



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

SHANTÉ A. HASTINGS  
SECRETARY

August 11, 2025

Mr. Braden Garrison. P.E.  
Bowman Consulting Group, Ltd.  
835 Springdale Drive, Suite 200  
Exton, PA 19341

Dear Mr. Garrison,

The enclosed Traffic Impact Study (TIS) review letter for the **Walmart Dover Fuel Service #1736.1005** (Tax Parcel: 4-00-04700-01-4403-00001) commercial 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 TIS 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 Review Engineer

AF:km

Enclosures

cc with enclosures: Frank Rojas, Walmart Inc.  
Nicole Kline-Elsier, Bowman Consulting Group, Ltd.  
Steve Fortunato, Bohler Engineering  
Kris Connelly, Kent County Planning and Zoning  
Andrew J. Parker, McCormick Taylor, Inc.  
Tucker Smith, McCormick Taylor, Inc.  
DelDOT Distribution

## DelDOT Distribution

Lanie Clymer, Deputy Secretary  
Mark Luszcz, Chief Engineer, Transportation Solutions (DOTS)  
Brad Eaby, Deputy Attorney General, DOTS  
Michael Simmons, Chief Project Development South, DOTS  
Peter Haag, Chief Traffic Engineer, DOTS  
Wendy Carpenter, Traffic Calming & Subdivision Relations Manager, Traffic, DOTS  
Sean Humphrey, Traffic Engineer, Traffic, DOTS  
Matthew Lichtenstein, Central District Engineer, M&O  
Steve McCabe, Central District Public Works Manager, M&O  
Jared Kaufman, Service Development Planner, DTC  
Tremica Cherry, Service Development Planner, DTC  
Anthony Aglio, Planning Supervisor, Active Transportation & Community Connections, Planning  
Anson Gock, Planner, Statewide & Regional Planning, Planning  
Todd Sammons, Assistant Director, Development Coordination  
Wendy Polasko, Subdivision Engineer, Development Coordination  
Will Mobley, Acting Kent Review Coordinator, Development Coordination  
Brian Williams, Kent Review Engineer, Development Coordination  
Sireen Muhtaseb, TIS Engineer, Development Coordination  
Ben Fisher, TIS Review Engineer, Development Coordination  
Tijah Jones, TIS Review Engineer, Development Coordination



August 11, 2025

Ms. Sireen Muhtaseb, PE  
TIS Engineer  
DelDOT Development Coordination  
800 Bay Road  
Dover, DE 19901

RE: Agreement No. 2139S  
Traffic Impact Study Services  
**Task No. 1A Subtask 07 – Walmart Dover Fuel Service #1736.1005**

Dear Ms. Muhtaseb:

McCormick Taylor has completed its review of the Traffic Impact Study (TIS) for the Walmart Dover Fuel Service development prepared by Bowman Consulting Group, Ltd., dated May 21, 2025. Bowman Consulting Group, Ltd. prepared the report in a manner generally consistent with DelDOT's Development Coordination Manual.

The TIS evaluates the impacts of the proposed Walmart Dover Fuel Service development, proposed to be located on the southeast corner of the intersection of US Route 13 and Jerome Drive, in Kent County, Delaware. The proposed development would consist of a Gasoline/Service Station with 20 fueling positions within their existing parking lot. Access is proposed via two existing access points as defined by DelDOT along US Route 13: One signalized full-movement access at the intersection of US Route 13 and Jerome Drive and one right-in/right-out access approximately 670 feet south of Jerome Drive. Internally, there are two existing full-movement accesses for Walmart on the south side of Jerome Drive. Walmart proposes a third, right-in/right-out access on the south side of Jerome Drive, approximately 400 feet east of US Route 13. Jerome Drive is a Local Road that is maintained by the Town of Cheswold. Construction of the development is expected to be complete by 2027.

The subject land is located on an approximately 22.00-acre parcel. The land is currently zoned as BG (General Business) within a growth zone and the developer does not plan to rezone the land.

#### **Relevant and On-Going Projects and Studies**

Currently, DelDOT has one relevant and ongoing project within the area of study.

