Upper Mill Pond Development

Norwood

Township of Asphodel-Norwood, County of Peterborough

Traffic Impact Study

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January 26, 2024

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Re: Traffic Impact Assessment for the Proposed Upper Mill Pond Development, in Norwood, Township of Asphodel-Norwood, County of Peterborough

Enclosed, please find our traffic impact study report in support of the Proposed Upper Mill Pond Development in the Village of Norwood, in the Township of Asphodel-Norwood, County of Peterborough. The proposed development is a significant residential development, adding approximately 640 single family homes in various housing types and approximately 1,850 sq. m. of commercial floor space. The study considered weekday AM and PM peak hour vehicular volumes generated by the proposed development with 2023 (existing) 2029 (build-out year), 2034 (5-year post build-out) and 2039 (10-year post build-out) planning horizons.

In general, the study found that there is sufficient capacity in the existing study road network to accommodate general growth in the background traffic. The study also found that the study road network's key intersection, Highway 7/County Road 45/40 signalized intersection will run out of capacity by 2039 with continued growth along Highway 7 corridor. The study recommended that the Township, County and MTO coordinate/plan for area wide studies addressing the traffic/parking requirements associated with/to meet the current and future needs and development plans for the Township, especially in the Village of Norwood urban area.

Yours truly,

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Reviewed by,

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EXECUTIVE SUMMARY

This traffic study was carried out in support of proposed *Upper Mill Pond* residential development in the Village of Norwood, in the Township of Asphodel-Norwood, County of Peterborough. The proposed development (based on a site plan prepared by *RFA Planning Consultants Inc.*, November 2023) will consist of low density residential, medium density townhouses and medium density multi-family residences, as well as approximately 1,850 sq. m. floor area of commercial space covering a total area of approximately 35.5 hectares. The study carried out a detailed examination of the impacts of existing (2023), future background (2029, 2034 and 2039) and the impact of the site-generated traffic on the future background traffic on the adjacent road network, mainly the traffic levels along Highway 7, Peterborough County Road 45 (CR 45), Mill Street and Asphodel 10th Line in the vicinity of the study site.

The study reached the following conclusions:

Existing Conditions:

Existing conditions analyses are based on peak traffic volumes collected during 2023 summer peak period adjusted using traffic data provided by MTO, County of Peterborough and data in Tranplan files (see **Appendix "A"**) to arrive at existing 2023 traffic levels at the study intersections.

- Under existing conditions, the Highway 7/County Road 45 signalized intersection is operating at overall LOS "C" for both study peak periods. The highest v/c ratio at the signalized intersection is 0.69 during the PM peak hour for the eastbound through-right movement (Highway 7 shared through-right movement lane at the intersection), operating at a LOS "C" with delay of 20.2 seconds. All unsignalized study intersections and associated movements are currently operating at LOS "C" or better with delay of approximately 20 seconds or less during AM and PM peak hours.
- It is concluded that all study intersections are operating satisfactorily during the study peak periods and that there is sufficient capacity in the existing study road network to accommodate general growth in the background traffic.

Future Background Conditions:

The future background conditions for the proposed development planning horizons have been projected for 2029 (build-out planning horizon), 2034 (5-years post build-out) and 2039 (10-years post build-out) based on an average growth rate of 1.0% per annum (compounded) for the roads in the study area. In addition, the following developments which already have planning approval status: Norwood Park Phase 4 Residential Development (assumed 148 Dwelling Units), Proposed Residential Development at 67 Mill Street (approved for 358 single family homes and 100 units of senior housing, assumed 266

single family homes) and 112 Mill Street (approved for 159 single family homes, assumed 127 single family homes) are assumed to be built-out by 2029 and included in the future background planning horizons.

The intersections capacity analysis for Highway 7 intersections in Norwood urban area were carried out in Synchro using two separate assumptions:

1. As requested by the MTO, a saturation flow rate of 1750 vehicles per hour per lane and peak hour factors based on observed values for each turning movement from 2023 traffic count.
2. Synchro default saturation flow rate of 1900 vehicles per hour per lane and a peak hour factor of 0.92 for all movements.

Assessed using the first assumptions, the Highway 7/County Road 45/40 signalized intersection is projected to operate at an intersection average typically found in more highly populated/higher density urban communities. By 2039 planning horizon, the eastbound Highway 7 through-right lane at County Road 45/40 intersection will be at a v/c ratio at 1.07 and the 95th percentile queue length is projected to be more than 355 metres, or queuing of approximately 47 vehicles. Based on the second analysis conditions, the 2029 PM peak hour results for the Highway 7/County Road 45/40 signalized intersection, the eastbound through-right lane is projected to operate at v/c ration at 0.86 and projected to operate at v/c ratio at 0.94 in 2039. It indicates that the eastbound through-right lane, while at critical levels, will still have some capacity left in the eastbound through-right lane in 2039 background conditions.

Similarly, all unsignalized study intersections and associated movements (using assumption 1) are projected to continue to operate at LOS "C" or better during both AM and PM peak hours in 2039, except for the Elm Street outbound movement (westbound movement is forecast to operate at LOS "F" with projected delay of approximately 58 seconds) during 2039 PM peak hour. However, the intersection capacity analysis with revised assumptions indicates that Elm Street outbound movement is forecast to operate at LOS "E" with a projected delay of approximately 48 seconds and a 95th percentile queue length of approximately 7.7 metres (approximately one vehicle length) and v/c ratio at 0.26 during the PM peak hour in 2039.

Site Traffic from the Proposed Development:

Forecasts of future site trip generation of 640 single family residential units and a 1,842 m^2 commercial floor area were developed using the appropriate land uses trip generation relationships taken from the current Institute of Transportation Engineers (ITE) *Trip Generation Manual*. The forecast peak hour trip generation by the full build-out of the proposed development is summarized below and detail site generated trips is given in **Table 3.1**.

	AM Pk Hr	*PM Pk Hr*
Inbound	*89*	*316*
Outbound	*206*	*211*
Total	*294*	*527*

The study site trip distribution, in general, is based on residents' travel using five gateways (see **Exhibit 3.1A**):

- To/from West (towards Peterborough on Highway 7): 60%
- To/from East (towards Havelock on Highway 7): 20% (including 5% from traffic using Asphodel 10th Line)
- To/from East/West (using CR 42): 5%
- To/from North (using CR 40): 5%
- To/from South (towards 401 on CR 45):10% (including 5% from traffic via Asphodel 10th Line and CR 42)

The commercial trips were distributed equally to the same gateways with a noted difference, in that the study assumed 50% of the commercial trips will be to/from the study site and to/from the existing and future developments in the study area (see **Exhibit 3.1B**).

Total Conditions:

In general, with the proposed Upper Mill Road traffic added to the background traffic, under the current lane geometry of the study intersections, the critical eastbound shared through-right lane at the Highway 7/County Road 45/40 signalized intersection is projected to operate at capacity (v/c ratio will be at 1.05) in the PM peak hour and continue to deteriorate in future planning horizons. By 2039 planning horizon, the eastbound shared through-right lane is projected to operate with v/c ratio at 1.14, with 95th percentile queue of more than 423 meters during the PM peak hour.

For the unsignalized study intersections, the impact of the site traffic on the critical outbound movements from the side streets turning onto the main street, (in general) is minor. The exceptions are Highway 7 at Cedar Street and at Elm Street during the PM peak hour. The impact of site traffic on these two intersections is additional delay of more than 70 seconds in 2039 for the vehicles waiting to turn on to Highway 7 from the side streets.

Potential Mitigation Measures

<u>Highway 7 at County Road 45</u>

To mitigate the impact of the future conditions at the Highway 7/CR 45 intersection during the PM peak hour, the intersection was tested with Highway 7 widened to provide an eastbound

right turn lane. With the addition of an eastbound right-turn, the eastbound through movements during the PM peak hour is projected to improve significantly in delay, from LOS "E" and "F" to LOS "C", significant reduction in queue and in v/c ration, as shown in table below:

PM Peak Hour Eastbound Through Movement								
Planning Horizon	Existing Lanes				With Added Right Turn Lane			
	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
2029	E	68.9	373	1.05	C	24.6	199	0.73
2034	F	84.3	397	1.10	C	26.5	217	0.76
2039	F	101.8	423	1.14	C	29.0	254	0.80

** Delay in seconds, 95th percentile queue length calculations are based on Synchro output values (in metres)*

Highway 7 at Cedar Street and Elm Street

The projected increased delays for Cedar Street and Elm Street vehicles turning out onto Highway 7 are not considered to require mitigation. Significant delays are common during peak hours at unsignalized intersections of side roads with an arterial road. It is expected that in reality, the congestion will not reach the projected levels because drivers will adjust their routes to reduce their delays in getting to Highway 7 during the PM peak hour.

The Upper Mill Pond development will be supported by access road/driveways connections on Mill Street and on Asphodel 10th Line. Five site access roads/driveways on Mill Street and on Asphodel 10th Line are proposed for this development. The results of the capacity analysis provided on **Table 4.3** indicate all movements at the site access roads/driveways on both Mill Street and 10th Line are projected to operate at LOS "B" or better, with minimum delay, queue of less than one vehicle at most intersections and operates with more than sufficient residual capacity available during both AM and PM peak hours. The traffic from the proposed development adds very little increases in the three principal components of intersection measures of effectiveness on Mill Street or on 10th Line.

In order to mitigate anticipated future level of congestion, it is recommended that the Township, County and MTO coordinate/plan for area wide studies addressing the traffic/parking requirements associated with/to meet the current and future needs and development plans for the Township, especially in the Village of Norwood urban area.

General Impact of Site Traffic on Township Road Network

The impact of the proposed development on the existing (internal) Township Road network was assessed based on existing and projected AADTs for the subject Township Roads. In the study area, King Street, Queen Street, Elm Street and Cedar Street current (2008) AADT is less than 1,000 vehicles (as per Road Needs Study), but serves minor collector road

functions as they provide direct land access and general traffic movements within the study area. When the proposed development is fully built-out, it is expected that these streets will continue to perform its minor collector/collector function and carry traffic volumes approaching minor collector/collector road volumes (up to 5,000 vehicles per day in certain section of the road), see **Table 4.6**.

Auxiliary Lane Analysis

As part of the 67 Mill Street and 112 Mill Street development, a westbound left turn lane will be provided on Highway 7 at Cedar Street and a southbound left turn lane is planned (pending on the final decision related to removal of on-street parking) on County Road 45 at Alma Road.

While 2039 AM peak hour conditions at County Road 45 and Queen Street meet the County of Peterborough Right-Turn Lane/Taper Warrants, the forecast volumes at the intersection used for the warrant analysis are very conservative estimates and considered the "worst case" scenario. As such, the study recommended monitoring of future traffic conditions at the intersection. No other auxiliary lane is recommended to support the proposed development.

Sightline Analysis

Sightline analysis was carried out for future access roads/driveways on Mill Street and on 10th Line. There are no sightline issues on Asphodel 10th Line at the proposed Street A and the proposed 4-Plex driveway as there are clear sightlines available for more than 200 m in both directions at Street A and at 4-Plex driveway. At the proposed location of Street C/Mill Street intersection, there is a knoll just to the east of proposed Street C location and a vehicle on Street C waiting to turn onto Mill Street could be hidden from view from an approaching vehicle from the east. The available sight distance based on existing road profile is 75 m. Based on a sight distance of 60 km/h design speed, a minimum stopping distance of 85 m in both direction from Street C is required. However, Mill Street will be reconstructed as part of the 67 Mill Street development. When Mill Street is reconstructed, there will be approximately 300 m sightline distance to the east on Mill Street from the proposed Street C location (see **Exhibit 4.1**). However, it is recommended that the available sight distance be reconfirmed in the field prior to construction of the site access roads and commercial site driveway.

Intersection Spacing Analysis

The intersection spacing assessment is carried out based on the TAC Geometric Design Guide for Canadian Roads (2017), for the proposed site access roads intersection in relation to future intersections in the study area. The assessment indicates that all proposed access roads and driveways meet the minimum spacing requirements for local/collector roads.

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1.0 INTRODUCTION AND BACKGROUND

Tranplan Associates ("Tranplan") is pleased to present the findings and recommendations from our traffic impact study dealing with the proposed *Upper Mill Pond* residential development to be located on the north side of Mill Street, south of the rail line between King Street and Asphodel 10th Line, in the general area located on the northeast quadrant of the Mill Street and King Street intersection, in the Village of Norwood, in the Township of Asphodel-Norwood, County of Peterborough (see **Exhibit 1.1:** Key map). The proposed development (based on a site plan prepared by *RFA Planning Consultants Inc.*, November 2023, see **Exhibit 1.2:** Proposed Site Plan) will consist of low density residential, medium density townhouses and medium density multi-family residences, as well as approximately 1,850 sq. m. floor area of commercial space covering a total area of approximately 35.5 hectares.

As part of the planning approvals process, the owners have been carrying out a number of technical studies in support of the proposed development, including a traffic impact study. Tranplan Associates was retained by the owners to carry out the traffic impact study. The study was based on Terms of Reference (see **Appendix A1**) approved for a development in the study area located immediately adjacent to the proposed development (mainly on the south side of Mill Street), south of the proposed study site. The same external intersections were assessed for the two developments (since they are common to both developments).

The study examined the traffic levels along Highway 7, Peterborough County Road 45 (CR 45) and Mill Street in the vicinity of the study site, along with the following intersections which surround the study site:

<u>Ministry of Transportation, Ontario (MTO)</u>

- Highway 7/County Road 45 (Signalized)
- Highway 7/Victoria Street
- Highway 7/Elm Street
- Highway 7/Cedar Street
- Highway 7/Mill Street

Exhibit 1.1: Key Map

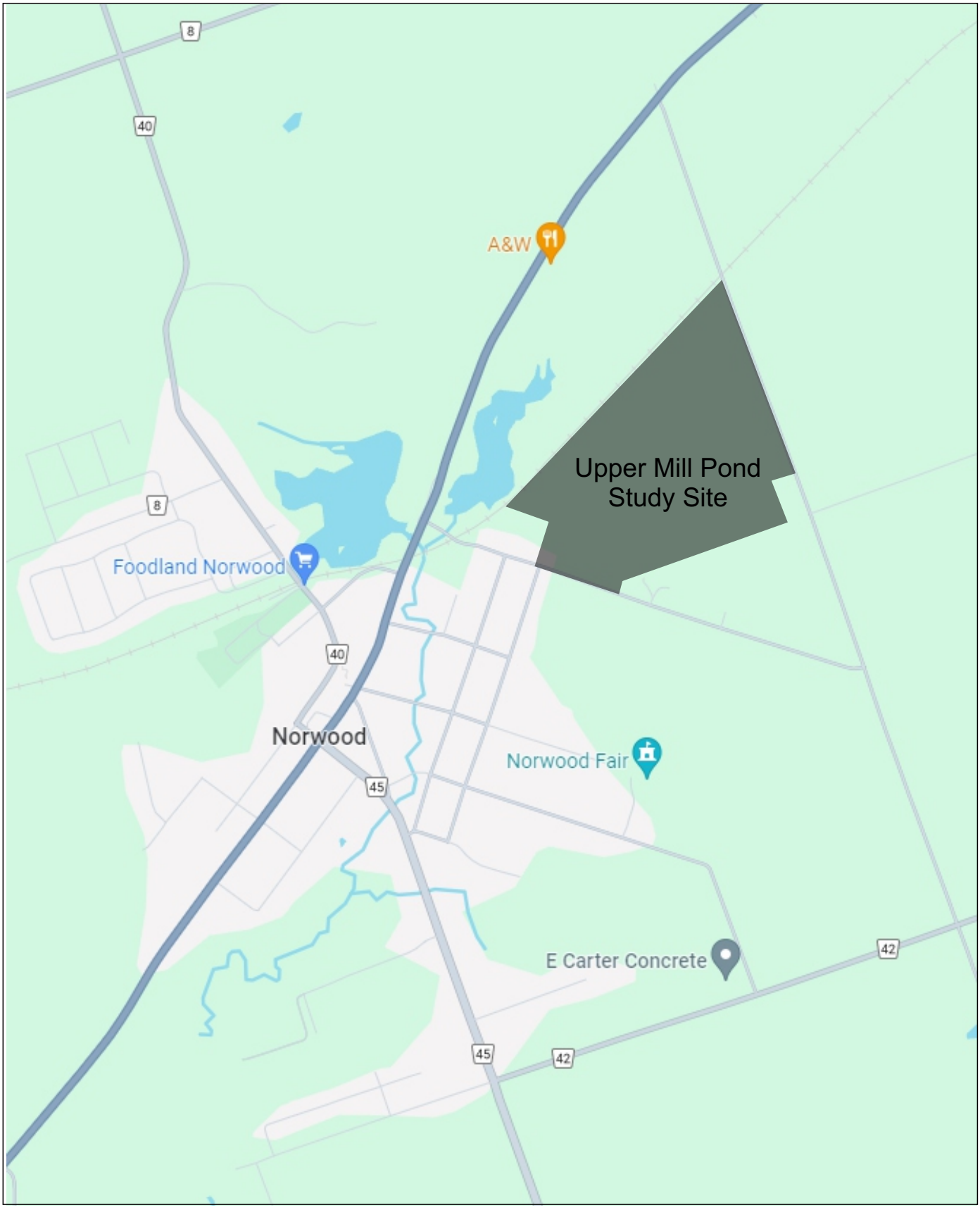
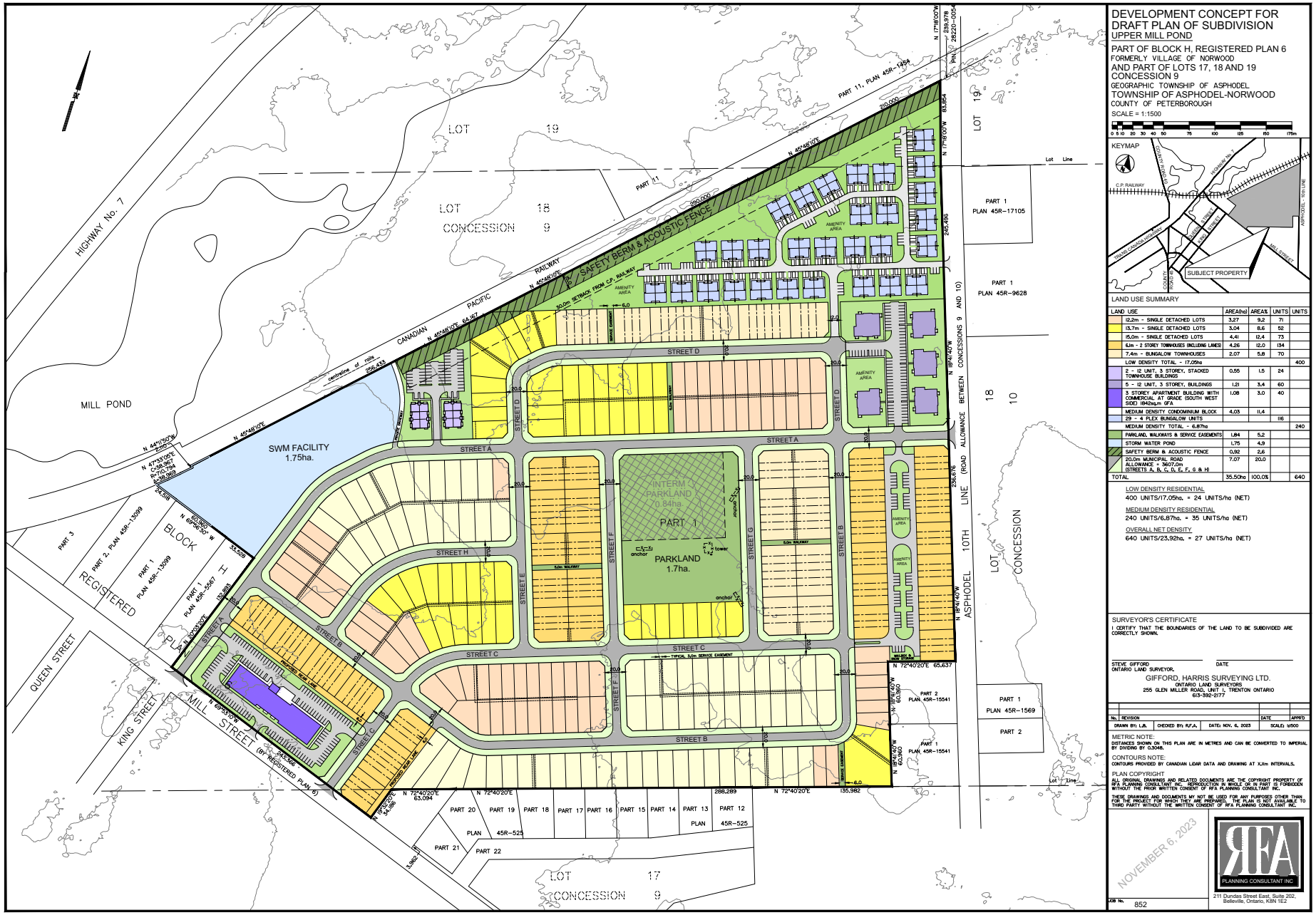


Exhibit 1.2: Proposed Site Plan



County of Peterborough

- County Road 45/Alma Street
- County Road 45/Queen Street
- County Road 45/County Road 42
- County Road 42/Asphodel 10th Line

Township of Asphodel Norwood

- Mill Street/10th Line
- Mill Street/King Street

The study analysed the proposed site access intersections on Mill Street and 10th Line, as well as intersections proposed for other developments along Mill Street. A traffic count program for the study intersections was carried out during August 2023 (see **Appendix A2**). These counts were the basis for developing study area peak hour volumes used for the study.

This report describes the analyses and presents the study findings. A detailed set of intersection capacity analyses have been carried out for existing conditions (2023) and future planning horizons 2029 (future build-out), 2034 (five years after build-out) and 2039 (ten years after build-out). Build-out of the proposed development by 2029 is an aggressive schedule which may not materialize due to planning approval process and market conditions. However, for planning purposes, it is a reasonable approach to forecasting future conditions based on current (2023) observed conditions.

2.0 EXISTING CONDITIONS

2.1 The Study Site

The study site, existing traffic controls and some of the land uses surrounding the study site are illustrated in **Exhibit 2.1**. The subject site is currently farm land.

2.2 Study Site Access

Mill Street is a local road that will provide direct access to the proposed development. It is a local road under the jurisdiction of Township of Asphodel-Norwood. Mill Street between King Street and Queen Street has sidewalks on the south side of the street. North of King Street, in the vicinity of the study site, no sidewalks are provided. It has a posted speed limit of 50 km/h. Based on observed peak hour volumes in the vicinity of the study site, traffic volume are estimated to range from 250 to 600 vehicles per day.

Highway 7 is under the jurisdiction of MTO. In the study area (excluding Highway 7/Asphodel 10th Line intersection), it has an urban cross section with two travel lanes and a posted speed of 50 km/h. Sidewalks are provided on both sides of the street. It is part of the Trans Canada Highway System and a major carrier of east-west traffic north of Highway 401. While, in the vicinity of the study area, Highway 7 is aligned north-south, for study purposed it was considered to run east-west.

County Road 45 (CR 45) is under the jurisdiction of Peterborough County. Between Highway 7 and Queen Street, it has an urban cross section with two travel lanes and a posted speed of 50 km/h. It has a sidewalk on the east side of the street. It provides a north-south link between Highway 7 and Highway 401. In the study area between Highway 7 and Queen Street, CR 45 runs east-west, turning north-south at Queen Street.

County Road 42 (CR 42) is under the jurisdiction of Peterborough County. It has a rural cross section with two travel lanes. It runs east-west as a parallel route to

Exhibit 2.1: Existing Traffic Control and Lane Configurations

LEGEND

- Signalized Intersection
- Stop Control
- Dedicated Left Turn Lane
- Dedicated Right Turn Lane
- Dedicated Through Lane
- Shared Thru, L and R Lane
- Shared Through and Left Turn Lane
- Shared Through and Right Turn Lane

Highway 7. In the vicinity of our study site, at the 10th Line intersection, the posted speed limit is 80 km/h.

Asphodel 10th Line (10th Line) is a local road that will provide direct access to the proposed development. It is a local road under the jurisdiction of Township of Asphodel-Norwood. It has a posted speed limit of 60 km/h.

2.3 Peak Hour Traffic Volumes

Exhibit 2.2 shows the balanced/adjusted 2023 baseline peak hour traffic volumes used for study analysis. The following data were examined to produce the adjusted 2023 baseline peak hour volumes:

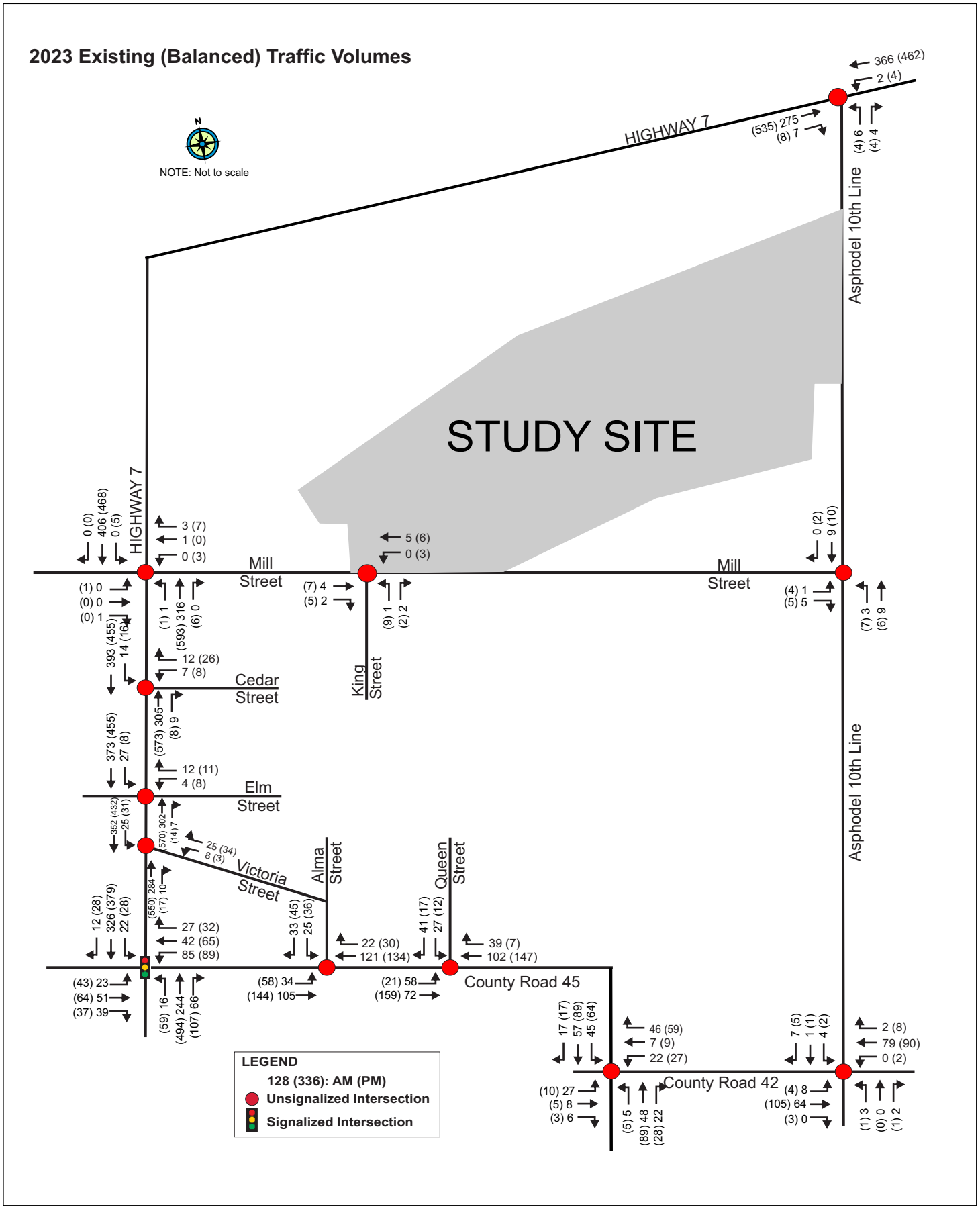
- August 2023 traffic counts by OTI and Tranplan
- MTO Historical Turning Movement Count (TMCs) and ATR counts
- County of Peterborough TMCs and ATR counts.

The August 2023 counts were compared against available MTO and County of Peterborough counts, as well as historical counts carried out for other studies in the study area. Technical **Appendix A2** provides the August 2023 counts and relevant MTO and Peterborough County counts.

The through traffic volumes along Highway 7 and the County Roads were higher in the August 2023 counts, but these counts did not include school trips and other typical local trips made during non-summer months. These local trips have a significant impact on the turning movements at the intersections along Highway 7 and the County Roads.

The counts also showed that traffic patterns remained relatively consistent between 2016 and 2021 (pre COVID year counts). The one significant change in traffic patterns occurred at the Highway 7 and County Road 45/County Road 40 signalized intersection. Historical MTO August 2012 and July 2019 (pre-COVID) intersection TMCs were compared with August 2023 counts. The study used the higher through volumes from the 2023 count along Highway 7 and County Road 45. For the side

Exhibit 2.2: Existing Traffic Volumes



streets turning to/from Highway 7 and CR 45, the higher side street volumes were used from the 2016 and 2023 counts.

2.4 Existing Conditions/Level of Service (LOS)[1]

The existing peak hour traffic volumes were assessed against the capacity of the study area intersections in terms of Level of Service and volume/capacity ratios using the Highway Capacity Manual reports produced by *Trafficware Traffic Signal Timing Software -Synchro Version 11.0*. The intersection capacity analysis results are only provided for the study intersections identified in the study Terms of Reference (the boundary intersections on Highway 7 and on County Road 45 and two local road intersections). The Highway 7 corridor intersections, as requested by MTO, were assessed with an adjusted lane capacity of 1750 rather than the default saturation flow rate of 1900 used in Synchro. The MTO also requested that the observed 15-minute peak hour factor be used for each movement instead of the default 0.92 used in Synchro (see **Appendix A1**). The results are summarized in **Table 2.1** Summary of Intersection Analysis. Detailed reports from the analysis are contained in **Appendix B** *Intersection Capacity Analysis*.

At a signalized intersection, MTO deems a movement critical when the volume to capacity (v/c) ratio is greater than 0.85. The Highway 7/County Road 45 intersection presently operates at overall LOS "C" for both study peak periods. The highest v/c ratio at the signalized intersection is 0.69 found during the PM peak hour for the eastbound through-right movement (Highway 7 shared through-right movement lane at the intersection), operating at a LOS "C" with delay of 20.2 seconds.

[1] Level of Service (LOS) is commonly used in traffic engineering to describe the level of congestion along a roadway or at an intersection. Levels from "A" to "F" denote increasing amounts of congestion with "F" representing a complete breakdown in traffic flow. Level of Service "C" and "D" are commonly used as design standards. However, many individual turning movements at TWSC intersections and commercial entrances along urban arterial corridor operate at LOS "F" during peak periods. Synchro 11 software capable of producing Highway Capacity Manual 2000 results for unsignalized intersections was used to calculate the Levels of Service.

Table 2.1: Intersection Capacity Analysis: 2023 Existing Conditions

	Intersection	2023 Existing Conditions							
		AM Peak				PM Peak			
Highway 7 Corridor Under MTO Jurisdiction	**Highway 7 & County Road 45 - Signalized**	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	EB (Highway 7) - L	B	11.1	5.3	0.05	B	12.3	15.2	0.16
	EB (Highway 7) - TR	B	13.3	67.7	0.41	C	20.2	158.7	0.69
	WB (Highway 7) - L	B	11.1	6.3	0.07	B	12.7	8.3	0.13
	WB (Highway 7) - TR	B	14.2	79.1	0.45	B	15.7	93.0	0.51
	NB (County Road 45) - L	C	27.3	25.9	0.31	C	27.0	27.2	0.30
	NB (County Road 45) - TR	B	19.9	16.1	0.21	C	24.6	23.9	0.27
	SB (County Road 40) - LTR	D	52.0	36.0	0.71	D	53.9	52.9	0.71
	Intersection Average	**C**	**20.7**			**C**	**22.5**		
	Highway 7 & Victoria Street	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	WB (Victoria Street) - LR	B	11.7	1.6	0.06	B	13.5	2.3	0.09
	NB (Highway 7) - TR	-	0.0	0.0	0.20	-	0.0	0.0	0.37
	SB (Highway 7) - LT	A	0.7	0.5	0.02	A	1.1	0.9	0.04
	Highway 7 & Elm Street	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	EB (Private Driveway) - LTR	A	0.0	0.0	0.00	A	0.0	0.0	0.00
	WB (Elm Street) - LTR	B	12.1	0.8	0.03	C	20.5	2.1	0.08
	NB (Highway 7) - LTR	-	0.0	0.0	0.00	-	0.0	0.0	0.00
	SB (Highway 7) - L	A	8.1	0.6	0.02	A	9.1	0.2	0.01
	SB (Highway 7) - TR	-	0.0	0.0	0.24	-	0.0	0.0	0.29
	Highway 7 & Cedar Street	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	WB (Cedar Street) - LR	B	12.3	1.0	0.04	C	16.5	2.8	0.11
	NB (Highway 7) - TR	-	0.0	0.0	0.20	-	0.0	0.0	0.38
	SB (Highway 7) - LT	A	0.4	0.3	0.01	A	0.6	0.5	0.02
	Highway 7 & Mill St.	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	WB (Mill Street) - LR	B	11.3	0.2	0.01	C	15.8	0.8	0.03
	NB (Highway 7) - TR	-	0.0	0.0	0.20	-	0.0	0.0	0.40
	SB (Highway 7) - LT	-	0.0	0.0	0.00	A	0.2	0.1	0.01
	Highway 7 & 10th Line	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	EB (Highway 7) - TR	-	0.0	0.0	0.17	-	0.0	0.0	0.34
	WB (Highway 7) - LT	A	0.1	0.0	0.00	A	0.1	0.1	0.00
	NB (10th Line) - LR	B	12.3	0.6	0.02	C	17.8	1.7	0.07
Corridor Under County of Peterborough Jurisdiction	**County Road 45 & Alma Street**	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	WB (Alma Street) - LR	B	10.1	2.1	0.08	B	11.0	3.5	0.13
	NB (County Road 45) - TR	-	0.0	0.0	0.09	-	0.0	0.0	0.11
	SB (County Road 45) - LT	A	2.0	0.6	0.03	A	2.5	1.1	0.05
	County Road 45 & Queen St.	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	WB (Queen Street) - LR	B	10.1	2.5	0.10	B	10.1	1.0	0.04
	NB (County Road 45) - TR	-	0.0	0.0	0.09	-	0.0	0.0	0.10
	SB (County Road 45) - LT	A	3.6	1.1	0.04	A	0.4	0.4	0.02
	County Road 42 & 10th Line	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	EB (County Road 42) - LTR	A	1.3	0.2	0.01	A	0.3	0.1	0.00
	WB (County Road 42) - LTR	-	0.0	0.0	0.00	A	0.1	0.0	0.00
	NB (10th Line) - LTR	A	0.0	0.0	0.00	A	9.5	0.1	0.00
	SB (10th Line) - LTR	A	9.1	0.2	0.01	A	9.3	0.2	0.01
	County Road 45 & County Road 42	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	EB (Birch Street) - LTR	A	7.8	-	0.06	A	7.9	-	0.03
	WB (County Road 42) - LTR	A	7.6	-	0.09	A	8.0	-	0.12
	NB (County Road 45) - LTR	A	7.6	-	0.09	A	8.1	-	0.16
	SB (County Road 45) - LTR	A	8.1	-	0.15	A	8.6	-	0.23
Local Roads Under Township of Asphodel Norwood Jurisdiction	**Mill Street & 10th Line**	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	EB (Mill Street) - LR	A	8.4	0.1	0.01	A	8.5	0.2	0.01
	NB (10th Line) - LT	A	1.7	0.0	0.00	A	3.9	0.1	0.00
	SB (10th Line) - TR	-	0.0	0.0	0.01	-	0.0	0.0	0.01
	Mill Street & King Street	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	EB (Mill Street) - TR	-	0.0	0.0	0.00	-	0.0	0.0	0.01
	WB (Mill Street) - LT	-	0.0	0.0	0.00	A	2.7	0.0	0.00
	NB (King Street) - LR	A	8.4	0.1	0.00	A	8.6	0.3	0.01

** Delay in seconds, 95th percentile queue length calculations are based on Synchro output values (in metres).*

The critical movement associated with any unsignalized intersection is the left turn movement from the side street facing a stop sign at the main street. All study unsignalized intersections and associated movements are currently operating at LOS "C" or better with delay of approximately 20 seconds or less during AM and PM peak hours. In assessing the three principal components of intersection measures of effectiveness (MOE's - delay, queue length and v/c ratio), all study unsignalized intersections are operating satisfactorily and there is sufficient capacity in the existing study road network to accommodate general growth in the background traffic.

3.0 TRAFFIC FORECASTS

3.1 Background Traffic

Background traffic is defined as all traffic within the study area that is not related to the proposed development. The MTO historical traffic volumes on Highway 7 in the vicinity of the study site indicates an Annual Average Daily Traffic (AADT) average growth rate of 1% per annum between 1988 to 2019 (see **Appendix A2**). For the purposes of this study, the future planning horizons were projected ahead based on an average growth rate of 1.0% per annum (compounded) for the roads in the study area (see **Exhibit 2.3** through **Exhibit 2.5**). In addition, other developments which have gained planning approvals (see **Exhibit 2.6, Appendix C**), Norwood Park Phase 4 Residential Development (assumed 148 Dwelling Units), Proposed Residential Development at 67 Mill Street (approved for 358 single family homes and 100 units of senior housing, assumed 266 single family homes) and 112 Mill Street (approved for 159 single family homes, assumed 127 single family homes) are assumed to be built-out by 2029 and included in the future background planning horizons (see **Exhibits 2.7A, 2.7B and 2.7C**). Total background traffic includes the 1% growth plus the forecasts of traffic from the other developments. **Exhibit 2.8** shows the 2029 total background traffic volumes, **Exhibit 2.9** shows 2034 total background traffic volumes and **Exhibit 2.10** shows 2039 total background traffic volumes.

3.2 Traffic Generation by the Proposed Development

The proposed development consists of a mix of single-family housing: 196 detached homes, 70 bungalow townhouses, 134 2-storey townhouses, 240 3-storey multi-unit buildings, totalling 640 single family residential units and 1,842 m^2 of commercial floor area. Forecasts of future site generated traffic volumes were developed using the trip generation relationships taken from the current Institute of Transportation

Exhibit 2.3: 2029 Background Traffic Volumes

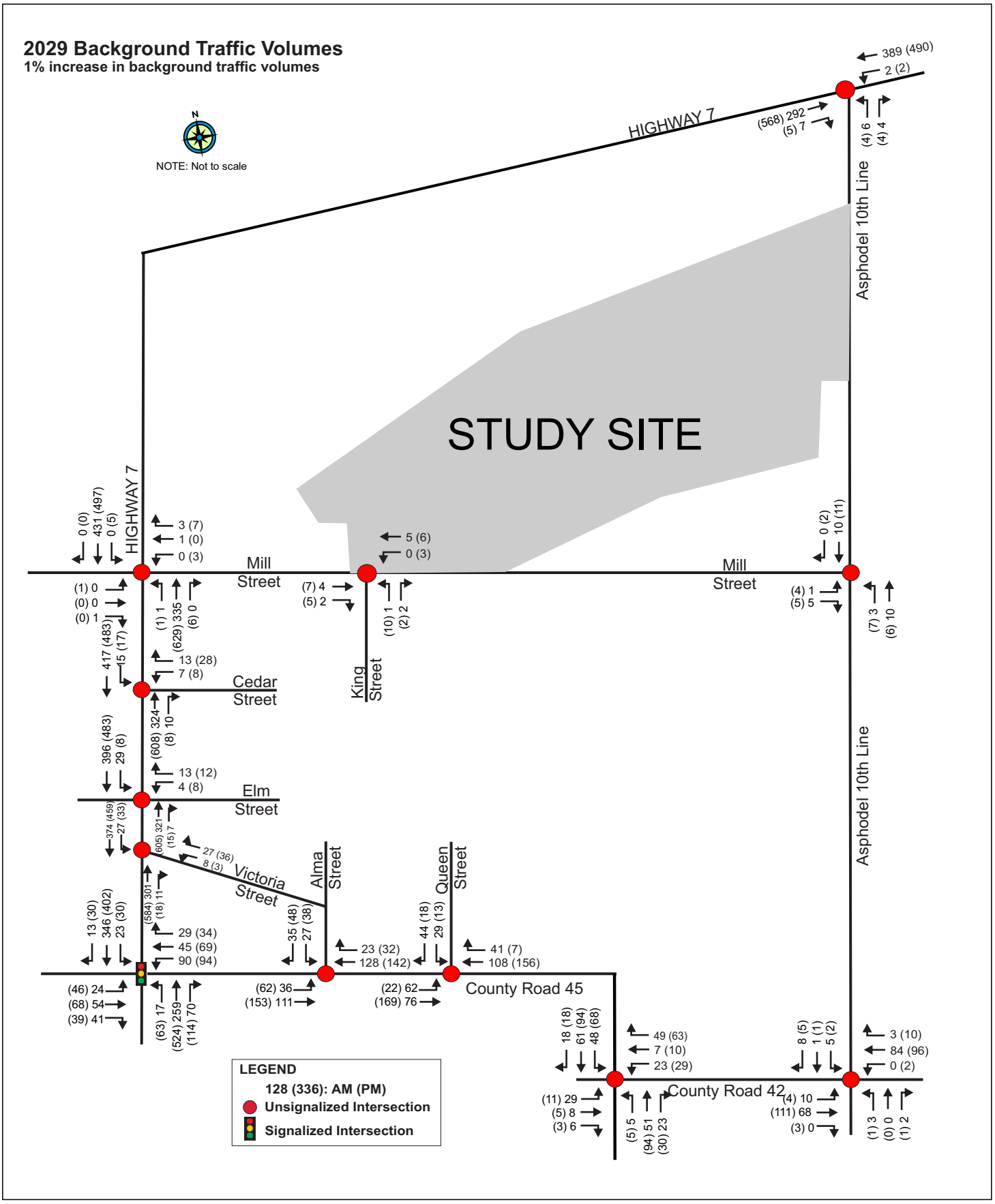


Exhibit 2.4: 2034 Background Traffic Volumes

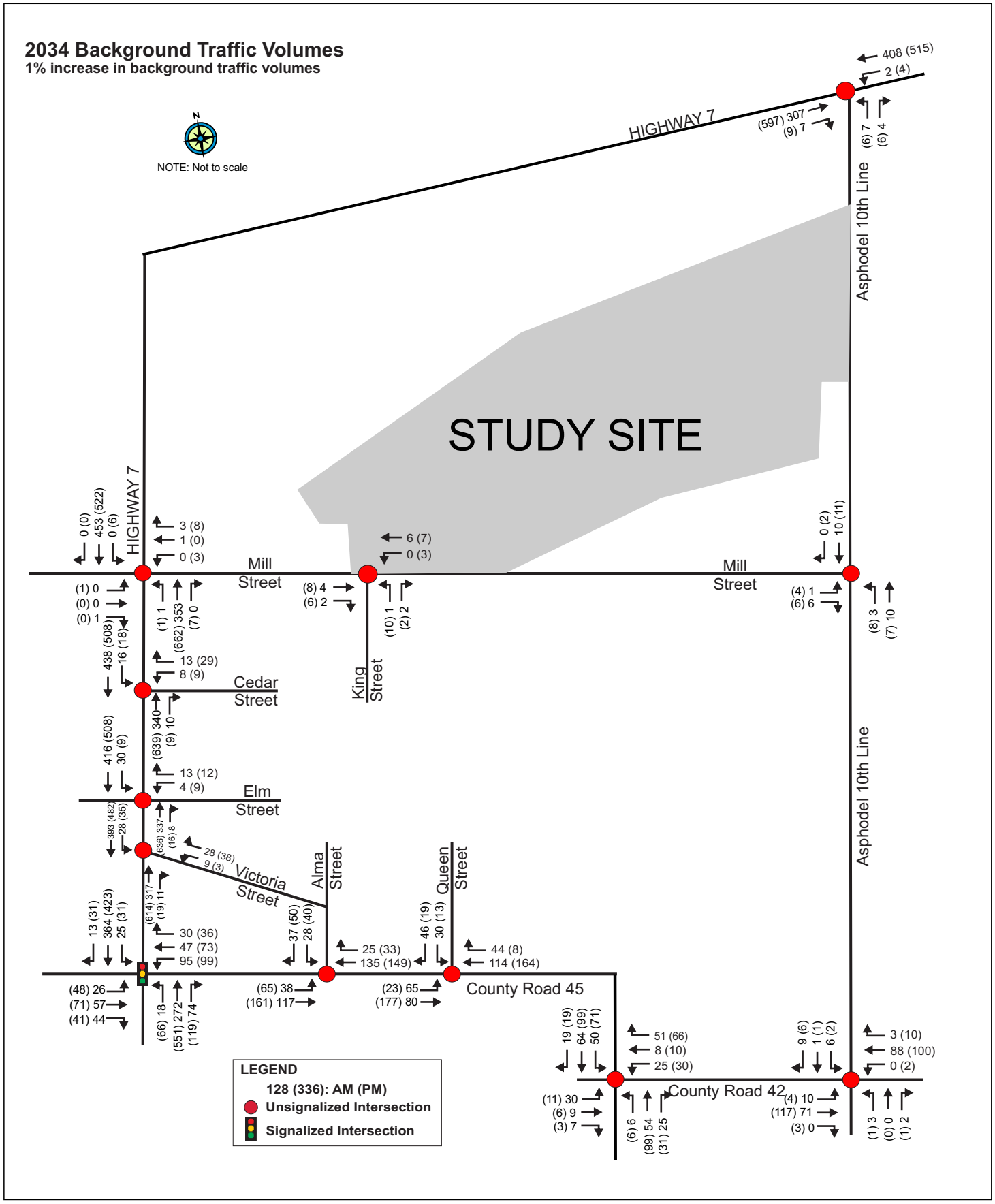


Exhibit 2.5: 2039 Background Traffic Volumes

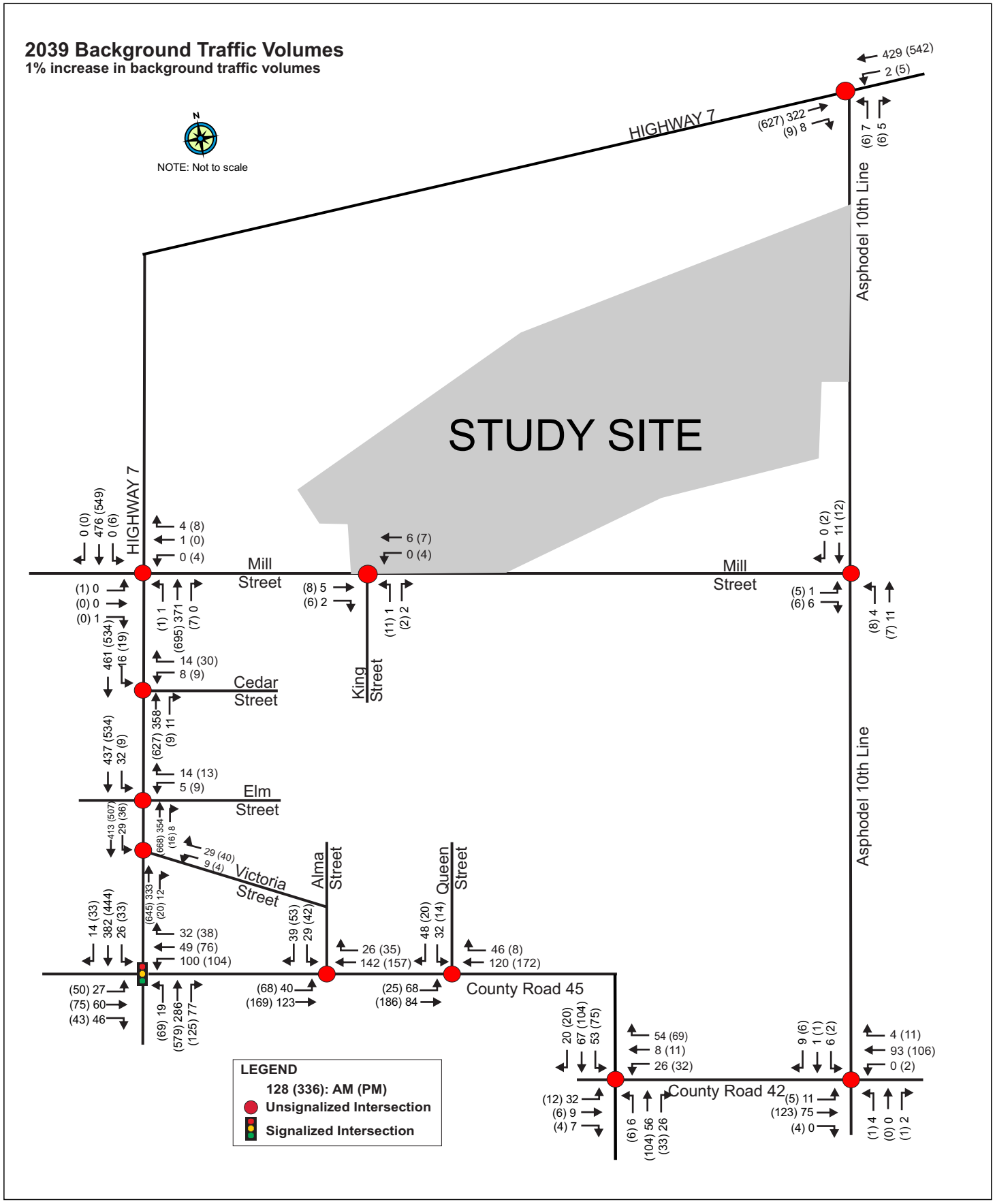


Exhibit 2.6: Other Developments

Exhibit 2.7A: Other Development Traffic Volumes (External)

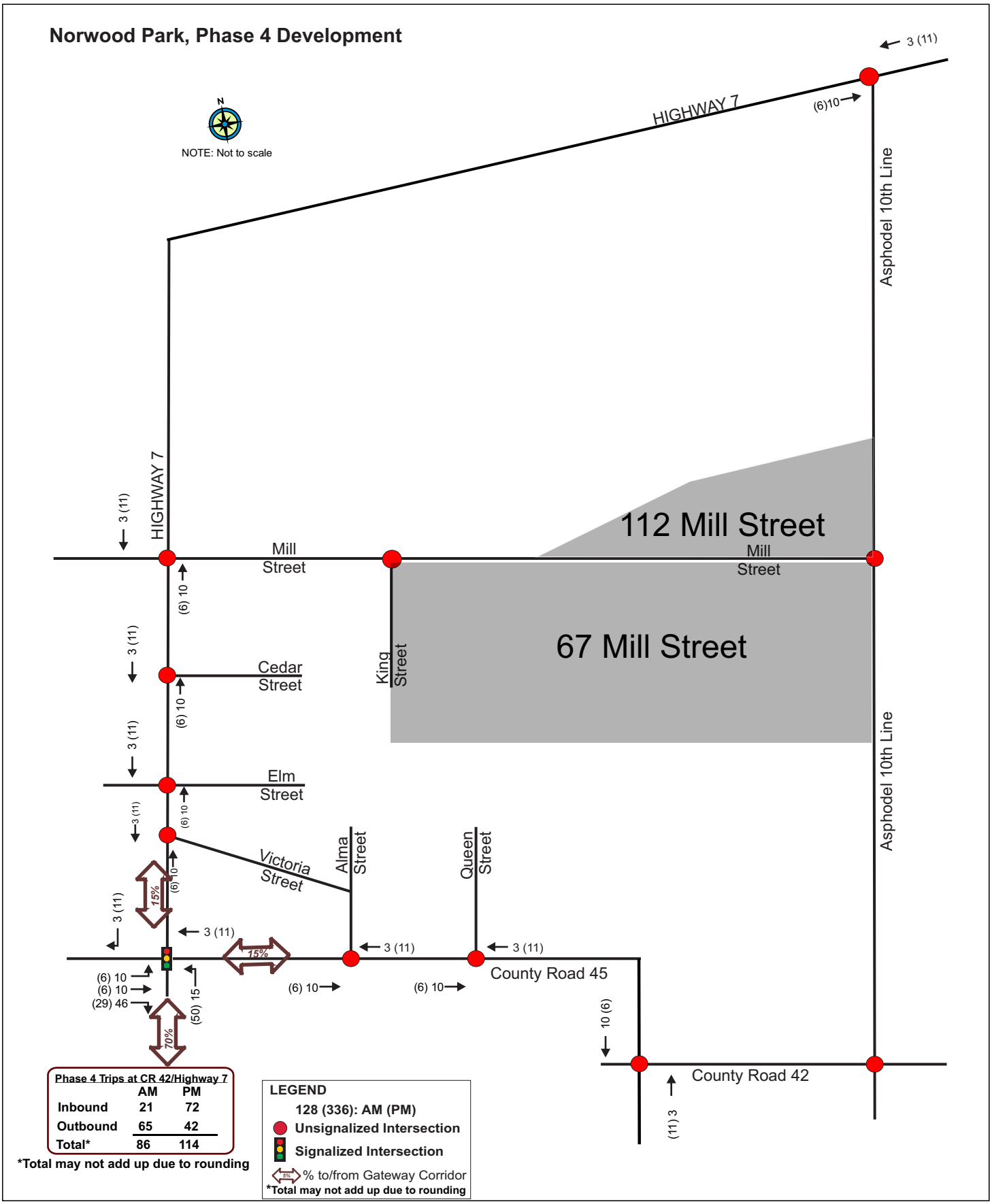


Exhibit 2.7B: Other Development Traffic Volumes (External)

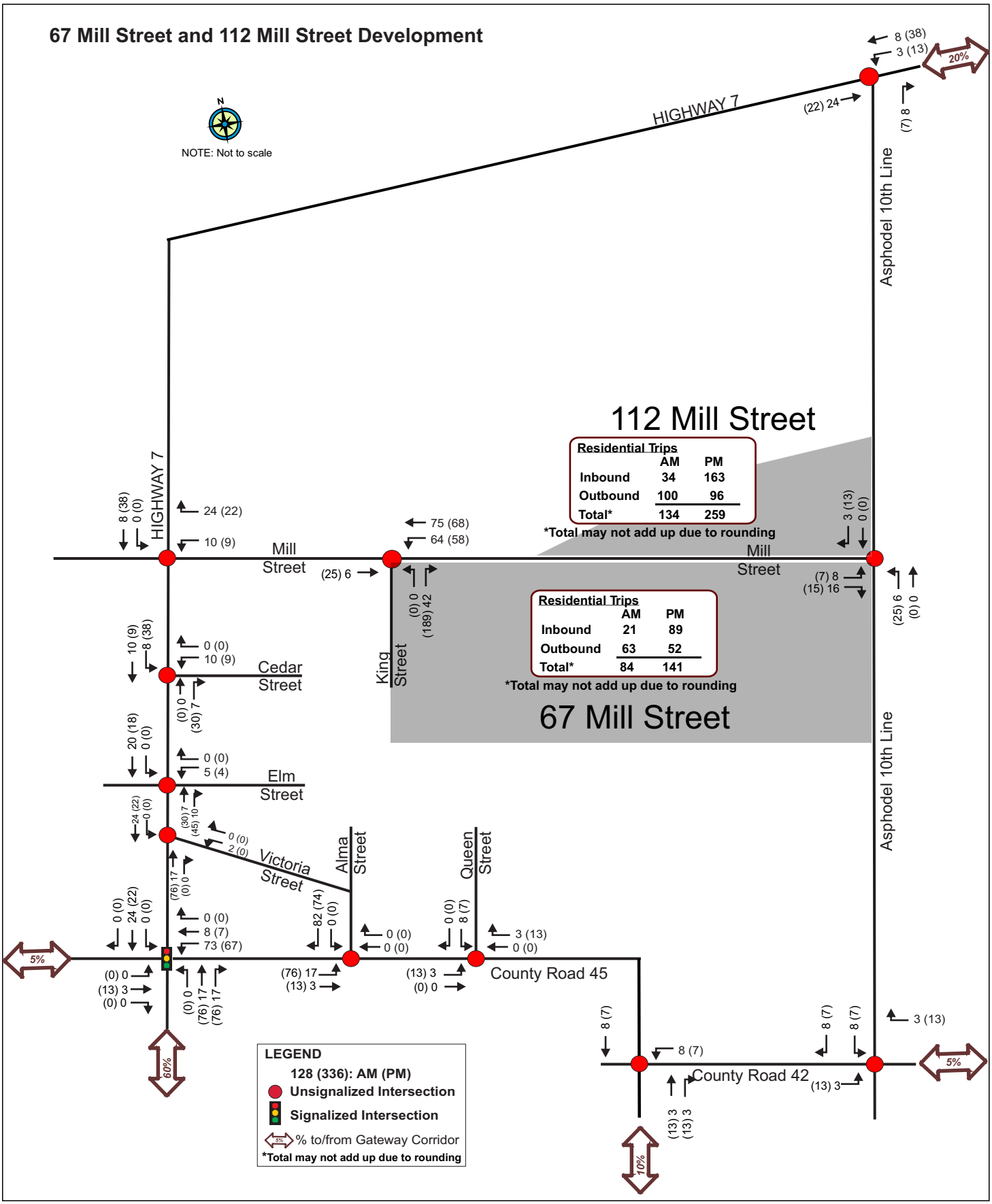


Exhibit 2.7C: Other Development Traffic Volumes (Mill Street)

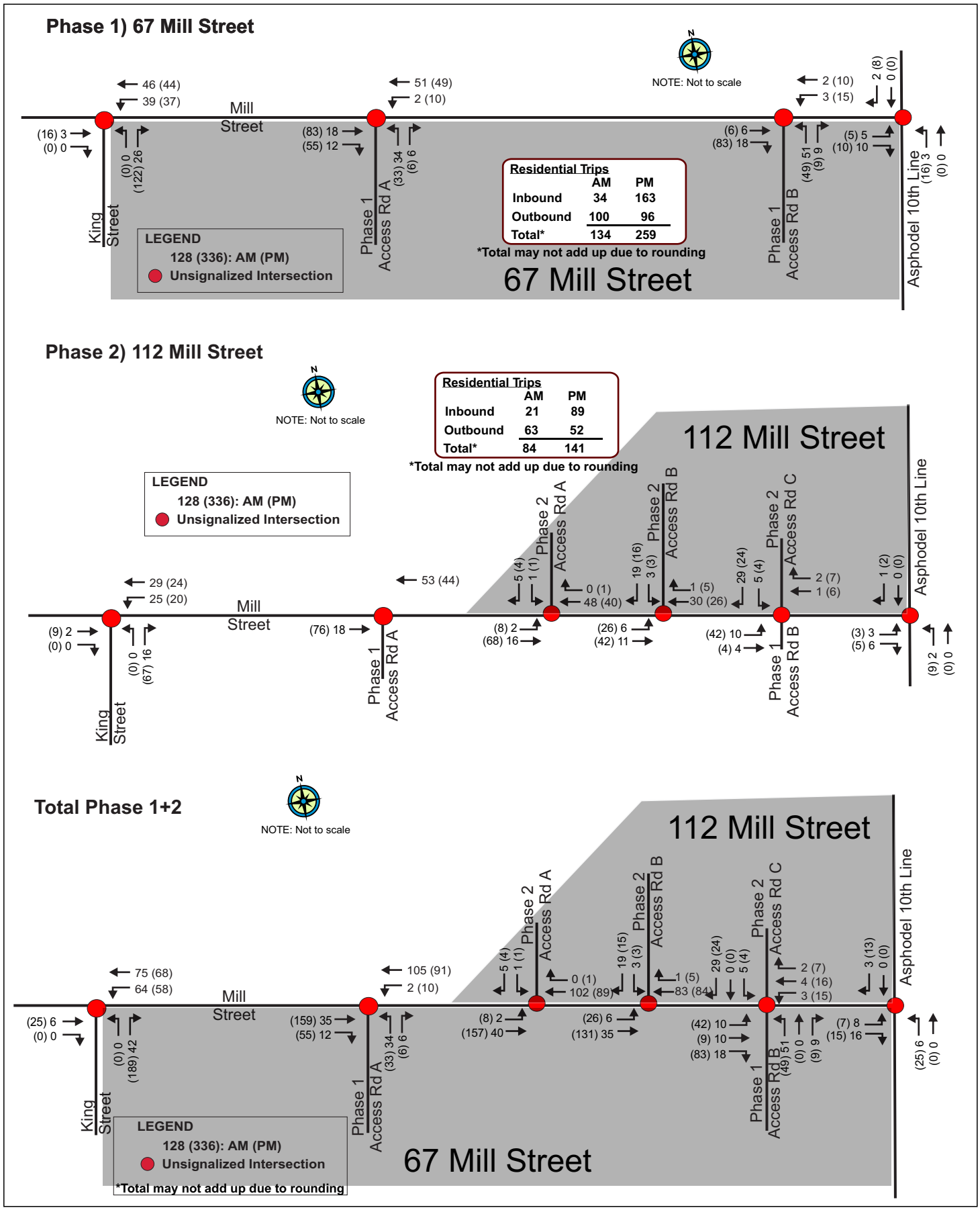


Exhibit 2.8: 2029 Total Background Traffic Volumes

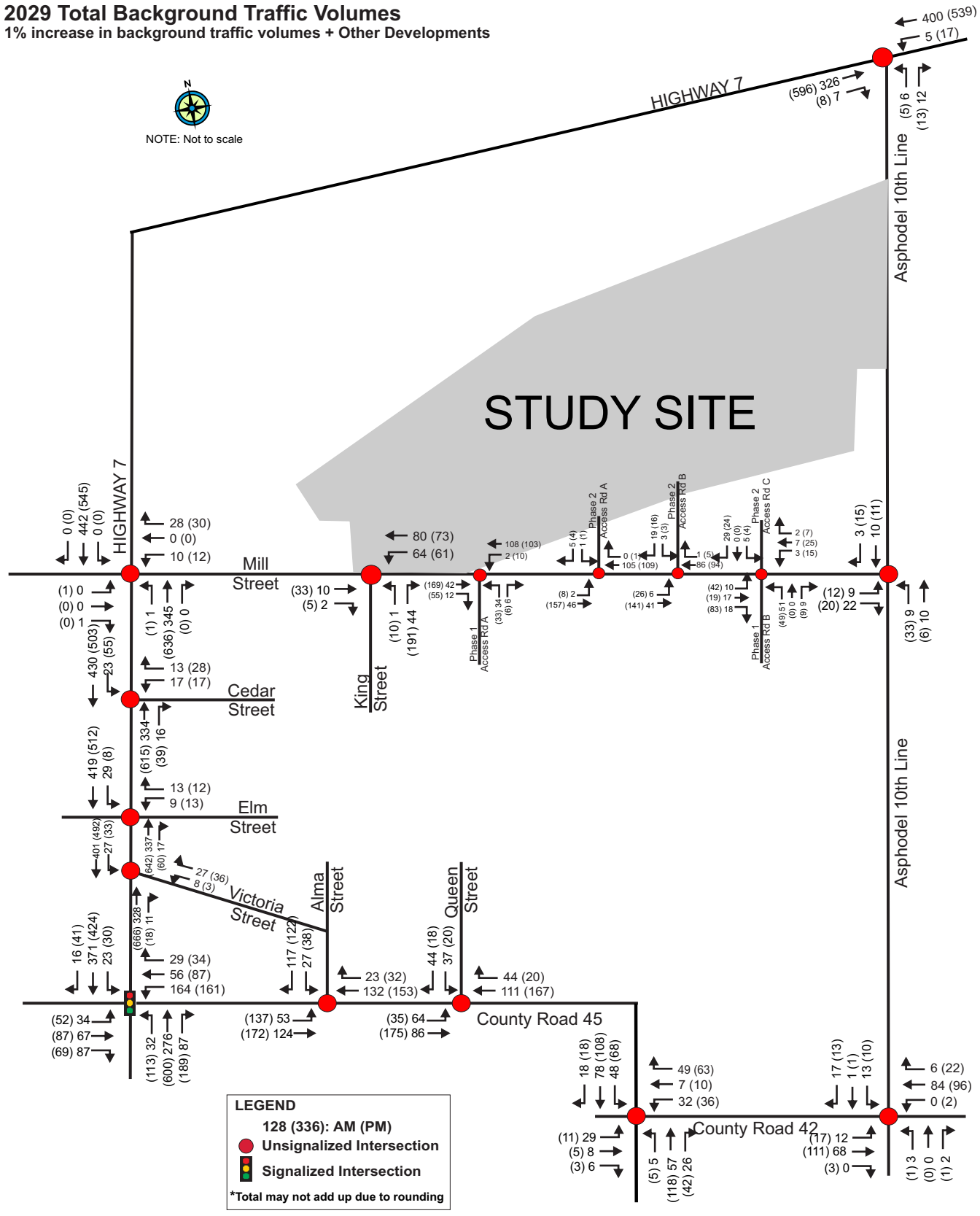


Exhibit 2.9: 2034 Total Background Traffic Volumes

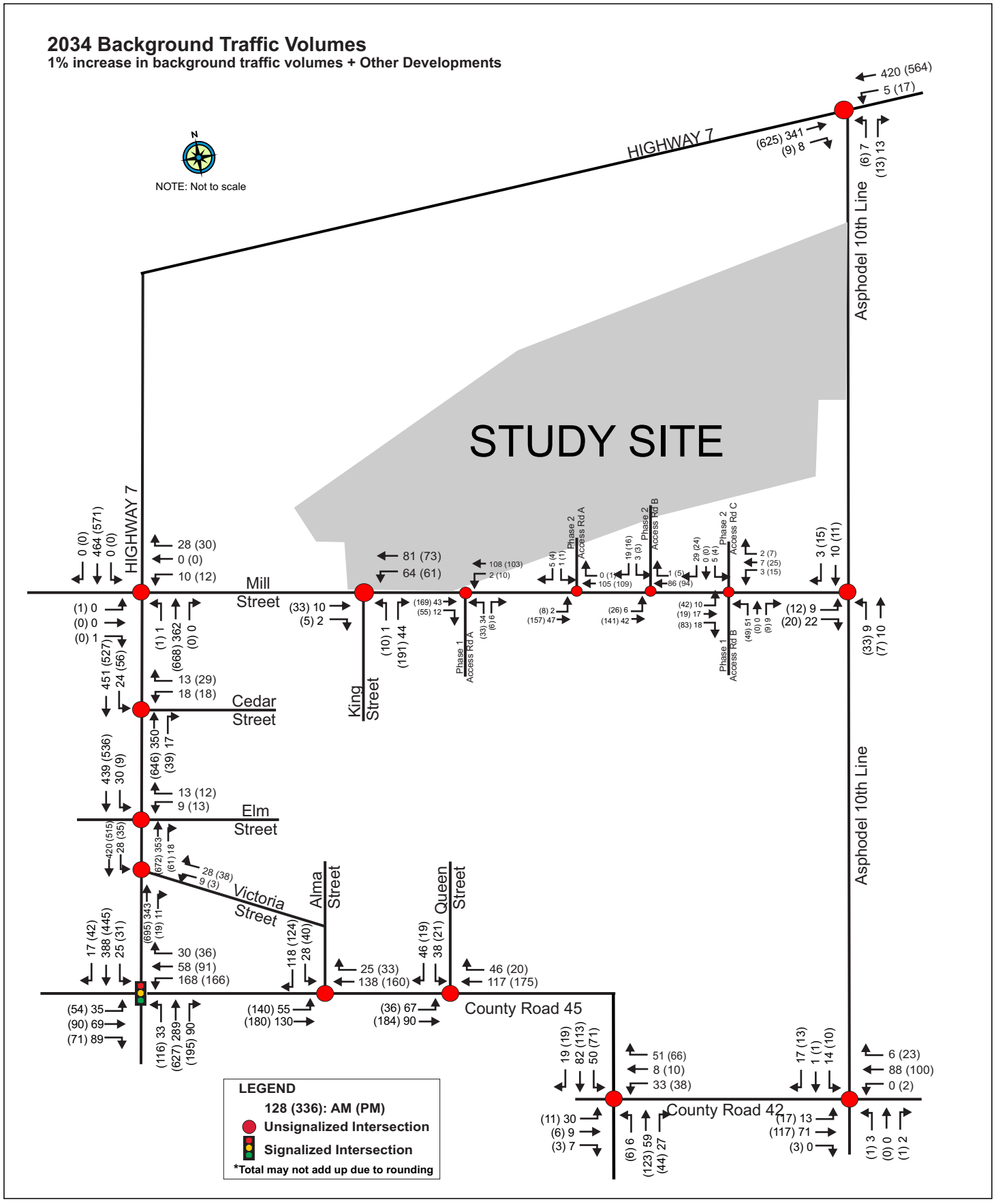
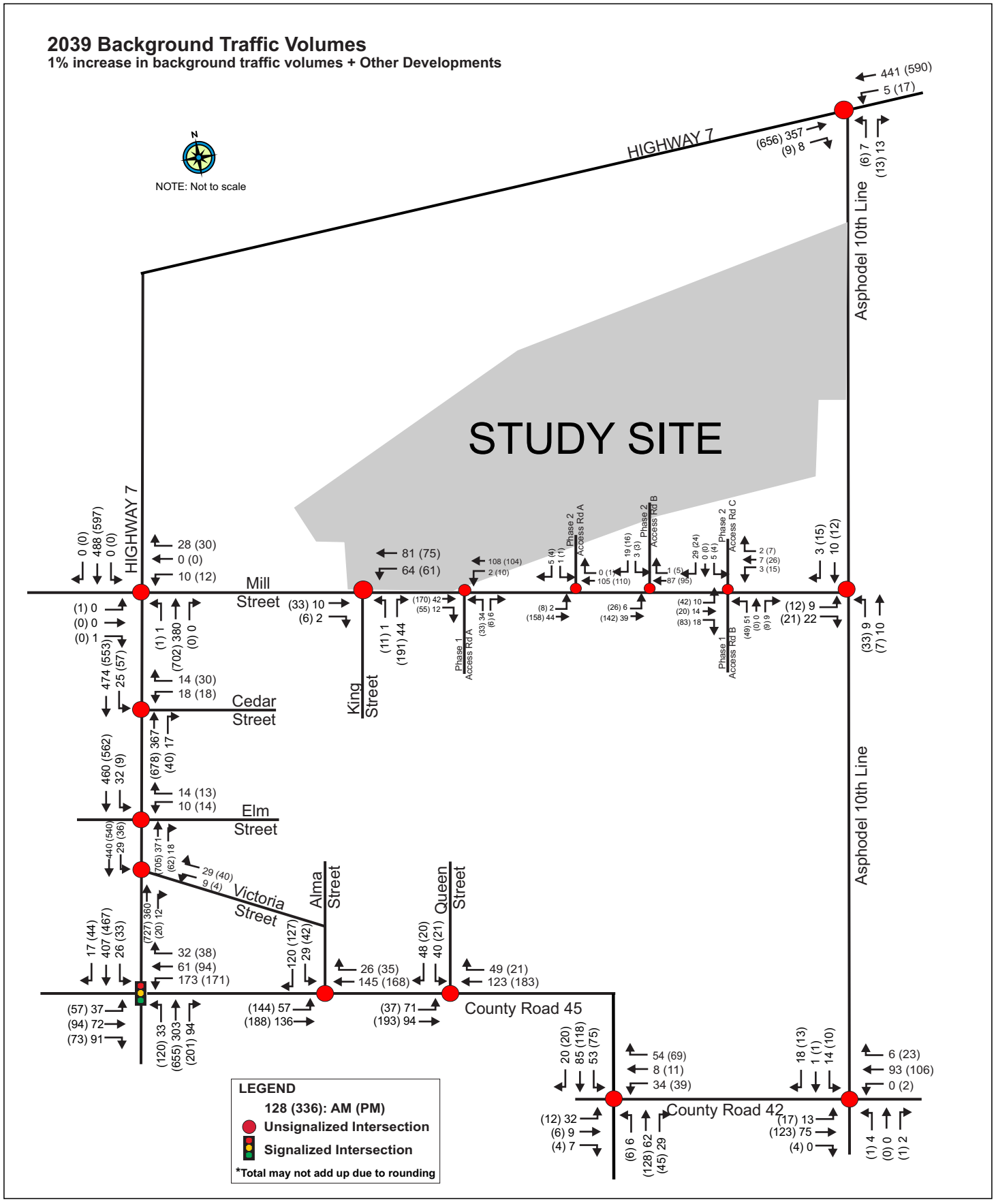


Exhibit 2.10: 2039 Total Background Traffic Volumes



Engineers (ITE) *Trip Generation Manual*[2]. The following ITE land uses were utilized:

- *Single-Family Detached Housing (LU 210)*
- *Multifamily Housing (Low-Rise) Not Close to Rail Transit (LU 220)*
- *Strip Retail Plaza (<40K) (LU 822)*

The forecast peak hour vehicular trip generation by the proposed development is summarized in **Table 3.1** and illustrated in **Exhibit 3.1**.

