Wheatley's Pond Road / Underwoods Corner Road Intersection Safety Study (Clayton)

Prepared for:
Dover/Kent County MPO
&
Town of Clayton

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Executive Summary

The Town of Clayton, Delaware, initiated this study to evaluate the growing transportation concerns at the intersection of Wheatley's Pond Road and Underwoods Corner Road. The Study also includes an evaluation of alternatives to improve Underwoods Corner Road corridor between Wheatley's Pond Road and Whistlefield Way. With significant population growth and increased residential and commercial development, the corridor's infrastructure has struggled to adequately accommodate current demands, particularly at the intersection of Wheatley's Pond Road and Underwoods Corner Road during peak travel periods.

The study process included extensive stakeholder engagement and close coordiantion between the consultant team, the Town of Clayton and the Dover Kent Conty MPO. The purpose and need was developed based on consultation with the Town and an assessment of the existing traffic data. The project team made 3 formal presentations to the Town Council and held 2 in-person public workshops. A project website was also created to house all the project information and provide area residents with an opportunity to view and comment on the project through the website. Feedback from these efforts helped refine the proposed concepts to address local concerns and ensure community support.

These meetings and public outreach efforts helped shape the proposed options and alternatives for the study. Three roadway widening options were developed for the Underwoods Corner Road corridor which include 10' travel lanes, 5' shoulders, improved ditching and side road drainage, and a SUP. The three options vary slightly with different alignment shifts to minimize impacts. Four intersection alternatives were developed for the intersection of Wheatley's Pond Road and Underwoods Corner Road. These alternatives included converting to an all way stop controlled intersection, an all-way stop controlled intersection with intersection realignment, traffic signal-controlled intersection with intersection realignment, and a roundabout.

The Measures of Effectiveness (MOE) used to evaluate the different options and alternatives included a detailed traffic analysis that evaluated Level of Service (LOS) and predictive crash reduction modeling for each intersection alternative. Other data points included the detailed cost comparison, and general public input and comment. These quantitative and qualitative data points were used to make the final recommendations for the study.

Intersection Control / Movement / Approach	AM Peak Hour (2025 / 2050)		PM Peak Hour (2025 / 2050)	
	Delay (Sec./Veh)	LOS	Delay (Sec./Veh)	LOS
TWSC				
Underwoods Corner Rd Approach	58.4 / 430.2	F / F	32.5 / 264.0	D / F
Wheatley's Pond Rd NB Left	8.4 / 8.9	A / A	9.9 / 11.7	A / B
Traffic Signal Control				
Underwoods Corner Rd EB Approach	31.7 / 35.8	C / D	36.4 / 41.8	D / D
Wheatley's Pond Rd NB Approach	6.4 / 11.2	A / B	3.6 / 5.0	A / A
Wheatley's Pond Rd SB Approach	8.3 / 9.8	A / A	7.8 / 10.7	A / B
Intersection	9.9 / 13.6	A / B	8.2 / 10.7	A / B
AWSC				
Underwoods Corner Rd EB Approach	12.1 / 14.0	B / B	11.5 / 12.8	B / B
Wheatley's Pond Rd NB Approach	118.5 / 331.1	F / F	25.2 / 108.7	D / F
Wheatley's Pond Rd SB Approach	15.1 / 25.9	C / D	47.0 / 252.5	E / F
Intersection	76.3 / 206.4	F / F	36.4 / 181.7	E / F
Roundabout				
Underwoods Corner Rd EB Approach	5.4 / 6.7	A / A	6.6 / 10.4	A / B
Wheatley's Pond Rd NB Approach	13.5 / 36.5	B / E	7.1 / 11.1	A / B
Wheatley's Pond Rd SB Approach	6.1 / 7.7	A / A	8.7 / 16.7	A / C
Intersection	10.4 / 24.7	B / C	8.0 / 14.2	A / B

Crash Severity	Design Year 2050 Annual Crashes			
	TWSC	AWSC	Signalized	Roundabout
Predicted Fatal/Injury	0.884	0.624	0.833	0.381
Predicted Property-Damage-Only	1.647	1.606	1.461	1.022
Total Predicted Crashes	2.531	2.230	2.294	1.403
Expected Fatal/Injury	0.677	0.419	0.616	0.412
Expected Property-Damage-Only	1.261	1.080	1.082	1.014
Total Expected Crashes	1.938	1.499	1.698	1.426

Based on the data collected and the analysis performed the recommended corridor improvement for Underwoods Corner Road is Option 2.

Based on the data collected and the analysis performed the recommended intersection improvement for the Wheatley's Pond Road and Underwoods Corner intersection is Alternative 3 (Roundabout).

Introduction

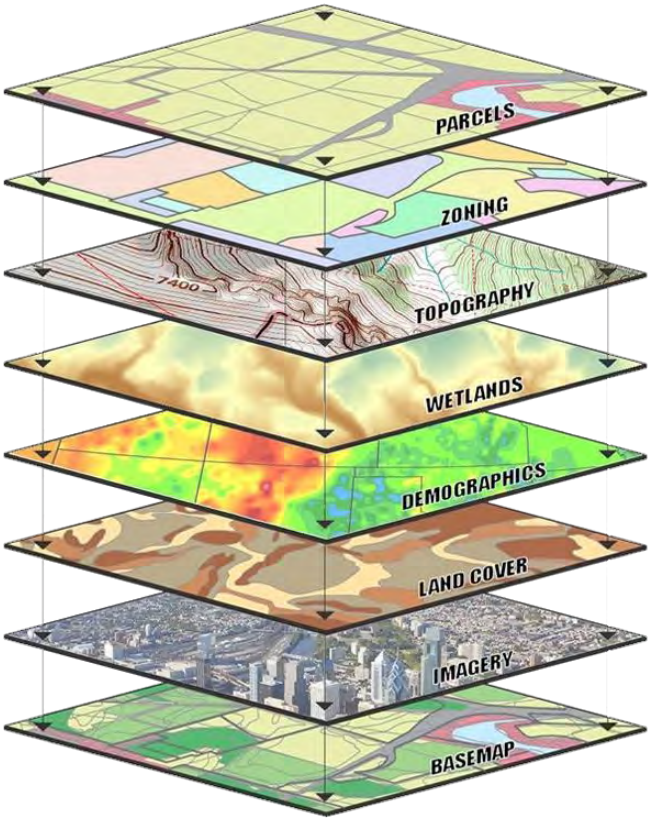
The Town of Clayton (Town) in conjunction with the Dover Kent County Metropolitan Planning Organization (Dover Kent MPO) initiated a study to evaluate the growing transportation concerns at the intersection of Wheatley's Pond Road and Underwoods Corner Road.

Incorporated in 1887, Clayton was originally known as Smyrna Station. Clayton officially changed its name in 1860 in honor of US Secretary of State and Delaware native John M. Clayton. In 2005 the Town of Clayton annexed properties along Underwoods Corner Road and expanded water and sewer services to the area. This resulted in the development of Old County Farm Subdivision and the Clayton Intermediate School. In addition to growth within the municipal boundary of the Town, there continues to be residential growth with the addition of new suburban communities within the unincorporated areas of Kent County.

These increased traffic pressures are causing delays at the intersection of Wheatley's Pond Road and Underwoods Corner Road and have triggered the need to further evaluate the intersection and make recommendations for future improvements to mitigate the traffic growth in the area. The study area identified includes the intersection of Wheatley's Pond Road and Underwoods Corner Road as well as the Underwoods Corner Road corridor between Wheatley's Pond Road and Whistlefield Way (*Figure 1* - Study Area).

Existing Conditions

As part of the transportation study, existing conditions data was collected and evaluated to help inform the planning and decision-making process. This effort included the review of demographic and land use information, existing utility infrastructure, traffic volumes and operational characteristics, historical crash data, and multimodal transportation conditions. In addition, bicycle facilities will be evaluated using Bicycle Level of Traffic Stress (LTS) methodologies to better understand rider comfort, connectivity, and barriers to safe bicycle travel throughout the study area.



The compilation and analysis of these datasets established a comprehensive understanding of current conditions, identify existing transportation deficiencies and opportunities, and support the development of data-driven recommendations that improve safety, mobility, accessibility, and overall system performance for all users.

Demographics

According to the US Census Bureau, Clayton's estimated 2020 population was 4,086. The Town saw a huge jump in their population between 2000 and 2010 by over 129%, and another significant increase of almost 36% between 2010 and 2020. Understandably, this population growth spurred an increase in residential development, as well as commercial and industrial development in and around the town. With residential development spanning from the early 1900s to continuing to today, the development of the Clayton Intermediate School in 2012, and the nearby developments along Wheatley's Pond Road in the mid-2000s, the Underwoods Corner Road corridor is continuing to grow.

Roadway Configuration

Wheatley's Pond Road consists of 12' travel lanes and 8' shoulders. There is open ditching on each side of the roadway. There were no turn lanes at the intersection with Underwoods Corner Road. Underwoods Corner Road consists of 10' travel lanes with no shoulders on either side of the road. There are existing roadside ditches on both sides of the road.

Traffic and Crash Data

Wheatley's Pond Road is classified as a minor arterial roadway under DelDOT's functional classification system. Wheatley's Pond Road is part of the National Highway System and is designated as an evacuation route. The Average Annual Daily Traffic (AADT) on Wheatley's Pond Road is 12,589 vehicles and was last counted in 2023. The Wheatley's Pond Road Corridor serves as a connector and truck route for northern Kent County to the US301 corridor. The posted speed limit on Wheatley's Pond Road is 45 MPH.

Underwoods Corner Road is classified as a minor collector roadway under DelDOT's functional classification system. This road is not identified as part of the federal roadway network. The AADT on Underwoods Corner Road is 2,197 vehicles and was last counted in 2024. The posted speed limit on Underwoods Corner Road is 50 MPH. There is a congestion and delay issue that was identified as part of the more detailed traffic analysis.

As part of the study a comprehensive traffic analysis was performed. The complete report can be found in Appendix D of this report. As part of the analysis, turning movement counts (TMC) with separate heavy vehicle, bicycle and pedestrian counts were performed at the intersection of Wheatley's Pond Road and Underwoods Corner Road on October 16, 2025, a regular Thursday with all area schools in session. The count data was obtained for a 12-hour period from 6:00 A.M. to 6:00 P.M. to meet the data requirements for a traffic signal warrant analysis. The exiting turning movements are shown in Figure 2 and the observed queue lengths during the peak hour are shown in Figure 3.

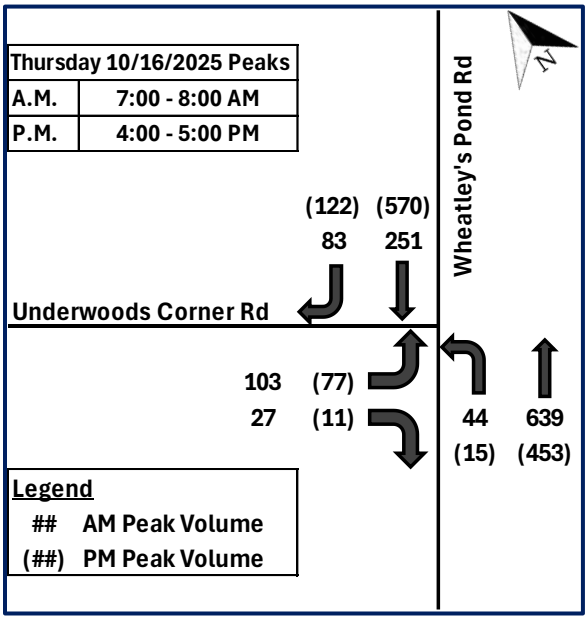


Figure 2 - 2025 Turning Movement Counts

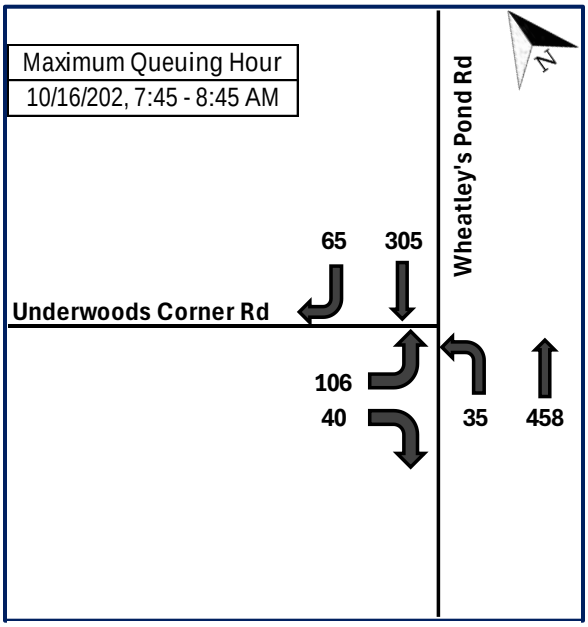


Figure 3 - 2025 Queue Lengths

In addition, a review of the three-year crash history between October 2022 to October 2025 shows there were crash clusters at the key intersection, however there were no fatalities during that period within the study area. A comparison of the crash rates within the study area with other segments throughout the county and statewide indicates that there is not an abnormally high crash rate at this intersection based on the current crash data. Figure 4 below shows the crash data for the study area.

Figure 4 - Crash Summary Diagram

Bicycle Traffic

Bicycle Level of Traffic Stress (LTS) is a metric for determining the suitability of a roadway for cycling based on a scale from 1 (least stressful) to 4 (most stressful). Wheatley's Pond Road is a mix of Bicycle Levels of Traffic Stress 3 and 4, and Underwoods Corner Road is classified as Level 4. (Figure 5). Bicycle Levels of Traffic Stress are defined as follows:

- LTS1 - Suitable for all riders, including children.
- LTS2 - Typical person able to ride a bike.
- LTS3 - Enthusiastic rider and will tolerate some stressful roadways and intersections.
- LTS4 - Aggressive rider willing to bike anywhere.

Figure 5 - Bicycle Level of Traffic Stress & Pathways

Environmental

The northern side of Underwoods Corner Road between Whistlefield Way and Wheatley's Pond Road is designated in the Federal Emergency Management Agency (FEMA) as a Flood Zone A (Base Flood Eval 36') which is a flood zone hazard area designation as having a one percent annual chance of flooding. This area is a regulatory 100-year flood plain and floodway associated with the Greens Branch Stream corridor. The Floodway is an area reserved for potential flood water discharge related to Wheatley's Pond and Greens Branch. Any improvements planned within the regulatory Floodway will need to demonstrate compliance with FEMA Regulations. Additionally, there are wetland areas located to the north and south of Whistlefield Way, and ponds located in front of the CIS and to the east of the Old Country Farm.

There is active farmland on the west side of Underwoods Corner Road. This property is not in the Ag Land Preservation program managed by DNREC.

A desk top assessment of potential habitat for Rare, Threatened and Endangered Plant and Animal Species was performed with no apparent habitat identified.

Utilities

There are several existing utilities identified within the study area. Delaware Electric Cooperative (DEC) maintains an aerial electrical distribution facility along Wheatley's Pond Road and Underwoods Corner Road. These facilities are located within the existing right-of-way. Artesian Water Company owns and operates a water tower on Underwoods Corner Road. There are existing water supply lines on both sides of Underwoods Corner Road from the water tower north to Wheatley's Pond Road. Communication infrastructure is attached to the DEC pole line, however there are some lines that are underground.

Purpose & Need

The existing Underwoods Corner Road corridor, including the intersection with Wheatley's Pond Road was originally developed to facilitate vehicular traffic and does not accommodate other modes of travel very safely and efficiently. However, with a growing population, many residents desire alternate travel modes for commuting and/or recreation. The Town of Clayton initiated this study to improve the Underwoods Corner Road corridor to address travel for all modes of transportation.

> **Purpose:** The purpose of this study is to improve the safety and operational efficiency of the Wheatley's Pond Road and Underwoods Corner Road intersection in Clayton, DE. Specifically, the project aims to reduce the frequency and severity of crashes at the intersection, improve traffic operations and reduce congestion and delay during peak travel periods, and enhance multimodal accessibility and safety for pedestrians and cyclists.

Need: The need for this study arises from safety deficiencies including vehicular crashes, a skewed intersection, limited sight distance, and inadequate turn lanes located along Underwoods Corner Road. Additionally, there are operational issues including peak hour delays for the EB left turn leading to congestion and increased travel times, and infrastructure deficiencies including lack of shoulders and multimodal facilities. Accessibility challenges are created by the lack of continuous sidewalks, accessible curb ramps, and safe pedestrian crossings.

Project Study Approach

The Safe System Approach (SSA) was applied to this project is a roadway safety philosophy that assumes human mistakes are inevitable and the designs and recommendations are focused on preventing those mistakes from resulting in serious injuries or fatalities. We are emphasizing layered protections—such as safer roads, safer speeds, and safer vehicles to reduce risk and build a more forgiving, resilient system.

As part of the study, facilities were evaluated and alternatives developed and considered the need for safe roadway design, separating people from vehicles, managing and controlling speeds, and improving the overall safety within the study area. This philosophy drove the options and alternatives considered address the purpose and need. Both qualitative and quantitative data were used to assess the anticipated impact to the overall safety within the study area. Consideration was given to narrower travel lanes, separate pedestrian and bicycle facilities, improved recovery side slopes, intersection lighting, and crash modification factors.

This information was provided to the stakeholders and the overall community through the public outreach process.

Community Outreach

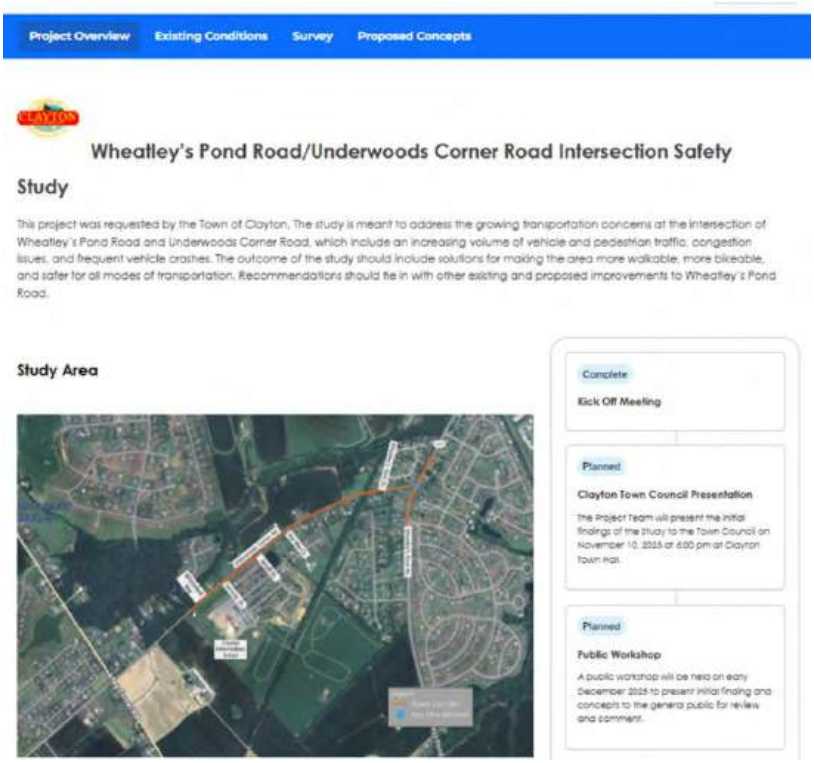


Figure 6 - Project Website

To ensure the recommended improvements were understood and fully supported by town officials and the public, a community outreach program was established. This program included meetings with local officials, the full Clayton Town Council, the public at large, and coordination with the Clayton Intermediate School.

A project specific website was also developed to help disseminate information to the public. This website contained all the information gathered and developed throughout the study. The website also contained the online survey and summaries of all the public meetings. The website was also used to contact community members that provided their contact information. The following is a summary of the meetings and workshops held that helped shape the final recommendations from the study. The landing page for the website is shown in Figure 6.

Project Kick-off Meeting with Town & MPO — July 21, 2025

The study officially began with a Kick-off meeting that included the Clayton Mayor and Town Manager on July 21, 2025. The purpose of this meeting was for the town officials and consultant team to discuss the town's concerns that led to requesting the study, the purpose and goals of the study, and develop a project workplan and schedule for completing the study.

Progress Meeting with Town & MPO — November 3, 2025

At this meeting, the consultant team reported on their progress to date, including data gathering efforts and the beginning of developing conceptual improvements, and a date was established to meet with the full Clayton Council.

Council Meeting 1 — November 10, 2025

The conceptual improvements were presented to the full Town Council. The Council supported the improvements and agreed that the next step was to introduce the study to the public, and present the concepts developed to date at a Public Workshop. A workshop announcement was developed and mailed to the project mailing list which was comprised of addresses within the study limits along Wheatley's Pond Road and Underwoods Corner Road. The announcement was also posted on the Town's and Dover/Kent MPO websites.

Public Workshop 1 — December 10, 2025

Public Workshop 1 was held on December 10, 2025, at the Clayton Fire House, 300 East Street in Clayton, DE starting at 5:00 pm and running to about 7:00 pm. The workshop was advertised through 250 direct mailings that were sent out to area residents, and flyers were hand delivered to property owners with direct frontage on both Underwoods Corner Road and Wheatley's Pond Road. Additionally, both the MPO and DelDOT advertised the workshop on their websites. Forty (40) people signed in at the workshop, and thirty-one (31) people filled out surveys during the event. Another twenty (20) people filled out online surveys.

There was overall support for the proposed improvements, and most residents preferred the signal alternative. Some concerns about congestion and minor revisions were requested by the public, which were noted by the consultant team with an agreement to evaluate further to determine if they were feasible and in line with the goals of the study. This Workshop was also beneficial to gathering input on Clayton's Comprehensive Plan which can further grow our knowledge as to how best to improve the Town.

A full report from Public Workshop 1 can be found in Appendix B.

Council Meeting 2 — March 09, 2026

The purpose of this Council Meeting 2 was to present a summary of the feedback and comments received at the first public workshop and to review some revisions to the conceptual improvements that were made based on the comments received. In addition, information on the final traffic analysis and the preliminary cost estimates were presented to the Council. The Council supported the revisions and agreed to propose them to the public at the second public workshop. A PowerPoint presentation was used at the meeting and made available to the public on the project website.

Public Workshop 2 — March 24, 2026

Public Workshop 2 was held on March 24, 2026, at the Clayton Fire House, 300 East Street in Clayton, DE from 5:00 pm to 7:00 pm, and was advertised as a drop-in, open house format. A Workshop announcement was developed and mailed to the project mailing list (the mailing list included 250 names and addresses). Some minor revisions were made to the proposed improvements based on feedback received at the first Workshop. The refined alternatives as well as the final traffic analysis and alternative cost estimates were presented to the public at the workshop.

A full report from Public Workshop 2 can be found in Appendix C.

Council Meeting 3 — April 13, 2026

The purpose of this Council Meeting 3 was to present the results of Public Workshop 2 and present the final recommendations to the Town Council. A summary of the public input received from Public Workshop 2 was presented. In addition, a technical summary was also presented to the Town Council summarizing the traffic data, operational performance, anticipated crash reductions, and final cost estimates for each option and alternative. The preferred recommendation of Option 2 for the Underwoods Corner corridor and Alternative 3, Roundabout, for the intersection alternative was presented to Town Council. The Council indicated they we supportive of the path forward and looked forward to the final report. A PowerPoint presentation was used at the meeting and made available to the public on the project website.

Traffic Analysis

A comprehensive traffic analysis was conducted to ensure the proposed alternatives would operate at acceptable Levels of Service (LOS) and that the predictive crash analysis would result in fewer crashes.

Safety and traffic operational performance was assessed for the Intersection of Wheatley's Pond Road and Underwoods Corner Road under the current two way stop control (TWSC), and the proposed alternatives including all way stop control (AWSC), traffic signal, and roundabout. DelDOT

growth factors were applied to the existing turning movements to get the estimated volumes for the design year (DY) of 2050.

Traffic Operational Analyses:

1. Delay and LOS for existing (2025) traffic conditions and DY 2050 traffic conditions from the operational analyses for the Intersection, and approaches / movements as applicable under each of the alternative intersection controls are presented in the table below.

Intersection Control / Movement / Approach	AM Peak Hour (2025 / 2050)		PM Peak Hour (2025 / 2050)	
	Delay (Sec./Veh)	LOS	Delay (Sec./Veh)	LOS
TWSC				
Underwoods Corner Rd Approach	58.4 / 430.2	F / F	32.5 / 264.0	D / F
Wheatley's Pond Rd NB Left	8.4 / 8.9	A / A	9.9 / 11.7	A / B
Traffic Signal Control				
Underwoods Corner Rd EB Approach	31.7 / 35.8	C / D	36.4 / 41.8	D / D
Wheatley's Pond Rd NB Approach	6.4 / 11.2	A / B	3.6 / 5.0	A / A
Wheatley's Pond Rd SB Approach	8.3 / 9.8	A / A	7.8 / 10.7	A / B
Intersection	9.9 / 13.6	A / B	8.2 / 10.7	A / B
AWSC				
Underwoods Corner Rd EB Approach	12.1 / 14.0	B / B	11.5 / 12.8	B / B
Wheatley's Pond Rd NB Approach	118.5 / 331.1	F / F	25.2 / 108.7	D / F
Wheatley's Pond Rd SB Approach	15.1 / 25.9	C / D	47.0 / 252.5	E / F
Intersection	76.3 / 206.4	F / F	36.4 / 181.7	E / F
Roundabout				
Underwoods Corner Rd EB Approach	5.4 / 6.7	A / A	6.6 / 10.4	A / B
Wheatley's Pond Rd NB Approach	13.5 / 36.5	B / E	7.1 / 11.1	A / B
Wheatley's Pond Rd SB Approach	6.1 / 7.7	A / A	8.7 / 16.7	A / C
Intersection	10.4 / 24.7	B / C	8.0 / 14.2	A / B

2. Under TWSC, the Underwoods Corner Road approach operates at LOS F under existing A.M. peak traffic conditions and would operate at LOS F for both peak hours under DY 2050 Traffic conditions.
3. For traffic signal control, all approaches and the overall intersection would operate at LOS D or better under existing and DY 2050 traffic conditions.
4. Under AWSC, the northbound Wheatley's Pond Road approach would operate at LOS F under existing A.M. peak traffic conditions and for both A.M. and P.M. peak hours under DY 2050 Traffic conditions.

5. For DY 2050 A.M. peak hour the northbound Wheatley's Pond Road approach would operate at LOS E and 36.5 seconds delay under single lane roundabout control. This delay is almost borderline between LOS D and LOS E. All other approaches and the overall intersection would operate at LOS C or better under existing and DY 2050 traffic conditions for both the A.M. and P.M. peak hours. Analysis with alternate software resulted in a satisfactory LOS D and 33.3 seconds delay for the northbound Wheatley's Pond Road approach for the DY 2050 A.M. peak hour.
6. DelDOT DGM 1-26 stipulates V/C ratio as the primary measure of effectiveness for roundabout traffic operational analysis. The DGM stipulates a V/C for the design year of under 0.85 – 1.0 as desirable. Both the HCS 2025 analysis and the SIDRA analysis V/C ratio of 0.96 for the northbound Wheatley's Pond Road approach for DY 2050 A.M. peak hour is therefore satisfactory.

Safety:

1. Current 3-year crash history shows that 40% of crashes at the intersection were injury crashes, all of which were caused by loss of control while negotiating the curves approaching the intersection. The loss of control along the curves may be an indication that lower speed than the 45-mph posted speed may be helpful when traversing the curve. An advisory speed plaque (W13-1P) may be needed to supplement the W1-10 advance curve signs. This is a low-cost interim measure that can be quickly implemented after the required separate engineering study to determine an appropriate advisory speed is completed.
2. The crash rate on Underwoods Corner Road from the intersection to Sorrento Drive and on Wheatley's Pond Road from the intersection to School Lane are lower than the rates for Kent County and the State. This does not mean the road segments within the study limits are safer to traverse than similar county or state roads. The eight injury crashes on Wheatley's Pond Road account for 47.06%, almost half of the total of 17 crashes. That conflicts with DelDOT's Safe System Approach (SSA) goal (zero fatalities and serious injuries on Delaware's roadways). The need for improvements therefore remains high despite the lower crash rates.
3. Field measured sight distance for right-turn vehicles is 403 feet, 27 feet short of the minimum 430 feet AASHTO required. The right-turn sight distance is restricted by trees on the west side of the north Wheatley's Pond Road leg. Field measured sight distance for left-turn vehicles is adequate at 548 feet with 500 feet AASHTO requirement. Any of the AIC analyzed could mitigate any sight distance problems.
4. HSM methodology predicted and expected crash safety analyses for DY 2050 indicate that roundabout intersection control would result in the least number of fatal/injury crashes as well as total crashes per year as provided in the comparison table below.

Crash Severity	Design Year 2050 Annual Crashes			
	TWSC	AWSC	Signalized	Roundabout
Predicted Fatal/Injury	0.884	0.624	0.833	0.381
Predicted Property-Damage-Only	1.647	1.606	1.461	1.022
Total Predicted Crashes	2.531	2.230	2.294	1.403
Expected Fatal/Injury	0.677	0.419	0.616	0.412
Expected Property-Damage-Only	1.261	1.080	1.082	1.014
Total Expected Crashes	1.938	1.499	1.698	1.426

5. It is therefore a logical deduction that roundabout control would be the most likely control to move the intersection closer to achieving DelDOT's Safe System Approach goal.
6. Annual societal crash costs based on the expected crash analysis results indicate that roundabout control would result in the least annual cost of $72,682.00. AWSC, traffic signal, and TWSC would cost society $74,345.83, $105,499.75 and $116,415.22 annually respectively.
7. Based on the analysis, roundabout control, with expected 1.426 annual crash rate, and a good intersection operation at LOS C or better for DY 2050, appears to be the overall best control to most likely move the intersection closer to achieving DelDOT's Safe System Approach goal.
8. From the safety analyses perspective, with 1.499 expected annual crashes, AWSC comes in at a close second. However, as previously presented, traffic operations would be so severely hampered under AWSC control that the intersection would operate at LOS F under current traffic conditions with worsened delay under DY 2050 conditions. Heavily congested conditions tend to lead to increased rear-end crashes, so it is likely the safety advantage per the analyses may not be realized under the traffic conditions at The Intersection. AWSC may therefore not be a good AIC choice for this intersection.
9. Traffic signal control, with 1.698 expected annual crashes, would appear to keep DY 2050 crashes at almost the same existing observed crash rate of 1.667 crashes per year according to the safety analyses. As previously presented, the intersection would operate at a very good LOS B or better for DY 2050. Protection of vulnerable road users is a high priority in DelDOT's Safe System Approach. Signal controlled pedestrian crosswalks provide the safest crossing conditions for vulnerable road users at intersection, therefore, this safety measure, coupled with the very good intersection operations, would make traffic signal control the overall second-best AIC choice for this intersection.

Old County Farm Subdivision

Old County Farm Subdivision is located within the study limits and contributes to the current and future traffic volumes. The Town has been working with the developer of the subdivision to fulfill their obligations identified in the record plan and Traffic Impact Study (TIS) recommendations. Current obligations of the developer include:

- Enter into a signal agreement with DelDOT for the intersection of Wheatley's Pond Road and Underwoods Corner Road.
- Improve Wheatley's Pond Road from the subdivision to Wheatley's Pond Road to meet the DelDOT standards for a minor collector. This would include 12' lanes and 8' shoulders.
- Improve the existing entrance with the required turn lanes to accommodate the traffic generated by the development.

Several of these obligations are inconsistent with the goals of this study and are not in alignment with the safe systems approach. Efforts should be made between the Town and DelDOT to align the developer's responsibilities with the conclusions of this study.

The developer of Old County Farm should be required to contribute their fair share towards the costs of the larger project identified in this study. The developer could take the lead in initiating the improvements but will need to partner with DelDOT to ensure all the elements of the study are implemented. The developer could also solicit DelDOT for authorization to acquire the necessary right-of-way needed for the improvements under 17 Del. C. § 507.

Concepts

Several concepts were developed to address the purpose and need of this study, which include recommendations to improve the intersection and roadway corridor. Based on the Safe System Approach the roadway cross section and lane widths were established to create a narrower feel to the road to control speeds and provide a small shoulder to accommodate breakdowns and service vehicles. The shoulder can also be utilized for on road bicycling. Considerations were also given to the vulnerable users, including walkers and cyclists.

To keep people safe the study is proposing a shared use path (SUP) from the Clayton Intermediate School (CIS) to the existing SUP along Wheatley's Pond Road. A SUP along Underwoods Corner Road would create a connected SUP network of approximately 4,115 additional feet and will tie into the proposed SUP network from Coldwater Drive in Providence Crossing to Baynard Farm Lane along the east side of Wheatley's Pond Road, proposed at 4,593 feet.

Three roadway widening options were developed for the Underwoods Corner Road corridor which include 10' travel lanes, 5' shoulders, improved ditching and side road drainage, and a SUP. The three options vary slightly with different alignment shifts to minimize impacts.

Four intersection alternatives were developed for the intersection of Wheatley's Pond Road and Underwoods Corner Road. These alternatives included converting to an all way stop controlled intersection, an all-way stop controlled intersection with intersection realignment, traffic signal-controlled intersection with intersection realignment, and a roundabout.

The following describes each corridor option and the four intersection alternatives in more detail. Larger scale drawings of each option and alternative can be found in Appendix E.

Roadway Option 1: Centerline Widening

This concept involves adding five (5) foot wide shoulders to the existing ten (10) foot wide travel lanes in both directions along Underwoods Corner Road. The widening also includes a five (5) foot centerline shift to the south (toward the school) from Whistlefield Way to Pee Wee Court and then holds the existing centerline from Pee Wee Court to the intersection of Wheatley's Pond Road. In addition to the roadway, an eight (8) foot wide shared use path (SUP) will be added along the northbound side on Underwoods Corner Road from the intersection of Wheatley's Pond Road to the entrance on the Clayton Intermediate School. This concept also includes replacing the existing ditching with twenty (20) foot wide ditch on the southbound side with improved sideslopes and a five (5) foot proposed ditch over pipe on the northbound side. The option will require utility relocations and the acquisition of right-of-way easements along the corridor. This option is detailed in Figures 7, 8, 9, 10, & 11.

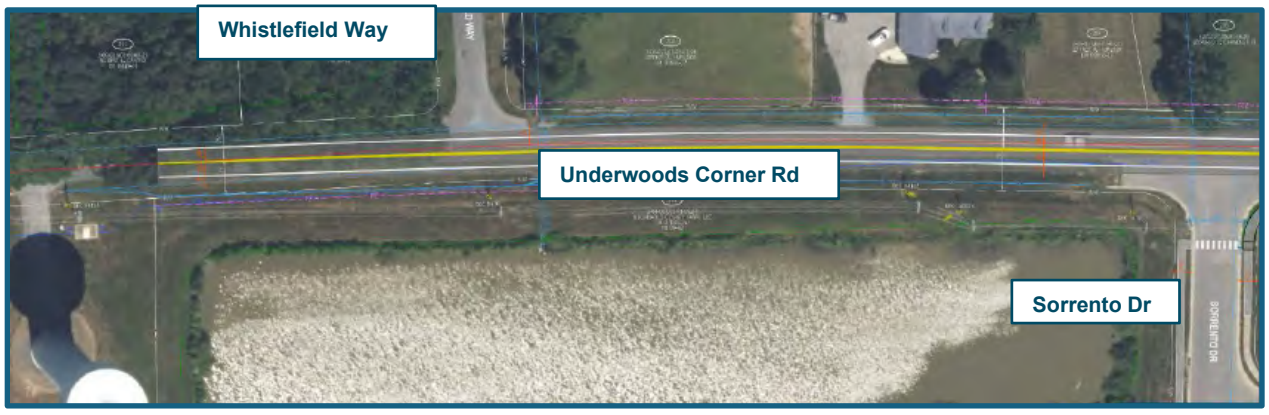


Figure 7 - Underwoods Corner Road from Whistlefield Way Sorrento Drive – Shift South Towards the School

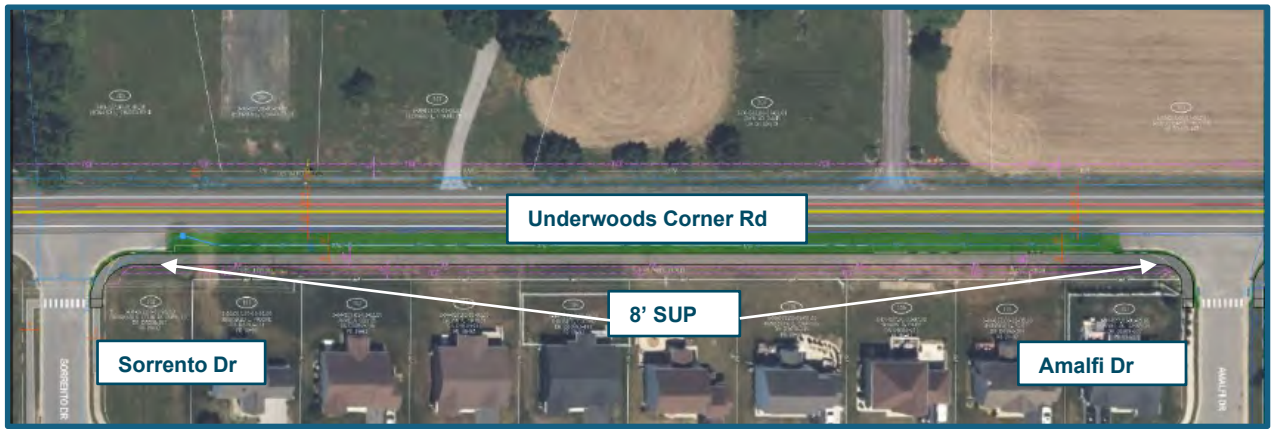


Figure 8 Underwoods Corner Road from Sorrento Drive to Amalfi Drive – Shift South Towards the School

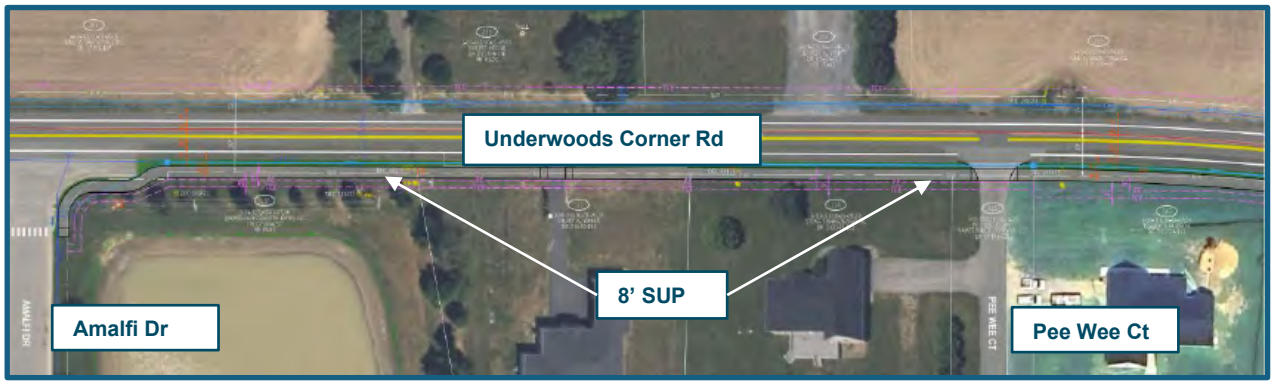


Figure 9 Underwoods Corner Road from Amalfi Drive to Pee Wee Court – Shift South Towards the School

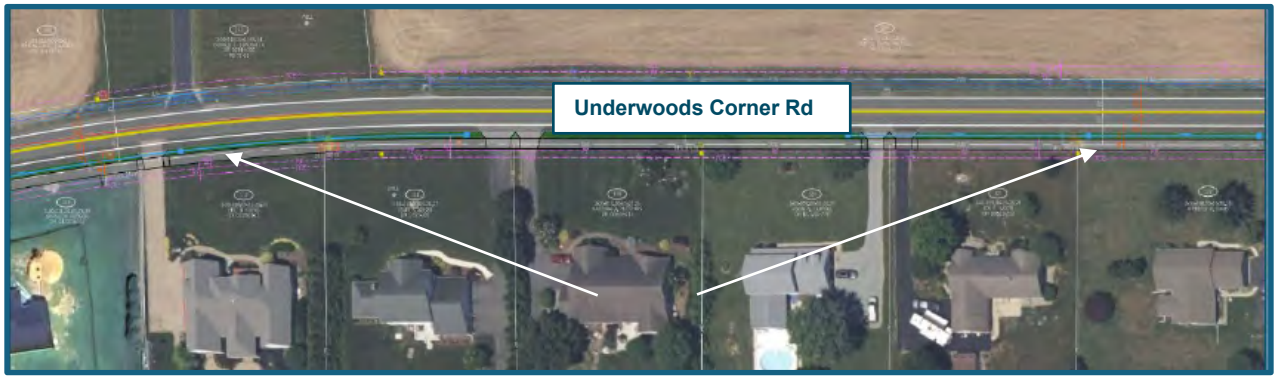
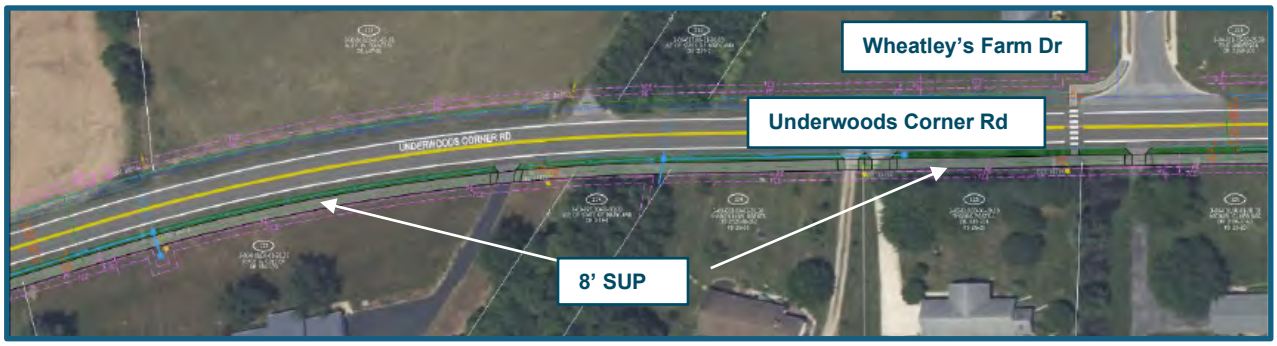


Figure 10 Underwoods Corner Road at the Agriculture Field – Holding the Existing Centerline



Roadway Option 2: Five Foot Centerline Shift

Option 2 includes the same roadway w[illegible]proposed shared use path, and drainage improvements as Option 1. However, the stretch of Underwoods Corner Road from Pee Wee Court to the Abandoned Railroad Crossing will have a five (5) foot shift to the north toward the agricultural field, which will tie-in to the centerline shift proposed in Option 1 from Pee Wee Court to Whistle field Way, and the existing centerline from the Abandoned Railroad Crossing to the intersection of Wheatley's Pond Road. This shift will reduce the right-of-way impacts from the proposed SUP and will require fewer utility relocations on the south side of Underwoods Corner Road. This option is detailed in Figures 12 & 13.

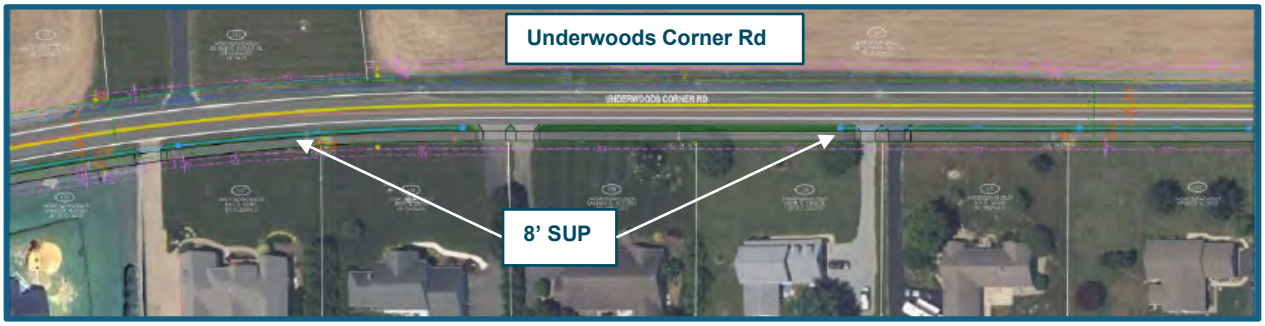


Figure 12 Underwoods Corner Road - Shifted North Toward the Field

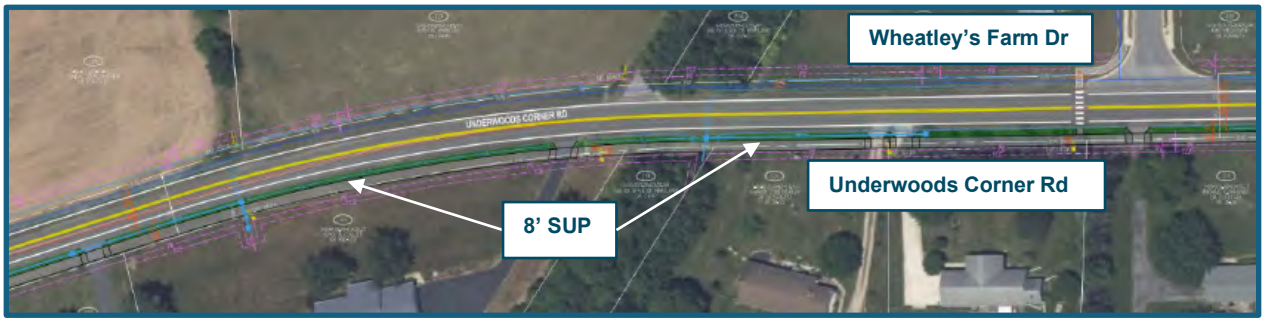


Figure 13 Underwoods Corner Road - Shifted North Toward the Field & Ties into Existing Centerline

Roadway Option 3: Five Foot Centerline Shift with a Reverse Curve

This option involves a combination of optins 1and 2, with a reverse curve tie-in in front of Amalfi Drive. Alternative 3 proposes the same roadway widening and centerline shift, SUP and drainage improvements as Alternative 1 from Whistlefield Way to Amalfi Drive, and the same improvements as Alternative 2 from the Abandoned Railroad Crossing to Wheatley's Pond Road. However, this concept extends the five (5) foot shift to the north from Pee Wee Court to the Abandoned Railroad Crossing to Amalfi Drive, where a reserve curve ties the five (5) foot shift north into the five (5) foot shift to the south. The reverse curve concept reduces the amount of right-of-way impacts to the south and requires fewer utility relocations on that side of the road. This option is detailed in Figures 14 & 15.

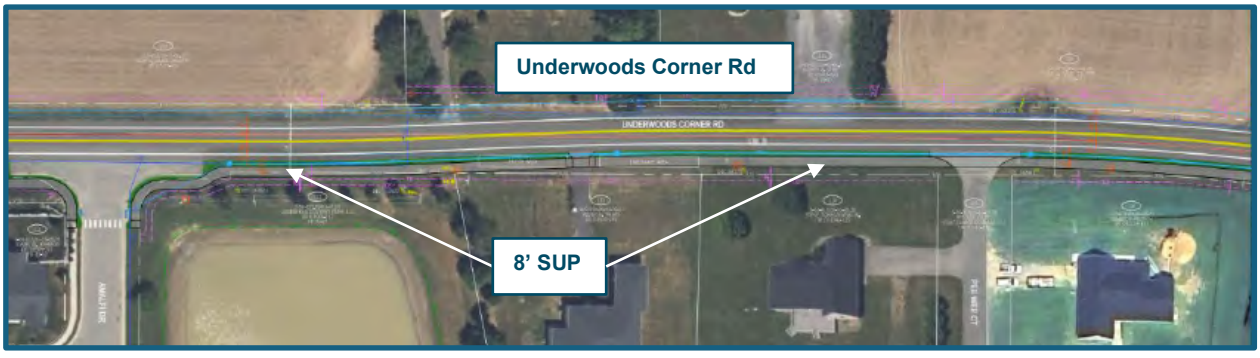
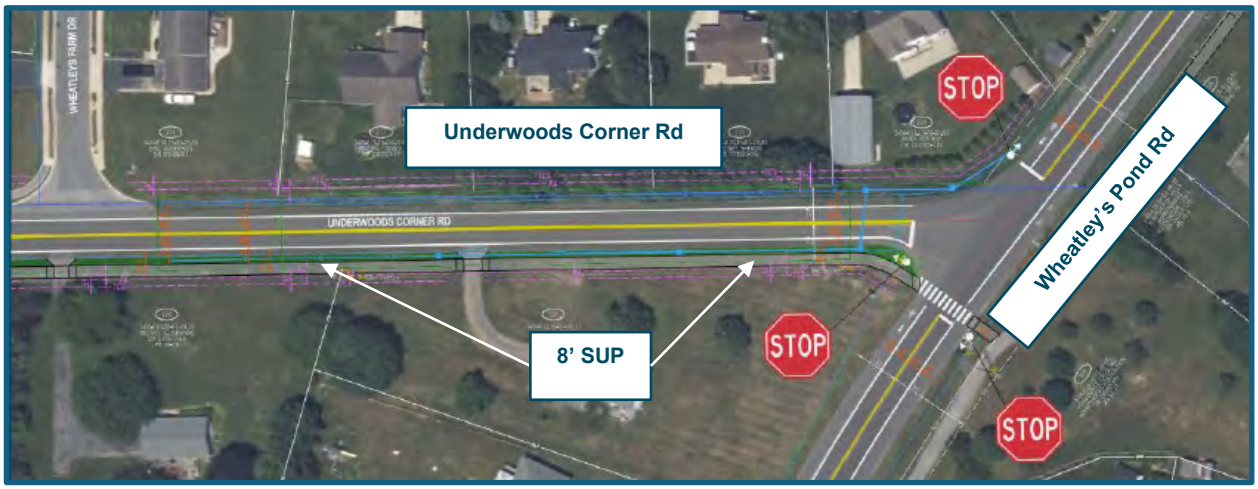


Figure 14 Underwoods Corner Road – Reverse Curve Tie-in to North and South Centerline Shifts

Intersection Alternative 1: All Way Stop

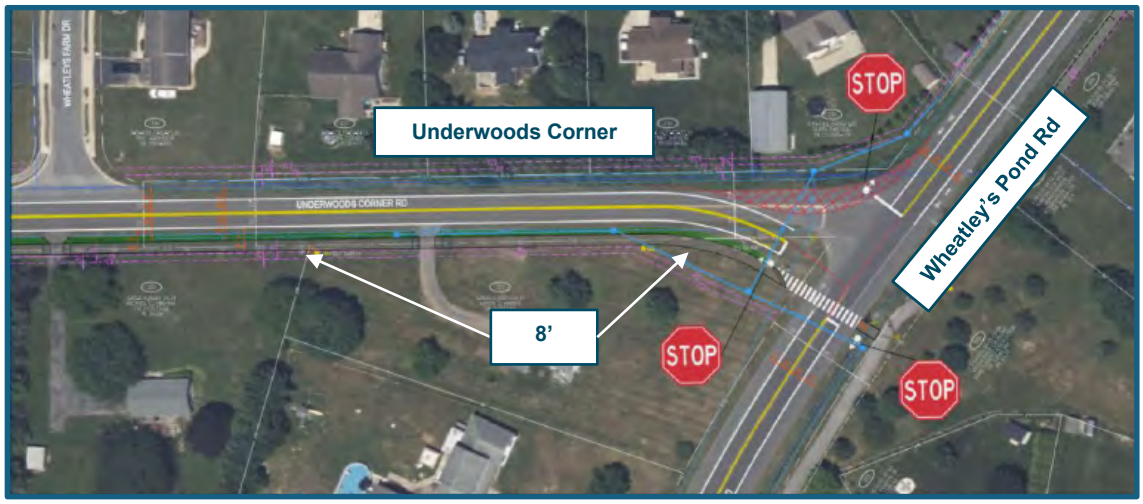
This intersection alternative keeps the existing roadway geometry, adds five (5) foot shoulders on both sides of Underwoods Corner Road, extends the shared use path and drainage improvements proposed in the roadway alternatives, and adds Stop signs to each leg at the intersection of Underwoods Corner Road and Wheatley's Pond Road. Additionally, a crosswalk is added across Wheatley's Pond Road to connect the proposed SUP to the existing SUP along the east side of Wheatley's Pond Road *(Figure 16)*.



Intersection Alternative 1A: All Way Stop with Realignment

This intersection alternative provides Stop signs to each leg at the intersection of Underwoods Corner Road and Wheatley's Pond Road, adds five (5) foot shoulders on both sides of Underwoods Corner Road, extends the shared use path and drainage improvements proposed in the roadway alternatives, and connects the existing SUP on Wheatley's Pond Road to the proposed SUP on

Underwoods Coner Road. Additionally, a realignment of the intersection curves Underwoods Corner Road in the southeast direction, allowing for clearer sight distance for vehicles turning left onto Wheatley's Pond Road and turning right onto Underwoods Corner Road *(Figure 17)*.



Intersection Alternative 2: Signalized Intersection

This intersection alternative includes adding five (5) foot wide shoulders on both sides of Underwoods Corner Road, extends the shared use path and drainage improvements proposed in the roadway alternatives, and provides a crosswalk between the existing SUP on Wheatley's Pond Road to the proposed SUP on Underwoods Coner Road. Additionally, a realignment of the intersection curves Underwoods Corner Road in the southeast direction and a traffic signal is installed to improve vehicle sight distances and congestion. Furthermore, a left turn lane is added to Wheatley's Pond Road traveling in the northbound direction, and a right turn lane and bike lane are added to Wheatley's Pond Road traveling in the southbound direction, with eight (8) foot wide shoulders added to Wheatley's Pond Road *(Figures 18, 19, & 20)*.

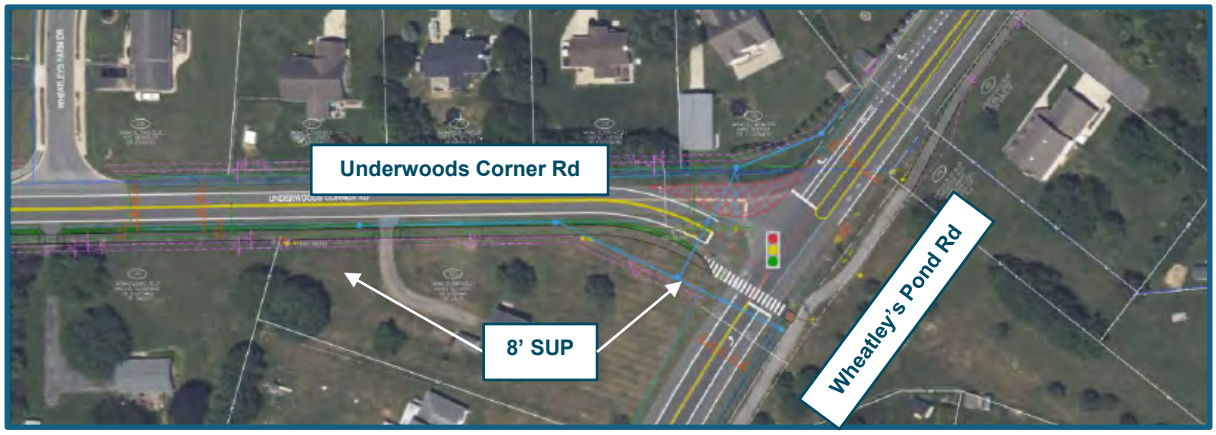


Figure 18 Intersection at Wheatley's Pond Road and Underwoods Corner Road – Signalized with Realignment

Figure 19 Intersection at Wheatley's Pond Road – Signalized with Realignment Left Turn Lane

Figure 20 Intersection at Wheatley's Pond Road – Signalized with Realignment Right Turn Lane Tie-in

Intersection Alternative 3: Roundabout

This concept would include installing a roundabout and entails a full depth reconstruction of the intersection. Additionally, this alternative extends the shared use path and drainage improvements proposed in the roadway alternatives and provides pedestrian crossings between each leg of the intersection. However, a section of the existing SUP, landscaping, and right-of-way on the east side of Wheatley's Pond Road would require replacement. As well as several utility relocations. Also, this concept includes each leg of the roundabout tapering into the existing alignments of Wheatley's Pond Road and Underwoods Corner Road *(Figure 21)*.

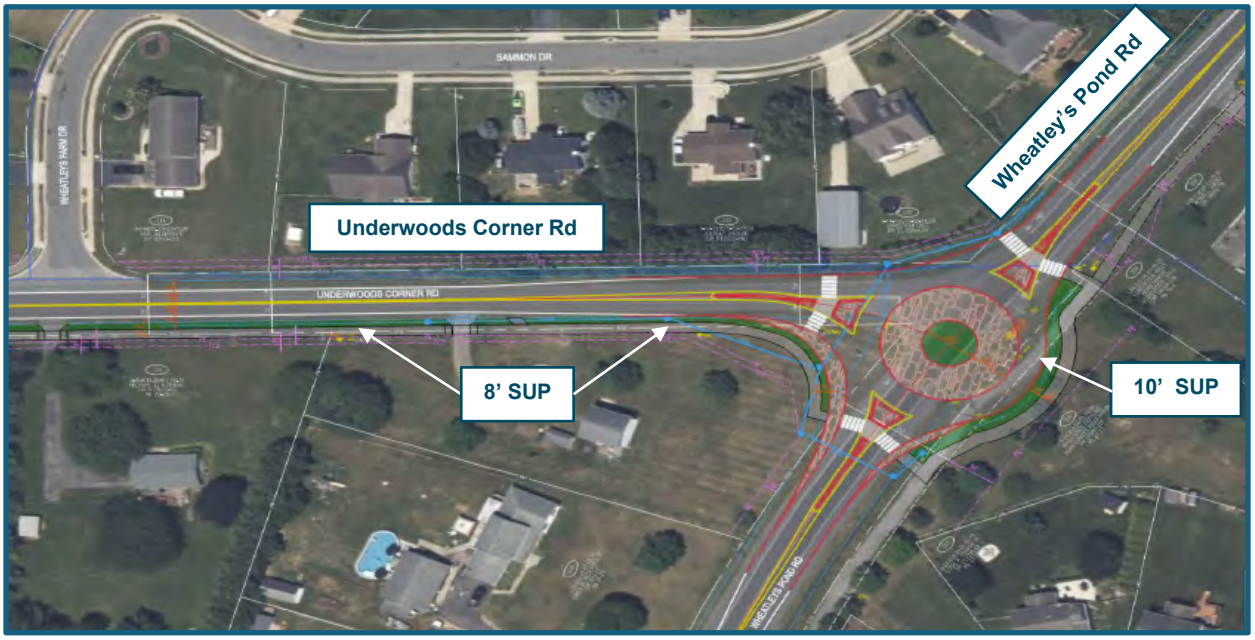


Figure 21 Intersection at Wheatley's Pond Road and Underwoods Corner Road – Roundabout

Speed Limit Evaluation

During the public engagement process several concerns were raised about the posted speed on Underwoods Corner Road. The current posted speed is 50 MPH and does not support the goals of the study or the multi modal environment that the Town is seeking. This speed limit was established prior to the most recent development, including the Intermediate School.

Century did not perform a detailed speed analysis for this study, however as part of Workshop 2, the public was asked which speed they felt was most appropriate for Underwoods Corner Road. There was no consistency in the responses, and they varied from 45 MPH to 25 MPH. Based on the

concerns voiced at the public workshops and the results of the survey question, some reduction in the posted speed is desired.

In addition, the design elements of the Underwoods Road corridor including the narrowed lane widths are conducive to a lower poster speed.

It is recommended that the speed be evaluated by DelDOT traffic to determine if the speed can and should be reduced. This can be undertaken as prior to the implementation of the overall project.

Costs

Cost for the alternatives and options for both the Underwoods Corner Road corridor and the intersection of Wheatley's Pond Road and Underwoods Corner Road were developed. The cost estimates were broken down into project phases to align with the Dover Kent MPO Transportation Improvement Plan (TIP) and the DelDOT Capital Transportation Plan (CTP). These include:

- Preliminary Engineering – These costs are for the engineering needed to develop the construction plans and right-of-way plans for the concepts developed for this study.
- Right-of-Way – These costs for the acquisition of the needed easements to allow for the consecution of the improvements. These costs are the anticipated costs for the easements based on comparables in the area. This does not include consultant support for acquisitions.
- Construction – These costs are for the actual construction costs incurred by the general contractor. These costs include roadway widening, shared use path on the east side of the road, ditching and closed drainage systems, and utility relocations. They also include a contingency and construction inspection.

Underwood Corner Road Cost Estimate Summary							
	Roadway Option 1	Roadway Option 2	Roadway Option 3	Intersection Option 1	Intersection Option 1A	Intersection Option 2	Intersection Option 3
	Centerline Widening	Centerline Shift	Centerline Shift with a Reverse Curve Tie-in	All Way Stop	All Way Stop with Realignment	Signalized Intersection with Realignment	Roundabout
Preliminary Engineering	$ 683,960.00	$ 686,580.00	$ 685,920.00	$ 107,700.00	$ 107,620.00	$ 404,210.00	$ 595,470.00
Right-of-Way	$ 95,000.00	$ 97,000.00	$ 103,000.00	$ 51,000.00	$ 81,000.00	$ 38,000.00	$ 60,000.00
Construction	$ 3,480,109.73	$ 3,491,526.76	$ 3,488,650.97	$ 415,397.04	$ 606,493.87	$ 1,822,700.30	$ 2,568,961.90
Total	$4,259,069.73	$4,275,106.76	$4,277,570.97	$574,097.04	$795,113.87	$2,264,910.30	$3,224,431.90

Cost estimate summaries can be found in Appendix F.

