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April 1, 2019

Our Ref. **1921**

Thames Crest Development Corp.
100 Wellington Street
London ON
N6C 4M8

Attn. Mr. C. Linton

Dear Mr. Linton:

**RE: THAMESCREST SUBDIVISION
JAMES STREET ACCESS**

In November, 2018, I submitted an assessment of a proposed access to the Thamescrest Subdivision from James Street at a location just north of the Grand Trunk Trail. This assessment dealt primarily with the available sight distances to the north and south on James Street.

I understand that the draft plan has now been revised and the proposed access has been moved north to align with Trailside Court. The revised plan of subdivision is shown in **Figure 1**. I also understand that the Town of St. Mary's has asked for confirmation that the findings and conclusions of the traffic impact study carried out for the proposed subdivision in 2004 are still valid. It should be noted, however, that the 2004 study did not include an access opposite Trailside Court. All traffic accessing the subdivision from James Street was assigned to Glass Street.

In order to respond to the Town's request, I considered the peak hour traffic projections made in the 2004 traffic study. **Figure 2** summarizes the projected 2021 background and total traffic projections for the intersection of James Street and Trailside Court. The report exhibits referenced in **Figure 1** are contained in Appendix A. The 2021 total traffic projections show morning peak hour volumes of 144 vehicles southbound and 113 vehicles northbound on James Street south of Trailside Court. The corresponding afternoon peak hour volumes are 189 vehicles and 209 vehicles respectively. These projections would be applicable whether or not a subdivision access was available opposite Trailside Court.



Appendix B contains traffic counts supplied by the Town. They show hourly counts during the week of September 11 to 17, 2017. Northbound volumes were recorded at a location just south of Egan Avenue. Southbound volumes were recorded at a location between the Grand Trunk Trail and Trailside Court. The averages of the weekday peak hour counts are shown in **Figure 2**.

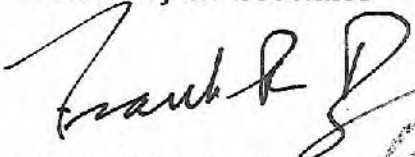
A comparison of the 2021 projections and the 2017 counts shows that, in all cases except the southbound morning peak hour, the 2021 projections exceed the actual 2017 volumes. In the cases of the southbound morning peak hour, the difference is 25 vehicles. The comparison suggests that the projections made in 2004 are still valid and thus the assessments of traffic impacts are still valid.

Appendix C contains capacity analysis reports from 2004 for the projected 2021 volumes. The intersections of James Street with Glass Street and Trailside Court are included. These show that both intersections would continue to operate at a high level of service. Since all subdivision traffic was assigned to Glass Street in the 2004 report, the introduction of a second access would tend to improve the level of service at Glass Street. In addition, since the second access opposite Trailside Court would likely carry significantly less traffic than was assigned to Glass Street originally, it can be concluded with some confidence that the level of service at this intersection would also be better.

The 2004 report contained an assessment of the impact of the proposed subdivision on a number of key intersections in the Town. A brief comparison was made of the performance of these intersections in light of 2017 and 2018 traffic data supplied by the Town. In all cases, it was found that the conclusions of the 2004 report were still valid.

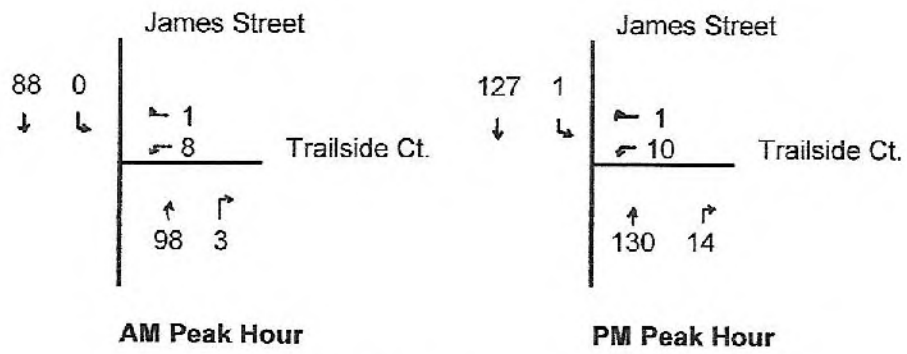
In summary, the introduction of a second subdivision access to James Street aligned with Trailside Court would not change the conclusions and recommendations of the 2004 traffic impact study report.

