



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

NICOLE MAJESKI  
SECRETARY

September 29, 2023

Mr. Eric Ostimchuk, P.E.  
Traffic Planning & Design, Inc.  
111 E. Main Street, Suite A  
Elkton, MD 21921

Dear Mr. Ostimchuk:

The enclosed Traffic Operational Analysis (TOA) review letter for the proposed **205 Stanton Christiana Road** (Tax Parcel: 0902400002) Industrial development has been completed under the responsible charge of a registered professional engineer whose firm is authorized to work in the State of Delaware. They have found the TOA to conform to DelDOT's Development Coordination Manual and other accepted practices and procedures for such studies. DelDOT accepts this letter and concurs with the recommendations. If you have any questions concerning this letter or the enclosed review letter, please contact me at [Annamaria.Furmato@delaware.gov](mailto:Annamaria.Furmato@delaware.gov).

Sincerely,

Annamaria Furmato  
TIS Group Project Engineer

AF:km

Enclosures

cc with enclosures: John Forde, Equus Development, L.P.  
Eric Kramer, Traffic Planning & Design, Inc.  
Troy Brestel, Traffic Planning & Design, Inc.  
David L. Edgell, Office of State Planning Coordination  
Antoni Sekowski, New Castle County Department of Land Use  
Bradford Shockley, New Castle County Department of Land Use  
Owen C. Robatino, New Castle County Department of Land Use  
Andrew J. Parker, McCormick Taylor, Inc.  
Tucker Smith, McCormick Taylor, Inc.  
DelDOT Distribution

## DelDOT Distribution

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John Pietrobono, New Castle Review Coordinator, Development Coordination, Planning  
Ryan Schroder, New Castle County Subdivision Reviewer, Development Coordination, Planning  
Sireen Muhtaseb, TIS Group Manager, Development Coordination, Planning  
Anthony Aglio, Planning Supervisor, Statewide & Regional Planning



September 29, 2023

Ms. Annamaria Furmato  
Project Engineer  
DelDOT Division of Planning  
P.O. Box 778  
Dover, DE 19903

RE: Agreement No. 1946F  
Traffic Impact Study Services  
**Task No. 4A Subtask 13A – 205 Stanton Christiana Road**

Dear Ms. Furmato:

McCormick Taylor has completed its review of the Traffic Operational Analysis (TOA) for the 205 Stanton Christiana Road prepared by Traffic Planning and Design, Inc. (TPD) dated February 28, 2023. TPD prepared the report in a manner generally consistent with DelDOT's Development Coordination Manual.

The TOA evaluates the impacts of the proposed development to be located at 205 Stanton Christiana Road, immediately southwest of the Interstate 95 / Delaware Route 1 interchange, in New Castle County. The proposed development would consist of a 442,800 square-foot warehouse. One full access driveway is proposed on Stanton Christiana Road. As stated in DelDOT's scope of work for this project, a Traffic Impact Study waiver for the previous proposed land use was requested by the developer and approved by the New Castle County Department of Land Use in 2008; that proposal consisted of 221,555 square feet of retail space, 15,600 square feet of office space, and a 199-room hotel. As the previous land use would generate significantly more trips than the current proposed use, the intent of this TOA is to determine which improvements listed on the previous approved record plan are still necessary, given the significant reduction in trips and that since 2008 the major roadway improvements have been completed in the vicinity of the project. Construction is expected to be complete by 2024.

The subject land is located on an approximately 42.94-acre parcel. The land is currently zoned CR (Commercial Regional) in New Castle County, and the land is expected to be reverted to BP (Business Park) zoning to accommodate the proposed land use.

Currently, there are no active DelDOT projects within the study area.

Based on our review, we have the following comments and recommendations:

The proposed 205 Stanton Christiana Road development would meet the New Castle County Level of Service (LOS) Standards as stated in Section 40.11.210 of the Unified Development Code (UDC), for all intersections included in the scope of study.