Table 3.1: Trip Generation by the Proposed Development

LAND USE	WEEKDAY AM PEAK HOUR				WEEKDAY PM PEAK HOUR			
	Trip Generation Rate (ITE Trip Generation Manual - 11th Edition)	Vehicle Trips			Trip Generation Rate (ITE Trip Generation Manual - 11th Edition)	Vehicle Trips		
		Total*	In	Out		Total*	In	Out
ITE Land Use #210 Single-Family - 196 Units	Trips Per Dwelling Units Ln(T)=0.91Ln(X)+0.12	**88**	26% **23**	74% **65**	Trips Per Dwelling Units Ln(T)=0.94Ln(X)+0.27	**187**	63% **118**	37% **69**
ITE Land Use #220 Multifamily Housing 204 Townhouses & 240 Muli-Plex/Apartments	Trips Per Dwelling Units T=0.31(X)+22.85	**160**	24% **39**	76% **122**	Trips Per Dwelling Units T=0.43(X)+22.55	**213**	63% **134**	37% **79**
ITE Land Use #822 Strip Retail Plaza (<40K) 19,827 ft^2 (1,842 m^2) GFA	Trips Per 1,000 ft^2 GFA Ln(T)=0.66Ln(X)+1.84	**45**	60% **27**	40% **18**	Trips Per 1,000 ft^2 GFA Ln(T)=0.71Ln(X)+2.72	**127**	50% **63**	50% **63**
Total – 640 residential dwelling units and 1,842 m^2 Commercial floor area		**294**	**89**	**206**		**527**	**316**	**211**

* Total may not add up due to rounding

3.3 Directional Orientation of Site Traffic

The directional orientation of the site traffic is expected to be similar to the existing trip patterns observed at the study intersections and consistent with the population

2 The Institute of Transportation Engineers, based in the United States, is an international association for traffic engineers and transportation planners. The organization publishes a number of handbooks and manuals, including the Trip Generation Manual which is based on American and Canadian experience. The 11th edition of this publication was used.

Exhibit 3.1A: Site Traffic AM, PM Peak Hour Distribution and Volumes

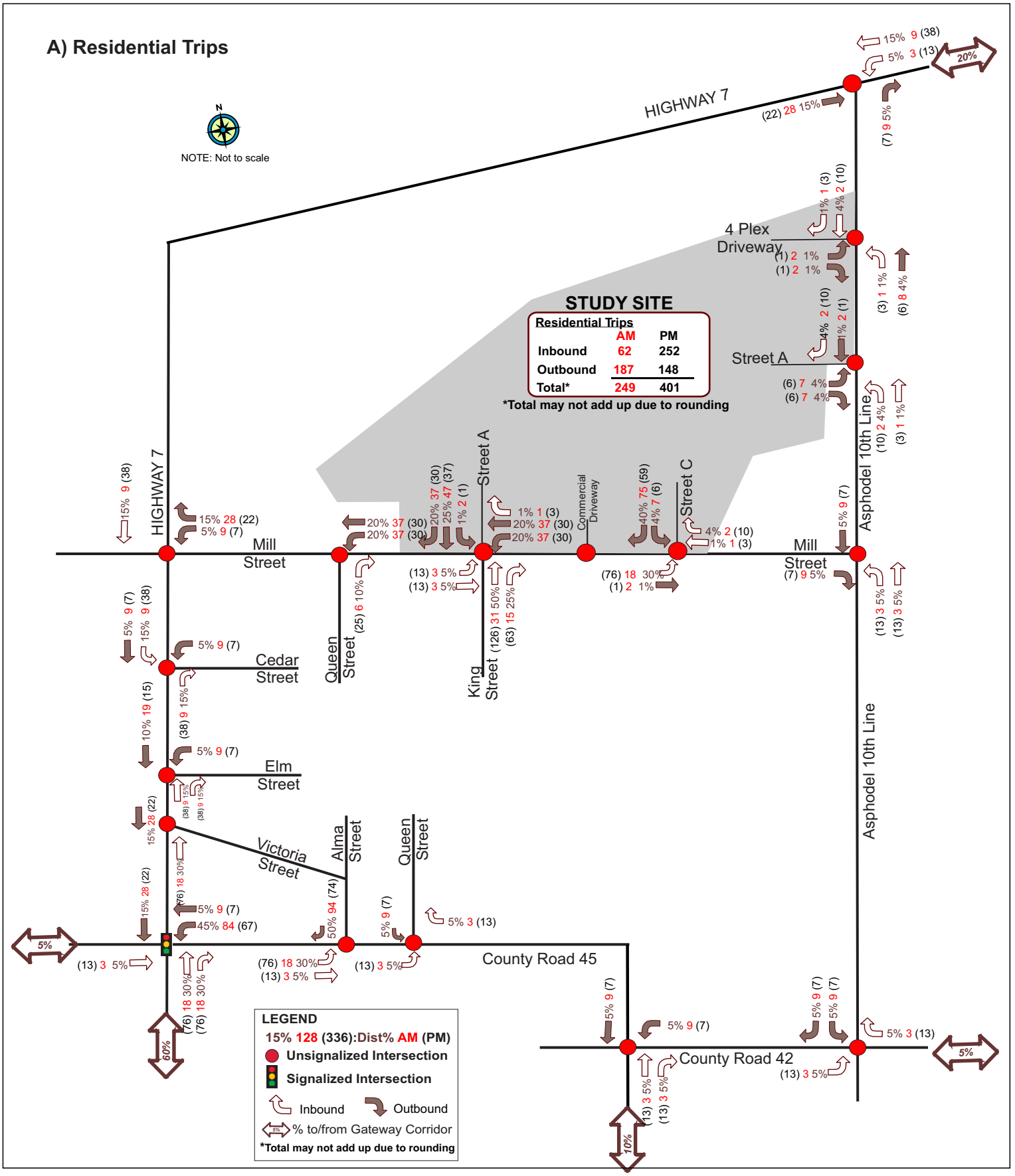


Exhibit 3.1B: Site Traffic AM, PM Peak Hour Distribution and Volumes

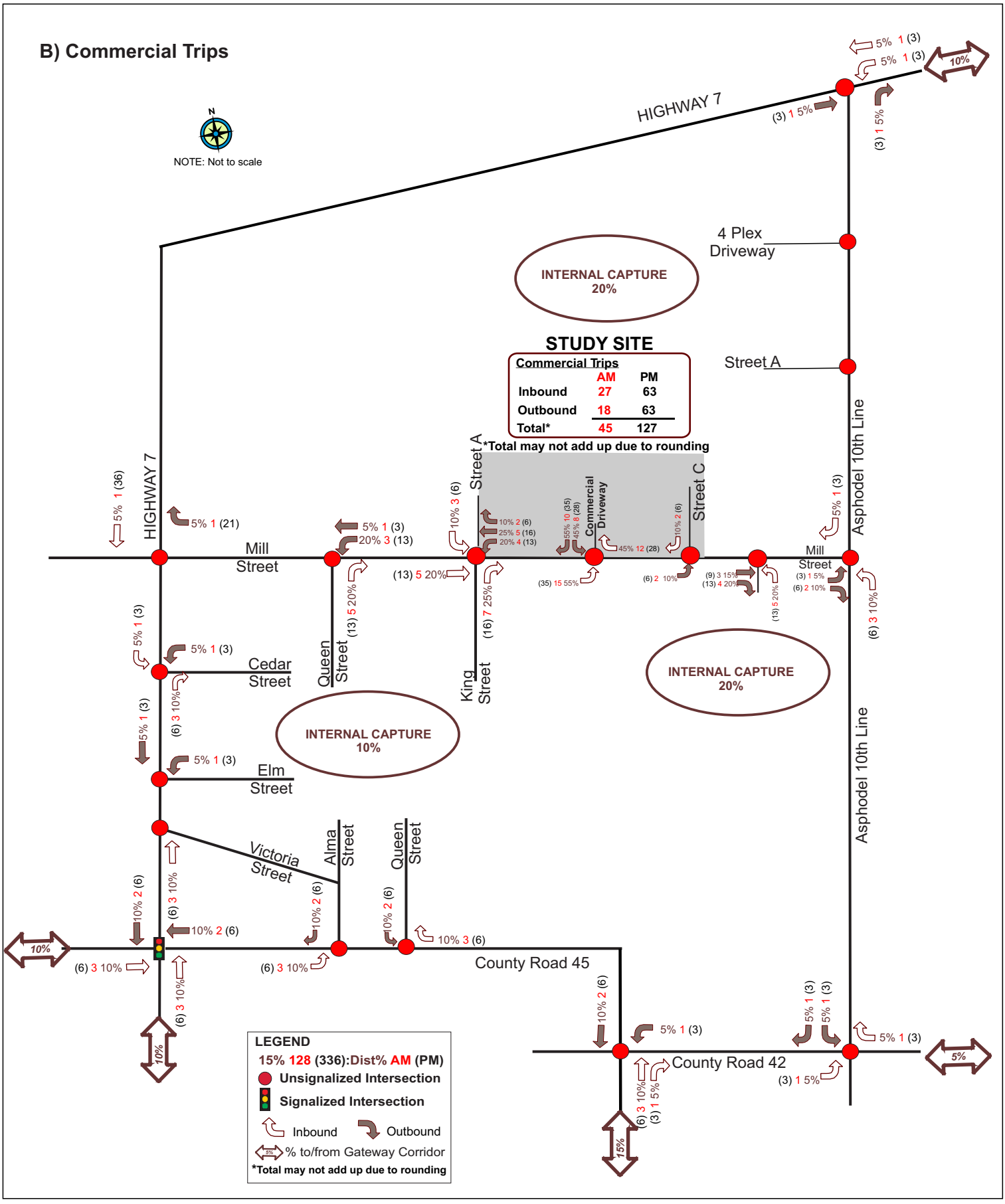
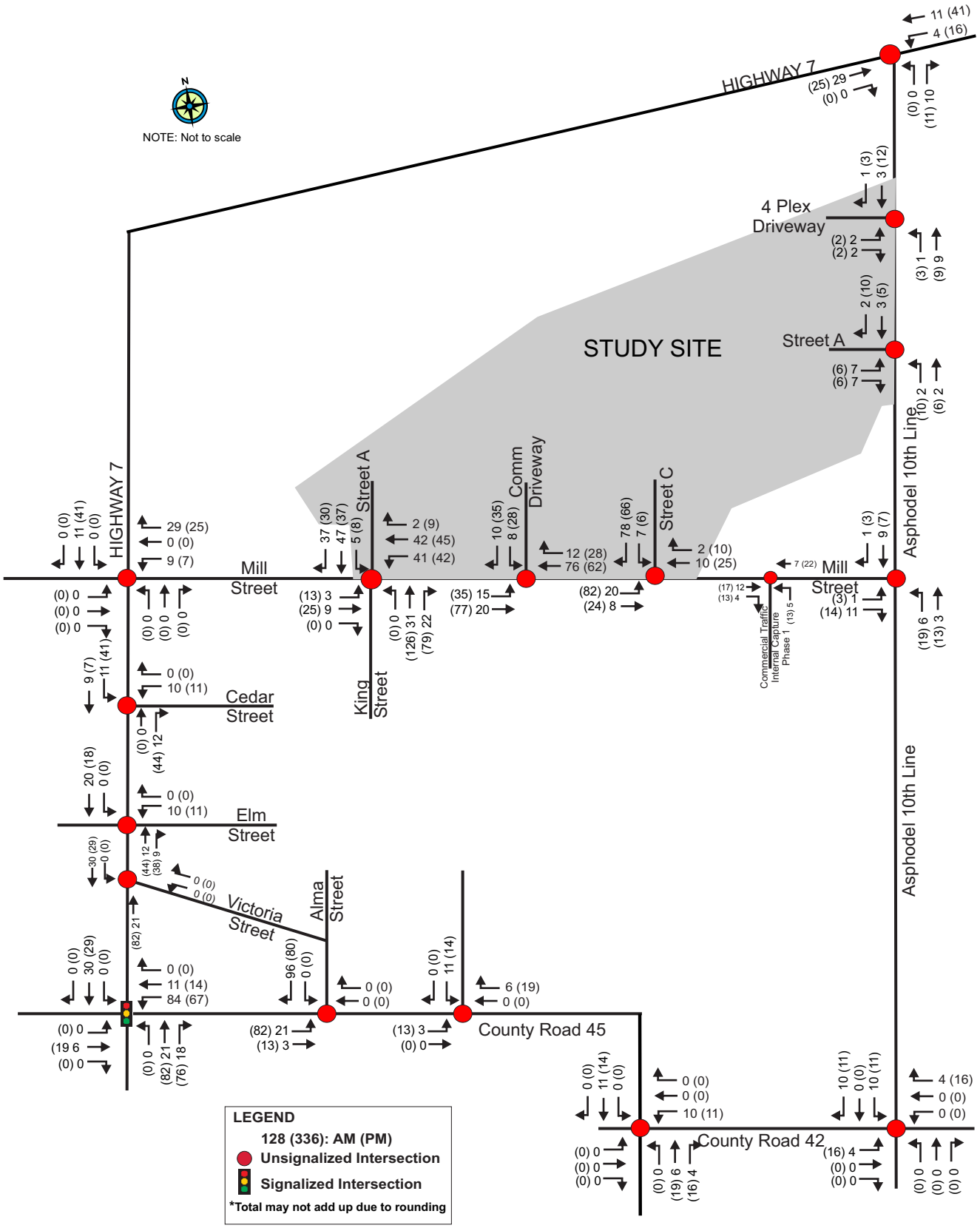


Exhibit 3.1C: Site Total Traffic Volumes

C) Residential+Commercial Trips



distribution within commuting distance. The following directional orientations were assumed for residential trips (see **Exhibit 3.1A**):

- To/from West (towards Peterborough on Highway 7): 60%
- To/from East (towards Havelock on Highway 7): 20% (including 5% from traffic using Asphodel 10th Line)
- To/from East/West (using CR 42): 5%
- To/from North (using CR 40): 5%
- To/from South (towards 401 on CR 45): 10% (including 5% from traffic via Asphodel 10th Line and CR 42)

The following directional orientations were assumed for commercial trips (see **Exhibit 3.1B**):

- To/from the study area bounded by Highway 7 (west/north), County Road 45/42 to south/east and Asphodel 10th Line to east: 50%
- To/from West (towards Peterborough on Highway 7): 10%
- To/from East (towards Havelock on Highway 7): 10% (including 5% from traffic using Asphodel 10th Line)
- To/from East/West (using CR 42): 5%
- To/from North (using CR 40): 10%
- To/from South (towards 401 on CR 45): 15% (including 5% from traffic via Asphodel 10th Line and CR 42)

Exhibit 3.1C shows the projected total site traffic, residential and commercial vehicle trips combined, for the proposed development. **Exhibits 3.2, 3.3 and 3.4 C** show the projected total traffic volumes at the study boundary intersections (background traffic and site traffic) for 2029, 3034 and 2039 respectively. **Exhibit 3.5** shows total traffic at the Mill Street intersections.

Exhibit 3.2: 2029 Total Traffic Volumes (External)

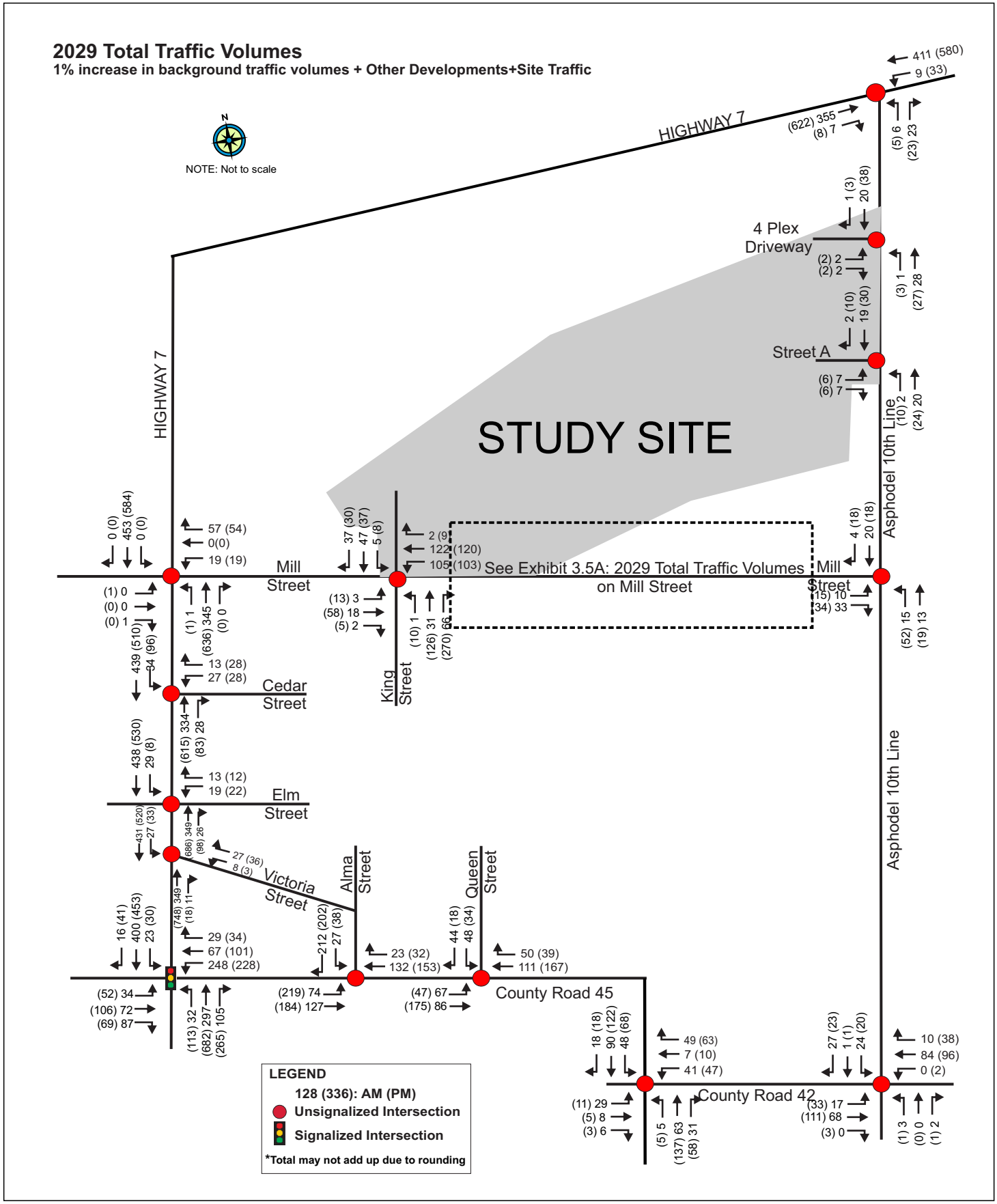


Exhibit 3.3: 2034 Total Traffic Volumes (External)

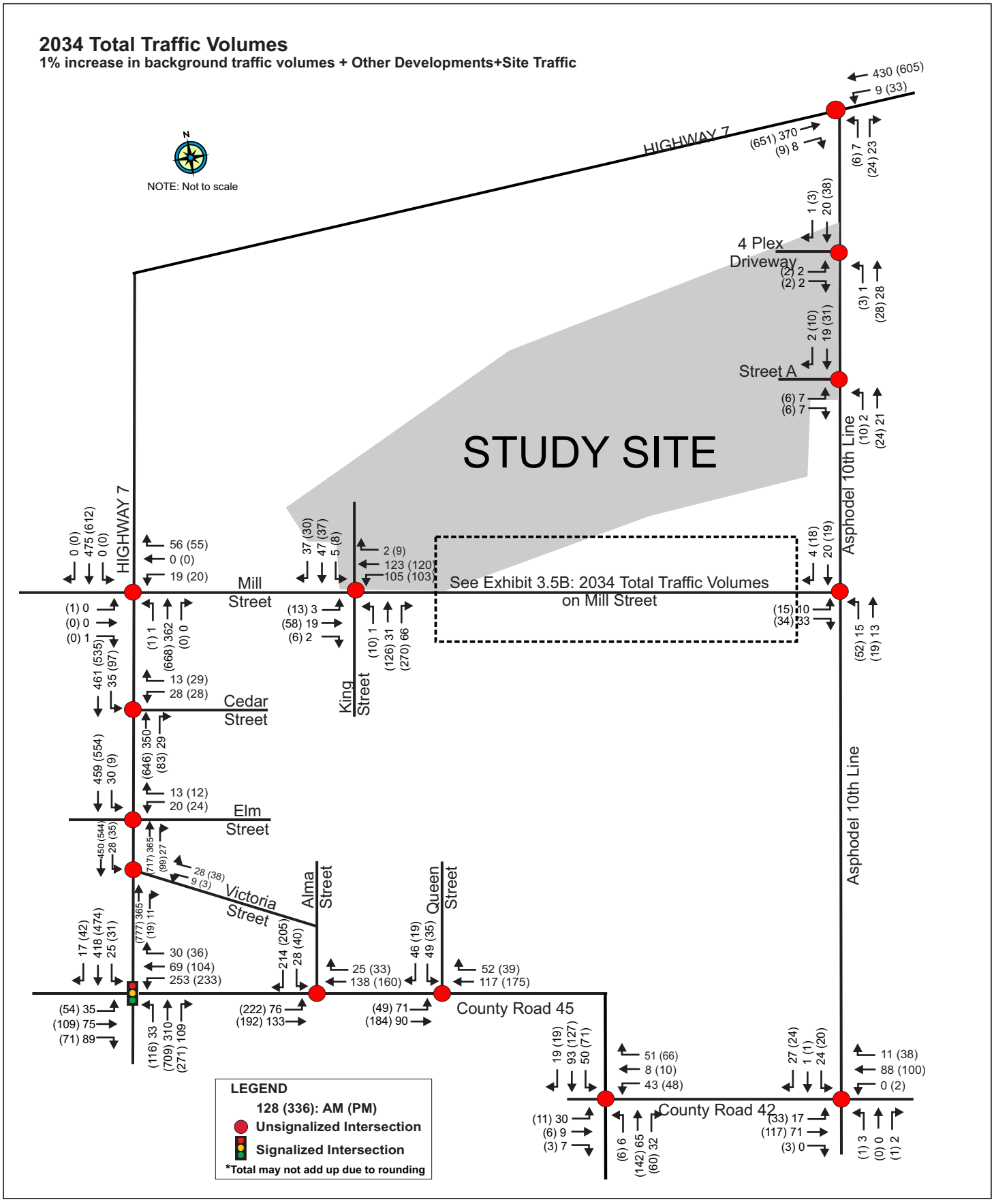


Exhibit 3.4: 2039 Total Traffic Volumes (External)

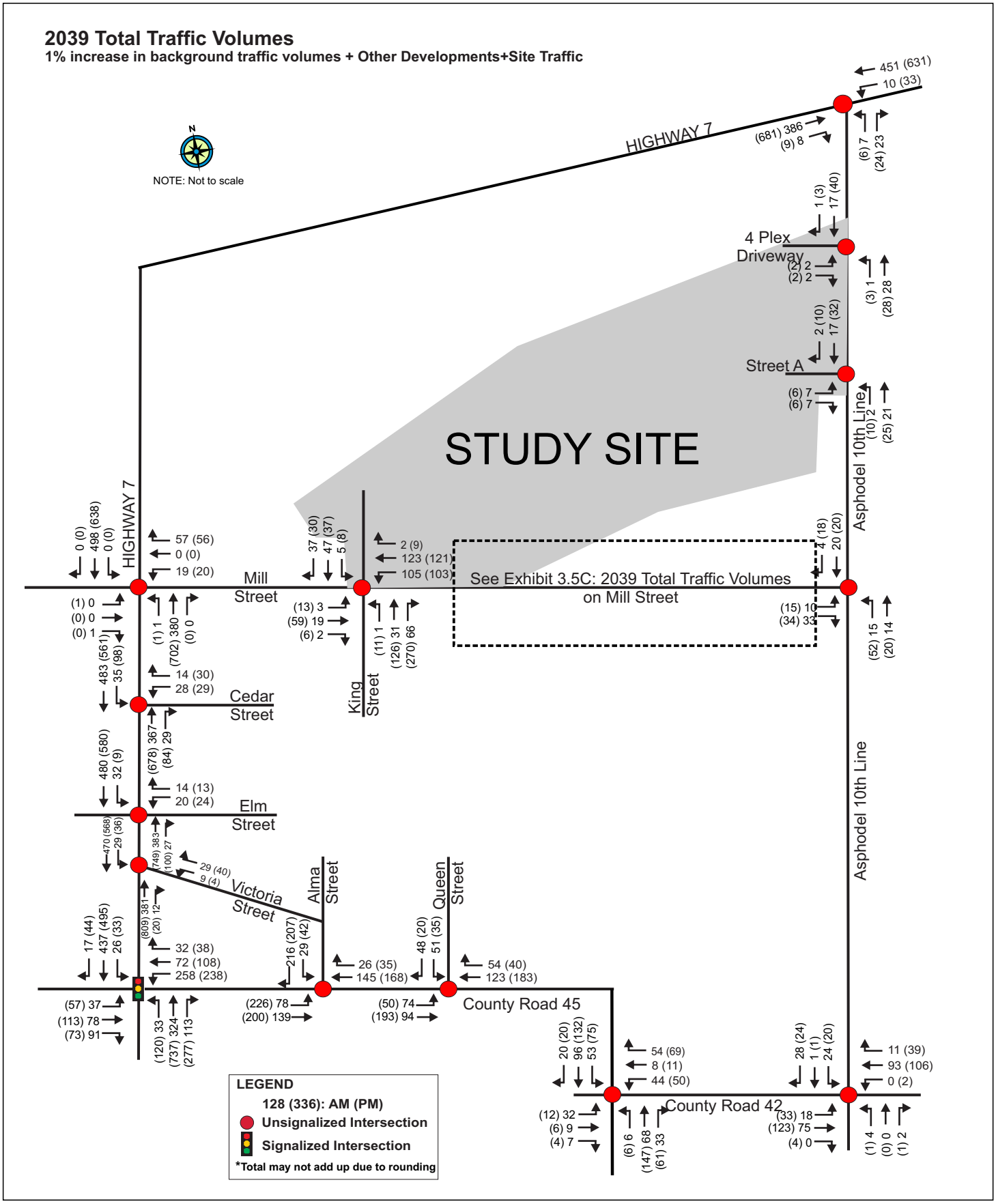
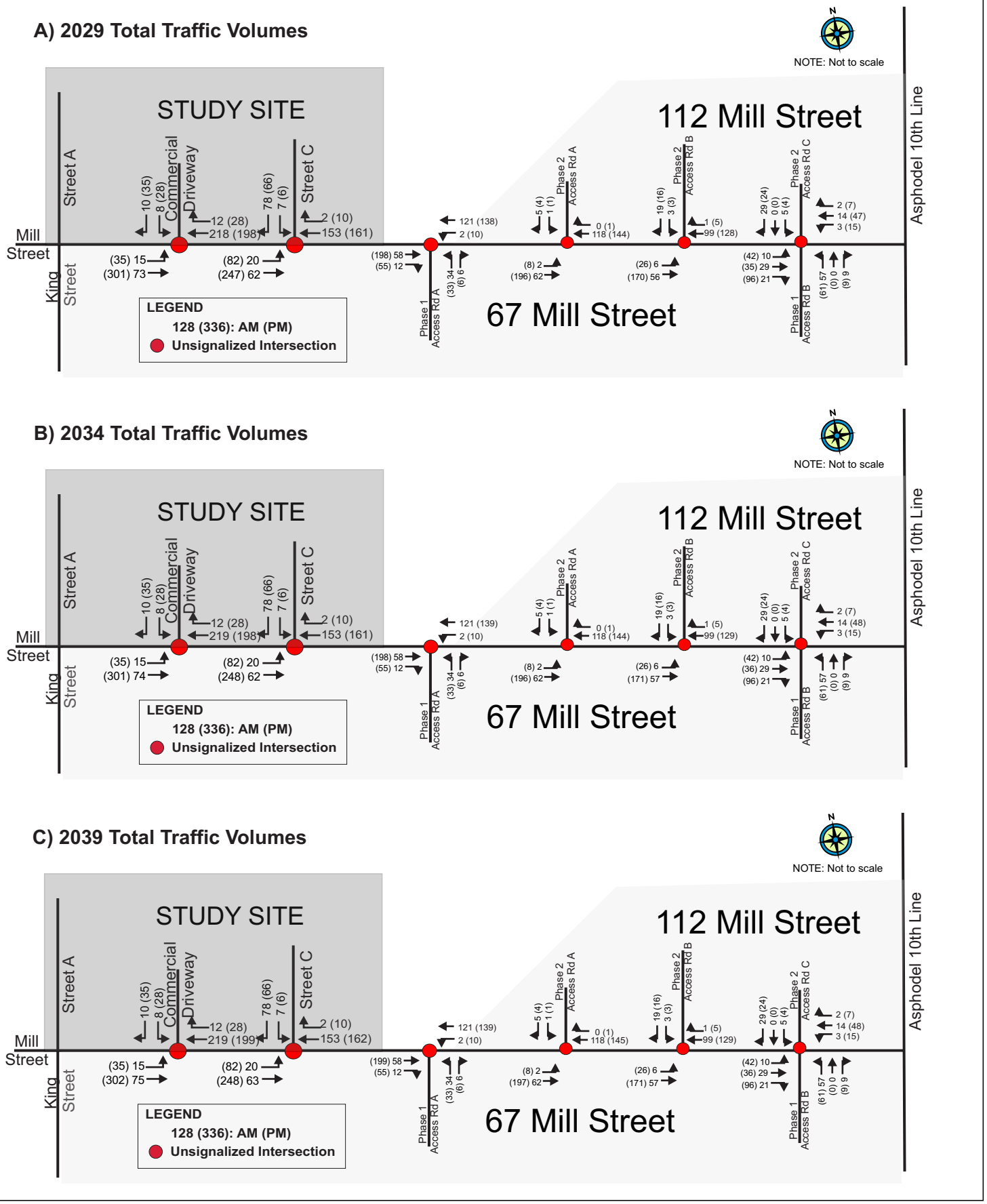


Exhibit 3.5: Total Traffic Volumes on Mill Street



4.0 ANALYSIS OF PROJECTED TRAFFIC VOLUMES

Detailed intersection capacity analysis of conditions in 2029, 2034 and 2039 without the proposed development and with the proposed development, was carried out using *Trafficware Traffic Signal Timing Software -Synchro Version 11.0*. The results are summarized in the following tables by planning horizon and by peak hour. Detailed reports are contained in **Appendix B** *Intersection Capacity Analysis*. While both peak hours for all study intersections are provided in the summary of intersection capacity analysis tables, the critical conditions are along the Highway 7 corridor in the PM peak hour.

4.1 Analysis of Future Conditions at Background Traffic Levels

As requested by the MTO, the Highway 7 intersections were analyzed with a lane capacity of 1750 vehicles per hour per lane and using the observed peak hour factors per turning movement. The County of Peterborough and the Township of Asphodel-Norwood intersections were assessed using Synchro default values (1900 saturation flow rate and peak hour factor of 0.92). In addition, the left turn lane on Highway 7 at Cedar Street, required as part of the 67 Mill Street and 112 Mill Street developments, as well as Mill Street between Highway 7 and Queen Street operating as a one-way were assumed to be completed by 2029. There was no confirmation by the County or the Township about a left-turn lane on CR 45 at Alma Street, so no left-turn lane was assumed. **Table 4.1** provides a summary of intersection capacity analysis tables for future background conditions for both peak periods.

In 2029 at PM peak hour background traffic levels, the Highway 7 eastbound through-right lane at CR 45 would reach critical levels/capacity with a v/c ratio at 0.98 and a 95th percentile queue length of more than 315 metres (approximately 42 vehicles[3]). By 2039 background traffic levels, the eastbound Highway 7 through-right lane at County Road 45/40 intersection was projected to reach a volume/capacity ratio at 1.07 and the 95th percentile queue length of more than 355 metres (approximately 47 vehicles).

3 The average vehicle length assumed is 7.5 m.

Table 4.1: Summary of Intersection Capacity Analysis: Background Conditions[4]

	Intersection	2029 Background Conditions								2034 Background Conditions								2039 Background Conditions							
		AM Peak				PM Peak				AM Peak				PM Peak				AM Peak				PM Peak			
Highway 7 Corridor Under MTO Jurisdiction	**Highway 7 & County Road 45 - Signalized**	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	EB (Highway 7) - L	B	16.2	10.9	0.13	C	20.3	36.6	0.39	B	16.6	11.2	0.14	C	21.9	38.7	0.42	B	17.3	11.3	0.15	C	24.6	42.4	0.48
	EB (Highway 7) - TR	B	19.8	100.7	0.54	D	50.6	#315.2	0.98	C	20.7	107.2	0.56	E	62.8	#335.1	1.02	C	22.1	114.7	0.59	E	78.8	#354.7	1.07
	WB (Highway 7) - L	B	15.3	7.8	0.09	C	31.1	13.8	0.40	B	15.7	8.3	0.11	D	51.6	#19.4	0.56	B	16.3	8.8	0.12	F	85.7	#24.8	0.73
	WB (Highway 7) - TR	C	21.3	117.1	0.58	C	22.2	133.2	0.63	C	22.4	125.1	0.61	C	23.6	142.7	0.66	C	23.9	132.9	0.64	C	25.5	154.1	0.70
	NB (County Road 45) - L	C	31.4	45.9	0.57	C	30.4	45.5	0.53	C	31.9	46.7	0.58	C	30.8	46.9	0.54	C	32.0	48.1	0.59	C	30.9	48.2	0.55
	NB (County Road 45) - TR	C	20.6	20.3	0.22	C	25.0	29.9	0.29	C	20.8	21.1	0.22	C	25.0	31.1	0.30	C	21.1	22.5	0.23	C	25.1	32.4	0.31
	SB (County Road 40) - LTR	E	59.0	56.6	0.84	E	57.5	75.4	0.80	E	59.9	58.3	0.85	E	58.6	78.3	0.82	E	61.4	61.2	0.86	E	60.4	82.6	0.83
	Intersection Average	**C**	**28.4**			**D**	**38.5**			**C**	**29.2**			**D**	**44.5**			**C**	**30.3**			**D**	**52.4**		
	Highway 7 & Victoria Street	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	WB (Victoria Street) - LR	B	12.4	1.9	0.07	C	15.2	2.8	0.11	B	12.8	2.1	0.08	C	16.5	3.3	0.12	B	13.2	2.3	0.09	C	19.6	4.5	0.16
	NB (Highway 7) - TR	-	0.0	0.0	0.23	-	0.0	0.0	0.45	-	0.0	0.0	0.24	-	0.0	0.0	0.47	-	0.0	0.0	0.25	-	0.0	0.0	0.49
	SB (Highway 7) - LT	A	0.8	0.6	0.02	A	1.2	1.2	0.05	A	0.8	0.6	0.03	A	1.4	1.3	0.05	A	0.8	0.7	0.03	A	1.5	1.5	0.06
	Highway 7 & Elm Street	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	EB (Private Driveway) - LTR	A	0.0	0.0	0.00	A	0.0	0.0	0.00	A	0.0	0.0	0.00	A	0.0	0.0	0.00	A	0.0	0.0	0.00	A	0.0	0.0	0.00
	WB (Elm Street) - LTR	B	14.9	1.6	0.06	E	35.9	5.3	0.19	C	15.5	1.7	0.07	E	44.3	6.6	0.23	C	16.3	1.9	0.08	F	57.6	9.1	0.30
	NB (Highway 7) - LTR	-	0.0	0.0	0.00	-	0.0	0.0	0.00	-	0.0	0.0	0.00	-	0.0	0.0	0.00	-	0.0	0.0	0.00	-	0.0	0.0	0.00
	SB (Highway 7) - L	A	8.2	0.7	0.03	A	9.8	0.3	0.01	A	8.3	0.7	0.03	B	10.1	0.3	0.01	A	8.3	0.8	0.03	B	10.4	0.4	0.01
	SB (Highway 7) - TR	-	0.0	0.0	0.27	-	0.0	0.0	0.33	-	0.0	0.0	0.28	-	0.0	0.0	0.35	-	0.0	0.0	0.29	-	0.0	0.0	0.36
	Highway 7 & Cedar Street	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	WB (Cedar Street) - LR	B	14.5	2.0	0.08	D	28.3	7.2	0.24	C	15.3	2.3	0.09	E	35.5	9.8	0.31	C	15.8	2.5	0.10	E	44.0	12.4	0.37
	NB (Highway 7) - TR	-	0.0	0.0	0.23	-	0.0	0.0	0.43	-	0.0	0.0	0.24	-	0.0	0.0	0.45	-	0.0	0.0	0.25	-	0.0	0.0	0.47
	SB (Highway 7) - L	A	8.1	0.5	0.02	A	9.8	1.9	0.07	A	8.2	0.5	0.02	B	10.1	2.1	0.08	A	8.2	0.6	0.02	B	10.4	2.3	0.09
	SB (Highway 7) - T	A	0.0	0.0	0.26	A	1.4	1.9	0.07	-	0.0	0.0	0.28	A	1.5	2.1	0.08	-	0.0	0.0	0.29	A	1.7	2.3	0.09
	Highway 7 & Mill St.	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	WB (Mill Street) - LR	B	12.3	2.0	0.08	C	18.8	4.2	0.15	B	12.6	2.1	0.08	C	19.9	4.5	0.16	B	13.0	2.2	0.08	C	21.3	4.9	0.17
	NB (Highway 7) - TR	-	0.0	0.0	0.22	-	0.0	0.0	0.42	-	0.0	0.0	0.23	-	0.0	0.0	0.44	-	0.0	0.0	0.25	-	0.0	0.0	0.46
	SB (Highway 7) - LT	-	0.0	0.0	0.00	-	0.0	0.0	0.00	-	0.0	0.0	0.00	-	0.0	0.0	0.00	-	0.0	0.0	0.00	-	0.0	0.0	0.00
	Highway 7 & 10th Line	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	EB (Highway 7) - TR	-	0.0	0.0	0.20	-	0.0	0.0	0.38	-	0.0	0.0	0.21	-	0.0	0.0	0.40	-	0.0	0.0	0.22	-	0.0	0.0	0.42
	WB (Highway 7) - LT	A	0.1	0.1	0.00	A	0.5	0.5	0.02	A	0.1	0.1	0.00	A	0.6	0.5	0.02	A	0.1	0.1	0.00	A	0.6	0.5	0.02
	NB (10th Line) - LR	B	12.1	1.0	0.04	C	17.4	3.0	0.11	B	12.4	1.1	0.05	C	19.1	3.5	0.13	B	12.7	1.2	0.05	C	20.3	3.8	0.14
Corridor Under County of Peterborough Jurisdiction	**County Road 45 & County Road 42**	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	EB (Birch Street) - LTR	A	8.0	-	0.06	A	8.2	-	0.03	A	8.0	-	0.07	A	8.2	-	0.03	A	8.1	-	0.07	A	8.3	-	0.03
	WB (County Road 42) - LTR	A	7.9	-	0.11	A	8.4	-	0.15	A	7.9	-	0.12	A	8.5	-	0.16	A	8.0	-	0.13	A	8.6	-	0.17
	NB (County Road 45) - LTR	A	7.8	-	0.11	A	8.6	-	0.22	A	7.9	-	0.12	A	8.7	-	0.23	A	8.0	-	0.13	A	8.8	-	0.24
	SB (County Road 45) - LTR	A	8.4	-	0.19	A	9.1	-	0.26	A	8.5	-	0.20	A	9.2	-	0.28	A	8.6	-	0.21	A	9.4	-	0.29
	County Road 45 & Alma Street	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	WB (Alma Street) - LR	B	10.5	5.7	0.19	B	12.4	8.4	0.26	B	10.6	5.9	0.20	B	12.7	9.0	0.28	B	10.8	6.2	0.21	B	13.2	9.9	0.30
	NB (County Road 45) - TR	-	0.0	0.0	0.10	-	0.0	0.0	0.12	-	0.0	0.0	0.10	-	0.0	0.0	0.12	-	0.0	0.0	0.11	-	0.0	0.0	0.13
	SB (County Road 45) - LT	A	2.5	1.0	0.04	A	4.1	2.9	0.11	A	2.5	1.1	0.04	A	4.1	3.0	0.11	A	2.5	1.1	0.04	A	4.1	3.2	0.12
	County Road 45 & Queen St.	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	WB (Queen Street) - LR	B	10.6	3.3	0.12	B	10.9	1.6	0.06	B	10.8	3.5	0.13	B	11.0	1.8	0.07	B	10.9	3.7	0.14	B	11.1	1.8	0.07
	NB (County Road 45) - TR	-	0.0	0.0	0.10	-	0.0	0.0	0.12	-	0.0	0.0	0.10	-	0.0	0.0	0.12	-	0.0	0.0	0.11	-	0.0	0.0	0.13
	SB (County Road 45) - LT	A	3.5	1.3	0.05	A	1.5	0.7	0.03	A	3.5	1.3	0.05	A	1.5	0.7	0.03	A	3.6	1.4	0.06	A	1.5	0.7	0.03
	County Road 42 & 10 th Line	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	EB (County Road 42) - LTR	A	1.2	0.2	0.01	A	1.0	0.3	0.01	A	1.2	0.2	0.01	A	1.0	0.3	0.01	A	1.1	0.2	0.01	A	1.0	0.3	0.01
	WB (County Road 42) - LTR	-	0.0	0.0	0.00	A	0.1	0.0	0.00	-	0.0	0.0	0.00	A	0.1	0.0	0.00	-	0.0	0.0	0.00	A	0.1	0.0	0.00
	NB (10th Line) - LTR	A	9.5	0.1	0.01	A	9.8	0.1	0.00	A	9.5	0.2	0.01	A	9.8	0.1	0.00	A	9.7	0.2	0.01	A	9.9	0.1	0.00
	SB (10th Line) - LTR	A	9.4	1.0	0.04	A	9.7	0.8	0.03	A	9.5	1.0	0.04	A	9.8	0.8	0.03	A	9.5	1.1	0.04	A	9.9	0.8	0.03
Local Roads Under Township of Asphodel Norwood Jurisdiction	**Mill Street & 10th Line**	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	EB (Mill Street) - LR	A	8.6	0.8	0.03	A	8.8	0.9	0.04	A	8.6	0.8	0.03	A	8.8	0.9	0.04	A	8.6	0.8	0.03	A	8.8	0.9	0.04
	NB (10th Line) - LT	A	3.5	0.2	0.01	A	6.2	0.6	0.02	A	3.5	0.2	0.01	A	6.0	0.6	0.02	A	3.5	0.2	0.01	A	6.0	0.6	0.02
	SB (10th Line) - TR	-	0.0	0.0	0.01	-	0.0	0.0	0.02	-	0.0	0.0	0.01	-	0.0	0.0	0.02	-	0.0	0.0	0.01	-	0.0	0.0	0.02
	Mill Street & King Street	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	EB (Mill Street) - TR	-	0.0	0.0	0.01	-	0.0	0.0	0.02	-	0.0	0.0	0.01	-	0.0	0.0	0.02	-	0.0	0.0	0.01	-	0.0	0.0	0.03
	WB (Mill Street) - LT	A	3.5	1.1	0.04	A	3.5	1.1	0.04	A	3.4	1.1	0.04	A	3.5	1.1	0.04	A	3.4	1.1	0.04	A	3.5	1.1	0.04
	NB (King Street) - LR	A	8.6	1.2	0.05	A	9.5	6.6	0.22	A	8.6	1.2	0.05	A	9.5	6.6	0.22	A	8.6	1.2	0.05	A	9.6	6.7	0.22
	Mill Street & 67 Mill Street Access Road A	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	EB (Mill Street) - TR	-	0.0	0.0	0.03	-	0.0	0.0	0.14	-	0.0	0.0	0.04	-	0.0	0.0	0.14	-	0.0	0.0	0.03	-	0.0	0.0	0.14
	WB (Mill Street) - LT	A	0.1	0.0	0.00	A	0.8	0.2	0.01	A	0.1	0.0	0.00	A	0.8	0.2	0.01	A	0.1	0.0	0.00	A	0.8	0.2	0.01
	NB (Access Road A) - LR	A	9.5	1.3	0.05	B	10.8	1.6	0.06	A	9.5	1.3	0.05	B	10.8	1.6	0.06	A	9.5	1.3	0.05	B	10.8	1.7	0.06
	Mill Street & 112 Mill Street Access Road A	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	EB (Mill Street) - LT	A	0.3	0.0	0.00	A	0.4	0.1	0.01	A	0.3	0.0	0.00	A	0.4	0.1	0.01	A	0.3	0.0	0.00	A	0.4	0.1	0.01
	WB (Mill Street) - TR	-	0.0	0.0	0.07	-	0.0	0.0	0.07	-	0.0	0.0	0.07	-	0.0	0.0	0.07	-	0.0	0.0	0.07	-	0.0	0.0	0.07
	SB (Access Road A) - LR	A	9.0	0.0	0.01	A	9.2	0.1	0.01	A	8.7	0.1	0.01	A	9.2	0.1	0.01	A	9.0	0.2	0.01	A	9.2	0.1	0.01
	Mill Street & 112 Mill Street Access Road B	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	EB (Mill Street) - LT	A	1.0	0.1	0.00	A	1.3	0.5	0.02	A	1.0	0.1	0.00	A	1.3	0.5	0.02	A	1.1	0.1	0.00	A	1.3	0.5	0.02
	WB (Mill Street) - TR	-	0.0	0.0	0.06	-	0.0	0.0	0.06	-	0.0	0.0	0.06	-	0.0	0.0	0.06	-	0.0	0.0	0.06	-	0.0	0.0	0.06
	SB (Access Road B) - LR	A	8.9	0.6	0.03	A	9.1	0.5	0.02	A	8.9	0.6	0.03	A	9.1	0.5	0.02	A	8.9	0.6	0.03	A	9.1	0.6	0.02
	Mill Street & 67 Mill Access B/112 Mill Access C	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	EB (Mill Street) - LTR	A	1.7	0.2	0.01	A	2.3	0.7	0.03	A	1.7	0.2	0.01	A	2.3	0.7	0.03	A	1.7	0.2	0.01	A	2.3	0.7	0.03
	WB (Mill Street) - LTR	A	1.1	0.0	0.00	A	2.4	0.3	0.01	A	1.7	0.0	0.00	A	2.4	0.3	0.01	A	1.7	0.0	0.00	A	2.4	0.3	0.01
	NB (Access B) - LTR	A	9.4	1.9	0.07	B	10.6	2.3	0.09	A	9.4	1.9	0.07	B	10.6	2.3	0.09	A	9.4	1.9	0.07	B	10.6	2.4	0.09
	SB (Access C) - LTR	A	8.6	0.9	0.04	A	8.8	0.8	0.03	A	8.6	0.9	0.04	A	8.8	0.8	0.03	A	8.6	0.9	0.04	A	8.8	0.8	0.03

** Delay in seconds, 95th percentile queue length calculations are based on Synchro output values (in metres); # indicates 95th percentile volume exceeds capacity, queue may be longer.*

However, as the already approved developments in Norwood are built-out and the resulting traffic from these developments areas are added to the Highway 7/County Road 45 signalized intersection, it is likely that the PM peak hour volumes will spread

4 As requested by MTO, the Highway 7 intersections were analysed with a saturation flow rate of 1750 vehicles/hour/lane and the observed peak hour factor for each turning movement.

out more evenly throughout the whole peak hour and motorists will gradually behave more like motorists in larger urban centres (i.e. higher saturation flow rate and higher peak hour factor). The Synchro capacity analysis of future PM peak hour background traffic levels at the Highway 7 intersections, in the Norwood urban area, was repeated with a saturation flow rate of 1900 and a peak hour factor of 0.92 (same as the Synchro parameters which all County and Township intersections are based). **Table 4.2** shows the results of the PM peak hour capacity analysis at the higher saturation flow rate and 0.92 peak hour factor for the Highway 7 intersections in the urban area of Norwood.

Table 4.2: **Capacity Analysis of Highway 7 Intersections with Urbanized Peak Hour Factor and Saturation Flow Rate**[5]

	Intersection	2029 Background Conditions				2034 Background Conditions				2039 Background Conditions			
		PM Peak				PM Peak				PM Peak			
Highway 7 Corridor Under MTO Jurisdiction	**Highway 7 & County Road 45 - Signalized**	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	EB (Highway 7) - L	B	16.1	31.0	0.30	B	17.1	32.9	0.32	B	18.6	36.0	0.36
	EB (Highway 7) - TR	C	30.6	#272.6	0.86	D	35.1	#295.9	0.90	D	41.5	#320.4	0.94
	WB (Highway 7) - L	B	18.3	11.9	0.22	C	22.6	13.8	0.29	C	34.5	#20.4	0.41
	WB (Highway 7) - TR	B	17.7	113.0	0.53	B	18.7	122.5	0.56	B	20.0	134.3	0.59
	NB (County Road 45) - L	C	29.9	44.4	0.50	C	30.0	45.5	0.51	C	30.1	46.8	0.52
	NB (County Road 45) - TR	C	23.3	32.5	0.23	C	23.2	33.6	0.24	C	23.2	34.8	0.25
	SB (County Road 40) - LTR	D	54.6	70.3	0.77	E	55.2	72.9	0.78	E	55.6	75.9	0.79
	Intersection Average	**C**	**28.5**			**C**	**30.8**			**C**	**34.1**		
	Highway 7 & Victoria Street	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	WB (Victoria Street) - LR	C	15.3	2.9	0.11	C	16.1	3.2	0.12	C	18.3	4.1	0.15
	NB (Highway 7) - TR	-	0.0	0.0	0.44	-	0.0	0.0	0.46	-	0.0	0.0	0.48
	SB (Highway 7) - LT	A	1.2	1.2	0.05	A	1.3	1.3	0.05	A	1.4	1.4	0.05
	Highway 7 & Elm Street	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	EB (Private Driveway) - LTR	A	0.0	0.0	0.00	A	0.0	0.0	0.00	A	0.0	0.0	0.00
	WB (Elm Street) - LTR	D	31.2	4.6	0.16	E	37.3	5.6	0.20	E	48.3	7.7	0.26
	NB (Highway 7) - LTR	-	0.0	0.0	0.00	-	0.0	0.0	0.00	-	0.0	0.0	0.00
	SB (Highway 7) - L	A	9.7	0.3	0.01	A	9.9	0.3	0.01	B	10.2	0.3	0.01
	SB (Highway 7) - TR	-	0.0	0.0	0.33	-	0.0	0.0	0.34	-	0.0	0.0	0.36
	Highway 7 & Cedar Street	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	WB (Cedar Street) - LR	D	25.5	6.3	0.22	D	30.8	8.5	0.27	E	37.8	10.7	0.33
	NB (Highway 7) - TR	-	0.0	0.0	0.42	-	0.0	0.0	0.44	-	0.0	0.0	0.46
	SB (Highway 7) - L	A	9.7	1.9	0.07	A	9.9	2.0	0.08	B	10.2	2.1	0.08
	SB (Highway 7) - T	A	1.3	1.9	0.07	A	1.4	2.0	0.08	A	1.6	2.1	0.08
	Highway 7 & Mill St.	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	WB (Mill Street) - LR	C	18.2	4.0	0.14	C	19.3	4.3	0.15	C	20.5	4.7	0.17
	NB (Highway 7) - TR	-	0.0	0.0	0.41	-	0.0	0.0	0.43	-	0.0	0.0	0.45
	SB (Highway 7) - LT	-	0.0	0.0	0.00	-	0.0	0.0	0.00	-	0.0	0.0	0.00

With the revised saturation flow rate and peak hour factor, the PM peak hour eastbound through-right movement at the Highway 7/County Road 45 signalized intersection is projected to operate at a v/c ratio of 0.86 in 2029 and 0.94 in 2039.

5 Saturation flow rate increased from 1750 to 1900 vehicles per hour per lane and the peak hour factor adjusted from 2023 observed for each turning movement to 0.92 for all movements.

All unsignalized study intersections and associated movements, as shown in **Table 4.1**, are projected to operate at LOS "C" or better during both AM and PM peak hours in 2039, except for the Elm Street outbound movement (westbound movement) at the Highway 7/Elm Street intersection. The Elm Street outbound movement is forecast to operate at LOS "F" with projected delay of approximately 58 seconds and a 95th percentile queue length of approximately 9 metres (just over one vehicle length) during the 2039 PM peak hour. However, if the analysis is carried out with the revised saturation flow rate and peak hour factor (see **Table 4.2**), the Elm Street outbound movement is forecast to operate at LOS "E" with a projected delay of approximately 48 seconds and a 95th percentile queue length of approximately 7.7 metres (approximately one vehicle length) and v/c ratio at 0.26 during the PM peak hour in 2039.

4.2 Total Traffic Conditions Analyses

The total traffic volumes for the study horizon years are shown in **Exhibit 4.3**. At the projected significant increases in future traffic levels, the 2023 peak hour factors from the 2023 traffic count will not be relevant and the uniform 0.92 factor was applied at the Highway 7 intersections for the PM peak hour. Similarly, with the major increase in development in the Norwood area, with the peak hour volume increases, motorists are expected to drive like those in more urbanized areas with a saturation flow rate of 1900 vehicles per hour per lane was applied for PM peak hour of analysis. The Synchro default values of 1900 for saturation flow rate and a peak hour factor of 0.92 was used for the County of Peterborough and the Township of Asphodel-Norwood intersections for both peak periods. **Table 4.3** provides the intersection capacity analyses results for 2029, 2034 and 2039 AM and PM peak hours.

The impact of the proposed development traffic on the study road network can be determined by comparing the intersection capacity analysis results with and without the site traffic (background traffic analysis vs. total traffic analysis). The impact on the Highway 7 intersections can be seen by comparing the results in **Table 4.3** against **Table 4.2.** For all other intersections, the results in **Table 4.1** be used.