Very truly yours
F. R. Berry & Associates

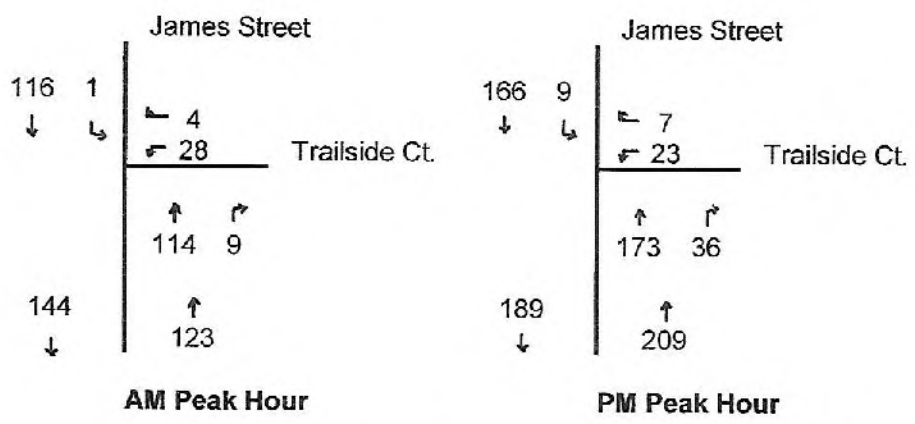


Frank R. Berry, P.Eng.
Principal

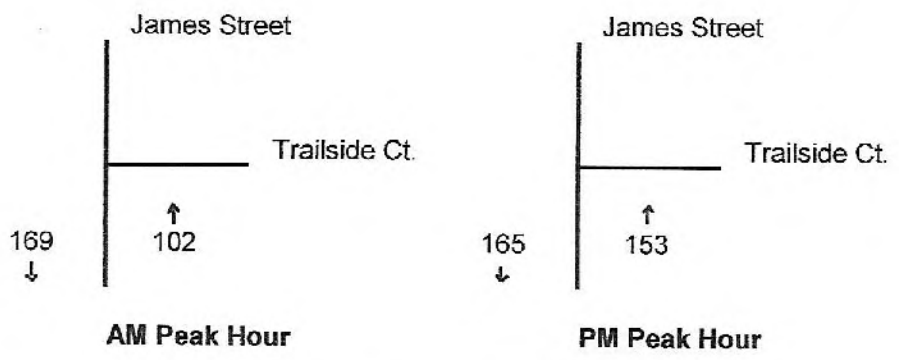




Projected Background 2021 (Exh. 4.2)



Projected Total 2021 (Exh. 4.5 and 4.6)



Traffic Count (September 2017)

Figure 2
Projected and Actual Traffic Volumes

APPENDIX A
2004 TRAFFIC PROJECTIONS



Exhibit 4.2: 2021 Forecast Total Background Peak Hour Traffic Volume AM (PM)

(Map Not to Scale)

