



TRAFFIC IMPACT STUDY
Proposed Residential Project
on Railway Road

Proposed Residential Development
Sussex County, Delaware

Prepared for
Linder & Company, Inc.

Prepared by
Orth-Rodgers & Associates, Inc.
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Robert M. Rodgers, P.E., PTOE
Delaware Professional Engineer No. 4540

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CONTENTS

PAGE

Executive Summary v
Project Description..... 1
Study Area 3
Existing Traffic 5
Existing Roadway Facilities 11
Future Traffic without Development 15
Trip Generation and Distribution 73
Future Traffic with the Proposed Site 78
Capacity Analysis 82
Transit, Pedestrian, and Bicycle Facilities 103
Results and Recommendations 104
Conclusions..... 106

Appendices

- A. Existing traffic counts
- B. Other Committed Development Data and DelDOT Projects
- C. Trip generation calculations
- D. Site plan
- E. Signal timing plans
- F. Intersection sketches & photographs
- G. Highway Capacity Analysis (Computer CD)
- H. Correspondence

FIGURES**PAGE**

1.	Site location map	2
2.	Map of study intersections	4
3.	2004 existing AM peak hour traffic volumes	6
4.	2004 existing PM peak hour traffic volumes	7
5.	2004 existing Saturday peak hour traffic volumes	8
6.	2004 existing AM peak hour traffic volumes (Seasonally Adjusted)	9
7.	2004 existing PM peak hour traffic volumes (Seasonally Adjusted)	10
8.	2015 AM peak hour traffic volumes with background growth	21
9.	2015 PM peak hour traffic volumes with background growth	22
10.	2015 Saturday peak hour traffic volumes with background growth	23
11.	Future AM peak hour traffic volumes from Silver Woods	24
12.	Future PM peak hour traffic volumes from Silver Woods	25
13.	Future Saturday peak hour traffic volumes from Silver Woods	26
14.	Future AM peak hour traffic volumes from Bethany Meadows	27
15.	Future PM peak hour traffic volumes from Bethany Meadows	28
16.	Future Saturday peak hour traffic volumes from Bethany Meadows	29
17.	Future AM peak hour traffic volumes from Water Side	30
18.	Future PM peak hour traffic volumes from Water Side	31
19.	Future Saturday peak hour traffic volumes from Water Side	32
20.	Future AM peak hour traffic volumes from Southampton	33
21.	Future PM peak hour traffic volumes from Southampton	34
22.	Future Saturday peak hour traffic volumes from Southampton	35
23.	Future AM peak hour traffic volumes from Bear Trap Dunes (residential & retail)	36
24.	Future PM peak hour traffic volumes from Bear Trap Dunes (residential & retail)	37
25.	Future Saturday peak hour traffic volumes from Bear Trap Dunes (residential & retail)	38
26.	Future AM peak hour traffic volumes from Wedgefield/Avon Park	39
27.	Future PM peak hour traffic volumes from Wedgefield/Avon Park	40
28.	Future Saturday peak hour traffic volumes from Wedgefield/Avon Park	41
29.	Future AM peak hour traffic volumes from Bay Forest Club	42
30.	Future PM peak hour traffic volumes from Bay Forest Club	43
31.	Future Saturday peak hour traffic volumes from Bay Forest Club	44
32.	Future AM peak hour traffic volumes from Forest Landing	45
33.	Future PM peak hour traffic volumes from Forest Landing	46

34.	Future Saturday peak hour traffic volumes from Forest Landing.....	47
35.	Future AM peak hour traffic volumes from Fairway Village.....	48
36.	Future PM peak hour traffic volumes from Fairway Village.....	49
37.	Future Saturday peak hour traffic volumes from Fairway Village	50
38.	Future AM peak hour traffic volumes from Windmill Property.....	51
39.	Future PM peak hour traffic volumes from Windmill Property	52
40.	Future Saturday peak hour traffic volumes from Windmill Property	53
41.	Future AM peak hour traffic volumes from Doves Landing	54
42.	Future PM peak hour traffic volumes from Doves Landing.....	55
43.	Future Saturday peak hour traffic volumes from Doves Landing.....	56
44.	Future AM peak hour traffic volumes from Barrington Park	57
45.	Future PM peak hour traffic volumes from Barrington Park.....	58
46.	Future Saturday peak hour traffic volumes from Barrington Park	59
47.	Future AM peak hour traffic volumes from Millville Town Center.....	60
48.	Future PM peak hour traffic volumes from Millville Town Center.....	61
49.	Future Saturday peak hour traffic volumes from Millville Town Center	62
50.	Future AM peak hour traffic volumes from Bethany Bay.....	63
51.	Future PM peak hour traffic volumes from Bethany Bay.....	64
52.	Future Saturday peak hour traffic volumes from Bethany Bay	65
53.	Total AM peak hour traffic volumes from other committed developments	66
54.	Total PM peak hour traffic volumes from other committed developments.....	67
55.	Total Saturday peak hour traffic volumes from other committed developments.....	68
56.	Route 26 planning study diversions-Saturday peak hour.....	69
57.	2015 AM peak hour no-build traffic volumes w/OCD's	70
58.	2015 PM peak hour no-build traffic volumes w/OCD's.....	71
59.	2015 Saturday peak hour no-build traffic volumes w/OCD's	72
60.	Proposed trip distribution.....	74
61.	AM peak hour site traffic.....	75
62.	PM peak hour site traffic.....	76
63.	Saturday peak hour site traffic	77
64.	2015 AM peak hour full build traffic volumes	79
65.	2015 PM peak hour full build traffic volumes	80
66.	2015 Saturday peak hour full build traffic volumes	81
67.	2004 existing AM peak hour levels of service.....	94

68.	2004 existing PM peak hour levels of service	95
69.	2004 existing Saturday peak hour levels of service	96
70.	2015 AM peak hour no build levels of service	97
71.	2015 PM peak hour no build levels of service	98
72.	2015 Saturday peak hour no build levels of service	99
73.	2015 AM peak hour full build levels of service.....	100
74.	2015 PM peak hour full build levels of service	101
75.	2015 Saturday peak hour full build levels of service.....	102

TABLES

I.	Proposed land use	1
II	Seasonal adjustment factors	5
III.	AM peak hour trip generation for other committed developments	17
IV.	PM peak hour trip generation for other committed developments	18
V.	Saturday peak hour trip generation for other committed developments	19
VI.	Trip Generation for the proposed site	73
VII.	Level of service and expected delay for unsignalized intersections	86
VIII.	Level of service for signalized intersections.....	87
IX.	Level of service comparisons.....	88-93

EXECUTIVE SUMMARY

Orth-Rodgers & Associates, Inc. (ORA) has conducted a traffic study for Linder & Company, Inc.'s proposed residential project on Railway Road. The site is located on 125 acres adjacent to the existing Bethany Bay development on the north side of Railway Road in Sussex County, Delaware. The proposed land use includes 480 condominiums. The land is currently zoned MR-RPC and a rezoning to MR-2-RPC would be necessary for this project to proceed. Since this development is located at the end point of Railway Road, there is technically no new access driveway to analyze as part of this project. The first phase of construction is expected to begin shortly after approvals and permits are obtained, with the project being completed by 2015.

The Delaware Department of Transportation (DelDOT) defined the scope of work in a July 8, 2004 memorandum. It was noted that the study area should include analyzing existing and future traffic conditions at the following intersections:

1. Old Mill Road (Rd 349) and Railway Road
2. Old Mill Road (Rd 349) and Clubhouse Road (Rd 351)
3. Delaware Route 26 & Delaware Route 17
4. Delaware Route 26 & Railway Road
5. Delaware Route 26 & Old Mill Road (Rd 349)
6. Delaware Route 26 & Central Avenue (Rd 84/Rd 357)

Traffic volumes were collected for a typical weekday during the morning (6:30-9:00 AM) and evening (4:00-6:00 PM) peak periods and on a summer Saturday from 9:00 AM to 2:00 PM. The data was collected in July and August of 2004 for the weekday counts and on July 17, 2004 for the Saturday counts. Due to the resort nature of this area, the Saturday traffic volumes significantly drop off during the off-season (between Labor Day and Memorial Day). Since the Saturday counts were completed during the summer, so no seasonal adjustment factors were applied to the Saturday data. The weekday peak hour traffic volumes were seasonally adjusted as per the factors supplied by DelDOT.

DelDOT provided ORA with annual growth factors in a letter dated October 20, 2004, which is included in Appendix H. The growth factors were used to project future (2015) peak hour volumes. Other committed development trips were then added to the 2015 background volumes to get 2015 no build traffic volumes. The trips expected from the development were calculated using data contained in the Institute of Transportation Engineers' *Trip Generation, 7th Edition*. Diversion of pass-by trips and internal trip capture were not included in this analysis. The site traffic was then distributed and assigned to the roadway network to determine future traffic volumes for the build conditions.

Capacity and level of service analysis were performed for each intersection in the study area. The analysis was done for three separate scenarios; they are 2004 existing, 2015 no build, and 2015 full build. The latest version of HCS (version 4.1e) was used in the analysis. The results show that acceptable levels of service can be achieved for all three-peak periods during the 2004 existing conditions. For the 2015 future no build scenario:

- A.M. peak hour – all intersections operate with acceptable levels of service
- P.M. peak hour – the following two intersections have unacceptable levels of service:
 - Delaware Route 26 and Railway Road
 - Delaware Route 26 and Old Mill Road (Rd 349)/Millville Town Center

- Saturday peak hour – all four intersections along Delaware Route 26 experience poor levels of service. They are:
 - Delaware Route 26 and Delaware Route 17,
 - Delaware Route 26 and Railway Road,
 - Delaware Route 26 and Old Mill Road (Rd 349)/Millville Town Center, and
 - Delaware Route 26 and Central Avenue (Rd 84/Rd 357)

The 2015 future full build scenario shows the same intersections with poor levels of service with one addition, which is the intersection of Delaware Route 26 and Delaware Route 17 for the p.m. peak period. It should be noted that all of these intersections would have poor levels of service with or without the proposed development.

DelDOT, as part of their Delaware Route 26 Improvement Project, has identified improvements for this study area. The following improvements stem from this project:

- Delaware Route 26 and Railway Road – installation of a by-pass lane for eastbound Delaware Route 26 traffic and the realignment Railway Road intersecting with Delaware Route 26.
- Delaware Route 26 and Old Mill Road (Rd 349) –
 - Separate left, through, and right-turn lanes on both approaches of Delaware Route 26.
- Delaware Route 26 and Central Avenue (Rd 84/Rd 357) –
 - The northbound approach of Central Avenue will be widened to provide separate lanes for each movement,
 - The southbound approach of Central Avenue will be widened to provide separate lanes for each movement,
 - Both the eastbound and westbound approaches of Route 26 will include an exclusive left-turn lane and a shared straight/right-turn lane, and
 - A redesigned traffic signal and timing plan will also be needed to accommodate these physical improvements.

Other projects affecting study intersections include the Millville Town Center development and the Bay Forest Development. From the Millville Town Center development the northbound approach to Delaware Route 26 will have a separate left, through, and right-turn lane while the southbound approach of Old Mill Road (Rd 349) will change lane assignments to have a separate left turn lane and shared through/right lane. From the Bay Forest development, a channelized westbound right-turn lane on Delaware Route 26 is proposed approaching Central Avenue.

The Delaware Route 26 Improvement Project, Millville Town Center development, and Bay Forest development improvements have been incorporated into the 2015 no build and 2015 full build analysis.

Even with the above improvements from other projects, the intersections along Delaware Route 26 continue to have unacceptable levels of service, specifically during the Saturday peak hour. In order to mitigate the level of service deficiencies, certain improvements have been identified. The recommendations are as follows:

Delaware Route 26 and Railway Road - Recommendations include widening the intersection approach for Railway Road to have a separate left and right turn lane. Although this improvement does not improve the intersection to acceptable levels of service, it does significantly decrease the delay from what it would be if no improvements were made. Due to

the high number of committed developments and the fact that this intersection would be congested with or without the site, this improvement should be shared with other developers and should not be the sole responsibility of this project.

Railway Road and Site Entrance - Since this proposed development is located at the end point of Railway Road, there is technically no access driveway to analyze since trips originating and ending are not intersecting with Railway Road. Site traffic would gain access to Railway road via the existing entrance facility currently used for the Bethany Bay Site. Therefore no site access improvements are recommended.

PROJECT DESCRIPTION

This project is for the development of about 125 acres adjacent to the existing Bethany Bay development (Tax parcel 1-34-8.00-42.00) located on the north side of Railway Road (Rd 350), north of Old Mill Road (Rd 349) in Sussex County, Delaware. The site will have access on Railway Road. The location of the proposed development is illustrated in Figure 1.

As currently proposed, the site is to be developed with 480 condominiums. The land is currently zoned MR-RPC with a rezoning to MR-2-RPC in order for this project to proceed. The proposed land use and the corresponding Institute of Transportation Engineer's (ITE) land use codes are described in Table I below.

Table I. Proposed land use

Land Use	ITE-Code	Quantity
Condominiums	230	480 Units

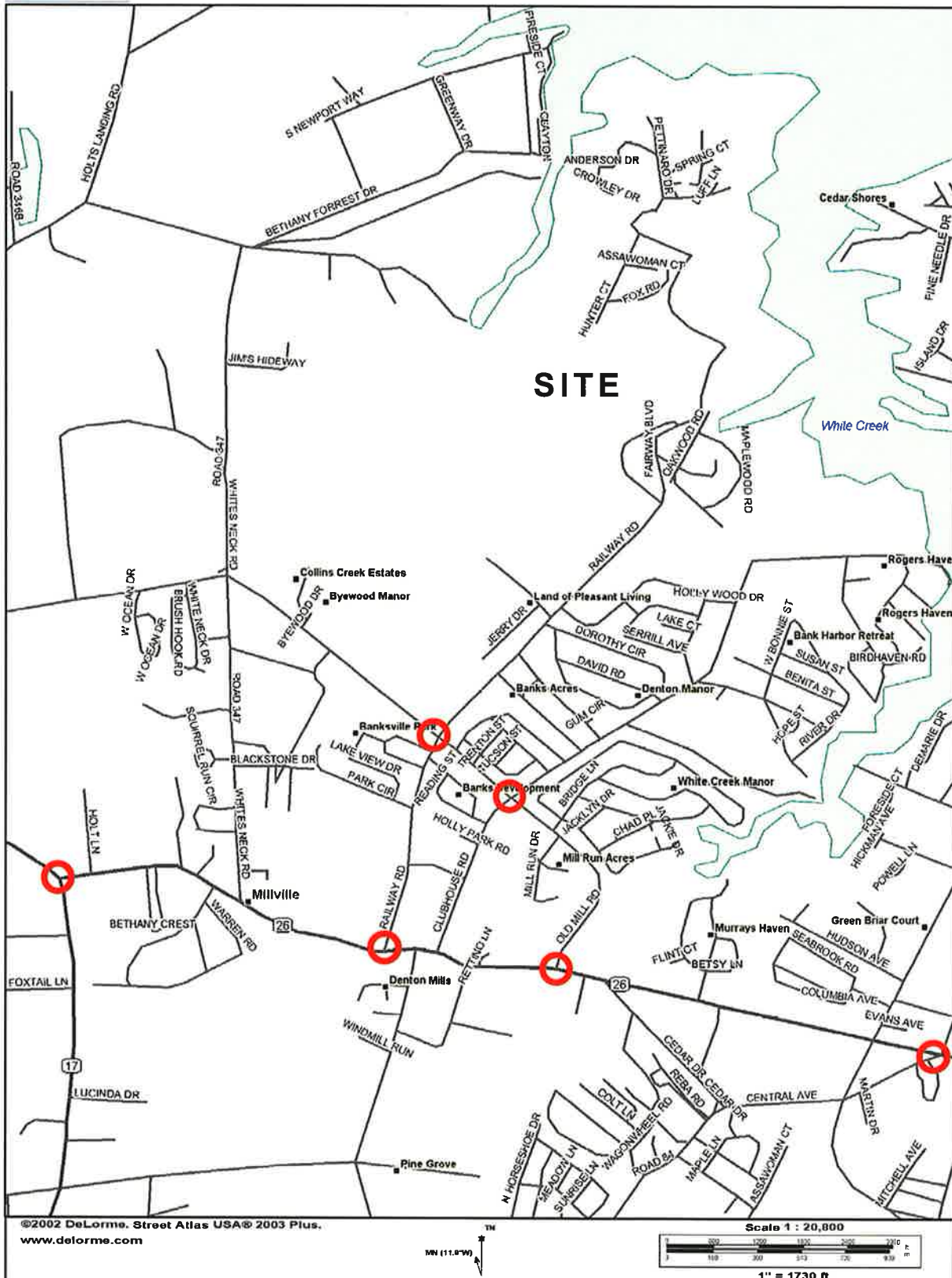
The proposed site is expected to be developed over a ten-year period with full build out expected in the year 2015. This traffic impact study will evaluate the following scenarios:

- 2004 existing a.m., p.m., and Saturday peaks,
- 2015 a.m., p.m., and Saturday peaks without the development,
- 2015 a.m., p.m., and Saturday peaks with the development.

Site Location Map

Proposed Residential Project on Railway Road

SUSSEX COUNTY, DELAWARE



STUDY AREA

As determined at a meeting with DelDOT representatives on July 1, 2004, the study area will focus on six intersections. These include:

1. Old Mill Road (Rd 349) & Railway Road
2. Old Mill Road & Clubhouse Road (Sussex Road 351)
3. Delaware Route 26 & Delaware Route 17 (Roxana Rd)
4. Delaware Route 26 & Railway Road
5. Delaware Route 26 & Old Mill Road (Rd 349)
6. Delaware Route 26 & Central Avenue (Sussex Roads 84 & 357)

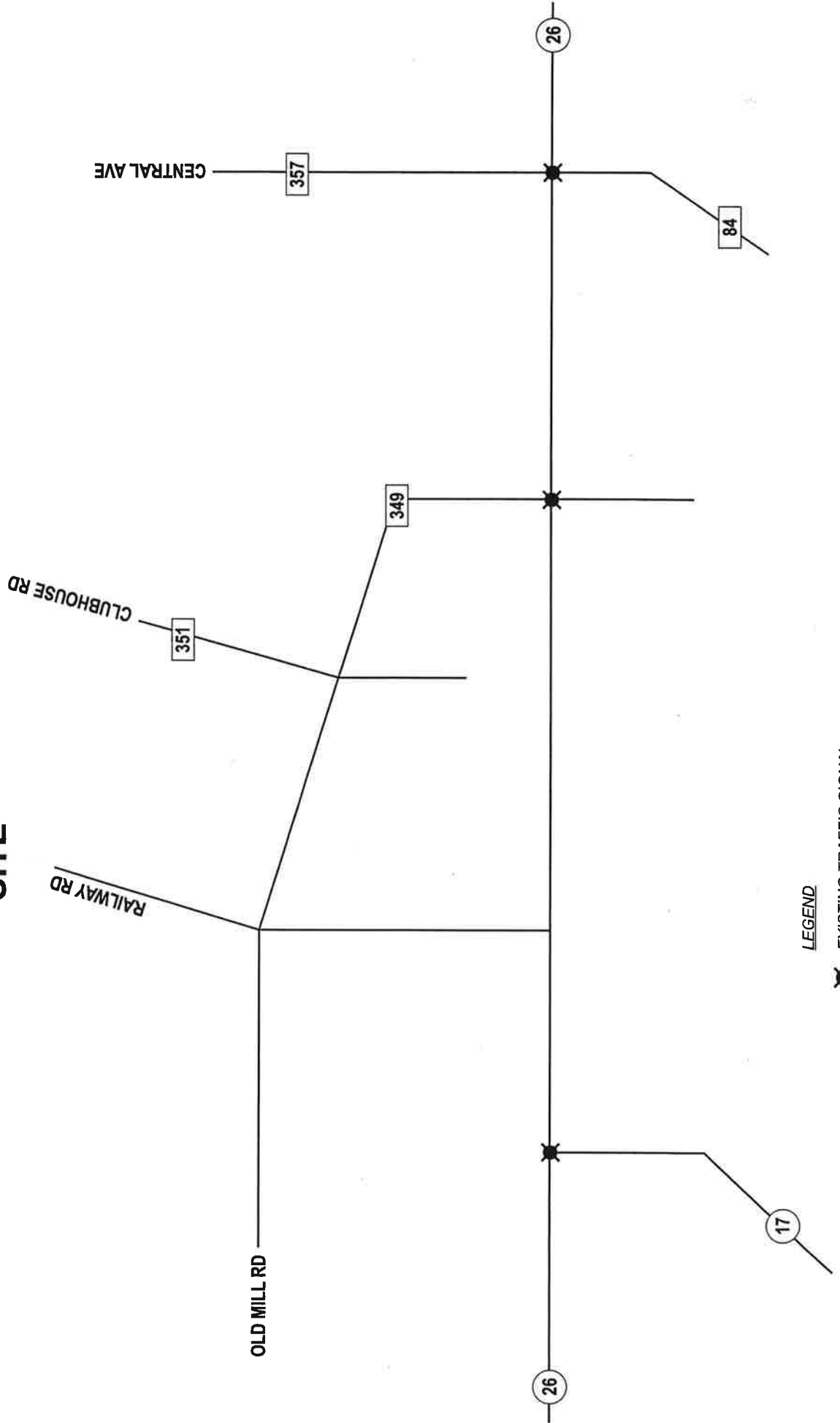
Figure 2 illustrates the location of the study area intersections.

Map of Study Intersections
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE

FIGURE 2



SITE



LEGEND
★ EXISTING TRAFFIC SIGNAL

EXISTING TRAFFIC

Manual traffic counts for the weekday were performed at the study intersections during the months of July and August of 2004 with the summer Saturday counts collected on July 17, 2004. All traffic counts were conducted by ORA. The weekday counts were conducted between the hours of 6:30 a.m. to 9:00 a.m. for the morning peak period, 4:00 p.m. to 6:00 p.m. for the evening peak period, while the Saturday counts were conducted between the hours of 9:00 a.m. to 2:00 p.m., as specified by DelDOT. The existing a.m., p.m., and Saturday peak hour traffic volumes can be found in Figures 3, 4, and 5. The raw traffic count data is included in Appendix A of this report.

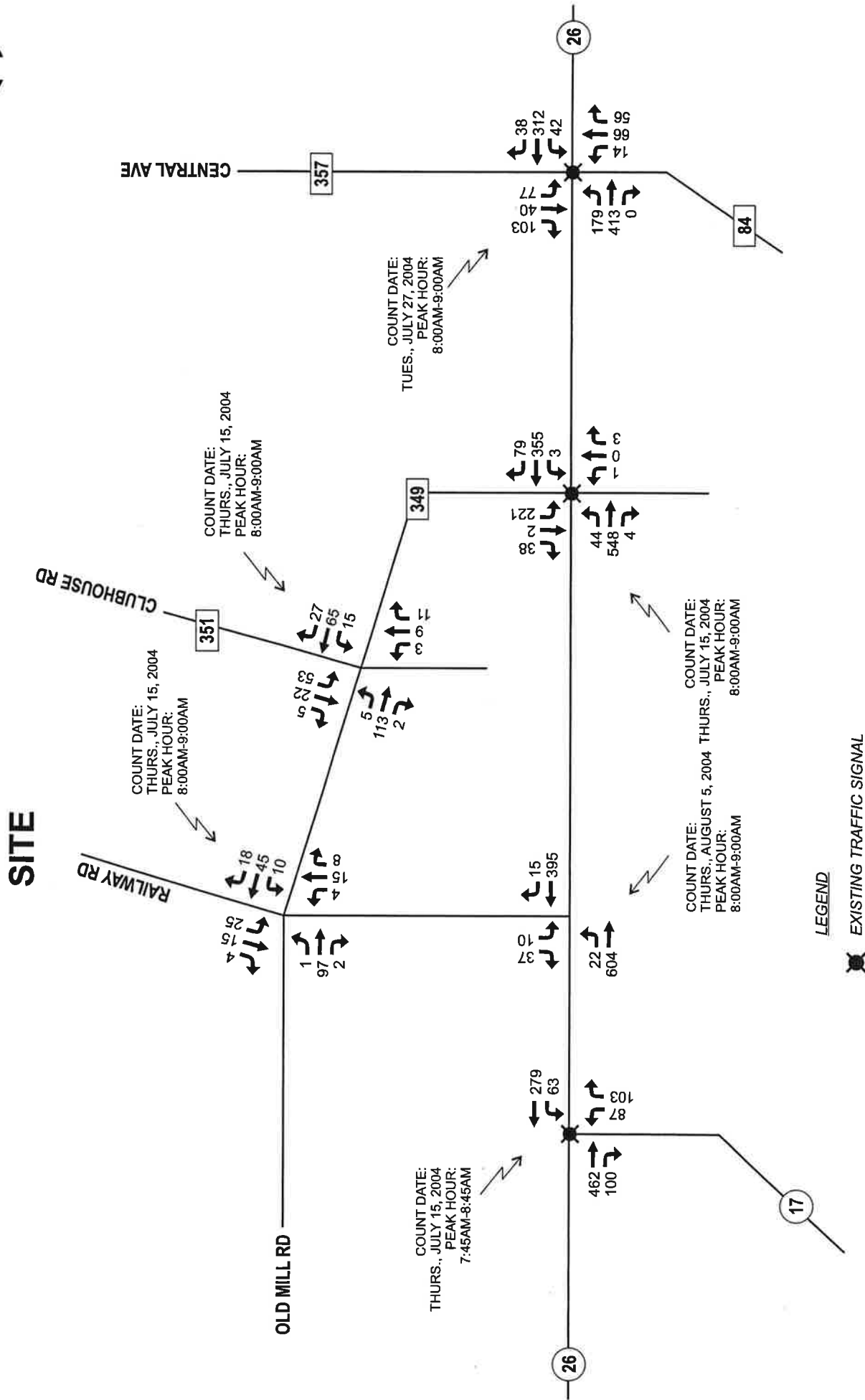
As specified by DelDOT in the July 8, 2004 scope of work letter (Appendix H), the Saturday counts were to be conducted during the summer months while schools were closed and therefore did not need to be seasonally adjusted. However, as noted in DelDOT's October 20, 2004 count approval letter (Appendix H), the weekday a.m. and p.m. peak hour volumes did require seasonal adjustments. These weekday seasonal adjustments are illustrated in Table II:

Table II. Seasonal Adjustment Factors

<u>Road</u>	<u>July</u>	<u>August</u>
Atlantic Avenue (Rte 26)	0.718	0.723
Roxana Road (Rte 17)	0.718	0.723
Old Mill Road (Rd 349)	1.008	1.021
Railway Road (Rd 350)	1.008	1.021
Clubhouse Road (Rd 351)	1.008	1.021
Central Avenue (Rd 84)	1.008	1.021
Central Avenue (Rd 357)	0.826	0.852

The seasonally adjusted a.m. and p.m. peak hour traffic volumes are illustrated in Figures 6 and 7. The existing traffic volumes, the distributions for other committed developments, and the procedures used to seasonally adjust the weekday traffic volumes were reviewed and commented on by DelDOT in their letter dated October 20, 2004. All comments in this letter have been addressed.

2004 Existing AM Peak Hour Traffic Volumes
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE

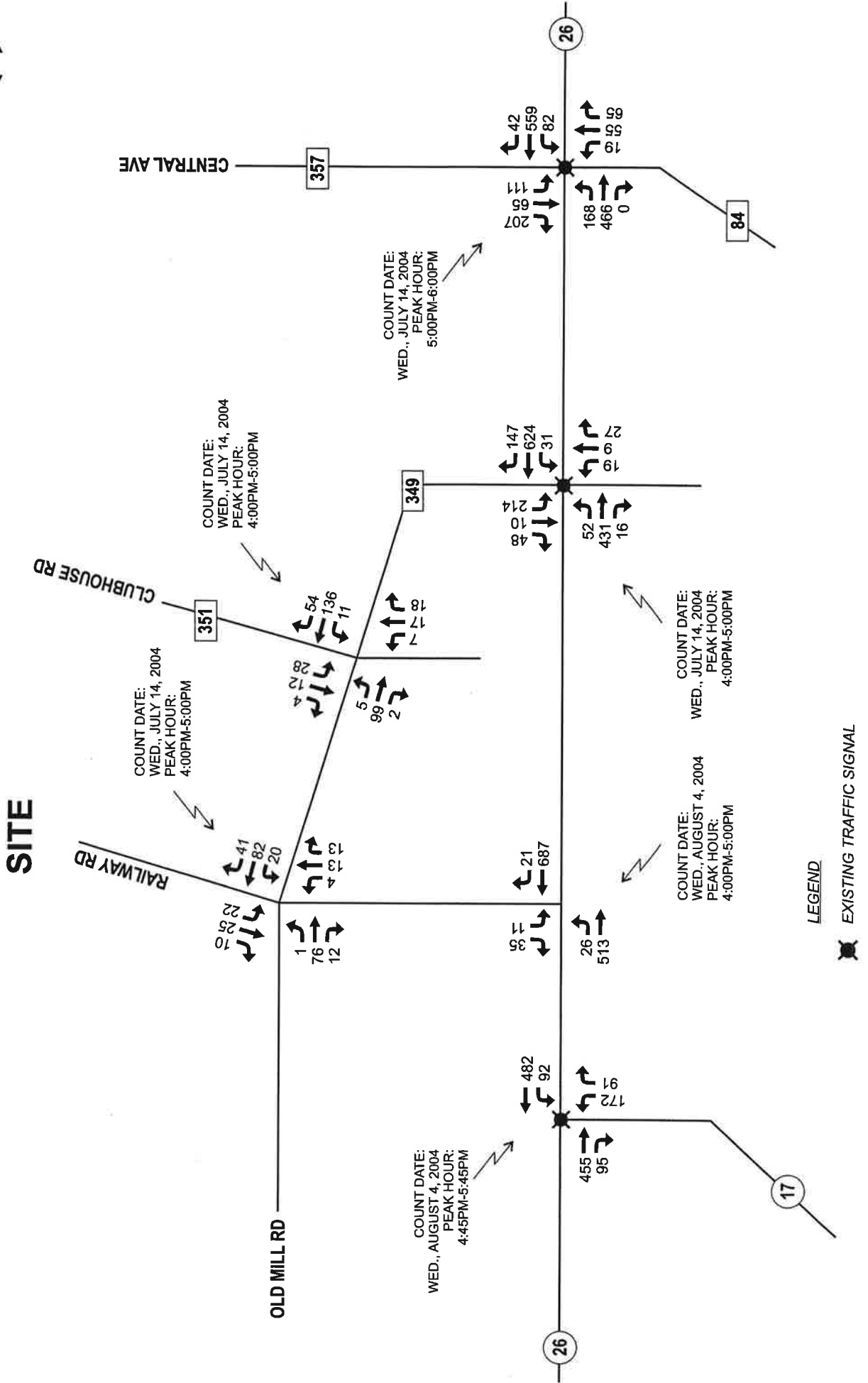


2004 Existing PM Peak Hour Traffic Volumes

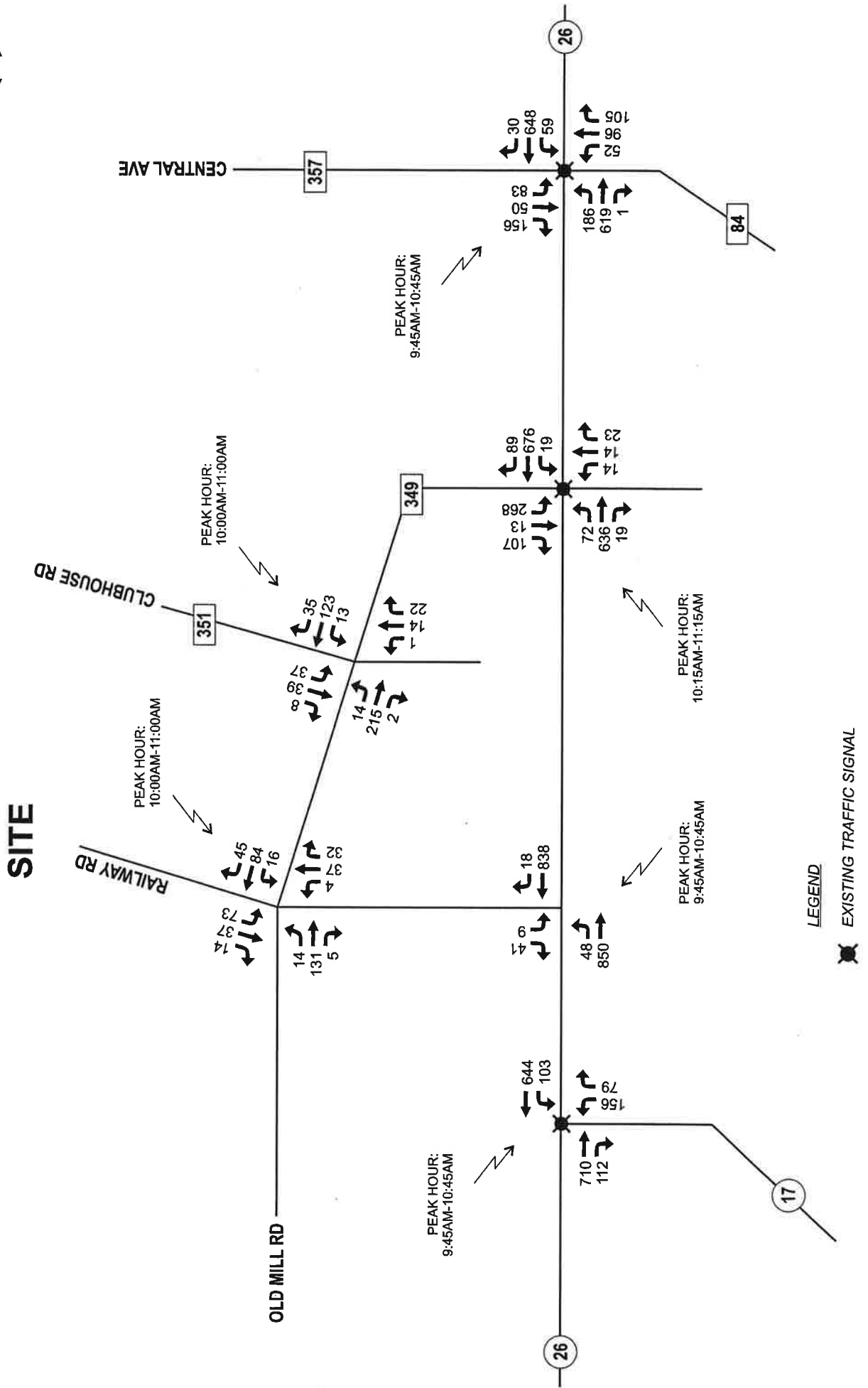
Proposed Residential Project on Railway Road

SUSSEX COUNTY, DELAWARE

FIGURE 4



2004 Existing Saturday (counted July 17, 2004) Peak Hour Traffic Volumes
Proposed Residential Project on Railway Road
 SUSSEX COUNTY, DELAWARE



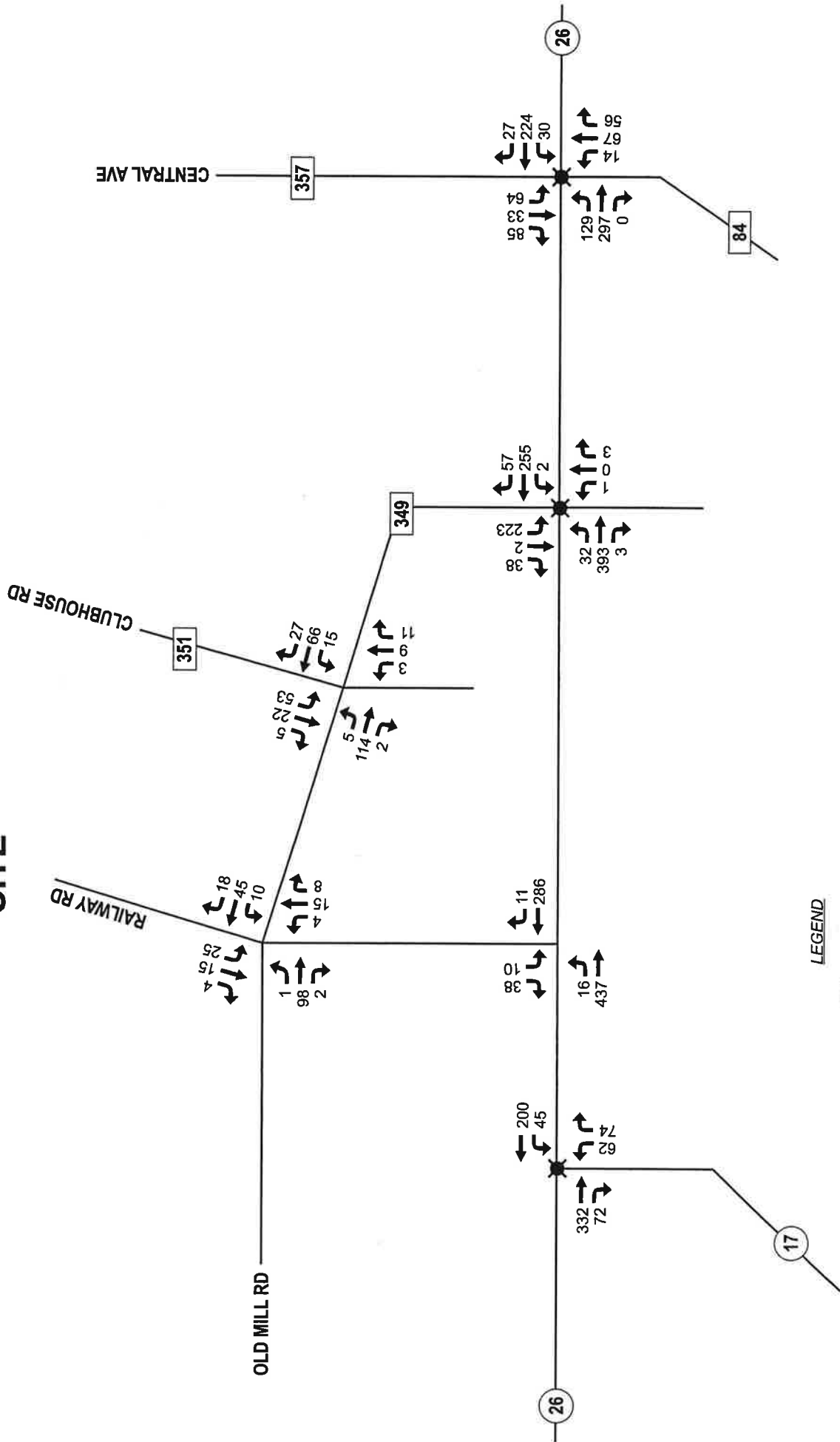
2004 Existing AM Peak Hour Traffic Volumes (Seasonally Adjusted)

Proposed Residential Project on Railway Road

SUSSEX COUNTY, DELAWARE



SITE



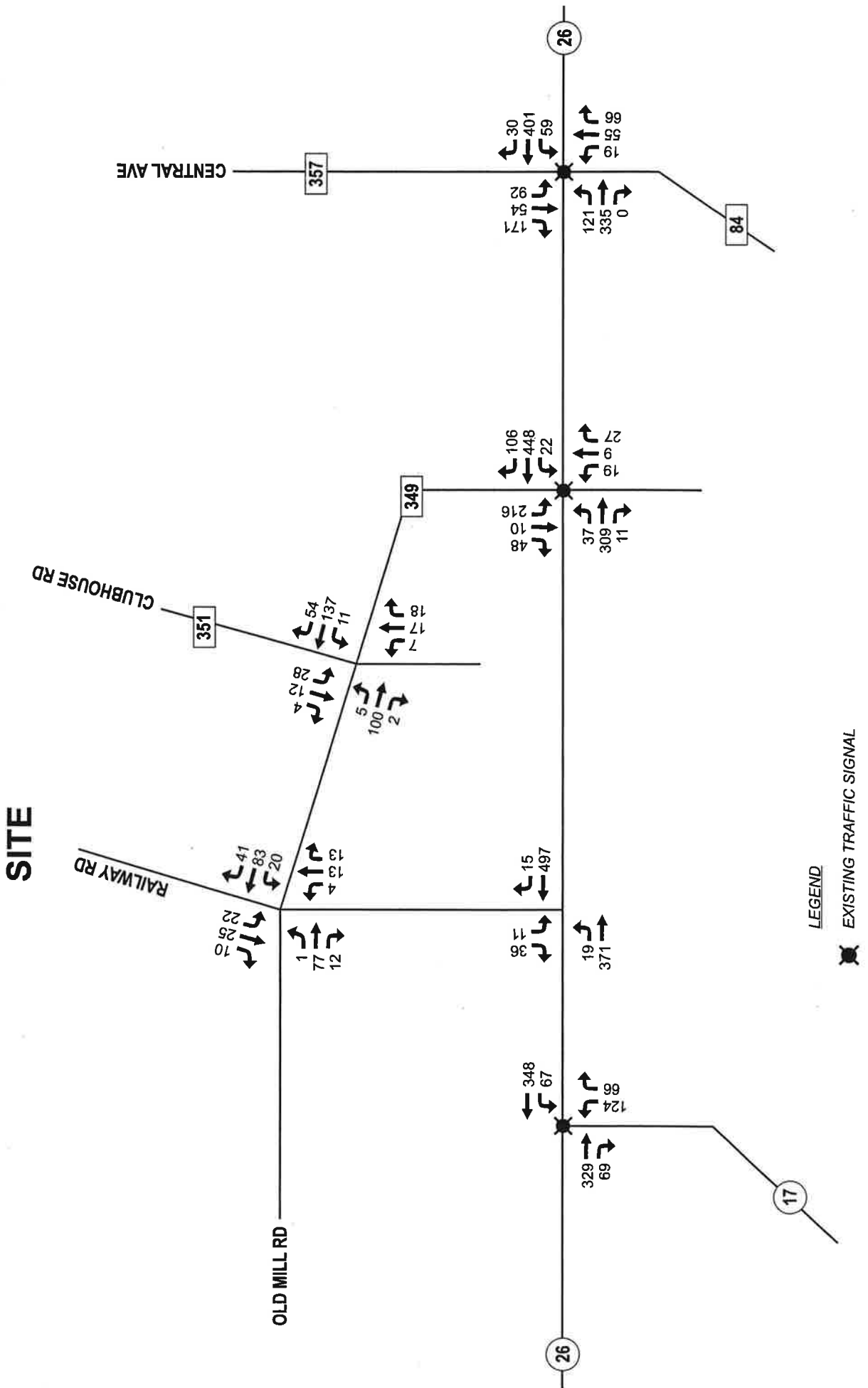
LEGEND

EXISTING TRAFFIC SIGNAL

2004 Existing PM Peak Hour Traffic Volumes (Seasonally Adjusted)

Proposed Residential Project on Railway Road

SUSSEX COUNTY, DELAWARE



EXISTING ROADWAY FACILITIES

As part of the traffic analysis for this report, a detailed field view was conducted for the study intersections and roadways within the study area, as specified by DelDOT. In general there appeared to be no major deficiencies along the existing roadway. However the following items were noted:

1. Along Railway Road, the overall pavement condition is acceptable, but in certain sections the edges of the roadway were showing signs of deterioration.
2. The intersection of Old Mill Road and Railway Road is missing stop bars on all four legs of the intersection.
3. The intersection of Old Mill Road and Clubhouse Road is missing stop bars on the Old Mill Road approaches.
4. At the intersection of Route 26 and Route 17 there is no signal ahead sign posted on the westbound approach of Route 26.
5. Railway Road is lacking a stop bar on the southbound approach to Route 26.

The following describes the existing conditions of the roadway facilities found within the study area.

Railway Road from Delaware Route 26 to the

Site: This section of roadway, approximately 2.3 miles long, is a two-lane roadway with no shoulders. Lane widths vary from 9' to 12' wide with the speed limit 35 mph near Delaware Route 26 to 40 mph north of Old Mill Road. The pavement is worn, especially the edges of the roadway which looked like they were recently patched due to deterioration. The pavement markings seem to be in adequate shape.



Railway Rd SB approach to Old Mill Rd



Old Mill Rd EB approaching curve

Old Mill Road from Delaware Route 26 to Railway Road:

This section of roadway, approximately 0.75 miles long, is a two-lane roadway with no shoulders. Lane widths vary from 9.5' to 11.5' wide with a posted speed limit of 35 mph. The pavement and pavement markings are in good shape. There is a sharp curve north of the Food Lion shopping center with a curve warning sign for the eastbound approach of Old Mill Road.

Intersection of Old Mill Road & Railway Road

This intersection operates as four-way stop controlled. The posted speed limit on Old Mill Road is 35 mph while Railway Road varies from 35 mph on the south leg to 40 mph on the north leg. Both approaches of Old Mill Road and the southbound approach of Railway Road have a stop-

ahead sign. The asphalt looks worn on Railway Road while the Old Mill Road roadway looks newly paved. The pavement markings appear to be in adequate condition, but there are no stop bars on any approaches toward the intersection. Old Mill Road is 20' wide with no paved shoulders and Railway Road ranges from 20.5' to 21.5' wide with no paved shoulders. Overhead street lighting does exist and there is no curbing or sidewalks. The land use in this area is residential.



Old Mill Rd EB approach to Railway Rd

Intersection of Old Mill Road & Clubhouse Road

This intersection operates as four-way stop controlled. The posted speed limit on both streets is 35 mph and all approaches have stop-ahead signs. The pavement and pavement markings are in good condition, although there are no stop bars on the Old Mill Road approaches. Old Mill Road ranges from 20.5' to 22.5' wide, while Clubhouse Road is 21' wide with no paved shoulders. Overhead street lighting does not exist and there is no curbing or sidewalks. The land use in this area is residential.



Clubhouse Rd SB approach to Old Mill Rd

Intersection of Delaware Route 26 and Delaware Route 17

The intersection consists of a 'T' intersection that is signalized. The posted speed limit on Delaware Route 26 is 40 MPH while there is no speed limit posted on Delaware Route 17 near this intersection. The northbound approach of Delaware Route 17 is striped to provide an exclusive right-turn lane (9.5' wide) and an exclusive left-turn lane (11' wide and 140' of storage); the Delaware Route 26 eastbound approach consist of a 12' wide shared through/right turn lane (eastbound approach has a painted right turn island but not a separate right turn lane) while the westbound approach has a 12' wide through lane and an 11' wide left-turn lane (155' of storage). The asphalt and pavement markings are in good condition. Overhead street lighting does exist, there are no sidewalks, and only the southeast corner has curbing. The land use in this area is mainly commercial. It was noted that there were signal-ahead signs posted for every approach except the westbound approach of Delaware Route 26.



Del Rte 26 EB approach to Del Rte 17

Intersection of Delaware Route 26 & Railway Road

This is a stop-sign controlled 'T' intersection with both roads operating as 2-lane roads. This intersection is along a curve section of Delaware Route 26. The southbound approach of Railway Road is stop sign controlled while the eastbound and westbound approaches of Delaware Route 26 is free flowing. The posted speed limit on Delaware Route 26 and Railway Road is 35 mph. Railway Road southbound approach has a stop ahead sign while there is no intersection ahead signs on Delaware Route 26. The asphalt and pavement markings appear to be in relatively good condition, but there is no stop bar on Railway Road. Delaware Route 26 eastbound approach has a 10.5' wide shared left/through lane with a total roadway width of 27' while the westbound approach has a 10.5' wide shared right/through lane with a total roadway width of 26'. There are shoulders on both approaches of Delaware Route 26 ranging from 2' to 3.5'. Railway Road has an 11' wide shared left/right turn lane with a total roadway width of 21.5'. Overhead street lighting does exist on the northwest corner. There is no curbing or sidewalks while the land use in this area is a mix of residential/commercial.



Del Rte 26 WB approach to Railway Rd

Intersection of Delaware Route 26 and Old Mill Road

This intersection is a signalized full movement intersection and is located approximately 1.3 miles east of the signalized intersection at Delaware Route 17. Delaware Route 26 eastbound has a 10' wide left-turn lane and 10' wide shared through/right lane while the westbound approach has a 10' wide left-turn lane, 12' wide through lane and a 12' wide channelized right-turn lane. Old Mill Road southbound approach has a 12' wide shared left/through lane and a 20' wide right-turn lane. The northbound approach from the Banks Wine and Spirits store has a 15' wide shared left/through/right lane. Old Mill Road southbound approach has a signal ahead sign. The posted speed limit along Delaware Route 26 and Old Mill Road is 35 mph. The pavements markings and roadway conditions were noted as being in very good condition during the field view. Signal timings conducted shows split phasing on the side-street approaches of Old Mill Road/Banks Wine and Spirits driveway.



Del Rte 26 WB approach to Old Mill Rd

Intersection of Delaware Route 26 and S 84 (Central Ave)

The intersection of Delaware Route 26 and Central Avenue (Rd 84/Rd 357) is a signalized four way intersection controlled by a multi-phase fully actuated traffic signal located approximately one-mile east of the signal at Old Mill Road. Delaware Route 26 eastbound approach has a 10.5' wide left-turn lane (95' storage), an 11.5' wide through lane (right-turns are prohibited on this approach), and a 5' wide shoulder for a total roadway width of 38'. Delaware Route 26 westbound approach consists of a 10.5' wide left-turn lane (60' storage) and a 10.5' wide

through/right lane for a total roadway width of 33'. Central Avenue northbound approach has a 11.5' wide shared left/through/right lane for a total roadway width of 23' while the southbound approach has a 14' wide shared left/through/right lane with a total roadway width of 29'. The posted speed limit on Route 26 is 35 MPH and on Central Avenue the speed limit is 30 MPH. The pavement and pavement markings on all approaches are in good condition.

During the field view, it was noted that this intersection appears to be the most congested location within the study area. It is characterized by poor horizontal alignment on S84, and insufficient clear zone between edgelines and utility poles. The northbound and southbound approaches of Central Avenue are aligned with the intersection at different angles, making permissive left-turns onto Route 26 difficult. Several utility poles are located in the shoulder areas between the edgeline and the sidewalk; other poles are positioned just beyond the curb line with less than 1 foot of clearance from the travel lanes. There are signal-ahead signs for every approach except for the northbound approach of Central Avenue. Street lighting is present on the northwest corner.



Central Ave NB approach to Del Rte 26

As previously noted, right-turns from Route 26 eastbound onto Central Avenue are prohibited. However, there is a destination sign in advance of the intersection that directs motorists going to Camp Barnes to make a right-turn onto Central Avenue. The no right-turn sign and the destination sign are contradicting and should be corrected.

FUTURE TRAFFIC WITHOUT DEVELOPMENT

In order to review the development's traffic impact, future traffic volumes for the year 2015 were developed. These volumes are based on the existing 2004 volumes being projected to the future design year using the following annual growth rates as supplied by DelDOT:

- A 1.025 annual growth rate for Delaware Route 26,
- A 1.02 annual growth rate for Delaware Route 17 (Sussex Road 352),
- A 1.02 annual growth rate for Old Mill Road (Sussex Road 349),
- A 1.02 annual growth rate for Railway Road (Sussex Road 350),
- A 1.02 annual growth rate for Clubhouse Road (Sussex Road 351), and
- A 1.02 annual growth rate for Central Avenue (Sussex Road 84 & 357).

By applying these factors to the existing traffic volumes, we get future background traffic. The projected 2015 a.m., p.m., and Saturday peak hour background traffic volumes are shown in Figures 8, 9, and 10 respectively. The background growth rates used in this report were obtained from DelDOT in their October 20, 2004 letter, included in Appendix H.

There are also several other committed developments included as part of the no build future traffic volumes. For each of these developments a.m., p.m., and Saturday peak hour trips were calculated for the un-built portion of the sites. Information regarding the proposed land use and percent occupied was researched for each development and only the un-built portions were added to the base traffic volumes. These developments and their remaining portions include:

- Silver Woods (Figures 11, 12, and 13) – Located on the south side of Beaver Dam Road between Central Avenue and Parker House Road, this development will consist of 400 single family homes. At the time of this study, there were no occupied units.
- Bethany Meadows (Figures 14, 15, and 16) – Located on the south side of Beaver Dam Road between Parker House Road and Muddy Neck Road. This development has 2 single-family homes unoccupied.
- Water Side (Figures 17, 18, and 19) – Located on the north side of Muddy Neck Road between Beaver Dam Road and Sussex Road 363. This development has 13 single-family homes and 8 townhouses unoccupied.
- Southampton (Figures 20, 21, and 22) – Located on the north side of Beaver Dam Road between Parker House Road and Muddy Neck Road. This development has 2 single-family homes, 21 townhouses, and 132 public storage units to be built and occupied.
- Hunter's Run – Located on the east side of Muddy Neck Road between Parker House Road and Beaver Dam Road. This development is completely built and occupied.
- Bear Trap Dunes (Figures 23, 24, and 25) – Located north of Beaver Dam Road between Central Avenue and Parker House Road. This development has 20,000 SF of retail space, 55 townhouses/condos, and 49 single-family homes remaining to be built and/or occupied.
- Korotki Property – Located south of Woodland Avenue between Central Avenue and Muddy Neck Road. This development is completely built and occupied.
- Wedgefield/Avon Park (Figures 26, 27, and 28) – Wedgefield is located north of Central Avenue between Windmill Road and Cedar Avenue while Avon Park is located west of Windmill Road between Pine Grove Lane and Central Avenue. This development has 75 single-family homes accessed from Central Avenue and 25 single-family homes accessed from Windmill Road left to be built.

- Bay Forest Club (Figures 29, 30, and 31) – Located on the east side of Whites Neck Rd just north of Old Mill Rd (Rd 349). This development is proposed to have 475 single-family homes and 326 townhouses/condominiums. At the time of this study, there were no occupied units.
- Bay Forest Club West - This development was not approved by Sussex County Council, therefore it is not included in this report.
- Forest Landing (Figures 32, 33, and 34) – Located on the southeast corner of Road 84 and Road 368 and is proposed to have 444 single-family homes. At the time of this study, there were no occupied units.
- Fairway Village (Figures 35, 36, and 37) – Located on the west side of Road 84 between Windmill Road and Road 368 and is proposed to have 312 single-family homes. At the time of this study, there were no occupied units.
- Windmill Property (Figures 38, 39, and 40) – Located on the west side of Windmill Drive between Delaware Route 26 and Road 353 and is proposed to have 106 townhouses. At the time of this study, there were no occupied units.
- Doves Landing (Figures 41, 42, and 43) – Located on the east side of Delaware Route 17 in between Delaware Route 26 and Road 353 and is proposed to have 140 single-family homes, 142 townhouses, 120 apartments, and 147,500 SF shopping center. At the time of this study, there were no occupied units.
- Barrington Park (Figures 44, 45, and 46) – Located on the south side of Road 353 in between Road 366 and Windmill Drive and is proposed to have 150 single-family homes and 300 condominiums. At the time of this study, there were no occupied units.
- Millville Town Center (Figures 47, 48, and 49) – Located on the south side of Delaware Route 26 opposite Old Mill Road (Rd 349) and is proposed to have 68 townhouses and 106,500 SF shopping center. At the time of this study, there were no occupied units.
- Bethany Bay (Figures 50, 51, and 52) – Located on the west side of Railway Road north of Old Mill Road (Rd 349) and is proposed to have an additional 100 condominiums built. At the time of this study, these additional units were not built.

In order to account for the increased traffic volumes associated with the above-mentioned developments, the trip generation volumes were calculated by using the data found in the Institute of Transportation Engineers (ITE) *seventh edition of the Trip Generation Manual*. As a result, the following a.m., p.m., and Saturday peak hour trips are anticipated from the remaining portions of those developments:

Table III. Other committed developments – Weekday AM peak hour trip generation.

Land use	ITE	AM peak hour			External trips			Pass-by	Internal
	Code	Enter	Exit	Total	Enter	Exit	Total	%	Trip %
Silver Woods									
- Single-family homes (400 du)	210	72	217	289	72	217	289	0%	0%
Bethany Meadows									
- Single-family homes (2 du)	210	0	2	2	0	2	2	0%	0%
Waterside									
- Single-family homes (13 du)	210	5	14	19	5	14	19	0%	0%
- Townhouses (8 du)	230	1	6	7	1	6	7	0%	0%
Southampton									
- Single-family homes (2 du)	210	0	1	1	0	1	1	0%	0%
- Townhouses (21 du)	230	2	9	11	2	9	11	0%	0%
- Mini storage (132 units)	151	2	1	3	2	1	3	0%	0%
Bear Trap Dunes									
- Single-family homes (49 du)	210	9	25	34	9	25	34	0%	0%
- Townhouses/condos (55 du)	230	3	14	17	3	14	17	0%	0%
- Retail (20,000 sf)	820	25	17	42	25	17	42	0%	0%
Wedgfield/Avon Park									
- Single-family homes (75 du)	210	13	40	53	13	40	53	0%	0%
- Single-family homes (25 du)	210	7	20	27	7	20	27	0%	0%
Bay Forest Club									
- Single-family homes (475 du)	210	86	256	342	86	256	342	0%	0%
- Townhouses/condos (326 du)	230	23	110	133	23	110	133	0%	0%
Forest Landing									
- Single-family homes (444 du)	210	80	240	320	80	240	320	0%	0%
Fairway Village									
- Single-family homes (312 du)	210	57	171	228	57	171	228	0%	0%
Windmill Property									
- Townhouses (106 du)	230	9	45	54	9	45	54	0%	0%
Doves Landing									
- Single-family homes (140 du)	210	27	80	107	27	80	107	0%	0%
- Apartments (120 su)	220	13	50	63	13	50	63	0%	0%
- Townhouses (142 du)	230	12	56	68	12	56	68	0%	0%
- Retail (147,500 sf)	820	121	77	198	121	77	198	0%	0%
Barrington Park									
- Single-family homes (150 du)	210	29	86	115	29	86	115	0%	0%
- Condominiums (300 du)	230	21	103	124	21	103	124	0%	0%
Millville Town Center									
- Townhouses (68 du)	230	6	32	38	6	32	38	0%	0%
- Retail (106,500 sf)	820	99	64	163	99	64	163	0%	0%
Bethany Bay									
- Condominiums (100 du)	230	9	43	52	9	43	52	0%	0%
TOTAL AM Peak Hour Trips	-	731	1779	2510	731	1779	2510	-	-

Table IV. Other committed developments – Weekday PM peak hour trip generation.

Land use	ITE Code	PM peak hour			External trips			Pass-by %	Internal Trip %
		Enter	Exit	Total	Enter	Exit	Total		
Silver Woods									
- Single-family homes (400 du)	210	235	138	373	235	138	373	0%	0%
Bethany Meadows									
- Single-family homes (2 du)	210	2	0	2	2	0	2	0%	0%
Waterside									
- Single-family homes (13 du)	210	11	6	17	11	6	17	0%	0%
- Townhouses (8 du)	230	5	3	8	5	3	8	0%	0%
Southampton									
- Single-family homes (2 du)	210	1	0	1	1	0	1	0%	0%
- Townhouses (21 du)	230	7	5	12	7	5	12	0%	0%
- Mini storage (132 units)	151	3	2	5	3	2	5	0%	0%
Bear Trap Dunes									
- Single-family homes (49 du)	210	28	16	44	21	11	32	0%	25%
- Townhouses/condos (55 du)	230	14	7	21	11	5	16	0%	25%
- Retail (20,000 sf)	820	78	86	164	27	29	56	62%	10%
Wedgfield/Avon Park									
- Single-family homes (75 du)	210	47	27	74	47	27	74	0%	0%
- Single-family homes (25 du)	210	20	11	31	20	11	31	0%	0%
Bay Forest Club									
- Single-family homes (475 du)	210	275	161	436	275	161	436	0%	0%
- Townhouses/condos (326 du)	230	106	52	158	106	52	158	0%	0%
Forest Landing									
- Single-family homes (444 du)	210	258	152	410	258	152	410	0%	0%
Fairway Village									
- Single-family homes (312 du)	210	188	110	298	188	110	298	0%	0%
Windmill Property									
- Townhouses (106 du)	230	42	21	63	42	21	63	0%	0%
Doves Landing									
- Single-family homes (140 du)	210	91	54	145	67	37	104	0%	28%
- Apartments (120 su)	220	55	29	84	41	20	61	0%	28%
- Townhouses (142 du)	230	54	26	80	41	17	58	0%	28%
- Retail (147,500 sf)	820	388	421	809	229	241	470	35%	11%
Barrington Park									
- Single-family homes (150 du)	210	97	57	154	97	57	154	0%	0%
- Condominiums (300 du)	230	99	49	148	99	49	148	0%	0%
Millville Town Center									
- Townhouses (68 du)	230	29	15	44	20	7	27	0%	39%
- Retail (106,500 sf)	820	313	340	653	189	205	394	38%	3%
Bethany Bay									
- Condominiums (100 du)	230	39	21	60	39	21	60	0%	0%
TOTAL AM Peak Hour Trips	-	2485	1809	4294	2081	1387	3468	-	-

Table V. Other committed developments – Weekday Saturday peak hour trip generation.

Land use	ITE	Saturday peak hour			External trips			Pass-by %	Internal Trip %
	Code	Enter	Exit	Total	Enter	Exit	Total		
Silver Woods									
- Single-family homes (400 du)	210	198	169	367	198	169	367	0%	0%
Bethany Meadows									
- Single-family homes (2 du)	210	1	0	1	1	0	1	0%	0%
Waterside									
- Single-family homes (13 du)	210	7	6	13	7	6	13	0%	0%
- Townhouses (8 du)	230	2	2	4	2	2	4	0%	0%
Southampton									
- Single-family homes (2 du)	210	1	1	2	1	1	2	0%	0%
- Townhouses (21 du)	230	3	4	7	3	4	7	0%	0%
- Mini storage (132 units)	151	2	2	4	2	2	4	0%	0%
Bear Trap Dunes									
- Single-family homes (49 du)	210	24	20	44	18	16	34	0%	23%
- Townhouses/condos (55 du)	230	8	8	16	6	6	12	0%	23%
- Retail (20,000 sf)	820	119	110	229	70	64	134	38%	6%
Wedgfield/Avon Park									
- Single-family homes (75 du)	210	36	30	66	36	30	66	0%	0%
- Single-family homes (25 du)	210	18	15	33	18	15	33	0%	0%
Bay Forest Club									
- Single-family homes (475 du)	210	234	200	434	234	200	434	0%	0%
- Townhouses/condos (326 du)	230	75	63	138	75	63	138	0%	0%
Forest Landing									
- Single-family homes (444 du)	210	219	187	406	219	187	406	0%	0%
Fairway Village									
- Single-family homes (312 du)	210	156	133	289	156	133	289	0%	0%
Windmill Property									
- Townhouses (106 du)	230	39	34	73	39	34	73	0%	0%
Doves Landing									
- Single-family homes (140 du)	210	73	63	136	55	50	105	0%	23%
- Apartments (120 su)	220	34	34	68	25	27	52	0%	23%
- Townhouses (142 du)	230	45	39	84	35	30	65	0%	23%
- Retail (147,500 sf)	820	579	535	1114	358	324	682	35%	6%
Barrington Park									
- Single-family homes (150 du)	210	78	66	144	78	66	144	0%	0%
- Condominiums (300 du)	230	70	60	130	70	60	130	0%	0%
Millville Town Center									
- Townhouses (68 du)	230	33	29	62	22	18	40	0%	35%
- Retail (106,500 sf)	820	469	433	902	293	270	563	36%	2%
Bethany Bay									
- Condominiums (100 du)	230	39	33	72	39	33	72	0%	0%
TOTAL AM Peak Hour Trips	-	2562	2276	4838	2060	1810	3870	-	-

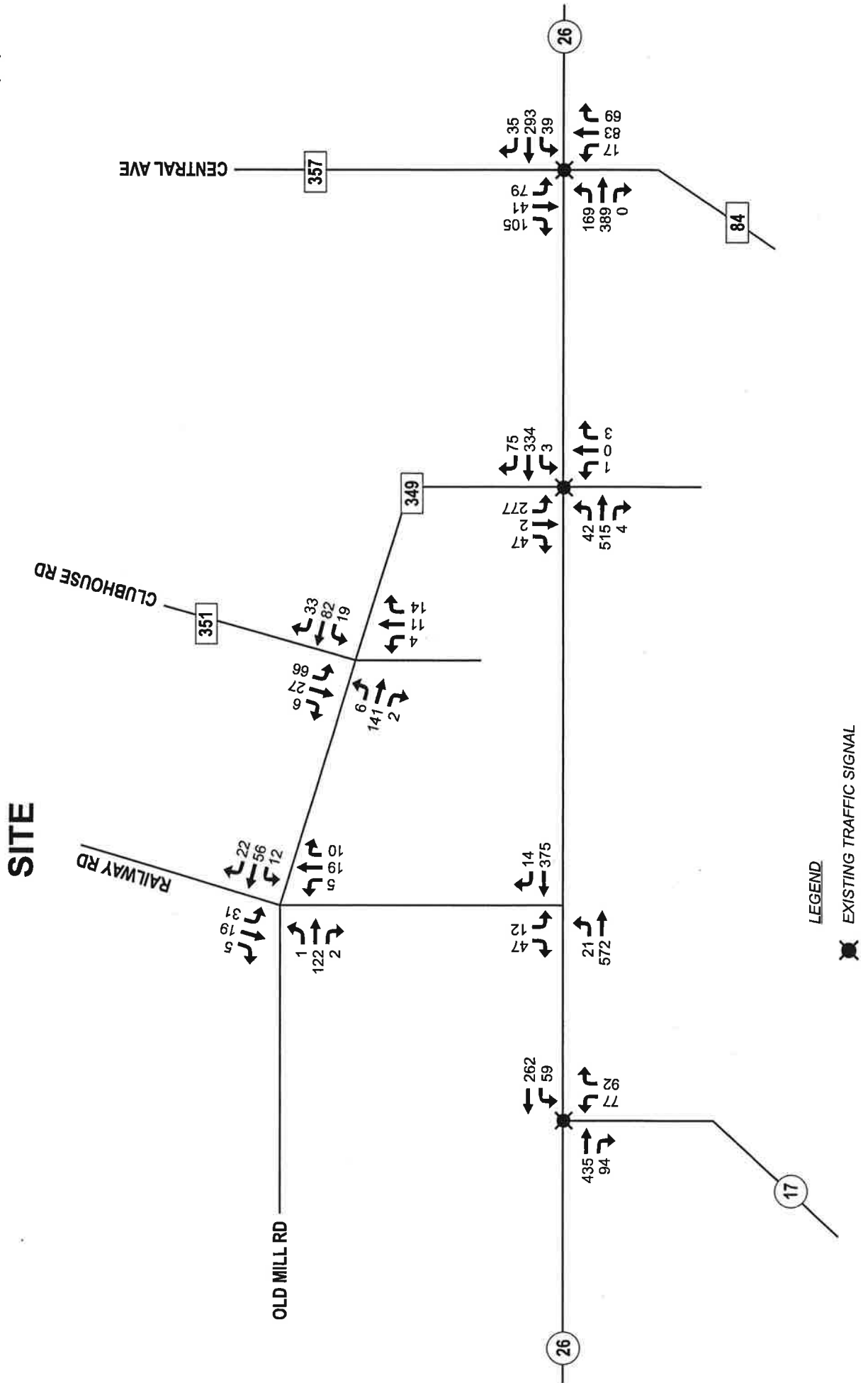
The total amount of traffic added by these other committed developments during the a.m., p.m., and Saturday peak hours are illustrated in Figures 53, 54, and 55 respectively. It is important to note that only the unbuilt and unoccupied portion of each development was included in the trip generation tabulation. Information on the status of each site along with the estimated traffic distribution for each of these other committed developments is included in Appendix B.

In addition to the projected growth rates and other committed development traffic, DelDOT's Route 26 Planning Study has developed several potential improvements that will affect future traffic within the study area. Data regarding the Route 26 Planning Study can be found in Appendix B. As noted in the study's Analysis and Needs Report, it is anticipated that improvements may consist of some or all of the following:

- Access improvements (combining driveways, addition of curbing)
- Additional turn lanes at intersections
- Auxiliary through lanes at unsignalized T-intersections
- Upgrade/addition of shoulders
- Traffic signal improvements (adjustment of timing/phasing)
- Additional traffic signals
- Variable message signs to re-direct traffic to less congested routes
- Improvements to existing secondary roads, for traffic to use as an alternate to Route 26.

In order to account for traffic diversions associated with the alternative route improvements, DelDOT has supplied ORA with volume diversion data as found in their Route 26 Alternatives Analysis and Traffic Summary dated January 2001, prepared by McCormick Taylor. These projected diversions are included in Appendix B. The projected diversion data shows low and high-end projections. As such, this analysis uses the average of the two projections. The Saturday peak hour diversions are illustrated in Figure 56, while no diversions were assumed for the weekday conditions. By applying these diversions to the future background growth volumes and adding traffic from other committed developments, we get 2015 future No Build traffic volumes. The a.m., p.m., and Saturday 2015 No Build peak hour traffic volumes are shown in Figures 57, 58, and 59, respectively.

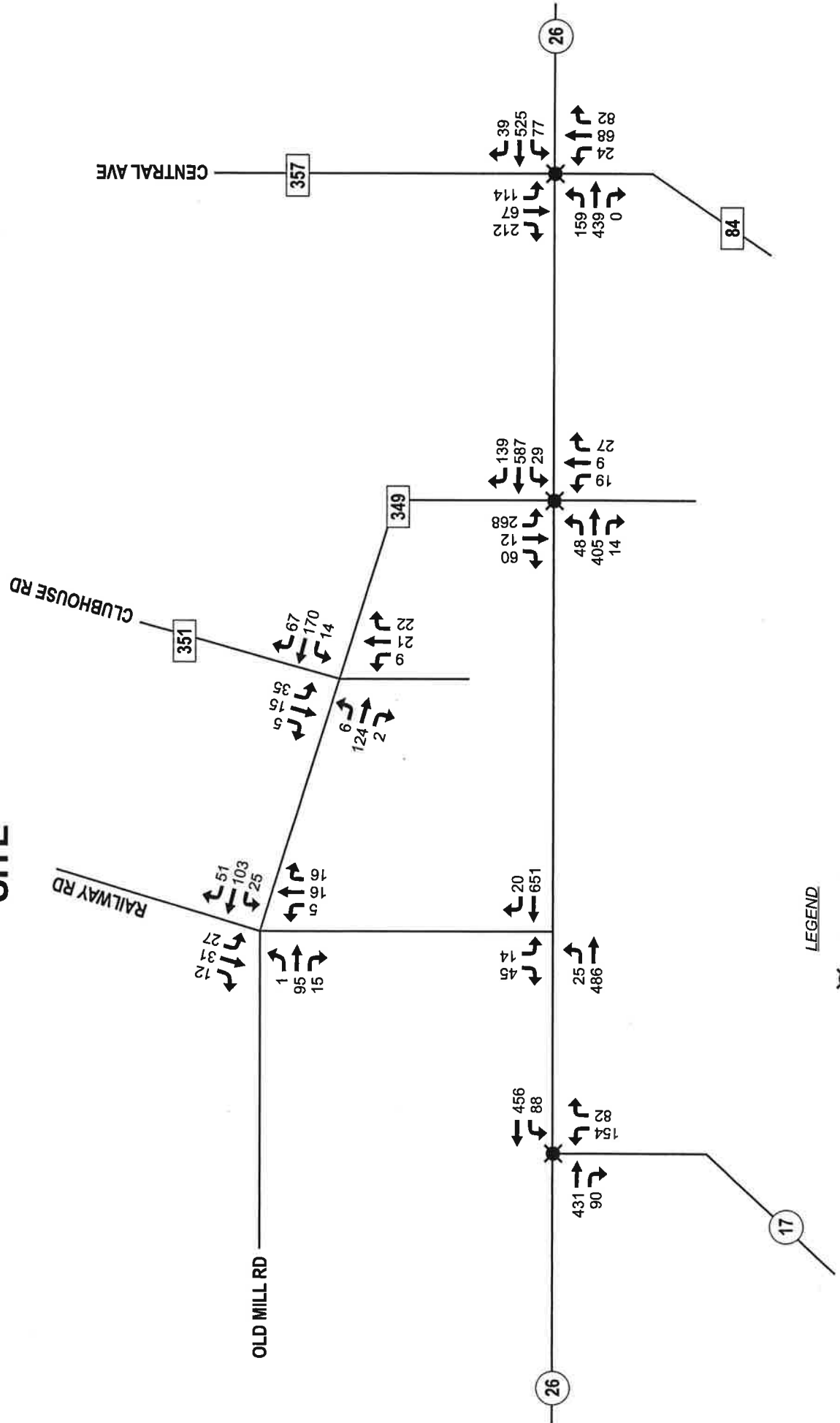
2015 Existing AM Peak Hour Traffic Volumes with Background Growth
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE



2015 Existing PM Peak Hour Traffic Volumes with Background Growth
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE



SITE

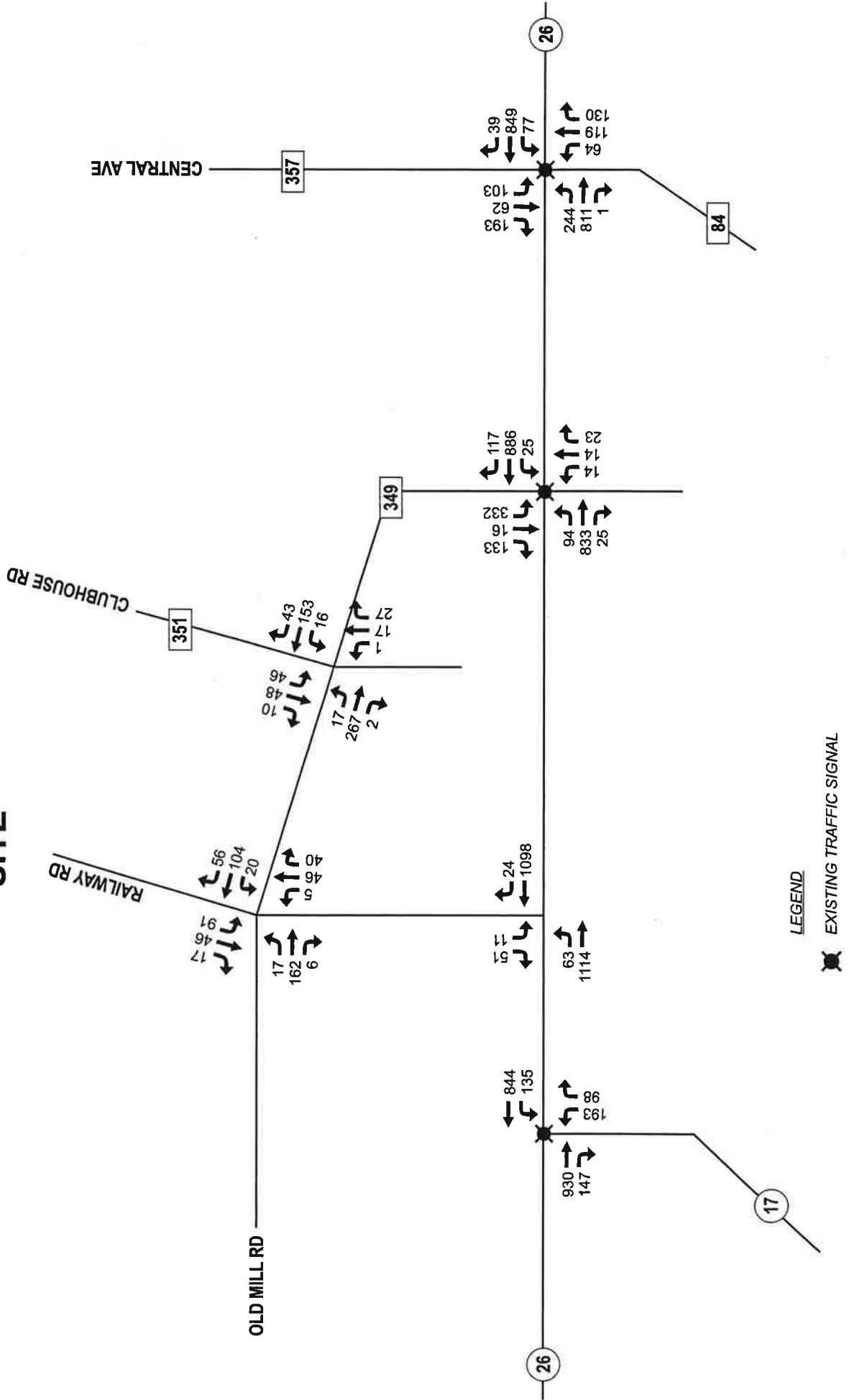


LEGEND
EXISTING TRAFFIC SIGNAL

2015 Saturday PM Peak Hour Traffic Volumes with Background Growth
Proposed Residential Project on Railway Road
 SUSSEX COUNTY, DELAWARE

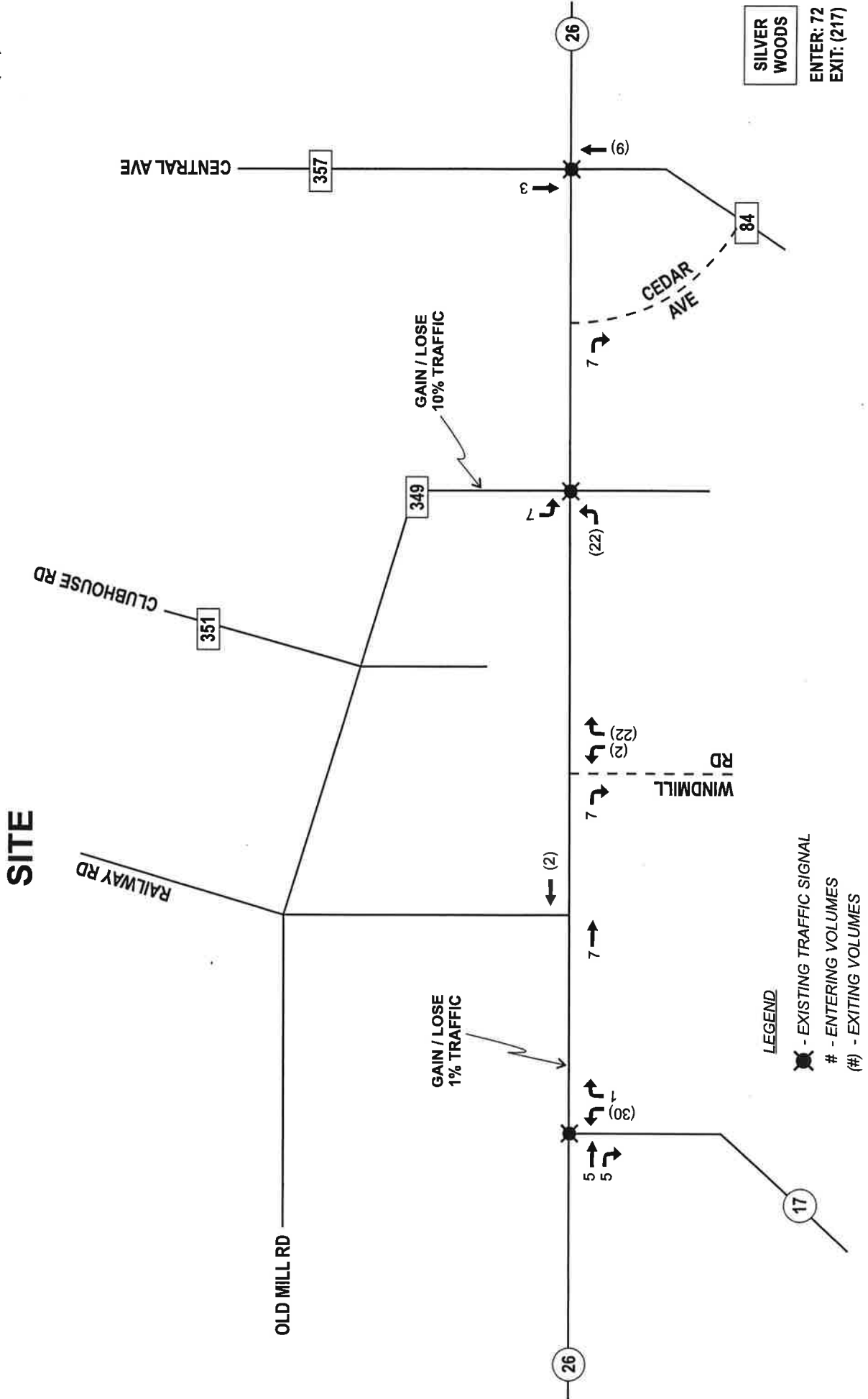


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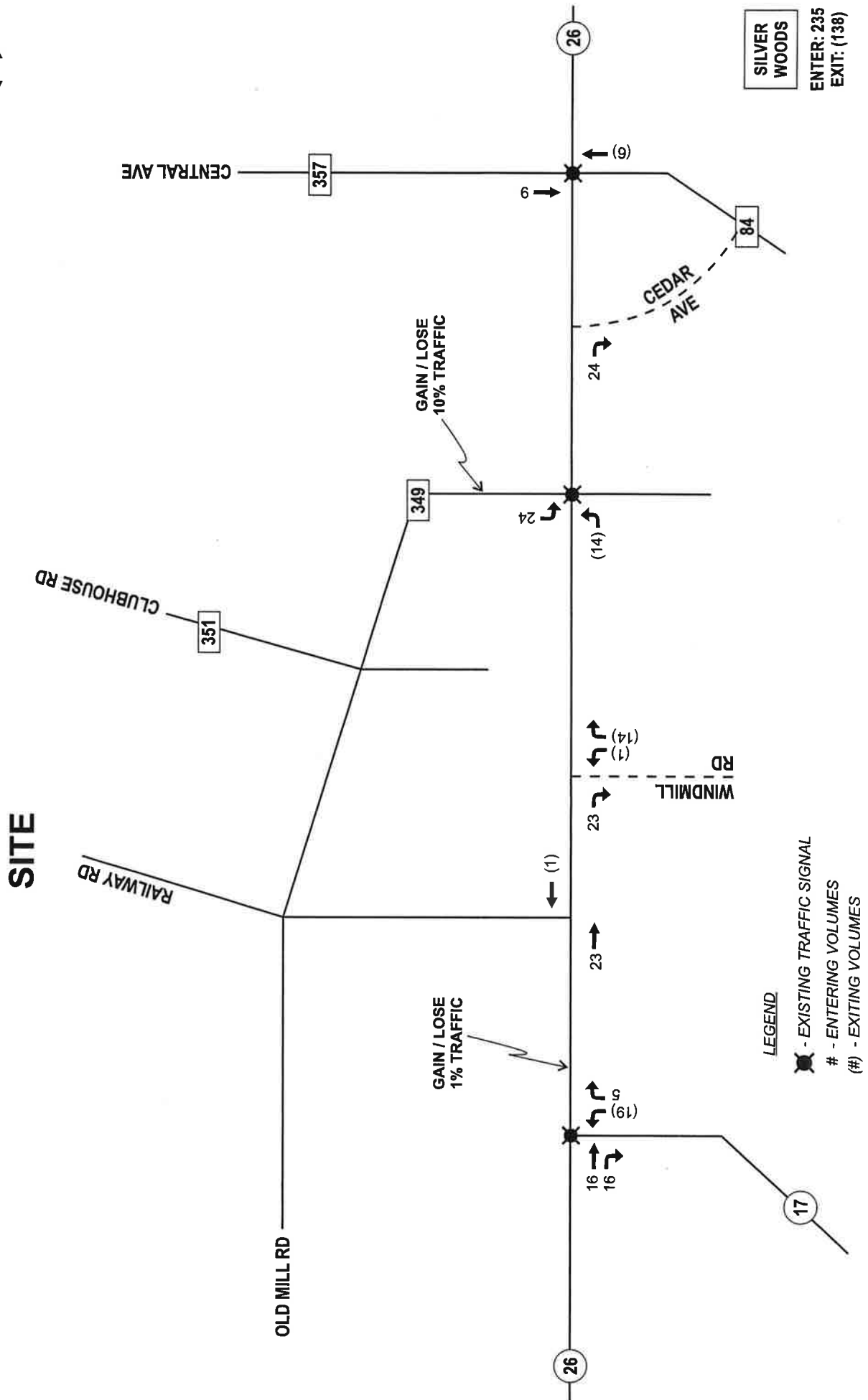


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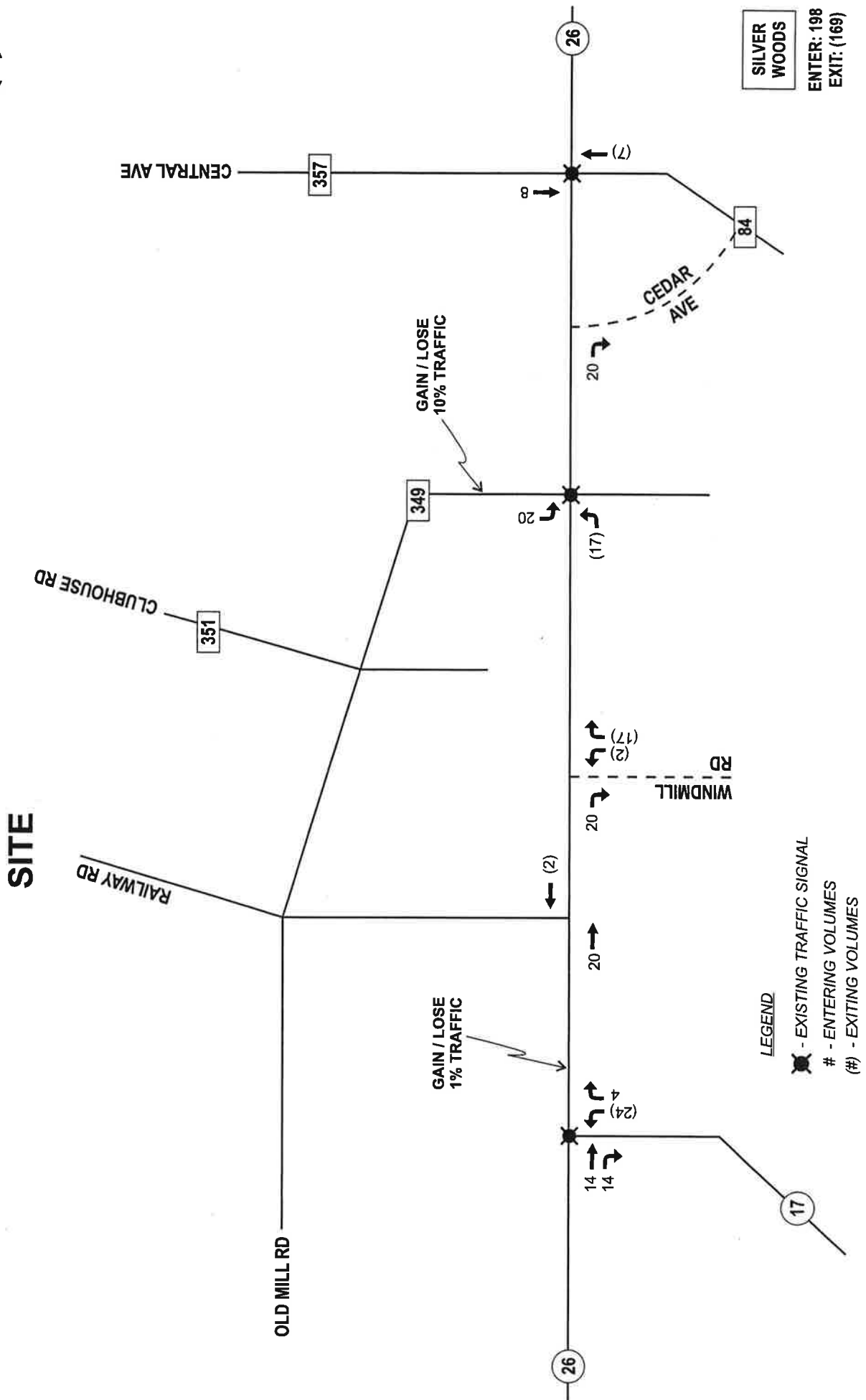
**Future AM Peak Hour Traffic Volumes From Silver Woods
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE**



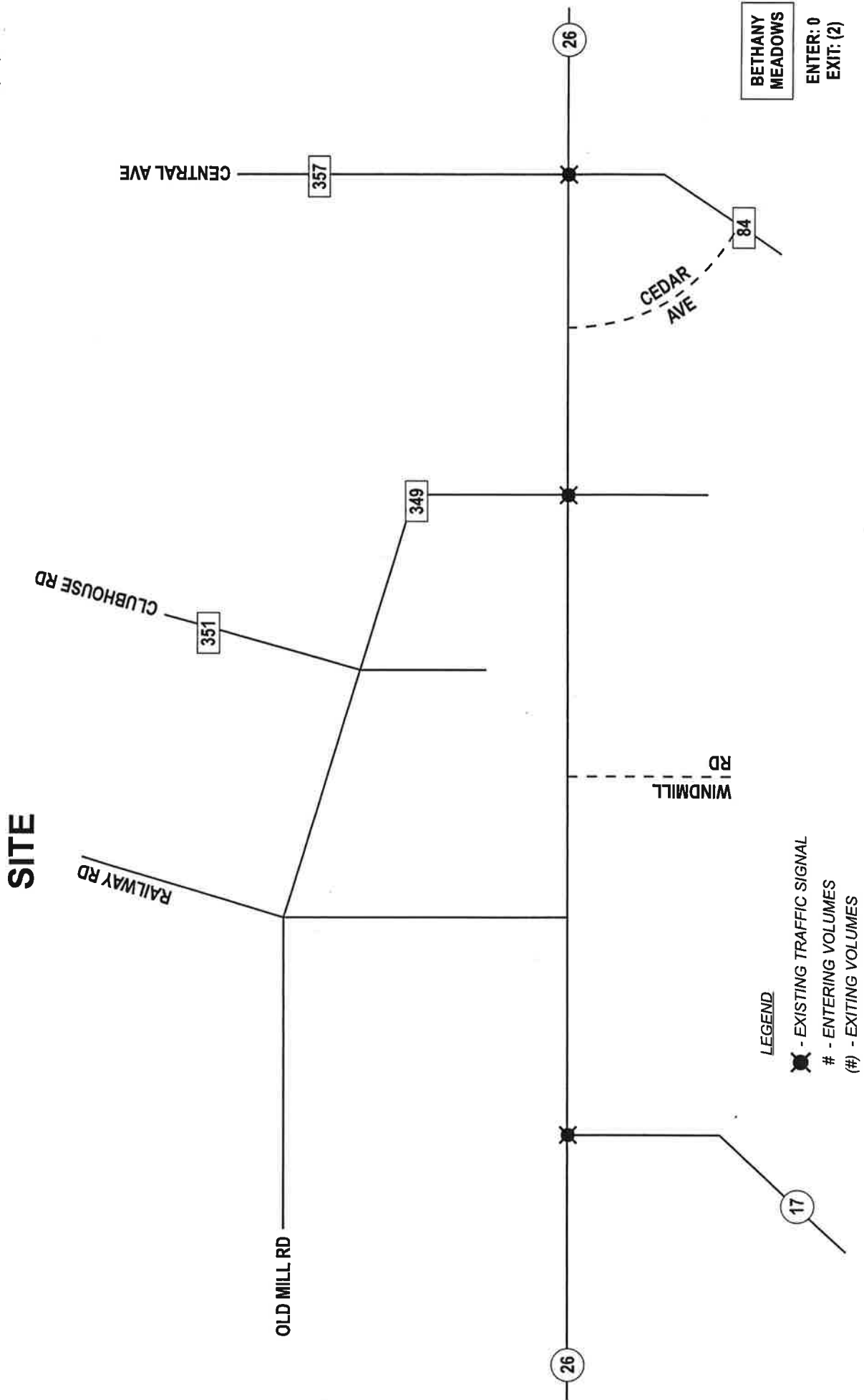
**Future PM Peak Hour Traffic Volumes From Silver Woods
 Proposed Residential Project on Railway Road
 SUSSEX COUNTY, DELAWARE**



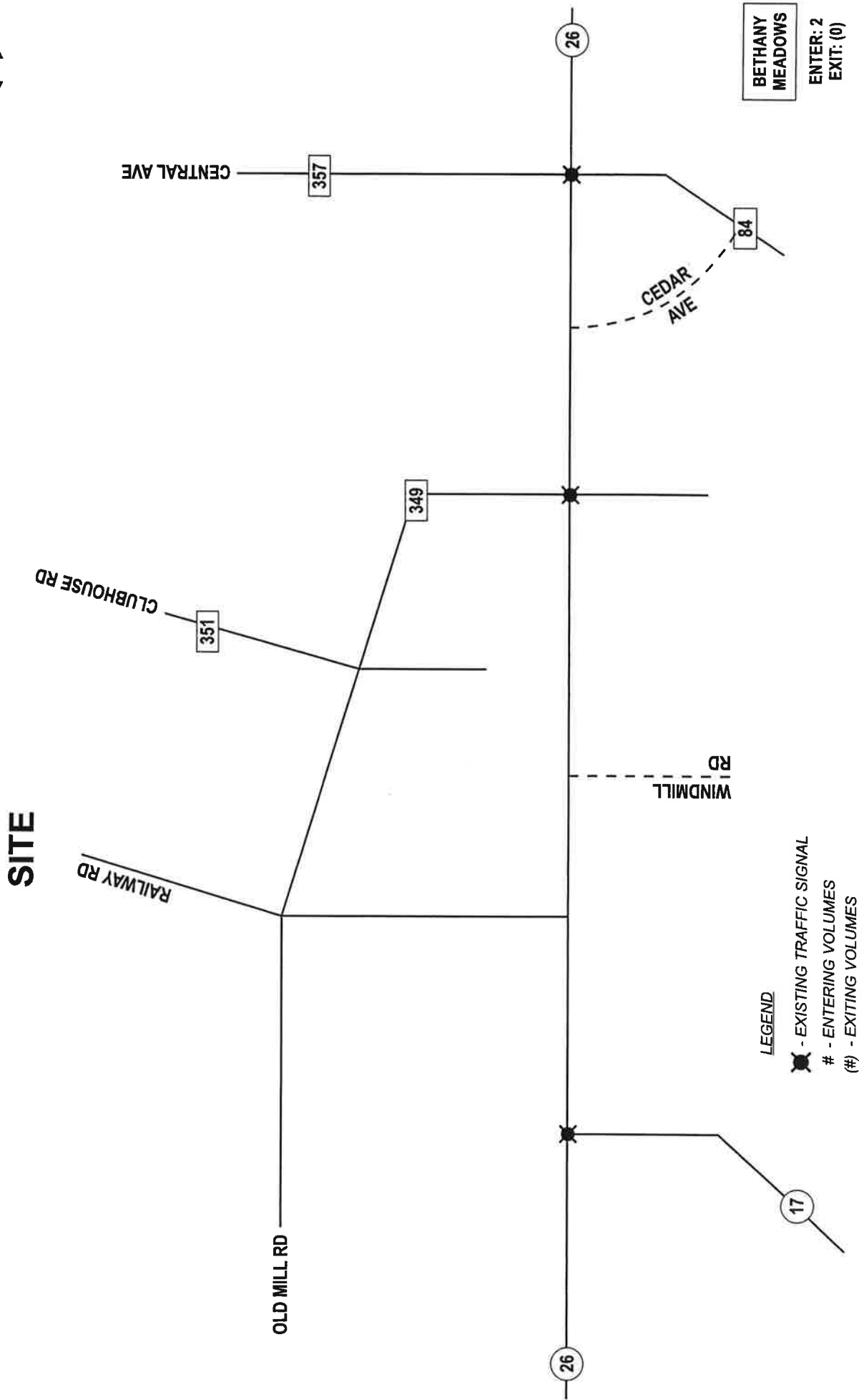
Future Saturday Peak Hour Traffic Volumes From Silver Woods
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE



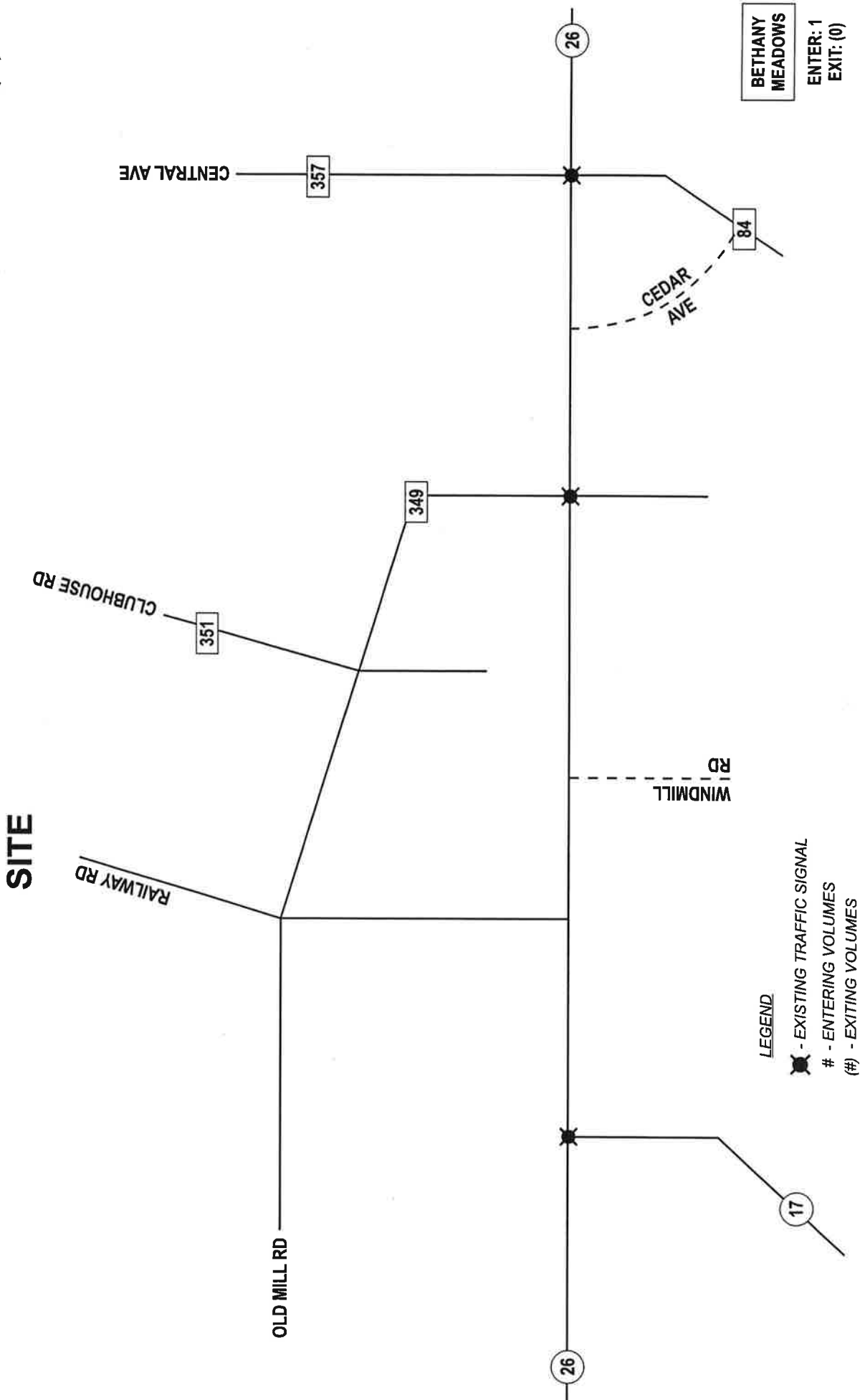
**Future AM Peak Hour Traffic Volumes From Bethany Meadows
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE**



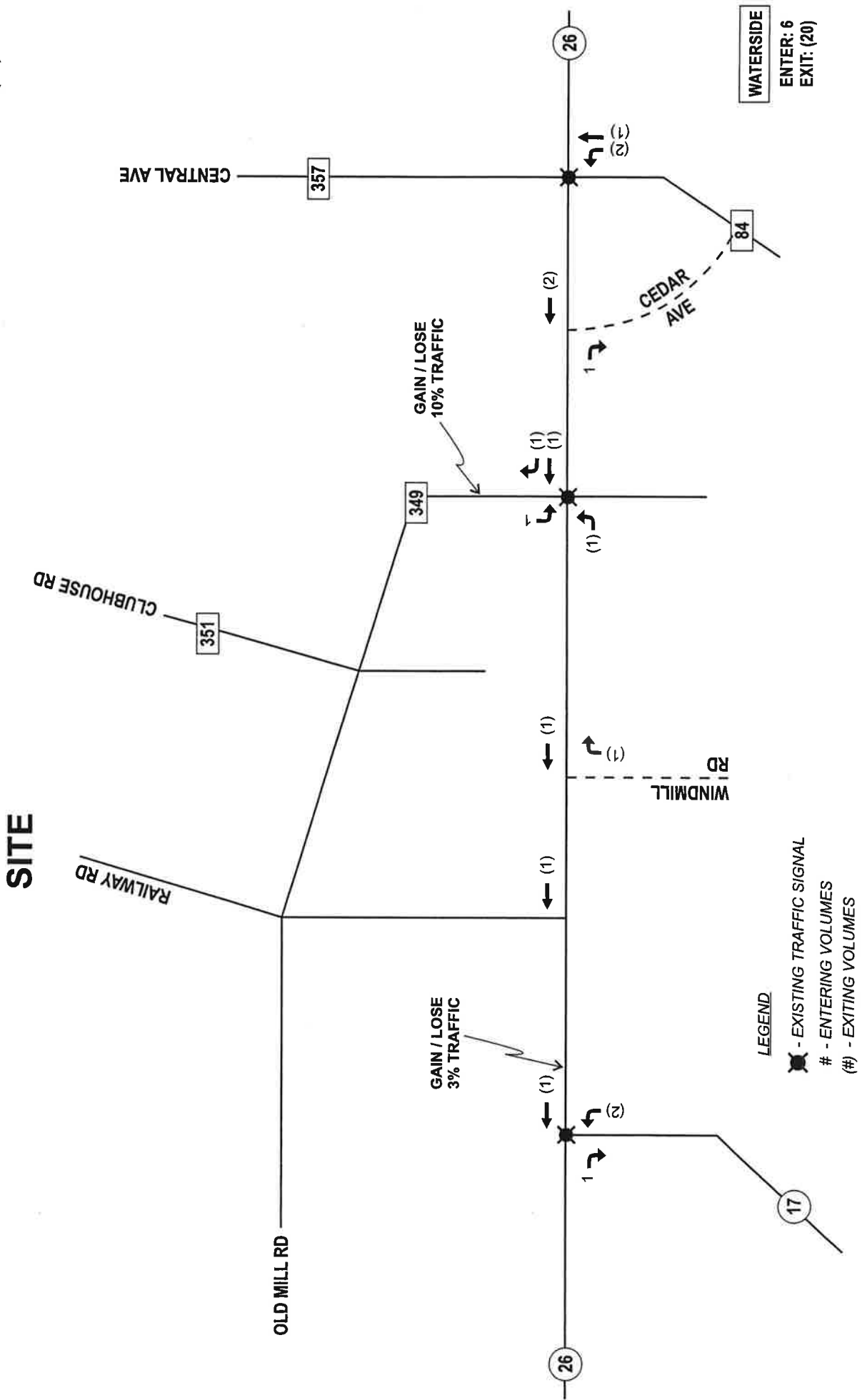
**Future PM Peak Hour Traffic Volumes From Bethany Meadows
 Proposed Residential Project on Railway Road
 SUSSEX COUNTY, DELAWARE**



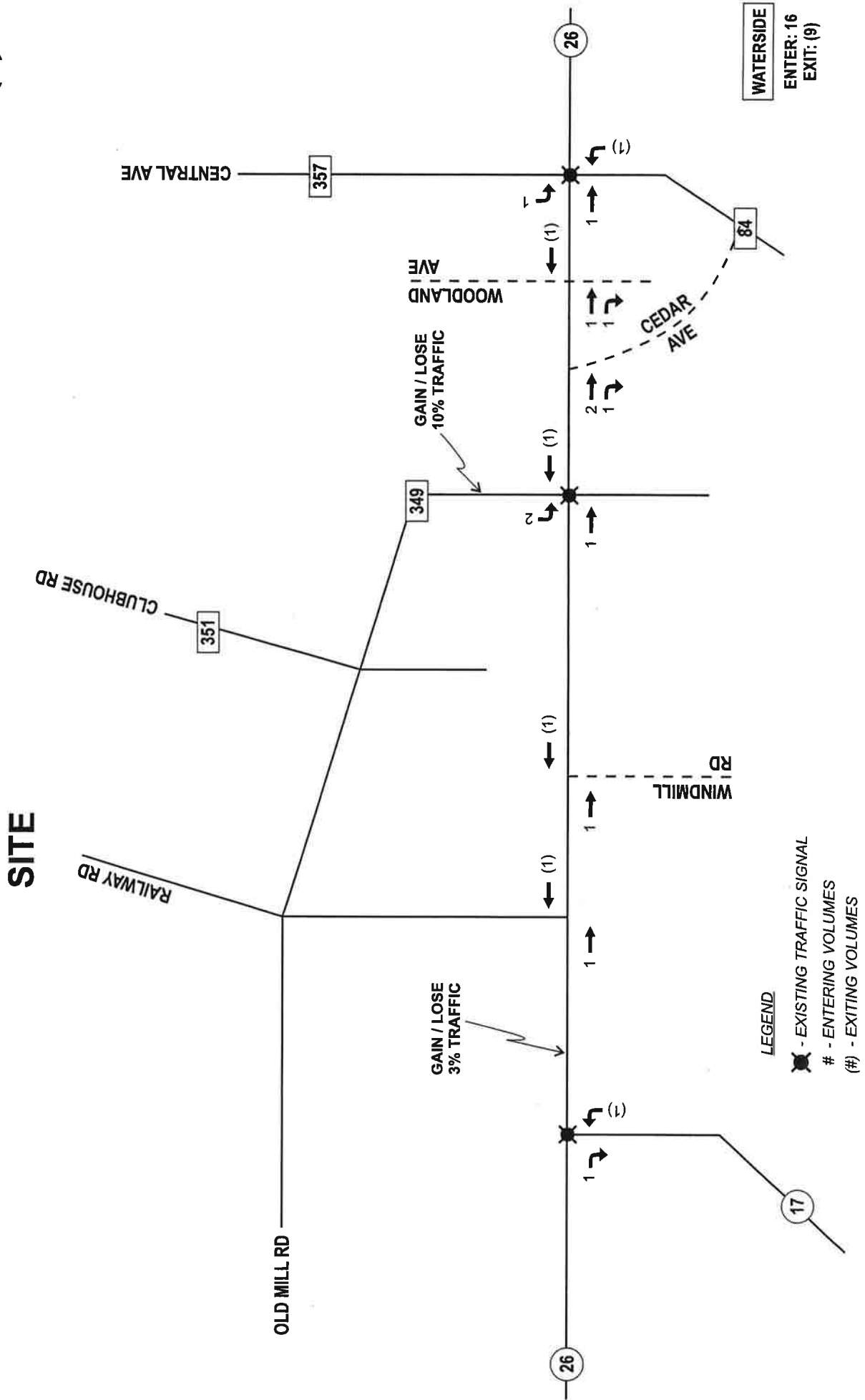
**Future Saturday Peak Hour Traffic Volumes From Bethany Meadows
Proposed Residential Project on Railway Road**
SUSSEX COUNTY, DELAWARE



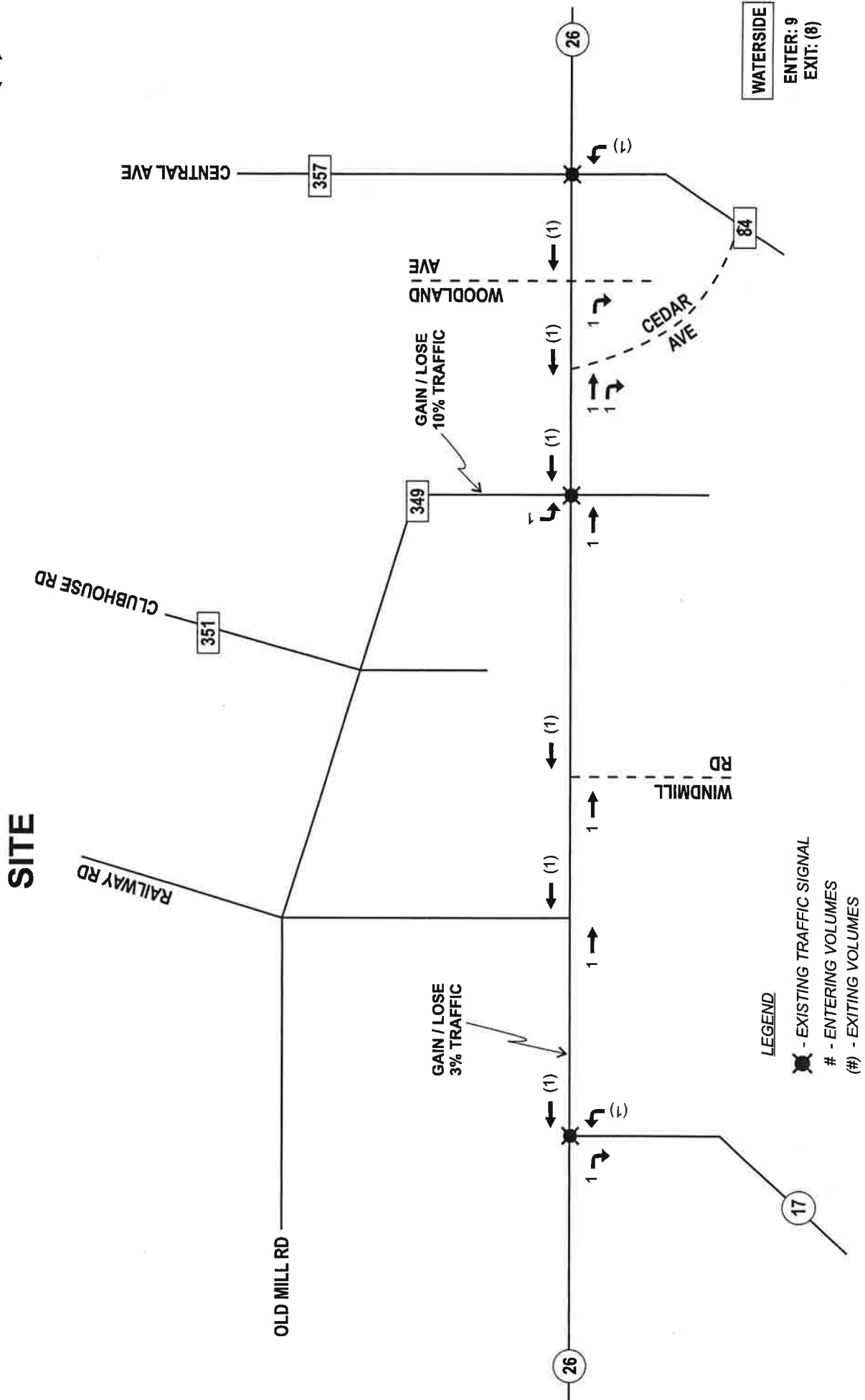
**Future AM Peak Hour Traffic Volumes From Waterside
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE**



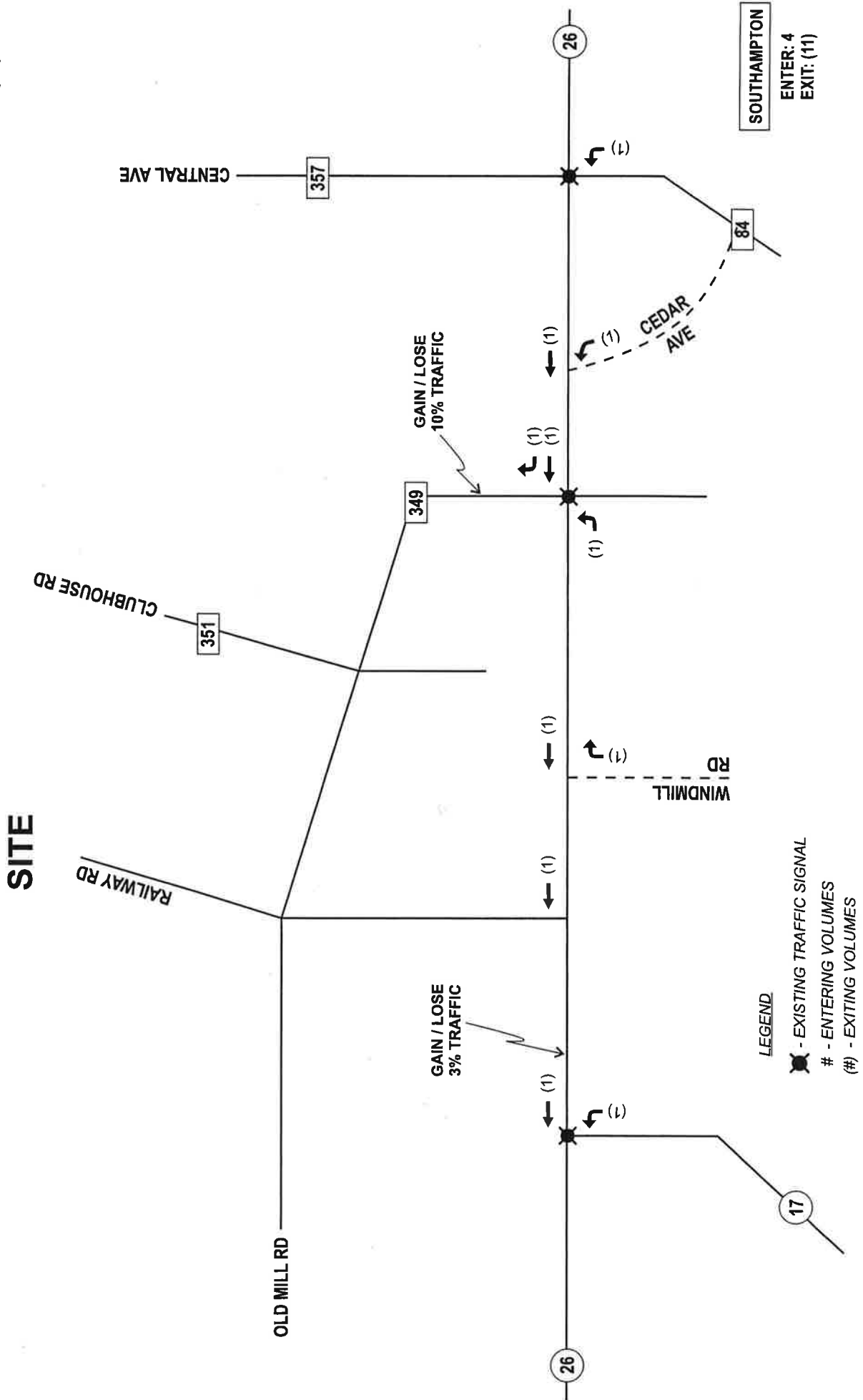
**Future PM Peak Hour Traffic Volumes From Waterside
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE**



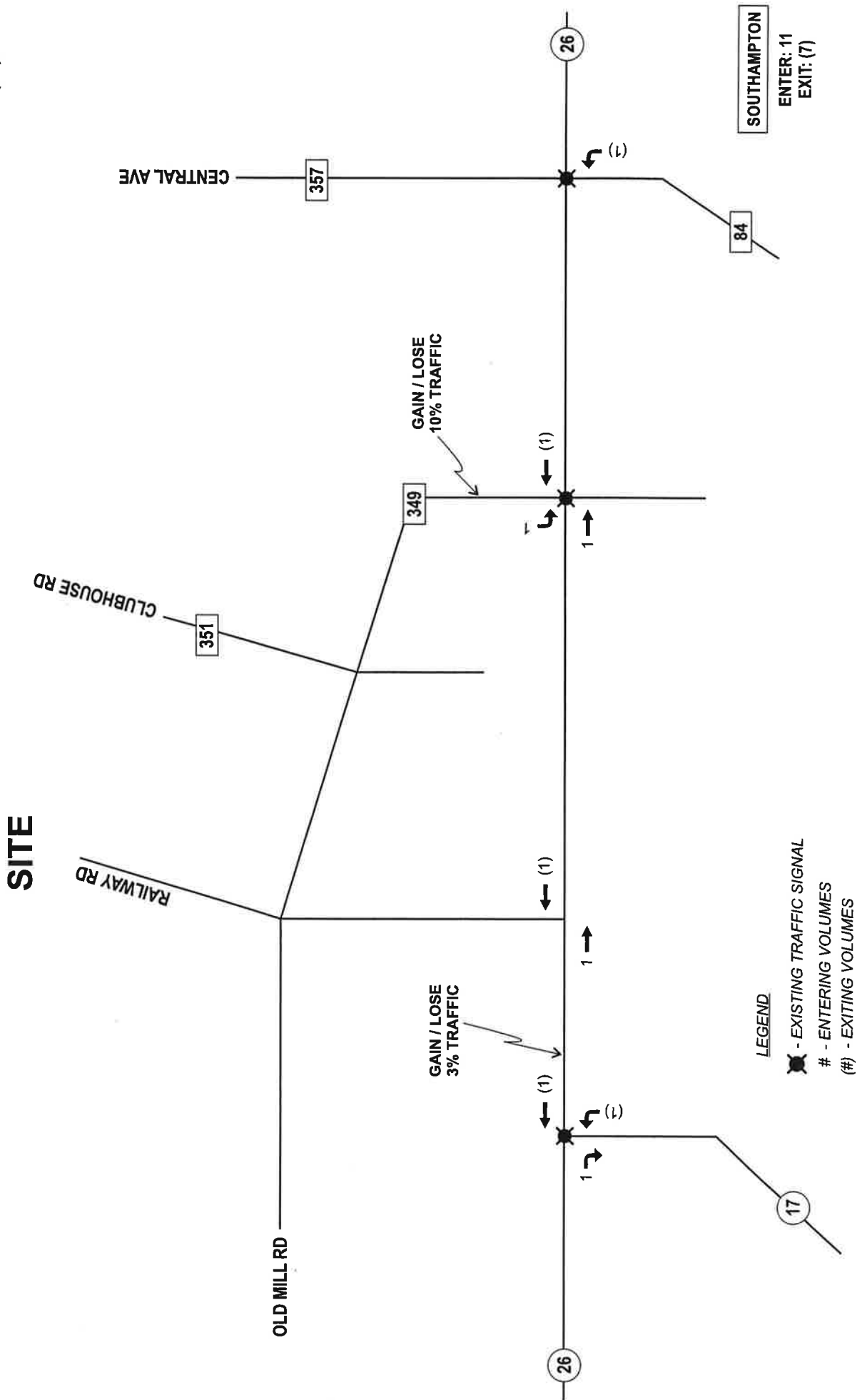
Future Saturday Peak Hour Traffic Volumes From Waterside
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE



Future AM Peak Hour Traffic Volumes From Southampton
Proposed Residential Project on Railway Road
 SUSSEX COUNTY, DELAWARE



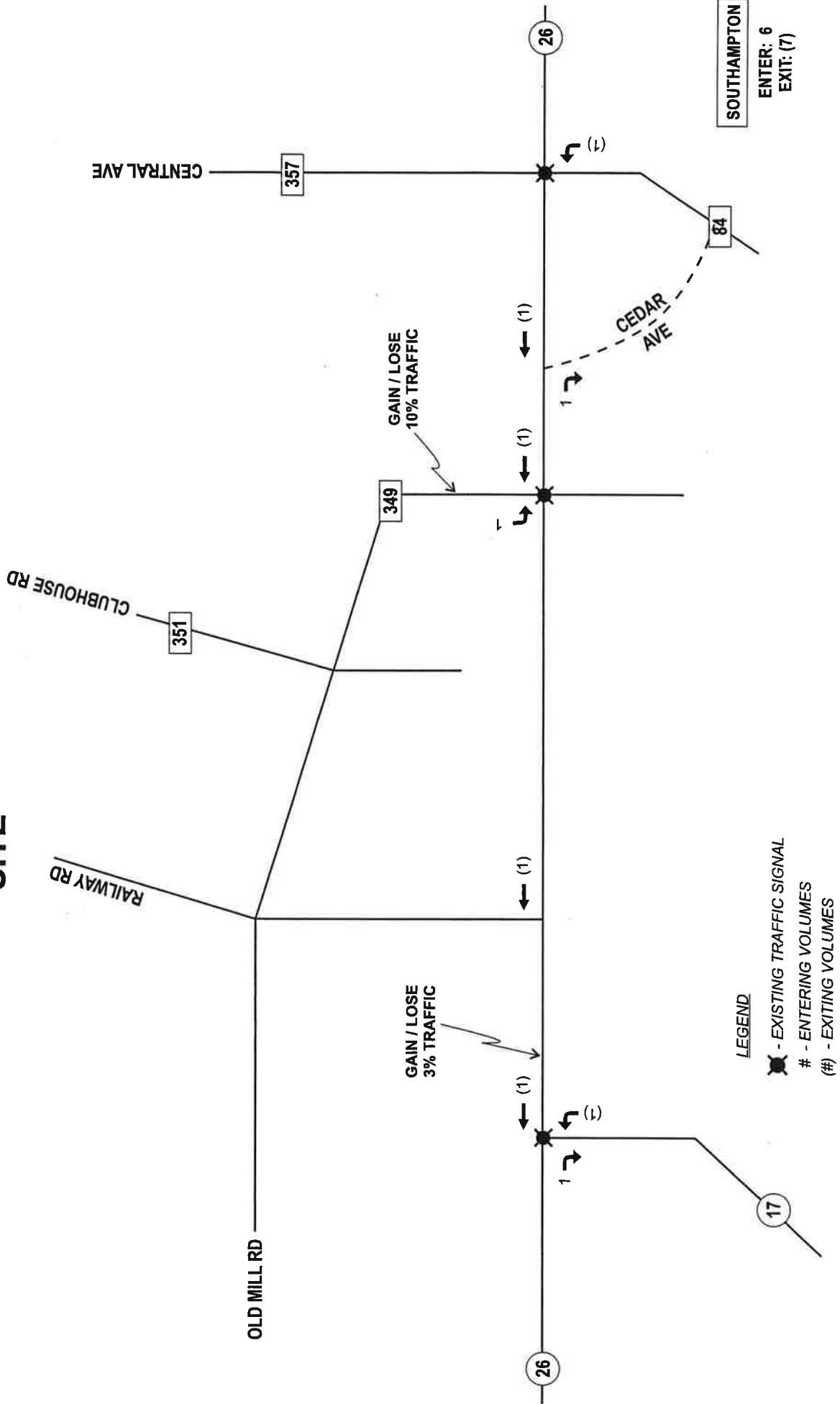
Future PM Peak Hour Traffic Volumes From Southampton
Proposed Residential Project on Railway Road
 SUSSEX COUNTY, DELAWARE



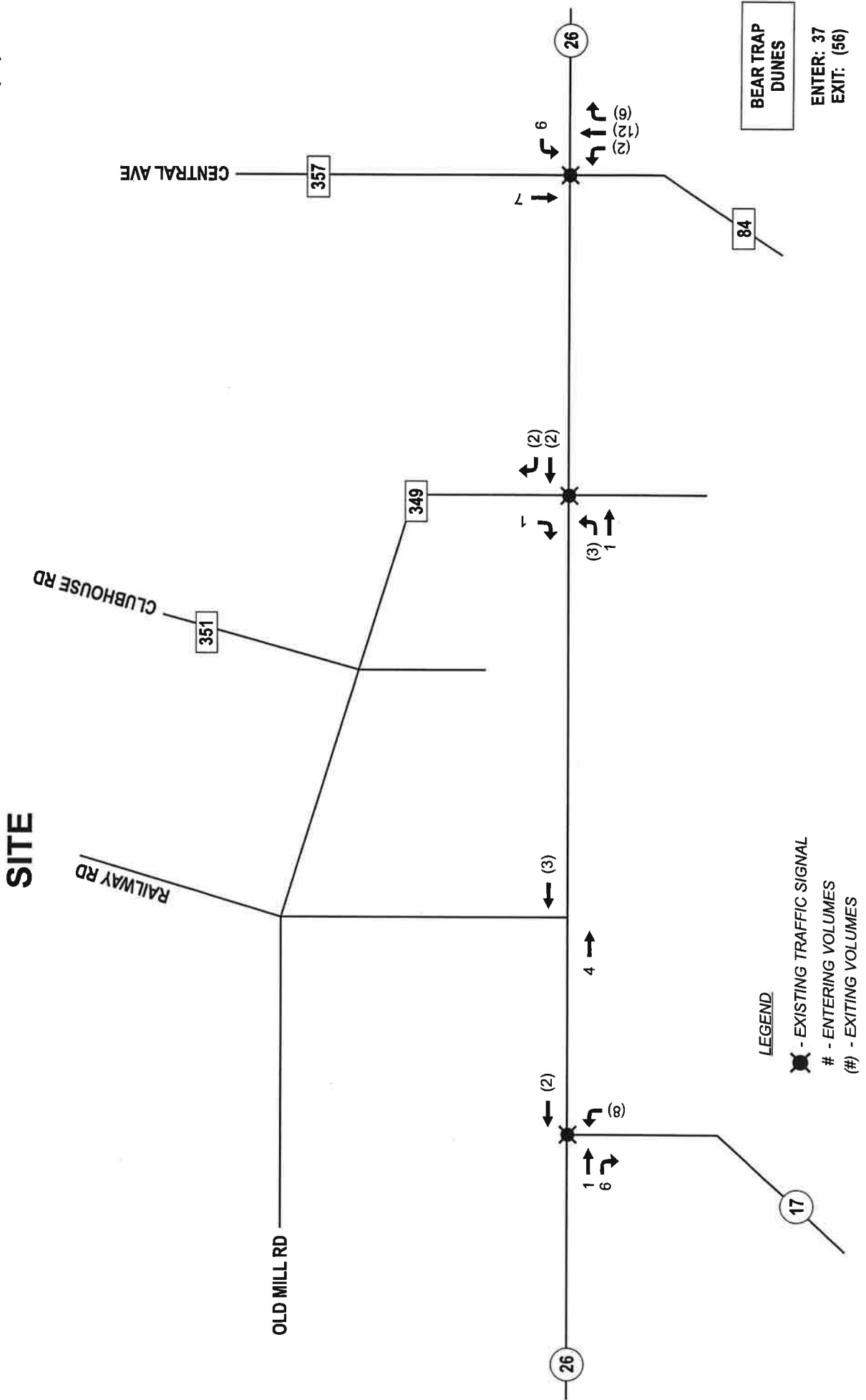
Future Saturday Peak Hour Traffic Volumes From Southampton
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE



SITE

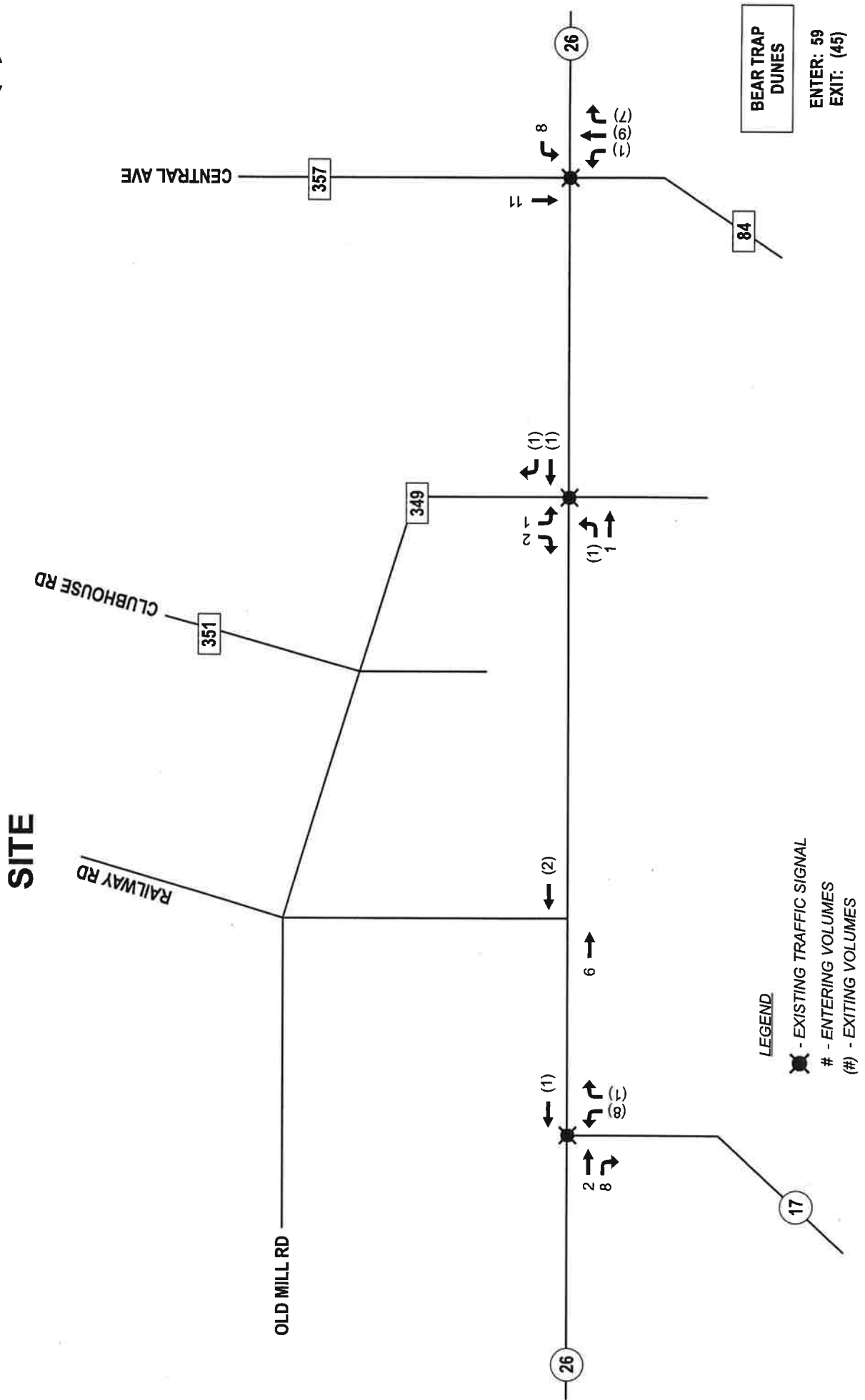


Future AM Peak Hour Traffic Volumes From Bear Trap Dunes (Residential & Retail)
Proposed Residential Project on Railway Road
 SUSSEX COUNTY, DELAWARE



Future PM Peak Hour Traffic Volumes From Bear Trap Dunes (Residential & Retail)

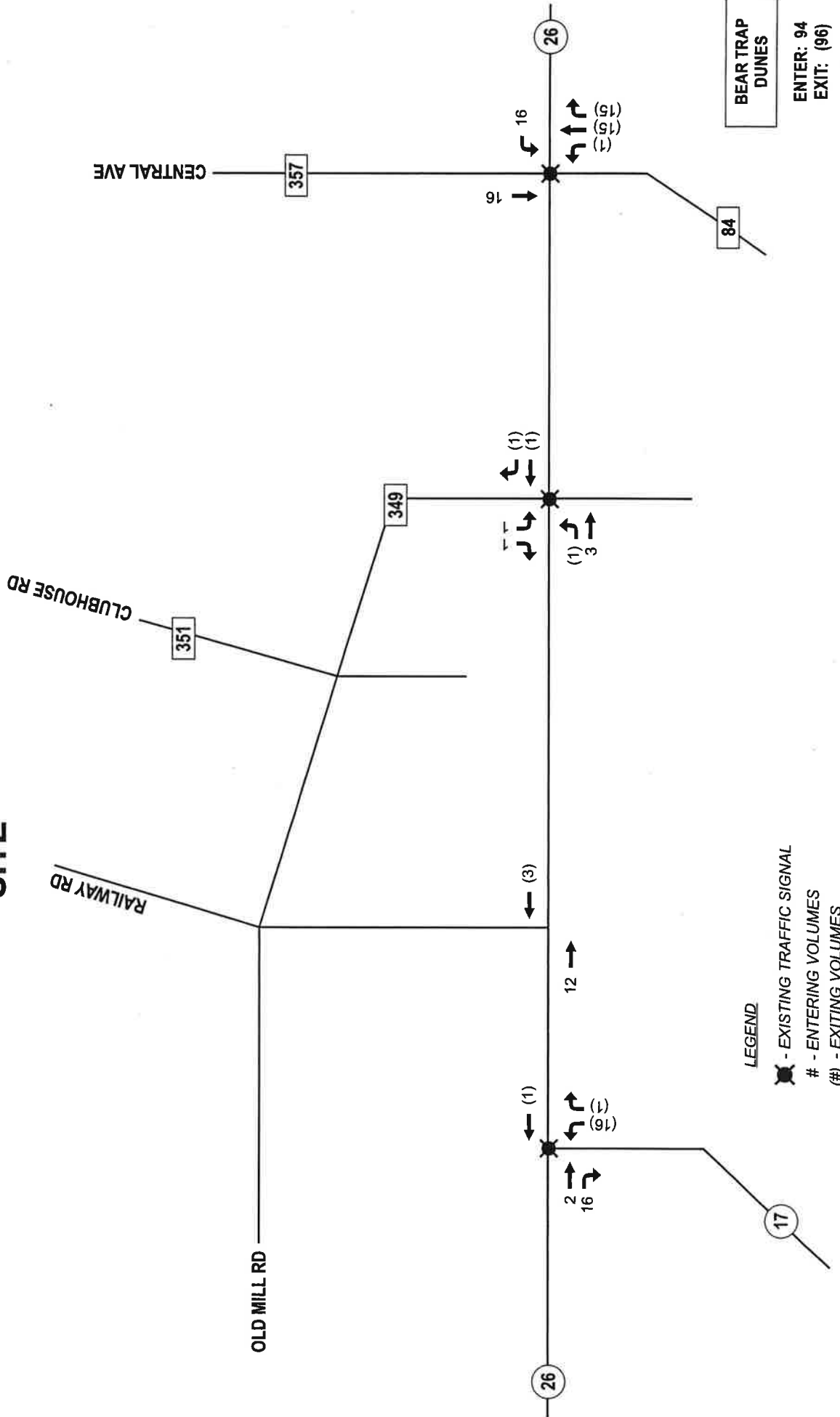
Proposed Residential Project on Railway Road
 SUSSEX COUNTY, DELAWARE



Future Saturday Peak Hour Traffic Volumes From Bear Trap Dunes (Residential & Retail)
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE



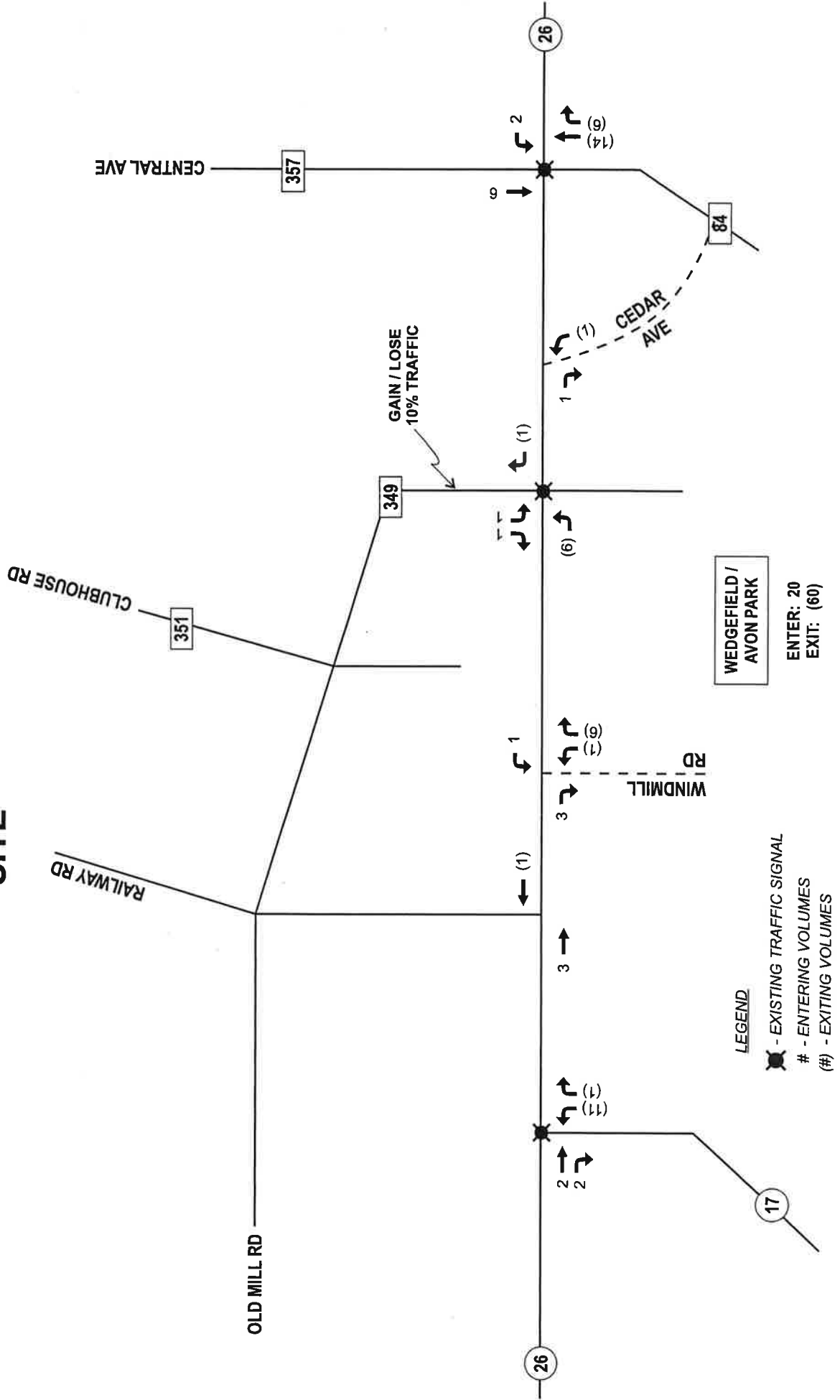
SITE



**Future AM Peak Hour Traffic Volumes From Wedgefield / Avon Park
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE**



SITE



LEGEND

- ⦿ - EXISTING TRAFFIC SIGNAL
- # - ENTERING VOLUMES
- (#) - EXITING VOLUMES

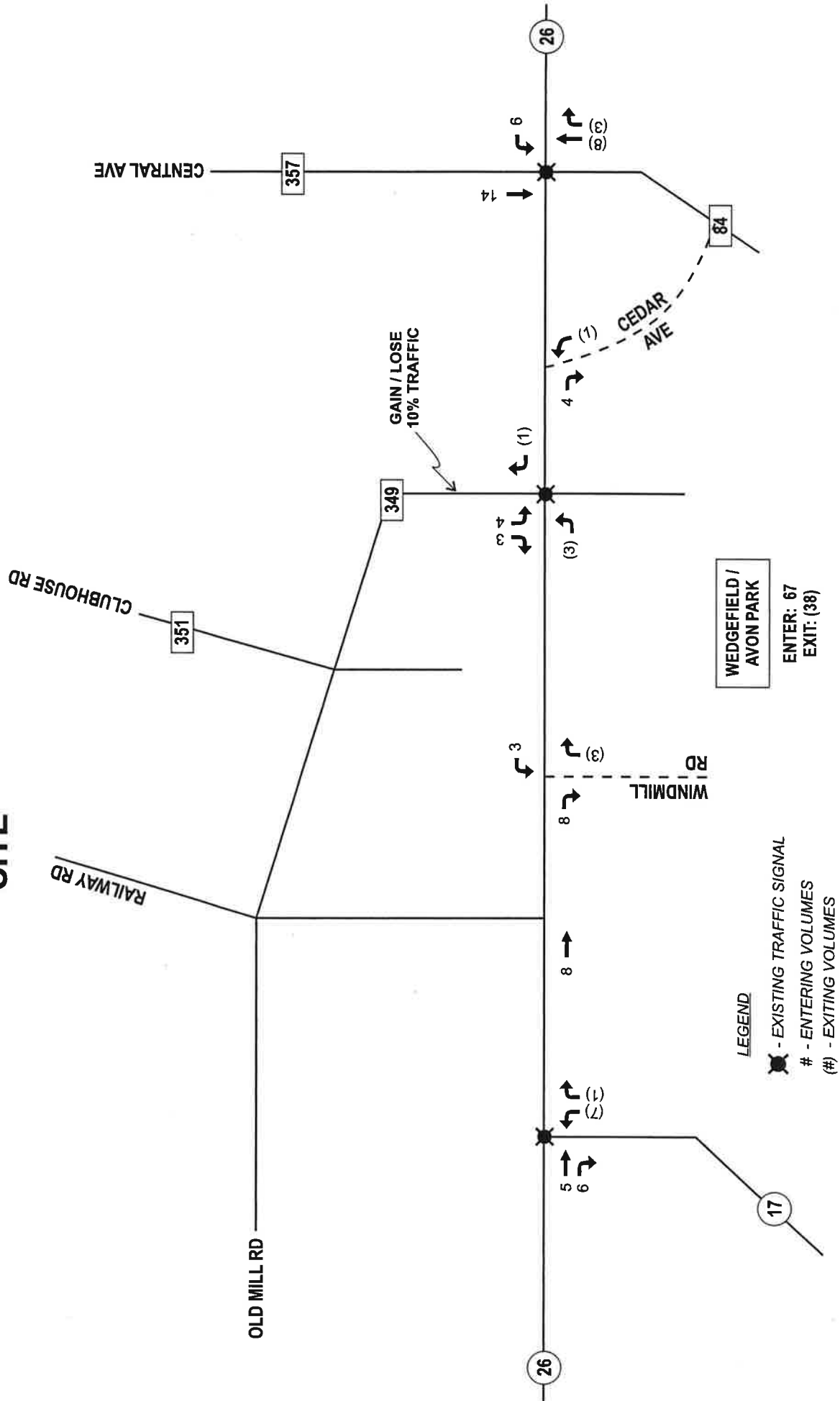
WEDGEFIELD / AVON PARK

ENTER: 20
EXIT: (60)

**Future PM Peak Hour Traffic Volumes From Wedgefield / Avon Park
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE**



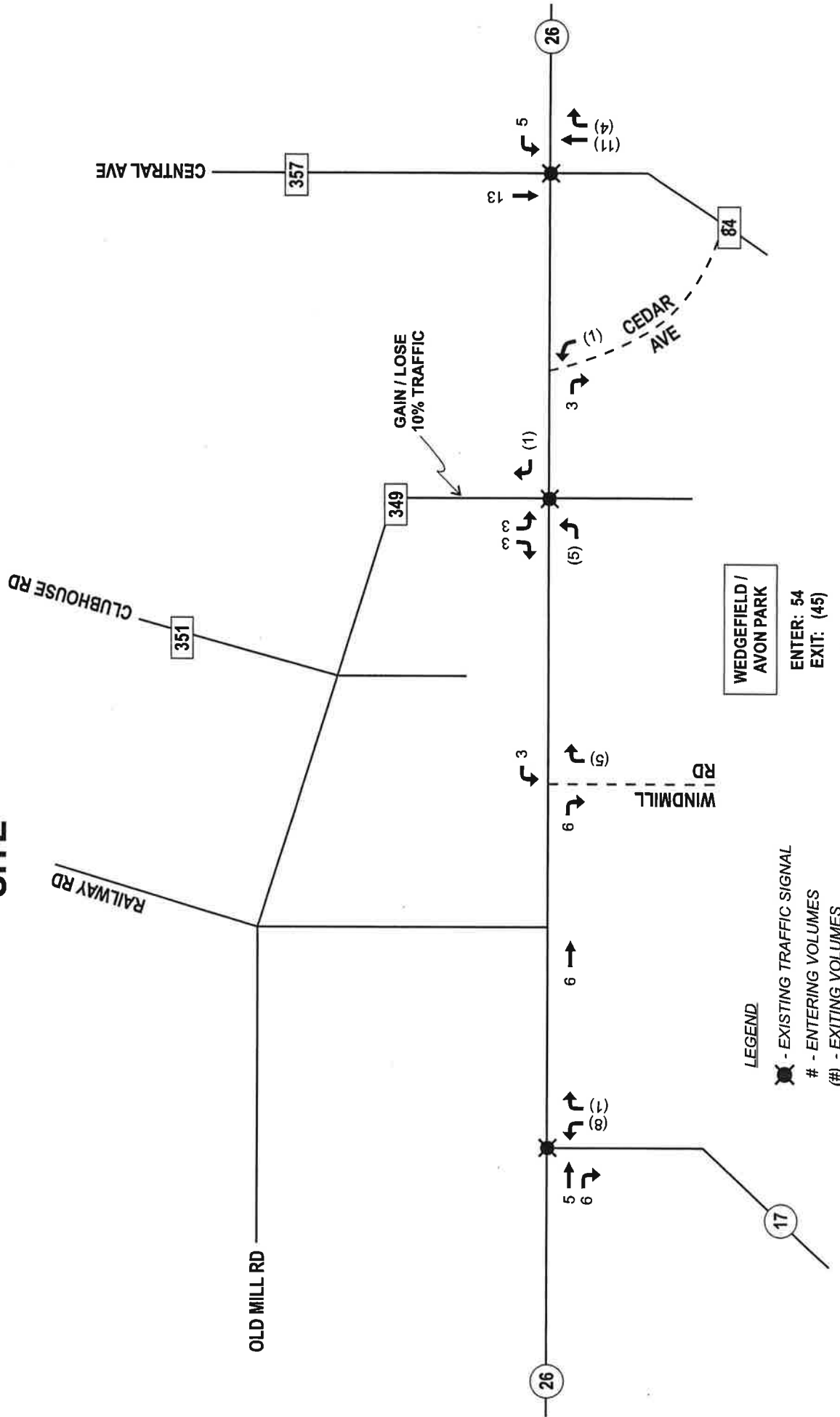
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**Future Saturday Peak Hour Traffic Volumes From Wedgefield / Avon Park
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE**



SITE

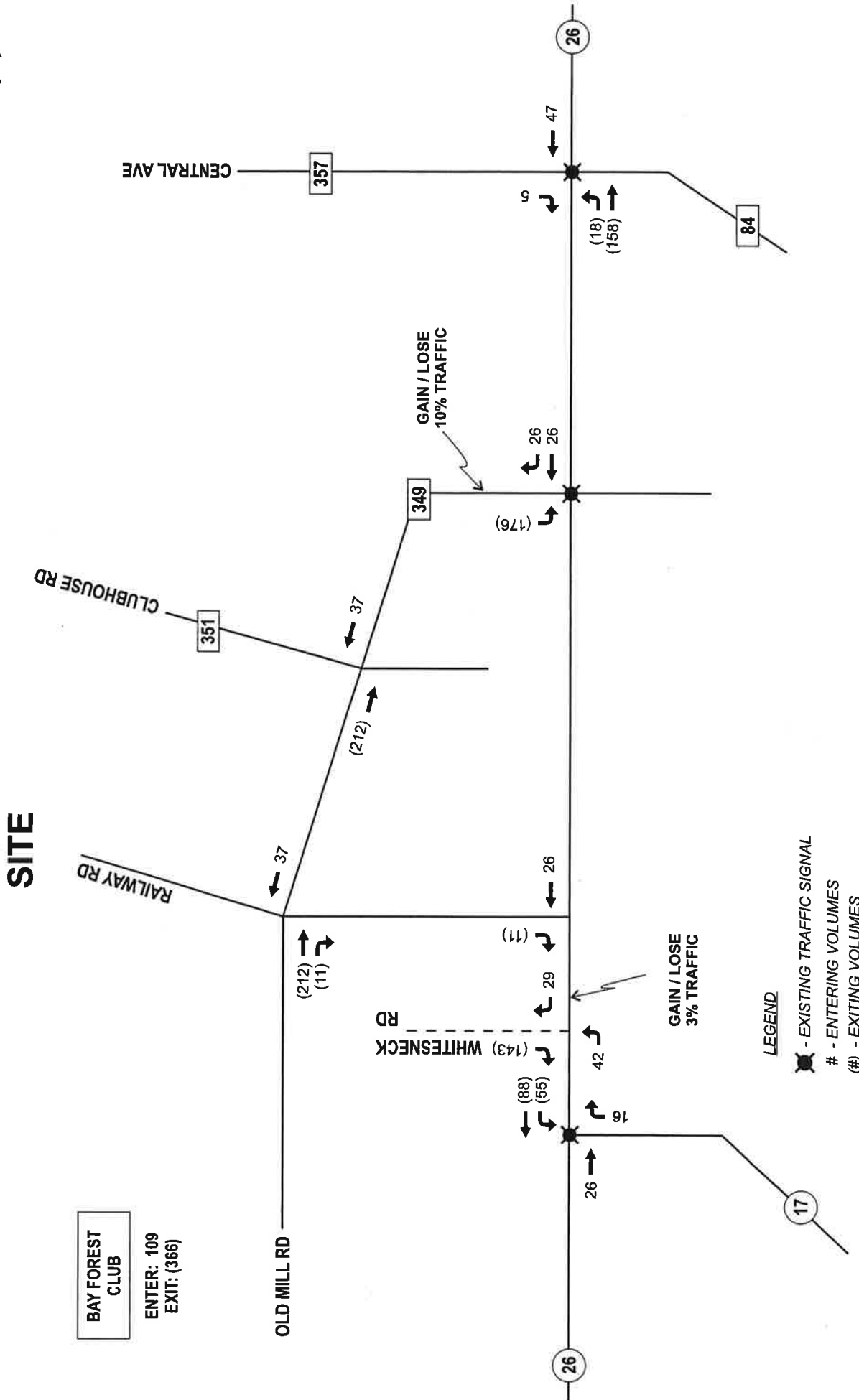




Orin - Rodgers Associates, Inc.
TRANSPORTATION ENGINEERS and PLANNERS

FIGURE 29

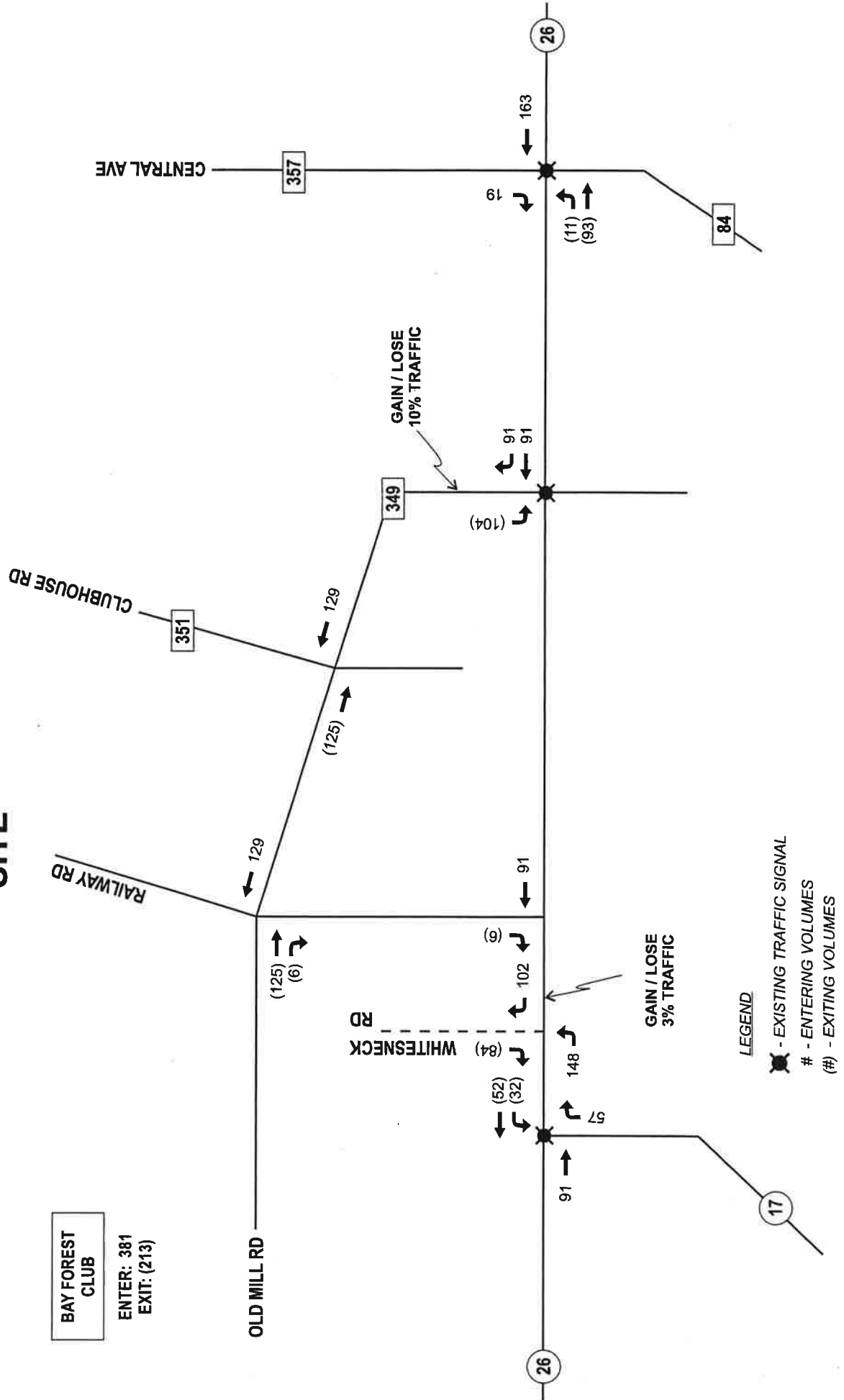
Future AM Peak Hour Traffic Volumes From Bay Forest Club Proposed Residential Project on Railway Road SUSSEX COUNTY, DELAWARE



**Future PM Peak Hour Traffic Volumes From Bay Forest Club
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE**



SITE





Orth - Rodgers Associates, Inc.
TRANSPORTATION ENGINEERS and PLANNERS

FIGURE 31

Future Saturday Peak Hour Traffic Volumes From Bay Forest Club

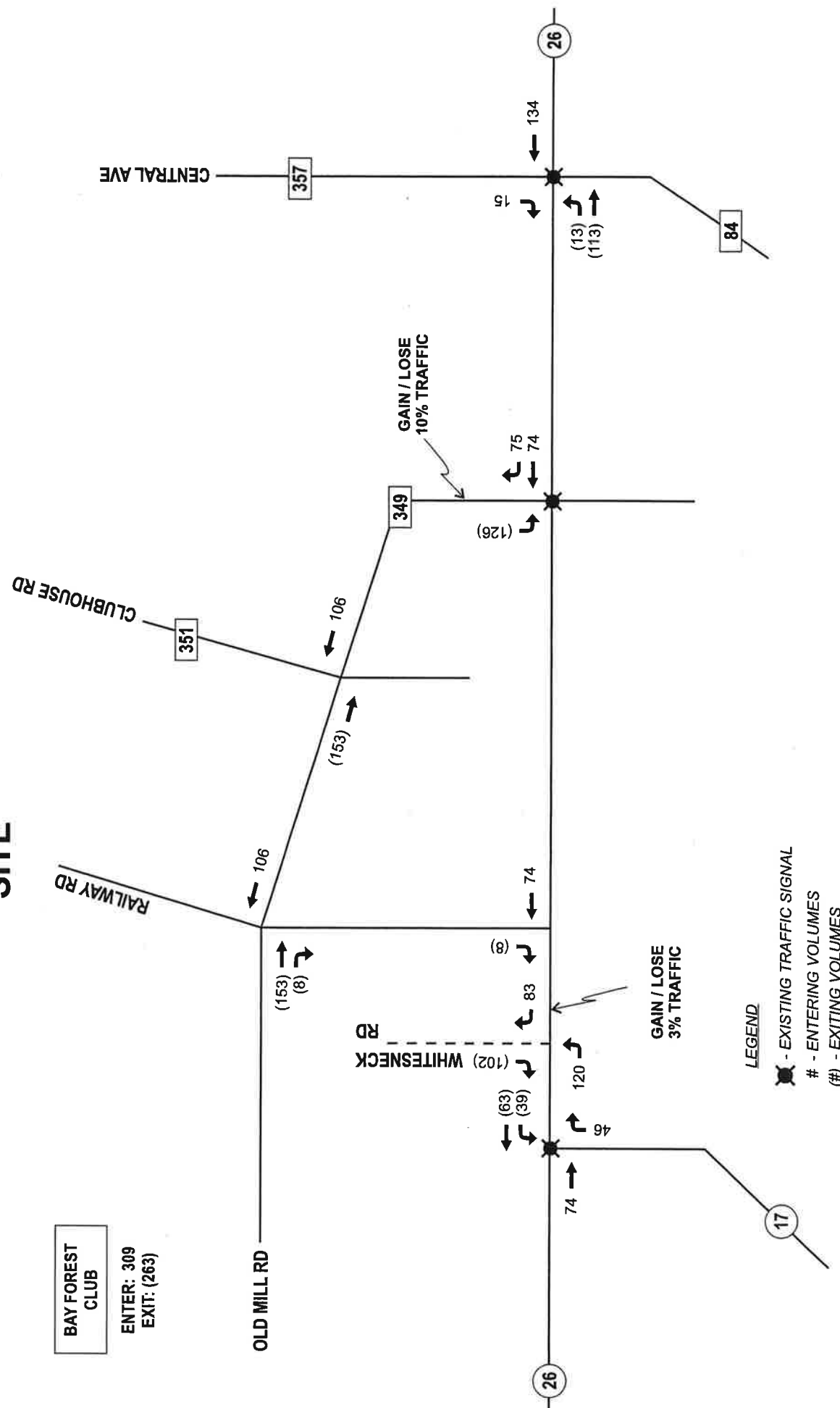
Proposed Residential Project on Railway Road

SUSSEX COUNTY, DELAWARE



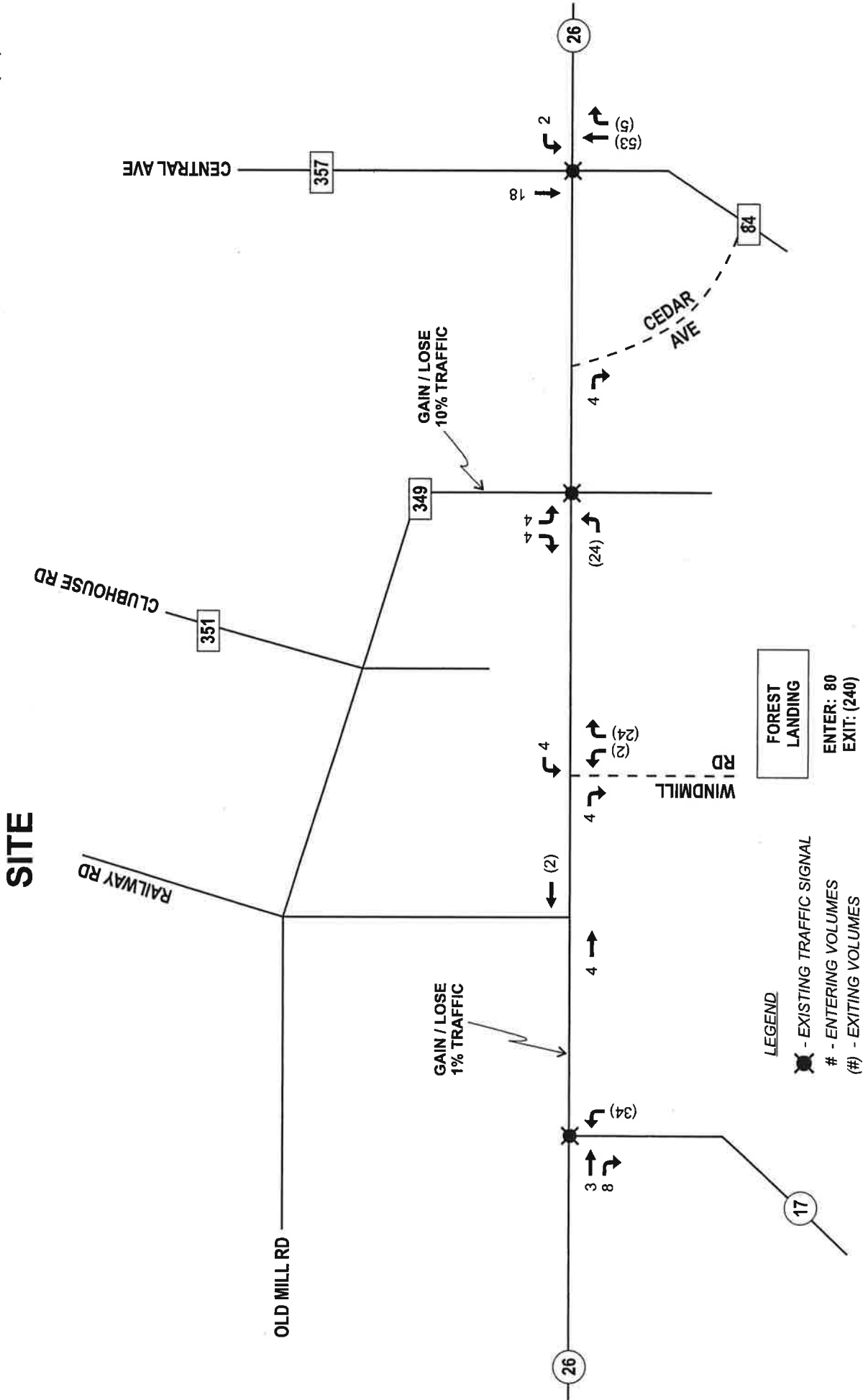
SITE

BAY FOREST CLUB
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EXIT: (263)

