# TRAFFIC IMPACT STUDY ADDENDUM

## TRIBUTE COLGAN 1 AND TRIBUTE COLGAN 2
## RESIDENTIAL DEVELOPMENT
## TOWNSHIP OF ADJALA-TOSORONTIO

**TRIBUTE COLGAN 2 LIMITED**


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CROZIER
CONSULTING ENGINEERS

| Identification | Date | Description of Work |
|---|---|---|
| First Draft Submission | November 3, 2017 | Project Team Review |
| Second Draft Submission | November 24, 2017 | Internal Review |
| Third Draft Submission | November 29, 2017 | Project Team Review |
| Final Submission | December 11, 2017 | Submission to Township/County |

# 1 EXECUTIVE SUMMARY

CF Crozier & Associates Inc. (Crozier) was retained by Tribute Colgan 2 Limited to complete an addendum to the original Traffic Impact Study (TIS) (Crozier, November 2017) to address the traffic impacts of the proposed Tribute Colgan 2 Redline Revision to Draft Plan Approval. The proposed development is located in the Village of Colgan, Township of Adjala-Tosorontio, County of Simcoe.

The original TIS was completed to meet Draft Plan Conditions for Colgan 1 and Colgan 2. The original Draft Plan Approval was issued on December 9, 2010, and an extension of Draft Plan Approval has been granted until November 26, 2021 for both subdivisions.

This addendum to the TIS is being prepared to support the Official Plan Amendment, Zoning By-law Amendment and Redline Revision to Draft Plan Approval Applications for Colgan 2. The Colgan 2 Redline Revision Draft Plan consists of an additional 22 single detached units.

Analysis of traffic operations at the study intersections indicate the following:

- The intersections are currently operating with acceptable traffic operations under 2017 existing conditions.
- The intersections are anticipated to continue operating with acceptable traffic operations under 2022, 2025, 2030, and 2035 future background and future total traffic conditions.
- Westbound and eastbound left-turn lanes are not warranted at the intersection of County Road 14 and Street "A" under 2022 (Phase 1) future total conditions.
- A westbound left-turn lane with a minimum storage of 15 metres is warranted at the intersection of County Road 14 and Street "A" under 80 km/h posted speed limit and 2035 (Full Build-out) future total traffic volume conditions.
- It is recommended that the posted speed limit of 50 km/h on County Road 14 be extended to the western limits of the site to improve safety and walkability for future residents, and to be consistent with the urban conditions east of Concession Road 8.
- With a posted speed limit of 50 km/h, a westbound left-turn lane would not be warranted at the intersection of County Road 14 and Street "A".
- Westbound and eastbound left-turn lanes are not warranted at the intersection of County Road 14 and Concession Road 8 under 2022 (Phase 1) and 2035 (Full Build-out) future total conditions.
- Signal warrants were undertaken at the intersection of County Road 14 and Street "A", and the results indicate that signals are not warranted under 2035 total traffic conditions. Therefore, it is not recommended that the intersection of County Road 14 and Street "A" be signalized.

Analysis of sight distances at the accesses on Concession Road 8 and County Road 14 indicate that the proposed development accesses can be supported from a sight distance perspective.

The additional units yielded by the Redline Revision to Draft Plan Approval do not have a material impact on the traffic operations of the boundary road network.

The analysis undertaken within was completed on the basis of the approved Colgan 1 Draft Plan (December 3, 2010) and the Colgan 2 Redline Revision Draft Plan (December 7, 2017). Any minor changes to the Plans will not materially affect the conclusions contained within this report.

The Official Plan Amendment, Zoning By-law Amendment, and Redline Revision to Draft Plan Approval Applications for Colgan 2 can be supported from a traffic operations and safety perspective, with the above noted recommendations.

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# 2 INTRODUCTION

## 2.1 Background

CF Crozier & Associates Inc. (Crozier) was retained by Tribute Colgan 2 Limited to complete an addendum to the original Traffic Impact Study (TIS) (Crozier, November 2017) to address the traffic impacts of the proposed Tribute Colgan 2 Redline Revision to Draft Plan Approval. The proposed development is located in the Village of Colgan, Township of Adjala-Tosorontio, County of Simcoe.

The original TIS was completed to meet Draft Plan Conditions for Colgan 1 and Colgan 2. The original Draft Plan Approval was issued on December 9, 2010, and an extension of Draft Plan Approval has been granted until November 26, 2021 for both subdivisions. The Colgan 2 Redline Revision Draft Plan consists of an additional 22 single detached units.

## 2.2 Purpose

This TIS addendum is being prepared to support the Official Plan Amendment, Zoning By-law Amendment and Redline Revision to Draft Plan Approval Applications for Colgan 2.

The purpose of the addendum was to assess the impacts of the proposed additional 22 units on the boundary road network and to recommend any required mitigation measures, if warranted.

The study reviews the following main aspects of the proposed residential development from a transportation engineering perspective:

- Existing, future background, and future total traffic operations at the study intersections
- Forecasted trip generation of the proposed development
- Auxiliary lane requirements at the intersection of County Road 14 and Street "A"
- Auxiliary lane requirements at the intersection of County Road 14 and Concession Road 8
- Signal warrant at the intersection of County Road 14 and Street "A"
- Sight distance requirements at the site accesses on Concession Road 8 and County Road 14

The Terms of Reference for the study were confirmed with staff from the County of Simcoe, with correspondence included in **Appendix A**.

The study has been prepared based on the "General Guidelines for Traffic Impact Studies" established by the County of Simcoe, and agreed upon Terms of Reference with the County of Simcoe, with the associated analyses and findings outlined herein.

## 2.3 Development Proposal

The subject property is bisected by County Road 14, resulting in a north and south portion of the lands. Colgan 1 references the south portion of the lands, while Colgan 2 references the north portion of the lands.

Colgan 1 is Draft Plan Approved for a total of 315 single detached units. Colgan 2 is Draft Plan Approved for 260 single detached units, 47 townhouse units, and a 170 bed retirement home. Colgan 2 also proposes an approximate 0.77 hectare commercial block. The Colgan 2 Redline Revision to the Draft Plan proposes an additional 22 single detached units.

The developments propose five full-moves site accesses onto Concession Road 8; three accesses serve Colgan 1 to the south of County Road 14, while the remaining two accesses service Colgan 2

to the north of County Road 14. In addition, the development proposes a shared intersection on County Road 14, which provides an additional access to the north and south portions of the subject lands.

The approved Colgan 1 Draft Plan (December 3, 2010) and the Colgan 2 Redline Revision Draft Plan (December 7, 2017) have been included as **Figure 1a** and **Figure 1b**, respectively.

The development is proposed to be completed in two phases. During Phase 1, Colgan 1 would be serviced by Street "A", Street "H" and Street "F", and Colgan 2 would be serviced by Street "A" and Street "B". Table 1 summarizes the proposed unit count in each of the phases. For the purpose of this analysis, it was assumed that Phase 1 would be completed by the year 2022, and full build-out would be achieved by the year 2025.

**Table 1: Proposed Phasing**

| Draft Plan | Unit Type | December 2010 Draft Plan Approved | December 2017 Redline Revision |
|---|---|---|---|
| **Phase 1** | | | |
| Colgan 1 | Single Family Detached | 175 units | 175 units |
| Colgan 2 | Single Family Detached | 174 units | 174 units |
| | Townhomes | 19 units | 19 units |
| | Commercial | 0.77 ha | 0.77 ha |
| **Phase 2** | | | |
| Colgan 1 | Single Family Detached | 140 units | 140 units |
| Colgan 2 | Single Family Detached | 86 units | 108 units |
| | Townhomes | 28 units | 28 units |
| | Retirement Home | 170 beds | 170 beds |

# 3 EXISTING CONDITIONS

## 3.1 Development Lands

Colgan 1 is approximately 80.71 hectares (199.4 acres) in size; Colgan 2 is approximately 39.83 hectares (98.4 acres). The subject lands are currently used for agricultural purposes.

The location of the subject property is reflected on the development Site Location Plan included as **Figure 2**.

## 3.2 Study Area

The subject lands are bounded by Concession Road 8 and existing residential areas to the east, agricultural lands to the north and south, and a combination of agricultural lands, environmentally protected lands and existing residential areas to the west. County Road 14 bisects the subject lands into a north and south portion.

The study area encompasses the boundary road network surrounding the subject lands, and is described in Section 3.3.

## 3.3 Boundary Road Network

The boundary road network is described in Table 2 below.

**Table 2: Boundary Road Network Summary**

| Road | Lanes | Posted Speed (km/h) | Classification | Jurisdiction |
|---|---|---|---|---|
| County Road 14 | 2 | 80 km/h (west of CR 8)<br>50 km/h (east of CR8) | Secondary Arterial | County of Simcoe |
| County Road 50 | 4 | 80 km/h | Primary Arterial | County of Simcoe |
| Concession Road 8 | 2 | 50 km/h | Local | Township of Adjala-Tosorontio |
| Adjala Tecumseth Townline | 2 | 60 km/h (north of CR 14)<br>50 km/h (south of CR 14) | Local | Township of Adjala-Tosorontio/ Town of New Tecumseth |
| St. James Lane | 2 | 40 km/h (assumed) | Local | Private |

## 3.4 Key Intersections

The following are the key intersections contained within this study area. **Figure 3** illustrates the existing traffic controls and lane configurations at each intersection.

- County Road 14 and County Road 50
- County Road 14 and Concession Road 8
- County Road 14 and Adjala Tecumseth Townline
- Concession Road 8 and St. James Lane

## 3.5 Traffic Data

Turning movement counts for the intersections of County Road 14 and County Road 50, County Road 14 and Concession Road 8, and County Road 14 and Adjala Tecumseth Townline were undertaken by Ontario Traffic Inc. staff from 6 a.m. to 10 a.m. and 3 p.m. to 7 p.m. on Tuesday, September 12, 2017.

The traffic count data is summarized in **Appendix B**. **Figure 4** illustrates the 2017 existing traffic volumes.

Peak hour factors (PHF) associated with the weekday a.m. and p.m. peak hours were calculated for each intersection within the study area based on the existing traffic volumes. Table 3 outlines the PHFs as calculated and applied to the model for their respective intersections.

**Table 3: Peak Hour Factors**

| Intersection | Peak Hour | Peak Hour Factor |
|---|---|---|
| County Road 14 and County Road 50 | Weekday A.M. (6:15-7:15) | 0.93 |
| | Weekday P.M. (4:15-5:15) | 0.95 |
| County Road 14 and Concession Road 8 | Weekday A.M. (7:00-8:00) | 0.95 |
| | Weekday P.M. (3:45-4:45) | 0.85 |
| County Road 50 and Adjala Tecumseth Townline | Weekday A.M. (6:45-7:45) | 0.90 |
| | Weekday P.M. (4:15-5:15) | 0.93 |
| Concession Road 8 and St. James Lane | Weekday A.M. (8:45-9:45) | 0.93 |
| | Weekday P.M. (3:45-4:45) | 0.94 |

## 3.6 Intersection Operations

The operations of the critical intersections were analyzed on the basis of the traffic volumes illustrated in **Figure 4**. Table 4 summarizes the 2017 traffic levels of service for the counts taken at the study intersections under existing conditions.

The operations of the critical intersections in the study area were analyzed using Synchro 9 Software. Level of Service (LOS) definitions are included in **Appendix C** and detailed capacity analysis worksheets are included in **Appendix D**.

**Table 4: 2017 Existing Level of Service**

| Intersection | Control | Peak Hour | Level of Service | Control Delay | Maximum v/c ratio |
|---|---|---|---|---|---|
| County Road 14 and County Road 50 | Stop | A.M. | B | 12.4 s | 0.18 (SBT) |
| | | P.M. | B | 12.4 s | 0.18 (NBT) |
| County Road 14 and Concession Road 8 | Stop | A.M. | A | 9.4 s | 0.01 (NB) |
| | | P.M. | A | 9.3 s | 0.05 (NB) |
| County Road 14 and Adjala Tecumseth Townline | Stop | A.M. | A | 7.5 s | 0.11 (SB) |
| | | P.M. | A | 8.0 s | 0.22 (NB) |
| Concession Road 8 and St. James Lane | Stop | A.M. | A | 8.8 s | 0.02 (WB) |
| | | P.M. | A | 8.8 s | 0.03 (WB) |

*Note: The Level of Service of a stop-controlled intersection is based on the delay associated with the critical minor road approach.*

The metrics summarized above indicate that the boundary road network is currently operating at a LOS "B" or better during all time periods with minimal delays and reserve capacity for increases in traffic volumes.

# 4 FUTURE BACKGROUND CONDITIONS

## 4.1 Horizon Years

As noted previously, it is anticipated that the first phase of the development will be completed by the year 2022, and full build-out will be achieved by the year 2025. Accordingly, the year 2022 will be analyzed with the addition of the Phase 1 traffic volumes, and in accordance with the Terms of Reference established with the County of Simcoe, the year of full build-out (2025) will be analyzed, as well as five years (2030) and ten years (2035) beyond full build-out.

## 4.2 Growth Rate

Per correspondence with the County of Simcoe, a growth rate of two percent compounded per annum was applied to County Road 14 and County Road 50. For consistency, the same industry standard two percent growth rate was applied to the traffic volumes at all subject intersections.

## 4.3 Future Roadway Improvements

As part of the proposed development, Concession Road 8 is anticipated to be paved from County Road 14 to the north and south limits of the development. No further capacity improvements have been identified for the boundary roads within the study horizons.

## 4.4 Intersection Operations

The 2022 through 2035 future background traffic levels of service are outlined in Table 5 through Table 8 below. These operations are based on the future background traffic volumes illustrated in **Figures 5 through 8**, with detailed capacity analyses included in **Appendix D**. LOS definitions are included in **Appendix C**.

**Table 5: 2022 Future Background Level of Service**

| Intersection | Control | Peak Hour | Level of Service | Control Delay | Maximum v/c ratio |
|---|---|---|---|---|---|
| County Road 14 and County Road 50 | Stop | A.M. | B | 13.0 s | 0.20 (SBT) |
| | | P.M. | B | 13.2 s | 0.20 (NBT) |
| County Road 14 and Concession Road 8 | Stop | A.M. | A | 9.5 s | 0.02 (NB) |
| | | P.M. | A | 9.5 s | 0.06 (NB) |
| County Road 14 and Adjala Tecumseth Townline | Stop | A.M. | A | 7.6 s | 0.13 (SB) |
| | | P.M. | A | 8.2 s | 0.25 (NB) |
| Concession Road 8 and St. James Lane | Stop | A.M. | A | 8.8 s | 0.02 (WB) |
| | | P.M. | A | 8.8 s | 0.03 (WB) |

*Note: The Level of Service of a stop-controlled intersection is based on the delay associated with the critical minor road approach.*

**Table 6: 2025 Future Background Level of Service**

| Intersection | Control | Peak Hour | Level of Service | Control Delay | Maximum v/c ratio |
|---|---|---|---|---|---|
| County Road 14 and County Road 50 | Stop | A.M. | B | 13.5 s | 0.22 (SBT) |
| | | P.M. | B | 13.7 s | 0.21 (NBT) |
| County Road 14 and Concession Road 8 | Stop | A.M. | A | 9.5 s | 0.02 (NB) |
| | | P.M. | A | 9.5 s | 0.06 (NB) |
| County Road 14 and Adjala Tecumseth Townline | Stop | A.M. | A | 7.7 s | 0.13 (SB) |
| | | P.M. | A | 8.4 s | 0.27 (NB) |
| Concession Road 8 and St. James Lane | Stop | A.M. | A | 8.8 s | 0.02 (WB) |
| | | P.M. | A | 8.8 s | 0.03 (WB) |

*Note: The Level of Service of a stop-controlled intersection is based on the delay associated with the critical minor road approach.*

**Table 7: 2030 Future Background Level of Service**

| Intersection | Control | Peak Hour | Level of Service | Control Delay | Maximum v/c ratio |
|---|---|---|---|---|---|
| County Road 14 and County Road 50 | Stop | A.M. | B | 14.5 s | 0.24 (SBT) |
| | | P.M. | B | 14.7 s | 0.23 (NBT) |
| County Road 14 and Concession Road 8 | Stop | A.M. | A | 9.6 s | 0.02 (NB) |
| | | P.M. | A | 9.7 s | 0.07 (NB) |
| County Road 14 and Adjala Tecumseth Townline | Stop | A.M. | A | 7.8 s | 0.15 (SB) |
| | | P.M. | A | 8.5 s | 0.29 (NB) |
| Concession Road 8 and St. James Lane | Stop | A.M. | A | 8.9 s | 0.03 (WB) |
| | | P.M. | A | 8.9 s | 0.04 (WB) |

*Note: The Level of Service of a stop-controlled intersection is based on the delay associated with the critical minor road approach.*

**Table 8: 2035 Future Background Level of Service**

| Intersection | Control | Peak Hour | Level of Service | Control Delay | Maximum v/c ratio |
|---|---|---|---|---|---|
| County Road 14 and County Road 50 | Stop | A.M. | C | 15.7 s | 0.26 (SBT) |
| | | P.M. | C | 16.1 s | 0.25 (NBT) |
| County Road 14 and Concession Road 8 | Stop | A.M. | A | 9.7 s | 0.02 (NB) |
| | | P.M. | A | 9.8 s | 0.08 (NB) |
| County Road 14 and Adjala Tecumseth Townline | Stop | A.M. | A | 7.9 s | 0.17 (SB) |
| | | P.M. | A | 8.8 s | 0.33 (N) |
| Concession Road 8 and St. James Lane | Stop | A.M. | A | 8.9 s | 0.03 (WB) |
| | | P.M. | A | 8.9 s | 0.04 (WB) |

*Note: The Level of Service of a stop-controlled intersection is based on the delay associated with the critical minor road approach.*

The metrics listed above indicate that the boundary road network is expected to operate at a LOS "C" or better under 2035 future background conditions, with minimal delays and reserve capacity for increases in traffic volumes.

# 5 SITE GENERATED TRAFFIC

The proposed development will result in additional vehicles on the boundary road network that previously did not exist. The proposed development will also result in additional turning movements at the boundary road intersections.

## 5.1 Trip Generation

The following trip generation calculations for the residential development were conducted based on the approved Colgan 1 Draft Plan (December 3, 2010) and the Colgan 2 Redline Revision Draft Plan (December 7, 2017), which consists of an additional 22 single detached units when compared to the approved Colgan 2 Draft Plan.

The trip generation of the single detached residential lots was forecasted using the fitted curve equations provided in the ITE Trip Generation Manual, 10th Edition, under the Land Use Category 210 "Single Family Detached Dwelling".

The trip generation of the townhouse residential lots was forecasted using the fitted curve equations provided in the ITE Trip Generation Manual, 10th Edition, under the Land Use Category 220 "Multifamily Housing (Low-Rise)".

The trip generation of the retirement home was forecasted using the average rates provided in the ITE Trip Generation Manual, 10th Edition, under the Land Use Category 254 "Assisted Living".

The trip generation of the 0.77 hectare (1.9 acre) commercial block was forecasted using the average rates provided in the ITE Trip Generation Manual under the Land Use Category 820 "Shopping Centre". A maximum lot coverage of 20% was assumed in accordance with the Township of Adjala-Tosorontio Zoning By-Law No. 03-57 regulations, which translates to 16,600 square feet of commercial use.

Commercial plazas in Tottenham similar to the proposed development in size and surrounding population density were also used for reference when determining a suitable lot coverage.

As defined by the ITE Trip Generation Handbook, 3rd Edition, primary trips are trips made for the specific purpose of visiting the generator and pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Accordingly, these trips do not increase the volume of vehicles on the roadway.

Table F.9 of the ITE Trip Generation Handbook estimates a 34% pass-by trip rate for Category 820 "Shopping Centre" during the weekday p.m. peak period. As no data was available for the weekday a.m. peak period, the p.m. peak hour 34% pass-by trip rate was applied.

The forecasted primary and pass-by trip generation for Phase 1 of the development is tabulated in Table 9. The forecasted trip generation for the full build-out of the development is tabulated in Table 10.

**Table 9: Phase 1 Trip Generation**

| Use | Trip Type | Peak Hour | Number of Trips | | |
|---|---|---|---|---|---|
| | | | Inbound | Outbound | Total |
| L.U. 210: Single Family Detached Housing (Colgan 1: 175 Units) | Primary | Weekday A.M. | 32 | 97 | 129 |
| | Primary | Weekday P.M. | 110 | 64 | 174 |
| L.U. 210: Single Family Detached Housing (Colgan 2: 174 Units) | Primary | Weekday A.M. | 31 | 97 | 128 |
| | Primary | Weekday P.M. | 109 | 64 | 173 |
| L.U. 220: Multifamily Housing (Low-Rise) (Colgan 2: 19 Units) | Primary | Weekday A.M. | 2 | 8 | 10 |
| | Primary | Weekday P.M. | 8 | 5 | 13 |
| L.U. 820: Shopping Centre (GFA 16,600 sq.ft.) | Primary | Weekday A.M. | 7 | 4 | 11 |
| | Pass-By | Weekday A.M. | 3 | 2 | 5 |
| | Primary | Weekday P.M. | 20 | 22 | 42 |
| | Pass-By | Weekday P.M. | 10 | 11 | 21 |
| **Total** | **Primary** | **Weekday A.M.** | **72** | **206** | **278** |
| | **Pass-By** | **Weekday A.M.** | **3** | **2** | **5** |
| | **Primary** | **Weekday P.M.** | **247** | **155** | **402** |
| | **Pass-By** | **Weekday P.M.** | **10** | **11** | **21** |

**Table 10: Full Build-out Trip Generation**

| Use | Trip Type | Peak Hour | Number of Trips | | |
|---|---|---|---|---|---|
| | | | Inbound | Outbound | Total |
| L.U. 210: Single Family Detached Housing (Colgan 1: 315 Units) | Primary | Weekday A.M. | 57 | 171 | 228 |
| | Primary | Weekday P.M. | 193 | 113 | 306 |
| L.U. 210: Single Family Detached Housing (Colgan 2: 282 Units) | Primary | Weekday A.M. | 51 | 154 | 205 |
| | Primary | Weekday P.M. | 173 | 102 | 275 |
| L.U. 220: Multifamily Housing (Low-Rise) (Colgan 2: 47 Units) | Primary | Weekday A.M. | 5 | 18 | 23 |
| | Primary | Weekday P.M. | 19 | 11 | 30 |
| L.U. 254: Assisted Living (Colgan 2: 170 Beds) | Primary | Weekday A.M. | 20 | 12 | 32 |
| | Primary | Weekday P.M. | 17 | 27 | 44 |
| L.U. 820: Shopping Centre (GFA 16,600 sq.ft.) | Primary | Weekday A.M. | 7 | 4 | 11 |
| | Pass-By | Weekday A.M. | 3 | 2 | 5 |
| | Primary | Weekday P.M. | 20 | 22 | 42 |
| | Pass-By | Weekday P.M. | 10 | 11 | 21 |
| **Total** | **Primary** | **Weekday A.M.** | **140** | **359** | **499** |
| | **Pass-By** | **Weekday A.M.** | **3** | **2** | **5** |
| | **Primary** | **Weekday P.M.** | **422** | **275** | **697** |
| | **Pass-By** | **Weekday P.M.** | **10** | **11** | **21** |

## 5.2 Trip Distribution and Assignment

### 5.2.1 Residential Trip Distribution

The residential trips generated by the proposed development were distributed to the boundary road network based on Transportation Tomorrow Survey (TTS) published data for trips external to the nearby Community of Tottenham. TTS data has been included in **Appendix E**.

The residential trip distribution for the proposed development is summarized in Table 11 below. It is noted that TTS revealed a relatively high proportion of trips to and from the Community of Tottenham were contained within the Town of New Tecumseth.

**Table 11: Residential Trip Distribution**

| Time Period | Direction | |
|---|---|---|
| | Entering | Exiting |
| Weekday A.M. | 62% from Adjala-Tec Townline (north)<br>19% from Adjala-Tec Townline (south)<br>7% from County Road 50 (north)<br>6% from County Road 50 (south)<br>6% from Concession Road 8 (south) | 30% to Adjala-Tec Townline (north)<br>40% to Adjala-Tec Townline (south)<br>2% to County Road 50 (north)<br>16% to County Road 50 (south)<br>12% to Concession Road 8 (south) |
| Weekday P.M. | 30% from Adjala-Tec Townline (north)<br>40% from Adjala-Tec Townline (south)<br>2% from County Road 50 (north)<br>16% from County Road 50 (south)<br>12% from Concession Road 8 (south) | 62% to Adjala-Tec Townline (north)<br>19% to Adjala-Tec Townline (south)<br>7% to County Road 50 (north)<br>6% to County Road 50 (south)<br>6% to Concession Road 8 (south) |

Under full build-out conditions, the development proposes one shared access to County Road 14 (Street "A") and five accesses to Concession Road 8; two accesses north of County Road 14 (Street "B" and Street "I") and three accesses south of County Road 14 (Street "H", Street "F" and Street "C"). Under Phase 1 conditions, it was assumed that vehicles would utilize the shared access on County Road 14, as well as Street "H" and Street "F" for trips from Colgan 1 and Street "B" for trips from Colgan 2. External trips originating from and/or destined for locations to the east and west of the subject site were distributed primarily to Street "A" for both Colgan 1 and Colgan 2, with a portion of the trips distributed to the Concession Road 8 Accesses proportionally between all site accesses according to the number of units within close proximity of each access.

Since multiple routes to and from locations directly south of the proposed development (i.e. Brampton, Milton, Mississauga) exist in relation to the subject lands, it was assumed that trips to and from the southernmost site access would be made via Concession Road 8. Approximately 35% of all units within Colgan 1 were assumed to use this access for southbound trips based on proximity and convenience. This translates to 12% and 6% of all outbound trips for the a.m. and p.m. peak hours, respectively. Two kilometres of this roadway are anticipated to remain unpaved south of the development limits upon full build-out, however, alternative routes would require a significant detour and were not assumed to be attractive. Southbound trips to and from the remaining site accesses were assumed to be made via County Road 50 and Adjala Tecumseth Townline. These assumptions are based on preferable driving conditions in addition to the proximity of each site access to the nearest respective travel route.

The residential trips generated by the proposed development under Phase 1 conditions and full build-out conditions were assigned to the boundary road network per the distributions in **Figure 9** and **Figure 11**, respectively. The trip assignment for the residential trips under Phase 1 conditions and full build-out conditions are illustrated in **Figure 10** and **Figure 12**, respectively.

### *5.2.2 Primary Commercial Trip Distribution*

The commercial portion of the proposed development is expected to generate trips primarily arriving from and departing to the residential units within the subject development, since the surrounding area is largely rural. Accordingly, the primary trip distribution for the proposed commercial development was estimated by taking into account the ratio of residential units within Colgan 1 and Colgan 2, as well as the most convenient route of travel to and from the commercial plaza from the surrounding residences.

45% of the trips are anticipated to arrive from and depart to Colgan 2, located within the same block of the development as the commercial plaza. These trips are internal to the proposed development and will not affect the boundary road network. 35% of all primary commercial trips are anticipated to arrive from and depart to Colgan 1, located south of County Road 14. These trips are all expected to enter and exit via the proposed shared access on County Road 14. This route represents the shortest path for the majority of units within Colgan 1, and avoids left turn movements onto Concession Road 8 and County Road 14 that would be required should motorists choose to use one of the site accesses fronting Concession Road 8.

The remaining 20% of trips were assumed to arrive from and depart to external lands surrounding the proposed development. These trips were further stratified with respect to residential, employment, and institutional opportunities in the area. 10% of the trips were assumed to arrive from and depart to the Village of Colgan, southeast of the proposed development, while the remaining 10% were assumed to be distributed evenly to the northwest and southwest via County Road 50.

The primary trip distribution for the commercial development is summarized in **Figure 13**, with the resulting trip assignment illustrated in **Figure 14**.

#### 5.2.3 Pass-By Commercial Trip Distribution

The pass-by commercial trip distribution of the proposed development was determined using existing travel patterns at the intersection of County Road 14 and Concession Road 8. The trips were assigned to and from the development under the assumption that Street "A" represents the most convenient route of travel.

The pass-by trip distribution for the commercial development is summarized in **Figure 15**, with the resulting trip assignment illustrated in **Figure 16**.

# 6 TOTAL FUTURE CONDITIONS

## 6.1 Basis of Assessment

The traffic impacts arising from the proposed development were assessed on the basis of the site generated traffic, illustrated in **Figures 10, 12, 14** and **16**, being superimposed on the future background traffic volumes in **Figures 5** through **8**. The resulting total traffic volumes for the weekday a.m. and p.m. peak hours are illustrated in **Figures 17** through **20** for the 2022 through 2035 horizon years.

## 6.2 Auxiliary Lane Assessment

Left-turn lane warrants were undertaken for eastbound and westbound left-turn lanes at the intersection of County Road 14 and Street "A" and the intersection of County Road 14 and Concession Road 8. The warrants were undertaken using the Ontario Ministry of Transportation (MTO) Geometric Design Standards for Ontario Highways (GDSOH). The warrants were undertaken for the weekday a.m. and p.m. peak hours, under 2022 and 2035 future total conditions.

Left-turn lane warrants were not undertaken at the site accesses on Concession Road 8 as the volume of advancing and opposing vehicles are too low to warrant left-turn lanes on the MTO GDSOH warrant charts.

### 6.2.1 County Road 14 and Street "A"

In keeping with the traffic engineering convention of design speeds 20 km/h in excess of the posted speed limit for higher speed roads, a 100 km/h design speed was selected for County Road 14. It is noted that the eastbound speed limit transitions from 80 km/h to 50 km/h hour at the eastern limits of the site.

As the proposed development will increase pedestrian and cyclist volumes on the road network, it is recommended that the 50 km/h posted speed limit continue to the western limits of the site to facilitate a safer, walkable community. Furthermore, the proposed development will extend the urban limits of Colgan, and extending the 50 km/h speed limit is consistent with the urban conditions to the east of the site. Accordingly, a left-turn lane warrant was undertaken for the site using a 60 km/h design speed, representing a 10 km/h increase from the proposed 50 km/h posted speed limit.

The left-turn lane warrant charts for 60 km/h and 100 km/h design speed roads have been included in **Appendix F.** Table 12 summarizes the results of the left-turn lane warrant under 2022 (Phase 1) future total conditions. Table 13 summarizes the results of the left-turn lane warrant under 2035 (Full Build-out) future total conditions.

**Table 12: Left-Turn Lane Warrant**
**2022 Future Total Traffic Volumes**

| Intersection | Peak Hour | $V_A$ | $V_O$ | %LT in $V_A$ | Design Speed 100 km/h | | Design Speed 60 km/h | |
|---|---|---|---|---|---|---|---|---|
| | | | | | Warranted | Figure | Warranted | Figure |
| Westbound Left-turn Lane | | | | | | | | |
| County Road 14 and Street "A" | A.M. | 84 | 69 | 17% | Not warranted | EA-23 | Not warranted | EA-7 |
| | P.M. | 184 | 103 | 29% | Not warranted | EA-24 | Not warranted | EA-8 |
| Eastbound Left-turn Lane | | | | | | | | |
| County Road 14 and Street "A" | A.M. | 69 | 84 | 10% | Not warranted | EA-22 | Not warranted | EA-6 |
| | P.M. | 103 | 184 | 20% | Not warranted | EA-23 | Not warranted | EA-7 |

The results summarized in Table 12 indicate that eastbound and westbound left-turn lanes are not warranted at the intersection of County Road 14 and Street "A" under 2022 (Phase 1) future total conditions.

**Table 13: Left-turn Lane Warrant**
**2035 Future Total Traffic Volumes**

| Intersection | Peak Hour | $V_A$ | $V_O$ | %LT in $V_A$ | Design Speed 100 km/h | | Design Speed 60 km/h | |
|---|---|---|---|---|---|---|---|---|
| | | | | | Warranted | Figure | Warranted | Figure |
| Westbound Left-turn Lane | | | | | | | | |
| County Road 14 and Street "A" | A.M. | 126 | 97 | 24% | Not warranted | EA-24 | Not warranted | EA-8 |
| | P.M. | 272 | 152 | 37% | Warranted 15 metres | EA-24 | Not warranted | EA-8 |
| Eastbound Left-turn Lane | | | | | | | | |
| County Road 14 and Street "A" | A.M. | 97 | 126 | 11% | Not warranted | EA-22 | Not warranted | EA-6 |
| | P.M. | 152 | 272 | 22% | Not warranted | EA-23 | Not warranted | EA-7 |

The results summarized in Table 13 indicate that a westbound left-turn lane with a minimum storage of 15 metres is warranted under 100 km/h design speed conditions, however it is not warranted under 60 km/h design speed conditions.

Analysis of the future total traffic volumes was completed with an 80 km/h posted speed limit and a westbound left-turn lane with a storage of 15 metres.

### 6.2.2 County Road 14 and Concession Road 8

In keeping with the traffic engineering convention of design speeds 10 km/h in excess of the posted speed limit for lower speed roads, a 60 km/h design speed was selected for County Road 14.

The left-turn lane warrant charts for 60 km/h design speed roads have been included in **Appendix F.** Table 14 summarizes the results of the left-turn lane warrant under 2022 (Phase 1) future total conditions. Table 15 summarizes the results of the left-turn lane warrant under 2035 (Full Build-out) future total conditions.

**Table 14: Left-Turn Lane Warrant at Concession Road 8**
**2022 Future Total Traffic Volumes**

| Intersection | Peak Hour | $V_A$ | $V_O$ | %LT in $V_A$ | Design Speed 60 km/h | |
|---|---|---|---|---|---|---|
| | | | | | Warranted | Figure |
| Westbound Left-turn Lane | | | | | | |
| County Road 14 and Concession Road 8 | A.M. | 104 | 145 | 13% | Not Warranted | EA-7 |
| | P.M. | 272 | 128 | 26% | Not Warranted | EA-8 |
| Eastbound Left-turn Lane | | | | | | |
| County Road 14 and Concession Road 8 | A.M. | 145 | 104 | 1% | Not Warranted | EA-6 |
| | P.M. | 128 | 272 | 4% | Not Warranted | EA-6 |

**Table 15: Left-turn Lane Warrant at Concession Road 8**
**2035 Future Total Traffic Volumes**

| Intersection | Peak Hour | $V_A$ | $V_O$ | %LT in $V_A$ | Design Speed 60 km/h | |
|---|---|---|---|---|---|---|
| | | | | | Warranted | Figure |
| Westbound Left-turn Lane | | | | | | |
| County Road 14 and Concession Road 8 | A.M. | 166 | 217 | 10% | Not Warranted | EA-6 |
| | P.M. | 390 | 190 | 16% | Not Warranted | EA-7 |
| Eastbound Left-turn Lane | | | | | | |
| County Road 14 and Concession Road 8 | A.M. | 217 | 166 | 2% | Not Warranted | EA-6 |
| | P.M. | 190 | 390 | 4% | Not Warranted | EA-6 |

The results summarized in Table 14 and Table 15 indicate that eastbound and westbound left-turn lanes are not warranted at the intersection of County Road 14 and Concession Road 8 under 2022 (Phase 1) and 2035 (Full Build-out) future total conditions.

## 6.3 Intersection Operations

The 2022 through 2035 future total traffic operations of the boundary road network are summarized in Table 16 through Table 19. The detailed capacity analysis is included in **Appendix D**, and LOS definitions are included in **Appendix C**.

**Table 16: 2022 Future Total Level of Service**

| Intersection | Control | Peak Hour | Level of Service | Control Delay | Maximum v/c ratio |
|---|---|---|---|---|---|
| County Road 14 and County Road 50 | Stop | A.M. | B | 13.8 s | 0.20 (SBT) |
| | | P.M. | B | 13.6 s | 0.20 (NBT) |
| County Road 14 and Concession Road 8 | Stop | A.M. | B | 11.3 s | 0.07 (NB/SB) |
| | | P.M. | B | 14.9 s | 0.11 (NB) |
| County Road 14 and Adjala Tecumseth Townline | Stop | A.M. | A | 8.2 s | 0.21 (EBR) |
| | | P.M. | B | 10.4 s | 0.47 (NB) |
| Concession Road 8 and Street "H" | Stop | A.M. | A | 9.0 s | 0.03 (EB) |
| | | P.M. | A | 9.2 s | 0.02 (EB) |
| Concession Road 8 and St. James Lane/Street "F" | Stop | A.M. | A | 9.1 s | 0.03 (EB) |
| | | P.M. | A | 9.4 s | 0.03 (WB) |
| Concession Road 8 and Street "B" | Stop | A.M. | A | 8.5 s | 0.04 (EB) |
| | | P.M. | A | 8.4 s | 0.03 (EB/NB) |
| County Road 14 and Street "A" | Stop | A.M. | B | 10.3 s | 0.08 (NB/SB) |
| | | P.M. | B | 11.9 s | 0.11 (SB) |

*Note: The Level of Service of a stop-controlled intersection is based on the delay associated with the critical minor road approach.*

**Table 17: 2025 Future Total Level of Service**

| Intersection | Control | Peak Hour | Level of Service | Control Delay | Maximum v/c ratio |
|---|---|---|---|---|---|
| County Road 14 and County Road 50 | Stop | A.M. | C | 15.5 s | 0.25 (WB) |
| | | P.M. | B | 14.7 s | 0.21 (NBT) |
| County Road 14 and Concession Road 8 | Stop | A.M. | B | 13.1 s | 0.16 (SB) |
| | | P.M. | C | 20.9 s | 0.29 (SB) |
| County Road 14 and Adjala Tecumseth Townline | Stop | A.M. | A | 9.0 s | 0.28 (EBR) |
| | | P.M. | B | 13.1 s | 0.60 (NB) |
| Concession Road 8 and Street "H" | Stop | A.M. | A | 9.0 s | 0.02 (SB) |
| | | P.M. | A | 9.3 s | 0.05 (SB) |
| Concession Road 8 and St. James Lane/Street "F" | Stop | A.M. | A | 9.1 s | 0.03 (EB/WB) |
| | | P.M. | A | 9.6 s | 0.04 (WB) |
| Concession Road 8 and Street "C" | Stop | A.M. | A | 8.6 s | 0.05 (EB) |
| | | P.M. | A | 8.7 s | 0.03 (NB/SB) |
| Concession Road 8 and Street "B" | Stop | A.M. | A | 8.7 s | 0.06 (EB) |
| | | P.M. | A | 8.6 s | 0.05 (EB) |
| Concession Road 8 and Street "I" | Stop | A.M. | A | 8.4 s | 0.03 (EB) |
| | | P.M. | A | 8.4 s | 0.03 (EB) |
| County Road 14 and Street "A" | Stop | A.M. | B | 11.6 s | 0.14 (NB) |
| | | P.M. | C | 15.4 s | 0.21 (SB) |

*Note: The Level of Service of a stop-controlled intersection is based on the delay associated with the critical minor road approach.*

**Table 18: 2030 Future Total Level of Service**

| Intersection | Control | Peak Hour | Level of Service | Control Delay | Maximum v/c ratio |
|---|---|---|---|---|---|
| County Road 14 and County Road 50 | Stop | A.M. | C | 16.8 s | 0.29 (WB) |
| | | P.M. | C | 16.0 s | 0.23 (NBT) |
| County Road 14 and Concession Road 8 | Stop | A.M. | B | 13.3 s | 0.17 (SB) |
| | | P.M. | C | 21.8 s | 0.30 (SB) |
| County Road 14 and Adjala Tecumseth Townline | Stop | A.M. | A | 9.2 s | 0.29 (EBR/SB) |
| | | P.M. | B | 14.0 s | 0.65 (NB) |
| Concession Road 8 and Street "H" | Stop | A.M. | A | 9.0 s | 0.02 (SB) |
| | | P.M. | A | 9.4 s | 0.06 (SB) |
| Concession Road 8 and St. James Lane/Street "F" | Stop | A.M. | A | 9.2 s | 0.03 (EB/WB) |
| | | P.M. | A | 9.7 s | 0.04 (WB) |
| Concession Road 8 and Street "C" | Stop | A.M. | A | 8.6 s | 0.05 (EB) |
| | | P.M. | A | 8.7 s | 0.03 (NB/SB) |
| Concession Road 8 and Street "B" | Stop | A.M. | A | 8.7 s | 0.06 (EB) |
| | | P.M. | A | 8.6 s | 0.05 (EB) |
| Concession Road 8 and Street "I" | Stop | A.M. | A | 8.4 s | 0.03 (EB) |
| | | P.M. | A | 8.4 s | 0.03 (EB) |
| County Road 14 and Street "A" | Stop | A.M. | B | 11.7 s | 0.16 (NB) |
| | | P.M. | C | 15.8 s | 0.22 (SB) |

*Note: The Level of Service of a stop-controlled intersection is based on the delay associated with the critical minor road approach.*

**Table 19: 2035 Future Total Level of Service**

| Intersection | Control | Peak Hour | Level of Service | Control Delay | Maximum v/c ratio |
|---|---|---|---|---|---|
| County Road 14 and County Road 50 | Stop | A.M. | C | 19.0 s | 0.33 (WB) |
| | | P.M. | C | 17.8 s | 0.25 (NBT) |
| County Road 14 and Concession Road 8 | Stop | A.M. | B | 13.5 s | 0.17 (SB) |
| | | P.M. | C | 23.0 s | 0.32 (SB) |
| County Road 14 and Adjala Tecumseth Townline | Stop | A.M. | A | 9.4 s | 0.31 (SB) |
| | | P.M. | C | 15.2 s | 0.69 (NB) |
| Concession Road 8 and Street "H" | Stop | A.M. | A | 9.0 s | 0.02 (SB) |
| | | P.M. | A | 9.4 s | 0.06 (SB) |
| Concession Road 8 and St. James Lane/Street "F" | Stop | A.M. | A | 9.2 s | 0.03 (EB/WB) |
| | | P.M. | A | 9.8 s | 0.04 (WB) |
| Concession Road 8 and Street "C" | Stop | A.M. | A | 8.6 s | 0.05 (EB) |
| | | P.M. | A | 8.7 s | 0.03 (NB/SB) |
| Concession Road 8 and Street "B" | Stop | A.M. | A | 8.7 s | 0.06 (EB) |
| | | P.M. | A | 8.6 s | 0.05 (EB) |
| Concession Road 8 and Street "I" | Stop | A.M. | A | 8.4 s | 0.03 (EB) |
| | | P.M. | A | 8.4 s | 0.03 (EB) |
| County Road 14 and Street "A" | Stop | A.M. | B | 11.9 s | 0.16 (NB) |
| | | P.M. | C | 16.1 s | 0.23(SB) |

*Note: The Level of Service of a stop-controlled intersection is based on the delay associated with the critical minor road approach.*

The boundary road network is expected to continue operating at a LOS "C" or better at all intersections in the weekday a.m. and p.m. peak hours, when compared with future background traffic operations.

## 6.4 Signalization of County Road 14 and Street "A"

It is understood that one of the Conditions of Draft Plan Approval was for the implementation of signals at the intersection of County Road 14 and Street "A". The analysis above indicates that the intersection operates with acceptable levels of service and minimal delay through all horizon years under two-way stop-controlled conditions. Accordingly, we do not find it necessary nor do we recommend the implementation of signals at the intersection of County Road 14 and Street "A". Nonetheless, the intersection was analyzed as signalized with a cycle length of 60 seconds in order to demonstrate the expected operations; Table 20 below summarizes the results.

**Table 20: Signalized 2035 Future Total Level of Service**

| Intersection | Control | Peak Hour | Level of Service | Control Delay | Maximum v/c ratio |
|---|---|---|---|---|---|
| County Road 14 and Street "A" | Future Signal | A.M. | A | 9.8 s | 0.34 (EB) |
| | | P.M. | B | 12.6 s | 0.47 (EB) |

The signalized intersection of County Road 14 and Street "A" is expected to improve to a LOS "A" and "B" in the weekday a.m. and p.m. peak hours, respectively, when compared with stop-controlled conditions. Further, the control delay is expected to improve by 2.1 seconds and 3.5 seconds in the weekday a.m. and p.m. peak hours, respectively. While signalizing the intersection of County Road 14 and Street "A" is anticipated to improve the operations of the intersection, the improvements are marginal and signalization is not recommended.

A signal warrant analysis was also undertaken for the intersection of County Road 14 and Street "A" for the 2035 horizon year. The analysis followed the procedures specified in Chapter 4 of the "Ontario Traffic Manual – Book 12", March 2012. Justifications 1 (Minimum Vehicular Volume), 2 (delay to Cross Traffic), 3 (Combination of Justifications 1 and 2), 4 (4-Hour Volume) and 7 (Projected Volumes) were selected as the most appropriate warrants with which to assess the intersections.

The average hour volume was determined using the following formula from OTM Book 12:

$$AHV = \frac{amPHV + pm\ PHV}{4}$$

*Where:*

*AHV = Average Hour Volume*
*PHV = Peak Hour Volume*

This assessment determined that signals are not warranted under 2035 future total conditions, which further supports the recommendation to not signalize the intersection.

The signal warrant sheets have been included in **Appendix G**.

# 7 SIGHT DISTANCE ANALYSIS

Sight distance analysis was conducted to confirm that there is sufficient sight distance for drivers exiting from the proposed site accesses. The measured sight distances on Concession Road 8 were compared to the standards set out in the Township of Adjala-Tosorontio Roads By-law No. 12-31 (Amended June, 2013). The measured sight distances on County Road 14 were compared to the standards set out in the County of Simcoe Entrance By-law No. 5544.

Sight distance was measured from the proposed accesses using the following assumptions:

- A standard driver eye height of 1.05 metres for a passenger car;
- A three-metre setback from the approximate extension of the outer curb to represent a vehicle waiting at the stop line to exit the site; and,
- An object height of 1.05 metres at the centre of the upstream and downstream lane.

Concession Road 8 has a posted speed limit of 50 km/h, which was used to determine the sight distance requirements, as described in By-law No. 12-31. County Road 14 has a posted speed limit of

80 km/h, which was used to determine the sight distance requirements, as described in By-law No. 5544. As discussed previously, it is recommended that the posted speed limit of 50 km/h be extended to the western limits of the site. However, in order to maintain a conservative analysis, the sight distance assessment was undertaken using an 80 km/h posted speed limit. Table 21 summarizes the results of the sight distance assessment.

**Table 21: Sight Distance Assessment**

| Location | Required Sight Distance | Available Sight Distance | |
|---|---|---|---|
| | | Left | Right |
| Concession Road 8 and Street "I" | 65 m | +150 m | +150 m |
| Concession Road 8 and Street "B" | 65 m | +150 m | +150 m |
| Concession Road 8 and Street "H" | 65 m | +150 m | +150 m |
| Concession Road 8 and Street "F" | 65 m | +150 m | +150 m |
| Concession Road 8 and Street "C" | 65 m | +150 m | +150 m |
| County Road 14 and Street "A" (North side of County Road 14) | 230 m | +500 m | +250 m |
| County Road 14 and Street "A" (South side of County Road 14) | 230 m | +500 m | +250 m |

As shown above, the available sight distances exceed the County of Simcoe and Adjala-Tosorontio minimum requirements. Therefore, it can be reasonably justified that there is adequate sight distance for vehicles turning onto Concession Road 8 and County Road 14.

Relevant By-law excerpts have been included in **Appendix H**.

# 8 CONCLUSIONS

The detailed analysis contained within this report has resulted in the following key findings:

- Under existing traffic conditions, the intersections within the study area are operating efficiently at a LOS "B" or better during the weekday a.m., and p.m. peak hours.
- Examination of the 2022 through 2035 future background traffic conditions indicates that the study area is anticipated to continue operating efficiently with all study intersections operating at a LOS "C" or better;
- Westbound and eastbound left-turn lanes are not warranted at the intersection of County Road 14 and Street "A" under 2022 (Phase 1) future total conditions.
- A westbound left-turn lane with a minimum storage of 15 metres is warranted at the intersection of County Road 14 and Street "A" under 80 km/h posted speed limit and 2035 (Full Build-out) future total conditions.
- It is recommended that the posted speed limit of 50 km/h on County Road 14 be extended to the western limits of the site to improve safety and walkability for future residents. With a posted speed limit of 50 km/h, a westbound left-turn lane would not be warranted at the intersection of County Road 14 and Street "A".

- Westbound and eastbound left-turn lanes are not warranted at the intersection of County Road 14 and Concession Road 8 under 2022 (Phase 1) and 2035 (Full Build-out) future total conditions.

- Examination of the 2022 through 2035 future total traffic conditions indicates that the study area is anticipated to continue operating efficiently with all study intersections operating at a LOS "C" or better;

- The intersection of County Road 14 and Street "A" is expected to operate efficiently with minor delays as a two-way stop-controlled intersection under 2035 total traffic conditions. Signal warrants were undertaken, and the results indicate that signals are not warranted under 2035 total traffic conditions. Therefore, it is not recommended that the intersection of County Road 14 and Street "A" be signalized.

- The results of the sight distance analysis indicate that all accesses are supportable from a sight distance perspective.

It is concluded that the additional 22 units yielded by the Redline Revision to Draft Plan Approval will not have a material impact on the traffic operations of the boundary road network.

The analysis undertaken within was completed on the basis of the approved Colgan 1 Draft Plan (December 3, 2010) and the Colgan 2 Redline Revision Draft Plan (December 7, 2017). Any minor changes to the Plans will not materially affect the conclusions contained within this report.

The Official Plan Amendment, Zoning By-law Amendment, and Redline Revision to Draft Plan Approval Applications for Colgan 2 can be supported from a traffic operations and safety perspective, with the above noted recommendations.

Prepared by,

**C.F. CROZIER & ASSOCIATES INC.**

Alexander J. W. Fleming, MBA, P.Eng.
Associate

**C.F. CROZIER & ASSOCIATES INC.**

Madeleine N. Ferguson
E.I.T.

/mf.jm

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# APPENDIX A

## Correspondence

## Madeleine Ferguson

**From:** Doherty, Chris <Chris.Doherty@simcoe.ca>
**Sent:** Wednesday, September 06, 2017 11:22 AM
**To:** Madeleine Ferguson
**Cc:** Brad Dickieson
**Subject:** RE: Traffic Impact Study Terms of Reference - Tribute Colgan 1 [1000-3958] & 2 [1000-4243]

Hi Madeline, the terms of reference and scope of study is acceptable to the County. Unfortunately we do not have any intersection counts on file for the study intersections.

Regards,

Chris Doherty, C. Tech.
Engineering Technician
County of Simcoe
Transportation and Engineering Department
Tel: 705-726-9300 Ext 1161
Fax: 705-727-7984

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**From:** Madeleine Ferguson [mailto:mferguson@cfcrozier.ca]
**Sent:** Wednesday, September 06, 2017 9:53 AM
**To:** Doherty, Chris <Chris.Doherty@simcoe.ca>
**Cc:** Brad Dickieson <bdickieson@cfcrozier.ca>
**Subject:** Traffic Impact Study Terms of Reference - Tribute Colgan 1 [1000-3958] & 2 [1000-4243]

Hello Chris,

C.F. Crozier & Associates has been retained to complete a Transportation Impact Study for the proposed residential developments on the lands located directly west of the existing Village of Colgan. The properties are referenced as "Colgan 1" and "Colgan 2". Colgan 1 is located on the south side of County Road 14, Colgan 2 is located on the north side of County Road 14, and both properties are bounded by Concession Road 8 to the east. Both properties propose one access to County Road 14 by way of a proposed shared roundabout, as you have previously discussed with Ryan MacLaughlan from our Office. Colgan 1 proposes three accesses to Concession Road 8 and Colgan 2 proposes two accesses to Concession Road 8. The developments propose a total of 826 units; the unit break down for both developments is summarized below.

**Colgan 1**

- Single Family Detached Homes: 322 Units

**Colgan 2**

- Single Family Detached Homes: 287 Units
- Townhomes: 47 Units
- Retirement Home: 170 Beds

The following contains the proposed Terms of Reference for the Traffic Impact Study, which will consider both properties combined. An aerial photo illustrating the site location has been attached.

The proposed Terms of Reference, consistent with the County of Simcoe "General Guidelines for Traffic Impact Studies", are as follows:

1. Analysis of weekday a.m. and p.m. peak hours will be sufficient to determine the traffic related effects of the subject development;

2. Analysis of the intersections of County Road 14 with County Road 50, Concession Road 8, and Adjala Tecumseth Townline, as well as the site entrances, will suffice;

3. Analysis of the study horizon years of full buildout (2025) and five (2030) and ten (2035) years beyond full build out will be acceptable;

4. An industry standard growth rate of 2% is assumed for all study intersections on the boundary road network. Please advise if this is agreeable;

5. Trip distributions will be based on Transportation Tomorrow Survey data, or existing travel patterns.

The Transportation Impact Study will also examine other typical elements such as sight distance and auxiliary turn-lane requirements at the site entrances.

We appreciate any feedback you may have on this approach to the TIS, and kindly request any recent turning movement counts at the noted study intersections.

Thank you and kind regards,

| **MADELEINE FERGUSON** E.I.T. | C.F. CROZIER & ASSOCIATES
| 40 Huron Street, Suite 301 | Collingwood, ON L9Y 4R3
| cfcrozier.ca | mferguson@cfcrozier.ca | tel 705 446 3510

CROZIER & ASSOCIATES
Consulting Engineers

Land development engineering, from the ground up.

