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

SHANTÉ A. HASTINGS
SECRETARY

February 2, 2026

Ms. Teresa Scrocca P.E., PTOE
Pennoni Associates, Inc.
121 Continental Drive, Suite 207
Newark, DE 19713

Dear Ms. Scrocca,

The enclosed Traffic Impact Study (TIS) review letter for the **Seaford Business Park** (Tax Parcel: 331-4.00-19.00) 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:lw
Enclosures
cc with enclosures: Travis Martin, Chesapeake Plumbing and Heating, Inc
Robert Plitko, PLITKO, LLC
Toni Patton, Pennoni Associates, Inc.
Will Kernodle, PLITKO, LLC
David L. Edgell, Office of State Planning Coordination
Trisha Newcomer, City of Seaford
Charles Anderson, City of Seaford
Jamie Whitehouse, Sussex County Planning & Zoning
Andrew J. Parker, McCormick Taylor, Inc.
Tucker Smith, McCormick Taylor, Inc.
DelDOT Distribution

DelDOT

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
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
Austin Gray, Assistant Director, Statewide & Regional Planning, Planning
Anson Gock, Planner, Statewide & Regional Planning, Planning
Jeff Van Horn, Director, Economic Development Coordination
Todd Sammons, Assistant Director, Economic Development Coordination
Brian Yates, Process and Quality Control Engineer, Economic Development Coordination
Wendy Polasko, Subdivision Engineer, Economic Development Coordination
John Pietrobono, Acting Sussex Review Coordinator, Economic Development Coordination
Jose Quixtan, Sussex Review Engineer, Economic Development Coordination
Sireen Muhtaseb, TIS Engineer, Economic Development Coordination
Ben Fisher, TIS Review Engineer, Economic Development Coordination
Tijah Jones, TIS Review Engineer, Economic Development Coordination

February 2, 2026

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 09A – Seaford Business Park

Dear Ms. Muhtaseb:

McCormick Taylor has completed its review of the Revised Traffic Impact Study (TIS) for the Seaford Business Park development prepared by Pennoni Associates, Inc., dated November 18, 2025. Pennoni prepared the report in a manner generally consistent with DelDOT's Development Coordination Manual.

The Revised TIS evaluates the impacts of the proposed Seaford Business Park development to be located on the east side of US Route 13, approximately 3,000 feet south of Bridgeville Highway (Sussex Road 13), opposite Elm Street, in the City of Seaford, Delaware. The proposed development would consist of 6,500 square feet of convenience store/gas station (20 vehicle fueling positions), 112,500 square feet of industrial park space, and 92,250 square feet of business park space. Site access is proposed via a signalized full-movement entrance along US Route 13. Construction is anticipated to be complete in 2030.

This review letter includes relevant content from DelDOT's prior review of the original TIS for the Seaford Business Park, prepared by Pennoni and dated July 15, 2025. The original TIS evaluated a larger proposed development on the same site consisting of approximately 1,118,300 square feet of industrial space, 171,625 square feet of retail space, a 95-room hotel, a five-court tennis facility, and a seven-court tennis/racquet club. Full buildout was anticipated in 2027. The Revised TIS provides capacity analyses at only two locations: (1) US Route 13 / Site Entrance / Elm Street and (2) Tharp Road / Middleford Road. The Tharp Road / Middleford Road intersection is included because the proposed development evaluated in the original TIS resulted in a LOS deficiency at that location. The developer has since reduced the proposed development size (and, as a result, the number of trips it will generate) to avoid the need for improvements at this intersection, and DelDOT must confirm that the reduced development scope no longer warrants off-site mitigation. The US Route 13 / Site Entrance / Elm Street intersection is included in the Revised TIS because the developer continues to propose a new traffic signal. With the reduced trip generation, the Revised TIS must re-evaluate traffic signal warrants to determine whether signalization is justified.

Additionally, the supplemental analysis included in the Revised TIS for the US Route 13 / Site Entrance / Elm Street and Tharp Road / Middleford Road intersections use reduced committed

development volumes that exclude the proposed Gallery Pointe development. The Gallery Pointe development has an uncertain timeline and had not received final Local Land Use Agency approval at the time of Final TIS submission. Therefore, excluding Gallery Pointe site trips from the Revised TIS analysis is consistent with the DelDOT's Development Coordination Manual (DCM). However, the Original TIS analysis for the remaining 10 study intersections continues to include Gallery Pointe site trips.

The subject land is located on an approximately 103.84-acre parcel. The land is currently zoned as C-2 (Highway Commercial), and the developer plans to rezone a portion of the land to M-1 (Light Industrial).

Relevant and On-Going Projects and Studies

Currently, DelDOT has two relevant and ongoing projects 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 Seaford Business Park development proposes direct access to US Route 13 in an area identified as Investment Level 1 in the Strategies for State Policies and Spending. Direct access may be permitted if there is no reasonable alternative access. More details on DelDOT's CCPP are available at the following link: https://deldot.gov/Programs/corr_cap/

DelDOT's *Replacement of Bridge 3-237 on Old Furnace Road over Nanticoke River* (State Contract No. T202207301) project is currently in the design and planning phase. The project is located immediately east of the intersection of Old Furnace Road and Middleford Road and proposes to widen Old Furnace Road and replace the deteriorated bridge. Construction is expected to start in 2030. More information on this project is available at the following link: https://deldot.gov/projects/index.shtml?dc=details&projectNumber=T202207301

Summary of Analysis Results

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

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

Intersection	*Existing Traffic Control*	*Situations for which deficiencies occur*
1 – US Route 13 / Site Entrance / Elm Street	Unsignalized	2027 with development AM, PM, and SAT (Case 3)
3 – US Route 13 / Old Furnace Rd / Elks Rd	Unsignalized	2027 with development PM and SAT (Case 3)
5 – US Route 13 / Tharp Rd / Herring Run Rd	Signalized	2027 with development PM and SAT (Case 3)
7 – Middleford Rd / Mellin Rd / Old Furnace Rd	Unsignalized	2024 existing PM (Case 1) 2027 without development AM, PM, and SAT (Case 2) 2027 with development AM, PM, and SAT (Case 3)

1 - US Route 13 / Elm Street / Site Entrance (See Recommendations 2, 3, and 4 & Table 2, Page 22)

This unsignalized intersection experiences LOS deficiencies during the AM, PM, and Saturday peaks in Case 3. In Case 3, during the PM peak hour, the westbound site entrance is expected to operate at LOS F with 292 seconds of delay. The developer recommends a traffic signal at this intersection to mitigate the LOS deficiency and has prepared a Traffic Signal Justification Study (TSJS) demonstrating that the Manual on Uniform Traffic Control Devices (MUTCD) warrants for a traffic signal are satisfied for Warrant 1 (eight-hour vehicular volume), Warrant 2 (four-hour vehicular volume) and Warrant 3 (peak hour vehicular volume) when using Case 3 volumes reflecting the revised, scaled back development. DelDOT has reviewed and approved the TSJS. With a traffic signal, this intersection is expected to operate at LOS C with 20 seconds of delay. Therefore, the developer is required to enter into a signal agreement to design and install a signal at the site entrance.