Should the County choose to approve the proposed development, the following items should be incorporated into the site design and reflected on the record plan by note or illustration, unless a Design Deviation is requested and approved by the Department. All applicable agreements (i.e. letter agreements for off-site improvements, and traffic signal agreements) should be executed and Design Deviations approved prior to entrance plan approval for the proposed development. The following items should be implemented at the same time as site construction once all agency approvals and permits are secured and completed in accordance with DelDOT’s Standards and Specifications.

1. The developer shall improve the State-maintained road on which they front (Stanton Christiana Road), within the limits of their frontage, to meet DelDOT’s standards for their Functional Classification as found in Section 1.1 of the Development Coordination Manual and elsewhere therein. The improvements shall include both directions of travel, regardless of whether the developer’s lands are on one or both sides of the road. Frontage is defined in Section 1 of the Development Coordination Manual, which states “This length includes the length of roadway perpendicular to lines created by the projection of the outside parcel corners to the roadway.” Questions on or appeals of this requirement should be directed to the DelDOT Subdivision Review Coordinator in whose area the development is located.
2. The developer should construct the full-movement site access on Stanton Christiana Road. The proposed configuration is shown in the table below.

Approach	Current Configuration	Approach	Proposed Configuration
Eastbound	N/A	Eastbound Site Entrance	One right turn lane
Westbound	N/A	Westbound	NA
Northbound Stanton Christiana Road	One through lane	Northbound Stanton Christiana Road	One shared left turn/through lane
Southbound Stanton Christiana Road	One through lane	Southbound Stanton Christiana Road	One shared through/right turn lane

Turn lanes are not required at the proposed site access onto Stanton Christiana Road. A southbound right turn lane is not warranted based on DelDOT’s *Auxiliary Lane Worksheet*. On the northbound approach, DelDOT’s *Auxiliary Lane Worksheet* indicates that a 95-foot left turn lane should be provided. However, a left-turn lane is not required as this is the last

driveway before the northern terminus of Stanton Christiana Road. The developer should coordinate with DelDOT's Development Coordination Section to determine final design details during the site plan review.

3. The developer should enter into an agreement with DelDOT to contribute to the Traffic Signal Revolving Fund (TSRF) for a future signal at the intersection of Stanton Christiana Road and Eagle Run Road. The TSRF contribution is \$19,414.00.
4. The developer should coordinate with DelDOT's Subdivision and Traffic Sections to implement educational and route signage to inform drivers about preferred/approved truck routes leading to regional routes, such as Interstate 95, Delaware Route 1, and Delaware Route 273. This effort is intended, in part, to restrict or at least discourage trucks from using Delaware Route 7 (North Old Baltimore Pike) through the Village of Christiana.
5. The developer should coordinate with DelDOT's Traffic Section regarding the need for and accommodation of overnight parking for trucks, if needed, with business at 205 Stanton Christiana Road, such that a parking plan agreeable to all parties can be established. To the extent feasible, DelDOT desires that trucks with business at this facility not add to existing off-site overnight truck parking demand in the area.
6. The following bicycle, pedestrian, and transit improvements should be included:
  - a. Utility covers should be made flush with the pavement.
  - b. A minimum 15-foot wide permanent easement from the edge of the right-of-way should be dedicated to DelDOT within the site frontage along Stanton Christiana Road. Within the easement, a minimum of a 5-foot wide sidewalk that meets current AASHTO and ADA standards should be constructed and should have a minimum of a five-foot buffer from the roadway. At the property boundaries, the sidewalk should connect to the adjacent property or to the shoulder in accordance with DelDOT's Shared-Use Path and/or Sidewalk Termination Reference Guide dated August 1, 2018. The developer shall coordinate with DelDOT's Development Coordination Section through the plan review process to determine the details of the sidewalk design and connections/terminations at or before both boundaries of the property.
  - c. ADA compliant curb ramps and crosswalks should be provided at all pedestrian crossings, including all site entrances. Type 3 curb ramps are discouraged.
  - d. Internal sidewalks for pedestrian safety and to promote walking as a viable transportation alternative should be constructed within the development. These sidewalks should each be a minimum of five-feet wide (with a minimum of a five-foot buffer from the roadway) and should meet current AASHTO and ADA standards. Internal sidewalks in the development should connect to the sidewalks along Stanton Christiana Road.