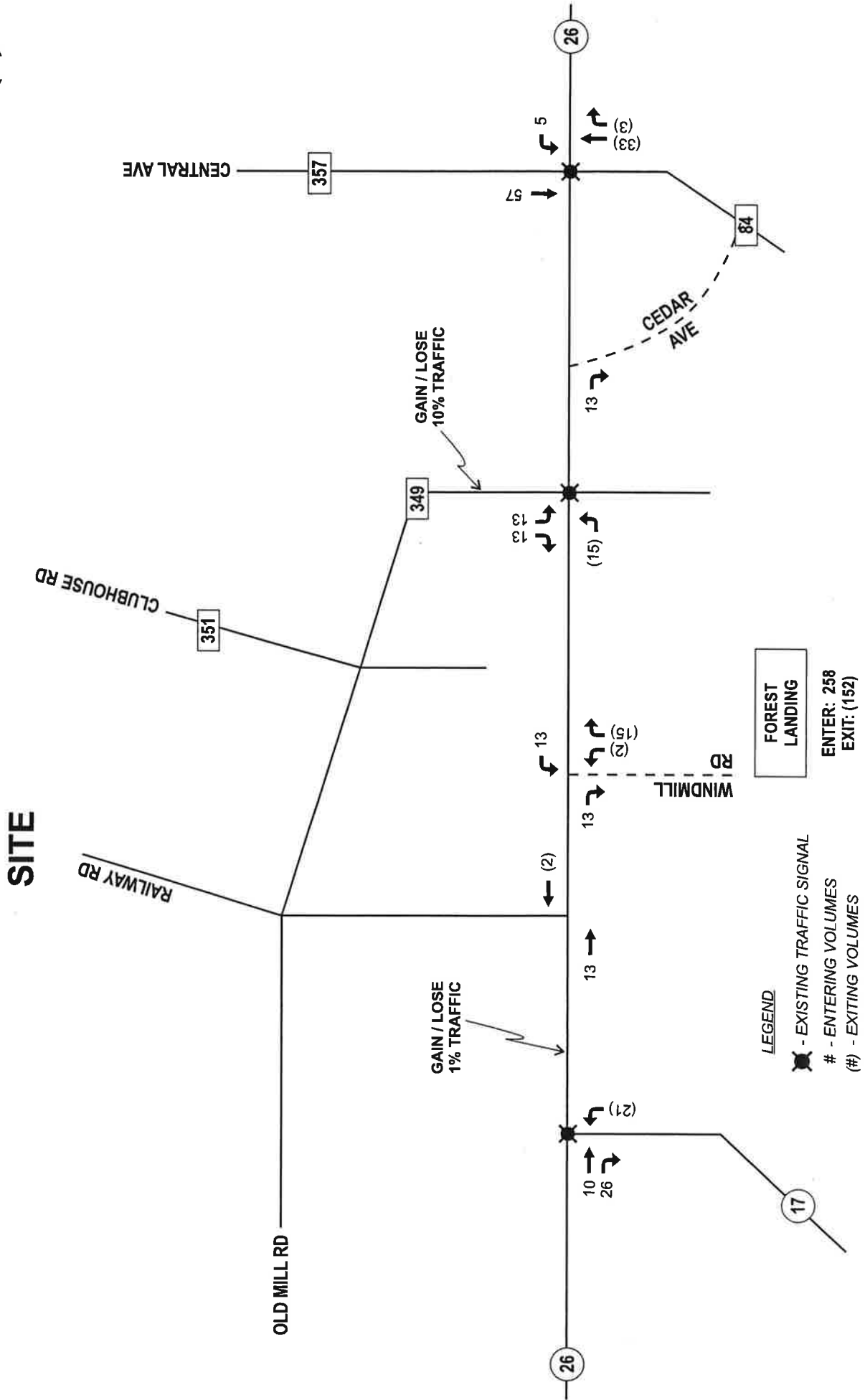


LEGEND
 - EXISTING TRAFFIC SIGNAL
 # - ENTERING VOLUMES
 (#) - EXITING VOLUMES

**Future AM Peak Hour Traffic Volumes From Forest Landing
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE**



**Future PM Peak Hour Traffic Volumes From Forest Landing
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE**

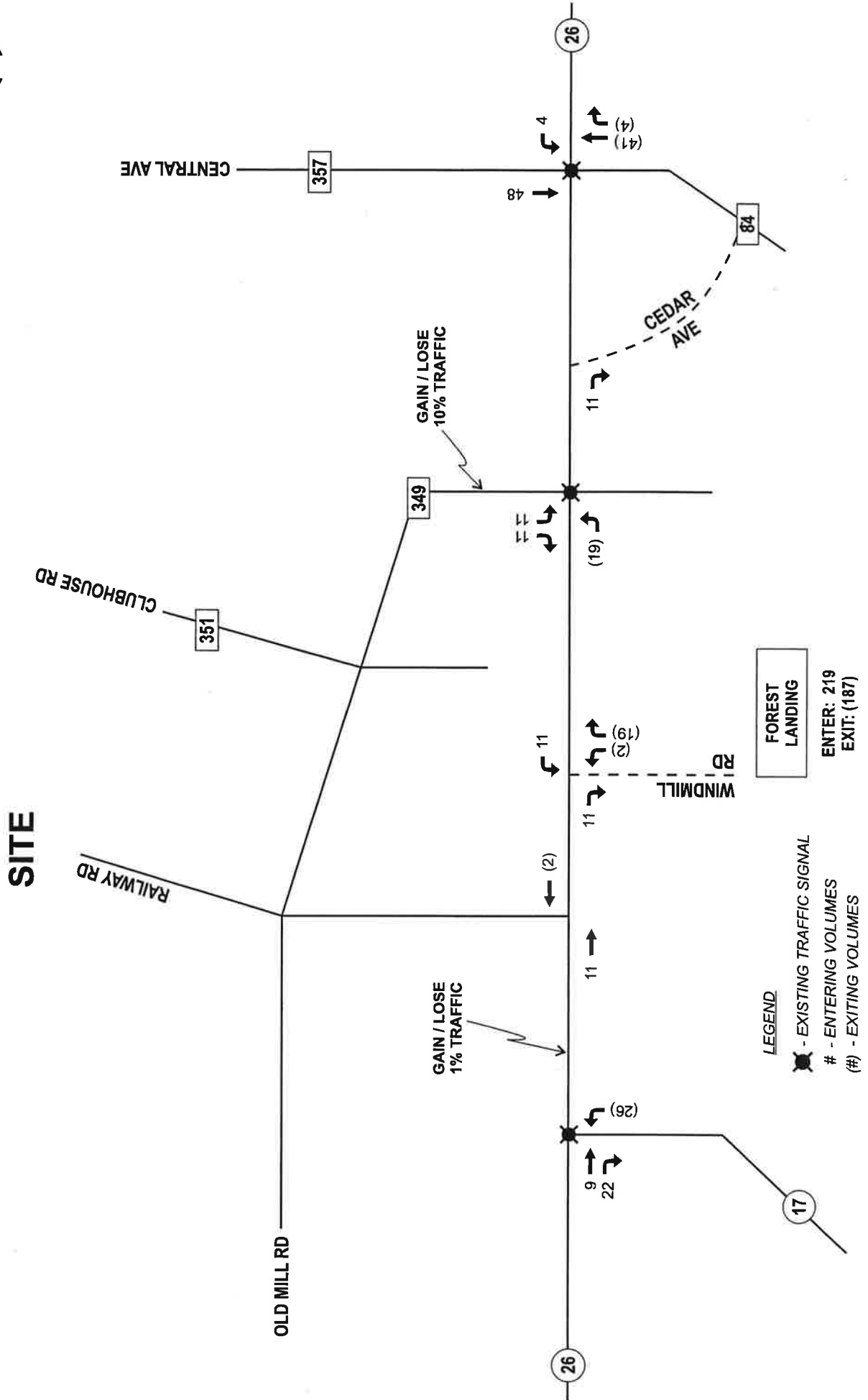




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Future Saturday Peak Hour Traffic Volumes From Forest Landing Proposed Residential Project on Railway Road SUSSEX COUNTY, DELAWARE

FIGURE 34





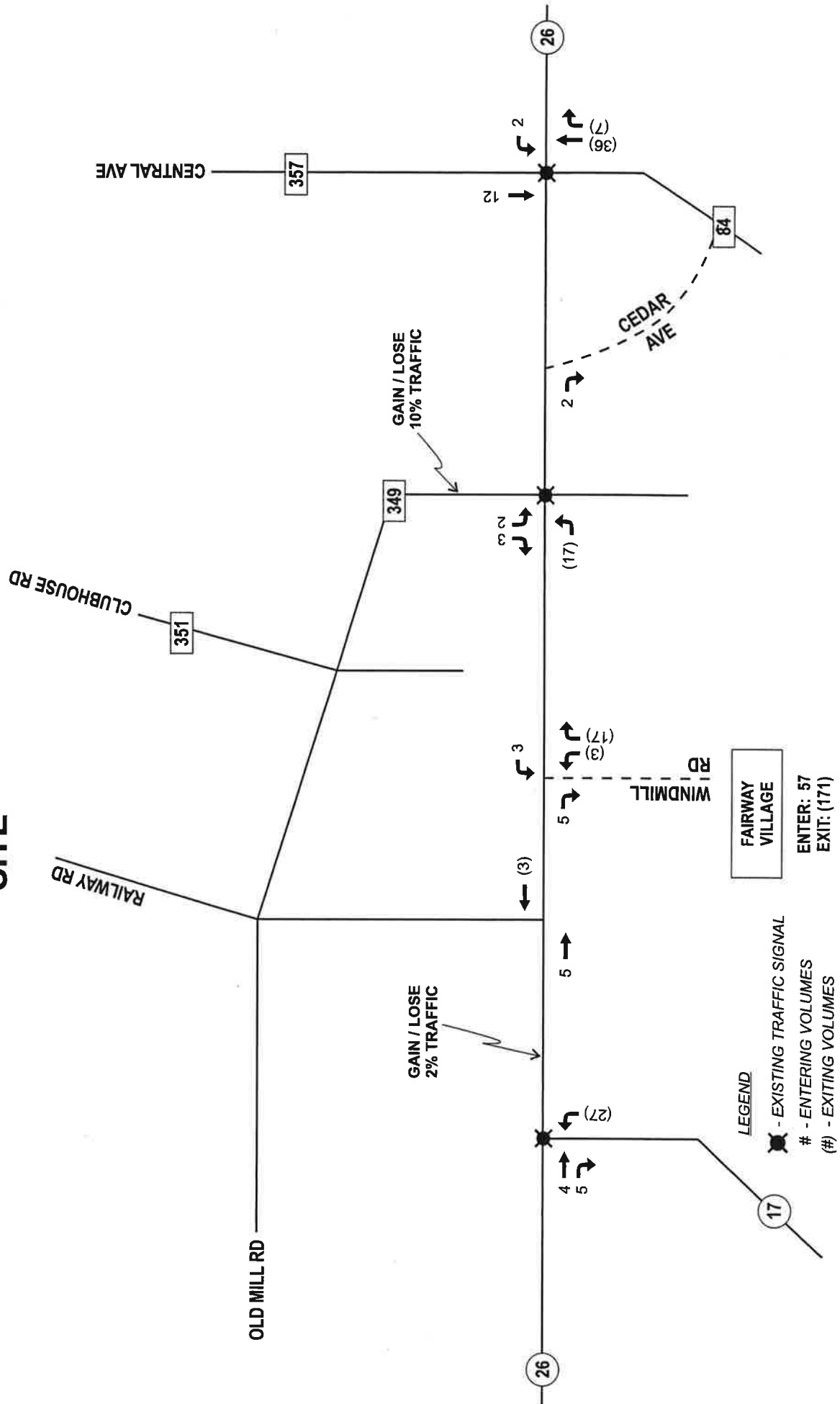
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TRANSPORTATION ENGINEERS and PLANNERS

FIGURE 35

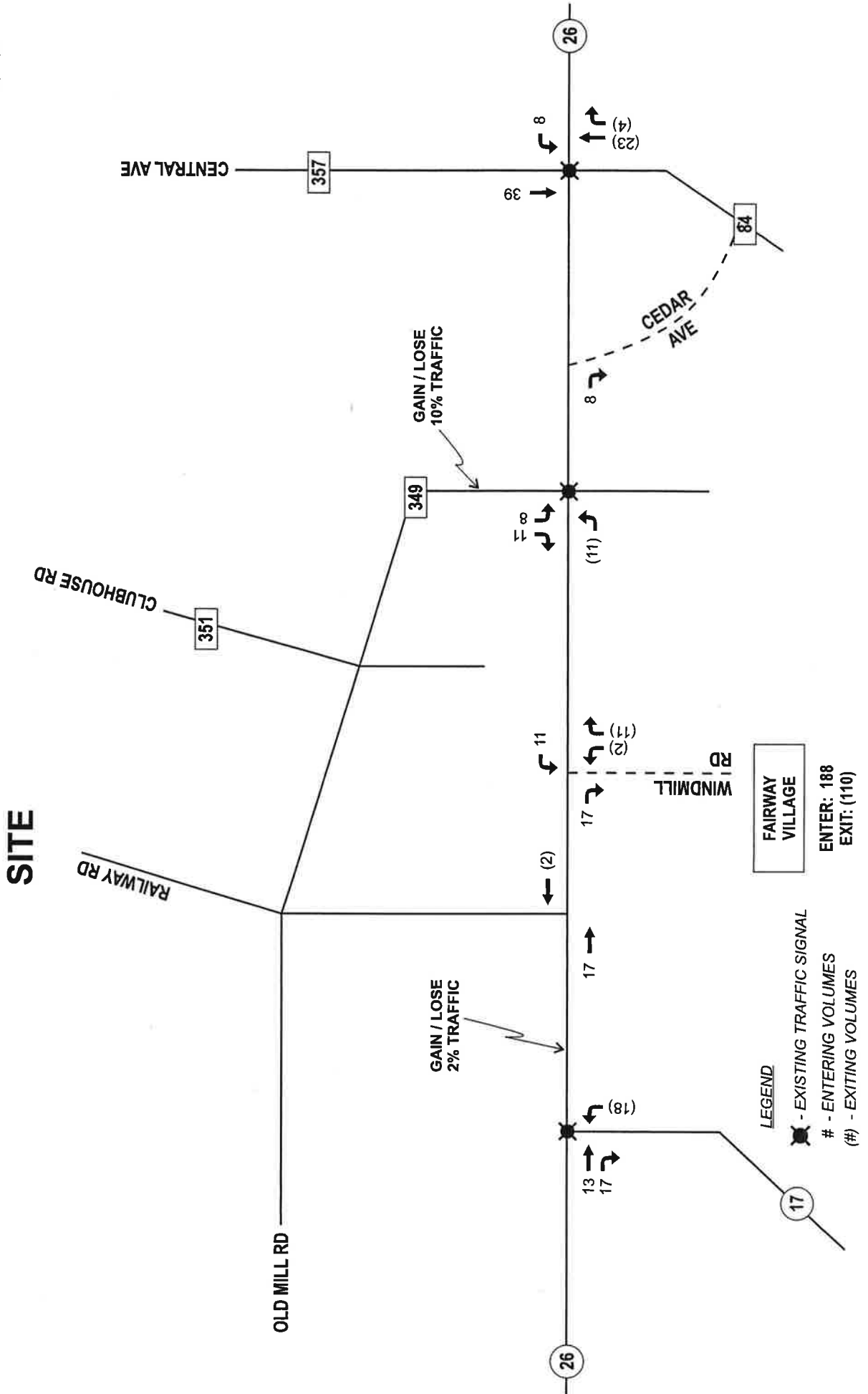
Future AM Peak Hour Traffic Volumes From Fairway Village
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE



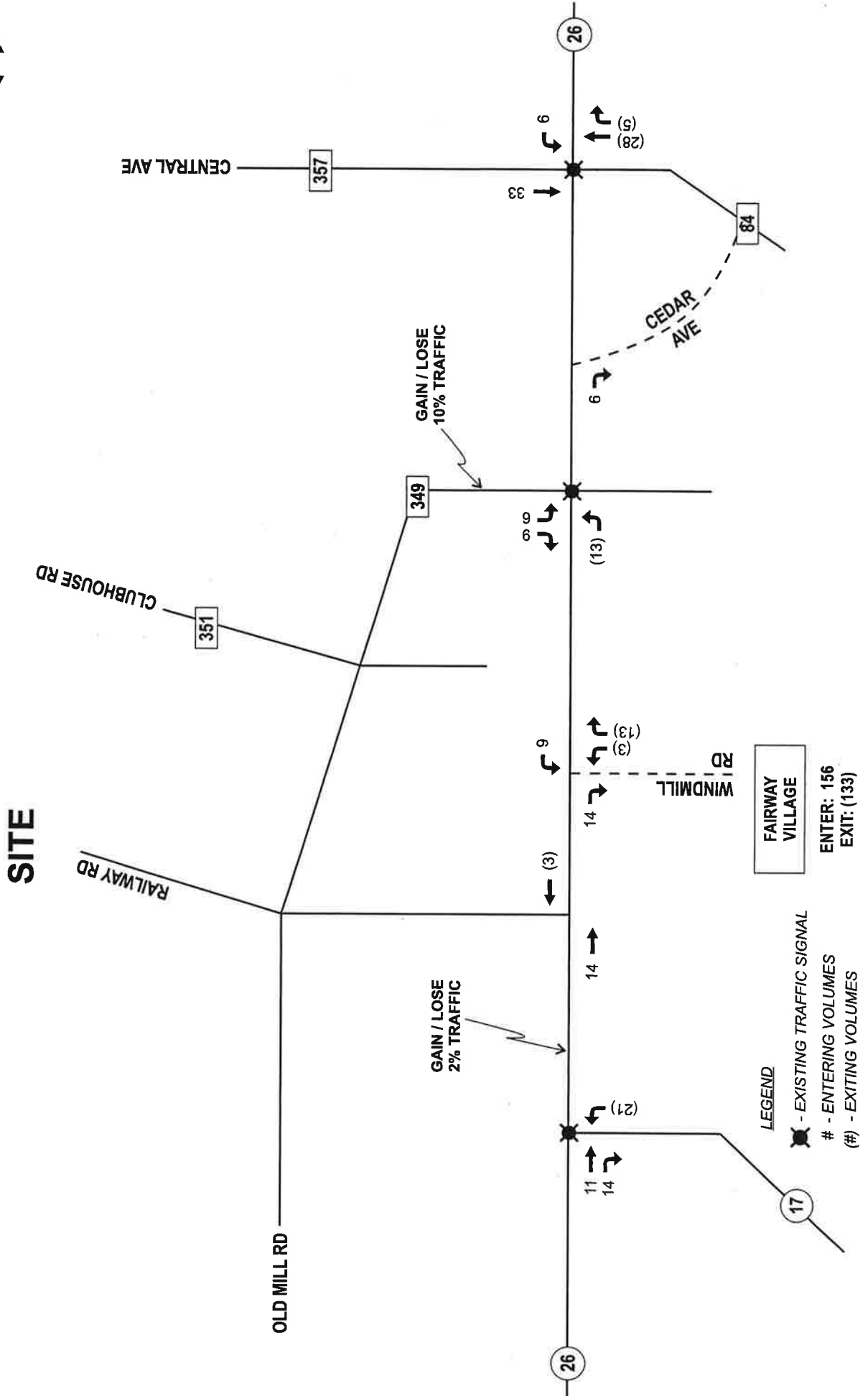
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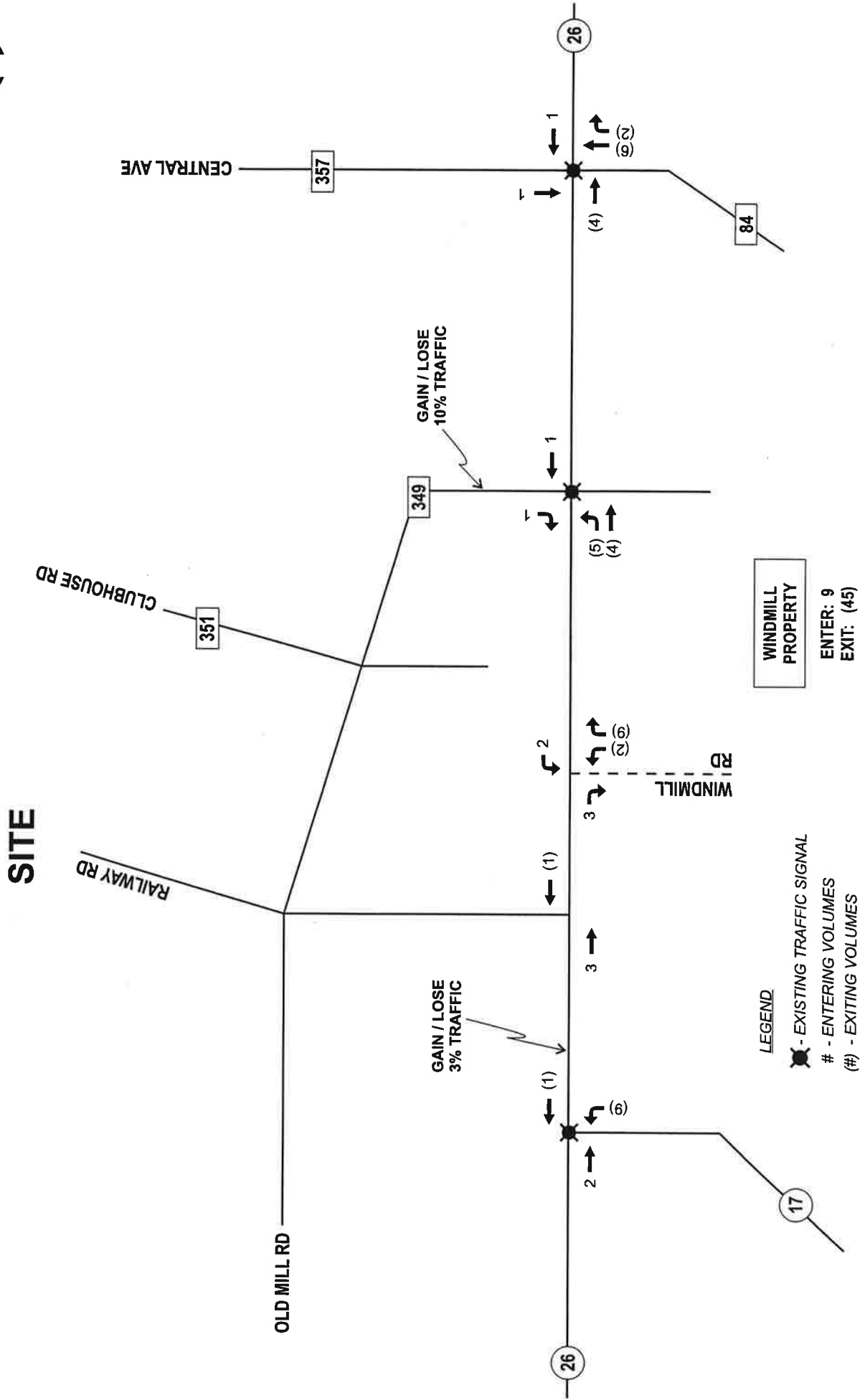
**Future PM Peak Hour Traffic Volumes From Fairway Village
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE**



Future Saturday Peak Hour Traffic Volumes From Fairway Village
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE



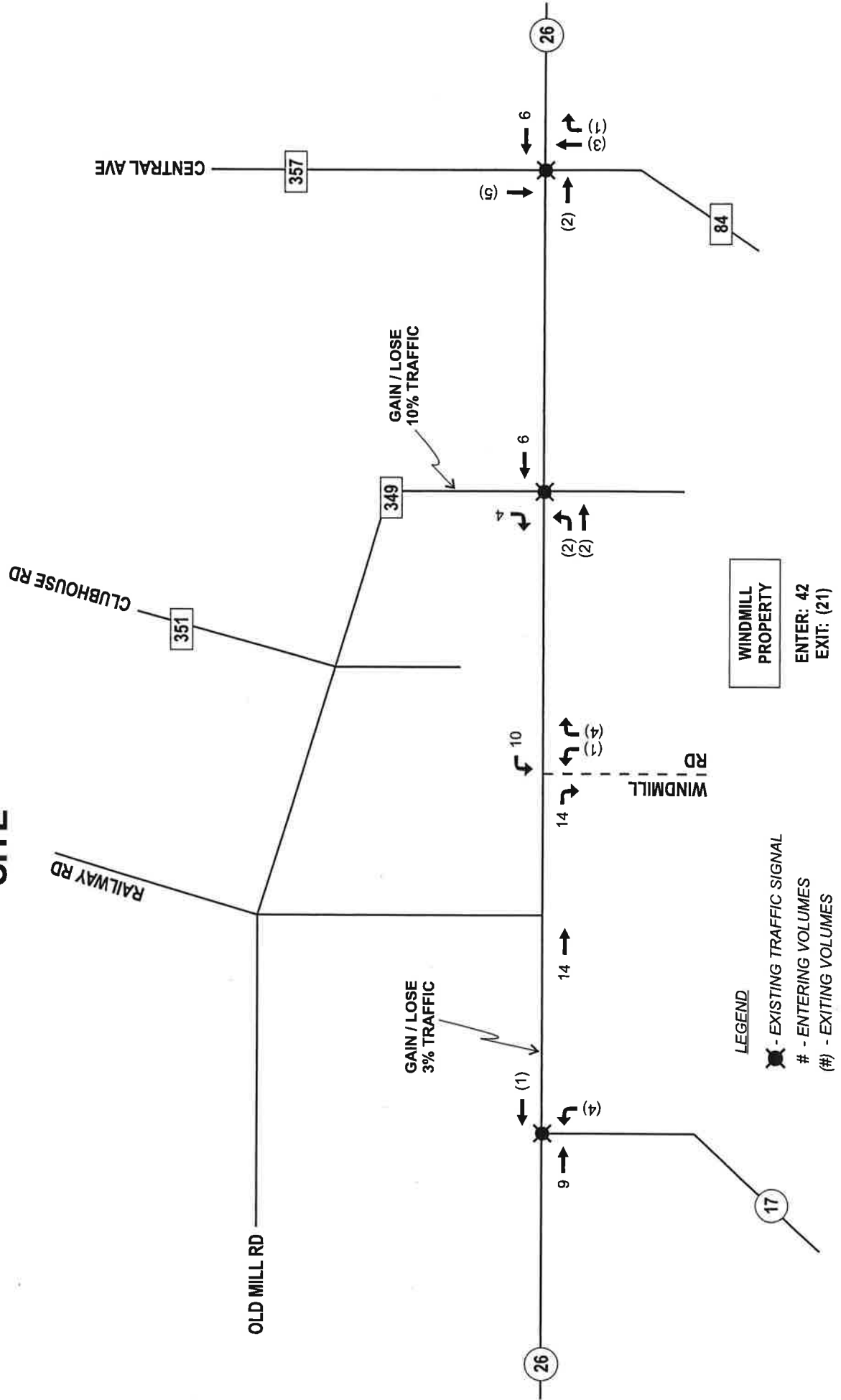
**Future AM Peak Hour Traffic Volumes From Windmill Property
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE**



**Future PM Peak Hour Traffic Volumes From Windmill Property
 Proposed Residential Project on Railway Road
 SUSSEX COUNTY, DELAWARE**



SITE



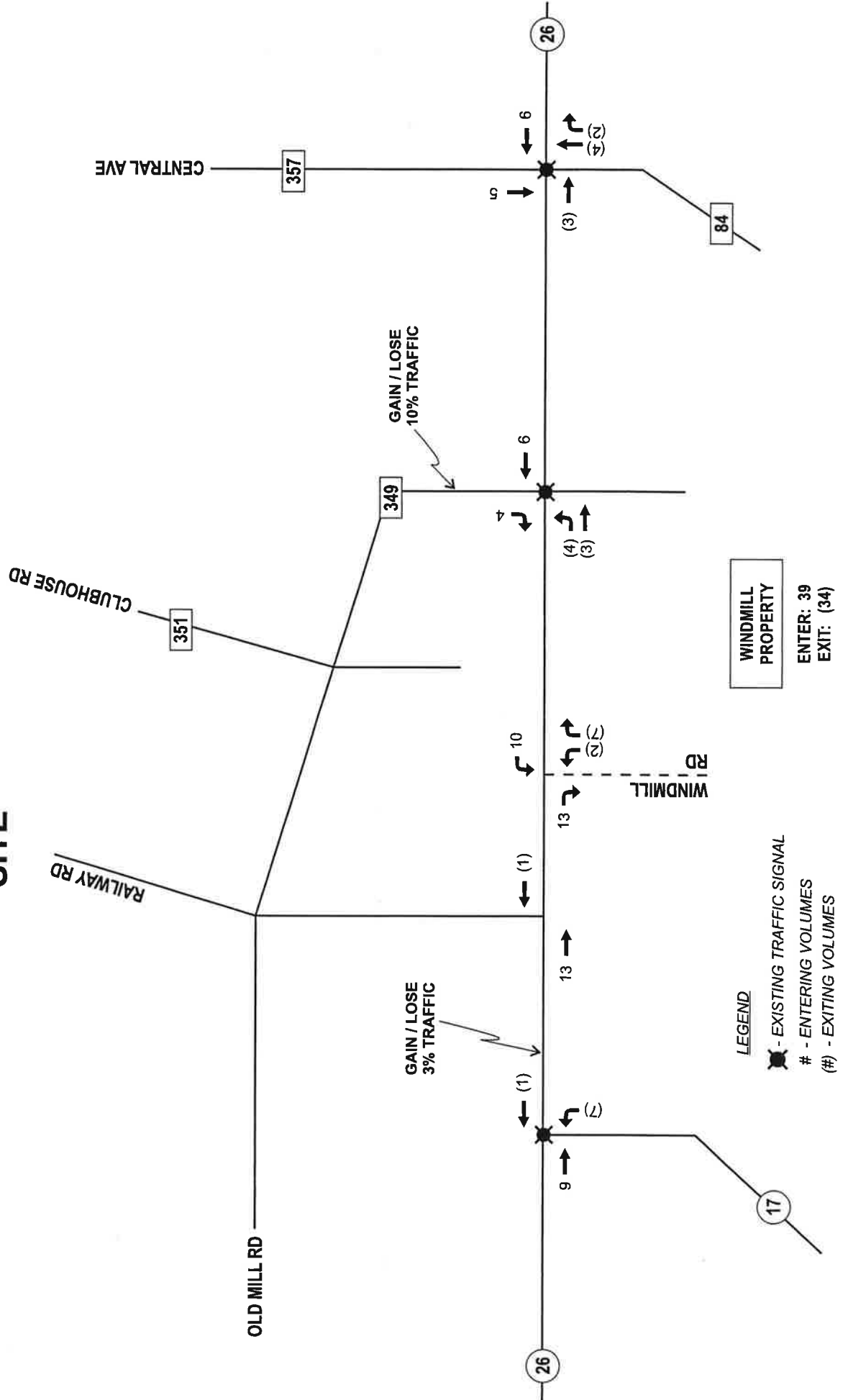
LEGEND
 [Signal Symbol] - EXISTING TRAFFIC SIGNAL
 # - ENTERING VOLUMES
 (#) - EXITING VOLUMES

WINDMILL PROPERTY
 ENTER: 42
 EXIT: (21)

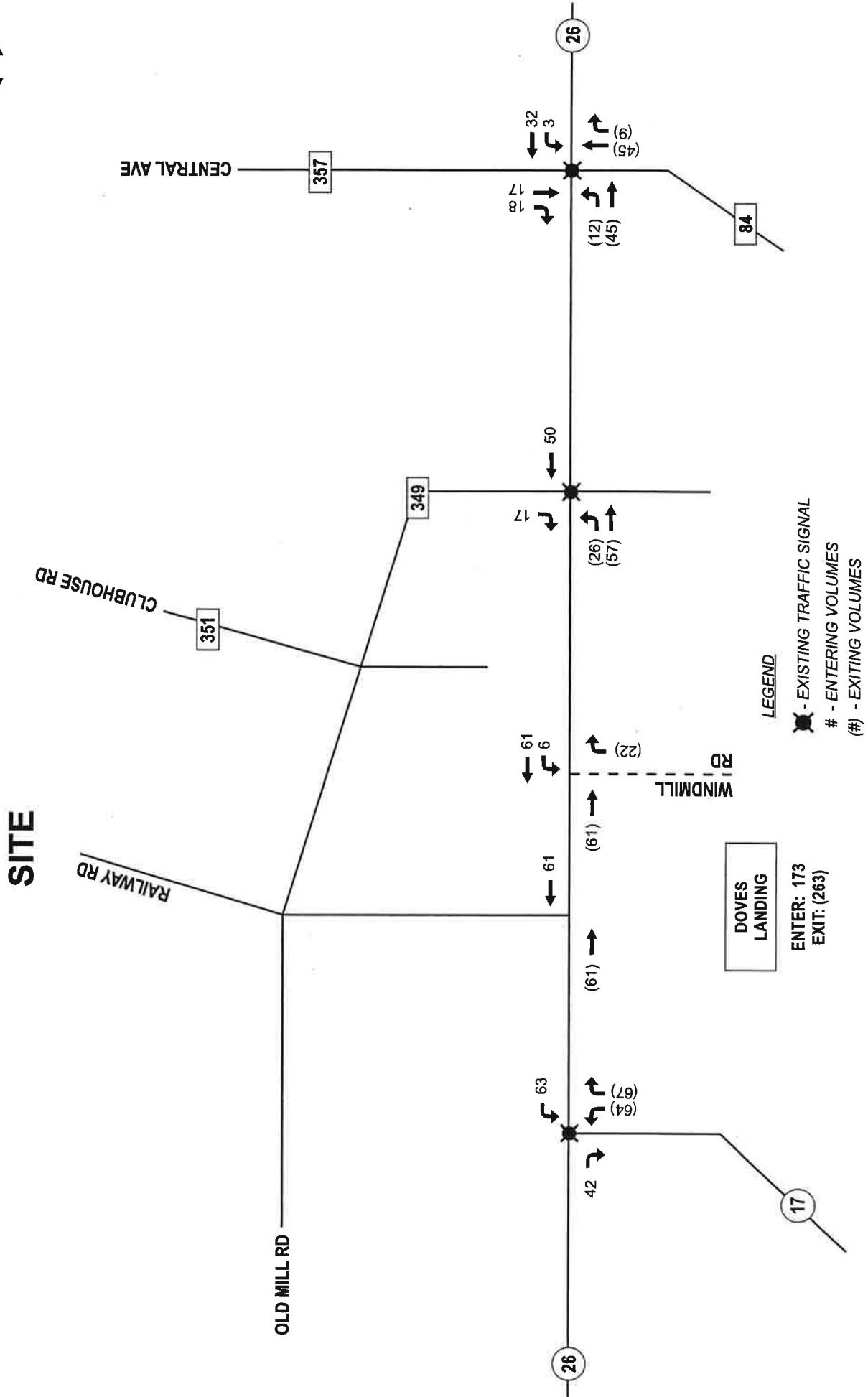
Future Saturday Peak Hour Traffic Volumes From Windmill Property
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE



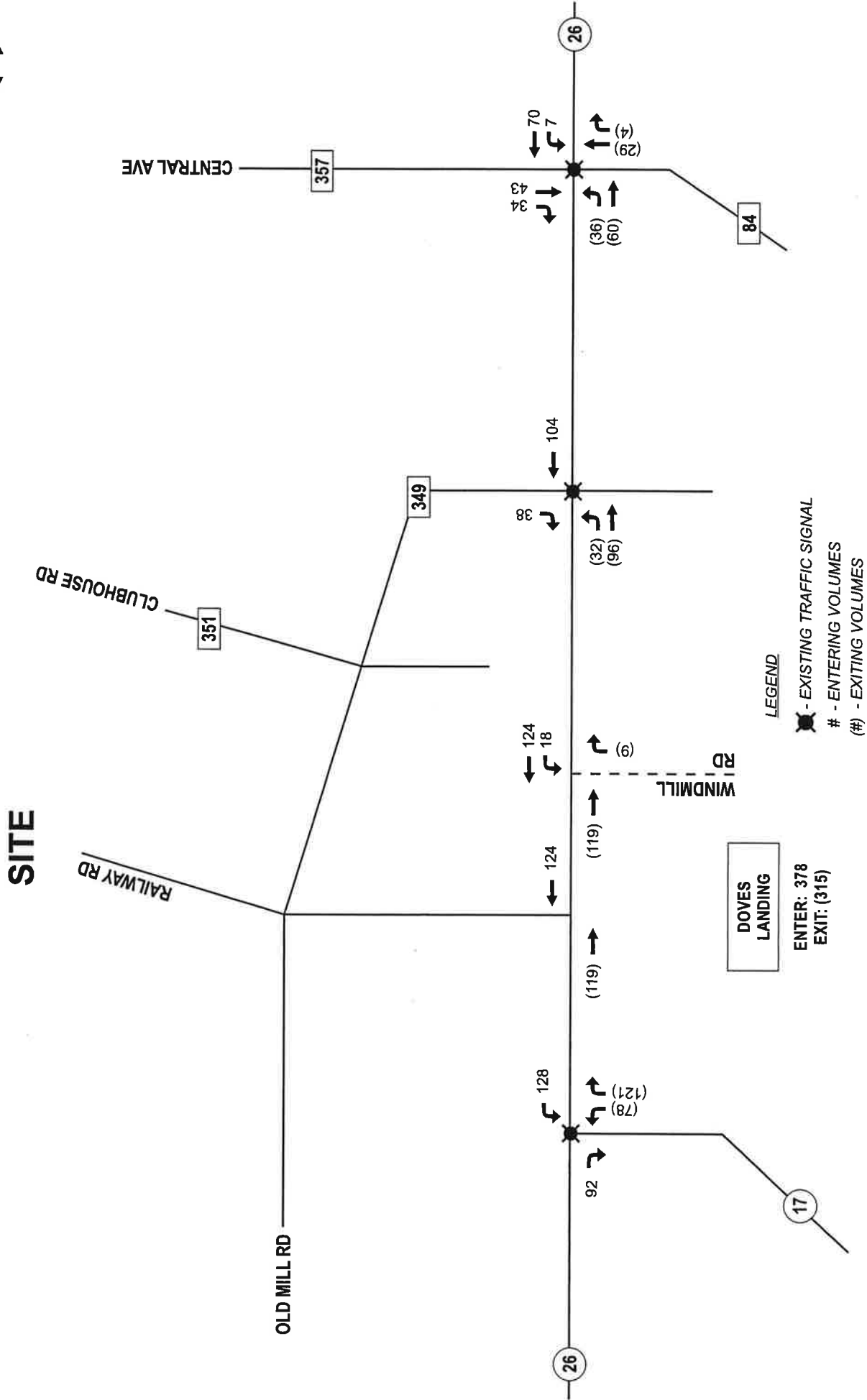
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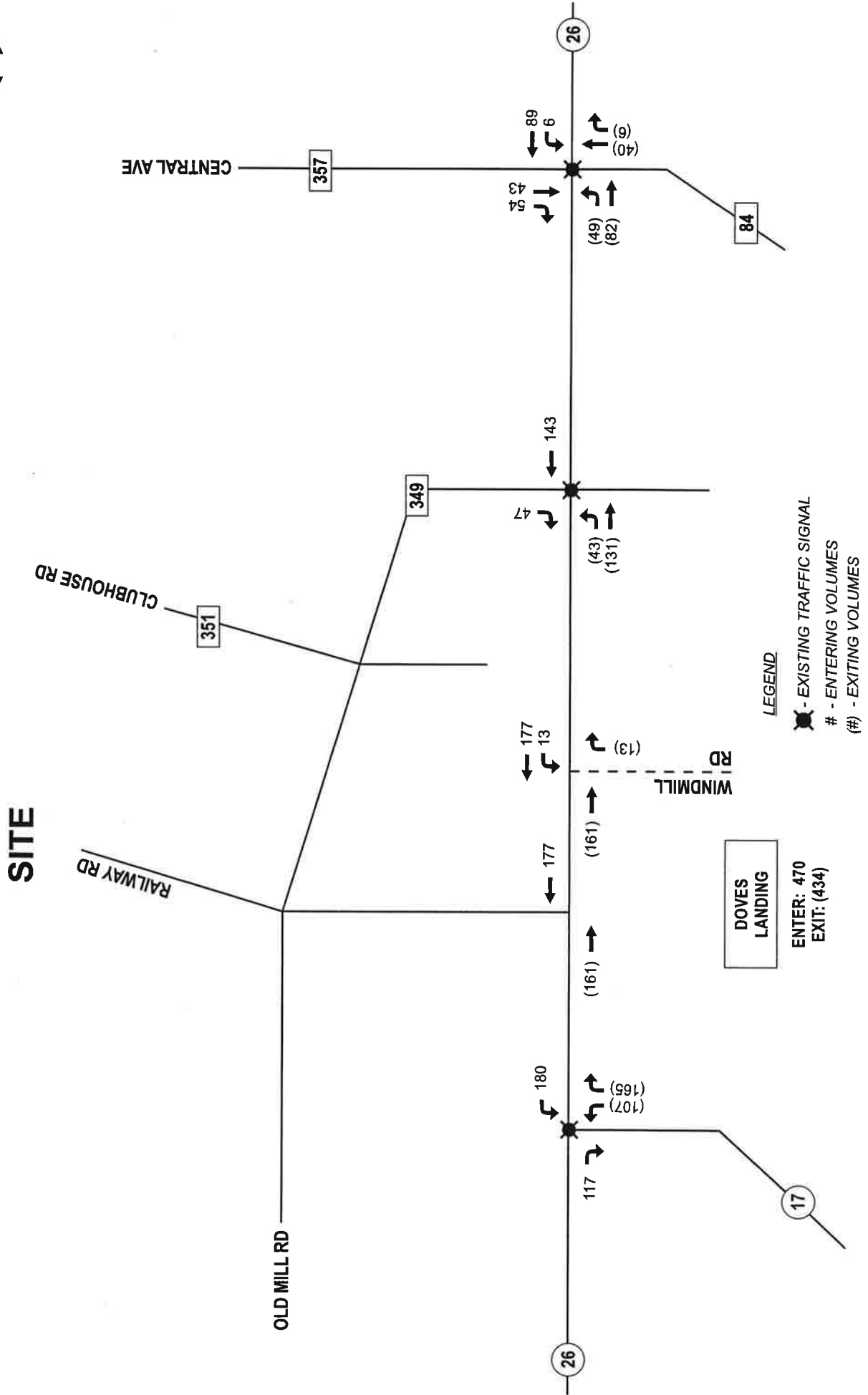
**Future AM Peak Hour Traffic Volumes From Doves Landing
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE**



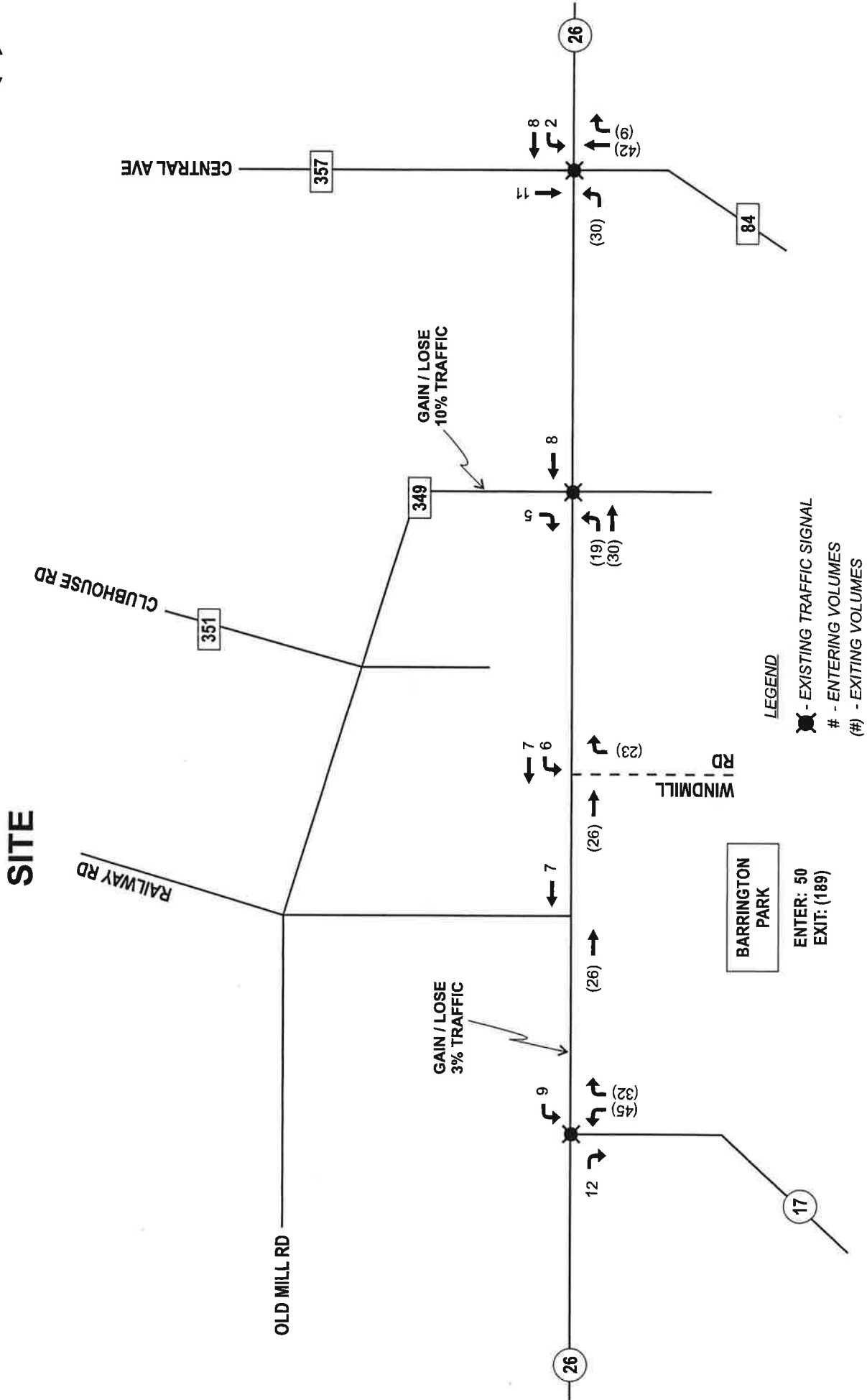
**Future PM Peak Hour Traffic Volumes From Doves Landing
 Proposed Residential Project on Railway Road
 SUSSEX COUNTY, DELAWARE**



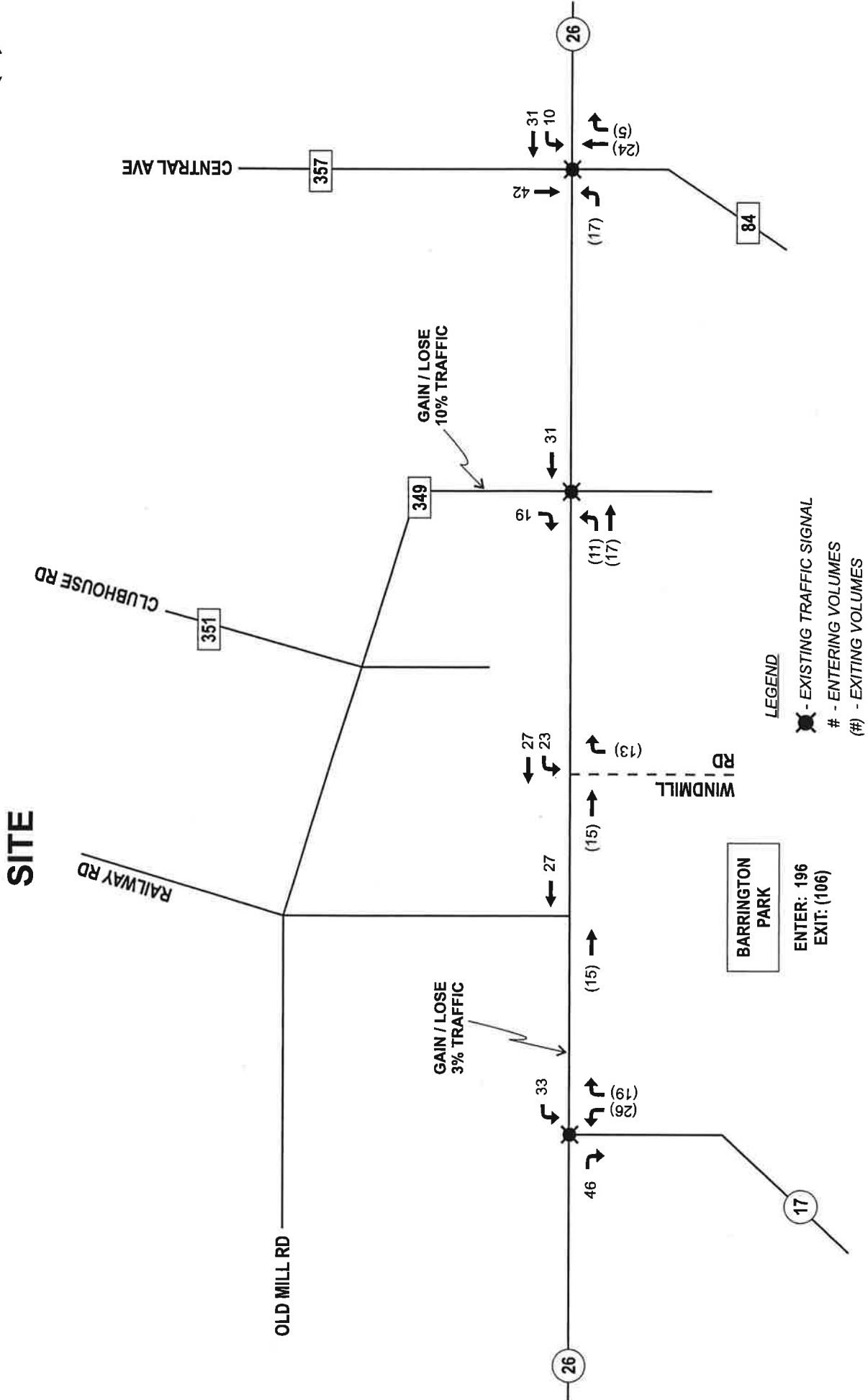
Future Saturday Peak Hour Traffic Volumes From Doves Landing
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE



**Future AM Peak Hour Traffic Volumes From Barrington Park
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE**



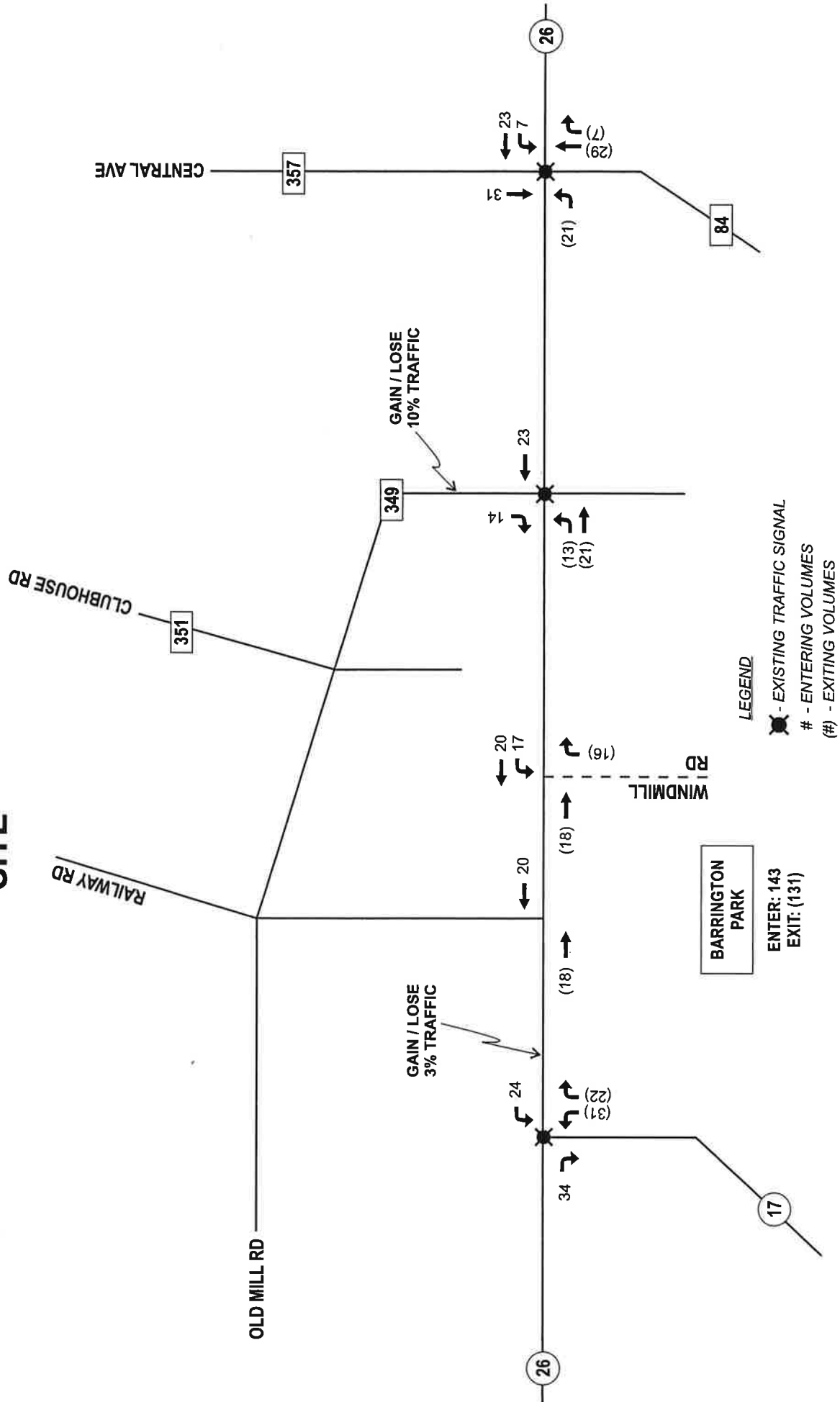
**Future PM Peak Hour Traffic Volumes From Barrington Park
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE**



Future Saturday Peak Hour Traffic Volumes From Barrington Park
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE



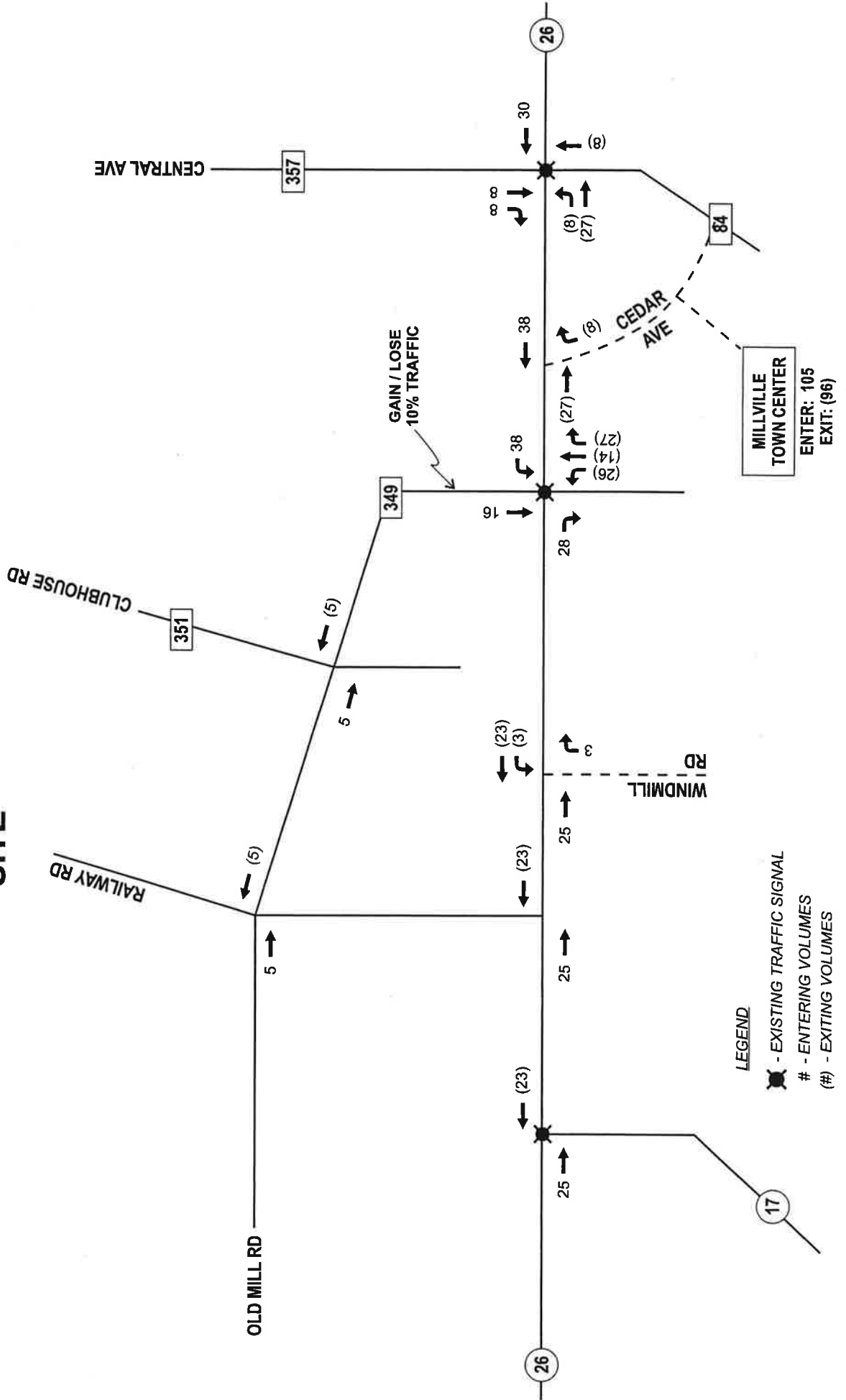
SITE



**Future AM Peak Hour Traffic Volumes From Millville Town Center
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE**



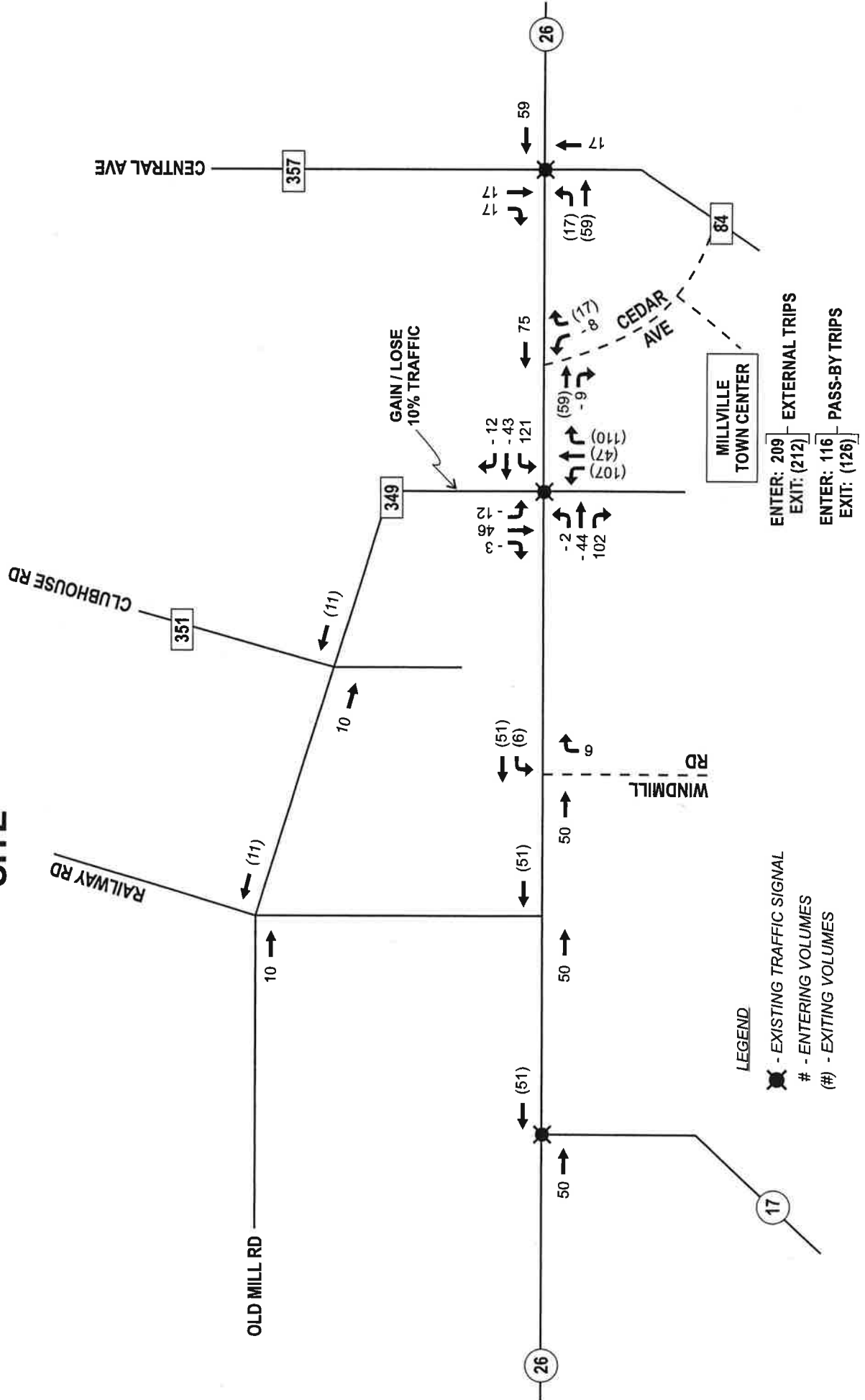
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**Future PM Peak Hour Traffic Volumes From Millville Town Center
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE**



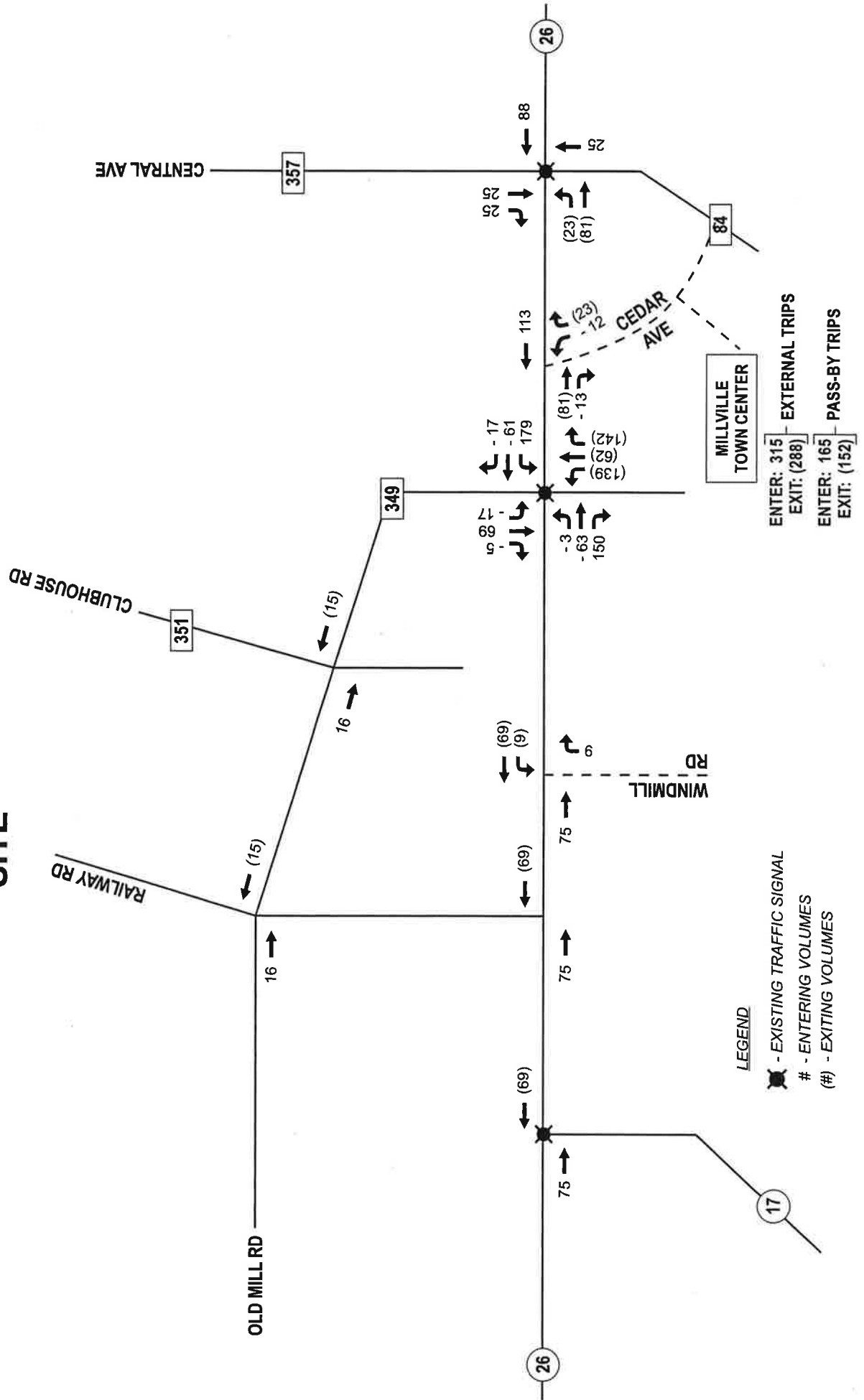
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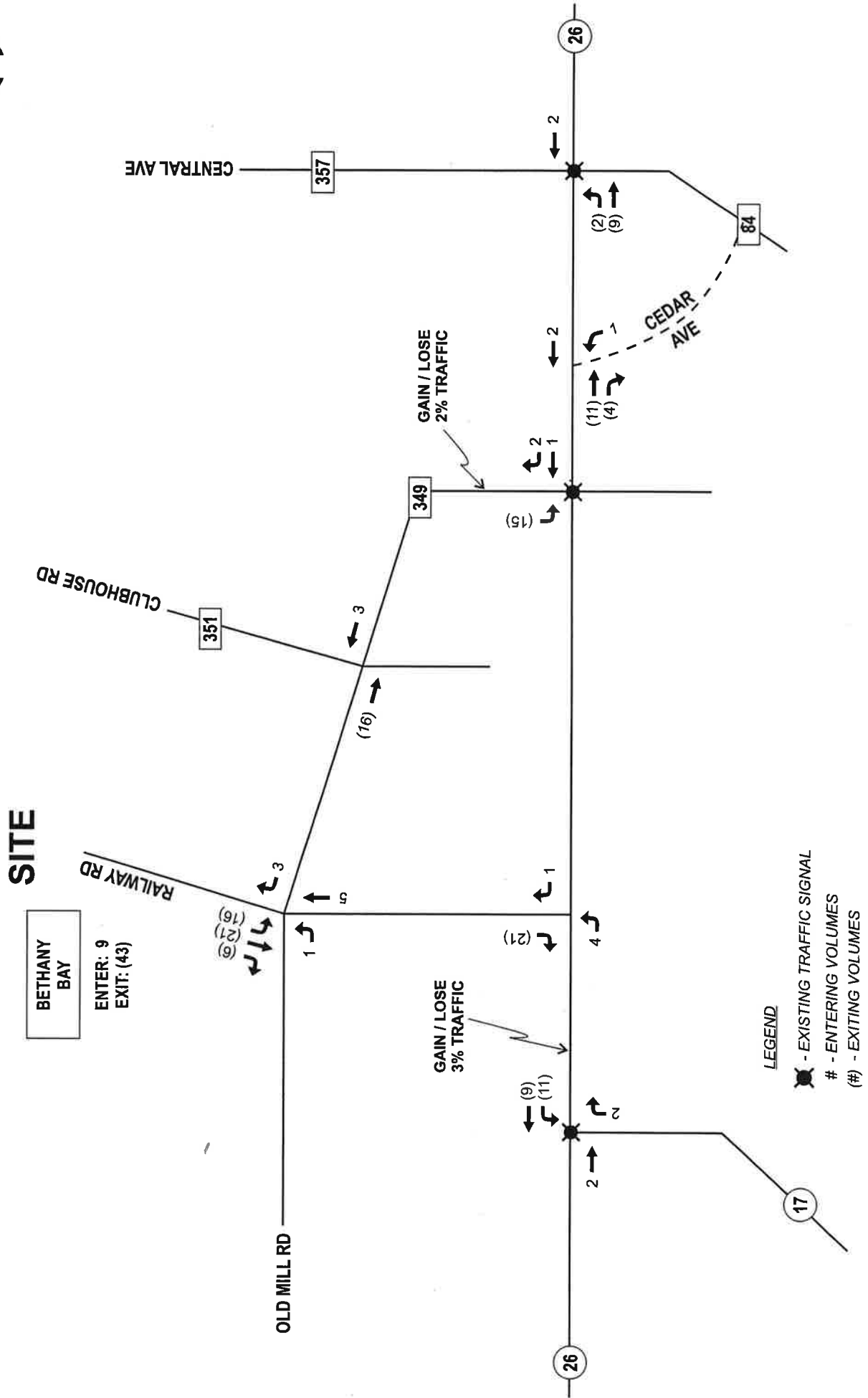
**Future Saturday Peak Hour Traffic Volumes From Millville Town Center
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE**



SITE



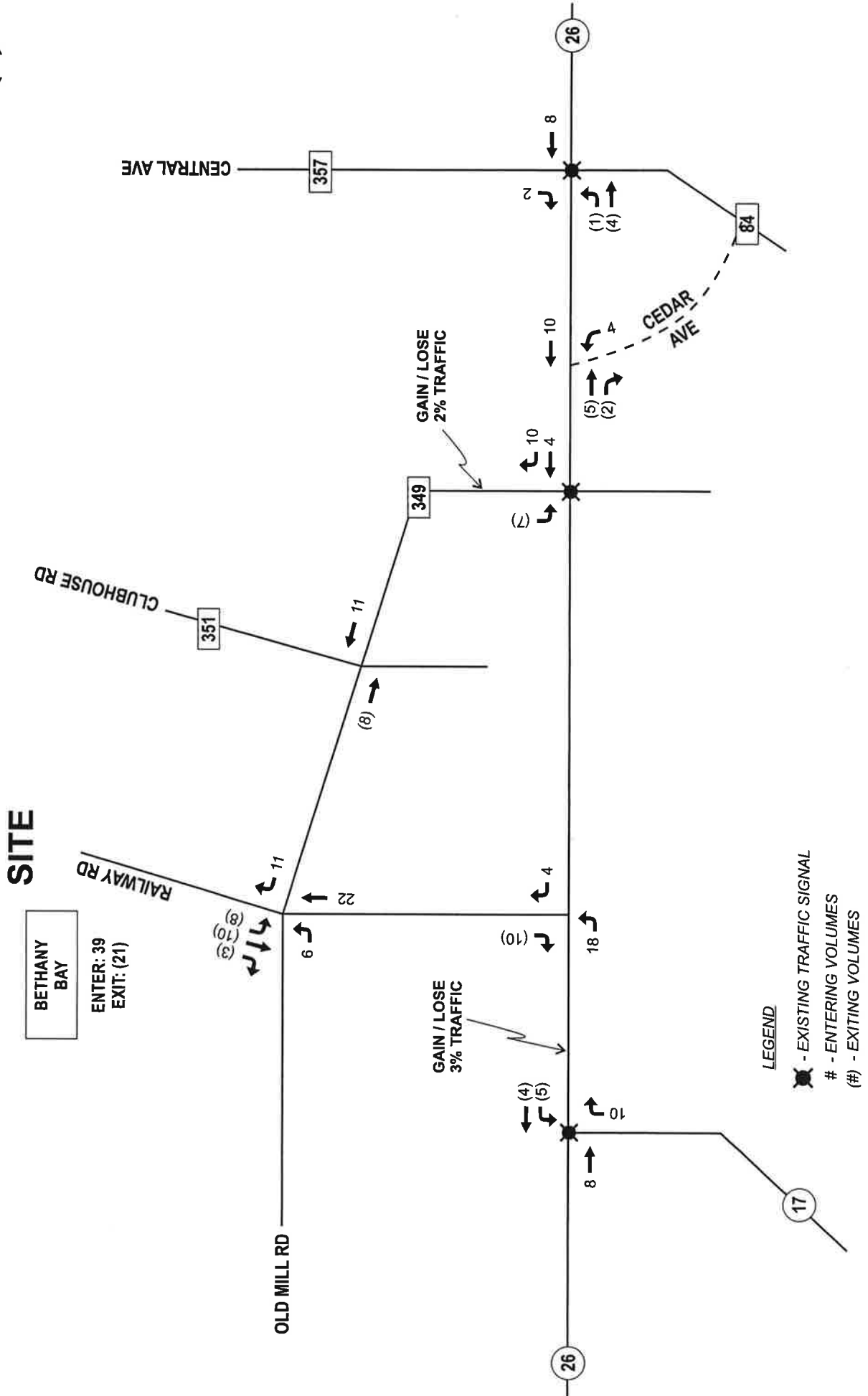
**Future AM Peak Hour Traffic Volumes From Bethany Bay
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE**



Future PM Peak Hour Traffic Volumes From Bethany Bay

Proposed Residential Project on Railway Road

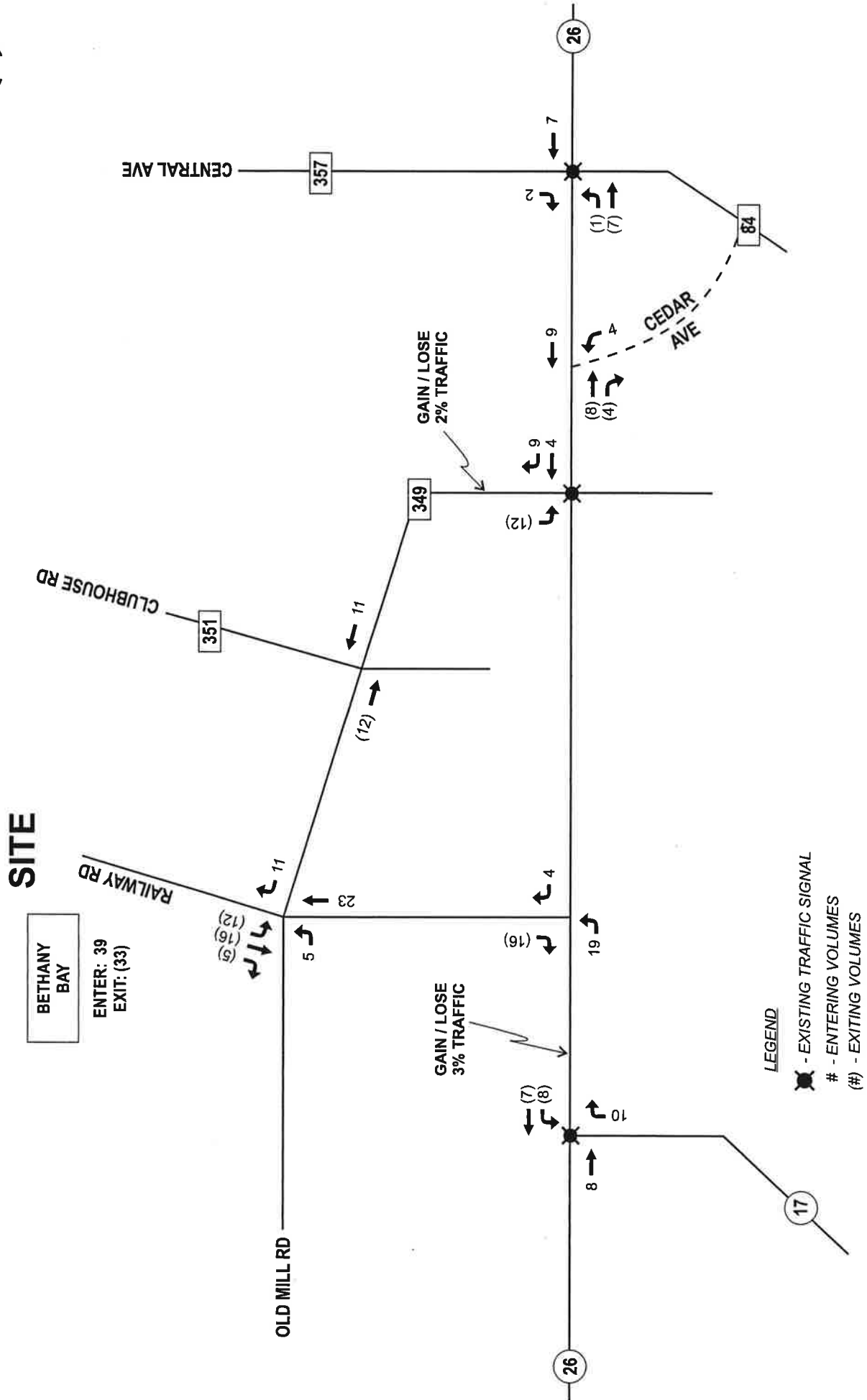
SUSSEX COUNTY, DELAWARE



Future Saturday Peak Hour Traffic Volumes From Bethany Bay

Proposed Residential Project on Railway Road

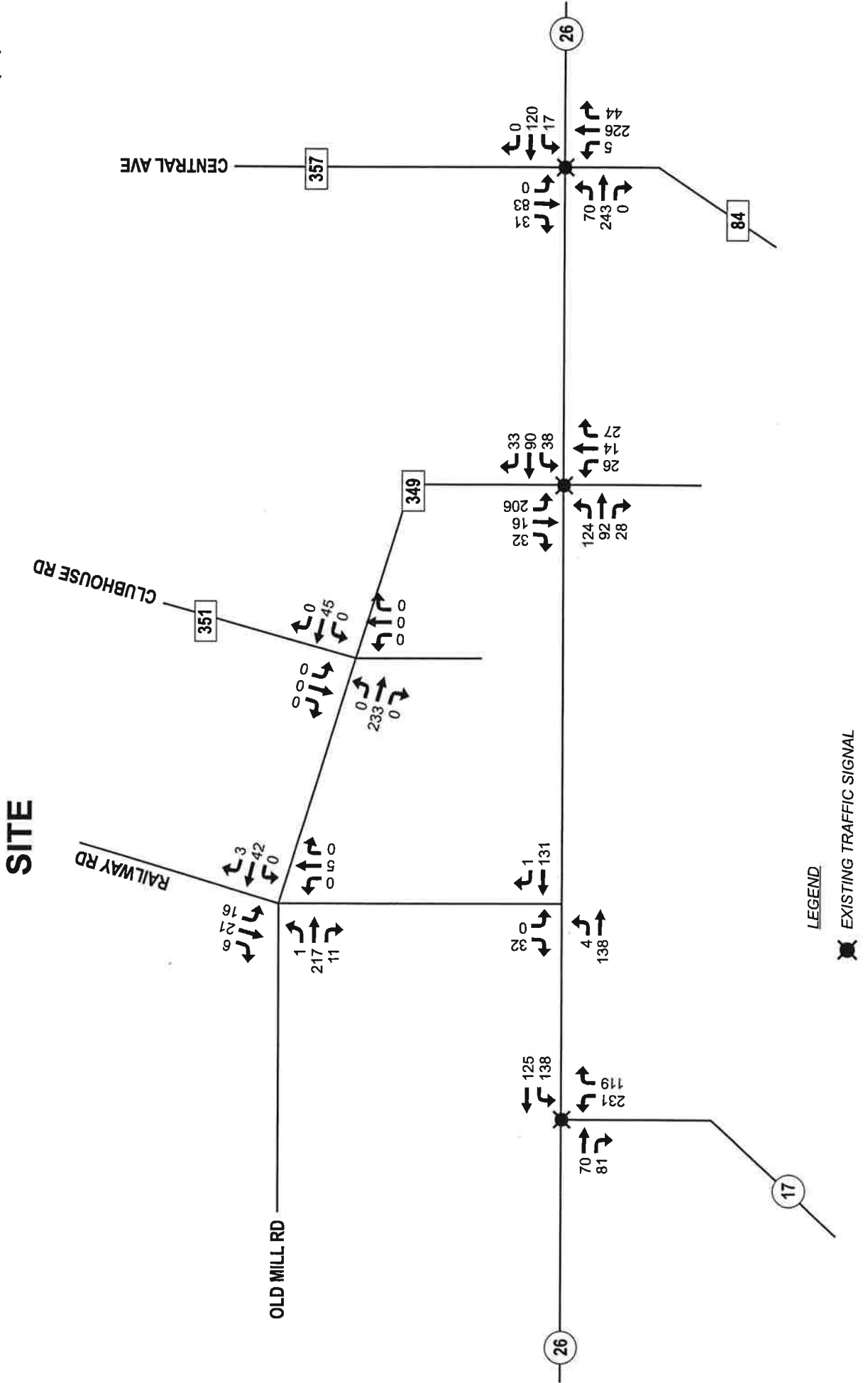
SUSSEX COUNTY, DELAWARE



Total AM Peak Hour Traffic Volumes From Other Committed Developments

Proposed Residential Project on Railway Road

SUSSEX COUNTY, DELAWARE



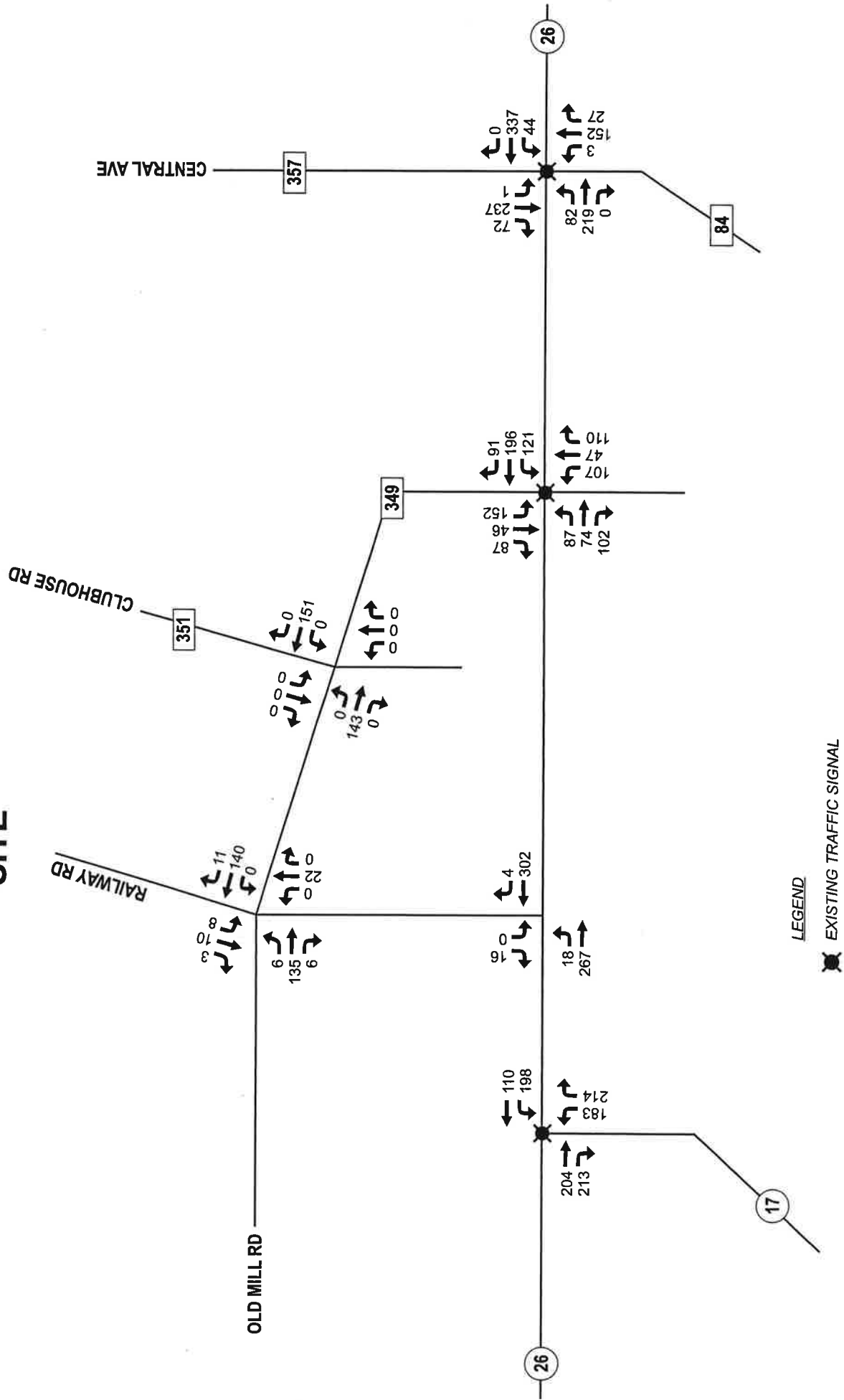
Total PM Peak Hour Traffic Volumes From Other Committed Developments

Proposed Residential Project on Railway Road

SUSSEX COUNTY, DELAWARE



SITE



LEGEND
EXISTING TRAFFIC SIGNAL

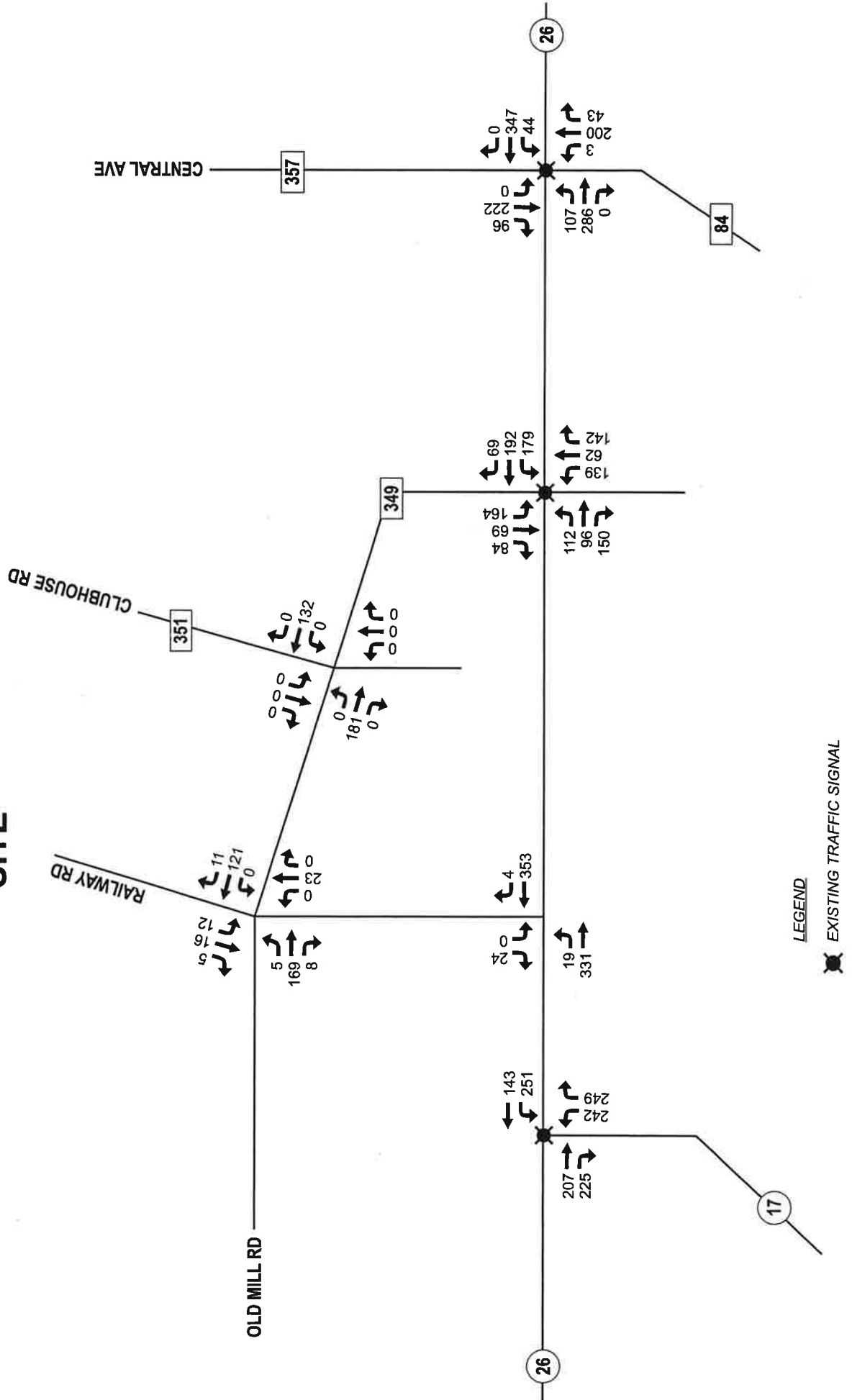
Total Saturday Peak Hour Traffic Volumes From Other Committed Developments

Proposed Residential Project on Railway Road

SUSSEX COUNTY, DELAWARE

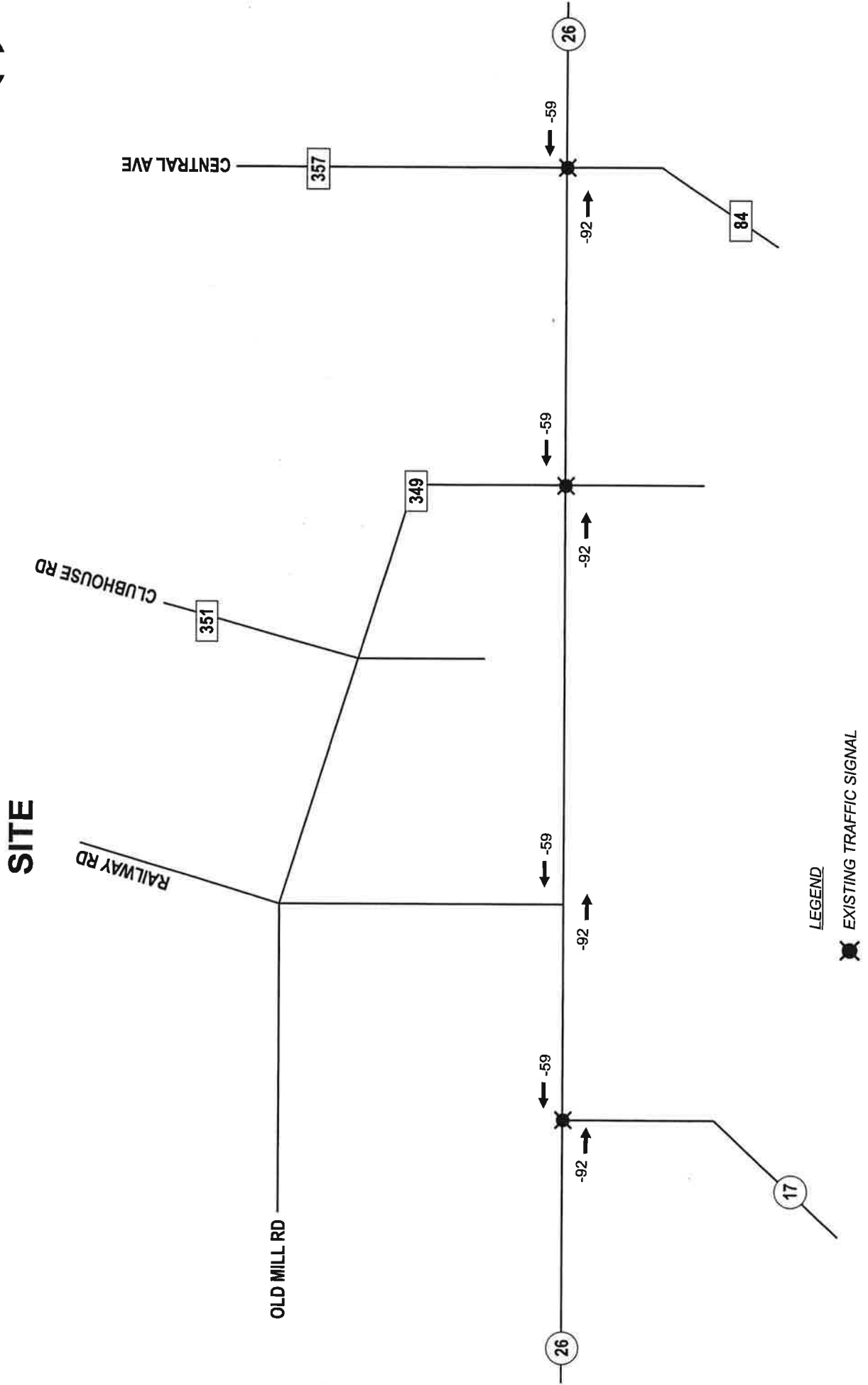


SITE



LEGEND
EXISTING TRAFFIC SIGNAL

Route 26 Planning Study Diversions - Saturday Peak Hour
Proposed Residential Project on Railway Road
 SUSSEX COUNTY, DELAWARE



LEGEND
 ★ EXISTING TRAFFIC SIGNAL



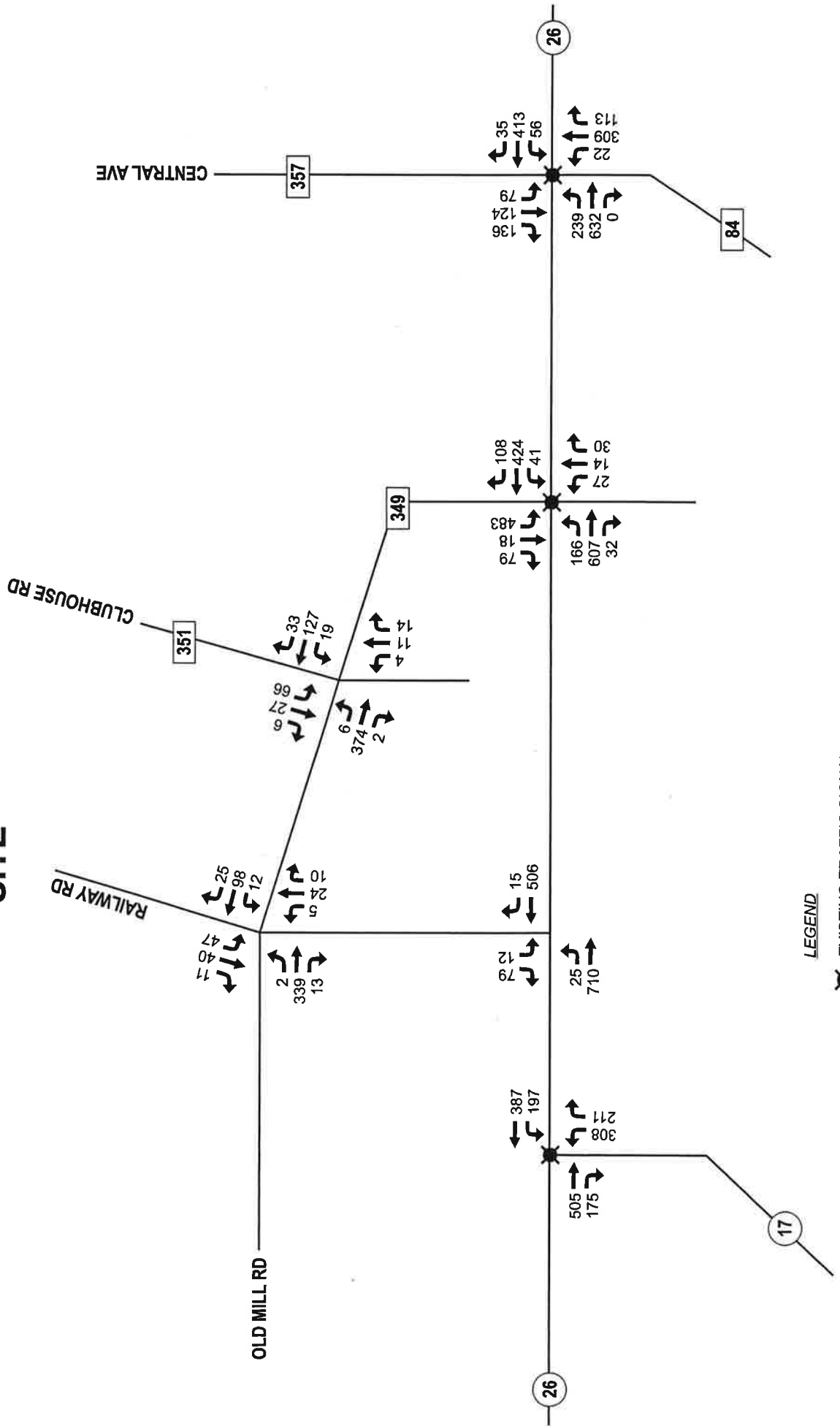
Orin - Rodgers Associates, Inc.
TRANSPORTATION ENGINEERS and PLANNERS

FIGURE 57

**2015 AM Peak Hour No Build Traffic Volumes With OCD's
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE**



SITE

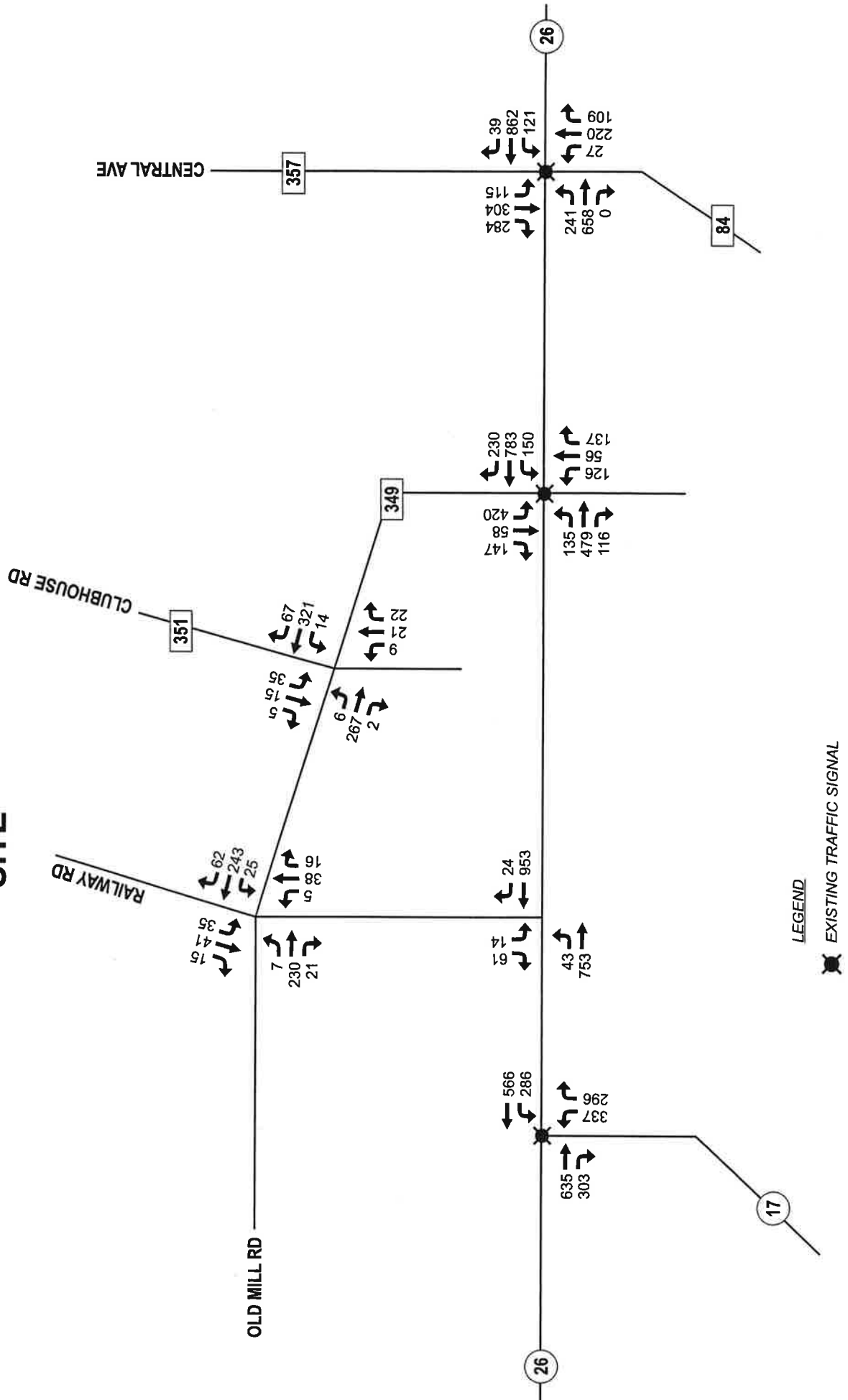


LEGEND
EXISTING TRAFFIC SIGNAL

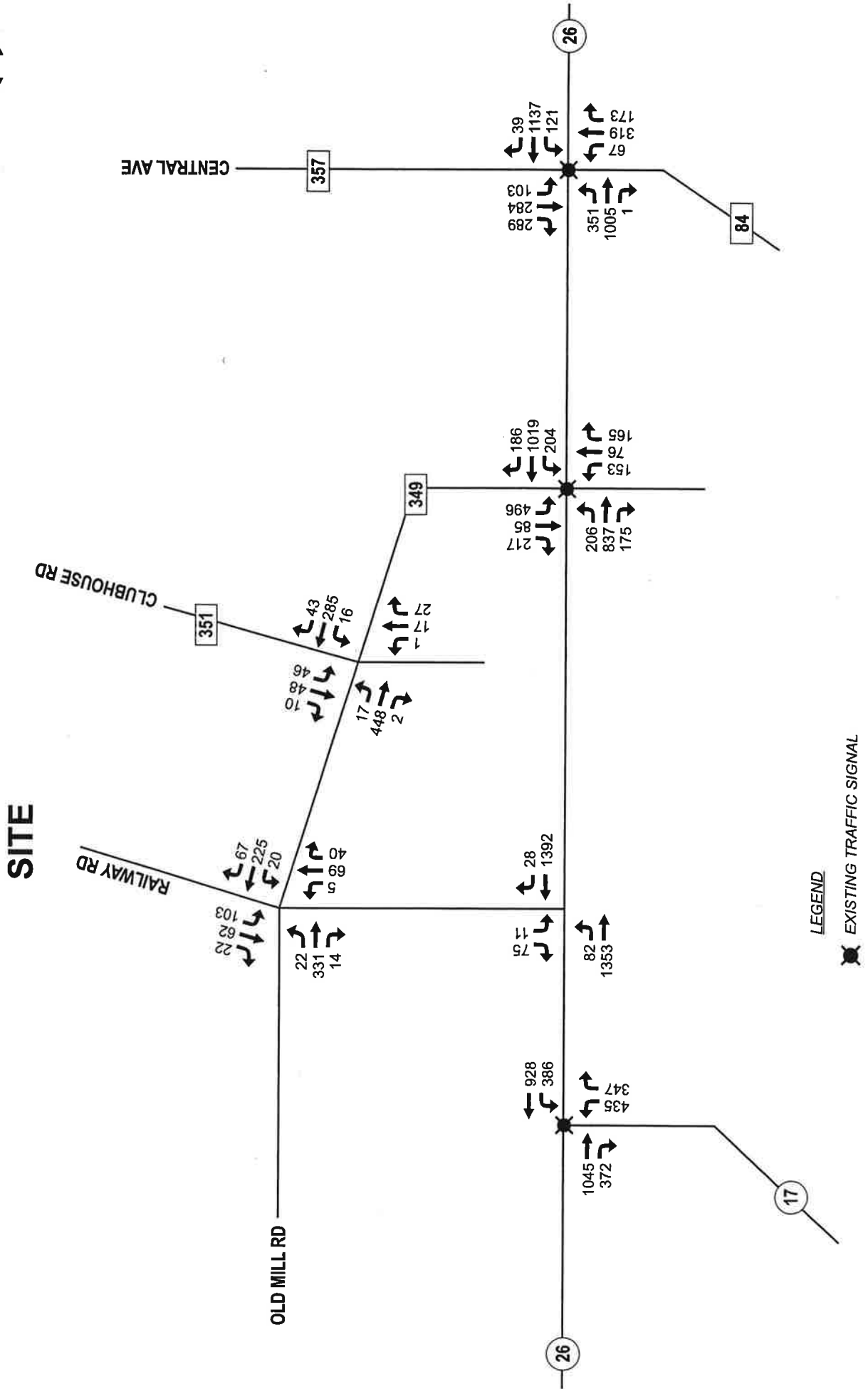
2015 PM Peak Hour No Build Traffic Volumes With OCD's
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE



SITE



**2015 Saturday Peak Hour No Build Traffic Volumes With OCD's
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE**



TRIP GENERATION and DISTRIBUTION

Trip Generation

Trip generation rates for the site were obtained directly from the data found in the Institute of Transportation Engineers' Trip Generation, 7th Edition. Specifically, data for residential condominium/townhouse (land use 230) was used.

The traffic volumes projected to be generated for each portion of the development are outlined in Table VI for the a.m., p.m., and Saturday peaks. Due to the nature of the site, items such as pass-by trips and internal trip capture do not apply. The trip generation calculations can be found in Appendix C.

Table VI.
Pettinaro Project - Peak Hour Trip Generation

Proposed Land Use	ITE Code	A.M. Peak Hour			P.M. Peak Hour			Saturday Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
480 Condominiums	230	31	150	181	146	72	218	98	84	182
TOTALS		31	150	181	146	72	218	98	84	182

Trip Distribution

The distribution of the site-generated traffic was based on the type of land use and the existing traffic patterns in the study area in relation to the proposed site access points. This distribution was used to assign the site-generated traffic to the roadway network for the a.m., p.m., and Saturday peaks. In general, this report assumes:

- 15 percent of the site traffic will enter/exit westbound on Old Mill Road,
- 20 percent will enter/exit westbound via Delaware Route 26,
- 25 percent will enter/exit via Delaware Route 17,
- 20 percent will enter/exit eastbound via Delaware route 26,
- 10 percent will enter/exit via Cedar Avenue,
- 5 percent will enter/exit northbound via Central Avenue,
- 5 percent will be gained/lost to Food Lion/Casapulla's shopping center.

The proposed trip distribution for this site is shown in Figure 60.

By applying the proposed trip distribution percentages to the trip generation data, we developed the peak hour traffic volumes for the site. The projected site traffic for the a.m., p.m., and Saturday peak hours are shown in Figures 61, 62, and 63.



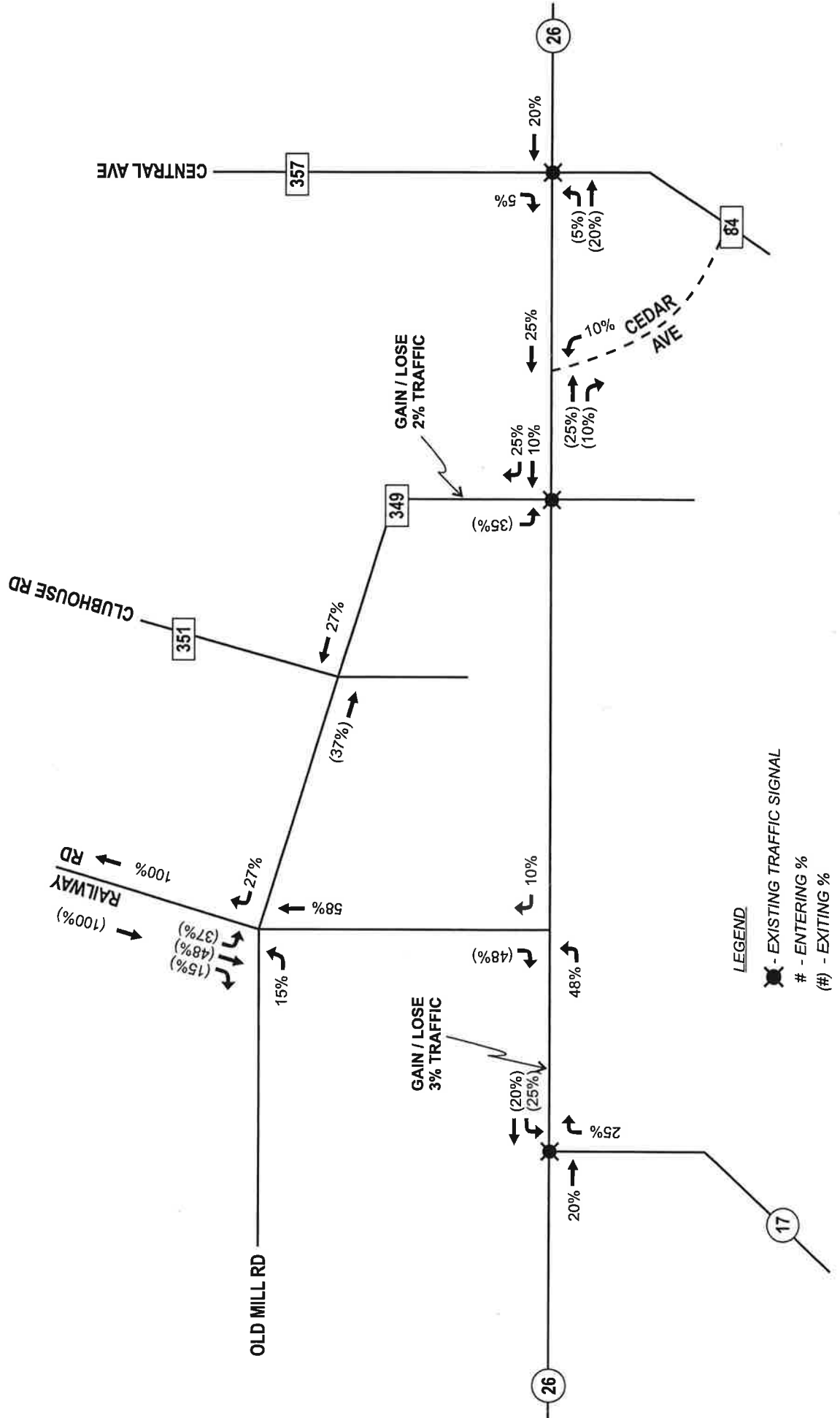
Orin - Rodgers Associates, Inc.
TRANSPORTATION ENGINEERS and PLANNERS

FIGURE 60

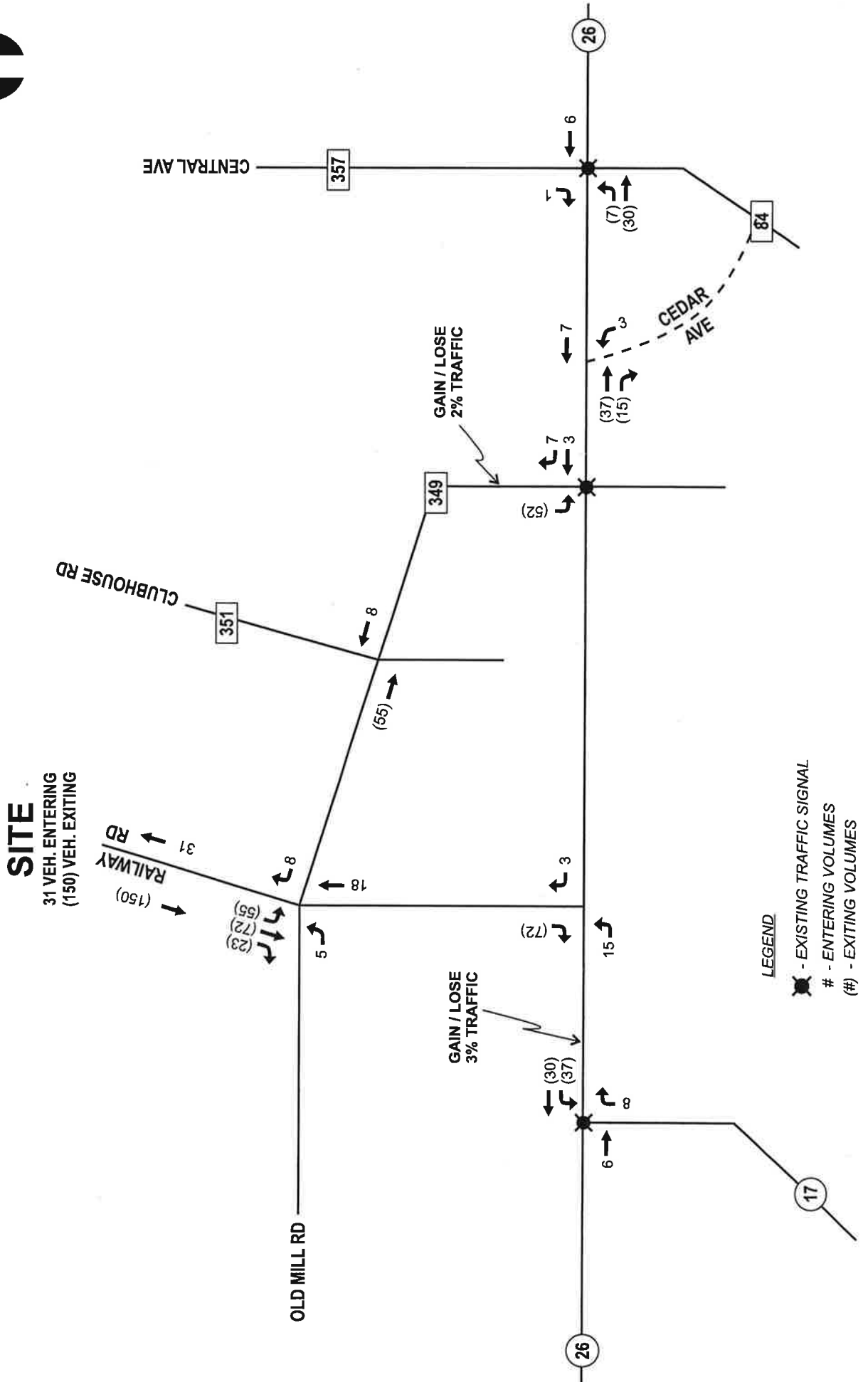
Pettinaro Project On Railway Road Proposed Trip Distribution
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE



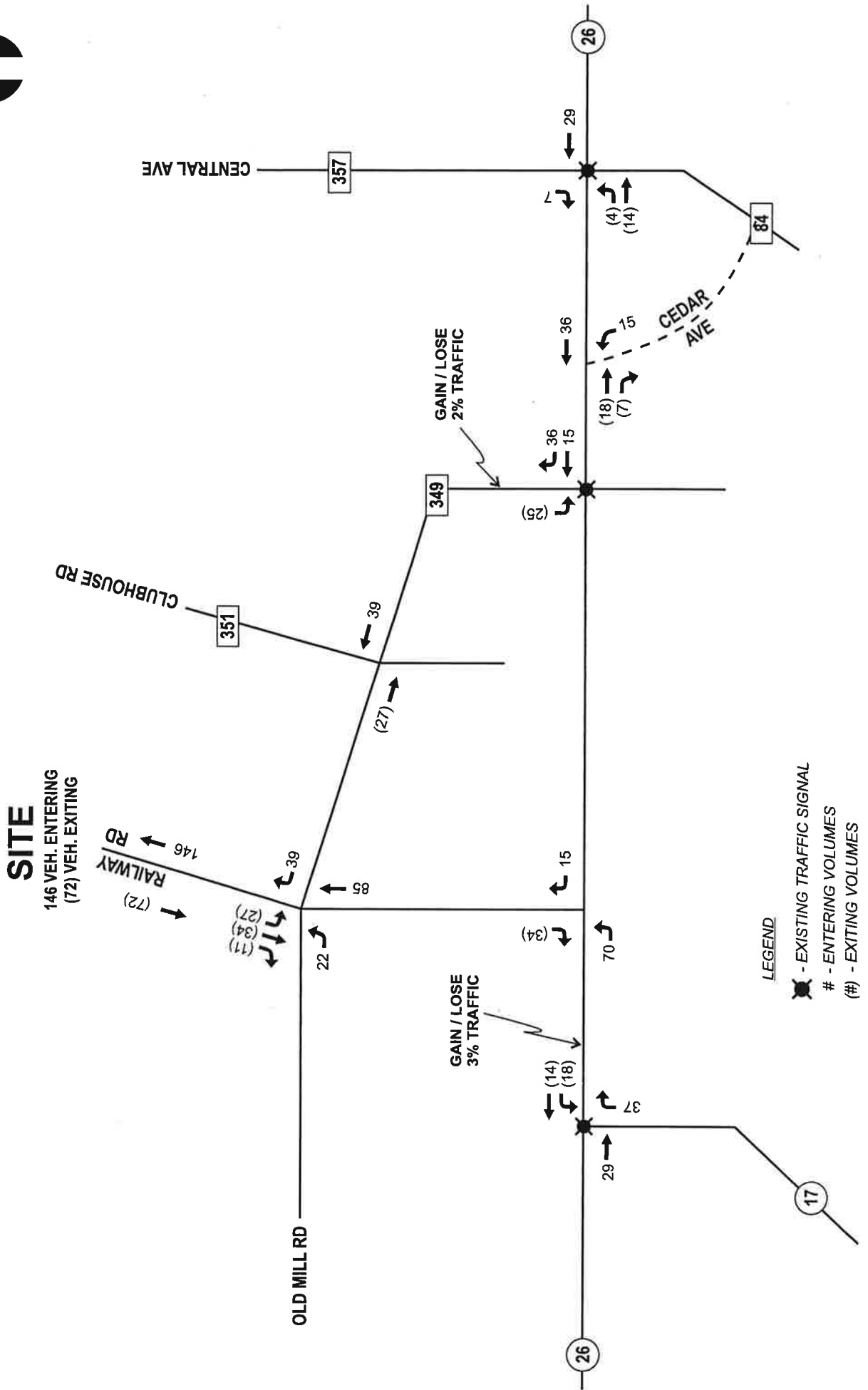
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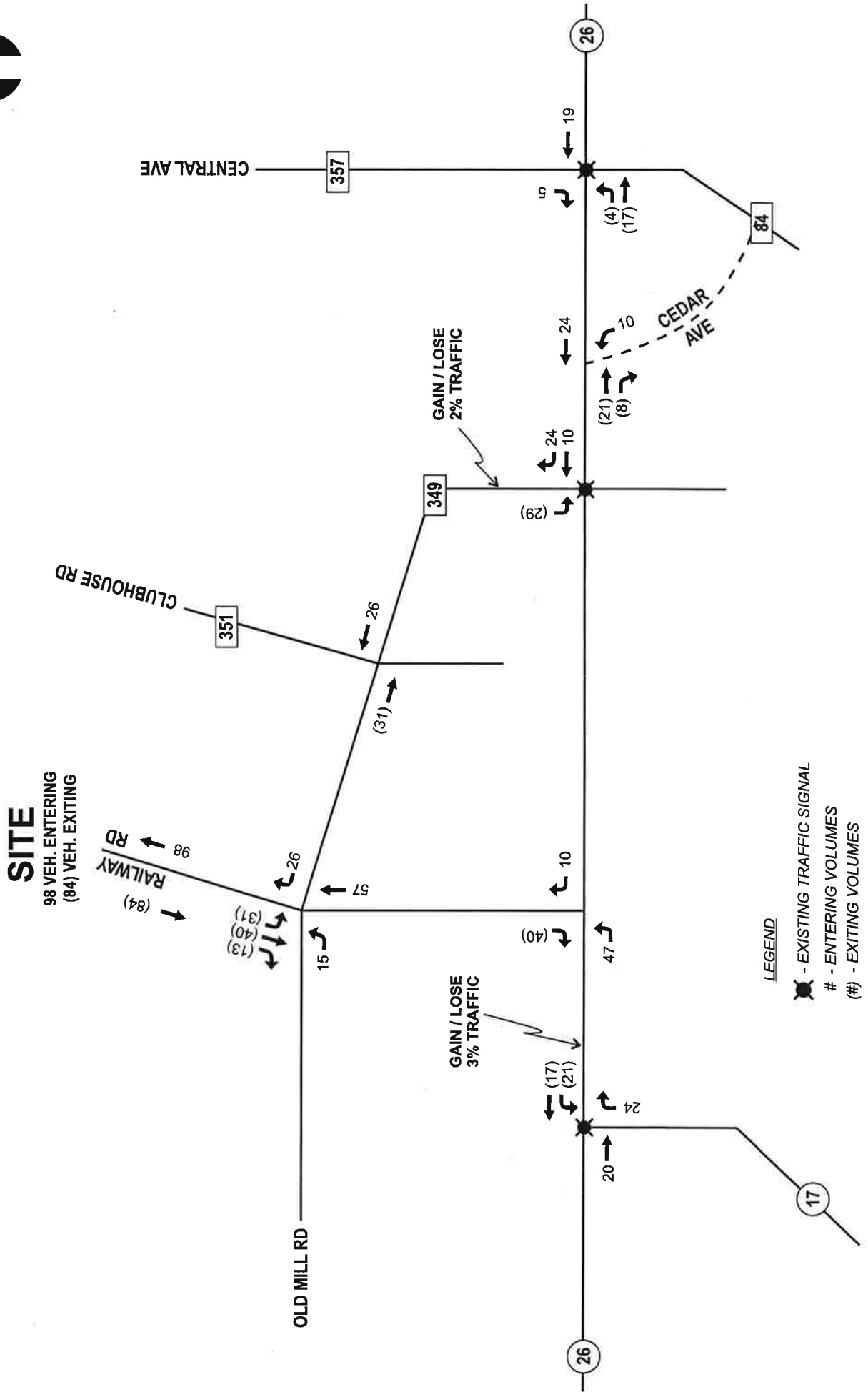
AM Peak Hour Site Traffic From Pettinaro Project On Railway Road
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE



PM Peak Hour Site Traffic From Pettinaro Project On Railway Road
Proposed Residential Project on Railway Road
 SUSSEX COUNTY, DELAWARE



**Saturday Peak Hour Site Traffic From Pettinaro Project On Railway Road
 Proposed Residential Project on Railway Road
 SUSSEX COUNTY, DELAWARE**



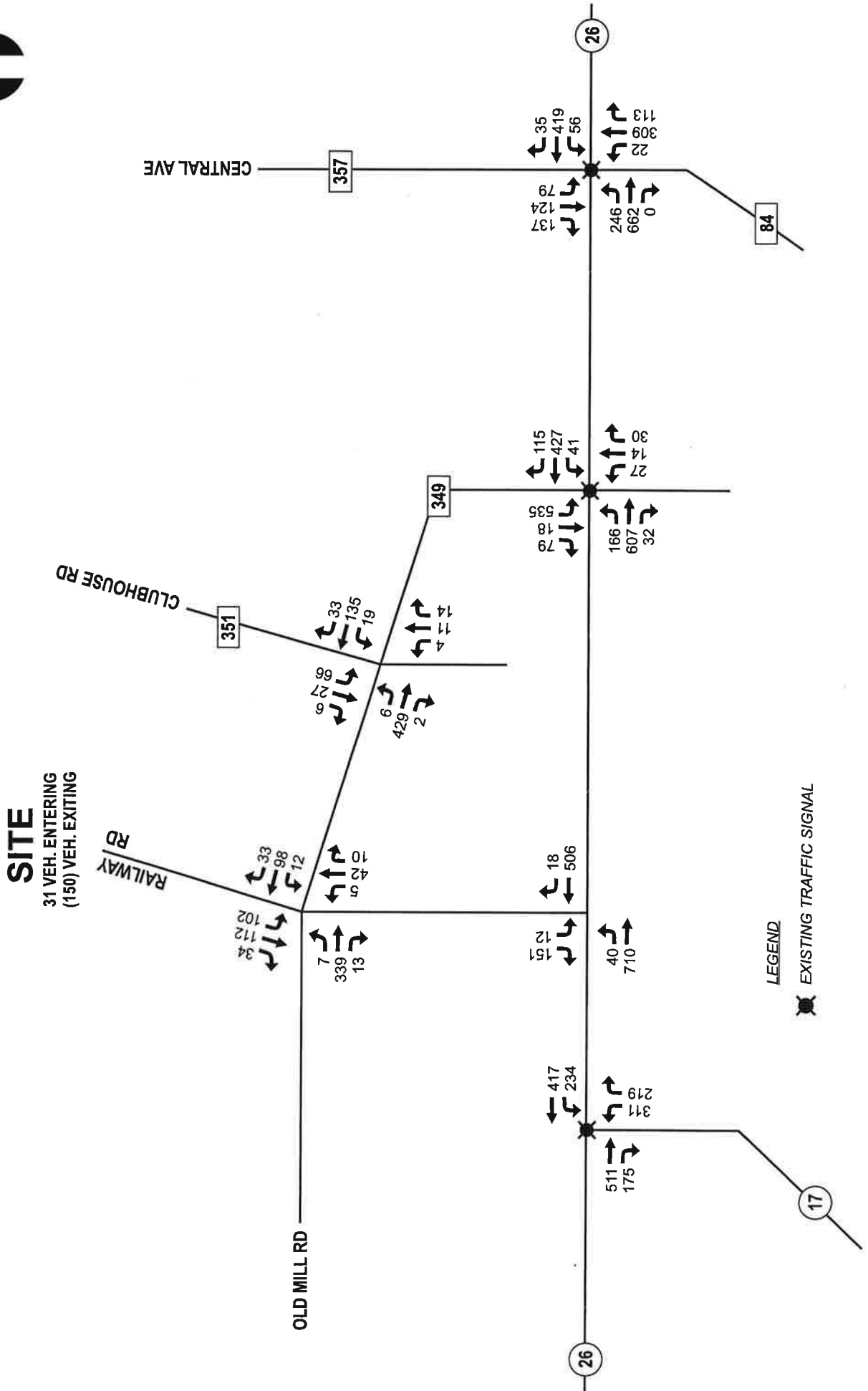
FUTURE TRAFFIC WITH THE PROPOSED SITE

With the anticipated site generated traffic identified, the full build traffic volumes were developed by adding the site traffic to the projected no build traffic volumes. The results are shown in the following figures:

- Figure 64 2015 AM peak hour full build traffic volumes
- Figure 65 2015 PM peak hour full build traffic volumes
- Figure 66 2015 Saturday peak hour full build traffic volumes

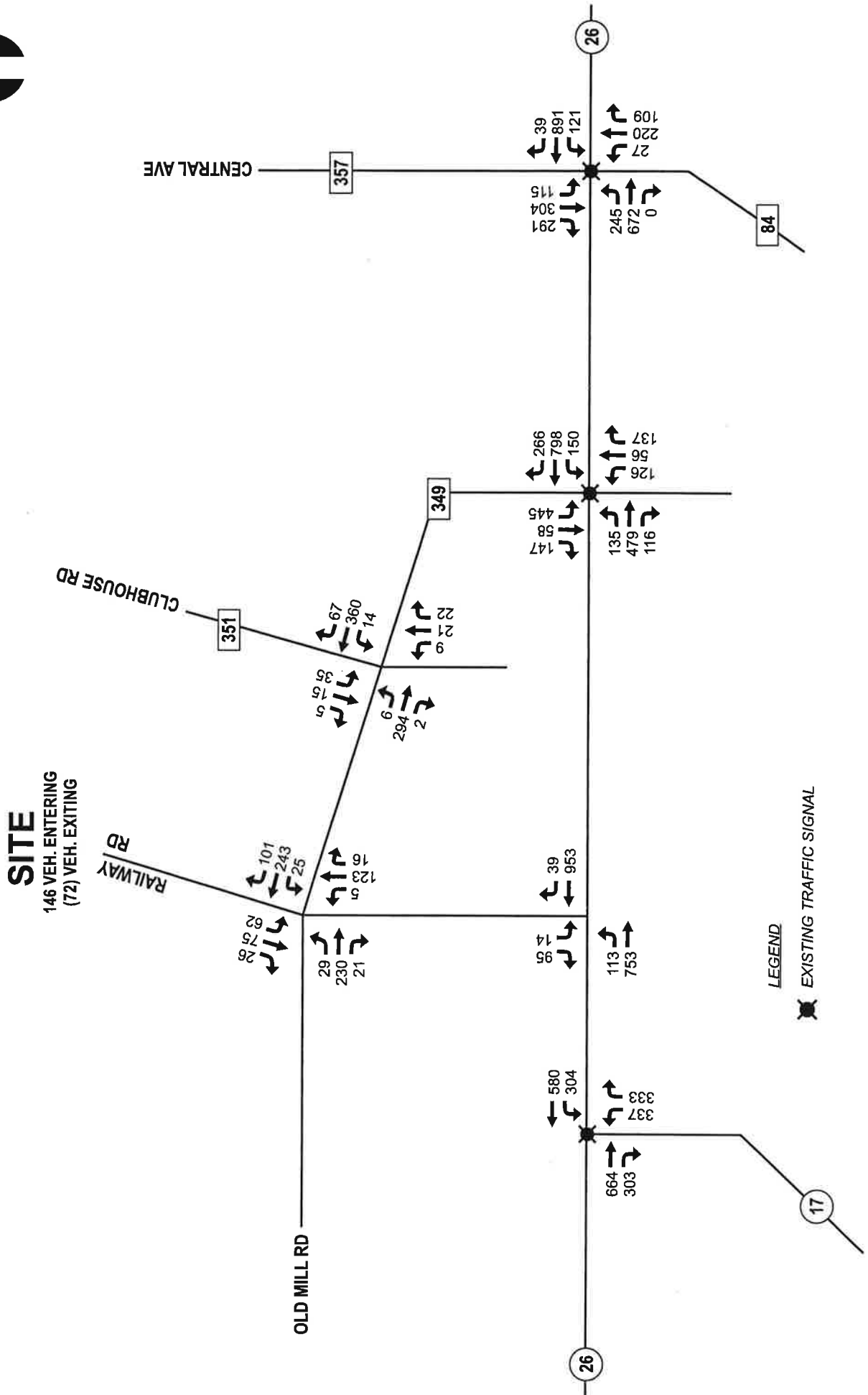
2015 AM Peak Hour Full Build Traffic Volumes

Proposed Residential Project on Railway Road SUSSEX COUNTY, DELAWARE



2015 PM Peak Hour Full Build Traffic Volumes

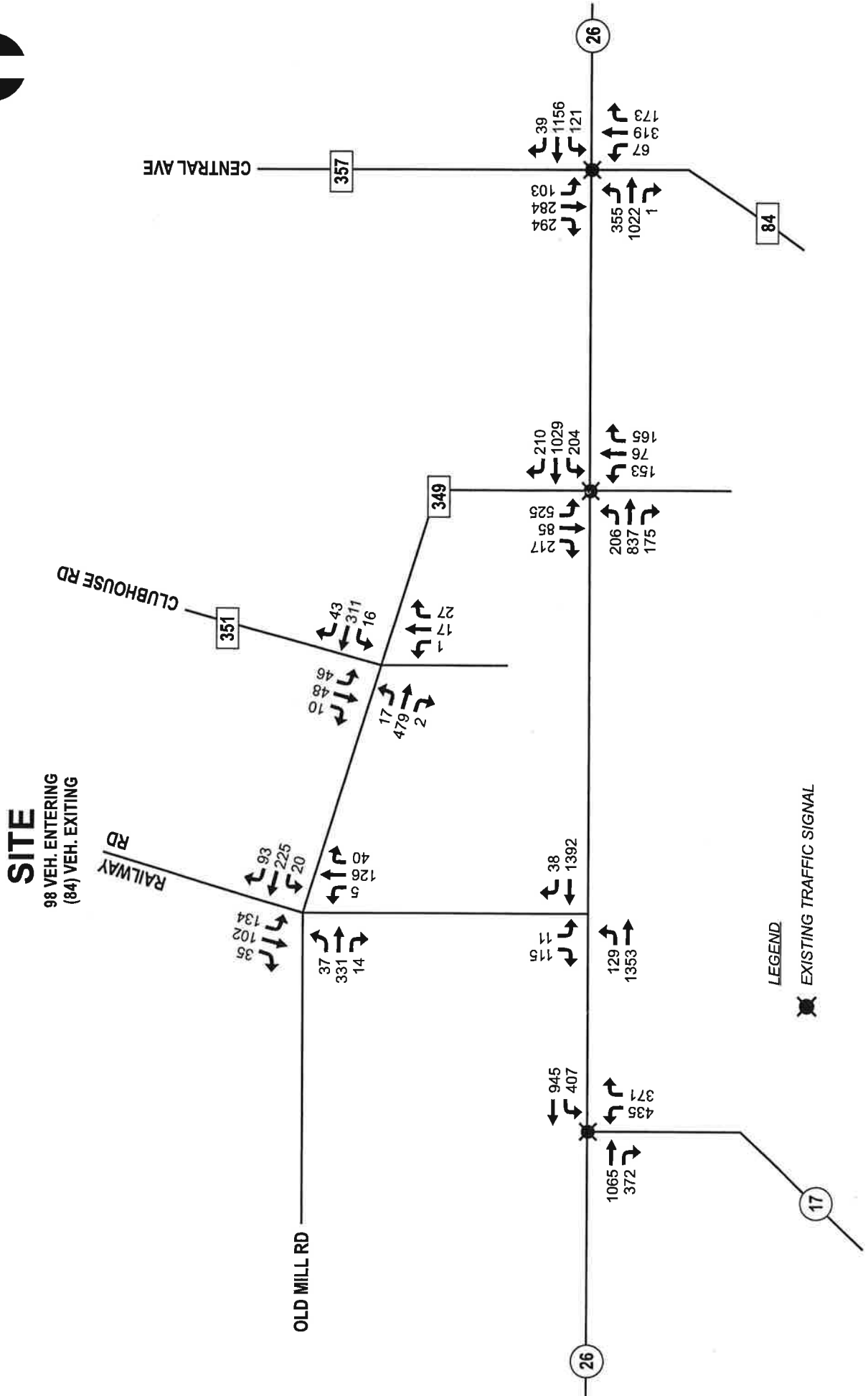
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE



2015 Saturday Peak Hour Full Build Traffic Volumes

Proposed Residential Project on Railway Road

SUSSEX COUNTY, DELAWARE



CAPACITY ANALYSIS

A volume/capacity analysis has been done for each of the study intersections and the proposed driveway locations for the site. The analysis was conducted using Highway Capacity Software, Release 4.1e. As part of the that analysis the following scenarios were reviewed:

- Existing – 2004 a.m., p.m., and Saturday peak hours
- Future - 2015 no build a.m., p.m., and Saturday peak hours
- Future - 2015 full build a.m., p.m., and Saturday peak hours

At the request of the Department, peak hour factors and heavy vehicles were defined by lane group. The existing signals along Delaware Route 26 are fully actuated traffic signals. The signal timing and phasing used in this analysis were based on the actual operation of the signals as noted in the field. For future conditions, certain intersection timing plans were modified to accommodate planned improvements while others were optimized within the parameters of the existing timing plans.

The results of this analysis are defined in terms of average delay. This delay is used as a measure of the driver's expectation for given conditions. Because operating at or near capacity is usually tolerable to most drivers, a descriptive concept has been developed for intersections called level of service. Levels of service range from 'A' to 'F' and are based on delay in seconds for each movement. A more detailed level of service description is summarized in Table VII for unsignalized intersections and Table VIII for signalized intersections. The existing and future levels of service for the report are summarized for comparison purposes in Table IX. The HCS computer CD is included in Appendix G.

Existing Conditions

The results of the capacity analysis of existing conditions show that all six intersections operate at level of service 'D' or better for all three peak periods (weekday a.m., p.m., and summer Saturday peak periods). The existing levels of service for the a.m., p.m., and Saturday peak hours are shown in Figures 67, 68, and 69, respectively.

2015 No Build Analysis

Under the 2015 pre-development scenario, there are numerous projects planned along Delaware Route 26 to improve both unsignalized and signalized intersections. These projects are:

- DelDOT's Delaware Route 26 roadway improvements:
 - Delaware Route 26 & Railway Road – a by-pass lane will be installed for the eastbound approach of Delaware Route 26 as well as Railway Road being slightly realigned. Railway Road will still have a shared left/right turn lane and one receiving lane,
 - Delaware Route 26 and Old Mill Road – separate left-turn lane will be added for the westbound approach of Delaware Route 26 while a right-turn lane will be installed for the eastbound approach.
 - Delaware Route 26 and Central Avenue – the northbound and southbound approaches of Central Avenue will have separate left-turn lanes, through lanes, and right-turn lanes.

- Millville Town Center improvements:
 - Delaware Route 26 and Old Mill Road – The northbound approach from the Millville Town Center will have a separate left-turn lane, through lane, and right-turn lane. The southbound approach of Old Landing Road will change from a shared left/through lane and separate right-turn lane to a separate left-turn lane and shared through/right lane.
- Bay Forest improvements:
 - Delaware Route 26 and Central Avenue - The westbound approach of Delaware Route 26 will have an additional right-turn lane installed.

If the currently planned projects listed above are in place, the a.m. peak hour shows all six intersections operating at acceptable levels of service. The p.m. peak hour shows two intersections, Delaware Route 26/Railway Road and Delaware Route 26/Old Mill Road, operating at unacceptable levels of service while the summer Saturday peak hour shows four of the six intersections with unacceptable levels of service, with all intersections along Delaware Route 26 having levels of service of 'E' or worse. The unacceptable levels of service for the summer Saturday peak hour along Delaware Route 26 is due to the high beach season traffic volumes. It should be noted that the Route 26 improvements planned by DelDOT would be needed even without the development of this proposed residential project along Railway Road. The 2015 No Build levels of service with the planned roadway improvements are shown in Figures 70, 71, and 72.

2015 Full Build Analysis

Due to anticipated growth, it is expected that traffic will increase over time and in general vehicular delays will increase from what they are today. As part of this analysis, proposed improvements were developed for intersections that showed levels of service of 'E' or worse, with an overall goal of achieve levels of service 'D' or better. Assuming upgrades are implemented, as stated in the 2015 no build scenario (DelDOT's Route 26 improvements, Millville Town Center improvements, and Bay Forest improvements), certain intersections will still operate with poor levels of service when the development is completed. The weekday a.m. peak hour shows that all six intersections continue to have acceptable levels of service while the weekday p.m. peak hour shows that three of the six intersections have unacceptable levels of service. The intersections that fail during the p.m. peak are:

- ✓ Delaware Route 26 and Delaware Route 17 – Although this intersection has acceptable levels of service for the no build scenario, the overall (x-critical) v/c ratio is 0.94. DelDOT's definition of acceptable levels of service for signalized intersections must meet the criteria of overall level of service 'D' or better with an x-critical of 0.95 or lower. Since the no build scenario shows an x-critical of 0.94, any additional traffic added to this intersection in the full build analysis will push the x-critical over the acceptable 0.95. So even though the full build analysis shows an acceptable overall level of service 'D', DelDOT deems this intersection as having unacceptable levels of service with its 0.97 x-critical.
- ✓ Delaware Route 26 and Railway Road – continues to have unacceptable levels of service as found in the no build analysis,
- ✓ Delaware Route 26 and Old Mill Road – continues to have unacceptable levels of service as found in the no build analysis.

The summer Saturday peak hour shows that the same intersections that fail during the no build scenario (all intersections along Delaware Route 26) continue to do so in the full build analysis. Those intersections are:

- ✓ Delaware Route 26 and Delaware Route 17,
- ✓ Delaware Route 26 and Railway Road,
- ✓ Delaware Route 26 and Old Mill Road, and
- ✓ Delaware Route 26 and Central Avenue

In order to reduce the impact of the proposed site, the following recommendations were identified for locations needing improvements or found to have poor or potentially poor levels of service:

Delaware Route 26 and Delaware Route 17 - Under existing conditions, this intersection has acceptable levels of service for all three-peak periods. In the future no build and full build scenarios, this intersection has unacceptable levels of service. DelDOT's Delaware Route 26 Improvement Project has recognized the need to improve intersections along this route, which was already incorporated at this intersection. However, specifically the Saturday peak hour shows significant delays for both the no build and full build scenario due to high volume caused by beach traffic. The need for improvement at this location is mainly related to regional traffic patterns. Any improvement at this intersection would go well beyond the scope of the proposed residential project on Railway Road, therefore no improvements are recommended.

Delaware Route 26 and Railway Road – Under existing conditions, this intersection has acceptable levels of service for all three-peak periods. For the future scenarios (2015 no build and full build), this intersection has unacceptable levels of service for both the weekday p.m. peak and summer Saturday peak periods. These delays are due to unacceptable gaps in traffic for side-street movements to enter onto Delaware Route 26. DelDOT's Delaware Route 26 Improvement Project shows that this intersection will have installed an eastbound Delaware Route 26 by-pass lane with Railway Road being slightly re-aligned with Delaware Route 26. As a result of this proposed development, improvements should also include widening the southbound approach of Railway Road so it will have a separate left and right-turn lane. Even though this improvement will not gain acceptable levels of service, the delays are significantly decreased.

Delaware Route 26 and Old Mill Road (Rd 349) - Under existing conditions, this intersection has acceptable levels of service for all three-peak periods. For the future scenarios (2015 no build and full build), this intersection has unacceptable levels of service for both the weekday p.m. peak and summer Saturday peak periods. Between DelDOT's Delaware Route 26 Improvement Project and the Millville Town Center improvements this intersection will have an additional eastbound Delaware Route 26 right-turn lane, westbound Delaware Route 26 left-turn lane, northbound Millville Town Center driveway separate left-turn lane, through lane, and right turn lane, while southbound Old Mill Road will change lane assignments to have a separate left-turn lane and a shared through/right lane. With these improvements, this intersection will continue to have unacceptable levels of service. Any additional improvement at this intersection would go beyond the scope of the proposed residential project on Railway Road, therefore no improvements are recommended as part of this project.

Delaware Route 26 and Central Avenue (Rd 84/Rd 357) - Under existing conditions, this intersection has acceptable levels of service for all three-peak periods. For the future scenarios (2015 no build and full build), this intersection has unacceptable levels of service for the summer Saturday peak periods. Between DelDOT's Delaware Route 26 Improvement Project and the Bay Forest improvements this intersection will have a westbound Delaware Route 26 separate left-

turn lane, through lane, and right-turn lane and a northbound/southbound Central Avenue separate left, through, and right turn lanes. With these improvements, this intersection will continue to have unacceptable levels of service for the Saturday peak hour. Any additional improvement at this intersection would go beyond the scope of the Proposed Residential Project on Railway Road, therefore no improvements are recommended.

Since this proposed project is located at the end point of Railway Road, there is technically no access driveway to analyze since trips originating and ending are not intersecting with Railway Road.

The 2015 Full Build levels of service with the DelDOT roadway improvements are shown in Figures 73, 74, and 75.

TABLE VII

LEVEL OF SERVICE AND EXPECTED DELAY
FOR UNSIGNALIZED INTERSECTIONS (TWO-WAY STOP CONTROLLED)

LEVEL OF SERVICE	EXPECTED TRAFFIC DELAY	AVERAGE TOTAL DELAY PER VEHICLE (sec)
a	Little or no delay	0 to 10.0
b	Short traffic delays	10.1 to 15.0
c	Average traffic delays	15.1 to 25.0
d	Long traffic delays	25.1 to 35.0
e	Very long traffic delays	35.1 to 50.0
f	Volumes exceed capacity	Over 50.0

Source: Transportation Research Board, 2000 Highway Capacity Manual, published by the Transportation Research Board, Washington, D.C.

TABLE VIII
LEVEL OF SERVICE
FOR SIGNALIZED INTERSECTIONS

LEVEL OF SERVICE	DESCRIPTION	AVERAGE CONTROL DELAY PER VEHICLE (sec/veh)
A	Very short delay, good progression, most vehicles do not stop at intersection.	0 to 10.0
B	Generally good signal progression and/or short cycle length, more vehicles stop at intersection than Level of Service A.	10.1 to 20.0
C	Fair progression and/or longer cycle length, significant number of vehicles stop at intersection.	20.1 to 35.0
D	Congestion becomes noticeable, individual cycle failures, longer delays from unfavorable progression, long cycle length, or high volume/capacity ratio, most vehicles stop at intersection.	35.1 to 55.0
E	Usually considered <u>limit of acceptable delay</u> indication of poor progression, long cycle length, or high volume/capacity ratio, frequent individual cycle failures.	55.1 to 80.0
F	Could be considered excessive delay in some areas, frequently and indication of saturation, or very long cycle lengths with minimal side street green time. Capacity is not necessarily exceeded under this level of service.	Over 80.0

Source: Transportation Research Board, 2000 Highway Capacity Manual, published by the Transportation Research Board, Washington, D.C.

Table IX
Level of Service Comparisons

Old Mill Road (Road 349) & Railway Road - Unsignalized

AM PEAK

Movement/ Approach	2004 Existing		2015 No Build		2015 Full Build	
	LOS	DELAY	LOS	DELAY	LOS	DELAY
EB Left	a	8.0	b	12.1	c	15.2
EB Thru						
EB Right						
EB Overall						
WB Left	a	7.7	a	8.9	b	10.1
WB Thru						
WB Right						
WB Overall						
NB Left	a	7.8	a	8.8	a	9.8
NB Thru						
NB Right						
NB Overall						
SB Left	a	7.8	a	9.3	b	12.4
SB Thru						
SB Right						
SB Overall						
Overall	a	7.9	b	10.8	b	13.1

PM PEAK

Movement/ Approach	2004 Existing		2015 No Build		2015 Full Build	
	LOS	DELAY	LOS	DELAY	LOS	DELAY
EB Left	a	7.8	b	10.6	b	13.9
EB Thru						
EB Right						
EB Overall						
WB Left	a	8.1	b	11.9	c	17.1
WB Thru						
WB Right						
WB Overall						
NB Left	a	7.6	a	9.1	b	11.8
NB Thru						
NB Right						
NB Overall						
SB Left	a	8.0	a	9.6	b	12.2
SB Thru						
SB Right						
SB Overall						
Overall	a	7.9	b	10.9	b	14.5

SATURDAY PEAK

Movement/ Approach	2004 Existing		2015 No Build		2015 Full Build	
	LOS	DELAY	LOS	DELAY	LOS	DELAY
EB Left	a	9.4	c	18.6	d	33.8
EB Thru						
EB Right						
EB Overall						
WB Left	a	9.1	c	15.5	d	25.7
WB Thru						
WB Right						
WB Overall						
NB Left	a	8.5	b	11.4	c	15.9
NB Thru						
NB Right						
NB Overall						
SB Left	a	9.2	b	13.2	c	21.3
SB Thru						
SB Right						
SB Overall						
Overall	a	9.1	c	15.8	d	26.0

Table IX (continued)
Level of Service Comparisons

Old Mill Road (Road 349) & Clubhouse Road (Road 351) - Unsignalized

AM PEAK

Movement/ Approach	2004 Existing		2015 No Build		2015 Full Build	
	LOS	DELAY	LOS	DELAY	LOS	DELAY
EB Left	a	8.7	b	13.3	c	15.6
EB Thru						
EB Right						
EB Overall	a	8.7	b	13.3	c	15.6
WB Left	a	8.3	a	9.5	a	9.8
WB Thru						
WB Right						
WB Overall	a	8.3	a	9.5	a	9.8
NB Left	a	7.7	a	8.6	a	8.8
NB Thru						
NB Right						
NB Overall	a	7.7	a	8.6	a	8.8
SB Left	a	8.7	a	9.7	a	10.0
SB Thru						
SB Right						
SB Overall	a	8.7	a	9.7	a	10.0
Overall	a	8.5	b	11.6	b	13.2

PM PEAK

Movement/ Approach	2004 Existing		2015 No Build		2015 Full Build	
	LOS	DELAY	LOS	DELAY	LOS	DELAY
EB Left	a	8.1	b	11.0	b	11.8
EB Thru						
EB Right						
EB Overall	a	8.1	b	11.0	b	11.8
WB Left	a	8.5	b	12.6	b	14.1
WB Thru						
WB Right						
WB Overall	a	8.5	b	12.6	b	14.1
NB Left	a	7.8	a	9.0	a	9.3
NB Thru						
NB Right						
NB Overall	a	7.8	a	9.0	a	9.3
SB Left	a	8.1	a	9.4	a	9.7
SB Thru						
SB Right						
SB Overall	a	8.1	a	9.4	a	9.7
Overall	a	8.3	b	11.5	b	12.6

SATURDAY PEAK

Movement/ Approach	2004 Existing		2015 No Build		2015 Full Build	
	LOS	DELAY	LOS	DELAY	LOS	DELAY
EB Left	a	9.9	c	20.3	c	24.2
EB Thru						
EB Right						
EB Overall	a	9.9	c	20.3	c	24.2
WB Left	a	9.0	b	13.8	c	15.1
WB Thru						
WB Right						
WB Overall	a	9.0	b	13.8	c	15.1
NB Left	a	8.2	a	9.7	a	9.9
NB Thru						
NB Right						
NB Overall	a	8.2	a	9.7	a	9.9
SB Left	a	9.0	b	10.9	b	11.2
SB Thru						
SB Right						
SB Overall	a	9.0	b	10.9	b	11.2
Overall	a	9.3	c	16.5	c	19.0

Table IX (continued)
Level of Service Comparisons

Delaware Route 26 & Delaware Route 17 (Roxana Road) - Signalized

AM PEAK

Movement/ Approach	2004 Existing			2015 No Build			2015 Full Build		
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
EB Thru	B	10.3	0.49	D	38.8	0.92	D	40.0	0.93
EB Right									
EB Overall	B	10.3	-	D	38.8	-	D	40.0	-
WB Left	A	3.2	0.09	B	13.7	0.58	B	17.6	0.69
WB Thru	A	2.4	0.16	A	8.1	0.36	A	8.3	0.39
WB Overall	A	2.6	-	A	10.0	-	B	11.6	-
NB Left	D	42.2	0.63	D	53.6	0.88	D	54.9	0.89
NB Right	B	18.4	0.14	B	19.1	0.40	B	19.3	0.41
NB Overall	C	29.9	-	D	39.6	-	D	40.2	-
Overall (X critical)	B	11.3	0.46	C	29.6	0.93	C	30.2	0.94

PM PEAK

Movement/ Approach	2004 Existing			2015 No Build			2015 Full Build		
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
EB Thru	B	11.9	0.48	D	45.7	0.95	D	52.2	0.98
EB Right									
EB Overall	B	11.9	-	D	45.7	-	D	52.2	-
WB Left	A	4.2	0.13	E	75.8	0.95	E	56.6	0.96
WB Thru	A	3.8	0.30	B	10.5	0.48	A	9.7	0.48
WB Overall	A	3.8	-	C	32.4	-	C	25.8	-
NB Left	D	49.2	0.78	F	105.5	1.00	F	127.0	1.07
NB Right	B	16.2	0.17	D	48.7	0.70	D	54.4	0.79
NB Overall	D	37.6	-	E	78.9	-	F	90.9	-
Overall (X critical)	B	13.7	0.50	D	49.7	0.94	D	53.3	0.97

SATURDAY PEAK

Movement/ Approach	2004 Existing			2015 No Build			2015 Full Build		
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
EB Thru	D	44.2	0.98	F	199.8	1.37	F	208.0	1.38
EB Right									
EB Overall	D	44.2	-	F	199.8	-	F	208.0	-
WB Left	A	7.9	0.34	F	222.3	1.37	F	261.6	1.46
WB Thru	A	5.4	0.53	B	11.3	0.70	B	11.7	0.72
WB Overall	A	5.8	-	E	73.8	-	F	87.5	-
NB Left	D	48.8	0.80	F	382.3	1.68	F	382.3	1.68
NB Right	B	15.8	0.20	E	68.3	0.88	F	80.5	0.95
NB Overall	D	37.1	-	F	243.1	-	F	243.5	-
Overall (X critical)	C	27.0	0.89	F	161.9	1.75	F	170.2	1.92

Table IX (continued)
Level of Service Comparisons

Delaware Route 26 & Railway Road - Unsignalized

AM PEAK

Movement/ Approach	2004 Existing		2015 No Build		2015 Full Build		2015 Full Build with improvements*	
	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY
EB Left	a	8.0	a	8.6	a	8.7	a	8.7
EB Thru			-	-	-	-	-	-
SB Left	b	11.9	c	16.7	c	18.3	d	31.5
SB Right			c	15.1				
SB Overall	b	11.9	c	16.7	c	18.3	c	16.3

PM PEAK

Movement/ Approach	2004 Existing		2015 No Build		2015 Full Build		2015 Full Build with improvements*	
	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY
EB Left	a	8.7	b	10.8	b	11.7	b	11.7
EB Thru			-	-	-	-	-	-
SB Left	c	15.3	e	42.5	f	65.6	f	117.3
SB Right			d	26.8				
SB Overall	c	15.3	e	42.5	f	65.6	e	38.3

SATURDAY PEAK

Movement/ Approach	2004 Existing		2015 No Build		2015 Full Build		2015 Full Build with improvements*	
	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY
EB Left	a	10.0	b	14.6	c	16.3	c	16.3
EB Thru			-	-	-	-	-	-
SB Left	d	27.8	f	454.0	f	650.0	f	*
SB Right			f	72.5				
SB Overall	d	27.8	f	454.0	f	650.0	f	170.3

Notes: f(*) denotes delay > 999 sec.

^ - Improvements include installation of additional southbound lane on Railway Road to have a separate left and right turn lanes.

