



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

SHANTÉ A. HASTINGS
SECRETARY

May 15, 2025

Mr. Kevin Savage P.E., PTOE
Dynamic Traffic, LLC
1515 Market Street, Suite 1920
Philadelphia, PA 19102

Dear Mr. Savage,

The enclosed Traffic Impact Study (TIS) review letter for the proposed **Aldi, Inc - Seaford** (Tax Parcel: 331-6.00-1.00) 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.

Sincerely,

Annamaria Furmato
TIS Review Engineer

AF:km

Enclosures

cc with enclosures: Laurie Griffin, Aldi Inc.
David L. Edgell, Office of State Planning Coordination
Jamie Whitehouse, Sussex County Planning & Zoning
Andrew J. Parker, McCormick Taylor, Inc.
Tucker Smith, McCormick Taylor, Inc.
DelDOT Distribution

DelDOT Distribution

Lanie Clymer, Deputy Secretary
Mark Luszczyk, 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
Alistair Probert, South District Engineer, M&O
Matt Schlitter, South District Public Works Engineer, M&O
Jared Kauffman, 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
John Pietrobono, Acting Sussex Review Coordinator, Development Coordination
Jose Quixtan, Sussex Review Engineer, Development Coordination
Sireen Muhtaseb, TIS Engineer, Development Coordination
Ben Fisher, TIS Review Engineer, Development Coordination
Tijah Jones, TIS Review Engineer, Development Coordination



May 15, 2025

Ms. Sireen Muhtaseb, PE
TIS Engineer
DelDOT Division of Planning
P.O. Box 778
Dover, DE 19903

RE: Agreement No. 2139S
Traffic Impact Study Services
Task No. 1A Subtask 1A – ALDI, Inc. - Seaford

Dear Ms. Muhtaseb:

McCormick Taylor has completed its review of the Traffic Impact Study (TIS) for the ALDI, Inc. - Seaford development prepared by Dynamic Traffic, LLC, dated December 26, 2024. Dynamic Traffic prepared the report in a manner generally consistent with DelDOT's Development Coordination Manual.

The TIS evaluates the impacts of the proposed ALDI, Inc. - Seaford development to be located on the east side of US Route 13 and south of Spotless Street (providing access to the existing Duck-In Car Wash business) in the City of Seaford in Sussex County, Delaware. The proposed development would consist of a 20,264 square-foot supermarket. There is one proposed access at the existing intersection of US Route 13 and Spotless Street / Indian Motorcycle Driveway (Site Entrance A). This existing access on US Route 13 provides right-in/right-out and left-in movements to and from Spotless Street. Internally, there are two proposed full-movement accesses for the supermarket on the south side of Spotless Street, with one driveway located opposite the Duck-In Car Wash driveway. Construction is anticipated to be complete in 2026.

The subject land is located on an approximately 2.63-acre parcel. The land is currently zoned as C-2 (Highway Commercial) 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.

DelDOT's *Corridor Capacity Preservation Program (CCPP)*, a statewide program intended to sustain the through capacity of adopted highway corridors by various means such as limiting access points and using service roads for local vehicle trips. The general purpose of the program is to ensure that existing principal arterial roadways, including this section of US Route 13, are able to efficiently carry regional traffic without impedance from the effects of local development. The ALDI, Inc. - Seaford development is not proposing direct access to US Route 13. The current site plan shows two entrances onto Spotless Street which intersects with US Route 13 in an area identified as Investment Level 1 in the Strategies for State Policies and Spending. More details on DelDOT's CCPP are available at the following link: https://deldot.gov/Programs/corr_cap/

Summary of Analysis Results

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

The following intersections exhibit level of service (LOS) deficiencies without the implementation of physical roadway and/or traffic control improvements:

<i>Intersection</i>	<i>Existing Traffic Control</i>	<i>Situations for which deficiencies occur</i>
4. Sussex Highway (US Route 13) / Tower Drive (crossover north of Spotless Street)	Unsignalized	2024 Existing PM (Case 1) 2026 Without Development PM (Case 2) 2026 With Development PM (Case 3)

4. Sussex Highway (US Route 13) / Tower Drive (See Table 5, Page 19)

This unsignalized intersection experiences LOS deficiencies in all cases studied during the PM peak hour. In Case 1 during the PM peak hour, the westbound Tower Road approach is expected to operate at LOS E with 43 seconds of delay. With development in Case 3 during the PM peak hour, the westbound Tower Road approach is expected to operate at LOS F with 97 seconds of delay and queues of less than one vehicle long. The total approach volume on the westbound Tower Road approach is one vehicle in all cases during the PM peak hour. As this volume is less than 10 vehicles per hour, the developer is not required to mitigate this LOS deficiency based on section 2.28.12.5 of DelDOT's Development Coordination Manual.