Improvements in this TOA may be considered “significant” under DelDOT’s *Work Zone Safety and Mobility Procedures and Guidelines*. These guidelines are available on DelDOT’s website at [http://deldot.gov/Publications/manuals/de\\_mutcd/index.shtml](http://deldot.gov/Publications/manuals/de_mutcd/index.shtml).

Please note that this review generally focuses on capacity and level of service issues; additional safety, operational and constructability issues will be further addressed through DelDOT’s Plan Review process.

Additional details on our review of this TOA are attached. Please contact me at (610) 640-3500 or through e-mail at [ajparker@mccormicktaylor.com](mailto:ajparker@mccormicktaylor.com) if you have any questions concerning this review.

Sincerely,

**McCormick Taylor, Inc.**

A handwritten signature in black ink, appearing to read "Andrew J. Parker".

Andrew J. Parker, PE, PTOE  
Project Manager

Enclosure

## **General Information**

**Report date:** February 28, 2023

**Prepared by:** Traffic Planning and Design, Inc.

**Prepared for:** Equus Capital Partners, Ltd.

**Tax parcel:** 09-024.00-002.

**Generally consistent with DelDOT's Development Coordination Manual:** Yes

## **Project Description and Background**

**Description:** The proposed 205 Stanton Christiana Road development would consist of a 442,800 square-foot warehouse.

**Location:** The land is located on the west side of Stanton Christiana Road, approximately 600 feet north of Eagle Run Road, in New Castle County. A site location map is included on page 6.

**Amount of land to be developed:** an approximately 42.94 acres parcel.

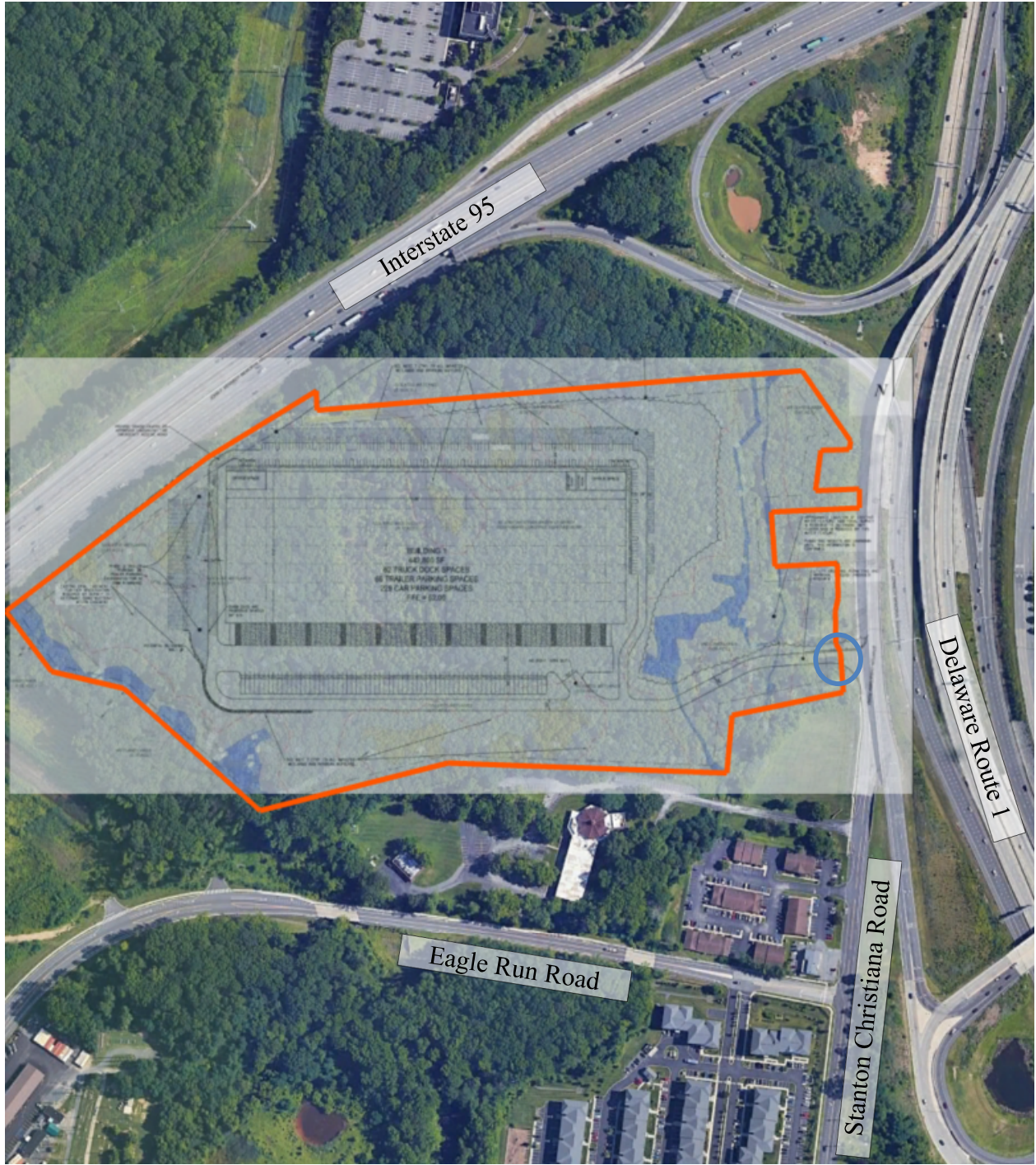
**Land use approval(s) needed:** The land is currently zoned CR (Commercial Regional) in New Castle County, and the land is expected to be reverted to BP (Business Park) zoning to accommodate the proposed land use.