The future Cheswold Area Transportation Improvement District (TID) is currently under development between DelDOT and Kent County. The proposed development and both study intersections are within the boundary of the future Cheswold Area TID. A TID is a planning concept that seeks to proactively align transportation infrastructure spending and improvements with land use projections and future development within the designated district. Certain intersection improvements to be identified as part of the future Cheswold Area TID would typically require contributions from developers within the TID. Presently, DelDOT and the County



are still working toward establishing the TID, but when and if that is done, it may be appropriate for the developer to exchange some of the obligations addressed in this letter for an obligation to contribute to the TID. The possibility of the Walmart Dover Fuel Service development having an obligation to contribute to the future Cheswold Area TID would depend in part on the timing of approval of plans for this development versus the timing of formal establishment of the TID. The TID is expected to be fully operational by the end of 2025.

### **Summary of Analysis Results**

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

As analyzed, the proposed Walmart Dover Fuel Service development does not exhibit level of service (LOS) deficiencies at any intersections included in the scope of study. Additionally, vehicle queuing is not expected to extend beyond the available turn-lane storage in all future cases.

The existing turn lanes at the study intersections were evaluated against DelDOT design guidelines and to determine if they should be extended based on traffic volumes in the 2027 Build (Case 3) scenario. Turn lane lengths are presented excluding tapers.

At the intersection of US Route 13 and Jerome Drive there is a 330-foot northbound right-turn lane, and the 95<sup>th</sup> percentile queue in Case 3 is 37.5 feet long. Based on DelDOT's Auxiliary Lane Worksheet, the initial recommended minimum turn lane length is 365 feet. To maintain the existing bus pull-off area located just before the existing right-turn lane, we recommend not extending the existing right-turn lane. At the same intersection there are dual southbound left-turn lanes on US Route 13 that have approximately 300 feet of storage per lane, and the 95<sup>th</sup> percentile queue in Case 3 is 150 feet long per lane. Based on the expected queues and the available storage, the existing turn lane lengths are sufficient, and no change is recommended.

At the intersection of US Route 13 and Walmart right-in/right-out entrance there is a northbound right-turn lane approximately 235 feet in length, and the 95<sup>th</sup> percentile queue in Case 3 is 37.5 feet long. Based on DelDOT's Auxiliary Lane Worksheet, the initial recommended minimum turn lane length is 410 feet long. The existing turn lane extends to the southern property line of the Walmart parcel and the paved shoulder extends another 600 feet south of the property line. If the right-turn lane were to be extended, it could impact a future site entrance of a potential development to the south of Walmart. Considering this, no change is recommended.

### **Development Improvements**

Should Kent County 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 roads on which they front (US Route 13), within the limits of their frontage. 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" means the length along the state right-of-way of a single property tract where an entrance is proposed or required. If a single property tract has frontage along multiple roadways, any segment of roadway including an entrance shall be improved to meet DelDOT's Functional Classification criteria as found in Section 1.1 of the Development Coordination Manual and elsewhere therein, and/or improvements established in the Traffic Operational Analysis and/or Traffic Impact Study. "Secondary Frontage" means the length along the state right-of-way of a single property tract where no entrance is proposed or required. The segment of roadway may be upgraded by improving the pavement condition of the existing roadway width. The Pavement Management Section and Subdivision Section will determine the requirements to improve the pavement condition.
2. The developer should maintain the existing signalized intersection of US Route 13 at Jerome Drive to function as a site entrance. At the intersection, there is an existing northbound right-turn lane with approximately 330 feet of storage and dual southbound left-turn lanes that have approximately 300 feet of storage per lane. All of these existing turn lanes on US Route 13 should be maintained. 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.
3. The developer should maintain the existing right-in/right-out access on northbound US Route 13 at the intersection of US Route 13 and Walmart right-in/right-out entrance. At the intersection, there is an existing northbound right-turn lane approximately 235 feet in length, which should be maintained. 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.

4. The following bicycle, pedestrian and transit 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 frontage along US Route 13. Along the frontage, a minimum of a 5-foot wide sidewalk should be constructed, or where there is existing sidewalk, it should be improved to meet current standards. The sidewalk should meet AASHTO and ADA standards 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 Development Coordination Manual. 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 the 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 existing or proposed sidewalk along the site frontage.

Improvements in this TIS 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\\_muted/index.shtml](http://deldot.gov/Publications/manuals/de_muted/index.shtml).