Water Resources · Transportation · Structural · Mechanical · Electrical · Building Science

# APPENDIX B

## Traffic Data

# *Ontario Traffic Inc.*

## Morning Peak Diagram

**Specified Period**
**From:** 6:00:00
**To:** 10:00:00

**One Hour Peak**
**From:** 6:15:00
**To:** 7:15:00

**Municipality:** Colgan
**Site #:** 0725500001
**Intersection:** County Rd 50 & County Rd 14
**TFR File #:** 1
**Count date:** 12-Sep-17

**Weather conditions:**

**Person(s) who counted:**

**** Non-Signalized Intersection ****

**Major Road:** County Rd 50 runs N/S

North Leg Total: 732
North Entering: 614
North Peds: 0
Peds Cross: ⋈

| | | | |
|---|---|---|---|
| Heavys | 0 | 0 | 1 |
| Trucks | 32 | 4 | 37 |
| Cars | 553 | 23 | 576 |
| Totals | 585 | 27 | |

| | |
|---|---|
| Heavys | 0 |
| Trucks | 23 |
| Cars | 95 |
| Totals | 118 |

East Leg Total: 70
East Entering: 39
East Peds: 3
Peds Cross: ⋈

County Rd 50

| | Cars | Trucks | Heavys | Totals |
|---|---|---|---|---|
| | 5 | 1 | 0 | 6 |
| | 31 | 2 | 0 | 33 |
| | 36 | 3 | 0 | |

N
W E
S

County Rd 14

| | Cars | Trucks | Heavys | Totals |
|---|---|---|---|---|
| | 27 | 4 | 0 | 31 |

County Rd 50

| | | | |
|---|---|---|---|
| Cars | 584 | | |
| Trucks | 34 | | |
| Heavys | 0 | | |
| Totals | 618 | | |

| | | | |
|---|---|---|---|
| Cars | 90 | 4 | 94 |
| Trucks | 22 | 0 | 22 |
| Heavys | 0 | 0 | 0 |
| Totals | 112 | 4 | |

Peds Cross: ⋈
South Peds: 0
South Entering: 116
South Leg Total: 734

### Comments

# *Ontario Traffic Inc.*

## Afternoon Peak Diagram

**Specified Period**
**From:** 15:00:00
**To:** 19:00:00

**One Hour Peak**
**From:** 16:15:00
**To:** 17:15:00

**Municipality:** Colgan
**Site #:** 0725500001
**Intersection:** County Rd 50 & County Rd 14
**TFR File #:** 1
**Count date:** 12-Sep-17

**Weather conditions:**

**Person(s) who counted:**

**** Non-Signalized Intersection ****

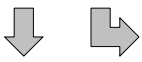
**Major Road:** County Rd 50 runs N/S

North Leg Total: 836
North Entering: 225
North Peds: 0
Peds Cross: ⋈

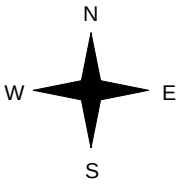
| | | | |
|---|---|---|---|
| Heavys | 0 | 0 | 0 |
| Trucks | 30 | 2 | 32 |
| Cars | 174 | 16 | 193 |
| Totals | 204 | 18 | |

| | |
|---|---|
| Heavys | 0 |
| Trucks | 36 |
| Cars | 575 |
| Totals | 611 |

East Leg Total: 114
East Entering: 54
East Peds: 1
Peds Cross: ⋈




| Cars | Trucks | Heavys | Totals |
|---|---|---|---|
| 34 | 4 | 0 | 38 |
| 15 | 1 | 0 | 16 |
| 49 | 5 | 0 | |





| Cars | Trucks | Heavys | Totals |
|---|---|---|---|
| 55 | 5 | 0 | 60 |


| | |
|---|---|
| Cars | 189 |
| Trucks | 31 |
| Heavys | 0 |
| Totals | 220 |

| | | | |
|---|---|---|---|
| Cars | 541 | 39 | 580 |
| Trucks | 32 | 3 | 35 |
| Heavys | 0 | 0 | 0 |
| Totals | 573 | 42 | |

Peds Cross: ⋈
South Peds: 0
South Entering: 615
South Leg Total: 835

### Comments

# *Ontario Traffic Inc.*

## Total Count Diagram

**Municipality:** Colgan
**Site #:** 0725500001
**Intersection:** County Rd 50 & County Rd 14
**TFR File #:** 1
**Count date:** 12-Sep-17

**Weather conditions:**

**Person(s) who counted:**

**** Non-Signalized Intersection ****

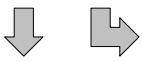
**Major Road:** County Rd 50 runs N/S

North Leg Total: 4989
North Entering: 2565
North Peds: 0
Peds Cross: ⋈

| | | | |
|---|---|---|---|
| Heavys | 0 | 0 | 1 |
| Trucks | 268 | 19 | 288 |
| Cars | 2148 | 123 | 2276 |
| Totals | 2416 | 142 | |

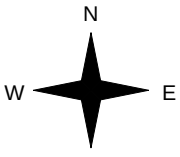
| | |
|---|---|
| Heavys | 0 |
| Trucks | 242 |
| Cars | 2182 |
| Totals | 2424 |

East Leg Total: 613
East Entering: 322
East Peds: 16
Peds Cross: ⋈



County Rd 50

| Cars | Trucks | Heavys | Totals |
|---|---|---|---|
| 149 | 23 | 0 | 172 |
| 139 | 8 | 3 | 150 |
| 288 | 31 | 3 | |




County Rd 14

| Cars | Trucks | Heavys | Totals |
|---|---|---|---|
| 261 | 30 | 0 | 291 |

County Rd 50

| | |
|---|---|
| Cars | 2287 |
| Trucks | 276 |
| Heavys | 3 |
| Totals | 2566 |

| | | | |
|---|---|---|---|
| Cars | 2033 | 138 | 2173 |
| Trucks | 219 | 11 | 230 |
| Heavys | 0 | 0 | 0 |
| Totals | 2252 | 149 | |

Peds Cross: ⋈
South Peds: 1
South Entering: 2403
South Leg Total: 4969

### Comments

# *Ontario Traffic Inc.*
# Traffic Count Summary

**Intersection:** County Rd 50 & County Rd 14 | **Count Date:** 12-Sep-17 | **Municipality:** Colgan

## North Approach Totals

| Hour Ending | Includes Cars, Trucks, & Heavys: Left | Thru | Right | Grand Total | Total Peds | North/South Total Approaches |
|---|---|---|---|---|---|---|
| 6:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00:00 | 22 | 593 | 2 | 617 | 0 | 714 |
| 8:00:00 | 25 | 494 | 0 | 519 | 0 | 646 |
| 9:00:00 | 19 | 346 | 1 | 366 | 0 | 522 |
| 10:00:00 | 18 | 268 | 1 | 287 | 0 | 441 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:00:00 | 10 | 207 | 0 | 217 | 0 | 563 |
| 17:00:00 | 11 | 200 | 2 | 213 | 0 | 783 |
| 18:00:00 | 20 | 185 | 1 | 206 | 0 | 803 |
| 19:00:00 | 17 | 123 | 0 | 140 | 0 | 495 |
| Totals: | 142 | 2416 | 7 | 2565 | 0 | 4968 |

## South Approach Totals

| Hour Ending | Includes Cars, Trucks, & Heavys: Left | Thru | Right | Grand Total | Total Peds |
|---|---|---|---|---|---|
| 6:00:00 | 0 | 0 | 0 | 0 | 0 |
| 7:00:00 | 0 | 93 | 4 | 97 | 0 |
| 8:00:00 | 0 | 120 | 7 | 127 | 0 |
| 9:00:00 | 1 | 144 | 11 | 156 | 0 |
| 10:00:00 | 0 | 137 | 17 | 154 | 0 |
| 15:00:00 | 0 | 1 | 0 | 1 | 0 |
| 16:00:00 | 0 | 324 | 22 | 346 | 0 |
| 17:00:00 | 0 | 532 | 38 | 570 | 0 |
| 18:00:00 | 1 | 560 | 36 | 597 | 1 |
| 19:00:00 | 0 | 341 | 14 | 355 | 0 |
| Totals: | 2 | 2252 | 149 | 2403 | 1 |

## East Approach Totals

| Hour Ending | Includes Cars, Trucks, & Heavys: Left | Thru | Right | Grand Total | Total Peds | East/West Total Approaches |
|---|---|---|---|---|---|---|
| 6:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00:00 | 26 | 0 | 5 | 31 | 4 | 31 |
| 8:00:00 | 30 | 0 | 20 | 50 | 1 | 50 |
| 9:00:00 | 24 | 0 | 16 | 40 | 2 | 40 |
| 10:00:00 | 12 | 0 | 10 | 22 | 3 | 22 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 19 | 0 | 38 | 57 | 2 | 57 |
| 17:00:00 | 18 | 0 | 32 | 50 | 0 | 50 |
| 18:00:00 | 11 | 0 | 31 | 42 | 2 | 42 |
| 19:00:00 | 10 | 0 | 20 | 30 | 2 | 30 |
| Totals: | 150 | 0 | 172 | 322 | 16 | 322 |

## West Approach Totals

| Hour Ending | Includes Cars, Trucks, & Heavys: Left | Thru | Right | Grand Total | Total Peds |
|---|---|---|---|---|---|
| 6:00:00 | 0 | 0 | 0 | 0 | 0 |
| 7:00:00 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 0 | 0 | 0 | 0 | 0 |
| 9:00:00 | 0 | 0 | 0 | 0 | 0 |
| 10:00:00 | 0 | 0 | 0 | 0 | 0 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 0 | 0 | 0 | 0 | 0 |
| 17:00:00 | 0 | 0 | 0 | 0 | 0 |
| 18:00:00 | 0 | 0 | 0 | 0 | 0 |
| 19:00:00 | 0 | 0 | 0 | 0 | 0 |
| Totals: | 0 | 0 | 0 | 0 | 0 |

## Calculated Values for Traffic Crossing Major Street

| Hours Ending: | 7:00 | 8:00 | 9:00 | 10:00 | 16:00 | 17:00 | 18:00 | 19:00 |
|---|---|---|---|---|---|---|---|---|
| Crossing Values: | 26 | 30 | 24 | 12 | 19 | 18 | 12 | 10 |

# *Ontario Traffic Inc.*

**Count Date: 12-Sep-17 Site #: 0725500001**

| Interval Time | Passenger Cars - North Approach | | | | | | Trucks - North Approach | | | | | | Heavys - North Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | North Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 6:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15:00 | 3 | 3 | 134 | 134 | 0 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30:00 | 7 | 4 | 264 | 130 | 0 | 0 | 0 | 0 | 14 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| 6:45:00 | 11 | 4 | 416 | 152 | 0 | 0 | 1 | 1 | 20 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 7:00:00 | 19 | 8 | 566 | 150 | 0 | 0 | 3 | 2 | 27 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 7:15:00 | 26 | 7 | 687 | 121 | 0 | 0 | 4 | 1 | 38 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 7:30:00 | 28 | 2 | 827 | 140 | 0 | 0 | 5 | 1 | 44 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 7:45:00 | 33 | 5 | 952 | 125 | 0 | 0 | 7 | 2 | 53 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 8:00:00 | 40 | 7 | 1025 | 73 | 0 | 0 | 7 | 0 | 62 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 8:15:00 | 44 | 4 | 1113 | 88 | 0 | 0 | 7 | 0 | 72 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 8:30:00 | 48 | 4 | 1191 | 78 | 0 | 0 | 8 | 1 | 84 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 8:45:00 | 53 | 5 | 1258 | 67 | 0 | 0 | 9 | 1 | 96 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 9:00:00 | 55 | 2 | 1322 | 64 | 1 | 1 | 11 | 2 | 111 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 9:15:00 | 62 | 7 | 1381 | 59 | 1 | 0 | 12 | 1 | 124 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 9:30:00 | 66 | 4 | 1444 | 63 | 1 | 0 | 14 | 2 | 139 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 9:45:00 | 69 | 3 | 1502 | 58 | 2 | 1 | 14 | 0 | 146 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 10:00:00 | 70 | 1 | 1546 | 44 | 2 | 0 | 14 | 0 | 155 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 10:00:14 | 70 | 0 | 1546 | 0 | 2 | 0 | 14 | 0 | 155 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 15:00:00 | 70 | 0 | 1546 | 0 | 2 | 0 | 14 | 0 | 155 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 15:15:00 | 72 | 2 | 1582 | 36 | 2 | 0 | 15 | 1 | 163 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 15:30:00 | 75 | 3 | 1633 | 51 | 2 | 0 | 16 | 1 | 169 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 15:45:00 | 76 | 1 | 1669 | 36 | 2 | 0 | 16 | 0 | 178 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 16:00:00 | 78 | 2 | 1718 | 49 | 2 | 0 | 16 | 0 | 190 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 16:15:00 | 79 | 1 | 1761 | 43 | 2 | 0 | 16 | 0 | 202 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 16:30:00 | 82 | 3 | 1803 | 42 | 2 | 0 | 17 | 1 | 210 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 16:45:00 | 85 | 3 | 1840 | 37 | 3 | 1 | 17 | 0 | 218 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 17:00:00 | 87 | 2 | 1884 | 44 | 4 | 1 | 18 | 1 | 224 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 17:15:00 | 95 | 8 | 1935 | 51 | 5 | 1 | 18 | 0 | 232 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 17:30:00 | 99 | 4 | 1970 | 35 | 5 | 0 | 18 | 0 | 236 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 17:45:00 | 101 | 2 | 2007 | 37 | 5 | 0 | 18 | 0 | 241 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 18:00:00 | 107 | 6 | 2044 | 37 | 5 | 0 | 18 | 0 | 249 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 18:15:00 | 112 | 5 | 2080 | 36 | 5 | 0 | 19 | 1 | 250 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 18:30:00 | 117 | 5 | 2110 | 30 | 5 | 0 | 19 | 0 | 257 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 18:45:00 | 120 | 3 | 2133 | 23 | 5 | 0 | 19 | 0 | 263 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 19:00:00 | 123 | 3 | 2148 | 15 | 5 | 0 | 19 | 0 | 268 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 19:01:21 | 123 | 0 | 2148 | 0 | 5 | 0 | 19 | 0 | 268 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 19:15:00 | 123 | 0 | 2148 | 0 | 5 | 0 | 19 | 0 | 268 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 19:15:15 | 123 | 0 | 2148 | 0 | 5 | 0 | 19 | 0 | 268 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |

# *Ontario Traffic Inc.*

**Count Date: 12-Sep-17 Site #: 0725500001**

| Interval Time | Passenger Cars - East Approach | | | | | | Trucks - East Approach | | | | | | Heavys - East Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | East Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 6:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 6:30:00 | 9 | 9 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 6:45:00 | 14 | 5 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 |
| 7:00:00 | 24 | 10 | 0 | 0 | 4 | 1 | 2 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 |
| 7:15:00 | 31 | 7 | 0 | 0 | 5 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| 7:30:00 | 33 | 2 | 0 | 0 | 14 | 9 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 |
| 7:45:00 | 42 | 9 | 0 | 0 | 18 | 4 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 |
| 8:00:00 | 53 | 11 | 0 | 0 | 22 | 4 | 3 | 1 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 |
| 8:15:00 | 62 | 9 | 0 | 0 | 22 | 0 | 4 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 |
| 8:30:00 | 65 | 3 | 0 | 0 | 25 | 3 | 4 | 0 | 0 | 0 | 3 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 7 | 2 |
| 8:45:00 | 69 | 4 | 0 | 0 | 27 | 2 | 4 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | 0 |
| 9:00:00 | 73 | 4 | 0 | 0 | 36 | 9 | 4 | 0 | 0 | 0 | 5 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 7 | 0 |
| 9:15:00 | 74 | 1 | 0 | 0 | 39 | 3 | 4 | 0 | 0 | 0 | 7 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 7 | 0 |
| 9:30:00 | 79 | 5 | 0 | 0 | 41 | 2 | 4 | 0 | 0 | 0 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 7 | 0 |
| 9:45:00 | 80 | 1 | 0 | 0 | 41 | 0 | 4 | 0 | 0 | 0 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 7 | 0 |
| 10:00:00 | 85 | 5 | 0 | 0 | 43 | 2 | 4 | 0 | 0 | 0 | 8 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 10 | 3 |
| 10:00:14 | 85 | 0 | 0 | 0 | 43 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 10 | 0 |
| 15:00:00 | 85 | 0 | 0 | 0 | 43 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 10 | 0 |
| 15:15:00 | 88 | 3 | 0 | 0 | 56 | 13 | 4 | 0 | 0 | 0 | 10 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 10 | 0 |
| 15:30:00 | 92 | 4 | 0 | 0 | 63 | 7 | 4 | 0 | 0 | 0 | 12 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 12 | 2 |
| 15:45:00 | 100 | 8 | 0 | 0 | 68 | 5 | 4 | 0 | 0 | 0 | 13 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 12 | 0 |
| 16:00:00 | 104 | 4 | 0 | 0 | 74 | 6 | 4 | 0 | 0 | 0 | 15 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 12 | 0 |
| 16:15:00 | 108 | 4 | 0 | 0 | 79 | 5 | 5 | 1 | 0 | 0 | 15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 12 | 0 |
| 16:30:00 | 113 | 5 | 0 | 0 | 92 | 13 | 5 | 0 | 0 | 0 | 15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 12 | 0 |
| 16:45:00 | 116 | 3 | 0 | 0 | 99 | 7 | 5 | 0 | 0 | 0 | 17 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 12 | 0 |
| 17:00:00 | 121 | 5 | 0 | 0 | 103 | 4 | 5 | 0 | 0 | 0 | 18 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 12 | 0 |
| 17:15:00 | 123 | 2 | 0 | 0 | 113 | 10 | 6 | 1 | 0 | 0 | 19 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 13 | 1 |
| 17:30:00 | 124 | 1 | 0 | 0 | 119 | 6 | 7 | 1 | 0 | 0 | 20 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 14 | 1 |
| 17:45:00 | 126 | 2 | 0 | 0 | 121 | 2 | 7 | 0 | 0 | 0 | 22 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 14 | 0 |
| 18:00:00 | 129 | 3 | 0 | 0 | 129 | 8 | 8 | 1 | 0 | 0 | 23 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 14 | 0 |
| 18:15:00 | 130 | 1 | 0 | 0 | 136 | 7 | 8 | 0 | 0 | 0 | 23 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 15 | 1 |
| 18:30:00 | 132 | 2 | 0 | 0 | 142 | 6 | 8 | 0 | 0 | 0 | 23 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 16 | 1 |
| 18:45:00 | 136 | 4 | 0 | 0 | 146 | 4 | 8 | 0 | 0 | 0 | 23 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 16 | 0 |
| 19:00:00 | 139 | 3 | 0 | 0 | 149 | 3 | 8 | 0 | 0 | 0 | 23 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 16 | 0 |
| 19:01:21 | 139 | 0 | 0 | 0 | 149 | 0 | 8 | 0 | 0 | 0 | 23 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 16 | 0 |
| 19:15:00 | 139 | 0 | 0 | 0 | 149 | 0 | 8 | 0 | 0 | 0 | 23 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 16 | 0 |
| 19:15:15 | 139 | 0 | 0 | 0 | 149 | 0 | 8 | 0 | 0 | 0 | 23 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 16 | 0 |

# *Ontario Traffic Inc.*

**Count Date: 12-Sep-17 Site #: 0725500001**

| Interval Time | Passenger Cars - South Approach | | | | | | Trucks - South Approach | | | | | | Heavys - South Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | South Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 6:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15:00 | 0 | 0 | 16 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30:00 | 0 | 0 | 37 | 21 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45:00 | 0 | 0 | 59 | 22 | 2 | 1 | 0 | 0 | 11 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00:00 | 0 | 0 | 77 | 18 | 4 | 2 | 0 | 0 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15:00 | 0 | 0 | 106 | 29 | 4 | 0 | 0 | 0 | 22 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30:00 | 0 | 0 | 116 | 10 | 6 | 2 | 0 | 0 | 28 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45:00 | 0 | 0 | 150 | 34 | 8 | 2 | 0 | 0 | 34 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 0 | 0 | 173 | 23 | 10 | 2 | 0 | 0 | 40 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15:00 | 1 | 1 | 208 | 35 | 11 | 1 | 0 | 0 | 53 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30:00 | 1 | 0 | 230 | 22 | 14 | 3 | 0 | 0 | 64 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45:00 | 1 | 0 | 257 | 27 | 17 | 3 | 0 | 0 | 71 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00:00 | 1 | 0 | 279 | 22 | 19 | 2 | 0 | 0 | 78 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15:00 | 1 | 0 | 299 | 20 | 26 | 7 | 0 | 0 | 82 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30:00 | 1 | 0 | 324 | 25 | 28 | 2 | 0 | 0 | 88 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45:00 | 1 | 0 | 353 | 29 | 29 | 1 | 0 | 0 | 97 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00:00 | 1 | 0 | 387 | 34 | 36 | 7 | 0 | 0 | 107 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00:14 | 1 | 0 | 388 | 1 | 36 | 0 | 0 | 0 | 107 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00:00 | 1 | 0 | 388 | 0 | 36 | 0 | 0 | 0 | 107 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15:00 | 1 | 0 | 455 | 67 | 41 | 5 | 0 | 0 | 115 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30:00 | 1 | 0 | 514 | 59 | 46 | 5 | 0 | 0 | 124 | 9 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45:00 | 1 | 0 | 588 | 74 | 53 | 7 | 0 | 0 | 134 | 10 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 1 | 0 | 683 | 95 | 56 | 3 | 0 | 0 | 136 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15:00 | 1 | 0 | 777 | 94 | 62 | 6 | 0 | 0 | 144 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30:00 | 1 | 0 | 918 | 141 | 71 | 9 | 0 | 0 | 151 | 7 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45:00 | 1 | 0 | 1047 | 129 | 86 | 15 | 0 | 0 | 164 | 13 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00:00 | 1 | 0 | 1180 | 133 | 93 | 7 | 0 | 0 | 171 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15:00 | 1 | 0 | 1318 | 138 | 101 | 8 | 0 | 0 | 176 | 5 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30:00 | 1 | 0 | 1463 | 145 | 109 | 8 | 0 | 0 | 184 | 8 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45:00 | 2 | 1 | 1593 | 130 | 117 | 8 | 0 | 0 | 189 | 5 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 18:00:00 | 2 | 0 | 1717 | 124 | 126 | 9 | 0 | 0 | 194 | 5 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 18:15:00 | 2 | 0 | 1802 | 85 | 133 | 7 | 0 | 0 | 198 | 4 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 18:30:00 | 2 | 0 | 1912 | 110 | 135 | 2 | 0 | 0 | 202 | 4 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 18:45:00 | 2 | 0 | 1982 | 70 | 137 | 2 | 0 | 0 | 213 | 11 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 19:00:00 | 2 | 0 | 2033 | 51 | 138 | 1 | 0 | 0 | 219 | 6 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 19:01:21 | 2 | 0 | 2033 | 0 | 138 | 0 | 0 | 0 | 219 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 19:15:00 | 2 | 0 | 2033 | 0 | 138 | 0 | 0 | 0 | 219 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 19:15:15 | 2 | 0 | 2033 | 0 | 138 | 0 | 0 | 0 | 219 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |

# *Ontario Traffic Inc.*

**Count Date: 12-Sep-17 Site #: 0725500001**

| Interval Time | Passenger Cars - West Approach | | | | | | Trucks - West Approach | | | | | | Heavys - West Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | West Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 6:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00:14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:01:21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# *Ontario Traffic Inc.*

## Morning Peak Diagram

**Specified Period**
**From:** 6:00:00
**To:** 10:00:00

**One Hour Peak**
**From:** 7:00:00
**To:** 8:00:00

**Municipality:** Colgan
**Site #:** 1725500002
**Intersection:** County Rd 14 & County Rd 8
**TFR File #:** 1
**Count date:** 12-Sep-17

**Weather conditions:**

**Person(s) who counted:**

**** Non-Signalized Intersection ****

**Major Road:** County Rd 14 runs W/E

| | |
|---|---|
| North Leg Total: | 3 |
| North Entering: | 2 |
| North Peds: | 0 |
| Peds Cross: | ⋈ |

| | | | | |
|---|---|---|---|---|
| Heavys | 0 | 0 | 0 | 0 |
| Trucks | 0 | 0 | 1 | 1 |
| Cars | 1 | 0 | 0 | 1 |
| Totals | 1 | 0 | 1 | |

| | |
|---|---|
| Heavys | 0 |
| Trucks | 0 |
| Cars | 1 |
| Totals | 1 |

| | |
|---|---|
| East Leg Total: | 100 |
| East Entering: | 42 |
| East Peds: | 0 |
| Peds Cross: | ⧖ |

County Rd 8

| Heavys | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 4 | 40 | 44 |

| Cars | Trucks | Heavys | Totals |
|---|---|---|---|
| 1 | 0 | 0 | 1 |
| 35 | 3 | 0 | 38 |
| 3 | 0 | 0 | 3 |
| 39 | 3 | 0 | |

N
W E
S

County Rd 14

| Heavys | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 5 | 45 | 50 |
| 0 | 0 | 4 | 4 |
| 0 | 5 | 49 | |

County Rd 14

| Cars | Trucks | Heavys | Totals |
|---|---|---|---|
| 52 | 6 | 0 | 58 |

County Rd 8

| | |
|---|---|
| Peds Cross: | ⧖ |
| West Peds: | 0 |
| West Entering: | 54 |
| West Leg Total: | 98 |

| | | | | |
|---|---|---|---|---|
| Cars | 4 | 0 | 7 | 11 |
| Trucks | 1 | 0 | 0 | 1 |
| Heavys | 0 | 0 | 0 | 0 |
| Totals | 5 | 0 | 7 | |

| | |
|---|---|
| Cars | 7 |
| Trucks | 0 |
| Heavys | 0 |
| Totals | 7 |

| | |
|---|---|
| Peds Cross: | ⋈ |
| South Peds: | 0 |
| South Entering: | 12 |
| South Leg Total: | 19 |

### Comments

# *Ontario Traffic Inc.*

## Afternoon Peak Diagram

**Specified Period**
**From:** 15:00:00
**To:** 19:00:00

**One Hour Peak**
**From:** 15:45:00
**To:** 16:45:00

**Municipality:** Colgan
**Site #:** 1725500002
**Intersection:** County Rd 14 & County Rd 8
**TFR File #:** 1
**Count date:** 12-Sep-17

**Weather conditions:**

**Person(s) who counted:**

**** Non-Signalized Intersection ****

**Major Road:** County Rd 14 runs W/E

| | |
|---|---|
| North Leg Total: | 1 |
| North Entering: | 0 |
| North Peds: | 0 |
| Peds Cross: | ⋈ |

| | | | | |
|---|---|---|---|---|
| Heavys | 0 | 0 | 0 | 0 |
| Trucks | 0 | 0 | 0 | 0 |
| Cars | 0 | 0 | 0 | 0 |
| Totals | 0 | 0 | 0 | |

| | |
|---|---|
| Heavys | 0 |
| Trucks | 0 |
| Cars | 1 |
| Totals | 1 |

| | |
|---|---|
| East Leg Total: | 134 |
| East Entering: | 77 |
| East Peds: | 0 |
| Peds Cross: | ⧖ |

County Rd 8

| Heavys | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 10 | 66 | 76 |

| Cars | Trucks | Heavys | Totals |
|---|---|---|---|
| 1 | 0 | 0 | 1 |
| 54 | 6 | 0 | 60 |
| 15 | 1 | 0 | 16 |
| 70 | 7 | 0 | |

County Rd 14

N
W E
S

| Heavys | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 2 | 33 | 35 |
| 0 | 0 | 19 | 19 |
| 0 | 2 | 52 | |

County Rd 14

| Cars | Trucks | Heavys | Totals |
|---|---|---|---|
| 53 | 4 | 0 | 57 |

County Rd 8

| | |
|---|---|
| Peds Cross: | ⧖ |
| West Peds: | 0 |
| West Entering: | 54 |
| West Leg Total: | 130 |

| | | | | |
|---|---|---|---|---|
| Cars | 34 | | | |
| Trucks | 1 | | | |
| Heavys | 0 | | | |
| Totals | 35 | | | |

| | | | | |
|---|---|---|---|---|
| Cars | 12 | 0 | 20 | 32 |
| Trucks | 4 | 0 | 2 | 6 |
| Heavys | 0 | 0 | 0 | 0 |
| Totals | 16 | 0 | 22 | |

| | |
|---|---|
| Peds Cross: | ⋈ |
| South Peds: | 0 |
| South Entering: | 38 |
| South Leg Total: | 73 |

## Comments

# *Ontario Traffic Inc.*

## Total Count Diagram

**Municipality:** Colgan
**Site #:** 1725500002
**Intersection:** County Rd 14 & County Rd 8
**TFR File #:** 1
**Count date:** 12-Sep-17

**Weather conditions:**

**Person(s) who counted:**

**** Non-Signalized Intersection ****

**Major Road:** County Rd 14 runs W/E

| | |
|---|---|
| North Leg Total: | 32 |
| North Entering: | 13 |
| North Peds: | 1 |
| Peds Cross: | ⋈ |

| | | | | |
|---|---|---|---|---|
| Heavys | 0 | 0 | 0 | 0 |
| Trucks | 0 | 0 | 1 | 1 |
| Cars | 4 | 6 | 2 | 12 |
| Totals | 4 | 6 | 3 | |

| | |
|---|---|
| Heavys | 0 |
| Trucks | 2 |
| Cars | 17 |
| Totals | 19 |

| | |
|---|---|
| East Leg Total: | 785 |
| East Entering: | 391 |
| East Peds: | 1 |
| Peds Cross: | ⧖ |

County Rd 8

| Heavys | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 39 | 333 | 372 |

| Cars | Trucks | Heavys | Totals |
|---|---|---|---|
| 9 | 1 | 0 | 10 |
| 292 | 31 | 0 | 323 |
| 54 | 4 | 0 | 58 |
| 355 | 36 | 0 | |

County Rd 14

N
W E
S

| Heavys | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 3 | 3 |
| 0 | 21 | 283 | 304 |
| 0 | 1 | 54 | 55 |
| 0 | 22 | 340 | |

County Rd 14

| Cars | Trucks | Heavys | Totals |
|---|---|---|---|
| 357 | 37 | 0 | 394 |

County Rd 8

| | |
|---|---|
| Peds Cross: | ⧖ |
| West Peds: | 3 |
| West Entering: | 362 |
| West Leg Total: | 734 |

| | |
|---|---|
| Cars | 114 |
| Trucks | 5 |
| Heavys | 0 |
| Totals | 119 |

| | | | | |
|---|---|---|---|---|
| Cars | 37 | 5 | 72 | 114 |
| Trucks | 8 | 1 | 15 | 24 |
| Heavys | 0 | 0 | 0 | 0 |
| Totals | 45 | 6 | 87 | |

| | |
|---|---|
| Peds Cross: | ⋈ |
| South Peds: | 1 |
| South Entering: | 138 |
| South Leg Total: | 257 |

### Comments

# *Ontario Traffic Inc.*
# Traffic Count Summary

**Intersection:** County Rd 14 & County Rd 8 | **Count Date:** 12-Sep-17 | **Municipality:** Colgan

## North Approach Totals

| Hour Ending | Includes Cars, Trucks, & Heavys: Left | Thru | Right | Grand Total | Total Peds | North/South Total Approaches |
|---|---|---|---|---|---|---|
| 6:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00:00 | 1 | 1 | 1 | 3 | 0 | 10 |
| 8:00:00 | 1 | 0 | 1 | 2 | 0 | 14 |
| 9:00:00 | 0 | 0 | 2 | 2 | 0 | 8 |
| 10:00:00 | 0 | 0 | 0 | 0 | 0 | 24 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 0 | 0 | 0 | 0 | 0 | 26 |
| 17:00:00 | 0 | 0 | 0 | 0 | 0 | 31 |
| 18:00:00 | 1 | 0 | 0 | 1 | 0 | 16 |
| 19:00:00 | 0 | 2 | 0 | 2 | 1 | 16 |
| Totals: | 3 | 3 | 4 | 10 | 1 | 145 |

## South Approach Totals

| Hour Ending | Includes Cars, Trucks, & Heavys: Left | Thru | Right | Grand Total | Total Peds |
|---|---|---|---|---|---|
| 6:00:00 | 0 | 0 | 0 | 0 | 0 |
| 7:00:00 | 2 | 0 | 5 | 7 | 0 |
| 8:00:00 | 5 | 0 | 7 | 12 | 0 |
| 9:00:00 | 0 | 0 | 6 | 6 | 0 |
| 10:00:00 | 8 | 0 | 16 | 24 | 0 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 10 | 0 | 16 | 26 | 0 |
| 17:00:00 | 11 | 0 | 20 | 31 | 0 |
| 18:00:00 | 5 | 1 | 9 | 15 | 0 |
| 19:00:00 | 4 | 3 | 7 | 14 | 1 |
| Totals: | 45 | 4 | 86 | 135 | 1 |

## East Approach Totals

| Hour Ending | Includes Cars, Trucks, & Heavys: Left | Thru | Right | Grand Total | Total Peds | East/West Total Approaches |
|---|---|---|---|---|---|---|
| 6:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00:00 | 5 | 20 | 1 | 26 | 0 | 68 |
| 8:00:00 | 3 | 38 | 1 | 42 | 0 | 96 |
| 9:00:00 | 2 | 34 | 1 | 37 | 0 | 78 |
| 10:00:00 | 6 | 14 | 1 | 21 | 0 | 59 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:00:00 | 7 | 61 | 3 | 71 | 0 | 119 |
| 17:00:00 | 13 | 64 | 1 | 78 | 0 | 129 |
| 18:00:00 | 12 | 50 | 2 | 64 | 1 | 112 |
| 19:00:00 | 10 | 42 | 0 | 52 | 0 | 91 |
| Totals: | 58 | 323 | 10 | 391 | 1 | 753 |

## West Approach Totals

| Hour Ending | Includes Cars, Trucks, & Heavys: Left | Thru | Right | Grand Total | Total Peds |
|---|---|---|---|---|---|
| 6:00:00 | 0 | 0 | 0 | 0 | 0 |
| 7:00:00 | 0 | 39 | 3 | 42 | 0 |
| 8:00:00 | 0 | 50 | 4 | 54 | 0 |
| 9:00:00 | 1 | 37 | 3 | 41 | 0 |
| 10:00:00 | 0 | 34 | 4 | 38 | 0 |
| 15:00:00 | 0 | 1 | 0 | 1 | 0 |
| 16:00:00 | 0 | 36 | 12 | 48 | 1 |
| 17:00:00 | 0 | 32 | 19 | 51 | 0 |
| 18:00:00 | 0 | 41 | 7 | 48 | 0 |
| 19:00:00 | 2 | 34 | 3 | 39 | 2 |
| Totals: | 3 | 304 | 55 | 362 | 3 |

## Calculated Values for Traffic Crossing Major Street

| Hours Ending: | 7:00 | 8:00 | 9:00 | 10:00 | 16:00 | 17:00 | 18:00 | 19:00 |
|---|---|---|---|---|---|---|---|---|
| Crossing Values: | 4 | 6 | 0 | 8 | 11 | 11 | 8 | 9 |

# *Ontario Traffic Inc.*

**Count Date: 12-Sep-17 Site #: 1725500002**

| Interval Time | Passenger Cars - North Approach | | | | | | Trucks - North Approach | | | | | | Heavys - North Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | North Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 6:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45:00 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00:00 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15:00 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30:00 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45:00 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15:00 | 1 | 0 | 1 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30:00 | 1 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45:00 | 1 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00:00 | 1 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15:00 | 1 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30:00 | 1 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45:00 | 1 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00:00 | 1 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00:17 | 1 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00:00 | 1 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15:00 | 1 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30:00 | 1 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45:00 | 1 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 1 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15:00 | 1 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30:00 | 1 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45:00 | 1 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00:00 | 1 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15:00 | 1 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30:00 | 1 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45:00 | 2 | 1 | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00:00 | 2 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15:00 | 2 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30:00 | 2 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45:00 | 2 | 0 | 3 | 2 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 19:00:00 | 2 | 0 | 3 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 19:01:03 | 2 | 0 | 6 | 3 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 19:15:00 | 2 | 0 | 6 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 19:15:15 | 2 | 0 | 6 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |

# *Ontario Traffic Inc.*

**Count Date: 12-Sep-17 Site #: 1725500002**

| Interval Time | Passenger Cars - East Approach | | | | | | Trucks - East Approach | | | | | | Heavys - East Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | East Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 6:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15:00 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30:00 | 3 | 1 | 11 | 9 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45:00 | 3 | 0 | 12 | 1 | 1 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00:00 | 5 | 2 | 16 | 4 | 1 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15:00 | 5 | 0 | 22 | 6 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30:00 | 8 | 3 | 36 | 14 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45:00 | 8 | 0 | 46 | 10 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 8 | 0 | 51 | 5 | 2 | 1 | 0 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15:00 | 8 | 0 | 57 | 6 | 2 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30:00 | 8 | 0 | 64 | 7 | 2 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45:00 | 8 | 0 | 75 | 11 | 3 | 1 | 1 | 1 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00:00 | 9 | 1 | 82 | 7 | 3 | 0 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15:00 | 12 | 3 | 85 | 3 | 3 | 0 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30:00 | 13 | 1 | 89 | 4 | 3 | 0 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45:00 | 14 | 1 | 90 | 1 | 4 | 1 | 1 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00:00 | 15 | 1 | 94 | 4 | 4 | 0 | 1 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00:17 | 15 | 0 | 94 | 0 | 4 | 0 | 1 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00:00 | 15 | 0 | 94 | 0 | 4 | 0 | 1 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15:00 | 15 | 0 | 115 | 21 | 6 | 2 | 1 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30:00 | 15 | 0 | 128 | 13 | 7 | 1 | 2 | 1 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45:00 | 16 | 1 | 138 | 10 | 7 | 0 | 3 | 1 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 20 | 4 | 145 | 7 | 7 | 0 | 3 | 0 | 22 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15:00 | 25 | 5 | 160 | 15 | 8 | 1 | 3 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30:00 | 30 | 5 | 182 | 22 | 8 | 0 | 3 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45:00 | 31 | 1 | 192 | 10 | 8 | 0 | 4 | 1 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00:00 | 32 | 1 | 207 | 15 | 8 | 0 | 4 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15:00 | 38 | 6 | 221 | 14 | 9 | 1 | 4 | 0 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30:00 | 39 | 1 | 227 | 6 | 9 | 0 | 4 | 0 | 28 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 17:45:00 | 42 | 3 | 239 | 12 | 9 | 0 | 4 | 0 | 30 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 18:00:00 | 44 | 2 | 250 | 11 | 9 | 0 | 4 | 0 | 31 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 18:15:00 | 44 | 0 | 264 | 14 | 9 | 0 | 4 | 0 | 31 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 18:30:00 | 48 | 4 | 274 | 10 | 9 | 0 | 4 | 0 | 31 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 18:45:00 | 53 | 5 | 283 | 9 | 9 | 0 | 4 | 0 | 31 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 19:00:00 | 54 | 1 | 292 | 9 | 9 | 0 | 4 | 0 | 31 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 19:01:03 | 54 | 0 | 292 | 0 | 9 | 0 | 4 | 0 | 31 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 19:15:00 | 54 | 0 | 292 | 0 | 9 | 0 | 4 | 0 | 31 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 19:15:15 | 54 | 0 | 292 | 0 | 9 | 0 | 4 | 0 | 31 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |

# *Ontario Traffic Inc.*

**Count Date: 12-Sep-17 Site #: 1725500002**

| Interval Time | Passenger Cars - South Approach | | | | | | Trucks - South Approach | | | | | | Heavys - South Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | South Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 6:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30:00 | 1 | 1 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45:00 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00:00 | 2 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15:00 | 3 | 1 | 0 | 0 | 6 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30:00 | 4 | 1 | 0 | 0 | 8 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45:00 | 6 | 2 | 0 | 0 | 9 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 6 | 0 | 0 | 0 | 11 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15:00 | 6 | 0 | 0 | 0 | 13 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30:00 | 6 | 0 | 0 | 0 | 13 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45:00 | 6 | 0 | 0 | 0 | 14 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00:00 | 6 | 0 | 0 | 0 | 16 | 2 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15:00 | 9 | 3 | 0 | 0 | 19 | 3 | 2 | 1 | 0 | 0 | 9 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30:00 | 11 | 2 | 0 | 0 | 20 | 1 | 2 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45:00 | 12 | 1 | 0 | 0 | 22 | 2 | 2 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00:00 | 13 | 1 | 0 | 0 | 25 | 3 | 2 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00:17 | 13 | 0 | 0 | 0 | 25 | 0 | 2 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00:00 | 13 | 0 | 0 | 0 | 25 | 0 | 2 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15:00 | 13 | 0 | 0 | 0 | 26 | 1 | 2 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30:00 | 13 | 0 | 0 | 0 | 30 | 4 | 4 | 2 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45:00 | 15 | 2 | 0 | 0 | 33 | 3 | 4 | 0 | 0 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 18 | 3 | 0 | 0 | 37 | 4 | 7 | 3 | 0 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15:00 | 20 | 2 | 0 | 0 | 42 | 5 | 7 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30:00 | 23 | 3 | 0 | 0 | 47 | 5 | 7 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45:00 | 27 | 4 | 0 | 0 | 53 | 6 | 8 | 1 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00:00 | 28 | 1 | 0 | 0 | 56 | 3 | 8 | 0 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15:00 | 30 | 2 | 0 | 0 | 60 | 4 | 8 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30:00 | 31 | 1 | 0 | 0 | 60 | 0 | 8 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45:00 | 32 | 1 | 0 | 0 | 61 | 1 | 8 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00:00 | 33 | 1 | 0 | 0 | 65 | 4 | 8 | 0 | 1 | 1 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15:00 | 33 | 0 | 0 | 0 | 67 | 2 | 8 | 0 | 1 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30:00 | 34 | 1 | 3 | 3 | 68 | 1 | 8 | 0 | 1 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 18:45:00 | 37 | 3 | 3 | 0 | 69 | 1 | 8 | 0 | 1 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 19:00:00 | 37 | 0 | 3 | 0 | 71 | 2 | 8 | 0 | 1 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 19:01:03 | 37 | 0 | 5 | 2 | 72 | 1 | 8 | 0 | 1 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 19:15:00 | 37 | 0 | 5 | 0 | 72 | 0 | 8 | 0 | 1 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 19:15:15 | 37 | 0 | 5 | 0 | 72 | 0 | 8 | 0 | 1 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |

# *Ontario Traffic Inc.*

**Count Date: 12-Sep-17 Site #: 1725500002**

| Interval Time | Passenger Cars - West Approach | | | | | | Trucks - West Approach | | | | | | Heavys - West Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | West Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 6:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15:00 | 0 | 0 | 13 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30:00 | 0 | 0 | 20 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45:00 | 0 | 0 | 25 | 5 | 3 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00:00 | 0 | 0 | 38 | 13 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15:00 | 0 | 0 | 53 | 15 | 4 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30:00 | 0 | 0 | 59 | 6 | 5 | 1 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45:00 | 0 | 0 | 69 | 10 | 7 | 2 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 0 | 0 | 83 | 14 | 7 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15:00 | 0 | 0 | 90 | 7 | 9 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30:00 | 0 | 0 | 99 | 9 | 9 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45:00 | 1 | 1 | 111 | 12 | 9 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00:00 | 1 | 0 | 115 | 4 | 10 | 1 | 0 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15:00 | 1 | 0 | 128 | 13 | 12 | 2 | 0 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30:00 | 1 | 0 | 135 | 7 | 13 | 1 | 0 | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45:00 | 1 | 0 | 138 | 3 | 14 | 1 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00:00 | 1 | 0 | 145 | 7 | 14 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00:17 | 1 | 0 | 146 | 1 | 14 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00:00 | 1 | 0 | 146 | 0 | 14 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15:00 | 1 | 0 | 157 | 11 | 17 | 3 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30:00 | 1 | 0 | 161 | 4 | 21 | 4 | 0 | 0 | 17 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 15:45:00 | 1 | 0 | 172 | 11 | 22 | 1 | 0 | 0 | 17 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 16:00:00 | 1 | 0 | 180 | 8 | 25 | 3 | 0 | 0 | 17 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 16:15:00 | 1 | 0 | 186 | 6 | 28 | 3 | 0 | 0 | 17 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 16:30:00 | 1 | 0 | 195 | 9 | 33 | 5 | 0 | 0 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 16:45:00 | 1 | 0 | 205 | 10 | 41 | 8 | 0 | 0 | 19 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 17:00:00 | 1 | 0 | 210 | 5 | 44 | 3 | 0 | 0 | 19 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 17:15:00 | 1 | 0 | 220 | 10 | 50 | 6 | 0 | 0 | 20 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 17:30:00 | 1 | 0 | 232 | 12 | 50 | 0 | 0 | 0 | 20 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 17:45:00 | 1 | 0 | 239 | 7 | 50 | 0 | 0 | 0 | 20 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 18:00:00 | 1 | 0 | 250 | 11 | 51 | 1 | 0 | 0 | 20 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 18:15:00 | 2 | 1 | 260 | 10 | 52 | 1 | 0 | 0 | 21 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 |
| 18:30:00 | 2 | 0 | 270 | 10 | 54 | 2 | 0 | 0 | 21 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 18:45:00 | 3 | 1 | 277 | 7 | 54 | 0 | 0 | 0 | 21 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 |
| 19:00:00 | 3 | 0 | 283 | 6 | 54 | 0 | 0 | 0 | 21 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| 19:01:03 | 3 | 0 | 283 | 0 | 54 | 0 | 0 | 0 | 21 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| 19:15:00 | 3 | 0 | 283 | 0 | 54 | 0 | 0 | 0 | 21 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| 19:15:15 | 3 | 0 | 283 | 0 | 54 | 0 | 0 | 0 | 21 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |

# *Ontario Traffic Inc.*

## Morning Peak Diagram

**Specified Period**
**From:** 6:00:00
**To:** 10:00:00

**One Hour Peak**
**From:** 6:45:00
**To:** 7:45:00

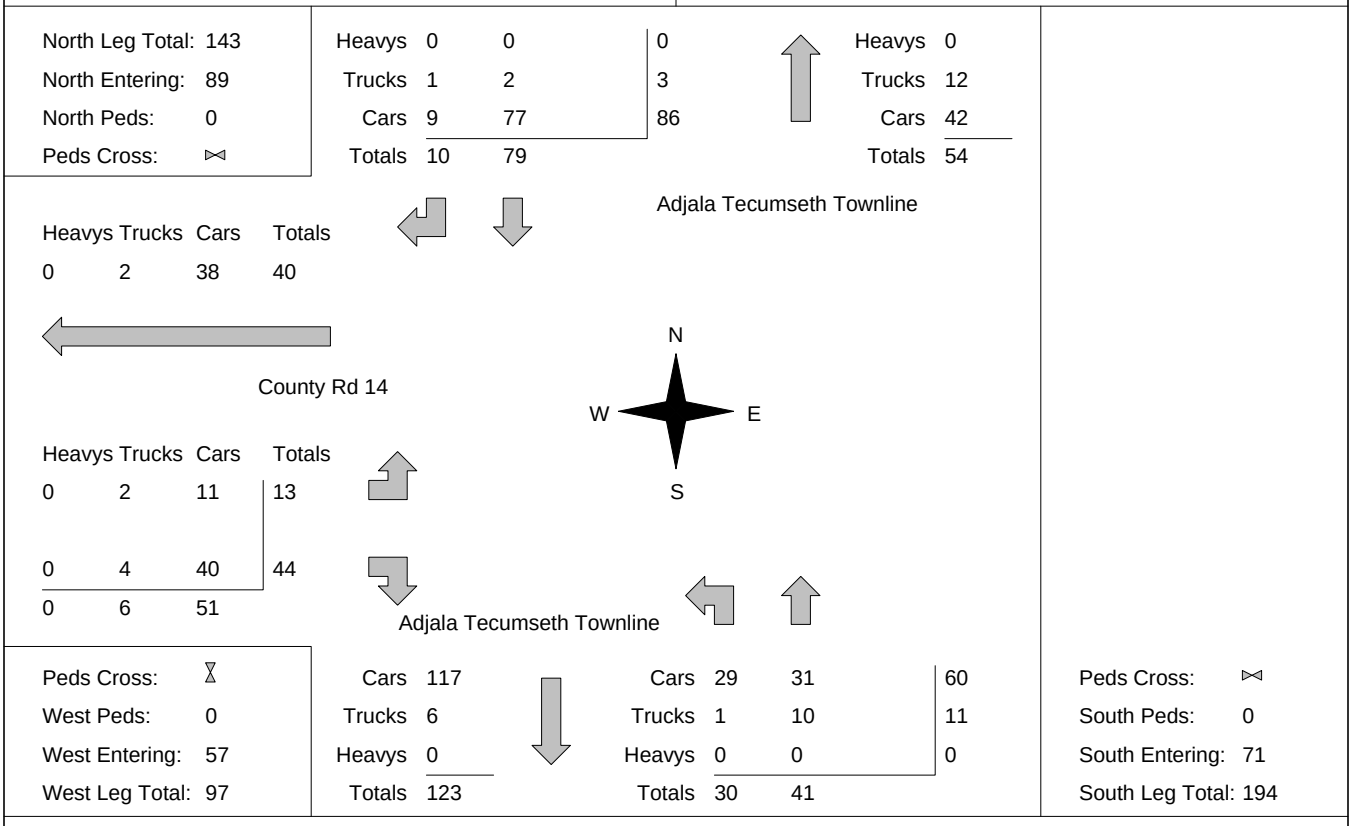
**Municipality:** Colgan
**Site #:** 1725500003
**Intersection:** Adjala Tecumseth Townline & Cour
**TFR File #:** 1
**Count date:** 12-Sep-17

**Weather conditions:**

**Person(s) who counted:**

**** Non-Signalized Intersection ****

**Major Road:** Adjala Tecumseth Townline runs N




### Comments

# *Ontario Traffic Inc.*

## Afternoon Peak Diagram

**Specified Period**
**From:** 15:00:00
**To:** 19:00:00

**One Hour Peak**
**From:** 16:15:00
**To:** 17:15:00

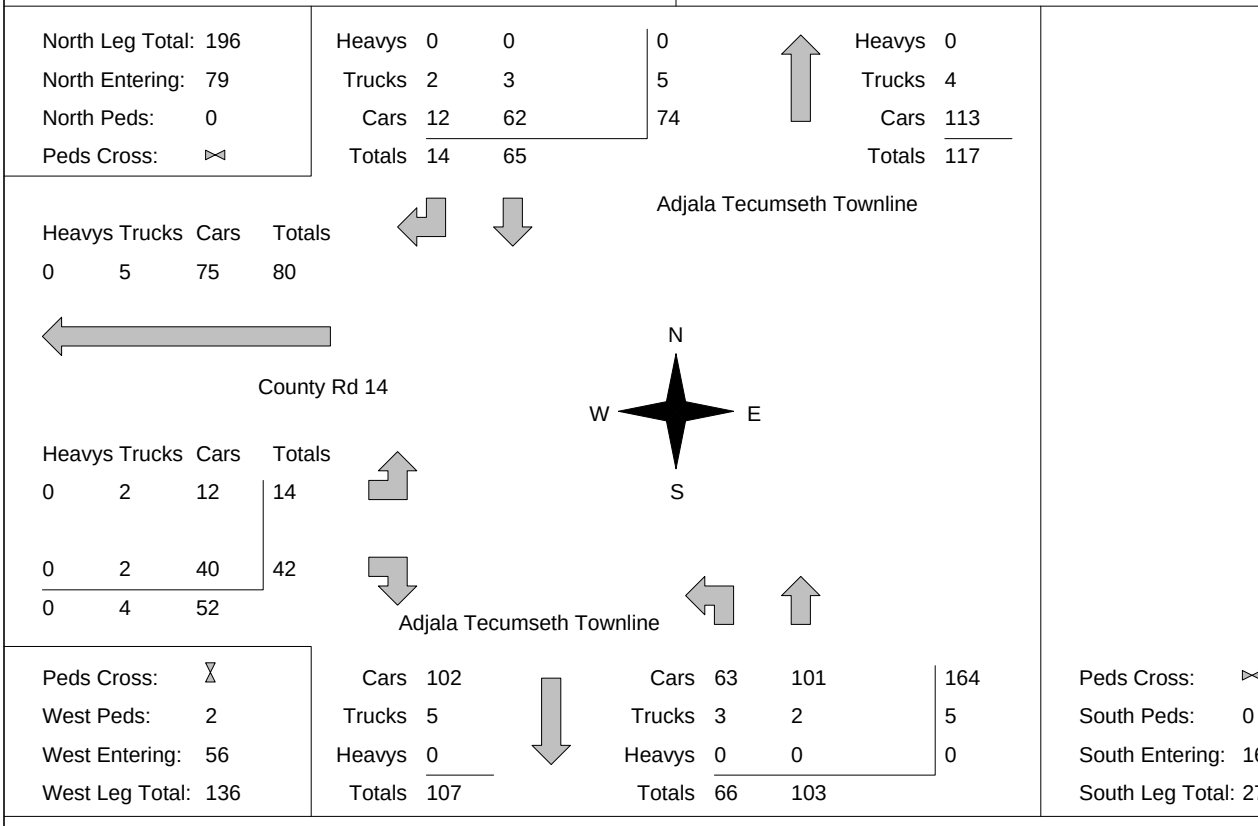
**Municipality:** Colgan
**Site #:** 1725500003
**Intersection:** Adjala Tecumseth Townline & Cour
**TFR File #:** 1
**Count date:** 12-Sep-17

**Weather conditions:**

**Person(s) who counted:**

**** Non-Signalized Intersection ****

**Major Road:** Adjala Tecumseth Townline runs N




### Comments

# *Ontario Traffic Inc.*

## Total Count Diagram

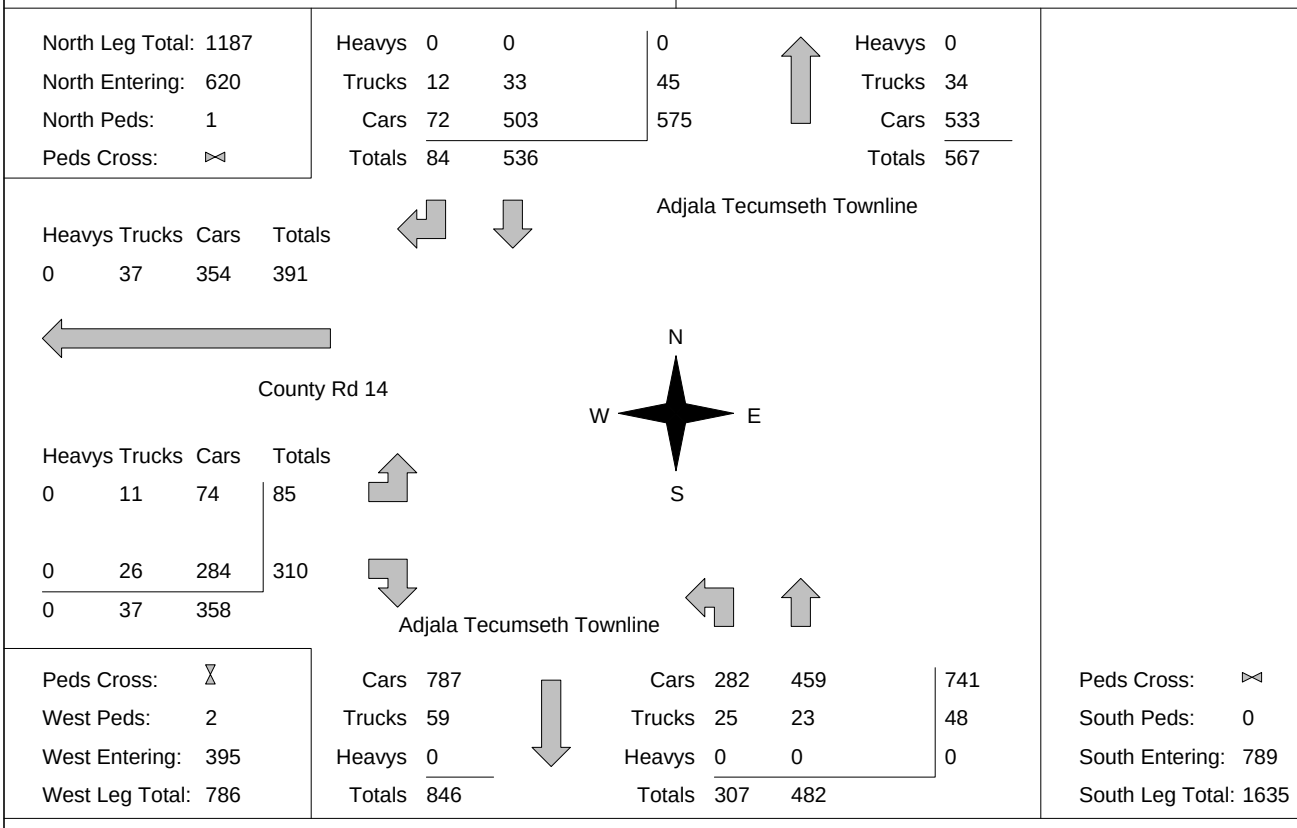
**Municipality:** Colgan
**Site #:** 1725500003
**Intersection:** Adjala Tecumseth Townline & Cour
**TFR File #:** 1
**Count date:** 12-Sep-17

**Weather conditions:**

**Person(s) who counted:**

**** Non-Signalized Intersection ****

**Major Road:** Adjala Tecumseth Townline runs N




### Comments

# *Ontario Traffic Inc.*
# Traffic Count Summary

**Intersection:** Adjala Tecumseth Townline & Cou | **Count Date:** 12-Sep-17 | **Municipality:** Colgan

## North Approach Totals

| Hour Ending | Includes Cars, Trucks, & Heavys: Left | Thru | Right | Grand Total | Total Peds | North/South Total Approaches |
|---|---|---|---|---|---|---|
| 6:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00:00 | 0 | 91 | 18 | 109 | 0 | 136 |
| 8:00:00 | 0 | 78 | 11 | 89 | 1 | 156 |
| 9:00:00 | 0 | 67 | 7 | 74 | 0 | 128 |
| 10:00:00 | 0 | 59 | 5 | 64 | 0 | 107 |
| 15:00:00 | 0 | 3 | 0 | 3 | 0 | 4 |
| 16:00:00 | 0 | 63 | 9 | 72 | 0 | 231 |
| 17:00:00 | 0 | 70 | 13 | 83 | 0 | 241 |
| 18:00:00 | 0 | 52 | 13 | 65 | 0 | 229 |
| 19:00:00 | 0 | 53 | 8 | 61 | 0 | 175 |
| Totals: | 0 | 536 | 84 | 620 | 1 | 1407 |

## South Approach Totals

| Hour Ending | Includes Cars, Trucks, & Heavys: Left | Thru | Right | Grand Total | Total Peds |
|---|---|---|---|---|---|
| 6:00:00 | 0 | 0 | 0 | 0 | 0 |
| 7:00:00 | 8 | 19 | 0 | 27 | 0 |
| 8:00:00 | 30 | 37 | 0 | 67 | 0 |
| 9:00:00 | 29 | 25 | 0 | 54 | 0 |
| 10:00:00 | 16 | 27 | 0 | 43 | 0 |
| 15:00:00 | 1 | 0 | 0 | 1 | 0 |
| 16:00:00 | 62 | 97 | 0 | 159 | 0 |
| 17:00:00 | 65 | 93 | 0 | 158 | 0 |
| 18:00:00 | 51 | 113 | 0 | 164 | 0 |
| 19:00:00 | 45 | 69 | 0 | 114 | 0 |
| Totals: | 307 | 480 | 0 | 787 | 0 |

## East Approach Totals

| Hour Ending | Includes Cars, Trucks, & Heavys: Left | Thru | Right | Grand Total | Total Peds | East/West Total Approaches |
|---|---|---|---|---|---|---|
| 6:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00:00 | 0 | 0 | 0 | 0 | 0 | 46 |
| 8:00:00 | 0 | 0 | 0 | 0 | 0 | 60 |
| 9:00:00 | 0 | 0 | 0 | 0 | 0 | 43 |
| 10:00:00 | 0 | 0 | 0 | 0 | 0 | 50 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 0 | 0 | 0 | 0 | 0 | 52 |
| 17:00:00 | 0 | 0 | 0 | 0 | 0 | 52 |
| 18:00:00 | 0 | 0 | 0 | 0 | 0 | 50 |
| 19:00:00 | 0 | 0 | 0 | 0 | 0 | 42 |
| Totals: | 0 | 0 | 0 | 0 | 0 | 395 |

## West Approach Totals

| Hour Ending | Includes Cars, Trucks, & Heavys: Left | Thru | Right | Grand Total | Total Peds |
|---|---|---|---|---|---|
| 6:00:00 | 0 | 0 | 0 | 0 | 0 |
| 7:00:00 | 5 | 0 | 41 | 46 | 0 |
| 8:00:00 | 13 | 0 | 47 | 60 | 0 |
| 9:00:00 | 7 | 0 | 36 | 43 | 0 |
| 10:00:00 | 12 | 0 | 38 | 50 | 0 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 12 | 0 | 40 | 52 | 0 |
| 17:00:00 | 15 | 0 | 37 | 52 | 2 |
| 18:00:00 | 11 | 0 | 39 | 50 | 0 |
| 19:00:00 | 10 | 0 | 32 | 42 | 0 |
| Totals: | 85 | 0 | 310 | 395 | 2 |

## Calculated Values for Traffic Crossing Major Street

| Hours Ending: | 7:00 | 8:00 | 9:00 | 10:00 | 16:00 | 17:00 | 18:00 | 19:00 |
|---|---|---|---|---|---|---|---|---|
| Crossing Values: | 5 | 14 | 7 | 12 | 12 | 15 | 11 | 10 |

# *Ontario Traffic Inc.*

**Count Date: 12-Sep-17 Site #: 1725500003**

| Interval Time | Passenger Cars - North Approach | | | | | | Trucks - North Approach | | | | | | Heavys - North Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | North Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 6:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15:00 | 0 | 0 | 21 | 21 | 4 | 4 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30:00 | 0 | 0 | 44 | 23 | 11 | 7 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45:00 | 0 | 0 | 65 | 21 | 12 | 1 | 0 | 0 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00:00 | 0 | 0 | 88 | 23 | 15 | 3 | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15:00 | 0 | 0 | 109 | 21 | 16 | 1 | 0 | 0 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30:00 | 0 | 0 | 127 | 18 | 19 | 3 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45:00 | 0 | 0 | 142 | 15 | 21 | 2 | 0 | 0 | 5 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 0 | 0 | 163 | 21 | 25 | 4 | 0 | 0 | 6 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 8:15:00 | 0 | 0 | 177 | 14 | 26 | 1 | 0 | 0 | 7 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 8:30:00 | 0 | 0 | 188 | 11 | 27 | 1 | 0 | 0 | 8 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 8:45:00 | 0 | 0 | 199 | 11 | 29 | 2 | 0 | 0 | 10 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 9:00:00 | 0 | 0 | 225 | 26 | 31 | 2 | 0 | 0 | 11 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 9:15:00 | 0 | 0 | 238 | 13 | 33 | 2 | 0 | 0 | 17 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 9:30:00 | 0 | 0 | 248 | 10 | 34 | 1 | 0 | 0 | 17 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 9:45:00 | 0 | 0 | 265 | 17 | 35 | 1 | 0 | 0 | 18 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 10:00:00 | 0 | 0 | 275 | 10 | 36 | 1 | 0 | 0 | 20 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 10:00:17 | 0 | 0 | 277 | 2 | 36 | 0 | 0 | 0 | 20 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 15:00:00 | 0 | 0 | 277 | 0 | 36 | 0 | 0 | 0 | 21 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 15:15:00 | 0 | 0 | 292 | 15 | 37 | 1 | 0 | 0 | 23 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 15:30:00 | 0 | 0 | 307 | 15 | 39 | 2 | 0 | 0 | 27 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 15:45:00 | 0 | 0 | 321 | 14 | 39 | 0 | 0 | 0 | 28 | 1 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 16:00:00 | 0 | 0 | 332 | 11 | 41 | 2 | 0 | 0 | 29 | 1 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 16:15:00 | 0 | 0 | 347 | 15 | 45 | 4 | 0 | 0 | 29 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 16:30:00 | 0 | 0 | 366 | 19 | 49 | 4 | 0 | 0 | 31 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 16:45:00 | 0 | 0 | 376 | 10 | 51 | 2 | 0 | 0 | 32 | 1 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 17:00:00 | 0 | 0 | 399 | 23 | 52 | 1 | 0 | 0 | 32 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 17:15:00 | 0 | 0 | 409 | 10 | 57 | 5 | 0 | 0 | 32 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 17:30:00 | 0 | 0 | 426 | 17 | 58 | 1 | 0 | 0 | 33 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 17:45:00 | 0 | 0 | 440 | 14 | 60 | 2 | 0 | 0 | 33 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 18:00:00 | 0 | 0 | 450 | 10 | 64 | 4 | 0 | 0 | 33 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 18:15:00 | 0 | 0 | 464 | 14 | 65 | 1 | 0 | 0 | 33 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 18:30:00 | 0 | 0 | 474 | 10 | 68 | 3 | 0 | 0 | 33 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 18:45:00 | 0 | 0 | 494 | 20 | 70 | 2 | 0 | 0 | 33 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 19:00:00 | 0 | 0 | 503 | 9 | 72 | 2 | 0 | 0 | 33 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 19:00:03 | 0 | 0 | 503 | 0 | 72 | 0 | 0 | 0 | 33 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 19:15:00 | 0 | 0 | 503 | 0 | 72 | 0 | 0 | 0 | 33 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 19:15:15 | 0 | 0 | 503 | 0 | 72 | 0 | 0 | 0 | 33 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |

# *Ontario Traffic Inc.*

**Count Date: 12-Sep-17 Site #: 1725500003**

| Interval Time | Passenger Cars - East Approach | | | | | | Trucks - East Approach | | | | | | Heavys - East Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | East Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 6:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00:17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00:03 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# *Ontario Traffic Inc.*

**Count Date: 12-Sep-17 Site #: 1725500003**

| Interval Time | Passenger Cars - South Approach | | | | | | Trucks - South Approach | | | | | | Heavys - South Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | South Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 6:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15:00 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30:00 | 3 | 3 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45:00 | 4 | 1 | 13 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00:00 | 7 | 3 | 19 | 6 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15:00 | 12 | 5 | 26 | 7 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30:00 | 25 | 13 | 35 | 9 | 0 | 0 | 1 | 0 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45:00 | 33 | 8 | 44 | 9 | 0 | 0 | 1 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 35 | 2 | 46 | 2 | 0 | 0 | 3 | 2 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15:00 | 40 | 5 | 53 | 7 | 0 | 0 | 4 | 1 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30:00 | 46 | 6 | 54 | 1 | 0 | 0 | 4 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45:00 | 56 | 10 | 62 | 8 | 0 | 0 | 6 | 2 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00:00 | 61 | 5 | 67 | 5 | 0 | 0 | 6 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15:00 | 65 | 4 | 77 | 10 | 0 | 0 | 6 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30:00 | 69 | 4 | 81 | 4 | 0 | 0 | 6 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45:00 | 71 | 2 | 87 | 6 | 0 | 0 | 7 | 1 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00:00 | 75 | 4 | 94 | 7 | 0 | 0 | 8 | 1 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00:17 | 75 | 0 | 94 | 0 | 0 | 0 | 8 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00:00 | 75 | 0 | 94 | 0 | 0 | 0 | 9 | 1 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15:00 | 97 | 22 | 128 | 34 | 0 | 0 | 10 | 1 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30:00 | 109 | 12 | 146 | 18 | 0 | 0 | 13 | 3 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45:00 | 120 | 11 | 163 | 17 | 0 | 0 | 14 | 1 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 129 | 9 | 186 | 23 | 0 | 0 | 17 | 3 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15:00 | 146 | 17 | 206 | 20 | 0 | 0 | 17 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30:00 | 169 | 23 | 225 | 19 | 0 | 0 | 17 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45:00 | 178 | 9 | 243 | 18 | 0 | 0 | 18 | 1 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00:00 | 193 | 15 | 276 | 33 | 0 | 0 | 18 | 0 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15:00 | 209 | 16 | 307 | 31 | 0 | 0 | 20 | 2 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30:00 | 215 | 6 | 335 | 28 | 0 | 0 | 23 | 3 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45:00 | 228 | 13 | 361 | 26 | 0 | 0 | 24 | 1 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00:00 | 237 | 9 | 388 | 27 | 0 | 0 | 25 | 1 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15:00 | 251 | 14 | 405 | 17 | 0 | 0 | 25 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30:00 | 262 | 11 | 421 | 16 | 0 | 0 | 25 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45:00 | 274 | 12 | 437 | 16 | 0 | 0 | 25 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00:00 | 282 | 8 | 457 | 20 | 0 | 0 | 25 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00:03 | 282 | 0 | 459 | 2 | 0 | 0 | 25 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:15:00 | 282 | 0 | 459 | 0 | 0 | 0 | 25 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:15:15 | 282 | 0 | 459 | 0 | 0 | 0 | 25 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# *Ontario Traffic Inc.*