3 – US Route 13 / Old Furnace Road / Elks Road (See Table 4, Page 24)

This unsignalized RCUT (Restricted Crossing U-turn) intersection experiences LOS deficiencies during the PM and Saturday peaks in Case 3. During the PM peak, the southbound US Route 13 left-turn is expected to operate at LOS E with 44 seconds of delay with queues over 110 feet long (4.3 vehicles). The developer did not recommend improvements to mitigate this deficiency. However, with the proposed traffic signal at the intersection of US Route 13 / Elm Street / Site Entrance, there will likely be increased gaps in northbound traffic through this intersection that would provide opportunities for vehicles to make a southbound left-turn. Accounting for these additional gaps, the actual delay at the intersection could be less than reported in Table 4. Installing

a traffic signal at this intersection may mitigate the LOS deficiency, however a traffic signal is not recommended at this time.

5 – US Route 13 / Tharp Road / Herring Run Road (See Table 6, Page 26)

This signalized intersection, which is one of the 10 study intersections analyzed in the Original TIS with Gallery Pointe site trips included, experiences LOS deficiencies during the PM and Saturday peaks in Case 3. During the Saturday peak in Case 2, the intersection is expected to operate at LOS D with 54 seconds of delay. In Case 3 with the addition of the proposed site trips, the intersection is expected to operate at LOS E with 64 seconds of delay. The TIS stated that other developments are responsible for making improvements at the intersection, including a second southbound left-turn lane, a second eastbound through lane, and a second westbound through lane. However, there are no improvements pending by other developers. With the addition of at least the second southbound left-turn lane and the second eastbound through lane, the intersection is expected to operate with LOS D during all peak hours. Because the future analysis at this intersection includes significant traffic from the proposed Gallery Pointe development which has an uncertain timeline, and because the Seaford Business Park's impact is only 3 additional seconds of delay during the weekday PM peak hour (and 10 seconds added during the summer Saturday peak hour), resulting in LOS E for both the PM and Saturday peaks, and considering the significant effort and cost involved with mitigating the deficiencies, we recommend that the Seaford Business Park developer make no improvements at this intersection.

6 – Tharp Road / Middleford Road (See Table 7, Page 27)

With the volumes modeled in the original TIS, this unsignalized intersection experiences LOS deficiencies during the PM peak in Cases 2 and 3. During the PM peak in Case 2, the eastbound Tharp Road approach is expected to operate at LOS F with 82 seconds of delay. In Case 3 with the addition of the proposed site trips, the eastbound Tharp Road approach is expected to operate at LOS F with 215 seconds of delay. The developer does not propose any improvements at this intersection. While converting the intersection to an all-way stop-control, constructing a roundabout, or installing a traffic signal may mitigate the LOS deficiency, the Department does not support an all-way stop control or signalization at this intersection from an operational standpoint.

However, with the volumes modeled in the revised TIS, during the Case 3 PM peak, the eastbound Tharp Road approach is expected to operate acceptably at LOS D with 35 seconds of delay. Therefore, under the revised TIS with the scaled back proposed development, there would be no LOS deficiency and mitigation is not required. Additionally, if future land uses associated with the proposed development exceeds what is modeled in the revised TIS, traffic impacts at this intersection will be re-evaluated at that time, and any potential mitigation, including a roundabout, shall be determined in coordination with DelDOT based on updated conditions.

7 – Middleford Road / Mellin Road / Old Furnace Road (See Recommendation 5 & Table 8, Page 28)

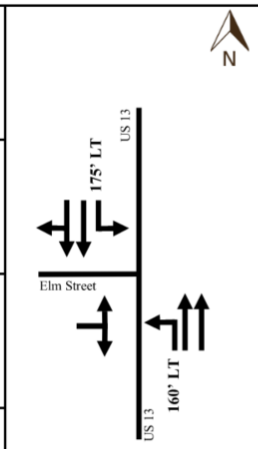
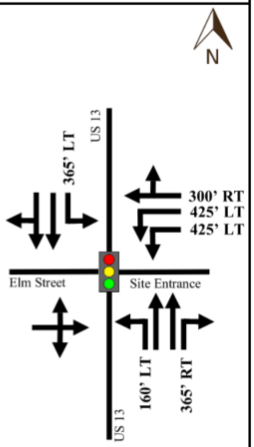
This unsignalized intersection experiences LOS deficiencies during the PM peak in Cases 1, 2, and 3, and the AM and Saturday peaks in Cases 2 and 3. During the PM peak in Case 2, the westbound Old Furnace Road approach is expected to operate at LOS F with 224 seconds of delay. In Case 3 with the addition of the proposed site trips, the westbound Old Furnace Road approach is expected to operate at LOS F with 298 seconds of delay. The developer notes that DelDOT's *Replacement of Bridge 3-237 on Old Furnace Road over Nanticoke River* (State Contract No. T202207301) project is expected to make improvements at the intersection. As of August 2025, the scope of this project has changed, and the intersection is no longer included in the current DelDOT project. A Traffic Signal Justification Study (TSJS) was previously completed for this intersection by another developer, and it was reviewed and initially approved by DelDOT. Constructing a roundabout or installing a traffic signal may mitigate the LOS deficiency, however DelDOT is still considering what type of traffic control should be implemented at this intersection. Therefore, it is recommended that the Seaford Business Park developer make an equitable share contribution to the Traffic Signal Revolving Fund (TSRF).

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 construct the signalized full-movement Site Entrance on US Route 13, opposite Elm Street. The proposed configuration is shown in the table below.

Approach	Current Configuration		Approach	Proposed Configuration	
Eastbound Elm Street	One shared left / right turn lane. Stop control.		Eastbound Elm Street	One shared left / through / right turn lane.	
Westbound	Approach does not exist.		Westbound Site Entrance	Two left turn lanes and one shared through / right turn lane.	
Northbound US 13	One left turn lane and two through lanes.		Northbound US 13	One left turn lane, two through lanes, and one right turn lane.	
Southbound US 13	One U-turn lane, one through lane, and one shared through / right turn lane.		Southbound US 13	One left turn lane, two through lanes, and one shared through / right turn lane.	

At the proposed Site Entrance intersection, a northbound right-turn lane is warranted along US Route 13 based on DelDOT's Auxiliary Lane Worksheet. Initial recommended minimum turn lane length (excluding taper) is a 365-foot right-turn lane on northbound US Route 13. The existing southbound left-turn / U-turn lane should be extended to accommodate the 95th percentile queues plus the deceleration length. Initial recommended minimum turn lane length (excluding taper) is a 365-foot left-turn lane on southbound US Route 13. The existing left-turn lane on northbound US Route 13 is sufficient and does not need to be extended. On the westbound Site Entrance approach, based on queueing analysis, the recommended minimum turn lane lengths (excluding taper) include: two 425-foot left-turn lanes and one shared through / right-turn lane with at least 300-feet of storage before any internal intersections. Additionally, on the westbound approach, a raised median should be constructed between US Route 13 and the eastern extent of the dual left-turn lanes. 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 enter into a traffic signal agreement to design and construct a traffic signal with pedestrian crossings at the intersection of US Route 13 and Elm Street / Site Entrance. Intersection geometry and minimum recommended turn lane lengths are presented in Recommendation 2 above. At the signalized intersection the developer should also construct signalized pedestrian crossings on the north, south, and western legs of the intersection, along with channelized right turns for the northbound and westbound right-turns. The developer should coordinate with DelDOT's Subdivision Section to determine final turn lane lengths and other design details during the site plan review.