Funding Opportunities

Transportation projects in Delaware can be funded through a combination of federal formula programs, state funding, discretionary grants, transit funding programs, and safety or multimodal initiatives administered through the Delaware Department of Transportation (DelDOT). To provide as many options for implementation as possible the recommendations from this study can be implemented in whole or in part as both the Underwood Corner Road Corridor and the Intersection improvement at Wheatley's Pond Road and Underwoods Corner Road have independent utility and can provide operational and safety improvements within the study area separate from each other.

The cost estimates for each option and alternative were developed separately so that any one of the recommendations can move forward independent of the overall project.

Wheatley's Pond Road is part of the National Highway System (NHS) and is eligible for federal funding. The improvement at the interstation is on a federally eligible roadway and would be eligible for Program Funding from the following:

- Surface Transportation Block Grant Program (STBG) – These funds are the most flexible federal transportation funding source available to Delaware and local agencies. STBG funds can be used for roadway reconstruction and widening, intersection improvements, and bicycle and pedestrian facilities
- National Highway Performance Program (NHPP) – These funds can be used for major arterial upgrades and freight corridor improvements
- Highway Safety Improvement Program (HSIP) – These funds can be used for intersection safety improvements, signal upgrades, roundabouts, and bicycle safety improvements

Underwoods Corner Road is not on the NHS and therefore has fewer funding options. The side path could leverage funding from the following federal programs.

- Congestion Mitigation and Air Quality (CMAQ)
- Transportation Alternatives Program (TAP)
- Safe Streets and Roads for All (SS4A)

Underwoods Corner Road could also be partially funded by the developer of Old County Farm subdivision. This could be a phased approach with the developer leading the roadway widening portion and DelDOT funding the shared use path and associated drainage improvements. Another option would be to combine the efforts and have the developer and DelDOT enter a Public Private Partnership (PPP) with funding being provided by both the developer and DelDOT.

Grants are also an option for funding the recommended improvements. The fact that there could be dedicated private funds for a portion of the project would help the project compete for the available grants.

- RAISE Grants - The RAISE Grant Program (formerly BUILD/TIGER) funds projects with significant regional or community impact. Eligible projects include complete streets corridors and multimodal corridors

Final Recommendations

The final recommendations from the study are based on the assessment of all the qualitative and quantitative data obtained throughout the study. The Planning and Environmental (PEL) checklist was also prepared and will guide the next phase of project development. The following is a summary of the data points for both the corridor and intersection improvements.

Underwoods Corner Road Corridor

- Underwoods Corner Widening - The majority of those who responded to the survey were in favor of the Underwoods Corner Road widening
- Roadway Alignment Option - The majority of those who responded to the survey preferred Option 2
- Shared Use Path - The majority of those who responded to the survey were in favor of a shared use path along Underwoods Corner Road
- Speed Limit - The majority of those who responded to the survey were in favor of a speed limit reduction
- The Cost Estimates are close for each option

Wheatley's Pond Road and Underwoods Corner Road Intersection Alternatives

- Both the Signal and the Roundabout provide acceptable operations
- The Roundabout Option provides the best safety performance
- Intersection Alternative - The majority of those who responded to the survey preferred the roundabout option
- The Roundabout is about $1M more in initial costs than the signalized intersection, but is less expensive long term when considering life cycle costs and maintenance

Based on the data collected and the analysis performed the recommended corridor improvement for Underwoods Corner Road is Option 2.

Based on the data collected and the analysis performed the recommended intersection improvement for the Wheatley's Pond Road and Underwoods Corner intersection is Alternative 3 (Roundabout).

Appendix A Planning and Environmental Linkages (PEL)

Appendix A – PEL Checklist

Wheatley's Pond Rd / Underwoods Corner Rd Intersection Safety Study

Federal Highway Administration - Planning and Environmental Linkages Questionnaire https://www.environment.fhwa.dot.gov/env_initiatives/pel/pel_quest.aspx			
	Topic	Section Reference	Comments
1.	Background:		
a.	Who is the sponsor of the PEL study? (state DOT, Local Agency, Other)	Recommendations	Dover Kent County MPO
b.	What is the name of the PEL study document and other identifying project information (e.g. sub-account or STIP numbers, long-range plan, or transportation improvement program years)?	Title Page	Wheatley's Pond Rd / Underwoods Corner Rd Intersection Safety Study
c.	Who was included on the study team (Name and title of agency representatives, consultants, etc.)?	Title Page	Dover Kent County MPO, DelDOT, Town of Clayton, Kent County, Century Engineering, LLC, Wallace Montgomery
d.	Provide a description of the existing transportation facility within the corridor, including project limits, modes, functional classification, number of lanes, shoulder width, access control and type of surrounding environment (urban vs. rural, residential vs. commercial, etc.)	Study Area	The study area identified includes the intersection of Wheatley's Pond Road and Underwoods Corner Road as well as the Underwoods Corner Road corridor between Wheatley's Pond Road and Whistlefield Way. Wheatley's Pond Road is classified as a minor arterial roadway under DelDOT's functional classification system. Wheatley's Pond Road is part of the National Highway System and is designated as an evacuation route. The Average Annual Daily Traffic (AADT) on Wheatley's Pond Road is 12,589 vehicles and was last counted in 2023. The Wheatley's Pond Road Corridor serves as a connector and truck route for northern Kent County to the US301 corridor. The posted speed limit on Wheatley's Pond Road is 45 MPH. Underwoods Corner Road is classified as a minor collector roadway under DelDOT's functional classification system. This road is not identified as part of the federal roadway network. The AADT on Underwoods Corner Road is 2,197 vehicles and was last counted in 2024. The posted speed limit on Underwoods Corner Road is 50 MPH. There is a

Wheatley's Pond Rd / Underwoods Corner Rd Intersection Safety Study

Federal Highway Administration - Planning and Environmental Linkages Questionnaire https://www.environment.fhwa.dot.gov/env_initiatives/pel/pel_quest.aspx			
	Topic	Section Reference	Comments
			congestion and delay issue that was identified as part of the more detailed traffic analysis. Wheatley's Pond Road consists of 12' travel lanes and 8' shoulders. There is open ditching on each side of the roadway. There were no turn lanes at the intersection with Underwoods Corner Road. Underwoods Corner Road consists of 10' travel lanes with no shoulders on either side of the road. There are existing roadside ditches on both sides of the road. The surrounding area is a mix of residential and agricultural.
e.	Provide a brief chronology of the planning activities (PEL study) including the year(s) the studies were completed.	Recommendations	This Planning and Environmental Linkage (PEL) Report is a result of the PEL study process conducted by Century Engineering, the Dover/Kent County MPO, DelDOT and Town of Clayton, DE. The first phase was the data gathering phase where existing conditions were collected and reviewed. The second phase utilized the existing conditions and community feedback gathered in Public Workshop 1 to analyze the opportunities, challenges, concerns, and goals of the project. In the third phase potential recommendations were developed, analyzed, and documented and were ultimately presented to the Town and Clayton and the Community at Public Workshop 2. Results from these engagements were positive and the recommendations were based on the quantitative and qualitative data gathered throughout the planning process. Public involvement and community outreach were important components of the Study. Residents and

Wheatley's Pond Rd / Underwoods Corner Rd Intersection Safety Study

Federal Highway Administration - Planning and Environmental Linkages Questionnaire https://www.environment.fhwa.dot.gov/env_initiatives/pel/pel_quest.aspx			
	Topic	Section Reference	Comments
			local stakeholders were engaged throughout the Study.
f.	Are there recent, current, or near future planning studies or projects in the vicinity? What is the relationship of this project to those studies/projects?		In 2025 the Kent County MPO adopted the planning study for Wheatley's Pond Road Corridor which is adjacent to this planning study and supports the inclusion of the shared use path as part of this study.
2.	Methodology used:		
a.	What was the scope of the PEL study and the reason for completing it?	Purpose & Need	The primary purpose of the Wheatley's Pond Rd / Underwoods Corner Rd Intersection Safety Study is to identify improvements that would improve the safety and operations at the existing intersection. The Town of Clayton initiated this study to improve the Underwoods Corner Road corridor to address travel for all modes of transportation. Purpose: The purpose of this study is to improve the safety and operational efficiency of the Wheatley's Pond Road and Underwoods Corner Road intersection in Clayton, DE. Specifically, the project aims to reduce the frequency and severity of crashes at the intersection, improve traffic operations and reduce congestion and delay during peak travel periods, and enhance multimodal accessibility and safety for pedestrians and cyclists. Need: The need for this study arises from safety deficiencies including vehicular crashes, a skewed intersection, limited sight distance, and inadequate turn lanes located along Underwoods Corner Road. Additionally, there are operational issues including peak hour delays for the EB left turn leading to

Wheatley's Pond Rd / Underwoods Corner Rd Intersection Safety Study

Federal Highway Administration - Planning and Environmental Linkages Questionnaire https://www.environment.fhwa.dot.gov/env_initiatives/pel/pel_quest.aspx			
	Topic	Section Reference	Comments
			congestion and increased travel times, and infrastructure deficiencies including lack of shoulders and multimodal facilities. Accessibility challenges are created by the lack of continuous sidewalks, accessible curb ramps, and safe pedestrian crossings.
b.	Did you use NEPA-like language? Why or why not?	Environmental Resources	Yes, because there are potentially state and federally regulated environmental and cultural resources present in the study area.
c.	What were the actual terms used and how did you define them? (Provide examples or list)	Environmental Resources	Wetlands, farmland, Rare, Threatened and Endangered Plant and Animal Species As individual improvement recommendations advance to design projects, if any federal funds are used and/or any federally protected resources are impacted, the requirements of the National Environmental Policy Act of 1969 (NEPA) will need to be satisfied.
d.	How do you see these terms being used in NEPA documents?	Environmental Resources	These analyses are described in the report for reference in a future NEPA study
e.	What were the key steps and coordination points in the PEL decision-making process? Who were the decision-makers and who else participated in those key steps? For example, for the corridor vision, the decision was made by state DOT and the local agency, with buy-in from FHWA, the USACE, and USFWS and other resource/regulatory agencies.	Public Involvement	Throughout the study, representatives from Dover Kent County MPO, DelDOT, the Town of Clayton, and the community were invited to provide existing conditions information, review the information prepared, comment on the material, and provide feedback which was processed through subsequent revisions. The project team met with the Clayton Town Council 3 times during the planning study to present the findings and garner support for the next steps in the process. In addition, 2 public workshops were held to get input from the local residents in the community.

Wheatley's Pond Rd / Underwoods Corner Rd Intersection Safety Study

Federal Highway Administration - Planning and Environmental Linkages Questionnaire https://www.environment.fhwa.dot.gov/env_initiatives/pel/pel_quest.aspx			
	Topic	Section Reference	Comments
f.	How should the PEL information be presented in NEPA?		The PEL Study may be attached
3.	Agency coordination:		
a.	Provide a synopsis of coordination with Federal, tribal, state and local environmental, regulatory and resource agencies. Describe their level of participation and how you coordinated with them.	Recommendations	Throughout the course of this study, alternatives were developed to address the study's Purpose and Need and are based on feedback from the community and the Town of Clayton, as well as input from the Dover Kent County MPO, and DelDOT.
b.	What transportation agencies (e.g. for adjacent jurisdictions) did you coordinate with or were involved during the PEL study?	Recommendations	DelDOT, Dover Kent County MPO, Town of Clayton and Kent County
c.	What steps will need to be taken with each agency during NEPA scoping?	Recommendations	Each recommendation that moves forward for design will continue with the NEPA process where this report leaves off. Each agency will be prepared to have a scoping meeting for the recommendation and begin the in-depth investigation into the permitting and coordination necessary for design.
4.	Public coordination:		
1.	Provide a synopsis of your coordination efforts with the public and stakeholders.	Public Involvement	Throughout the study, representatives from Dover Kent County MPO, DelDOT, the Town of Clayton, and the community were invited to provide existing conditions information, review the information prepared, comment on the material, and provide feedback which was processed through subsequent revisions.
5.	Range of alternatives:		
a.	What types of alternatives were looked at?	Recommendations	Throughout the course of this study, options and alternatives were developed to address the study's Purpose and Need and are based on feedback from the community, as well as input from DelDOT, and the Town of Clayton. 3 options for the Underwoods

Wheatley's Pond Rd / Underwoods Corner Rd Intersection Safety Study

Federal Highway Administration - Planning and Environmental Linkages Questionnaire https://www.environment.fhwa.dot.gov/env_initiatives/pel/pel_quest.aspx			
	Topic	Section Reference	Comments
			corridor were presented and 3 alternatives for Wheatley's Pond Road and Underwoods Corner intersection were presented. The options included different scenarios for widening the road and providing a multi-use path on the east side. The intersection alternatives included an all-way stop, signalized intersection and a roundabout.
b.	How did you select the screening criteria and screening process?	Project Need	The screening criteria included the quantitative Measures of Effectiveness (MOE) contained in the traffic analysis. These included overall system operations and predictive crash reduction. In addition, the cost estimate data was used to understand the level of investment for each alternative. In addition, the qualitative data gathered from the public option survey was used to help make the final recommendations.
c.	For alternative(s) that were screened out, briefly summarize the reasons for eliminating the alternative(s). (During the initial screenings, this generally will focus on fatal flaws.)	Recommendations	Fatal flaws on recommendations that did not move forward included recommendations that did not meet the purpose and need statement, recommendations that did not meet the operational standards. The two alternatives that were screened out included the 2-way stop and the all-way stop controlled intersection alternatives.
d.	Which alternatives should be brought forward into NEPA and why?	Recommendations	As funding becomes available option 2 for the Underwood Corner Road corridor and the roundabout option for the intersection of Wheatley's Pond Road and Underwoods Corner Road should be brought forward into NEPA.

Wheatley's Pond Rd / Underwoods Corner Rd Intersection Safety Study

Federal Highway Administration - Planning and Environmental Linkages Questionnaire https://www.environment.fhwa.dot.gov/env_initiatives/pel/pel_quest.aspx			
	Topic	Section Reference	Comments
e.	Did the public, stakeholders, and agencies have an opportunity to comment during this process?	Public Involvement	Yes
f.	Were there unresolved issues with the public, stakeholders, and/or agencies?	Public Involvement	There were no unresolved issues. The public was informed that the project would need to go through NEPA and detailed design and there would be other opportunities to comment on and refine the ultimate design.
7.			
a.	What is the forecast year used in the PEL study?	N/A	2050
b.	What method was used for forecasting traffic volumes?	N/A	DelDOT Growth Factors.
c.	Are the planning assumptions and the corridor vision/purpose and need statement consistent with each other and with the long-range transportation plan? Are the assumptions still valid?	Project Need	Yes and Yes
d.	What were the future year policy and/or data assumptions used in the transportation planning process related to land use, economic development, transportation costs, and network expansion?	Recommendations	Costs were preparing using 2025/2026 unit costs
8.	Environmental resources (wetlands, cultural, etc.) reviewed.		
a.	In the PEL study, at what level of detail was the resource reviewed and what was the method of review?	Project Need	Desktop Review and Field Verification
b.	Is this resource present in the area and what is the existing environmental condition for this resource?	Existing Conditions	It appears from our desktop review there are environmental, potentially cultural and farmland resources present in the project study areas.
c.	What are the issues that need to be considered during NEPA, including potential resource impacts and potential mitigation requirements (if known)?	Recommendations	It appears there could be impacts to the resources with many of the recommendations presented in this report.
d.	How will the planning data provided need to be supplemented during NEPA?	Recommendations	Coordination with appropriate State and Federal resource agencies will be imperative at the start of the next phase of design for each individual project.
9.	List environmental resources you are aware of that were not reviewed in the PEL study and why. Indicate whether they will need to be reviewed in NEPA and explain why.	N/A	N/A
10.	Were cumulative impacts considered in the PEL study? If yes, provide the information or reference where the analysis can be found.	N/A	N/A
11.	Describe any mitigation strategies discussed at the planning level that should be analyzed during NEPA.	N/A	N/A

Wheatley's Pond Rd / Underwoods Corner Rd Intersection Safety Study

Federal Highway Administration - Planning and Environmental Linkages Questionnaire https://www.environment.fhwa.dot.gov/env_initiatives/pel/pel_quest.aspx			
	Topic	Section Reference	Comments
12.	What needs to be done during NEPA to make information from the PEL study available to the agencies and the public? Are there PEL study products which can be used or provided to agencies or the public during the NEPA scoping process?		The PEL Study will be available to agencies involved in the planning and design processes.
13.	Are there any other issues a future project team should be aware of?	N/A	N/A

Appendix B Workshop 1 Summary

Wheatley's Pond Rd/Underwoods Corner Rd Intersection Safety Study

Public Workshop #1

12/10/2025 – In Person at Clayton Fire House

The Dover Kent County MPO in partnership with DelDOT initiated a study to develop and evaluate alternatives at the intersection of Wheatley's Pond Road and Underwoods Corner Road to improve safety and capacity at this intersection. This initial workshop was held in person at the Clayton Fire house on December 10, 2025, provided the public with an overview of the existing conditions, potential solutions, and feedback from the public on their experience at the intersection.

December 10, 2025

5:00 PM – 7:00 PM

Clayton Fire House

The workshop was advertised through 250 direct mailings that were sent out to area residents. Flyers were also hand delivered to all the properties with frontage on Underwoods Corner Road and Wheatley's Pond Road. In addition, the public workshop was advertised on the MPO's and DelDOT's webpage.

The workshop had 40 people sign the attendance sheets and 31 filled out surveys during the workshop. Another 20 people filled out the online surveys. The results compiled below are for both the in-person surveys and the online surveys.

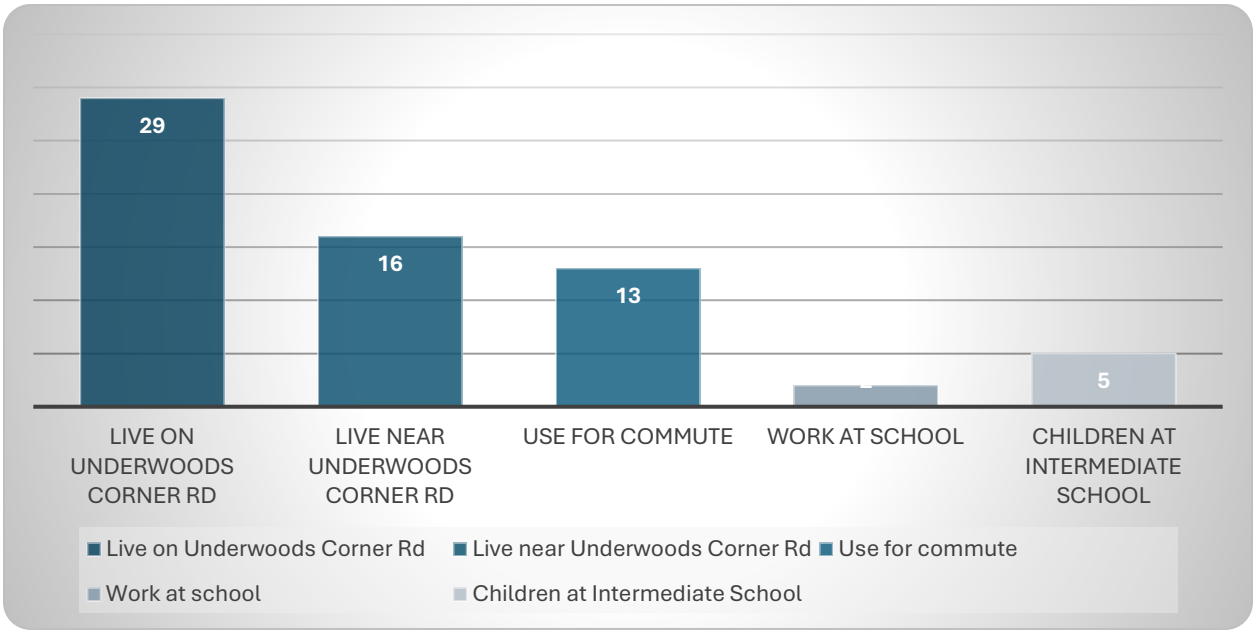
The workshop format was an in-person meeting at the Clayton Fire House. It was not a formal presentation, but rather a walk through set up where attendees could come and go as they please, ask questions, and provide feedback directly to project team members. Doors opened at 5pm and attendees walked through the boards set up around the room. The contents on these boards included the following:

- Study Area
- Purpose and Need
- Existing Conditions- Crash and Traffic Data
- Several concepts to improve the road/intersection
- Schedule

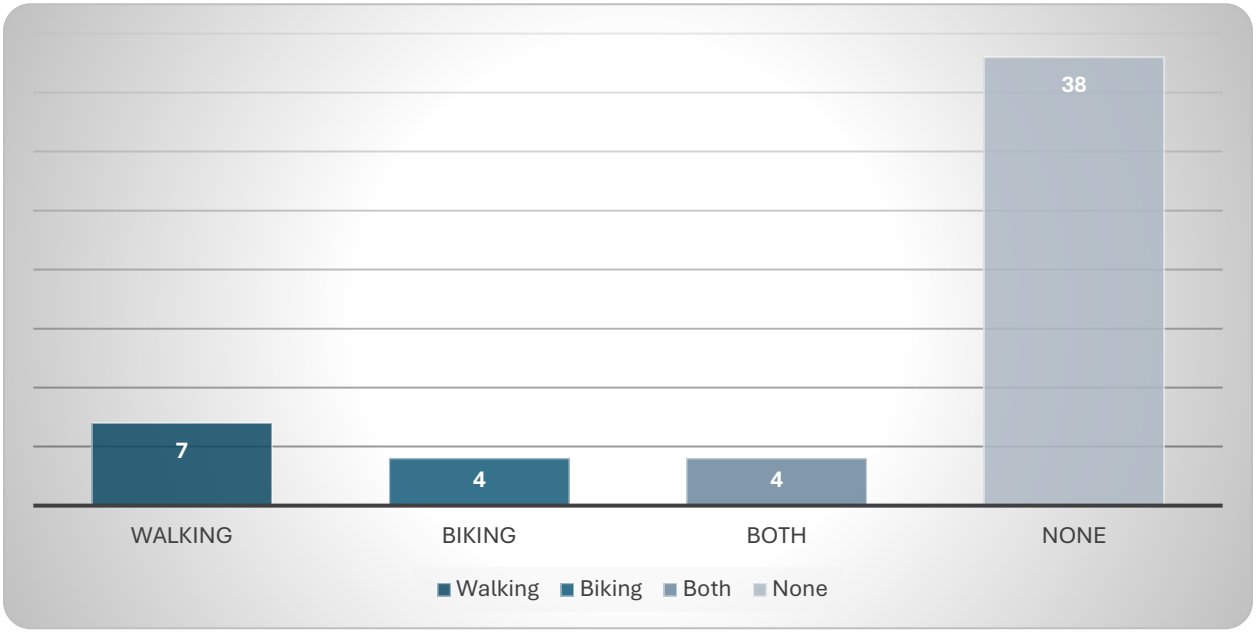
Throughout the workshop, attendees discussed Roadway Options 1 and 2 and shared their thoughts. There was general support from the attendees for Option 2. Numerous residents voiced a preference for keeping the proposed shift to the west and continuing the alignment south past Pee Wee Court. The comments primarily focused on improving safety and visibility, while also being mindful of impacts to surrounding homes.

A survey was handed out to attendees once they walked through the information boards. There is also a survey posted on the MPO website. Below are the results of the surveys:

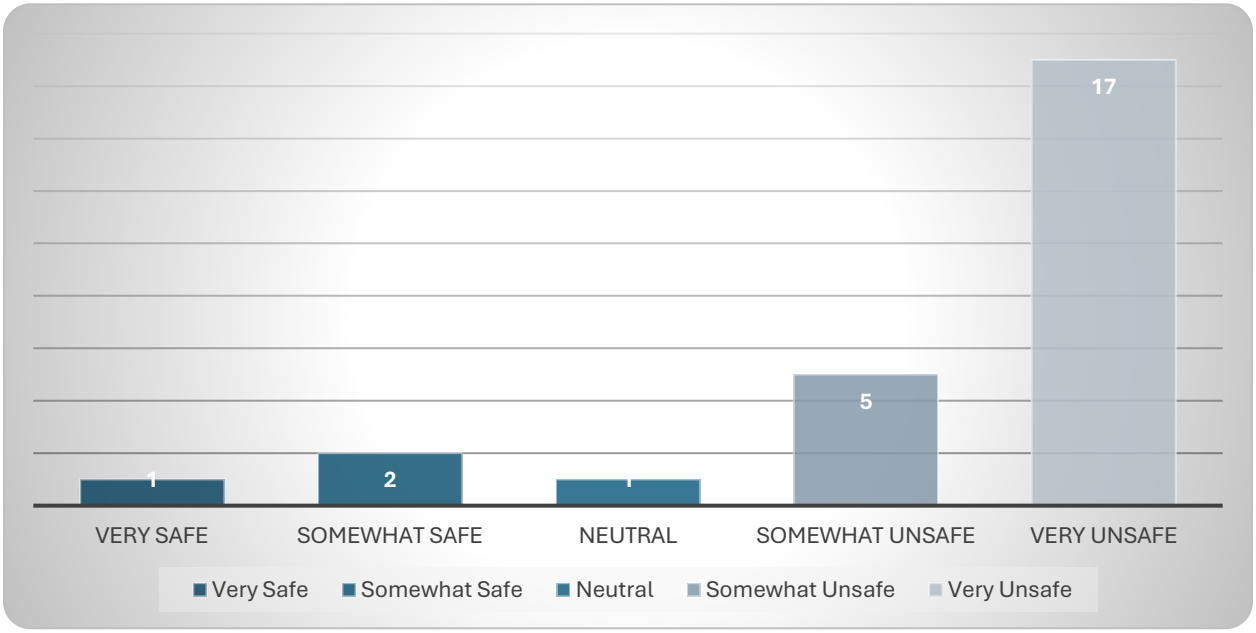
How do you use Underwoods Corner Road?



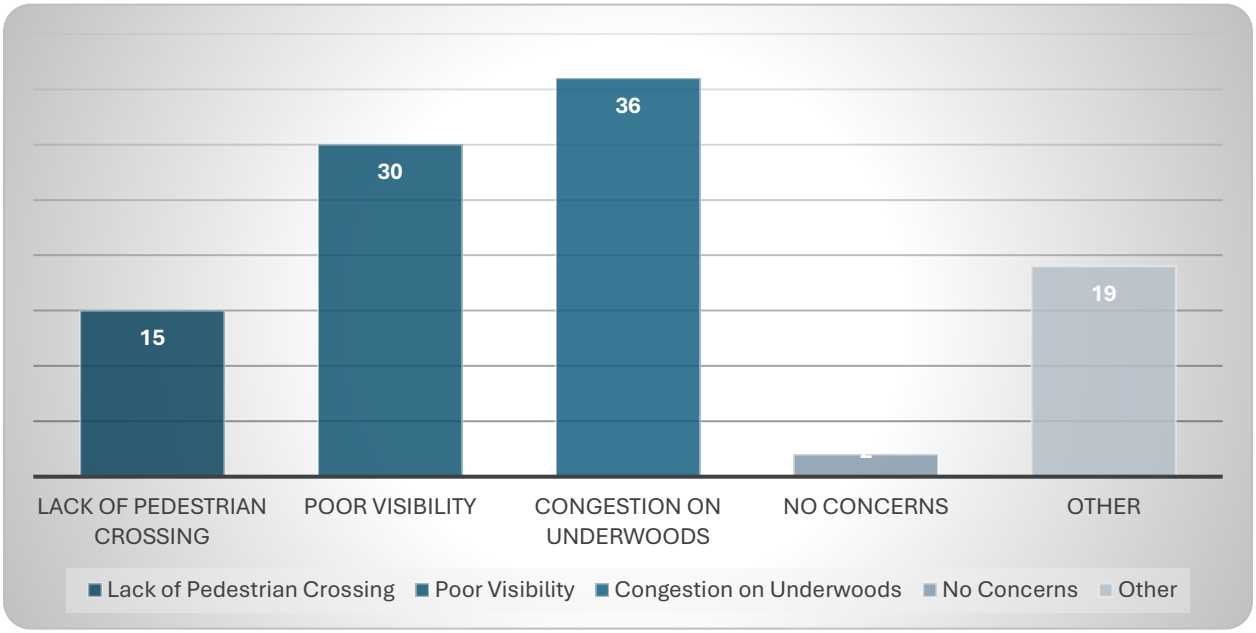
Do you walk or bike through the intersection of Wheatley's Pond Road and Underwoods Corner Road or along Underwoods Corner Road?



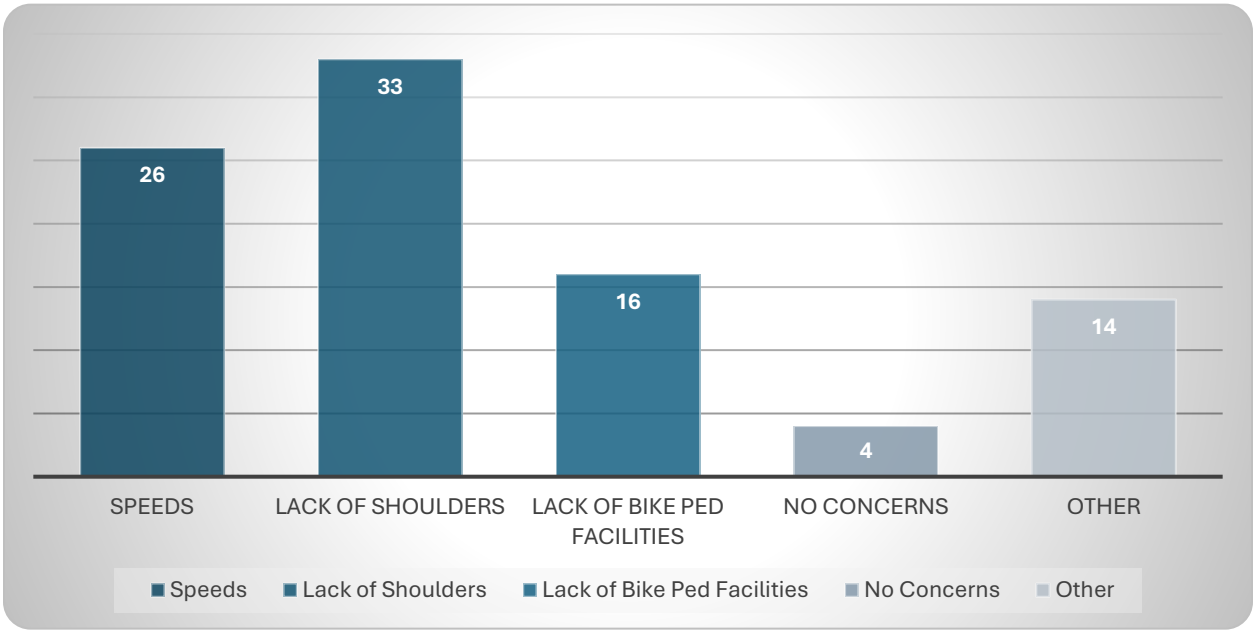
If you walk or bike, how safe do you feel walking or biking?



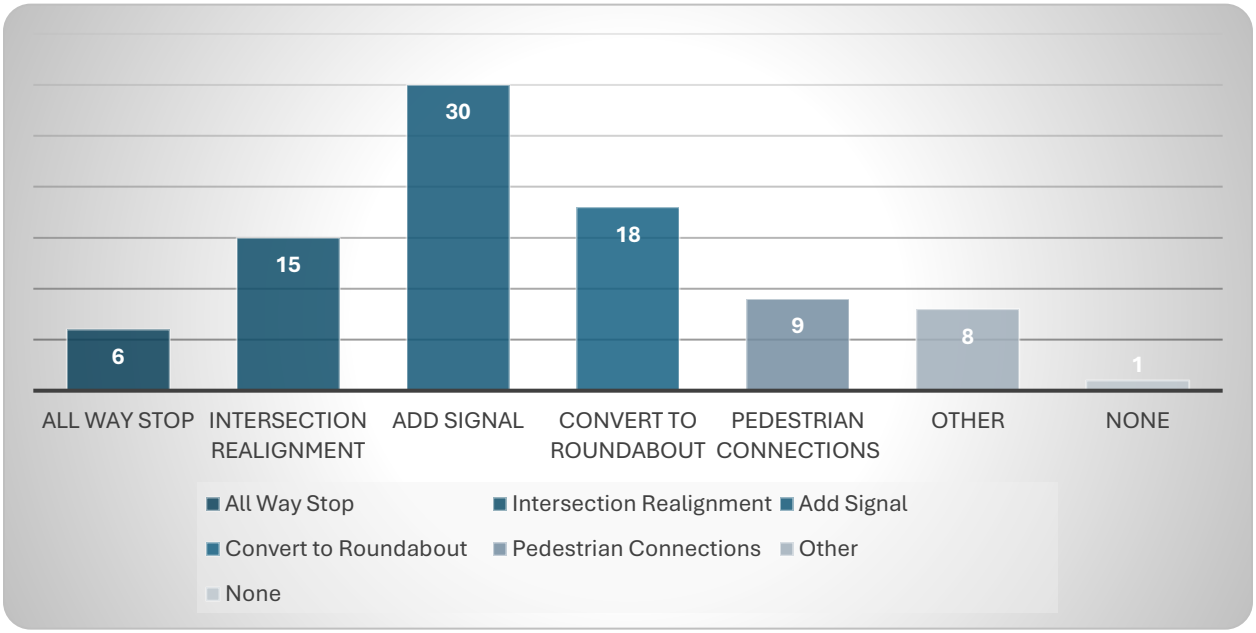
What concerns do you have with the intersection of Wheatley's Pond Road and Underwoods Corner Road?



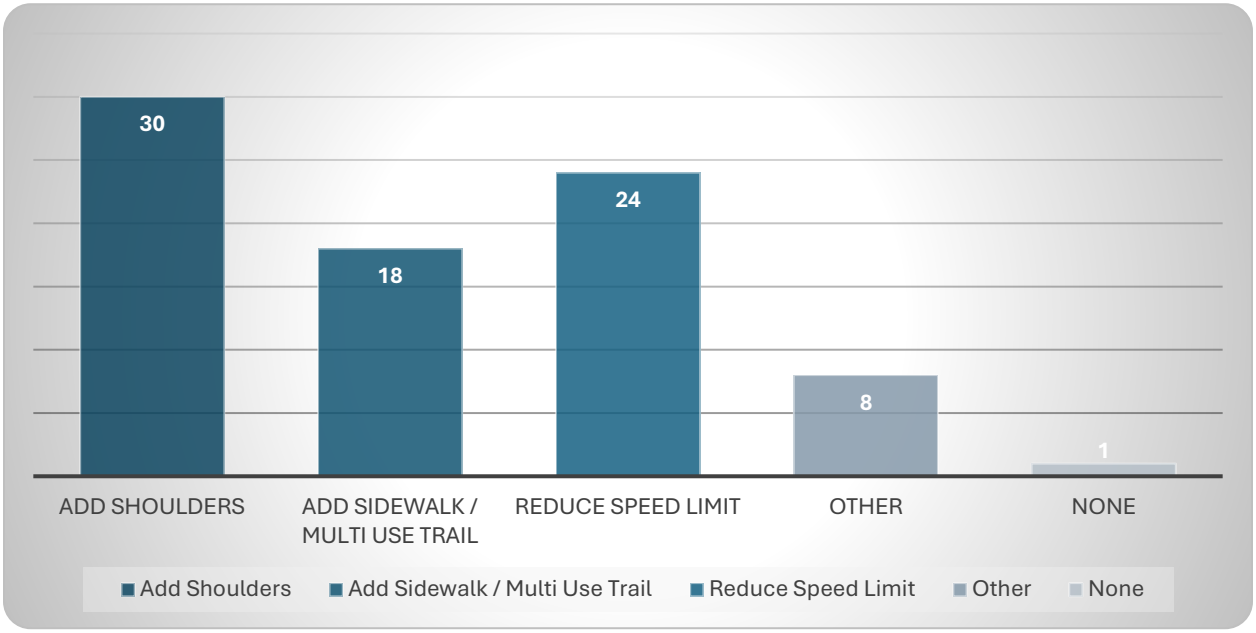
What concerns do you have with Underwoods Corner Road?



What improvements to the intersection of Wheatley's Pond Road and Underwoods Corner Road do you think will make the intersection more safe?



What roadway improvements do you think will make Underwoods Corner Road more safe?



Flyer and Mailer

Wheatley's Pond Road/Underwoods Corner Road Intersection Safety Study

Clayton, DE

PLEASE JOIN US FOR A PUBLIC WORKSHOP

Date: December 10, 2025
Time: 5:00 pm – 7:00 pm
Location: Clayton Fire Hall
300 East Street
Clayton, DE 19938

The Town of Clayton in conjunction with the Dover/Kent County Metropolitan Planning Organization (MPO) and their planning partner Century Engineering, A Kleinfelder Company will present initial findings and recommendations to improve Wheatley's Pond Road/Underwoods Corner Road Intersection and Underwoods Corner Road from the Intermediate School to Wheatley's Pond Road.

We need your feedback and input on this study!!

Your voice matters! Please visit the project website and take our online survey and help us improve this intersection.
https://publicinput.com/wheatleyspond

Presentation

Welcome

Wheatley's Pond Rd / Underwoods Corner Rd
Public Workshop
December 10, 2025

Wheatley's Pond Road and Underwoods Corner Road

Study Area

Underwoods Corner Rd from Clayton Intermediate School to Wheatley's Pond Rd with specific focus on the intersection at Wheatley's Pond Rd.

Purpose

The proposed project aims to improve safety and traffic flow at the Wheatley's Pond Road and Underwoods Corner Road intersection in Clayton, DE. Goals include reducing crashes, easing congestion during peak hours, and enhancing safety and access for pedestrians and bicyclists.

Need

The project is needed to address safety, congestion, and accessibility issues at the Wheatley's Pond Road and Underwoods Corner Road intersection. Key concerns include frequent crashes, poor visibility, limited turn lanes, peak-hour delays, lack of shoulders and multimodal facilities, and gaps in pedestrian infrastructure such as sidewalks, curb ramps, and crossings.

Safe System Approach

Transportation professionals are shifting from a reactive to a proactive approach to safety. The Safe System Approach aims to improve safety for all road users—regardless of age, ability, or travel mode.

Learn more: www.transportation.gov/NRSS/SafeSystem

Milestones Schedule

Data Gathering	Summer / Fall 2025
Concepts Development	October 2025
Council Presentation	November 10, 2025
Revisions to Concepts	November 2025
Public Workshop 1	December 10, 2025
Refine Options Based on Public Comment	January / February 2026
Public Workshop 2	March 2026
Final Revisions to Concepts	March 2026
Council Presentation	April 13, 2026
PAC Presentation	June 11, 2026
TAC Presentation	June 16, 2026
MPO Council Presentation	July 1, 2026
Final Recommendations Report	July 10, 2026

Existing Conditions - Crash Data

Data Collection

Three Year Crash Data Analysis:

From October 2022 to October 2025

Locations:

Wheatley's Pond Corridor from Coldwater Drive to School Lane

Underwoods Corner Road from Sorrento Drive to Wheatley's Pond Road

Existing Conditions Traffic Data

Traffic Data was collected on October 16, 2025, over a 12-hour timespan using traffic tubes and video recordings to determine the vehicle, bicycle, and pedestrian counts.

2025 Existing Peak Hour Turning Movement Counts

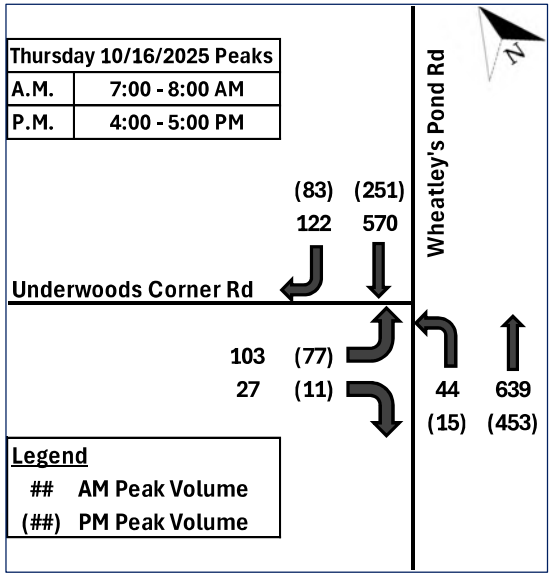


Table 3: 2025 Existing Conditions A.M. & P.M. Peak Hour MOE

Movement / Approach	AM Peak Hour				PM Peak Hour			
	Delay (Sec./Veh)	LOS	95th Percentile Queue		Delay (Sec./Veh)	LOS	95th Percentile Queue	
			Feet	Vehicles			Feet	Vehicles
Underwoods Corner Rd Approach	58.4	F	127.1	4.9	32.5	D	50.3	1.9
Wheatley's Pond Rd NB Left	8.4	A	5.4	0.2	9.9	A	3.2	0.1

2025 Existing Maximum Queuing Hour (FT)

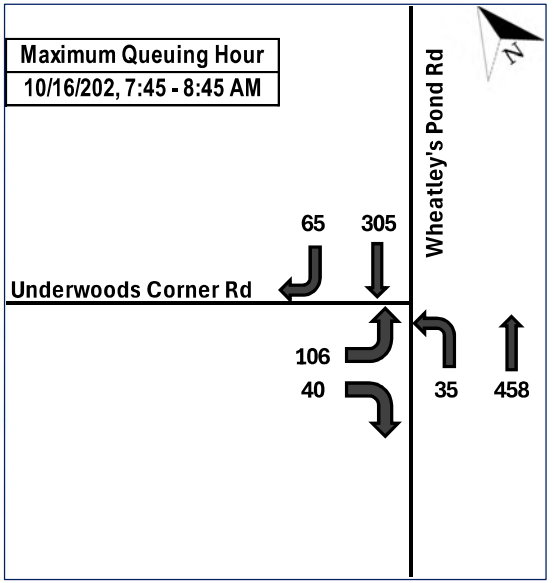


Table 4: 2025 Existing Conditions Maximum Observed Queue Hour MOE

Movement / Approach	Hour From 7:45 AM to 8:45 AM					
	Delay (Sec./Veh)	LOS	95th Percentile Queue		Maximum Observed Queues	
			Feet	Vehicles	Feet	Vehicles
Underwoods Corner Rd Approach	74.0	F	183.5	6.9	approx. 800	31*
Wheatley's Pond Rd NB Left	8.8	A	5.6	0.2	approx. 200	6
* The mazimum queue observed was limited by extent of camera's view.						

Proposed Concepts

Underwoods Corner Road Corridor

The proposed roadway section will consist of 10’ wide lanes with 5’ shoulders in both directions, along with an 8’ multi-use path that is separated from the road by a 5’ grass buffer, as well as improved drainage and ditching.

Option 1

Road Section: **Whistlefield Way to Pee Wee Court**

Shift the centerline of the roadway toward the school & Old Country Farm development.

Road Section: **Pee Wee Court to Wheatley’s Pond Road**

Hold the centerline to match the existing roadway geometry.

Option 2

Road Section: **Whistlefield Way to Pee Wee Court**

Shift the centerline of the roadway toward the school & Old Country Farm development.

Road Section: **Pee Wee Court to Abandoned Railroad**

Shift the centerline of the roadway toward the field (North) to reduce property impacts.

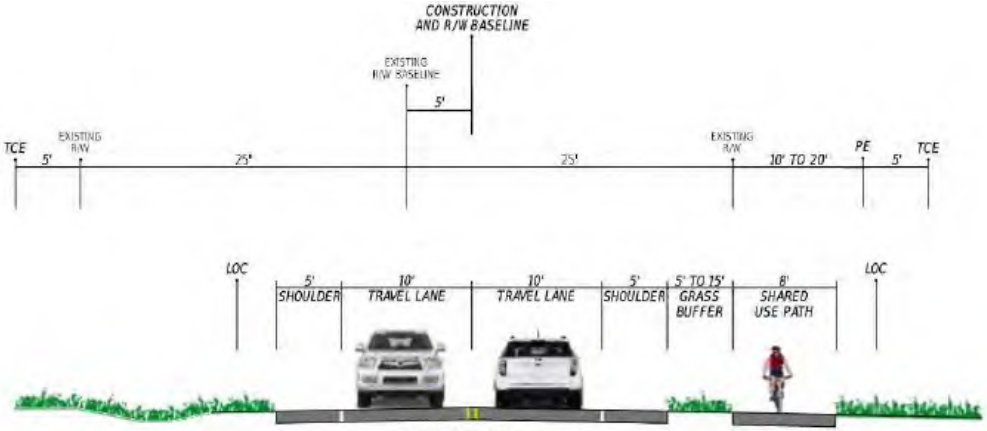
Road Section: **Abandoned Railroad to Wheatley's Pond Rd**

Hold the centerline to match the existing roadway geometry.

Typical Section Views

Underwoods Corner Road

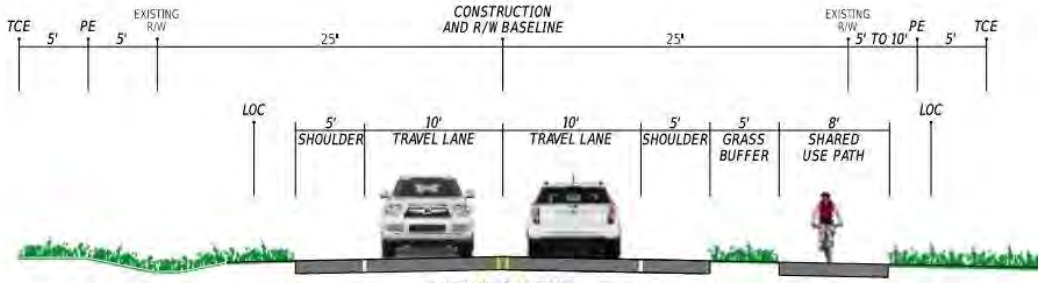
UNDERWOODS CORNER RD OPTIONS 1 AND 2



TYPICAL SECTION -
WHISTLEFIELD WAY TO PEE WEE CT

SHIFT EXISTING ROAD TOWARDS SCHOOL

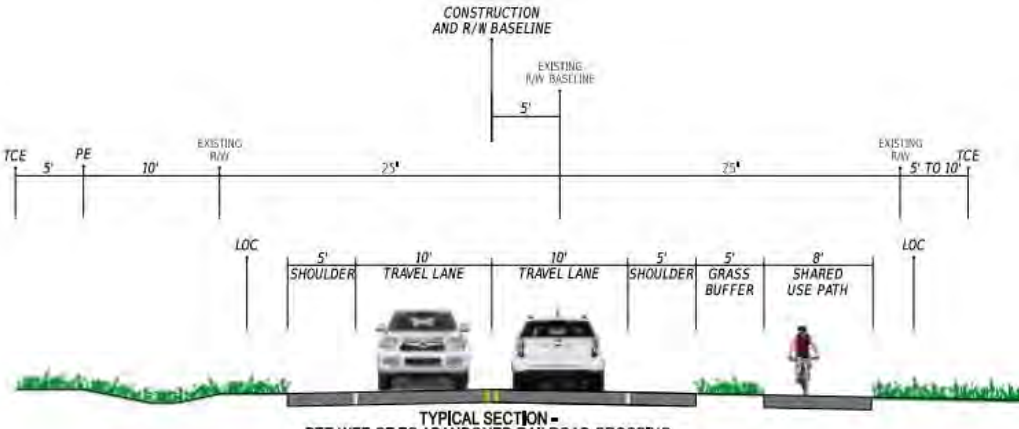
UNDERWOODS CORNER RD OPTION 1



TYPICAL SECTION -
PEE WEE CT TO WHEATLEYS POND RD

HOLD EXISTING CENTERLINE
AND WIDEN ON EACH SIDE

UNDERWOODS CORNER RD OPTION 2 – 5 FT RIGHT OFFSET



TYPICAL SECTION -
PEE WEE CT TO ABANDONED RAILROAD CROSSING

SHIFT EXISTING ROAD TOWARDS FARM FIELD (NORTH)

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A Kleinfelder Company

UNDERWOODS CORNER ROAD
OPTIONS 1 & 2 - SHIFT ROAD 5' TOWARDS SCHOOL (SOUTH)

CENTURY ENGINEERING
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UNDERWOODS CORNER ROAD
OPTIONS 1 & 2 - SHIFT ROAD 5' TOWARDS SCHOOL (SOUTH)

CENTURY ENGINEERING
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UNDERWOODS CORNER ROAD
OPTIONS 1 & 2 - SHIFT ROAD 5' TOWARDS SCHOOL (SOUTH)

CENTURY ENGINEERING
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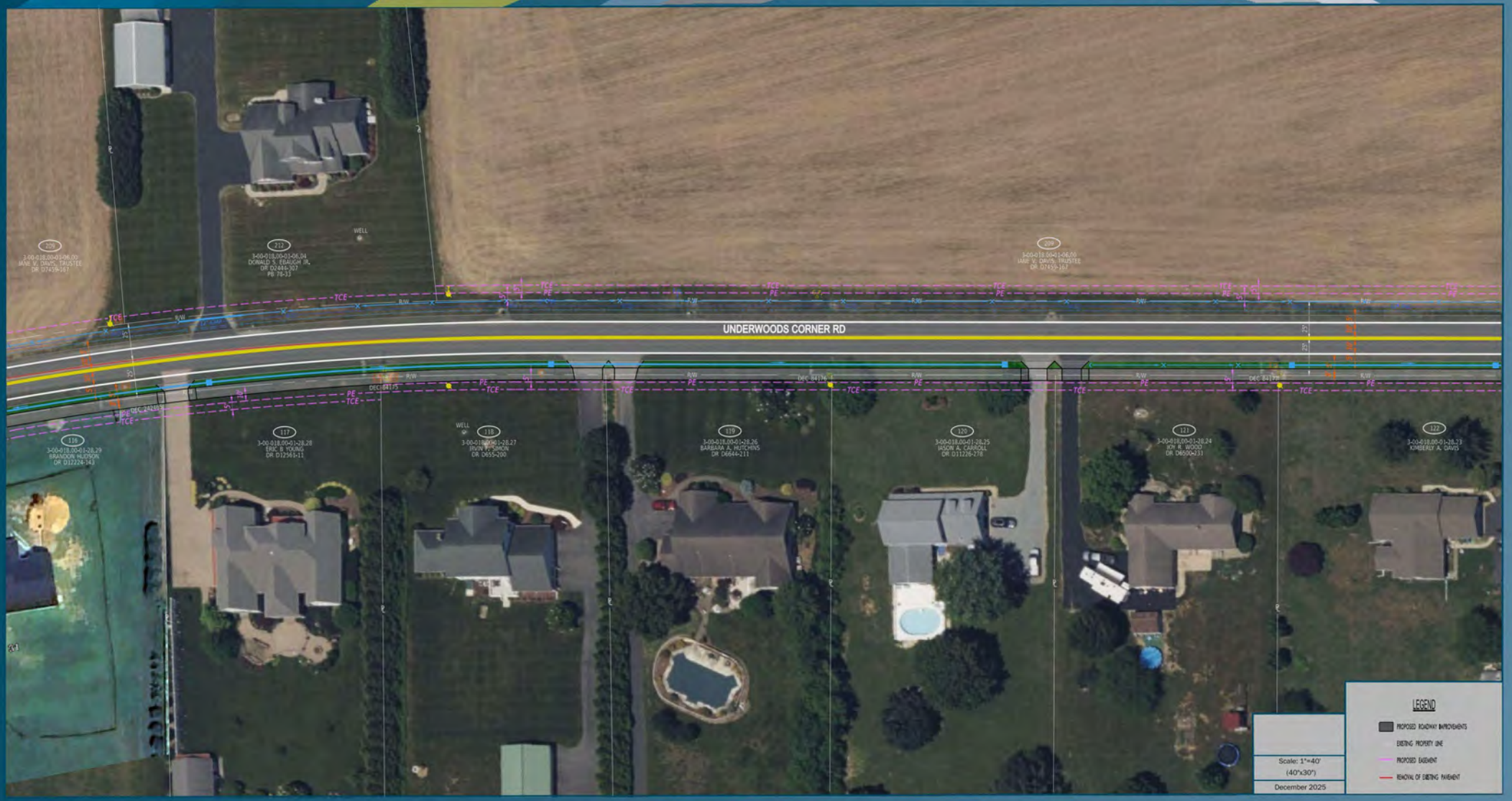
UNDERWOODS CORNER ROAD
OPTION 1 - HOLD EXISTING CENTERLINE - WIDEN BOTH SIDES



CENTURY ENGINEERING
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UNDERWOODS CORNER ROAD
OPTION 1 - HOLD EXISTING CENTERLINE - WIDEN BOTH SIDES

CENTURY ENGINEERING
A Kleinfelder Company

UNDERWOODS CORNER ROAD
OPTION 2 - SHIFT ROAD 5' TOWARDS THE FIELD (NORTH)

CENTURY ENGINEERING
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UNDERWOODS CORNER ROAD
OPTION 2 - SHIFT ROAD 5' TOWARDS THE FIELD (NORTH)

Proposed Concepts

Wheatley's Pond Road & Underwoods Corner Road Intersection

Intersection Option 1

- Install stop signs at each leg of the intersection
- Maintain the existing roadway geometry
- Add new pedestrian connections

Intersection Option 2

- Install a signal light
- Realign the intersection to improve sight lines
- Add a left turn lane from Wheatley's Pond Road to Underwoods Corner Road
- Add a right turn lane from Wheatley's Pond Road to Underwoods Corner Road
- Add new pedestrian connections

Intersection Option 1A

- Install stop signs at each leg of the intersection
- Realign the intersection to improve sight lines
- Add new pedestrian connections

Intersection Option 3

- Install a roundabout
- Each leg will have a single lane approach
- Add new pedestrian connections

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UNDERWOODS CORNER ROAD & WHEATLEYS POND ROAD
INTERSECTION OPTION 1 - ALL WAY STOP

CENTURY ENGINEERING
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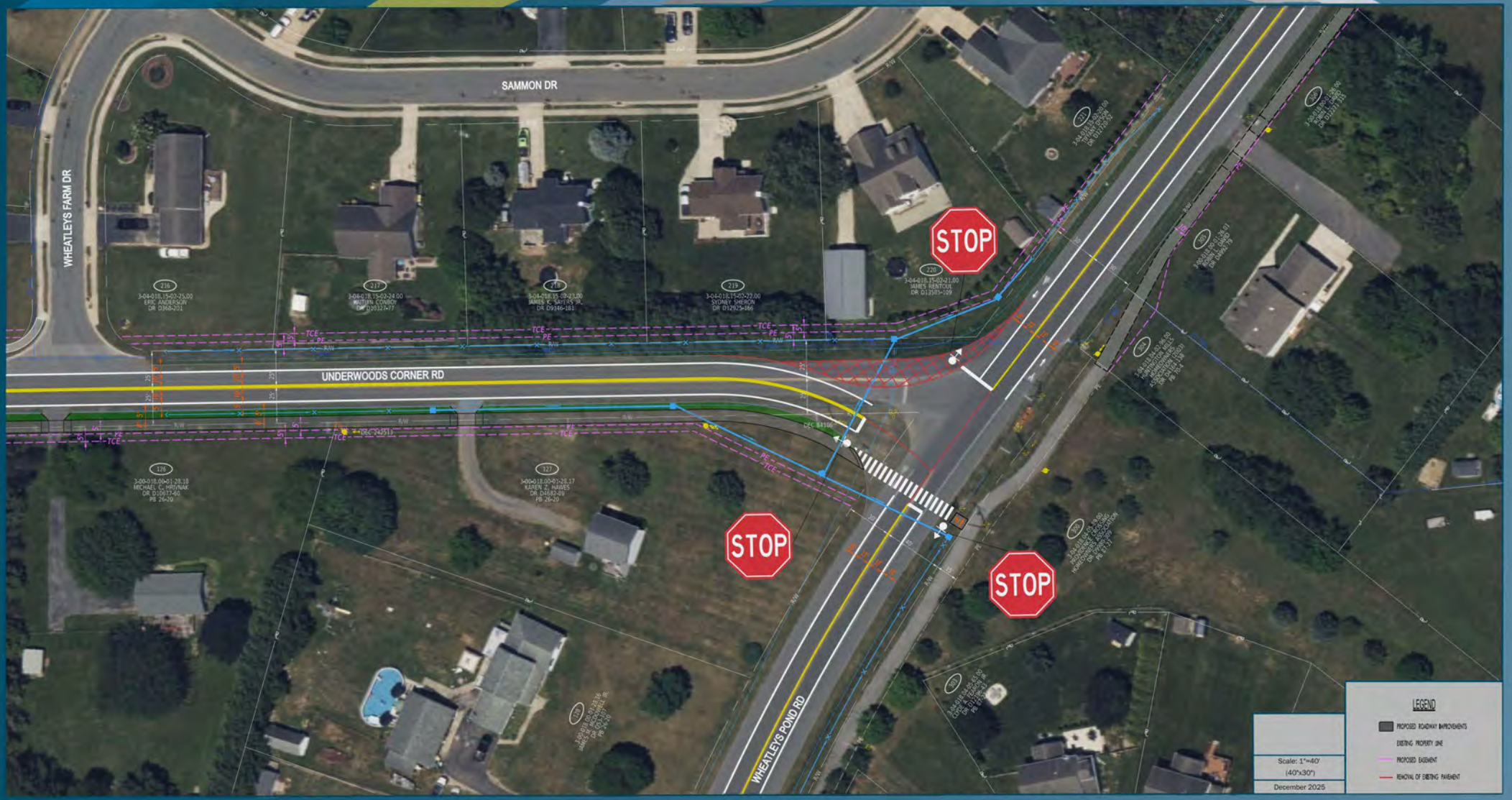
UNDERWOODS CORNER ROAD AT WHEATLEYS POND ROAD
INTERSECTION OPTION 1A - ALL WAY STOP W ITH REALIGNMENT



CENTURY ENGINEERING
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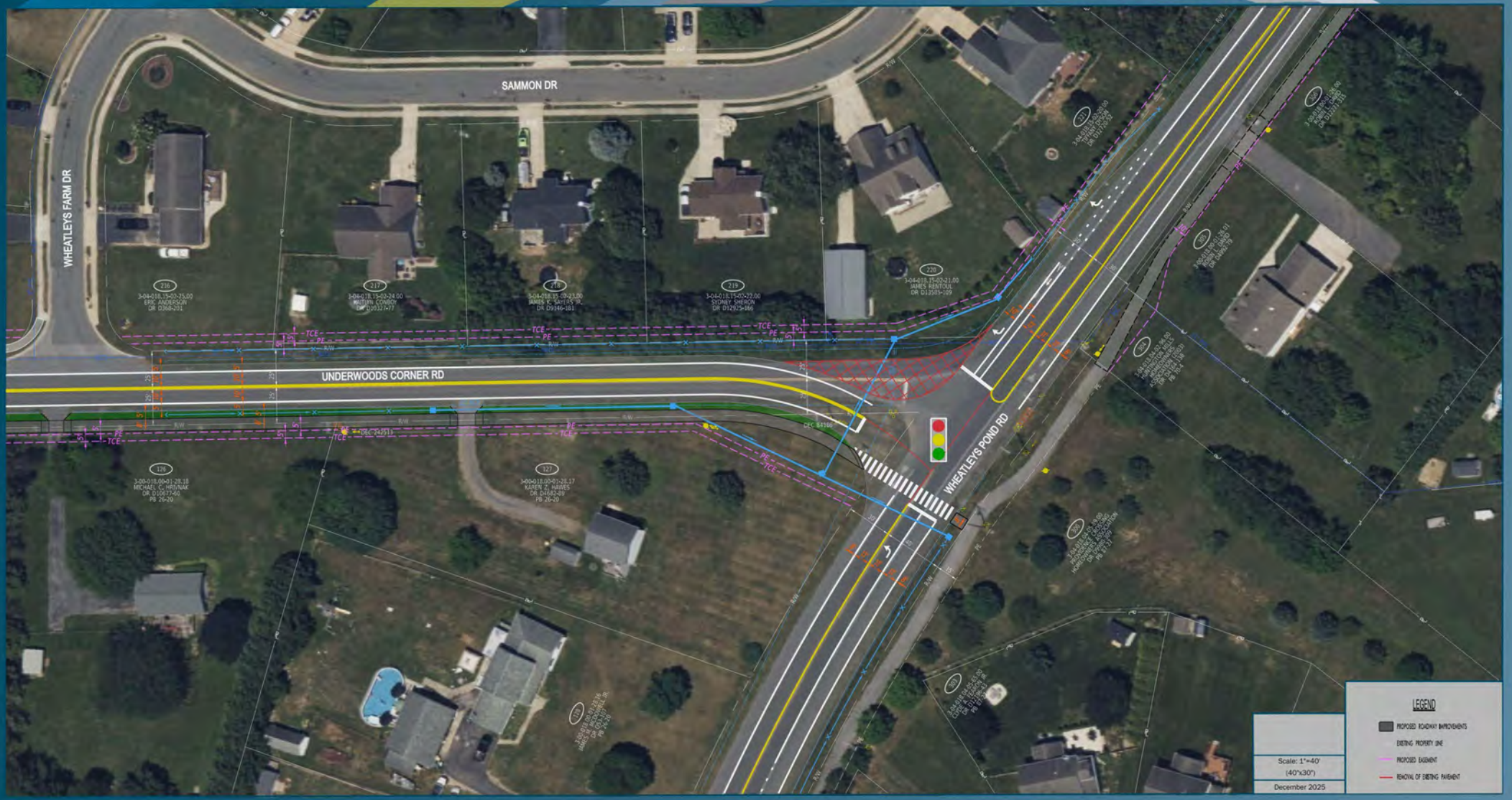
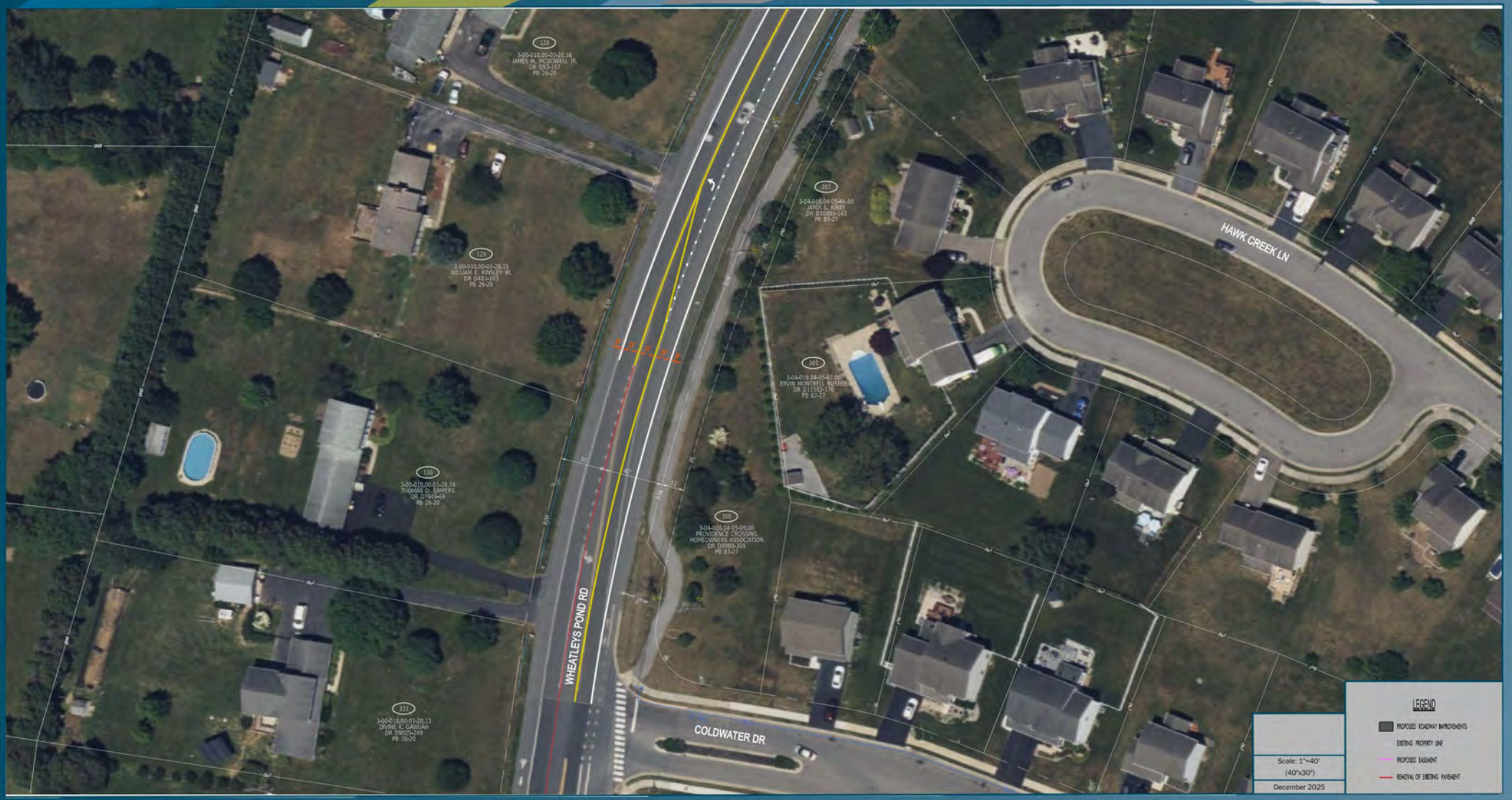
UNDERWOODS CORNER ROAD & WHEATLEYS POND ROAD
INTERSECTION OPTION 2 - TURN LANES AND SIGNAL



