



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

April 24, 2014

SHAILEN P. BHATT
SECRETARY

Mr. Dev Sitaram
Karins & Associates, Inc.
11 Polly Drummond Road
Suite 201
Newark, DE 19711

Dear Mr. Sitaram,

The Department has completed its review of the Traffic Impact Study (TIS) for the Westhampton residential development, prepared by Karins and Associates, Inc. (KA) and dated December 23, 2013. KA prepared the report in a manner generally consistent with DelDOT's *Standards and Regulations for Subdivision Streets and State Highway Access*.

The TIS evaluates the impacts of Westhampton, proposed to be located on the west side of McKennans Church Road, south of Delaware Route 41, in New Castle County.

The proposed development would consist of 105 single-family attached homes, to be developed on an approximately 40.72-acre assemblage of parcels (Tax Parcels 08-026.00-011 & 017). One access point is proposed on McKennans Church Road. Construction is anticipated to be complete by 2016.

The land is currently zoned as S (Suburban) in New Castle County, and the developer proposes to rezone the land to ST (Suburban Transition).

DelDOT currently has no relevant projects in the study area.

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

All intersections included in the scope of this TIS meet the level of service (LOS) requirements for both the New Castle County Unified Development Code (UDC) and DelDOT's *Standards and Regulations for Subdivision Streets and State Highway Access*.

Should New Castle County choose to approve the proposed development, the following items should be incorporated into the site design and reflected on the record plan by note or illustration. All applicable agreements (i.e. letter agreements for off-site improvements and traffic signal agreements) should be executed prior to entrance plan approval for the proposed development.



1. The developer should construct the site entrance on McKennans Church Road. The proposed configuration is shown in the table below.

Approach	Current Configuration	Proposed Configuration
Northbound McKennans Church Road	One through lane	One left-turn lane, one through lane
Southbound McKennans Church Road	One through lane	One through lane, one right-turn lane
Eastbound Site Entrance	Approach does not exist	One shared left-turn / right-turn lane

The proposed storage lengths of the turn lanes are shown in the table below:

Approach	Left-Turn Lane	Right-Turn Lane
Northbound McKennans Church Road	220 feet (includes 100-foot taper)	N/A
Southbound McKennans Church Road	N/A	135 feet (includes 50-foot taper)

2. The developer should improve McKennans Church Road along the limits of the site frontage. These improvements include the provision of a bituminous concrete overlay to the existing travel lanes, at DelDOT's discretion. DelDOT should analyze the existing lanes' pavement section and recommend an overlay thickness to the developer's engineer if necessary.

Improvements related towards bicycle, pedestrian, and transit facilities have not been made at this time. Further improvements related to these facilities may be required during DelDOT's site plan review process.

Improvements in this TIS may be considered "significant" under DelDOT's *Work Zone Safety and Mobility Procedures and Guidelines*. These guidelines are available on DelDOT's website at http://www.deldot.gov/information/pubs_forms/manuals/de_muted/index.shtml. For any additional information regarding the work zone impact and mitigation procedures during construction please contact Mr. Adam Weiser of DelDOT's Traffic Section. Mr. Weiser can be reached at (302) 659-4073 or by email at Adam.Weiser@state.de.us.

Please note that this review generally focuses on capacity and level of service issues; additional safety and operational issues will be further addressed through DelDOT's subdivision review process.

Mr. Dev Sitaram
April 24, 2014
Page 3 of 19

Additional details on our review of this TIS are attached. If you have any questions concerning this review, please contact me at (302) 760-2167. My email is Troy.Brestel@state.de.us.