**Proposed completion year:** 2024

**Proposed access locations:** One access point is proposed for this development along Stanton Christiana Road, approximately 900 feet north of Eagle Run Road.

**Average Annual Daily Traffic Volumes (per DelDOT Vehicle Volume Summary 2021):**

- Stanton Christiana Road (north of Eagle Run Road) 773 vehicles/day.



**Site Location Map**  
Proposed Entrance 





## **2020 Delaware Strategies for State Policies and Spending**

### **Location with respect to the Strategies for State Policies and Spending Map of Delaware:**

The proposed 205 Stanton Christiana Road development is located mostly within Investment Level 1 (based on the location of the proposed site entrance onto Stanton Christiana Road).

#### *Investment Level 1*

Investment Level 1 Areas are often municipalities, towns, or urban/urbanizing places in counties. Density is generally higher than in the surrounding areas. There are a variety of transportation opportunities available. Buildings may have mixed uses, such as a business on the first floor and apartments above.

In Investment Level 1 Areas, state investments and policies should support and encourage a wide range of uses and densities, promote a variety of transportation options, foster efficient use of existing public and private investments, and enhance community identity and integrity. Overall, it is the State's intent to use its spending and management tools to maintain and enhance community character, to promote well-designed and efficient new growth, and to facilitate redevelopment in Investment Level 1 Areas. These areas would be a prime location for designating "pre-permitted areas" to help steer development where the local government and citizens are most prepared to accept it.

### **Proposed Development's Compatibility with Strategies for State Policies and Spending:**

The proposed 205 Stanton Christiana Road project includes the development of a warehouse in an Investment Level 1 area. Investment Level 1 generally supports this type of development. As such, the proposed development appears to comply with the guidelines set forth in the 2020 "Strategies for State Policies and Spending".

## **Comprehensive Plan**

### **New Castle County Comprehensive Plan:**

*(Source: New Castle County Comprehensive Plan 2050, July 2022)*

The New Castle County Comprehensive Plan's Future Land Use Map 2022 indicates that the proposed development is located within a Business Flex area. Business Flex areas are identified to support nonresidential development, with the exception of Heavy Industrial uses.

**Proposed Development's Compatibility with Comprehensive Plan:** The proposed 205 Stanton Christiana Road development would consist of a 442,800 square-foot warehouse on an approximately 42.94-acre parcel. The land is currently zoned CR (Commercial Regional) in New Castle County, and the land is expected to be reverted to BP (Business Park) zoning to accommodate the proposed land use. The proposed development appears to comply with the New Castle County's Comprehensive Plan 2050.