Table IX (continued)
Level of Service Comparisons

Delaware Route 26 & Old Mill Road (Road 349) - Signalized

AM PEAK

Movement/ Approach	2004 Existing			2015 No Build			2015 Full Build		
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
EB Left	B	11.2	0.10	D	52.7	0.78	E	73.6	0.88
EB Thru	B	14.2	0.48	D	44.3	0.89	D	53.7	0.94
EB Right				B	12.5	0.04	B	13.6	0.04
EB Overall	B	13.9	-	D	44.8	-	E	56.2	-
WB Left	B	15.7	0.01	C	29.6	0.34	C	33.2	0.42
WB Thru	B	19.0	0.40	D	39.3	0.76	D	44.7	0.81
WB Right	A	4.2	0.06	A	3.8	0.10	A	3.9	0.11
WB Overall	B	16.3	-	C	31.9	-	D	35.8	-
NB Left	D	40.6	0.08	E	55.6	0.28	E	55.6	0.28
NB Thru				D	54.2	0.14	D	54.2	0.14
NB Right				E	56.8	0.36	E	56.8	0.36
NB Overall	D	40.6	-	E	55.9	-	E	55.9	-
SB Left	D	37.3	0.69	D	54.4	0.90	E	60.1	0.94
SB Thru				C	27.4	0.19	C	25.6	0.18
SB Right	C	24.3	0.11	D	49.8	-	D	54.7	-
SB Overall	D	35.1	-	D	49.8	-	D	54.7	-
Overall (X critical)	C	20.9	0.51	D	43.0	0.86	D	50.1	0.90

PM PEAK

Movement/ Approach	2004 Existing			2015 No Build			2015 Full Build		
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
EB Left	B	11.4	0.14	F	110.8	0.97	F	110.8	0.97
EB Thru	B	18.5	0.51	C	34.4	0.65	C	34.4	0.65
EB Right				B	17.4	0.15	B	17.4	0.15
EB Overall	B	17.7	-	D	45.8	-	D	45.8	-
WB Left	B	10.3	0.09	C	23.4	0.50	C	23.4	0.50
WB Thru	C	20.3	0.61	F	93.0	1.07	F	100.0	1.09
WB Right	A	4.4	0.10	A	6.4	0.22	A	6.6	0.25
WB Overall	B	16.9	-	E	67.0	-	E	70.1	-
NB Left	D	48.0	0.56	F	97.5	0.84	F	97.5	0.84
NB Thru				E	65.1	0.36	E	65.1	0.36
NB Right				F	148.0	1.02	F	148.0	1.02
NB Overall	D	48.0	-	F	113.5	-	F	113.5	-
SB Left	D	44.4	0.76	F	124.4	1.08	F	147.0	1.15
SB Thru				D	51.0	0.55	D	51.0	0.85
SB Right	C	26.7	0.13	F	100.3	-	F	116.7	-
SB Overall	D	41.1	-	F	100.3	-	F	116.7	-
Overall (X critical)	C	23.7	0.64	E	74.2	1.04	E	79.2	1.05

SATURDAY PEAK

Movement/ Approach	2004 Existing			2015 No Build			2015 Full Build		
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
EB Left	B	19.6	0.44	F	106.9	0.98	F	106.9	0.98
EB Thru	C	20.0	0.74	F	80.2	1.03	F	80.2	1.03
EB Right				B	18.2	0.23	B	18.2	0.23
EB Overall	B	20.0	-	E	75.8	-	E	75.8	-
WB Left	B	17.1	0.17	F	109.4	0.99	F	109.4	0.99
WB Thru	D	39.9	0.91	F	182.8	1.30	F	188.5	1.31
WB Right	A	4.8	0.11	A	7.5	0.18	A	7.7	0.21
WB Overall	C	33.9	-	F	148.5	-	F	150.4	-
NB Left	D	49.7	0.62	F	203.6	1.19	F	203.6	1.19
NB Thru				E	71.5	0.56	E	71.5	0.56
NB Right				F	303.0	1.43	F	303.0	1.43
NB Overall	D	49.7	-	F	219.5	-	F	219.5	-
SB Left	D	51.0	0.85	F	303.0	1.51	F	342.1	1.60
SB Thru				F	108.2	1.00	F	108.2	1.00
SB Right	C	26.4	0.27	F	229.3	-	F	256.8	-
SB Overall	D	44.0	-	F	229.3	-	F	256.8	-
Overall (X critical)	C	31.7	0.87	F	150.6	1.14	F	157.4	1.16

Table IX (continued)
Level of Service Comparisons

Delaware Route 26 & Central Avenue (Road 84) - Signalized

AM PEAK

Movement/ Approach	2004 Existing			2015 No Build			2015 Full Build		
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
EB Left	A	6.9	0.29	C	22.0	0.68	C	23.6	0.70
EB Thru	A	7.2	0.33	B	12.7	0.65	B	13.4	0.68
EB Right									
EB Overall	A	7.1	-	B	15.2	-	B	16.2	-
WB Left	B	10.2	0.08	B	12.4	0.20	B	12.5	0.22
WB Thru	B	12.1	0.36	B	14.9	0.50	B	15.0	0.51
WB Right									
WB Overall	B	11.9	-	B	14.4	-	B	14.5	-
NB Left	C	23.3	0.44	C	24.9	0.08	C	24.9	0.08
NB Thru				D	35.4	0.72	D	35.4	0.72
NB Right				C	26.7	0.30	C	26.7	0.30
NB Overall	C	23.3	-	C	32.6	-	C	32.6	-
SB Left	C	25.3	0.56	C	34.1	0.58	C	34.1	0.58
SB Thru				C	26.8	0.31	C	26.8	0.31
SB Right				C	20.3	0.27	C	20.3	0.27
SB Overall	C	25.3	-	C	25.9	-	C	25.9	-
Overall (X critical)	B	13.8	0.48	C	20.3	0.67	C	20.6	0.69

PM PEAK

Movement/ Approach	2004 Existing			2015 No Build			2015 Full Build		
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
EB Left	B	10.7	0.39	E	68.1	0.90	F	93.6	0.97
EB Thru	A	9.8	0.36	A	9.8	0.52	A	10.0	0.53
EB Right									
EB Overall	B	10.1	-	C	25.8	-	C	32.8	-
WB Left	B	13.9	0.19	B	17.2	0.32	B	17.3	0.33
WB Thru	B	18.5	0.62	C	34.5	0.86	D	37.6	0.89
WB Right									
WB Overall	B	17.8	-	C	31.6	-	C	34.3	-
NB Left	B	18.5	0.30	E	57.7	0.47	E	57.7	0.47
NB Thru				E	58.8	0.65	E	58.8	0.65
NB Right				D	52.0	0.38	D	52.0	0.38
NB Overall	B	18.5	-	E	56.6	-	E	56.6	-
SB Left	C	24.5	0.67	F	120.9	0.95	F	120.9	0.95
SB Thru				F	81.6	0.90	F	81.6	0.90
SB Right				F	93.6	0.94	F	99.9	0.97
SB Overall	C	24.5	-	F	92.8	-	F	95.4	-
Overall (X critical)	B	16.8	0.68	D	47.5	0.90	D	51.0	0.94

SATURDAY PEAK

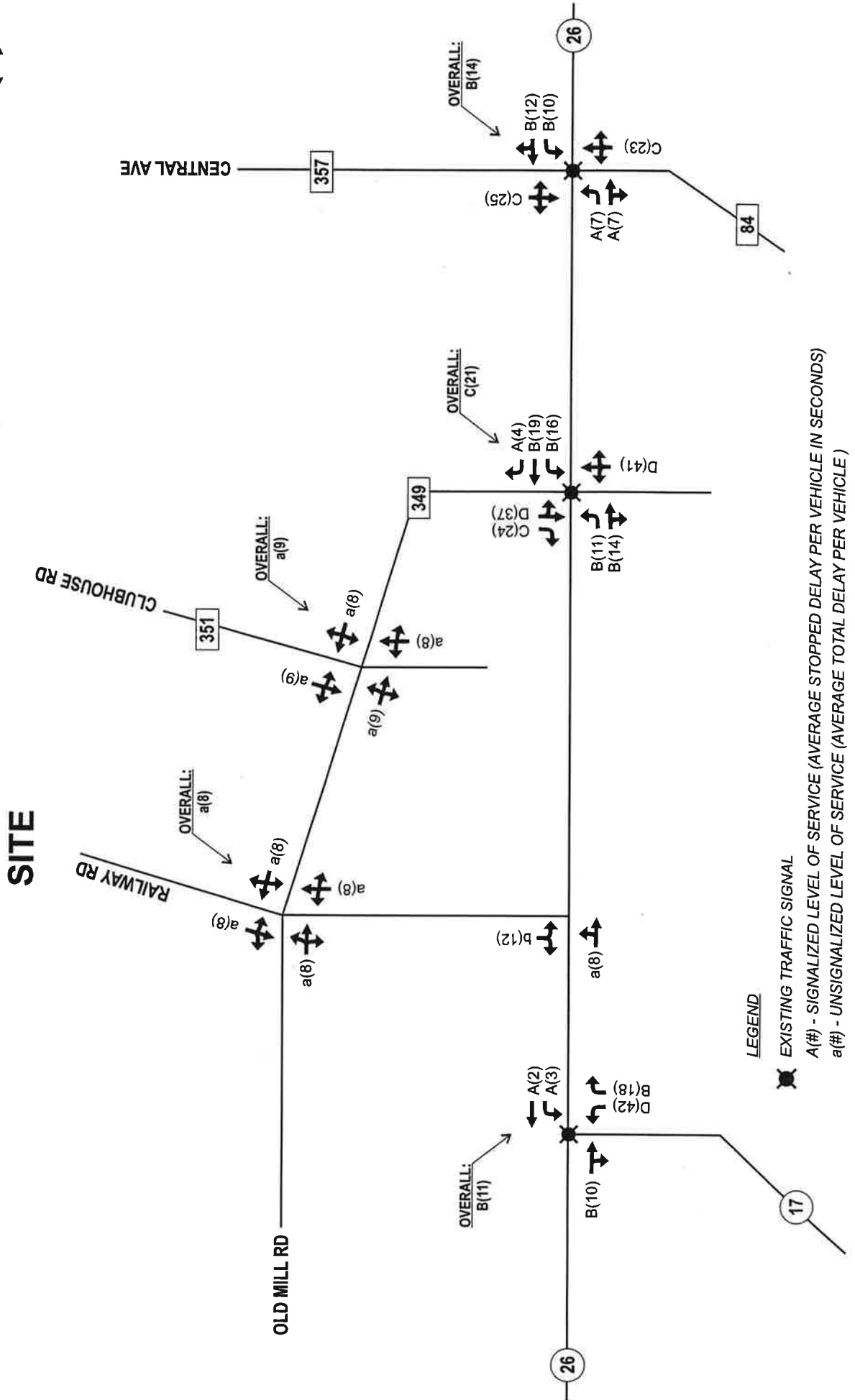
Movement/ Approach	2004 Existing			2015 No Build			2015 Full Build		
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
EB Left	D	48.0	0.86	F	127.1	1.09	F	130.9	1.10
EB Thru	B	11.2	0.57	C	20.5	0.82	C	21.4	0.84
EB Right									
EB Overall	C	20.4	-	D	48.7	-	D	50.3	-
WB Left	B	15.3	0.23	E	65.0	0.84	F	82.5	0.90
WB Thru	D	42.2	0.94	F	204.3	1.35	F	214.2	1.37
WB Right									
WB Overall	D	39.6	-	F	185.0	-	F	195.7	-
NB Left	D	38.9	0.76	E	77.9	0.73	E	77.9	0.73
NB Thru				E	74.4	0.87	E	74.4	0.87
NB Right				D	53.7	0.55	D	53.7	0.55
NB Overall	D	38.9	-	E	68.4	-	E	68.4	-
SB Left	D	54.4	0.89	F	338.2	1.49	F	338.2	1.49
SB Thru				E	63.4	0.76	E	63.4	0.76
SB Right				C	30.0	0.46	C	30.1	0.47
SB Overall	D	54.4	-	F	91.0	-	F	90.5	-
Overall (X critical)	C	34.3	0.94	F	103.8	1.50	F	107.9	1.54

2004 Existing AM Peak Hour Levels of Service

Proposed Residential Project on Railway Road

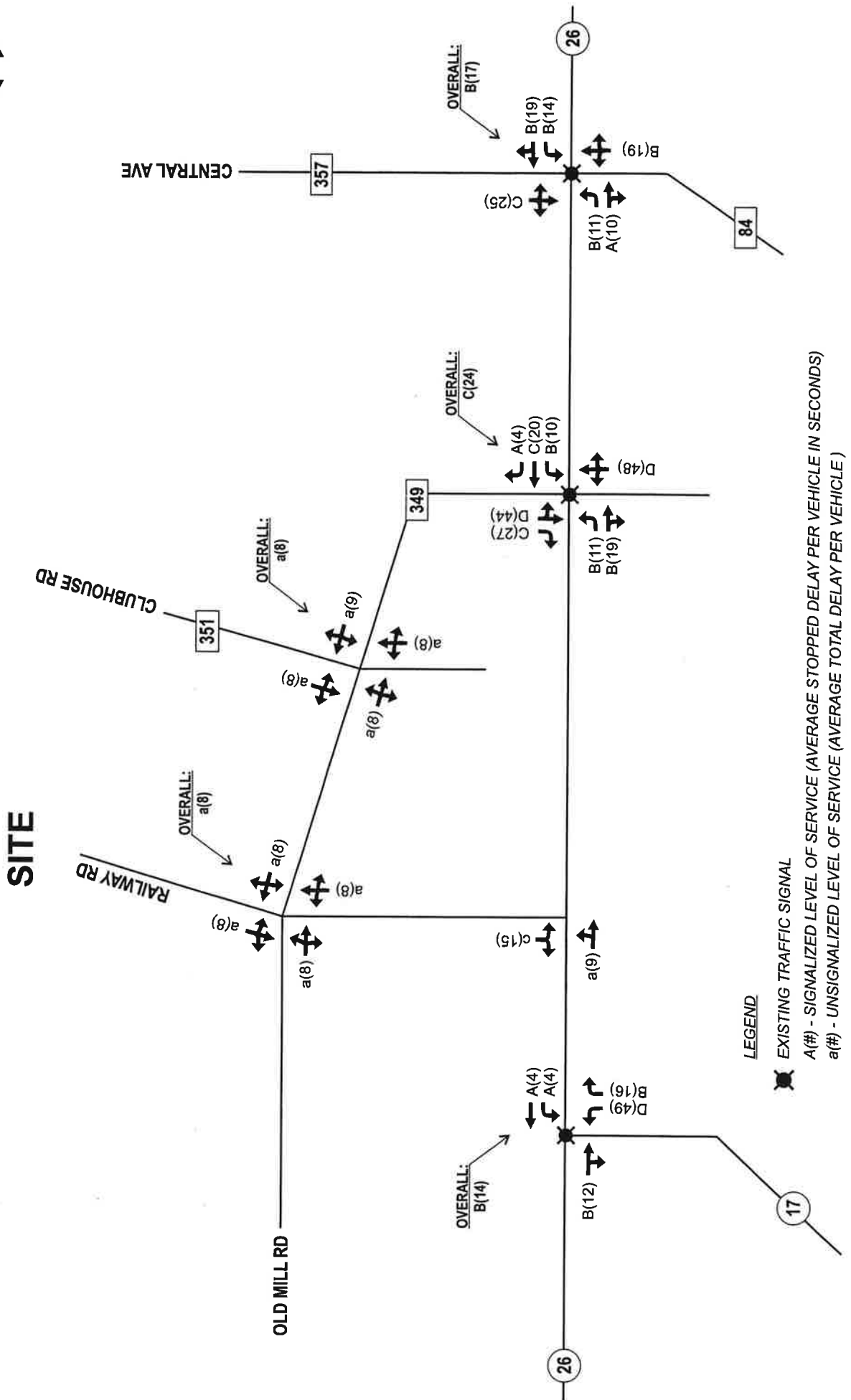
SUSSEX COUNTY, DELAWARE

FIGURE 67



2004 Existing PM Peak Hour Levels of Service

Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE

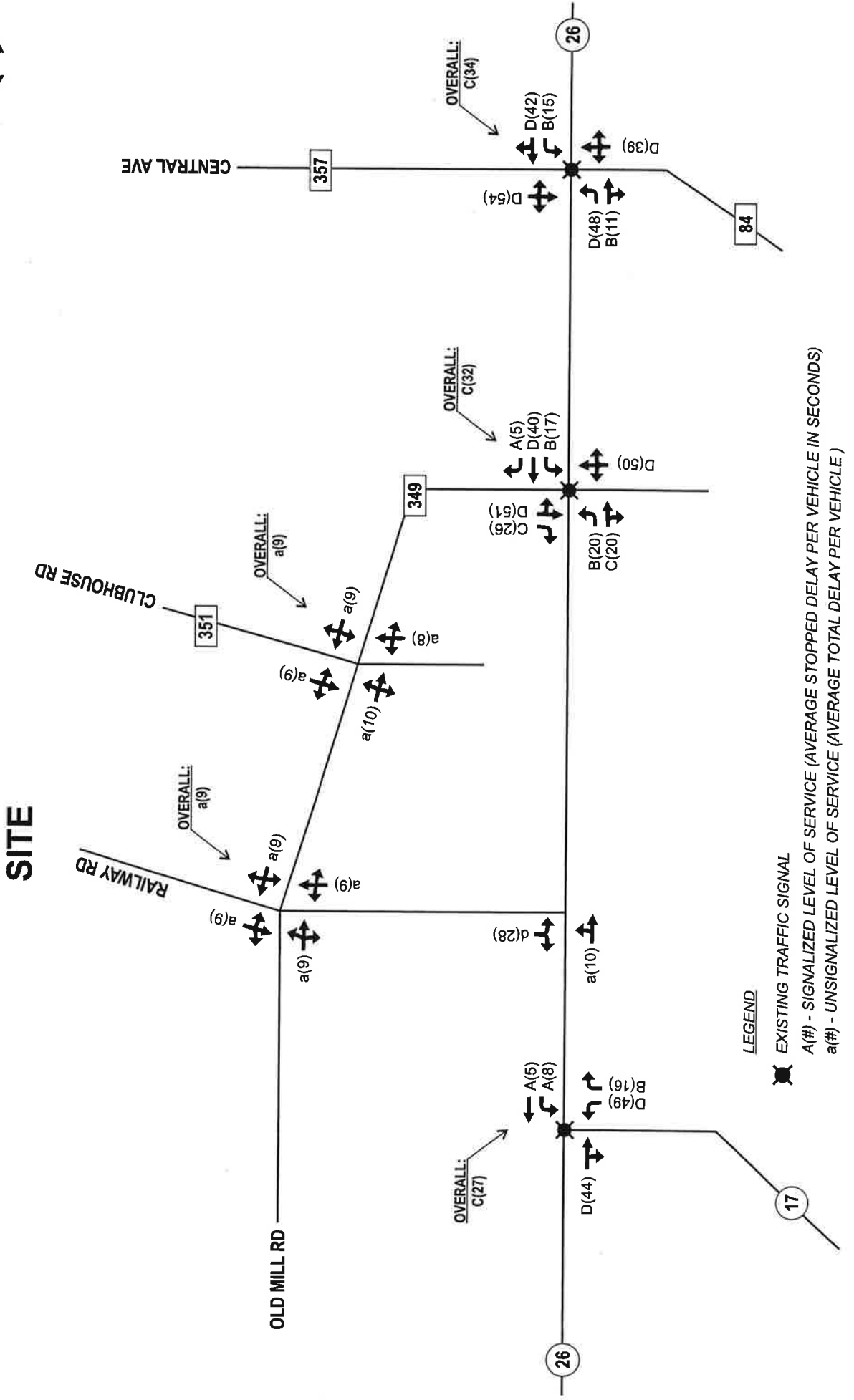


LEGEND

EXISTING TRAFFIC SIGNAL
 A(#) - SIGNALIZED LEVEL OF SERVICE (AVERAGE STOPPED DELAY PER VEHICLE IN SECONDS)
 a(#) - UNSIGNALIZED LEVEL OF SERVICE (AVERAGE TOTAL DELAY PER VEHICLE)

FIGURE 69

2004 Existing Saturday Peak Hour Levels of Service
Proposed Residential Project on Railway Road
 SUSSEX COUNTY, DELAWARE

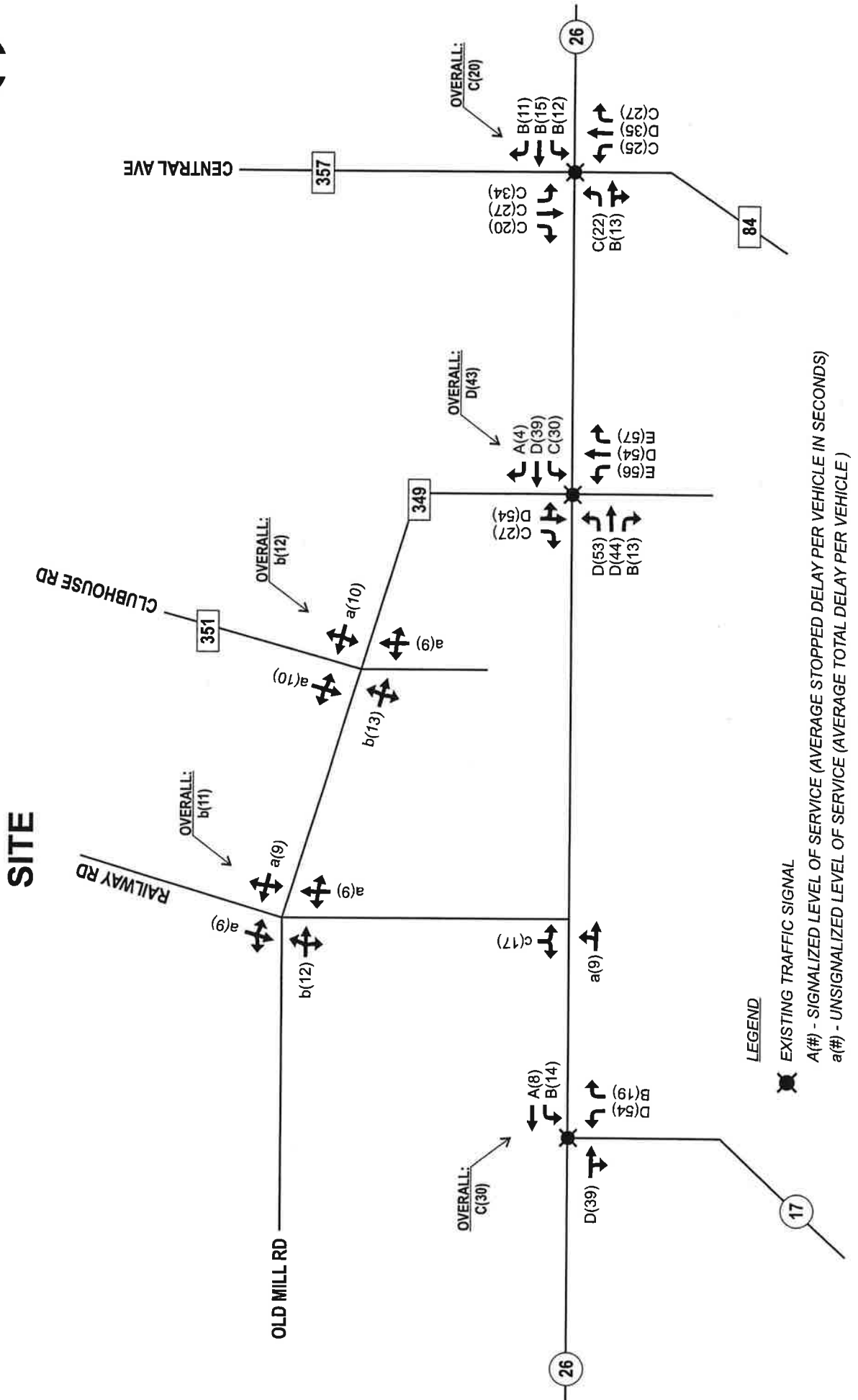


2015 AM Peak Hour No Build Levels of Service

Proposed Residential Project on Railway Road

SUSSEX COUNTY, DELAWARE

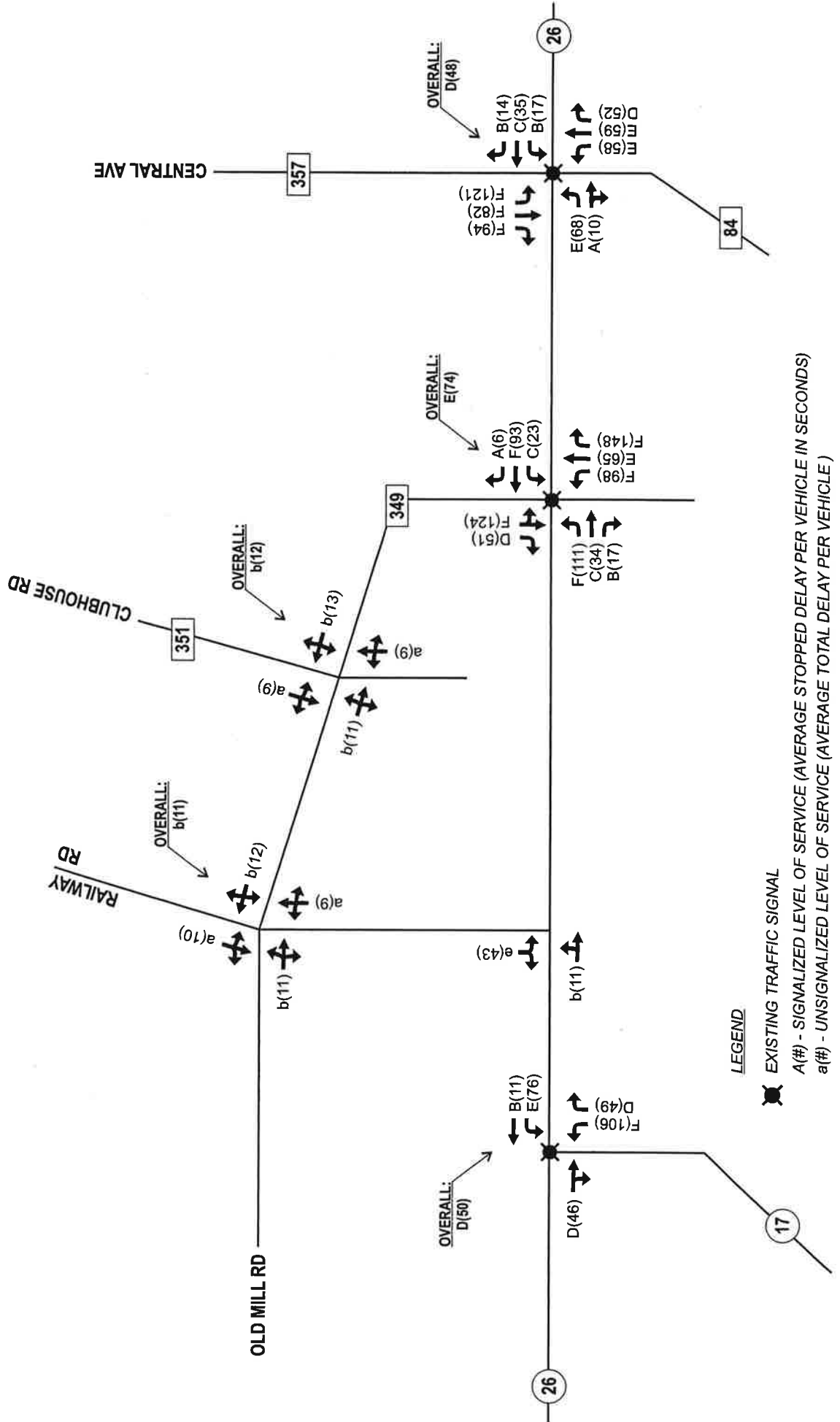
FIGURE 70



2015 PM Peak Hour No Build Levels of Service
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE



SITE



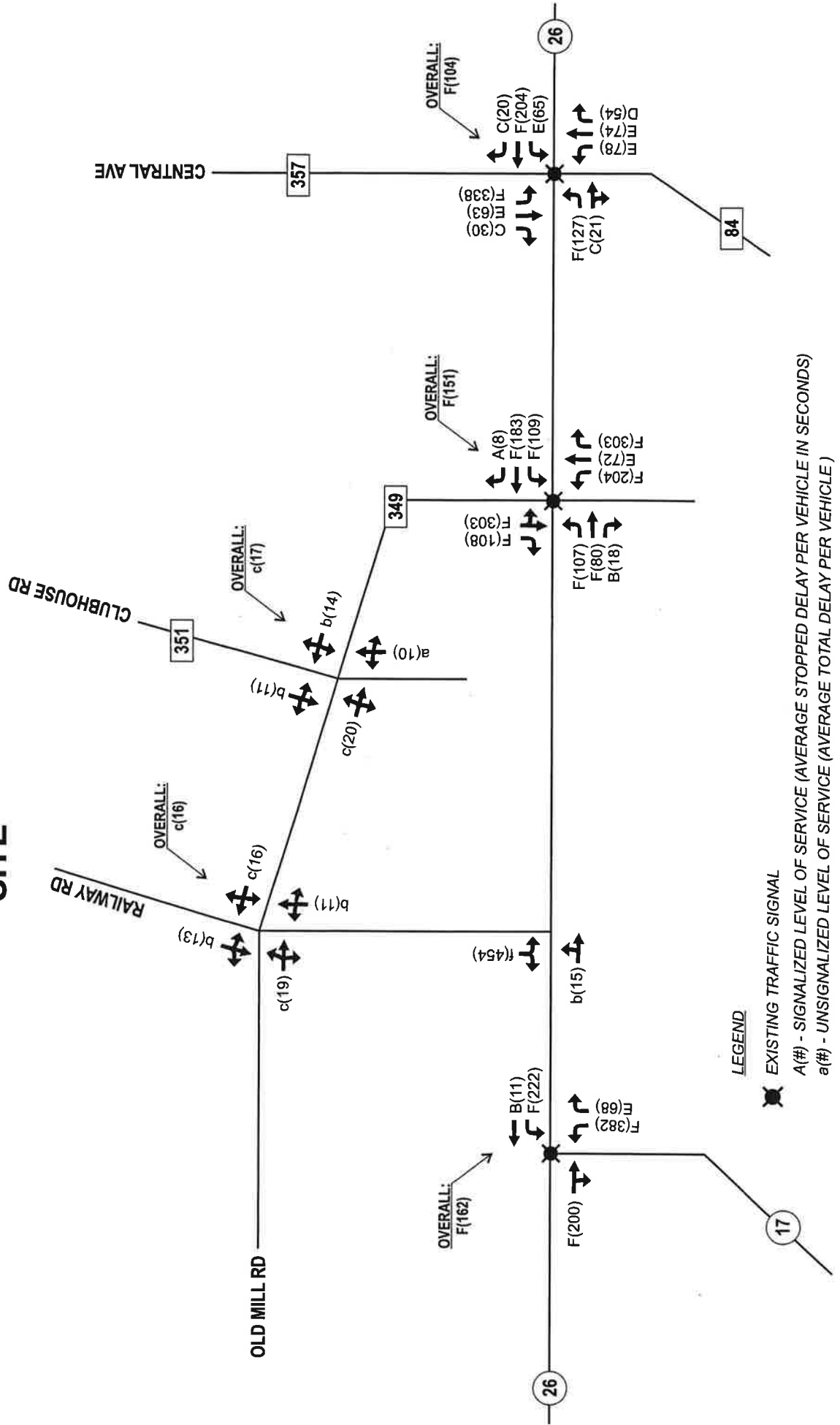
LEGEND

- EXISTING TRAFFIC SIGNAL
- A(#) - SIGNALIZED LEVEL OF SERVICE (AVERAGE STOPPED DELAY PER VEHICLE IN SECONDS)
- a(#) - UNSIGNALIZED LEVEL OF SERVICE (AVERAGE TOTAL DELAY PER VEHICLE)

2015 Saturday Peak Hour No Build Levels of Service
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE

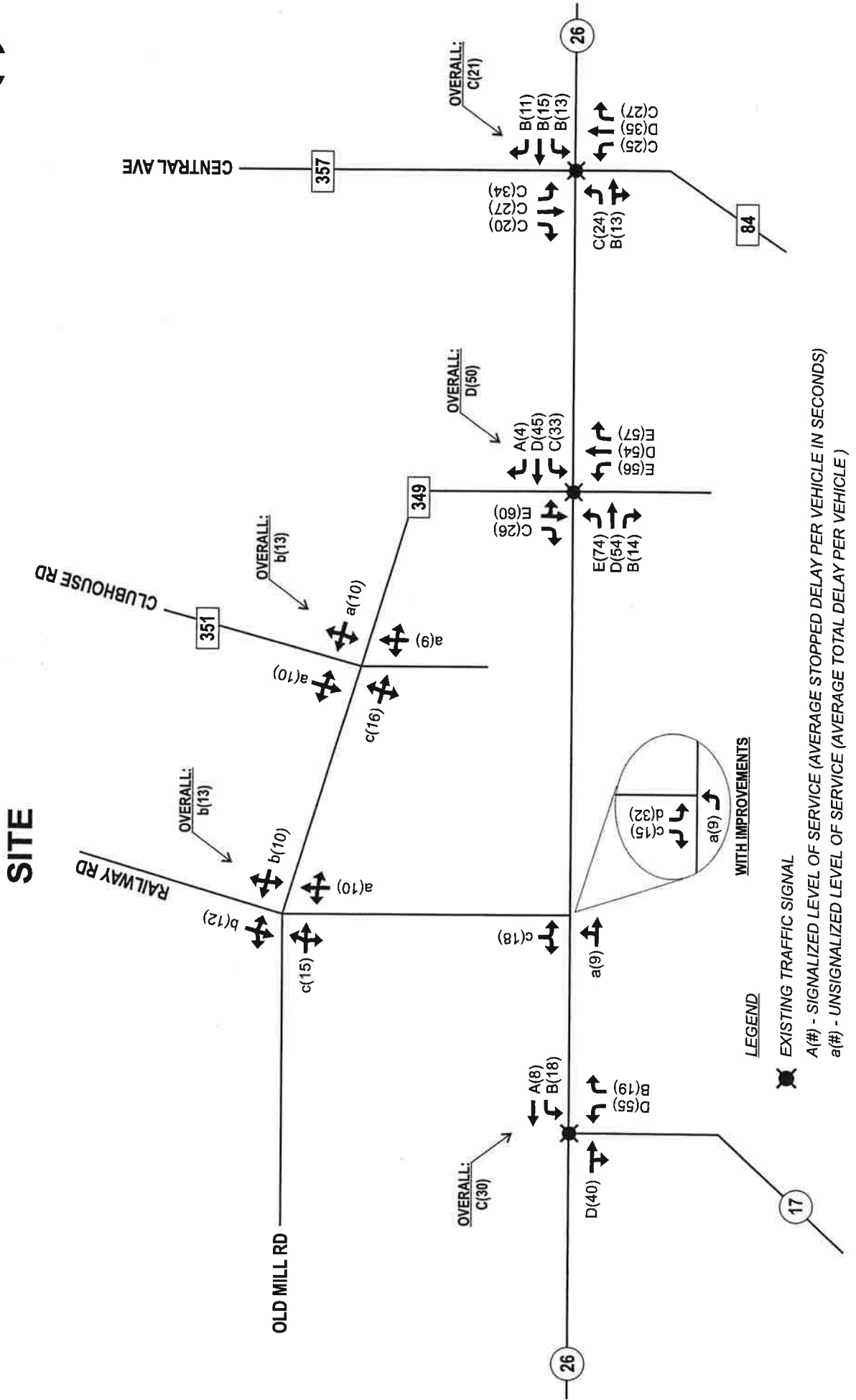


SITE



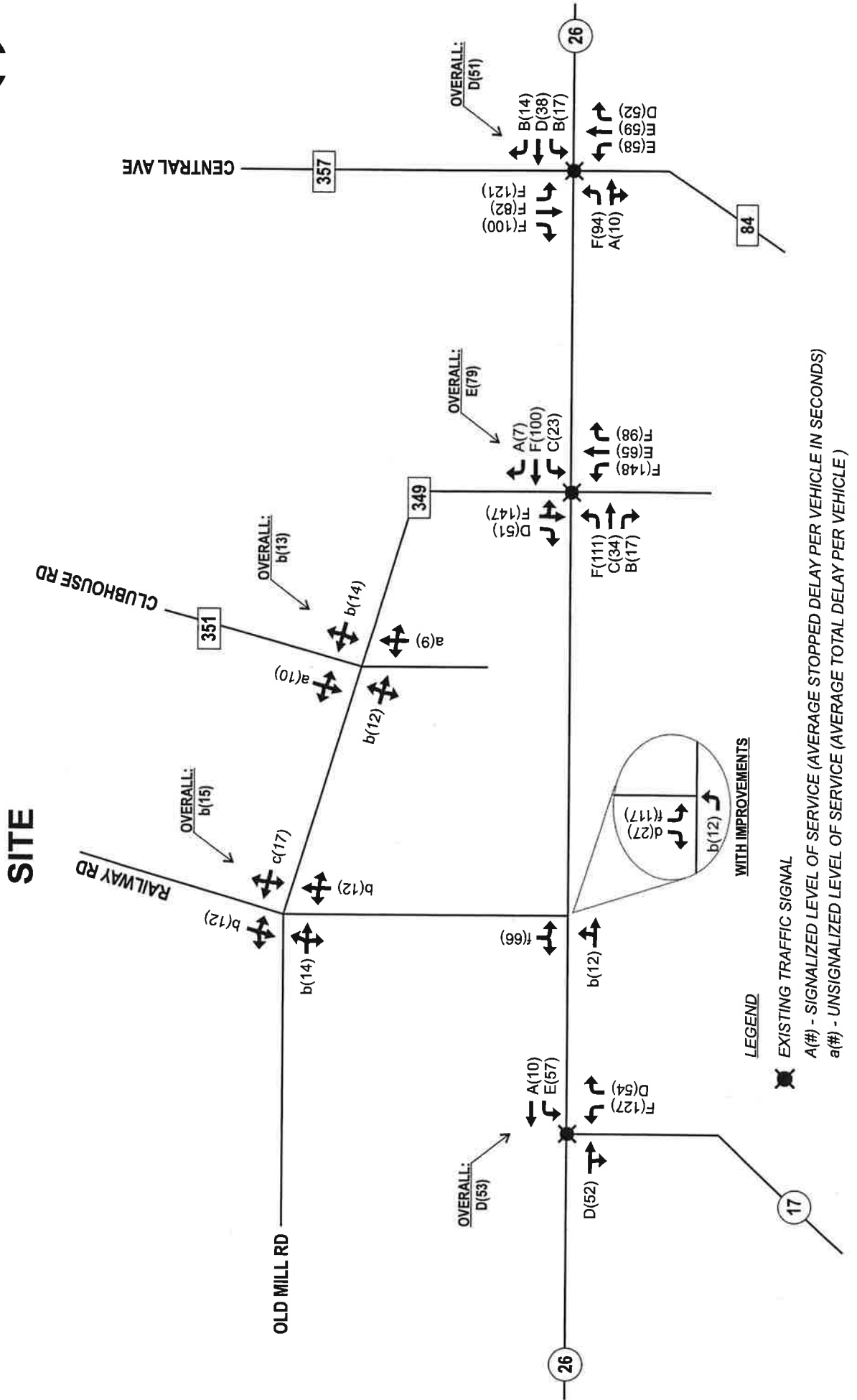
2015 AM Peak Hour Full Build Levels of Service

Proposed Residential Project on Railway Road
 SUSSEX COUNTY, DELAWARE



2015 PM Peak Hour Full Build Levels of Service

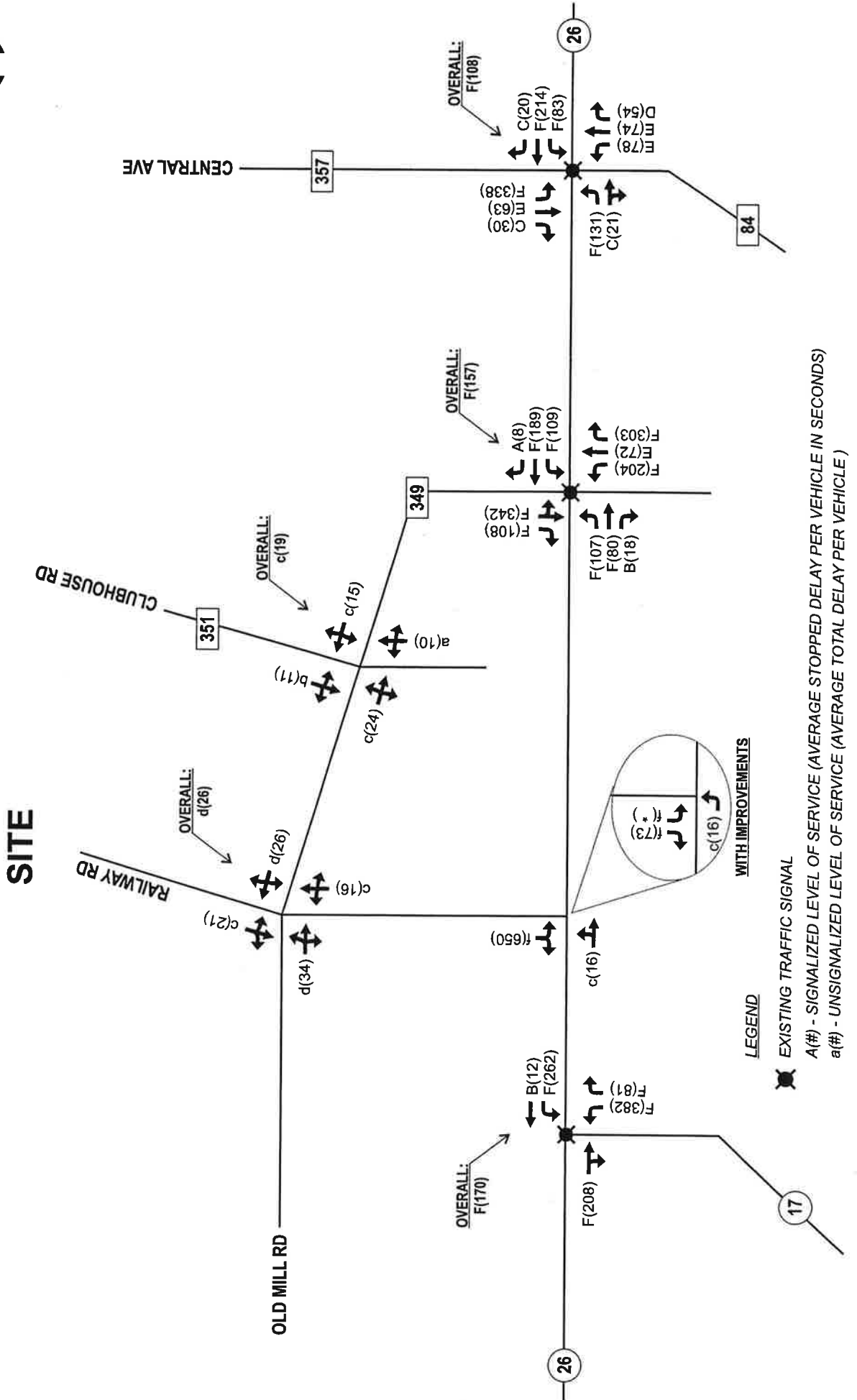
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE



2015 Saturday Peak Hour Full Build Levels of Service

Proposed Residential Project on Railway Road

SUSSEX COUNTY, DELAWARE



TRANSIT, PEDESTRIAN, and BICYCLE FACILITIES

David Dooley of the Delaware Transit Corporation was contacted by email on February 16, 2005 regarding transit facilities within the study area. As of the date of this report, no response has been received by Mr. Dooley.

ORA contacted Joe Cantalupo of DelDOT regarding pedestrian and bicycle facilities on February 16, 2005. Anthony J. Aglio, II from DelDOT responded via a letter dated February 23, 2005 (Appendix H). In summary, Mr. Aglio stated DelDOT has begun coordination with Sussex County to provide shoulders along the southern section of Railway Road from Delaware Route 26 to Old Mill Road. This development location would provide an opportunity to extend the shoulders along Railway Road.

Should any additional comments or input regarding transit issues be received, we will forward them to DelDOT's County Coordinator so that they may be included as part of DelDOT's review.

RESULTS and RECOMMENDATIONS

Based on the analysis previously presented in this report and observations of existing conditions, the following improvements are recommended to accommodate the additional traffic that the proposed residential project on Railway Road will bring to the area.

Old Mill Road (Rd 349) and Railway Road - No improvements anticipated.

Old Mill Road (Rd 349) and Clubhouse Road - No improvements anticipated.

Delaware Route 26 and Delaware Route 17 - Under existing conditions, this intersection has acceptable levels of service. In the future (2015 scenarios), specifically for the Saturday peak hour, this intersection has unacceptable levels of service with or without this proposed development. DelDOT's Delaware Route 26 Improvement Project has already enhanced this intersection, therefore no improvements are recommended.

Delaware Route 26 and Railway Road - Under existing conditions, this intersection has acceptable levels of service. Enhancements from the Delaware Route 26 Improvements Project include a by-pass lane for eastbound Delaware Route 26 traffic and the realignment of Railway Road intersecting with Delaware Route 26. Even with these improvements, the future p.m. and Saturday peak periods (2015 scenarios) have unacceptable levels of service with or without this proposed development. Additional recommendations include widening Railway Road so that the southbound approach can have a separate left and right turn lane. Although this improvement does not improve the intersection to acceptable levels of service, it does significantly decrease the delay. Due to the high number of committed developments and the fact that this intersection fails with or without the site, this improvement should be shared with other developers and should not be the sole responsibility of this project.

Delaware Route 26 and Old Mill Road (Rd 349) - Under existing conditions, this intersection has acceptable levels of service. In the 2015 future scenarios this intersection has numerous improvements from two different projects. From DelDOT's Delaware Route 26 Improvement Project, improvements include separate left, through, and right-turn lanes on both approaches of Delaware Route 26. From the Millville Town Center development the northbound approach will have a separate left, through, and right-turn lane while the southbound approach of Old Mill Road (Rd 349) will change lane assignments to have a separate left turn lane and shared through/right lane. With these improvements from both proposed projects, this intersection will have unacceptable levels of service for both the 2015 no build and 2015 full build scenarios. No additional improvements have been identified.

Delaware Route 26 and Central Avenue (Rd 84/Rd 357) - Under existing conditions, this intersection has acceptable levels of service. In the 2015 future scenarios this intersection has numerous improvements from two different projects. In order to increase capacity of the intersection, DelDOT as part of the Delaware Route 26 Improvement Project is proposing several improvements. The improvements include the corridor wide upgrade of 11-foot lanes and 5-foot shoulders on Route 26 along with some additional improvements at this intersection. The following upgrades are planned:

- The northbound approach of Central Avenue will be widened to provide separate lanes for each movement.
- The southbound approach of Central Avenue will be widened to provide separate lanes for each movement.

- Both the eastbound and westbound approaches of Route 26 will include an exclusive left-turn lane and a shared straight/right-turn lane
- A redesigned traffic signal and timing plan will also be needed to accommodate these physical improvements.

The other project with proposed improvements is from the Bay Forest development. According to plans submitted to DelDOT (Appendix B), a channelized westbound right-turn lane on Delaware Route 26 is proposed.

It should be noted that even with these planned improvements, this intersection will have unacceptable levels of service for the Saturday peak period only for both the 2015 no build and 2015 full build scenarios. No additional improvements have been identified.

Railway Road and Site Entrance - Since this proposed development is located at the end point of Railway Road, there is technically no access driveway to analyze since trips originating and ending are not intersecting with Railway Road. Therefore no site access improvements are recommended.

CONCLUSIONS

Orth-Rodgers & Associates, Inc. has conducted a traffic impact study for the proposed residential project on Railway Road. The purpose of the study was to determine the impact of developing a residential planned community near the town of Millville in the existing Bethany Bay development located on the north side of Railway Road (Rd 350), in Sussex County, Delaware. The development would consist of 480 condominiums.

Analysis of existing a.m., p.m., and Saturday summer conditions shows that all intersections within the study area are operating at acceptable levels of service.

Under the future conditions (2015), with the numerous approved committed developments, the volumes increase along with the delay at these locations. The major problem in this area is the high traffic volumes along Delaware Route 26, especially during the summer Saturday peak period, which is demonstrated by all of the intersections along Delaware Route 26 failing for both the 2015 no build and 2015 full build scenarios. DelDOT in their Delaware Route 26 Improvement Project has identified this traffic problem. Improvements have been recommended for all of the study intersections along Delaware Route 26, with some improvements completed while other improvements are yet to be done. Along with the Delaware Route 26 Improvement Project, there are improvements recommended from the Millville Town Center development (Delaware Route 26 and Old Mill Road) and from the Bay Forest development (Delaware Route 26 and Central Avenue). Unfortunately with all of these proposed improvements, intersections along Delaware Route 26 will have unacceptable levels of service for both the 2015 no build and 2015 full build scenarios.

In addition to the regional improvements being pursued by DelDOT, this report identifies other upgrades at certain intersections to improve future traffic conditions within the study area. It should be noted that this report shows a need for improvement even without the Proposed Residential Project on Railway Road. The additional improvements recommended as part of the Proposed Residential Project on Railway Road project are as follows:

Delaware Route 26 and Railway Road - Recommendations include widening Railway Road to include a separate left and right turn lane on its approach to Delaware Route 26. Although this improvement does not improve the intersection to acceptable levels of service, it does significantly decrease the delay. Due to the high number of committed developments and the fact that this intersection fails with or without the proposed site, this improvement should be shared with other developers and should not be the sole responsibility of this project.

Railway Road and Site Entrance - Since this proposed development is located at the end point of Railway Road, there is technically no access driveway to analyze since trips originating and ending are not intersecting with Railway Road. Therefore no improvements are recommended.

A more detailed listing of improvements for each intersection is noted in the Results and Recommendations section of this report.

Appendix A

Existing Traffic Counts

Delaware Route 26 & Central Avenue

Date: Tuesday, July 27, 2004

Time: 6:30 - 9:00 AM

File Name : rte 26 & central AM

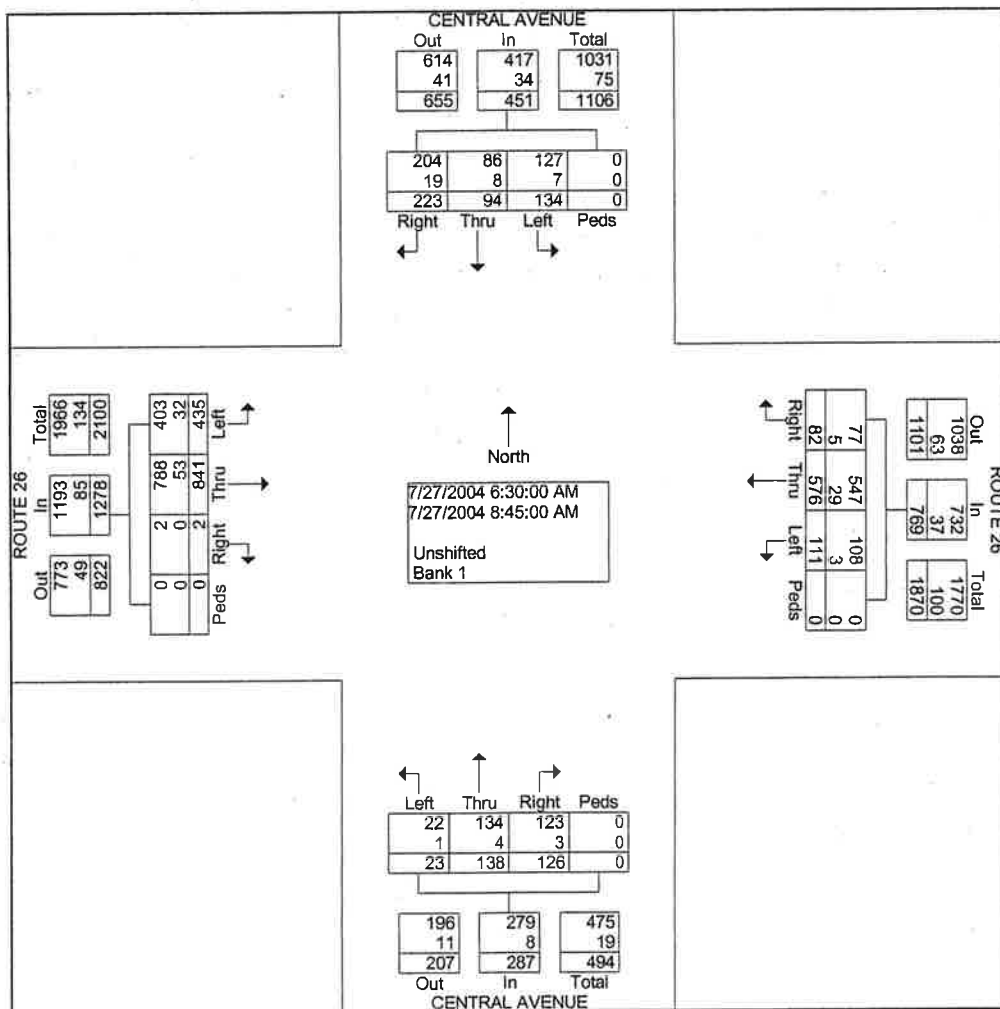
Site Code : 00000000

Start Date : 07/27/2004

Page No : 1

Groups Printed- Unshifted - Bank 1

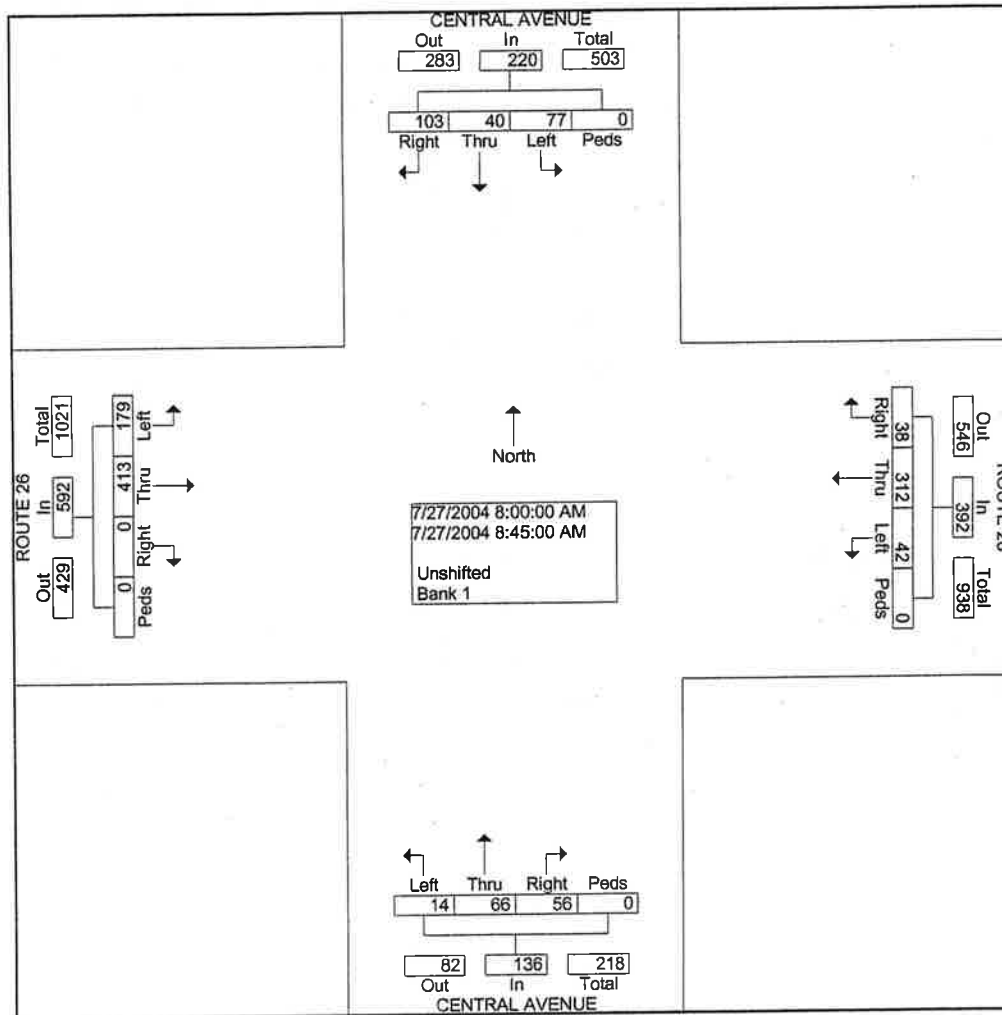
Start Time	CENTRAL AVENUE From North					ROUTE 26 From East					CENTRAL AVENUE From South					ROUTE 26 From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:30 AM	6	6	12	0	24	6	31	4	0	41	0	6	8	0	14	30	47	0	0	77	156
06:45 AM	9	7	17	0	33	10	38	11	0	59	0	12	8	0	20	45	55	0	0	100	212
Total	15	13	29	0	57	16	69	15	0	100	0	18	16	0	34	75	102	0	0	177	368
07:00 AM	8	10	19	0	37	15	36	9	0	60	0	8	10	0	18	51	70	0	0	121	236
07:15 AM	9	8	24	0	41	8	31	6	0	45	3	12	14	0	29	39	71	0	0	110	225
07:30 AM	12	10	27	0	49	14	54	7	0	75	4	15	16	0	35	38	73	0	0	111	270
07:45 AM	13	13	21	0	47	16	74	7	0	97	2	19	14	0	35	53	112	2	0	167	346
Total	42	41	91	0	174	53	195	29	0	277	9	54	54	0	117	181	326	2	0	509	1077
08:00 AM	20	8	32	0	60	10	90	9	0	109	6	19	18	0	43	50	89	0	0	139	351
08:15 AM	22	12	24	0	58	12	68	11	0	91	2	17	14	0	33	39	111	0	0	150	332
08:30 AM	15	10	23	0	48	12	60	11	0	83	1	10	10	0	21	43	92	0	0	135	287
08:45 AM	20	10	24	0	54	8	94	7	0	109	5	20	14	0	39	47	121	0	0	168	370
Total	77	40	103	0	220	42	312	38	0	392	14	66	56	0	136	179	413	0	0	592	1340
Grand Total	134	94	223	0	451	111	576	82	0	769	23	138	126	0	287	435	841	2	0	1278	2785
Apprch %	29.7	20.8	49.4	0.0		14.4	74.9	10.7	0.0		8.0	48.1	43.9	0.0		34.0	65.8	0.2	0.0		
Total %	4.8	3.4	8.0	0.0	16.2	4.0	20.7	2.9	0.0	27.6	0.8	5.0	4.5	0.0	10.3	15.6	30.2	0.1	0.0	45.9	



Delaware Route 26 & Central Avenue
 Date: Tuesday, July 27, 2004
 Time: 6:30 - 9:00 AM

File Name : rte 26 & central AM.
 Site Code : 00000000
 Start Date : 07/27/2004
 Page No : 2

Start Time	CENTRAL AVENUE From North					ROUTE 26 From East					CENTRAL AVENUE From South					ROUTE 26 From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour From 06:30 AM to 08:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	77	40	103	0	220	42	312	38	0	392	14	66	56	0	136	179	413	0	0	592	1340
Percent	35.0	18.2	46.8	0.0		10.7	79.6	9.7	0.0		10.3	48.5	41.2	0.0		30.2	69.8	0.0	0.0		
08:45 Volume	20	10	24	0	54	8	94	7	0	109	5	20	14	0	39	47	121	0	0	168	370
Peak Factor																					
High Int. Volume	08:00 AM					08:00 AM					08:00 AM					08:45 AM					
Peak Factor	0.917					0.899					0.791					0.881					



Delaware Route 26 & Central Avenue

Date: Tuesday, July 27, 2004

Time: 6:30 - 9:00 AM

File Name : rte 26 & central AM

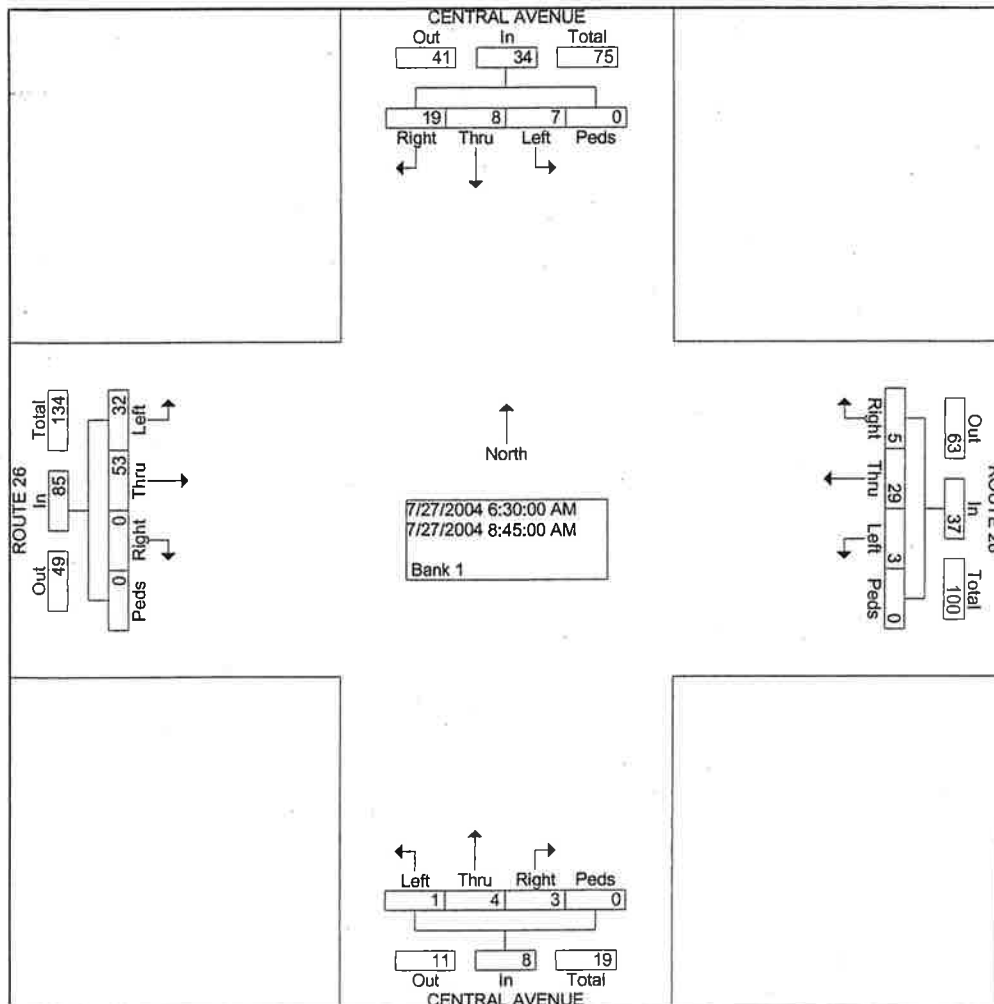
Site Code : 00000000

Start Date : 07/27/2004

Page No : 1

Groups Printed- Bank 1

Start Time	CENTRAL AVENUE From North					ROUTE 26 From East					CENTRAL AVENUE From South					ROUTE 26 From West					Int. Total
	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:30 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	1	3	0	0	4	6
06:45 AM	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	5
Total	1	0	1	0	2	0	0	2	0	2	0	0	0	0	0	1	6	0	0	7	11
07:00 AM	0	1	2	0	3	0	3	0	0	3	0	0	0	0	0	2	2	0	0	4	10
07:15 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2	4	0	0	6	8
07:30 AM	0	2	5	0	7	0	4	1	0	5	0	0	1	0	1	0	5	0	0	5	18
07:45 AM	0	0	3	0	3	0	5	0	0	5	0	1	1	0	2	4	13	0	0	17	27
Total	1	3	10	0	14	1	12	1	0	14	0	1	2	0	3	8	24	0	0	32	63
08:00 AM	2	1	0	0	3	1	4	0	0	5	1	0	0	0	1	3	6	0	0	9	18
08:15 AM	1	0	3	0	4	0	6	0	0	6	0	2	1	0	3	8	4	0	0	12	25
08:30 AM	2	4	0	0	6	0	4	1	0	5	0	1	0	0	1	8	6	0	0	14	26
08:45 AM	0	0	5	0	5	1	3	1	0	5	0	0	0	0	0	4	7	0	0	11	21
Total	5	5	8	0	18	2	17	2	0	21	1	3	1	0	5	23	23	0	0	46	90
Grand Total	7	8	19	0	34	3	29	5	0	37	1	4	3	0	8	32	53	0	0	85	164
Apprch %	20.6	23.5	55.9	0.0		8.1	78.4	13.5	0.0		12.5	50.0	37.5	0.0		37.6	62.4	0.0	0.0		
Total %	4.3	4.9	11.6	0.0	20.7	1.8	17.7	3.0	0.0	22.6	0.6	2.4	1.8	0.0	4.9	19.5	32.3	0.0	0.0	51.8	

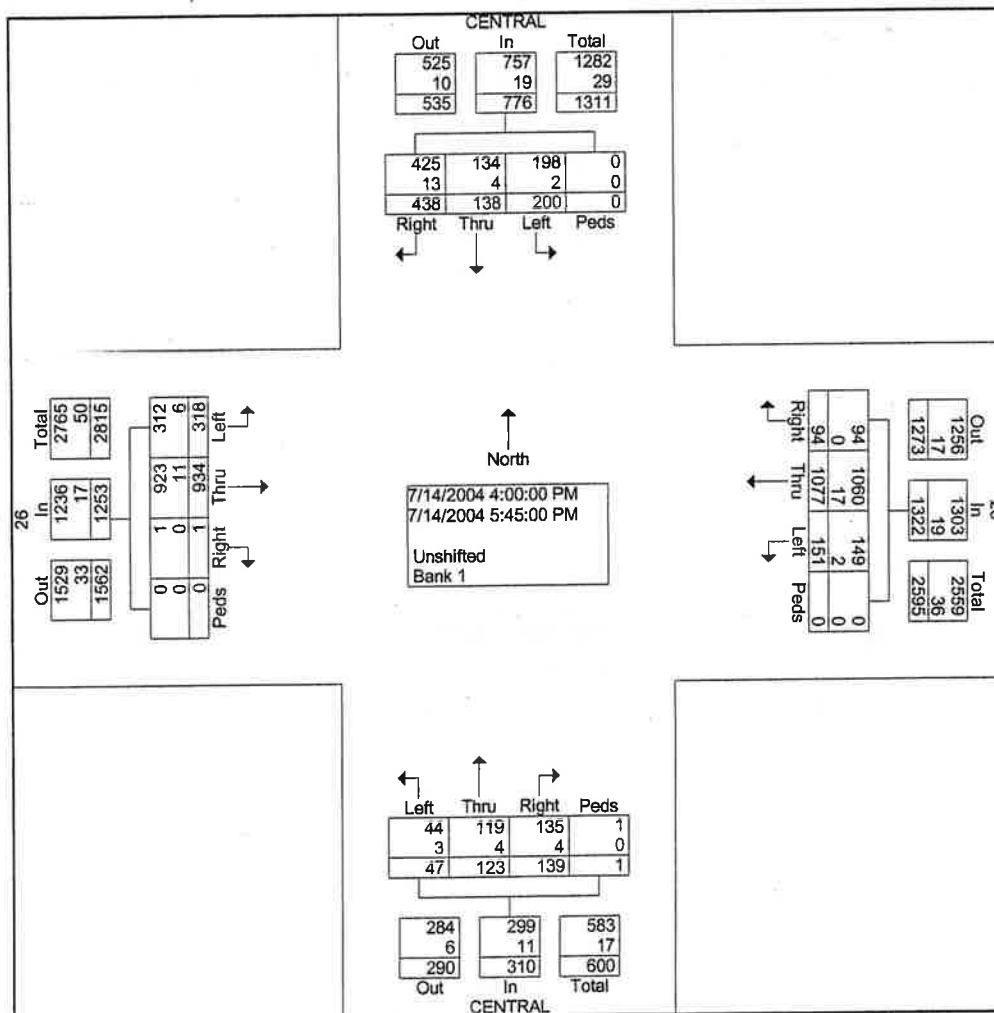


Delaware Rte 26 & Central Avenue
 Date: Wednesday, July 14, 2004
 Time: 4:00 - 6:00 PM

File Name : 26 and central PM
 Site Code : 00000000
 Start Date : 07/14/2004
 Page No : 1

Groups Printed- Unshifted - Bank 1

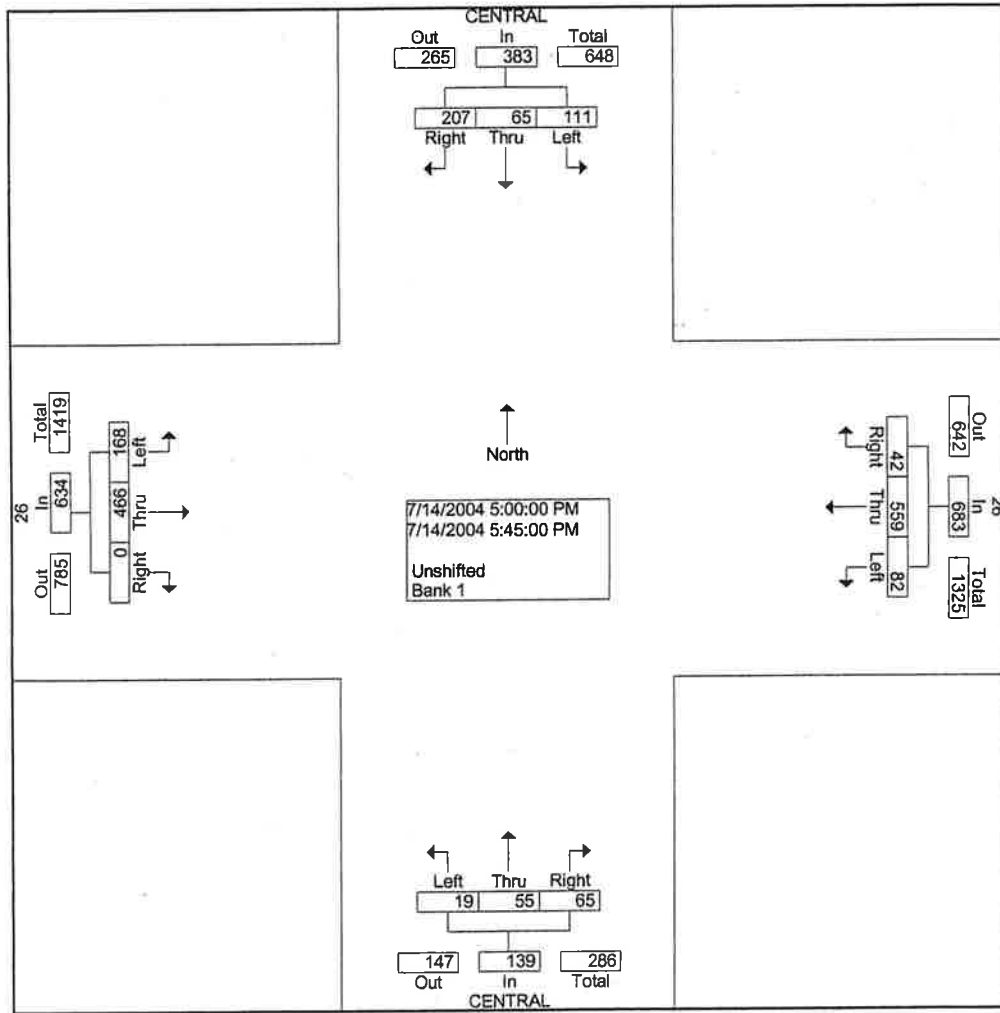
Start Time	CENTRAL From North					26 From East					CENTRAL From South					26 From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	22	24	53	0	99	16	140	14	0	170	6	19	24	0	49	33	116	0	0	149	467
04:15 PM	24	19	57	0	100	19	129	14	0	162	6	23	22	0	51	39	127	0	0	166	479
04:30 PM	27	14	61	0	102	11	135	11	0	157	11	10	17	0	38	40	130	0	0	170	467
04:45 PM	16	16	60	0	92	23	114	13	0	150	5	16	11	0	32	38	95	1	0	134	408
Total	89	73	231	0	393	69	518	52	0	639	28	68	74	0	170	150	468	1	0	619	1821
05:00 PM	23	23	55	0	101	22	145	8	0	175	4	20	13	1	38	45	103	0	0	148	462
05:15 PM	30	15	48	0	93	10	143	11	0	164	7	15	10	0	32	32	120	0	0	152	441
05:30 PM	28	13	52	0	93	26	137	11	0	174	3	9	25	0	37	46	123	0	0	169	473
05:45 PM	30	14	52	0	96	24	134	12	0	170	5	11	17	0	33	45	120	0	0	165	464
Total	111	65	207	0	383	82	559	42	0	683	19	55	65	1	140	168	466	0	0	634	1840
Grand Total	200	138	438	0	776	151	1077	94	0	1322	47	123	139	1	310	318	934	1	0	1253	3661
Apprch %	25.8	17.8	56.4	0.0		11.4	81.5	7.1	0.0		15.2	39.7	44.8	0.3		25.4	74.5	0.1	0.0		
Total %	5.5	3.8	12.0	0.0	21.2	4.1	29.4	2.6	0.0	36.1	1.3	3.4	3.8	0.0	8.5	8.7	25.5	0.0	0.0	34.2	



Delaware Rte 26 & Central Avenue
 Date: Wednesday, July 14, 2004
 Time: 4:00 - 6:00 PM

File Name : 26 and central PM
 Site Code : 00000000
 Start Date : 07/14/2004
 Page No : 2

Start Time	CENTRAL From North				26 From East				CENTRAL From South				26 From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	111	65	207	383	82	559	42	683	19	55	65	139	168	466	0	634	1839
Percent	29.0	17.0	54.0		12.0	81.8	6.1		13.7	39.6	46.8		26.5	73.5	0.0		
05:30 Volume	28	13	52	93	26	137	11	174	3	9	25	37	46	123	0	169	473
Peak Factor	0.972																
High Int.	05:00 PM																
Volume	23	23	55	101	22	145	8	175	4	20	13	37	46	123	0	169	
Peak Factor	0.948				0.976				0.939				0.938				

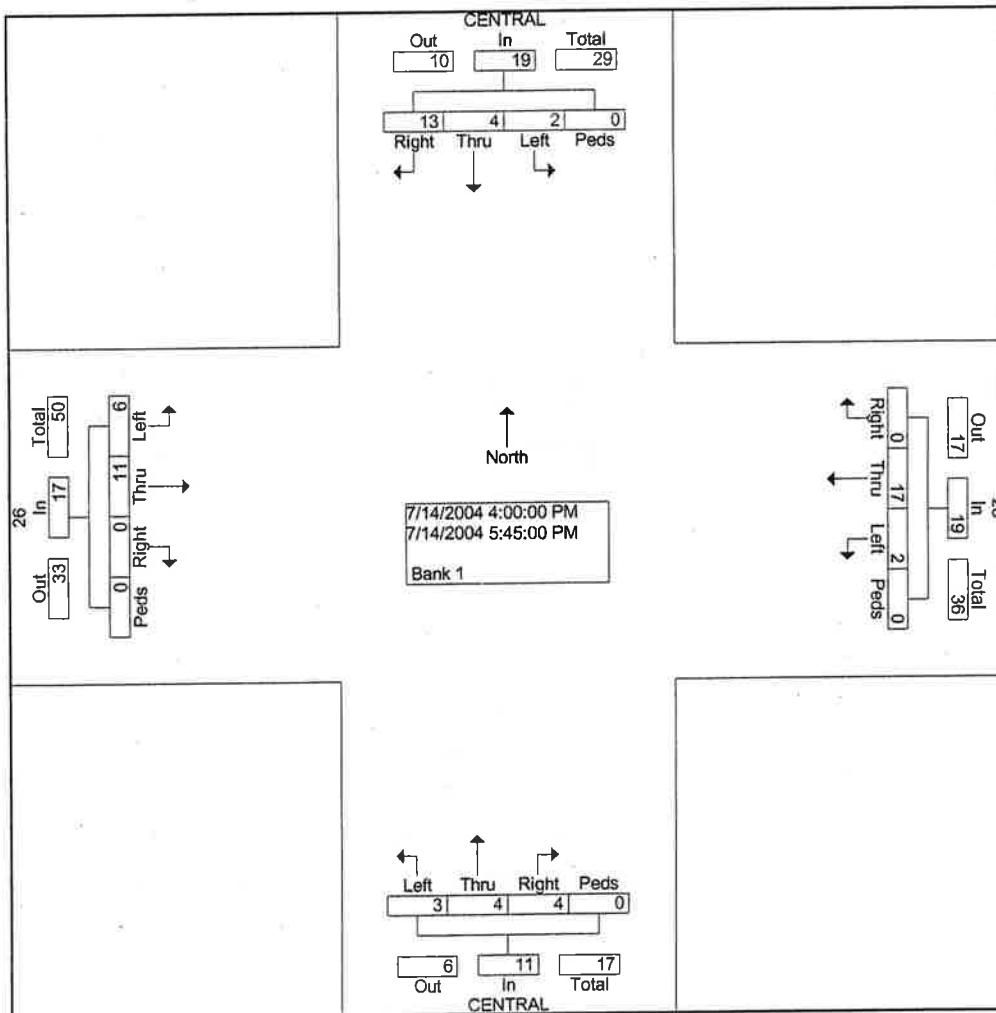


Delaware Rte 26 & Central Avenue
 Date: Wednesday, July 14, 2004
 Time: 4:00 - 6:00 PM

File Name : 26 and central PM
 Site Code : 00000000
 Start Date : 07/14/2004
 Page No : 1

Groups Printed- Bank 1

Start Time	CENTRAL From North					26 From East					CENTRAL From South					26 From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	1	2	0	3	1	2	0	0	3	0	0	0	0	0	1	3	0	0	4	10
04:15 PM	0	1	0	0	1	0	2	0	0	2	1	2	0	0	3	0	2	0	0	2	8
04:30 PM	0	0	2	0	2	0	6	0	0	6	2	0	0	0	2	1	2	0	0	3	13
04:45 PM	1	0	0	0	1	1	0	0	0	1	0	0	2	0	2	1	2	0	0	3	7
Total	1	2	4	0	7	2	10	0	0	12	3	2	2	0	7	3	9	0	0	12	38
05:00 PM	0	1	2	0	3	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	6
05:15 PM	0	0	2	0	2	0	3	0	0	3	0	1	0	0	1	0	1	0	0	1	7
05:30 PM	0	1	3	0	4	0	2	0	0	2	0	0	1	0	1	1	1	0	0	2	9
05:45 PM	1	0	2	0	3	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	6
Total	1	2	9	0	12	0	7	0	0	7	0	2	2	0	4	3	2	0	0	5	28
Grand Total	2	4	13	0	19	2	17	0	0	19	3	4	4	0	11	6	11	0	0	17	66
Apprch %	10.5	21.1	68.4	0.0		10.5	89.5	0.0	0.0		27.3	36.4	36.4	0.0		35.3	64.7	0.0	0.0		
Total %	3.0	6.1	19.7	0.0	28.8	3.0	25.8	0.0	0.0	28.8	4.5	6.1	6.1	0.0	16.7	9.1	16.7	0.0	0.0	25.8	



Delaware Rte 26 & Central Avenue
 Date: Saturday, July 17, 2004
 Time: 9:00 AM - 2:00 PM

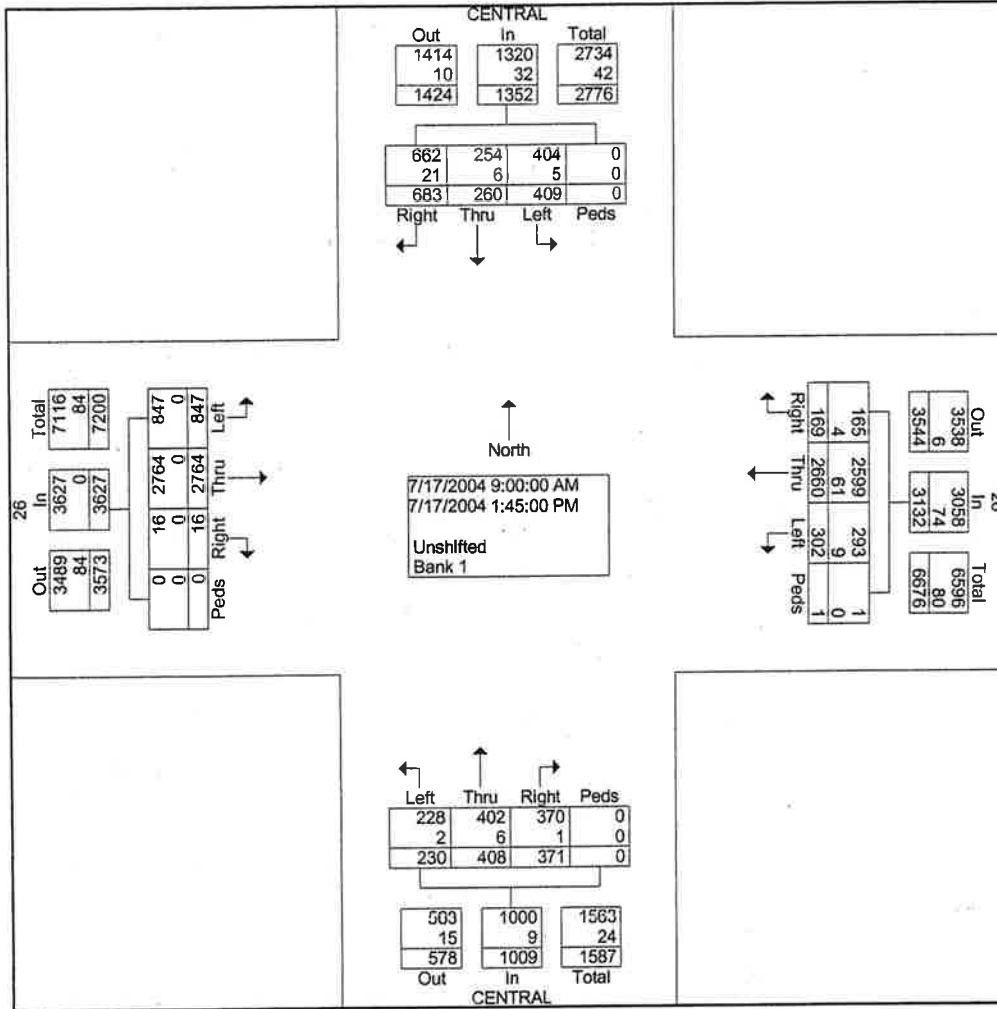
File Name : 26 and Central Saturday
 Site Code : 00000000
 Start Date : 07/17/2004
 Page No : 1

Groups Printed- Unshifted - Bank 1

Start Time	CENTRAL From North					26 From East					CENTRAL From South					26 From West					Int. Total
	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
09:00 AM	11	9	29	0	49	14	159	7	0	180	9	25	25	0	59	24	144	0	0	168	456
09:15 AM	24	12	24	0	60	11	161	8	0	180	14	20	17	0	51	36	161	0	0	197	488
09:30 AM	21	19	29	0	69	11	149	9	0	169	13	19	24	0	56	49	153	1	0	203	497
09:45 AM	23	19	36	0	78	16	161	6	0	183	13	21	30	0	64	38	163	0	0	201	526
Total	79	59	118	0	256	52	630	30	0	712	49	85	96	0	230	147	621	1	0	769	1967
10:00 AM	8	11	50	0	69	14	169	9	0	192	9	29	16	0	54	45	144	0	0	189	504
10:15 AM	18	12	34	0	64	20	152	4	0	176	13	25	36	0	74	48	157	1	0	206	520
10:30 AM	34	8	36	0	78	9	166	11	0	186	17	21	23	0	61	55	155	0	0	210	535
10:45 AM	20	15	30	0	65	13	149	10	1	173	17	21	26	0	64	53	149	0	0	202	504
Total	80	46	150	0	276	56	636	34	1	727	56	96	101	0	253	201	605	1	0	807	2063
11:00 AM	18	21	47	0	86	20	138	0	0	158	20	17	19	0	56	52	123	0	0	175	475
11:15 AM	29	14	41	0	84	7	139	22	0	168	16	24	13	0	53	60	126	0	0	186	491
11:30 AM	27	13	26	0	66	17	161	14	0	192	16	27	15	0	58	42	141	3	0	186	502
11:45 AM	26	20	37	0	83	14	132	1	0	147	13	13	16	0	42	30	157	2	0	189	461
Total	100	68	151	0	319	58	570	37	0	665	65	81	63	0	209	184	547	5	0	736	1929
12:00 PM	23	17	32	0	72	35	128	11	0	174	5	23	13	0	41	50	148	0	0	198	485
12:15 PM	24	10	31	0	65	23	92	15	0	130	10	24	18	0	52	43	126	0	0	169	416
12:30 PM	16	10	34	0	60	10	102	7	0	119	5	11	13	0	29	42	130	2	0	174	382
12:45 PM	17	10	26	0	53	13	96	14	0	123	7	22	11	0	40	46	123	0	0	169	385
Total	80	47	123	0	250	81	418	47	0	546	27	80	55	0	162	181	527	2	0	710	1668
01:00 PM	12	8	38	0	58	14	89	7	0	110	6	17	10	0	33	36	97	3	0	136	337
01:15 PM	21	7	37	0	65	14	90	5	0	109	5	8	17	0	30	32	109	3	0	144	348
01:30 PM	16	15	30	0	61	10	103	4	0	117	14	21	13	0	48	34	119	1	0	154	380
01:45 PM	21	10	36	0	67	17	124	5	0	146	8	20	16	0	44	32	139	0	0	171	428
Total	70	40	141	0	251	55	406	21	0	482	33	66	56	0	155	134	464	7	0	605	1493
Grand Total	409	260	683	0	1352	302	2660	169	1	3132	230	408	371	0	1009	847	2764	16	0	3627	9120
Apprch %	30.3	19.2	50.5	0.0		9.6	84.9	5.4	0.0		22.8	40.4	36.8	0.0		23.4	76.2	0.4	0.0		
Total %	4.5	2.9	7.5	0.0	14.8	3.3	29.2	1.9	0.0	34.3	2.5	4.5	4.1	0.0	11.1	9.3	30.3	0.2	0.0	39.8	

Delaware Rte 26 & Central Avenue
 Date: Saturday, July 17, 2004
 Time: 9:00 AM - 2:00 PM

File Name : 26 and Central Saturda;
 Site Code : 00000000
 Start Date : 07/17/2004
 Page No : 2



Delaware Rte 26 & Central Avenue

Date: Saturday, July 17, 2004

Time: 9:00 AM - 2:00 PM

File Name : 26 and Central Saturday

Site Code : 00000000

Start Date : 07/17/2004

Page No : 3

Start Time	CENTRAL From North				26 From East				CENTRAL From South				26 From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 09:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection	09:45 AM																
Volume	83	50	156	289	59	648	30	737	52	96	105	253	186	619	1	806	2085
Percent	28.7	17.3	54.0		8.0	87.9	4.1		20.6	37.9	41.5		23.1	76.8	0.1		
10:30 Volume	34	8	36	78	9	166	11	186	17	21	23	61	55	155	0	210	535
Peak Factor	0.974																
High Int.	09:45 AM				10:00 AM				10:15 AM				10:30 AM				
Volume	23	19	36	78	14	169	9	192	13	25	36	74	55	155	0	210	
Peak Factor	0.926				0.960				0.855				0.960				

Delaware Rte 26 & Central Avenue

Date: Saturday, July 17, 2004

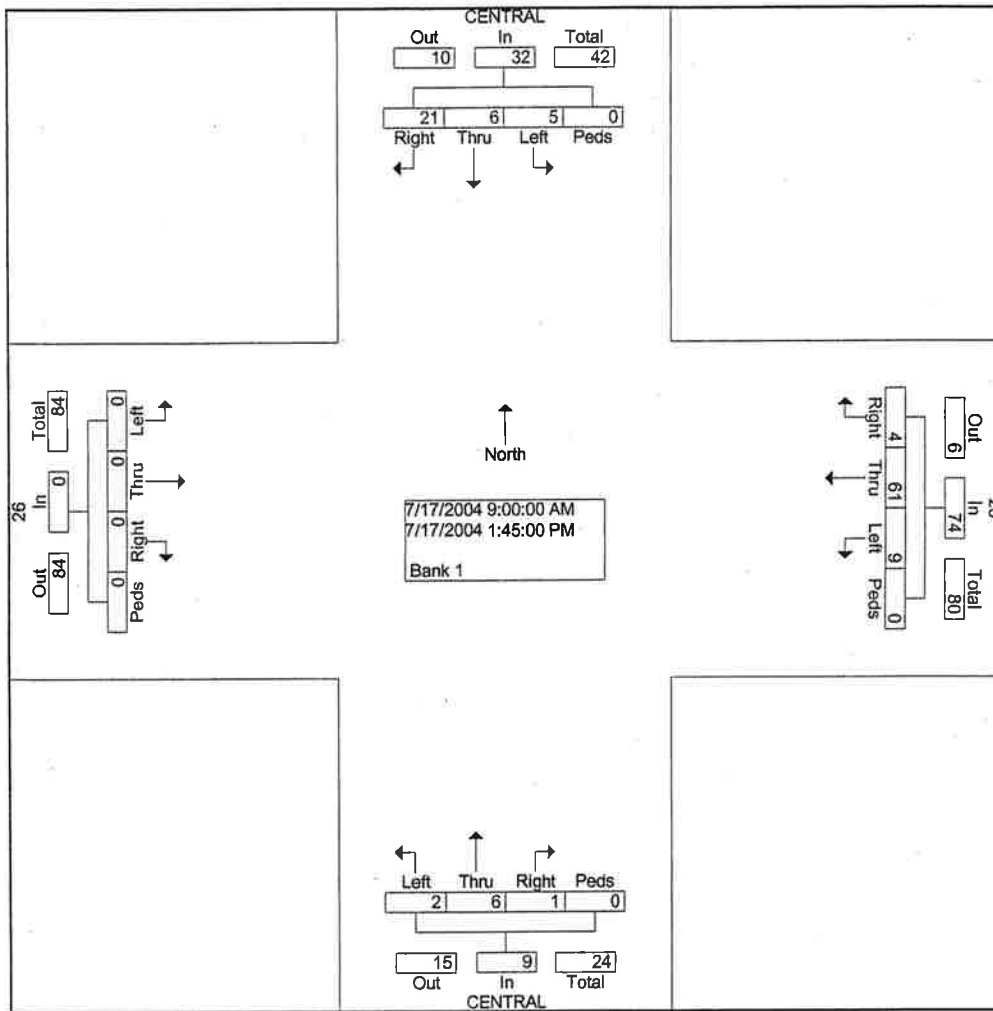
Time: 9:00 AM - 2:00 PM

File Name : 26 and Central Saturday

Site Code : 00000000

Start Date : 07/17/2004

Page No : 2

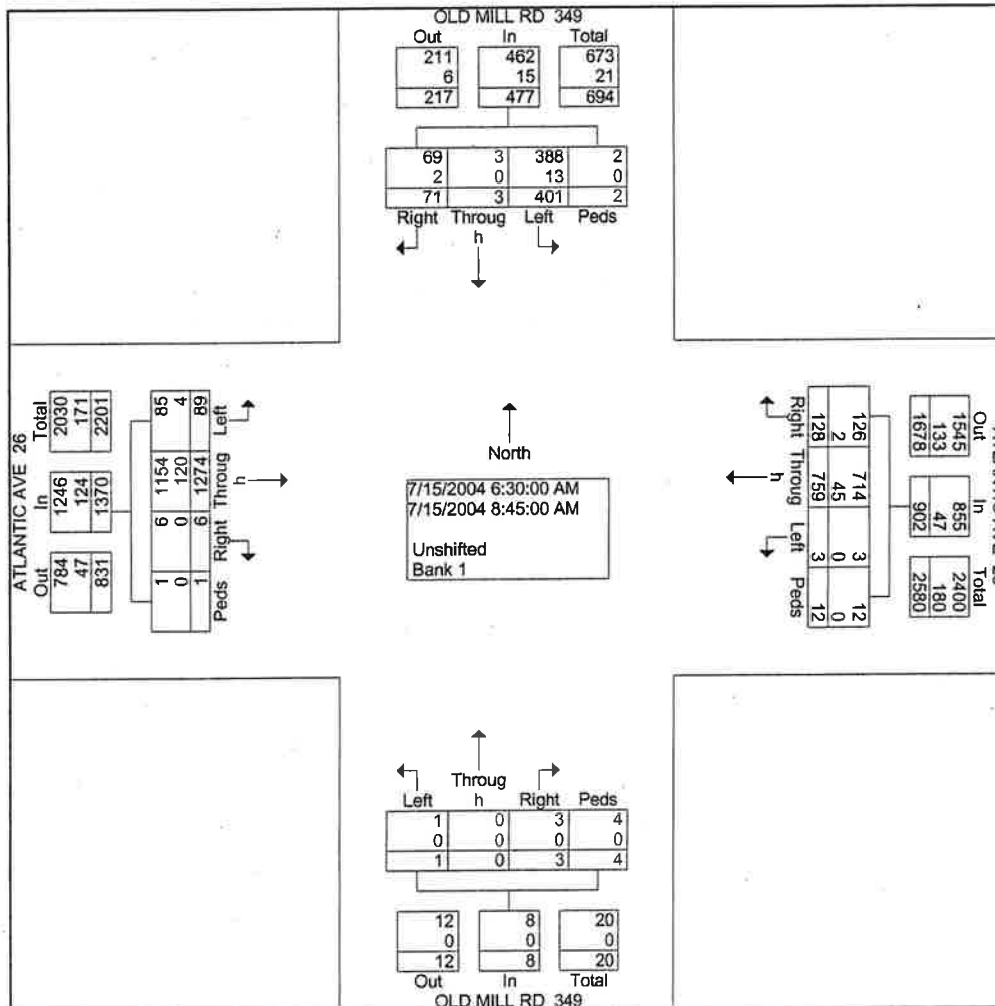


Delaware Rte 26 & Old Mill Rd
 Date: Thursday, July 15, 2004
 Time: 6:30 - 9:00 AM

File Name : 26 & old mill AM
 Site Code : 00000000
 Start Date : 07/15/2004
 Page No : 1

Groups Printed- Unshifted - Bank 1

Start Time	OLD MILL RD 349 From North					ATLANTIC AVE 26 From East					OLD MILL RD 349 From South					ATLANTIC AVE 26 From West					Int. Total				
	Left	Thro ugh	Righ t	Peds	App. Total	Left	Thro ugh	Righ t	Peds	App. Total	Left	Thro ugh	Righ t	Peds	App. Total	Left	Thro ugh	Righ t	Peds	App. Total					
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	
06:30 AM	14	1	7	0	22	0	34	2	0	36	0	0	0	0	0	6	77	0	0	83	0	0	0	0	0
06:45 AM	25	0	4	0	29	0	56	4	1	61	0	0	0	0	0	7	125	0	0	132	0	0	0	0	0
Total	39	1	11	0	51	0	90	6	1	97	0	0	0	0	0	13	202	0	0	215	0	0	0	0	0
07:00 AM	25	0	7	0	32	0	67	7	0	74	0	0	0	0	0	7	119	1	0	127	0	0	0	0	0
07:15 AM	31	0	9	1	41	0	83	11	2	96	0	0	0	2	2	8	107	0	0	115	0	0	0	0	0
07:30 AM	26	0	5	0	31	0	87	13	1	101	0	0	0	0	0	12	124	0	0	136	0	0	0	0	0
07:45 AM	59	0	1	0	60	0	77	12	0	89	0	0	0	1	1	5	174	1	0	180	0	0	0	0	0
Total	141	0	22	1	164	0	314	43	3	360	0	0	0	3	3	32	524	2	0	558	0	0	0	0	0
08:00 AM	62	0	5	0	67	2	87	19	0	108	1	0	1	1	3	7	126	0	0	133	0	0	0	0	0
08:15 AM	46	0	9	0	55	0	68	22	1	91	0	0	0	0	0	15	147	0	0	162	0	0	0	0	0
08:30 AM	48	1	10	1	60	0	101	21	2	124	0	0	0	0	0	12	137	1	0	150	0	0	0	0	0
08:45 AM	65	1	14	0	80	1	99	17	5	122	0	0	2	0	2	10	138	3	1	152	0	0	0	0	0
Total	221	2	38	1	262	3	355	79	8	445	1	0	3	1	5	44	548	4	1	597	0	0	0	0	0
Grand Total	401	3	71	2	477	3	759	128	12	902	1	0	3	4	8	89	1274	6	1	1370	0	0	0	0	0
Apprch %	84.1	0.6	14.9	0.4		0.3	84.1	14.2	1.3		12.5	0.0	37.5	50.0		6.5	93.0	0.4	0.1		0	0	0	0	0
Total %	14.5	0.1	2.6	0.1	17.3	0.1	27.5	4.6	0.4	32.7	0.0	0.0	0.1	0.1	0.3	3.2	46.2	0.2	0.0	49.7	0	0	0	0	0



Delaware Rte 26 & Old Mill Rd
 Date: Thursday, July 15, 2004
 Time: 6:30 - 9:00 AM

File Name : 26 & old mill AM
 Site Code : 00000000
 Start Date : 07/15/2004
 Page No : 2

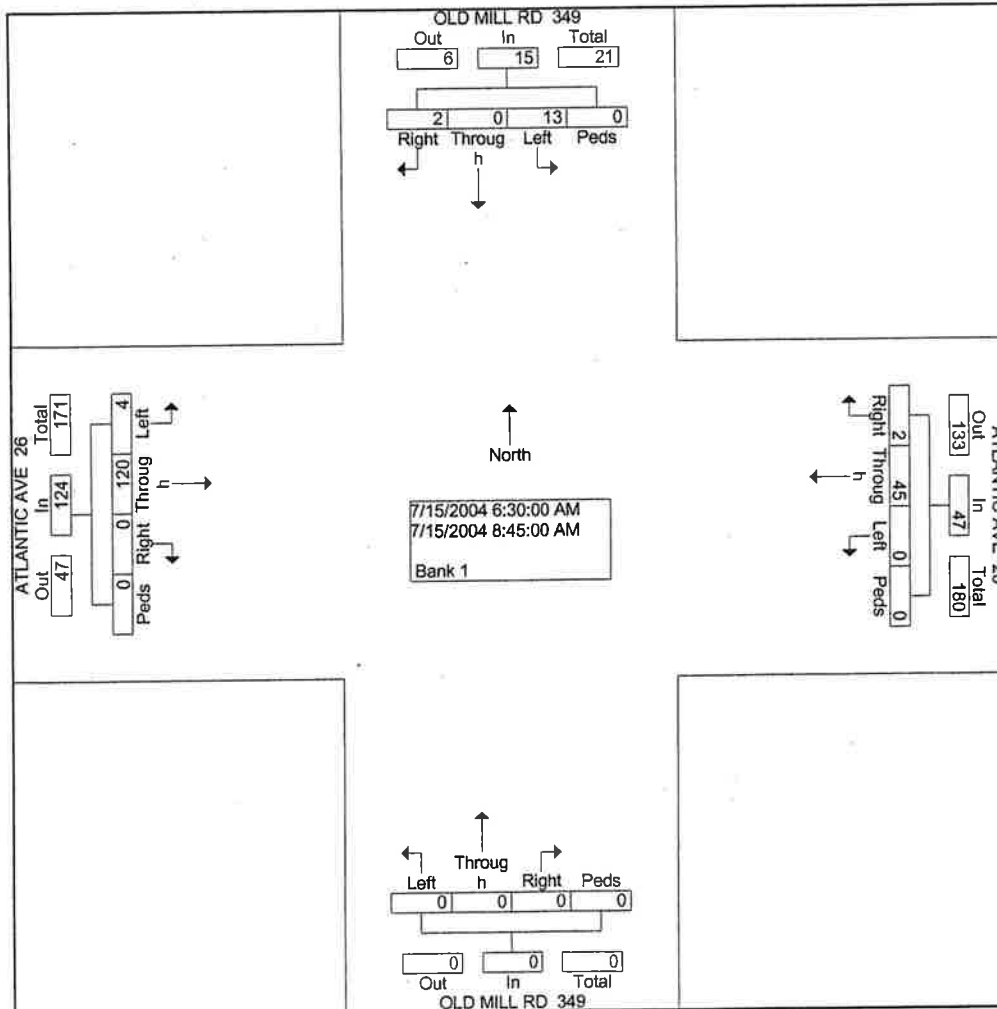
Start Time	OLD MILL RD 349 From North				ATLANTIC AVE 26 From East				OLD MILL RD 349 From South				ATLANTIC AVE 26 From West				Int. Total
	Left	Throu gh	Right	App. Total	Left	Throu gh	Right	App. Total	Left	Throu gh	Right	App. Total	Left	Throu gh	Right	App. Total	
Peak Hour From 06:30 AM to 08:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	221	2	38	261	3	355	79	437	1	0	3	4	44	548	4	596	1298
Percent	84.7	0.8	14.6		0.7	81.2	18.1		25.0	0.0	75.0		7.4	91.9	0.7		
08:45	08:00 AM																
Volume	65	1	14	80	1	99	17	117	0	0	2	2	10	138	3	151	350
Peak	08:00 AM																
Factor	0.927																
High Int.	08:45 AM				08:30 AM				08:00 AM				08:15 AM				
Volume	65	1	14	80	0	101	21	122	1	0	1	2	15	147	0	162	
Peak	0.816																
Factor					0.895				0.500				0.920				

Delaware Rte 26 & Old Mill Rd
 Date: Thursday, July 15, 2004
 Time: 6:30 - 9:00 AM

File Name : 26 & old mill AM
 Site Code : 00000000
 Start Date : 07/15/2004
 Page No : 1

Groups Printed- Bank 1

Start Time	OLD MILL RD 349 From North					ATLANTIC AVE 26 From East					OLD MILL RD 349 From South					ATLANTIC AVE 26 From West					Int. Total				
	Left	Thro ugh	Righ t	Peds	App. Total	Left	Thro ugh	Righ t	Peds	App. Total	Left	Thro ugh	Righ t	Peds	App. Total	Left	Thro ugh	Righ t	Peds	App. Total					
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	6	0	0	6
06:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	8	0	0	0	8	0	0	8
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	13	0	0	0	14	0	0	14
07:00 AM	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	6	0	0	0	6	0	0	6
07:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	8	0	0	0	8	0	0	8
07:30 AM	0	0	1	0	1	0	2	1	0	3	0	0	0	0	0	0	2	16	0	0	0	18	0	0	18
07:45 AM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	19	0	0	0	19	0	0	19
Total	3	0	1	0	4	0	14	1	0	15	0	0	0	0	0	0	2	49	0	0	0	51	0	0	51
08:00 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	10	0	0	0	10	0	0	10
08:15 AM	2	0	0	0	2	0	7	1	0	8	0	0	0	0	0	0	1	18	0	0	0	19	0	0	19
08:30 AM	4	0	1	0	5	0	4	0	0	4	0	0	0	0	0	0	0	12	0	0	0	12	0	0	12
08:45 AM	4	0	0	0	4	0	9	0	0	9	0	0	0	0	0	0	0	18	0	0	0	18	0	0	18
Total	10	0	1	0	11	0	28	1	0	29	0	0	0	0	0	0	1	58	0	0	0	59	0	0	59
Grand Total	13	0	2	0	15	0	45	2	0	47	0	0	0	0	0	4	120	0	0	0	124	0	0	124	
Apprch %	86.	0.0	13.	0.0		0.0	95.	4.3	0.0		0.0	0.0	0.0	0.0		3.2	96.	0.0	0.0	0.0	100.	0.0	0.0		
Total %	7.0	0.0	1.1	0.0	8.1	0.0	24.	1.1	0.0	25.3	0.0	0.0	0.0	0.0	0.0	2.2	64.	0.0	0.0	0.0	66.7	0.0	0.0		

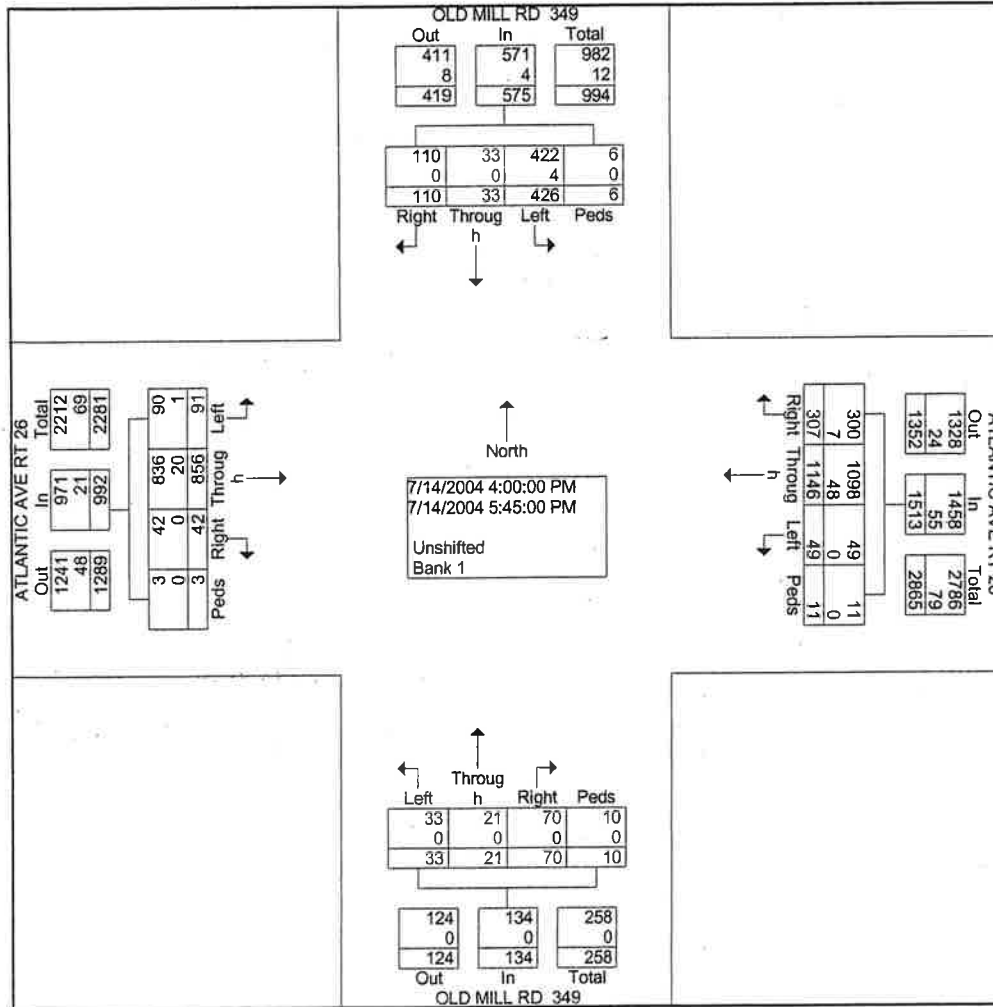


Delaware Rte 26 & Old Mill Rd
 Date: Wednesday, July 14, 2004
 Time: 4:00 - 6:00 PM

File Name : 26 & old mill PM
 Site Code : 00000000
 Start Date : 07/14/2004
 Page No : 1

Groups Printed- Unshifted - Bank 1

Start Time	OLD MILL RD 349 From North					ATLANTIC AVE RT 26 From East					OLD MILL RD 349 From South					ATLANTIC AVE RT 26 From West					Int. Total
	Left	Thro ugh	Righ t	Peds	App. Total	Left	Thro ugh	Righ t	Peds	App. Total	Left	Thro ugh	Righ t	Peds	App. Total	Left	Thro ugh	Righ t	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	63	1	13	3	80	8	163	35	0	206	5	2	6	0	13	10	97	3	0	110	409
04:15 PM	48	5	9	1	63	14	149	36	0	199	5	2	8	0	15	16	115	2	0	133	410
04:30 PM	55	2	11	0	68	6	168	37	0	211	6	1	7	0	14	13	126	8	0	147	440
04:45 PM	48	2	15	1	66	3	144	39	0	186	3	4	6	0	13	13	93	3	0	109	374
Total	214	10	48	5	277	31	624	147	0	802	19	9	27	0	55	52	431	16	0	499	1633
05:00 PM	46	6	17	0	69	6	127	54	2	189	5	2	8	1	16	8	117	5	2	132	406
05:15 PM	60	4	17	1	82	3	144	38	0	185	3	0	9	1	13	12	105	6	0	123	403
05:30 PM	51	8	19	0	78	2	141	45	1	189	5	4	17	0	26	10	100	6	1	117	410
05:45 PM	55	5	9	0	69	7	110	23	8	148	1	6	9	8	24	9	103	9	0	121	362
Total	212	23	62	1	298	18	522	160	11	711	14	12	43	10	79	39	425	26	3	493	1581
Grand Total	426	33	110	6	575	49	1146	307	11	1513	33	21	70	10	134	91	856	42	3	992	3214
Apprch %	74.1	5.7	19.1	1.0		3.2	75.7	20.3	0.7		24.6	15.7	52.2	7.5		9.2	86.3	4.2	0.3		
Total %	13.3	1.0	3.4	0.2	17.9	1.5	35.7	9.6	0.3	47.1	1.0	0.7	2.2	0.3	4.2	2.8	26.6	1.3	0.1	30.9	



Delaware Rte 26 & Old Mill Rd
 Date: Wednesday, July 14, 2004
 Time: 4:00 - 6:00 PM

File Name : 26 & old mill PM
 Site Code : 00000000
 Start Date : 07/14/2004
 Page No : 2

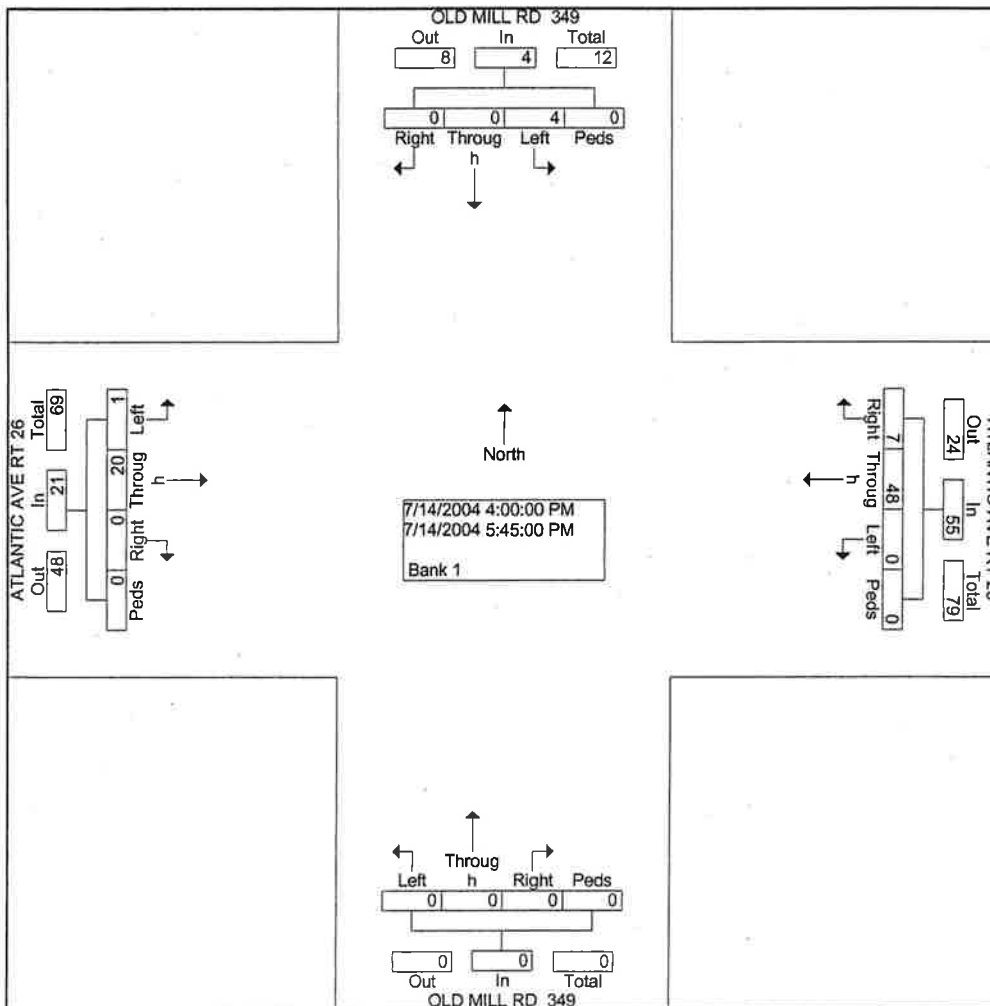
Start Time	OLD MILL RD 349 From North				ATLANTIC AVE RT 26 From East				OLD MILL RD 349 From South				ATLANTIC AVE RT 26 From West				Int. Total
	Left	Throu gh	Right	App. Total	Left	Throu gh	Right	App. Total	Left	Throu gh	Right	App. Total	Left	Throu gh	Right	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersecti on	04:00 PM																
Volume	214	10	48	272	31	624	147	802	19	9	27	55	52	431	16	499	1628
Percent	78.7	3.7	17.6		3.9	77.8	18.3		34.5	16.4	49.1		10.4	86.4	3.2		
04:30 Volume Peak Factor	55	2	11	68	6	168	37	211	6	1	7	14	13	126	8	147	440
High Int. Volume Peak Factor	04:00 PM				04:30 PM				04:15 PM				04:30 PM				0.925
	63	1	13	77	6	168	37	211	5	2	8	15	13	126	8	147	
	0.883				0.950				0.917				0.849				

Delaware Rte 26 & Old Mill Rd
 Date: Wednesday, July 14, 2004
 Time: 4:00 - 6:00 PM

File Name : 26 & old mill PM
 Site Code : 00000000
 Start Date : 07/14/2004
 Page No : 1

Groups Printed- Bank 1

Start Time	OLD MILL RD 349 From North					ATLANTIC AVE RT 26 From East					OLD MILL RD 349 From South					ATLANTIC AVE RT 26 From West					Int. Total
	Left	Thro ugh	Righ t	Peds	App. Total	Left	Thro ugh	Righ t	Peds	App. Total	Left	Thro ugh	Righ t	Peds	App. Total	Left	Thro ugh	Righ t	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	2	0	0	0	2	0	8	0	0	8	0	0	0	0	0	0	6	0	0	6	16
04:15 PM	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	0	3	0	0	3	12
04:30 PM	1	0	0	0	1	0	8	1	0	9	0	0	0	0	0	1	4	0	0	5	15
04:45 PM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	7
Total	4	0	0	0	4	0	28	2	0	30	0	0	0	0	0	1	15	0	0	16	50
05:00 PM	0	0	0	0	0	0	4	2	0	6	0	0	0	0	0	0	2	0	0	2	8
05:15 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	9
05:30 PM	0	0	0	0	0	0	6	3	0	9	0	0	0	0	0	0	1	0	0	1	10
05:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	20	5	0	25	0	0	0	0	0	0	5	0	0	5	30
Grand Total	4	0	0	0	4	0	48	7	0	55	0	0	0	0	0	1	20	0	0	21	80
Apprch %	100.0	0.0	0.0	0.0		0.0	87.3	12.7	0.0		0.0	0.0	0.0	0.0		4.8	95.2	0.0	0.0		
Total %	5.0	0.0	0.0	0.0	5.0	0.0	60.0	8.8	0.0	68.8	0.0	0.0	0.0	0.0	0.0	1.3	25.0	0.0	0.0	26.3	



Delaware Rte 26 & Old Mill Rd
 Date: Saturday, July 17, 2004
 Time: 9:00 AM - 2:00 PM

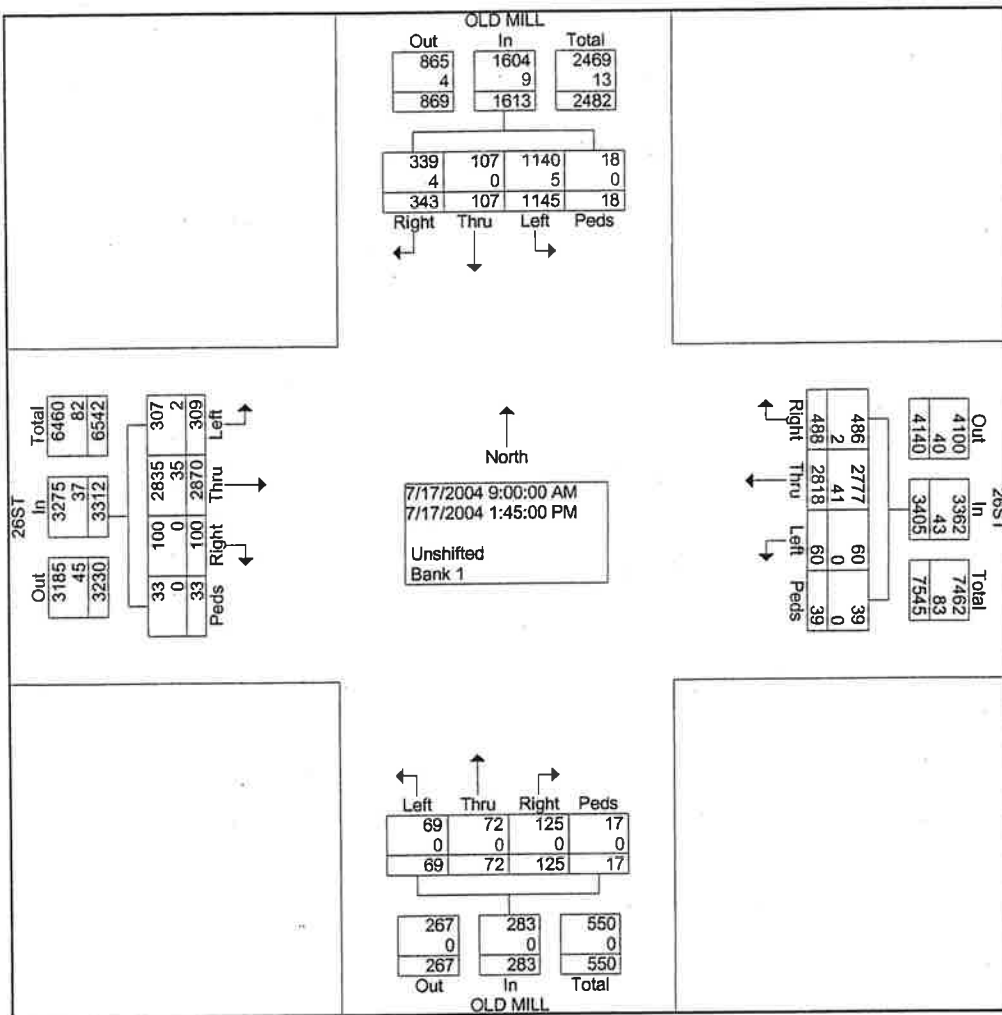
File Name : 26 and old mill Saturday
 Site Code : 00000000
 Start Date : 07/17/2004
 Page No : 1

Groups Printed- Unshifted - Bank 1

Start Time	OLD MILL From North					26ST From East					OLD MILL From South					26ST From West					Int. Total
	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
09:00 AM	63	0	13	0	76	1	161	20	1	183	1	4	3	1	9	12	131	4	1	148	416
09:15 AM	65	0	15	0	80	2	159	18	2	181	2	2	1	0	5	13	137	2	0	152	418
09:30 AM	69	2	11	0	82	3	184	27	8	222	2	5	4	2	13	23	143	3	8	177	494
09:45 AM	78	6	23	2	109	1	160	21	5	187	5	3	2	0	10	14	138	6	0	158	464
Total	275	8	62	2	347	7	664	86	16	773	10	14	10	3	37	62	549	15	9	635	1792
10:00 AM	61	10	19	0	90	2	179	20	1	202	2	2	9	2	15	15	136	6	0	157	464
10:15 AM	65	1	29	1	96	2	160	18	1	181	6	6	8	0	20	19	151	5	1	176	473
10:30 AM	64	7	22	3	96	2	179	13	2	196	0	1	3	0	4	18	160	4	1	183	479
10:45 AM	80	1	24	0	105	6	168	27	1	202	5	5	6	0	16	17	161	5	6	189	512
Total	270	19	94	4	387	12	686	78	5	781	13	14	26	2	55	69	608	20	8	705	1928
11:00 AM	59	4	32	0	95	9	169	31	1	210	3	2	6	1	12	18	164	5	1	188	505
11:15 AM	47	8	20	2	77	1	151	30	1	183	3	1	8	0	12	15	124	12	1	152	424
11:30 AM	61	11	15	0	87	5	165	33	0	203	3	4	13	2	22	13	144	7	0	164	476
11:45 AM	65	5	14	1	85	6	144	26	2	178	7	5	9	0	21	11	148	4	1	164	448
Total	232	28	81	3	344	21	629	120	4	774	16	12	36	3	67	57	580	28	3	668	1853
12:00 PM	60	2	13	0	75	3	114	27	0	144	2	5	7	1	15	10	157	4	4	175	409
12:15 PM	50	12	18	1	81	1	99	26	3	129	4	7	7	1	19	20	121	5	1	147	376
12:30 PM	57	3	12	2	74	3	94	21	3	121	5	3	2	0	10	13	135	6	2	156	361
12:45 PM	55	5	11	0	71	5	108	27	0	140	6	1	11	3	21	24	164	7	1	196	428
Total	222	22	54	3	301	12	415	101	6	534	17	16	27	5	65	67	577	22	8	674	1574
01:00 PM	30	3	13	1	47	3	112	24	0	139	1	2	5	1	9	11	125	4	5	145	340
01:15 PM	37	5	20	1	63	2	118	29	2	151	2	4	9	0	15	15	163	2	0	180	409
01:30 PM	45	8	8	3	64	0	115	18	4	137	5	3	6	3	17	16	154	4	0	174	392
01:45 PM	34	14	11	1	60	3	79	32	2	116	5	7	6	0	18	12	114	5	0	131	325
Total	146	30	52	6	234	8	424	103	8	543	13	16	26	4	59	54	556	15	5	630	1466
Grand Total	1145	107	343	18	1613	60	2818	488	39	3405	69	72	125	17	283	309	2870	100	33	3312	8613
Apprch %	71.0	6.6	21.3	1.1		1.8	82.8	14.3	1.1		24.4	25.4	44.2	6.0		9.3	86.7	3.0	1.0		
Total %	13.3	1.2	4.0	0.2	18.7	0.7	32.7	5.7	0.5	39.5	0.8	0.8	1.5	0.2	3.3	3.6	33.3	1.2	0.4	38.5	

Delaware Rte 26 & Old Mill Rd
 Date: Saturday, July 17, 2004
 Time: 9:00 AM - 2:00 PM

File Name : 26 and old mill Saturday
 Site Code : 00000000
 Start Date : 07/17/2004
 Page No : 2



Delaware Rte 26 & Old Mill Rd
 Date: Saturday, July 17, 2004
 Time: 9:00 AM - 2:00 PM

File Name : 26 and old mill Saturday
 Site Code : 00000000
 Start Date : 07/17/2004
 Page No : 3

Start Time	OLD MILL From North				26ST From East				OLD MILL From South				26ST From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 09:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection	10:15 AM																
Volume	268	13	107	388	19	676	89	784	14	14	23	51	72	636	19	727	1950
Percent	69.1	3.4	27.6		2.4	86.2	11.4		27.5	27.5	45.1		9.9	87.5	2.6		
10:45 Volume	80	1	24	105	6	168	27	201	5	5	6	16	17	161	5	183	505
Peak Factor																	0.965
High Int.	10:45 AM				11:00 AM				10:15 AM				11:00 AM				
Volume	80	1	24	105	9	169	31	209	6	6	8	20	18	164	5	187	
Peak Factor	0.924								0.938				0.638				0.972

Delaware Rte 26 & Old Mill Rd
 Date: Saturday, July 17, 2004
 Time: 9:00 AM - 2:00 PM

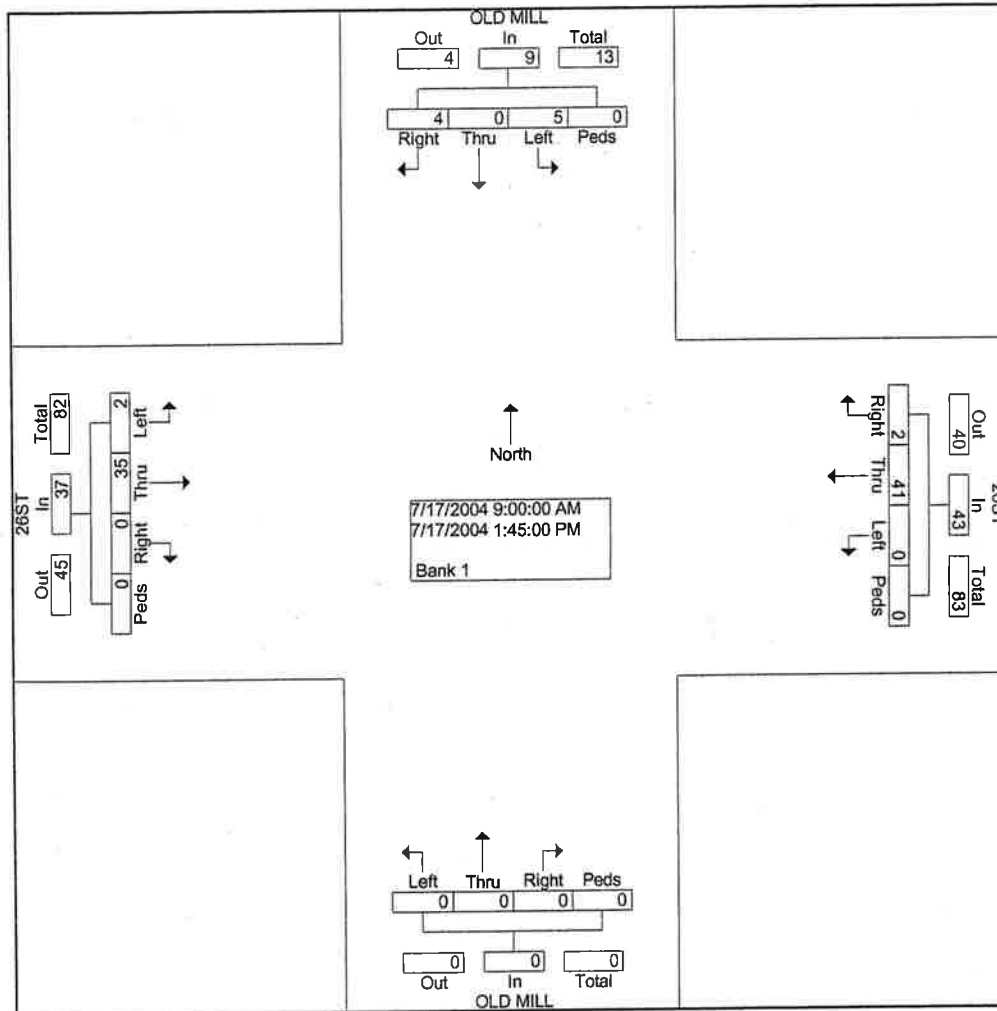
File Name : 26 and old mill Saturday
 Site Code : 00000000
 Start Date : 07/17/2004
 Page No : 1

Groups Printed- Bank 1

Start Time	OLD MILL From North					26ST From East					OLD MILL From South					26ST From West					Int. Total	
	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total		
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0			
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	0	0	4
10:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	0	0	4
10:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	0	0	1
10:30 AM	1	0	2	0	3	0	3	0	0	3	0	0	0	0	0	1	1	0	0	0	0	2
10:45 AM	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	0	3	0	0	0	0	3
Total	2	0	3	0	5	0	11	0	0	11	0	0	0	0	0	1	9	0	0	0	0	10
11:00 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
11:15 AM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	0	0	2
Total	1	0	1	0	2	0	8	0	0	8	0	0	0	0	0	0	4	0	0	0	0	4
12:00 PM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	2	0	0	0	0	2
12:15 PM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	1	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	3	0	0	0	0	3
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	1	0	0	0	1	0	11	2	0	13	0	0	0	0	0	0	7	0	0	0	0	7
01:00 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	1	1	0	0	0	0	2
01:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	0	0	4
01:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	0	0	4
01:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	0	0	2
Total	1	0	0	0	1	0	10	0	0	10	0	0	0	0	0	1	11	0	0	0	0	12
Grand Total	5	0	4	0	9	0	41	2	0	43	0	0	0	0	0	2	35	0	0	0	0	37
Apprch %	55.6	0.0	44.4	0.0		0.0	95.3	4.7	0.0		0.0	0.0	0.0	0.0		5.4	94.6	0.0	0.0			
Total %	5.6	0.0	4.5	0.0	10.1	0.0	46.1	2.2	0.0	48.3	0.0	0.0	0.0	0.0	0.0	2.2	39.3	0.0	0.0	41.6		

Delaware Rte 26 & Old Mill Rd
 Date: Saturday, July 17, 2004
 Time: 9:00 AM - 2:00 PM

File Name : 26 and old mill Saturday
 Site Code : 00000000
 Start Date : 07/17/2004
 Page No : 2

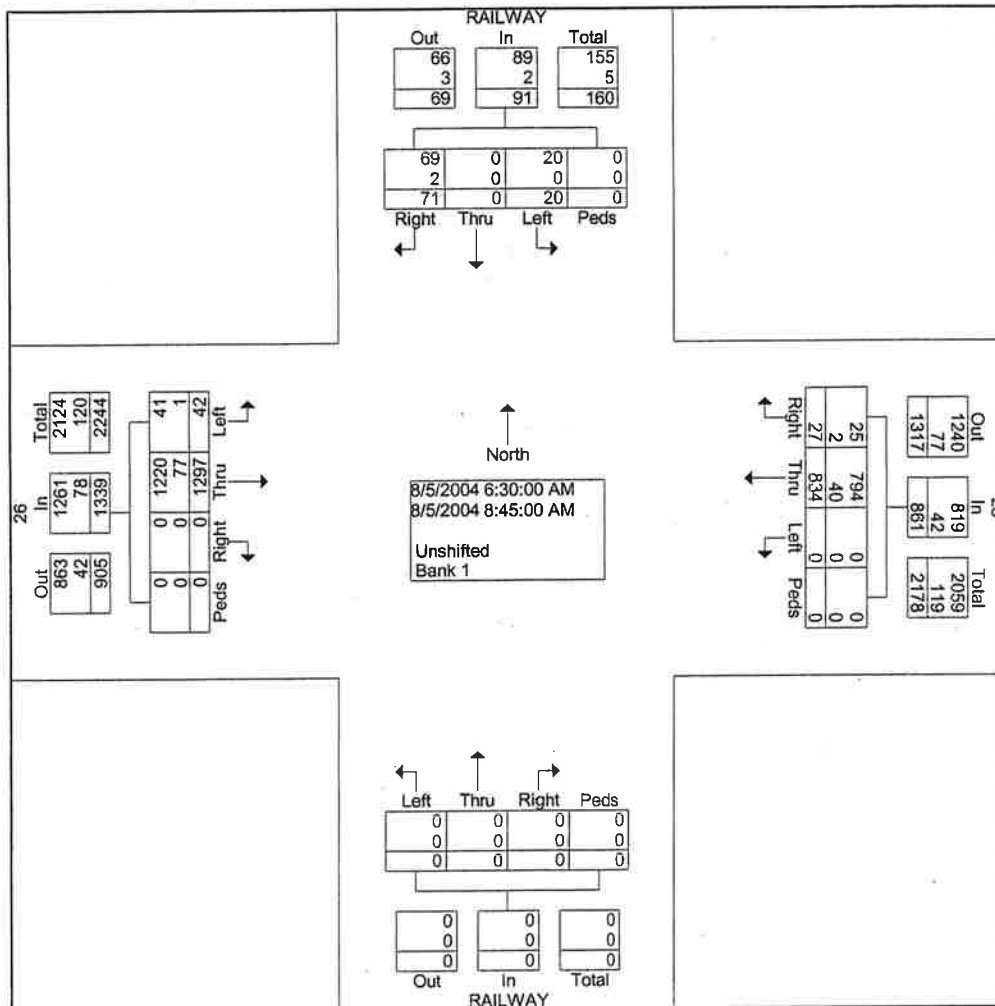


Delaware Route 26 & Railway Road
 Date: Thursday, August 5, 2004
 Time: 6:30 - 9:00 AM

File Name : 26 and Railway AM
 Site Code : 00000000
 Start Date : 08/05/2004
 Page No : 1

Groups Printed- Unshifted - Bank 1

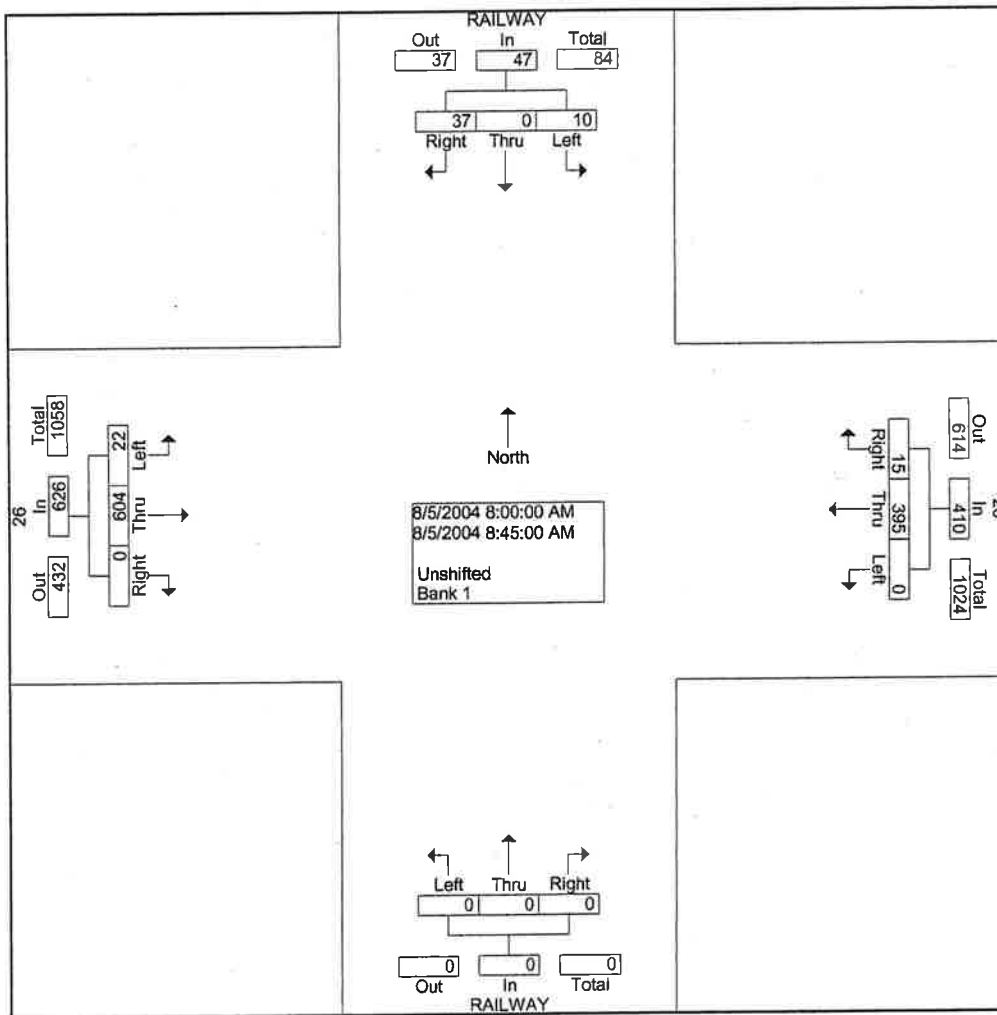
Start Time	RAILWAY From North					26 From East					RAILWAY From South					26 From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:30 AM	1	0	2	0	3	0	30	0	0	30	0	0	0	0	0	1	84	0	0	85	118
06:45 AM	1	0	3	0	4	0	60	1	0	61	0	0	0	0	0	1	98	0	0	99	164
Total	2	0	5	0	7	0	90	1	0	91	0	0	0	0	0	2	182	0	0	184	282
07:00 AM	0	0	5	0	5	0	67	1	0	68	0	0	0	0	0	1	134	0	0	135	208
07:15 AM	1	0	6	0	7	0	103	5	0	108	0	0	0	0	0	2	118	0	0	120	235
07:30 AM	3	0	9	0	12	0	90	3	0	93	0	0	0	0	0	5	109	0	0	114	219
07:45 AM	4	0	9	0	13	0	89	2	0	91	0	0	0	0	0	10	150	0	0	160	264
Total	8	0	29	0	37	0	349	11	0	360	0	0	0	0	0	18	511	0	0	529	926
08:00 AM	4	0	9	0	13	0	91	4	0	95	0	0	0	0	0	2	148	0	0	150	258
08:15 AM	2	0	9	0	11	0	101	3	0	104	0	0	0	0	0	8	143	0	0	151	266
08:30 AM	2	0	9	0	11	0	91	3	0	94	0	0	0	0	0	10	161	0	0	171	276
08:45 AM	2	0	10	0	12	0	112	5	0	117	0	0	0	0	0	2	152	0	0	154	283
Total	10	0	37	0	47	0	395	15	0	410	0	0	0	0	0	22	604	0	0	626	1083
Grand Total	20	0	71	0	91	0	834	27	0	861	0	0	0	0	0	42	1297	0	0	1339	2291
Apprch %	22.0	0.0	78.0	0.0		0.0	96.9	3.1	0.0		0.0	0.0	0.0	0.0		3.1	96.9	0.0	0.0		
Total %	0.9	0.0	3.1	0.0	4.0	0.0	36.4	1.2	0.0	37.6	0.0	0.0	0.0	0.0	0.0	1.8	56.6	0.0	0.0	58.4	



Delaware Route 26 & Railway Road
 Date: Thursday, August 5, 2004
 Time: 6:30 - 9:00 AM

File Name : 26 and Railway AM.
 Site Code : 00000000
 Start Date : 08/05/2004
 Page No : 2

Start Time	RAILWAY From North				26 From East				RAILWAY From South				26 From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 06:30 AM to 08:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	10	0	37	47	0	395	15	410	0	0	0	0	22	604	0	626	1083
Percent	21.3	0.0	78.7		0.0	96.3	3.7		0.0	0.0	0.0		3.5	96.5	0.0		
08:45																	
Volume	2	0	10	12	0	112	5	117	0	0	0	0	2	152	0	154	283
Peak Factor	0.957																
High Int.	08:00 AM				08:45 AM				6:15:00 AM				08:30 AM				
Volume	4	0	9	13	0	112	5	117	0	0	0	0	10	161	0	171	0.915
Peak Factor	0.904				0.876								0.915				

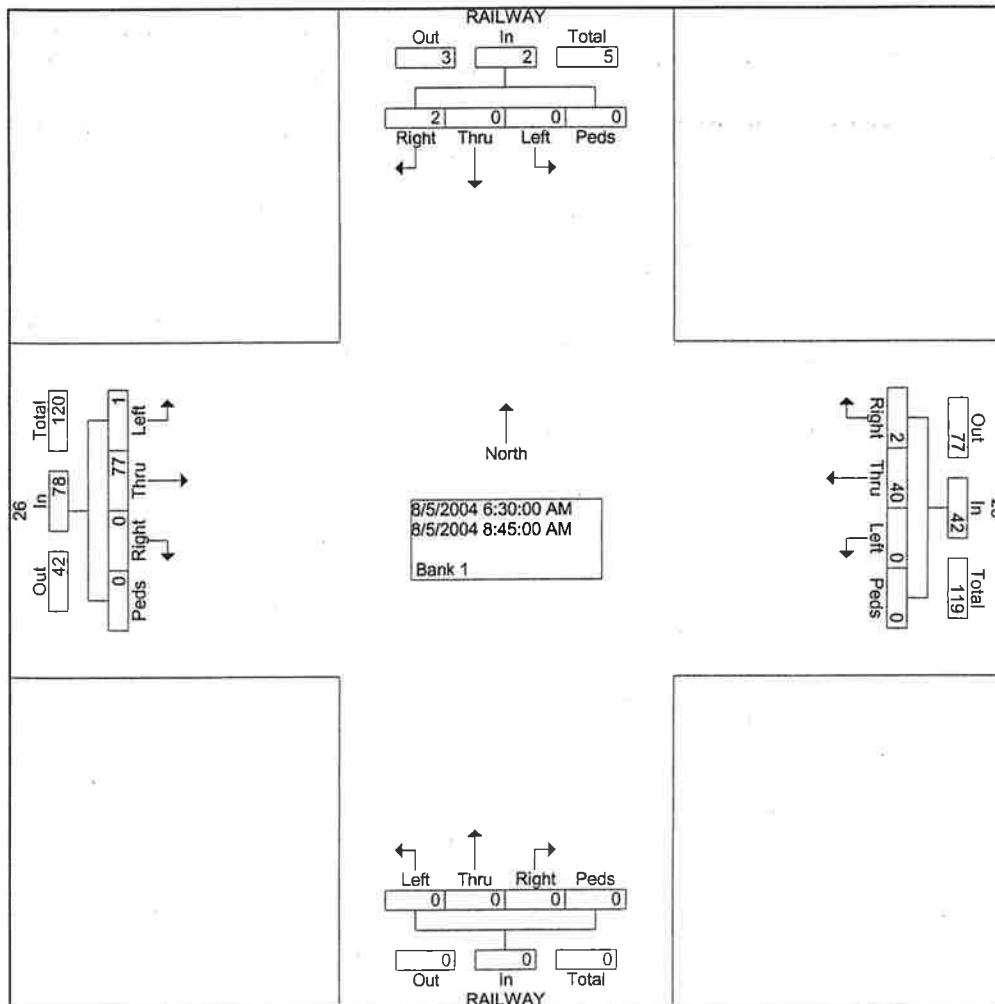


Delaware Route 26 & Railway Road
 Date: Thursday, August 5, 2004
 Time: 6:30 - 9:00 AM

File Name : 26 and Railway AM
 Site Code : 00000000
 Start Date : 08/05/2004
 Page No : 1

Groups Printed- Bank 1

Start Time	RAILWAY From North					26 From East					RAILWAY From South					26 From West					Int. Total
	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	11
06:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Total	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	9	0	0	9	15
07:00 AM	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	8	0	0	8	13
07:15 AM	0	0	1	0	1	0	6	1	0	7	0	0	0	0	0	0	8	0	0	8	16
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	8
07:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	13
Total	0	0	1	0	1	0	14	2	0	16	0	0	0	0	0	1	32	0	0	33	50
08:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	9
08:15 AM	0	0	1	0	1	0	10	0	0	10	0	0	0	0	0	0	11	0	0	11	22
08:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	10	0	0	10	13
08:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	13
Total	0	0	1	0	1	0	20	0	0	20	0	0	0	0	0	0	36	0	0	36	57
Grand Total	0	0	2	0	2	0	40	2	0	42	0	0	0	0	0	1	77	0	0	78	122
Apprch %	0.0	0.0	100.0	0.0		0.0	95.2	4.8	0.0		0.0	0.0	0.0	0.0		1.3	98.7	0.0	0.0		
Total %	0.0	0.0	1.6	0.0	1.6	0.0	32.8	1.6	0.0	34.4	0.0	0.0	0.0	0.0	0.0	0.8	63.1	0.0	0.0	63.9	

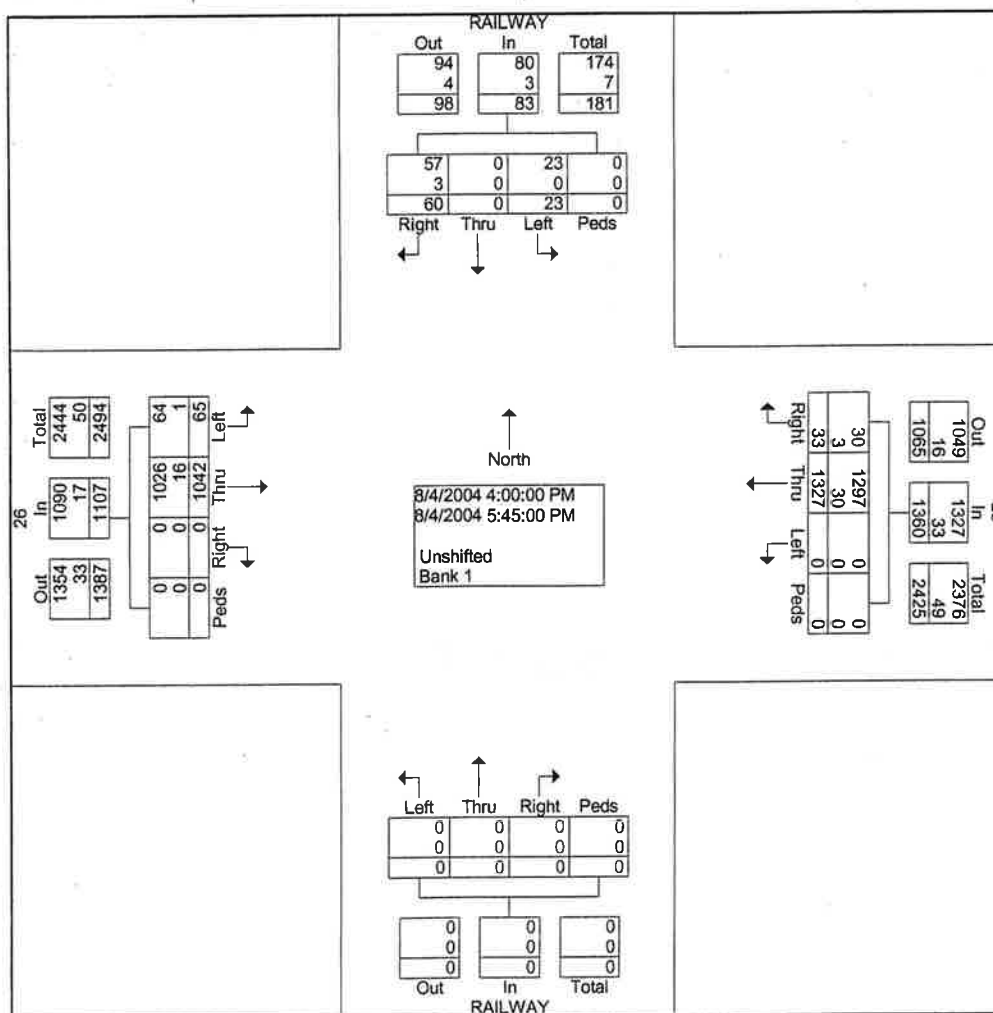


Delaware Route 26 & Railway Road
 Date: Wednesday, August 4, 2004
 Time: 4:00 - 6:00 PM

File Name : 26 and Railway Pl.
 Site Code : 00000000
 Start Date : 08/04/2004
 Page No : 1

Groups Printed- Unshifted - Bank 1

Start Time	RAILWAY From North					26 From East					RAILWAY From South					26 From West					Int. Total
	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	0	12	0	12	0	203	3	0	206	0	0	0	0	0	5	122	0	0	127	345
04:15 PM	3	0	5	0	8	0	154	7	0	161	0	0	0	0	0	7	138	0	0	145	314
04:30 PM	4	0	6	0	10	0	171	6	0	177	0	0	0	0	0	5	132	0	0	137	324
04:45 PM	4	0	12	0	16	0	159	5	0	164	0	0	0	0	0	9	121	0	0	130	310
Total	11	0	35	0	46	0	687	21	0	708	0	0	0	0	0	26	513	0	0	539	1293
05:00 PM	5	0	4	0	9	0	181	3	0	184	0	0	0	0	0	13	121	0	0	134	327
05:15 PM	2	0	7	0	9	0	169	5	0	174	0	0	0	0	0	12	136	0	0	148	331
05:30 PM	4	0	5	0	9	0	151	3	0	154	0	0	0	0	0	8	142	0	0	150	313
05:45 PM	1	0	9	0	10	0	139	1	0	140	0	0	0	0	0	6	130	0	0	136	286
Total	12	0	25	0	37	0	640	12	0	652	0	0	0	0	0	39	529	0	0	568	1257
Grand Total	23	0	60	0	83	0	1327	33	0	1360	0	0	0	0	0	65	1042	0	0	1107	2550
Apprch %	27.7	0.0	72.3	0.0		0.0	97.6	2.4	0.0		0.0	0.0	0.0	0.0		5.9	94.1	0.0	0.0		
Total %	0.9	0.0	2.4	0.0	3.3	0.0	52.0	1.3	0.0	53.3	0.0	0.0	0.0	0.0	0.0	2.5	40.9	0.0	0.0	43.4	



Delaware Route 26 & Railway Road
 Date: Wednesday, August 4, 2004
 Time: 4:00 - 6:00 PM

File Name : 26 and Railway PM
 Site Code : 00000000
 Start Date : 08/04/2004
 Page No : 2

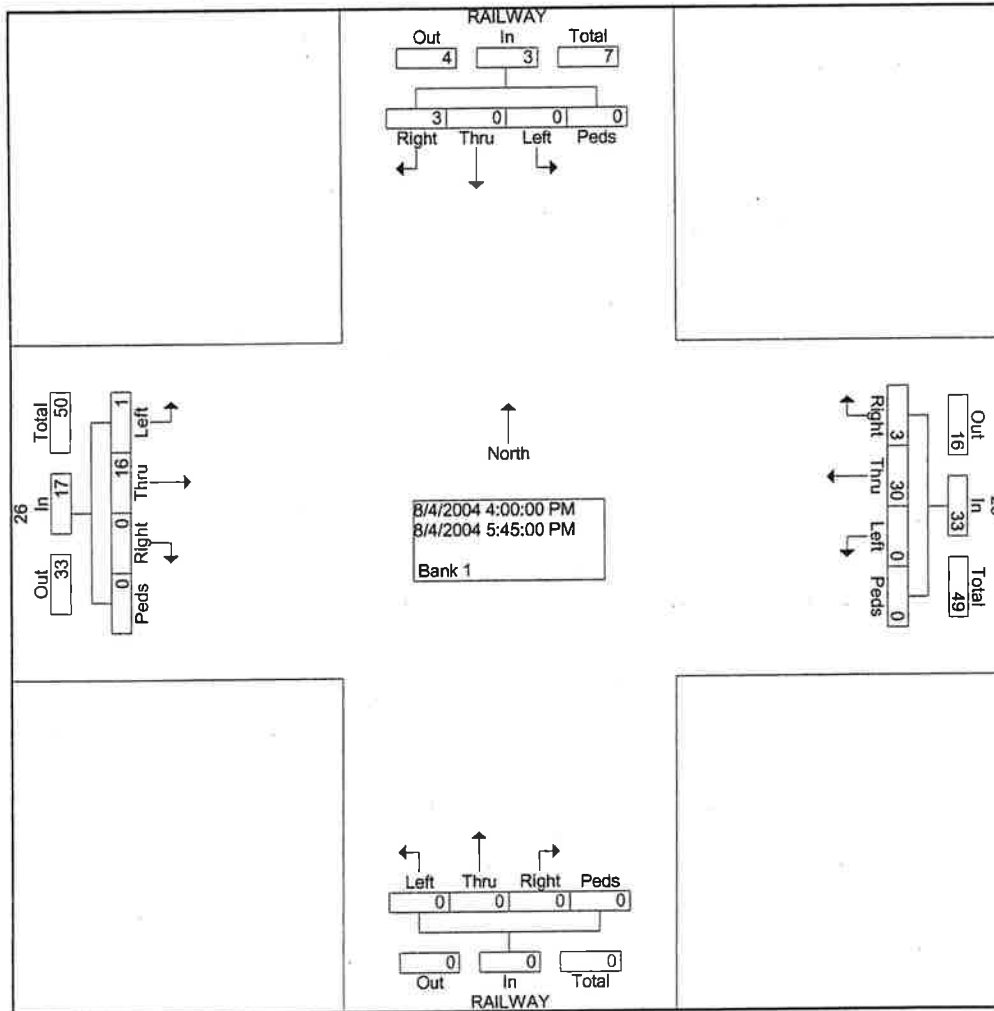
Start Time	RAILWAY From North				26 From East				RAILWAY From South				26 From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:00 PM																
Volume	11	0	35	46	0	687	21	708	0	0	0	0	26	513	0	539	1293
Percent	23.9	0.0	76.1		0.0	97.0	3.0		0.0	0.0	0.0		4.8	95.2	0.0		
04:00 Volume	0	0	12	12	0	203	3	206	0	0	0	0	5	122	0	127	345
Peak Factor																	0.937
High Int.	04:45 PM				04:00 PM				3:45:00 PM				04:15 PM				
Volume	4	0	12	16	0	203	3	206	0	0	0	0	7	138	0	145	
Peak Factor	0.719				0.859								0.929				

Delaware Route 26 & Railway Road
 Date: Wednesday, August 4, 2004
 Time: 4:00 - 6:00 PM

File Name : 26 and Railway PM
 Site Code : 00000000
 Start Date : 08/04/2004
 Page No : 1

Groups Printed- Bank 1

Start Time	RAILWAY From North					26 From East					RAILWAY From South					26 From West					Int. Total
	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	7
04:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	9
04:30 PM	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	1	0	0	1	6
04:45 PM	0	0	1	0	1	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0	7
Total	0	0	1	0	1	0	18	2	0	20	0	0	0	0	0	0	8	0	0	8	29
05:00 PM	0	0	1	0	1	0	6	1	0	7	0	0	0	0	0	1	4	0	0	5	13
05:15 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4
05:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Total	0	0	2	0	2	0	12	1	0	13	0	0	0	0	0	1	8	0	0	9	24
Grand Total	0	0	3	0	3	0	30	3	0	33	0	0	0	0	0	1	16	0	0	17	53
Approch %	0.0	0.0	100.0	0.0		0.0	90.9	9.1	0.0		0.0	0.0	0.0	0.0		5.9	94.1	0.0	0.0		
Total %	0.0	0.0	5.7	0.0	5.7	0.0	56.6	5.7	0.0	62.3	0.0	0.0	0.0	0.0	0.0	1.9	30.2	0.0	0.0	32.1	



Delaware Rte 26 & Railway Rd

Date: Saturday, July 17, 2004

Time: 9:00 AM - 2:00 PM

File Name : 26 and railway saturday

Site Code : 00000000

Start Date : 07/17/2004

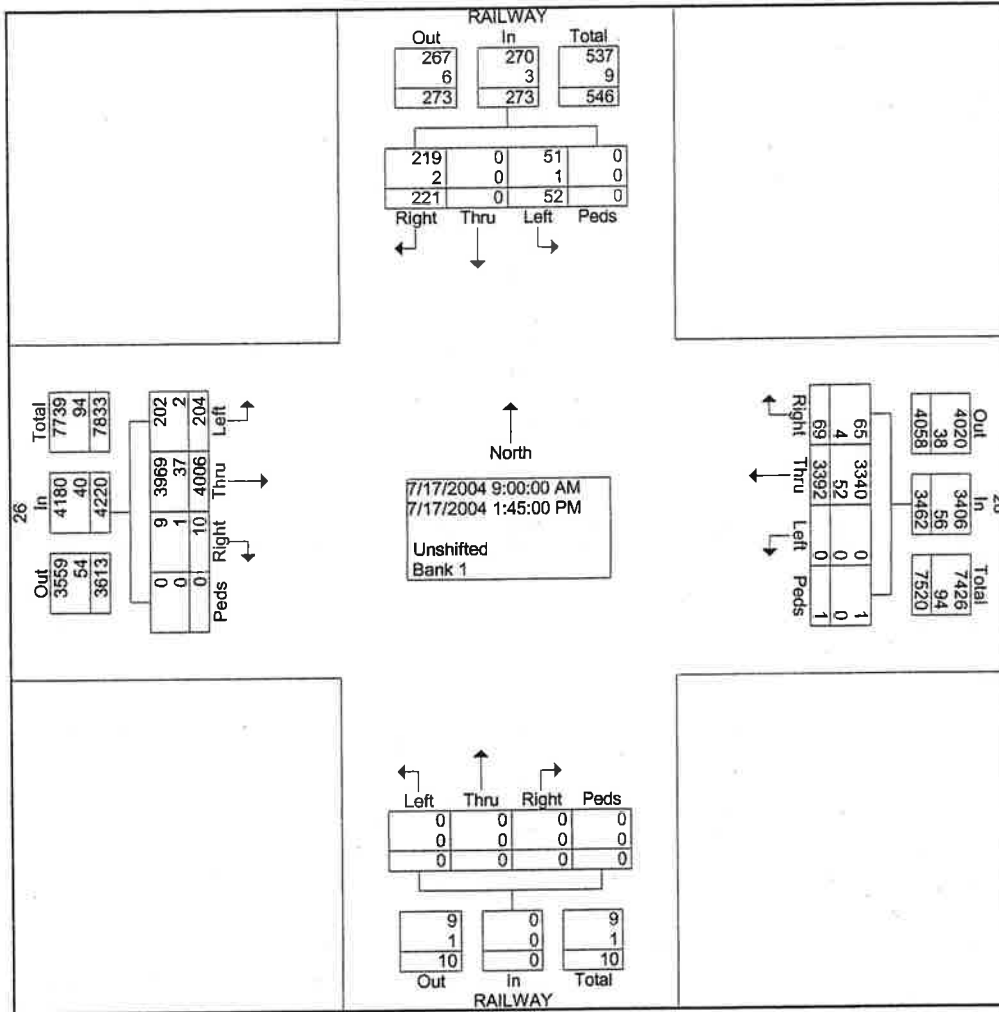
Page No : 1

Groups Printed- Unshifted - Bank 1

Start Time	RAILWAY From North					26 From East					RAILWAY From South					26 From West					Int. Total
	Left	Thru	Rig	Ped	App. Total	Left	Thru	Rig	Ped	App. Total	Left	Thru	Rig	Ped	App. Total	Left	Thru	Rig	Ped	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
09:00 AM	2	0	10	0	12	0	141	0	0	141	0	0	0	0	0	5	179	0	0	184	337
09:15 AM	1	0	9	0	10	0	165	0	0	165	0	0	0	0	0	7	177	0	0	184	359
09:30 AM	5	0	12	0	17	0	202	4	0	206	0	0	0	0	0	9	190	1	0	200	423
09:45 AM	1	0	11	0	12	0	207	5	0	212	0	0	0	0	0	8	240	0	0	248	472
Total	9	0	42	0	51	0	715	9	0	724	0	0	0	0	0	29	786	1	0	816	1591
10:00 AM	3	0	10	0	13	0	216	3	1	220	0	0	0	0	0	13	191	0	0	204	437
10:15 AM	1	0	11	0	12	0	209	7	0	216	0	0	0	0	0	10	209	0	0	219	447
10:30 AM	4	0	9	0	13	0	206	3	0	209	0	0	0	0	0	17	210	0	0	227	449
10:45 AM	2	0	12	0	14	0	207	1	0	208	0	0	0	0	0	10	204	0	0	214	436
Total	10	0	42	0	52	0	838	14	1	853	0	0	0	0	0	50	814	0	0	864	1769
11:00 AM	1	0	21	0	22	0	206	3	0	209	0	0	0	0	0	10	201	0	0	211	442
11:15 AM	1	0	8	0	9	0	184	5	0	189	0	0	0	0	0	11	195	0	0	206	404
11:30 AM	6	0	14	0	20	0	193	9	0	202	0	0	0	0	0	5	182	0	0	187	409
11:45 AM	5	0	14	0	19	0	170	2	0	172	0	0	0	0	0	12	203	0	0	215	406
Total	13	0	57	0	70	0	753	19	0	772	0	0	0	0	0	38	781	0	0	819	1661
12:00 PM	2	0	7	0	9	0	126	3	0	129	0	0	0	0	0	4	199	1	0	204	342
12:15 PM	3	0	11	0	14	0	134	3	0	137	0	0	0	0	0	9	185	0	0	194	345
12:30 PM	3	0	24	0	27	0	133	3	0	136	0	0	0	0	0	9	194	7	0	210	373
12:45 PM	1	0	9	0	10	0	141	4	0	145	0	0	0	0	0	9	209	1	0	219	374
Total	9	0	51	0	60	0	534	13	0	547	0	0	0	0	0	31	787	9	0	827	1434
01:00 PM	1	0	12	0	13	0	139	3	0	142	0	0	0	0	0	18	200	0	0	218	373
01:15 PM	5	0	9	0	14	0	140	5	0	145	0	0	0	0	0	7	208	0	0	215	374
01:30 PM	4	0	2	0	6	0	136	2	0	138	0	0	0	0	0	18	214	0	0	232	376
01:45 PM	1	0	6	0	7	0	137	4	0	141	0	0	0	0	0	13	216	0	0	229	377
Total	11	0	29	0	40	0	552	14	0	566	0	0	0	0	0	56	838	0	0	894	1500
Grand Total	52	0	221	0	273	0	3392	69	1	3462	0	0	0	0	0	204	4006	10	0	4220	7955
Apprch %	19.0	0.0	81.0	0.0		0.0	98.0	2.0	0.0		0.0	0.0	0.0	0.0		4.8	94.9	0.2	0.0		
Total %	0.7	0.0	2.8	0.0	3.4	0.0	42.6	0.9	0.0	43.5	0.0	0.0	0.0	0.0	0.0	2.6	50.4	0.1	0.0	53.0	

Delaware Rte 26 & Railway Rd
 Date: Saturday, July 17, 2004
 Time: 9:00 AM - 2:00 PM

File Name : 26 and railway saturday
 Site Code : 00000000
 Start Date : 07/17/2004
 Page No : 2



Delaware Rte 26 & Railway Rd

Date: Saturday, July 17, 2004

Time: 9:00 AM - 2:00 PM

File Name : 26 and railway saturday

Site Code : 00000000

Start Date : 07/17/2004

Page No : 3

Start Time	RAILWAY From North				26 From East				RAILWAY From South				26 From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 09:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection	09:45 AM																
Volume	9	0	41	50	0	838	18	856	0	0	0	0	48	850	0	898	1804
Percent	18.0	0.0	82.0		0.0	97.9	2.1		0.0	0.0	0.0		5.3	94.7	0.0		
09:45 Volume	1	0	11	12	0	207	5	212	0	0	0	0	8	240	0	248	472
Peak Factor	0.956																
High Int.	10:00 AM				10:00 AM				8:45:00 AM				09:45 AM				
Volume	3	0	10	13	0	216	3	219	0	0	0	0	8	240	0	248	
Peak Factor	0.962				0.977								0.905				

Delaware Rte 26 & Railway Rd
 Date: Saturday, July 17, 2004
 Time: 9:00 AM - 2:00 PM

File Name : 26 and railway saturday
 Site Code : 00000000
 Start Date : 07/17/2004
 Page No : 1

Groups Printed- Bank 1

Start Time	RAILWAY From North					26 From East					RAILWAY From South					26 From West					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0			
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	1	0	0	0	1	5
09:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	4
Total	1	0	0	0	1	0	3	1	0	4	0	0	0	0	0	0	4	0	0	0	4	9
10:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	2	4	0	0	0	6	9
10:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	0	2	5
10:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	3	0	0	0	3	9
10:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	0	3	5
Total	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	2	12	0	0	0	14	28
11:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	0	1	4
11:15 AM	0	0	1	0	1	0	4	1	0	5	0	0	0	0	0	0	1	0	0	0	1	7
11:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4
11:45 AM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	4	0	0	0	4	7
Total	0	0	1	0	1	0	13	2	0	15	0	0	0	0	0	0	6	0	0	0	6	22
12:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	0	1	5
12:15 PM	0	0	1	0	1	0	4	1	0	5	0	0	0	0	0	0	3	0	0	0	3	9
12:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	1	0	0	2	7
12:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1	3
Total	0	0	1	0	1	0	15	1	0	16	0	0	0	0	0	0	6	1	0	0	7	24
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
01:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	0	4	7
01:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	9	0	0	0	9	16
Grand Total	1	0	2	0	3	0	52	4	0	56	0	0	0	0	0	2	37	1	0	0	40	99
Apprch %	33.3	0.0	66.7	0.0		0.0	92.9	7.1	0.0		0.0	0.0	0.0	0.0		5.0	92.5	2.5	0.0			
Total %	1.0	0.0	2.0	0.0	3.0	0.0	52.5	4.0	0.0	56.6	0.0	0.0	0.0	0.0	0.0	2.0	37.4	1.0	0.0	0.0	40.4	

Delaware Rte 26 & Delaware Rte 17

Date: Thursday, July 15, 2004

Time: 6:30 - 9:00 AM

File Name : 26 and 17 am

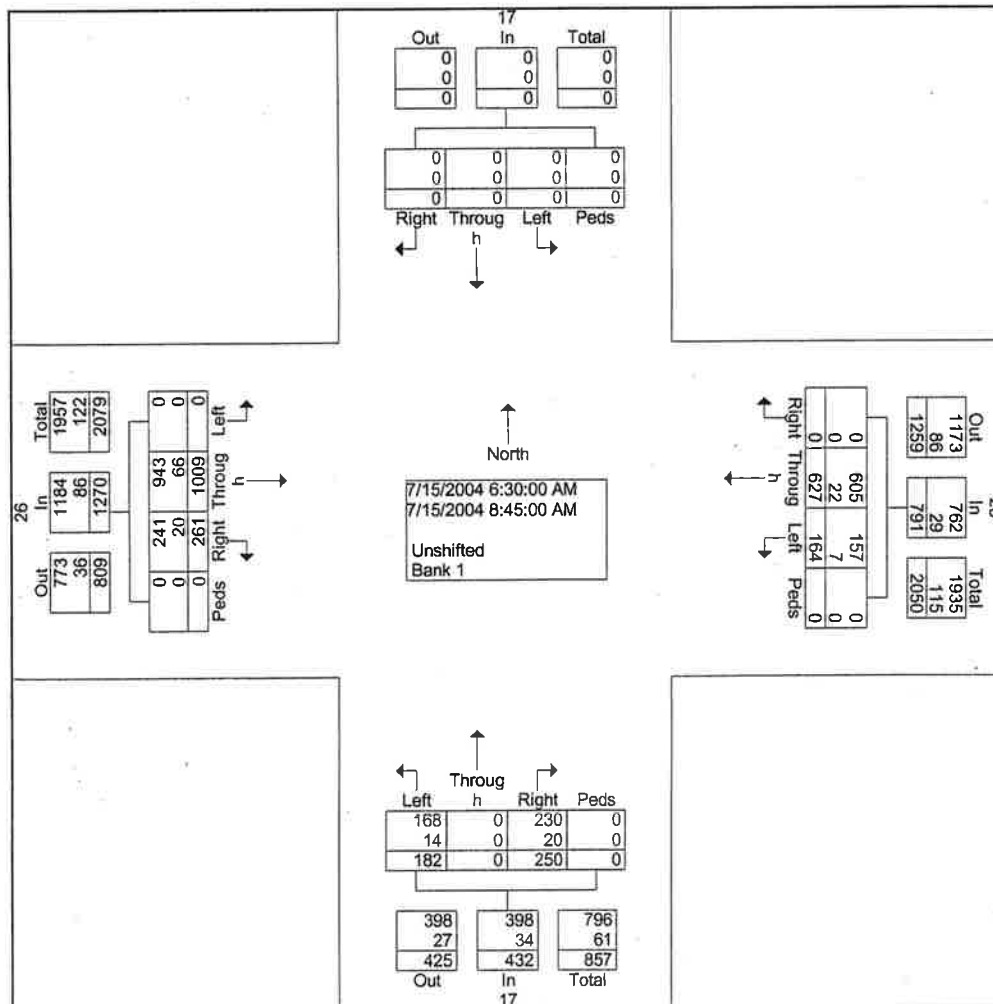
Site Code : 00000000

Start Date : 07/15/2004

Page No : 1

Groups Printed- Unshifted - Bank 1

Start Time	17 From North					26 From East					17 From South					26 From West					Int. Total
	Left	Thro ugh	Righ t	Peds	App. Total	Left	Thro ugh	Righ t	Peds	App. Total	Left	Thro ugh	Righ t	Peds	App. Total	Left	Thro ugh	Righ t	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:30 AM	0	0	0	0	0	8	38	0	0	46	9	0	12	0	21	0	79	22	0	101	168
06:45 AM	0	0	0	0	0	7	44	0	0	51	15	0	33	0	48	0	74	25	0	99	198
Total	0	0	0	0	0	15	82	0	0	97	24	0	45	0	69	0	153	47	0	200	366
07:00 AM	0	0	0	0	0	17	57	0	0	74	19	0	17	0	36	0	95	29	0	124	234
07:15 AM	0	0	0	0	0	31	60	0	0	91	15	0	26	0	41	0	75	27	0	102	234
07:30 AM	0	0	0	0	0	16	75	0	0	91	17	0	32	0	49	0	105	36	0	141	281
07:45 AM	0	0	0	0	0	14	69	0	0	83	24	0	28	0	52	0	131	28	0	159	294
Total	0	0	0	0	0	78	261	0	0	339	75	0	103	0	178	0	406	120	0	526	1043
08:00 AM	0	0	0	0	0	12	76	0	0	88	14	0	28	0	42	0	105	21	0	126	256
08:15 AM	0	0	0	0	0	20	57	0	0	77	23	0	22	0	45	0	116	23	0	139	261
08:30 AM	0	0	0	0	0	17	77	0	0	94	26	0	25	0	51	0	110	28	0	138	283
08:45 AM	0	0	0	0	0	22	74	0	0	96	20	0	27	0	47	0	119	22	0	141	284
Total	0	0	0	0	0	71	284	0	0	355	83	0	102	0	185	0	450	94	0	544	1084
Grand Total	0	0	0	0	0	164	627	0	0	791	182	0	250	0	432	0	1009	261	0	1270	2493
Approch %	0.0	0.0	0.0	0.0		20.7	79.3	0.0	0.0		42.1	0.0	57.9	0.0		0.0	79.4	20.6	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	6.6	25.2	0.0	0.0	31.7	7.3	0.0	10.0	0.0	17.3	0.0	40.5	10.5	0.0	50.9	