**Count Date: 12-Sep-17 Site #: 1725500003**

| Interval Time | Passenger Cars - West Approach | | | | | | Trucks - West Approach | | | | | | Heavys - West Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | West Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 6:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15:00 | 0 | 0 | 0 | 0 | 14 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30:00 | 3 | 3 | 0 | 0 | 21 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45:00 | 3 | 0 | 0 | 0 | 27 | 6 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00:00 | 4 | 1 | 0 | 0 | 40 | 13 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15:00 | 6 | 2 | 0 | 0 | 55 | 15 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30:00 | 9 | 3 | 0 | 0 | 60 | 5 | 2 | 1 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45:00 | 14 | 5 | 0 | 0 | 67 | 7 | 2 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 16 | 2 | 0 | 0 | 82 | 15 | 2 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15:00 | 19 | 3 | 0 | 0 | 88 | 6 | 2 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30:00 | 19 | 0 | 0 | 0 | 97 | 9 | 2 | 0 | 0 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45:00 | 22 | 3 | 0 | 0 | 107 | 10 | 2 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00:00 | 23 | 1 | 0 | 0 | 112 | 5 | 2 | 0 | 0 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15:00 | 25 | 2 | 0 | 0 | 126 | 14 | 7 | 5 | 0 | 0 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30:00 | 26 | 1 | 0 | 0 | 133 | 7 | 7 | 0 | 0 | 0 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45:00 | 27 | 1 | 0 | 0 | 137 | 4 | 7 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00:00 | 30 | 3 | 0 | 0 | 144 | 7 | 7 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00:17 | 30 | 0 | 0 | 0 | 144 | 0 | 7 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00:00 | 30 | 0 | 0 | 0 | 144 | 0 | 7 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15:00 | 32 | 2 | 0 | 0 | 154 | 10 | 7 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30:00 | 32 | 0 | 0 | 0 | 162 | 8 | 7 | 0 | 0 | 0 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45:00 | 35 | 3 | 0 | 0 | 173 | 11 | 8 | 1 | 0 | 0 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 40 | 5 | 0 | 0 | 180 | 7 | 9 | 1 | 0 | 0 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15:00 | 45 | 5 | 0 | 0 | 186 | 6 | 9 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30:00 | 50 | 5 | 0 | 0 | 195 | 9 | 9 | 0 | 0 | 0 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45:00 | 53 | 3 | 0 | 0 | 208 | 13 | 9 | 0 | 0 | 0 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 17:00:00 | 54 | 1 | 0 | 0 | 215 | 7 | 10 | 1 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 17:15:00 | 57 | 3 | 0 | 0 | 226 | 11 | 11 | 1 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 17:30:00 | 59 | 2 | 0 | 0 | 235 | 9 | 11 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 17:45:00 | 60 | 1 | 0 | 0 | 243 | 8 | 11 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 18:00:00 | 64 | 4 | 0 | 0 | 254 | 11 | 11 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 18:15:00 | 66 | 2 | 0 | 0 | 264 | 10 | 11 | 0 | 0 | 0 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 18:30:00 | 70 | 4 | 0 | 0 | 271 | 7 | 11 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 18:45:00 | 72 | 2 | 0 | 0 | 277 | 6 | 11 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 19:00:00 | 74 | 2 | 0 | 0 | 284 | 7 | 11 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 19:00:03 | 74 | 0 | 0 | 0 | 284 | 0 | 11 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 19:15:00 | 74 | 0 | 0 | 0 | 284 | 0 | 11 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 19:15:15 | 74 | 0 | 0 | 0 | 284 | 0 | 11 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |

# *Ontario Traffic Inc.*

## Morning Peak Diagram

**Specified Period**
**From:** 6:00:00
**To:** 10:00:00

**One Hour Peak**
**From:** 8:45:00
**To:** 9:45:00

**Municipality:** Colgan
**Site #:** 1725500004
**Intersection:** Concession Rd 8 & St James Lane
**TFR File #:** 4
**Count date:** 12-Sep-17

**Weather conditions:**

**Person(s) who counted:**

**** Non-Signalized Intersection ****

**Major Road:** Concession Rd 8 runs N/S

North Leg Total: 35
North Entering: 13
North Peds: 0
Peds Cross: ⋈

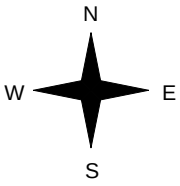
| | | | |
|---|---|---|---|
| Heavys | 0 | 0 | 0 |
| Trucks | 1 | 0 | 1 |
| Cars | 4 | 8 | 12 |
| Totals | 5 | 8 | |

| | |
|---|---|
| Heavys | 0 |
| Trucks | 8 |
| Cars | 14 |
| Totals | 22 |

East Leg Total: 31
East Entering: 19
East Peds: 5
Peds Cross: ⋈

Concession Rd 8

| Cars | Trucks | Heavys | Totals |
|---|---|---|---|
| 10 | 7 | 0 | 17 |
| 2 | 0 | 0 | 2 |
| 12 | 7 | 0 | |




St James Lane

| Cars | Trucks | Heavys | Totals |
|---|---|---|---|
| 12 | 0 | 0 | 12 |

Concession Rd 8

| | |
|---|---|
| Cars | 6 |
| Trucks | 1 |
| Heavys | 0 |
| Totals | 7 |

| | | | |
|---|---|---|---|
| Cars | 4 | 4 | 8 |
| Trucks | 1 | 0 | 1 |
| Heavys | 0 | 0 | 0 |
| Totals | 5 | 4 | |

Peds Cross: ⋈
South Peds: 0
South Entering: 9
South Leg Total: 16

## Comments

# *Ontario Traffic Inc.*

## Afternoon Peak Diagram

**Specified Period**
**From:** 15:00:00
**To:** 19:00:00

**One Hour Peak**
**From:** 15:45:00
**To:** 16:45:00

**Municipality:** Colgan
**Site #:** 1725500004
**Intersection:** Concession Rd 8 & St James Lane
**TFR File #:** 4
**Count date:** 12-Sep-17

**Weather conditions:**

**Person(s) who counted:**

**** Non-Signalized Intersection ****

**Major Road:** Concession Rd 8 runs N/S

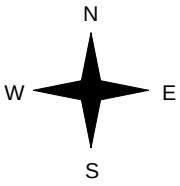
North Leg Total: 75
North Entering: 36
North Peds: 0
Peds Cross: ⋈

| | | | |
|---|---|---|---|
| Heavys | 0 | 0 | 0 |
| Trucks | 0 | 1 | 1 |
| Cars | 19 | 16 | 35 |
| Totals | 19 | 17 | |

| | |
|---|---|
| Heavys | 0 |
| Trucks | 6 |
| Cars | 33 |
| Totals | 39 |

East Leg Total: 51
East Entering: 27
East Peds: 6
Peds Cross: ⋈


| Cars | Trucks | Heavys | Totals |
|---|---|---|---|
| 18 | 1 | 0 | 19 |
| 8 | 0 | 0 | 8 |
| 26 | 1 | 0 | |




St James Lane

| Cars | Trucks | Heavys | Totals |
|---|---|---|---|
| 23 | 1 | 0 | 24 |


| | |
|---|---|
| Cars | 27 |
| Trucks | 0 |
| Heavys | 0 |
| Totals | 27 |

| | | | |
|---|---|---|---|
| Cars | 15 | 7 | 22 |
| Trucks | 5 | 0 | 5 |
| Heavys | 0 | 0 | 0 |
| Totals | 20 | 7 | |

Peds Cross: ⋈
South Peds: 0
South Entering: 27
South Leg Total: 54

### Comments

# *Ontario Traffic Inc.*

## Total Count Diagram

**Municipality:** Colgan
**Site #:** 1725500004
**Intersection:** Concession Rd 8 & St James Lane
**TFR File #:** 4
**Count date:** 12-Sep-17

**Weather conditions:**

**Person(s) who counted:**

**** Non-Signalized Intersection ****

**Major Road:** Concession Rd 8 runs N/S

North Leg Total: 258
North Entering: 121
North Peds: 0
Peds Cross: ⋈

| | | | |
|---|---|---|---|
| Heavys | 0 | 0 | 0 |
| Trucks | 3 | 3 | 6 |
| Cars | 77 | 38 | 115 |
| Totals | 80 | 41 | |

| | |
|---|---|
| Heavys | 0 |
| Trucks | 24 |
| Cars | 113 |
| Totals | 137 |

East Leg Total: 158
East Entering: 89
East Peds: 14
Peds Cross: ⋈

Concession Rd 8

| | Cars | Trucks | Heavys | Totals |
|---|---|---|---|---|
| | 54 | 13 | 0 | 67 |
| | 22 | 0 | 0 | 22 |
| | 76 | 13 | 0 | |

N
W E
S

St James Lane

| Cars | Trucks | Heavys | Totals |
|---|---|---|---|
| 66 | 3 | 0 | 69 |

Concession Rd 8

| | |
|---|---|
| Cars | 99 |
| Trucks | 3 |
| Heavys | 0 |
| Totals | 102 |

| | | | |
|---|---|---|---|
| Cars | 59 | 28 | 87 |
| Trucks | 11 | 0 | 11 |
| Heavys | 0 | 0 | 0 |
| Totals | 70 | 28 | |

Peds Cross: ⋈
South Peds: 0
South Entering: 98
South Leg Total: 200

### Comments

# *Ontario Traffic Inc.*
# Traffic Count Summary

**Intersection:** Concession Rd 8 & St James Lane | **Count Date:** 12-Sep-17 | **Municipality:** Colgan

## North Approach Totals

| Hour Ending | Includes Cars, Trucks, & Heavys: Left | Thru | Right | Grand Total | Total Peds | North/South Total Approaches |
|---|---|---|---|---|---|---|
| 6:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00:00 | 1 | 9 | 0 | 10 | 0 | 17 |
| 8:00:00 | 4 | 3 | 0 | 7 | 0 | 17 |
| 9:00:00 | 3 | 4 | 0 | 7 | 0 | 12 |
| 10:00:00 | 7 | 3 | 0 | 10 | 0 | 19 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 4 | 15 | 0 | 19 | 0 | 37 |
| 17:00:00 | 17 | 16 | 0 | 33 | 0 | 56 |
| 18:00:00 | 3 | 16 | 0 | 19 | 0 | 34 |
| 19:00:00 | 2 | 14 | 0 | 16 | 0 | 27 |
| Totals: | 41 | 80 | 0 | 121 | 0 | 219 |

## South Approach Totals

| Hour Ending | Includes Cars, Trucks, & Heavys: Left | Thru | Right | Grand Total | Total Peds |
|---|---|---|---|---|---|
| 6:00:00 | 0 | 0 | 0 | 0 | 0 |
| 7:00:00 | 0 | 5 | 2 | 7 | 0 |
| 8:00:00 | 0 | 8 | 2 | 10 | 0 |
| 9:00:00 | 0 | 4 | 1 | 5 | 0 |
| 10:00:00 | 0 | 4 | 5 | 9 | 0 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 0 | 14 | 4 | 18 | 0 |
| 17:00:00 | 0 | 17 | 6 | 23 | 0 |
| 18:00:00 | 0 | 10 | 5 | 15 | 0 |
| 19:00:00 | 0 | 8 | 3 | 11 | 0 |
| Totals: | 0 | 70 | 28 | 98 | 0 |

## East Approach Totals

| Hour Ending | Includes Cars, Trucks, & Heavys: Left | Thru | Right | Grand Total | Total Peds | East/West Total Approaches |
|---|---|---|---|---|---|---|
| 6:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00:00 | 0 | 0 | 2 | 2 | 0 | 2 |
| 8:00:00 | 4 | 0 | 4 | 8 | 0 | 8 |
| 9:00:00 | 0 | 0 | 2 | 2 | 3 | 2 |
| 10:00:00 | 2 | 0 | 20 | 22 | 2 | 22 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 0 | 0 | 12 | 12 | 0 | 12 |
| 17:00:00 | 9 | 0 | 15 | 24 | 6 | 24 |
| 18:00:00 | 6 | 0 | 5 | 11 | 3 | 11 |
| 19:00:00 | 1 | 0 | 7 | 8 | 0 | 8 |
| Totals: | 22 | 0 | 67 | 89 | 14 | 89 |

## West Approach Totals

| Hour Ending | Includes Cars, Trucks, & Heavys: Left | Thru | Right | Grand Total | Total Peds |
|---|---|---|---|---|---|
| 6:00:00 | 0 | 0 | 0 | 0 | 0 |
| 7:00:00 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 0 | 0 | 0 | 0 | 2 |
| 9:00:00 | 0 | 0 | 0 | 0 | 4 |
| 10:00:00 | 0 | 0 | 0 | 0 | 0 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 0 | 0 | 0 | 0 | 0 |
| 17:00:00 | 0 | 0 | 0 | 0 | 0 |
| 18:00:00 | 0 | 0 | 0 | 0 | 0 |
| 19:00:00 | 0 | 0 | 0 | 0 | 0 |
| Totals: | 0 | 0 | 0 | 0 | 6 |

## Calculated Values for Traffic Crossing Major Street

| Hours Ending: | 7:00 | 8:00 | 9:00 | 10:00 | 16:00 | 17:00 | 18:00 | 19:00 |
|---|---|---|---|---|---|---|---|---|
| Crossing Values: | 0 | 4 | 0 | 2 | 0 | 9 | 6 | 1 |

# *Ontario Traffic Inc.*

**Count Date: 12-Sep-17 Site #: 1725500004**

| Interval Time | Passenger Cars - North Approach | | | | | | Trucks - North Approach | | | | | | Heavys - North Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | North Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 6:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15:00 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30:00 | 1 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45:00 | 1 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00:00 | 1 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15:00 | 2 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30:00 | 4 | 2 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45:00 | 5 | 1 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 5 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15:00 | 6 | 1 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30:00 | 6 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45:00 | 6 | 0 | 13 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00:00 | 7 | 1 | 15 | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15:00 | 12 | 5 | 15 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30:00 | 13 | 1 | 16 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45:00 | 14 | 1 | 17 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00:00 | 14 | 0 | 18 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:02:21 | 14 | 0 | 18 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00:00 | 14 | 0 | 18 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15:00 | 15 | 1 | 20 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30:00 | 15 | 0 | 24 | 4 | 0 | 0 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45:00 | 15 | 0 | 26 | 2 | 0 | 0 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 17 | 2 | 31 | 5 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15:00 | 23 | 6 | 33 | 2 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30:00 | 28 | 5 | 39 | 6 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45:00 | 31 | 3 | 45 | 6 | 0 | 0 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00:00 | 33 | 2 | 47 | 2 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15:00 | 35 | 2 | 57 | 10 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30:00 | 35 | 0 | 58 | 1 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45:00 | 35 | 0 | 61 | 3 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00:00 | 36 | 1 | 63 | 2 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15:00 | 36 | 0 | 64 | 1 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30:00 | 36 | 0 | 71 | 7 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45:00 | 38 | 2 | 76 | 5 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00:00 | 38 | 0 | 77 | 1 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:15:00 | 38 | 0 | 77 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:15:03 | 38 | 0 | 77 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# *Ontario Traffic Inc.*

**Count Date: 12-Sep-17 Site #: 1725500004**

| Interval Time | Passenger Cars - East Approach | | | | | | Trucks - East Approach | | | | | | Heavys - East Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | East Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 6:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15:00 | 1 | 1 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30:00 | 4 | 3 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45:00 | 4 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 4 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15:00 | 4 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30:00 | 4 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45:00 | 4 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00:00 | 4 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 9:15:00 | 6 | 2 | 0 | 0 | 12 | 5 | 0 | 0 | 0 | 0 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 |
| 9:30:00 | 6 | 0 | 0 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| 9:45:00 | 6 | 0 | 0 | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 |
| 10:00:00 | 6 | 0 | 0 | 0 | 20 | 3 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 |
| 10:02:21 | 6 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 |
| 15:00:00 | 6 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 |
| 15:15:00 | 6 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 |
| 15:30:00 | 6 | 0 | 0 | 0 | 21 | 1 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 |
| 15:45:00 | 6 | 0 | 0 | 0 | 24 | 3 | 0 | 0 | 0 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 |
| 16:00:00 | 6 | 0 | 0 | 0 | 28 | 4 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 |
| 16:15:00 | 9 | 3 | 0 | 0 | 34 | 6 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 |
| 16:30:00 | 12 | 3 | 0 | 0 | 37 | 3 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 4 |
| 16:45:00 | 14 | 2 | 0 | 0 | 42 | 5 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 2 |
| 17:00:00 | 15 | 1 | 0 | 0 | 43 | 1 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 |
| 17:15:00 | 19 | 4 | 0 | 0 | 45 | 2 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 2 |
| 17:30:00 | 19 | 0 | 0 | 0 | 46 | 1 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 |
| 17:45:00 | 20 | 1 | 0 | 0 | 47 | 1 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 |
| 18:00:00 | 21 | 1 | 0 | 0 | 48 | 1 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 |
| 18:15:00 | 21 | 0 | 0 | 0 | 49 | 1 | 0 | 0 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 |
| 18:30:00 | 21 | 0 | 0 | 0 | 51 | 2 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 |
| 18:45:00 | 22 | 1 | 0 | 0 | 54 | 3 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 |
| 19:00:00 | 22 | 0 | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 |
| 19:15:00 | 22 | 0 | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 |
| 19:15:03 | 22 | 0 | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 |

# *Ontario Traffic Inc.*

**Count Date: 12-Sep-17 Site #: 1725500004**

| Interval Time | Passenger Cars - South Approach | | | | | | Trucks - South Approach | | | | | | Heavys - South Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | South Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 6:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30:00 | 0 | 0 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45:00 | 0 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00:00 | 0 | 0 | 5 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15:00 | 0 | 0 | 6 | 1 | 3 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30:00 | 0 | 0 | 8 | 2 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45:00 | 0 | 0 | 10 | 2 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 0 | 0 | 12 | 2 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15:00 | 0 | 0 | 13 | 1 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30:00 | 0 | 0 | 13 | 0 | 5 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45:00 | 0 | 0 | 13 | 0 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00:00 | 0 | 0 | 15 | 2 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15:00 | 0 | 0 | 16 | 1 | 9 | 4 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30:00 | 0 | 0 | 16 | 0 | 9 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45:00 | 0 | 0 | 17 | 1 | 9 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00:00 | 0 | 0 | 18 | 1 | 10 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:02:21 | 0 | 0 | 18 | 0 | 10 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00:00 | 0 | 0 | 18 | 0 | 10 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15:00 | 0 | 0 | 19 | 1 | 11 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30:00 | 0 | 0 | 22 | 3 | 12 | 1 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45:00 | 0 | 0 | 24 | 2 | 12 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 0 | 0 | 27 | 3 | 14 | 2 | 0 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15:00 | 0 | 0 | 28 | 1 | 17 | 3 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30:00 | 0 | 0 | 34 | 6 | 18 | 1 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45:00 | 0 | 0 | 39 | 5 | 19 | 1 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00:00 | 0 | 0 | 42 | 3 | 20 | 1 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15:00 | 0 | 0 | 46 | 4 | 22 | 2 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30:00 | 0 | 0 | 46 | 0 | 22 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45:00 | 0 | 0 | 47 | 1 | 24 | 2 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00:00 | 0 | 0 | 51 | 4 | 25 | 1 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15:00 | 0 | 0 | 53 | 2 | 25 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30:00 | 0 | 0 | 56 | 3 | 26 | 1 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45:00 | 0 | 0 | 57 | 1 | 28 | 2 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00:00 | 0 | 0 | 59 | 2 | 28 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:15:00 | 0 | 0 | 59 | 0 | 28 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:15:03 | 0 | 0 | 59 | 0 | 28 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# *Ontario Traffic Inc.*

**Count Date: 12-Sep-17 Site #: 1725500004**

| Interval Time | Passenger Cars - West Approach | | | | | | Trucks - West Approach | | | | | | Heavys - West Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | West Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 6:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 8:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 |
| 8:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 |
| 8:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| 9:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| 9:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| 9:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| 9:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| 10:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| 10:02:21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| 15:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| 15:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| 15:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| 16:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| 16:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| 16:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| 16:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| 17:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| 17:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| 17:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| 17:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| 18:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| 18:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| 18:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| 18:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| 19:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| 19:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| 19:15:03 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |

# APPENDIX C

## Level of Service Definitions

Level of Service Definitions

Two-Way Stop Controlled Intersections

| Level of Service | Control Delay per Vehicle (seconds) | Interpretation |
|---|---|---|
| A | ≤ 10 | EXCELLENT. Large and frequent gaps in traffic on the main roadway. Queuing on the minor street is rare. |
| B | > 10 and ≤ 15 | VERY GOOD. Many gaps exist in traffic on the main roadway. Queuing on the minor street is minimal. |
| C | > 15 and ≤ 25 | GOOD. Fewer gaps exist in traffic on the main roadway. Delay on minor approach becomes more noticeable. |
| D | > 25 and ≤ 35 | FAIR. Infrequent and shorter gaps in traffic on the main roadway. Queue lengths develop on the minor street. |
| E | > 35 and ≤ 50 | POOR. Very infrequent gaps in traffic on the main roadway. Queue lengths become noticeable. |
| F | > 50 | UNSATISFACTORY. Very few gaps in traffic on the main roadway. Excessive delay with significant queue lengths on the minor street. |

Adapted from Highway Capacity Manual 2000, Transportation Research Board

Signalized Intersections

| Level of Service | Control Delay per Vehicle (seconds) | Interpretation |
|---|---|---|
| A | ≤ 10 | EXCELLENT. Extremely favourable progression with most vehicles arriving during the green phase. Most vehicles do not stop and short cycle lengths may contribute to low delay. |
| B | > 10 and ≤ 20 | VERY GOOD. Very good progression and/or short cycle lengths with slightly more vehicles stopping than LOS "A" causing slightly higher levels of average delay. |
| C | > 20 and ≤ 35 | GOOD. Fair progression and longer cycle lengths lead to a greater number of vehicles stopping than LOS "B". |
| D | > 35 and ≤ 55 | FAIR. Congestion becomes noticeable with higher average delays resulting from a combination of long cycle lengths, high volume-to-capacity ratios and unfavourable progression. |
| E | > 55 and ≤ 80 | POOR. Lengthy delays values are indicative of poor progression, long cycle lengths and high volume-to-capacity ratios. Individual cycle failures are common with individual movement failures also common. |
| F | > 80 | UNSATISFACTORY. Indicative of oversaturated conditions with vehicular demand greater than the capacity of the intersection. |

Adapted from Highway Capacity Manual 2000, Transportation Research Board

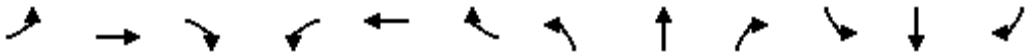
# APPENDIX D

## Detailed Capacity Analysis Worksheets

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 33 | 6 | 112 | 4 | 27 | 585 |
| Future Volume (Veh/h) | 33 | 6 | 112 | 4 | 27 | 585 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 35 | 6 | 120 | 4 | 29 | 629 |
| Pedestrians | 3 | | | | | |
| Lane Width (m) | 4.0 | | | | | |
| Walking Speed (m/s) | 1.1 | | | | | |
| Percent Blockage | 0 | | | | | |
| Right turn flare (veh) | | 1 | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 496 | 63 | | | 127 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 496 | 63 | | | 127 | |
| tC, single (s) | 6.9 | 7.2 | | | 4.4 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.5 | | | 2.4 | |
| p0 queue free % | 93 | 99 | | | 98 | |
| cM capacity (veh/h) | 481 | 939 | | | 1362 | |

| Direction, Lane # | WB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|
| Volume Total | 41 | 60 | 60 | 4 | 29 | 314 | 314 |
| Volume Left | 35 | 0 | 0 | 0 | 29 | 0 | 0 |
| Volume Right | 6 | 0 | 0 | 4 | 0 | 0 | 0 |
| cSH | 564 | 1700 | 1700 | 1700 | 1362 | 1700 | 1700 |
| Volume to Capacity | 0.07 | 0.04 | 0.04 | 0.00 | 0.02 | 0.18 | 0.18 |
| Queue Length 95th (m) | 1.8 | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 |
| Control Delay (s) | 12.4 | 0.0 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 |
| Lane LOS | B | | | | A | | |
| Approach Delay (s) | 12.4 | 0.0 | | | 0.3 | | |
| Approach LOS | B | | | | | | |

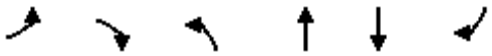
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.9 | | |
| Intersection Capacity Utilization | 26.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 50 | 4 | 3 | 38 | 1 | 5 | 0 | 7 | 1 | 0 | 1 |
| Future Volume (Veh/h) | 0 | 50 | 4 | 3 | 38 | 1 | 5 | 0 | 7 | 1 | 0 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 0 | 53 | 4 | 3 | 40 | 1 | 5 | 0 | 7 | 1 | 0 | 1 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (m) | | | | | | | | | | | | |
| Walking Speed (m/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 41 | | | 57 | | | 102 | 102 | 55 | 108 | 104 | 40 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 41 | | | 57 | | | 102 | 102 | 55 | 108 | 104 | 40 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.3 | 6.5 | 6.2 | 8.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.7 | 4.0 | 3.3 | 4.4 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 99 | 100 | 99 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1581 | | | 1560 | | | 835 | 790 | 1018 | 679 | 789 | 1036 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 57 | 44 | 12 | 2 |
| Volume Left | 0 | 3 | 5 | 1 |
| Volume Right | 4 | 1 | 7 | 1 |
| cSH | 1581 | 1560 | 933 | 820 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 | 0.00 |
| Queue Length 95th (m) | 0.0 | 0.0 | 0.3 | 0.1 |
| Control Delay (s) | 0.0 | 0.5 | 8.9 | 9.4 |
| Lane LOS | | A | A | A |
| Approach Delay (s) | 0.0 | 0.5 | 8.9 | 9.4 |
| Approach LOS | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.3 | | | |
| Intersection Capacity Utilization | 14.5% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Stop | |
| Traffic Volume (vph) | 13 | 44 | 30 | 41 | 79 | 10 |
| Future Volume (vph) | 13 | 44 | 30 | 41 | 79 | 10 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 14 | 49 | 33 | 46 | 88 | 11 |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 14 | 49 | 79 | 99 |
| Volume Left (vph) | 14 | 0 | 33 | 0 |
| Volume Right (vph) | 0 | 49 | 0 | 11 |
| Hadj (s) | 0.76 | -0.55 | 0.34 | 0.00 |
| Departure Headway (s) | 5.7 | 4.3 | 4.5 | 4.1 |
| Degree Utilization, x | 0.02 | 0.06 | 0.10 | 0.11 |
| Capacity (veh/h) | 606 | 788 | 779 | 853 |
| Control Delay (s) | 7.6 | 6.4 | 8.0 | 7.7 |
| Approach Delay (s) | 6.7 | | 8.0 | 7.7 |
| Approach LOS | A | | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 7.5 | | |
| Level of Service | A | | |
| Intersection Capacity Utilization | 20.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 17 | 2 | 5 | 4 | 8 | 5 |
| Future Volume (Veh/h) | 17 | 2 | 5 | 4 | 8 | 5 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 18 | 2 | 5 | 4 | 9 | 5 |
| Pedestrians | 5 | | | | | |
| Lane Width (m) | 3.5 | | | | | |
| Walking Speed (m/s) | 1.1 | | | | | |
| Percent Blockage | 0 | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 35 | 12 | | | 14 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 35 | 12 | | | 14 | |
| tC, single (s) | 6.4 | 6.6 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.7 | | | 2.2 | |
| p0 queue free % | 98 | 100 | | | 99 | |
| cM capacity (veh/h) | 973 | 964 | | | 1610 | |

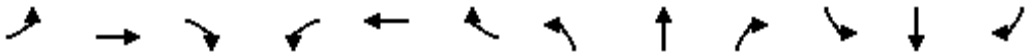
| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 20 | 9 | 14 |
| Volume Left | 18 | 0 | 9 |
| Volume Right | 2 | 4 | 0 |
| cSH | 972 | 1700 | 1610 |
| Volume to Capacity | 0.02 | 0.01 | 0.01 |
| Queue Length 95th (m) | 0.5 | 0.0 | 0.1 |
| Control Delay (s) | 8.8 | 0.0 | 4.7 |
| Lane LOS | A | | A |
| Approach Delay (s) | 8.8 | 0.0 | 4.7 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.6 | | |
| Intersection Capacity Utilization | 17.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 16 | 38 | 573 | 42 | 18 | 204 |
| Future Volume (Veh/h) | 16 | 38 | 573 | 42 | 18 | 204 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 17 | 40 | 603 | 44 | 19 | 215 |
| Pedestrians | 1 | | | | | |
| Lane Width (m) | 4.0 | | | | | |
| Walking Speed (m/s) | 1.1 | | | | | |
| Percent Blockage | 0 | | | | | |
| Right turn flare (veh) | | 1 | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 750 | 302 | | | 648 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 750 | 302 | | | 648 | |
| tC, single (s) | 6.9 | 7.1 | | | 4.3 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.4 | | | 2.3 | |
| p0 queue free % | 95 | 94 | | | 98 | |
| cM capacity (veh/h) | 331 | 667 | | | 874 | |

| Direction, Lane # | WB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|
| Volume Total | 57 | 302 | 302 | 44 | 19 | 108 | 108 |
| Volume Left | 17 | 0 | 0 | 0 | 19 | 0 | 0 |
| Volume Right | 40 | 0 | 0 | 44 | 0 | 0 | 0 |
| cSH | 950 | 1700 | 1700 | 1700 | 874 | 1700 | 1700 |
| Volume to Capacity | 0.06 | 0.18 | 0.18 | 0.03 | 0.02 | 0.06 | 0.06 |
| Queue Length 95th (m) | 1.5 | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 |
| Control Delay (s) | 12.4 | 0.0 | 0.0 | 0.0 | 9.2 | 0.0 | 0.0 |
| Lane LOS | B | | | | A | | |
| Approach Delay (s) | 12.4 | 0.0 | | | 0.7 | | |
| Approach LOS | B | | | | | | |

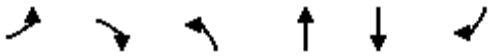
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.9 | | |
| Intersection Capacity Utilization | 25.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 35 | 19 | 16 | 60 | 1 | 16 | 0 | 22 | 0 | 0 | 0 |
| Future Volume (Veh/h) | 0 | 35 | 19 | 16 | 60 | 1 | 16 | 0 | 22 | 0 | 0 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 0 | 41 | 22 | 19 | 71 | 1 | 19 | 0 | 26 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (m) | | | | | | | | | | | | |
| Walking Speed (m/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 72 | | | 63 | | | 162 | 162 | 52 | 188 | 172 | 72 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 72 | | | 63 | | | 162 | 162 | 52 | 188 | 172 | 72 |
| tC, single (s) | 4.1 | | | 4.2 | | | 7.3 | 6.5 | 6.3 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.3 | | | 3.7 | 4.0 | 3.4 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 99 | | | 97 | 100 | 97 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1541 | | | 1514 | | | 747 | 725 | 996 | 750 | 715 | 996 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 63 | 91 | 45 | 0 |
| Volume Left | 0 | 19 | 19 | 0 |
| Volume Right | 22 | 1 | 26 | 0 |
| cSH | 1541 | 1514 | 873 | 1700 |
| Volume to Capacity | 0.00 | 0.01 | 0.05 | 0.00 |
| Queue Length 95th (m) | 0.0 | 0.3 | 1.2 | 0.0 |
| Control Delay (s) | 0.0 | 1.6 | 9.3 | 0.0 |
| Lane LOS | | A | A | A |
| Approach Delay (s) | 0.0 | 1.6 | 9.3 | 0.0 |
| Approach LOS | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.9 | | | |
| Intersection Capacity Utilization | 20.8% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Stop | |
| Traffic Volume (vph) | 14 | 42 | 66 | 103 | 65 | 14 |
| Future Volume (vph) | 14 | 42 | 66 | 103 | 65 | 14 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 16 | 47 | 73 | 114 | 72 | 16 |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 16 | 47 | 187 | 88 |
| Volume Left (vph) | 16 | 0 | 73 | 0 |
| Volume Right (vph) | 0 | 47 | 0 | 16 |
| Hadj (s) | 0.74 | -0.61 | 0.13 | 0.00 |
| Departure Headway (s) | 5.9 | 4.5 | 4.3 | 4.3 |
| Degree Utilization, x | 0.03 | 0.06 | 0.22 | 0.10 |
| Capacity (veh/h) | 578 | 750 | 821 | 826 |
| Control Delay (s) | 7.8 | 6.6 | 8.5 | 7.7 |
| Approach Delay (s) | 6.9 | | 8.5 | 7.7 |
| Approach LOS | A | | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 8.0 | | |
| Level of Service | A | | |
| Intersection Capacity Utilization | 26.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 8 | 19 | 20 | 7 | 17 | 19 |
| Future Volume (Veh/h) | 8 | 19 | 20 | 7 | 17 | 19 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 9 | 20 | 21 | 7 | 18 | 20 |
| Pedestrians | 6 | | | | | |
| Lane Width (m) | 3.5 | | | | | |
| Walking Speed (m/s) | 1.1 | | | | | |
| Percent Blockage | 1 | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 86 | 30 | | | 34 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 86 | 30 | | | 34 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.2 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.3 | |
| p0 queue free % | 99 | 98 | | | 99 | |
| cM capacity (veh/h) | 904 | 1030 | | | 1543 | |

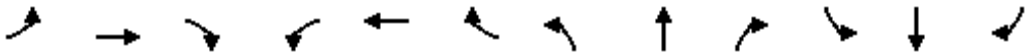
| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 29 | 28 | 38 |
| Volume Left | 9 | 0 | 18 |
| Volume Right | 20 | 7 | 0 |
| cSH | 987 | 1700 | 1543 |
| Volume to Capacity | 0.03 | 0.02 | 0.01 |
| Queue Length 95th (m) | 0.7 | 0.0 | 0.3 |
| Control Delay (s) | 8.8 | 0.0 | 3.5 |
| Lane LOS | A | | A |
| Approach Delay (s) | 8.8 | 0.0 | 3.5 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.1 | | |
| Intersection Capacity Utilization | 18.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 36 | 7 | 124 | 4 | 30 | 646 |
| Future Volume (Veh/h) | 36 | 7 | 124 | 4 | 30 | 646 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 39 | 8 | 133 | 4 | 32 | 695 |
| Pedestrians | 3 | | | | | |
| Lane Width (m) | 4.0 | | | | | |
| Walking Speed (m/s) | 1.1 | | | | | |
| Percent Blockage | 0 | | | | | |
| Right turn flare (veh) | | 1 | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 548 | 70 | | | 140 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 548 | 70 | | | 140 | |
| tC, single (s) | 6.9 | 7.2 | | | 4.4 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.5 | | | 2.4 | |
| p0 queue free % | 91 | 99 | | | 98 | |
| cM capacity (veh/h) | 445 | 930 | | | 1347 | |

| Direction, Lane # | WB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|
| Volume Total | 47 | 66 | 66 | 4 | 32 | 348 | 348 |
| Volume Left | 39 | 0 | 0 | 0 | 32 | 0 | 0 |
| Volume Right | 8 | 0 | 0 | 4 | 0 | 0 | 0 |
| cSH | 536 | 1700 | 1700 | 1700 | 1347 | 1700 | 1700 |
| Volume to Capacity | 0.09 | 0.04 | 0.04 | 0.00 | 0.02 | 0.20 | 0.20 |
| Queue Length 95th (m) | 2.2 | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 |
| Control Delay (s) | 13.0 | 0.0 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 |
| Lane LOS | B | | | | A | | |
| Approach Delay (s) | 13.0 | 0.0 | | | 0.3 | | |
| Approach LOS | B | | | | | | |

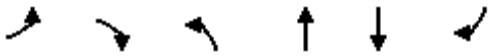
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.9 | | |
| Intersection Capacity Utilization | 27.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 55 | 4 | 3 | 42 | 1 | 6 | 0 | 8 | 1 | 0 | 1 |
| Future Volume (Veh/h) | 0 | 55 | 4 | 3 | 42 | 1 | 6 | 0 | 8 | 1 | 0 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 0 | 58 | 4 | 3 | 44 | 1 | 6 | 0 | 8 | 1 | 0 | 1 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (m) | | | | | | | | | | | | |
| Walking Speed (m/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 45 | | | 62 | | | 112 | 111 | 60 | 118 | 112 | 44 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 45 | | | 62 | | | 112 | 111 | 60 | 118 | 112 | 44 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.3 | 6.5 | 6.2 | 8.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.7 | 4.0 | 3.3 | 4.4 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 99 | 100 | 99 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1576 | | | 1554 | | | 824 | 781 | 1011 | 667 | 780 | 1031 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 62 | 48 | 14 | 2 |
| Volume Left | 0 | 3 | 6 | 1 |
| Volume Right | 4 | 1 | 8 | 1 |
| cSH | 1576 | 1554 | 921 | 810 |
| Volume to Capacity | 0.00 | 0.00 | 0.02 | 0.00 |
| Queue Length 95th (m) | 0.0 | 0.0 | 0.4 | 0.1 |
| Control Delay (s) | 0.0 | 0.5 | 9.0 | 9.5 |
| Lane LOS | | A | A | A |
| Approach Delay (s) | 0.0 | 0.5 | 9.0 | 9.5 |
| Approach LOS | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.3 | | | |
| Intersection Capacity Utilization | 14.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Stop | |
| Traffic Volume (vph) | 14 | 49 | 33 | 45 | 87 | 11 |
| Future Volume (vph) | 14 | 49 | 33 | 45 | 87 | 11 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 16 | 54 | 37 | 50 | 97 | 12 |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 16 | 54 | 87 | 109 |
| Volume Left (vph) | 16 | 0 | 37 | 0 |
| Volume Right (vph) | 0 | 54 | 0 | 12 |
| Hadj (s) | 0.76 | -0.55 | 0.34 | 0.00 |
| Departure Headway (s) | 5.7 | 4.4 | 4.5 | 4.2 |
| Degree Utilization, x | 0.03 | 0.07 | 0.11 | 0.13 |
| Capacity (veh/h) | 600 | 778 | 773 | 846 |
| Control Delay (s) | 7.6 | 6.5 | 8.1 | 7.8 |
| Approach Delay (s) | 6.8 | | 8.1 | 7.8 |
| Approach LOS | A | | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 7.6 | | |
| Level of Service | A | | |
| Intersection Capacity Utilization | 20.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 2 | 20 | 6 | 4 | 10 | 6 |
| Future Volume (Veh/h) | 2 | 20 | 6 | 4 | 10 | 6 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 22 | 7 | 4 | 11 | 7 |
| Pedestrians | 5 | | | | | |
| Lane Width (m) | 3.5 | | | | | |
| Walking Speed (m/s) | 1.1 | | | | | |
| Percent Blockage | 0 | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 43 | 14 | | | 16 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 43 | 14 | | | 16 | |
| tC, single (s) | 6.4 | 6.6 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.7 | | | 2.2 | |
| p0 queue free % | 100 | 98 | | | 99 | |
| cM capacity (veh/h) | 962 | 961 | | | 1607 | |

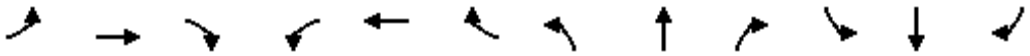
| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 24 | 11 | 18 |
| Volume Left | 2 | 0 | 11 |
| Volume Right | 22 | 4 | 0 |
| cSH | 961 | 1700 | 1607 |
| Volume to Capacity | 0.02 | 0.01 | 0.01 |
| Queue Length 95th (m) | 0.6 | 0.0 | 0.2 |
| Control Delay (s) | 8.8 | 0.0 | 4.5 |
| Lane LOS | A | | A |
| Approach Delay (s) | 8.8 | 0.0 | 4.5 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.5 | | |
| Intersection Capacity Utilization | 17.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 18 | 42 | 633 | 46 | 20 | 225 |
| Future Volume (Veh/h) | 18 | 42 | 633 | 46 | 20 | 225 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 19 | 44 | 666 | 48 | 21 | 237 |
| Pedestrians | 1 | | | | | |
| Lane Width (m) | 4.0 | | | | | |
| Walking Speed (m/s) | 1.1 | | | | | |
| Percent Blockage | 0 | | | | | |
| Right turn flare (veh) | | 1 | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 828 | 334 | | | 715 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 828 | 334 | | | 715 | |
| tC, single (s) | 6.9 | 7.1 | | | 4.3 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.4 | | | 2.3 | |
| p0 queue free % | 94 | 93 | | | 97 | |
| cM capacity (veh/h) | 294 | 635 | | | 823 | |

| Direction, Lane # | WB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|
| Volume Total | 63 | 333 | 333 | 48 | 21 | 118 | 118 |
| Volume Left | 19 | 0 | 0 | 0 | 21 | 0 | 0 |
| Volume Right | 44 | 0 | 0 | 48 | 0 | 0 | 0 |
| cSH | 910 | 1700 | 1700 | 1700 | 823 | 1700 | 1700 |
| Volume to Capacity | 0.07 | 0.20 | 0.20 | 0.03 | 0.03 | 0.07 | 0.07 |
| Queue Length 95th (m) | 1.7 | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 |
| Control Delay (s) | 13.2 | 0.0 | 0.0 | 0.0 | 9.5 | 0.0 | 0.0 |
| Lane LOS | B | | | | A | | |
| Approach Delay (s) | 13.2 | 0.0 | | | 0.8 | | |
| Approach LOS | B | | | | | | |

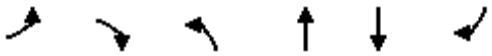
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.0 | | |
| Intersection Capacity Utilization | 27.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 39 | 21 | 18 | 66 | 1 | 18 | 0 | 24 | 0 | 0 | 0 |
| Future Volume (Veh/h) | 0 | 39 | 21 | 18 | 66 | 1 | 18 | 0 | 24 | 0 | 0 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 0 | 46 | 25 | 21 | 78 | 1 | 21 | 0 | 28 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (m) | | | | | | | | | | | | |
| Walking Speed (m/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 79 | | | 71 | | | 179 | 180 | 58 | 207 | 192 | 78 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 79 | | | 71 | | | 179 | 180 | 58 | 207 | 192 | 78 |
| tC, single (s) | 4.1 | | | 4.2 | | | 7.3 | 6.5 | 6.3 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.3 | | | 3.7 | 4.0 | 3.4 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 99 | | | 97 | 100 | 97 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1532 | | | 1504 | | | 727 | 708 | 988 | 726 | 697 | 988 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 71 | 100 | 49 | 0 |
| Volume Left | 0 | 21 | 21 | 0 |
| Volume Right | 25 | 1 | 28 | 0 |
| cSH | 1532 | 1504 | 856 | 1700 |
| Volume to Capacity | 0.00 | 0.01 | 0.06 | 0.00 |
| Queue Length 95th (m) | 0.0 | 0.3 | 1.4 | 0.0 |
| Control Delay (s) | 0.0 | 1.6 | 9.5 | 0.0 |
| Lane LOS | | A | A | A |
| Approach Delay (s) | 0.0 | 1.6 | 9.5 | 0.0 |
| Approach LOS | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.9 | | | |
| Intersection Capacity Utilization | 21.2% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Stop | |
| Traffic Volume (vph) | 15 | 46 | 73 | 114 | 72 | 15 |
| Future Volume (vph) | 15 | 46 | 73 | 114 | 72 | 15 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 17 | 51 | 81 | 127 | 80 | 17 |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 17 | 51 | 208 | 97 |
| Volume Left (vph) | 17 | 0 | 81 | 0 |
| Volume Right (vph) | 0 | 51 | 0 | 17 |
| Hadj (s) | 0.74 | -0.61 | 0.13 | 0.01 |
| Departure Headway (s) | 5.9 | 4.6 | 4.3 | 4.3 |
| Degree Utilization, x | 0.03 | 0.06 | 0.25 | 0.12 |
| Capacity (veh/h) | 570 | 736 | 816 | 817 |
| Control Delay (s) | 7.9 | 6.7 | 8.7 | 7.9 |
| Approach Delay (s) | 7.0 | | 8.7 | 7.9 |
| Approach LOS | A | | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 8.2 | | |
| Level of Service | A | | |
| Intersection Capacity Utilization | 27.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 10 | 22 | 23 | 8 | 20 | 22 |
| Future Volume (Veh/h) | 10 | 22 | 23 | 8 | 20 | 22 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 11 | 23 | 24 | 9 | 21 | 23 |
| Pedestrians | 6 | | | | | |
| Lane Width (m) | 3.5 | | | | | |
| Walking Speed (m/s) | 1.1 | | | | | |
| Percent Blockage | 1 | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 100 | 34 | | | 39 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 100 | 34 | | | 39 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.2 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.3 | |
| p0 queue free % | 99 | 98 | | | 99 | |
| cM capacity (veh/h) | 887 | 1024 | | | 1537 | |

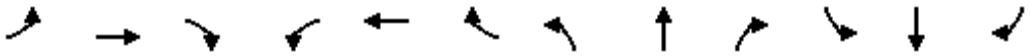
| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 34 | 33 | 44 |
| Volume Left | 11 | 0 | 21 |
| Volume Right | 23 | 9 | 0 |
| cSH | 975 | 1700 | 1537 |
| Volume to Capacity | 0.03 | 0.02 | 0.01 |
| Queue Length 95th (m) | 0.8 | 0.0 | 0.3 |
| Control Delay (s) | 8.8 | 0.0 | 3.6 |
| Lane LOS | A | | A |
| Approach Delay (s) | 8.8 | 0.0 | 3.6 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.1 | | |
| Intersection Capacity Utilization | 18.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 38 | 7 | 132 | 4 | 32 | 686 |
| Future Volume (Veh/h) | 38 | 7 | 132 | 4 | 32 | 686 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 41 | 8 | 142 | 4 | 34 | 738 |
| Pedestrians | 3 | | | | | |
| Lane Width (m) | 4.0 | | | | | |
| Walking Speed (m/s) | 1.1 | | | | | |
| Percent Blockage | 0 | | | | | |
| Right turn flare (veh) | | 1 | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 582 | 74 | | | 149 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 582 | 74 | | | 149 | |
| tC, single (s) | 6.9 | 7.2 | | | 4.4 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.5 | | | 2.4 | |
| p0 queue free % | 90 | 99 | | | 97 | |
| cM capacity (veh/h) | 422 | 923 | | | 1336 | |

| Direction, Lane # | WB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|
| Volume Total | 49 | 71 | 71 | 4 | 34 | 369 | 369 |
| Volume Left | 41 | 0 | 0 | 0 | 34 | 0 | 0 |
| Volume Right | 8 | 0 | 0 | 4 | 0 | 0 | 0 |
| cSH | 504 | 1700 | 1700 | 1700 | 1336 | 1700 | 1700 |
| Volume to Capacity | 0.10 | 0.04 | 0.04 | 0.00 | 0.03 | 0.22 | 0.22 |
| Queue Length 95th (m) | 2.4 | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 |
| Control Delay (s) | 13.5 | 0.0 | 0.0 | 0.0 | 7.8 | 0.0 | 0.0 |
| Lane LOS | B | | | | A | | |
| Approach Delay (s) | 13.5 | 0.0 | | | 0.3 | | |
| Approach LOS | B | | | | | | |

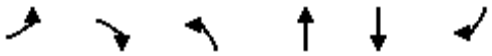
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.0 | | |
| Intersection Capacity Utilization | 29.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 58 | 4 | 3 | 45 | 1 | 6 | 0 | 8 | 1 | 0 | 1 |
| Future Volume (Veh/h) | 0 | 58 | 4 | 3 | 45 | 1 | 6 | 0 | 8 | 1 | 0 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 0 | 61 | 4 | 3 | 47 | 1 | 6 | 0 | 8 | 1 | 0 | 1 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (m) | | | | | | | | | | | | |
| Walking Speed (m/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 48 | | | 65 | | | 118 | 117 | 63 | 124 | 118 | 48 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 48 | | | 65 | | | 118 | 117 | 63 | 124 | 118 | 48 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.3 | 6.5 | 6.2 | 8.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.7 | 4.0 | 3.3 | 4.4 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 99 | 100 | 99 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1572 | | | 1550 | | | 816 | 775 | 1007 | 660 | 774 | 1027 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 65 | 51 | 14 | 2 |
| Volume Left | 0 | 3 | 6 | 1 |
| Volume Right | 4 | 1 | 8 | 1 |
| cSH | 1572 | 1550 | 915 | 804 |
| Volume to Capacity | 0.00 | 0.00 | 0.02 | 0.00 |
| Queue Length 95th (m) | 0.0 | 0.0 | 0.4 | 0.1 |
| Control Delay (s) | 0.0 | 0.4 | 9.0 | 9.5 |
| Lane LOS | | A | A | A |
| Approach Delay (s) | 0.0 | 0.4 | 9.0 | 9.5 |
| Approach LOS | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.3 | | | |
| Intersection Capacity Utilization | 14.9% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Stop | |
| Traffic Volume (vph) | 15 | 52 | 35 | 48 | 92 | 12 |
| Future Volume (vph) | 15 | 52 | 35 | 48 | 92 | 12 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 17 | 58 | 39 | 53 | 102 | 13 |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 17 | 58 | 92 | 115 |
| Volume Left (vph) | 17 | 0 | 39 | 0 |
| Volume Right (vph) | 0 | 58 | 0 | 13 |
| Hadj (s) | 0.76 | -0.55 | 0.34 | 0.00 |
| Departure Headway (s) | 5.7 | 4.4 | 4.5 | 4.2 |
| Degree Utilization, x | 0.03 | 0.07 | 0.12 | 0.13 |
| Capacity (veh/h) | 597 | 772 | 769 | 842 |
| Control Delay (s) | 7.7 | 6.6 | 8.1 | 7.8 |
| Approach Delay (s) | 6.8 | | 8.1 | 7.8 |
| Approach LOS | A | | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 7.7 | | |
| Level of Service | A | | |
| Intersection Capacity Utilization | 21.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 2 | 20 | 6 | 4 | 10 | 6 |
| Future Volume (Veh/h) | 2 | 20 | 6 | 4 | 10 | 6 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 22 | 7 | 4 | 11 | 7 |
| Pedestrians | 5 | | | | | |
| Lane Width (m) | 3.5 | | | | | |
| Walking Speed (m/s) | 1.1 | | | | | |
| Percent Blockage | 0 | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 43 | 14 | | | 16 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 43 | 14 | | | 16 | |
| tC, single (s) | 6.4 | 6.6 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.7 | | | 2.2 | |
| p0 queue free % | 100 | 98 | | | 99 | |
| cM capacity (veh/h) | 962 | 961 | | | 1607 | |

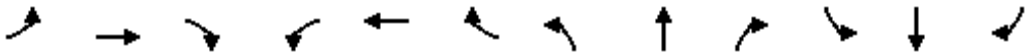
| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 24 | 11 | 18 |
| Volume Left | 2 | 0 | 11 |
| Volume Right | 22 | 4 | 0 |
| cSH | 961 | 1700 | 1607 |
| Volume to Capacity | 0.02 | 0.01 | 0.01 |
| Queue Length 95th (m) | 0.6 | 0.0 | 0.2 |
| Control Delay (s) | 8.8 | 0.0 | 4.5 |
| Lane LOS | A | | A |
| Approach Delay (s) | 8.8 | 0.0 | 4.5 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.5 | | |
| Intersection Capacity Utilization | 17.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 19 | 45 | 672 | 49 | 21 | 239 |
| Future Volume (Veh/h) | 19 | 45 | 672 | 49 | 21 | 239 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 20 | 47 | 707 | 52 | 22 | 252 |
| Pedestrians | 1 | | | | | |
| Lane Width (m) | 4.0 | | | | | |
| Walking Speed (m/s) | 1.1 | | | | | |
| Percent Blockage | 0 | | | | | |
| Right turn flare (veh) | | 1 | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 878 | 354 | | | 760 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 878 | 354 | | | 760 | |
| tC, single (s) | 6.9 | 7.1 | | | 4.3 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.4 | | | 2.3 | |
| p0 queue free % | 93 | 92 | | | 97 | |
| cM capacity (veh/h) | 272 | 616 | | | 790 | |

| Direction, Lane # | WB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|
| Volume Total | 67 | 354 | 354 | 52 | 22 | 126 | 126 |
| Volume Left | 20 | 0 | 0 | 0 | 22 | 0 | 0 |
| Volume Right | 47 | 0 | 0 | 52 | 0 | 0 | 0 |
| cSH | 878 | 1700 | 1700 | 1700 | 790 | 1700 | 1700 |
| Volume to Capacity | 0.08 | 0.21 | 0.21 | 0.03 | 0.03 | 0.07 | 0.07 |
| Queue Length 95th (m) | 1.9 | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 |
| Control Delay (s) | 13.7 | 0.0 | 0.0 | 0.0 | 9.7 | 0.0 | 0.0 |
| Lane LOS | B | | | | A | | |
| Approach Delay (s) | 13.7 | 0.0 | | | 0.8 | | |
| Approach LOS | B | | | | | | |

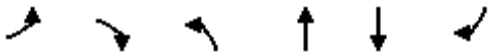
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.0 | | |
| Intersection Capacity Utilization | 28.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 41 | 22 | 19 | 70 | 1 | 19 | 0 | 25 | 0 | 0 | 0 |
| Future Volume (Veh/h) | 0 | 41 | 22 | 19 | 70 | 1 | 19 | 0 | 25 | 0 | 0 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 0 | 48 | 26 | 22 | 82 | 1 | 22 | 0 | 29 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (m) | | | | | | | | | | | | |
| Walking Speed (m/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 83 | | | 74 | | | 188 | 188 | 61 | 216 | 200 | 82 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 83 | | | 74 | | | 188 | 188 | 61 | 216 | 200 | 82 |
| tC, single (s) | 4.1 | | | 4.2 | | | 7.3 | 6.5 | 6.3 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.3 | | | 3.7 | 4.0 | 3.4 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 99 | | | 97 | 100 | 97 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1527 | | | 1500 | | | 717 | 700 | 985 | 714 | 689 | 983 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 74 | 105 | 51 | 0 |
| Volume Left | 0 | 22 | 22 | 0 |
| Volume Right | 26 | 1 | 29 | 0 |
| cSH | 1527 | 1500 | 848 | 1700 |
| Volume to Capacity | 0.00 | 0.01 | 0.06 | 0.00 |
| Queue Length 95th (m) | 0.0 | 0.3 | 1.5 | 0.0 |
| Control Delay (s) | 0.0 | 1.6 | 9.5 | 0.0 |
| Lane LOS | | A | A | A |
| Approach Delay (s) | 0.0 | 1.6 | 9.5 | 0.0 |
| Approach LOS | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.9 | | | |
| Intersection Capacity Utilization | 21.5% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Stop | |
| Traffic Volume (vph) | 16 | 49 | 77 | 121 | 76 | 16 |
| Future Volume (vph) | 16 | 49 | 77 | 121 | 76 | 16 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 18 | 54 | 86 | 134 | 84 | 18 |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 18 | 54 | 220 | 102 |
| Volume Left (vph) | 18 | 0 | 86 | 0 |
| Volume Right (vph) | 0 | 54 | 0 | 18 |
| Hadj (s) | 2.20 | -0.61 | 0.13 | 0.01 |
| Departure Headway (s) | 7.4 | 4.6 | 4.3 | 4.3 |
| Degree Utilization, x | 0.04 | 0.07 | 0.27 | 0.12 |
| Capacity (veh/h) | 458 | 728 | 810 | 798 |
| Control Delay (s) | 9.5 | 6.7 | 8.9 | 7.9 |
| Approach Delay (s) | 7.4 | | 8.9 | 7.9 |
| Approach LOS | A | | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 8.4 | | |
| Level of Service | A | | |
| Intersection Capacity Utilization | 27.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 10 | 22 | 23 | 8 | 20 | 22 |
| Future Volume (Veh/h) | 10 | 22 | 23 | 8 | 20 | 22 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 11 | 23 | 24 | 9 | 21 | 23 |
| Pedestrians | 6 | | | | | |
| Lane Width (m) | 3.5 | | | | | |
| Walking Speed (m/s) | 1.1 | | | | | |
| Percent Blockage | 1 | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 100 | 34 | | | 39 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 100 | 34 | | | 39 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.2 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.3 | |
| p0 queue free % | 99 | 98 | | | 99 | |
| cM capacity (veh/h) | 887 | 1024 | | | 1537 | |

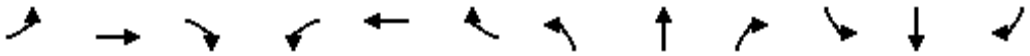
| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 34 | 33 | 44 |
| Volume Left | 11 | 0 | 21 |
| Volume Right | 23 | 9 | 0 |
| cSH | 975 | 1700 | 1537 |
| Volume to Capacity | 0.03 | 0.02 | 0.01 |
| Queue Length 95th (m) | 0.8 | 0.0 | 0.3 |
| Control Delay (s) | 8.8 | 0.0 | 3.6 |
| Lane LOS | A | | A |
| Approach Delay (s) | 8.8 | 0.0 | 3.6 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.1 | | |
| Intersection Capacity Utilization | 18.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 42 | 8 | 146 | 4 | 35 | 757 |
| Future Volume (Veh/h) | 42 | 8 | 146 | 4 | 35 | 757 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 45 | 9 | 157 | 4 | 38 | 814 |
| Pedestrians | 3 | | | | | |
| Lane Width (m) | 4.0 | | | | | |
| Walking Speed (m/s) | 1.1 | | | | | |
| Percent Blockage | 0 | | | | | |
| Right turn flare (veh) | | 1 | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 643 | 82 | | | 164 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 643 | 82 | | | 164 | |
| tC, single (s) | 6.9 | 7.2 | | | 4.4 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.5 | | | 2.4 | |
| p0 queue free % | 88 | 99 | | | 97 | |
| cM capacity (veh/h) | 384 | 913 | | | 1318 | |

| Direction, Lane # | WB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|
| Volume Total | 54 | 78 | 78 | 4 | 38 | 407 | 407 |
| Volume Left | 45 | 0 | 0 | 0 | 38 | 0 | 0 |
| Volume Right | 9 | 0 | 0 | 4 | 0 | 0 | 0 |
| cSH | 461 | 1700 | 1700 | 1700 | 1318 | 1700 | 1700 |
| Volume to Capacity | 0.12 | 0.05 | 0.05 | 0.00 | 0.03 | 0.24 | 0.24 |
| Queue Length 95th (m) | 3.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 |
| Control Delay (s) | 14.5 | 0.0 | 0.0 | 0.0 | 7.8 | 0.0 | 0.0 |
| Lane LOS | B | | | | A | | |
| Approach Delay (s) | 14.5 | 0.0 | | | 0.3 | | |
| Approach LOS | B | | | | | | |

