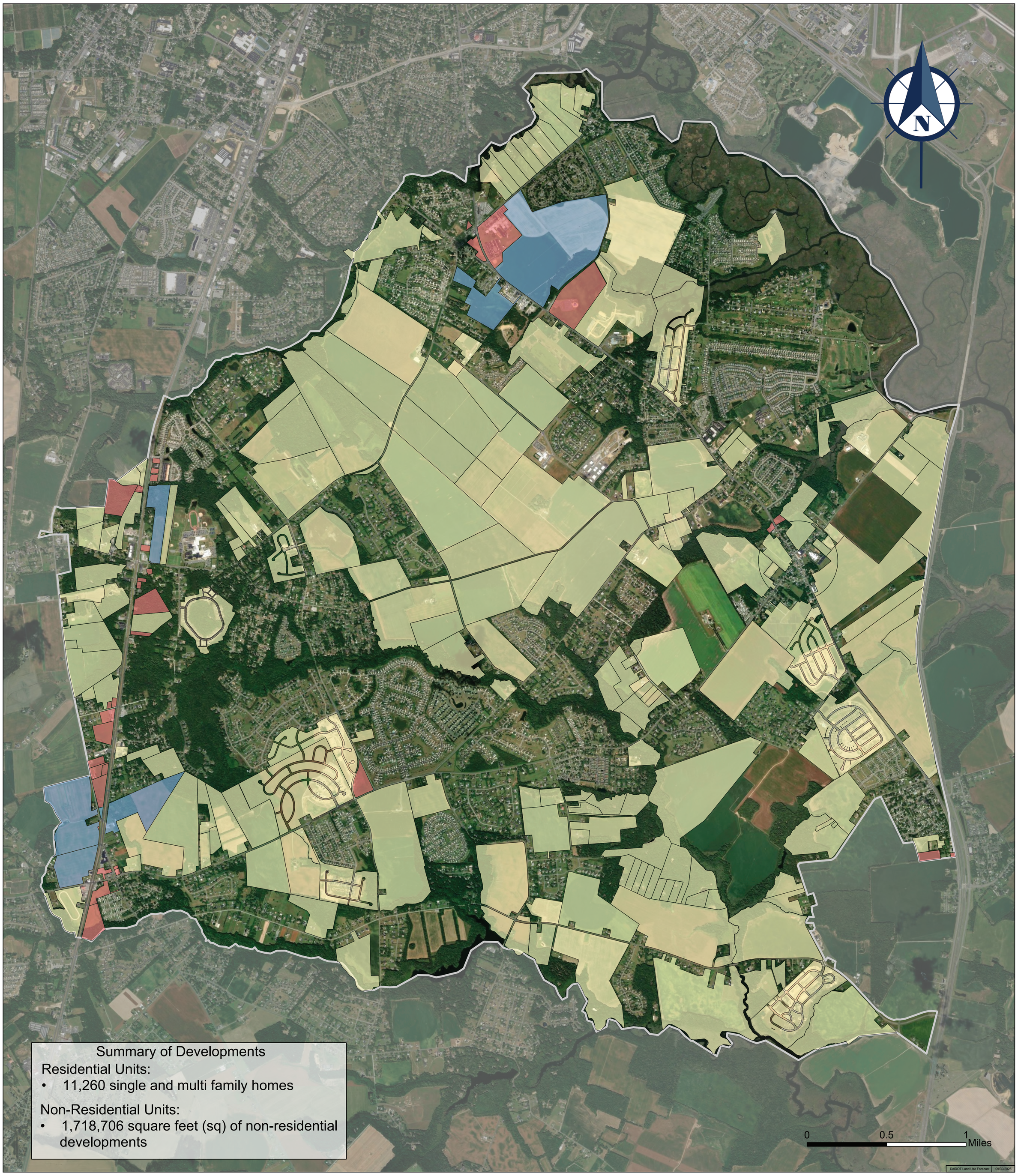
Welcome!

Thank you for attending today's public workshop.

Magnolia Transportation Improvement District (TID)

Please sign-in at welcome table.

MAGNOLIA TRANSPORTATION IMPROVEMENT DISTRICT-
2045 LAND USE FORECAST MAP



Legend

Land Use Forecast to 2045

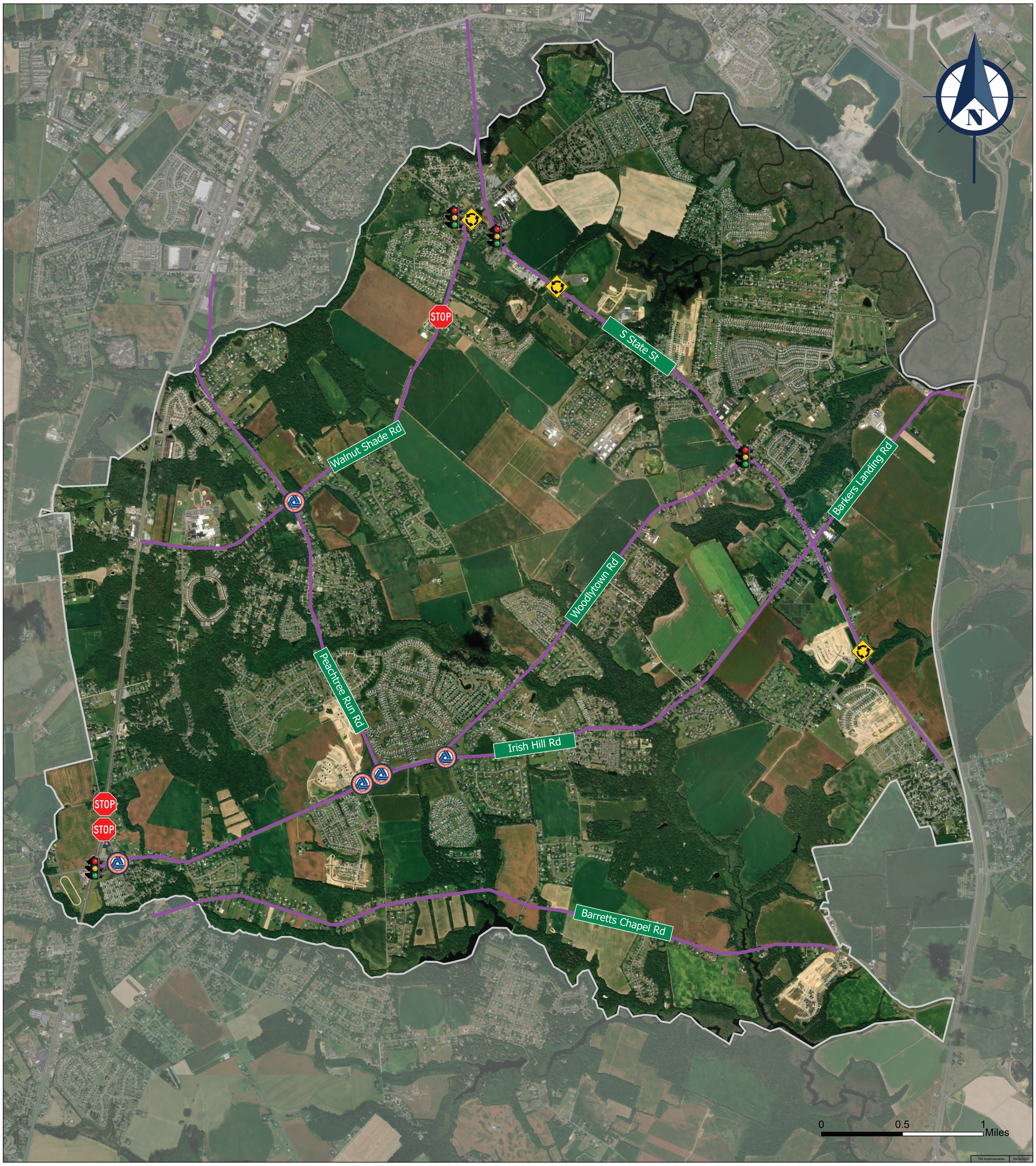
- Residential
- Non-Residential (Shopping Center, Gas Station, etc.)
- Both

Magnolia TID Boundary

- Boundary

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MAGNOLIA TRANSPORTATION IMPROVEMENT DISTRICT - OVERALL IMPROVEMENTS MAP



Legend

Intersection Improvements

- DelDOT CTP Improvements not Funded with TID
- Roundabout Improvements
- Signal Improvements
- Stop Control Improvements

Roadway Improvements

- TID Roadway Segment

Magnolia TID Boundary

- Boundary

Concept plans depicted on these boards were developed to generate cost estimates for the TID Infrastructure Fee Program. These concepts are above and beyond the scopes of projects already in the DelDOT Capital Transportation Program, and may or may not be needed by 2045 depending on actual approved and built future developments.

