



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

SHANTÉ A. HASTINGS
SECRETARY

June 25, 2026

Ms. Jama Carey
Traffic Concepts, Inc.
7525 Connelley Drive, Suite B
Hanover, MD 21076

Dear Ms. Carey,

The enclosed Traffic Impact Study (TIS) review letter for the **7-Eleven – 4016 N. Dupont Highway** (Tax Parcels: 2-00-05701-02-0200-00001, 2-00-05701-02-0100-0000) 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:lw

Enclosures

cc with enclosures: Michael Carp, Dover Dykes Branch LLC
Victoria Ferris, KCI Technologies, Inc
Rhiannon Sayles, KCI Technologies, Inc
Kris Connelly, Kent County Planning and Zoning
Andrew J. Parker, McCormick Taylor, Inc.
Tucker Smith, McCormick Taylor, Inc.
DelDOT Distribution

DelDOT Distribution

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

Matthew Lichtenstein, Central District Engineer, M&O

Jared Kaufman, Service Development Planner, DTC

Anthony Aglio, Planning Supervisor, Active Transportation & Community Connections, Planning

Austin Gray, Assistant Director, Statewide & Regional Planning, Planning

Anson Gock, Planner, Statewide & Regional Planning, Planning

Jeff Van Horn, Director, Economic Development Coordination (EDC)

Steve McCabe, Central District Public Works Manager, EDC

Brian Yates, Process and Quality Control Engineer, EDC

Wendy Polasko, Subdivision Engineer, EDC

Kevin Hickman, Acting Kent Review Coordinator, EDC

Tijah Jones, Kent Review Engineer, EDC

Sireen Muhtaseb, TIS Engineer, EDC

Ben Fisher, TIS Review Engineer, EDC



June 24, 2026

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

RE: Agreement No. 2139S
Traffic Impact Study Services
Task No. 1A Subtask 17 – 7-Eleven - 4016 N. Dupont Highway

Dear Ms. Muhtaseb:

McCormick Taylor has completed its review of the Traffic Impact Study (TIS) for the 7-Eleven - 4016 N. Dupont Highway development prepared by Traffic Concepts, Inc., dated February 6, 2026. Traffic Concepts prepared the report in a manner generally consistent with DelDOT's Development Coordination Manual.

The TIS evaluates the impacts of the proposed 7-Eleven - 4016 N. Dupont Highway development, proposed to be located on the southeast corner of the intersection of US Route 13 and Dyke Branch Road, and the southwest corner of the intersection of Dyke Branch Road and Hatchery Road, Kent County, Delaware. The proposed development would consist of a 4,816 square foot convenience store with 12 fueling positions. Access to the site is proposed via one right-in entrance along US Route 13, one full movement entrance on Dyke Branch Road, and one full movement entrance on Hatchery Road. Construction is anticipated to be completed in 2028.

The subject land is located on an approximately 2.96-acre assemblage of parcels. The land is currently zoned as BG (General Business) 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 all 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 voluntarily exchange some of the obligations addressed in this letter for an obligation to contribute to the TID. The possibility of the 7-Eleven - 4016 N. Dupont Highway 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 2026.

Summary of Analysis Results

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

As analyzed, the proposed 7-Eleven - 4016 N. Dupont Highway development does not exhibit level of service (LOS) deficiencies at any intersections included in the scope of study.

Site Access Evaluation

1 – Site Entrance A and US Route 13 (See Recommendation 2 & Table 2, Page 17)

The intersection of Site Entrance A and US Route 13 is proposed on the east side of US Route 13, approximately 350 feet south of Dyke Branch Road with right-in only access. The proposed entrance replaces an existing driveway with right-in/right-out access located approximately 300 feet south of Dyke Branch Road. The recommended right turn lane will extend beyond the limits of the proposed development's frontage on US Route 13. The developer should coordinate the design and construction of this turn lane with adjacent property owners and DelDOT's Development Coordination Section.

2 – Site Entrance B and Hatchery Road (See Recommendation 3 & Table 3, Page 18)

The intersection of Site Entrance B and Hatchery Road is proposed on the west side of Hatchery Road, opposite the north entrance to the Alliance Material Handling facility.

