

**Preliminary Land Use Service (PLUS)
Comprehensive Plan Amendments and Municipal Ordinances**

Delaware State Planning Coordination
122 William Penn Street • Dover, DE 19901 • Phone: 302-739-3090 • Fax: 302-739-6958

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Date of Most Recently Certified Comprehensive Plan: January 13, 2010

Application Type:

Comprehensive Plan Amendment: X

Ordinance: _____

Other: _____

Comprehensive Plan Amendment or Municipal Ordinance prepared by:	
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Please describe the submission:

According to Section 2.9.12.1, Paragraph 3 from DelDOT's Standards and Regulations for Subdivision Streets and State Highway Access.

“DelDOT recognizes that the standards in this manual will not be appropriate to all areas. A local government, as part of its adopted comprehensive plan, may determine that acceptance of a lower LOS (D, E or F) for some portion of the day is necessary and appropriate for the pattern of development they seek to create. If a proposed development is located in, or affects, such an area, DelDOT will consider the local government's standards to the extent that adherence to them does not result in substandard LOS or unacceptable operational condition outside that area.”

The Town of Georgetown would like to add the following to the Transportation section of the Comprehensive Plan, on Page 48, following ‘Route 113 Improvements’ as a new subsection:

Impact Of Development On Level Of Service (LOS)

The Town of Georgetown recognizes the impact of commercial development at major intersections: US Route 9 (County Seat Highway) and US Route 113 (DuPont Boulevard) and State Route 18/404 (Seashore Highway) and US Route 113 (DuPont Boulevard).

Accordingly, a reduced level of service at these intersections (D, E or F) is acceptable for limited portions of the day (morning & afternoon rush hour) provided there are interior connector roads within the commercial development to permit travel within the development versus having to travel along the impacted roadways.

Level of Service (LOS) is a qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience. Levels range from A (most desirable to the traveler) to F (least desirable to the traveler). For the purposes of long-range planning, Level of Service is generally measured in terms of volume-to-capacity ratios that are usually obtained from a travel demand model such as that used by DelDOT.

As funding becomes available, the limited access, on-alignment improvements should then be made.