They have not been through a formal public involvement or project development process. If and when they move ino the project development process, the public will have additional opportunities to review them and provide more input.

They are also subject to change based on actual development and traffic patterns and Department policies.

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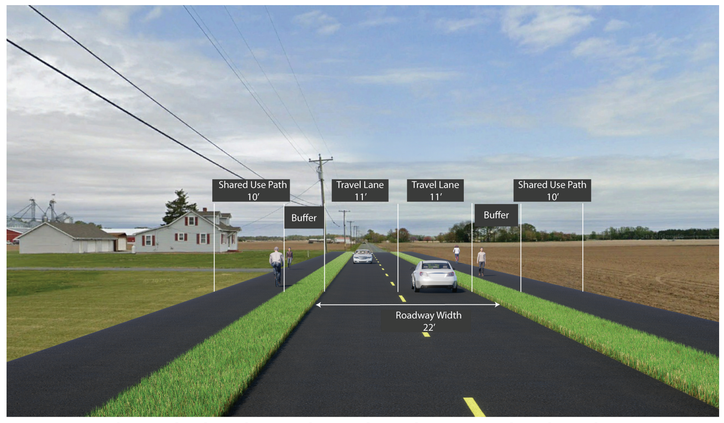
MAGNOLIA TRANSPORTATION IMPROVEMENT DISTRICT - PROPOSED IMPROVEMENT CORRIDOR
BARKERS LANDING ROAD

EXISTING CROSS SECTIONS



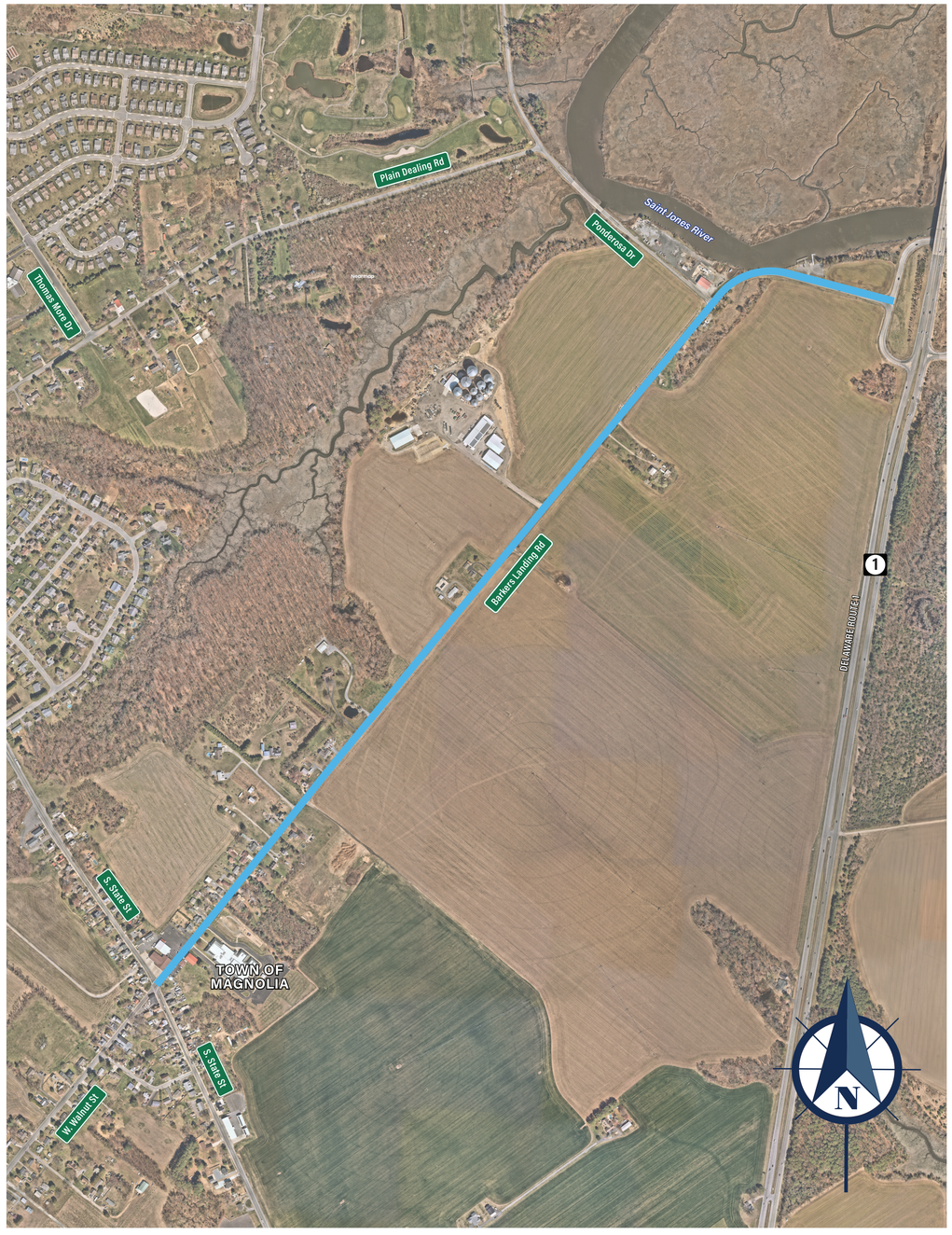


PROPOSED CROSS SECTIONS





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MAGNOLIA TRANSPORTATION IMPROVEMENT DISTRICT - PROPOSED IMPROVEMENT CORRIDOR
BARRATTS CHAPEL ROAD