Table 4.3: Summary of Intersection Capacity Analysis: Total Conditions

	Intersection	2029 Total Conditions								2034 Total Conditions								2039 Total Conditions							
		AM Peak				PM Peak*				AM Peak				PM Peak*				AM Peak				PM Peak*			
Highway 7 Corridor Under MTO Jurisdiction	**Highway 7 & County Road 45 - Signalized***	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	EB (Highway 7) - L	B	16.7	11.0	0.14	B	17.8	33.2	0.33	B	17.3	11.3	0.16	B	19.1	35.5	0.36	B	18.1	11.5	0.17	C	21.0	39.1	0.40
	EB (Highway 7) - TR	C	21.8	116.7	0.60	E	68.9	#373.0	1.05	C	23.1	125.4	0.63	F	84.3	#397.2	1.10	C	24.8	133.5	0.66	F	101.8	#422.8	1.14
	WB (Highway 7) - L	B	15.8	7.9	0.10	D	44.4	#22.5	0.47	B	16.3	8.4	0.12	D	46.5	#23.4	0.49	B	17.1	8.9	0.13	D	50.7	#25.4	0.52
	WB (Highway 7) - TR	C	22.9	128.4	0.62	B	19.6	127.6	0.57	C	24.3	137.5	0.65	C	20.8	138.3	0.60	C	26.1	146.4	0.69	C	22.2	151.3	0.63
	NB (County Road 45) - L	D	51.6	#75.4	0.85	D	37.4	62.2	0.69	D	54.4	#79.8	0.87	D	37.8	63.3	0.71	D	54.7	#83.2	0.88	D	38.4	64.8	0.72
	NB (County Road 45) - TR	C	22.4	24.1	0.24	C	24.0	36.1	0.25	C	22.4	24.4	0.25	C	24.0	37.4	0.26	C	22.4	25.7	0.25	C	24.0	38.6	0.26
	SB (County Road 40) - LTR	E	60.1	58.5	0.85	E	56.0	77.2	0.79	E	61.1	60.7	0.86	E	56.2	79.6	0.79	E	61.6	63.3	0.86	E	56.6	82.9	0.80
	Intersection Average	**C**	**32.9**			**D**	**47.3**			**C**	**34.2**			**D**	**54.4**			**D**	**35.2**			**E**	**62.5**		
	Highway 7 & Victoria Street*	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	WB (Victoria Street) - LR	B	12.8	2.0	0.08	C	17.5	3.5	0.13	B	13.3	2.2	0.08	C	19.3	4.1	0.15	B	13.6	2.4	0.09	C	23.6	5.7	0.20
	NB (Highway 7) - TR	-	0.0	0.0	0.24	-	0.0	0.0	0.49	-	0.0	0.0	0.25	-	0.0	0.0	0.51	-	0.0	0.0	0.27	-	0.0	0.0	0.53
	SB (Highway 7) - LT	A	0.8	0.6	0.03	A	1.4	1.3	0.05	A	0.8	0.7	0.03	A	1.5	1.4	0.06	A	0.8	0.7	0.03	A	1.7	1.6	0.06
	Highway 7 & Elm Street*	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	EB (Private Driveway) - LTR	A	0.0	0.0	0.00	A	0.0	0.0	0.00	A	0.0	0.0	0.00	A	0.0	0.0	0.00	A	0.0	0.0	0.00	A	0.0	0.0	0.00
	WB (Elm Street) - LTR	C	18.0	3.0	0.11	F	65.3	13.2	0.40	C	19.2	3.4	0.12	F	88.2	16.5	0.49	C	20.1	3.7	0.13	F	122.3	20.7	0.61
	NB (Highway 7) - LTR	-	0.0	0.0	0.00	-	0.0	0.0	0.00	-	0.0	0.0	0.00	-	0.0	0.0	0.00	-	0.0	0.0	0.00	-	0.0	0.0	0.00
	SB (Highway 7) - L	A	8.3	0.7	0.03	B	10.3	0.3	0.01	A	8.3	0.7	0.03	B	10.7	0.4	0.02	A	8.4	0.8	0.03	B	11.0	0.4	0.02
	SB (Highway 7) - TR	-	0.0	0.0	0.28	-	0.0	0.0	0.34	-	0.0	0.0	0.29	-	0.0	0.0	0.35	-	0.0	0.0	0.31	-	0.0	0.0	0.37
	Highway 7 & Cedar Street*	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	WB (Cedar Street) - LR	C	16.4	3.3	0.12	F	55.0	16.8	0.46	C	17.1	3.5	0.13	F	73.8	21.5	0.56	C	17.8	3.8	0.14	F	116.5	29.5	0.73
	NB (Highway 7) - TR	-	0.0	0.0	0.23	-	0.0	0.0	0.45	-	0.0	0.0	0.25	-	0.0	0.0	0.47	-	0.0	0.0	0.26	-	0.0	0.0	0.49
	SB (Highway 7) - L	A	8.2	0.7	0.03	B	10.3	3.7	0.13	A	8.3	0.8	0.03	B	10.6	3.9	0.14	A	8.3	0.8	0.03	B	11.0	4.3	0.15
	SB (Highway 7) - T	-	0.0	0.0	0.27	A	2.5	3.7	0.13	-	0.0	0.0	0.28	A	2.8	3.9	0.14	-	0.0	0.0	0.30	A	3.1	4.3	0.15
	Highway 7 & Mill Street*	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	WB (Mill Street) - LR	B	13.0	4.4	0.16	C	20.2	8.0	0.26	B	13.3	4.6	0.16	C	21.9	8.9	0.28	B	13.7	4.8	0.17	C	23.7	9.9	0.30
	NB (Highway 7) - TR	-	0.0	0.0	0.22	-	0.0	0.0	0.41	-	0.0	0.0	0.23	-	0.0	0.0	0.43	-	0.0	0.0	0.25	-	0.0	0.0	0.45
	SB (Highway 7) - LT	-	0.0	0.0	0.00	-	0.0	0.0	0.00	-	0.0	0.0	0.00	-	0.0	0.0	0.00	-	0.0	0.0	0.00	-	0.0	0.0	0.00
	Highway 7 & 10th Line	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	EB (Highway 7) - TR	-	0.0	0.0	0.22	-	0.0	0.0	0.40	-	0.0	0.0	0.23	-	0.0	0.0	0.42	-	0.0	0.0	0.24	-	0.0	0.0	0.44
	WB (Highway 7) - LT	A	0.3	0.2	0.01	A	1.0	1.0	0.04	A	0.3	0.2	0.01	A	1.1	1.0	0.04	A	0.3	0.2	0.01	A	1.1	1.0	0.04
	NB (10th Line) - LR	B	11.9	1.5	0.06	C	17.9	4.7	0.17	B	12.3	1.7	0.06	C	19.6	5.7	0.20	B	12.6	1.7	0.07	C	20.7	6.1	0.21
Corridor Under County of Peterborough Jurisdiction	**County Road 45 & County Road 42**	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	EB (Birch Street) - LTR	A	8.1	-	0.06	A	8.3	-	0.03	A	8.1	-	0.07	A	8.4	-	0.03	A	8.2	-	0.07	A	8.5	-	0.04
	WB (County Road 42) - LTR	A	8.1	-	0.13	A	8.7	-	0.17	A	8.2	-	0.14	A	8.8	-	0.18	A	8.2	-	0.14	A	9.0	-	0.19
	NB (County Road 45) - LTR	A	7.9	-	0.13	A	9.0	-	0.27	A	8.0	-	0.14	A	9.2	-	0.28	A	8.1	-	0.14	A	9.3	-	0.29
	SB (County Road 45) - LTR	A	8.6	-	0.21	A	9.4	-	0.29	A	8.7	-	0.22	A	9.6	-	0.30	A	8.8	-	0.23	A	9.8	-	0.32
	County Road 45 & Alma Street	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	WB (Alma Street) - LR	B	11.3	10.7	0.31	B	14.5	15.9	0.41	B	11.5	11.2	0.32	C	15.0	17.1	0.43	B	11.7	11.7	0.33	C	15.9	18.8	0.45
	NB (County Road 45) - TR	-	0.0	0.0	0.10	-	0.0	0.0	0.12	-	0.0	0.0	0.10	-	0.0	0.0	0.12	-	0.0	0.0	0.11	-	0.0	0.0	0.13
	SB (County Road 45) - LT	A	3.1	1.4	0.06	A	5.2	5.2	0.17	A	3.1	1.5	0.06	A	5.2	5.1	0.18	A	3.1	1.6	0.06	A	5.2	5.3	0.18
	County Road 45 & Queen St.	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	WB (Queen Street) - LR	B	11.0	4.0	0.14	B	11.7	2.5	0.10	B	11.2	4.2	0.15	B	11.9	2.7	0.10	B	11.3	4.5	0.16	B	12.1	2.8	0.11
	NB (County Road 45) - TR	-	0.0	0.0	0.10	-	0.0	0.0	0.13	-	0.0	0.0	0.11	-	0.0	0.0	0.14	-	0.0	0.0	0.11	-	0.0	0.0	0.14
	SB (County Road 45) - LT	A	3.6	1.3	0.05	A	1.9	0.9	0.04	A	3.7	1.4	0.06	A	1.9	1.0	0.04	A	3.7	1.5	0.06	A	1.9	1.0	0.04
	County Road 42 & 10 th Line	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	EB (County Road 42) - LTR	A	1.5	0.3	0.01	A	1.9	0.6	0.03	A	1.5	0.3	0.01	A	1.8	0.6	0.03	A	1.6	0.3	0.01	A	1.7	0.6	0.03
	WB (County Road 42) - LTR	-	0.0	0.0	0.00	A	0.1	0.0	0.00	-	0.0	0.0	0.00	A	0.1	0.0	0.00	-	0.0	0.0	0.00	A	0.1	0.0	0.00
	NB (10th Line) - LTR	A	9.6	0.2	0.01	B	10.1	0.1	0.00	A	9.7	0.2	0.01	B	10.1	0.1	0.00	A	9.9	0.2	0.01	B	10.2	0.1	0.00
	SB (10th Line) - LTR	A	9.6	1.7	0.07	B	10.2	1.6	0.06	A	9.7	1.7	0.07	B	10.2	1.7	0.07	A	9.7	1.8	0.07	B	10.3	1.7	0.07
Local Roads Under Township of Asphodel Norwood Jurisdiction	**Mill Street & 10th Line**	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	EB (Mill Street) - LR	A	8.7	1.2	0.05	A	9.0	1.4	0.06	A	8.7	1.2	0.05	A	9.0	1.4	0.06	A	8.7	1.2	0.05	A	9.0	1.4	0.06
	NB (10th Line) - LT	A	3.9	0.2	0.01	A	5.5	0.9	0.04	A	3.9	0.2	0.01	A	5.5	0.9	0.04	A	3.8	0.2	0.01	A	5.4	0.9	0.04
	SB (10th Line) - TR	-	0.0	0.0	0.02	-	0.0	0.0	0.02	-	0.0	0.0	0.02	-	0.0	0.0	0.02	-	0.0	0.0	0.02	-	0.0	0.0	0.02
	Mill Street & King Street	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	EB (Mill Street) - LTR	A	0.9	0.0	0.00	A	1.3	0.2	0.01	A	0.9	0.0	0.00	A	1.3	0.2	0.01	A	0.9	0.0	0.00	A	1.3	0.2	0.01
	WB (Mill Street) - LTR	A	3.7	1.8	0.07	A	3.7	1.9	0.07	A	3.7	1.8	0.07	A	3.7	1.9	0.07	A	3.7	1.8	0.07	A	3.7	1.9	0.07
	NB (King Street) - LTR	B	10.4	3.8	0.14	C	17.9	34.6	0.62	B	10.4	3.8	0.14	C	18.0	34.7	0.62	B	10.4	3.8	0.14	C	18.2	35.2	0.62
	SB (Street A) - LTR	B	12.0	4.4	0.16	B	14.8	5.3	0.18	B	12.0	4.4	0.16	B	14.8	5.3	0.18	B	12.0	4.4	0.16	B	14.9	5.3	0.18
	Mill Street & Street C	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	EB (Mill Street) - LT	A	2.0	0.4	0.02	A	2.4	1.6	0.06	A	2.0	0.4	0.02	A	2.4	1.6	0.06	A	1.9	0.4	0.02	A	2.4	1.6	0.06
	WB (Mill Street) - TR	-	0.0	0.0	0.10	-	0.0	0.0	0.11	-	0.0	0.0	0.10	-	0.0	0.0	0.11	-	0.0	0.0	0.10	-	0.0	0.0	0.11
	SB (Street C) - LR	A	9.7	2.9	0.11	B	10.1	2.7	0.10	A	9.7	2.9	0.11	B	10.1	2.7	0.10	A	9.7	2.9	0.11	B	10.1	2.7	0.10
	Mill Street & Commercial Driveway	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	EB (Mill Street) - LT	A	1.4	0.3	0.01	A	1.1	0.7	0.03	A	1.4	0.3	0.01	A	1.1	0.7	0.03	A	1.4	0.3	0.01	A	1.1	0.7	0.03
	WB (Mill Street) - TR	-	0.0	0.0	0.15	-	0.0	0.0	0.14	-	0.0	0.0	0.15	-	0.0	0.0	0.14	-	0.0	0.0	0.15	-	0.0	0.0	0.14
	SB (Commercial Driveway) - LR	B	10.2	0.7	0.03	B	12.0	3.1	0.12	B	10.2	0.7	0.03	B	12.0	3.1	0.12	B	10.2	0.7	0.03	B	12.0	3.2	0.12
	10th Line & Street A	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	EB (Street C) - LR	A	8.6	0.4	0.02	A	8.8	0.4	0.01	A	8.6	0.4	0.02	A	8.8	0.4	0.01	A	8.6	0.4	0.02	A	8.8	0.4	0.01
	NB (10th Line) - LT	A	0.6	0.0	0.00	A	2.2	0.2	0.01	A	0.6	0.0	0.00	A	2.2	0.2	0.01	A	0.6	0.0	0.00	A	2.2	0.2	0.01
	SB (10th Line) - TR	-	0.0	0.0	0.01	-	0.0	0.0	0.03	-	0.0	0.0	0.01	-	0.0	0.0	0.03	-	0.0	0.0	0.01	-	0.0	0.0	0.03
	10th Line & 4Plex Driveway	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	EB (4Plex Driveway) - LR	A	8.6	0.1	0.00	A	8.7	0.1	0.00	A	8.6	0.1	0.00	A	8.7	0.1	0.00	A	8.6	0.1	0.00	A	8.7	0.1	0.00
	NB (10th Line) - LT	A	0.2	0.0	0.00	A	0.7	0.0	0.00	A	0.2	0.0	0.00	A	0.7	0.0	0.00	A	0.2	0.0	0.00	A	0.7	0.0	0.00
	SB (10th Line) - TR	-	0.0	0.0	0.01	-	0.0	0.0	0.03	-	0.0	0.0	0.01	-	0.0	0.0	0.03	-	0.0	0.0	0.01	-	0.0	0.0	0.03
	Mill Street & 67 Mill Street Access Road A	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	EB (Mill Street) - TR	-	0.0	0.0	0.04	-	0.0	0.0	0.16	-	0.0	0.0	0.04	-	0.0	0.0	0.16	-	0.0	0.0	0.04	-	0.0	0.0	0.16
	WB (Mill Street) - LT	A	0.1	0.0	0.00	A	0.6	0.2	0.01	A	0.1	0.0	0.00	A	0.6	0.2	0.01	A	0.1	0.0	0.00	A	0.6	0.2	0.01
	NB (Access Road A) - LR	A	9.7	1.4	0.05	B	11.3	1.8	0.07	A	9.7	1.4	0.05	B	11.3	1.8	0.07	A	9.7	1.4	0.05	B	11.3	1.8	0.07
	Mill Street & 112 Mill Street Access Road A	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	EB (Mill Street) - LT	A	0.2	0.0	0.00	A	0.4	0.2	0.01	A	0.2	0.0	0.00	A	0.4	0.2	0.01	A	0.2	0.0	0.00	A	0.4	0.2	0.01
	WB (Mill Street) - TR	-	0.0	0.0	0.08	-	0.0	0.0	0.09	-	0.0	0.0	0.08	-	0.0	0.0	0.09	-	0.0	0.0	0.08	-	0.0	0.0	0.09
	SB (Access Road A) - LR	A	9.0	0.0	0.01	A	9.4	0.1	0.01	A	9.0	0.0	0.01	A	9.4	0.1	0.01	A	9.0	0.0	0.01	A	9.5	0.1	0.01
	Mill Street & 112 Mill Street Access Road B	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	EB (Mill Street) - LT	A	0.8	0.1	0.00	A	1.1	0.5	0.02	A	0.8	0.1	0.00	A	1.1	0.5	0.02	A	0.8	0.1	0.00	A	1.1	0.5	0.02
	WB (Mill Street) - TR	-	0.0	0.0	0.06	-	0.0	0.0	0.08	-	0.0	0.0	0.06	-	0.0	0.0	0.09	-	0.0	0.0	0.06	-	0.0	0.0	0.09
	SB (Access Road B) - LR	A	9.0	0.6	0.03	A	9.4	0.6	0.02	A	9.0	0.6	0.03	A	9.4	0.6	0.02	A	9.0	0.6	0.03	A	9.4	0.6	0.02
	Mill Street & 67 Mill Access B/112 Mill Access C	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
	EB (Mill Street) - LTR	A	1.3	0.2	0.01	A	2.0	0.7	0.03	A	1.3	0.2	0.01	A	2.0	0.7	0.03	A	1.3	0.2	0.01	A	2.0	0.7	0.03
	WB (Mill Street) - LTR	A	1.1	0.0	0.00	A	1.7	0.3	0.01	A	1.1	0.0	0.00	A	1.7	0.3	0.01	A	1.1	0.0	0.00	A	1.7	0.3	0.01
	NB (Access B) - LR	A	9.6	2.2	0.08	B	11.3	3.2	0.12	A	9.6	2.2	0.08	B	11.3	3.2	0.12	A	9.6	2.2	0.08	B	11.3	3.2	0.12
	SB (Access C) - LTR	A	8.6	0.9	0.04	A	9.0	0.8	0.03	A	8.6	0.9	0.04	A	9.0	0.8	0.03	A	8.6	0.9	0.04	A	9.0	0.8	0.03

** Delay in seconds, 95th percentile queue length calculations are based on Synchro output values (in metres); # indicates 95th percentile volume exceeds capacity, queue may be longer. * Intersections Saturation flow rate increased from 1750 to 1900 vehicles per hour per lane and the peak hour factor adjusted from 2023 observed for each turning movement to 0.92 for all movements for PM peak hour.*

With the site traffic from the proposed development added to the background traffic, the impact on study intersections is most apparent during the PM peak hour, particularly at the Highway 7/County Road 45 signalized intersection. The intersection average delay is projected to increase approximately 19 seconds in 2029, increase approximately 24 seconds in 2034 and increase approximately 28 seconds in 2039. The critical eastbound shared through-right lane is projected to operate at beyond available capacity (v/c ratio will be at 1.05) in 2029 PM peak hour, with 95th percentile queue of more than 373 meters. By 2034 PM peak hour, the v/c ratio is projected to be at 1.10 with 95th percentile queue of more than 397 meters. By 2039 planning horizon PM peak hour, the critical eastbound shared through-right lane is projected to operate with v/c ratio at 1.14, with 95th percentile queue of more than 423 meters, extending past Pine Street and approaching Oak Street.

For the unsignalized study intersections, the impact of the site traffic on the critical outbound movements from the side streets turning onto the main street, in general, is minor for most of the study intersections. The exceptions are Highway 7 at Cedar Street and at Elm Street during the PM peak hour. At Elm Street, the impact of site traffic is additional delay of approximately 35 seconds in 2029 and additional increase in delay of approximately 51 seconds and 74 seconds for 2034 and 2039, respectively. At Cedar Street, the impact of site traffic is additional delay of approximately 30 seconds in 2029, approximately 43 seconds and 2034 and an additional increase in delay of approximately 79 seconds by 2039.

There are no intersections under the County of Peterborough or under the Township jurisdiction that are projected to operate at critical levels.

4.3 Potential Mitigation Measures

Highway 7 at County Road 45

To mitigate the impact of the future critical conditions at the Highway 7/CR 45 intersection during the PM peak hour, the intersection was tested with Highway 7 widened to provide an eastbound right turn lane. The results are provided in **Table 4.4**. Detailed reports are contained in **Appendix B** *Intersection Capacity Analysis*.

Table 4.4: Capacity Analysis of Highway 7/CR 45 Intersections with An Eastbound Right Turn Lane[6]

Intersection	2029 Total Cond EB RT				2034 Total Cond EB RT				2039 Total Cond EB RT			
	PM Peak				PM Peak				PM Peak			
Highway 7 & County Road 45 - Signalized	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
EB (Highway 7) - L	B	17.8	33.2	0.33	B	19.1	35.5	0.36	C	21.0	39.1	0.40
EB (Highway 7) - TR*	C	24.6	199.3	0.73	C	26.5	217.3	0.76	C	29.0	#254.4	0.80
EB (Highway 7) - R	A	8.1	37.7	0.32	A	8.6	40.2	0.33	A	9.3	43.0	0.34
WB (Highway 7) - L	B	15.9	11.0	0.15	B	17.2	11.7	0.18	B	19.4	13.2	0.22
WB (Highway 7) - TR	B	19.6	127.6	0.57	C	20.8	138.3	0.60	C	22.2	151.3	0.63
NB (County Road 45) - L	D	37.4	62.2	0.69	D	37.8	63.3	0.70	D	38.4	64.8	0.72
NB (County Road 45) - TR	C	24.0	36.1	0.25	C	24.0	37.4	0.26	C	24.0	38.6	0.26
SB (County Road 40) - LTR	E	56.0	77.2	0.79	E	56.2	79.6	0.79	E	56.6	82.9	0.80
Intersection Average	C	25.6			C	26.6			C	28.0		

** Delay in seconds, 95th percentile queue length calculations are based on Synchro output values (in metres); # indicates 95th percentile volume exceeds capacity, queue may be longer*

With the addition of an eastbound right-turn lane (on Highway 7 west approach) at the Highway 7/County Road 45 signalized intersection, the eastbound through movements during the PM peak hour is projected to improve significantly from to LOS "E" and "F" to "C" as shown below in **Table 4.5**:

Table 4.5: Capacity Analysis Comparison with Highway 7/CR 45 Intersections with An Eastbound Right Turn Lane

PM Peak Hour Eastbound Through Movement								
Planning Horizon	Existing Lanes				With Added Right Turn Lane			
	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
2029	E	68.9	373	1.05	C	24.6	199	0.73
2034	F	84.3	397	1.10	C	26.5	217	0.76
2039	F	101.8	423	1.14	C	29.0	254	0.80

** Delay in seconds, 95th percentile queue length calculations are based on Synchro output values (in metres); # indicates 95th percentile volume exceeds capacity, queue may be longer*

The analysis indicates that the eastbound movement average delays of 69 seconds (2029) and 102 seconds (2039) are reduced to 25 seconds and 29 seconds respectively. The volume/capacity ratios are reduced from 1.05 (2029) and 1.14 (2039) to 0.73 and 0.80 respectively. Similarly, the (95th percentile) queues are reduced significantly from 423 metres in 2039 with the existing lanes to 254 metres with a right turn lane.

In order to mitigate anticipated future level of congestion, it is recommended that the

6 A 40 m dedicated right-turn lane was assumed for analysis.

Township, County and MTO coordinate/plan for area wide studies addressing the traffic/parking requirements associated with/to meet the current and future needs and development plans for the Township, especially in the Village of Norwood urban area.

Highway 7 at Cedar Street and Elm Street

The projected increased delays for Cedar Street and Elm Street vehicles turning out onto Highway 7 are not considered to require mitigation. Significant delays are common during peak hours at unsignalized intersections of side roads with an arterial road. It is expected that in reality the congestion will not reach the projected levels because drivers will adjust their routes to reduce their delays in getting to Highway 7 during the PM peak hour.

4.4 Site Access Roads/Driveways on Mill Street, on Asphodel 10th Line

The Upper Mill Pond development will be supported by access road/driveways connections on Mill Street and on Asphodel 10th Line. Five additional intersections were added to the study road network to assess the intersection capacity for the site access road/driveway intersections on Mill Street and on 10th Line. Street A will connect to Mill Street opposite King Street to form the fourth leg of the intersection. Street A will also have a connection out to 10th Line. Street C will connect to Mill Street as a "T" intersection. An access to the proposed commercial area is proposed on Mill Street and a driveway is proposed on 10th Line to support the proposed 4-Plex block (see **Exhibit 1.2**).

The capacity analysis in **Table 4.3** indicates all movements at the site access roads/driveways on both Mill Street and 10th Line are projected to operate at LOS "B" or better, with minimum delay and a queue of less than one vehicle at most intersections, operating with more than sufficient residual capacity during both AM and PM peak hours. The traffic from the proposed development adds very little increase in the three principal components of intersection measures of effectiveness on Mill Street or on 10th Line.

4.5 General Impact of Site Traffic on (Existing) Township Road Network

The impact of the proposed development on the existing (internal) Township Road network was assessed. The basis for the assessment included the Township of Asphodel-Norwood's 2008 Road Needs Study Report (based on the MTO's Inventory Manual for Municipal Roads, 1991), as well as Transportation Association of Canada (TAC)'s Geometric Design Guide for Canadian Roads, 2017 were used as references for the current road classifications and standards (see **Appendix C**).

Table 4.6, provides the existing and future daily volume levels and functional classification for the road sections reviewed in the study.

Table 4.6 - Existing and Future Road Conditions

Road Section	Existing Conditions		Future Background Conditions	Future Total Conditions	Level of Impact
	TAC	Road Needs Study			
King Street	Urban Local Residential <1000 veh/day	Semi-Urban Local Residential Road	AADT increase by approx. 2000 veh/day	AADT increase by approx. 3000 veh/day	Re-classify Local to Minor Collector/Collector when appropriate
Queen Street	Urban Local Residential <1000 veh/day	Urban Local Residential Road	AADT increase by approx. 700 veh/day	AADT increase by approx. 800 veh/day	Re-classify Local to Minor Collector when appropriate
Mill Street Hwy 7 – Queen Street/King Street	Urban Local Residential <1000 veh/day	Semi-Urban Local Residential Road	AADT increase by approx. 300 veh/day	AADT increase by approx. 300 veh/day	Re-classify Local to Minor Collector when appropriate
Mill Street Queen Street/ King Street – 10th Line	Rural Local <1000 AADT	R200 (AADT 50-199)	AADT increase by 3500 veh/day	AADT increase by 2000 veh/day	Urbanize to Residential Collector
Cedar Street	Urban Local Residential <1000 veh/day	Semi-Urban Local Residential Road	AADT increase by approx. 700 veh/day	AADT increase by approx. 1000 veh/day	Re-classify Local to Minor Collector when appropriate
Elm Street	Urban Local Residential <1000 veh/day	Urban Local Residential Road	AADT increase by approx. 500 veh/day	AADT increase by approx. 400 veh/day	Re-classify Local to Minor Collector when appropriate
10th Line Highway 7 – County Road 42	Rural Local <1000 AADT	R300 (AADT 200-399)	AADT increase by approx. 400 veh/day	AADT increase by approx. 500 veh/day	Re-classify to R400 when appropriate

According to TAC guidelines, a local residential road is expected to not carry more than 1,000 vehicles per day. Collector roads are expected to carry up to 8,000-10,000 vehicles per day. In the study area, the current (2023) AADT along King Street, Queen Street, Elm Street and Cedar Street is less than 1,000 vehicles (and

as per 2008 Road Needs Study), but they function as minor collector roads as they provide direct land access and general traffic movements within the study area. When the proposed development is fully built-out, it is expected that these streets will continue to perform a minor collector/collector function with traffic volumes greater than 1,000 vehicles per day in certain sections. The projected AADT of Township roads within the study area were derived by multiplying the PM peak hour volumes from **Exhibit 2.7B**, **2.7C** and **Exhibit 3.1C** by ten.

4.6 Auxiliary Lane Analysis

Left Turn Lane

There is an existing westbound left turn lane on Highway 7 at Elm Street. As part of the 67 Mill Street and 112 Mill Street development, a westbound left turn lane will be provided on Highway 7 at Cedar Street. Cursory review of the Highway 7/Victoria Street intersection (see **Appendix D**) indicates that it meets the MTO left turn lane volume warrants. However, due to the close proximity of Elm Street and Victoria Street, providing a separate left turn lane at Victoria Street may not be possible. Furthermore, a southbound left turn lane was warranted on County Road 45 at Alma Street as part of the 67 Mill Street and 112 Mill Street development. A final decision on removing on-street parking to accommodate the left-turn lane is still pending, but expected prior to final authorization and/or during the construction stage of the Phase 1 of the development.

Right Turn Taper/Lane

County of Peterborough right turn taper/lane warrant using Viginia Department of Transportation (VDOT) warrants were applied to County Road 45 at Alma Street and at Queen Street. The analysis indicates that the future 2039 projected AM peak hour total volumes meet the warrants for a right-turn taper on County Road 45 at Queen Street (see **Appendix E**). The site traffic volume included in the projected right turning vehicles is only 6 out of 54 vehicles. It appears that the right turning vehicles are mostly school related (Norwood District High School and Norwood District Public School) drop-off/pick-up trips in the morning peak period. Since the

projected volumes meet the warrant thresholds in 2039, and the projected volumes are a very conservative estimates of using Spring/Fall volumes containing school traffic against Summer through traffic, it is recommended that the traffic volumes at the intersection be monitored and right turn lane be re-assessed in future after the proposed development is built-out.

4.7 Site Access Road Sight Distance Review

The Transportation Association, Canada (TAC) Geometric Design Guide for Canadian Roads, 2017, defines the intersection sight distance as "the sight distance available from a point where vehicles are required to stop on the intersection road, while drivers are looking left and right along the major roadway, before entering the intersection. The intersection sight distance is adequate when it allows the design vehicles to safely make all maneuvers that are permitted by the layout (e.g., left turns, right turns, through moves), without significantly affecting vehicles travelling on the main roadway". Based on TAC standards, the available sight distance can be measured by a reviewing the sightlines as per the proposed site access road location from the Site Plan and the available topographic survey/air photo overlay and confirm the following intersection sight distance standards for 60 km/h and 70 km/h design speed (design speed used is 10 km/h above posted speed):

Table 4.7: Intersection Sight Distances

	Intersection Sight Distance			
Design Speed	Minimum Stopping Distance (m)	Left Turns from Minor Road (m)	Right Turns from Minor Road (m)	Left Turns from Major Road (m)
60 km/h	85	130	110	95
70 km/h	105	150	130	110

It is noted that there are no sightline issues at the proposed Street A and the proposed 4-Plex driveway on Asphodel 10th Line. There are clear sightlines available for more than 200 m in both directions at Street A and at 4-Plex driveway.

On Mill Street, at the proposed location of Street C/Mill Street intersection, there is a knoll just to the east of where the proposed Street C is located, and it appears that a vehicle on Street C waiting to turn onto Mill Street could be hidden from view from an

approaching vehicle from the east. Based on a sight distance of 60 km/h design speed, ideal sufficient sight distance would be to accommodate all required distances for turning in and out of Street C, but a minimum stopping distance of 85 m in both direction from Street C is required. **Exhibit 4.1**: Mill Street Sightline Distance Analysis provides sightline distances on Mill Street at King Street/Street A, at Commercial Driveway and at Street C. The sightline analysis indicates that there is not enough sightline distance to meet the minimum stopping distance from the proposed Street C location to the east on Mill Street. However, Mill Street will be reconstructed as part of the 67 Mill Street development. When Mill Street is reconstructed, there will be approximately 300 m sightline distance to the east on Mill Street from the proposed Street C location. However, it is recommended that the available sight distance be reconfirmed in the field prior to construction of the site access roads and commercial site driveway.

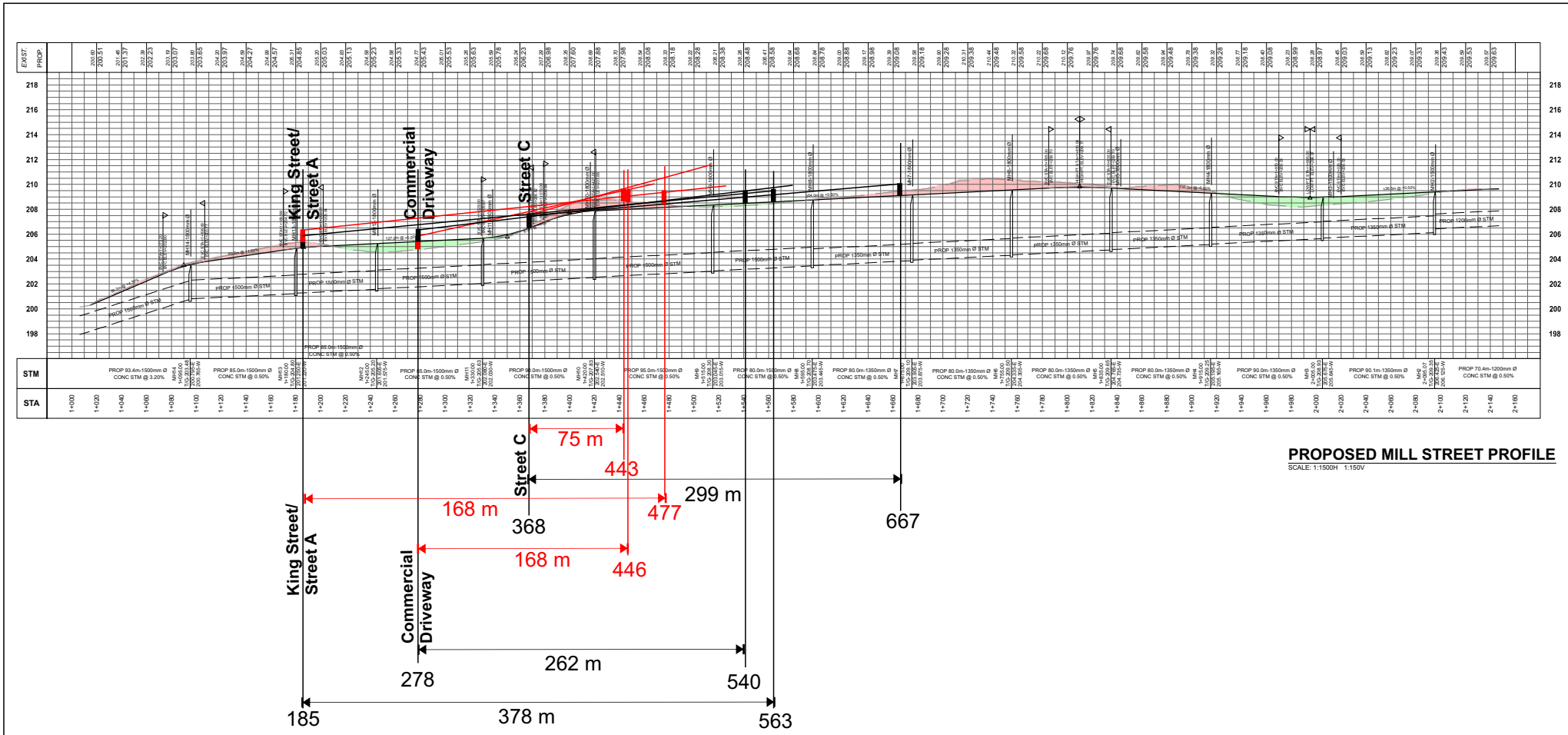
4.8 Site Access Road Intersection Spacing Review

The intersection spacing assessment is carried out based on the TAC Geometric Design Guide for Canadian Roads (2017), for the proposed site access roads intersection in relation to future intersections in the study area. The intersection spacing review is summarized in **Table 4.8**.

Table 4.8: Site Access Road Intersection Spacing Review

ROADWAY	CLASSIFICATION	FROM	TO	SPACING (m)	TAC Recommended Spacing (m)	REVIEW COMMENT
Mill Street	Local Road	King Street	Site Access Street C	183	60	Meet Required Spacing
		King Street	Commercial Block Driveway	93	60	Meet Required Spacing
		Commercial Block Driveway	Site Access Street C	90	60	Meet Required Spacing
Asphodel 10th Line	Local Road	Mill Street	Site Access Street A	~700+	60	Meet Required Spacing
		Site Access Street A	At Grade Rail Road Crossing	~375+	60	Meet Required Spacing
		Site Access Street A	4-Plex Driveway	~150+	60	Meet Required Spacing
		4-Plex Driveway	At Grade Rail Road Crossing	~200	60	Meet Required Spacing

Exhibit 4.1: Mill Street Sightline Sight Distance Analysis



LEGEND

VEHICLE ON EXISTING ROAD PROFILE

EXISTING SIGHTLINE DISTANCE

VEHICLE ON FUTURE ROAD PROFILE

FUTURE SIGHTLINE DISTANCE

FUTURE ROAD FILL SECTION

FUTURE ROAD CUT SECTION

5.0 PRINCIPAL FINDINGS AND RECOMMENDATIONS

This traffic impact study was carried out in support of the proposed *Upper Mill Pond Development,* in the general area located on the northeast quadrant of the Mill Street and King Street intersection. The traffic operational analyses described in this report have provided a detailed examination of the anticipated impacts of future background and site-generated traffic for the proposed development for 2029 (build-out planning horizon), 2034 (5-years post build-out) and 2039 (10-years post build-out) planning horizons. The following are principal findings from the study and recommendations with respect to the proposed development.

5.1 The study considered the weekday peak hour periods using AM and PM peak hour vehicular volumes generated by the proposed development.

5.2 Under existing conditions, the Highway 7/County Road 45 signalized intersection is operating at overall LOS "C" for both study peak periods. The highest v/c ratio at the signalized intersection is 0.69 during the PM peak hour for the eastbound through-right movement (Highway 7 shared through-right movement lane at the intersection), operating at a LOS "C" with delay of 20.2 seconds. All the unsignalized study intersections and associated movements are currently operating at LOS "C" or better with delay of approximately 20 seconds or less during AM and PM peak hours. In assessing the three principal components of intersection measures of effectiveness (MOE's - delay, queue length and v/c ratio), all study unsignalized intersections are operating satisfactorily and there is sufficient capacity in the existing study road network to accommodate general growth in the background traffic.

5.3 The 2023 traffic volumes were projected ahead to 2029, 2034 and 2039 planning horizons based on an average growth rate of 1.0% per annum (compounded) for the roads in the study area. Furthermore, the following developments which already have planning approval status: Norwood Park Phase 4 Residential Development (assumed 148 Dwelling Units), Proposed Residential Development at

67 Mill Street (approved for 358 single family homes and 100 units of senior housing, assumed 266 single family homes) and 112 Mill Street (approved for 159 single family homes, assumed 127 single family homes) are assumed to be built-out by 2029 and included in the future background planning horizons.

5.4 The Highway 7 intersections capacity analysis were carried out in Synchro using two separate assumptions:

1) As requested by the MTO, a saturation flow rate of 1750 vehicles per hour per lane and peak hour factors based on observed values for each turning movement from 2023 traffic count.
2) Synchro default saturation flow rate of 1900 vehicles per hour per lane and a peak hour factor of 0.92 for all movements.

5.5 Assessed using the first assumptions, the Highway 7/County Road 45/40 signalized intersection, under the future background conditions is projected to operate at an intersection average typically found in more highly populated/higher density urban communities. Under the 2029 PM peak hour conditions, the eastbound through-right lane will be at critical levels/capacity with a v/c ratio at 0.98 and the 95th percentile queue length is projected to be more than 315 metres, or approximately 42 vehicles. By 2039 background conditions, the eastbound Highway 7 through-right lane at County Road 45/40 intersection will be at a v/c ratio at 1.07 and the 95th percentile queue length is projected to be more than 355 metres, or queuing of approximately 47 vehicles. Based on the revised analysis conditions, the 2029 PM peak hour results for the Highway 7/County Road 45/40 signalized intersection, the eastbound through-right lane is projected to operate at v/c ration at 0.86 and projected to operate at v/c ratio at 0.94 in 2039. It indicates that the eastbound through-right lane, while at critical levels, will not operate at levels beyond capacity in 2039 background conditions.

All unsignalized study intersections and associated movements (using assumption 1) are projected to continue to operate at LOS "C" or better during both AM and PM peak hours in 2039, except for the Elm Street outbound movement (westbound movement is forecast to operate at LOS "F" with projected delay of approximately 58 seconds) during 2039 PM peak hour. However, the intersection capacity analysis

with revised assumptions indicates that Elm Street outbound movement is forecast to operate at LOS "E" with a projected delay of approximately 48 seconds and a 95th percentile queue length of approximately 7.7 metres (approximately one vehicle length) and v/c ratio at 0.26 during the PM peak hour in 2039.

The future background traffic intersection analysis indicates that the eastbound through-right lane at Highway 7/County Road 45/40 signalized intersection is projected to run out of capacity with continued growth along Highway 7 corridor. While Highway 7 eastbound lane (up to approximately 20 m of County Road 45/40 intersection) appears to have enough road width to accommodate two through lanes, it is currently operating with on-street parking and a single through lane. In order to mitigate anticipated future level of congestion, it is recommended that the Township, County and MTO coordinate/plan for area wide studies addressing the traffic/parking requirements associated with/to meet the current and future needs and development plans for the Township, especially in the Village of Norwood urban area.

5.5 The proposed development is 640 single family residential units and a 1,842 m^2 commercial floor area. Forecasts of future site generated traffic volumes were developed using the trip generation relationships taken from the current ITE *Trip Generation Manual* using the following ITE land uses and summarized in the table below:

- *Single-Family Detached Housing (LU 210)*
- *Multifamily Housing (Low-Rise) Not Close to Rail Transit (LU 220)*
- *Strip Retail Plaza (<40K) (LU 822)*

	AM Pk Hr	*PM Pk Hr*
Inbound	*89*	*316*
Outbound	*206*	*211*
Total	*294*	*527*

5.6 The following directional distributions were assumed by the study analysis for residential trips (see **Exhibit 3.1A**):

- To/from West (towards Peterborough on Highway 7): 60%

- To/from East (towards Havelock on Highway 7): 20% (including 5% from traffic using Asphodel 10th Line)
- To/from East/West (using CR 42): 5%
- To/from North (using CR 40): 5%
- To/from South (towards 401 on CR 45): 10% (including 5% from traffic via Asphodel 10th Line and CR 42)

The following directional distributions were assumed by the study analysis for commercial trips (see **Exhibit 3.1B**):

- The study assumed 50% of the commercial trips will be to/from the study area bounded by Highway 7 (west/north), County Road 45/42 to south/east and Asphodel 10th Line to east.
- To/from West (towards Peterborough on Highway 7): 10%
- To/from East (towards Havelock on Highway 7): 10% (including 5% from traffic using Asphodel 10th Line)
- To/from East/West (using CR 42): 5%
- To/from North (using CR 40): 10%
- To/from South (towards 401 on CR 45): 15% (including 5% from traffic via Asphodel 10th Line and CR 42)

5.7 With the proposed Upper Mill Road traffic added to the background traffic, the impact of the site traffic is most apparent during the PM peak hour, particularly at the Highway 7/County Road 45/40 signalized intersection. In 2029 the critical eastbound shared through-right lane is projected to operate at capacity (v/c ratio will be at 1.05) in the PM peak hour, with 95th percentile queue of more than 373 meters. By 2034 PM peak hour, the v/c ratio is projected to be at 1.10 with 95th percentile queue of more than 397 meters. By 2039 planning horizon PM peak hour, the critical eastbound shared through-right lane is projected to operate with v/c ratio at 1.14, with 95th percentile queue of more than 423 meters, extending past Pine Street and approaching Oak Street.

To mitigate the impact of the future critical conditions at the Highway 7/CR 45 intersection during the PM peak hour, the intersection was tested with Highway 7

widened to provide an eastbound right turn lane. With the addition of an eastbound right-turn lane at the Highway 7/County Road 45 signalized intersection, the eastbound through movements during the PM peak hour is projected to improve significantly from to LOS "E" and "F" to "C" as shown below (in **Table 4.5**):

Capacity Analysis Comparison with Highway 7/CR 45 Intersections with An Eastbound Right Turn Lane

PM Peak Hour Eastbound Through Movement								
Planning Horizon	Existing Lanes				With Added Right Turn Lane			
	LOS	Delay	95th Queue	v/c	LOS	Delay	95th Queue	v/c
2029	E	68.9	373	1.05	C	24.6	199	0.73
2034	F	84.3	397	1.10	C	26.5	217	0.76
2039	F	101.8	423	1.14	C	29.0	254	0.80

** Delay in seconds, 95th percentile queue length calculations are based on Synchro output values (in metres); # indicates 95th percentile volume exceeds capacity, queue may be longer*

The analysis indicates that the eastbound movement average delays of 69 seconds (2029) and 102 seconds (2039) are reduced to 25 seconds and 29 seconds respectively. The volume/capacity ratios are reduced from 1.05 (2029) and 1.14 (2039) to 0.73 and 0.80 respectively. Similarly, the (95th percentile) queues are reduced significantly from 423 metres in 2039 with the existing lanes to 254 metres with a right turn lane.

Highway 7 at Cedar Street and Elm Street - The projected increased delays for Cedar Street and Elm Street vehicles turning out onto Highway 7 are not considered to require mitigation. Significant delays are common during peak hours at unsignalized intersections of side roads with an arterial road. It is expected that in reality the congestion will not reach the projected levels because drivers will adjust their routes to reduce their delays in getting to Highway 7 during the PM peak hour.

While there are no intersections under the County of Peterborough or Township jurisdiction that are projected to operate at critical levels. In order to mitigate anticipated future level of congestion, it is recommended that the Township, County and MTO coordinate/plan for area wide studies addressing the traffic/parking requirements associated with/to meet the current and future needs and development plans for the Township, especially in the Village of Norwood urban area.

5.8 The Upper Mill Pond development will be supported by access road/driveways connections on Mill Street and on Asphodel 10th Line. Five site access roads/driveways on Mill Street and on Asphodel 10th Line are proposed for this development. The results of the capacity analysis provided on **Table 4.3** indicate all movements at the site access roads/driveways on both Mill Street and 10th Line are projected to operate at LOS "B" or better, with minimum delay, queue of less than one vehicle at most intersections and operates with more than sufficient residual capacity available during both AM and PM peak hours. The traffic from the proposed development adds very little increases in the three principal components of intersection measures of effectiveness on Mill Street or on 10th Line.

5.9 The impact of the proposed development on the existing (internal) Township Road network was assessed based on existing and projected AADTs for the subject Township Roads. In the study area, King Street, Queen Street, Elm Street and Cedar Street current (2008) AADT is less than 1,000 vehicles (as per Road Needs Study), but serves minor collector road functions as they provide direct land access and general traffic movements within the study area. When the proposed development is fully built-out, it is expected that these streets will continue to perform its minor collector/collector function and carry traffic volumes approaching minor collector/collector road volumes (up to 5,000 vehicles per day in certain section of the road), see **Table 4.6**.

5.10 As part of the 67 Mill Street and 112 Mill Street development, a westbound left turn lane will be provided on Highway 7 at Cedar Street and a southbound left turn lane is planned (pending on the final decision related to removal of on-street parking) on County Road 45 at Alma Road.

5.11 While 2039 AM peak hour conditions at County Road 45 and Queen Street meet the County of Peterborough Right-Turn Lane/Taper Warrants, the forecast volumes at the intersection used for the warrant analysis are very conservative estimates and considered the "worst case" scenario. As such, the study recommended monitoring of future traffic conditions at the intersection. No other auxiliary lane is recommended to support the proposed development.

5.12 Sightline analysis was carried out for future access roads/driveways on Mill Street and on 10th Line. There are no sightline issues on Asphodel 10th Line at the proposed Street A and the proposed 4-Plex driveway as there are clear sightlines available for more than 200 m in both directions at Street A and at 4-Plex driveway. At the proposed location of Street C/Mill Street intersection, there is a knoll just to the east of proposed Street C location and a vehicle on Street C waiting to turn onto Mill Street could be hidden from view from an approaching vehicle from the east. The available sight distance based on existing road profile is 75 m. Based on a sight distance of 60 km/h design speed, a minimum stopping distance of 85 m in both direction from Street C is required. However, Mill Street will be reconstructed as part of the 67 Mill Street development. When Mill Street is reconstructed, there will be approximately 300 m sightline distance to the east on Mill Street from the proposed Street C location (see **Exhibit 4.1**). However, it is recommended that the available sight distance be reconfirmed in the field prior to construction of the site access roads and commercial site driveway.

5.13 The intersection spacing assessment is carried out based on the TAC Geometric Design Guide for Canadian Roads (2017), for the proposed site access roads intersection in relation to future intersections in the study area. The assessment indicates that all proposed access roads and driveways meet the minimum spacing requirements for local/collector roads.

TECHNICAL APPENDIX

APPENDIX A1: Study Terms of Reference

Gmail

Swan Im <swan@tranplan.com>

RE: [External] - Fwd: 67 & 112 Mill Street , 1552 County Rd 42 - Residential Development - Crowley-Farms & Menzie Properties - MTO Comments - June 16, 2023

Nick Sestito <nsestito@hbng.ca> Tue, Aug 1, 2023 at 1:32 PM
To: "swan@tranplan.com" <swan@tranplan.com>
Cc: James Stevenson <jstevenson@hbng.ca>

Swan,

Latest from MTO

From: Parfitt, Fiona (She/Her) (MTO) <Fiona.Parfitt@ontario.ca>
Sent: Tuesday, August 1, 2023 12:51 PM
To: Nick Sestito <nsestito@hbng.ca>
Cc: Taylor, George (MTO) <George.Taylor2@ontario.ca>
Subject: RE: [External] - Fwd: 67 & 112 Mill Street , 1552 County Rd 42 - Residential Development - Crowley-Farms & Menzie Properties - MTO Comments - June 16, 2023

Good Afternoon Nick,

I apologize for the delay in our response. Please find attached the traffic data the Ministry has available for the requested locations.

In addition, the Ministry provides the following comments on the proposed Terms of Reference for the Traffic Impact Study:

- For Section 8, instead of the default flow of 1900 in Synchro, it is suggested that a saturation flow rate of 1750 be used as it is more representative of traffic operations in this rural area. When turning movement counts and 15-minute internals are provided, the calculated peak hour should be used for that intersection (and/or adjacent intersections) rather than the default values in Synchro.
- For Section 9, the MTO Design Supplement should be referenced in addition to the TAC Geometric Design Guide for Canadian Roads.

If you have any questions, please do not hesitate to contact me.

Thank you,

Fiona Parfitt

Planning Intern | she/her

Corridor Management Section | East Operations

Ministry of Transportation

613-484-3571

CorridorEast@ontario.ca

Fiona.Parfitt@ontario.ca

From: Nick Sestito <nsestito@hbng.ca>
Sent: July 6, 2023 1:38 PM
To: Parfitt, Fiona (She/Her) (MTO) <Fiona.Parfitt@ontario.ca>
Cc: Taylor, George (MTO) <George.Taylor2@ontario.ca>
Subject: RE: [External] - Fwd: 67 & 112 Mill Street , 1552 County Rd 42 - Residential Development - Crowley-Farms & Menzie Properties - MTO Comments - June 16, 2023

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Enjoy your time out of the office Fiona.

George, if you receive anything from your team in Fiona's absence please advise.

Best,

Nick

From: Parfitt, Fiona (She/Her) (MTO) <Fiona.Parfitt@ontario.ca>
Sent: Thursday, July 6, 2023 12:06 PM
To: Nick Sestito <nsestito@hbng.ca>
Cc: Taylor, George (MTO) <George.Taylor2@ontario.ca>
Subject: RE: [External] - Fwd: 67 & 112 Mill Street , 1552 County Rd 42 - Residential Development - Crowley-Farms & Menzie Properties - MTO Comments - June 16, 2023

Hello Nick,

Thanks, you too!

Our internal offices are still reviewing the TOR. I have contacted them and asked when we can expect their comments by. Just so you are aware, I will be out of the office for the next three weeks. Please direct all of your questions to George Taylor (copied) in the meantime.

Thank you,

Fiona Parfitt

Planning Intern | she/her

Corridor Management Section | East Operations

Ministry of Transportation

613-484-3571

CorridorEast@ontario.ca

Fiona.Parfitt@ontario.ca

From: Nick Sestito <nsestito@hbng.ca>
Sent: July 5, 2023 5:25 PM
To: Parfitt, Fiona (She/Her) (MTO) <Fiona.Parfitt@ontario.ca>
Cc: Taylor, George (MTO) <George.Taylor2@ontario.ca>
Subject: RE: [External] - Fwd: 67 & 112 Mill Street , 1552 County Rd 42 - Residential Development - Crowley-Farms & Menzie Properties - MTO Comments - June 16, 2023

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Fiona, hope you're keeping cool.

Do you have any updates? Please advise when time permits.

Thanks,

Nick

From: Parfitt, Fiona (She/Her) (MTO) <Fiona.Parfitt@ontario.ca>
Sent: Thursday, June 22, 2023 10:31 AM
To: Nick Sestito <nsestito@hbng.ca>
Cc: Taylor, George (MTO) <George.Taylor2@ontario.ca>
Subject: RE: [External] - Fwd: 67 & 112 Mill Street , 1552 County Rd 42 - Residential Development - Crowley-Farms & Menzie Properties - MTO Comments - June 16, 2023

Hello Nick,

I am the main point of contact for these matters. I originally circulated the TOR to our internal offices when it was sent last week. Our internal offices are very busy and we give them an internal timeline of two weeks to get comments back to us in Corridor. We usually tell the

consultants/proponents that we will respond back to them in 4-6 weeks but since TOR's usually take less time to review I estimated a 2-3 week response time for this application.

If you have any further questions, please let me know.

Thank you,

Fiona Parfitt

Planning Intern | she/her

Corridor Management Section | East Operations

Ministry of Transportation

613-484-3571

CorridorEast@ontario.ca

Fiona.Parfitt@ontario.ca

From: Nick Sestito <nsestito@hbng.ca>
Sent: June 22, 2023 10:17 AM
To: Parfitt, Fiona (She/Her) (MTO) <Fiona.Parfitt@ontario.ca>
Subject: RE: [External] - Fwd: 67 & 112 Mill Street , 1552 County Rd 42 - Residential Development - Crowley-Farms & Menzie Properties - MTO Comments - June 16, 2023

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Fiona,

Can you share a contact from your internal offices or are you the main point person on updates for this?

Two-three weeks is a significant wait given the original request was made a week ago.

From: Parfitt, Fiona (She/Her) (MTO) <Fiona.Parfitt@ontario.ca>
Sent: Thursday, June 22, 2023 9:11 AM
To: Nick Sestito <nsestito@hbng.ca>
Cc: Brad Parsons <brad@engageeng.ca>
Subject: RE: [External] - Fwd: 67 & 112 Mill Street , 1552 County Rd 42 - Residential Development - Crowley-Farms & Menzie Properties - MTO Comments - June 16, 2023

Hello Nick,

Please expect a response from the Ministry in about 2-3 weeks. This is so our internal offices have enough time to review.

Let me know if you have any additional questions.

Kindly,

Fiona

From: Nick Sestito <nsestito@hbng.ca>
Sent: June 22, 2023 8:48 AM
To: Parfitt, Fiona (She/Her) (MTO) <Fiona.Parfitt@ontario.ca>
Subject: RE: [External] - Fwd: 67 & 112 Mill Street , 1552 County Rd 42 - Residential Development - Crowley-Farms & Menzie Properties - MTO Comments - June 16, 2023

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good morning Fiona,

Thanks for following up.

What's your sense on timing? Couple of days?

From: Parfitt, Fiona (She/Her) (MTO) <Fiona.Parfitt@ontario.ca>
Sent: Thursday, June 22, 2023 8:43 AM
To: Nick Sestito <nsestito@hbng.ca>
Cc: Brad Parsons <brad@engageeng.ca>; Taylor, George (MTO) <George.Taylor2@ontario.ca>
Subject: RE: [External] - Fwd: 67 & 112 Mill Street , 1552 County Rd 42 - Residential Development - Crowley-Farms & Menzie Properties - MTO Comments - June 16, 2023

Good Morning,

Thank you for clarifying. I have circulated the terms of reference internally for review. Once I receive these comments back I will send you our formal response.

Kindly,

Fiona Parfitt

Planning Intern | she/her

Corridor Management Section | East Operations

Ministry of Transportation

613-484-3571

CorridorEast@ontario.ca

Fiona.Parfitt@ontario.ca

From: Nick Sestito <nsestito@hbng.ca>
Sent: June 21, 2023 4:58 PM
To: Brad Parsons <brad@engageeng.ca>; Parfitt, Fiona (She/Her) (MTO) <Fiona.Parfitt@ontario.ca>
Cc: David McKay <dmckay@mhbcplan.com>; swan@tranplan.com; James Stevenson <jstevenson@hbng.ca>
Subject: RE: [External] - Fwd: 67 & 112 Mill Street , 1552 County Rd 42 - Residential Development - Crowley-Farms & Menzie Properties - MTO Comments - June 16, 2023

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Everyone,

[Quoted text hidden]

---

9 attachments

Hwy 7 at CR 45_peaks_total_July 2019.pdf
89K

Hwy 7 at CR 45_15 mins_July 2019.pdf
140K

Hwy 7_1.09 km west of CR45_June 2019.pdf
266K

Hwy 7_7.59 km west of CR30_June 2019.pdf
256K

Hwy 7_8.8 km west of CR30_June 2019.pdf
254K

s142000737.pdf
123K

s142000875.pdf
123K

s142000905.pdf
123K

Hwy 7 at CR 45_peaks_total_July 2019.pdf
89K

tranplan associates
TRAFFIC, TRANSIT, PARKING & TRANSPORTATION PLANNING
19 BANQUO ROAD, THORNHILL, ON L3T 3G9 p:416.670.2005 e:swan@tranplan.com

June 12, 2023

James Stevenson
HBNG Holborn Group
161 Trade Valley Dr.,
Vaughan, ON
L4H 3N6

Dear Mr. Stevenson:

Re: Proposed Terms of Reference to Carry Out Traffic Impact Study for Submission to MTO, County of Peterborough and Township of Asphodel-Norwood for the Proposed Residential Development to be located at 67 Mill Street and 112 Mill Street (formerly known as Crowley Farms/Cherry Blossom Residential Development) and Property Known as Menzies Lands in Norwood, Township of Asphodel-Norwood, County of Peterborough

Please find below the suggested study scope of a Traffic Impact Study for your review and comments for the proposed Residential development in the Township of Asphodel-Norwood, County of Peterborough:

The County of Peterborough TIS Guidelines, and the Ministry of Transportation Ontario (MTO) TIS Guidelines, supported by Count of Peterborough Transportation Master Plan (TMP), is used as reference to prepare this Terms of Reference for the Traffic Impact Study.

1. It is noted that the developments proposed at 67 Mill Street and 112 Mill Street (formerly known as Crowley Farms/Cherry Blossom Residential Development) have planning approvals already. It is our understanding that the property known as Menzies Lands have been acquired by HBNG and will be developed as part of a larger subdivision plan. The resulting overall site plan indicates changes in the number of units proposed for the Mill Street properties and new road network connection to Menzies Lands, thereby changing previous site traffic distribution assumptions (see enclosed plans).
2. The focus of the study will be based on Menzies Lands as the proposed development (274 residential units with future plans for commercial block unknown at this time) requiring planning approvals and the Mill Street properties will be incorporated into the study as "Approved" background

developments.

3. The following are the study intersections proposed for intersection capacity analysis:

    i. Highway 7/County Road 45 (MTO, Signalized)
    ii. Highway 7/Victoria Street (MTO)
    iii. Highway 7/Elm Street (MTO)
    iv. Highway 7/Cedar Street (MTO)
    v. Highway 7/10th Line (MTO)*
    vi. Highway 7/Mill Street (MTO)
    vii. County Road 45/Alma Street (County)
    viii. County Road 45/Queen Street (County)
    ix. County Road 45/County Road 42 (County)*
    x. County Road 42/10th Line (County)
    xi. Mill Street/10th Line (Township)
    xii. Mill Street/King Street (Township)

    * denotes intersection previously not assessed

    xiii. The local road segments within the Township jurisdiction will be assessed in terms of their (TAC and MTO based) functional and environmental design capacity.

4. The existing conditions (2023) will be based on traffic data to be gathered/collected after the approval of this study Terms of Reference by all approving agencies. The study proposes to use the summer peak weekday AM and PM traffic volumes for the study area.
5. The planning horizons for study background and total traffic is assumed to be 2028, 2033, and 2038 (2028 as the build-out planning horizon, 2033 and 2038 as the five and ten years after build-out year to comply with MTO planning horizons).
6. The background traffic growth will be based on analysis of historical traffic data (AADT) for applicable roadway segments, and in consultation with MTO/County staff on appropriate growth rate that should be used for road sections under their jurisdiction. Furthermore, included in the background traffic will be any developments currently under construction or have received planning approvals that are pending. This information is to be provided by the appropriate approving agencies.
7. The directional orientation of the site traffic will be estimated on the basis of the observed traffic patterns at the study intersections.
8. Synchro 11 software will be used for the intersection capacity analyses with the observed/forecast volumes. Unless specific input values are requested to be used, default Synchro values for all variables, including the saturation flow rate, and peak hour factor will be maintained. The approving agency

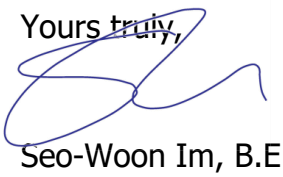
staff will be consulted for any infrastructure improvements that should be applied to the study intersections.

9. Site Access requirements and geometrics will be evaluated in accordance with standards outlined in the TAC "Geometric Design Guide for Canadian Roads, 2017". The following will be evaluated:
    - Capacity
    - Safety
    - Local Road spacing
    - Auxiliary turning lanes warrant analysis shall be assessed based on TAC Warrants or MTO monographs as per MTO/County of Peterborough requirement.
    - Available sight distances at the future proposed site access roads intersections
10. The study findings, conclusions, including any mitigation measure will be clearly identified and appropriate time line will be provided with the recommendations.
11. Other concerns/issues raised by the staff from the approving agencies.

Please feel free to suggest any items of concern which we may have not addressed in this study scope.

If you should require further information on the study, please do not hesitate to contact us at your convenience.

Yours truly,



Seo-Woon Im, B.E.S.
Senior Transportation Planner

PRELIMINARY

FOR DISCUSSION PURPOSES ONLY

Notes

ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SHOWN. TOPOGRAPHIC INFORMATION BY JBF SURVEYORS, JUNE 19, 2014.

PARK Block
0.61ha / 1.51ac
BLK X
2.71ha
Commercial Block
1.46ha (3.62ac)
SWM Block
1.84ha (4.54ac)
0.3m Reserve
LOT 17, CONCESSION 9
PIN 28217-0240(LT)
PART 1, PLAN 45R-16300
PIN 28217-0236(LT)
PART 3, PLAN 45R-3440
PIN 28217-0228(LT)
PART 1, PLAN 45R-12625
PIN 28217-0227(LT)
PART 2, PLAN 45R-3440
LOT 57
PART 1
PLAN 45R-3440
LOT 58
PIN 28217-0082(R)
LOT 59
LOT 60
LOT 61
PART 1, PLAN 45R-1493
PART 2, PLAN 45R-1855
PART 1, PLAN 45R-2282
PART 5, PLAN 45R-9975
PIN 28217-0054(LT)
ELM STREET
ROAD ALLOWANCE BETWEEN LOTS 15 AND 16 KNOWN AS COUNTY ROAD NO. 36
ROAD ALLOWANCE BETWEEN CONCESSIONS 9 AND 10
N78°17'45"W
179.880 (P,P&M)
N69°51'10"E
29.221
104.102
109.830
N10°02'25"E
SSB(873) CLF CORNER 2.02N, 0.06E
SB(873) CLF 0.87N
SB (1233) 0.72S
SB (1233) END_OF_CLF 0.27S, 0.93E END_OF_SRF 0.50S, 1.75E
SRF ON LINE
CLF ON LINE N/S
120.701(D1)
119.104(P&S)
240.743 (P,S&M)
SB (1233)
SSB (1233)
SRF 0.72S
SB (1233) 0.93N, 0.92E
SB (1233) 0.93N, 0.92E
SB (1233) 0.93N, 0.92E

PRELIMINARY

FOR DISCUSSION PURPOSES ONLY

Notes

ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SHOWN. TOPOGRAPHIC INFORMATION BY JBF SURVEYORS, JUNE 19, 2014.

Draft Plan of Subdivision

Legal Description

Part Lot 17 Concession 9 Asphodel As In R701496 Save And Except Part 3 & 4 Plan 45r16789
TOWNSHIP OF ASPHODEL-NORWOOD,
COUNTY OF PETERBOROUGH

Owner's Certificate

I HEREBY AUTHORIZE MACNAUGHTON HERMSEN BRITTON CLARKSON PLANNING LIMITED TO SUBMIT THIS PLAN FOR APPROVAL.

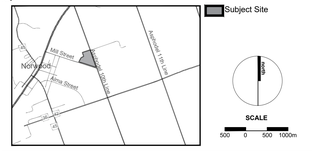
DATE: _____ _____
HBNG Holborn Group

Surveyor's Certificate

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

DATE: _____ _____
XXX- O.L.S.
XXXX

Key Plan



Revision No.	Date	Issued / Revision	By

Additional Information Required Under Section 51(17) of the Planning Act R.S.O. 1990, c.P.13 as Amended

A. As Shown B. As Shown C. As Shown
D. Residential, Retirement Residence, Park, Stormwater Management, Open Space
E. As Shown F. As Shown
G. As Shown H. Municipal Water Supply I. Bondhead Sandy Loam
J. As Shown K. All Services As Required L. As Shown

Unit Count:

25' (7.6m) Singles	20
36' (11.0m) Singles	24
40' (12.2m) Singles	17
50' (15.2m) Singles	50
6.0m Towns	13
Total:	**124**

MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE
230-7050 WESTON ROAD WOODBRIDGE, ON. L4L 8G7 | P: 905 761 5588 F: 905 761 5589 | WWW.MHBCPLAN.COM

Stamp	
Date	07 March, 2023
File No.	1604D
Plan Scale	1:600 (Arch D)
Drawn By	T.H.
Checked By	D.M.
Other	

Project

67 Mill Street & 112 Mill Street
Norwood, ON.

File Name Draft Plan of Subdivision

Dwg No. 1 of 1

Scale Bar

MEASUREMENTS SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

C:\Users\Pilorna\Downloads\OneDrive_2023-03-20\NEW 1\1604D_Draft Plan_March 20 2023.dwg

PRELIMINARY

FOR DISCUSSION PURPOSES ONLY

Notes

ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SHOWN. TOPOGRAPHIC INFORMATION BY JBF SURVEYORS, JUNE 19, 2014.

NORWOOD DISTRICT HIGH SCHOOL
&
INTERMEDIATE SCHOOL

Draft Plan of Subdivision

Legal Description

Part Lot J Plan 6 Norwood And Part Lot 17 Concession 9 Asphodel And Part Lot 18 Concession 9 Asphodel As In R223760 (firstly, Secondly & Thirdly) Except R232611 & Parts 1, 2, 3 & 4 Plan 45r11499 And Parts 1 & 2 Plan 45r16789
TOWNSHIP OF ASPHODEL-NORWOOD,
COUNTY OF PETERBOROUGH

Owner's Certificate

I HEREBY AUTHORIZE MACNAUGHTON HERMSEN BRITTON CLARKSON PLANNING LIMITED TO SUBMIT THIS PLAN FOR APPROVAL.