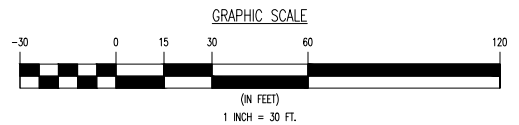
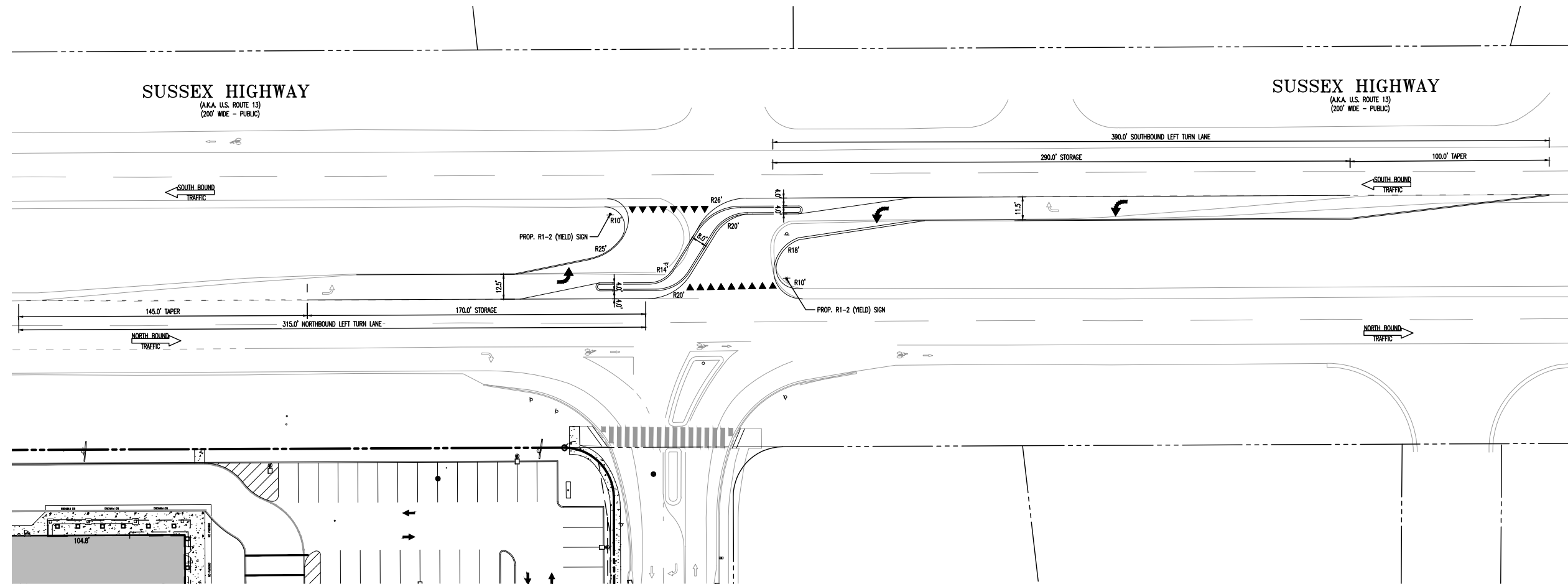
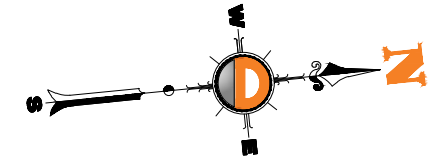
Development Improvements