3 – Site Entrance C and Dyke Branch Road (See Recommendation 4 & Table 4, Page 19)

The intersection of Site Entrance C and Dyke Branch Road is proposed on the south side of Dyke Branch Road, approximately 100 feet west of Hatchery Road. The proposed entrance replaces an existing driveway at the intersection of Dyke Branch Road and Hatchery Road.

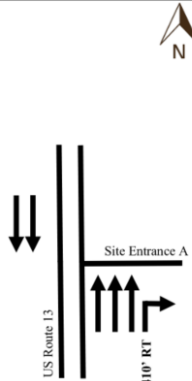
Development Improvements

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, Dyke Branch Road, and Hatchery Road), within the limits of their frontages. 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.

- The developer should construct the right-in Site Entrance A on US Route 13, approximately 350 feet south of Dyke Branch Road. The proposed configuration is shown in the table below.

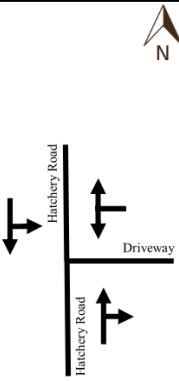
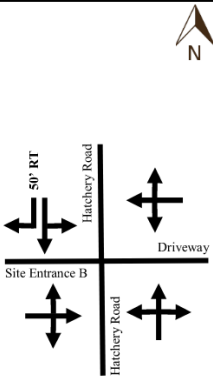
Approach	Current Configuration		Approach	Proposed Configuration	
Eastbound	Approach does not exist.		Eastbound	No Change.	
Westbound Existing Driveway	One right turn lane. Uncontrolled.		Westbound Site Entrance A	Right-In Only. One way in. No egress to US Route 13.	
Northbound US Route 13	One left turn lane for downstream intersection, one through lane, and one shared through/right turn lane.		Northbound US Route 13	One left turn lane for downstream intersection, two through lanes, and one right turn lane.	
Southbound US Route 13	Two through lanes. Divided Roadway.		Southbound US Route 13	Two through lanes. Divided Roadway.	

Based on DelDOT’s *Development Coordination Manual* and the HCS analysis, the recommended minimum storage lengths (excluding taper) are summarized in the table below. The projected queues from the traffic analysis can be accommodated within the recommended storage lengths.

Approach	Left Turn Lane	Right Turn Lane
Northbound US Route 13	N/A	410’

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 construct the full-movement Site Entrance B on Hatchery Road, opposite the north entrance to the Alliance Material Handling facility. The proposed configuration is shown in the table below.

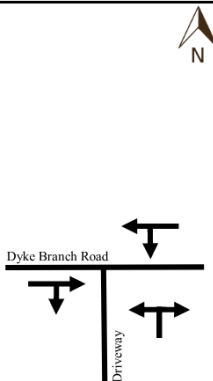
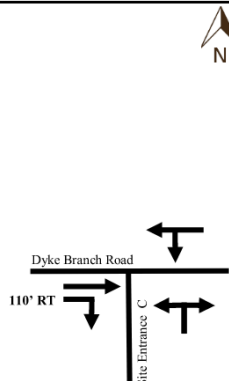
Approach	Current Configuration		Approach	Proposed Configuration	
Eastbound	Approach does not exist.		Eastbound Site Entrance B	One shared left / through / right turn lane. Stop control.	
Westbound Driveway	One shared left / right turn lane. Uncontrolled.		Westbound Driveway	One shared left / through / right turn lane. Stop control.	
Northbound Hatchery Road	One shared through / right turn lane.		Northbound Hatchery Road	One shared left / through / right turn lane.	
Southbound Hatchery Road	One shared left turn / through lane.		Southbound Hatchery Road	One shared left turn / through lane and one right turn lane.	

Based on DelDOT's *Development Coordination Manual* and the HCS analysis, the recommended minimum storage lengths (excluding taper) are summarized in the table below. The projected queues from the traffic analysis can be accommodated within the recommended storage lengths.