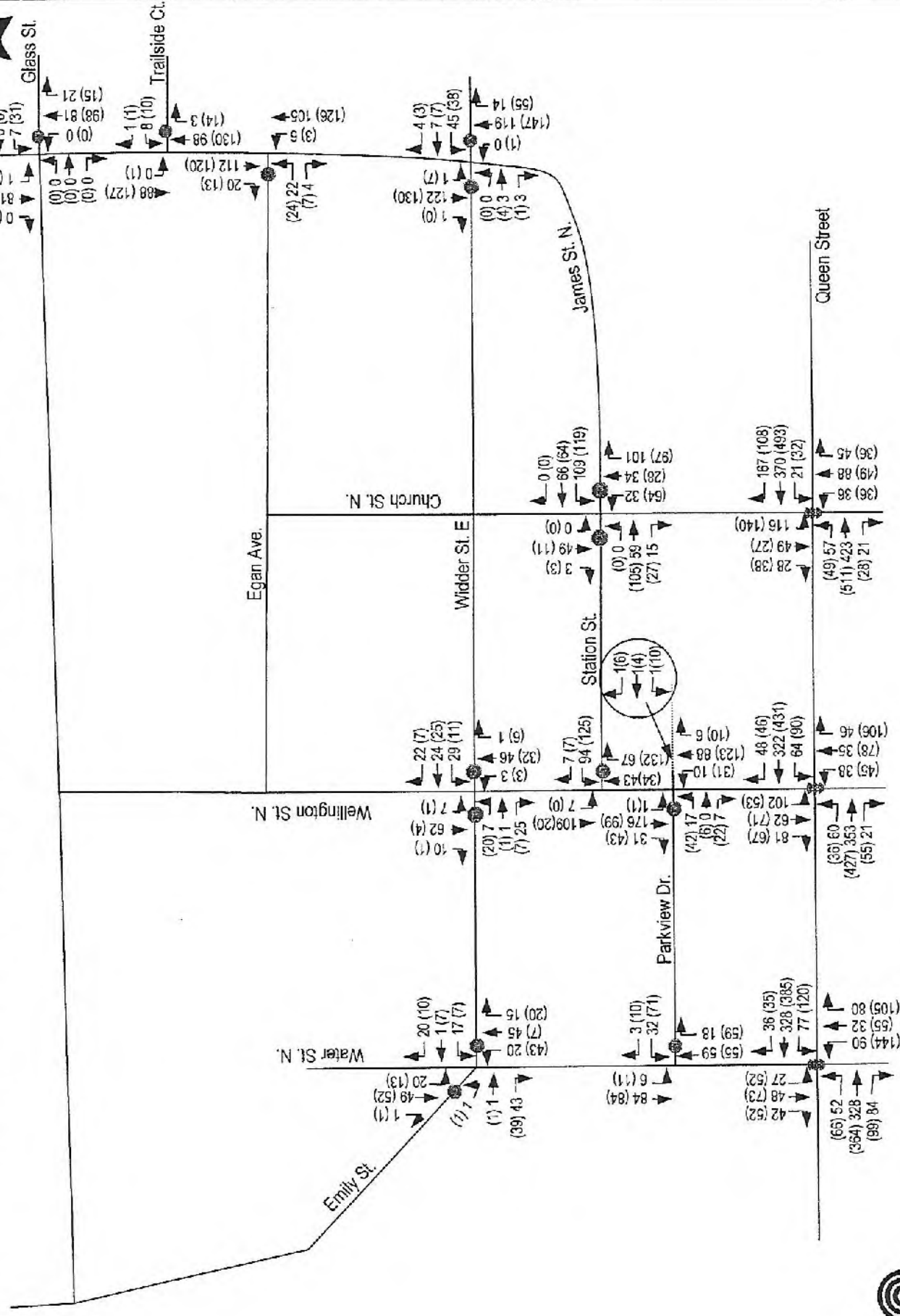
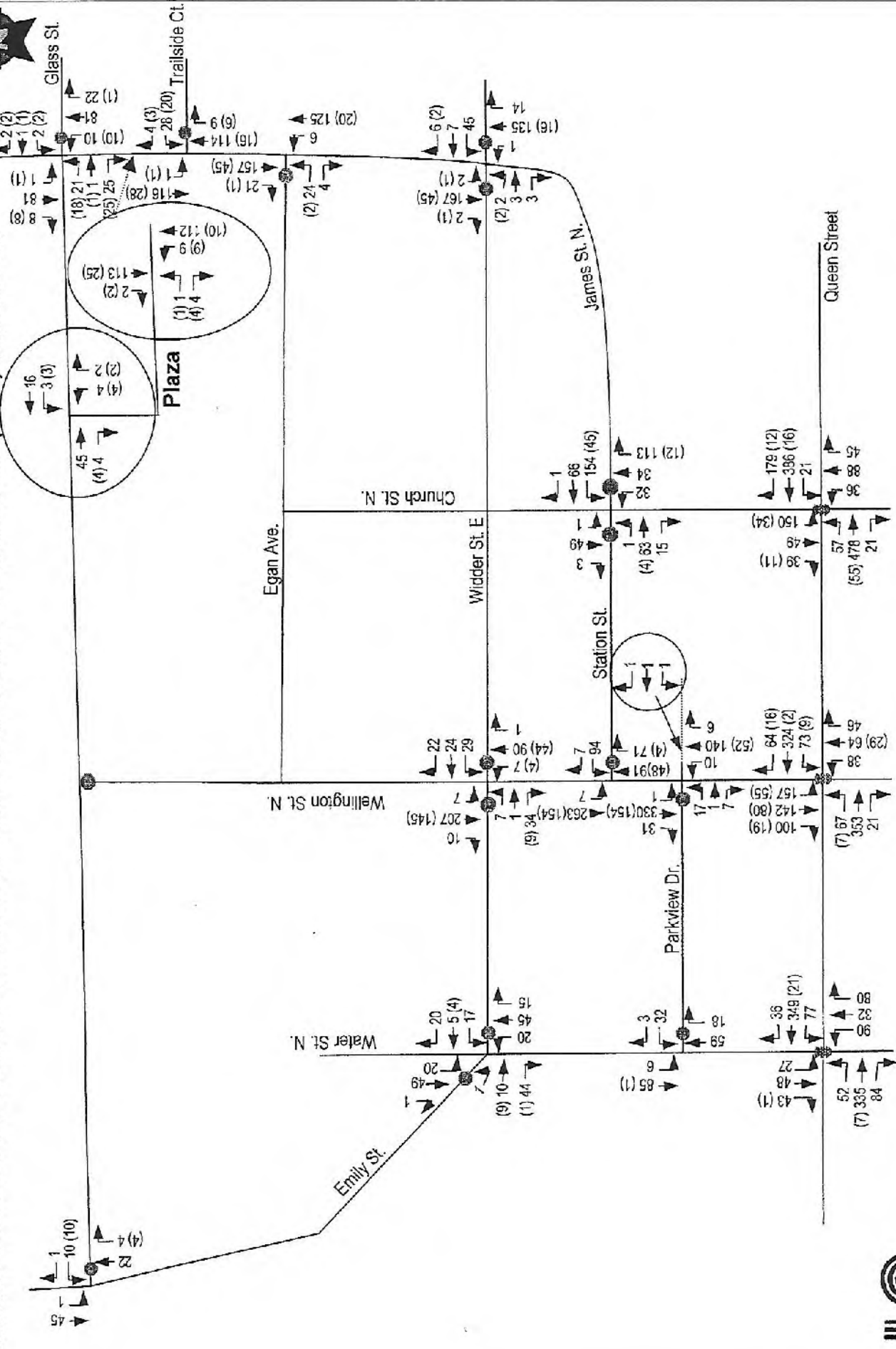