Should the City of Seaford 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 modify the existing right-in/right-out and left-in Site Entrance A at the intersection of US Route 13 and Spotless Street / Indian Motorcycle Driveway to add additional physical barriers to prevent drivers from making an illegal westbound left-turn from Spotless Street onto southbound US Route 13. To accomplish this, the developer should modify the existing median opening at the intersection by designing and constructing a raised curb between the northbound and southbound through and U-turn/left-turn lanes and a diagonal segment of curb connecting the two through the median opening. In addition, the southbound U-turn/left-turn lane should be extended to a length of 290 feet (excluding taper). The developer has prepared a concept plan for this improvement, which DelDOT's Traffic Section finds to be acceptable. The concept plan is provided on page 4 of this letter. The developer should coordinate with DelDOT's Traffic and Development Coordination Sections to determine final design details during the site plan review.
3. The developer should remove the existing painted channelizing island and yield sign from the existing northbound right-turn at Site Entrance A at the intersection of US Route 13 and Spotless Street / Indian Motorcycle Driveway. The developer should coordinate with DelDOT's Traffic and Development Coordination Sections to determine final design details during the site plan review.
4. The developer proposes to design and construct the two proposed full-movement driveways providing internal access to Spotless Street. Spotless Street was dedicated to the State of Delaware (DelDOT) for public use by a July 3, 2013 Record Plan for Circle J Commercial Development that includes a 60-foot Right of Way dedication and which recommended the road be built to State standards and be State maintained in support of the Corridor Capacity Preservation Program (CCPP) and a planned future service road that would serve local vehicle trips. As per the CCPP, the Department is still pursuing the creation of the future service road and the supporting infrastructure (i.e. Spotless Street). Therefore, it is recommended that any construction along Spotless Street be done in accordance with State standards for Local roads and in support of the creation of the future service road. The developer should coordinate with DelDOT's Development Coordination Section and the City of Seaford to determine the design details and maintenance responsibility during the site plan review.



GENERAL NOTES

- THIS PLAN HAS BEEN PREPARED BASED ON REFERENCES INCLUDING:
 - ALTA/NSPS LAND TITLE SURVEY, PREPARED BY GALLAS SURVEYING GROUP, LAST REVISED SEPTEMBER 18, 2024, FILE NO. G24106.
 - PRELIMINARY SITE PLAN, PREPARED BY DYNAMIC ENGINEERING, LAST REVISED JANUARY 15, 2025, JOB NO. 0197-23-01950.
- LANE GEOMETRY AND LANE ASSIGNMENTS ARE CONSISTENT WITH EXISTING CONDITIONS.
- THIS PLAN DOES NOT DEPICT GRADING AND CONSTRUCTION IMPACTS THAT MAY OCCUR TO ADJACENT PROPERTY OWNERS. GRADING AND/OR CONSTRUCTION IMPACTS MAY DICTATE THE NEED TO OBTAIN EASEMENTS FROM ADJACENT PROPERTY OWNERS.
- ALL PROPOSED SIGNS AND PAVEMENT MARKINGS SHALL BE IN COMPLETE CONFORMANCE WITH THE CURRENT MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.).

THIS PLAN IS CONCEPTUAL ONLY AND MAY NOT BE USED FOR CONSTRUCTION

ALDI, INC. (DELAWARE)			
CONCEPTUAL IMPROVEMENT PLAN PROPOSED ALDI FOOD MARKET MAP NO. .331-6.00-1.00, LOT 1 0 EAST SUSSEX HIGHWAY (US ROUTE 13) CITY OF SEAFORD, SUSSEX COUNTY, DELAWARE			
2	4/28/25	REV. PER DESIGN CHANGE	ARF
1	4/16/25	REV. PER DESIGN CHANGE	ARF
REV	DATE	COMMENTS	BY

ALL STATES REQUIRE NOTIFICATION OF EXCAVATIONS, REGRADING, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE.

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

DYNAMIC TRAFFIC, LLC
1515 Market Street - Suite 1920
Philadelphia, PA 19102
T: 215.253.4888 | F: 267.685.0361
www.dynamictraffic.com

SCALE: 1"=30'	DRAWN BY: ARF	DESIGNED BY: ARF	CHECKED BY: KMS
PROJECT NUMBER: 0197-23-03564	DATE: 02/27/2025	REV. #: 2	
SHEET NUMBER: 1	1		