## **Relevant Projects in the DelDOT Capitol Transportation Program**

Currently, there are no active DelDOT projects within the study area.

## **Trip Generation**

Trip generation for the proposed development was computed using comparable land uses and equations contained in Trip Generation, Eleventh Edition, published by the Institute of Transportation Engineers (ITE). The following land use was utilized to estimate the amount of new traffic generated for this development:

- 442,800 square-foot of Warehousing (ITE Land Use Code 150)

**Table 1**  
**205 Stanton Christiana Road Peak Hour Trip Generation**

Land Use	Weekday AM Peak Hour			Weekday PM Peak Hour		
	In	Out	Total	In	Out	Total
442,800 sf of Warehousing	59	18	77	22	58	80
<b>TOTAL TRIPS</b>	<b>59</b>	<b>18</b>	<b>77</b>	<b>22</b>	<b>58</b>	<b>80</b>

## **Overview of TOA**

### **Intersections examined:**

- 1) Site Entrance & Stanton Christiana Road (New Castle Road 26)
- 2) Stanton Christiana Road & Faith City Family Church (Driveway)
- 3) Stanton Christiana Road & Christiana Medical Center (Driveway)
- 4) Stanton Christiana Road & Eagle Run Road (New Castle Road 347)
- 5) Stanton Christiana Road & Road A (New Castle Road 336A)

### **Conditions examined:**

- 1) 2022 Existing (Case 1)
- 2) 2024 No-Build (Case 2)
- 3) 2024 Build (Case 3)

**Peak hours evaluated:** Weekday morning and weekday evening peak hours.

### **Committed developments considered:**

- 1) Morgan Chase: 616,165 sf office space and 129,000 sf commercial space.
- 2) MBNA/Bank of America Christiana Center: 1,103,844 sf office space.
- 3) Christiana Hospital: 61,938 sf additions.
- 4) Christiana Fashion Center: 358,196 sf retail/restaurant buildings.
- 5) Christiana Mall: 85,000 sf Macy's addition.
- 6) Faith City Church; Gym/Health Spa: 21,000 sf building with classrooms and offices.
- 7) Promenade at Christiana: 424,500 sf retail buildings and 18,800 sf restaurants.
- 8) Christiana Town Center: 16,000 sf restaurant space.
- 9) Christiana Town Center II: 200,000 sf retail.
- 10) Hudson Village Phase III: 5,585 sf convenience store with 16 gas pumps, 6,000 sf fast food restaurant with drive through, and 6,500 sf restaurant.

## **Intersection Descriptions**

**1) Site Entrance & Stanton Christiana Road (New Castle Road 26)**

**Type of Control:** Unsignalized lefts-in/rights-out

**Eastbound Approach:** (Site Entrance) one right turn lane.

**Northbound Approach:** (Stanton Christiana Road) one left turn lane.

**Southbound approach:** (Stanton Christiana Road) dead-end road immediately north of site entrance.

**2) Stanton Christiana Road & Faith City Family Church**

**Type of Control:** Unsignalized T-intersection

**Eastbound Approach:** (Driveway) one shared left/right lane.

**Northbound Approach:** (Stanton Christiana Road) one shared left/through lane.

**Southbound approach:** (Stanton Christiana Road) one shared through/right lane.

**3) Stanton Christiana Road & Christiana Medical Center**

**Type of Control:** Unsignalized T-intersection

**Eastbound Approach:** (Driveway) one shared left/right lane.

**Northbound Approach:** (Stanton Christiana Road) one shared left/through lane.

**Southbound approach:** (Stanton Christiana Road) one shared through/right lane.

**4) Stanton Christiana Road & Eagle Run Road (New Castle Road 347)**

**Type of Control:** Unsignalized T-intersection

**Eastbound Approach:** (Eagle Run Road) one left-turn lane and one right-turn lane.

**Northbound Approach:** (Stanton Christiana Road) one shared left/through lane and a bypass lane on the right shoulder.

**Southbound approach:** (Stanton Christiana Road) one shared through/right lane. There are two receiving lanes on the southern leg of the intersection.