4. The developer should design and construct the closure of two median crossovers on US Route 13. The first crossover is located approximately 957 feet north of Elm Street and the second is located approximately 905 feet south of Elm Street. The closures should include the removal of the northbound and southbound turn lanes and prohibition of all eastbound and westbound through and left-turn movements. The developer should coordinate with DelDOT's Development Coordination and Traffic Sections to determine other design details during the site plan review.

5. The developer should contribute to the Traffic Signal Revolving Fund (TSRF) for a potential future traffic signal at the intersection of Middleford Road / Mellin Road / Old Furnace Road. The TSRF contribution amount is $10,170. The developer should coordinate with DelDOT's Development Coordination Section to determine the terms of the TSRF contribution.

6. The developer should promote and pursue connections between the proposed access roadway (which intersects with US Route 13 at the Site Entrance / Elm Street) and the adjacent parcels north, south, and east of the proposed development. These connections would reduce the need for direct access to US Route 13 from other nearby properties both developed and undeveloped.

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

   a. Per the DelDOT Development Coordination Manual section 5.2.9.2, bicycle lanes are required where right-turn lanes are being installed.

   b. Appropriate bicycle symbols, directional arrows, pavement markings, and signing should be included along bicycle facilities and turn lanes within the project limits.

   c. A minimum 15-foot-wide permanent easement from the edge of the final determined right-of-way should be dedicated to DelDOT within the site frontages along US Route 13. Along the frontages, a minimum of a 10-foot wide shared-use path should be constructed. The shared-use path should meet AASHTO and ADA standards and should have a minimum of a five-foot buffer from the roadway. At the property boundaries, the shared-use path should connect to the adjacent property or to the shoulder in accordance with DelDOT's Development Coordination Manual. The developer shall coordinate with DelDOT's Development Coordination Section through the plan review process to determine the details of the shared-use path design and connections/terminations at or before 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 shared-use path along the site frontages.

   f. Improve the existing bus stop on the east side of US Route 13, north of Elm Street (ID # 3501), to include a Type 2 (12'x13') bus stop pad with a bus pull-off. The bus stop should remain on the far side of the entrance. Bus stop pads should connect to shared use paths and sidewalks. Location, size, and type of bus pad will be determined through coordination with the Delaware Transit Corporation (DTC).

   g. Improve the existing bus stop on the west side of US Route 13, south of Elm Street (ID # 3500), to include a Type 2 (5'x8') bus stop pad with a bus pull-off. The bus stop should remain on the far side of the entrance. Bus stop pads should connect to shared use paths and sidewalks. Location, size, and type of bus pad will be determined through coordination with the Delaware Transit Corporation (DTC).

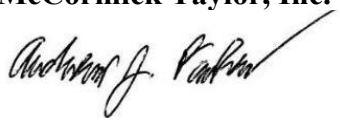
Improvements in this TIS may be considered "significant" under DelDOT's *Work Zone Safety and Mobility Procedures and Guidelines*. These guidelines are available on DelDOT's website at http://deldot.gov/Publications/manuals/de_mutcd/index.shtml.

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.

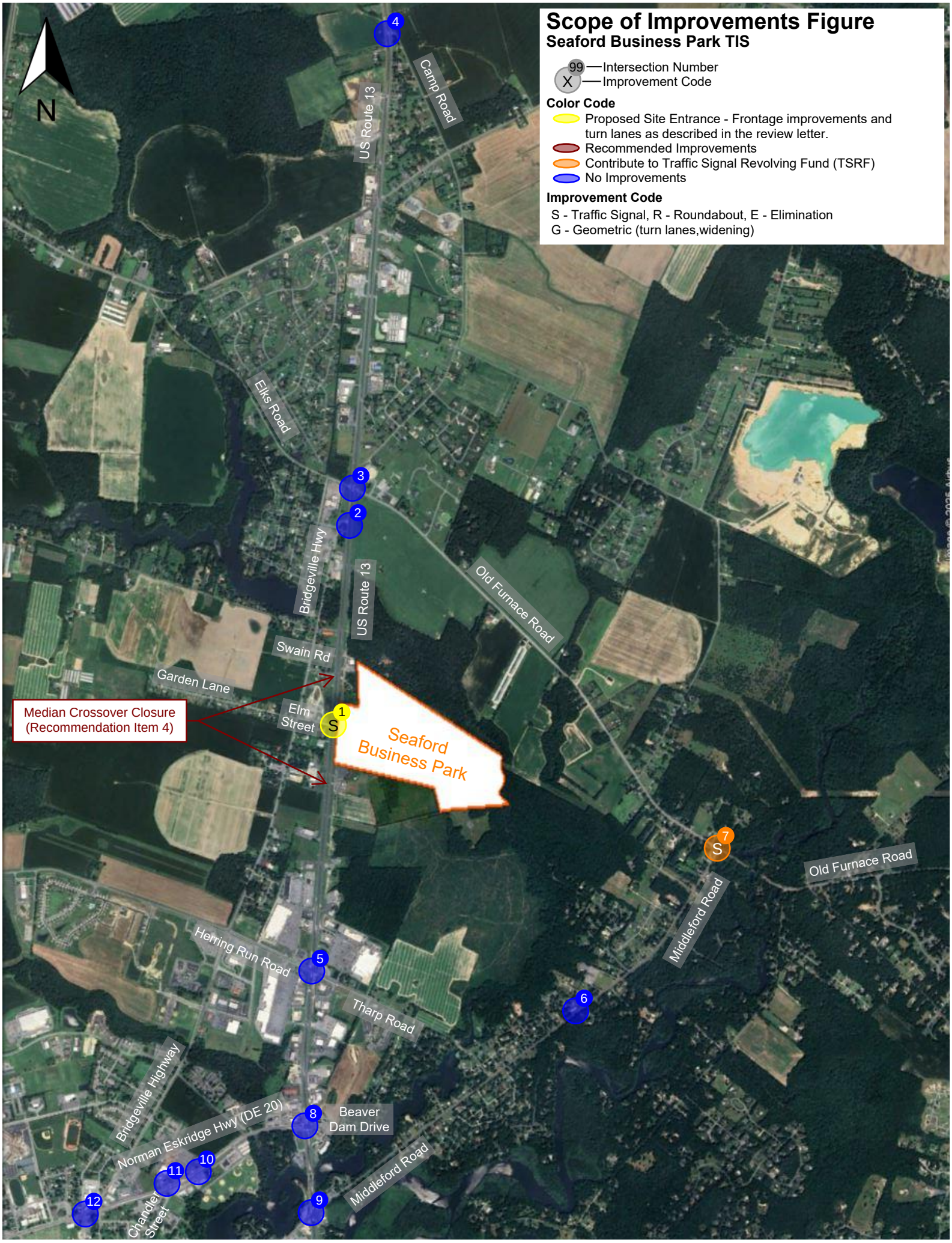
Sincerely,

McCormick Taylor, Inc.