5. The following bicycle and pedestrian improvements should be included:

- a. A minimum fifteen-foot-wide permanent easement from the edge of the final determined right-of-way should be dedicated to DelDOT along the US Route 13 frontage. Along the US Route 13 frontage, the developer should construct a 10-foot wide shared use path (SUP). Along the Spotless Street frontage, the developer should construct a 5-foot-wide sidewalk. The SUP and sidewalk should be designed to meet current AASHTO and ADA standards. A minimum five-foot setback should be maintained from the edge of the pavement to the SUP/sidewalk. The developer should coordinate with DelDOT's Development Coordination Section during the plan review process to identify the exact location of the SUP/sidewalk.
- b. 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 SUP/sidewalk along the site frontages.
- c. ADA-compliant curb ramps and marked crosswalks should be provided along the at all pedestrian crossings, including all site entrances.
- d. Per the DelDOT Development Coordination Manual section 5.2.9.2, bicycle lanes are required where right-turn lanes are being installed.
- e. Appropriate bicycle symbols, directional arrows, pavement markings, and signing should be included along bicycle facilities and turn lanes within the project limits.
- f. Utility covers should be moved outside of any designated bicycle lanes and any proposed SUP/sidewalks or should be flush with the pavement.

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_mutcd/index.shtml.

Please note that this review generally focuses on capacity and level of service issues; additional safety and operational issues will be further addressed through DelDOT's site 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 if you have any questions concerning this review.

