



STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION
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SHAILEN P. BHATT
SECRETARY

MEMORANDUM

TO: John Garcia, New Castle County Review Coordinator, DelDOT Planning

FROM: Claudy Joinville, Project Engineer 

DATE: September 4, 2014

SUBJECT: **Stanlan Retail Facility
Results of Traffic Operational Analysis Review**

We have reviewed the traffic operational analysis (TOA) for the proposed Stanlan Retail Facility development, prepared by Landmark Science & Engineering, dated July 29, 2014. The analysis evaluates the traffic impacts of the proposed development, to be located on the southeast corner of the intersection of Delaware Route 7 / Delaware Route 4 / Telegraph Road (New Castle Road 337) in New Castle County. The proposed Stanlan Retail Facility would consist of an 11,467 square foot specialty retail center. This development was originally proposed as a 17,883 square foot specialty retail center, but it has been reduced to the above-mentioned size. One access point is proposed on Delaware Route 7 / Delaware Route 4 via the existing access drive opposite of Telegraph Road. The existing access drive currently serves the adjacent Walgreens pharmacy located north of the proposed development.

Based on our review, we find that the intersection of Delaware Route 7 / Delaware Route 4 / Telegraph Road would operate at level of service (LOS) D or better during the weekday evening and Saturday mid-day peak hours for both present and future conditions, and would meet the LOS criteria listed in Chapter 2 of the Standards and Regulation for Subdivision Streets and State Highway Access.

Per the Preliminary Land Use Service (PLUS) comments, dated June 25, 2014, DelDOT noted that because the proposed development would intersect the Telegraph Road extension on a skew angle opposite the Walgreens pharmacy's driveway closer to Delaware Route 7 / Delaware Route 4, this could create conflict between vehicles exiting the development and those exiting the pharmacy. Also, drivers who are attempting to turn right out of the proposed development would have to turn more than 90 degrees. As a result, DelDOT anticipates requiring that the site driveway be aligned directly opposite the pharmacy's driveway closer to Delaware Route 7 / Delaware Route 4.

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Please note that this analysis generally focuses on capacity and level of service issues. As a formal plan submission has not yet been made, any safety and operational issues not identified or addressed in this review will be discussed during our Subdivision plan review process. A Level of Service table for the existing and future cases is attached with this memorandum.

CJ:cjm

cc: Ted C. Williams, Landmark Science & Engineering
Owen Robatino, New Castle County Planning and Zoning
Drew Boyce, Director of Planning
J. Marc Coté, Assistant Director, Development Coordination
T. William Brockenbrough, Jr., County Coordinator, Development Coordination
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Kerry Yost, New Castle County Reviewer, JMT
Ahmed Abdelmoteleb, Traffic Engineer, Traffic, DOTS
Troy Brestel, Project Engineer, Development Coordination

Table 1
 PEAK HOUR LEVELS OF SERVICE (LOS)
 Stanlan Retail Facility – TOA
 Prepared by Landmark Science & Engineering

| Signalized Intersection ¹ | LOS per TOA | | LOS per DeIDOT | |
|---|---------------|---------------------|----------------------------|----------------------------------|
| | Weekday PM | Saturday Mid-day | Weekday ² PM | Saturday ³ Mid-day |
| Delaware Route 7 / Delaware Route 4 & Telegraph Road | | | | |
| 2014 Existing | D (36.6) | C (23.3) | D (37.8) | C (21.4) |
| | | | | |
| 2015 without Stanlan Retail Facility | D (36.9) | C (24.2) | D (38.6) | C (21.6) |
| | | | | |
| 2015 with Stanlan Retail Facility | D (39.3) | C (25.4) | D (43.5) | C (23.3) |

¹ The numbers in parentheses following levels of service are average delay per vehicle, measured in seconds.

² For the weekday p.m. peak hour analysis, DeIDOT used a cycle length of 150 seconds.

³ For the Saturday midday peak hour, DeIDOT used a cycle length of 120 seconds.