Approach	Left Turn Lane	Right Turn Lane
Southbound Hatchery Road	N/A	50'

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 developer should construct the full-movement Site Entrance C on Dyke Branch Road, approximately 100 feet west of Hatchery Road. The proposed configuration is shown in the table below.

Approach	Current Configuration		Approach	Proposed Configuration	
Eastbound Dyke Branch Road	One shared through / right turn lane.		Eastbound Dyke Branch Road	One through lane and one right turn lane.	
Westbound Dyke Branch Road	One shared left turn / through lane.		Westbound Dyke Branch Road	No change.	
Northbound Existing Driveway	One shared left / right turn lane. Uncontrolled.		Northbound Site Entrance C	One shared left / right turn lane. Stop control.	
Southbound	Approach does not exist.		Southbound	No Change.	

Based on DelDOT's *Development Coordination Manual* and the HCS analysis, the recommended minimum storage lengths (excluding taper) are summarized in the table below. The projected queues from the traffic analysis can be accommodated within the recommended storage lengths.

Approach	Left Turn Lane	Right Turn Lane
Eastbound Dyke Branch Road	N/A	110'

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.

5. The developer should enter into an agreement with DelDOT for a right-of-way reservation at the intersection of US Route 13 and Dyke Branch Road to allow for potential future traffic signal improvements. The developer should coordinate with DelDOT's Traffic and Development Coordination Sections to determine the limits of the right of way needs and other design details during the site plan review.
6. 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. 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, Dyke Branch Road, and Hatchery Road. Along each frontage, a minimum of a 5-foot wide sidewalk should be constructed. 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.
 - d. ADA compliant curb ramps and crosswalks should be provided at all pedestrian crossings, including all site entrances. Type 3 curb ramps are discouraged.
 - e. 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 sidewalk along the site frontages.

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.

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 (302) 738-0203 or through e-mail at TBSmith@mccormicktaylor.com if you have any questions concerning this review.