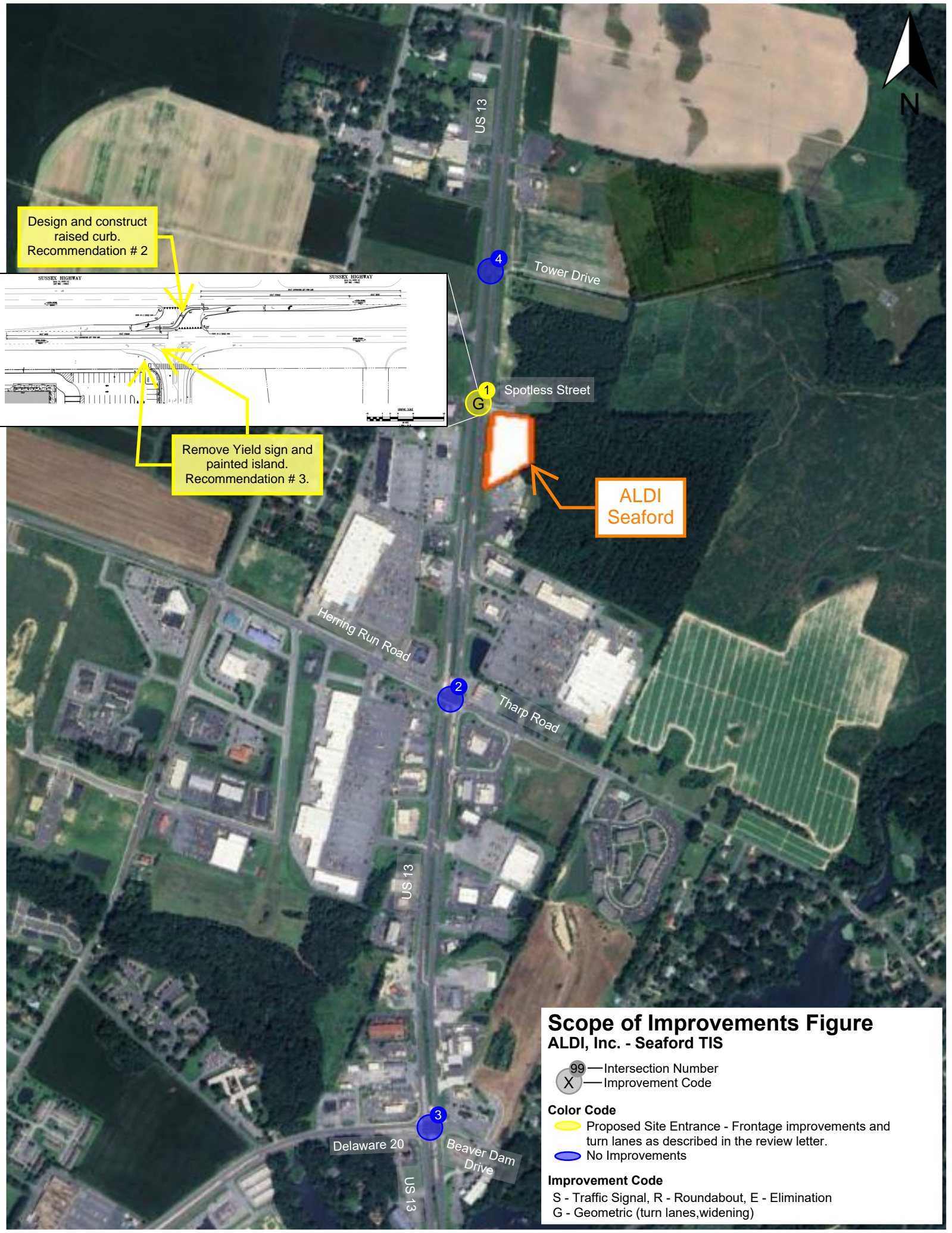
Sincerely,

McCormick Taylor, Inc.

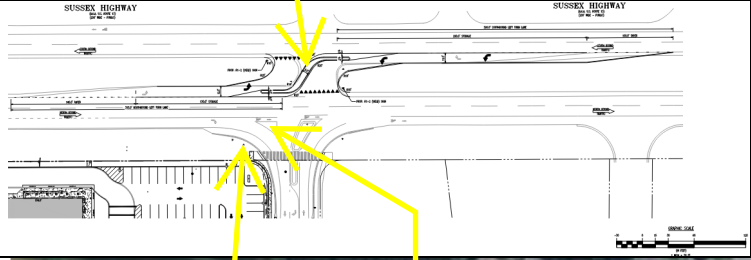
A handwritten signature in black ink, appearing to read "Andrew J. Parker".

Andrew J. Parker, PE, PTOE
Project Manager

Enclosure



Design and construct raised curb.
Recommendation # 2



Remove Yield sign and painted island.
Recommendation # 3.

ALDI
Seaford

Scope of Improvements Figure
ALDI, Inc. - Seaford TIS

99 — Intersection Number
X — Improvement Code

Color Code

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

Improvement Code

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

General Information

Report date: December 26, 2024

Prepared by: Dynamic Traffic, LLC

Prepared for: ALDI Inc. (Delaware)

Tax parcel: 331-6.00-1.00

Generally consistent with DelDOT's Development Coordination Manual: Yes

Project Description and Background

Description: The proposed ALDI, Inc. – Seaford development consists of a 20,264 square-foot supermarket.

Location: The site is located on the east side of US Route 13 and south of Spotless Street in the City of Seaford in Sussex County, Delaware. A site location map is included on page 9.

Amount of land to be developed: an approximately 2.63-acre parcel.

Land use approval(s) needed: The land is currently zoned as C-2 (Highway Commercial) and the developer does not plan to rezone the land.

Proposed completion year: 2026.

Proposed access locations: There is one proposed access point as defined by DelDOT at the existing intersection of US Route 13 and Spotless Street / Indian Motorcycle Driveway (Site Entrance A). This existing access on US Route 13 provides right-in/right-out and left-in movements to and from Spotless Street. Internally, there are two proposed full-movement accesses for the supermarket on the south side of Spotless Street.

Average Daily Traffic Volumes (per DelDOT Traffic Summary 2023):

- US Route 13: 21,742 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 Gallery Pointe development is located within 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 ALDI, Inc. – Seaford development would include a 20,264 square-foot supermarket, in the City of Seaford, within Investment Level 1. As such, the proposed development generally appears to comply with the guidelines for Investment Levels as described in the 2020 "Strategies for State Policies and Spending."

Comprehensive Plan

Sussex County Comprehensive Plan:

(Source: Sussex County Comprehensive Plan, March 2019)

The Sussex County Comprehensive Plan Future Land Use Map indicates that the proposed development is in the City of Seaford, a municipality. Sussex County strongly favors directing development to municipalities that desire it. The specific permitted uses and densities governing new construction within an incorporated municipality will continue to be governed by the zoning ordinance for that municipality, its public water and sewer capacities, and its comprehensive planning policies.

City of Seaford Comprehensive Plan:

(Source: Seaford Comprehensive Plan, September 28, 2021)

The City of Seaford's official adopted Zoning Map indicates that the land included in the proposed development is within the Town Limits. The map also confirms that the parcels are currently zoned for C-2.

