

Traffic Impact Study (TIS) Process

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Every Mode.

We provide safe choices for travelers in Delaware to access roads, rails, buses, airways, waterways, bike trails and walking paths.

Every Dollar.

We seek the best value for every dollar spent for the benefit of all.

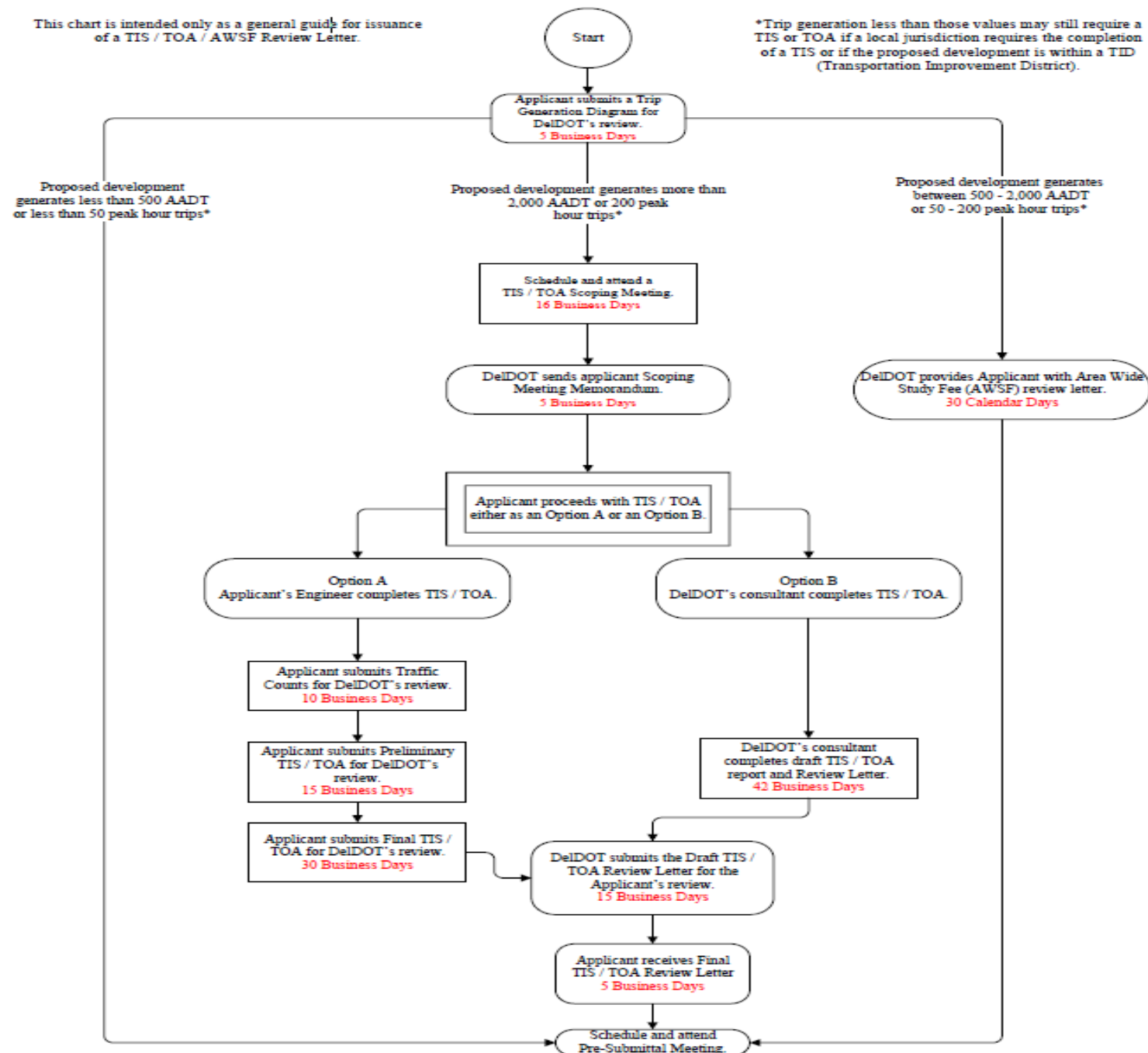
Everyone.