CENTURY ENGINEERING
A Kleinfelder Company

UNDERWOODS CORNER ROAD & WHEATLEYS POND ROAD
INTERSECTION OPTION 2 - TURN LANES AND SIGNAL

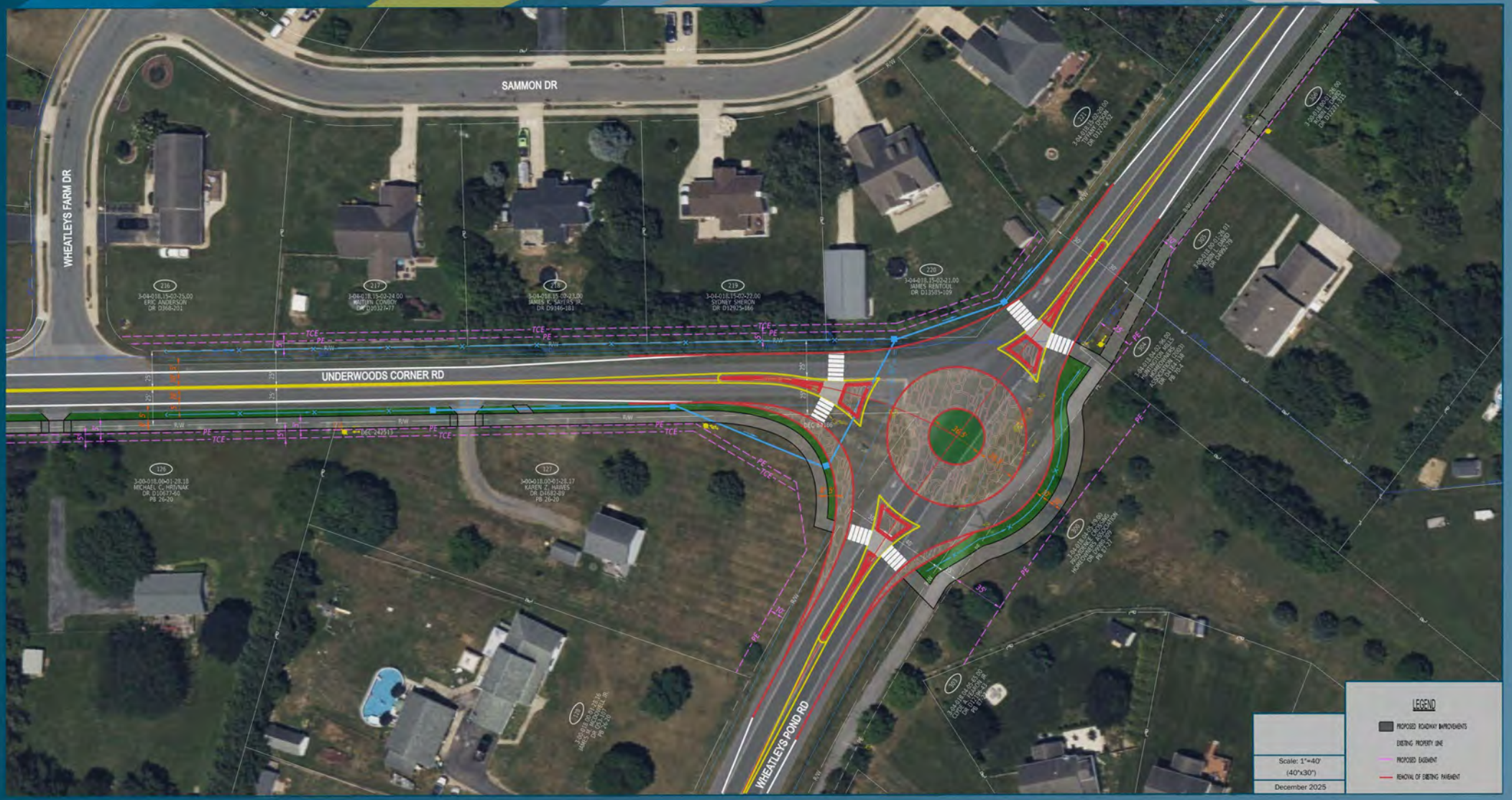


CENTURY ENGINEERING
A Kleinfelder Company

UNDERWOODS CORNER ROAD & WHEATLEYS POND ROAD
INTERSECTION OPTION 2 - TURN LANES AND SIGNAL

CENTURY ENGINEERING
A Kleinfelder Company

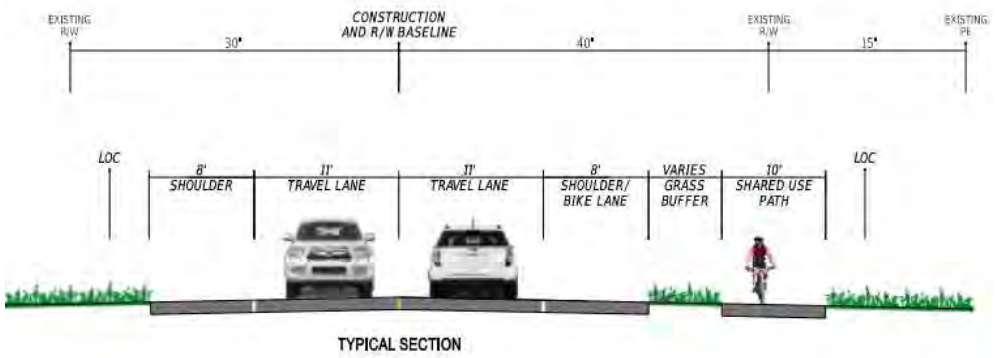
UNDERWOODS CORNER ROAD & WHEATLEYS POND ROAD
INTERSECTION OPTION 3 - ROUNDABOUT



Typical Section Views

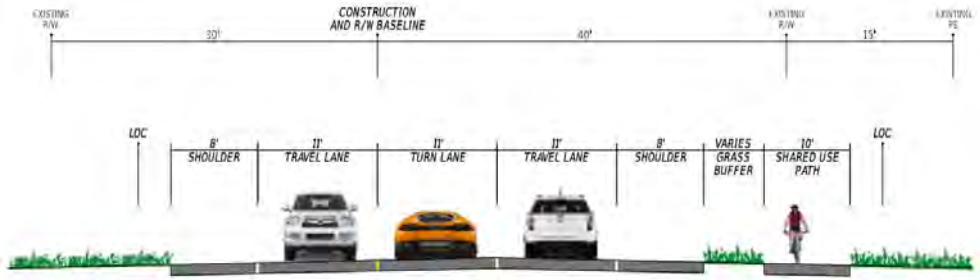
Wheatley's Pond Road & Underwoods Corner Road Intersection

UNDERWOODS CORNER RD AT WHEATLEY'S POND RD
OPTION 1A – ALL WAY STOP REALIGNED

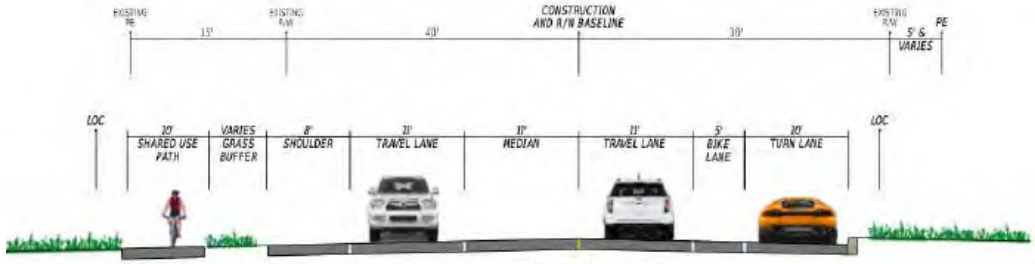


TYPICAL SECTION

UNDERWOODS CORNER RD AT WHEATLEY'S POND RD
OPTION 2 – TURN LANES & SIGNAL



TYPICAL SECTION
SIGNALIZED LEFT TURN OPTION
LOOKING NORTH



TYPICAL SECTION
SIGNALIZED RIGHT TURN OPTION
LOOKING SOUTH

Thank You

Contact

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Michael.PetitdeMange@doverkentmpo.org

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Drew Boyce, PE
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dboyce@kleinfelder.com

Project Website

https://publicinput.com/wheatleyspond

Online Questionnaire

Participant List

Wheatley's Pond Road/Underwoods Corner Road Intersection Safety Study

Public Workshop

December 10, 2025

DOVER/KENT COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

CENTURY ENGINEERING
A Kleinfelder Company

TOWN OF CLAYTON DELAWARE ESTABLISHED IN 1868

	Name	Address	Email Address
1	Amelie Hodges	148 San Marino Dr, Clayton	ajazz@duck.com
2	Lenny Chandler	6272 Underwoods Corner Rd Smyrna	lenny.chandler3.gmail
3	MARVIN PEDIGO	413 MAIN ST CLAYTON	marvin.pedigo@aol.com
4	Lyn Knowles	423 Main St. Clayton	knowles771@gmail.com
5	Marjorie + Tom Postell	6870 Underwoods Corner Rd. Smyrna	marj93@verizon.net
6	Robert & Dottie Hall	49 SAMMON DR CLAYTON	RHALL340@comcast.NET
7	Cheryl + Ed Ide	5819 Underwoods Corner Rd Smyrna	cheryl@i3allc.com
8	Karen Hawes	6964 Underwoods Corner Rd. Smyrna	hmamabear06@gmail.com
9	Eddie Gates	116 TURIN DRIVE Clayton	zeggate@AOL.com
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11	JAY DAVIS	6347 UNDERWOODS CORNER RD SMYRNA	johndavi@smyrna.k12.de.us
12	[illegible]	RAILROAD Properties Clayton	[illegible]@verizon.net
13	Steve Tomaszewski	24 Peanee ct, Smyrna	Tomaszewski.steve@gmail.com
14	DAVID EVANS	388 CLARK FARM RD. SMYRNA	SNAVEDLC YAHOO.COM
15	Ryan & T-Ja Byrnes	261 Wheatleys Pond Dr. Clayton DE	tytus82@outlook.com

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DOVER/KENT COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

CENTURY ENGINEERING
A Kleinfelder Company

TOWN OF CLAYTON DELAWARE

	Name	Address	Email Address
46	Jeff Wood & Joy Wood	6688 Underwoods Corner Rd. Smyrna	
47	CRAIG & LINDA Coles	102 Wheatleys Farm Dr Clayton	
48	Brandon Hudson	31 Pee Wee Court Smyrna	
49	Alyssa Zawaski	31 Pee wee court smyrna	
50	Tim Conrad	440 Main St Clayton DE	
51	Austin Moorhead	201 Highland Ave Clayton, De	
52	Eric Yow	6582 [illegible] Ct Clayton	
53	Barry Larkin	245 School Lane Clayton	
54	Kim Brackenbrough	157 Wheatleys Farm Dr Clayton DE	
55	AUSTIN WEHNER	81 SNOW BRANCH RD CLAYTON DE	
56	Steven + Sydele	78 Pee Wee Court Smyrna	
57	Nancy Baglivo-Rees	81 Sweetbriar Lane Smyrna De 19977	
58	DONNIE Ebaugh	645 Underwoods Corner Rd Smyrna	
59	Garrett Simon	6410 Underwoods Corner Rd.	
60	Bill Brackenbrough	157 Wheatley's Farm Drive, Clayton, DE 19938	

Wheatley's Pond Road/Underwoods Corner Road Intersection Safety Study

Public Workshop

December 10, 2025

DOVER/KENT COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

CENTURY ENGINEERING
A Kleinfelder Company

TOWN OF CLAYTON DELAWARE

	Name	Address	Email Address
16	Jason Gilliam	191 Coldwater Drive	Gillygill@live.com
17	Tyler Hartman	358 christiana River Rd	tdhartman359@gmail.com
18			
61	Joe Pence	262 Wheatleys Farm Dr	jmpjrceyr@Comcast.net
62			
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28			
29			
30			

DelDot Survey

Wheatley's Pond Rd/Underwoods Corner Rd Intersect Safety Study Edit

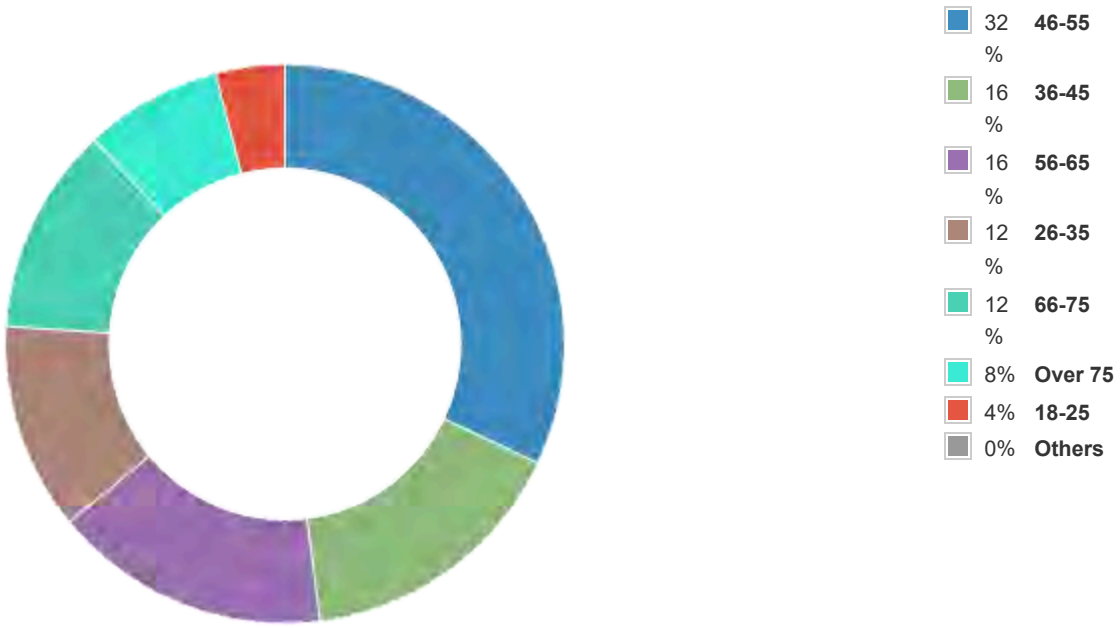
Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS	SUBSCRIBERS
850	38	323	45	27

All participants

All participants | All Time

What is your age?



25 respondents

All participants

All participants | All Time

What is your race/ethnicity?

84%	White	21 ✓
4%	Hispanic, Latino, or Spanish	1 ✓
4%	Native Hawaiian or Other Pacific Islander	1 ✓
4%	Other	1 ✓
4%	I prefer not to answer	1 ✓
0%	Black or African-American	0 ✓
0%	Asian	0 ✓
0%	American Indian or Alaska Native	0 ✓

25 Respondents

All participants

All participants | All Time

What languages are spoken in your home?

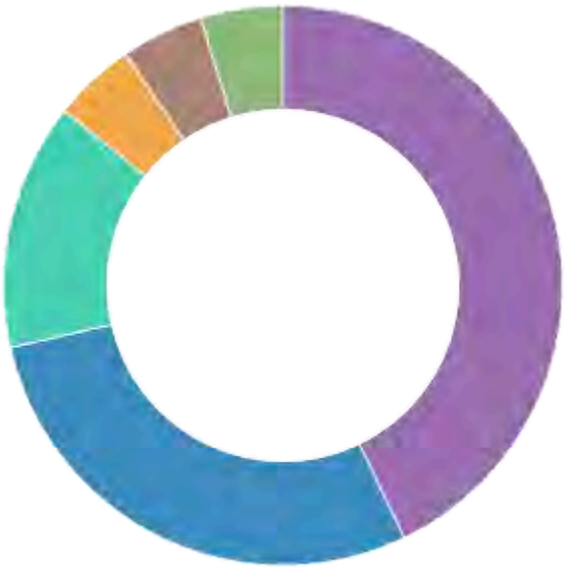
100%	English	24 ✓
0%	Spanish	0 ✓
0%	Mandarin	0 ✓
0%	Cantonese	0 ✓
0%	Haitian Creole	0 ✓
0%	Other	0 ✓

24 Respondents

All participants

All participants | All Time

What was your total household income (before taxes) in the previous year?



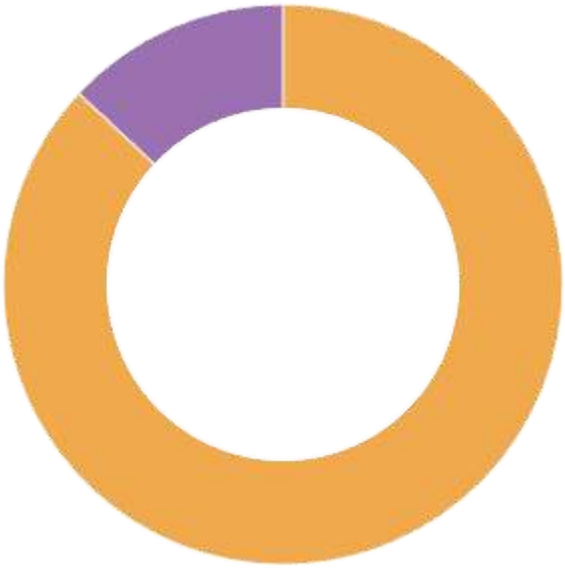
- 43% **Between $150,000 and $250,000**
- 29% **Between $100,000 and $150,000**
- 14% **Greater than $250,000**
- 5% **Less than $25,000**
- 5% **Between $50,000 and $75,000**
- 5% **Between $75,000 and $100,000**
- 0% **Between $25,000 and $50,000**

21 respondents

All participants

All participants | All Time

What might limit your participation in public involvement activities?



23 respondents

Want updates? Please share your contact information with us?

No data to display...

Please share your experience as a user of Underwoods Corner Road and the Wheatley's Pond Road intersection

Have lived off Underwood’s for 20 years. Traffic has greatly increased as well as the speed of traffic. Someone ran into the ditch just before Whistlefield way the weekend of 11/9/25. Was not the first time. Underwood’s is not wide enough for school buses as they have to ride on the side or in the middle of the road. There are no signs letting people know that a school is even there. Speed limit has not changed since school opened. Rte 300 is almost impossible to turn into from about 5am until 8:30 am. Then again at 3pm until 9pm. Turning Left from 300 onto Underwood’s corner runs you the risk of being hit in the rear as there is not a go around for cars turning. We call it the intersection of death. My children had to go out to Alley Corner road to drive to school to make it there on time and alive. We live in Gunners run across from Clayton Intermediate. I will be attending the meeting on December 10.

11/21/2025

1 Agree

> Thanks for providing this information. We look forward to seeing you at the workshop on December 10th.
>
> 12/2/2025

It is difficult to go onto route 300 from Underwood’s Corner when school is starting or ending.

11/16/2025

1 Agree

> Thanks for providing this information. Hopefully you will be able to attend the workshop on December 10th.
>
> 12/2/2025

As a resident of the Winds of Wheatley's Pond, I drive through this intersection at least twice, most days. I occasionally walk or bicycle through it but the lack of bike/ped facilities or even shoulders is a real deterrent. It is unsafe for non-drivers.

12/11/2025

Speed limit is too high on Underwood’s Corner

12/10/2025

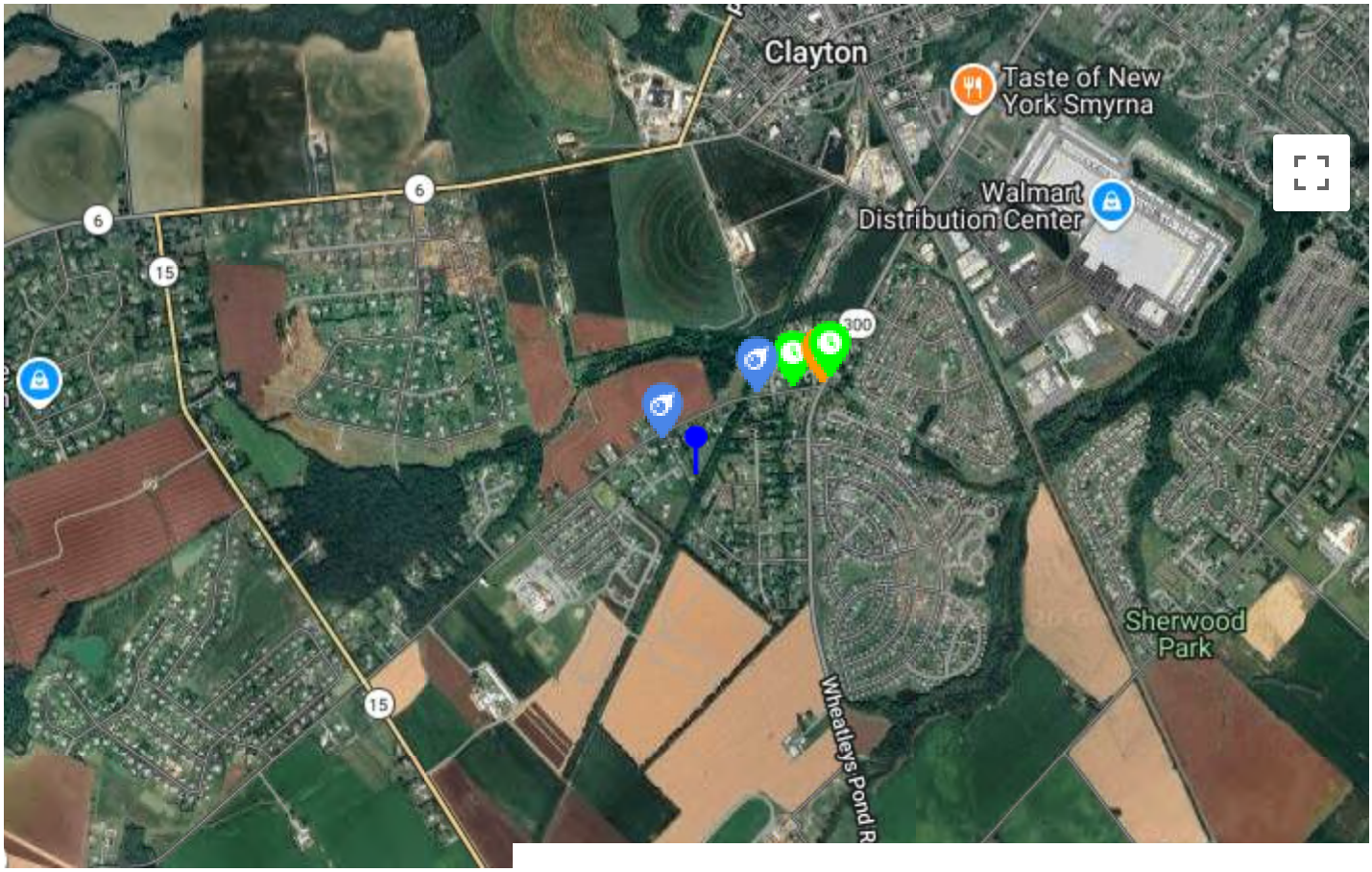
Traffic gets backed up try to get on Wheatley’s Pond and it’s not safe turning left onto Underwood’s Corner

12/10/2025

I live in Old Country Farm Development.

11/14/2025

Please identify and safety issues or concerns on the interactive map below.



How do you use Underwoods Corner Road?

55%	I live on Underwoods Corner Road	11 ✓
40%	I live near Underwoods Corner Road	8 ✓
25%	I use Underwoods corner road for my commute	5 ✓
20%	I have children that go to the school	4 ✓
10%	I work at the school	2 ✓
10%	Other	2 ✓

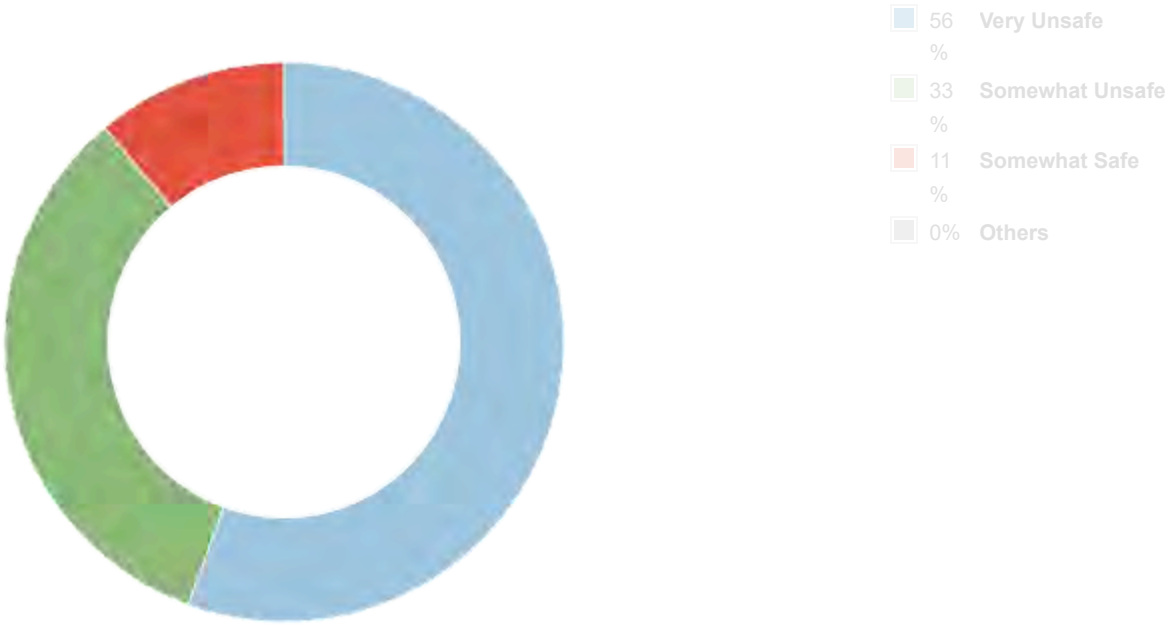
20 Respondents

Do you Walk or Bike through the intersection of Wheatley's Pond Road and Underwoods Corner Road or along Underwoods Corner Road?

80%	Neither	16 ✓
20%	Walk	4 ✓

20 Respondents

If you walk or bike, how safe do you feel walking or biking?



9 respondents

What concerns do you have with the intersection of Wheatley's Pond Road and Underwoods Corner Road?

60%	Congestion on Underwoods Corner Road	12 ✓
55%	Poor Visibility	11 ✓
40%	Other	8 ✓
15%	Lack of Pedestrian Crossing	3 ✓
10%	No Concerns	2 ✓

20 Respondents

What concerns do you have with Underwoods Corner Road?

65%	Lack of Shoulders	13 ✓
45%	Travel Speeds	9 ✓
35%	Other	7 ✓
30%	Lack of Bike and Walking Facilities	6 ✓
10%	No Concerns	2 ✓

20 Respondents

What improvements to the intersection of Wheatley's Pond Road and Underwoods Corner Road do you think would make the intersection more safe?

70%	Add a Signal	14 ✓
40%	Intersection Realignment to Improve Visibility	8 ✓
25%	Make Pedestrian Connections to Neighborhoods	5 ✓
20%	Add a Roundabout	4 ✓
20%	Other	4 ✓
15%	All Way Stop	3 ✓
0%	None	0 ✓

20 Respondents

What roadway improvements do you think would make Underwoods Corner Road more safe?

55%	Added Shoulders	11 ✓
50%	Reduced Speed Limit	10 ✓
25%	Other	5 ✓
20%	Added Sidewalk or Multi Use Trail	4 ✓
5%	None	1 ✓

20 Respondents

Please provide additional information.

People speeding and passing in no passing zone make Underwoods Corner extremely dangerous for pedestrians especially kids waiting for buses. The intersection needs a red light that would help with people speeding on 300 and give cars turn out from school lane a break in traffic. A roundabout would not help due to most people in this state don't know how to drive in them as it is.

12/8/2025

3 Agree

I feel a traffic light is needed as well as being more patrolled due to many drivers running red lights. I always feel worried about all the busses and parents trying to get onto Wheatleys Pond rd from Underwoods corner. Far too congested with so many new homes.

11/24/2025

2 Agree

A red light is needed at this intersection. This is the only way for the school buses to safely drive to and from the school. A strict speed limit would help slow down the speeders that fly up to Rt 300, which I see daily, as I live on Underwoods. I would advise NO, on adding shoulders, drivers often use these to pass vehicles that are trying to turn or slow down, I see this ALL THE TIME on Rt. 300. A red light would bring all cars to a complete stop, which is needed at this intersection.

12/9/2025

1 Agree

Living right at the corner of the intersection, we constantly hear crashes or screeching of tires from people pulling off from underwood's corner. People speed constantly right in this area. The backup during morning and afternoon gets ridiculous. I commute to an elementary school down the road and it sometimes takes 10 minutes to even make the turn because of the backup. It's become very unsafe and congested

12/9/2025

1 Agree

We have delivery drivers traveling to Baltimore where speed cameras are used and fines issued when there is excessive speeds. They are traveling in company vehicles and are forced to pay the fine. They soon learn to slow down

11/22/2025

1 Agree

Building the rail trail from Clayton Intermediate School, or even just from UCR, to School Lane would provide a safe alternative for some of the pedestrian and bicycle traffic now using the WPR intersection.

12/11/2025

Turning onto Underwoods from 300 can be scary at times due to no turning lanes. Also the buses back up on Underwoods during their drop off and pick up times. Maybe have an officer meet at the intersection to stop 300 traffic to allow the buses to get off Underwoods as they do for the high school/middle school. Its sad to see the old country roads turn into a normal street you see everywhere but I do understand with the growth something needs to be done.

12/11/2025

A red light at the intersection of Wheatlys Pond Rd and Underwoods would be a good solution. A 4-way stop would back up traffic even further. Also, a left turn lane onto Underwoods from Wheatleys Pond would keep other vehicles from using the shoulder to speed past turning vehicles. A left turn lane from Underwoods onto Sorrento would allow those vehicles turning to exit the main lane of travel to allow for the cars going straight to pass the turning vehicles without having to add a shoulder.

12/10/2025

on the corner should be a traffic light, a street light and a better equalization of the road as you turn

12/10/2025

I've lived on Underwoods Corner Road for 30 years. Adding a shoulder will not improve the congestion on this road. It will only promote people to pass others illegally, as they do daily on route 300, at high rates of speed. I purposely do not walk or bike anymore on Wheatleys Pond Road as I fear I will get hit by a car passing on the shoulder/bike lane. I've had too many close calls. We need a red light at this intersection. This is the only way for the school buses to safely drive to and from the school. It is the only way to get these drivers to come to a complete stop.

12/10/2025

Traffic signal at intersection
School signs and reduced speed
Side walks and shoulders

11/21/2025

Please provide your contact information so we can keep you informed as the study progresses.

No data to display...

* Where do you live on the corridor?

No data to display...

Post Workshop Survey

Wheatley's Pond Road/Underwoods Corner Road Intersection Safety Study Survey

Survey can also be filled out electronically by scanning the QR code with your phone

How do you use Underwoods Corner Road?

- [x] I live on Underwoods Corner Road.
- [ ] I live near Underwoods Corner Road
- [ ] I use Underwoods corner road for my commute
- [ ] I work at the school
- [ ] I have children that go to the Intermediate School

Do you Walk or Bike through the intersection of Wheatley's Pond Road and Underwoods Corner Road or along Underwoods Corner Road?

- [ ] Walking
- [x] Biking
- [ ] Both
- [ ] None

If you walk or bike, how safe do you feel walking or biking?

- [ ] Very Safe
- [ ] Somewhat Safe
- [ ] Neutral
- [ ] Somewhat Unsafe
- [x] Very Unsafe

What concerns do you have with the intersection of Wheatley's Pond Road and Underwoods Corner Road?

- [x] Lack of Pedestrian Crossing
- [x] Poor Visibility
- [x] Congestion on Underwoods Corner Road
- [ ] No Concerns
- [ ] Other _____

What concerns do you have with Underwoods Corner Road?

- [x] Speeds
- [x] Lack of Shoulders
- [x] Lack of Bike and Ped Facilities
- [ ] No Concerns
- [ ] Other _____

What improvements to the intersection of Wheatley's Pond Road and Underwoods Corner Road do you think would make the intersection more safe?

- ☐ All Way Stop
- ☐ Intersection Realignment to Improve Visibility
- ☒ Add a Signal
- ☐ Convert to a Roundabout
- ☒ Make Pedestrian Connections to Neighborhoods
- ☐ Other (please explain)_____
- ☐ None

What roadway improvements do you think would make Underwoods Corner Road more safe?

- ☒ Added Shoulders
- ☒ Added Sidewalk or Multi Use Trail
- ☒ Reduced Speed Limit
- ☐ Other (please explain)_____

None

Overall Comments: An old country road that is now in the "burbs" - something needs to change for safety.

Please provide your contact information to stay informed about this project:

Name: _____

Address: _____

_____

Email: _____

Please hand your questionnaires in at the workshop or mail/email by January 10, 2026 to:
Dover/Kent County MPO
1783 Friends Way
Camden, DE 19934

Or via email to
Michael.PetitdeMange@doverkentmpo.org

Project Website: https://publicinput.com/u52118

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Wheatley's Pond Road/Underwoods Corner Road Intersection Safety Study
Survey

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How do you use Underwoods Corner Road?

- [x] I live on Underwoods Corner Road.
- [ ] I live near Underwoods Corner Road
- [ ] I use Underwoods corner road for my commute
- [ ] I work at the school
- [ ] I have children that go to the Intermediate School

Do you Walk or Bike through the intersection of Wheatley's Pond Road and Underwoods Corner Road or along Underwoods Corner Road?

- [ ] Walking
- [ ] Biking
- [ ] Both
- [x] None

If you walk or bike, how safe do you feel walking or biking?

- [ ] Very Safe
- [ ] Somewhat Safe
- [ ] Neutral
- [ ] Somewhat Unsafe
- [ ] Very Unsafe

What concerns do you have with the intersection of Wheatley's Pond Road and Underwoods Corner Road?

- [x] Lack of Pedestrian Crossing
- [x] Poor Visibility
- [x] Congestion on Underwoods Corner Road
- [ ] No Concerns
- [ ] Other _____

What concerns do you have with Underwoods Corner Road?

- [x] Speeds
- [x] Lack of Shoulders
- [x] Lack of Bike and Ped Facilities
- [ ] No Concerns
- [ ] Other_____

What improvements to the intersection of Wheatley's Pond Road and Underwoods Corner Road do you think would make the intersection more safe?

- ☐ All Way Stop
- ☐ Intersection Realignment to Improve Visibility
- ☑ Add a Signal
- ☐ Convert to a Roundabout
- ☐ Make Pedestrian Connections to Neighborhoods
- ☐ Other (please explain)_____
- ☐ None

What roadway improvements do you think would make Underwoods Corner Road more safe?

- ☑ Added Shoulders
- ☑ Added Sidewalk or Multi Use Trail
- ☑ Reduced Speed Limit
- ☐ Other (please explain)_____

None

Overall Comments: Improve drainage on PEE WEE CT

Please provide your contact information to stay informed about this project:

Name: Steven Jenkins

Address: 78 Pee wee ct. Smyrna DE.

Email: barmansbar9@aol.com

Please hand your questionnaires in at the workshop or mail/email by January 10, 2026 to:
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1783 Friends Way
Camden, DE 19934

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Wheatley's Pond Road/Underwoods Corner Road Intersection Safety Study Survey

Survey can also be filled out electronically by scanning the QR code with your phone

How do you use Underwoods Corner Road?

- ☐ I live on Underwoods Corner Road.
- ☒ I live near Underwoods Corner Road
- ☐ I use Underwoods corner road for my commute
- ☐ I work at the school
- ☐ I have children that go to the Intermediate School

Do you Walk or Bike through the intersection of Wheatley's Pond Road and Underwoods Corner Road or along Underwoods Corner Road?

- ☐ Walking
- ☐ Biking
- ☐ Both
- ☒ None

If you walk or bike, how safe do you feel walking or biking?

- ☐ Very Safe
- ☐ Somewhat Safe
- ☐ Neutral
- ☐ Somewhat Unsafe
- ☐ Very Unsafe

What concerns do you have with the intersection of Wheatley's Pond Road and Underwoods Corner Road?

- ☐ Lack of Pedestrian Crossing
- ☒ Poor Visibility
- ☒ Congestion on Underwoods Corner Road
- ☐ No Concerns
- ☐ Other _____

What concerns do you have with Underwoods Corner Road?

- ☒ Speeds
- ☒ Lack of Shoulders
- ☐ Lack of Bike and Ped Facilities
- ☐ No Concerns
- ☐ Other _____

What improvements to the intersection of Wheatley's Pond Road and Underwoods Corner Road do you think would make the intersection more safe?

- ☐ All Way Stop
- ☐ Intersection Realignment to Improve Visibility
- ☐ Add a Signal
- ☒ Convert to a Roundabout
- ☐ Make Pedestrian Connections to Neighborhoods
- ☐ Other (please explain)_____
- ☐ None

What roadway improvements do you think would make Underwoods Corner Road more safe?

- ☒ Added Shoulders
- ☐ Added Sidewalk or Multi Use Trail
- ☒ Reduced Speed Limit
- ☐ Other (please explain)_____

None

Overall Comments:_____

Please provide your contact information to stay informed about this project:

Name: Lynn Knowles

Address: PO Box 271
Clayton DE 19938

Email: ~~[illegible]~~ Knowles271@gmail.com

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What improvements to the intersection of Wheatley's Pond Road and Underwoods Corner Road do you think would make the intersection more safe?

- ☐ All Way Stop
- ☑ Intersection Realignment to Improve Visibility
- ☑ Add a Signal
- ☐ Convert to a Roundabout
- ☐ Make Pedestrian Connections to Neighborhoods
- ☑ Other (please explain) NB Left Turn Lane on WPR, Separate LT & RT Lanes on UCR
- ☐ None

What roadway improvements do you think would make Underwoods Corner Road more safe?

- ☑ Added Shoulders
- ☑ Added Sidewalk or Multi Use Trail
- ☐ Reduced Speed Limit
- ☐ Other (please explain)_____

None

Overall Comments:_____

Please provide your contact information to stay informed about this project:

Name: Bill Brockenbrough

Address: 157 Wheatley's Farm Drive
Clayton, DE 19938

Email: 4bbrockenbrough@comcast.net

Please hand your questionnaires in at the workshop or mail/email by January 10, 2026 to:
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Wheatley's Pond Road/Underwoods Corner Road Intersection Safety Study Survey

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How do you use Underwoods Corner Road?

- ☐ I live on Underwoods Corner Road.
- ☑ I live near Underwoods Corner Road
- ☑ I use Underwoods corner road for my commute
- ☐ I work at the school
- ☐ I have children that go to the Intermediate School

Do you Walk or Bike through the intersection of Wheatley's Pond Road and Underwoods Corner Road or along Underwoods Corner Road?

- ☑ Walking
- ☑ Biking
- ☑ Both
- ☐ None

If you walk or bike, how safe do you feel walking or biking?

- ☐ Very Safe
- ☐ Somewhat Safe
- ☐ Neutral
- ☑ Somewhat Unsafe
- ☐ Very Unsafe

What concerns do you have with the intersection of Wheatley's Pond Road and Underwoods Corner Road?

- ☑ Lack of Pedestrian Crossing
- ☑ Poor Visibility
- ☑ Congestion on Underwoods Corner Road
- ☐ No Concerns
- ☐ Other _____

What concerns do you have with Underwoods Corner Road?

- ☐ Speeds
- ☑ Lack of Shoulders
- ☑ Lack of Bike and Ped Facilities
- ☐ No Concerns
- ☐ Other _____

Wheatley's Pond Road/Underwoods Corner Road Intersection Safety Study Survey

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What concerns do you have with the intersection of Wheatley's Pond Road and Underwoods Corner Road?

- [ ] Lack of Pedestrian Crossing
- [ ] Poor Visibility
- [x] Congestion on Underwoods Corner Road
- [ ] No Concerns
- [ ] Other _____

What concerns do you have with Underwoods Corner Road?

- [x] Speeds
- [ ] Lack of Shoulders
- [ ] Lack of Bike and Ped Facilities
- [ ] No Concerns
- [ ] Other_____

What improvements to the intersection of Wheatley's Pond Road and Underwoods Corner Road do you think would make the intersection more safe?

- ☐ All Way Stop
- ☐ Intersection Realignment to Improve Visibility
- ☑ Add a Signal
- ☐ Convert to a Roundabout
- ☐ Make Pedestrian Connections to Neighborhoods
- ☐ Other (please explain)_____
- ☐ None

What roadway improvements do you think would make Underwoods Corner Road more safe?

- ☐ Added Shoulders
- ☐ Added Sidewalk or Multi Use Trail
- ☑ Reduced Speed Limit
- ☐ Other (please explain)_____

None

Overall Comments: Do not want Road widened or bike path

Please provide your contact information to stay informed about this project:

Name: Barrett Simon

Address: 6610 Underwoods Corner Rd
Smyrna, DE 19977

Email: barrettsimon@verizon.net

Please hand your questionnaires in at the workshop or mail/email by January 10, 2026 to:
Dover/Kent County MPO
1783 Friends Way
Camden, DE 19934

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Michael.PetitdeMange@doverkentmpo.org

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- [ ] Somewhat Unsafe
- [ ] Very Unsafe

What concerns do you have with the intersection of Wheatley's Pond Road and Underwoods Corner Road?

- [ ] Lack of Pedestrian Crossing
- [ ] Poor Visibility
- [x] Congestion on Underwoods Corner Road
- [ ] No Concerns
- [ ] Other _____

What concerns do you have with Underwoods Corner Road?

- [x] Speeds
- [ ] Lack of Shoulders
- [ ] Lack of Bike and Ped Facilities
- [ ] No Concerns
- [ ] Other – No Bike Path Please!

What improvements to the intersection of Wheatley's Pond Road and Underwoods Corner Road do you think would make the intersection more safe?

- ☐ All Way Stop
- ☐ Intersection Realignment to Improve Visibility
- ☒ Add a Signal
- ☐ Convert to a Roundabout
- ☐ Make Pedestrian Connections to Neighborhoods
- ☐ Other (please explain)_____
- ☐ None

What roadway improvements do you think would make Underwoods Corner Road more safe?

- ☐ Added Shoulders
- ☐ Added Sidewalk or Multi Use Trail
- ☒ Reduced Speed Limit
- ☐ Other (please explain)_____

None

Overall Comments: No Bike Path Needed

Please provide your contact information to stay informed about this project:

Name: Donnie Ebaugh

Address: 6545 Underwoods Cr. Rd Smyrna

Email: Debaugh1974@Gmail.Com

Please hand your questionnaires in at the workshop or mail/email by January 10, 2026 to:
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Camden, DE 19934

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Michael.PetitdeMange@doverkentmpo.org

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- [ ] Walking
- [ ] Biking
- [ ] Both
- [x] None

If you walk or bike, how safe do you feel walking or biking?

- [ ] Very Safe
- [ ] Somewhat Safe
- [ ] Neutral
- [ ] Somewhat Unsafe
- [ ] Very Unsafe

no sidewalk

What concerns do you have with the intersection of Wheatley's Pond Road and Underwoods Corner Road?

- [ ] Lack of Pedestrian Crossing
- [ ] Poor Visibility
- [ ] Congestion on Underwoods Corner Road
- [ ] No Concerns
- [ ] Other ya taking my yard!

What concerns do you have with Underwoods Corner Road?

- [ ] Speeds
- [x] Lack of Shoulders K only
- [ ] Lack of Bike and Ped Facilities
- [ ] No Concerns
- [ ] Other

What improvements to the intersection of Wheatley's Pond Road and Underwoods Corner Road do you think would make the intersection more safe?

- ☐ All Way Stop
- ☐ Intersection Realignment to Improve Visibility
- ☐ Add a Signal
- ☐ Convert to a Roundabout
- ☐ Make Pedestrian Connections to Neighborhoods
- ☐ Other (please explain)_____
- ☐ None

What roadway improvements do you think would make Underwoods Corner Road more safe?

- ☑ Added Shoulders ✓ only
- ☐ Added Sidewalk or Multi Use Trail
- ☐ Reduced Speed Limit
- ☐ Other (please explain)_____

None

Overall Comments: Pay me $
we only need a shoulder.
no sidewalk

Please provide your contact information to stay informed about this project:

Name: Eric Young

Address: 6552 Underwoods Corn Rd

Email: DEAN G5152 @ AOL. Com

Please hand your questionnaires in at the workshop or mail/email by January 10, 2026 to:
Dover/Kent County MPO
1783 Friends Way
Camden, DE 19934

Or via email to
Michael.PetitdeMange@doverkentmpo.org

Project Website: https://publicinput.com/u52118

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Wheatley's Pond Road/Underwoods Corner Road Intersection Safety Study Survey

Survey can also be filled out electronically by scanning the QR code with your phone

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What concerns do you have with the intersection of Wheatley's Pond Road and Underwoods Corner Road?

- [x] Lack of Pedestrian Crossing
- [x] Poor Visibility
- [x] Congestion on Underwoods Corner Road
- [ ] No Concerns
- [ ] Other _____

What concerns do you have with Underwoods Corner Road?

- [ ] Speeds
- [x] Lack of Shoulders
- [x] Lack of Bike and Ped Facilities
- [ ] No Concerns
- [ ] Other _____

What improvements to the intersection of Wheatley's Pond Road and Underwoods Corner Road do you think would make the intersection more safe?

- ☐ All Way Stop
- ☐ Intersection Realignment to Improve Visibility
- ☐ Add a Signal
- ☒ Convert to a Roundabout
- ☐ Make Pedestrian Connections to Neighborhoods
- ☐ Other (please explain)_____
- ☐ None

What roadway improvements do you think would make Underwoods Corner Road more safe?

- ☐ Added Shoulders
- ☒ Added Sidewalk or Multi Use Trail
- ☐ Reduced Speed Limit
- ☐ Other (please explain)_____

None

Overall Comments: Stop adding four way stops everywhere

Please provide your contact information to stay informed about this project:

Name: Steve Tomaszewski

Address: 24 Dee wee ct, Smyrna

Email: tomaszewski.steve@ymail.com

Please hand your questionnaires in at the workshop or mail/email by January 10, 2026 to:
Dover/Kent County MPO
1783 Friends Way
Camden, DE 19934

Or via email to
Michael.PetitdeMange@doverkentmpo.org

Project Website: https://publicinput.com/u52118

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Wheatley's Pond Road/Underwoods Corner Road Intersection Safety Study Survey

Survey can also be filled out electronically by scanning the QR code with your phone

How do you use Underwoods Corner Road?

- [x] I live on Underwoods Corner Road.
- [ ] I live near Underwoods Corner Road
- [x] I use Underwoods corner road for my commute
- [ ] I work at the school
- [ ] I have children that go to the Intermediate School

Do you Walk or Bike through the intersection of Wheatley's Pond Road and Underwoods Corner Road or along Underwoods Corner Road?

- [ ] Walking
- [ ] Biking
- [ ] Both
- [x] None

If you walk or bike, how safe do you feel walking or biking?

- [ ] Very Safe
- [ ] Somewhat Safe
- [ ] Neutral
- [ ] Somewhat Unsafe
- [x] Very Unsafe

What concerns do you have with the intersection of Wheatley's Pond Road and Underwoods Corner Road?

- [ ] Lack of Pedestrian Crossing
- [ ] Poor Visibility
- [x] Congestion on Underwoods Corner Road
- [ ] No Concerns
- [ ] Other _____

What concerns do you have with Underwoods Corner Road?

- [x] Speeds
- [ ] Lack of Shoulders
- [ ] Lack of Bike and Ped Facilities
- [ ] No Concerns
- [ ] Other_____

What improvements to the intersection of Wheatley's Pond Road and Underwoods Corner Road do you think would make the intersection more safe?

- ☐ All Way Stop
- ☐ Intersection Realignment to Improve Visibility
- ☒ Add a Signal or
- ☒ Convert to a Roundabout
- ☐ Make Pedestrian Connections to Neighborhoods
- ☐ Other (please explain)_____
- ☐ None

What roadway improvements do you think would make Underwoods Corner Road more safe?

- ☒ Added Shoulders
- ☐ Added Sidewalk or Multi Use Trail
- ☐ Reduced Speed Limit
- ☐ Other (please explain)_____

None

Overall Comments: Concerned about responsibly of walking path. if light only active during peak hours!

Please provide your contact information to stay informed about this project:

Name: Kristina Tomaszewski

Address: 24 Pee Wee Ct

Email: KristinaLCooper@Yahoo.com

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Wheatley's Pond Road/Underwoods Corner Road Intersection Safety Study
Survey

Survey can also be filled out electronically by scanning the QR code with your phone

How do you use Underwoods Corner Road?

- ☐ I live on Underwoods Corner Road.
- ☑ I live near Underwoods Corner Road
- ☐ I use Underwoods corner road for my commute
- ☐ I work at the school
- ☐ I have children that go to the Intermediate School

Do you Walk or Bike through the intersection of Wheatley's Pond Road and Underwoods Corner Road or along Underwoods Corner Road?

- ☑ Walking Wheelchairing
- ☐ Biking
- ☐ Both
- ☐ None

If you walk or bike, how safe do you feel walking or biking?

- ☐ Very Safe
- ☐ Somewhat Safe
- ☐ Neutral
- ☐ Somewhat Unsafe
- ☑ Very Unsafe

What concerns do you have with the intersection of Wheatley's Pond Road and Underwoods Corner Road?

- ☑ Lack of Pedestrian Crossing
- ☑ Poor Visibility
- ☑ Congestion on Underwoods Corner Road
- ☐ No Concerns
- ☐ Other _____

What concerns do you have with Underwoods Corner Road?

- ☐ Speeds
- ☑ Lack of Shoulders
- ☑ Lack of Bike and Ped Facilities
- ☐ No Concerns
- ☐ Other Lighting

What improvements to the intersection of Wheatley's Pond Road and Underwoods Corner Road do you think would make the intersection more safe?

- ☐ All Way Stop
- ☑ Intersection Realignment to Improve Visibility
- ☑ Add a Signal
- ☐ Convert to a Roundabout
- ☐ Make Pedestrian Connections to Neighborhoods
- ☐ Other (please explain) Roundabout may be good if well lit and Big enough for trucks
- ☐ None

What roadway improvements do you think would make Underwoods Corner Road more safe?

- ☑ Added Shoulders
- ☑ Added Sidewalk or Multi Use Trail
- ☐ Reduced Speed Limit
- ☐ Other (please explain) Lighting at least at intersections Swales instead of ditches
- None

Overall Comments: Generally like the ideas, possibly add a Pedestrian Crossing at old railroad tracks if Pedestrian Crossing is on the other side. many kids walk and Bike that trail.

Please provide your contact information to stay informed about this project:

Name: Kim Brockenbrough

Address: 157 Wheatley's Farm Dr Clayton DE 19937

Email:

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Wheatley's Pond Road/Underwoods Corner Road Intersection Safety Study Survey

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How do you use Underwoods Corner Road?

- [x] I live on Underwoods Corner Road.
- [ ] I live near Underwoods Corner Road
- [ ] I use Underwoods corner road for my commute
- [ ] I work at the school
- [ ] I have children that go to the Intermediate School

Do you Walk or Bike through the intersection of Wheatley's Pond Road and Underwoods Corner Road or along Underwoods Corner Road?

- [ ] Walking
- [ ] Biking
- [ ] Both
- [x] None

If you walk or bike, how safe do you feel walking or biking?

- [x] Very Safe
- [ ] Somewhat Safe
- [ ] Neutral
- [ ] Somewhat Unsafe
- [ ] Very Unsafe

What concerns do you have with the intersection of Wheatley's Pond Road and Underwoods Corner Road?

- [ ] Lack of Pedestrian Crossing
- [ ] Poor Visibility
- [ ] Congestion on Underwoods Corner Road
- [ ] No Concerns
- [x] Other Pulling off underwoods corner road

What concerns do you have with Underwoods Corner Road?

- [x] Speeds
- [ ] Lack of Shoulders
- [ ] Lack of Bike and Ped Facilities
- [ ] No Concerns
- [x] Other _____

What improvements to the intersection of Wheatley's Pond Road and Underwoods Corner Road do you think would make the intersection more safe?

- ☐ All Way Stop
- ☐ Intersection Realignment to Improve Visibility
- ☒ Add a Signal
- ☐ Convert to a Roundabout
- ☐ Make Pedestrian Connections to Neighborhoods
- ☐ Other (please explain)_____
- ☐ None

What roadway improvements do you think would make Underwoods Corner Road more safe?

- ☐ Added Shoulders
- ☐ Added Sidewalk or Multi Use Trail
- ☒ Reduced Speed Limit
- ☐ Other (please explain)_____

None

Overall Comments: A Shared Path is not a good idea because your intensions are for cyclist and walkers and any cyclist that I have ever seen ~~on the path~~ does not use the Path, they use the road that Cars travel one

Please provide your contact information to stay informed about this project:

Name: Brandon Hudson

Address: 31 Pee Wee Court Smyrna

Email: _____

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How do you use Underwoods Corner Road?

- ☐ I live on Underwoods Corner Road.
- ☑ I live near Underwoods Corner Road
- ☐ I use Underwoods corner road for my commute
- ☐ I work at the school
- ☐ I have children that go to the Intermediate School

Do you Walk or Bike through the intersection of Wheatley's Pond Road and Underwoods Corner Road or along Underwoods Corner Road?

- ☑ Walking
- ☐ Biking
- ☐ Both
- ☐ None

If you walk or bike, how safe do you feel walking or biking?

- ☐ Very Safe
- ☐ Somewhat Safe
- ☐ Neutral
- ☐ Somewhat Unsafe
- ☑ Very Unsafe

What concerns do you have with the intersection of Wheatley's Pond Road and Underwoods Corner Road?

- ☑ Lack of Pedestrian Crossing
- ☑ Poor Visibility
- ☑ Congestion on Underwoods Corner Road
- ☐ No Concerns
- ☐ Other Wheatley Pond Speed

What concerns do you have with Underwoods Corner Road?

- ☑ Speeds
- ☑ Lack of Shoulders
- ☐ Lack of Bike and Ped Facilities
- ☐ No Concerns
- ☐ Other_____

What improvements to the intersection of Wheatley's Pond Road and Underwoods Corner Road do you think would make the intersection more safe?

- ☐ All Way Stop
- ☐ Intersection Realignment to Improve Visibility
- ☐ Add a Signal
- ☑ Convert to a Roundabout
- ☑ Make Pedestrian Connections to Neighborhoods
- ☐ Other (please explain)_____
- ☐ None

What roadway improvements do you think would make Underwoods Corner Road more safe?

- ☐ Added Shoulders
- ☑ Added Sidewalk or Multi Use Trail
- ☑ Reduced Speed Limit
- ☐ Other (please explain)_____

None

Overall Comments:_____

Please provide your contact information to stay informed about this project:

Name: Jason Gilliam

Address: 181 Coldwater Drive
Clayton

Email: gillygi1@live.com

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Wheatley's Pond Road/Underwoods Corner Road Intersection Safety Study Survey

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How do you use Underwoods Corner Road?

- [x] I live on Underwoods Corner Road.
- [ ] I live near Underwoods Corner Road
- [x] I use Underwoods corner road for my commute
- [ ] I work at the school
- [ ] I have children that go to the Intermediate School

Do you Walk or Bike through the intersection of Wheatley's Pond Road and Underwoods Corner Road or along Underwoods Corner Road?

- [ ] Walking
- [ ] Biking
- [ ] Both
- [x] None

If you walk or bike, how safe do you feel walking or biking?

- [ ] Very Safe
- [ ] Somewhat Safe
- [ ] Neutral
- [ ] Somewhat Unsafe
- [ ] Very Unsafe

What concerns do you have with the intersection of Wheatley's Pond Road and Underwoods Corner Road?

- [x] Lack of Pedestrian Crossing
- [x] Poor Visibility
- [x] Congestion on Underwoods Corner Road
- [ ] No Concerns
- [ ] Other SAFETY

What concerns do you have with Underwoods Corner Road?

- [x] Speeds
- [x] Lack of Shoulders
- [x] Lack of Bike and Ped Facilities
- [ ] No Concerns
- [ ] Other

What improvements to the intersection of Wheatley's Pond Road and Underwoods Corner Road do you think would make the intersection more safe?

- ☐ All Way Stop
- ☑ Intersection Realignment to Improve Visibility
- ☑ Add a Signal
- ☑ Convert to a Roundabout
- ☐ Make Pedestrian Connections to Neighborhoods
- ☐ Other (please explain)_____
- ☐ None

What roadway improvements do you think would make Underwoods Corner Road more safe?

- ☑ Added Shoulders
- ☑ Added Sidewalk or Multi Use Trail
- ☑ Reduced Speed Limit
- ☐ Other (please explain)_____

None

Overall Comments:_____

Please provide your contact information to stay informed about this project:

Name: ROBERT & DOTTIE HALL

Address: 49 SAMMON DR CLAYTON

Email: RH340@COMCAST.NET

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How do you use Underwoods Corner Road?

- [x] I live on Underwoods Corner Road.
- [ ] I live near Underwoods Corner Road
- [ ] I use Underwoods corner road for my commute
- [ ] I work at the school
- [ ] I have children that go to the Intermediate School

Do you Walk or Bike through the intersection of Wheatley's Pond Road and Underwoods Corner Road or along Underwoods Corner Road?

- [x] Walking
- [ ] Biking
- [ ] Both
- [x] None

If you walk or bike, how safe do you feel walking or biking?

- [ ] Very Safe
- [ ] Somewhat Safe
- [ ] Neutral
- [ ] Somewhat Unsafe
- [x] Very Unsafe

What concerns do you have with the intersection of Wheatley's Pond Road and Underwoods Corner Road?

- [x] Lack of Pedestrian Crossing
- [ ] Poor Visibility
- [ ] Congestion on Underwoods Corner Road
- [ ] No Concerns
- [ ] Other SPEEDing

What concerns do you have with Underwoods Corner Road?

- [x] Speeds
- [x] Lack of Shoulders
- [x] Lack of Bike and Ped Facilities
- [ ] No Concerns
- [ ] Other

What improvements to the intersection of Wheatley's Pond Road and Underwoods Corner Road do you think would make the intersection more safe?

- ☐ All Way Stop
- ☐ Intersection Realignment to Improve Visibility
- ☒ Add a Signal
- ☐ Convert to a Roundabout
- ☐ Make Pedestrian Connections to Neighborhoods
- ☐ Other (please explain)_____
- ☐ None

What roadway improvements do you think would make Underwoods Corner Road more safe?