Proposed Development's Compatibility with Comprehensive Plan:

The proposed ALDI, Inc. – Seaford development with a 20,264 square-foot supermarket generally meets the intended land use in this area of the City of Seaford.

Relevant Projects in the DelDOT Capital Transportation Program

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

DelDOT's *Corridor Capacity Preservation Program (CCPP)*, a statewide program intended to sustain the through capacity of adopted highway corridors by various means such as limiting access points and using service roads for local vehicle trips. The general purpose of the program is to ensure that existing principal arterial roadways, including this section of US Route 13, are able to efficiently carry regional traffic without impedance from the effects of local development. The ALDI, Inc. - Seaford development is not proposing direct access to US Route 13. The current site plan shows two entrances onto Spotless Street which intersects with US Route 13 in an area identified as Investment Level 1 in the Strategies for State Policies and Spending. More details on DelDOT's CCPP are available at the following link: https://deldot.gov/Programs/corr_cap/

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:

- 20,275 square foot Supermarket (ITE Land Use Code 850)

Table 1
ALDI Seaford Trip Generation

ITE Land Use Code	Trip Type	Daily	Weekday PM Peak Hour			Saturday Peak Hour		
			In	Out	Total	In	Out	Total
850	Gross	2,229	106	106	212	141	140	281
	Pass-by	-	-25	-26	-51	-27	-26	-53
Total Trips		2,229	81	80	80	114	114	228

Overview of TIS

Intersections examined:

- 1) Sussex Highway (US Route 13) / Spotless Street / Indian Motorcycle Driveway (Site Entrance A)
- 2) Sussex Highway (US Route 13) / Tharp Road / Herring Run Road
- 3) Sussex Highway (US Route 13) / Norman Eskridge Highway (Delaware Route 20) / Beaver Dam Drive
- 4) Sussex Highway (US Route 13) / Tower Drive

Conditions examined:

- 1) 2024 existing (Case 1)
- 2) 2036 without development (Case 2)
- 3) 2036 with development (Case 3)

Peak hours evaluated: Weekday evening and summer Saturday peak hours.

Committed developments considered:

- 1) Mearfield Single Family (57 single-family detached houses)
- 2) Mearfield Section 2 (145 condominiums / townhouses)
- 3) Melanie's Ridge – f.k.a. Haggerty Property (264 apartment units and 10,000 square feet of retail space)
- 4) Villages at Stoneybrook (150 townhouses / condominiums)
- 5) Western Sussex Business Campus – a.k.a. Ross Building Park (488,766 square foot business park)
- 6) Dolby (338 single-family detached houses)
- 7) Cypress Landing (94 single-family attached housing units)

Intersection Descriptions

- 1) **Sussex Highway (US Route 13) / Spotless Street / Indian Motorcycle Driveway (Site Entrance A)**

Type of Control: Stop-controlled four-leg intersection.

Eastbound Approach: (Indian Motorcycle Driveway) one shared left/through/right-turn lane; stop controlled.

Westbound Approach: (Spotless Street) one right-turn lane; yield controlled.

Northbound Approach: (US 13) one U-turn/Left-turn lane, two through lanes, and one right-turn lane.

Southbound Approach: (US 13) one U-turn/Left-turn lane, two through lanes, and one right-turn lane.

2) Sussex Highway (US Route 13) / Tharp Road / Herring Run Road

Type of Control: Signalized four-leg intersection.

Eastbound Approach: (Herring Run Road) two left-turn lanes, one through lane, and one right-turn lane.

Westbound Approach: (Tharp Road) two left-turn lanes, one through lane, and one right-turn lane.

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

Southbound Approach: (US 13) one left-turn lane, two through lanes, and one right-turn lane.

3) Sussex Highway (US Route 13) / Norman Eskridge Highway (Delaware Route 20) / Beaver Dam Drive

Type of Control: Signalized four-leg intersection.

Eastbound Approach: (Delaware 20) two left-turn lanes, one through lane, and one right-turn lane.

Westbound Approach: (Beaver Dam Road) two left-turn lanes, one through lane, and one right-turn lane.

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

Southbound Approach: (US 13) one left-turn lane, two through lanes, and one right-turn lane.

4) Sussex Highway (US Route 13) / Tower Drive

Type of Control: Stop-controlled three-leg intersection.