Sincerely,



Troy Brestel
Project Engineer

TEB:km

Enclosures

cc with enclosures: Mr. Eileen Fogarty, New Castle County Department of Land Use
Mr. George Haggerty, New Castle County Department of Land Use
Mr. Owen Robatino, New Castle County Department of Land Use
Mr. Robert McCleary, Director, Transportation Solutions (DOTS)
Mr. Drew Boyce, Director, Planning
Mr. Mark Luszcz, Chief Traffic Engineer, Traffic, DOTS
Mr. Mark Tudor, Assistant Director, Project Development North,
DOTS
Mr. J. Marc Coté, Assistant Director, Development Coordination
Mr. T. William Brockenbrough, Jr., County Coordinator, Development
Coordination
Mr. Thomas E. Meyer, Traffic Studies Manager, Traffic, DOTS
Mr. Wayne Henderson, Service Development Planner, Delaware Transit
Corporation
Mr. Marco Boyce, Planning Supervisor, Statewide & Regional Planning
Ms. Donna Robinson, Administrative Assistant, Statewide & Regional
Planning
Mr. Todd Sammons, Subdivision Engineer, Development Coordination
Mr. John Garcia, New Castle County Subdivision Coordinator,
Development Coordination
Mr. Ahmed Abdelmoteleb, Traffic Engineer, Traffic, DOTS
Mr. Claudy Joinville, Project Engineer, Development Coordination

General Information

Report date: December 20, 2013

Prepared by: Karins and Associates, Inc.

Prepared for: Blenheim Homes, Inc.

Tax parcels: 08-026.00-011, 08-026.00-017

Generally consistent with DelDOT's *Standards and Regulations for Subdivision Streets and State Highway Access*: Yes

Project Description and Background

Description: The proposed Westhampton residential development would consist of 105 single-family attached homes.

Location: Westhampton is proposed to be located on the west side of McKennans Church Road, south of Delaware Route 41, in New Castle County.

Amount of land to be developed: approximately 41 acres

Land use approval(s) needed: Subdivision approval, New Castle County land use approval

Proposed completion date: 2016

Proposed access locations: One full access on McKennans Church Road

Daily Traffic Volumes (per KA ATR traffic counts dated September 2013):

- 2013 Average Annual Daily Traffic on McKennans Church Road: 6990 vpd

Delaware Strategies for State Policies and Spending – 2010 Update

Location with respect to the Strategies for State Policies and Spending Map of Delaware:

The proposed Westhampton development is located within an Investment Level 1 area.

Investment Level 1

Investment Level 1 Areas are areas of the state that are most prepared for growth and where the state can make cost-effective infrastructure investments for schools, roads, and public safety. In these areas, state investments and policies should support and encourage a wide range of uses and densities, promote other transportation options, foster efficient use of existing public and private investments, and enhance community identity and integrity. Investment Level 1 Areas are often municipalities, towns, or urban / urbanizing places in counties. Density is generally higher than in the surrounding areas. Overall, it is the state's intent to use its spending and management tools to maintain and enhance community character, to promote well-designed and efficient new growth, and to facilitate redevelopment in Investment Level 1 Areas.

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

The proposed Westhampton development is located within an Investment Level area, and is to be developed as 105 single-family attached homes. This type of development is consistent with the character of an Investment Level 1 area. It is therefore concluded that the proposed development generally complies with the policies stated in the 2010 update of the "Strategies for State Policies and Spending."

Comprehensive Plan

New Castle County Comprehensive Plan:

(Source: New Castle County Comprehensive Plan, 2012 Update)

The proposed Westhampton development is located in an area with future land use designated as “Residential – Low Density (1-3 units per acre).”

The parcel is currently zoned S (Suburban), and the developer proposes to rezone the land as ST (Suburban Transition). According to Section 40.02.221 of the New Castle County Unified Development Code, characteristics of ST zoning are as follows:

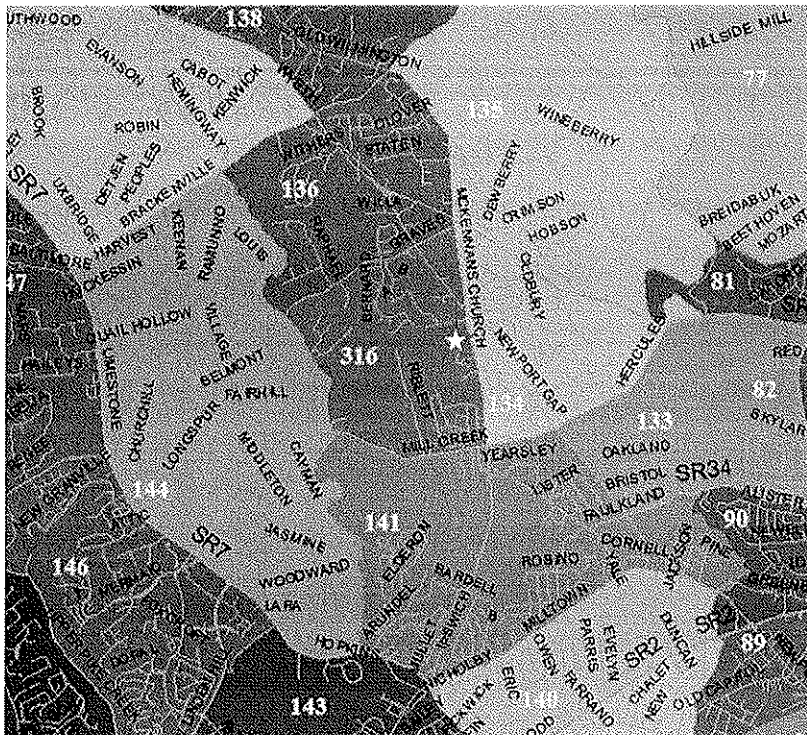
- This district provides for high quality moderately high density development with a full range of residential and limited nonresidential uses.
- The design requirements provide a suburban transition character while encouraging pedestrian linkages in addition to automobile access.
- This intensity of this district accommodates a range of housing types from small single-family to multi-family.

Proposed Development’s Compatibility with Comprehensive Plan: The proposed Westhampton residential development is planned as 105 single-family attached homes. Given that the site's future land use designation and ST zoning are both residential in nature, and that the proposed land use (single-family attached homes) is residential, this development is consistent with the New Castle County Comprehensive Plan.

Transportation Analysis Zones (TAZ)

Transportation Analysis Zones (TAZ) where development would be located: 316

TAZ Boundaries:



Current employment estimate for TAZ: 411 jobs in 2013
Future employment estimate for TAZ: 413 jobs in 2035
Current population estimate for TAZ: 1, 275 people in 2013
Future population estimate for TAZ: 1,660 people in 2035
Current household estimate for TAZ: 494 houses in 2013
Future household estimate for TAZ: 649 houses in 2035
Relevant committed developments in TAZ: Graves Road Elementary School
Would the addition of committed developments to current estimates exceed future projections: No for household and population, yes for employment
Would the addition of committed developments and the proposed development to current estimates exceed future projections: No for household and population, yes for employment

Relevant Projects in the DelDOT Capital Transportation Program (FY 2013 – FY 2018)

DelDOT currently has no relevant projects in the study area.

Trip Generation

Trip generation for the proposed development was computed using comparable land uses and equations contained in Trip Generation, Ninth Edition, published by the Institute of Transportation Engineers (ITE). The following land uses were utilized to estimate the amount of new traffic generated for this development:

- Residential Condominium / Townhouse (ITE Land Use Code 230)

Table 1
 WESTHAMPTON PEAK HOUR TRIP GENERATION

Land Use	Weekday AM Peak Hour			Weekday PM Peak Hour		
	In	Out	Total	In	Out	Total
105 Single-family attached homes	9	45	54	42	21	63
TOTAL TRIPS	9	45	54	42	21	63

Table 2
 WESTHAMPTON DAILY TRIP GENERATION

Land Use	Weekday ADT		
	In	Out	Total
105 Single-family attached homes	336	336	672
TOTAL TRIPS	336	336	672

Overview of TIS

Intersections examined:

- 1) McKennans Church Road / Site Access
- 2) McKennans Church Road / Oak Ridge Road
- 3) Newport Gap Pike (Delaware Route 41) / McKennans Church Road / Loveville Road (New Castle Road 276)
- 4) Newport Gap Pike / Giada Drive
- 5) Newport Gap Pike / Winterbury Circle
- 6) Loveville Road / Westgate Drive
- 7) McKennans Church Road / Thomas Pointe Circle
- 8) McKennans Church Road / Mitchell Turn
- 9) McKennans Church Road / Braemore Place

Conditions examined:

- 1) 2013 existing conditions (Case 1)
- 2) 2016 without Westhampton (Case 2)
- 3) 2016 with Westhampton (Case 3)

Peak hours evaluated:

Weekday morning and evening peak hours. As this TIS is for a residential development, traffic counts were conducted from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM to reflect traffic conditions when morning and evening traffic are at their peak.

Committed development considered:

- 1) Delaware National (158 single-family detached houses, 106 townhouses)
- 2) Little Falls Center; Lot 4 (61,800 square feet of office space)
- 3) Little Falls Center; Lot 9 & 11 (203,500 square feet of office space)
- 4) DuPont Chestnut Run Plaza (455,917 square feet of office space)
- 5) Barley Mill Plaza (1,146,000 square feet of medical office space, 54,000 square feet of general office space, 454,000 square feet of commercial or retail space)
- 6) Greenville Overlook (160 single-family detached houses, 132 unbuilt)
- 7) Marra Landing (12 attached houses, 15 townhouses)
- 8) Coffee Run (45-unit addition to existing apartment complex)
- 9) Graves Road Elementary School (600-student elementary school)

Intersection Descriptions

- 1) **McKennans Church Road & Site Entrance**
Type of Control: proposed two-way stop-controlled (rights-in/rights-out/lefts-in/lefts-out T-intersection)
Northbound approach: (McKennans Church Road) existing one through lane; proposed one left-turn lane, one through lane
Southbound approach: (McKennans Church Road) existing one through lane; proposed one right-turn lane, one through lane
Eastbound approach: (Proposed Site Entrance) proposed one shared left-turn / right-turn lane, stop-controlled

- 2) **McKennans Church Road / Oak Ridge Road**
Type of Control: proposed two-way stop-controlled (rights-in/rights-out/lefts-in/lefts-out T-intersection)
Northbound approach: (McKennans Church Road) one shared left-turn / through lane
Southbound approach: (McKennans Church Road) one shared through / right-turn lane
Eastbound approach: (Oak Ridge Road) one shared left-turn / right-turn lane, stop-controlled

- 3) **Newport Gap Pike / McKennans Church Road / Loveville Road**
Type of Control: Signalized
Northbound approach: (McKennans Church Road) one left-turn lane, one through lane, one right-turn lane
Southbound approach: (Loveville Road) one left-turn lane, one through lane, one right-turn lane
Eastbound approach: (Newport Gap Pike) one left-turn lane, one through lane, one right-turn lane
Westbound approach: (Newport Gap Pike) one left-turn lane, one through lane, one right-turn lane