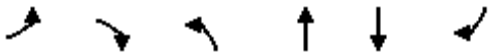
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.0 | | |
| Intersection Capacity Utilization | 30.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 64 | 4 | 3 | 50 | 1 | 7 | 0 | 9 | 1 | 0 | 1 |
| Future Volume (Veh/h) | 0 | 64 | 4 | 3 | 50 | 1 | 7 | 0 | 9 | 1 | 0 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 0 | 67 | 4 | 3 | 53 | 1 | 7 | 0 | 9 | 1 | 0 | 1 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (m) | | | | | | | | | | | | |
| Walking Speed (m/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 54 | | | 71 | | | 130 | 129 | 69 | 138 | 130 | 54 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 54 | | | 71 | | | 130 | 129 | 69 | 138 | 130 | 54 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.3 | 6.5 | 6.2 | 8.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.7 | 4.0 | 3.3 | 4.4 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 99 | 100 | 99 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1564 | | | 1542 | | | 801 | 764 | 1000 | 646 | 762 | 1019 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 71 | 57 | 16 | 2 |
| Volume Left | 0 | 3 | 7 | 1 |
| Volume Right | 4 | 1 | 9 | 1 |
| cSH | 1564 | 1542 | 902 | 790 |
| Volume to Capacity | 0.00 | 0.00 | 0.02 | 0.00 |
| Queue Length 95th (m) | 0.0 | 0.0 | 0.4 | 0.1 |
| Control Delay (s) | 0.0 | 0.4 | 9.1 | 9.6 |
| Lane LOS | | A | A | A |
| Approach Delay (s) | 0.0 | 0.4 | 9.1 | 9.6 |
| Approach LOS | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.3 | | | |
| Intersection Capacity Utilization | 15.2% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Stop | |
| Traffic Volume (vph) | 17 | 57 | 39 | 53 | 102 | 13 |
| Future Volume (vph) | 17 | 57 | 39 | 53 | 102 | 13 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 19 | 63 | 43 | 59 | 113 | 14 |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 19 | 63 | 102 | 127 |
| Volume Left (vph) | 19 | 0 | 43 | 0 |
| Volume Right (vph) | 0 | 63 | 0 | 14 |
| Hadj (s) | 0.76 | -0.55 | 0.34 | 0.00 |
| Departure Headway (s) | 5.8 | 4.5 | 4.6 | 4.2 |
| Degree Utilization, x | 0.03 | 0.08 | 0.13 | 0.15 |
| Capacity (veh/h) | 590 | 761 | 763 | 834 |
| Control Delay (s) | 7.8 | 6.7 | 8.3 | 7.9 |
| Approach Delay (s) | 6.9 | | 8.3 | 7.9 |
| Approach LOS | A | | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 7.8 | | |
| Level of Service | A | | |
| Intersection Capacity Utilization | 21.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 2 | 22 | 7 | 4 | 11 | 7 |
| Future Volume (Veh/h) | 2 | 22 | 7 | 4 | 11 | 7 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 24 | 8 | 4 | 12 | 8 |
| Pedestrians | 5 | | | | | |
| Lane Width (m) | 3.5 | | | | | |
| Walking Speed (m/s) | 1.1 | | | | | |
| Percent Blockage | 0 | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 47 | 15 | | | 17 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 47 | 15 | | | 17 | |
| tC, single (s) | 6.4 | 6.6 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.7 | | | 2.2 | |
| p0 queue free % | 100 | 97 | | | 99 | |
| cM capacity (veh/h) | 956 | 960 | | | 1606 | |

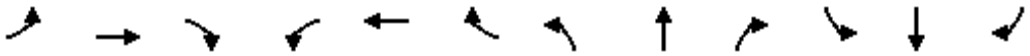
| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 26 | 12 | 20 |
| Volume Left | 2 | 0 | 12 |
| Volume Right | 24 | 4 | 0 |
| cSH | 960 | 1700 | 1606 |
| Volume to Capacity | 0.03 | 0.01 | 0.01 |
| Queue Length 95th (m) | 0.6 | 0.0 | 0.2 |
| Control Delay (s) | 8.9 | 0.0 | 4.4 |
| Lane LOS | A | | A |
| Approach Delay (s) | 8.9 | 0.0 | 4.4 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.5 | | |
| Intersection Capacity Utilization | 17.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 21 | 50 | 742 | 54 | 23 | 264 |
| Future Volume (Veh/h) | 21 | 50 | 742 | 54 | 23 | 264 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 22 | 53 | 781 | 57 | 24 | 278 |
| Pedestrians | 1 | | | | | |
| Lane Width (m) | 4.0 | | | | | |
| Walking Speed (m/s) | 1.1 | | | | | |
| Percent Blockage | 0 | | | | | |
| Right turn flare (veh) | | 1 | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 969 | 392 | | | 839 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 969 | 392 | | | 839 | |
| tC, single (s) | 6.9 | 7.1 | | | 4.3 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.4 | | | 2.3 | |
| p0 queue free % | 91 | 91 | | | 97 | |
| cM capacity (veh/h) | 236 | 582 | | | 736 | |

| Direction, Lane # | WB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|
| Volume Total | 75 | 390 | 390 | 57 | 24 | 139 | 139 |
| Volume Left | 22 | 0 | 0 | 0 | 24 | 0 | 0 |
| Volume Right | 53 | 0 | 0 | 57 | 0 | 0 | 0 |
| cSH | 804 | 1700 | 1700 | 1700 | 736 | 1700 | 1700 |
| Volume to Capacity | 0.09 | 0.23 | 0.23 | 0.03 | 0.03 | 0.08 | 0.08 |
| Queue Length 95th (m) | 2.3 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 |
| Control Delay (s) | 14.7 | 0.0 | 0.0 | 0.0 | 10.1 | 0.0 | 0.0 |
| Lane LOS | B | | | | B | | |
| Approach Delay (s) | 14.7 | 0.0 | | | 0.8 | | |
| Approach LOS | B | | | | | | |

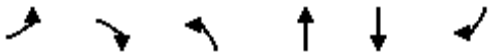
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.1 | | |
| Intersection Capacity Utilization | 30.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 45 | 24 | 21 | 77 | 1 | 21 | 0 | 28 | 0 | 0 | 0 |
| Future Volume (Veh/h) | 0 | 45 | 24 | 21 | 77 | 1 | 21 | 0 | 28 | 0 | 0 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 0 | 53 | 28 | 25 | 91 | 1 | 25 | 0 | 33 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (m) | | | | | | | | | | | | |
| Walking Speed (m/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 92 | | | 81 | | | 208 | 209 | 67 | 242 | 222 | 92 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 92 | | | 81 | | | 208 | 209 | 67 | 242 | 222 | 92 |
| tC, single (s) | 4.1 | | | 4.2 | | | 7.3 | 6.5 | 6.3 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.3 | | | 3.7 | 4.0 | 3.4 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 98 | | | 96 | 100 | 97 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1515 | | | 1492 | | | 693 | 680 | 977 | 684 | 668 | 971 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 81 | 117 | 58 | 0 |
| Volume Left | 0 | 25 | 25 | 0 |
| Volume Right | 28 | 1 | 33 | 0 |
| cSH | 1515 | 1492 | 830 | 1700 |
| Volume to Capacity | 0.00 | 0.02 | 0.07 | 0.00 |
| Queue Length 95th (m) | 0.0 | 0.4 | 1.7 | 0.0 |
| Control Delay (s) | 0.0 | 1.7 | 9.7 | 0.0 |
| Lane LOS | | A | A | A |
| Approach Delay (s) | 0.0 | 1.7 | 9.7 | 0.0 |
| Approach LOS | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.0 | | | |
| Intersection Capacity Utilization | 21.9% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Stop | |
| Traffic Volume (vph) | 18 | 54 | 85 | 134 | 84 | 18 |
| Future Volume (vph) | 18 | 54 | 85 | 134 | 84 | 18 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 20 | 60 | 94 | 149 | 93 | 20 |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 20 | 60 | 243 | 113 |
| Volume Left (vph) | 20 | 0 | 94 | 0 |
| Volume Right (vph) | 0 | 60 | 0 | 20 |
| Hadj (s) | 0.74 | -0.61 | 0.13 | 0.01 |
| Departure Headway (s) | 6.0 | 4.7 | 4.4 | 4.4 |
| Degree Utilization, x | 0.03 | 0.08 | 0.29 | 0.14 |
| Capacity (veh/h) | 556 | 712 | 806 | 790 |
| Control Delay (s) | 8.1 | 6.9 | 9.2 | 8.1 |
| Approach Delay (s) | 7.2 | | 9.2 | 8.1 |
| Approach LOS | A | | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 8.5 | | |
| Level of Service | A | | |
| Intersection Capacity Utilization | 29.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 11 | 24 | 25 | 9 | 22 | 24 |
| Future Volume (Veh/h) | 11 | 24 | 25 | 9 | 22 | 24 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 12 | 26 | 27 | 10 | 23 | 26 |
| Pedestrians | 6 | | | | | |
| Lane Width (m) | 3.5 | | | | | |
| Walking Speed (m/s) | 1.1 | | | | | |
| Percent Blockage | 1 | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 110 | 38 | | | 43 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 110 | 38 | | | 43 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.2 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.3 | |
| p0 queue free % | 99 | 97 | | | 98 | |
| cM capacity (veh/h) | 874 | 1020 | | | 1532 | |

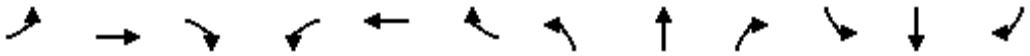
| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 38 | 37 | 49 |
| Volume Left | 12 | 0 | 23 |
| Volume Right | 26 | 10 | 0 |
| cSH | 969 | 1700 | 1532 |
| Volume to Capacity | 0.04 | 0.02 | 0.02 |
| Queue Length 95th (m) | 0.9 | 0.0 | 0.3 |
| Control Delay (s) | 8.9 | 0.0 | 3.5 |
| Lane LOS | A | | A |
| Approach Delay (s) | 8.9 | 0.0 | 3.5 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.1 | | |
| Intersection Capacity Utilization | 19.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 46 | 9 | 161 | 4 | 39 | 836 |
| Future Volume (Veh/h) | 46 | 9 | 161 | 4 | 39 | 836 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 49 | 10 | 173 | 4 | 42 | 899 |
| Pedestrians | 3 | | | | | |
| Lane Width (m) | 4.0 | | | | | |
| Walking Speed (m/s) | 1.1 | | | | | |
| Percent Blockage | 0 | | | | | |
| Right turn flare (veh) | | 1 | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 710 | 90 | | | 180 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 710 | 90 | | | 180 | |
| tC, single (s) | 6.9 | 7.2 | | | 4.4 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.5 | | | 2.4 | |
| p0 queue free % | 86 | 99 | | | 97 | |
| cM capacity (veh/h) | 347 | 902 | | | 1299 | |

| Direction, Lane # | WB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|
| Volume Total | 59 | 86 | 86 | 4 | 42 | 450 | 450 |
| Volume Left | 49 | 0 | 0 | 0 | 42 | 0 | 0 |
| Volume Right | 10 | 0 | 0 | 4 | 0 | 0 | 0 |
| cSH | 418 | 1700 | 1700 | 1700 | 1299 | 1700 | 1700 |
| Volume to Capacity | 0.14 | 0.05 | 0.05 | 0.00 | 0.03 | 0.26 | 0.26 |
| Queue Length 95th (m) | 3.7 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 |
| Control Delay (s) | 15.7 | 0.0 | 0.0 | 0.0 | 7.9 | 0.0 | 0.0 |
| Lane LOS | C | | | | A | | |
| Approach Delay (s) | 15.7 | 0.0 | | | 0.4 | | |
| Approach LOS | C | | | | | | |

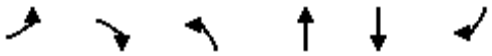
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.1 | | |
| Intersection Capacity Utilization | 33.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 71 | 4 | 3 | 55 | 1 | 8 | 0 | 10 | 1 | 0 | 1 |
| Future Volume (Veh/h) | 0 | 71 | 4 | 3 | 55 | 1 | 8 | 0 | 10 | 1 | 0 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 0 | 75 | 4 | 3 | 58 | 1 | 8 | 0 | 11 | 1 | 0 | 1 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (m) | | | | | | | | | | | | |
| Walking Speed (m/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 59 | | | 79 | | | 142 | 142 | 77 | 152 | 144 | 58 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 59 | | | 79 | | | 142 | 142 | 77 | 152 | 144 | 58 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.3 | 6.5 | 6.2 | 8.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.7 | 4.0 | 3.3 | 4.4 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 99 | 100 | 99 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1558 | | | 1532 | | | 785 | 751 | 990 | 628 | 750 | 1013 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 79 | 62 | 19 | 2 |
| Volume Left | 0 | 3 | 8 | 1 |
| Volume Right | 4 | 1 | 11 | 1 |
| cSH | 1558 | 1532 | 892 | 776 |
| Volume to Capacity | 0.00 | 0.00 | 0.02 | 0.00 |
| Queue Length 95th (m) | 0.0 | 0.0 | 0.5 | 0.1 |
| Control Delay (s) | 0.0 | 0.4 | 9.1 | 9.7 |
| Lane LOS | | A | A | A |
| Approach Delay (s) | 0.0 | 0.4 | 9.1 | 9.7 |
| Approach LOS | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.3 | | | |
| Intersection Capacity Utilization | 15.4% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Stop | |
| Traffic Volume (vph) | 19 | 63 | 43 | 59 | 113 | 14 |
| Future Volume (vph) | 19 | 63 | 43 | 59 | 113 | 14 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 21 | 70 | 48 | 66 | 126 | 16 |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 21 | 70 | 114 | 142 |
| Volume Left (vph) | 21 | 0 | 48 | 0 |
| Volume Right (vph) | 0 | 70 | 0 | 16 |
| Hadj (s) | 0.76 | -0.55 | 0.34 | 0.00 |
| Departure Headway (s) | 5.8 | 4.5 | 4.6 | 4.3 |
| Degree Utilization, x | 0.03 | 0.09 | 0.15 | 0.17 |
| Capacity (veh/h) | 582 | 747 | 755 | 826 |
| Control Delay (s) | 7.9 | 6.8 | 8.4 | 8.1 |
| Approach Delay (s) | 7.0 | | 8.4 | 8.1 |
| Approach LOS | A | | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 7.9 | | |
| Level of Service | A | | |
| Intersection Capacity Utilization | 25.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 2 | 24 | 8 | 4 | 12 | 8 |
| Future Volume (Veh/h) | 2 | 24 | 8 | 4 | 12 | 8 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 26 | 9 | 4 | 13 | 9 |
| Pedestrians | 5 | | | | | |
| Lane Width (m) | 3.5 | | | | | |
| Walking Speed (m/s) | 1.1 | | | | | |
| Percent Blockage | 0 | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 51 | 16 | | | 18 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 51 | 16 | | | 18 | |
| tC, single (s) | 6.4 | 6.6 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.7 | | | 2.2 | |
| p0 queue free % | 100 | 97 | | | 99 | |
| cM capacity (veh/h) | 951 | 959 | | | 1605 | |

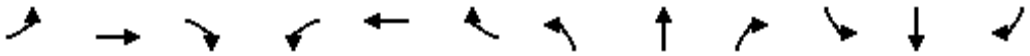
| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 28 | 13 | 22 |
| Volume Left | 2 | 0 | 13 |
| Volume Right | 26 | 4 | 0 |
| cSH | 958 | 1700 | 1605 |
| Volume to Capacity | 0.03 | 0.01 | 0.01 |
| Queue Length 95th (m) | 0.7 | 0.0 | 0.2 |
| Control Delay (s) | 8.9 | 0.0 | 4.3 |
| Lane LOS | A | | A |
| Approach Delay (s) | 8.9 | 0.0 | 4.3 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.4 | | |
| Intersection Capacity Utilization | 17.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 23 | 55 | 819 | 60 | 25 | 291 |
| Future Volume (Veh/h) | 23 | 55 | 819 | 60 | 25 | 291 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 24 | 58 | 862 | 63 | 26 | 306 |
| Pedestrians | 1 | | | | | |
| Lane Width (m) | 4.0 | | | | | |
| Walking Speed (m/s) | 1.1 | | | | | |
| Percent Blockage | 0 | | | | | |
| Right turn flare (veh) | | 1 | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1068 | 432 | | | 926 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1068 | 432 | | | 926 | |
| tC, single (s) | 6.9 | 7.1 | | | 4.3 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.4 | | | 2.3 | |
| p0 queue free % | 88 | 89 | | | 96 | |
| cM capacity (veh/h) | 202 | 547 | | | 680 | |

| Direction, Lane # | WB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|
| Volume Total | 82 | 431 | 431 | 63 | 26 | 153 | 153 |
| Volume Left | 24 | 0 | 0 | 0 | 26 | 0 | 0 |
| Volume Right | 58 | 0 | 0 | 63 | 0 | 0 | 0 |
| cSH | 690 | 1700 | 1700 | 1700 | 680 | 1700 | 1700 |
| Volume to Capacity | 0.12 | 0.25 | 0.25 | 0.04 | 0.04 | 0.09 | 0.09 |
| Queue Length 95th (m) | 3.1 | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 |
| Control Delay (s) | 16.1 | 0.0 | 0.0 | 0.0 | 10.5 | 0.0 | 0.0 |
| Lane LOS | C | | | | B | | |
| Approach Delay (s) | 16.1 | 0.0 | | | 0.8 | | |
| Approach LOS | C | | | | | | |

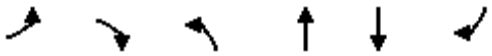
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.2 | | |
| Intersection Capacity Utilization | 32.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 50 | 26 | 23 | 85 | 1 | 23 | 0 | 31 | 0 | 0 | 0 |
| Future Volume (Veh/h) | 0 | 50 | 26 | 23 | 85 | 1 | 23 | 0 | 31 | 0 | 0 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 0 | 59 | 31 | 27 | 100 | 1 | 27 | 0 | 36 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (m) | | | | | | | | | | | | |
| Walking Speed (m/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 101 | | | 90 | | | 229 | 230 | 74 | 265 | 244 | 100 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 101 | | | 90 | | | 229 | 230 | 74 | 265 | 244 | 100 |
| tC, single (s) | 4.1 | | | 4.2 | | | 7.3 | 6.5 | 6.3 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.3 | | | 3.7 | 4.0 | 3.4 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 98 | | | 96 | 100 | 96 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1504 | | | 1480 | | | 671 | 661 | 968 | 657 | 649 | 960 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 90 | 128 | 63 | 0 |
| Volume Left | 0 | 27 | 27 | 0 |
| Volume Right | 31 | 1 | 36 | 0 |
| cSH | 1504 | 1480 | 813 | 1700 |
| Volume to Capacity | 0.00 | 0.02 | 0.08 | 0.00 |
| Queue Length 95th (m) | 0.0 | 0.4 | 1.9 | 0.0 |
| Control Delay (s) | 0.0 | 1.7 | 9.8 | 0.0 |
| Lane LOS | | A | A | A |
| Approach Delay (s) | 0.0 | 1.7 | 9.8 | 0.0 |
| Approach LOS | | | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.0 | | |
| Intersection Capacity Utilization | 22.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Stop | |
| Traffic Volume (vph) | 20 | 60 | 94 | 148 | 93 | 20 |
| Future Volume (vph) | 20 | 60 | 94 | 148 | 93 | 20 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 22 | 67 | 104 | 164 | 103 | 22 |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 22 | 67 | 268 | 125 |
| Volume Left (vph) | 22 | 0 | 104 | 0 |
| Volume Right (vph) | 0 | 67 | 0 | 22 |
| Hadj (s) | 0.74 | -0.61 | 0.13 | 0.01 |
| Departure Headway (s) | 6.1 | 4.8 | 4.4 | 4.4 |
| Degree Utilization, x | 0.04 | 0.09 | 0.33 | 0.15 |
| Capacity (veh/h) | 546 | 697 | 798 | 779 |
| Control Delay (s) | 8.2 | 7.0 | 9.5 | 8.2 |
| Approach Delay (s) | 7.3 | | 9.5 | 8.2 |
| Approach LOS | A | | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 8.8 | | |
| Level of Service | A | | |
| Intersection Capacity Utilization | 30.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 12 | 26 | 28 | 10 | 24 | 26 |
| Future Volume (Veh/h) | 12 | 26 | 28 | 10 | 24 | 26 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 13 | 28 | 30 | 11 | 26 | 28 |
| Pedestrians | 6 | | | | | |
| Lane Width (m) | 3.5 | | | | | |
| Walking Speed (m/s) | 1.1 | | | | | |
| Percent Blockage | 1 | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 122 | 42 | | | 47 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 122 | 42 | | | 47 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.2 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.3 | |
| p0 queue free % | 98 | 97 | | | 98 | |
| cM capacity (veh/h) | 859 | 1015 | | | 1527 | |

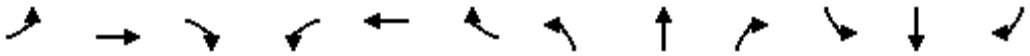
| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 41 | 41 | 54 |
| Volume Left | 13 | 0 | 26 |
| Volume Right | 28 | 11 | 0 |
| cSH | 960 | 1700 | 1527 |
| Volume to Capacity | 0.04 | 0.02 | 0.02 |
| Queue Length 95th (m) | 1.0 | 0.0 | 0.4 |
| Control Delay (s) | 8.9 | 0.0 | 3.6 |
| Lane LOS | A | | A |
| Approach Delay (s) | 8.9 | 0.0 | 3.6 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.1 | | |
| Intersection Capacity Utilization | 19.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 68 | 11 | 124 | 9 | 34 | 646 |
| Future Volume (Veh/h) | 68 | 11 | 124 | 9 | 34 | 646 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 73 | 12 | 133 | 10 | 37 | 695 |
| Pedestrians | 3 | | | | | |
| Lane Width (m) | 4.0 | | | | | |
| Walking Speed (m/s) | 1.1 | | | | | |
| Percent Blockage | 0 | | | | | |
| Right turn flare (veh) | | 1 | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 558 | 70 | | | 146 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 558 | 70 | | | 146 | |
| tC, single (s) | 6.8 | 7.0 | | | 4.3 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.4 | | | 2.3 | |
| p0 queue free % | 84 | 99 | | | 97 | |
| cM capacity (veh/h) | 446 | 963 | | | 1373 | |

| Direction, Lane # | WB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|
| Volume Total | 85 | 66 | 66 | 10 | 37 | 348 | 348 |
| Volume Left | 73 | 0 | 0 | 0 | 37 | 0 | 0 |
| Volume Right | 12 | 0 | 0 | 10 | 0 | 0 | 0 |
| cSH | 520 | 1700 | 1700 | 1700 | 1373 | 1700 | 1700 |
| Volume to Capacity | 0.16 | 0.04 | 0.04 | 0.01 | 0.03 | 0.20 | 0.20 |
| Queue Length 95th (m) | 4.4 | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 |
| Control Delay (s) | 13.8 | 0.0 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 |
| Lane LOS | B | | | | A | | |
| Approach Delay (s) | 13.8 | 0.0 | | | 0.4 | | |
| Approach LOS | B | | | | | | |

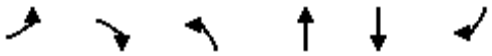
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.5 | | |
| Intersection Capacity Utilization | 28.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 1 | 140 | 4 | 14 | 73 | 17 | 6 | 0 | 55 | 36 | 0 | 5 |
| Future Volume (Veh/h) | 1 | 140 | 4 | 14 | 73 | 17 | 6 | 0 | 55 | 36 | 0 | 5 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 1 | 147 | 4 | 15 | 77 | 18 | 6 | 0 | 58 | 38 | 0 | 5 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (m) | | | | | | | | | | | | |
| Walking Speed (m/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 95 | | | 151 | | | 272 | 276 | 149 | 325 | 269 | 86 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 95 | | | 151 | | | 272 | 276 | 149 | 325 | 269 | 86 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.2 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.6 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 99 | | | 99 | 100 | 94 | 93 | 100 | 99 |
| cM capacity (veh/h) | 1512 | | | 1442 | | | 652 | 628 | 903 | 585 | 634 | 978 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 152 | 110 | 64 | 43 |
| Volume Left | 1 | 15 | 6 | 38 |
| Volume Right | 4 | 18 | 58 | 5 |
| cSH | 1512 | 1442 | 871 | 613 |
| Volume to Capacity | 0.00 | 0.01 | 0.07 | 0.07 |
| Queue Length 95th (m) | 0.0 | 0.2 | 1.8 | 1.7 |
| Control Delay (s) | 0.1 | 1.1 | 9.5 | 11.3 |
| Lane LOS | A | A | A | B |
| Approach Delay (s) | 0.1 | 1.1 | 9.5 | 11.3 |
| Approach LOS | | | A | B |

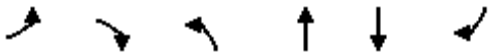
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.3 | | | |
| Intersection Capacity Utilization | 30.8% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Stop | |
| Traffic Volume (vph) | 75 | 155 | 50 | 45 | 87 | 52 |
| Future Volume (vph) | 75 | 155 | 50 | 45 | 87 | 52 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 83 | 172 | 56 | 50 | 97 | 58 |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 83 | 172 | 106 | 155 |
| Volume Left (vph) | 83 | 0 | 56 | 0 |
| Volume Right (vph) | 0 | 172 | 0 | 58 |
| Hadj (s) | 0.53 | -0.67 | 0.12 | -0.13 |
| Departure Headway (s) | 5.7 | 4.5 | 4.8 | 4.5 |
| Degree Utilization, x | 0.13 | 0.21 | 0.14 | 0.19 |
| Capacity (veh/h) | 605 | 769 | 708 | 754 |
| Control Delay (s) | 8.3 | 7.5 | 8.6 | 8.6 |
| Approach Delay (s) | 7.7 | | 8.6 | 8.6 |
| Approach LOS | A | | A | A |

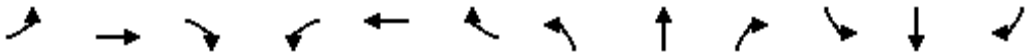
| Intersection Summary | | | |
|---|---|---|---|
| Delay | 8.2 | | |
| Level of Service | A | | |
| Intersection Capacity Utilization | 27.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 24 | 0 | 0 | 49 | 19 | 7 |
| Future Volume (Veh/h) | 24 | 0 | 0 | 49 | 19 | 7 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 26 | 0 | 0 | 53 | 21 | 8 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 78 | 25 | 29 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 78 | 25 | 29 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 97 | 100 | 100 | | | |
| cM capacity (veh/h) | 925 | 1051 | 1584 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 26 | 53 | 29 |
| Volume Left | 26 | 0 | 0 |
| Volume Right | 0 | 0 | 8 |
| cSH | 925 | 1584 | 1700 |
| Volume to Capacity | 0.03 | 0.00 | 0.02 |
| Queue Length 95th (m) | 0.7 | 0.0 | 0.0 |
| Control Delay (s) | 9.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 9.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

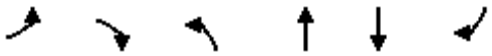
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.2 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 23 | 0 | 0 | 2 | 0 | 19 | 0 | 6 | 4 | 9 | 6 | 4 |
| Future Volume (Veh/h) | 23 | 0 | 0 | 2 | 0 | 19 | 0 | 6 | 4 | 9 | 6 | 4 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 25 | 0 | 0 | 2 | 0 | 21 | 0 | 7 | 4 | 10 | 7 | 4 |
| Pedestrians | | | | | 5 | | | | | | | |
| Lane Width (m) | | | | | 3.7 | | | | | | | |
| Walking Speed (m/s) | | | | | 1.1 | | | | | | | |
| Percent Blockage | | | | | 0 | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 59 | 45 | 9 | 43 | 45 | 14 | 11 | | | 16 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 59 | 45 | 9 | 43 | 45 | 14 | 11 | | | 16 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.6 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.7 | 2.2 | | | 2.2 | | |
| p0 queue free % | 97 | 100 | 100 | 100 | 100 | 98 | 100 | | | 99 | | |
| cM capacity (veh/h) | 909 | 837 | 1073 | 952 | 837 | 961 | 1608 | | | 1607 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 25 | 23 | 11 | 21 |
| Volume Left | 25 | 2 | 0 | 10 |
| Volume Right | 0 | 21 | 4 | 4 |
| cSH | 909 | 960 | 1608 | 1607 |
| Volume to Capacity | 0.03 | 0.02 | 0.00 | 0.01 |
| Queue Length 95th (m) | 0.6 | 0.6 | 0.0 | 0.1 |
| Control Delay (s) | 9.1 | 8.8 | 0.0 | 3.5 |
| Lane LOS | A | A | | A |
| Approach Delay (s) | 9.1 | 8.8 | 0.0 | 3.5 |
| Approach LOS | A | A | | |

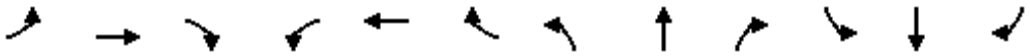
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 6.3 | | | |
| Intersection Capacity Utilization | 22.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 39 | 17 | 1 | 2 | 0 |
| Future Volume (Veh/h) | 0 | 39 | 17 | 1 | 2 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 42 | 18 | 1 | 2 | 0 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 39 | 2 | 2 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 39 | 2 | 2 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 96 | 99 | | | |
| cM capacity (veh/h) | 962 | 1082 | 1620 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 42 | 19 | 2 |
| Volume Left | 0 | 18 | 0 |
| Volume Right | 42 | 0 | 0 |
| cSH | 1082 | 1620 | 1700 |
| Volume to Capacity | 0.04 | 0.01 | 0.00 |
| Queue Length 95th (m) | 0.9 | 0.3 | 0.0 |
| Control Delay (s) | 8.5 | 6.9 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.5 | 6.9 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.7 | | |
| Intersection Capacity Utilization | 17.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 7 | 59 | 3 | 14 | 52 | 18 | 18 | 2 | 48 | 38 | 1 | 15 |
| Future Volume (Veh/h) | 7 | 59 | 3 | 14 | 52 | 18 | 18 | 2 | 48 | 38 | 1 | 15 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 8 | 64 | 3 | 15 | 57 | 20 | 20 | 2 | 52 | 41 | 1 | 16 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (m) | | | | | | | | | | | | |
| Walking Speed (m/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 77 | | | 67 | | | 185 | 188 | 66 | 232 | 180 | 67 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 77 | | | 67 | | | 185 | 188 | 66 | 232 | 180 | 67 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 99 | | | 97 | 100 | 95 | 94 | 100 | 98 |
| cM capacity (veh/h) | 1522 | | | 1535 | | | 754 | 696 | 998 | 676 | 703 | 997 |

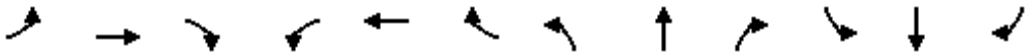
| Direction, Lane # | EB 1 | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 75 | 15 | 77 | 74 | 58 |
| Volume Left | 8 | 15 | 0 | 20 | 41 |
| Volume Right | 3 | 0 | 20 | 52 | 16 |
| cSH | 1522 | 1535 | 1700 | 908 | 743 |
| Volume to Capacity | 0.01 | 0.01 | 0.05 | 0.08 | 0.08 |
| Queue Length 95th (m) | 0.1 | 0.2 | 0.0 | 2.0 | 1.9 |
| Control Delay (s) | 0.8 | 7.4 | 0.0 | 9.3 | 10.3 |
| Lane LOS | A | A | | A | B |
| Approach Delay (s) | 0.8 | 1.2 | | 9.3 | 10.3 |
| Approach LOS | | | | A | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.9 | | | |
| Intersection Capacity Utilization | 22.9% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 27 | 53 | 633 | 83 | 26 | 225 |
| Future Volume (Veh/h) | 27 | 53 | 633 | 83 | 26 | 225 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 28 | 56 | 666 | 87 | 27 | 237 |
| Pedestrians | 1 | | | | | |
| Lane Width (m) | 4.0 | | | | | |
| Walking Speed (m/s) | 1.1 | | | | | |
| Percent Blockage | 0 | | | | | |
| Right turn flare (veh) | | 1 | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 840 | 334 | | | 754 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 840 | 334 | | | 754 | |
| tC, single (s) | 6.9 | 7.0 | | | 4.2 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.3 | |
| p0 queue free % | 90 | 91 | | | 97 | |
| cM capacity (veh/h) | 292 | 652 | | | 825 | |

| Direction, Lane # | WB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|
| Volume Total | 84 | 333 | 333 | 87 | 27 | 118 | 118 |
| Volume Left | 28 | 0 | 0 | 0 | 27 | 0 | 0 |
| Volume Right | 56 | 0 | 0 | 87 | 0 | 0 | 0 |
| cSH | 876 | 1700 | 1700 | 1700 | 825 | 1700 | 1700 |
| Volume to Capacity | 0.10 | 0.20 | 0.20 | 0.05 | 0.03 | 0.07 | 0.07 |
| Queue Length 95th (m) | 2.4 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 |
| Control Delay (s) | 13.6 | 0.0 | 0.0 | 0.0 | 9.5 | 0.0 | 0.0 |
| Lane LOS | B | | | | A | | |
| Approach Delay (s) | 13.6 | 0.0 | | | 1.0 | | |
| Approach LOS | B | | | | | | |

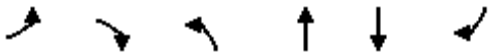
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.3 | | |
| Intersection Capacity Utilization | 31.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 5 | 102 | 21 | 70 | 163 | 39 | 18 | 0 | 47 | 31 | 0 | 3 |
| Future Volume (Veh/h) | 5 | 102 | 21 | 70 | 163 | 39 | 18 | 0 | 47 | 31 | 0 | 3 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 6 | 120 | 25 | 82 | 192 | 46 | 21 | 0 | 55 | 36 | 0 | 4 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (m) | | | | | | | | | | | | |
| Walking Speed (m/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 238 | | | 145 | | | 528 | 546 | 132 | 578 | 536 | 215 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 238 | | | 145 | | | 528 | 546 | 132 | 578 | 536 | 215 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.3 | 6.5 | 6.2 | 7.1 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.7 | 4.0 | 3.3 | 3.5 | 4.0 | 4.0 |
| p0 queue free % | 100 | | | 94 | | | 95 | 100 | 94 | 91 | 100 | 99 |
| cM capacity (veh/h) | 1341 | | | 1443 | | | 416 | 420 | 914 | 385 | 426 | 674 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 151 | 320 | 76 | 40 |
| Volume Left | 6 | 82 | 21 | 36 |
| Volume Right | 25 | 46 | 55 | 4 |
| cSH | 1341 | 1443 | 687 | 402 |
| Volume to Capacity | 0.00 | 0.06 | 0.11 | 0.10 |
| Queue Length 95th (m) | 0.1 | 1.4 | 2.8 | 2.5 |
| Control Delay (s) | 0.3 | 2.3 | 10.9 | 14.9 |
| Lane LOS | A | A | B | B |
| Approach Delay (s) | 0.3 | 2.3 | 10.9 | 14.9 |
| Approach LOS | | | B | B |

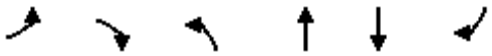
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.8 | | | |
| Intersection Capacity Utilization | 36.9% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Stop | |
| Traffic Volume (vph) | 97 | 81 | 193 | 114 | 72 | 83 |
| Future Volume (vph) | 97 | 81 | 193 | 114 | 72 | 83 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 108 | 90 | 214 | 127 | 80 | 92 |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 108 | 90 | 341 | 172 |
| Volume Left (vph) | 108 | 0 | 214 | 0 |
| Volume Right (vph) | 0 | 90 | 0 | 92 |
| Hadj (s) | 0.52 | -0.67 | 0.29 | -0.27 |
| Departure Headway (s) | 6.3 | 5.1 | 5.0 | 4.6 |
| Degree Utilization, x | 0.19 | 0.13 | 0.47 | 0.22 |
| Capacity (veh/h) | 535 | 654 | 706 | 735 |
| Control Delay (s) | 9.5 | 7.6 | 12.2 | 8.9 |
| Approach Delay (s) | 8.7 | | 12.2 | 8.9 |
| Approach LOS | A | | B | A |

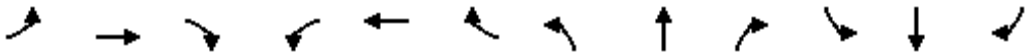
| Intersection Summary | | | |
|---|---|---|---|
| Delay | 10.4 | | |
| Level of Service | B | | |
| Intersection Capacity Utilization | 41.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 15 | 0 | 0 | 29 | 65 | 27 |
| Future Volume (Veh/h) | 15 | 0 | 0 | 29 | 65 | 27 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 16 | 0 | 0 | 32 | 71 | 29 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 118 | 86 | 100 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 118 | 86 | 100 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 98 | 100 | 100 | | | |
| cM capacity (veh/h) | 878 | 973 | 1493 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 16 | 32 | 100 |
| Volume Left | 16 | 0 | 0 |
| Volume Right | 0 | 0 | 29 |
| cSH | 878 | 1493 | 1700 |
| Volume to Capacity | 0.02 | 0.00 | 0.06 |
| Queue Length 95th (m) | 0.4 | 0.0 | 0.0 |
| Control Delay (s) | 9.2 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 9.2 | 0.0 | 0.0 |
| Approach LOS | A | | |

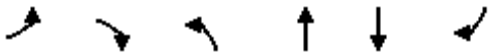
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.0 | | |
| Intersection Capacity Utilization | 15.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 8 | 0 | 0 | 9 | 0 | 21 | 0 | 22 | 8 | 19 | 21 | 25 |
| Future Volume (Veh/h) | 8 | 0 | 0 | 9 | 0 | 21 | 0 | 22 | 8 | 19 | 21 | 25 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.94 | 0.92 | 0.94 | 0.92 | 0.94 | 0.94 | 0.94 | 0.94 | 0.92 |
| Hourly flow rate (vph) | 9 | 0 | 0 | 10 | 0 | 22 | 0 | 23 | 9 | 20 | 22 | 27 |
| Pedestrians | | | | | 6 | | | | | | | |
| Lane Width (m) | | | | | 3.5 | | | | | | | |
| Walking Speed (m/s) | | | | | 1.1 | | | | | | | |
| Percent Blockage | | | | | 1 | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 125 | 114 | 36 | 109 | 122 | 34 | 49 | | | 38 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 125 | 114 | 36 | 109 | 122 | 34 | 49 | | | 38 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.2 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.3 | | |
| p0 queue free % | 99 | 100 | 100 | 99 | 100 | 98 | 100 | | | 99 | | |
| cM capacity (veh/h) | 819 | 762 | 1037 | 857 | 754 | 1026 | 1558 | | | 1538 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 9 | 32 | 32 | 69 |
| Volume Left | 9 | 10 | 0 | 20 |
| Volume Right | 0 | 22 | 9 | 27 |
| cSH | 819 | 966 | 1558 | 1538 |
| Volume to Capacity | 0.01 | 0.03 | 0.00 | 0.01 |
| Queue Length 95th (m) | 0.3 | 0.8 | 0.0 | 0.3 |
| Control Delay (s) | 9.4 | 8.9 | 0.0 | 2.2 |
| Lane LOS | A | A | | A |
| Approach Delay (s) | 9.4 | 8.9 | 0.0 | 2.2 |
| Approach LOS | A | A | | |

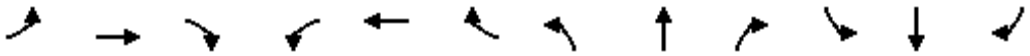
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.7 | | | |
| Intersection Capacity Utilization | 20.4% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 34 | 44 | 1 | 0 | 0 |
| Future Volume (Veh/h) | 0 | 34 | 44 | 1 | 0 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 37 | 48 | 1 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 97 | 0 | 0 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 97 | 0 | 0 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 97 | 97 | | | |
| cM capacity (veh/h) | 876 | 1085 | 1623 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 37 | 49 | 0 |
| Volume Left | 0 | 48 | 0 |
| Volume Right | 37 | 0 | 0 |
| cSH | 1085 | 1623 | 1700 |
| Volume to Capacity | 0.03 | 0.03 | 0.00 |
| Queue Length 95th (m) | 0.8 | 0.7 | 0.0 |
| Control Delay (s) | 8.4 | 7.1 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.4 | 7.1 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.7 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 21 | 62 | 20 | 54 | 80 | 50 | 7 | 7 | 29 | 38 | 8 | 17 |
| Future Volume (Veh/h) | 21 | 62 | 20 | 54 | 80 | 50 | 7 | 7 | 29 | 38 | 8 | 17 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 23 | 67 | 22 | 59 | 87 | 54 | 8 | 8 | 32 | 41 | 9 | 18 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (m) | | | | | | | | | | | | |
| Walking Speed (m/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 141 | | | 89 | | | 352 | 383 | 78 | 392 | 367 | 114 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 141 | | | 89 | | | 352 | 383 | 78 | 392 | 367 | 114 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 98 | | | 96 | | | 99 | 98 | 97 | 92 | 98 | 98 |
| cM capacity (veh/h) | 1442 | | | 1506 | | | 560 | 520 | 983 | 520 | 531 | 939 |

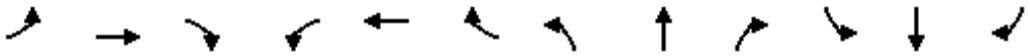
| Direction, Lane # | EB 1 | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 112 | 59 | 141 | 48 | 68 |
| Volume Left | 23 | 59 | 0 | 8 | 41 |
| Volume Right | 22 | 0 | 54 | 32 | 18 |
| cSH | 1442 | 1506 | 1700 | 771 | 591 |
| Volume to Capacity | 0.02 | 0.04 | 0.08 | 0.06 | 0.11 |
| Queue Length 95th (m) | 0.4 | 0.9 | 0.0 | 1.5 | 2.9 |
| Control Delay (s) | 1.6 | 7.5 | 0.0 | 10.0 | 11.9 |
| Lane LOS | A | A | | A | B |
| Approach Delay (s) | 1.6 | 2.2 | | 10.0 | 11.9 |
| Approach LOS | | | | A | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.5 | | | |
| Intersection Capacity Utilization | 33.0% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 95 | 14 | 132 | 13 | 41 | 686 |
| Future Volume (Veh/h) | 95 | 14 | 132 | 13 | 41 | 686 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 102 | 15 | 142 | 14 | 44 | 738 |
| Pedestrians | 3 | | | | | |
| Lane Width (m) | 4.0 | | | | | |
| Walking Speed (m/s) | 1.1 | | | | | |
| Percent Blockage | 0 | | | | | |
| Right turn flare (veh) | | 1 | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 602 | 74 | | | 159 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 602 | 74 | | | 159 | |
| tC, single (s) | 6.8 | 7.0 | | | 4.3 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.4 | | | 2.3 | |
| p0 queue free % | 75 | 98 | | | 97 | |
| cM capacity (veh/h) | 416 | 957 | | | 1357 | |

| Direction, Lane # | WB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|
| Volume Total | 117 | 71 | 71 | 14 | 44 | 369 | 369 |
| Volume Left | 102 | 0 | 0 | 0 | 44 | 0 | 0 |
| Volume Right | 15 | 0 | 0 | 14 | 0 | 0 | 0 |
| cSH | 477 | 1700 | 1700 | 1700 | 1357 | 1700 | 1700 |
| Volume to Capacity | 0.25 | 0.04 | 0.04 | 0.01 | 0.03 | 0.22 | 0.22 |
| Queue Length 95th (m) | 7.3 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 |
| Control Delay (s) | 15.5 | 0.0 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 |
| Lane LOS | C | | | | A | | |
| Approach Delay (s) | 15.5 | 0.0 | | | 0.4 | | |
| Approach LOS | C | | | | | | |

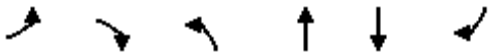
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.0 | | |
| Intersection Capacity Utilization | 30.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 3 | 197 | 4 | 16 | 100 | 40 | 6 | 0 | 43 | 75 | 0 | 8 |
| Future Volume (Veh/h) | 3 | 197 | 4 | 16 | 100 | 40 | 6 | 0 | 43 | 75 | 0 | 8 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 3 | 207 | 4 | 17 | 105 | 42 | 6 | 0 | 45 | 79 | 0 | 8 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (m) | | | | | | | | | | | | |
| Walking Speed (m/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 147 | | | 211 | | | 383 | 396 | 209 | 420 | 377 | 126 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 147 | | | 211 | | | 383 | 396 | 209 | 420 | 377 | 126 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.2 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.6 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 99 | | | 99 | 100 | 95 | 85 | 100 | 99 |
| cM capacity (veh/h) | 1447 | | | 1372 | | | 546 | 536 | 836 | 510 | 550 | 930 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 214 | 164 | 51 | 87 |
| Volume Left | 3 | 17 | 6 | 79 |
| Volume Right | 4 | 42 | 45 | 8 |
| cSH | 1447 | 1372 | 787 | 532 |
| Volume to Capacity | 0.00 | 0.01 | 0.06 | 0.16 |
| Queue Length 95th (m) | 0.0 | 0.3 | 1.6 | 4.4 |
| Control Delay (s) | 0.1 | 0.9 | 9.9 | 13.1 |
| Lane LOS | A | A | A | B |
| Approach Delay (s) | 0.1 | 0.9 | 9.9 | 13.1 |
| Approach LOS | | | A | B |

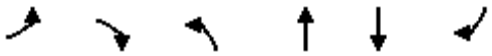
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.5 | | |
| Intersection Capacity Utilization | 35.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Stop | |
| Traffic Volume (vph) | 121 | 195 | 61 | 48 | 92 | 94 |
| Future Volume (vph) | 121 | 195 | 61 | 48 | 92 | 94 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 134 | 217 | 68 | 53 | 102 | 104 |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 134 | 217 | 121 | 206 |
| Volume Left (vph) | 134 | 0 | 68 | 0 |
| Volume Right (vph) | 0 | 217 | 0 | 104 |
| Hadj (s) | 0.53 | -0.67 | 0.13 | -0.19 |
| Departure Headway (s) | 5.9 | 4.6 | 5.1 | 4.7 |
| Degree Utilization, x | 0.22 | 0.28 | 0.17 | 0.27 |
| Capacity (veh/h) | 586 | 738 | 660 | 720 |
| Control Delay (s) | 9.3 | 8.2 | 9.2 | 9.4 |
| Approach Delay (s) | 8.6 | | 9.2 | 9.4 |
| Approach LOS | A | | A | A |

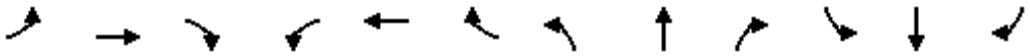
| Intersection Summary | | | |
|---|---|---|---|
| Delay | 9.0 | | |
| Level of Service | A | | |
| Intersection Capacity Utilization | 33.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 7 | 0 | 0 | 54 | 21 | 8 |
| Future Volume (Veh/h) | 7 | 0 | 0 | 54 | 21 | 8 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 8 | 0 | 0 | 59 | 23 | 9 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 86 | 28 | 32 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 86 | 28 | 32 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 100 | 100 | | | |
| cM capacity (veh/h) | 915 | 1048 | 1580 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 8 | 59 | 32 |
| Volume Left | 8 | 0 | 0 |
| Volume Right | 0 | 0 | 9 |
| cSH | 915 | 1580 | 1700 |
| Volume to Capacity | 0.01 | 0.00 | 0.02 |
| Queue Length 95th (m) | 0.2 | 0.0 | 0.0 |
| Control Delay (s) | 9.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 9.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

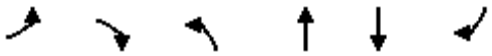
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.7 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 21 | 0 | 0 | 2 | 0 | 20 | 0 | 13 | 4 | 10 | 7 | 4 |
| Future Volume (Veh/h) | 21 | 0 | 0 | 2 | 0 | 20 | 0 | 13 | 4 | 10 | 7 | 4 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 23 | 0 | 0 | 2 | 0 | 22 | 0 | 14 | 4 | 11 | 8 | 4 |
| Pedestrians | | | | | 5 | | | | | | | |
| Lane Width (m) | | | | | 3.7 | | | | | | | |
| Walking Speed (m/s) | | | | | 1.1 | | | | | | | |
| Percent Blockage | | | | | 0 | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 70 | 55 | 10 | 53 | 55 | 21 | 12 | | | 23 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 70 | 55 | 10 | 53 | 55 | 21 | 12 | | | 23 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.6 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.7 | 2.2 | | | 2.2 | | |
| p0 queue free % | 97 | 100 | 100 | 100 | 100 | 98 | 100 | | | 99 | | |
| cM capacity (veh/h) | 892 | 826 | 1071 | 937 | 826 | 952 | 1607 | | | 1597 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 23 | 24 | 18 | 23 |
| Volume Left | 23 | 2 | 0 | 11 |
| Volume Right | 0 | 22 | 4 | 4 |
| cSH | 892 | 951 | 1607 | 1597 |
| Volume to Capacity | 0.03 | 0.03 | 0.00 | 0.01 |
| Queue Length 95th (m) | 0.6 | 0.6 | 0.0 | 0.2 |
| Control Delay (s) | 9.1 | 8.9 | 0.0 | 3.5 |
| Lane LOS | A | A | | A |
| Approach Delay (s) | 9.1 | 8.9 | 0.0 | 3.5 |
| Approach LOS | A | A | | |

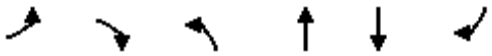
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.7 | | | |
| Intersection Capacity Utilization | 21.9% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 7 | 43 | 8 | 10 | 8 | 1 |
| Future Volume (Veh/h) | 7 | 43 | 8 | 10 | 8 | 1 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 8 | 47 | 9 | 11 | 9 | 1 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 38 | 10 | 10 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 38 | 10 | 10 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 96 | 99 | | | |
| cM capacity (veh/h) | 968 | 1072 | 1610 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 55 | 20 | 10 |
| Volume Left | 8 | 9 | 0 |
| Volume Right | 47 | 0 | 1 |
| cSH | 1056 | 1610 | 1700 |
| Volume to Capacity | 0.05 | 0.01 | 0.01 |
| Queue Length 95th (m) | 1.3 | 0.1 | 0.0 |
| Control Delay (s) | 8.6 | 3.3 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.6 | 3.3 | 0.0 |
| Approach LOS | A | | |

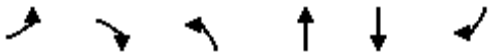
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.3 | | |
| Intersection Capacity Utilization | 17.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 53 | 27 | 16 | 30 | 0 |
| Future Volume (Veh/h) | 0 | 53 | 27 | 16 | 30 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 58 | 29 | 17 | 33 | 0 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 108 | 33 | 33 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 108 | 33 | 33 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 94 | 98 | | | |
| cM capacity (veh/h) | 873 | 1041 | 1579 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 58 | 46 | 33 |
| Volume Left | 0 | 29 | 0 |
| Volume Right | 58 | 0 | 0 |
| cSH | 1041 | 1579 | 1700 |
| Volume to Capacity | 0.06 | 0.02 | 0.02 |
| Queue Length 95th (m) | 1.3 | 0.4 | 0.0 |
| Control Delay (s) | 8.7 | 4.7 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.7 | 4.7 | 0.0 |
| Approach LOS | A | | |

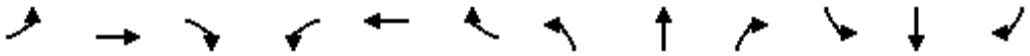
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.2 | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 28 | 15 | 1 | 2 | 0 |
| Future Volume (Veh/h) | 0 | 28 | 15 | 1 | 2 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 30 | 16 | 1 | 2 | 0 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 35 | 2 | 2 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 35 | 2 | 2 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 97 | 99 | | | |
| cM capacity (veh/h) | 968 | 1082 | 1620 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 30 | 17 | 2 |
| Volume Left | 0 | 16 | 0 |
| Volume Right | 30 | 0 | 0 |
| cSH | 1082 | 1620 | 1700 |
| Volume to Capacity | 0.03 | 0.01 | 0.00 |
| Queue Length 95th (m) | 0.6 | 0.2 | 0.0 |
| Control Delay (s) | 8.4 | 6.8 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.4 | 6.8 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.5 | | |
| Intersection Capacity Utilization | 17.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 11 | 65 | 7 | 30 | 58 | 27 | 32 | 2 | 89 | 52 | 1 | 26 |
| Future Volume (Veh/h) | 11 | 65 | 7 | 30 | 58 | 27 | 32 | 2 | 89 | 52 | 1 | 26 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 12 | 71 | 8 | 33 | 63 | 29 | 35 | 2 | 97 | 57 | 1 | 28 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (m) | | | | | | | | | | | | |
| Walking Speed (m/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 92 | | | 79 | | | 256 | 257 | 75 | 340 | 246 | 78 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 92 | | | 79 | | | 256 | 257 | 75 | 340 | 246 | 78 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 98 | | | 95 | 100 | 90 | 89 | 100 | 97 |
| cM capacity (veh/h) | 1503 | | | 1519 | | | 661 | 628 | 986 | 539 | 636 | 983 |

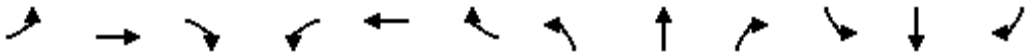
| Direction, Lane # | EB 1 | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 91 | 33 | 92 | 134 | 86 |
| Volume Left | 12 | 33 | 0 | 35 | 57 |
| Volume Right | 8 | 0 | 29 | 97 | 28 |
| cSH | 1503 | 1519 | 1700 | 867 | 634 |
| Volume to Capacity | 0.01 | 0.02 | 0.05 | 0.15 | 0.14 |
| Queue Length 95th (m) | 0.2 | 0.5 | 0.0 | 4.1 | 3.6 |
| Control Delay (s) | 1.0 | 7.4 | 0.0 | 9.9 | 11.6 |
| Lane LOS | A | A | | A | B |
| Approach Delay (s) | 1.0 | 2.0 | | 9.9 | 11.6 |
| Approach LOS | | | | A | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 6.1 | | | |
| Intersection Capacity Utilization | 27.8% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 35 | 64 | 672 | 114 | 30 | 239 |
| Future Volume (Veh/h) | 35 | 64 | 672 | 114 | 30 | 239 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 37 | 67 | 707 | 120 | 32 | 252 |
| Pedestrians | 1 | | | | | |
| Lane Width (m) | 4.0 | | | | | |
| Walking Speed (m/s) | 1.1 | | | | | |
| Percent Blockage | 0 | | | | | |
| Right turn flare (veh) | | 1 | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 898 | 354 | | | 828 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 898 | 354 | | | 828 | |
| tC, single (s) | 6.9 | 7.0 | | | 4.2 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.3 | |
| p0 queue free % | 86 | 89 | | | 96 | |
| cM capacity (veh/h) | 265 | 633 | | | 773 | |

| Direction, Lane # | WB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|
| Volume Total | 104 | 354 | 354 | 120 | 32 | 126 | 126 |
| Volume Left | 37 | 0 | 0 | 0 | 32 | 0 | 0 |
| Volume Right | 67 | 0 | 0 | 120 | 0 | 0 | 0 |
| cSH | 746 | 1700 | 1700 | 1700 | 773 | 1700 | 1700 |
| Volume to Capacity | 0.14 | 0.21 | 0.21 | 0.07 | 0.04 | 0.07 | 0.07 |
| Queue Length 95th (m) | 3.7 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 |
| Control Delay (s) | 14.7 | 0.0 | 0.0 | 0.0 | 9.9 | 0.0 | 0.0 |
| Lane LOS | B | | | | A | | |
| Approach Delay (s) | 14.7 | 0.0 | | | 1.1 | | |
| Approach LOS | B | | | | | | |

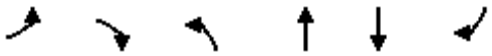
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.5 | | |
| Intersection Capacity Utilization | 34.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 8 | 147 | 22 | 59 | 226 | 86 | 19 | 0 | 50 | 74 | 0 | 5 |
| Future Volume (Veh/h) | 8 | 147 | 22 | 59 | 226 | 86 | 19 | 0 | 50 | 74 | 0 | 5 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 9 | 173 | 26 | 69 | 266 | 101 | 22 | 0 | 59 | 87 | 0 | 6 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (m) | | | | | | | | | | | | |
| Walking Speed (m/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 367 | | | 199 | | | 664 | 709 | 186 | 718 | 672 | 316 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 367 | | | 199 | | | 664 | 709 | 186 | 718 | 672 | 316 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.3 | 6.5 | 6.2 | 7.1 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.7 | 4.0 | 3.3 | 3.5 | 4.0 | 4.0 |
| p0 queue free % | 99 | | | 95 | | | 93 | 100 | 93 | 72 | 100 | 99 |
| cM capacity (veh/h) | 1203 | | | 1379 | | | 335 | 341 | 854 | 309 | 358 | 584 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 208 | 436 | 81 | 93 |
| Volume Left | 9 | 69 | 22 | 87 |
| Volume Right | 26 | 101 | 59 | 6 |
| cSH | 1203 | 1379 | 601 | 319 |
| Volume to Capacity | 0.01 | 0.05 | 0.13 | 0.29 |
| Queue Length 95th (m) | 0.2 | 1.2 | 3.5 | 9.0 |
| Control Delay (s) | 0.4 | 1.6 | 11.9 | 20.9 |
| Lane LOS | A | A | B | C |
| Approach Delay (s) | 0.4 | 1.6 | 11.9 | 20.9 |
| Approach LOS | | | B | C |

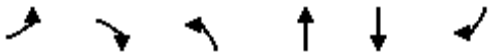
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.5 | | |
| Intersection Capacity Utilization | 51.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Stop | |
| Traffic Volume (vph) | 173 | 99 | 240 | 121 | 76 | 136 |
| Future Volume (vph) | 173 | 99 | 240 | 121 | 76 | 136 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 192 | 110 | 267 | 134 | 84 | 151 |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 192 | 110 | 401 | 235 |
| Volume Left (vph) | 192 | 0 | 267 | 0 |
| Volume Right (vph) | 0 | 110 | 0 | 151 |
| Hadj (s) | 0.52 | -0.67 | 0.28 | -0.34 |
| Departure Headway (s) | 6.7 | 5.5 | 5.4 | 5.1 |
| Degree Utilization, x | 0.36 | 0.17 | 0.60 | 0.33 |
| Capacity (veh/h) | 506 | 612 | 640 | 672 |
| Control Delay (s) | 12.2 | 8.4 | 16.3 | 10.6 |
| Approach Delay (s) | 10.8 | | 16.3 | 10.6 |
| Approach LOS | B | | C | B |

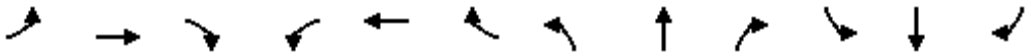
| Intersection Summary | | | |
|---|---|---|---|
| Delay | 13.1 | | |
| Level of Service | B | | |
| Intersection Capacity Utilization | 52.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 15 | 0 | 0 | 55 | 74 | 8 |
| Future Volume (Veh/h) | 15 | 0 | 0 | 55 | 74 | 8 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 16 | 0 | 0 | 60 | 80 | 9 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 144 | 84 | 89 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 144 | 84 | 89 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 98 | 100 | 100 | | | |
| cM capacity (veh/h) | 848 | 975 | 1506 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 16 | 60 | 89 |
| Volume Left | 16 | 0 | 0 |
| Volume Right | 0 | 0 | 9 |
| cSH | 848 | 1506 | 1700 |
| Volume to Capacity | 0.02 | 0.00 | 0.05 |
| Queue Length 95th (m) | 0.4 | 0.0 | 0.0 |
| Control Delay (s) | 9.3 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 9.3 | 0.0 | 0.0 |
| Approach LOS | A | | |

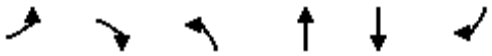
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.9 | | |
| Intersection Capacity Utilization | 14.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 8 | 0 | 0 | 10 | 0 | 22 | 0 | 25 | 8 | 20 | 30 | 24 |
| Future Volume (Veh/h) | 8 | 0 | 0 | 10 | 0 | 22 | 0 | 25 | 8 | 20 | 30 | 24 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.94 | 0.92 | 0.94 | 0.92 | 0.94 | 0.94 | 0.94 | 0.94 | 0.92 |
| Hourly flow rate (vph) | 9 | 0 | 0 | 11 | 0 | 23 | 0 | 27 | 9 | 21 | 32 | 26 |
| Pedestrians | | | | | 6 | | | | | | | |
| Lane Width (m) | | | | | 3.5 | | | | | | | |
| Walking Speed (m/s) | | | | | 1.1 | | | | | | | |
| Percent Blockage | | | | | 1 | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 142 | 129 | 45 | 124 | 138 | 38 | 58 | | | 42 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 142 | 129 | 45 | 124 | 138 | 38 | 58 | | | 42 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.2 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.3 | | |
| p0 queue free % | 99 | 100 | 100 | 99 | 100 | 98 | 100 | | | 99 | | |
| cM capacity (veh/h) | 798 | 747 | 1025 | 837 | 739 | 1020 | 1546 | | | 1533 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 9 | 34 | 36 | 79 |
| Volume Left | 9 | 11 | 0 | 21 |
| Volume Right | 0 | 23 | 9 | 26 |
| cSH | 798 | 953 | 1546 | 1533 |
| Volume to Capacity | 0.01 | 0.04 | 0.00 | 0.01 |
| Queue Length 95th (m) | 0.3 | 0.8 | 0.0 | 0.3 |
| Control Delay (s) | 9.6 | 8.9 | 0.0 | 2.0 |
| Lane LOS | A | A | | A |
| Approach Delay (s) | 9.6 | 8.9 | 0.0 | 2.0 |
| Approach LOS | A | A | | |

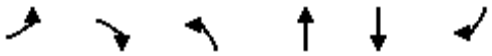
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.5 | | | |
| Intersection Capacity Utilization | 20.8% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 2 | 15 | 48 | 31 | 32 | 8 |
| Future Volume (Veh/h) | 2 | 15 | 48 | 31 | 32 | 8 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 16 | 52 | 34 | 35 | 9 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 178 | 40 | 44 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 178 | 40 | 44 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 98 | 97 | | | |
| cM capacity (veh/h) | 785 | 1032 | 1564 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 18 | 86 | 44 |
| Volume Left | 2 | 52 | 0 |
| Volume Right | 16 | 0 | 9 |
| cSH | 997 | 1564 | 1700 |
| Volume to Capacity | 0.02 | 0.03 | 0.03 |
| Queue Length 95th (m) | 0.4 | 0.8 | 0.0 |
| Control Delay (s) | 8.7 | 4.6 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.7 | 4.6 | 0.0 |
| Approach LOS | A | | |

