound Wilson Hill Rd	C (20.5)	C (16.4)	C (17.2)	C (19.3)	C (15.6)	C (15.6)
Northbound US 113 – Left	C (19.5)	B (13.5)	C (19.9)	C (19.5)	B (13.5)	C (19.8)
Southbound US 113 – U-turn	B (14.4)	D (26.9)	D (27.4)	B (14.4)	C (21.2)	D (27.4)
2032 Without Development (Case 2)						
Eastbound Wilson Hill Rd	D (25.4)	C (20.3)	C (21.4)	C (23.9)	C (19.4)	C (15.3)
Northbound US 113 – Left	C (24.5)	C (16.1)	D (26.3)	C (24.5)	C (16.1)	C (18.1)
Southbound US 113 – U-turn	C (17.4)	D (26.9)	E (36.2)	C (17.4)	D (26.9)	E (36.2)
2029 With Development (Case 3A, 3B, 3C)						
Eastbound Wilson Hill Rd	C (24.7)	C (20.2)	C (20.8)	C (23.2)	C (19.3)	C (15.0)
Northbound US 113 – Left	C (23.8)	C (15.9)	D (26.3)	C (23.8)	C (15.9)	C (18.2)
Southbound US 113 – U-turn	C (17.4)	D (26.9)	E (35.6)	C (17.4)	D (26.9)	E (35.6)
2032 With Development (Case 4A, 4B)						
Eastbound Wilson Hill Rd	D (26.5)	C (21.1)	C (22.4)	C (24.9)	C (20.2)	C (15.8)
Northbound US 113 – Left	D (25.5)	C (16.7)	D (27.9)	D (25.5)	C (16.7)	C (18.9)
Southbound US 113 – U-turn	C (17.9)	D (28.3)	E (37.9)	C (17.9)	D (28.3)	E (37.9)

[22] 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 17
Peak Hour Levels of Service (LOS)
Based on Isaacs Farm Traffic Impact Study – November 2024
Prepared by Becker Morgan Group, Inc.

Signalized Intersection [23]	**LOS per TIS**			**LOS per McCormick Taylor**		
13. US Route 9 / South Sussex Central Avenue / North Margaret Street	Weekday AM	Weekday PM	Summer Saturday	Weekday AM	Weekday PM	Summer Saturday
2024 Existing Conditions (Case 1)						
Overall	B (17.2)	B (14.1)	B (11.6)	B (17.1)	B (14.4)	B (11.9)
2032 Without Development (Case 2)						
Overall	B (16.7)	B (14.5)	B (11.7)	B (17.9)	B (14.8)	B (12.2)
2029 With Development (Case 3A, 3B, 3C)						
Overall	B (16.8)	B (14.8)	B (11.7)	B (18.3)	B (15.2)	B (12.4)
2032 With Development (Case 4A, 4B)						
Overall	B (17.0)	B (14.9)	B (11.7)	B (18.5)	B (15.3)	B (12.5)

[23] 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 18
Peak Hour Levels of Service (LOS)
Based on Isaacs Farm Traffic Impact Study – November 2024
Prepared by Becker Morgan Group, Inc.

Unsignalized Intersection [24] One-Way Stop (T-intersection)	**LOS per TIS**			**LOS per McCormick Taylor**		
14A. US 9 / Bedford St (West Circle)	Weekday AM	Weekday PM	Summer Saturday	Weekday AM	Weekday PM	Summer Saturday
2024 Existing Conditions (Case 1)						
Eastbound US 9	F (52.6)	F (58.0)	C (18.9)	F (52.6)	F (58.0)	C (18.9)
2032 Without Development (Case 2)						
Eastbound US 9	F (168.4)	F (183.3)	D (33.2)	F (168.4)	F (183.3)	D (33.2)
2029 With Development (Case 3A, 3B, 3C)						
Eastbound US 9	F (181.4)	F (228.8)	E (42.8)	F (181.4)	F (228.8)	E (42.8)
2032 With Development (Case 4A, 4B)						
Eastbound US 9	F (202.1)	F (252.3)	E (47.5)	F (202.1)	F (252.3)	E (47.5)

[24] 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 19
Peak Hour Levels of Service (LOS)
Based on Isaacs Farm Traffic Impact Study – November 2024
Prepared by Becker Morgan Group, Inc.

Unsignalized Intersection [25] One-Way Stop (T-Intersection)	**LOS per TIS**			**LOS per McCormick Taylor**		
14B. US 9 / Bedford St (South Circle)	Weekday AM	Weekday PM	Summer Saturday	Weekday AM	Weekday PM	Summer Saturday
2024 Existing Conditions (Case 1)						
Northbound Bedford St	D (34.6)	D (33.8)	D (30.2)	D (34.6)	D (33.8)	D (30.5)
2032 Without Development (Case 2)						
Northbound Bedford St	F (148.4)	F (110.5)	F (84.5)	F (148.4)	F (110.5)	F (84.5)
2029 With Development (Case 3A, 3B, 3C)						
Northbound Bedford St	F (159.8)	F (131.1)	F (102.5)	F (159.8)	F (131.1)	F (102.5)
2032 With Development (Case 4A, 4B)						
Northbound Bedford St	F (181.7)	F (150.3)	F (117.2)	F (181.7)	F (150.3)	F (117.2)

[25] 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 20
Peak Hour Levels of Service (LOS)
Based on Isaacs Farm Traffic Impact Study – November 2024
Prepared by Becker Morgan Group, Inc.