- ☒ Added Shoulders
- ☒ Added Sidewalk or Multi Use Trail
- ☒ Reduced Speed Limit
- ☐ Other (please explain)_____

None

Overall Comments:_____

Please provide your contact information to stay informed about this project:

Name: Lenny Chandler

Address: 6277 Underwoods Corner Rd

Email: lenny.chandler3@gmail.com

Please hand your questionnaires in at the workshop or mail/email by January 10, 2026 to:
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How do you use Underwoods Corner Road?

- ☐ I live on Underwoods Corner Road.
- ☒ I live near Underwoods Corner Road
- ☒ I use Underwoods corner road for my commute
- ☐ I work at the school
- ☐ I have children that go to the Intermediate School

Do you Walk or Bike through the intersection of Wheatley's Pond Road and Underwoods Corner Road or along Underwoods Corner Road?

- ☐ Walking
- ☐ Biking
- ☐ Both
- ☒ None

If you walk or bike, how safe do you feel walking or biking?

- ☐ Very Safe
- ☐ Somewhat Safe
- ☐ Neutral
- ☐ Somewhat Unsafe
- ☐ Very Unsafe

What concerns do you have with the intersection of Wheatley's Pond Road and Underwoods Corner Road?

- ☒ Lack of Pedestrian Crossing
- ☐ Poor Visibility
- ☒ Congestion on Underwoods Corner Road
- ☐ No Concerns
- ☐ Other lack of traffic controls

What concerns do you have with Underwoods Corner Road?

- ☐ Speeds
- ☐ Lack of Shoulders
- ☐ Lack of Bike and Ped Facilities
- ☐ No Concerns
- ☐ Other lack of traffic controls

What improvements to the intersection of Wheatley's Pond Road and Underwoods Corner Road do you think would make the intersection more safe?

- ☐ All Way Stop
- ☐ Intersection Realignment to Improve Visibility
- ☒ Add a Signal
- ☒ Convert to a Roundabout
- ☐ Make Pedestrian Connections to Neighborhoods
- ☐ Other (please explain)_____
- ☐ None

What roadway improvements do you think would make Underwoods Corner Road more safe?

- ☐ Added Shoulders
- ☐ Added Sidewalk or Multi Use Trail
- ☐ Reduced Speed Limit
- ☐ Other (please explain)_____

None

Overall Comments:_____

_____

_____

_____

_____

Please provide your contact information to stay informed about this project:

Name: _____

Address:_____

_____

Email: _____

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How do you use Underwoods Corner Road?

- [x] I live on Underwoods Corner Road.
- [ ] I live near Underwoods Corner Road
- [ ] I use Underwoods corner road for my commute
- [ ] I work at the school
- [ ] I have children that go to the Intermediate School

Do you Walk or Bike through the intersection of Wheatley's Pond Road and Underwoods Corner Road or along Underwoods Corner Road?

- [ ] Walking
- [ ] Biking
- [ ] Both
- [x] None Not safe enough to walk or bike there

If you walk or bike, how safe do you feel walking or biking?

- [ ] Very Safe
- [ ] Somewhat Safe
- [ ] Neutral
- [ ] Somewhat Unsafe
- [ ] Very Unsafe

What concerns do you have with the intersection of Wheatley's Pond Road and Underwoods Corner Road?

- [ ] Lack of Pedestrian Crossing
- [x] Poor Visibility
- [x] Congestion on Underwoods Corner Road
- [ ] No Concerns
- [x] Other long waits to turn onto Wheatley's Pond Rd & ~~Underwoods~~ and fear of being rear-ended when turning onto Underwood's Corner Rd

What concerns do you have with Underwoods Corner Road?

- [x] Speeds far too high w/residential & school
- [ ] Lack of Shoulders
- [ ] Lack of Bike and Ped Facilities
- [ ] No Concerns
- [ ] Other _____

What improvements to the intersection of Wheatley's Pond Road and Underwoods Corner Road do you think would make the intersection more safe?

- ☐ All Way Stop
- ☒ Intersection Realignment to Improve Visibility
- ☐ Add a Signal
- ☒ Convert to a Roundabout
- ☒ Make Pedestrian Connections to Neighborhoods
- ☒ Other (please explain) turn lanes if not doing roundabout, but roundabout is best option
- ☐ None

What roadway improvements do you think would make Underwoods Corner Road more safe?

- ☒ Added Shoulders
- ☒ Added Sidewalk or Multi Use Trail
- ☒ Reduced Speed Limit
- ☐ Other (please explain)_____
- None

Overall Comments: Round abouts allow traffic to keep flowing. The stop signs won't work well given speed on Wheatley's Pond Rd and volume of traffic (backups), espec. w/ train ~~st~~ down the road

Please provide your contact information to stay informed about this project:

Name: _____

Address: _____

_____

Email: _____

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- ☐ I live on Underwoods Corner Road.
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- ☐ I use Underwoods corner road for my commute
- ☐ I work at the school
- ☐ I have children that go to the Intermediate School

Do you Walk or Bike through the intersection of Wheatley's Pond Road and Underwoods Corner Road or along Underwoods Corner Road?

- ☐ Walking
- ☐ Biking
- ☐ Both
- ☑ None

If you walk or bike, how safe do you feel walking or biking?

- ☐ Very Safe
- ☐ Somewhat Safe
- ☐ Neutral
- ☐ Somewhat Unsafe
- ☑ Very Unsafe

What concerns do you have with the intersection of Wheatley's Pond Road and Underwoods Corner Road?

- ☐ Lack of Pedestrian Crossing
- ☑ Poor Visibility
- ☑ Congestion on Underwoods Corner Road
- ☐ No Concerns
- ☐ Other _____

What concerns do you have with Underwoods Corner Road?

- ☐ Speeds
- ☑ Lack of Shoulders
- ☐ Lack of Bike and Ped Facilities
- ☐ No Concerns
- ☐ Other _____

What improvements to the intersection of Wheatley's Pond Road and Underwoods Corner Road do you think would make the intersection more safe?

- ☐ All Way Stop
- ☐ Intersection Realignment to Improve Visibility
- ☐ Add a Signal
- ☑ Convert to a Roundabout
- ☐ Make Pedestrian Connections to Neighborhoods
- ☐ Other (please explain)_____
- ☐ None

What roadway improvements do you think would make Underwoods Corner Road more safe?

- ☑ Added Shoulders
- ☐ Added Sidewalk or Multi Use Trail
- ☐ Reduced Speed Limit
- ☐ Other (please explain)_____

None

Overall Comments: Any option but the traffic circle I feel would hinder traffic flow & Emergency response

Please provide your contact information to stay informed about this project:

Name: Timothy Conrad - Deputy Fire Chief Clayton Fire Co.

Address: 440 Main St
Clayton, De 19938

Email: Conrad.timothy@yahoo.com

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- [x] I live on Underwoods Corner Road.
- [ ] I live near Underwoods Corner Road
- [ ] I use Underwoods corner road for my commute
- [ ] I work at the school
- [ ] I have children that go to the Intermediate School

Do you Walk or Bike through the intersection of Wheatley's Pond Road and Underwoods Corner Road or along Underwoods Corner Road?

- [x] Walking
- [x] Biking
- [x] Both
- [ ] None

If you walk or bike, how safe do you feel walking or biking?

- [ ] Very Safe
- [ ] Somewhat Safe
- [ ] Neutral
- [ ] Somewhat Unsafe
- [x] Very Unsafe

What concerns do you have with the intersection of Wheatley's Pond Road and Underwoods Corner Road?

- [x] Lack of Pedestrian Crossing
- [ ] Poor Visibility
- [x] Congestion on Underwoods Corner Road
- [ ] No Concerns
- [ ] Other _____

What concerns do you have with Underwoods Corner Road?

- [x] Speeds
- [x] Lack of Shoulders
- [x] Lack of Bike and Ped Facilities
- [ ] No Concerns
- [ ] Other _____

What improvements to the intersection of Wheatley's Pond Road and Underwoods Corner Road do you think would make the intersection more safe?

- ☐ All Way Stop
- ☐ Intersection Realignment to Improve Visibility
- ☒ Add a Signal
- ☐ Convert to a Roundabout
- ☒ Make Pedestrian Connections to Neighborhoods
- ☐ Other (please explain)_____
- ☐ None

What roadway improvements do you think would make Underwoods Corner Road more safe?

- ☒ Added Shoulders
- ☒ Added Sidewalk or Multi Use Trail
- ☒ Reduced Speed Limit
- ☐ Other (please explain)_____

None

Overall Comments:_____

Please provide your contact information to stay informed about this project:

Name: Joy Wood

Address: 66688 Underwoods Corner Rd
Smyrna

Email: _____

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Survey

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How do you use Underwoods Corner Road?

- ☐ I live on Underwoods Corner Road.
- ☐ I live near Underwoods Corner Road
- ☑ I use Underwoods corner road for my commute
- ☐ I work at the school
- ☐ I have children that go to the Intermediate School

Do you Walk or Bike through the intersection of Wheatley's Pond Road and Underwoods Corner Road or along Underwoods Corner Road?

- ☐ Walking
- ☐ Biking
- ☐ Both
- ☑ None

If you walk or bike, how safe do you feel walking or biking?

- ☐ Very Safe
- ☐ Somewhat Safe
- ☐ Neutral
- ☐ Somewhat Unsafe
- ☐ Very Unsafe

What concerns do you have with the intersection of Wheatley's Pond Road and Underwoods Corner Road?

- ☐ Lack of Pedestrian Crossing
- ☐ Poor Visibility
- ☑ Congestion on Underwoods Corner Road
- ☐ No Concerns
- ☑ Other Hard to make left turn on RT300

What concerns do you have with Underwoods Corner Road?

- ☐ Speeds
- ☑ Lack of Shoulders
- ☐ Lack of Bike and Ped Facilities
- ☐ No Concerns
- ☑ Other Not wide enough School Buses pass miss each other

What improvements to the intersection of Wheatley's Pond Road and Underwoods Corner Road do you think would make the intersection more safe?

- ☑ All Way Stop
- ☑ Intersection Realignment to Improve Visibility
- ☐ Add a Signal
- ☑ Convert to a Roundabout
- ☐ Make Pedestrian Connections to Neighborhoods
- ☐ Other (please explain)_____
- ☐ None

What roadway improvements do you think would make Underwoods Corner Road more safe?

- ☑ Added Shoulders
- ☐ Added Sidewalk or Multi Use Trail
- ☐ Reduced Speed Limit
- ☑ Other (please explain) Widen Road

None

Overall Comments:_____

Please provide your contact information to stay informed about this project:

Name: Barry Larkin Larkins Bus Service

Address: 245 School Lane Clayton De 19938

Email: larkinsbus@aol.com

Please hand your questionnaires in at the workshop or mail/email by January 10, 2026 to:
Dover/Kent County MPO
1783 Friends Way
Camden, DE 19934

Or via email to
Michael.PetitdeMange@doverkentmpo.org

Project Website: https://publicinput.com/u52118

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Wheatley's Pond Road/Underwoods Corner Road Intersection Safety Study Survey

Survey can also be filled out electronically by scanning the QR code with your phone

How do you use Underwoods Corner Road?

- ☐ I live on Underwoods Corner Road.
- ☐ I live near Underwoods Corner Road
- ☑ I use Underwoods corner road for my commute
- ☐ I work at the school
- ☐ I have children that go to the Intermediate School

Do you Walk or Bike through the intersection of Wheatley's Pond Road and Underwoods Corner Road or along Underwoods Corner Road?

- ☐ Walking
- ☐ Biking
- ☐ Both
- ☑ None

If you walk or bike, how safe do you feel walking or biking?

- ☐ Very Safe
- ☐ Somewhat Safe
- ☐ Neutral
- ☐ Somewhat Unsafe
- ☑ Very Unsafe

What concerns do you have with the intersection of Wheatley's Pond Road and Underwoods Corner Road?

- ☐ Lack of Pedestrian Crossing
- ☑ Poor Visibility
- ☐ Congestion on Underwoods Corner Road
- ☐ No Concerns
- ☐ Other _____

What concerns do you have with Underwoods Corner Road?

- ☐ Speeds
- ☑ Lack of Shoulders
- ☐ Lack of Bike and Ped Facilities
- ☐ No Concerns
- ☐ Other _____

What improvements to the intersection of Wheatley's Pond Road and Underwoods Corner Road do you think would make the intersection more safe?

- ☐ All Way Stop
- ☑ Intersection Realignment to Improve Visibility
- ☐ Add a Signal
- ☑ Convert to a Roundabout
- ☐ Make Pedestrian Connections to Neighborhoods
- ☐ Other (please explain)_____
- ☐ None

What roadway improvements do you think would make Underwoods Corner Road more safe?

- ☑ Added Shoulders
- ☐ Added Sidewalk or Multi Use Trail
- ☐ Reduced Speed Limit
- ☐ Other (please explain)_____

None

Overall Comments: From a Fire Company Standpoint, we respond to this area frequently for accidents. Responding on Underwoods Corner Rd is unsafe, with no shoulder to move cars.

Please provide your contact information to stay informed about this project:

Name: Austin L. Moorhead - Fire Chief, Clayton Fire Co.

Address: 201 Highland Ave

Email: firechief@clayton45.com

Please hand your questionnaires in at the workshop or mail/email by January 10, 2026 to:
Dover/Kent County MPO
1783 Friends Way
Camden, DE 19934

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Wheatley's Pond Road/Underwoods Corner Road Intersection Safety Study Survey

Survey can also be filled out electronically by scanning the QR code with your phone

How do you use Underwoods Corner Road?

- [x] I live on Underwoods Corner Road.
- [ ] I live near Underwoods Corner Road
- [ ] I use Underwoods corner road for my commute
- [ ] I work at the school
- [ ] I have children that go to the Intermediate School

Do you Walk or Bike through the intersection of Wheatley's Pond Road and Underwoods Corner Road or along Underwoods Corner Road?

- [ ] Walking
- [ ] Biking
- [ ] Both
- [x] None

If you walk or bike, how safe do you feel walking or biking?

- [ ] Very Safe
- [ ] Somewhat Safe
- [ ] Neutral
- [ ] Somewhat Unsafe
- [ ] Very Unsafe

What concerns do you have with the intersection of Wheatley's Pond Road and Underwoods Corner Road?

- [ ] Lack of Pedestrian Crossing
- [ ] Poor Visibility
- [ ] Congestion on Underwoods Corner Road
- [ ] No Concerns
- [x] Other SCHOOL TRAFFIC AT 0800 HRS AND 1500 HRS.

What concerns do you have with Underwoods Corner Road?

- [ ] Speeds
- [ ] Lack of Shoulders
- [ ] Lack of Bike and Ped Facilities
- [x] No Concerns
- [ ] Other_____

What improvements to the intersection of Wheatley's Pond Road and Underwoods Corner Road do you think would make the intersection more safe?

- [x] All Way Stop
- [ ] Intersection Realignment to Improve Visibility
- [ ] Add a Signal
- [ ] Convert to a Roundabout
- [ ] Make Pedestrian Connections to Neighborhoods
- [ ] Other (please explain)_____
- [ ] None

What roadway improvements do you think would make Underwoods Corner Road more safe?

- [ ] Added Shoulders
- [ ] Added Sidewalk or Multi Use Trail
- [ ] Reduced Speed Limit
- [x] Other (please explain) NO PHONE USE WHILE DRIVING. ENFORCE INATTENTIVE DRIVING LAWS.

None

Overall Comments: THEFT IS A CRIME

Please provide your contact information to stay informed about this project:

Name: Tom Postell

Address: 6870 UNDERWOODS CORNER RD.
SMYRNA, DE 19977

Email: _____

Please hand your questionnaires in at the workshop or mail/email by January 10, 2026 to:
Dover/Kent County MPO
1783 Friends Way
Camden, DE 19934

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Michael.PetitdeMange@doverkentmpo.org

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Wheatley's Pond Road/Underwoods Corner Road Intersection Safety Study Survey

Survey can also be filled out electronically by scanning the QR code with your phone

How do you use Underwoods Corner Road?

- [x] I live on Underwoods Corner Road.
- [ ] I live near Underwoods Corner Road
- [ ] I use Underwoods corner road for my commute
- [ ] I work at the school
- [ ] I have children that go to the Intermediate School

Do you Walk or Bike through the intersection of Wheatley's Pond Road and Underwoods Corner Road or along Underwoods Corner Road?

- [ ] Walking
- [ ] Biking
- [x] Both
- [ ] None

If you walk or bike, how safe do you feel walking or biking?

- [ ] Very Safe
- [ ] Somewhat Safe
- [x] Neutral
- [ ] Somewhat Unsafe
- [ ] Very Unsafe

What concerns do you have with the intersection of Wheatley's Pond Road and Underwoods Corner Road?

- [ ] Lack of Pedestrian Crossing
- [ ] Poor Visibility
- [x] Congestion on Underwoods Corner Road
- [ ] No Concerns
- [ ] Other _____

What concerns do you have with Underwoods Corner Road?

- [x] Speeds
- [x] Lack of Shoulders
- [ ] Lack of Bike and Ped Facilities
- [ ] No Concerns
- [ ] Other _____

What improvements to the intersection of Wheatley's Pond Road and Underwoods Corner Road do you think would make the intersection more safe?

- [x] All Way Stop
- [ ] Intersection Realignment to Improve Visibility
- [x] Add a Signal
- [ ] Convert to a Roundabout
- [ ] Make Pedestrian Connections to Neighborhoods
- [ ] Other (please explain)_____
- [ ] None

What roadway improvements do you think would make Underwoods Corner Road more safe?

- [x] Added Shoulders
- [ ] Added Sidewalk or Multi Use Trail
- [ ] Reduced Speed Limit
- [ ] Other (please explain)_____

None

Overall Comments: Roundabout Not a good Idea for Big trucks. People STILL speed threw them. And Dont Know how the works. Middletown is a prime example

Please provide your contact information to stay informed about this project:

Name: _____

Address: _____

Email: JWood6688@Comcast.Net.

Please hand your questionnaires in at the workshop or mail/email by January 10, 2026 to:
Dover/Kent County MPO
1783 Friends Way
Camden, DE 19934

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Michael.PetitdeMange@doverkentmpo.org

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Wheatley's Pond Road/Underwoods Corner Road Intersection Safety Study Survey

Survey can also be filled out electronically by scanning the QR code with your phone

How do you use Underwoods Corner Road?

- ☐ I live on Underwoods Corner Road.
- ☐ I live near Underwoods Corner Road
- ☐ I use Underwoods corner road for my commute
- ☐ I work at the school
- ☑ I have children that go to the Intermediate School

Do you Walk or Bike through the intersection of Wheatley's Pond Road and Underwoods Corner Road or along Underwoods Corner Road?

- ☐ Walking
- ☐ Biking
- ☐ Both
- ☑ None

If you walk or bike, how safe do you feel walking or biking?

- ☐ Very Safe
- ☐ Somewhat Safe
- ☐ Neutral
- ☑ Somewhat Unsafe
- ☐ Very Unsafe

What concerns do you have with the intersection of Wheatley's Pond Road and Underwoods Corner Road?

- ☐ Lack of Pedestrian Crossing
- ☑ Poor Visibility
- ☐ Congestion on Underwoods Corner Road
- ☐ No Concerns
- ☐ Other _____

What concerns do you have with Underwoods Corner Road?

- ☑ Speeds
- ☐ Lack of Shoulders
- ☐ Lack of Bike and Ped Facilities
- ☐ No Concerns
- ☑ Other NOT WIDE ENOUGH FOR SCHOOL BUSES TO PASS ON ANOTHER

What improvements to the intersection of Wheatley's Pond Road and Underwoods Corner Road do you think would make the intersection more safe?

- ☐ All Way Stop
- ☐ Intersection Realignment to Improve Visibility
- ☐ Add a Signal
- ☑ Convert to a Roundabout
- ☐ Make Pedestrian Connections to Neighborhoods
- ☐ Other (please explain)_____
- ☐ None

What roadway improvements do you think would make Underwoods Corner Road more safe?

- ☐ Added Shoulders
- ☐ Added Sidewalk or Multi Use Trail
- ☑ Reduced Speed Limit
- ☑ Other (please explain) MAKE BETTER VISABILITY

None

Overall Comments:_____

Please provide your contact information to stay informed about this project:

Name: JACKIE PALMER

Address: PO BOX 900
CLAYTON DE

Email: ljpdc@verizon.net

Please hand your questionnaires in at the workshop or mail/email by January 10, 2026 to:
Dover/Kent County MPO
1783 Friends Way
Camden, DE 19934

Or via email to
Michael.PetitdeMange@doverkentmpo.org

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Wheatley's Pond Road/Underwoods Corner Road Intersection Safety Study Survey

Survey can also be filled out electronically by scanning the QR code with your phone

How do you use Underwoods Corner Road?

- [x] I live on Underwoods Corner Road.
- [ ] I live near Underwoods Corner Road
- [ ] I use Underwoods corner road for my commute
- [ ] I work at the school
- [ ] I have children that go to the Intermediate School

Do you Walk or Bike through the intersection of Wheatley's Pond Road and Underwoods Corner Road or along Underwoods Corner Road?

- [x] Walking
- [ ] Biking
- [ ] Both
- [ ] None

If you walk or bike, how safe do you feel walking or biking?

- [ ] Very Safe
- [ ] Somewhat Safe
- [ ] Neutral
- [ ] Somewhat Unsafe
- [x] Very Unsafe

What concerns do you have with the intersection of Wheatley's Pond Road and Underwoods Corner Road?

- [ ] Lack of Pedestrian Crossing
- [x] Poor Visibility
- [x] Congestion on Underwoods Corner Road
- [ ] No Concerns
- [ ] Other _____

What concerns do you have with Underwoods Corner Road?

- [ ] Speeds
- [x] Lack of Shoulders
- [ ] Lack of Bike and Ped Facilities
- [ ] No Concerns
- [ ] Other _____

What improvements to the intersection of Wheatley's Pond Road and Underwoods Corner Road do you think would make the intersection more safe?

- ☐ All Way Stop
- ☐ Intersection Realignment to Improve Visibility
- ☐ Add a Signal
- ☑ Convert to a Roundabout THE BEST SOLUTION
- ☐ Make Pedestrian Connections to Neighborhoods
- ☐ Other (please explain)_____
- ☐ None

What roadway improvements do you think would make Underwoods Corner Road more safe?

- ☑ Added Shoulders
- ☐ Added Sidewalk or Multi Use Trail
- ☐ Reduced Speed Limit
- ☐ Other (please explain)_____

None

Overall Comments:_____

Please provide your contact information to stay informed about this project:

Name: ED IDE, III, P.E.

Address: 5819 Underwoods Corner Road
Smyrna DE 19977

Email: ed@i3allc.com

Please hand your questionnaires in at the workshop or mail/email by January 10, 2026 to:
Dover/Kent County MPO
1783 Friends Way
Camden, DE 19934

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Wheatley's Pond Road/Underwoods Corner Road Intersection Safety Study
Survey

Survey can also be filled out electronically by scanning the QR code with your phone

How do you use Underwoods Corner Road?

- [x] I live on Underwoods Corner Road.
- [ ] I live near Underwoods Corner Road
- [ ] I use Underwoods corner road for my commute
- [ ] I work at the school
- [ ] I have children that go to the Intermediate School

Do you Walk or Bike through the intersection of Wheatley's Pond Road and Underwoods Corner Road or along Underwoods Corner Road?

- [ ] Walking
- [ ] Biking
- [ ] Both
- [x] None too dangerous - use to walk, but cars are speeding and won't slow down

If you walk or bike, how safe do you feel walking or biking?

- [ ] Very Safe
- [ ] Somewhat Safe
- [ ] Neutral
- [ ] Somewhat Unsafe
- [x] Very Unsafe

What concerns do you have with the intersection of Wheatley's Pond Road and Underwoods Corner Road?

- [ ] Lack of Pedestrian Crossing
- [ ] Poor Visibility
- [x] Congestion on Underwoods Corner Road
- [ ] No Concerns
- [ ] Other Very difficult to get out of my driveway in the mornings. Have to make a left turn to go down to Alley Mill Rd. to route 6 into Clayton.

What concerns do you have with Underwoods Corner Road?

- [ ] Speeds
- [ ] Lack of Shoulders
- [ ] Lack of Bike and Ped Facilities
- [ ] No Concerns
- [x] Other I live on the corner and my mailbox has been knocked down probably 5-7 in the last 10 years.

What improvements to the intersection of Wheatley's Pond Road and Underwoods Corner Road do you think would make the intersection more safe?

- ☐ All Way Stop
- ☐ Intersection Realignment to Improve Visibility
- ☐ Add a Signal
- ☑ Convert to a Roundabout
- ☐ Make Pedestrian Connections to Neighborhoods
- ☐ Other (please explain)_____
- ☐ None

What roadway improvements do you think would make Underwoods Corner Road more safe?

- ☐ Added Shoulders
- ☑ Added Sidewalk or Multi Use Trail
- ☐ Reduced Speed Limit
- ☐ Other (please explain)_____

None

Overall Comments: It is very dangerous to bike or walk on Underwoods Corner Rd. If it snows the snow is piled in the driveway which causes extra shoveling.

Please provide your contact information to stay informed about this project:

Name: Karen Hawes

Address: 6964 Underwoods Corner Rd Smyrna, DE 19977

Email: hmamabear06@gmail.com

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Dover/Kent County MPO
1783 Friends Way
Camden, DE 19934

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Michael.PetitdeMange@doverkentmpo.org

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Wheatley's Pond Road/Underwoods Corner Road Intersection Safety Study Survey

Survey can also be filled out electronically by scanning the QR code with your phone

How do you use Underwoods Corner Road?

- ☐ I live on Underwoods Corner Road.
- ☑ I live near Underwoods Corner Road
- ☐ I use Underwoods corner road for my commute
- ☐ I work at the school
- ☐ I have children that go to the Intermediate School

Do you Walk or Bike through the intersection of Wheatley's Pond Road and Underwoods Corner Road or along Underwoods Corner Road?

- ☐ Walking
- ☐ Biking
- ☐ Both
- ☑ None

If you walk or bike, how safe do you feel walking or biking?

- ☐ Very Safe
- ☐ Somewhat Safe
- ☐ Neutral
- ☐ Somewhat Unsafe
- ☐ Very Unsafe

What concerns do you have with the intersection of Wheatley's Pond Road and Underwoods Corner Road?

- ☑ Lack of Pedestrian Crossing
- ☑ Poor Visibility
- ☑ Congestion on Underwoods Corner Road
- ☐ No Concerns
- ☐ Other _____

What concerns do you have with Underwoods Corner Road?

- ☑ Speeds
- ☑ Lack of Shoulders
- ☑ Lack of Bike and Ped Facilities
- ☐ No Concerns
- ☐ Other _____

What improvements to the intersection of Wheatley's Pond Road and Underwoods Corner Road do you think would make the intersection more safe?

- ☐ All Way Stop
- ☐ Intersection Realignment to Improve Visibility
- ☐ Add a Signal
- ☐ Convert to a Roundabout
- ☐ Make Pedestrian Connections to Neighborhoods
- ☐ Other (please explain)_____
- ☐ None

What roadway improvements do you think would make Underwoods Corner Road more safe?

- ☐ Added Shoulders
- ☐ Added Sidewalk or Multi Use Trail
- ☐ Reduced Speed Limit
- ☐ Other (please explain)_____

None

Overall Comments:_____

_____

_____

_____

_____

Please provide your contact information to stay informed about this project:

Name: _____

Address:_____

_____

Email: _____

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Wheatley's Pond Road/Underwoods Corner Road Intersection Safety Study Survey

Survey can also be filled out electronically by scanning the QR code with your phone

How do you use Underwoods Corner Road?

- ☐ I live on Underwoods Corner Road.
- ☐ I live near Underwoods Corner Road
- ☑ I use Underwoods corner road for my commute
- ☐ I work at the school
- ☐ I have children that go to the Intermediate School

Do you Walk or Bike through the intersection of Wheatley's Pond Road and Underwoods Corner Road or along Underwoods Corner Road?

- ☐ Walking
- ☐ Biking
- ☐ Both
- ☑ None

If you walk or bike, how safe do you feel walking or biking?

- ☐ Very Safe
- ☐ Somewhat Safe
- ☐ Neutral
- ☐ Somewhat Unsafe
- ☐ Very Unsafe

What concerns do you have with the intersection of Wheatley's Pond Road and Underwoods Corner Road?

- ☐ Lack of Pedestrian Crossing
- ☑ Poor Visibility
- ☐ Congestion on Underwoods Corner Road
- ☐ No Concerns
- ☐ Other _____

What concerns do you have with Underwoods Corner Road?

- ☐ Speeds
- ☑ Lack of Shoulders
- ☑ Lack of Bike and Ped Facilities
- ☐ No Concerns
- ☐ Other _____

What improvements to the intersection of Wheatley's Pond Road and Underwoods Corner Road do you think would make the intersection more safe?

- ☐ All Way Stop
- ☐ Intersection Realignment to Improve Visibility
- ☐ Add a Signal
- ☑ Convert to a Roundabout
- ☐ Make Pedestrian Connections to Neighborhoods
- ☐ Other (please explain)_____
- ☐ None

What roadway improvements do you think would make Underwoods Corner Road more safe?

- ☑ Added Shoulders
- ☑ Added Sidewalk or Multi Use Trail
- ☐ Reduced Speed Limit
- ☐ Other (please explain)_____

None

Overall Comments: ROUNDABOUT IS THE BEST OPTION. A TRAFFIC SIGNAL DOESNT MEET NATIONAL WARRANTS REQUIREMENTS, BUT A ROUNDABOUT DOESNT REQUIRE ANY WARRANT, CHEAPER LONG TERM, SAFER, KEEPS TRAFFIC FLOW ON AN EVACUATION ROUTE. ITS STATISTICALLY THE BETTER OPTION WITH DATA TO BACK IT UP.

Please provide your contact information to stay informed about this project:

Name: AUSTIN WEHNER

Address: 81 SNOW BRANCH RD
CLAYTON, DE

Email: DEAUSTIN7@GMAIL.COM

Please hand your questionnaires in at the workshop or mail/email by January 10, 2026 to:
Dover/Kent County MPO
1783 Friends Way
Camden, DE 19934

Or via email to
Michael.PetitdeMange@doverkentmpo.org

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Wheatley's Pond Road/Underwoods Corner Road Intersection Safety Study Survey

Survey can also be filled out electronically by scanning the QR code with your phone

How do you use Underwoods Corner Road?

- [x] I live on Underwoods Corner Road. off of
- [ ] I live near Underwoods Corner Road
- [ ] I use Underwoods corner road for my commute
- [ ] I work at the school
- [ ] I have children that go to the Intermediate School

Do you Walk or Bike through the intersection of Wheatley's Pond Road and Underwoods Corner Road or along Underwoods Corner Road?

- [ ] Walking
- [ ] Biking
- [ ] Both
- [x] None

If you walk or bike, how safe do you feel walking or biking?

- [ ] Very Safe
- [ ] Somewhat Safe
- [ ] Neutral
- [ ] Somewhat Unsafe
- [ ] Very Unsafe

What concerns do you have with the intersection of Wheatley's Pond Road and Underwoods Corner Road?

- [ ] Lack of Pedestrian Crossing
- [ ] Poor Visibility
- [x] Congestion on Underwoods Corner Road
- [ ] No Concerns
- [x] Other Needs a traffic light much safer than a circle

What concerns do you have with Underwoods Corner Road?

- [x] Speeds
- [x] Lack of Shoulders
- [ ] Lack of Bike and Ped Facilities
- [ ] No Concerns
- [x] Other No School Signs to let people know that there is a school

What improvements to the intersection of Wheatley's Pond Road and Underwoods Corner Road do you think would make the intersection more safe?

- ☐ All Way Stop
- ☐ Intersection Realignment to Improve Visibility
- ☑ Add a Signal
- ☐ Convert to a Roundabout
- ☐ Make Pedestrian Connections to Neighborhoods
- ☑ Other (please explain) turn Lanes
- ☐ None

What roadway improvements do you think would make Underwoods Corner Road more safe?

- ☑ Added Shoulders
- ☑ Added Sidewalk or Multi Use Trail
- ☑ Reduced Speed Limit
- ☑ Other (please explain) School Signs

None

Overall Comments: _____

Please provide your contact information to stay informed about this project:

Name: Nancy Baglivo-Rees

Address: 21 Sweet Briar Lane Smyrna DE 19977

Email: nancybaglivo@aol.com

Please hand your questionnaires in at the workshop or mail/email by January 10, 2026 to:
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Wheatley's Pond Road/Underwoods Corner Road Intersection Safety Study Survey

TO GET TO MY HOME ON Wheatleys Pond Rd

Survey can also be filled out electronically by scanning the QR code with your phone

How do you use Underwoods Corner Road?

- ☐ I live on Underwoods Corner Road. + Wheatleys Pond Rd
- ☒ I live near Underwoods Corner Road
- ☒ I use Underwoods corner road for my commute
- ☐ I work at the school
- ☐ I have children that go to the Intermediate School

Do you Walk or Bike through the intersection of Wheatley's Pond Road and Underwoods Corner Road or along Underwoods Corner Road?

- ☐ Walking
- ☐ Biking
- ☑ Both
- ☐ None

If you walk or bike, how safe do you feel walking or biking?

- ☐ Very Safe
- ☐ Somewhat Safe
- ☐ Neutral
- ☐ Somewhat Unsafe
- ☐ Very Unsafe

What concerns do you have with the intersection of Wheatley's Pond Road and Underwoods Corner Road?

- ☐ Lack of Pedestrian Crossing
- ☐ Poor Visibility
- ☑ Congestion on Underwoods Corner Road + WHEATLEYS POND Rd
- ☐ No Concerns
- ☐ Other _____

What concerns do you have with Underwoods Corner Road?

- ☐ Speeds
- ☐ Lack of Shoulders
- ☐ Lack of Bike and Ped Facilities
- ☐ No Concerns
- ☑ Other GETTING OUT OF OUR NEIGHBORHOOD

What improvements to the intersection of Wheatley's Pond Road and Underwoods Corner Road do you think would make the intersection more safe?

- ☐ All Way Stop
- ☐ Intersection Realignment to Improve Visibility
- ☐ Add a Signal
- ☐ Convert to a Roundabout
- ☐ Make Pedestrian Connections to Neighborhoods
- ☐ Other (please explain)_____
- ☐ None

What roadway improvements do you think would make Underwoods Corner Road more safe?

- ☐ Added Shoulders
- ☐ Added Sidewalk or Multi Use Trail
- ☐ Reduced Speed Limit
- ☐ Other (please explain)_____

None

Overall Comments:_____

Please provide your contact information to stay informed about this project:

Name: CRAIG R COLES

Address: 102 WHEATLEYS FARM DR CLAYTON DE 19938

Email: CBSELDC@COMCAST.NET

Please hand your questionnaires in at the workshop or mail/email by January 10, 2026 to:
Dover/Kent County MPO
1783 Friends Way
Camden, DE 19934

Or via email to
Michael.PetitdeMange@doverkentmpo.org

Project Website: https://publicinput.com/u52118

Your comments and opinions are very important. All information provided on this form will be carefully reviewed by the Project Team. Under state law, this form is public domain, and if requested, a copy of it must be provided to the media or public. Thank you for your participation and contributions to this important transportation project.

Wheatley's Pond Road/Underwoods Corner Road Intersection Safety Study Survey

Survey can also be filled out electronically by scanning the QR code with your phone

How do you use Underwoods Corner Road?

- ☐ I live on Underwoods Corner Road.
- ☒ I live near Underwoods Corner Road
- ☐ I use Underwoods corner road for my commute
- ☐ I work at the school
- ☐ I have children that go to the Intermediate School

Do you Walk or Bike through the intersection of Wheatley's Pond Road and Underwoods Corner Road or along Underwoods Corner Road?

- ☐ Walking
- ☐ Biking
- ☐ Both
- ☒ None

If you walk or bike, how safe do you feel walking or biking?

- ☐ Very Safe
- ☐ Somewhat Safe
- ☐ Neutral
- ☐ Somewhat Unsafe
- ☐ Very Unsafe

What concerns do you have with the intersection of Wheatley's Pond Road and Underwoods Corner Road?

- ☐ Lack of Pedestrian Crossing
- ☒ Poor Visibility
- ☒ Congestion on Underwoods Corner Road
- ☐ No Concerns
- ☐ Other _____

What concerns do you have with Underwoods Corner Road?

- ☒ Speeds
- ☒ Lack of Shoulders
- ☐ Lack of Bike and Ped Facilities
- ☐ No Concerns
- ☐ Other_____

What improvements to the intersection of Wheatley's Pond Road and Underwoods Corner Road do you think would make the intersection more safe?

- ☐ All Way Stop
- ☒ Intersection Realignment to Improve Visibility
- ☒ Add a Signal
- ☐ Convert to a Roundabout
- ☐ Make Pedestrian Connections to Neighborhoods
- ☐ Other (please explain)_____
- ☐ None

What roadway improvements do you think would make Underwoods Corner Road more safe?

- ☒ Added Shoulders
- ☒ Added Sidewalk or Multi Use Trail
- ☒ Reduced Speed Limit
- ☐ Other (please explain)_____

None

Overall Comments: WE FEEL STRONGLY ABOUT ADDING THE SIGNAL AND REPOSITIONING THE INTERSECTION

Please provide your contact information to stay informed about this project:

Name: LYNN BYRNES

Address: 261 WHEATLEYS POND RD.

Email: TUTUS82@OUTLOOK.COM

Please hand your questionnaires in at the workshop or mail/email by January 10, 2026 to:
Dover/Kent County MPO
1783 Friends Way
Camden, DE 19934

Or via email to
Michael.PetitdeMange@doverkentmpo.org

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What improvements to the intersection of Wheatley's Pond Road and Underwoods Corner Road do you think would make the intersection more safe?

- ☐ All Way Stop
- ☐ Intersection Realignment to Improve Visibility
- ☑ Add a Signal
- ☐ Convert to a Roundabout
- ☐ Make Pedestrian Connections to Neighborhoods
- ☐ Other (please explain)_____
- ☐ None

What roadway improvements do you think would make Underwoods Corner Road more safe?

- ☐ Added Shoulders
- ☐ Added Sidewalk or Multi Use Trail
- ☐ Reduced Speed Limit
- ☐ Other (please explain)_____

None

Overall Comments: concerned about my 30yr. old trees I planted for privacy. With any option on the table - it requires removal of my trees & property - concrete driveway - How am I going to be compensated?

Please provide your contact information to stay informed about this project:

Name: Marjorie Postell

Address: 1670 Underwoods Corner Rd. Smyrna

Email: marj93@verizon.net

Please hand your questionnaires in at the workshop or mail/email by January 10, 2026 to:
Dover/Kent County MPO
1783 Friends Way
Camden, DE 19934

Or via email to
Michael.PetitdeMange@doverkentmpo.org

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Wheatley's Pond Road/Underwoods Corner Road Intersection Safety Study Survey

Survey can also be filled out electronically by scanning the QR code with your phone

How do you use Underwoods Corner Road?

- [x] I live on Underwoods Corner Road.
- [ ] I live near Underwoods Corner Road
- [ ] I use Underwoods corner road for my commute
- [ ] I work at the school
- [ ] I have children that go to the Intermediate School

Do you Walk or Bike through the intersection of Wheatley's Pond Road and Underwoods Corner Road or along Underwoods Corner Road?

- [ ] Walking
- [ ] Biking
- [ ] Both
- [x] None

If you walk or bike, how safe do you feel walking or biking?

- [ ] Very Safe
- [ ] Somewhat Safe
- [ ] Neutral
- [ ] Somewhat Unsafe
- [ ] Very Unsafe

What concerns do you have with the intersection of Wheatley's Pond Road and Underwoods Corner Road?

- [ ] Lack of Pedestrian Crossing
- [x] Poor Visibility
- [x] Congestion on Underwoods Corner Road
- [ ] No Concerns
- [ ] Other _____

What concerns do you have with Underwoods Corner Road?

- [ ] Speeds
- [ ] Lack of Shoulders
- [ ] Lack of Bike and Ped Facilities
- [x] No Concerns
- [ ] Other _____

Roundabout won't work... too much property impacts
too small of an area

* create connection from Sammon Dr to Wheatley's

* Add lighting near whistlefield possibly?

Ditch next to whistlefield trucks driving into ditch

turn lane onto whistlefield way. → ppl miss
school & use whistlefield to turn around
Brush & trees block view of right turn from whistlefield
signs for school needed
school zone speed limit

Ebaugh - Underwoods Cor Rd-Traffic Study & Public Comment

Meeting Wednesday, December 10, 2025

My name is Donnie Ebaugh and I live at 6545 Underwoods Corner Road which is less than half a mile from The Intersection of Wheatley's Pond Road and Underwoods Corner Road. My wife and I, along with our children, have lived on Underwoods Corner Road for over 18 years in the area of study and proposal. Since the opening of the Clayton Intermediate School, the congestion on Underwoods Corner Road has been a growing concern. We have had to adjust our daily plans and travels to avoid periods of heavy traffic that coincides with school day drop off, pick up, and events. Shifting the center line of the roadway, widening the road, and adding shoulders will not address this congestion concern which impacts the day-to-day activities of our family and others who live on Underwoods Corner Road.

Options outside of improving The Intersection seem unnecessary, costly, and will negatively impact homeowners like us. The negative impact is not limited to the construction period with repairs to property (lawn irrigation systems, sod/grass, paved driveways, and service connections) and unavoidable service outages (electric, internet, etc), but also creates permanent change for us by moving our property lines, reducing our property, and bringing foot and bike traffic and noise close to our homes. We rarely see cyclists on Underwoods Corner and only see one individual walking regularly; this fact makes the pedestrian/bike lane option unnecessary and excessive. We respectfully request that options outside improving The Intersection be stricken and options that include improvements to The Intersection be the sole goal of this project which will have immediate benefits to those who travel by vehicle in this area.

Based on our daily travel experience, we support Option 2 at The Intersection (Proposed Signal, Realign Intersection, Add Left Turn From Wheatley Pond Road to Underwoods Corner Road, and Add Right Turn Lane From Wheatley's Pont Road to Underwoods Corner Road).

As homeowners in this area, we also respectfully request attention to the following topics of concern.

1. Reduce the speed on Underwoods Corner Road from 50 MPH to 45 MPH to mirror the posted speed limit on Wheatley's Pond Road. Place a speed camera on Underwoods Corner Road to remind drivers of the new, posted speed limit.
2. Improve the nearby intersections at Wheatley's Pond Road and School Lane alongside Wheatley's Pond Road and South Bassett Street to address congestion and safety of drivers and their passengers.
3. Improve the nearby intersection at Wheatley's Pond Road and Mt. Friendship Road where numerous, tragic deaths and serious injuries (including young travelers) have occurred in the past few years.

Simon - Underwoods Cor Rd-Traffic Study & Public Comment

Meeting Wednesday, December 10, 2025

My name is Harriett Simon and I have lived at 6610 Underwoods Corner Roadfor over 21 years which is less than half a mile from The Intersection of Underwoods Corner Road and Wheatley's Pond Road. Since the opening of Clayton Intermediate School, I have observed traffic continue to grow on our road, have had to take alternative routes to avoid the heavy congestion, and even avoid leaving the house at certain times of the day. I appreciate the effort underway to address the traffic and congestion. I understand an option is to place a traffic light at The Intersection and this is an option I support to alleviate the congestion on Underwoods Corner Road. I do not support widening the road or other options as presented. I do not wish to see my property or my neighbors' properties disrupted due to related construction. My property includes a manicured lawn, irrigation system, blacktop driveway, as well as service connections. Similarly, my neighbors also have sod. I do not support any option to add pedestrian and bike lanes. My husband and I built our home with privacy in mind; therefore, I do not want to bring walkers and bikers closer to my home. In addition to the congestion on Underwoods Corner Road, I am also concerned about the speed of cars traveling on our road and I support a reduction and the enforcement of a revised speed limit.

Thank you for your time.

Appendix C Workshop 2 Summary

Wheatley's Pond Rd/Underwoods Corner Rd Intersection

Safety Study

Public Workshop #2

3/24/2026 – In Person at Clayton Fire House

The Dover Kent County MPO in partnership with DelDOT initiated a study to develop and evaluate alternatives at the intersection of Wheatley's Pond Road and Underwoods Corner Road to improve safety and capacity at this intersection. The initial workshop was held in person at the Clayton Firehouse on December 10, 2025, provided the public with an overview of the existing conditions, potential solutions, and feedback from the public on their experience at the intersection. This final workshop was held in person at the same location on March 24, 2026, to obtain the public's opinion of the proposed alternatives for improvements at the focus intersection.

March 24, 2026
5:00 PM – 7:00 PM
Clayton Fire House

The workshop was advertised through 250 direct mailings that were sent out to area residents. Flyers were also hand delivered to all the properties with frontage on Underwoods Corner Road and Wheatley's Pond Road. In addition, the public workshop was advertised on the MPO's and DelDOT's webpage.

The workshop had 22 people sign the attendance sheets and 17 of them filled out surveys during the workshop. Another 6 people filled out online surveys. The results compiled below are for both the in-person surveys and the on-line surveys.

The information provided at the workshop focused on the traffic analysis, the three corridor options for the Underwoods Corner Road corridor, and the two intersection options got the Wheatley's Pond Road and Underwoods Corner Road intersection.

The traffic analysis presented summarized the future conditions using a design year of 2050 and a 1.8% traffic volume growth rate based on local historic growth and future development(s). The Alternatives for Evaluation are: two way stop control (the existing condition), an all-way stop control, a signalized Intersection, and a roundabout.

A summary of the traffic analysis performed included the following graphic detailing and comparing the average delay (measured in seconds per vehicle) and level of service (LOS) for each of the four alternatives broken down by approach, for the AM and PM peak hours in the base year (2025) and future year (2050). A few findings were highlighted for emphasis: both the signalized intersection and the roundabout provide good LOS (LOS D or better) in

Control / Movement / Approach	AM Peak Hour (2025 / 2050)		PM Peak Hour (2025 / 2050)	
	Delay (Sec./Veh)	LOS	Delay (Sec./Veh)	LOS
TWSC				
Underwoods Corner Rd Approach	58.4 / 430.2	F / F	32.5 / 264.0	D / F
Wheatley's Pond Rd NB Left	8.4 / 8.9	A / A	9.9 / 11.7	A / B
AWSC				
Underwoods Corner Rd EB Approach	12.1 / 14.0	B / B	11.5 / 12.8	B / B
Wheatley's Pond Rd NB Approach	118.5 / 331.1	F / F	25.2 / 108.7	D / F
Wheatley's Pond Rd SB Approach	15.1 / 25.9	C / D	47.0 / 252.5	E / F
Intersection	76.3 / 206.4	F / F	36.4 / 181.7	E / F
Traffic Signal Control				
Underwoods Corner Rd EB Approach	31.7 / 35.8	C / D	36.4 / 41.8	D / D
Wheatley's Pond Rd NB Approach	6.4 / 11.2	A / B	3.6 / 5.0	A / A
Wheatley's Pond Rd SB Approach	8.3 / 9.8	A / A	7.8 / 10.7	A / B
Intersection	9.9 / 13.6	A / B	8.2 / 10.7	A / B
Roundabout				
Underwoods Corner Rd EB Approach	5.4 / 6.9	A / A	6.9 / 11.3	A / B
Wheatley's Pond Rd NB Approach	12.8 / 33.3	B / D	6.9 / 10.7	A / B
Wheatley's Pond Rd SB Approach	5.9 / 7.4	A / A	7.3 / 12.2	A / B
Intersection	8.5 / 22.8	A / C	7.1 / 11.6	A / B

Crash Severity	Design Year 2050 Annual Crashes			
	TWSC	AWSC	Signalized	Roundabout
Predicted Fatal/Injury	0.884	0.624	0.833	0.381
Predicted Property-Damage-Only	1.647	1.606	1.461	1.022
Total Predicted Crashes	**2.531**	**2.230**	**2.294**	**1.403**
Expected Fatal/Injury	0.677	0.419	0.616	0.412
Expected Property-Damage-Only	1.261	1.080	1.082	1.014
Total Expected Crashes	**1.938**	**1.499**	**1.698**	**1.426**

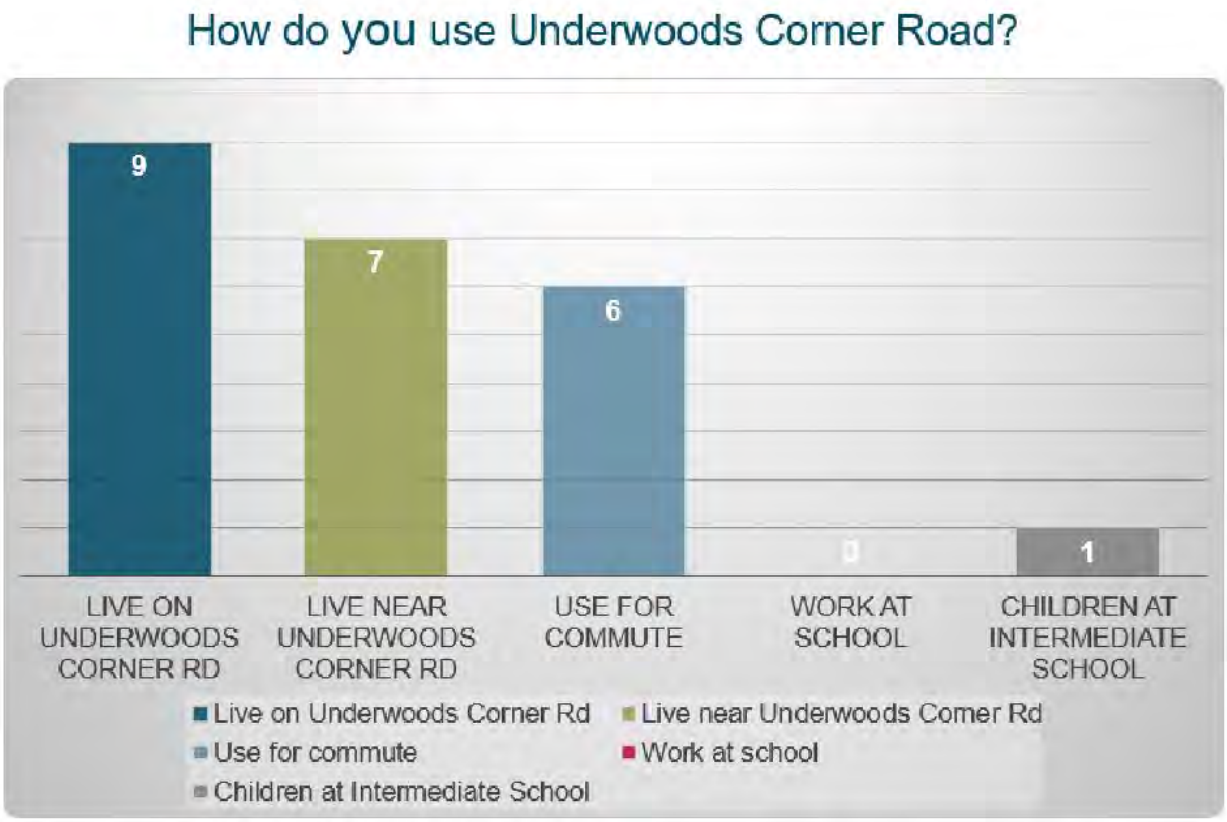
2050, and the roundabout provides better safety performance by reducing both predicted and expected crashes.

The following were provided as part of the Alternatives Summary:

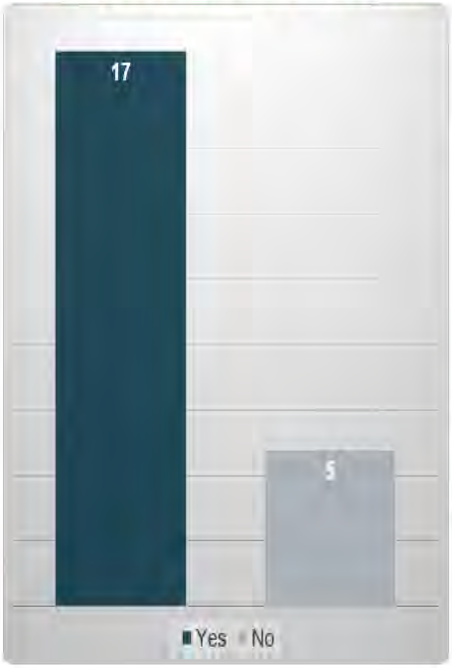
- Existing and All Way Stop Control will not be advanced for further study

- Both the Signal and the Roundabout offer similar traffic operation performance
- The Roundabout Option provides the best safety performance
- The Roundabout is about $1M more in initial costs than the signalized intersection, but is less expensive long term when considering life cycle costs and maintenance
- All Roadway Options include 10’ lanes, 5’ shoulders and an 8’ side path for pedestrians and bicyclists
- Roadway Option 2 and 3 minimize impacts to residential lots that front Underwoods Corner Road
- The path on the south side is consistent through all the alternatives

The following is a summary of the survey questions and the detailed responses.



Are you in favor of the Underwoods Corner Road widening?



Yes, safety and congestion / capacity for future planned growth

Yes, widening with shoulders would make getting into my driveway a lot easier and safer

Yes, it's a safety issue

Yes, widening would be a great option that is needed for safety; also lowering the speed limit on Underwood Rd

Yes, needed for all the extra traffic due to school and buses

Yes, too narrow for vehicles that use it

Yes, but not having a sidewalk

Yes, safer travels due to the amount of buses

Yes, I would very much like safety bicycle and pedestrian travel there. I'm a recreational cyclist and generally do not ride toward Route 300. Route 300 is not bad but accessing it from Underwoods Corner Rd feels unsafe

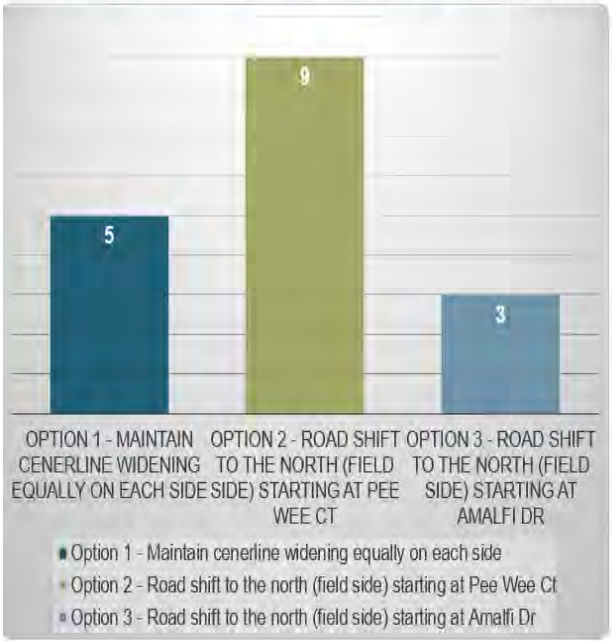
---

No, I do not want land that I own being taken from me for something that is not going to benefit me for no reason

No, the intersection at Wheatley's Pond needs to be addressed

No, the focus needs to be the intersection and we have an immediate need for resolution

Which Roadway Alignment Option do you prefer?



Option 1, I believe this option would give protection for pedestrian safety

---

Option 2, has the least impact on my property

Option2, seems less disruptive

Option 2, not a fan of taking more of my property then needed

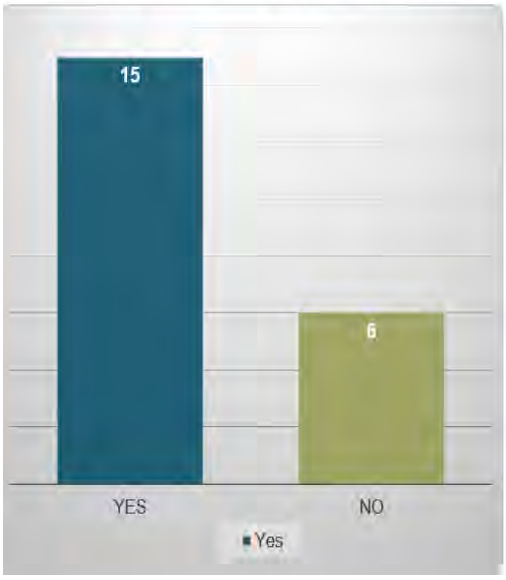
Option 2, helps the south side of Underwoods and directs the road more towards the open field

Option 2, to not take so much property from homeowners

Option 2, less impactful to our property

Option 3, I have no strong preference; my property is NOT on Underwoods Corner Rd

Are you in favor of the Shared Use path along Underwood Corner Road?



Yes, bike ped safety connectivity

Yes, there are a lot of people that walk and ride bicycles in the roadway

Yes, I believe this option would be helpful for walkers and bike riders who use this road

Yes, multimodal transportation, local developments, exercise, get bikes and peds off road

Yes, good job, great data & safety issue today

Yes, I would very much like safety bicycle and pedestrian travel there. I'm a recreational cyclist and generally do not ride toward Route 300. Route 300 is not bad but accessing it from Underwoods Corner Rd feels unsafe

---

No, could bring more trash and dog poop

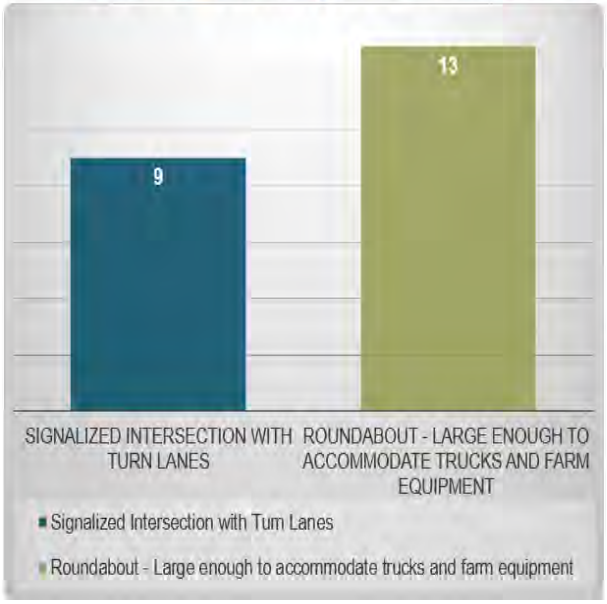
No, I did not move to build my home on a back road to have a sidewalk. Then I would have built a home in a neighborhood that has a sidewalk

No, takes up more property, damaging lawns, sprinklers, driveways, etc

No, not needed, may increase theft to homeowners

No, permanent changes by moving property lines creates repaires to property and brings food and bike traffic closer to our home

Based on the Information provided at the Workshop, which alternative do you feel is the best solution for Wheatley's Pond Road and Underwoods Corner Road Intersection?



Signal, I feel a signal would be easier to navigate as most drivers do not know how to navigate a roundabout properly

Signal, I believe turn signals are the better option to control traffic

Signal, people do not know how to use roundabout

Signal, Easier to move through intersection

Signal, stops flow of traffic to accommodate cars traveling versus trusting drivers to keep traffic flowing using roundabout

Signal, I believe a signal would be safer than a roundabout for cyclists and pedestrians

---

Roundabout, May need to be wider than currently proposed

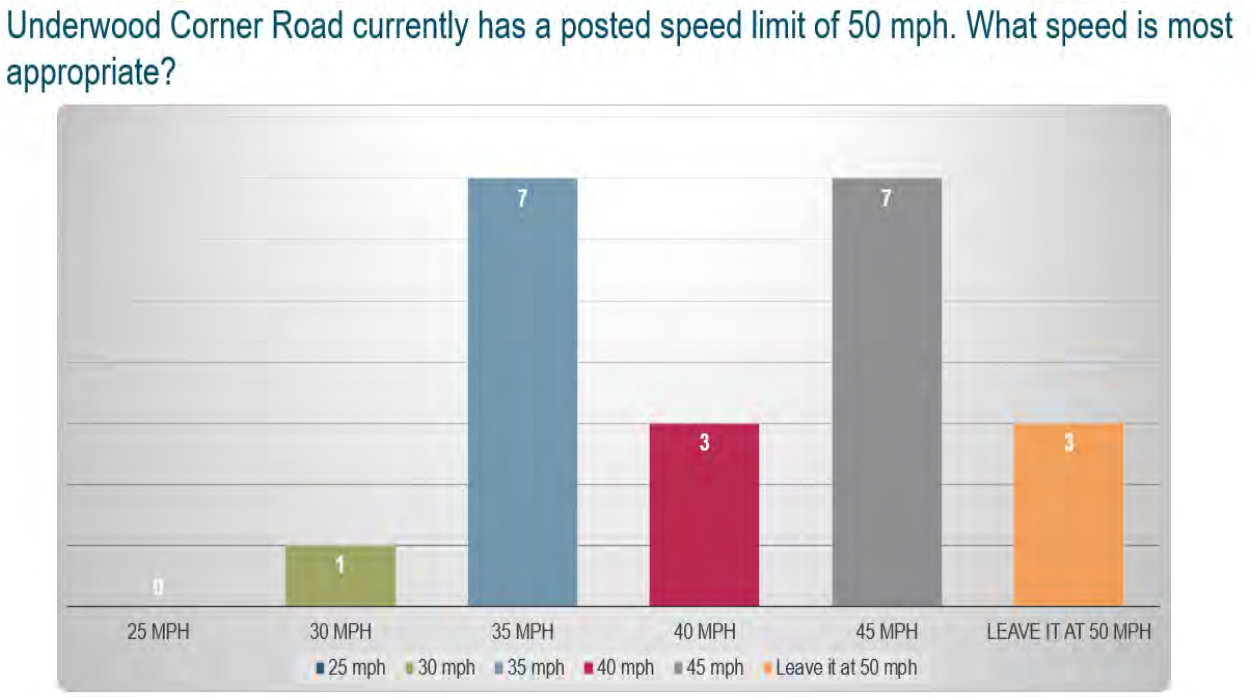
Roundabout, Saves time @ intersection; reduces speed with continual movement, improves safety

Roundabout, will keep traffic moving, while forcing people to slow down

Roundabout, NO MORE LIGHTS! Provides for continuity of traffic

Roundabout, best safety option, used a lot today in other areas

Roundabout, safest option overall



Overall Summary

- Underwoods Corner Road Corridor
    - Underwoods Corner Widening - The majority of those who responded to the survey were in favor of the Underwoods Corner Road widening
    - Roadway Alignment Option - The majority of those who responded to the survey preferred Option 2
    - Shared Use Path - The majority of those who responded to the survey were in favor of a shared use path along Underwoods Corner Road
    - Speed Limit - The majority of those who responded to the survey were in favor of a speed limit reduction
- Intersection Alternatives
    - Intersection Alternative - The majority of those who responded to the survey preferred the roundabout option

Flyer and Mailer

Wheatley's Pond Road/Underwoods Corner Road Intersection Safety Study

Clayton, DE

PLEASE JOIN US FOR THE FINAL PUBLIC WORKSHOP

Date: March 24, 2026
Time: 5:00 pm – 7:00 pm
Location: Clayton Fire Hall
300 East Street
Clayton, DE 19938

The Town of Clayton in conjunction with the Dover/Kent County Metropolitan Planning Organization (MPO) and their planning partner Century Engineering, A Kleinfelder Company will present the final traffic information and recommendations to improve Wheatley's Pond Road/Underwoods Corner Road Intersection and Underwoods Corner Road from the Intermediate School to Wheatley's Pond Road.