- 4) Newport Gap Pike / Giada Drive**
Type of Control: two-way stop-controlled (rights-in/rights-out/lefts-in/lefts-out T-intersection)
Northbound approach: (Giada Drive) one shared left-turn / right-turn lane, stop-controlled
Eastbound approach: (Newport Gap Pike) one through lane, one right-turn lane
Westbound approach: (Newport Gap Pike) one left-turn lane, one through lane
- 5) Newport Gap Pike / Winterbury Circle**
Type of Control: two-way stop-controlled (rights-in/rights-out/lefts-in/lefts-out T-intersection)
Southbound approach: (Winterbury Circle) one shared left-turn / right-turn lane, stop-controlled
Eastbound approach: (Newport Gap Pike) one shared left-turn / through lane
Westbound approach: (Newport Gap Pike) one through lane, one right-turn lane
- 6) Loveville Road / Westgate Drive**
Type of Control: two-way stop-controlled (rights-in/rights-out/lefts-in/lefts-out T-intersection)
Northbound approach: (Loveville Road) one shared through / right-turn lane
Southbound approach: (Loveville Road) one shared left-turn / through lane
Westbound approach: (Westgate Drive) one shared left-turn / right-turn lane, stop-controlled
- 7) McKennans Church Road / Thomas Pointe Drive**
Type of Control: proposed two-way stop-controlled (rights-in/rights-out/lefts-in/lefts-out T-intersection)
Northbound approach: (McKennans Church Road) one shared left-turn / through lane
Southbound approach: (McKennans Church Road) one shared through / right-turn lane
Eastbound approach: (Thomas Pointe Drive) one shared left-turn / right-turn lane, stop-controlled
- 8) McKennans Church Road / Mitchell Turn**
Type of Control: Signalized
Northbound approach: (McKennans Church Road) one left-turn lane, one shared through lane / right-turn lane
Southbound approach: (McKennans Church Road) one left-turn lane, one shared through lane / right-turn lane
Eastbound approach: (Mitchell Drive) one shared left-turn lane / through lane, one right-turn lane
Westbound approach: (Residential Entrance) one shared left-turn / through / right-turn lane

- 9) **McKennans Church Road / Braemore Place**
Type of Control: proposed two-way stop-controlled (rights-in/rights-out/lefts-in/lefts-out T-intersection)
Northbound approach: (McKennans Church Road) one left-turn lane, one through lane
Southbound approach: (McKennans Church Road) one shared through / right-turn lane
Eastbound approach: (Braemore Place) one shared left-turn / right-turn lane, stop-controlled

Transit, Pedestrian, and Bicycle Facilities

Existing transit service: The Delaware Transit Corporation (DTC) does not currently have any transit route serving the proposed Westhampton residential development.

Planned transit service: Mr. Wayne Henderson, a Service Development Planner for the DTC, provided comments on February 18, 2014 regarding DTC's future plans for transit services in this area. Mr. Henderson confirmed that no transit routes are planned within the study area in the near future.

Existing bicycle and pedestrian facilities: According to the New Castle County Bicycle Map, Newport Gap Pike is classified as a connector bicycle route with a separate bikeway.

Planned bicycle and pedestrian facilities: Comments related to planned bicycle and pedestrian facilities will be made during the plan review process.

Previous Comments

All comments from DelDOT's Scoping Letter, Traffic Count Review, and Preliminary TIS (PTIS) Review were addressed in the Final TIS submission.

General HCS Analysis Comments

There are no general comments. Please refer to the footnotes found at the bottom of the attached LOS tables.

Table 3
 PEAK HOUR LEVELS OF SERVICE (LOS)
 Westhampton - TIS
 Prepared by Karins & Associates, Inc.

Unsignalized Intersection ¹	LOS per TIS		LOS per DelDOT	
	Weekday AM	Weekday PM	Weekday AM	Weekday PM
McKennans Church Road / Site Entrance				
2016 with development				
Eastbound Site Entrance	B (13.9)	B (12.2)	B (13.5)	B (11.9)
Northbound McKennans Church Road Left-Turn	A (8.4)	A (8.1)	A (8.3)	A (8.1)

¹ The numbers in parentheses following levels of service are average delay per vehicle, measured in seconds.

Table 4
 PEAK HOUR LEVELS OF SERVICE (LOS)
 Westhampton - TIS
 Prepared by Karins & Associates, Inc.

Unsignalized Intersection ²	LOS per TIS		LOS per DeIDOT	
	Weekday AM	Weekday PM	Weekday AM	Weekday PM
McKennans Church Road / Oak Ridge Road				
2013 Existing				
Eastbound Oak Ridge Road	B (12.5)	B (11.4)	B (12.5)	B (11.7)
Northbound McKennans Church Road Left-Turn	A (8.0)	A (7.8)	A (8.0)	A (7.8)
2016 without development				
Eastbound Oak Ridge Road	B (13.6)	B (12.2)	B (13.4)	B (12.5)
Northbound McKennans Church Road Left-Turn	A (8.2)	A (7.9)	A (8.1)	A (7.9)
2016 with development				
Eastbound Oak Ridge Road	B (13.8)	B (12.5)	B (13.6)	B (12.7)
Northbound McKennans Church Road Left-Turn	A (8.2)	A (7.9)	A (8.1)	A (8.0)

² The numbers in parentheses following levels of service are average delay per vehicle, measured in seconds.