Unsignalized Intersection [26] One-Way Stop (T-Intersection)	**LOS per TIS**			**LOS per McCormick Taylor**		
14C. US 9 / Bedford St (East Circle)	Weekday AM	Weekday PM	Summer Saturday	Weekday AM	Weekday PM	Summer Saturday
2024 Existing Conditions (Case 1)						
Westbound US 9	C (18.3)	E (42.5)	D (30.6)	C (18.3)	E (42.5)	D (29.3)
2032 Without Development (Case 2)						
Westbound US 9	D (32.8)	F (156.3)	F (92.3)	D (32.8)	F (156.3)	F (85.9)
2029 With Development (Case 3A, 3B, 3C)						
Westbound US 9	E (38.9)	F (176.2)	F (121.5)	E (38.9)	F (176.2)	F (113.6)
2032 With Development (Case 4A, 4B)						
Westbound US 9	E (43.7)	F (194.7)	F (136.5)	E (43.7)	F (194.7)	F (128.1)

[26] 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 21
Peak Hour Levels of Service (LOS)
Based on Isaacs Farm Traffic Impact Study – November 2024
Prepared by Becker Morgan Group, Inc.

Unsignalized Intersection [27] One-Way Stop (T-Intersection)	**LOS per TIS**			**LOS per McCormick Taylor**		
14D. US 9 / Bedford St (North Circle)	Weekday AM	Weekday PM	Summer Saturday	Weekday AM	Weekday PM	Summer Saturday
2024 Existing Conditions (Case 1)						
Southbound Bedford St	D (29.3)	F (76.4)	C (16.1)	D (29.3)	F (76.4)	C (16.1)
2032 Without Development (Case 2)						
Southbound Bedford St	F (79.7)	F (217.0)	D (25.3)	F (79.7)	F (217.0)	D (25.3)
2029 With Development (Case 3A, 3B, 3C)						
Southbound Bedford St	F (98.6)	F (243.0)	D (31.8)	F (98.6)	F (243.0)	D (31.8)
2032 With Development (Case 4A, 4B)						
Southbound Bedford St	F (110.6)	F (265.8)	D (31.8)	F (110.6)	F (265.8)	D (34.4)

[27] 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 22
Peak Hour Levels of Service (LOS)
Based on Isaacs Farm Traffic Impact Study – November 2024
Prepared by Becker Morgan Group, Inc.

Unsignalized Intersection [28] One-Way Stop (T-Intersection)	**LOS per TIS**			**LOS per McCormick Taylor**		
15. US 9 / Little St	Weekday AM	Weekday PM	Summer Saturday	Weekday AM	Weekday PM	Summer Saturday
2024 Existing Conditions (Case 1)						
Westbound US 9 – Left	A (9.7)	A (8.6)	A (8.2)	A (9.7)	A (8.6)	A (8.2)
Northbound Little St	C (22.5)	D (27.3)	B (13.3)	C (22.5)	D (27.3)	B (13.3)
2032 Without Development (Case 2)						
Westbound US 9 – Left	B (10.2)	A (8.9)	A (8.5)	B (10.2)	A (9.0)	A (8.5)
Northbound Little St	D (29.7)	E (39.2)	C (15.3)	D (29.7)	E (42.9)	C (15.3)
2029 With Development (Case 3A, 3B, 3C)						
Westbound US 9 – Left	B (10.2)	A (9.0)	A (8.5)	B (10.2)	A (9.0)	A (8.5)
Northbound Little St	D (30.0)	E (41.3)	C (15.8)	D (30.0)	E (45.4)	C (15.8)
2029 With Development (Case 3A – Phase 1)						
Westbound US 9 – Left	B (10.0)	A (8.8)	A (8.4)	B (10.0)	A (8.8)	A (8.4)
Northbound Little St	D (26.3)	D (32.0)	B (14.4)	D (26.3)	D (34.4)	B (14.4)
2032 With Development (Case 4A)						
Eastbound US 9 – Left	A (8.9)	A (9.8)	A (8.4)	A (8.9)	B (10.6)	A (8.9)
Westbound US 9 – Left	B (10.2)	A (8.9)	A (8.5)	B (10.2)	A (9.0)	A (8.5)
Northbound Little St	F (52.2)	F (112.6)	C (20.1)	F (52.2)	F (178.2)	C (22.1)
Southbound Site Entrance C	F (208.0)	F (571.6)	F (78.7)	F (201.5)	F (653.6)	F (78.1)
2032 With Development (Case 4B)						
Westbound US 9 – Left	B (10.4)	A (9.1)	A (8.6)	B (10.4)	A (9.1)	A (8.6)
Northbound Little St	D (32.0)	E (46.9)	C (16.3)	D (32.0)	F (52.3)	C (16.3)
2032 With Development (Case 4B) – w/ improvement (Signal)						
Overall	B (16.0)	B (15.7)	A (6.7)	B (10.7)	A (9.2)	A (6.7)

[28] 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 23
Peak Hour Levels of Service (LOS)
Based on Isaacs Farm Traffic Impact Study – November 2024
Prepared by Becker Morgan Group, Inc.

