



May 1, 2025

Ms. Sireen Muhtaseb, PE  
TIS Engineer  
DelDOT Development Coordination  
P.O. Box 778  
Dover, DE 19903

RE: Agreement No. 1946F  
Traffic Impact Study Services  
**Roesville Estates**

Dear Ms. Muhtaseb:

McCormick Taylor has reviewed updated traffic information and correspondence associated with the Roesville Estates residential development. This memo summarizes the planned development information and agreed-upon responsibilities for transportation improvements.

The Roesville Estates residential development is proposed to be located on the south side of Roesville Road (Kent Road 387), east of Delaware Route 15 and west of Carpenter Bridge Road (Kent Road 35) in Kent County, Delaware. The development would consist of 458 age-restricted residential units. The development is partially constructed and has one full-access driveway on Roesville Road. A second full access is proposed on Carpenter Bridge Road.

Currently, there is one active DelDOT project within the nearby area: *HEP, KC, SR 12 & SR 15 Intersection Improvements*. This project seeks to install a roundabout at the intersection of Delaware Route 12 (Midstate Road) and Delaware Route 15 to address the safety concerns and to accommodate traffic growth from future developments in the area. The intersection is currently all-way stop controlled. This project also proposes to close Scrap Tavern Road (Kent Road 386) between Delaware Route 15 and a point approximately 500 feet north of Midstate Road. The project is currently in the design phase. Construction start date is to be determined.

The nearby intersection of Delaware Route 15 and Carpenter Bridge Road was nominated for a roundabout project in March 2022. This is not an active project and funding has not been allocated.

Should Kent County choose to approve the proposed development, the following items should be incorporated into the site design and reflected on the record plan, entrance plans, or construction plans 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 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(s) on which they front (Carpenter Bridge Road and Roesville 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 Roesville Estates site access on Carpenter Bridge Road approximately 900 feet south of Roesville Road. The proposed configuration is shown in the table below.

Approach	Current Configuration	Approach	Proposed Configuration
Northbound Carpenter Bridge Road	One through lane	Northbound Carpenter Bridge Road	One shared through/left-turn lane and one bypass lane
Southbound Carpenter Bridge Road	One through lane	Southbound Carpenter Bridge Road	One through lane and one right-turn lane
Eastbound	Approach does not exist	Eastbound Roesville Estates Site Access	One shared left/right-turn lane. Stop Control.
Westbound	Approach does not exist	Westbound	No Change

Initial recommended minimum turn-lane lengths (excluding tapers) of the separate turn lanes and bypass lanes are listed below. The developer should coordinate with DelDOT's Development Coordination Section to determine final turn-lane lengths and other design details during the site plan review.

Approach	Auxiliary Bypass Lane	Right-Turn Lane
Northbound Carpenter Bridge Road	50 feet *	N/A
Southbound Carpenter Bridge Road	N/A	145 feet *
Eastbound Roesville Estates Site Access	N/A	N/A

\* Initial turn-lane length based on DelDOT's *Auxiliary Lane Worksheet*

3. The developer should improve the existing site access on Roesville Road (site access known as Cardiff Boulevard) by constructing a left-turn lane on westbound Roesville Road. The initial recommended minimum length of the westbound left-turn lane, based on DelDOT's *Auxiliary Lane Worksheet*, is 185 feet (excluding taper). The developer should coordinate with DelDOT's Development Coordination Section to determine final turn-lane length and other design details during the site plan review. Note that the existing right-turn lane on eastbound Roesville Road at Cardiff Boulevard is sufficient as presently constructed, so no modifications are needed to the right-turn lane.
4. The developer should make an equitable share contribution to DelDOT's *HEP, KC, SR 12 & SR 15 Intersection Improvements* Project. The developer's contribution amount will be \$10,970.46 and the developer should coordinate with DelDOT's Subdivision Section on the equitable cost payment terms.
5. The developer should design and construct separate left and right-turn lanes on the northbound approach of Carpenter Bridge Road at Midstate Road. The design shall include a concrete channelization island to separate the left and right-turn lanes. The northbound right-turn lane is initially recommended to be 140 feet in length (excluding taper), although DelDOT's Development Coordination Section will determine final turn-lane length and design details. The developer should coordinate with DelDOT's Subdivision Section to determine details regarding design, schedule and construction of the turn lanes and channelization island.
6. The developer should make an equitable share contribution to DelDOT towards construction of a single-lane roundabout at the intersection of Delaware Route 15 and Carpenter Bridge Road, the construction of which will be led by DelDOT. The developer's contribution amount will be \$14,760.00 and the developer should coordinate with DelDOT's Subdivision Section on the equitable cost payment terms. One or more other developers may be required to contribute towards the improvements.
7. The following bicycle and pedestrian improvements should be included:
  - a. Per the DelDOT Development Coordination Manual section 5.2.9.2, bicycle lanes are required where right turn lanes are being installed.
  - b. Appropriate bicycle symbols, directional arrows, pavement markings, and signing should be included along bicycle facilities and turn lanes within the project limits.
  - c. Utility covers should be made flush with the pavement.
  - d. A minimum 15-foot wide permanent easement from the edge of the final determined right-of-way should be dedicated to DelDOT within the site frontages along Carpenter Bridge Road and Roesville Road. Along each frontage, a minimum of a 10-foot wide shared-use path should be constructed. The shared-use path should meet AASHTO and



- ADA standards and should have a minimum of a five-foot buffer from the roadway. At the property boundaries, the shared-use path should connect to the adjacent property or to the shoulder in accordance with DelDOT's Development Coordination Manual. The developer shall coordinate with DelDOT's Development Coordination Section through the plan review process to determine the details of the shared-use path design and connections/terminations at or before boundaries of the property.
- e. ADA compliant curb ramps and crosswalks should be provided at all pedestrian crossings, including all site entrances. Type 3 curb ramps are discouraged.
  - f. 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 proposed shared-use paths along Carpenter Bridge Road and Roesville Road.

Improvements listed above 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 additional safety and operational issues will be further addressed through DelDOT's site plan review process.

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", written over a horizontal line.

Andrew J. Parker, PE, PTOE  
Project Manager

Enclosure