



January 26, 2009

Michael DuRoss
DelDOT – Division of Planning
P.O. Box 778
Dover DE 19903

RE: CRG Alliance – Stoltz Developments -
Regional Model Scope

Dear Mr. DuRoss:

As a follow up to yesterday's meeting, I am providing you with our input on the scope of work for the regional traffic assessment. Since the original request to conduct this regional assessment came from the local community, we feel it is very important that this scope of work closely concentrate on that public concern. As part of Orth-Rodgers & Associates' (ORA) role in this project, we have been meeting with representatives of the local civic groups and as a result, we have developed a clear understanding of their expectations. For your consideration we are submitting a proposed scope of work for the regional assessment that we feel would best match the needs of community.

Attached for your use is a summary sheet that compares the ORA proposed scope of work to that of the previously presented scopes as prepared by Whitman, Requardt & Associates (WRA) and DelDOT. A detailed summary of our approach is listed below.

Number of Sites – Four

1. Barley Mill Plaza
2. Shops at Brandywine Valley
3. Greenville Center
4. Montchanin Offices

We understand that the Montchanin Office site is relatively small and its direct impact will not likely change the model's results on a regional basis. However, the character of the roads and intersections in the immediate area of this site are of great concern to the community but no TIS work is being prepared for the site. Therefore, knowing that the model's results near the Montchanin office site will be closely looked at by the public, we recommend that this proposed site be specifically added to the model.

Analysis Periods – Two

1. PM Peak Hour
2. Saturday Peak Hour

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We agree with DelDOT that one peak hour scenario will adequately capture the weekday commuter conditions. However, the Brandywine Valley Area has significant recreational offerings and tourist attractions that are prevalent on weekends. In addition, three of the proposed Stoltz projects include notable amounts of retail development. In order to evaluate the regional draw associated with these projects, we feel that a Saturday condition must be included. Omitting the Saturday analysis would surely result in having us fall short of addressing one of the community's main concerns.

Number of Intersections – 50

We agree with DelDOT that the regional assessment could be completed with 50 intersections being identified for analysis. We recommend that the same intersections included in the TIS scopes of work be included in as part of the regional assessment analysis. Currently there are 35 existing intersections included among the three TIS's currently under way. When work on the regional assessment begins, we will be glad to work with DelDOT to identify the remaining 15 locations.

Analysis Projections - Existing and 2030 Conditions

We concur with the analysis years noted by DelDOT.

Measures of Effectiveness – LOS, Volume, Vehicle Miles Traveled, Vehicular hours of delay, and travel time along key roadways.

We concur with DelDOT that levels of service (LOS) and Volume should be used as key measurers of effectiveness (MOE). We would further note that the LOS results should be made available for both road segments and intersections. In addition to the two primary MOE's specified by DelDOT, there are various other model outputs that should be considered. Other traffic model outputs that we think should be presented include:

- Total Vehicle Miles Traveled (VMT)
- VMT under satisfactory LOS (A,B,C) versus undesirable LOS (D,E,F)
- Vehicle Hours of Delay
- Travel Time/Delay Along Key Roadways

Option 1- Intersection Modeling – High Priority

In order to be able to provide credible intersection LOS results, ORA recommends that intersection modeling be included at selected intersections.

Option 2 – Pedestrian Modeling – Lowest Priority

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Although pedestrian accessibility is an important element, ORA does feel as if pedestrian modeling is not mandatory in identifying areas of concern. We feel that the pedestrian accessibility issues can be adequately covered through the TIS and County approval process.

Option 3 – Transit Modeling – Low Priority

As a result of these proposed developments, we feel that the potential for increase transit use is a true possibility. However, any decisions as to how and when transit service is enhanced should be coordinated with DART/DTC. Typically transit based planning decisions are based on projections of five years or less. If transit modeling is to be included as part of this assessment, then DART should be involved in the process to ensure that the results are validated and utilized.

Option 4 – Turning Movement Calibration – Highest Priority

We feel that turning movement calibration should be used in this assignment. This option could be used to validate the model by linking it directly with the data and traffic patterns found in the TIS. To ensure the communities confidence in the results of this work effort we feel it is very important to establish a technical link between the TIS and the Model.

Option 5 – Simulation Modeling – 3 to 5 key locations (VISSIM)

We concur with DelDOT's plan to provided simulations at 3 to 5 locations. These locations could be determined in the future based on the results of the analysis.

Roadway Sections – All designated state routes and 7 local roadways within the study area.

At a minimum, we recommend that the measures of effectiveness be applied to the following roadways:

1. US Route 202
2. Delaware Route 48
3. Delaware Route 52
4. Delaware Route 92
5. Delaware Route 100
6. Delaware Rout 141 – Including the Tyler McConnell Bridge
7. Adams Dam Road (N232.233)
8. Barley Mill Road 9 (N259)
9. Center Meeting Road (N221)
10. DuPont Road (N 27)
11. Mt. Lebanon Road (N227)
12. Rockland Road (N232/235)
13. Smiths Bridge Road (N221)

We very much appreciate DelDOT's collaborative approach to the modeling effort and request that you consider our proposed scope of work for the regional traffic model assessment and continue to work with

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us to ensure that the public's concerns are adequately addressed. We look forward to receiving your response. As always, please call if you have any questions regarding this information.

Very truly yours,
ORTH-RODGERS & ASSOCIATES, INC.

A handwritten signature in black ink, appearing to read "Derrick S. Kennedy". The signature is fluid and cursive, with a large initial "D" and "K".

Derrick S. Kennedy, PTP
Senior Project Manager

CC: Jeffrey Greene, ORA
Mark Chura, CRG Alliance
Ralph Reeb, DelDOT
Ted Bishop, DelDOT

Regional Traffic Assessment for the Stoltz Proposed Developments

	WRA's Base Scope	DeIDOT Suggested Scope	ORA Community's Scope
Proposed Sites	5	3	4
Analysis Periods	AM, PM, Sat.	PM	PM and Saturday
Number of Intersections	100	50	50
Analysis Projections	2005 and 2030	2005 and 2030	2005 and 2030
Measures of Effectiveness	10 MOE's	2 MOE's	6 MOE's
Option 1- Intersection Modeling	yes	?	Priority 2
Option 2 – Pedestrian Modeling	yes	?	Priority 4
Option 3 – Transit Modeling	yes	?	Priority 3
Option 4 – Turning Movement Calibration	yes	?	Priority 1
Option 5 – Simulation Modeling	yes	Vissim 3 to 5 locations	Vissim 3 to 5 locations
Roadway Sections			All State Routes + 7 local roads