We need your feedback and input on this study!!

Your voice matters! Please visit the project website and review the latest information.
https://publicinput.com/wheatleyspond

A Kleinfelder Company

550 Bay Rd
Dover, DE 19901

Participant List

Wheatley's Pond Road/Underwoods Corner Road Intersection Safety Study

Public Workshop

March 24, 2026

DOVER/KENT COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

TOWN OF CLAYTON DELAWARE

WALLACE MONTGOMERY

CENTURY ENGINEERING
A Kleinfelder Company

	Name	Address	Email Address
1	Wayne Gladhill		greenday127@hotmail.com
2	ROBERT HOGUE		rhogue3@gmail.com
3	Jason Grabowski		jasondgrabowski@aol.com
4	Cindy Lane		Cindy.lane1952@icloud.com
5	Tyler Hartman	358 christiana River Dr. Clayton, DE	tdhartman35@gmail.com
6	TERRENCE FOREHAND SR	107 ABRUZZI DR CLAYTON, DE	T4HAND1@GMAIL.COM
7	Sharon Mucha		Sharonmucha49@gmail.com
8	Jeff Wood		JWOOD6688@comcast.net
9	Eric Yocum		glucard1975@hotmail.com
10	Rachel Yocum		
11	William Disk	2382 Shaw Corner Rd	Wdisk2@verizon.net
12	Alison Pedigo	taz2452604@aol.com	
13	DAVID EVANS	388 CLARK FARM RD. SMYRNA DE	SNAVEDLC@YAHOO.COM
14	Rodney Whalen	102 n. Reed ST Clayton De 19938	rwhalen45@Aol.Com
15	T.J. & Lynn Byrnes	261 Wheatleys Farm Dr. Clayton DE 19938	tvirus82@outlook.com

Wheatley's Pond Road/Underwoods Corner Road Intersection Safety Study

Public Workshop

March 24, 2026

DOVER/KENT COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

TOWN OF CLAYTON DELAWARE

WALLACE MONTGOMERY

CENTURY ENGINEERING
A Kleinfelder Company

	Name	Address	Email Address
16	Brandon Hudson	31 Pee Wee Court	
17	Frances O'Neill	258 Wheatleys Pond Rd Smyrna DE	
18	Carol Horn	100 Cherry Alley Clayton De	ICharo@Comcast.net
19	Bill Brockenbrough	157 Wheatley's Farm Drive, Clayton, DE	kbrockenbrough@comcast.net
20	Donald Ebaugh, Jr	6545 Underwoods Corner Rd	ebaughfamily@comcast.net
21	Heather Ebaugh	"	"
22	Name	Address	Email Address
23	Name	Address	Email Address
24	Name	Address	Email Address
25	Name	Address	Email Address
26	Name	Address	Email Address
27	Name	Address	Email Address
28	Name	Address	Email Address
29	Name	Address	Email Address
30	Name	Address	Email Address

Post Workshop Survey

Wheatley's Pond Road/Underwoods Corner Road Intersection Safety Study

Survey – Workshop 2

Survey can also be filled out electronically by scanning the QR code

1. How do you use Underwoods Corner Road?

   ☐ I live on Underwoods Corner Road

   ☐ I live near Underwoods Corner Road

   ☐ I use Underwoods corner road for my commute

   ☐ I work at the school

   ☒ I have children that go to the Intermediate School

2. Did you attend Workshop 1 on December 10, 2025?

   ☐ Yes

   ☒ No

3. Are you in favor of the Underwoods Corner Road widening?

   ☒ Yes

   Please Explain SAFETY AND CONGESTION / FUTURE PLANNED GROWTH CAPACITY FOR

   ☐ No

   Please Explain

4. Which Roadway Alignment Option do you prefer?

   ☒ Option 1 – Maintain centerline widening equally on each side

   Please Explain

   ☐ Option 2 – Road shift to the north (field side) starting at Pee Wee Ct

   Please Explain

   ☐ Option 3 – Road shift to the north (field side) starting at Amalfi Dr

   Please Explain

5. Are you in favor of the Shared Use path along Underwood Corner Road?

☒ Yes

Please Explain
BIKE PED SAFETY CONNECTIVITY

☐ No

Please Explain

6. Based on the Information provided at the Workshop, which alternative do you feel is the best solution for Wheatley's Pond Road and Underwoods Corner Road Intersection?

☐ Signalized Intersection with Turn Lanes

Please Explain

☒ Roundabout - Large enough to Accommodate Trucks and Farm Equipment

Please Explain
MAY NEED TO BE WIDER THAN CURRENTLY PROPOSED

7. Underwood Corner Road currently has a posted speed limit of 50 mph. Please check your preferred speed limit for this Road below:

☐ 25 mph
☐ 30 mph
☒ 35 mph
☐ 40 mph
☐ 45 mph
☐ Leave it at 50 mph

8. What other improvements should be considered within the limits of this study?
VISIBILITY AT COLDWATER DRIVE / ROADWAY MARKINGS AND SIGNS NOTING THE SCHOOL ZONE ON UNDERWOODS CR RD

Please provide your contact information to stay informed about this project:

Name: ERIC

Address:

Email: alucard1975@hotmail.com

Please hand your questionnaires in at the workshop or mail/email by April 7, 2026 to:

Dover/Kent County MPO
1783 Friends Way
Camden, DE 19934

Or via email to

Michael.PetitdeMange@doverkentmpo.org

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Wheatley's Pond Road/Underwoods Corner Road Intersection Safety Study
Survey – Workshop 2

Survey can also be filled out electronically by scanning the QR code

1. How do you use Underwoods Corner Road?
   - ☐ I live on Underwoods Corner Road
   - ☒ I live near Underwoods Corner Road
   - ☒ I use Underwoods corner road for my commute
   - ☐ I work at the school
   - ☐ I have children that go to the Intermediate School
2. Did you attend Workshop 1 on December 10, 2025?
   - ☒ Yes
   - ☐ No
3. Are you in favor of the Underwoods Corner Road widening?
   - ☒ Yes

     Please Explain

     _____
     _____
     _____
   - ☐ No

     Please Explain

     _____
     _____
     _____
4. Which Roadway Alignment Option do you prefer?
   - ☐ Option 1 – Maintain centerline widening equally on each side

     Please Explain

     _____
     _____
   - ☒ Option 2 – Road shift to the north (field side) starting at Pee Wee Ct

     Please Explain

     _____
     _____
   - ☐ Option 3 – Road shift to the north (field side) starting at Amalfi Dr

     Please Explain

     _____
     _____

5. Are you in favor of the Shared Use path along Underwood Corner Road?

☒ Yes

Please Explain

_____

_____

☐ No

Please Explain

_____

_____

6. Based on the Information provided at the Workshop, which alternative do you feel is the best solution for Wheatley's Pond Road and Underwoods Corner Road Intersection?

☒ Signalized Intersection with Turn Lanes

Please Explain

_____

_____

☒ Roundabout - Large enough to Accommodate Trucks and Farm Equipment

Please Explain

_____

_____

7. Underwood Corner Road currently has a posted speed limit of 50 mph. Please check your preferred speed limit for this Road below:

☐ 25 mph
☐ 30 mph
☐ 35 mph
☒ 40 mph
☐ 45 mph
☐ Leave it at 50 mph

8. What other improvements should be considered within the limits of this study? _____

_____

_____

Please provide your contact information to stay informed about this project:

Name: LYNN + THOMAS BYRNES

Address: 261 WHEATLEYS FARM DR

Email: TJBTHREE@HOTMAIL.COM

Please hand your questionnaires in at the workshop or mail/email by April 7, 2026 to:

Dover/Kent County MPO
1783 Friends Way
Camden, DE 19934

Or via email to

Michael.PetitdeMange@doverkentmpo.org

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Wheatley's Pond Road/Underwoods Corner Road Intersection Safety Study
Survey – Workshop 2

Survey can also be filled out electronically by scanning the QR code

1. How do you use Underwoods Corner Road?

   - [x] I live on Underwoods Corner Road
   - [ ] I live near Underwoods Corner Road
   - [ ] I use Underwoods corner road for my commute
   - [ ] I work at the school
   - [ ] I have children that go to the Intermediate School

2. Did you attend Workshop 1 on December 10, 2025?

   - [ ] Yes
   - [x] No

3. Are you in favor of the Underwoods Corner Road widening?

   - [x] Yes

   Please Explain
   Widening with shoulders would make getting into my driveway a lot easier and safer.

   - [ ] No

   Please Explain

4. Which Roadway Alignment Option do you prefer?

   - [ ] Option 1 – Maintain centerline widening equally on each side

   Please Explain

   - [x] Option 2 – Road shift to the north (field side) starting at Pee Wee Ct

   Please Explain
   Has the least impact on my property

   - [ ] Option 3 – Road shift to the north (field side) starting at Amalfi Dr

   Please Explain

5. Are you in favor of the Shared Use path along Underwood Corner Road?

☒ Yes

Please Explain

There is a lot of people that walk and ride bicycles in the roadway

☐ No

Please Explain

6. Based on the Information provided at the Workshop, which alternative do you feel is the best solution for Wheatley's Pond Road and Underwoods Corner Road Intersection?

☒ Signalized Intersection with Turn Lanes

Please Explain

I feel a signal would be easier to navigate as most drivers do not know how to navigate a roundabout properly

☒ Roundabout - Large enough to Accommodate Trucks and Farm Equipment

Please Explain

7. Underwood Corner Road currently has a posted speed limit of 50 mph. Please check your preferred speed limit for this Road below:

☐ 25 mph
☐ 30 mph
☐ 35 mph
☒ 40 mph
☐ 45 mph
☐ Leave it at 50 mph

8. What other improvements should be considered within the limits of this study? _____

Please provide your contact information to stay informed about this project:

Name: Robert Hogue

Address: 6411 Underwoods Corner Rd Smyrna, DE 19977

Email: rjhogue3@gmail.com

Please hand your questionnaires in at the workshop or mail/email by April 7, 2026 to:

Dover/Kent County MPO
1783 Friends Way
Camden, DE 19934

Or via email to

Michael.PetitdeMange@doverkentmpo.org

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Wheatley's Pond Road/Underwoods Corner Road Intersection Safety Study
Survey – Workshop 2

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1. How do you use Underwoods Corner Road?
   - ☐ I live on Underwoods Corner Road
   - ☐ I live near Underwoods Corner Road
   - ☑ I use Underwoods corner road for my commute
   - ☐ I work at the school
   - ☐ I have children that go to the Intermediate School
2. Did you attend Workshop 1 on December 10, 2025?
   - ☐ Yes
   - ☑ No
3. Are you in favor of the Underwoods Corner Road widening?
   - ☑ Yes

     Please Explain
     it's a safety issue
   - ☐ No

     Please Explain
4. Which Roadway Alignment Option do you prefer?
   - ☐ Option 1 – Maintain centerline widening equally on each side

     Please Explain
   - ☑ Option 2 – Road shift to the north (field side) starting at Pee Wee Ct

     Please Explain
     seems less disruptive.
   - ☐ Option 3 – Road shift to the north (field side) starting at Amalfi Dr

     Please Explain

5. Are you in favor of the Shared Use path along Underwood Corner Road?

☑ Yes

Please Explain

_____

_____

☐ No

Please Explain

_____

_____

6. Based on the Information provided at the Workshop, which alternative do you feel is the best solution for Wheatley's Pond Road and Underwoods Corner Road Intersection?

☐ Signalized Intersection with Turn Lanes

Please Explain

_____

_____

☑ Roundabout - Large enough to Accommodate Trucks and Farm Equipment

Please Explain

Saves time @ intersection. reduces speed with continual movement, improves safety

7. Underwood Corner Road currently has a posted speed limit of 50 mph. Please check your preferred speed limit for this Road below:

☐ 25 mph
☐ 30 mph
☑ 35 mph
☐ 40 mph
☐ 45 mph
☐ Leave it at 50 mph

8. What other improvements should be considered within the limits of this study? _____

_____

_____

Please provide your contact information to stay informed about this project:

Name: Jason Grabowski

Address: 54 Nugent Loop - Smyrna DE 19977

Email: Jasondgrabowski@aol.com

Please hand your questionnaires in at the workshop or mail/email by April 7, 2026 to:

Dover/Kent County MPO
1783 Friends Way
Camden, DE 19934

Or via email to

Michael.PetitdeMange@doverkentmpo.org

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Wheatley's Pond Road/Underwoods Corner Road Intersection Safety Study
Survey – Workshop 2

Survey can also be filled out electronically by scanning the QR code

1. How do you use Underwoods Corner Road?
   - ☐ I live on Underwoods Corner Road
   - ☒ I live near Underwoods Corner Road
   - ☐ I use Underwoods corner road for my commute
   - ☐ I work at the school
   - ☐ I have children that go to the Intermediate School
2. Did you attend Workshop 1 on December 10, 2025?
   - ☐ Yes
   - ☒ No
3. Are you in favor of the Underwoods Corner Road widening?
   - ☐ Yes

     Please Explain

     _____
     _____
     _____
   - ☒ No

     Please Explain

     _____
     _____
     _____
4. Which Roadway Alignment Option do you prefer?
   - ☐ Option 1 – Maintain centerline widening equally on each side

     Please Explain

     _____
     _____
   - ☐ Option 2 – Road shift to the north (field side) starting at Pee Wee Ct

     Please Explain

     _____
     _____
   - ☐ Option 3 – Road shift to the north (field side) starting at Amalfi Dr

     Please Explain

     _____
     _____

5. Are you in favor of the Shared Use path along Underwood Corner Road?

☐ Yes

Please Explain

_____

_____

☐ No

Please Explain

_____

_____

6. Based on the Information provided at the Workshop, which alternative do you feel is the best solution for Wheatley's Pond Road and Underwoods Corner Road Intersection?

☐ Signalized Intersection with Turn Lanes

Please Explain

_____

_____

☒ Roundabout - Large enough to Accommodate Trucks and Farm Equipment

Please Explain

Will keep traffic moving, while forcing people to slow down

7. Underwood Corner Road currently has a posted speed limit of 50 mph. Please check your preferred speed limit for this Road below:

☐ 25 mph
☐ 30 mph
☐ 35 mph
☐ 40 mph
☒ 45 mph
☐ Leave it at 50 mph

8. What other improvements should be considered within the limits of this study? _____

Better lighting, walking/running side walks

_____

Please provide your contact information to stay informed about this project:

Name: William Dill

Address: 2382 Alloy Corner RD

Email: wpdill368@gmail.com

Please hand your questionnaires in at the workshop or mail/email by April 7, 2026 to:

Dover/Kent County MPO
1783 Friends Way
Camden, DE 19934

Or via email to

Michael.PetitdeMange@doverkentmpo.org

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Wheatley's Pond Road/Underwoods Corner Road Intersection Safety Study
Survey – Workshop 2

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1. How do you use Underwoods Corner Road?
   - ☐ I live on Underwoods Corner Road
   - ☒ I live near Underwoods Corner Road
   - ☐ I use Underwoods corner road for my commute
   - ☐ I work at the school
   - ☐ I have children that go to the Intermediate School
2. Did you attend Workshop 1 on December 10, 2025?
   - ☐ Yes
   - ☒ No
3. Are you in favor of the Underwoods Corner Road widening?
   - ☒ Yes

     Please Explain
     WIDENING WOULD BE A GREAT OPTION THAT IS NEED FOR SAFTEY. ALSO LOWERING THE SPEED LIMIT ON UNDERWOOD RD.
   - ☐ No

     Please Explain
4. Which Roadway Alignment Option do you prefer?
   - ☒ Option 1 – Maintain centerline widening equally on each side

     Please Explain
     I BELIVE THIS OPTION WOULD GIVE PROTECTION FOR PEDISTRAINS SAFTEY
   - ☐ Option 2 – Road shift to the north (field side) starting at Pee Wee Ct

     Please Explain
   - ☐ Option 3 – Road shift to the north (field side) starting at Amalfi Dr

     Please Explain

5. Are you in favor of the Shared Use path along Underwood Corner Road?

☒ Yes

Please Explain

I BELIVE THIS OPTION WOULD BE HELPFUL FOR WALKERS AND BIKE RIDERS WHO USE THIS ROAD

☐ No

Please Explain

6. Based on the Information provided at the Workshop, which alternative do you feel is the best solution for Wheatley's Pond Road and Underwoods Corner Road Intersection?

☒ Signalized Intersection with Turn Lanes

Please Explain

I BELIVE TURN SIGNALS ARE THE BETTER OPTION TO CONTROL TRAFFIC

☒ Roundabout - Large enough to Accommodate Trucks and Farm Equipment

Please Explain

7. Underwood Corner Road currently has a posted speed limit of 50 mph. Please check your preferred speed limit for this Road below:

☐ 25 mph
☐ 30 mph
☐ 35 mph
☒ 40 mph
☐ 45 mph
☐ Leave it at 50 mph

8. What other improvements should be considered within the limits of this study?

Please provide your contact information to stay informed about this project:

Name: TERRENCE FOREHAND SR

Address: 107 ABBEY221 DR CLAYTON, DE 19938

Email: ~~T4HAND1@GMAIL.COM~~ T4HAND1@GMAIL.COM

Please hand your questionnaires in at the workshop or mail/email by April 7, 2026 to:

Dover/Kent County MPO
1783 Friends Way
Camden, DE 19934

Or via email to

Michael.PetitdeMange@doverkentmpo.org

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Wheatley's Pond Road/Underwoods Corner Road Intersection Safety Study
Survey – Workshop 2

Survey can also be filled out electronically by scanning the QR code

1. How do you use Underwoods Corner Road?
   - ☐ I live on Underwoods Corner Road
   - ☐ I live near Underwoods Corner Road
   - ☒ I use Underwoods corner road for my commute Home into Development
   - ☐ I work at the school
   - ☐ I have children that go to the Intermediate School
2. Did you attend Workshop 1 on December 10, 2025?
   - ☒ Yes
   - ☐ No
3. Are you in favor of the Underwoods Corner Road widening?
   - ☒ Yes

     Please Explain Needed for all the extra traffic due to School and buses

   - ☐ No

     Please Explain

4. Which Roadway Alignment Option do you prefer?
   - ☒ Option 1 – Maintain centerline widening equally on each side

     Please Explain

   - ☐ Option 2 – Road shift to the north (field side) starting at Pee Wee Ct

     Please Explain

   - ☐ Option 3 – Road shift to the north (field side) starting at Amalfi Dr

     Please Explain

5. Are you in favor of the Shared Use path along Underwood Corner Road?

☒ Yes

Please Explain

_____

_____

☐ No

Please Explain

_____

_____

6. Based on the Information provided at the Workshop, which alternative do you feel is the best solution for Wheatley's Pond Road and Underwoods Corner Road Intersection?

☐ Signalized Intersection with Turn Lanes

Please Explain

_____

_____

☒ Roundabout - Large enough to Accommodate Trucks and Farm Equipment

Please Explain

_____

_____

7. Underwood Corner Road currently has a posted speed limit of 50 mph. Please check your preferred speed limit for this Road below:

☐ 25 mph
☐ 30 mph
☐ 35 mph
☐ 40 mph
☒ 45 mph
☐ Leave it at 50 mph

8. What other improvements should be considered within the limits of this study? _____

_____

_____

Please provide your contact information to stay informed about this project:

Name: _____

Address: _____

Email: _____

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Wheatley's Pond Road/Underwoods Corner Road Intersection Safety Study
Survey – Workshop 2

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1. How do you use Underwoods Corner Road?

   ☐ I live on Underwoods Corner Road

   ☒ I live near Underwoods Corner Road

   ☐ I use Underwoods corner road for my commute

   ☐ I work at the school

   ☐ I have children that go to the Intermediate School

2. Did you attend Workshop 1 on December 10, 2025?

   ☒ Yes

   ☐ No

3. Are you in favor of the Underwoods Corner Road widening?

   ☒ Yes

   Please Explain

   Too narrow for vehicles that use it.

   ☐ No

   Please Explain

4. Which Roadway Alignment Option do you prefer?

   ☒ Option 1 – Maintain centerline widening equally on each side

   Please Explain

   ☐ Option 2 – Road shift to the north (field side) starting at Pee Wee Ct

   Please Explain

   ☐ Option 3 – Road shift to the north (field side) starting at Amalfi Dr

   Please Explain

5. Are you in favor of the Shared Use path along Underwood Corner Road?

☒ Yes

Please Explain Multimodal transportation, local developments, exercise, get bikes & peds off road

☐ No

Please Explain

6. Based on the Information provided at the Workshop, which alternative do you feel is the best solution for Wheatley's Pond Road and Underwoods Corner Road Intersection?

☐ Signalized Intersection with Turn Lanes

Please Explain

☒ Roundabout - Large enough to Accommodate Trucks and Farm Equipment

Please Explain NO MORE LIGHTS! Provides for continuity of traffic

7. Underwood Corner Road currently has a posted speed limit of 50 mph. Please check your preferred speed limit for this Road below:

☐ 25 mph
☐ 30 mph
☐ 35 mph
☐ 40 mph
☐ 45 mph
☒ Leave it at 50 mph

8. What other improvements should be considered within the limits of this study? None

Please provide your contact information to stay informed about this project:

Name: Alison Pedisa

Address: 413 Main St Clayton

Email: faz2452004@aol.com

Please hand your questionnaires in at the workshop or mail/email by April 7, 2026 to:

Dover/Kent County MPO
1783 Friends Way
Camden, DE 19934

Or via email to

Michael.PetitdeMange@doverkentmpo.org

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Wheatley's Pond Road/Underwoods Corner Road Intersection Safety Study
Survey – Workshop 2

Survey can also be filled out electronically by scanning the QR code

1. How do you use Underwoods Corner Road?
   - ☐ I live on Underwoods Corner Road
   - ☐ I live near Underwoods Corner Road
   - ☒ I use Underwoods corner road for my commute
   - ☐ I work at the school
   - ☐ I have children that go to the Intermediate School
2. Did you attend Workshop 1 on December 10, 2025?
   - ☒ Yes
   - ☐ No
3. Are you in favor of the Underwoods Corner Road widening?
   - ☒ Yes

     Please Explain

     _____
     _____
     _____
   - ☐ No

     Please Explain

     _____
     _____
     _____
4. Which Roadway Alignment Option do you prefer?
   - ☐ Option 1 – Maintain centerline widening equally on each side

     Please Explain

     _____
     _____
   - ☒ Option 2 – Road shift to the north (field side) starting at Pee Wee Ct

     Please Explain

     _____
     _____
   - ☐ Option 3 – Road shift to the north (field side) starting at Amalfi Dr

     Please Explain

     _____
     _____

5. Are you in favor of the Shared Use path along Underwood Corner Road?

☒ Yes

Please Explain Good Job, Great Data & Safety Issue Today

☐ No

Please Explain

6. Based on the Information provided at the Workshop, which alternative do you feel is the best solution for Wheatley's Pond Road and Underwoods Corner Road Intersection?

☐ Signalized Intersection with Turn Lanes

Please Explain

☒ Roundabout - Large enough to Accommodate Trucks and Farm Equipment

Please Explain Best Safety Option & Used A Lot Today in Other Places

7. Underwood Corner Road currently has a posted speed limit of 50 mph. Please check your preferred speed limit for this Road below:

☐ 25 mph
☒ 30 mph OR
☒ 35 mph

☐ 40 mph
☐ 45 mph
☐ Leave it at 50 mph

8. What other improvements should be considered within the limits of this study? Looks Great. Good Work By A Lot of People

Please provide your contact information to stay informed about this project:

Name: David Evans

Address: 388 Clark Farm Rd. Smyrna DE. 19977

Email: SNAVEDL@YAHOO.COM

Please hand your questionnaires in at the workshop or mail/email by April 7, 2026 to:

Dover/Kent County MPO
1783 Friends Way
Camden, DE 19934

Or via email to

Michael.PetitdeMange@doverkentmpo.org

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Wheatley's Pond Road/Underwoods Corner Road Intersection Safety Study
Survey – Workshop 2

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1. How do you use Underwoods Corner Road?
   - [x] I live on Underwoods Corner Road
   - [ ] I live near Underwoods Corner Road
   - [ ] I use Underwoods corner road for my commute
   - [ ] I work at the school
   - [ ] I have children that go to the Intermediate School
2. Did you attend Workshop 1 on December 10, 2025?
   - [x] Yes
   - [ ] No
3. Are you in favor of the Underwoods Corner Road widening?
   - [x] Yes

   Please Explain
   But Not having a sidewalk.

   - [ ] No

   Please Explain
4. Which Roadway Alignment Option do you prefer?
   - [ ] Option 1 – Maintain centerline widening equally on each side

   Please Explain
   - [x] Option 2 – Road shift to the north (field side) starting at Pee Wee Ct

   Please Explain
   Not A Fan of taking more of my property than Needed
   - [ ] Option 3 – Road shift to the north (field side) starting at Amalfi Dr

   Please Explain

5. Are you in favor of the Shared Use path along Underwood Corner Road?

☐ Yes

Please Explain

_____

_____

☒ No

Please Explain Could bring more truck and dog pap.

_____

_____

6. Based on the Information provided at the Workshop, which alternative do you feel is the best solution for Wheatley's Pond Road and Underwoods Corner Road Intersection?

☒ Signalized Intersection with Turn Lanes

Please Explain People do not now how to use Roundabouts.

_____

☒ Roundabout - Large enough to Accommodate Trucks and Farm Equipment

Please Explain

_____

_____

7. Underwood Corner Road currently has a posted speed limit of 50 mph. Please check your preferred speed limit for this Road below:

☐ 25 mph	☐ 40 mph
☐ 30 mph	☐ 45 mph
☒ 35 mph	☐ Leave it at 50 mph

8. What other improvements should be considered within the limits of this study? _____

_____

_____

Please provide your contact information to stay informed about this project:

Name: Jeff Wood

Address: 6688 Underwoods corner Rd.

Email: JWood6688@comcast.Net

Please hand your questionnaires in at the workshop or mail/email by April 7, 2026 to:

Dover/Kent County MPO
1783 Friends Way
Camden, DE 19934

Or via email to

Michael.PetitdeMange@doverkentmpo.org

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Survey – Workshop 2

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1. How do you use Underwoods Corner Road?
   - ☐ I live on Underwoods Corner Road
   - ☐ I live near Underwoods Corner Road
   - ☒ I use Underwoods corner road for my commute
   - ☐ I work at the school
   - ☐ I have children that go to the Intermediate School
2. Did you attend Workshop 1 on December 10, 2025?
   - ☐ Yes
   - ☒ No
3. Are you in favor of the Underwoods Corner Road widening?
   - ☒ Yes

     Please Explain

     _____
     _____
     _____
   - ☐ No

     Please Explain

     _____
     _____
     _____
4. Which Roadway Alignment Option do you prefer?
   - ☐ Option 1 – Maintain centerline widening equally on each side

     Please Explain

     _____
     _____
   - ☐ Option 2 – Road shift to the north (field side) starting at Pee Wee Ct

     Please Explain

     _____
     _____
   - ☒ Option 3 – Road shift to the north (field side) starting at Amalfi Dr

     Please Explain

     _____
     _____

5. Are you in favor of the Shared Use path along Underwood Corner Road?

☒ Yes

Please Explain

_____

_____

☐ No

Please Explain

_____

_____

6. Based on the Information provided at the Workshop, which alternative do you feel is the best solution for Wheatley's Pond Road and Underwoods Corner Road Intersection?

☒ Signalized Intersection with Turn Lanes

Please Explain

_____

_____

☒ Roundabout - Large enough to Accommodate Trucks and Farm Equipment

Please Explain

_____

_____

7. Underwood Corner Road currently has a posted speed limit of 50 mph. Please check your preferred speed limit for this Road below:

☐ 25 mph	☐ 40 mph
☐ 30 mph	☐ 45 mph
☒ 35 mph	☐ Leave it at 50 mph

8. What other improvements should be considered within the limits of this study? _____

_____

_____

Please provide your contact information to stay informed about this project:

Name: William Connew

Address: 107 N. Rodney St

Email: skip4515@yahoo.com

Please hand your questionnaires in at the workshop or mail/email by April 7, 2026 to:

Dover/Kent County MPO
1783 Friends Way
Camden, DE 19934

Or via email to

Michael.PetitdeMange@doverkentmpo.org

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1. How do you use Underwoods Corner Road?
   - [x] I live on Underwoods Corner Road
   - [ ] I live near Underwoods Corner Road
   - [ ] I use Underwoods corner road for my commute
   - [ ] I work at the school
   - [ ] I have children that go to the Intermediate School
2. Did you attend Workshop 1 on December 10, 2025?
   - [x] Yes
   - [ ] No
3. Are you in favor of the Underwoods Corner Road widening?
   - [ ] Yes

     Please Explain

     _____

     _____

     _____
   - [x] No

     Please Explain

     I do not want land that I own being taken from me for something that is not going to benefit me for no reason
4. Which Roadway Alignment Option do you prefer? NONE
   - [ ] Option 1 – Maintain centerline widening equally on each side

     Please Explain

     _____

     _____
   - [ ] Option 2 – Road shift to the north (field side) starting at Pee Wee Ct

     Please Explain

     _____

     _____
   - [ ] Option 3 – Road shift to the north (field side) starting at Amalfi Dr

     Please Explain

     _____

     _____

5. Are you in favor of the Shared Use path along Underwood Corner Road?

☐ Yes

Please Explain

_____

_____

☒ No

Please Explain

I did not move to build my home on a back road to have a sidewalk. Then I would have built a home in a neighborhood that has a sidewalk

6. Based on the Information provided at the Workshop, which alternative do you feel is the best solution for Wheatley's Pond Road and Underwoods Corner Road Intersection?

☒ Signalized Intersection with Turn Lanes

Please Explain Easier to move through intersection

_____

☒ Roundabout - Large enough to Accommodate Trucks and Farm Equipment

Please Explain

_____

_____

7. Underwood Corner Road currently has a posted speed limit of 50 mph. Please check your preferred speed limit for this Road below:

☐ 25 mph
☐ 30 mph
☐ 35 mph
☐ 40 mph
☒ 45 mph
☐ Leave it at 50 mph

8. What other improvements should be considered within the limits of this study? _____

_____

_____

Please provide your contact information to stay informed about this project:

Name: Brandon Hudson

Address: 31 Pee Wee Court

Email: _____

Please hand your questionnaires in at the workshop or mail/email by April 7, 2026 to:

Dover/Kent County MPO
1783 Friends Way
Camden, DE 19934

Or via email to

Michael.PetitdeMange@doverkentmpo.org

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Survey – Workshop 2

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   - [x] I live on Underwoods Corner Road
   - [ ] I live near Underwoods Corner Road
   - [ ] I use Underwoods corner road for my commute
   - [ ] I work at the school
   - [ ] I have children that go to the Intermediate School
2. Did you attend Workshop 1 on December 10, 2025?
   - [ ] Yes
   - [x] No
3. Are you in favor of the Underwoods Corner Road widening?
   - [x] Yes

   Please Explain Safer travels due to the amount of buses.
   - [ ] No

   Please Explain
4. Which Roadway Alignment Option do you prefer?
   - [ ] Option 1 – Maintain centerline widening equally on each side

     Please Explain
   - [x] Option 2 – Road shift to the north (field side) starting at Pee Wee Ct

     Please Explain Helps the south side of Underwoods and directs the road more towards the open field.
   - [ ] Option 3 – Road shift to the north (field side) starting at Amalfi Dr

     Please Explain

5. Are you in favor of the Shared Use path along Underwood Corner Road?

☐ Yes

Please Explain

_____

_____

☒ No

Please Explain ~~[illegible]~~ Takes up more property, damaging lawns, sprinklers, driveways, etc.

6. Based on the Information provided at the Workshop, which alternative do you feel is the best solution for Wheatley's Pond Road and Underwoods Corner Road Intersection?

☐ Signalized Intersection with Turn Lanes

Please Explain

_____

_____

☒ Roundabout - Large enough to Accommodate Trucks and Farm Equipment

Please Explain safest option overall

_____

7. Underwood Corner Road currently has a posted speed limit of 50 mph. Please check your preferred speed limit for this Road below:

☐ 25 mph	☐ 40 mph
☐ 30 mph	☒ 45 mph
☐ 35 mph	☐ Leave it at 50 mph

8. What other improvements should be considered within the limits of this study? Could you incorporate the bike lane into the 5 foot shoulder? That's how it is down the road near Jockey Hollow

Please provide your contact information to stay informed about this project:

Name: _____

Address: _____

Email: _____

Please hand your questionnaires in at the workshop or mail/email by April 7, 2026 to:

Dover/Kent County MPO
1783 Friends Way
Camden, DE 19934

Or via email to

Michael.PetitdeMange@doverkentmpo.org

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Add a temporary solution

Wheatley's Pond Road/Underwoods Corner Road Intersection Safety Study
Survey – Workshop 2

Survey can also be filled out electronically by scanning the QR code

1. How do you use Underwoods Corner Road?
   - [x] I live on Underwoods Corner Road
   - [ ] I live near Underwoods Corner Road
   - [ ] I use Underwoods corner road for my commute
   - [ ] I work at the school
   - [ ] I have children that go to the Intermediate School
2. Did you attend Workshop 1 on December 10, 2025?
   - [x] Yes
   - [ ] No
3. Are you in favor of the Underwoods Corner Road widening?
   - [ ] Yes

   Please Explain
   NO, The Intersection at Wheatleys Pond Needs to Be Addressed
   - [x] No

   Please Explain
4. Which Roadway Alignment Option do you prefer?
   - [ ] Option 1 – Maintain centerline widening equally on each side

   Please Explain
   - [x] Option 2 – Road shift to the north (field side) starting at Pee Wee Ct

   Please Explain
   To not Take as Much Property from Homeowners
   - [ ] Option 3 – Road shift to the north (field side) starting at Amalfi Dr

   Please Explain

5. Are you in favor of the Shared Use path along Underwood Corner Road?

☐ Yes

Please Explain

_____

_____

☒ No

Please Explain Not Needed. May Increase Taxes to Homeowners

6. Based on the Information provided at the Workshop, which alternative do you feel is the best solution for Wheatley's Pond Road and Underwoods Corner Road Intersection?

☐ Signalized Intersection with Turn Lanes

Please Explain

_____

_____

☒ Roundabout - Large enough to Accommodate Trucks and Farm Equipment

Please Explain

_____

_____

7. Underwood Corner Road currently has a posted speed limit of 50 mph. Please check your preferred speed limit for this Road below:

☐ 25 mph	☐ 40 mph
☐ 30 mph	☒ 45 mph
☐ 35 mph	☐ Leave it at 50 mph

8. What other improvements should be considered within the limits of this study? _____

Just add Shoulders and Widen the Road, DO NOT Take away Property from people if not needed, Need temporary Solution at intersection PRIOR TO completion of this project.

Please provide your contact information to stay informed about this project:

Name: Donald E Baugh

Address: 6545 Underwoods Cr. Rd Smyrna DE. 19977

Email: 302-632-3595

Please hand your questionnaires in at the workshop or mail/email by April 7, 2026 to:

Dover/Kent County MPO
1783 Friends Way
Camden, DE 19934

Or via email to

Michael.PetitdeMange@doverkentmpo.org

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Wheatley's Pond Road/Underwoods Corner Road Intersection Safety Study
Survey – Workshop 2

Survey can also be filled out electronically by scanning the QR code

1. How do you use Underwoods Corner Road?
   - [x] I live on Underwoods Corner Road
   - [ ] I live near Underwoods Corner Road
   - [ ] I use Underwoods corner road for my commute
   - [ ] I work at the school
   - [ ] I have children that go to the Intermediate School
2. Did you attend Workshop 1 on December 10, 2025?
   - [ ] Yes
   - [x] No
3. Are you in favor of the Underwoods Corner Road widening?
   - [ ] Yes

     Please Explain

     _____

     _____

     _____
   - [x] No

     Please Explain

     the focus needs to be the intersection and we have an immediate need for resolution.
4. Which Roadway Alignment Option do you prefer?
   - [ ] Option 1 – Maintain centerline widening equally on each side

     Please Explain

     _____

     _____
   - [x] Option 2 – Road shift to the north (field side) starting at Pee Wee Ct

     Please Explain

     less impactful to our property
   - [ ] Option 3 – Road shift to the north (field side) starting at Amalfi Dr

     Please Explain

     _____

     _____

5. Are you in favor of the Shared Use path along Underwood Corner Road?

☐ Yes

Please Explain

_____

_____

☒ No

Please Explain

Permanent changes by moving property lines, creates repairs to property, and brings food and bike traffic closer to our home

6. Based on the Information provided at the Workshop, which alternative do you feel is the best solution for Wheatley's Pond Road and Underwoods Corner Road Intersection?

☒ Signalized Intersection with Turn Lanes

Please Explain

Stops flow of traffic to accommodate cars traveling versus rushing drivers to keep traffic flowing using roundabout

☒ Roundabout - Large enough to Accommodate Trucks and Farm Equipment

Please Explain

_____

_____

7. Underwood Corner Road currently has a posted speed limit of 50 mph. Please check your preferred speed limit for this Road below:

☐ 25 mph
☐ 30 mph
☐ 35 mph
☐ 40 mph
☒ 45 mph
☐ Leave it at 50 mph

8. What other improvements should be considered within the limits of this study? _____

Improve nearby intersections of (1) Wheatleys Pond and School Lane and (2) Wheatleys Pond and Mt. Friendship Rd.

Please provide your contact information to stay informed about this project:

Name: Heather Ebaugh

Address: 6545 Underwoods Corner Rd, Smyrna

Email: heatherebaugh@comcast.net

Please hand your questionnaires in at the workshop or mail/email by April 7, 2026 to:

Dover/Kent County MPO
1783 Friends Way
Camden, DE 19934

Or via email to

Michael.PetitdeMange@doverkentmpo.org

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Please find temporary solution to intersection prior to formal completion.

Wheatley's Pond Road/Underwoods Corner Road Intersection Safety Study
Survey – Workshop 2

Survey can also be filled out electronically by scanning the QR code

1. How do you use Underwoods Corner Road?
   - ☐ I live on Underwoods Corner Road
   - ☑ I live near Underwoods Corner Road
   - ☐ I use Underwoods corner road for my commute
   - ☐ I work at the school
   - ☐ I have children that go to the Intermediate School
2. Did you attend Workshop 1 on December 10, 2025?
   - ☑ Yes
   - ☐ No
3. Are you in favor of the Underwoods Corner Road widening?
   - ☑ Yes

   Please Explain
   I would very much like safer bicycle and pedestrian travel there. I'm a recreational cyclist and generally do not ride toward Route 300. Route 300 is not bad but accessing it from Underwoods Corner Road feels unsafe.
   - ☐ No

   Please Explain
4. Which Roadway Alignment Option do you prefer?
   - ☐ Option 1 – Maintain centerline widening equally on each side

     Please Explain
   - ☐ Option 2 – Road shift to the north (field side) starting at Pee Wee Ct

     Please Explain
   - ☑ Option 3 – Road shift to the north (field side) starting at Amalfi Dr

     Please Explain
     I have no strong preference; my property is not on UCR.

5. Are you in favor of the Shared Use path along Underwood Corner Road?

☑ Yes

Please Explain
See #3

☐ No

Please Explain

6. Based on the Information provided at the Workshop, which alternative do you feel is the best solution for Wheatley's Pond Road and Underwoods Corner Road Intersection?

☑ Signalized Intersection with Turn Lanes

Please Explain
I believe a signal would be safer for cyclists and pedestrians than a roundabout for

☒ Roundabout - Large enough to Accommodate Trucks and Farm Equipment

Please Explain

7. Underwood Corner Road currently has a posted speed limit of 50 mph. Please check your preferred speed limit for this Road below:

☐ 25 mph
☐ 30 mph
☐ 35 mph
☐ 40 mph
☐ 45 mph
☑ Leave it at 50 mph

8. What other improvements should be considered within the limits of this study? _____

Please provide your contact information to stay informed about this project:

Name: Bill Brockenbrough

Address: 157 Wheatley's Farm Drive, Clayton, DE

Email: kbrockenbrough@comcast.net

Please hand your questionnaires in at the workshop or mail/email by April 7, 2026 to:

Dover/Kent County MPO
1783 Friends Way
Camden, DE 19934

Or via email to

Michael.PetitdeMange@doverkentmpo.org

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Wheatley's Pond Road/Underwoods Corner Road Intersection Safety Study
Survey – Workshop 2

Survey can also be filled out electronically by scanning the QR code

1. How do you use Underwoods Corner Road?
   - ☐ I live on Underwoods Corner Road
   - ☐ I live near Underwoods Corner Road
   - ☐ I use Underwoods corner road for my commute
   - ☐ I work at the school
   - ☐ I have children that go to the Intermediate School
2. Did you attend Workshop 1 on December 10, 2025?
   - ☐ Yes
   - ☐ No
3. Are you in favor of the Underwoods Corner Road widening?
   - ☐ Yes

     Please Explain

     _____
     _____
     _____
   - ☐ No

     Please Explain

     _____
     _____
     _____
4. Which Roadway Alignment Option do you prefer?
   - ☐ Option 1 – Maintain centerline widening equally on each side

     Please Explain

     _____
     _____
   - ☐ Option 2 – Road shift to the north (field side) starting at Pee Wee Ct

     Please Explain

     _____
     _____
   - ☐ Option 3 – Road shift to the north (field side) starting at Amalfi Dr

     Please Explain

     _____
     _____

5. Are you in favor of the Shared Use path along Underwood Corner Road?

☐ Yes

Please Explain

_____

_____

☐ No

Please Explain

_____

_____

6. Based on the Information provided at the Workshop, which alternative do you feel is the best solution for Wheatley's Pond Road and Underwoods Corner Road Intersection?

☐ Signalized Intersection with Turn Lanes

Please Explain

_____

_____

☒ Roundabout - Large enough to Accommodate Trucks and Farm Equipment

Please Explain

_____

_____

7. Underwood Corner Road currently has a posted speed limit of 50 mph. Please check your preferred speed limit for this Road below:

☐ 25 mph
☐ 30 mph
☐ 35 mph
☐ 40 mph
☐ 45 mph
☐ Leave it at 50 mph

8. What other improvements should be considered within the limits of this study? _____

_____

_____

Please provide your contact information to stay informed about this project:

Name: _____

Address: _____

Email: _____

Please hand your questionnaires in at the workshop or mail/email by April 7, 2026 to:

Dover/Kent County MPO
1783 Friends Way
Camden, DE 19934

Or via email to

Michael.PetitdeMange@doverkentmpo.org

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All participants

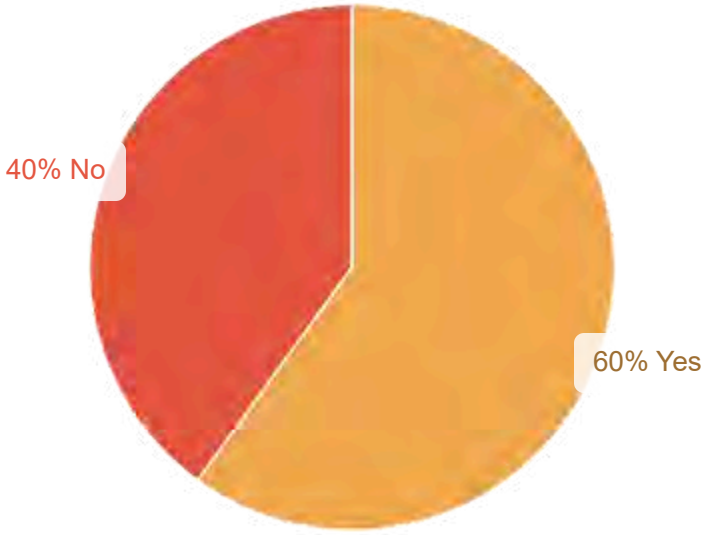
All participants | All Time

1. How do you use Underwoods Corner Road

60%	I live on Underwoods Corner Road	3 ✓
40%	I live near Underwoods Corner Road	2 ✓
20%	I use Underwoods corner road for my commute	1 ✓
0%	I work at the school	0 ✓
0%	I have children that go to the Intermediate School	0 ✓

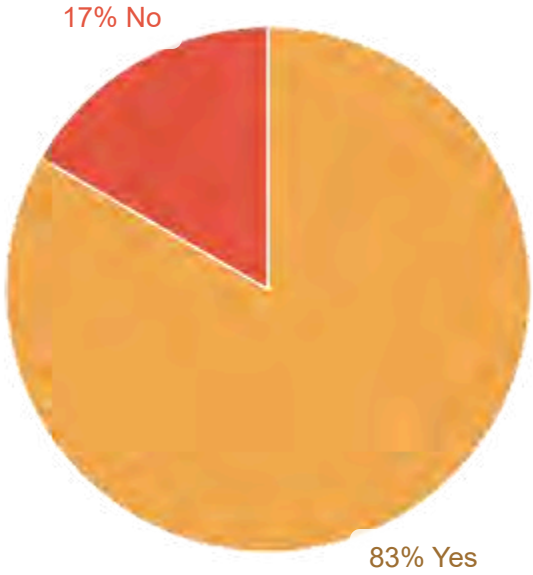
5 Respondents

2. Did you attend Workshop 1 on December 10, 2025?



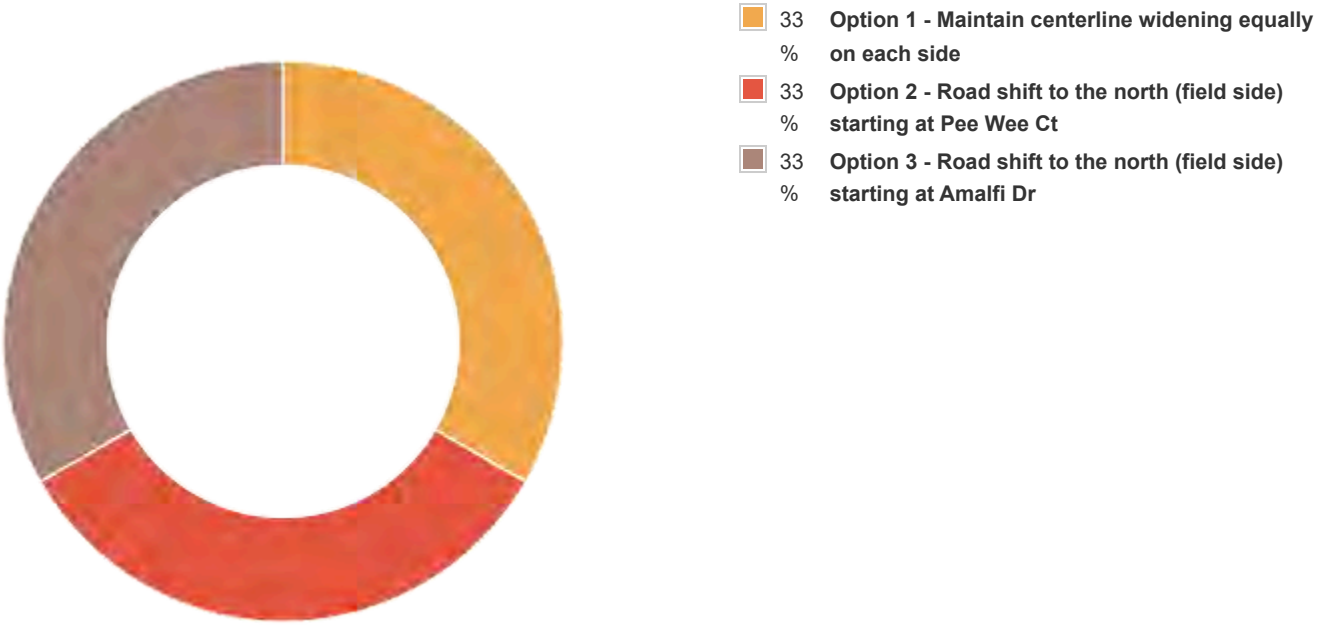
5 respondents

3. Are you in favor of the Underwoods Corner Road widening?



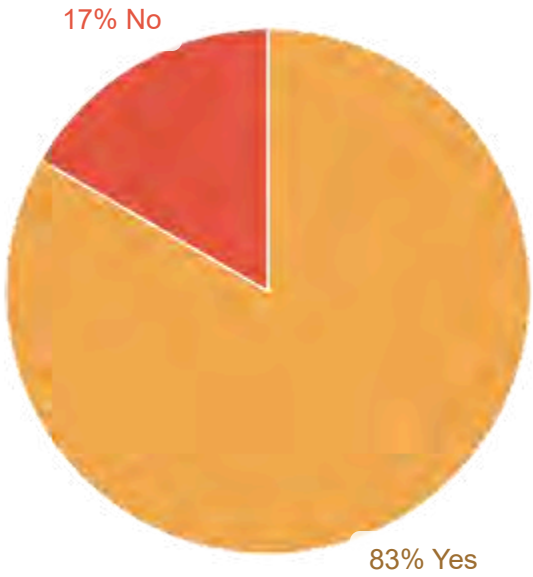
6 respondents

4. Which Roadway Alignment Option do you prefer?



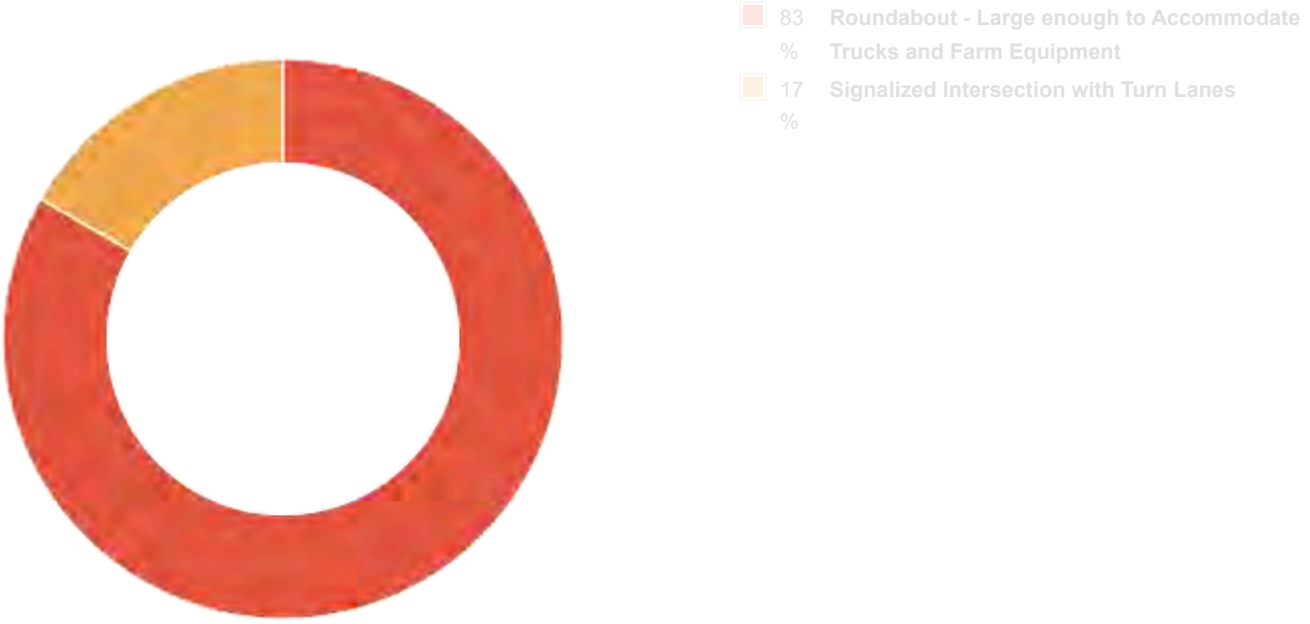
3 respondents

5. Are you in favor of the Shared Use path along Underwood Corner Road?



6 respondents

6. Based on the Information provided at the Workshop do which alternative do you feel is the best solution for Wheatley's Pond Road and Underwoods Corner Road Intersection?

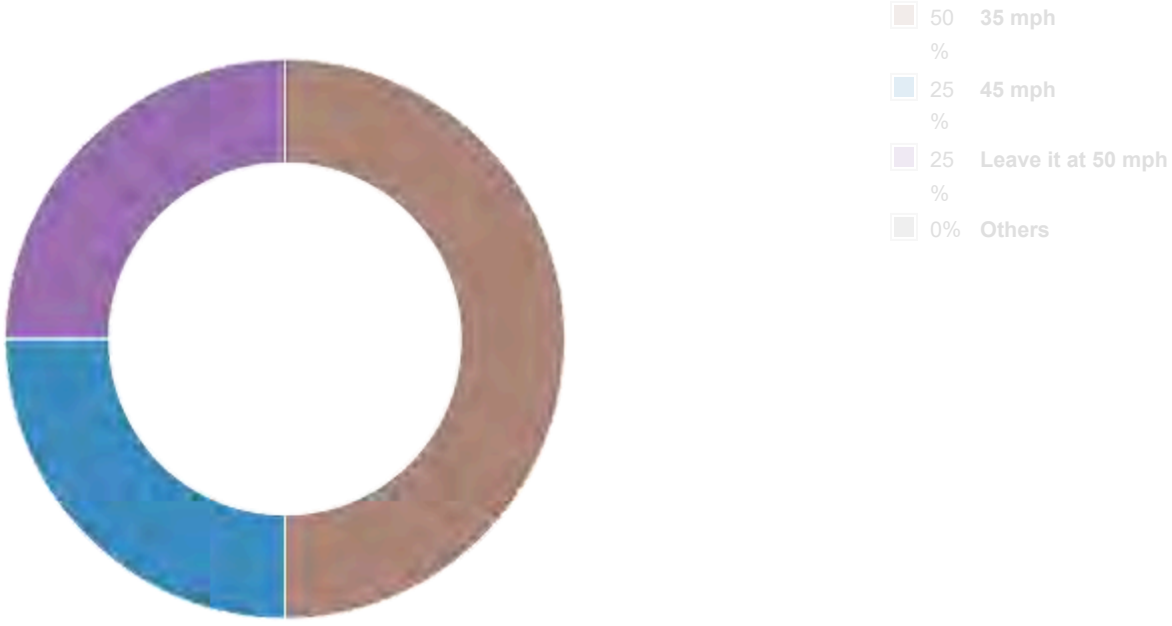


6 respondents

I would love to see a Right in/ Right out alternative be explored with traffic coming from the south forced to utilize 15 and traffic heading north would be pushed into town towards a signalized intersection. I would also like to see the queuing that would be expected with a signal due to the high ADT of DE 300 that would make it difficult to get out of nearby neighborhoods at peak hours. As well, I'd want to see advanced warning signs and flashers on DE 300 since the signal would be hard to see from either direction until on top of it which could increase crash rates with the high speeds observed on DE 300.

3/12/2026

7. Underwood Corner Road currently has a posted speed limit of 50 mph. Please check your preferred speed limit for this Road below:



4 respondents

8. What other improvements should be considered within the limits of this study?

For the mid-block crossings, it would be nice to have RRFBs installed and to have the tree line pulled back at the old at-grade crossing to improve sight lines while coming around the bend. Lastly, if speeding is an issue on Underwoods corner, it'd be nice to have bulbouts for the crossings to slow drivers down and to help bring the pedestrian out further into the drivers view while also shortening their distance to cross which would.

3/12/2026

1 Agree

Presentation

Welcome

Wheatley's Pond Rd. / Underwoods Corner Rd.
Public Workshop
March 24, 2026

Wheatley's Pond Road and Underwoods Corner Road

Study Area

Underwoods Corner Rd. from Clayton Intermediate School to Wheatley's Pond Rd. with specific focus on the intersection at Wheatley's Pond Rd.

Purpose

The proposed project aims to improve safety and traffic flow at the Wheatley's Pond Road and Underwoods Corner Road intersection in Clayton, DE. Goals include reducing crashes, easing congestion during peak hours, and enhancing safety and access for pedestrians and bicyclists.

Need

The project is needed to address safety, congestion, and accessibility issues at the Wheatley's Pond Road and Underwoods Corner Road intersection. Key concerns include frequent crashes, poor visibility, limited turn lanes, peak-hour delays, lack of shoulders and multimodal facilities, and gaps in pedestrian infrastructure such as sidewalks, curb ramps, and crossings.

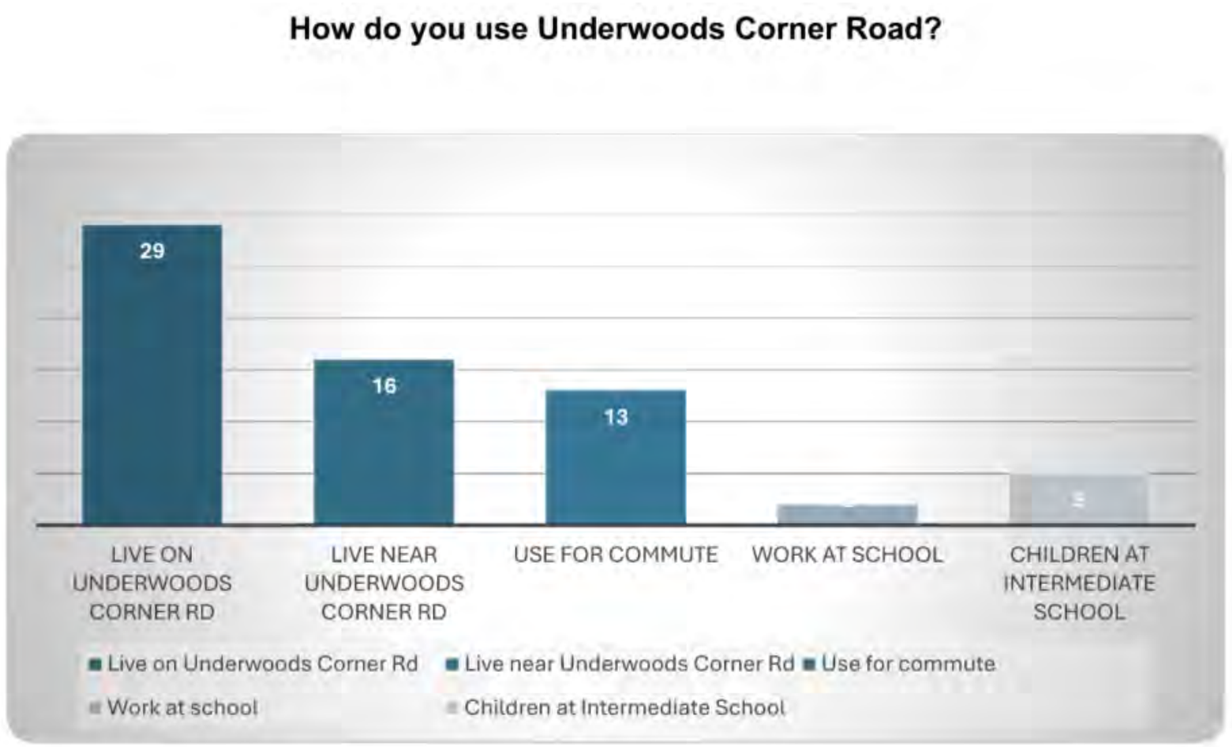
Safe System Approach

The Safe System Approach being applied to this project is a roadway safety philosophy that assumes human mistakes are inevitable and the designs and recommendations are focused on preventing those mistakes from resulting in serious injuries or fatalities. We are emphasizing layered protections—such as safer roads, safer speeds, and safer vehicles to reduce risk and build a more forgiving, resilient system.
Learn more: www.transportation.gov/NRSS/SafeSystem

Workshop 1 Summary

In-Person Public Workshop

- Date - December 10, 2025
- Location – Clayton Fire Hall
- Time – 5:00 – 7:00
- Attendees – 40 in-person
- In-Person Surveys Completed - 31
- Handwritten Comments - 3
- Online Surveys Completed - 20



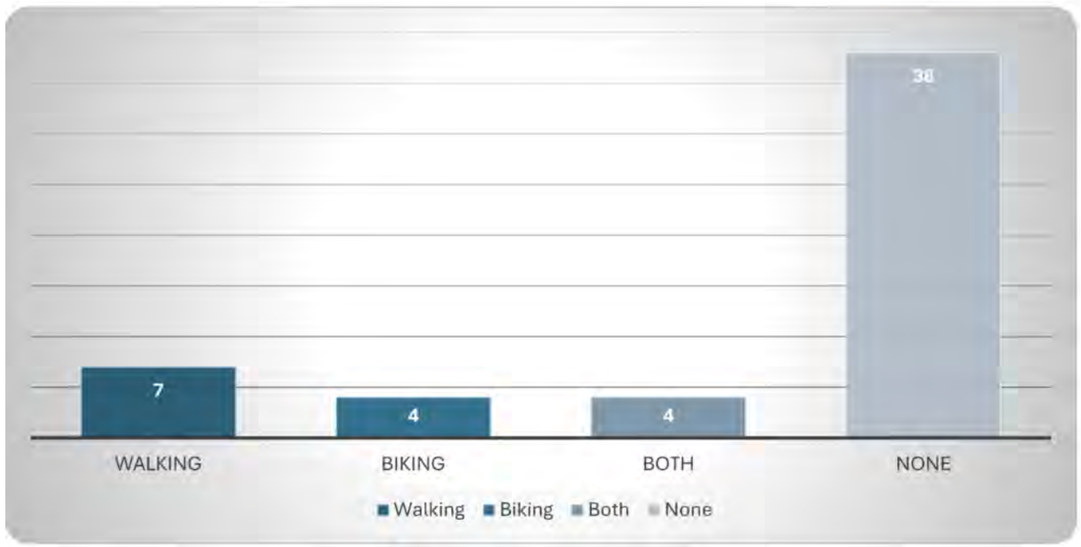
On-line Engagements

- https://publicinput.com/u52118
- 858 Views
- 38 Participants
- 27 Subscribers
- 45 Comments

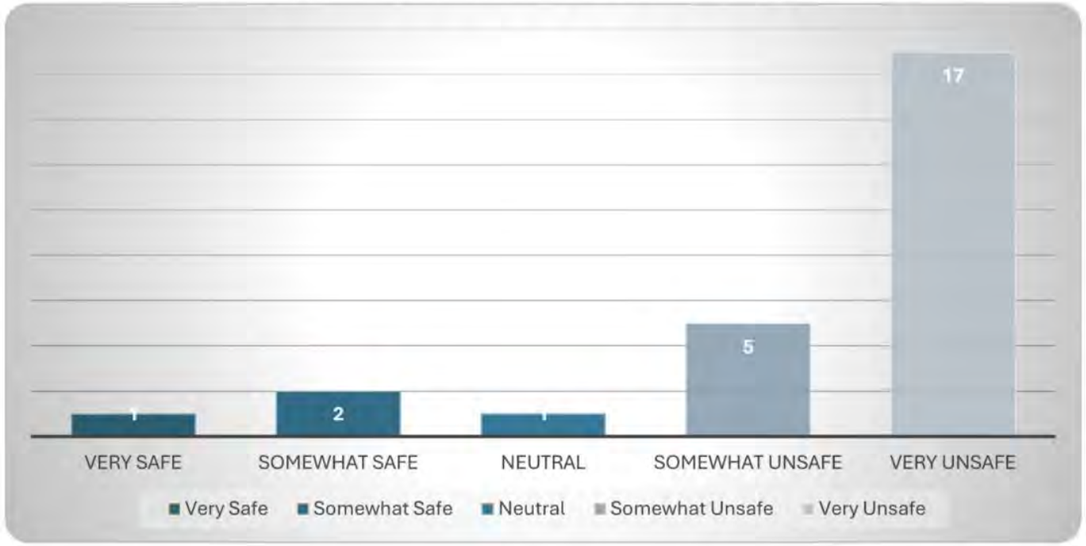
Workshop 1 Summary

Walking and Biking

Do you walk or bike through the intersection of Wheatley's Pond Road and Underwoods Corner Road or along Underwoods Corner Road?