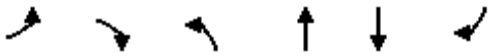
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.7 | | |
| Intersection Capacity Utilization | 21.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 51 | 61 | 33 | 28 | 0 |
| Future Volume (Veh/h) | 0 | 51 | 61 | 33 | 28 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 55 | 66 | 36 | 30 | 0 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 198 | 30 | 30 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 198 | 30 | 30 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 95 | 96 | | | |
| cM capacity (veh/h) | 758 | 1044 | 1583 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 55 | 102 | 30 |
| Volume Left | 0 | 66 | 0 |
| Volume Right | 55 | 0 | 0 |
| cSH | 1044 | 1583 | 1700 |
| Volume to Capacity | 0.05 | 0.04 | 0.02 |
| Queue Length 95th (m) | 1.3 | 1.0 | 0.0 |
| Control Delay (s) | 8.6 | 4.9 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.6 | 4.9 | 0.0 |
| Approach LOS | A | | |

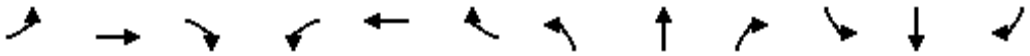
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.2 | | |
| Intersection Capacity Utilization | 21.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 28 | 32 | 1 | 0 | 0 |
| Future Volume (Veh/h) | 0 | 28 | 32 | 1 | 0 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 30 | 35 | 1 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 71 | 0 | 0 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 71 | 0 | 0 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 97 | 98 | | | |
| cM capacity (veh/h) | 913 | 1085 | 1623 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 30 | 36 | 0 |
| Volume Left | 0 | 35 | 0 |
| Volume Right | 30 | 0 | 0 |
| cSH | 1085 | 1623 | 1700 |
| Volume to Capacity | 0.03 | 0.02 | 0.00 |
| Queue Length 95th (m) | 0.6 | 0.5 | 0.0 |
| Control Delay (s) | 8.4 | 7.1 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.4 | 7.1 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.7 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 33 | 69 | 36 | 101 | 87 | 65 | 13 | 7 | 58 | 54 | 8 | 24 |
| Future Volume (Veh/h) | 33 | 69 | 36 | 101 | 87 | 65 | 13 | 7 | 58 | 54 | 8 | 24 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 36 | 75 | 39 | 110 | 95 | 71 | 14 | 8 | 63 | 59 | 9 | 26 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (m) | | | | | | | | | | | | |
| Walking Speed (m/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 166 | | | 114 | | | 512 | 552 | 94 | 584 | 536 | 130 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 166 | | | 114 | | | 512 | 552 | 94 | 584 | 536 | 130 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 97 | | | 93 | | | 97 | 98 | 93 | 84 | 98 | 97 |
| cM capacity (veh/h) | 1412 | | | 1475 | | | 418 | 398 | 962 | 360 | 406 | 919 |

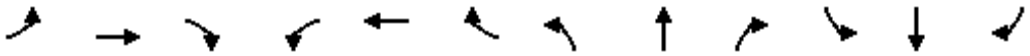
| Direction, Lane # | EB 1 | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 150 | 110 | 166 | 85 | 94 |
| Volume Left | 36 | 110 | 0 | 14 | 59 |
| Volume Right | 39 | 0 | 71 | 63 | 26 |
| cSH | 1412 | 1475 | 1700 | 714 | 439 |
| Volume to Capacity | 0.03 | 0.07 | 0.10 | 0.12 | 0.21 |
| Queue Length 95th (m) | 0.6 | 1.8 | 0.0 | 3.1 | 6.1 |
| Control Delay (s) | 2.0 | 7.6 | 0.0 | 10.7 | 15.4 |
| Lane LOS | A | A | | B | C |
| Approach Delay (s) | 2.0 | 3.0 | | 10.7 | 15.4 |
| Approach LOS | | | | B | C |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.8 | | | |
| Intersection Capacity Utilization | 37.7% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 99 | 15 | 146 | 13 | 44 | 757 |
| Future Volume (Veh/h) | 99 | 15 | 146 | 13 | 44 | 757 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 106 | 16 | 157 | 14 | 47 | 814 |
| Pedestrians | 3 | | | | | |
| Lane Width (m) | 4.0 | | | | | |
| Walking Speed (m/s) | 1.1 | | | | | |
| Percent Blockage | 0 | | | | | |
| Right turn flare (veh) | | 1 | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 661 | 82 | | | 174 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 661 | 82 | | | 174 | |
| tC, single (s) | 6.8 | 7.0 | | | 4.3 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.4 | | | 2.3 | |
| p0 queue free % | 72 | 98 | | | 96 | |
| cM capacity (veh/h) | 380 | 946 | | | 1339 | |

| Direction, Lane # | WB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|
| Volume Total | 122 | 78 | 78 | 14 | 47 | 407 | 407 |
| Volume Left | 106 | 0 | 0 | 0 | 47 | 0 | 0 |
| Volume Right | 16 | 0 | 0 | 14 | 0 | 0 | 0 |
| cSH | 425 | 1700 | 1700 | 1700 | 1339 | 1700 | 1700 |
| Volume to Capacity | 0.29 | 0.05 | 0.05 | 0.01 | 0.04 | 0.24 | 0.24 |
| Queue Length 95th (m) | 8.9 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 |
| Control Delay (s) | 16.8 | 0.0 | 0.0 | 0.0 | 7.8 | 0.0 | 0.0 |
| Lane LOS | C | | | | A | | |
| Approach Delay (s) | 16.8 | 0.0 | | | 0.4 | | |
| Approach LOS | C | | | | | | |

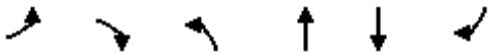
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.1 | | |
| Intersection Capacity Utilization | 33.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 3 | 203 | 4 | 16 | 105 | 40 | 7 | 0 | 44 | 75 | 0 | 8 |
| Future Volume (Veh/h) | 3 | 203 | 4 | 16 | 105 | 40 | 7 | 0 | 44 | 75 | 0 | 8 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 3 | 214 | 4 | 17 | 111 | 42 | 7 | 0 | 46 | 79 | 0 | 8 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (m) | | | | | | | | | | | | |
| Walking Speed (m/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 153 | | | 218 | | | 396 | 409 | 216 | 434 | 390 | 132 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 153 | | | 218 | | | 396 | 409 | 216 | 434 | 390 | 132 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.2 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.6 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 99 | | | 99 | 100 | 94 | 84 | 100 | 99 |
| cM capacity (veh/h) | 1440 | | | 1364 | | | 536 | 527 | 829 | 499 | 540 | 923 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 221 | 170 | 53 | 87 |
| Volume Left | 3 | 17 | 7 | 79 |
| Volume Right | 4 | 42 | 46 | 8 |
| cSH | 1440 | 1364 | 773 | 521 |
| Volume to Capacity | 0.00 | 0.01 | 0.07 | 0.17 |
| Queue Length 95th (m) | 0.0 | 0.3 | 1.7 | 4.5 |
| Control Delay (s) | 0.1 | 0.9 | 10.0 | 13.3 |
| Lane LOS | A | A | A | B |
| Approach Delay (s) | 0.1 | 0.9 | 10.0 | 13.3 |
| Approach LOS | | | A | B |

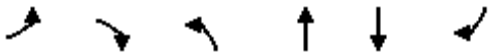
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.5 | | | |
| Intersection Capacity Utilization | 35.9% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Stop | |
| Traffic Volume (vph) | 123 | 200 | 65 | 53 | 102 | 95 |
| Future Volume (vph) | 123 | 200 | 65 | 53 | 102 | 95 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 137 | 222 | 72 | 59 | 113 | 106 |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 137 | 222 | 131 | 219 |
| Volume Left (vph) | 137 | 0 | 72 | 0 |
| Volume Right (vph) | 0 | 222 | 0 | 106 |
| Hadj (s) | 0.53 | -0.67 | 0.13 | -0.18 |
| Departure Headway (s) | 5.9 | 4.7 | 5.2 | 4.8 |
| Degree Utilization, x | 0.23 | 0.29 | 0.19 | 0.29 |
| Capacity (veh/h) | 579 | 727 | 654 | 713 |
| Control Delay (s) | 9.4 | 8.4 | 9.4 | 9.7 |
| Approach Delay (s) | 8.8 | | 9.4 | 9.7 |
| Approach LOS | A | | A | A |

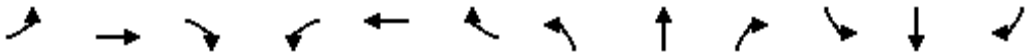
| Intersection Summary | | | |
|---|---|---|---|
| Delay | 9.2 | | |
| Level of Service | A | | |
| Intersection Capacity Utilization | 34.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 7 | 0 | 0 | 57 | 23 | 8 |
| Future Volume (Veh/h) | 7 | 0 | 0 | 57 | 23 | 8 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 8 | 0 | 0 | 62 | 25 | 9 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 92 | 30 | 34 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 92 | 30 | 34 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 100 | 100 | | | |
| cM capacity (veh/h) | 909 | 1045 | 1578 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 8 | 62 | 34 |
| Volume Left | 8 | 0 | 0 |
| Volume Right | 0 | 0 | 9 |
| cSH | 909 | 1578 | 1700 |
| Volume to Capacity | 0.01 | 0.00 | 0.02 |
| Queue Length 95th (m) | 0.2 | 0.0 | 0.0 |
| Control Delay (s) | 9.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 9.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

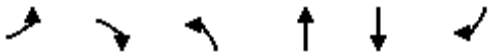
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.7 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 21 | 0 | 0 | 2 | 0 | 22 | 0 | 14 | 4 | 11 | 8 | 4 |
| Future Volume (Veh/h) | 21 | 0 | 0 | 2 | 0 | 22 | 0 | 14 | 4 | 11 | 8 | 4 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 23 | 0 | 0 | 2 | 0 | 24 | 0 | 15 | 4 | 12 | 9 | 4 |
| Pedestrians | | | | | 5 | | | | | | | |
| Lane Width (m) | | | | | 3.7 | | | | | | | |
| Walking Speed (m/s) | | | | | 1.1 | | | | | | | |
| Percent Blockage | | | | | 0 | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 76 | 59 | 11 | 57 | 59 | 22 | 13 | | | 24 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 76 | 59 | 11 | 57 | 59 | 22 | 13 | | | 24 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.6 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.7 | 2.2 | | | 2.2 | | |
| p0 queue free % | 97 | 100 | 100 | 100 | 100 | 97 | 100 | | | 99 | | |
| cM capacity (veh/h) | 882 | 822 | 1070 | 931 | 822 | 951 | 1606 | | | 1596 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 23 | 26 | 19 | 25 |
| Volume Left | 23 | 2 | 0 | 12 |
| Volume Right | 0 | 24 | 4 | 4 |
| cSH | 882 | 949 | 1606 | 1596 |
| Volume to Capacity | 0.03 | 0.03 | 0.00 | 0.01 |
| Queue Length 95th (m) | 0.6 | 0.6 | 0.0 | 0.2 |
| Control Delay (s) | 9.2 | 8.9 | 0.0 | 3.5 |
| Lane LOS | A | A | | A |
| Approach Delay (s) | 9.2 | 8.9 | 0.0 | 3.5 |
| Approach LOS | A | A | | |

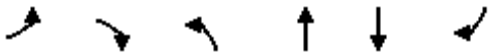
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.7 | | | |
| Intersection Capacity Utilization | 22.4% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 7 | 43 | 8 | 11 | 9 | 1 |
| Future Volume (Veh/h) | 7 | 43 | 8 | 11 | 9 | 1 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 8 | 47 | 9 | 12 | 10 | 1 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 40 | 10 | 11 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 40 | 10 | 11 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 96 | 99 | | | |
| cM capacity (veh/h) | 966 | 1071 | 1608 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 55 | 21 | 11 |
| Volume Left | 8 | 9 | 0 |
| Volume Right | 47 | 0 | 1 |
| cSH | 1054 | 1608 | 1700 |
| Volume to Capacity | 0.05 | 0.01 | 0.01 |
| Queue Length 95th (m) | 1.3 | 0.1 | 0.0 |
| Control Delay (s) | 8.6 | 3.1 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.6 | 3.1 | 0.0 |
| Approach LOS | A | | |

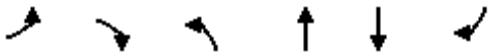
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.2 | | |
| Intersection Capacity Utilization | 17.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 53 | 27 | 16 | 30 | 0 |
| Future Volume (Veh/h) | 0 | 53 | 27 | 16 | 30 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 58 | 29 | 17 | 33 | 0 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 108 | 33 | 33 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 108 | 33 | 33 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 94 | 98 | | | |
| cM capacity (veh/h) | 873 | 1041 | 1579 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 58 | 46 | 33 |
| Volume Left | 0 | 29 | 0 |
| Volume Right | 58 | 0 | 0 |
| cSH | 1041 | 1579 | 1700 |
| Volume to Capacity | 0.06 | 0.02 | 0.02 |
| Queue Length 95th (m) | 1.3 | 0.4 | 0.0 |
| Control Delay (s) | 8.7 | 4.7 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.7 | 4.7 | 0.0 |
| Approach LOS | A | | |

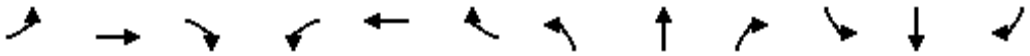
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.2 | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 28 | 15 | 1 | 2 | 0 |
| Future Volume (Veh/h) | 0 | 28 | 15 | 1 | 2 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 30 | 16 | 1 | 2 | 0 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 35 | 2 | 2 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 35 | 2 | 2 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 97 | 99 | | | |
| cM capacity (veh/h) | 968 | 1082 | 1620 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 30 | 17 | 2 |
| Volume Left | 0 | 16 | 0 |
| Volume Right | 30 | 0 | 0 |
| cSH | 1082 | 1620 | 1700 |
| Volume to Capacity | 0.03 | 0.01 | 0.00 |
| Queue Length 95th (m) | 0.6 | 0.2 | 0.0 |
| Control Delay (s) | 8.4 | 6.8 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.4 | 6.8 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.5 | | |
| Intersection Capacity Utilization | 17.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 11 | 72 | 7 | 30 | 63 | 27 | 32 | 2 | 89 | 52 | 1 | 26 |
| Future Volume (Veh/h) | 11 | 72 | 7 | 30 | 63 | 27 | 32 | 2 | 89 | 52 | 1 | 26 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 12 | 78 | 8 | 33 | 68 | 29 | 35 | 2 | 97 | 57 | 1 | 28 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (m) | | | | | | | | | | | | |
| Walking Speed (m/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 97 | | | 86 | | | 268 | 269 | 82 | 352 | 258 | 82 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 97 | | | 86 | | | 268 | 269 | 82 | 352 | 258 | 82 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 98 | | | 95 | 100 | 90 | 89 | 100 | 97 |
| cM capacity (veh/h) | 1496 | | | 1510 | | | 649 | 618 | 978 | 529 | 627 | 977 |

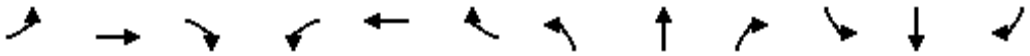
| Direction, Lane # | EB 1 | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 98 | 33 | 97 | 134 | 86 |
| Volume Left | 12 | 33 | 0 | 35 | 57 |
| Volume Right | 8 | 0 | 29 | 97 | 28 |
| cSH | 1496 | 1510 | 1700 | 857 | 623 |
| Volume to Capacity | 0.01 | 0.02 | 0.06 | 0.16 | 0.14 |
| Queue Length 95th (m) | 0.2 | 0.5 | 0.0 | 4.2 | 3.6 |
| Control Delay (s) | 1.0 | 7.4 | 0.0 | 10.0 | 11.7 |
| Lane LOS | A | A | | A | B |
| Approach Delay (s) | 1.0 | 1.9 | | 10.0 | 11.7 |
| Approach LOS | | | | A | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 6.0 | | | |
| Intersection Capacity Utilization | 28.2% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 37 | 69 | 742 | 119 | 32 | 264 |
| Future Volume (Veh/h) | 37 | 69 | 742 | 119 | 32 | 264 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 39 | 73 | 781 | 125 | 34 | 278 |
| Pedestrians | 1 | | | | | |
| Lane Width (m) | 4.0 | | | | | |
| Walking Speed (m/s) | 1.1 | | | | | |
| Percent Blockage | 0 | | | | | |
| Right turn flare (veh) | | 1 | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 989 | 392 | | | 907 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 989 | 392 | | | 907 | |
| tC, single (s) | 6.9 | 7.0 | | | 4.2 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.3 | |
| p0 queue free % | 83 | 88 | | | 95 | |
| cM capacity (veh/h) | 230 | 598 | | | 721 | |

| Direction, Lane # | WB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|
| Volume Total | 112 | 390 | 390 | 125 | 34 | 139 | 139 |
| Volume Left | 39 | 0 | 0 | 0 | 34 | 0 | 0 |
| Volume Right | 73 | 0 | 0 | 125 | 0 | 0 | 0 |
| cSH | 661 | 1700 | 1700 | 1700 | 721 | 1700 | 1700 |
| Volume to Capacity | 0.17 | 0.23 | 0.23 | 0.07 | 0.05 | 0.08 | 0.08 |
| Queue Length 95th (m) | 4.6 | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 |
| Control Delay (s) | 16.0 | 0.0 | 0.0 | 0.0 | 10.2 | 0.0 | 0.0 |
| Lane LOS | C | | | | B | | |
| Approach Delay (s) | 16.0 | 0.0 | | | 1.1 | | |
| Approach LOS | C | | | | | | |

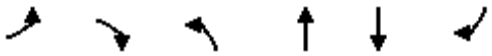
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.6 | | |
| Intersection Capacity Utilization | 36.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 8 | 151 | 24 | 61 | 233 | 86 | 21 | 0 | 53 | 74 | 0 | 5 |
| Future Volume (Veh/h) | 8 | 151 | 24 | 61 | 233 | 86 | 21 | 0 | 53 | 74 | 0 | 5 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 9 | 178 | 28 | 72 | 274 | 101 | 25 | 0 | 62 | 87 | 0 | 6 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (m) | | | | | | | | | | | | |
| Walking Speed (m/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 375 | | | 206 | | | 684 | 729 | 192 | 740 | 692 | 324 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 375 | | | 206 | | | 684 | 729 | 192 | 740 | 692 | 324 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.3 | 6.5 | 6.2 | 7.1 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.7 | 4.0 | 3.3 | 3.5 | 4.0 | 4.0 |
| p0 queue free % | 99 | | | 95 | | | 92 | 100 | 93 | 71 | 100 | 99 |
| cM capacity (veh/h) | 1195 | | | 1371 | | | 324 | 331 | 847 | 296 | 347 | 578 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 215 | 447 | 87 | 93 |
| Volume Left | 9 | 72 | 25 | 87 |
| Volume Right | 28 | 101 | 62 | 6 |
| cSH | 1195 | 1371 | 579 | 306 |
| Volume to Capacity | 0.01 | 0.05 | 0.15 | 0.30 |
| Queue Length 95th (m) | 0.2 | 1.3 | 4.0 | 9.5 |
| Control Delay (s) | 0.4 | 1.7 | 12.3 | 21.8 |
| Lane LOS | A | A | B | C |
| Approach Delay (s) | 0.4 | 1.7 | 12.3 | 21.8 |
| Approach LOS | | | B | C |

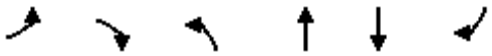
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.7 | | | |
| Intersection Capacity Utilization | 51.8% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Stop | |
| Traffic Volume (vph) | 175 | 104 | 248 | 134 | 84 | 138 |
| Future Volume (vph) | 175 | 104 | 248 | 134 | 84 | 138 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 194 | 116 | 276 | 149 | 93 | 153 |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 194 | 116 | 425 | 246 |
| Volume Left (vph) | 194 | 0 | 276 | 0 |
| Volume Right (vph) | 0 | 116 | 0 | 153 |
| Hadj (s) | 0.52 | -0.67 | 0.28 | -0.33 |
| Departure Headway (s) | 6.8 | 5.6 | 5.5 | 5.2 |
| Degree Utilization, x | 0.37 | 0.18 | 0.65 | 0.35 |
| Capacity (veh/h) | 498 | 600 | 635 | 661 |
| Control Delay (s) | 12.5 | 8.6 | 17.9 | 10.9 |
| Approach Delay (s) | 11.0 | | 17.9 | 10.9 |
| Approach LOS | B | | C | B |

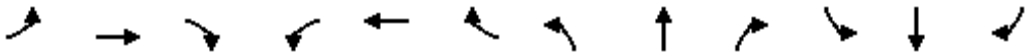
| Intersection Summary | | | |
|---|---|---|---|
| Delay | 14.0 | | |
| Level of Service | B | | |
| Intersection Capacity Utilization | 53.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 15 | 0 | 0 | 59 | 78 | 8 |
| Future Volume (Veh/h) | 15 | 0 | 0 | 59 | 78 | 8 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 16 | 0 | 0 | 64 | 85 | 9 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 154 | 90 | 94 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 154 | 90 | 94 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 98 | 100 | 100 | | | |
| cM capacity (veh/h) | 838 | 968 | 1500 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 16 | 64 | 94 |
| Volume Left | 16 | 0 | 0 |
| Volume Right | 0 | 0 | 9 |
| cSH | 838 | 1500 | 1700 |
| Volume to Capacity | 0.02 | 0.00 | 0.06 |
| Queue Length 95th (m) | 0.4 | 0.0 | 0.0 |
| Control Delay (s) | 9.4 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 9.4 | 0.0 | 0.0 |
| Approach LOS | A | | |

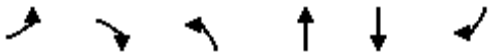
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.9 | | |
| Intersection Capacity Utilization | 14.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 8 | 0 | 0 | 11 | 0 | 24 | 0 | 27 | 9 | 22 | 32 | 24 |
| Future Volume (Veh/h) | 8 | 0 | 0 | 11 | 0 | 24 | 0 | 27 | 9 | 22 | 32 | 24 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.94 | 0.92 | 0.94 | 0.92 | 0.94 | 0.94 | 0.94 | 0.94 | 0.92 |
| Hourly flow rate (vph) | 9 | 0 | 0 | 12 | 0 | 26 | 0 | 29 | 10 | 23 | 34 | 26 |
| Pedestrians | | | | | 6 | | | | | | | |
| Lane Width (m) | | | | | 3.5 | | | | | | | |
| Walking Speed (m/s) | | | | | 1.1 | | | | | | | |
| Percent Blockage | | | | | 1 | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 153 | 138 | 47 | 133 | 146 | 40 | 60 | | | 45 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 153 | 138 | 47 | 133 | 146 | 40 | 60 | | | 45 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.2 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.3 | | |
| p0 queue free % | 99 | 100 | 100 | 99 | 100 | 97 | 100 | | | 98 | | |
| cM capacity (veh/h) | 781 | 738 | 1022 | 826 | 730 | 1017 | 1544 | | | 1529 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 9 | 38 | 39 | 83 |
| Volume Left | 9 | 12 | 0 | 23 |
| Volume Right | 0 | 26 | 10 | 26 |
| cSH | 781 | 948 | 1544 | 1529 |
| Volume to Capacity | 0.01 | 0.04 | 0.00 | 0.02 |
| Queue Length 95th (m) | 0.3 | 1.0 | 0.0 | 0.3 |
| Control Delay (s) | 9.7 | 9.0 | 0.0 | 2.1 |
| Lane LOS | A | A | | A |
| Approach Delay (s) | 9.7 | 9.0 | 0.0 | 2.1 |
| Approach LOS | A | A | | |

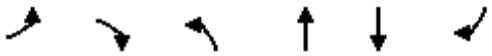
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.6 | | | |
| Intersection Capacity Utilization | 21.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 2 | 15 | 48 | 34 | 35 | 8 |
| Future Volume (Veh/h) | 2 | 15 | 48 | 34 | 35 | 8 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 16 | 52 | 37 | 38 | 9 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 184 | 42 | 47 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 184 | 42 | 47 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 98 | 97 | | | |
| cM capacity (veh/h) | 779 | 1028 | 1560 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 18 | 89 | 47 |
| Volume Left | 2 | 52 | 0 |
| Volume Right | 16 | 0 | 9 |
| cSH | 993 | 1560 | 1700 |
| Volume to Capacity | 0.02 | 0.03 | 0.03 |
| Queue Length 95th (m) | 0.4 | 0.8 | 0.0 |
| Control Delay (s) | 8.7 | 4.4 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.7 | 4.4 | 0.0 |
| Approach LOS | A | | |

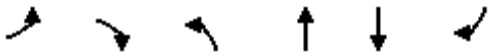
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.6 | | |
| Intersection Capacity Utilization | 21.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 51 | 61 | 33 | 28 | 0 |
| Future Volume (Veh/h) | 0 | 51 | 61 | 33 | 28 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 55 | 66 | 36 | 30 | 0 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 198 | 30 | 30 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 198 | 30 | 30 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 95 | 96 | | | |
| cM capacity (veh/h) | 758 | 1044 | 1583 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 55 | 102 | 30 |
| Volume Left | 0 | 66 | 0 |
| Volume Right | 55 | 0 | 0 |
| cSH | 1044 | 1583 | 1700 |
| Volume to Capacity | 0.05 | 0.04 | 0.02 |
| Queue Length 95th (m) | 1.3 | 1.0 | 0.0 |
| Control Delay (s) | 8.6 | 4.9 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.6 | 4.9 | 0.0 |
| Approach LOS | A | | |

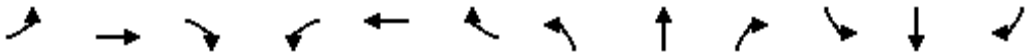
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.2 | | |
| Intersection Capacity Utilization | 21.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 28 | 32 | 1 | 0 | 0 |
| Future Volume (Veh/h) | 0 | 28 | 32 | 1 | 0 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 30 | 35 | 1 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 71 | 0 | 0 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 71 | 0 | 0 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 97 | 98 | | | |
| cM capacity (veh/h) | 913 | 1085 | 1623 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 30 | 36 | 0 |
| Volume Left | 0 | 35 | 0 |
| Volume Right | 30 | 0 | 0 |
| cSH | 1085 | 1623 | 1700 |
| Volume to Capacity | 0.03 | 0.02 | 0.00 |
| Queue Length 95th (m) | 0.6 | 0.5 | 0.0 |
| Control Delay (s) | 8.4 | 7.1 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.4 | 7.1 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.7 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 33 | 76 | 36 | 101 | 96 | 65 | 13 | 7 | 58 | 54 | 8 | 24 |
| Future Volume (Veh/h) | 33 | 76 | 36 | 101 | 96 | 65 | 13 | 7 | 58 | 54 | 8 | 24 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 36 | 83 | 39 | 110 | 104 | 71 | 14 | 8 | 63 | 59 | 9 | 26 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (m) | | | | | | | | | | | | |
| Walking Speed (m/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 175 | | | 122 | | | 529 | 570 | 102 | 601 | 554 | 140 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 175 | | | 122 | | | 529 | 570 | 102 | 601 | 554 | 140 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 97 | | | 92 | | | 97 | 98 | 93 | 83 | 98 | 97 |
| cM capacity (veh/h) | 1401 | | | 1465 | | | 406 | 389 | 953 | 350 | 397 | 909 |

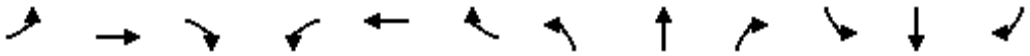
| Direction, Lane # | EB 1 | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 158 | 110 | 175 | 85 | 94 |
| Volume Left | 36 | 110 | 0 | 14 | 59 |
| Volume Right | 39 | 0 | 71 | 63 | 26 |
| cSH | 1401 | 1465 | 1700 | 702 | 428 |
| Volume to Capacity | 0.03 | 0.08 | 0.10 | 0.12 | 0.22 |
| Queue Length 95th (m) | 0.6 | 1.8 | 0.0 | 3.1 | 6.3 |
| Control Delay (s) | 1.9 | 7.7 | 0.0 | 10.8 | 15.8 |
| Lane LOS | A | A | | B | C |
| Approach Delay (s) | 1.9 | 3.0 | | 10.8 | 15.8 |
| Approach LOS | | | | B | C |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.7 | | | |
| Intersection Capacity Utilization | 38.6% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 103 | 16 | 161 | 13 | 48 | 836 |
| Future Volume (Veh/h) | 103 | 16 | 161 | 13 | 48 | 836 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 111 | 17 | 173 | 14 | 52 | 899 |
| Pedestrians | 3 | | | | | |
| Lane Width (m) | 4.0 | | | | | |
| Walking Speed (m/s) | 1.1 | | | | | |
| Percent Blockage | 0 | | | | | |
| Right turn flare (veh) | | 1 | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 730 | 90 | | | 190 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 730 | 90 | | | 190 | |
| tC, single (s) | 6.8 | 7.0 | | | 4.3 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.4 | | | 2.3 | |
| p0 queue free % | 68 | 98 | | | 96 | |
| cM capacity (veh/h) | 343 | 935 | | | 1320 | |

| Direction, Lane # | WB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|
| Volume Total | 128 | 86 | 86 | 14 | 52 | 450 | 450 |
| Volume Left | 111 | 0 | 0 | 0 | 52 | 0 | 0 |
| Volume Right | 17 | 0 | 0 | 14 | 0 | 0 | 0 |
| cSH | 384 | 1700 | 1700 | 1700 | 1320 | 1700 | 1700 |
| Volume to Capacity | 0.33 | 0.05 | 0.05 | 0.01 | 0.04 | 0.26 | 0.26 |
| Queue Length 95th (m) | 10.9 | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 |
| Control Delay (s) | 19.0 | 0.0 | 0.0 | 0.0 | 7.8 | 0.0 | 0.0 |
| Lane LOS | C | | | | A | | |
| Approach Delay (s) | 19.0 | 0.0 | | | 0.4 | | |
| Approach LOS | C | | | | | | |

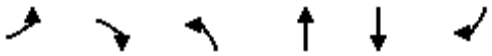
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.2 | | |
| Intersection Capacity Utilization | 35.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 3 | 210 | 4 | 16 | 110 | 40 | 8 | 0 | 45 | 75 | 0 | 8 |
| Future Volume (Veh/h) | 3 | 210 | 4 | 16 | 110 | 40 | 8 | 0 | 45 | 75 | 0 | 8 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 3 | 221 | 4 | 17 | 116 | 42 | 8 | 0 | 47 | 79 | 0 | 8 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (m) | | | | | | | | | | | | |
| Walking Speed (m/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 158 | | | 225 | | | 408 | 421 | 223 | 447 | 402 | 137 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 158 | | | 225 | | | 408 | 421 | 223 | 447 | 402 | 137 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.2 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.6 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 99 | | | 98 | 100 | 94 | 84 | 100 | 99 |
| cM capacity (veh/h) | 1434 | | | 1356 | | | 526 | 519 | 822 | 488 | 532 | 917 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 228 | 175 | 55 | 87 |
| Volume Left | 3 | 17 | 8 | 79 |
| Volume Right | 4 | 42 | 47 | 8 |
| cSH | 1434 | 1356 | 759 | 510 |
| Volume to Capacity | 0.00 | 0.01 | 0.07 | 0.17 |
| Queue Length 95th (m) | 0.0 | 0.3 | 1.8 | 4.6 |
| Control Delay (s) | 0.1 | 0.8 | 10.1 | 13.5 |
| Lane LOS | A | A | B | B |
| Approach Delay (s) | 0.1 | 0.8 | 10.1 | 13.5 |
| Approach LOS | | | B | B |

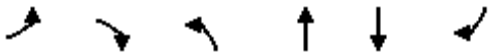
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.5 | | |
| Intersection Capacity Utilization | 36.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Stop | |
| Traffic Volume (vph) | 125 | 206 | 69 | 59 | 113 | 96 |
| Future Volume (vph) | 125 | 206 | 69 | 59 | 113 | 96 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 139 | 229 | 77 | 66 | 126 | 107 |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 139 | 229 | 143 | 233 |
| Volume Left (vph) | 139 | 0 | 77 | 0 |
| Volume Right (vph) | 0 | 229 | 0 | 107 |
| Hadj (s) | 0.53 | -0.67 | 0.12 | -0.17 |
| Departure Headway (s) | 6.0 | 4.8 | 5.2 | 4.8 |
| Degree Utilization, x | 0.23 | 0.30 | 0.21 | 0.31 |
| Capacity (veh/h) | 572 | 716 | 648 | 704 |
| Control Delay (s) | 9.6 | 8.7 | 9.6 | 10.0 |
| Approach Delay (s) | 9.0 | | 9.6 | 10.0 |
| Approach LOS | A | | A | A |

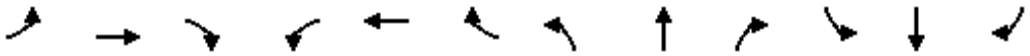
| Intersection Summary | | | |
|---|---|---|---|
| Delay | 9.4 | | |
| Level of Service | A | | |
| Intersection Capacity Utilization | 35.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 7 | 0 | 0 | 60 | 25 | 8 |
| Future Volume (Veh/h) | 7 | 0 | 0 | 60 | 25 | 8 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 8 | 0 | 0 | 65 | 27 | 9 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 96 | 32 | 36 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 96 | 32 | 36 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 100 | 100 | | | |
| cM capacity (veh/h) | 903 | 1043 | 1575 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 8 | 65 | 36 |
| Volume Left | 8 | 0 | 0 |
| Volume Right | 0 | 0 | 9 |
| cSH | 903 | 1575 | 1700 |
| Volume to Capacity | 0.01 | 0.00 | 0.02 |
| Queue Length 95th (m) | 0.2 | 0.0 | 0.0 |
| Control Delay (s) | 9.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 9.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

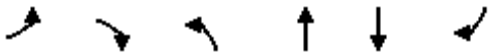
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.7 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 21 | 0 | 0 | 2 | 0 | 24 | 0 | 15 | 4 | 12 | 9 | 4 |
| Future Volume (Veh/h) | 21 | 0 | 0 | 2 | 0 | 24 | 0 | 15 | 4 | 12 | 9 | 4 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 23 | 0 | 0 | 2 | 0 | 26 | 0 | 16 | 4 | 13 | 10 | 4 |
| Pedestrians | | | | | 5 | | | | | | | |
| Lane Width (m) | | | | | 3.7 | | | | | | | |
| Walking Speed (m/s) | | | | | 1.1 | | | | | | | |
| Percent Blockage | | | | | 0 | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 82 | 63 | 12 | 61 | 63 | 23 | 14 | | | 25 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 82 | 63 | 12 | 61 | 63 | 23 | 14 | | | 25 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.6 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.7 | 2.2 | | | 2.2 | | |
| p0 queue free % | 97 | 100 | 100 | 100 | 100 | 97 | 100 | | | 99 | | |
| cM capacity (veh/h) | 872 | 817 | 1069 | 925 | 817 | 949 | 1604 | | | 1595 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 23 | 28 | 20 | 27 |
| Volume Left | 23 | 2 | 0 | 13 |
| Volume Right | 0 | 26 | 4 | 4 |
| cSH | 872 | 948 | 1604 | 1595 |
| Volume to Capacity | 0.03 | 0.03 | 0.00 | 0.01 |
| Queue Length 95th (m) | 0.6 | 0.7 | 0.0 | 0.2 |
| Control Delay (s) | 9.2 | 8.9 | 0.0 | 3.5 |
| Lane LOS | A | A | | A |
| Approach Delay (s) | 9.2 | 8.9 | 0.0 | 3.5 |
| Approach LOS | A | A | | |

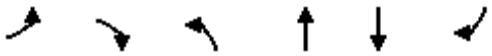
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.7 | | | |
| Intersection Capacity Utilization | 22.5% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 7 | 43 | 8 | 12 | 10 | 1 |
| Future Volume (Veh/h) | 7 | 43 | 8 | 12 | 10 | 1 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 8 | 47 | 9 | 13 | 11 | 1 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 42 | 12 | 12 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 42 | 12 | 12 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 96 | 99 | | | |
| cM capacity (veh/h) | 963 | 1069 | 1607 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 55 | 22 | 12 |
| Volume Left | 8 | 9 | 0 |
| Volume Right | 47 | 0 | 1 |
| cSH | 1052 | 1607 | 1700 |
| Volume to Capacity | 0.05 | 0.01 | 0.01 |
| Queue Length 95th (m) | 1.3 | 0.1 | 0.0 |
| Control Delay (s) | 8.6 | 3.0 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.6 | 3.0 | 0.0 |
| Approach LOS | A | | |

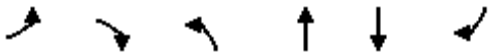
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.1 | | |
| Intersection Capacity Utilization | 17.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 53 | 27 | 16 | 30 | 0 |
| Future Volume (Veh/h) | 0 | 53 | 27 | 16 | 30 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 58 | 29 | 17 | 33 | 0 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 108 | 33 | 33 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 108 | 33 | 33 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 94 | 98 | | | |
| cM capacity (veh/h) | 873 | 1041 | 1579 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 58 | 46 | 33 |
| Volume Left | 0 | 29 | 0 |
| Volume Right | 58 | 0 | 0 |
| cSH | 1041 | 1579 | 1700 |
| Volume to Capacity | 0.06 | 0.02 | 0.02 |
| Queue Length 95th (m) | 1.3 | 0.4 | 0.0 |
| Control Delay (s) | 8.7 | 4.7 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.7 | 4.7 | 0.0 |
| Approach LOS | A | | |

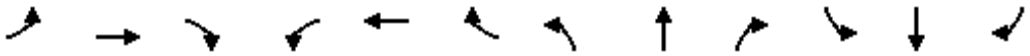
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.2 | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 28 | 15 | 1 | 2 | 0 |
| Future Volume (Veh/h) | 0 | 28 | 15 | 1 | 2 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 30 | 16 | 1 | 2 | 0 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 35 | 2 | 2 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 35 | 2 | 2 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 97 | 99 | | | |
| cM capacity (veh/h) | 968 | 1082 | 1620 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 30 | 17 | 2 |
| Volume Left | 0 | 16 | 0 |
| Volume Right | 30 | 0 | 0 |
| cSH | 1082 | 1620 | 1700 |
| Volume to Capacity | 0.03 | 0.01 | 0.00 |
| Queue Length 95th (m) | 0.6 | 0.2 | 0.0 |
| Control Delay (s) | 8.4 | 6.8 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.4 | 6.8 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.5 | | |
| Intersection Capacity Utilization | 17.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 11 | 79 | 7 | 30 | 69 | 27 | 32 | 2 | 89 | 52 | 1 | 26 |
| Future Volume (Veh/h) | 11 | 79 | 7 | 30 | 69 | 27 | 32 | 2 | 89 | 52 | 1 | 26 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 12 | 86 | 8 | 33 | 75 | 29 | 35 | 2 | 97 | 57 | 1 | 28 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (m) | | | | | | | | | | | | |
| Walking Speed (m/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 104 | | | 94 | | | 284 | 284 | 90 | 368 | 274 | 90 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 104 | | | 94 | | | 284 | 284 | 90 | 368 | 274 | 90 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 98 | | | 94 | 100 | 90 | 89 | 100 | 97 |
| cM capacity (veh/h) | 1488 | | | 1500 | | | 634 | 606 | 968 | 516 | 615 | 968 |

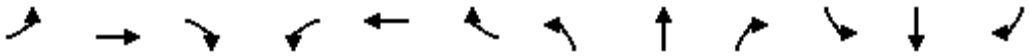
| Direction, Lane # | EB 1 | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 106 | 33 | 104 | 134 | 86 |
| Volume Left | 12 | 33 | 0 | 35 | 57 |
| Volume Right | 8 | 0 | 29 | 97 | 28 |
| cSH | 1488 | 1500 | 1700 | 844 | 610 |
| Volume to Capacity | 0.01 | 0.02 | 0.06 | 0.16 | 0.14 |
| Queue Length 95th (m) | 0.2 | 0.5 | 0.0 | 4.3 | 3.7 |
| Control Delay (s) | 0.9 | 7.5 | 0.0 | 10.1 | 11.9 |
| Lane LOS | A | A | | B | B |
| Approach Delay (s) | 0.9 | 1.8 | | 10.1 | 11.9 |
| Approach LOS | | | | B | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.9 | | | |
| Intersection Capacity Utilization | 28.5% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 39 | 74 | 819 | 125 | 34 | 291 |
| Future Volume (Veh/h) | 39 | 74 | 819 | 125 | 34 | 291 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 41 | 78 | 862 | 132 | 36 | 306 |
| Pedestrians | 1 | | | | | |
| Lane Width (m) | 4.0 | | | | | |
| Walking Speed (m/s) | 1.1 | | | | | |
| Percent Blockage | 0 | | | | | |
| Right turn flare (veh) | | 1 | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1088 | 432 | | | 995 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1088 | 432 | | | 995 | |
| tC, single (s) | 6.9 | 7.0 | | | 4.2 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.3 | |
| p0 queue free % | 79 | 86 | | | 95 | |
| cM capacity (veh/h) | 197 | 563 | | | 666 | |

| Direction, Lane # | WB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|
| Volume Total | 119 | 431 | 431 | 132 | 36 | 153 | 153 |
| Volume Left | 41 | 0 | 0 | 0 | 36 | 0 | 0 |
| Volume Right | 78 | 0 | 0 | 132 | 0 | 0 | 0 |
| cSH | 572 | 1700 | 1700 | 1700 | 666 | 1700 | 1700 |
| Volume to Capacity | 0.21 | 0.25 | 0.25 | 0.08 | 0.05 | 0.09 | 0.09 |
| Queue Length 95th (m) | 5.9 | 0.0 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 |
| Control Delay (s) | 17.8 | 0.0 | 0.0 | 0.0 | 10.7 | 0.0 | 0.0 |
| Lane LOS | C | | | | B | | |
| Approach Delay (s) | 17.8 | 0.0 | | | 1.1 | | |
| Approach LOS | C | | | | | | |

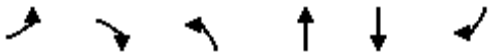
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.7 | | |
| Intersection Capacity Utilization | 38.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 8 | 156 | 26 | 63 | 241 | 86 | 23 | 0 | 56 | 74 | 0 | 5 |
| Future Volume (Veh/h) | 8 | 156 | 26 | 63 | 241 | 86 | 23 | 0 | 56 | 74 | 0 | 5 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 9 | 184 | 31 | 74 | 284 | 101 | 27 | 0 | 66 | 87 | 0 | 6 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (m) | | | | | | | | | | | | |
| Walking Speed (m/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 385 | | | 215 | | | 706 | 750 | 200 | 766 | 716 | 334 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 385 | | | 215 | | | 706 | 750 | 200 | 766 | 716 | 334 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.3 | 6.5 | 6.2 | 7.1 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.7 | 4.0 | 3.3 | 3.5 | 4.0 | 4.0 |
| p0 queue free % | 99 | | | 95 | | | 91 | 100 | 92 | 69 | 100 | 99 |
| cM capacity (veh/h) | 1185 | | | 1361 | | | 313 | 321 | 839 | 283 | 336 | 569 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 224 | 459 | 93 | 93 |
| Volume Left | 9 | 74 | 27 | 87 |
| Volume Right | 31 | 101 | 66 | 6 |
| cSH | 1185 | 1361 | 564 | 292 |
| Volume to Capacity | 0.01 | 0.05 | 0.16 | 0.32 |
| Queue Length 95th (m) | 0.2 | 1.3 | 4.5 | 10.1 |
| Control Delay (s) | 0.4 | 1.7 | 12.6 | 23.0 |
| Lane LOS | A | A | B | C |
| Approach Delay (s) | 0.4 | 1.7 | 12.6 | 23.0 |
| Approach LOS | | | B | C |

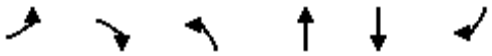
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.8 | | |
| Intersection Capacity Utilization | 52.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Stop | |
| Traffic Volume (vph) | 177 | 110 | 257 | 148 | 93 | 140 |
| Future Volume (vph) | 177 | 110 | 257 | 148 | 93 | 140 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 197 | 122 | 286 | 164 | 103 | 156 |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 197 | 122 | 450 | 259 |
| Volume Left (vph) | 197 | 0 | 286 | 0 |
| Volume Right (vph) | 0 | 122 | 0 | 156 |
| Hadj (s) | 0.52 | -0.67 | 0.29 | -0.32 |
| Departure Headway (s) | 6.9 | 5.7 | 5.5 | 5.3 |
| Degree Utilization, x | 0.38 | 0.19 | 0.69 | 0.38 |
| Capacity (veh/h) | 490 | 588 | 631 | 650 |
| Control Delay (s) | 12.9 | 8.9 | 20.0 | 11.4 |
| Approach Delay (s) | 11.3 | | 20.0 | 11.4 |
| Approach LOS | B | | C | B |

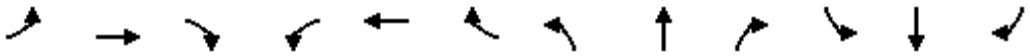
| Intersection Summary | | | |
|---|---|---|---|
| Delay | 15.2 | | |
| Level of Service | C | | |
| Intersection Capacity Utilization | 55.7% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 15 | 0 | 0 | 64 | 82 | 8 |
| Future Volume (Veh/h) | 15 | 0 | 0 | 64 | 82 | 8 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 16 | 0 | 0 | 70 | 89 | 9 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 164 | 94 | 98 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 164 | 94 | 98 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 98 | 100 | 100 | | | |
| cM capacity (veh/h) | 827 | 963 | 1495 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 16 | 70 | 98 |
| Volume Left | 16 | 0 | 0 |
| Volume Right | 0 | 0 | 9 |
| cSH | 827 | 1495 | 1700 |
| Volume to Capacity | 0.02 | 0.00 | 0.06 |
| Queue Length 95th (m) | 0.4 | 0.0 | 0.0 |
| Control Delay (s) | 9.4 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 9.4 | 0.0 | 0.0 |
| Approach LOS | A | | |

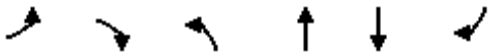
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.8 | | |
| Intersection Capacity Utilization | 14.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 8 | 0 | 0 | 12 | 0 | 26 | 0 | 30 | 10 | 24 | 34 | 24 |
| Future Volume (Veh/h) | 8 | 0 | 0 | 12 | 0 | 26 | 0 | 30 | 10 | 24 | 34 | 24 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.94 | 0.92 | 0.94 | 0.92 | 0.94 | 0.94 | 0.94 | 0.94 | 0.92 |
| Hourly flow rate (vph) | 9 | 0 | 0 | 13 | 0 | 28 | 0 | 32 | 11 | 26 | 36 | 26 |
| Pedestrians | | | | | 6 | | | | | | | |
| Lane Width (m) | | | | | 3.5 | | | | | | | |
| Walking Speed (m/s) | | | | | 1.1 | | | | | | | |
| Percent Blockage | | | | | 1 | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 166 | 150 | 49 | 144 | 158 | 44 | 62 | | | 49 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 166 | 150 | 49 | 144 | 158 | 44 | 62 | | | 49 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.2 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.3 | | |
| p0 queue free % | 99 | 100 | 100 | 98 | 100 | 97 | 100 | | | 98 | | |
| cM capacity (veh/h) | 762 | 725 | 1020 | 810 | 718 | 1013 | 1541 | | | 1524 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 9 | 41 | 43 | 88 |
| Volume Left | 9 | 13 | 0 | 26 |
| Volume Right | 0 | 28 | 11 | 26 |
| cSH | 762 | 938 | 1541 | 1524 |
| Volume to Capacity | 0.01 | 0.04 | 0.00 | 0.02 |
| Queue Length 95th (m) | 0.3 | 1.0 | 0.0 | 0.4 |
| Control Delay (s) | 9.8 | 9.0 | 0.0 | 2.3 |
| Lane LOS | A | A | | A |
| Approach Delay (s) | 9.8 | 9.0 | 0.0 | 2.3 |
| Approach LOS | A | A | | |

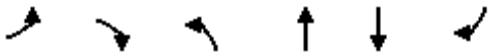
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.6 | | | |
| Intersection Capacity Utilization | 21.2% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 2 | 15 | 48 | 38 | 38 | 8 |
| Future Volume (Veh/h) | 2 | 15 | 48 | 38 | 38 | 8 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 16 | 52 | 41 | 41 | 9 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 190 | 46 | 50 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 190 | 46 | 50 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 98 | 97 | | | |
| cM capacity (veh/h) | 772 | 1024 | 1557 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 18 | 93 | 50 |
| Volume Left | 2 | 52 | 0 |
| Volume Right | 16 | 0 | 9 |
| cSH | 988 | 1557 | 1700 |
| Volume to Capacity | 0.02 | 0.03 | 0.03 |
| Queue Length 95th (m) | 0.4 | 0.8 | 0.0 |
| Control Delay (s) | 8.7 | 4.2 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.7 | 4.2 | 0.0 |
| Approach LOS | A | | |

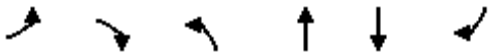
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.4 | | |
| Intersection Capacity Utilization | 21.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 51 | 61 | 33 | 28 | 0 |
| Future Volume (Veh/h) | 0 | 51 | 61 | 33 | 28 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 55 | 66 | 36 | 30 | 0 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 198 | 30 | 30 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 198 | 30 | 30 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 95 | 96 | | | |
| cM capacity (veh/h) | 758 | 1044 | 1583 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 55 | 102 | 30 |
| Volume Left | 0 | 66 | 0 |
| Volume Right | 55 | 0 | 0 |
| cSH | 1044 | 1583 | 1700 |
| Volume to Capacity | 0.05 | 0.04 | 0.02 |
| Queue Length 95th (m) | 1.3 | 1.0 | 0.0 |
| Control Delay (s) | 8.6 | 4.9 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.6 | 4.9 | 0.0 |
| Approach LOS | A | | |

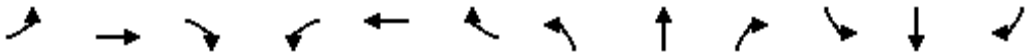
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.2 | | |
| Intersection Capacity Utilization | 21.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 28 | 32 | 1 | 0 | 0 |
| Future Volume (Veh/h) | 0 | 28 | 32 | 1 | 0 | 0 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 30 | 35 | 1 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 71 | 0 | 0 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 71 | 0 | 0 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 97 | 98 | | | |
| cM capacity (veh/h) | 913 | 1085 | 1623 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 30 | 36 | 0 |
| Volume Left | 0 | 35 | 0 |
| Volume Right | 30 | 0 | 0 |
| cSH | 1085 | 1623 | 1700 |
| Volume to Capacity | 0.03 | 0.02 | 0.00 |
| Queue Length 95th (m) | 0.6 | 0.5 | 0.0 |
| Control Delay (s) | 8.4 | 7.1 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.4 | 7.1 | 0.0 |
| Approach LOS | A | | |

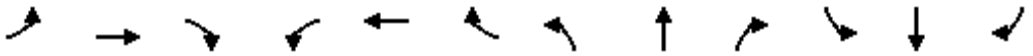
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.7 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 33 | 83 | 36 | 101 | 106 | 65 | 13 | 7 | 58 | 54 | 8 | 24 |
| Future Volume (Veh/h) | 33 | 83 | 36 | 101 | 106 | 65 | 13 | 7 | 58 | 54 | 8 | 24 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 36 | 90 | 39 | 110 | 115 | 71 | 14 | 8 | 63 | 59 | 9 | 26 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (m) | | | | | | | | | | | | |
| Walking Speed (m/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 186 | | | 129 | | | 547 | 588 | 110 | 619 | 572 | 150 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 186 | | | 129 | | | 547 | 588 | 110 | 619 | 572 | 150 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 97 | | | 92 | | | 96 | 98 | 93 | 83 | 98 | 97 |
| cM capacity (veh/h) | 1388 | | | 1457 | | | 395 | 380 | 944 | 340 | 388 | 896 |

| Direction, Lane # | EB 1 | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 165 | 110 | 186 | 85 | 94 |
| Volume Left | 36 | 110 | 0 | 14 | 59 |
| Volume Right | 39 | 0 | 71 | 63 | 26 |
| cSH | 1388 | 1457 | 1700 | 689 | 417 |
| Volume to Capacity | 0.03 | 0.08 | 0.11 | 0.12 | 0.23 |
| Queue Length 95th (m) | 0.6 | 1.9 | 0.0 | 3.2 | 6.5 |
| Control Delay (s) | 1.8 | 7.7 | 0.0 | 11.0 | 16.1 |
| Lane LOS | A | A | | B | C |
| Approach Delay (s) | 1.8 | 2.9 | | 11.0 | 16.1 |
| Approach LOS | | | | B | C |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.6 | | | |
| Intersection Capacity Utilization | 39.5% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

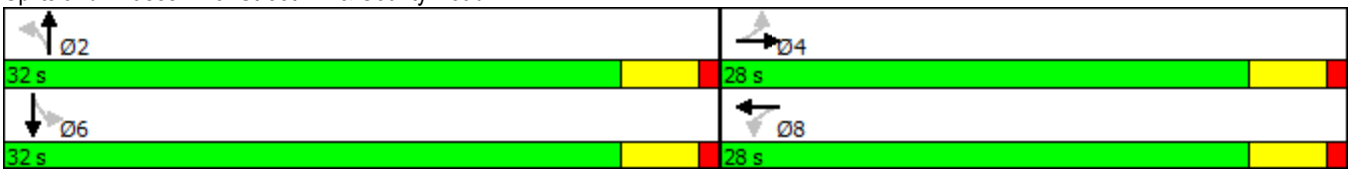


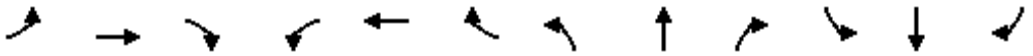
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 11 | 79 | 7 | 30 | 69 | 27 | 32 | 2 | 89 | 52 | 1 | 26 |
| Future Volume (vph) | 11 | 79 | 7 | 30 | 69 | 27 | 32 | 2 | 89 | 52 | 1 | 26 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (m) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Storage Length (m) | 0.0 | | 0.0 | 15.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (m) | 2.5 | | | 2.5 | | | 2.5 | | | 2.5 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.990 | | | 0.958 | | | 0.902 | | | 0.956 | |
| Flt Protected | | 0.994 | | 0.950 | | | | 0.987 | | | 0.968 | |
| Satd. Flow (prot) | 0 | 1915 | 0 | 1848 | 1864 | 0 | 0 | 1640 | 0 | 0 | 1705 | 0 |
| Flt Permitted | | 0.948 | | 0.885 | | | | 0.935 | | | 0.817 | |
| Satd. Flow (perm) | 0 | 1826 | 0 | 1722 | 1864 | 0 | 0 | 1554 | 0 | 0 | 1439 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 8 | | | 29 | | | 97 | | | 28 | |
| Link Speed (k/h) | | 80 | | | 80 | | | 50 | | | 50 | |
| Link Distance (m) | | 2478.2 | | | 283.9 | | | 119.4 | | | 114.4 | |
| Travel Time (s) | | 111.5 | | | 12.8 | | | 8.6 | | | 8.2 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 12 | 86 | 8 | 33 | 75 | 29 | 35 | 2 | 97 | 57 | 1 | 28 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 106 | 0 | 33 | 104 | 0 | 0 | 134 | 0 | 0 | 86 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(m) | | 4.0 | | | 4.0 | | | 0.0 | | | 0.0 | |
| Link Offset(m) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Crosswalk Width(m) | | 1.6 | | | 1.6 | | | 1.6 | | | 1.6 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 |
| Turning Speed (k/h) | 24 | | 14 | 24 | | 14 | 24 | | 14 | 24 | | 14 |
| Number of Detectors | 1 | 2 | | 1 | 2 | | 1 | 2 | | 1 | 2 | |
| Detector Template | Left | Thru | | Left | Thru | | Left | Thru | | Left | Thru | |
| Leading Detector (m) | 6.1 | 30.5 | | 6.1 | 30.5 | | 6.1 | 30.5 | | 6.1 | 30.5 | |
| Trailing Detector (m) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Position(m) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Size(m) | 6.1 | 1.8 | | 6.1 | 1.8 | | 6.1 | 1.8 | | 6.1 | 1.8 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(m) | | 28.7 | | | 28.7 | | | 28.7 | | | 28.7 | |
| Detector 2 Size(m) | | 1.8 | | | 1.8 | | | 1.8 | | | 1.8 | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 28.0 | 28.0 | | 28.0 | 28.0 | | 32.0 | 32.0 | | 32.0 | 32.0 | |
| Total Split (%) | 46.7% | 46.7% | | 46.7% | 46.7% | | 53.3% | 53.3% | | 53.3% | 53.3% | |
| Maximum Green (s) | 23.5 | 23.5 | | 23.5 | 23.5 | | 27.5 | 27.5 | | 27.5 | 27.5 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | | 0.0 | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 4.5 | | 4.5 | 4.5 | | | 4.5 | | | 4.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | Max | Max | | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | | 7.7 | | 7.7 | 7.7 | | | 32.4 | | | 32.4 | |
| Actuated g/C Ratio | | 0.17 | | 0.17 | 0.17 | | | 0.70 | | | 0.70 | |
| v/c Ratio | | 0.34 | | 0.11 | 0.31 | | | 0.12 | | | 0.08 | |
| Control Delay | | 18.3 | | 16.1 | 14.9 | | | 2.0 | | | 3.1 | |
| Queue Delay | | 0.0 | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 18.3 | | 16.1 | 14.9 | | | 2.0 | | | 3.1 | |
| LOS | | B | | B | B | | | A | | | A | |
| Approach Delay | | 18.3 | | | 15.2 | | | 2.0 | | | 3.1 | |
| Approach LOS | | B | | | B | | | A | | | A | |
| Queue Length 50th (m) | | 6.7 | | 2.2 | 5.0 | | | 0.9 | | | 1.4 | |
| Queue Length 95th (m) | | 16.3 | | 7.1 | 14.2 | | | 5.4 | | | 5.4 | |
| Internal Link Dist (m) | | 2454.2 | | | 259.9 | | | 95.4 | | | 90.4 | |
| Turn Bay Length (m) | | | | 15.0 | | | | | | | | |
| Base Capacity (vph) | | 932 | | 875 | 961 | | | 1116 | | | 1015 | |
| Starvation Cap Reductn | | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.11 | | 0.04 | 0.11 | | | 0.12 | | | 0.08 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 46.3 | | | |
| Natural Cycle: 45 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 0.34 | | | |
| Intersection Signal Delay: 9.8 | | Intersection LOS: A | |
| Intersection Capacity Utilization 29.4% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 9: Street "A" & County Road 14