Table 5
 PEAK HOUR LEVELS OF SERVICE (LOS)
 Westhampton - TIS
 Prepared by Karins & Associates, Inc.

Signalized Intersection ³	LOS per TIS		LOS per DeIDOT	
	Weekday AM	Weekday PM	Weekday AM	Weekday PM
Delaware Route 41 / McKennans Church Road / Loveville Road ⁴				
2013 Existing	B (15.4)	B (14.2)	C (26.1)	C (25.5)
2016 without development	B (16.8)	B (14.8)	C (27.6)	C (26.5)
2016 with development	B (16.8)	B (14.8)	C (27.9)	C (26.5)

³ The numbers in parentheses following levels of service are average delay per vehicle, measured in seconds.

⁴ The Consultant used a cycle length of 60 seconds to analyze this intersection, while DeIDOT used a cycle length of 120 seconds in their review of the analysis.

Table 6
 PEAK HOUR LEVELS OF SERVICE (LOS)
 Westhampton - TIS
 Prepared by Karins & Associates, Inc.

Unsignalized Intersection ⁵	LOS per TIS		LOS per DeIDOT	
	Weekday AM	Weekday PM	Weekday AM	Weekday PM
Delaware Route 41 / Giada Drive				
2013 Existing				
Westbound Delaware Route 41 Left-Turn	A (9.2)	A (8.4)	A (9.5)	A (8.5)
Northbound Giada Drive	B (14.2)	B (13.5)	B (14.8)	B (13.7)
2016 without development				
Westbound Delaware Route 41 Left-Turn	A (9.6)	A (8.7)	A (9.8)	A (8.7)
Northbound Giada Drive	C (15.3)	B (14.7)	C (16.0)	B (14.7)
2016 with development				
Westbound Delaware Route 41 Left-Turn	A (9.6)	A (8.7)	A (9.8)	A (8.7)
Northbound Giada Drive	C (15.3)	B (14.8)	C (16.0)	B (14.8)

⁵ The numbers in parentheses following levels of service are average delay per vehicle, measured in seconds.

Table 7
 PEAK HOUR LEVELS OF SERVICE (LOS)
 Westhampton - TIS
 Prepared by Karins & Associates, Inc.

Unsignalized Intersection ⁶	LOS per TIS		LOS per DelDOT	
	Weekday AM	Weekday PM	Weekday AM	Weekday PM
2013 Existing				
Eastbound Delaware Route 41 Left-Turn	A (7.7)	A (8.2)	A (7.8)	A (8.3)
Southbound Winterbury Circle	B (13.5)	B (14.0)	B (14.2)	B (14.4)
2016 without development				
Eastbound Delaware Route 41 Left-Turn	A (7.9)	A (8.4)	A (7.9)	A (8.5)
Southbound Winterbury Circle	B (14.7)	C (15.2)	C (15.6)	C (15.6)
2016 with development				
Eastbound Delaware Route 41 Left-Turn	A (7.9)	A (8.5)	A (7.9)	A (8.5)
Southbound Winterbury Circle	B (14.9)	C (15.4)	C (15.7)	C (15.7)

⁶ The numbers in parentheses following levels of service are average delay per vehicle, measured in seconds.

Table 8
 PEAK HOUR LEVELS OF SERVICE (LOS)
 Westhampton - TIS
 Prepared by Karins & Associates, Inc.