Eastbound Approach: (Tower Drive) one shared left/right-turn lane; stop controlled.

Northbound Approach: (US 13) one U-turn lane, one through lane and one shared through/right-turn lane.

Southbound Approach: (US 13) one U-turn/left-turn lane and two through lanes.

Safety Evaluation

Crash Data: The TIS includes a Crash Analysis with collision diagrams but does not include the typical reports from the Delaware Crash Analysis Reporting System (CARS). The analysis was based on data provided by DelDOT for the years 2021 through 2023 at the four (4) study intersections. The crash analysis indicates that 242 crashes occurred within the study area over that timeframe. The signalized intersection of US Route 13 at Delaware Route 20 / Beaver Dam Road and US Route 13 at Tharp Road / Herring Run Road experienced the highest crash frequency with 128 and 104 crashes each, respectively. The segment of US Route 13 including the intersections of US Route 13 at Tower Drive and US Route 13 at Spotless Street experienced a total of 10 crashes. Of the 10 crashes reported on this segment, five (5) of the crashes involved an animal.

Sight Distance: The study area generally consists of relatively flat roadways and there are few visual obstructions. The TIS noted that the available sight distance at the proposed site entrances onto Spotless Street are less than recommended. However, this is a result of the road segment being shorter than the recommended sight distance. As always, the adequacy of available sight distance should 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 fixed-route transit bus service in the area adjacent to the proposed ALDI, Inc. – Seaford development. DART Route 212 provides service between Delmar, Seaford, Bridgeville, and Georgetown. One of the two Route 212 stops in Seaford is at the Seaford Walmart, approximately one-half mile south of the proposed development.

Planned transit service: Based on coordination with DTC representatives, there are no additional transit amenities proposed at this time.

Existing bicycle and pedestrian facilities: According to DelDOT's Sussex County Bicycle Map, US Route 13 is a Connector Bicycle Suggestion Route with Bikeway and traffic volumes over 5,000 vehicles per day. Herring Run Road and Tharp Road are Connector Bicycle Route Suggestions Without Bikeway. Herring Run Road/Tharp Road between Bridgeville Hwy and US Route 13 traffic volumes over 5,000 vehicles per day.

Planned bicycle and pedestrian facilities: The developer is expected to construct a 10-foot-wide shared use path along the US Route 13 site frontage and a 5-foot-wide sidewalk along the Spotless Street frontage.

Previous Comments

The initial scoping memorandum between the developer and DelDOT was dated August 6, 2024.

In a review letter dated October 15, 2024, DelDOT commented on the traffic counts and seasonally adjusted traffic volumes. The developer was asked to provide additional information with their submission, address all comments, and resubmit the traffic counts.

In a second review letter dated November 6, 2024, DelDOT made additional comments on the traffic counts and seasonally adjusted traffic volumes. DelDOT directed the developer to revise the volume figures, address all comments, and resubmit the traffic counts.

In a third review letter dated November 12, 2024, DelDOT noted that the traffic counts and seasonally adjusted volumes were acceptable as submitted. The developer was provided with seasonal adjustment factors and directed to proceed with the Preliminary TIS.

In a fourth review letter dated December 10, 2024, DelDOT provided comments on the Preliminary TIS. The developer was asked to revise several volume figures and then resubmit the Preliminary TIS.

In a fifth review letter dated December 12, 2024, DelDOT noted that the Preliminary TIS was acceptable as submitted and directed the developer to proceed with 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 HCM (Synchro) 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). McCormick Taylor and the TIS assumed 3% HV for future movements and at the proposed site entrance.
- 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 the ALDI, Inc. – Seaford Traffic Impact Study
Prepared by Bowman Consulting Group, Ltd. – December 26, 2024