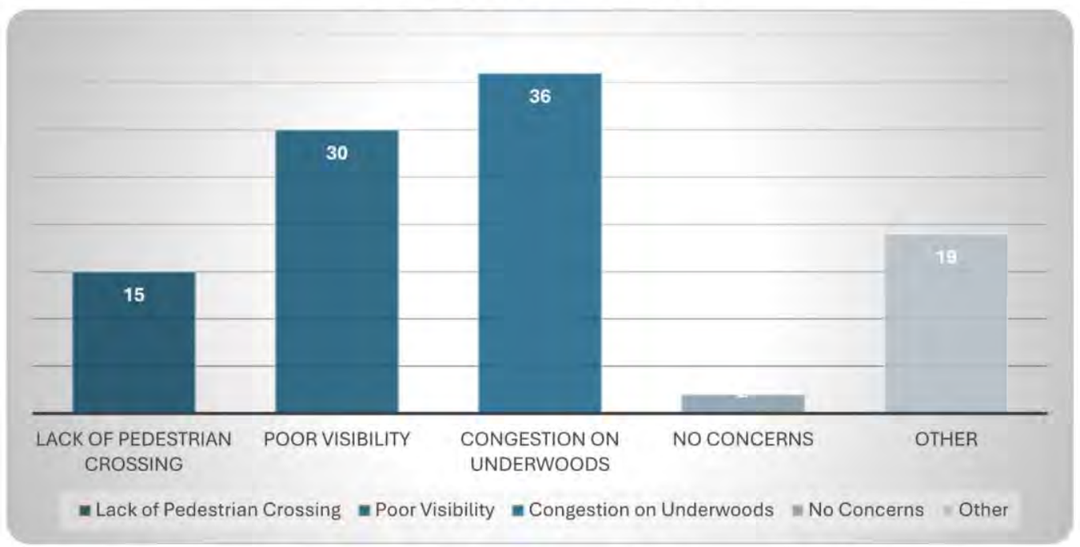
If you walk or bike, how safe do you feel walking or biking?



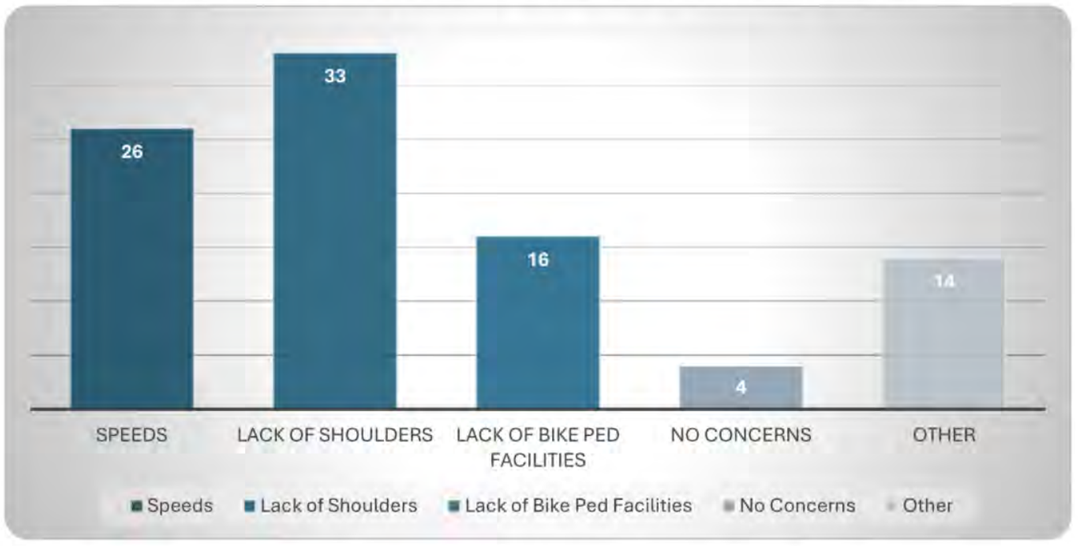
Workshop 1 Summary

Concerns at the Intersection and along Underwoods Corner Road

What concerns do you have with the intersection of Wheatley's Pond Road and Underwoods Corner Road?



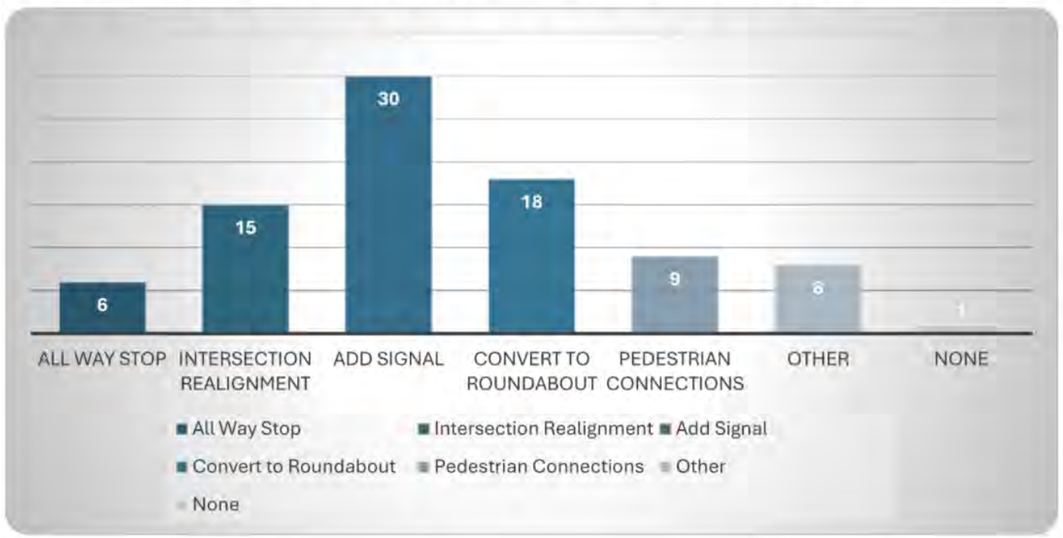
What concerns do you have with Underwoods Corner Road?



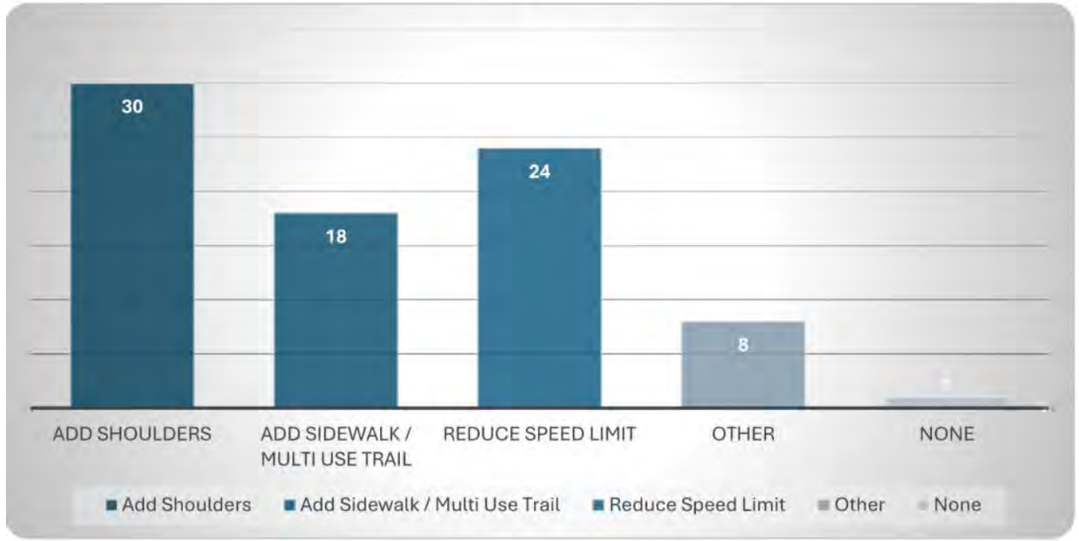
Workshop 1 Summary

Public Opinion on Recommended Improvements

What improvements to the intersection of Wheatley's Pond Road and Underwoods Corner Road do you think will make the intersection more safe?



What roadway improvements do you think will make Underwoods Corner Road more safe?



Workshop 1 Summary

Public Workshop 1 Summary- Written Comments

Roadway Comments

- Speeding is a concern
- Road not safe to walk or bike
- Do not widen road
- Only need shoulders, no sidewalk
- Too narrow
- Reduce the speed
- Road not wide enough for buses to pass
- Speed limit too high

Intersection Comments

- Roundabout may be good
- Roundabout is best option
- Hard to make left turn from Underwoods
- No all way stop
- Roundabout may be good
- Need turn lanes on Wheatley's Pond Rd
- Any option but roundabout
- Roundabout is the best solution
- Hard to make turns onto and from Underwoods Corner Rd
- Roundabout will not work
- Add signal
- Roundabout is best option – keep traffic flowing
- Roundabout not good for big trucks
- Only fix intersection- signal preferred

Miscellaneous Comments

- Add lighting
- Improve drainage
- No bike path
- Like shared use path and road widening
- Fire response is unsafe
- Concerns over responsibility of walking path
- Shared use path not needed, bikes use the road
- Needs more enforcement
- Concerned about tree removal
- Used to walk but too dangerous

Traffic Analyses for Existing and Future Conditions

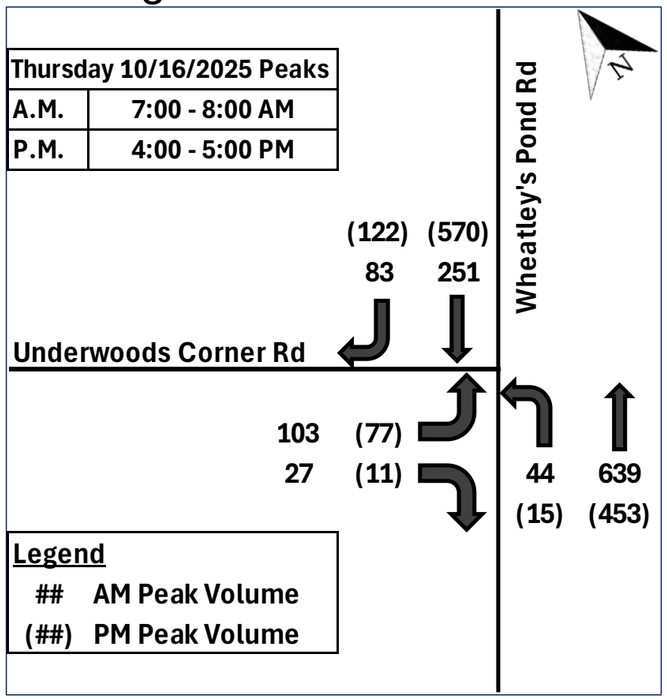
Alternatives for Evaluation

- Two Way Stop Control (Existing Condition)
- All Way Stop Control
- Signalized Intersection
- Roundabout

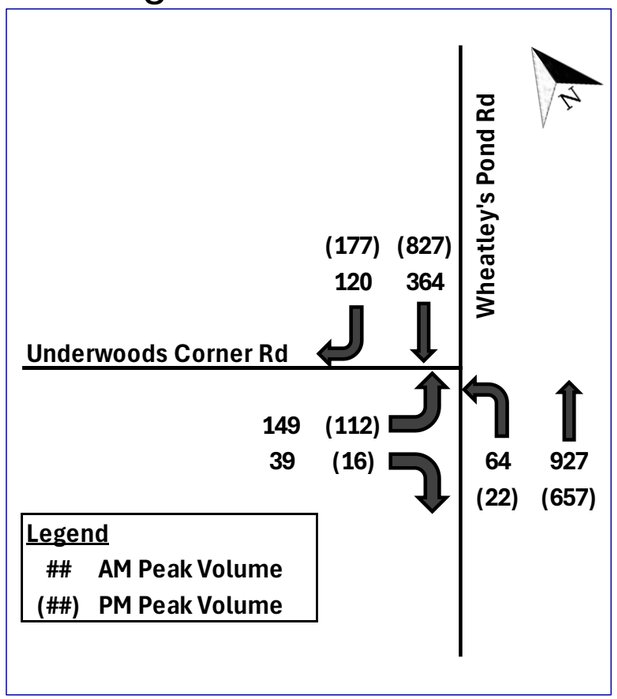
Future Traffic

- Design Year 2050
- 1.8% Growth Rate
  - Historic Growth
  - Future Development

2025 Existing Peak Hour Turning Movement Counts



2050 Existing Peak Hour Turning Movement Counts



Traffic Analysis Summary

Control / Movement / Approach	AM Peak Hour (2025 / 2050)		PM Peak Hour (2025 / 2050)	
	Delay (Sec./Veh)	LOS	Delay (Sec./Veh)	LOS
TWSC				
Underwoods Corner Rd Approach	58.4 / 430.2	F / F	32.5 / 264.0	D / F
Wheatley's Pond Rd NB Left	8.4 / 8.9	A / A	9.9 / 11.7	A / B
AWSC				
Underwoods Corner Rd EB Approach	12.1 / 14.0	B / B	11.5 / 12.8	B / B
Wheatley's Pond Rd NB Approach	118.5 / 331.1	F / F	25.2 / 108.7	D / F
Wheatley's Pond Rd SB Approach	15.1 / 25.9	C / D	47.0 / 252.5	E / F
Intersection	76.3 / 206.4	F / F	36.4 / 181.7	E / F
Traffic Signal Control				
Underwoods Corner Rd EB Approach	31.7 / 35.8	C / D	36.4 / 41.8	D / D
Wheatley's Pond Rd NB Approach	6.4 / 11.2	A / B	3.6 / 5.0	A / A
Wheatley's Pond Rd SB Approach	8.3 / 9.8	A / A	7.8 / 10.7	A / B
Intersection	9.9 / 13.6	A / B	8.2 / 10.7	A / B
Roundabout				
Underwoods Corner Rd EB Approach	5.4 / 6.9	A / A	6.9 / 11.3	A / B
Wheatley's Pond Rd NB Approach	12.8 / 33.3	B / D	6.9 / 10.7	A / B
Wheatley's Pond Rd SB Approach	5.9 / 7.4	A / A	7.3 / 12.2	A / B
Intersection	8.5 / 22.8	A / C	7.1 / 11.6	A / B

Crash Severity	Design Year 2050 Annual Crashes			
	TWSC	AWSC	Signalized	Roundabout
Predicted Fatal/Injury	0.884	0.624	0.833	0.381
Predicted Property-Damage-Only	1.647	1.606	1.461	1.022
Total Predicted Crashes	**2.531**	**2.230**	**2.294**	**1.403**
Expected Fatal/Injury	0.677	0.419	0.616	0.412
Expected Property-Damage-Only	1.261	1.080	1.082	1.014
Total Expected Crashes	**1.938**	**1.499**	**1.698**	**1.426**

- Both the Signalized Intersection and the Roundabout provide good LOS in 2050
- The Roundabout provides better safety performance by reducing both predicted and expected crashes.

TWSC = Two Way Stop Control

AWSC = All Way Stop Control

Alternatives Summary

- Existing and All Way Stop Control will not be advanced for further study
- Both the Signal and the Roundabout offer similar traffic operation performance
- The Roundabout Option provides the best safety performance
- The Roundabout is about $1M more in initial costs than the signalized intersection, but is less expensive long term when considering life cycle costs and maintenance
- All Roadway Options include 10’ lanes, 5’ shoulders and an 8’ side path for pedestrians and bicyclist
- Roadway Option 2 and 3 minimize impacts to residential lots that front Underwoods Corner Road
- The path on the south side is consistent through all the alternatives

Proposed Concepts

Underwoods Corner Road Corridor

The proposed roadway section will consist of 10’ wide lanes with 5’ shoulders in both directions, along with an 8’ multi-use path that is separated from the road by a 5’ grass buffer, as well as improved drainage and ditching.

Option 1

Road Section: **Whistlefield Way to Pee Wee Court**
Shift the centerline of the roadway toward the school & Old Country Farm development.

Road Section: **Pee Wee Court to Wheatley’s Pond Road**
Hold the centerline to match the existing roadway geometry.

Option 2

Road Section: **Whistlefield Way to Pee Wee Court**
Shift the centerline of the roadway toward the school & Old Country Farm development.

Road Section: **Pee Wee Court to Abandoned Railroad**
Shift the centerline of the roadway toward the field (North) to reduce property impacts.

Road Section: **Abandoned Railroad to Wheatley's Pond Rd**
Hold the centerline to match the existing roadway geometry.

Option 3

Road Section: **Whistlefield Way to Amalfi Dr**
Shift the centerline of the roadway toward the school & Old Country Farm development.

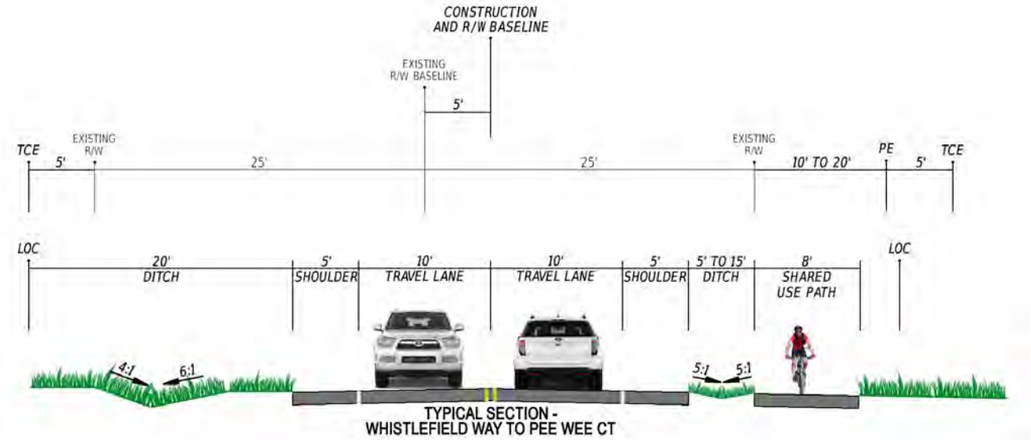
Road Section: **Amalfi Dr to Abandoned Railroad**
Shift the centerline of the roadway toward the field (North) and tie into 5’ centerline shift toward the school, creating a reverse curve.

Road Section: **Abandoned Railroad to Wheatley's Pond Rd**
Hold the centerline to match the existing roadway geometry.

Typical Section Views

Underwoods Corner Road

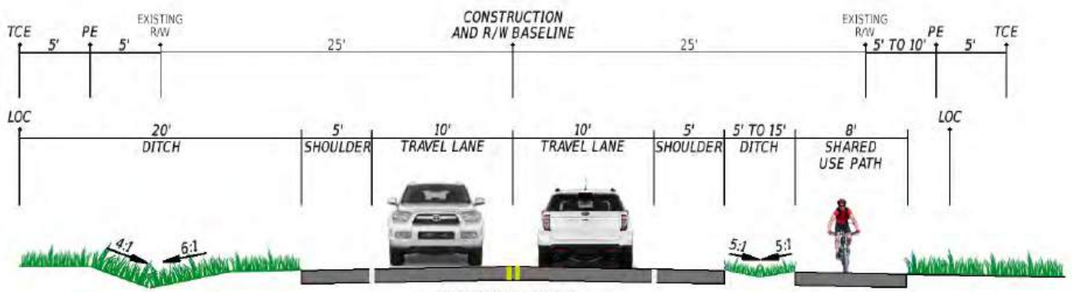
UNDERWOODS CORNER RD
OPTIONS 1, 2, & 3



TYPICAL SECTION -
WHISTLEFIELD WAY TO PEE WEE CT

SHIFT EXISTING ROAD TOWARDS SCHOOL

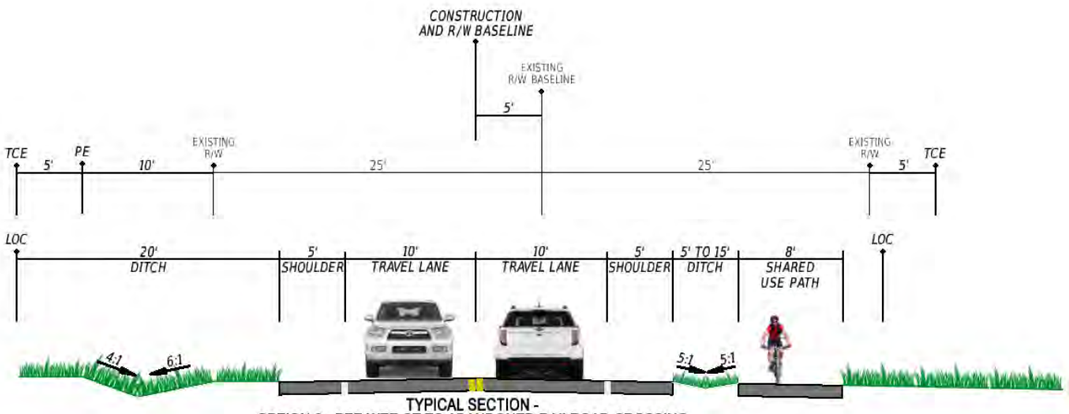
UNDERWOODS CORNER RD
OPTION 1



TYPICAL SECTION -
PEE WEE CT TO WHEATLEYS POND RD

HOLD EXISTING CENTERLINE
AND WIDEN ON EACH SIDE

UNDERWOODS CORNER RD
OPTIONS 2 & 3 – 5 FT RIGHT OFFSET



TYPICAL SECTION -
OPTION 2 - PEE WEE CT TO ABANDONED RAILROAD CROSSING
OPTION 3 - AMALFI DR TO ABANDONED RAILROAD CROSSING

SHIFT EXISTING ROAD TOWARDS FARM FIELD (NORTH)

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UNDERWOODS CORNER ROAD
OPTIONS 1, 2, & 3 - SHIFT ROAD 5' TOWARDS SCHOOL (SOUTH)

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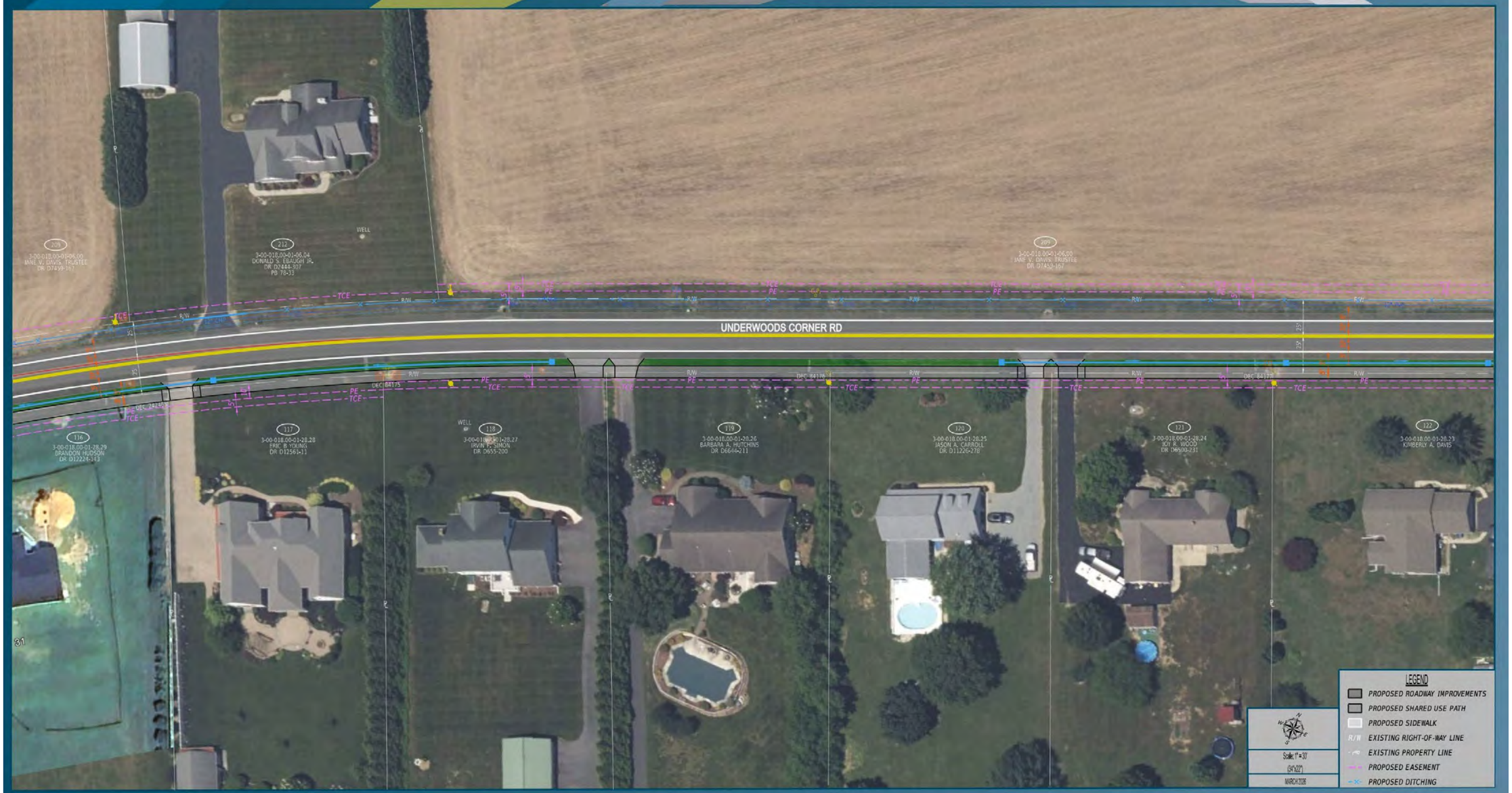
UNDERWOODS CORNER ROAD
OPTIONS 1, 2, & 3 - SHIFT ROAD 5' TOWARDS SCHOOL (SOUTH)

CENTURY ENGINEERING
A Kleinfelder Company

UNDERWOODS CORNER ROAD
OPTIONS 1 & 2 - SHIFT ROAD 5' TOWARDS SCHOOL (SOUTH)

CENTURY ENGINEERING
A Kleinfelder Company

UNDERWOODS CORNER ROAD
OPTION 1 - HOLD EXISTING CENTERLINE - WIDEN BOTH SIDES



CENTURY ENGINEERING
A Kleinfelder Company

UNDERWOODS CORNER ROAD
OPTION 1 - HOLD EXISTING CENTERLINE - WIDEN BOTH SIDES

CENTURY ENGINEERING
A Kleinfelder Company

UNDERWOODS CORNER ROAD
OPTION 2 - SHIFT ROAD 5' TOWARDS THE FIELD (NORTH)

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UNDERWOODS CORNER ROAD
OPTIONS 2 & 3 - SHIFT ROAD 5' TOWARDS THE FIELD (NORTH)

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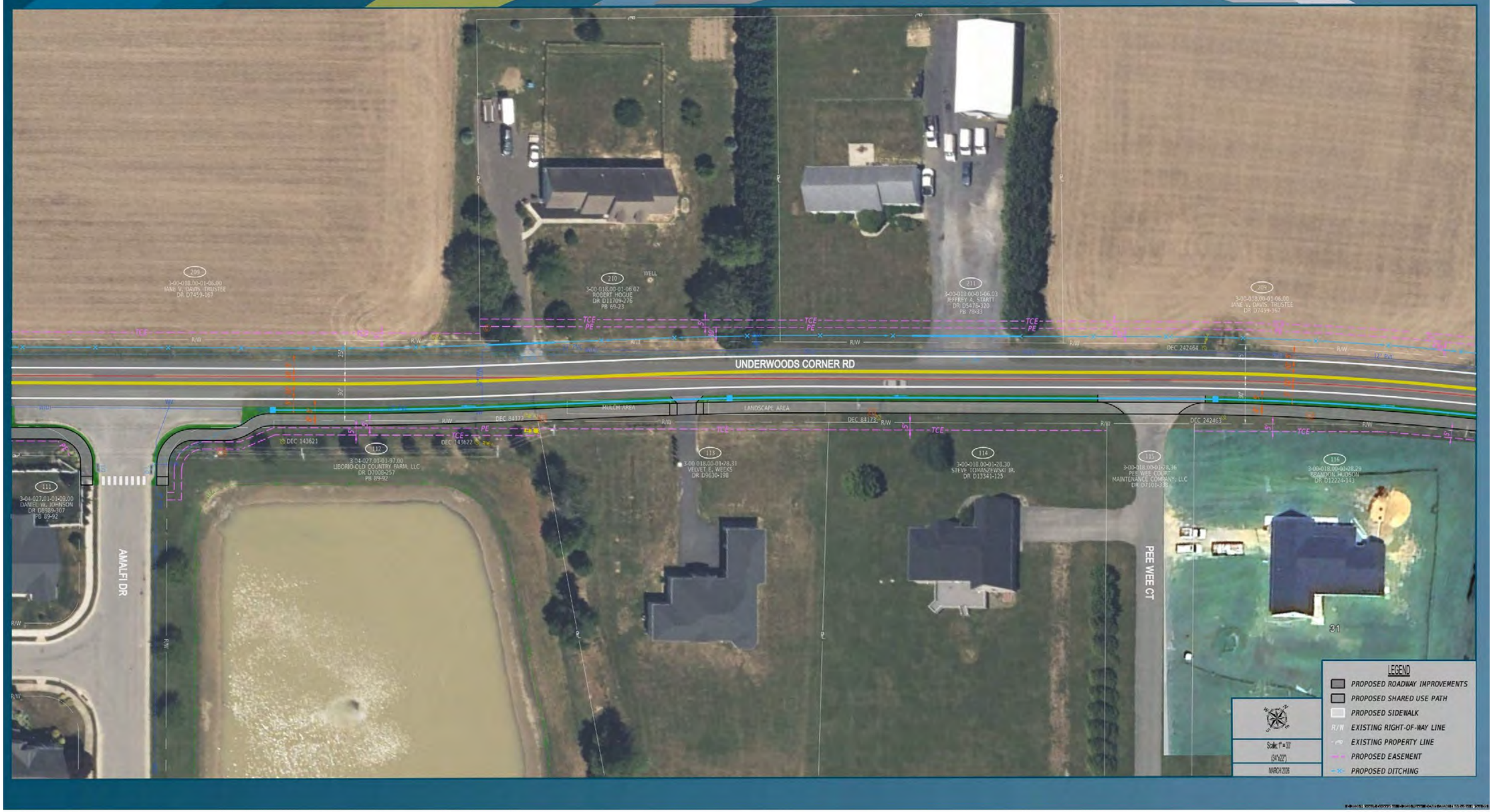
UNDERWOODS CORNER ROAD
OPTION 3 - 5' ROAD SHIFT TOWARDS THE FIELD EXTENDED



CENTURY ENGINEERING
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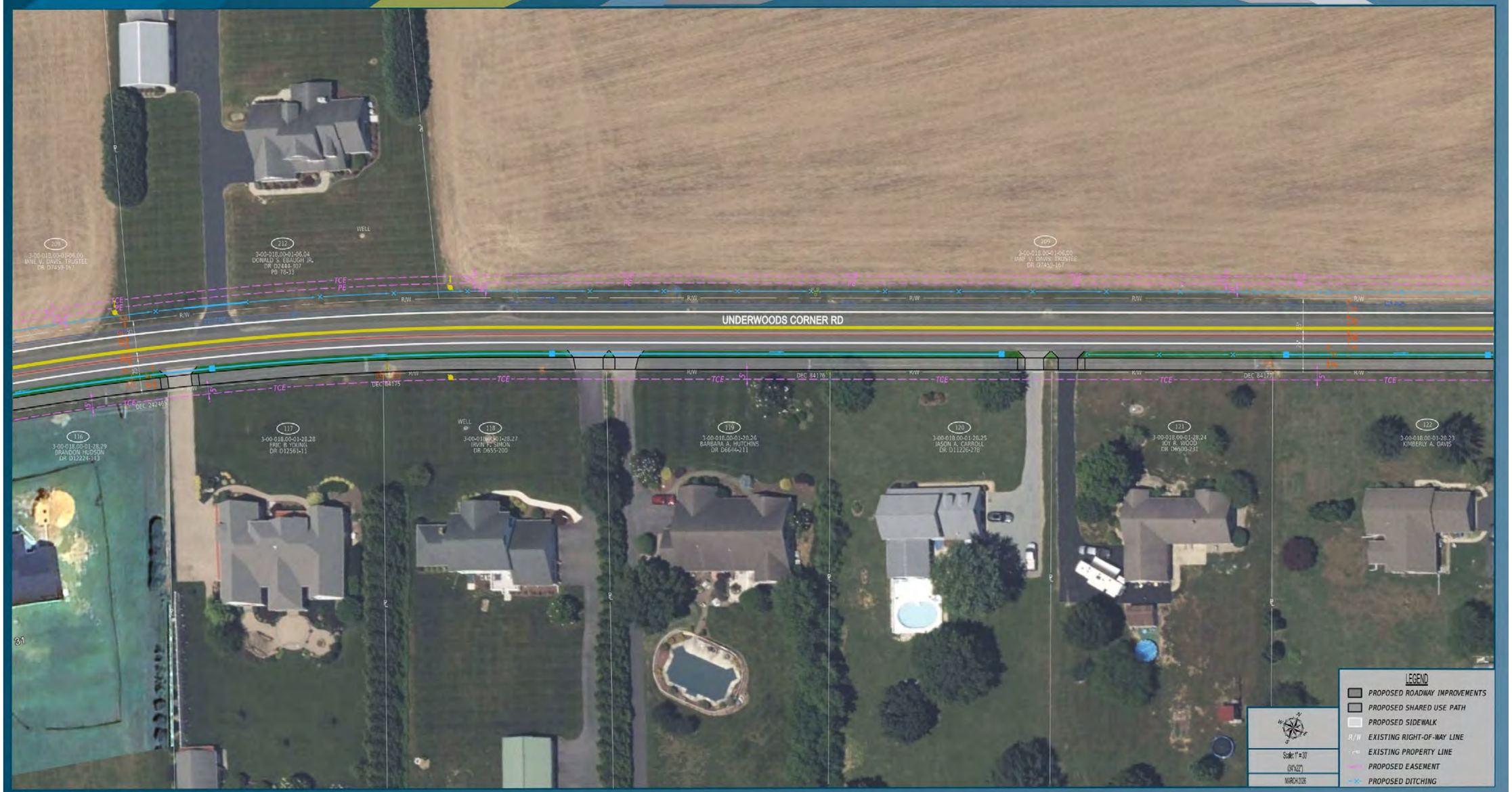
UNDERWOODS CORNER ROAD
OPTION 3 - 5' ROAD SHIFT TOWARDS THE FIELD EXTENDED



Proposed Concepts

Wheatley's Pond Road & Underwoods Corner Road Intersection

Intersection Option 1

- Install stop signs at each leg of the intersection
- Maintain the existing roadway geometry
- Add new pedestrian connections

Intersection Option 2

- Install a signal light
- Realign the intersection to improve sight lines
- Add a left turn lane from Wheatley's Pond Road to Underwoods Corner Road
- Add a right turn lane from Wheatley's Pond Road to Underwoods Corner Road
- Add new pedestrian connections

Intersection Option 1A

- Install stop signs at each leg of the intersection
- Realign the intersection to improve sight lines
- Add new pedestrian connections

Intersection Option 3

- Install a roundabout
- Each leg will have a single lane approach
- Add new pedestrian connections

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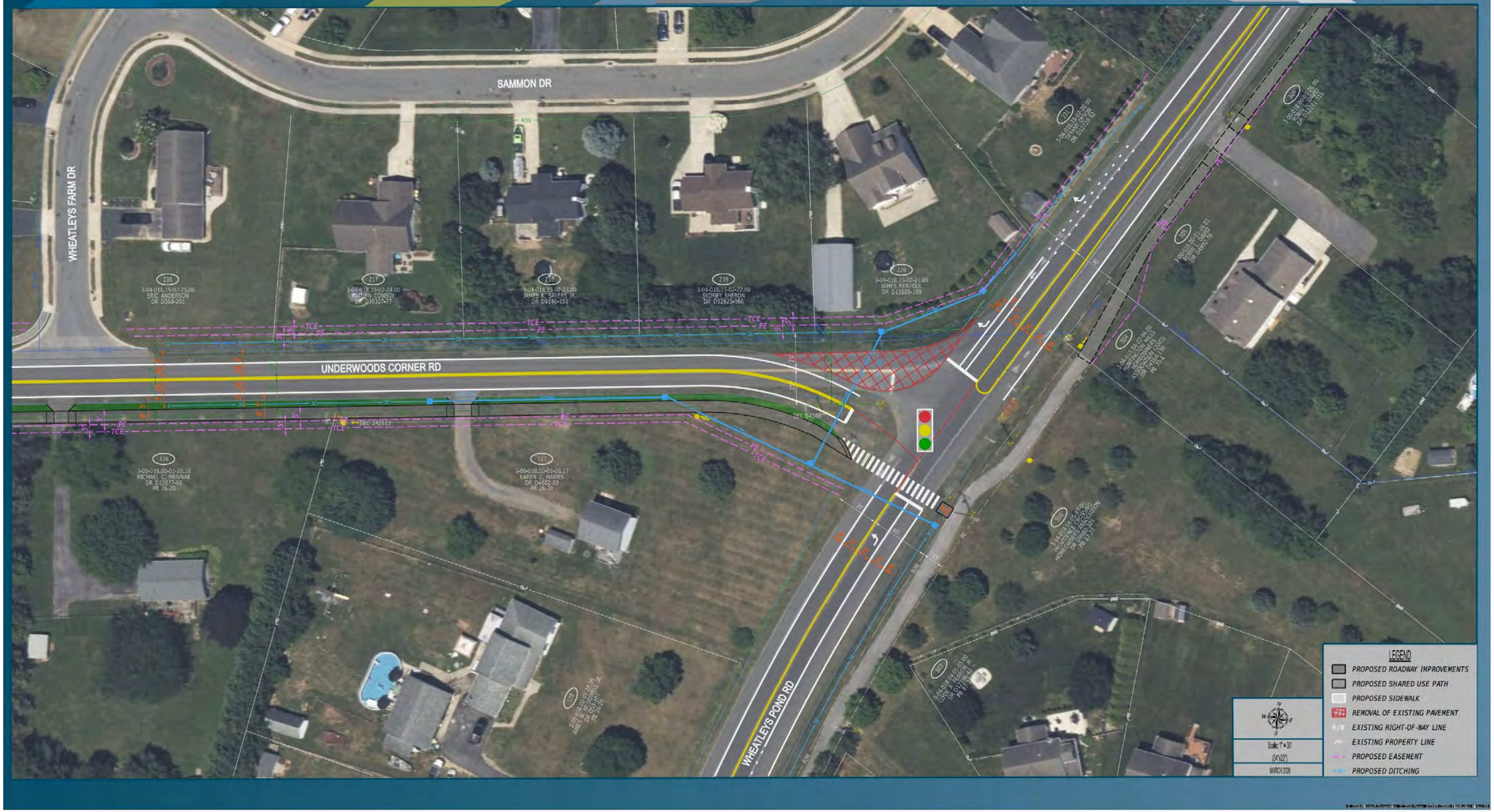
UNDERWOODS CORNER ROAD & WHEATLEYS POND ROAD
INTERSECTION OPTION 2 - TURN LANES AND SIGNAL



CENTURY ENGINEERING
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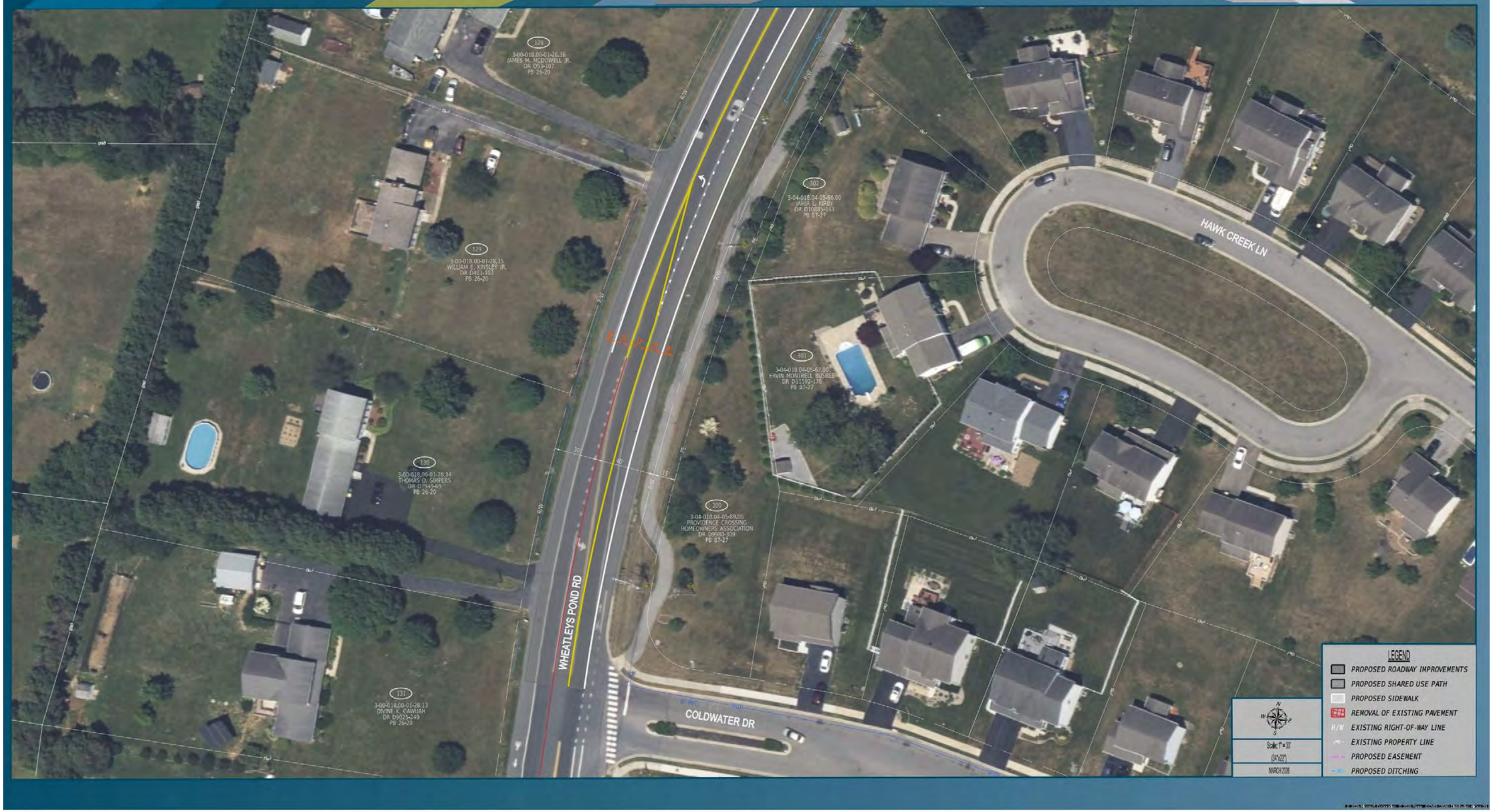
UNDERWOODS CORNER ROAD & WHEATLEYS POND ROAD
INTERSECTION OPTION 2 - TURN LANES AND SIGNAL



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UNDERWOODS CORNER ROAD & WHEATLEYS POND ROAD
INTERSECTION OPTION 2 - TURN LANES AND SIGNAL

CENTURY ENGINEERING
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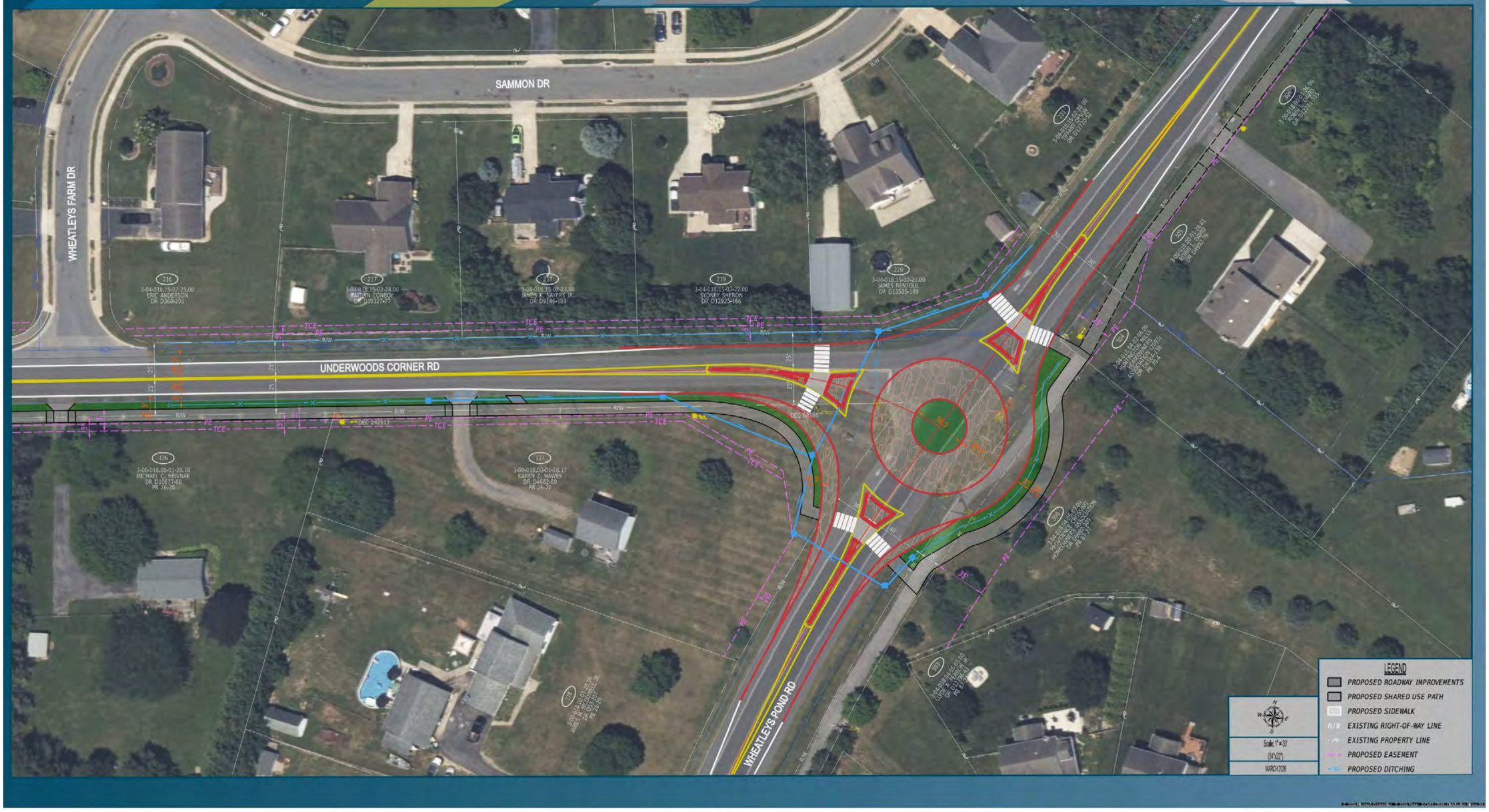
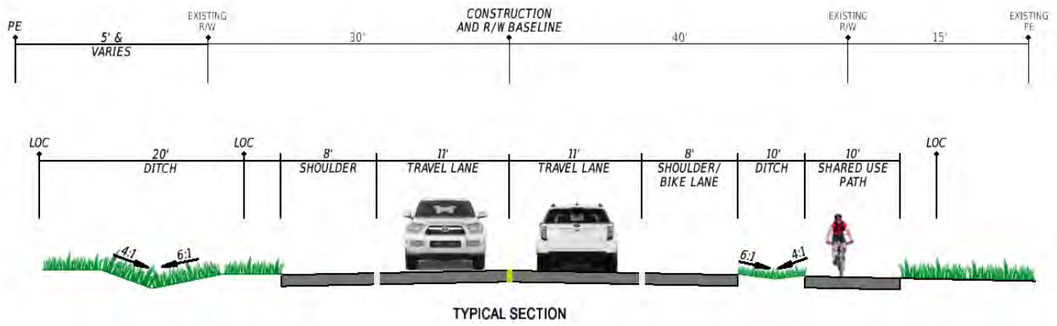
UNDERWOODS CORNER ROAD & WHEATLEYS POND ROAD
INTERSECTION OPTION 3 - ROUNDABOUT



Typical Section Views

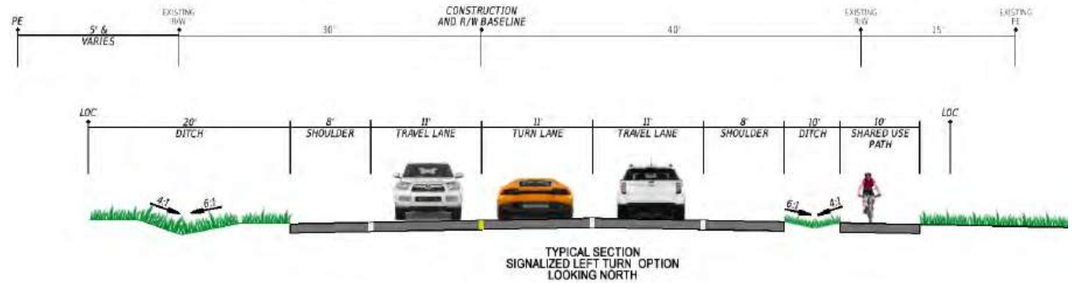
Wheatley's Pond Road & Underwoods Corner Road Intersection

UNDERWOODS CORNER RD AT
WHEATLEY'S POND RD
OPTION 1A – ALL WAY STOP REALIGNED

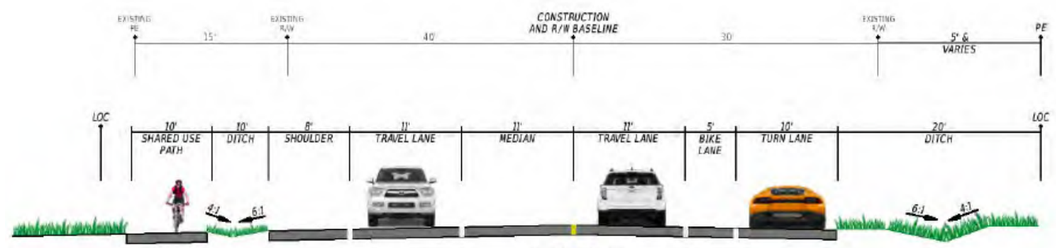


TYPICAL SECTION

UNDERWOODS CORNER RD AT
WHEATLEY'S POND RD
OPTION 2 – TURN LANES & SIGNAL



TYPICAL SECTION
SIGNALIZED LEFT TURN OPTION
LOOKING NORTH



TYPICAL SECTION
SIGNALIZED RIGHT TURN OPTION
LOOKING SOUTH

Cost Estimates

Underwood Corner Road Cost Estimate Summary							
	Roadway Option 1	Roadway Option 2	Roadway Option 3	Intersection Option 1	Intersection Option 1A	Intersection Option 2	Intersection Option 3
	Centerline Widening	Centerline Shift	Centerline Shift with a Reverse Curve Tie-in	All Way Stop	All Way Stop with Realignment	Signalized Intersection with Realignment	Roundabout
Preliminary Engineering	$ 683,960.00	$ 686,580.00	$ 685,920.00	$ 107,700.00	$ 107,620.00	$ 404,210.00	$ 595,470.00
Right-of-Way	$ 95,000.00	$ 97,000.00	$ 103,000.00	$ 51,000.00	$ 81,000.00	$ 38,000.00	$ 60,000.00
Construction	$ 3,480,109.73	$ 3,491,526.76	$ 3,488,650.97	$ 415,397.04	$ 606,493.87	$ 1,822,700.30	$ 2,568,961.90
Total	**$4,259,069.73**	**$4,275,106.76**	**$4,277,570.97**	**$574,097.04**	**$795,113.87**	**$2,264,910.30**	**$3,224,431.90**

Milestones Schedule

Data Gathering	Summer / Fall 2025
Concepts Development	October 2025
Council Presentation	November 10, 2025
Revisions to Concepts	November 2025
Public Workshop 1	December 10, 2025
Refine Options Based on Public Comment	January / February 2026
Town Council Presentation	March 9, 2026
Public Workshop 2	March 24, 2026
Final Revisions to Concepts	March 2026
Council Presentation	April 13, 2026
PAC Presentation	June 11, 2026
TAC Presentation	June 16, 2026
MPO Council Presentation	July 1, 2026
Final Recommendations Report	July 10, 2026

Thank You

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Project Website

https://publicinput.com/wheatleyspond

Online Questionnaire

Appendix D Traffic Analysis Report

2/11/2026

Wheatley's Pond Road at Underwoods Corner Road Intersection Safety Study

Traffic Operational & Safety Analysis

Prepared by

CENTURY ENGINEERING
A Kleinfelder Company

550 BAY RD, DOVER, DE 19901

Wheatley's Pond Road at Underwoods Corner Road Safety Study
Traffic Analysis Report

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BACKGROUND

The intersection of Wheatley's Pond Road and Underwoods Corner Road, herein after referred to as the "Intersection" is a minor leg stop controlled intersection with no auxiliary lanes. The speed limit on Wheatley's Pond Road is 45 MPH and Underwoods Corner Road is an unposted 50 MPH. Recent crash data and vehicle volume data were used to assess the safety and operations of the Intersection and the approaching road segments.

Two schools have access roads which intersect with either Wheatley's Pond Road or Underwoods Corner Road less than 1 mile from The Intersection. School Lane, Clayton Elementary School's access road, intersects Wheatley's Pond Road approximately 0.45 miles north of the Intersection. Sorrento Drive, Clayton Intermediate School's access road, intersects Underwood's Corner Road approximately 0.8 miles west of Wheatley's Pond Road. As a result, in addition to crashes at The Intersection, crashes on the roadway segments extending from the Intersection to the schools' access roads were also assessed to facilitate a more wholistic evaluation of any needed safety improvements.

EXISTING CONDITIONS

Safety – Crash History and Intersection Sight Distance Assessment

Introduction

Three-year crash data from October 2022 to October 2025 obtained from DelDOT was assessed for the Intersection and roadway segments. **Figure 1** presents the crash locations, severity and manner of impact.

Wheatley's Pond Road at Underwoods Corner Road Intersection Crashes

Five crashes occurred at and within The Intersection's influence area (see **Figure 1**) within the 3-year period. Three (60%) were Property Damage only crashes with one each (33%) Angle, Sideswipe Same Direction and Sideswipe Opposite Direction.

The remaining two (40%) crashes at the Intersection involved Personal Injury. Further investigation into these two crashes, one of which was a Head-On collision and the other a Motorcycle Overturn and collision into a ditch indicates that the curvature on Wheatley's Pond Road approaching and through The Intersection may have played a role in the crashes. One of the crashes involved a southbound Wheatley's Pond Road motorcycle north of the Intersection losing control as it exited the curve going across both the northbound travel lane and shoulder, crossing Underwoods Corner Road and finally crashing into a ditch in the southeast quadrant. The other crashes involved a northbound Wheatley's Pond Road vehicle losing control as it entered the curve north of Cold Water Drive, crossing into the opposing lane and colliding Head-On with a southbound vehicle.

.

Figure 1: Crash Details Map

Currently Chevrons exist along Wheatley's Pond Road southbound along the curve beginning approximately 100 feet south of Underwoods Corner Road and ending at Cold Water Drive. One Combination Horizontal Alignment/Intersection Sign (W1-10) for Cold Water Drive and Underwoods Corner Road exists northbound approximately 150 south of Cold Water Drive and one exists southbound approximately 225 feet north of Underwoods Corner Road. The loss of control along the curve may be an indication that lower speed than the 45-mph posted speed may be helpful when traversing the curve. An advisory speed plaque (W13-1P) may be needed to supplement the W1-10 advance signs. If this option is considered, a separate engineering study will be required to determine an appropriate advisory speed. **Figure 2** illustrates the signs.

Figure 2: Existing Alignment & Proposed Example Advisory Speed Signs

Wheatley's Pond Road Segment Crashes

Including the five crashes that occurred on Wheatley's Pond Road at and within the Intersection's influence area, seventeen crashes occurred on Wheatley's Pond Road within the 3-year period as shown in **Figure 1**. All except one (5.88%) of the crashes occurred at intersections. The mid-segment crash was a front-to-rear property damage only crash. Eight (47.06%) of the crashes occurred at the School Lane intersection. Two (11.77%) occurred at the Huntington Drive intersection. One (5.88%) crash occurred at the driveway of the second house north of Huntington Drive. The five crashes that occurred at Underwoods Corner Road Intersection comprised the remaining 29.41%.

While the crash types are varied and no crash type trend can be identified from the 3-year data, the fact that 94.12% of the crashes on Wheatley's Pond Road occurred at intersections could be an indication of a need for assessment of the other intersections within the limits.

Underwoods Corner Road Segment Crashes

As shown in **Figure 1**, only one crash, collision with an animal, occurred on Underwoods Corner Road for the 3-year period.

Segment Crash Rates

Crash rates based on the recent 3-year data were calculated for the Wheatley's Pond Road and Underwoods Corner Road segments within the limits described previously and compared to crash rates for roadways with similar characteristics and functional classification within the county and the state. As provided in **Table 1**, the crash rate for Underwoods Corner Road of 0.54 crashes per million vehicle miles traveled (C/MVMT) is better than the 4.99 C/MVMT for Kent County and 5.63 C/MVMT for the state. The crash rate of 2.52 C/MVMT for Wheatley's Pond Road is also lower than the 5.65 C/MVMT for Kent County and 5.49 C/MVMT statewide.

The lower crash rates cannot be interpreted as meaning the road segments within the study limits are safer to traverse than similar county or state roads. In fact, the eight injury crashes on Wheatley's Pond Road account for 47.06%, almost half of the total of 17 crashes. That conflicts with DelDOT's Safe System

Approach which reaffirms the goal to reach zero fatalities and serious injuries on Delaware's roadways. The need for improvements therefore remains high despite the lower crash rates.

Table 1: Recent 3-Year Data Road Segments Crash Rates

Road	Functional Class/Type	Length (Miles)	Weighted Average AADT	No. of Crashes 10/22-10/25	Crash Rate (C/MVMT)		
					Subject Segment	Kent County 2024	State 2024
Wheatley's Pond Road	Two-Lane Urban Minor Arterial	0.5	12,322	17	2.52	5.65	5.49
Underwoods Corner Road	Minor Collector / Urban Local	0.8	2,099	1	0.54	4.99	5.63

It should be noted that the most recent county and state crash rates available from and provided by DelDOT, the 2024 Average Crash Rates, is based on crash data from 2020 to 2022. Crash data for the 3-year period from January 1, 2020, to December 31st, 2022, was therefore obtained for the Wheatley's Pond Road and Underwoods Corner Road segments to allow for crash rate comparisons on the same basis with the county and state rates. The crash rates comparisons based on the 2020 to 2022 data are provided in **Table 2**. While these crash rates are worse than for the current 3-year period, they are still better compared to the county and state rates. The crash rate for Underwoods Corner Road of 2.71 crashes per million vehicle miles traveled (C/MVMT) is better than the 4.99 C/MVMT for Kent County and 5.63 C/MVMT for the state. The crash rate of 4.02 C/MVMT for Wheatley's Pond Road is also lower than the 5.65 C/MVMT for Kent County and 5.49 C/MVMT statewide.