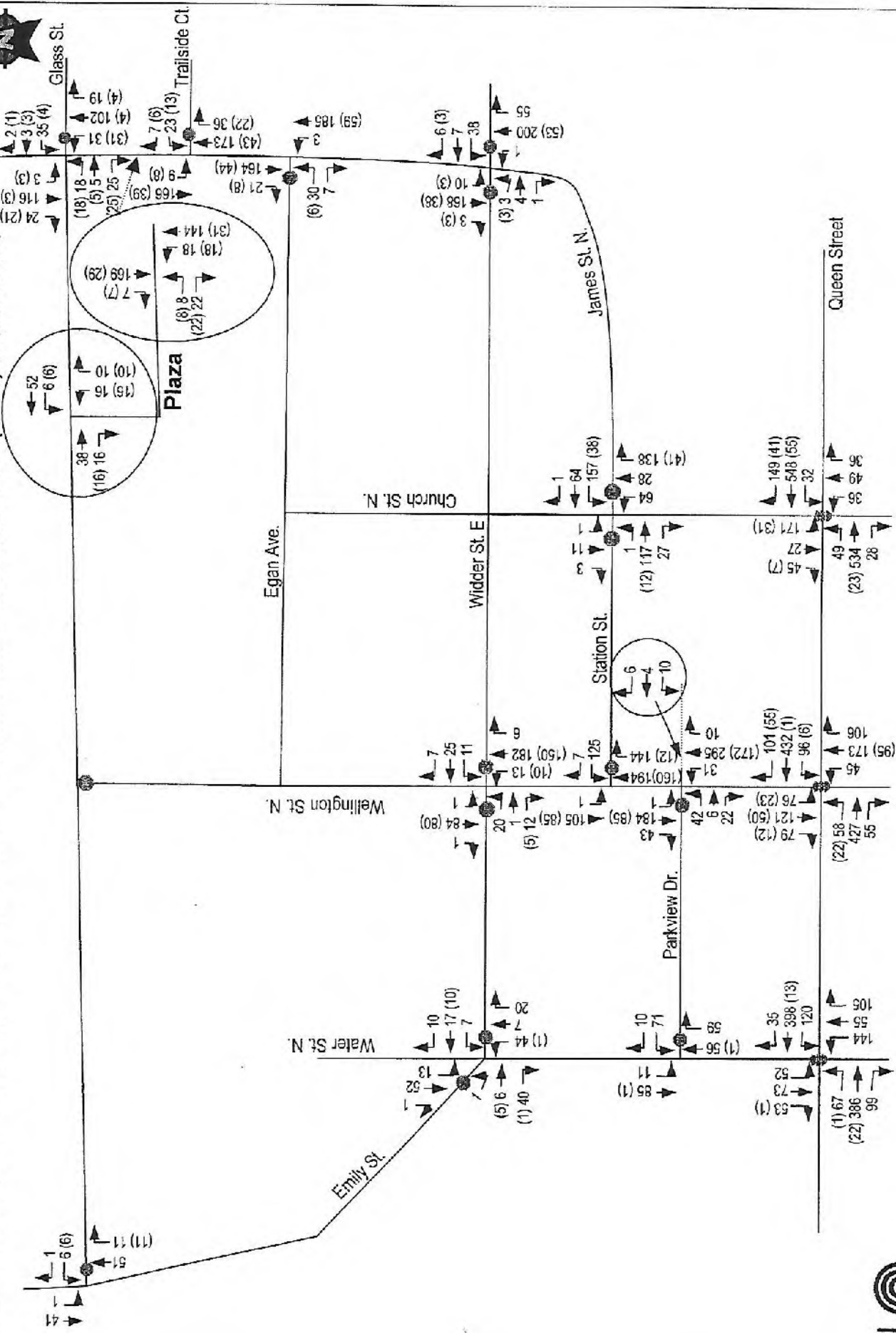
Exhibit 4.5: 2021 Forecast Total AM Peak Hour Traffic Volume AM (Site) (Map Not to Scale)



Transplan
Associates

Thames Crest Farms Subdivision Traffic Impact Study - April 2004

Exhibit 4.6: 2021 Forecast Total PM Peak Hour Traffic Volume PM (Site) (Map Not to Scale)



W. J. Branplan
Associates

APPENDIX B
2017 TRAFFIC COUNTS



Weekly Report - Vehicle Count

Location: James St N - Northbound
Address: 171 James St N - NB, , Ontario, Canada
Speed Limit: From schedule 51 km/h