Delaware Rte 26 & Delaware Rte 17

Date: Thursday, July 15, 2004

Time: 6:30 - 9:00 AM

File Name : 26 and 17 arr

Site Code : 00000000

Start Date : 07/15/2004

Page No : 2

Start Time	17 From North					26 From East					17 From South					26 From West					Int. Total
	Left	Thro ugh	Righ t	Peds	App. Total	Left	Thro ugh	Righ t	Peds	App. Total	Left	Thro ugh	Righ t	Peds	App. Total	Left	Thro ugh	Righ t	Peds	App. Total	
Peak Hour From 06:30 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	0	0	0	0	0	63	279	0	0	342	87	0	103	0	190	0	462	100	0	562	1094
Percent	0.0	0.0	0.0	0.0		18.4	81.6	0.0	0.0		45.8	0.0	54.2	0.0		0.0	82.2	17.8	0.0		
07:45																					
Volume	0	0	0	0	0	14	69	0	0	83	24	0	28	0	52	0	131	28	0	159	294
Peak																					
Factor																					
High																					
Int.	6:15:00 AM					08:30 AM					07:45 AM					07:45 AM					
Volume	0	0	0	0	0	17	77	0	0	94	24	0	28	0	52	0	131	28	0	159	
Peak																					
Factor	0.91										0.91					0.88					4

Delaware Rte 26 & Delaware Rte 17

Date: Thursday, July 15, 2004

Time: 6:30 - 9:00 AM

File Name : 26 and 17 am

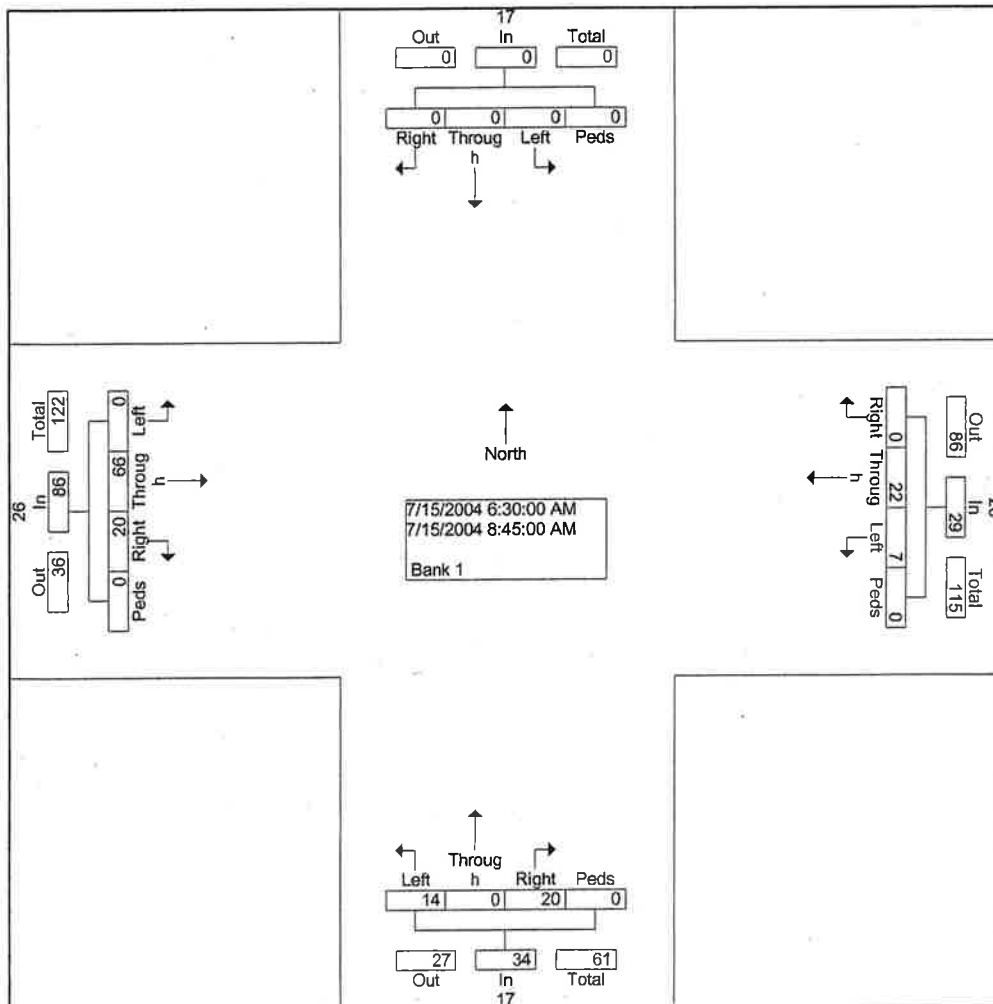
Site Code : 00000000

Start Date : 07/15/2004

Page No : 1

Groups Printed- Bank 1

Start Time	17 From North					26 From East					17 From South					26 From West					Int. Total
	Left	Thro ugh	Righ t	Peds	App. Total	Left	Thro ugh	Righ t	Peds	App. Total	Left	Thro ugh	Righ t	Peds	App. Total	Left	Thro ugh	Righ t	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	5	2	0	7	9
06:45 AM	0	0	0	0	0	1	0	0	0	1	2	0	2	0	4	0	7	3	0	10	15
Total	0	0	0	0	0	1	1	0	0	2	2	0	3	0	5	0	12	5	0	17	24
07:00 AM	0	0	0	0	0	2	2	0	0	4	2	0	1	0	3	0	3	2	0	5	12
07:15 AM	0	0	0	0	0	1	0	0	0	1	1	0	3	0	4	0	4	2	0	6	11
07:30 AM	0	0	0	0	0	0	2	0	0	2	3	0	4	0	7	0	12	1	0	13	22
07:45 AM	0	0	0	0	0	0	1	0	0	1	3	0	1	0	4	0	8	1	0	9	14
Total	0	0	0	0	0	3	5	0	0	8	9	0	9	0	18	0	27	6	0	33	59
08:00 AM	0	0	0	0	0	2	4	0	0	6	1	0	0	0	1	0	5	1	0	6	13
08:15 AM	0	0	0	0	0	0	3	0	0	3	1	0	1	0	2	0	11	2	0	13	18
08:30 AM	0	0	0	0	0	0	4	0	0	4	1	0	4	0	5	0	5	5	0	10	19
08:45 AM	0	0	0	0	0	1	5	0	0	6	0	0	3	0	3	0	6	1	0	7	16
Total	0	0	0	0	0	3	16	0	0	19	3	0	8	0	11	0	27	9	0	36	66
Grand Total	0	0	0	0	0	7	22	0	0	29	14	0	20	0	34	0	66	20	0	86	149
Apprch %	0.0	0.0	0.0	0.0	0.0	24.	75.	0.0	0.0		41.	0.0	58.	0.0		0.0	76.	23.	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	4.7	14.	0.0	0.0	19.5	9.4	0.0	13.	0.0	22.8	0.0	44.	13.	0.0	57.7	

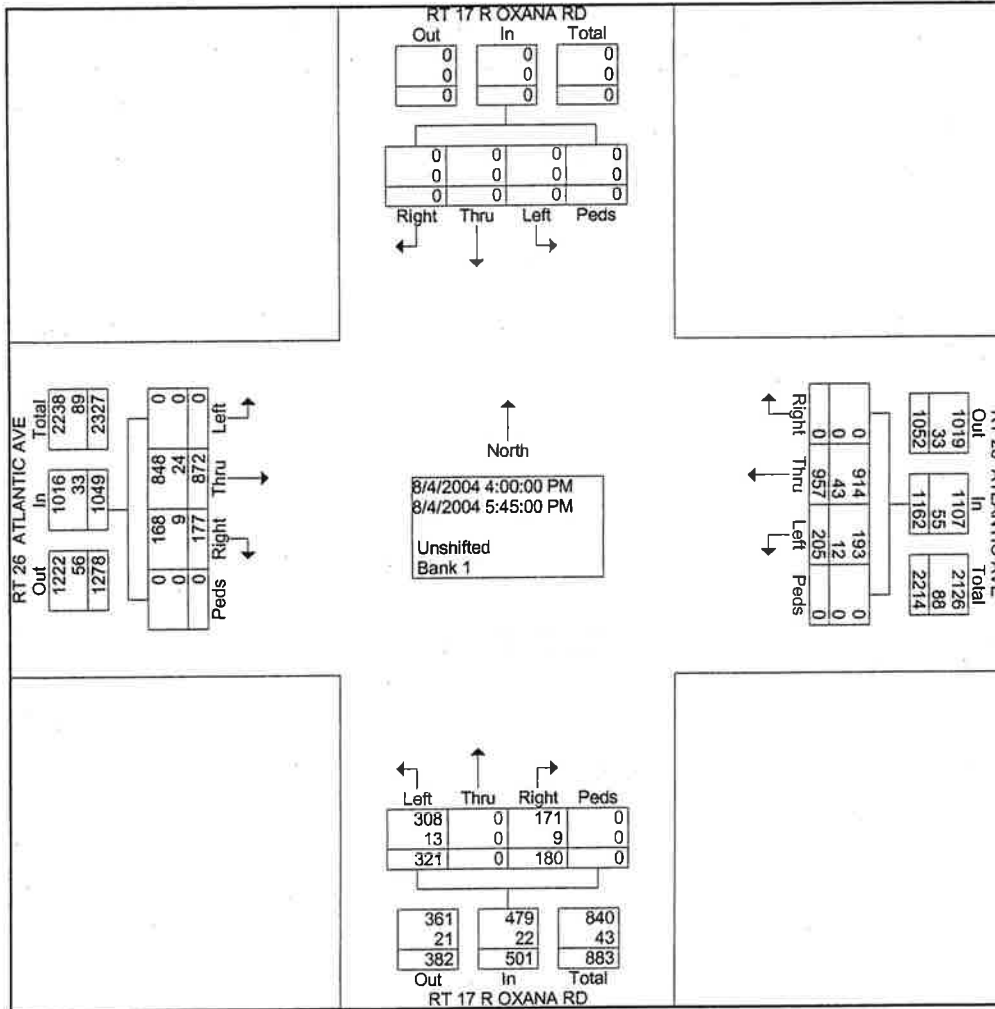


Delaware Rte 26 & Delaware Rte 17
 Date: Wednesday, August 4, 2004
 Time: 4:00 - 6:00 PM

File Name : 26 and 17 PM
 Site Code : 00000000
 Start Date : 08/04/2004
 Page No : 1

Groups Printed- Unshifted - Bank 1

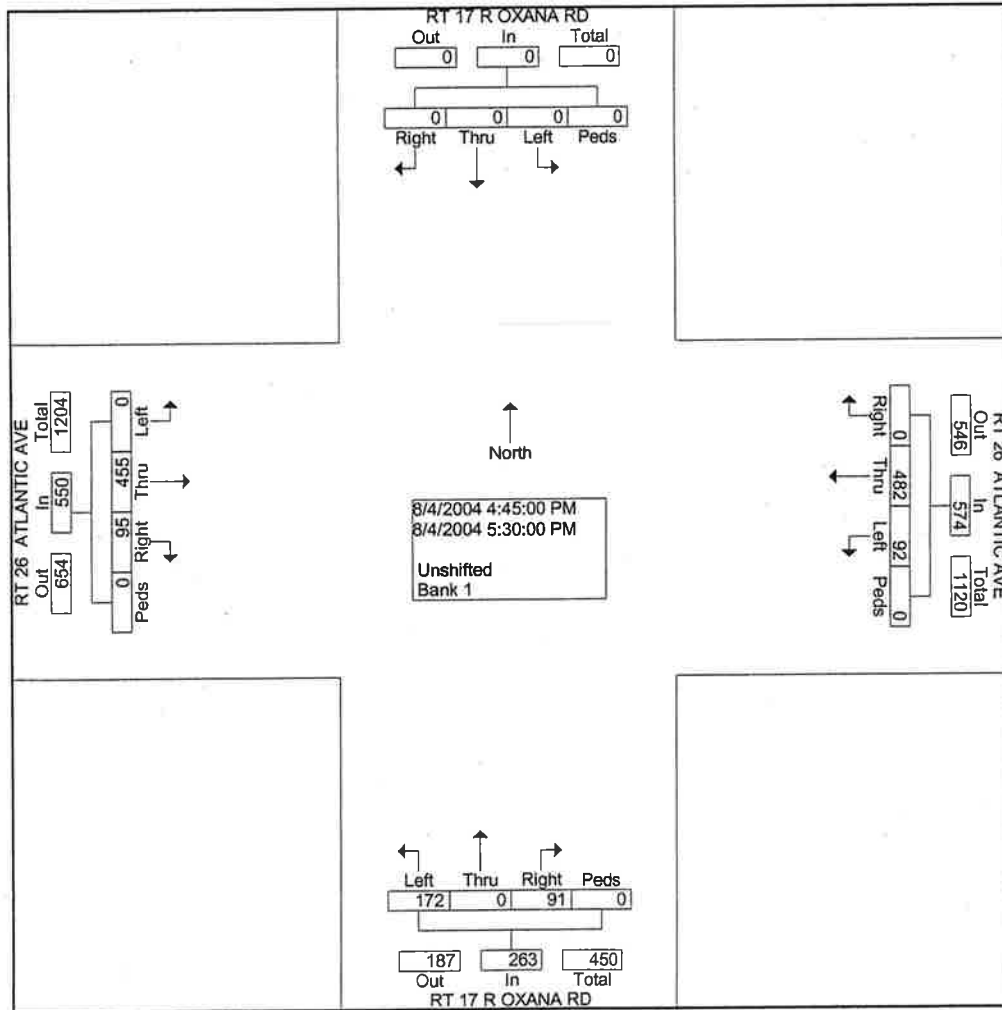
Start Time	RT 17 R OXANA RD From North					RT 26 ATLANTIC AVE From East					RT 17 R OXANA RD From South					RT 26 ATLANTIC AVE From West					Int. Total
	Left	Thru	Rig	Peds	App. Total	Left	Thru	Rig	Peds	App. Total	Left	Thru	Rig	Peds	App. Total	Left	Thru	Rig	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	31	134	0	0	165	32	0	20	0	52	0	89	23	0	112	329
04:15 PM	0	0	0	0	0	25	107	0	0	132	52	0	21	0	73	0	115	19	0	134	339
04:30 PM	0	0	0	0	0	26	127	0	0	153	41	0	27	0	68	0	111	15	0	126	347
04:45 PM	0	0	0	0	0	27	117	0	0	144	52	0	16	0	68	0	105	26	0	131	343
Total	0	0	0	0	0	109	485	0	0	594	177	0	84	0	261	0	420	83	0	503	1358
05:00 PM	0	0	0	0	0	24	111	0	0	135	38	0	26	0	64	0	125	21	0	146	345
05:15 PM	0	0	0	0	0	26	137	0	0	163	36	0	21	0	57	0	99	26	0	125	345
05:30 PM	0	0	0	0	0	15	117	0	0	132	46	0	28	0	74	0	126	22	0	148	354
05:45 PM	0	0	0	0	0	31	107	0	0	138	24	0	21	0	45	0	102	25	0	127	310
Total	0	0	0	0	0	96	472	0	0	568	144	0	96	0	240	0	452	94	0	546	1354
Grand Total	0	0	0	0	0	205	957	0	0	1162	321	0	180	0	501	0	872	177	0	1049	2712
Apprch %	0.0	0.0	0.0	0.0		17.6	82.4	0.0	0.0		64.1	0.0	35.9	0.0		0.0	83.1	16.9	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	7.6	35.3	0.0	0.0	42.8	11.8	0.0	6.6	0.0	18.5	0.0	32.2	6.5	0.0	38.7	



Delaware Rte 26 & Delaware Rte 17
 Date: Wednesday, August 4, 2004
 Time: 4:00 - 6:00 PM

File Name : 26 and 17 PM
 Site Code : 00000000
 Start Date : 08/04/2004
 Page No : 2

Start Time	RT 17 R OXANA RD From North					RT 26 ATLANTIC AVE From East					RT 17 R OXANA RD From South					RT 26 ATLANTIC AVE From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection 04:45 PM																					
Volume	0	0	0	0	0	92	482	0	0	574	172	0	91	0	263	0	455	95	0	550	1387
Percent	0.0	0.0	0.0	0.0	0.0	16.0	84.0	0.0	0.0	0.0	65.4	0.0	34.6	0.0	0.0	0.0	82.7	17.3	0.0	0.0	
05:30																					
Volume	0	0	0	0	0	15	117	0	0	132	46	0	28	0	74	0	126	22	0	148	354
Peak Factor																					
High Int.	3:45:00 PM					05:15 PM					05:30 PM					05:30 PM					
Volume	0	0	0	0	0	26	137	0	0	163	46	0	28	0	74	0	126	22	0	148	
Peak Factor						0.880					0.889					0.929					

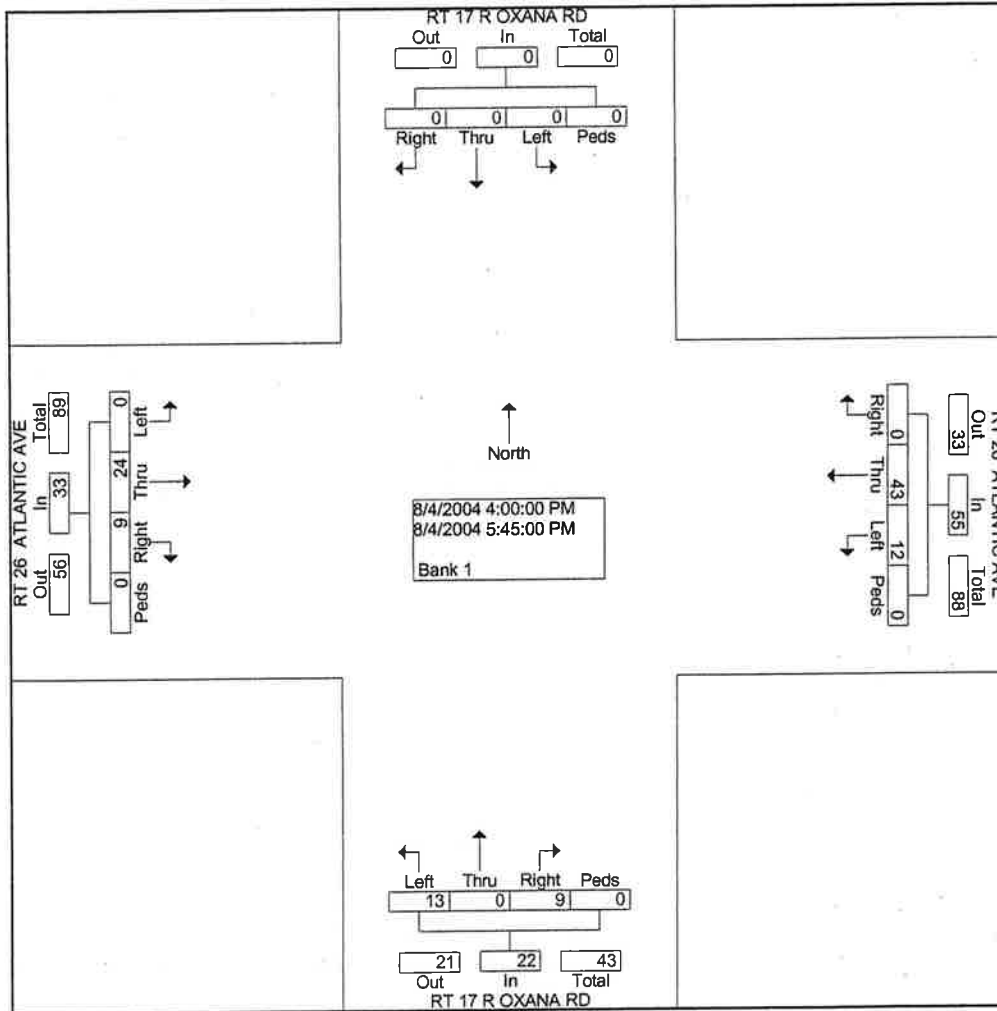


Delaware Rte 26 & Delaware Rte 17
 Date: Wednesday, August 4, 2004
 Time: 4:00 - 6:00 PM

File Name : 26 and 17 PM
 Site Code : 00000000
 Start Date : 08/04/2004
 Page No : 1

Groups Printed- Bank 1

Start Time	RT 17 R OXANA RD From North					RT 26 ATLANTIC AVE From East					RT 17 R OXANA RD From South					RT 26 ATLANTIC AVE From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	3	10	0	0	13	1	0	4	0	5	0	2	0	0	2	20
04:15 PM	0	0	0	0	0	2	4	0	0	6	2	0	0	0	2	0	6	2	0	8	16
04:30 PM	0	0	0	0	0	1	9	0	0	10	1	0	0	0	1	0	2	1	0	3	14
04:45 PM	0	0	0	0	0	1	5	0	0	6	0	0	1	0	1	0	1	3	0	4	11
Total	0	0	0	0	0	7	28	0	0	35	4	0	5	0	9	0	11	6	0	17	61
05:00 PM	0	0	0	0	0	1	4	0	0	5	4	0	2	0	6	0	6	1	0	7	18
05:15 PM	0	0	0	0	0	2	6	0	0	8	2	0	1	0	3	0	4	1	0	5	16
05:30 PM	0	0	0	0	0	1	3	0	0	4	2	0	1	0	3	0	2	1	0	3	10
05:45 PM	0	0	0	0	0	1	2	0	0	3	1	0	0	0	1	0	1	0	0	1	5
Total	0	0	0	0	0	5	15	0	0	20	9	0	4	0	13	0	13	3	0	16	49
Grand Total	0	0	0	0	0	12	43	0	0	55	13	0	9	0	22	0	24	9	0	33	110
Apprch %	0.0	0.0	0.0	0.0		21.8	78.2	0.0	0.0		59.1	0.0	40.9	0.0		0.0	72.7	27.3	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	10.9	39.1	0.0	0.0	50.0	11.8	0.0	8.2	0.0	20.0	0.0	21.8	8.2	0.0	30.0	



Delaware Rte 26 & Delaware Rte 17
 Date: Saturday, July 17, 2004
 Time: 9:00 AM - 2:00 PM

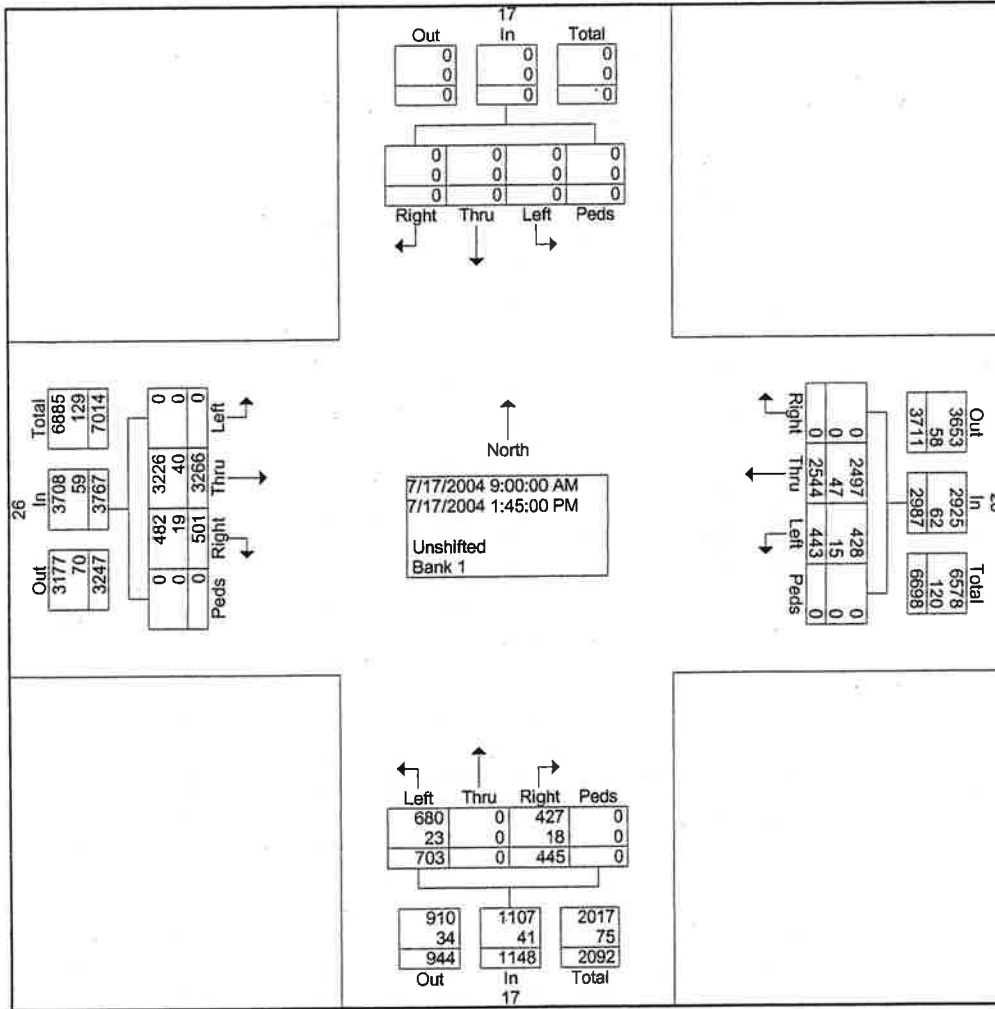
File Name : 26 and 17 Saturday
 Site Code : 00000000
 Start Date : 07/17/2004
 Page No : 1

Groups Printed- Unshifted - Bank 1

Start Time	17 From North					26 From East					17 From South					26 From West					Int. Total
	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
09:00 AM	0	0	0	0	0	20	150	0	0	170	30	0	29	0	59	0	138	27	0	165	394
09:15 AM	0	0	0	0	0	12	146	0	0	158	25	0	20	0	45	0	162	29	0	191	394
09:30 AM	0	0	0	0	0	23	137	0	0	160	36	0	31	0	67	0	149	27	0	176	403
09:45 AM	0	0	0	0	0	17	157	0	0	174	40	0	23	0	63	0	181	34	0	215	452
Total	0	0	0	0	0	72	590	0	0	662	131	0	103	0	234	0	630	117	0	747	1643
10:00 AM	0	0	0	0	0	26	174	0	0	200	37	0	13	0	50	0	175	28	0	203	453
10:15 AM	0	0	0	0	0	34	147	0	0	181	35	0	19	0	54	0	166	25	0	191	426
10:30 AM	0	0	0	0	0	26	166	0	0	192	44	0	24	0	68	0	188	25	0	213	473
10:45 AM	0	0	0	0	0	33	160	0	0	193	38	0	21	0	59	0	170	21	0	191	443
Total	0	0	0	0	0	119	647	0	0	766	154	0	77	0	231	0	699	99	0	798	1795
11:00 AM	0	0	0	0	0	20	158	0	0	178	36	0	25	0	61	0	164	29	0	193	432
11:15 AM	0	0	0	0	0	24	125	0	0	149	50	0	26	0	76	0	144	32	0	176	401
11:30 AM	0	0	0	0	0	16	141	0	0	157	39	0	15	0	54	0	142	24	0	166	377
11:45 AM	0	0	0	0	0	25	139	0	0	164	44	0	27	0	71	0	160	23	0	183	418
Total	0	0	0	0	0	85	563	0	0	648	169	0	93	0	262	0	610	108	0	718	1628
12:00 PM	0	0	0	0	0	21	102	0	0	123	35	0	19	0	54	0	159	25	0	184	361
12:15 PM	0	0	0	0	0	23	95	0	0	118	37	0	22	0	59	0	143	31	0	174	351
12:30 PM	0	0	0	0	0	20	92	0	0	112	22	0	19	0	41	0	153	25	0	178	331
12:45 PM	0	0	0	0	0	19	90	0	0	109	24	0	28	0	52	0	163	17	0	180	341
Total	0	0	0	0	0	83	379	0	0	462	118	0	88	0	206	0	618	98	0	716	1384
01:00 PM	0	0	0	0	0	22	77	0	0	99	33	0	26	0	59	0	175	18	0	193	351
01:15 PM	0	0	0	0	0	22	94	0	0	116	34	0	24	0	58	0	184	22	0	206	380
01:30 PM	0	0	0	0	0	18	97	0	0	115	31	0	19	0	50	0	175	23	0	198	363
01:45 PM	0	0	0	0	0	22	97	0	0	119	33	0	15	0	48	0	175	16	0	191	358
Total	0	0	0	0	0	84	365	0	0	449	131	0	84	0	215	0	709	79	0	788	1452
Grand Total	0	0	0	0	0	443	2544	0	0	2987	703	0	445	0	1148	0	3266	501	0	3767	7902
Apprch %	0.0	0.0	0.0	0.0		14.8	85.2	0.0	0.0		61.2	0.0	38.8	0.0		0.0	86.7	13.3	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	5.6	32.2	0.0	0.0	37.8	8.9	0.0	5.6	0.0	14.5	0.0	41.3	6.3	0.0	47.7	

Delaware Rte 26 & Delaware Rte 17
 Date: Saturday, July 17, 2004
 Time: 9:00 AM - 2:00 PM

File Name : 26 and 17 Saturday
 Site Code : 00000000
 Start Date : 07/17/2004
 Page No : 2



Delaware Rte 26 & Delaware Rte 17

Date: Saturday, July 17, 2004

Time: 9:00 AM - 2:00 PM

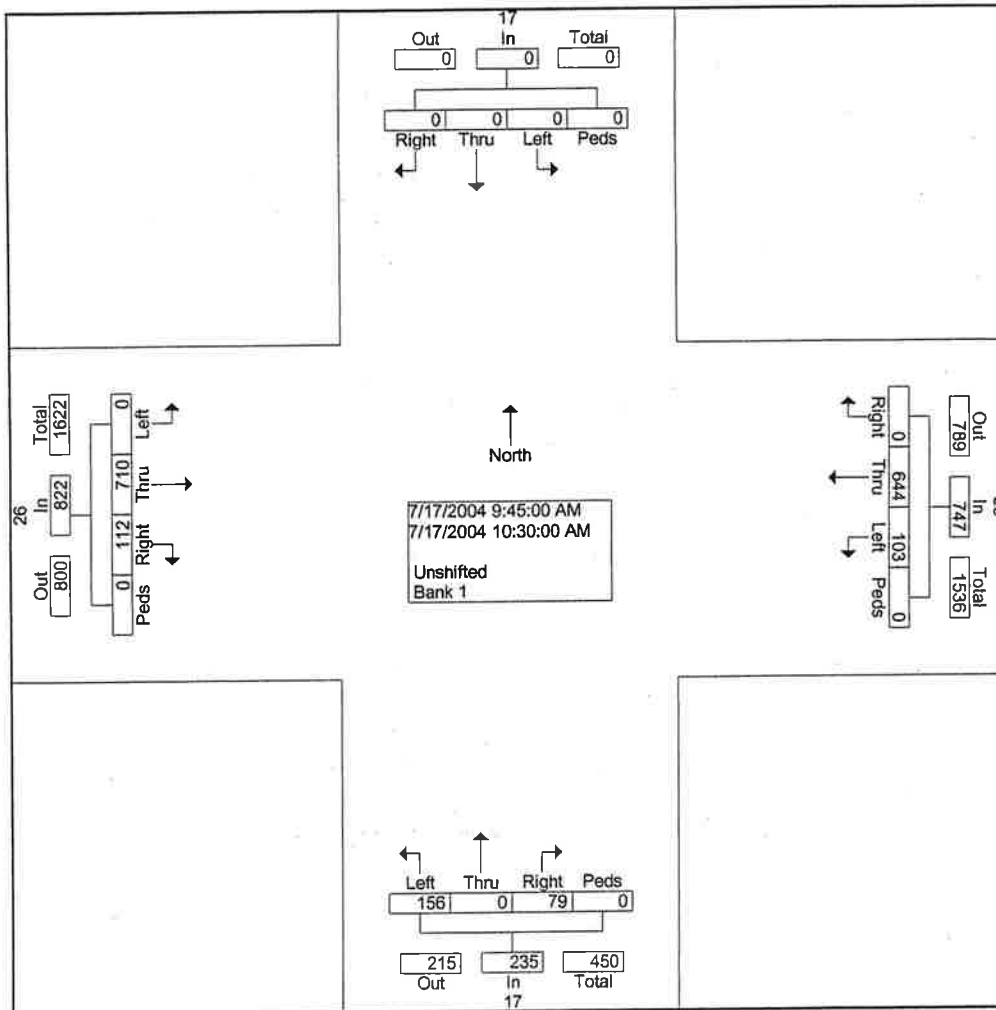
File Name : 26 and 17 Saturday

Site Code : 00000000

Start Date : 07/17/2004

Page No : 3

Start Time	17 From North					26 From East					17 From South					26 From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour From 09:00 AM to 01:45 PM - Peak 1 of 1																					
Intersection	09:45 AM																				
Volume	0	0	0	0	0	103	644	0	0	747	156	0	79	0	235	0	710	112	0	822	1804
Percent	0.0	0.0	0.0	0.0		13.8	86.2	0.0	0.0		66.4	0.0	33.6	0.0		0.0	86.4	13.6	0.0		
10:30 Volume	0	0	0	0	0	26	166	0	0	192	44	0	24	0	68	0	188	25	0	213	473
Peak Factor																					0.953
High Int.	8:45:00 AM					10:00 AM					10:30 AM					09:45 AM					
Volume	0	0	0	0	0	26	174	0	0	200	44	0	24	0	68	0	181	34	0	215	
Peak Factor	0.934										0.864					0.956					



Delaware Rte 26 & Delaware Rte 17
 Date: Saturday, July 17, 2004
 Time: 9:00 AM - 2:00 PM

File Name : 26 and 17 Saturday
 Site Code : 00000000
 Start Date : 07/17/2004
 Page No : 1

Groups Printed- Bank 1

Start Time	17 From North					26 From East					17 From South					26 From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
09:00 AM	0	0	0	0	0	2	2	0	0	4	1	0	3	0	4	0	4	2	0	6	14
09:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	4
09:30 AM	0	0	0	0	0	1	2	0	0	3	3	0	1	0	4	0	1	1	0	2	9
09:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	0	1	1	0	2	6
Total	0	0	0	0	0	3	7	0	0	10	4	0	7	0	11	0	7	5	0	12	33
10:00 AM	0	0	0	0	0	1	2	0	0	3	2	0	2	0	4	0	3	0	0	3	10
10:15 AM	0	0	0	0	0	2	1	0	0	3	3	0	1	0	4	0	0	1	0	1	8
10:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	3	1	0	4	9
10:45 AM	0	0	0	0	0	0	2	0	0	2	1	0	3	0	4	0	1	2	0	3	9
Total	0	0	0	0	0	3	9	0	0	12	6	0	7	0	13	0	7	4	0	11	36
11:00 AM	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	0	0	1	0	1	6
11:15 AM	0	0	0	0	0	1	3	0	0	4	1	0	0	0	1	0	1	0	0	1	6
11:30 AM	0	0	0	0	0	1	2	0	0	3	1	0	0	0	1	0	1	2	0	3	7
11:45 AM	0	0	0	0	0	1	3	0	0	4	1	0	0	0	1	0	7	1	0	8	13
Total	0	0	0	0	0	3	12	0	0	15	4	0	0	0	4	0	9	4	0	13	32
12:00 PM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	4	1	0	5	11
12:15 PM	0	0	0	0	0	0	5	0	0	5	3	0	0	0	3	0	4	1	0	5	13
12:30 PM	0	0	0	0	0	1	5	0	0	6	1	0	0	0	1	0	2	1	0	3	10
12:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	4
Total	0	0	0	0	0	2	17	0	0	19	4	0	0	0	4	0	11	4	0	15	38
01:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	2	2	0	4	6
01:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3	0	3	0	0	3	6
01:30 PM	0	0	0	0	0	1	2	0	0	3	1	0	1	0	2	0	1	0	0	1	6
01:45 PM	0	0	0	0	0	2	0	0	0	2	3	0	0	0	3	0	0	0	0	0	5
Total	0	0	0	0	0	4	2	0	0	6	5	0	4	0	9	0	6	2	0	8	23
Grand Total	0	0	0	0	0	15	47	0	0	62	23	0	18	0	41	0	40	19	0	59	162
Apprch %	0.0	0.0	0.0	0.0		24.2	75.8	0.0	0.0		56.1	0.0	43.9	0.0		0.0	67.8	32.2	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	9.3	29.0	0.0	0.0	38.3	14.2	0.0	11.1	0.0	25.3	0.0	24.7	11.7	0.0	36.4	

Delaware Rte 26 & Delaware Rte 17

Date: Saturday, July 17, 2004

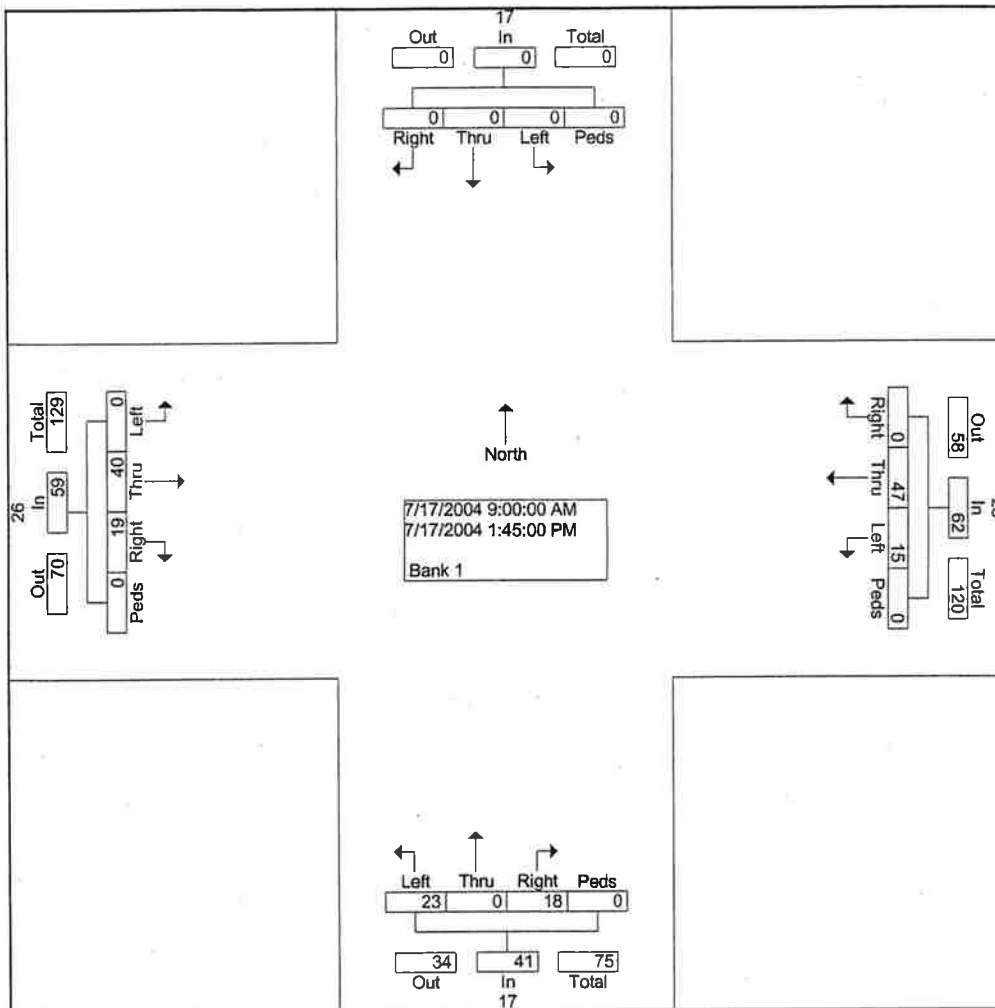
Time: 9:00 AM - 2:00 PM

File Name : 26 and 17 Saturday

Site Code : 00000000

Start Date : 07/17/2004

Page No : 2

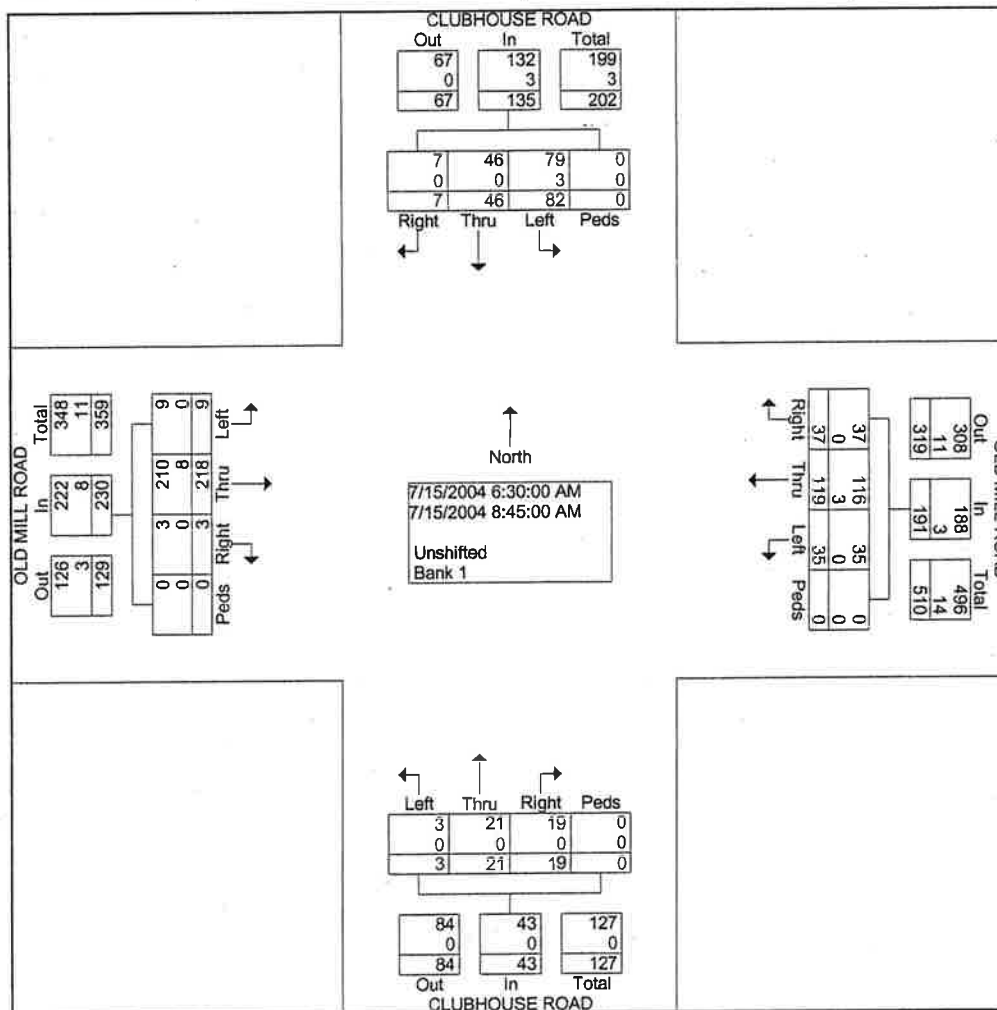


Old Mill Road & Clubhouse Road
 Date: Thursday, July 15, 2004
 Time: 6:30 - 9:00 AM

File Name : Clubhouse and Old Mill AM.
 Site Code : 00000000
 Start Date : 07/15/2004
 Page No : 1

Groups Printed- Unshifted - Bank 1

Start Time	CLUBHOUSE ROAD From North					OLD MILL ROAD From East					CLUBHOUSE ROAD From South					OLD MILL ROAD From West					Int. Total				
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total					
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	
06:30 AM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0
06:45 AM	2	0	0	0	2	1	5	1	0	7	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0
Total	2	0	0	0	2	1	8	2	0	11	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0
07:00 AM	6	13	1	0	20	9	16	2	0	27	0	4	2	0	6	0	15	0	0	15	0	0	0	0	0
07:15 AM	6	7	0	0	13	3	8	0	0	11	0	2	1	0	3	2	24	1	0	27	0	0	0	0	0
07:30 AM	3	2	0	0	5	4	9	3	0	16	0	2	2	0	4	0	20	0	0	20	0	0	0	0	0
07:45 AM	12	2	1	0	15	3	13	3	0	19	0	4	3	0	7	2	29	0	0	31	0	0	0	0	0
Total	27	24	2	0	53	19	46	8	0	73	0	12	8	0	20	4	88	1	0	93	0	0	0	0	0
08:00 AM	17	14	1	0	32	2	16	8	0	26	0	1	3	0	4	0	30	1	0	31	0	0	0	0	0
08:15 AM	15	4	1	0	20	4	17	12	0	33	2	2	2	0	6	1	15	1	0	17	0	0	0	0	0
08:30 AM	7	4	1	0	12	6	19	4	0	29	0	2	1	0	3	2	28	0	0	30	0	0	0	0	0
08:45 AM	14	0	2	0	16	3	13	3	0	19	1	4	5	0	10	2	40	0	0	42	0	0	0	0	0
Total	53	22	5	0	80	15	65	27	0	107	3	9	11	0	23	5	113	2	0	120	0	0	0	0	0
Grand Total	82	46	7	0	135	35	119	37	0	191	3	21	19	0	43	9	218	3	0	230	0	0	0	0	0
Apprch %	60.7	34.1	5.2	0.0		18.3	62.3	19.4	0.0		7.0	48.8	44.2	0.0		3.9	94.8	1.3	0.0		0.0	0.0	0.0	0.0	
Total %	13.7	7.7	1.2	0.0	22.5	5.8	19.9	6.2	0.0	31.9	0.5	3.5	3.2	0.0	7.2	1.5	36.4	0.5	0.0	38.4	0.0	0.0	0.0	0.0	0.0



Old Mill Road & Clubhouse Road

Date: Thursday, July 15, 2004

Time: 6:30 - 9:00 AM

File Name : Clubhouse and Old Mill AM

Site Code : 00000000

Start Date : 07/15/2004

Page No : 2

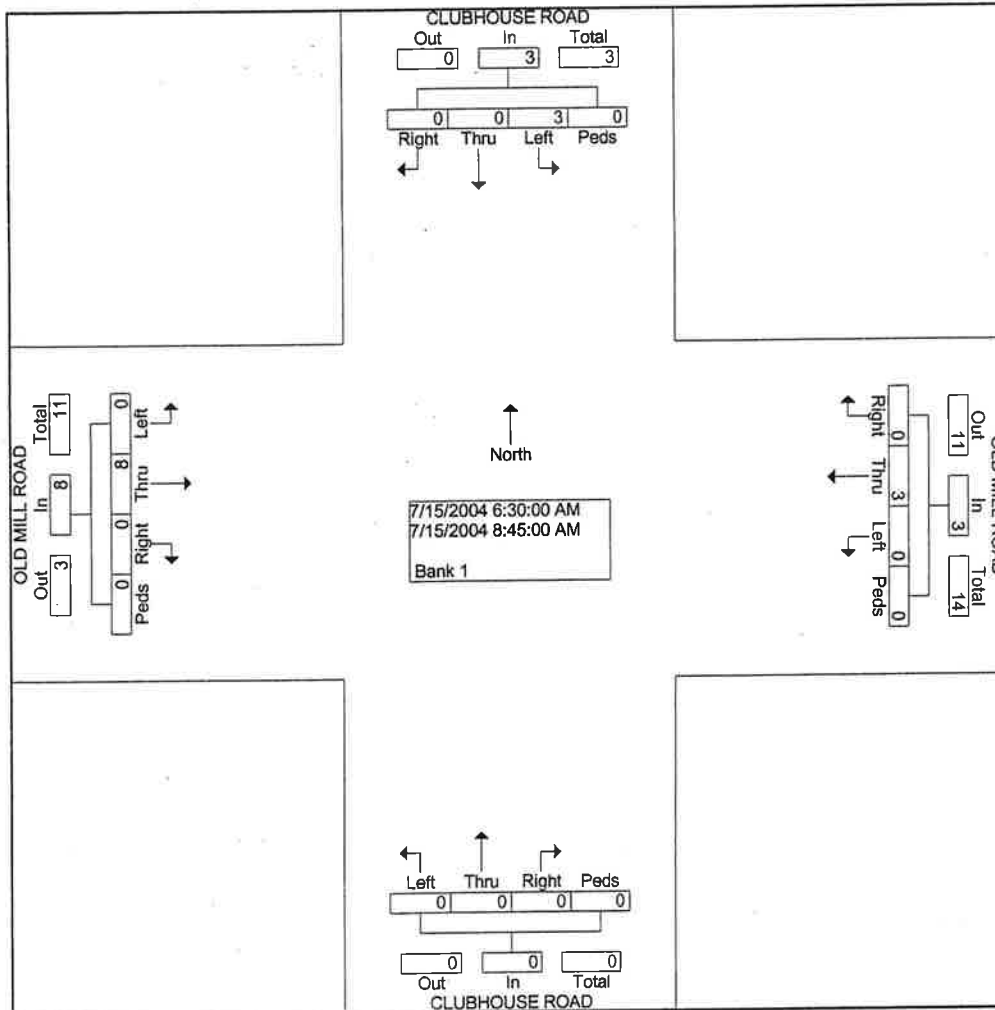
Start Time	CLUBHOUSE ROAD From North				OLD MILL ROAD From East				CLUBHOUSE ROAD From South				OLD MILL ROAD From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 06:30 AM to 08:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	53	22	5	80	15	65	27	107	3	9	11	23	5	113	2	120	330
Percent	66.3	27.5	6.3		14.0	60.7	25.2		13.0	39.1	47.8		4.2	94.2	1.7		
08:00 Volume	17	14	1	32	2	16	8	26	0	1	3	4	0	30	1	31	93
Peak Factor																	0.887
High Int.	08:00 AM				08:15 AM				08:45 AM				08:45 AM				
Volume	17	14	1	32	4	17	12	33	1	4	5	10	2	40	0	42	
Peak Factor	0.625				0.811				0.575				0.714				

Old Mill Road & Clubhouse Road
 Date: Thursday, July 15, 2004
 Time: 6:30 - 9:00 AM

File Name : Clubhouse and Old Mill AM
 Site Code : 00000000
 Start Date : 07/15/2004
 Page No : 1

Groups Printed- Bank 1

Start Time	CLUBHOUSE ROAD From North					OLD MILL ROAD From East					CLUBHOUSE ROAD From South					OLD MILL ROAD From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
07:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
Total	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	7
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7
Grand Total	3	0	0	0	3	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	14
Apprch %	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	21.4	0.0	0.0	0.0	21.4	0.0	21.4	0.0	0.0	21.4	0.0	0.0	0.0	0.0	0.0	0.0	57.1	0.0	0.0	57.1	

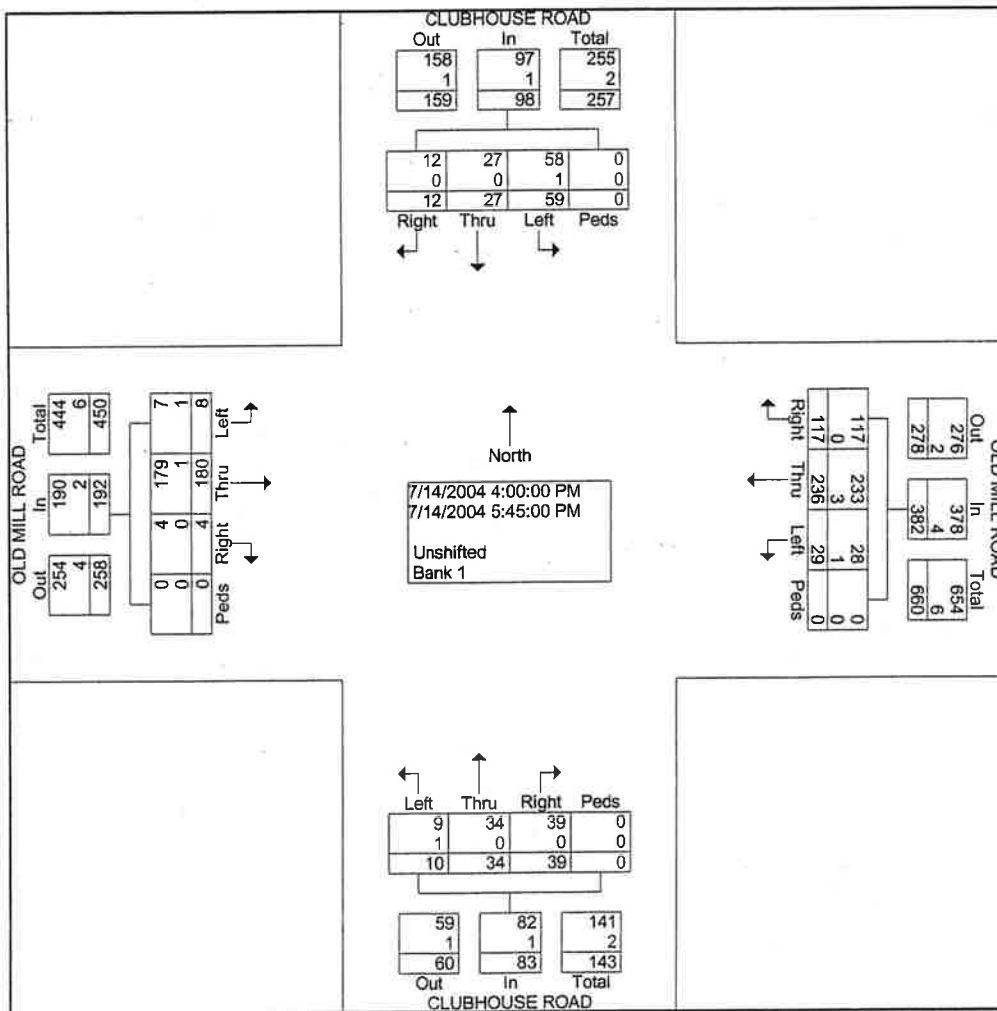


Old Mill Road & Clubhouse Road
 Date: Wednesday, July 14, 2004
 Time: 4:00 - 6:00 PM

File Name : Clubhouse and Old Mill PM
 Site Code : 00000000
 Start Date : 07/14/2004
 Page No : 1

Groups Printed- Unshifted - Bank 1

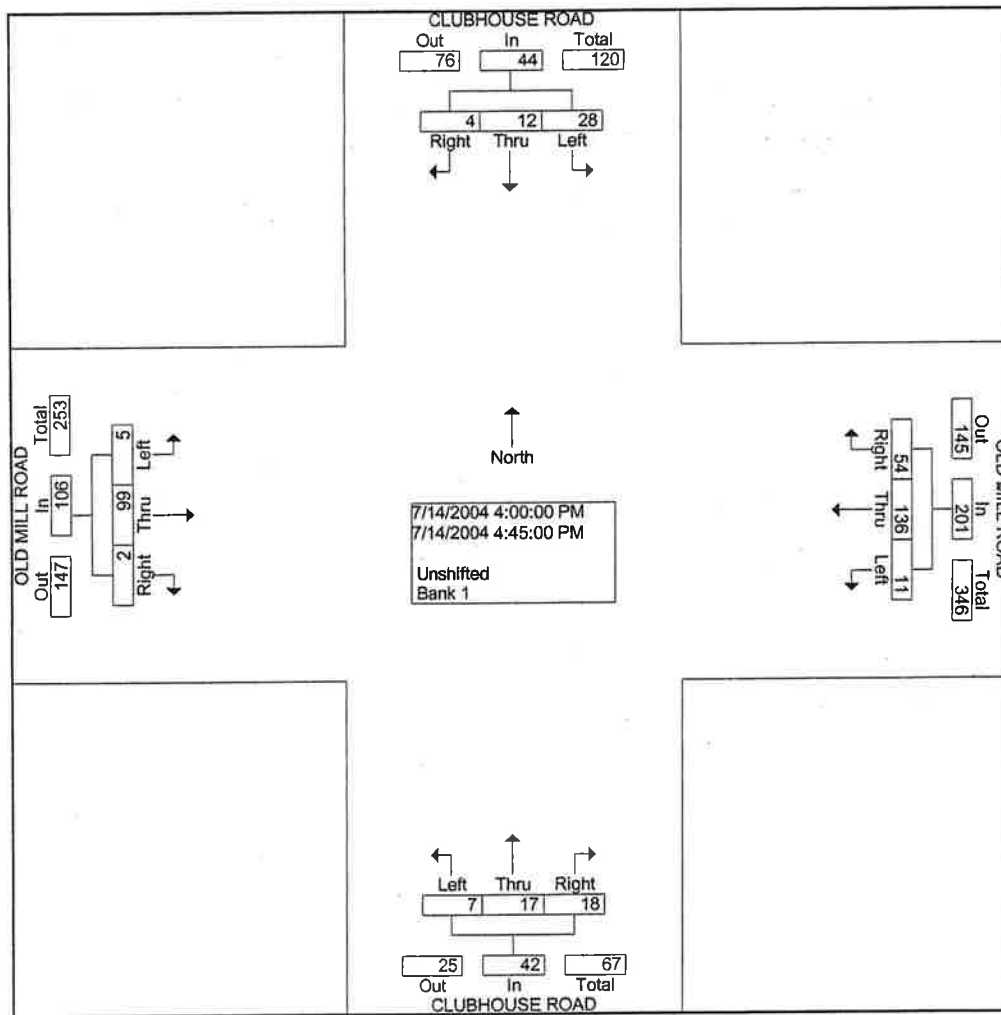
Start Time	CLUBHOUSE ROAD From North					OLD MILL ROAD From East					CLUBHOUSE ROAD From South					OLD MILL ROAD From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	6	4	0	0	10	2	36	12	0	50	0	3	1	0	4	1	24	1	0	26	90
04:15 PM	6	3	3	0	12	3	36	11	0	50	3	5	7	0	15	0	30	0	0	30	107
04:30 PM	10	1	1	0	12	4	30	14	0	48	2	5	5	0	12	2	26	0	0	28	100
04:45 PM	6	4	0	0	10	2	34	17	0	53	2	4	5	0	11	2	19	1	0	22	96
Total	28	12	4	0	44	11	136	54	0	201	7	17	18	0	42	5	99	2	0	106	393
05:00 PM	1	3	4	0	8	3	31	14	0	48	0	6	5	0	11	2	20	1	0	23	90
05:15 PM	6	1	2	0	9	6	27	16	0	49	3	4	5	0	12	1	18	0	0	19	89
05:30 PM	11	7	2	0	20	2	26	21	0	49	0	5	5	0	10	0	23	0	0	23	102
05:45 PM	13	4	0	0	17	7	16	12	0	35	0	2	6	0	8	0	20	1	0	21	81
Total	31	15	8	0	54	18	100	63	0	181	3	17	21	0	41	3	81	2	0	86	362
Grand Total	59	27	12	0	98	29	236	117	0	382	10	34	39	0	83	8	180	4	0	192	755
Apprch %	60.2	27.6	12.2	0.0		7.6	61.8	30.6	0.0		12.0	41.0	47.0	0.0		4.2	93.8	2.1	0.0		
Total %	7.8	3.6	1.6	0.0	13.0	3.8	31.3	15.5	0.0	50.6	1.3	4.5	5.2	0.0	11.0	1.1	23.8	0.5	0.0	25.4	



Old Mill Road & Clubhouse Road
 Date: Wednesday, July 14, 2004
 Time: 4:00 - 6:00 PM

File Name : Clubhouse and Old Mill PM
 Site Code : 00000000
 Start Date : 07/14/2004
 Page No : 2

Start Time	CLUBHOUSE ROAD From North				OLD MILL ROAD From East				CLUBHOUSE ROAD From South				OLD MILL ROAD From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:00 PM																
Volume	28	12	4	44	11	136	54	201	7	17	18	42	5	99	2	106	393
Percent	63.6	27.3	9.1		5.5	67.7	26.9		16.7	40.5	42.9		4.7	93.4	1.9		
04:15	6	3	3	12	3	36	11	50	3	5	7	15	0	30	0	30	107
Volume																	0.918
Peak Factor	0.918																
High Int.	04:15 PM																
Volume	6	3	3	12	2	34	17	53	3	5	7	15	0	30	0	30	
Peak Factor				0.917				0.948				0.700				0.883	

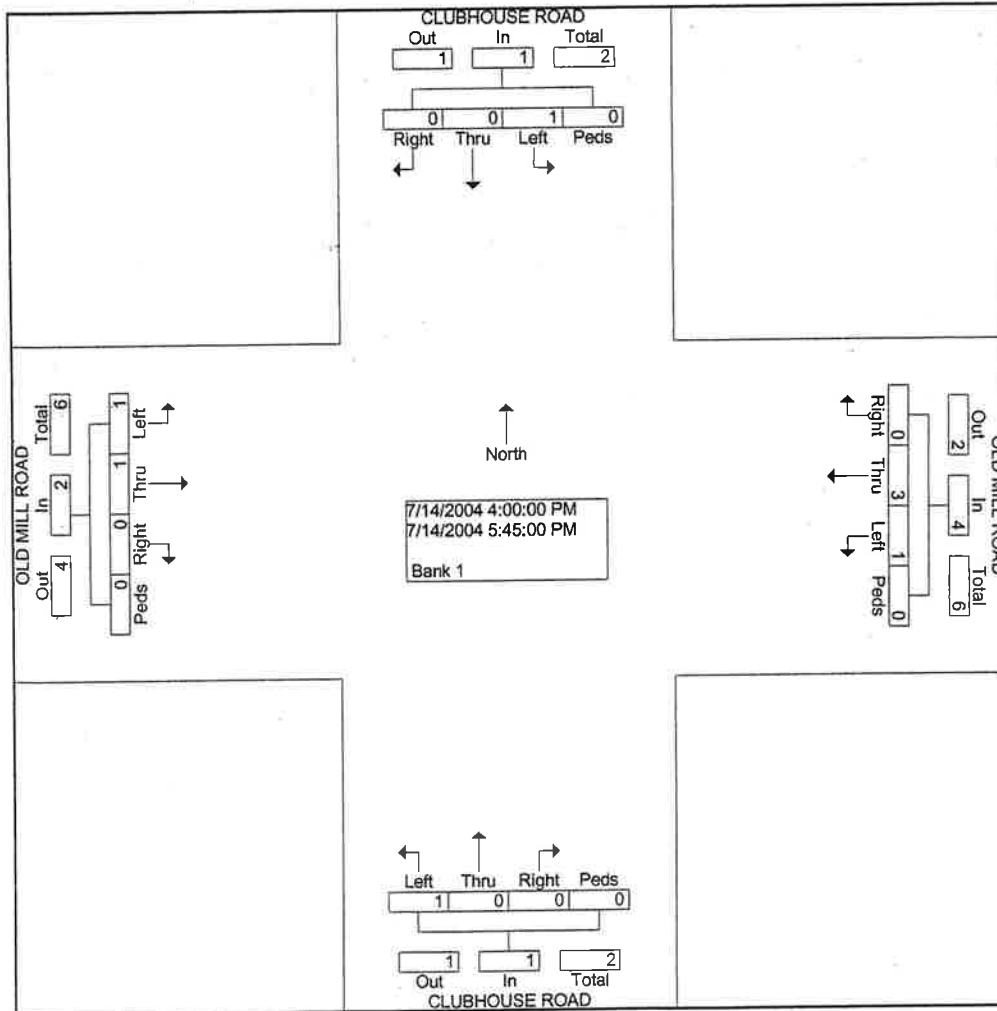


Old Mill Road & Clubhouse Road
 Date: Wednesday, July 14, 2004
 Time: 4:00 - 6:00 PM

File Name : Clubhouse and Old Mill PM
 Site Code : 00000000
 Start Date : 07/14/2004
 Page No : 1

Groups Printed- Bank 1

Start Time	CLUBHOUSE ROAD From North					OLD MILL ROAD From East					CLUBHOUSE ROAD From South					OLD MILL ROAD From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	2	0	0	3	1	0	0	0	1	1	1	0	0	2	6
Grand Total	1	0	0	0	1	1	3	0	0	4	1	0	0	0	1	1	1	0	0	2	8
Apprch %	100.0	0.0	0.0	0.0		25.0	75.0	0.0	0.0		100.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0		
Total %	12.5	0.0	0.0	0.0	12.5	12.5	37.5	0.0	0.0	50.0	12.5	0.0	0.0	0.0	12.5	12.5	12.5	0.0	0.0	25.0	



Old Mill Rd & Clubhouse Rd
 Date: Saturday, July 17, 2004
 Time: 9:00 AM - 2:00 PM

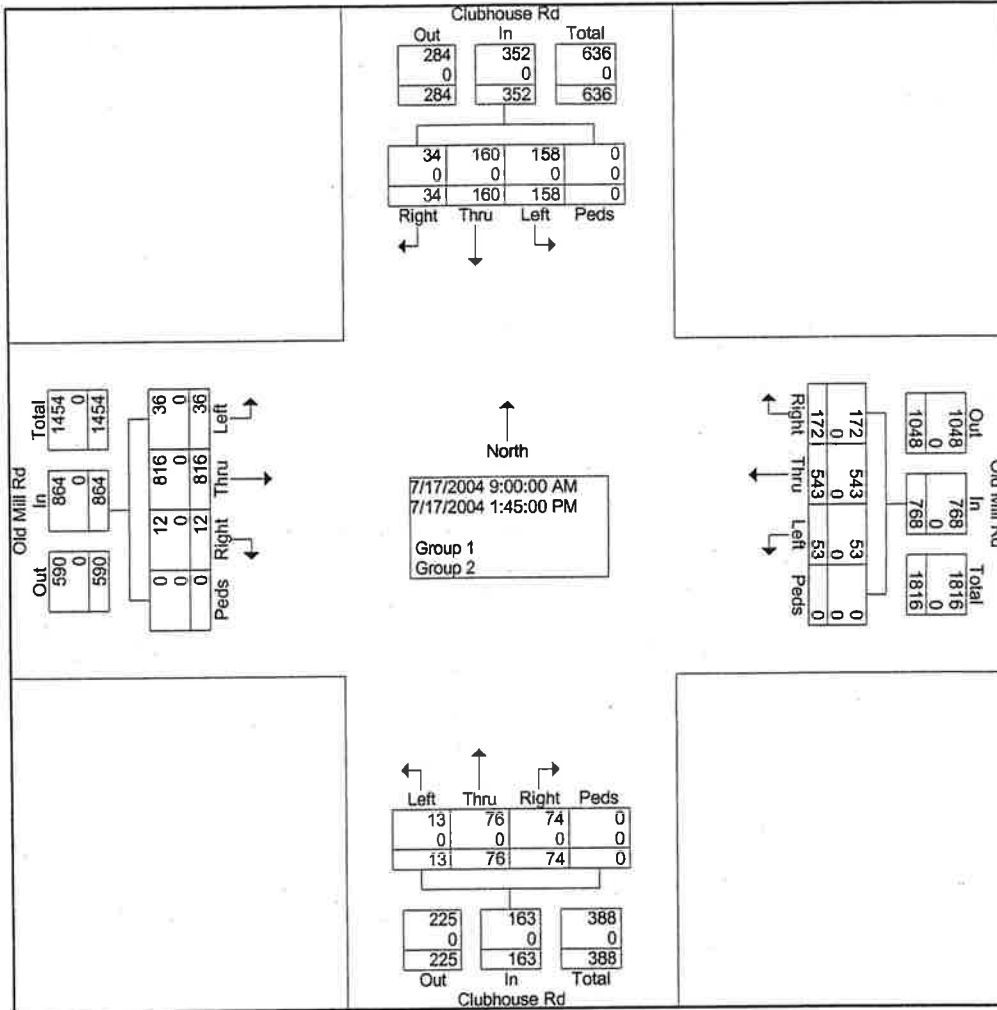
File Name : Old Mill and Clubhouse-Saturday
 Site Code : 00000000
 Start Date : 07/17/2004
 Page No : 1

Groups Printed- Group 1 - Group 2

Start Time	Clubhouse Rd From North					Old Mill Rd From East					Clubhouse Rd From South					Old Mill Rd From West					Int. Total
	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
09:00 AM	10	10	2	0	22	1	25	8	0	34	1	1	5	0	7	1	55	2	0	58	121
09:15 AM	12	8	1	0	21	5	19	5	0	29	0	2	2	0	4	3	42	1	0	46	100
09:30 AM	12	11	3	0	26	3	24	6	0	33	1	2	4	0	7	1	38	0	0	39	105
09:45 AM	14	8	0	0	22	4	23	4	0	31	0	2	2	0	4	1	40	2	0	43	100
Total	48	37	6	0	91	13	91	23	0	127	2	7	13	0	22	6	175	5	0	186	426
10:00 AM	8	4	1	0	13	3	33	11	0	47	0	2	4	0	6	7	61	0	0	68	134
10:15 AM	15	3	3	0	21	5	31	6	0	42	1	5	11	0	17	1	50	1	0	52	132
10:30 AM	6	17	1	0	24	4	25	8	0	37	0	5	4	0	9	4	53	1	0	58	128
10:45 AM	8	15	3	0	26	1	34	10	0	45	0	2	3	0	5	2	51	0	0	53	129
Total	37	39	8	0	84	13	123	35	0	171	1	14	22	0	37	14	215	2	0	231	523
11:00 AM	5	20	1	0	26	2	37	7	0	46	0	2	6	0	8	0	47	1	0	48	128
11:15 AM	2	12	1	0	15	2	34	15	0	51	1	4	4	0	9	0	53	0	0	53	128
11:30 AM	1	8	0	0	9	4	37	7	0	48	1	1	3	0	5	3	43	1	0	47	109
11:45 AM	2	10	2	0	14	1	29	8	0	38	0	1	3	0	4	4	36	1	0	41	97
Total	10	50	4	0	64	9	137	37	0	183	2	8	16	0	26	7	179	3	0	189	462
12:00 PM	7	6	1	0	14	3	32	8	0	43	0	4	6	0	10	0	37	0	0	37	104
12:15 PM	7	5	3	0	15	1	25	10	0	36	1	3	1	0	5	1	45	1	0	47	103
12:30 PM	2	4	1	0	7	0	29	9	0	38	2	6	2	0	10	2	30	0	0	32	87
12:45 PM	9	4	3	0	16	2	19	9	0	30	0	8	1	0	9	1	48	0	0	49	104
Total	25	19	8	0	52	6	105	36	0	147	3	21	10	0	34	4	160	1	0	165	398
01:00 PM	7	3	2	0	12	3	25	13	0	41	1	9	2	0	12	0	13	1	0	14	79
01:15 PM	7	2	1	0	10	4	25	13	0	42	0	8	5	0	13	2	24	0	0	26	91
01:30 PM	11	5	2	0	18	3	15	8	0	26	3	5	2	0	10	2	29	0	0	31	85
01:45 PM	13	5	3	0	21	2	22	7	0	31	1	4	4	0	9	1	21	0	0	22	83
Total	38	15	8	0	61	12	87	41	0	140	5	26	13	0	44	5	87	1	0	93	338
Grand Total	158	160	34	0	352	53	543	172	0	768	13	76	74	0	163	36	816	12	0	864	2147
Apprch %	44.9	45.5	9.7	0.0		6.9	70.7	22.4	0.0		8.0	46.6	45.4	0.0		4.2	94.4	1.4	0.0		
Total %	7.4	7.5	1.6	0.0	16.4	2.5	25.3	8.0	0.0	35.8	0.6	3.5	3.4	0.0	7.6	1.7	38.0	0.6	0.0	40.2	

Old Mill Rd & Clubhouse Rd
 Date: Saturday, July 17, 2004
 Time: 9:00 AM - 2:00 PM

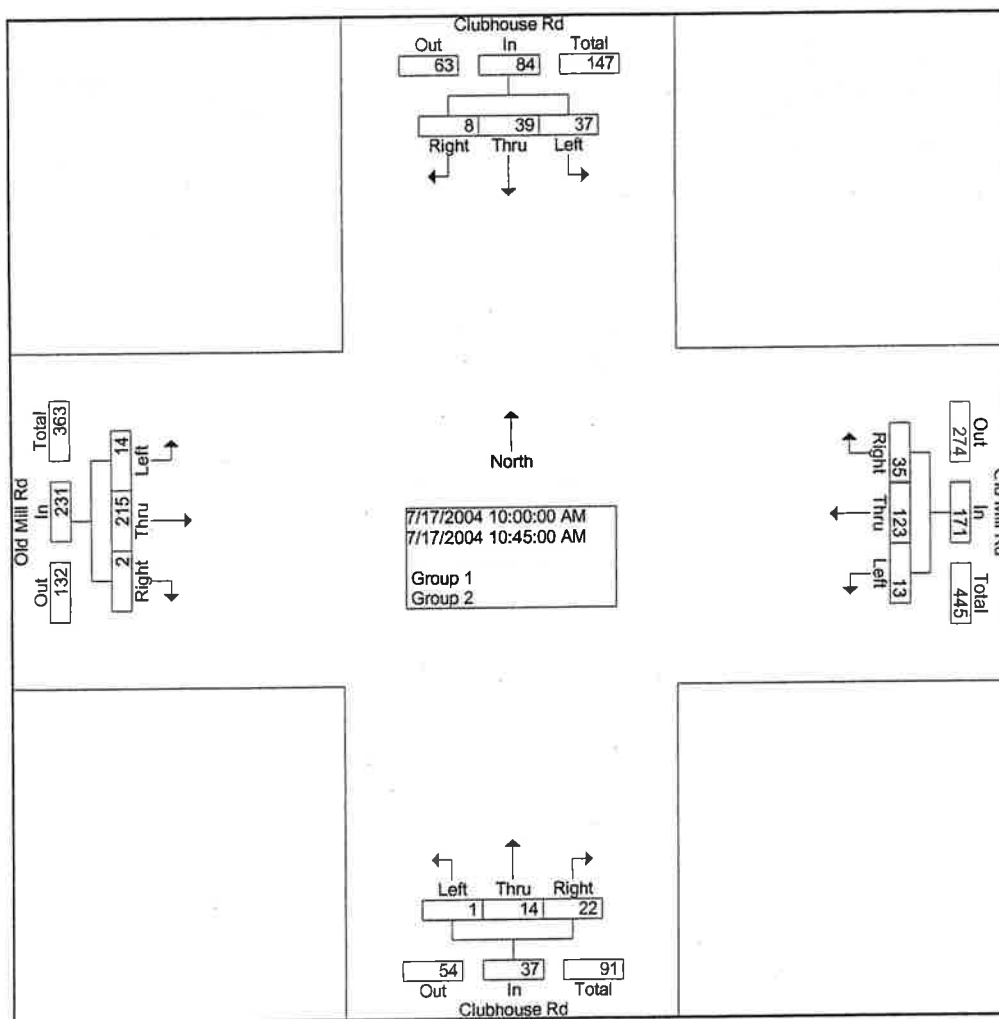
File Name : Old Mill and Clubhouse-Saturday
 Site Code : 00000000
 Start Date : 07/17/2004
 Page No : 2



Old Mill Rd & Clubhouse Rd
 Date: Saturday, July 17, 2004
 Time: 9:00 AM - 2:00 PM

File Name : Old Mill and Clubhouse-Saturday
 Site Code : 00000000
 Start Date : 07/17/2004
 Page No : 3

Start Time	Clubhouse Rd From North				Old Mill Rd From East				Clubhouse Rd From South				Old Mill Rd From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 09:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection	10:00 AM																
Volume	37	39	8	84	13	123	35	171	1	14	22	37	14	215	2	231	523
Percent	44.0	46.4	9.5		7.6	71.9	20.5		2.7	37.8	59.5		6.1	93.1	0.9		
10:00	8	4	1	13	3	33	11	47	0	2	4	6	7	61	0	68	134
Volume																	0.976
Peak Factor																	
High Int.	10:45 AM				10:00 AM				10:15 AM				10:00 AM				
Volume	8	15	3	26	3	33	11	47	1	5	11	17	7	61	0	68	
Peak Factor				0.808				0.910				0.544				0.849	



Old Mill Rd & Clubhouse Rd
 Date: Saturday, July 17, 2004
 Time: 9:00 AM - 2:00 PM

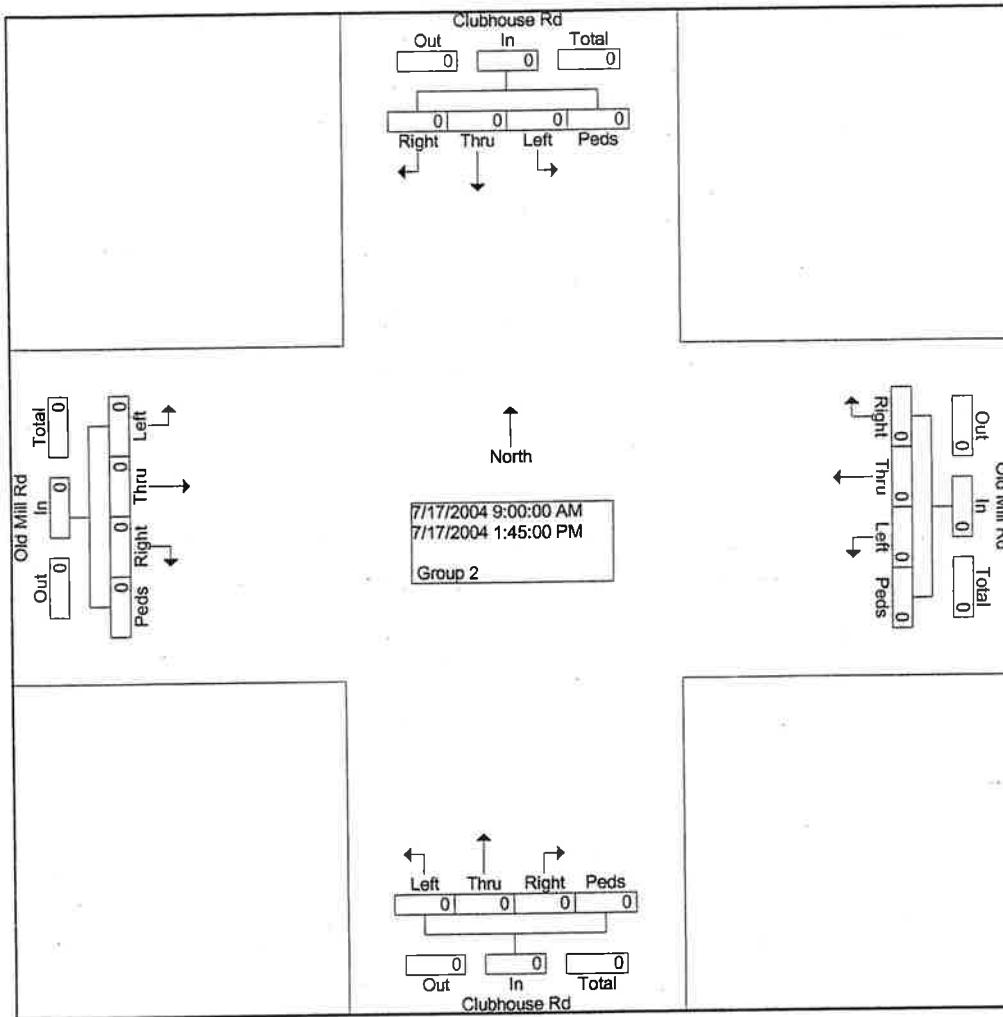
File Name : Old Mill and Clubhouse-Saturday
 Site Code : 00000000
 Start Date : 07/17/2004
 Page No : 1

Groups Printed- Group 2

Start Time	Clubhouse Rd From North					Old Mill Rd From East					Clubhouse Rd From South					Old Mill Rd From West					Int. Total	
	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total		
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0			
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch % Total %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0			

Old Mill Rd & Clubhouse Rd
Date: Saturday, July 17, 2004
Time: 9:00 AM - 2:00 PM

File Name : Old Mill and Clubhouse-Saturday
Site Code : 00000000
Start Date : 07/17/2004
Page No : 2

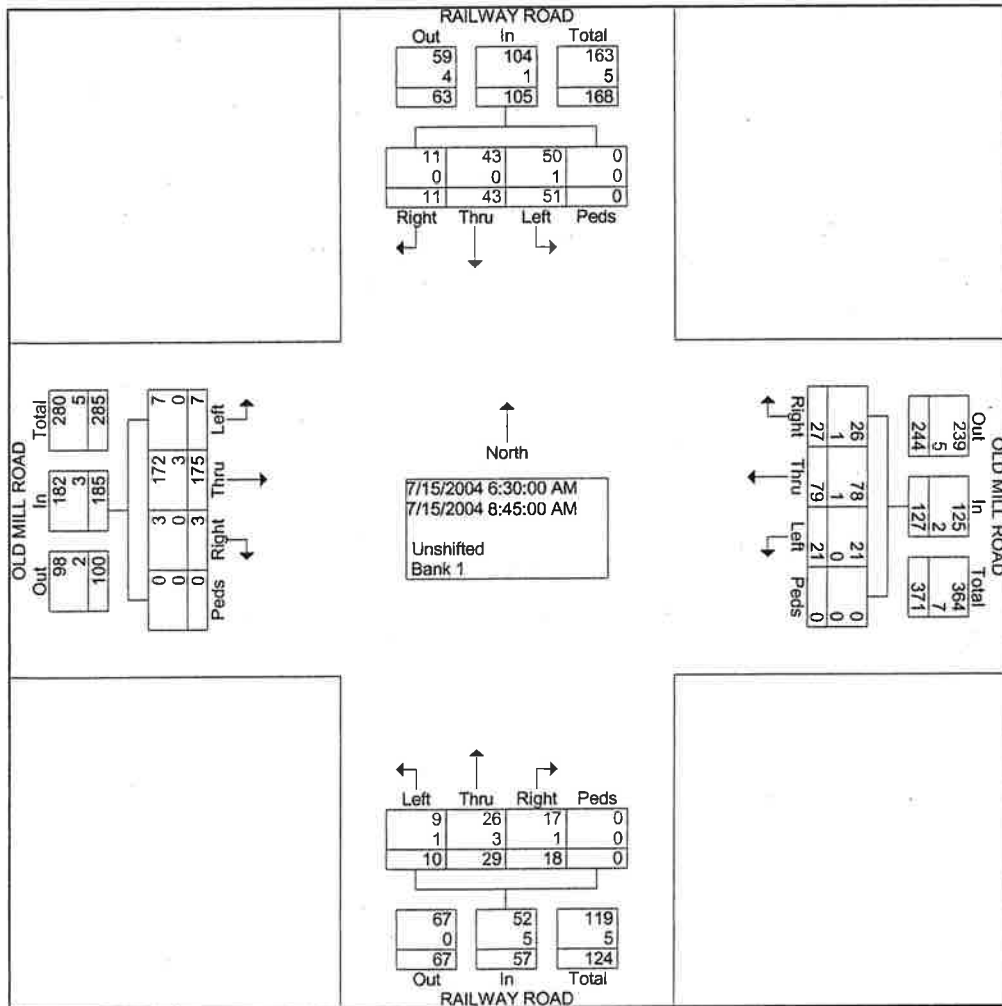


Old Mill Road & Railway Road
 Date: Thursday, July 15, 2004
 Time: 6:30 - 9:00 AM

File Name : Old Mill and Railway AM
 Site Code : 00000000
 Start Date : 07/15/2004
 Page No : 1

Groups Printed- Unshifted - Bank 1

Start Time	RAILWAY ROAD From North					OLD MILL ROAD From East					RAILWAY ROAD From South					OLD MILL ROAD From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:30 AM	0	1	0	0	1	0	2	1	0	3	1	0	0	0	1	0	6	0	0	6	11
06:45 AM	1	2	0	0	3	2	2	0	0	4	0	0	0	0	0	2	12	0	0	14	21
Total	1	3	0	0	4	2	4	1	0	7	1	0	0	0	1	2	18	0	0	20	32
07:00 AM	9	7	1	0	17	5	8	3	0	16	1	2	1	0	4	0	6	1	0	7	44
07:15 AM	5	6	1	0	12	0	8	1	0	9	1	8	3	0	12	0	21	0	0	21	54
07:30 AM	6	5	2	0	13	2	6	2	0	10	2	1	2	0	5	2	15	0	0	17	45
07:45 AM	5	7	3	0	15	2	8	2	0	12	1	3	4	0	8	2	18	0	0	20	55
Total	25	25	7	0	57	9	30	8	0	47	5	14	10	0	29	4	60	1	0	65	198
08:00 AM	6	3	1	0	10	0	9	4	0	13	0	3	1	0	4	1	24	1	0	26	53
08:15 AM	8	1	2	0	11	2	17	5	0	24	2	7	2	0	11	0	14	0	0	14	60
08:30 AM	4	7	1	0	12	3	11	6	0	20	1	1	1	0	3	0	26	1	0	27	62
08:45 AM	7	4	0	0	11	5	8	3	0	16	1	4	4	0	9	0	33	0	0	33	69
Total	25	15	4	0	44	10	45	18	0	73	4	15	8	0	27	1	97	2	0	100	244
Grand Total	51	43	11	0	105	21	79	27	0	127	10	29	18	0	57	7	175	3	0	185	474
Apprch %	48.6	41.0	10.5	0.0		16.5	62.2	21.3	0.0		17.5	50.9	31.6	0.0		3.8	94.6	1.6	0.0		
Total %	10.8	9.1	2.3	0.0	22.2	4.4	16.7	5.7	0.0	26.8	2.1	6.1	3.8	0.0	12.0	1.5	36.9	0.6	0.0	39.0	



Old Mill Road & Railway Road
 Date: Thursday, July 15, 2004
 Time: 6:30 - 9:00 AM

File Name : Old Mill and Railway AM.
 Site Code : 00000000
 Start Date : 07/15/2004
 Page No : 2

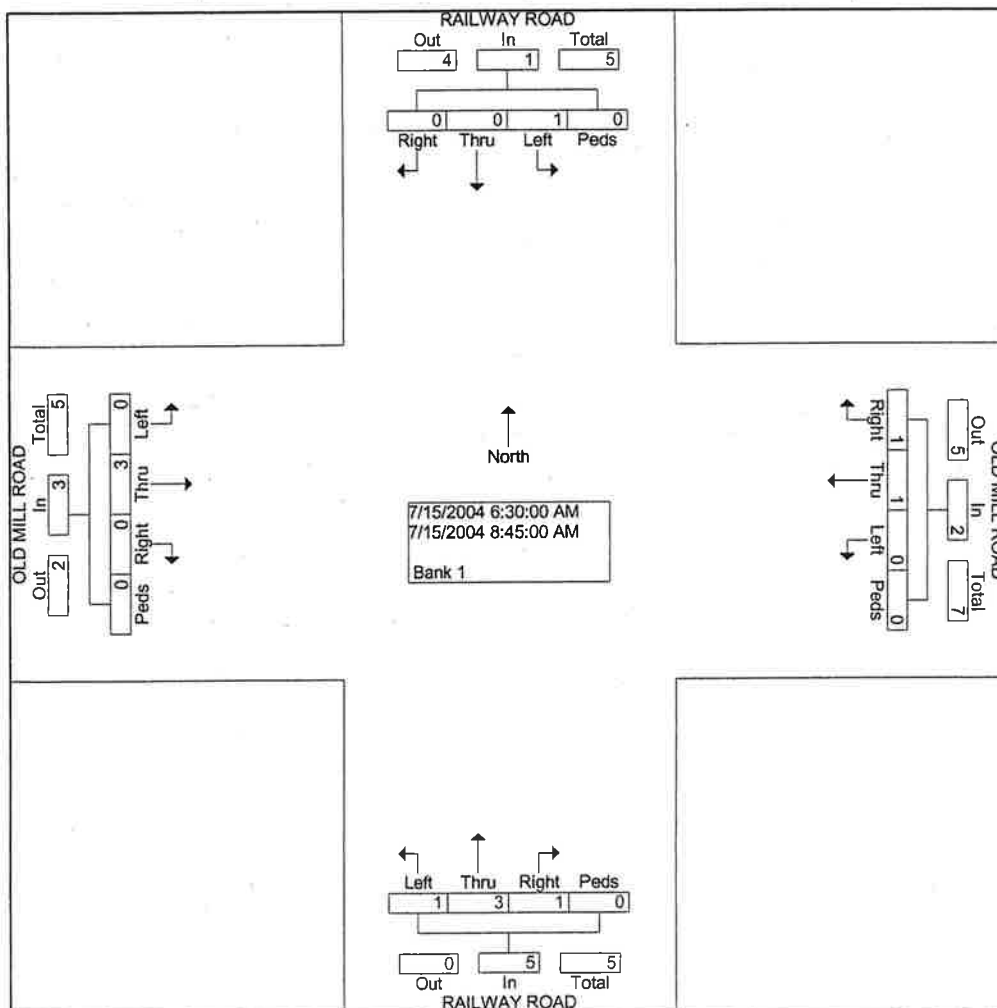
Start Time	RAILWAY ROAD From North				OLD MILL ROAD From East				RAILWAY ROAD From South				OLD MILL ROAD From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 06:30 AM to 08:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	25	15	4	44	10	45	18	73	4	15	8	27	1	97	2	100	244
Percent	56.8	34.1	9.1		13.7	61.6	24.7		14.8	55.6	29.6		1.0	97.0	2.0		
08:45																	
Volume	7	4	0	11	5	8	3	16	1	4	4	9	0	33	0	33	69
Peak Factor																	0.884
High Int.	08:30 AM				08:15 AM				08:15 AM				08:45 AM				
Volume	4	7	1	12	2	17	5	24	2	7	2	11	0	33	0	33	
Peak Factor	0.917				0.760				0.614				0.758				

Old Mill Road & Railway Road
 Date: Thursday, July 15, 2004
 Time: 6:30 - 9:00 AM

File Name : Old Mill and Railway AM
 Site Code : 00000000
 Start Date : 07/15/2004
 Page No : 1

Groups Printed- Bank 1

Start Time	RAILWAY ROAD From North					OLD MILL ROAD From East					RAILWAY ROAD From South					OLD MILL ROAD From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
Total	1	0	0	0	1	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	1	0	0	1	1	1	1	0	3	0	3	0	0	3	7
Grand Total	1	0	0	0	1	0	1	1	0	2	1	3	1	0	5	0	3	0	0	3	11
Apprch %	100.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0		20.0	60.0	20.0	0.0		0.0	100.0	0.0	0.0		
Total %	9.1	0.0	0.0	0.0	9.1	0.0	9.1	9.1	0.0	18.2	9.1	27.3	9.1	0.0	45.5	0.0	27.3	0.0	0.0	27.3	

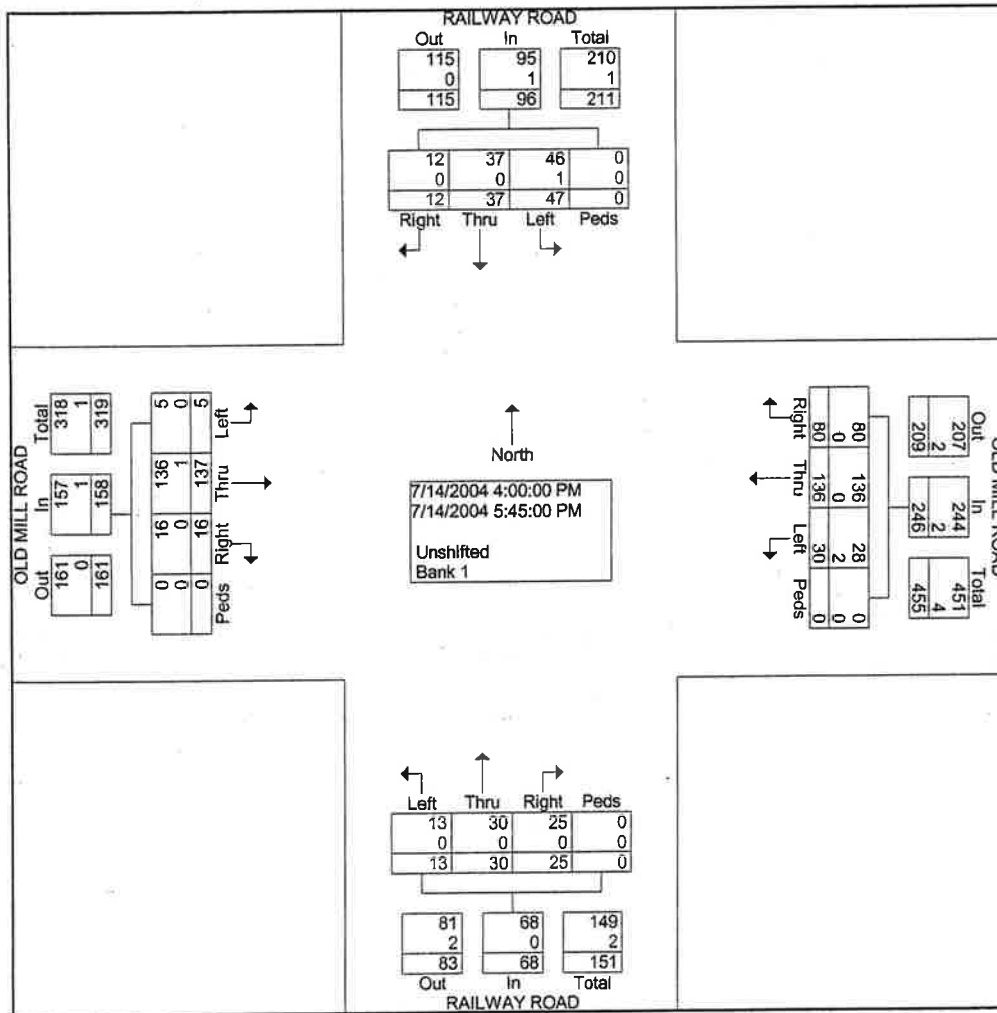


Old Mill Road & Railway Road
 Date: Wednesday, July 14, 2004
 Time: 4:00 - 6:00 PM

File Name : Old Mill and Railway PM
 Site Code : 00000000
 Start Date : 07/14/2004
 Page No : 1

Groups Printed- Unshifted - Bank 1

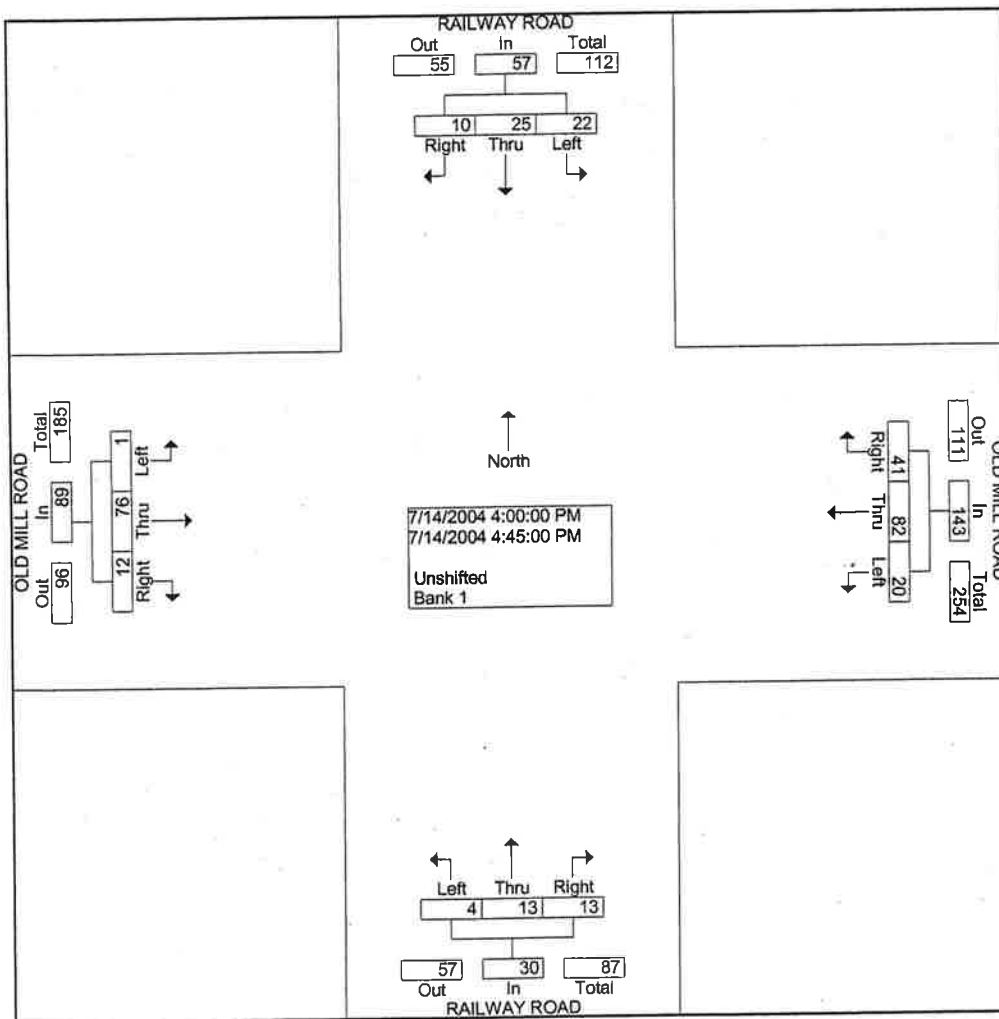
Start Time	RAILWAY ROAD From North					OLD MILL ROAD From East					RAILWAY ROAD From South					OLD MILL ROAD From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	8	8	3	0	19	2	21	10	0	33	1	2	4	0	7	0	20	3	0	23	82
04:15 PM	6	6	3	0	15	11	20	9	0	40	2	6	3	0	11	1	19	1	0	21	87
04:30 PM	6	9	3	0	18	3	21	12	0	36	1	1	4	0	6	0	18	3	0	21	81
04:45 PM	2	2	1	0	5	4	20	10	0	34	0	4	2	0	6	0	19	5	0	24	69
Total	22	25	10	0	57	20	82	41	0	143	4	13	13	0	30	1	76	12	0	89	319
05:00 PM	9	3	0	0	12	5	17	11	0	33	3	5	0	0	8	2	15	0	0	17	70
05:15 PM	5	2	1	0	8	3	15	11	0	29	0	1	5	0	6	1	13	1	0	15	58
05:30 PM	5	3	1	0	9	0	11	12	0	23	4	6	4	0	14	1	20	0	0	21	67
05:45 PM	6	4	0	0	10	2	11	5	0	18	2	5	3	0	10	0	13	3	0	16	54
Total	25	12	2	0	39	10	54	39	0	103	9	17	12	0	38	4	61	4	0	69	249
Grand Total	47	37	12	0	96	30	136	80	0	246	13	30	25	0	68	5	137	16	0	158	568
Approch %	49.0	38.5	12.5	0.0		12.2	55.3	32.5	0.0		19.1	44.1	36.8	0.0		3.2	86.7	10.1	0.0		
Total %	8.3	6.5	2.1	0.0	16.9	5.3	23.9	14.1	0.0	43.3	2.3	5.3	4.4	0.0	12.0	0.9	24.1	2.8	0.0	27.8	



Old Mill Road & Railway Road
 Date: Wednesday, July 14, 2004
 Time: 4:00 - 6:00 PM

File Name : Old Mill and Railway PM
 Site Code : 00000000
 Start Date : 07/14/2004
 Page No : 2

Start Time	RAILWAY ROAD From North				OLD MILL ROAD From East				RAILWAY ROAD From South				OLD MILL ROAD From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:00 PM																
Volume	22	25	10	57	20	82	41	143	4	13	13	30	1	76	12	89	319
Percent	38.6	43.9	17.5		14.0	57.3	28.7		13.3	43.3	43.3		1.1	85.4	13.5		
04:15 Volume	6	6	3	15	11	20	9	40	2	6	3	11	1	19	1	21	87
Peak Factor	0.917																
High Int. Volume	04:00 PM				04:15 PM				04:15 PM				04:45 PM				
Peak Factor	8	8	3	19	11	20	9	40	2	6	3	11	0	19	5	24	0.927
	0.750				0.894				0.682								

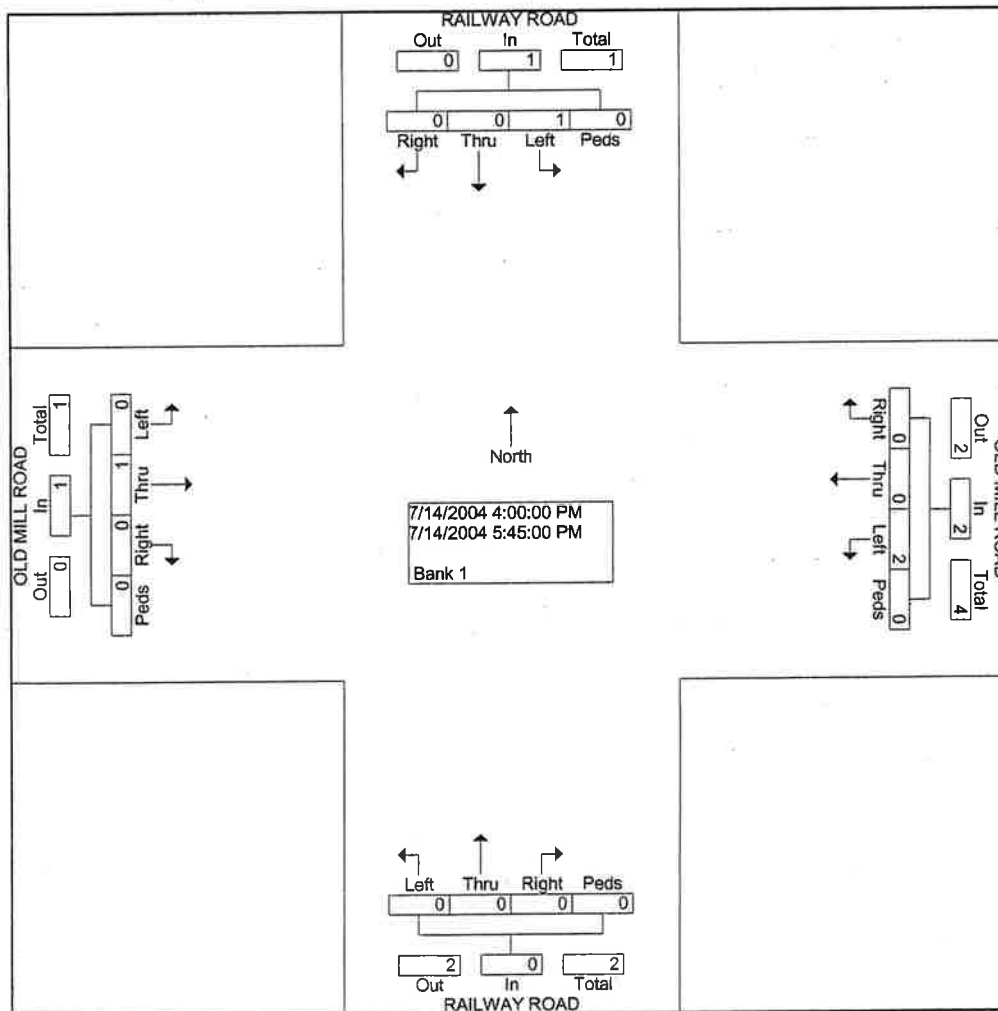


Old Mill Road & Railway Road
 Date: Wednesday, July 14, 2004
 Time: 4:00 - 6:00 PM

File Name : Old Mill and Railway PM
 Site Code : 00000000
 Start Date : 07/14/2004
 Page No : 1

Groups Printed- Bank 1

Start Time	RAILWAY ROAD From North					OLD MILL ROAD From East					RAILWAY ROAD From South					OLD MILL ROAD From West					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0			
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		2
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1		3
Grand Total	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1		4
Apprch %	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0			
Total %	25.0	0.0	0.0	0.0	25.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0		



Old Mill Rd & Railway Rd
 Date: Saturday, July 17, 2004
 Time: 9:00 AM - 2:00 PM

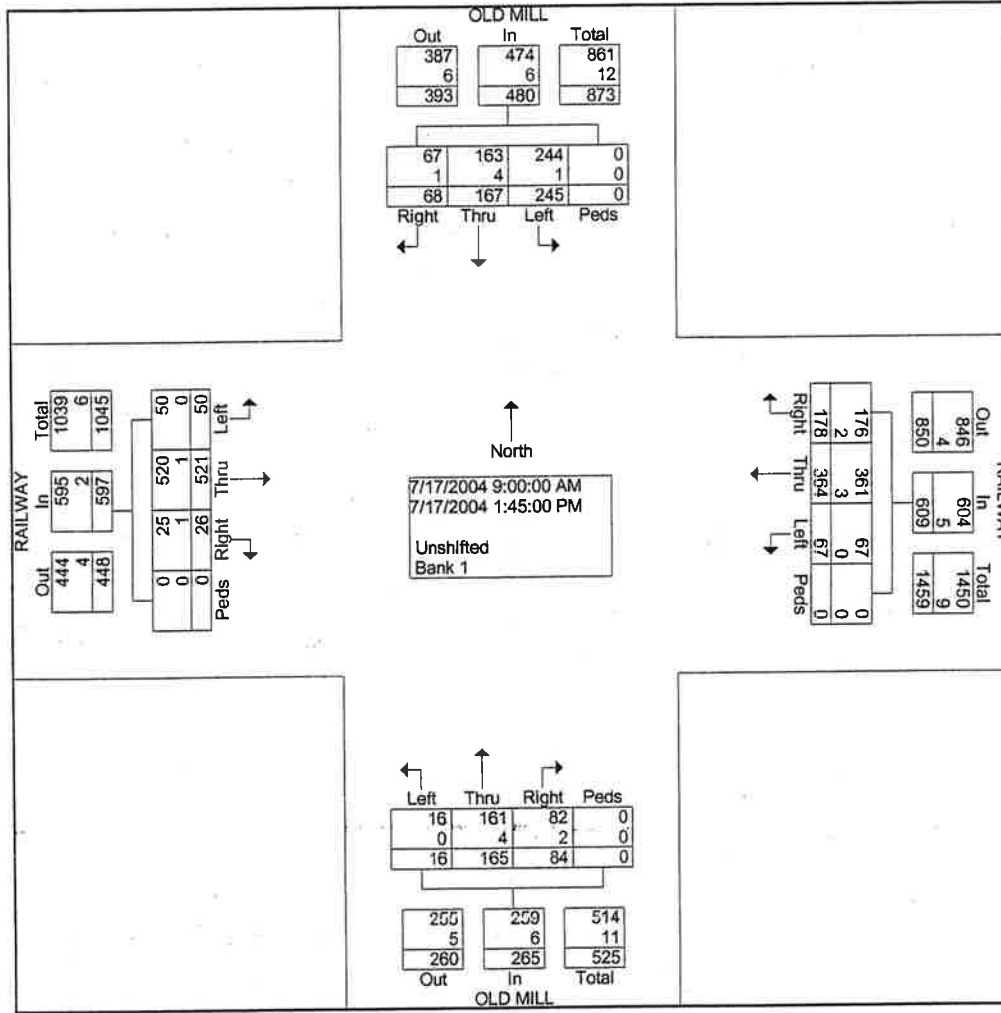
File Name : old mill and Railway Saturday
 Site Code : 00000000
 Start Date : 07/17/2004
 Page No : 1

Groups Printed- Unshifted - Bank 1

Start Time	OLD MILL From North					RAILWAY From East					OLD MILL From South					RAILWAY From West					Int. Total
	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
09:00 AM	9	5	2	0	16	3	11	4	0	18	1	3	4	0	8	1	25	1	0	27	69
09:15 AM	7	7	1	0	15	4	15	5	0	24	0	4	5	0	9	0	26	0	0	26	74
09:30 AM	8	8	3	0	19	5	10	6	0	21	2	7	2	0	11	2	21	1	0	24	75
09:45 AM	11	8	2	0	21	3	19	5	0	27	3	12	5	0	20	1	36	0	0	37	105
Total	35	28	8	0	71	15	55	20	0	90	6	26	16	0	48	4	108	2	0	114	323
10:00 AM	13	10	4	0	27	3	18	10	0	31	1	11	12	0	24	3	47	0	0	50	132
10:15 AM	21	9	3	0	33	2	26	8	0	36	1	10	4	0	15	5	25	3	0	33	117
10:30 AM	20	8	2	0	30	4	16	10	0	30	0	9	7	0	16	4	34	0	0	38	114
10:45 AM	19	10	5	0	34	7	24	17	0	48	2	7	9	0	18	2	25	2	0	29	129
Total	73	37	14	0	124	16	84	45	0	145	4	37	32	0	73	14	131	5	0	150	492
11:00 AM	16	14	4	0	34	5	20	13	0	38	0	5	4	0	9	4	26	1	0	31	112
11:15 AM	13	7	6	0	26	5	25	8	0	38	1	12	3	0	16	3	31	4	0	38	118
11:30 AM	22	12	2	0	36	4	33	8	0	45	1	10	2	0	13	4	29	0	0	33	127
11:45 AM	9	8	6	0	23	3	16	17	0	36	1	7	4	0	12	3	27	2	0	32	103
Total	60	41	18	0	119	17	94	46	0	157	3	34	13	0	50	14	113	7	0	134	460
12:00 PM	5	2	4	0	11	3	21	10	0	34	0	3	1	0	4	3	29	1	0	33	82
12:15 PM	12	12	5	0	29	1	16	7	0	24	0	10	4	0	14	0	36	0	0	36	103
12:30 PM	13	19	4	0	36	3	17	12	0	32	2	5	4	0	11	1	17	0	0	18	97
12:45 PM	17	4	1	0	22	3	9	11	0	23	0	6	2	0	8	4	31	0	0	35	88
Total	47	37	14	0	98	10	63	40	0	113	2	24	11	0	37	8	113	1	0	122	370
01:00 PM	5	8	6	0	19	4	14	9	0	27	0	16	2	0	18	3	9	4	0	16	80
01:15 PM	5	9	2	0	16	3	19	9	0	31	0	11	2	0	13	2	17	2	0	21	81
01:30 PM	12	5	4	0	21	1	15	4	0	20	0	10	4	0	14	2	16	3	0	21	76
01:45 PM	8	2	2	0	12	1	20	5	0	26	1	7	4	0	12	3	14	2	0	19	69
Total	30	24	14	0	68	9	68	27	0	104	1	44	12	0	57	10	56	11	0	77	306
Grand Total	245	167	68	0	480	67	364	178	0	609	16	165	84	0	265	50	521	26	0	597	1951
Apprch %	51.0	34.8	14.2	0.0		11.0	59.8	29.2	0.0		6.0	62.3	31.7	0.0		8.4	87.3	4.4	0.0		
Total %	12.6	8.6	3.5	0.0	24.6	3.4	18.7	9.1	0.0	31.2	0.8	8.5	4.3	0.0	13.6	2.6	26.7	1.3	0.0	30.6	

Old Mill Rd & Railway Rd
 Date: Saturday, July 17, 2004
 Time: 9:00 AM - 2:00 PM

File Name : old mill and Railway Saturday
 Site Code : 00000000
 Start Date : 07/17/2004
 Page No : 2



Old Mill Rd & Railway Rd
 Date: Saturday, July 17, 2004
 Time: 9:00 AM - 2:00 PM

File Name : old mill and Railway Saturday
 Site Code : 00000000
 Start Date : 07/17/2004
 Page No : 3

Start Time	OLD MILL From North				RAILWAY From East				OLD MILL From South				RAILWAY From West				Int. Total			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total				
Peak Hour From 09:00 AM to 01:45 PM - Peak 1 of 1																				
Intersection	10:00 AM																			
Volume	73	37	14	124	16	84	45	145	4	37	32	73	14	131	5	150	492			
Percent	58.9	29.8	11.3		11.0	57.9	31.0		5.5	50.7	43.8		9.3	87.3	3.3					
10:00 Volume	13	10	4	27	3	18	10	31	1	11	12	24	3	47	0	50	132			
Peak Factor	0.932																			
High Int.	10:45 AM																			
Volume	19	10	5	34	7	24	17	48	1	11	12	24	3	47	0	50				
Peak Factor	0.912								0.755				0.760				0.750			

Old Mill Rd & Railway Rd
 Date: Saturday, July 17, 2004
 Time: 9:00 AM - 2:00 PM

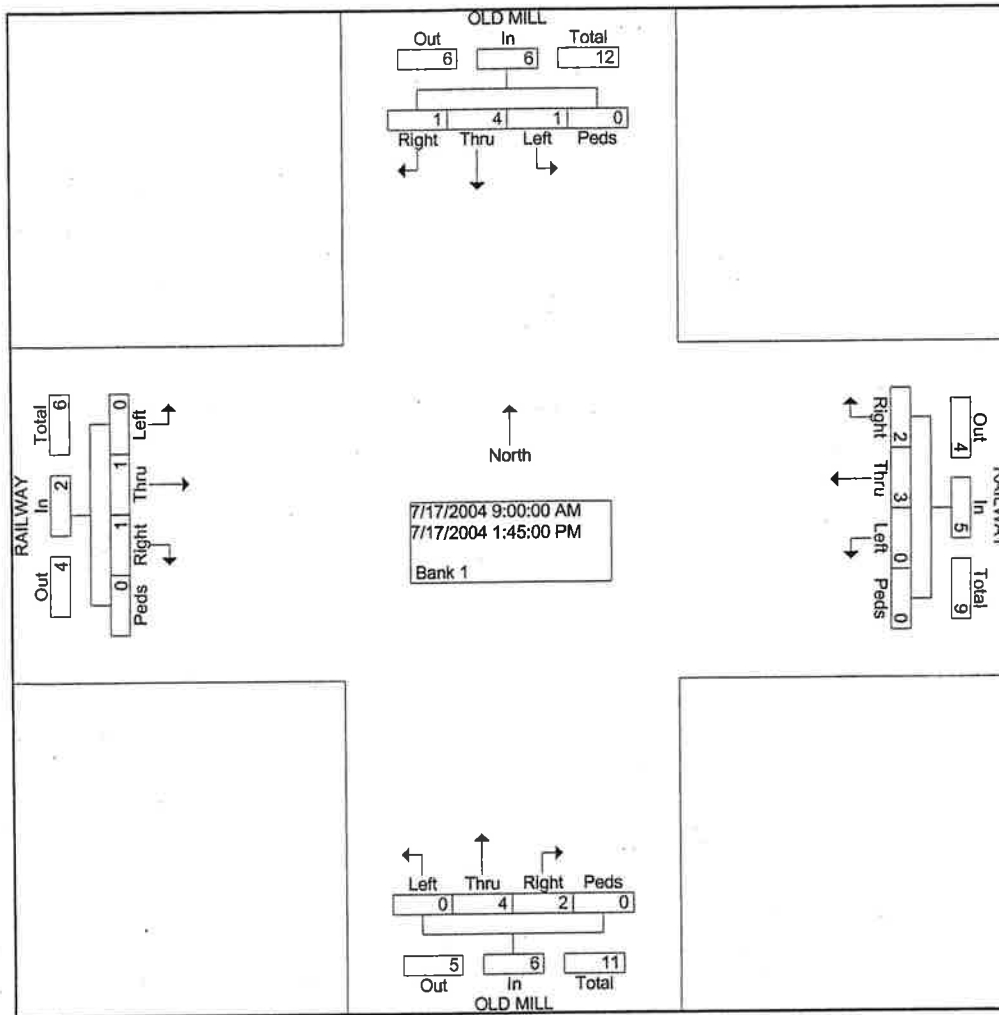
File Name : old mill and Railway Saturday
 Site Code : 00000000
 Start Date : 07/17/2004
 Page No : 1

Groups Printed- Bank 1

Start Time	OLD MILL From North					RAILWAY From East					OLD MILL From South					RAILWAY From West					Int. Total	
	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total	Left	Thru	Rig ht	Ped s	App. Total		
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0			
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
09:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
10:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	2
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	3
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	0	1	1	0	2	0	5
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	1	1	0	2	0	2	0	0	2	0	1	1	0	2	0	8
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3
12:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	1	0	2	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	0	5
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
Grand Total	1	4	1	0	6	0	3	2	0	5	0	4	2	0	6	0	1	1	0	2	0	19
Apprch %	16.7	66.7	16.7	0.0		0.0	60.0	40.0	0.0		0.0	66.7	33.3	0.0		0.0	50.0	50.0	0.0			
Total %	5.3	21.1	5.3	0.0	31.6	0.0	15.8	10.5	0.0	26.3	0.0	21.1	10.5	0.0	31.6	0.0	5.3	5.3	0.0	10.5		

Old Mill Rd & Railway Rd
 Date: Saturday, July 17, 2004
 Time: 9:00 AM - 2:00 PM

File Name : old mill and Railway Saturday
 Site Code : 00000000
 Start Date : 07/17/2004
 Page No : 2



Appendix B

Other Committed Development and DelDOT Project Data

Table III. Other committed developments – Weekday AM peak hour trip generation.

Land use	ITE Code	AM peak hour			External trips			Pass-by %	Internal Trip %
		Enter	Exit	Total	Enter	Exit	Total		
Silver Woods - Single-family homes (400 du)	210	72	217	289	72	217	289	0%	0%
Bethany Meadows - Single-family homes (2 du)	210	0	2	2	0	2	2	0%	0%
Waterside - Single-family homes (13 du) - Townhouses (8 du)	210	5	14	19	5	14	19 ✓	0%	0%
	230	1	6	7	1	6	7 ✓	0%	0%
Southampton - Single-family homes (2 du) - Townhouses (21 du) - Mini storage (132 units)	210	0	1	1	0	1	1 ✓	0%	0%
	230	2	9	11	2	9	11 ✓	0%	0%
	151	2	1	3	2	1	3 ✓	0%	0%
Bear Trap Dunes - Single-family homes (49 du) - Townhouses/condos (55 du) - Retail (20,000 sf)	210	9	25	34 ✓	9	25	34 ✓	0%	0%
	230	3	14 8	17 2	3	14 8	17 2	0%	0%
	820	25	17	42	25	17	42	0%	0%
Wedgefield/Avon Park - Single-family homes (75 du) - Single-family homes (25 du)	210	13 16	40 46	53 62	13 16	40 46	53 62	0%	0%
	210	7	20	27 ✓	7	20	27 ✓	0%	0%
Bay Forest Club - Single-family homes (475 du) - Townhouses/condos (326 du)	210	86	256	342 ✓	86	256	342	0%	0%
	230	23	110	133 ✓	23	110	133	0%	0%
Forest Landing - Single-family homes (444 du)	210	80	240	320	80	240	320 ✓	0%	0%
Fairway Village - Single-family homes (312 du)	210	57	171	228	57	171	228 ✓	0%	0%
Windmill Property - Townhouses (106 du)	210	9 21	45 63	54 84	9 21	45 63	54 84	0%	0%
Doves Landing - Single-family homes (140 du) - Apartments (120 su) - Townhouses (142 du) - Retail (147,500 sf)	210	27	80	107	27	80	107 ✓	0%	0%
	220	13	50	63	13	50	63 ✓	0%	0%
	230	12	56	68	12	56	68 ✓	0%	0%
	820	121	77	198	121	77	198 ✓	0%	0%
Barrington Park - Single-family homes (150 du) - Condominiums (300 du)	210	29 26	86 79	114 105	29 26	86 79	114 105	0%	0%
	230	21	103	124	21	103	124 ✓	0%	0%
Millville Town Center - Townhouses (68 du) - Retail (106,500 sf)	230	6	32	38	6	32	38 ✓	0%	0%
	820	99	64	163	99	64	163 ✓	0%	0%
Bethany Bay - Condominiums (100 du)	230	9	43	52	9	43	52 ✓	0%	0%
TOTAL AM Peak Hour Trips	-	743	1800	2543	743	1800	2543	-	-

Table IV. Other committed developments – Weekday PM peak hour trip generation.

Land use	ITE Code	PM peak hour			External trips			Pass-by %	Internal Trip %
		Enter	Exit	Total	Enter	Exit	Total		
Silver Woods - Single-family homes (400 du)	210	235	138	373	235	138	373	0%	0%
Bethany Meadows - Single-family homes (2 du)	210	2	0	2	2	0	2	0%	0%
Waterside - Single-family homes (13 du)	210	11	6	17	11	6	17	0%	0%
- Townhouses (8 du)	230	5	3	8	5	3	8	0%	0%
Southampton - Single-family homes (2 du)	210	1	0	1	1	0	1	0%	0%
- Townhouses (21 du)	230	7	5	12	7	5	12	0%	0%
- Mini storage (132 units)	151	3	2	5	3	2	5	0%	0%
Bear Trap Dunes - Single-family homes (49 du)	210	28 28	16	44 42	21 20	11 11	32	0%	25%
- Townhouses/condos (55 du)	230	18 14	7	25 21	12 11	5 5	18 16	0%	25%
- Retail (20,000 sf)	820	78	86	164	55 27	29 29	100 56	62%	10%
Wedgfield/Avon Park - Single-family homes (75 du)	210	47	27	74	47	27	74	0%	0%
- Single-family homes (25 du)	210	20	11	31	20	11	31	0%	0%
Bay Forest Club - Single-family homes (475 du)	210	275	161	436	275	161	436	0%	0%
- Townhouses/condos (326 du)	230	103 106	52 52	158	106 105	52 55	158	0%	0%
Forest Landing - Single-family homes (444 du)	210	258	152	410	258	152	410	0%	0%
Fairway Village - Single-family homes (312 du)	210	188	110	298	188	110	298	0%	0%
Windmill Property - Townhouses (106 du)	210	42 21	21 21	63 42	42 42	21 21	63 42	0%	0%
Doves Landing - Single-family homes (140 du)	210	91	54	145	67	37	104	0%	28%
- Apartments (120 su)	220	55	29	84	41	20	61	0%	28%
- Townhouses (142 du)	230	52 54	28 26	80	39 39	17 17	58	0%	28%
- Retail (147,500 sf)	820	388	421	809	229	241	470	35%	11%
Barrington Park - Single-family homes (150 du)	210	97	57	154	97	57	154	0%	0%
- Condominiums (300 du)	230	96 99	52 49	148	96 99	52 49	148	0%	0%
Millville Town Center - Townhouses (68 du)	230	29	15	44	20	7	27	0%	39%
- Retail (106,500 sf)	820	313	340	653	189	205	394	38%	3%
Bethany Bay - Condominiums (100 du)	230	39	21	60	39	21	60	0%	0%
TOTAL AM Peak Hour Trips	-	2506	1840	4346	2134	1436	3570	-	-

Table V. Other committed developments – Weekday Saturday peak hour trip generation.

Land use	ITE Code	Saturday peak hour			External trips			Pass-by %	Internal Trip %
		Enter	Exit	Total	Enter	Exit	Total		
Silver Woods									
- Single-family homes (400 du)	210	198	169	367	198	169	367	0%	0%
Bethany Meadows									
- Single-family homes (2 du)	210	1	0	1	1	0	1	0%	0%
Waterside									
- Single-family homes (13 du)	210	7	6	13	7	6	13 ✓	0%	0%
- Townhouses (8 du)	230	2	2	4	2	2	4 ✓	0%	0%
Southampton									
- Single-family homes (2 du)	210	1	1	2	1	1	2 ✓	0%	0%
- Townhouses (21 du)	230	3	4	7	3	4	7 ✓	0%	0%
- Mini storage (132 units)	151	2	2	4	2	2	4 ✓	0%	0%
Bear Trap Dunes									
- Single-family homes (49 du)	210	24	20	44 ✓	18	17 ¹⁶	35 ³⁴	0%	20%
- Townhouses/condos (55 du)	230	8	8	16 ✓	.6	7 ⁶	15 ¹²	0%	20%
- Retail (20,000 sf)	820	119	110	229 ✓	70	64	134 ✓	38%	6%
Wedgfield/Avon Park									
- Single-family homes (75 du)	210	36 ⁴²	30 ³⁶	66 ⁷⁸	36 ⁴²	30 ²⁶	66 ⁷⁸	0%	0%
- Single-family homes (25 du)	210	18	15 ✓	33	18	15	33 ✓	0%	0%
Bay Forest Club									
- Single-family homes (475 du)	210	234	200	434 ✓	234	200	434	0%	0%
- Townhouses/condos (326 du)	230	65 ⁷⁵	63 ⁶³	138	65 ⁷⁵	63 ⁶³	138	0%	0%
Forest Landing									
- Single-family homes (444 du)	210	219	187	406	219	187	406 ✓	0%	0%
Fairway Village									
- Single-family homes (312 du)	210	156	133	289	156	133	289 ✓	0%	0%
Windmill Property									
- Townhouses (106 du)	210	39 ³⁹ 57	34 ³⁴ 48	73 ⁷³ 105	39 ³⁹ 57	34 ³⁴ 48	73 ⁷³ 105	0%	0%
Doves Landing									
- Single-family homes (140 du)	210	73	63	136 ✓	55	50	105	0%	23%
- Apartments (120 su)	220	34	34	68	25	27	52	0%	23%
- Townhouses (142 du)	230	45 ⁴²	39 ⁴²	84	22 ³⁵	23 ³⁰	65	0%	23%
- Retail (147,500 sf)	820	579	535	1114 ✓	229 ³⁵⁸	241 ³²⁴	470 ⁶⁸²	35% ✓	6%
Barrington Park									
- Single-family homes (150 du)	210	78	66	144 ✓	78	66	144	0%	0%
- Condominiums (300 du)	230	65 ⁷⁰	63 ⁶⁰	130	65 ⁷⁰	63 ⁶⁰	130	0%	0%
Millville Town Center									
- Townhouses (68 du)	230	33 ³¹	29 ³¹	62	22 ²⁰	18 ²⁰	40	0%	35%
- Retail (106,500 sf)	820	469	433	902 ✓	293 ✓	270 ✓	563 ✓	36% ✓	2%
Bethany Bay									
- Condominiums (100 du)	230	39 ³⁶	33 ²⁶	72	39 ³⁶	33 ²⁶	72	0%	0%
TOTAL AM Peak Hour Trips	-	2567	2315	4882	1936	1768	3704	-	-

Mini-Warehouse (151)

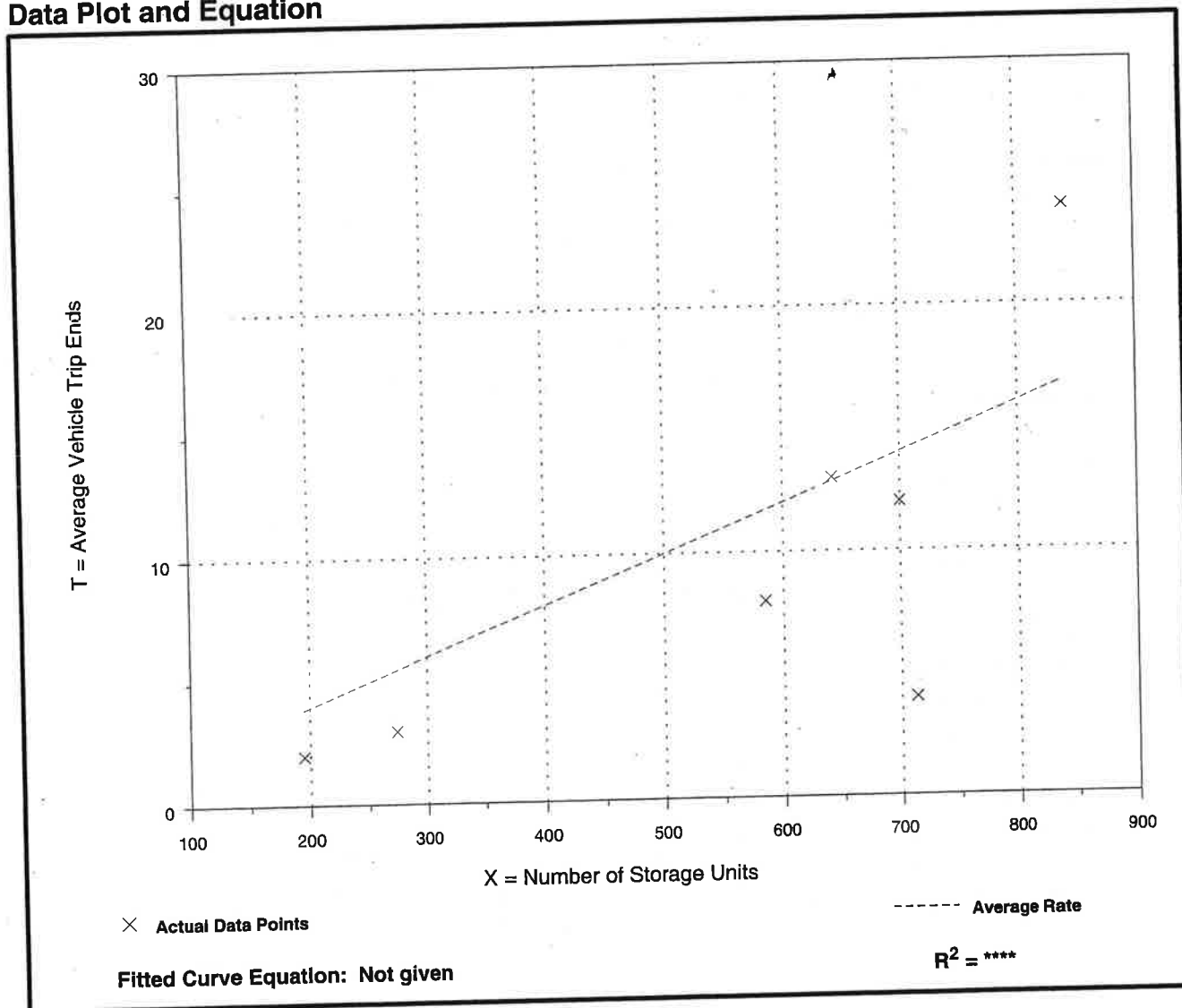
Average Vehicle Trip Ends vs: Storage Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 7
 Average Number of Storage Units: 564
 Directional Distribution: 67% entering, 33% exiting

Trip Generation per Storage Unit

Average Rate	Range of Rates	Standard Deviation
0.02	0.01 - 0.03	0.13

Data Plot and Equation



Mini-Warehouse (151)

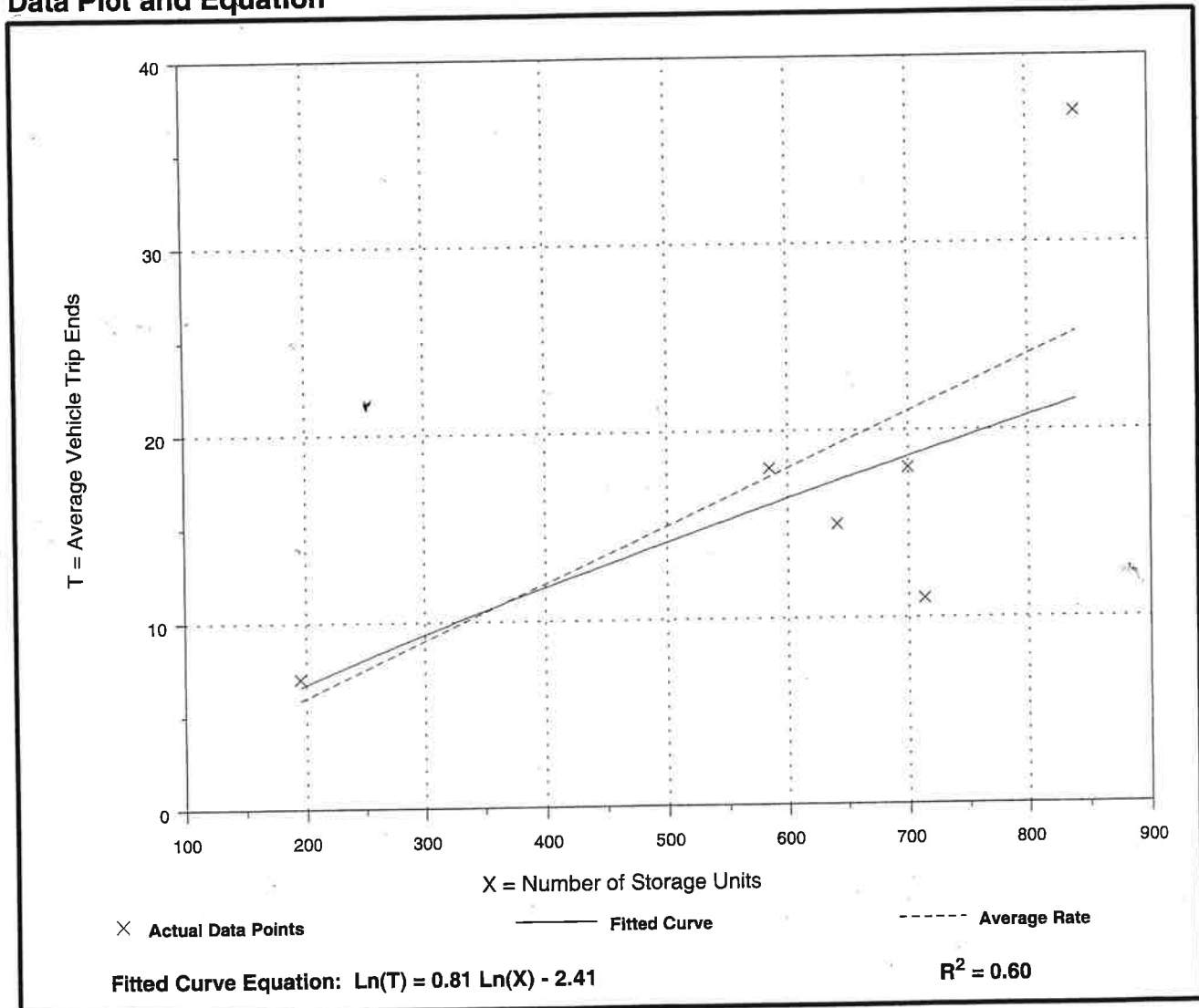
Average Vehicle Trip Ends vs: Storage Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 6
 Average Number of Storage Units: 613
 Directional Distribution: Not available

Trip Generation per Storage Unit

Average Rate	Range of Rates	Standard Deviation
0.03	0.02 - 0.04	0.17

Data Plot and Equation



Mini-Warehouse (151)

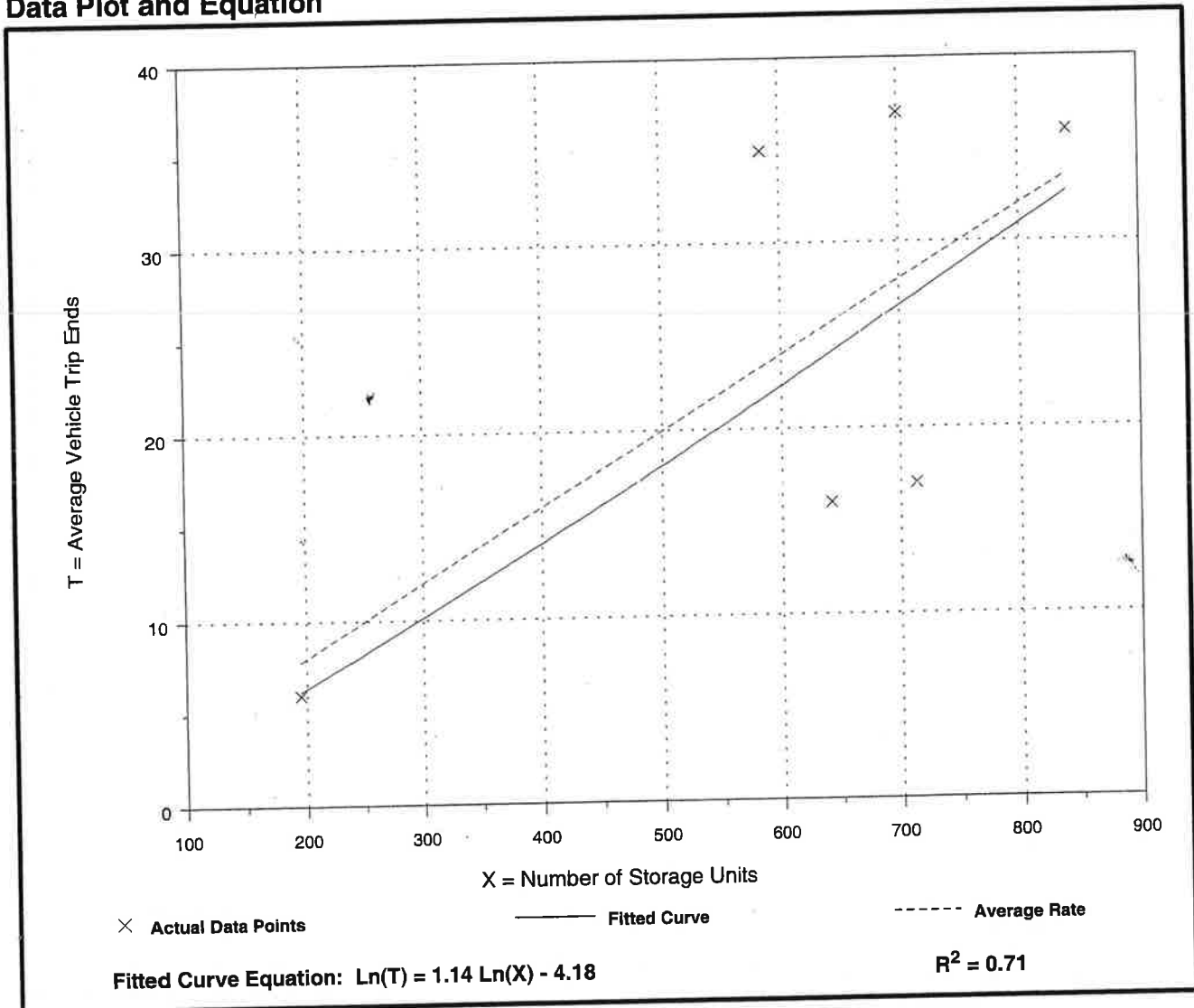
Average Vehicle Trip Ends vs: Storage Units
On a: Saturday,
Peak Hour of Generator

Number of Studies: 6
 Average Number of Storage Units: 613
 Directional Distribution: Not available

Trip Generation per Storage Unit

Average Rate	Range of Rates	Standard Deviation
0.04	0.02 - 0.06	0.20

Data Plot and Equation



Single-Family Detached Housing (210)

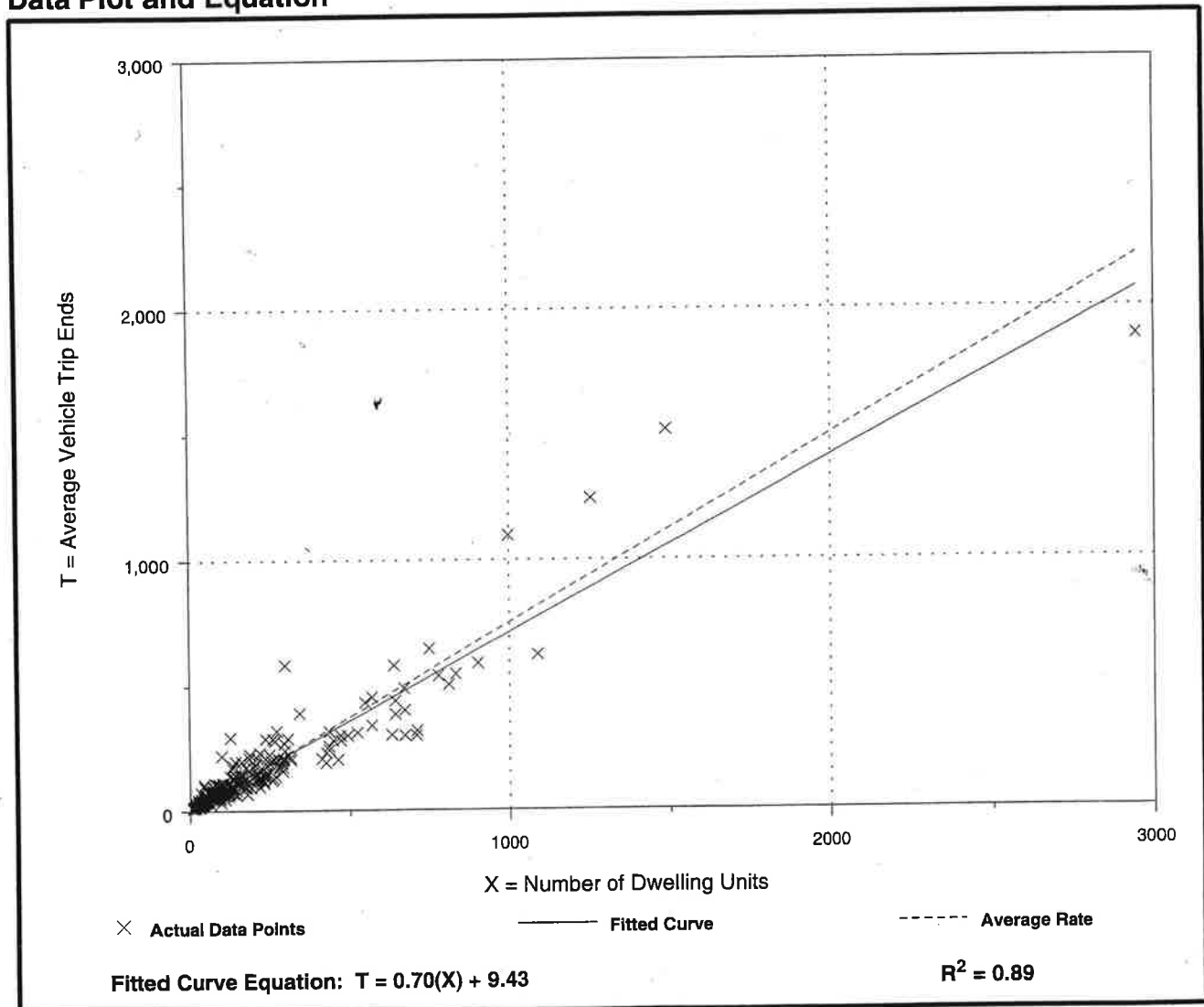
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 274
 Avg. Number of Dwelling Units: 201
 Directional Distribution: 25% entering, 75% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.75	0.33 - 2.27	0.90

Data Plot and Equation



Single-Family Detached Housing (210)

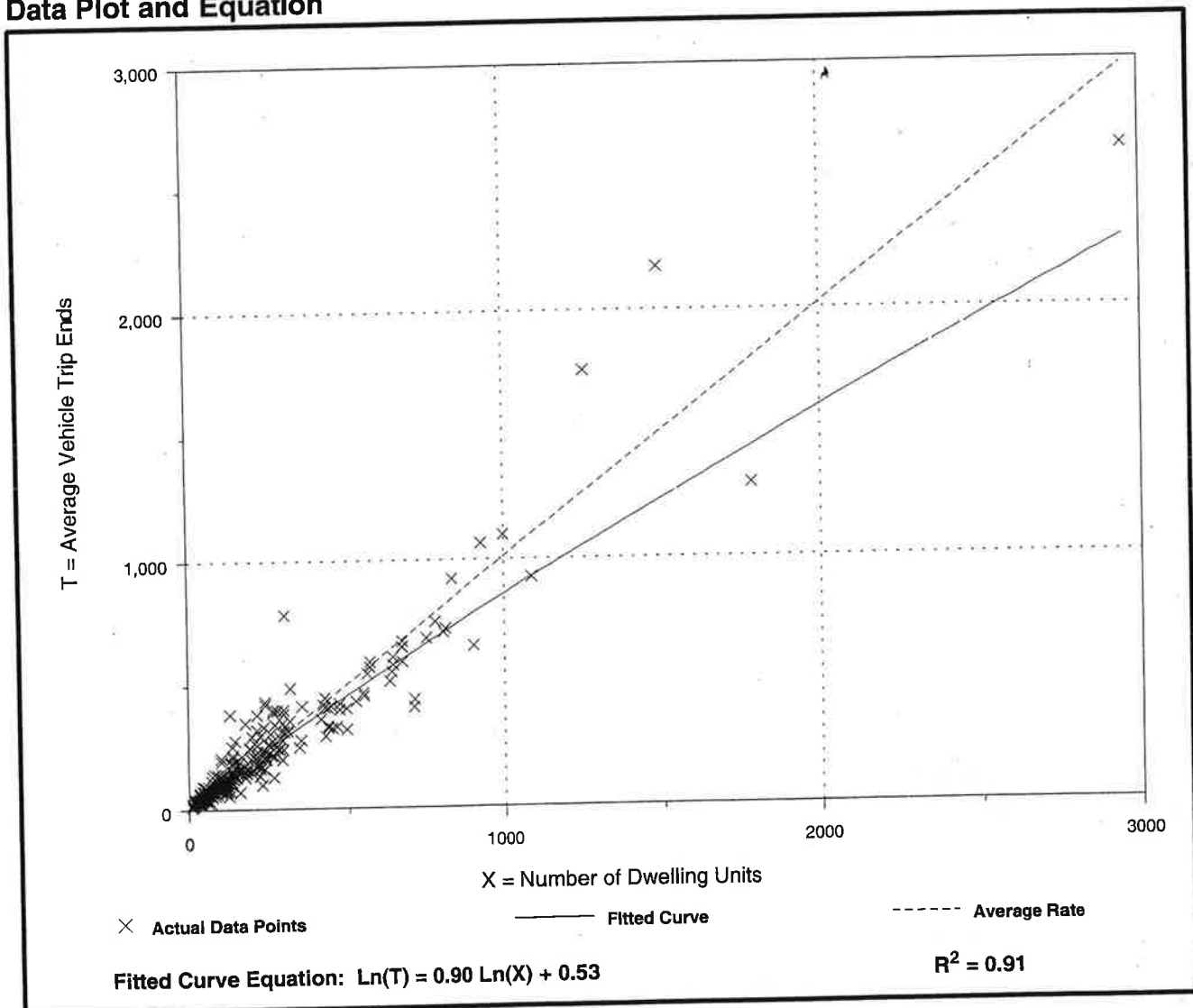
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 302
 Avg. Number of Dwelling Units: 214
 Directional Distribution: 63% entering, 37% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
1.01	0.42 - 2.98	1.05

Data Plot and Equation



Single-Family Detached Housing (210)

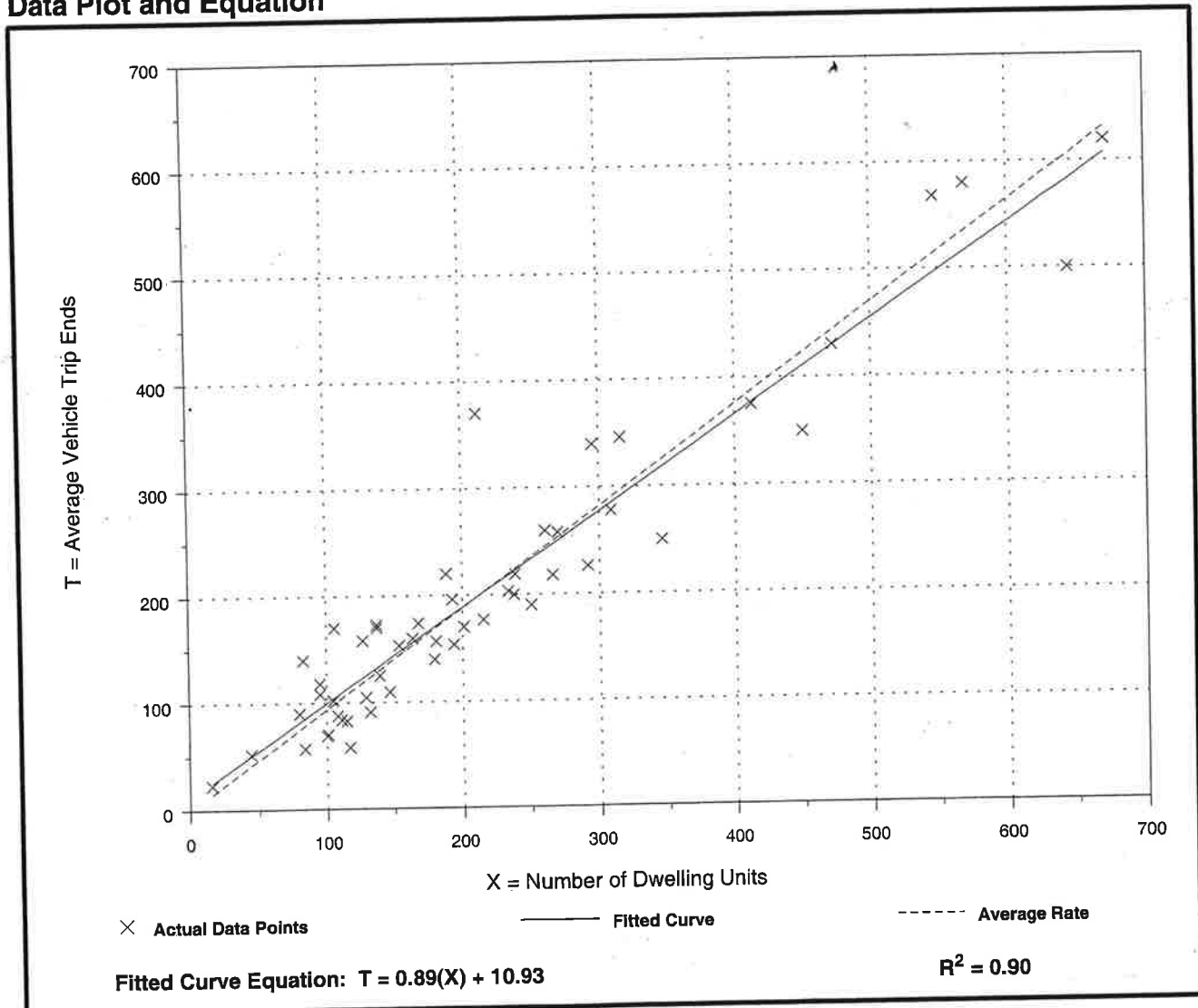
Average Vehicle Trip Ends vs: Dwelling Units
On a: Saturday,
Peak Hour of Generator

Number of Studies: 52
 Avg. Number of Dwelling Units: 220
 Directional Distribution: 54% entering, 46% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.50 - 1.75	0.99

Data Plot and Equation



Residential Condominium/Townhouse (230)

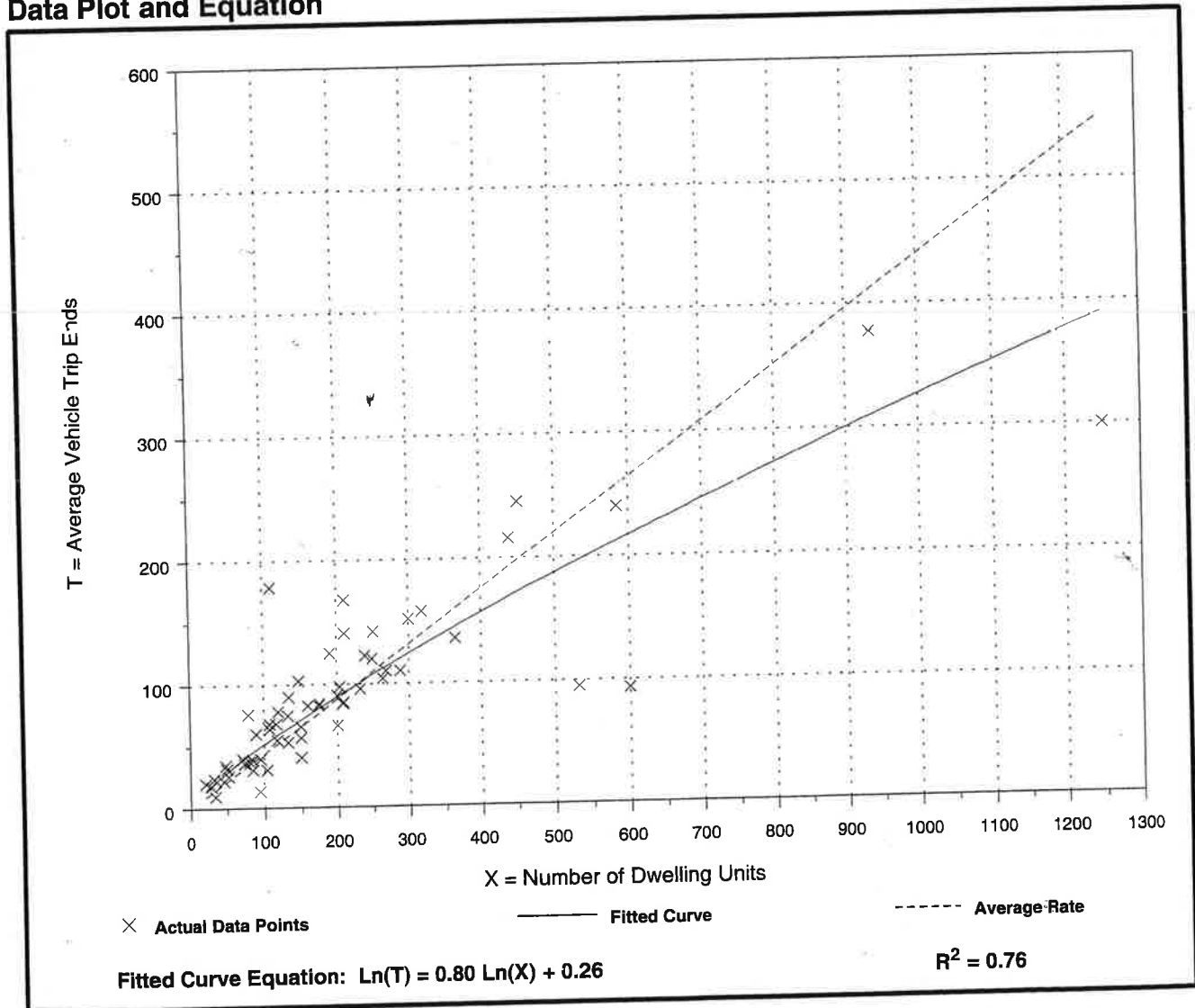
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 59
 Avg. Number of Dwelling Units: 213
 Directional Distribution: 17% entering, 83% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.15 - 1.61	0.69

Data Plot and Equation



Residential Condominium/Townhouse (230)

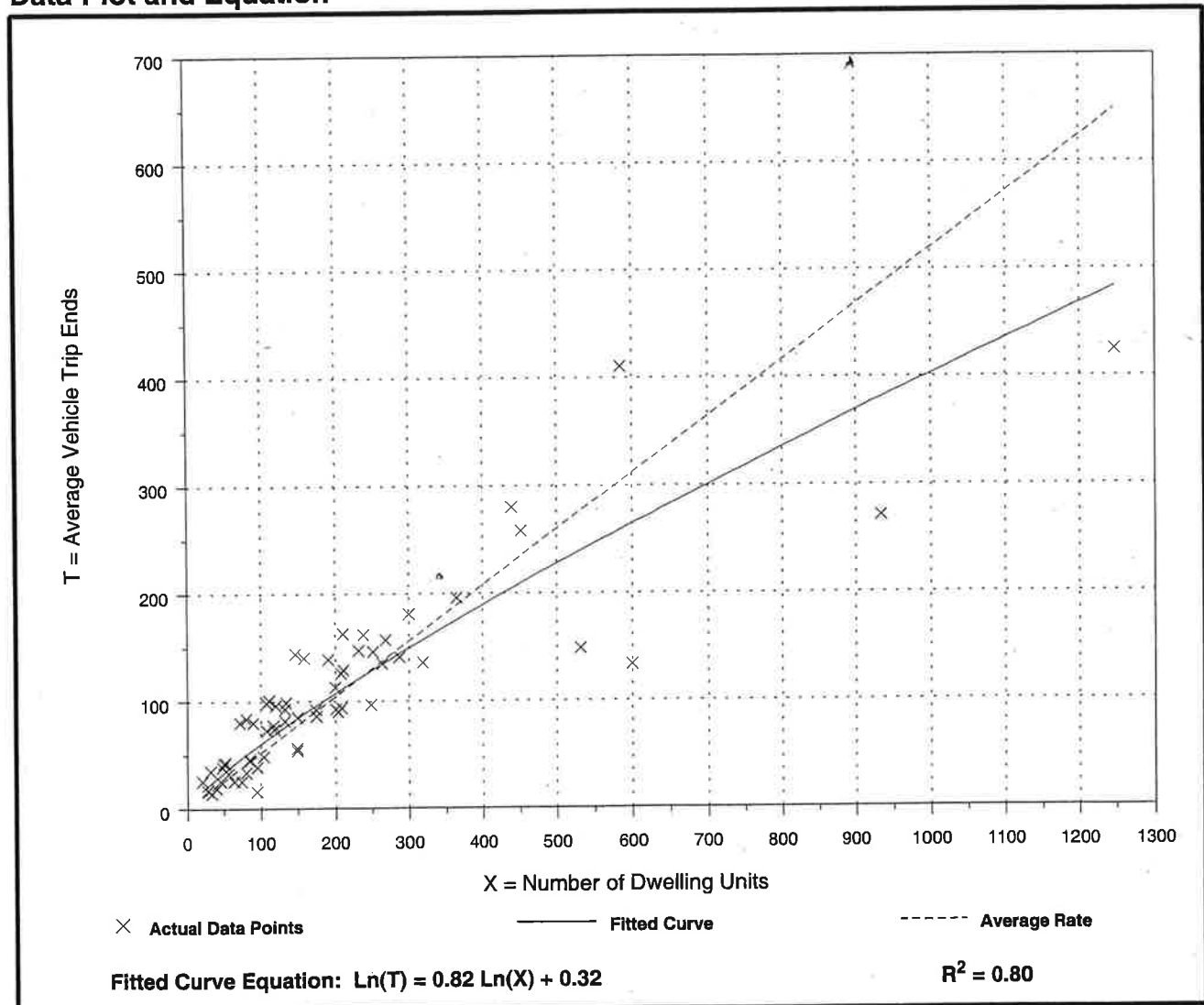
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 62
 Avg. Number of Dwelling Units: 205
 Directional Distribution: 67% entering, 33% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.52	0.18 - 1.24	0.75

Data Plot and Equation



Residential Condominium/Townhouse (230)

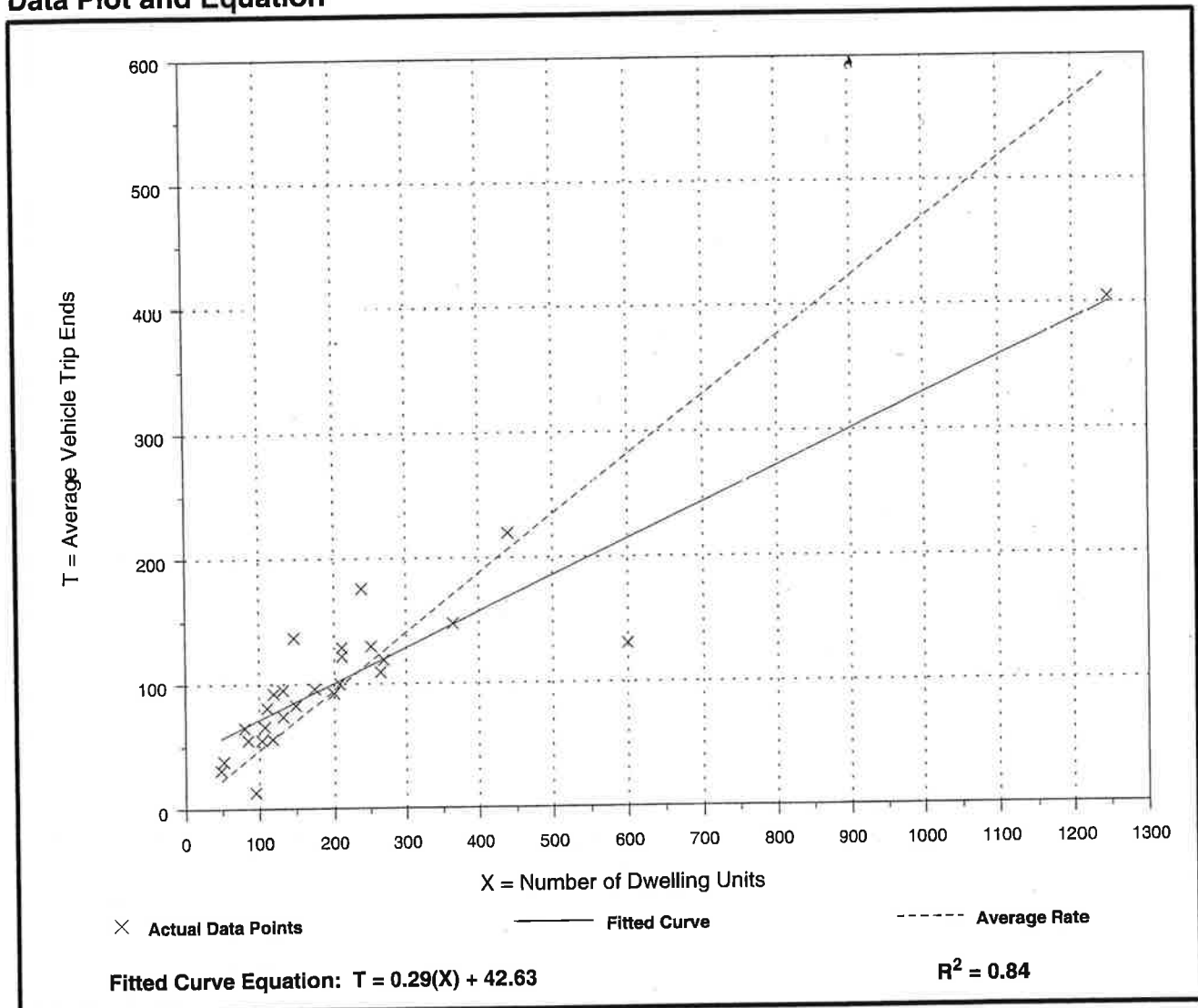
Average Vehicle Trip Ends vs: Dwelling Units
On a: Saturday,
Peak Hour of Generator

Number of Studies: 27
 Avg. Number of Dwelling Units: 228
 Directional Distribution: 54% entering, 46% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.47	0.14 - 0.93	0.71

Data Plot and Equation



Shopping Center (820)

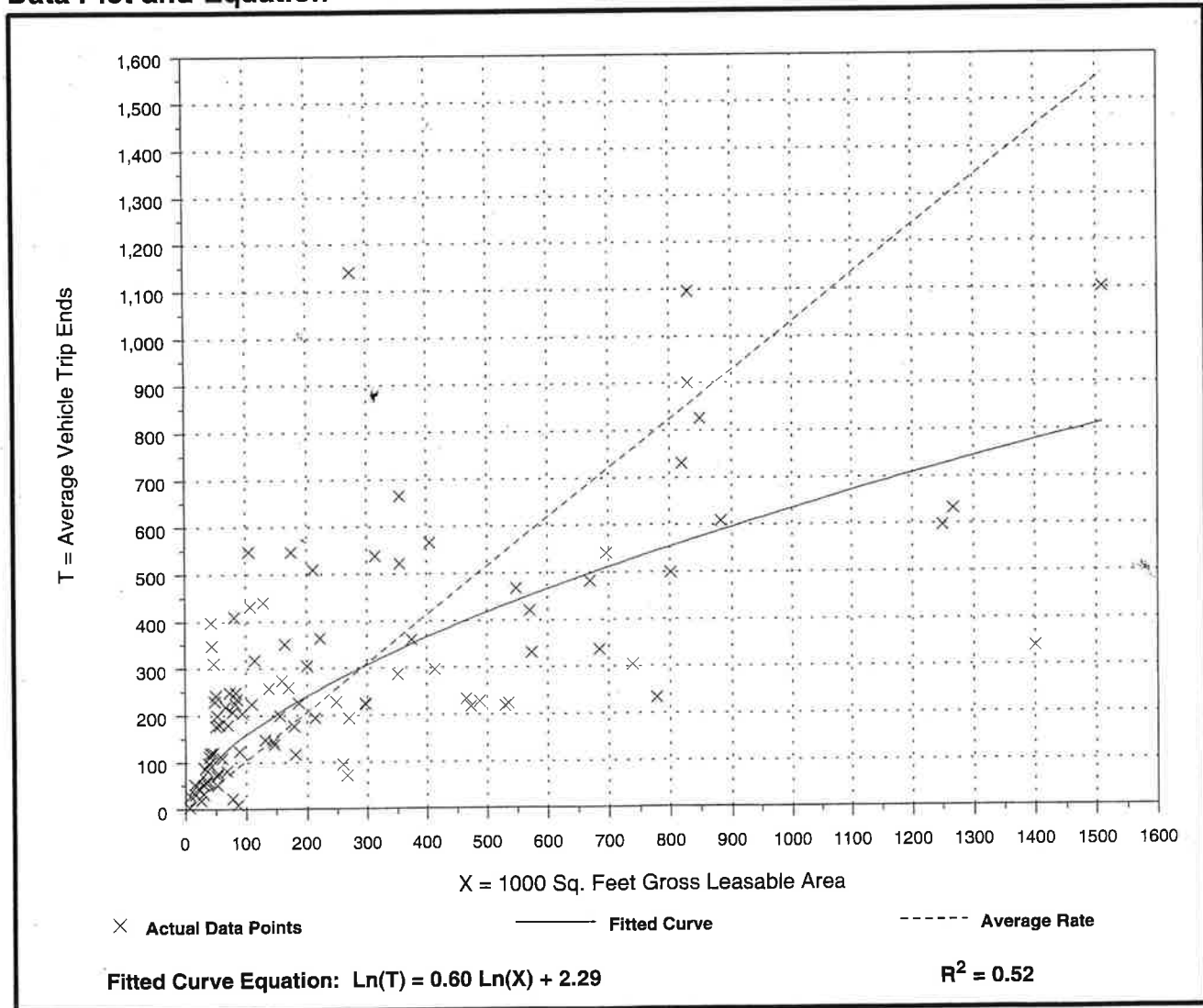
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 98
 Average 1000 Sq. Feet GLA: 287
 Directional Distribution: 61% entering, 39% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
1.03	0.10 - 9.05	1.40

Data Plot and Equation



Shopping Center (820)

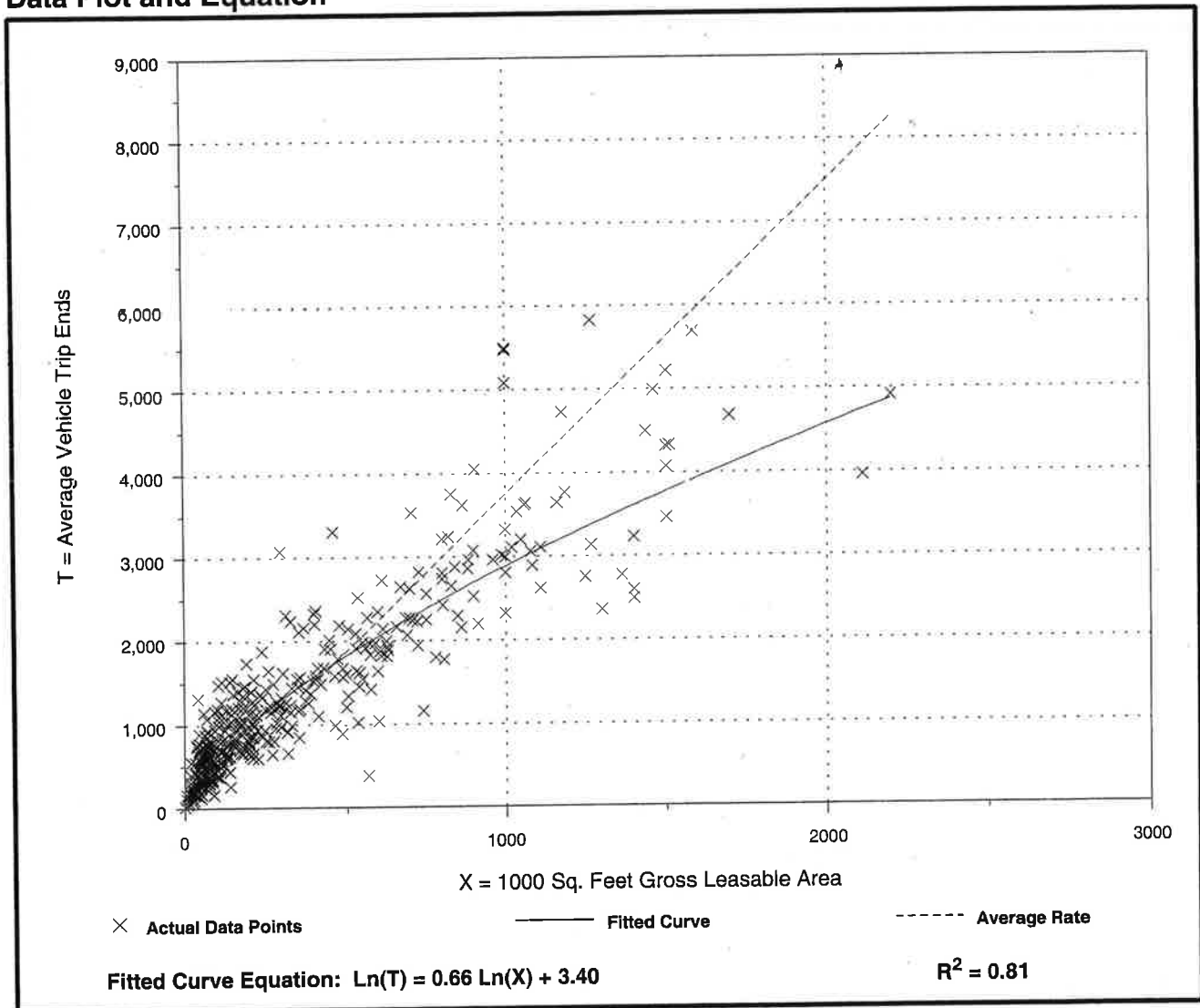
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 407
 Average 1000 Sq. Feet GLA: 379
 Directional Distribution: 48% entering, 52% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
3.75	0.68 - 29.27	2.75

Data Plot and Equation



Shopping Center (820)

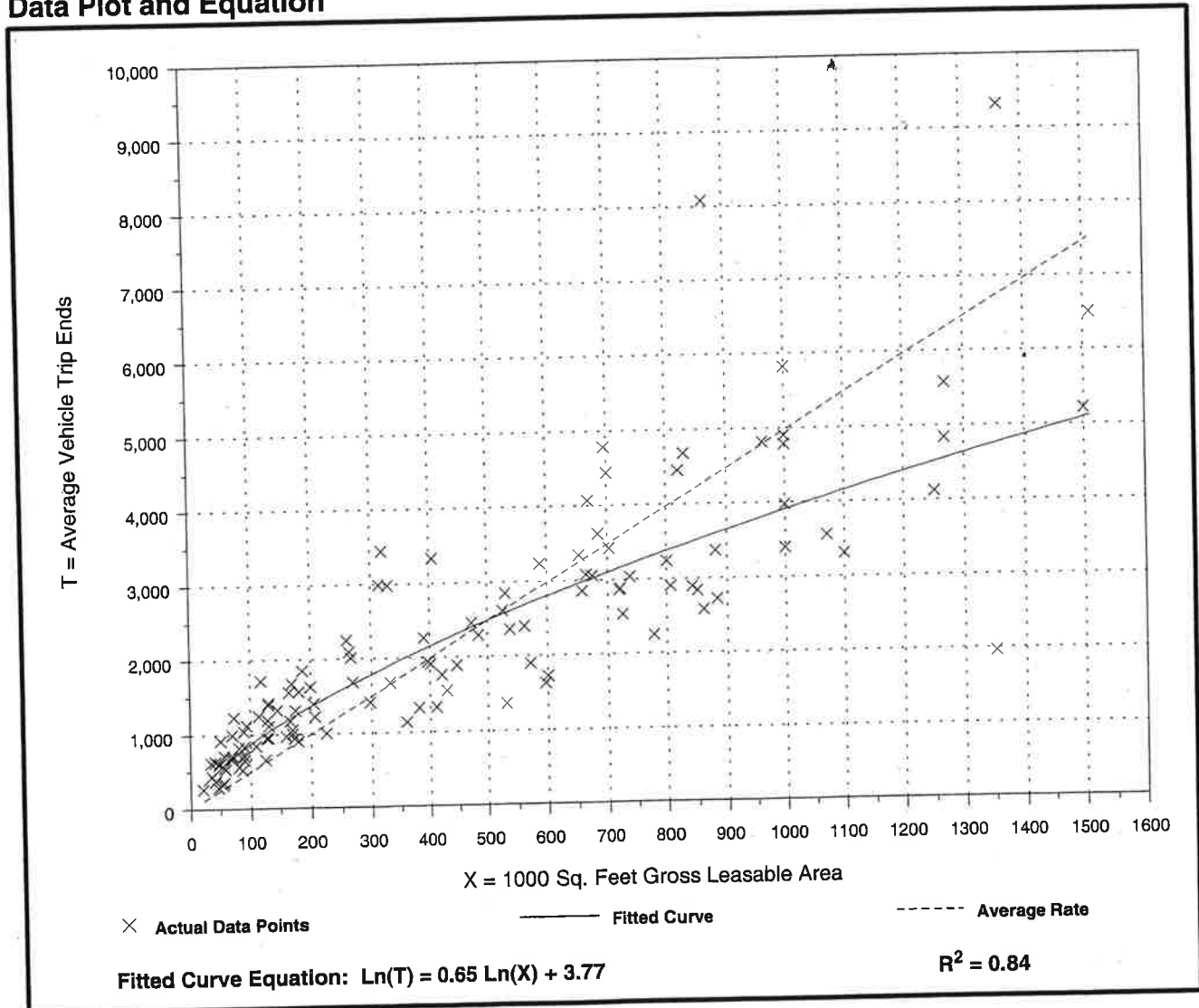
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area
On a: Saturday,
Peak Hour of Generator

Number of Studies: 124
 Average 1000 Sq. Feet GLA: 447
 Directional Distribution: 52% entering, 48% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
4.97	1.46 - 18.32	3.11

Data Plot and Equation





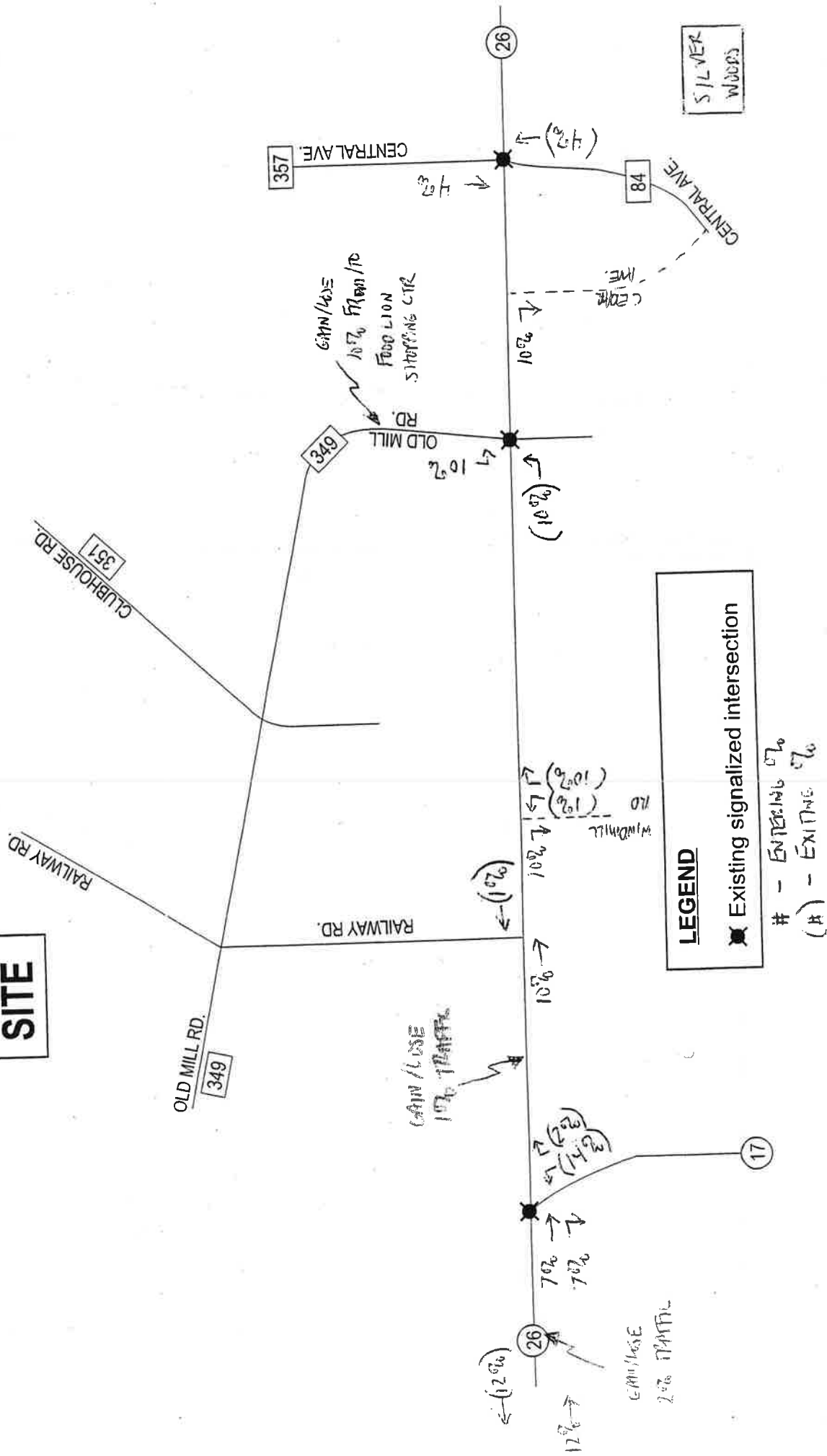
Orin - Rodgers Associates, Inc.