**5) Stanton Christiana Road & Road A (New Castle Road 336A)**

**Type of Control:** signalized T-intersection

**Westbound Approach:** (Road A) two left turn lanes and one right turn lane.

**Northbound Approach:** (Stanton Christiana Road) one through lane and one right turn lane.

**Southbound approach:** (Stanton Christiana Road) one left turn lane and one shared left/through lane.

## **Safety Evaluation**

**Crash Data:** Delaware Crash Analysis Reporting System (CARS) data was provided in Appendix C of the TOA for the three-year period from October 10, 2019, through October 10, 2022. The crash data indicates that six (6) crashes occurred within the study area over that timeframe, with all crashes occurring at the signalized intersection of Stanton Christiana Road and Road A. There were no fatalities within the crash data.

**Sight Distance:** The proposed site access on Stanton Christiana Road was observed to have an unobstructed view looking from the proposed driveway approach with no apparent visual obstructions looking south. As always, the adequacy of available sight distance must be confirmed during the site plan review process for all proposed movements at the site access.

## **Transit, Pedestrian, and Bicycle Facilities**

**Existing transit service:** Based on the current DART Bus Stop Map, the Delaware Transit Corporation (DTC) currently operates three bus routes that travel along Stanton Christiana Road, south of Road A and along Road A. The nearest bus stop to the proposed development is located approximately 150 feet southwest of the intersection of Stanton Christiana Road and Road A.

**Planned transit service:** Jared Kaufmann, representing DTC, was contacted regarding existing and planned transit service in the area. He stated that DTC has no transit-specific comments regarding this site.

**Existing bicycle and pedestrian facilities:** The following study area roadways are identified as “Bicycling Routes” on the *New Castle County Bicycle Map* published by DelDOT:

- Stanton Christiana Road (south of Road A):
  - Connector Bicycle Route without bikeway
- Road A:
  - Connector Bicycle Route with bikeway

There are existing sidewalks along the west side of Stanton Christiana Road along the Faith City Family Church frontage and between Eagle Run Road and a point, approximately 500 feet south of Road A. Sidewalk is not provided along the Christiana Medical Center frontage. A shared use path is present along the south side of Road A connecting Stanton Christiana Road to the Christiana Mall and the Christiana Fashion Center. Sidewalks and dedicated bicycle lanes are present along Eagle Run Road continuously between Stanton Christiana Road and SR 273. There are no dedicated bike lanes along Stanton Christiana Road north of Road A.

**Planned bicycle and pedestrian facilities:** DelDOT has not provided any comments about planned bicycle or pedestrian facilities near the site. The developer has not proposed any additional bicycle or pedestrian facilities. However, the developer should provide a sidewalk along the site access driveway that connects to the existing sidewalk along Stanton Christiana Road.

## **Previous Comments**

In a review letter dated October 24, 2022, DeIDOT indicated that the traffic count data was acceptable. DeIDOT requested TPD to include time and date of peak hour data on the existing traffic diagram, include seasonal adjustment factors on the diagram, and directed TPD to proceed to the Preliminary TOA.

A second review letter dated November 23, 2022, DeIDOT provided several review comments on the Preliminary TOA. The comments asked TPD to revise trip generation for committed background development, add detail to the volume figures, provide trip generation tables for the proposed site, update trip assignments for the committed developments, and update future volumes based on those revisions.

In a third review letter dated December 19, 2022, DeIDOT provided review comments on the revised Preliminary TOA. The comments asked TPD to make additional revisions to the trip generation and distribution for the committed background developments and then update figures based on those changes. Once revised, TPD was permitted to proceed to the Final TOA.

It appears that all substantive comments from DeIDOT's TOA Scoping Memorandum, Traffic Count Review, Preliminary TOA Reviews, and other correspondence were addressed in the Final TOA submission.