EXISTING CROSS SECTION



PROPOSED CROSS SECTION

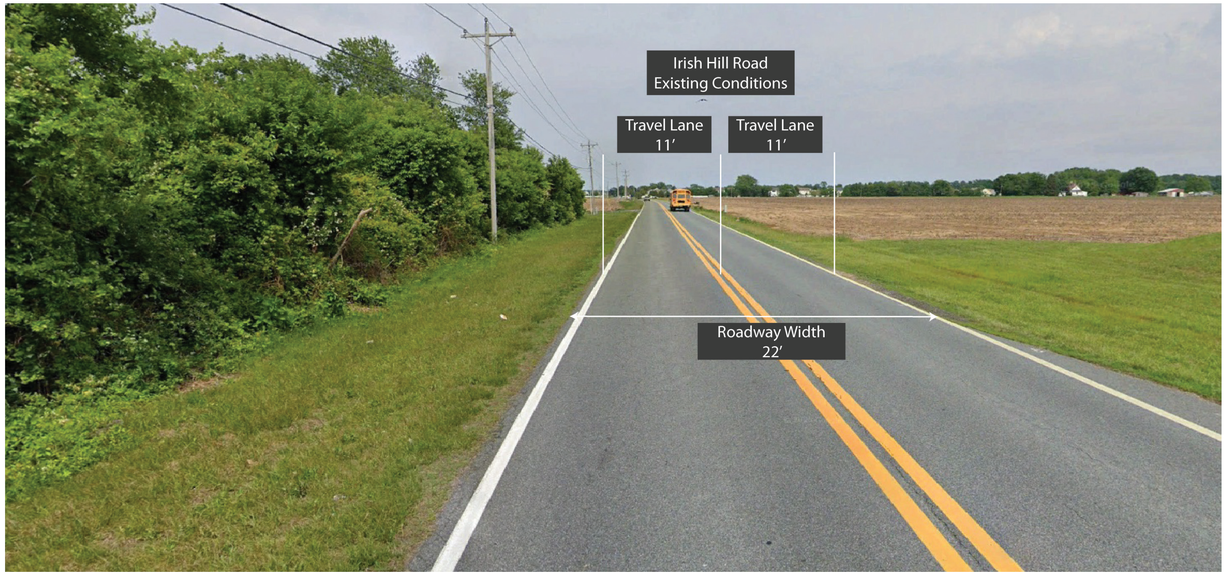


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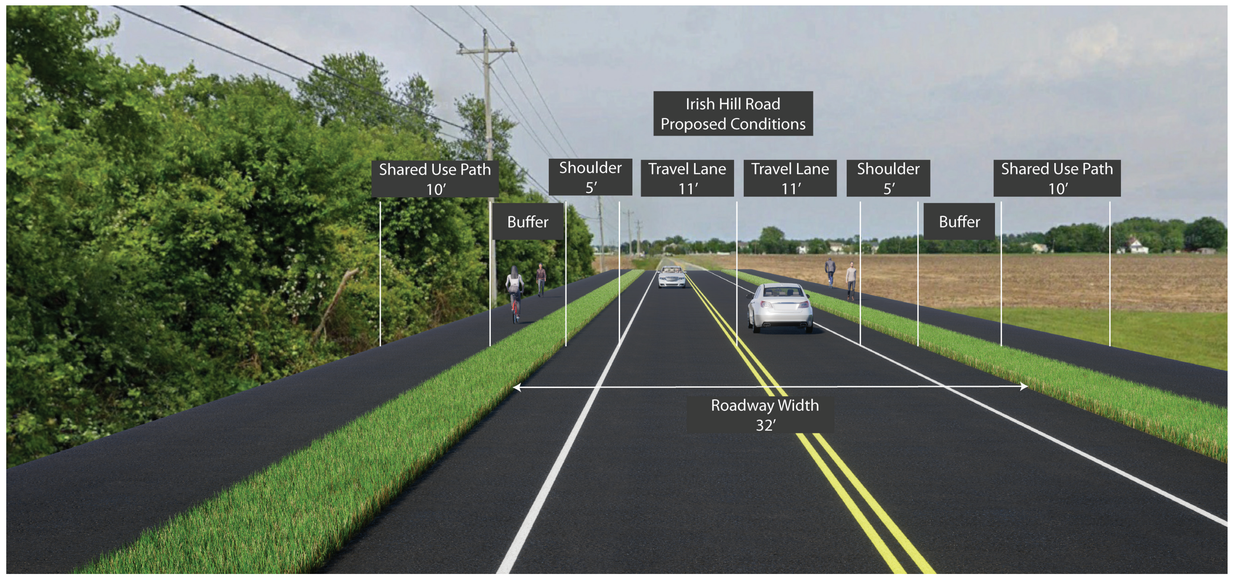
PUBLIC WORKSHOP | OCTOBER 14, 2026

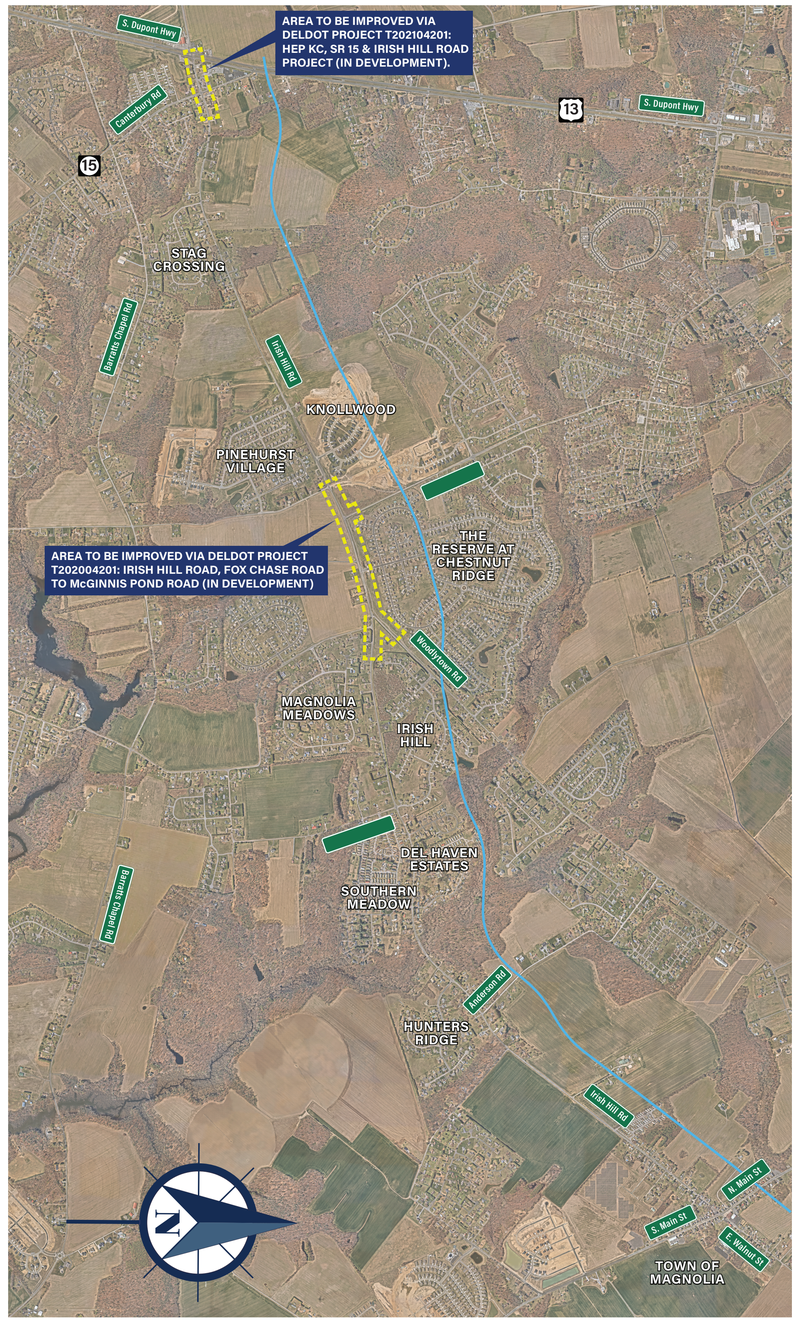
MAGNOLIA TRANSPORTATION IMPROVEMENT DISTRICT - PROPOSED IMPROVEMENT CORRIDOR
IRISH HILL ROAD

EXISTING CROSS SECTION



PROPOSED CROSS SECTION





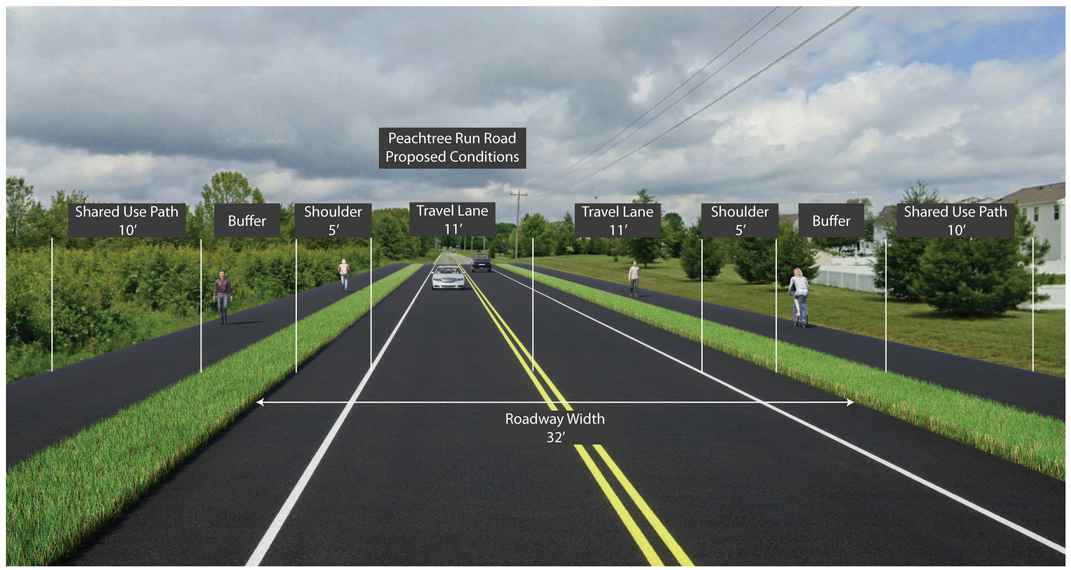
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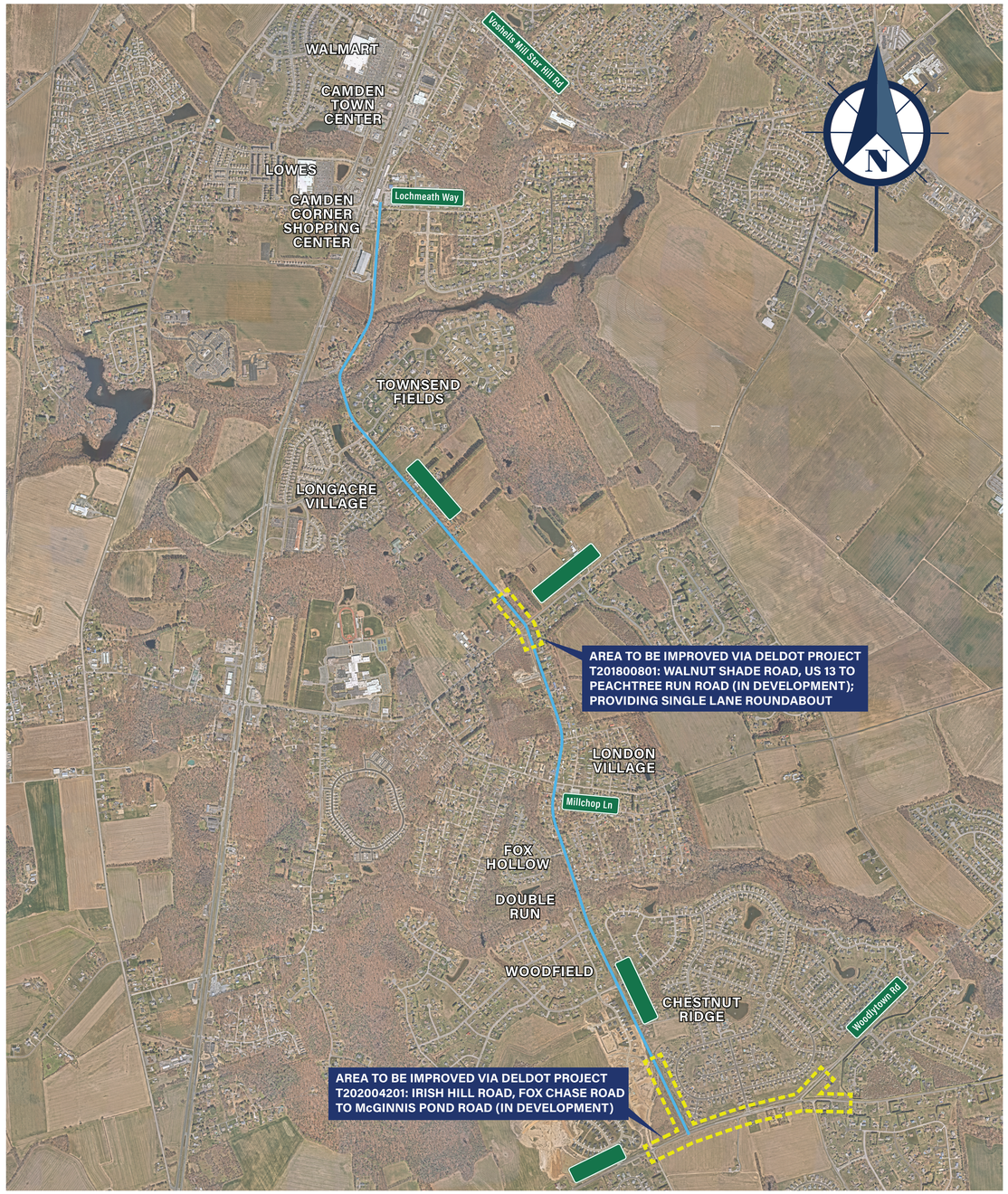
MAGNOLIA TRANSPORTATION IMPROVEMENT DISTRICT - PROPOSED IMPROVEMENT CORRIDOR
PEACHTREE RUN