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



Additional details on our review of this TIS 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





## Scope of Improvements Figure

### Walmart Dover Fuel Service TIS

99 — Intersection Number  
X — Improvement Code

#### Color Code

- Yellow — Proposed Site Entrance - Frontage improvements and turn lanes as described in the review letter.
- Red — Recommended Improvements
- Blue — No Improvements

#### Improvement Code

S - Traffic Signal, R - Roundabout, E - Elimination  
G - Geometric (turn lanes, widening)



## **General Information**

**Report date:** May 21, 2025

**Prepared by:** Bowman Consulting Group, Ltd.

**Prepared for:** Walmart, Inc.

**Tax parcels:** 4-00-04700-01-4403-00001

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

## **Project Description and Background**

**Description:** The proposed development would consist of a Gasoline/Service Station with 20 fueling positions within their existing parking lot. The development is proposed to be located on the southeast corner of the intersection of US Route 13 and Jerome Drive, in Kent County, Delaware. A site location map is included on page 8.

**Amount of land to be developed:** A portion of an approximately 22.00-acre parcel.

**Land use approval(s) needed:** The land is currently zoned as BG (General Business) and the developer is not proposing to rezone the land.

**Proposed completion year:** 2027

**Proposed access locations:** Access is proposed via two existing access points as defined by DelDOT along US Route 13: One signalized full-movement access at the intersection of US Route 13 and Jerome Drive and one right-in/right-out access approximately 670 feet south of Jerome Drive. Internally, there are two existing full-movement accesses for Walmart on the south side of Jerome Drive. Walmart proposes a third, right-in/right-out access on the south side of Jerome Drive approximately 400 feet east of US Route 13. Jerome Drive is a Local Road that is not maintained by State Forces.

**Average Daily Traffic Volumes (per DelDOT Traffic Summary 2024):**

- US Route 13: 33,577 vehicles/day



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

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

The proposed Walmart Dover Fuel Service development is located primarily within Investment Level 1, with portions in Investment Level 2. It appears that the majority of the fuel service construction and the proposed right-in/right-out entrance onto Jerome Drive will be located in Investment Level 1.

#### *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 Walmart Dover Fuel Service development consists of a Gasoline/Service Station with 20 fueling positions within their existing parking lot in an Investment Level 1 area. As such, the proposed development appears to comply with the guidelines set forth in the 2020 "Strategies for State Policies and Spending".

## **Comprehensive Plan**

### **Kent County Comprehensive Plan:**

*(Source: Kent County Comprehensive Plan, October, 2018)*

The Kent County Comprehensive Plan Future Land Use Map indicates that the proposed Walmart Dover Fuel Service site is within the designated "Growth Zone Overlay" and on a site designated as "Highway Commercial".

### **Proposed Development's Compatibility with Comprehensive Plan:**

The proposed development project includes a Gasoline/Service Station with 20 fueling positions within the existing Walmart parking lot. The property is in a Highway Commercial Area and is currently zoned BG (General Business). As such, it would appear that the proposed Walmart Dover Fuel Service development may fit within the intended land use for this location.

## **Relevant and On-Going Projects and Studies**

Currently, DelDOT has one relevant and ongoing project within the area of study.

The future Cheswold Area Transportation Improvement District (TID) is currently under development between DelDOT and Kent County. The future Cheswold Area TID surrounds the proposed development and includes both study intersections. A TID is a planning concept that seeks to proactively align transportation infrastructure spending and improvements with land use projections and future development within the designated district. Certain intersection improvements to be identified as part of the future Cheswold Area TID would typically require contributions from developers within the TID. Presently, DelDOT and the County are still working toward establishing the TID, but when and if that is done, it may be appropriate for the developer to exchange some of the obligations addressed in this letter for an obligation to contribute to the TID. The possibility of the Walmart Dover Fuel Service development having an obligation to contribute to the future Cheswold Area TID would depend in part on the timing of approval of plans for this development versus the timing of formal establishment of the TID. The TID is expected to be fully operational by the end of 2025.