SILVER WOODS TRIP DISTRIBUTION %

PETTINARO PROJECT ON RAILWAY ROAD
SUSSEX COUNTY, DELAWARE

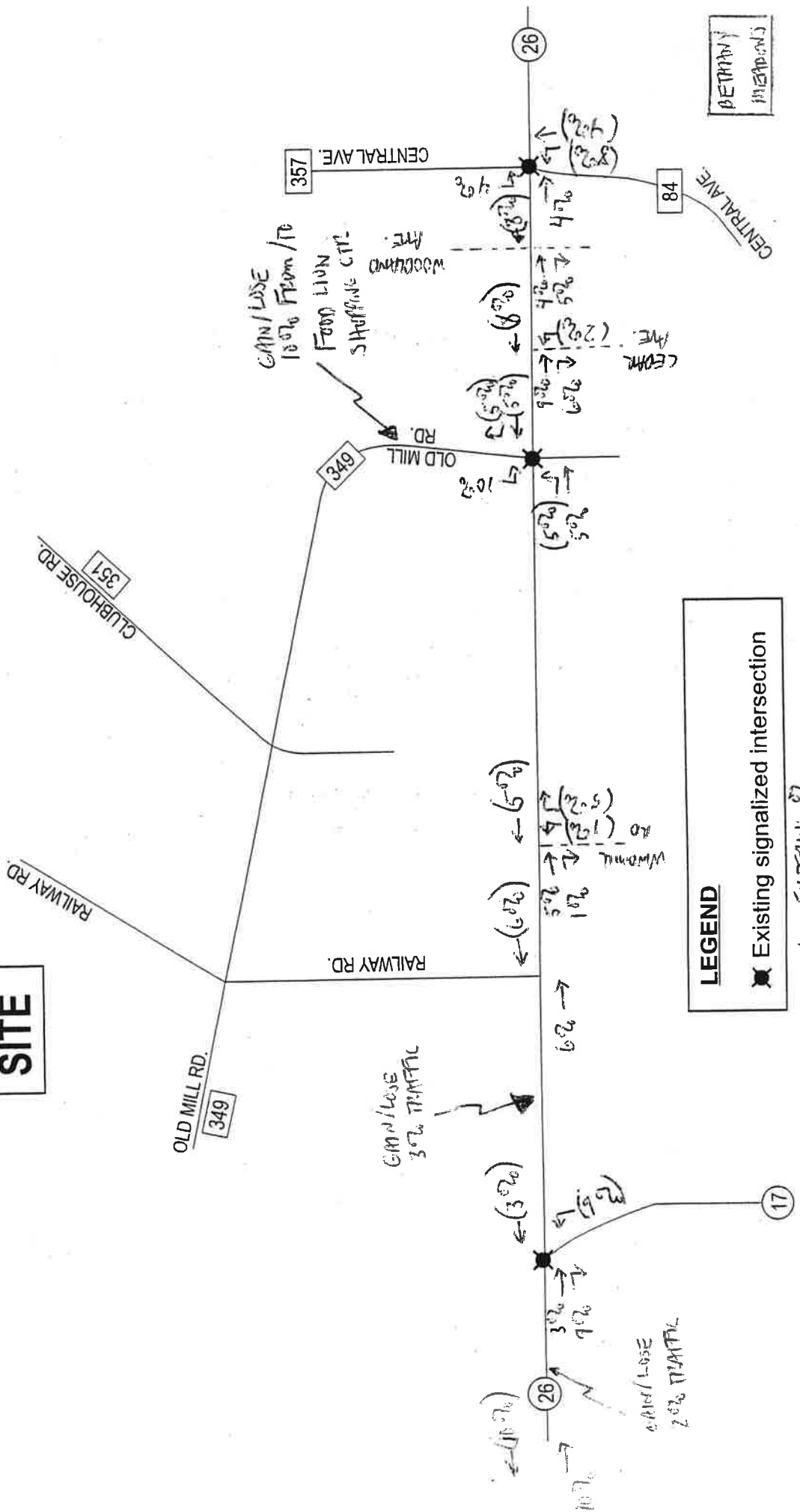
SITE

FIGURE





SITE

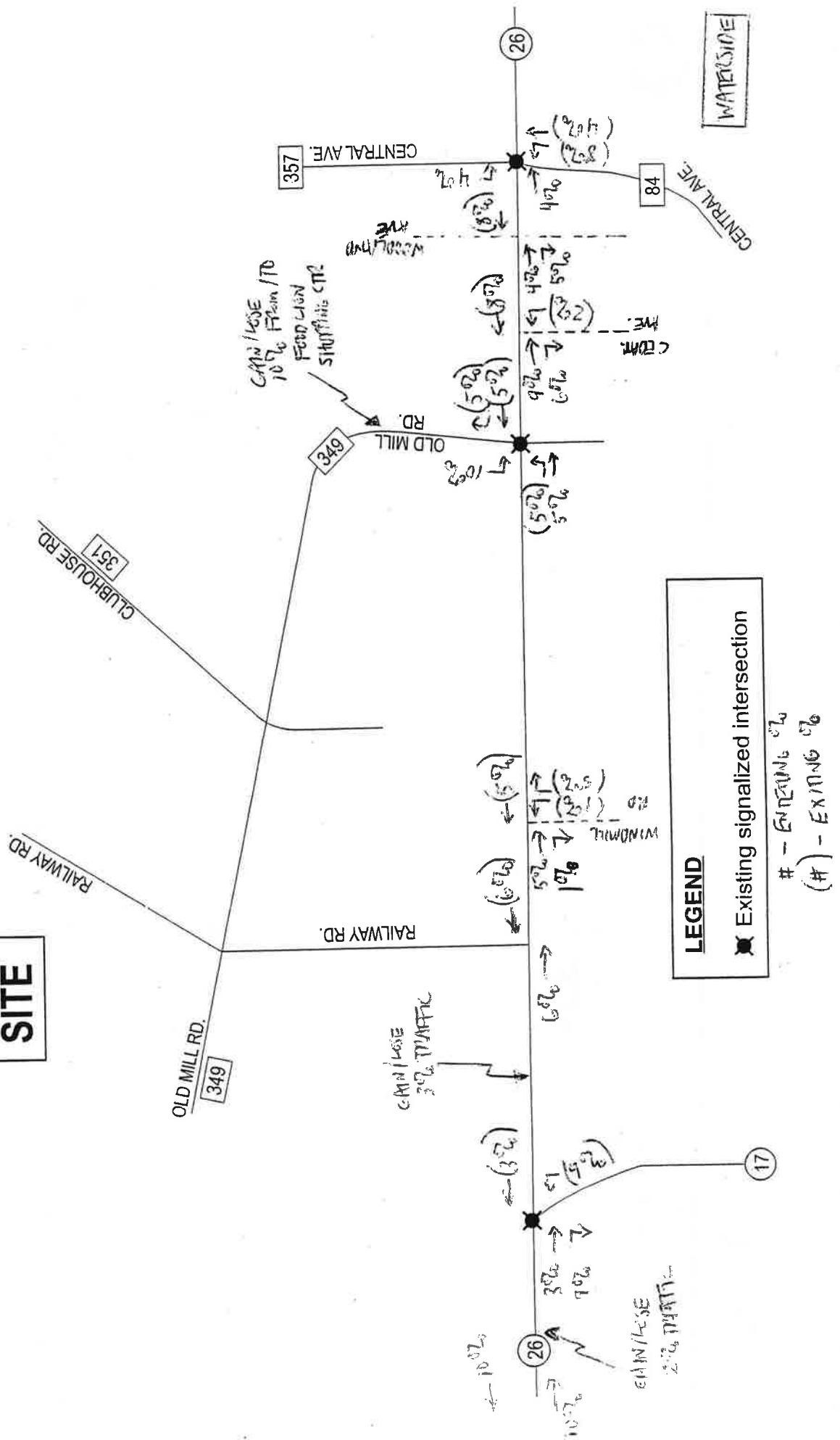


WATERLOO TRIP DISTRIBUTION
PETTINARO PROJECT ON RAILWAY ROAD
SUSSEX COUNTY, DELAWARE

FIGURE



SITE

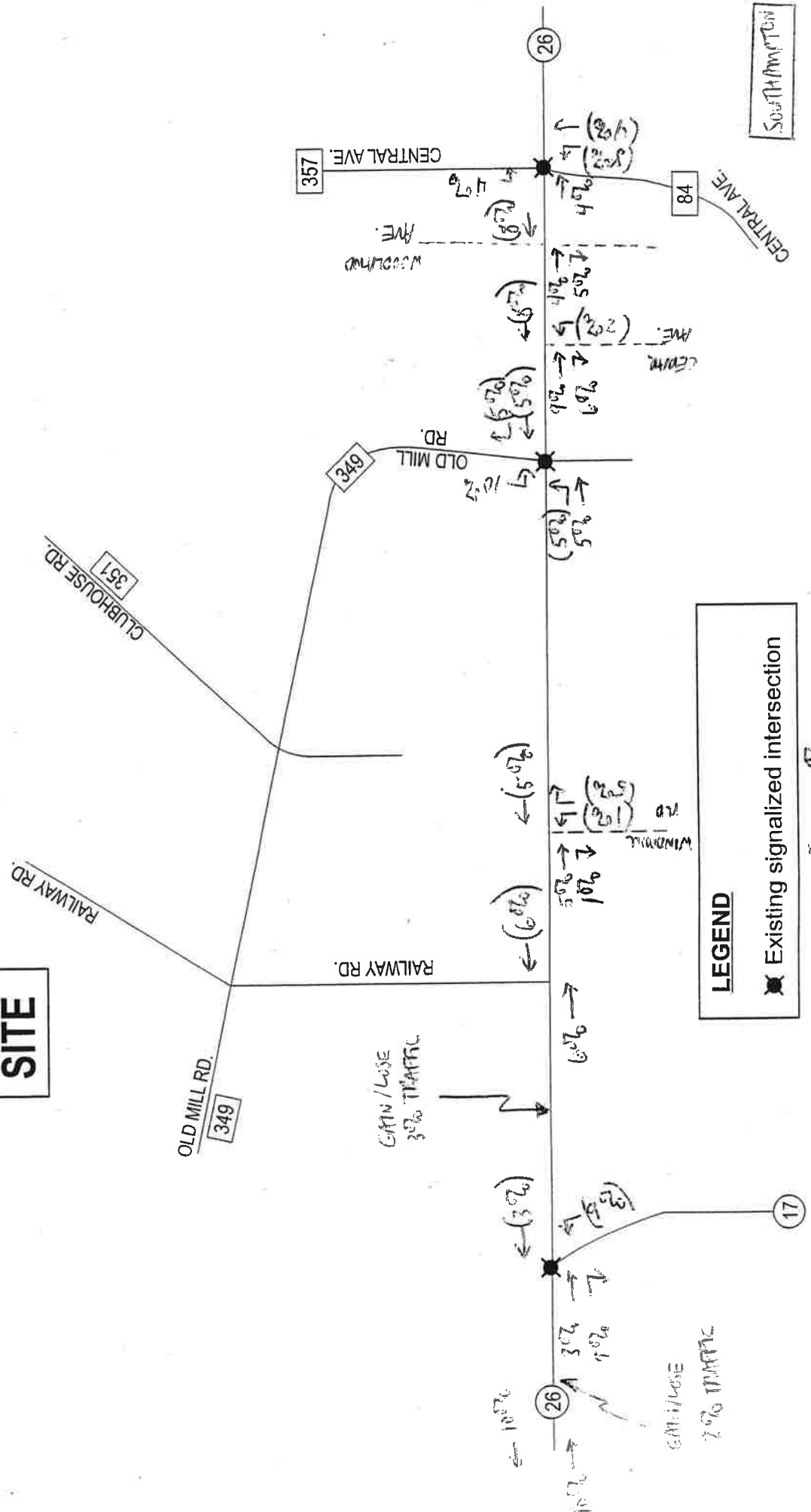


SOUTHAMPTON TRIP DISTRIBUTION

PETTINARO PROJECT ON RAILWAY ROAD
SUSSEX COUNTY, DELAWARE



SITE



LEGEND
Existing signalized intersection
- EXISTING
(#) - EXISTING

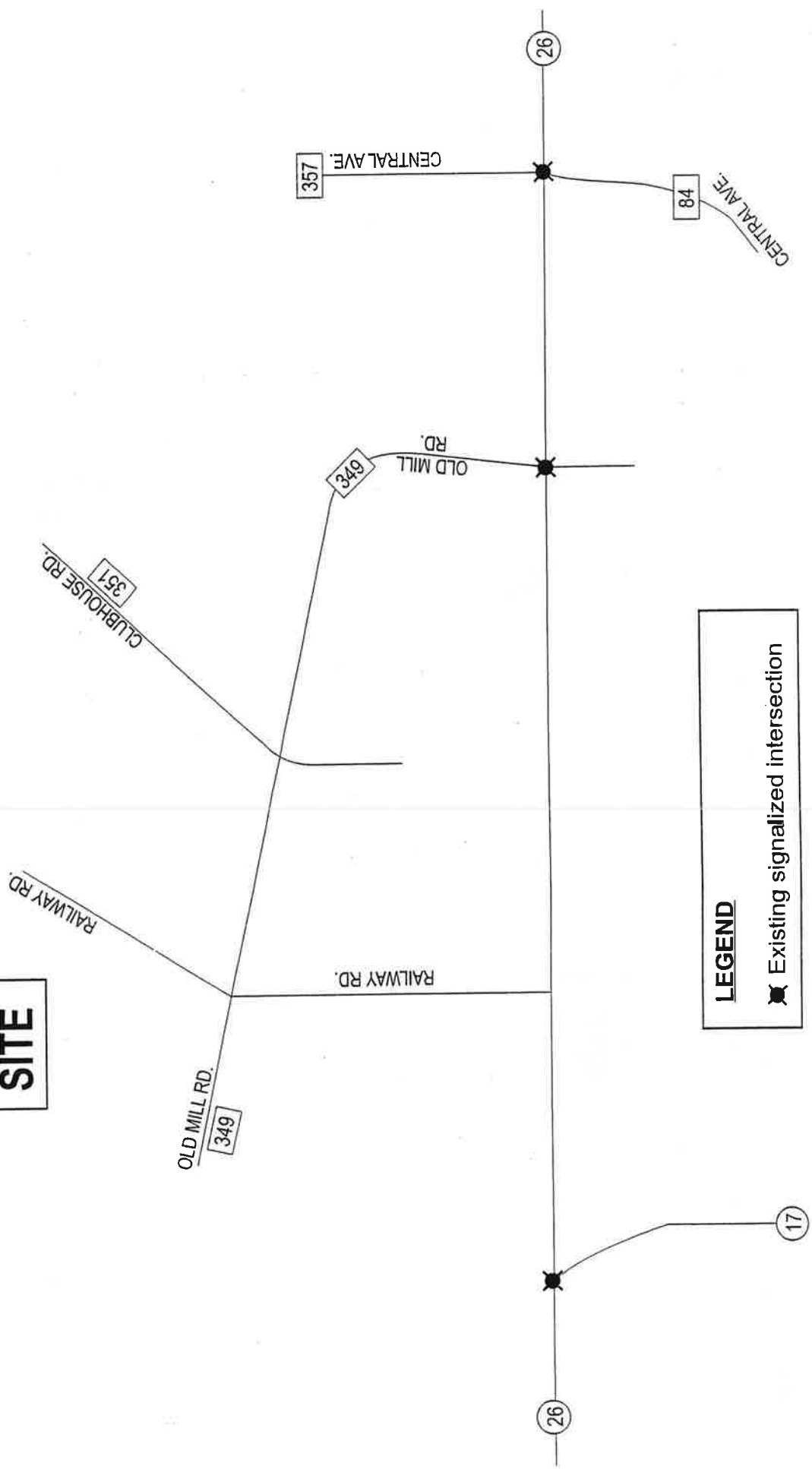
HUNTER'S RUN TRIP DISTRIBUTION 02
PETTINARO PROJECT ON RAILWAY ROAD
SUSSEX COUNTY, DELAWARE

BUILT OUT (OCCUPIED)

FIGURE



SITE



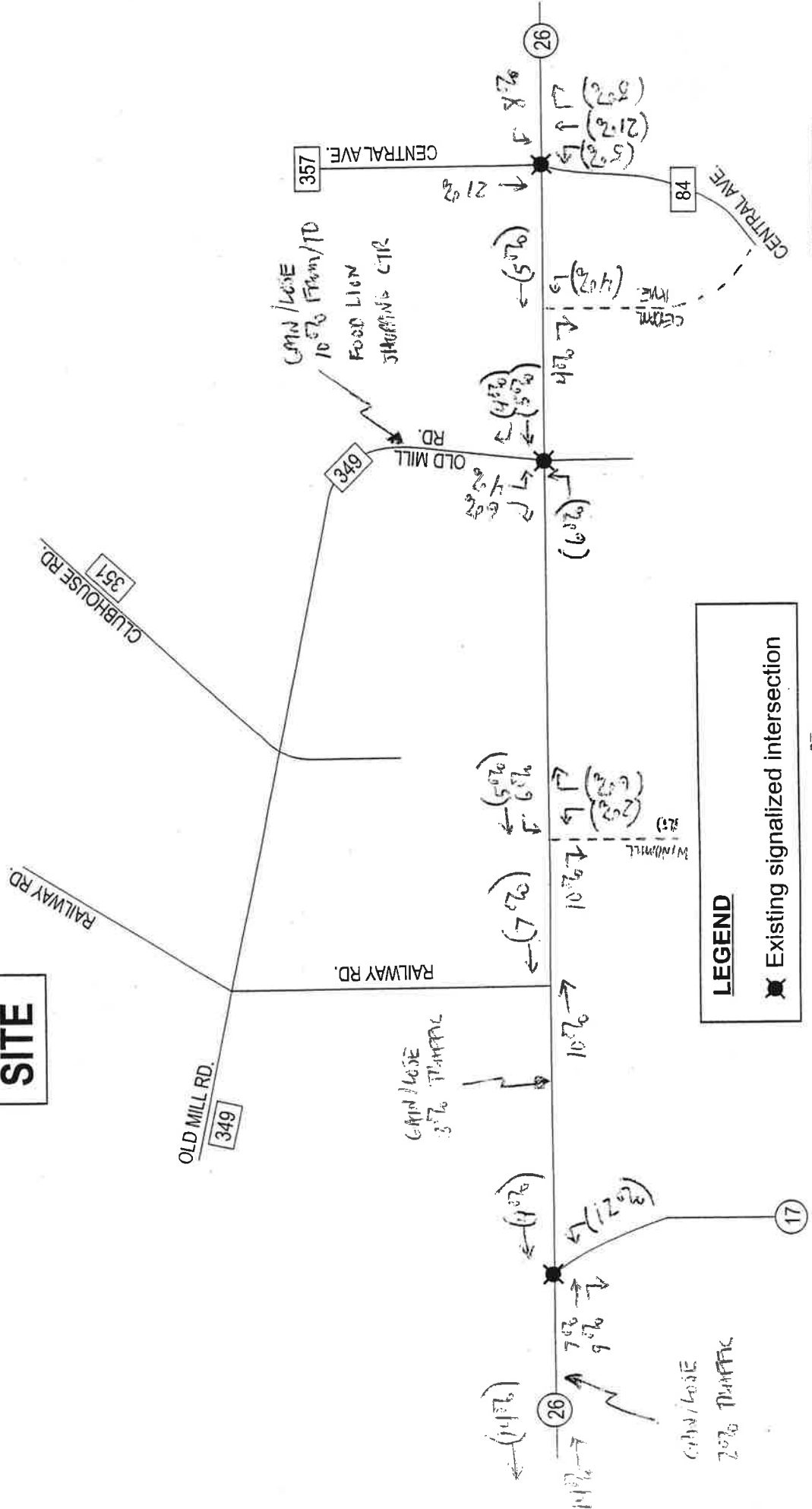
LEGEND
Existing signalized intersection

BEAR TRAP PINES TRIF DISTRIBUTION % (RESIDENTIAL)

PETTINARO PROJECT ON RAILWAY ROAD
SUSSEX COUNTY, DELAWARE



SITE



LEGEND
 Existing signalized intersection

BEAR TRAP PINES

- ENTERING %
 (#) - EXITING %



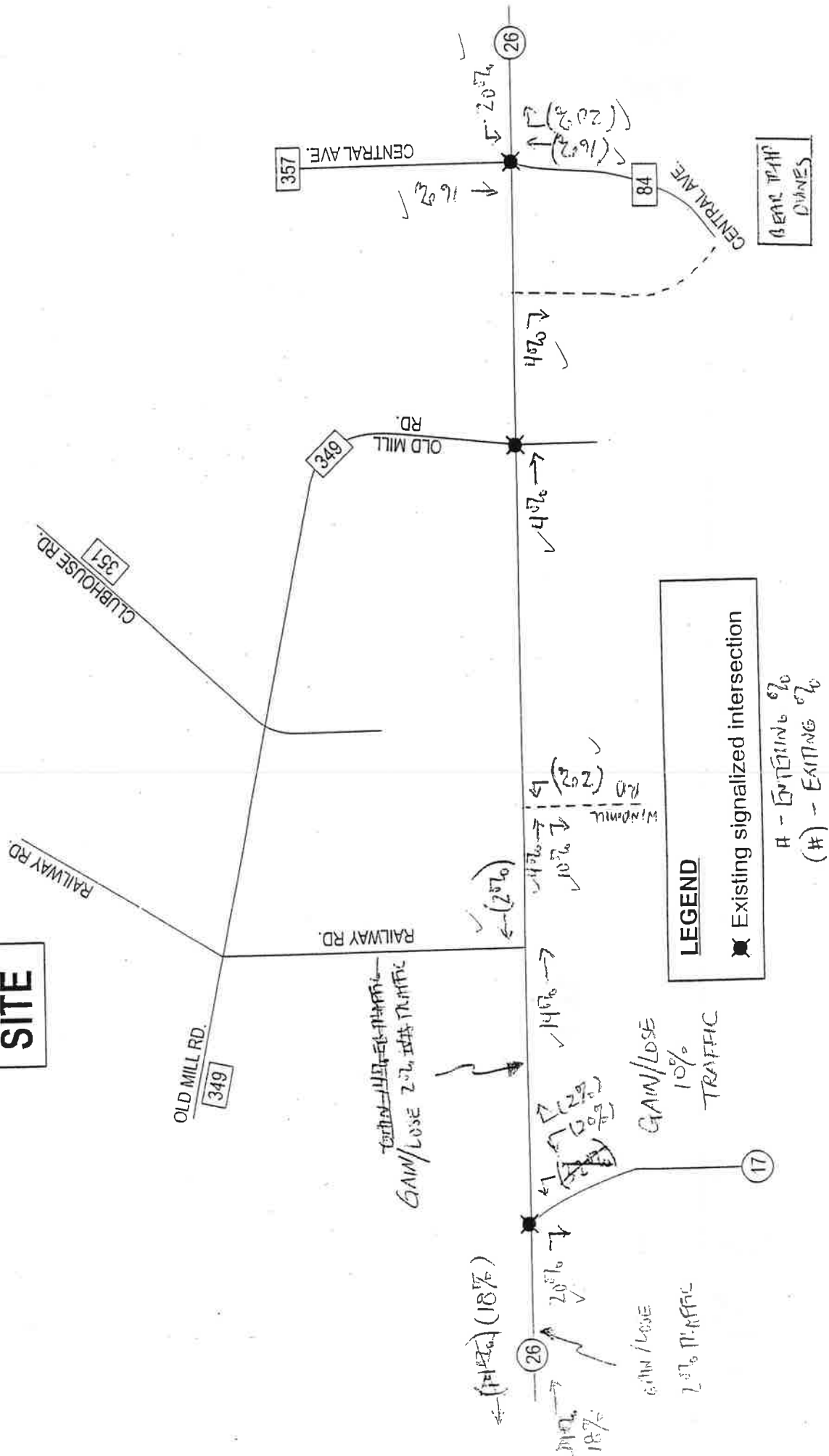
Orth - Rodgers Associates, Inc.

BEAR TRAP CANES TRIP DISTRIBUTION % (RERM)

PETTINARO PROJECT ON RAILWAY ROAD
SUSSEX COUNTY, DELAWARE

SITE

FIGURE





Orin - Rodgers Associates, Inc.

KARLTON PROPERTY MAP DISTRIBUTION #76

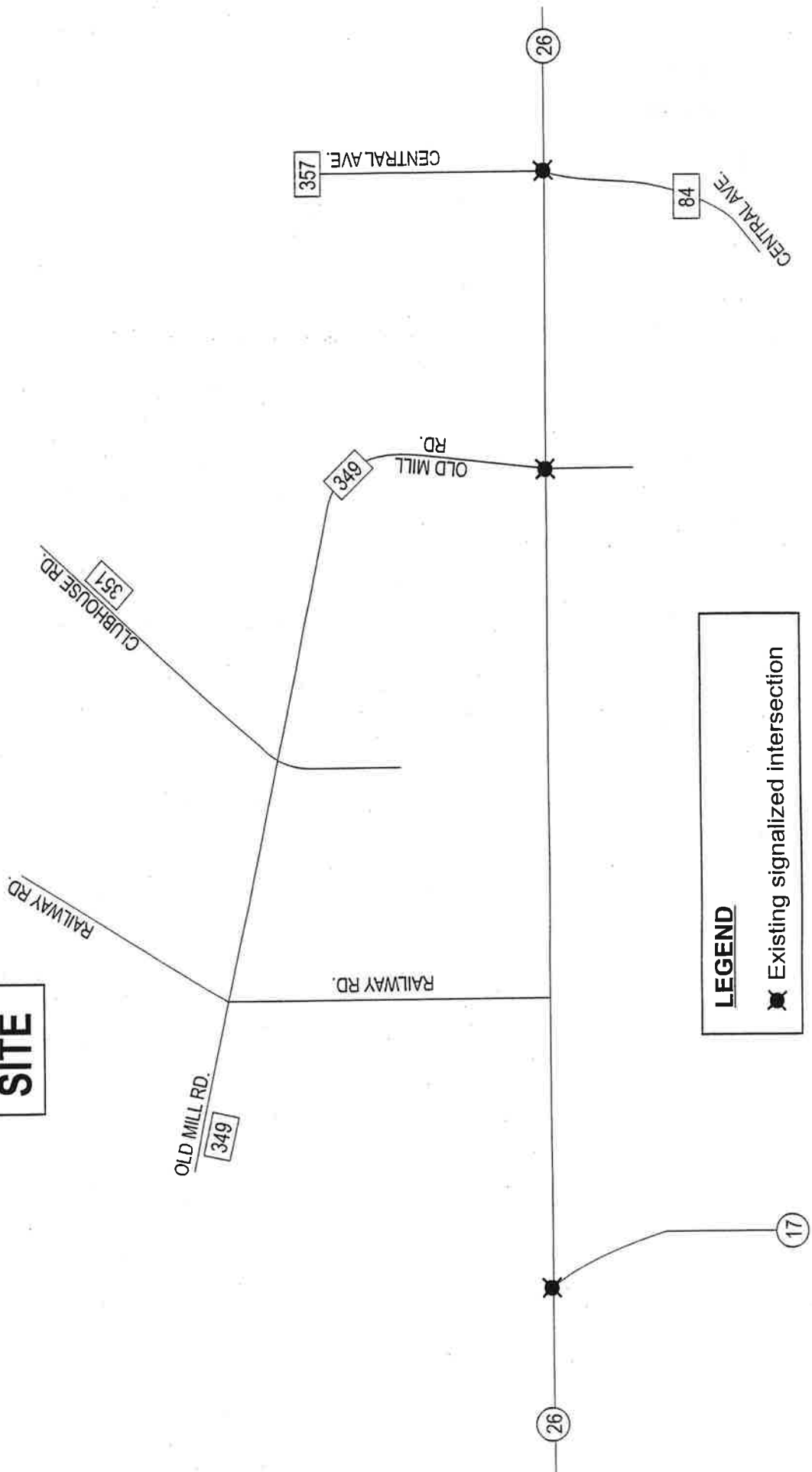
PETTINARO PROJECT ON RAILWAY ROAD
SUSSEX COUNTY, DELAWARE

BUILT OUT (OCCUPIED)

FIGURE



SITE



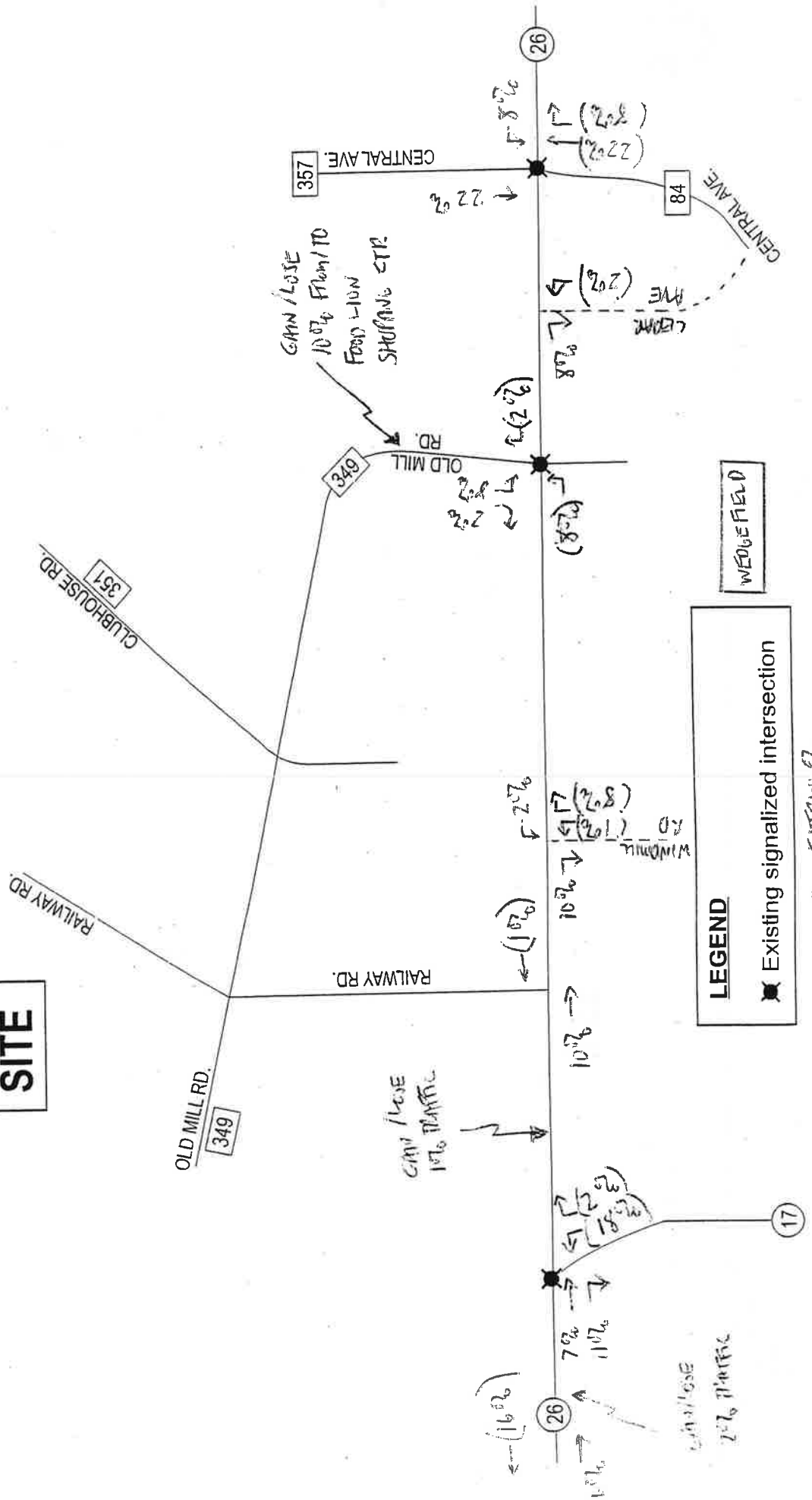


Orth - Rodgers Associates, Inc.

WEDGE FIELD TRIP DISTRIBUTION

PETTINARO PROJECT ON RAILWAY ROAD
SUSSEX COUNTY, DELAWARE

SITE



LEGEND

Existing signalized intersection

- ENTERING %
(#) - EXITING %

FIGURE

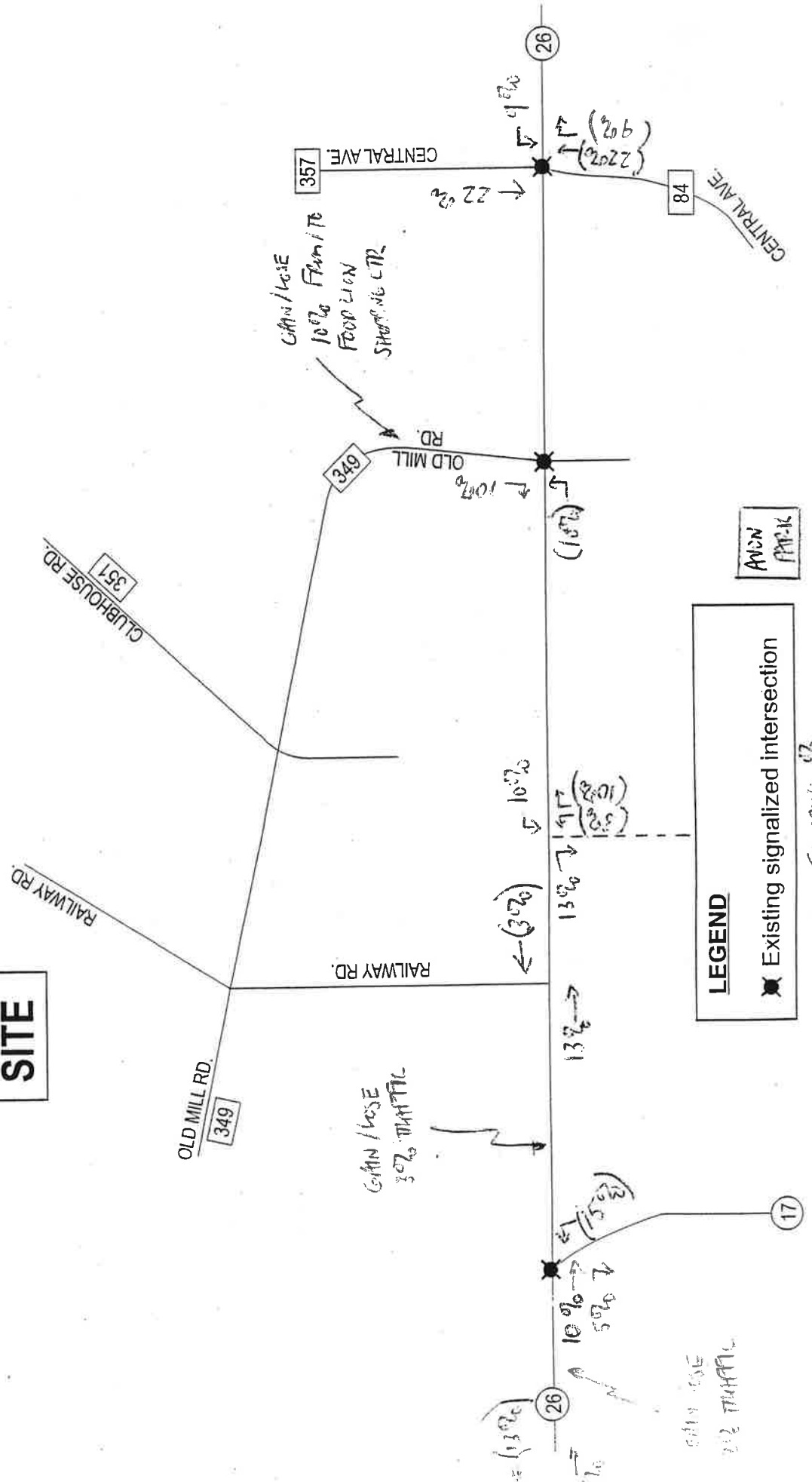


AVON PARK TRIP DISTRIBUTION

PETTINARO PROJECT ON RAILWAY ROAD
SUSSEX COUNTY, DELAWARE



SITE

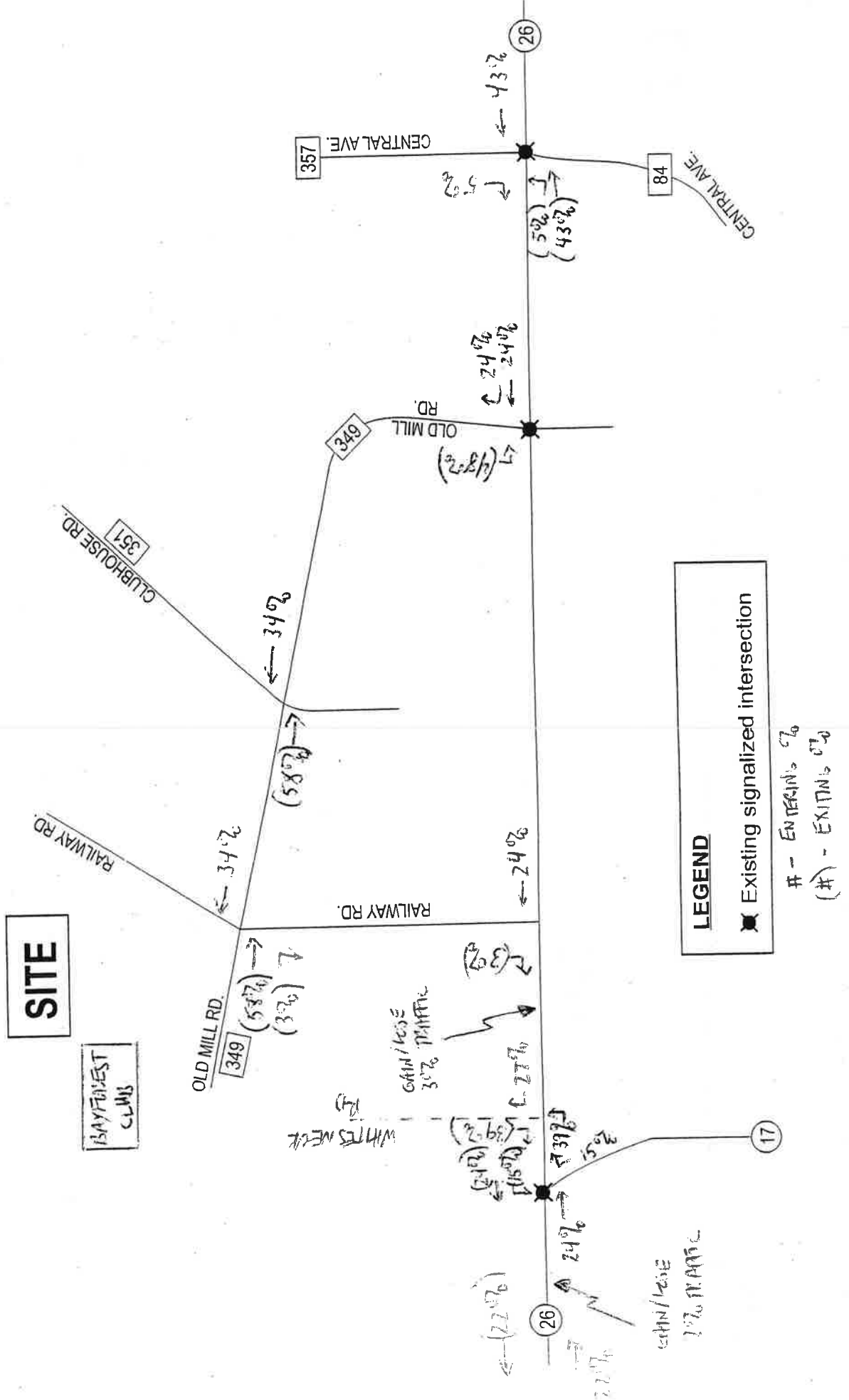


LEGEND
 Existing signalized intersection

- ENTERING
 (#) - EXITING

BAYFOREST CLUB TRIP DISTRIBUTION
PETTINARO PROJECT ON RAILWAY ROAD
SUSSEX COUNTY, DELAWARE

FIGURE

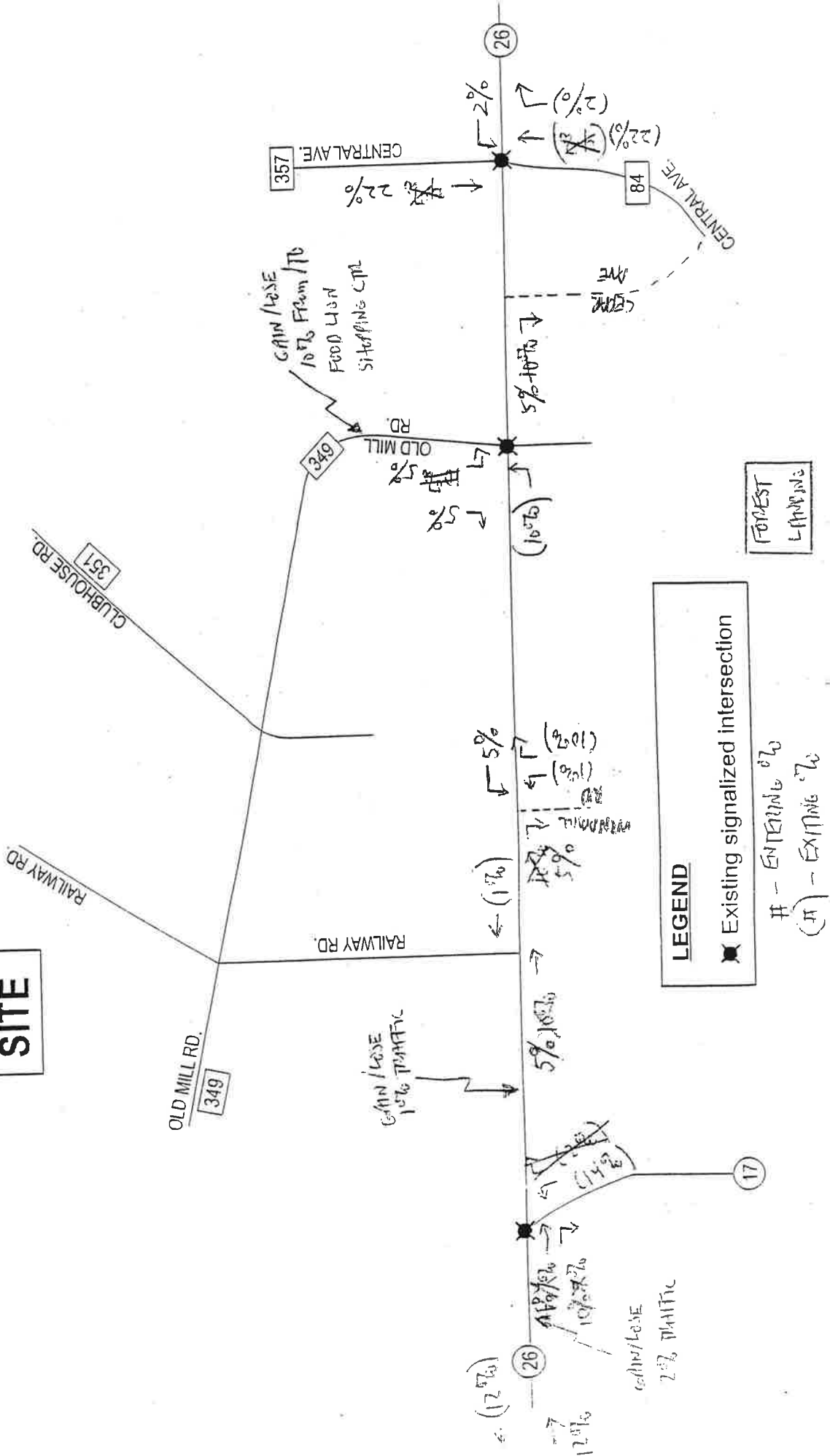


FORREST LANDING TRIP DISTRIBUTION TO BE USED SAME AS SILVER WOODS

**PETTINARO PROJECT ON RAILWAY ROAD
SUSSEX COUNTY, DELAWARE**



SITE





Orin - Rodgers Associates, Inc.

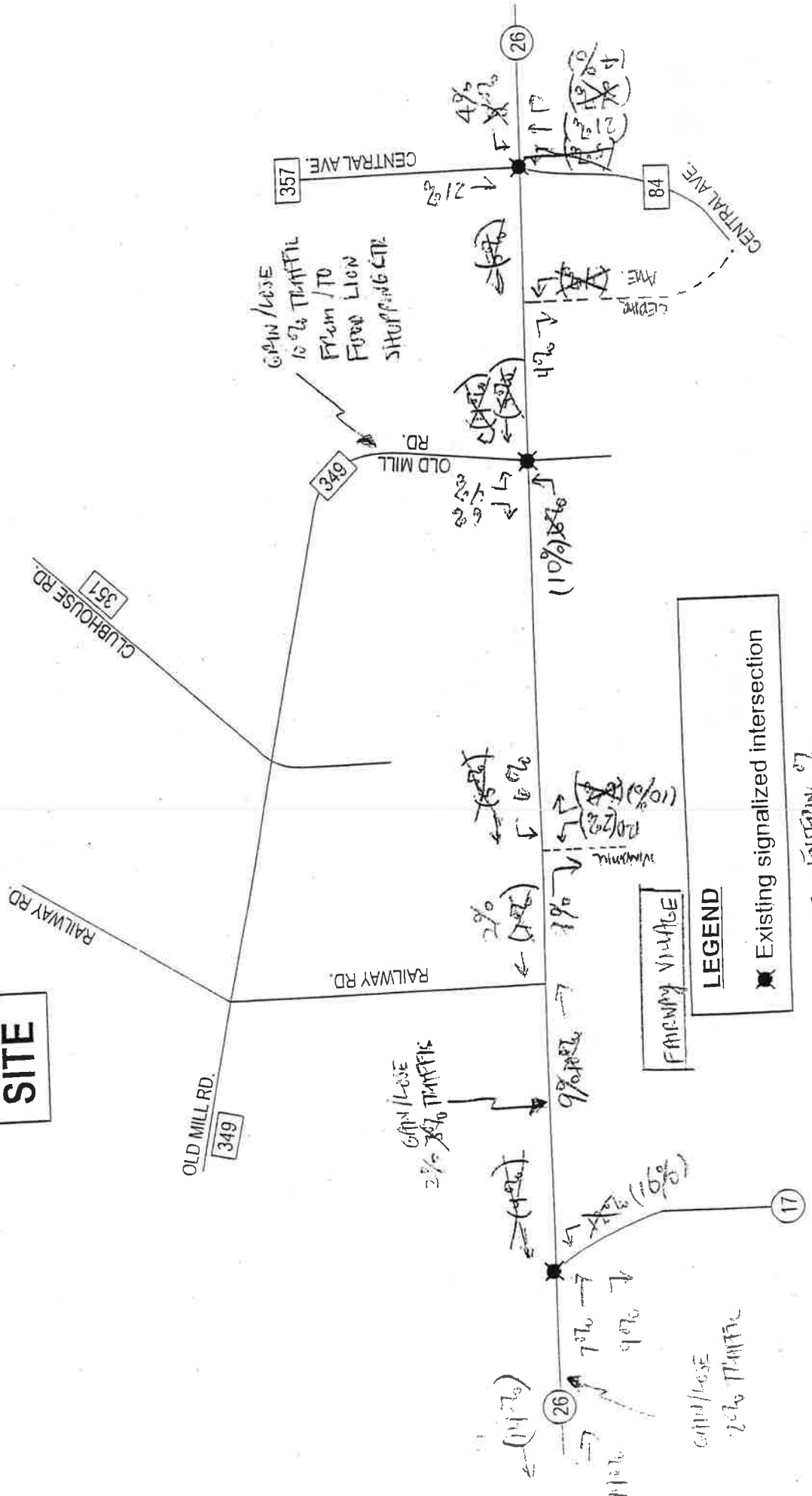
FARMWAY VILLAGE TRIP DISTRIBUTION % (USED SAME 6 AS REMAINING DUMES)

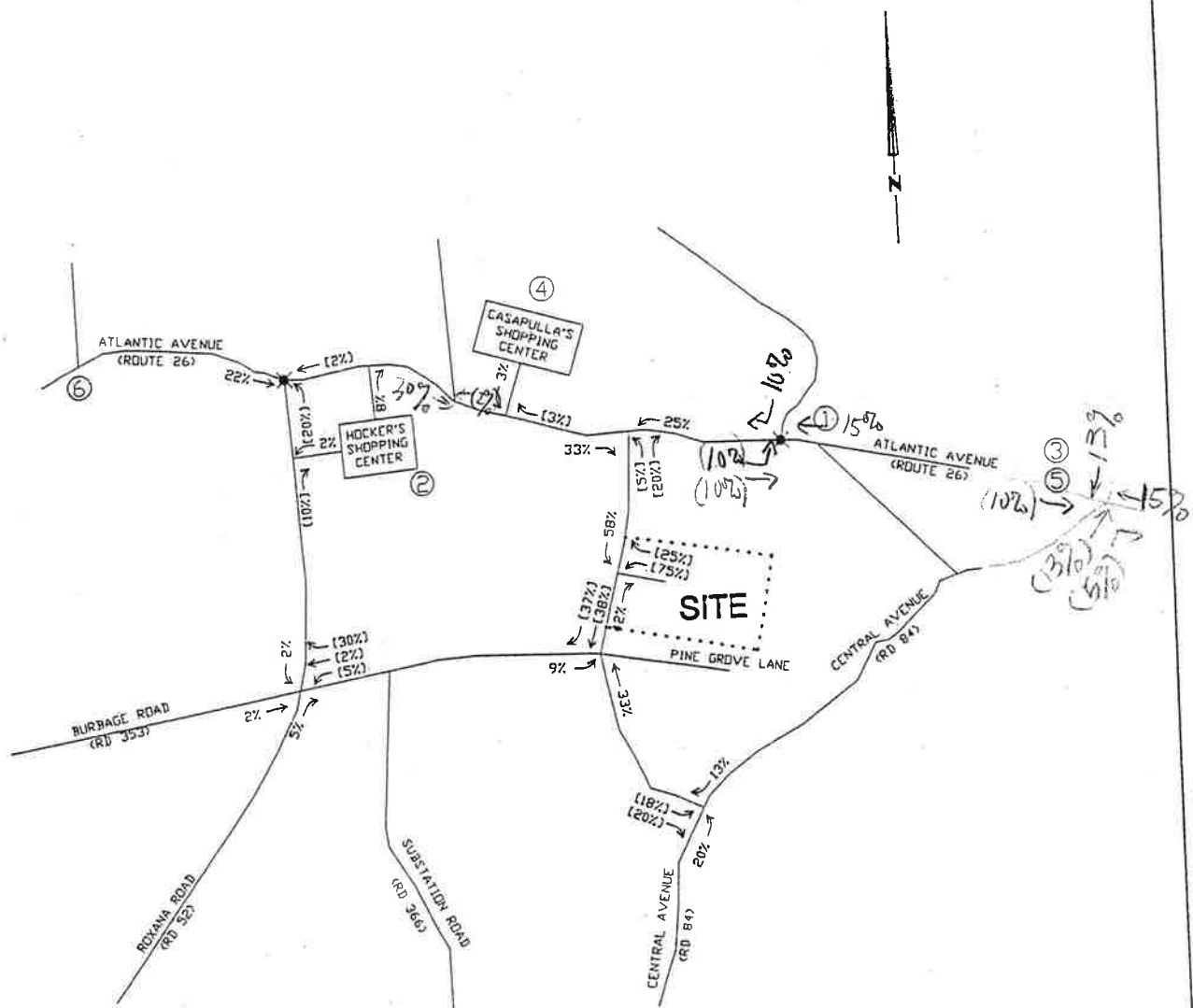
PETTINARO PROJECT ON RAILWAY ROAD
SUSSEX COUNTY, DELAWARE

FIGURE



SITE





LEGEND
 * SIGNALIZED INTERSECTION
 #% ENTERING
 [#%] EXITING

ARRIVAL / DEPARTURE PERCENTAGES
 22% TO/FROM NORTH/MILLSBORO
 18% TO/FROM NORTH/REHOBOTH
 15% TO/FROM BETHANY BEACH
 10% TO/FROM FENWICK ISLAND/OCEAN CITY
 5% TO/FROM SOUTH/VEST
 30% TO/FROM OCEANVIEW/OCEAN VIEW
 10% TO/FROM FOOD LION SHOPPING CENTER ①
 10% TO/FROM HOCKERS SHOPPING CENTER ②
 10% TO/FROM GROTTOS/VAVA/VIDEO/GAS ③
 3% TO/FROM CASAPULLA'S SHOPPING CENTER ④
 3% TO/FROM RESTAURANTS ON CEDAR NECK ⑤
 2% TO/FROM B4 LUMBER/AUTO PARTS STORE/LIQUOR STORE ⑥

FIGURE 15

WINDMILL PROPERTY - RESIDENTIAL
 TRIP GENERATION DISTRIBUTION - PERCENTAGES

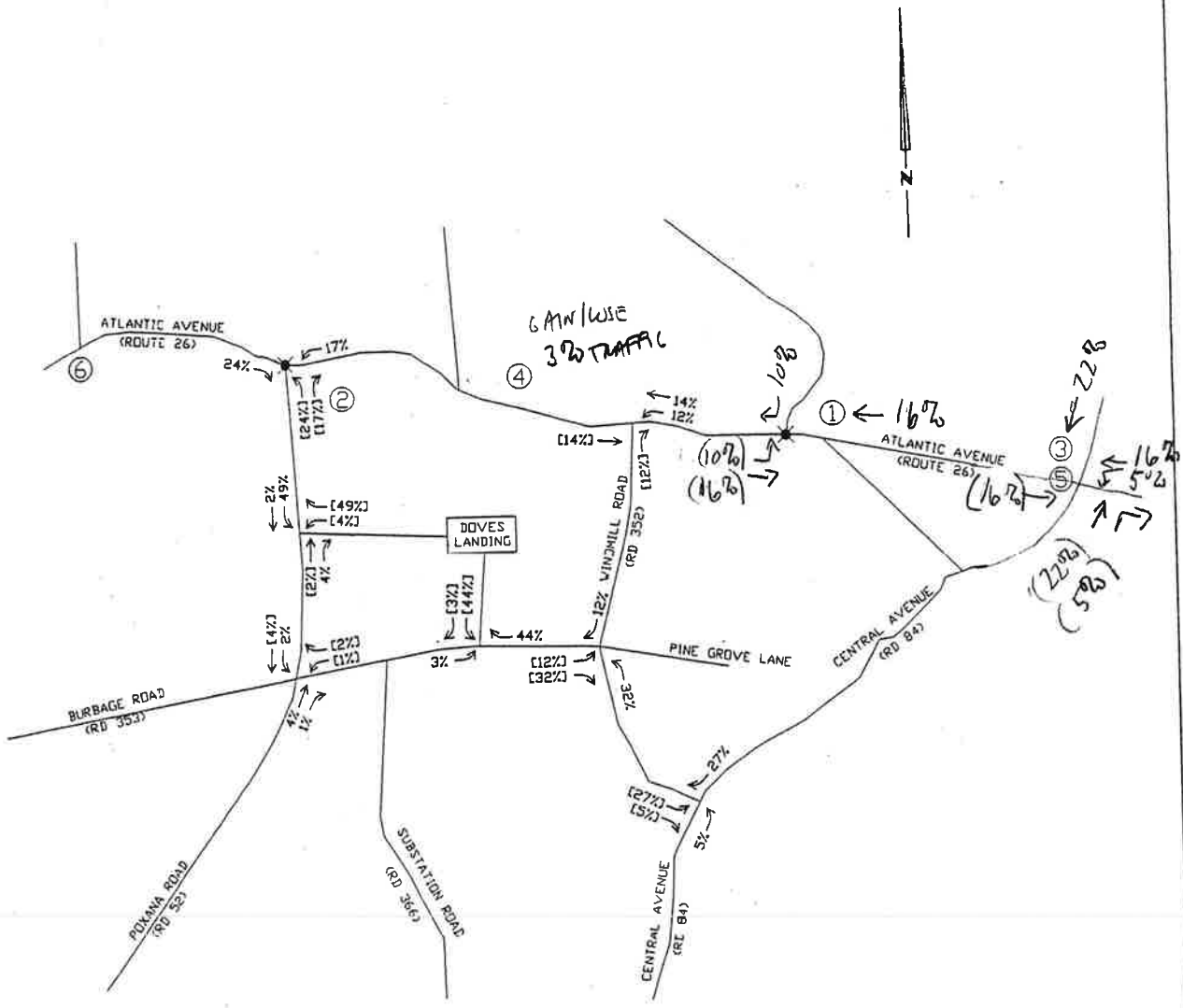


DAVIS, BOWEN & FRIEDEL, INC.
 ARCHITECTS, ENGINEERS & SURVEYORS

SALISBURY, MARYLAND 410-543-9091
 MILFORD, DELAWARE 302-424-1441

WINDMILL PROPERTY
 TRAFFIC IMPACT STUDY
 SUSSEX COUNTY, DELAWARE

Date: 10/02 Scale: NONE Proj.No.: 1154B001



LEGEND

- SIGNALIZED INTERSECTION
- ↔ ENTERING
- (↔) EXITING

ARRIVAL/DEPARTURE PERCENTAGES

- 22% TO/FROM NORTH/MILLSBORO
- 18% TO/FROM NORTH/REHOBOTH
- 15% TO/FROM BETHANY BEACH
- 10% TO/FROM FENWICK ISLAND/OCEAN CITY
- 5% TO/FROM SOUTH/WEST
- 30% TO/FROM OCEANVIEW/MILLVILLE
- 10% TO/FROM FOOD LION SHOPPING CENTER ①
- 10% TO/FROM HOCKERS SHOPPING CENTER ②
- 3% TO/FROM GROTTOS/WA/WA/VIDEO/GAS ③
- 3% TO/FROM CASAPULLA'S SHOPPING CENTER ④
- 2% TO/FROM RESTAURANTS ON CEDAR NECK ⑤
- 2% TO/FROM B4 LUMBER/AUTO PARTS STORE/LIQUOR STORE ⑥

+ BARRINGTON PARK

DOVES LANDING - RESIDENTIAL TRIP GENERATION DISTRIBUTION - PERCENTAGES

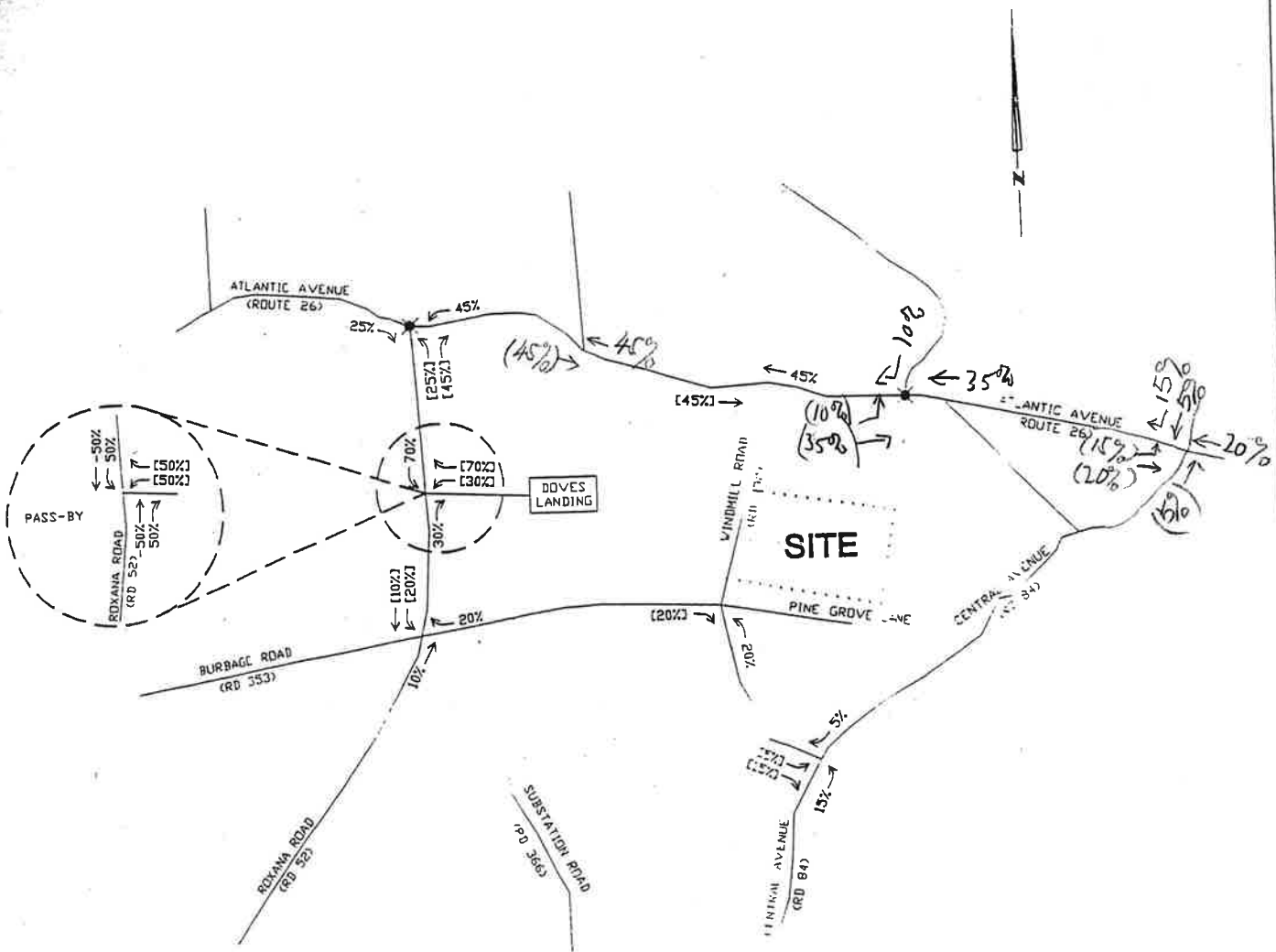


DAVIS, BOWEN & FRIEDEL, INC.
ARCHITECTS, ENGINEERS & SURVEYORS

SALISBURY, MARYLAND 410-543-9091
MILFORD, DELAWARE 302-424-1441

WINDMILL PROPERTY TRAFFIC IMPACT STUDY
SUSSEX COUNTY, DELAWARE

Date: 10/02 Scale: NONE Proj.No.: 1154B001



LEGEND

- ⊗ SIGNALIZED INTERSECTION
- % ENTERING
- (%) EXITING

ARRIVAL DEPARTURE PERCENTAGES

- 25% TO FROM OCEAN VIEW
- 25% TO FROM MILLVILLE
- 25% TO FROM DAGSBORO, PARKSVILLE
- 15% TO FROM BETHANY BEACH
- 10% TO FROM SELBYVILLE, ROXANA

DOVES LANDING - COMMERCIAL
TRIP GENERATION DISTRIBUTION - PERCENTAGES



DAVIS, BOWEN & FRIEDEL, INC.
ARCHITECTS, ENGINEERS & SURVEYORS

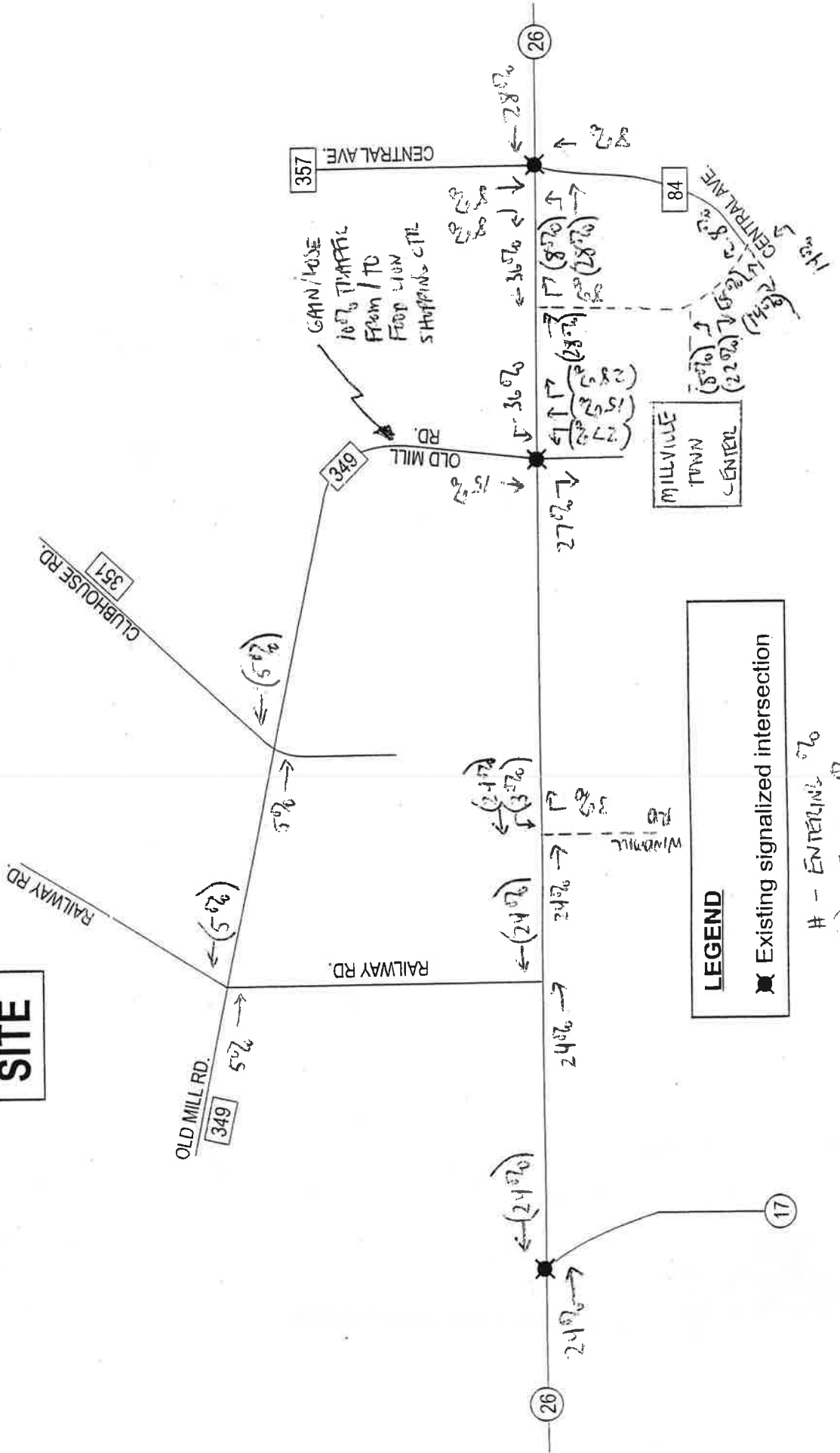
SALISBURY, MARYLAND 410-543-9091
MILFORD, DELAWARE 302-424-1441

WINDMILL PROPERTY
TRAFFIC IMPACT STUDY
SUSSEX COUNTY, DELAWARE

Date: 10/02 Scale: NONE Proj. No.: 1154B001



SITE

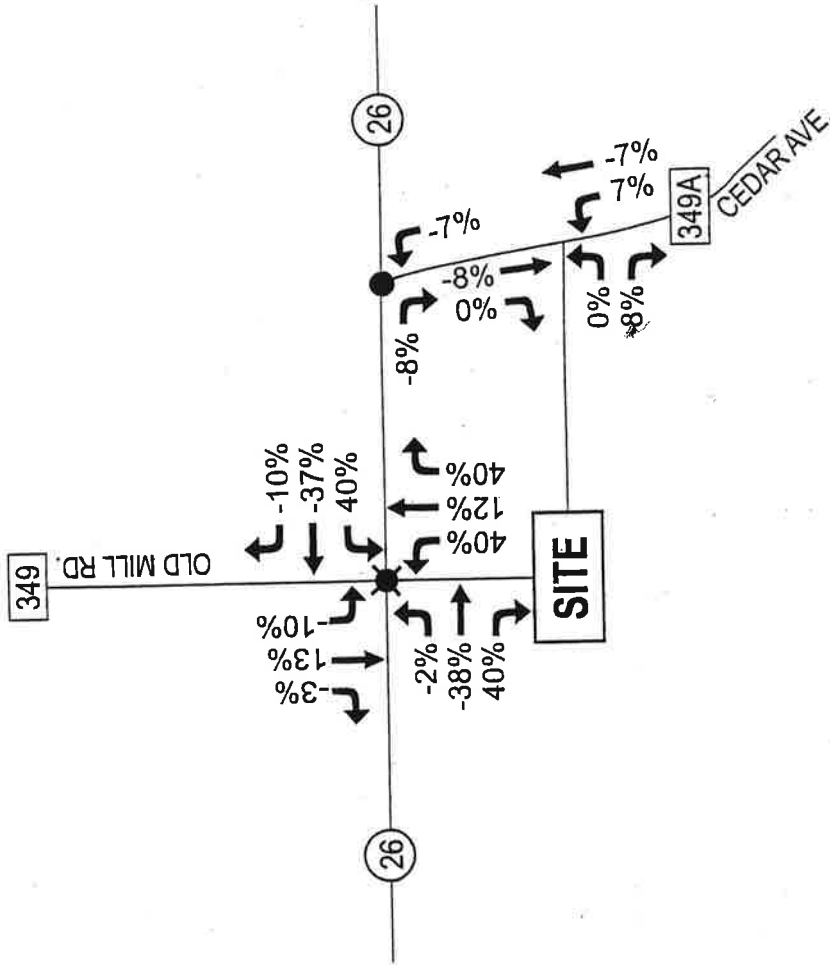


LEGEND
Existing signalized intersection

- ENTERING
(#) - EXITING

Friday Evening & Saturday Midday Peak Hour Retail Pass-By Trip Distribution

ROBINSON TRACT
SUSSEX COUNTY, DELAWARE

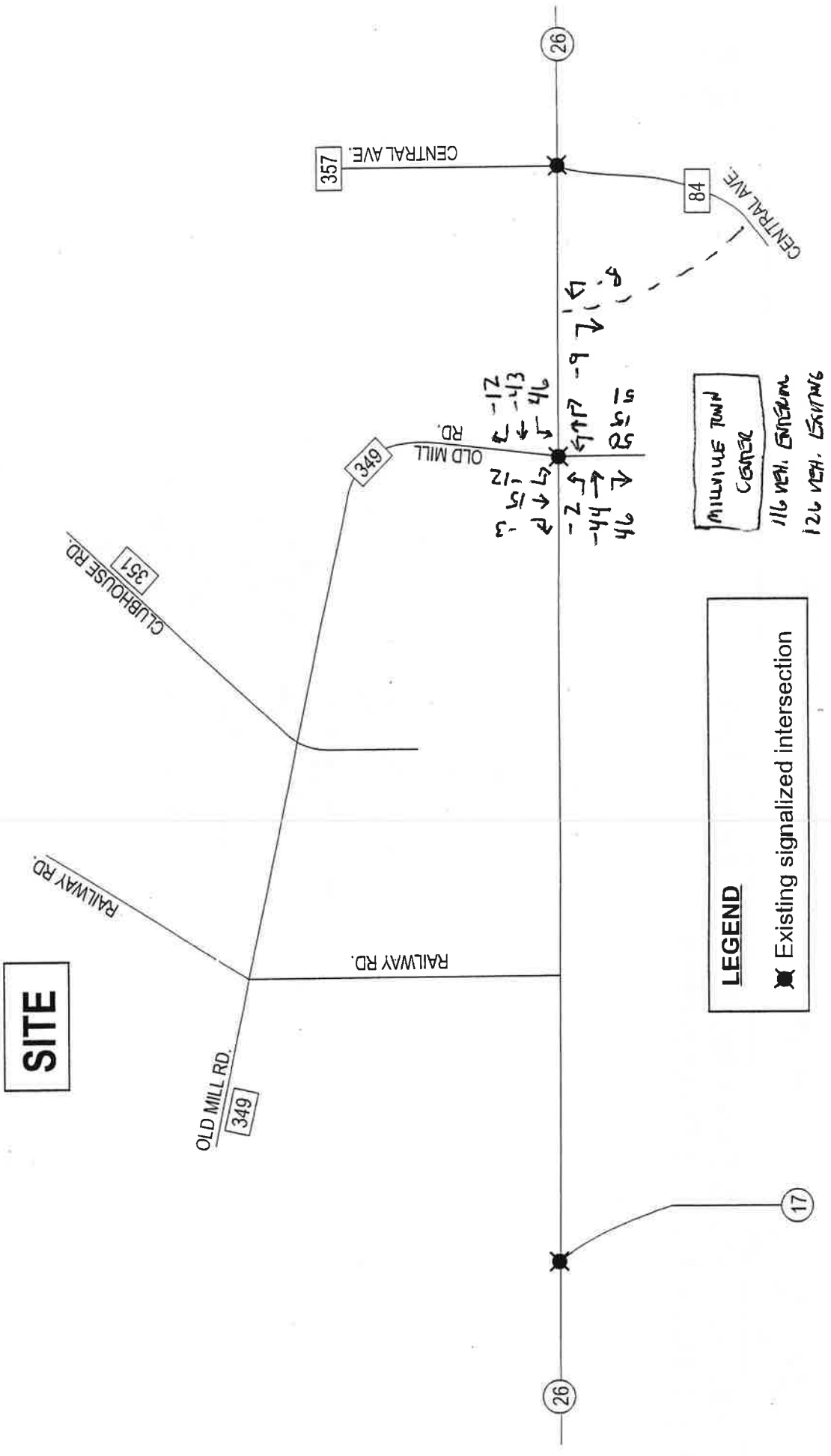


LEGEND

- Existing unsignalized intersection
- ⊗ Existing signalized intersection

MILLVILLE TOWN CENTER AM PEAK HOUR RETAIL PASS-BY VOLUMES
PETTINARO PROJECT ON RAILWAY ROAD
SUSSEX COUNTY, DELAWARE

FIGURE

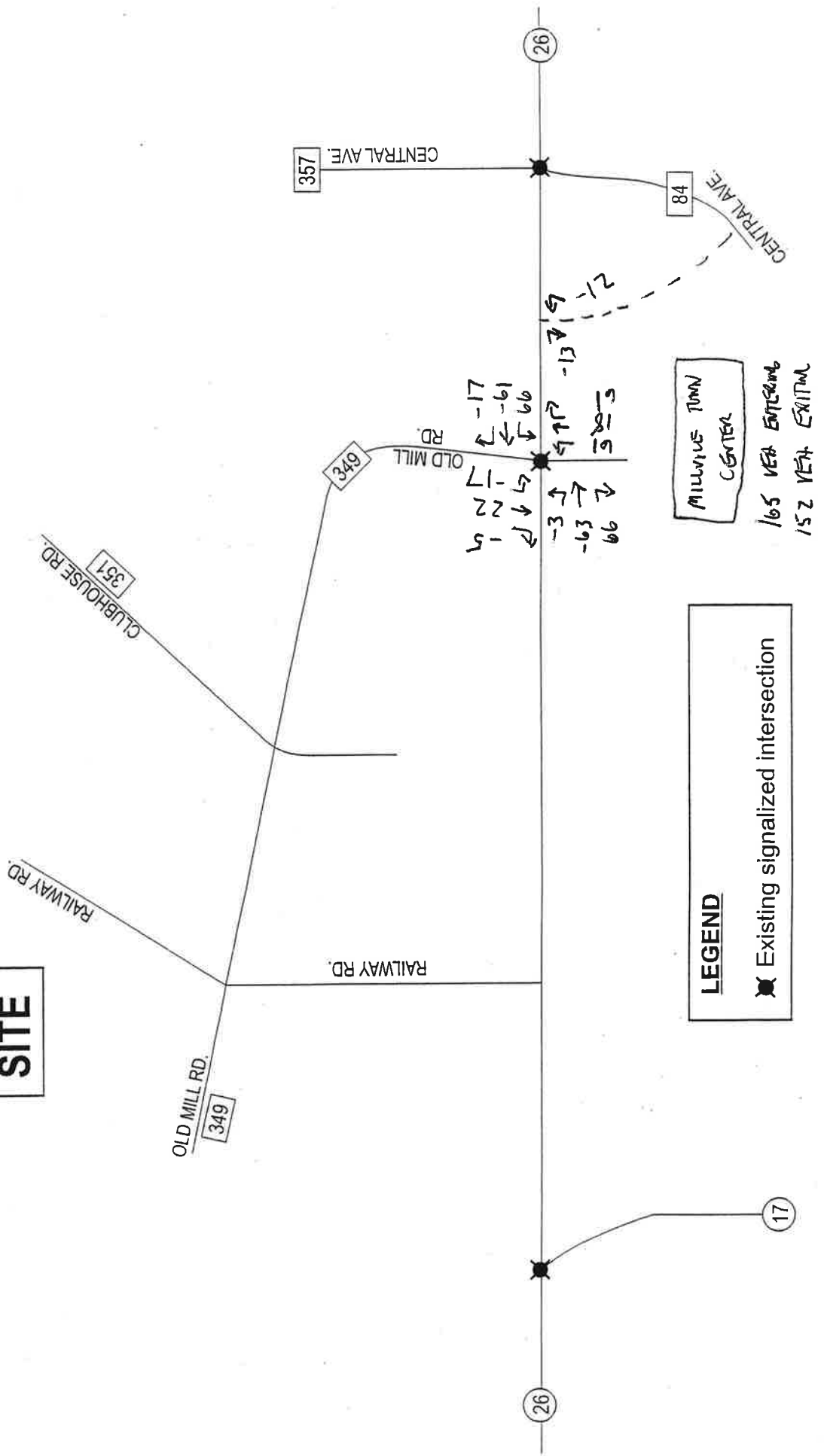


MILLVILLE TOWN CENTER SATURDAY PEAK HOUR RETAIL PASS-BY VOLUMES
PETTINARO PROJECT ON RAILWAY ROAD
SUSSEX COUNTY, DELAWARE

FIGURE



SITE



LEGEND
● Existing signalized intersection

MILLVILLE TOWN CENTER
165 VEH ENTERING
152 VEH EXITING



Orin Rodgers Associates, Inc.
TRANSPORTATION ENGINEERS and PLANNERS

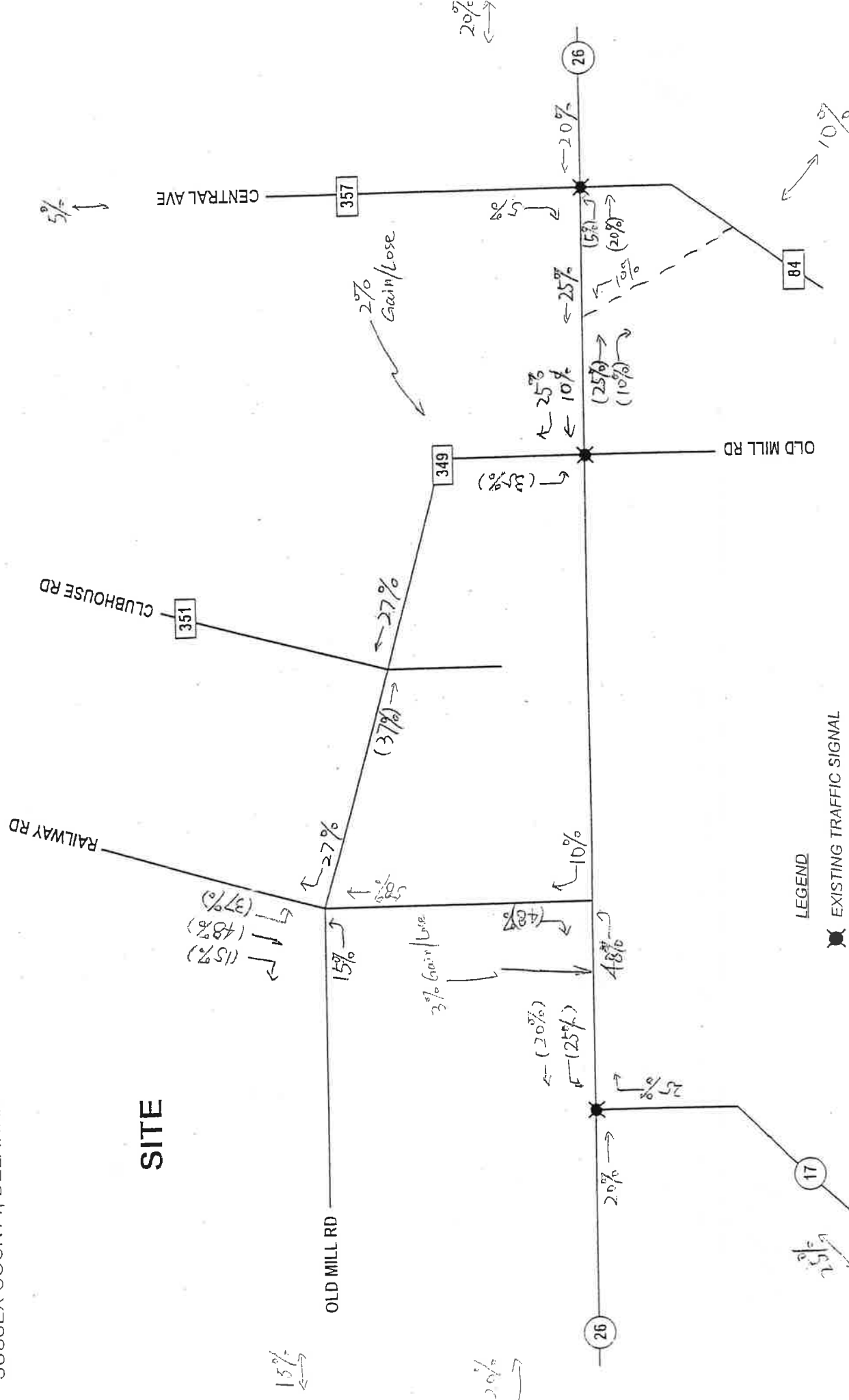
BETHANY BAY

FIGURE

Pettinaro Project — Project Trip Distribution

Pettinaro Project on Railway Road

SUSSEX COUNTY, DELAWARE



SITE

LEGEND
EXISTING TRAFFIC SIGNAL

Rick Mishura

From: mgrimes@beartrapvillage.com
Sent: Wednesday, July 21, 2004 11:09 AM
To: Rick Mishura
Subject: RE: bear trap dunes development

The 5,000 sq.ft. Country Club has been built. The 2-10,000 sq.ft. commercial buildings will begin construction this fall and open for business next May.

Marc

"Rick Mishura"
<rmishura@orth-ro
<mgrimes@beartrapvillage.com>
dgers.com>
To:
cc:
Subject: RE: bear trap
dunes development
07/21/2004 11:04
AM

thanks, and i promise this is the last question: is any of the commercial built at this time?

-----Original Message-----

From: mgrimes@beartrapvillage.com [mailto:mgrimes@beartrapvillage.com]
Sent: Wednesday, July 21, 2004 10:54 AM
To: Rick Mishura
Subject: RE: bear trap dunes development

49.

Marc

"Rick Mishura"

<rmishura@orth-ro
<mgrimes@beartrapvillage.com>

To:

dgers.com>

cc:

Subject: RE: bear trap

dunes development

07/21/2004 10:42

AM

marc,

thank you very much for the info. just one other question: of the 104 remaining units, how many are single family homes? thanks again.

rick

-----Original Message-----

From: mgrimes@beartrapvillage.com [mailto:mgrimes@beartrapvillage.com]
Sent: Wednesday, July 21, 2004 10:36 AM
To: Rick Mishura
Subject: Re: bear trap dunes development

Rick,

The breakdown is as follows: 266 s/f homes, 226 townhomes, 208 condominiums. 596 of the 700 homes have been sold. Commercial & golf info. is correct.

Marc

"Rick Mishura"

<rmishura@orth-ro
<mgrimes@beartrapvillage.com>

To:

dgers.com>

cc: "Derrick

Kennedy"
<dkennedy@orth-rodgers.com>

Subject: bear trap dunes

development

07/21/2004 10:04

AM

mr. grimes,

we are currently working on a traffic impact study north of rte 26 and DelDOT requires us to verify other developments in the area. our scoping

letter states that bear trap dunes has the following land uses:

- 25,000 square feet retail commercial space
- 336 single-family detached houses
- 180 apartments/condominiums
- 184 townhouses
- 27-hole golf course

I was wondering if you could tell me how much of this development is complete at this point (built & occupied) and also if any of the information above is wrong or has changed. This information is important

because we use this to determine how much traffic must be added in future

conditions. i remember asking you in the past (over 2 years ago) with you

saying that the golf course and 270 homes were built and was hoping to get

the latest information so we can be as accurate as we can in our report.

thank you very much and if you have any questions please do not hesitate to call.

Richard A. Mishura
Orth-Rodgers & Associates, Inc.
230 South Broad Street
Philadelphia, PA 19102
(215) 735-1932 Telephone
(215) 735-5954 Fax
rmishura@orth-rodgers.com



Orth - Rodgers Associates, Inc.
TRANSPORTATION ENGINEERS and PLANNERS

BY JZ

DATE 12/6/04

SHEET _____ OF _____

CHECKED BY _____

DATE _____

PROJECT NO 2004-238

PROJECT PETTINARD PROJECT

SUBJECT BEAR TRAP DUNES PASS-BY TRIP PERCENTAGES

TRIP GENERATION HANDBOOK

PM PEAK HOUR P.43

20,000 SF RETAIL:

$$LNCT) = -0.291(LN(X)) + 5.001$$

$$LNCT) = -0.291(LN(20)) + 5.001$$

$$LNCT) = 4.12924$$

$$T = 62\%$$

SATURDAY PEAK HOUR P.46

20,000 SF RETAIL:

$$T = -0.024(X) + 38.591$$

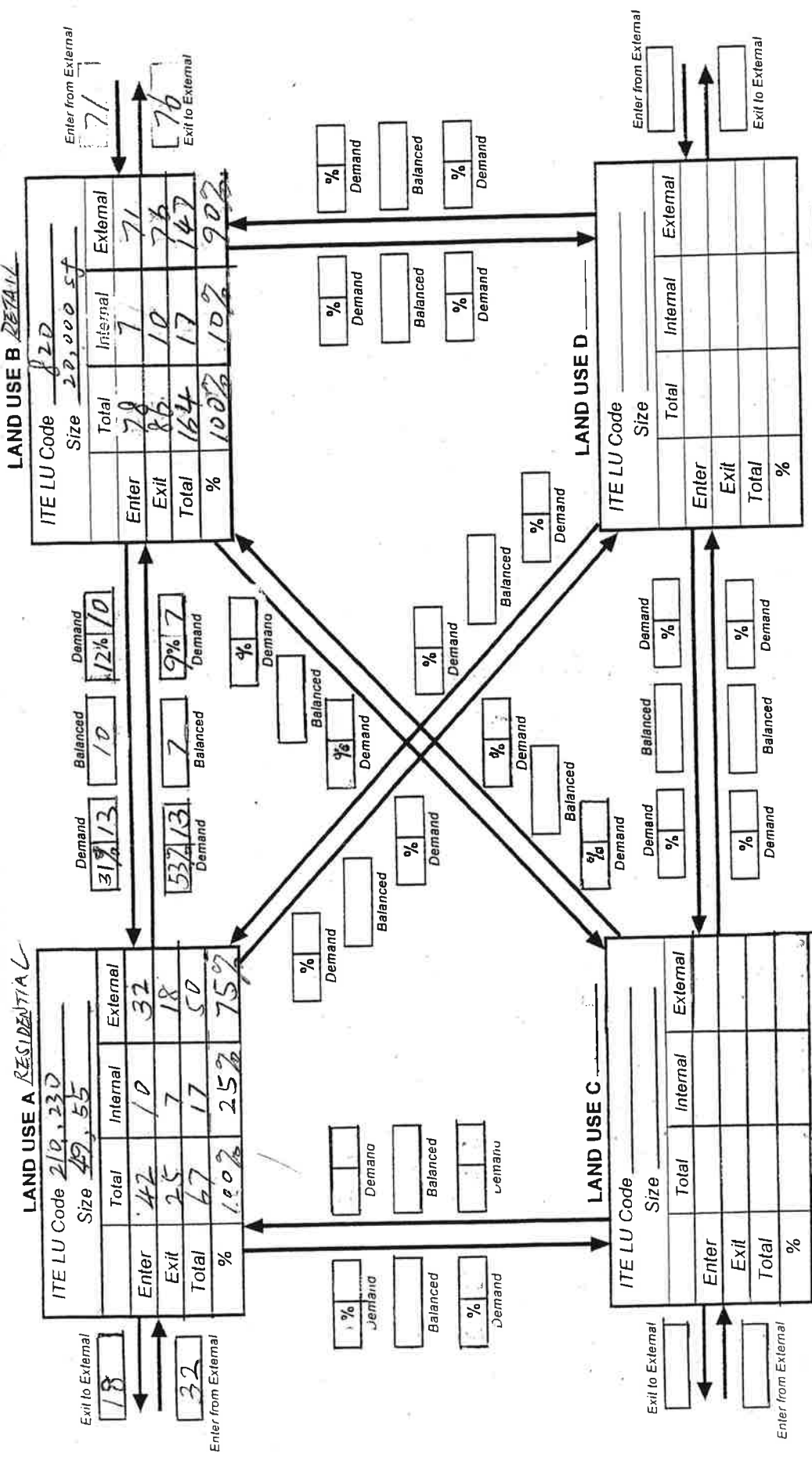
$$T = -0.024(20) + 38.591$$

$$T = 38\%$$

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Name of Dvpt BEAR TRAP DUNES
Time Period PM PEAK HOUR

Analyst J.S.
Date 12/6/04



Net External Trips for Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	LAND USE D	TOTAL
Enter	32	71			103
Exit	18	76			94
Total	50	147			197
Single-Use Trip Gen. Est.	67	164			231
					INTERNAL CAPTURE
					14.72

Source: Kaku Associates, Inc.

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Name of Dvlp BEAR TRAP DUNES
Time Period SAT. PEAK HOUR

Analyst JZ
Date 12/6/04

LAND USE A RESIDENTIAL

ITE LU Code	<u>210, 230</u>	
Size	<u>49, 55</u>	
Enter	Internal	External
32	8	24
Exit	4	24
28	6	22
Total	12	46
100%	20%	80%
	23%	77%

ITE LU Code	<u>820</u>	
Size	<u>20,000 sq</u>	
Enter	Internal	External
119	6	113
Exit	8	102
Total	14	215
100%	6%	94%

LAND USE B RETAIL

ITE LU Code	<u>820</u>	
Size	<u>20,000 sq</u>	
Enter	Internal	External
119	6	113
Exit	8	102
Total	14	215
100%	6%	94%

LAND USE C

ITE LU Code	Size	
Enter	Internal	External
Exit		
Total		
%		

LAND USE D

ITE LU Code	Size	
Enter	Internal	External
Exit		
Total		
%		

Net External Trips for Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	LAND USE D	TOTAL
Enter	24	113			137
Exit	24	102			126
Total	48	215			263
Single-Use Trip Gen. Est.	60	229			289

INTERNAL CAPTURE 9.9%

Source: Kaku Associates, Inc.



Orth - Rodgers Associates, Inc.

TRANSPORTATION ENGINEERS and PLANNERS

BY JR

DATE 12/7/04

SHEET _____ OF _____

CHECKED BY _____

DATE _____

PROJECT NO 2004-238

PROJECT PETTINARD PROJECT

SUBJECT DOVES LANDING PASS-BY TRIP PERCENTAGE

TRIP GENERATION HANDBOOK.

PM PEAK HOUR P.43.

147,500 SF RETAIL.

$$\ln(T) = -0.291 \ln(X) + 5.001$$

$$\ln(T) = -0.291 \ln(147.5) + 5.001$$

$$\ln(T) = 3.547796$$

$$T = 35\%$$

SATURDAY PEAK HOUR P.46

147,500 SF RETAIL

$$T = -0.024(X) + 38.591$$

$$T = -0.024(147.5) + 38.591$$

$$T = 35\%$$

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Name of Dvlpmt DOVES LANDING
Time Period PM PEAK HOUR

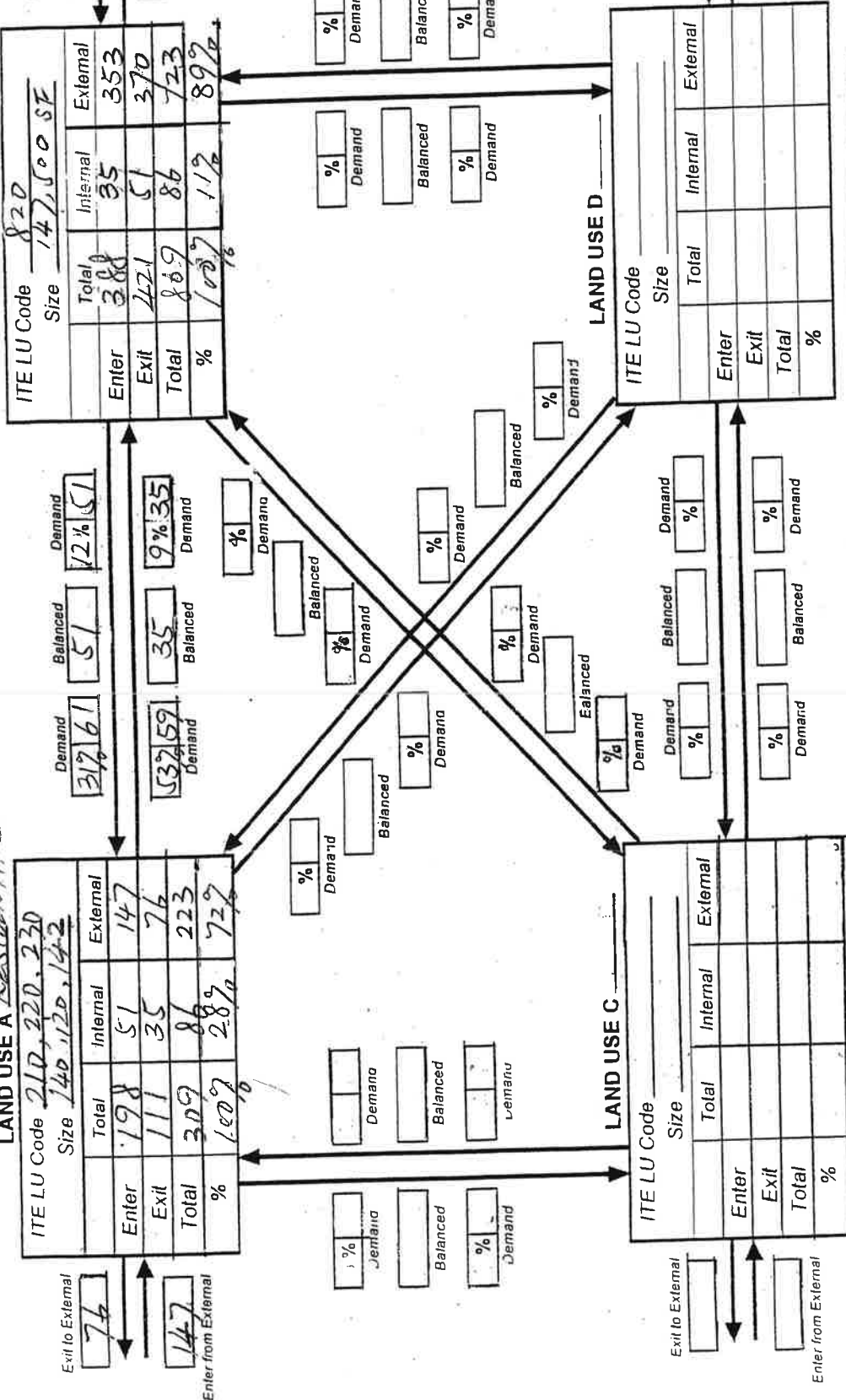
Analyst JZ
Date 12/7/04

LAND USE A RESIDENTIAL

LAND USE B RETAIL

ITE LU Code		210, 220, 230	
Size		140, 120, 142	
Total	Internal	External	
Enter	51	147	
Exit	35	76	
Total	86	223	
%	2.8%	7.7%	

ITE LU Code		820	
Size		147, 500 SF	
Total	Internal	External	
Enter	35	353	
Exit	51	370	
Total	86	723	
%	11.2%	89.2%	



Net External Trips for Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	LAND USE D	TOTAL
Enter	147	353			500
Exit	76	370			446
Total	223	723			946
Single-Use Trip Gen. Est.	309	809			1118
INTERNAL CAPTURE					1549

Source: Kaku Associates, Inc.

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Name of Dvlpmt DOVES LANDING
Time Period CAT. PEAK HOUR

Analyst JZ
Date 12/7/04

LAND USE A RESIDENTIAL

ITE LU Code <u>212, 220, 230</u>		Size <u>140, 120, 142</u>	
Enter	Internal	External	
112	37	112	
Exit	29	110	
112	66	222	
Total	232	777	
%	100%	77%	

ITE LU Code <u>820</u>		Size <u>147,500 SF</u>	
Enter	Internal	External	
579	29	550	
Exit	37	498	
1114	66	1048	
Total	100%	949	
%	67%		

LAND USE B RETAIL

ITE LU Code <u>820</u>		Size <u>147,500 SF</u>	
Enter	Internal	External	
579	29	550	
Exit	37	498	
1114	66	1048	
Total	100%	949	
%	67%		

LAND USE C

ITE LU Code		Size	
Enter	Internal	External	
Exit			
Total			
%			

LAND USE D

ITE LU Code		Size	
Enter	Internal	External	
Exit			
Total			
%			



Net External Trips for Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	LAND USE D	TOTAL
Enter	112	550			662
Exit	110	498			608
Total	222	1048			1270
Single-Use Trip Gen. Est.	288	1114			1402
INTERNAL CAPTURE					9.4%

Source: Kaku Associates, Inc.



Orth - Rodgers Associates, Inc.
TRANSPORTATION ENGINEERS and PLANNERS

BY JZ

DATE 12/8/04

SHEET _____ OF _____

CHECKED BY _____

DATE _____

PROJECT NO 2004-238

PROJECT PETTINARO PROJECT

SUBJECT MILLVILLE TOWN CENTER PASS-BY TRIP DISTRIBUTION

TRIP GENERATION HANDBOOK,

PM PEAK HOUR P.43.

106,500 SF RETAIL

$$\ln(T) = -0.291 \ln(X) + 5.001$$

$$\ln(T) = -0.291 \ln(106.5) + 5.001$$

$$\ln(T) = 3.642570$$

$$T = 38\%$$

SATURDAY PEAK HOUR P.46

106,500 SF RETAIL

$$T = -0.024(X) + 38.591$$

$$T = -0.024(106.5) + 38.591$$

$$T = 36\%$$

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Name of Divpt MILLVILLE TOWN CENTER
Time Period PM PEAK HOUR

Analyst JZ
Date 12/8/04

LAND USE A RESIDENTIAL

ITE LU Code	<u>330</u>	
Size	<u>68</u>	
Enter	Total	Internal
7	29	9
Exit	15	8
20	44	17
Total	100%	39%
%		61%

Exit to External 7
Enter from External 20

LAND USE B RETAIL

ITE LU Code	<u>820</u>	
Size	<u>106,500</u>	
Enter	Total	Internal
319	313	8
Exit	340	9
305	653	17
Total	100%	3%
%		97%

Enter from External 305
Exit to External 331

LAND USE C

ITE LU Code		
Size		
Enter	Total	Internal
Exit		
Total		
%		

Exit to External
Enter from External

LAND USE D

ITE LU Code		
Size		
Enter	Total	Internal
Exit		
Total		
%		

Enter from External
Exit to External

Net External Trips for Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	LAND USE D	TOTAL
Enter	20	305			325
Exit	7	331			338
Total	27	636			663
Single-Use Trip Gen. Est.	44	653			697
INTERNAL CAPTURE					49%

Source: Kaku Associates, Inc.

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt MILLVILLE TOWN CENTER
Time Period CAT. PEAK HOUR

Analyst SZ.
Date 12/8/04

LAND USE B RETAIL

ITE LU Code	<u>820</u>		
Size	<u>106,500</u>		
Enter	Total	Internal	External
469	469	11	458
Exit	433	11	422
Total	902	22	880
%	100%	2%	98%

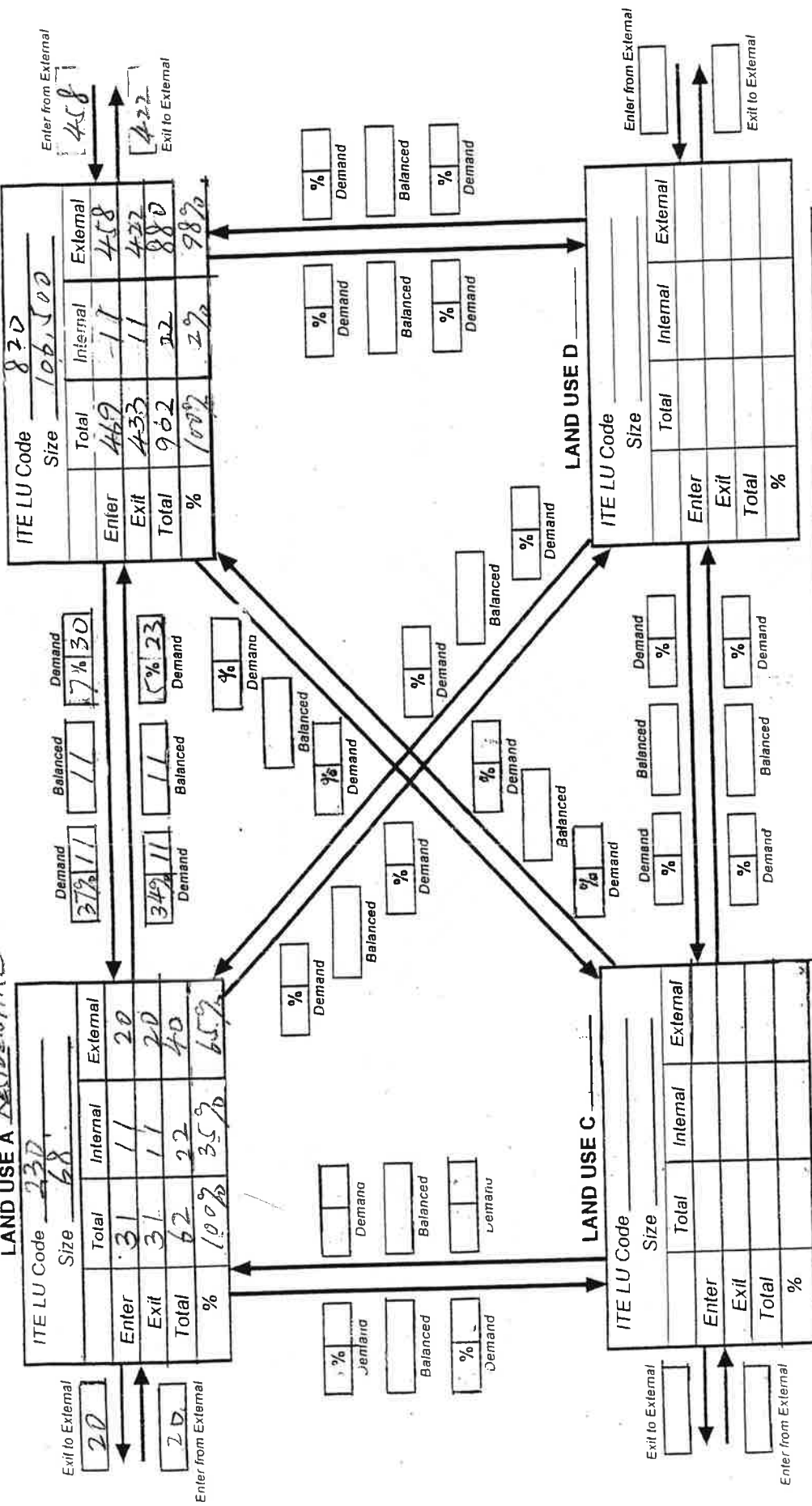
ITE LU Code	<u>230</u>		
Size	<u>68</u>		
Enter	Total	Internal	External
31	31	11	20
Exit	31	11	20
Total	62	22	40
%	100%	35%	65%

LAND USE D

ITE LU Code	_____		
Size	_____		
Enter	Total	Internal	External
_____	_____	_____	_____
Exit	_____	_____	_____
Total	_____	_____	_____
%	_____	_____	_____

LAND USE C

ITE LU Code	_____		
Size	_____		
Enter	Total	Internal	External
_____	_____	_____	_____
Exit	_____	_____	_____
Total	_____	_____	_____
%	_____	_____	_____



Net External Trips for Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	LAND USE D	TOTAL
Enter	20	458			478
Exit	20	422			442
Total	40	880			920
Single-Use Trip Gen. Est.	62	902			964
INTERNAL CAPTURE					469

Source: Kaku Associates, Inc.

Figure 5.5 Shopping Center (820)

Average Pass-By Trip Percentage vs: 1,000 Sq. Feet Gross Leasable Area
On a: Weekday, p.m. Peak Period
Number of Studies: 100
Average 1,000 Sq. Feet GLA: 329

Data Plot

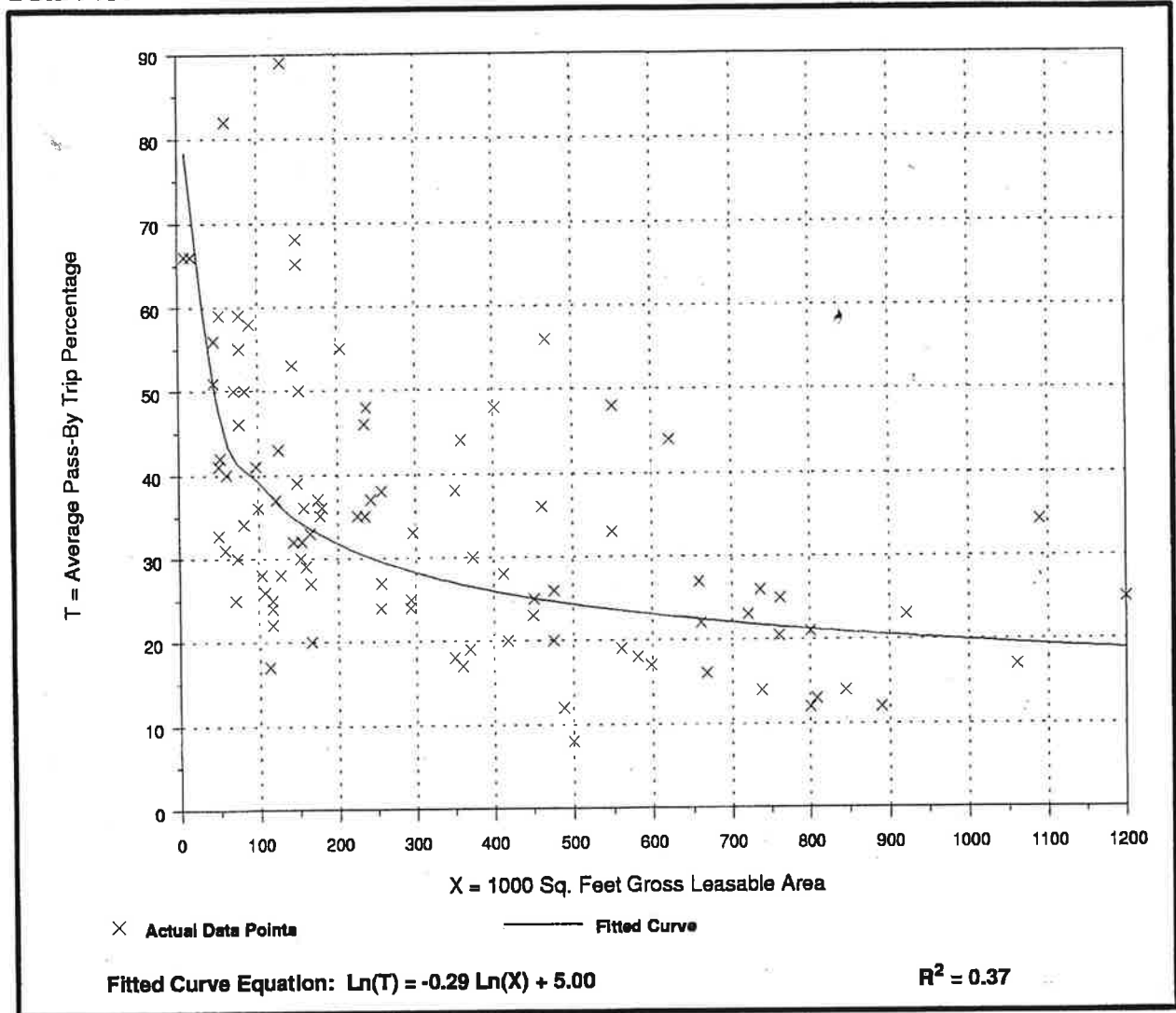


Figure 5.7 Shopping Center (820)

Average Pass-By Trip Percentage vs: 1,000 Sq. Feet Gross Leasable Area

On a: Saturday, Midday Peak Period

Number of Studies: 11

Average 1,000 Sq. Feet GLA: 523

Data Plot

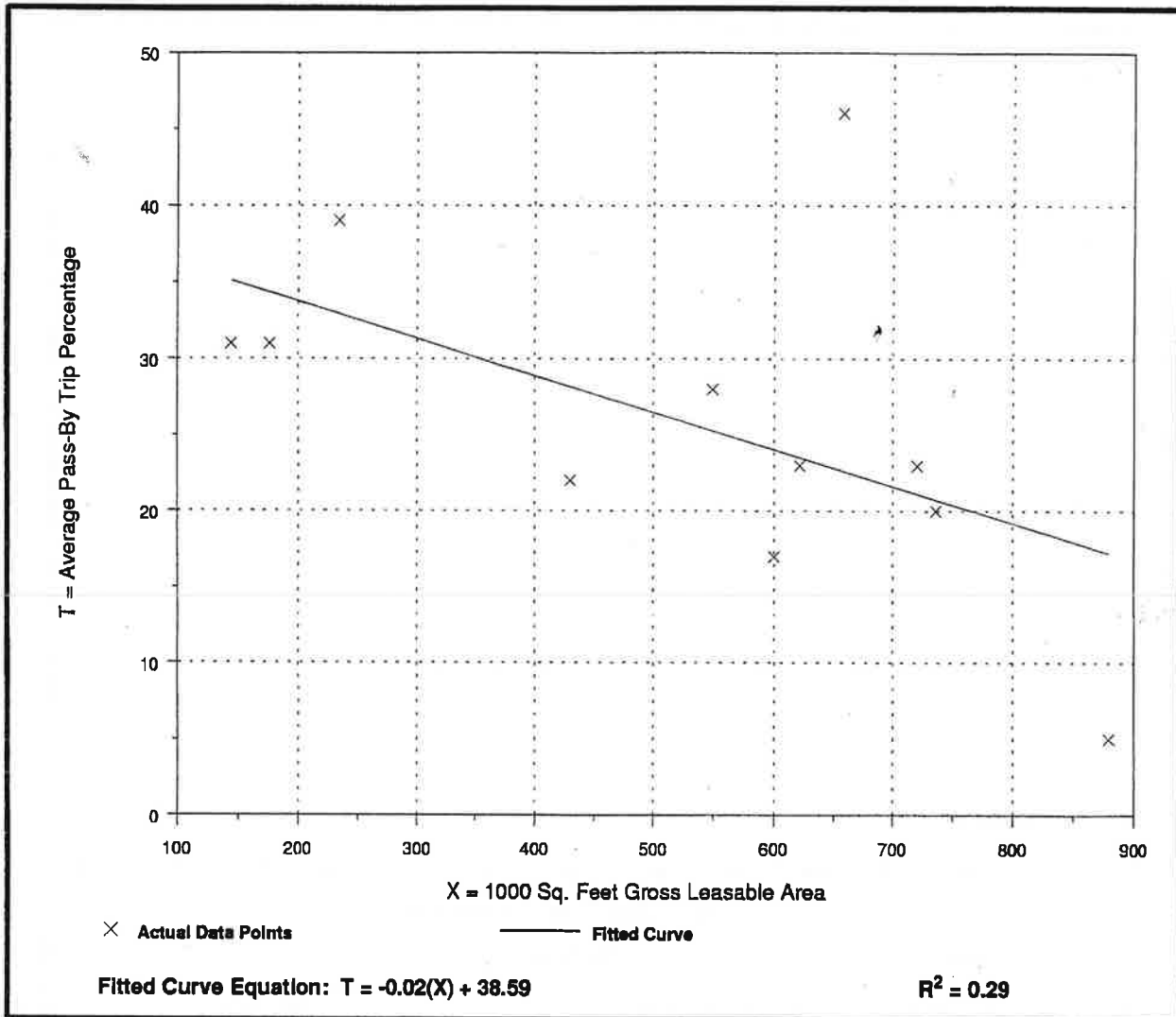


Table 7.1 Unconstrained Internal Capture Rates for Trip Origins within a Multi-Use Development

		WEEKDAY		
		MIDDAY PEAK HOUR	p.m. PEAK HOUR OF ADJACENT STREET TRAFFIC	DAILY
from OFFICE	to Office	2%	1%	2%
	to Retail	20%	23%	22%
	to Residential	0%	2%	2%
from RETAIL	to Office	3%	3%	3%
	to Retail	29%	20%	30%
	to Residential	7%	12%	11%
from RESIDENTIAL	to Office	N/A	N/A	N/A
	to Retail	34%	53%	38%
	to Residential	N/A	N/A	N/A

Caution: The estimated typical internal capture rates presented in this table rely directly on data collected at a limited number of multi-use sites in Florida. While ITE recognizes the limitations of these data, they represent the only known credible data on multi-use internal capture rates and are provided as illustrative of typical rates. ***If local data on internal capture rates by paired land uses can be obtained, the local data may be given preference.***

N/A—Not Available; logic indicates there is some interaction between these two land uses; however, the limited data sample on which this table is based did not record any interaction.

Table 7.2 Unconstrained Internal Capture Rates for Trip Destinations Within a Multi-Use Development

		WEEKDAY		
		MIDDAY PEAK HOUR	p.m. PEAK HOUR OF ADJACENT STREET TRAFFIC	DAILY
to OFFICE	from Office	6%	6%	2%
	from Retail	38%	31%	15%
	from Residential	0%	0%	N/A
to RETAIL	from Office	4%	2%	4%
	from Retail	31%	20%	28%
	from Residential	5%	9%	9%
to RESIDENTIAL	from Office	0%	2%	3%
	from Retail	37%	31%	33%
	from Residential	N/A	N/A	N/A

Caution: The estimated typical internal capture rates presented in this table rely directly on data collected at a limited number of multi-use sites in Florida. While ITE recognizes the limitations of these data, they represent the only known credible data on multi-use internal capture rates and are provided as illustrative of typical rates. ***If local data on internal capture rates by paired land uses can be obtained, the local data may be given preference.***

N/A—Not Available; logic indicates there is some interaction between these two land uses; however, the limited data sample on which this table is based did not record any interaction.

What are the improvements planned at each of the intersections along the proposed Alternate Route 26?

Phase I Improvements include the following roads - Road 353 (from DE 17 to Road 352), Road 352 (from DE 26 to Road 84), Road 84 (from Road 352 to Road 368), and Road 368 from Road 84 to Road 361

Phase II Improvements include the following roads - Road 365 (from DE 26 to Road 353) and Road 353 (from Road 365 to DE 17)

The alternate route improvements include widening to 11-foot travel lanes and adding 5-foot shoulders (32-foot pavement cross-section)

- **365/353** - 365 NB - separate left-turn lane, shared thru and right-turn lane; 365 SB - separate left-turn lane, shared thru and right-turn lane; 353 EB - shared left-turn, thru, and right-turn lane; 353 WB - shared thru and left-turn lane, separate right-turn lane
- **353/52 (DE 17)** - 353 EB - separate left-turn lane, shared thru and right-turn lane; 353 WB - separate left-turn lane, separate thru lane, separate right-turn lane; 52 NB - separate left-turn lane, shared thru and right-turn lane; 52 SB - separate left-turn lane, shared thru and right-turn lane
- **353/366** - shared left-turn, thru, and right-turn lane on all approaches
- **353/352** - 353 EB - separate left-turn lane, shared thru and right-turn lane; 353 WB - shared left-turn, thru, and right-turn lane; 352 NB - separate left-turn lane, shared thru and right-turn lane; 352 SB - separate left-turn lane, shared thru and right-turn lane
- **352/84** - 352 NB - separate left-turn lane, shared thru and right-turn lane; 84 NB - shared thru and right-turn lane; 84 SB - separate left-turn lane, separate thru lane
- **84/368** - Two new T-intersections: 84 SB - separate thru lane, separate right-turn lane; 368 WB - separate left-turn lane, separate thru lane; 368 EB - separate left-turn lane, separate right-turn lane; 2nd intersection has all one lane approaches
- **368/362** - 368 EB - separate left-turn lane, separate right-turn lane; 362 SB - separate thru lane, separate right-turn lane; 362 NB - separate thru lane, separate right-turn lane; 362 SB - shared left-turn and thru lane; 368 WB - separate left-turn lane, separate right-turn lane
- **368/361** - 368 EB - separate left-turn lane, separate right-turn lane; 361 NB - separate right-turn lane, separate thru lane; 361 SB - shared thru and right-turn lane

Will both phases of the Alternate Route 26 project be completed by 2010?

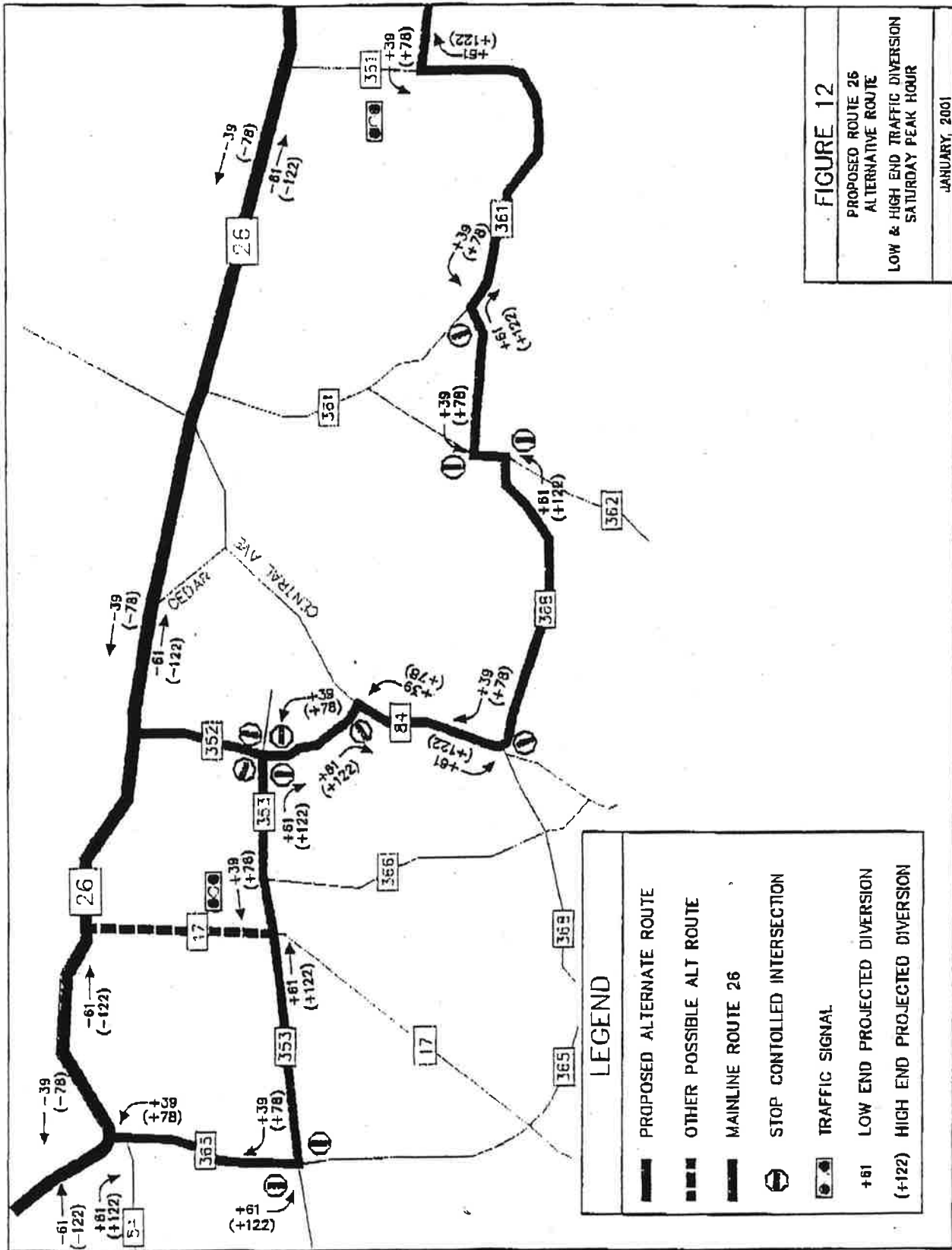
Phase I is funded for construction in FY 2003, but is scheduled to begin in the fall of 2004. Phase II could be funded as early as the FY 2003-2008 CTP. I believe both phases will be constructed by 2010, but I cannot give a definite answer since Phase II does not currently have funding.

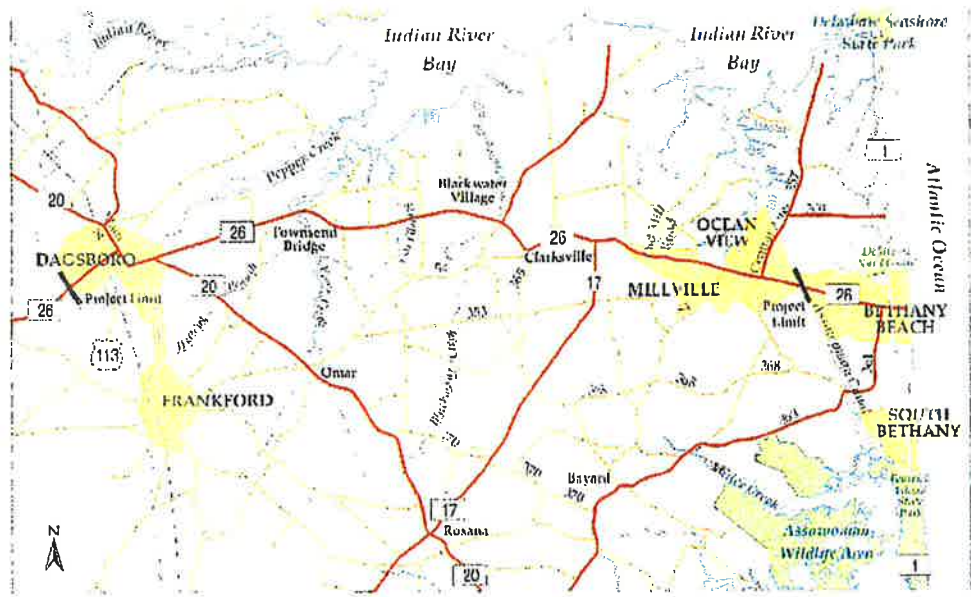
What are the proposed intersection improvements along Route 26 from Clarksville to the Canal?

- **26/52 (DE 17)** - 26 EB - separate thru lane, separate right-turn lane (developer-funded); 26 WB - separate left-turn lane, separate thru lane
- **26/Holts Lane** - existing conditions will remain
- **26/Sawmill Rd.** - existing conditions will remain
- **26/347 (Whites Neck Rd.)** - 26 EB - shared left-turn and thru lane, addition of a bypass lane; 26 WB - shared thru and right-turn lane
- **26/350 (Railway Rd.)** - 26 EB - shared left-turn and thru lane, addition of a bypass lane; 26 WB - shared thru and right-turn lane
- **26/352 (Windmill Dr.)** - 26 EB - shared thru and right-turn lane; 26 WB - shared left-turn and thru lane, addition of bypass lane
- **26/351 (Clubhouse Rd.)** - 26 EB - shared left-turn and thru lane, addition of bypass lane; 26 WB - shared thru and right-turn lane
- **26/Dukes Dr.** - existing conditions will remain
- **26/349 (Old Mill Rd.)** - 26 EB separate left-turn lane, separate thru lane, separate right-turn lane; 26 WB - separate left-turn lane, separate thru lane, separate right-turn lane; 349 SB - shared left-turn and thru lane, separate right-turn lane; there will be a fourth leg to this intersection constructed by Banks Wine and Spirits

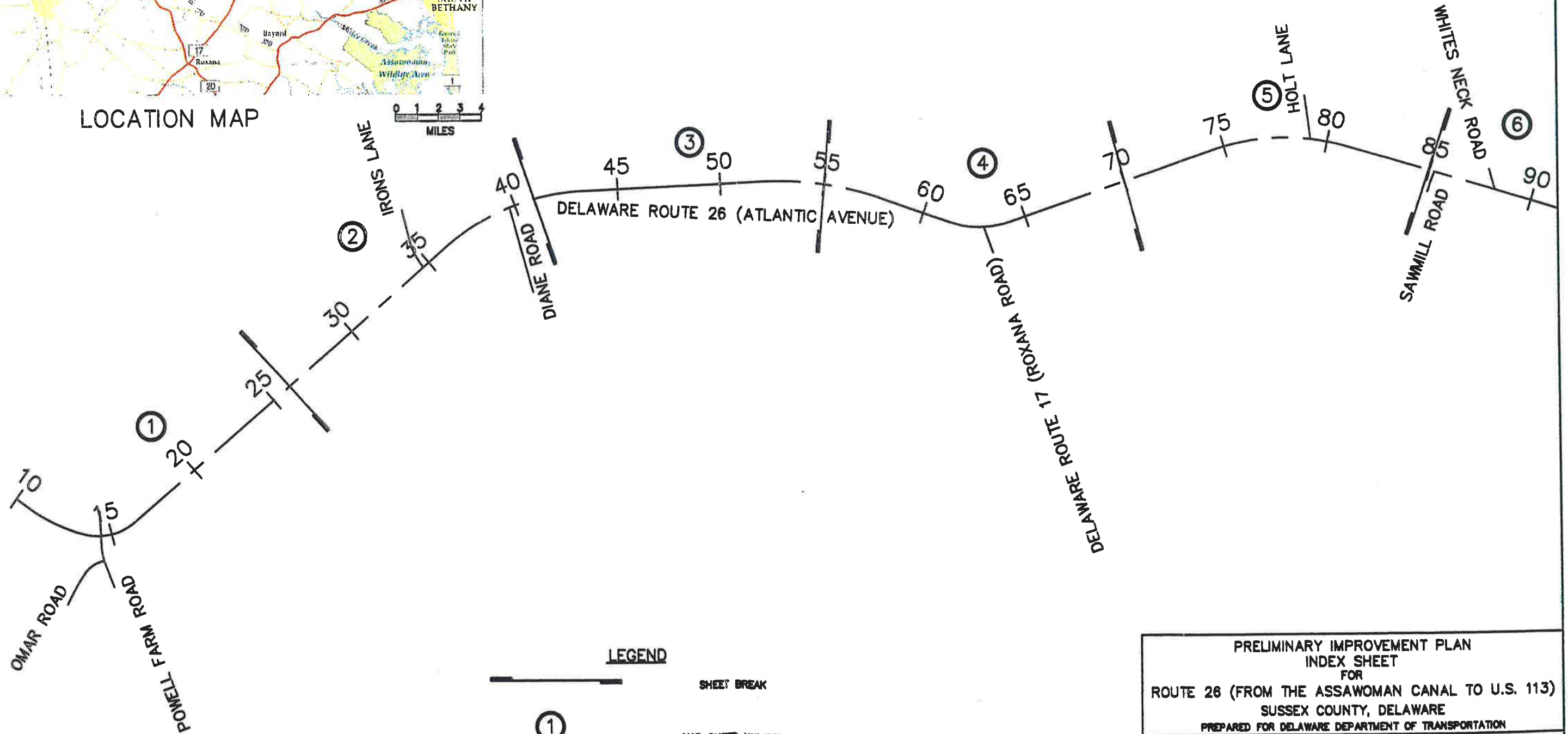
When will construction begin for the Route 26 project?

Detailed design will begin in fall 2002 and construction is anticipated to begin in fall 2004.





LOCATION MAP



LEGEND

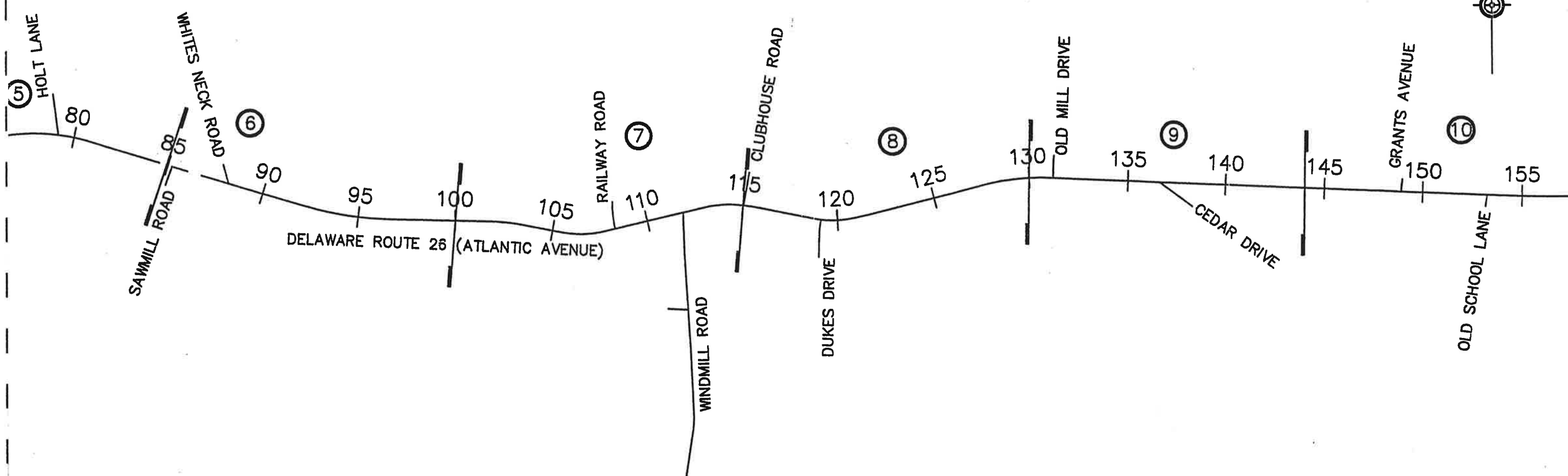


SHEET BREAK

①

MAP SHEET NUMBER

PRELIMINARY IMPROVEMENT PLAN INDEX SHEET FOR ROUTE 26 (FROM THE ASSAWOMAN CANAL TO U.S. 113) SUSSEX COUNTY, DELAWARE PREPARED FOR DELAWARE DEPARTMENT OF TRANSPORTATION	
DATE: 6/5/01	PREPARED BY MCCORMICK, TAYLOR & ASSOCIATES, INC. 200 CONTINENTAL DRIVE, SUITE 308 NEWARK, DE 19713
0 500' 1000' 1500'	SHEET NO. 2 of 20



LEGEND

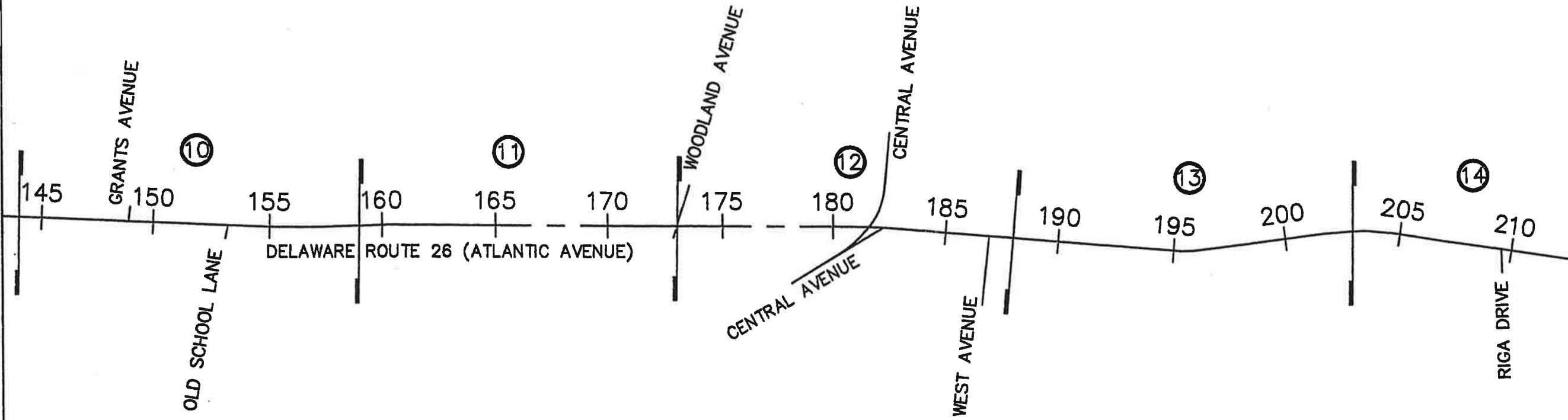


SHEET BREAK

①

MAP SHEET NUMBER

PRELIMINARY IMPROVEMENT PLAN INDEX SHEET FOR ROUTE 26 (FROM THE ASSAWOMAN CANAL TO U.S. 113) SUSSEX COUNTY, DELAWARE PREPARED FOR DELAWARE DEPARTMENT OF TRANSPORTATION	
DATE: <div style="font-size: 1.5em; font-weight: bold;">6/5/01</div>	PROVIDED BY MCCORMICK, TAYLOR & ASSOCIATES, INC. 200 CONTINENTAL DRIVE, SUITE 305 NEWARK, DE 19713
SHEET NO. 3 of 20	



LEGEND



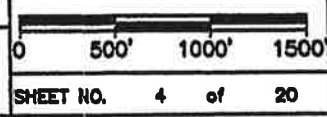
SHEET BREAK

①

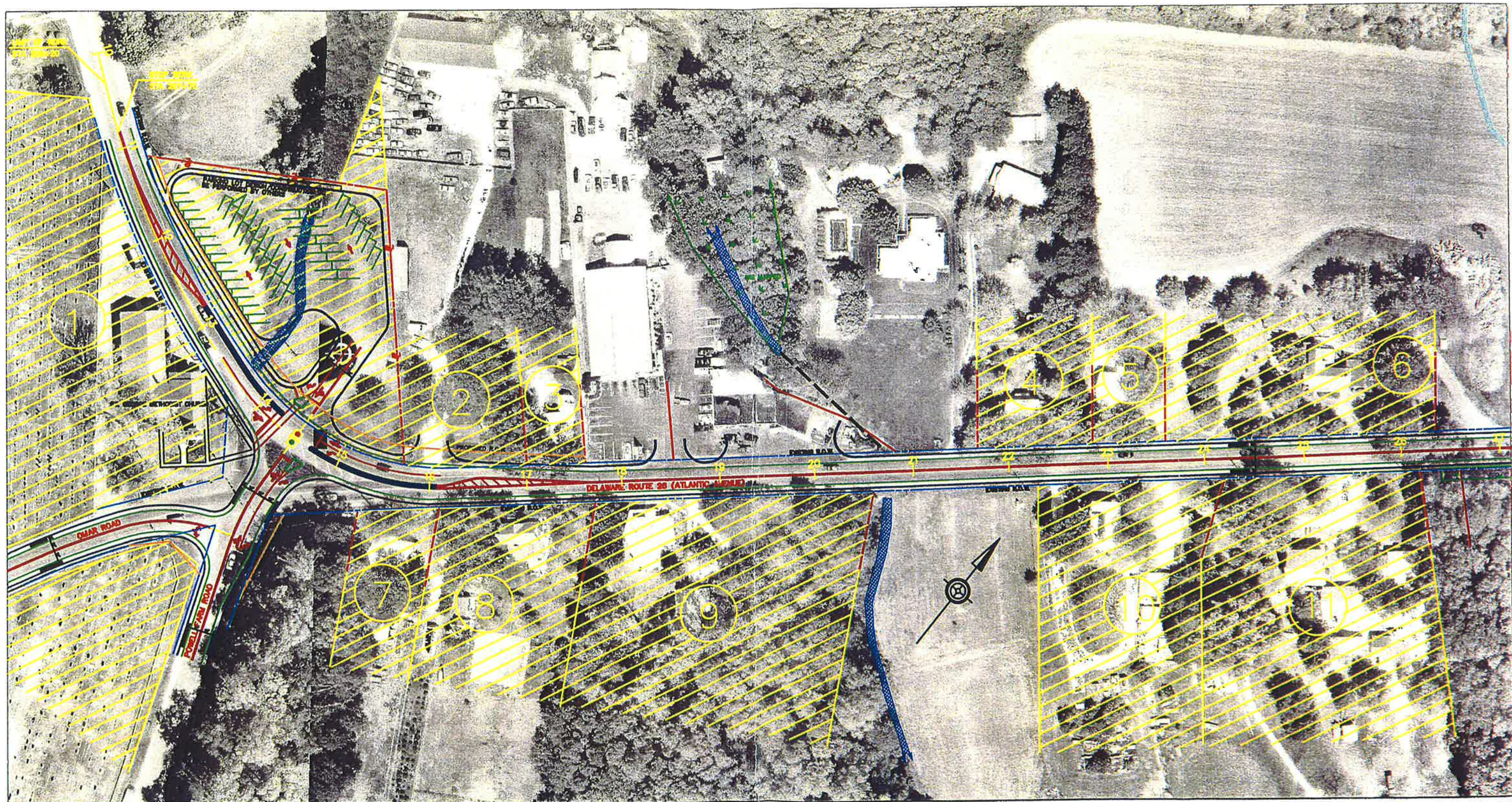
MAP SHEET NUMBER

PRELIMINARY IMPROVEMENT PLAN
INDEX SHEET
FOR
ROUTE 26 (FROM THE ASSAWOMAN CANAL TO U.S. 113)
SUSSEX COUNTY, DELAWARE
PREPARED FOR DELAWARE DEPARTMENT OF TRANSPORTATION

DATE:
6/5/01



PREPARED BY
McCORMICK, TAYLOR & ASSOCIATES, INC.
200 CONTINENTAL DRIVE, SUITE 308
NEWARK, DE 19713



LEGEND

- MEDIUM PROBABILITY AREAS FOR CONTAINING NATIVE AMERICAN ARCHAEOLOGICAL RESOURCES
- HIGH PROBABILITY AREAS FOR CONTAINING NATIVE AMERICAN ARCHAEOLOGICAL RESOURCES
- KNOWN ARCHAEOLOGICAL SITE DOCUMENTED WITH THE DES/PO
- STREAM
- STRUCTURE 50 YRS. OLD OR OLDER
- LISTED ON THE NATIONAL REGISTER OF HISTORIC PLACES
- WETLANDS
- STRUCTURE PREVIOUSLY DEMOLISHED BY OTHERS
- HIGH PROBABILITY AREAS FOR CONTAINING HISTORIC ARCHAEOLOGICAL RESOURCES
- POSSIBLE TOTAL ACQUISITION

- PROPERTY LINE
- PAYMENT MARKINGS
- CENTERLINE
- EDGE OF TRAVEL LANE
- SHOULDER
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED SIDEWALK

THE LOCATION OF ALL EXISTING RIGHT OF WAY LINES AND ALL PROPERTY LINES ARE SHOWN IN APPROXIMATE LOCATIONS. THIS INFORMATION WAS OBTAINED FROM SUSSEX COUNTY TAX MAPS LATEST REVISION DATE 08-11-00. THE TAX MAP WAS OBTAINED FROM SUSSEX COUNTY.

SEE SHEET OF
FOR INTERSECTION DETAIL
DATE: 6/8/2001

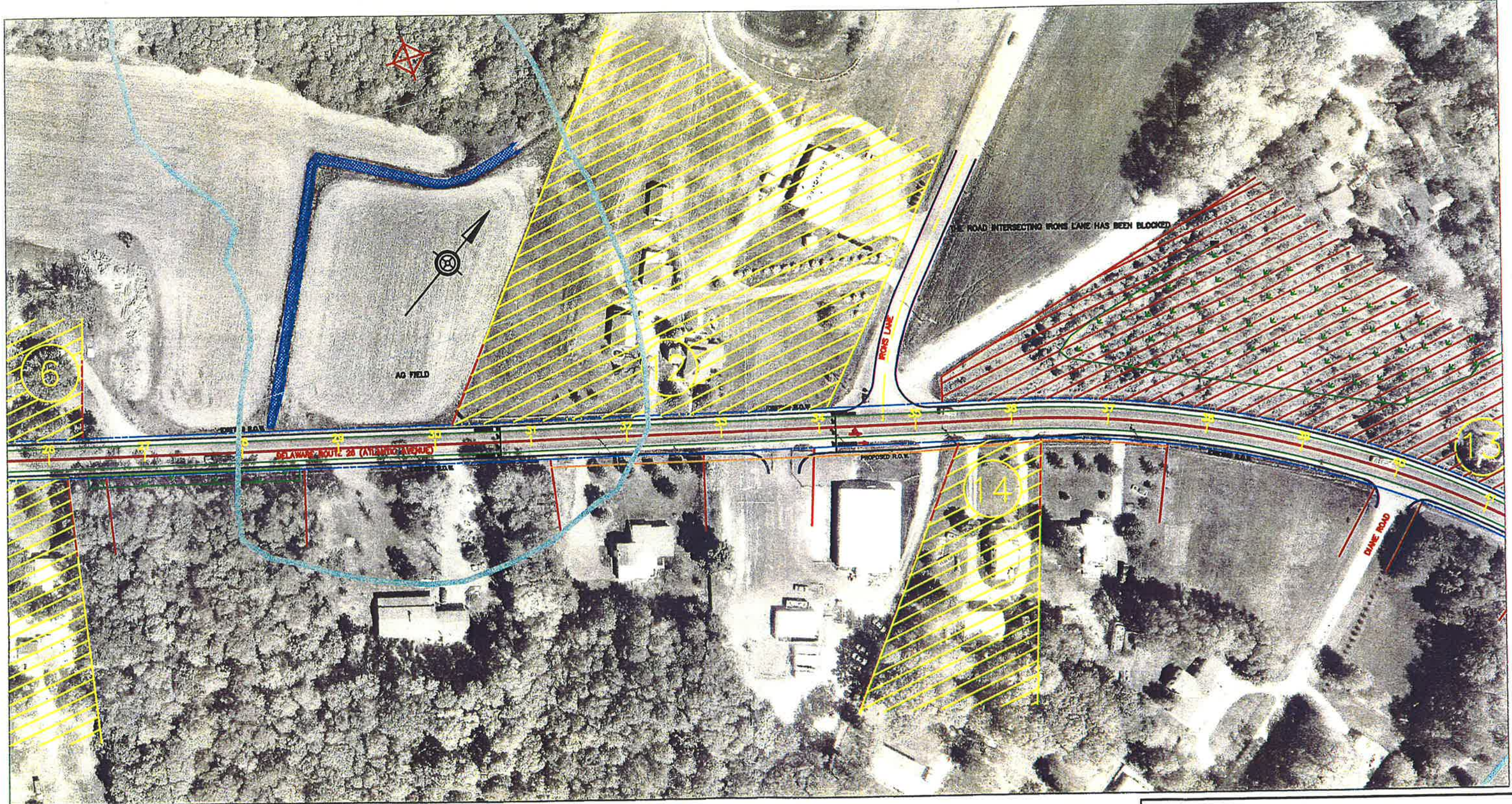
**PRELIMINARY IMPROVEMENT PLAN
FOR
ROUTE 26 (FROM THE ASSAWOMAN CANAL TO U.S. 113)
SUSSEX COUNTY, DELAWARE**

PREPARED FOR DELAWARE DEPARTMENT OF TRANSPORTATION

PREPARED BY
MCCORMICK, TAYLOR & ASSOCIATES, INC.
200 CONTINENTAL DRIVE, SUITE 308
NEWARK, DE 19713

0 50' 100' 150'

SHEET NO. 5 of 20



LEGEND

- MEDIUM PROBABILITY AREAS FOR CONTAINING NATIVE AMERICAN ARCHAEOLOGICAL RESOURCES.
- HIGH PROBABILITY AREAS FOR CONTAINING NATIVE AMERICAN ARCHAEOLOGICAL RESOURCES.
- KNOWN ARCHAEOLOGICAL SITE DOCUMENTED WITH THE DESMPO
- STREAM
- STRUCTURE 50 YRS. OLD OR OLDER
- LISTED ON THE NATIONAL REGISTER OF HISTORIC PLACES
- WETLANDS
- STRUCTURE PREVIOUSLY DEMOLISHED BY OTHERS
- HIGH PROBABILITY AREAS FOR CONTAINING HISTORIC ARCHAEOLOGICAL RESOURCES
- POSSIBLE TOTAL ACQUISITION

- PROPERTY LINE
- PAVEMENT MARKINGS
- CENTERLINE
- EDGE OF TRAVEL LANE
- SHOULDER
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED SIDEWALK

THE LOCATION OF ALL EXISTING RIGHT OF WAY LINES AND ALL PROPERTY LINES ARE SHOWN IN APPROXIMATE LOCATIONS. THIS INFORMATION WAS OBTAINED FROM SUSSEX COUNTY TAX MAPS LATEST REVISION DATE 08-11-00. THE TAX MAP WAS OBTAINED FROM SUSSEX COUNTY.