Unsignalized Intersection [29] One-Way Stop (T-intersection)	**LOS per TIS**			**LOS per McCormick Taylor**		
16. US 9 / Asbury Rd	Weekday AM	Weekday PM	Summer Saturday	Weekday AM	Weekday PM	Summer Saturday
2024 Existing Conditions (Case 1)						
Eastbound US 9 – Left	A (8.2)	A (9.3)	A (8.1)	A (8.2)	A (9.3)	A (8.1)
Southbound Asbury Rd	D (25.7)	C (19.7)	B (13.6)	D (26.5)	C (23.2)	B (14.6)
2032 Without Development (Case 2)						
Eastbound US 9 – Left	A (8.6)	A (9.8)	A (8.3)	A (8.6)	A (9.8)	A (8.3)
Southbound Asbury Rd	D (34.2)	D (26.2)	C (16.1)	E (35.1)	D (30.3)	C (17.2)
2029 With Development (Case 3A, 3B, 3C)						
Eastbound US 9 – Left	A (8.6)	A (9.9)	A (8.4)	A (8.6)	A (9.9)	A (8.4)
Southbound Asbury Rd	D (34.5)	D (27.1)	C (16.9)	E (35.5)	D (31.8)	C (18.0)
2032 With Development (Case 4A, 4B)						
Eastbound US 9 – Left	A (8.6)	A (10.0)	A (8.4)	A (8.6)	A (10.0)	A (8.4)
Southbound Asbury Rd	E (36.6)	D (28.6)	C (17.3)	E (37.6)	D (33.6)	C (18.5)

[29] 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 24
Peak Hour Levels of Service (LOS)
Based on Isaacs Farm Traffic Impact Study – November 2024
Prepared by Becker Morgan Group, Inc.

Unsignalized Intersection [30] One-Way Stop (T-intersection)	**LOS per TIS**			**LOS per McCormick Taylor**		
17. US 9 / Substation Rd	Weekday AM	Weekday PM	Summer Saturday	Weekday AM	Weekday PM	Summer Saturday
2024 Existing Conditions (Case 1)						
Westbound US 9 - Left	A (9.5)	A (8.5)	A (8.0)	A (9.5)	A (8.5)	A (8.0)
Northbound Substation Rd	E (35.3)	D (33.2)	B (13.7)	E (35.3)	D (33.2)	B (13.7)
2032 Without Development (Case 2)						
Westbound US 9 - Left	A (9.8)	A (8.8)	A (8.2)	B (10.1)	A (8.8)	A (8.2)
Northbound Substation Rd	E (41.1)	F (52.7)	C (15.8)	F (52.8)	F (52.7)	C (15.8)
2029 With Development (Case 3A, 3B, 3C)						
Westbound US 9 - Left	A (9.8)	A (8.9)	A (8.3)	B (10.1)	A (8.9)	A (8.3)
Northbound Substation Rd	E (41.3)	F (55.5)	C (16.5)	F (53.1)	F (55.5)	C (16.5)
2029 With Development (Cases 3A, 3B, 3C) – w/ improvement (Roundabout)						
Eastbound US 9	B (11.3)	A (7.6)	A (5.8)	B (13.8)	A (7.6)	A (5.8)
Westbound US 9	A (7.2)	B (11.3)	A (5.8)	A (7.9)	B (11.6)	A (5.9)
Northbound Substation Rd	A (8.8)	A (6.5)	A (4.4)	B (10.3)	A (7.6)	A (5.2)
Overall	A (9.7)	A (9.5)	A (5.8)	B (11.5)	A (9.7)	A (5.8)
2032 With Development (Case 4A, 4B)						
Westbound US 9 - Left	A (9.9)	A (8.9)	A (8.3)	B (10.2)	A (8.9)	A (8.3)
Northbound Substation Rd	E (44.7)	F (61.9)	C (16.8)	F (58.7)	F (61.9)	C (16.8)
2032 With Development (Cases 4A, 4B) – w/ improvement (Roundabout)						
Eastbound US 9	B (11.8)	A (7.8)	A (5.9)	B (13.8)	A (7.8)	A (5.9)
Westbound US 9	A (7.3)	B (11.8)	A (5.9)	A (7.9)	B (12.1)	A (6.0)
Northbound Substation Rd	A (9.1)	A (6.7)	A (4.5)	B (10.3)	A (7.8)	A (5.2)
Overall	B (10.1)	A (9.9)	A (5.9)	B (11.5)	B (10.1)	A (5.9)

[30] 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.