Report Period: 09/11/2017 to 09/17/2017
Total Vehicle Count: 11213

| Hour | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday | Weekday Average | Weekend Average | Week Average | Speed Average (km/h) | 85% Speed (km/h) |
|----------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-----------------|-----------------|--------------|----------------------|------------------|
| 00:00-01:00 | 1 | 4 | 6 | 6 | 4 | 15 | 16 | 4 | 16 | 7 | 46 | 50 |
| 01:00-02:00 | 2 | 5 | 4 | 5 | 4 | 5 | 6 | 4 | 6 | 4 | 46 | 51 |
| 02:00-03:00 | n/a | n/a | n/a | n/a | n/a | 2 | 2 | n/a | 2 | 2 | 45 | 43 |
| 03:00-04:00 | 2 | 1 | 4 | n/a | 2 | 2 | 4 | 2 | 3 | 3 | 44 | 54 |
| 04:00-05:00 | 4 | 6 | 6 | 5 | 3 | 6 | 1 | 5 | 4 | 4 | 46 | 50 |
| 05:00-06:00 | 20 | 10 | 15 | 14 | 15 | 8 | 8 | 15 | 8 | 13 | 47 | 52 |
| 06:00-07:00 | 54 | 55 | 51 | 48 | 55 | 25 | 13 | 53 | 19 | 43 | 46 | 53 |
| 07:00-08:00 | 101 | 104 | 108 | 87 | 101 | 38 | 28 | 100 | 33 | 81 | 47 | 54 |
| 08:00-09:00 | 115 | 96 | 111 | 98 | 92 | 66 | 34 | 102 | 50 | 87 | 46 | 52 |
| 09:00-10:00 | 92 | 92 | 95 | 66 | 84 | 84 | 71 | 85 | 78 | 83 | 45 | 51 |
| 10:00-11:00 | 100 | 110 | 81 | 101 | 107 | 110 | 74 | 100 | 92 | 98 | 45 | 51 |
| 11:00-12:00 | 105 | 114 | 102 | 110 | 110 | 104 | 99 | 108 | 102 | 106 | 46 | 51 |
| 12:00-13:00 | 106 | 106 | 121 | 106 | 108 | H 127 | 114 | 109 | 121 | 113 | 47 | 53 |
| 13:00-14:00 | 98 | 105 | 100 | 91 | 127 | 109 | 103 | 104 | 106 | 105 | 46 | 52 |
| 14:00-15:00 | 101 | 101 | 95 | 118 | 120 | 93 | 121 | 107 | 107 | 107 | 46 | 52 |
| 15:00-16:00 | H 153 | 131 | 136 | 132 | H 158 | 123 | H 132 | 142 | 128 | 138 | 45 | 51 |
| 16:00-17:00 | 152 | H 163 | 141 | 146 | H 158 | 96 | 99 | 152 | 98 | 136 | 46 | 53 |
| 17:00-18:00 | 149 | 161 | H 143 | H 165 | 145 | 94 | 82 | 153 | 88 | 134 | 47 | 53 |
| 18:00-19:00 | 104 | 92 | 119 | 99 | 99 | 80 | 68 | 103 | 74 | 94 | 47 | 53 |
| 19:00-20:00 | 84 | 90 | 103 | 112 | 68 | 61 | 68 | 91 | 65 | 84 | 46 | 53 |
| 20:00-21:00 | 74 | 84 | 81 | 72 | 64 | 50 | 62 | 75 | 56 | 70 | 46 | 51 |
| 21:00-22:00 | 47 | 47 | 39 | 53 | 57 | 43 | 29 | 49 | 36 | 45 | 46 | 52 |
| 22:00-23:00 | 21 | 30 | 25 | 31 | 42 | 22 | 11 | 30 | 17 | 26 | 46 | 53 |
| 23:00-24:00 | 15 | 19 | 15 | 24 | 37 | 21 | 8 | 22 | 15 | 20 | 46 | 52 |
| Summary | 1700 | 1726 | 1701 | 1689 | 1760 | 1384 | 1253 | 1716 | 1324 | 1603 | AVG: 46 | AVG: 52 |

* H - highest value in the column, **bolded H** is highest H value in report
 ** "n/a" - means the sign did not collect any data at the time stipulated in the report. "n/a" values are NOT included in calculations.

Weekly Report - Vehicle Count

Location: James St. N - Southbound
 Address: 333 James St. N., Ontario, Canada
 Speed Limit: From schedule 51 km/h