Andrew J. Parker, PE, PTOE
Project Manager

Enclosure


Scope of Improvements Figure
Seaford Business Park TIS
99 — Intersection Number
X — Improvement Code
Color Code
Proposed Site Entrance - Frontage improvements and turn lanes as described in the review letter.
Recommended Improvements
Contribute to Traffic Signal Revolving Fund (TSRF)
No Improvements
Improvement Code
S - Traffic Signal, R - Roundabout, E - Elimination
G - Geometric (turn lanes,widening)
N
US Route 13
Camp Road
Elks Road
Bridgeville Hwy
US Route 13
Old Furnace Road
Swain Rd
Garden Lane
Elm Street
Median Crossover Closure (Recommendation Item 4)
Seaford Business Park
Old Furnace Road
Middleford Road
Herring Run Road
Tharp Road
Bridgeville Highway
Norman Eskridge Hwy (DE 20)
Beaver Dam Drive
Middleford Road
Chandler Street
4
3
2
1
S
7
S
5
6
8
10
11
12
9

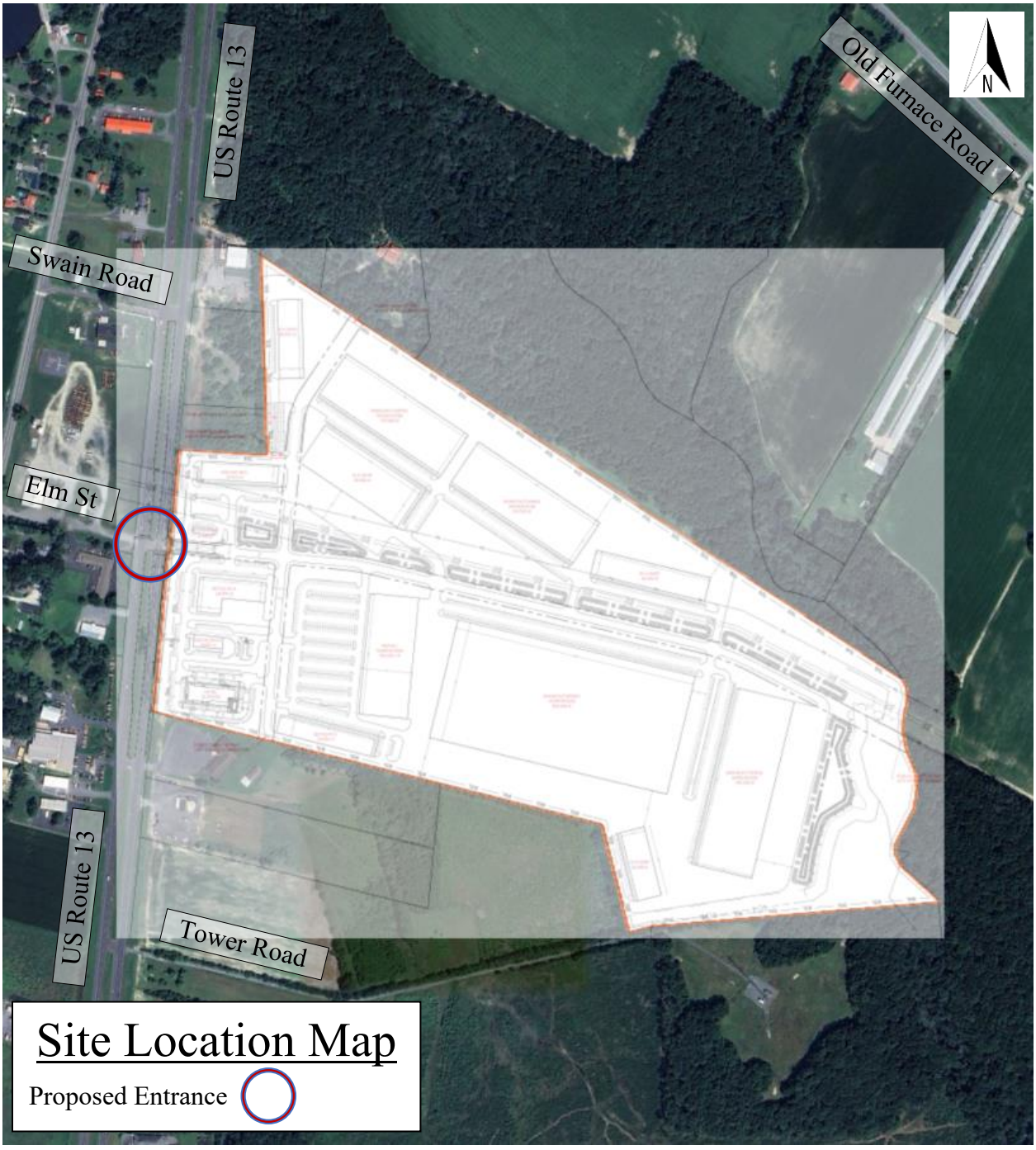
General Information

Report date: July 15, 2025; Revised TIS dated November 18, 2025.
Prepared by: Pennoni Associates, Inc.
Prepared for: Seaford Industrial LLC
Tax parcels: 331-4.00-19.00
Generally consistent with DelDOT's Development Coordination Manual: Yes

Project Description and Background

Description: According to the revised TIS reflecting a scaled back proposed development, the Seaford Business Park development would consist of 6,500 square feet of convenience store/gas station (20 vehicle fueling positions), 112,500 square feet of industrial park space, and 92,250 square feet of business park space. The original TIS proposed 1,118,300 square feet of industrial park, 171,625 square feet of retail space, a 95-room hotel, a 5-court tennis court facility, and a 7-court tennis/racquet club facility.
Location: The site is to be located on the east side of US Route 13, approximately 3,000 feet south of Bridgeville Highway (Sussex Road 13), opposite Elm Street, in the City of Seaford, Delaware. A site location map is included on page 12.
Amount of land to be developed: an approximately 103.84-acre parcel.
Land use approval(s) needed: The land is currently zoned as C-2 (Highway Commercial), and the developer plans to rezone a portion of the land to M-1 (Light Industrial).
Proposed completion year: 2030 (the original TIS proposed 2027)
Proposed access locations: Site access is proposed via a signalized full-movement entrance along US Route 13.
Average Daily Traffic Volumes (per DelDOT Traffic Summary 2024):

- US Route 13: 22,077 vehicles/day


US Route 13
Old Furnace Road
N
Swain Road
Elm St
US Route 13
Tower Road
Site Location Map
Proposed Entrance

2020 Delaware Strategies for State Policies and Spending

Location with respect to the Strategies for State Policies and Spending Map of Delaware: The proposed Seaford Business Park 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 Seaford Business Park development would include 1,118,300 square feet of industrial park, 171,625 square feet of retail space, a 95-room hotel, a 5-court tennis court facility, and a 7-court tennis/racquet club facility, 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, December 2018)

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, dated December 2024, indicates that the land included in the proposed Seaford Business Park development is within the Town Limits. The map also confirms that the parcels are currently zoned as C-2.