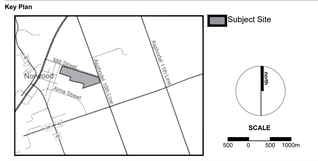
DATE: _____ HBNG Holborn Group

Surveyor's Certificate

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

DATE: _____ XXX- O.L.S.
XXXX

Key Plan



Revision No.	Date	Issued / Revision	By

Additional Information Required Under Section 51(17) of the Planning Act R.S.O. 1990, c.P.13 as Amended

A. As Shown B. As Shown C. As Shown
D. Residential, Retirement Residence, Park, Stormwater Management, Open Space
E. As Shown F. As Shown
G. As Shown H. Municipal Water Supply I. Bondhead Sandy Loam
J. As Shown K. All Services As Required L. As Shown

Unit Count:

25' (7.6m) Singles	46
36' (11.0m) Singles	60
40' (12.2m) Singles	44
50' (15.2m) Singles	120
6.0m Towns	33

Total: 303

MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

230-7050 WESTON ROAD WOODBRIDGE, ON, L4L 8G7 | P: 905 761 5588 F: 905 761 5589 | WWW.MHBCPLAN.COM

Stamp	
Date	07 March, 2023
File No.	1604D
Plan Scale	1:1000 (Arch D)
Drawn By	T.H.
Checked By	D.M.
Other	

Project

67 Mill Street & 112 Mill Street
Norwood, ON.

File Name

Draft Plan of Subdivision

Dwg No. 1 of 1

Scale Bar

MEASUREMENTS SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

C:\Users\PBorna\Downloads\OneDrive_2023-03-20\NEW 1\1604D_Draft Plan_March 20 2023.dwg

APPENDIX A2: Traffic Data

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Project #23-239 - Tranplan

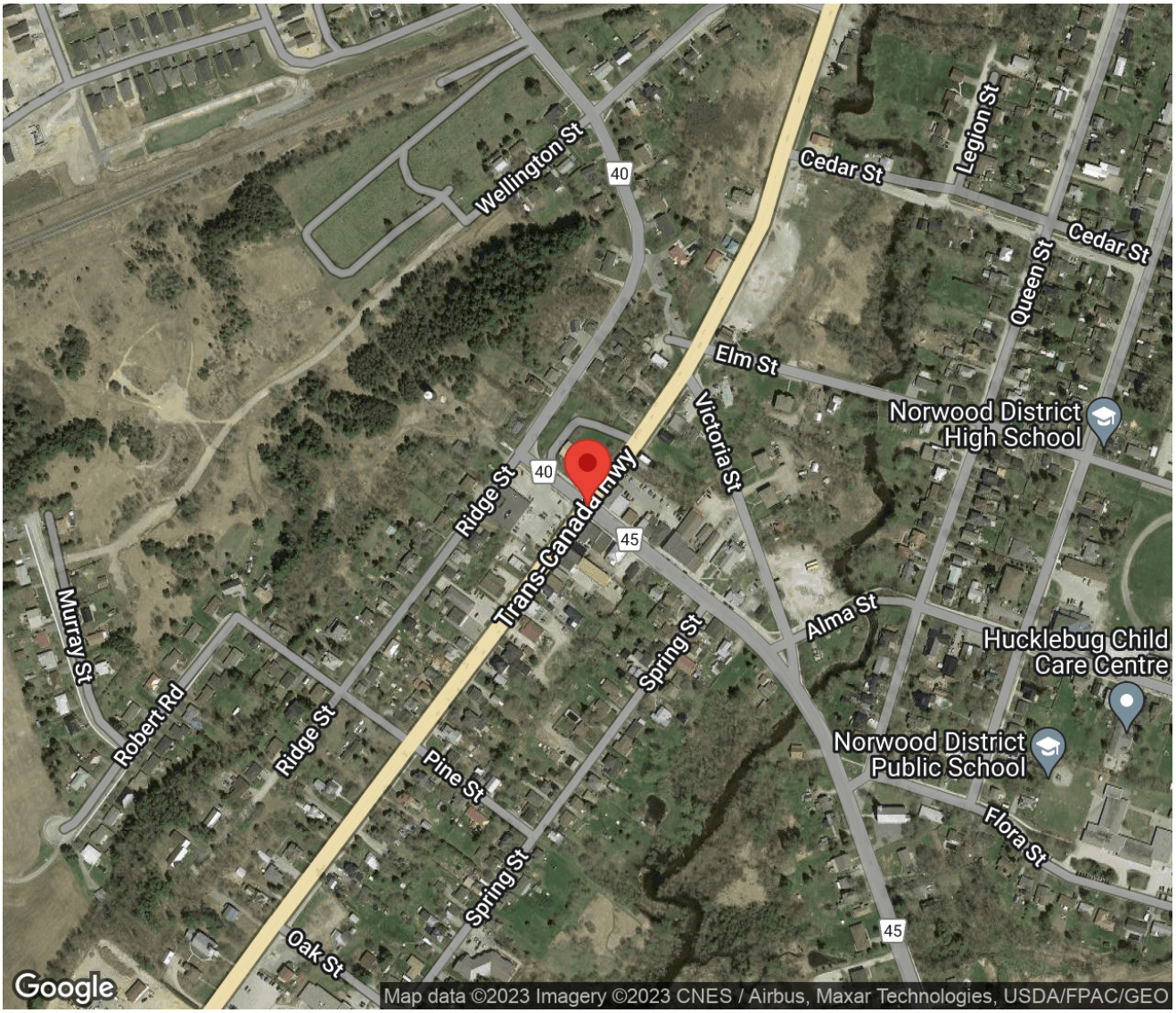
Intersection Count Report

Intersection:	Hwy 7 & CR 45
Municipality:	Norwood
Count Date:	Thursday, Aug 10, 2023
Site Code:	2323900001
Count Categories:	Cars, Trucks, Bicycles, Pedestrians
Count Period:	06:00-19:00
Weather:	Clear
Comments:	

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Map

Intersection:	Hwy 7 & CR 45
Site Code:	2323900001
Municipality:	Norwood
Count Date:	Aug 10, 2023



Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Summary

Intersection:	Hwy 7 & CR 45
Site Code:	2323900001
Municipality:	Norwood
Count Date:	Aug 10, 2023

Hwy 7 - Traffic Summary

	North Approach Totals						South Approach Totals						
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
Hour	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	Total
06:00 - 07:00	18	245	8	0	271	0	9	99	23	0	131	0	402
07:00 - 08:00	23	325	10	0	358	2	10	156	30	0	196	1	554
08:00 - 09:00	28	303	6	0	337	7	26	223	57	0	306	11	643
09:00 - 10:00	22	326	12	0	360	8	16	244	57	0	317	12	677
10:00 - 11:00	18	355	25	0	398	3	28	284	57	0	369	14	767
11:00 - 12:00	33	414	20	0	467	8	33	353	53	0	439	19	906
12:00 - 13:00	25	451	20	0	496	0	36	432	75	0	543	6	1039
13:00 - 14:00	35	445	19	0	499	0	39	438	54	0	531	3	1030
14:00 - 15:00	26	408	16	0	450	0	24	449	66	0	539	7	989
15:00 - 16:00	30	390	19	0	439	8	48	447	84	0	579	5	1018
16:00 - 17:00	22	379	22	0	423	2	56	490	105	0	651	13	1074
17:00 - 18:00	22	330	26	0	378	0	70	504	98	0	672	16	1050
18:00 - 19:00	21	243	13	0	277	4	47	388	81	0	516	2	793
GRAND TOTAL	**323**	**4614**	**216**	**0**	**5153**	**42**	**442**	**4507**	**840**	**0**	**5789**	**109**	**10942**

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Summary

Intersection: Hwy 7 & CR 45
Site Code: 2323900001
Municipality: Norwood
Count Date: Aug 10, 2023

CR 45 - Traffic Summary

	East Approach Totals						West Approach Totals						
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
Hour	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	Total
06:00 - 07:00	61	3	10	0	74	4	4	29	40	0	73	0	147
07:00 - 08:00	85	19	14	0	118	7	10	42	49	0	101	2	219
08:00 - 09:00	89	42	19	0	150	10	8	49	50	0	107	6	257
09:00 - 10:00	83	41	25	0	149	18	23	51	39	0	113	6	262
10:00 - 11:00	77	43	53	0	173	11	20	59	33	0	112	2	285
11:00 - 12:00	79	57	36	0	172	14	44	54	36	0	134	5	306
12:00 - 13:00	86	61	33	0	180	6	24	65	46	0	135	0	315
13:00 - 14:00	65	65	48	0	178	2	19	67	40	0	126	1	304
14:00 - 15:00	77	55	46	0	178	2	32	48	42	0	122	0	300
15:00 - 16:00	80	66	26	0	172	4	27	58	40	0	125	6	297
16:00 - 17:00	79	64	33	0	176	4	37	66	40	0	143	4	319
17:00 - 18:00	69	61	29	0	159	3	35	66	37	0	138	2	297
18:00 - 19:00	29	50	16	0	95	9	17	53	24	0	94	0	189
GRAND TOTAL	**959**	**627**	**388**	**0**	**1974**	**94**	**300**	**707**	**516**	**0**	**1523**	**34**	**3497**

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Data

Intersection: Hwy 7 & CR 45
Site Code: 2323900001
Municipality: Norwood
Count Date: Aug 10, 2023

North Approach - Hwy 7

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	
06:00	2	55	2	0	59	1	12	0	0	13	0	0	0	0	0	0
06:15	5	60	2	0	67	1	10	0	0	11	0	0	0	0	0	0
06:30	5	52	1	0	58	0	7	0	0	7	0	0	0	0	0	0
06:45	3	40	3	0	46	1	9	0	0	10	0	0	0	0	0	0
07:00	3	57	2	0	62	0	12	0	0	12	0	0	0	0	0	0
07:15	5	85	3	0	93	1	5	0	0	6	0	0	0	0	0	0
07:30	3	68	3	0	74	0	10	0	0	10	0	0	0	0	0	1
07:45	9	78	2	0	89	2	10	0	0	12	0	0	0	0	0	1
08:00	4	60	3	0	67	1	6	0	0	7	0	0	0	0	0	0
08:15	8	83	1	0	92	0	9	0	0	9	0	0	0	0	0	3
08:30	8	57	1	0	66	0	6	0	0	6	0	0	0	0	0	1
08:45	7	78	1	0	86	0	4	0	0	4	0	0	0	0	0	3
09:00	3	69	5	0	77	0	6	0	0	6	0	0	0	0	0	3
09:15	3	80	2	0	85	0	13	0	0	13	0	0	0	0	0	1
09:30	5	65	1	0	71	3	7	0	0	10	0	0	0	0	0	0
09:45	8	76	3	0	87	0	10	1	0	11	0	0	0	0	0	4
10:00	4	69	4	0	77	0	13	2	0	15	0	0	0	0	0	0
10:15	5	80	6	0	91	0	7	0	0	7	0	0	0	0	0	0
10:30	2	72	5	0	79	0	8	0	0	8	0	0	0	0	0	2
10:45	7	95	8	0	110	0	11	0	0	11	0	0	0	0	0	1

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	
11:00	4	86	7	0	97	0	8	0	0	8	0	0	0	0	0	3
11:15	11	85	2	0	98	0	8	1	0	9	0	0	0	0	0	2
11:30	3	103	4	0	110	1	15	0	0	16	0	0	0	0	0	0
11:45	14	96	6	0	116	0	13	0	0	13	0	0	0	0	0	3
12:00	5	96	6	0	107	0	14	0	0	14	0	0	0	0	0	0
12:15	6	112	6	0	124	1	12	0	0	13	0	0	0	0	0	0
12:30	4	97	7	0	108	0	9	0	0	9	0	0	0	0	0	0
12:45	8	102	1	0	111	1	9	0	0	10	0	0	0	0	0	0
13:00	10	101	2	0	113	1	14	0	0	15	0	0	0	0	0	0
13:15	7	106	6	0	119	1	17	0	0	18	0	0	0	0	0	0
13:30	11	86	4	0	101	0	8	0	0	8	0	0	0	0	0	0
13:45	5	103	7	0	115	0	10	0	0	10	0	0	0	0	0	0
14:00	7	96	7	0	110	0	14	0	0	14	0	0	0	0	0	0
14:15	4	96	3	0	103	1	11	0	0	12	0	0	0	0	0	0
14:30	7	71	3	0	81	0	12	0	0	12	0	0	0	0	0	0
14:45	6	96	3	0	105	1	12	0	0	13	0	0	0	0	0	0
15:00	10	96	1	0	107	1	9	0	0	10	0	0	0	0	0	1
15:15	9	82	5	0	96	2	12	1	0	15	0	0	0	0	0	2
15:30	5	95	5	0	105	1	4	0	0	5	0	0	0	0	0	2
15:45	2	81	7	0	90	0	11	0	0	11	0	0	0	0	0	3
16:00	5	83	4	0	92	0	5	0	0	5	0	0	0	0	0	1
16:15	8	85	5	0	98	0	16	0	0	16	0	0	0	0	0	0
16:30	4	96	7	0	107	0	10	0	0	10	0	0	0	0	0	1
16:45	5	73	6	0	84	0	11	0	0	11	0	0	0	0	0	0
17:00	9	71	8	0	88	0	7	0	0	7	0	0	0	0	0	0
17:15	3	70	8	0	81	0	10	0	0	10	0	0	0	0	0	0
17:30	4	69	7	0	80	1	10	0	0	11	0	0	0	0	0	0
17:45	4	86	3	0	93	1	7	0	0	8	0	0	0	0	0	0
18:00	8	67	8	0	83	0	6	0	0	6	0	0	0	0	0	4
18:15	8	50	1	0	59	0	3	0	0	3	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	
18:30	3	52	1	0	56	0	5	0	0	5	0	0	0	0	0	0
18:45	2	55	3	0	60	0	5	0	0	5	0	0	0	0	0	0
SUBTOTAL	300	4122	211	0	4633	23	492	5	0	520	0	0	0	0	0	42
GRAND TOTAL	**300**	**4122**	**211**	**0**	**4633**	**23**	**492**	**5**	**0**	**520**	**0**	**0**	**0**	**0**	**0**	**42**

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Data

Intersection: Hwy 7 & CR 45
Site Code: 2323900001
Municipality: Norwood
Count Date: Aug 10, 2023

South Approach - Hwy 7

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	
06:00	2	17	4	0	23	1	5	1	0	7	0	0	0	0	0	0
06:15	1	16	3	0	20	0	13	0	0	13	0	0	0	0	0	0
06:30	3	23	3	0	29	0	1	0	0	1	0	0	0	0	0	0
06:45	1	21	12	0	34	1	3	0	0	4	0	0	0	0	0	0
07:00	2	22	5	0	29	1	12	1	0	14	0	0	0	0	0	0
07:15	1	25	5	0	31	0	13	1	0	14	0	0	0	0	0	0
07:30	4	39	8	0	51	1	9	1	0	11	0	0	0	0	0	1
07:45	1	30	8	0	39	0	6	1	0	7	0	0	0	0	0	0
08:00	3	38	13	0	54	1	10	3	0	14	0	0	0	0	0	0
08:15	5	45	10	0	60	1	11	1	0	13	0	0	0	0	0	5
08:30	8	50	12	0	70	0	12	1	0	13	0	0	0	0	0	2
08:45	8	45	16	0	69	0	12	1	0	13	0	0	0	0	0	4
09:00	3	44	11	0	58	2	11	1	0	14	0	0	0	0	0	10
09:15	1	48	11	0	60	1	17	1	0	19	0	0	0	0	0	0
09:30	4	47	14	0	65	0	10	0	0	10	0	0	0	0	0	1
09:45	5	59	17	0	81	0	8	2	0	10	0	0	0	0	0	1
10:00	4	49	16	0	69	0	8	0	0	8	0	0	0	0	0	5
10:15	8	63	12	0	83	0	9	1	0	10	0	0	0	0	0	1
10:30	7	64	14	0	85	0	7	1	0	8	0	0	0	0	0	4
10:45	8	74	12	0	94	1	10	1	0	12	0	0	0	0	0	4

Start Time	Cars					Trucks					Bicycles					Total Peds
					Total					Total					Total	
11:00	6	67	9	0	82	0	14	1	0	15	0	0	0	0	0	3
11:15	6	79	15	0	100	0	11	1	0	12	0	0	0	0	0	10
11:30	11	78	14	0	103	1	9	0	0	10	0	0	0	0	0	5
11:45	9	87	10	0	106	0	8	3	0	11	0	0	0	0	0	1
12:00	14	74	14	0	102	0	12	3	0	15	0	0	0	0	0	2
12:15	9	98	22	0	129	0	9	3	0	12	0	0	0	0	0	2
12:30	5	108	10	0	123	0	16	1	0	17	0	0	0	0	0	1
12:45	7	105	20	0	132	1	10	2	0	13	0	0	0	0	0	1
13:00	11	75	20	0	106	0	11	0	0	11	0	0	0	0	0	0
13:15	5	90	11	0	106	1	10	1	0	12	0	0	0	0	0	1
13:30	10	119	9	0	138	0	10	2	0	12	0	0	0	0	0	1
13:45	12	113	9	0	134	0	10	2	0	12	0	0	0	0	0	1
14:00	4	97	18	0	119	0	9	1	0	10	0	0	0	0	0	0
14:15	5	102	14	0	121	1	7	3	0	11	0	0	0	0	0	0
14:30	4	115	14	0	133	0	6	0	0	6	0	0	0	0	0	1
14:45	10	110	16	0	136	0	3	0	0	3	0	0	0	0	0	6
15:00	13	104	17	0	134	0	6	0	0	6	0	0	0	0	0	0
15:15	9	113	26	0	148	0	7	2	0	9	0	0	0	0	0	5
15:30	8	96	15	0	119	1	7	1	0	9	0	0	0	0	0	0
15:45	17	106	22	0	145	0	8	1	0	9	0	0	0	0	0	0
16:00	11	133	20	0	164	0	2	1	0	3	0	0	0	0	0	5
16:15	14	103	28	0	145	0	5	1	0	6	0	0	0	0	0	4
16:30	14	125	25	0	164	0	3	1	0	4	0	0	0	0	0	0
16:45	16	114	28	0	158	0	5	1	0	6	1	0	0	0	1	4
17:00	14	133	23	0	170	0	6	0	0	6	0	0	0	0	0	5
17:15	15	131	28	0	174	0	1	1	0	2	0	0	0	0	0	8
17:30	15	108	30	0	153	2	4	0	0	6	0	1	0	0	1	2
17:45	24	116	16	0	156	0	4	0	0	4	0	0	0	0	0	1
18:00	11	103	22	0	136	2	4	0	0	6	0	0	0	0	0	0
18:15	16	95	17	0	128	0	3	1	0	4	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	
18:30	8	77	18	0	103	0	2	0	0	2	0	0	0	0	0	2
18:45	10	104	23	0	137	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	422	4097	789	0	5308	19	409	51	0	479	1	1	0	0	2	109
GRAND TOTAL	**422**	**4097**	**789**	**0**	**5308**	**19**	**409**	**51**	**0**	**479**	**1**	**1**	**0**	**0**	**2**	**109**

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Data

Intersection: Hwy 7 & CR 45
Site Code: 2323900001
Municipality: Norwood
Count Date: Aug 10, 2023

East Approach - CR 45

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	
06:00	18	0	2	0	20	0	0	1	0	1	0	0	0	0	0	0
06:15	16	2	2	0	20	0	0	0	0	0	0	0	0	0	0	1
06:30	13	0	0	0	13	0	0	1	0	1	0	0	0	0	0	0
06:45	14	1	4	0	19	0	0	0	0	0	0	0	0	0	0	3
07:00	19	6	2	0	27	0	0	1	0	1	0	0	0	0	0	2
07:15	23	4	2	0	29	1	0	1	0	2	0	0	0	0	0	3
07:30	25	4	4	0	33	0	0	0	0	0	0	0	0	0	0	2
07:45	16	5	3	0	24	1	0	1	0	2	0	0	0	0	0	0
08:00	26	12	3	0	41	2	1	0	0	3	0	0	0	0	0	3
08:15	20	10	4	0	34	1	0	0	0	1	0	0	0	0	0	5
08:30	14	11	7	0	32	2	0	0	0	2	0	0	0	0	0	1
08:45	24	8	3	0	35	0	0	2	0	2	0	0	0	0	0	1
09:00	21	14	7	0	42	0	1	0	0	1	0	0	0	0	0	8
09:15	23	7	2	0	32	1	0	0	0	1	0	0	0	0	0	2
09:30	18	9	7	0	34	2	0	0	0	2	0	0	0	0	0	4
09:45	18	10	9	0	37	0	0	0	0	0	0	0	0	0	0	4
10:00	25	10	12	0	47	0	1	0	0	1	0	0	0	0	0	4
10:15	17	14	10	0	41	0	0	0	0	0	0	0	0	0	0	1
10:30	15	10	16	0	41	1	0	0	0	1	0	0	0	0	0	4
10:45	16	8	15	0	39	3	0	0	0	3	0	0	0	0	0	2

Start Time	Cars					Trucks					Bicycles					Total Peds
					Total					Total					Total	
11:00	21	16	4	0	41	1	0	1	0	2	0	0	0	0	0	4
11:15	16	15	12	0	43	2	0	0	0	2	0	0	0	0	0	5
11:30	20	17	11	0	48	0	0	0	0	0	0	0	0	0	0	4
11:45	18	9	7	0	34	1	0	1	0	2	0	0	0	0	0	1
12:00	22	23	7	0	52	0	1	1	0	2	0	0	0	0	0	2
12:15	21	13	8	0	42	3	0	0	0	3	0	0	0	0	0	1
12:30	22	9	9	0	40	2	0	0	0	2	0	0	0	0	0	2
12:45	16	15	8	0	39	0	0	0	0	0	0	0	0	0	0	1
13:00	17	21	9	0	47	1	1	1	0	3	0	0	0	0	0	0
13:15	22	11	10	0	43	1	0	0	0	1	0	0	0	0	0	0
13:30	11	16	16	0	43	0	2	0	0	2	0	0	0	0	0	0
13:45	12	13	12	0	37	1	1	0	0	2	0	0	0	0	0	2
14:00	18	17	12	0	47	1	0	2	0	3	0	0	0	0	0	0
14:15	18	9	11	0	38	2	1	0	0	3	0	0	0	0	0	0
14:30	25	14	10	0	49	1	0	0	0	1	0	0	0	0	0	1
14:45	12	14	11	0	37	0	0	0	0	0	0	0	0	0	0	1
15:00	22	15	4	0	41	1	0	0	0	1	0	0	0	0	0	1
15:15	15	17	8	0	40	1	1	0	0	2	0	0	0	0	0	3
15:30	19	15	6	0	40	1	1	0	0	2	0	0	0	0	0	0
15:45	20	16	7	0	43	1	1	1	0	3	0	0	0	0	0	0
16:00	13	10	10	0	33	1	1	0	0	2	0	0	0	0	0	0
16:15	21	21	7	0	49	4	2	1	0	7	0	0	0	0	0	0
16:30	21	11	6	0	38	0	0	0	0	0	0	0	0	0	0	3
16:45	18	19	9	0	46	1	0	0	0	1	0	0	0	0	0	1
17:00	24	12	9	0	45	0	0	0	0	0	0	0	0	0	0	0
17:15	17	20	4	0	41	1	0	0	0	1	0	0	0	0	0	1
17:30	11	14	8	0	33	0	0	0	0	0	0	0	0	0	0	0
17:45	16	14	8	0	38	0	1	0	0	1	0	0	0	0	0	2
18:00	7	14	6	0	27	1	0	0	0	1	0	0	0	0	0	3
18:15	8	13	2	0	23	0	0	0	0	0	0	0	0	0	0	3

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	
18:30	6	15	4	0	25	1	0	0	0	1	0	0	0	0	0	2
18:45	6	8	4	0	18	0	0	0	0	0	0	0	0	0	0	1
SUBTOTAL	916	611	373	0	1900	43	16	15	0	74	0	0	0	0	0	94
GRAND TOTAL	**916**	**611**	**373**	**0**	**1900**	**43**	**16**	**15**	**0**	**74**	**0**	**0**	**0**	**0**	**0**	**94**

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Data

Intersection: Hwy 7 & CR 45
Site Code: 2323900001
Municipality: Norwood
Count Date: Aug 10, 2023

West Approach - CR 40

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	
06:00	0	8	7	0	15	0	0	0	0	0	0	0	0	0	0	0
06:15	1	7	8	0	16	1	0	1	0	2	0	0	0	0	0	0
06:30	0	7	14	0	21	0	0	1	0	1	0	0	0	0	0	0
06:45	2	6	9	0	17	0	1	0	0	1	0	0	0	0	0	0
07:00	1	6	12	0	19	0	0	0	0	0	0	0	0	0	0	0
07:15	3	11	16	0	30	2	0	0	0	2	0	0	0	0	0	0
07:30	1	14	9	0	24	1	1	0	0	2	0	0	0	0	0	0
07:45	2	10	12	0	24	0	0	0	0	0	0	0	0	0	0	2
08:00	1	12	17	0	30	0	0	1	0	1	0	0	0	0	0	0
08:15	2	11	11	0	24	0	1	0	0	1	0	0	0	0	0	3
08:30	3	16	10	0	29	0	0	1	0	1	0	0	0	0	0	0
08:45	2	9	10	0	21	0	0	0	0	0	0	0	0	0	0	3
09:00	5	19	9	0	33	1	0	1	0	2	0	0	0	0	0	4
09:15	5	8	13	0	26	0	0	0	0	0	0	0	0	0	0	0
09:30	1	12	10	0	23	1	0	0	0	1	0	0	0	0	0	0
09:45	10	12	6	0	28	0	0	0	0	0	0	0	0	0	0	2
10:00	1	14	8	0	23	0	0	0	0	0	0	0	0	0	0	0
10:15	5	16	7	0	28	0	2	1	0	3	0	0	0	0	0	0
10:30	6	13	6	0	25	0	0	0	0	0	0	0	0	0	0	1
10:45	8	14	10	0	32	0	0	1	0	1	0	0	0	0	0	1

Start Time	Cars					Trucks					Bicycles					Total Peds
					Total					Total					Total	
11:00	11	18	9	0	38	0	0	1	0	1	0	0	0	0	0	3
11:15	11	13	8	0	32	0	0	1	0	1	0	0	0	0	0	2
11:30	15	14	9	0	38	0	0	1	0	1	0	0	0	0	0	0
11:45	7	9	7	0	23	0	0	0	0	0	0	0	0	0	0	0
12:00	5	13	8	0	26	0	2	1	0	3	0	0	0	0	0	0
12:15	12	13	13	0	38	0	1	0	0	1	0	0	0	0	0	0
12:30	4	18	8	0	30	1	0	1	0	2	0	0	0	0	0	0
12:45	2	17	14	0	33	0	1	1	0	2	0	0	0	0	0	0
13:00	9	17	9	0	35	0	0	1	0	1	0	0	0	0	0	0
13:15	1	20	8	0	29	0	0	0	0	0	0	0	0	0	0	0
13:30	3	11	11	0	25	0	1	1	0	2	0	0	0	0	0	0
13:45	6	18	10	0	34	0	0	0	0	0	0	0	0	0	0	1
14:00	7	14	12	0	33	0	0	0	0	0	0	0	0	0	0	0
14:15	8	11	12	0	31	0	0	0	0	0	0	0	0	0	0	0
14:30	6	17	7	0	30	0	0	0	0	0	0	0	0	0	0	0
14:45	11	6	10	0	27	0	0	1	0	1	0	0	0	0	0	0
15:00	4	16	8	0	28	0	0	0	0	0	0	0	0	0	0	0
15:15	8	13	7	0	28	0	0	0	0	0	0	0	0	0	0	2
15:30	7	14	16	0	37	1	3	1	0	5	0	0	0	0	0	1
15:45	6	12	8	0	26	1	0	0	0	1	0	0	0	0	0	3
16:00	7	19	13	0	39	0	0	0	0	0	0	0	0	0	0	0
16:15	8	15	10	0	33	0	1	1	0	2	0	0	0	0	0	1
16:30	10	14	8	0	32	1	0	1	0	2	0	0	0	0	0	1
16:45	10	17	7	0	34	1	0	0	0	1	0	0	0	0	0	2
17:00	13	17	10	0	40	0	0	0	0	0	0	0	0	0	0	2
17:15	5	22	12	0	39	0	0	0	0	0	0	0	1	0	1	0
17:30	4	14	7	0	25	0	2	0	0	2	0	0	0	0	0	0
17:45	13	11	7	0	31	0	0	0	0	0	0	0	0	0	0	0
18:00	2	16	4	0	22	0	0	0	0	0	0	0	0	0	0	0
18:15	3	10	9	0	22	1	0	0	0	1	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	
18:30	5	14	7	0	26	0	0	0	0	0	0	0	0	0	0	0
18:45	6	13	3	0	22	0	0	1	0	1	0	0	0	0	0	0
SUBTOTAL	288	691	495	0	1474	12	16	20	0	48	0	0	1	0	1	34
GRAND TOTAL	**288**	**691**	**495**	**0**	**1474**	**12**	**16**	**20**	**0**	**48**	**0**	**0**	**1**	**0**	**1**	**34**

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Diagram

Specified Period		One Hour Peak	
From:	06:00:00	From:	09:00:00
To:	10:00:00	To:	10:00:00

Intersection: Hwy 7 & CR 45
Site Code: 2323900001
Count Date: Aug 10, 2023

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: Hwy 7 runs N/S

North Approach

	Out	In	Total
Cars	320	244	564
Trucks	40	48	88
Bicycles	0	0	0
	360	**292**	**652**

Hwy 7

Bicycles	0	0	0	0
Trucks	1	36	3	0
Cars	11	290	19	0
Totals	**12**	**326**	**22**	**0**

East Approach

	Out	In	Total
Cars	145	123	268
Trucks	4	7	11
Bicycles	0	0	0
	149	**130**	**279**

CR 40

Bicycles	Trucks	Cars	Totals	
0	0	0	**0**	U-turn
0	2	21	**23**	Left
0	0	51	**51**	Right
0	1	38	**39**	Through

Peds: 8

Peds: 6

N
W E
S

Peds: 18

Peds: 12

CR 45

Totals	Cars	Trucks	Bicycles	
0	0	0	0	U-turn
25	25	0	0	Left
41	40	1	0	Through
83	80	3	0	Right

West Approach

	Out	In	Total
Cars	110	64	174
Trucks	3	5	8
Bicycles	0	0	0
	113	**69**	**182**

Totals	**16**	**244**	**57**	**0**
Cars	13	198	53	0
Trucks	3	46	4	0
Bicycles	0	0	0	0

Hwy 7

South Approach

	Out	In	Total
Cars	264	408	672
Trucks	53	40	93
Bicycles	0	0	0
	317	**448**	**765**

Cars - Trucks - Bicycles

Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Summary

Intersection:	Hwy 7 & CR 45
Site Code:	2323900001
Count Date:	Aug 10, 2023
Period:	06:00 - 10:00

Peak Hour Data (09:00 - 10:00)

Start Time	North Approach Hwy 7						South Approach Hwy 7						East Approach CR 45						West Approach CR 40						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
09:00	3	75	5	0	3	83	5	55	12	0	10	72	21	15	7	0	8	43	6	19	10	0	4	35	233
09:15	3	93	2	0	1	98	2	65	12	0	0	79	24	7	2	0	2	33	5	8	13	0	0	26	236
09:30	8	72	1	0	0	81	4	57	14	0	1	75	20	9	7	0	4	36	2	12	10	0	0	24	216
09:45	8	86	4	0	4	98	5	67	19	0	1	91	18	10	9	0	4	37	10	12	6	0	2	28	254
Grand Total	**22**	**326**	**12**	**0**	**8**	**360**	**16**	**244**	**57**	**0**	**12**	**317**	**83**	**41**	**25**	**0**	**18**	**149**	**23**	**51**	**39**	**0**	**6**	**113**	**939**
Approach %	6.1	90.6	3.3	0		-	5	77	18	0		-	55.7	27.5	16.8	0		-	20.4	45.1	34.5	0		-	
Totals %	2.3	34.7	1.3	0		38.3	1.7	26	6.1	0		33.8	8.8	4.4	2.7	0		15.9	2.4	5.4	4.2	0		12	
PHF	**0.69**	**0.88**	**0.6**	**0**		**0.92**	**0.8**	**0.91**	**0.75**	**0**		**0.87**	**0.86**	**0.68**	**0.69**	**0**		**0.87**	**0.58**	**0.67**	**0.75**	**0**		**0.81**	**0.92**
Cars	19	290	11	0		320	13	198	53	0		264	80	40	25	0		145	21	51	38	0		110	839
% Cars	86.4	89	91.7	0		88.9	81.3	81.1	93	0		83.3	96.4	97.6	100	0		97.3	91.3	100	97.4	0		97.3	89.4
Trucks	3	36	1	0		40	3	46	4	0		53	3	1	0	0		4	2	0	1	0		3	100
% Trucks	13.6	11	8.3	0		11.1	18.8	18.9	7	0		16.7	3.6	2.4	0	0		2.7	8.7	0	2.6	0		2.7	10.6
Bicycles	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
% Bicycles	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
Peds					8	-					12	-					18	-					6	-	44
% Peds					18.2	-					27.3	-					40.9	-					13.6	-	

Peak Hour Diagram

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Specified Period
From: 10:00:00
To: 14:00:00

One Hour Peak
From: 12:15:00
To: 13:15:00

Intersection: Hwy 7 & CR 45
Site Code: 2323900001
Count Date: Aug 10, 2023

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: Hwy 7 runs N/S

North Approach

	Out	In	Total
Cars	456	447	903
Trucks	47	48	95
Bicycles	0	0	0
	503	**495**	**998**

Hwy 7

Bicycles	0	0	0	0
Trucks	0	44	3	0
Cars	16	412	28	0
Totals	**16**	**456**	**31**	**0**

East Approach

	Out	In	Total
Cars	168	165	333
Trucks	8	11	19
Bicycles	0	0	0
	176	**176**	**352**

CR 40

Bicycles	Trucks	Cars	Totals
0	0	0	**0**
0	1	27	**28**
0	2	65	**67**
0	3	44	**47**

Peds: 0

Peds: 4

Peds: 4

CR 45

	Totals	Cars	Trucks	Bicycles
	0	0	0	0
	35	34	1	0
	59	58	1	0
	82	76	6	0

West Approach

	Out	In	Total
Cars	136	106	242
Trucks	6	2	8
Bicycles	0	0	0
	142	**108**	**250**

Totals	**33**	**432**	**78**	**0**
Cars	32	386	72	0
Trucks	1	46	6	0
Bicycles	0	0	0	0

Hwy 7

South Approach

	Out	In	Total
Cars	490	532	1022
Trucks	53	53	106
Bicycles	0	0	0
	543	**585**	**1128**

Cars - Trucks - Bicycles

Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Summary

Intersection:	Hwy 7 & CR 45
Site Code:	2323900001
Count Date:	Aug 10, 2023
Period:	10:00 - 14:00

Peak Hour Data (12:15 - 13:15)

Start Time	North Approach Hwy 7						South Approach Hwy 7						East Approach CR 45						West Approach CR 40						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
12:15	7	124	6	0	0	137	9	107	25	0	2	141	24	13	8	0	1	45	12	14	13	0	0	39	362
12:30	4	106	7	0	0	117	5	124	11	0	1	140	24	9	9	0	2	42	5	18	9	0	0	32	331
12:45	9	111	1	0	0	121	8	115	22	0	1	145	16	15	8	0	1	39	2	18	15	0	0	35	340
13:00	11	115	2	0	0	128	11	86	20	0	0	117	18	22	10	0	0	50	9	17	10	0	0	36	331
Grand Total	**31**	**456**	**16**	**0**	**0**	**503**	**33**	**432**	**78**	**0**	**4**	**543**	**82**	**59**	**35**	**0**	**4**	**176**	**28**	**67**	**47**	**0**	**0**	**142**	**1364**
Approach %	6.2	90.7	3.2	0		-	6.1	79.6	14.4	0		-	46.6	33.5	19.9	0		-	19.7	47.2	33.1	0		-	
Totals %	2.3	33.4	1.2	0		36.9	2.4	31.7	5.7	0		39.8	6	4.3	2.6	0		12.9	2.1	4.9	3.4	0		10.4	
PHF	**0.7**	**0.92**	**0.57**	**0**		**0.92**	**0.75**	**0.87**	**0.78**	**0**		**0.94**	**0.85**	**0.67**	**0.88**	**0**		**0.88**	**0.58**	**0.93**	**0.78**	**0**		**0.91**	**0.94**
Cars	28	412	16	0		456	32	386	72	0		490	76	58	34	0		168	27	65	44	0		136	1250
% Cars	90.3	90.4	100	0		90.7	97	89.4	92.3	0		90.2	92.7	98.3	97.1	0		95.5	96.4	97	93.6	0		95.8	91.6
Trucks	3	44	0	0		47	1	46	6	0		53	6	1	1	0		8	1	2	3	0		6	114
% Trucks	9.7	9.6	0	0		9.3	3	10.6	7.7	0		9.8	7.3	1.7	2.9	0		4.5	3.6	3	6.4	0		4.2	8.4
Bicycles	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
% Bicycles	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
Peds					0	-					4	-					4	-					0	-	8
% Peds					0	-					50	-					50	-					0	-	

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Diagram

Specified Period		One Hour Peak	
From:	14:00:00	From:	16:15:00
To:	19:00:00	To:	17:15:00

Intersection: Hwy 7 & CR 45
Site Code: 2323900001
Count Date: Aug 10, 2023

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: Hwy 7 runs N/S

North Approach

	Out	In	Total
Cars	377	547	924
Trucks	44	22	66
Bicycles	0	0	0
	421	**569**	**990**

Hwy 7

Bicycles	0	0	0	0
Trucks	0	44	0	0
Cars	26	325	26	0
Totals	**26**	**369**	**26**	**0**

Peds: 1

East Approach

	Out	In	Total
Cars	178	193	371
Trucks	8	4	12
Bicycles	0	0	0
	186	**197**	**383**

CR 40

Bicycles	Trucks	Cars	Totals	
0	0	0	**0**	
0	2	41	**43**	
0	1	63	**64**	
0	2	35	**37**	

Peds: 6

Peds: 4

CR 45

	Totals	Cars	Trucks	Bicycles
	0	0	0	0
	32	31	1	0
	65	63	2	0
	89	84	5	0

Peds: 13

West Approach

	Out	In	Total
Cars	139	147	286
Trucks	5	2	7
Bicycles	0	1	1
	144	**150**	**294**

Hwy 7

Totals	**59**	**494**	**107**	**0**
Cars	58	475	104	0
Trucks	0	19	3	0
Bicycles	1	0	0	0

South Approach

	Out	In	Total
Cars	637	444	1081
Trucks	22	51	73
Bicycles	1	0	1
	660	**495**	**1155**

Cars - Trucks - Bicycles

Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Summary

Intersection:	Hwy 7 & CR 45
Site Code:	2323900001
Count Date:	Aug 10, 2023
Period:	14:00 - 19:00

Peak Hour Data (16:15 - 17:15)

Start Time	North Approach Hwy 7						South Approach Hwy 7						East Approach CR 45						West Approach CR 40						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
16:15	8	101	5	0	0	114	14	108	29	0	4	151	25	23	8	0	0	56	8	16	11	0	1	35	356
16:30	4	106	7	0	1	117	14	128	26	0	0	168	21	11	6	0	3	38	11	14	9	0	1	34	357
16:45	5	84	6	0	0	95	17	119	29	0	4	165	19	19	9	0	1	47	11	17	7	0	2	35	342
17:00	9	78	8	0	0	95	14	139	23	0	5	176	24	12	9	0	0	45	13	17	10	0	2	40	356
Grand Total	**26**	**369**	**26**	**0**	**1**	**421**	**59**	**494**	**107**	**0**	**13**	**660**	**89**	**65**	**32**	**0**	**4**	**186**	**43**	**64**	**37**	**0**	**6**	**144**	**1411**
Approach %	6.2	87.6	6.2	0		-	8.9	74.8	16.2	0		-	47.8	34.9	17.2	0		-	29.9	44.4	25.7	0		-	
Totals %	1.8	26.2	1.8	0		29.8	4.2	35	7.6	0		46.8	6.3	4.6	2.3	0		13.2	3	4.5	2.6	0		10.2	
PHF	**0.72**	**0.87**	**0.81**	**0**		**0.9**	**0.87**	**0.89**	**0.92**	**0**		**0.94**	**0.89**	**0.71**	**0.89**	**0**		**0.83**	**0.83**	**0.94**	**0.84**	**0**		**0.9**	**0.99**
Cars	26	325	26	0		377	58	475	104	0		637	84	63	31	0		178	41	63	35	0		139	1331
% Cars	100	88.1	100	0		89.5	98.3	96.2	97.2	0		96.5	94.4	96.9	96.9	0		95.7	95.3	98.4	94.6	0		96.5	94.3
Trucks	0	44	0	0		44	0	19	3	0		22	5	2	1	0		8	2	1	2	0		5	79
% Trucks	0	11.9	0	0		10.5	0	3.8	2.8	0		3.3	5.6	3.1	3.1	0		4.3	4.7	1.6	5.4	0		3.5	5.6
Bicycles	0	0	0	0		0	1	0	0	0		1	0	0	0	0		0	0	0	0	0		0	1
% Bicycles	0	0	0	0		0	1.7	0	0	0		0.2	0	0	0	0		0	0	0	0	0		0	0.1
Peds					1	-					13	-					4	-					6	-	24
% Peds					4.2	-					54.2	-					16.7	-					25	-	

Ontario Traffic Inc.
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Project #23-239 - Tranplan

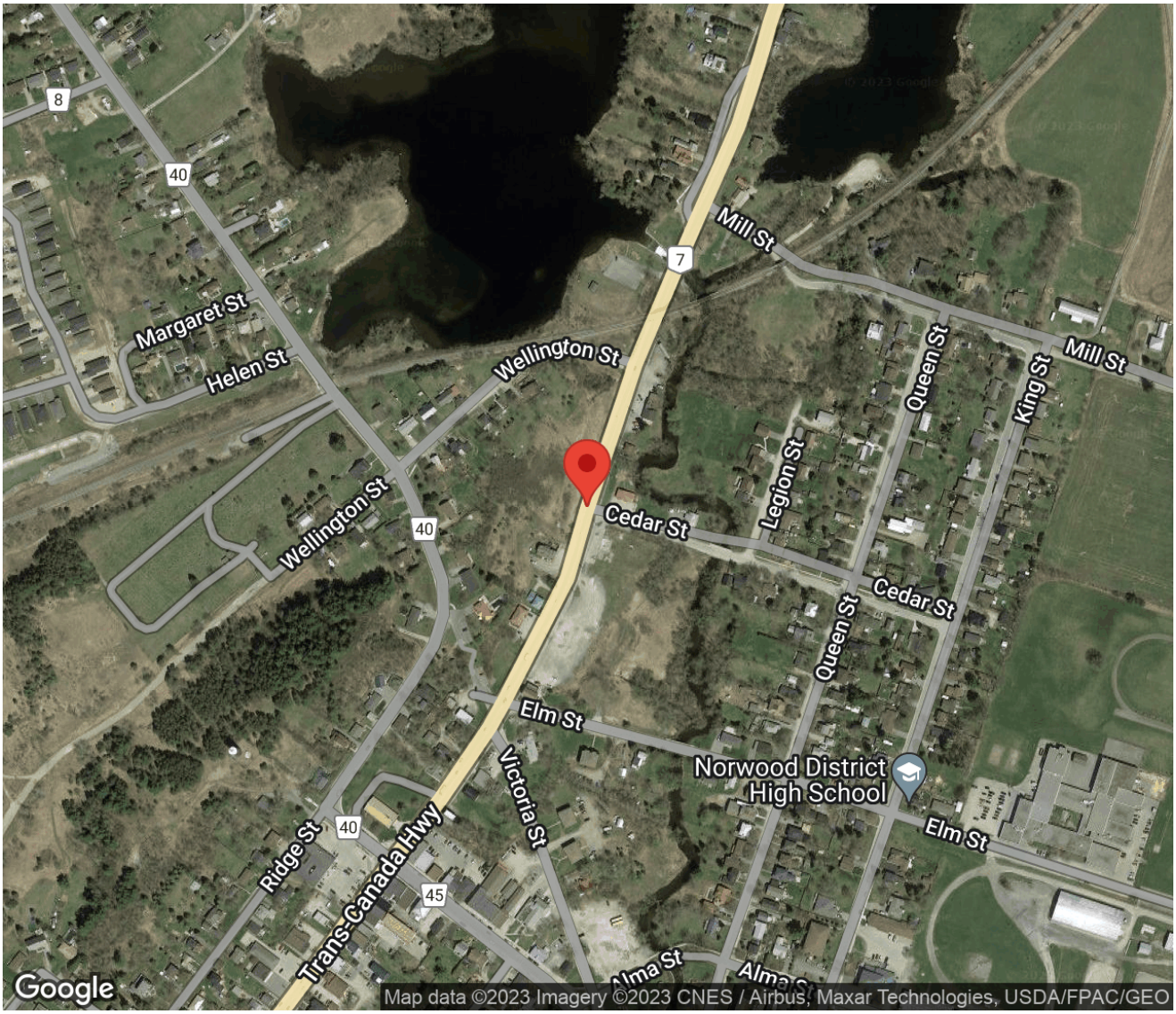
Intersection Count Report

Intersection:	Hwy 7 & Cedar St
Municipality:	Norwood
Count Date:	Thursday, Aug 10, 2023
Site Code:	2323900002
Count Categories:	Cars, Trucks, Bicycles, Pedestrians
Count Period:	06:00-19:00
Weather:	Clear
Comments:	

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Map

Intersection:	Hwy 7 & Cedar St
Site Code:	2323900002
Municipality:	Norwood
Count Date:	Aug 10, 2023



Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Summary

Intersection:	Hwy 7 & Cedar St
Site Code:	2323900002
Municipality:	Norwood
Count Date:	Aug 10, 2023

Hwy 7 - Traffic Summary

	North Approach Totals						South Approach Totals						
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
Hour	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	Total
06:00 - 07:00	17	261	0	0	278	0	0	110	1	0	111	0	389
07:00 - 08:00	15	364	0	0	379	0	0	182	2	0	184	0	563
08:00 - 09:00	10	342	0	0	352	0	0	256	3	0	259	0	611
09:00 - 10:00	14	357	0	0	371	0	0	281	9	0	290	0	661
10:00 - 11:00	14	405	0	0	419	0	0	332	9	0	341	0	760
11:00 - 12:00	19	477	0	0	496	0	0	425	7	0	432	0	928
12:00 - 13:00	7	493	0	0	500	0	0	492	6	0	498	0	998
13:00 - 14:00	10	508	0	0	518	0	0	484	11	0	495	0	1013
14:00 - 15:00	16	455	0	0	471	0	0	522	8	0	530	0	1001
15:00 - 16:00	16	440	0	0	456	0	0	510	8	0	518	0	974
16:00 - 17:00	19	407	0	0	426	0	0	541	9	0	550	0	976
17:00 - 18:00	13	366	0	0	379	0	0	538	15	0	553	0	932
18:00 - 19:00	14	271	0	0	285	0	0	417	13	0	430	0	715
GRAND TOTAL	**184**	**5146**	**0**	**0**	**5330**	**0**	**0**	**5090**	**101**	**0**	**5191**	**0**	**10521**

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Summary

Intersection:	Hwy 7 & Cedar St
Site Code:	2323900002
Municipality:	Norwood
Count Date:	Aug 10, 2023

Cedar St - Traffic Summary

	East Approach Totals						West Approach Totals						
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
Hour	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	Total
06:00 - 07:00	4	0	7	0	11	1	0	0	0	0	0	0	11
07:00 - 08:00	10	0	9	0	19	3	0	0	0	0	0	0	19
08:00 - 09:00	3	0	8	0	11	2	0	0	0	0	0	0	11
09:00 - 10:00	7	0	12	0	19	0	0	0	0	0	0	0	19
10:00 - 11:00	6	0	16	0	22	1	0	0	0	0	0	0	22
11:00 - 12:00	6	0	15	0	21	0	0	0	0	0	0	0	21
12:00 - 13:00	6	0	9	0	15	1	0	0	0	0	0	0	15
13:00 - 14:00	3	0	17	0	20	0	0	0	0	0	0	0	20
14:00 - 15:00	8	0	26	0	34	0	0	0	0	0	0	0	34
15:00 - 16:00	9	0	26	0	35	0	0	0	0	0	0	0	35
16:00 - 17:00	9	0	27	0	36	0	0	0	0	0	0	0	36
17:00 - 18:00	20	0	16	0	36	0	0	0	0	0	0	0	36
18:00 - 19:00	2	0	14	0	16	4	0	0	0	0	0	0	16
GRAND TOTAL	**93**	**0**	**202**	**0**	**295**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**295**

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Data

Intersection: Hwy 7 & Cedar St
Site Code: 2323900002
Municipality: Norwood
Count Date: Aug 10, 2023

North Approach - Hwy 7

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	
06:00	3	53	0	0	56	0	16	0	0	16	0	0	0	0	0	0
06:15	5	69	0	0	74	0	9	0	0	9	0	0	0	0	0	0
06:30	3	45	0	0	48	0	7	0	0	7	0	0	0	0	0	0
06:45	6	52	0	0	58	0	10	0	0	10	0	0	0	0	0	0
07:00	1	72	0	0	73	0	13	0	0	13	0	0	0	0	0	0
07:15	4	88	0	0	92	0	6	0	0	6	0	0	0	0	0	0
07:30	6	80	0	0	86	0	13	0	0	13	0	0	0	0	0	0
07:45	4	81	0	0	85	0	11	0	0	11	0	0	0	0	0	0
08:00	5	71	0	0	76	0	9	0	0	9	0	0	0	0	0	0
08:15	3	89	0	0	92	0	5	0	0	5	0	0	0	0	0	0
08:30	1	69	0	0	70	1	7	0	0	8	0	0	0	0	0	0
08:45	0	87	0	0	87	0	5	0	0	5	0	0	0	0	0	0
09:00	5	82	0	0	87	0	7	0	0	7	0	0	0	0	0	0
09:15	3	78	0	0	81	0	12	0	0	12	0	0	0	0	0	0
09:30	4	72	0	0	76	0	11	0	0	11	0	0	0	0	0	0
09:45	2	86	0	0	88	0	9	0	0	9	0	0	0	0	0	0
10:00	4	77	0	0	81	0	16	0	0	16	0	0	0	0	0	0
10:15	4	101	0	0	105	0	6	0	0	6	0	0	0	0	0	0
10:30	2	67	0	0	69	0	11	0	0	11	0	0	0	0	0	0
10:45	4	115	0	0	119	0	12	0	0	12	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	
11:00	2	102	0	0	104	0	10	0	0	10	0	0	0	0	0	0
11:15	6	97	0	0	103	0	9	0	0	9	0	0	0	0	0	0
11:30	4	121	0	0	125	0	13	0	0	13	0	0	0	0	0	0
11:45	6	124	0	0	130	1	1	0	0	2	0	0	0	0	0	0
12:00	4	101	0	0	105	0	15	0	0	15	0	0	0	0	0	0
12:15	1	129	0	0	130	0	12	0	0	12	0	0	0	0	0	0
12:30	2	103	0	0	105	0	7	0	0	7	0	0	0	0	0	0
12:45	0	118	0	0	118	0	8	0	0	8	0	0	0	0	0	0
13:00	2	128	0	0	130	0	15	0	0	15	0	0	0	0	0	0
13:15	1	115	0	0	116	0	16	0	0	16	0	0	0	0	0	0
13:30	3	99	0	0	102	0	9	0	0	9	0	0	0	0	0	0
13:45	4	115	0	0	119	0	11	0	0	11	0	0	0	0	0	0
14:00	6	103	0	0	109	0	15	0	0	15	0	0	0	0	0	0
14:15	6	111	0	0	117	0	13	0	0	13	0	0	0	0	0	0
14:30	3	95	0	0	98	0	14	0	0	14	0	0	0	0	0	0
14:45	1	93	0	0	94	0	11	0	0	11	0	0	0	0	0	0
15:00	4	102	0	0	106	0	10	0	0	10	0	0	0	0	0	0
15:15	2	97	0	0	99	1	12	0	0	13	0	0	0	0	0	0
15:30	3	113	0	0	116	0	9	0	0	9	0	0	0	0	0	0
15:45	6	90	0	0	96	0	7	0	0	7	0	0	0	0	0	0
16:00	3	95	0	0	98	0	4	0	0	4	0	0	0	0	0	0
16:15	5	88	0	0	93	0	15	0	0	15	0	0	0	0	0	0
16:30	7	99	0	0	106	0	10	0	0	10	0	0	0	0	0	0
16:45	4	83	0	0	87	0	13	0	0	13	0	0	0	0	0	0
17:00	5	88	0	0	93	0	3	0	0	3	0	0	0	0	0	0
17:15	4	78	0	0	82	0	11	0	0	11	0	0	0	0	0	0
17:30	3	74	0	0	77	0	13	0	0	13	0	0	0	0	0	0
17:45	1	93	0	0	94	0	6	0	0	6	0	0	0	0	0	0
18:00	4	73	0	0	77	0	6	0	0	6	0	0	0	0	0	0
18:15	3	66	0	0	69	0	3	0	0	3	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	
18:30	5	63	0	0	68	0	4	0	0	4	0	0	0	0	0	0
18:45	2	50	0	0	52	0	6	0	0	6	0	0	0	0	0	0
SUBTOTAL	181	4640	0	0	4821	3	506	0	0	509	0	0	0	0	0	0
GRAND TOTAL	**181**	**4640**	**0**	**0**	**4821**	**3**	**506**	**0**	**0**	**509**	**0**	**0**	**0**	**0**	**0**	**0**

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Data

Intersection: Hwy 7 & Cedar St
Site Code: 2323900002
Municipality: Norwood
Count Date: Aug 10, 2023

South Approach - Hwy 7

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	
06:00	0	19	0	0	19	0	6	0	0	6	0	0	0	0	0	0
06:15	0	18	0	0	18	0	15	0	0	15	0	0	0	0	0	0
06:30	0	27	0	0	27	0	0	0	0	0	0	0	0	0	0	0
06:45	0	21	1	0	22	0	4	0	0	4	0	0	0	0	0	0
07:00	0	25	1	0	26	0	15	0	0	15	0	0	0	0	0	0
07:15	0	29	0	0	29	0	14	0	0	14	0	0	0	0	0	0
07:30	0	48	1	0	49	0	10	0	0	10	0	0	0	0	0	0
07:45	0	35	0	0	35	0	6	0	0	6	0	0	0	0	0	0
08:00	0	49	0	0	49	0	12	0	0	12	0	0	0	0	0	0
08:15	0	50	2	0	52	0	9	0	0	9	0	0	0	0	0	0
08:30	0	60	1	0	61	0	12	0	0	12	0	0	0	0	0	0
08:45	0	47	0	0	47	0	17	0	0	17	0	0	0	0	0	0
09:00	0	63	3	0	66	0	9	1	0	10	0	0	0	0	0	0
09:15	0	48	1	0	49	0	20	0	0	20	0	0	0	0	0	0
09:30	0	53	3	0	56	0	9	0	0	9	0	0	0	0	0	0
09:45	0	70	1	0	71	0	9	0	0	9	0	0	0	0	0	0
10:00	0	66	0	0	66	0	7	0	0	7	0	0	0	0	0	0
10:15	0	77	2	0	79	0	8	0	0	8	0	0	0	0	0	0
10:30	0	82	0	0	82	0	9	0	0	9	0	0	0	0	0	0
10:45	0	72	6	0	78	0	11	1	0	12	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	
11:00	0	76	1	0	77	0	13	0	0	13	0	0	0	0	0	0
11:15	0	94	1	0	95	0	13	0	0	13	0	0	0	0	0	0
11:30	0	99	3	0	102	0	11	0	0	11	0	0	0	0	0	0
11:45	0	108	2	0	110	0	11	0	0	11	0	0	0	0	0	0
12:00	0	94	1	0	95	0	15	0	0	15	0	0	0	0	0	0
12:15	0	106	1	0	107	0	8	0	0	8	0	0	0	0	0	0
12:30	0	123	2	0	125	0	18	0	0	18	0	0	0	0	0	0
12:45	0	115	2	0	117	0	13	0	0	13	0	0	0	0	0	0
13:00	0	84	3	0	87	0	10	1	0	11	0	0	0	0	0	0
13:15	0	109	0	0	109	0	12	1	0	13	0	0	0	0	0	0
13:30	0	130	4	0	134	0	11	0	0	11	0	0	0	0	0	0
13:45	0	122	2	0	124	0	6	0	0	6	0	0	0	0	0	0
14:00	0	122	2	0	124	0	13	0	0	13	0	0	0	0	0	0
14:15	0	112	1	0	113	0	7	0	0	7	0	0	0	0	0	0
14:30	0	138	4	0	142	0	7	0	0	7	0	0	0	0	0	0
14:45	0	119	1	0	120	0	4	0	0	4	0	0	0	0	0	0
15:00	0	122	0	0	122	0	5	0	0	5	0	0	0	0	0	0
15:15	0	123	4	0	127	0	6	0	0	6	0	0	0	0	0	0
15:30	0	113	1	0	114	0	9	0	0	9	0	0	0	0	0	0
15:45	0	123	2	0	125	0	9	1	0	10	0	0	0	0	0	0
16:00	0	139	2	0	141	0	3	0	0	3	0	0	0	0	0	0
16:15	0	126	3	0	129	0	5	0	0	5	0	0	0	0	0	0
16:30	0	134	1	0	135	0	4	0	0	4	0	0	0	0	0	0
16:45	0	124	3	0	127	0	6	0	0	6	0	0	0	0	0	0
17:00	0	148	6	0	154	0	5	0	0	5	0	0	0	0	0	0
17:15	0	132	2	0	134	0	1	0	0	1	0	0	0	0	0	0
17:30	0	118	3	0	121	0	4	0	0	4	0	0	0	0	0	0
17:45	0	125	4	0	129	0	5	0	0	5	0	0	0	0	0	0
18:00	0	123	3	0	126	0	5	0	0	5	0	0	0	0	0	0
18:15	0	89	5	0	94	0	3	0	0	3	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	
18:30	0	91	1	0	92	0	2	0	0	2	0	0	0	0	0	0
18:45	0	104	4	0	108	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	4644	96	0	4740	0	446	5	0	451	0	0	0	0	0	0
GRAND TOTAL	0	4644	96	0	4740	0	446	5	0	451	0	0	0	0	0	0

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Data

Intersection: Hwy 7 & Cedar St
Site Code: 2323900002
Municipality: Norwood
Count Date: Aug 10, 2023

East Approach - Cedar St

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	
06:00	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
06:30	1	0	2	0	3	0	0	1	0	1	0	0	0	0	0	0
06:45	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	1
07:00	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	2
07:15	5	0	1	0	6	0	0	0	0	0	0	0	0	0	0	1
07:30	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0
07:45	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0
08:00	2	0	1	0	3	0	0	1	0	1	0	0	0	0	0	2
08:15	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
09:00	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0
09:15	3	0	2	0	5	0	0	1	0	1	0	0	0	0	0	0
09:30	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0
09:45	2	0	2	0	4	0	0	1	0	1	0	0	0	0	0	0
10:00	1	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0
10:15	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0
10:30	2	0	4	0	6	0	0	0	0	0	0	0	0	0	0	0
10:45	2	0	7	0	9	0	0	0	0	0	0	0	0	0	0	1

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	
11:00	3	0	5	0	8	0	0	0	0	0	0	0	0	0	0	0
11:15	1	0	4	0	5	0	0	0	0	0	0	0	0	0	0	0
11:30	1	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0
11:45	1	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0
12:00	2	0	3	0	5	0	0	2	0	2	0	0	0	0	0	1
12:15	2	0	1	0	3	0	0	1	0	1	0	0	0	0	0	0
12:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
12:45	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0
13:00	2	0	4	0	6	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0
13:30	1	0	4	0	5	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0
14:00	3	0	6	0	9	0	0	1	0	1	0	0	0	0	0	0
14:15	3	0	2	0	5	0	0	3	0	3	0	0	0	0	0	0
14:30	2	0	11	0	13	0	0	0	0	0	0	0	1	0	1	0
14:45	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
15:00	2	0	6	0	8	0	0	0	0	0	0	0	0	0	0	0
15:15	3	0	5	0	8	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	6	0	6	0	0	2	0	2	0	0	0	0	0	0
15:45	4	0	7	0	11	0	0	0	0	0	0	0	0	0	0	0
16:00	3	0	7	0	10	0	0	1	0	1	0	0	0	0	0	0
16:15	4	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	11	0	11	0	0	0	0	0	0	0	0	0	0	0
16:45	2	0	7	0	9	0	0	0	0	0	0	0	0	0	0	0
17:00	4	0	4	0	8	0	0	0	0	0	0	0	0	0	0	0
17:15	3	0	4	0	7	0	0	0	0	0	0	0	0	0	0	0
17:30	8	0	2	0	10	0	0	0	0	0	0	0	0	0	0	0
17:45	5	0	6	0	11	0	0	0	0	0	0	0	0	0	0	0
18:00	1	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	
18:30	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	4
18:45	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	92	0	187	0	279	1	0	14	0	15	0	0	1	0	1	12
GRAND TOTAL	**92**	**0**	**187**	**0**	**279**	**1**	**0**	**14**	**0**	**15**	**0**	**0**	**1**	**0**	**1**	**12**

Peak Hour Diagram

Specified Period
From: 06:00:00
To: 10:00:00

One Hour Peak
From: 09:00:00
To: 10:00:00

Intersection: Hwy 7 & Cedar St
Site Code: 2323900002
Count Date: Aug 10, 2023

Weather conditions: Clear

**** Unsignalized Intersection **** **Major Road:** Hwy 7 runs N/S

North Approach

	Out	In	Total
Cars	332	244	576
Trucks	39	49	88
Bicycles	0	0	0
	371	**293**	**664**

Hwy 7

Bicycles	0	0	0
Trucks	39	0	0
Cars	318	14	0
Totals	**357**	**14**	**0**

Peds: 0

Peds: 0

Peds: 0

East Approach

	Out	In	Total
Cars	17	22	39
Trucks	2	1	3
Bicycles	0	0	0
	19	**23**	**42**

Cedar St

	Totals	Cars	Trucks	Bicycles
	0	0	0	0
	12	10	2	0
	7	7	0	0

South Approach

	Out	In	Total
Cars	242	325	567
Trucks	48	39	87
Bicycles	0	0	0
	290	**364**	**654**

Hwy 7

Totals	**281**	**9**	**0**
Cars	234	8	0
Trucks	47	1	0
Bicycles	0	0	0

Cars - Trucks - Bicycles

Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Summary

Intersection: Hwy 7 & Cedar St
Site Code: 2323900002
Count Date: Aug 10, 2023
Period: 06:00 - 10:00

Peak Hour Data (09:00 - 10:00)

Start Time	North Approach Hwy 7						South Approach Hwy 7						East Approach Cedar St						West Approach						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
09:00	5	89		0	0	94		72	4	0	0	76	2		1	0	0	3					0		173
09:15	3	90		0	0	93		68	1	0	0	69	3		3	0	0	6					0		168
09:30	4	83		0	0	87		62	3	0	0	65	0		5	0	0	5					0		157
09:45	2	95		0	0	97		79	1	0	0	80	2		3	0	0	5					0		182
Grand Total	**14**	**357**		**0**	**0**	**371**		**281**	**9**	**0**	**0**	**290**	**7**		**12**	**0**	**0**	**19**					**0**	**0**	**680**
Approach %	3.8	96.2		0		-		96.9	3.1	0		-	36.8		63.2	0		-						-	
Totals %	2.1	52.5		0		54.6		41.3	1.3	0		42.6	1		1.8	0		2.8						0	
PHF	**0.7**	**0.94**		**0**		**0.96**		**0.89**	**0.56**	**0**		**0.91**	**0.58**		**0.6**	**0**		**0.79**						**0**	**0.93**
Cars	14	318		0		332		234	8	0		242	7		10	0		17						0	591
% Cars	100	89.1		0		89.5		83.3	88.9	0		83.4	100		83.3	0		89.5						0	86.9
Trucks	0	39		0		39		47	1	0		48	0		2	0		2						0	89
% Trucks	0	10.9		0		10.5		16.7	11.1	0		16.6	0		16.7	0		10.5						0	13.1
Bicycles	0	0		0		0		0	0	0		0	0		0	0		0						0	0
% Bicycles	0	0		0		0		0	0	0		0	0		0	0		0						0	0
Peds					0	-					0	-					0	-					0	-	0
% Peds					0	-					0	-					0	-					0	-	

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Diagram

Specified Period		One Hour Peak	
From:	10:00:00	From:	13:00:00
To:	14:00:00	To:	14:00:00

Intersection: Hwy 7 & Cedar St
Site Code: 2323900002
Count Date: Aug 10, 2023

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Hwy 7 runs N/S

North Approach

	Out	In	Total
Cars	467	462	929
Trucks	51	39	90
Bicycles	0	0	0
	518	**501**	**1019**

Hwy 7

Bicycles	0	0	0
Trucks	51	0	0
Cars	457	10	0
Totals	**508**	**10**	**0**

Peds: 0

Peds: 0

Peds: 0

East Approach

	Out	In	Total
Cars	20	19	39
Trucks	0	2	2
Bicycles	0	0	0
	20	**21**	**41**

Cedar St

	Totals	Cars	Trucks	Bicycles
	0	0	0	0
	17	17	0	0
	3	3	0	0

South Approach

	Out	In	Total
Cars	454	460	914
Trucks	41	51	92
Bicycles	0	0	0
	495	**511**	**1006**

Totals	484	11	0
Cars	445	9	0
Trucks	39	2	0
Bicycles	0	0	0

Hwy 7

Cars - Trucks - Bicycles

Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Summary

Intersection:	Hwy 7 & Cedar St
Site Code:	2323900002
Count Date:	Aug 10, 2023
Period:	10:00 - 14:00

Peak Hour Data (13:00 - 14:00)