EXISTING CROSS SECTION



PROPOSED CROSS SECTION





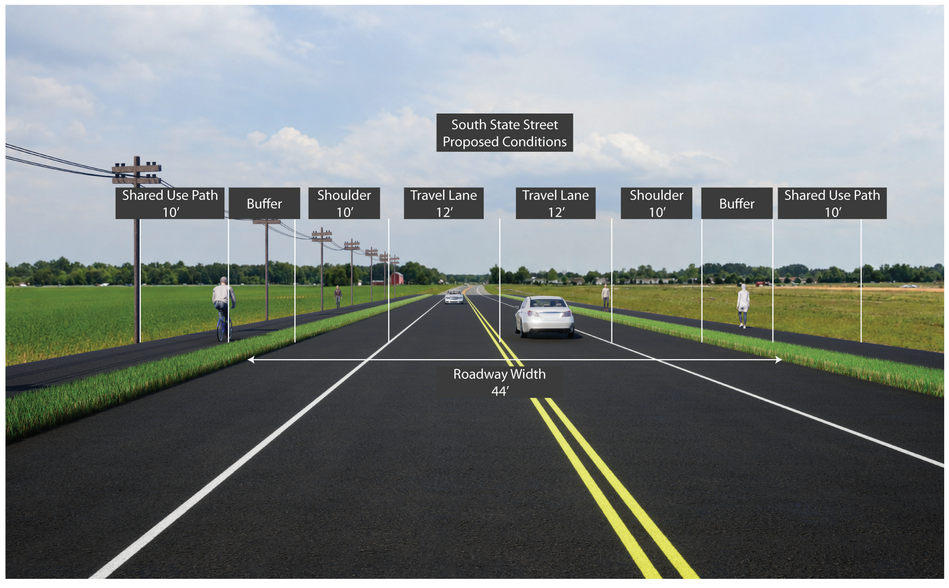
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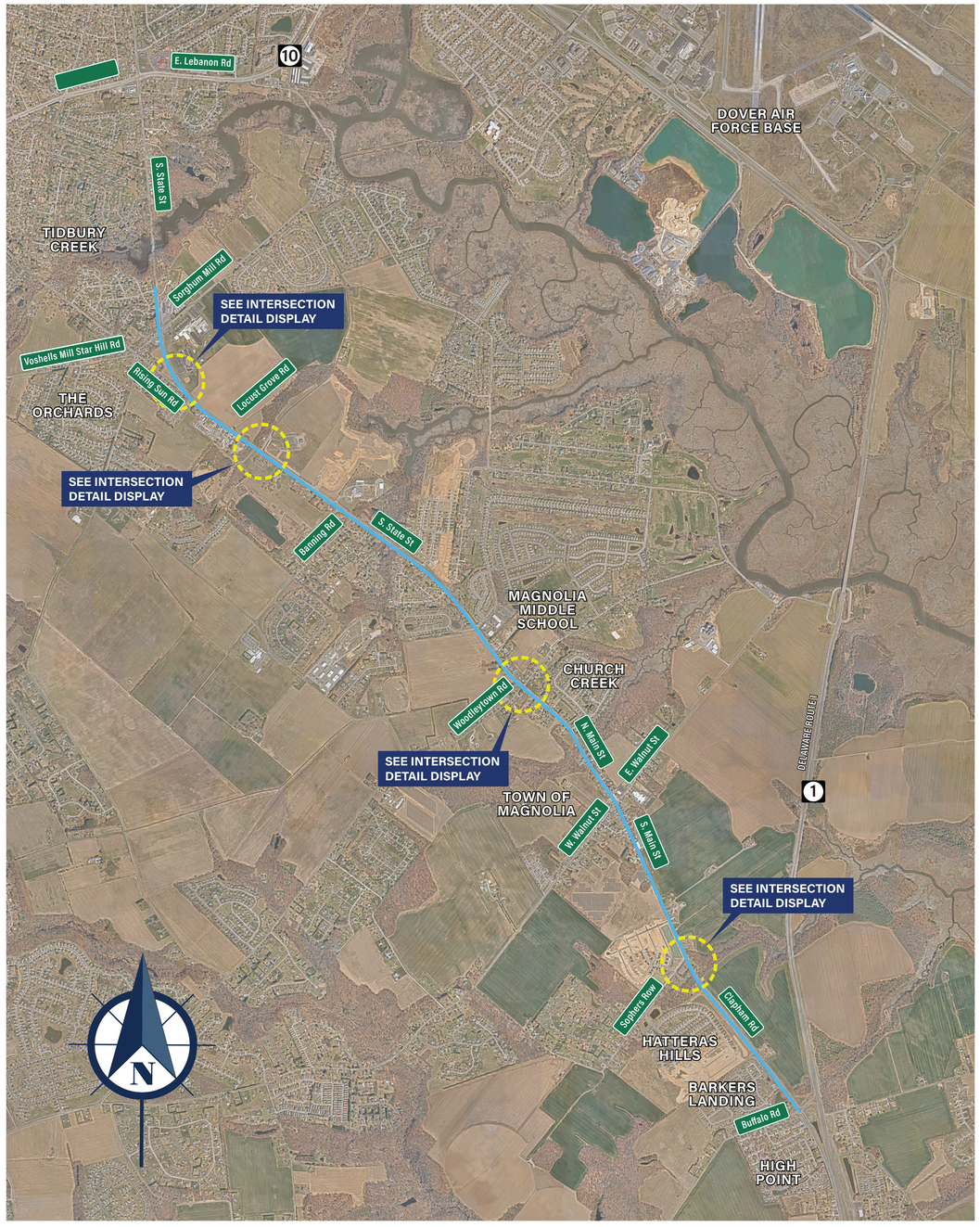
MAGNOLIA TRANSPORTATION IMPROVEMENT DISTRICT - PROPOSED IMPROVEMENT CORRIDOR
S. STATE ST/N&S MAIN STREET/CLAPHAM ROAD

EXISTING CROSS SECTION



PROPOSED CROSS SECTION





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MAGNOLIA TRANSPORTATION IMPROVEMENT DISTRICT - PROPOSED IMPROVEMENT CORRIDOR
WALNUT SHADE ROAD