Report Period: 09/11/2017 to 09/17/2017
 Total Vehicle Count: 12883

| Hour | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday | Weekday Average | Weekend Average | Week Average | Speed Average (km/h) | 85% Speed (km/h) |
|----------------|--------------|--------------|--------------|--------------|--------------|-------------|-------------|-----------------|-----------------|--------------|----------------------|------------------|
| 00:00-01:00 | 3 | 4 | 2 | 5 | 4 | 12 | 18 | 4 | 15 | 7 | 52 | 65 |
| 01:00-02:00 | n/a | 1 | n/a | 3 | n/a | 9 | 10 | 2 | 10 | 6 | 57 | 67 |
| 02:00-03:00 | 1 | 2 | 1 | n/a | 1 | 1 | 4 | 1 | 3 | 2 | 52 | 64 |
| 03:00-04:00 | 1 | 3 | 2 | 1 | 2 | 1 | 5 | 2 | 3 | 2 | 56 | 65 |
| 04:00-05:00 | 10 | 9 | 7 | 10 | 13 | 1 | n/a | 10 | 1 | 8 | 53 | 66 |
| 05:00-06:00 | 37 | 31 | 29 | 24 | 26 | 18 | 10 | 29 | 14 | 25 | 53 | 65 |
| 06:00-07:00 | 83 | 86 | 74 | 90 | 75 | 28 | 17 | 82 | 23 | 65 | 52 | 62 |
| 07:00-08:00 | 133 | 120 | 124 | 125 | 128 | 44 | 32 | 126 | 38 | 101 | 53 | 63 |
| 08:00-09:00 | 164 | 161 | H 188 | H 153 | H 180 | 88 | 49 | 169 | 69 | 140 | 52 | 61 |
| 09:00-10:00 | 137 | 142 | 132 | 131 | 120 | 114 | 92 | 132 | 103 | 124 | 53 | 62 |
| 10:00-11:00 | 102 | 113 | 118 | 112 | 108 | 136 | 104 | 111 | 120 | 113 | 53 | 62 |
| 11:00-12:00 | 121 | 92 | 109 | 110 | 125 | 121 | 106 | 111 | 114 | 112 | 54 | 63 |
| 12:00-13:00 | 128 | 119 | 124 | 105 | 132 | 122 | 119 | 122 | 121 | 121 | 54 | 63 |
| 13:00-14:00 | 119 | 138 | 129 | 109 | 139 | 120 | H 124 | 127 | 122 | 125 | 54 | 63 |
| 14:00-15:00 | 140 | 103 | 110 | 103 | 134 | 121 | 96 | 118 | 109 | 115 | 54 | 63 |
| 15:00-16:00 | 136 | 159 | 145 | 152 | 166 | H 140 | 107 | 152 | 124 | 144 | 53 | 62 |
| 16:00-17:00 | H 185 | H 173 | 165 | 133 | 170 | 124 | 105 | 165 | 115 | 151 | 55 | 63 |
| 17:00-18:00 | 176 | H 173 | 185 | 149 | 137 | 89 | 94 | 164 | 92 | 143 | 55 | 63 |
| 18:00-19:00 | 124 | 112 | 124 | 122 | 112 | 73 | 80 | 119 | 77 | 107 | 54 | 64 |
| 19:00-20:00 | 88 | 87 | 82 | 94 | 97 | 78 | 85 | 90 | 82 | 87 | 52 | 62 |
| 20:00-21:00 | 70 | 71 | 66 | 59 | 64 | 61 | 52 | 66 | 57 | 63 | 50 | 59 |
| 21:00-22:00 | 46 | 41 | 38 | 51 | 27 | 37 | 33 | 41 | 35 | 39 | 53 | 61 |
| 22:00-23:00 | 18 | 28 | 27 | 25 | 35 | 32 | 9 | 27 | 21 | 25 | 53 | 62 |
| 23:00-24:00 | 18 | 11 | 27 | 19 | 22 | 26 | 7 | 19 | 17 | 19 | 52 | 61 |
| Summary | 2040 | 1979 | 2008 | 1885 | 2017 | 1596 | 1358 | 1989 | 1485 | 1844 | AVG: 53 | AVG: 63 |

* H - highest value in the column, **bolded H** is highest H value in report

** "n/a" - means the sign did not collect any data at the time stipulated in the report. "n/a" values are NOT included in calculations.

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APPENDIX C
2004 LEVEL OF SERVICE ANALYSES



TWO-WAY STOP CONTROL SUMMARY

| General Information | | | Site Information | | | | | |
|---|---------------------|------------|---|----------------------|------------|-----------|------------|----|
| Analyst | Swan IM | | Intersection | James Street & Glass | | | | |
| Agency/Co. | Tranplan Associates | | Jurisdiction | St Marys | | | | |
| Date Performed | 01/04/2004 | | Analysis Year | 2021 | | | | |
| Analysis Time Period | AM Peak Hour | | | | | | | |
| Project Description <i>Thames Crest Farms Subdivision</i> | | | | | | | | |
| East/West Street: <i>Glass Street</i> | | | North/South Street: <i>James Street North</i> | | | | | |
| Intersection Orientation: <i>North-South</i> | | | Study Period (hrs): <i>0.25</i> | | | | | |
| Vehicle Volumes and Adjustments | | | | | | | | |
| Major Street | Northbound | | | Southbound | | | | |
| Movement | 1 | 2 | 3 | 4 | 5 | 6 | | |
| | L | T | R | L | T | R | | |
| Volume | 10 | 81 | 22 | 1 | 81 | 8 | | |
| Peak-Hour Factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | | |
| Hourly Flow Rate, HFR | 10 | 85 | 23 | 1 | 85 | 8 | | |
| Percent Heavy Vehicles | 5 | -- | -- | 5 | -- | -- | | |
| Median Type | <i>Undivided</i> | | | | | | | |
| RT Channelized | | | 0 | | | 0 | | |
| Lanes | 0 | 1 | 0 | 0 | 1 | 0 | | |
| Configuration | <i>LTR</i> | | | <i>LTR</i> | | | | |
| Upstream Signal | | 0 | | | 0 | | | |
| Minor Street | Westbound | | | Eastbound | | | | |
| Movement | 7 | 8 | 9 | 10 | 11 | 12 | | |
| | L | T | R | L | T | R | | |
| Volume | 2 | 1 | 2 | 21 | 1 | 25 | | |
| Peak-Hour Factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | | |
| Hourly Flow Rate, HFR | 2 | 1 | 2 | 22 | 1 | 26 | | |
| Percent Heavy Vehicles | 5 | 5 | 5 | 5 | 5 | 5 | | |
| Percent Grade (%) | 2 | | | 2 | | | | |
| Flared Approach | | <i>N</i> | | | <i>N</i> | | | |
| Storage | | 0 | | | 0 | | | |
| RT Channelized | | | 0 | | | 0 | | |
| Lanes | 0 | 1 | 0 | 0 | 1 | 0 | | |
| Configuration | | <i>LTR</i> | | | <i>LTR</i> | | | |
| Delay, Queue Length, and Level of Service | | | | | | | | |
| Approach | NB | SB | Westbound | | | Eastbound | | |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Configuration | <i>LTR</i> | <i>LTR</i> | | <i>LTR</i> | | | <i>LTR</i> | |
| v (vph) | 10 | 1 | | 5 | | | 49 | |
| C (m) (vph) | 1483 | 1464 | | 779 | | | 838 | |
| v/c | 0.01 | 0.00 | | 0.01 | | | 0.06 | |
| 95% queue length | 0.02 | 0.00 | | 0.02 | | | 0.19 | |
| Control Delay | 7.4 | 7.5 | | 9.7 | | | 9.6 | |
| LOS | A | A | | A | | | A | |
| Approach Delay | -- | -- | | 9.7 | | | 9.6 | |
| Approach LOS | -- | -- | | A | | | A | |