Start Time	North Approach Hwy 7						South Approach Hwy 7						East Approach Cedar St						West Approach						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
13:00	2	143		0	0	145		94	4	0	0	98	2		4	0	0	6					0		249
13:15	1	131		0	0	132		121	1	0	0	122	0		4	0	0	4					0		258
13:30	3	108		0	0	111		141	4	0	0	145	1		4	0	0	5					0		261
13:45	4	126		0	0	130		128	2	0	0	130	0		5	0	0	5					0		265
Grand Total	**10**	**508**		**0**	**0**	**518**		**484**	**11**	**0**	**0**	**495**	**3**		**17**	**0**	**0**	**20**					**0**	**0**	**1033**
Approach %	1.9	98.1		0		-		97.8	2.2	0		-	15		85	0		-						-	
Totals %	1	49.2		0		50.1		46.9	1.1	0		47.9	0.3		1.6	0		1.9						0	
PHF	**0.63**	**0.89**		**0**		**0.89**		**0.86**	**0.69**	**0**		**0.85**	**0.38**		**0.85**	**0**		**0.83**						**0**	**0.97**
Cars	10	457		0		467		445	9	0		454	3		17	0		20						0	941
% Cars	100	90		0		90.2		91.9	81.8	0		91.7	100		100	0		100						0	91.1
Trucks	0	51		0		51		39	2	0		41	0		0	0		0						0	92
% Trucks	0	10		0		9.8		8.1	18.2	0		8.3	0		0	0		0						0	8.9
Bicycles	0	0		0		0		0	0	0		0	0		0	0		0						0	0
% Bicycles	0	0		0		0		0	0	0		0	0		0	0		0						0	0
Peds					0	-					0	-					0	-					0	-	0
% Peds					0	-					0	-					0	-					0	-	

Ontario Traffic Inc.
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Peak Hour Diagram

Specified Period		One Hour Peak	
From:	14:00:00	From:	14:00:00
To:	19:00:00	To:	15:00:00

Intersection: Hwy 7 & Cedar St
Site Code: 2323900002
Count Date: Aug 10, 2023

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Hwy 7 runs N/S

North Approach

	Out	In	Total
Cars	418	512	930
Trucks	53	35	88
Bicycles	0	1	1
	471	**548**	**1019**

Hwy 7

Bicycles	0	0	0
Trucks	53	0	0
Cars	402	16	0
Totals	**455**	**16**	**0**

Peds: 0

Peds: 0

Peds: 0

Peds: 0

Hwy 7

Totals	**522**	**8**	**0**
Cars	491	8	0
Trucks	31	0	0
Bicycles	0	0	0

East Approach

	Out	In	Total
Cars	29	24	53
Trucks	4	0	4
Bicycles	1	0	1
	34	**24**	**58**

Cedar St

	Totals	Cars	Trucks	Bicycles
	0	0	0	0
	26	21	4	1
	8	8	0	0

South Approach

	Out	In	Total
Cars	499	410	909
Trucks	31	53	84
Bicycles	0	0	0
	530	**463**	**993**

Cars - Trucks - Bicycles

Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Summary

Intersection: Hwy 7 & Cedar St
Site Code: 2323900002
Count Date: Aug 10, 2023
Period: 14:00 - 19:00

Peak Hour Data (14:00 - 15:00)

Start Time	North Approach Hwy 7						South Approach Hwy 7						East Approach Cedar St						West Approach						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
14:00	6	118		0	0	124		135	2	0	0	137	3		7	0	0	10					0		271
14:15	6	124		0	0	130		119	1	0	0	120	3		5	0	0	8					0		258
14:30	3	109		0	0	112		145	4	0	0	149	2		12	0	0	14					0		275
14:45	1	104		0	0	105		123	1	0	0	124	0		2	0	0	2					0		231
Grand Total	**16**	**455**		**0**	**0**	**471**		**522**	**8**	**0**	**0**	**530**	**8**		**26**	**0**	**0**	**34**					**0**	**0**	**1035**
Approach %	3.4	96.6		0		-		98.5	1.5	0		-	23.5		76.5	0		-						-	
Totals %	1.5	44		0		45.5		50.4	0.8	0		51.2	0.8		2.5	0		3.3						0	
PHF	**0.67**	**0.92**		**0**		**0.91**		**0.9**	**0.5**	**0**		**0.89**	**0.67**		**0.54**	**0**		**0.61**						**0**	**0.94**
Cars	16	402		0		418		491	8	0		499	8		21	0		29						0	946
% Cars	100	88.4		0		88.7		94.1	100	0		94.2	100		80.8	0		85.3						0	91.4
Trucks	0	53		0		53		31	0	0		31	0		4	0		4						0	88
% Trucks	0	11.6		0		11.3		5.9	0	0		5.8	0		15.4	0		11.8						0	8.5
Bicycles	0	0		0		0		0	0	0		0	0		1	0		1						0	1
% Bicycles	0	0		0		0		0	0	0		0	0		3.8	0		2.9						0	0.1
Peds					0	-					0	-					0	-					0	-	0
% Peds					0	-					0	-					0	-					0	-	

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Project #23-239 - Tranplan

Intersection Count Report

Intersection:	Hwy 7 & 10th Line
Municipality:	Norwood
Count Date:	Thursday, Aug 10, 2023
Site Code:	2323900003
Count Categories:	Cars, Trucks, Bicycles, Pedestrians
Count Period:	06:00-19:00
Weather:	Clear
Comments:	

Ontario Traffic Inc.
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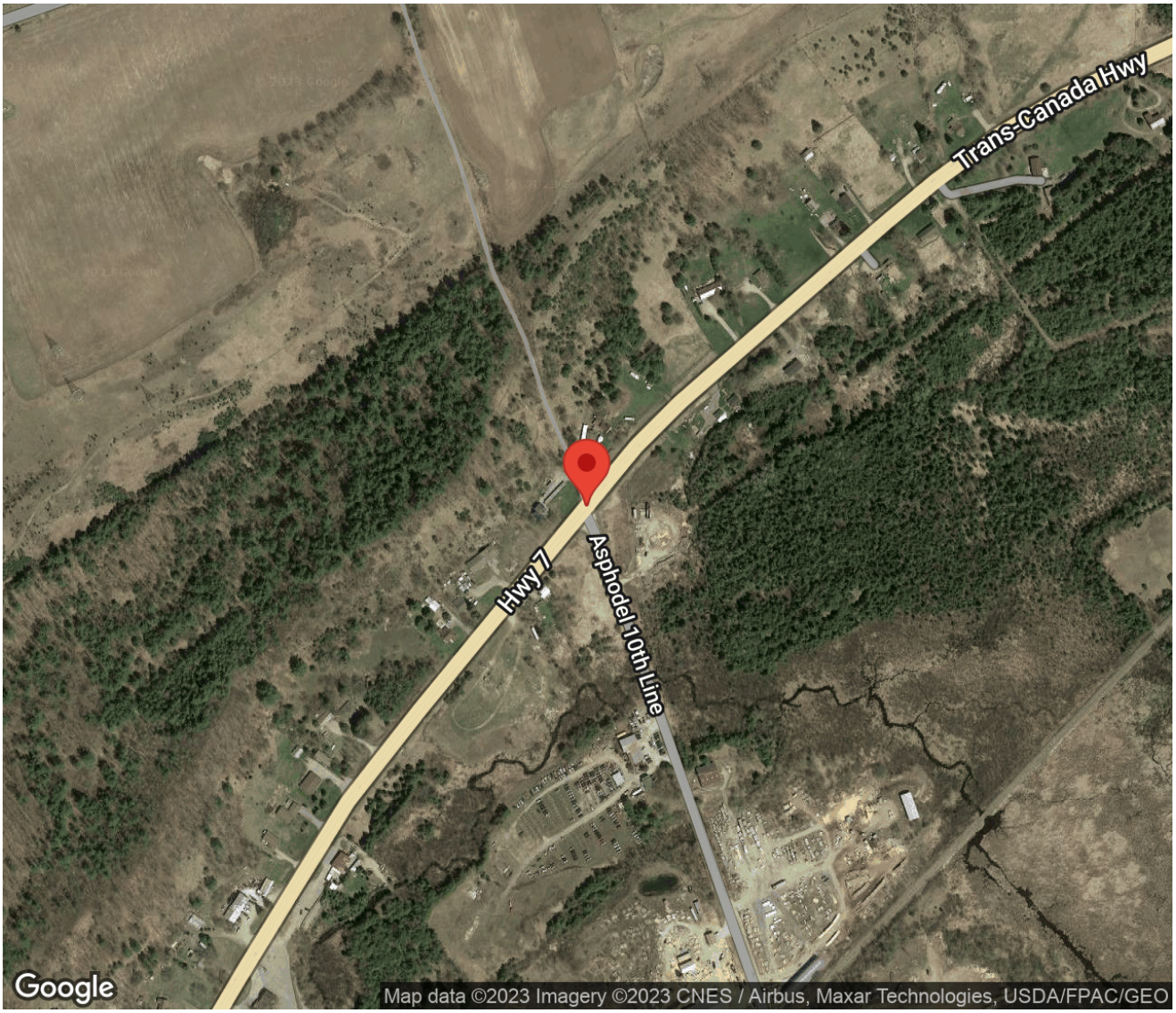
Traffic Count Map

Intersection:	Hwy 7 & 10th Line
Site Code:	2323900003
Municipality:	Norwood
Count Date:	Aug 10, 2023



Ontario Traffic Inc.
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Traffic Count Summary

Intersection: Hwy 7 & 10th Line
Site Code: 2323900003
Municipality: Norwood
Count Date: Aug 10, 2023

Commerical Entrance - Traffic Summary

	North Approach Totals						South Approach Totals						
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
Hour	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	Total
06:00 - 07:00	0	0	1	0	1	0	2	0	2	0	4	0	5
07:00 - 08:00	1	0	1	0	2	0	5	0	4	0	9	0	11
08:00 - 09:00	1	0	0	0	1	0	4	0	6	0	10	0	11
09:00 - 10:00	0	0	0	0	0	0	4	0	3	0	7	0	7
10:00 - 11:00	0	0	0	0	0	0	11	0	4	0	15	0	15
11:00 - 12:00	0	0	0	0	0	0	10	0	10	0	20	0	20
12:00 - 13:00	0	0	0	0	0	0	2	0	7	0	9	0	9
13:00 - 14:00	0	0	0	0	0	0	6	0	7	0	13	0	13
14:00 - 15:00	0	0	0	0	0	0	2	0	2	0	4	0	4
15:00 - 16:00	1	0	2	0	3	0	2	1	5	0	8	0	11
16:00 - 17:00	0	0	0	0	0	0	3	0	4	0	7	0	7
17:00 - 18:00	0	0	2	0	2	0	3	0	5	0	8	0	10
18:00 - 19:00	0	0	0	0	0	0	5	0	3	0	8	0	8
GRAND TOTAL	**3**	**0**	**6**	**0**	**9**	**0**	**59**	**1**	**62**	**0**	**122**	**0**	**131**

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Summary

Intersection: Hwy 7 & 10th Line
Site Code: 2323900003
Municipality: Norwood
Count Date: Aug 10, 2023

Hwy 7 - Traffic Summary

	East Approach Totals						West Approach Totals						
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
Hour	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	Total
06:00 - 07:00	8	271	0	0	279	0	0	115	3	0	118	0	397
07:00 - 08:00	5	356	0	0	361	0	0	188	1	0	189	0	550
08:00 - 09:00	5	345	1	0	351	0	0	250	6	0	256	0	607
09:00 - 10:00	2	366	0	0	368	0	0	275	6	0	281	0	649
10:00 - 11:00	6	392	0	0	398	0	0	324	11	0	335	0	733
11:00 - 12:00	6	503	0	0	509	0	0	412	9	0	421	0	930
12:00 - 13:00	8	487	1	0	496	0	0	477	6	0	483	0	979
13:00 - 14:00	5	498	0	0	503	0	0	491	3	0	494	0	997
14:00 - 15:00	2	462	0	0	464	0	0	535	5	0	540	0	1004
15:00 - 16:00	2	438	1	0	441	0	2	508	7	0	517	0	958
16:00 - 17:00	3	429	0	0	432	0	2	543	4	0	549	0	981
17:00 - 18:00	2	381	0	0	383	0	2	533	6	0	541	0	924
18:00 - 19:00	2	264	0	0	266	0	1	415	4	0	420	0	686
GRAND TOTAL	**56**	**5192**	**3**	**0**	**5251**	**0**	**7**	**5066**	**71**	**0**	**5144**	**0**	**10395**

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Data

Intersection: Hwy 7 & 10th Line
Site Code: 2323900003
Municipality: Norwood
Count Date: Aug 10, 2023

North Approach - Commerical Entrance

Start Time	Cars					Trucks					Bicycles					Total Peds
					Total					Total					Total	
06:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
					Total					Total					Total	
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
					Total					Total					Total	
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	3	0	6	0	9	0	0	0	0	0	0	0	0	0	0	0
GRAND TOTAL	3	0	6	0	9	0	0	0	0	0	0	0	0	0	0	0

Ontario Traffic Inc.
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Traffic Count Data

Intersection: Hwy 7 & 10th Line
Site Code: 2323900003
Municipality: Norwood
Count Date: Aug 10, 2023

South Approach - 10th Line

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↻	Total	↰	↑	↱	↻	Total	↰	↑	↱	↻	Total	
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
07:00	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0
07:15	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
08:15	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
08:45	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0
09:00	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
09:15	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
09:45	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
10:00	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0
10:15	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
10:30	1	0	2	0	3	2	0	0	0	2	0	0	0	0	0	0
10:45	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
					Total					Total					Total	
11:00	2	0	3	0	5	0	0	1	0	1	0	0	0	0	0	0
11:15	3	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0
11:30	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0
11:45	4	0	2	0	6	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0
12:15	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	1	0	1	0	2	0	0	1	0	1	0	0	0	0	0	0
13:00	2	0	4	0	6	0	0	0	0	0	0	0	0	0	0	0
13:15	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0
13:30	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
14:45	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
15:00	1	1	2	0	4	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
15:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
16:00	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0
16:15	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
17:45	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	
18:30	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0
18:45	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	53	1	60	0	114	3	0	2	0	5	3	0	0	0	3	0
GRAND TOTAL	**53**	**1**	**60**	**0**	**114**	**3**	**0**	**2**	**0**	**5**	**3**	**0**	**0**	**0**	**3**	**0**

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Data

Intersection: Hwy 7 & 10th Line
Site Code: 2323900003
Municipality: Norwood
Count Date: Aug 10, 2023

East Approach - Hwy 7

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↻	Total	↰	↑	↱	↻	Total	↰	↑	↱	↻	Total	
06:00	2	53	0	0	55	0	15	0	0	15	0	0	0	0	0	0
06:15	2	67	0	0	69	0	8	0	0	8	0	0	0	0	0	0
06:30	1	53	0	0	54	0	5	0	0	5	0	0	0	0	0	0
06:45	3	58	0	0	61	0	12	0	0	12	0	0	0	0	0	0
07:00	1	69	0	0	70	0	12	0	0	12	0	0	0	0	0	0
07:15	3	83	0	0	86	0	4	0	0	4	0	0	0	0	0	0
07:30	0	83	0	0	83	0	13	0	0	13	0	0	0	0	0	0
07:45	1	82	0	0	83	0	10	0	0	10	0	0	0	0	0	0
08:00	1	84	0	0	85	0	6	0	0	6	0	0	0	0	0	0
08:15	2	81	0	0	83	0	8	0	0	8	0	0	0	0	0	0
08:30	0	72	0	0	72	0	6	0	0	6	0	0	0	0	0	0
08:45	2	82	1	0	85	0	6	0	0	6	0	0	0	0	0	0
09:00	2	85	0	0	87	0	6	0	0	6	0	0	0	0	0	0
09:15	0	76	0	0	76	0	12	0	0	12	0	0	0	0	0	0
09:30	0	77	0	0	77	0	10	0	0	10	0	0	0	0	0	0
09:45	0	88	0	0	88	0	12	0	0	12	0	0	0	0	0	0
10:00	2	64	0	0	66	1	13	0	0	14	0	0	0	0	0	0
10:15	1	108	0	0	109	0	7	0	0	7	0	0	0	0	0	0
10:30	1	74	0	0	75	0	7	0	0	7	0	0	0	0	0	0
10:45	1	110	0	0	111	0	9	0	0	9	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
					Total					Total					Total	
11:00	0	105	0	0	105	0	11	0	0	11	0	0	0	0	0	0
11:15	2	108	0	0	110	0	10	0	0	10	0	0	0	0	0	0
11:30	2	120	0	0	122	0	12	0	0	12	0	0	0	0	0	0
11:45	2	124	0	0	126	0	13	0	0	13	0	0	0	0	0	0
12:00	1	103	0	0	104	0	17	0	0	17	0	0	0	0	0	0
12:15	2	119	0	0	121	0	10	0	0	10	0	0	0	0	0	0
12:30	3	113	0	0	116	0	10	0	0	10	0	0	0	0	0	0
12:45	2	106	1	0	109	0	9	0	0	9	0	0	0	0	0	0
13:00	0	128	0	0	128	1	16	0	0	17	0	0	0	0	0	0
13:15	0	106	0	0	106	0	13	0	0	13	0	0	0	0	0	0
13:30	2	93	0	0	95	0	8	0	0	8	0	0	0	0	0	0
13:45	2	117	0	0	119	0	17	0	0	17	0	0	0	0	0	0
14:00	0	107	0	0	107	0	10	0	0	10	0	0	0	0	0	0
14:15	2	112	0	0	114	0	14	0	0	14	0	0	0	0	0	0
14:30	0	107	0	0	107	0	12	0	0	12	0	0	0	0	0	0
14:45	0	88	0	0	88	0	12	0	0	12	0	0	0	0	0	0
15:00	0	96	0	0	96	0	7	0	0	7	0	0	0	0	0	0
15:15	1	108	0	0	109	0	13	0	0	13	0	0	0	0	0	0
15:30	0	122	0	0	122	0	10	0	0	10	0	0	0	0	0	0
15:45	1	77	1	0	79	0	5	0	0	5	0	0	0	0	0	0
16:00	1	110	0	0	111	0	5	0	0	5	0	0	0	0	0	0
16:15	1	90	0	0	91	0	17	0	0	17	0	0	0	0	0	0
16:30	0	101	0	0	101	0	8	0	0	8	0	0	0	0	0	0
16:45	1	85	0	0	86	0	13	0	0	13	0	0	0	0	0	0
17:00	1	94	0	0	95	0	2	0	0	2	0	0	0	0	0	0
17:15	0	86	0	0	86	0	10	0	0	10	0	0	0	0	0	0
17:30	0	73	0	0	73	0	11	0	0	11	0	0	0	0	0	0
17:45	1	98	0	0	99	0	7	0	0	7	0	0	0	0	0	0
18:00	0	67	0	0	67	1	3	0	0	4	0	0	0	0	0	0
18:15	0	60	0	0	60	0	4	0	0	4	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	
18:30	1	73	0	0	74	0	4	0	0	4	0	0	0	0	0	0
18:45	0	48	0	0	48	0	5	0	0	5	0	0	0	0	0	0
SUBTOTAL	53	4693	3	0	4749	3	499	0	0	502	0	0	0	0	0	0
GRAND TOTAL	**53**	**4693**	**3**	**0**	**4749**	**3**	**499**	**0**	**0**	**502**	**0**	**0**	**0**	**0**	**0**	**0**

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Data

Intersection: Hwy 7 & 10th Line
Site Code: 2323900003
Municipality: Norwood
Count Date: Aug 10, 2023

West Approach - Hwy 7

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	
06:00	0	24	0	0	24	0	6	0	0	6	0	0	0	0	0	0
06:15	0	18	1	0	19	0	15	0	0	15	0	0	0	0	0	0
06:30	0	26	1	0	27	0	1	0	0	1	0	0	0	0	0	0
06:45	0	23	1	0	24	0	2	0	0	2	0	0	0	0	0	0
07:00	0	28	0	0	28	0	13	0	0	13	0	0	0	0	0	0
07:15	0	30	1	0	31	0	14	0	0	14	0	0	0	0	0	0
07:30	0	49	0	0	49	0	10	0	0	10	0	0	0	0	0	0
07:45	0	38	0	0	38	0	6	0	0	6	0	0	0	0	0	0
08:00	0	39	0	0	39	0	10	1	0	11	0	0	0	0	0	0
08:15	0	54	1	0	55	0	11	0	0	11	0	0	0	0	0	0
08:30	0	62	3	0	65	0	13	0	0	13	0	0	0	0	0	0
08:45	0	45	1	0	46	0	16	0	0	16	0	0	0	0	0	0
09:00	0	59	3	0	62	0	9	0	0	9	0	0	0	0	0	0
09:15	0	54	0	0	54	0	14	1	0	15	0	0	0	0	0	0
09:30	0	54	2	0	56	0	12	0	0	12	0	0	0	0	0	0
09:45	0	65	0	0	65	0	8	0	0	8	0	0	0	0	0	0
10:00	0	66	2	0	68	0	7	0	0	7	0	0	0	0	0	0
10:15	0	71	3	0	74	0	6	1	0	7	0	0	0	0	0	0
10:30	0	78	5	0	83	0	6	0	0	6	0	0	0	0	0	0
10:45	0	80	0	0	80	0	10	0	0	10	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	
11:00	0	74	2	0	76	0	14	1	0	15	0	0	0	0	0	0
11:15	0	94	3	0	97	0	9	0	0	9	0	0	0	0	0	0
11:30	0	110	1	0	111	0	8	0	0	8	0	0	0	0	0	0
11:45	0	94	2	0	96	0	9	0	0	9	0	0	0	0	0	0
12:00	0	88	2	0	90	0	16	0	0	16	0	0	0	0	0	0
12:15	0	108	1	0	109	0	9	0	0	9	0	0	0	0	0	0
12:30	0	122	0	0	122	0	17	1	0	18	0	0	0	0	0	0
12:45	0	108	2	0	110	0	9	0	0	9	0	0	0	0	0	0
13:00	0	95	2	0	97	0	13	0	0	13	0	0	0	0	0	0
13:15	0	96	0	0	96	0	10	0	0	10	0	0	0	0	0	0
13:30	0	135	1	0	136	0	12	0	0	12	0	0	0	0	0	0
13:45	0	124	0	0	124	0	6	0	0	6	0	0	0	0	0	0
14:00	0	126	0	0	126	0	12	0	0	12	0	0	0	0	0	0
14:15	0	112	0	0	112	0	9	0	0	9	0	0	0	0	0	0
14:30	0	140	3	0	143	0	8	0	0	8	0	0	0	0	0	0
14:45	0	125	2	0	127	0	3	0	0	3	0	0	0	0	0	0
15:00	0	122	2	0	124	0	6	0	0	6	0	0	0	0	0	0
15:15	0	122	2	0	124	0	6	0	0	6	0	0	0	0	0	0
15:30	0	114	1	0	115	0	9	0	0	9	0	0	0	0	0	0
15:45	2	121	2	0	125	0	8	0	0	8	0	0	0	0	0	0
16:00	1	135	3	0	139	0	3	0	0	3	0	0	0	0	0	0
16:15	0	123	1	0	124	0	6	0	0	6	0	0	0	0	0	0
16:30	0	148	0	0	148	0	4	0	0	4	0	0	0	0	0	0
16:45	1	119	0	0	120	0	5	0	0	5	0	0	0	0	0	0
17:00	1	149	1	0	151	0	6	0	0	6	0	0	0	0	0	0
17:15	0	132	4	0	136	0	1	0	0	1	0	0	0	0	0	0
17:30	1	111	0	0	112	0	5	0	0	5	0	0	0	0	0	0
17:45	0	124	1	0	125	0	5	0	0	5	0	0	0	0	0	0
18:00	1	111	1	0	113	0	4	0	0	4	0	0	0	0	0	0
18:15	0	102	0	0	102	0	4	0	0	4	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	
18:30	0	86	0	0	86	0	1	0	0	1	0	0	0	0	0	0
18:45	0	107	3	0	110	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	7	4640	66	0	4713	0	426	5	0	431	0	0	0	0	0	0
GRAND TOTAL	7	4640	66	0	4713	0	426	5	0	431	0	0	0	0	0	0

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Diagram

Specified Period		One Hour Peak	
From:	06:00:00	From:	09:00:00
To:	10:00:00	To:	10:00:00

Intersection: Hwy 7 & 10th Line
Site Code: 2323900003
Count Date: Aug 10, 2023

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Hwy 7 runs E/W

North Approach

	Out	In	Total
Cars	0	0	0
Trucks	0	0	0
Bicycles	0	0	0
	0	**0**	**0**

Commerical Entrance

Bicycles	0	0	0	0
Trucks	0	0	0	0
Cars	0	0	0	0
Totals	**0**	**0**	**0**	**0**

East Approach

	Out	In	Total
Cars	328	235	563
Trucks	40	43	83
Bicycles	0	0	0
	368	**278**	**646**

Peds: 0

Hwy 7

Bicycles	Trucks	Cars	Totals
0	0	0	**0**
0	0	0	**0**
0	43	232	**275**
0	1	5	**6**

Peds: 0

Peds: 0

Hwy 7

Totals	Cars	Trucks	Bicycles
0	0	0	0
0	0	0	0
366	326	40	0
2	2	0	0

Peds: 0

West Approach

	Out	In	Total
Cars	237	330	567
Trucks	44	40	84
Bicycles	0	0	0
	281	**370**	**651**

Totals	**4**	**0**	**3**	**0**
Cars	4	0	3	0
Trucks	0	0	0	0
Bicycles	0	0	0	0

10th Line

South Approach

	Out	In	Total
Cars	7	7	14
Trucks	0	1	1
Bicycles	0	0	0
	7	**8**	**15**

Cars - Trucks - Bicycles

Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Summary

Intersection: Hwy 7 & 10th Line
Site Code: 2323900003
Count Date: Aug 10, 2023
Period: 06:00 - 10:00

Peak Hour Data (09:00 - 10:00)

Start Time	North Approach Commerical Entrance						South Approach 10th Line						East Approach Hwy 7						West Approach Hwy 7						Total Vehicles
	↰	↑	↱	↩	Peds	Total	↰	↑	↱	↩	Peds	Total	↰	↑	↱	↩	Peds	Total	↰	↑	↱	↩	Peds	Total	
09:00	0	0	0	0	0	0	2	0	0	0	0	2	2	91	0	0	0	93	0	68	3	0	0	71	166
09:15	0	0	0	0	0	0	1	0	1	0	0	2	0	88	0	0	0	88	0	68	1	0	0	69	159
09:30	0	0	0	0	0	0	0	0	1	0	0	1	0	87	0	0	0	87	0	66	2	0	0	68	156
09:45	0	0	0	0	0	0	1	0	1	0	0	2	0	100	0	0	0	100	0	73	0	0	0	73	175
Grand Total	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**3**	**0**	**0**	**7**	**2**	**366**	**0**	**0**	**0**	**368**	**0**	**275**	**6**	**0**	**0**	**281**	**656**
Approach %	0	0	0	0		-	57.1	0	42.9	0		-	0.5	99.5	0	0		-	0	97.9	2.1	0		-	
Totals %	0	0	0	0		0	0.6	0	0.5	0		1.1	0.3	55.8	0	0		56.1	0	41.9	0.9	0		42.8	
PHF	**0**	**0**	**0**	**0**		**0**	**0.5**	**0**	**0.75**	**0**		**0.88**	**0.25**	**0.92**	**0**	**0**		**0.92**	**0**	**0.94**	**0.5**	**0**		**0.96**	**0.94**
Cars	0	0	0	0		0	4	0	3	0		7	2	326	0	0		328	0	232	5	0		237	572
% Cars	0	0	0	0		0	100	0	100	0		100	100	89.1	0	0		89.1	0	84.4	83.3	0		84.3	87.2
Trucks	0	0	0	0		0	0	0	0	0		0	0	40	0	0		40	0	43	1	0		44	84
% Trucks	0	0	0	0		0	0	0	0	0		0	0	10.9	0	0		10.9	0	15.6	16.7	0		15.7	12.8
Bicycles	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
% Bicycles	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
Peds					0	-					0	-					0	-					0	-	0
% Peds					0	-					0	-					0	-					0	-	

Peak Hour Diagram

Specified Period
From: 10:00:00
To: 14:00:00

One Hour Peak
From: 12:15:00
To: 13:15:00

Intersection: Hwy 7 & 10th Line
Site Code: 2323900003
Count Date: Aug 10, 2023

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Hwy 7 runs E/W

North Approach

	Out	In	Total
Cars	0	1	1
Trucks	0	0	0
Bicycles	0	0	0
	0	**1**	**1**

Commerical Entrance

Bicycles	0	0	0	0
Trucks	0	0	0	0
Cars	0	0	0	0
Totals	**0**	**0**	**0**	**0**

East Approach

	Out	In	Total
Cars	474	439	913
Trucks	46	49	95
Bicycles	0	0	0
	520	**488**	**1008**

Hwy 7

Bicycles	Trucks	Cars	Totals	
0	0	0	**0**	
0	0	0	**0**	
0	48	433	**481**	
0	1	5	**6**	

Peds: 0

Peds: 0

Peds: 0

Hwy 7

	Totals	Cars	Trucks	Bicycles
	0	0	0	0
	1	1	0	0
	511	466	45	0
	8	7	1	0

West Approach

	Out	In	Total
Cars	438	470	908
Trucks	49	45	94
Bicycles	0	0	0
	487	**515**	**1002**

Totals	**4**	**0**	**7**	**0**
Cars	4	0	6	0
Trucks	0	0	1	0
Bicycles	0	0	0	0

10th Line

South Approach

	Out	In	Total
Cars	10	12	22
Trucks	1	2	3
Bicycles	0	0	0
	11	**14**	**25**

Cars - Trucks - Bicycles

Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Summary

Intersection:	Hwy 7 & 10th Line
Site Code:	2323900003
Count Date:	Aug 10, 2023
Period:	10:00 - 14:00

Peak Hour Data (12:15 - 13:15)

Start Time	North Approach Commerical Entrance						South Approach 10th Line						East Approach Hwy 7						West Approach Hwy 7						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
12:15	0	0	0	0	0	0	1	0	1	0	0	2	2	129	0	0	0	131	0	117	1	0	0	118	251
12:30	0	0	0	0	0	0	0	0	0	0	0	0	3	123	0	0	0	126	0	139	1	0	0	140	266
12:45	0	0	0	0	0	0	1	0	2	0	0	3	2	115	1	0	0	118	0	117	2	0	0	119	240
13:00	0	0	0	0	0	0	2	0	4	0	0	6	1	144	0	0	0	145	0	108	2	0	0	110	261
Grand Total	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**7**	**0**	**0**	**11**	**8**	**511**	**1**	**0**	**0**	**520**	**0**	**481**	**6**	**0**	**0**	**487**	**1018**
Approach %	0	0	0	0		-	36.4	0	63.6	0		-	1.5	98.3	0.2	0		-	0	98.8	1.2	0		-	
Totals %	0	0	0	0		0	0.4	0	0.7	0		1.1	0.8	50.2	0.1	0		51.1	0	47.2	0.6	0		47.8	
PHF	**0**	**0**	**0**	**0**		**0**	**0.5**	**0**	**0.44**	**0**		**0.46**	**0.67**	**0.89**	**0.25**	**0**		**0.9**	**0**	**0.87**	**0.75**	**0**		**0.87**	**0.96**
Cars	0	0	0	0		0	4	0	6	0		10	7	466	1	0		474	0	433	5	0		438	922
% Cars	0	0	0	0		0	100	0	85.7	0		90.9	87.5	91.2	100	0		91.2	0	90	83.3	0		89.9	90.6
Trucks	0	0	0	0		0	0	0	1	0		1	1	45	0	0		46	0	48	1	0		49	96
% Trucks	0	0	0	0		0	0	0	14.3	0		9.1	12.5	8.8	0	0		8.8	0	10	16.7	0		10.1	9.4
Bicycles	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
% Bicycles	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
Peds					0	-					0	-					0	-					0	-	0
% Peds					0	-					0	-					0	-					0	-	

Ontario Traffic Inc.
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Peak Hour Diagram

Specified Period		One Hour Peak	
From:	14:00:00	From:	14:00:00
To:	19:00:00	To:	15:00:00

Intersection: Hwy 7 & 10th Line
Site Code: 2323900003
Count Date: Aug 10, 2023

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Hwy 7 runs E/W

North Approach

	Out	In	Total
Cars	0	0	0
Trucks	0	0	0
Bicycles	0	0	0
	0	**0**	**0**

Commerical Entrance

Bicycles	0	0	0	0
Trucks	0	0	0	0
Cars	0	0	0	0
Totals	**0**	**0**	**0**	**0**

East Approach

	Out	In	Total
Cars	416	505	921
Trucks	48	32	80
Bicycles	0	0	0
	464	**537**	**1001**

Peds: 0

Hwy 7

Bicycles	Trucks	Cars	Totals
0	0	0	**0**
0	0	0	**0**
0	32	503	**535**
0	0	5	**5**

Peds: 0

Peds: 0

Hwy 7

Totals	Cars	Trucks	Bicycles
0	0	0	0
0	0	0	0
462	414	48	0
2	2	0	0

Peds: 0

West Approach

	Out	In	Total
Cars	508	416	924
Trucks	32	48	80
Bicycles	0	0	0
	540	**464**	**1004**

Totals	**2**	**0**	**2**	**0**
Cars	2	0	2	0
Trucks	0	0	0	0
Bicycles	0	0	0	0

10th Line

South Approach

	Out	In	Total
Cars	4	7	11
Trucks	0	0	0
Bicycles	0	0	0
	4	**7**	**11**

Cars - Trucks - Bicycles

Comments

Ontario Traffic Inc.
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Peak Hour Summary

Intersection: Hwy 7 & 10th Line
Site Code: 2323900003
Count Date: Aug 10, 2023
Period: 14:00 - 19:00

Peak Hour Data (14:00 - 15:00)

Start Time	North Approach Commerical Entrance						South Approach 10th Line						East Approach Hwy 7						West Approach Hwy 7						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	117	0	0	0	117	0	138	0	0	0	138	255
14:15	0	0	0	0	0	0	0	0	0	0	0	0	2	126	0	0	0	128	0	121	0	0	0	121	249
14:30	0	0	0	0	0	0	1	0	1	0	0	2	0	119	0	0	0	119	0	148	3	0	0	151	272
14:45	0	0	0	0	0	0	1	0	1	0	0	2	0	100	0	0	0	100	0	128	2	0	0	130	232
Grand Total	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**4**	**2**	**462**	**0**	**0**	**0**	**464**	**0**	**535**	**5**	**0**	**0**	**540**	**1008**
Approach %	0	0	0	0		-	50	0	50	0		-	0.4	99.6	0	0		-	0	99.1	0.9	0		-	
Totals %	0	0	0	0		0	0.2	0	0.2	0		0.4	0.2	45.8	0	0		46	0	53.1	0.5	0		53.6	
PHF	**0**	**0**	**0**	**0**		**0**	**0.5**	**0**	**0.5**	**0**		**0.5**	**0.25**	**0.92**	**0**	**0**		**0.91**	**0**	**0.9**	**0.42**	**0**		**0.89**	**0.93**
Cars	0	0	0	0		0	2	0	2	0		4	2	414	0	0		416	0	503	5	0		508	928
% Cars	0	0	0	0		0	100	0	100	0		100	100	89.6	0	0		89.7	0	94	100	0		94.1	92.1
Trucks	0	0	0	0		0	0	0	0	0		0	0	48	0	0		48	0	32	0	0		32	80
% Trucks	0	0	0	0		0	0	0	0	0		0	0	10.4	0	0		10.3	0	6	0	0		5.9	7.9
Bicycles	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
% Bicycles	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
Peds					0	-					0	-					0	-					0	-	0
% Peds					0	-					0	-					0	-					0	-	

Ontario Traffic Inc.
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Project #23-239 - Tranplan

Intersection Count Report

Intersection:	CR 45 & Alma St - Victoria St
Municipality:	Norwood
Count Date:	Thursday, Aug 10, 2023
Site Code:	2323900004
Count Categories:	Cars, Trucks, Bicycles, Pedestrians
Count Period:	06:00-19:00
Weather:	Clear
Comments:	

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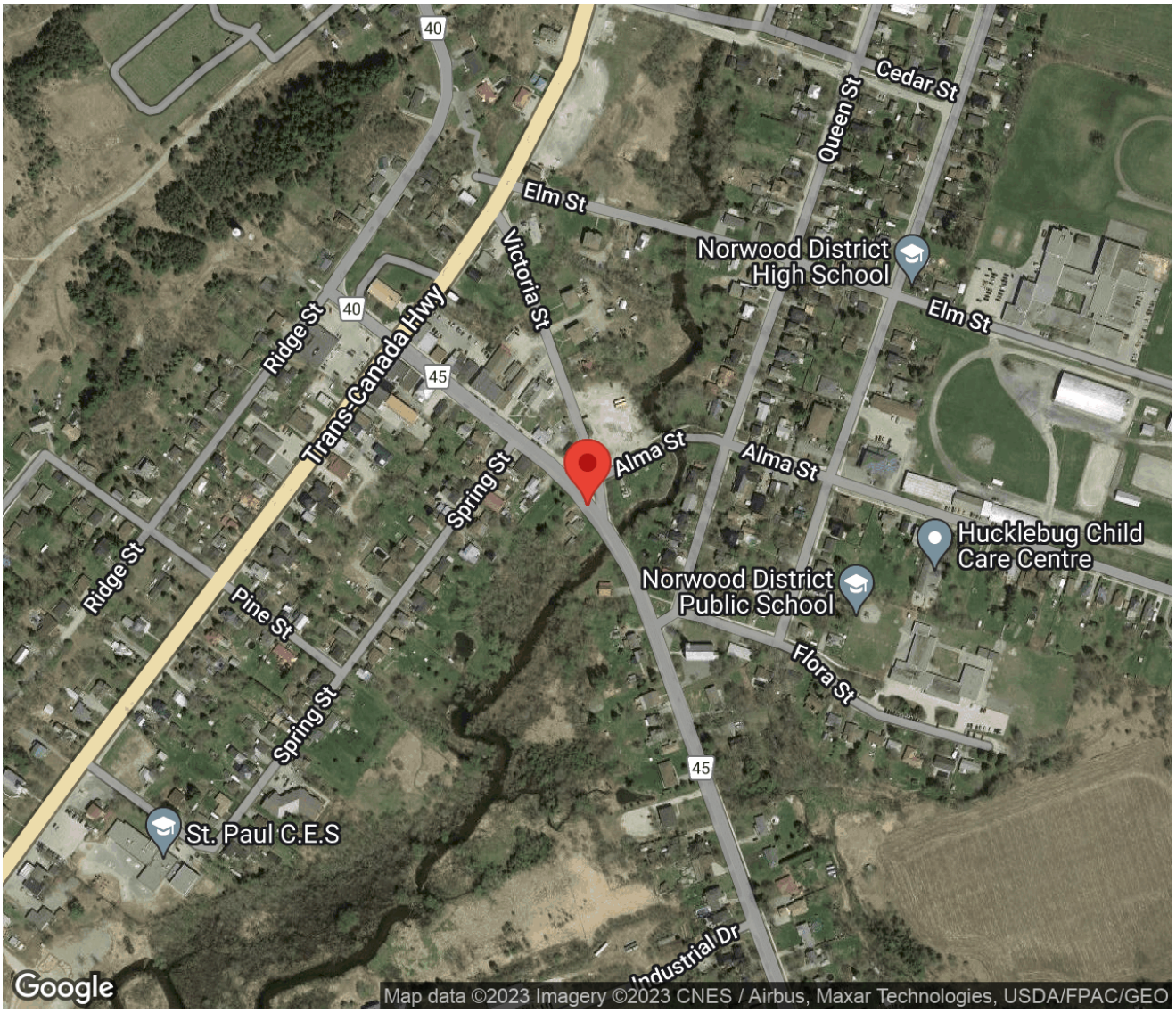
Traffic Count Map

Intersection:	CR 45 & Alma St - Victoria St
Site Code:	2323900004
Municipality:	Norwood
Count Date:	Aug 10, 2023



Ontario Traffic Inc.
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Traffic Count Summary

Intersection:	CR 45 & Alma St - Victoria St
Site Code:	2323900004
Municipality:	Norwood
Count Date:	Aug 10, 2023

CR 45 - Traffic Summary

	North Approach Totals						South Approach Totals						
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
Hour	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	Total
06:00 - 07:00	11	59	0	0	70	0	0	65	14	0	79	0	149
07:00 - 08:00	15	86	0	0	101	0	0	102	17	0	119	0	220
08:00 - 09:00	34	105	0	0	139	0	0	114	22	0	136	0	275
09:00 - 10:00	31	90	0	0	121	0	0	109	25	0	134	0	255
10:00 - 11:00	39	95	0	0	134	0	0	134	24	0	158	0	292
11:00 - 12:00	27	117	0	1	145	0	0	128	27	0	155	0	300
12:00 - 13:00	22	146	0	0	168	0	0	127	29	0	156	0	324
13:00 - 14:00	27	127	0	1	155	0	0	125	26	0	151	0	306
14:00 - 15:00	29	106	0	0	135	0	0	110	25	0	135	0	270
15:00 - 16:00	34	142	0	0	176	0	0	126	31	0	157	0	333
16:00 - 17:00	55	138	0	1	194	0	0	123	32	0	155	0	349
17:00 - 18:00	41	153	0	0	194	0	0	117	29	0	146	0	340
18:00 - 19:00	28	118	0	0	146	0	0	69	18	0	87	0	233
GRAND TOTAL	**393**	**1482**	**0**	**3**	**1878**	**0**	**0**	**1449**	**319**	**0**	**1768**	**0**	**3646**

Ontario Traffic Inc.
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Traffic Count Summary

Intersection: CR 45 & Alma St - Victoria St
Site Code: 2323900004
Municipality: Norwood
Count Date: Aug 10, 2023

Alma St - Traffic Summary

	East Approach Totals						West Approach Totals						
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
Hour	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	Total
06:00 - 07:00	11	0	8	0	19	0	0	0	0	0	0	0	19
07:00 - 08:00	16	0	26	0	42	1	0	0	0	0	0	0	42
08:00 - 09:00	15	0	40	0	55	1	0	0	0	0	0	0	55
09:00 - 10:00	23	0	49	0	72	0	0	0	0	0	0	0	72
10:00 - 11:00	35	0	31	0	66	1	0	0	0	0	0	0	66
11:00 - 12:00	32	0	54	0	86	0	0	0	0	0	0	0	86
12:00 - 13:00	17	0	49	0	66	0	0	0	0	0	0	0	66
13:00 - 14:00	28	0	43	0	71	0	0	0	0	0	0	0	71
14:00 - 15:00	24	0	46	0	70	0	0	0	0	0	0	0	70
15:00 - 16:00	30	0	56	0	86	0	0	0	0	0	0	0	86
16:00 - 17:00	40	0	36	0	76	0	0	0	0	0	0	0	76
17:00 - 18:00	32	0	38	0	70	0	0	0	0	0	0	0	70
18:00 - 19:00	16	0	26	0	42	0	0	0	0	0	0	0	42
GRAND TOTAL	**319**	**0**	**502**	**0**	**821**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**821**

Ontario Traffic Inc.
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Traffic Count Data

Intersection: CR 45 & Alma St - Victoria St
Site Code: 2323900004
Municipality: Norwood
Count Date: Aug 10, 2023

North Approach - CR 45

Start Time	Cars				Total	Trucks				Total	Bicycles				Total	Total Peds
06:00	2	13	0	0	15	0	2	0	0	2	0	0	0	0	0	0
06:15	2	12	0	0	14	0	1	0	0	1	0	0	0	0	0	0
06:30	4	10	0	0	14	0	0	0	0	0	0	0	0	0	0	0
06:45	3	19	0	0	22	0	2	0	0	2	0	0	0	0	0	0
07:00	3	15	0	0	18	1	0	0	0	1	0	0	0	0	0	0
07:15	2	20	0	0	22	1	1	0	0	2	0	0	0	0	0	0
07:30	6	22	0	0	28	1	1	0	0	2	0	0	0	0	0	0
07:45	1	24	0	0	25	0	3	0	0	3	0	0	0	0	0	0
08:00	12	19	0	0	31	0	4	0	0	4	0	0	0	0	0	0
08:15	6	27	0	0	33	0	2	0	0	2	0	0	0	0	0	0
08:30	9	27	0	0	36	0	1	0	0	1	0	0	0	0	0	0
08:45	7	24	0	0	31	0	1	0	0	1	0	0	0	0	0	0
09:00	9	23	0	0	32	0	1	0	0	1	0	0	0	0	0	0
09:15	6	18	0	0	24	0	1	0	0	1	0	0	0	0	0	0
09:30	7	19	0	0	26	0	3	0	0	3	0	0	0	0	0	0
09:45	8	24	0	0	32	1	1	0	0	2	0	0	0	0	0	0
10:00	9	28	0	0	37	0	0	0	0	0	0	0	0	0	0	0
10:15	9	25	0	0	34	0	3	0	0	3	0	0	0	0	0	0
10:30	9	14	0	0	23	0	1	0	0	1	0	0	0	0	0	0
10:45	12	23	0	0	35	0	1	0	0	1	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	
11:00	7	25	0	0	32	0	1	0	0	1	1	0	0	0	1	0
11:15	8	30	0	1	39	0	1	0	0	1	0	0	0	0	0	0
11:30	6	23	0	0	29	0	1	0	0	1	0	0	0	0	0	0
11:45	5	33	0	0	38	0	3	0	0	3	0	0	0	0	0	0
12:00	5	25	0	0	30	2	4	0	0	6	0	0	0	0	0	0
12:15	6	36	0	0	42	0	6	0	0	6	0	0	0	0	0	0
12:30	4	31	0	0	35	0	1	0	0	1	0	0	0	0	0	0
12:45	5	38	0	0	43	0	5	0	0	5	0	0	0	0	0	0
13:00	8	43	0	1	52	0	1	0	0	1	0	0	0	0	0	0
13:15	8	27	0	0	35	0	2	0	0	2	0	0	0	0	0	0
13:30	7	26	0	0	33	0	3	0	0	3	0	0	0	0	0	0
13:45	4	24	0	0	28	0	1	0	0	1	0	0	0	0	0	0
14:00	6	30	0	0	36	0	1	0	0	1	0	0	0	0	0	0
14:15	4	22	0	0	26	0	5	0	0	5	0	0	0	0	0	0
14:30	12	25	0	0	37	0	0	0	0	0	0	0	0	0	0	0
14:45	7	22	0	0	29	0	1	0	0	1	0	0	0	0	0	0
15:00	6	38	0	0	44	0	1	0	0	1	0	0	0	0	0	0
15:15	6	42	0	0	48	0	4	0	0	4	0	0	0	0	0	0
15:30	12	24	0	0	36	0	4	0	0	4	0	0	0	0	0	0
15:45	9	29	0	0	38	1	0	0	0	1	0	0	0	0	0	0
16:00	13	31	0	0	44	1	0	0	0	1	0	0	0	0	0	0
16:15	12	34	0	1	47	0	1	0	0	1	0	1	0	0	1	0
16:30	13	31	0	0	44	0	1	0	0	1	0	0	0	0	0	0
16:45	15	39	0	0	54	1	0	0	0	1	0	0	0	0	0	0
17:00	17	37	0	0	54	0	0	0	0	0	0	0	0	0	0	0
17:15	15	41	0	0	56	0	1	0	0	1	0	0	0	0	0	0
17:30	6	38	0	0	44	0	4	0	0	4	0	0	0	0	0	0
17:45	3	31	0	0	34	0	1	0	0	1	0	0	0	0	0	0
18:00	9	35	0	0	44	0	0	0	0	0	0	0	0	0	0	0
18:15	2	36	0	0	38	0	0	0	0	0	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	
18:30	7	26	0	0	33	0	0	0	0	0	0	0	0	0	0	0
18:45	10	21	0	0	31	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	383	1399	0	3	1785	9	82	0	0	91	1	1	0	0	2	0
GRAND TOTAL	**383**	**1399**	**0**	**3**	**1785**	**9**	**82**	**0**	**0**	**91**	**1**	**1**	**0**	**0**	**2**	**0**

Ontario Traffic Inc.
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Traffic Count Data

Intersection: CR 45 & Alma St - Victoria St
Site Code: 2323900004
Municipality: Norwood
Count Date: Aug 10, 2023

South Approach - CR 45

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	
06:00	0	19	4	0	23	0	0	1	0	1	0	0	0	0	0	0
06:15	0	16	2	0	18	0	0	0	0	0	0	0	0	0	0	0
06:30	0	12	4	0	16	0	1	0	0	1	0	0	0	0	0	0
06:45	0	17	3	0	20	0	0	0	0	0	0	0	0	0	0	0
07:00	0	27	4	0	31	0	0	1	0	1	0	0	0	0	0	0
07:15	0	26	3	0	29	0	2	0	0	2	0	0	0	0	0	0
07:30	0	26	2	0	28	0	0	0	0	0	0	0	0	0	0	0
07:45	0	19	7	0	26	0	2	0	0	2	0	0	0	0	0	0
08:00	0	24	6	0	30	0	2	0	0	2	0	0	0	0	0	0
08:15	0	24	7	0	31	0	1	0	0	1	0	0	0	0	0	0
08:30	0	26	3	0	29	0	2	0	0	2	0	0	0	0	0	0
08:45	0	33	5	0	38	0	2	1	0	3	0	0	0	0	0	0
09:00	0	26	6	0	32	0	2	0	0	2	0	0	0	0	0	0
09:15	0	23	8	0	31	0	1	1	0	2	0	0	0	0	0	0
09:30	0	24	4	0	28	0	1	1	0	2	0	0	0	0	0	0
09:45	0	32	5	0	37	0	0	0	0	0	0	0	0	0	0	0
10:00	0	31	8	0	39	0	1	0	0	1	0	0	0	0	0	0
10:15	0	36	8	0	44	0	1	0	0	1	0	0	0	0	0	0
10:30	0	32	4	0	36	0	1	0	0	1	0	0	0	0	0	0
10:45	0	28	4	0	32	0	4	0	0	4	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	
11:00	0	34	1	0	35	0	2	0	0	2	0	0	0	0	0	0
11:15	0	30	4	0	34	0	2	0	0	2	0	0	0	0	0	0
11:30	0	28	16	0	44	0	0	0	0	0	0	0	0	0	0	0
11:45	0	30	6	0	36	0	2	0	0	2	0	0	0	0	0	0
12:00	0	30	7	0	37	0	3	0	0	3	0	0	0	0	0	0
12:15	0	30	5	0	35	0	1	0	0	1	0	0	0	0	0	0
12:30	0	28	11	0	39	0	2	1	0	3	0	0	0	0	0	0
12:45	0	32	3	0	35	0	1	2	0	3	0	0	0	0	0	0
13:00	0	31	6	0	37	0	2	1	0	3	0	0	0	0	0	0
13:15	0	33	5	0	38	0	1	0	0	1	0	0	0	0	0	0
13:30	0	24	8	0	32	0	2	0	0	2	0	0	0	0	0	0
13:45	0	30	6	0	36	0	2	0	0	2	0	0	0	0	0	0
14:00	0	27	7	0	34	0	2	1	0	3	0	0	0	0	0	0
14:15	0	22	5	0	27	0	3	0	0	3	0	0	0	0	0	0
14:30	0	30	9	0	39	0	1	1	0	2	0	0	0	0	0	0
14:45	0	25	2	0	27	0	0	0	0	0	0	0	0	0	0	0
15:00	0	37	8	0	45	0	1	0	0	1	0	0	0	0	0	0
15:15	0	31	8	0	39	0	2	0	0	2	0	0	0	0	0	0
15:30	0	21	7	0	28	0	1	0	0	1	0	0	0	0	0	0
15:45	0	30	8	0	38	0	3	0	0	3	0	0	0	0	0	0
16:00	0	25	9	0	34	0	0	0	0	0	0	0	0	0	0	0
16:15	0	33	13	0	46	0	6	0	0	6	0	0	0	0	0	0
16:30	0	33	7	0	40	0	0	0	0	0	0	0	0	0	0	0
16:45	0	26	3	0	29	0	0	0	0	0	0	0	0	0	0	0
17:00	0	36	7	0	43	0	0	0	0	0	0	0	0	0	0	0
17:15	0	27	7	0	34	0	1	0	0	1	0	0	0	0	0	0
17:30	0	24	5	0	29	0	0	0	0	0	0	0	0	0	0	0
17:45	0	28	10	0	38	0	1	0	0	1	0	0	0	0	0	0
18:00	0	18	10	0	28	0	1	0	0	1	0	0	0	0	0	0
18:15	0	17	3	0	20	0	0	0	0	0	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	
18:30	0	18	2	0	20	0	1	0	0	1	0	0	0	0	0	0
18:45	0	14	3	0	17	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	1383	308	0	1691	0	66	11	0	77	0	0	0	0	0	0
GRAND TOTAL	0	1383	308	0	1691	0	66	11	0	77	0	0	0	0	0	0

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Data

Intersection: CR 45 & Alma St - Victoria St
Site Code: 2323900004
Municipality: Norwood
Count Date: Aug 10, 2023

East Approach - Alma St

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↻	Total	↰	↑	↱	↻	Total	↰	↑	↱	↻	Total	
06:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:15	3	0	7	0	10	0	0	0	0	0	0	0	0	0	0	0
06:30	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
06:45	4	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0
07:00	3	0	8	0	11	1	0	1	0	2	0	0	0	0	0	0
07:15	3	0	5	0	8	0	0	0	0	0	0	0	0	0	0	0
07:30	4	0	5	0	9	0	0	0	0	0	0	0	0	0	0	1
07:45	5	0	7	0	12	0	0	0	0	0	0	0	0	0	0	0
08:00	4	0	16	0	20	0	0	1	0	1	0	0	0	0	0	0
08:15	1	0	13	0	14	0	0	0	0	0	0	0	0	0	0	0
08:30	2	0	5	0	7	0	0	0	0	0	0	0	0	0	0	1
08:45	8	0	5	0	13	0	0	0	0	0	0	0	0	0	0	0
09:00	3	0	13	0	16	0	0	0	0	0	0	0	0	0	0	0
09:15	3	0	7	0	10	0	0	0	0	0	0	0	0	0	0	0
09:30	10	0	11	0	21	0	0	1	0	1	0	0	0	0	0	0
09:45	7	0	17	0	24	0	0	0	0	0	0	0	0	0	0	0
10:00	8	0	8	0	16	0	0	0	0	0	0	0	0	0	0	0
10:15	5	0	5	0	10	0	0	0	0	0	0	0	0	0	0	1
10:30	13	0	8	0	21	0	0	0	0	0	0	0	0	0	0	0
10:45	9	0	10	0	19	0	0	0	0	0	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	
11:00	10	0	12	0	22	0	0	0	0	0	0	0	0	0	0	0
11:15	5	0	11	0	16	0	0	0	0	0	0	0	0	0	0	0
11:30	9	0	17	0	26	1	0	0	0	1	0	0	0	0	0	0
11:45	7	0	14	0	21	0	0	0	0	0	0	0	0	0	0	0
12:00	3	0	13	0	16	0	0	0	0	0	0	0	0	0	0	0
12:15	6	0	16	0	22	0	0	1	0	1	0	0	0	0	0	0
12:30	6	0	12	0	18	0	0	0	0	0	0	0	0	0	0	0
12:45	2	0	7	0	9	0	0	0	0	0	0	0	0	0	0	0
13:00	9	0	14	0	23	1	0	0	0	1	0	0	0	0	0	0
13:15	8	0	11	0	19	0	0	0	0	0	0	0	0	0	0	0
13:30	4	0	10	0	14	0	0	0	0	0	0	0	0	0	0	0
13:45	6	0	8	0	14	0	0	0	0	0	0	0	0	0	0	0
14:00	4	0	14	0	18	0	0	1	0	1	0	0	0	0	0	0
14:15	5	0	15	0	20	1	0	0	0	1	0	0	0	0	0	0
14:30	8	0	8	0	16	0	0	0	0	0	0	0	0	0	0	0
14:45	6	0	8	0	14	0	0	0	0	0	0	0	0	0	0	0
15:00	6	0	14	0	20	0	0	0	0	0	0	0	0	0	0	0
15:15	8	0	13	0	21	0	0	1	0	1	0	0	0	0	0	0
15:30	5	0	14	0	19	0	0	0	0	0	0	0	0	0	0	0
15:45	10	0	13	0	23	1	0	1	0	2	0	0	0	0	0	0
16:00	12	0	5	0	17	1	0	1	0	2	0	0	0	0	0	0
16:15	8	0	10	0	18	0	0	1	0	1	0	0	0	0	0	0
16:30	9	0	7	0	16	0	0	0	0	0	0	0	0	0	0	0
16:45	10	0	12	0	22	0	0	0	0	0	0	0	0	0	0	0
17:00	9	0	15	0	24	0	0	0	0	0	0	0	0	0	0	0
17:15	8	0	11	0	19	0	0	0	0	0	0	0	0	0	0	0
17:30	12	0	7	0	19	0	0	0	0	0	0	0	0	0	0	0
17:45	3	0	5	0	8	0	0	0	0	0	0	0	0	0	0	0
18:00	5	0	9	0	14	0	0	0	0	0	0	0	0	0	0	0
18:15	5	0	4	0	9	0	0	0	0	0	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	
18:30	5	0	9	0	14	0	0	0	0	0	0	0	0	0	0	0
18:45	1	0	4	0	5	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	313	0	493	0	806	6	0	9	0	15	0	0	0	0	0	3
GRAND TOTAL	**313**	**0**	**493**	**0**	**806**	**6**	**0**	**9**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**3**

Peak Hour Diagram

Specified Period
From: 06:00:00
To: 10:00:00

One Hour Peak
From: 08:00:00
To: 09:00:00

Intersection: CR 45 & Alma St - Victoria St
Site Code: 2323900004
Count Date: Aug 10, 2023

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: CR 45 runs N/S

North Approach

	Out	In	Total
Cars	131	146	277
Trucks	8	8	16
Bicycles	0	0	0
	139	**154**	**293**

CR 45

Bicycles	0	0	0
Trucks	8	0	0
Cars	97	34	0
Totals	**105**	**34**	**0**

Peds: 0

Peds: 0

Peds: 1

Totals	**114**	**22**	**0**
Cars	107	21	0
Trucks	7	1	0
Bicycles	0	0	0

CR 45

East Approach

	Out	In	Total
Cars	54	55	109
Trucks	1	1	2
Bicycles	0	0	0
	55	**56**	**111**

Alma St

	Totals	Cars	Trucks	Bicycles
	0	0	0	0
	40	39	1	0
	15	15	0	0

South Approach

	Out	In	Total
Cars	128	112	240
Trucks	8	8	16
Bicycles	0	0	0
	136	**120**	**256**

Cars - Trucks - Bicycles

Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Summary

Intersection: CR 45 & Alma St - Victoria St
Site Code: 2323900004
Count Date: Aug 10, 2023
Period: 06:00 - 10:00

Peak Hour Data (08:00 - 09:00)

Start Time	North Approach CR 45						South Approach CR 45						East Approach Alma St						West Approach						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
08:00	12	23		0	0	35		26	6	0	0	32	4		17	0	0	21					0		88
08:15	6	29		0	0	35		25	7	0	0	32	1		13	0	0	14					0		81
08:30	9	28		0	0	37		28	3	0	0	31	2		5	0	1	7					0		75
08:45	7	25		0	0	32		35	6	0	0	41	8		5	0	0	13					0		86
Grand Total	**34**	**105**		**0**	**0**	**139**		**114**	**22**	**0**	**0**	**136**	**15**		**40**	**0**	**1**	**55**					**0**	**0**	**330**
Approach %	24.5	75.5		0		-		83.8	16.2	0		-	27.3		72.7	0		-						-	
Totals %	10.3	31.8		0		42.1		34.5	6.7	0		41.2	4.5		12.1	0		16.7						0	
PHF	**0.71**	**0.91**		**0**		**0.94**		**0.81**	**0.79**	**0**		**0.83**	**0.47**		**0.59**	**0**		**0.65**						**0**	**0.94**
Cars	34	97		0		131		107	21	0		128	15		39	0		54						0	313
% Cars	100	92.4		0		94.2		93.9	95.5	0		94.1	100		97.5	0		98.2						0	94.8
Trucks	0	8		0		8		7	1	0		8	0		1	0		1						0	17
% Trucks	0	7.6		0		5.8		6.1	4.5	0		5.9	0		2.5	0		1.8						0	5.2
Bicycles	0	0		0		0		0	0	0		0	0		0	0		0						0	0
% Bicycles	0	0		0		0		0	0	0		0	0		0	0		0						0	0
Peds					0	-					0	-					1	-					0	-	1
% Peds					0	-					0	-					100	-					0	-	

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Diagram

Specified Period		One Hour Peak	
From:	10:00:00	From:	12:15:00
To:	14:00:00	To:	13:15:00

Intersection: CR 45 & Alma St - Victoria St
Site Code: 2323900004
Count Date: Aug 10, 2023

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: CR 45 runs N/S

North Approach

	Out	In	Total
Cars	172	171	343
Trucks	13	7	20
Bicycles	0	0	0
	185	**178**	**363**

CR 45

Bicycles	0	0	0
Trucks	13	0	0
Cars	148	23	1
Totals	**161**	**23**	**1**

Peds: 0

Peds: 0

Peds: 0

Totals	**127**	**29**	**0**
Cars	121	25	0
Trucks	6	4	0
Bicycles	0	0	0

CR 45

East Approach

	Out	In	Total
Cars	72	48	120
Trucks	2	4	6
Bicycles	0	0	0
	74	**52**	**126**

Alma St

	Totals	Cars	Trucks	Bicycles
	0	0	0	0
	50	49	1	0
	24	23	1	0

South Approach

	Out	In	Total
Cars	146	171	317
Trucks	10	14	24
Bicycles	0	0	0
	156	**185**	**341**

Cars - Trucks - Bicycles

Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Summary

Intersection: CR 45 & Alma St - Victoria St
Site Code: 2323900004
Count Date: Aug 10, 2023
Period: 10:00 - 14:00

Peak Hour Data (12:15 - 13:15)

Start Time	North Approach CR 45						South Approach CR 45						East Approach Alma St						West Approach						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
12:15	6	42		0	0	48		31	5	0	0	36	6		17	0	0	23					0		107
12:30	4	32		0	0	36		30	12	0	0	42	6		12	0	0	18					0		96
12:45	5	43		0	0	48		33	5	0	0	38	2		7	0	0	9					0		95
13:00	8	44		1	0	53		33	7	0	0	40	10		14	0	0	24					0		117
Grand Total	**23**	**161**		**1**	**0**	**185**		**127**	**29**	**0**	**0**	**156**	**24**		**50**	**0**	**0**	**74**					**0**	**0**	**415**
Approach %	12.4	87		0.5		-		81.4	18.6	0		-	32.4		67.6	0		-						-	
Totals %	5.5	38.8		0.2		44.6		30.6	7	0		37.6	5.8		12	0		17.8						0	
PHF	**0.72**	**0.91**		**0.25**		**0.87**		**0.96**	**0.6**	**0**		**0.93**	**0.6**		**0.74**	**0**		**0.77**						**0**	**0.89**
Cars	23	148		1		172		121	25	0		146	23		49	0		72						0	390
% Cars	100	91.9		100		93		95.3	86.2	0		93.6	95.8		98	0		97.3						0	94
Trucks	0	13		0		13		6	4	0		10	1		1	0		2						0	25
% Trucks	0	8.1		0		7		4.7	13.8	0		6.4	4.2		2	0		2.7						0	6
Bicycles	0	0		0		0		0	0	0		0	0		0	0		0						0	0
% Bicycles	0	0		0		0		0	0	0		0	0		0	0		0						0	0
Peds					0	-					0	-					0	-					0	-	0
% Peds					0	-					0	-					0	-					0	-	

Peak Hour Diagram

Specified Period
From: 14:00:00
To: 19:00:00

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

Intersection: CR 45 & Alma St - Victoria St
Site Code: 2323900004
Count Date: Aug 10, 2023

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: CR 45 runs N/S

North Approach

	Out	In	Total
Cars	199	173	372
Trucks	3	7	10
Bicycles	1	0	1
	203	**180**	**383**

CR 45

Bicycles	1	0	0
Trucks	2	1	0
Cars	141	57	1
Totals	**144**	**58**	**1**

Peds: 0

Peds: 0

Peds: 0

Peds: 0

East Approach

	Out	In	Total
Cars	80	87	167
Trucks	1	1	2
Bicycles	0	0	0
	81	**88**	**169**

Alma St

	Totals	Cars	Trucks	Bicycles
	0	0	0	0
	45	44	1	0
	36	36	0	0

South Approach

	Out	In	Total
Cars	158	177	335
Trucks	6	2	8
Bicycles	0	1	1
	164	**180**	**344**

CR 45

Totals	**134**	**30**	**0**
Cars	128	30	0
Trucks	6	0	0
Bicycles	0	0	0

Cars - Trucks - Bicycles

Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Summary

Intersection: CR 45 & Alma St - Victoria St
Site Code: 2323900004
Count Date: Aug 10, 2023
Period: 14:00 - 19:00

Peak Hour Data (16:15 - 17:15)