Proposed Development's Compatibility with Comprehensive Plan:
The proposed Seaford Business Park development with 6,500 square feet of convenience store/gas station (20 vehicle fueling positions), 112,500 square feet of industrial park space, and 92,250 square feet of business park space., 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 several relevant and ongoing projects 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 Seaford Business Park development proposes direct access to US Route 13 in an area identified as Investment Level 1 in the Strategies for State Policies and Spending. Direct access may be permitted if there is no reasonable alternative access. Direct access may be temporary and could be removed if DelDOT or another developer construct improvements such as a local access road. More details on DelDOT's CCPP are available at the following link: https://deldot.gov/Programs/corr_cap/

DelDOT's *Replacement of Bridge 3-237 on Old Furnace Road over Nanticoke River* (State Contract No. T202207301) project is currently in the design and planning phase. The project is located immediately east of the intersection of Old Furnace Road and Middleford Road and proposes to widen Old Furnace Road and replace the deteriorated bridge. Construction is expected to start in 2030. More information on this project is available at the following link: https://deldot.gov/projects/index.shtml?dc=details&projectNumber=T202207301

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:

- Industrial Park (Land Use Code 130)
- Hotel (Land Use Code 310)
- Shopping Center (Land Use Code 820)
- Tennis Courts (Land Use Code 490)
- Raquet/Tennis Club (Land Use Code 491)

Table 1: Seaford Business Park Development Trip Generation

Land Use	Phase	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 130 LUC 310	Total	14,592	501	202	703	531	772	1303	741	870	1,611
LUC 820 LUC 490 LUC 491	Internal Capture		44	44	88	60	60	120	75	75	140
	Pass-by		-0	-0	-0	-104	-120	-224	-136	-133	-269
Total Trips		**14,592**	**457**	**158**	**615**	**367**	**592**	**959**	**530**	**662**	**1,192**

Overview of TIS

Intersections examined:

1) US Route 13 / Site Entrance / Elm Street
2) US Route 13 / Bridgeville Highway
3) US Route 13 / Old Furnace Road / Elks Road
4) US Route 13 / Camp Road
5) US Route 13 / Herring Run Road / Tharp Road
6) Tharp Road / Middleford Road
7) Middleford Road / Mellin Road / Old Furnace Road
8) US Route 13 / Norman Eskridge Highway (DE 20) / Beaver Dam Drive
9) US Route 13 / Middleford Road
10) Norman Eskridge Highway (DE 20) / Ames Place / Dover Electric Supply Drive
11) Norman Eskridge Highway (DE 20) / Chandler Street
12) Norman Eskridge Highway (DE 20) / Bridgeville Highway / N. Front Street

Conditions examined:

1) 2024 Existing (Case 1)
2) 2027 without development (Case 2) *
3) 2027 with development (Case 3) *

* Note: Intersection 1 - US Route 13 & Site Entrance / Elm Street and Intersection 6 - Tharp Road / Middleford Road were modeled with reduced development in 2030 with development.]

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

Committed developments considered:

1) Mearfield Single Family: 107 single family detached houses
2) Mearfield Section 2: 145 condominiums / townhomes
3) Melanie's Ridge (Haggerty Property): 264 apartment units and 10,000 square feet of retail space
4) Villages of Stoneybrook: 150 townhouses / condominiums
5) Western Sussex Business Campus: 488,766 square foot business park
6) Dolby: 338 single-family detached houses
7) Gallery Pointe: 363,000 square foot shopping center, 120-room hotel, 383 single-family detached houses, 192 units low-rise multifamily housing **
8) Aldi, Inc. – Seaford: 20,264 square foot supermarket

** Note: Gallery Pointe is not included as a committed development in Cases 2 and 3 – 2030 with development, at the intersections of US Route 13 & Site Entrance / Elm Street and Tharp Road / Middleford Road.

Intersection Descriptions

1) **US Route 13 & Site Entrance / Elm Street**
   Type of Control: existing one-way stop (T-intersection), proposed signal
   Eastbound Approach: (Elm Street) existing one shared left / right-turn lane. Proposed one shared left / through / right-turn lane.
   Westbound Approach: (Site Entrance) proposed two left-turn lanes, and one shared through / right-turn lane.
   Northbound Approach: (US Route 13) existing one left-turn lane, two through lanes, and one proposed right-turn lane.
   Southbound Approach: (US Route 13) existing one U/turn / left-turn lane, one through lane, and one shared through / right-turn lane.

2) **US Route 13 & Bridgeville Highway**
   Type of Control: one-way stop (T-intersection)
   Eastbound Approach: (Bridgeville Highway) one right-turn lane. Stop controlled.
   Southbound Approach: (US 13) two through lanes and one right-turn lane.

3) **US Route 13 & Old Furnace Road / Elks Road**
Type of Control: two-way stop controlled. Restricted Crossing U-Turn (RCUT).
Eastbound Approach: (Elks Road) one right-turn lane. Stop controlled.
Westbound Approach: (Old Furnace Road) one right-turn lane. Stop controlled.
Northbound Approach: (US 13) one stop-controlled left-turn lane, two through lanes, and one right-turn lane.
Southbound Approach: (US 13) one stop-controlled left-turn lane, two through lanes, and one right-turn lane.

4) **US Route 13 & Camp Road**
Type of Control: one-way stop (T-intersection)
Westbound Approach: (Camp Road) one shared left / through / right-turn lane. Stop controlled.
Northbound Approach: (US Route 13) one existing left-turn lane, two through lanes, and one right-turn lane.
Southbound Approach: (US Route 13) one existing left-turn lane, and two through lanes.

5) **US Route 13 & Herring Run Road / Tharp Road**
Type of Control: signalized
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 lanes, two through lanes, and one right-turn lane (yield control).
Southbound Approach: (US 13) one left-turn lane, two through lanes, and one right-turn lane (yield control).

6) **Middleford Road & Tharp Road**
Type of Control: two-way stop
Eastbound Approach: (Tharp Road) one shared left-turn / right-turn lane. Stop controlled.
Northbound Approach: (Middleford Road) one shared left-turn / through lane.
Southbound Approach: (Middleford Road) one shared through / right-turn lane.

7) **Old Furnace Road & Middleford Road / Mellin Road**
Type of Control: four way stop-controlled
Eastbound Approach: (Old Furnace Road) one shared left / through / right-turn lane.
Westbound Approach: (Old Furnace Road) one shared left / through / right-turn lane.
Northbound Approach: (Middleford Road) one shared left / through / right-turn lane.
Southbound Approach: (Mellin Road) one shared left / through / right-turn lane.

8) **US Route 13 & Norman Eskridge Highway / Beaver Dam Drive**
Type of Control: signalized
Eastbound Approach: (Norman Eskridge Highway) two left-turn lanes, one through lane, and one right-turn lane (yield control).
Westbound Approach: (Beaver Dam Drive) one left-turn lane, one through lane, and one right-turn lane (yield control).
Northbound Approach: (US 13) two left-turn lanes, two through lanes, and one right-turn lane.
Southbound Approach: (US 13) one left-turn lane, two through lanes, and one right-turn lane (yield control).

9) **US Route 13 & Middleford Road**
Type of Control: signalized
Eastbound Approach: (Middleford Road) two left-turn lanes, one through lane, and one right-turn lane (yield control).
Westbound Approach: (Middleford Road) one left-turn lane, one through lane, and one right turn lane (yield control).
Northbound Approach: (US 13) one left-turn lane, two through lanes, and one right-turn lane (yield control).
Southbound Approach: (US 13) one left-turn lane, two through lanes, and one right-turn lane (yield control).