EXISTING CROSS SECTION



PROPOSED CROSS SECTION



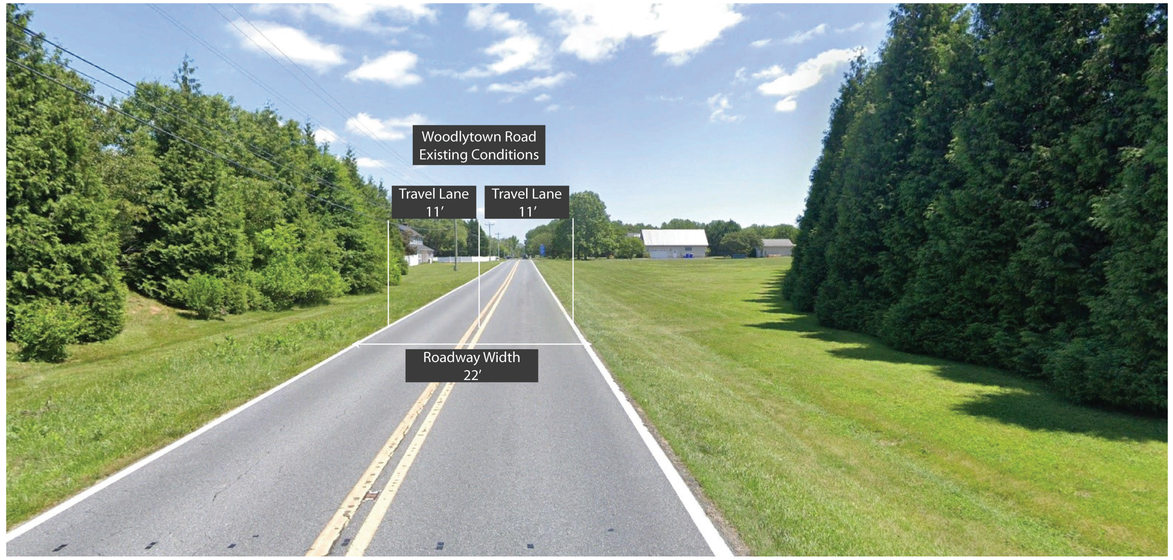


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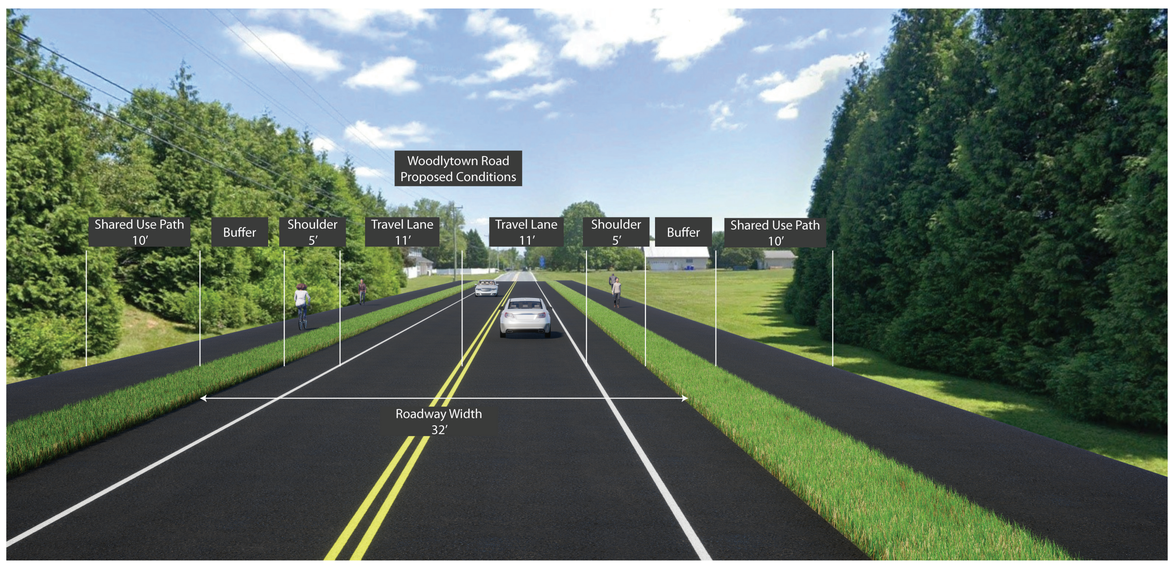
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MAGNOLIA TRANSPORTATION IMPROVEMENT DISTRICT - PROPOSED IMPROVEMENT CORRIDOR
WOODLYTOWN ROAD

EXISTING CROSS SECTION



PROPOSED CROSS SECTION





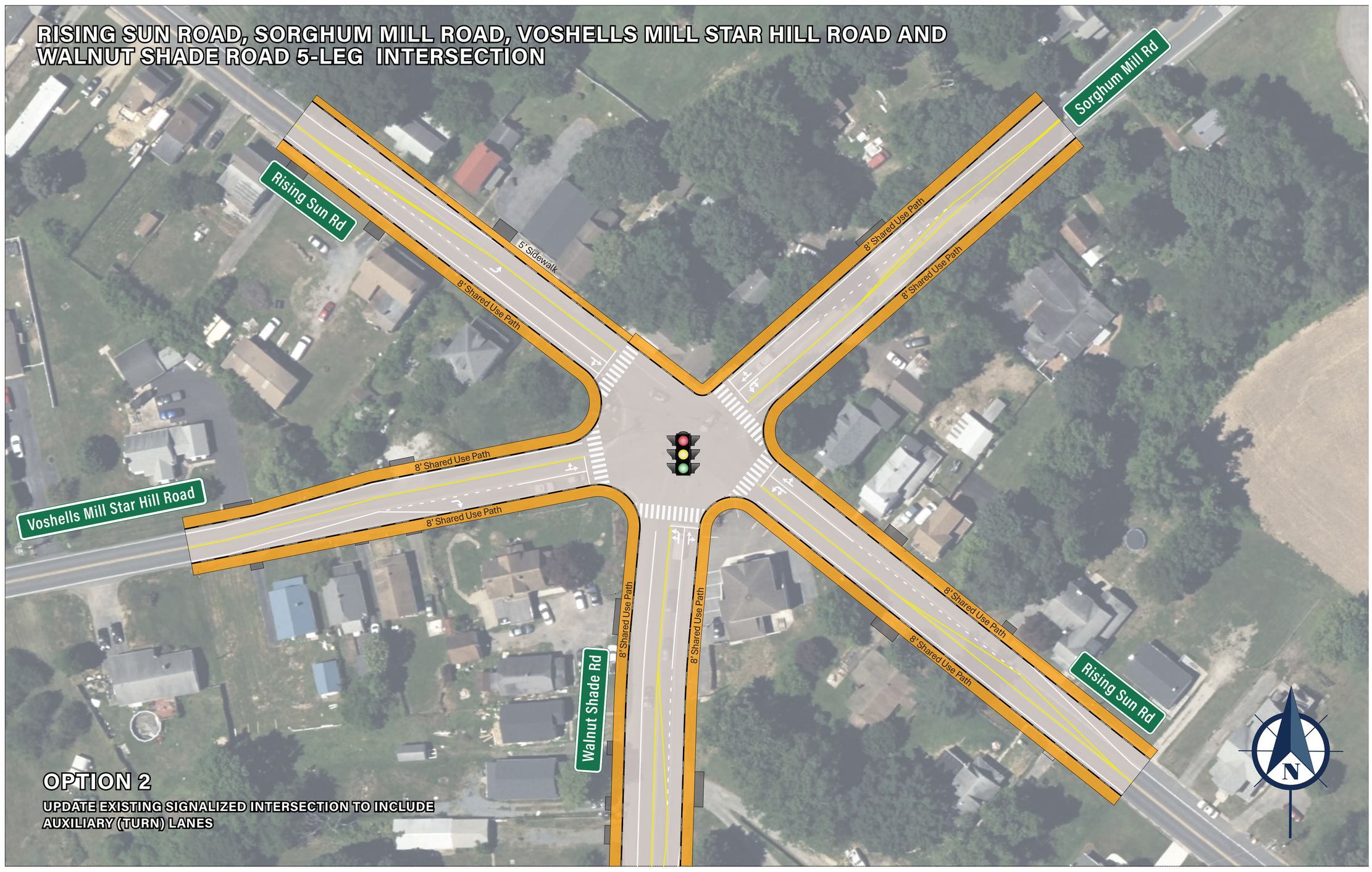
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MAGNOLIA TRANSPORTATION IMPROVEMENT DISTRICT - PROPOSED IMPROVEMENT - 5 POINTS INTERSECTION