Start Time	North Approach CR 45						South Approach CR 45						East Approach Alma St						West Approach						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
16:15	12	36		1	0	49		39	13	0	0	52	8		11	0	0	19					0		120
16:30	13	32		0	0	45		33	7	0	0	40	9		7	0	0	16					0		101
16:45	16	39		0	0	55		26	3	0	0	29	10		12	0	0	22					0		106
17:00	17	37		0	0	54		36	7	0	0	43	9		15	0	0	24					0		121
Grand Total	**58**	**144**		**1**	**0**	**203**		**134**	**30**	**0**	**0**	**164**	**36**		**45**	**0**	**0**	**81**					**0**	**0**	**448**
Approach %	28.6	70.9		0.5		-		81.7	18.3	0		-	44.4		55.6	0		-						-	
Totals %	12.9	32.1		0.2		45.3		29.9	6.7	0		36.6	8		10	0		18.1						0	
PHF	**0.85**	**0.92**		**0.25**		**0.92**		**0.86**	**0.58**	**0**		**0.79**	**0.9**		**0.75**	**0**		**0.84**						**0**	**0.93**
Cars	57	141		1		199		128	30	0		158	36		44	0		80						0	437
% Cars	98.3	97.9		100		98		95.5	100	0		96.3	100		97.8	0		98.8						0	97.5
Trucks	1	2		0		3		6	0	0		6	0		1	0		1						0	10
% Trucks	1.7	1.4		0		1.5		4.5	0	0		3.7	0		2.2	0		1.2						0	2.2
Bicycles	0	1		0		1		0	0	0		0	0		0	0		0						0	1
% Bicycles	0	0.7		0		0.5		0	0	0		0	0		0	0		0						0	0.2
Peds					0	-					0	-					0	-					0	-	0
% Peds					0	-					0	-					0	-					0	-	

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Project #23-239 - Tranplan

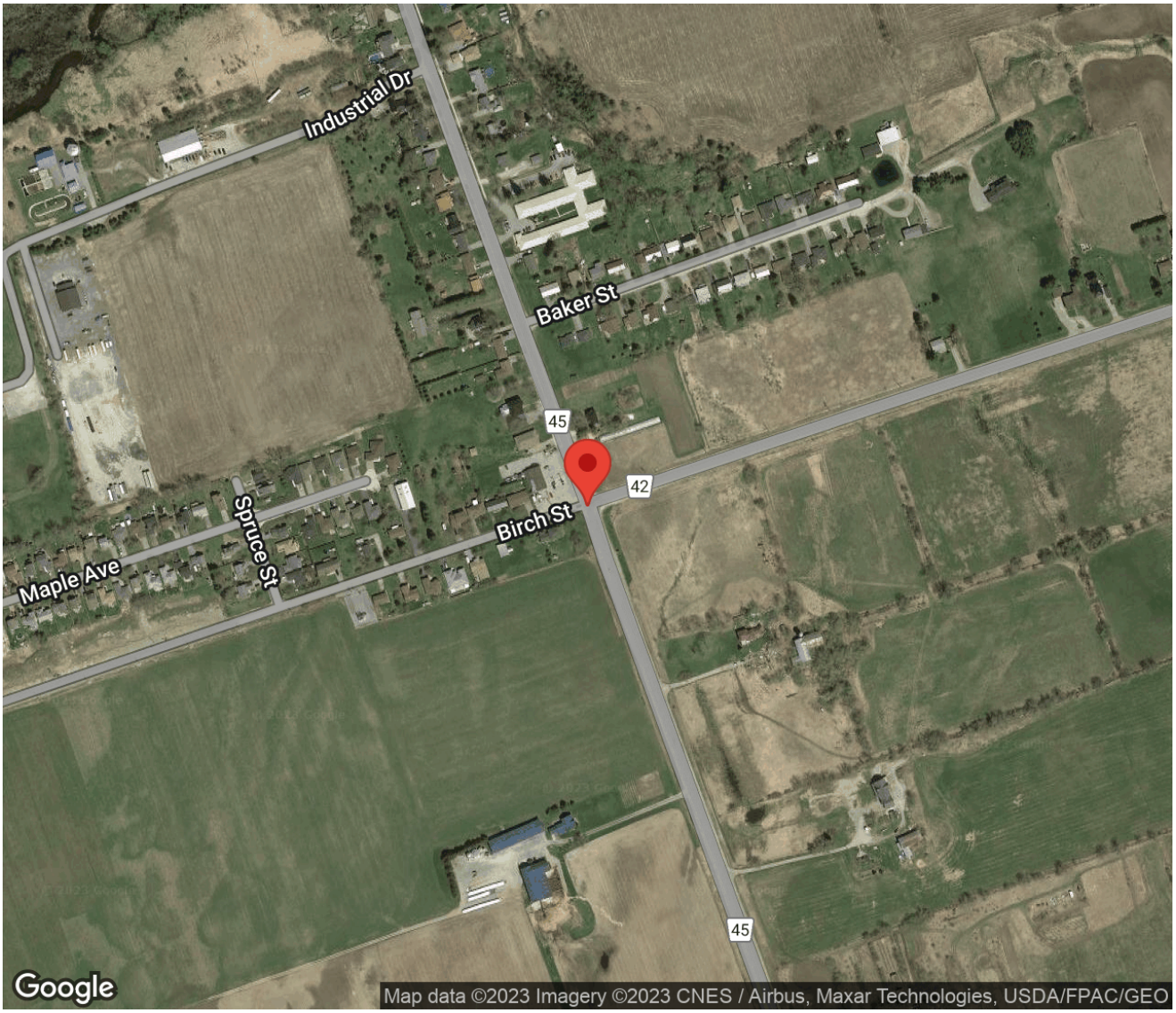
Intersection Count Report

Intersection:	CR 45 & CR 42
Municipality:	Norwood
Count Date:	Thursday, Aug 10, 2023
Site Code:	2323900006
Count Categories:	Cars, Trucks, Bicycles, Pedestrians
Count Period:	06:00-19:00
Weather:	Clear
Comments:	

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Map

Intersection:	CR 45 & CR 42
Site Code:	2323900006
Municipality:	Norwood
Count Date:	Aug 10, 2023



Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Summary

Intersection: CR 45 & CR 42
Site Code: 2323900006
Municipality: Norwood
Count Date: Aug 10, 2023

CR 45 - Traffic Summary

	North Approach Totals						South Approach Totals						
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
Hour	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	Total
06:00 - 07:00	15	34	3	0	52	0	7	20	4	0	31	0	83
07:00 - 08:00	28	55	10	0	93	0	8	37	15	0	60	0	153
08:00 - 09:00	45	57	17	0	119	0	5	48	22	0	75	0	194
09:00 - 10:00	25	57	14	0	96	0	5	44	14	0	63	0	159
10:00 - 11:00	39	74	15	0	128	0	6	81	15	0	102	0	230
11:00 - 12:00	34	72	16	0	122	1	7	74	26	0	107	1	229
12:00 - 13:00	62	75	22	0	159	0	5	83	22	0	110	0	269
13:00 - 14:00	44	80	12	0	136	0	6	84	29	0	119	0	255
14:00 - 15:00	44	64	12	0	120	0	4	70	19	0	93	0	213
15:00 - 16:00	66	68	15	0	149	0	6	76	28	0	110	0	259
16:00 - 17:00	64	84	16	0	164	1	6	87	25	0	118	0	282
17:00 - 18:00	67	85	20	0	172	0	9	79	34	0	122	0	294
18:00 - 19:00	42	74	16	0	132	0	4	55	32	0	91	0	223
GRAND TOTAL	**575**	**879**	**188**	**0**	**1642**	**2**	**78**	**838**	**285**	**0**	**1201**	**1**	**2843**

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Summary

Intersection: CR 45 & CR 42
Site Code: 2323900006
Municipality: Norwood
Count Date: Aug 10, 2023

CR 42 - Traffic Summary

	East Approach Totals						West Approach Totals						
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
Hour	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	Total
06:00 - 07:00	4	6	35	0	45	0	14	4	7	0	25	0	70
07:00 - 08:00	16	10	45	0	71	0	15	11	0	0	26	0	97
08:00 - 09:00	22	7	46	0	75	0	27	8	6	0	41	0	116
09:00 - 10:00	19	3	44	0	66	0	24	8	8	0	40	0	106
10:00 - 11:00	19	8	48	0	75	1	18	5	6	0	29	0	104
11:00 - 12:00	19	5	52	0	76	0	15	5	7	0	27	0	103
12:00 - 13:00	24	5	42	0	71	0	20	7	8	0	35	0	106
13:00 - 14:00	27	9	48	0	84	0	11	6	8	0	25	0	109
14:00 - 15:00	20	6	42	0	68	0	9	3	4	0	16	0	84
15:00 - 16:00	18	3	54	0	75	0	24	6	8	0	38	0	113
16:00 - 17:00	27	7	55	0	89	0	10	6	3	0	19	0	108
17:00 - 18:00	16	3	44	0	63	0	11	6	9	0	26	0	89
18:00 - 19:00	17	3	18	0	38	0	7	7	4	0	18	0	56
GRAND TOTAL	**248**	**75**	**573**	**0**	**896**	**1**	**205**	**82**	**78**	**0**	**365**	**0**	**1261**

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Data

Intersection: CR 45 & CR 42
Site Code: 2323900006
Municipality: Norwood
Count Date: Aug 10, 2023

North Approach - CR 45

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↩	Total	↰	↑	↱	↩	Total	↰	↑	↱	↩	Total	
06:00	3	10	0	0	13	2	1	0	0	3	0	0	0	0	0	0
06:15	5	5	2	0	12	0	1	0	0	1	0	0	0	0	0	0
06:30	1	7	0	0	8	0	0	0	0	0	0	0	0	0	0	0
06:45	4	10	1	0	15	0	0	0	0	0	0	0	0	0	0	0
07:00	8	9	1	0	18	0	2	1	0	3	0	0	0	0	0	0
07:15	4	16	0	0	20	1	0	0	0	1	0	0	0	0	0	0
07:30	9	13	3	0	25	0	0	0	0	0	0	0	0	0	0	0
07:45	6	13	5	0	24	0	2	0	0	2	0	0	0	0	0	0
08:00	9	10	4	0	23	4	0	0	0	4	0	0	0	0	0	0
08:15	9	15	3	0	27	0	0	0	0	0	0	0	0	0	0	0
08:30	14	18	2	0	34	0	0	1	0	1	0	0	0	0	0	0
08:45	9	13	7	0	29	0	1	0	0	1	0	0	0	0	0	0
09:00	5	14	5	0	24	1	1	0	0	2	0	0	0	0	0	0
09:15	7	11	2	0	20	1	0	0	0	1	0	0	0	0	0	0
09:30	3	17	4	0	24	1	1	1	0	3	0	0	0	0	0	0
09:45	6	12	2	0	20	1	1	0	0	2	0	0	0	0	0	0
10:00	12	14	5	0	31	0	0	0	0	0	0	0	0	0	0	0
10:15	10	15	2	0	27	2	1	0	0	3	1	0	0	0	1	0
10:30	6	15	7	0	28	0	1	0	0	1	0	0	0	0	0	0
10:45	7	27	1	0	35	1	1	0	0	2	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
					Total					Total					Total	
11:00	9	16	1	0	26	0	0	1	0	1	0	0	0	0	0	1
11:15	6	15	6	0	27	1	0	0	0	1	0	0	0	0	0	0
11:30	4	17	5	0	26	0	1	0	0	1	0	0	0	0	0	0
11:45	13	23	3	0	39	1	0	0	0	1	0	0	0	0	0	0
12:00	14	19	3	0	36	1	2	0	0	3	0	0	0	0	0	0
12:15	15	11	5	0	31	3	2	1	0	6	0	0	0	0	0	0
12:30	13	24	7	0	44	0	1	1	0	2	0	0	0	0	0	0
12:45	16	15	4	0	35	0	1	1	0	2	0	0	0	0	0	0
13:00	14	26	4	0	44	0	2	0	0	2	0	0	0	0	0	0
13:15	11	17	4	0	32	1	1	1	0	3	0	0	0	0	0	0
13:30	11	17	1	0	29	1	2	0	0	3	0	0	0	0	0	0
13:45	6	15	2	0	23	0	0	0	0	0	0	0	0	0	0	0
14:00	10	14	3	0	27	1	1	0	0	2	0	0	0	0	0	0
14:15	11	15	1	0	27	2	2	1	0	5	0	0	0	0	0	0
14:30	9	21	2	0	32	1	1	0	0	2	0	0	0	0	0	0
14:45	10	10	5	0	25	0	0	0	0	0	0	0	0	0	0	0
15:00	22	18	3	0	43	0	1	0	0	1	0	0	0	0	0	0
15:15	18	22	3	0	43	1	1	0	0	2	0	0	0	0	0	0
15:30	9	11	5	0	25	0	2	1	0	3	0	0	0	0	0	0
15:45	16	13	3	0	32	0	0	0	0	0	0	0	0	0	0	0
16:00	13	20	4	0	37	0	2	0	0	2	0	0	0	0	0	1
16:15	13	26	3	0	42	0	0	0	0	0	0	0	0	0	0	0
16:30	18	14	4	0	36	2	0	0	0	2	0	0	1	0	1	0
16:45	18	22	4	0	44	0	0	0	0	0	0	0	0	0	0	0
17:00	13	27	5	0	45	0	0	0	0	0	0	0	0	0	0	0
17:15	18	21	4	0	43	1	0	0	0	1	0	0	0	0	0	0
17:30	19	21	8	0	48	0	1	0	0	1	0	0	0	0	0	0
17:45	16	15	3	0	34	0	0	0	0	0	0	0	0	0	0	0
18:00	16	26	2	0	44	0	1	0	0	1	0	0	0	0	0	0
18:15	7	23	6	0	36	0	0	0	0	0	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	
18:30	9	18	4	0	31	0	0	0	0	0	0	0	0	0	0	0
18:45	10	6	4	0	20	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	544	842	177	0	1563	30	37	10	0	77	1	0	1	0	2	2
GRAND TOTAL	**544**	**842**	**177**	**0**	**1563**	**30**	**37**	**10**	**0**	**77**	**1**	**0**	**1**	**0**	**2**	**2**

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Data

Intersection: CR 45 & CR 42
Site Code: 2323900006
Municipality: Norwood
Count Date: Aug 10, 2023

South Approach - CR 45

Start Time	Cars					Trucks					Bicycles					Total Peds
					Total					Total					Total	
06:00	2	4	1	0	7	0	0	0	0	0	0	0	0	0	0	0
06:15	3	2	0	0	5	0	1	0	0	1	0	0	0	0	0	0
06:30	0	4	2	0	6	0	0	0	0	0	0	0	0	0	0	0
06:45	2	9	1	0	12	0	0	0	0	0	0	0	0	0	0	0
07:00	2	7	1	0	10	0	0	3	0	3	0	0	0	0	0	0
07:15	1	7	4	0	12	0	1	0	0	1	0	0	0	0	0	0
07:30	1	10	1	0	12	1	0	1	0	2	0	0	0	0	0	0
07:45	3	11	4	0	18	0	1	1	0	2	0	0	0	0	0	0
08:00	1	10	10	0	21	0	1	0	0	1	0	0	0	0	0	0
08:15	2	10	4	0	16	0	0	1	0	1	0	0	0	0	0	0
08:30	0	14	5	0	19	0	1	0	0	1	0	0	0	0	0	0
08:45	1	11	1	0	13	1	1	1	0	3	0	0	0	0	0	0
09:00	2	8	2	0	12	0	3	2	0	5	0	0	0	0	0	0
09:15	1	9	5	0	15	0	1	1	0	2	0	0	0	0	0	0
09:30	1	13	3	0	17	0	1	0	0	1	0	0	0	0	0	0
09:45	1	9	1	0	11	0	0	0	0	0	0	0	0	0	0	0
10:00	2	22	4	0	28	0	1	0	0	1	0	0	0	0	0	0
10:15	1	20	1	0	22	0	0	1	0	1	0	0	0	0	0	0
10:30	2	22	3	0	27	0	1	0	0	1	0	0	0	0	0	0
10:45	1	14	5	0	20	0	1	1	0	2	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
					Total					Total					Total	
11:00	1	17	4	0	22	0	2	1	0	3	0	0	0	0	0	0
11:15	1	15	8	0	24	0	0	0	0	0	0	0	0	0	0	0
11:30	0	22	6	0	28	0	0	0	0	0	0	0	0	0	0	0
11:45	5	16	7	0	28	0	2	0	0	2	0	0	0	0	0	1
12:00	0	20	7	0	27	1	2	0	0	3	0	0	0	0	0	0
12:15	2	21	5	0	28	0	1	1	0	2	0	0	0	0	0	0
12:30	1	21	4	0	26	0	1	0	0	1	0	0	0	0	0	0
12:45	1	15	4	0	20	0	2	1	0	3	0	0	0	0	0	0
13:00	1	19	8	0	28	0	2	0	0	2	0	0	0	0	0	0
13:15	2	18	7	0	27	0	1	1	0	2	0	0	0	0	0	0
13:30	1	18	10	0	29	0	2	0	0	2	0	0	0	0	0	0
13:45	1	23	3	0	27	1	1	0	0	2	0	0	0	0	0	0
14:00	1	14	3	0	18	0	2	2	0	4	0	0	0	0	0	0
14:15	3	15	4	0	22	0	1	0	0	1	0	0	0	0	0	0
14:30	0	24	4	0	28	0	1	0	0	1	0	0	0	0	0	0
14:45	0	13	6	0	19	0	0	0	0	0	0	0	0	0	0	0
15:00	4	21	8	0	33	0	0	0	0	0	0	0	0	0	0	0
15:15	2	21	5	0	28	0	0	0	0	0	0	0	0	0	0	0
15:30	0	13	2	0	15	0	2	1	0	3	0	0	0	0	0	0
15:45	0	16	12	0	28	0	3	0	0	3	0	0	0	0	0	0
16:00	1	18	8	0	27	0	0	0	0	0	0	0	0	0	0	0
16:15	1	27	8	0	36	0	2	0	0	2	0	0	0	0	0	0
16:30	1	18	2	0	21	0	0	0	0	0	0	0	0	0	0	0
16:45	2	21	7	0	30	1	1	0	0	2	0	0	0	0	0	0
17:00	0	20	10	0	30	0	0	1	0	1	0	0	0	0	0	0
17:15	3	22	7	0	32	0	0	0	0	0	0	0	0	0	0	0
17:30	2	18	9	0	29	0	0	0	0	0	0	0	0	0	0	0
17:45	3	19	7	0	29	1	0	0	0	1	0	0	0	0	0	0
18:00	2	20	7	0	29	0	0	0	0	0	0	0	0	0	0	0
18:15	0	9	5	0	14	0	0	0	0	0	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	
18:30	2	15	8	0	25	0	1	0	0	1	0	0	0	0	0	0
18:45	0	10	12	0	22	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	72	795	265	0	1132	6	43	20	0	69	0	0	0	0	0	1
GRAND TOTAL	**72**	**795**	**265**	**0**	**1132**	**6**	**43**	**20**	**0**	**69**	**0**	**0**	**0**	**0**	**0**	**1**

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Data

Intersection: CR 45 & CR 42
Site Code: 2323900006
Municipality: Norwood
Count Date: Aug 10, 2023

East Approach - CR 42

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	
06:00	1	3	10	0	14	0	0	1	0	1	0	0	0	0	0	0
06:15	0	1	5	0	6	0	0	0	0	0	0	0	0	0	0	0
06:30	2	2	8	0	12	0	0	0	0	0	0	0	0	0	0	0
06:45	1	0	11	0	12	0	0	0	0	0	0	0	0	0	0	0
07:00	1	3	13	0	17	0	0	0	0	0	0	0	0	0	0	0
07:15	2	2	7	0	11	0	0	1	0	1	0	0	0	0	0	0
07:30	4	2	14	0	20	1	0	1	0	2	0	0	0	0	0	0
07:45	8	3	9	0	20	0	0	0	0	0	0	0	0	0	0	0
08:00	4	0	8	0	12	0	0	1	0	1	0	0	0	0	0	0
08:15	6	1	10	0	17	3	2	0	0	5	0	0	0	0	0	0
08:30	3	3	16	0	22	1	0	0	0	1	0	0	0	0	0	0
08:45	5	1	11	0	17	0	0	0	0	0	0	0	0	0	0	0
09:00	4	2	10	0	16	1	0	0	0	1	0	0	0	0	0	0
09:15	1	1	9	0	11	0	0	0	0	0	0	0	0	0	0	0
09:30	5	0	10	0	15	0	0	0	0	0	0	0	0	0	0	0
09:45	7	0	15	0	22	1	0	0	0	1	0	0	0	0	0	0
10:00	1	2	11	0	14	2	0	0	0	2	0	0	0	0	0	0
10:15	4	0	16	0	20	1	1	0	0	2	0	0	0	0	0	0
10:30	5	4	10	0	19	0	0	0	0	0	0	0	0	0	0	0
10:45	6	1	10	0	17	0	0	1	0	1	0	0	0	0	0	1

Start Time	Cars					Trucks					Bicycles					Total Peds
					Total					Total					Total	
11:00	4	0	9	0	13	1	0	0	0	1	0	0	0	0	0	0
11:15	5	1	10	0	16	0	0	1	0	1	0	0	0	0	0	0
11:30	5	4	16	0	25	0	0	0	0	0	0	0	0	0	0	0
11:45	4	0	16	0	20	0	0	0	0	0	0	0	0	0	0	0
12:00	9	0	10	0	19	0	0	0	0	0	0	0	0	0	0	0
12:15	3	0	9	0	12	0	1	0	0	1	0	0	0	0	0	0
12:30	5	2	10	0	17	0	0	1	0	1	0	0	0	0	0	0
12:45	7	2	12	0	21	0	0	0	0	0	0	0	0	0	0	0
13:00	6	2	8	0	16	0	0	1	0	1	0	0	0	0	0	0
13:15	3	3	14	0	20	1	0	1	0	2	0	0	0	0	0	0
13:30	11	3	15	0	29	0	0	1	0	1	0	0	0	0	0	0
13:45	5	1	7	0	13	1	0	1	0	2	0	0	0	0	0	0
14:00	6	3	11	0	20	1	0	0	0	1	0	0	0	0	0	0
14:15	3	1	10	0	14	0	0	2	0	2	0	0	0	0	0	0
14:30	3	1	10	0	14	0	0	1	0	1	0	0	0	0	0	0
14:45	5	1	8	0	14	2	0	0	0	2	0	0	0	0	0	0
15:00	7	0	14	0	21	0	0	0	0	0	0	0	0	0	0	0
15:15	3	1	17	0	21	0	0	1	0	1	0	0	0	0	0	0
15:30	3	0	9	0	12	0	0	0	0	0	0	0	0	0	0	0
15:45	4	2	13	0	19	1	0	0	0	1	0	0	0	0	0	0
16:00	5	1	11	0	17	0	0	0	0	0	0	0	0	0	0	0
16:15	6	2	16	0	24	0	0	1	0	1	0	0	0	0	0	0
16:30	6	1	18	0	25	0	0	1	0	1	0	0	0	0	0	0
16:45	9	3	8	0	20	1	0	0	0	1	0	0	0	0	0	0
17:00	5	3	15	0	23	0	0	0	0	0	0	0	0	0	0	0
17:15	3	0	11	0	14	0	0	0	0	0	0	0	0	0	0	0
17:30	4	0	5	0	9	0	0	0	0	0	0	0	0	0	0	0
17:45	4	0	12	0	16	0	0	1	0	1	0	0	0	0	0	0
18:00	4	1	6	0	11	0	0	0	0	0	0	0	0	0	0	0
18:15	5	2	5	0	12	0	0	0	0	0	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	
18:30	4	0	2	0	6	0	0	0	0	0	0	0	0	0	0	0
18:45	4	0	5	0	9	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	230	71	555	0	856	18	4	18	0	40	0	0	0	0	0	1
GRAND TOTAL	**230**	**71**	**555**	**0**	**856**	**18**	**4**	**18**	**0**	**40**	**0**	**0**	**0**	**0**	**0**	**1**

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Data

Intersection: CR 45 & CR 42
Site Code: 2323900006
Municipality: Norwood
Count Date: Aug 10, 2023

West Approach - Birch St

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	
06:00	5	0	2	0	7	0	0	0	0	0	0	0	0	0	0	0
06:15	3	1	2	0	6	0	0	0	0	0	0	0	0	0	0	0
06:30	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0
06:45	4	2	3	0	9	0	0	0	0	0	0	0	0	0	0	0
07:00	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
07:15	8	1	0	0	9	0	0	0	0	0	0	0	0	0	0	0
07:30	4	3	0	0	7	0	0	0	0	0	0	0	0	0	0	0
07:45	2	6	0	0	8	0	0	0	0	0	0	0	0	0	0	0
08:00	6	2	1	0	9	0	0	0	0	0	0	0	0	0	0	0
08:15	7	0	4	0	11	0	0	0	0	0	0	0	0	0	0	0
08:30	4	3	1	0	8	1	0	0	0	1	0	0	0	0	0	0
08:45	9	3	0	0	12	0	0	0	0	0	0	0	0	0	0	0
09:00	5	3	3	0	11	0	0	0	0	0	0	0	0	0	0	0
09:15	8	1	1	0	10	0	0	0	0	0	0	0	0	0	0	0
09:30	3	2	1	0	6	0	0	0	0	0	0	0	0	0	0	0
09:45	8	2	2	0	12	0	0	1	0	1	0	0	0	0	0	0
10:00	6	1	2	0	9	0	0	0	0	0	0	0	0	0	0	0
10:15	7	1	1	0	9	0	0	0	0	0	0	0	0	0	0	0
10:30	2	2	1	0	5	0	0	0	0	0	0	0	0	0	0	0
10:45	3	1	2	0	6	0	0	0	0	0	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
					Total					Total					Total	
11:00	6	2	0	0	8	0	0	0	0	0	0	0	0	0	0	0
11:15	5	0	4	0	9	0	0	0	0	0	0	0	0	0	0	0
11:30	3	3	2	0	8	0	0	0	0	0	0	0	0	0	0	0
11:45	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
12:00	5	1	2	0	8	1	0	0	0	1	0	0	0	0	0	0
12:15	3	2	1	0	6	0	0	0	0	0	0	0	0	0	0	0
12:30	5	4	2	0	11	1	0	0	0	1	0	0	0	0	0	0
12:45	4	0	2	0	6	1	0	1	0	2	0	0	0	0	0	0
13:00	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0
13:15	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
13:30	1	2	3	0	6	0	0	1	0	1	0	0	0	0	0	0
13:45	1	2	3	0	6	1	0	1	0	2	0	0	0	0	0	0
14:00	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0
14:15	3	1	1	0	5	0	0	0	0	0	0	0	0	0	0	0
14:30	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
14:45	3	1	2	0	6	0	0	0	0	0	0	0	0	0	0	0
15:00	6	0	0	0	6	0	0	1	0	1	0	0	0	0	0	0
15:15	6	2	1	0	9	0	0	1	0	1	0	0	0	0	0	0
15:30	5	2	3	0	10	0	0	1	0	1	0	0	0	0	0	0
15:45	6	1	1	0	8	1	0	0	0	1	0	1	0	0	1	0
16:00	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0
16:15	4	2	1	0	7	0	0	0	0	0	0	0	0	0	0	0
16:30	2	0	2	0	4	0	0	0	0	0	0	1	0	0	1	0
16:45	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0
17:00	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
17:15	0	1	4	0	5	0	0	1	0	1	0	0	0	0	0	0
17:30	6	1	2	0	9	0	0	0	0	0	0	0	0	0	0	0
17:45	4	3	2	0	9	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	
18:30	2	3	3	0	8	0	0	0	0	0	0	0	0	0	0	0
18:45	3	3	1	0	7	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	199	80	70	0	349	6	0	8	0	14	0	2	0	0	2	0
GRAND TOTAL	**199**	**80**	**70**	**0**	**349**	**6**	**0**	**8**	**0**	**14**	**0**	**2**	**0**	**0**	**2**	**0**

Peak Hour Diagram

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Specified Period
From: 06:00:00
To: 10:00:00

One Hour Peak
From: 08:00:00
To: 09:00:00

Intersection: CR 45 & CR 42
Site Code: 2323900006
Count Date: Aug 10, 2023

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: CR 45 runs N/S

North Approach

	Out	In	Total
Cars	113	116	229
Trucks	6	5	11
Bicycles	0	0	0
	119	**121**	**240**

CR 45

Bicycles	0	0	0	0
Trucks	1	1	4	0
Cars	16	56	41	0
Totals	**17**	**57**	**45**	**0**

East Approach

	Out	In	Total
Cars	68	69	137
Trucks	7	6	13
Bicycles	0	0	0
	75	**75**	**150**

Peds: 0

Birch St

Bicycles	Trucks	Cars	Totals	
0	0	0	**0**	
0	1	26	**27**	
0	0	8	**8**	
0	0	6	**6**	

Peds: 0

Peds: 0

CR 42

	Totals	Cars	Trucks	Bicycles
	0	0	0	0
	46	45	1	0
	7	5	2	0
	22	18	4	0

Peds: 0

West Approach

	Out	In	Total
Cars	40	25	65
Trucks	1	4	5
Bicycles	0	0	0
	41	**29**	**70**

CR 45

Totals	**5**	**48**	**22**	**0**
Cars	4	45	20	0
Trucks	1	3	2	0
Bicycles	0	0	0	0

South Approach

	Out	In	Total
Cars	69	80	149
Trucks	6	5	11
Bicycles	0	0	0
	75	**85**	**160**

Cars - Trucks - Bicycles

Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Summary

Intersection:	CR 45 & CR 42
Site Code:	2323900006
Count Date:	Aug 10, 2023
Period:	06:00 - 10:00

Peak Hour Data (08:00 - 09:00)

Start Time	North Approach CR 45						South Approach CR 45						East Approach CR 42						West Approach Birch St						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
08:00	13	10	4	0	0	27	1	11	10	0	0	22	4	0	9	0	0	13	6	2	1	0	0	9	71
08:15	9	15	3	0	0	27	2	10	5	0	0	17	9	3	10	0	0	22	7	0	4	0	0	11	77
08:30	14	18	3	0	0	35	0	15	5	0	0	20	4	3	16	0	0	23	5	3	1	0	0	9	87
08:45	9	14	7	0	0	30	2	12	2	0	0	16	5	1	11	0	0	17	9	3	0	0	0	12	75
Grand Total	**45**	**57**	**17**	**0**	**0**	**119**	**5**	**48**	**22**	**0**	**0**	**75**	**22**	**7**	**46**	**0**	**0**	**75**	**27**	**8**	**6**	**0**	**0**	**41**	**310**
Approach %	37.8	47.9	14.3	0		-	6.7	64	29.3	0		-	29.3	9.3	61.3	0		-	65.9	19.5	14.6	0		-	
Totals %	14.5	18.4	5.5	0		38.4	1.6	15.5	7.1	0		24.2	7.1	2.3	14.8	0		24.2	8.7	2.6	1.9	0		13.2	
PHF	**0.8**	**0.79**	**0.61**	**0**		**0.85**	**0.63**	**0.8**	**0.55**	**0**		**0.85**	**0.61**	**0.58**	**0.72**	**0**		**0.82**	**0.75**	**0.67**	**0.38**	**0**		**0.85**	**0.89**
Cars	41	56	16	0		113	4	45	20	0		69	18	5	45	0		68	26	8	6	0		40	290
% Cars	91.1	98.2	94.1	0		95	80	93.8	90.9	0		92	81.8	71.4	97.8	0		90.7	96.3	100	100	0		97.6	93.5
Trucks	4	1	1	0		6	1	3	2	0		6	4	2	1	0		7	1	0	0	0		1	20
% Trucks	8.9	1.8	5.9	0		5	20	6.3	9.1	0		8	18.2	28.6	2.2	0		9.3	3.7	0	0	0		2.4	6.5
Bicycles	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
% Bicycles	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
Peds					0	-					0	-					0	-					0	-	0
% Peds					0	-					0	-					0	-					0	-	

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Diagram

Specified Period		One Hour Peak	
From:	10:00:00	From:	12:30:00
To:	14:00:00	To:	13:30:00

Intersection: CR 45 & CR 42
Site Code: 2323900006
Count Date: Aug 10, 2023

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: CR 45 runs N/S

North Approach

	Out	In	Total
Cars	155	134	289
Trucks	9	11	20
Bicycles	0	0	0
	164	**145**	**309**

CR 45

Bicycles	0	0	0	0
Trucks	3	5	1	0
Cars	19	82	54	0
Totals	**22**	**87**	**55**	**0**

East Approach

	Out	In	Total
Cars	74	83	157
Trucks	4	3	7
Bicycles	0	0	0
	78	**86**	**164**

Birch St

Bicycles	Trucks	Cars	Totals	
0	0	0	**0**	
0	2	17	**19**	
0	0	6	**6**	
0	1	4	**5**	

Peds: 0

Peds: 0

Peds: 0

CR 42

Totals	Cars	Trucks	Bicycles
0	0	0	0
47	44	3	0
9	9	0	0
22	21	1	0

West Approach

	Out	In	Total
Cars	27	33	60
Trucks	3	3	6
Bicycles	0	0	0
	30	**36**	**66**

CR 45

Totals	**5**	**79**	**25**	**0**
Cars	5	73	23	0
Trucks	0	6	2	0
Bicycles	0	0	0	0

South Approach

	Out	In	Total
Cars	101	107	208
Trucks	8	7	15
Bicycles	0	0	0
	109	**114**	**223**

Cars - Trucks - Bicycles

Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Summary

Intersection:	CR 45 & CR 42
Site Code:	2323900006
Count Date:	Aug 10, 2023
Period:	10:00 - 14:00

Peak Hour Data (12:30 - 13:30)

Start Time	North Approach CR 45						South Approach CR 45						East Approach CR 42						West Approach Birch St						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
12:30	13	25	8	0	0	46	1	22	4	0	0	27	5	2	11	0	0	18	6	4	2	0	0	12	103
12:45	16	16	5	0	0	37	1	17	5	0	0	23	7	2	12	0	0	21	5	0	3	0	0	8	89
13:00	14	28	4	0	0	46	1	21	8	0	0	30	6	2	9	0	0	17	2	2	0	0	0	4	97
13:15	12	18	5	0	0	35	2	19	8	0	0	29	4	3	15	0	0	22	6	0	0	0	0	6	92
Grand Total	**55**	**87**	**22**	**0**	**0**	**164**	**5**	**79**	**25**	**0**	**0**	**109**	**22**	**9**	**47**	**0**	**0**	**78**	**19**	**6**	**5**	**0**	**0**	**30**	**381**
Approach %	33.5	53	13.4	0		-	4.6	72.5	22.9	0		-	28.2	11.5	60.3	0		-	63.3	20	16.7	0		-	
Totals %	14.4	22.8	5.8	0		43	1.3	20.7	6.6	0		28.6	5.8	2.4	12.3	0		20.5	5	1.6	1.3	0		7.9	
PHF	**0.86**	**0.78**	**0.69**	**0**		**0.89**	**0.63**	**0.9**	**0.78**	**0**		**0.91**	**0.79**	**0.75**	**0.78**	**0**		**0.89**	**0.79**	**0.38**	**0.42**	**0**		**0.63**	**0.92**
Cars	54	82	19	0		155	5	73	23	0		101	21	9	44	0		74	17	6	4	0		27	357
% Cars	98.2	94.3	86.4	0		94.5	100	92.4	92	0		92.7	95.5	100	93.6	0		94.9	89.5	100	80	0		90	93.7
Trucks	1	5	3	0		9	0	6	2	0		8	1	0	3	0		4	2	0	1	0		3	24
% Trucks	1.8	5.7	13.6	0		5.5	0	7.6	8	0		7.3	4.5	0	6.4	0		5.1	10.5	0	20	0		10	6.3
Bicycles	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
% Bicycles	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
Peds					0	-					0	-					0	-					0	-	0
% Peds					0	-					0	-					0	-					0	-	

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Diagram

Specified Period		One Hour Peak	
From:	14:00:00	From:	16:15:00
To:	19:00:00	To:	17:15:00

Intersection: CR 45 & CR 42
Site Code: 2323900006
Count Date: Aug 10, 2023

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: CR 45 runs N/S

North Approach

	Out	In	Total
Cars	167	153	320
Trucks	2	5	7
Bicycles	1	0	1
	170	**158**	**328**

CR 45

Bicycles	1	0	0	0
Trucks	0	0	2	0
Cars	16	89	62	0
Totals	**17**	**89**	**64**	**0**

East Approach

	Out	In	Total
Cars	92	93	185
Trucks	3	3	6
Bicycles	0	1	1
	95	**97**	**192**

Birch St

Bicycles	Trucks	Cars	Totals	
0	0	0	**0**	
0	0	10	**10**	
1	0	4	**5**	
0	0	3	**3**	

Peds: 0

Peds: 0

Peds: 0

CR 42

Totals	Cars	Trucks	Bicycles
0	0	0	0
59	57	2	0
9	9	0	0
27	26	1	0

West Approach

	Out	In	Total
Cars	17	29	46
Trucks	0	1	1
Bicycles	1	1	2
	18	**31**	**49**

Totals	**5**	**89**	**28**	**0**
Cars	4	86	27	0
Trucks	1	3	1	0
Bicycles	0	0	0	0

CR 45

South Approach

	Out	In	Total
Cars	117	118	235
Trucks	5	1	6
Bicycles	0	0	0
	122	**119**	**241**

Cars - Trucks - Bicycles

Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Summary

Intersection:	CR 45 & CR 42
Site Code:	2323900006
Count Date:	Aug 10, 2023
Period:	14:00 - 19:00

Peak Hour Data (16:15 - 17:15)

Start Time	North Approach CR 45						South Approach CR 45						East Approach CR 42						West Approach Birch St						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
16:15	13	26	3	0	0	42	1	29	8	0	0	38	6	2	17	0	0	25	4	2	1	0	0	7	112
16:30	20	14	5	0	0	39	1	18	2	0	0	21	6	1	19	0	0	26	2	1	2	0	0	5	91
16:45	18	22	4	0	0	44	3	22	7	0	0	32	10	3	8	0	0	21	3	1	0	0	0	4	101
17:00	13	27	5	0	0	45	0	20	11	0	0	31	5	3	15	0	0	23	1	1	0	0	0	2	101
Grand Total	**64**	**89**	**17**	**0**	**0**	**170**	**5**	**89**	**28**	**0**	**0**	**122**	**27**	**9**	**59**	**0**	**0**	**95**	**10**	**5**	**3**	**0**	**0**	**18**	**405**
Approach %	37.6	52.4	10	0		-	4.1	73	23	0		-	28.4	9.5	62.1	0		-	55.6	27.8	16.7	0		-	
Totals %	15.8	22	4.2	0		42	1.2	22	6.9	0		30.1	6.7	2.2	14.6	0		23.5	2.5	1.2	0.7	0		4.4	
PHF	**0.8**	**0.82**	**0.85**	**0**		**0.94**	**0.42**	**0.77**	**0.64**	**0**		**0.8**	**0.68**	**0.75**	**0.78**	**0**		**0.91**	**0.63**	**0.63**	**0.38**	**0**		**0.64**	**0.9**
Cars	62	89	16	0		167	4	86	27	0		117	26	9	57	0		92	10	4	3	0		17	393
% Cars	96.9	100	94.1	0		98.2	80	96.6	96.4	0		95.9	96.3	100	96.6	0		96.8	100	80	100	0		94.4	97
Trucks	2	0	0	0		2	1	3	1	0		5	1	0	2	0		3	0	0	0	0		0	10
% Trucks	3.1	0	0	0		1.2	20	3.4	3.6	0		4.1	3.7	0	3.4	0		3.2	0	0	0	0		0	2.5
Bicycles	0	0	1	0		1	0	0	0	0		0	0	0	0	0		0	0	1	0	0		1	2
% Bicycles	0	0	5.9	0		0.6	0	0	0	0		0	0	0	0	0		0	0	20	0	0		5.6	0.5
Peds					0	-					0	-					0	-					0	-	0
% Peds					0	-					0	-					0	-					0	-	

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Project #23-239 - Tranplan

Intersection Count Report

Intersection:	CR 42 & 10th Line
Municipality:	Norwood
Count Date:	Thursday, Aug 10, 2023
Site Code:	2323900007
Count Categories:	Cars, Trucks, Bicycles, Pedestrians
Count Period:	06:00-19:00
Weather:	Clear
Comments:	

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Map

Intersection:	CR 42 & 10th Line
Site Code:	2323900007
Municipality:	Norwood
Count Date:	Aug 10, 2023

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Summary

Intersection: CR 42 & 10th Line
Site Code: 2323900007
Municipality: Norwood
Count Date: Aug 10, 2023

10th Line - Traffic Summary

	North Approach Totals						South Approach Totals						
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
Hour	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	Total
06:00 - 07:00	1	0	3	0	4	0	0	0	0	0	0	0	4
07:00 - 08:00	5	2	7	0	14	0	2	2	0	0	4	0	18
08:00 - 09:00	4	1	7	0	12	0	3	0	2	0	5	0	17
09:00 - 10:00	5	3	4	0	12	1	1	2	0	0	3	0	15
10:00 - 11:00	5	1	9	0	15	0	4	3	1	0	8	0	23
11:00 - 12:00	8	3	2	0	13	0	4	4	0	0	8	0	21
12:00 - 13:00	3	3	4	0	10	0	1	0	1	0	2	0	12
13:00 - 14:00	3	2	4	0	9	0	3	2	2	0	7	0	16
14:00 - 15:00	9	1	6	0	16	0	2	1	3	0	6	0	22
15:00 - 16:00	5	1	4	0	10	0	1	1	1	0	3	0	13
16:00 - 17:00	6	2	5	0	13	0	1	0	1	0	2	0	15
17:00 - 18:00	3	4	4	0	11	0	1	1	2	0	4	0	15
18:00 - 19:00	6	0	1	0	7	0	0	0	1	0	1	0	8
GRAND TOTAL	**63**	**23**	**60**	**0**	**146**	**1**	**23**	**16**	**14**	**0**	**53**	**0**	**199**

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Summary

Intersection: CR 42 & 10th Line
Site Code: 2323900007
Municipality: Norwood
Count Date: Aug 10, 2023

CR 42 - Traffic Summary

	East Approach Totals						West Approach Totals						
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
Hour	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	Total
06:00 - 07:00	1	46	2	0	49	0	1	15	0	0	16	0	65
07:00 - 08:00	0	62	4	0	66	0	5	50	1	0	56	0	122
08:00 - 09:00	0	79	2	1	82	0	8	64	0	0	72	0	154
09:00 - 10:00	2	57	6	0	65	0	2	47	2	0	51	0	116
10:00 - 11:00	2	71	4	0	77	0	6	57	4	0	67	0	144
11:00 - 12:00	1	66	4	1	72	0	3	64	2	0	69	0	141
12:00 - 13:00	1	69	2	0	72	0	2	91	3	0	96	0	168
13:00 - 14:00	0	80	2	0	82	0	7	69	0	0	76	0	158
14:00 - 15:00	5	60	6	0	71	0	3	60	2	0	65	0	136
15:00 - 16:00	1	64	2	1	68	0	2	102	1	0	105	0	173
16:00 - 17:00	2	92	8	0	102	0	3	97	3	0	103	1	205
17:00 - 18:00	3	51	8	0	62	0	7	108	4	0	119	0	181
18:00 - 19:00	0	40	2	0	42	0	6	67	2	0	75	0	117
GRAND TOTAL	**18**	**837**	**52**	**3**	**910**	**0**	**55**	**891**	**24**	**0**	**970**	**1**	**1880**

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Data

Intersection: CR 42 & 10th Line
Site Code: 2323900007
Municipality: Norwood
Count Date: Aug 10, 2023

North Approach - 10th Line

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0
07:00	1	1	2	0	4	0	0	0	0	0	0	0	0	0	0	0
07:15	1	1	2	0	4	0	0	0	0	0	0	0	0	0	0	0
07:30	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0
07:45	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
08:00	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
08:30	2	1	1	0	4	0	0	0	0	0	0	0	0	0	0	0
08:45	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0
09:00	3	1	2	0	6	0	0	1	0	1	0	0	0	0	0	0
09:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
09:30	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
09:45	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	1
10:00	1	1	1	0	3	0	0	1	0	1	0	0	0	0	0	0
10:15	1	0	4	0	5	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
10:45	2	0	0	0	2	1	0	1	0	2	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
					Total					Total					Total	
11:00	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0
11:30	1	1	2	0	4	0	0	0	0	0	0	0	0	0	0	0
11:45	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
12:00	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
12:15	2	1	1	0	4	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	2	1	0	3	0	0	1	0	1	0	0	0	0	0	0
13:00	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	2	0	2	0	0	1	0	1	0	0	0	0	0	0
13:30	0	1	0	0	1	1	0	1	0	2	0	0	0	0	0	0
13:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
14:00	1	0	1	0	2	1	0	2	0	3	0	0	0	0	0	0
14:15	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
14:30	2	1	2	0	5	0	0	0	0	0	0	0	0	0	0	0
14:45	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0
15:00	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	3	1	3	0	7	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	4	2	2	0	8	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
16:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:45	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
17:00	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0
17:15	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
17:30	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0
17:45	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0
18:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	58	22	52	0	132	5	1	8	0	14	0	0	0	0	0	1
GRAND TOTAL	**58**	**22**	**52**	**0**	**132**	**5**	**1**	**8**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**1**

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Data

Intersection: CR 42 & 10th Line
Site Code: 2323900007
Municipality: Norwood
Count Date: Aug 10, 2023

South Approach - 10th Line

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
07:15	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0
08:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
09:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
09:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
10:00	2	1	1	0	4	0	0	0	0	0	0	0	0	0	0	0
10:15	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
					Total					Total					Total	
11:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
11:15	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0
11:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
11:45	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
12:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
13:45	2	0	1	0	3	0	1	0	0	1	0	0	0	0	0	0
14:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	1	1	0	0	2	0	0	1	0	1	0	0	1	0	1	0
15:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	
18:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	22	14	12	0	48	1	1	1	0	3	0	1	1	0	2	0
GRAND TOTAL	**22**	**14**	**12**	**0**	**48**	**1**	**1**	**1**	**0**	**3**	**0**	**1**	**1**	**0**	**2**	**0**

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Data

Intersection: CR 42 & 10th Line
Site Code: 2323900007
Municipality: Norwood
Count Date: Aug 10, 2023

East Approach - CR 42

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↻	Total	↰	↑	↱	↻	Total	↰	↑	↱	↻	Total	
06:00	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0
06:15	1	9	1	0	11	0	0	0	0	0	0	0	0	0	0	0
06:30	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0
06:45	0	15	1	0	16	0	0	0	0	0	0	0	0	0	0	0
07:00	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0
07:15	0	11	2	0	13	0	1	0	0	1	0	0	0	0	0	0
07:30	0	15	1	0	16	0	0	0	0	0	0	0	0	0	0	0
07:45	0	20	1	0	21	0	0	0	0	0	0	0	0	0	0	0
08:00	0	12	0	1	13	0	1	0	0	1	0	0	0	0	0	0
08:15	0	16	0	0	16	0	5	0	0	5	0	0	0	0	0	0
08:30	0	24	1	0	25	0	0	0	0	0	0	0	0	0	0	0
08:45	0	21	1	0	22	0	0	0	0	0	0	0	0	0	0	0
09:00	0	11	2	0	13	0	0	0	0	0	0	0	0	0	0	0
09:15	2	10	1	0	13	0	0	0	0	0	0	0	0	0	0	0
09:30	0	12	2	0	14	0	0	0	0	0	0	0	0	0	0	0
09:45	0	23	1	0	24	0	1	0	0	1	0	0	0	0	0	0
10:00	0	11	1	0	12	0	1	0	0	1	0	0	0	0	0	0
10:15	0	20	2	0	22	0	1	0	0	1	0	0	0	0	0	0
10:30	0	20	0	0	20	0	0	0	0	0	0	0	0	0	0	0
10:45	1	17	1	0	19	1	1	0	0	2	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
					Total					Total					Total	
11:00	0	11	0	0	11	0	1	1	0	2	0	0	0	0	0	0
11:15	0	17	0	1	18	0	0	0	0	0	0	0	0	0	0	0
11:30	0	20	0	0	20	0	0	1	0	1	0	0	0	0	0	0
11:45	1	17	2	0	20	0	0	0	0	0	0	0	0	0	0	0
12:00	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	0
12:15	0	10	1	0	11	0	1	0	0	1	0	0	0	0	0	0
12:30	0	18	0	0	18	0	1	0	0	1	0	0	0	0	0	0
12:45	1	22	1	0	24	0	0	0	0	0	0	0	0	0	0	0
13:00	0	15	1	0	16	0	2	0	0	2	0	0	0	0	0	0
13:15	0	23	0	0	23	0	1	0	0	1	0	0	0	0	0	0
13:30	0	23	1	0	24	0	0	0	0	0	0	0	0	0	0	0
13:45	0	14	0	0	14	0	2	0	0	2	0	0	0	0	0	0
14:00	1	17	2	0	20	0	1	0	0	1	0	0	0	0	0	0
14:15	1	12	3	0	16	1	1	0	0	2	0	0	0	0	0	0
14:30	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0
14:45	1	12	1	0	14	0	2	0	0	2	1	0	0	0	1	0
15:00	1	19	1	0	21	0	0	0	0	0	0	0	0	0	0	0
15:15	0	16	1	0	17	0	2	0	0	2	0	0	0	0	0	0
15:30	0	10	0	1	11	0	0	0	0	0	0	1	0	0	1	0
15:45	0	15	0	0	15	0	1	0	0	1	0	0	0	0	0	0
16:00	0	18	1	0	19	0	0	0	0	0	0	0	0	0	0	0
16:15	0	24	3	0	27	0	1	0	0	1	0	0	0	0	0	0
16:30	0	26	2	0	28	0	2	0	0	2	0	0	0	0	0	0
16:45	2	21	2	0	25	0	0	0	0	0	0	0	0	0	0	0
17:00	0	16	1	0	17	0	0	0	0	0	0	0	0	0	0	0
17:15	1	14	1	0	16	0	1	0	0	1	0	0	0	0	0	0
17:30	1	8	1	0	10	0	0	0	0	0	0	0	0	0	0	0
17:45	1	12	5	0	18	0	0	0	0	0	0	0	0	0	0	0
18:00	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0
18:15	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	
18:30	0	9	1	0	10	0	0	0	0	0	0	0	0	0	0	0
18:45	0	12	1	0	13	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	15	806	50	3	874	2	30	2	0	34	1	1	0	0	2	0
GRAND TOTAL	15	806	50	3	874	2	30	2	0	34	1	1	0	0	2	0

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Data

Intersection: CR 42 & 10th Line
Site Code: 2323900007
Municipality: Norwood
Count Date: Aug 10, 2023

West Approach - CR 42

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	
06:00	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0
06:15	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0
06:30	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
06:45	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0
07:00	1	9	1	0	11	0	3	0	0	3	0	0	0	0	0	0
07:15	1	9	0	0	10	0	1	0	0	1	0	0	0	0	0	0
07:30	2	13	0	0	15	1	1	0	0	2	0	0	0	0	0	0
07:45	0	12	0	0	12	0	2	0	0	2	0	0	0	0	0	0
08:00	3	14	0	0	17	0	4	0	0	4	0	0	0	0	0	0
08:15	2	11	0	0	13	0	1	0	0	1	0	0	0	0	0	0
08:30	3	17	0	0	20	0	0	0	0	0	0	0	0	0	0	0
08:45	0	15	0	0	15	0	2	0	0	2	0	0	0	0	0	0
09:00	0	10	0	0	10	0	3	0	0	3	0	0	0	0	0	0
09:15	1	14	1	0	16	0	2	0	0	2	0	0	0	0	0	0
09:30	1	6	1	0	8	0	1	0	0	1	0	0	0	0	0	0
09:45	0	9	0	0	9	0	2	0	0	2	0	0	0	0	0	0
10:00	2	17	0	0	19	0	0	0	0	0	0	0	0	0	0	0
10:15	2	10	0	0	12	0	3	0	0	3	0	0	0	0	0	0
10:30	2	8	3	0	13	0	0	0	0	0	0	0	0	0	0	0
10:45	0	17	1	0	18	0	2	0	0	2	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
					Total					Total					Total	
11:00	1	15	0	0	16	0	1	0	0	1	0	0	0	0	0	0
11:15	2	13	2	0	17	0	1	0	0	1	0	0	0	0	0	0
11:30	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	0
11:45	0	17	0	0	17	0	1	0	0	1	0	0	0	0	0	0
12:00	0	22	0	0	22	0	2	0	0	2	0	0	0	0	0	0
12:15	1	18	2	0	21	0	4	0	0	4	0	0	0	0	0	0
12:30	0	22	0	0	22	0	1	0	0	1	0	0	0	0	0	0
12:45	1	21	1	0	23	0	1	0	0	1	0	0	0	0	0	0
13:00	4	20	0	0	24	0	0	0	0	0	0	0	0	0	0	0
13:15	0	16	0	0	16	0	2	0	0	2	0	0	0	0	0	0
13:30	1	21	0	0	22	0	0	0	0	0	0	0	0	0	0	0
13:45	1	10	0	0	11	1	0	0	0	1	0	0	0	0	0	0
14:00	0	8	0	0	8	0	3	0	0	3	0	0	0	0	0	0
14:15	2	19	1	0	22	0	2	0	0	2	0	0	0	0	0	0
14:30	0	13	1	0	14	0	1	0	0	1	0	0	0	0	0	0
14:45	1	14	0	0	15	0	0	0	0	0	0	0	0	0	0	0
15:00	1	31	0	0	32	0	0	0	0	0	0	0	0	0	0	0
15:15	0	29	1	0	30	0	1	0	0	1	0	0	0	0	0	0
15:30	1	15	0	0	16	0	1	0	0	1	0	0	0	0	0	0
15:45	0	24	0	0	24	0	0	0	0	0	0	1	0	0	1	0
16:00	1	22	0	0	23	0	0	0	0	0	0	0	0	0	0	0
16:15	1	26	0	0	27	0	0	0	0	0	0	0	0	0	0	1
16:30	0	21	1	0	22	0	2	0	0	2	0	0	1	0	1	0
16:45	1	26	1	0	28	0	0	0	0	0	0	0	0	0	0	0
17:00	2	30	0	0	32	0	0	0	0	0	0	0	0	0	0	0
17:15	1	27	0	0	28	0	1	0	0	1	0	0	0	0	0	0
17:30	2	27	1	0	30	0	0	0	0	0	0	0	0	0	0	0
17:45	2	23	3	0	28	0	0	0	0	0	0	0	0	0	0	0
18:00	1	20	2	0	23	0	0	0	0	0	0	0	0	0	0	0
18:15	1	14	0	0	15	0	0	0	0	0	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	
18:30	2	16	0	0	18	0	0	0	0	0	0	0	0	0	0	0
18:45	2	17	0	0	19	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	53	837	23	0	913	2	53	0	0	55	0	1	1	0	2	1
GRAND TOTAL	**53**	**837**	**23**	**0**	**913**	**2**	**53**	**0**	**0**	**55**	**0**	**1**	**1**	**0**	**2**	**1**

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Diagram

Specified Period		One Hour Peak	
From:	06:00:00	From:	08:00:00
To:	10:00:00	To:	09:00:00

Intersection: CR 42 & 10th Line
Site Code: 2323900007
Count Date: Aug 10, 2023

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: CR 42 runs E/W

North Approach

	Out	In	Total
Cars	12	10	22
Trucks	0	0	0
Bicycles	0	0	0
	12	**10**	**22**

10th Line

Bicycles	0	0	0	0
Trucks	0	0	0	0
Cars	7	1	4	0
Totals	**7**	**1**	**4**	**0**

East Approach

	Out	In	Total
Cars	76	64	140
Trucks	6	7	13
Bicycles	0	0	0
	82	**71**	**153**

Peds: 0

CR 42

Bicycles	Trucks	Cars	Totals	
0	0	0	**0**	
0	0	8	**8**	
0	7	57	**64**	
0	0	0	**0**	

Peds: 0

N W E S

Peds: 0

CR 42

Totals	Cars	Trucks	Bicycles
1	1	0	0
2	2	0	0
79	73	6	0
0	0	0	0

Peds: 0

West Approach

	Out	In	Total
Cars	65	83	148
Trucks	7	6	13
Bicycles	0	0	0
	72	**89**	**161**

10th Line

Totals	**3**	**0**	**2**	**0**
Cars	3	0	2	0
Trucks	0	0	0	0
Bicycles	0	0	0	0

South Approach

	Out	In	Total
Cars	5	1	6
Trucks	0	0	0
Bicycles	0	0	0
	5	**1**	**6**

Cars - Trucks - Bicycles

Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Summary

Intersection: CR 42 & 10th Line
Site Code: 2323900007
Count Date: Aug 10, 2023
Period: 06:00 - 10:00

Peak Hour Data (08:00 - 09:00)

Start Time	North Approach 10th Line						South Approach 10th Line						East Approach CR 42						West Approach CR 42						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
08:00	1	0	2	0	0	3	0	0	1	0	0	1	0	13	0	1	0	14	3	18	0	0	0	21	39
08:15	0	0	2	0	0	2	0	0	0	0	0	0	0	21	0	0	0	21	2	12	0	0	0	14	37
08:30	2	1	1	0	0	4	2	0	1	0	0	3	0	24	1	0	0	25	3	17	0	0	0	20	52
08:45	1	0	2	0	0	3	1	0	0	0	0	1	0	21	1	0	0	22	0	17	0	0	0	17	43
Grand Total	**4**	**1**	**7**	**0**	**0**	**12**	**3**	**0**	**2**	**0**	**0**	**5**	**0**	**79**	**2**	**1**	**0**	**82**	**8**	**64**	**0**	**0**	**0**	**72**	**171**
Approach %	33.3	8.3	58.3	0		-	60	0	40	0		-	0	96.3	2.4	1.2		-	11.1	88.9	0	0		-	
Totals %	2.3	0.6	4.1	0		7	1.8	0	1.2	0		2.9	0	46.2	1.2	0.6		48	4.7	37.4	0	0		42.1	
PHF	**0.5**	**0.25**	**0.88**	**0**		**0.75**	**0.38**	**0**	**0.5**	**0**		**0.42**	**0**	**0.82**	**0.5**	**0.25**		**0.82**	**0.67**	**0.89**	**0**	**0**		**0.86**	**0.82**
Cars	4	1	7	0		12	3	0	2	0		5	0	73	2	1		76	8	57	0	0		65	158
% Cars	100	100	100	0		100	100	0	100	0		100	0	92.4	100	100		92.7	100	89.1	0	0		90.3	92.4
Trucks	0	0	0	0		0	0	0	0	0		0	0	6	0	0		6	0	7	0	0		7	13
% Trucks	0	0	0	0		0	0	0	0	0		0	0	7.6	0	0		7.3	0	10.9	0	0		9.7	7.6
Bicycles	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
% Bicycles	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
Peds					0	-					0	-					0	-					0	-	0
% Peds					0	-					0	-					0	-					0	-	

Peak Hour Diagram

Specified Period
From: 10:00:00
To: 14:00:00

One Hour Peak
From: 12:45:00
To: 13:45:00

Intersection: CR 42 & 10th Line
Site Code: 2323900007
Count Date: Aug 10, 2023

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: CR 42 runs E/W

North Approach

	Out	In	Total
Cars	8	10	18
Trucks	4	0	4
Bicycles	0	0	0
	12	**10**	**22**

10th Line

Bicycles	0	0	0	0
Trucks	3	0	1	0
Cars	3	3	2	0
Totals	**6**	**3**	**3**	**0**

East Approach

	Out	In	Total
Cars	87	81	168
Trucks	3	4	7
Bicycles	0	0	0
	90	**85**	**175**

CR 42

Bicycles	Trucks	Cars	Totals	
0	0	0	**0**	
0	0	6	**6**	
0	3	78	**81**	
0	0	1	**1**	

Peds: 0

Peds: 0

Peds: 0

CR 42

	Totals	Cars	Trucks	Bicycles
	0	0	0	0
	3	3	0	0
	86	83	3	0
	1	1	0	0

West Approach

	Out	In	Total
Cars	85	87	172
Trucks	3	6	9
Bicycles	0	0	0
	88	**93**	**181**

Totals	**1**	**1**	**1**	**0**
Cars	1	1	1	0
Trucks	0	0	0	0
Bicycles	0	0	0	0

10th Line

South Approach

	Out	In	Total
Cars	3	5	8
Trucks	0	0	0
Bicycles	0	0	0
	3	**5**	**8**

Cars - Trucks - Bicycles

Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Summary

Intersection: CR 42 & 10th Line
Site Code: 2323900007
Count Date: Aug 10, 2023
Period: 10:00 - 14:00

Peak Hour Data (12:45 - 13:45)

Start Time	North Approach 10th Line						South Approach 10th Line						East Approach CR 42						West Approach CR 42						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
12:45	0	2	2	0	0	4	0	0	0	0	0	0	1	22	1	0	0	24	1	22	1	0	0	24	52
13:00	2	0	0	0	0	2	0	1	1	0	0	2	0	17	1	0	0	18	4	20	0	0	0	24	46
13:15	0	0	3	0	0	3	0	0	0	0	0	0	0	24	0	0	0	24	0	18	0	0	0	18	45
13:30	1	1	1	0	0	3	1	0	0	0	0	1	0	23	1	0	0	24	1	21	0	0	0	22	50
Grand Total	**3**	**3**	**6**	**0**	**0**	**12**	**1**	**1**	**1**	**0**	**0**	**3**	**1**	**86**	**3**	**0**	**0**	**90**	**6**	**81**	**1**	**0**	**0**	**88**	**193**
Approach %	25	25	50	0		-	33.3	33.3	33.3	0		-	1.1	95.6	3.3	0		-	6.8	92	1.1	0		-	
Totals %	1.6	1.6	3.1	0		6.2	0.5	0.5	0.5	0		1.6	0.5	44.6	1.6	0		46.6	3.1	42	0.5	0		45.6	
PHF	**0.38**	**0.38**	**0.5**	**0**		**0.75**	**0.25**	**0.25**	**0.25**	**0**		**0.38**	**0.25**	**0.9**	**0.75**	**0**		**0.94**	**0.38**	**0.92**	**0.25**	**0**		**0.92**	**0.93**
Cars	2	3	3	0		8	1	1	1	0		3	1	83	3	0		87	6	78	1	0		85	183
% Cars	66.7	100	50	0		66.7	100	100	100	0		100	100	96.5	100	0		96.7	100	96.3	100	0		96.6	94.8
Trucks	1	0	3	0		4	0	0	0	0		0	0	3	0	0		3	0	3	0	0		3	10
% Trucks	33.3	0	50	0		33.3	0	0	0	0		0	0	3.5	0	0		3.3	0	3.7	0	0		3.4	5.2
Bicycles	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
% Bicycles	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
Peds					0	-					0	-					0	-					0	-	0
% Peds					0	-					0	-					0	-					0	-	

Peak Hour Diagram

Specified Period
From: 14:00:00
To: 19:00:00

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

Intersection: CR 42 & 10th Line
Site Code: 2323900007
Count Date: Aug 10, 2023

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: CR 42 runs E/W

North Approach

	Out	In	Total
Cars	8	12	20
Trucks	0	0	0
Bicycles	0	0	0
	8	**12**	**20**

10th Line

Bicycles	0	0	0	0
Trucks	0	0	0	0
Cars	5	1	2	0
Totals	**5**	**1**	**2**	**0**

Peds: 0

East Approach

	Out	In	Total
Cars	97	106	203
Trucks	3	2	5
Bicycles	0	0	0
	100	**108**	**208**

CR 42

Bicycles	Trucks	Cars	Totals	
0	0	0	**0**	
0	0	4	**4**	
0	2	103	**105**	
1	0	2	**3**	

Peds: 1

Peds: 0

CR 42

	Totals	Cars	Trucks	Bicycles
	0	0	0	0
	8	8	0	0
	90	87	3	0
	2	2	0	0

Peds: 0

West Approach

	Out	In	Total
Cars	109	93	202
Trucks	2	3	5
Bicycles	1	0	1
	112	**96**	**208**

Totals	**1**	**0**	**1**	**0**
Cars	1	0	1	0
Trucks	0	0	0	0
Bicycles	0	0	0	0

10th Line

South Approach

	Out	In	Total
Cars	2	5	7
Trucks	0	0	0
Bicycles	0	1	1
	2	**6**	**8**

Cars - Trucks - Bicycles

Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Summary

Intersection: CR 42 & 10th Line
Site Code: 2323900007
Count Date: Aug 10, 2023
Period: 14:00 - 19:00

Peak Hour Data (16:15 - 17:15)