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst: *Swan IM*
 Agency/Co.: *Tranplan Associates*
 Date Performed: *01/04/2004*
 Analysis Time Period: *PM Peak Hour*

Site Information

Intersection: *James Street & Glass*
 Jurisdiction: *St Marys*
 Analysis Year: *2021*

Project Description: *Thames Crest Farms Subdivision*

East/West Street: *Glass Street*

Intersection Orientation: *North-South*

North/South Street: *James Street North*

Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

| Major Street Movement | Northbound | | | Southbound | | |
|--------------------------|------------------|--------|--------|------------|--------|--------|
| | 1 L | 2 T | 3 R | 4 L | 5 T | 6 R |
| Volume | 31 | 102 | 19 | 3 | 116 | 24 |
| Peak-Hour Factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly Flow Rate, HFR | 32 | 107 | 20 | 3 | 122 | 25 |
| Percent Heavy Vehicles | 5 | -- | -- | 5 | -- | -- |
| Median Type | <i>Undivided</i> | | | | | |
| RT Channelized | | | 0 | | | 0 |
| Lanes | 0 | 1 | 0 | 0 | 1 | 0 |
| Configuration | LTR | | | LTR | | |
| Upstream Signal | | 0 | | | 0 | |

Minor Street

| Movement | Westbound | | | Eastbound | | |
|------------------------|-----------|--------|--------|-----------|---------|---------|
| | 7 L | 8 T | 9 R | 10 L | 11 T | 12 R |
| Volume | 35 | 3 | 2 | 18 | 5 | 25 |
| Peak-Hour Factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly Flow Rate, HFR | 36 | 3 | 2 | 18 | 5 | 26 |
| Percent Heavy Vehicles | 5 | 5 | 5 | 5 | 5 | 5 |
| Percent Grade (%) | 2 | | | 2 | | |
| Flared Approach | | N | | | N | |
| Storage | | 0 | | | 0 | |
| RT Channelized | | | 0 | | | 0 |
| Lanes | 0 | 1 | 0 | 0 | | 0 |
| Configuration | | LTR | | | LTR | |

Delay, Queue Length, and Level of Service

| Approach Movement | NB | SB | Westbound | | | Eastbound | | |
|----------------------|------|------|-----------|------|---|-----------|------|----|
| | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Configuration | LTR | LTR | | LTR | | | LTR | |
| v (vph) | 32 | 3 | | 41 | | | 49 | |
| C (m) (vph) | 1417 | 1441 | | 588 | | | 730 | |
| v/c | 0.02 | 0.00 | | 0.07 | | | 0.07 | |
| 95% queue length | 0.07 | 0.01 | | 0.22 | | | 0.22 | |
| Control Delay | 7.6 | 7.5 | | 11.6 | | | 10.3 | |
| LOS | A | A | | B | | | B | |
| Approach Delay | -- | -- | | 11.6 | | | 10.3 | |
| Approach LOS | -- | -- | | B | | | B | |

TWO-WAY STOP CONTROL SUMMARY

| General Information | | Site Information | |
|---|---------------------|---|--------------------------|
| Analyst | Swan IM | Intersection | James Street & Trailside |
| Agency/Co. | Tranplan Associates | Jurisdiction | St Marys |
| Date Performed | 01/04/2004 | Analysis Year | 2021 |
| Analysis Time Period | AM Peak Hour | | |
| Project Description <i>Thames Crest Farms Subdivision</i> | | | |
| East/West Street: <i>Trailside Ct</i> | | North/South Street: <i>James Street North</i> | |
| Intersection Orientation: <i>North-South</i> | | Study Period (hrs): <i>0.25</i> | |