Unsignalized Intersection ¹ Two-Way Stop Control	LOS per TIS		LOS per McCormick Taylor	
	Weekday PM	Saturday	Weekday PM	Saturday
1. Sussex Highway (US Route 13) / Spotless Street / Indian Motorcycle Driveway (Site Entrance A)				
2024 Existing (Case 1)				
Northbound US 13 – U-Turn/Left	C (19.1)	C (19.1)	C (19.1)	C (19.1)
Southbound US 13 – U-Turn/Left	C (25.0)	B (13.8)	C (25.0)	B (13.9)
Eastbound Indian Motorcycle Driveway	A (0.0)	A (0.0)	A (0.0)	A (0.0)
2026 No Build (Case 2)				
Northbound US 13 – U-Turn/Left	C (21.7)	C (21.8)	C (21.7)	C (21.8)
Southbound US 13 – U-Turn/Left	D (30.7)	C (15.3)	D (30.7)	C (15.3)
Eastbound Indian Motorcycle Driveway	A (0.0)	A (0.0)	A (0.0)	A (0.0)
2026 Build (Case 3)				
Northbound US 13 – U-Turn/Left	C (24.2)	D (25.8)	C (24.2)	D (25.8)
Southbound US 13 – U-Turn/Left	B (13.5)	B (11.7)	B (13.5)	B (11.7)
Eastbound Indian Motorcycle Driveway	A (0.0)	A (0.0)	A (0.0)	A (0.0)

¹ 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 the ALDI, Inc. – Seaford Traffic Impact Study
Prepared by Bowman Consulting Group, Ltd. – December 26, 2024

Signalized Intersection ²	LOS per TIS		LOS per McCormick Taylor	
	Weekday PM	Saturday	Weekday PM	Saturday
2. Sussex Highway (US Route 13) / Herring Run Road / Tharp Road (Sussex Road 534)				
2024 Existing (Case 1)				
Overall	D (46.6)	D (45.1)	D (44.1)	D (43.1)
2026 No Build (Case 2)				
Overall	D (53.2)	D (48.4)	D (49.3)	D (46.1)
2026 Build (Case 3)				
Overall	D (53.7)	D (48.8)	D (50.2)	D (47.1)

² 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 the ALDI, Inc. – Seaford Traffic Impact Study
Prepared by Bowman Consulting Group, Ltd. – December 26, 2024

Signalized Intersection ³	LOS per TIS		LOS per McCormick Taylor	
	Weekday PM	Saturday	Weekday PM	Saturday
3. Sussex Highway (US Route 13) / Norman Eskridge Highway (Delaware Route 20) / Beaver Dam Drive				
2024 Existing (Case 1)				
Overall	D (49.9)	D (39.4)	D (35.0)	D (35.7)
2026 No Build (Case 2)				
Overall	D (52.0)	D (41.3)	D (37.7)	D (38.1)
2026 Build (Case 3)				
Overall	D (52.5)	D (42.3)	D (38.2)	D (39.3)

³ 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 the ALDI, Inc. – Seaford Traffic Impact Study
Prepared by Bowman Consulting Group, Ltd. – December 26, 2024

Signalized Intersection ⁴	LOS per TIS		LOS per McCormick Taylor ⁵	
	Weekday PM	Saturday	Weekday PM	Saturday
4. Sussex Highway (US Route 13) / Tower Drive				
2024 Existing (Case 1)				
Northbound US 13 – U-Turn	B (14.8)	B (12.2)	C (16.0)	C (15.6)
Southbound US 13 – U-Turn/Left	B (13.5)	B (13.5)	C (17.0)	C (16.8)
Westbound Tower Drive ⁶	E (38.4)	-	E (42.9)	-
2026 No Build (Case 2)				
Northbound US 13 – U-Turn	B (12.6)	-	C (17.4)	C (16.9)
Southbound US 13 – U-Turn/Left	B (14.5)	B (14.4)	C (19.7)	C (19.1)
Westbound Tower Drive	D (25.2)	-	F (55.0)	-
2026 Build (Case 3)				
Northbound US 13 – U-Turn	B (12.7)	B (12.8)	C (22.5)	C (24.1)
Southbound US 13 – U-Turn/Left	C (17.6)	C (18.9)	C (20.0)	C (19.6)
Westbound Tower Drive	D (30.2)	-	F (97.4)	-

⁴ 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.

⁵ McCormick Taylor modeled the intersection as a single node with median storage to be consistent with other TIS reviews that have included this study intersection. The TIS modeled this intersection as two separate nodes with stop-control in the median, which is currently yield controlled.

⁶ Total approach volume is less than 10 vehicles per hour in all cases and peak hours. The developer is not required to mitigate this LOS deficiency based on section 2.2.8.12.5 of the Development Coordination Manual. LOS results not available for some movements during the Saturday peak hour as there is not volume assigned to these movements.