Start Time	North Approach 10th Line						South Approach 10th Line						East Approach CR 42						West Approach CR 42						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
16:15	0	0	2	0	0	2	0	0	0	0	0	0	0	25	3	0	0	28	1	26	0	0	1	27	57
16:30	1	0	0	0	0	1	1	0	1	0	0	2	0	28	2	0	0	30	0	23	2	0	0	25	58
16:45	1	0	1	0	0	2	0	0	0	0	0	0	2	21	2	0	0	25	1	26	1	0	0	28	55
17:00	0	1	2	0	0	3	0	0	0	0	0	0	0	16	1	0	0	17	2	30	0	0	0	32	52
Grand Total	**2**	**1**	**5**	**0**	**0**	**8**	**1**	**0**	**1**	**0**	**0**	**2**	**2**	**90**	**8**	**0**	**0**	**100**	**4**	**105**	**3**	**0**	**1**	**112**	**222**
Approach %	25	12.5	62.5	0		-	50	0	50	0		-	2	90	8	0		-	3.6	93.8	2.7	0		-	
Totals %	0.9	0.5	2.3	0		3.6	0.5	0	0.5	0		0.9	0.9	40.5	3.6	0		45	1.8	47.3	1.4	0		50.5	
PHF	**0.5**	**0.25**	**0.63**	**0**		**0.67**	**0.25**	**0**	**0.25**	**0**		**0.25**	**0.25**	**0.8**	**0.67**	**0**		**0.83**	**0.5**	**0.88**	**0.38**	**0**		**0.88**	**0.96**
Cars	2	1	5	0		8	1	0	1	0		2	2	87	8	0		97	4	103	2	0		109	216
% Cars	100	100	100	0		100	100	0	100	0		100	100	96.7	100	0		97	100	98.1	66.7	0		97.3	97.3
Trucks	0	0	0	0		0	0	0	0	0		0	0	3	0	0		3	0	2	0	0		2	5
% Trucks	0	0	0	0		0	0	0	0	0		0	0	3.3	0	0		3	0	1.9	0	0		1.8	2.3
Bicycles	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	1	0		1	1
% Bicycles	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	33.3	0		0.9	0.5
Peds					0	-					0	-					0	-					1	-	1
% Peds					0	-					0	-					0	-					100	-	

Basic Axle Classification Report: 040-00000

Station ID : 040-00000

Info Line 1 : CR-40, on nb max 50 kph sign

Info Line 2 : just south of Helen Street

GPS Lat/Lon :

DB File : DBFILE 071521 - 63.DB

Last Connected Device Type : Unicorn

Version Number : 2.94

Serial Number : 53086

Number of Lanes : 2

Posted Speed Limit : 0.0 kph

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	N	NB	Ax-Ax	150 cm	183 cm	

Lane #1 Basic Axle Classification Data From: 00:00 - 07/13/2021 To: 23:59 - 07/13/2021

(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
07/13/21	00:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
	04:00	0	0	0	0	0	2	0	0	0	0	0	0	0	2
	05:00	0	5	3	0	0	2	0	1	0	0	0	0	0	11
	06:00	0	18	13	0	1	2	0	1	0	0	0	0	0	35
	07:00	0	15	24	0	0	1	0	0	0	0	0	0	1	41
	08:00	1	29	15	0	0	4	0	2	2	0	0	0	0	53
	09:00	1	27	33	0	1	1	0	1	0	1	3	0	4	72
	10:00	2	32	33	0	1	4	1	0	2	0	4	1	0	80
	11:00	1	46	33	0	1	1	0	2	5	1	0	0	4	94
	12:00	0	52	41	0	0	1	1	1	1	2	6	1	1	107
	13:00	0	49	29	1	0	1	1	3	2	1	2	0	1	90
	14:00	1	62	27	0	3	1	0	3	3	1	1	0	1	103
	15:00	2	65	33	0	2	0	0	2	0	1	2	0	0	107
	16:00	5	80	37	0	1	0	1	2	0	1	3	0	1	131
	17:00	3	82	38	0	1	1	0	2	1	0	2	0	1	131
	18:00	1	56	30	0	0	0	0	1	0	0	2	0	0	90
	19:00	2	35	14	0	0	1	2	0	0	0	2	0	0	56
	20:00	1	34	13	0	0	1	0	0	2	0	0	0	0	51
	21:00	0	18	9	0	0	1	0	0	1	1	1	0	0	31
	22:00	1	16	1	0	0	2	0	0	1	0	0	0	1	22
	23:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Daily Total :		21	727	427	1	11	27	6	21	20	9	28	2	15	1315
Percent :		2%	55%	32%	0%	1%	2%	0%	2%	2%	1%	2%	0%	1%	
Average :		1	30	18	0	0	1	0	1	1	0	1	0	1	54

Lane #2 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.	S	SB	Ax-Ax	150 cm	183 cm	

Lane #2 Basic Axle Classification Data From: 00:00 - 07/13/2021 To: 23:59 - 07/13/2021

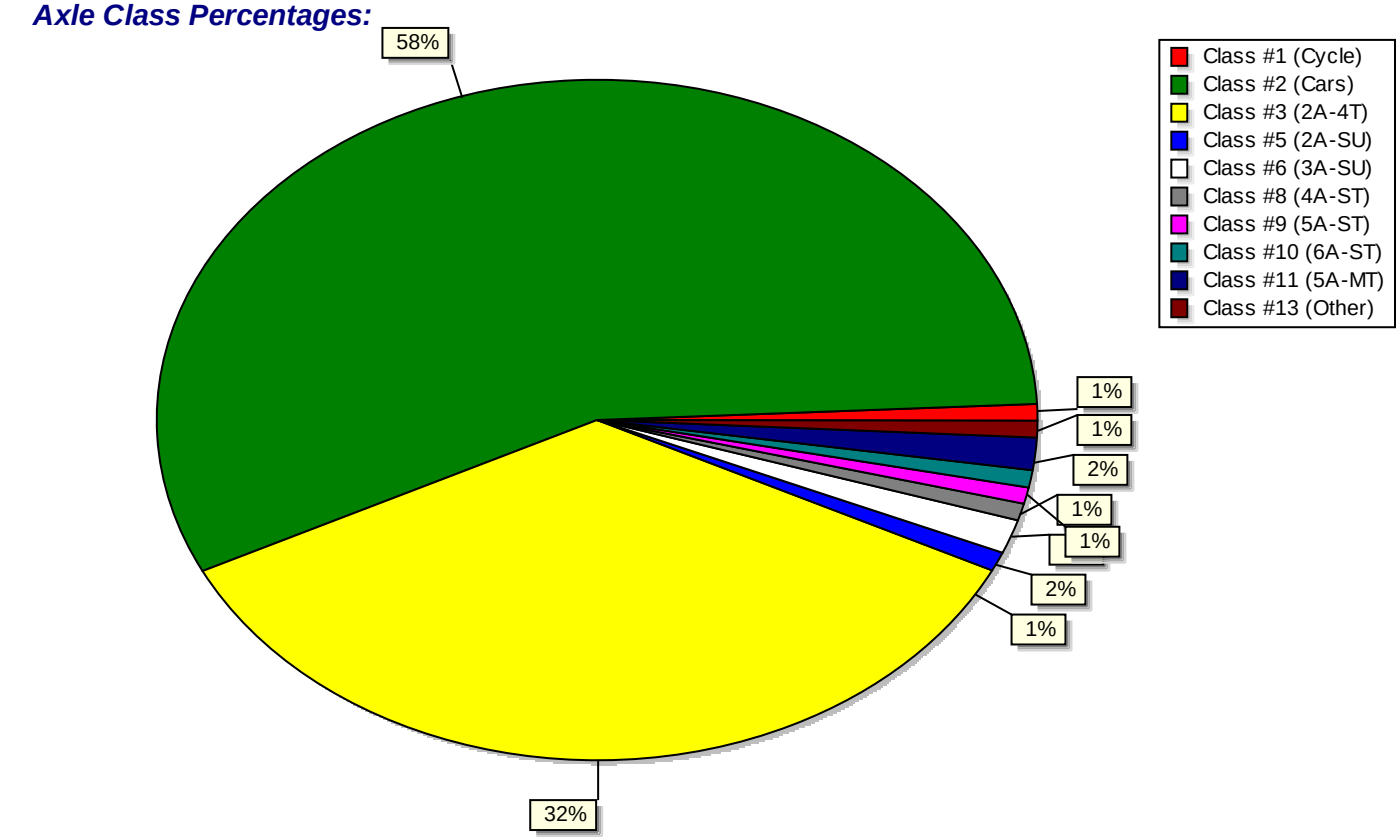
(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
07/13/21	00:00	0	1	0	0	0	0	0	0	0	1	0	0	0	2
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	03:00	0	1	2	0	0	0	0	0	0	1	0	0	0	4
	04:00	0	4	5	0	0	0	0	0	0	0	0	0	1	10
	05:00	0	21	9	0	0	0	0	0	0	1	0	0	0	31
	06:00	0	35	22	0	0	2	0	0	0	1	1	0	1	62
	07:00	0	63	33	0	1	0	0	0	0	0	0	0	0	97
	08:00	0	67	22	0	1	0	0	1	0	0	1	0	0	92
	09:00	1	60	27	0	1	1	1	0	0	0	1	0	1	93
	10:00	0	55	32	0	0	1	0	0	1	2	2	1	1	95
	11:00	2	71	28	0	2	1	0	1	4	1	1	1	1	113
	12:00	1	52	37	0	0	2	0	1	2	0	0	1	1	97
	13:00	1	60	27	0	0	3	0	0	2	0	2	0	0	95
	14:00	0	41	39	0	0	1	0	3	0	0	2	0	2	88
	15:00	1	61	29	0	1	1	1	3	0	1	2	0	1	101
	16:00	1	79	30	0	1	1	1	3	0	1	2	0	1	120
	17:00	1	52	39	0	1	1	0	2	3	0	4	0	1	104
	18:00	0	35	12	0	0	0	0	0	0	0	0	0	0	47
	19:00	1	26	12	0	2	0	0	1	1	0	1	0	0	44
	20:00	0	27	7	0	0	0	0	0	1	0	0	0	0	35
	21:00	0	12	4	0	0	0	0	0	3	0	0	0	0	19
	22:00	1	2	2	0	0	0	0	0	1	0	0	0	0	6
	23:00	0	4	0	0	0	0	0	0	1	1	0	0	0	6
Daily Total :		10	833	419	0	10	14	3	15	19	10	19	3	11	1366
Percent :		1%	61%	31%	0%	1%	1%	0%	1%	1%	1%	1%	0%	1%	
Average :		0	35	17	0	0	1	0	1	1	0	1	0	0	56

Basic Axle Class Summary: 040-00000

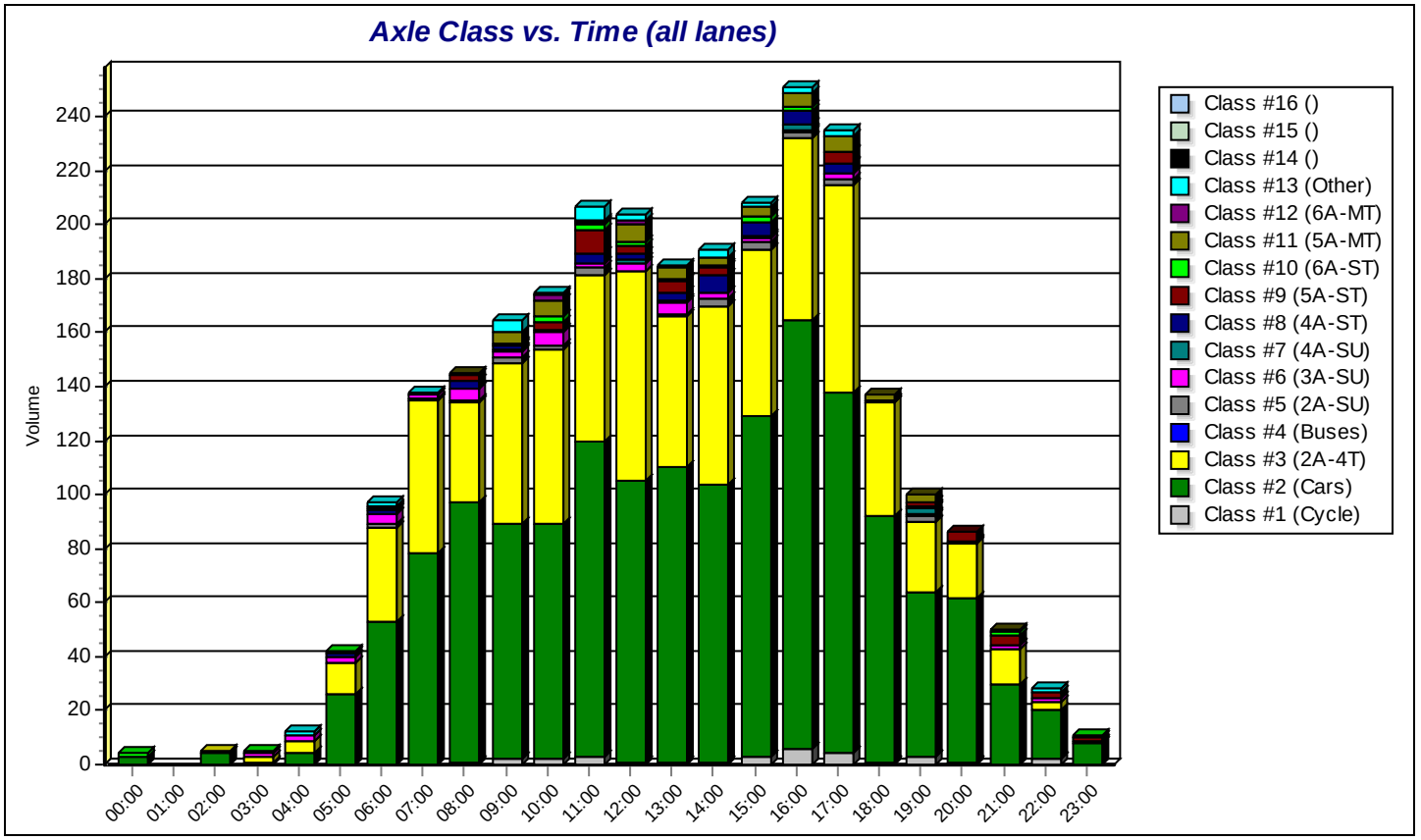
(DEFAULTC) Description	Lane	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
TOTAL COUNT :	#1.	21	727	427	1	11	27	6	21	20	9	28	2	15	1315
	#2.	10	833	419	0	10	14	3	15	19	10	19	3	11	1366
		31	1560	846	1	21	41	9	36	39	19	47	5	26	2681
Percents :	#1.	2%	55%	32%	0%	1%	2%	0%	2%	2%	1%	2%	0%	1%	49%
	#2.	1%	61%	31%	0%	1%	1%	0%	1%	1%	1%	1%	0%	1%	51%
		1%	58%	32%	0%	1%	2%	0%	1%	1%	1%	2%	0%	1%	
Average :	#1.	1	30	18	0	0	1	0	1	1	0	1	0	1	54
	#2.	0	35	17	0	0	1	0	1	1	0	1	0	0	56
		1	65	35	0	0	2	0	2	2	0	2	0	1	110
Days & ADT :	#1.	1.0	1315												
	#2.	1.0	1366												
		1.0	2681												

040-00000 Axle Class Charts For Data From: 00:00 - 07/13/2021 To: 23:59 - 07/13/2021

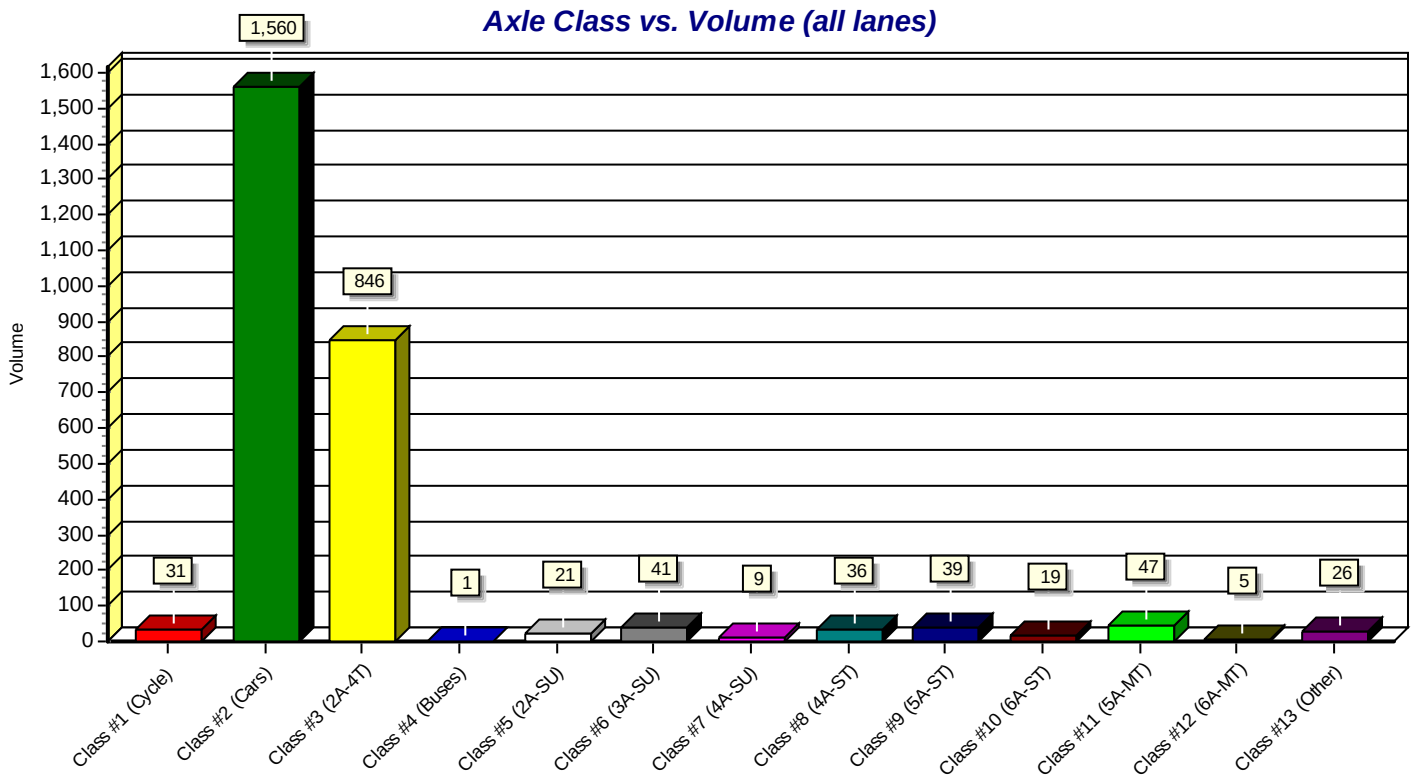
Axle Class Percentages:



Axle Class vs. Time (all lanes)



040-00000 Axle Class Charts For Data From: 00:00 - 07/13/2021 To: 23:59 - 07/13/2021



Basic Speed Classification Report: 040-00000

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	N	NB	Ax-Ax	150 cm	183 cm	

Lane #1 Basic Speed Classification Data From: 00:00 - 07/13/2021 To: 23:59 - 07/13/2021

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
07/13/21	00:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	0	0	7	3	0	1	0	0	0	0	0	0	0	0	0	11
	06:00	0	1	3	6	21	4	0	0	0	0	0	0	0	0	0	0	35
	07:00	2	2	7	14	12	3	0	1	0	0	0	0	0	0	0	0	41
	08:00	0	10	9	19	10	5	0	0	0	0	0	0	0	0	0	0	53
	09:00	0	14	14	19	24	1	0	0	0	0	0	0	0	0	0	0	72
	10:00	3	19	14	28	15	1	0	0	0	0	0	0	0	0	0	0	80
	11:00	4	21	11	33	19	5	0	1	0	0	0	0	0	0	0	0	94
	12:00	3	18	5	35	36	7	2	0	0	1	0	0	0	0	0	0	107
	13:00	7	12	12	20	35	4	0	0	0	0	0	0	0	0	0	0	90
	14:00	1	17	12	27	34	11	1	0	0	0	0	0	0	0	0	0	103
	15:00	4	21	15	21	35	9	1	1	0	0	0	0	0	0	0	0	107
	16:00	2	29	13	32	42	11	2	0	0	0	0	0	0	0	0	0	131
	17:00	3	38	16	25	34	14	1	0	0	0	0	0	0	0	0	0	131
	18:00	2	25	8	19	24	12	0	0	0	0	0	0	0	0	0	0	90
	19:00	1	11	6	9	23	5	1	0	0	0	0	0	0	0	0	0	56
	20:00	1	17	5	11	15	1	1	0	0	0	0	0	0	0	0	0	51
	21:00	2	7	4	3	13	2	0	0	0	0	0	0	0	0	0	0	31
	22:00	1	5	4	6	2	4	0	0	0	0	0	0	0	0	0	0	22
	23:00	0	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	5
Daily Total :		36	271	160	335	398	101	10	3	0	1	0	0	0	0	0	0	1315
Percent :		3%	21%	12%	25%	30%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		2	11	7	14	17	4	0	0	0	0	0	0	0	0	0	0	56

Speeds - Average: 43.6 50% : 45.7 67% : 52.1 85% : 58.0 20kph Pace: 40.1 - 60.0 (55.7%)

Lane #2 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.	S	SB	Ax-Ax	150 cm	183 cm	

Lane #2 Basic Speed Classification Data From: 00:00 - 07/13/2021 To: 23:59 - 07/13/2021

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
07/13/21	00:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	1	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	5
	03:00	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	4
	04:00	0	2	1	1	3	2	1	0	0	0	0	0	0	0	0	0	10
	05:00	3	9	1	4	7	2	5	0	0	0	0	0	0	0	0	0	31
	06:00	6	12	0	10	18	11	3	2	0	0	0	0	0	0	0	0	62
	07:00	6	28	2	5	36	17	3	0	0	0	0	0	0	0	0	0	97
	08:00	6	16	1	19	36	11	3	0	0	0	0	0	0	0	0	0	92
	09:00	16	25	0	14	30	8	0	0	0	0	0	0	0	0	0	0	93
	10:00	9	23	4	29	24	5	1	0	0	0	0	0	0	0	0	0	95
	11:00	9	24	1	36	35	7	1	0	0	0	0	0	0	0	0	0	113
	12:00	6	16	4	17	38	14	2	0	0	0	0	0	0	0	0	0	97
	13:00	11	15	5	21	30	12	1	0	0	0	0	0	0	0	0	0	95
	14:00	4	12	4	19	33	15	0	1	0	0	0	0	0	0	0	0	88
	15:00	3	12	1	34	38	13	0	0	0	0	0	0	0	0	0	0	101
	16:00	12	23	3	21	52	6	2	0	0	0	0	0	0	1	0	0	120
	17:00	4	18	3	20	43	14	1	0	0	0	0	0	0	0	0	1	104
	18:00	4	10	1	6	22	4	0	0	0	0	0	0	0	0	0	0	47
	19:00	5	5	0	11	16	7	0	0	0	0	0	0	0	0	0	0	44
	20:00	3	6	1	7	10	6	2	0	0	0	0	0	0	0	0	0	35
	21:00	1	2	0	8	6	2	0	0	0	0	0	0	0	0	0	0	19
	22:00	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	6
	23:00	0	0	4	0	1	1	0	0	0	0	0	0	0	0	0	0	6
Daily Total :		110	262	37	284	484	159	25	3	0	0	0	0	0	1	0	1	1366
Percent :		8%	19%	3%	21%	35%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		5	11	2	12	20	7	1	0	0	0	0	0	0	0	0	0	55

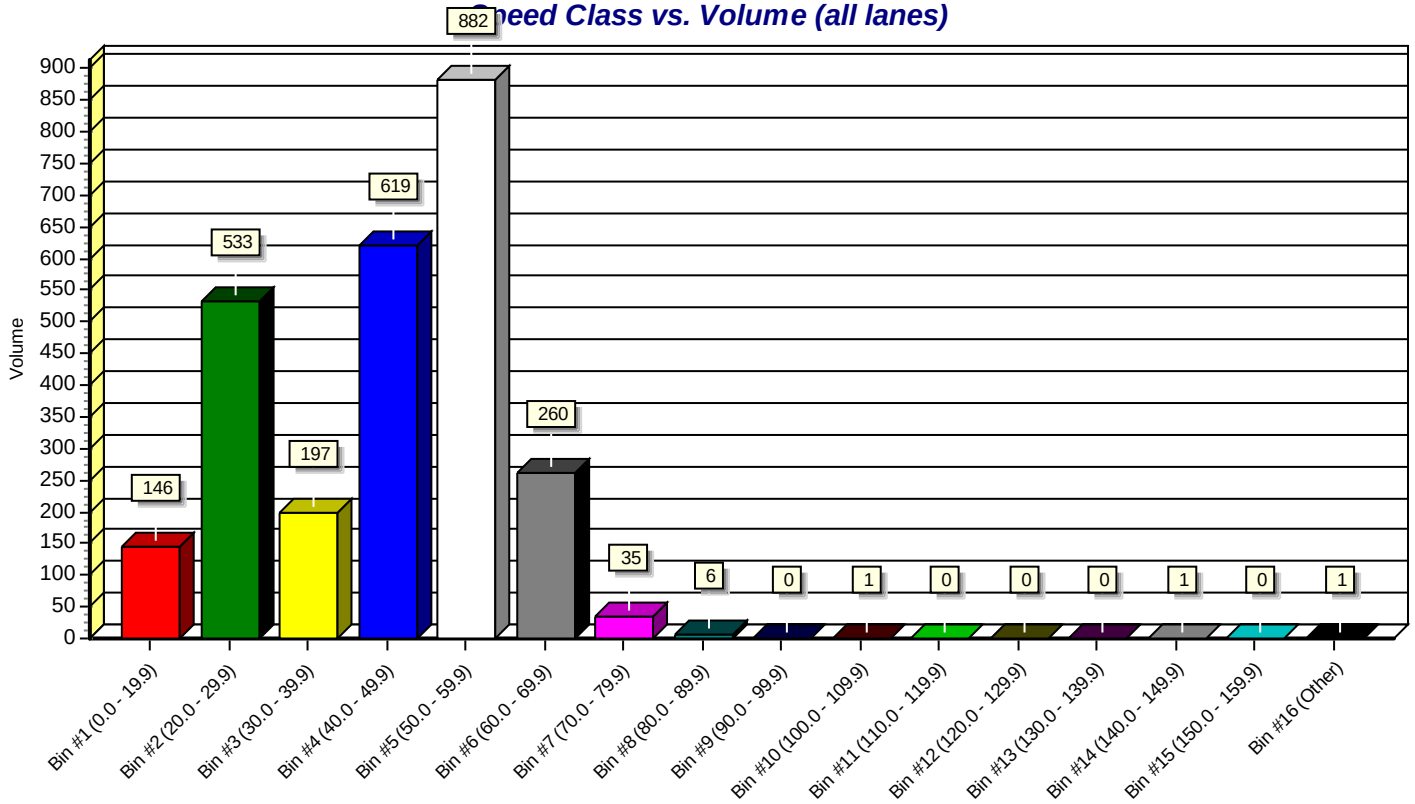
Speeds - Average: 44.6 50% : 49.5 67% : 54.7 85% : 59.6 20kph Pace: 40.1 - 60.0 (56.2%)

Basic Speed Class Summary: 040-00000

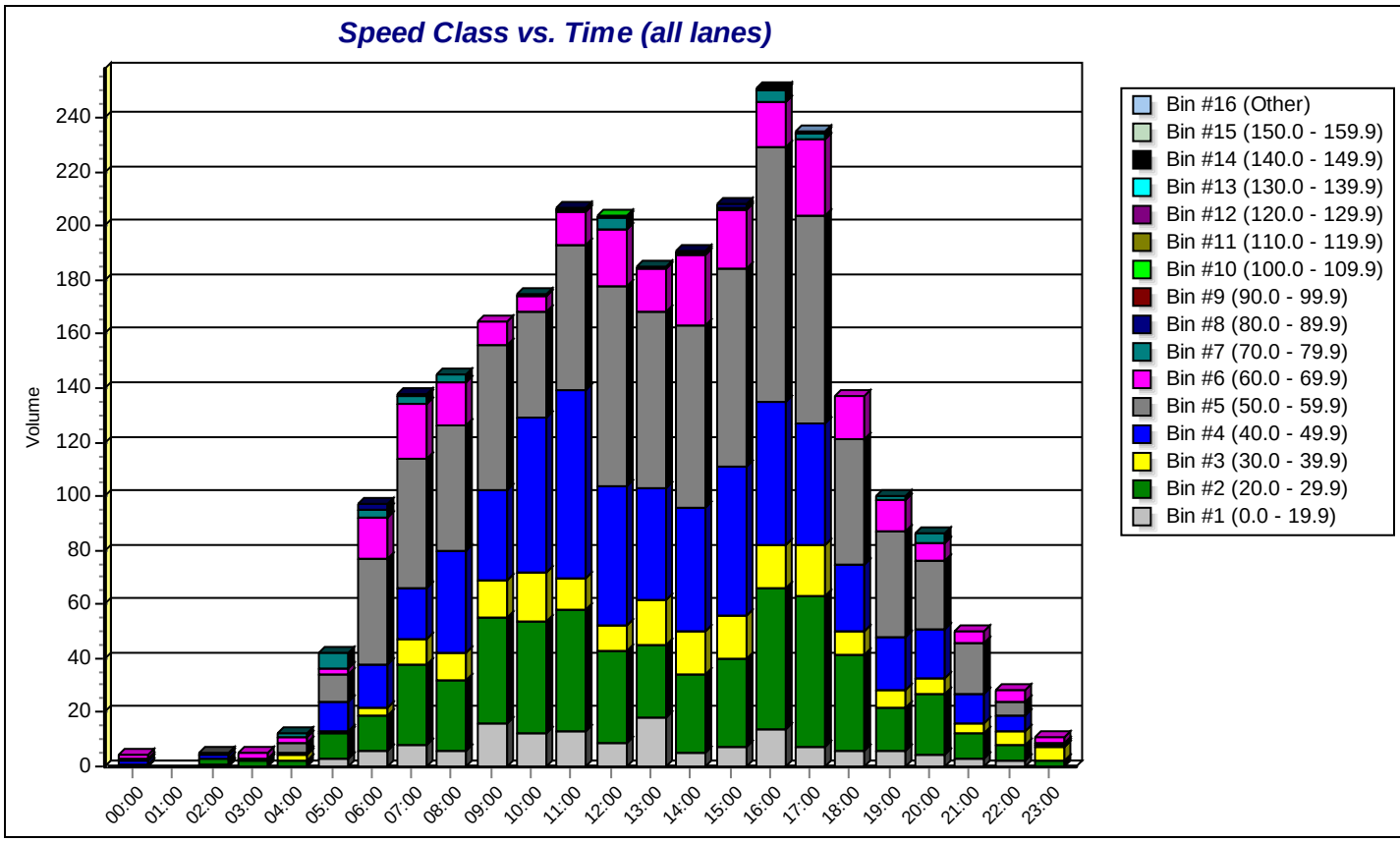
(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Description	Lane	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
TOTAL COUNT :	#1.	36	271	160	335	398	101	10	3	0	1	0	0	0	0	0	0	1315
	#2.	110	262	37	284	484	159	25	3	0	0	0	0	0	1	0	1	1366
		146	533	197	619	882	260	35	6	0	1	0	0	0	1	0	1	2681
Percents :	#1.	3%	21%	12%	25%	30%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	49%
	#2.	8%	19%	3%	21%	35%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	51%
		5%	20%	7%	23%	33%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :	#1.	2	11	7	14	17	4	0	0	0	0	0	0	0	0	0	0	55
	#2.	5	11	2	12	20	7	1	0	0	0	0	0	0	0	0	0	58
		7	22	9	26	37	11	1	0	0	0	0	0	0	0	0	0	113
Days & ADT :	#1.	1.0	1315															
	#2.	1.0	1366															
		1.0	2681															
Avg,50,67,85%:	#1.	43.6	45.7	52.1	58.0	40.1	- 60.0	56%										
Pace (pace %)	#2.	44.6	49.5	54.7	59.6	40.1	- 60.0	56%										
		44.1	47.5	53.5	58.9	40.1	- 60.0	56%										

040-00000 Speed Class Charts For Data From: 00:00 - 07/13/2021 To: 23:59 - 07/13/2021

Speed Class vs. Volume (all lanes)



Speed Class vs. Time (all lanes)



Basic Axle Classification Report: 042-00000

Station ID : 042-00000

Info Line 1 : CR-42, 225 m east of 10th Line

Info Line 2 : of Asphodel on eb curve ahead

GPS Lat/Lon :

DB File : 042-00000 A.DB

Last Connected Device Type : TCC-540

Version Number : 2.45

Serial Number : 16162

Number of Lanes : 2

Posted Speed Limit : 0.0 kph

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	W	WB	Ax-Ax	149 cm	183 cm	

Lane #1 Basic Axle Classification Data From: 00:00 - 07/08/2021 To: 23:59 - 07/08/2021

(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
07/08/21	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	04:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4
	05:00	1	15	11	0	0	0	0	0	0	0	0	0	0	27
	06:00	0	29	34	0	0	0	0	1	0	0	0	0	0	64
	07:00	1	36	20	1	0	3	0	0	0	0	0	0	0	61
	08:00	0	39	28	0	1	0	0	0	0	0	1	0	1	70
	09:00	0	31	21	0	0	1	0	0	0	1	0	0	0	54
	10:00	0	45	32	0	0	1	0	0	0	0	0	0	0	78
	11:00	0	41	22	0	0	0	0	0	2	0	0	0	0	65
	12:00	1	38	18	1	0	1	0	0	1	1	0	0	0	61
	13:00	0	31	22	0	0	0	0	1	0	0	0	0	0	54
	14:00	0	32	26	0	1	0	0	2	0	0	0	0	0	61
	15:00	0	33	18	0	0	0	0	1	0	0	0	0	0	52
	16:00	0	31	21	0	0	0	0	1	1	0	2	0	1	57
	17:00	0	31	19	0	0	0	0	0	0	0	0	0	0	50
	18:00	0	24	17	0	1	0	0	0	0	0	0	0	0	42
	19:00	1	12	12	0	0	1	0	0	0	0	0	0	0	26
	20:00	0	15	3	0	0	0	0	0	0	0	0	0	0	18
	21:00	0	5	6	0	0	1	0	0	0	0	0	0	0	12
	22:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		4	499	334	2	3	8	0	6	4	2	3	0	2	867
Percent :		0%	58%	39%	0%	0%	1%	0%	1%	0%	0%	0%	0%	0%	
Average :		0	21	14	0	0	0	0	0	0	0	0	0	0	35

Lane #2 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.	E	EB	Ax-Ax	149 cm	183 cm	

Lane #2 Basic Axle Classification Data From: 00:00 - 07/08/2021 To: 23:59 - 07/08/2021

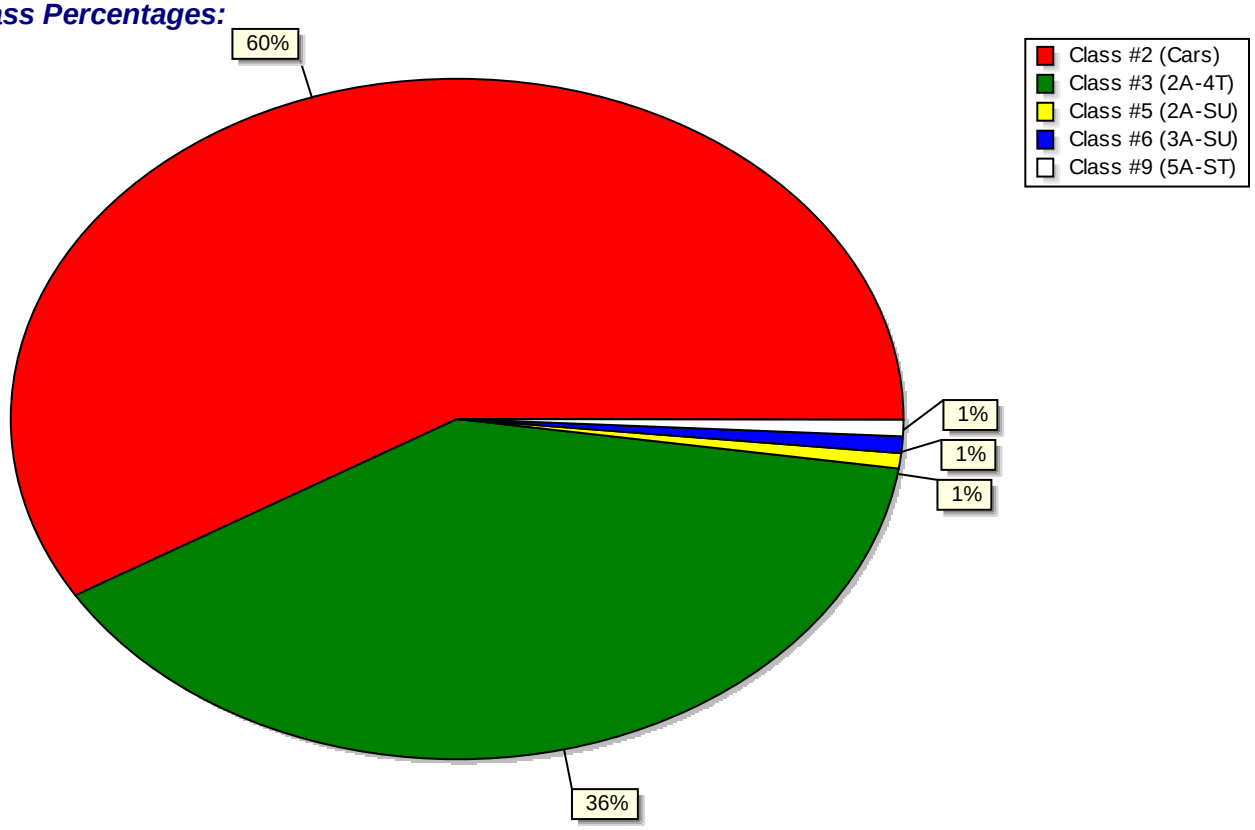
(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
07/08/21	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Thu	01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1
	05:00	0	8	7	0	0	0	0	0	1	0	0	0	0	16
	06:00	0	9	13	0	0	0	0	0	0	0	0	0	0	22
	07:00	0	21	25	0	1	1	0	0	0	0	0	0	1	49
	08:00	0	27	12	0	0	3	0	0	2	0	0	0	0	44
	09:00	0	33	21	0	0	0	0	0	0	0	0	0	0	54
	10:00	0	38	8	0	0	1	0	1	0	1	0	0	0	49
	11:00	0	33	19	0	0	0	0	0	2	0	0	0	0	54
	12:00	1	35	34	0	3	0	0	0	0	0	0	0	0	73
	13:00	0	29	19	0	1	1	0	0	1	0	0	0	0	51
	14:00	0	42	22	0	0	1	0	0	1	0	0	0	0	66
	15:00	0	48	20	0	2	0	0	1	0	1	0	0	0	72
	16:00	0	47	31	0	0	0	0	0	0	0	0	0	0	78
	17:00	0	56	34	0	1	0	0	0	0	0	1	0	1	93
	18:00	0	37	16	0	0	1	0	0	0	0	0	0	0	54
	19:00	0	26	14	0	0	0	0	0	0	0	0	0	0	40
	20:00	0	30	7	0	0	0	0	0	0	0	0	0	0	37
	21:00	0	15	4	0	0	0	0	0	0	0	0	0	0	19
	22:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	23:00	0	14	0	1	0	0	0	0	0	0	0	0	0	15
Daily Total :		1	561	308	1	8	8	0	2	7	2	1	0	3	902
Percent :		0%	62%	34%	0%	1%	1%	0%	0%	1%	0%	0%	0%	0%	
Average :		0	23	13	0	0	0	0	0	0	0	0	0	0	36

Basic Axle Class Summary: 042-00000

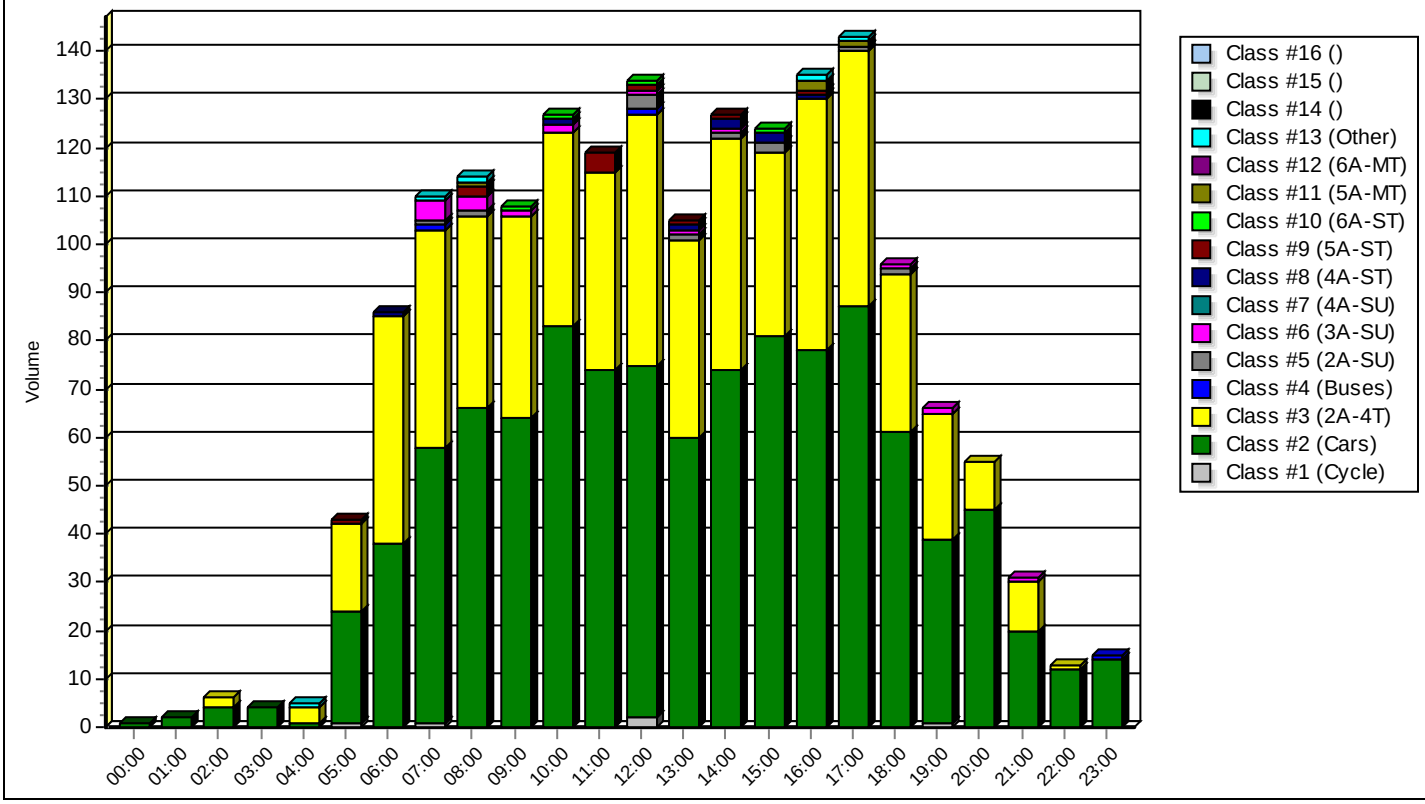
(DEFAULTC) Description	Lane	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
TOTAL COUNT :	#1.	4	499	334	2	3	8	0	6	4	2	3	0	2	867
	#2.	1	561	308	1	8	8	0	2	7	2	1	0	3	902
		5	1060	642	3	11	16	0	8	11	4	4	0	5	1769
Percents :	#1.	0%	58%	39%	0%	0%	1%	0%	1%	0%	0%	0%	0%	0%	49%
	#2.	0%	62%	34%	0%	1%	1%	0%	0%	1%	0%	0%	0%	0%	51%
		0%	60%	36%	0%	1%	1%	0%	0%	1%	0%	0%	0%	0%	
Average :	#1.	0	21	14	0	0	0	0	0	0	0	0	0	0	35
	#2.	0	23	13	0	0	0	0	0	0	0	0	0	0	36
		0	44	27	0	0	0	0	0	0	0	0	0	0	71
Days & ADT :	#1.	1.0	867												
	#2.	1.0	902												
		1.0	1769												

042-00000 Axle Class Charts For Data From: 00:00 - 07/08/2021 To: 23:59 - 07/08/2021

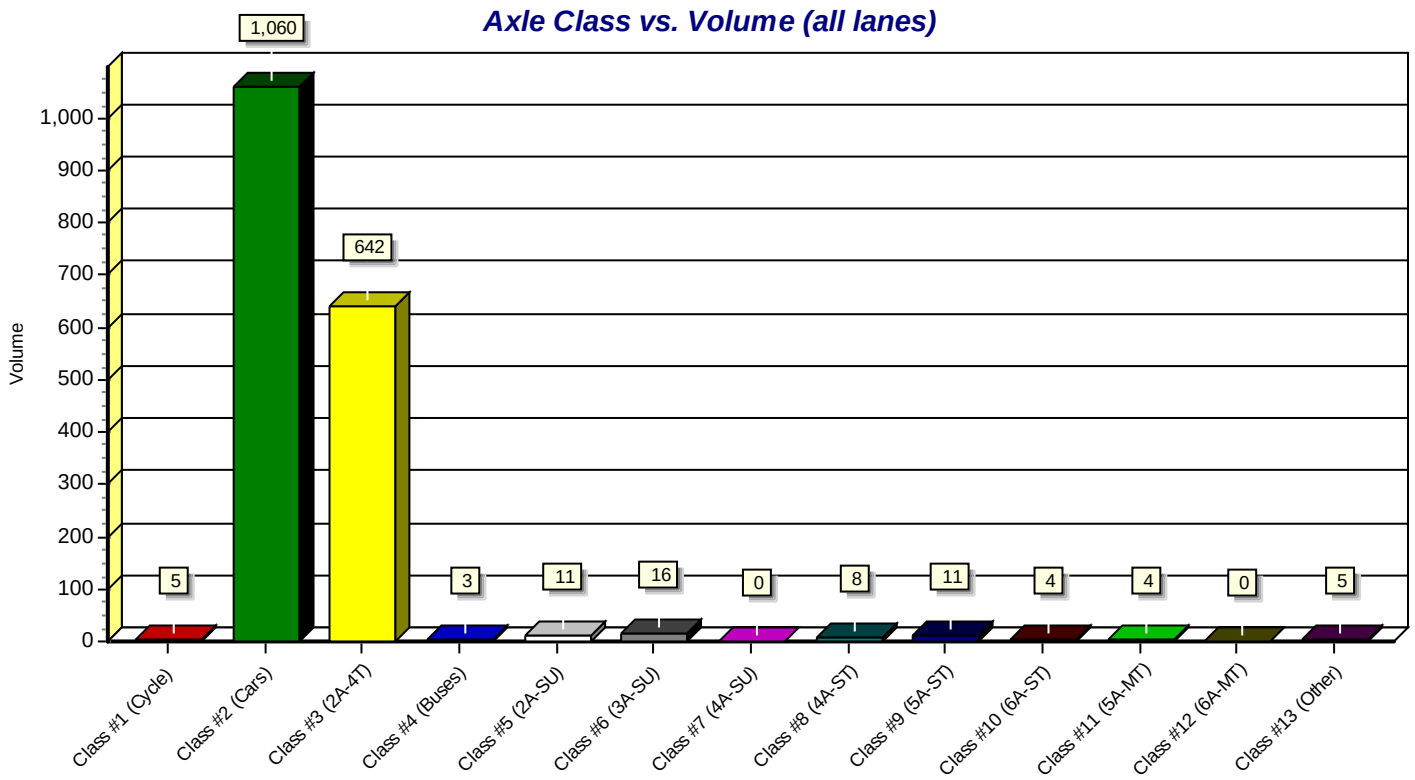
Axle Class Percentages:



Axle Class vs. Time (all lanes)



042-00000 Axle Class Charts For Data From: 00:00 - 07/08/2021 To: 23:59 - 07/08/2021



Basic Speed Classification Report: 042-00000

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	W	WB	Ax-Ax	149 cm	183 cm	

Lane #1 Basic Speed Classification Data From: 00:00 - 07/08/2021 To: 23:59 - 07/08/2021

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
07/08/21	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	4
	04:00	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4
	05:00	0	0	0	0	0	1	1	8	10	5	2	0	0	0	0	0	27
	06:00	0	0	0	0	0	0	4	20	24	12	3	1	0	0	0	0	64
	07:00	0	0	0	0	0	0	1	19	21	16	4	0	0	0	0	0	61
	08:00	0	0	0	0	0	0	7	26	24	12	1	0	0	0	0	0	70
	09:00	0	0	0	0	1	2	3	16	26	6	0	0	0	0	0	0	54
	10:00	0	0	0	0	0	3	14	29	22	10	0	0	0	0	0	0	78
	11:00	0	0	0	0	0	1	8	26	24	6	0	0	0	0	0	0	65
	12:00	0	0	0	0	1	5	13	21	18	3	0	0	0	0	0	0	61
	13:00	0	0	0	0	1	5	11	14	18	3	2	0	0	0	0	0	54
	14:00	0	0	0	0	0	2	11	18	20	7	2	0	1	0	0	0	61
	15:00	0	1	0	0	0	2	9	10	16	12	1	1	0	0	0	0	52
	16:00	0	0	0	0	0	1	4	19	29	4	0	0	0	0	0	0	57
	17:00	0	0	0	0	0	1	3	12	22	10	2	0	0	0	0	0	50
	18:00	0	0	0	0	0	0	6	10	17	9	0	0	0	0	0	0	42
	19:00	0	0	0	0	1	0	1	10	9	5	0	0	0	0	0	0	26
	20:00	0	0	0	0	0	0	4	3	8	3	0	0	0	0	0	0	18
	21:00	0	0	0	0	0	1	1	8	2	0	0	0	0	0	0	0	12
	22:00	0	0	0	0	0	0	1	0	3	2	0	0	0	0	0	0	6
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		0	1	0	0	4	26	105	270	316	125	17	2	1	0	0	0	867
Percent :		0%	0%	0%	0%	0%	3%	12%	31%	36%	14%	2%	0%	0%	0%	0%	0%	
Average :		0	0	0	0	0	1	4	11	13	5	1	0	0	0	0	0	36

Speeds - Average: 90.2 50% : 91.0 67% : 95.5 85% : 101.5 20kph Pace: 80.1 -100.0 (67.6%)

Lane #2 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.	E	EB	Ax-Ax	149 cm	183 cm	

Lane #2 Basic Speed Classification Data From: 00:00 - 07/08/2021 To: 23:59 - 07/08/2021

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
07/08/21	00:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Thu	01:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
	02:00	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	5
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	0	0	0	0	2	2	6	3	2	1	0	0	0	0	0	16
	06:00	0	0	0	0	0	1	5	3	8	3	2	0	0	0	0	0	22
	07:00	0	0	0	0	0	2	4	24	17	2	0	0	0	0	0	0	49
	08:00	0	0	0	0	1	3	4	19	14	2	0	1	0	0	0	0	44
	09:00	0	0	0	1	0	4	9	21	16	3	0	0	0	0	0	0	54
	10:00	0	0	0	0	0	2	17	20	9	0	1	0	0	0	0	0	49
	11:00	0	0	0	0	0	3	15	25	10	1	0	0	0	0	0	0	54
	12:00	0	0	0	0	1	1	24	36	9	1	0	1	0	0	0	0	73
	13:00	0	0	0	0	0	2	12	22	12	3	0	0	0	0	0	0	51
	14:00	0	0	0	0	0	3	10	33	17	3	0	0	0	0	0	0	66
	15:00	0	1	0	0	0	1	14	25	22	9	0	0	0	0	0	0	72
	16:00	0	0	0	0	0	0	7	35	30	6	0	0	0	0	0	0	78
	17:00	0	0	0	0	0	0	9	35	44	4	0	1	0	0	0	0	93
	18:00	0	0	0	0	0	2	2	14	31	5	0	0	0	0	0	0	54
	19:00	0	0	0	0	0	1	6	10	15	7	1	0	0	0	0	0	40
	20:00	0	0	0	0	1	0	4	13	13	4	2	0	0	0	0	0	37
	21:00	0	0	0	0	0	2	5	7	5	0	0	0	0	0	0	0	19
	22:00	0	0	0	0	0	1	1	3	2	0	0	0	0	0	0	0	7
	23:00	0	0	0	0	0	1	1	1	9	2	1	0	0	0	0	0	15
Daily Total :		0	1	0	1	4	31	151	355	291	57	8	3	0	0	0	0	902
Percent :		0%	0%	0%	0%	0%	3%	17%	39%	32%	6%	1%	0%	0%	0%	0%	0%	
Average :		0	0	0	0	0	1	6	15	12	2	0	0	0	0	0	0	35

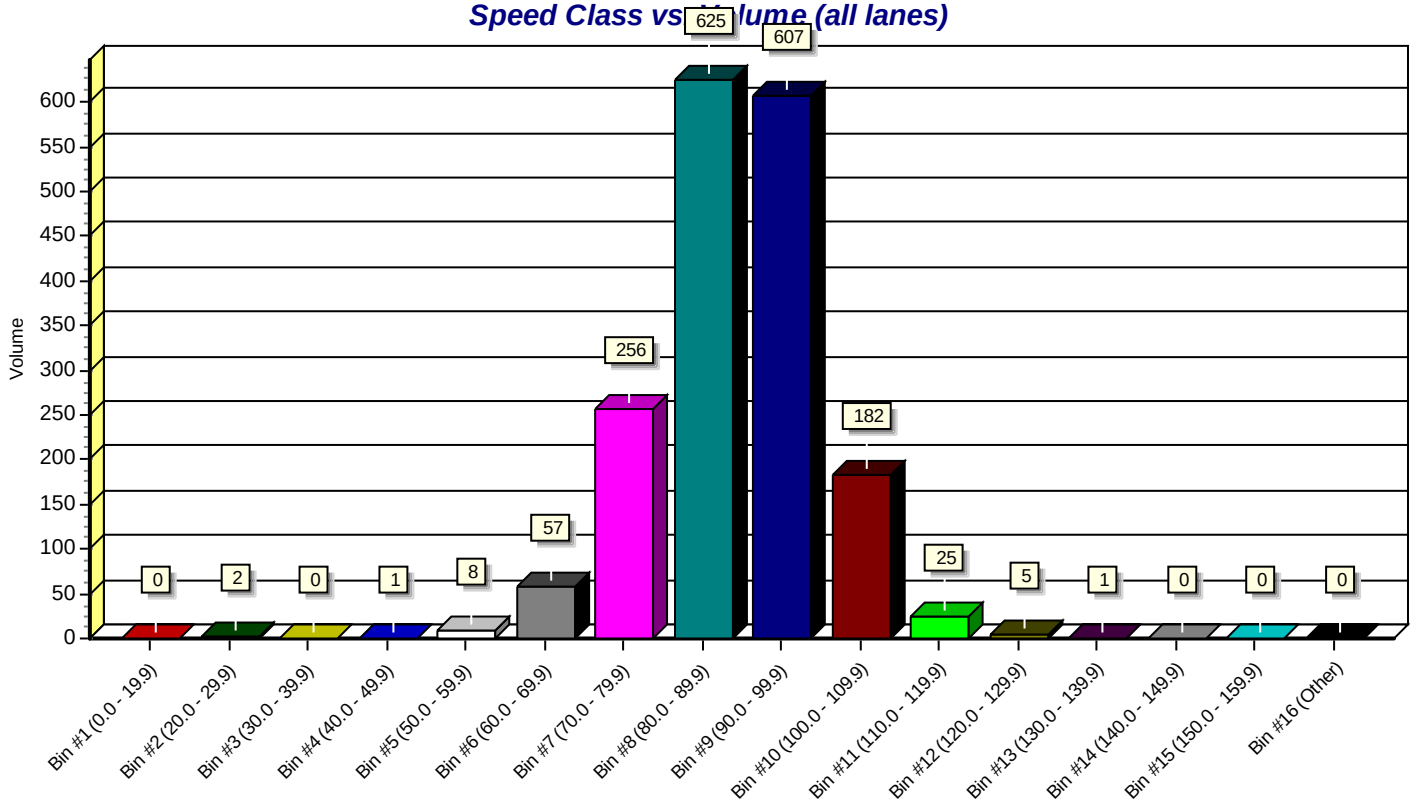
Speeds - Average: 87.2 50% : 87.2 67% : 92.3 85% : 97.7 20kph Pace: 80.1 -100.0 (71.6%)

Basic Speed Class Summary: 042-00000

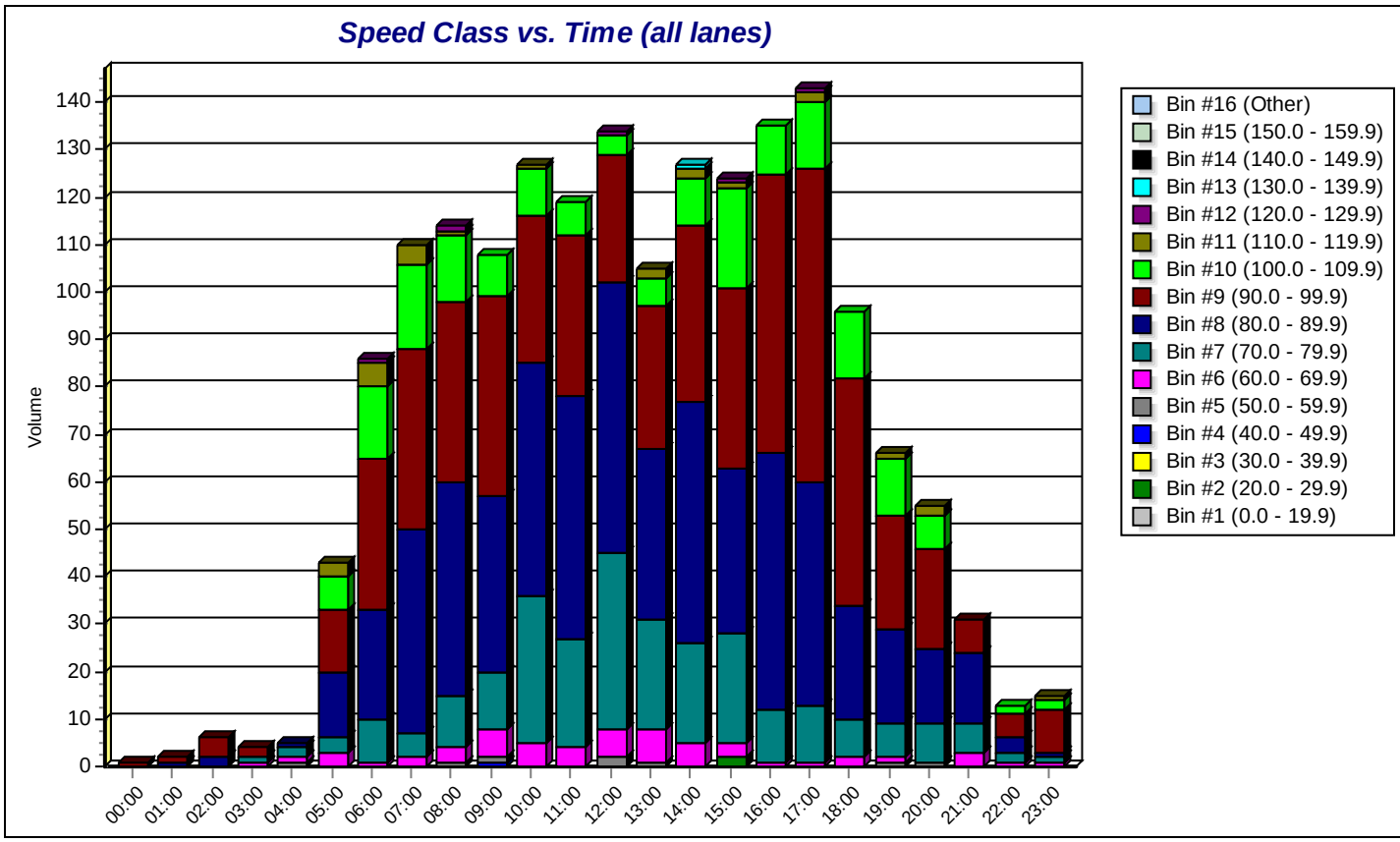
(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Description	Lane	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
TOTAL COUNT :	#1.	0	1	0	0	4	26	105	270	316	125	17	2	1	0	0	0	867
	#2.	0	1	0	1	4	31	151	355	291	57	8	3	0	0	0	0	902
		0	2	0	1	8	57	256	625	607	182	25	5	1	0	0	0	1769
Percents :	#1.	0%	0%	0%	0%	0%	3%	12%	31%	36%	14%	2%	0%	0%	0%	0%	0%	49%
	#2.	0%	0%	0%	0%	0%	3%	17%	39%	32%	6%	1%	0%	0%	0%	0%	0%	51%
		0%	0%	0%	0%	0%	3%	14%	35%	34%	10%	1%	0%	0%	0%	0%	0%	
Average :	#1.	0	0	0	0	0	1	4	11	13	5	1	0	0	0	0	0	35
	#2.	0	0	0	0	0	1	6	15	12	2	0	0	0	0	0	0	36
		0	0	0	0	0	2	10	26	25	7	1	0	0	0	0	0	71
Days & ADT :	#1.	1.0	867															
	#2.	1.0	902															
		1.0	1769															
Avg,50,67,85%:	#1.	90.2	91.0	95.5	101.5	80.1	-100.0	68%										
Pace (pace %)	#2.	87.2	87.2	92.3	97.7	80.1	-100.0	72%										
		88.7	89.0	94.1	99.2	80.1	-100.0	70%										

042-00000 Speed Class Charts For Data From: 00:00 - 07/08/2021 To: 23:59 - 07/08/2021

Speed Class vs. Volume (all lanes)



Speed Class vs. Time (all lanes)



Basic Axle Classification Report: 045-00000

Station ID : 045-00000

Info Line 1 : CR-45, 170 m s of Ouse River

Info Line 2 : on nb curve/inter ahead sign

GPS Lat/Lon :

DB File : DBFILE 070821 - 18.DB

Last Connected Device Type : TCC-540

Version Number : 2.45

Serial Number : 6050

Number of Lanes : 2

Posted Speed Limit : 0.0 kph

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	N	NB	Ax-Ax	149 cm	183 cm	

Lane #1 Basic Axle Classification Data From: 00:00 - 07/06/2021 To: 23:59 - 07/06/2021

(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
07/06/21	00:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Tue	01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	02:00	0	3	0	0	1	0	0	0	0	0	0	0	1	5
	03:00	0	5	1	0	0	0	0	0	0	1	0	0	0	7
	04:00	0	10	5	0	1	0	0	0	0	1	0	0	0	17
	05:00	0	36	16	0	0	3	1	0	1	1	1	0	1	60
	06:00	0	62	47	0	0	4	0	1	1	0	2	0	0	117
	07:00	3	68	39	0	1	3	0	3	0	0	1	0	1	119
	08:00	2	73	39	0	1	5	0	0	1	0	3	0	0	124
	09:00	3	84	43	0	2	2	0	2	3	1	0	0	1	141
	10:00	2	93	44	0	0	5	0	1	0	0	2	0	0	147
	11:00	3	107	35	0	1	3	0	1	1	1	7	0	0	159
	12:00	3	97	38	0	1	6	0	1	2	2	3	1	1	155
	13:00	1	100	46	0	1	4	1	0	1	1	5	0	0	160
	14:00	1	116	43	0	0	4	0	1	0	0	4	0	3	172
	15:00	1	109	37	0	0	3	1	4	0	0	3	0	1	159
	16:00	2	90	51	0	0	0	1	1	2	1	2	0	2	152
	17:00	1	99	49	0	0	1	0	0	0	0	10	0	0	160
	18:00	1	78	31	0	1	0	0	1	0	0	1	0	0	113
	19:00	1	53	24	0	0	0	0	0	0	0	1	0	0	79
	20:00	2	36	18	0	0	0	0	2	1	0	0	0	0	59
	21:00	3	28	12	0	1	0	0	0	0	0	0	0	0	44
	22:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14
	23:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Daily Total :		29	1368	621	0	11	43	4	18	13	9	45	1	11	2173
Percent :		1%	63%	29%	0%	1%	2%	0%	1%	1%	0%	2%	0%	1%	
Average :		1	57	26	0	0	2	0	1	1	0	2	0	0	90

Lane #2 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.	S	SB	Ax-Ax	149 cm	183 cm	

Lane #2 Basic Axle Classification Data From: 00:00 - 07/06/2021 To: 23:59 - 07/06/2021