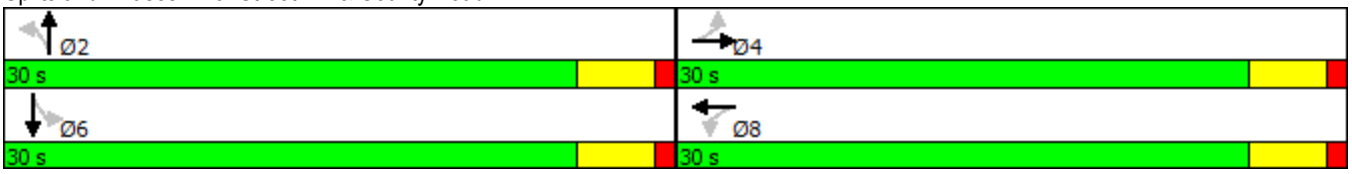


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 33 | 83 | 36 | 101 | 106 | 65 | 13 | 7 | 58 | 54 | 8 | 24 |
| Future Volume (vph) | 33 | 83 | 36 | 101 | 106 | 65 | 13 | 7 | 58 | 54 | 8 | 24 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (m) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Storage Length (m) | 0.0 | | 0.0 | 15.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (m) | 2.5 | | | 2.5 | | | 2.5 | | | 2.5 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.968 | | | 0.943 | | | 0.900 | | | 0.963 | |
| Flt Protected | | 0.989 | | 0.950 | | | | 0.992 | | | 0.970 | |
| Satd. Flow (prot) | 0 | 1863 | 0 | 1848 | 1835 | 0 | 0 | 1645 | 0 | 0 | 1721 | 0 |
| Flt Permitted | | 0.873 | | 0.704 | | | | 0.968 | | | 0.839 | |
| Satd. Flow (perm) | 0 | 1644 | 0 | 1370 | 1835 | 0 | 0 | 1605 | 0 | 0 | 1488 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 32 | | | 64 | | | 63 | | | 26 | |
| Link Speed (k/h) | | 80 | | | 80 | | | 50 | | | 50 | |
| Link Distance (m) | | 2479.3 | | | 282.8 | | | 201.2 | | | 148.0 | |
| Travel Time (s) | | 111.6 | | | 12.7 | | | 14.5 | | | 10.7 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 36 | 90 | 39 | 110 | 115 | 71 | 14 | 8 | 63 | 59 | 9 | 26 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 165 | 0 | 110 | 186 | 0 | 0 | 85 | 0 | 0 | 94 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(m) | | 4.0 | | | 4.0 | | | 0.0 | | | 0.0 | |
| Link Offset(m) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Crosswalk Width(m) | | 1.6 | | | 1.6 | | | 1.6 | | | 1.6 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 |
| Turning Speed (k/h) | 24 | | 14 | 24 | | 14 | 24 | | 14 | 24 | | 14 |
| Number of Detectors | 1 | 2 | | 1 | 2 | | 1 | 2 | | 1 | 2 | |
| Detector Template | Left | Thru | | Left | Thru | | Left | Thru | | Left | Thru | |
| Leading Detector (m) | 6.1 | 30.5 | | 6.1 | 30.5 | | 6.1 | 30.5 | | 6.1 | 30.5 | |
| Trailing Detector (m) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Position(m) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Size(m) | 6.1 | 1.8 | | 6.1 | 1.8 | | 6.1 | 1.8 | | 6.1 | 1.8 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(m) | | 28.7 | | | 28.7 | | | 28.7 | | | 28.7 | |
| Detector 2 Size(m) | | 1.8 | | | 1.8 | | | 1.8 | | | 1.8 | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 30.0 | 30.0 | | 30.0 | 30.0 | | 30.0 | 30.0 | | 30.0 | 30.0 | |
| Total Split (%) | 50.0% | 50.0% | | 50.0% | 50.0% | | 50.0% | 50.0% | | 50.0% | 50.0% | |
| Maximum Green (s) | 25.5 | 25.5 | | 25.5 | 25.5 | | 25.5 | 25.5 | | 25.5 | 25.5 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | | 0.0 | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 4.5 | | 4.5 | 4.5 | | | 4.5 | | | 4.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | Max | Max | | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | | 8.8 | | 8.8 | 8.8 | | | 29.4 | | | 29.4 | |
| Actuated g/C Ratio | | 0.20 | | 0.20 | 0.20 | | | 0.66 | | | 0.66 | |
| v/c Ratio | | 0.47 | | 0.40 | 0.45 | | | 0.08 | | | 0.09 | |
| Control Delay | | 16.9 | | 19.5 | 13.7 | | | 2.5 | | | 3.9 | |
| Queue Delay | | 0.0 | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 16.9 | | 19.5 | 13.7 | | | 2.5 | | | 3.9 | |
| LOS | | B | | B | B | | | A | | | A | |
| Approach Delay | | 16.9 | | | 15.9 | | | 2.5 | | | 3.9 | |
| Approach LOS | | B | | | B | | | A | | | A | |
| Queue Length 50th (m) | | 8.7 | | 7.2 | 7.9 | | | 0.6 | | | 1.8 | |
| Queue Length 95th (m) | | 20.6 | | 17.1 | 20.0 | | | 4.7 | | | 6.9 | |
| Internal Link Dist (m) | | 2455.3 | | | 258.8 | | | 177.2 | | | 124.0 | |
| Turn Bay Length (m) | | | | 15.0 | | | | | | | | |
| Base Capacity (vph) | | 960 | | 788 | 1083 | | | 1084 | | | 994 | |
| Starvation Cap Reductn | | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.17 | | 0.14 | 0.17 | | | 0.08 | | | 0.09 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 44.3 | | | |
| Natural Cycle: 45 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 0.47 | | | |
| Intersection Signal Delay: 12.6 | | Intersection LOS: B | |
| Intersection Capacity Utilization 40.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 9: Street "A" & County Road 14



# APPENDIX E

## TTS Data

Tue Sep 19 2017 17:18:07 GMT-0400 (Eastern Daylight Time) - Run Time: 2369ms

Cross Tabulation Query Form - Trip - 2011

Row: Planning district of origin - pd_orig
Column: Planning district of destination - pd_dest

Filters:
(Start time of trip - start_time In 600-1000
and
2006 GTA zone of destination - gta06_dest In 8663
and
Primary travel mode of trip - mode_prime In D
and
Planning district of destination - pd_dest In 84

Trip 2011
Table:

| | # Trips to Site | From Direction |
|---|---|---|
| Newmarket | 58 | East-South |
| Richmond Hill | 18 | East-South |
| King | 50 | East-South |
| Mississauga | 20 | East-South |
| | 20 | West-South |
| Milton | 9 | East-South |
| | 9 | West-South |
| Niagara Falls | 25 | East-South |
| Cambridge | 24 | West-South |
| Barrie | 102 | East-North |
| Innisfil | 17 | East-North |
| Bradford-West Gwillimbur | 16 | East-North |
| New Tecumseth | 704 | East-North |
| 861 | 158 | East-South |
| Adjala-Tosorontio | 26 | West-South |
| 129 | 26 | East-South |
| | 77 | West-North |
| Essa | 30 | East-North |
| Clearview | 15 | West-North |
| Ramara | 15 | East-North |
| Mulmur | 15 | West-North |

| Row Labels | Sum of # Trips to Site | % of Trips from Direction |
|---|---|---|
| East-North | 883.5 | 61.65% |
| East-South | 363.3 | 25.35% |
| West-North | 107.4 | 7.49% |
| West-South | 78.8 | 5.50% |
| **Grand Total** | **1433** | **100.00%** |

Tue Sep 19 2017 17:18:07 GMT-0400 (Eastern Daylight Time) - Run Time: 2369ms

Cross Tabulation Query Form - Trip - 2011

Row: Planning district of origin - pd_orig
Column: Planning district of destination - pd_dest

Filters:
(Start time of trip - start_time In 1500-1900
and
2006 GTA zone of destination - gta06_dest In 8663
and
Primary travel mode
and
Planning district of d )

Trip 2011
Table:

| | # Trips to Site | From Direction |
|---|---|---|
| PD 1 of Toronto | 32 | East-South |
| PD 3 of Toronto | 18 | East-South |
| PD 8 of Toronto | 18 | East-South |
| PD 9 of Toronto | 54 | East-South |
| PD 10 of Toronto | 89 | East-South |
| PD 12 of Toronto | 18 | East-South |
| PD 13 of Toronto | 18 | East-South |
| Barrie | 128 | East-North |
| Mono Township | 18 | West-North |
| Oshawa | 18 | East-South |
| Newmarket | 71 | East-South |
| Aurora | 53 | East-South |
| Richmond Hill | 34 | East-South |
| King | 212 | East-South |
| Vaughan | 214 | East-South |
| Caledon | 158 | West-South |
| Brampton | 80 | East-South |
| | 80 | West-South |
| Mississauga | 44 | East-South |
| | 44 | West-South |
| City of Guelph | 18 | West-South |
| Orangeville | 37 | West-South |
| Bradford-West Gwilli | 54 | East-North |
| New Tecumseth | 482 | East-North |
| | 160 | East-South |
| Adjala-Tosorontio | 12 | West-South |
| 60 | 12 | East-South |
| | 36 | West-North |

| Row Labels | Sum of # Trips to Site | % of Trips from Direction |
|---|---|---|
| East-North | 663.5 | 30.01% |
| East-South | 1144.5 | 51.76% |
| West-North | 54 | 2.44% |
| West-South | 349 | 15.78% |
| **Grand Total** | **2211** | **100.00%** |

Tue Sep 19 2017 17:35:20 GMT-0400 (Eastern Daylight Time) - Run Time: 2575ms

Cross Tabulation Query Form - Trip - 2011

Row: Planning district of destination - pd_dest
Column: Planning district of origin - pd_orig

Filters:
(Start time of trip - start_time In 600-1000
and
2006 GTA zone of origin - gta06_orig In 8663
and
Primary travel mode of trip - mode_prime In D
and
Planning district of origin - pd_orig In 84

Trip 2011
Table:

| | # Trips from Site | To Direction |
|---|---|---|
| PD 1 of Toronto | | 32 East-South |
| PD 3 of Toronto | | 18 East-South |
| PD 8 of Toronto | | 18 East-South |
| PD 9 of Toronto | | 54 East-South |
| PD 10 of Toronto | | 89 East-South |
| PD 12 of Toronto | | 18 East-South |
| PD 13 of Toronto | | 18 East-South |
| Barrie | | 128 East-North |
| Mono Township | | 18 West-North |
| Oshawa | | 18 East-South |
| Newmarket | | 71 East-South |
| Aurora | | 53 East-South |
| Richmond Hill | | 34 East-South |
| King | | 212 East-South |
| Vaughan | | 214 East-South |
| Caledon | | 158 West-South |
| Brampton | | 80 East-South |
| | | 80 West-South |
| Mississauga | | 44 East-South |
| | | 44 West-South |
| City of Guelph | | 18 West-South |
| Orangeville | | 37 West-South |
| Bradford-West Gwillimbury | | 54 East-North |
| New Tecumseth | | 482 East-North |
| | | 160 East-South |
| Adjala-Tosorontio | | 12 West-South |
| | 60 | 12 East-South |
| | | 36 West-North |

| Row Labels | Sum of # Trips from Site | % of Trips to Direction |
|---|---|---|
| East-North | 663.5 | 30.01% |
| East-South | 1144.5 | 51.76% |
| West-North | 54 | 2.44% |
| West-South | 349 | 15.78% |
| **Grand Total** | **2211** | **100.00%** |

Tue Sep 19 2017 17:35:20 GMT-0400 (Eastern Daylight Time) - Run Time: 2575ms

Cross Tabulation Query Form - Trip - 2011

Row: Planning district of destination - pd_dest
Column: Planning district of origin - pd_orig

Filters:
(Start time of trip - start_time In 1500-1900
and
2006 GTA zone of origin - gta06_orig In 8663
and
Primary travel mode of trip - mode
and
Planning district of origin - pd_orig )

Trip 2011
Table:

| | # Trips from Site | To Direction |
|---|---|---|
| Newmarket | | 58 East-South |
| Richmond Hill | | 18 East-South |
| King | | 50 East-South |
| Mississauga | | 20 East-South |
| | | 20 West-South |
| Milton | | 9 East-South |
| | | 9 West-South |
| Niagara Falls | | 25 East-South |
| Cambridge | | 24 West-South |
| Barrie | | 102 East-North |
| Innisfil | | 17 East-North |
| Bradford-West Gwillimbury | | 16 East-North |
| New Tecumseth | | 704 East-North |
| | 861 | 158 East-South |
| Adjala-Tosorontio | | 26 West-South |
| | 129 | 26 East-South |
| | | 77 West-North |
| Essa | | 30 East-North |
| Clearview | | 15 West-North |
| Ramara | | 15 East-North |
| Mulmur | | 15 West-North |

| Row Labels | Sum of # Trips from Site | % of Trips t0 Direction |
|---|---|---|
| East-North | 883.5 | 61.65% |
| East-South | 363.3 | 25.35% |
| West-North | 107.4 | 7.49% |
| West-South | 78.8 | 5.50% |
| **Grand Total** | **1433** | **100.00%** |

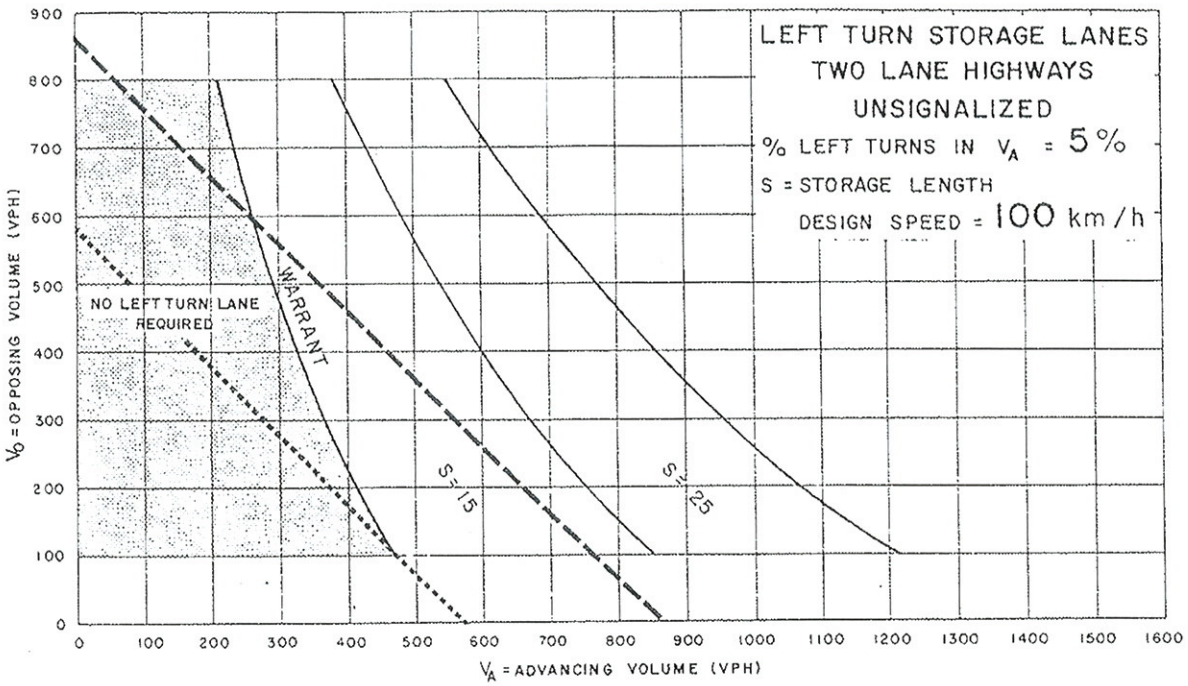
# APPENDIX F

## MTO GDSOH Excerpts

# Left Turn Lane Warrant Charts
# County Road 14 and Street "A"

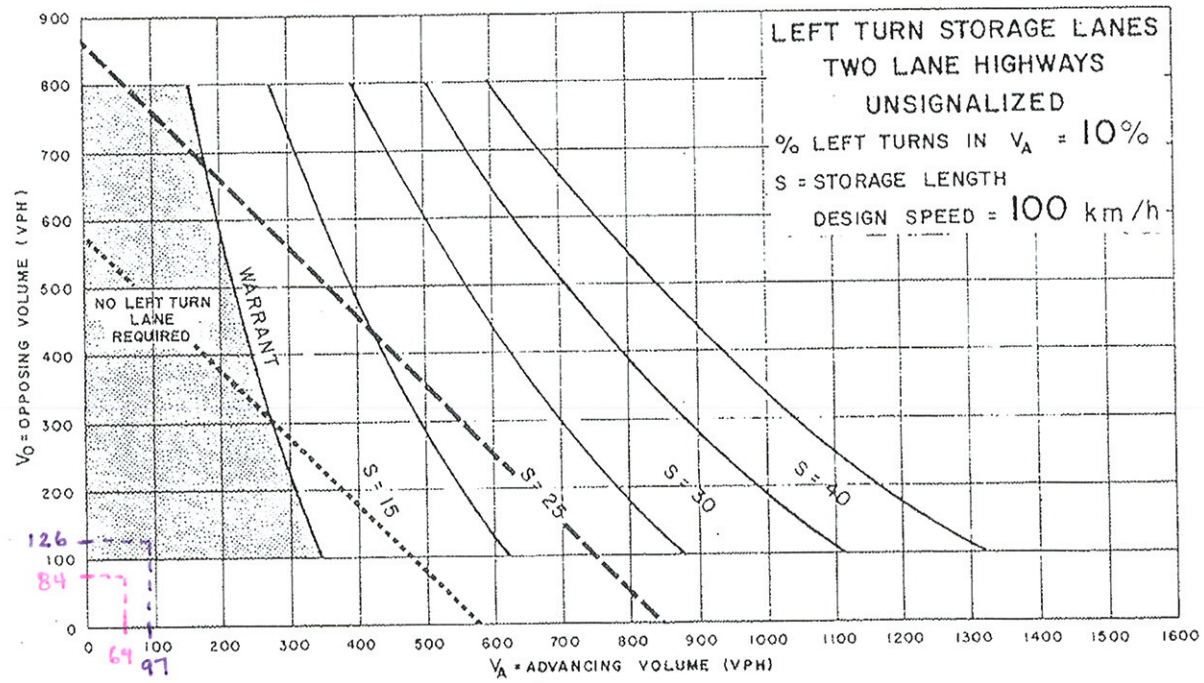
CR14/Street A






TRAFFIC SIGNALS MAY BE WARRANTED IN RURAL AREAS OR URBAN AREAS WITH RESTRICTED FLOW

TRAFFIC SIGNALS MAY BE WARRANTED IN "FREE FLOW" URBAN AREAS

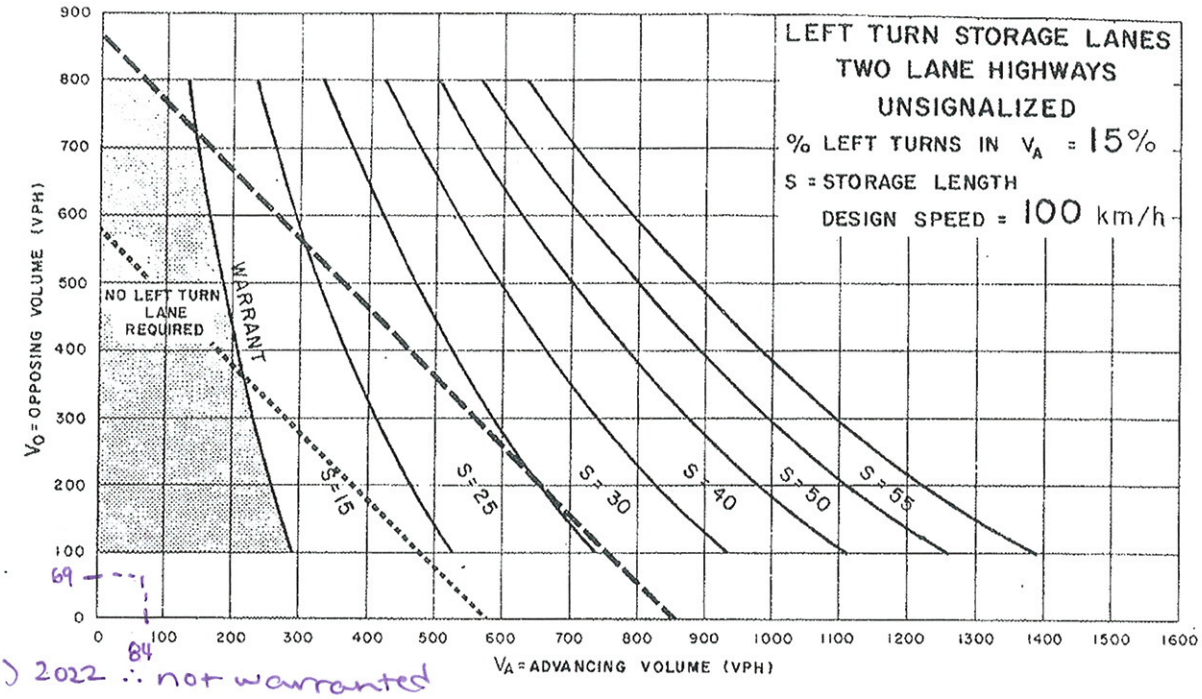



— A.M (EB LT) 2022 ∴ not warranted
— AM (EB LT) 2035 ∴ not warranted

Figure EA-22

CR14/Street A

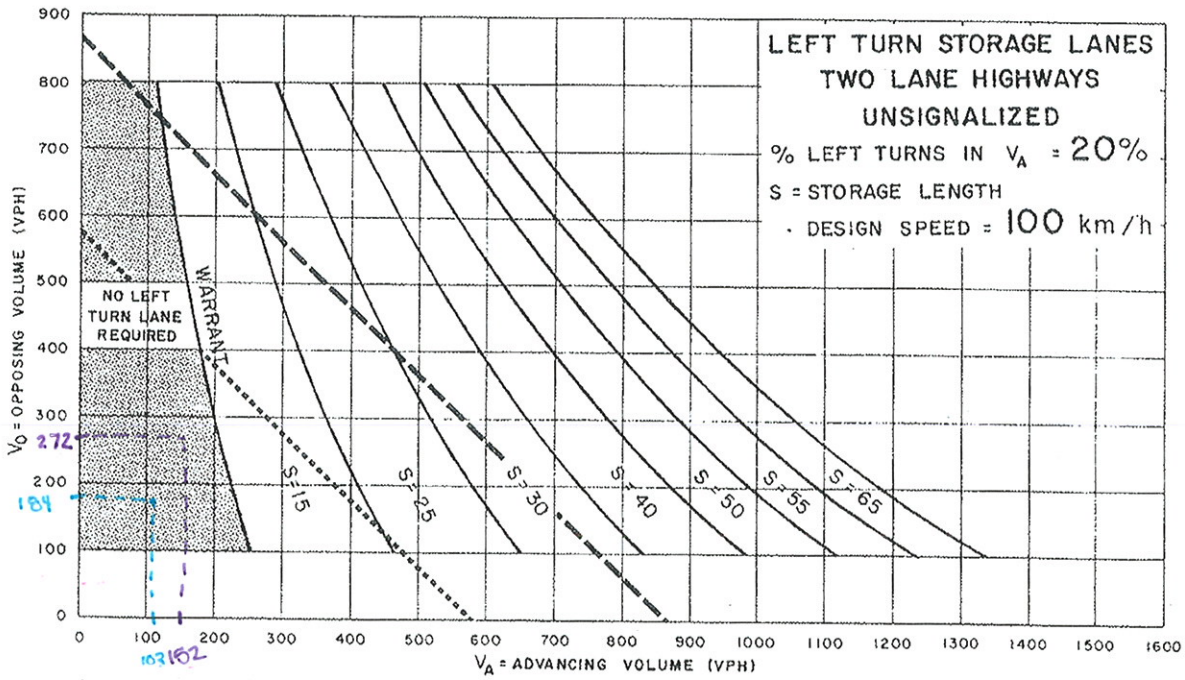





→ AM (WBLT) 2022 ∴ not warranted

TRAFFIC SIGNALS MAY BE WARRANTED IN RURAL AREAS OR URBAN AREAS WITH RESTRICTED FLOW

TRAFFIC SIGNALS MAY BE WARRANTED IN "FREE FLOW" URBAN AREAS

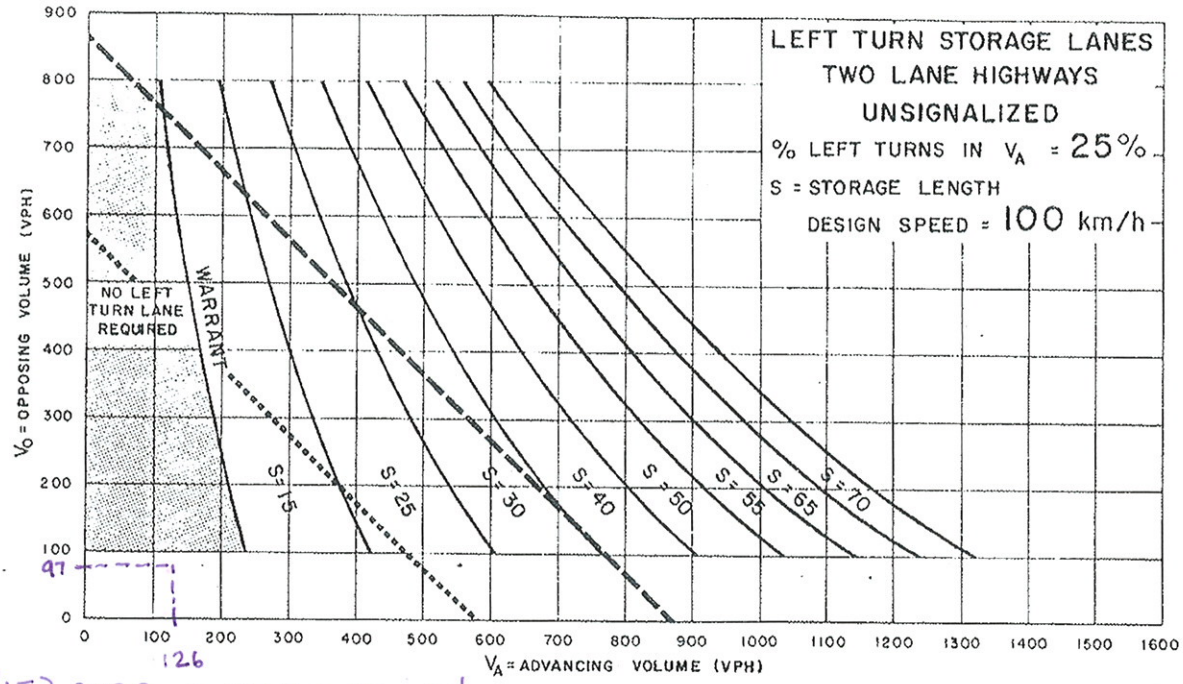



→ PM (EBLT) 2022 ∴ not warranted
→ PM (EBLT) 2035 ∴ not warranted

Figure EA-23

CR 14 / Street A

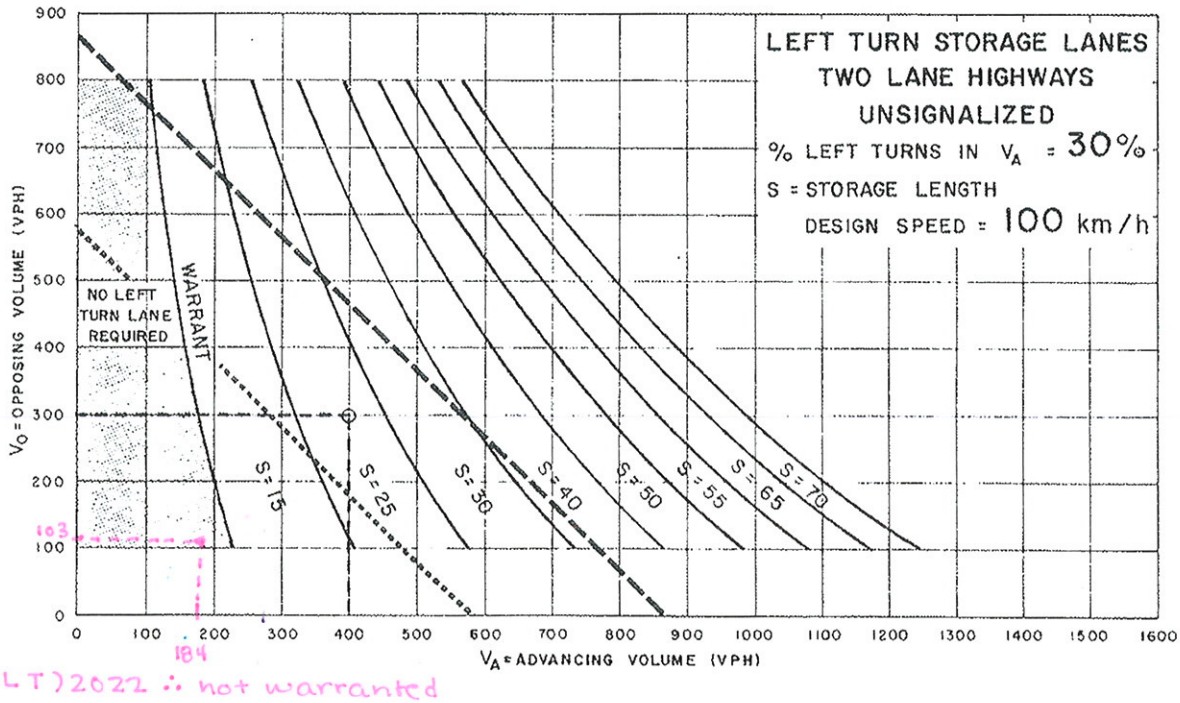





– AM (WBLT) 2035 ∴ not warranted

TRAFFIC SIGNALS MAY BE WARRANTED IN RURAL AREAS OR URBAN AREAS WITH RESTRICTED FLOW

TRAFFIC SIGNALS MAY BE WARRANTED IN "FREE FLOW" URBAN AREAS

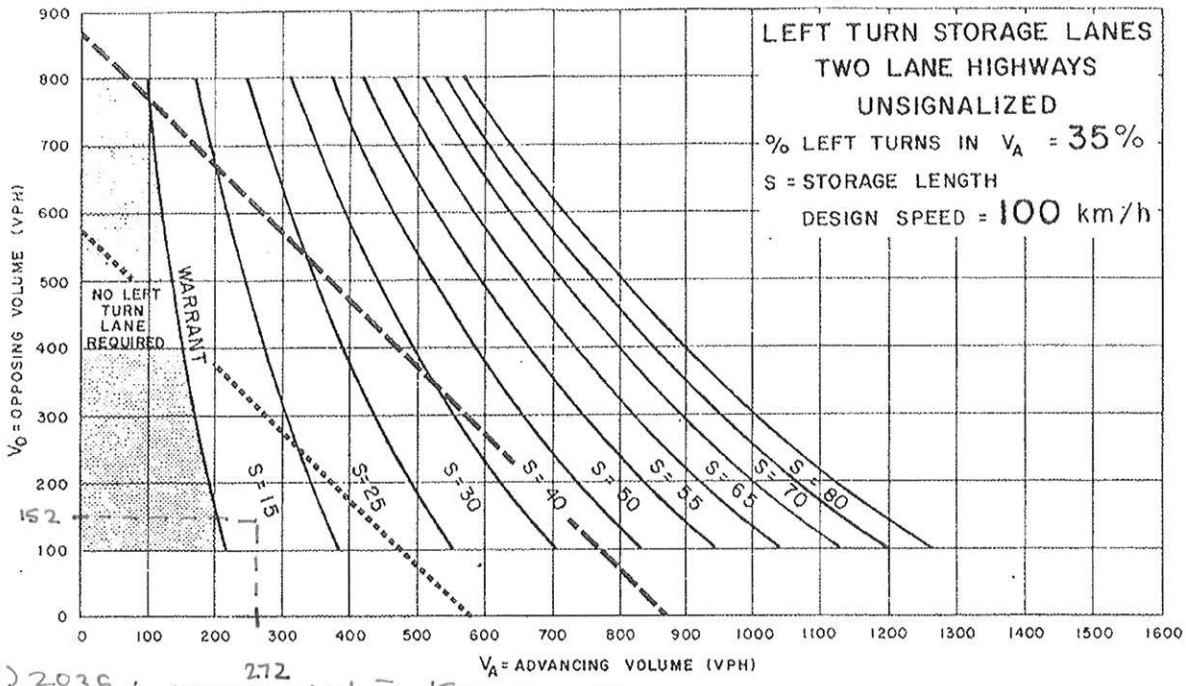



– PM (WB LT) 2022 ∴ not warranted

Figure EA-24

CR 14/Street A






→ PM (WBLT) 203 5 ∴ warranted w 15m storage

TRAFFIC SIGNALS MAY BE WARRANTED IN RURAL AREAS OR URBAN AREAS WITH RESTRICTED FLOW

TRAFFIC SIGNALS MAY BE WARRANTED IN "FREE FLOW" URBAN AREAS

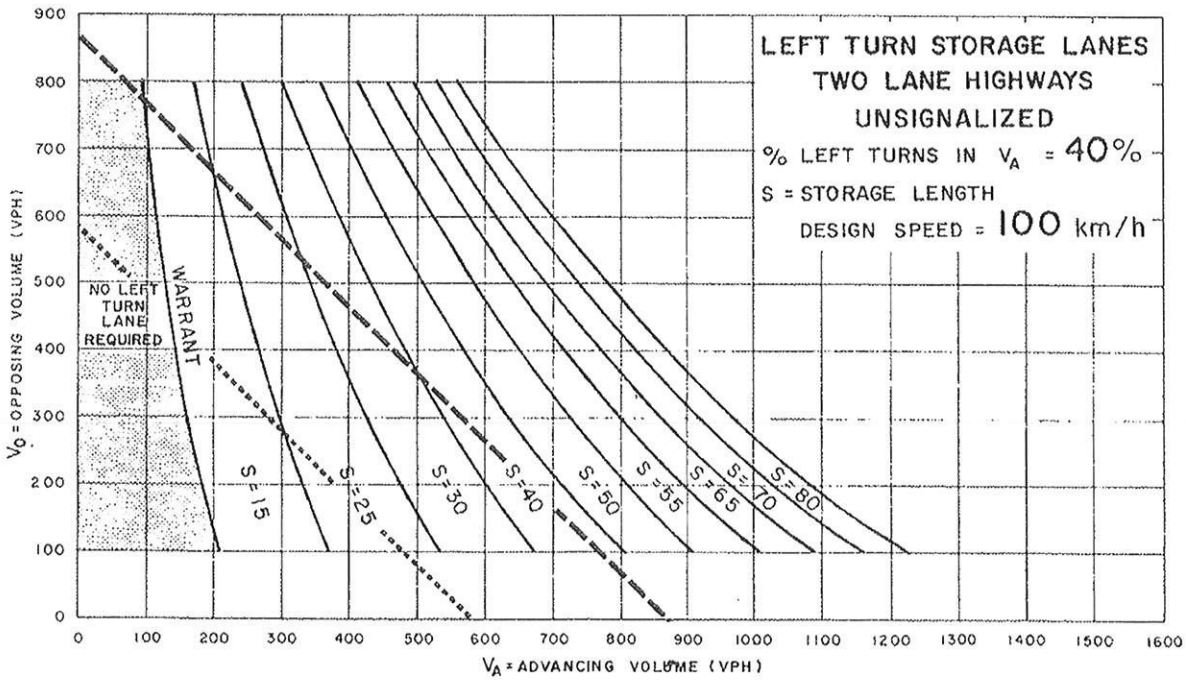
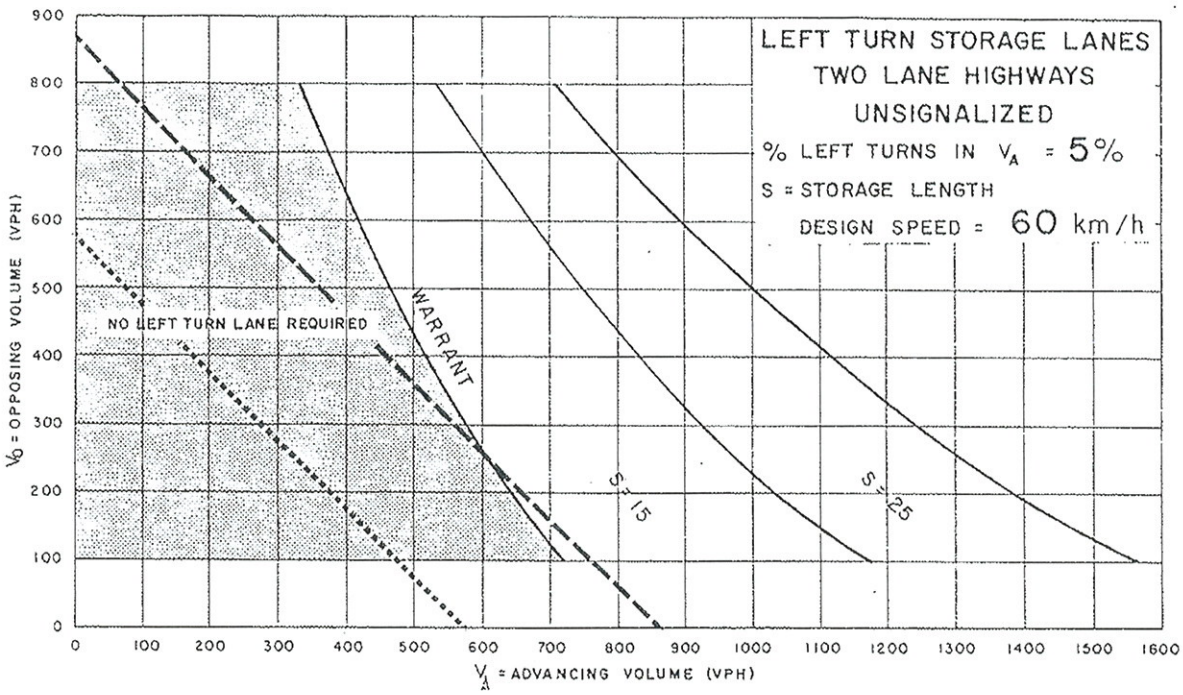



Figure EA-25

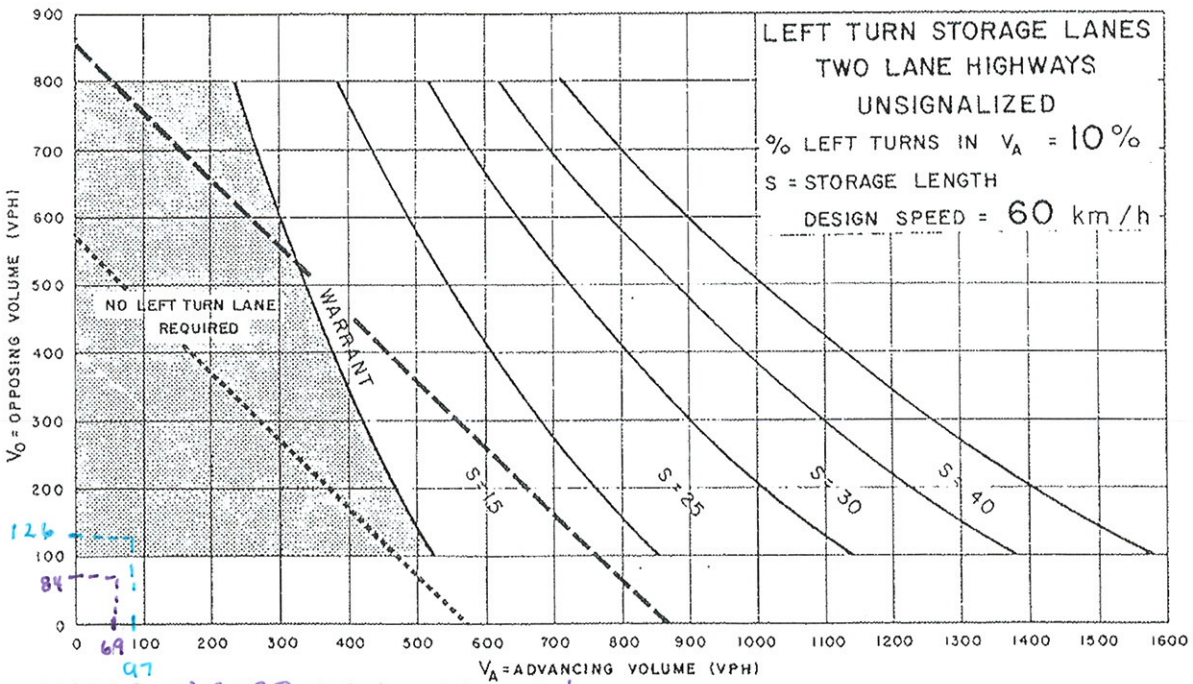
CR 14 / Street A






TRAFFIC SIGNALS MAY BE WARRANTED IN RURAL AREAS OR URBAN AREAS WITH RESTRICTED FLOW

TRAFFIC SIGNALS MAY BE WARRANTED IN "FREE FLOW" URBAN AREAS

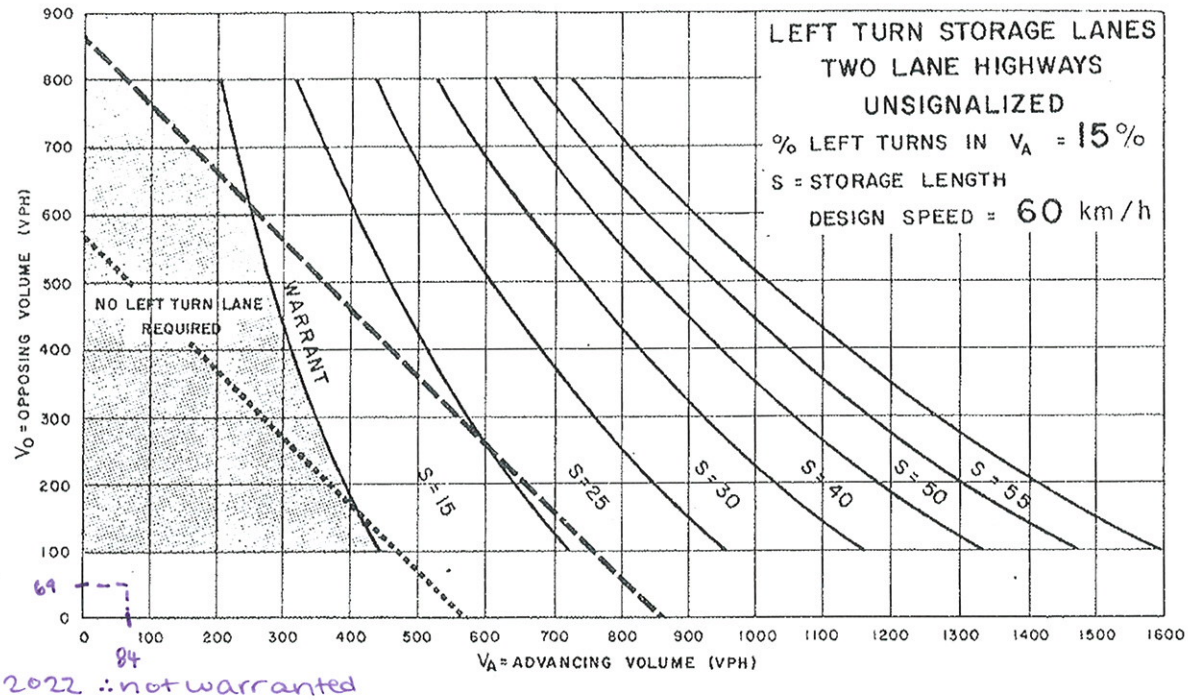



- AM (EB LT) 2022 ∴ not warranted
- AM (EB LT) 2035 ∴ not warranted

Figure EA-6

CR 14 / Street A

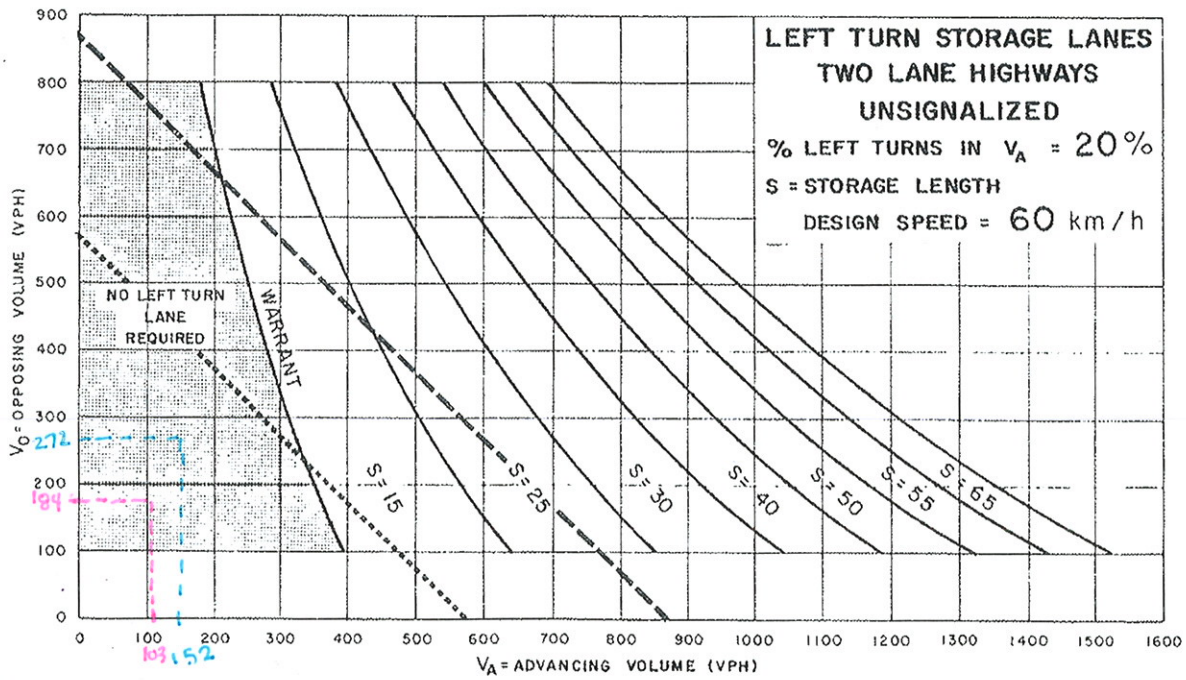





- AM (w BLT) 2022 ∴ not warranted

TRAFFIC SIGNALS MAY BE WARRANTED IN RURAL AREAS OR URBAN AREAS WITH RESTRICTED FLOW

TRAFFIC SIGNALS MAY BE WARRANTED IN "FREE FLOW" URBAN AREAS

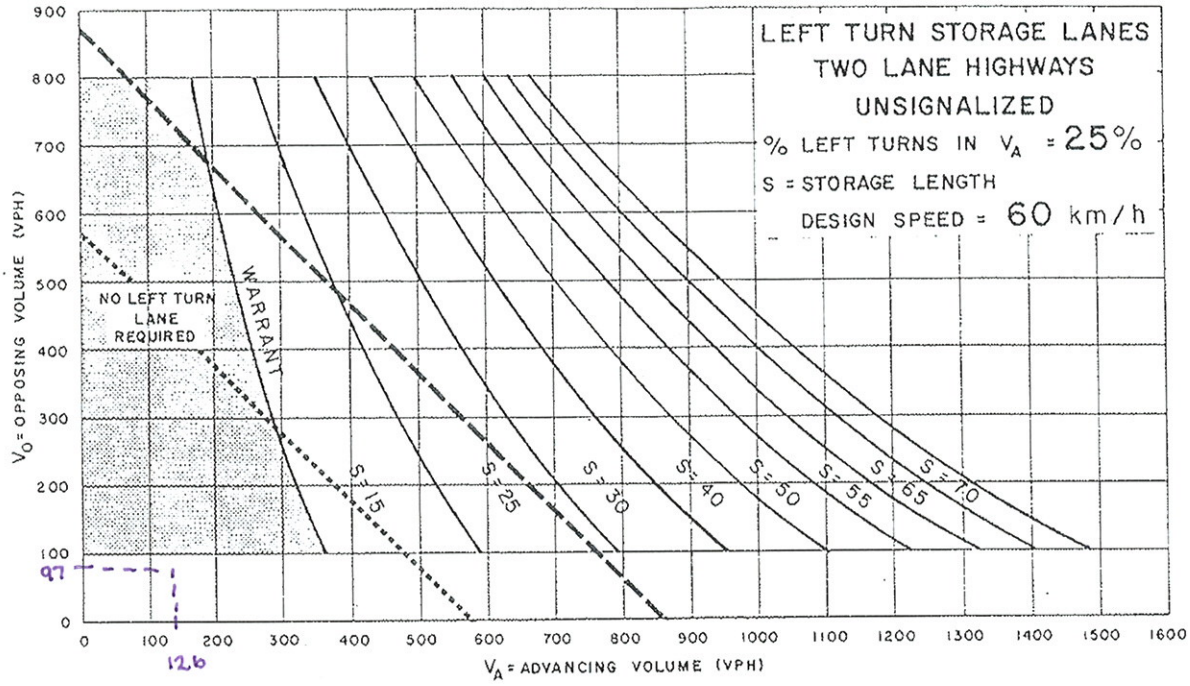



- PM (EB LT) 2022 ∴ not warranted
- P.M. (EB LT) 2035 ∴ not warranted

Figure EA-7

CR 14 / Street A

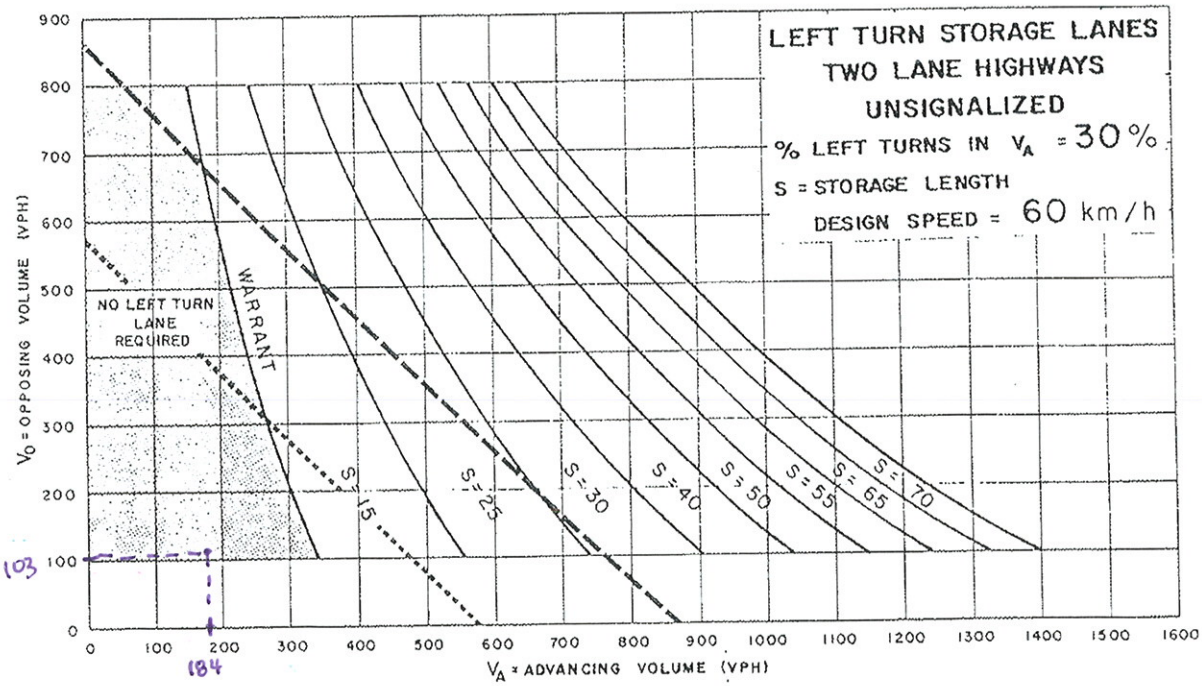





→ PM (WBLT) 2035 ∴ not warranted

TRAFFIC SIGNALS MAY BE WARRANTED IN RURAL AREAS OR URBAN AREAS WITH RESTRICTED FLOW

TRAFFIC SIGNALS MAY BE WARRANTED IN "FREE FLOW" URBAN AREAS

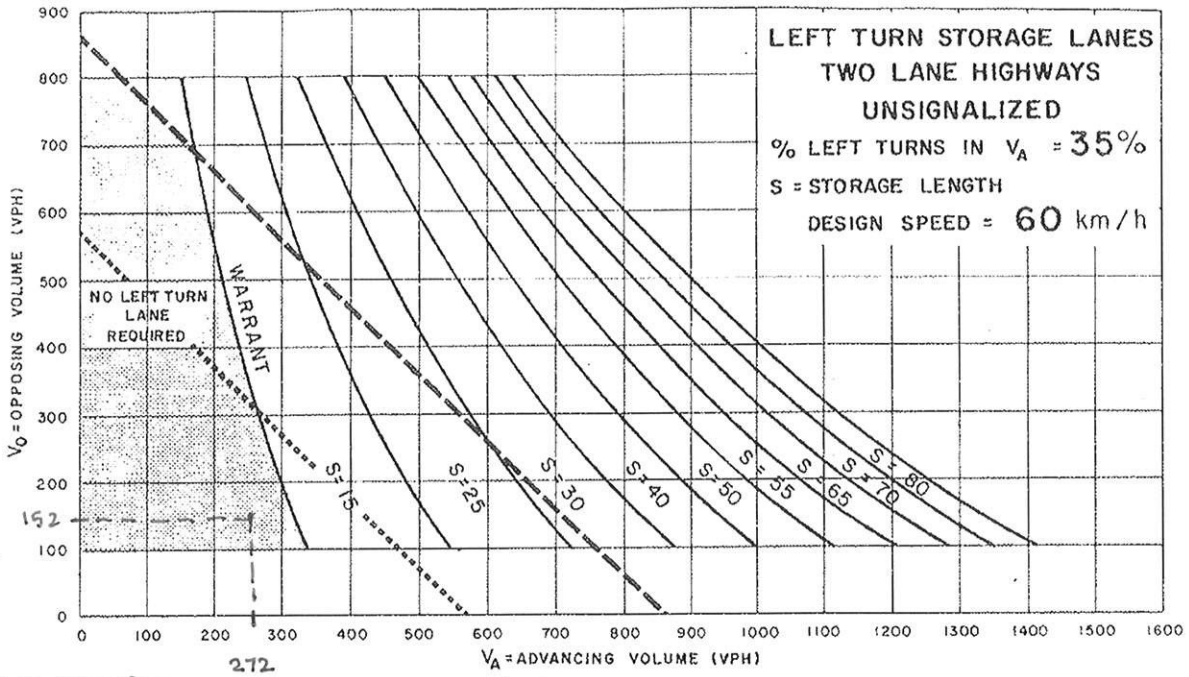



→ PM (WBLT) 2022 ∴ not warranted

Figure EA-8

CR 14/Street A






→PM (WBLT) 2035 ∴ not warranted

TRAFFIC SIGNALS MAY BE WARRANTED IN RURAL AREAS OR URBAN AREAS WITH RESTRICTED FLOW

TRAFFIC SIGNALS MAY BE WARRANTED IN "FREE FLOW" URBAN AREAS

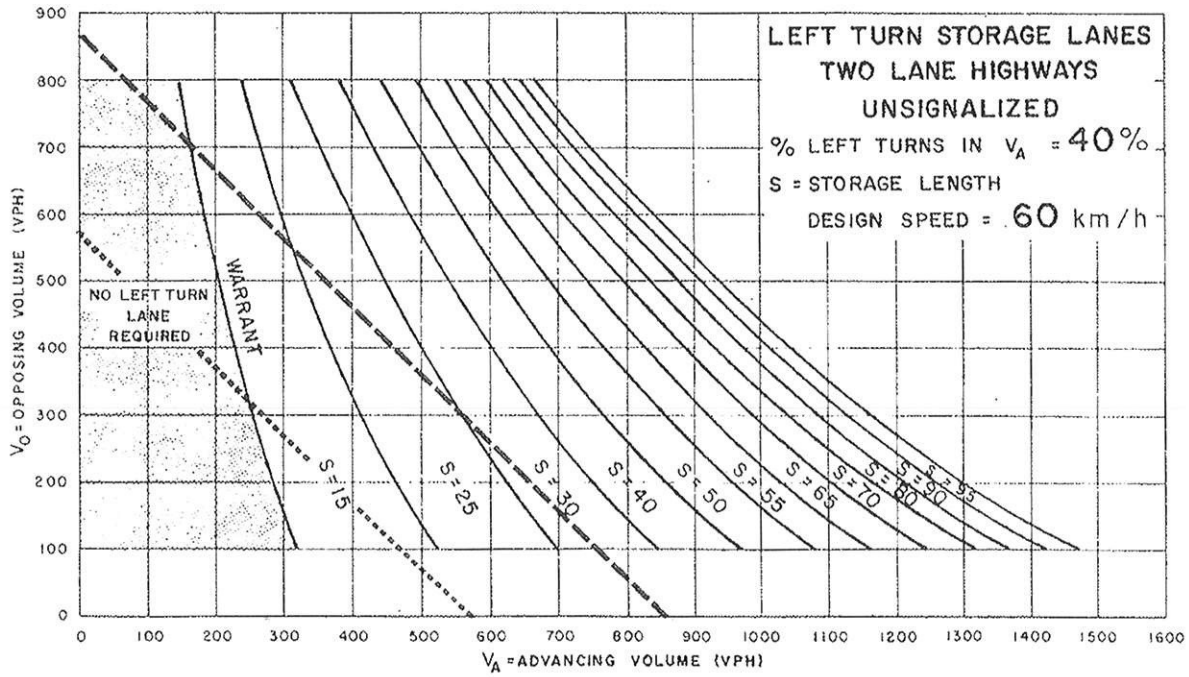
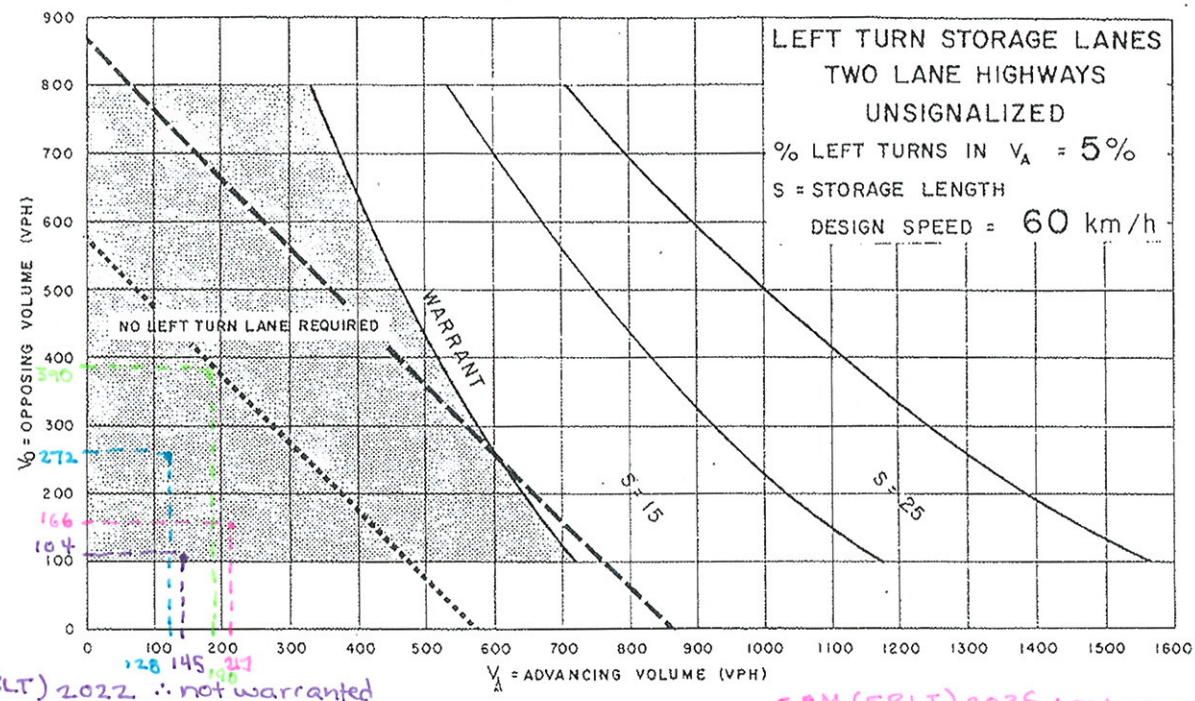



Figure EA-9

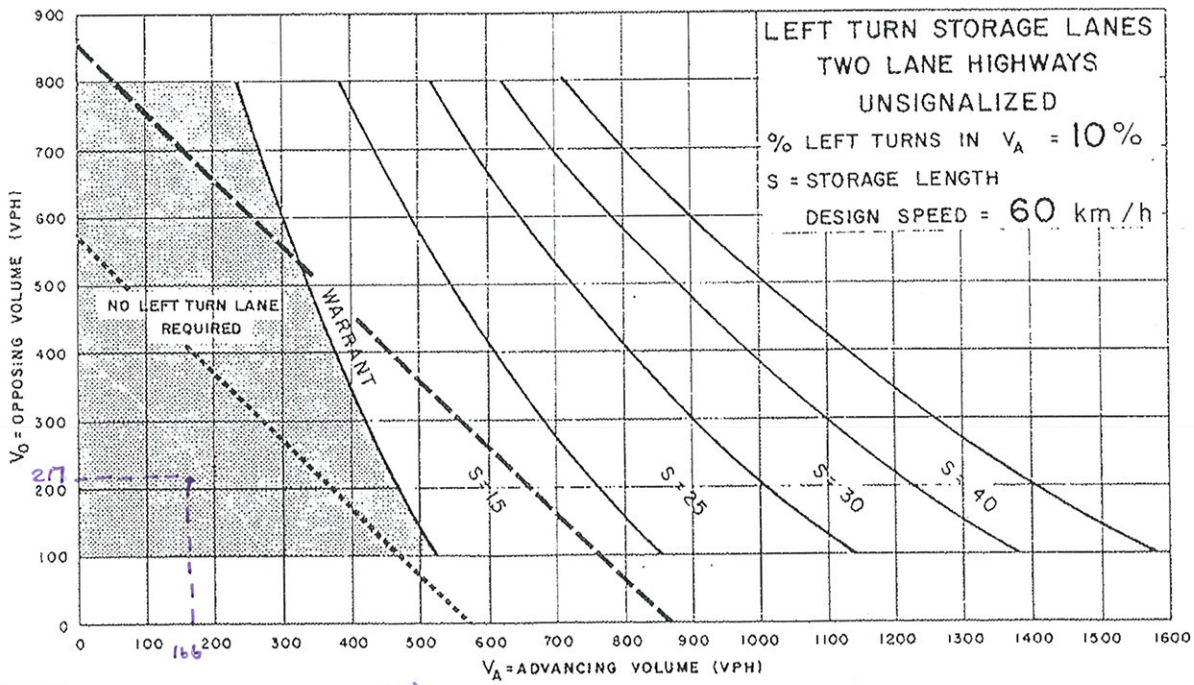
# Left Turn Lane Warrant Charts
# County Road 14 and Concession Road 8