SEE SHEET OF
FOR INTERSECTION DETAIL
DATE: 6/8/2001



















PRELIMINARY IMPROVEMENT PLAN
FOR
ROUTE 26 (FROM THE ASSAWOMAN CANAL TO U.S. 113)
SUSSEX COUNTY, DELAWARE
PREPARED FOR DELAWARE DEPARTMENT OF TRANSPORTATION

0 50' 100' 150'
SHEET NO. 6 of 20

DESIGNED BY
McCORMICK, TAYLOR & ASSOCIATES, INC.
200 CONTINENTAL DRIVE, SUITE 305
NEWARK, DE 19713



LEGEND

- | | | | |
|---|--|---|--|
|  MEDIUM PROBABILITY AREAS FOR CONTAINING NATIVE AMERICAN ARCHAEOLOGICAL RESOURCES. |  STREAM |  WETLANDS |  PROPERTY LINE |
|  HIGH PROBABILITY AREAS FOR CONTAINING NATIVE AMERICAN ARCHAEOLOGICAL RESOURCES. |  STRUCTURE 50 YRS. OLD OR OLDER |  STRUCTURE PREVIOUSLY DEMOLISHED BY OTHERS |  PAVEMENT MARKINGS |
|  KNOWN ARCHAEOLOGICAL SITE DOCUMENTED WITH THE DESHPO |  LISTED ON THE NATIONAL REGISTER OF HISTORIC PLACES |  HIGH PROBABILITY AREAS FOR CONTAINING HISTORIC ARCHAEOLOGICAL RESOURCES |  CENTERLINE |
| |  POSSIBLE TOTAL ACQUISITION | |  EDGE OF TRAVEL LANE |
| | | |  SHOULDER |
| | | |  EXISTING RIGHT OF WAY LINE |
| | | |  PROPOSED RIGHT OF WAY LINE |
| | | |  PROPOSED SIDEWALK |

THE LOCATION OF ALL EXISTING RIGHT OF WAY LINES AND ALL PROPERTY LINES ARE SHOWN IN APPROXIMATE LOCATIONS. THIS INFORMATION WAS OBTAINED FROM SUSSEX COUNTY TAX MAPS LATEST REVISION DATE 08-11-00. THE TAX MAP WAS OBTAINED FROM SUSSEX COUNTY.

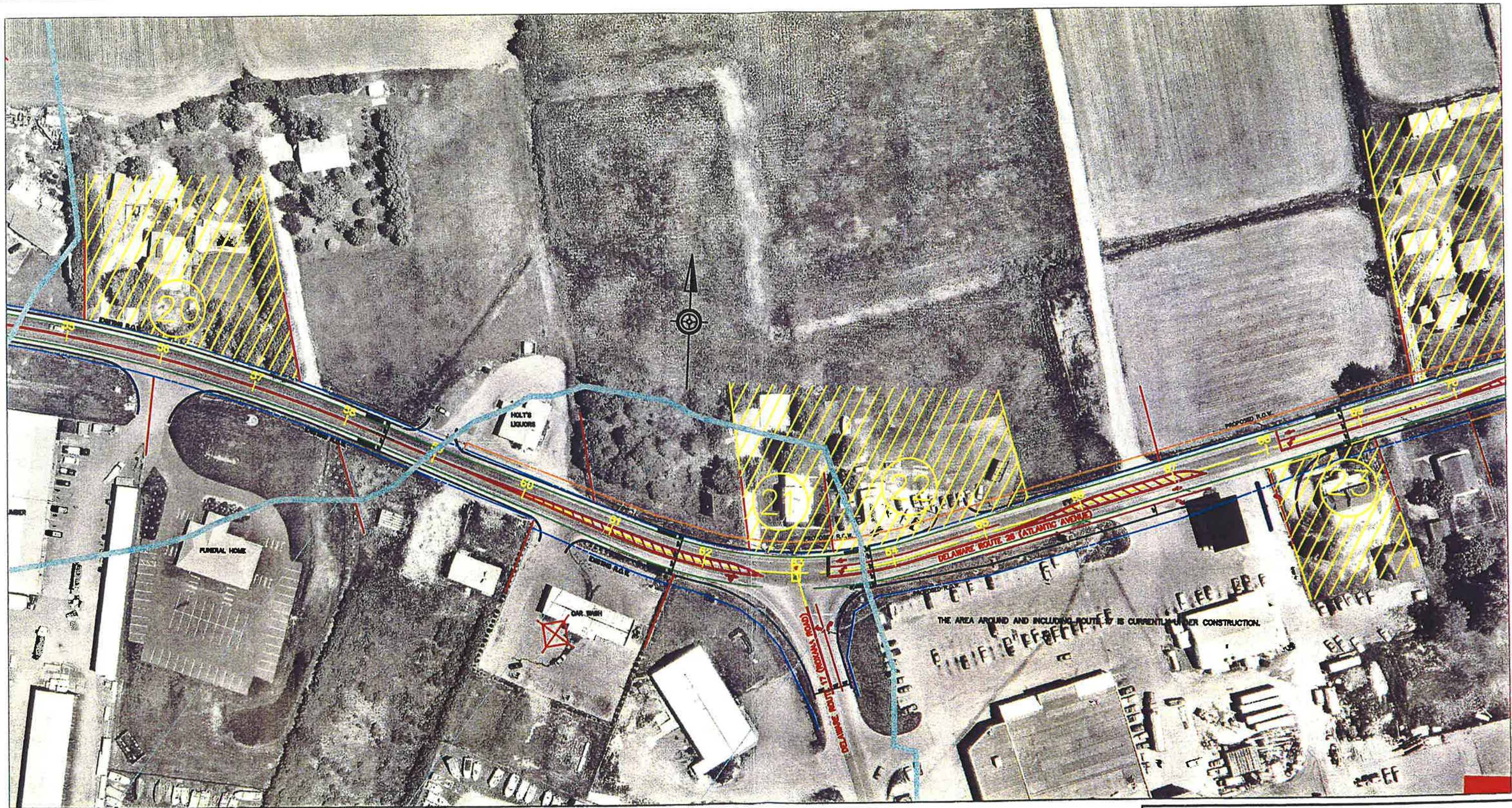
SEE SHEET OF FOR INTERSECTION DETAIL

DATE: 6/8/2001

PRELIMINARY IMPROVEMENT PLAN FOR ROUTE 28 (FROM THE ASSAWOMAN CANAL TO U.S. 113) SUSSEX COUNTY, DELAWARE PREPARED FOR DELAWARE DEPARTMENT OF TRANSPORTATION

0 50' 100' 150'
SHEET NO. 7 of 20

PREPARED BY McCORMICK, TAYLOR & ASSOCIATES, INC. 200 CONTINENTAL DRIVE, SUITE 308 NEWARK, DE 19713



LEGEND

- | | | |
|--|--|---|
|  MEDIUM PROBABILITY AREAS FOR CONTAINING NATIVE AMERICAN ARCHAEOLOGICAL RESOURCES. |  STREAM |  WETLANDS |
|  HIGH PROBABILITY AREAS FOR CONTAINING NATIVE AMERICAN ARCHAEOLOGICAL RESOURCES. |  STRUCTURE 50 YRS. OLD OR OLDER |  STRUCTURE PREVIOUSLY DEMOLISHED BY OTHERS |
|  KNOWN ARCHAEOLOGICAL SITE DOCUMENTED WITH THE DELSPO |  LISTED ON THE NATIONAL REGISTER OF HISTORIC PLACES |  HIGH PROBABILITY AREAS FOR CONTAINING HISTORIC AIRCRAFT CRASH RESOURCES |
| | |  POSSIBLE TOTAL ACQUISITION |

- | | |
|--|--|
|  PROPERTY LINE |  PAVEMENT MARGINS |
|  CENTERLINE |  EDGE OF TRAVEL LANE |
|  SHOULDER |  EXISTING RIGHT OF WAY LINE |
|  PROPOSED RIGHT OF WAY LINE |  PROPOSED SIDEWALK |

THE LOCATION OF ALL EXISTING RIGHT OF WAY LINES AND ALL PROPERTY LINES ARE SHOWN IN APPROXIMATE LOCATIONS. THIS INFORMATION WAS OBTAINED FROM SUSSEX COUNTY TAX MAPS LATEST REVISION DATE 08-11-00. THE TAX MAP WAS OBTAINED FROM SUSSEX COUNTY.

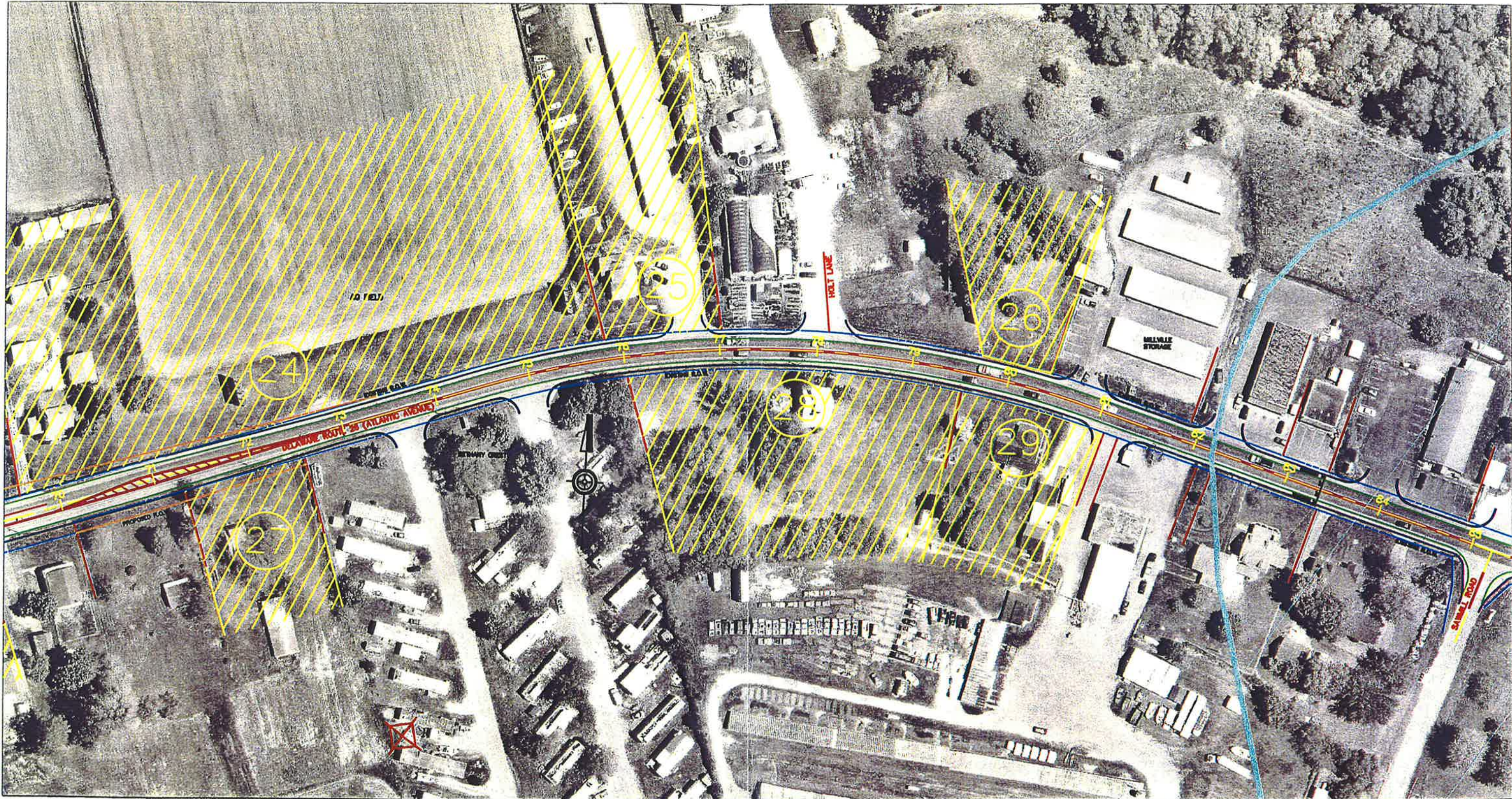
SEE SHEET OF FOR INTERSECTION DETAIL

DATE: 6/8/2001

PRELIMINARY IMPROVEMENT PLAN FOR ROUTE 26 (FROM THE ASSAWOMAN CANAL TO U.S. 113) SUSSEX COUNTY, DELAWARE PREPARED FOR DELAWARE DEPARTMENT OF TRANSPORTATION




0 50' 100' 150'
SHEET NO. 8 of 20





PREPARED BY MCCORMICK, TAYLOR & ASSOCIATES, INC. 200 CONTINENTAL DRIVE, SUITE 305 NEWARK, DE 19713











LEGEND

-  MEDIUM PROBABILITY AREAS FOR CONTAINING NATIVE AMERICAN ARCHAEOLOGICAL RESOURCES.
-  HIGH PROBABILITY AREAS FOR CONTAINING NATIVE AMERICAN ARCHAEOLOGICAL RESOURCES.
-  KNOWN ARCHAEOLOGICAL SITE DOCUMENTED WITH THE DESMPO

-  STREAM
-  STRUCTURE 50 YRS. OLD OR OLDER
-  LISTED ON THE NATIONAL REGISTER OF HISTORIC PLACES

-  WETLANDS
-  STRUCTURE PREVIOUSLY DEMOLISHED BY OTHERS
-  HIGH PROBABILITY AREAS FOR CONTAINING HISTORIC ARCHAEOLOGICAL RESOURCES
-  POSSIBLE TOTAL ACQUISITION

-  PROPERTY LINE
-  PAVEMENT MARKINGS
-  CENTERLINE
-  EDGE OF TRAVEL LANE
-  SHOULDER
-  EXISTING RIGHT OF WAY LINE
-  PROPOSED RIGHT OF WAY LINE
-  PROPOSED SIDEWALK

THE LOCATION OF ALL EXISTING RIGHT OF WAY LINES AND ALL PROPERTY LINES ARE SHOWN IN APPROXIMATE LOCATIONS. THIS INFORMATION WAS OBTAINED FROM SUSSEX COUNTY TAX MAPS LATEST REVISION DATE 08-11-00. THE TAX MAP WAS OBTAINED FROM SUSSEX COUNTY.

SEE SHEET OF FOR INTERSECTION DETAIL

DATE: 6/8/2001















PRELIMINARY IMPROVEMENT PLAN FOR ROUTE 28 (FROM THE ASSAWOMAN CANAL TO U.S. 113) SUSSEX COUNTY, DELAWARE PREPARED FOR DELAWARE DEPARTMENT OF TRANSPORTATION

0 50' 100' 150'
SHEET NO. 9 of 20

PREPARED BY MCCORMICK, TAYLOR & ASSOCIATES, INC. 200 CONTINENTAL DRIVE, SUITE 305 NEWARK, DE 19713



LEGEND

- | | | |
|---|---|---|
|  STREAM |  WETLANDS |  PROPERTY LINE |
|  STRUCTURE 50 YRS. OLD OR OLDER |  STRUCTURE PREVIOUSLY DEMOLISHED BY OTHERS |  PAVEMENT MARKINGS |
|  LISTED ON THE NATIONAL REGISTER OF HISTORIC PLACES |  POSSIBLE TOTAL ACQUISITION |  CENTERLINE |
| | |  EDGE OF TRAVEL LANE |
| | |  SHOULDER |
| | |  EXISTING RIGHT OF WAY LINE |
| | |  PROPOSED RIGHT OF WAY LINE |
| | |  PROPOSED SIDEWALK |

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SEE SHEET OF FOR INTERSECTION DETAIL

DATE: 6/5/01

PRELIMINARY IMPROVEMENT PLAN
FOR
ROUTE 26 (FROM THE ASSAWOMAN CANAL TO U.S. 113)
SUSSEX COUNTY, DELAWARE
PREPARED FOR DELAWARE DEPARTMENT OF TRANSPORTATION




0 50' 100' 150'
SHEET NO. 10 of 20





PREPARED BY
McCORMICK, TAYLOR & ASSOCIATES, INC.
200 CONTINENTAL DRIVE, SUITE 305
NEWARK, DE 19713











LEGEND

-  MEDIUM PROBABILITY AREAS FOR CONTAINING NATIVE AMERICAN ARCHAEOLOGICAL RESOURCES.
-  HIGH PROBABILITY AREAS FOR CONTAINING NATIVE AMERICAN ARCHAEOLOGICAL RESOURCES.
-  KNOWN ARCHAEOLOGICAL SITE DOCUMENTED WITH THE DESPPO

-  STREAM
-  STRUCTURE 50 YRS. OLD OR OLDER
-  LISTED ON THE NATIONAL REGISTER OF HISTORIC PLACES

-  WETLANDS
-  STRUCTURE PREVIOUSLY DEMOLISHED BY OTHERS
-  HIGH PROBABILITY AREAS FOR CONTAINING HISTORIC ARCHAEOLOGICAL RESOURCES
-  POSSIBLE TOTAL ACQUISITION

-  PROPERTY LINE
-  PAVEMENT MARKINGS
-  CENTERLINE
-  EDGE OF TRAVEL LANE
-  SHOULDER
-  EXISTING RIGHT OF WAY LINE
-  PROPOSED RIGHT OF WAY LINE
-  PROPOSED SIDEWALK

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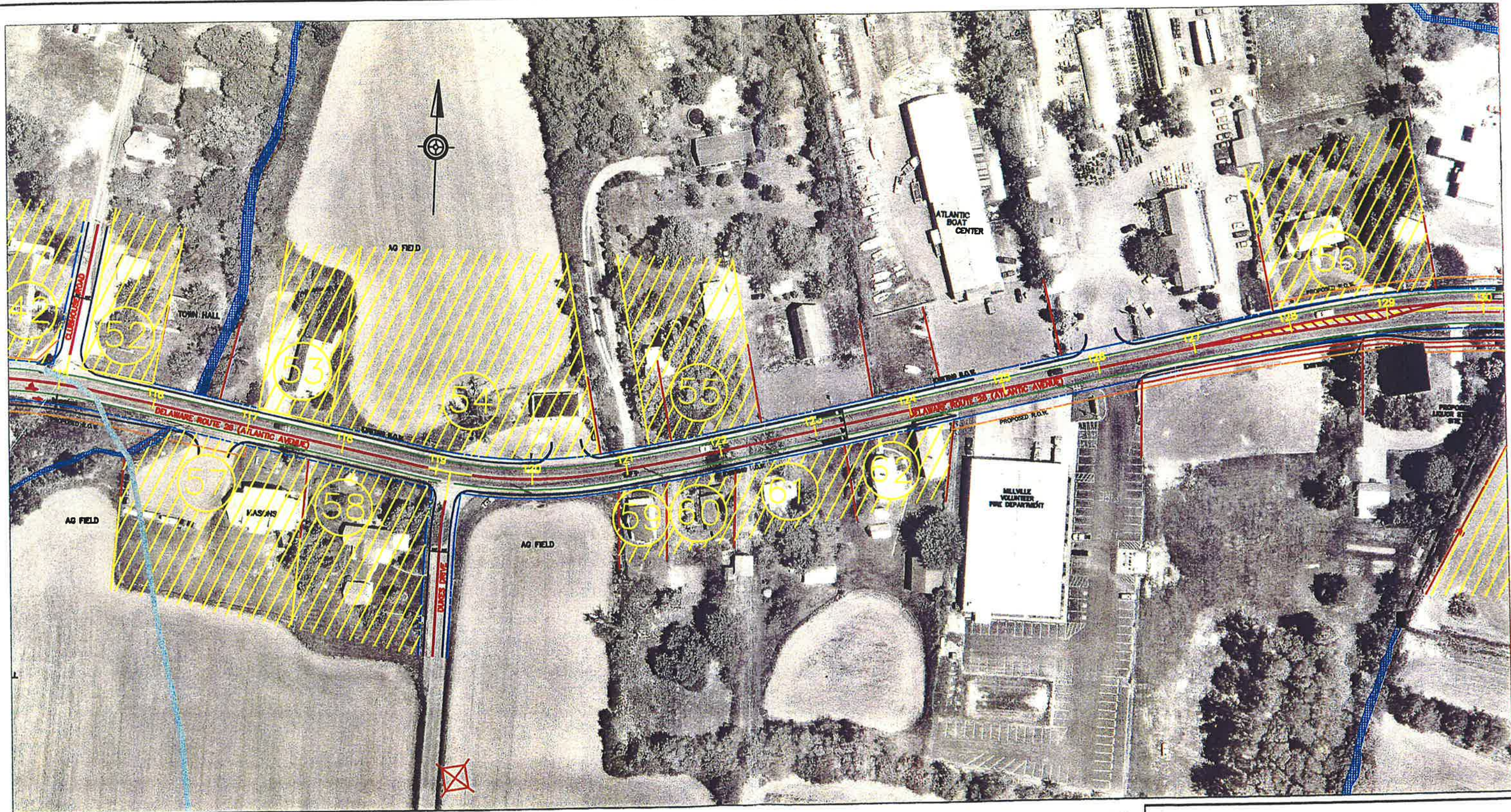
SEE SHEET OF FOR INTERSECTION DETAIL

DATE: 6/8/2001

PRELIMINARY IMPROVEMENT PLAN FOR ROUTE 26 (FROM THE ASSAWOMAN CANAL TO U.S. 113) SUSSEX COUNTY, DELAWARE
 PREPARED FOR DELAWARE DEPARTMENT OF TRANSPORTATION

0 50' 100' 150'
 SHEET NO. 11 of 20

PREPARED BY
MCCORMICK, TAYLOR & ASSOCIATES, INC.
 200 CONTINENTAL DRIVE, SUITE 308
 NEWARK, DE 19713



LEGEND

- MEDIUM PROBABILITY AREAS FOR CONTAINING NATIVE AMERICAN ARCHAEOLOGICAL RESOURCES.
- HIGH PROBABILITY AREAS FOR CONTAINING NATIVE AMERICAN ARCHAEOLOGICAL RESOURCES.
- KNOWN ARCHAEOLOGICAL SITE DOCUMENTED WITH THE DES/PO

- STREAM
- STRUCTURE 50 YRS. OLD OR OLDER
- LISTED ON THE NATIONAL REGISTER OF HISTORIC PLACES

- WETLANDS
- STRUCTURE PREVIOUSLY DEMOLISHED BY OTHERS
- HIGH PROBABILITY AREA FOR CONTAINING HISTORIC ARCHAEOLOGICAL RESOURCES
- POSSIBLE TOTAL ACQUISITION

- PROPERTY LINE
- PAVEMENT MARKINGS CENTERLINE
- EDGE OF TRAVEL LANE
- SHOULDER
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED SIDEWALK

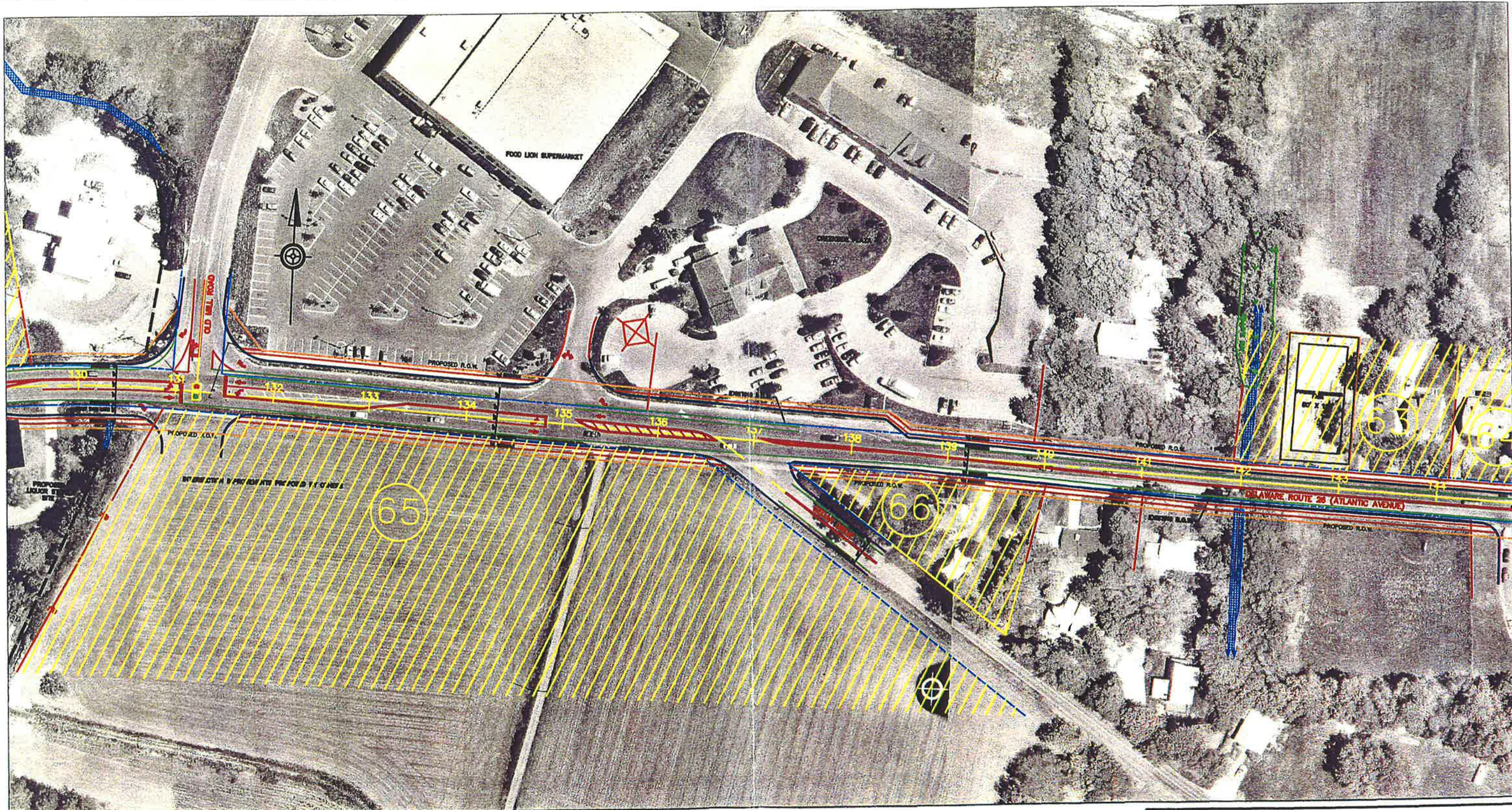
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SEE SHEET OF FOR INTERSECTION DETAIL
 DATE: 6/8/2001











PRELIMINARY IMPROVEMENT PLAN FOR ROUTE 26 (FROM THE ASSAWOMAN CANAL TO U.S. 113) SUSSEX COUNTY, DELAWARE
 PREPARED FOR DELAWARE DEPARTMENT OF TRANSPORTATION

0 50' 100' 150'
 SHEET NO. 12 of 20

PREPARED BY
 McCORMICK, TAYLOR & ASSOCIATES, INC.
 200 CONTINENTAL DRIVE, SUITE 308
 NEWARK, DE 19713



LEGEND

- | | | |
|--|--|---|
|  MEDIUM PROBABILITY AREAS FOR CONTAINING NATIVE AMERICAN ARCHAEOLOGICAL RESOURCES |  STREAM |  WETLANDS |
|  HIGH PROBABILITY AREAS FOR CONTAINING NATIVE AMERICAN ARCHAEOLOGICAL RESOURCES |  STRUCTURE 50 YRS. OLD OR OLDER |  STRUCTURE PREVIOUSLY DEMOLISHED BY OTHERS |
|  KNOWN ARCHAEOLOGICAL SITE DOCUMENTED WITH THE DESHPA |  LISTED ON THE NATIONAL REGISTER OF HISTORIC PLACES |  HIGH PROBABILITY AREAS FOR CONTAINING HISTORIC ARCHAEOLOGICAL RESOURCES |
| |  POSSIBLE TOTAL ACQUISITION | |

- | | |
|--|--|
|  PROPERTY LINE |  PAVEMENT MARKINGS |
|  CENTERLINE |  EDGE OF TRAVEL LANE |
|  SHOULDER |  EXISTING RIGHT OF WAY LINE |
|  PROPOSED RIGHT OF WAY LINE |  PROPOSED SIDEWALK |

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SEE SHEET OF FOR INTERSECTION DETAIL

DATE: 6/8/2001



















PRELIMINARY IMPROVEMENT PLAN FOR ROUTE 26 (FROM THE ASSAWOMAN CANAL TO U.S. 113) SUSSEX COUNTY, DELAWARE PREPARED FOR DELAWARE DEPARTMENT OF TRANSPORTATION

0 50' 100' 150'
SHEET NO. 13 of 20

PREPARED BY McCORMICK, TAYLOR & ASSOCIATES, INC. 200 CONTINENTAL DRIVE, SUITE 308 NEWARK, DE 19713



LEGEND

- | | | | |
|--|--|---|--|
|  MEDIUM PROBABILITY AREAS FOR CONTAINING NATIVE AMERICAN ARCHAEOLOGICAL RESOURCES. |  STREAM |  WETLANDS |  PROPERTY LINE |
|  HIGH PROBABILITY AREAS FOR CONTAINING NATIVE AMERICAN ARCHAEOLOGICAL RESOURCES. |  STRUCTURE 50 YRS. OLD OR OLDER |  STRUCTURE PREVIOUSLY DEMOLISHED BY OTHERS |  PAVEMENT MARKINGS |
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| |  POSSIBLE TOTAL ACQUISITION | |  EDGE OF TRAVEL LANE |
| | | |  SHOULDER |
| | | |  EXISTING RIGHT OF WAY LINE |
| | | |  PROPOSED RIGHT OF WAY LINE |
| | | |  PROPOSED SIDEWALK |

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SEE SHEET OF
FOR INTERSECTION DETAIL

DATE:
6/8/2001

PRELIMINARY IMPROVEMENT PLAN
FOR
ROUTE 26 (FROM THE ASSAWOMAN CANAL TO U.S. 113)
SUSSEX COUNTY, DELAWARE
PREPARED FOR DELAWARE DEPARTMENT OF TRANSPORTATION

0 50' 100' 150'
SHEET NO. 14 of 20

PREPARED BY
MCCORMICK, TAYLOR & ASSOCIATES, INC.
200 CONTINENTAL DRIVE, SUITE 305
NEWARK, DE 19713



LEGEND

- MEDIUM PROBABILITY AREAS FOR CONTAINING NATIVE AMERICAN ARCHAEOLOGICAL RESOURCES.
- HIGH PROBABILITY AREAS FOR CONTAINING NATIVE AMERICAN ARCHAEOLOGICAL RESOURCES.
- KNOWN ARCHAEOLOGICAL SITE DOCUMENTED WITH THE DESKTOP

- STREAM
- STRUCTURE 50 YRS. OLD OR OLDER

- WETLANDS
- STRUCTURE PREVIOUSLY DEMOLISHED BY OTHERS

- LISTED ON THE NATIONAL REGISTER OF HISTORIC PLACES
- HIGH PROBABILITY AREAS FOR CONTAINING HISTORIC ARCHAEOLOGICAL RESOURCES
- POSSIBLE TOTAL ACQUISITION

- PROPERTY LINE
- PAVEMENT MARKINGS
- CENTERLINE
- EDGE OF TRAVEL LANE
- SHOULDER
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED SIDEWALK

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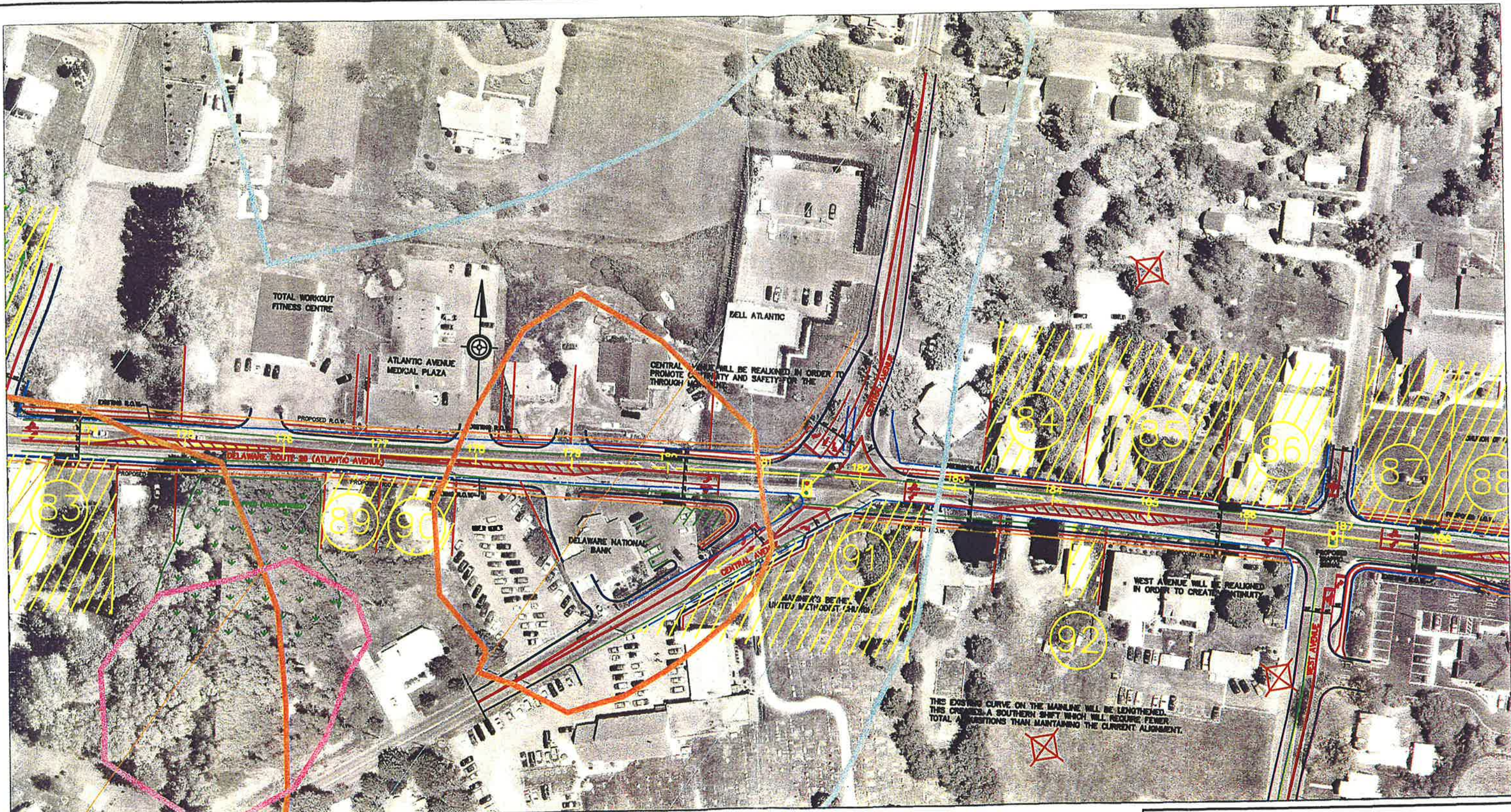
SEE SHEET OF FOR INTERSECTION DETAIL

DATE: 6/22/2001



















PRELIMINARY IMPROVEMENT PLAN
 FOR
ROUTE 28 (FROM THE ASSAWOMAN CANAL TO U.S. 113)
 SUSSEX COUNTY, DELAWARE
 PREPARED FOR DELAWARE DEPARTMENT OF TRANSPORTATION

0 50' 100' 150'
 SHEET NO. 15 of 20

PREPARED BY
MCCORMICK, TAYLOR & ASSOCIATES, INC.
 200 CONTINENTAL DRIVE, SUITE 305
 NEWARK, DE 19713



LEGEND

-  MEDIUM PROBABILITY AREAS FOR CONTAINING NATIVE AMERICAN ARCHAEOLOGICAL RESOURCES
-  HIGH PROBABILITY AREAS FOR CONTAINING NATIVE AMERICAN ARCHAEOLOGICAL RESOURCES
-  KNOWN ARCHAEOLOGICAL SITE DOCUMENTED WITH THE DELSHP
-  STREAM
-  STRUCTURE 50 YRS. OLD OR OLDER
-  LISTED ON THE NATIONAL REGISTER OF HISTORIC PLACES
-  WETLANDS
-  STRUCTURE PREVIOUSLY DEMOLISHED BY OTHERS
-  HIGH PROBABILITY AREAS FOR CONTAINING HISTORIC ARCHAEOLOGICAL RESOURCES
-  POSSIBLE TOTAL ACQUISITION
-  PROPERTY LINE
-  PAVEMENT MARKINGS
-  CENTERLINE
-  EDGE OF TRAVEL LANE
-  SHOULDER
-  EXISTING RIGHT OF WAY LINE
-  PROPOSED RIGHT OF WAY LINE
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SEE SHEET OF
FOR INTERSECTION DETAIL

DATE:
6/28/2001

**PRELIMINARY IMPROVEMENT PLAN
FOR
ROUTE 26 (FROM THE ASSAWOMAN CANAL TO U.S. 113)
SUSSEX COUNTY, DELAWARE**
PREPARED FOR DELAWARE DEPARTMENT OF TRANSPORTATION




SCALE: 0 50' 100' 150'
SHEET NO. 16 of 20





PREPARED BY
MCCORMICK, TAYLOR & ASSOCIATES, INC.
200 CONTINENTAL DRIVE, SUITE 305
NEWARK, DE 19713



LEGEND

-  MEDIUM PROBABILITY AREAS FOR CONTAINING NATIVE AMERICAN ARCHAEOLOGICAL RESOURCES
-  HIGH PROBABILITY AREAS FOR CONTAINING NATIVE AMERICAN ARCHAEOLOGICAL RESOURCES
-  KNOWN ARCHAEOLOGICAL SITE DOCUMENTED WITH THE DESRPO

-  STREAM
-  STRUCTURE 50 YRS. OLD OR OLDER
-  LISTED ON THE NATIONAL REGISTER OF HISTORIC PLACES

-  WETLANDS
-  STRUCTURE PREVIOUSLY DEMOLISHED BY OTHERS
-  HIGH PROBABILITY AREAS FOR CONTAINING HISTORIC ARCHAEOLOGICAL RESOURCES
-  POSSIBLE TOTAL ACQUISITION

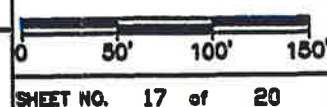
-  PROPERTY LINE
-  PAVEMENT MARKINGS
-  CENTERLINE
-  EDGE OF TRAVEL LANE
-  SHOULDER
-  EXISTING RIGHT OF WAY LINE
-  PROPOSED RIGHT OF WAY LINE
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SEE SHEET OF FOR INTERSECTION DETAIL

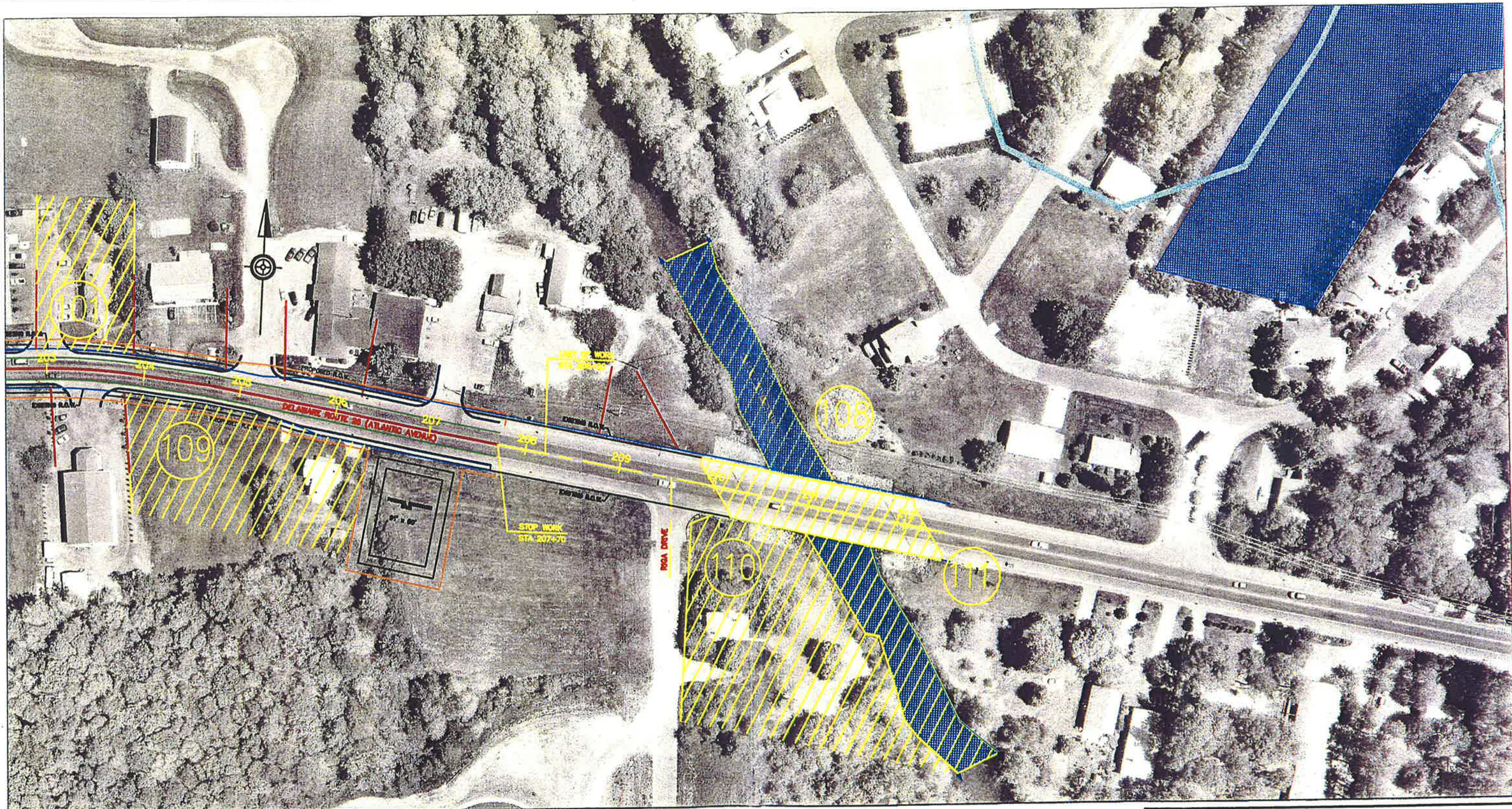
DATE: 6/8/2001

PRELIMINARY IMPROVEMENT PLAN
FOR
ROUTE 28 (FROM THE ASSAWOMAN CANAL TO U.S. 113)
SUSSEX COUNTY, DELAWARE
PREPARED FOR DELAWARE DEPARTMENT OF TRANSPORTATION






PREPARED BY
McCORMICK, TAYLOR & ASSOCIATES, INC.
200 CONTINENTAL DRIVE, SUITE 308
NEWARK, DE 19713





SHEET NO. 17 of 20



LEGEND

-  MEDIUM PROBABILITY AREAS FOR CONTAINING NATIVE AMERICAN ARCHAEOLOGICAL RESOURCES
-  HIGH PROBABILITY AREAS FOR CONTAINING NATIVE AMERICAN ARCHAEOLOGICAL RESOURCES
-  KNOWN ARCHAEOLOGICAL SITE DOCUMENTED WITH THE DESMPO

-  STREAM
-  STRUCTURE 50 YRS. OLD OR OLDER
-  LISTED ON THE NATIONAL REGISTER OF HISTORIC PLACES

-  WETLANDS
-  STRUCTURE PREVIOUSLY DEMOLISHED BY OTHERS
-  HIGH PROBABILITY AREAS FOR CONTAINING HISTORIC ARCHAEOLOGICAL RESOURCES
-  POSSIBLE TOTAL ACQUISITION

-  PROPERTY LINE
-  PAVEMENT MARKINGS
-  CENTERLINE
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-  SHOULDER
-  EXISTING RIGHT OF WAY LINE
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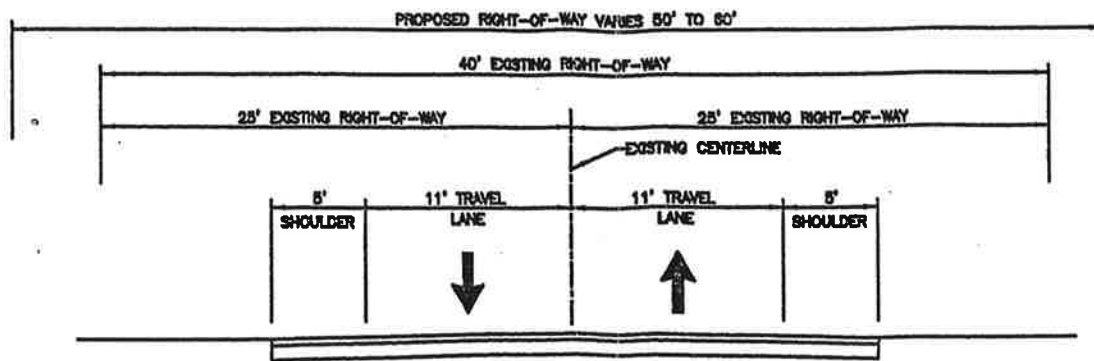
SEE SHEET OF FOR INTERSECTION DETAIL

DATE: 5/28/2001

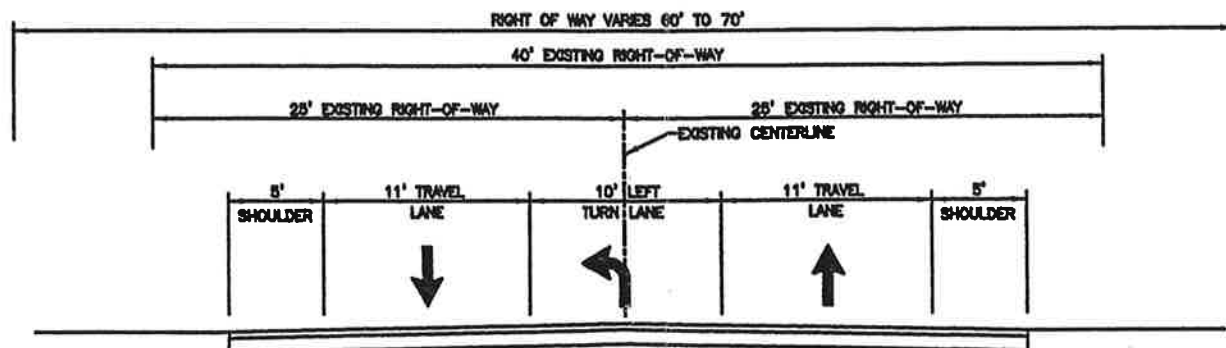
PRELIMINARY IMPROVEMENT PLAN
FOR
ROUTE 26 (FROM THE ASSAWOMAN CANAL TO U.S. 113)
SUSSEX COUNTY, DELAWARE
PREPARED FOR DELAWARE DEPARTMENT OF TRANSPORTATION

0 50' 100' 150'
SHEET NO. 18 of 20

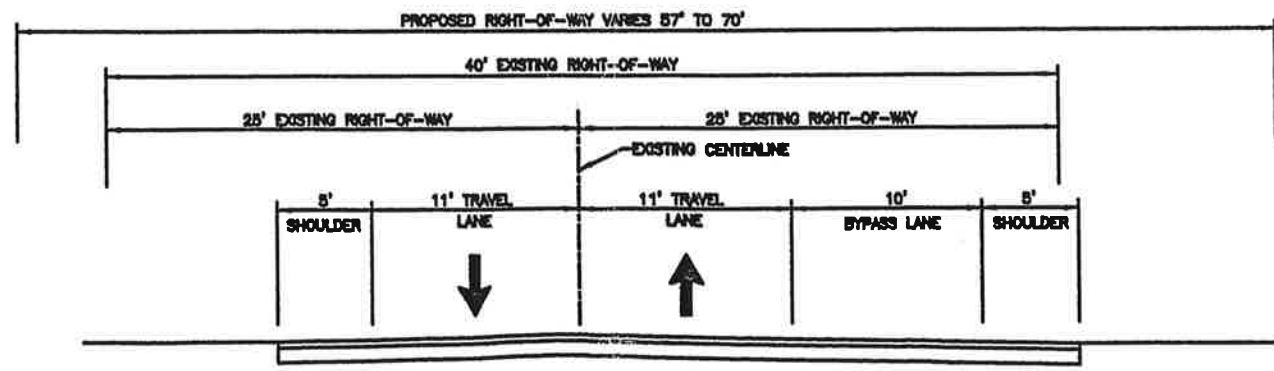
PREPARED BY
McCORMICK, TAYLOR & ASSOCIATES, INC.
200 CONTINENTAL DRIVE, SUITE 308
NEWARK, DE 19713



TYPICAL ROADWAY SECTION



TYPICAL ROADWAY SECTION
(WITH LEFT TURN LANE)



TYPICAL ROADWAY SECTION
(WITH BYPASS LANE)

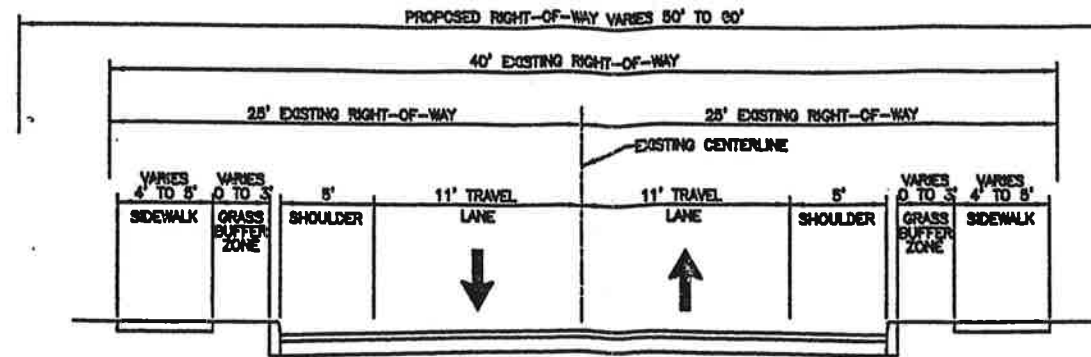
THE LOCATION OF ALL LEGAL RIGHT OF WAY LINES AND ALL PROPERTY LINES ARE SHOWN IN APPROXIMATE LOCATIONS. THIS INFORMATION WAS OBTAINED FROM SUSSEX COUNTY TAX MAPS LATEST REVISION DATE 12-2-1998. THE TAX MAP WAS OBTAINED FROM THE DELAWARE DEPARTMENT OF TRANSPORTATION.

PRELIMINARY IMPROVEMENT PLAN
FOR
DELAWARE ROUTE 26
TYPICAL SECTION DETAILS
SUSSEX COUNTY, DELAWARE
PREPARED FOR DELAWARE DEPARTMENT OF TRANSPORTATION

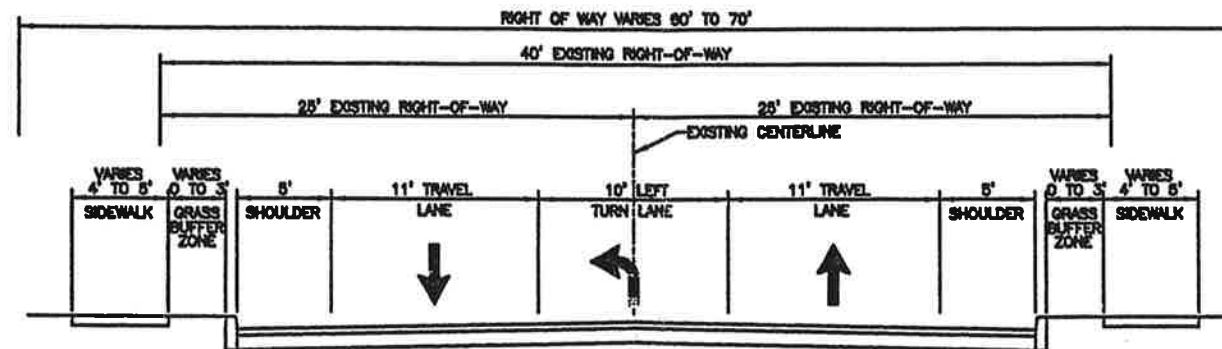
SCALE : 1" = 10'

SHEET NO. 19 of 20

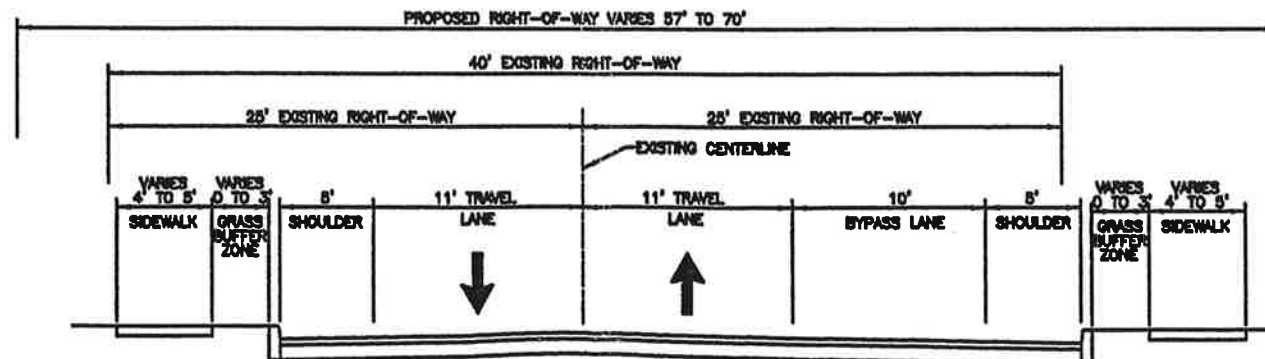
PREPARED BY
McCORMICK, TAYLOR & ASSOCIATES, INC.
TWO COMMERCE SQUARE
2001 MARKET ST. 10th Floor
PHILA., PA 19103



TYPICAL ROADWAY SECTION
(WITH SIDEWALK)



TYPICAL ROADWAY SECTION
(WITH LEFT TURN LANE AND SIDEWALK)



TYPICAL ROADWAY SECTION
(WITH BYPASS LANE AND SIDEWALK)

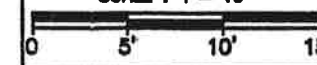
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PRELIMINARY IMPROVEMENT PLAN
FOR

DELAWARE ROUTE 26
TYPICAL SECTION DETAILS
SUSSEX COUNTY, DELAWARE

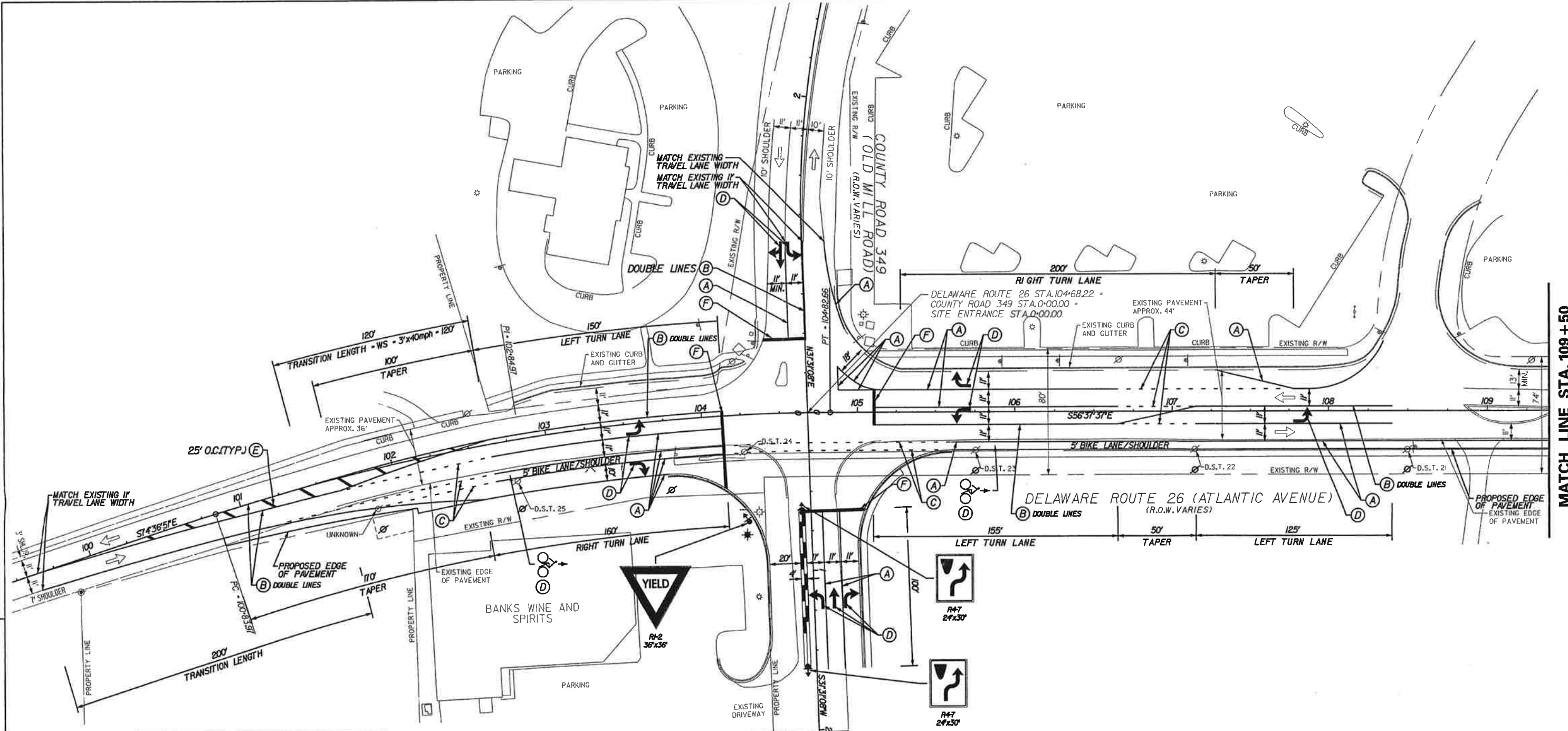
PREPARED FOR DELAWARE DEPARTMENT OF TRANSPORTATION

SCALE: 1" = 10'



SHEET NO. 20 of 20

PREPARED BY
McCORMICK, TAYLOR & ASSOCIATES, INC.
TWO COMMERCE SQUARE
2001 MARKET ST. 10th Floor
PHILA., PA 19103



PAVEMENT MARKINGS LEGEND

IDENTIFIER	DESCRIPTION
(A)	4" SOLID WHITE STRIPE
(B)	4" SOLID YELLOW STRIPE
(C)	4" WHITE AUXILIARY LANE LINE STRIPE (2' STRIPE, 6' SPACED)
(D)	SOLID WHITE SYMBOL/LEGEND
(E)	12" YELLOW TRANSVERSE LINE
(F)	16" WHITE STOP BAR
(G)	8" CROSSWALK (2" WHITE, 4" ON-CENTER)
→	TRAVEL FLOW
↩	THERMO ARROW

NOTES:
 1. PAVEMENT MARKINGS WILL MATCH EXISTING. DURABLE MARKINGS (I.e. THERMO, EPOXY) WILL BE REQUIRED FOR NEW STRIPING IF THEY EXIST IN THE FIELD.
 2. ALL SIGNS WILL BE INSTALLED ON BREAKAWAY POSTS.

APPROVED
 SUBDIVISION ENGINEER
 10/9/2003
 DATE



ENGINEER No. 7552

NO.	REVISION	DATE
1	REVISED PER DELDOT'S 7/1/03 COMMENTS	7/23/03
2	REVISED PER DELDOT'S 9/8/03 COMMENTS	9/26/03

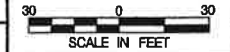
STRIPING PLAN

OR&A Orth - Rodgers & Associates, Inc.
 TRANSPORTATION ENGINEERS and PLANNERS
 Executive Office: 230 South Broad Street, Philadelphia, PA 19102 • (215) 735-1932
 301 Lindenwood Drive, Malvern, PA 19355 • (610) 407-9700

MILLVILLE TOWN CENTER

TOWN OF MILLVILLE SUSSEX COUNTY

DATE: May 21, 2003	SHEET NUMBER: 4 of 8
PROJECT NUMBER: 2003-093	



PREL. TRACING DESIGN CHKD. 07/26/2003

SUSSEX	N/A	5	6
ROUTE 26 - CENTRAL AVENUE MILLVILLE			
REVISIONS			

BELL ATLANTIC



CENTRAL AVENUE

PROPOSED YIELD SIGN

PROPOSED SIDEWALK
4' WIDTH

PROPOSED RIGHT TURN LANE
50' LENGTH x 10' WIDTH

EXISTING R.O.W.

SYMMETRICAL REVERSE CURVE
150' RADIUS, 86' LENGTH

SIDEWALK

SHOULDER

EXISTING R.O.W.

PROPOSED R.O.W.

SHOULDER

SIDEWALK

1-34 13.00 534.00

1-34 13.00 646.00

1-34 13.00 647.00

DELAWARE NATIONAL
BANK

CENTRAL AVENUE

MARINER'S BETHEL
UNITED METHODIST CHURCH

S-9714



Appendix C

Trip Generation Calculations



Orth - Rodgers Associates, Inc.

BY RAM

DATE 12/29/04 SHEET 1 OF 1

TRANSPORTATION ENGINEERS and PLANNERS

CHECKED BY _____

DATE _____ PROJECT NO 2004-238

PROJECT PETTINARO PROJECT ON RAILWAY ROAD

SUBJECT TRIP GENERATION

480 CONDOMINIUMS (ITE CODE 230)

AM PEAK HOUR (p. 368)

$$LW(T) = 0.80 LW(X) + 0.26$$

$$LW(T) = 0.80 LW(480) + 0.26$$

$$LW(T) = 5.199028883$$

$$T = 181 \text{ TRIPS}$$

17% ENTERING, 83% EXITING

31 VEH. ENTERING, 150 VEH. EXITING

PM PEAK HOUR (p. 369)

$$LW(T) = 0.82 LW(X) + 0.32$$

$$LW(T) = 0.82 LW(480) + 0.32$$

$$LW(T) = 5.382504605$$

$$T = 218 \text{ TRIPS}$$

67% ENTERING, 33% EXITING

146 VEH. ENTERING, 72 VEH. EXITING

SATURDAY PEAK HOUR (p. 373)

$$T = 0.29(X) + 42.63$$

$$T = 0.29(480) + 42.63$$

$$T = 182 \text{ TRIPS}$$

54% ENTERING, 46% EXITING

98 VEH. ENTERING, 84 VEH. EXITING

Residential Condominium/Townhouse (230)

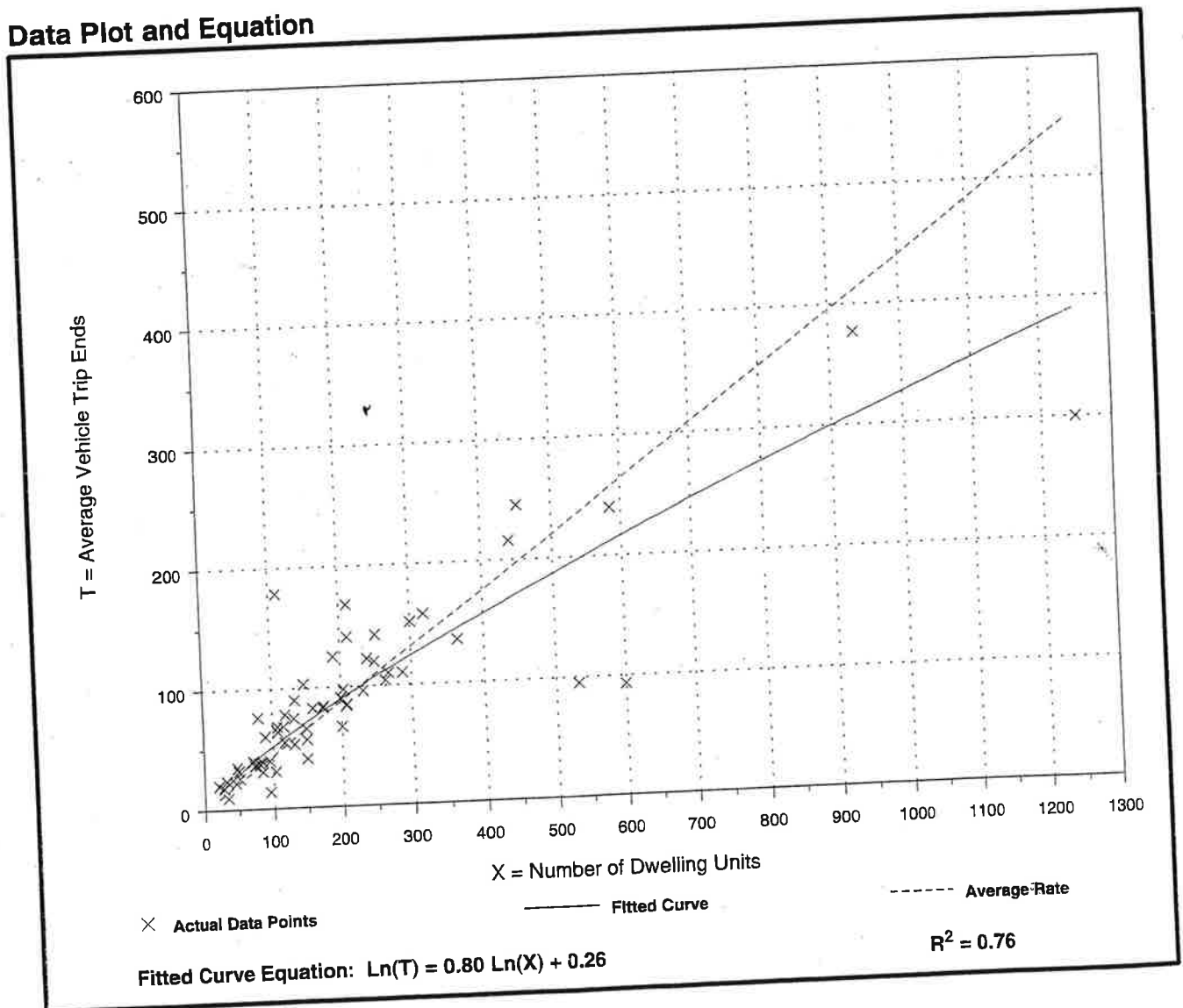
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 59
 Avg. Number of Dwelling Units: 213
 Directional Distribution: 17% entering, 83% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.15 - 1.61	0.69

Data Plot and Equation



Residential Condominium/Townhouse (230)

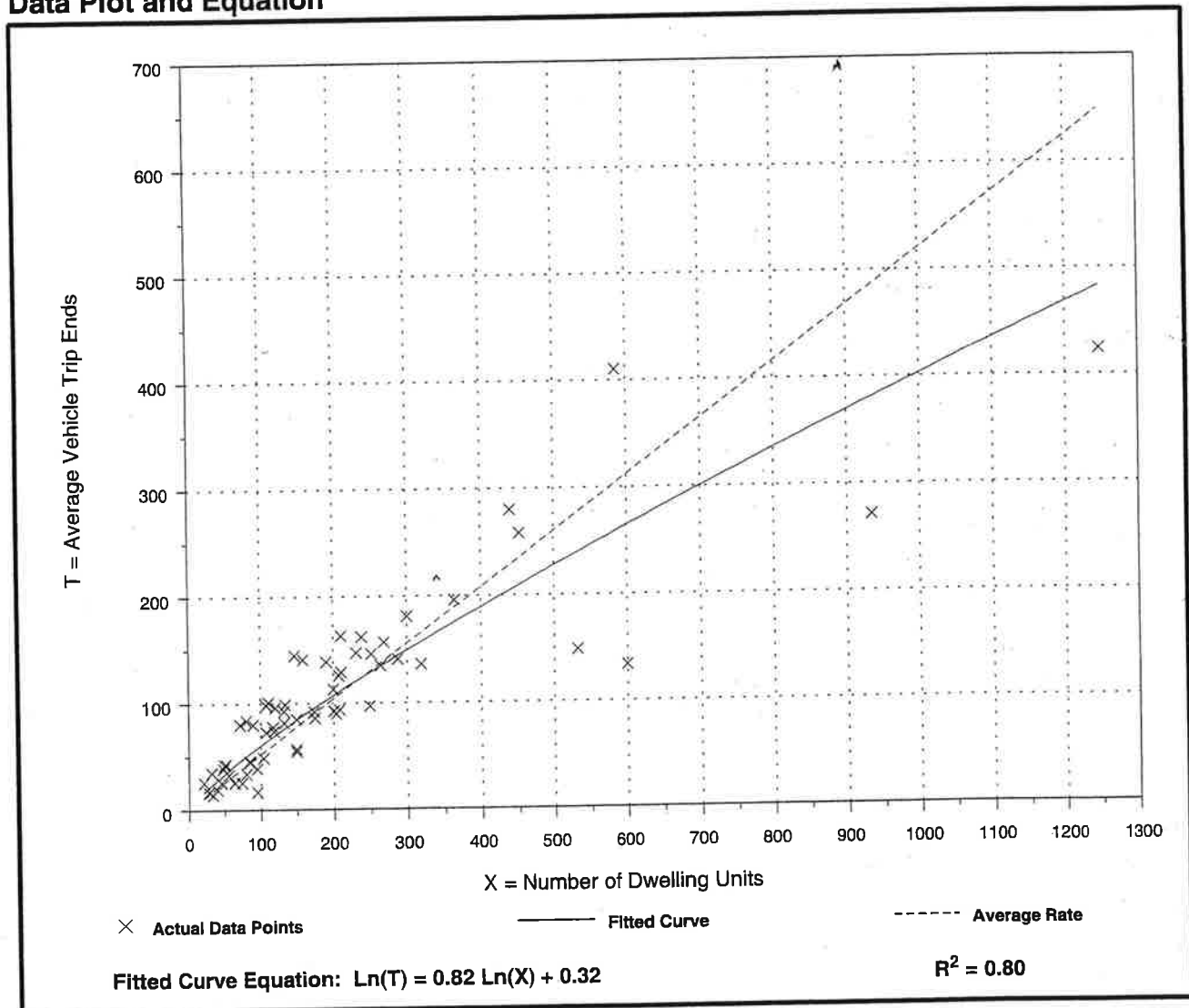
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 62
 Avg. Number of Dwelling Units: 205
 Directional Distribution: 67% entering, 33% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.52	0.18 - 1.24	0.75

Data Plot and Equation



Residential Condominium/Townhouse (230)

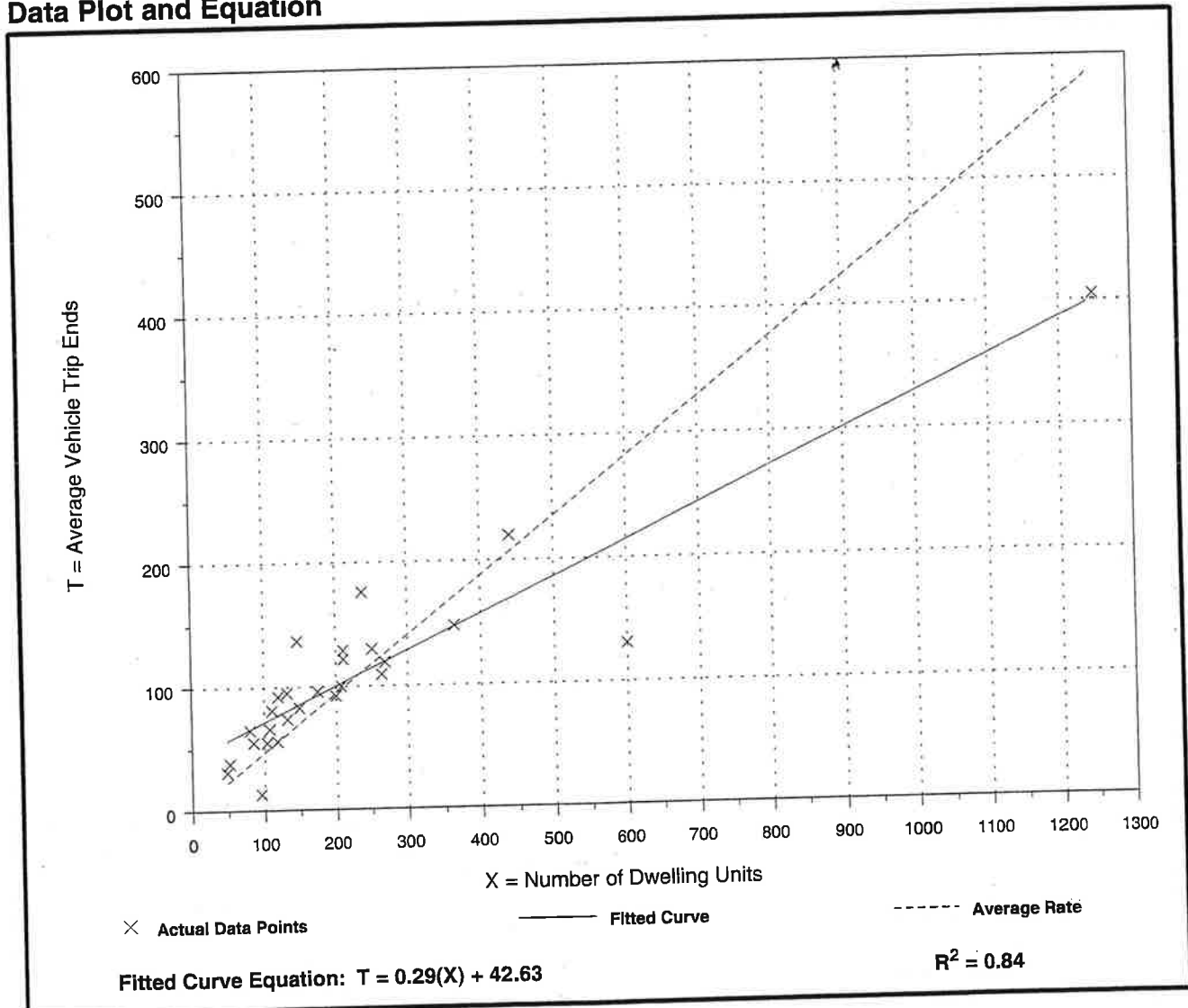
Average Vehicle Trip Ends vs: Dwelling Units
On a: Saturday,
Peak Hour of Generator

Number of Studies: 27
 Avg. Number of Dwelling Units: 228
 Directional Distribution: 54% entering, 46% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.47	0.14 - 0.93	0.71

Data Plot and Equation



Appendix D

Site Plan

**UPDATED SITE PLAN
CURRENTLY NOT AVAILABLE**

Appendix E

Signal Timing Plans

DATE OF CHART : 3/4/2003
 DATE INSTALLED: 10/11/1996
 CONTROLLER TYPE: EPAC
 COORDINATION TYPE: NONE
 COORDINATION ADDRESS: 999

CHART REVISION: 1
 CABINET TYPE: PCOM
 MONITOR TYPE: NEMA+

PHASE NUMBER	1	2	3	4	5	6	7	8
PHASE LOCATION	WBLT	EB RT 26	NB	SB RD 349	EBLT	WB RT 26		
MIN GRN	5	15	5	5	5	15		
PASS/10	30	50	40	40	30	50		
MAX #1	30	99	45	45	30	99		
MAX #2	30	99	45	45	30	99		
YEL/10	30	40	40	40	30	40		
RED/10	20	20	20	20	20	20		
AINI/10	0	22	0	0	0	22		
MAX INI	0	30	0	0	0	30		
TIM BEF	0	0	0	0	0	0		
CAR BEF	0	0	0	0	0	0		
TIME TO	0	0	0	0	0	0		
MGAP/10	0	0	0	0	0	0		
WALK	0	0	0	0	0	0		
PED CLR	0	0	0	0	0	0		
EXT PCL	0	0	0	0	0	0		
INITIAL	1	4	1	1	1	4	0	0
NA RESP	0	0	0	0	0	0		
V. RECALL	0	2	0	0	0	2		
P. RECALL	0	0	0	0	0	0		
NL MEM.	1	0	0	0	1	0		
2 ENTRY	0	1	0	0	0	1		
OVERLAP/ LOCATION PHASES	A= NB & SB Fire Heads		B=		C=		D=	
	9							

**** INTERSECTION NOTES ****

NOTE: Program epac to run 'D' conn input Mode 2 (Menu 4:8, 'D' conn input = 2)

- 1 Phases 1 and 5 are permissive left turns
- 2 Pre-empt 1 is activated from the fire house radio receiver when the whistle blows and times for 4 minutes holding EB & WB green and the fire heads red.
- 3 Preempt: EB & EBLT, or WB & WBLT, or NB, or SB
- 4 Priority: EB & WB, or, NB, or SB

PERMIT # S027P

LOCATION OF SIGNAL: DEL RT 26 & RD 357 (Central Ave.)

DATE OF CHART : 8/03/2004
 DATE INSTALLED: 11/22/77
 CONTROLLER TYPE: EPAC
 COORDINATION TYPE: none
 COORDINATION ADDRESS: 33

CHART REVISION: 2
 CABINET TYPE: PCOM
 MONITOR TYPE: NEMA+

PHASE NUMBER	1	2	3	4	5	6	7	8
PHASE LOCATION	WBLT	EB RT 26	SB RD 357	NB RD 357	EBLT	WB RT 26		
MIN GRN	4	10	4	4	4	10		
PASS/10	40	50	40	40	40	50		
MAX #1	20	85	35	35	20	85		
MAX #2	20	85	35	35	20	85		
YEL/10	30	40	30	30	30	40		
RED/10	20	20	20	20	20	20		
AINI/10	0	25	0	0	0	25		
MAX INI	0	30	0	0	0	30		
TIM BEF	0	0	0	0	0	0		
CAR BEF	0	0	0	0	0	0		
TIME TO	0	0	0	0	0	0		
MGAP/10	0	0	0	0	0	0		
WALK	0	0	0	0	0	0		
PED CLR	0	0	0	0	0	0		
EXT PCL	0	0	0	0	0	0		
INITIAL	1	4	1	1	1	4		
NA RESP	0	0	0	0	0	0		
V. RECALL	0	2	0	0	0	2		
P. RECALL	0	0	0	0	0	0		
NL MEM.	1	0	0	0	1	0		
2 ENTRY	0	0	0	0	0	0		
OVERLAP/ LOCATION	A=		B=		C=		D=	
PHASES								

**** INTERSECTION NOTES ****

- 1 PHASES 1 & 5 ARE PERMISSIVE LEFT TURNS. _____
- 2 Pre-empt: EB & EBLT, WB & WBLT, or NB or SB _____
- 3 Priority: EB & WB or NB or SB _____
- 4 THIS REVISION 2 SPLIT SIDE STREETS. _____
- 5 _____
- 6 _____

PERMIT # S169

LOCATION OF SIGNAL: DEL RT 26 & DEL RT 17

DATE OF CHART : 7/19/1999
 DATE INSTALLED:
 CONTROLLER TYPE: 318 NEMA
 COORDINATION TYPE:
 COORDINATION ADDRESS:

CHART REVISION: 1
 CABINET TYPE:
 MONITOR TYPE:

PHASE NUMBER	1	2	3	4	5	6	7	8
PHASE LOCATION	WB LT	EB RT 26		NB RT 17		WB RT 26		
MIN GRN	10	15		4		15		
PASS/10	30	40		40		40		
MAX #1	10	99		40		99		
MAX #2	10	99		40		99		
YEL/10	30	40		40		40		
RED/10	20	20		20		20		

AINI/10	0	0		0		0		
MAX INI	0	0		0		0		
TIM BEF	0	0		0		0		
CAR BEF	0	0		0		0		
TIME TO	0	0		0		0		
MGAP/10	0	0		0		0		

WALK	0	0		0		0		
PED CLR	0	0		0		0		
EXT PCL	0	0		0		0		

INITIAL	1	4		1		4		
NA RESP	0	1		0		1		

V. RECALL	0	2		0		2		
P. RECALL	0	0		0		0		

NL MEM.	0	0		0		0		
2 ENTRY	0	1		0		1		

OVERLAP/ LOCATION PHASES	A=	B=	C=	D=
--------------------------	----	----	----	----

**** INTERSECTION NOTES ****

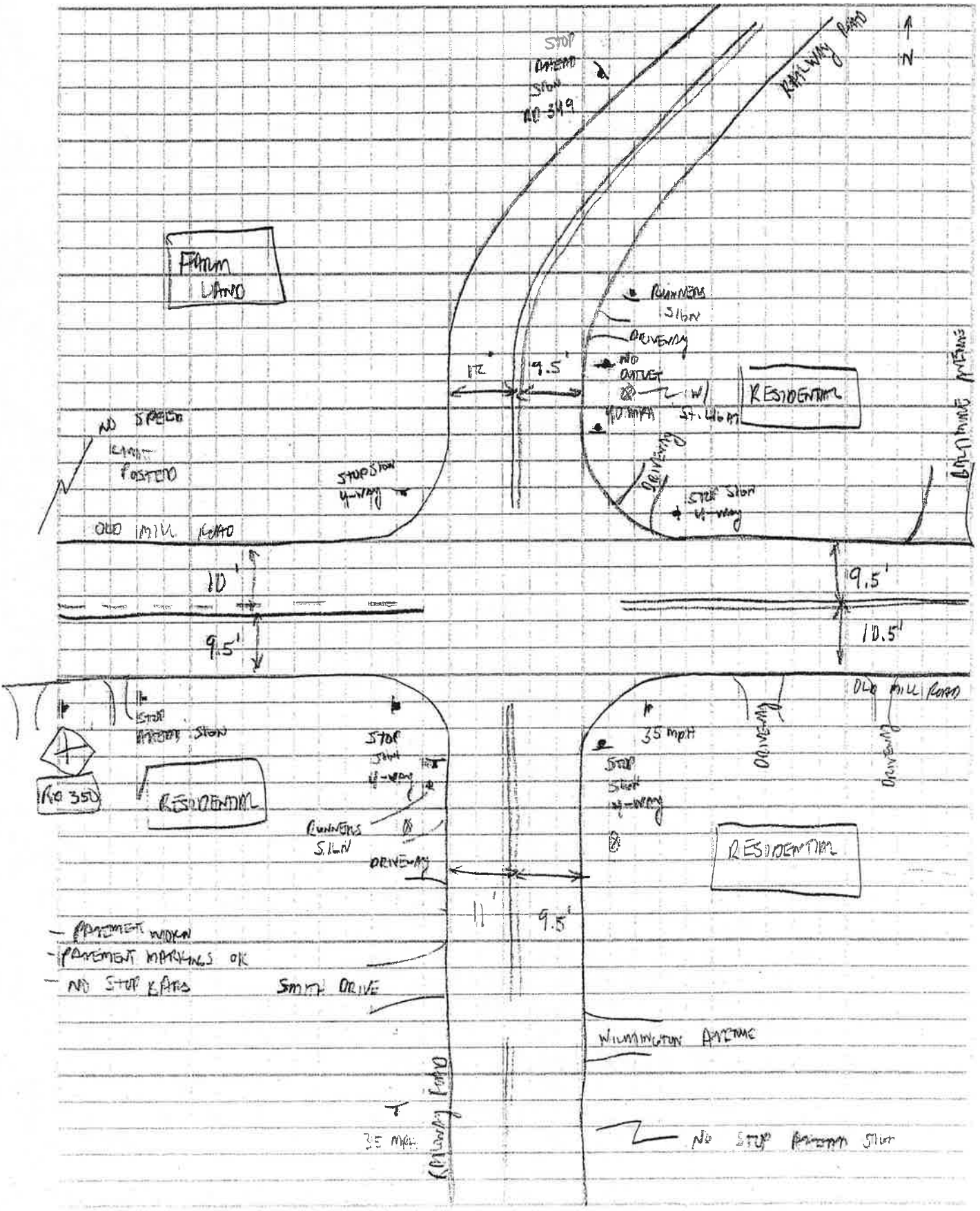
- 1 PHASE 1 HAS NO DETECTOR _____
- 2 PHASE 1 IS CALLED BY PHASE 4 "ON" _____
- 3 _____
- 4 _____
- 5 _____
- 6 _____

Appendix F

Intersection Sketches & Photographs

PROJECT City FOREST

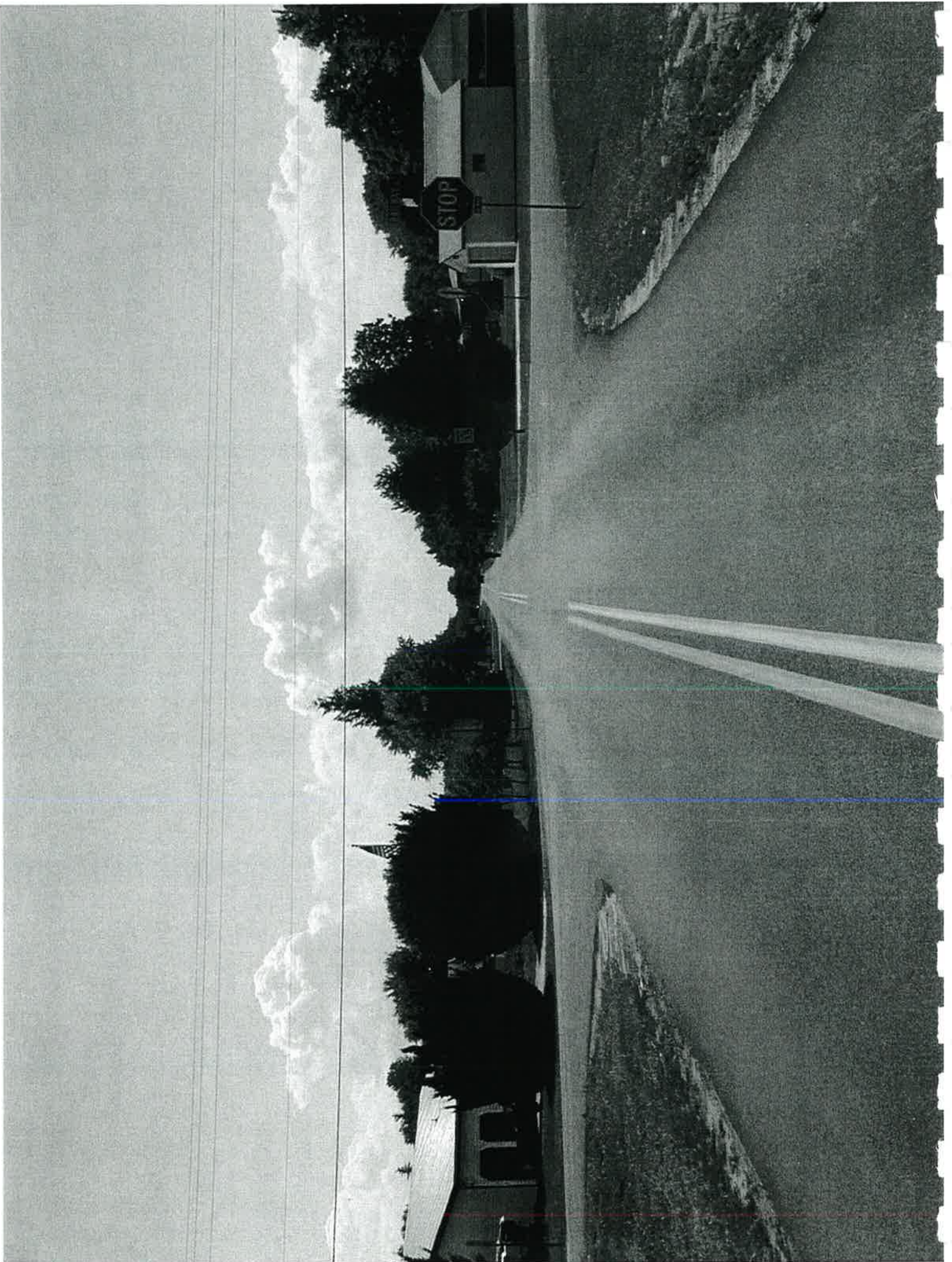
SUBJECT OLD MILL ROAD + RAILWAY CROSS

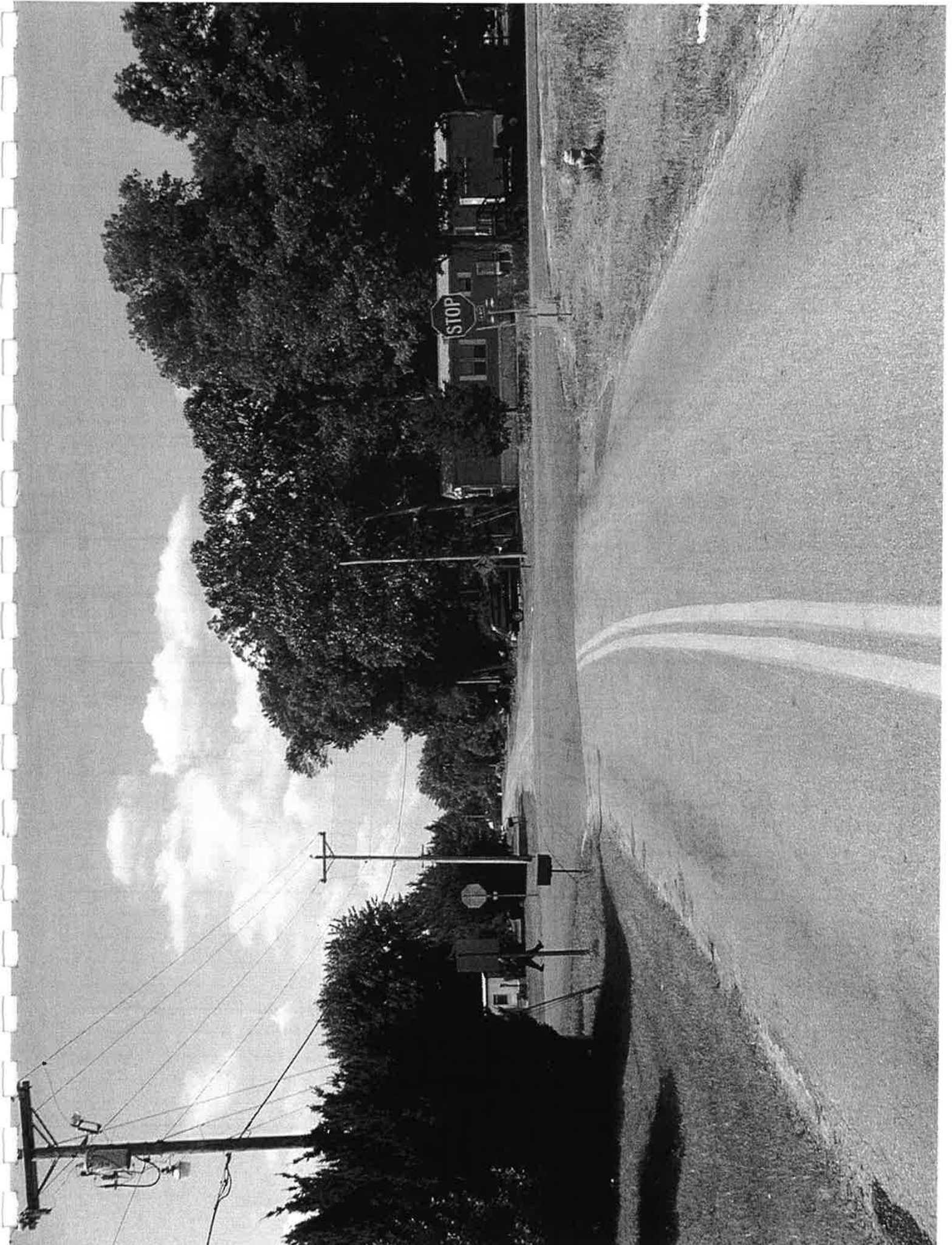


STOP AHEAD SIGN



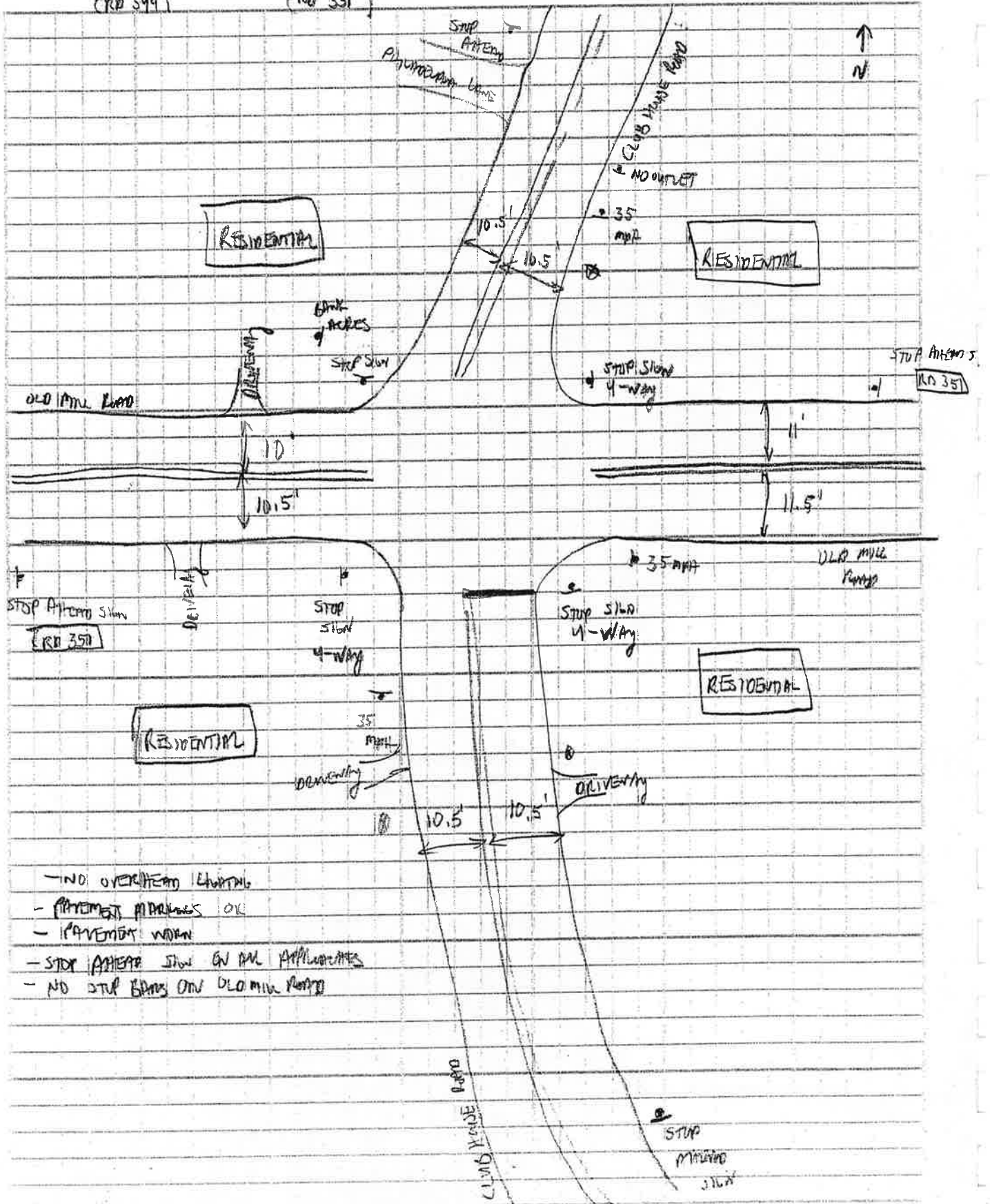






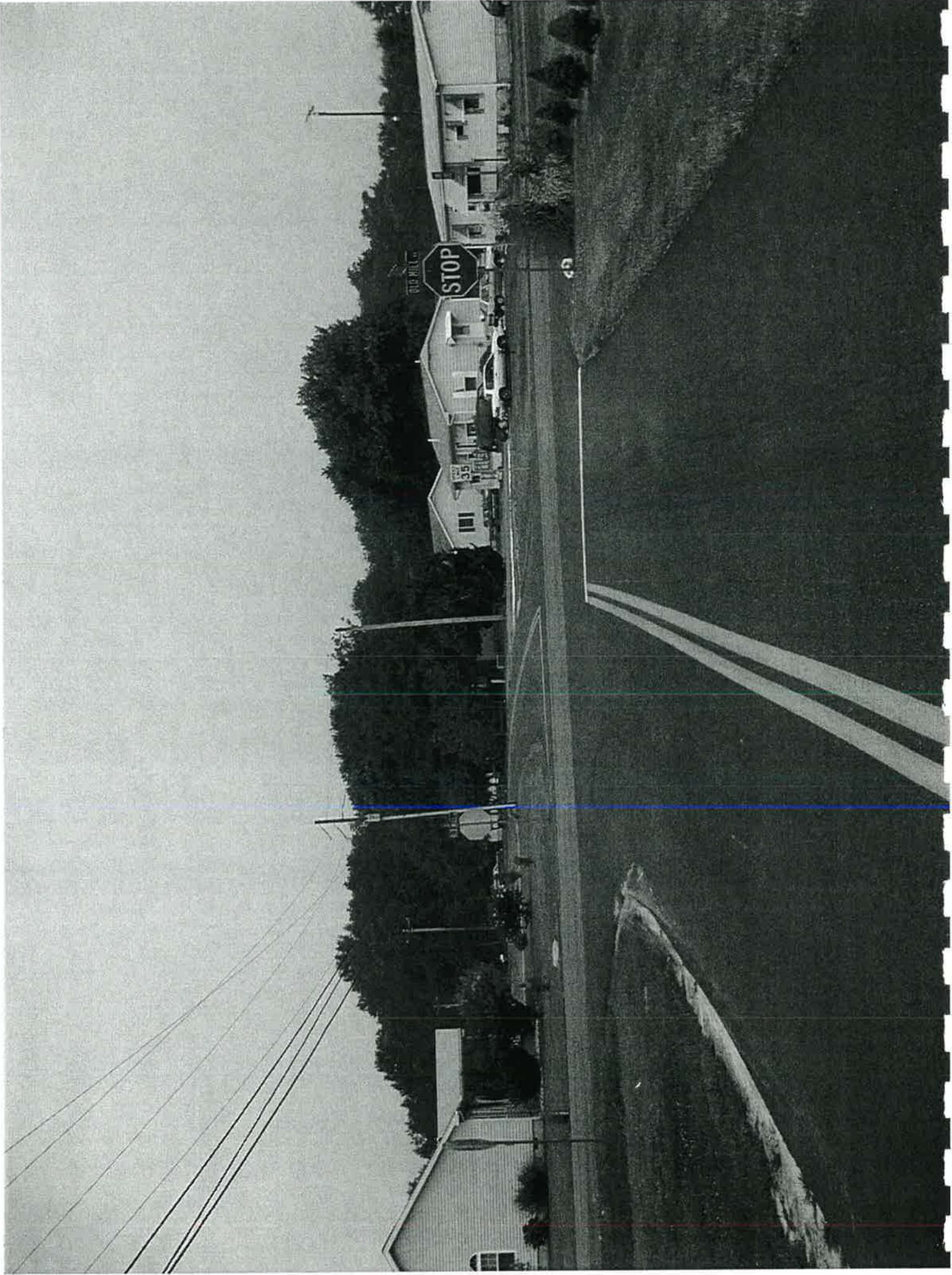
PROJECT City Forest

SUBJECT Old Mill Road + Club House Road
(RD 344) (RD 351)

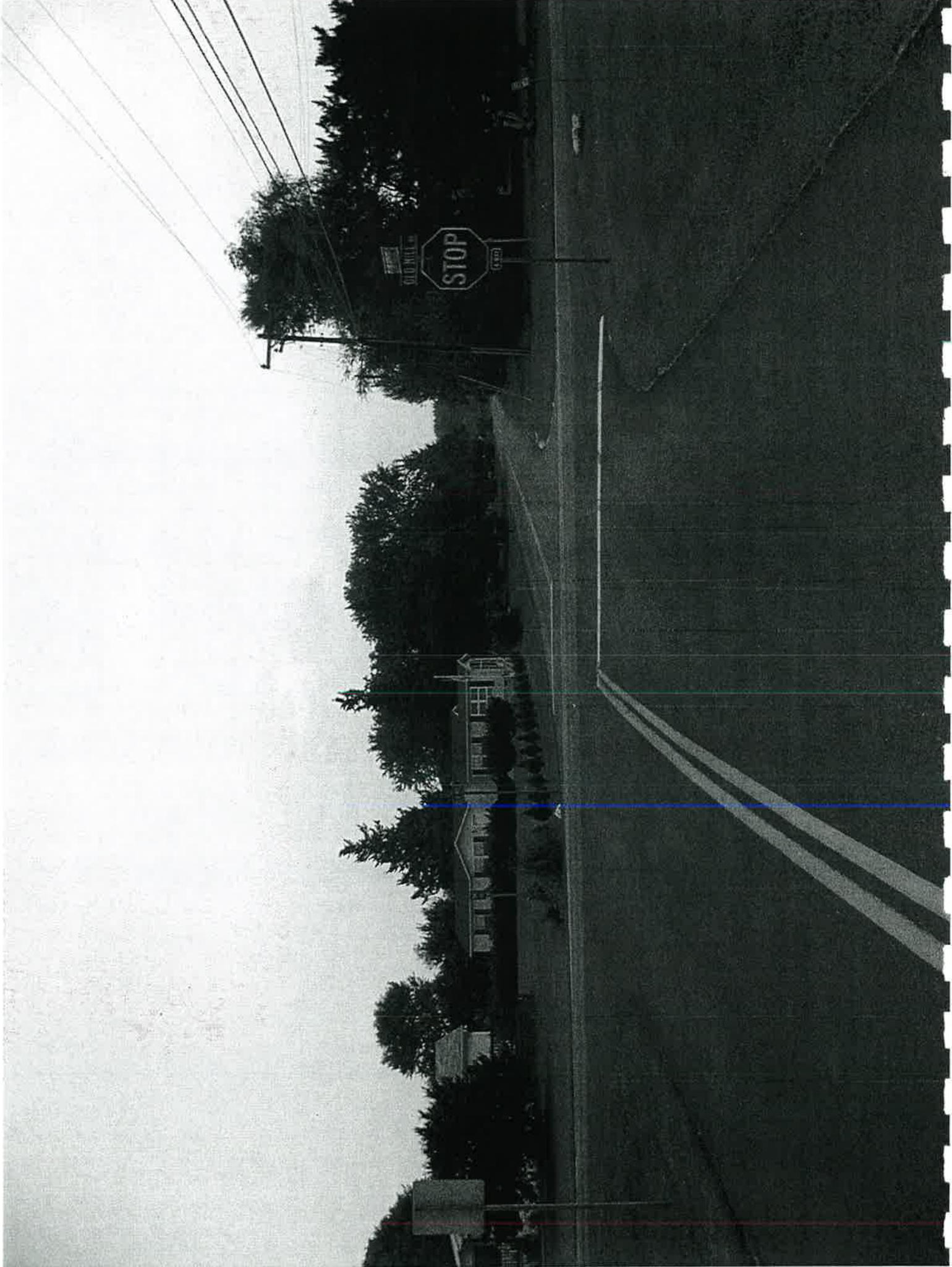


- NO OVERHEAD LIGHTING
- PAVEMENT MARKINGS OK
- PAVEMENT WORK
- STOP AREA SIGN ON ALL APPROACHES
- NO STOP BARS ON OLD MILL ROAD



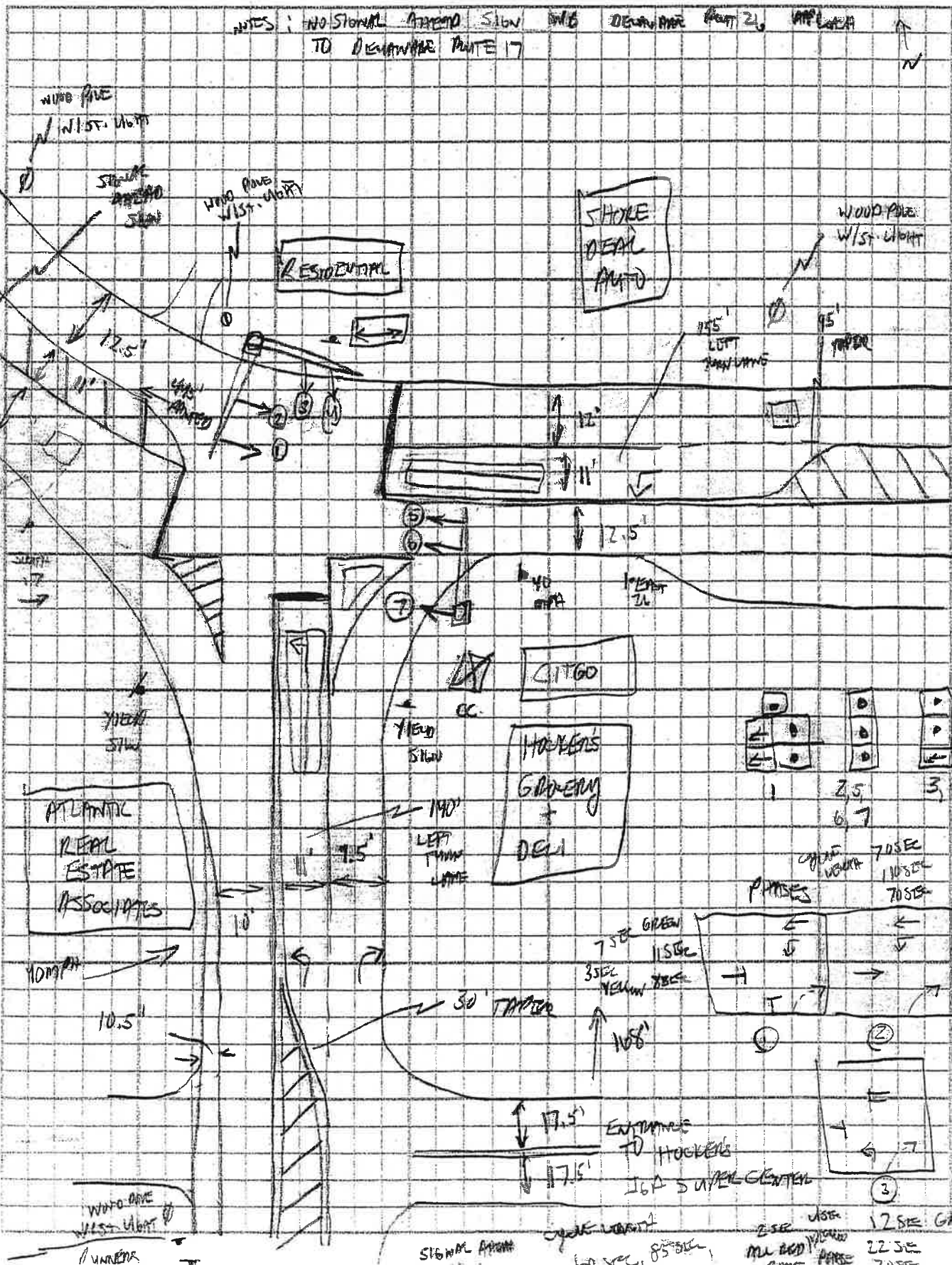




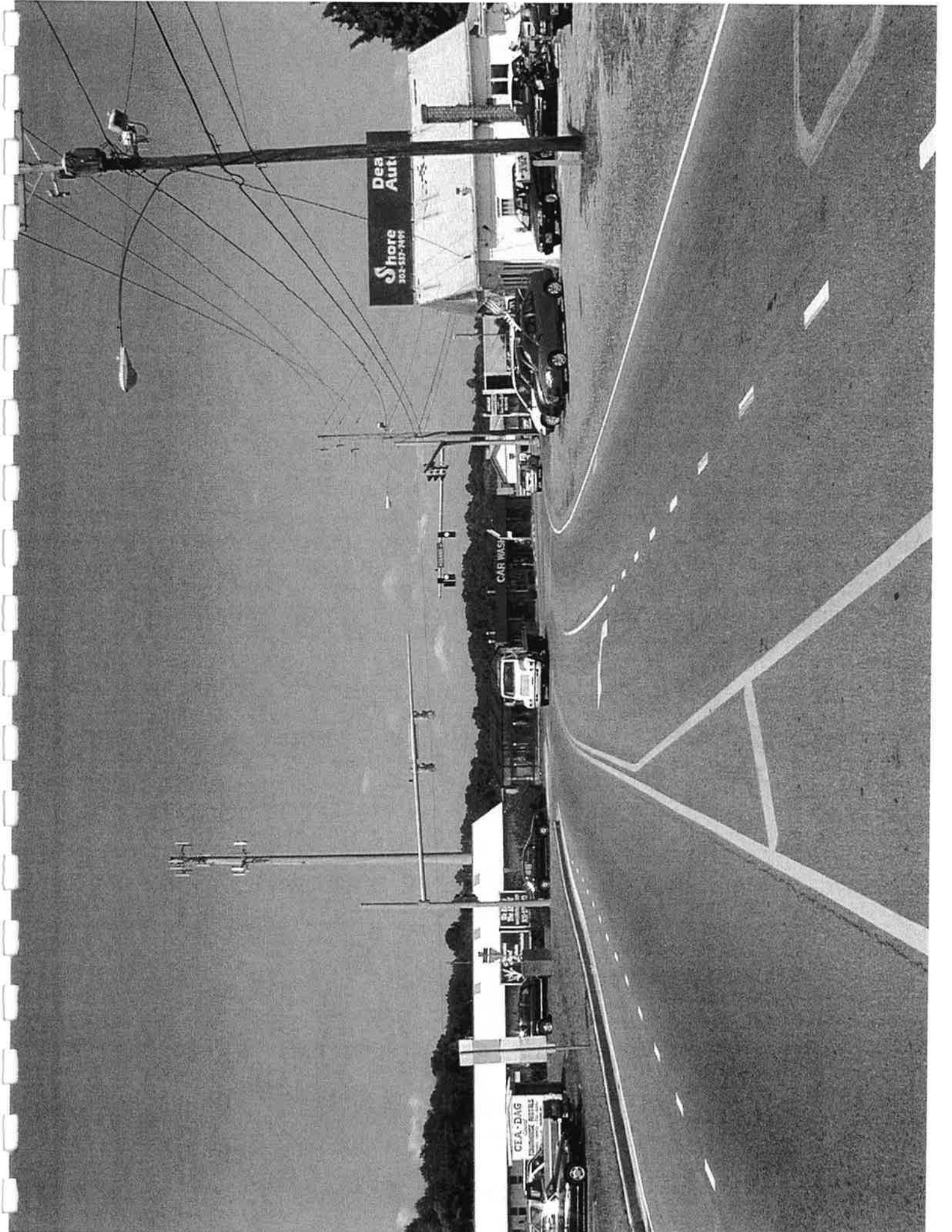


PROJECT 2001-117 ROBINSON TRACT

SUBJECT DEWANAHE ROUTE 216 (ATLANTIC AVENUE) + DEWANAHE ROUTE 17 (ROBINSON ROAD)



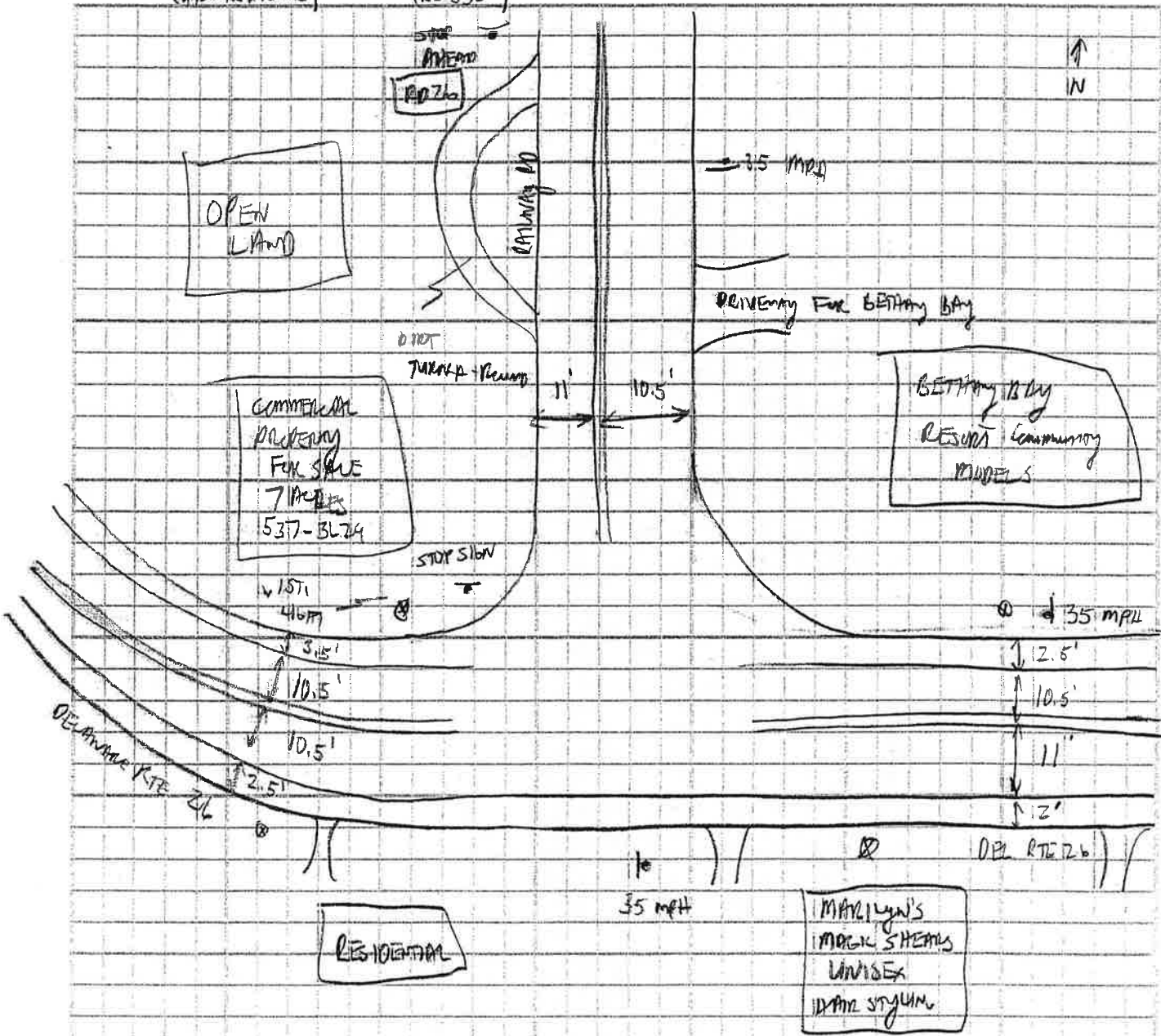




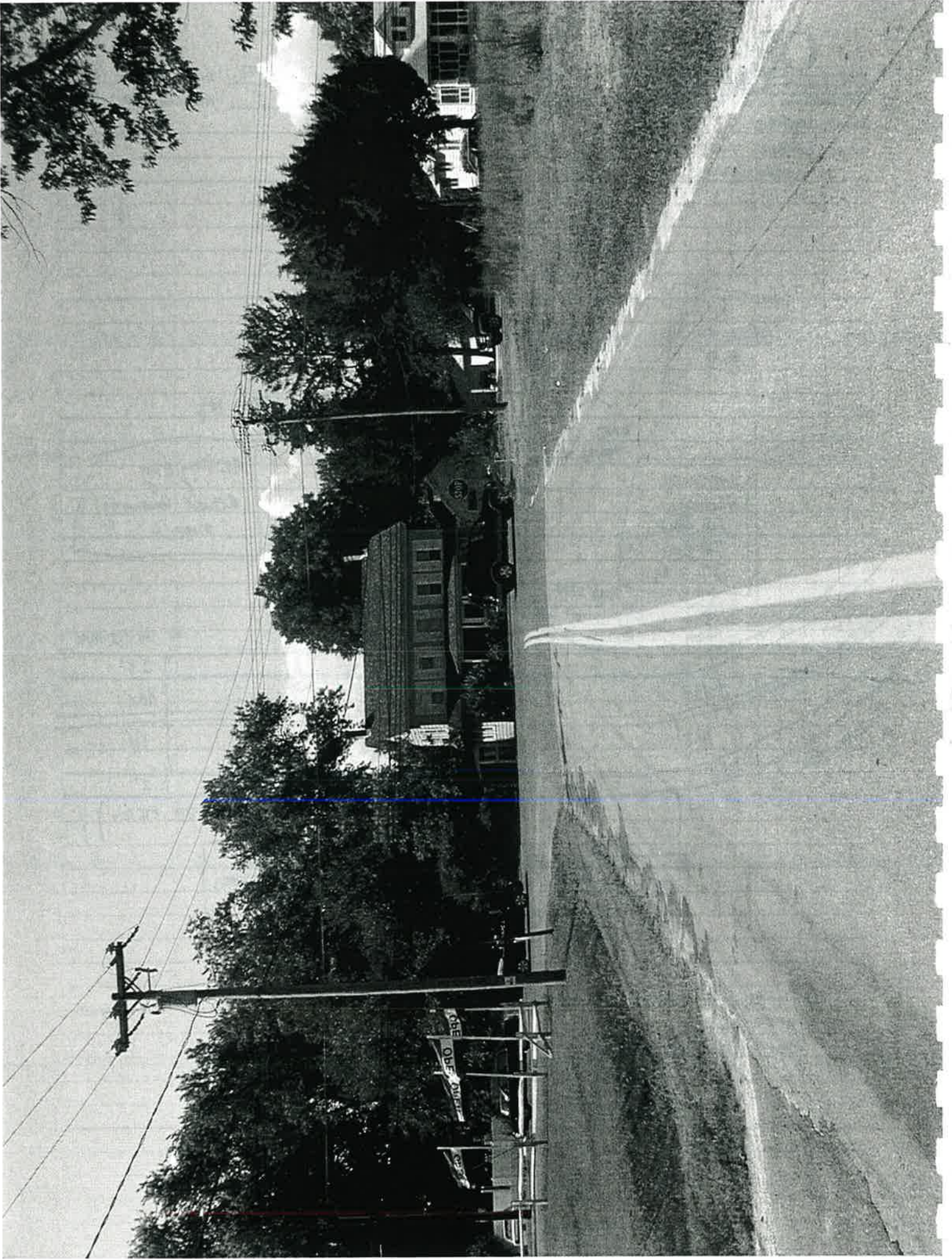


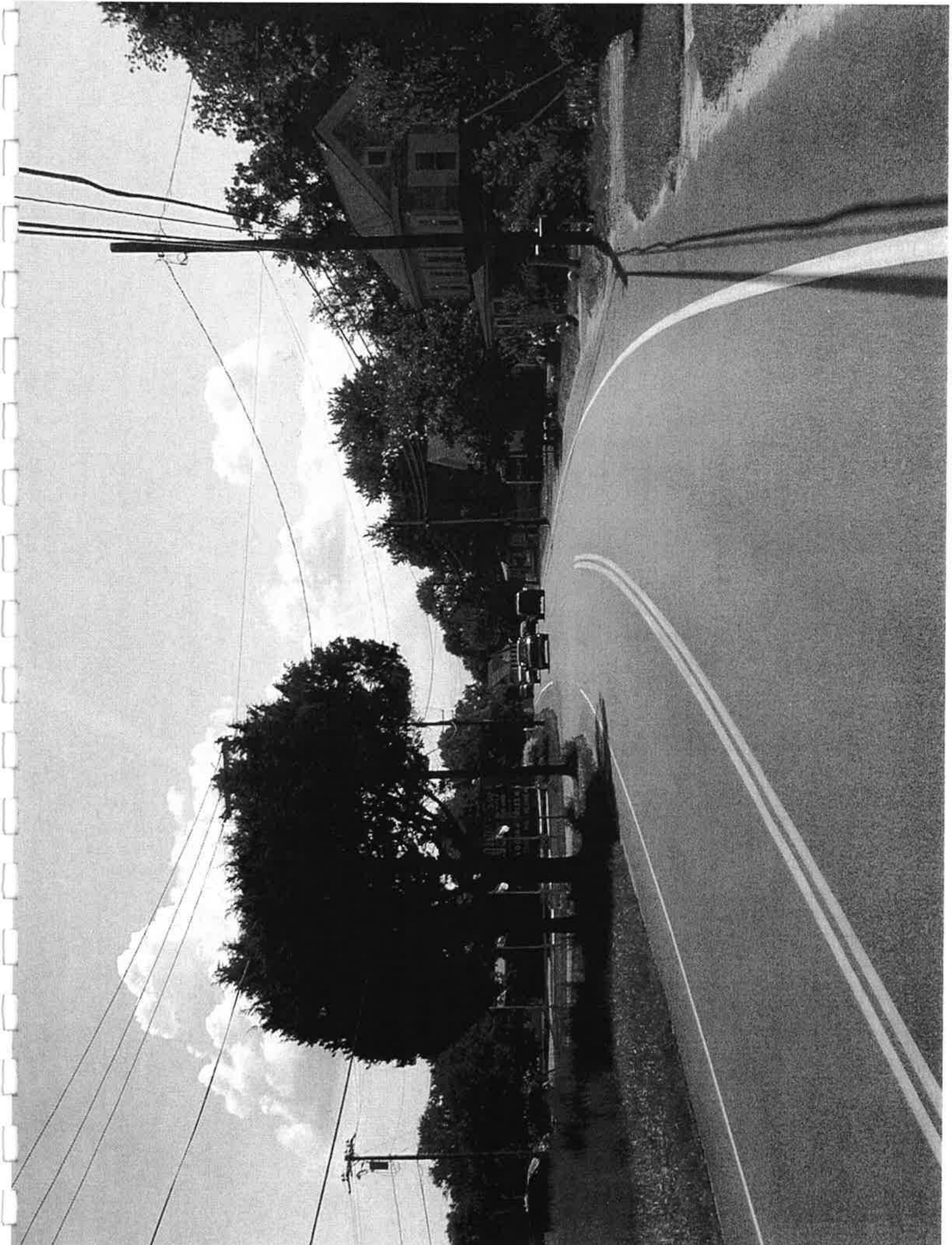
PROJECT Bay Forest

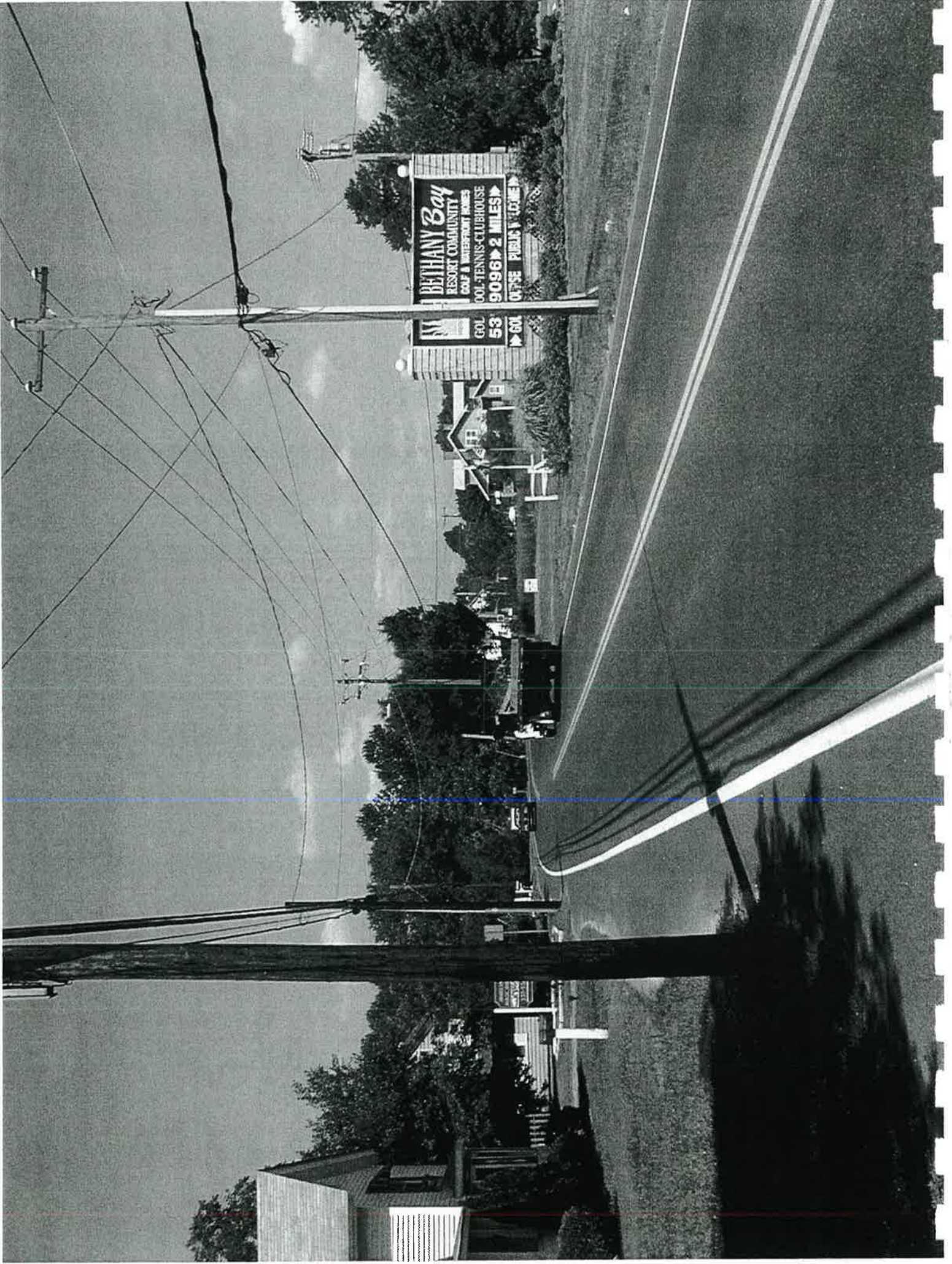
SUBJECT DELAWARE ROUTE 26 + RAILWAY ROAD
(ATLANTIC AVENUE) (RD 350)



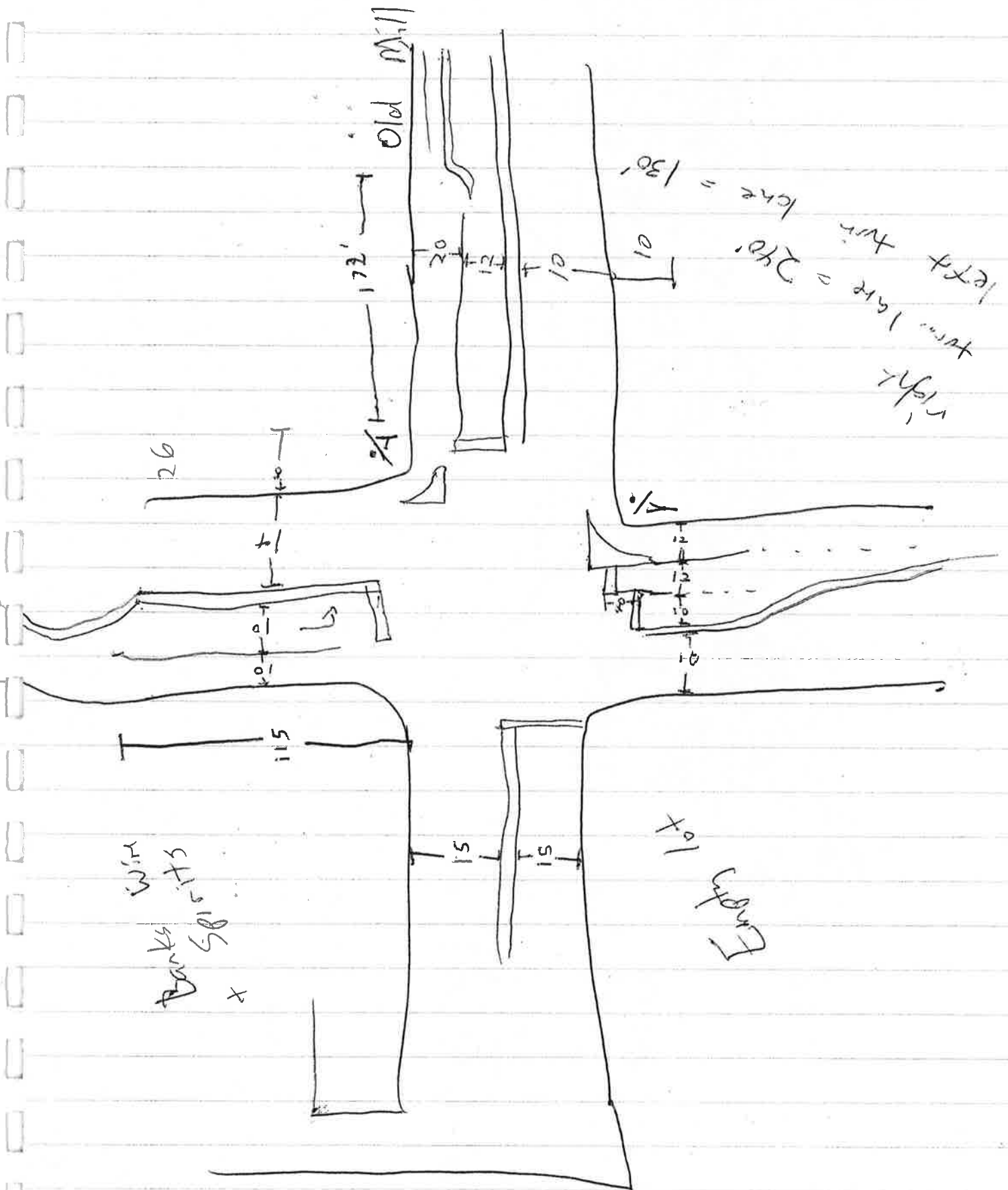
- NO INTERSECTION AHEAD SIGN ON RTE 26
- PREVENTION INDIAN
- STRIPING OK; NO STOP BAR ON RAILWAY RD

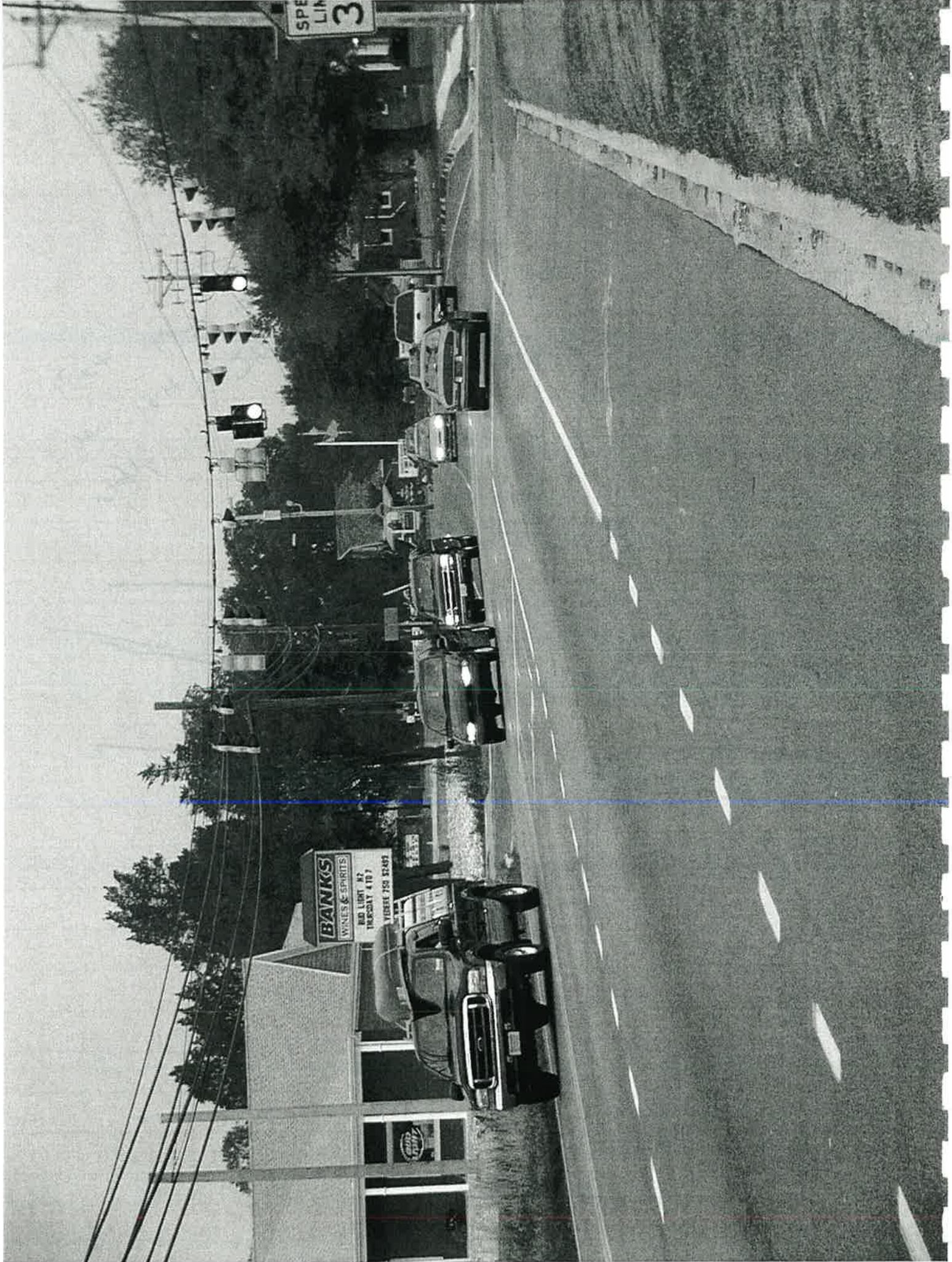






Old mill # 26

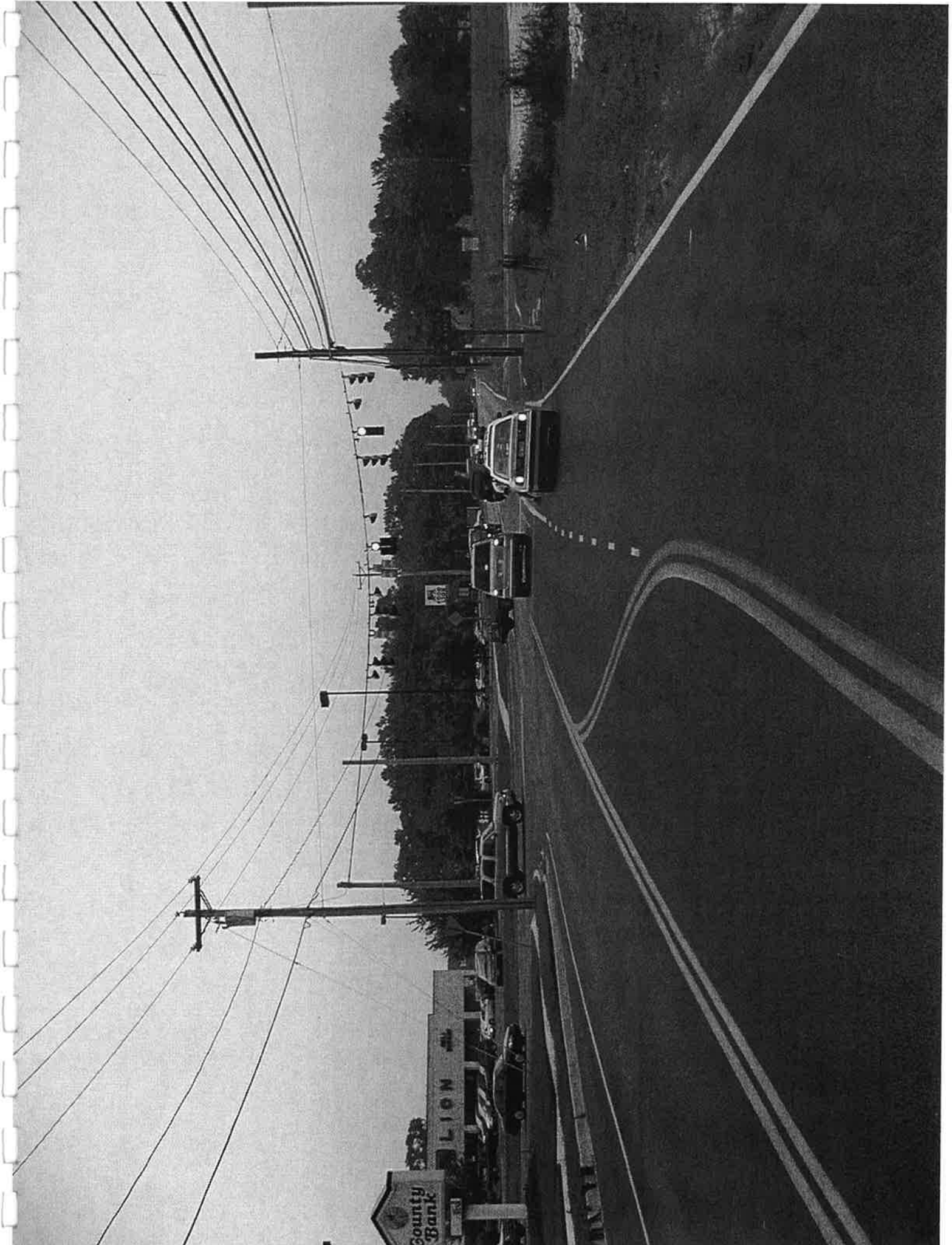


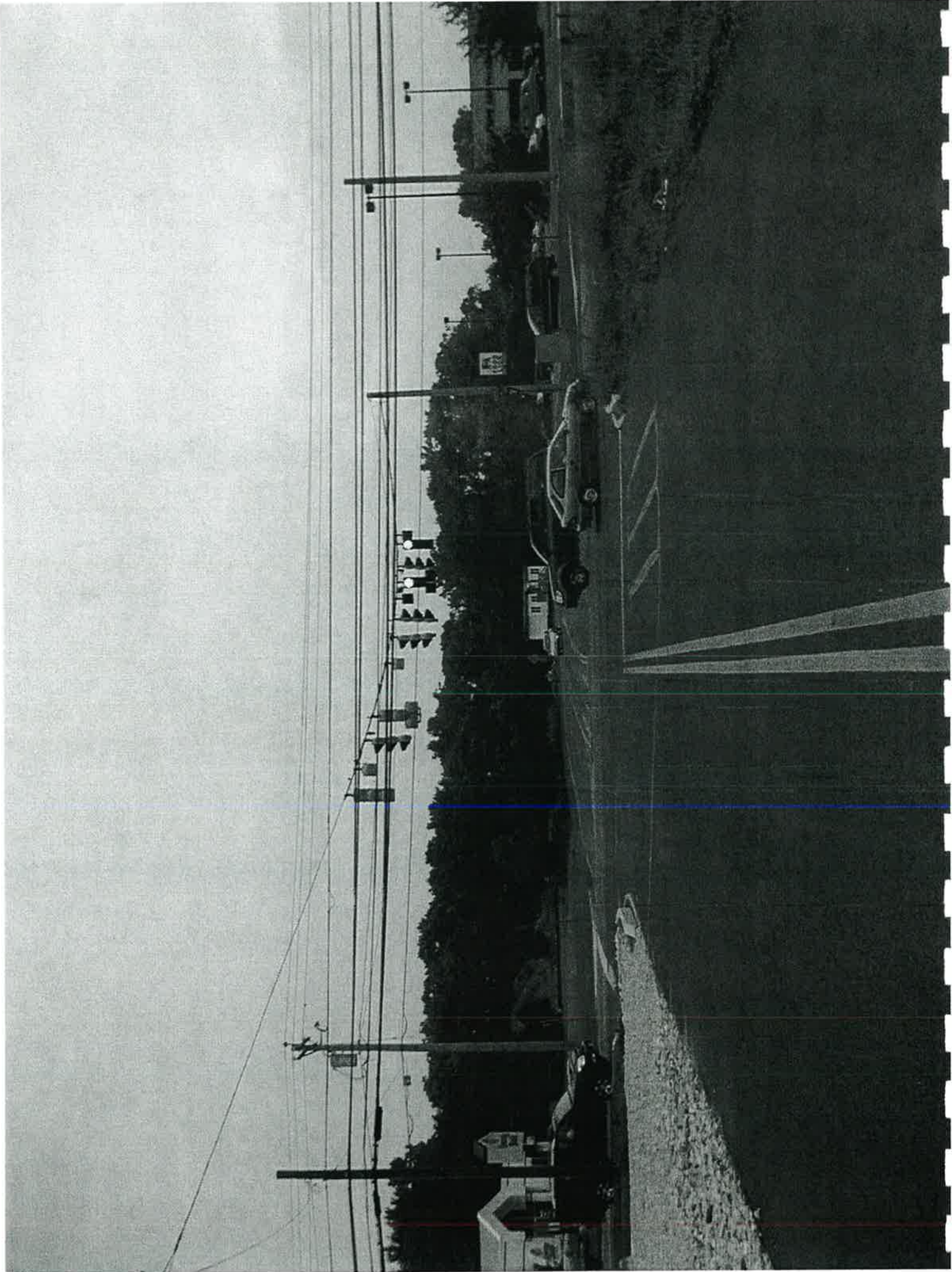


SPE LIA 3

BANKS
WINES & SPIRITS
RED LIGHT #2
TRUCKS 4 TO 7
YEREE 758 3249

RED LIGHT #2

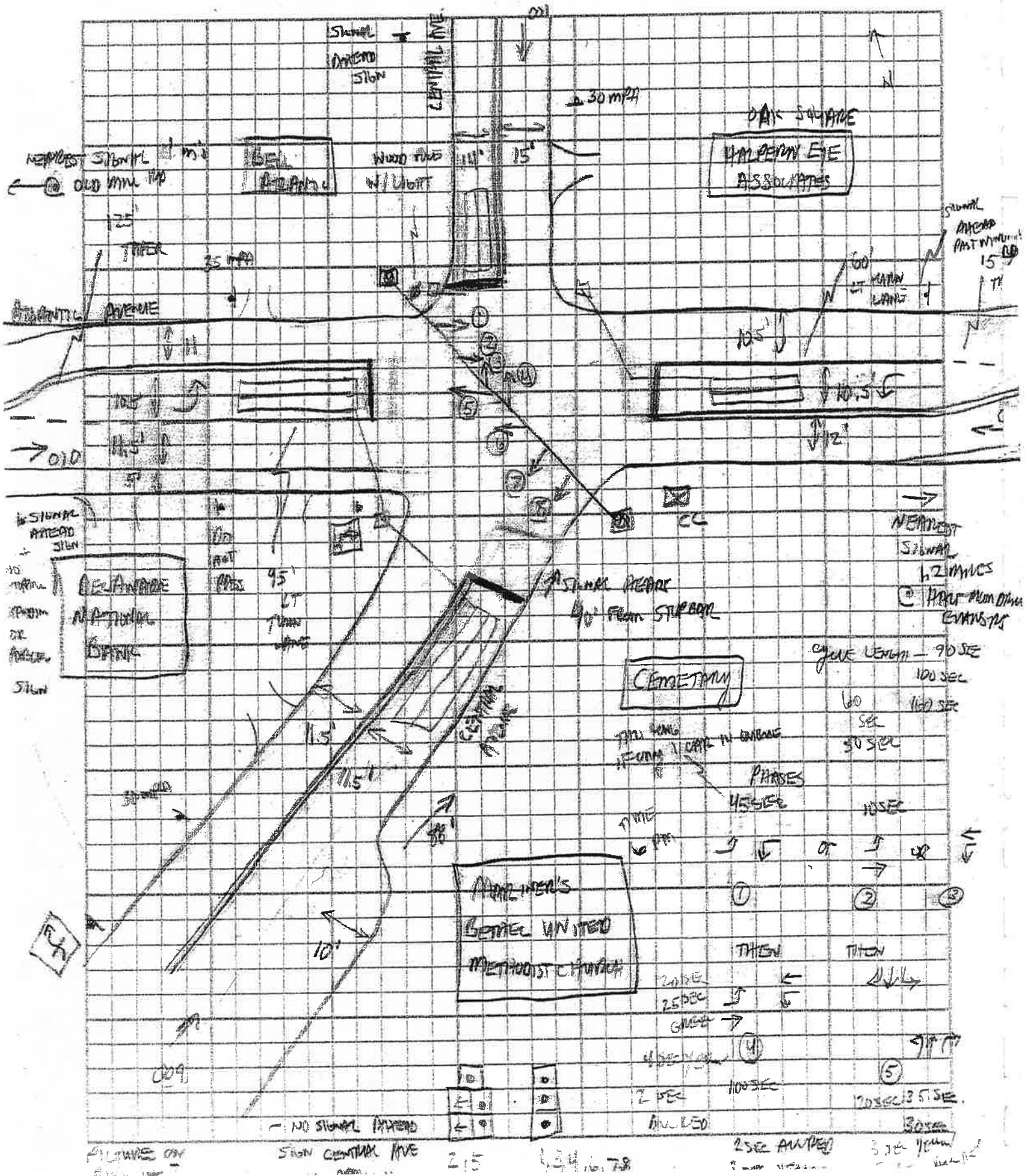


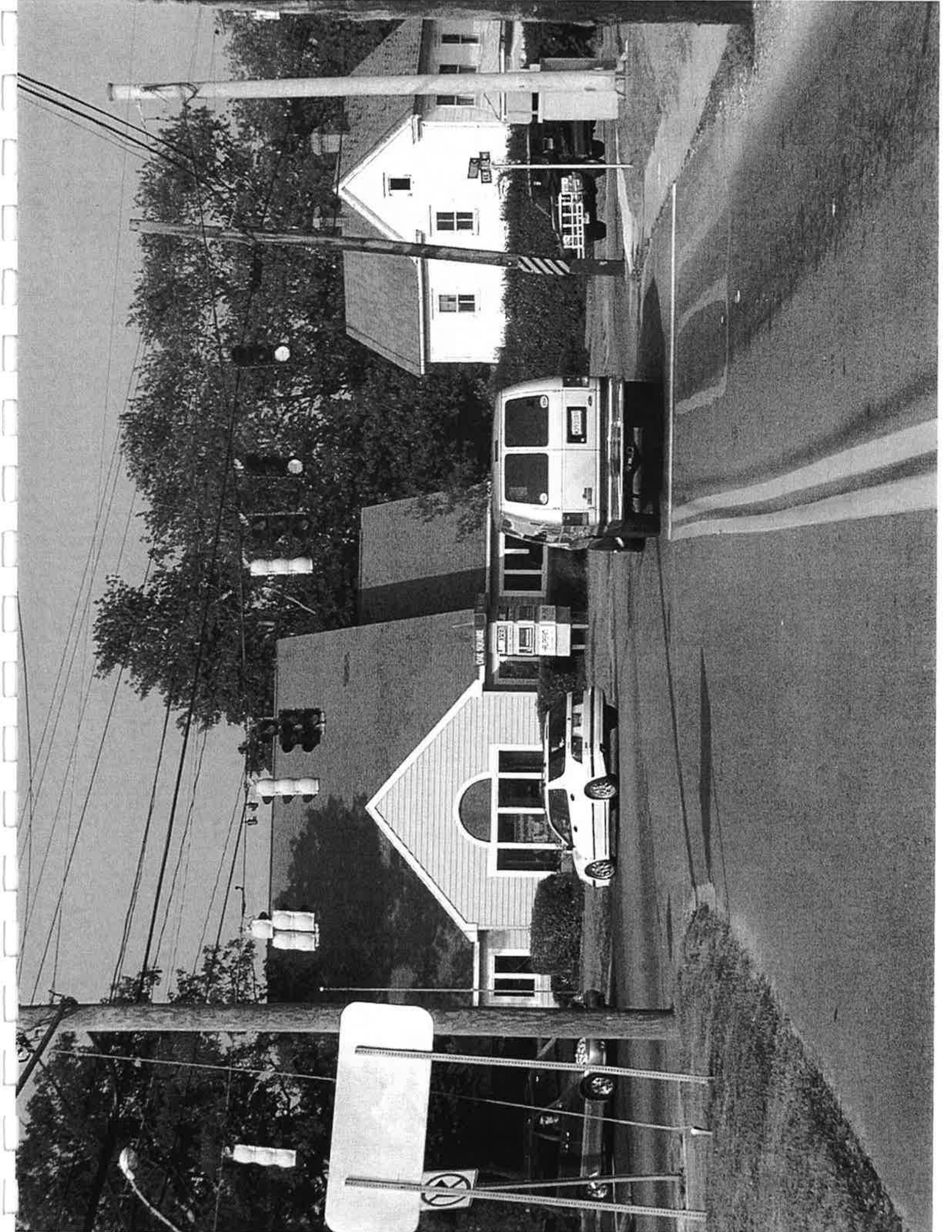


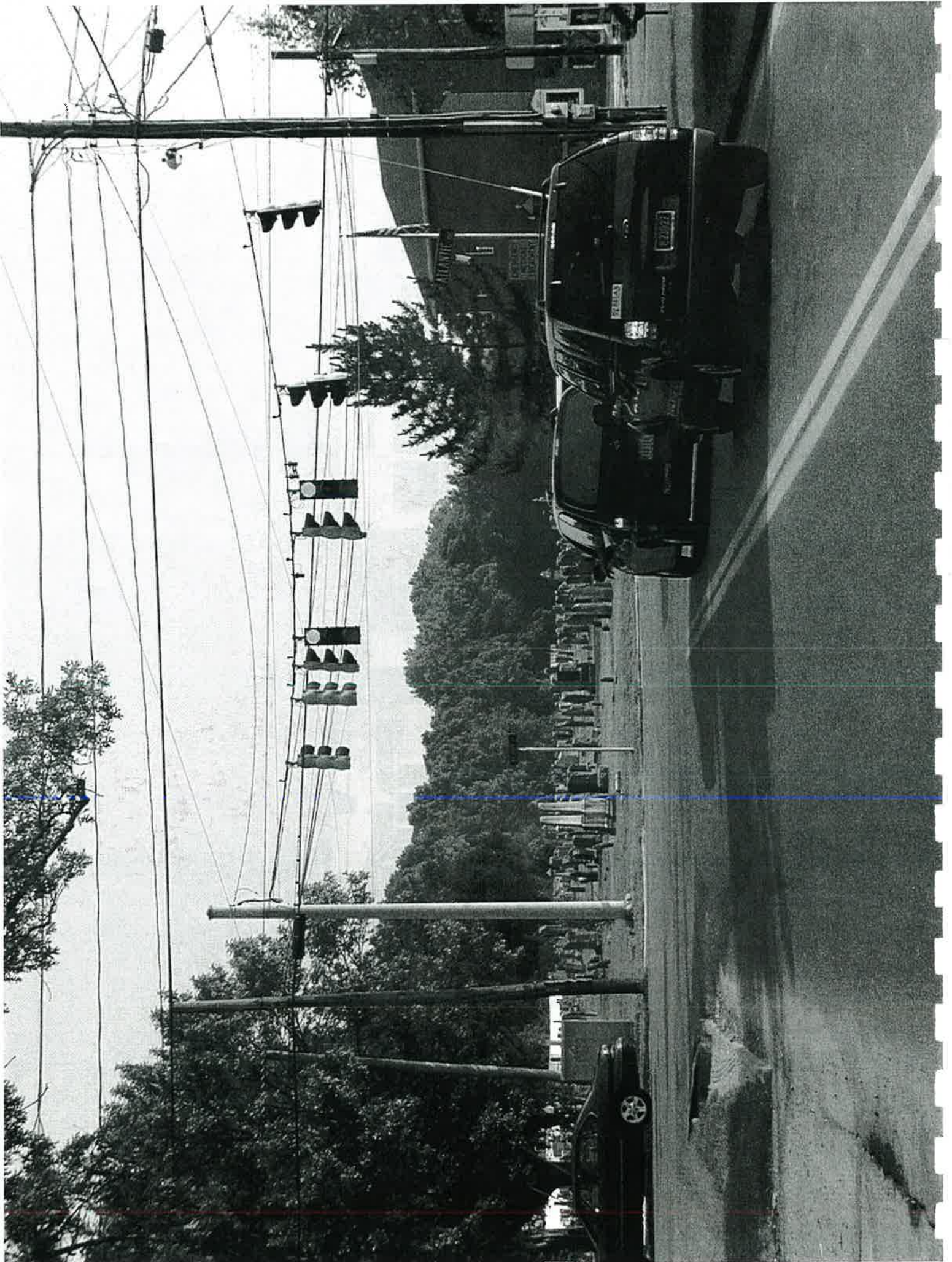


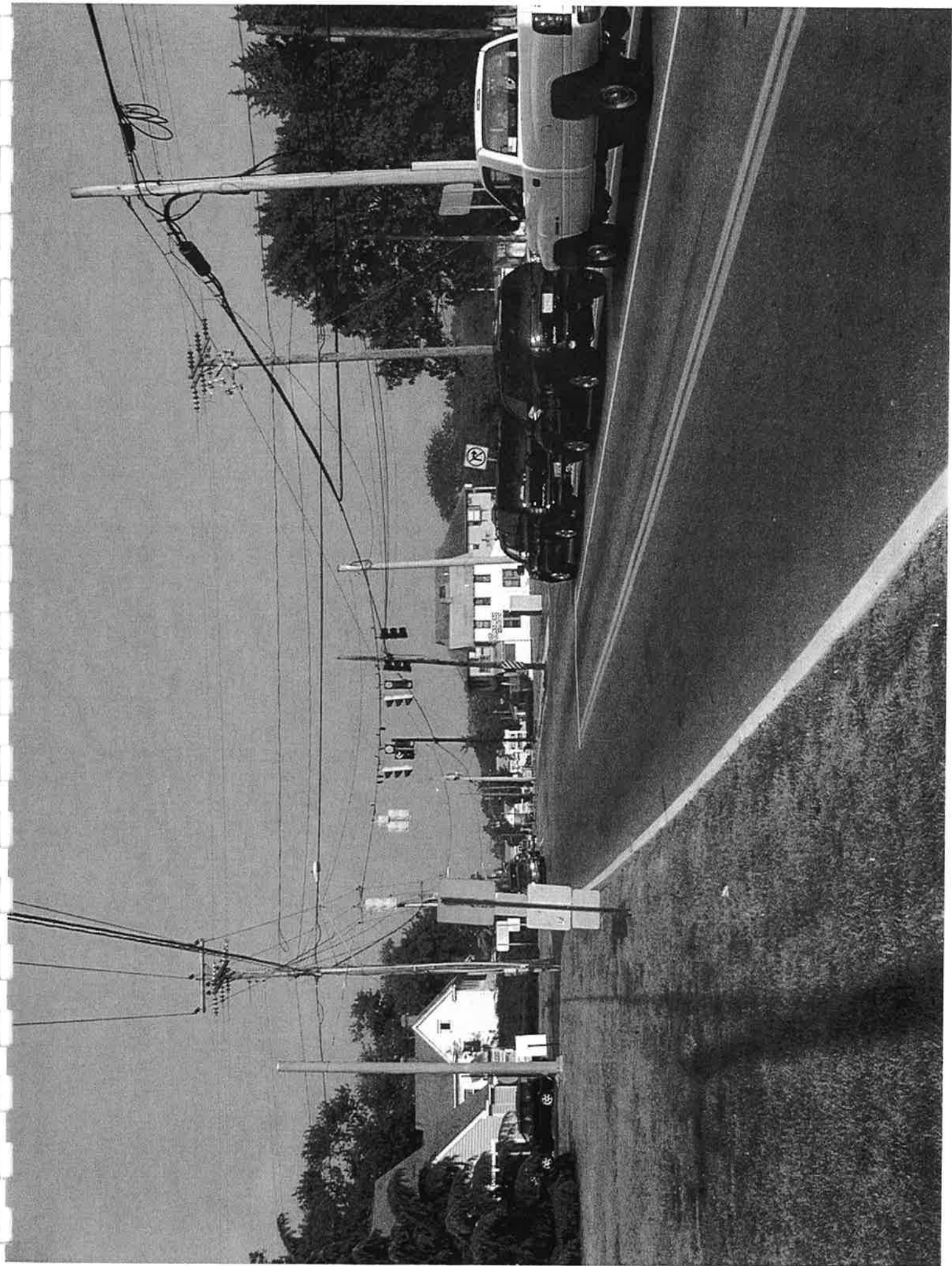
PROJECT

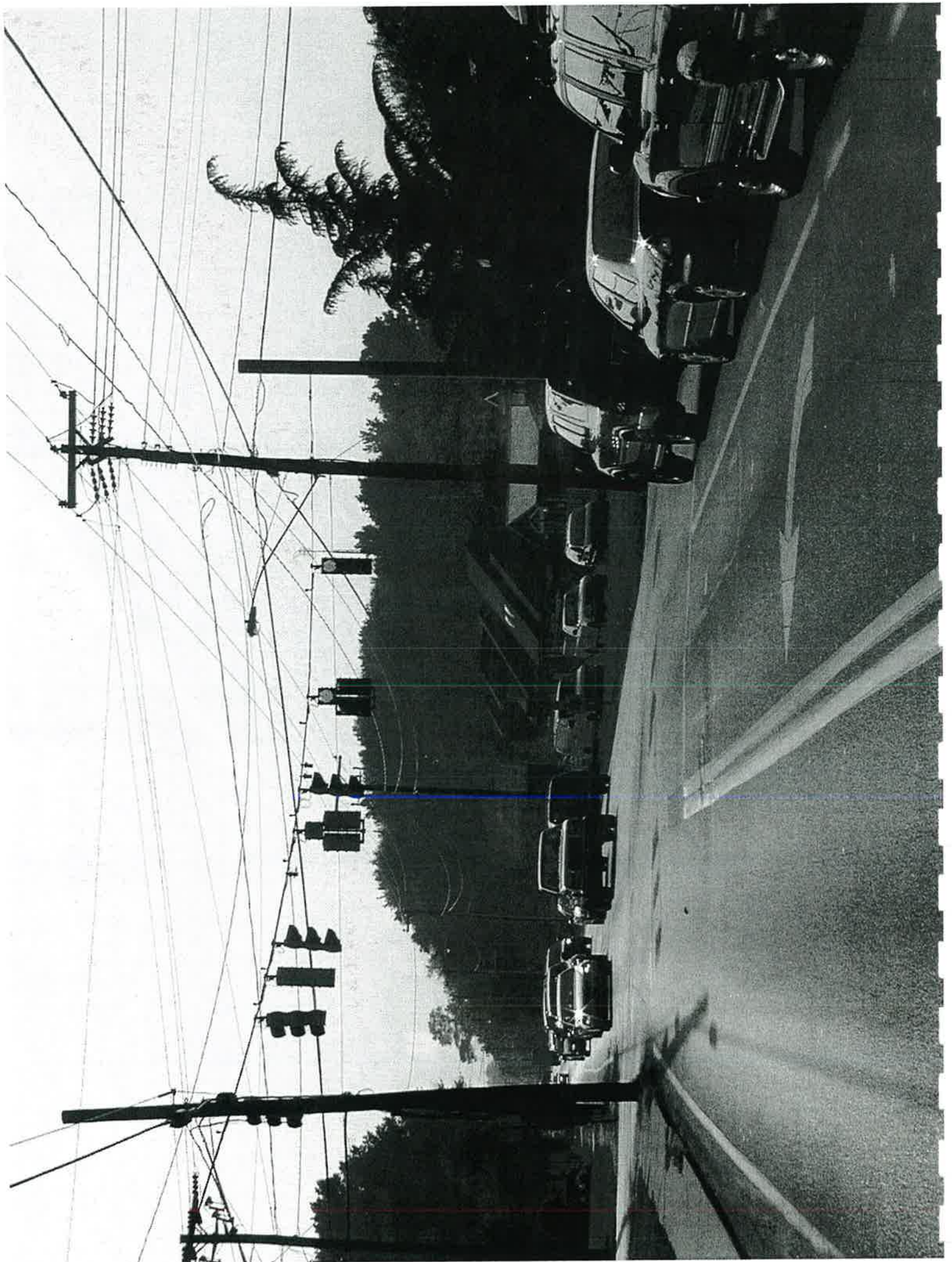
SUBJECT DELAWARE RTE 26 (ATLANTIC AVENUE) & CENTRAL AVENUE











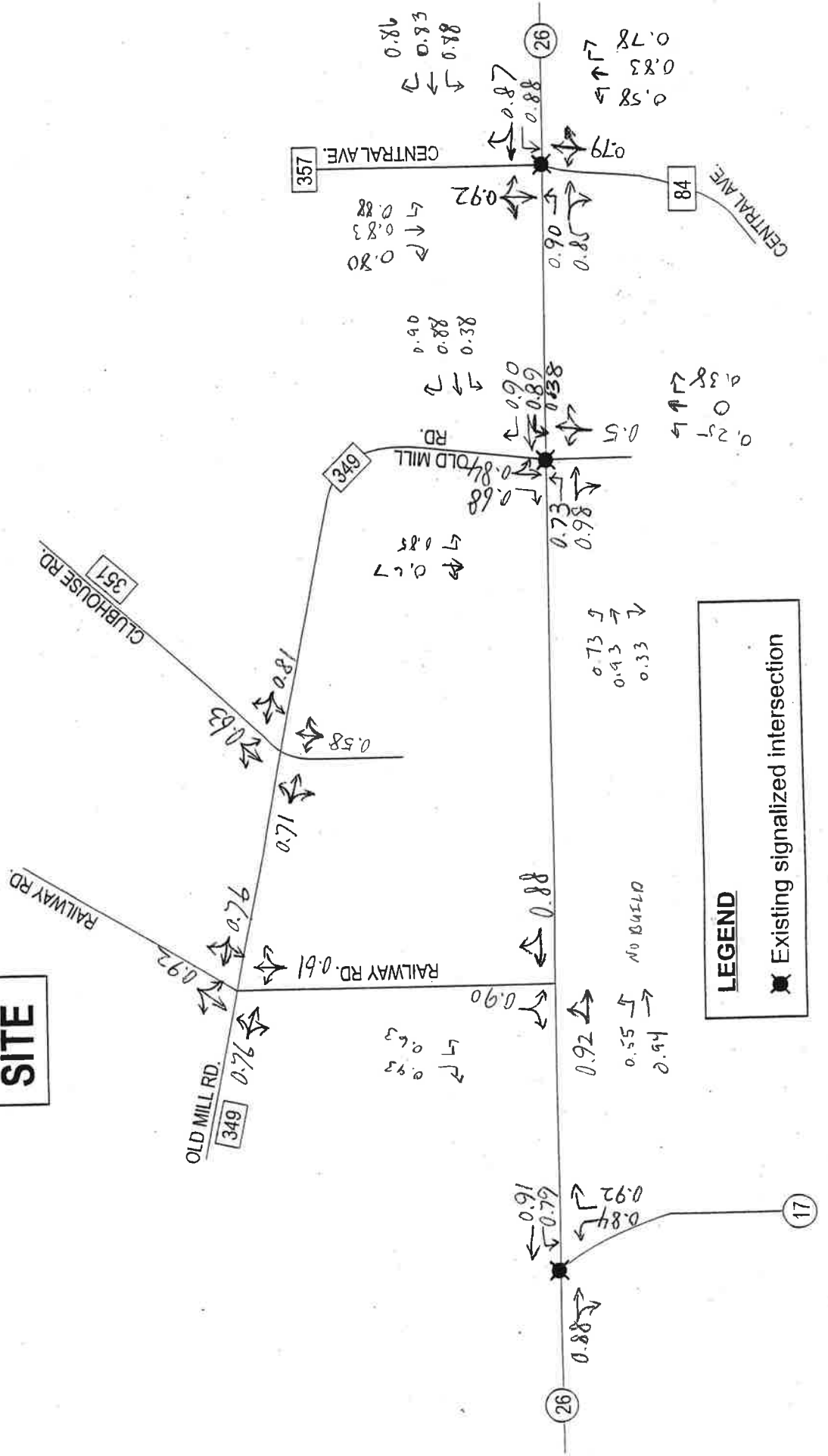
Appendix G

Highway Capacity Analysis (Computer CD)

EXISTING AM PHF
PETTINARO PROJECT ON RAILWAY ROAD
SUSSEX COUNTY, DELAWARE

SITE

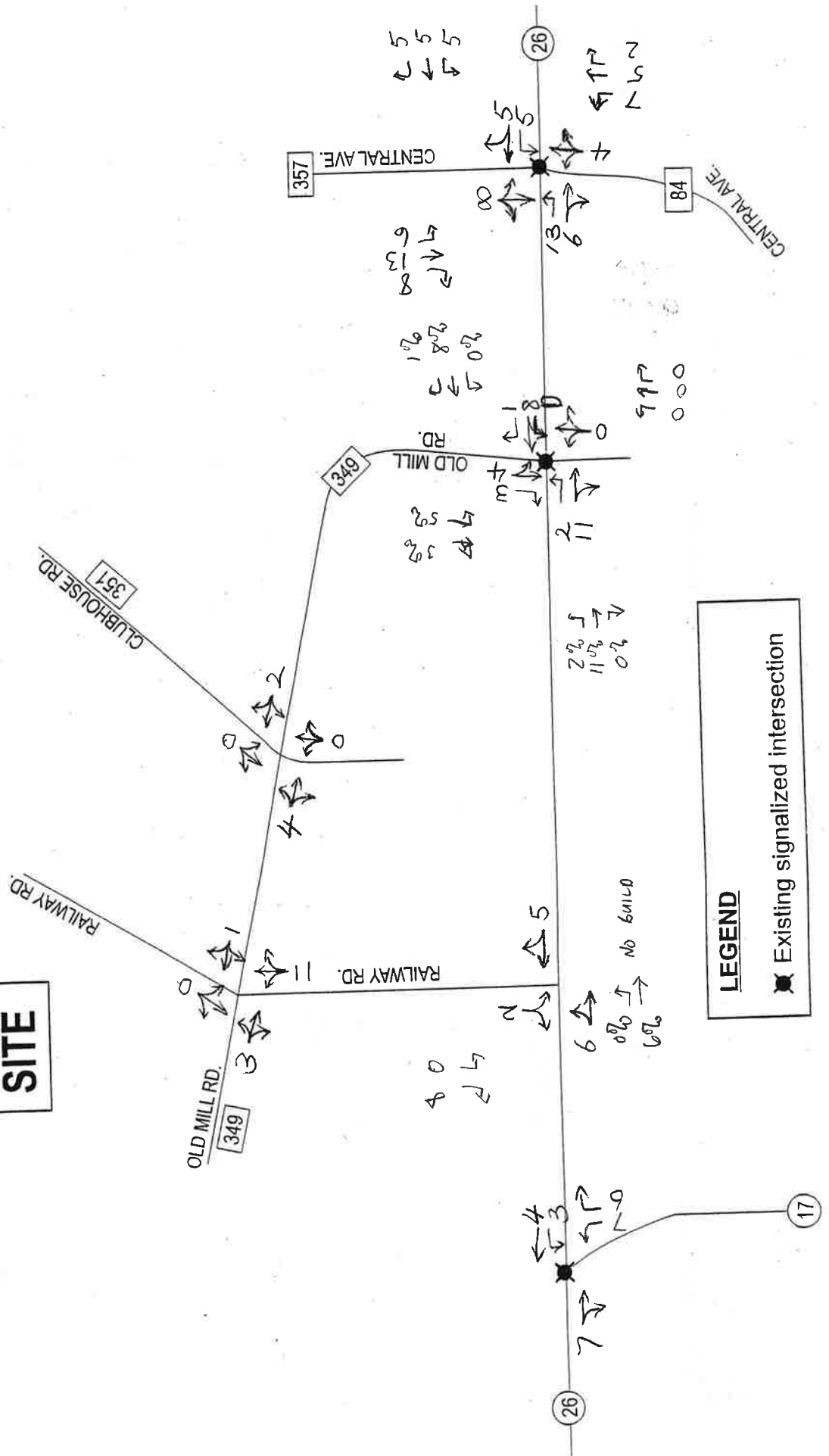
FIGURE



EXISTING AM HVP (%)
PETTINARO PROJECT ON RAILWAY ROAD
SUSSEX COUNTY, DELAWARE

SITE

FIGURE

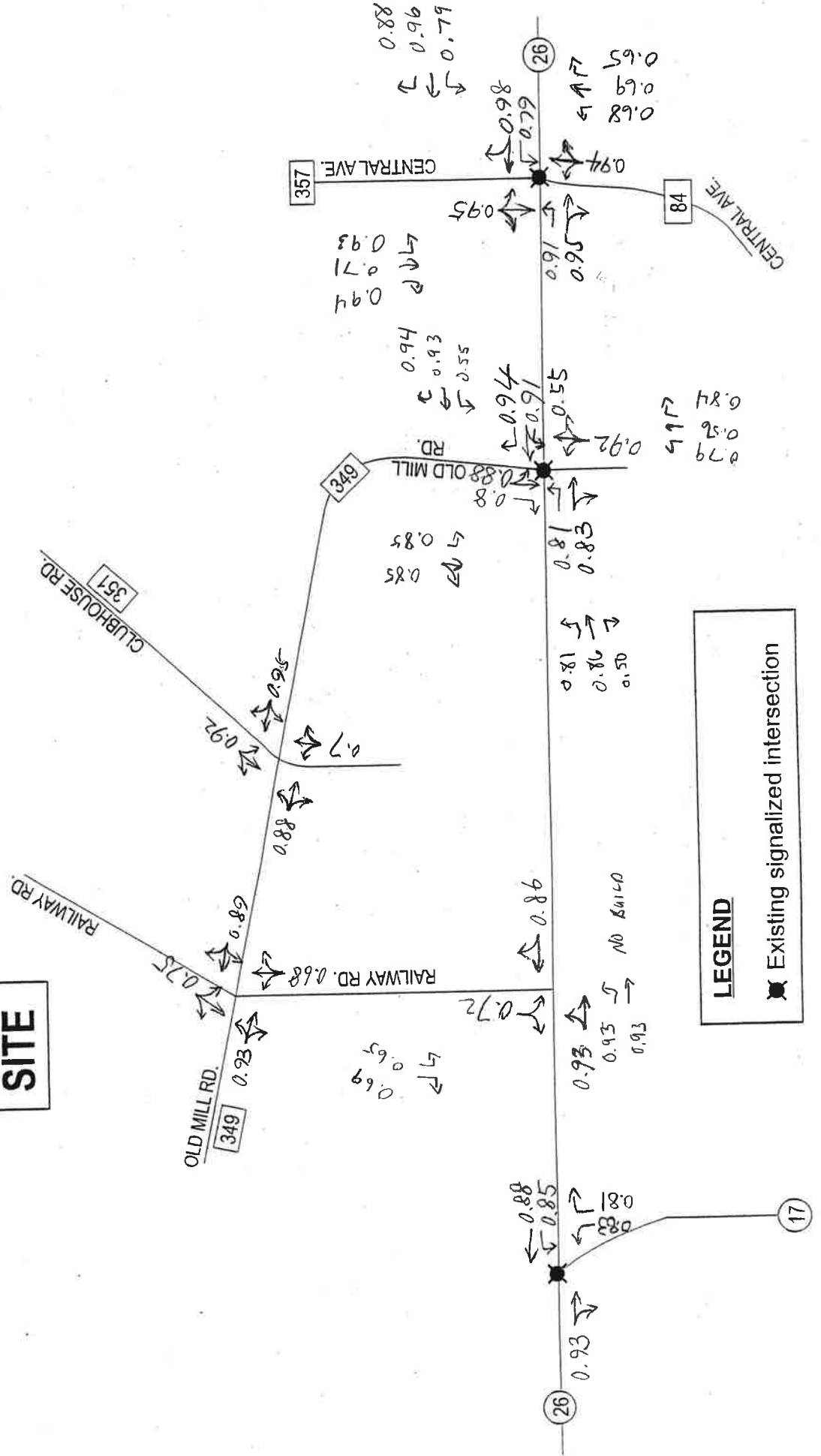


LEGEND
Existing signalized intersection

**EXISTING PM PHF
PETTINARO PROJECT ON RAILWAY ROAD
SUSSEX COUNTY, DELAWARE**

SITE

FIGURE



LEGEND
 Existing signalized intersection

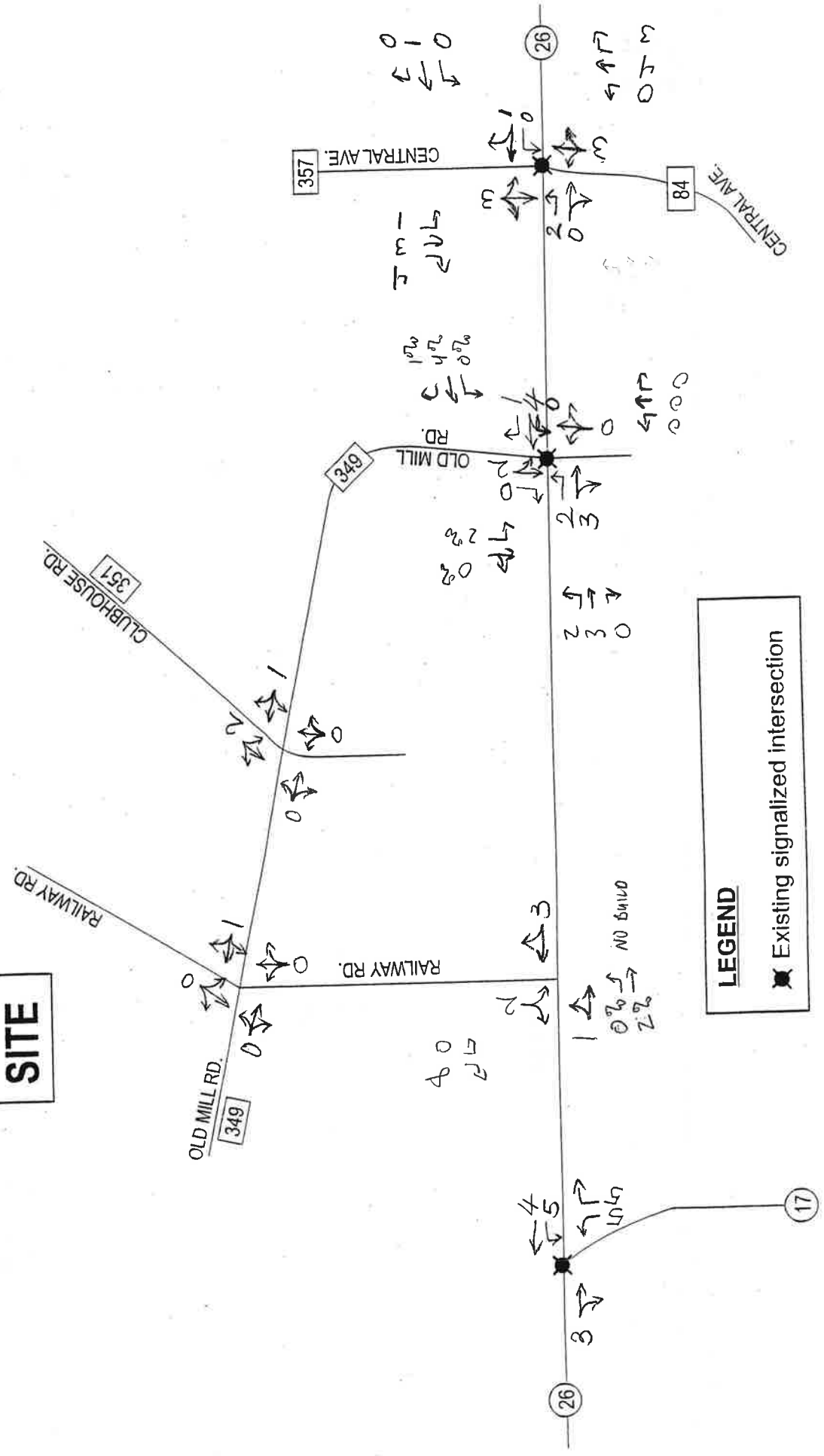


Orin - Rodgers Associates, Inc.