**General HCS Analysis Comments**

*(see table footnotes on the following pages for specific comments)*

- 1) TPD and McCormick Taylor used Synchro version 11 software to complete the traffic analyses. This software was selected to evaluate intersection geometry and exclusive pedestrian phasing that does not conform with the Highway Capacity manual and Highway Capacity Software (HCS).
- 2) Capacity analysis results presented in tables 2 through 5 use the HCM 6<sup>th</sup> edition TWSC report in Synchro. Table 6 results are from the Synchro Lanes, Volumes, Timings report.
- 3) For two-way stop control intersections, the TOA and McCormick Taylor applied heavy vehicle factors (HV) by movement using existing data. For the signalized intersection, the TOA and McCormick Taylor applied HV by lane group using existing data. The TOA and McCormick Taylor generally assumed future HV to be the same as existing HV at all intersections other than the site access. For the site access, 2% was assumed.
- 4) For existing, future no-build, and build conditions, the TOA and McCormick Taylor used PHFs calculated from existing data. For build conditions at the site access, McCormick Taylor determined PHFs as per guidance in DelDOT's Development Coordination Manual section 2.2.8.11.6.F, which resulted in a PHF of 0.80 in both peak hours.
- 5) For analyses of signalized intersections, the TOA and McCormick Taylor used a base saturation flow rate of 1,900 pc/hr/ln per DelDOT's Development Coordination Manual.
- 6) For analyses of all intersections, the TOA and McCormick Taylor applied approach grades consistent with existing conditions.

Table 2  
Peak Hour Levels of Service (LOS)  
Based on 205 Stanton Christiana Road Traffic Operational Analysis – February 28, 2023  
Prepared by Traffic Planning and Design, Inc.

Unsignalized Intersection <sup>1</sup>	LOS per TOA		LOS per McCormick Taylor	
	Weekday AM	Weekday PM	Weekday AM	Weekday PM
<b>1 - Site Entrance &amp; Stanton Christiana Road</b>				
2022 Existing (Case 1)				
Eastbound Site Entrance	--	--	--	--
Northbound Stanton Christiana Road – Lefts	--	--	--	--
2024 Without Development (Case 2)				
Eastbound Site Entrance	--	--	--	--
Northbound Stanton Christiana Road – Lefts	--	--	--	--
2024 With Development (Case 3)				
Eastbound Site Entrance	A (8.4)	A (8.5)	A (8.4)	A (8.5)
Northbound Stanton Christiana Road – Lefts	A (7.3)	A (7.3)	A (7.3)	A (7.3)

<sup>1</sup> For both unsignalized and signalized analyses, the numbers in parentheses following levels of service are average delay per vehicle, measured in seconds. For signalized analyses, LOS analysis results are given for only the overall intersection delay.

Table 3  
Peak Hour Levels of Service (LOS)  
Based on 205 Stanton Christiana Road Traffic Operational Analysis – February 28, 2023  
Prepared by Traffic Planning and Design, Inc.

Unsignalized Intersection <sup>2</sup>	LOS per TOA		LOS per McCormick Taylor	
	Weekday AM	Weekday PM	Weekday AM	Weekday PM
<b>2 - Stanton Christiana Road &amp; Faith City Family Church</b>				
2022 Existing (Case 1)				
Eastbound Faith City Driveway	A (8.4)	A (8.3)	A (8.4)	A (8.4)
Northbound Stanton Christiana Road – Lefts	A (7.3)	A (7.2)	A (7.3)	A (7.2)
2024 Without Development (Case 2)				
Eastbound Faith City Driveway	A (8.5)	A (8.5)	A (8.4)	A (8.6)
Northbound Stanton Christiana Road – Lefts	A (7.3)	A (7.3)	A (7.3)	A (7.4)
2024 With Development (Case 3)				
Eastbound Faith City Driveway	A (8.6)	A (8.8)	A (8.5)	A (9.2)
Northbound Stanton Christiana Road – Lefts	A (7.3)	A (7.4)	A (7.3)	A (7.6)

<sup>2</sup> For both unsignalized and signalized analyses, the numbers in parentheses following levels of service are average delay per vehicle, measured in seconds. For signalized analyses, LOS analysis results are given for only the overall intersection delay.