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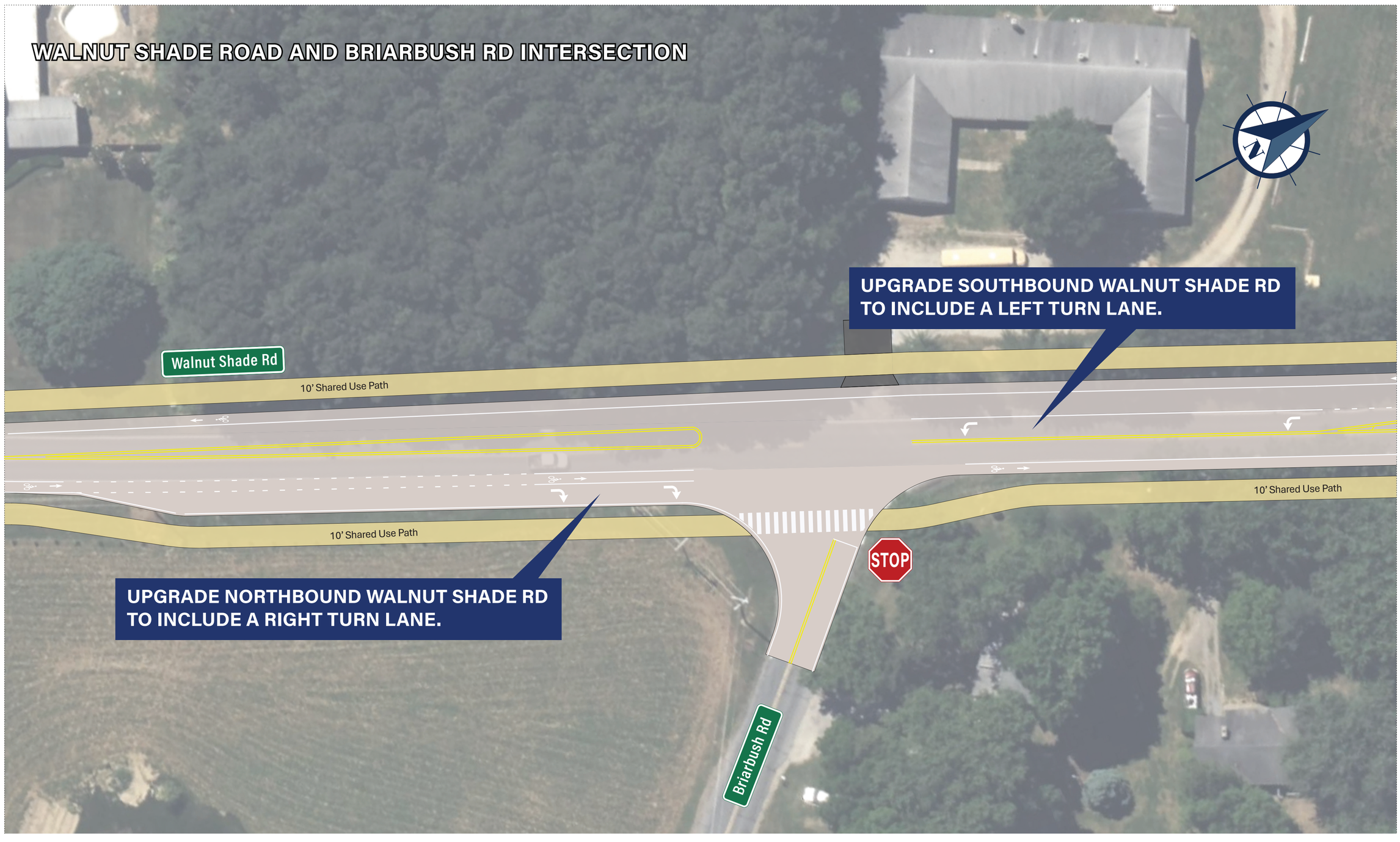
Level of Service (Delay per Vehicle in Seconds)							
Existing		Future w/ No Improvements		Future w/ Improvements (Signal)		Future w/ Improvements (Roundabout)	
AM	PM	AM	PM	AM	PM	AM	PM
E (76.6)	E (66.9)	F (198.7)	F (214.0)	E (57.6)	E (77.8)	B (13.1)	B (14.6)

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MAGNOLIA TRANSPORTATION IMPROVEMENT DISTRICT - PROPOSED IMPROVEMENT - MISCELLANEOUS INTERSECTIONS

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WALNUT SHADE ROAD AND BRIARBUSH RD INTERSECTION



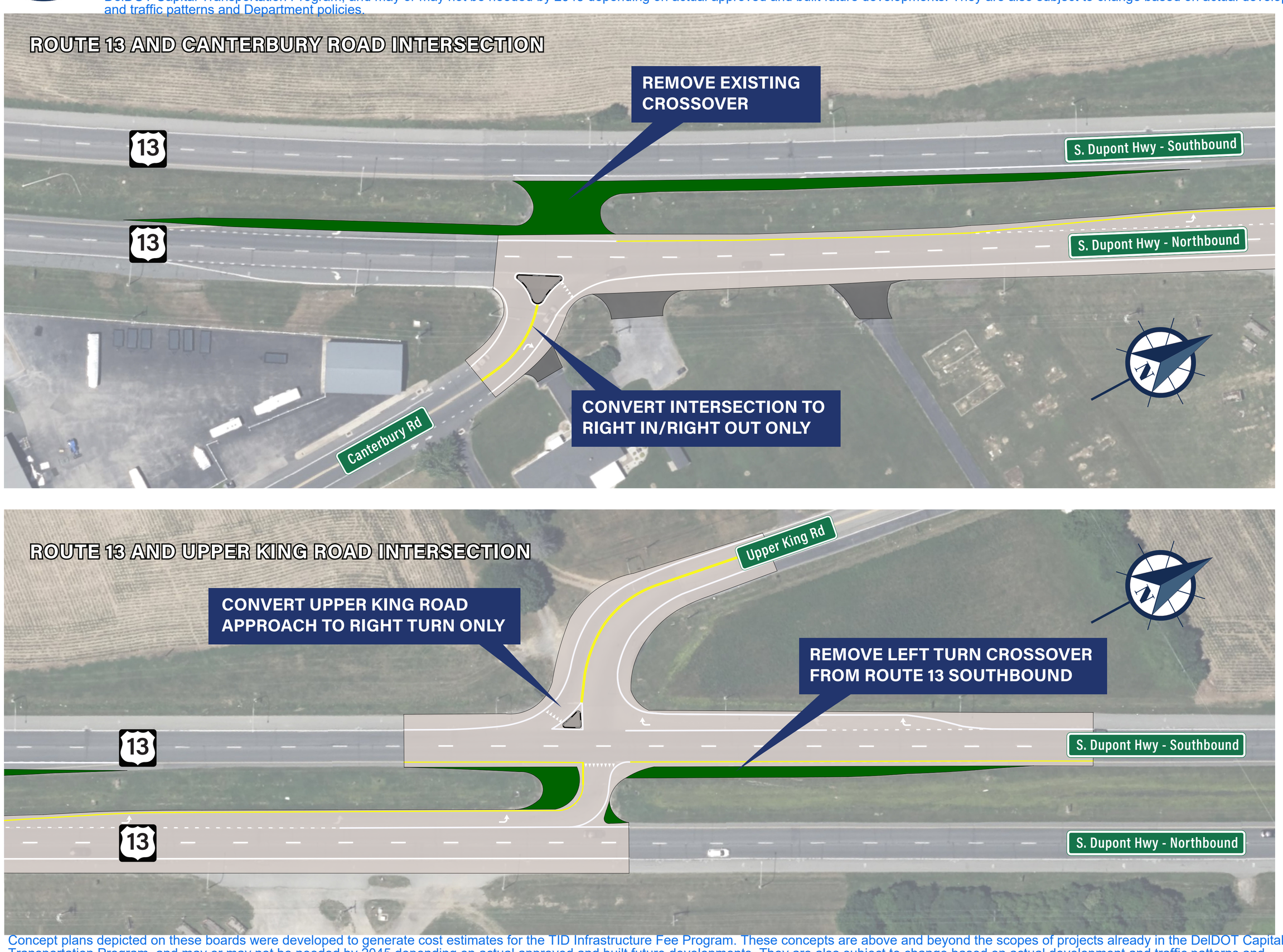
CLAPHAM ROAD AND SOPHERS ROW INTERSECTION

	Level of Service (Delay per Vehicle in Seconds)					
	Existing		Future w/ No Improvements		Future w/ Improvements	
Intersection	AM	PM	AM	PM	AM	PM
Walnut Shade Road & Briarbush Road	B (11.8)	B(11.2)	C (20.6)	F (53.3)	C (19.4)	E (45.0)
Clapham Road & Sophers Road	B (10.5)	B (11.4)	F (136.3)	F (54.0)	A (8.6)	B (11.7)