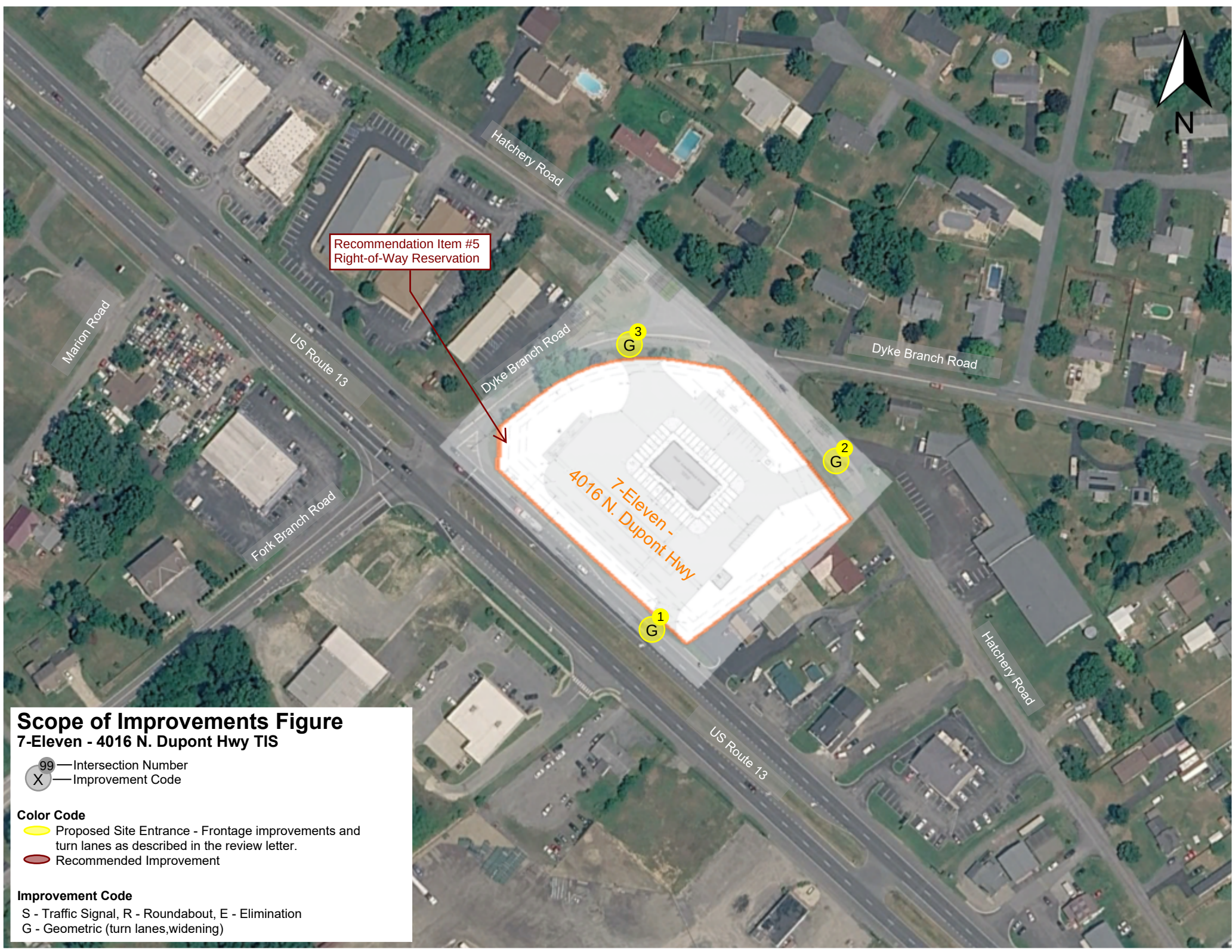
Sincerely,

McCormick Taylor, Inc.

A handwritten signature in black ink, appearing to read "T.B. Smith", is written over a light gray rectangular background.

Tucker B. Smith, PE, PTOE
Senior Traffic Engineer

Enclosure



Scope of Improvements Figure 7-Eleven - 4016 N. Dupont Hwy TIS

99 — Intersection Number
X — Improvement Code

Color Code

- Yellow circle: Proposed Site Entrance - Frontage improvements and turn lanes as described in the review letter.
- Red line: Recommended Improvement

Improvement Code

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

General Information

Report date: February 6, 2026

Prepared by: Traffic Concepts, Inc.

Prepared for: KCI Technologies, Inc.

Tax parcels: 2-00-05701-02-0100-00001 and 2-00-05701-02-0200-00001

Generally consistent with DelDOT's Development Coordination Manual: Yes

Project Description and Background

Description: The proposed 7-Eleven - 4016 N. Dupont Highway development would consist of a 4,816 square foot convenience store with 12 fueling positions.

Location: The land is located on the southeast corner of the intersection of US Route 13 and Dyke Branch Road, and the southwest corner of the intersection of Dyke Branch Road and Hatchery Road, Kent County, Delaware. A site location map is included on page 10.

Amount of land to be developed: an approximately 2.96-acre assemblage of parcels.