Table 4  
Peak Hour Levels of Service (LOS)  
Based on 205 Stanton Christiana Road Traffic Operational Analysis – February 28, 2023  
Prepared by Traffic Planning and Design, Inc.

Unsignalized Intersection <sup>3</sup>	LOS per TOA		LOS per McCormick Taylor	
	Weekday AM	Weekday PM	Weekday AM	Weekday PM
<b>3 - Stanton Christiana Road &amp; Christiana Medical Center</b>				
2022 Existing (Case 1)				
Eastbound Christiana Medical Center	A (8.5)	A (8.5)	A (8.5)	A (8.5)
Northbound Stanton Christiana Road – Lefts	A (7.3)	A (7.2)	A (7.3)	A (7.2)
2024 Without Development (Case 2)				
Eastbound Christiana Medical Center	A (8.6)	A (8.7)	A (8.6)	A (8.7)
Northbound Stanton Christiana Road – Lefts	A (7.4)	A (7.3)	A (7.4)	A (7.3)
2024 With Development (Case 3)				
Eastbound Christiana Medical Center	A (8.8)	A (9.1)	A (8.7)	A (9.0)
Northbound Stanton Christiana Road – Lefts	A (7.4)	A (7.5)	A (7.4)	A (7.5)

<sup>3</sup> For both unsignalized and signalized analyses, the numbers in parentheses following levels of service are average delay per vehicle, measured in seconds. For signalized analyses, LOS analysis results are given for only the overall intersection delay.

Table 5  
Peak Hour Levels of Service (LOS)  
Based on 205 Stanton Christiana Road Traffic Operational Analysis – February 28, 2023  
Prepared by Traffic Planning and Design, Inc.

Unsignalized Intersection <sup>4</sup>	LOS per TOA		LOS per McCormick Taylor	
	Weekday AM	Weekday PM	Weekday AM	Weekday PM
<b>4 - Stanton Christiana Road &amp; Eagle Run Road</b>				
2022 Existing (Case 1)				
Eastbound Eagle Run Road	A (9.1)	A (9.2)	A (9.1)	A (9.2)
Northbound Stanton Christiana Road – Lefts	A (7.4)	A (7.7)	A (7.4)	A (7.7)
2024 Without Development (Case 2)				
Eastbound Eagle Run Road	B (10.5)	C (15.4)	B (10.5)	C (15.9)
Northbound Stanton Christiana Road – Lefts	A (8.0)	A (9.2)	A (8.0)	A (9.3)
2024 With Development (Case 3)				
Eastbound Eagle Run Road	B (11.6)	C (19.2)	B (11.6)	C (19.0)
Northbound Stanton Christiana Road – Lefts	A (8.0)	A (9.7)	A (8.0)	A (9.7)

<sup>4</sup> For both unsignalized and signalized analyses, the numbers in parentheses following levels of service are average delay per vehicle, measured in seconds. For signalized analyses, LOS analysis results are given for only the overall intersection delay.

Table 6  
Peak Hour Levels of Service (LOS)  
Based on 205 Stanton Christiana Road Traffic Operational Analysis – February 28, 2023  
Prepared by Traffic Planning and Design, Inc.

Signalized Intersection <sup>5</sup>	LOS per TOA		LOS per McCormick Taylor	
	Weekday AM	Weekday PM	Weekday AM	Weekday PM
<b>5 - Stanton Christiana Road &amp; Road A</b>				
2022 Existing (Case 1)				
Overall	B (11.7)	B (11.2)	B (11.7)	B (11.2)
2024 Without Development (Case 2)				
Overall	B (19.5)	C (29.4)	C (20.6)	D (36.1)
2024 With Development (Case 3)				
Overall	C (20.4)	C (32.0)	C (21.6)	D (42.1)

<sup>5</sup> For both unsignalized and signalized analyses, the numbers in parentheses following levels of service are average delay per vehicle, measured in seconds. For signalized analyses, LOS analysis results are given for only the overall intersection delay.