Vehicle Volumes and Adjustments

| Major Street | Northbound | | | Southbound | | |
|------------------------|------------------|------|------|------------|------|------|
| Movement | 1 | 2 | 3 | 4 | 5 | 6 |
| | L | T | R | L | T | R |
| Volume | 0 | 114 | 9 | 1 | 116 | 0 |
| Peak-Hour Factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly Flow Rate, HFR | 0 | 120 | 9 | 1 | 122 | 0 |
| Percent Heavy Vehicles | 0 | -- | -- | 5 | -- | -- |
| Median Type | <i>Undivided</i> | | | | | |
| RT Channelized | | | 0 | | | 0 |
| Lanes | 0 | 1 | 0 | 0 | 1 | 0 |
| Configuration | | | TR | LT | | |
| Upstream Signal | | 0 | | | 0 | |

| Minor Street | Westbound | | | Eastbound | | |
|------------------------|-----------|------|------|-----------|------|------|
| Movement | 7 | 8 | 9 | 10 | 11 | 12 |
| | L | T | R | L | T | R |
| Volume | 28 | 0 | 4 | 0 | 0 | 0 |
| Peak-Hour Factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly Flow Rate, HFR | 29 | 0 | 4 | 0 | 0 | 0 |
| Percent Heavy Vehicles | 5 | 5 | 5 | 0 | 0 | 0 |
| Percent Grade (%) | 2 | | | 0 | | |
| Flared Approach | | N | | | N | |
| Storage | | 0 | | | 0 | |
| RT Channelized | | | 0 | | | 0 |
| Lanes | 0 | 1 | 0 | 0 | 0 | 0 |
| Configuration | | LTR | | | | |

Delay, Queue Length, and Level of Service

| Approach | NB | SB | Westbound | | | Eastbound | | |
|--------------------|----|------|-----------|------|---|-----------|----|----|
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Configuration | | LT | | LTR | | | | |
| v (vph) | | 1 | | 33 | | | | |
| C (m) (vph) | | 1438 | | 751 | | | | |
| v/c | | 0.00 | | 0.04 | | | | |
| 95% queue length | | 0.00 | | 0.14 | | | | |
| Control Delay | | 7.5 | | 10.0 | | | | |
| LOS | | A | | B | | | | |
| Approach Delay | -- | -- | 10.0 | | | | | |
| Approach LOS | -- | -- | B | | | | | |

TWO-WAY STOP CONTROL SUMMARY

| General Information | | Site Information | |
|---|----------------------------|---|-------------------------------------|
| Analyst | <i>Swan IM</i> | Intersection | <i>James Street & Trailside</i> |
| Agency/Co. | <i>Tranplan Associates</i> | Jurisdiction | <i>St Marys</i> |
| Date Performed | <i>01/04/2004</i> | Analysis Year | <i>2021</i> |
| Analysis Time Period | <i>PM Peak Hour</i> | | |
| Project Description <i>Thames Crest Farms Subdivision</i> | | | |
| East/West Street: <i>Trailside Ct</i> | | North/South Street: <i>James Street North</i> | |
| Intersection Orientation: <i>North-South</i> | | Study Period (hrs): <i>0.25</i> | |

Vehicle Volumes and Adjustments

| Major Street | Northbound | | | Southbound | | | |
|------------------------|------------------|------|------|------------|------|------|------|
| | Movement | 1 | 2 | 3 | 4 | 5 | 6 |
| | | L | T | R | L | T | R |
| Volume | | 0 | 173 | 36 | 9 | 166 | 0 |
| Peak-Hour Factor, PHF | | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly Flow Rate, HFR | | 0 | 182 | 37 | 9 | 174 | 0 |
| Percent Heavy Vehicles | | 0 | -- | -- | 5 | -- | -- |
| Median Type | <i>Undivided</i> | | | | | | |
| RT Channelized | | | | 0 | | | 0 |
| Lanes | | 0 | 1 | 0 | 0 | 1 | 0 |
| Configuration | | | | TR | LT | | |
| Upstream Signal | | | 0 | | | 0 | |
| Minor Street | Westbound | | | Eastbound | | | |
| | Movement | 7 | 8 | 9 | 10 | 11 | 12 |
| | | L | T | R | L | T | R |
| Volume | | 23 | 0 | 7 | 0 | 0 | 0 |
| Peak-Hour Factor, PHF | | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly Flow Rate, HFR | | 24 | 0 | 7 | 0 | 0 | 0 |
| Percent Heavy Vehicles | | 5 | 5 | 5 | 0 | 0 | 0 |
| Percent Grade (%) | | 2 | | | 0 | | |
| Flared Approach | | | N | | | N | |
| Storage | | | 0 | | | 0 | |
| RT Channelized | | | | 0 | | | 0 |
| Lanes | | 0 | 1 | 0 | 0 | 0 | 0 |
| Configuration | | | LTR | | | | |

Delay, Queue Length, and Level of Service

| Approach | NB | SB | Westbound | | | Eastbound | | |
|--------------------|----|------|-----------|------|---|-----------|----|----|
| | | | 7 | 8 | 9 | 10 | 11 | 12 |
| Movement | 1 | 4 | | | | | | |
| Lane Configuration | | LT | | LTR | | | | |
| v (vph) | | 9 | | 31 | | | | |
| C (m) (vph) | | 1333 | | 642 | | | | |
| v/c | | 0.01 | | 0.05 | | | | |
| 95% queue length | | 0.02 | | 0.15 | | | | |
| Control Delay | | 7.7 | | 10.9 | | | | |
| LOS | | A | | B | | | | |
| Approach Delay | -- | -- | 10.9 | | | | | |
| Approach LOS | -- | -- | B | | | | | |