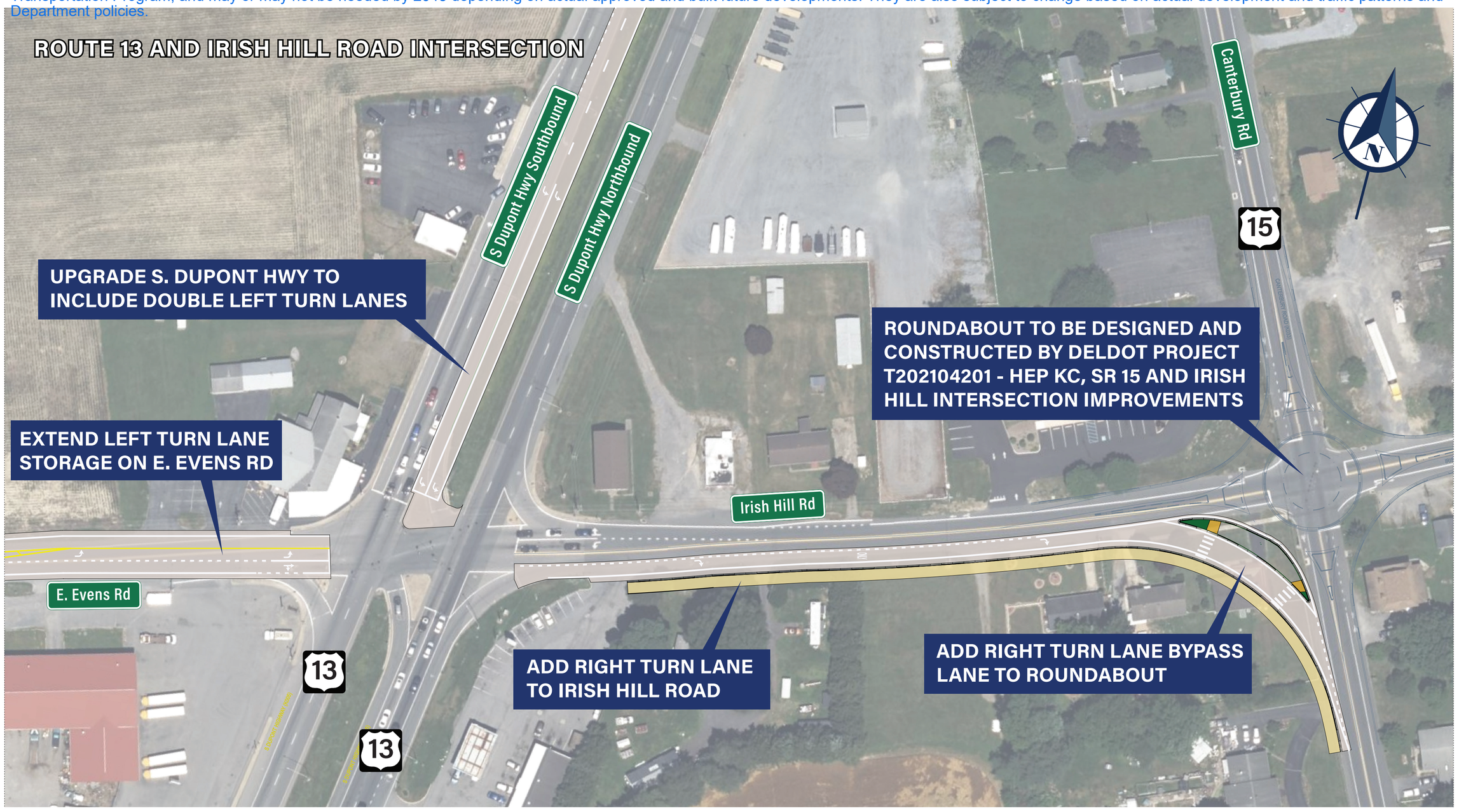
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MAGNOLIA TRANSPORTATION IMPROVEMENT DISTRICT - PROPOSED IMPROVEMENT - ROUTE 13 INTERSECTIONS

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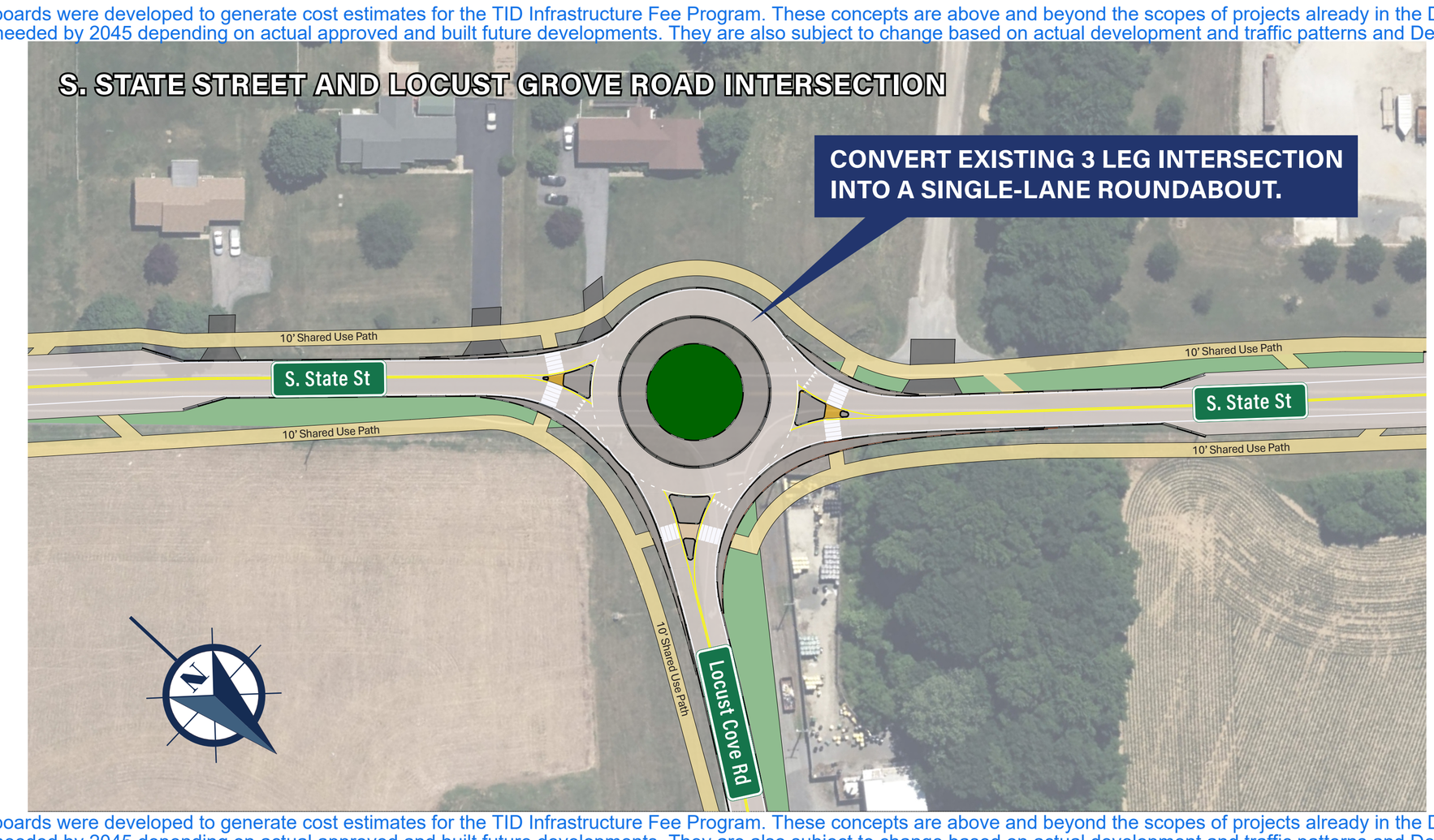
	Level of Service (Delay per Vehicle in Seconds)					
	Existing		Future w/ No Improvements		Future w/ Improvements	
Intersection	AM	PM	AM	PM	AM	PM
US 13 & Upper King Road	C (15.3)	D (31.5)	E (40.2)	F (430.3)	C (20.5)	F (390.4)
US 13 & Canterbury Road	F (133.9)	F (90.8)	F (6568.4)	F (*)	C (24.9)	D (32.3)
US 13 & Irish Hill Road	C (21.3)	C (21.1)	E (73.7)	F (111.0)	E (58.4)	E (64.4)

Note: Future sidestreet volumes at US 13 & Upper King Road do not justify the installation of further improvements beyond the reconfiguration.