## **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:

- 20 fueling position gasoline/service station (ITE Land Use Code 944)

**Table 1**  
**Walmart Dover Fuel Service Peak Hour Trip Generation**

Land Use	Size	Trip Type	Daily Total	Weekday AM Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total
LUC 944: Gasoline/Service Station	20 Fueling Positions	<b>Total</b>	3,440	103	103	206	139	139	278	128	127	255
		Internal & Pass-by	-1,390	-78	-78	-156	-100	-100	-200	-86	-85	171
		<b>New</b>	<b>2,050</b>	<b>25</b>	<b>25</b>	<b>50</b>	<b>39</b>	<b>39</b>	<b>78</b>	<b>42</b>	<b>42</b>	<b>84</b>

## **Overview of TIS**

### **Intersections examined:**

- 1) US Route 13 and Jerome Drive
- 2) US Route 13 and Walmart Right-In/Right-Out Entrance

### **Conditions examined:**

- 1) 2022 Existing (Case 1)
- 2) 2027 No-Build (Case 2)
- 3) 2027 Build (Case 3)

**Peak hours evaluated:** Weekday morning and evening peak hours and Saturday midday peak hour.

### **Committed developments considered:**

- 1) Stonington – 136 single-family detached houses
- 2) Lynnbury Woods – 125 single-family detached houses
- 3) Stonebrook East – 267 multi-family mid-rise apartments
- 4) McGinnis Green Lot 3 – 2,753 square foot fast-food restaurant with drive-through and a 6,730 square foot tire store
- 5) Stonebrook West (fka Bush property) – 147 single-family detached houses
- 6) McKee Rd Apartments – 384 multi-family low-rise apartments, 30,000 square feet of retail space
- 7) Windward ridge – 300 multi-family low-rise apartments
- 8) Cheswold Readiness Center – A 500 employee military base for one weekend a month, with approximately 30 employees during the weekday
- 9) Estates at Verona Woods (fka) Aventuris Property) – 17 single-family detached homes

## **Intersection Descriptions**

### **1) US Route 13 / Jerome Drive**

**Type of Control:** Signalized Intersection

**Northbound Approach:** (US Route 13) one left-turn lane, two through lanes, and one right-turn lane

**Southbound Approach:** (US Route 13) two left-turn lanes, one through lane, and one shared through/right-turn lane

**Eastbound Approach:** (Jerome Drive) one shared left/through/right-turn lane

**Westbound Approach:** (Jerome Drive) one left-turn lane, one shared left-turn/through lane, and one right-turn lane

### **2) US Route 13 / Walmart Right-In/Right-Out Entrance**

**Type of Control:** One-Way Stop Controlled Intersection

**Northbound Approach:** (US Route 13) two through lanes and one right-turn lane

**Southbound Approach:** (US Route 13) two through lanes

**Westbound Approach:** (Walmart right-In/Right-Out Entrance) one right-turn lane, stop-controlled



## **Safety Evaluation**

**Crash Data:** Delaware Crash Analysis Reporting System (CARS) data was provided in the TIS for the three-year period from April 03, 2022, through April 03, 2025. A total of 28 crashes were reported within the three-year period at the two intersections included in the study area. Of those 28 crashes, 23 (82 percent) crashes occurred at the intersection of US Route 13 and Jerome Drive. At this intersection, front-to-rear and angle crashes were the most common type, accounting for 74% of crashes at this intersection. The intersection of US 13 and Walmart Right-In/Right-Out has had 5 crashes over this time period. There were no fatalities reported in the three-year period.

**Sight Distance:** The study area generally consists of relatively flat roadways and there are few visual obstructions. As always, the adequacy of available sight distance must be confirmed during the site plan review process for all proposed movements at the site accesses.

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

**Existing transit service:** Based on the current DART Bus Stop Map, the Delaware Transit Corporation (DTC) currently operates one fixed-route transit bus route (Route 302) along US Route 13. There are two existing bus stops serving Walmart. One stop is located along southbound US Route 13 on the northwest corner of the intersection of US Route 13 and Jerome Drive. The second stop is located along northbound US Route 13, approximately 525 feet south of Jerome Drive. Both stops have shelters with benches.

**Planned transit service:** DTC was contacted regarding the existing and planned transit service in the area. DTC stated that they do not require bus stop improvements. However, direct pedestrian access into the site is needed from the bus stop located approximately 525 feet south of Jerome Drive (stop ID 3635).

**Existing bicycle and pedestrian facilities:** According to the *Kent County Bicycle Map* published by DelDOT, US Route 13 is designated as a Suggested Connector Bicycle Route with bikeway, though it is noted to be challenging to cyclists. There are sections of existing sidewalk along US Route 13, but they do not form a complete network. There is a sidewalk along the Walmart frontages on US Route 13 and Jerome Drive. Signalized pedestrian crossings at the intersection of US Route 13 and Jerome drive connect the DART bus stop along southbound US Route 13 to the sidewalk along Jerome Drive and continue to a sidewalk that connects with the front door of Walmart. As stated above in the transit section, there is not a convenient way for pedestrians to access Walmart from the DART bus stop along northbound US Route 13.