10) **Norman Eskridge Highway & Ames Plaza / Dover Electric Supply Drive**
Type of Control: signalized
Eastbound Approach: (Norman Eskridge Highway) one left-turn lane, two through lanes, and one right-turn lane.
Westbound Approach: (Norman Eskridge Highway) one left-turn lane, two through lanes, and one right-turn lane.
Northbound Approach: (Dover Electric Supply Dr) one shared left-turn / through lane and one right-turn lane.
Southbound Approach: (Ames Plaza) one left-turn lane, one shared left-turn / through turn lane, and one right turn lane (yield control).

11) **Norman Eskridge Highway & Chandler Street**
Type of Control: signalized
Eastbound Approach: (Norman Eskridge Highway) one left-turn lane, two through lanes, and one right-turn lane.
Westbound Approach: (Norman Eskridge Highway) one left-turn lane, two through lanes, and one right-turn lane.
Northbound Approach: (Chandler Street) one left-turn lane, and one right-turn lane (yield control).

12) **North Front Street / Bridgeville Highway & Norman Eskridge Highway**
Type of Control: signalized
Eastbound Approach: (Norman Eskridge Highway) one left-turn lane, one through lane, and one shared through / right-turn lane (yield control).
Westbound Approach: (Norman Eskridge Highway) one left-turn lane, one through lane, and one shared through / right-turn lane (yield control).
Northbound Approach: (North Front Street) one left-turn lane, one shared through / right-turn lane, and one right-turn lane.
Southbound Approach: (Bridgeville Highway) one left-turn lane, one through lane, and one right-turn lane.

Safety Evaluation

Crash Data: Delaware Crash Analysis Reporting System (CARS) data was provided in the TIS for the three-year period from December 5, 2021, to December 5, 2024. A total of 44 crashes occurred within the three-year period along US Route 13 between Swain Road and Tower drive. Of those 44 collisions, 14 resulted in personal injury. The two most common types of collisions were front to rear (34%) and angle (32%). It should be noted that the provided crash data only covered a half-mile section of US Route 13 and did not include the other study intersections.

Sight Distance: The study area generally consists of relatively flat roadways and there are few visual obstructions. Sight distance appears adequate throughout the study area. No problematic sight distance issues have been reported or indicated by crash data. 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 of the proposed Seaford Business Park development. DART Route 112 provides service from Georgetown to Wexford Village and Delmar and has stops at the intersection of US Route 13 and Elm St / proposed site entrance. Additionally, there are stops for DART Route 903 less than a mile away along Herring Run Road which provides service to various locations around Seaford.

Planned transit service: Delaware Transit Corporation (DTC) was contacted regarding the existing and planned transit service in the area. DTC requested that the developer improve the existing northbound stop (ID# 3501) to a Type 2 (12'x13') bus stop pad with bus pull off and improve the existing southbound stop (ID# 3500) to a Type 2 (5'x8') bus stop pad with bus pull off. DTC also requested a crosswalk across US Route 13 to connect the two bus stops.

Existing bicycle and pedestrian facilities: According to DelDOT's Sussex County Bicycle Map, US Route 13 and Middleford Road are both Suggested Connector Bicycle Routes with Bikeway and high traffic volumes. Herring Run Road and Tharp Road are Suggested Connector Bicycle Route Without Bikeway. Currently, there are no existing pedestrian facilities along the site frontage on US 13.

Planned bicycle and pedestrian facilities: A 10-foot shared-use path (SUP) is recommended along the US 13 site frontage with connections to sidewalks along internal streets.

Previous Comments

The initial scoping memorandum between the developer and DelDOT was dated October 28, 2024.

In a review letter dated January 17, 2025, DelDOT commented on the traffic counts and seasonally adjusted traffic volumes. The developer was asked to revise some volumes, growth factors and resubmit the traffic counts.

In a second review dated February 6, 2025, DelDOT commented on the traffic counts and seasonally adjusted traffic volumes, requesting edits to intersection approaches and growth factor application, and directed the developer to resubmit the traffic counts.

In a third review dated February 28, 2025, DelDOT commented on the traffic counts and seasonally adjusted traffic volumes. The developer was asked to update volumes, modify trip balancing and committed development language. The developer was asked to make the changes and proceed to the Preliminary TIS.

In a fourth review letter dated April 15, 2025, DelDOT requested modifications to committed development volumes, balancing, and updating tables and figures. The developer was asked to resubmit the Preliminary TIS.

In a fifth review letter dated May 23, 2025, DelDOT requested changes to pass-by percentages for committed and proposed developments. DelDOT also informed the developer that changes to specific turning movements along Norman Eskridge Highway (DE Route 20) have been made. The developer was asked to address the comments and resubmit the Preliminary TIS.

In a sixth review letter dated June 18, 2025, DelDOT requested updates to figures 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 used Synchro software, version 12, to complete the traffic analysis. The TIS often used results from Synchro reports and not HCM 7th Edition Reports. McCormick Taylor used Highway Capacity Software (HCS) version 2024 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 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)
Based on Seaford Business Park
Revised Traffic Impact Study – November 18, 2025
Prepared by Pennoni Associates

Unsignalized Intersection [1] Two-Way Stop-Control	**LOS per TIS**			**LOS per McCormick Taylor**		
1 – US Route 13 / Site Entrance / Elm St	Weekday AM	Weekday PM	Saturday MID	Weekday AM	Weekday PM	Saturday MID [2]
2024 Existing Condition (Case 1)						
Eastbound Elm St	C (21.1)	C (16.9)	A (0.0)	C (21.0)	C (16.9)	- [3]
Northbound US Route 13 – Left	B (12.8)	C (15.0)	B (10.5)	B (12.8)	C (15.0)	B (10.5)
Southbound US Route 13 – Left	A (0.0)	A (0.0)	A (0.0)	B (14.1)	C (17.2)	C (18.4)
2030 Without Development (Case 2)						
Eastbound Elm St	C (24.1)	C (19.1)	A (0.0)	C (24.0)	C (19.0)	-
Northbound US Route 13 – Left	B (14.2)	C (17.2)	B (11.2)	B (14.2)	C (17.2)	B (11.2)
Southbound US Route 13 – Left	A (0.0)	A (0.0)	A (0.0)	C (15.7)	C (21.1)	C (22.7)
2030 With Development (Case 3)						
Eastbound Elm St	F (297.7)	-	A (0.0)	D (34.5)	D (34.1)	-
Westbound Site Entrance – Left	F (1842.9)	-	F (3007.3)	D (31.8)	F (292.4)	F (198.3)
Northbound US Route 13 – Left	C (15.6)	C (17.9)	B (10.7)	B (14.2)	C (15.7)	B (10.8)
Southbound US Route 13 – Left	C (31.5)	F (289)	B (14.5)	B (11.7)	B (14.3)	B (14.9)
2030 With Development (Case 3) – With Improvements (Signalized)						
Overall	B (16.2)	C (26.9)	B (17.4)	B (10.3)	C (20.1)	B (14.3)

[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] LOS and delay are not presented for the eastbound approach in the Saturday peak hour because there is no volume assigned to this approach.
[3] HCS does not provide LOS or delay results for this approach although there is volume assigned.