Table 2: 2020 to 2022 Data Road Segments Crash Rates

Road	Functional Class/Type	Length (Miles)	Average AADT	No. of Crashes 10/22-10/25	Crash Rate (C/MVMT)		
					Subject Segment	Kent County 2024	State 2024
Wheatley's Pond Road	Two-Lane Urban Minor Arterial	0.5	9,537	21	4.02	5.65	5.49
Underwoods Corner Road	Minor Collector / Urban Local	0.8	1,688	4	2.71	4.99	5.63

Recent Fatal Crash

A news report indicates that a fatal crash on Wheatley's Pond Road near Bryn Zion Road occurred on November 18, 2025. Bryn Zion Road is approximately 3 miles south of the Intersection. A pedestrian walking on the southbound shoulder of Wheatley's Pond Road was struck and killed by a motor vehicle that exited the southbound travel lane. The crash is currently under investigation, so no details are available in DelDOT's Crash Analysis Reporting System yet. Facility details about the approximate vicinity of the crash are as follows:

1. No sidewalks or shared-use path (SUP) are available for pedestrians on either side of Wheatly's Pond Road,

2. Wheatley's Pond Road along this segment is a designated Connector Bicycle Route with Bikeway and annual average daily traffic (AADT) over 5,000 vehicles per day,
3. The shoulders on both sides of Wheatly's pond Road are designated and marked bicycle lanes,
4. Wheatley's Pond Road along this segment has a Bicycle Level of Traffic Stress (LTS) of 3. For context, the highest Bicycle LTS is 4.

While this crash occurred outside of the study limits, it underscores the safety concerns and need for proactive safety improvements, including provision of safe pedestrian accommodations within the study limits to mitigate vulnerable road user crashes and thereby move closer towards the realization DelDOT's Safe System Approach goal.

Intersection Sight Distance

Calculated AASHTO minimum required sight distances for right-turn and left-turn vehicles from the stop condition on Underwoods Corner Road onto Wheatley's Pond Road are 430 feet and 500 feet respectively. Field measured sight distance for right-turn vehicles is 403 feet, 27 feet short of the minimum required. The right-turn sight distance is restricted by trees on the west side of the north Wheatley's Pond Road leg. Field measured sight distance for left-turn vehicles is adequate at 548 feet.

Traffic Operations under Existing Geometric and Intersection Control

Existing Traffic Data

Turning movement counts (TMC) with separate heavy vehicle, bicycle and pedestrian counts were performed at the intersection of Wheatley's Pond Road and Underwoods Corner Road on October 16, 2025, a regular Thursday with all area schools in session. The count data was obtained for a 12-hour period from 6:00 A.M. to 6:00 P.M. to meet the data requirements for a traffic signal warrant analysis. The A.M. And P.M. peak hour vehicle turning movement volumes are provided in **Figure 3**. Eight bicycles were recorded for the 12-hour period, four of which were during the A.M. peak hour of the Intersection. No bicycles were reported during the peak hour of the Intersection. One pedestrian was counted for 12-hour period during the P.M. peak hour of The Intersection.

Automated Traffic Recorder (ATR) with pneumatic tubes was installed on Wheatley's Pond Road approximately 350 feet north of the Intersection. The deployed ATR captured traffic for the day of the turning movement count beginning from 7:45 A.M. The turning movement counts were within 5% of the ATR machine counts, well within DelDOT's 10% acceptable standard.

Figure 3: 2025 Existing Peak Hour Turning Movement Counts

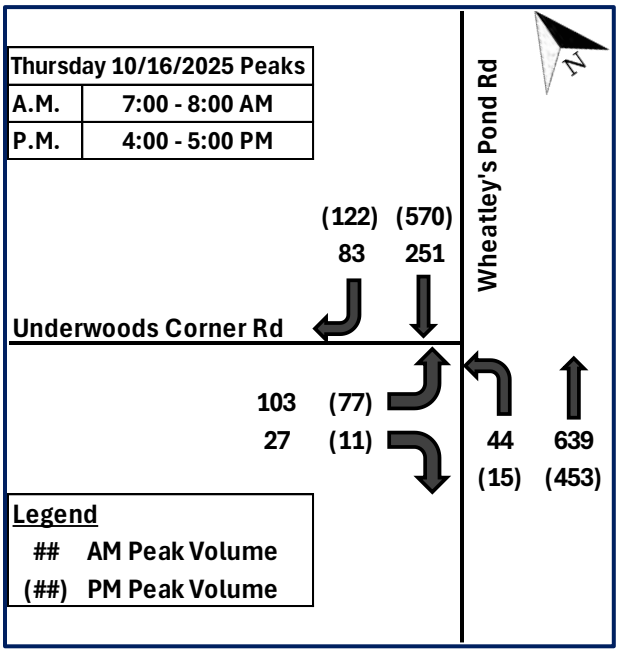
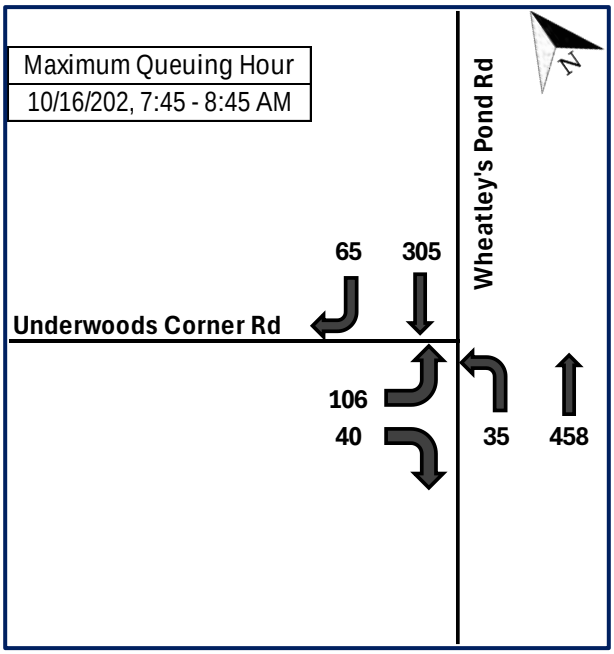


Figure 4: 2025 Existing Maximum Queuing Hour



Queues were recorded via video camera for northbound Wheatley's Pond Road and eastbound Underwoods Corner Road. The most extensive field observed queuing occurred during the morning but was not confined with the A.M. peak hour. The maximum queues occurred during the final 15-minute period of the A.M. peak hour for northbound Wheatley's Pond Road and extended into the first 15-minute period of the subsequent hour, i.e., between 7:45 A.M. and 8:15 A.M. The turning movement counts for the time from 7:45 A.M. and 8:45 A.M is provided in **Figure 4**. This maximum queuing hour was analyzed in addition to the A.M. and P.M. peak hours.

Existing Traffic Operational Analyses

Traffic operational analysis for the intersection of Wheatley's Pond Road and Underwoods Corner Road was performed for existing A.M. and peak hour traffic conditions using Highway Capacity Software (HCS) 2025 which utilizes Highway Capacity Manual (HCM) 7th Edition methodology. Operational analysis was also performed for the maximum queuing hour period. The capacity analysis for each scenario was performed using the traffic volumes previously presented in **Figure 3** and **Figure 4**. The operational analysis measures of effectiveness (MOE) results – delay, level of service (LOS), and 95th percentile queues are summarized in ***Table 3*** and ***Table 4***. For the maximum queuing hour, the maximum observed queues are also presented as provided in the table. Per HCM methodology, major street free approaches and overall intersection LOS is not provided for two-way stop-control (TWSC). The HCM LOS criteria is presented in ***Table 5***.

Table 3: 2025 Existing Conditions A.M. & P.M. Peak Hour MOE

Movement / Approach	AM Peak Hour				PM Peak Hour			
	Delay (Sec./Veh)	LOS	95th Percentile Queue		Delay (Sec./Veh)	LOS	95th Percentile Queue	
			Feet	Vehicles			Feet	Vehicles
Underwoods Corner Rd Approach	58.4	F	127.1	4.9	32.5	D	50.3	1.9
Wheatley's Pond Rd NB Left	8.4	A	5.4	0.2	9.9	A	3.2	0.1

Table 4: 2025 Existing Conditions Maximum Observed Queue Hour MOE

Movement / Approach	Hour From 7:45 AM to 8:45 AM					
	Delay (Sec./Veh)	LOS	95th Percentile Queue		Maximum Observed Queues	
			Feet	Vehicles	Feet	Vehicles
Underwoods Corner Rd Approach	74.0	F	183.5	6.9	approx. 800	31*
Wheatley's Pond Rd NB Left	8.8	A	5.6	0.2	approx. 200	6
* The maximum queue observed was limited by extent of the camera's view.						

Table 5: HCM LOS Criteria

LOS Criteria		LOS Criteria	
Unignalized Delay (seconds/vehicle)	LOS	Signalized Delay (seconds/vehicle)	LOS
0 to 10	A	0 to 10	A
>10 to 15	B	>10 to 20	B
>15 to 25	C	>20 to 35	C
>25 to 35	D	>35 to 55	D
>35 to 50	E	>55 to 80	E
>50 and/or V/C >1	F	>80 and/or V/C >1	F

As shown in the tables, per the HCS analysis, during the A.M. peak hour, the stop-controlled eastbound Underwoods Corner Road approach operates at LOS F with 58.4 seconds delay and a 95th percentile queue

of approximately 5 vehicles (127.1 feet). The approach operates at acceptable LOS D during the P.M. peak Hour.

Based on the operational analysis, during the highest queuing hour between 7:45 A.M. and 8:45 A.M., the stop-controlled eastbound Underwoods Corner Road approach operates at LOS F with 74.0 seconds delay and a 95th percentile queue of approximately 7 vehicles (183.5 feet). Within the limits of the video camera, the longest queue observed was 31 vehicles (approximately 800 feet long as measured on Google Earth). It appears from the video recording that the queue may have extended beyond the view of the camera. The maximum queue observed on the northbound Wheatley's Pond Road approach was 6 vehicles (approximately 200 feet long as measured on Google Earth). It should be noted that through vehicles on northbound Wheatley's Pond Road were observed consistently using the northbound shoulder as a pass-by lane when a leading vehicle stopped waiting for an adequate gap to turn left. Without use of the shoulder, the northbound queues would be much longer.

FUTURE CONDITIONS

Alternatives Traffic Analyses for Existing and Future Conditions

Three alternative intersection controls (AIC) were analyzed for The Intersection – traffic signal, all-way-stop-control (AWSC), and roundabout. The analyses were performed for both existing and future design year 2050 traffic conditions. The current TWSC was also analyzed under future DY 2050 traffic conditions as presented in ***Table 6***.

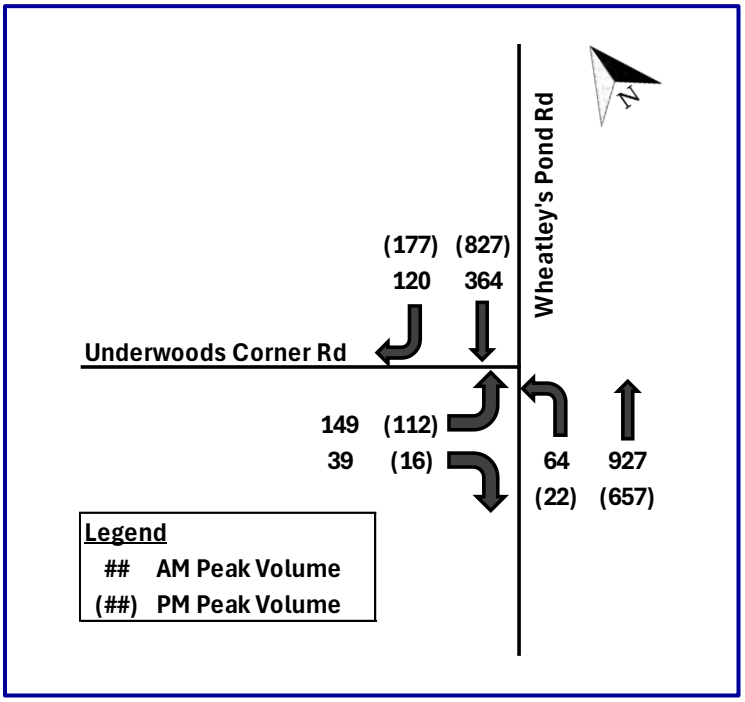
Table 6: Two-Way Stop Control A.M. & P.M. Peak Hour MOE

Movement / Approach	AM Peak Hour (2025 / 2050)				PM Peak Hour (2025 / 2050)			
	Delay (Sec./Veh)	LOS	95th Percentile Queue		Delay (Sec./Veh)	LOS	95th Percentile Queue	
			Feet	Vehicles			Feet	Vehicles
Underwoods Corner Rd Approach	58.4 / 430.2	F / F	127.1 / 407.2	4.9 / 15.7	32.5 / 264.0	D / F	50.3 / 243.3	1.9 / 9.2
Wheatley's Pond Rd NB Left	8.4 / 8.9	A / A	5.4 / 5.4	0.2 / 0.2	9.9 / 11.7	A / B	3.2 / 3.2	0.1 / 0.1

Design Year 2050 Traffic

DelDOT Planning Section provided an annual growth rate of 1.8% for both Wheatley's Pond Road and Underwoods Corner Road. The rates were developed based on evaluation of historic growth, projected traffic growth from the DelDOT Peninsula Model, and evaluation of currently known committed developments. Based on this annual rate the growth factor (GF) calculated for design year (DY) 2050 is 1.45 (from 2025 to 2050). This GF was applied to the 2025 turning movement volumes to obtain DY 2050 traffic volumes at The Intersection as provided in **Figure 5**.

Figure 5: DY 2050 Peak Hour Traffic Volumes



Traffic Signal Control

Signal warrant analysis was performed for the intersection of Wheatley's Pond Road and Underwoods Corner Road under existing conditions using the 12-hour turning movement counts. All nine DE MUTCD warrants were considered:

1. Warrant 1 – Eight-Hour Vehicular Volume
2. Warrant 2 – Four-Hour Vehicular Volume
3. Warrant 3 – Peak Hour
4. Warrant 4 – Pedestrian Volume
5. Warrant 5 – School Crossing
6. Warrant 6 – Coordinated Signal System
7. Warrant 7 – Crash Experience
8. Warrant 8 – Roadway Network
9. Warrant 9 – Intersection Near a Grade Crossing

Signal Warrants 4, 5, 6, 8 and 9 were determined as not applicable to the Intersection. Warrants 1, 2, 3 and 7 were applicable to the Intersection and therefore analyzed. The analysis indicates that a signal is warranted at the Intersection under existing 2025 traffic and geometric conditions. Warrants 1, 2 and 3 were all met. It should be noted that only one warrant is required to be met for traffic signal consideration. HCS signalized traffic operational analysis was therefore performed for the Intersection under both existing and future conditions for the A.M. and P.M. peak hours. The results are summarized in ***Table 7***. As shown, all

movements, approaches and the whole intersection would operate at LOS D or better under traffic signal control with no detrimental queuing.

Table 7: Traffic Signal Control A.M. & P.M. Peak Hour MOE

Movement / Approach	AM Peak Hour (2025 / 2050)				PM Peak Hour (2025 / 2050)			
	Delay (Sec./Veh)	LOS	95th Percentile Queue		Delay (Sec./Veh)	LOS	95th Percentile Queue	
			Feet	Vehicles			Feet	Vehicles
Underwoods Corner Rd EB Approach	31.7 / 35.8	C / D	103 / 163	4 / 6.3	36.4 / 41.8	D / D	65 / 123	2.5 / 4.7
Wheatley's Pond Rd NB Left	5.4 / 6.4	A / A	8 / 14	0.3 / 0.5	5.4 / 8.6	A / A	2 / 5	0.1 / 0.2
Wheatley's Pond Rd NB Through	6.5 / 11.6	A / B	112 / 286	4.4 / 11.2	3.6 / 4.8	A / A	25 / 98	1.0 / 3.8
Wheatley's Pond Rd NB Approach	6.4 / 11.2	A / B			3.6 / 5.0	A / A		
Wheatley's Pond Rd SB Through	8.6 / 10.3	A / B	75 / 136	2.8 / 5.1	8.2 / 11.7	A / B	115 / 286	4.5 / 11.3
Wheatley's Pond Rd SB Right	7.4 / 8.4	A / A	22 / 38	0.8 / 1.4	5.5 / 6.0	A / A	18 / 40	0.7 / 1.6
Wheatley's Pond Rd SB Approach	8.3 / 9.8	A / A			7.8 / 10.7	A / B		
Intersection	9.9 / 13.6	A / B			8.2 / 10.7	A / B		

All-Way Stop Control

At locations where traffic control signals are justified, all-way-stop-control (AWSC) is permitted to be installed quickly to control traffic as an interim measure while arrangements are being made for the installation of the traffic control signal. Since a traffic signal is warranted under existing conditions, the Intersection was analyzed for the highest observed queuing hour (7:45 A.M. and 8:45 A.M.) existing traffic conditions to enable assessment of the potential worst queuing conditions under a proposed AWSC interim measure. The results are summarized in in ***Table 8***. As shown in the table, according to the HCS analysis, the eastbound Underwoods Corner Road and southbound Wheatly's Pond Road approaches would respectively operate at satisfactory LOS B with 13.9 seconds delay and LOS C with 24.2 seconds delay. The 95th percentile queues would respectively be 47.9 feet and 180 feet. The northbound Wheatly's Pond Road approach would however operate at LOS F with 76.5 seconds delay and 95th percentile queue of 517.1 feet under existing traffic conditions.

Table 8: All-Way Stop Control 2025 Maximum Queue Hour MOE

Movement / Approach	7:45 - 8:45 AM: Max Observed Queue Hour			
	Delay (Sec./Veh)	LOS	95th Percentile Queue	
			Feet	Vehicles
Underwoods Corner Rd EB Approach	13.9	B / B	47.9	1.8
Wheatley's Pond Rd NB Approach	76.5	F	517.1	18.6
Wheatley's Pond Rd SB Approach	24.2	C	180.0	7.2
Intersection	48.3	E		

The Intersection was further analyzed under AWSC for existing and future A.M. and P.M. peak hours conditions. The results are summarized in in ***Table 9***. For the A.M. peak hour, the northbound Wheatley's Pond Road approach would operate at LOS F under both existing 2025 and DY 2050 scenarios with respective delays of 118.5 seconds and 331.1 seconds and respective queues of 750.7 feet and 1,670.1 feet. The Intersection would operate at LOS F for both existing 2025 and DY 2050 scenarios with respective delays of 76.3 seconds and 206.4 seconds.

Table 9: All-Way Stop Control A.M. & P.M. Peak Hour MOE

Movement / Approach	AM Peak Hour (2025 / 2050)				PM Peak Hour (2025 / 2050)			
	Delay (Sec./Veh)	LOS	95th Percentile Queue		Delay (Sec./Veh)	LOS	95th Percentile Queue	
			Feet	Vehicles			Feet	Vehicles
Underwoods Corner Rd EB Approach	12.1 / 14.0	B / B	30.5 / 45.7	1.2 / 1.8	11.5 / 12.8	B / B	15.8 / 29	0.6 / 1.1
Wheatley's Pond Rd NB Approach	118.5 / 331.1	F / F	750.7 / 1670.1	27.6 / 61.4	25.2 / 108.7	D / F	227.5 / 733.1	7.2 / 23.2
Wheatley's Pond Rd SB Approach	15.1 / 25.9	C / D	95 / 197.5	3.8 7.9	47.0 / 252.5	E / F	375 / 1295	15 / 51.8
Intersection	76.3 / 206.4	F / F			36.4 / 181.7	E / F		

For the P.M. peak hour, the northbound Wheatley's Pond Road approach would operate at LOS F under the DY 2050 scenario with delay of 108.7 seconds and queue of 733.1 feet. The southbound Wheatley's Pond Road approach would operate at LOS E under the existing 2025 scenario with delay of 47.0 seconds and queue of 375 feet. The southbound Wheatley's Pond Road approach would operate at LOS F under the DY 2050 scenario with delay of 252.5 seconds and queue of 1,295 feet. The Intersection would operate at LOS E for existing 2025 and LOS F for DY 2050 with respective delays of 36.4 seconds and 181.7 seconds.

The operational analyses results indicate that an AWSC may therefore not be a suitable interim measure at this intersection in the short term and under future design year traffic conditions.

Roundabout Control

HCS single lane roundabout traffic operational analysis was performed for the Intersection under both existing and future conditions for the A.M. and P.M. peak hours. The results are summarized in **Table 10**. As provided, except for the northbound Wheatley's Pond Road approach during the DY 2050 A.M. peak hour, all other approaches and the Intersection would operate at LOS C or better for existing 2025 and DY 2050 conditions. For the DY 2050 A.M. peak hour the northbound approach would operate at LOS E with 36.5 seconds delay. This delay is almost borderline between LOS D and LOS E and the approach queue would be 430 feet.

Per DelDOT Design Guidance Memorandum (DGM) 1-26 effective 09/16/2024, volume-to-capacity (V/C) ratios are the primary measure of effectiveness for roundabout traffic operational analysis and are therefore included in the table. As provided, the V/C ratio for the northbound Wheatley's Pond Road approach for DY 2050 A.M. peak hour would be 0.96. DGM 1-26 stipulates a V/C for the design year of under 0.85 – 1.0 as desirable. The worst V/C ratio at the intersection of 0.96 experienced by the northbound approach is therefore satisfactory.

Table 10: Roundabout Control A.M. & P.M. Peak Hour MOE (HCS 2025)

Movement / Approach	AM Peak Hour (2025 / 2050)					PM Peak Hour (2025 / 2050)				
	Delay (Sec./Veh)	LOS	V/C	95th Percentile Queue		Delay (Sec./Veh)	LOS	V/C	95th Percentile Queue	
				Feet	Vehicles				Feet	Vehicles
Underwoods Corner Rd EB Approach	5.4 / 6.7	A / A	0.17 / 0.24	15.6 / 23.3	0.6 / 0.9	6.6 / 10.4	A / B	0.13 / 0.25	13.2 / 26.5	0.5 / 1.0
Wheatley's Pond Rd NB Approach	13.5 / 36.5	B / E	0.70 / 0.96	155.0 / 430.0	5.6 / 17.2	7.1 / 11.1	A / B	0.41 / 0.62	50.0 / 112.5	2.0 / 4.5
Wheatley's Pond Rd SB Approach	6.1 / 7.7	A / A	0.33 / 0.44	39.8 / 61.1	1.9 / 2.3	8.7 / 16.7	A / C	0.55 / 0.80	89.1 / 236.9	3.5 / 9.3
Intersection	10.4 / 24.7	B / C				8.0 / 14.2	A / B			

To further ascertain that the single lane roundabout would not operate over capacity at the Intersection, further roundabout operational analysis using SIDRA version 10 software was performed under both existing and future conditions for the A.M. and P.M. peak hours. The results are summarized in ***Table 11***.

Table 11: Roundabout Control A.M. & P.M. Peak Hour MOE (SIDRA10)

Movement / Approach	AM Peak Hour (2025 / 2050)					PM Peak Hour (2025 / 2050)				
	Delay (Sec./Veh)	LOS	V/C	95th Percentile Queue		Delay (Sec./Veh)	LOS	V/C	95th Percentile Queue	
				Feet	Vehicles				Feet	Vehicles
Underwoods Corner Rd EB Approach	5.4 / 6.9	A / A	0.17 / 0.24	18.6 / 27.7	0.7 / 1.1	6.9 / 11.3	A / B	0.14 / 0.27	13.4 / 26.1	0.5 / 1.0
Wheatley's Pond Rd NB Approach	12.8 / 33.3	B / D	0.70 / 0.96	188.1 / 1299.6	7.3 / 50.6	6.9 / 10.7	A / B	0.41 / 0.62	66.8 / 137.7	2.6 / 5.3
Wheatley's Pond Rd SB Approach	5.9 / 7.4	A / A	0.33 / 0.44	49.8 / 77.1	1.9 / 2.9	7.3 / 12.2	A / B	0.55 / 0.80	122.0 / 369.4	4.8 / 14.5
Intersection	8.5 / 22.8	A / C				7.1 / 11.6	A / B			

except for the northbound Wheatley's Pond Road approach during the DY 2050 A.M. peak hour, all other approaches and The Intersection would operate at LOS C or better for existing 2025 and DY 2050 conditions. For the DY 2050 A.M. peak hour the northbound Wheatley's Pond Road approach would operate at an acceptable LOS D with 33.3 seconds delay, close to the borderline between LOS D and LOS E and therefore consistent with the HCS 2025 results.

As presented previously, DelDOT DGM 1-26 stipulates V/C ratio as the primary measure of effectiveness for roundabout traffic operational analysis. The SIDRA V/C ratio of 0.96 for the northbound Wheatley's Pond Road approach for DY 2050 A.M. peak hour would be the same as for the HCS 2025 analysis and therefore satisfactory as previously explained.

The northbound approach queue per the SIDRA analysis would be approximately 1300 feet, three times the HCS 2025 estimated queue. Based on a study which compared field observations at existing roundabouts in Delaware to the delays and queues calculated by HCM methodologies and SIDRA, this may be inaccurate. The study is summarized in a Technical Memorandum (Tech Memo) for *Roundabout Data Collection and Analysis* dated December 22, 2017 prepared for DelDOT by JMT. The study concluded that while SIDRA, similar to the HCM methodology, generated delays consistent with the field observations, the SIDRA queues were longer than field observed queues. It is therefore likely that the 1300-foot calculated queue is an overestimation.

Alternatives Intersection Safety Analyses

Predicted annual urban intersection crash analyses based on *Highway Safety Manual* (HSM) methodology was performed for the Intersection under each of the alternative intersection control scenarios (AWSC, Signal Control, and Roundabout) in addition to the current TWSC for comparison. The analyses were performed using Highway Safety Software (HSS) 2025 which implements HSM methodology and, additionally, enables the use of customized Crash Modification Factors (CMFs). The predicted method is DelDOT's preferred method for conducting the safety assessment.

For the signalized condition analysis, Delaware-specific conversion from unsignalized to signalized intersection CMFs were added in the analysis. The CMF was obtained from Table 7 of the memorandum

dated January 4, 2022, with subject "*Crash Trends at New Signal Locations – 2020 Crash Data Update*" prepared for DelDOT by Whitman, Requardt & Associates, LLP (WRA).

The DY 2050 AADT for the safety analyses was obtained as follows. The 1.8% per annum growth factor obtained from DelDOT was applied to the most recent available (2024) AADT of 12,589 vpd and 2,197 vpd from DelDOT Gateway respectively for Wheatley's Pond Road and Underwoods Corner Road to obtain DY 2050 AADT of 18,481 and 3,225 respectively. Results of the analyses are summarized in ***Table 12*** by severity and by total for all crashes. DY 2050 predicted total annual crashes would be 2.531, 2.230 and 2.294 respectively for TWSC, AWSC, and traffic Signal, all of which are more than the 1.667 average annual crashes observed for existing conditions. Roundabout control yielded the lowest 2050 predicted annual fatal/injury (FI) crashes (0.381), the lowest property-damage-only (PDO) crashes (1.022) and therefore the lowest total predicted annual crashes (1.403). This is lower than the current 1.667 average crashes per year. Based on the predicted crash analyses, roundabout control appears to be the safest and therefore the most likely to move the Intersection closer to achieving DelDOT's Safe System Approach goal.

Table 12: Predicted Crash Analysis Results

Crash Severity	Design Year 2050 Predicted Annual Crashes			
	TWSC	AWSC	Signalized	Roundabout
Predicted Fatal/Injury	0.884	0.624	0.833	0.381
Predicted Property-Damage-Only	1.647	1.606	1.461	1.022
Total Predicted Crashes	2.531	2.230	2.294	1.403

Additionally, expected annual intersection crash analyses based on HSM methodology were also performed for the intersection with the HSS software. The Empirical Bayes Analysis method used for expected crashes determination combines observed (existing reported crashes) data for the intersection with predicted crash frequency data from many comparable sites to estimate the intersection's crash frequency. The expected crash results are summarized in ***Table 13***.

Table 13: Expected Crash Analysis Results

Total Observed 3-Yr Crashes	5.000			
Average Observed Crashes/Year	1.667			
Crash Severity	Design Year 2050 Expected Annual Crashes			
	TWSC	AWSC	Signalized	Roundabout
Expected Fatal/Injury	0.677	0.419	0.616	0.412
Expected Property-Damage-Only	1.261	1.080	1.082	1.014
Total Expected Crashes	1.938	1.499	1.698	1.426

DY 2050 expected total annual crashes would be 1.938 under TWSC, more than the existing observed 1.667 average annual crashes for existing conditions. For AWSC, DY 2050 expected total annual crashes would be 1.499, less than the current observed existing of 1.667 annual crashes. Under traffic signal control, DY 2050 expected total crashes would be 1.698 crashes per year, marginally more than the observed 1.667 average annual crashes for existing conditions. Roundabout control yielded the least 2050 expected annual fatal/injury (FI) crashes (0.412), the least property-damage-only (PDO) crashes (1.014) and therefore the lowest total expected annual crashes (1.426). This is lower than the current 1.667 average crashes per year.

Based on the expected crash analyses, roundabout control appears to be the safest and therefore the most likely to move the Intersection closer to achieving DelDOT's Safe System Approach goal.

Estimated annual societal crash costs based on the DY 2050 expected annual crashes were also analyzed and are summarized in ***Table 14***. The costs presented are based on the HSM default cost of $158,200 per each fatal/Injury crash and $7,400 per each PDO crash. Since roundabout control yielded the lowest total and by severity crashes, it also produced the least societal annual cost of $72,682.00. This was followed by AWSC at $74,345.83, then signal control at 105,499.75. The highest DY 2050 annual societal cost of $116,415.22 would be incurred under TWSC, i.e. no change to the current existing intersection control.

Table 14: Annual Societal Crash Costs

	Design Year 2050 Expected Annual Crash Cost			
Crash Severity	TWSC	AWSC	Signalized	Roundabout
Fatal/Injury	$107,082.96	$66,357.17	$97,495.00	$65,178.40
Property-Damage-Only	$9,332.26	$7,988.66	$8,004.75	$7,503.60
Total of All Severities	$116,415.22	$74,345.83	$105,499.75	$72,682.00

Conclusions

Safety and traffic operational performance was assessed for the Intersection of Wheatley's Pond Road and Underwoods Corner Road under current TWSC, and AWSC, traffic signal and roundabout AIC.

1. **Traffic Operational Analyses**:
   a. Delay and LOS for existing (2025) traffic conditions and DY 2050 traffic conditions from the operational analyses for the Intersection, and approaches / movements as applicable under each of the alternative intersection controls are presented in the table below.

Intersection Control / Movement / Approach	AM Peak Hour (2025 / 2050)		PM Peak Hour (2025 / 2050)	
	Delay (Sec./Veh)	LOS	Delay (Sec./Veh)	LOS
TWSC				
Underwoods Corner Rd Approach	58.4 / 430.2	F / F	32.5 / 264.0	D / F
Wheatley's Pond Rd NB Left	8.4 / 8.9	A / A	9.9 / 11.7	A / B
Traffic Signal Control				
Underwoods Corner Rd EB Approach	31.7 / 35.8	C / D	36.4 / 41.8	D / D
Wheatley's Pond Rd NB Approach	6.4 / 11.2	A / B	3.6 / 5.0	A / A
Wheatley's Pond Rd SB Approach	8.3 / 9.8	A / A	7.8 / 10.7	A / B
Intersection	9.9 / 13.6	A / B	8.2 / 10.7	A / B
AWSC				
Underwoods Corner Rd EB Approach	12.1 / 14.0	B / B	11.5 / 12.8	B / B
Wheatley's Pond Rd NB Approach	118.5 / 331.1	F / F	25.2 / 108.7	D / F
Wheatley's Pond Rd SB Approach	15.1 / 25.9	C / D	47.0 / 252.5	E / F
Intersection	76.3 / 206.4	F / F	36.4 / 181.7	E / F
Roundabout				
Underwoods Corner Rd EB Approach	5.4 / 6.7	A / A	6.6 / 10.4	A / B
Wheatley's Pond Rd NB Approach	13.5 / 36.5	B / E	7.1 / 11.1	A / B
Wheatley's Pond Rd SB Approach	6.1 / 7.7	A / A	8.7 / 16.7	A / C
Intersection	10.4 / 24.7	B / C	8.0 / 14.2	A / B

i. Under TWSC, the Underwoods Corner Road approach operates at LOS F under existing A.M. peak traffic conditions and would operate at LOS F for both peak hours under DY 2050 Traffic conditions.
ii. For traffic signal control, all approaches and the overall intersection would operate at LOS D or better under existing and DY 2050 traffic conditions.
iii. Under AWSC, the northbound Wheatley's Pond Road approach would operate at LOS F under existing A.M. peak traffic conditions and for both A.M. and P.M. peak hours under DY 2050 Traffic conditions.
iv. For DY 2050 A.M. peak hour the northbound Wheatley's Pond Road approach would operate at LOS E and 36.5 seconds delay under single lane roundabout control. This delay is almost borderline between LOS D and LOS E. All other approaches and the overall intersection would operate at LOS C or better under existing and DY 2050 traffic conditions for both the A.M. and P.M. peak hours. Analysis with an alternate software resulted in a satisfactory LOS D and 33.3 seconds delay for the northbound Wheatley's Pond Road approach for the DY 2050 A.M. peak hour.
v. DelDOT DGM 1-26 stipulates V/C ratio as the primary measure of effectiveness for roundabout traffic operational analysis. The DGM stipulates a V/C for the design year of under 0.85 – 1.0 as desirable. Both the HCS 2025 analysis and the SIDRA analysis V/C ratio of 0.96 for the northbound Wheatley's Pond Road approach for DY 2050 A.M. peak hour is therefore satisfactory.

2. **Safety**:
   a. Current 3-year crash history shows that 40% of crashes at the Intersection were injury crashes, all of which were caused by loss of control while negotiating the curves approaching the Intersection. The loss of control along the curves may be an indication that lower speed than the 45-mph posted speed may be helpful when traversing the curve. An advisory speed plaque (W13-1P) may be needed to supplement the W1-10 advance curve signs. This is a low-cost interim measure that can be quickly implemented after the required separate engineering study to determine an appropriate advisory speed is completed.
   b. The crash rate on Underwoods Corner Road from the Intersection to Sorrento Drive and on Wheatley's Pond Road from the Intersection to School Lane are lower than the rates for Kent County and the State. This does not mean the road segments within the study limits are safer to traverse than similar county or state roads. The eight injury crashes on Wheatley's Pond Road account for 47.06%, almost half of the total of 17 crashes. That conflicts with DelDOT's Safe System Approach goal (zero fatalities and serious injuries on Delaware's roadways). The need for improvements therefore remains high despite the lower crash rates.
   c. Field measured sight distance for right-turn vehicles is 403 feet, 27 feet short of the minimum 430 feet AASHTO required. The right-turn sight distance is restricted by trees on the west side of the north Wheatley's Pond Road leg. Field measured sight distance for left-turn vehicles is adequate at 548 feet with 500 feet AASHTO requirement. Any of the AIC analyzed could mitigate any sight distance problems.
   d. HSM methodology predicted and expected crash safety analyses for DY 2050 indicate that roundabout intersection control would result in the least number of fatal/injury crashes as well as total crashes per year as provided in the comparison table below.

Crash Severity	Design Year 2050 Annual Crashes			
	TWSC	AWSC	Signalized	Roundabout
Predicted Fatal/Injury	0.884	0.624	0.833	0.381
Predicted Property-Damage-Only	1.647	1.606	1.461	1.022
Total Predicted Crashes	2.531	2.230	2.294	1.403
Expected Fatal/Injury	0.677	0.419	0.616	0.412
Expected Property-Damage-Only	1.261	1.080	1.082	1.014
Total Expected Crashes	1.938	1.499	1.698	1.426

It is therefore a logical deduction that roundabout control would be the most likely control to move the Intersection closer to achieving DelDOT's Safe System Approach goal.

e. Annual societal crash costs based on the expected crash analysis results indicate that roundabout control would result in the least annual cost of $72,682.00. AWSC, traffic signal, and TWSC would cost society $74,345.83, $105,499.75 and $116,415.22 annually respectively.

f. Based on the analyses, roundabout control, with expected 1.426 annual crash rate, and a good intersection operation at LOS C or better for DY 2050, appears to be the overall best control to most likely move the Intersection closer to achieving DelDOT's Safe System Approach goal.

g. From the safety analyses perspective, with 1.499 expected annual crashes, AWSC comes in at a close second. However, as previously presented, traffic operations would be so severely hampered under AWSC control that The Intersection would operate at LOS F under current traffic conditions with worsened delay under DY 2050 conditions. Heavily congested conditions tend to lead to increased rear-end crashes, so it is likely the safety advantage per the analyses may not be realized under the traffic conditions at the Intersection. AWSC may therefore not be a good AIC choice for this intersection.

h. Traffic signal control, with 1.698 expected annual crashes, would appear to keep DY 2050 crashes at almost the same existing observed crash rate of 1.667 crashes per year according to the safety analyses. As previously presented, the Intersection would operate at a very good LOS B or better for DY 2050. Protection of vulnerable road users is a high priority in DelDOT's Safe System Approach. Signal controlled pedestrian crosswalks provide the safest crossing conditions for vulnerable road users at intersections, therefore, this safety measure, coupled with the very good intersection operations, would make traffic signal control the overall second best AIC choice for this intersection.

Appendix E Individual Concepts

Proposed Concepts

Underwoods Corner Road Corridor

The proposed roadway section will consist of 10’ wide lanes with 5’ shoulders in both directions, along with an 8’ multi-use path that is separated from the road by a 5’ grass buffer, as well as improved drainage and ditching.

Option 1

Road Section: **Whistlefield Way to Pee Wee Court**
Shift the centerline of the roadway toward the school & Old Country Farm development.

Road Section: **Pee Wee Court to Wheatley’s Pond Road**
Hold the centerline to match the existing roadway geometry.

Option 2

Road Section: **Whistlefield Way to Pee Wee Court**
Shift the centerline of the roadway toward the school & Old Country Farm development.

Road Section: **Pee Wee Court to Abandoned Railroad**
Shift the centerline of the roadway toward the field (North) to reduce property impacts.

Road Section: **Abandoned Railroad to Wheatley's Pond Rd**
Hold the centerline to match the existing roadway geometry.

Option 3

Road Section: **Whistlefield Way to Amalfi Dr**
Shift the centerline of the roadway toward the school & Old Country Farm development.

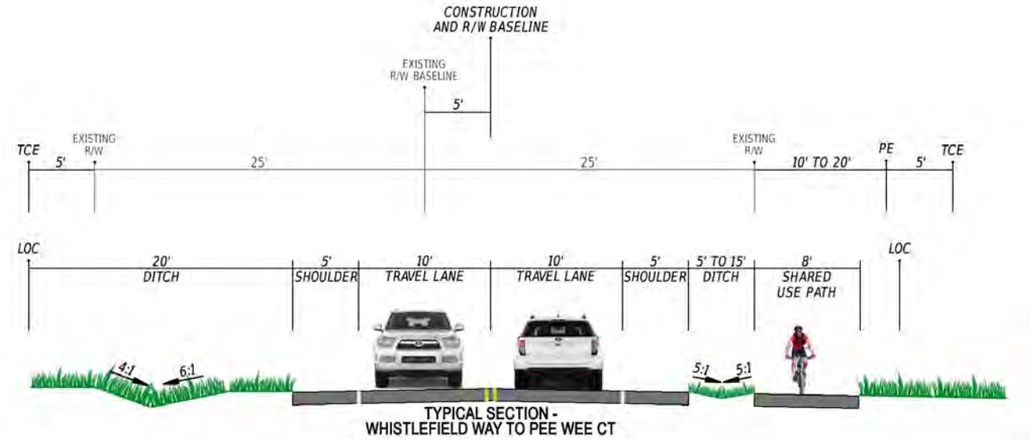
Road Section: **Amalfi Dr to Abandoned Railroad**
Shift the centerline of the roadway toward the field (North) and tie into 5’ centerline shift toward the school, creating a reverse curve.

Road Section: **Abandoned Railroad to Wheatley's Pond Rd**
Hold the centerline to match the existing roadway geometry.

Typical Section Views

Underwoods Corner Road

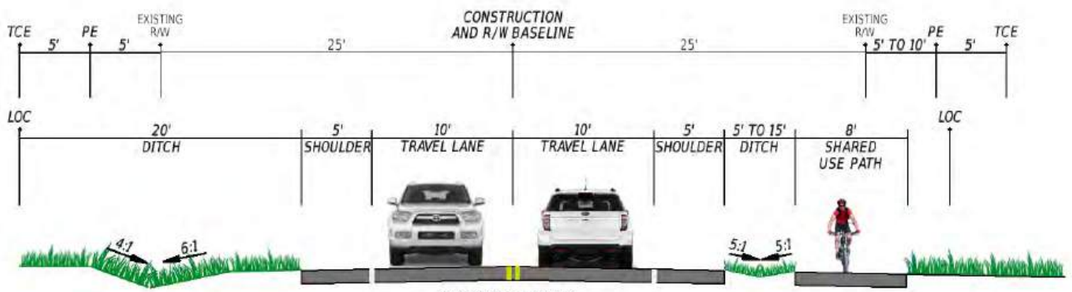
UNDERWOODS CORNER RD
OPTIONS 1, 2, & 3



TYPICAL SECTION -
WHISTLEFIELD WAY TO PEE WEE CT

SHIFT EXISTING ROAD TOWARDS SCHOOL

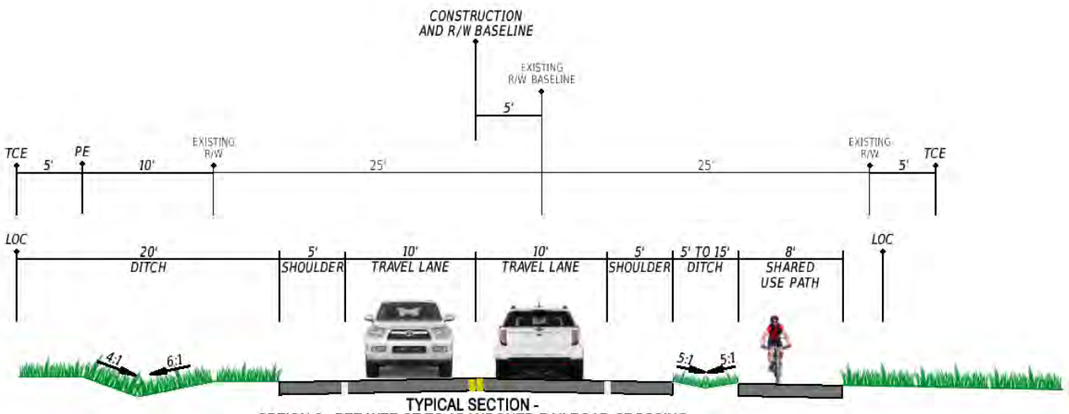
UNDERWOODS CORNER RD
OPTION 1



TYPICAL SECTION -
PEE WEE CT TO WHEATLEYS POND RD

HOLD EXISTING CENTERLINE
AND WIDEN ON EACH SIDE

UNDERWOODS CORNER RD
OPTIONS 2 & 3 – 5 FT RIGHT OFFSET



TYPICAL SECTION -
OPTION 2 - PEE WEE CT TO ABANDONED RAILROAD CROSSING
OPTION 3 - AMALFI DR TO ABANDONED RAILROAD CROSSING

SHIFT EXISTING ROAD TOWARDS FARM FIELD (NORTH)

CENTURY ENGINEERING
A Kleinfelder Company

UNDERWOODS CORNER ROAD
OPTIONS 1, 2, & 3 - SHIFT ROAD 5' TOWARDS SCHOOL (SOUTH)

CENTURY ENGINEERING
A Kleinfelder Company

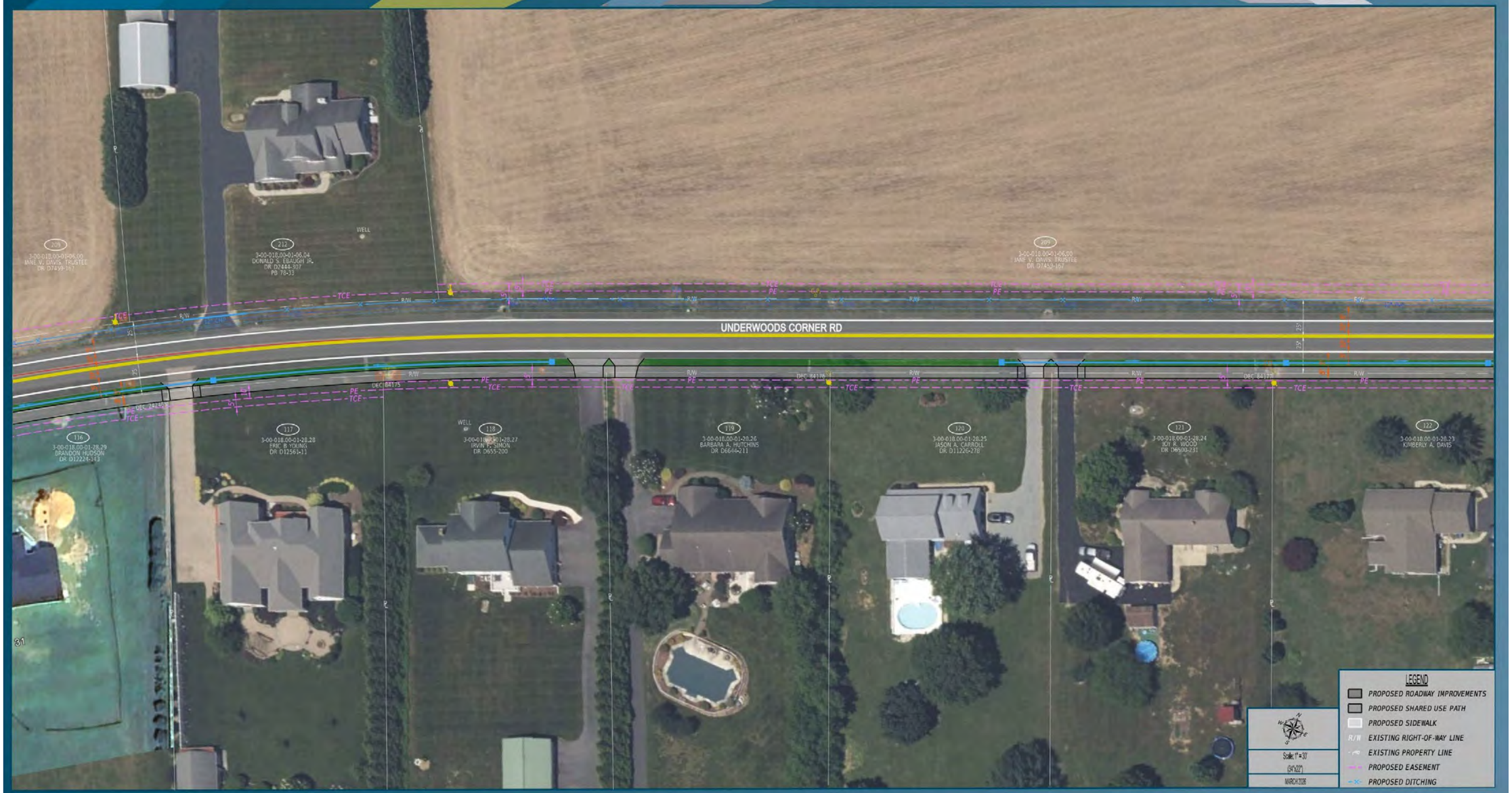
UNDERWOODS CORNER ROAD
OPTIONS 1, 2, & 3 - SHIFT ROAD 5' TOWARDS SCHOOL (SOUTH)

CENTURY ENGINEERING
A Kleinfelder Company

UNDERWOODS CORNER ROAD
OPTIONS 1 & 2 - SHIFT ROAD 5' TOWARDS SCHOOL (SOUTH)

CENTURY ENGINEERING
A Kleinfelder Company

UNDERWOODS CORNER ROAD
OPTION 1 - HOLD EXISTING CENTERLINE - WIDEN BOTH SIDES



CENTURY ENGINEERING
A Kleinfelder Company

UNDERWOODS CORNER ROAD
OPTION 1 - HOLD EXISTING CENTERLINE - WIDEN BOTH SIDES

CENTURY ENGINEERING
A Kleinfelder Company

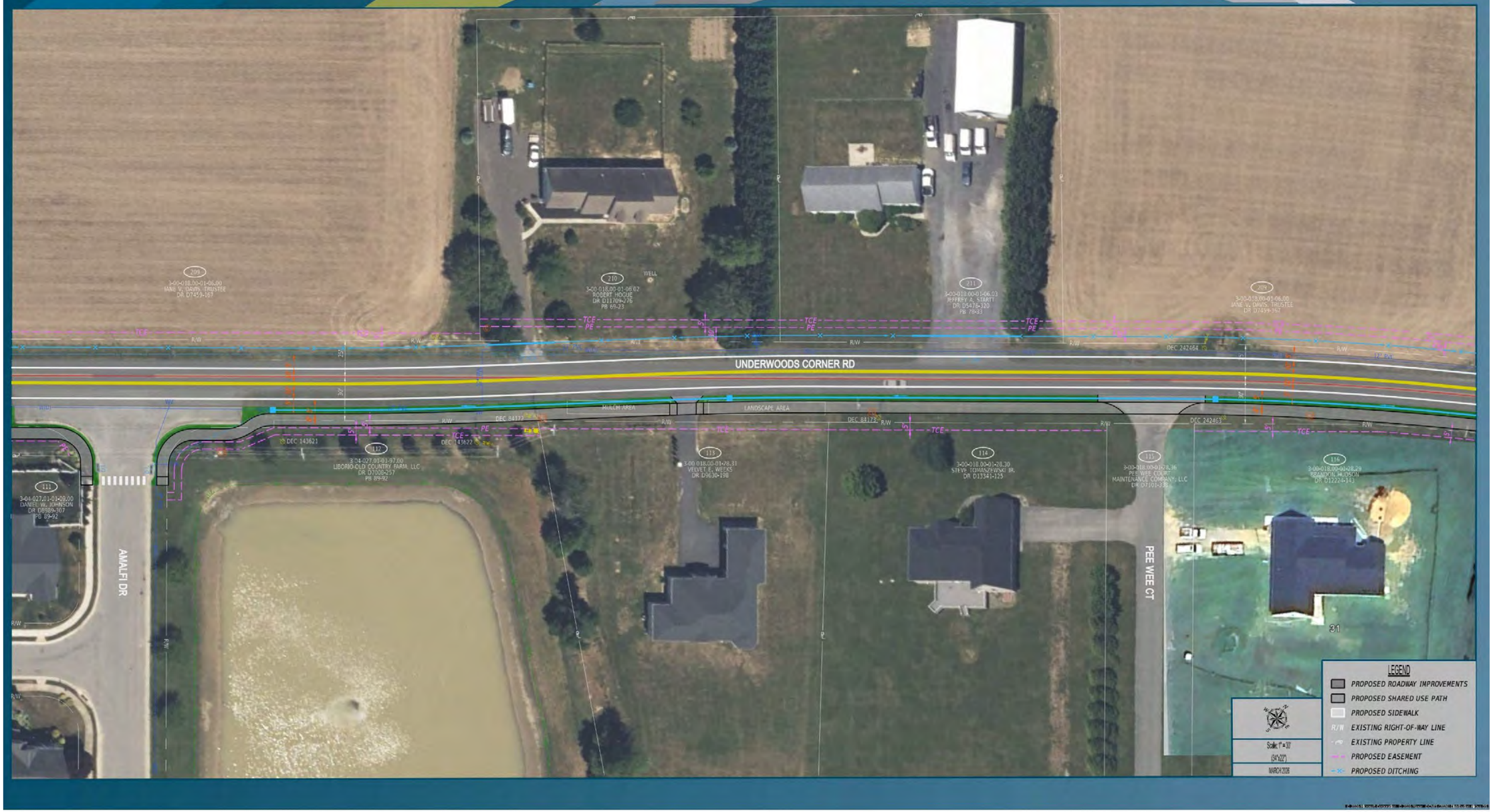
UNDERWOODS CORNER ROAD
OPTION 2 - SHIFT ROAD 5' TOWARDS THE FIELD (NORTH)

CENTURY ENGINEERING
A Kleinfelder Company

UNDERWOODS CORNER ROAD
OPTIONS 2 & 3 - SHIFT ROAD 5' TOWARDS THE FIELD (NORTH)

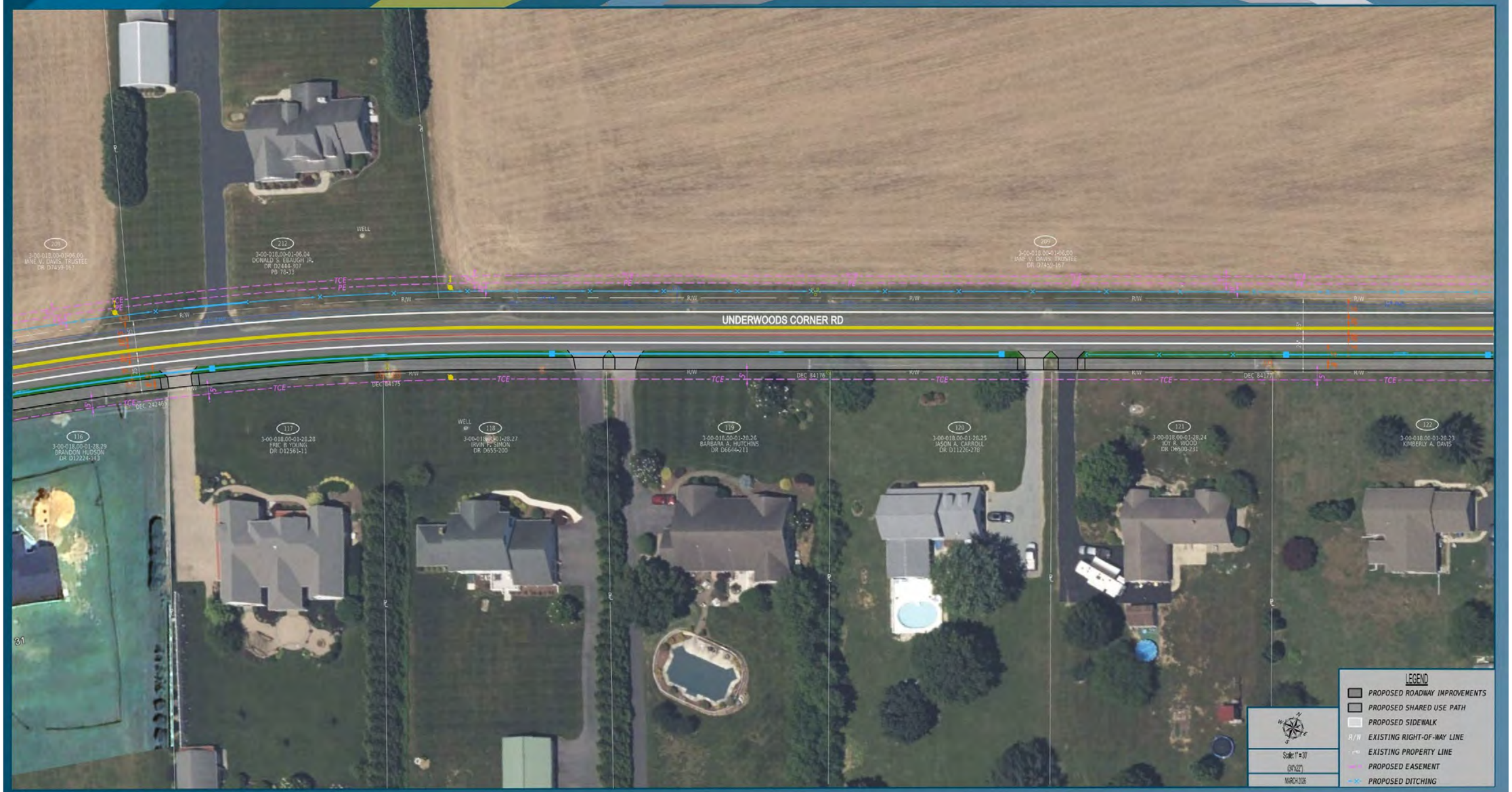
CENTURY ENGINEERING
A Kleinfelder Company

UNDERWOODS CORNER ROAD
OPTION 3 - 5' ROAD SHIFT TOWARDS THE FIELD EXTENDED



CENTURY ENGINEERING
A Kleinfelder Company

UNDERWOODS CORNER ROAD
OPTION 3 - 5' ROAD SHIFT TOWARDS THE FIELD EXTENDED



Proposed Concepts

Wheatley's Pond Road & Underwoods Corner Road Intersection

Intersection Option 1

- Install stop signs at each leg of the intersection
- Maintain the existing roadway geometry
- Add new pedestrian connections

Intersection Option 2

- Install a signal light
- Realign the intersection to improve sight lines
- Add a left turn lane from Wheatley's Pond Road to Underwoods Corner Road
- Add a right turn lane from Wheatley's Pond Road to Underwoods Corner Road
- Add new pedestrian connections

Intersection Option 1A

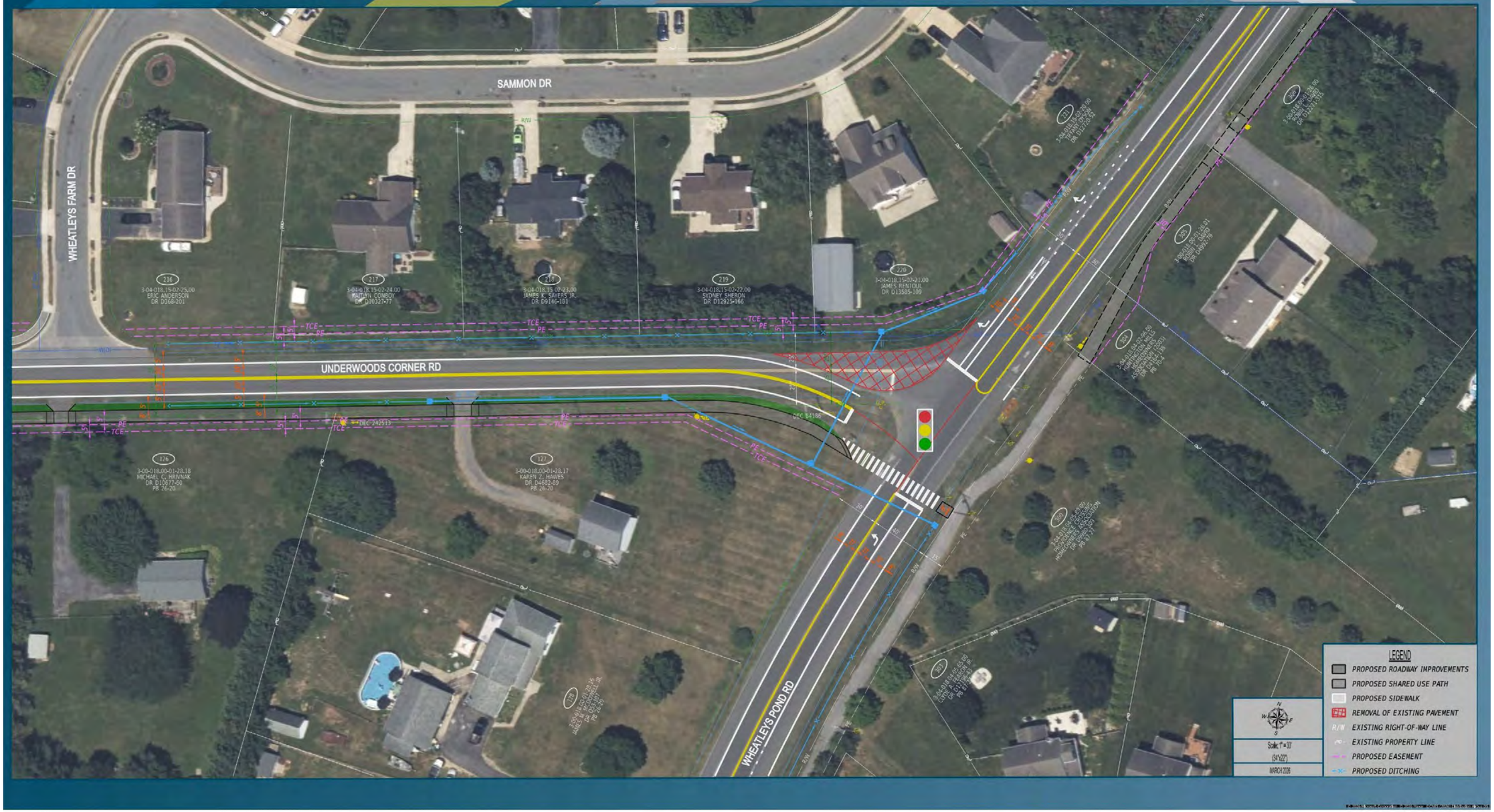
- Install stop signs at each leg of the intersection
- Realign the intersection to improve sight lines
- Add new pedestrian connections

Intersection Option 3

- Install a roundabout
- Each leg will have a single lane approach
- Add new pedestrian connections