EXISTING PM HVP (%) PETTINARO PROJECT ON RAILWAY ROAD SUSSEX COUNTY, DELAWARE

SITE

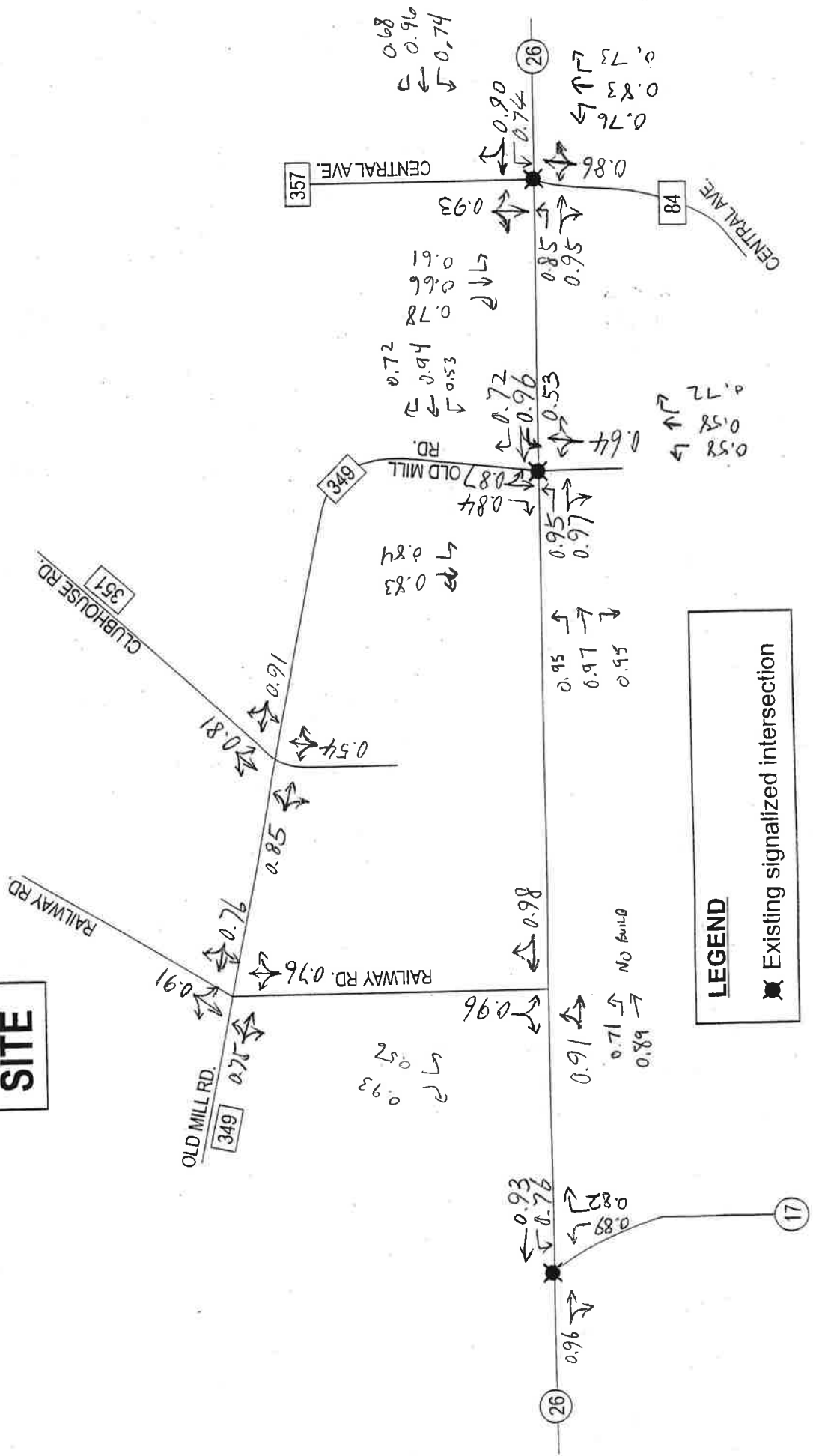
FIGURE



EXISTING SAT PHF
PETTINARO PROJECT ON RAILWAY ROAD
SUSSEX COUNTY, DELAWARE

SITE

FIGURE

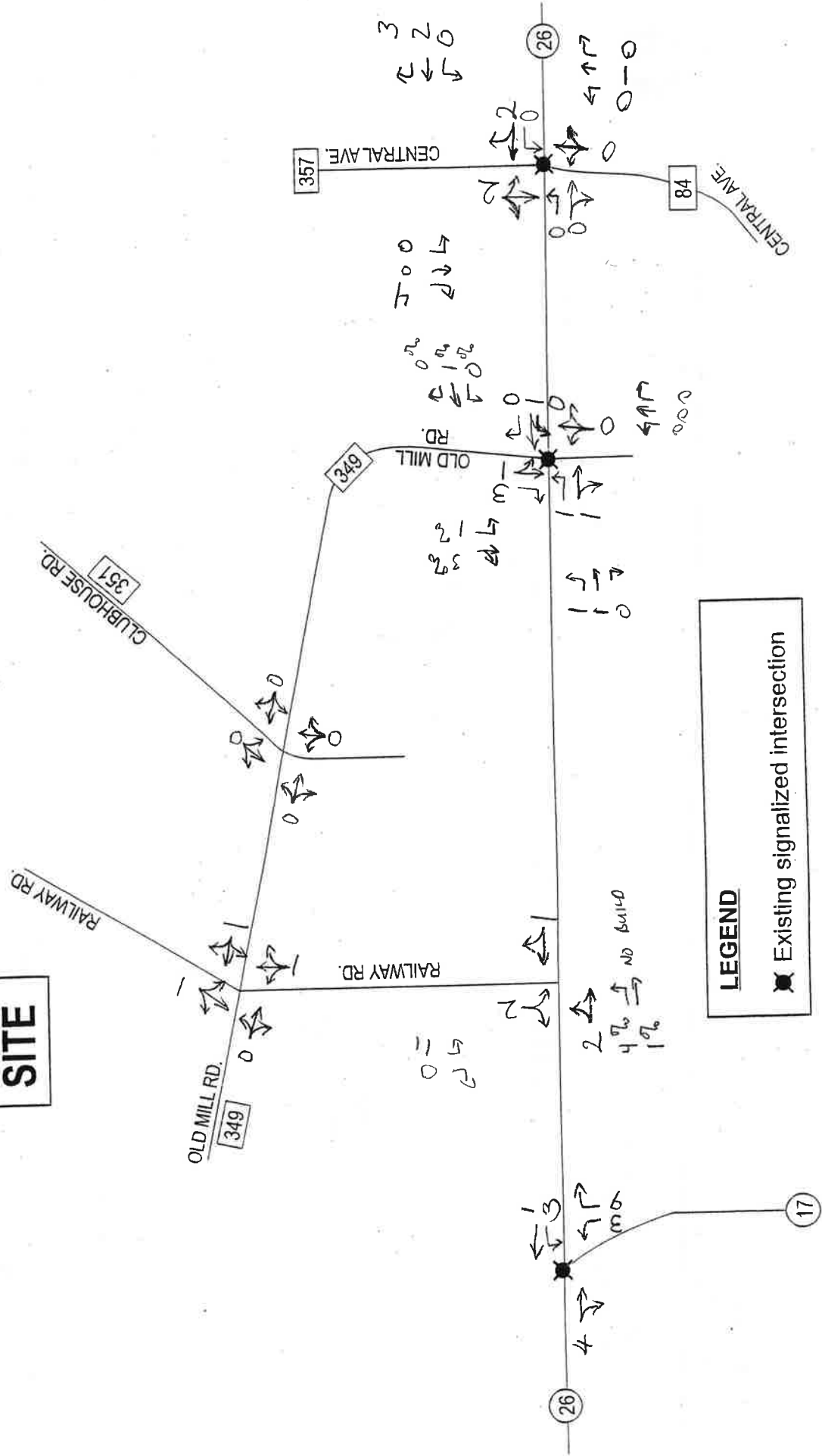


EXISTING SAT HVP (2)
PETTINARO PROJECT ON RAILWAY ROAD
SUSSEX COUNTY, DELAWARE

FIGURE



SITE



LEGEND
 Existing signalized intersection

Appendix H

Correspondence



STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION

800 BAY ROAD
P.O. BOX 778
DOVER, DELAWARE 19903

MEMORANDUM

NATHAN HAYWARD III
SECRETARY

TO: File

FROM: T. William Brockenbrough, Jr., County Coordinator *TWB*

DATE: July 8, 2004

SUBJECT: Pettinaro Project on Railway Road
Minutes of Traffic Impact Study (TIS) Scoping Meeting 07/01/04

ATTENDANCE: Thomas Banez, DelDOT Transportation Solutions
Dave Crowley, Linder & Company
T. William Brockenbrough, Jr., DelDOT Planning
John T. Fiori, DelDOT Planning
Derrick S. Kennedy, Orth-Rodgers & Associates
Richard A. Mishura, Orth-Rodgers & Associates
Todd J. Sammons, DelDOT Planning

Background and Discussion

Linder & Company seeks to develop 480 condominiums on about 125 acres of the existing Bethany Bay development (Tax Parcel 1-34-8.00-42.00). The land is zoned MR-RPC and is located on the north side of Railway Road (Sussex Road 350). A rezoning to MR-2-RPC would be necessary for this project to proceed.

Cases to be Evaluated

The study shall evaluate the weekday morning and evening peak hours and summer Saturday mid-day peak hours for the following situations:

- 1) Existing (2004);
- 2) 2015 without development; and
- 3) 2015 with full development.

Facilities to be Evaluated

The TIS should evaluate conditions at the following intersections for capacity and level of service using the Highway Capacity Software (HCS). It should also evaluate the extent to which they meet the relevant DeIDOT, AASHTO and MUTCD standards for geometry and traffic control devices.

- 1) Site Entrance / Railway Road
- 2) Old Mill Road (Sussex Road 349) / Railway Road
- 3) Old Mill Road / Clubhouse Road (Sussex Road 351)
- 4) Route 26 / Delaware Route 17 (Roxana Road)
- 5) Route 26 / Railway Road
- 6) Route 26 / Old Mill Road
- 7) Route 26 / Central Avenue (Sussex Roads 84 and 357)

Further, the Consultant shall evaluate Railway Road and Old Mill Road with regard to the relevant DeIDOT, AASHTO and MUTCD standards for geometry and traffic control devices and shall make recommendations for their improvement.

Traffic Counts

The Consultant should count traffic from 6:30 to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. on a Tuesday, Wednesday, or Thursday and from 9:00 a.m. until 2:00 p.m. on Saturday to determine when the peaks occur. The counts should be conducted in June, July, or August, while public schools are closed for the summer.

Traffic counts should be submitted to DeIDOT both electronically as PETRA files and as draft report figures showing peak hour volumes posted on diagrams of the road network.

The Consultant should be alert for events affecting the traffic counts, such as accidents or nearby construction and shall inform me of any such events when submitting the counts. As necessary, I reserve the right to reject the counts or require adjustments to them.

Trip Generation should be done using the 7th edition of the ITE **Trip Generation** report.

Trip Distributions

Trip distributions for the proposed and committed developments should be submitted with the traffic counts.

Growth Factors and Committed Developments

The Consultant should apply growth factors to the traffic counts. I will develop those factors on receipt of the traffic counts.

The Consultant should also determine what portions of the following developments were complete at the time of any traffic counts to be used in the study and shall add in projected traffic from any unbuilt portions. The following information on the amount and types of development associated with these projects is tentative and should be verified with Sussex County Planning and Zoning.

Some of these projects are a few years old and may be fully occupied.

- 1) Silver Woods (400 single-family detached houses)
- 2) Bethany Meadows (232 single-family detached houses, 188 condominiums)
- 3) Water Side (103 apartments, 4,000 square feet general office space, 6,000 square feet retail commercial space)
- 4) Southampton (154 single-family detached houses, 48 townhouses, 132 mini-storage units)
- 5) Hunter's Run (a.k.a. Consolidated Land Trust, L.L.C., 88 single-family detached houses)
- 6) Bear Trap Dunes (25,000 square feet retail commercial space, 336 single-family detached houses, 180 apartments/condominiums, 184 townhouses, 27-hole golf course)
- 7) Korotki Property (about 265 apartments and about 105 single-family detached houses)
- 8) Wedgefield / Avon Park (148 single-family detached houses, 25 accessed from Windmill Road, 123 accessed from Central Avenue)
- 9) Bay Forest Club (475 single-family detached houses, 326 townhouse/condominiums)
- 10) Bay Forest Club West (244 single-family detached houses)
- 11) Forest Landing f.k.a. Banks Property (444 single-family detached houses)
- 12) Fairway Village f.k.a. Skiber-Chandler Property (312 single-family detached houses)
- 13) Windmill Property (106 townhouses)
- 14) Doves Landing (140 single-family detached houses, 142 townhouses, 120 apartments, 147,500 square foot shopping center)
- 15) Barrington Park (150 single-family detached houses, 300 condominiums)
- 16) Millville Town Center (68 townhouses, 106,500 square foot shopping center)
- 17) Bethany Bay (100 condominiums)

Highway Capacity Software

The TIS should use the most recent version of the Highway Capacity Software (HCS) that implements the 2000 Highway Capacity Manual (HCM). Presently, that is Version 4.1d.

Seasonal Adjustment Factors should not be applied.

DelDOT Projects

The Consultant shall contact Mr. Banez, DelDOT's project engineer (760-2363) for our ongoing study of Delaware Route 26, US Route 113 to Assawoman Canal, shall become familiar with the study, and shall discuss it in the TIS. The study has generated two projects that are currently under design. The first project is the Route 26 Local Roads project, which will improve a series of existing local roads on the south side of Route 26 between Route 17 and Delaware Route 1. We expect to complete those improvements in 2007. We expect the local road project to draw some traffic from Route 26 and that effect should be accounted for in the TIS.

The second project will improve Route 26 from Clarksville to the Assawoman Canal. We expect to complete it sometime between 2009 and 2010. A third project, to improve another local roads between Clarksville and Route 17, is also contemplated. It is not scheduled yet but should be complete by 2020.

Transit, Bicycle, and Pedestrian Facilities

The study should describe the existing and proposed transit service in the project area and should also describe the existing and needed transit, bicycle, and pedestrian facilities on or near the project site. In determining these items, the Consultant shall contact Mr. David Dooley, a Service Development Planner at the Delaware Transit Corporation (DTC), and Mr. Joseph Cantalupo, Assistant Director for Statewide & Regional Planning. Mr. Dooley may be reached at (302) 577-3278, extension 3464. Mr. Cantalupo may be reached at (302) 760-2121.

General Notes

- 1) The Consultant should assume an ideal saturation flow rate of 1,900 pcphgpl for all signalized intersections.
- 2) The Consultant should calculate the peak hour factors for existing conditions. Where no increases in volumes are projected, the Consultant should use those observed peak hour factors for future conditions as well. Where increases in volumes are projected, the Consultant should use peak hour factors of 0.88 or 0.92, in accordance with the Highway Capacity Manual, except that higher values may be used where they are observed to already exist. The Consultant should calculate all peak hour factors by lane group.
- 3) The Consultant should use default lane utilization factors for all signalized intersections.
- 4) The Consultant should contact Mr. James Bunting or Mr. Randall Lewis, both of DelDOT's Transportation Management Center (TMC), to obtain advance approval for the use of any signal timings. Mr. Bunting may be reached at (302) 659-2403. Mr. Lewis may be reached at (302) 659-2404.

Memorandum to File

July 8, 2004

Page 5 of 5

- 5) DelDOT reserves the right to change this scope of work if the study is not performed within a reasonable time.
- 6) By copy of this letter, I ask those copied to contact me by July 12, 2004, regarding any significant errors or omissions.

TWB:rr

cc: those in attendance

Lawrence B. Lank, Sussex County Planning & Zoning Commission

Jill Frey, Century Engineering

Ralph A. Reeb, Director of Planning

Michael H. Simmons, Assistant Director for Project Development South, Division of
Transportation Solutions (DOTS)

Joseph Cantalupo, Assistant Director, Statewide & Regional Planning

Theodore G. Bishop, Assistant Director, Development Coordination

William J. Dryden, Transportation Planner, Project Development South, DOTS

Thomas E. Meyer, Special Projects Manager, Traffic, DOTS

James W. Bunting, TMC Supervisor, Traffic, DOTS

J. Randall Lewis, TMC Technician, Traffic, DOTS

David Dooley, Service Development Planner, Delaware Transit Corporation

Drew A. Boyce, Subdivision Engineer

September 9, 2004

Mr. T. William Brockenbrough, Jr., P.E., AICP
 Division of Planning
 Delaware Department of Transportation
 800 Bay Road
 Dover, Delaware 19901

RE: Pettinaro Project on Railway Road
 ORA Job # 2004_238

Dear Mr. Brockenbrough:

As noted in your scoping memorandum dated July 8, 2004, Orth-Rodgers & Associates (ORA) is submitting the raw count data for the above-mentioned project. This included the AM and PM weekday and Saturday summer traffic counts completed by ORA. As such, ORA is seeking approval of this traffic data and requesting growth rates to be used for developing the future traffic projections at these count locations.

The weekday AM and PM traffic volumes were collected on a typical summer weekday (July & August 2004), on a Tuesday, Wednesday, or Thursday from 6:30 AM to 9:00 AM for the morning peak and between 4:00 PM and 6:00 PM for the evening peak. The Saturday summer traffic volumes were collected on Saturday July 17, 2004 from 9:00 AM to 2:00 PM.

The intersections and count dates are noted below.

<u>Intersection (manual counts)</u>	<u>Dates counted</u>
Delaware Rte 26 & Central Avenue	AM Peak – Tues., July 27, 2004 PM Peak – Wed., July 14, 2004 Saturday, July 17, 2004
Delaware Rte 26 & Old Mill Road	AM Peak – Thurs., July 15, 2004 PM Peak – Wed., July 14, 2004 Saturday, July 17, 2004
Delaware Rte 26 & Railway Road	AM Peak – Thurs., August 5, 2004 PM Peak – Wed., August 4, 2004 Saturday, July 17, 2004
Delaware Rte. 26 & Delaware Rte 17	AM Peak – Thurs., July 15, 2004 PM Peak – Wed., August 4, 2004 Saturday, July 17, 2004

<u>Intersection (manual counts)</u>	<u>Dates counted</u>
Old Mill Rd & Clubhouse Rd	AM Peak – Thurs., July 15, 2004 PM Peak – Wed., July 14, 2004 Saturday, July 17, 2004
Old Mill Rd & Railway Rd	AM Peak – Thurs., July 15, 2004 PM Peak – Wed., July 14, 2004 Saturday, July 17, 2004

The peak hour volumes are shown on the enclosed figures. These figures include the traffic data as counted, without balancing of volume. Please note that the volume between some adjacent intersections may appear disproportionate. As you are aware, items such as mid-block driveways or side streets, different count dates, slightly different peak periods, etc. often contribute to these unbalanced results. As such, ORA has not adjusted the data. If you feel that adjustments are needed, please advise us accordingly. The computer generated traffic count sheets are enclosed for your use. An email will also be sent to you containing the Petra count files.

Also attached for your review is the trip distribution for the other committed developments listed in your July 8, 2004 scope-meeting memorandum. From fieldwork conducted it was noted that Hunter's Run (#5) and Korotki Property (#7) have been completely built out while Bay Forest Club West (#10) was not approved; therefore no trip distribution is provided for those three developments. All 14 other committed development trip distributions have been included for your review. These trip distributions have been taken from the Bay Forest Club traffic impact study, which was submitted to DelDOT by ORA on March 31, 2003. The trip distribution for the proposed site is also included.

The preceding information has been submitted for your review and approval. Once your review is complete and we have received the associated growth factors for the study area, ORA will prepare the Preliminary TIS. Should you have any questions about the enclosed data, please do not hesitate to call.

Sincerely,
ORTH-RODGERS & ASSOCIATES, INC.



Richard A. Mishura
Assistant Project Manager

RAM:tbm
Enclosures
cc: Robert M. Rodgers
Derrick S. Kennedy



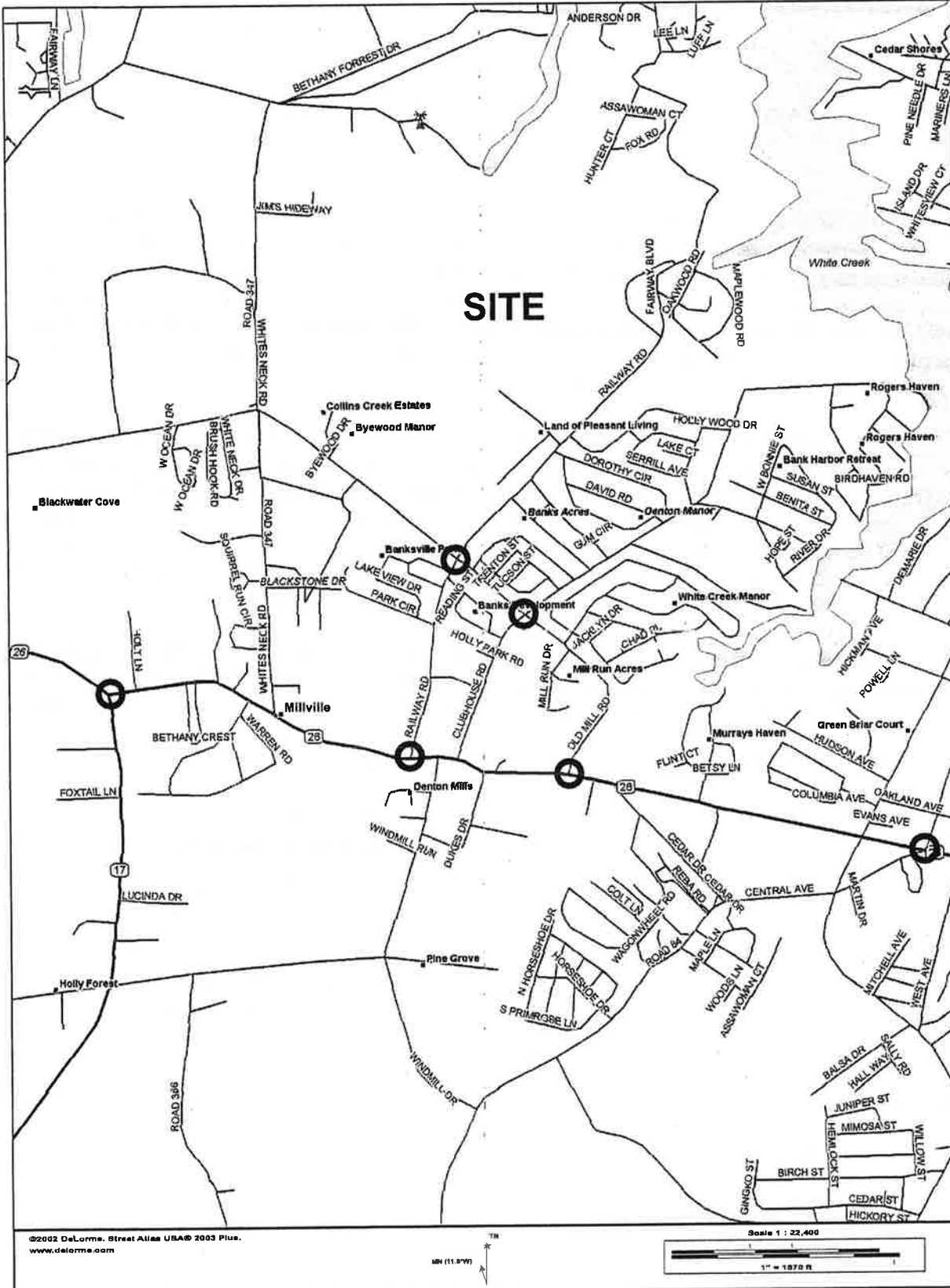
Site Location Map

Pettinaro Project on Railway Road

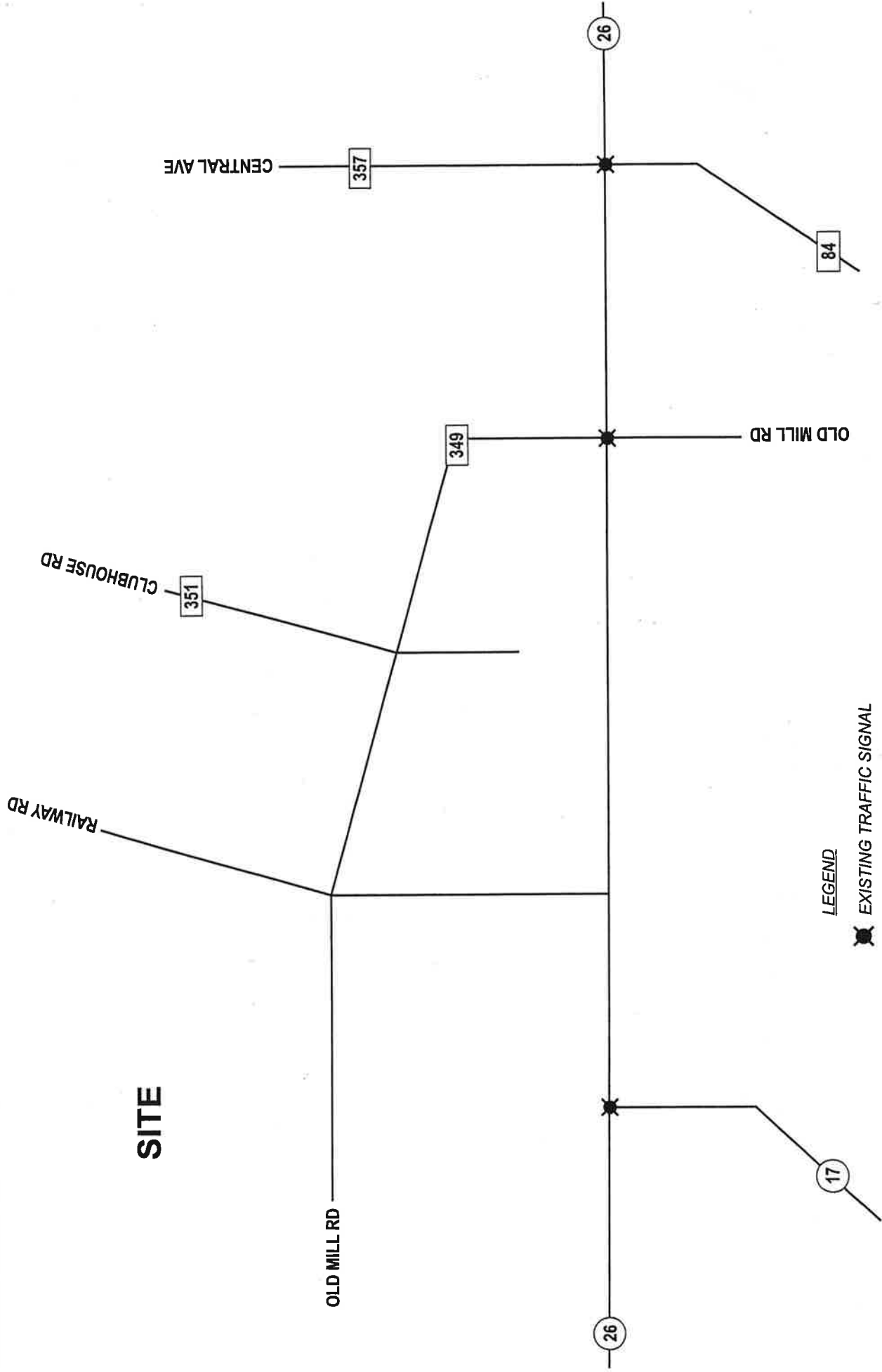
SUSSEX COUNTY, DELAWARE



Street Atlas USA® 2003 Plus



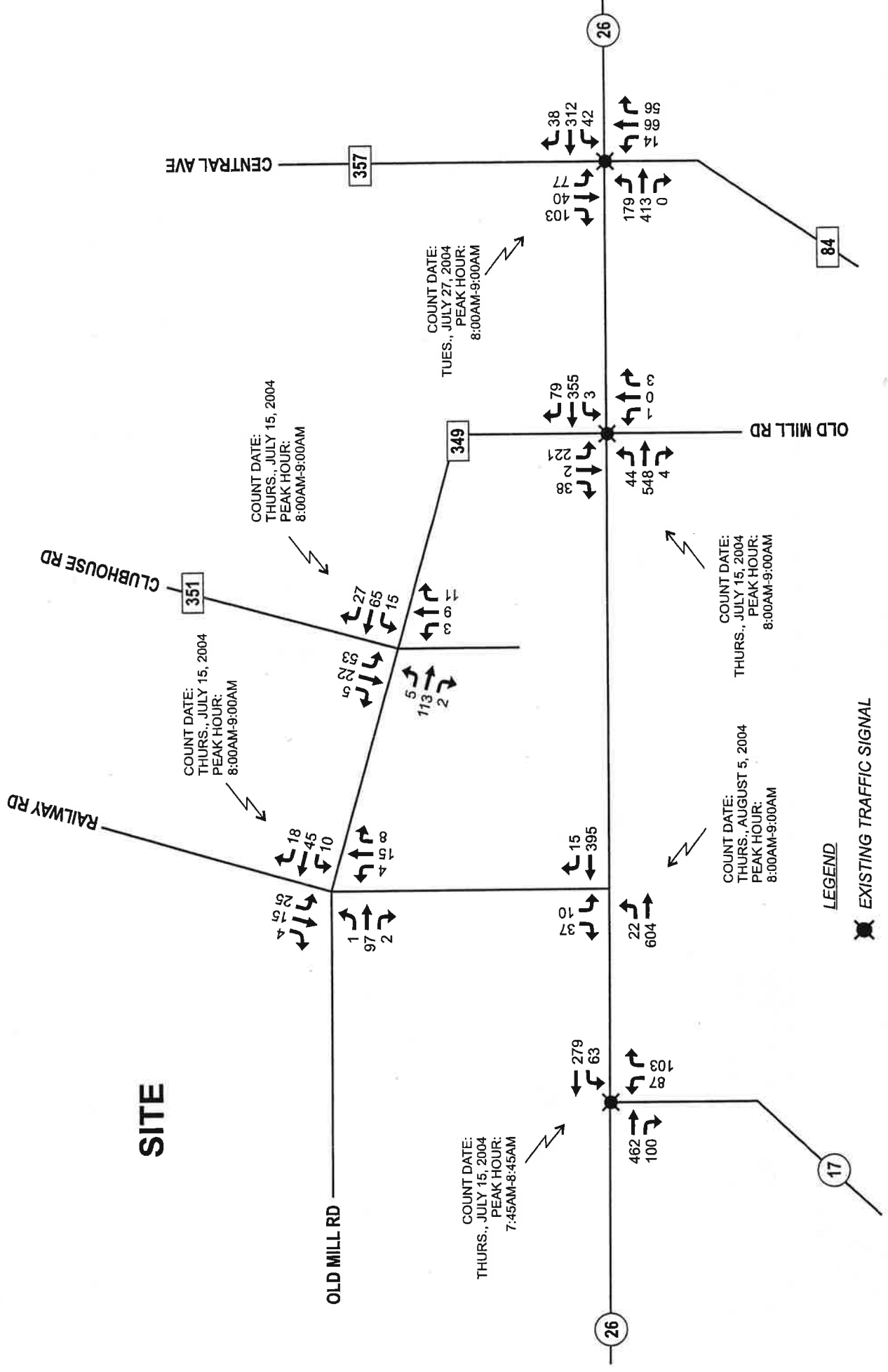
**Map of Study Intersections
 Pettinaro Project on Railway Road
 SUSSEX COUNTY, DELAWARE**



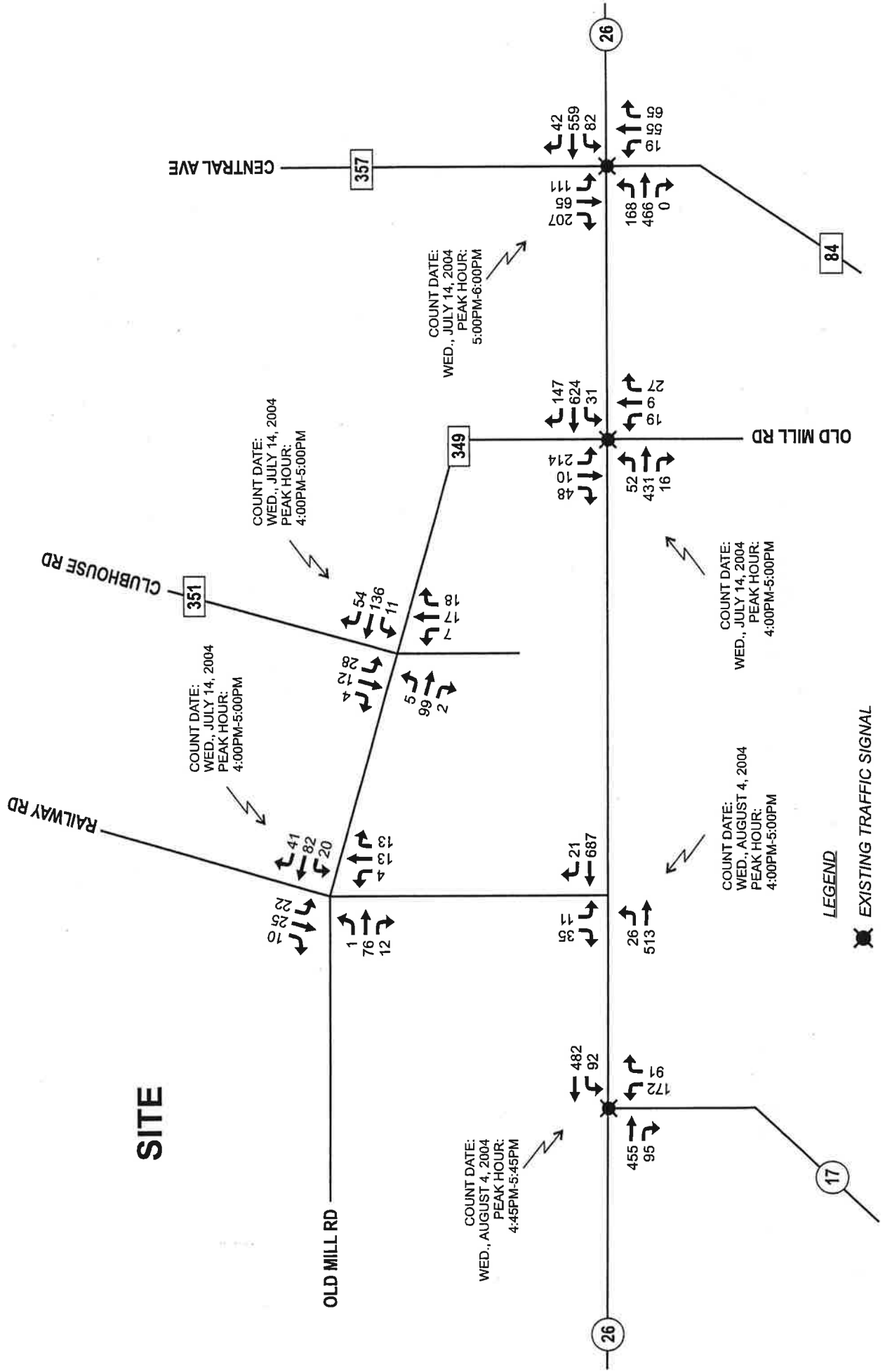
2004 Existing AM Peak Hour Traffic Volumes

Pettinaro Project on Railway Road

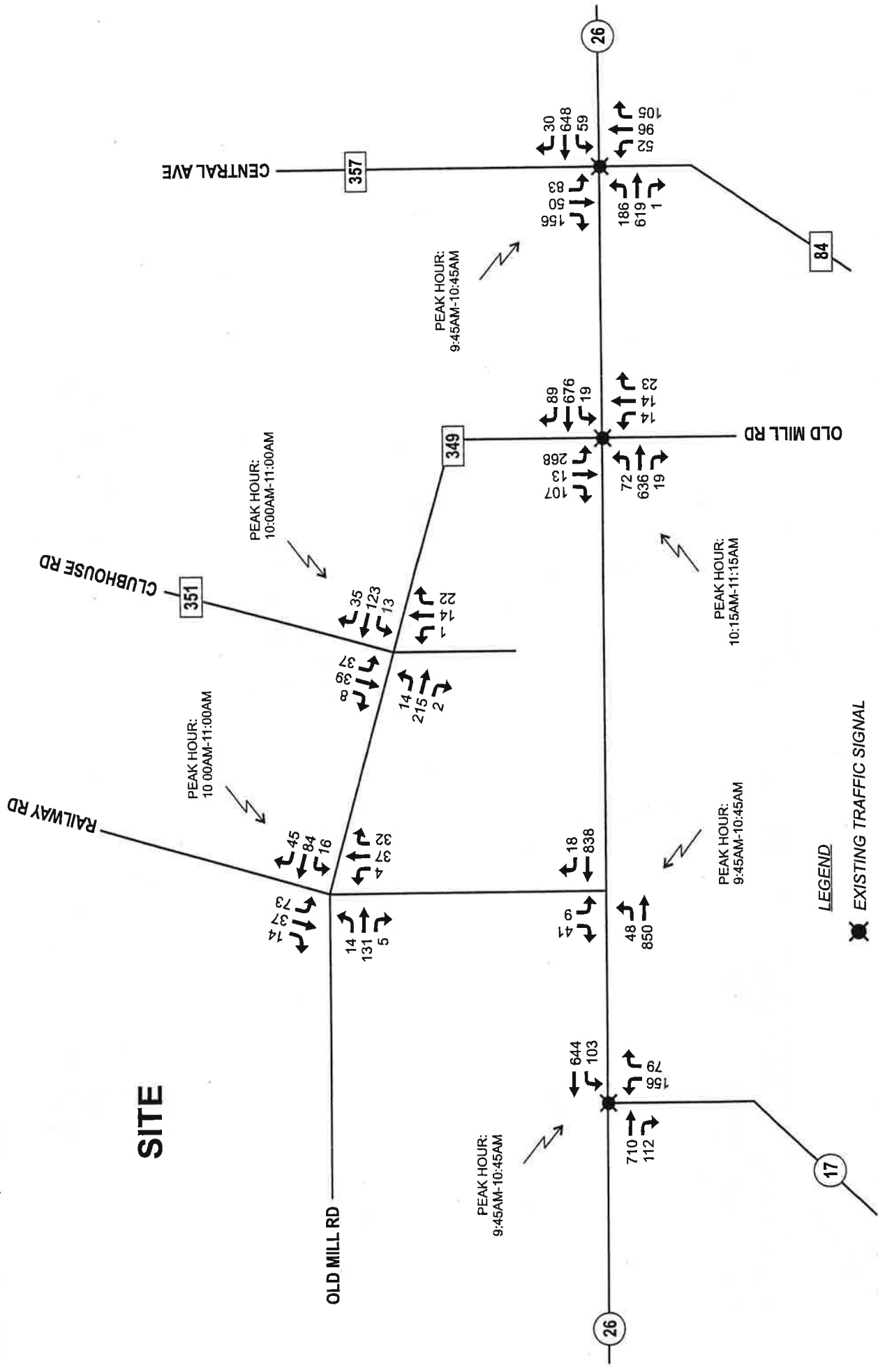
SUSSEX COUNTY, DELAWARE



2004 Existing PM Peak Hour Traffic Volumes
Pettinaro Project on Railway Road
SUSSEX COUNTY, DELAWARE



2004 Existing Saturday (counted July 17, 2004) Peak Hour Traffic Volumes
 Pettinaro Project on Railway Road
 SUSSEX COUNTY, DELAWARE





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

NATHAN HAYWARD III
SECRETARY

October 20, 2004

Mr. Richard A. Mishura
Orth - Rodgers & Associates, Inc.
230 South Broad Street
Philadelphia, PA 19102

Dear Mr. Mishura:

We have reviewed the traffic counts and trip distributions that we received on September 13, 2004 for the **Pettinaro Project on Railway Road** traffic impact study (TIS). The counts are acceptable as submitted. However, we have several comments on the trip distributions for the site and some of the committed developments. Please address the comments below in your preliminary TIS:

- 1) Based on a test network developed by DelDOT Division of Planning for the Millville Township TIS, we changed the Pettinaro Project trip distribution percentages. I have enclosed an updated site trip distribution figure and the travel models for your reference. Also please assume that the trip distributions for the committed development of Bethany Bay are the same as those for the Pettinaro Project.
- 2) To keep the trip distribution consistent with the other TIS in that area, we have changed some of the trip distributions for the committed developments of Bear Trap Dunes, Forest Landing, Fairway Village, Windmill Property and Doves Landing. I have enclosed the corrected figures with this letter for your convenience.
- 3) We believe it would be more appropriate to assume that the trip distribution percentages for the Barrington Park development are the same as those for Doves Landing, rather than Avon Park. Please refer to the enclosed Doves Landing trip distribution figures to develop the trip distribution and assignment for Barrington Park.

The seasonal adjustment factors for the roads in the study area are as follows. Please use these factors to develop the seasonally adjusted weekday AM/PM peak hour traffic volumes as you proceed with the preliminary TIS. However, no adjustment is needed to the Saturday peak hour traffic volumes.

Mr. Richard A. Mishura

Page 2 of 2

October 20, 2004

<u>Road</u>	<u>June</u>	<u>July</u>	<u>August</u>
Atlantic Avenue (State Route 26)	0.806	0.718	0.723
Roxana Road (State Route 17)	0.806	0.718	0.723
Old Mill Road (Sussex Road 349)	0.913	1.008	1.021
Railway Road (Sussex Road 350)	0.913	1.008	1.021
Clubhouse Road (Sussex Road 351)	0.913	1.008	1.021
Central Avenue (Sussex Road 84)	0.913	1.008	1.021
Central Avenue (Sussex Road 357)	0.869	0.826	0.852

Considering the background growth factors, please apply the following growth factors to the seasonally adjusted weekday peak hour traffic volumes and the existing Saturday peak hour traffic volumes in developing future traffic:

<u>Road</u>	<u>Growth Factor</u>	<u>Total Growth from 2004 to 2015</u>
Atlantic Avenue (State Route 26)	1.025	1.31
Roxana Road (State Route 17)	1.02	1.24
Old Mill Road (Sussex Road 349)	1.02	1.24
Railway Road (Sussex Road 350)	1.02	1.24
Clubhouse Road (Sussex Road 351)	1.02	1.24
Central Avenue (Sussex Road 84 and 357)	1.02	1.24

If you have any questions concerning this correspondence, you may contact either Ms. Hong Yuan at (302) 760-2151 or me at (302) 760-2109 as you find appropriate.

Sincerely,



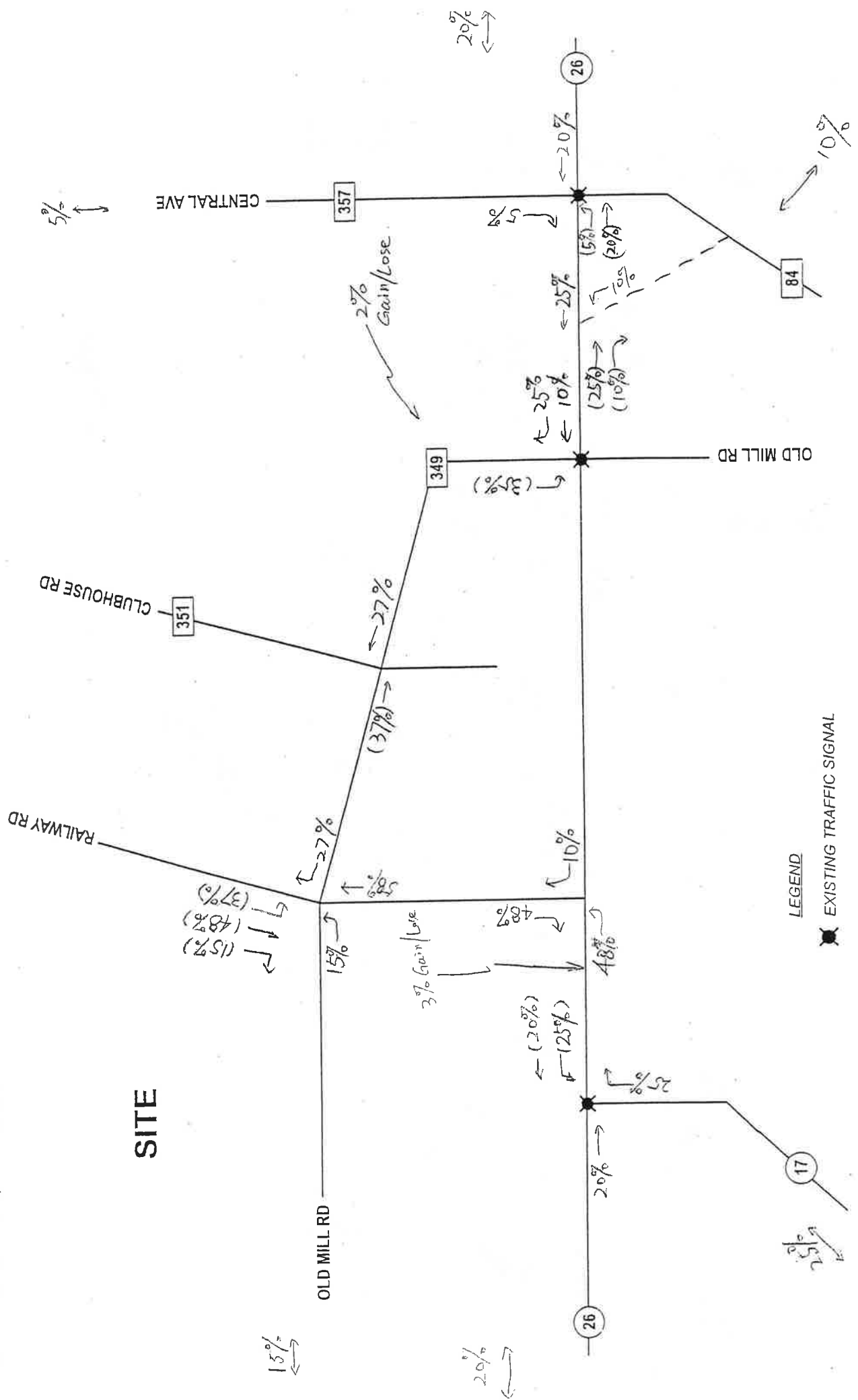
T. William Brockenbrough, Jr.
County Coordinator

TWB:hyr

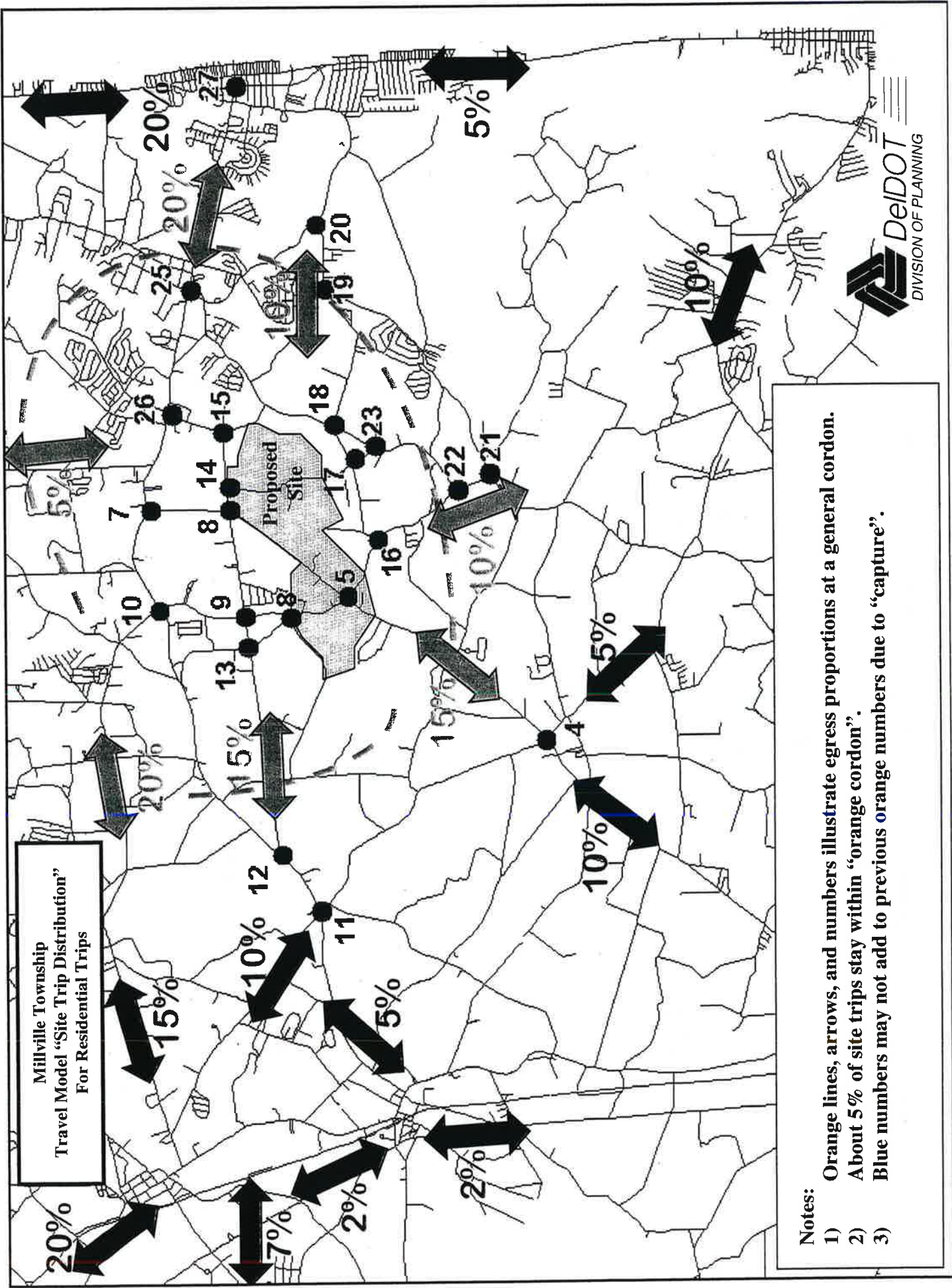
Enclosures

cc: Theodore Bishop, Development Coordination
Todd J. Sammons, Project Engineer
Hong Yuan, McCormick Taylor, Inc.

Pettinaro Project - Project Trip Distribution
Pettinaro Project on Railway Road
SUSSEX COUNTY, DELAWARE



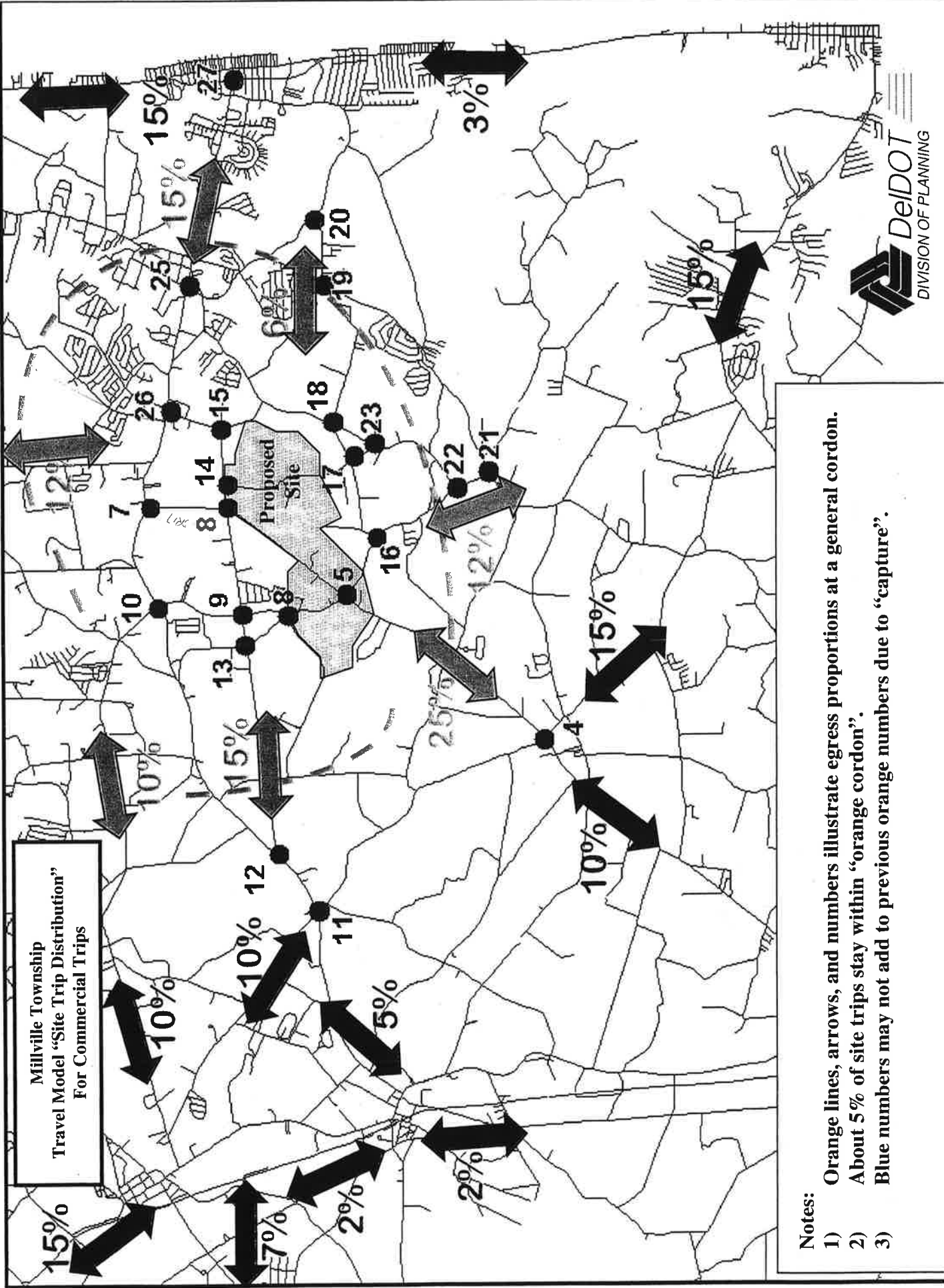
LEGEND
EXISTING TRAFFIC SIGNAL



Notes:

- 1) Orange lines, arrows, and numbers illustrate egress proportions at a general cordon.
- 2) About 5% of site trips stay within "orange cordon".
- 3) Blue numbers may not add to previous orange numbers due to "capture".

**Millville Township
Travel Model "Site Trip Distribution"
For Commercial Trips**



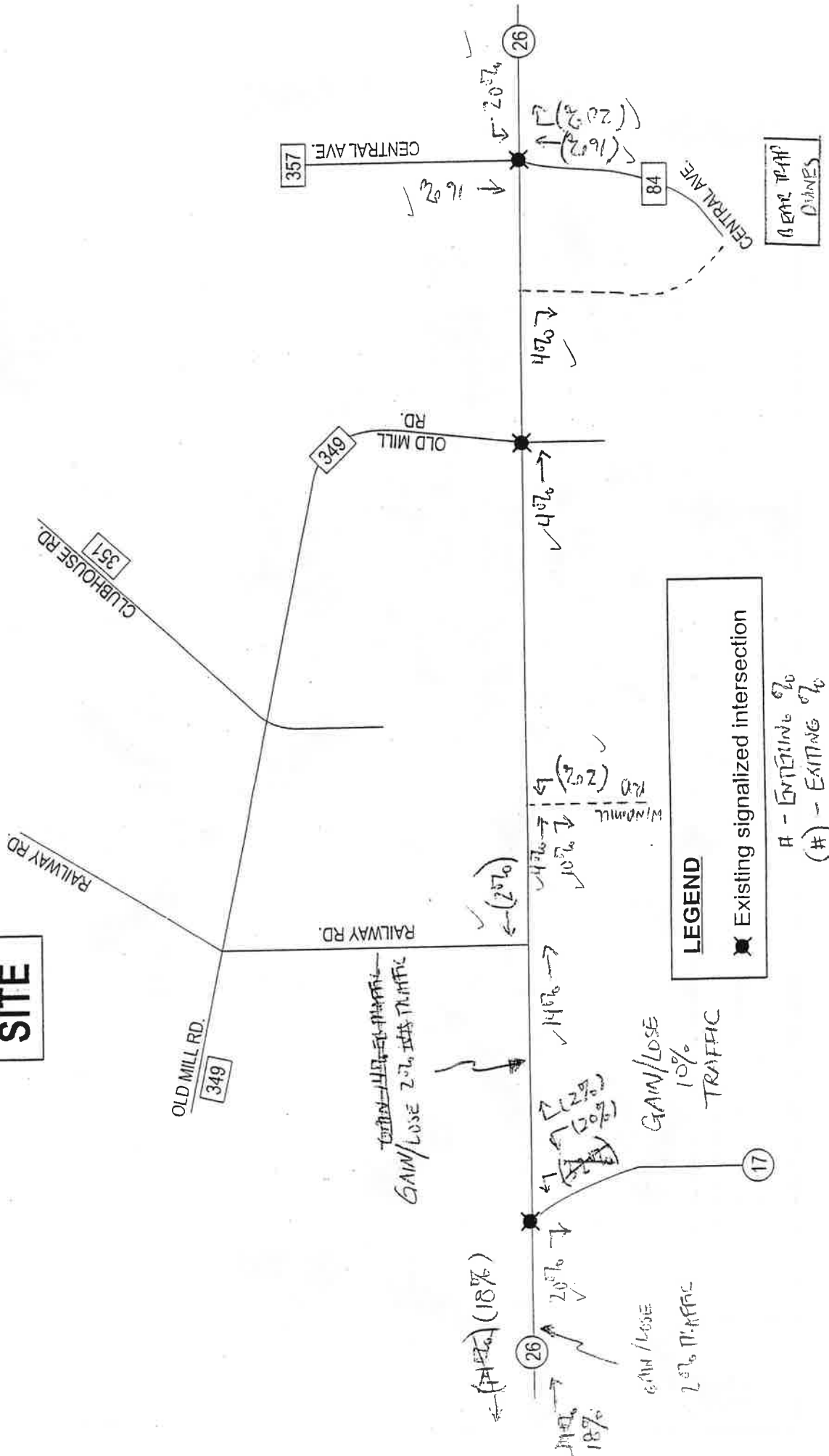
- Notes:**
- 1) Orange lines, arrows, and numbers illustrate egress proportions at a general cordon.
 - 2) About 5% of site trips stay within "orange cordon".
 - 3) Blue numbers may not add to previous orange numbers due to "capture".

BEAR TRAP CUNES TRAP DISTRIBUTION MAP (GENERAL)

PETTINARO PROJECT ON RAILWAY ROAD
SUSSEX COUNTY, DELAWARE

SITE

FIGURE



LEGEND
 Existing signalized intersection
 A - ENTERING %
 (#) - EXITING %

GAIN/LOSE 20% TRAFFIC

GAIN/LOSE 10% TRAFFIC

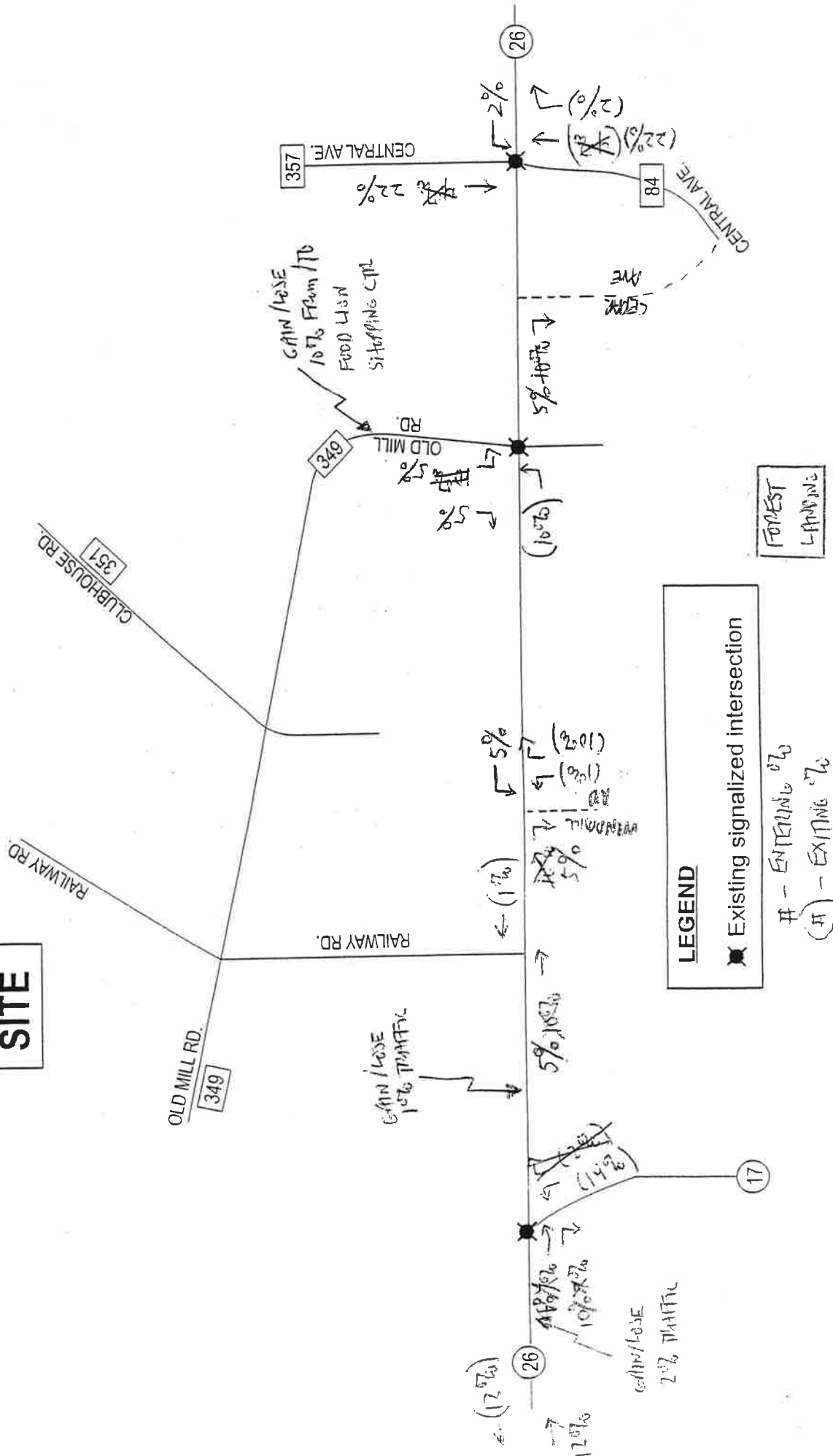
GAIN/LOSE 20% TRAFFIC

FOREST LANDING TRIP DISTRIBUTION TO FALSED JUNE 07 AS SILVER-WOODS



PETTINARO PROJECT ON RAILWAY ROAD
SUSSEX COUNTY, DELAWARE

SITE



LEGEND
Existing signalized intersection

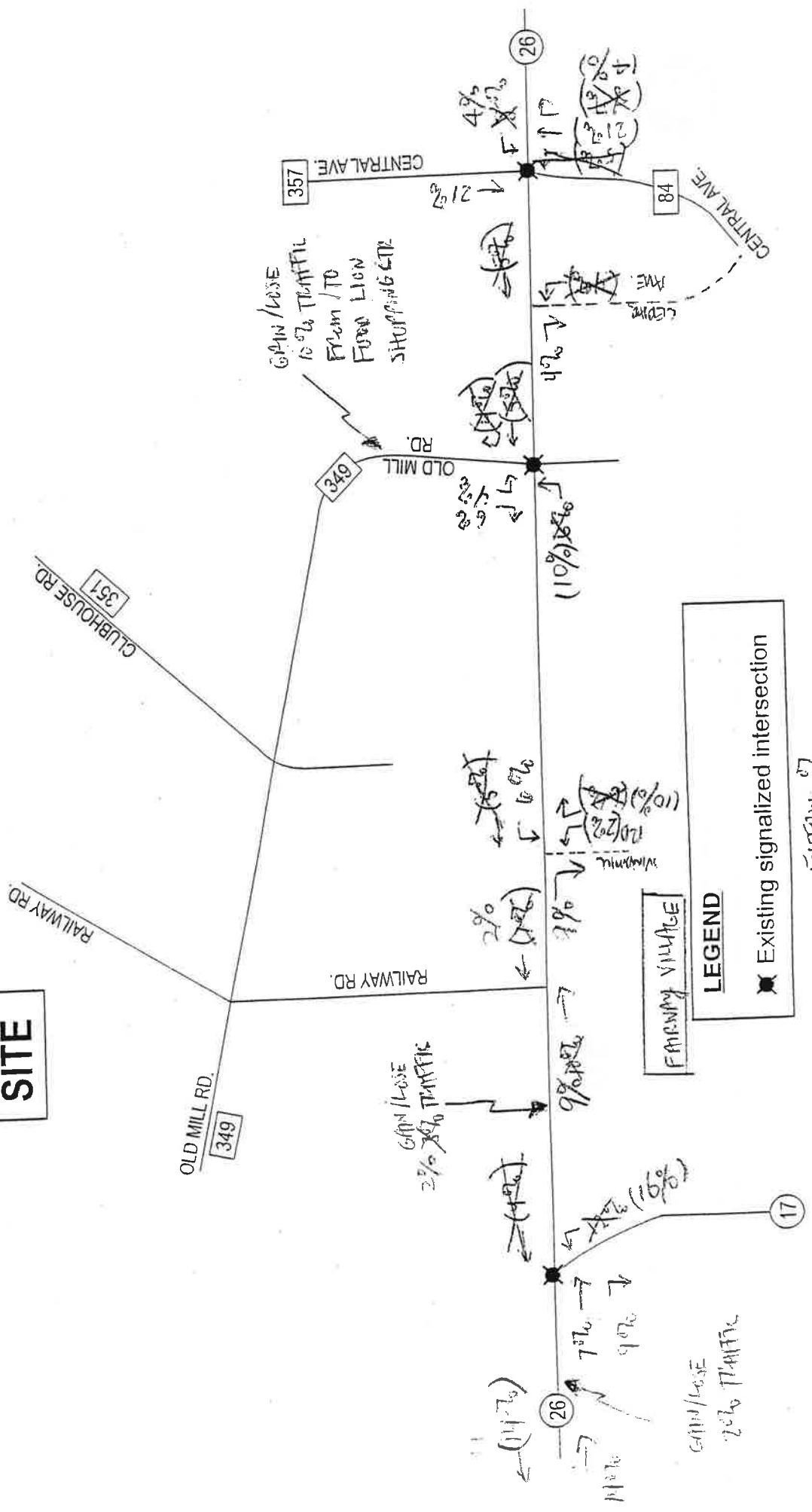
- ENTERING TO
(#) - EXITING TO

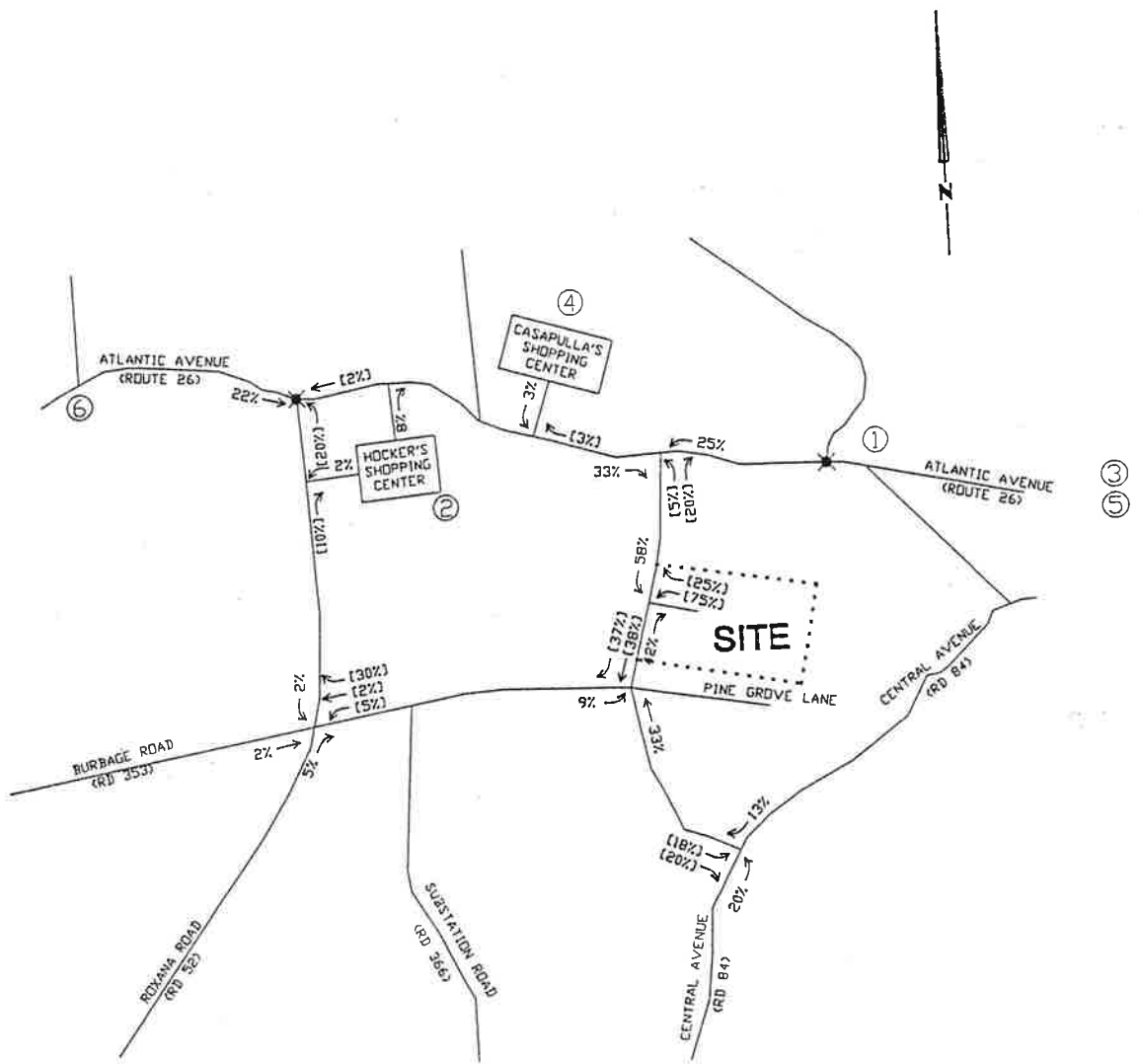
FARMWAY VILLAGE TRIP DISTRIBUTION % (USED SAME AS BENTON HARB DUNES)

PETTINARO PROJECT ON RAILWAY ROAD
SUSSEX COUNTY, DELAWARE



SITE





ARRIVAL/DEPARTURE PERCENTAGES

- 22% TO/FROM NORTH/MILLSBORD
- 18% TO/FROM NORTH/REHOBOTH
- 15% TO/FROM BETHANY BEACH
- 10% TO/FROM FENWICK ISLAND/OCEAN CITY
- 5% TO/FROM SOUTH/WEST
- 30% TO/FROM OCEANVIEW/OCEAN VIEW
- 10% TO/FROM FOOD LION SHOPPING CENTER
- 10% TO/FROM HOCKER'S SHOPPING CENTER
- 3% TO/FROM GROTTO'S/WAVA/VIDEO/GAS
- 3% TO/FROM CASAPULLA'S SHOPPING CENTER
- 2% TO/FROM RESTAURANTS ON CEDAR NECK
- 2% TO/FROM B4 LUMBER/AUTO PARTS STORE/LIQUOR STORE

LEGEND

- ⊗ SIGNALIZED INTERSECTION
- W% ENTERING
- (W%) EXITING

FIGURE 15

**WINDMILL PROPERTY - RESIDENTIAL
TRIP GENERATION DISTRIBUTION - PERCENTAGES**

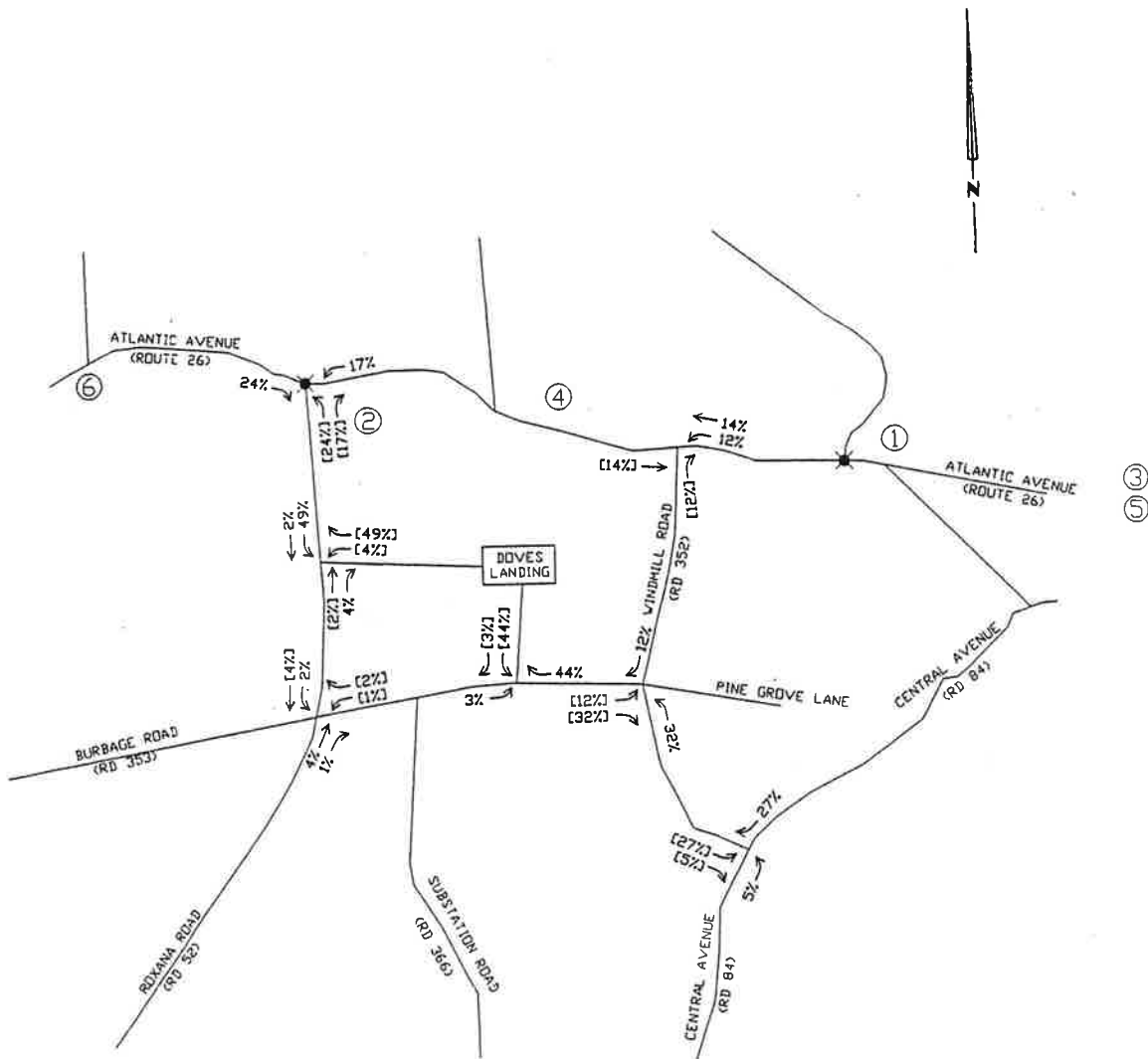


DAVIS, BOWEN & FRIEDEL, INC.
ARCHITECTS, ENGINEERS & SURVEYORS

SALISBURY, MARYLAND 410-543-9091
MILFORD, DELAWARE 302-424-1441

**WINDMILL PROPERTY
TRAFFIC IMPACT STUDY
SUSSEX COUNTY, DELAWARE**

Date: 10/02 Scale: NONE Proj.No.: 1154B001



DOVES LANDING - RESIDENTIAL TRIP GENERATION DISTRIBUTION - PERCENTAGES

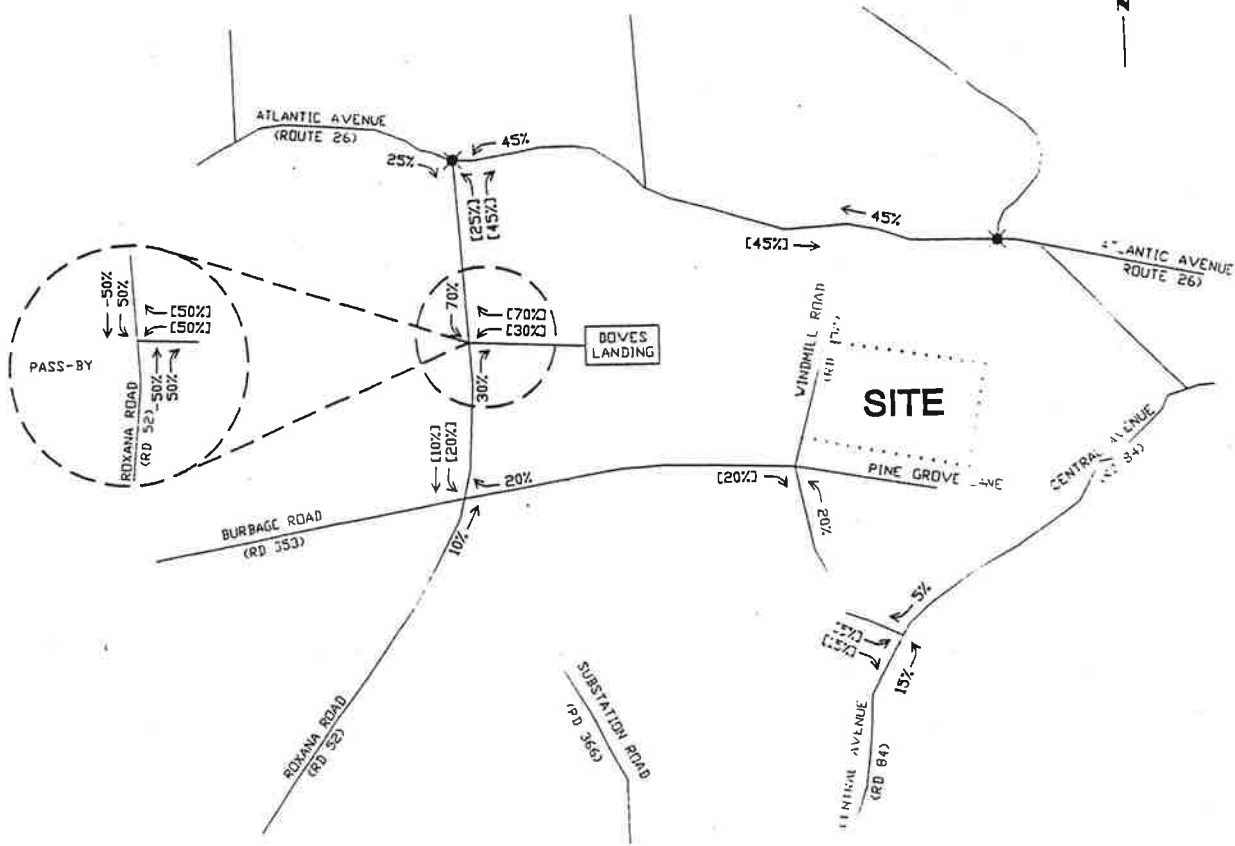


DAVIS, BOWEN & FRIEDEL, INC.
ARCHITECTS, ENGINEERS & SURVEYORS

SALISBURY, MARYLAND 410-543-9091
MILFORD, DELAWARE 302-424-1441

**WINDMILL PROPERTY TRAFFIC IMPACT STUDY
SUSSEX COUNTY, DELAWARE**

Date: 10/02 Scale: NONE Proj.No.: 1154B001



LEGEND

- ⊗ SIGNALIZED INTERSECTION
- #% ENTERING
- (#%) EXITING

ARRIVE DEPARTURE PERCENTAGES

- 25% TO/ FROM OCEAN VIEW
- 25% TO/ FROM MILLVILLE
- 25% TO/ FROM DAGSBORO/ CLARKSVILLE
- 15% TO/ FROM BETHANY BEACH
- 10% TO/ FROM SELBYVILLE/ ROXANA

DOVES LANDING - COMMERCIAL TRIP GENERATION DISTRIBUTION - PERCENTAGES



DAVIS, BOWEN & FRIEDEL, INC.
ARCHITECTS, ENGINEERS & SURVEYORS

SALISBURY, MARYLAND 410-543-9091
MILFORD, DELAWARE 302-424-1441

**WINDMILL PROPERTY
TRAFFIC IMPACT STUDY
SUSSEX COUNTY, DELAWARE**

Date: 10/02 Scale: NONE Proj.No.: 1154B001

seasonal adjustment factors.txt

From: Brockenbrough, Thomas W. Jr (De|DOT)
[TBrockenbrough@mail.dot.state.de.us]
Sent: Tuesday, November 16, 2004 11:59 AM
To: Rick Mishura
Cc: Derrick Kennedy; Yuan, Hong (De|DOT)
Subject: RE: 2004_238 Pettinaro site

Rick,

I see the conflict that you describe. I don't know what I was thinking at the time of the scoping meeting. However, the minutes I prepared are not internally consistent and I presently believe you should seasonally adjust the weekday counts. Please proceed on that basis.

Bill

-----Original Message-----

From: Rick Mishura [mailto:rmishura@orth-rodgers.com]
Sent: Thursday, November 11, 2004 10:59 AM
To: Bill Brockenbrough (E-mail)
Cc: Derrick Kennedy
Subject: 2004_238 pettinaro site

bill,

i have a question regarding your count approval letter dated october 20, 2004. it states in there seasonal adjustment factors to use for the AM & PM peaks. in our scoping letter it states to conduct the counts during the summer months, which we did, and to not seasonally adjust the volumes. could you give us a clarification on this? thanks.

Richard A. Mishura
Orth-Rodgers & Associates, Inc.
230 South Broad Street
Philadelphia, PA 19102
(215)735-1932 ext. 41Telephone
(215)735-5954 Fax
rmishura@orth-rodgers.com

Rick Mishura

From: Brockenbrough, Thomas W. Jr (DeIDOT) [TBrockenbrough@mail.dot.state.de.us]
Sent: Tuesday, January 04, 2005 2:51 PM
To: Rick Mishura; Sammons, Todd (DeIDOT)
Cc: Derrick Kennedy
Subject: RE: 2004_238 pettinaro project

Rick,
I just spoke with Jill Frey of Century Engineering. As you may know, they are the design consultant for our SR 26 project. The report you cited was prepared by McCormick Taylor, our planning consultant for that project. Jill has a copy of the McCormick Taylor report and says that it does not provide diversion volumes for the weekday a.m. and p.m. peak hours. Looking at the volumes expected in the Friday evening and Saturday midday peak hours, I don't think there will be any significant diversions during the weekday a.m. and p.m. peak hours.
Bill

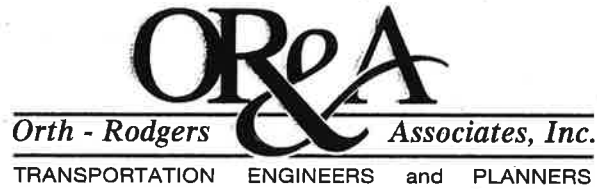
-----Original Message-----

From: Rick Mishura [mailto:rmishura@orth-rodgers.com]
Sent: Thursday, December 30, 2004 11:10 AM
To: Brockenbrough, Thomas W. Jr (DeIDOT); Sammons, Todd (DeIDOT)
Cc: Derrick Kennedy
Subject: 2004_238 pettinaro project

bill,

we are currently preparing the ptis for this project and have a question regarding the the rte 26 diversion routes. in previous reports we did, especially the bayforest project, we incorporated figures for the friday evening and saturday peak hour showing traffic diverted from rte 26 under the proposed alternative rte 26 plans. we have figures 11 & 12 from a january 11, 2001 report showing the friday evening and saturday peak hour diversion volumes. is there figures from this report showing the am & pm peak hour traffic diversion routes? if not can we use the friday evening diversion volumes? thanks.

Richard A. Mishura
Orth-Rodgers & Associates, Inc.
230 South Broad Street
Philadelphia, PA 19102
(215)735-1932 ext. 41Telephone
(215)735-5954 Fax
rmishura@orth-rodgers.com



January 6, 2005

Mr. T. William Brockenbrough, Jr., P.E., AICP
Division of Planning
Delaware Department of Transportation
800 Bay Road
Dover, Delaware 19901

RE: Proposed Residential Project on Railway Road
ORA Job No. 2004_238

Dear Mr. Brockenbrough:

Orth-Rodgers & Associates is pleased to submit two copies of the preliminary traffic impact study for the above referenced project. All comments from your October 20, 2004 traffic count/trip distribution approval letter have been addressed. Please feel free to contact me if any questions or comments arise during your review.

Sincerely,
ORTH-RODGERS & ASSOCIATES, INC.

RICHARD A. MISHURA
Assistant Project Manager

RAM:tbm
Enclosures
cc: Robert M. Rodgers, P.E.
Derrick S. Kennedy

F:\2004_238 pettinaro\documents\letter010605.doc



STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION

800 BAY ROAD
P.O. BOX 778
DOVER, DELAWARE 19903

NATHAN HAYWARD III
SECRETARY

February 23, 2005

Mr. Rick Mishura
Orth-Rodgers & Associates
230 South Broad Street
Philadelphia, PA 19102

Dear Mr. Mishura:

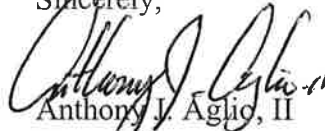
Thank you for requesting information relating to bicycle and pedestrian facilities at the Pettinaro Project located in Sussex County, DE. We appreciate your commitment to providing safe accommodations for bicyclists and pedestrians early in the planning process.

In recent months we have had several requests for bicycle facilities along Railway Road and we have begun coordination with Sussex County to provide shoulders along the southern section of Railway Road from SR 26 to Old Mill Rd. The development location provides an opportunity to extend the shoulders across the property's frontage on both Old Mill and Railroad. Therefore, when we have the opportunity to review this plan with our Development Coordination Section, we will be requesting the following:

- Five-foot shoulders across the Railroad Street frontage, with 5ft. reserved for cyclists through the turn lane

We look forward to reviewing the forthcoming plans for the Pettinaro Project development. Please contact me at (302) 760-2509 if you should have any questions or comments.

Sincerely,


Anthony J. Aglio, II
Project Planner

aja

cc: Joseph Cantalupo, Assistant Director, Planning
John Fiori, Road Technician, Planning



STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION

800 BAY ROAD
P.O. BOX 778
DOVER, DELAWARE 19903

NATHAN HAYWARD III
SECRETARY

February 28, 2005

Mr. Richard A. Mishura
Orth - Rodgers & Associates, Inc.
230 South Broad Street
Philadelphia, PA 19102

Dear Mr. Mishura:

We have reviewed the preliminary traffic impact study (TIS) that we received on January 7, 2005 for the **Pettinaro Project on Railway Road**. While our comments, individually, are relatively minor, together they will affect a significant number of figures. Please revise and resubmit the affected figures for further review. For your convenience, I have enclosed the corrected copies with this letter.

- 1) On Figure 21, the traffic assignment for the southbound left-turn movement is missing.
- 2) According to the email correspondence between you and the developer of Bear Trap Dunes, there were a total of 434 townhouses/condominiums proposed and only 55 units were un-built or unoccupied. Also there were 266 single-family houses proposed and only 49 units were un-built or unoccupied. There are discrepancies between the trip generations that we calculated and those you have submitted. Below are our results:

Bear Trap Dunes Trip Generation													
LUC	Equation / Rate		In	Out	Total		Built-Out			Un-Built			
			%	%	Units	In	Out	Units	In	Out	Units	In	Out
210	AM	$0.7X+9.43$	25%	75%	266	49	146	217	40	121	49	9	25
	PM	$\text{Exp}(0.9*\text{Ln}(X) + 0.53)$	63%	37%		163	96		135	80		28	16
	SAT	$0.89X+10.93$	54%	46%		134	114		110	94		24	20
230	AM	$\text{Exp}(0.8\text{Ln}(X)+0.26)$	17%	83%	434	28	139	379	26	125	55	3	14
	PM	$\text{Exp}(0.82\text{Ln}(X)+0.32)$	67%	33%		134	66		120	59		14	7
	SAT	$0.29X+42.63$	54%	46%		91	78		83	70		8	8

Also there are errors on the internal capture summary sheet and the retail trip assignment figure for the Saturday peak hour. Therefore, please correct the trip generations and Saturday trip assignment figure for the Bear Trap Dunes. However, you may keep the trip assignments for the AM and PM peak hours, because the discrepancies are minimal (+/-1).

- 3) The committed development of Wedgefield has 123 single-family houses proposed and only 48 units were occupied. Our calculations below showed some discrepancies from your results in trips generated by the un-built portion of this development. However, the trip assignments may remain the same, as the discrepancies are minimal (+/-1).

Wedgefield Trip Generation													
LUC	Equation / Rate		In	Out	Total			Built-Out			Un-Built		
			%	%	Units	In	Out	Units	In	Out	Units	In	Out
210	AM	$0.7X+9.43$	25%	75%	123	24	72	48	11	32	75	13	40
	PM	$\text{Exp}(0.9*\text{Ln}(X) + 0.53)$	63%	37%		81	48		35	20		47	27
	SAT	$0.89X+10.93$	54%	46%		65	55		29	25		36	30

- 4) The directional distribution percentages that you used to calculate the trips generated by the townhouses in Bay Forest Club were not correct. Please correct them and update the trip assignments on Figure 31. However, you may keep the numbers on Figure 30 because the discrepancies are minimal (+/-1).
- 5) On Figure 37, there is one typographical error at the intersection of Delaware Route 26 and Delaware Route 17.
- 6) You used the trip generation equations of single-family houses (ITE Land Use Code 210) to calculate the trips generated by the townhouse units (ITE Land Use Code 230) on the Windmill Property. Please correct the errors and update Figures 38 through 40.
- 7) The directional distribution percentages that you used to calculate the trips generated by the townhouses in Doves Landing were not correct. Also you have typographical errors with the net external retail trips for the Saturday peak hour. The trip assignment figures may remain. However, we found that you have one typographical error on Figure 42, at the intersection of Delaware Route 26 and Central Avenue.
- 8) The trip generations for Barrington Park were not calculated correctly. Please correct the errors and update the trip assignments on Figure 44. However, the assignment numbers on Figure 45 and 46 may remain, as the discrepancies are minimal (+/-1).
- 9) There are minor corrections to the residential trip generations of Millville Town Center and Bethany Bay, during the Saturday peak hour. However, the trip assignment figures can remain.
- 10) The above corrections are going to affect Figures 53 through 55, 57 through 59, and 64 through 66. Please update them and resubmit for further review.

Mr. Richard A. Mishura
Page 3 of 3
February 28, 2005

Please contact Ms. Hong Yuan at (302) 760-2151, or me at (302) 760-2109, if you have any questions concerning this correspondence.

Sincerely,



T. William Brockenbrough, Jr.
County Coordinator

TWB:hyr
Enclosures

cc: Theodore Bishop, Development Coordination
Todd J. Sammons, Project Engineer
Hong Yuan, McCormick Taylor, Inc.
Youcef Hamroun, McCormick Taylor, Inc.

Table III. Other committed developments – Weekday AM peak hour trip generation.

Land use	ITE Code	AM peak hour			External trips			Pass-by %	Internal Trip %
		Enter	Exit	Total	Enter	Exit	Total		
Silver Woods - Single-family homes (400 du)	210	72	217	289	72	217	289	0%	0%
Bethany Meadows - Single-family homes (2 du)	210	0	2	2	0	2	2	0%	0%
Waterside - Single-family homes (13 du) - Townhouses (8 du)	210	5	14	19	5	14	19 ✓	0%	0%
	230	1	6	7	1	6	7 ✓	0%	0%
Southampton - Single-family homes (2 du) - Townhouses (21 du) - Mini storage (132 units)	210	0	1	1	0	1	1 ✓	0%	0%
	230	2	9	11	2	9	11 ✓	0%	0%
	151	2	1	3	2	1	3 ✓	0%	0%
Bear Trap Dunes - Single-family homes (49 du) - Townhouses/condos (55 du) - Retail (20,000 sf)	210	9	25	34 ✓	9	25	34 ✓	0%	0%
	230	3	14 8	17 28	3	14 8	17 28	0%	0%
	820	25	17	42	25	17	42	0%	0%
Wedgefield/Avon Park - Single-family homes (75 du) - Single-family homes (25 du)	210	13 18	40 46	53 62	13 16	40 46	53 62	0%	0%
	210	7	20	27 ✓	7	20	27 ✓	0%	0%
Bay Forest Club - Single-family homes (475 du) - Townhouses/condos (326 du)	210	86	256	342 ✓	86	256	342	0%	0%
	230	23	110	133 ✓	23	110	133	0%	0%
Forest Landing - Single-family homes (444 du)	210	80	240	320	80	240	320 ✓	0%	0%
Fairway Village - Single-family homes (312 du)	210	57	171	228	57	171	228 ✓	0%	0%
Windmill Property - Townhouses (106 du)	210	9 21	45 63	54 84	9 21	45 63	54 84	0%	0%
Doves Landing - Single-family homes (140 du) - Apartments (120 su) - Townhouses (142 du) - Retail (147,500 sf)	210	27	80	107	27	80	107 ✓	0%	0%
	220	13	50	63	13	50	63 ✓	0%	0%
	230	12	56	68	12	56	68 ✓	0%	0%
	820	121	77	198	121	77	198 ✓	0%	0%
Barrington Park - Single-family homes (150 du) - Condominiums (300 du)	210	29 26	86 79	114 105	29 26	86 79	114 105	0%	0%
	230	21	103	124	21	103	124 ✓	0%	0%
Millville Town Center - Townhouses (68 du) - Retail (106,500 sf)	230	6	32	38	6	32	38 ✓	0%	0%
	820	99	64	163	99	64	163 ✓	0%	0%
Bethany Bay - Condominiums (100 du)	230	9	43	52	9	43	52 ✓	0%	0%
TOTAL AM Peak Hour Trips	-	743	1800	2543	743	1800	2543	-	-

Table IV. Other committed developments – Weekday PM peak hour trip generation.

Land use	ITE Code	PM peak hour			External trips			Pass-by %	Internal Trip %
		Enter	Exit	Total	Enter	Exit	Total		
Silver Woods - Single-family homes (400 du)	210	235	138	373	235	138	373	0%	0%
Bethany Meadows - Single-family homes (2 du)	210	2	0	2	2	0	2	0%	0%
Waterside - Single-family homes (13 du)	210	11	6	17	11	6	17	0%	0%
- Townhouses (8 du)	230	5	3	8	5	3	8	0%	0%
Southampton - Single-family homes (2 du)	210	1	0	1	1	0	1	0%	0%
- Townhouses (21 du)	230	7	5	12	7	5	12	0%	0%
- Mini storage (132 units)	151	3	2	5	3	2	5	0%	0%
Bear Trap Dunes - Single-family homes (49 du)	210	28 26	16	44 42	21 20	11 12	32	0%	25%
- Townhouses/condos (55 du)	230	18 14	7	25 21	12 11	5 6	18 16	0%	25%
- Retail (20,000 sf)	820	78	86	164	59 27	29 47	106 56	62%	10%
Wedgfield/Avon Park - Single-family homes (75 du)	210	47	27	74	47	27	74	0%	0%
- Single-family homes (25 du)	210	20	11	31	20	11	31	0%	0%
Bay Forest Club - Single-family homes (475 du)	210	275	161	436	275	161	436	0%	0%
- Townhouses/condos (326 du)	230	103 106	55 52	158	106 105	55 52	158	0%	0%
Forest Landing - Single-family homes (444 du)	210	258	152	410	258	152	410	0%	0%
Fairway Village - Single-family homes (312 du)	210	188	110	298	188	110	298	0%	0%
Windmill Property - Townhouses (106 du)	210	42 21	21 42	63 113	42 71	21 42	63 113	0%	0%
Doves Landing - Single-family homes (140 du)	210	91	54	145	67	37	104	0%	28%
- Apartments (120 su)	220	55	29	84	41	20	61	0%	28%
- Townhouses (142 du)	230	52 54	28 26	80	39 41	19 17	58	0%	28%
- Retail (147,500 sf)	820	388	421	809	229	241	470	35%	11%
Barrington Park - Single-family homes (150 du)	210	97	57	154	97	57	154	0%	0%
- Condominiums (300 du)	230	96 99	52 49	148	96 99	52 49	148	0%	0%
Millville Town Center - Townhouses (68 du)	230	29	15	44	20	7	27	0%	39%
- Retail (106,500 sf)	820	313	340	653	189	205	394	38%	3%
Bethany Bay - Condominiums (100 du)	230	39	21	60	39	21	60	0%	0%
TOTAL AM Peak Hour Trips	-	2506	1840	4346	2134	1436	3570	-	-

Table V. Other committed developments – Weekday Saturday peak hour trip generation.

Land use	ITE Code	Saturday peak hour			External trips			Pass-by %	Internal Trip %
		Enter	Exit	Total	Enter	Exit	Total		
Silver Woods									
- Single-family homes (400 du)	210	198	169	367	198	169	367	0%	0%
Bethany Meadows									
- Single-family homes (2 du)	210	1	0	1	1	0	1	0%	0%
Waterside									
- Single-family homes (13 du)	210	7	6	13	7	6	13 ✓	0%	0%
- Townhouses (8 du)	230	2	2	4	2	2	4 ✓	0%	0%
Southampton									
- Single-family homes (2 du)	210	1	1	2	1	1	2 ✓	0%	0%
- Townhouses (21 du)	230	3	4	7	3	4	7 ✓	0%	0%
- Mini storage (132 units)	151	2	2	4	2	2	4 ✓	0%	0%
Bear Trap Dunes									
- Single-family homes (49 du)	210	24	20	44 ✓	18	¹⁶ 17	³⁴ 25	0%	20%
- Townhouses/condos (55 du)	230	8	8	16 ✓	6	⁷ 6	¹² 12	0%	20%
- Retail (20,000 sf)	820	119	110	229 ✓	70	64	134 ✓	38%	6%
Wedgefield/Avon Park									
- Single-family homes (75 du)	210	36 42	30 36	66 78	36 42	30 36	66 78	0%	0%
- Single-family homes (25 du)	210	18	15 ✓	33	18	15	33 ✓	0%	0%
Bay Forest Club									
- Single-family homes (475 du)	210	234	200	434 ✓	234	200	434	0%	0%
- Townhouses/condos (326 du)	230	65 75	63 63	138	65 75	63 63	138	0%	0%
Forest Landing									
- Single-family homes (444 du)	210	219	187	406	219	187	406 ✓	0%	0%
Fairway Village									
- Single-family homes (312 du)	210	156	133	289	156	133	289 ✓	0%	0%
Windmill Property									
- Townhouses (106 du)	210	39 57	34 48	73 105	39 57	34 48	73 105	0%	0%
Doves Landing									
- Single-family homes (140 du)	210	73	63	136 ✓	55	50	105	0%	23%
- Apartments (120 su)	220	34	34	68	25	27	52	0%	23%
- Townhouses (142 du)	230	45 42	39 42	84	22 25	23 30	65	0%	23%
- Retail (147,500 sf)	820	579	535	1114	220 358	241 324	478 682	35% ✓	6%
Barrington Park									
- Single-family homes (150 du)	210	78	66	144 ✓	78	66	144	0%	0%
- Condominiums (300 du)	230	65 70	60 60	130	65 70	60 60	130	0%	0%
Millville Town Center									
- Townhouses (68 du)	230	33 31	29 31	62	22 20	18 20	40	0%	35%
- Retail (106,500 sf)	820	469	433	902 ✓	293 ↓	270 ↓	563 ↓	36% ✓	2%
Bethany Bay									
- Condominiums (100 du)	230	39 36	33 36	72	39 36	33 36	72	0%	0%
TOTAL AM Peak Hour Trips	-	2567	2315	4882	1936	1768	3704	-	-



Orti - Rodgers Associates, Inc.
TRANSPORTATION ENGINEERS and PLANNERS

Future PM Peak Hour Traffic Volumes From Southampton Proposed Residential Project on Railway Road SUSSEX COUNTY, DELAWARE

FIGURE 21



✓ corrected.

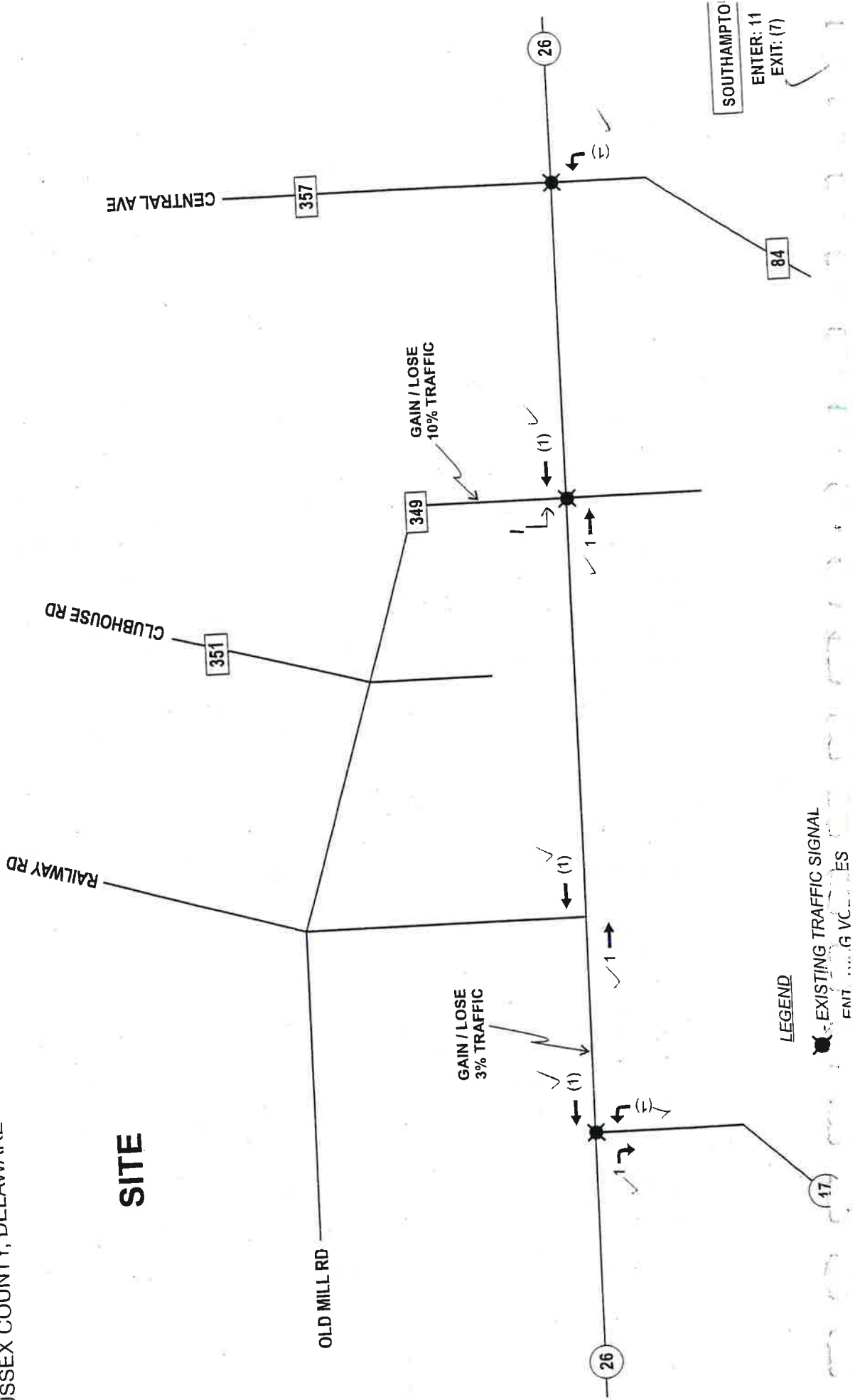
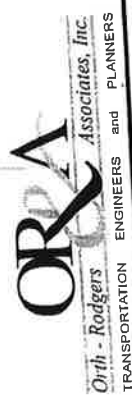


FIGURE 23

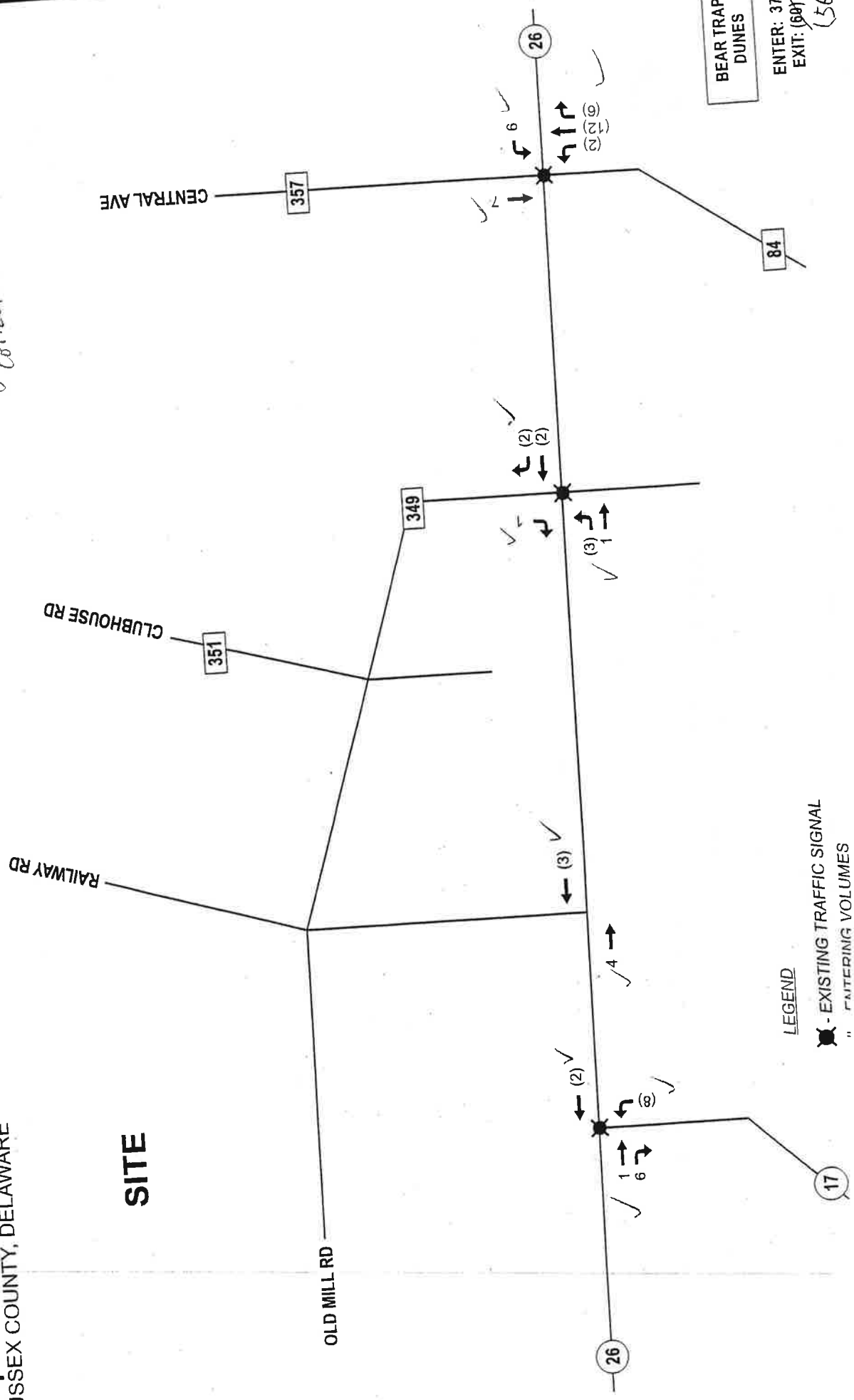
Future AM Peak Hour Traffic Volumes From Bear Trap Dunes (Residential & Retail)



Corrected.



Future AM Peak Hour Traffic Volumes From Bear Trap Dunes (Residential & Retail)
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE

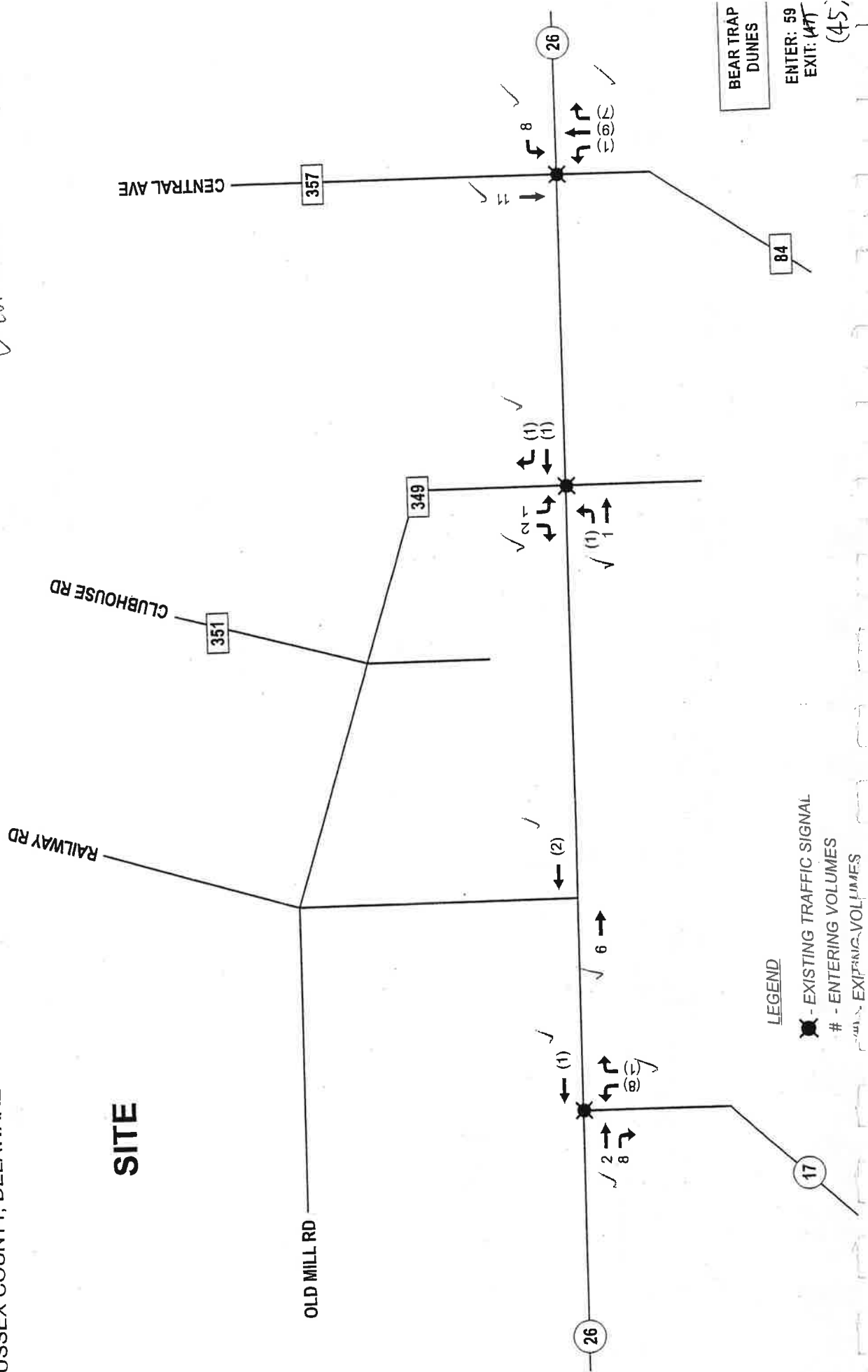


Future PM Peak Hour Traffic Volumes From Bear Trap Dunes (Residential & Retail)
 Proposed Residential Project on Railway Road
 SUSSEX COUNTY, DELAWARE



corrected

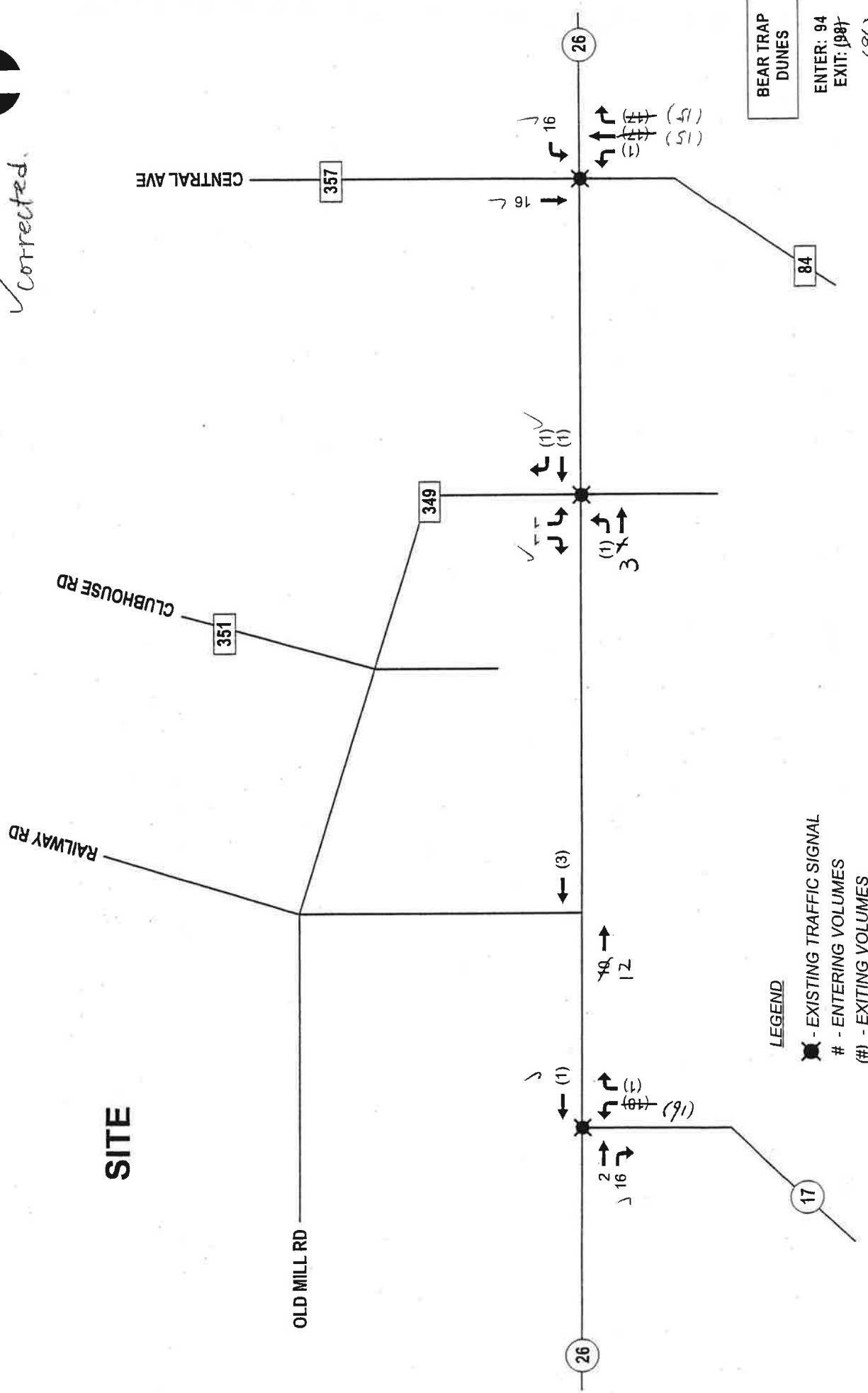
SITE



Future Saturday Peak Hour Traffic Volumes From Bear Trap Dunes (Residential & Retail)
Proposed Residential Project on Railway Road
 SUSSEX COUNTY, DELAWARE



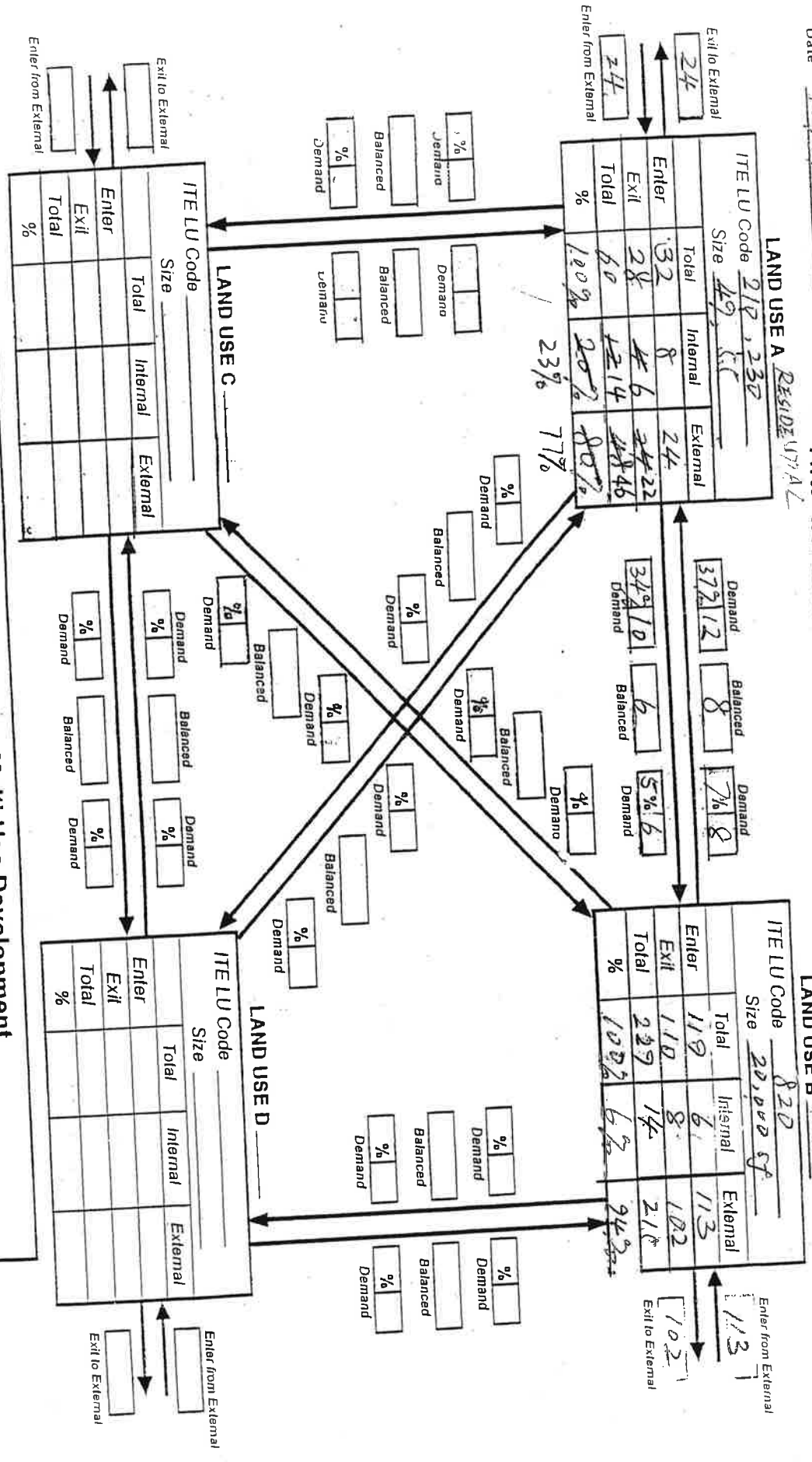
✓ corrected.



Analyst JS
Date 12/6/04

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Name of Dvlp BEAR TRAP DEVELOPMENT
Time Period SAT. PEAK HOUR



Net External Trips for Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	LAND USE D	TOTAL
Enter	24	113			137
Exit	24	102			126
Total	48	215			263
Single-Use Trip Gen. Est.	60	229			289

Source: Kaku Associates, Inc

INTERNAL CAPTURE
9.8%

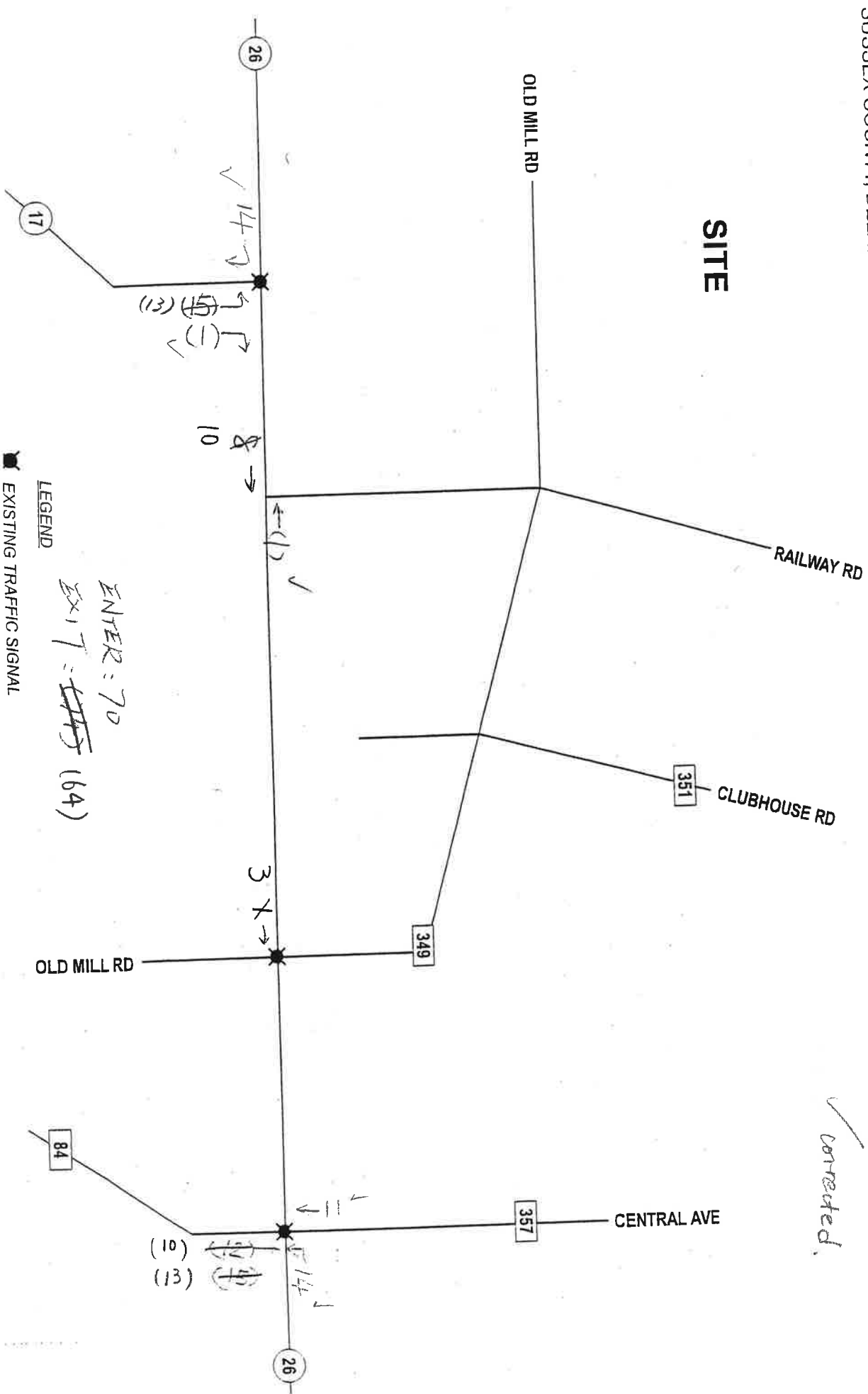
Map of Study Intersections
Pettinaro Project on Railway Road
 SUSSEX COUNTY, DELAWARE

BEAR TRAP DUNES CATUREDAY
 (RETAIL)

FIGURE 2



✓ corrected.



LEGEND
 ■ EXISTING TRAFFIC SIGNAL



Civil - Rodgers Associates, Inc.
TRANSPORTATION ENGINEERS and PLANNERS

FIGURE 26

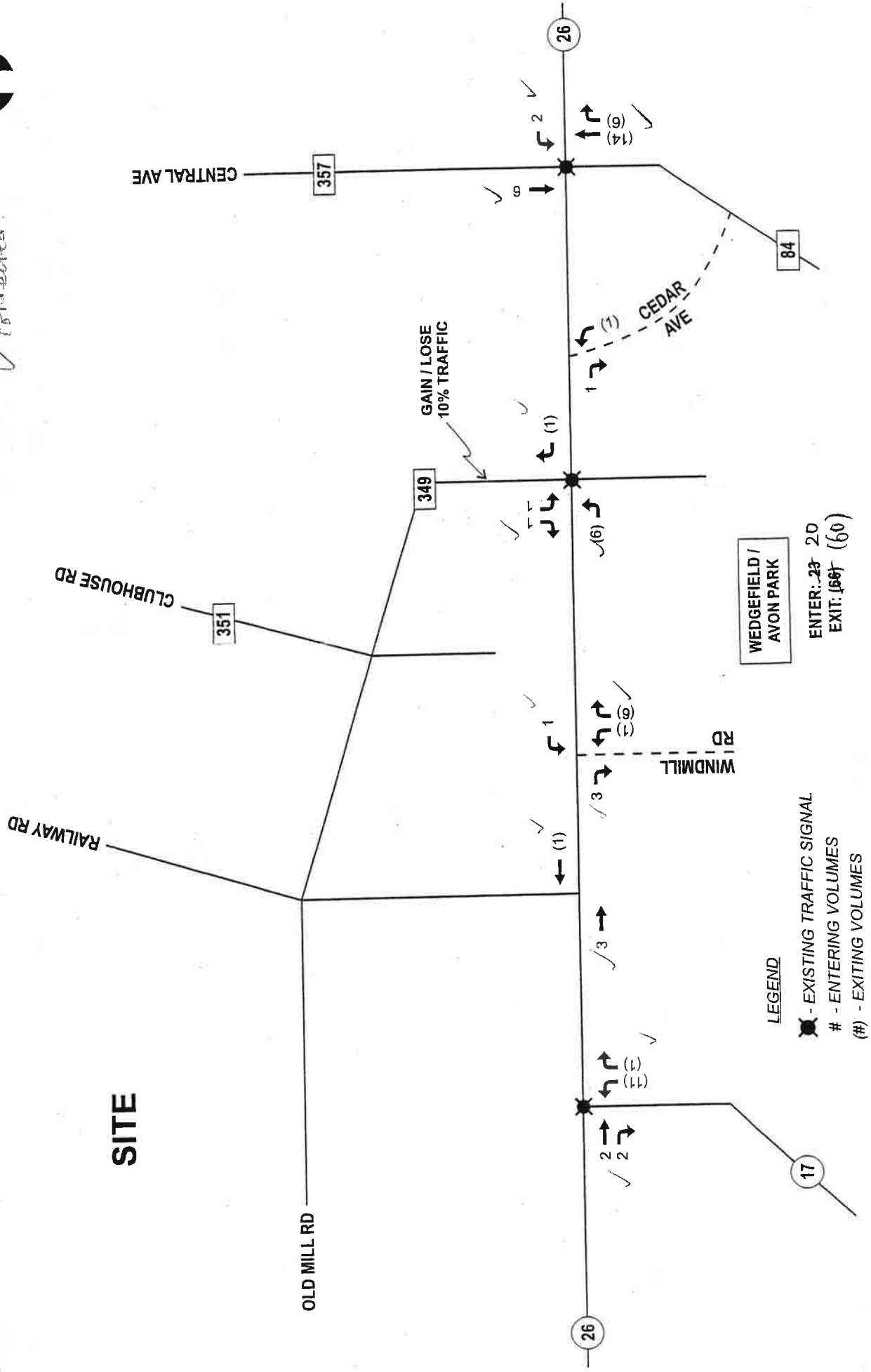
Future AM Peak Hour Traffic Volumes From Wedgefield / Avon Park

Proposed Residential Project on Railway Road SUSSEX COUNTY, DELAWARE



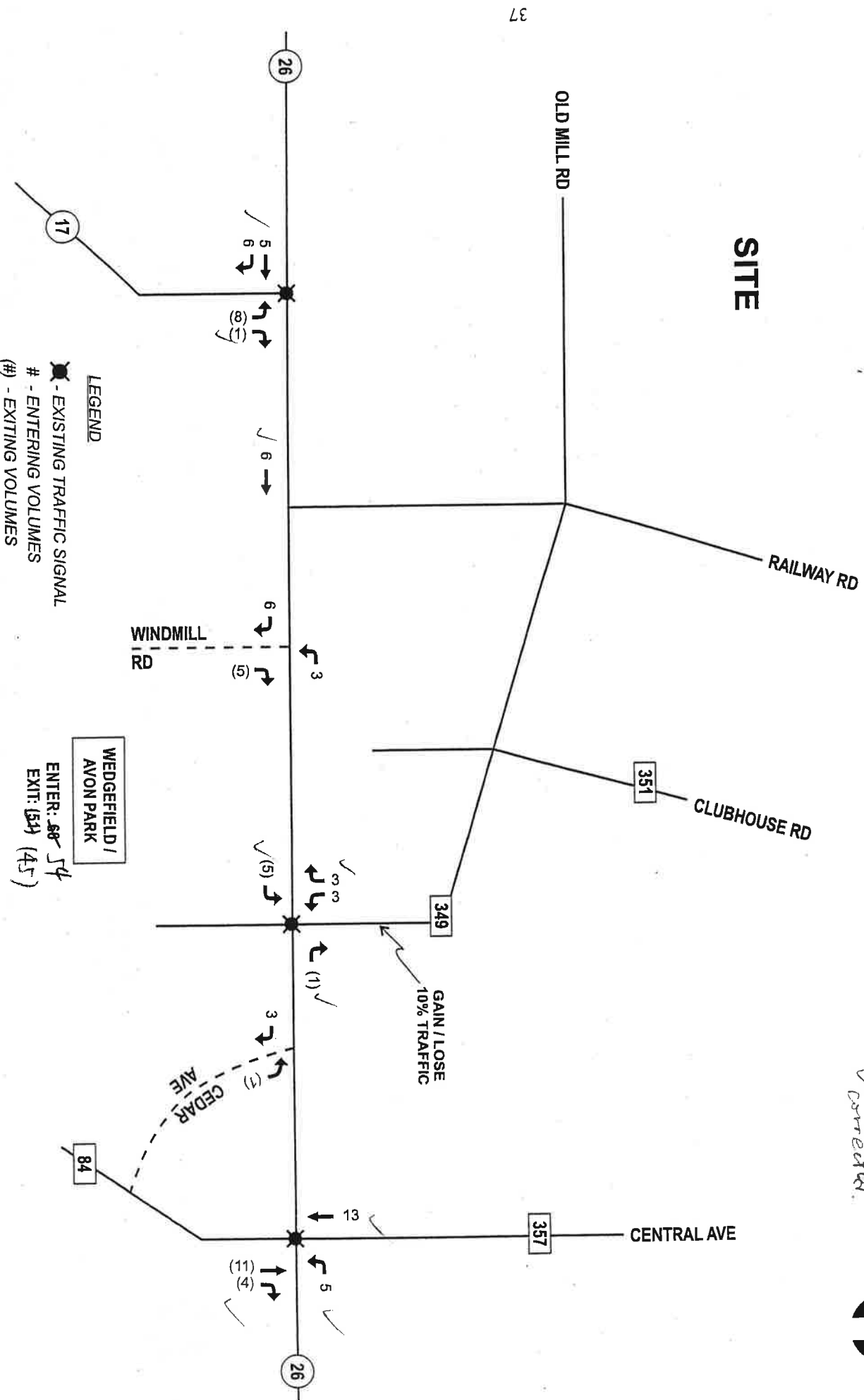
✓ *corrected*

SITE



Future Saturday Peak Hour Traffic Volumes From Wedgefield / Avon Park
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE

Corrected.



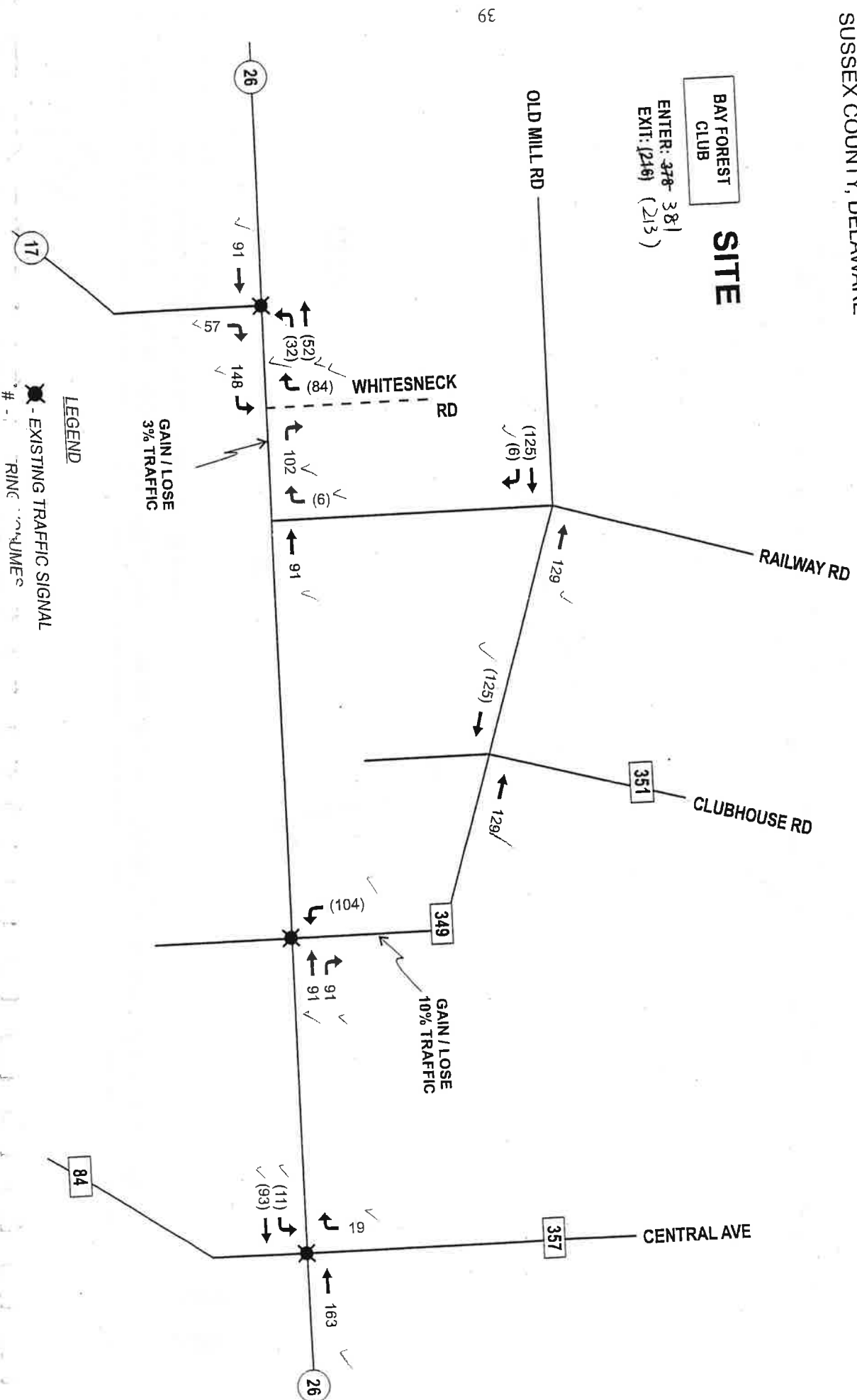


Orth - Rodgers
Associates, Inc.
TRANSPORTATION ENGINEERS and PLANNERS

Future PM Peak Hour Traffic Volumes From Bay Forest Club Proposed Residential Project on Railway Road SUSSEX COUNTY, DELAWARE

FIGURE 30

Corrected



LEGEND
- EXISTING TRAFFIC SIGNAL
- TRAFFIC VOLUMES



Orti - Rodgers
TRANSPORTATION ENGINEERS and PLANNERS
Associates, Inc.

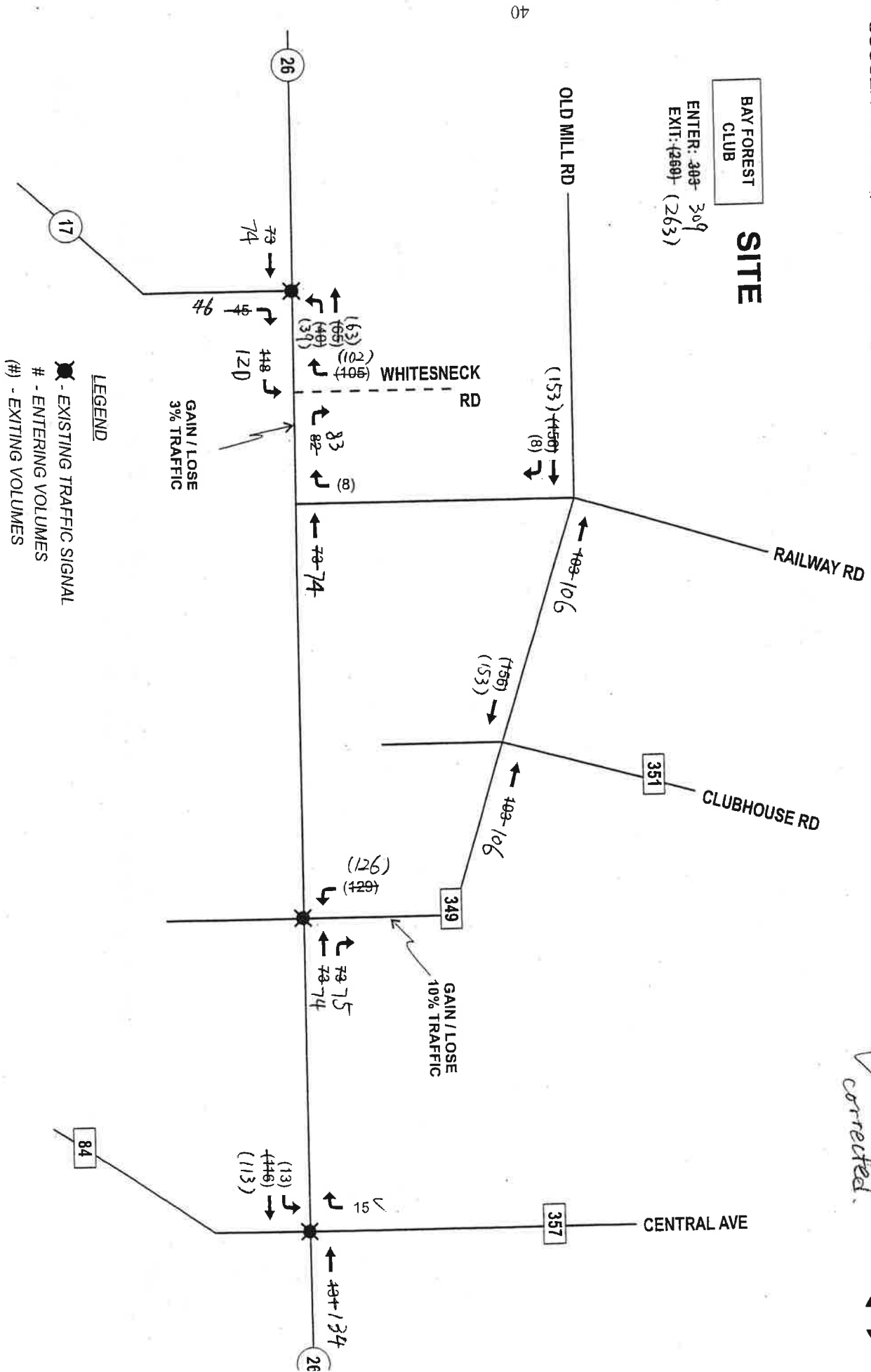
Future Saturday Peak Hour Traffic Volumes From Bay Forest Club Proposed Residential Project on Railway Road SUSSEX COUNTY, DELAWARE

FIGURE 31

Corrected.



BAY FOREST CLUB SITE
ENTER: 303-309
EXIT: (260) (263)



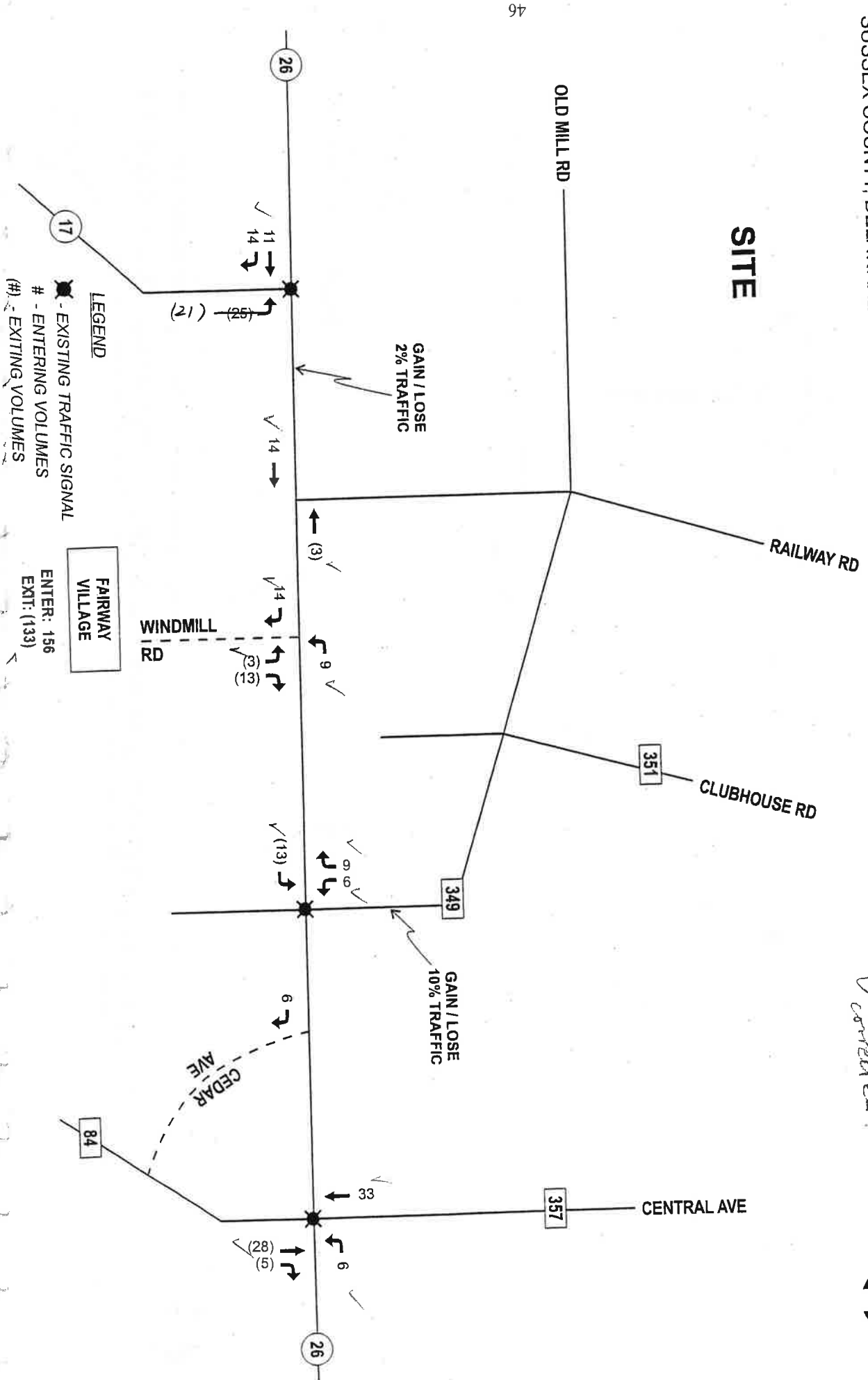


Orin - Rodgers
Associates, Inc.
TRANSPORTATION ENGINEERS and PLANNERS

Future Saturday Peak Hour Traffic Volumes From Fairway Village Proposed Residential Project on Railway Road SUSSEX COUNTY, DELAWARE

FIGURE 37

corrected





Orin - Rodgers
TRANSPORTATION ENGINEERS
and PLANNERS
Associates, Inc.