CR 14 / CR8






- AM (EBLT) 2022 ∴ not warranted
- PM (EBLT) 2022 ∴ not warranted
- AM (EBLT) 2035 ∴ not warranted
- PM (EBLT) 2035 ∴ not warranted

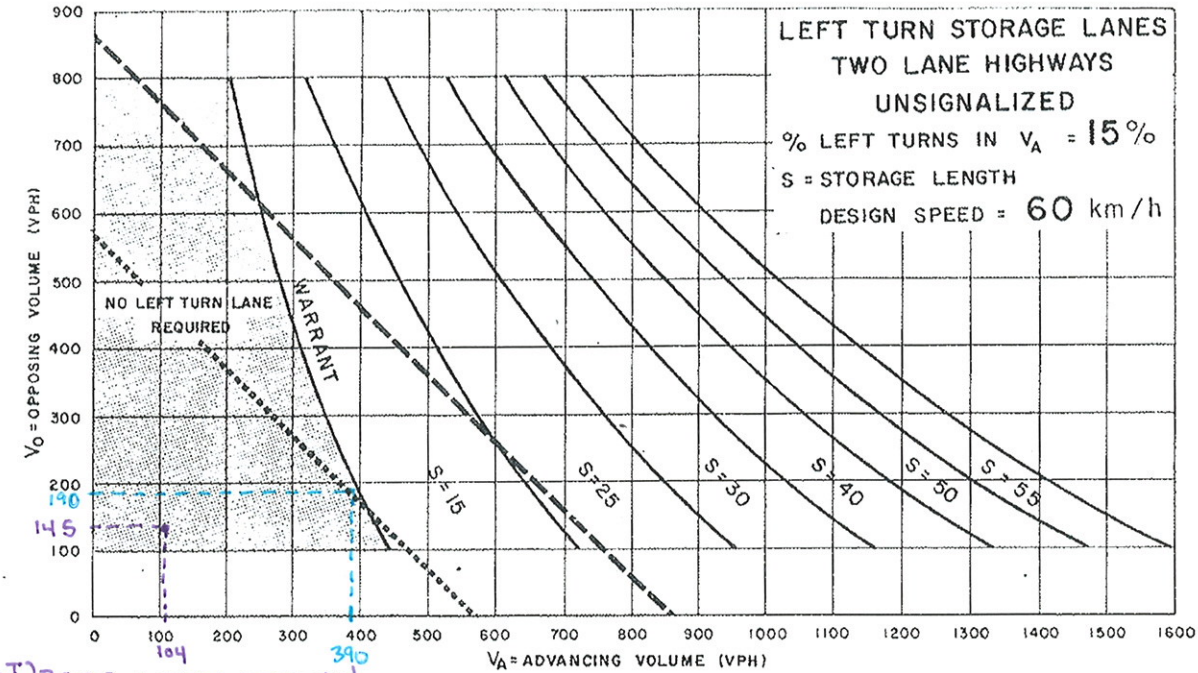



- AM (WBLT) 2035 ∴ not warranted

Figure EA-6

CR 14 / CR 8






- AM (WB LT) 2022 ∴ not warranted
- PM (WB LT) 2035 ∴ not warranted

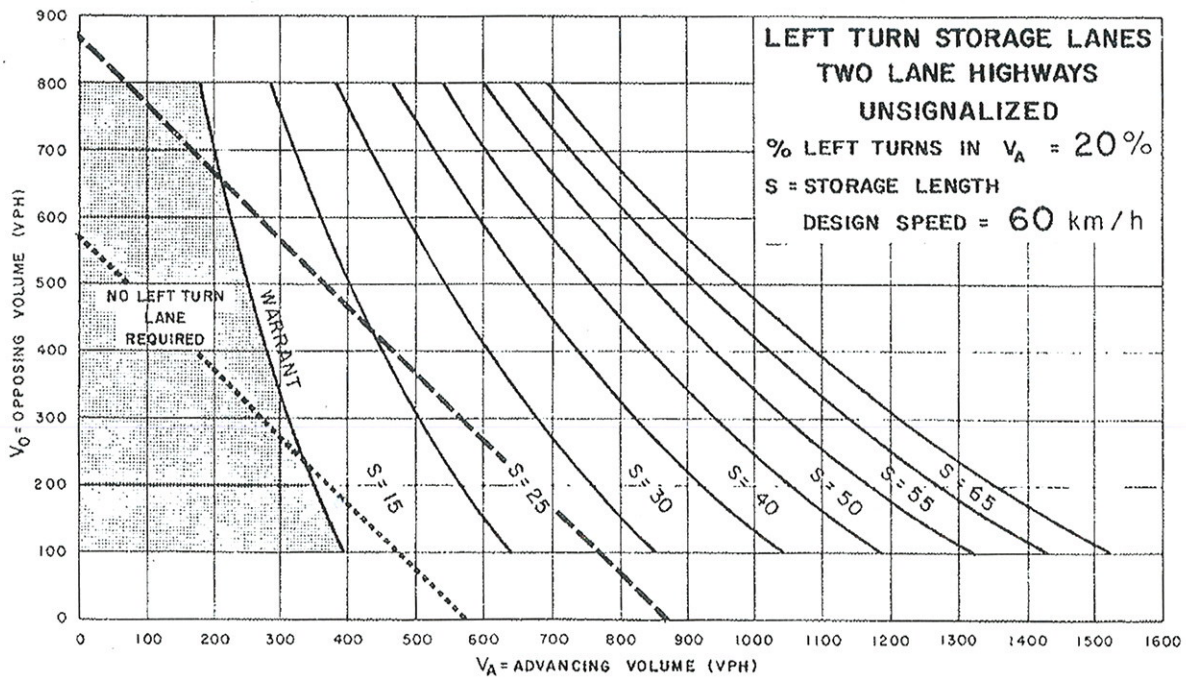
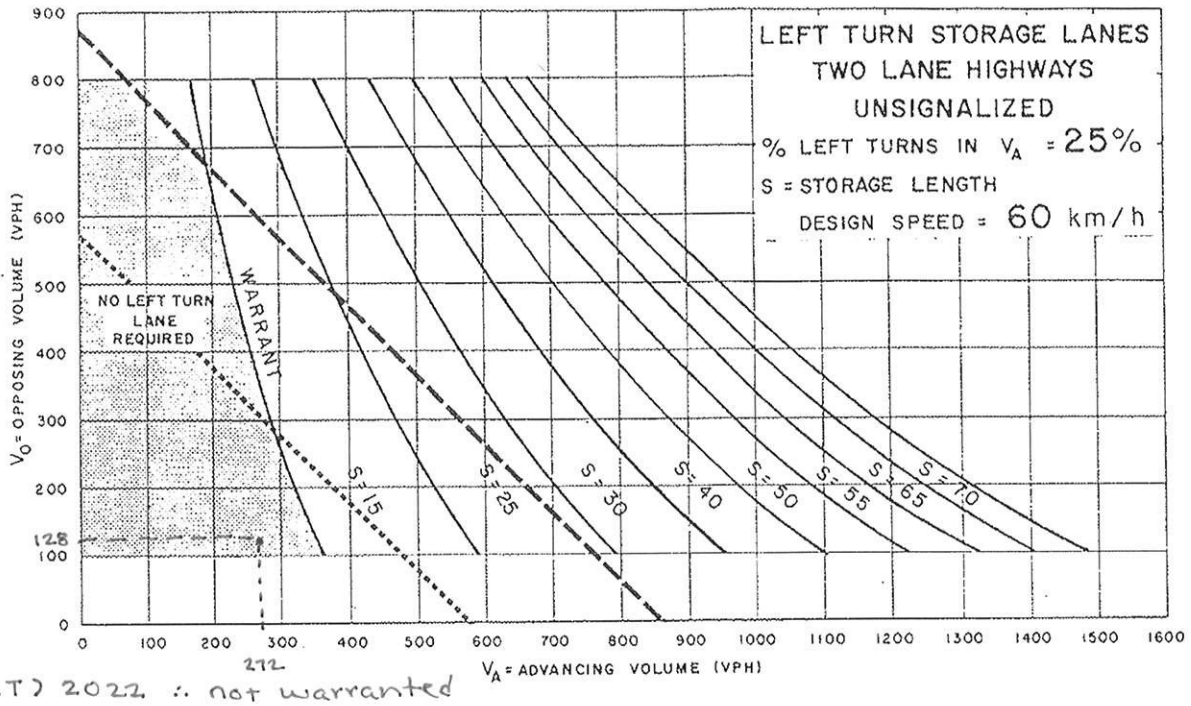



Figure EA-7

CR14/CR 8






→ PM (WBLT) 2022 ∴ not warranted

TRAFFIC SIGNALS MAY BE WARRANTED IN RURAL AREAS OR URBAN AREAS WITH RESTRICTED FLOW

TRAFFIC SIGNALS MAY BE WARRANTED IN "FREE FLOW" URBAN AREAS

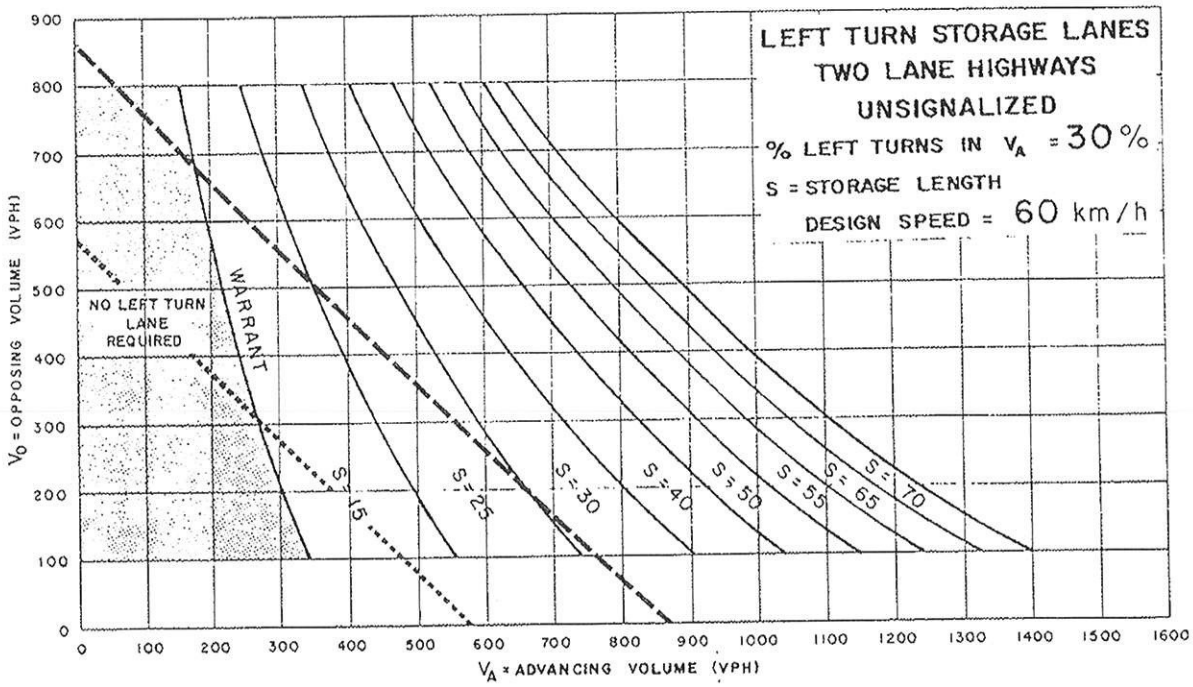



Figure EA-8

# APPENDIX G

## Signal Warrant Sheets

# Input Data Sheet

Analysis Sheet | Results Sheet | Proposed Collision

GO TO Justification:

What are the intersecting roadways? CR14 & Street A

What is the direction of the Main Road street? East-West

When was the data collected? Future Total 2035 - Weekday

## Justification 1 - 4: Volume Warrants

a.- Number of lanes on the Main Road? 1

b.- Number of lanes on the Minor Road? 1

c.- How many approaches? 4

d.- What is the operating environment? Rural

Population < 10,000 AND Speed >= 70 km/hr

e.- What is the eight hour vehicle volume at the intersection? (Please fill in table below)

| Hour Ending | Main Eastbound Approach | | | Minor Northbound Approach | | | Main Westbound Approach | | | Minor Southbound Approach | | | Pedestrians Crossing Main Road |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | |
| 7:00 | 11 | 41 | 11 | 12 | 3 | 37 | 33 | 44 | 23 | 27 | 3 | 13 | 0 |
| 8:00 | 11 | 41 | 11 | 12 | 3 | 37 | 33 | 44 | 23 | 27 | 3 | 13 | 0 |
| 9:00 | 11 | 41 | 11 | 12 | 3 | 37 | 33 | 44 | 23 | 27 | 3 | 13 | 0 |
| 10:00 | 11 | 41 | 11 | 12 | 3 | 37 | 33 | 44 | 23 | 27 | 3 | 13 | 0 |
| 16:00 | 11 | 41 | 11 | 12 | 3 | 37 | 33 | 44 | 23 | 27 | 3 | 13 | 0 |
| 17:00 | 11 | 41 | 11 | 12 | 3 | 37 | 33 | 44 | 23 | 27 | 3 | 13 | 0 |
| 18:00 | 11 | 41 | 11 | 12 | 3 | 37 | 33 | 44 | 23 | 27 | 3 | 13 | 0 |
| 19:00 | 11 | 41 | 11 | 12 | 3 | 37 | 33 | 44 | 23 | 27 | 3 | 13 | 0 |
| **Total** | **88** | **328** | **88** | **96** | **24** | **296** | **264** | **352** | **184** | **216** | **24** | **104** | **0** |

## Justification 5: Collision Experience

| Preceding Months | Number of Collisions* |
|---|---|
| 1-12 | 0 |
| 13-24 | 0 |
| 25-36 | 0 |

* Include only collisions that are susceptable to correction through the installation of traffic signal control

## Justification 6: Pedestrian Volume

a.- Please fill in table below summarizing total pedestrians crossing major roadway at the intersection or in proximity to the intersection (zones). Please reference Section 4.8 of the Manual for further explanation and graphical representation.

| | Zone 1 | | Zone 2 | | Zone 3 (if needed) | | Zone 4 (if needed) | | Total |
|---|---|---|---|---|---|---|---|---|---|
| | Assisted | Unassisted | Assisted | Unassisted | Assisted | Unassisted | Assisted | Unassisted | |
| **Total 8 hour pedestrian volume** | 10,000 | 5 | 10 | 5 | 0 | 0 | 0 | 0 | |
| **Factored 8 hour pedestrian volume** | 20,005 | | 25 | | 0 | | 0 | | |
| **% Assigned to crossing rate** | 23% | | 34% | | 30% | | 100% | | |
| **Net 8 Hour Pedestrian Volume at Crossing** | | | | | | | | | 4,610 |
| **Net 8 Hour Vehicular Volume on Street Being Crossed** | | | | | | | | | 2,000 |

b.- Please fill in table below summarizing delay to pedestrians crossing major roadway at the intersection or in proximity to the intersection (zones). Please reference Section 4.8 of the Manual for further explanation and graphical representation.

| | Zone 1 | | Zone 2 | | Zone 3 (if needed) | | Zone 4 (if needed) | | Total |
|---|---|---|---|---|---|---|---|---|---|
| | Assisted | Unassisted | Assisted | Unassisted | Assisted | Unassisted | Assisted | Unassisted | |
| **Total 8 hour pedestrian volume** | 10,000 | 5 | 10 | 5 | 0 | 0 | 0 | 0 | |
| **Total 8 hour pedestrians delayed greater than 10 seconds** | 10 | 10 | 1 | 6 | 2 | 4 | 0 | 0 | |
| **Factored volume of total pedestrians** | 20,005 | | 25 | | 0 | | 0 | | |
| **Factored volume of delayed pedestrians** | 30 | | 8 | | 8 | | 0 | | |
| **% Assigned to Crossing Rate** | 23% | | 34% | | 30% | | 100% | | |
| **Net 8 Hour Volume of Total Pedestrians** | | | | | | | | | 4,610 |
| **Net 8 Hour Volume of Delayed Pedestrians** | | | | | | | | | 12 |

# Analysis Sheet

Input Sheet | Results Sheet | Proposed Collision

GO TO Justification:

Intersection: CR14 & Street A

Count Date: Future Total 2035 - Weekday

## Justification 1: Minimum Vehicle Volumes

**Free Flow Rural Conditions**

| Justification | Guidance Approach Lanes | | | | Percentage Warrant | | | | | | | | Total Across | Section Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 Lanes | | 2 or More Lanes | | Hour Ending | | | | | | | | | |
| Flow Condition | FREE FLOW ☑ | RESTR. FLOW ☐ | FREE FLOW ☐ | RESTR. FLOW ☐ | 7:00 | 8:00 | 9:00 | 10:00 | 16:00 | 17:00 | 18:00 | 19:00 | | |
| 1A | 480 | 720 | 600 | 900 | 258 | 258 | 258 | 258 | 258 | 258 | 258 | 258 | | |
| | COMPLIANCE % | | | | 54 | 54 | 54 | 54 | 54 | 54 | 54 | 54 | 430 | 54 |
| 1B | 120 | 170 | 120 | 170 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | | |
| | COMPLIANCE % | | | | 79 | 79 | 79 | 79 | 79 | 79 | 79 | 79 | 633 | 79 |
| Free Flow Signal Justification 1: | | | | | Both 1A and 1B 100% Fullfilled each of 8 hours ☐ Yes ☑ No<br>Lesser of 1A or 1B at least 80% fulfilled each of 8 hours ☐ Yes ☑ No | | | | | | | | | |

## Justification 2: Delay to Cross Traffic

**Free Flow Rural Conditions**

| Justification | Guidance Approach Lanes | | | | Percentage Warrant | | | | | | | | Total Across | Section Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 lanes | | 2 or More lanes | | Hour Ending | | | | | | | | | |
| Flow Condition | FREE FLOW ☑ | RESTR. FLOW ☐ | FREE FLOW ☐ | RESTR. FLOW ☐ | 7:00 | 8:00 | 9:00 | 10:00 | 16:00 | 17:00 | 18:00 | 19:00 | | |
| 2A | 480 | 720 | 600 | 900 | 163 | 163 | 163 | 163 | 163 | 163 | 163 | 163 | | |
| | COMPLIANCE % | | | | 34 | 34 | 34 | 34 | 34 | 34 | 34 | 34 | 272 | 34 |
| 2B | 50 | 75 | 50 | 75 | 42 | 42 | 42 | 42 | 42 | 42 | 42 | 42 | | |
| | COMPLIANCE % | | | | 84 | 84 | 84 | 84 | 84 | 84 | 84 | 84 | 672 | 84 |
| Free Flow Signal Justification 2: | | | | | Both 2A and 2B 100% Fullfilled each of 8 hours ☐ Yes ☑ No<br>Lesser of 2A or 2B at least 80% fulfilled each of 8 hours ☐ Yes ☑ No | | | | | | | | | |

## Justification 3: Combination

**Combination Justification 1 and 2**

| | Justification Satisfied 80% or More | | | Two Justifications Satisfied 80% or More | |
|---|---|---|---|---|---|
| Justification 1 | Minimun Vehicular Volume | YES ☐ | NO ☑ | YES ☐ | NO ☑ |
| Justification 2 | Delay Cross Traffic | YES ☐ | NO ☑ | | NOT JUSTIFIED |

## Justification 4: Four Hour Volume

| Justification | Time Period | Total Volume of Both Approaches (Main) X | Heaviest Minor Approach Y (actual) | Required Value Y (warrant threshold) | Average % Compliance | Overall % Compliance |
|---|---|---|---|---|---|---|
| Justification 4 | 7:00 | 163 | 52 | 471 | 11 % | 11 % |
| | 8:00 | 163 | 52 | 471 | 11 % | |
| | 9:00 | 163 | 52 | 471 | 11 % | |
| | 10:00 | 163 | 52 | 471 | 11 % | |

# Results Sheet

Input Sheet | Analysis Sheet | Proposed Collision

Intersection: CR14 & Street A

Count Date: Future Total 2035 - Weekday

## Summary Results

| Justification | | | Compliance | | Signal Justified? YES | Signal Justified? NO |
|---|---|---|---|---|---|---|
| 1. Minimum Vehicular Volume | A | Total Volume | 54 | % | ☐ | ☑ |
| | B | Crossing Volume | 79 | % | | |
| 2. Delay to Cross Traffic | A | Main Road | 34 | % | ☐ | ☑ |
| | B | Crossing Road | 84 | % | | |
| 3. Combination | A | Justificaton 1 | 54 | % | ☐ | ☑ |
| | B | Justification 2 | 34 | % | | |
| 4. 4-Hr Volume | | | 11 | % | ☐ | ☑ |
| 5. Collision Experience | | | 0 | % | ☐ | ☑ |
| 6. Pedestrians | A | Volume | Justification met | | ☐ | ☑ |
| | B | Delay | Justification not met | | | |

| | | | | | |
|---|---|---|---|---|---|
| Major Road: | CR 14 | Condition: | Free Flow | Date: | 6-Dec-17 |
| Minor Road: | Street A | Major Rd. Lanes: | 1 | Project No.: | 1000-3958/4243 |
| Horizon Year: | 2035 | Intersection Type: | Proposed | Analyst: | Madeleine Ferguson |
| | Weekday | | | | |

OTM Book 12 - Table 19 - Justification 7 - Projected Volumes (Traffic Signal Justification for Future Development - Traffic Impact Studies)

| JUSTIFICATION | DESCRIPTION | MINIMUM REQUIREMENT 1 LANE HIGHWAYS | | MINIMUM REQUIREMENT 2 OR MORE LANE HIGHWAYS | | COMPLIANCE | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | Sectional | | Entire Percentage |
| | | Free Flow | Restricted Flow | Free Flow | Restricted Flow | Numerical | Percentage | |
| 1. Minimum Vehicular Volume | A. Vehicle Volume, All Approaches (Avg. Hour) | 480 | 720 | 600 | 900 | 254 | 53% | 53% |
| | B. Vehicle Volume, Along Minor Streets (Avg. Hour) | 120 | 170 | 120 | 170 | 92 | 77% | |
| 2. Delay to Cross Traffic | A. Vehicle Volume, Major Street (Avg. Hour) | 480 | 720 | 600 | 900 | 162 | 34% | 34% |
| | B. Combined Vehicle and Pedestrian Volume Crossing Artery From Minor Streets (Avg. Hour) | 50 | 75 | 120 | 170 | 85 | 170% | |

Existing Intersection Requires 120 % Justification
Proposed Intersection Requires 150 % Justication

Signal Justification 7 Met: [ ] Yes [X] No

# APPENDIX H

## Township of Adjala-Tosorontio/County of Simcoe By-law Excerpts

Schedule "A"
To
By-law No. 12-31

STANDARDS AND SPECIFICATIONS

## I. ENTRANCE STANDARDS AND SPECIFICATIONS

In general, all entrances must be located to provide suitable spacing and visibility requirements as follows unless specified otherwise within the permit at the discretion of the Superintendent:

1. With a posted speed of 80 km/h, at least 30.0 metres from an intersection.

2. No entrances to be permitted within a sight triangle.

3. Minimum distance between driveway and lot line is 1.5 metres (4.9 feet) from side lot line.

4. With a posted speed of 80 km/h, minimum allowable distance of 65 metres from the entrance to the end of the bridge deck.

5. With a posted speed of less than 80 km/h, minimum distance from the end of a bridge deck to be determined by the Superintendent.

6. Minimum vertical and horizontal sight distances required are as follows for residential and commercial entrances:

| Speed Limit | Minimum Sight Distance in Meters |
|---|---|
| 50 km/h | 65 |
| 60 km/h | 85 |
| 70 km/h | 110 |
| 80 km/h | 135 |

7. Designs not outlined above are to be as per the Ministry of Transportation Geometric Design Standard Manual.

8. All commercial entrances must meet the above criteria plus the criteria established in the Ministry of Transportation's Commercial Site Access Policy and Standard Designs Manual.

9. Minimum vertical and horizontal sight distances required are as follows for an entrance for the deposition of fill:

## 3.2 SIGHT DISTANCES

3.2.1 Where the posted speed limit is 80 km/h, new Entrances must meet all of the following minimum requirements:

3.2.1.1 Minimum Sight Distance as per Table 1 and Table 2, as applicable;
3.2.1.2 horizontal curve is 400 metre radius or greater; and
3.2.1.3 maximum grade on the County Road is 3% or less.

3.2.2 Where the posted speed limit is less than 80km/h, new Entrances must meet all of the following minimum requirements:

3.2.2.1 Minimum Sight Distance as per Table 1 and Table 2, as applicable;
3.2.2.2 horizontal curve is 300m radius or greater; and
3.2.2.3 maximum grade on the County Road is 6% or less.

**TABLE 1**

| Speed Limit - km/h | Minimum Sight Distance (Metres)* |
|---|---|
| 50 | 135 |
| 60 | 170 |
| 70 | 200 |
| 80 | 230 |

**TABLE 2**

| Posted Speed Limit - km/h | Decrease for Upgrade | | Increase for Downgrade | |
|---|---|---|---|---|
| | 3% | 6% | 3% | 6% |
| 50 | - 5m. | - 5m. | nil | +5m. |
| 60 | - 5m. | - 5m. | +5m. | +10m. |
| 70 | - 5m. | - 10m. | +5m. | +10m. |
| 80 | -10m. | - 15m. | +10m. | +15m. |

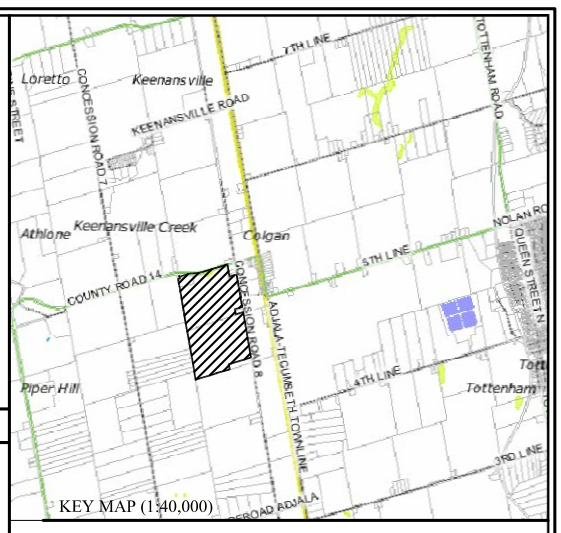
* Table 2 provides factors (in metres) where the Entrance is located on a grade on the County Road.

## SECTION 4 - INSPECTION AND MAINTANENCE

## 4.1 INSPECTION

4.1.1 A field inspection may be carried out by County staff upon completion of the Entrance.

# FIGURES


# DRAFT PLAN

## PART OF THE EAST HALF OF LOTS 9 & 10, CONCESSION 7

FORMERLY IN THE

## TOWNSHIP OF ADJALA

NOW IN THE

## TOWNSHIP OF ADJALA-TOSORONTIO
## COUNTY OF SIMCOE

2007

40 0 40 80 120 160 200

SCALE = 1:2000

### OWNER'S CERTIFICATE

I, THE UNDERSIGNED, BEING THE REGISTERED OWNER OF THE SUBJECT LANDS, HEREBY AUTHORIZE INNOVATIVE PLANNING SOLUTIONS, TO PREPARE THIS DRAFT PLAN OF SUBDIVISION AND TO SUBMIT SAME TO COUNTY OF SIMCOE FOR APPROVAL.

DATE

WAYLAND FARMS INC.,
872424 ONTARIO INC.
WAYNE SUTHERLAND

### SURVEYOR'S CERTIFICATE

I CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

DATE

RICHARD A. PREISS, OLS
RICHARD A. PREISS SURVEYING LTD.

### ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT

a) SHOWN ON PLAN
b) SEE KEY PLAN
c) SHOWN ON PLAN
d) RESIDENTIAL
e) SHOWN ON PLAN
f) SHOWN ON PLAN
g) SHOWN ON PLAN
h) COMMUNAL WATER
i) SAND
j) SHOWN ON PLAN
k) ALL MUNICIPAL SERVICES TO BE PROVIDED
l) NONE

### LAND USE STATISTICS

| Land Use | Lot / Block No. | Area | Units |
|---|---|---|---|
| RESIDENTIAL SINGLE LOT (18.3m/60') | 10-12,14-16,23,28-31,34-37,39,47,49,64,66,74,76-84, 99-146,148-157,176-181,184-189,197-201,204-210, 215-220, 241-242,259-266,268-273 | 10.10 | 131 |
| RESIDENTIAL SINGLE LOT (21.3m/70') | 1-9,24-27,32-33,38,40-46,48,50-63,65,67-73,75, 85-98,147,155-167,182-183,194-197,202-203, 211-214,221-240,243-258,267,274-315 | 15.50 | 165 |
| RESIDENTIAL SINGLE LOT (70' Plus) | 13,17-22,168-175,189-192 | 3.52 | 19 |
| ACCESS | 316 | 0.08 | |
| RURAL | 317 | 11.92 | |
| EFFLUENT DISPOSAL AREA | 318 | 6.72 | |
| INSTITUTIONAL | 319 | 0.36 | |
| ENVIRONMENTAL PROTECTION | 320, 323 | 12.07 | |
| OPEN SPACE | 321 | 5.25 | |
| PARKLAND | 322 | 1.51 | |
| SWM POND | 324 | 3.11 | |
| WASTE TREATMENT PLANT | 325 | 0.82 | |
| COUNTY INTERSECTION LANDS | 327 | 0.06 | |
| 0.3m RESERVES | 326, 328 | 0.04 | |
| ROADS (Local) | | 9.64 | |
| **TOTAL** | | 80.70 | 315 |

| DATE | REVISION | BY |
|---|---|---|
| JAN 25, 2010 | REVISIONS TO DRAFT PLAN | B.H. |
| NOV 12, 2010 | REVISIONS TO DRAFT PLAN | B.H. |
| | | |
| | | |
| | | |
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| | | |
| | | |
| | | |


Con SALtech
Engineering Solutions

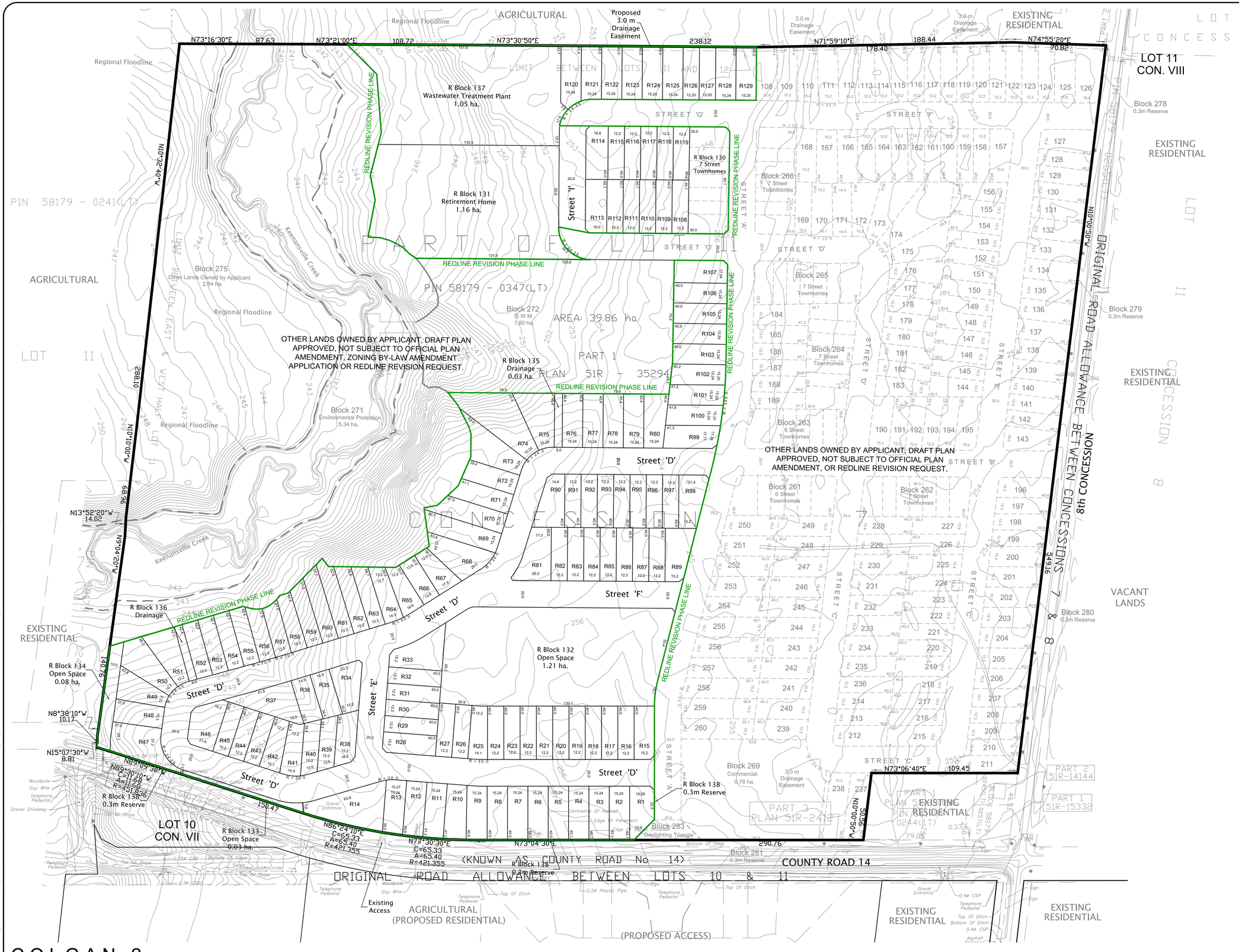
Box 316 - 66 Bailey Crescent., Wyevale, Ontario, L0L 2T0
Office: 705-322-5528 Cell: 705-722-1878 Fax: 705-322-5529

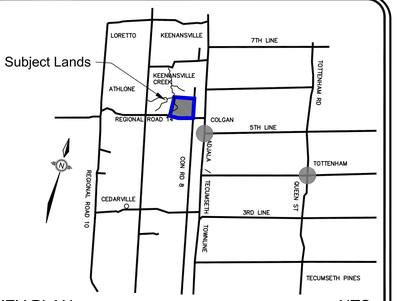

# SUTHERLAND PROPERTY
# TOWNSHIP OF ADJALA-TOSORONTIO

FIG. 1a


INNOVATIVE PLANNING SOLUTIONS
Planners • Project Managers • Land Development
89 Collier Street, Suite 101 Barrie, Ontario L4M 1H2
Tel: (705) 812-3281 Fax: (705) 812-3438
Email: info@ipsconsultingInc.com


| | |
|---|---|
| FILE NAME: Draft_plan_101201.dwg | DESIGNER: B H |
| DATE: December 3, 2010 | PROJECT: IPS |




KEY PLAN NTS

# Draft Plan of Subdivision
Part of Lot 11, Concession 7
Geographic Township of Adjala,
Now in the
# Township of Adjala-Tosorontio
# County of Simcoe
2017

OWNER'S CERTIFICATE

I, THE UNDERSIGNED, BEING THE REGISTERED OWNER OF THE SUBJECT LANDS, HEREBY AUTHORIZE THE JONES CONSULTING GROUP LTD., TO PREPARE THIS DRAFT PLAN OF SUBDIVISION AND TO SUBMIT SAME TO THE TOWNSHIP OF ADJALA-TOSORONTIO FOR APPROVAL.

FOR APPROVAL.

December 8, 2017
DATE

Tribute (Colgan 2) Limited
Steven Libfeld

SURVEYOR'S CERTIFICATE

I CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

Dec. 7, 2017
DATE

Dan Dzaldov, OLS
Schaeffer Dzaldov Bennett Ltd.
(416)987-0101

ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT

a) SHOWN ON DRAFT PLAN
b) SHOWN ON DRAFT PLAN
c) SHOWN ON KEY PLAN
d) RESIDENTIAL, COMMERCIAL, RETIREMENT HOME, SWM, EP
e) SHOWN ON DRAFT PLAN
f) SHOWN ON DRAFT PLAN
g) SHOWN ON DRAFT PLAN
h) MUNICIPAL WELL WATER TO BE PROVIDED
i) SILT LOAM, SANDY LOAM, & SILTY CLAY LOAM
j) SHOWN ON DRAFT PLAN
k) FULL MUNICIPAL SERVICES TO BE PROVIDED
l) AS NOTED ON PLAN

| Redline Revised Portion of Draft Approved Plan | Area (ha.) | Units |
|---|---|---|
| SINGLE RESIDENTIAL - 15.24m (50') (LOTS R1 - R14, R37, R46 - R48, R68 - R81, R99 - R107, R120 - R125, R128 & R129) | 3.48 ha. | 49 units |
| SINGLE RESIDENTIAL - 12.2m (40') (LOTS R15 - 36, R38 - R45, R49 - R67, R82 - R98, R108 - R119, R126 & R127) | 4.30 ha. | 80 units |
| BUNGALOW TOWNHOMES (R BLOCK 130) | 0.24 ha. | 7 units |
| RETIREMENT HOME (R BLOCK 131) | 1.16 ha. | 170 beds |
| OPEN SPACE (R BLOCKS 132 - R BLOCKS 134) | 1.32 ha. | |
| STORM WATER MANAGEMENT DRAINAGE (R BLOCK 135 & R BLOCK 136) | 0.05 ha. | |
| WASTEWATER TREATMENT PLANT (R BLOCK 137) | 1.05 ha. | |
| RESERVE (R BLOCK 138) | 0.01 ha. | |
| ROADS (STREETS 'D', 'E', 'F' & 'F') | 2.36 ha. | |
| TOTAL | 13.97 ha. | 306 units |

| Other Lands Owned By Applicant, Draft Plan Approved, Not Subject to Official Plan Amendment Application or Redline Revision Request | Area (ha.) | Units |
|---|---|---|
| SINGLE RESIDENTIAL - 15.24m (50') (LOTS 108 - 112, 125 & 126, 131 - 138, 166 - 168, 170 & 171, 184, 200 - 206, 219, 225 & 226, 229 - 235, & 237 - 260) | 4.03 ha. | 62 units |
| SINGLE RESIDENTIAL - 12.2m (40') (LOTS 113 - 124, 127 - 130, 139 - 165, 169, 172 - 183, 185 - 199, 207 - 218, 220 - 224, 227 & 228, & 236) | 4.90 ha. | 91 units |
| BUNGALOW TOWNHOMES (BLOCKS 261 - 266) | 1.45 ha. | 40 units |
| ENVIRONMENTAL PROTECTION (BLOCK 271) | 5.34 ha. | |
| STORM WATER MANAGEMENT (BLOCK 272) | 1.90 ha. | |
| COMMERCIAL (BLOCK 269) | 0.78 ha. | |
| OTHER LANDS (R BLOCK 275) | 2.85 ha. | |
| RESERVES / COUNTY INTERSECTION LANDS (BLOCKS 278 - 281 & BLOCK 283 | 0.07 ha. | |
| ROADS (STREETS 'A' - 'G') | 4.55 ha. | |
| TOTAL | 25.88 ha. | 192 units |
| TOTAL LAND HOLDINGS | Area (ha.) 39.86 ha. | Units 499 units |

TOTAL 25 0 25 50 75 100 METRES

SCALE 1 : 1250 (A1)

COLGAN 2
DRAFT PLAN OF SUBDIVISION

Brandi L. Clemens
REGISTERED PROFESSIONAL PLANNER
R.P.P.

| | |
|---|---|
| Date Issued: | DEC. 7/2017 |
| Checked By: | BC |
| Project No.: | TRI-16092 |
| Drawn By: | m.c.r. |
| Drawing Name: | TRI-16092-C2-DP5.dwg |

JONES CONSULTING GROUP LTD.
PLANNERS & ENGINEERS
229 Mapleview Drive East, Unit 1, Barrie, Ontario, L4N 0W5
Phone: 705-734-2538 Fax: 705-734-1056
www.jonesconsulting.com

DEVELOPMENT LIMIT NOTE:
GREATER OF REGIONAL FLOODLINE, MEANDER BELT LINE, SLOPE STABILITY LINE, 30M CREEK SETBACK, AND TOP OF BANK + 6m (JAN. 6th, 2010)).

COLGAN 2
TOWNSHIP OF ADJALA-TOSORONTIO

FIG. 1b


Legend

= SUBJECT LANDS

Project

TRIBUTE HOMES COLGAN

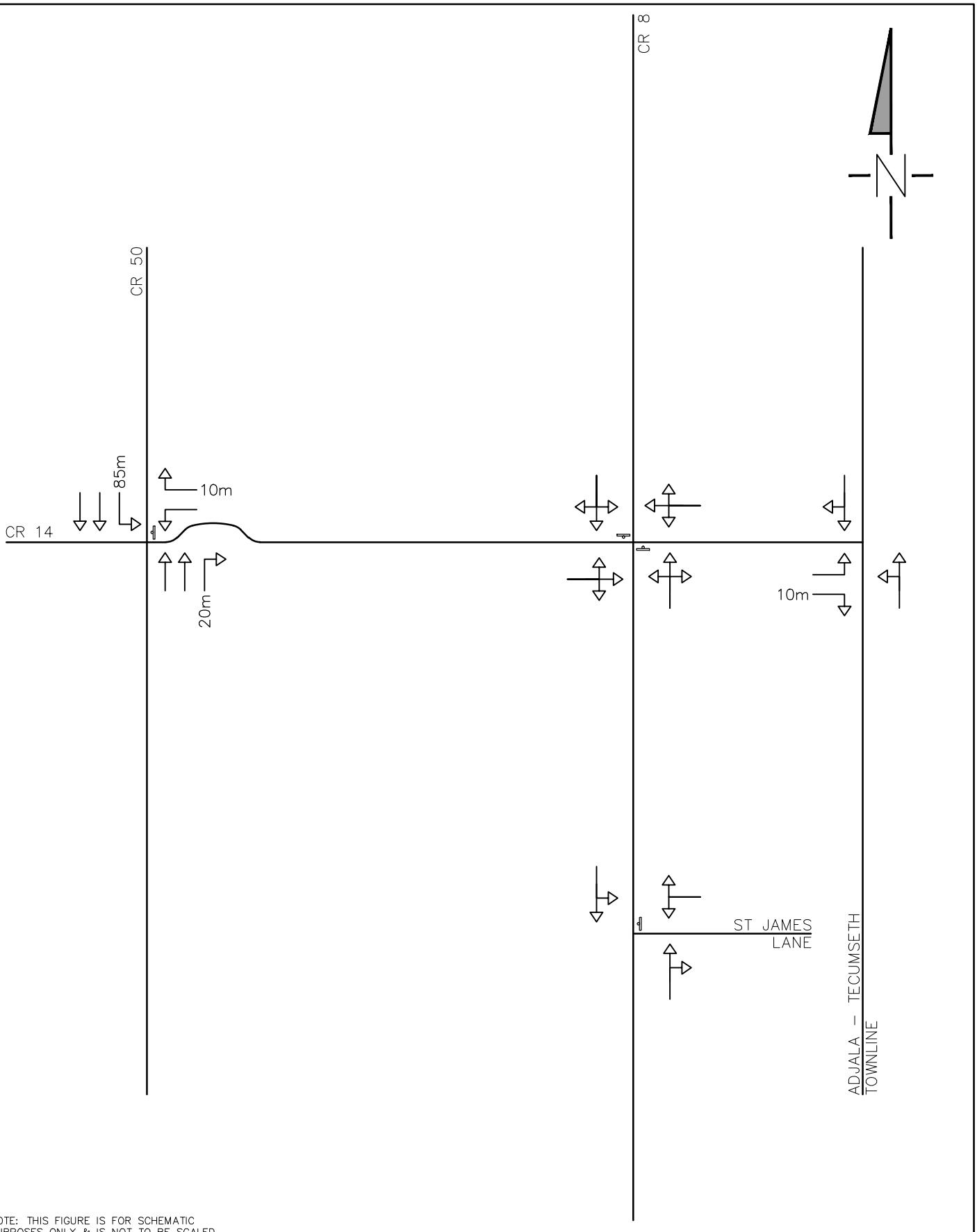
Drawing

SITE LOCATION PLAN

CROZIER & ASSOCIATES Consulting Engineers
The HarbourEdge Building, 40 Huron Street, Suite 301, Collingwood, ON L9Y 4R3
705-446-3510 T
705-446-3520 F
www.cfcrozier.ca
info@cfcrozier.ca

| Drawn By | Design By | Project |
|---|---|---|
| K.J.L. | M.N.F. | 1000-3958/4243 |

| Scale | Date | Check By | Drawing |
|---|---|---|---|
| N.T.S. | DEC. 6, 2017 | M.L. | FIG. 2 |




NOTE: THIS FIGURE IS FOR SCHEMATIC PURPOSES ONLY & IS NOT TO BE SCALED.

Legend

SIGNAL CONTROL

STOP CONTROL

XX%(YY%) WEEKDAY AM (WEEKDAY PM)

Project

TRIBUTE HOMES COLGAN

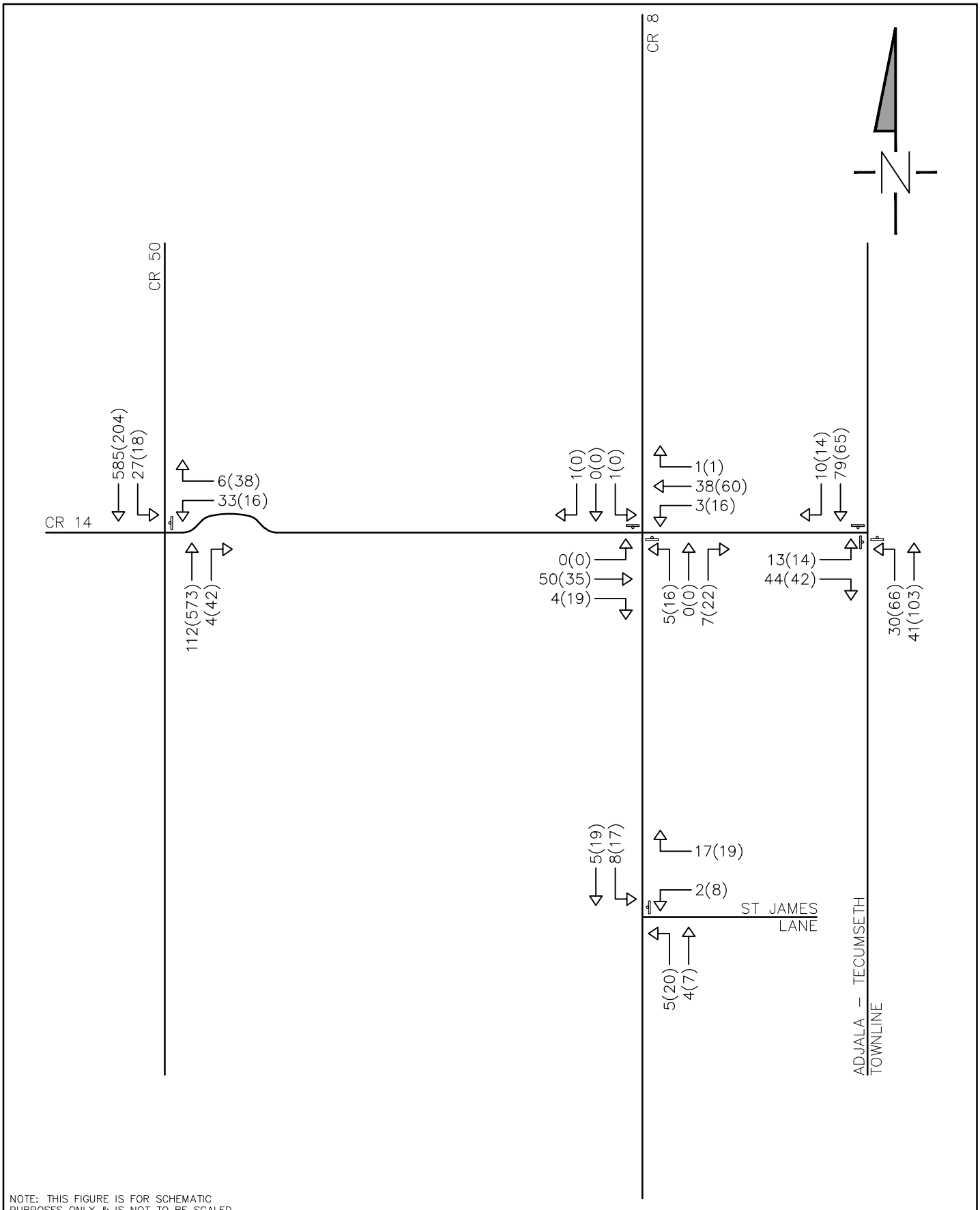
Drawing

EXISTING TRAFFIC CONTROL AND LANE CONFIGURATION

CROZIER & ASSOCIATES Consulting Engineers
The HarbourEdge Building, 40 Huron Street, Suite 301, Collingwood, ON L9Y 4R3
705-446-3510 T
705-446-3520 F
WWW.CFCROZIER.CA
INFO@CFCROZIER.CA

| Drawn By | Design By | Project |
|---|---|---|
| K.J.L. | M.N.F. | 1000-3958/4243 |

| Scale | Date | Check By | Drawing |
|---|---|---|---|
| N.T.S. | DEC. 6, 2017 | M.L. | FIG. 3 |




NOTE: THIS FIGURE IS FOR SCHEMATIC PURPOSES ONLY & IS NOT TO BE SCALED.

Legend

SIGNAL CONTROL

STOP CONTROL

XX%(YY%) WEEKDAY AM (WEEKDAY PM)

Project

TRIBUTE HOMES COLGAN

Drawing

2017 EXISTING TRAFFIC VOLUMES

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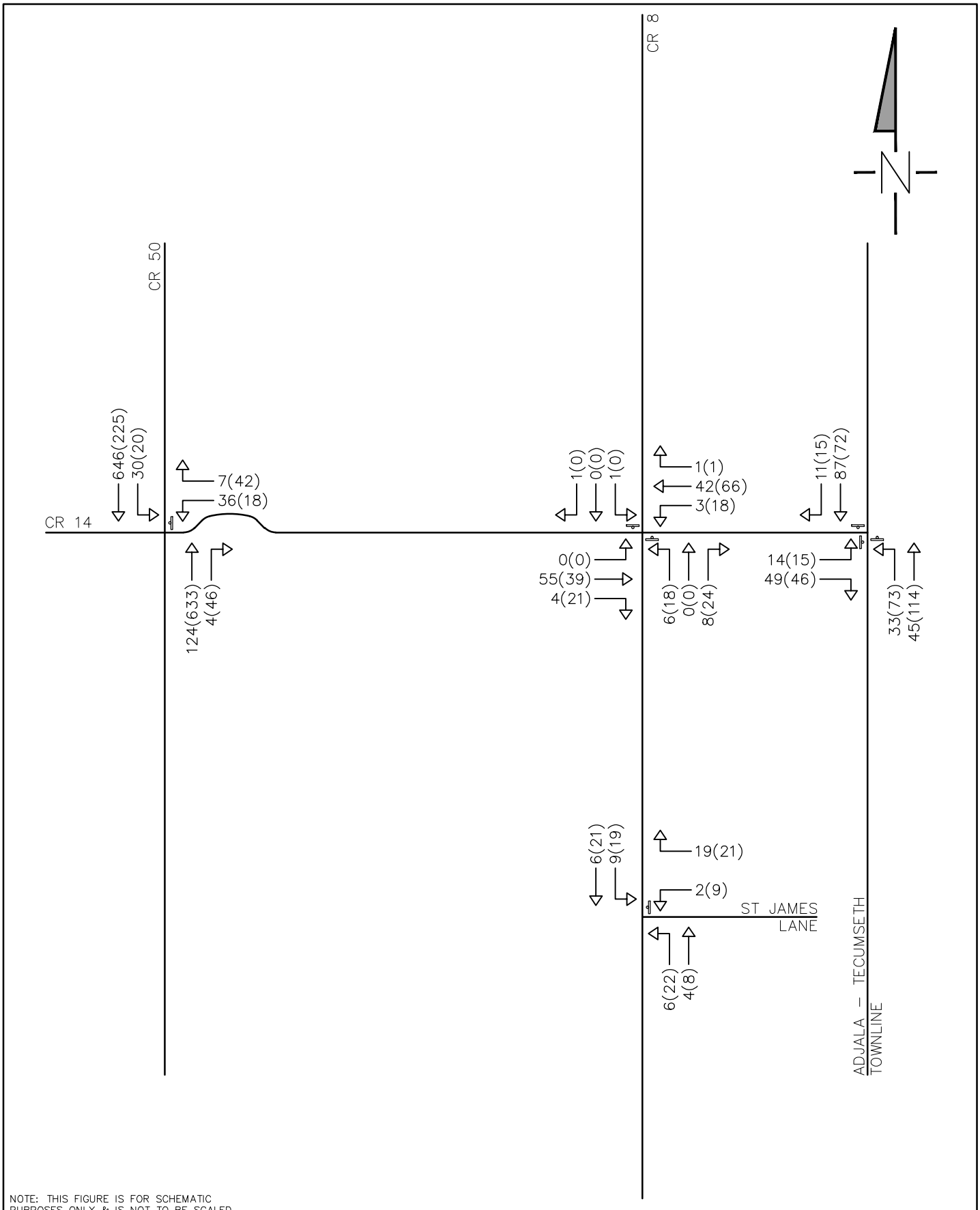
705-446-3520 F
www.cfcrozier.ca
info@cfcrozier.ca

| Drawn By | Design By | Project |
|---|---|---|
| K.J.L. | M.N.F. | 1000-3958/4243 |

| Scale | Date | Check By | Drawing |
|---|---|---|---|
| N.T.S. | DEC. 6, 2017 | M.L. | FIG. 4 |




NOTE: THIS FIGURE IS FOR SCHEMATIC PURPOSES ONLY & IS NOT TO BE SCALED.

Legend

SIGNAL CONTROL

STOP CONTROL

XX%(YY%) WEEKDAY AM (WEEKDAY PM)

Project: TRIBUTE HOMES COLGAN

Drawing: 2022 FUTURE BACKGROUND TRAFFIC VOLUMES

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705-446-3520 F
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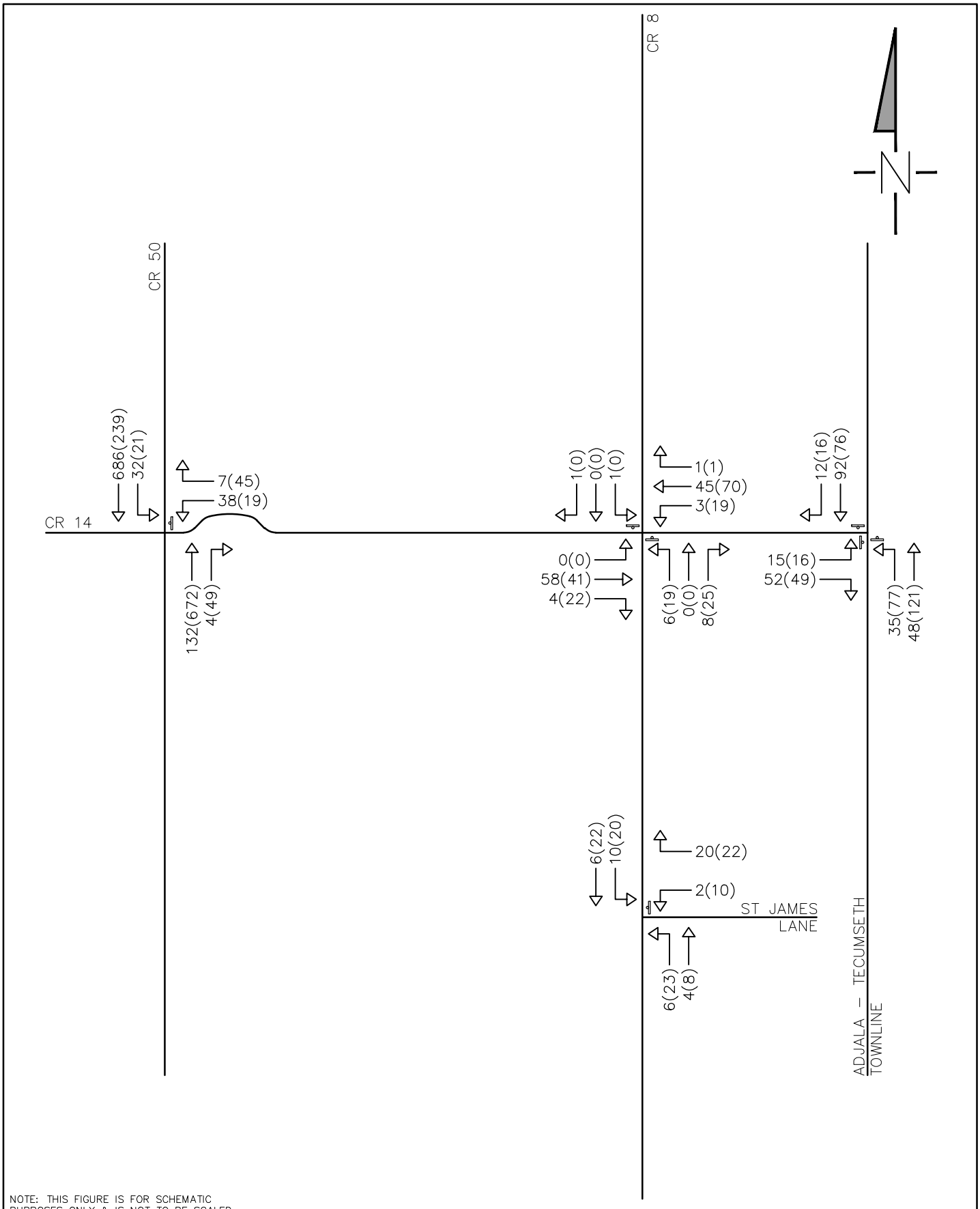
info@cfcrozier.ca

| Drawn By | Design By | Project |
|---|---|---|
| K.J.L. | M.N.F. | 1000-3958/4243 |

| Scale | Date | Check By | Drawing |
|---|---|---|---|
| N.T.S. | DEC. 6, 2017 | M.L. | FIG. 5 |




NOTE: THIS FIGURE IS FOR SCHEMATIC PURPOSES ONLY & IS NOT TO BE SCALED.