Unsignalized Intersection ⁷	LOS per TIS		LOS per DelDOT	
	Weekday AM	Weekday PM	Weekday AM	Weekday PM
2013 Existing				
Loveville Road / Westgate Drive				
Westbound Westgate Drive	B (11.9)	B (11.1)	B (10.8)	B (10.7)
Southbound Loveville Road Left-Turn	A (7.7)	A (7.6)	A (7.6)	A (7.7)
2016 without development				
Westbound Westgate Drive	B (12.8)	B (11.7)	B (11.2)	B (11.2)
Southbound Loveville Road Left-Turn	A (7.8)	A (7.8)	A (7.6)	A (7.8)
2016 with development				
Westbound Westgate Drive	B (12.8)	B (11.7)	B (11.3)	B (11.2)
Southbound Loveville Road Left-Turn	A (7.8)	A (7.8)	A (7.6)	A (7.8)

⁷ The numbers in parentheses following levels of service are average delay per vehicle, measured in seconds.

Table 9
 PEAK HOUR LEVELS OF SERVICE (LOS)
 Westhampton - TIS
 Prepared by Karins & Associates, Inc.

Unsignalized Intersection ⁸	LOS per TIS		LOS per DelDOT	
	Weekday AM	Weekday PM	Weekday AM	Weekday PM
McKennans Church Road / Thomas Pointe Circle				
2013 Existing				
Eastbound Thomas Pointe Circle	B (11.9)	A (9.9)	B (11.8)	A (9.9)
Northbound McKennans Church Road Left-Turn	A (8.2)	A (7.9)	A (8.2)	A (7.9)
2016 without development				
Eastbound Thomas Pointe Circle	B (12.6)	B (10.2)	B (12.3)	B (10.1)
Northbound McKennans Church Road Left-Turn	A (8.4)	A (8.0)	A (8.3)	A (7.9)
2016 with development				
Eastbound Thomas Pointe Circle	B (13.0)	B (10.3)	B (12.7)	B (10.2)
Northbound McKennans Church Road Left-Turn	A (8.5)	A (8.0)	A (8.4)	A (8.0)

⁸ The numbers in parentheses following levels of service are average delay per vehicle, measured in seconds.

Table 10
 PEAK HOUR LEVELS OF SERVICE (LOS)
 Westhampton - TIS
 Prepared by Karins & Associates, Inc.

Signalized Intersection⁹	LOS per TIS		LOS per DeIDOT	
	Weekday AM	Weekday PM	Weekday AM	Weekday PM
McKennans Church Road / Mitchell Turn ¹⁰				
2013 Existing	B (13.0)	B (12.9)	C (23.8)	B (18.7)
2016 without development	B (15.1)	B (13.1)	C (24.6)	B (18.8)
2016 with development	B (17.0)	B (13.2)	C (24.8)	B (18.8)

⁹ The numbers in parentheses following levels of service are average delay per vehicle, measured in seconds.

¹⁰ The Consultant used a cycle length of 60 seconds to analyze this intersection, while DeIDOT used a cycle length of 120 seconds in their review of the analysis.

Table 11
 PEAK HOUR LEVELS OF SERVICE (LOS)
 Westhampton - TIS
 Prepared by Karins & Associates, Inc.

Unsignalized Intersection ¹¹	LOS per TIS		LOS per DelDOT	
	Weekday AM	Weekday PM	Weekday AM	Weekday PM
McKennans Church Road / Braemore Place				
2013 Existing				
Eastbound Braemore Place	C (16.1)	B (11.8)	B (13.6)	B (11.7)
Northbound McKennans Church Road Left-Turn	A (8.7)	A (8.3)	A (8.4)	A (8.2)
2016 without development				
Eastbound Thomas Pointe Circle	C (18.6)	B (12.9)	C (15.0)	B (12.6)
Northbound McKennans Church Road Left-Turn	A (8.9)	A (8.4)	A (8.6)	A (8.3)
2016 with development				
Eastbound Thomas Pointe Circle	C (19.7)	B (13.2)	C (15.6)	B (12.9)
Northbound McKennans Church Road Left-Turn	A (9.0)	A (8.5)	A (8.7)	A (8.4)

¹¹ The numbers in parentheses following levels of service are average delay per vehicle, measured in seconds.