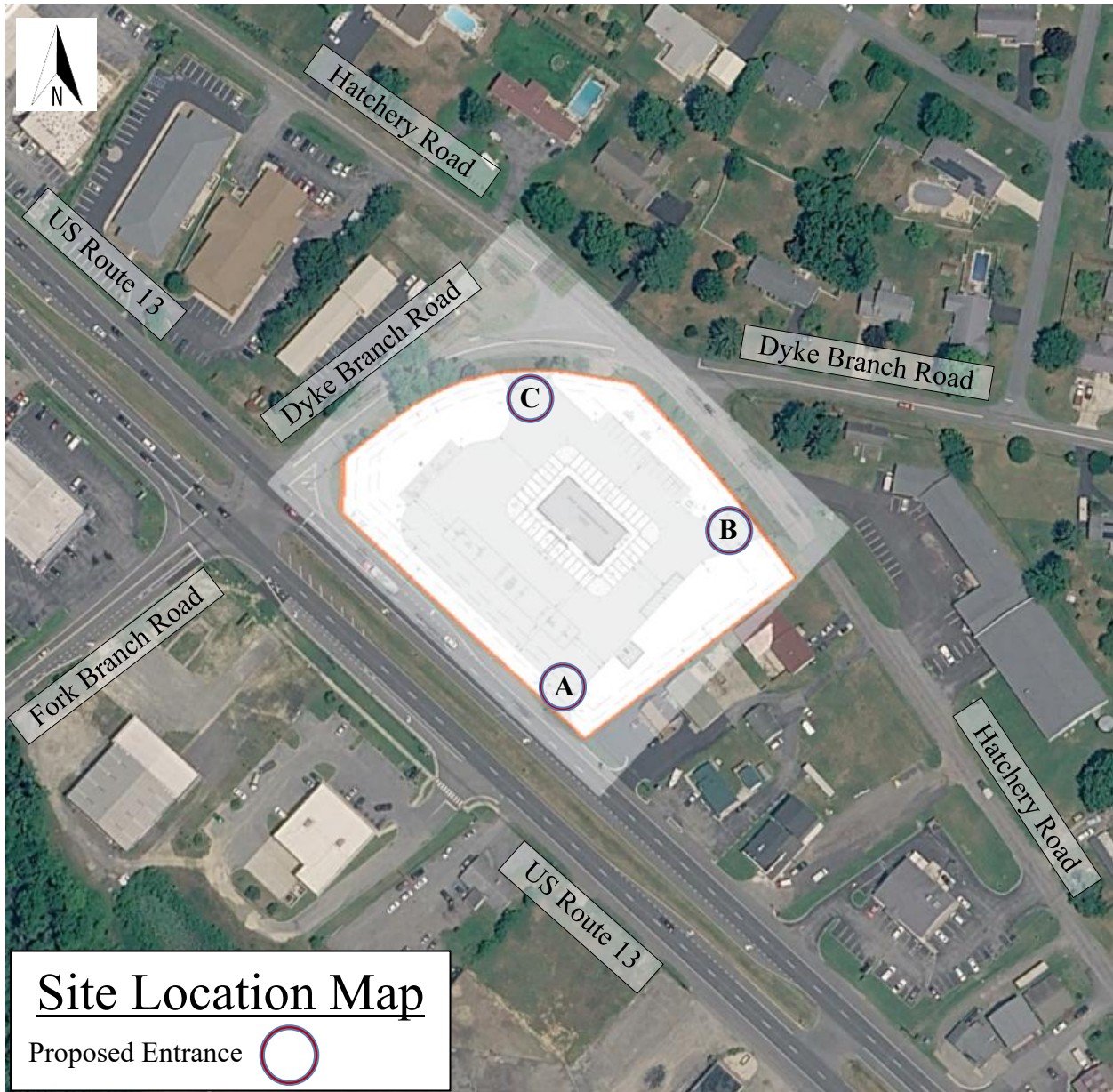
Land use approval(s) needed: The land is currently zoned as BG (General Business) and the developer does not plan to rezone the land.

Proposed completion year: 2028

Proposed access locations: Access to the site is proposed via one right-in entrance along US Route 13, one full movement entrance on Dyke Branch Road, and one full movement entrance on Hatchery Road.

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

- US Route 13: 33,577 vehicles/day
- Dyke Branch Road: 1,150 vehicles/day
- Hatchery Road: 1,047 vehicles/day



2025 Delaware Strategies for State Policies and Spending

Location with respect to the Delaware State Strategies Map: The proposed 7-Eleven - 4016 N. Dupont Highway development is located within Investment Level 1. The Delaware State Strategies map is intended to guide state investment decisions; however, it is not a land-use plan, and development remains subject to the applicable local comprehensive plan and relevant local codes and ordinances.

Investment Level 1

Investment Level 1 areas generally include municipalities, downtowns, and suburban clusters in unincorporated areas. These areas are characterized by higher-density, mixed-use development, a variety of housing and transportation options, and walkable community patterns. In Investment Level 1, the State's policy focus is to support a wide range of uses and densities, encourage infill and redevelopment, promote downtown revitalization, foster efficient use of public and private investments, maintain and enhance existing infrastructure, and support infrastructure investments for new growth and redevelopment.