**Planned bicycle and pedestrian facilities:** It is recommended that the developer design and construct a pedestrian route with sidewalk between the existing DART bus stop along northbound US Route 13 (stop ID 3635) and the front door of Walmart. The pedestrian route should follow the existing driveway between the south end of Walmart and the intersection of US Route 13 and Walmart Right-In/Right-Out Entrance.

## **Previous Comments**

The initial scoping memorandum between the developer and DelDOT was dated November 27, 2024.

In a review letter dated April 1, 2025, DelDOT requested the developer apply appropriate seasonal factors to the Saturday midday counts, update volume and committed development distribution figures, and apply growth factors to seasonally adjusted volumes. DelDOT directed the developer to proceed to the Preliminary TIS.

In a second review letter dated April 24, 2025, DelDOT requested the developer confirm that the Anderson Property is defunct through additional correspondence, updates to volume, trip assignment, and pass-by distribution figures, as well as updates to the Other Development Trip Generation Table. DelDOT directed the developer to resubmit the Preliminary TIS.

In a third review letter dated May 15, 2025, DelDOT requested revisions, including updates to committed development figures and updates to the Other Development Trip Generation Table. DelDOT directed the developer to resubmit the Preliminary TIS.

Additional minor comments were conveyed to the developer by email. On May 19, 2025, DelDOT gave the developer approval to proceed to the Final TIS.

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

## **General HCS Analysis Comments**

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

- 1) Both the TIS and McCormick Taylor utilized Synchro Software with Highway Capacity Manual (HCM) methodology to complete the traffic analyses.
- 2) The TIS and McCormick Taylor generally used heavy vehicle percentages (HV%) from turning movement counts for existing and future conditions (as per DelDOT's Development Coordination Manual section 2.2.8.11.6.H).
- 3) The TIS and McCormick Taylor determined overall intersection peak hour factors (PHF) for each intersection based on the turning movement counts. Future PHFs were determined as per the DelDOT Development Coordination Manual section 2.2.8.11.6.F where applicable.
- 4) For analyses of all intersections, McCormick Taylor and the TIS assumed 0% grade for all movements.

Table 2  
Peak Hour Levels of Service (LOS)  
*Based on Walmart Dover Fuel Service Traffic Impact Study – May 21, 2025*  
*Prepared by Bowman Consulting Group, Ltd.*

Signalized Intersection <sup>1</sup>	LOS per TIS			LOS per McCormick Taylor		
	Weekday AM	Saturday MID	Weekday PM	Weekday AM	Saturday MID	Weekday PM
<b>1 – US Route 13 / Jerome Drive</b>						
2024 Existing (Case 1)						
Overall	B (12.5)	C (29.2)	C (28.3)	B (11.9)	B (19.1)	C (23.1)
2027 No Build (Case 2)						
Overall	B (13.3)	C (30.9)	C (31.6)	B (12.2)	C (21.2)	C (25.6)
2027 Build (Case 3)						
Overall	B (16.4)	D (35.3)	D (37.8)	B (13.5)	C (23.8)	C (29.9)

<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 Walmart Dover Fuel Service Traffic Impact Study – May 21, 2025*  
*Prepared by Bowman Consulting Group, Ltd.*

<b>Unsignalized Intersection <sup>2</sup> One-Way Stop Controlled</b>	<b>LOS per TIS</b>			<b>LOS per McCormick Taylor</b>		
	Weekday AM	Saturday MID	Weekday PM	Weekday AM	Saturday MID	Weekday PM
<b>2 – US Route 13 / Walmart Right-In/Right-Out Entrance</b>						
2024 Existing (Case 1)						
Walmart Right-In/Right-Out	B (11.4)	C (17.1)	C (21.9)	B (12.4)	C (16.5)	C (22.7)
2027 No Build (Case 2)						
Walmart Right-In/Right-Out	B (12.1)	C (21.1)	D (25.8)	B (13.3)	C (19.3)	D (27.1)
2027 Build (Case 3)						
Walmart Right-In/Right-Out	B (12.1)	C (21.9)	D (27.3)	B (13.4)	C (19.9)	D (28.8)

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<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.