Future AM Peak Hour Traffic Volumes From Windmill Property

Proposed Residential Project on Railway Road

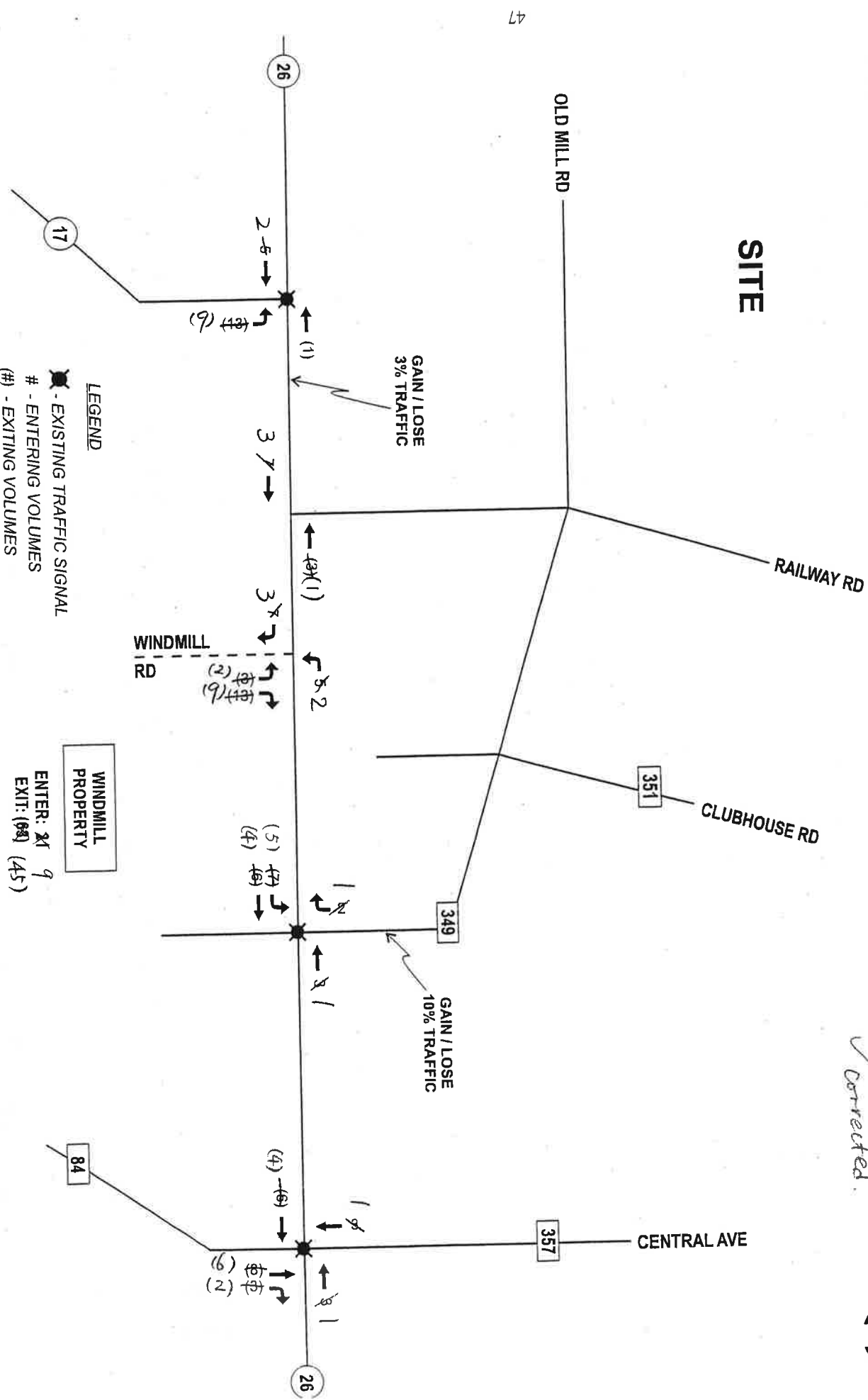
SUSSEX COUNTY, DELAWARE

FIGURE 38

Corrected.



SITE



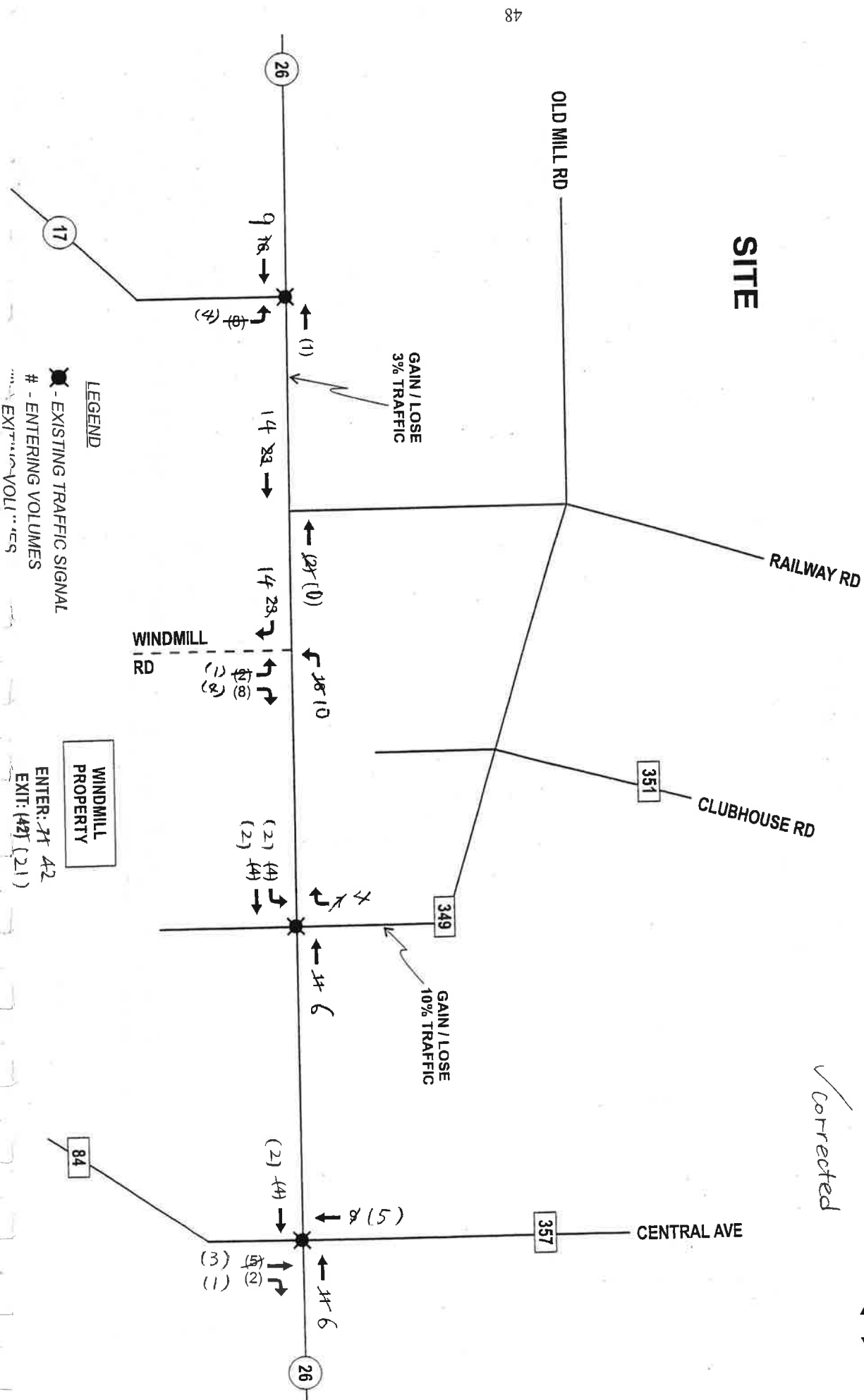


O'ri - Rodgers Associates, Inc.
TRANSPORTATION ENGINEERS and PLANNERS

Future PM Peak Hour Traffic Volumes From Windmill Property Proposed Residential Project on Railway Road SUSSEX COUNTY, DELAWARE

FIGURE 39

SITE

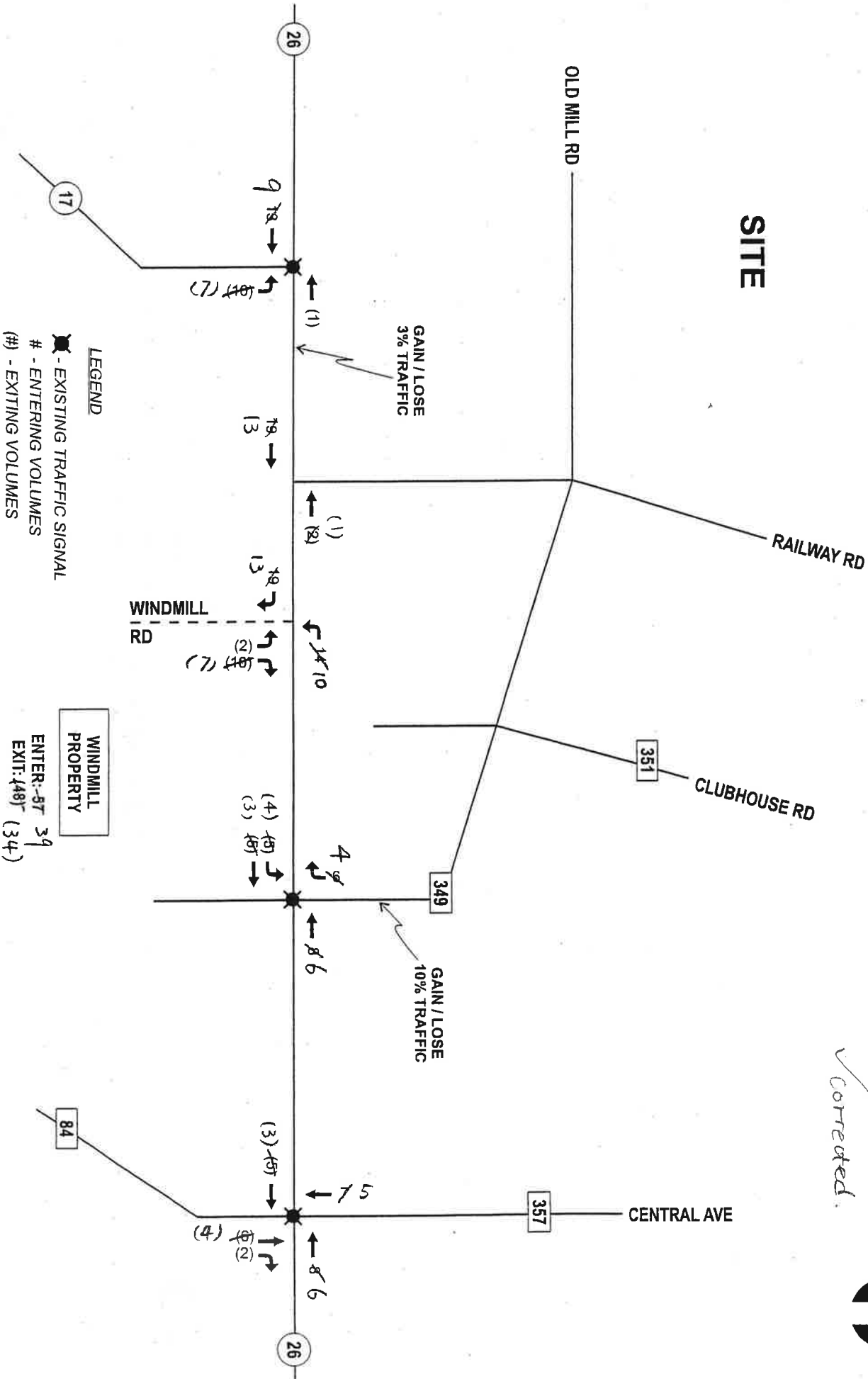


Corrected



Future Saturday Peak Hour Traffic Volumes From Windmill Property
Proposed Residential Project on Railway Road
 SUSSEX COUNTY, DELAWARE

Corrected.





Orti - Rodgers
Associates, Inc.
TRANSPORTATION ENGINEERS
and PLANNERS

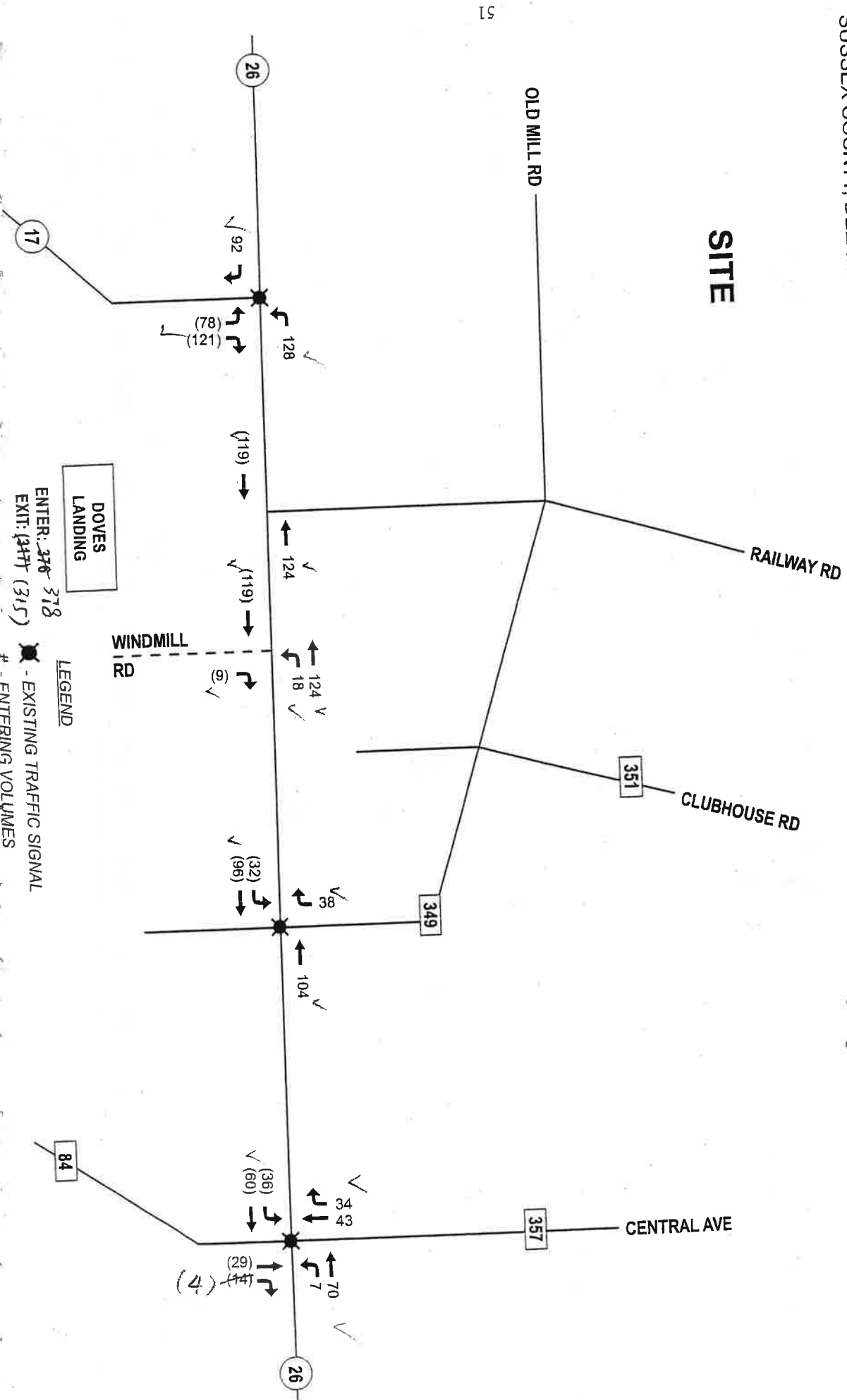
Future PM Peak Hour Traffic Volumes From Doves Landing Proposed Residential Project on Railway Road SUSSEX COUNTY, DELAWARE

FIGURE 42

✓ corrected



SITE





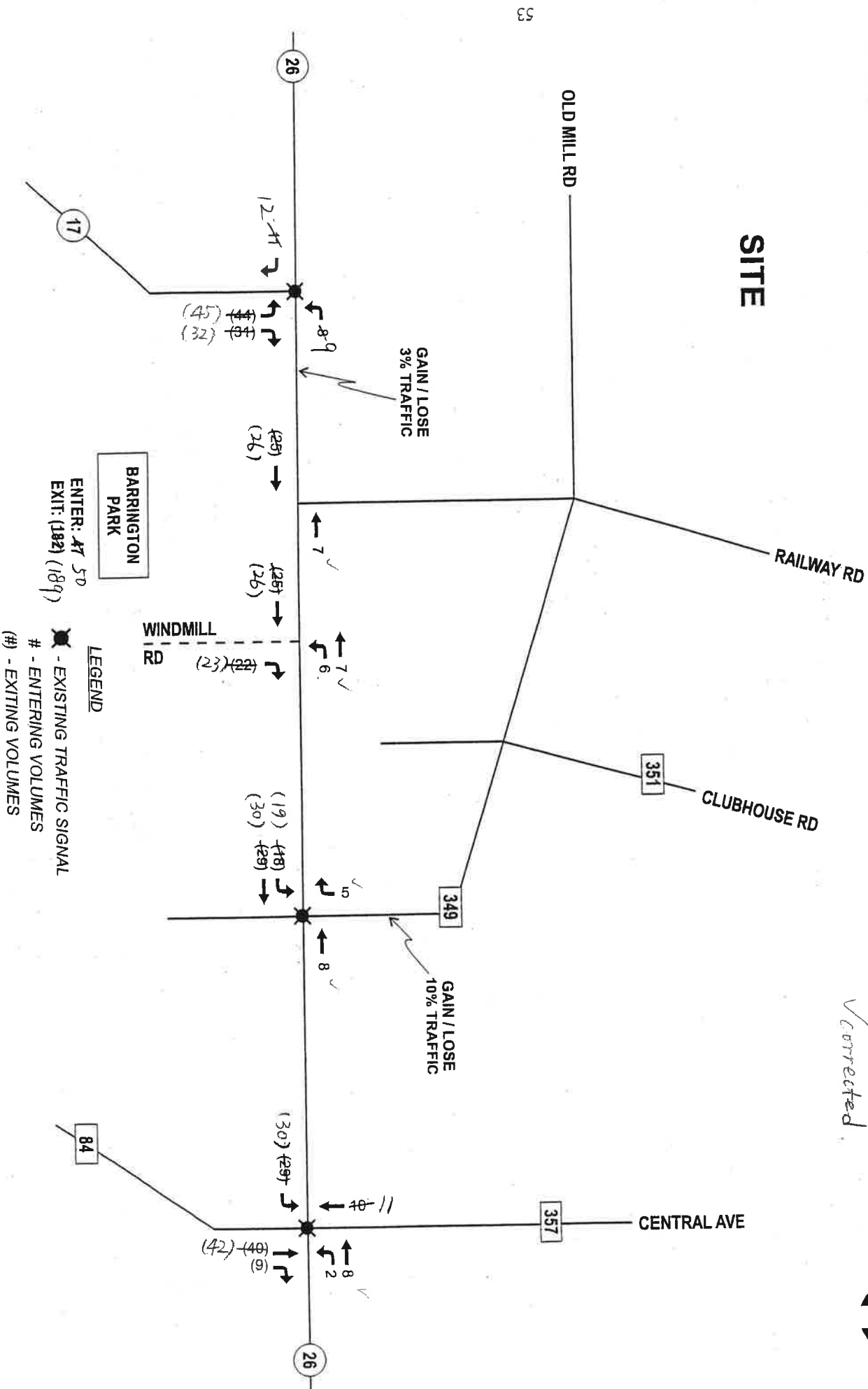
Orrin - Rodgers Associates, Inc.
TRANSPORTATION ENGINEERS and PLANNERS

Future AM Peak Hour Traffic Volumes From Barrington Park Proposed Residential Project on Railway Road SUSSEX COUNTY, DELAWARE

FIGURE 44



SITE

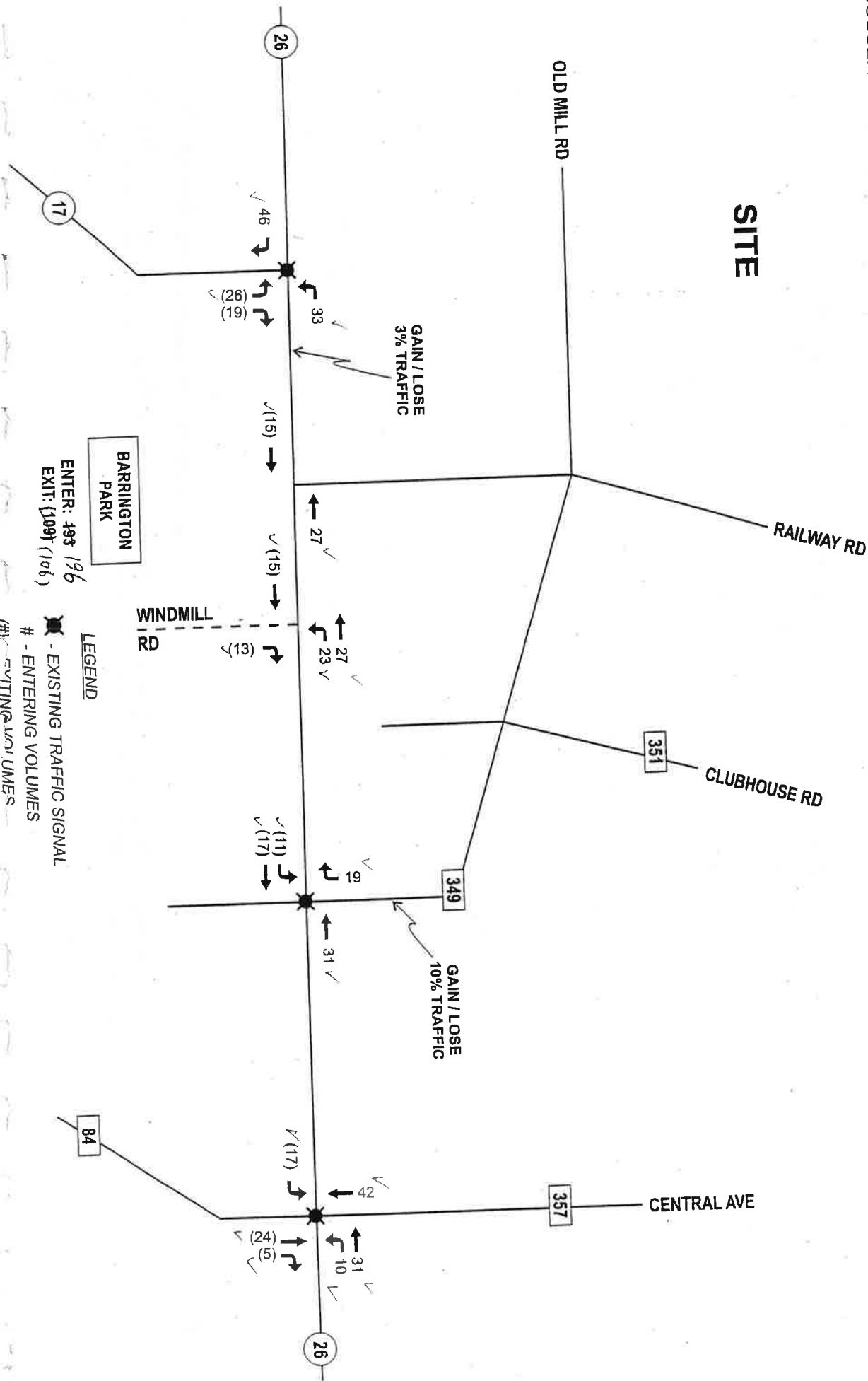


Corrected

Future PM Peak Hour Traffic Volumes From Barrington Park
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE

FIGURE 45

SITE

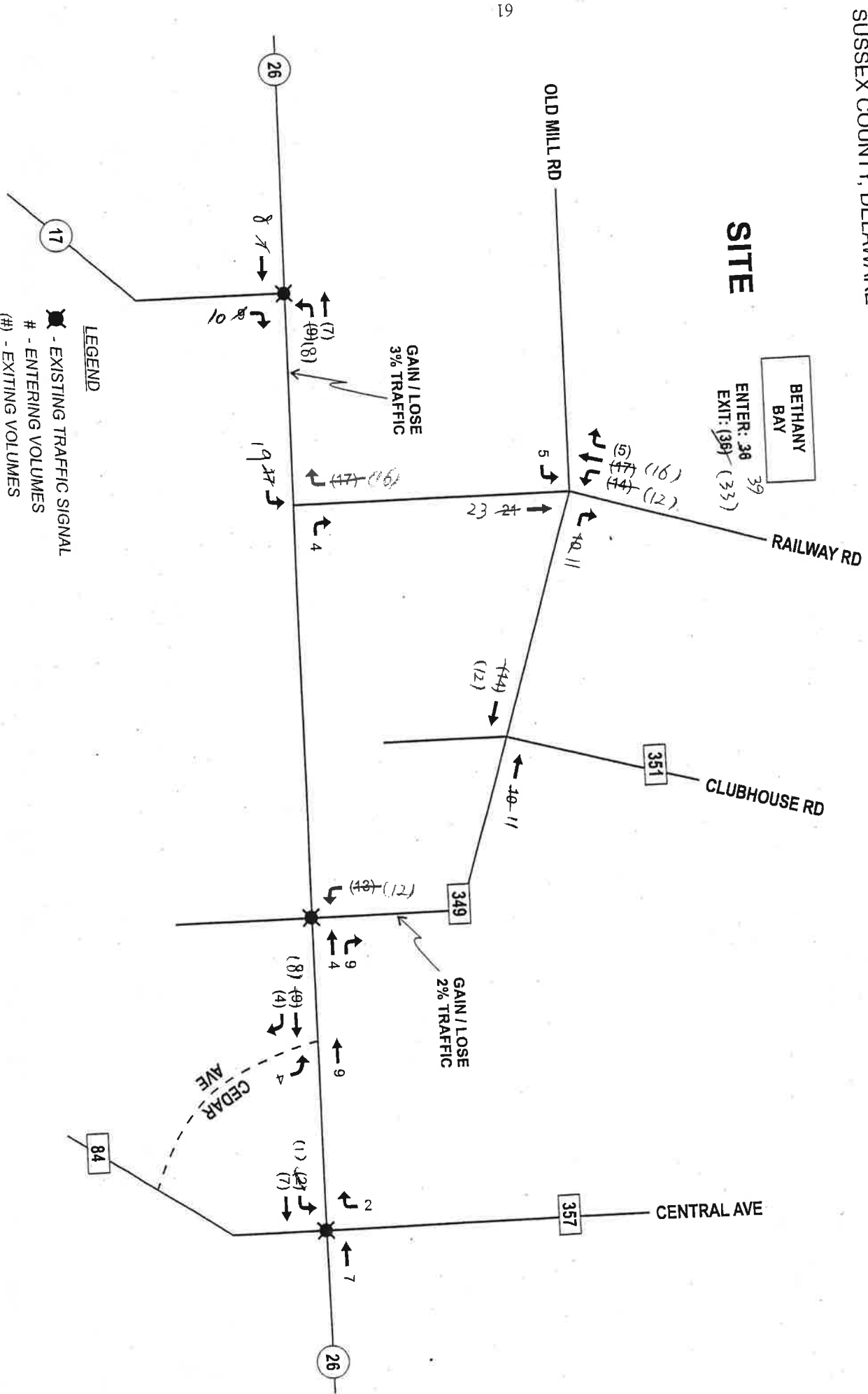


Future Saturday Peak Hour Traffic Volumes From Bethany Bay
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE

corrected



FIGURE 52





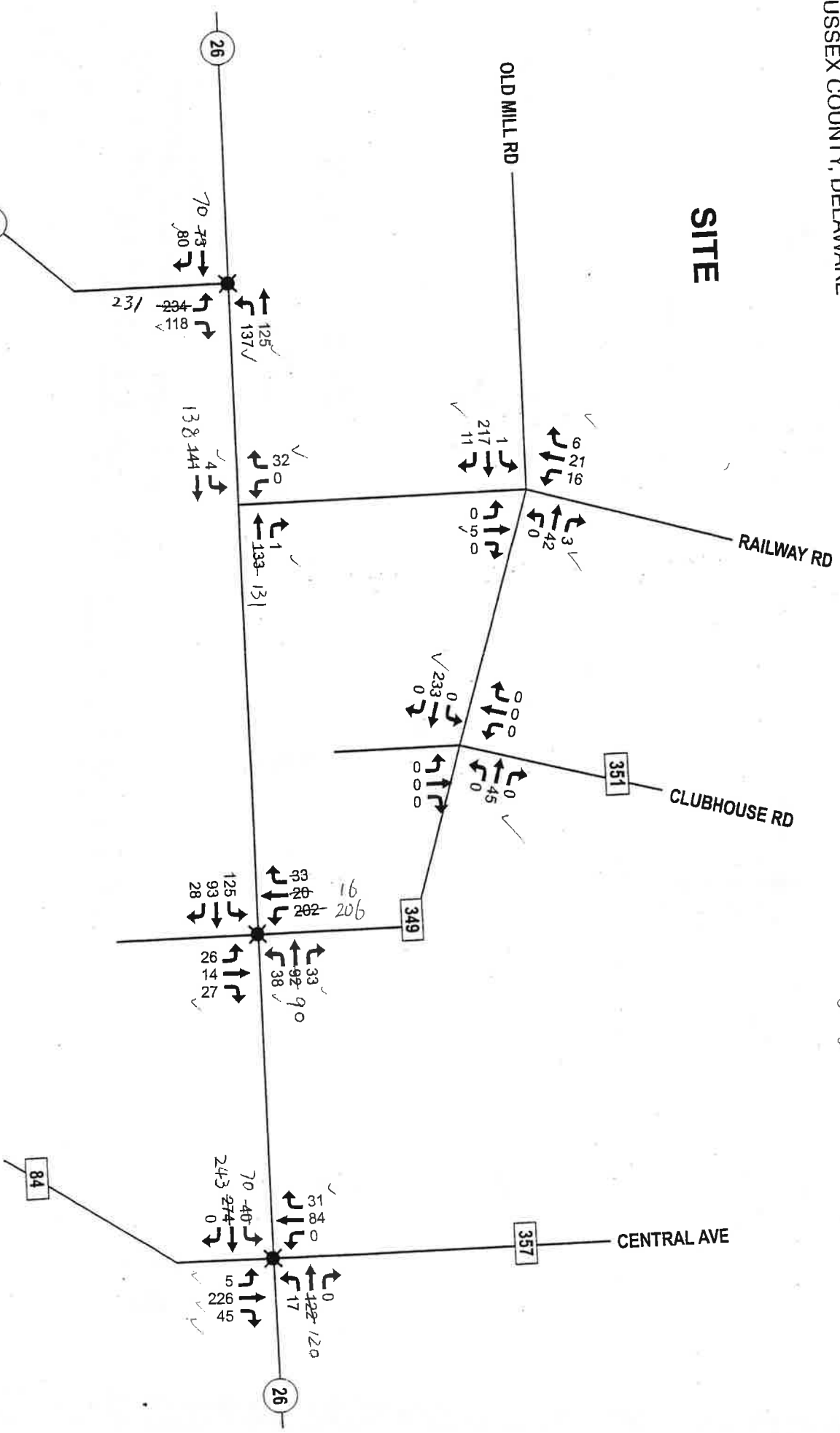
Total AM Peak Hour Traffic Volumes From Other Committed Developments
Proposed Residential Project on Railway Road
 SUSSEX COUNTY, DELAWARE

FIGURE 53

Corrected



SITE



LEGEND



Orth - Rodgers
TRANSPORTATION ENGINEERS and PLANNERS
Associates, Inc.

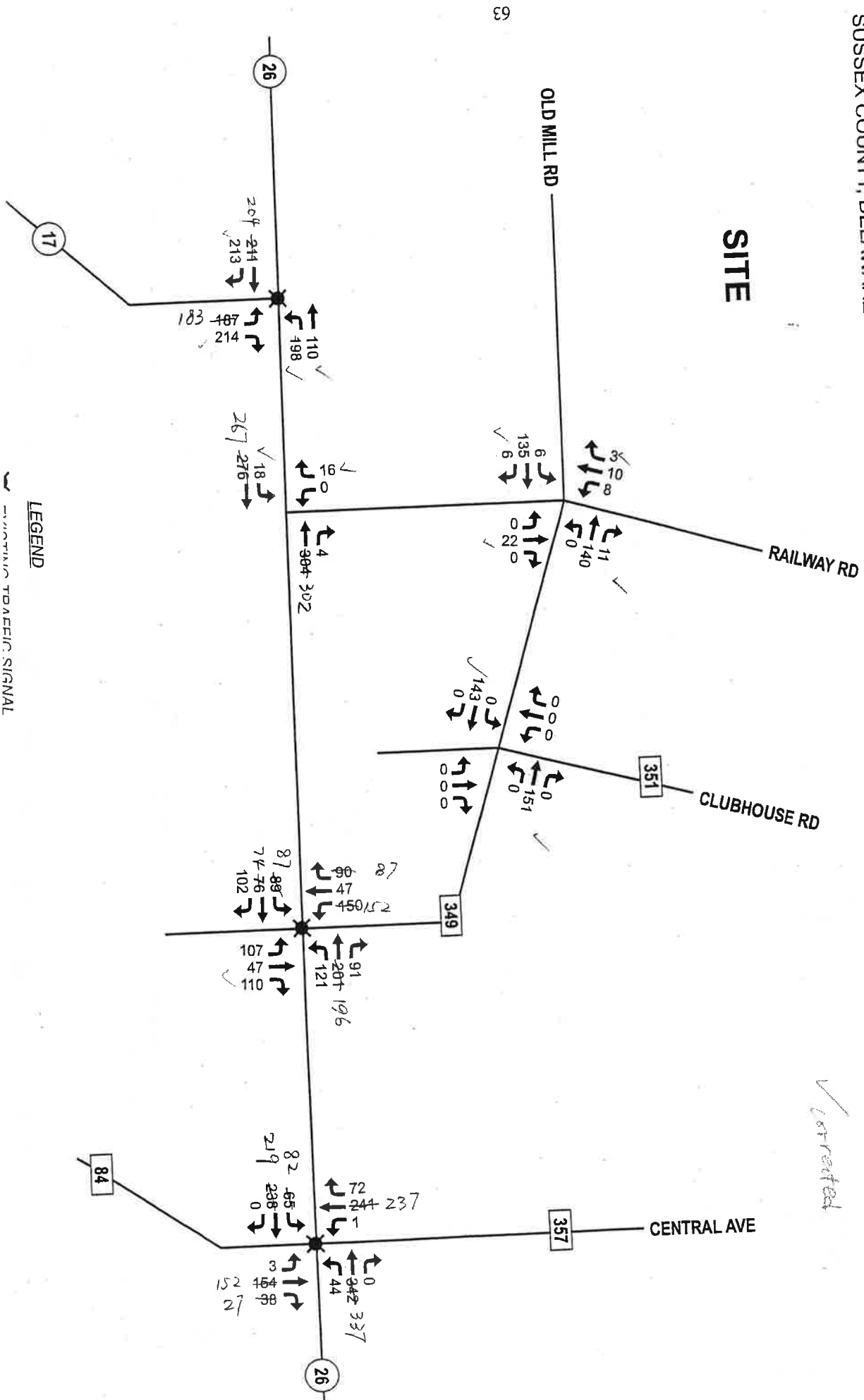
Total PM Peak Hour Traffic Volumes From Other Committed Developments

Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE

FIGURE 54



SITE



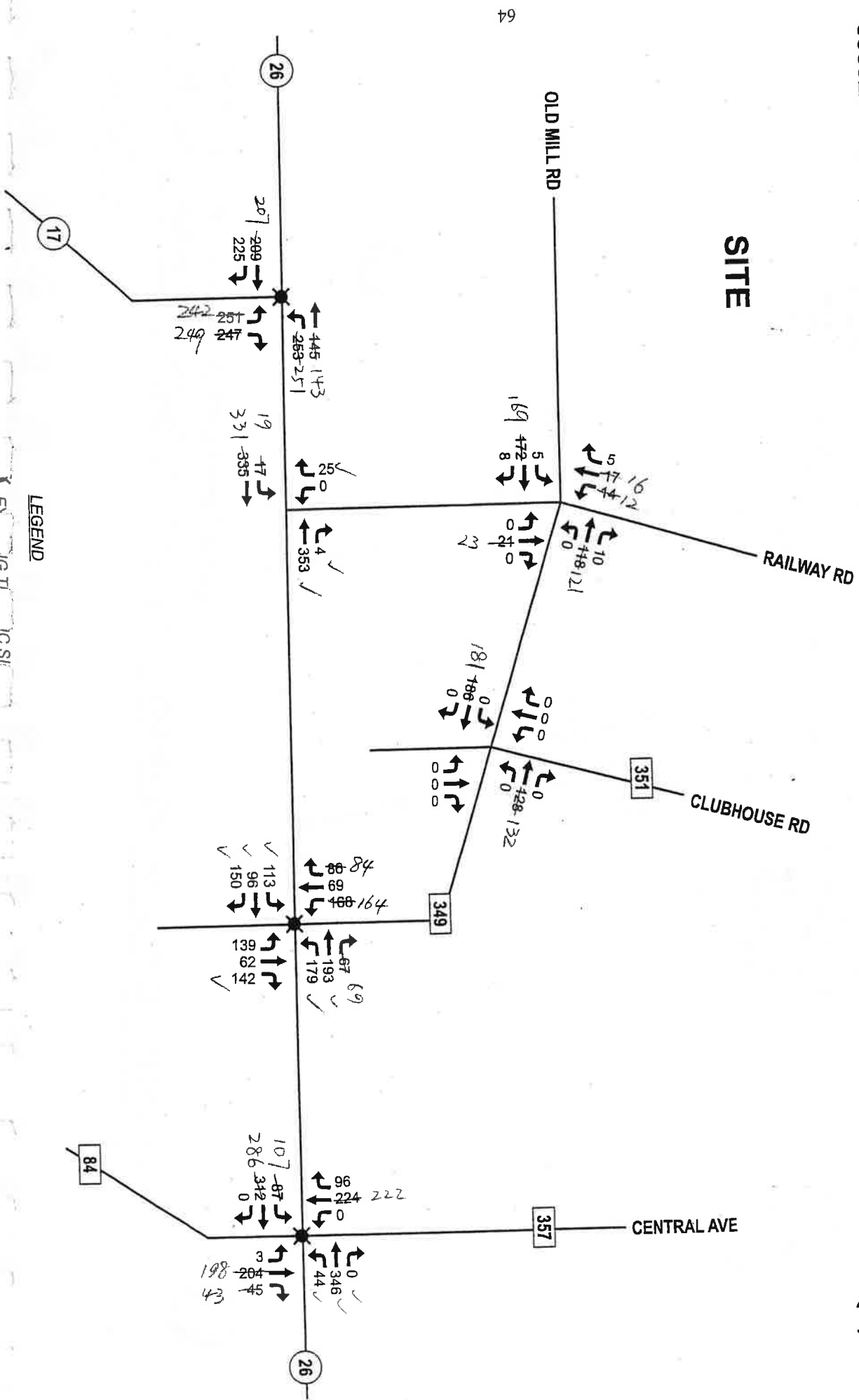
LEGEND
TRAFFIC SIGNAL

Total Saturday Peak Hour Traffic Volumes From Other Committed Developments
 Proposed Residential Project on Railway Road
 SUSSEX COUNTY, DELAWARE

FIGURE 55



SITE



LEGEND

ED JG T ICSI



Orin - Rodgers Associates, Inc.
TRANSPORTATION ENGINEERS and PLANNERS

2015 AM Peak Hour No Build Traffic Volumes With OCD's

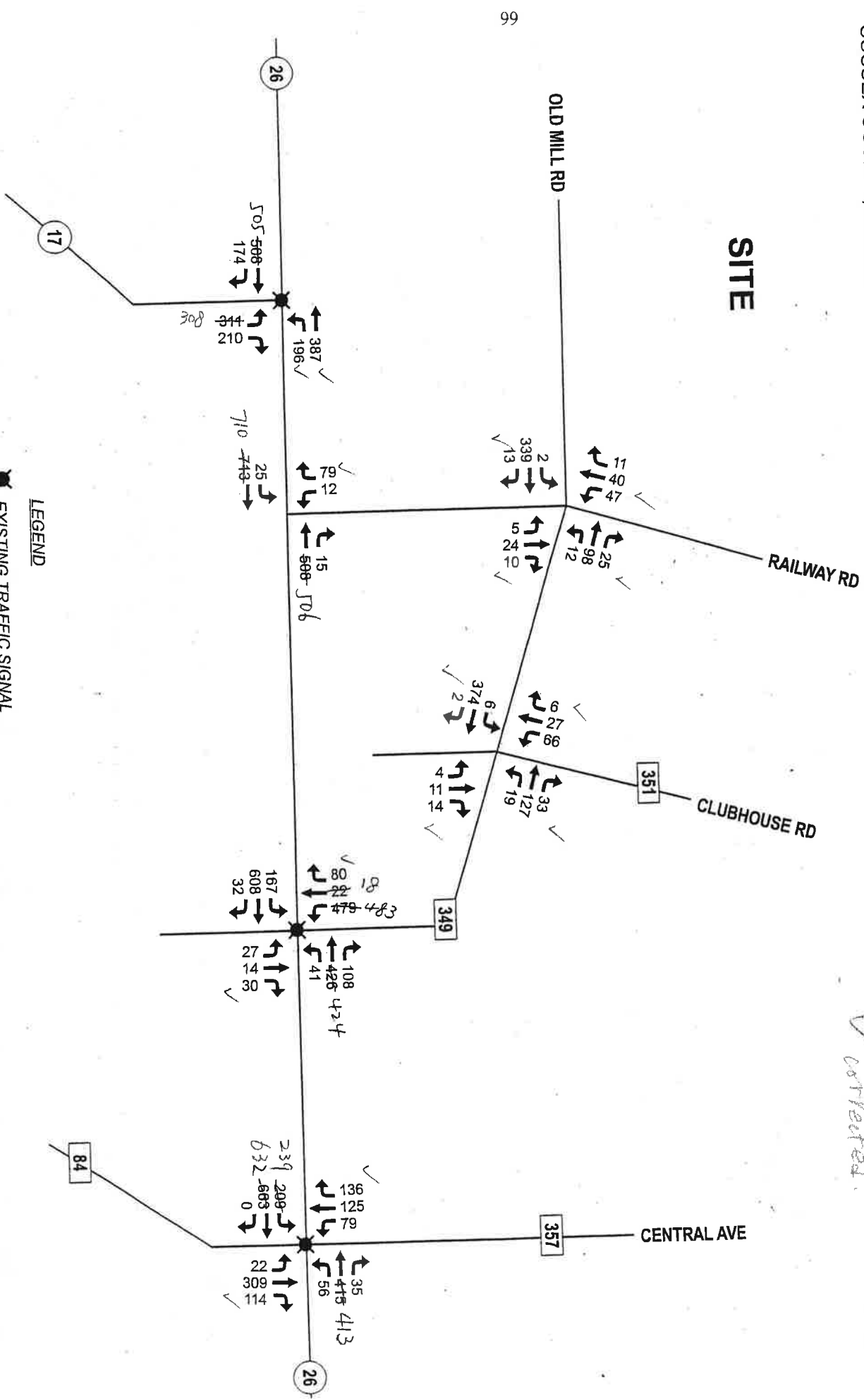
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE

corrected



FIGURE 57

SITE



LEGEND

EXISTING TRAFFIC SIGNAL



Orly - Rodgers Associates, Inc.
TRANSPORTATION ENGINEERS and PLANNERS

2015 PM Peak Hour No Build Traffic Volumes With OCD's

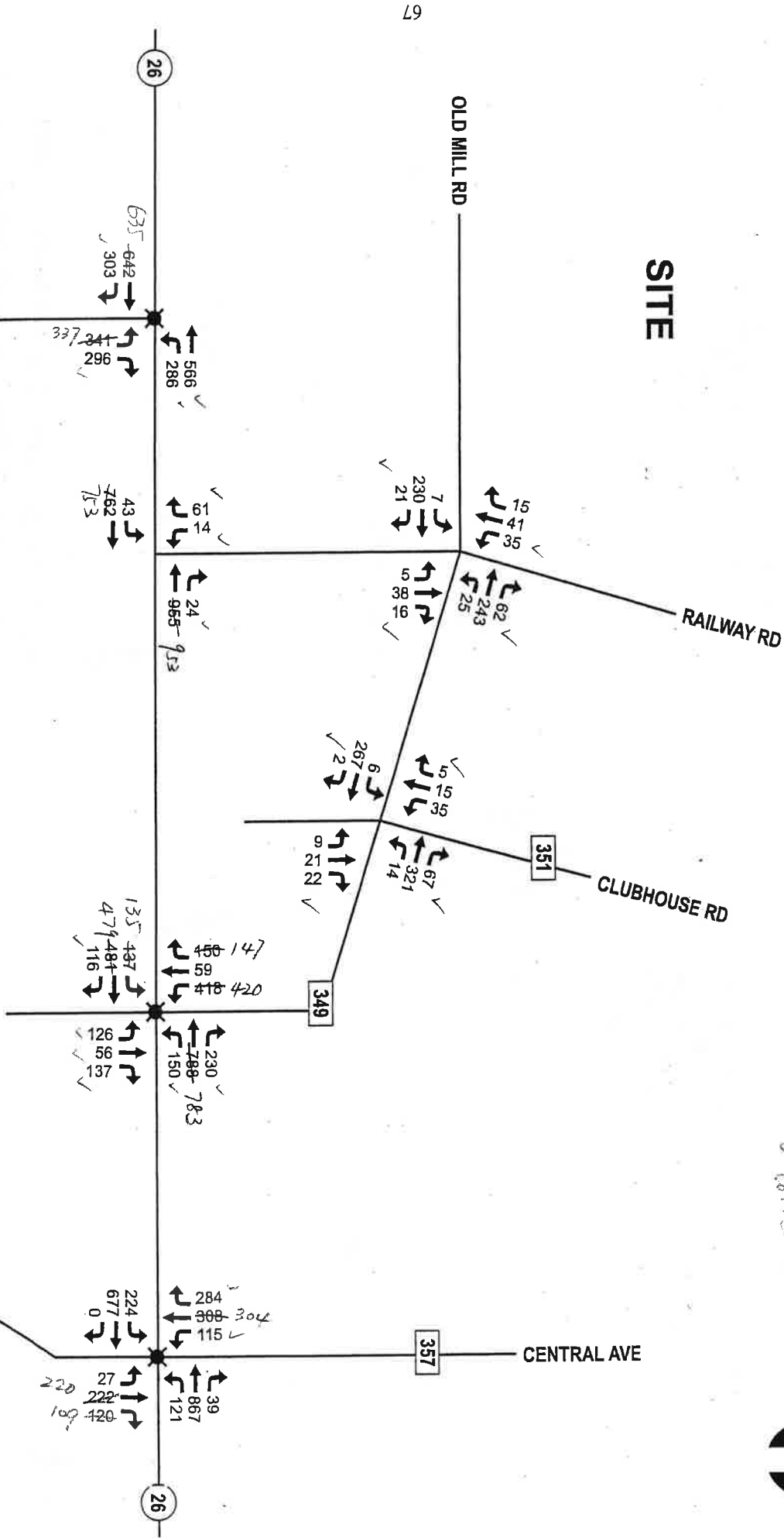
SUSSEX COUNTY, DELAWARE

FIGURE 58

Corrected



SITE



LEGEND

EXISTING TRAFFIC SIGN

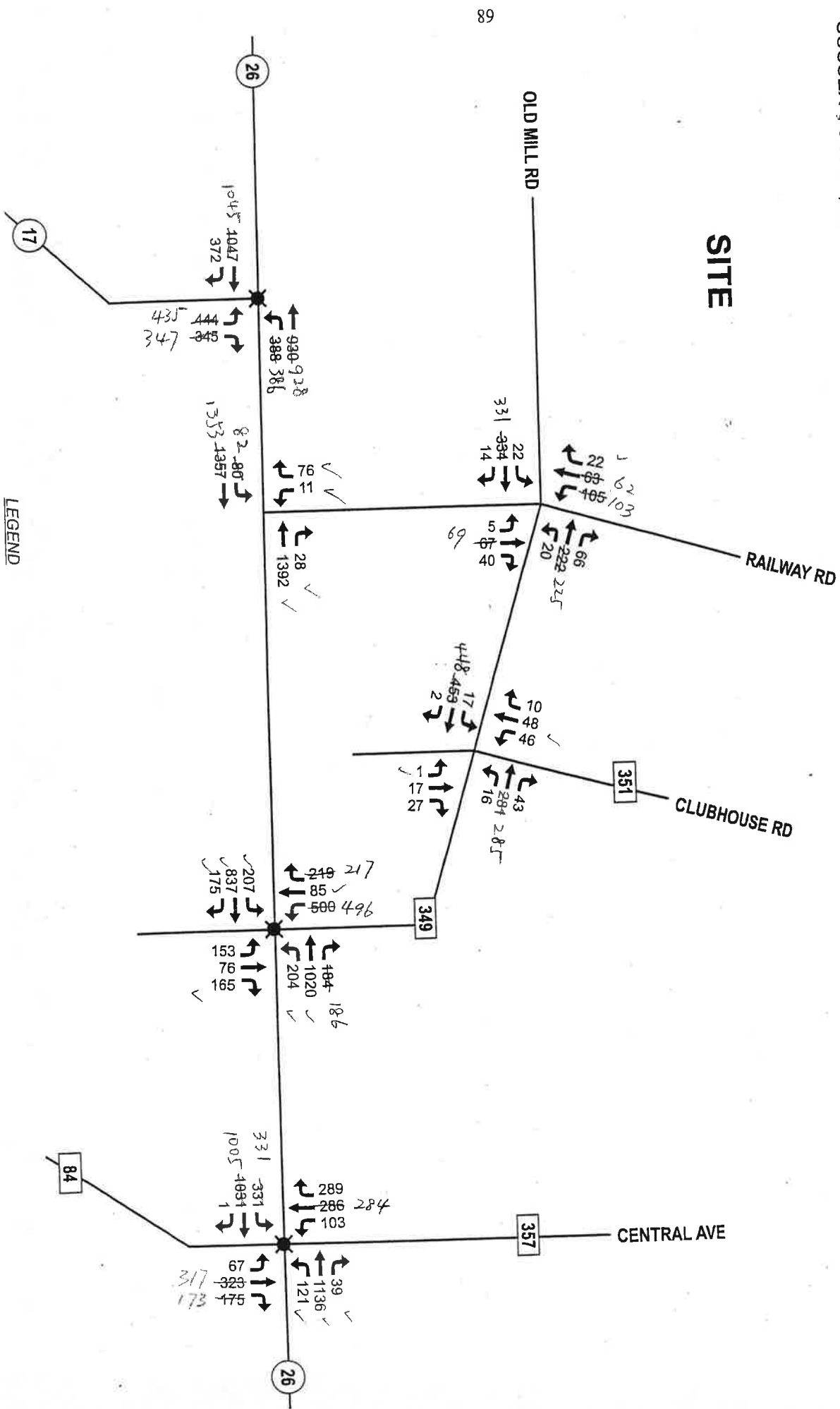


2015 Saturday Peak Hour No Build Traffic Volumes With OCD's

SUSSEX COUNTY, DELAWARE

FIGURE 59

✓ corrected





Orth - Rodgers
Associates, Inc.
TRANSPORTATION ENGINEERS and PLANNERS

2015 AM Peak Hour Full Build Traffic Volumes

Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE

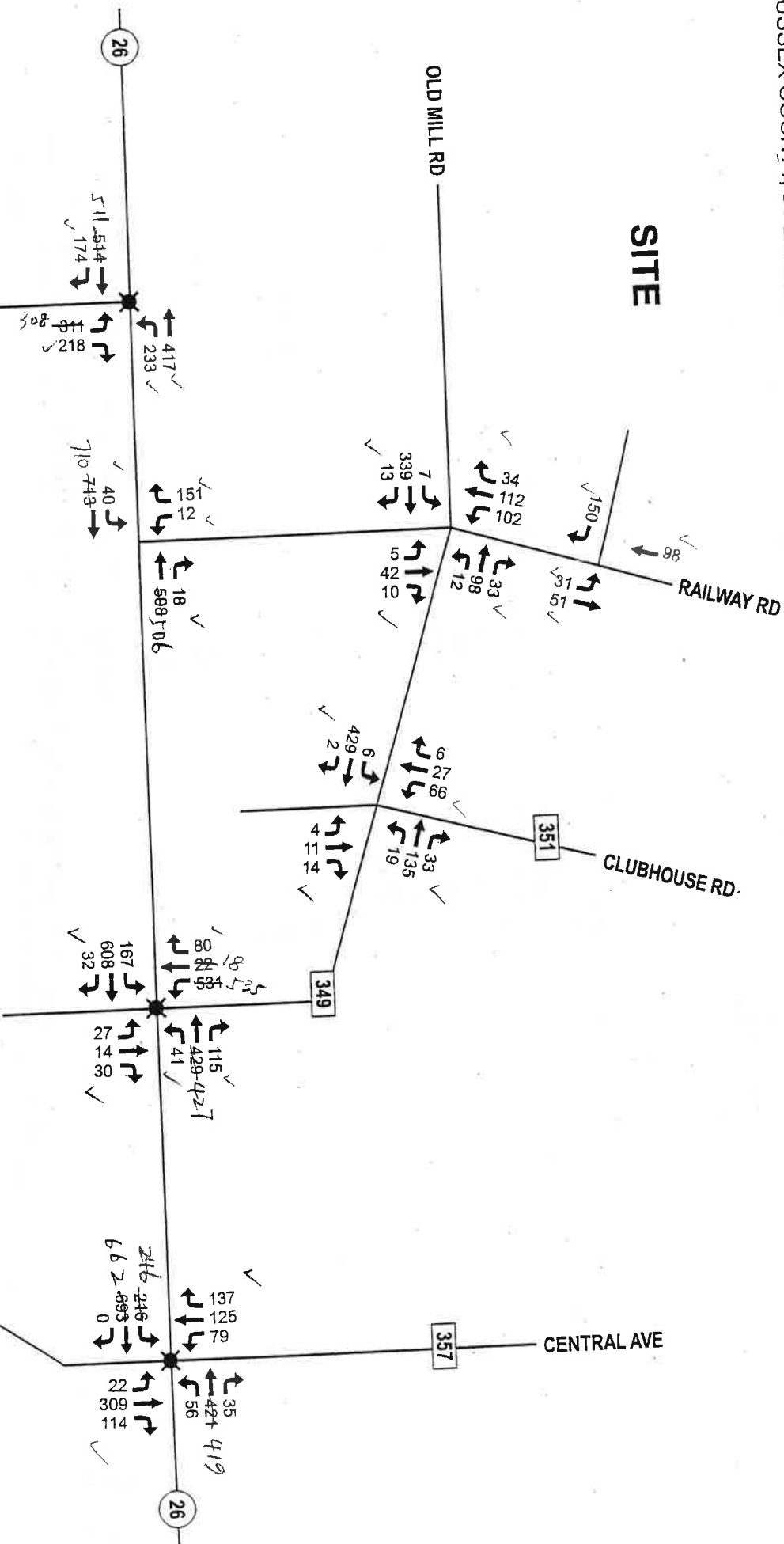


FIGURE 64





Orth - Rodgers
TRANSPORTATION ENGINEERS
and PLANNERS
Associates, Inc.

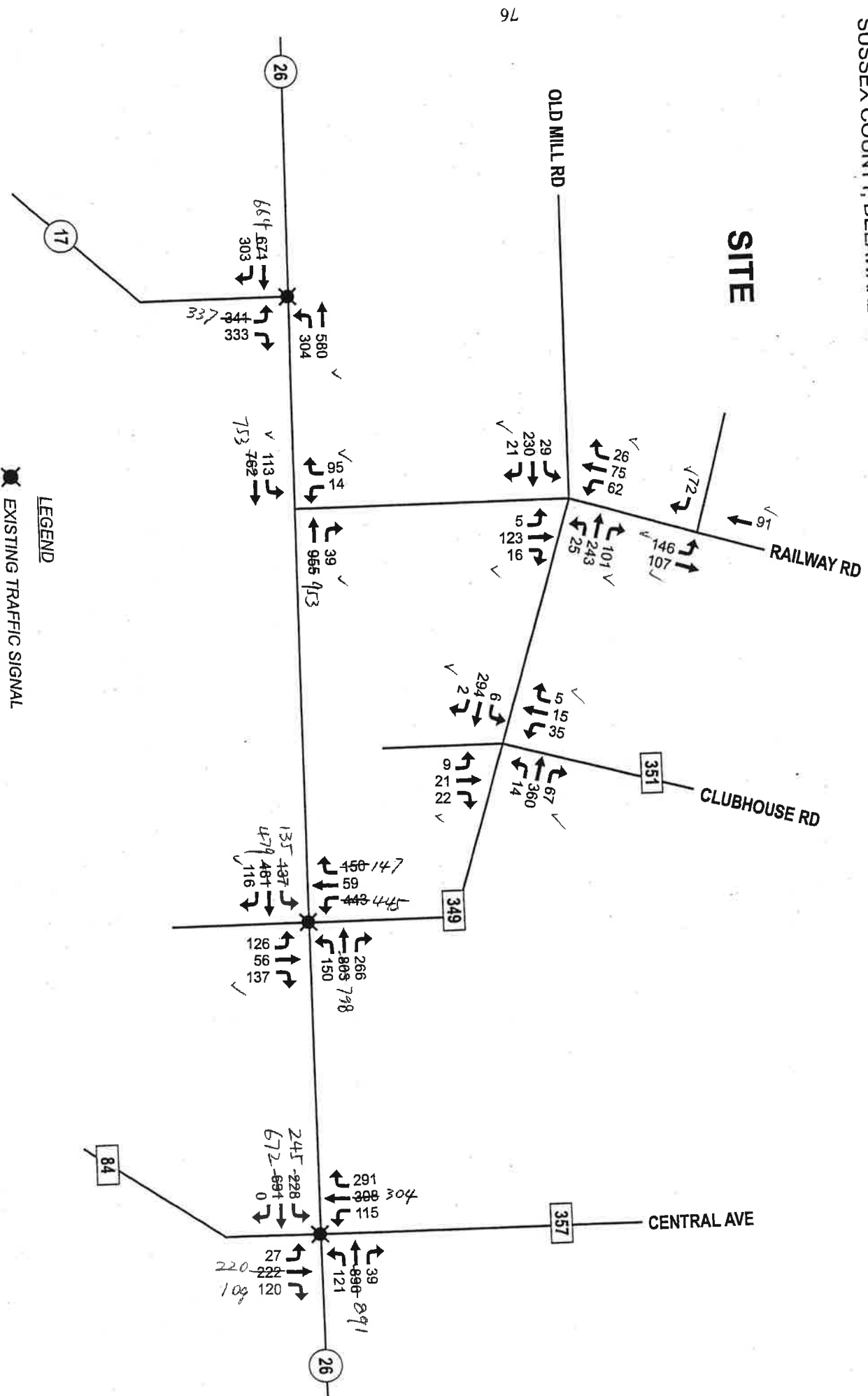
2015 PM Peak Hour Full Build Traffic Volumes

Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE

Corrected



FIGURE 65





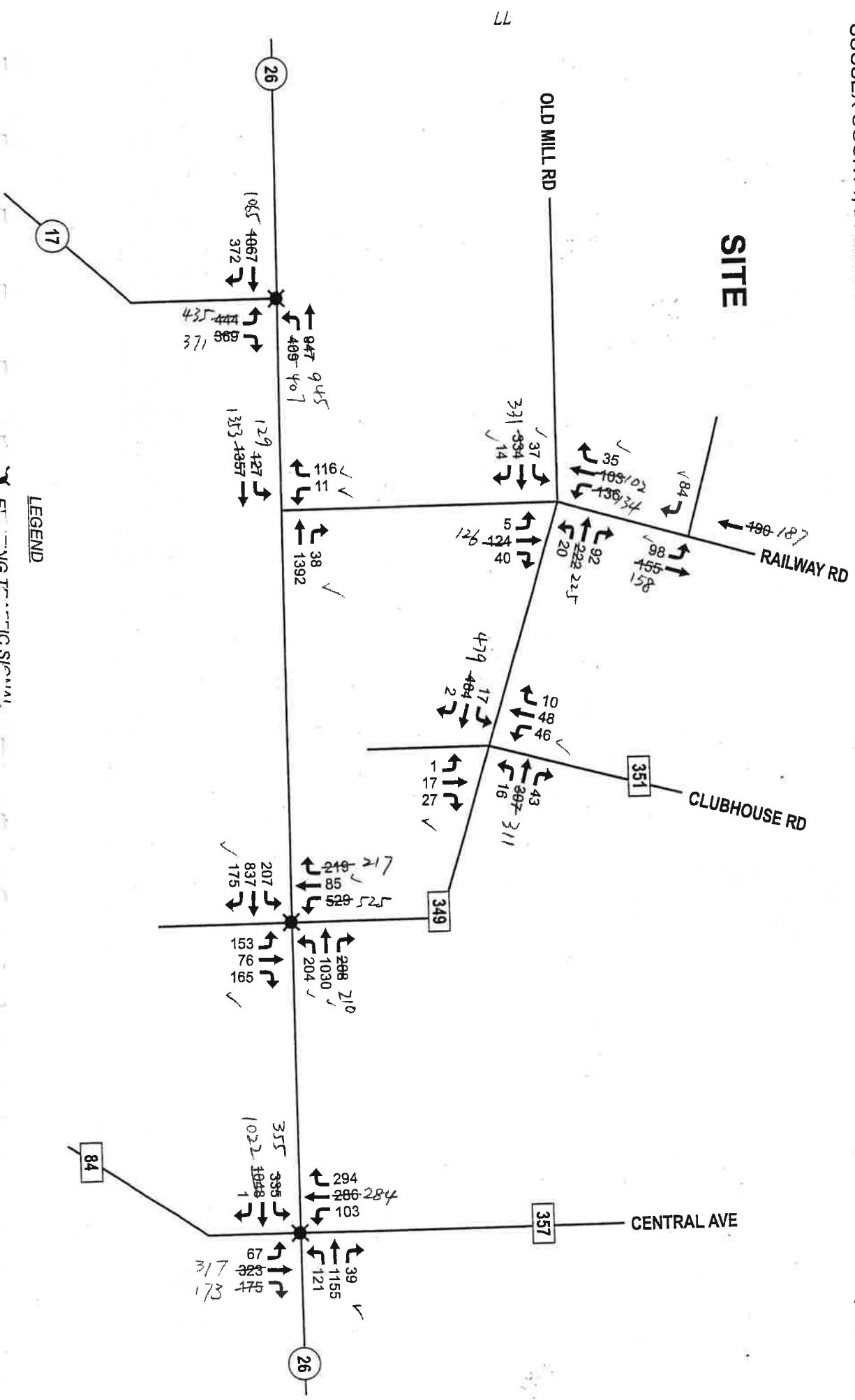
Orth - Rodgers
Associates Inc.
TRANSPORTATION ENGINEERS
and PLANNERS

2015 Saturday Peak Hour Full Build Traffic Volumes

Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE

FIGURE 66

Corrected.





March 14, 2005

Mr. T. William Brockenbrough, Jr., P.E., AICP
Division of Planning
Delaware Department of Transportation
800 Bay Road
Dover, Delaware 19901


RE: Proposed Residential Project on Railway Rd
ORA Job No. 2004_238

Dear Mr. Brockenbrough:

As requested in your February 28, 2005 preliminary traffic impact study review letter, Orth-Rodgers & Associates is re-submitting the following figures for further review: Figures 21, 23 to 26, 28, 30, 31, 37 to 40, 42, 44, 45, 49, 52 to 55, 57 to 59, and 64 to 66. All comments in this review letter have been addressed. It should be noted that some of the total a.m., p.m., and Saturday volumes from Figures 53 to 55 (total other committed developments), Figures 57 to 59 (2015 no build), and Figures 64 to 66 (2015 full build) differ slightly from the attached DeIDOT revisions due to an addition error.

With this resubmission of the following figures from the Preliminary TIS, we request that you perform a quick review of the changes made and inform us if we may proceed with our final report.

Thank you and please feel free to contact me if any questions or comments arise during your review.

Sincerely,
ORTH-RODGERS & ASSOCIATES, INC.


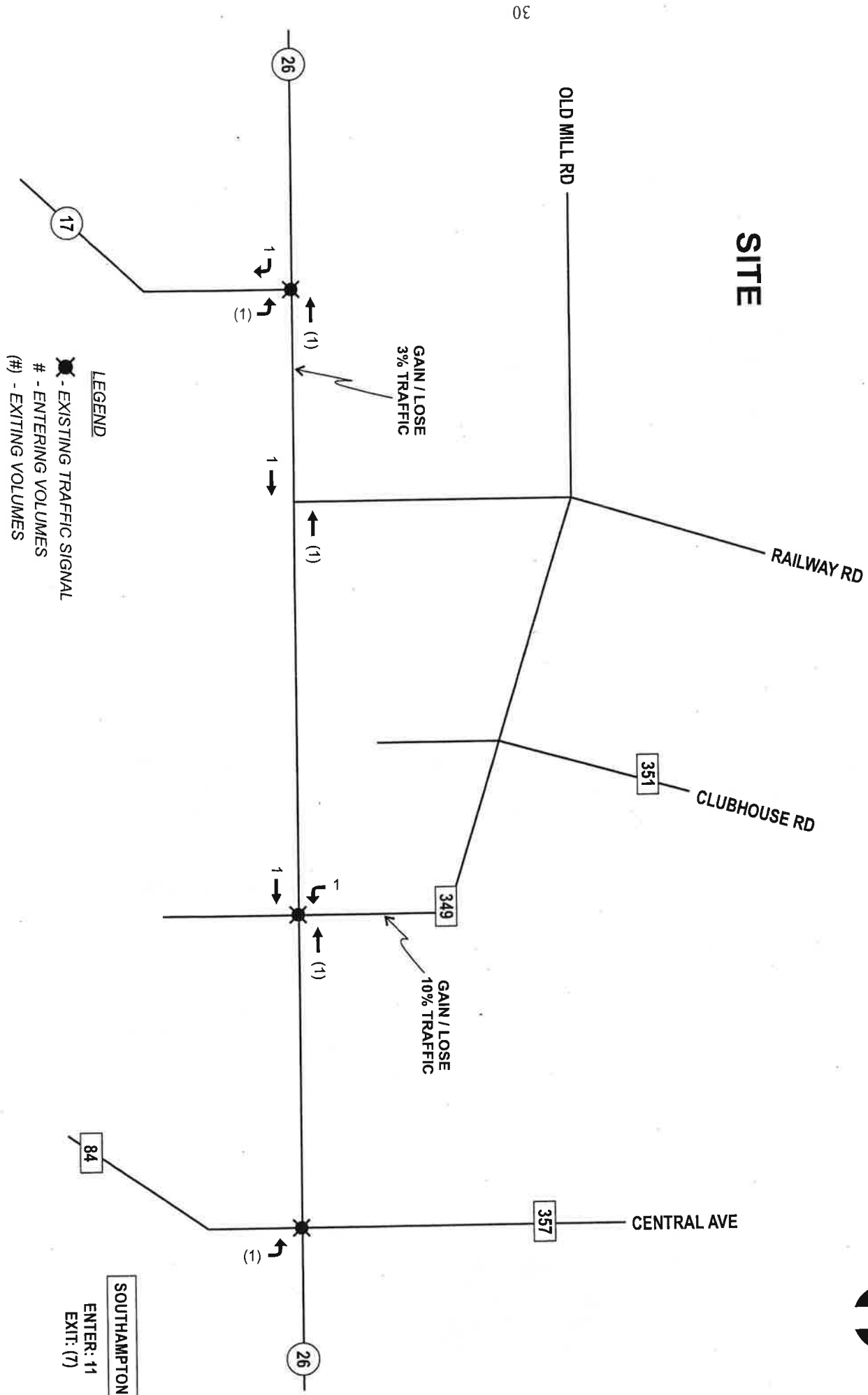
RICHARD A. MISHURA
Assistant Project Manager

RAM:tbm
Enclosures
cc: Robert M. Rodgers, P.E.
Derrick S. Kennedy

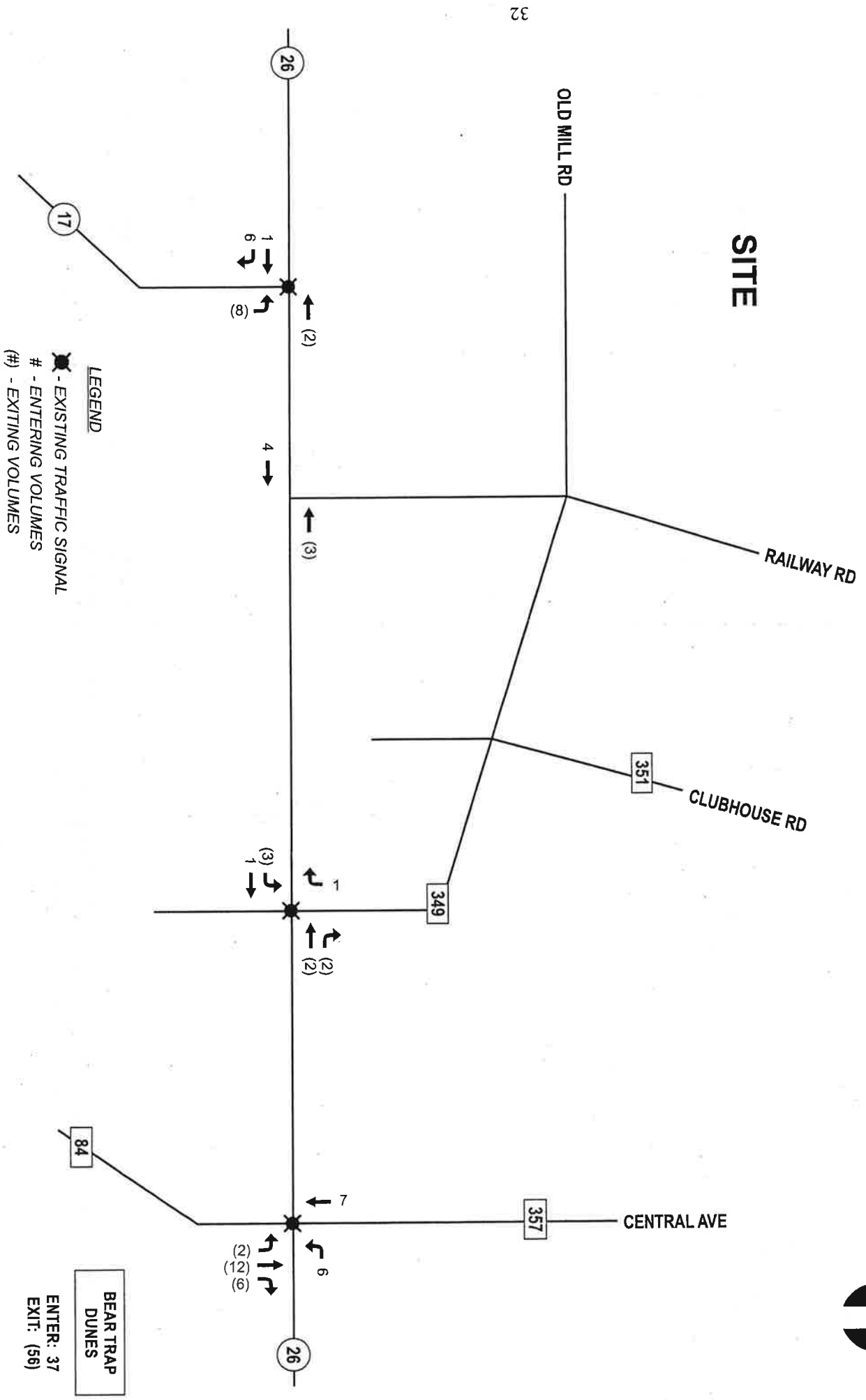
F:\2004_238 preliminary\documents\letter031405.doc

Future PM Peak Hour Traffic Volumes From Southampton
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE

FIGURE 21



Future AM Peak Hour Traffic Volumes From Bear Trap Dunes (Residential & Retail)
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE

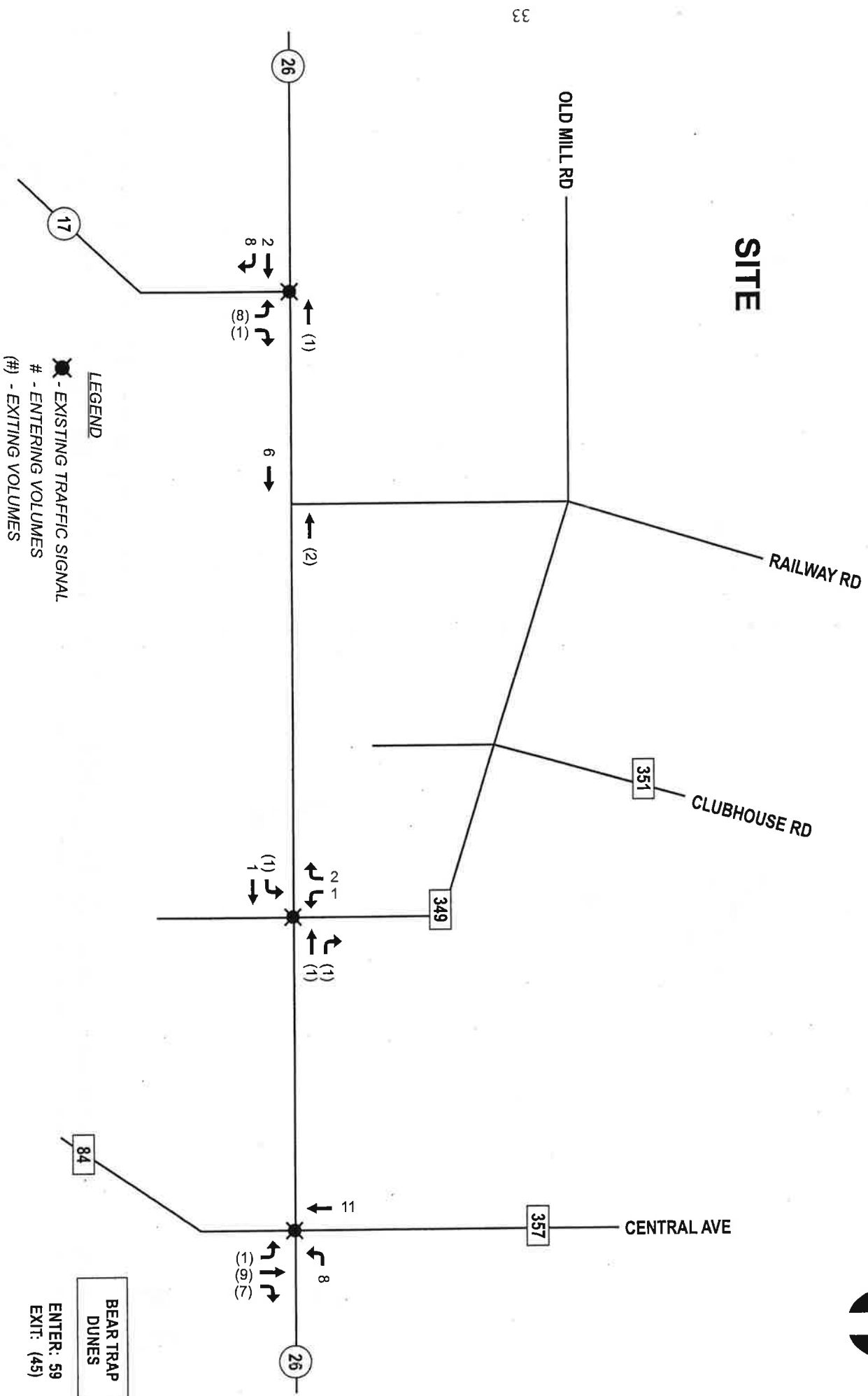




Future PM Peak Hour Traffic Volumes From Bear Trap Dunes (Residential & Retail)

Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE

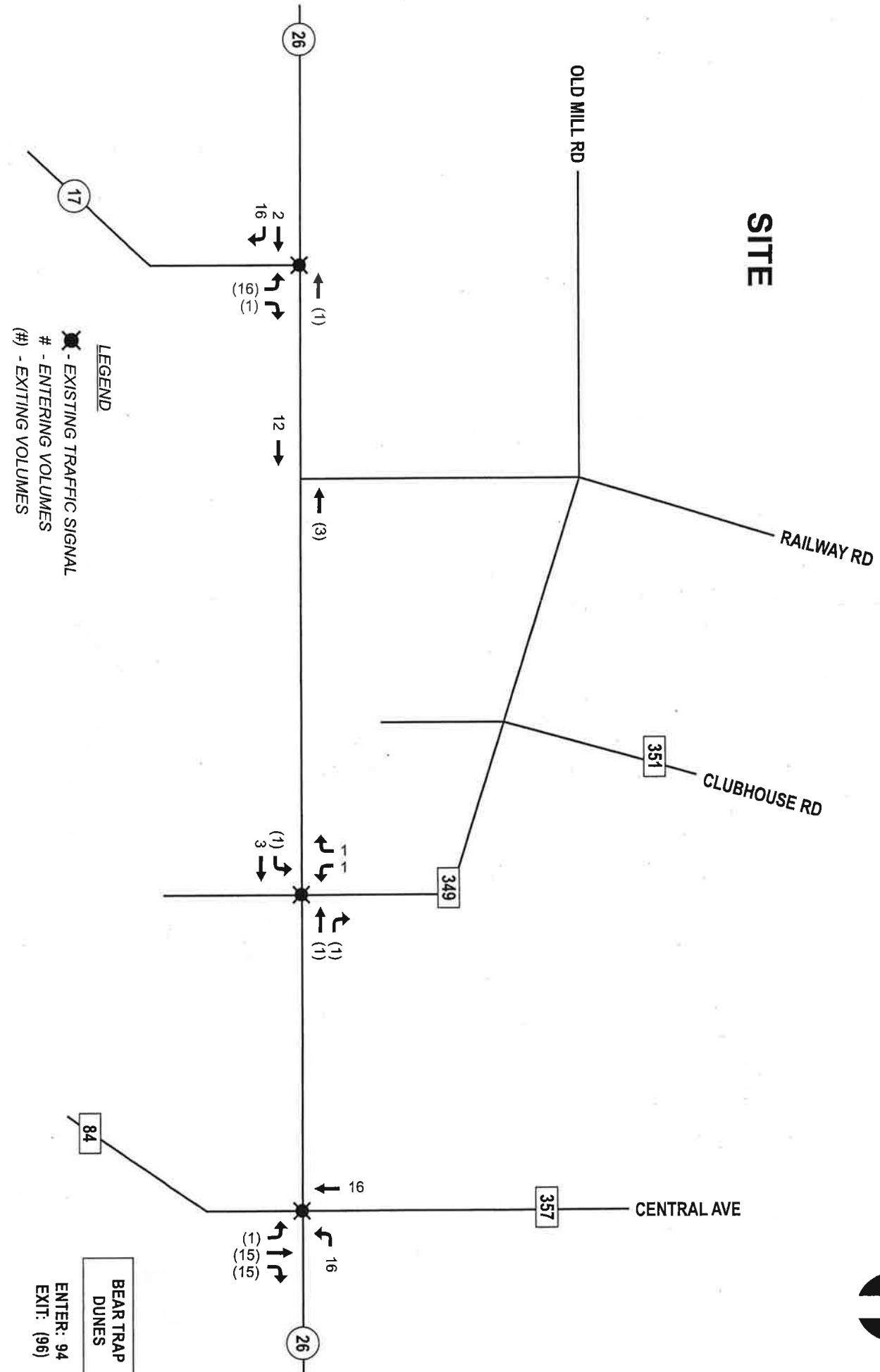
FIGURE 24



Future Saturday Peak Hour Traffic Volumes From Bear Trap Dunes (Residential & Retail)
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE



SITE

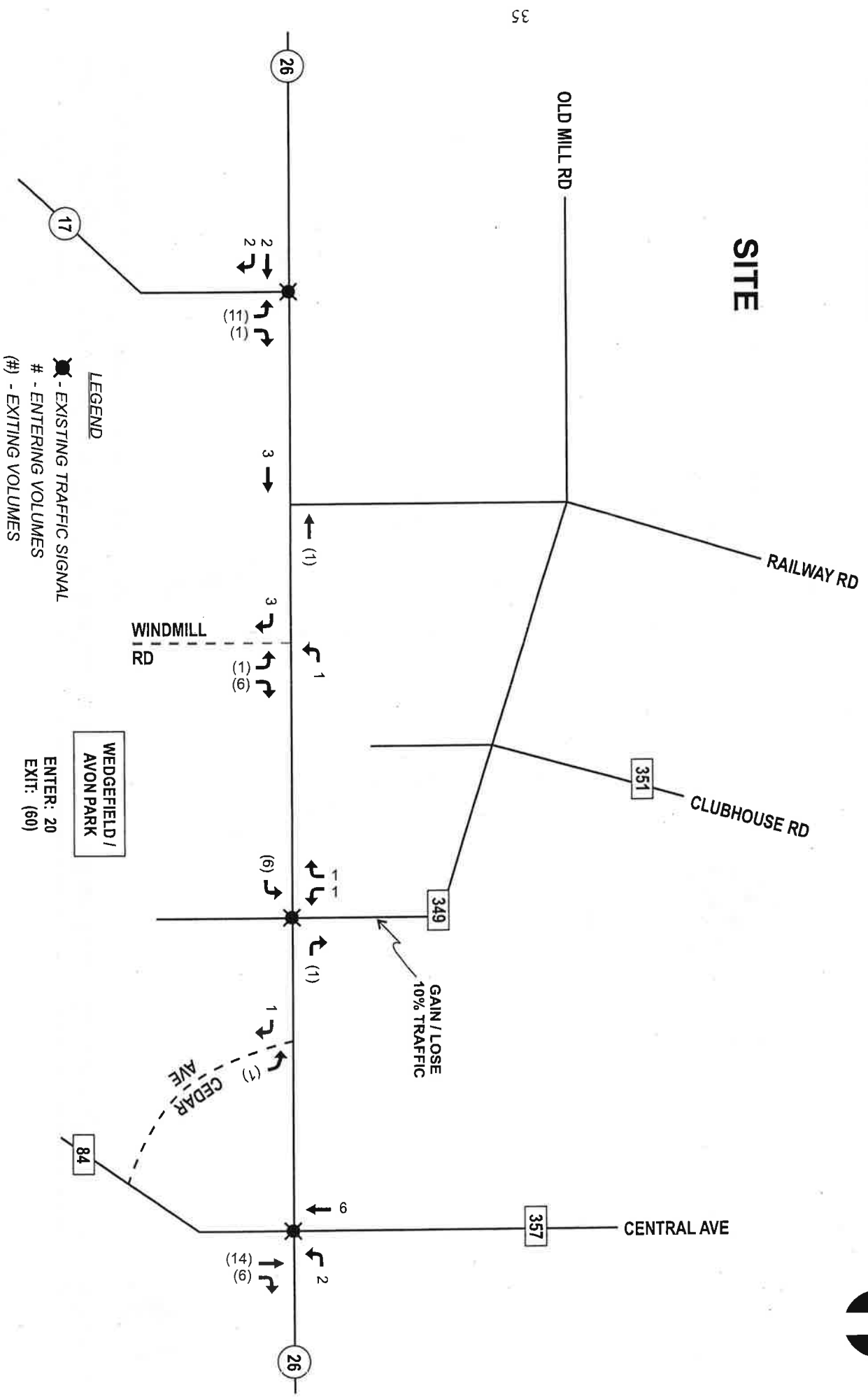


LEGEND

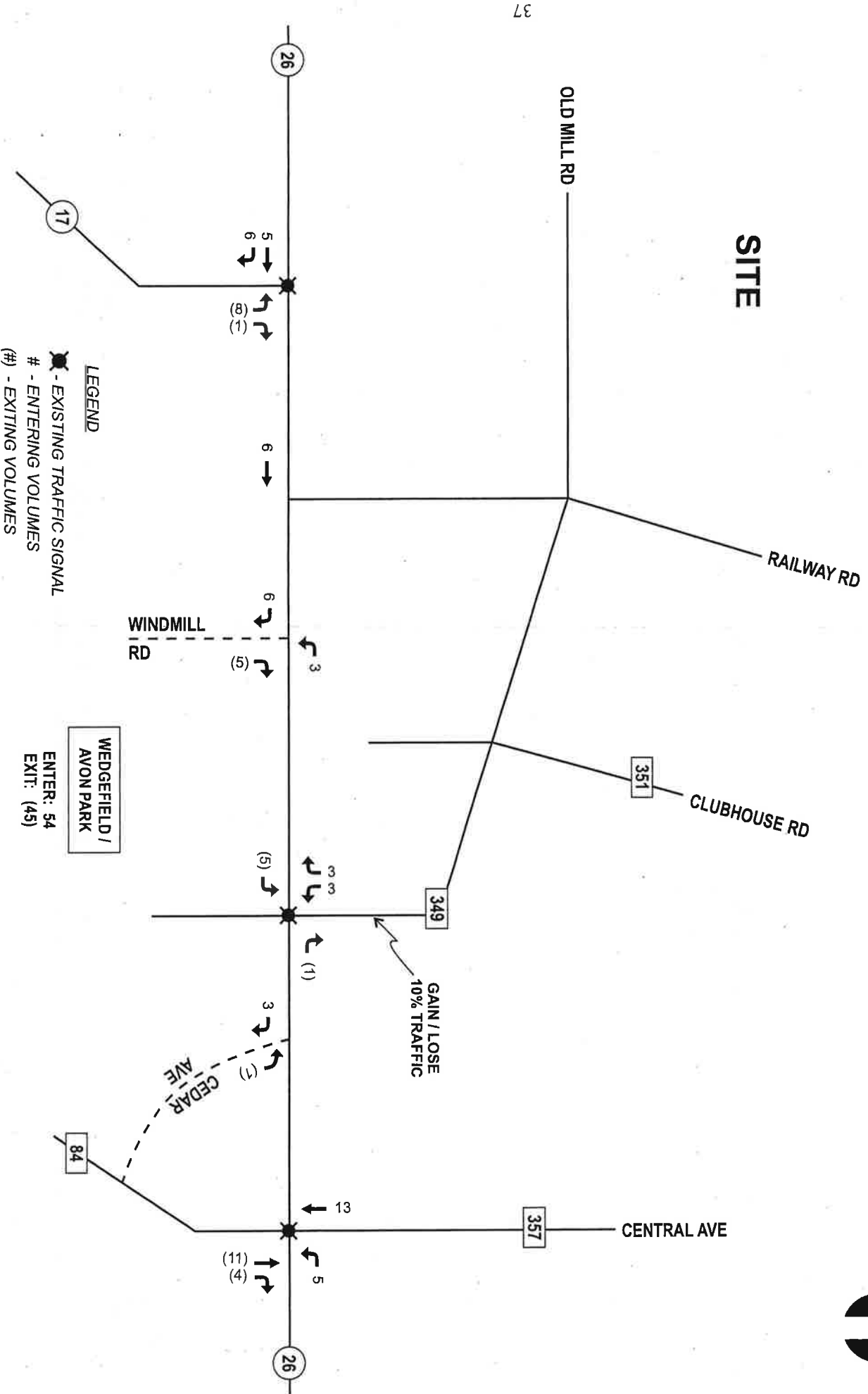
- EXISTING TRAFFIC SIGNAL
- # - ENTERING VOLUMES
- (#) - EXITING VOLUMES

BEAR TRAP DUNES
ENTER: 94
EXIT: (96)

**Future AM Peak Hour Traffic Volumes From Wedgefield / Avon Park
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE**



**Future Saturday Peak Hour Traffic Volumes From Wedgefield / Avon Park
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE**

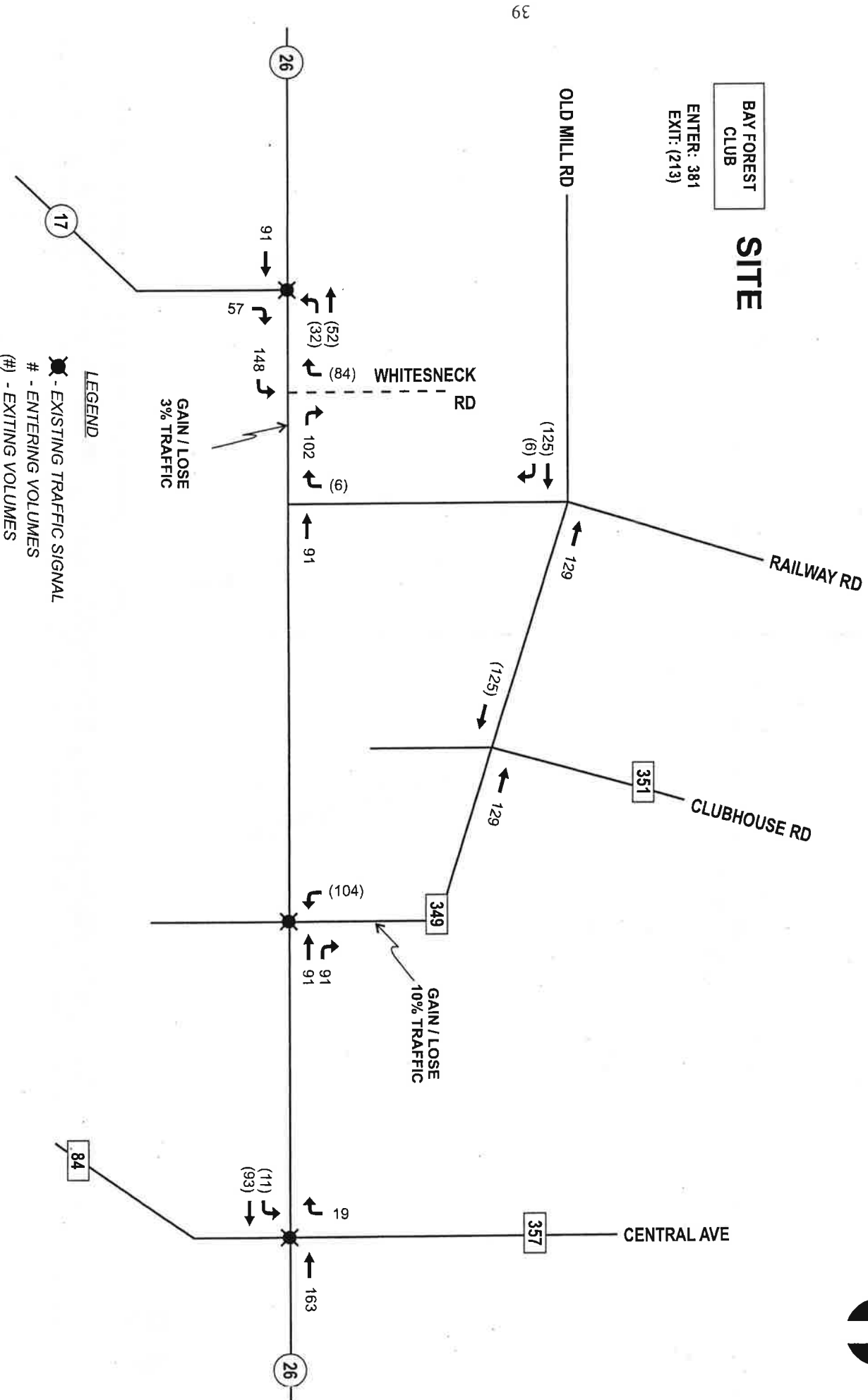


Future PM Peak Hour Traffic Volumes From Bay Forest Club

Proposed Residential Project on Railway Road

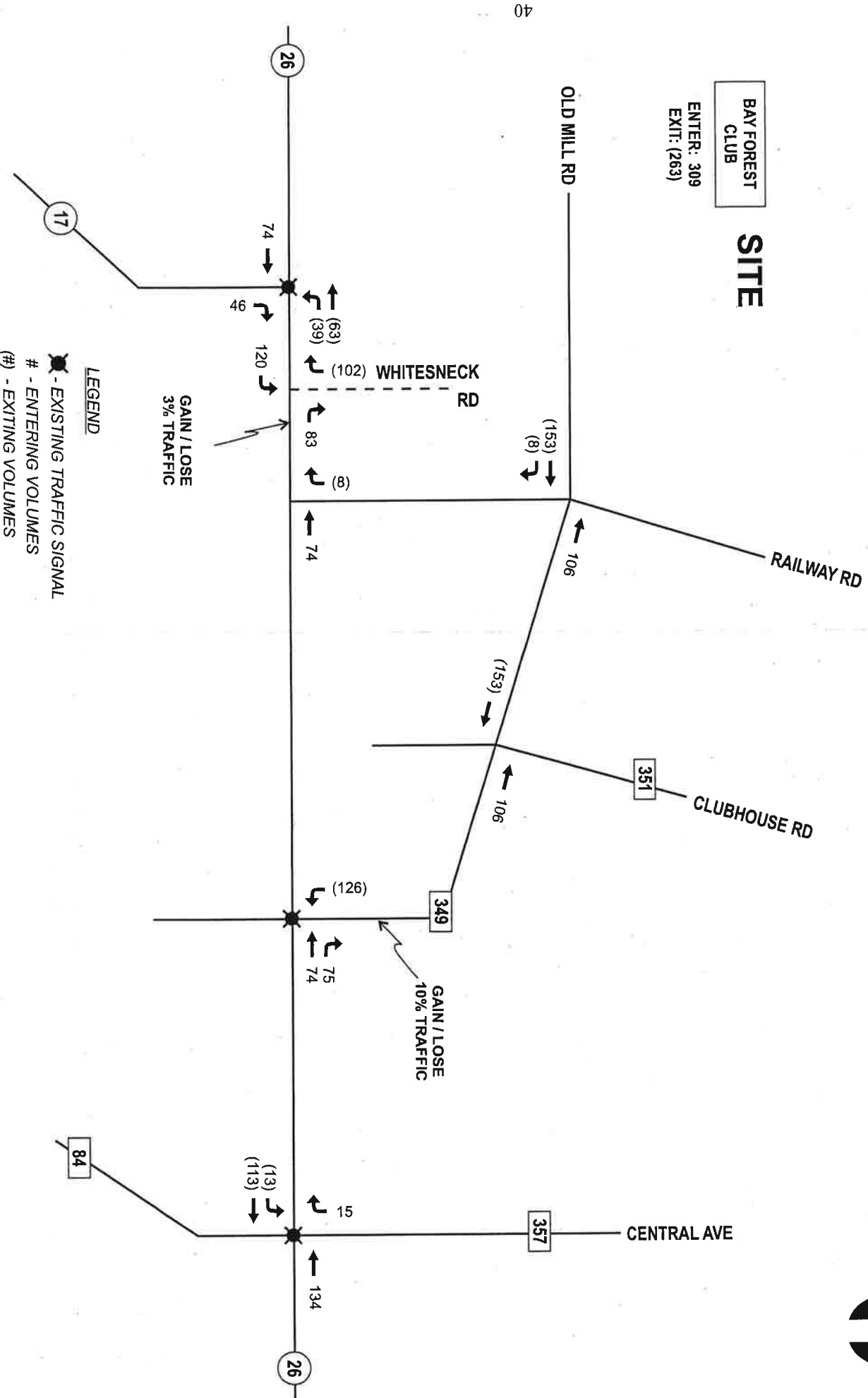
SUSSEX COUNTY, DELAWARE

FIGURE 30



Future Saturday Peak Hour Traffic Volumes From Bay Forest Club
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE

FIGURE 31

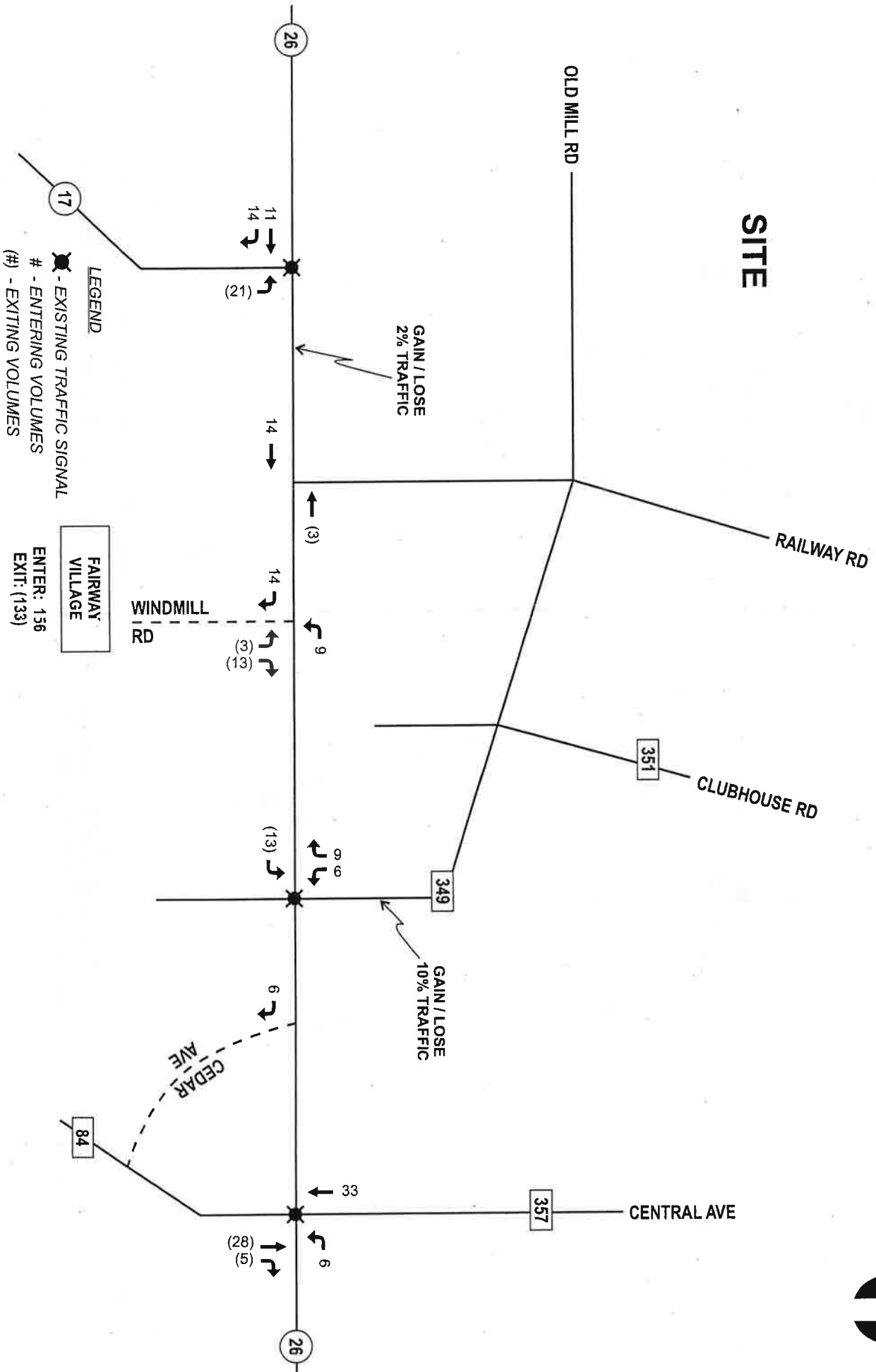


Future Saturday Peak Hour Traffic Volumes From Fairway Village

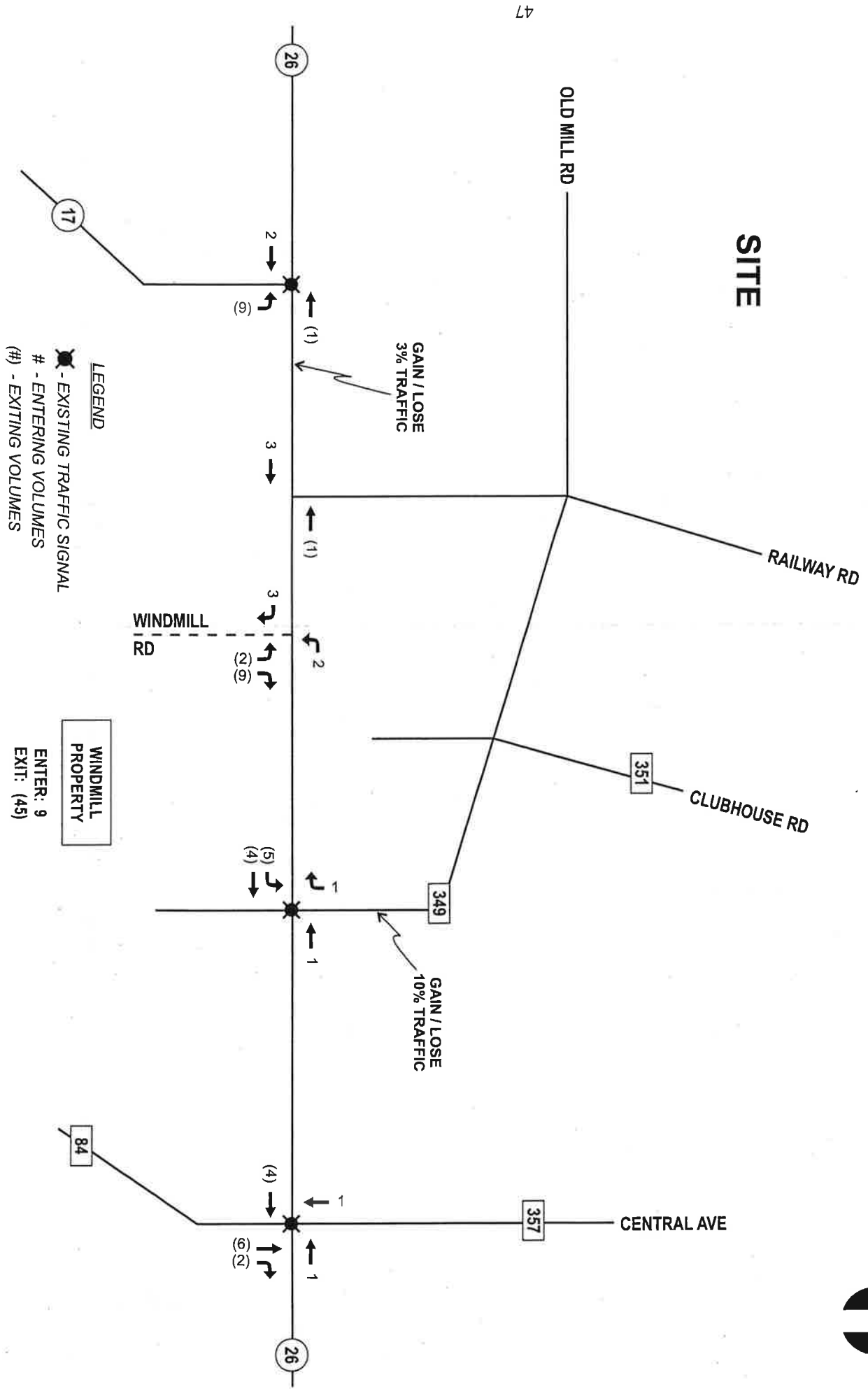
Proposed Residential Project on Railway Road

SUSSEX COUNTY, DELAWARE

FIGURE 37

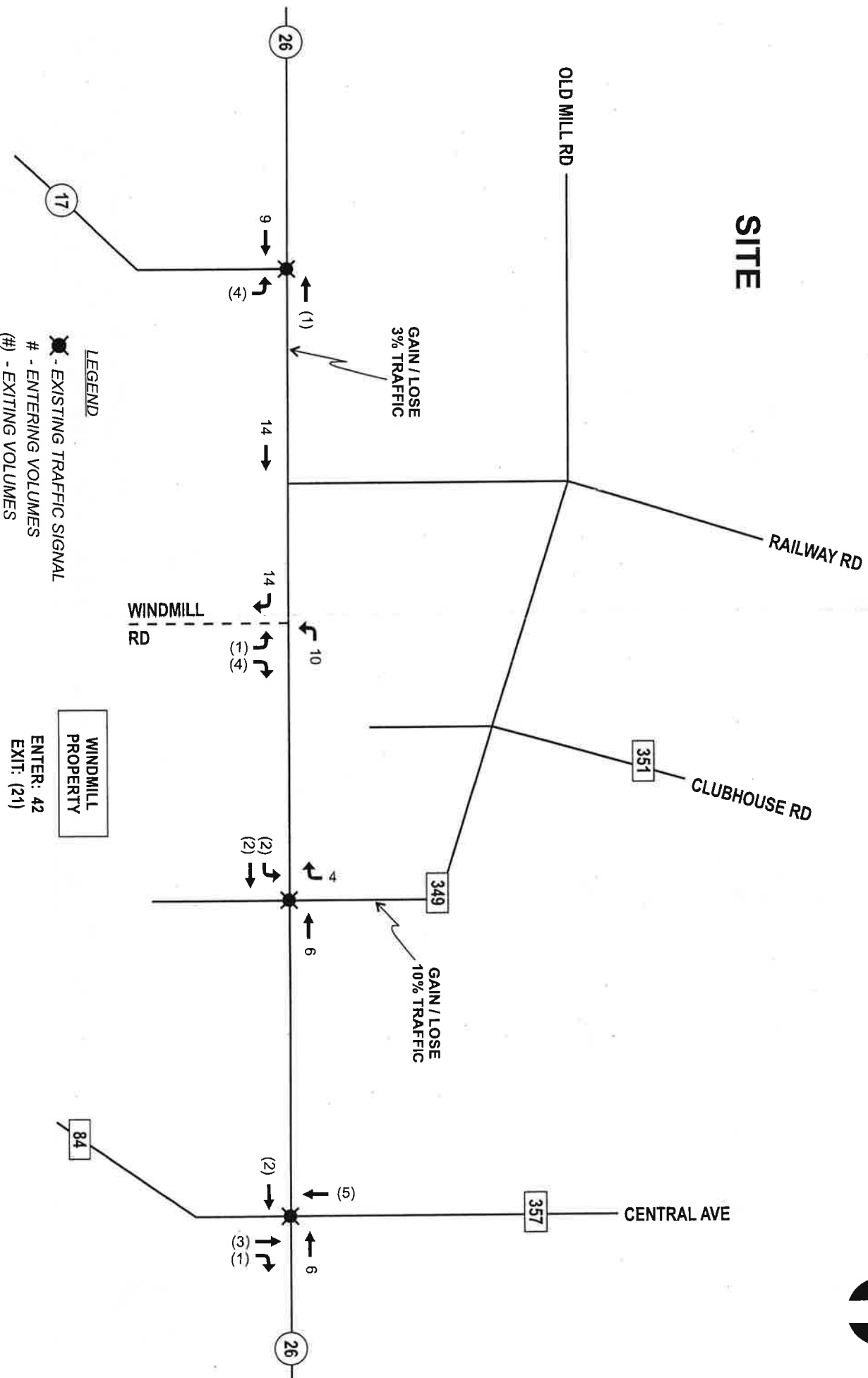


Future AM Peak Hour Traffic Volumes From Windmill Property
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE



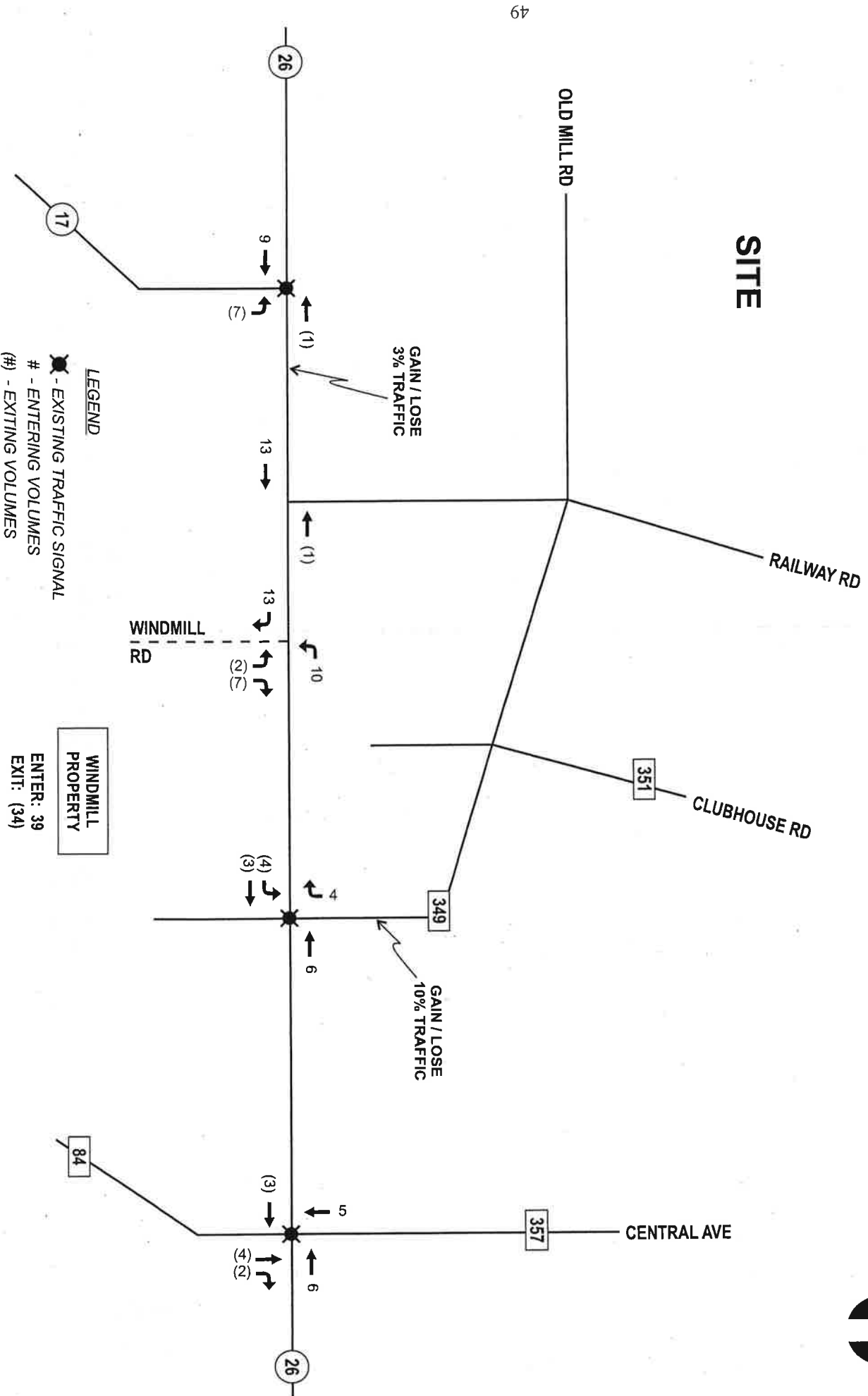
Future PM Peak Hour Traffic Volumes From Windmill Property
Proposed Residential Project on Railway Road
 SUSSEX COUNTY, DELAWARE

FIGURE 39



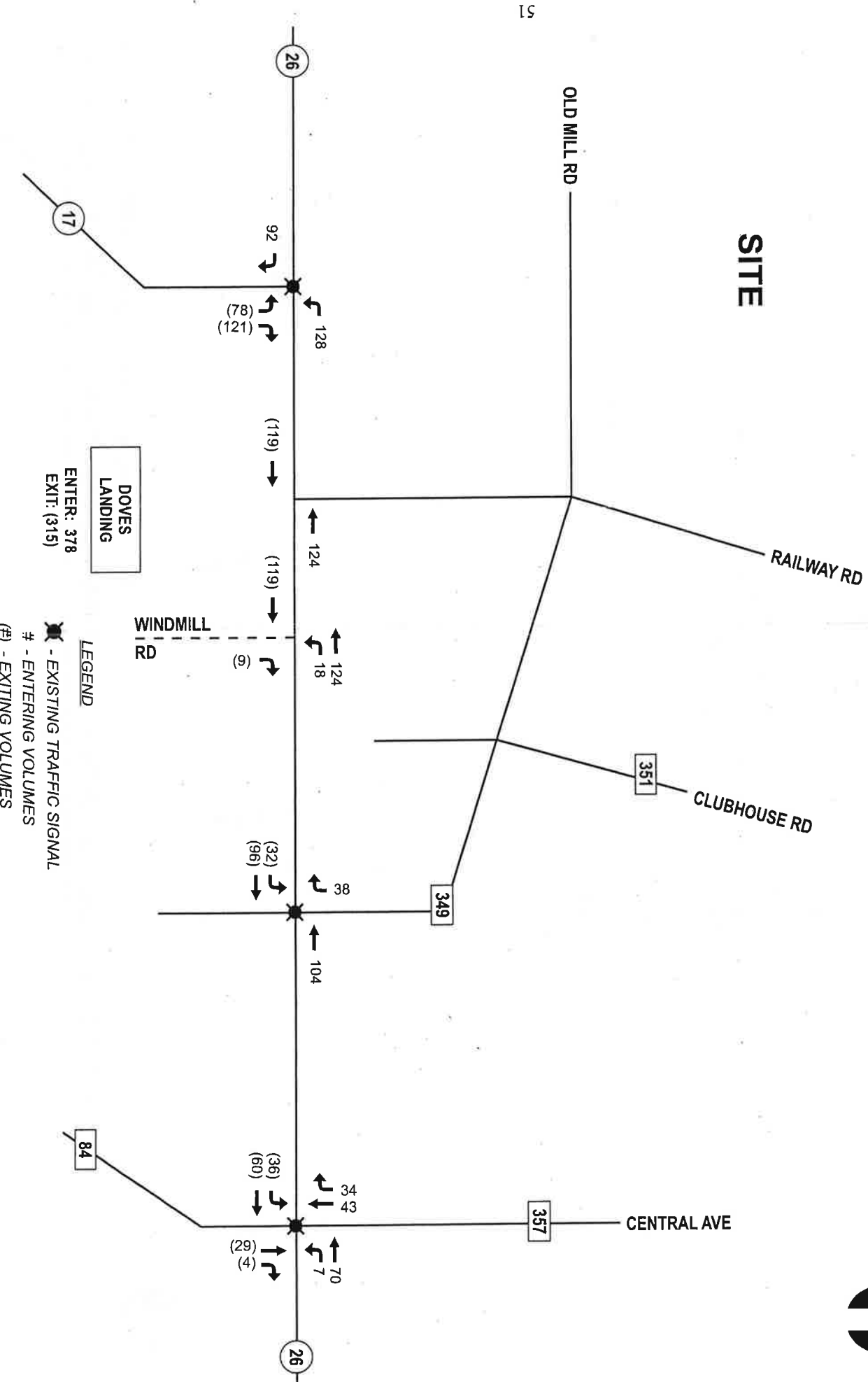
Future Saturday Peak Hour Traffic Volumes From Windmill Property
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE

FIGURE 40



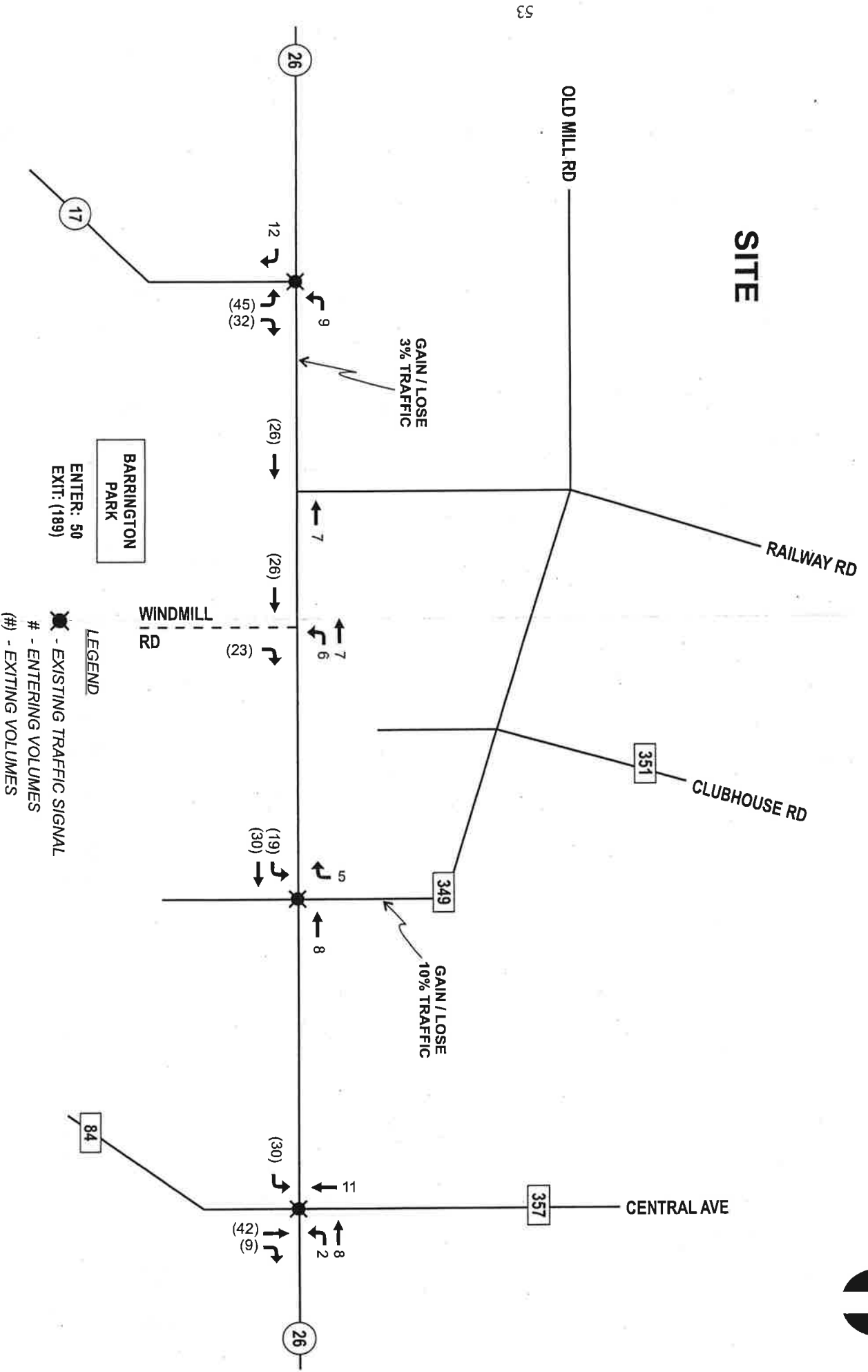
**Future PM Peak Hour Traffic Volumes From Doves Landing
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE**

FIGURE 42

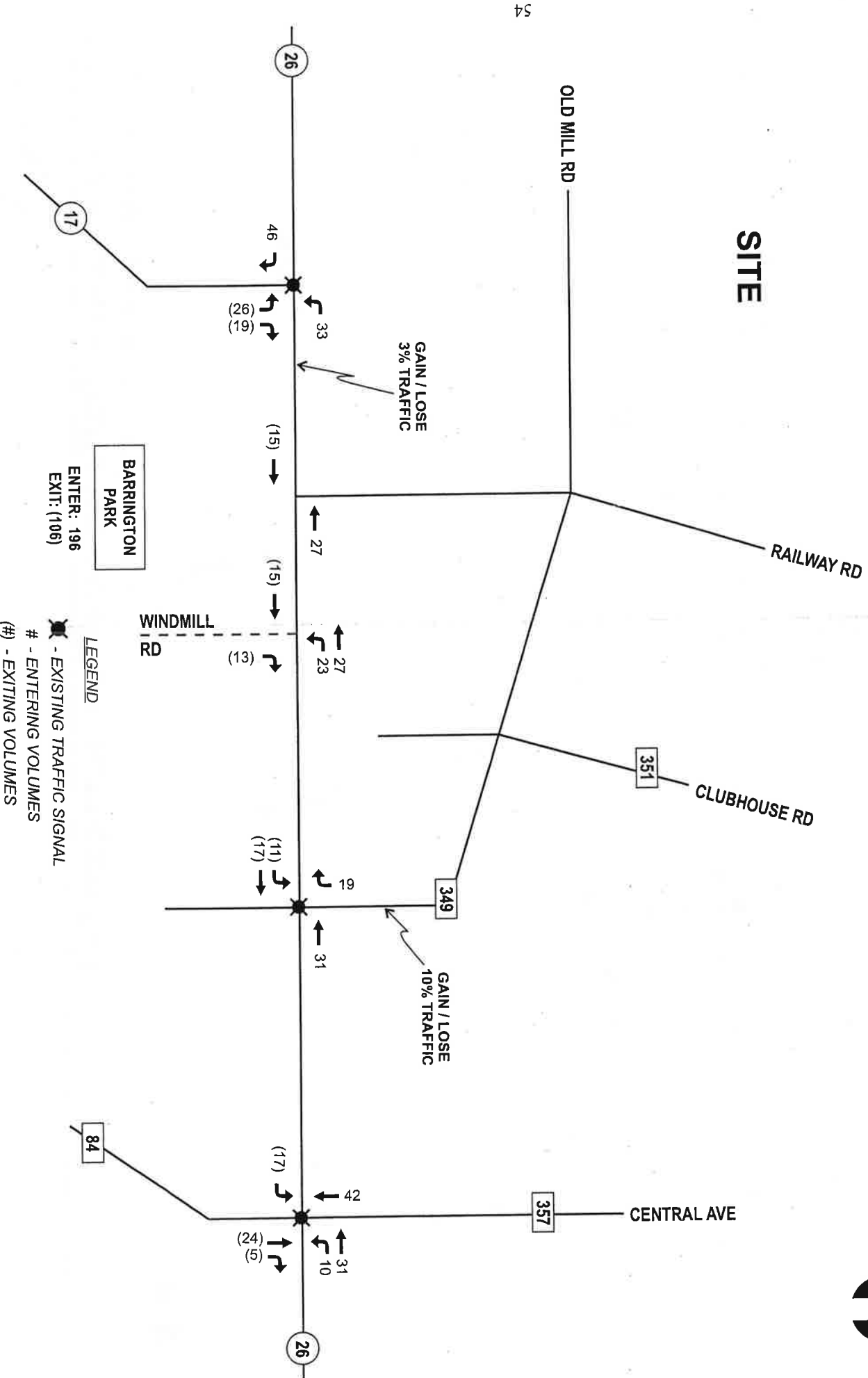


**Future AM Peak Hour Traffic Volumes From Barrington Park
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE**

FIGURE 44

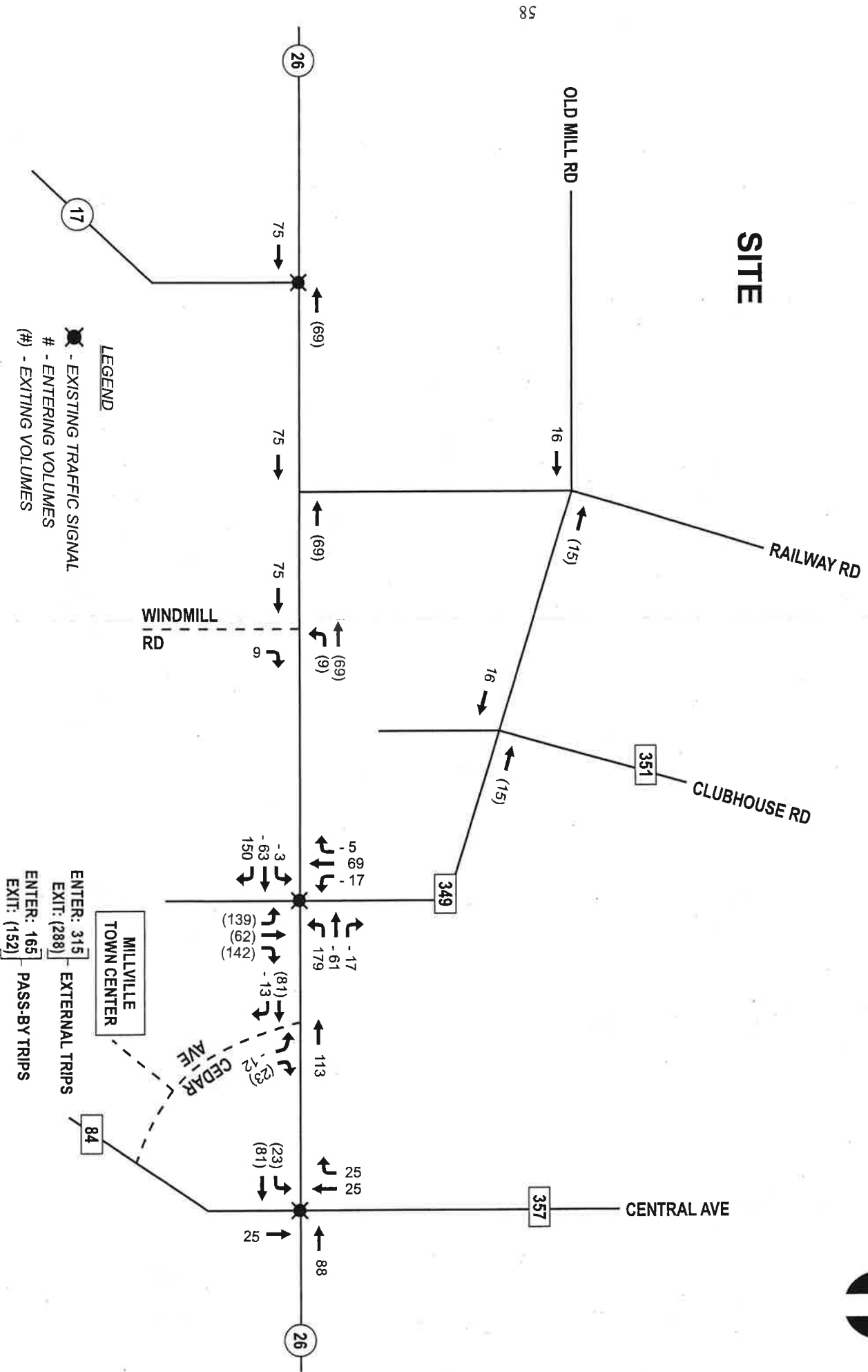


**Future PM Peak Hour Traffic Volumes From Barrington Park
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE**



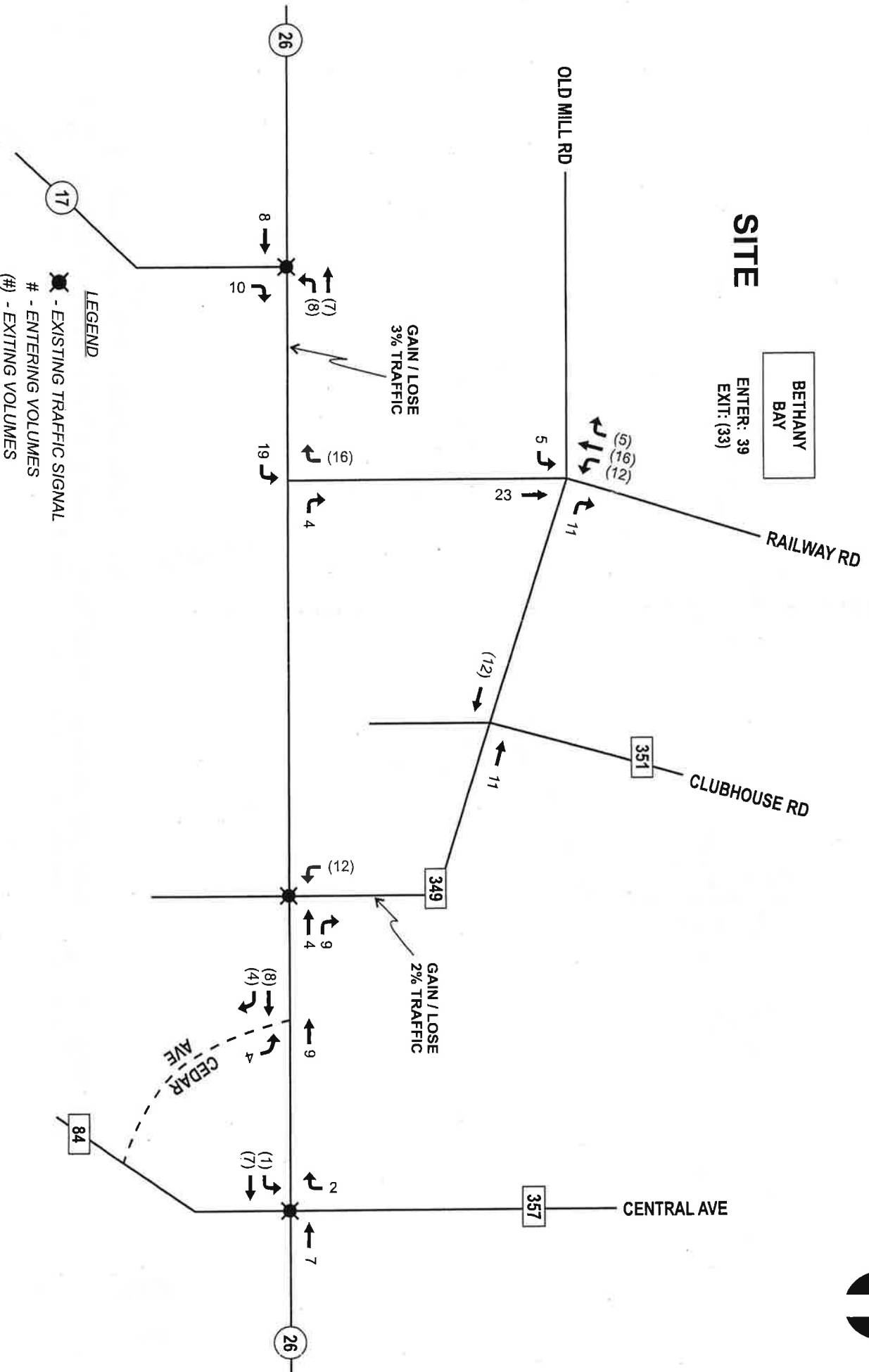
**Future Saturday Peak Hour Traffic Volumes From Millville Town Center
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE**

FIGURE 49



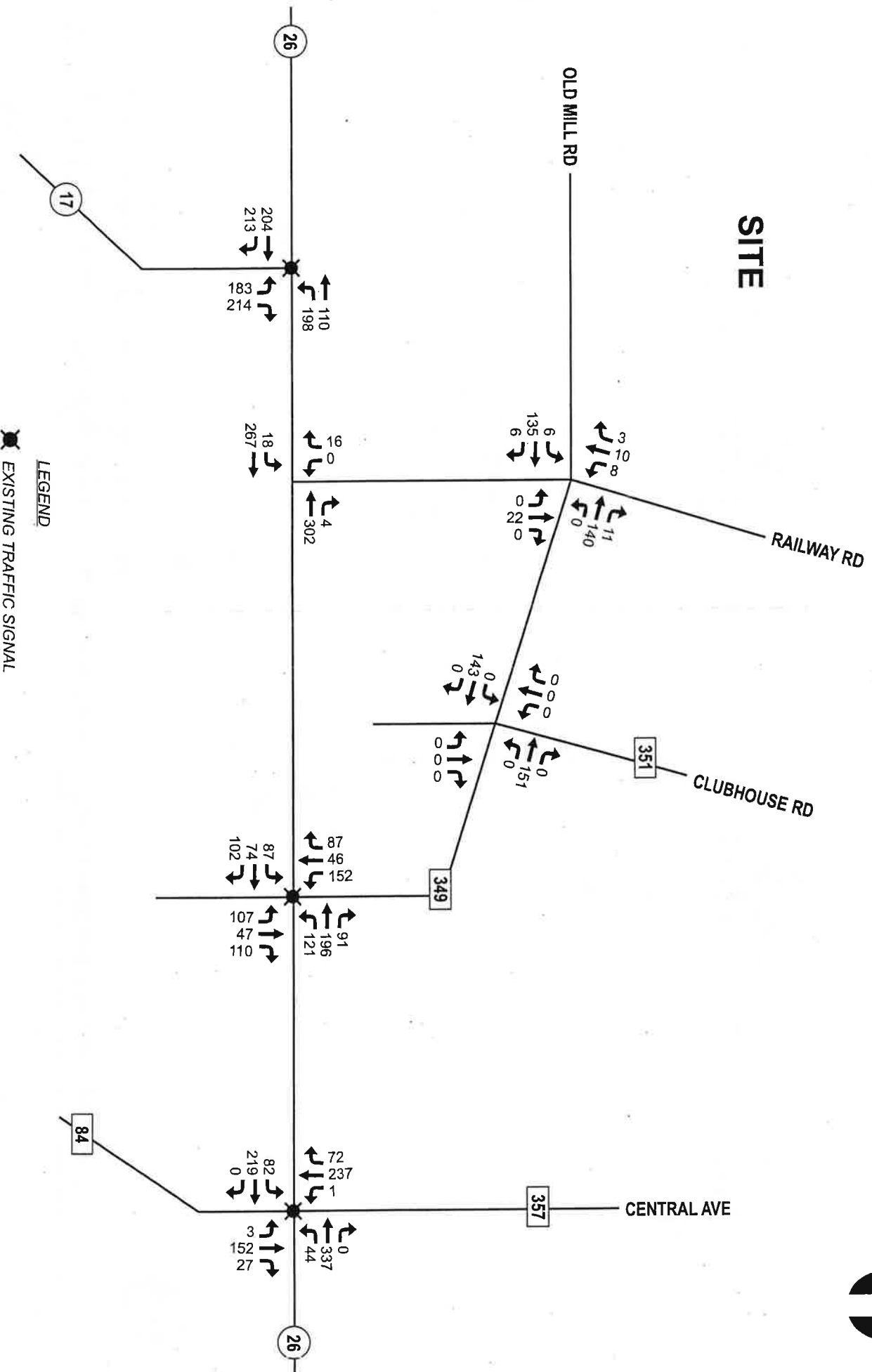
Future Saturday Peak Hour Traffic Volumes From Bethany Bay Proposed Residential Project on Railway Road SUSSEX COUNTY, DELAWARE

FIGURE 52



**Total PM Peak Hour Traffic Volumes From Other Committed Developments
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE**

FIGURE 54

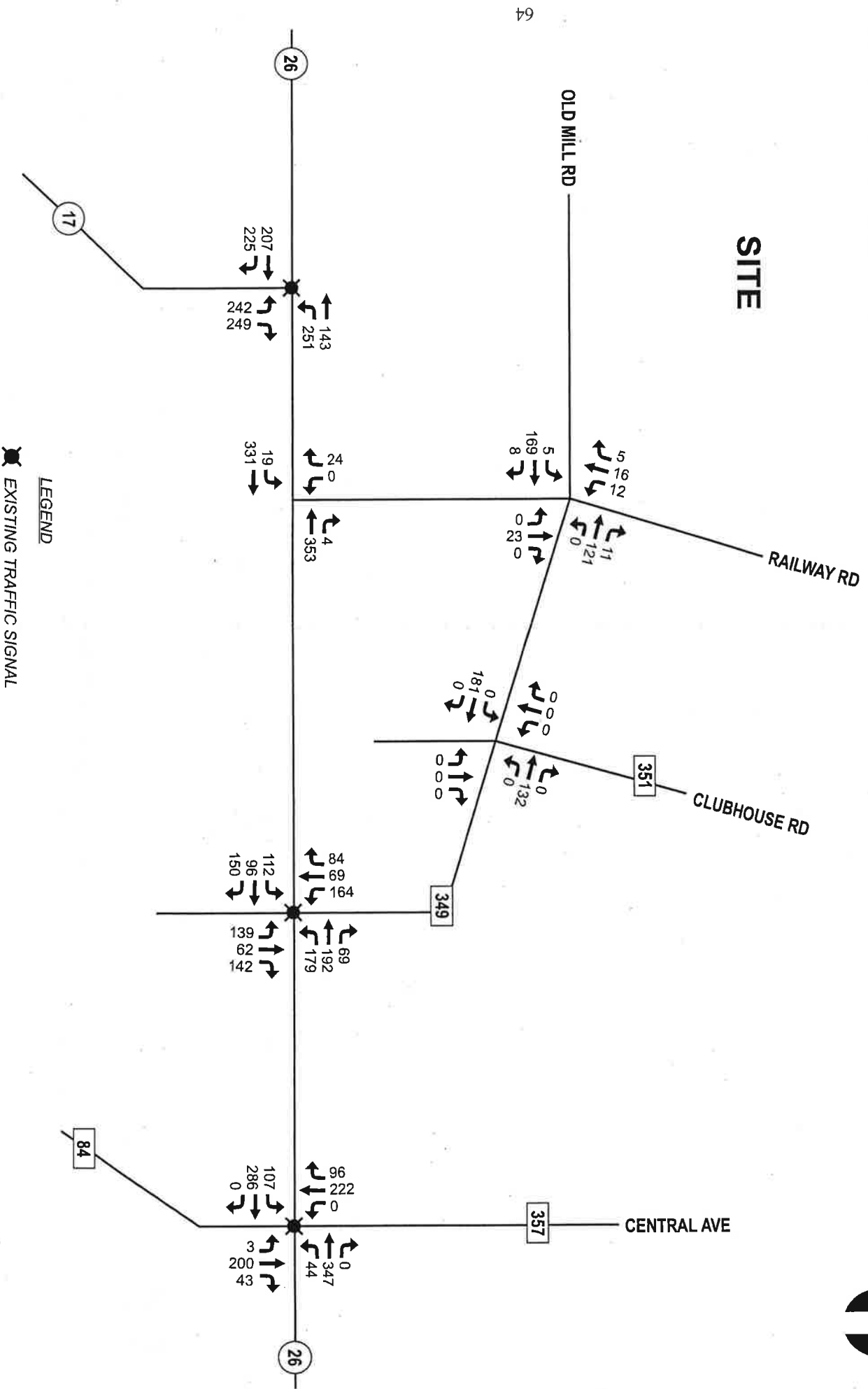


Total Saturday Peak Hour Traffic Volumes From Other Committed Developments

Proposed Residential Project on Railway Road

SUSSEX COUNTY, DELAWARE

FIGURE 55

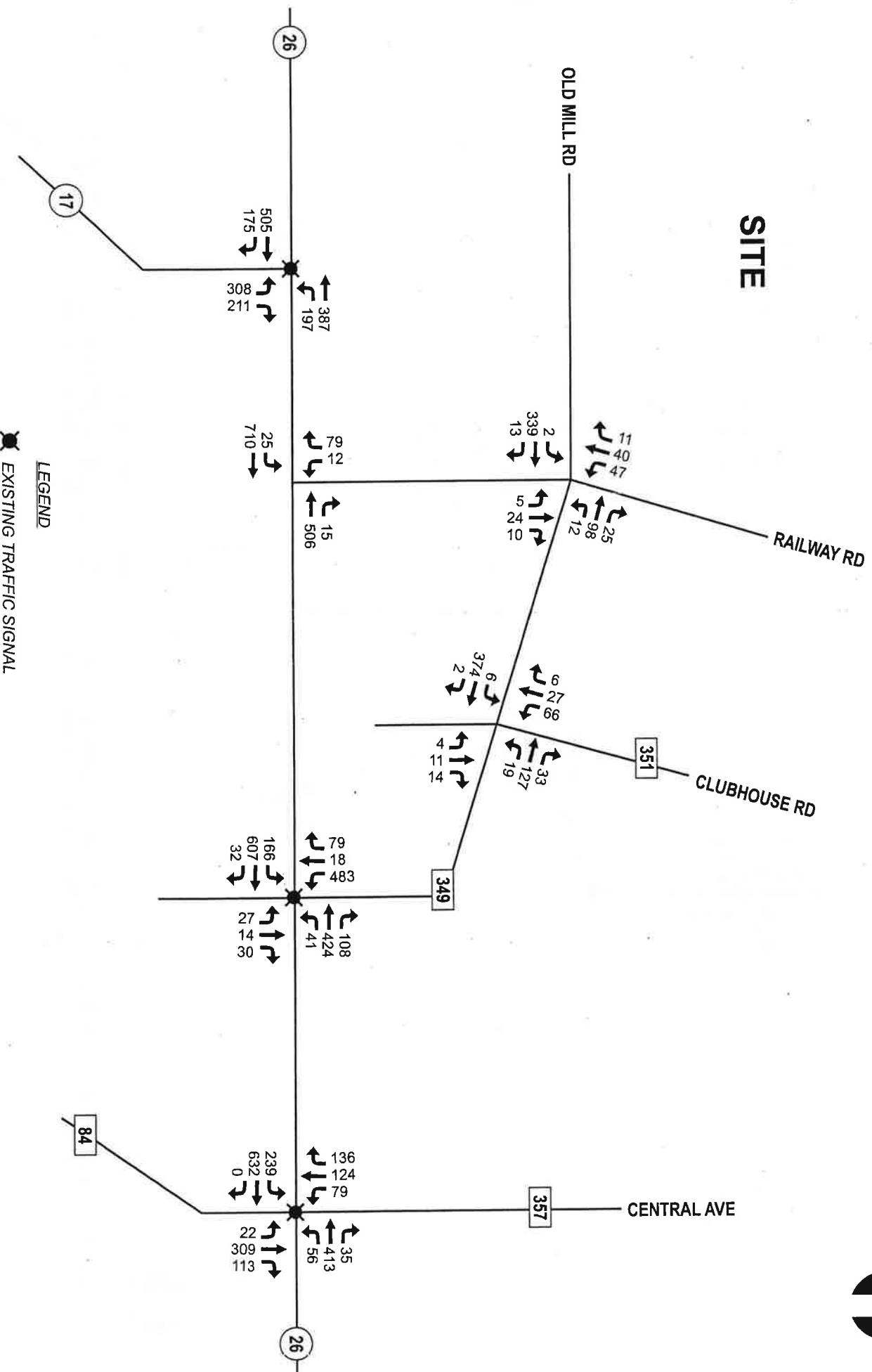


LEGEND

EXISTING TRAFFIC SIGNAL

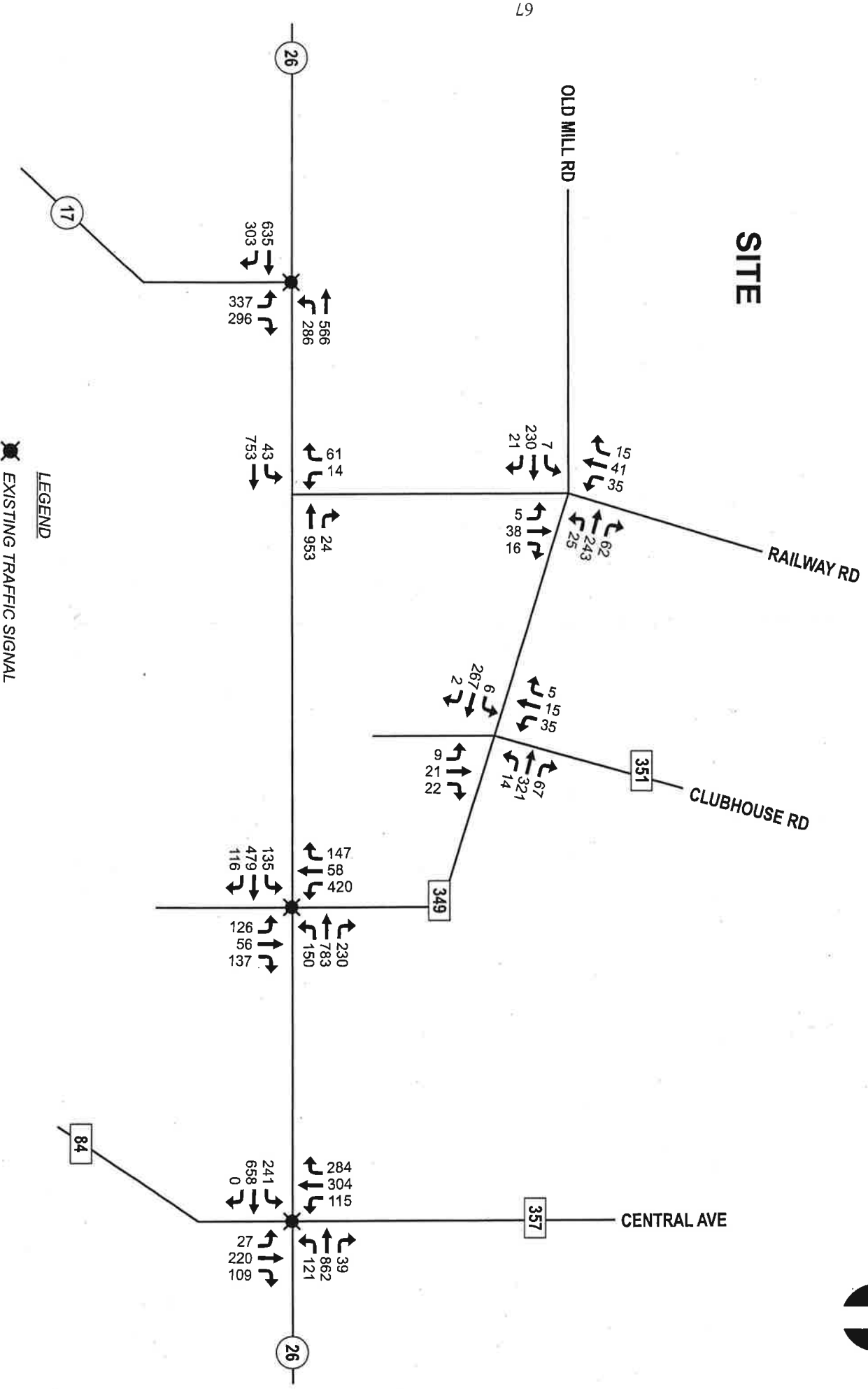
2015 AM Peak Hour No Build Traffic Volumes With OCD's
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE

FIGURE 57



2015 PM Peak Hour No Build Traffic Volumes With OCD's
Proposed Residential Project on Railway Road
SUSSEX COUNTY, DELAWARE

FIGURE 58

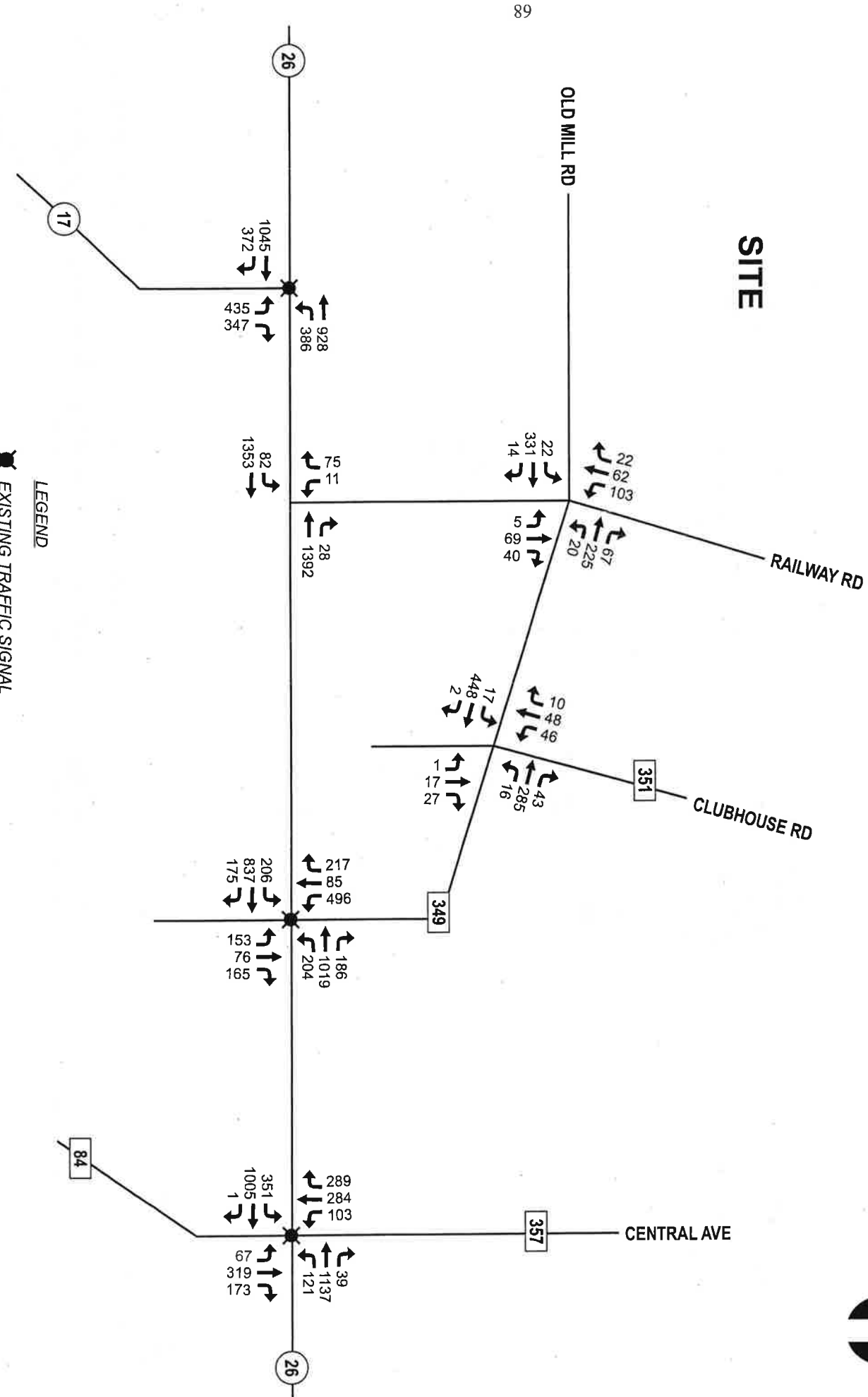


2015 Saturday Peak Hour No Build Traffic Volumes With OCD's

Proposed Residential Project on Railway Road

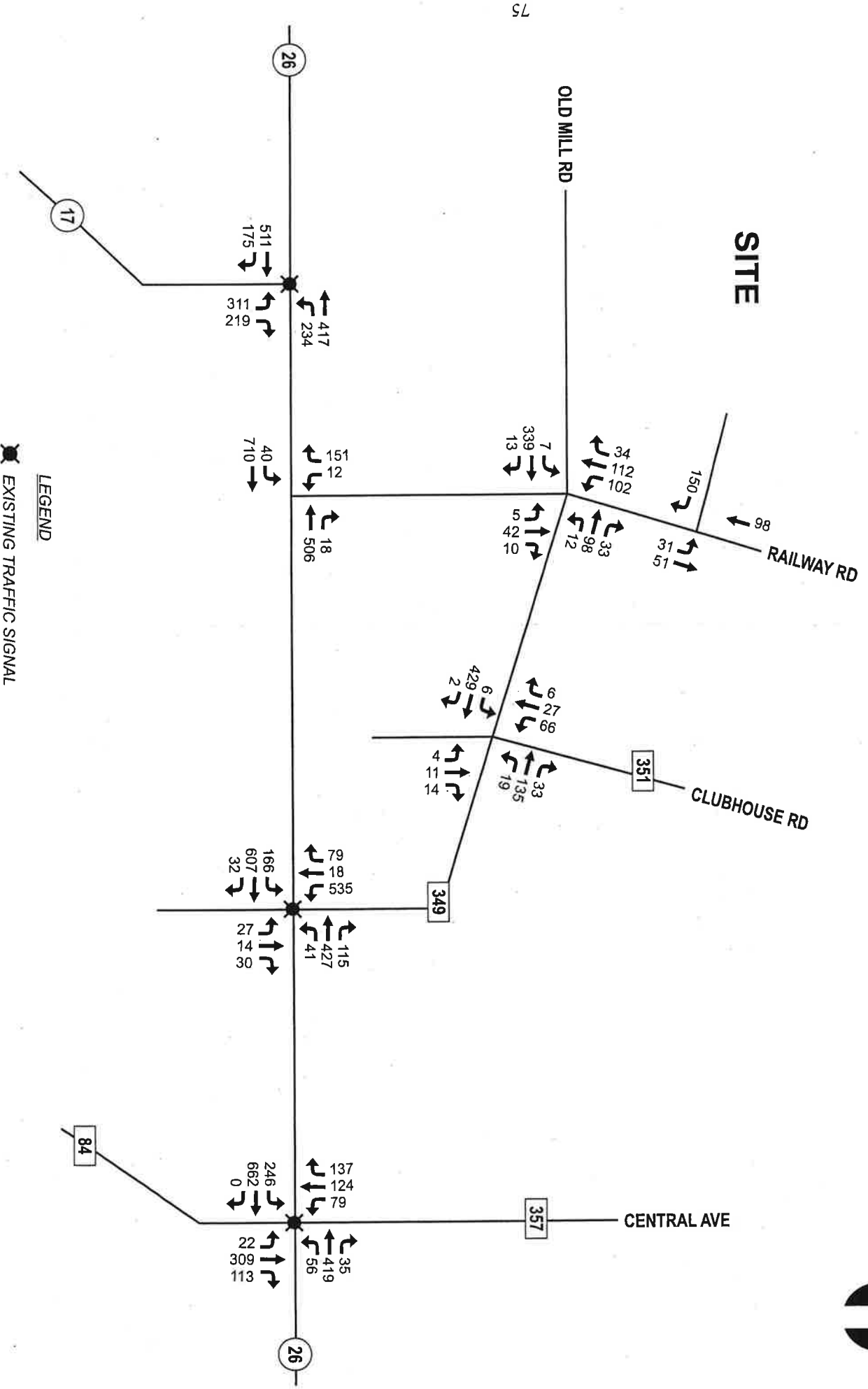
SUSSEX COUNTY, DELAWARE

FIGURE 59



2015 AM Peak Hour Full Build Traffic Volumes
Proposed Residential Project on Railway Road
 SUSSEX COUNTY, DELAWARE

FIGURE 64



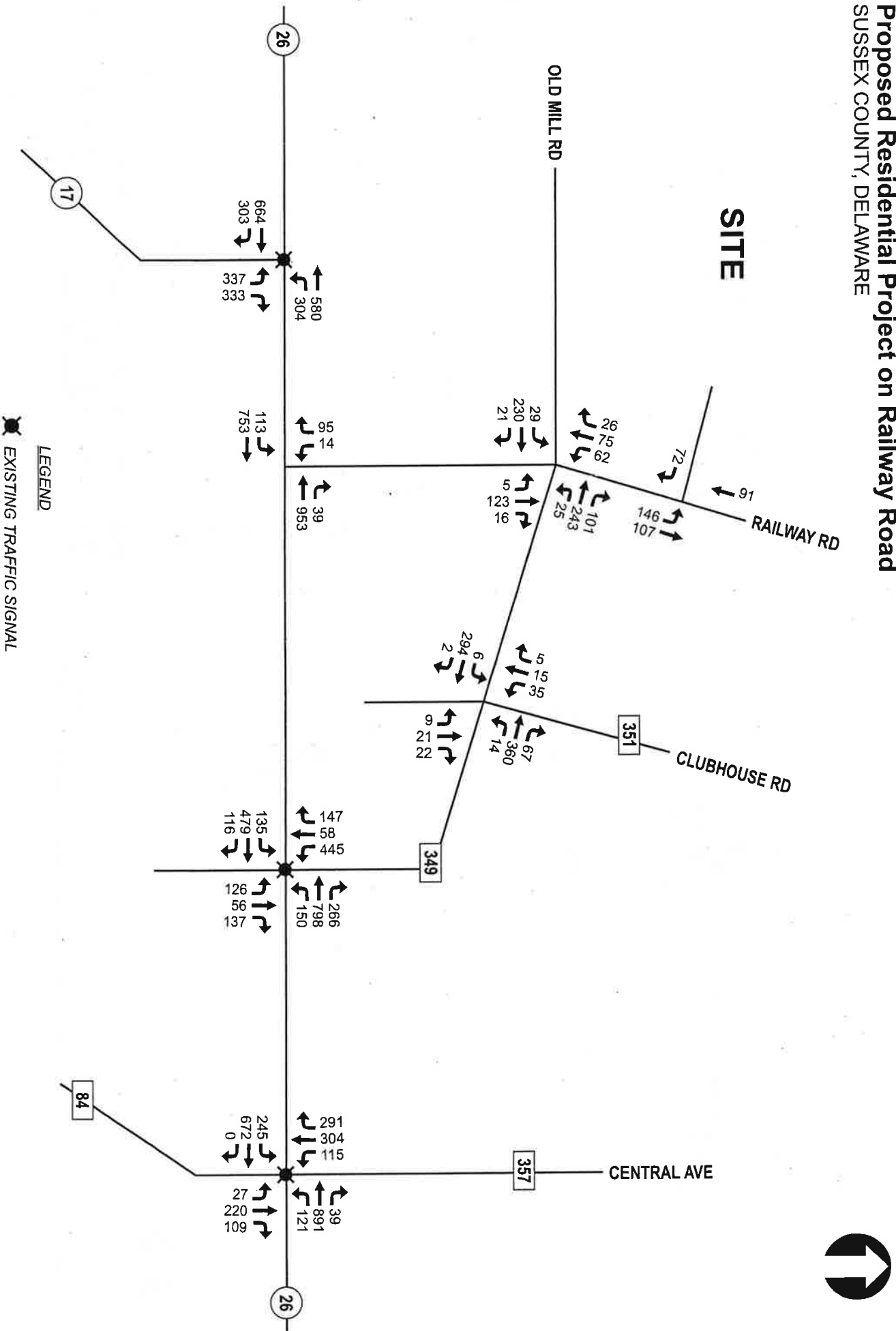
LEGEND
 ★ EXISTING TRAFFIC SIGNAL

2015 PM Peak Hour Full Build Traffic Volumes

Proposed Residential Project on Railway Road

SUSSEX COUNTY, DELAWARE

FIGURE 65

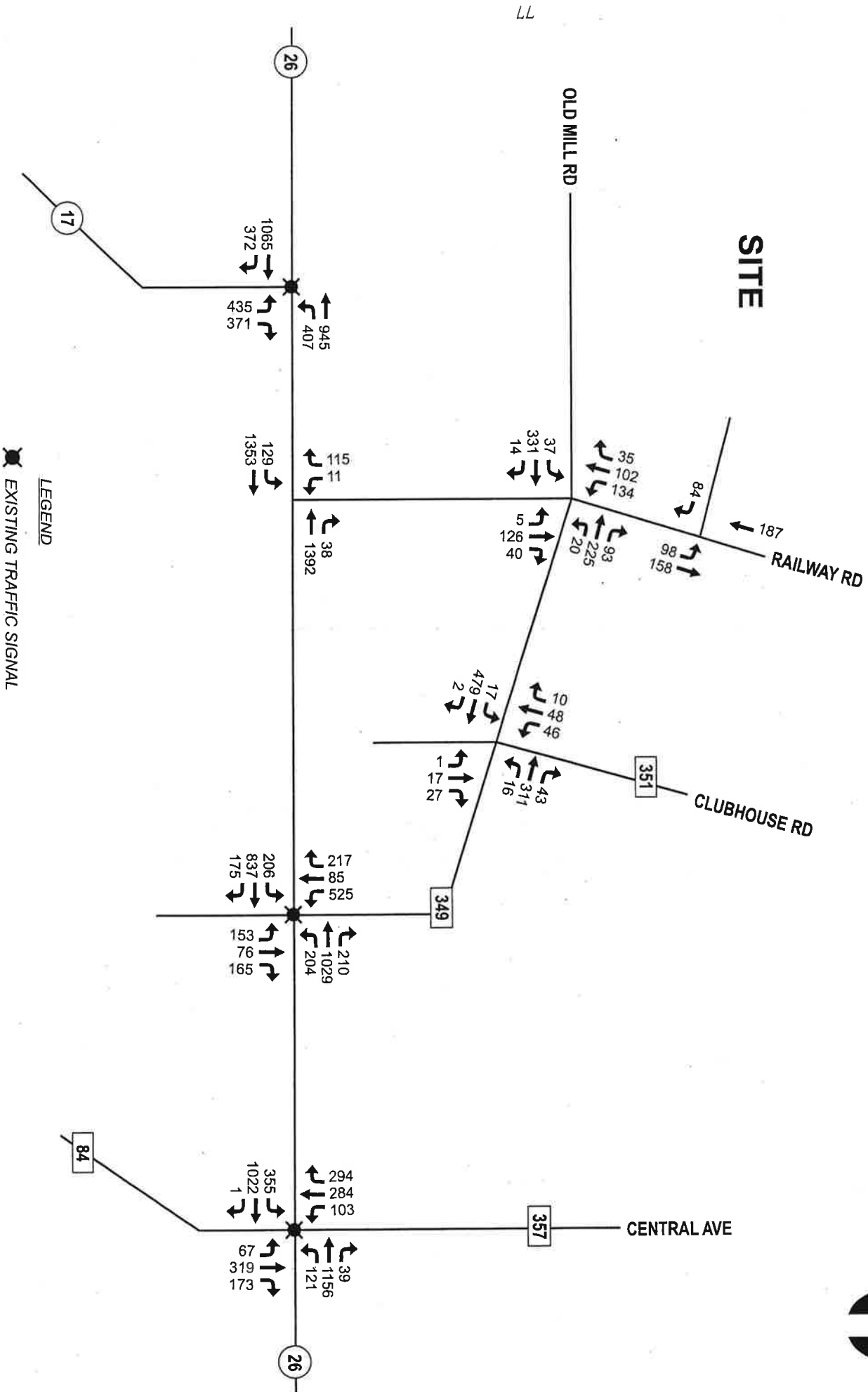


2015 Saturday Peak Hour Full Build Traffic Volumes

Proposed Residential Project on Railway Road

SUSSEX COUNTY, DELAWARE

FIGURE 66





STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION

800 BAY ROAD
P.O. BOX 778
DOVER, DELAWARE 19903

NATHAN HAYWARD III
SECRETARY

April 28, 2005

Mr. Richard A. Mishura
Orth - Rodgers & Associates, Inc.
230 South Broad Street
Philadelphia, PA 19102

Dear Mr. Mishura:

We have reviewed the revised figures that we received on March 18, 2005 for the **Pettinaro Project on Railway Road**. With these revisions, the preliminary traffic impact study (TIS) is approved. Please proceed with the final TIS.

Please contact Ms. Hong Yuan at (302) 760-2151, or me at (302) 760-2109, if you have any questions concerning this correspondence.

Sincerely,

T. William Brockenbrough, Jr.
County Coordinator

TWB:hyr

cc: Theodore Bishop, Development Coordination
Todd J. Sammons, Project Engineer
Hong Yuan, McCormick Taylor, Inc.
Youcef Hamroun, McCormick Taylor, Inc.