We engage our customers and employees with respect and courtesy as we deliver our services.

Traffic Analysis Study Workflow

This chart is intended only as a general guide for issuance of a TIS / TOA / AWSF Review Letter.

Traffic Analysis Study workflow for obtaining a TIS / TOA / AWSF Review Letter



<div>Option A</div> <ul style="list-style-type: none">Applicant’s traffic engineer prepares documents and provides to DelDOT for reviewMultiple submissions	<div>Option B</div> <ul style="list-style-type: none">DelDOT’s traffic engineer/consultant prepares documents and completes the TIS analysisSingle submission
<div>Scoping Meeting</div> <div>DelDOT supplies a Memorandum of the Scoping Meeting.</div> <div>If Option B requested, DelDOT provides a cost estimate to prepare the TIS</div>	
<div>Traffic Counts (10 Business Days)</div>	<div>DelDOT’s consultant completes the TIS analysis</div> <div>(42 business days)</div>
<div>Preliminary TIS Report (15 Business Days)</div>	
<div>Final TIS Report (30 Business Days)</div>	
<div>Draft TIS Letter issued by DelDOT</div> <div>(15 Business days)</div>	

	Total Days in Review (bus) - TIS	Review - DeIDOT (Scoping Mtg - Under Option B - DeIDOT Solicits Bids and Applicant Reviews)	Review - DeIDOT Eng (Scoping Mtg)	Review - DeIDOT Eng (Draft Letter)	Review - DeIDOT (Draft Letter)	# of Iterations (Revisions within Scoping Meeting Req & Draft TIS Review Letter Phases)
Option A Average Business Days (*24 out of 111 projects)	219	26	29	45	18	10.3
Option B Average Business Days (*3 out of 7 projects)	175	35	22	24	11	7.7
Difference	44	-9	7	20	7	2.7
Outcomes	~2 mos overall time savings (11 mos vs. 8.75 mos)	2 additional weeks	1.5 weeks time savings	3 weeks time savings	1.5 weeks time savings	Nearly 3 fewer iterations

***All projects selected were between the start of CY2023 and present that had a full data set available - i.e., from Scoping Meeting Request through Final TIS Review Letter**

Traffic Signal Agreement (TSA)

The TSA obligates developer to make physical and/or financially contribute to certain traffic signal improvements, when developer project meets one or more of the following criteria:

1. Developer project generates an increase of 50 vehicle trips for any peak hour trips at a state-maintained intersection.
2. Final Traffic Impact Study (TIS) Review Letter or Final Traffic Operational Analysis (TOA) Review Letter recommends the construction of a new traffic signal as justified by a Traffic Signal Justification Study (TSJS), or recommends modifications to an existing traffic signal.
3. During the plan review process, DelDOT identifies a need for traffic signal modifications, which may include but not limited to:
 - A. Traffic signal phasing modifications, addition or modification of pedestrian accommodations, refuge islands...
 - B. Developer project proposes a new or upgraded school access.
 - C. Developer project access creates an additional leg at an existing signalized intersection.
 - D. Developer project access impacts an existing or proposed signalized intersection.

Traffic Signal Revolving Fund (TSRF)

The TSRF is an option given to the developer to contribute a known financial contribution towards future signal improvements in lieu of a TSA, when:

1. Site generates a net increase minimum of 50 peak hour trips at state-maintained intersections (New Castle County, less than 50 peak hour trips to meet the UDC concurrency)
2. TSRF can not be used for site entrance
3. Not required to construct a new traffic signal or modifications to an existing traffic signal
4. The cost should include both construction cost and a one-time fee maintenance cost
5. Developer proposes a TSRF within a TIS, a TSJS is required.

Developments within TIDs

- Coordinate with DelDOT Planning to determine if proposed development is consistent with land use and size assumed within TID
- If not consistent with TID, TIS is required
 - Future traffic analysis mitigation should be based on TID proposed improvements
 - Developer responsible to install improvements beyond those recommended in TID
- If consistent with TID:
 - TID fee is required in lieu of TIS
 - TOA or a TSJS could still be requested by DelDOT



TIS Section Team

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THANK YOU!



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