Table 3
Peak Hour Levels of Service (LOS)
Based on Seaford Business Park Traffic Impact Study – July 2025
Prepared by Pennoni Associates

Unsignalized Intersection [4] One-Way Stop (T-Intersection)	**LOS per TIS**			**LOS per McCormick Taylor**		
2 – US Route 13 / Bridgeville Hwy	Weekday AM	Weekday PM	Saturday MID	Weekday AM	Weekday PM	Saturday MID
2024 Existing Condition (Case 1)						
Eastbound Bridgeville Highway	B (11.9)	B (12.8)	B (12.3)	B (11.9)	B (12.8)	B (12.3)
2027 Without Development (Case 2)						
Eastbound Bridgeville Hwy	B (13.1)	C (15.3)	B (14.7)	C (15.1)	C (15.3)	B (14.7)
2027 With Development (Case 3)						
Eastbound Bridgeville Hwy	B (13.9)	C (16.3)	C (16.0)	B (13.9)	C (16.3)	C (16.0)

[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.

Table 4
Peak Hour Levels of Service (LOS)
Based on Seaford Business Park Traffic Impact Study – July 2025
Prepared by Pennoni Associates

Unsignalized Intersection [5] Two-Way Stop-Control	**LOS per TIS**			**LOS per McCormick Taylor**		
3 – US Route 13 / Old Furnace Rd / Elks Rd	Weekday AM	Weekday PM	Saturday MID	Weekday AM	Weekday PM	Saturday MID
2024 Existing Condition (Case 1)						
Eastbound Elks Rd	B (13.7)	B (19.7)	B (13.2)	B (13.7)	C (15.4)	B (13.2)
Westbound Old Furnace Rd	B (13.4)	B (14.6)	C (15.2)	B (13.4)	B (14.6)	C (15.2)
Northbound US Route 13 – Left	B (10.8)	B (12.6)	B (10.8)	B (10.8)	B (13.3)	B (10.8)
Southbound US Route 13 – Left	B (11.7)	C (15.8)	B (14.1)	B (11.7)	C (15.8)	B (14.1)
2027 Without Development (Case 2)						
Eastbound Elks Rd	C (16.2)	C (19.7)	C (17.0)	C (16.2)	C (19.7)	C (17.0)
Westbound Old Furnace Rd	C (20.9)	C (22.0)	D (27.2)	C (20.9)	C (22.0)	D (27.2)
Northbound US Route 13 – Left	B (12.3)	C (15.6)	B (13.2)	B (12.3)	C (17.0)	B (13.2)
Southbound US Route 13 – Left	B (14.0)	D (29.9)	D (25.3)	B (14.1)	D (29.9)	D (25.3)
2027 With Development (Case 3)						
Eastbound Elks Rd	C (17.5)	C (21.2)	C (18.6)	C (17.5)	C (21.2)	C (18.6)
Westbound Old Furnace Rd	C (21.7)	D (25.3)	D (33.5)	C (21.7)	D (25.3)	D (33.5)
Northbound US Route 13 – Left	B (13.0)	C (16.8)	B (14.3)	B (13.0)	C (18.5)	B (14.3)
Southbound US Route 13 – Left	B (14.5)	E (43.5)	E (37.5)	B (14.6)	E (43.5)	E (37.5)

[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.

Table 5
Peak Hour Levels of Service (LOS)
Based on Seaford Business Park Traffic Impact Study – July 2025
Prepared by Pennoni Associates

Unsignalized Intersection [6] One-Way Stop (T-Intersection)	**LOS per TIS**			**LOS per McCormick Taylor**		
4 – US Route 13 / Camp Rd	Weekday AM	Weekday PM	Saturday MID	Weekday AM	Weekday PM	Saturday MID
2024 Existing Condition (Case 1)						
Westbound Camp Road	B (12.2)	B (13.6)	B (13.2)	B (12.2)	B (13.6)	B (13.2)
2027 Without Development (Case 2)						
Westbound Camp Road	B (14.3)	C (16.5)	C (16.0)	B (14.3)	C (16.5)	C (16.0)
2027 With Development (Case 3)						
Westbound Camp Road	B (14.7)	C (17.9)	C (17.4)	B (14.7)	C (17.9)	C (17.4)

[6] For both unsignalized and signalized analyses, the numbers in parentheses following levels of service are average delay per vehicle, measured in seconds. For signalized analyses, LOS analysis results are given for only the overall intersection delay.

Table 6
Peak Hour Levels of Service (LOS)
Based on Seaford Business Park Traffic Impact Study – July 2025
Prepared by Pennoni Associates

Signalized Intersection [7]	**LOS per TIS**			**LOS per McCormick Taylor**		
5 – US Route 13 / Tharp Rd / Herring Run Rd	Weekday AM	Weekday PM	Saturday MID	Weekday AM	Weekday PM	Saturday MID
2024 Existing Condition (Case 1)						
Overall	D (39.6)	D (46.1)	D (47.8)	D (37.1)	D (43.2)	D (41.7)
2027 Without Development (Case 2)						
Overall	D (51.4)	E (61.7)	E (67.6)	D (43.8)	D (52.0)	D (54.2)
2027 With Development (Case 3)						
Overall	D (52.2)	F (83.7)	F (101.0)	D (40.4)	E (55.1)	E (64.0)
2027 With Development (Case 3) – With Improvements [8]						
Overall	D (39.2)	E (58.9)	E (70.8)	D (40.2)	D (49.6)	D (54.1)

[7] 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.
[8] McCormick Taylor Recommended improvements to mitigate the overall LOS E include: Add second southbound left-turn lane, add second eastbound through lane, and widen Herring Run Road and Tharp Road as necessary to provide sufficient receiving lanes. The improvement modeled in the TIS include: Add second southbound left-turn lane, add second eastbound through lane, add second westbound through lane, and split phasing on the minor approaches.

Table 7
Peak Hour Levels of Service (LOS)
Based on Seaford Business Park
Revised Traffic Impact Study – November 18, 2025
Prepared by Pennoni Associates

Unsignalized Intersection [9] One-Way Stop (T-Intersection)	**LOS per TIS**			**LOS per McCormick Taylor**		
6 – Tharp Rd / Middleford Rd	Weekday AM	Weekday PM	Saturday MID	Weekday AM	Weekday PM	Saturday MID
2024 Existing Condition (Case 1)						
Eastbound Tharp Rd	C (16.2)	C (22.2)	C (15.7)	C (16.2)	C (22.1)	C (15.7)
Northbound Middleford Rd – Left	A (8.1)	A (0.0)	A (8.1)	A (8.1)	A (8.3)	A (8.1)
2030 Without Development (Case 2)						
Eastbound Tharp Rd	C (18.2)	D (28.9)	C (18.7)	C (18.3)	D (28.7)	C (18.7)
Northbound Middleford Rd – Left	A (8.2)	A (0.0)	A (8.2)	A (8.2)	A (8.4)	A (8.2)
2030 With Development (Case 3)						
Eastbound Tharp Rd	C (19.7)	D (35.0)	C (19.8)	C (19.8)	D (34.8)	C (19.8)
Northbound Middleford Rd – Left	A (8.4)	A (0.0)	A (8.2)	A (8.3)	A (8.5)	A (8.2)

[9] 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 8
Peak Hour Levels of Service (LOS)
Based on Seaford Business Park Traffic Impact Study – July 2025
Prepared by Pennoni Associates