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

The proposed 7-Eleven - 4016 N. Dupont Highway development is located within Investment Level 1. The proposed development includes a 4,816 square foot convenience store with 12 fueling positions. Based on the character of the surrounding area and the policy framework established in the 2025 Delaware Strategies for State Policies and Spending, the proposed development appears generally consistent with the character and intended growth pattern of Investment Level 1. Therefore, the proposed development appears generally consistent with the 2025 Delaware 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 (Map 7B) indicates that the proposed development is within an area designated as Highway Commercial and is within a Growth Zone Overlay.

Proposed Development's Compatibility with Comprehensive Plan:

The proposed Development appears generally compatible with the Kent County Comprehensive Plan. Based on Map 7B, the site is designated Highway Commercial and is located within the Growth Zone Overlay District, where the County's growth strategy is to direct development toward areas where supporting infrastructure exists or is planned. The Comprehensive Plan identifies Highway Commercial areas for a broad range of commercial activities serving the larger community, and it emphasizes concentrating growth and investment within designated growth areas rather than in rural areas. Accordingly, the proposed 7-Eleven - 4016 N. Dupont Highway development appears consistent with the County's future land use framework, subject to applicable zoning, access, and infrastructure requirements.

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 all 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 7-Eleven - 4016 N. Dupont Highway 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 2026.

Trip Generation

Trip generation for the proposed development was computed using comparable land uses and equations contained in the Trip Generation Manual, Twelfth 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:

- 4,816 square foot Convenience Store / Gas Station (9-15 Vehicle Fueling Positions) (ITE Land Use Code 945)

Table 1: 7-Eleven - 4016 N. Dupont Highway Peak Hour Trip Generation

Land Use		Weekday ADT	Weekday AM Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
		Total	In	Out	Total	In	Out	Total	In	Out	Total
LUC 945	Total	2,793	117	117	234	121	121	242	121	121	242
	Existing	--	-1	-2	-3	-6	-3	-9	-3	-2	-5
	Pass-by	--	-88	-87	-175	-86	-89	-175	-89	-89	-178
New Trips		2,793	28	28	56	29	29	58	29	30	59

Overview of TIS

Intersections examined:

- 1) Site Entrance A and US Route 13
- 2) Site Entrance B and Hatchery Road (Kent Road 154)
- 3) Site Entrance C and Dyke Branch Road (Kent Road 331)

Conditions examined:

- 1) 2025 Existing (Case 1)
- 2) 2028 No-Build (Case 2)
- 3) 2028 Build (Case 3)

Peak hours evaluated: Weekday morning, weekday evening, and Saturday peak hours

Committed developments considered:

- 1) **McGinnis Green Lot 3:** 6,730 square foot tire store
- 2) **Villages of Noble's Pond:** 278 age-restricted detached houses
- 3) **McKee Rd Apartments:** 384 low-rise multi-family apartments, 30,000 square feet of retail space
- 4) **Estates of Verona Woods (aka Aventuris Property):** 17 single-family detached houses
- 5) **Walmart Dover Fuel Service #1736.1005:** 20 vehicle fueling pumps gasoline/service station
- 6) **Poore's Propane Gas Pumps:** 8 vehicle fueling pumps gasoline/service station addition to an existing 9,340 square foot propane/petroleum business
- 7) **Cheswold Readiness Center:** 30 weekday employee / 500 weekend employee military base
- 8) **Stonington:** 136 single-family detached houses

Intersection Descriptions

1) Site Entrance A and US Route 13

Type of Control: Existing – right-in/right-out uncontrolled driveway (T-intersection). Proposed – right-in only.

Westbound Approach: (Site Entrance A) Existing – one right-turn lane. Proposed – right-in only

Northbound Approach: (US Route 13) one left-turn lane for downstream intersection, two through lanes, and one proposed right-turn lane.

Southbound Approach: (US Route 13) two through lanes (divided roadway).