Legend

SIGNAL CONTROL

STOP CONTROL

XX%(YY%) WEEKDAY AM (WEEKDAY PM)

Project: TRIBUTE HOMES COLGAN

Drawing: 2025 FUTURE BACKGROUND TRAFFIC VOLUMES

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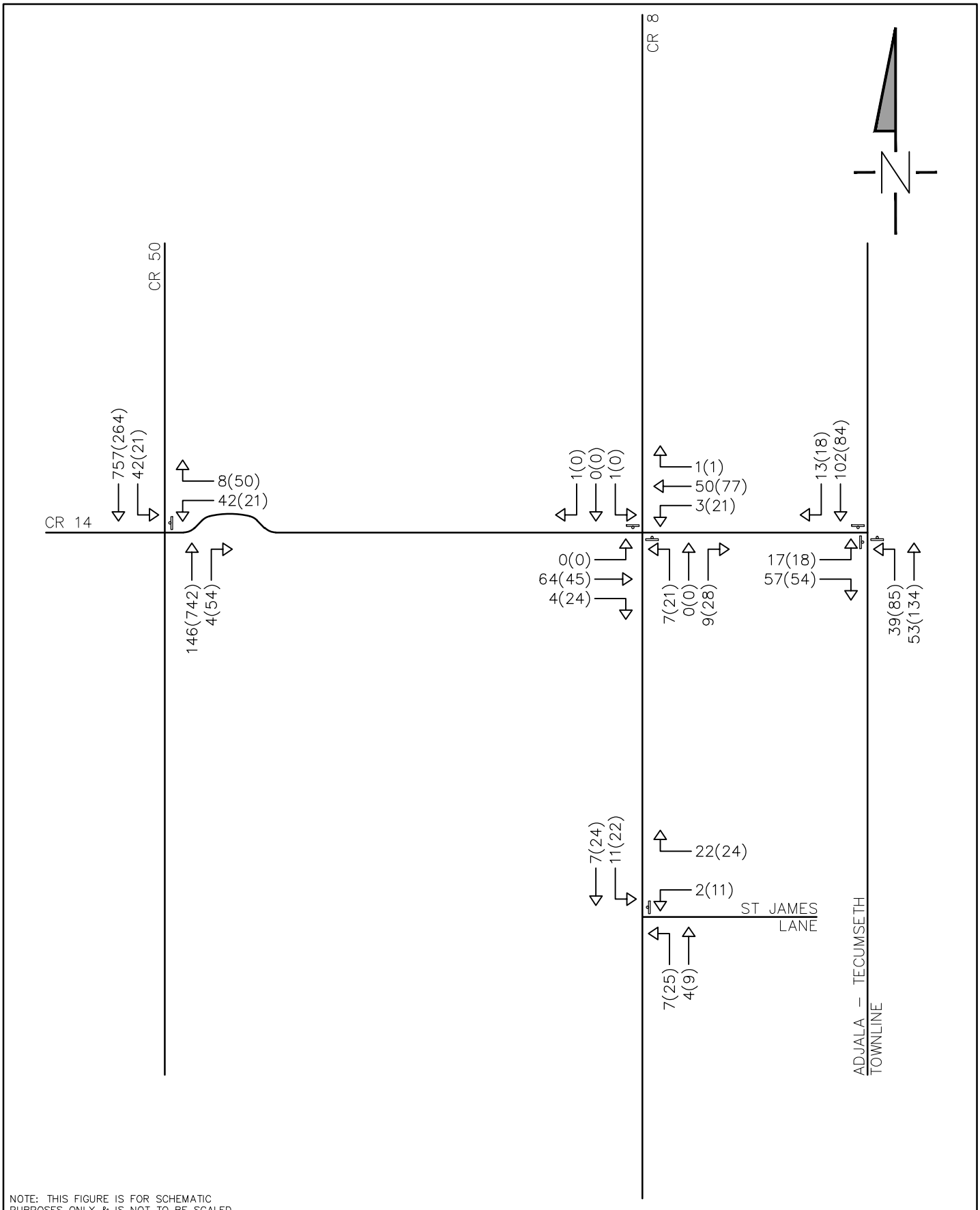
www.cfcrozier.ca
info@cfcrozier.ca

| Drawn By | Design By | Project |
|---|---|---|
| K.J.L. | M.N.F. | 1000-3958/4243 |

| Scale | Date | Check By | Drawing |
|---|---|---|---|
| N.T.S. | DEC. 6, 2017 | M.L. | FIG. 6 |




NOTE: THIS FIGURE IS FOR SCHEMATIC PURPOSES ONLY & IS NOT TO BE SCALED.

Legend

SIGNAL CONTROL

STOP CONTROL

XX%(YY%) WEEKDAY AM (WEEKDAY PM)

Project: TRIBUTE HOMES COLGAN

Drawing: 2030 FUTURE BACKGROUND TRAFFIC VOLUMES

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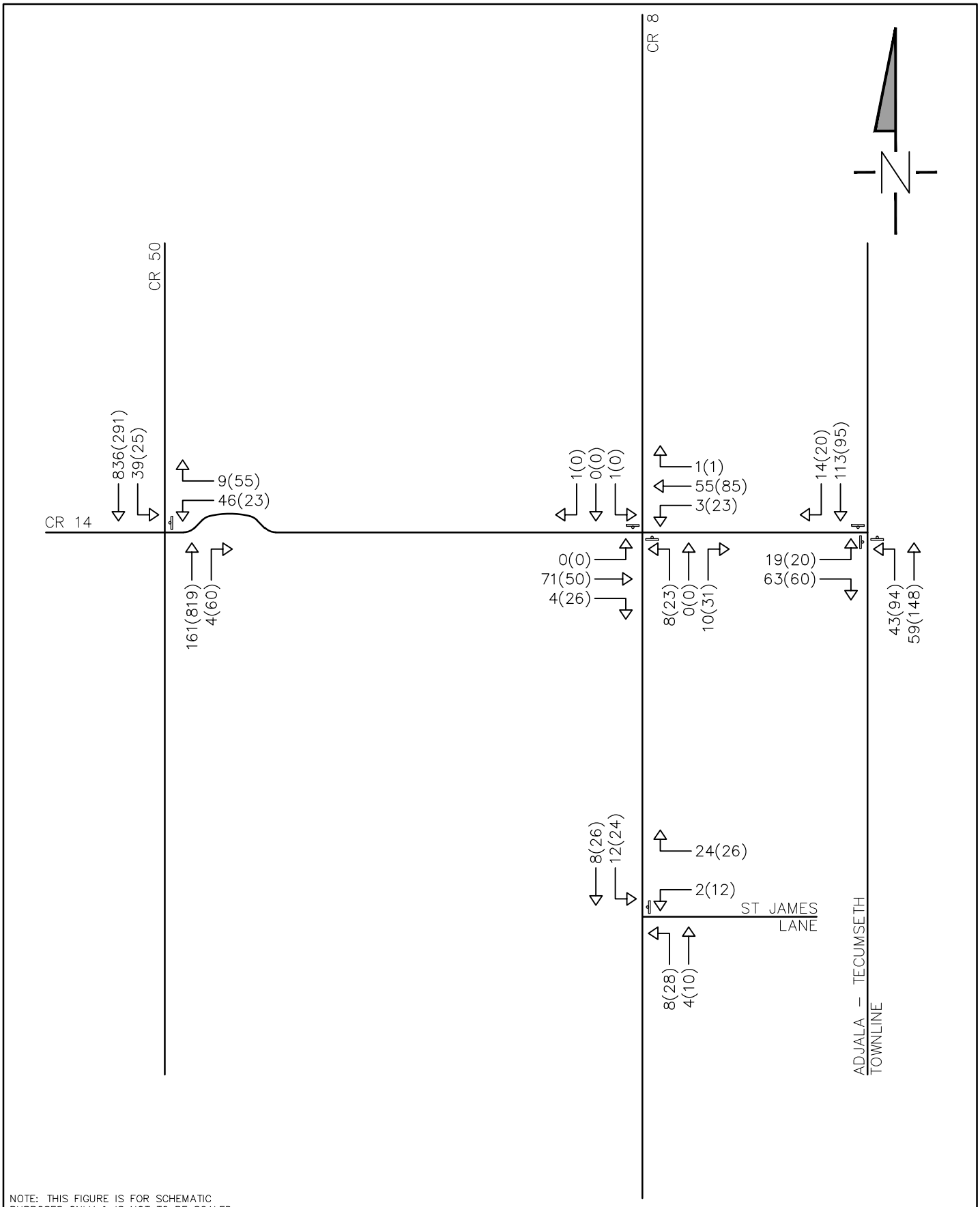
|---|---|---|
| K.J.L. | M.N.F. | 1000-3958/4243 |

| Scale | Date | Check By | Drawing |
|---|---|---|---|
| N.T.S. | DEC. 6, 2017 | M.L. | FIG. 7 |




NOTE: THIS FIGURE IS FOR SCHEMATIC PURPOSES ONLY & IS NOT TO BE SCALED.

Legend

SIGNAL CONTROL

STOP CONTROL

XX%(YY%) WEEKDAY AM (WEEKDAY PM)

Project: TRIBUTE HOMES COLGAN

Drawing: 2035 FUTURE BACKGROUND TRAFFIC VOLUMES

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www.cfcrozier.ca
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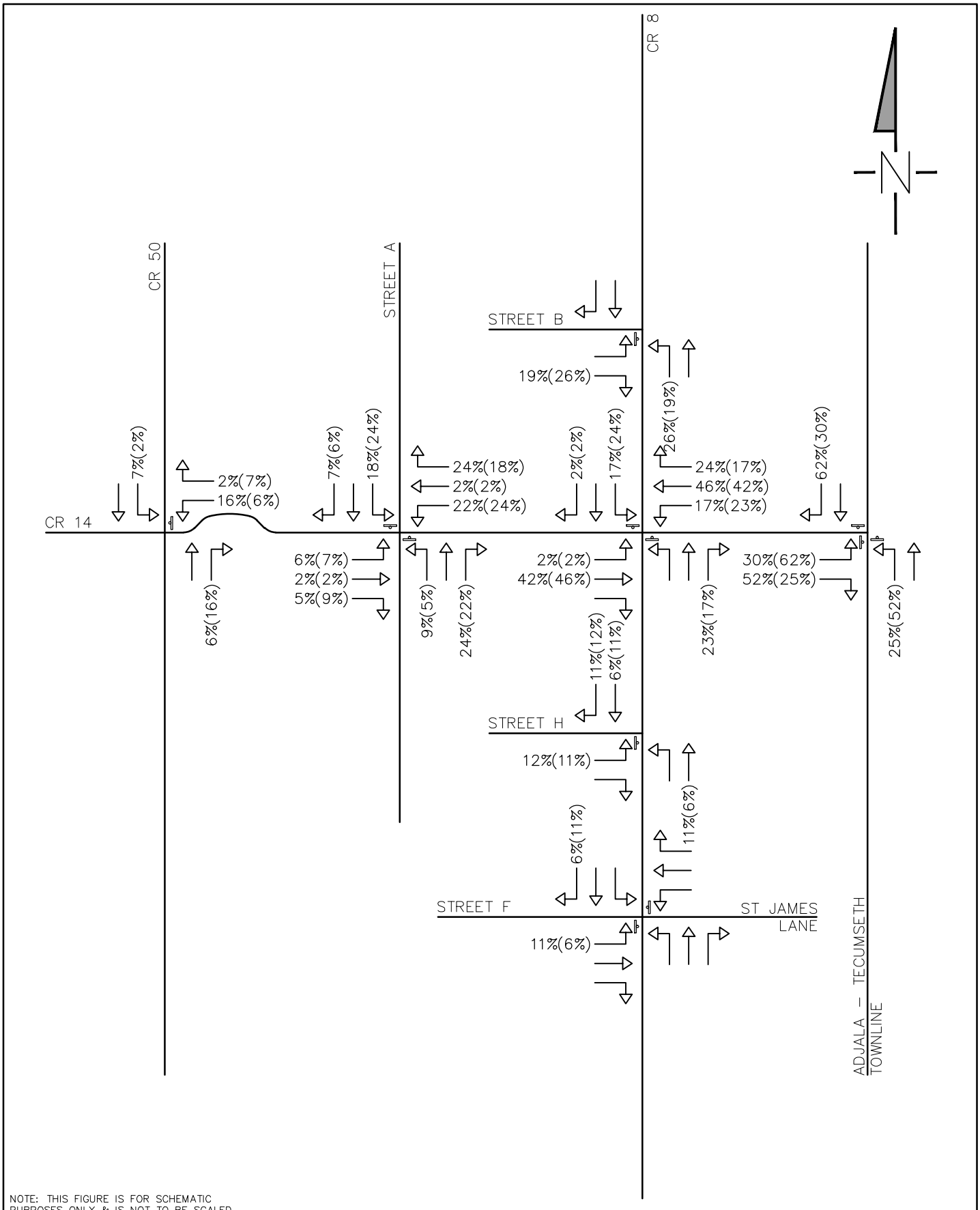
| Drawn By | Design By | Project |
|---|---|---|
| K.J.L. | M.N.F. | 1000-3958/4243 |

| Scale | Date | Check By | Drawing |
|---|---|---|---|
| N.T.S. | DEC. 6, 2017 | M.L. | FIG. 8 |




NOTE: THIS FIGURE IS FOR SCHEMATIC PURPOSES ONLY & IS NOT TO BE SCALED.

Legend

SIGNAL CONTROL

STOP CONTROL

XX%(YY%) WEEKDAY AM (WEEKDAY PM)

Project: TRIBUTE HOMES COLGAN

Drawing: TRIP DISTRIBUTION – RESIDENTIAL (PHASE 1)

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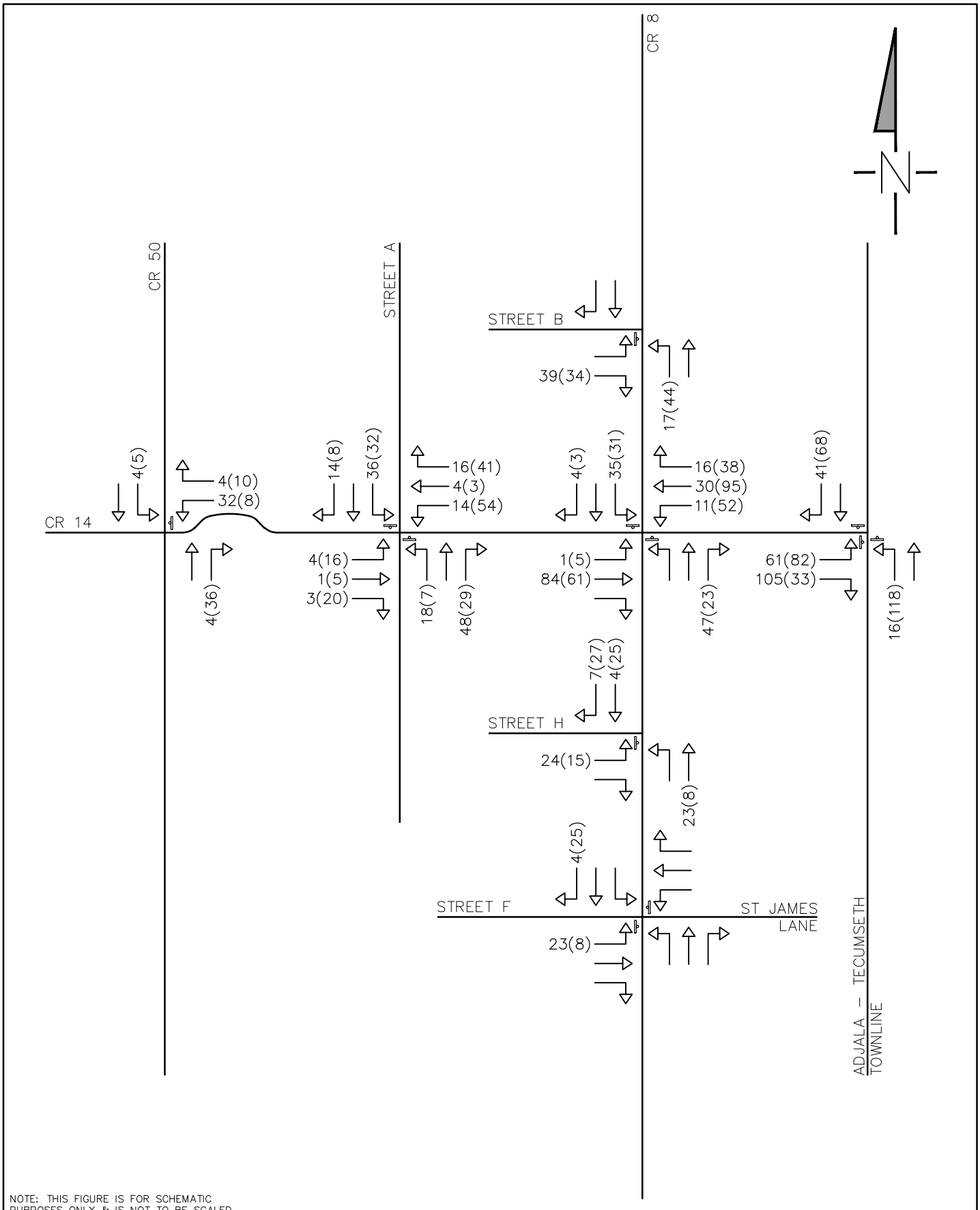
| Drawn By | Design By | Project | Scale | Date | Check By | Drawing |
|---|---|---|---|---|---|---|
| K.J.L. | M.N.F. | 1000-3958/4243 | N.T.S. | DEC. 6, 2017 | M.L. | FIG. 9 |




NOTE: THIS FIGURE IS FOR SCHEMATIC PURPOSES ONLY & IS NOT TO BE SCALED.

Legend

SIGNAL CONTROL

STOP CONTROL

XX%(YY%) WEEKDAY AM (WEEKDAY PM)

Project: TRIBUTE HOMES COLGAN

Drawing: TRIP ASSIGNMENT – RESIDENTIAL (PHASE 1)

CROZIER & ASSOCIATES Consulting Engineers
The HarbourEdge Building, 40 Huron Street, Suite 301, Collingwood, ON L9Y 4R3
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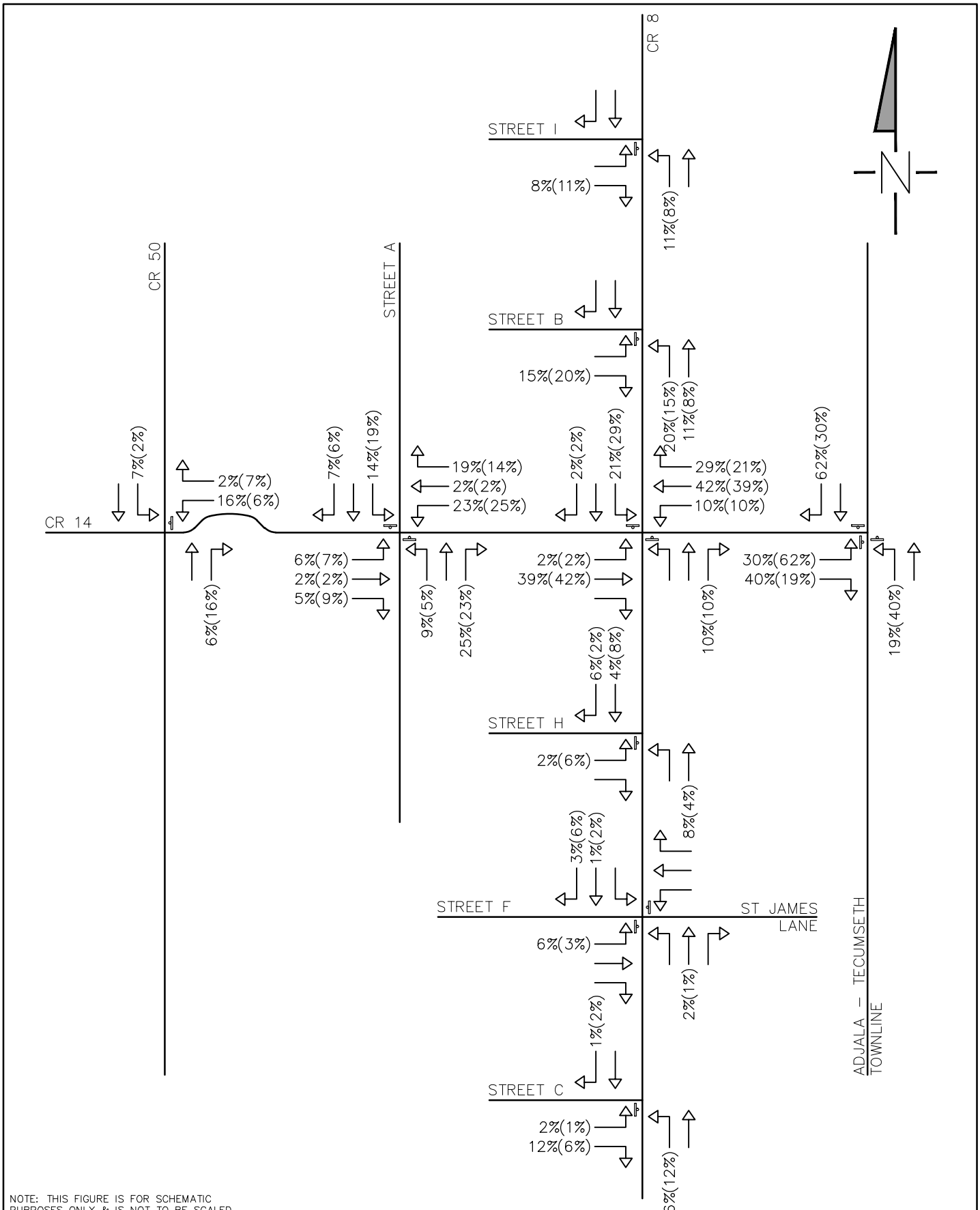
| Drawn By | Design By | Project | Scale | Date | Check By | Drawing |
|---|---|---|---|---|---|---|
| K.J.L. | M.N.F. | 1000-3958/4243 | N.T.S. | DEC. 6, 2017 | M.L. | FIG. 10 |




NOTE: THIS FIGURE IS FOR SCHEMATIC PURPOSES ONLY & IS NOT TO BE SCALED.

Legend

SIGNAL CONTROL

STOP CONTROL

XX%(YY%) WEEKDAY AM (WEEKDAY PM)

Project: TRIBUTE HOMES COLGAN

Drawing: TRIP DISTRIBUTION – RESIDENTIAL (FULL BUILD–OUT)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705-446-3520 F
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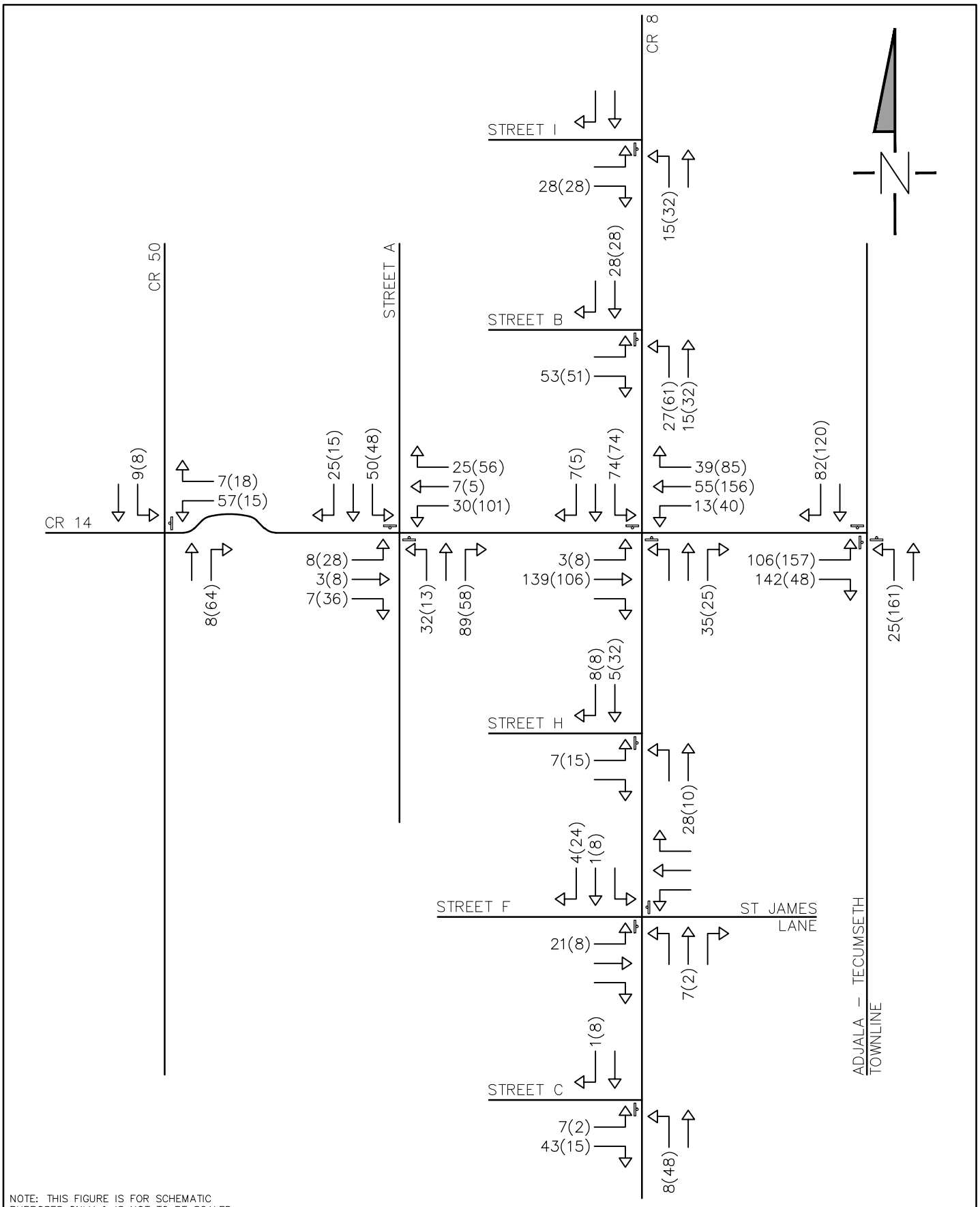
info@cfcrozier.ca


| Drawn By | Design By | Project |
|---|---|---|
| K.J.L. | M.N.F. | 1000–3958/4243 |

| Scale | Date | Check By | Drawing |
|---|---|---|---|
| N.T.S. | DEC. 6, 2017 | M.L. | FIG. 11 |




NOTE: THIS FIGURE IS FOR SCHEMATIC PURPOSES ONLY & IS NOT TO BE SCALED.

Legend

SIGNAL CONTROL

STOP CONTROL

XX%(YY%) WEEKDAY AM (WEEKDAY PM)

Project: TRIBUTE HOMES COLGAN

Drawing: TRIP ASSIGNMENT – RESIDENTIAL (FULL BUILD–OUT)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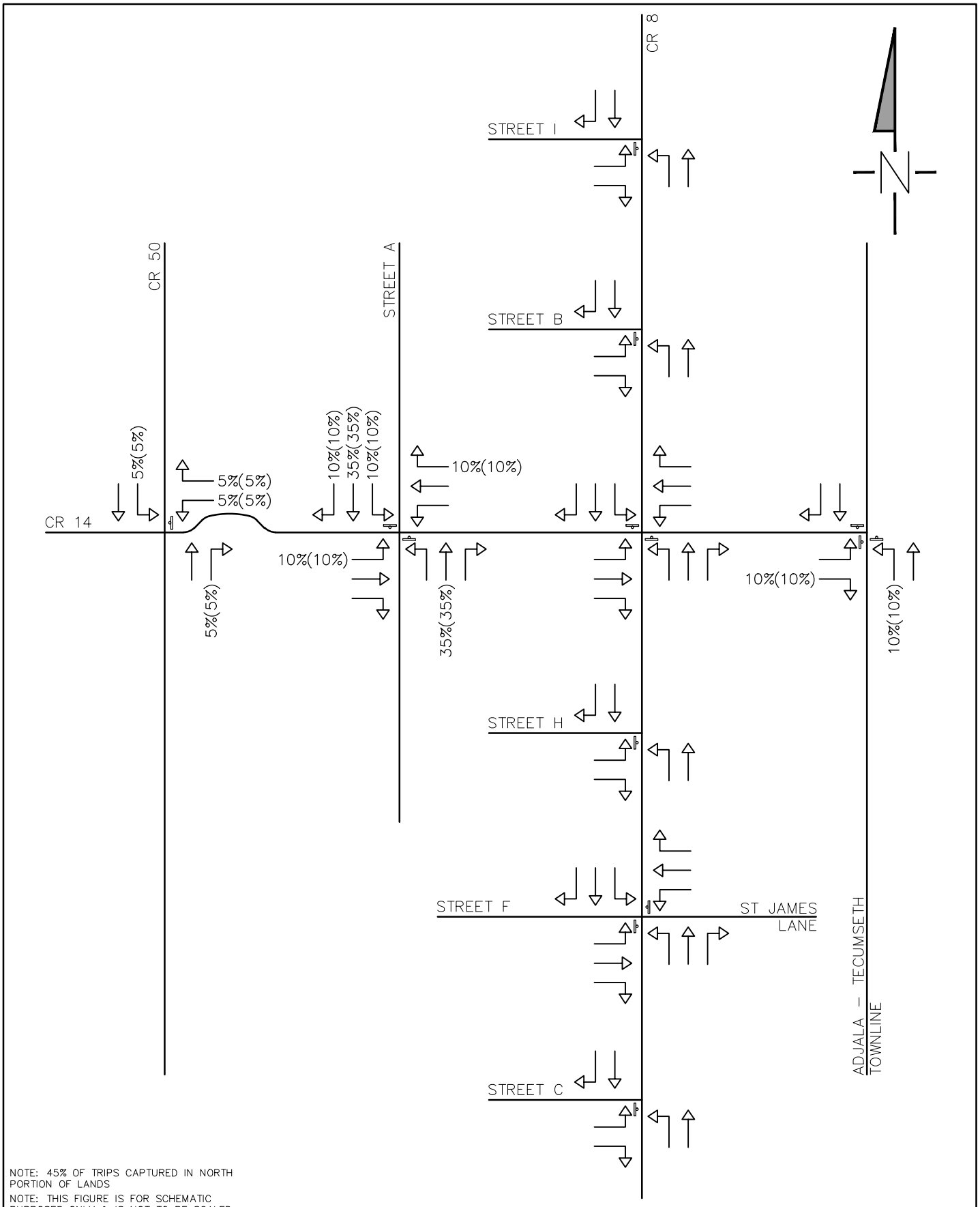
| Drawn By | Design By | Project |
|---|---|---|
| K.J.L. | M.N.F. | 1000–3958/4243 |

| Scale | Date | Check By | Drawing |
|---|---|---|---|
| N.T.S. | DEC. 6, 2017 | M.L. | FIG. 12 |




NOTE: 45% OF TRIPS CAPTURED IN NORTH PORTION OF LANDS

NOTE: THIS FIGURE IS FOR SCHEMATIC PURPOSES ONLY & IS NOT TO BE SCALED.

Legend

SIGNAL CONTROL

STOP CONTROL

XX%(YY%) WEEKDAY AM (WEEKDAY PM)

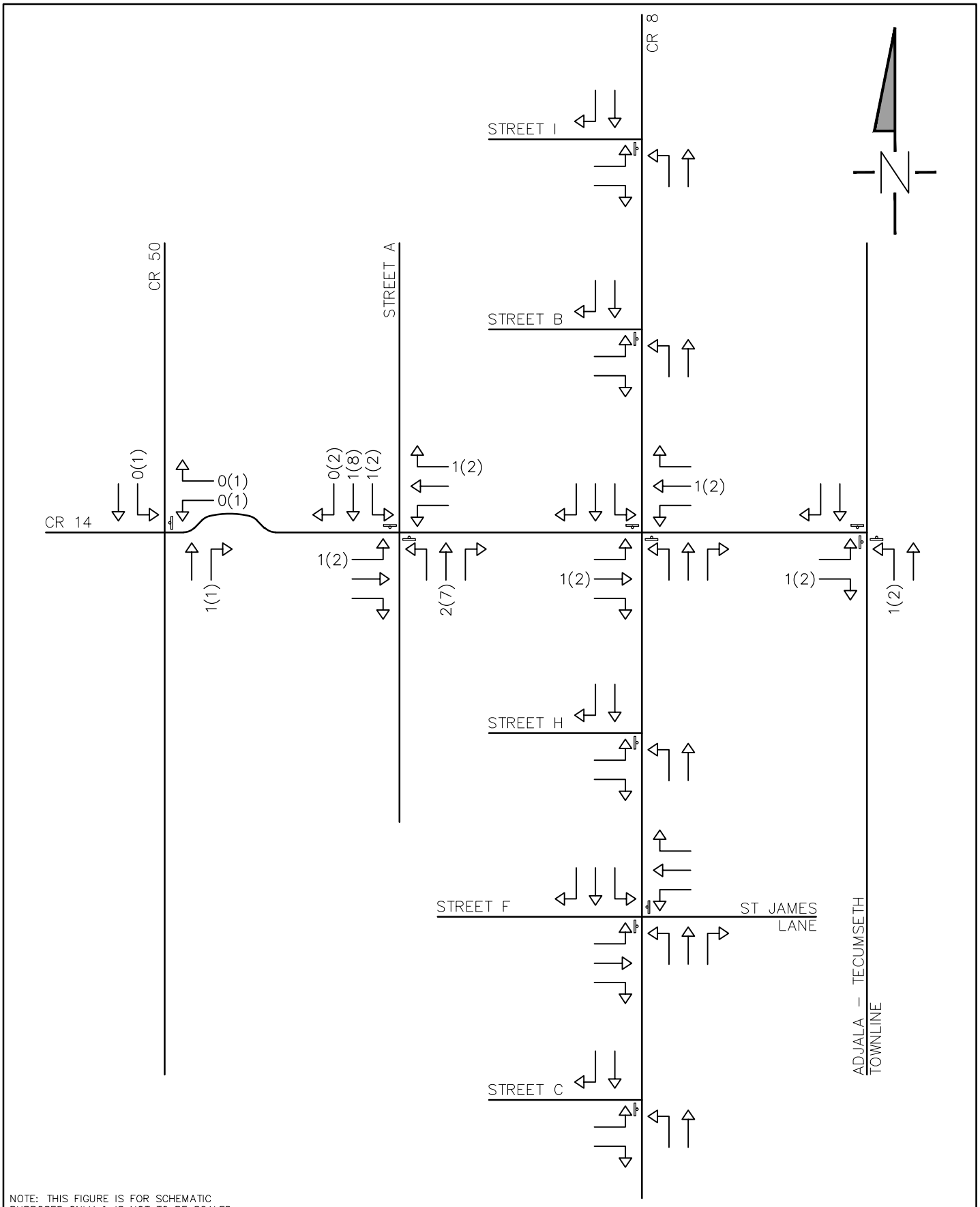
Project: TRIBUTE HOMES COLGAN

Drawing: PRIMARY COMMERCIAL TRIP DISTRIBUTION

CROZIER & ASSOCIATES Consulting Engineers
THE HARBOUREDGE BUILDING, 40 HURON STREET, SUITE 301, COLLINGWOOD, ON L9Y 4R3
705-446-3510 T
705-446-3520 F
WWW.CFCROZIER.CA
INFO@CFCROZIER.CA

| Drawn By | Design By | Project |
|---|---|---|
| K.J.L. | M.N.F. | 1000-3958/4243 |

| Scale | Date | Check By | Drawing |
|---|---|---|---|
| N.T.S. | DEC. 6, 2017 | M.L. | FIG. 13 |




NOTE: THIS FIGURE IS FOR SCHEMATIC PURPOSES ONLY & IS NOT TO BE SCALED.

Legend

SIGNAL CONTROL

STOP CONTROL

XX%(YY%) WEEKDAY AM (WEEKDAY PM)

Project: TRIBUTE HOMES COLGAN

Drawing: PRIMARY COMMERCIAL TRIP ASSIGNMENT

CROZIER & ASSOCIATES Consulting Engineers
The HarbourEdge Building, 40 Huron Street, Suite 301, Collingwood, ON L9Y 4R3
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705-446-3520 F
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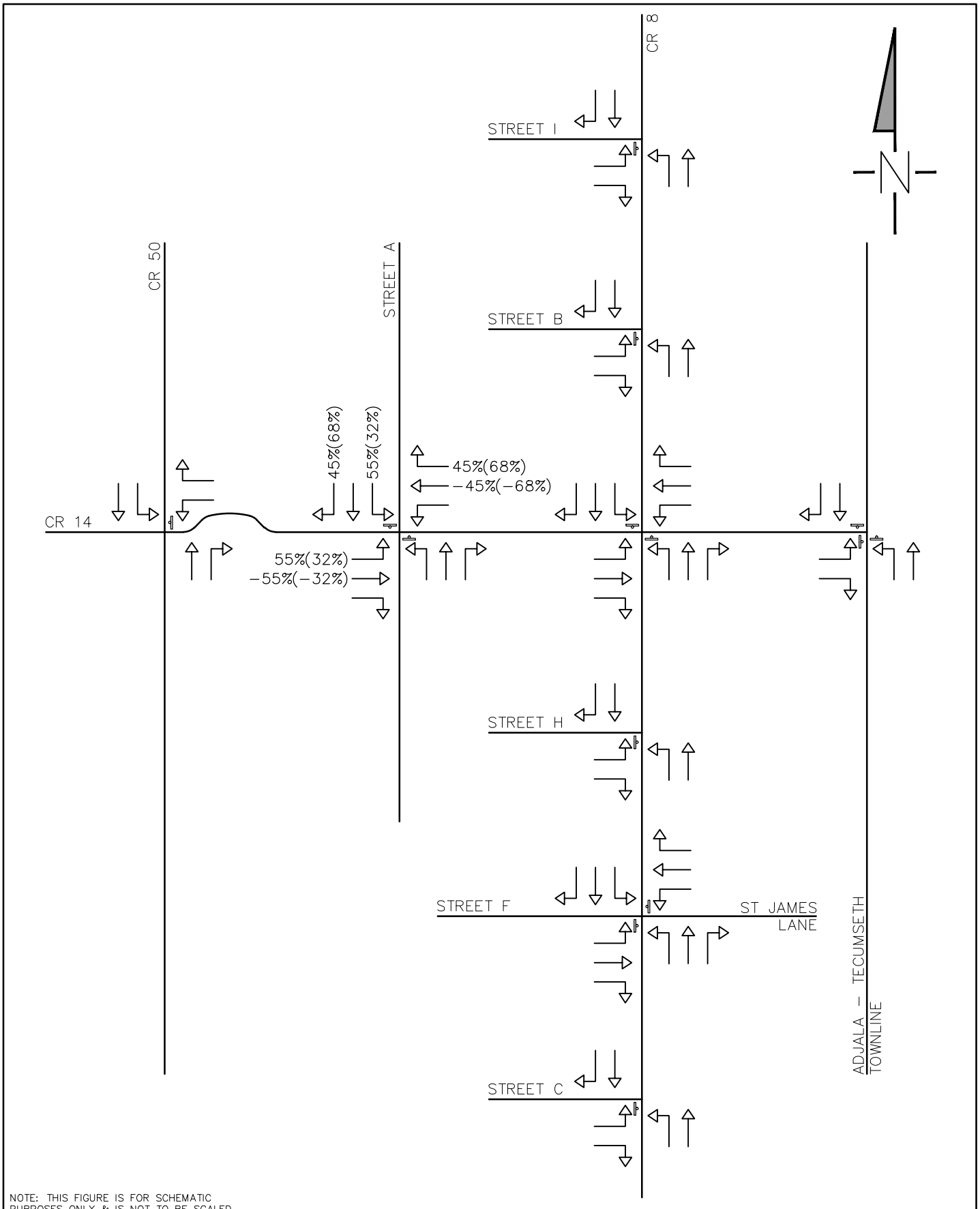
info@cfcrozier.ca

| Drawn By | Design By | Project |
|---|---|---|
| K.J.L. | M.N.F. | 1000-3958/4243 |

| Scale | Date | Check By | Drawing |
|---|---|---|---|
| N.T.S. | DEC. 6, 2017 | M.L. | FIG. 14 |




NOTE: THIS FIGURE IS FOR SCHEMATIC PURPOSES ONLY & IS NOT TO BE SCALED.

Legend

SIGNAL CONTROL

STOP CONTROL

XX%(YY%) WEEKDAY AM (WEEKDAY PM)

Project: TRIBUTE HOMES COLGAN

Drawing: PASS-BY COMMERCIAL TRIP DISTRIBUTION

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705-446-3520 F
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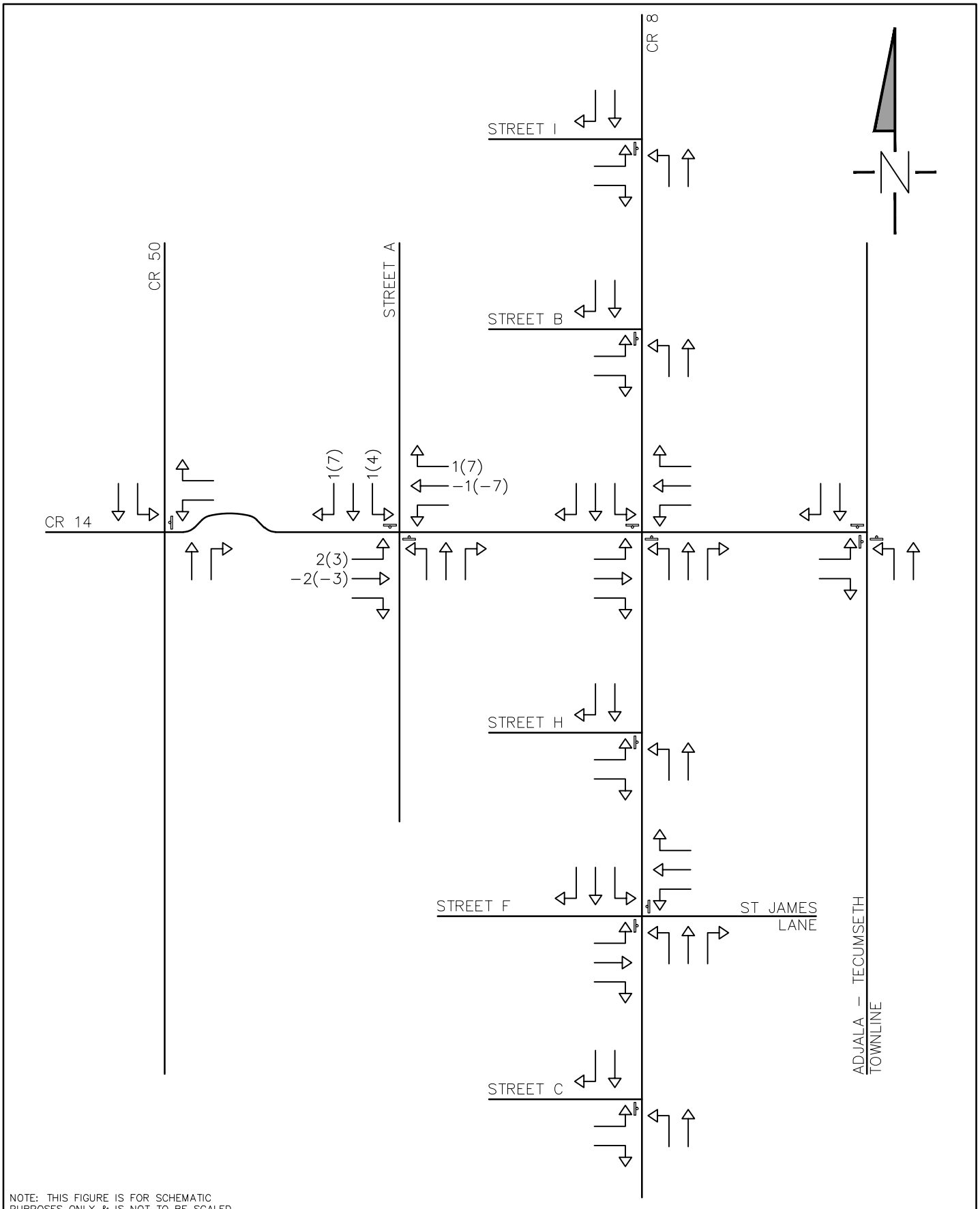
info@cfcrozier.ca

| Drawn By | Design By | Project | Scale | Date | Check By | Drawing |
|---|---|---|---|---|---|---|
| K.J.L. | M.N.F. | 1000-3958/4243 | N.T.S. | DEC. 6, 2017 | M.L. | FIG. 15 |




NOTE: THIS FIGURE IS FOR SCHEMATIC PURPOSES ONLY & IS NOT TO BE SCALED.

Legend

SIGNAL CONTROL

STOP CONTROL

XX%(YY%) WEEKDAY AM (WEEKDAY PM)

Project: TRIBUTE HOMES COLGAN

Drawing: PASS-BY COMMERCIAL TRIP ASSIGNMENT

CROZIER & ASSOCIATES Consulting Engineers
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705-446-3520 F
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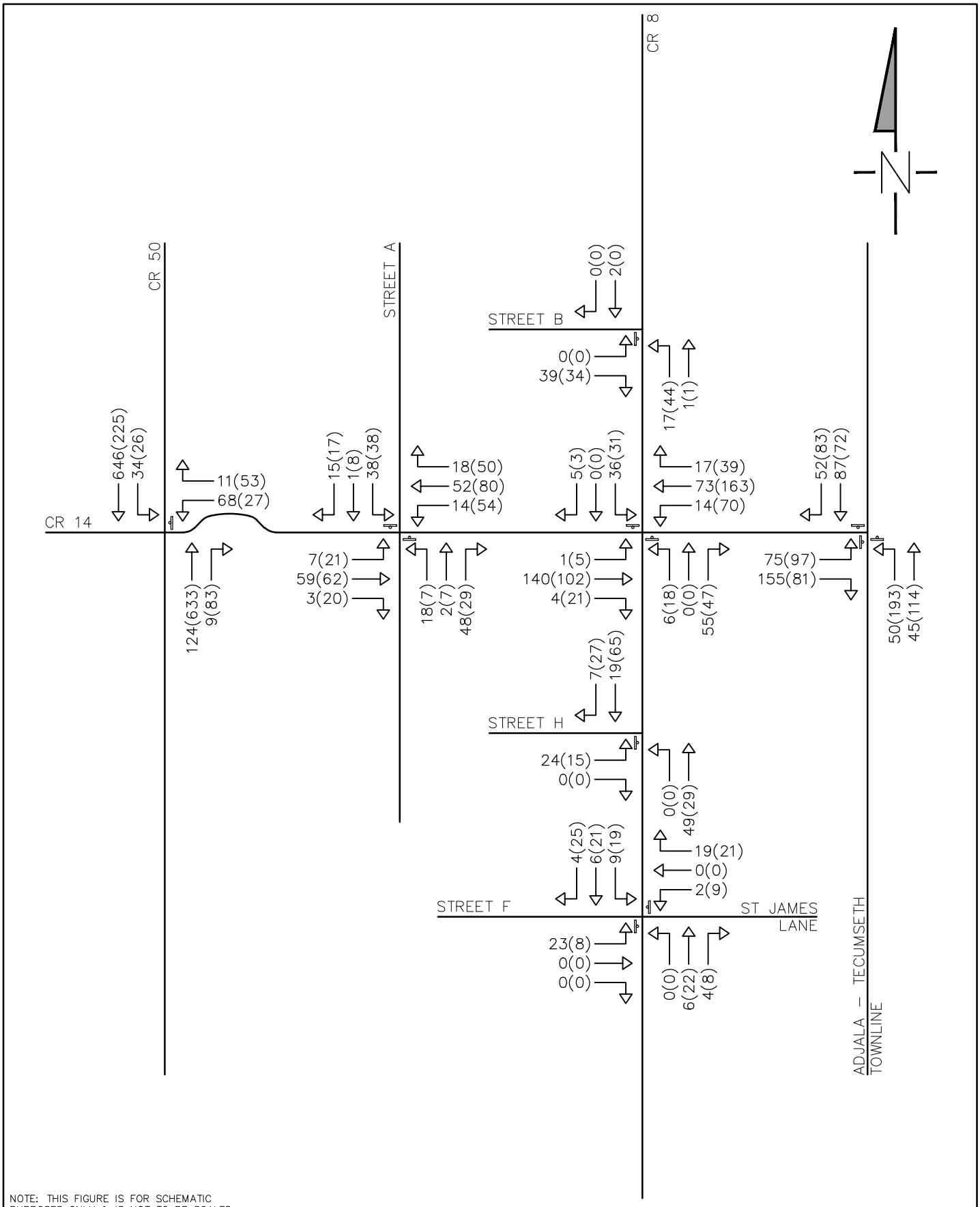
info@cfcrozier.ca

| Drawn By | Design By | Project |
|---|---|---|
| K.J.L. | M.N.F. | 1000-3958/4243 |

| Scale | Date | Check By | Drawing |
|---|---|---|---|
| N.T.S. | DEC. 6, 2017 | M.L. | FIG. 16 |




NOTE: THIS FIGURE IS FOR SCHEMATIC PURPOSES ONLY & IS NOT TO BE SCALED.

Legend

SIGNAL CONTROL

STOP CONTROL

XX%(YY%) WEEKDAY AM (WEEKDAY PM)

Project: TRIBUTE HOMES COLGAN

Drawing: 2022 FUTURE TOTAL TRAFFIC VOLUMES

CROZIER & ASSOCIATES Consulting Engineers
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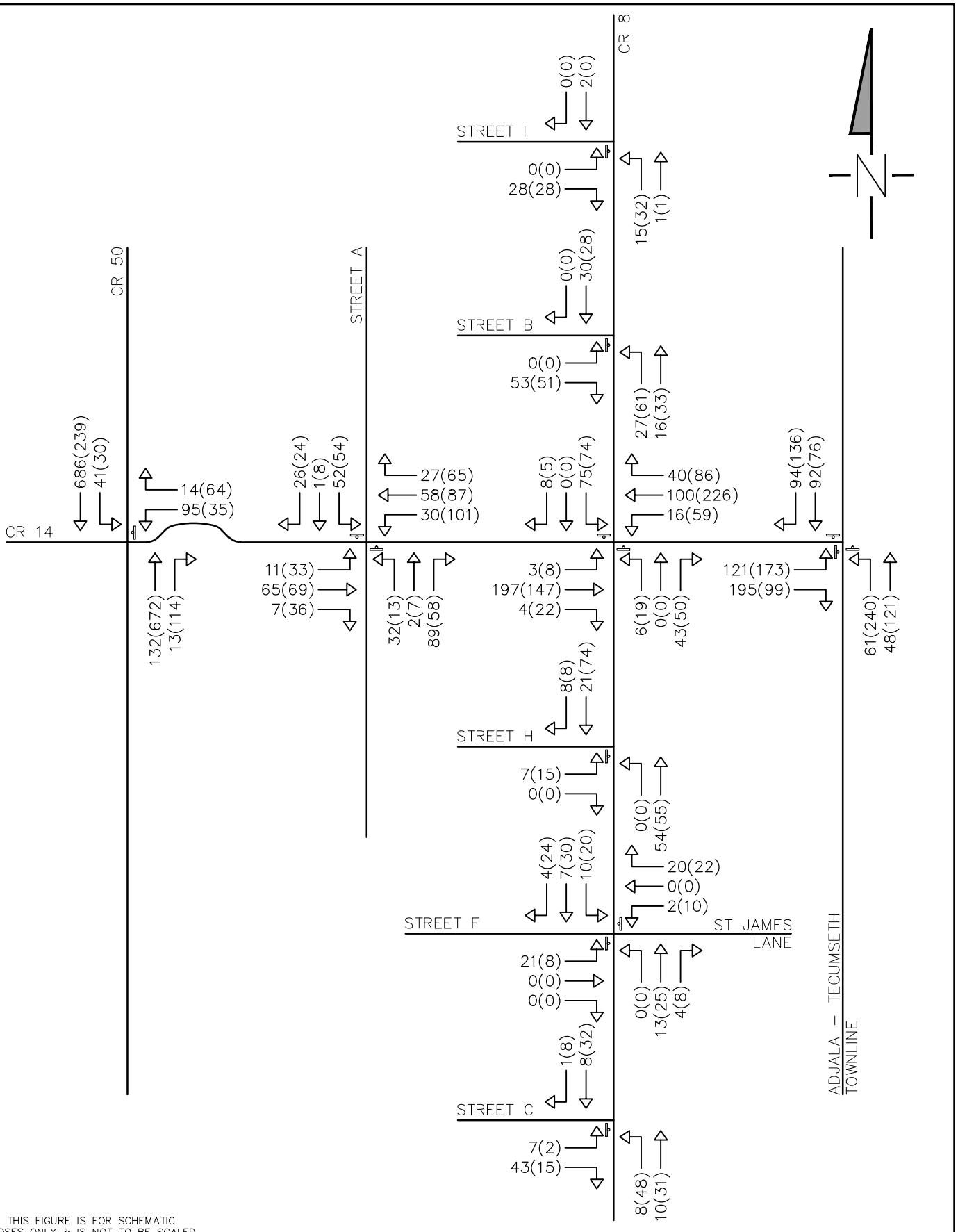
705-446-3520 F
www.cfcrozier.ca
info@cfcrozier.ca

| Drawn By | Design By | Project | Scale | Date | Check By | Drawing |
|---|---|---|---|---|---|---|
| K.J.L. | M.N.F. | 1000-3958/4243 | N.T.S. | DEC. 6, 2017 | M.L. | FIG. 17 |




NOTE: THIS FIGURE IS FOR SCHEMATIC PURPOSES ONLY & IS NOT TO BE SCALED.

Legend

SIGNAL CONTROL

STOP CONTROL

XX%(YY%) WEEKDAY AM (WEEKDAY PM)

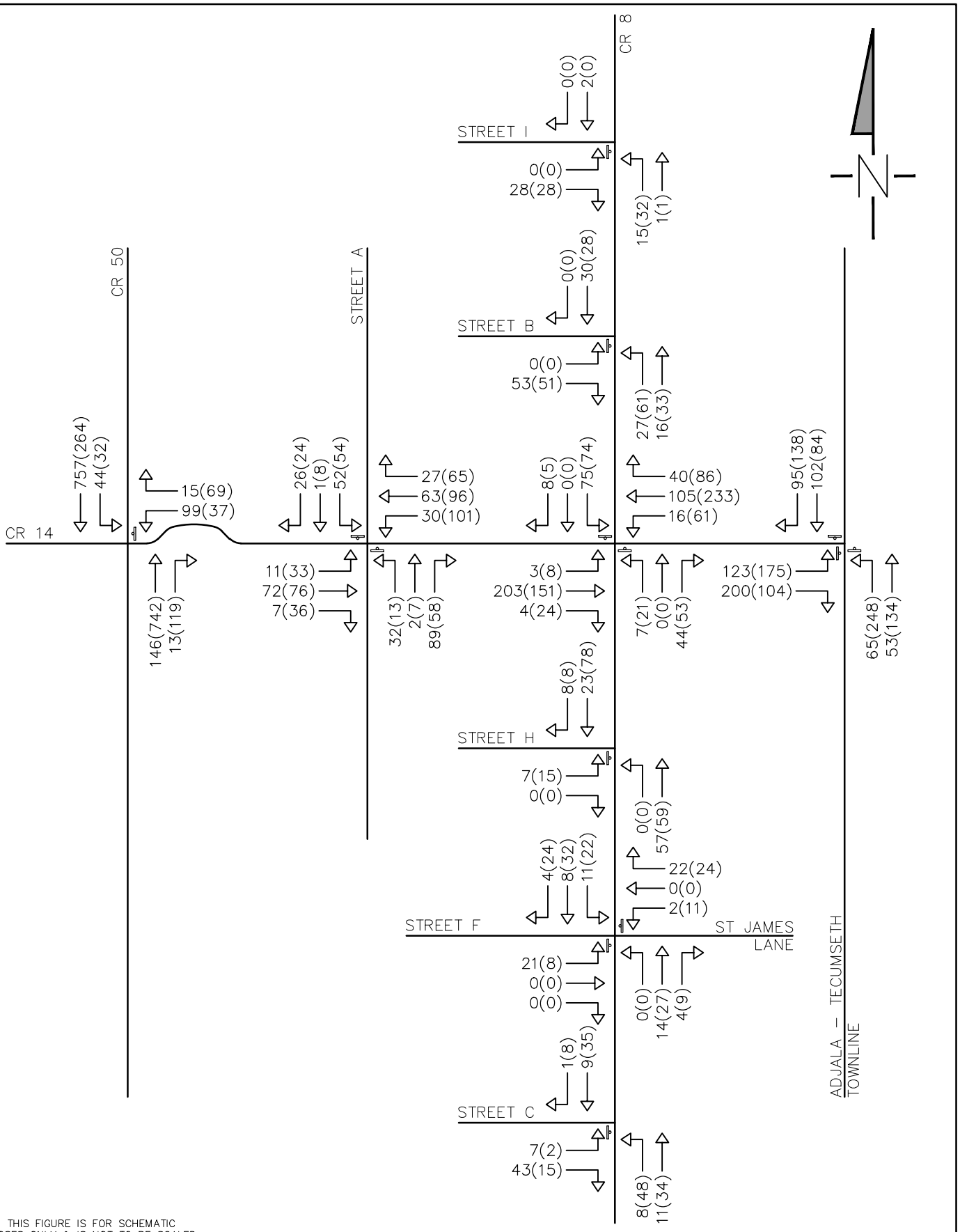
Project: TRIBUTE HOMES COLGAN

Drawing: 2025 FUTURE TOTAL TRAFFIC VOLUMES


CROZIER & ASSOCIATES Consulting Engineers
The HarbourEdge Building, 40 Huron Street, Suite 301, Collingwood, ON L9Y 4R3
705-446-3510 T
705-446-3520 F
WWW.CFCROZIER.CA
INFO@CFCROZIER.CA


| Drawn By | Design By | Project |
|---|---|---|
| K.J.L. | M.N.F. | 1000-3958/4243 |

| Scale | Date | Check By | Drawing |
|---|---|---|---|
| N.T.S. | DEC. 6, 2017 | M.L. | FIG. 18 |




NOTE: THIS FIGURE IS FOR SCHEMATIC PURPOSES ONLY & IS NOT TO BE SCALED.

Legend

SIGNAL CONTROL

STOP CONTROL

XX%(YY%) WEEKDAY AM (WEEKDAY PM)

Project: TRIBUTE HOMES COLGAN

Drawing: 2030 FUTURE TOTAL TRAFFIC VOLUMES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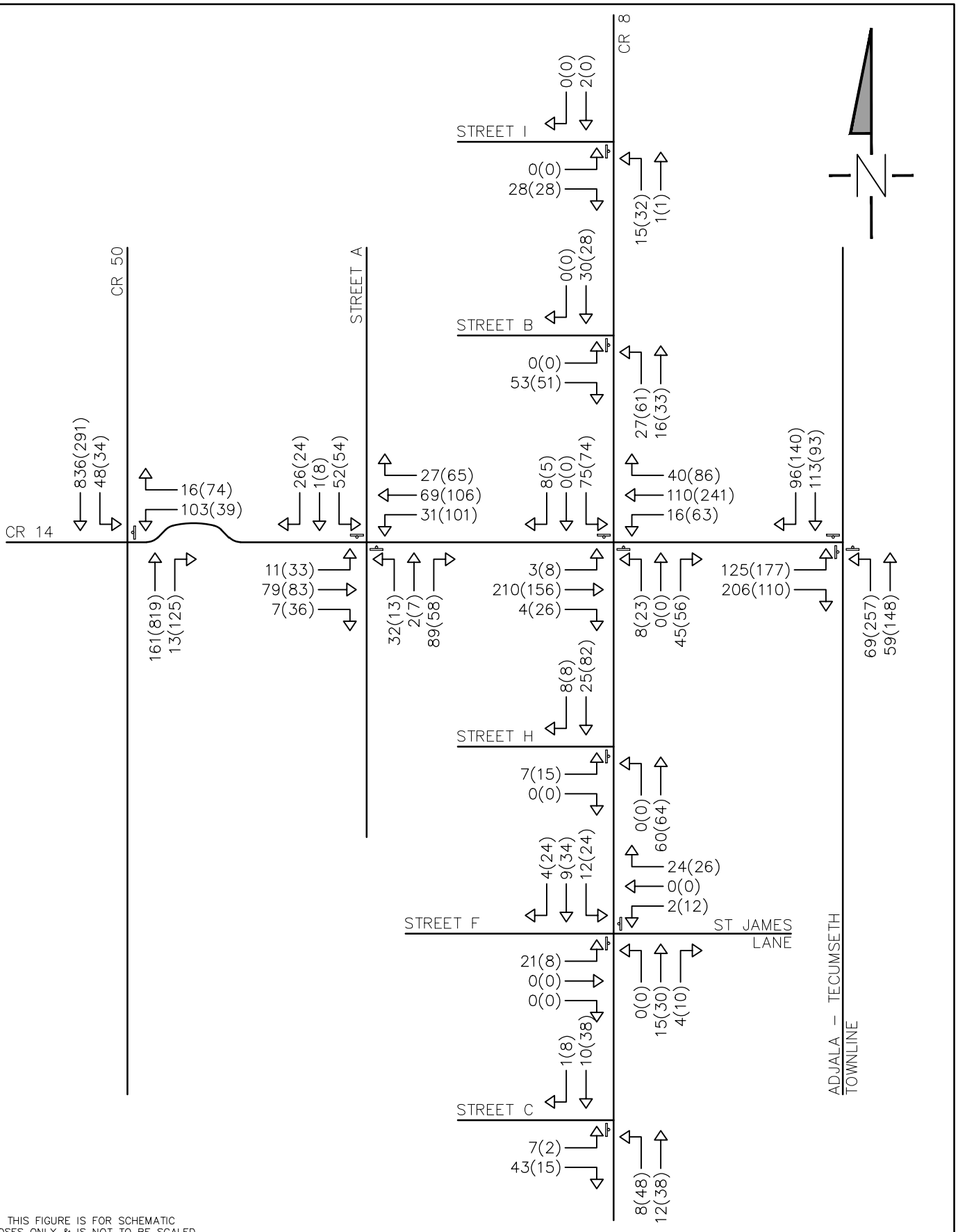
| Scale | Date | Check By | Drawing |
|---|---|---|---|
| N.T.S. | DEC. 6, 2017 | M.L. | FIG. 19 |




NOTE: THIS FIGURE IS FOR SCHEMATIC PURPOSES ONLY & IS NOT TO BE SCALED.

Legend

SIGNAL CONTROL

STOP CONTROL

XX%(YY%) WEEKDAY AM (WEEKDAY PM)

Project: TRIBUTE HOMES COLGAN

Drawing: 2035 FUTURE TOTAL TRAFFIC VOLUMES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| Scale | Date | Check By | Drawing |
|---|---|---|---|
| N.T.S. | DEC. 6, 2017 | M.L. | FIG. 20 |