Unsignalized Intersection [10] All-Way Stop Controlled	**LOS per TIS**			**LOS per McCormick Taylor**		
7 – Middleford Rd / Mellin Rd / Old Furnace Rd	Weekday AM	Weekday PM	Saturday MID	Weekday AM	Weekday PM	Saturday MID
2024 Existing Condition (Case 1)						
Eastbound Old Furnace Rd	B (11.5)	B (14.7)	B (10.2)	B (11.3)	B (14.2)	B (10.0)
Westbound Old Furnace Rd	C (24.7)	F (82.4)	C (19.8)	D (25.8)	F (84.6)	C (19.4)
Northbound Middleford Rd	C (19.1)	E (35.4)	B (14.6)	C (21.9)	D (34.5)	B (14.6)
Southbound Mellin Rd	A (10.0)	B (11.4)	A (9.4)	A (10.0)	B (11.0)	A (9.3)
2027 Without Development (Case 2)						
Eastbound Old Furnace Rd	B (14.9)	C (20.2)	B (14.1)	B (14.6)	C (17.5)	B (13.4)
Westbound Old Furnace Rd	F (60.8)	F (266.2)	F (102.6)	F (65.5)	F (224.0)	F (99.9)
Northbound Middleford Rd	E (46.6)	F (112.9)	E (49.9)	F (58.1)	F (107.3)	E (47.4)
Southbound Mellin Rd	B (11.3)	B (13.3)	B (11.4)	B (11.3)	B (11.6)	B (10.8)
2027 With Development (Case 3)						
Eastbound Old Furnace Rd	C (15.9)	C (24.2)	C (17.1)	B (14.7)	C (19.7)	C (15.1)
Westbound Old Furnace Rd	F (126.3)	F (294.6)	F (203.2)	F (122.4)	F (298.3)	F (195.3)
Northbound Middleford Rd	F (55.1)	F (176.3)	F (104.6)	F (65.9)	F (177.9)	F (181.6)
Southbound Mellin Rd	B (11.9)	B (14.4)	B (12.6)	B (11.2)	B (11.8)	B (11.1)
2027 With Development (Case 3) – With Roundabout						
Eastbound Old Furnace Rd	A (9.7)	B (14.1)	B (10.1)	A (9.7)	B (14.6)	A (9.2)
Westbound Old Furnace Rd	A (8.5)	B (12.9)	B (11.4)	A (8.5)	B (13.2)	B (10.6)
Northbound Middleford Rd	A (9.6)	B (15.7)	B (11.4)	A (9.6)	C (16.7)	B (10.3)
Southbound Mellin Rd	A (5.5)	A (7.0)	A (6.5)	A (5.7)	A (7.3)	A (6.5)
Overall	A (9.1)	B (14.2)	B (11.3)	A (9.1)	B (14.8)	B (10.3)

[10] 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 9
Peak Hour Levels of Service (LOS)
Based on Seaford Business Park Traffic Impact Study – July 2025
Prepared by Pennoni Associates

Signalized Intersection [11]	**LOS per TIS**			**LOS per McCormick Taylor**		
8 – US Route 13 / DE 20 (Norman Eskridge Hwy) / Beaver Dam Dr	Weekday AM	Weekday PM	Saturday MID	Weekday AM	Weekday PM	Saturday MID
2024 Existing Condition (Case 1)						
Overall	D (50.6)	D (47.2)	D (38.3)	C (24.2)	C (26.3)	C (26.6)
2027 Without Development (Case 2)						
Overall	D (51.8)	D (47.5)	D (42.4)	C (26.8)	C (33.9)	D (38.2)
2027 With Development (Case 3)						
Overall	D (50.9)	D (54.7)	E (63.3)	C (28.9)	D (43.7)	D (54.2)

[11] 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 10
Peak Hour Levels of Service (LOS)
Based on Seaford Business Park Traffic Impact Study – July 2025
Prepared by Pennoni Associates

Signalized Intersection [12]	**LOS per TIS**			**LOS per McCormick Taylor**		
9 – US Route 13 / Middleford Rd	Weekday AM	Weekday PM	Saturday MID	Weekday AM	Weekday PM	Saturday MID
2024 Existing Condition (Case 1)						
Overall	D (40.1)	D (45.0)	D (37.8)	C (34.5)	D (37.8)	C (32.1)
2027 Without Development (Case 2)						
Overall	D (45.6)	D (53.8)	D (47.2)	D (35.4)	D (44.0)	C (34.7)
2027 With Development (Case 3)						
Overall	D (49.9)	E (70.2)	E (57.5)	D (36.8)	D (51.9)	D (39.6)

[12] 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 11
Peak Hour Levels of Service (LOS)
Based on Seaford Business Park Traffic Impact Study – July 2025
Prepared by Pennoni Associates

Signalized Intersection [13]	**LOS per TIS**			**LOS per McCormick Taylor**		
10 – DE 20 (Norman Eskridge Hwy) / Ames Plaza / Dover Electric Supply Dwy	Weekday AM	Weekday PM	Saturday MID	Weekday AM	Weekday PM	Saturday MID
2024 Existing Condition (Case 1)						
Overall	B (10.9)	B (11.)	A (9.8)	B (11.3)	B (12.8)	B (15.8)
2027 Without Development (Case 2)						
Overall	B (12.3)	B (11.8)	A (9.9)	B (11.1)	B (12.5)	B (14.7)
2027 With Development (Case 3)						
Overall	B (12.7)	B (12.0)	B (10.2)	B (11.0)	B (12.5)	B (14.4)

[13] 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 12
Peak Hour Levels of Service (LOS)
Based on Seaford Business Park Traffic Impact Study – July 2025
Prepared by Pennoni Associates

Signalized Intersection [14]	**LOS per TIS**			**LOS per McCormick Taylor**		
11 – DE 20 (Norman Eskridge Hwy) / Chandler St	Weekday AM	Weekday PM	Saturday MID	Weekday AM	Weekday PM	Saturday MID
2024 Existing Condition (Case 1)						
Overall	A (9.0)	A (2.8)	A (1.9)	B (12.4)	B (13.0)	B (13.8)
2027 Without Development (Case 2)						
Overall	A (9.5)	A (2.9)	A (2.0)	B (17.1)	B (16.8)	B (16.3)
2027 With Development (Case 3)						
Overall	A (9.9)	A (3.0)	A (2.1)	B (15.7)	B (15.8)	B (16.4)

[14] 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 13
Peak Hour Levels of Service (LOS)
Based on Seaford Business Park Traffic Impact Study – July 2025
Prepared by Pennoni Associates

Signalized Intersection [15]	**LOS per TIS**			**LOS per McCormick Taylor**		
12 – DE 20 (Norman Eskridge Hwy) / Bridgeville Hwy / N Front St	Weekday AM	Weekday PM	Saturday MID	Weekday AM	Weekday PM	Saturday MID
2024 Existing Condition (Case 1)						
Overall	C (24.7)	C (24.9)	C (24.6)	C (29.9)	C (27.9)	C (28.1)
2027 Without Development (Case 2)						
Overall	C (29.5)	C (34.3)	C (32.3)	C (30.2)	C (29.5)	C (29.9)
2027 With Development (Case 3)						
Overall	C (29.8)	D (35.4)	C (34.1)	C (30.4)	C (29.8)	C (30.1)

[15] 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.