2) Site Entrance B and Hatchery Road

Type of Control: Existing – one-way stop control (T-intersection). Proposed – two-way stop control.

Eastbound Approach: (Site Entrance B) Proposed – one shared left-turn/through/right-turn lane.

Westbound Approach: (Alliance Driveway) Existing – one shared left-turn/right-turn lane. Proposed – one shared left-turn/through/right-turn lane.

Northbound Approach: (Hatchery Road) Existing – one shared through/right-turn lane.
Proposed – one shared left-turn/through/right-turn lane.

Southbound Approach: (Hatchery Road) Existing – one shared left-turn/through lane.
Proposed – one shared left-turn/through lane and one right-turn lane.

3) Site Entrance C and Dyke Branch Road

Type of Control: One-way stop control (T-intersection).

Eastbound Approach: (Dyke Branch Road) Existing – one shared through/right-turn lane.
Proposed – one through lane and one right-turn lane.

Westbound Approach: (Dyke Branch Road) one shared left/through lane.

Northbound Approach: (Site Entrance C) one shared left-turn/right-turn lane; stop controlled.

Safety Evaluation

Crash Data: Delaware Crash Analysis Reporting System (CARS) data was provided in the TIS for a three-year period from October 21, 2022, through October 12, 2025. The crash data indicates that 14 crashes occurred within the study area over that timeframe, with 13 occurring along US Route 13 near the proposed Site Entrance A.

US Route 13: Of the 13 crashes, 9 were front-to-rear collisions and 2 were same direction sideswipes. There is a high density of commercial entrances to US Route 13 in this area and none of them have dedicated right-turn lanes. The proposed development is recommended to construct a dedicated right-turn lane for the proposed right-in only Site Entrance A.

Dyke Branch Road at Hatchery Road: One crash was reported near this intersection that involved one vehicle impacting an animal in the roadway. Although this is not a study intersection, it includes the area of proposed Site Entrances B and C.

Sight Distance: The proposed site accesses on US Route 13, Dyke Branch Road, and Hatchery Road were observed to have an unobstructed view looking from the proposed driveway approaches with no apparent visual obstructions in either direction. As always 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 one fixed-route transit bus service in the area of the proposed development. Route 302 (Intercounty) runs along US 13 from Dover to Middletown. The closest stops to the proposed development are approximately 500 feet north of Dyke Branch Road at the intersection of US Route 13 and Marion Drive.

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

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

- US Route 13
 - Connector Bicycle Route with Bikeway
 - Over 5,000 vehicles daily and challenging for cyclists

US Route 13 has shoulders in both directions throughout the area. However, marked bike lanes adjacent to right-turn lanes and other bicycle related pavement markings are inconsistent along the corridor. The nearest marked pedestrian crossing of US Route 13 is approximately 2,300 feet south of Dyke Branch Road.

Planned bicycle and pedestrian facilities: The developer should construct a sidewalk along the site frontages, provide pedestrian crossings at the site entrances, and provide connections to pedestrian and bicycle facilities within the proposed development.

Previous Comments

The initial scoping memorandum between the developer and DelDOT was dated October 20, 2025.

In a review letter dated December 31, 2025, DelDOT commented on the combined Traffic Count and Preliminary TIS submission. The developer was asked to update traffic volume figures and adjust trip generation for committed developments. The developer was asked to complete the changes and resubmit the combined Traffic Count and Preliminary TIS submission.

In a second review letter dated January 22, 2026, DelDOT found the submission to be acceptable and directed the developer 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) The TIS and McCormick Taylor used Highway Capacity Software (HCS) to complete the traffic analyses.
- 2) The TIS used default HCS values for heavy vehicle percentages (HV%). McCormick Taylor used 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 assumed 3% HV at proposed site entrances in future conditions.
- 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)
7-Eleven - 4016 N. Dupont Highway Traffic Impact Study – February 2026
Prepared by Traffic Concepts, Inc.