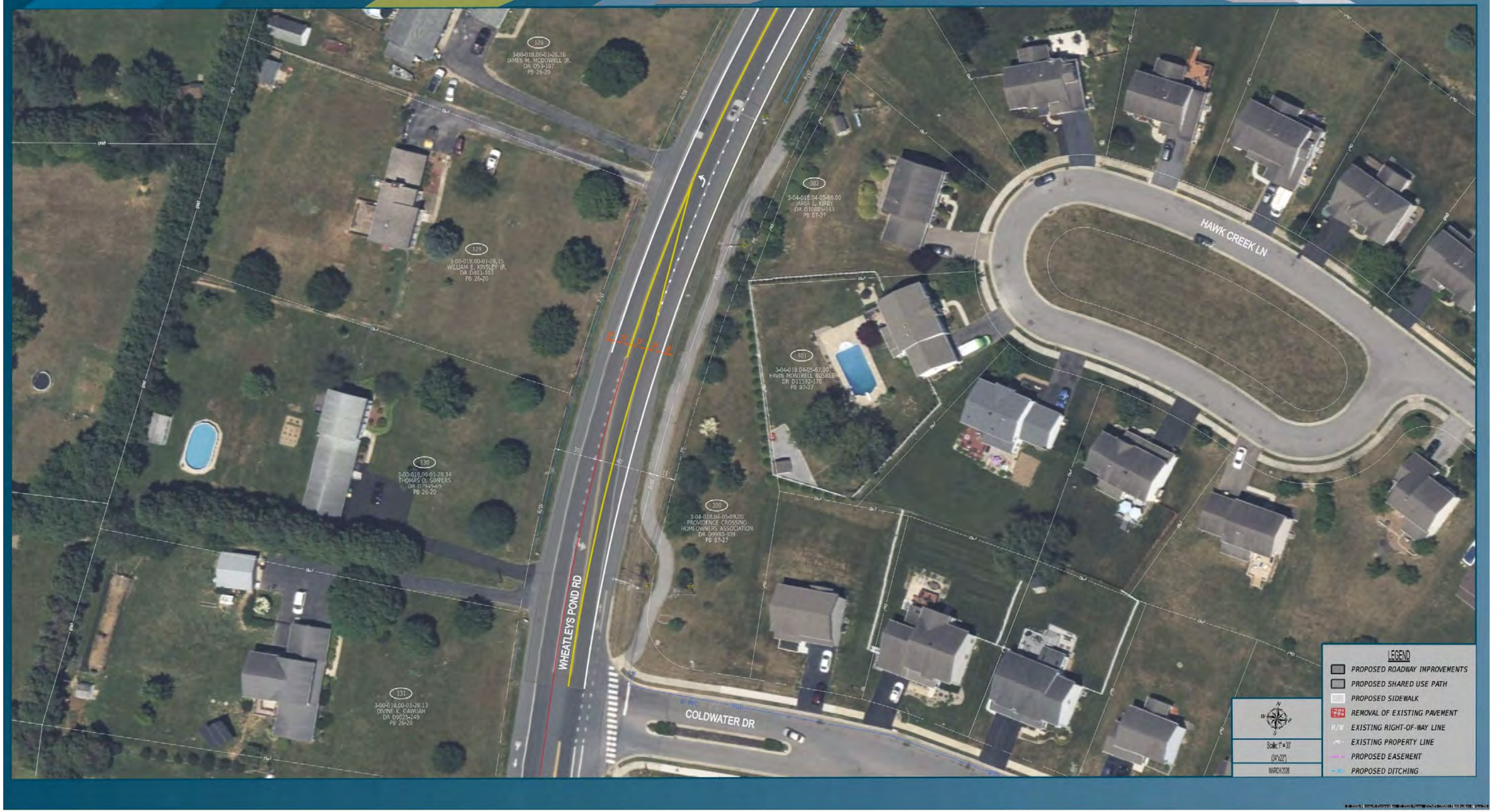
CENTURY ENGINEERING
A Kleinfelder Company

UNDERWOODS CORNER ROAD & WHEATLEYS POND ROAD
INTERSECTION OPTION 2 - TURN LANES AND SIGNAL



CENTURY ENGINEERING
A Kleinfelder Company

UNDERWOODS CORNER ROAD & WHEATLEYS POND ROAD
INTERSECTION OPTION 2 - TURN LANES AND SIGNAL

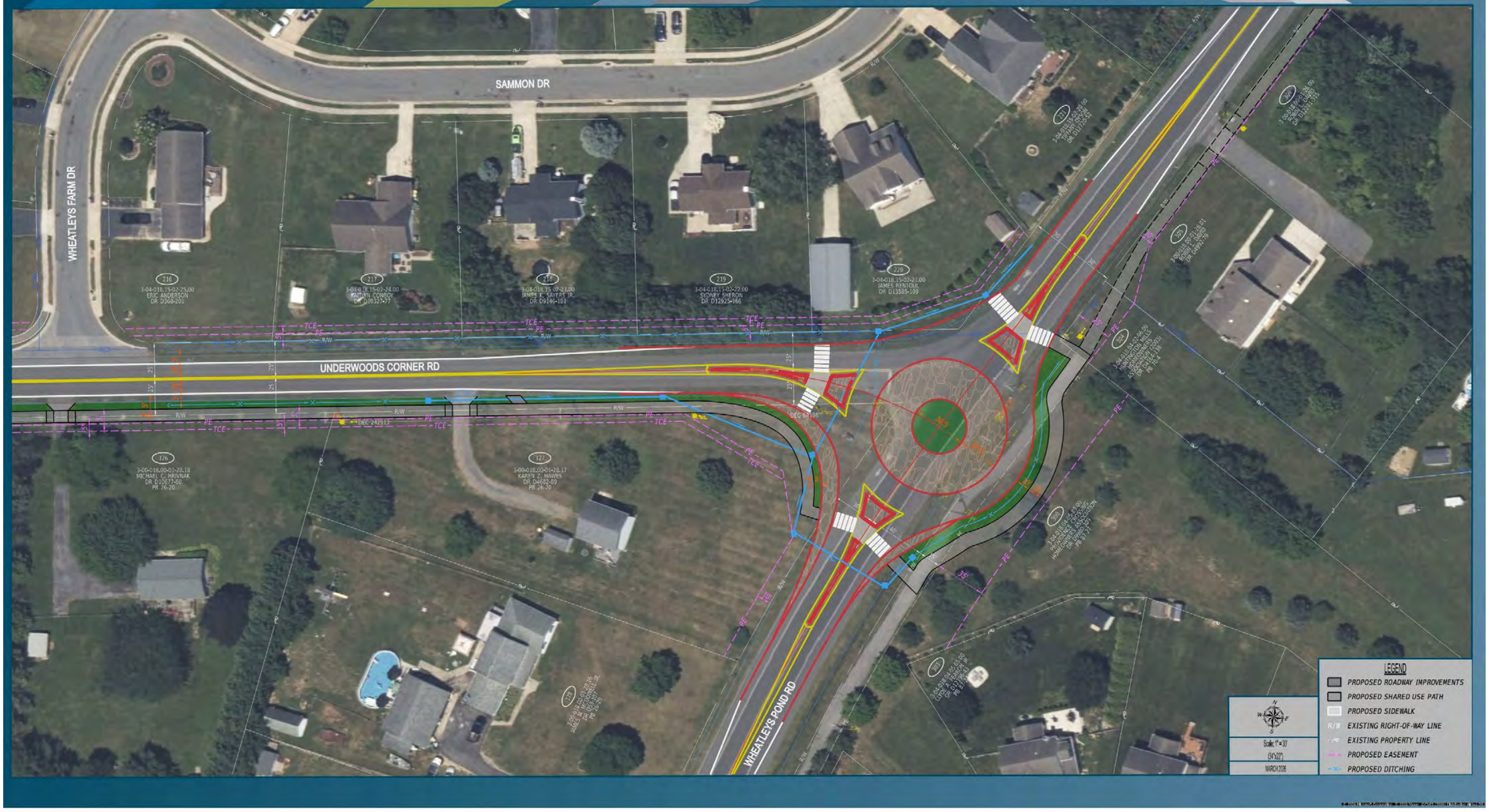


CENTURY ENGINEERING
A Kleinfelder Company

UNDERWOODS CORNER ROAD & WHEATLEYS POND ROAD
INTERSECTION OPTION 2 - TURN LANES AND SIGNAL

CENTURY ENGINEERING
A Kleinfelder Company

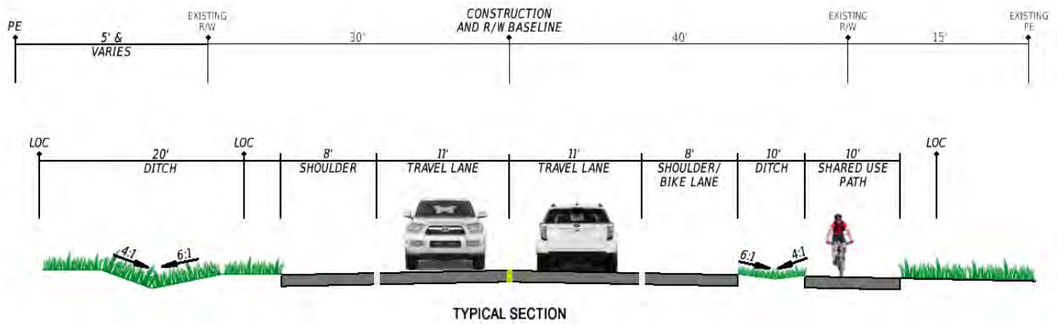
UNDERWOODS CORNER ROAD & WHEATLEYS POND ROAD
INTERSECTION OPTION 3 - ROUNDABOUT



Typical Section Views

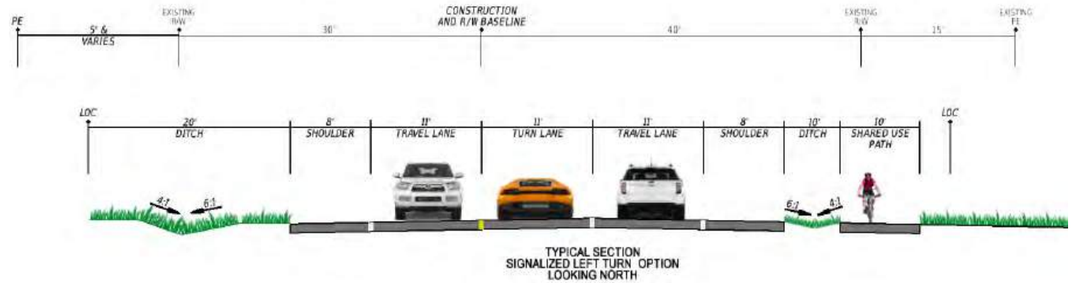
Wheatley's Pond Road & Underwoods Corner Road Intersection

UNDERWOODS CORNER RD AT
WHEATLEY'S POND RD
OPTION 1A – ALL WAY STOP REALIGNED

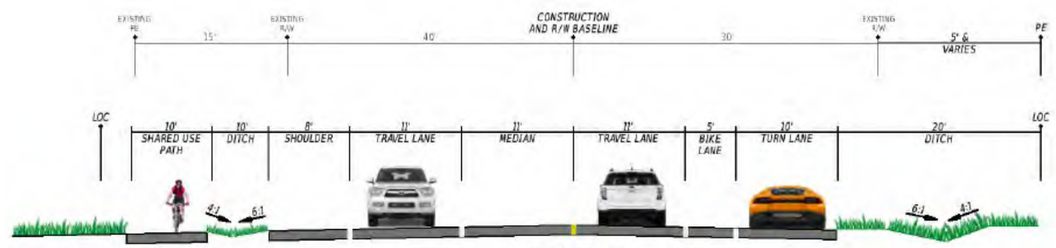


TYPICAL SECTION

UNDERWOODS CORNER RD AT
WHEATLEY'S POND RD
OPTION 2 – TURN LANES & SIGNAL



TYPICAL SECTION
SIGNALIZED LEFT TURN OPTION
LOOKING NORTH



TYPICAL SECTION
SIGNALIZED RIGHT TURN OPTION
LOOKING SOUTH

Appendix F Itemized Cost Estimates

Underwood Corner Road Cost Estimate Summary

	Roadway Option 1	Roadway Option 2	Roadway Option 3	Intersection Alternative 1	Intersection Alternative 1A	Intersection Alternative 2	Intersection Alternative 3
	Centerline Widening	Centerline Shift	Centerline Shift with a Reverse Curve Tie in	All Way Stop	All Way Stop with Realignment	Signalized Intersection with Realignment	Roundabout
Preliminary Engineering	$ 683,960.00	$ 686,580.00	$ 685,920.00	$ 107,700.00	$ 107,620.00	$ 404,210.00	$ 595,470.00
Right-of-Way	$ 95,000.00	$ 97,000.00	$ 103,000.00	$ 51,000.00	$ 81,000.00	$ 38,000.00	$ 60,000.00
Construction	$ 3,480,109.73	$ 3,491,526.76	$ 3,488,650.97	$ 415,397.04	$ 606,493.87	$ 1,822,700.30	$ 2,568,961.90
Total	**$ 4,259,069.73**	**$ 4,275,106.76**	**$ 4,277,570.97**	**$ 574,097.04**	**$ 795,113.87**	**$ 2,264,910.30**	**$ 3,224,431.90**

Cost Estimate Summary

Underwoods Corner Road Corridor - Option 1

Conceptual Cost Estimate 2/19/2026

	Funded Amount (CTP):	Current Estimate	% Difference
Preliminary Engineering		$683,960.00	
Right-of-Way		$95,000.00	
Total Construction		$3,480,109.73	

Contractor Items*	$2,279,871.33		* From TrnsPort
Const. Contingency	$455,974.27	@	20.00%
CE**	$312,987.13	@	13.73%
Traffic	$0.00		
Utilities	$390,000.00		
Planting	$0.00		
Env. Performance	$0.00		
QA/QC for HMA	$1,999.20		
Asphalt Cost Adj	$39,277.80		
Total Need:	$3,480,109.73		

** CE costs consist of the following:

Advertisement	$0.00
Construction inspection services	$182,389.71
Construction engineering services	$45,597.43
E&S Inspection services	$70,000.00
Pipe Video Inspection Services	$0.00
Materials and Research Insp. Services	$15,000.00
Misc. Construction Items	$0.00

Primavera Estimate Data

Preliminary Engineering	$683,960.00
Right-of-Way	$95,000.00
Construction	$3,480,109.73
Contingency	$497,251.27
CE	$312,987.13
Traffic	$0.00
Utilities	$390,000.00

Underwoods Corner Road Corridor - Option 1

TBD

Underwoods Corner Road Corridor - Option 1

ITEM #	TITLE	UNIT	ESTIMATE COST	UNIT QUANTITY	TOTAL
201000	CLEARING AND GRUBBING	LS	$50,000.00	1.00	$50,000.00
202000	EXCAVATION AND EMBANKMENT	CY	$20.00	10099.00	$201,980.00
202003	UNDERCUT EXCAVATION	CY	$25.00	962.00	$24,050.00
204000	TEST HOLE	CY	$250.00	21.00	$5,250.00
207000	STRUCTURAL EXCAVATION AND BACKFILL	CY	$20.00	759.00	$15,180.00
207023	STRUCTURAL BACKFILL, (BORROW TYPE C)	CY	$30.00	555.00	$16,650.00
209001	BORROW, TYPE A	CY	$35.00	1059.00	$37,065.00
211000	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	$10,000.00	1.00	$10,000.00
211001	REMOVAL OF PORTLAND CEMENT CONCRETE PAVEMENT, CURB AND SIDEWALK	SY	$15.00	40.00	$600.00
301001	GABC	CY	$90.00	2742.00	$246,780.00
302002	DELAWARE NO. 3 STONE	TON	$60.00	46.00	$2,760.00
401005	SUPERPAVE TYPE C, PG 64-22 (CARBONATE STONE)	TON	$125.00	2293.00	$286,625.00
401014	SUPERPAVE TYPE B, PG 64-22	TON	$115.00	1464.00	$168,360.00
401021	SUPERPAVE TYPE BCBC, PG 64-22	TON	$115.00	1955.00	$224,825.00
601032	REINFORCED CONCRETE PIPE, 15", CLASS IV	LF	$70.00	1175.00	$82,250.00
601033	REINFORCED CONCRETE PIPE, 18", CLASS IV	LF	$80.00	892.00	$71,360.00
601035	REINFORCED CONCRETE PIPE, 24", CLASS IV	LF	$100.00	0.00	$0.00
601037	REINFORCED CONCRETE PIPE, 30", CLASS IV	LF	$140.00	32.00	$4,480.00
602002	DRAINAGE INLET, 34" X 18"	EACH	$3,800.00	1.00	$3,800.00
602003	DRAINAGE INLET, 34" X 24"	EACH	$4,000.00	5.00	$20,000.00
602004	DRAINAGE INLET, 48" X 30"	EACH	$5,200.00	6.00	$31,200.00
602005	DRAINAGE INLET, 48" X 48"	EACH	$6,500.00	1.00	$6,500.00
701013	PCC CURB, TYPE 1-8	LF	$40.00	0.00	$0.00
705001	PCC SIDEWALK, 4"	SF	$15.00	1874.00	$28,110.00
705002	PCC SIDEWALK, 6"	SF	$20.00	115.00	$2,300.00
705005	PCC SIDEWALK, 8"	SF	$30.00	152.00	$4,560.00
762000	SAW CUTTING, BITUMINOUS CONCRETE	LF	$2.00	10161.00	$20,322.00
862005	PERMANENT PAVEMENT STRIPING, ALKYD-THERMOPLASTIC, 16"	SF	$7.00	276.00	$1,932.00
862006	PERMANENT PAVEMENT STRIPING, ALKYD-THERMOPLASTIC, SYMBOL/LEGEND	SF	$7.00	0.00	$0.00
863002	PREFORMED RETROFLECTIVE MARKINGS, ALKYD-THERMOPLASTIC, BIKE SYMBOL	EACH	$450.00	0.00	$0.00
861001	PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, 6"	LF	$0.85	18268.00	$15,527.80
905001	SILT FENCE	LF	$2.00	9699.00	$19,398.00
908004	TOPSOIL, 6" DEPTH	SY	$10.00	2234.00	$22,340.00
908014	PERMANENT GRASS SEEDING, DRY GROUND	SY	$1.00	2234.00	$2,234.00
908017	TEMPORARY GRASS SEEDING	SY	$0.75	7038.00	$5,278.50
908020	EROSION CONTROL BLANKET MULCH	SY	$3.00	10073.00	$30,219.00
908023	STABILIZED CONSTRUCTION ENTRANCE	SY	$45.00	206.00	$9,270.00
908024	STABILIZED CONSTRUCTION ENTRANCE, TOPDRESSING	TON	$78.00	18.00	$1,404.00
999999	MAINTENANCE OF TRAFFIC	LS	$250,000.00	1.00	$250,000.00
999999	LIGHTING	LS	$0.00	1.00	$0.00
999999	SWM	LS	$150,000.00	1.00	$150,000.00
	Subtotal				**$2,072,610.30**
763000	Initial Expense (5%)	L.S.	$103,630.52	1	$103,630.52
763501	Construction Engineering (5%)	L.S.	$103,630.52	1	$103,630.52
	TOTAL BASE FOR PROJECT				**$2,279,871.33**
	CONSTRUCTION CONTINGENCY	20%	$455,974.27	1	$455,974.27
	TRAFFIC (FROM TRAFFIC STATEMENT)	L.S.	$0.00	1	$0.00
	UTILITY	L.S.	$390,000.00	1	$390,000.00
	PLANTING	L.S.	$0.00	1	$0.00
	QA/QC for HMA	L.S.	$1,999.20	1	$1,999.20
	Asphalt Cost Adj	L.S.	$39,277.80	1	$39,277.80
	CONSTRUCTION ENGINEERING - (INSPECTION, CE, ETC)	L.S.	$312,987.13	1	$312,987.13
	TOTAL CONSTRUCTION COST				**$3,480,109.73**
	PROJECT DEVELOPMENT	L.S.	$0.00	1	$0.00
	PRELIMINARY ENGINEERING (DESIGN)	L.S.	$683,960.00	1	$683,960.00
	ROW COSTS	L.S.	$94,186.00	1	$95,000.00
	TOTAL BASE CONSTRUCTION COST				**$4,259,069.73**

Cost Estimate Summary

Underwoods Corner Road Corridor - Option 2

Conceptual Cost Estimate 2/19/2026

	Funded Amount (CTP):	Current Estimate	% Difference
Preliminary Engineering		$686,580.00	
Right-of-Way		$97,000.00	
Total Construction		$3,491,526.76	

Contractor Items*	$2,288,599.28		* From TrnsPort
Const. Contingency	$457,719.86	@	20.00%
CE**	$313,859.93	@	13.71%
Traffic	$0.00		
Utilities	$390,000.00		
Planting	$0.00		
Env. Performance	$0.00		
QA/QC for HMA	$2,002.70		
Asphalt Cost Adj	$39,345.00		
Total Need:	$3,491,526.76		

** CE costs consist of the following:

Advertisement	$0.00
Construction inspection services	$183,087.94
Construction engineering services	$45,771.99
E&S Inspection services	$70,000.00
Pipe Video Inspection Services	$0.00
Materials and Research Insp. Services	$15,000.00
Misc. Construction Items	$0.00

Primavera Estimate Data

Preliminary Engineering	$686,580.00
Right-of-Way	$97,000.00
Construction	$3,491,526.76
Contingency	$499,067.56
CE	$313,859.93
Traffic	$0.00
Utilities	$390,000.00

Underwoods Corner Road Corridor - Option 2

TBD

Underwoods Corner Road Corridor - Option 2

ITEM #	TITLE	UNIT	ESTIMATE COST	UNIT QUANTITY	TOTAL
201000	CLEARING AND GRUBBING	LS	$50,000.00	1.00	$50,000.00
202000	EXCAVATION AND EMBANKMENT	CY	$20.00	10109.00	$202,180.00
202003	UNDERCUT EXCAVATION	CY	$25.00	963.00	$24,075.00
204000	TEST HOLE	CY	$250.00	21.00	$5,250.00
207000	STRUCTURAL EXCAVATION AND BACKFILL	CY	$20.00	761.00	$15,220.00
207023	STRUCTURAL BACKFILL, (BORROW TYPE C)	CY	$30.00	557.00	$16,710.00
209001	BORROW, TYPE A	CY	$35.00	1060.00	$37,100.00
211000	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	$10,000.00	1.00	$10,000.00
211001	REMOVAL OF PORTLAND CEMENT CONCRETE PAVEMENT, CURB AND SIDEWALK	SY	$15.00	38.00	$570.00
301001	GABC	CY	$90.00	2736.00	$246,240.00
302002	DELAWARE NO. 3 STONE	TON	$60.00	46.00	$2,760.00
401005	SUPERPAVE TYPE C, PG 64-22 (CARBONATE STONE)	TON	$125.00	2296.00	$287,000.00
401014	SUPERPAVE TYPE B, PG 64-22	TON	$115.00	1467.00	$168,705.00
401021	SUPERPAVE TYPE BCBC, PG 64-22	TON	$115.00	1959.00	$225,285.00
601032	REINFORCED CONCRETE PIPE, 15", CLASS IV	LF	$70.00	1181.00	$82,670.00
601033	REINFORCED CONCRETE PIPE, 18", CLASS IV	LF	$80.00	892.00	$71,360.00
601035	REINFORCED CONCRETE PIPE, 24", CLASS IV	LF	$100.00	0.00	$0.00
601037	REINFORCED CONCRETE PIPE, 30", CLASS IV	LF	$140.00	32.00	$4,480.00
602002	DRAINAGE INLET, 34" X 18"	EACH	$3,800.00	1.00	$3,800.00
602003	DRAINAGE INLET, 34" X 24"	EACH	$4,000.00	5.00	$20,000.00
602004	DRAINAGE INLET, 48" X 30"	EACH	$5,200.00	6.00	$31,200.00
602005	DRAINAGE INLET, 48" X 48"	EACH	$6,500.00	1.00	$6,500.00
701013	PCC CURB, TYPE 1-8	LF	$40.00	0.00	$0.00
705001	PCC SIDEWALK, 4"	SF	$15.00	1874.00	$28,110.00
705002	PCC SIDEWALK, 6"	SF	$20.00	115.00	$2,300.00
705005	PCC SIDEWALK, 8"	SF	$30.00	373.00	$11,190.00
762000	SAW CUTTING, BITUMINOUS CONCRETE	LF	$2.00	10137.00	$20,274.00
862005	PERMANENT PAVEMENT STRIPING, ALKYD-THERMOPLASTIC, 16"	SF	$7.00	276.00	$1,932.00
862006	PERMANENT PAVEMENT STRIPING, ALKYD-THERMOPLASTIC, SYMBOL/LEGEND	SF	$7.00	0.00	$0.00
863002	PREFORMED RETROFLECTIVE MARKINGS, ALKYD-THERMOPLASTIC, BIKE SYMBOL	EACH	$450.00	0.00	$0.00
861001	PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, 6"	LF	$0.85	18278.00	$15,536.30
905001	SILT FENCE	LF	$2.00	9676.00	$19,352.00
908004	TOPSOIL, 6" DEPTH	SY	$10.00	2234.00	$22,340.00
908014	PERMANENT GRASS SEEDING, DRY GROUND	SY	$1.00	2234.00	$2,234.00
908017	TEMPORARY GRASS SEEDING	SY	$0.75	7038.00	$5,278.50
908020	EROSION CONTROL BLANKET MULCH	SY	$3.00	10073.00	$30,219.00
908023	STABILIZED CONSTRUCTION ENTRANCE	SY	$45.00	206.00	$9,270.00
908024	STABILIZED CONSTRUCTION ENTRANCE, TOPDRESSING	TON	$78.00	18.00	$1,404.00
999999	MAINTENANCE OF TRAFFIC	LS	$250,000.00	1.00	$250,000.00
999999	LIGHTING	LS	$0.00	1.00	$0.00
999999	SWM	LS	$150,000.00	1.00	$150,000.00
999999	RAIL CROSSING	LS	$0.00	1.00	$0.00
	Subtotal				**$2,080,544.80**
763000	Initial Expense (5%)	L.S.	$104,027.24	1	$104,027.24
763501	Construction Engineering (5%)	L.S.	$104,027.24	1	$104,027.24
	TOTAL BASE FOR PROJECT				**$2,288,599.28**
	CONSTRUCTION CONTINGENCY	20%	$457,719.86	1	$457,719.86
	TRAFFIC (FROM TRAFFIC STATEMENT)	L.S.	$0.00	1	$0.00
	UTILITY	L.S.	$390,000.00	1	$390,000.00
	PLANTING	L.S.	$0.00	1	$0.00
	QA/QC for HMA	L.S.	$2,002.70	1	$2,002.70
	Asphalt Cost Adj	L.S.	$39,345.00	1	$39,345.00
	CONSTRUCTION ENGINEERING - (INSPECTION, CE, ETC)	L.S.	$313,859.93	1	$313,859.93
	TOTAL CONSTRUCTION COST				**$3,491,526.76**
	PROJECT DEVELOPMENT	L.S.	$0.00	1	$0.00
	PRELIMINARY ENGINEERING (DESIGN)	L.S.	$686,580.00	1	$686,580.00
	ROW COSTS	L.S.	$96,942.00	1	$97,000.00
	TOTAL BASE CONSTRUCTION COST				**$4,275,106.76**

Cost Estimate Summary

Underwoods Corner Road Corridor - Option 3

Conceptual Cost Estimate 2/19/2026

	Funded Amount (CTP):	Current Estimate	% Difference
Preliminary Engineering		$685,920.00	
Right-of-Way		$103,000.00	
Total Construction		$3,488,650.97	

Contractor Items*	$2,286,403.90		* From TrnsPort
Const. Contingency	$457,280.78	@	20.00%
CE**	$313,640.39	@	13.72%
Traffic	$0.00		
Utilities	$390,000.00		
Planting	$0.00		
Env. Performance	$0.00		
QA/QC for HMA	$2,001.30		
Asphalt Cost Adj	$39,324.60		
Total Need:	$3,488,650.97		

** CE costs consist of the following:

Advertisement	$0.00
Construction inspection services	$182,912.31
Construction engineering services	$45,728.08
E&S Inspection services	$70,000.00
Pipe Video Inspection Services	$0.00
Materials and Research Insp. Services	$15,000.00
Misc. Construction Items	$0.00

Primavera Estimate Data

Preliminary Engineering	$685,920.00
Right-of-Way	$103,000.00
Construction	$3,488,650.97
Contingency	$498,606.68
CE	$313,640.39
Traffic	$0.00
Utilities	$390,000.00

Underwoods Corner Road Corridor - Option 3

TBD

Underwoods Corner Road Corridor - Option 3

ITEM #	TITLE	UNIT	ESTIMATE COST	UNIT QUANTITY	TOTAL
201000	CLEARING AND GRUBBING	LS	$50,000.00	1.00	$50,000.00
202000	EXCAVATION AND EMBANKMENT	CY	$20.00	10074.00	$201,480.00
202003	UNDERCUT EXCAVATION	CY	$25.00	960.00	$24,000.00
204000	TEST HOLE	CY	$250.00	21.00	$5,250.00
207000	STRUCTURAL EXCAVATION AND BACKFILL	CY	$20.00	761.00	$15,220.00
207023	STRUCTURAL BACKFILL, (BORROW TYPE C)	CY	$30.00	557.00	$16,710.00
209001	BORROW, TYPE A	CY	$35.00	1056.00	$36,960.00
211000	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	$10,000.00	1.00	$10,000.00
211001	REMOVAL OF PORTLAND CEMENT CONCRETE PAVEMENT, CURB AND SIDEWALK	SY	$15.00	38.00	$570.00
301001	GABC	CY	$90.00	2728.00	$245,520.00
302002	DELAWARE NO. 3 STONE	TON	$60.00	46.00	$2,760.00
401005	SUPERPAVE TYPE C, PG 64-22 (CARBONATE STONE)	TON	$125.00	2299.00	$287,375.00
401014	SUPERPAVE TYPE B, PG 64-22	TON	$115.00	1464.00	$168,360.00
401021	SUPERPAVE TYPE BCBC, PG 64-22	TON	$115.00	1955.00	$224,825.00
601032	REINFORCED CONCRETE PIPE, 15", CLASS IV	LF	$70.00	1181.00	$82,670.00
601033	REINFORCED CONCRETE PIPE, 18", CLASS IV	LF	$80.00	892.00	$71,360.00
601035	REINFORCED CONCRETE PIPE, 24", CLASS IV	LF	$100.00	0.00	$0.00
601037	REINFORCED CONCRETE PIPE, 30", CLASS IV	LF	$140.00	32.00	$4,480.00
602002	DRAINAGE INLET, 34" X 18"	EACH	$3,800.00	1.00	$3,800.00
602003	DRAINAGE INLET, 34" X 24"	EACH	$4,000.00	5.00	$20,000.00
602004	DRAINAGE INLET, 48" X 30"	EACH	$5,200.00	6.00	$31,200.00
602005	DRAINAGE INLET, 48" X 48"	EACH	$6,500.00	1.00	$6,500.00
701013	PCC CURB, TYPE 1-8	LF	$40.00	0.00	$0.00
705001	PCC SIDEWALK, 4"	SF	$15.00	1874.00	$28,110.00
705002	PCC SIDEWALK, 6"	SF	$20.00	115.00	$2,300.00
705005	PCC SIDEWALK, 8"	SF	$30.00	373.00	$11,190.00
762000	SAW CUTTING, BITUMINOUS CONCRETE	LF	$2.00	10167.00	$20,334.00
862005	PERMANENT PAVEMENT STRIPING, ALKYD-THERMOPLASTIC, 16"	SF	$7.00	276.00	$1,932.00
862006	PERMANENT PAVEMENT STRIPING, ALKYD-THERMOPLASTIC, SYMBOL/LEGEND	SF	$7.00	0.00	$0.00
863002	PREFORMED RETROFLECTIVE MARKINGS, ALKYD-THERMOPLASTIC, BIKE SYMBOL	EACH	$450.00	0.00	$0.00
861001	PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, 6"	LF	$0.85	18265.00	$15,525.25
905001	SILT FENCE	LF	$2.00	9705.00	$19,410.00
908004	TOPSOIL, 6" DEPTH	SY	$10.00	2235.00	$22,350.00
908014	PERMANENT GRASS SEEDING, DRY GROUND	SY	$1.00	2235.00	$2,235.00
908017	TEMPORARY GRASS SEEDING	SY	$0.75	7041.00	$5,280.75
908020	EROSION CONTROL BLANKET MULCH	SY	$3.00	10056.00	$30,168.00
908023	STABILIZED CONSTRUCTION ENTRANCE	SY	$45.00	206.00	$9,270.00
908024	STABILIZED CONSTRUCTION ENTRANCE, TOPDRESSING	TON	$78.00	18.00	$1,404.00
999999	MAINTENANCE OF TRAFFIC	LS	$250,000.00	1.00	$250,000.00
999999	LIGHTING	LS	$0.00	1.00	$0.00
999999	SWM	LS	$150,000.00	1.00	$150,000.00
999999	RAIL CROSSING	LS	$0.00	1.00	$0.00
	Subtotal				**$2,078,549.00**
763000	Initial Expense (5%)	L.S.	$103,927.45	1	$103,927.45
763501	Construction Engineering (5%)	L.S.	$103,927.45	1	$103,927.45
	TOTAL BASE FOR PROJECT				**$2,286,403.90**
	CONSTRUCTION CONTINGENCY	20%	$457,280.78	1	$457,280.78
	TRAFFIC (FROM TRAFFIC STATEMENT)	L.S.	$0.00	1	$0.00
	UTILITY	L.S.	$390,000.00	1	$390,000.00
	PLANTING	L.S.	$0.00	1	$0.00
	QA/QC for HMA	L.S.	$2,001.30	1	$2,001.30
	Asphalt Cost Adj	L.S.	$39,324.60	1	$39,324.60
	CONSTRUCTION ENGINEERING - (INSPECTION, CE, ETC)	L.S.	$313,640.39	1	$313,640.39
	TOTAL CONSTRUCTION COST				**$3,488,650.97**
	PROJECT DEVELOPMENT	L.S.	$0.00	1	$0.00
	PRELIMINARY ENGINEERING (DESIGN)	L.S.	$685,920.00	1	$685,920.00
	ROW COSTS	L.S.	$102,502.00	1	$103,000.00
	TOTAL BASE CONSTRUCTION COST				**$4,277,570.97**

Cost Estimate Summary

Wheatley's Pond Rd and Underwoods Corner Rd Intersection - Alternative 1

Conceptual Cost Estimate 2/19/2026

	Funded Amount (CTP):	Current Estimate	% Difference
Preliminary Engineering		$107,700.00	
Right-of-Way		$51,000.00	
Total Construction		$415,397.04	

Contractor Items*	$307,704.21		* From TrnsPort
Const. Contingency	$46,155.63	@	15.00%
CE**	$58,462.25	@	19.00%
Traffic	$0.00		
Utilities	$0.00		
Planting	$0.00		
Env. Performance	$0.00		
QA/QC for HMA	$148.75		
Asphalt Cost Adj	$2,926.20		
Total Need:	$415,397.04		

** CE costs consist of the following:

Advertisement	$0.00
Construction inspection services	$15,385.21
Construction engineering services	$3,077.04
E&S Inspection services	$35,000.00
Pipe Video Inspection Services	$0.00
Materials and Research Insp. Services	$5,000.00
Misc. Construction Items	$0.00

Primavera Estimate Data

Preliminary Engineering	$107,700.00
Right-of-Way	$51,000.00
Construction	$415,397.04
Contingency	$49,230.58
CE	$58,462.25
Traffic	$0.00
Utilities	$0.00

Wheatley's Pond Rd and Underwoods Corner Rd Intersection - Alternative 1

TBD

Intersection Alternative 1 - AWSC

ITEM #	TITLE	UNIT	ESTIMATE COST	UNIT QUANTITY	TOTAL
201000	CLEARING AND GRUBBING	LS	$20,000.00	1.00	$20,000.00
202000	EXCAVATION AND EMBANKMENT	CY	$20.00	805.00	$16,100.00
202003	UNDERCUT EXCAVATION	CY	$25.00	77.00	$1,925.00
204000	TEST HOLE	CY	$250.00	21.00	$5,250.00
207000	STRUCTURAL EXCAVATION AND BACKFILL	CY	$20.00	146.00	$2,920.00
207021	STRUCTURAL BACKFILL, (BORROW TYPE C)	CY	$30.00	108.00	$3,240.00
209001	BORROW, TYPE A	CY	$35.00	85.00	$2,975.00
211000	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	$10,000.00	1.00	$10,000.00
211001	REMOVAL OF PORTLAND CEMENT CONCRETE PAVEMENT, CURB AND SIDEWALK	SY	$15.00	0.00	$0.00
301001	GABC	CY	$90.00	214.00	$19,260.00
302002	DELAWARE NO. 3 STONE	TON	$60.00	46.00	$2,760.00
401005	SUPERPAVE TYPE C, PG 64-22 (CARBONATE STONE)	TON	$125.00	173.00	$21,625.00
401014	SUPERPAVE TYPE B, PG 64-22	TON	$115.00	108.00	$12,420.00
401021	SUPERPAVE TYPE BCBC, PG 64-22	TON	$115.00	144.00	$16,560.00
601032	REINFORCED CONCRETE PIPE, 15", CLASS IV	LF	$70.00	275.00	$19,250.00
601033	REINFORCED CONCRETE PIPE, 18", CLASS IV	LF	$80.00	144.00	$11,520.00
601035	REINFORCED CONCRETE PIPE, 24", CLASS IV	LF	$100.00	0.00	$0.00
601037	REINFORCED CONCRETE PIPE, 30", CLASS IV	LF	$140.00	0.00	$0.00
602003	DRAINAGE INLET, 34" X 24"	EACH	$4,000.00	2.00	$8,000.00
602004	DRAINAGE INLET, 48" X 30"	EACH	$5,200.00	3.00	$15,600.00
602005	DRAINAGE INLET, 48" X 48"	EACH	$6,500.00	0.00	$0.00
701013	PCC CURB, TYPE 1-8	LF	$40.00	0.00	$0.00
705001	PCC SIDEWALK, 4"	SF	$15.00	0.00	0
705002	PCC SIDEWALK, 6"	SF	$20.00	0.00	$0.00
762000	SAW CUTTING, BITUMINOUS CONCRETE	LF	$2.00	3483.00	$6,966.00
862005	PERMANENT PAVEMENT STRIPING, ALKYD-THERMOPLASTIC, 16"	SF	$7.00	271.00	$1,897.00
862006	PERMANENT PAVEMENT STRIPING, ALKYD-THERMOPLASTIC, SYMBOL/LEGEND	SF	$7.00	0.00	$0.00
863002	PREFORMED RETROFLECTIVE MARKINGS, ALKYD-THERMOPLASTIC, BIKE SYMBOL	EACH	$450.00	2.00	$900.00
861001	PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, 6"	LF	$0.85	4746.00	$4,034.10
905001	SILT FENCE	LF	$2.00	3325.00	$6,650.00
908004	TOPSOIL, 6" DEPTH	SY	$10.00	217.00	$2,170.00
908014	PERMANENT GRASS SEEDING, DRY GROUND	SY	$1.00	217.00	$217.00
908017	TEMPORARY GRASS SEEDING	SY	$0.75	684.00	$513.00
908020	EROSION CONTROL BLANKET MULCH	SY	$3.00	435.00	$1,305.00
908023	STABILIZED CONSTRUCTION ENTRANCE	SY	$45.00	206.00	$9,270.00
908024	STABILIZED CONSTRUCTION ENTRANCE, TOPDRESSING	TON	$78.00	18.00	$1,404.00
999999	MAINTENANCE OF TRAFFIC	LS	$30,000.00	1.00	$30,000.00
999999	LIGHTING	LS	$0.00	1.00	$0.00
999999	SWM	LS	$25,000.00	1.00	$25,000.00
	Subtotal				**$279,731.10**
763000	Initial Expense (5%)	L.S.	$13,986.56	1	$13,986.56
763501	Construction Engineering (5%)	L.S.	$13,986.56	1	$13,986.56
	TOTAL BASE FOR PROJECT				**$307,704.21**
	CONSTRUCTION CONTINGENCY	15%	$46,155.63	1	$46,155.63
	TRAFFIC (FROM TRAFFIC STATEMENT)	L.S.	$0.00	1	$0.00
	UTILITY	L.S.	$0.00	1	$0.00
	PLANTING	L.S.	$0.00	1	$0.00
	QA/QC for HMA	L.S.	$148.75	1	$148.75
	Asphalt Cost Adj	L.S.	$2,926.20	1	$2,926.20
	CONSTRUCTION ENGINEERING - (INSPECTION, CE, ETC)	L.S.	$58,462.25	1	$58,462.25
	TOTAL CONSTRUCTION COST				**$415,397.04**
	PROJECT DEVELOPMENT	L.S.	$0.00	1	$0.00
	PRELIMINARY ENGINEERING (DESIGN)	L.S.	$107,700.00	1	$107,700.00
	ROW COSTS	L.S.	$50,445.00	1	$51,000.00
	TOTAL BASE CONSTRUCTION COST				**$574,097.04**

Cost Estimate Summary

Wheatley's Pond Rd and Underwoods Corner Rd Intersection - Alternative 1A

Conceptual Cost Estimate 2/19/2026

	Funded Amount (CTP):	Current Estimate	% Difference
Preliminary Engineering		$107,620.00	
Right-of-Way		$81,000.00	
Total Construction		$606,493.87	

Contractor Items*	$430,498.37		* From TrnsPort
Const. Contingency	$64,574.75	@	15.00%
CE**	$75,829.90	@	17.61%
Traffic	$0.00		
Utilities	$30,000.00		
Planting	$0.00		
Env. Performance	$0.00		
QA/QC for HMA	$279.65		
Asphalt Cost Adj	$5,311.20		
Total Need:	$606,493.87		

** CE costs consist of the following:

Advertisement	$0.00
Construction inspection services	$21,524.92
Construction engineering services	$4,304.98
E&S Inspection services	$35,000.00
Pipe Video Inspection Services	$0.00
Materials and Research Insp. Services	$15,000.00
Misc. Construction Items	$0.00

Primavera Estimate Data

Preliminary Engineering	$107,620.00
Right-of-Way	$81,000.00
Construction	$606,493.87
Contingency	$70,165.60
CE	$75,829.90
Traffic	$0.00
Utilities	$30,000.00

Wheatley's Pond Rd and Underwoods Corner Rd Intersection - Alternative 1A

TBD

Intersection Alternative 1A - AWSC Realigned

ITEM #	TITLE	UNIT	ESTIMATE COST	UNIT QUANTITY	TOTAL
201000	CLEARING AND GRUBBING	LS	$20,000.00	1.00	$20,000.00
202000	EXCAVATION AND EMBANKMENT	CY	$20.00	1497.00	$29,940.00
202003	UNDERCUT EXCAVATION	CY	$25.00	143.00	$3,575.00
204000	TEST HOLE	CY	$250.00	21.00	$5,250.00
207000	STRUCTURAL EXCAVATION AND BACKFILL	CY	$20.00	204.00	$4,080.00
207023	STRUCTURAL BACKFILL, (BORROW TYPE C)	CY	$30.00	150.00	$4,500.00
209001	BORROW, TYPE A	CY	$25.00	158.00	$3,950.00
211000	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	$10,000.00	1.00	$10,000.00
211001	REMOVAL OF PORTLAND CEMENT CONCRETE PAVEMENT, CURB AND SIDEWALK	SY	$15.00	0.00	$0.00
301001	GABC	CY	$90.00	397.00	$35,730.00
302002	DELAWARE NO. 3 STONE	TON	$60.00	46.00	$2,760.00
401005	SUPERPAVE TYPE C, PG 64-22 (CARBONATE STONE)	TON	$125.00	202.00	$25,250.00
401014	SUPERPAVE TYPE B, PG 64-22	TON	$115.00	256.00	$29,440.00
401021	SUPERPAVE TYPE BCBC, PG 64-22	TON	$115.00	341.00	$39,215.00
601032	REINFORCED CONCRETE PIPE, 15", CLASS IV	LF	$70.00	264.00	$18,480.00
601033	REINFORCED CONCRETE PIPE, 18", CLASS IV	LF	$80.00	295.00	$23,600.00
601035	REINFORCED CONCRETE PIPE, 24", CLASS IV	LF	$100.00	0.00	$0.00
601037	REINFORCED CONCRETE PIPE, 30", CLASS IV	LF	$140.00	0.00	$0.00
602002	DRAINAGE INLET, 34" X 18"	EACH	$3,800.00	1.00	$3,800.00
602003	DRAINAGE INLET, 34" X 24"	EACH	$4,000.00	1.00	$4,000.00
602004	DRAINAGE INLET, 48" X 30"	EACH	$5,200.00	3.00	$15,600.00
602005	DRAINAGE INLET, 48" X 48"	EACH	$6,500.00	0.00	$0.00
701013	PCC CURB, TYPE 1-8	LF	$40.00	0.00	$0.00
705001	PCC SIDEWALK, 4"	SF	$15.00	0.00	$0.00
705002	PCC SIDEWALK, 6"	SF	$20.00	0.00	$0.00
762000	SAW CUTTING, BITUMINOUS CONCRETE	LF	$2.00	3138.00	$6,276.00
862005	PERMANENT PAVEMENT STRIPING, ALKYD-THERMOPLASTIC, 16"	SF	$7.00	404.00	$2,828.00
862006	PERMANENT PAVEMENT STRIPING, ALKYD-THERMOPLASTIC, SYMBOL/LEGEND	SF	$7.00	0.00	$0.00
863002	PREFORMED RETROFLECTIVE MARKINGS, ALKYD-THERMOPLASTIC, BIKE SYMBOL	EACH	$450.00	2.00	$900.00
861001	PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, 6"	LF	$0.85	3924.00	$3,335.40
905001	SILT FENCE	LF	$2.00	2996.00	$5,992.00
908004	TOPSOIL, 6" DEPTH	SY	$10.00	400.00	$4,000.00
908014	PERMANENT GRASS SEEDING, DRY GROUND	SY	$1.00	399.00	$399.00
908017	TEMPORARY GRASS SEEDING	SY	$0.75	1257.00	$942.75
908020	EROSION CONTROL BLANKET MULCH	SY	$3.00	615.00	$1,845.00
908023	STABILIZED CONSTRUCTION ENTRANCE	SY	$45.00	206.00	$9,270.00
908024	STABILIZED CONSTRUCTION ENTRANCE, TOPDRESSING	TON	$78.00	18.00	$1,404.00
999999	MAINTENANCE OF TRAFFIC	LS	$50,000.00	1.00	$50,000.00
999999	LIGHTING	LS	$0.00	1.00	$0.00
999999	SWM	LS	$25,000.00	1.00	$25,000.00
	Subtotal				**$391,362.15**
763000	Initial Expense (5%)	L.S.	$19,568.11	1	$19,568.11
763501	Construction Engineering (5%)	L.S.	$19,568.11	1	$19,568.11
	TOTAL BASE FOR PROJECT				**$430,498.37**
	CONSTRUCTION CONTINGENCY	15%	$64,574.75	1	$64,574.75
	TRAFFIC (FROM TRAFFIC STATEMENT)	L.S.	$0.00	1	$0.00
	UTILITY	L.S.	$30,000.00	1	$30,000.00
	PLANTING	L.S.	$0.00	1	$0.00
	QA/QC for HMA	L.S.	$279.65	1	$279.65
	Asphalt Cost Adj	L.S.	$5,311.20	1	$5,311.20
	CONSTRUCTION ENGINEERING - (INSPECTION, CE, ETC)	L.S.	$75,829.90	1	$75,829.90
	TOTAL CONSTRUCTION COST				**$606,493.87**
	PROJECT DEVELOPMENT	L.S.	$0.00	1	$0.00
	PRELIMINARY ENGINEERING (DESIGN)	L.S.	$107,620.00	1	$107,620.00
	ROW COSTS	L.S.	$80,725.00	1	$81,000.00
	TOTAL BASE CONSTRUCTION COST				**$795,113.87**

Cost Estimate Summary

Wheatley's Pond Rd and Underwoods Corner Rd Intersection - Alternative 2

Conceptual Cost Estimate 2/19/2026

	Funded Amount (CTP):	Current Estimate	% Difference
Preliminary Engineering		$404,210.00	
Right-of-Way		$38,000.00	
Total Construction		$1,822,700.30	

Contractor Items*	$1,347,359.92		* From TrnsPort
Const. Contingency	$202,103.99	@	15.00%
CE**	$130,841.59	@	9.71%
Traffic	$0.00		
Utilities	$120,000.00		
Planting	$0.00		
Env. Performance	$0.00		
QA/QC for HMA	$1,107.40		
Asphalt Cost Adj	$21,287.40		
Total Need:	$1,822,700.30		

** CE costs consist of the following:

Advertisement	$0.00
Construction inspection services	$67,368.00
Construction engineering services	$13,473.60
E&S Inspection services	$35,000.00
Pipe Video Inspection Services	$0.00
Materials and Research Insp. Services	$15,000.00
Misc. Construction Items	$0.00

Primavera Estimate Data

Preliminary Engineering	$404,210.00
Right-of-Way	$38,000.00
Construction	$1,822,700.30
Contingency	$224,498.79
CE	$130,841.59
Traffic	$0.00
Utilities	$120,000.00

Wheatley's Pond Rd and Underwoods Corner Rd Intersection - Alternative 2

TBD

Intersection Alternative 2 - Signalized

ITEM #	TITLE	UNIT	ESTIMATE COST	UNIT QUANTITY	TOTAL
201000	CLEARING AND GRUBBING	LS	$50,000.00	1.00	$50,000.00
202000	EXCAVATION AND EMBANKMENT	CY	$20.00	3399.00	$67,980.00
202003	UNDERCUT EXCAVATION	CY	$25.00	324.00	$8,100.00
204000	TEST HOLE	CY	$250.00	21.00	$5,250.00
207000	STRUCTURAL EXCAVATION AND BACKFILL	CY	$20.00	204.00	$4,080.00
207023	STRUCTURAL BACKFILL, (BORROW TYPE C)	CY	$30.00	150.00	$4,500.00
209001	BORROW, TYPE A	CY	$35.00	357.00	$12,495.00
211000	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	$10,000.00	1.00	$10,000.00
211001	REMOVAL OF PORTLAND CEMENT CONCRETE PAVEMENT, CURB AND SIDEWALK	SY	$15.00	0.00	$0.00
301001	GABC	CY	$90.00	1280.00	$115,200.00
302002	DELAWARE NO. 3 STONE	TON	$60.00	46.00	$2,760.00
401005	SUPERPAVE TYPE C, PG 64-22 (CARBONATE STONE)	TON	$125.00	966.00	$120,750.00
401014	SUPERPAVE TYPE B, PG 64-22	TON	$115.00	941.00	$108,215.00
401021	SUPERPAVE TYPE BCBC, PG 64-22	TON	$115.00	1257.00	$144,555.00
601032	REINFORCED CONCRETE PIPE, 15", CLASS IV	LF	$70.00	264.00	$18,480.00
601033	REINFORCED CONCRETE PIPE, 18", CLASS IV	LF	$80.00	295.00	$23,600.00
601035	REINFORCED CONCRETE PIPE, 24", CLASS IV	LF	$100.00	0.00	$0.00
601037	REINFORCED CONCRETE PIPE, 30", CLASS IV	LF	$140.00	0.00	$0.00
602002	DRAINAGE INLET, 34" X 18"	EACH	$3,800.00	1.00	$3,800.00
602003	DRAINAGE INLET, 34" X 24"	EACH	$4,000.00	1.00	$4,000.00
602004	DRAINAGE INLET, 48" X 30"	EACH	$5,200.00	4.00	$20,800.00
602005	DRAINAGE INLET, 48" X 48"	EACH	$6,500.00	0.00	$0.00
701013	PCC CURB, TYPE 1-8	LF	$40.00	0.00	$0.00
705001	PCC SIDEWALK, 4"	SF	$15.00	0.00	$0.00
705002	PCC SIDEWALK, 6"	SF	$20.00	0.00	$0.00
762000	SAW CUTTING, BITUMINOUS CONCRETE	LF	$2.00	3920.00	$7,840.00
862005	PERMANENT PAVEMENT STRIPING, ALKYD-THERMOPLASTIC, 16"	SF	$7.00	439.00	$3,073.00
862006	PERMANENT PAVEMENT STRIPING, ALKYD-THERMOPLASTIC, SYMBOL/LEGEND	SF	$7.00	64.00	$448.00
863002	PREFORMED RETROFLECTIVE MARKINGS, ALKYD-THERMOPLASTIC, BIKE SYMBOL	EACH	$450.00	1.00	$450.00
861001	PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, 6"	LF	$0.85	5494.00	$4,669.90
905001	SILT FENCE	LF	$2.00	3741.00	$7,482.00
908004	TOPSOIL, 6" DEPTH	SY	$10.00	1783.00	$17,830.00
908014	PERMANENT GRASS SEEDING, DRY GROUND	SY	$1.00	1783.00	$1,783.00
908017	TEMPORARY GRASS SEEDING	SY	$0.75	5617.00	$4,212.75
908020	EROSION CONTROL BLANKET MULCH	SY	$3.00	615.00	$1,845.00
908023	STABILIZED CONSTRUCTION ENTRANCE	SY	$45.00	206.00	$9,270.00
908024	STABILIZED CONSTRUCTION ENTRANCE, TOPDRESSING	TON	$78.00	18.00	$1,404.00
999999	MAINTENANCE OF TRAFFIC	LS	$60,000.00	1.00	$60,000.00
999999	LIGHTING	LS	$0.00	1.00	$0.00
999999	SWM	LS	$30,000.00	1.00	$30,000.00
999999	SIGNAL	LS	$350,000.00	1.00	$350,000.00
	Subtotal				**$1,224,872.65**
763000	Initial Expense (5%)	L.S.	$61,243.63	1	$61,243.63
763501	Construction Engineering (5%)	L.S.	$61,243.63	1	$61,243.63
	TOTAL BASE FOR PROJECT				**$1,347,359.92**
	CONSTRUCTION CONTINGENCY	15%	$202,103.99	1	$202,103.99
	TRAFFIC (FROM TRAFFIC STATEMENT)	L.S.	$0.00	1	$0.00
	UTILITY	L.S.	$120,000.00	1	$120,000.00
	PLANTING	L.S.	$0.00	1	$0.00
	QA/QC for HMA	L.S.	$1,107.40	1	$1,107.40
	Asphalt Cost Adj	L.S.	$21,287.40	1	$21,287.40
	CONSTRUCTION ENGINEERING - (INSPECTION, CE, ETC)	L.S.	$130,841.59	1	$130,841.59
	TOTAL CONSTRUCTION COST				**$1,822,700.30**
	PROJECT DEVELOPMENT	L.S.	$0.00	1	$0.00
	PRELIMINARY ENGINEERING (DESIGN)	L.S.	$404,210.00	1	$404,210.00
	ROW COSTS	L.S.	$37,194.00	1	$38,000.00
	TOTAL BASE CONSTRUCTION COST				**$2,264,910.30**

Cost Estimate Summary

Wheatley's Pond Rd and Underwoods Corner Rd Intersection - Alternative 3

Conceptual Cost Estimate 8/19/2026

	Funded Amount (CTP):	Current Estimate	% Difference
Preliminary Engineering		$595,470.00	
Right-of-Way		$60,000.00	
Total Construction		$2,568,961.90	

Contractor Items*	$1,984,911.45		* From TrnsPort
Const. Contingency	$297,736.72	@	15.00%
CE**	$169,094.69	@	8.52%
Traffic	$0.00		
Utilities	$90,000.00		
Planting	$0.00		
Env. Performance	$0.00		
QA/QC for HMA	$1,367.45		
Asphalt Cost Adj	$25,851.60		
Total Need:	$2,568,961.90		

** CE costs consist of the following:

Advertisement	$0.00
Construction inspection services	$99,245.57
Construction engineering services	$19,849.11
E&S Inspection services	$35,000.00
Pipe Video Inspection Services	$0.00
Materials and Research Insp. Services	$15,000.00
Misc. Construction Items	$0.00

Primavera Estimate Data

Preliminary Engineering	$595,470.00
Right-of-Way	$60,000.00
Construction	$2,568,961.90
Contingency	$324,955.77
CE	$169,094.69
Traffic	$0.00
Utilities	$90,000.00

Wheatley's Pond Rd and Underwoods Corner Rd Intersection - Alternative 3

TBD

Intersection Alternative 3 - Roundabout

ITEM #	TITLE	UNIT	ESTIMATE COST	UNIT QUANTITY	TOTAL
201000	CLEARING AND GRUBBING	LS	$50,000.00	1.00	$50,000.00
202000	EXCAVATION AND EMBANKMENT	CY	$20.00	5517.00	$110,340.00
202003	UNDERCUT EXCAVATION	CY	$25.00	526.00	$13,150.00
204000	TEST HOLE	CY	$250.00	21.00	$5,250.00
207000	STRUCTURAL EXCAVATION AND BACKFILL	CY	$20.00	238.00	$4,760.00
207021	STRUCTURAL BACKFILL, (BORROW TYPE C)	CY	$30.00	174.00	$5,220.00
209001	BORROW, TYPE A	CY	$35.00	579.00	$20,265.00
211000	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	$10,000.00	1.00	$10,000.00
211001	REMOVAL OF PORTLAND CEMENT CONCRETE PAVEMENT, CURB AND SIDEWALK	SY	$15.00	0.00	$0.00
301001	GABC	CY	$90.00	2297.00	$206,730.00
302002	DELAWARE NO. 3 STONE	TON	$60.00	46.00	$2,760.00
401006	SUPERPAVE TYPE C, PG 70-22 (CARBONATE STONE)	TON	$125.00	911.00	$113,875.00
401014	SUPERPAVE TYPE B, PG 64-22	TON	$115.00	1283.00	$147,545.00
401021	SUPERPAVE TYPE BCBC, PG 64-22	TON	$115.00	1713.00	$196,995.00
601032	REINFORCED CONCRETE PIPE, 15", CLASS IV	LF	$70.00	181.00	$12,670.00
601033	REINFORCED CONCRETE PIPE, 18", CLASS IV	LF	$80.00	441.00	$35,280.00
601035	REINFORCED CONCRETE PIPE, 24", CLASS IV	LF	$100.00	0.00	$0.00
601037	REINFORCED CONCRETE PIPE, 30", CLASS IV	LF	$140.00	0.00	$0.00
602003	DRAINAGE INLET, 34" X 24"	EACH	$4,000.00	2.00	$8,000.00
602004	DRAINAGE INLET, 48" X 30"	EACH	$5,200.00	6.00	$31,200.00
602005	DRAINAGE INLET, 48" X 48"	EACH	$6,500.00	0.00	$0.00
701012	PCC CURB, TYPE 1-6	LF	$30.00	1331.00	$39,930.00
701014	PCC CURB, TYPE 2	LF	$35.00	536.00	$18,760.00
701027	PCC CURB, TYPE 1-2 MODIFIED	LF	$35.00	697.00	$24,395.00
702000	TRIANGULAR CHANNELIZING ISLANDS	SF	$30.00	2207.00	$66,210.00
705001	PCC SIDEWALK, 4"	SF	$15.00	0.00	$0.00
705002	PCC SIDEWALK, 6"	SF	$20.00	0.00	$0.00
705521	PATTERNED PCC SIDEWALK, 8"	SF	$30.00	7643.00	$229,290.00
762000	SAW CUTTING, BITUMINOUS CONCRETE	LF	$2.00	4609.00	$9,218.00
862005	PERMANENT PAVEMENT STRIPING, ALKYD-THERMOPLASTIC, 16"	SF	$7.00	1295.00	$9,065.00
862006	PERMANENT PAVEMENT STRIPING, ALKYD-THERMOPLASTIC, SYMBOL/LEGEND	SF	$7.00	0.00	$0.00
863002	PREFORMED RETROFLECTIVE MARKINGS, ALKYD-THERMOPLASTIC, BIKE SYMBOL	EACH	$450.00	0.00	$0.00
861001	PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, 6"	LF	$0.85	4622.00	$3,928.70
905001	SILT FENCE	LF	$2.00	4400.00	$8,800.00
908004	TOPSOIL, 6" DEPTH	SY	$10.00	1767.00	$17,670.00
908014	PERMANENT GRASS SEEDING, DRY GROUND	SY	$1.00	1767.00	$1,767.00
908017	TEMPORARY GRASS SEEDING	SY	$0.75	5567.00	$4,175.25
908020	EROSION CONTROL BLANKET MULCH	SY	$3.00	514.00	$1,542.00
908023	STABILIZED CONSTRUCTION ENTRANCE	SY	$45.00	206.00	$9,270.00
908024	STABILIZED CONSTRUCTION ENTRANCE, TOPDRESSING	TON	$78.00	18.00	$1,404.00
999999	MAINTENANCE OF TRAFFIC	LS	$200,000.00	1.00	$200,000.00
999999	LIGHTING	LS	$150,000.00	1.00	$150,000.00
999999	SWM	LS	$35,000.00	1.00	$35,000.00
	Subtotal				**$1,804,464.95**
763000	Initial Expense (5%)	L.S.	$90,223.25	1	$90,223.25
763501	Construction Engineering (5%)	L.S.	$90,223.25	1	$90,223.25
	TOTAL BASE FOR PROJECT				**$1,984,911.45**
	CONSTRUCTION CONTINGENCY	15%	$297,736.72	1	$297,736.72
	TRAFFIC (FROM TRAFFIC STATEMENT)	L.S.	$0.00	1	$0.00
	UTILITY	L.S.	$90,000.00	1	$90,000.00
	PLANTING	L.S.	$0.00	1	$0.00
	QA/QC for HMA	L.S.	$1,367.45	1	$1,367.45
	Asphalt Cost Adj	L.S.	$25,851.60	1	$25,851.60
	CONSTRUCTION ENGINEERING - (INSPECTION, CE, ETC)	L.S.	$169,094.69	1	$169,094.69
	TOTAL CONSTRUCTION COST				**$2,568,961.90**
	PROJECT DEVELOPMENT	L.S.	$0.00	1	$0.00
	PRELIMINARY ENGINEERING (DESIGN)	L.S.	$595,470.00	1	$595,470.00
	ROW COSTS	L.S.	$59,119.00	1	$60,000.00
	TOTAL BASE CONSTRUCTION COST				**$3,224,431.90**