MAGNOLIA TRANSPORTATION IMPROVEMENT DISTRICT - PROPOSED IMPROVEMENT - S. STATE STREET INTERSECTIONS

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S. STATE STREET AND LOCUST GROVE ROAD INTERSECTION

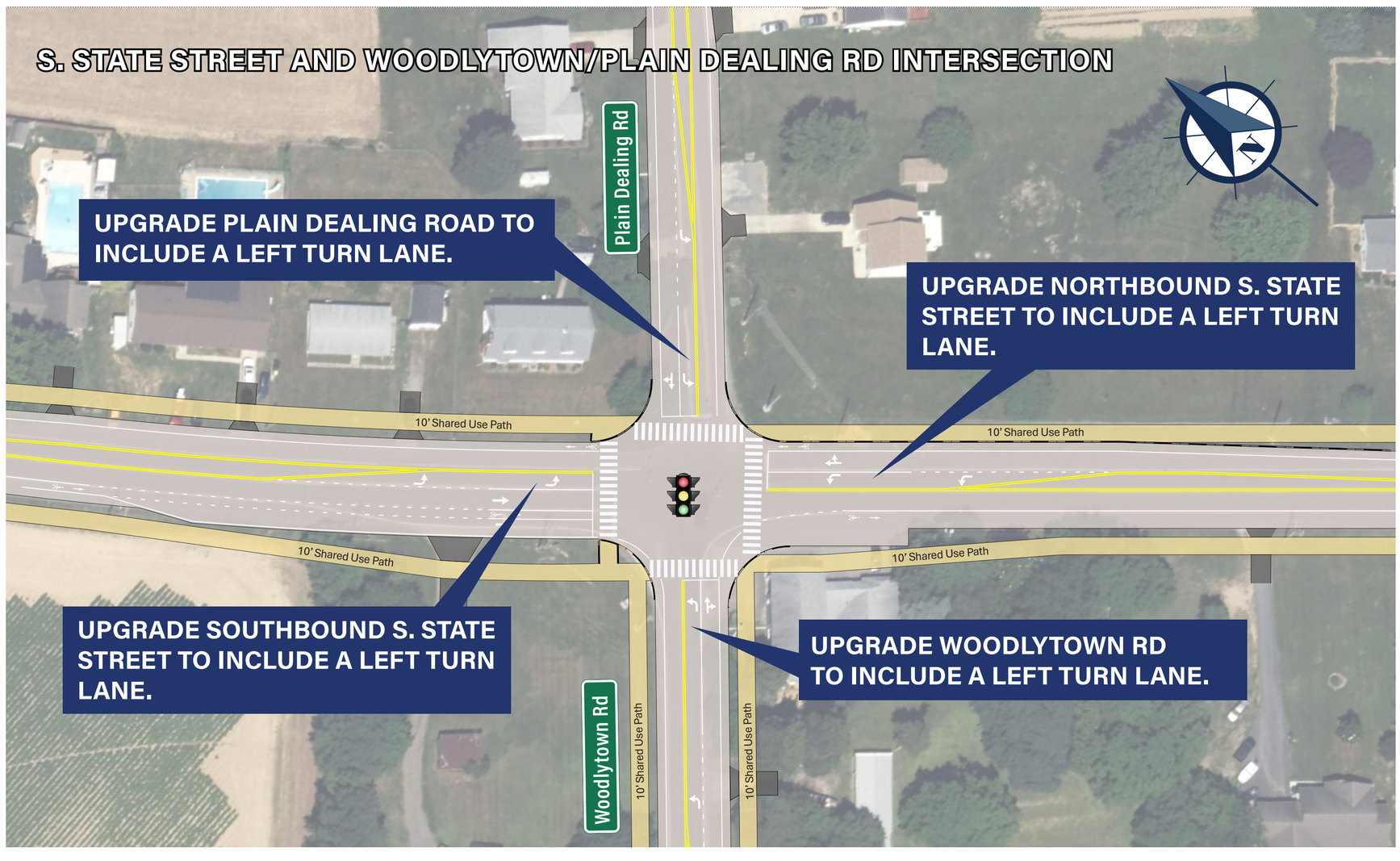


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S. STATE STREET AND RISING SUN ROAD INTERSECTION



S. STATE STREET AND WOODLYTOWN/PLAIN DEALING RD INTERSECTION



	Level of Service (Delay per Vehicle in Seconds)					
	Existing		Future w/ No Improvements		Future w/ Improvements	
Intersection	AM	PM	AM	PM	AM	PM
S. State St & Locust Grove Rd	D (25.8)	D (26.7)	F (69.7)	F (143.6)	B (14.5)	B (11.7)
S. State St & Rising Sun Rd	F (57.7)	E (49.5)	F (520.7)	F (168.8)	A (4.2)	A (3.3)
S. State St & Woodlytown Rd	F (156.3)	C (27.1)	F (211.9)	F (110.8)	C (31.2)	C (24.7)

DELAWARE ROUTE 1

MAGNOLIA TRANSPORTATION IMPROVEMENT DISTRICT - MAGNOLIA INFRASTRUCTURE FEE PROGRAM OPTIONS

Magnolia TID Infrastructure Fee Program Option	Column1	Column2	Column	Column4	Column	Column6	Column
		Option 1, Fund TID at 20%		Option 2, Fund TID at 23%		Option 3, Fund TID at 25%	
Land Use	Number of Forecasted Units	Contribution Expected	Unit Rates	Contribution Expected	Unit Rates	Contribution Expected	Unit Rates
Residential Land Use							
Single family detached units	10109	$47,512,300.00	**$4,700**	$55,599,500.00	**$5,500**	$55,599,500.00	**$5,500**
Single family attached units	842	$3,007,624.00	**$3,572**	$3,519,560.00	**$4,180**	$3,519,560.00	**$4,180**
Multi family low-rise (1 to 3 floors) units	309	$1,031,133.00	**$3,337**	$1,206,645.00	**$3,905**	$1,206,645.00	**$3,905**
Multi family mid-rise (4 to 10 floors) units	0	$0.00	**$2,256**	$0.00	**$2,640**	$0.00	**$2,640**
Non-Residential Land Use							
Under 21 trips per 1,000 SF GFA	594800	$1,189,600.00	**$2**	$1,189,600.00	**$2**	$2,974,000.00	**$5**
At least 21 but less than 34 trips per 1,000 SF GFA	189500	$568,500.00	**$3**	$568,500.00	**$3**	$1,326,500.00	**$7**
At least 34 but less than 75 trips per 1,000 SF GFA	675406	$3,377,030.00	**$5**	$3,377,030.00	**$5**	$6,078,654.00	**$9**
At least 75 but less than 200 trips per 1,000 SF GFA	246900	$2,469,000.00	**$10**	$121,000.00	**$10**	$193,600.00	**$16**
200 or more trips per 1,000 SF GFA	12100	$145,200.00	**$12**	$145,200.00	**$12**	$242,000.00	**$20**
Development Portion		$59,300,387.00		$65,727,035.00		$71,140,459.00	
		20%		**23%**		**25%**	

Notes: Single family attached rate is 76% of single-family detached rate. Low-rise Multi-family rate is 71% of single-family detached rate. Mid-rise Multi-family rate is 48% of single-family detached rate. All non-residential rates are based on the number of trips per 1,000 square foot of gross floor area. This is based on ITE Trip Generation Manual, 11th Edition.

TID Improvements and Cost Estimates

Location name	Improvement description	CTP-level cost estimate
Barker's Landing Road	**Mill and overlay and widening, add sidewalk and SUP**	**$9,608,803.00**
Barratts Chapel Road	**Reconstruction and widening, add SUP**	**$53,955,773.00**
Irish Hill Road	**Mill and overlay and widening, add SUP**	**$38,115,235.00**
Peachtree Run	**Reconstruction and widening, add SUP**	**$46,918,855.00**
S State Street	**Reconstruction and widening, add SUP**	**$71,157,643.00**
S State Street and Sophers Road	**Install single lane roundabout**	**$4,928,423.00**
S State Street and Plaindealing Road	**Install and extend turn lanes**	**$10,149,498.00**
S State Street and Locust Grove Rd	**Install single lane roundabout**	**$5,161,688.00**
Walnut Shade Road	**Mill and overlay and widening, add SUP**	**$12,343,685.00**
Walnut Shade Road and Briarbush Rd	**Install turn lanes and SUP**	**$2,495,190.00**
Woodlytown Road	**Mill and overlay and widening, add SUP**	**$18,520,423.00**
Rising Sun Rd/Walnut Shade Rd/Sorghum Mill Rd/Voshells Mill Star Hill Rd* **	**Single-Lane Roundabout Alternative**	**$5,272,853.00**
Rising Sun Rd/Walnut Shade Rd/Sorghum Mill Rd/Voshells Mill Star Hill Rd* **	**Signalized Alternative**	**$6,696,108.00**
US 13 & Upper King Road	**Reconfigure to limited access intersection**	**$4,175,955.00**
US 13 & Canterbury Road/Upper King Road	**Reconfigure to limited access intersection**	**$1,544,648.00**
US 13 & Irish Hill Road	**Install and extend turn lanes, install EB receiving lane**	**$4,011,285.00**
Total of All improvements		**$289,783,212.00**
*** Roundabout alternative ommitted from the total cost		