Unsignalized Intersection ¹ Right-In / Right-Out	LOS per TIS			LOS per McCormick Taylor		
	Weekday AM	Weekday PM	Saturday MID	Weekday AM	Weekday PM	Saturday MID
1 – Site Entrance A and US Route 13						
2025 Existing Condition (Case 1)						
Westbound Driveway – Right-Out	B (12.4)	C (19.2)	C (15.8)	B (13.6)	C (21.2)	C (17.3)
2028 Without Development (Case 2)						
Westbound Driveway – Right-Out	B (13.1)	C (21.0)	C (17.6)	B (14.5)	C (23.3)	C (19.4)
2028 With Development (Case 3)						
Northbound – Right-In Only ²	--	--	--	--	--	--

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.

² Proposed Site Entrance A is Right-In Only and has no conflicting movements or control delay.

Table 3
Peak Hour Levels of Service (LOS)
7-Eleven - 4016 N. Dupont Highway Traffic Impact Study – February 2026
Prepared by Traffic Concepts, Inc.

Unsignalized Intersection ³ Two-Way Stop-Control	LOS per TIS			LOS per McCormick Taylor		
2 – Site Entrance B and Hatchery Road	Weekday AM	Weekday PM	Saturday MID	Weekday AM	Weekday PM	Saturday MID
2025 Existing Condition (Case 1)						
Westbound Alliance Driveway	A (8.5)	A (8.5)	-- ⁴	A (8.5)	A (8.5)	-- ⁴
Southbound Hatchery Road – Left	A (7.3)	A (7.3)	A (7.2)	A (7.3)	A (7.3)	A (7.2)
2028 Without Development (Case 2)						
Westbound Alliance Driveway	A (8.5)	A (8.5)	-- ⁴	A (8.5)	A (8.5)	-- ⁴
Southbound Hatchery Road – Left	A (7.3)	A (7.3)	A (7.2)	A (7.3)	A (7.3)	A (7.2)
2028 With Development (Case 3)						
Eastbound Site Entrance B	A (9.0)	A (9.0)	A (8.8)	A (8.9)	A (8.9)	A (8.7)
Westbound Alliance Driveway	A (8.5)	A (8.5)	-- ⁴	A (8.4)	A (8.5)	-- ⁴
Northbound Hatchery Road – Left	A (7.3)	A (7.3)	A (7.3)	A (7.3)	A (7.3)	A (7.3)
Southbound Hatchery Road – Left	A (7.3)	A (7.3)	A (7.2)	A (7.3)	A (7.3)	A (7.3)

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.

⁴ There is no volume assigned to this movement and therefore no delay is calculated.

Table 4
Peak Hour Levels of Service (LOS)
7-Eleven - 4016 N. Dupont Highway Traffic Impact Study – February 2026
Prepared by Traffic Concepts, Inc.

Unsignalized Intersection ⁵ One-Way Stop-Control	LOS per TIS			LOS per McCormick Taylor		
	Weekday AM	Weekday PM	Saturday MID	Weekday AM	Weekday PM	Saturday MID
3 – Site Entrance C and Dyke Branch Road						
2025 Existing Condition (Case 1)						
Westbound Dyke Branch Road – Left	A (7.3)	A (7.3)	A (7.3)	A (7.3)	A (7.4)	A (7.3)
Northbound Site Entrance C	A (8.6)	A (8.6)	-- ⁶	A (8.5)	A (8.6)	-- ⁶
2028 Without Development (Case 2)						
Westbound Dyke Branch Road – Left	A (7.3)	A (7.3)	A (7.3)	A (7.3)	A (7.4)	A (7.3)
Northbound Site Entrance C	A (8.6)	A (8.6)	-- ⁶	A (8.6)	A (8.6)	-- ⁶
2028 With Development (Case 3)						
Westbound Dyke Branch Road – Left	A (7.5)	A (7.5)	A (7.4)	A (7.4)	A (7.4)	A (7.4)
Northbound Site Entrance C	B (10.4)	B (10.4)	B (10.0)	A (9.6)	B (10.1)	A (9.7)

⁵ 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.

⁶ There is no volume assigned to this movement and therefore no delay is calculated.