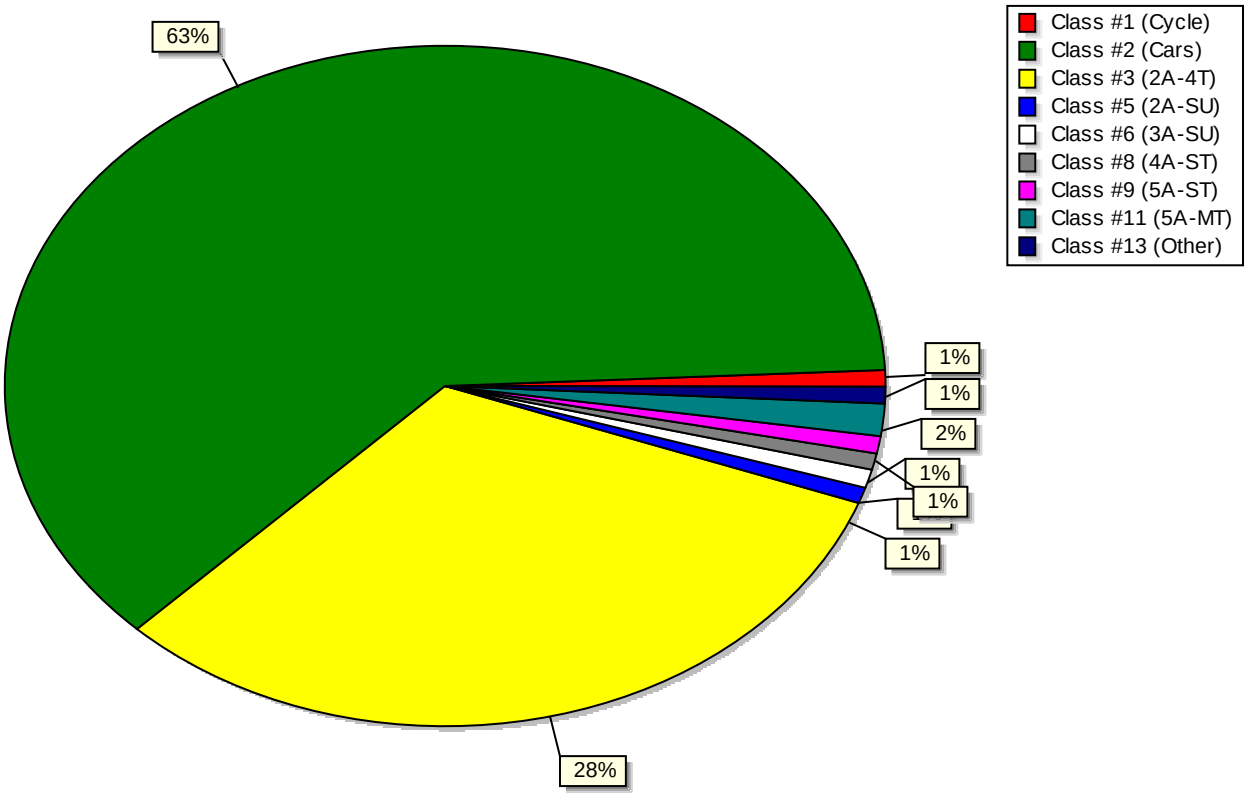
(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
07/06/21	00:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Tue	01:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	02:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	5	0	0	0	0	0	0	1	0	0	0	0	6
	04:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
	05:00	0	24	16	0	0	0	0	0	0	0	0	0	0	40
	06:00	1	33	38	0	0	1	0	4	1	2	2	0	0	82
	07:00	1	38	31	0	1	1	0	0	0	0	3	0	0	75
	08:00	0	110	39	0	2	1	1	2	0	1	5	0	1	162
	09:00	1	77	44	0	3	1	0	5	2	0	7	0	0	140
	10:00	2	71	23	0	0	1	0	0	1	1	4	0	3	106
	11:00	2	87	31	0	0	3	0	2	1	0	5	0	1	132
	12:00	0	108	33	0	1	1	0	6	1	4	5	0	2	161
	13:00	2	78	39	0	1	1	0	6	0	0	1	1	1	130
	14:00	5	89	36	0	2	2	1	2	0	2	3	0	1	143
	15:00	4	107	36	0	0	0	1	4	2	1	7	0	3	165
	16:00	0	126	52	0	1	2	1	1	3	0	6	0	3	195
	17:00	0	146	64	0	0	1	1	1	1	0	4	0	0	218
	18:00	5	93	35	0	0	0	1	0	0	0	1	0	0	135
	19:00	1	60	28	0	0	0	0	0	0	0	0	0	0	89
	20:00	3	52	19	0	0	0	0	0	0	0	0	0	0	74
	21:00	0	27	16	0	0	1	0	0	0	0	0	0	0	44
	22:00	0	28	4	0	1	0	0	0	0	0	0	0	0	33
	23:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
Daily Total :		27	1388	593	0	12	16	6	33	13	11	53	1	15	2168
Percent :		1%	64%	27%	0%	1%	1%	0%	2%	1%	1%	2%	0%	1%	
Average :		1	58	25	0	1	1	0	1	1	0	2	0	1	91

Basic Axle Class Summary: 045-00000

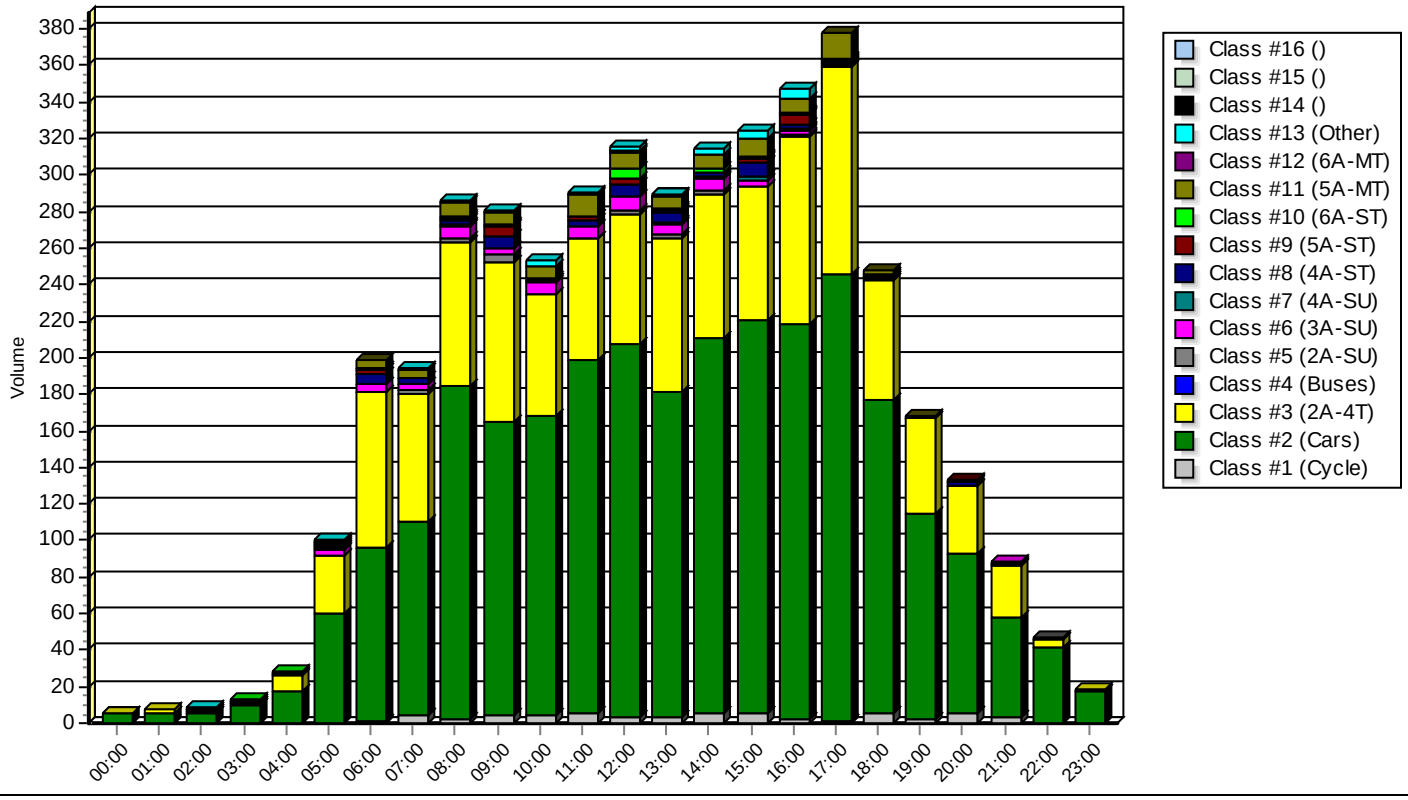
(DEFAULTC) Description	Lane	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
TOTAL COUNT :	#1.	29	1368	621	0	11	43	4	18	13	9	45	1	11	2173
	#2.	27	1388	593	0	12	16	6	33	13	11	53	1	15	2168
		56	2756	1214	0	23	59	10	51	26	20	98	2	26	4341
Percents :	#1.	1%	63%	29%	0%	1%	2%	0%	1%	1%	0%	2%	0%	1%	50%
	#2.	1%	64%	27%	0%	1%	1%	0%	2%	1%	1%	2%	0%	1%	50%
		1%	63%	28%	0%	1%	1%	0%	1%	1%	0%	2%	0%	1%	
Average :	#1.	1	57	26	0	0	2	0	1	1	0	2	0	0	90
	#2.	1	58	25	0	1	1	0	1	1	0	2	0	1	91
		2	115	51	0	1	3	0	2	2	0	4	0	1	181
Days & ADT :	#1.	1.0	2173												
	#2.	1.0	2168												
		1.0	4341												

045-00000 Axle Class Charts For Data From: 00:00 - 07/06/2021 To: 23:59 - 07/06/2021

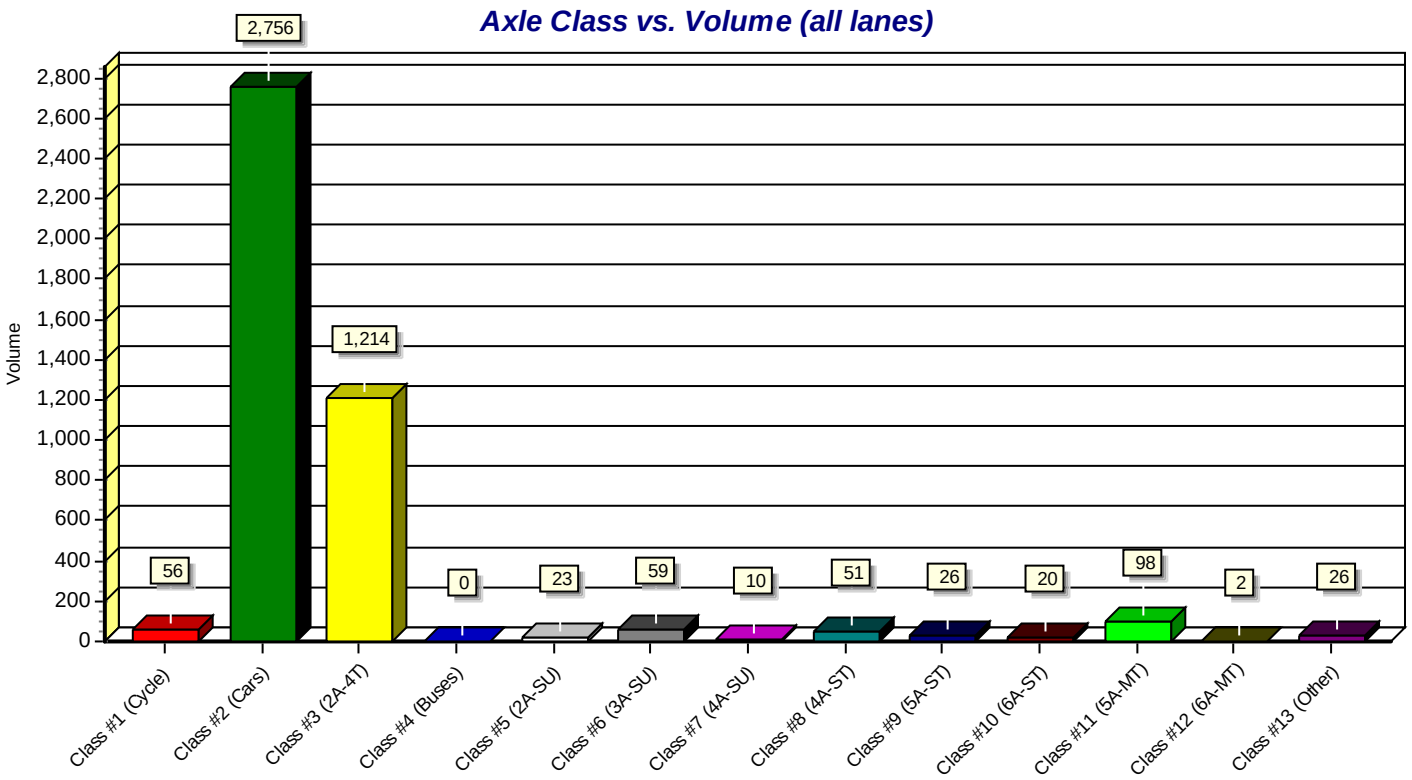
Axle Class Percentages:



Axle Class vs. Time (all lanes)



045-00000 Axle Class Charts For Data From: 00:00 - 07/06/2021 To: 23:59 - 07/06/2021



Basic Speed Classification Report: 045-00000

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	N	NB	Ax-Ax	149 cm	183 cm	

Lane #1 Basic Speed Classification Data From: 00:00 - 07/06/2021 To: 23:59 - 07/06/2021

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
07/06/21	00:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Tue	01:00	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	02:00	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	5
	03:00	1	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	7
	04:00	0	0	1	6	5	4	1	0	0	0	0	0	0	0	0	0	17
	05:00	0	0	2	4	29	19	6	0	0	0	0	0	0	0	0	0	60
	06:00	0	0	3	16	61	33	4	0	0	0	0	0	0	0	0	0	117
	07:00	3	0	1	28	61	23	2	1	0	0	0	0	0	0	0	0	119
	08:00	1	0	9	46	60	8	0	0	0	0	0	0	0	0	0	0	124
	09:00	0	1	10	53	65	10	1	1	0	0	0	0	0	0	0	0	141
	10:00	0	0	6	46	77	18	0	0	0	0	0	0	0	0	0	0	147
	11:00	0	1	7	54	81	15	1	0	0	0	0	0	0	0	0	0	159
	12:00	2	4	8	51	77	12	1	0	0	0	0	0	0	0	0	0	155
	13:00	0	1	13	59	79	8	0	0	0	0	0	0	0	0	0	0	160
	14:00	0	2	10	58	78	21	1	0	1	0	0	1	0	0	0	0	172
	15:00	0	0	9	52	78	18	1	0	1	0	0	0	0	0	0	0	159
	16:00	0	0	6	43	79	23	1	0	0	0	0	0	0	0	0	0	152
	17:00	0	0	4	41	89	23	2	0	1	0	0	0	0	0	0	0	160
	18:00	0	0	4	25	57	25	2	0	0	0	0	0	0	0	0	0	113
	19:00	0	1	10	28	31	8	1	0	0	0	0	0	0	0	0	0	79
	20:00	0	1	3	26	21	8	0	0	0	0	0	0	0	0	0	0	59
	21:00	0	3	3	14	15	9	0	0	0	0	0	0	0	0	0	0	44
	22:00	0	0	1	7	3	2	1	0	0	0	0	0	0	0	0	0	14
	23:00	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	5
Daily Total :		7	14	112	661	1055	293	25	2	3	0	0	1	0	0	0	0	2173
Percent :		0%	1%	5%	30%	49%	13%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	5	28	44	12	1	0	0	0	0	0	0	0	0	0	91

Speeds - Average: 52.2 50% : 53.0 67% : 56.3 85% : 60.0 20kph Pace: 40.1 - 60.0 (79.0%)

Lane #2 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.	S	SB	Ax-Ax	149 cm	183 cm	

Lane #2 Basic Speed Classification Data From: 00:00 - 07/06/2021 To: 23:59 - 07/06/2021

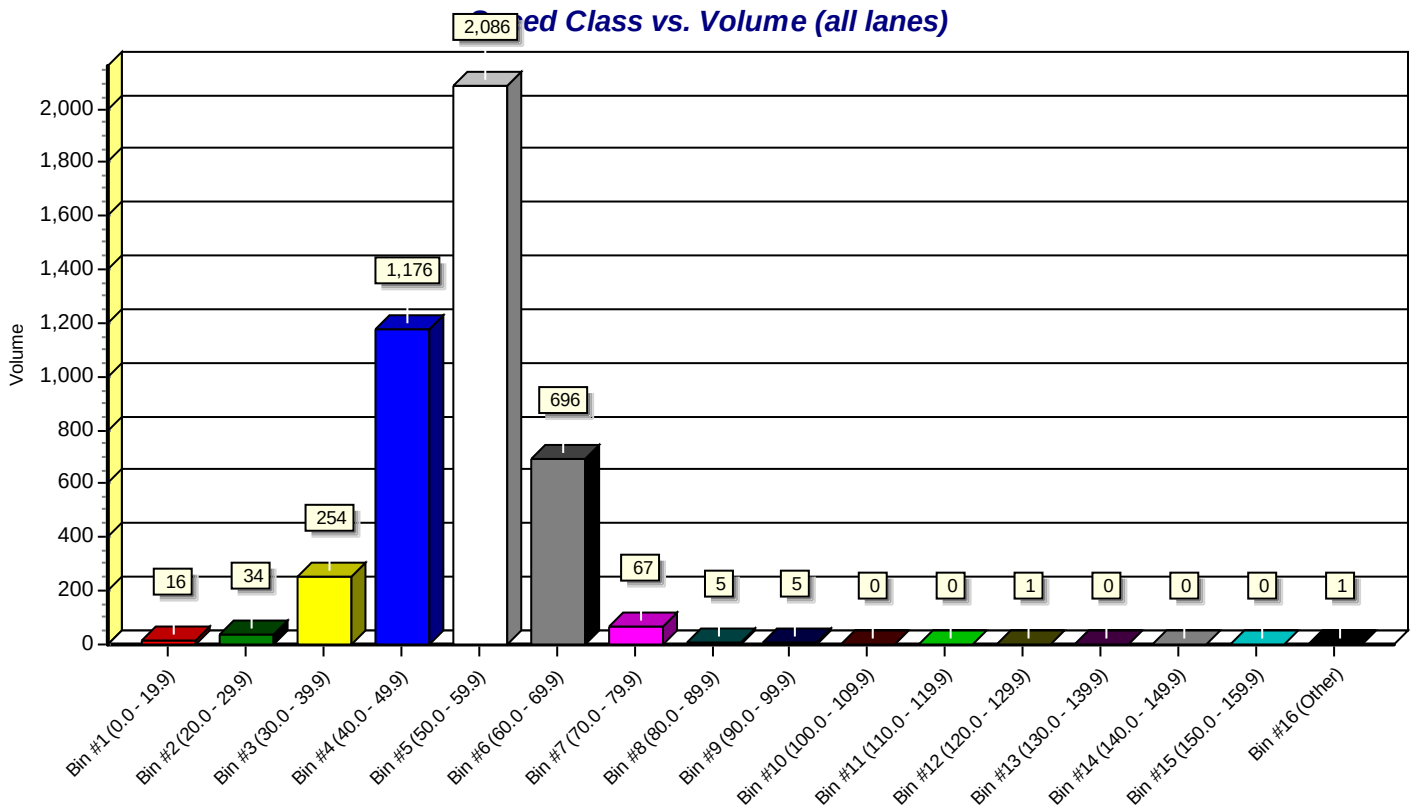
(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
07/06/21	00:00	0	1	0	2	0	1	0	0	0	0	0	0	0	0	0	0	4
Tue	01:00	1	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	5
	02:00	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	6
	04:00	1	0	1	1	7	1	0	0	0	0	0	0	0	0	0	0	11
	05:00	0	1	3	9	10	13	3	1	0	0	0	0	0	0	0	0	40
	06:00	0	2	6	13	36	24	1	0	0	0	0	0	0	0	0	0	82
	07:00	1	1	10	12	33	15	3	0	0	0	0	0	0	0	0	0	75
	08:00	0	1	13	54	74	20	0	0	0	0	0	0	0	0	0	0	162
	09:00	2	0	13	37	68	19	1	0	0	0	0	0	0	0	0	0	140
	10:00	0	2	5	22	56	16	4	0	1	0	0	0	0	0	0	0	106
	11:00	0	2	3	41	58	26	2	0	0	0	0	0	0	0	0	0	132
	12:00	1	1	17	35	78	24	3	1	1	0	0	0	0	0	0	0	161
	13:00	0	3	8	44	52	21	2	0	0	0	0	0	0	0	0	0	130
	14:00	0	1	7	42	56	35	2	0	0	0	0	0	0	0	0	0	143
	15:00	1	2	11	40	84	25	1	0	0	0	0	0	0	0	0	1	165
	16:00	0	1	14	45	91	38	5	1	0	0	0	0	0	0	0	0	195
	17:00	0	0	8	35	122	47	6	0	0	0	0	0	0	0	0	0	218
	18:00	1	0	5	18	76	30	5	0	0	0	0	0	0	0	0	0	135
	19:00	1	1	9	21	41	14	2	0	0	0	0	0	0	0	0	0	89
	20:00	0	0	4	18	43	9	0	0	0	0	0	0	0	0	0	0	74
	21:00	0	0	1	12	21	9	1	0	0	0	0	0	0	0	0	0	44
	22:00	0	0	2	11	14	6	0	0	0	0	0	0	0	0	0	0	33
	23:00	0	0	0	2	8	4	0	0	0	0	0	0	0	0	0	0	14
Daily Total :		9	20	142	515	1031	403	42	3	2	0	0	0	0	0	0	1	2168
Percent :		0%	1%	7%	24%	48%	19%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	6	21	43	17	2	0	0	0	0	0	0	0	0	0	91

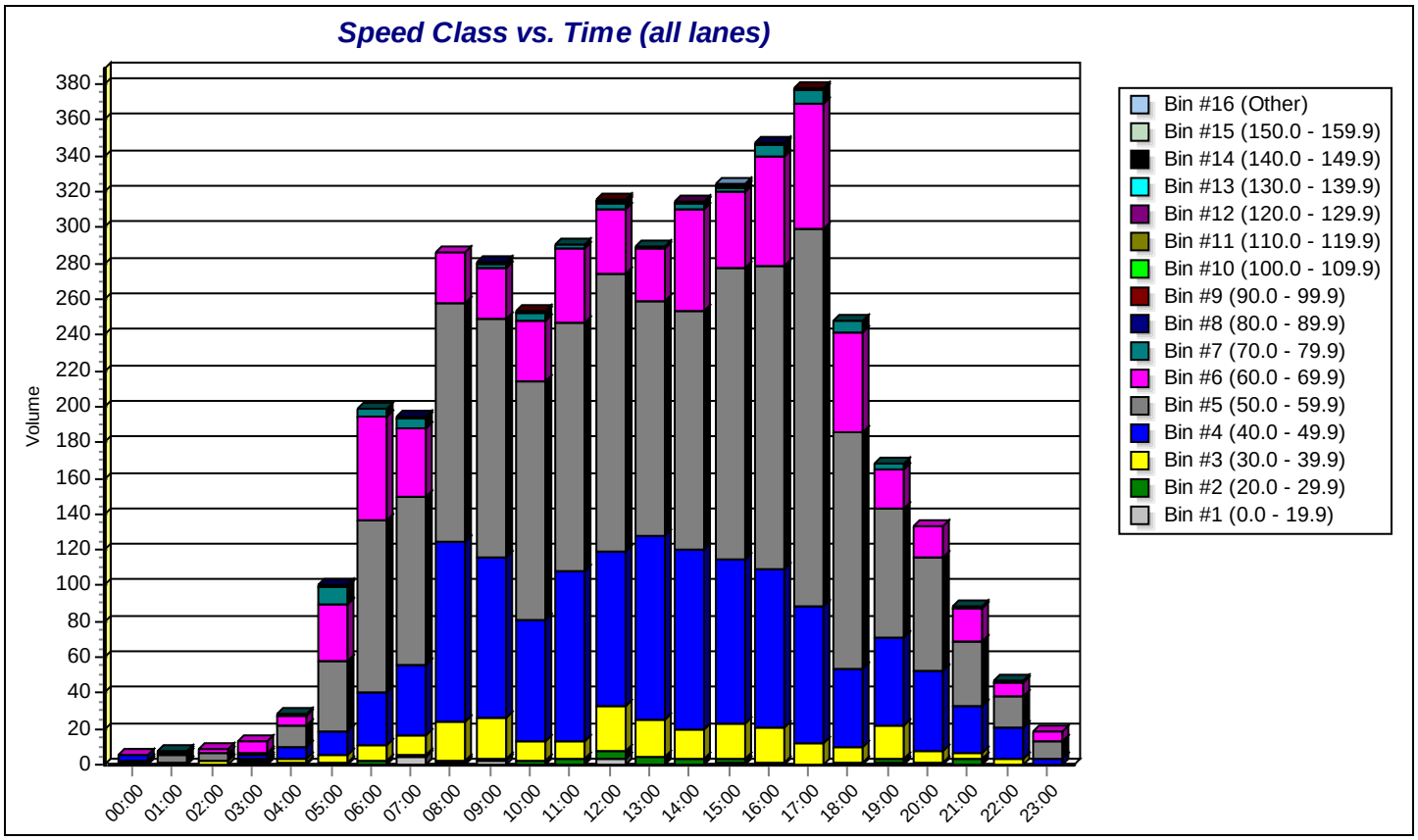
Speeds - Average: 53.1 50% : 54.0 67% : 57.4 85% : 63.3 20kph Pace: 40.1 - 60.0 (71.3%)

Basic Speed Class Summary: 045-00000

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Description	Lane	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
TOTAL COUNT :	#1.	7	14	112	661	1055	293	25	2	3	0	0	1	0	0	0	0	2173
	#2.	9	20	142	515	1031	403	42	3	2	0	0	0	0	0	0	1	2168
		16	34	254	1176	2086	696	67	5	5	0	0	1	0	0	0	1	4341
Percents :	#1.	0%	1%	5%	30%	49%	13%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%
	#2.	0%	1%	7%	24%	48%	19%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%
		0%	1%	6%	27%	48%	16%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :	#1.	0	1	5	28	44	12	1	0	0	0	0	0	0	0	0	0	91
	#2.	0	1	6	21	43	17	2	0	0	0	0	0	0	0	0	0	90
		0	2	11	49	87	29	3	0	0	0	0	0	0	0	0	0	181
Days & ADT :	#1.	1.0	2173															
	#2.	1.0	2168															
		1.0	4341															
Avg,50,67,85%:	#1.	52.2	53.0	56.3	60.0	40.1	- 60.0	79%										
Pace (pace %)	#2.	53.1	54.0	57.4	63.3	40.1	- 60.0	71%										
		52.7	53.4	56.9	61.9	40.1	- 60.0	75%										

045-00000 Speed Class Charts For Data From: 00:00 - 07/06/2021 To: 23:59 - 07/06/2021





File Name: N:\Public Works\Engineering & Design\T - Transportation Services\T08 - Traffic\2021\12 hour Counts & Warrants\Jamar Tech Fi
Start Date: 6/30/2021
Start Time: 7:00:00 AM
Site Code: 00000000
Comment 1: Default Comments
Comment 2: Change These in The Preferences Window
Comment 3: Select File/Preference in the Main Scree
Comment 4: Then Click the Comments Tab

Start Time	CR 45 From North				CR 42 From East				CR 45 From South				CR 42 From West				Hour Totals	Major Road (CR 45)	Minor Road (CR 42)	Peak Hours (Both)
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds				
7:00 AM	1	17	6	0	17	2	1	0	3	10	0	0	1	2	5	0	269	160	109	269
7:15 AM	2	17	7	0	16	5	6	0	3	13	0	0	2	3	6	0				278
7:30 AM	0	6	10	0	12	4	5	0	2	18	1	0	2	3	3	0				277
7:45 AM	3	15	10	0	7	1	1	1	0	14	2	0	0	0	5	0				289
8:00 AM	1	22	9	0	9	0	2	0	3	21	1	0	3	1	2	0	308	218	90	308
8:15 AM	0	13	10	0	9	2	6	0	9	20	3	0	1	1	5	1				309
8:30 AM	6	11	9	0	12	1	3	0	8	19	1	0	3	1	4	0				305
8:45 AM	3	11	10	0	13	1	2	0	1	26	1	0	3	1	5	0				297
9:00 AM	3	18	9	0	13	2	6	0	3	14	1	0	0	1	5	0	312	201	111	312
9:15 AM	0	23	6	0	11	1	6	1	3	14	1	0	3	3	4	0				323
9:30 AM	0	16	9	0	12	2	4	0	1	18	1	0	3	0	4	0				318
9:45 AM	3	19	10	0	14	1	8	0	4	24	1	0	2	3	3	0				338
10:00 AM	5	9	13	0	15	5	5	2	8	11	2	0	3	3	7	0	317	196	121	317
10:15 AM	6	11	10	0	11	0	5	0	5	13	1	0	0	2	6	1				307
10:30 AM	6	23	5	0	13	1	3	0	6	19	1	0	1	3	9	0				338
10:45 AM	0	13	13	0	12	0	6	0	5	10	1	0	3	3	5	0				332
11:00 AM	1	16	12	0	15	1	2	0	6	17	1	0	1	3	1	0	347	238	109	347
11:15 AM	1	32	4	0	12	0	10	0	10	24	0	0	1	3	4	0				356
11:30 AM	8	17	6	0	17	0	5	0	4	17	1	0	3	1	5	0				339
11:45 AM	5	17	3	0	18	1	1	0	6	30	0	0	1	1	3	0				369
12:00 PM	6	17	7	0	15	1	5	0	6	25	1	0	2	1	3	0	371	257	115	371
12:15 PM	6	16	10	0	12	1	8	0	5	19	2	0	2	1	2	0				377
12:30 PM	3	24	19	0	16	2	1	1	12	22	0	0	3	2	10	0				407
12:45 PM	3	15	10	0	16	2	4	0	11	20	0	0	2	0	5	0				377
1:00 PM	1	27	12	0	13	3	7	0	5	17	1	0	2	0	3	0	390	279	111	390
1:15 PM	2	23	19	0	21	1	9	0	8	25	1	0	1	0	4	1				394
1:30 PM	4	15	4	0	7	3	8	0	6	29	1	0	2	3	2	0				352
1:45 PM	1	25	18	0	10	1	7	0	11	24	0	0	0	0	4	0				356
2:00 PM	4	24	9	0	12	1	1	0	5	32	2	0	2	1	2	0	370	268	102	370
2:15 PM	2	14	12	0	8	3	4	0	3	24	1	0	0	0	1	0				375
2:30 PM	2	12	13	0	15	2	6	1	9	19	1	0	3	2	4	0				413
2:45 PM	4	27	22	0	20	2	5	0	7	18	2	0	2	4	2	0				432
3:00 PM	2	17	10	0	16	0	2	0	15	31	4	0	0	0	3	0	408	319	89	408
3:15 PM	9	31	17	0	12	2	8	0	5	18	2	0	2	1	3	0				429
3:30 PM	5	22	17	0	10	3	2	0	9	30	4	0	1	2	2	0				457
3:45 PM	3	20	15	0	7	0	7	0	9	22	2	0	1	2	3	0				486.5
4:00 PM	3	26	21	1	15	1	4	1	9	36	2	0	1	0	3	0	530.5	392.5	138	530.5
4:15 PM	5	27	24	2	17	0	5	0	10	39	2	0	5	1	3	0				535.5
4:30 PM	6	26	20	1	18	2	7	0	10	35	2	0	3	2	7	0				510.5
4:45 PM	7	25	16	0	19	4	9	0	9	31	2	0	1	2	10	0				491
5:00 PM	5	22	29	0	13	3	9	0	7	27	1	0	3	2	5	0	456	355	101	456
5:15 PM	2	28	16	0	10	0	2	0	15	29	2	0	4	0	5	0				411
5:30 PM	8	18	15	0	13	2	5	0	10	38	1	0	0	2	5	0				369
5:45 PM	8	21	22	0	10	0	1	0	8	23	0	0	2	1	4	0				316
6:00 PM	3	13	15	0	9	0	2	0	8	25	3	0	0	0	3	0	296	227	69	296
6:15 PM	5	12	7	0	11	1	6	0	2	22	0	0	0	2	3	0				
6:30 PM	1	9	7	0	10	0	1	0	8	22	0	0	0	0	6	0				
6:45 PM	7	15	12	0	3	1	2	0	6	25	0	0	3	1	5	0				

Total	**4374.5**	**3110**	**1264.5**
Percentage	**--------**	**71%**	**29%**

Cyclist	3

Pedestrians	14

Time	Main NB			Minor EB			Main SB			Minor WB			Pedestrian Total
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
11:00	2	88	26	13	8	6	25	82	15	18	2	62	0
12:00	3	86	34	20	4	9	46	72	18	18	6	59	1
13:00	3	95	30	13	3	5	53	90	8	31	8	51	1
14:00	6	93	24	9	7	7	56	77	12	16	8	55	1
15:00	12	101	38	11	5	4	59	90	19	19	5	45	0
16:00	8	141	38	23	5	10	81	104	21	25	7	69	5
17:00	4	117	40	19	5	9	82	89	23	17	5	46	0
18:00	3	94	24	17	3	3	41	49	16	11	2	33	0
Total:	41	815	253	124	40	53	443	653	132	155	43	420	8
8 hour total:		3169											

Ontario

Ministry of Transportation

TVIS II - Traffic Volume Information System

Turning Movement 15 Minute Report

Description: HWY 7 @ PETERBOROUGH RD 45
Region: EASTERN **Survey Type:** TM – Intersection **Hwy:** 7
Start Date: 04-Jul-2019 (Thu) **I/C Side:** **LHRS:** 14210
End Date: 04-Jul-2019 (Thu) **Int. Type:** Four Leg **Offset:** 0
Schedule Summary: TUES-THURS, 07:00-09:00, 11:00-14:00, 15:00-18:00

	Major Road Approaches																					Minor Road Approaches																					
	East HIGHWAY 7										West HIGHWAY 7										North PETERBOROUGH RD 45										South PETERBOROUGH RD 45											
Start Time	Cars			Trucks			Long Trucks			Ped	Cars			Trucks			Long Trucks			Ped	Cars			Trucks			Long Trucks			Ped	Cars			Trucks			Heavy Trucks			Ped	Total Veh.
	←	↑	→	←	↑	→	←	↑	→		←	↑	→	←	↑	→	←	↑	→		←	↑	→	←	↑	→	←	↑	→		←	↑	→	←	↑	→	←	↑	→		
Period 1																																											
07:00	1	57	1	0	4	0	0	8	0	8	4	47	18	2	3	0	1	6	0	0	6	15	13	0	1	0	0	0	1	0	14	10	9	0	0	1	1	1	5	0	229
07:15	5	62	5	0	1	0	2	7	0	2	10	66	26	0	0	0	1	5	0	4	3	8	10	0	0	0	0	0	1	0	20	14	6	0	0	0	0	1	2	0	255
07:30	7	68	4	1	2	0	4	7	0	2	4	60	22	1	7	2	2	2	0	2	5	15	8	0	0	0	1	1	1	0	20	11	9	1	1	0	1	1	1	7	269
07:45	7	74	3	0	3	0	3	6	0	3	6	60	14	0	0	0	3	8	0	3	7	17	8	0	0	0	0	2	1	1	23	19	7	1	0	0	0	0	0	6	272
08:00	8	75	5	0	3	1	0	8	0	1	9	85	14	0	2	1	1	11	0	5	8	15	17	1	0	0	0	3	0	3	17	13	7	0	0	0	0	0	1	6	305
08:15	6	78	4	1	1	0	0	4	0	3	9	65	13	2	0	1	0	1	0	5	7	15	11	0	0	0	0	0	3	1	30	20	16	0	0	2	0	0	1	1	290
08:30	5	85	5	0	3	0	0	4	0	0	8	84	22	0	2	1	0	7	0	4	6	18	18	0	0	0	0	0	2	0	23	21	10	0	0	0	0	0	0	3	324
08:45	9	74	4	0	1	0	1	17	0	1	13	81	12	0	2	0	0	5	1	0	8	12	10	0	0	1	1	0	1	0	13	15	8	0	1	1	0	0	1	1	292
Period 2																																										
11:00	8	75	2	0	1	0	0	7	0	0	8	69	19	0	1	1	3	7	0	4	9	17	8	1	1	0	0	0	2	0	17	11	10	1	1	1	0	0	0	2	280
11:15	4	76	1	4	1	0	0	11	0	3	4	67	13	0	0	1	0	8	0	7	5	11	8	0	1	0	1	0	1	0	29	13	8	0	1	0	1	1	0	3	270
11:30	4	65	6	0	7	0	2	8	0	0	10	66	17	0	3	0	0	5	0	7	6	10	9	1	0	0	0	0	0	0	22	5	5	2	0	0	0	0	2	0	255
11:45	5	78	5	1	1	0	0	7	0	3	9	67	26	0	0	1	0	4	0	0	11	22	6	1	0	0	0	0	1	0	21	20	7	1	1	0	0	0	2	0	297
12:00	8	56	8	0	2	0	0	7	0	1	9	78	20	0	4	1	0	10	0	6	11	15	16	0	0	3	0	0	1	1	18	18	4	3	1	0	0	0	0	0	293
12:15	6	79	10	0	4	1	0	7	0	0	11	81	24	0	2	0	0	2	0	3	7	30	11	0	0	1	0	1	0	0	15	26	7	0	1	1	1	0	0	4	328
12:30	10	81	4	0	2	0	2	11	0	0	12	91	18	0	1	1	1	5	0	5	8	24	12	0	0	1	0	1	1	0	18	18	4	1	1	0	0	0	1	0	329
12:45	9	78	5	1	5	1	0	10	0	0	10	85	21	0	5	0	3	7	0	1	8	10	14	0	0	0	0	0	0	0	16	16	15	0	1	1	0	0	1	1	322
13:00	7	78	9	0	5	0	0	2	0	3	7	73	19	1	2	1	2	4	1	6	10	11	6	0	0	0	0	0	0	0	18	18	7	0	0	0	0	0	2	2	283
13:15	3	70	5	1	7	0	0	11	0	1	12	77	22	1	5	0	0	5	1	4	3	17	12	0	0	3	0	0	1	1	17	12	12	2	0	0	0	0	0	1	299
13:30	2	89	6	3	2	0	1	10	0	0	10	94	24	1	0	0	1	1	0	1	3	21	12	0	2	0	0	0	0	0	17	17	9	0	1	0	1	1	1	1	329
13:45	7	74	4	1	4	1	0	7	0	3	6	73	24	0	3	0	1	10	0	1	8	18	9	0	2	0	0	0	0	1	23	19	10	1	0	0	1	0	0	2	306
Period 3																																										
15:00	2	74	6	0	4	1	1	9	0	0	8	83	21	0	4	1	0	7	1	3	8	22	15	0	0	0	0	0	1	0	20	20	7	1	0	2	0	1	0	0	319
15:15	1	87	5	0	4	0	1	10	0	0	10	89	26	0	5	0	0	10	0	2	4	21	7	0	1	1	1	0	0	0	24	11	15	0	0	0	0	0	2	3	335

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Ministry of Transportation

TVIS II - Traffic Volume Information System

Turning Movement 15 Minute Report

Description: HWY 7 @ PETERBOROUGH RD 45
Region: EASTERN **Survey Type:** TM – Intersection **Hwy:** 7
Start Date: 04-Jul-2019 (Thu) **I/C Side:** **LHRS:** 14210
End Date: 04-Jul-2019 (Thu) **Int. Type:** Four Leg **Offset:** 0
Schedule Summary: TUES-THURS, 07:00-09:00, 11:00-14:00, 15:00-18:00

	Major Road Approaches																					Minor Road Approaches																					
	East HIGHWAY 7										West HIGHWAY 7										North PETERBOROUGH RD 45										South PETERBOROUGH RD 45										
Start Time	Cars			Trucks			Long Trucks			Ped	Cars			Trucks			Long Trucks			Ped	Cars			Trucks			Long Trucks			Ped	Cars			Trucks			Heavy Trucks			Ped	Total Veh.
	←	↑	→	←	↑	→	←	↑	→		←	↑	→	←	↑	→	←	↑	→		←	↑	→	←	↑	→	←	↑	→		←	↑	→	←	↑	→	←	↑	→		
15:30	6	83	2	0	4	0	0	10	0	1	9	93	27	0	1	0	0	4	1	1	7	14	11	0	1	0	0	0	0	0	30	10	3	1	1	1	0	0	0	0	**319**
15:45	3	83	4	0	3	0	1	13	0	0	12	98	14	0	2	0	0	4	0	1	7	12	9	0	0	0	0	0	1	0	24	16	15	1	1	0	1	0	1	1	**325**
16:00	6	67	3	0	1	0	1	10	0	0	16	75	36	2	2	1	0	6	0	1	6	24	16	0	0	0	0	0	0	0	19	11	8	2	1	0	1	2	1	1	**317**
16:15	4	97	7	0	4	0	0	9	0	0	9	78	19	0	1	0	1	11	2	1	12	18	9	0	0	0	0	0	1	0	27	20	12	1	0	0	0	0	0	0	**342**
16:30	5	88	2	0	7	0	1	8	0	0	16	104	35	0	3	2	0	3	0	2	7	22	16	0	0	0	0	0	1	0	24	23	10	0	0	0	0	0	0	3	**377**
16:45	4	59	5	0	2	0	0	11	0	0	15	121	22	0	1	1	0	5	0	3	8	23	13	0	0	1	0	0	2	0	31	11	11	0	1	0	0	0	0	3	**347**
17:00	7	78	7	0	3	0	1	10	0	1	17	106	25	1	1	0	0	6	0	4	7	27	13	0	0	0	0	1	0	0	27	21	10	0	0	0	0	0	0	4	**368**
17:15	5	70	3	0	3	0	1	14	0	5	18	100	27	0	0	3	1	3	1	3	3	20	16	0	1	1	0	0	0	0	29	19	6	0	0	0	0	0	0	0	**344**
17:30	5	55	1	0	3	0	1	4	0	0	16	93	41	0	1	0	0	4	0	3	6	16	7	0	0	0	0	1	0	0	16	21	8	1	0	0	0	0	1	0	**301**
17:45	5	64	2	0	1	0	0	7	0	0	15	99	22	0	3	0	1	1	0	1	3	24	7	0	1	0	0	0	0	0	19	17	3	1	0	0	0	0	0	0	**295**

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Ministry of Transportation

TVIS II - Traffic Volume Information System

Turning Movement Total Count and Peak Summary Report

Description: HWY 7 @ PETERBOROUGH RD 45

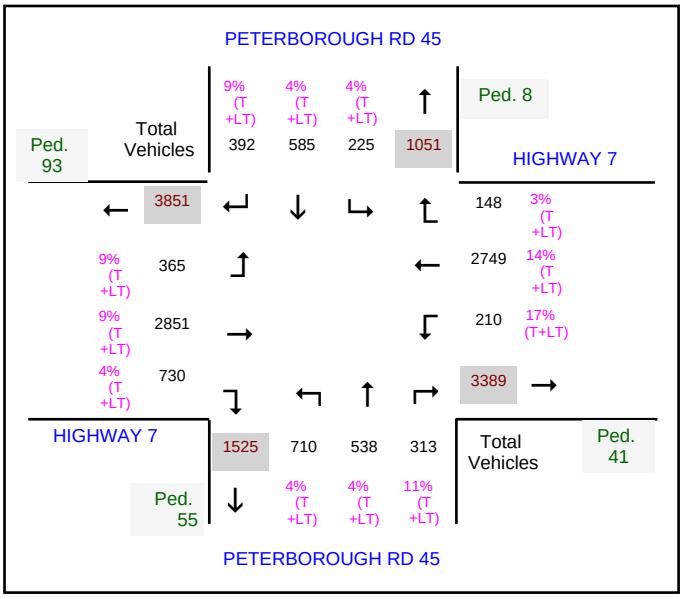
Region: EASTERN | **Survey Type:** TM – Intersection | **Hwy:** 7

Start Date: 04-Jul-2019 (Thu) | **I/C Side:** | **LHRS:** 14210

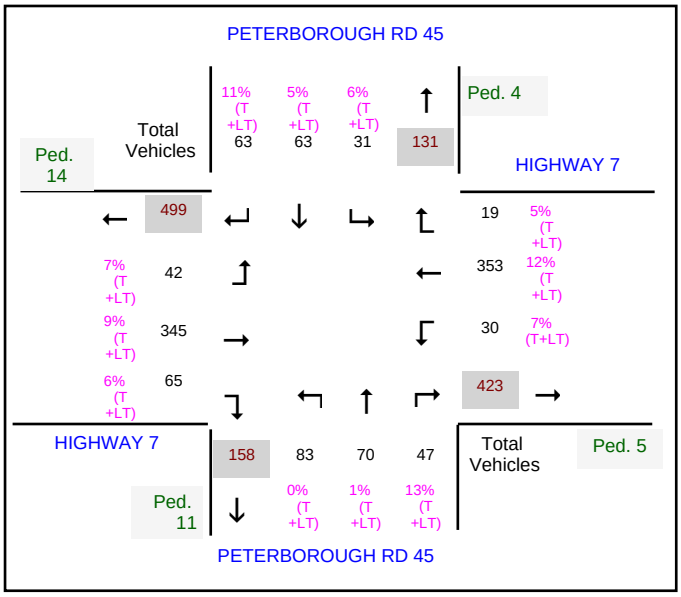
End Date: 04-Jul-2019 (Thu) | **Int. Type:** Four Leg | **Offset:** 0

Schedule Summary: TUES-THURS, 07:00-09:00, 11:00-14:00, 15:00-18:00

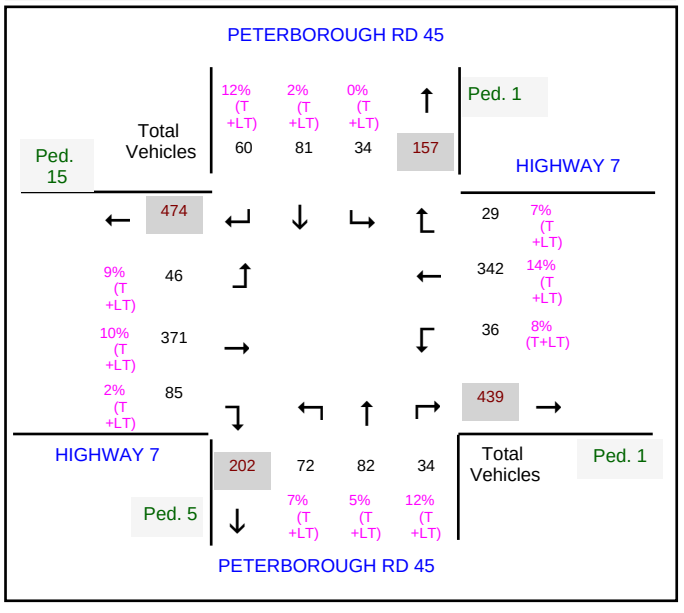
Total Count — Number of hours: 8



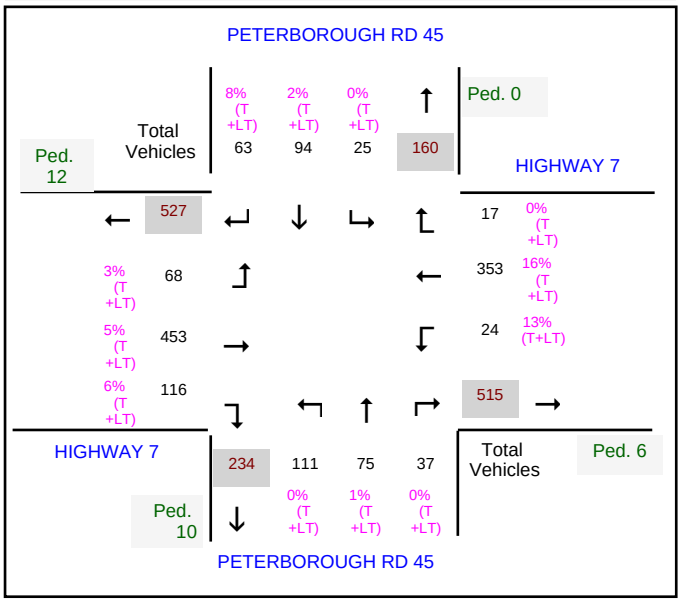
AM Peak Hour Report — Start Time: 08:00



Midday Peak Hour Report — Start Time: 12:00



PM Peak Hour Report — Start Time: 16:30



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Ministry of Transportation

TVIS II - Traffic Volume information System

ICS Weekly Volume Summary

Hwy: 7 **Between:** PETERBOROUGH RD 45

TS: 125 **and:** INDIAN RIVER LINE (N) VILLIERS LINE(S)

Regn: Eastern **Pattern:** CTR **PDCS:** 09 **Factor:** 0.83

LHRS: 14210 **Offset:** 1.090 **Locn:** 1.090 KM W OF PETERBOROUGH RD 45

Dir: E **Lanes:** 1 **Speed:** 50 km/h **Dates:** 02-Jun-2022 to 09-Jun-2022

	Thu		Fri		Sat		Sun		Mon		Tue		Wed		Thu	
H. Interval	06/02		06/03	Pk.	06/04	Pk.	06/05	Pk.	06/06	Pk.	06/07	Pk.	06/08	Pk.	06/09	Pk.
00:00-01:00			48		60		51		22		46		48		46	
01:00-02:00			30		36		27		11		28		31		31	
02:00-03:00			25		28		19		10		36		26		15	
03:00-04:00			34		16		13		15		36		30		28	
04:00-05:00			31		22		11		33		26		34		25	
05:00-06:00			71		33		12		68		66		76		63	
06:00-07:00			155		77		39		149		152		165		146	
07:00-08:00			232		170		104		217		210		221		202	
08:00-09:00			348	◄	266	◄	153	◄	309	◄	268	◄	317	◄	284	◄
09:00-10:00			339		355		206		243		232		282		252	
10:00-11:00			392		454		277		310		246		317		298	
11:00-12:00			447		423		360		339		317		348	◄	358	◄
AM Total			**2152**		**1940**		**1272**		**1726**		**1663**		**1895**		**1748**	
12:00-13:00	355		535		485	◄	374		352		354		331			
13:00-14:00	432	◄	566	◄	426		384	◄	367	◄	400	◄	339			
14:00-15:00	334		549		425		416		392		440		394			
15:00-16:00	334		606		335		433	◄	415		423		410			
16:00-17:00	331		637		353	◄	413		464		444		486			
17:00-18:00	635	◄	658	◄	307		378		495	◄	516	◄	537	◄		
18:00-19:00	450		610		254		328		303		302		362			
19:00-20:00	304		454		209		245		206		203		231			
20:00-21:00	242		354		176		180		149		164		210			
21:00-22:00	177		276		154		103		98		107		136			
22:00-23:00	126		179		152		61		87		64		92			
23:00-00:00	73		98		86		39		68		64		55			
PM Total	**3793**		**5522**		**3362**		**3354**		**3396**		**3481**		**3583**			
24h. Total	**3793**		**7674**		**5302**		**4626**		**5122**		**5144**		**5478**		**1748**	
Noon - Noon	**5945**		**7462**		**4634**		**5080**		**5059**		**5376**		**5331**			

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Hwy: 7	**Between:** PETERBOROUGH RD 45		
TS: 125	**and:** INDIAN RIVER LINE (N) VILLIERS LINE(S)		
Regn: Eastern	**Pattern:** CTR	**PDCS:** 09	**Factor:** 0.83
LHRS: 14210	**Offset:** 1.090	**Locn:** 1.090 KM W OF PETERBOROUGH RD 45	
Dir: W	**Lanes:** 1	**Speed:** 50 km/h	**Dates:** 02-Jun-2022 to 09-Jun-2022

	Thu		Fri		Sat		Sun		Mon		Tue		Wed		Thu	
H. Interval	**06/02**		**06/03**	**Pk.**	**06/04**	**Pk.**	**06/05**	**Pk.**	**06/06**	**Pk.**	**06/07**	**Pk.**	**06/08**	**Pk.**	**06/09**	**Pk.**
00:00-01:00			13		19		37		14		12		20		16	
01:00-02:00			9		12		11		12		14		9		12	
02:00-03:00			28		9		7		25		20		17		13	
03:00-04:00			20		19		18		39		24		26		18	
04:00-05:00			65		19		15		84		74		75		73	
05:00-06:00			176		51		33		225		174		205		192	
06:00-07:00			316		111		74		341		285		343		308	
07:00-08:00			418	◄	173		110		457	◄	470	◄	493	◄	454	◄
08:00-09:00			384		282	◄	172	◄	404		380		423		378	
09:00-10:00			380		403		334		345		330		323		349	
10:00-11:00			352		390		401		371		335		306		358	
11:00-12:00			387		379		487		382		350		339		310	◄
AM Total			**2548**		**1867**		**1699**		**2699**		**2468**		**2579**		**2481**	
12:00-13:00	437	◄	417		391	◄	572		423	◄	351	◄	378	◄		
13:00-14:00	331		433	◄	381		611	◄	402		341		378			
14:00-15:00	352		426		336		596		347		285		321			
15:00-16:00	389		482	◄	337	◄	602		370		356	◄	404	◄		
16:00-17:00	433	◄	420		302		661	◄	371	◄	349		393			
17:00-18:00	315		373		319		533		305		274		300			
18:00-19:00	237		288		270		505		225		178		221			
19:00-20:00	225		282		214		400		142		157		209			
20:00-21:00	173		196		183		288		120		93		179			
21:00-22:00	108		152		157		181		85		89		100			
22:00-23:00	89		73		87		64		57		71		59			
23:00-00:00	28		37		47		28		30		26		36			
PM Total	**3117**		**3579**		**3024**		**5041**		**2877**		**2570**		**2978**			
24h. Total	**3117**		**6127**		**4891**		**6740**		**5576**		**5038**		**5557**		**2481**	
Noon - Noon	**5665**		**5446**		**4723**		**7740**		**5345**		**5149**		**5459**			

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Ministry of Transportation

TVIS II - Traffic Volume information System

ICS Weekly Volume Summary

Hwy:	7	**Between:**	PETERBOROUGH RD 45				
TS:	125	**and:**	INDIAN RIVER LINE (N) VILLIERS LINE(S)				
Regn:	Eastern	**Pattern:**	CTR	**PDCS:**	09	**Factor:**	0.83
LHRS:	14210	**Offset:**	1.090	**Locn:**	1.090 KM W OF PETERBOROUGH RD 45		
Dir:	COMBINED	**Lanes:**	2	**Speed:**	50 km/h	**Dates:**	02-Jun-2022 to 09-Jun-2022

	Thu		Fri		Sat		Sun		Mon		Tue		Wed		Thu	
H. Interval	**06/02**		**06/03**	**Pk.**	**06/04**	**Pk.**	**06/05**	**Pk.**	**06/06**	**Pk.**	**06/07**	**Pk.**	**06/08**	**Pk.**	**06/09**	**Pk.**
00:00-01:00			61		79		88		36		58		68		62	
01:00-02:00			39		48		38		23		42		40		43	
02:00-03:00			53		37		26		35		56		43		28	
03:00-04:00			54		35		31		54		60		56		46	
04:00-05:00			96		41		26		117		100		109		98	
05:00-06:00			247		84		45		293		240		281		255	
06:00-07:00			471		188		113		490		437		508		454	
07:00-08:00			650		343		214		674		680	◄	714		656	
08:00-09:00			732	◄	548	◄	325	◄	713	◄	648		740	◄	662	◄
09:00-10:00			719		758		540		588		562		605		601	
10:00-11:00			744		844		678		681		581		623		656	
11:00-12:00			834		802		847		721		667		687		668	◄
AM Total			**4700**		**3807**		**2971**		**4425**		**4131**		**4474**		**4229**	
12:00-13:00	792	◄	952		876	◄	946		775	◄	705		709			
13:00-14:00	763		999	◄	807		995	◄	769		741	◄	717	◄		
14:00-15:00	686		975		761		1012		739		725		715			
15:00-16:00	723		1088	◄	672	◄	1035		785		779		814			
16:00-17:00	764		1057		655		1074	◄	835	◄	793	◄	879	◄		
17:00-18:00	950	◄	1031		626		911		800		790		837			
18:00-19:00	687		898		524		833		528		480		583			
19:00-20:00	529		736		423		645		348		360		440			
20:00-21:00	415		550		359		468		269		257		389			
21:00-22:00	285		428		311		284		183		196		236			
22:00-23:00	215		252		239		125		144		135		151			
23:00-00:00	101		135		133		67		98		90		91			
PM Total	**6910**		**9101**		**6386**		**8395**		**6273**		**6051**		**6561**			
24h. Total	**6910**		**13801**		**10193**		**11366**		**10698**		**10182**		**11035**		**4229**	
Noon - Noon	**11610**		**12908**		**9357**		**12820**		**10404**		**10525**		**10790**			

ADT	AWD	AADT	SADT	SAWDT	WADT	DHV
11202	10832	9300	13700	13800	9500	1100

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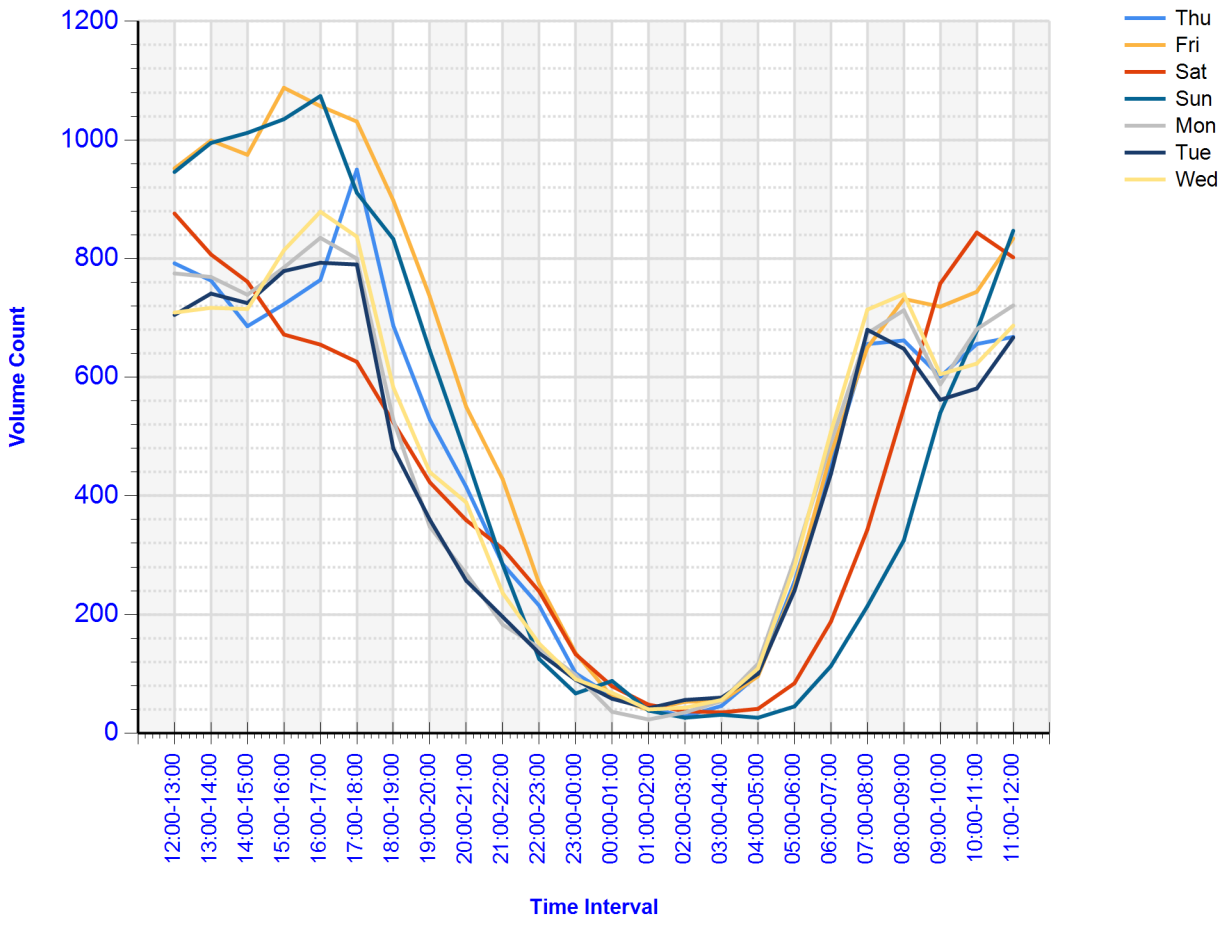
Weekly Volume Summary - Combined



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Ministry of Transportation

TVIS II - Traffic Volume information System

ICS Weekly Volume Summary

Hwy: 7 **Between:** PETERBORO CTY RD 30

TS: 120 **and:** PETERBOROUGH RD 45

Regn: Eastern **Pattern:** IR **PDCS:** 04 **Factor:** 0.87

LHRS: 14200 **Offset:** 7.595 **Locn:** 7.595 KM W OF PETERBORO CTY RD 30

Dir: E **Lanes:** 1 **Speed:** 50 km/h **Dates:** 02-Jun-2022 to 09-Jun-2022

	Thu		Fri		Sat		Sun		Mon		Tue		Wed		Thu	
H. Interval	06/02		06/03	Pk.	06/04	Pk.	06/05	Pk.	06/06	Pk.	06/07	Pk.	06/08	Pk.	06/09	Pk.
00:00-01:00			41		49		42		20		34		33		32	
01:00-02:00			26		31		27		10		23		21		26	
02:00-03:00			23		23		14		5		32		25		14	
03:00-04:00			34		14		11		16		35		27		24	
04:00-05:00			28		22		12		36		33		35		35	
05:00-06:00			85		26		13		83		77		97		83	
06:00-07:00			130		80		39		129		145		139		126	
07:00-08:00			202		152		78		187		164		185		178	
08:00-09:00			295	◄	235	◄	167	◄	271	◄	235	◄	252	◄	253	◄
09:00-10:00			334		349		211		221		237		285		247	
10:00-11:00			365		404		257		293		215		313		305	
11:00-12:00			459		412		360		315		286		331	◄	338	◄
AM Total			**2022**		**1797**		**1231**		**1586**		**1516**		**1743**		**1661**	
12:00-13:00	320		504		447	◄	382	◄	319		300		317			
13:00-14:00	379	◄	508	◄	396		352		352	◄	364	◄	328			
14:00-15:00	397		505		393		396		329		389		324			
15:00-16:00	435		590		323	◄	420	◄	382		397		354			
16:00-17:00	306		571		302		357		396	◄	354		408			
17:00-18:00	518	◄	610	◄	275		335		357		416	◄	429	◄		
18:00-19:00	376		600		228		295		264		255		306			
19:00-20:00	282		444		179		215		157		165		195			
20:00-21:00	204		328		148		159		114		119		175			
21:00-22:00	152		241		143		110		91		82		111			
22:00-23:00	106		159		126		65		76		59		73			
23:00-00:00	71		78		69		36		62		56		47			
PM Total	**3546**		**5138**		**3029**		**3122**		**2899**		**2956**		**3067**			
24h. Total	**3546**		**7160**		**4826**		**4353**		**4485**		**4472**		**4810**		**1661**	
Noon - Noon	**5568**		**6935**		**4260**		**4708**		**4415**		**4699**		**4728**			

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Ministry of Transportation

TVIS II - Traffic Volume information System

ICS Weekly Volume Summary

Hwy: 7 **Between:** PETERBORO CTY RD 30
TS: 120 **and:** PETERBOROUGH RD 45
Regn: Eastern **Pattern:** IR **PDCS:** 04 **Factor:** 0.87
LHRS: 14200 **Offset:** 7.595 **Locn:** 7.595 KM W OF PETERBORO CTY RD 30
Dir: W **Lanes:** 1 **Speed:** 50 km/h **Dates:** 02-Jun-2022 to 09-Jun-2022

	Thu		Fri		Sat		Sun		Mon		Tue		Wed		Thu	
H. Interval	06/02		06/03	Pk.	06/04	Pk.	06/05	Pk.	06/06	Pk.	06/07	Pk.	06/08	Pk.	06/09	Pk.
00:00-01:00			14		15		31		16		10		15		12	
01:00-02:00			11		11		9		12		14		10		12	
02:00-03:00			21		7		6		21		18		15		11	
03:00-04:00			18		15		13		31		18		20		14	
04:00-05:00			56		13		12		72		55		62		60	
05:00-06:00			139		51		29		156		125		138		138	
06:00-07:00			262		96		63		265		236		272		252	
07:00-08:00			309		139		101		321		328	◄	364		344	◄
08:00-09:00			342	◄	228	◄	168	◄	328	◄	317		368	◄	327	
09:00-10:00			326		341		290		313		274		277		317	
10:00-11:00			330		337		392		343		318		271		282	
11:00-12:00			350		324		470		367		301		307		288	◄
AM Total			**2178**		**1577**		**1584**		**2245**		**2014**		**2119**		**2057**	
12:00-13:00	363	◄	393		343	◄	525		379	◄	332	◄	332	◄		
13:00-14:00	308		395	◄	340		577	◄	357		294		304			
14:00-15:00	322		395		310		604		351		273		293			
15:00-16:00	329		390		303	◄	609		302		257		300			
16:00-17:00	379	◄	419	◄	288		624	◄	315	◄	302	◄	348	◄		
17:00-18:00	299		354		270		523		294		255		279			
18:00-19:00	210		297		254		505		202		163		196			
19:00-20:00	221		239		219		372		144		168		198			
20:00-21:00	141		207		169		278		113		101		151			
21:00-22:00	107		134		140		147		81		83		103			
22:00-23:00	69		69		68		57		46		60		54			
23:00-00:00	32		37		49		30		20		25		35			
PM Total	**2780**		**3329**		**2753**		**4851**		**2604**		**2313**		**2593**			
24h. Total	**2780**		**5507**		**4330**		**6435**		**4849**		**4327**		**4712**		**2057**	
Noon - Noon	**4958**		**4906**		**4337**		**7096**		**4618**		**4432**		**4650**			

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Ministry of Transportation

TVIS II - Traffic Volume information System

ICS Weekly Volume Summary

Hwy:	7	**Between:**	PETERBORO CTY RD 30				
TS:	120	**and:**	PETERBOROUGH RD 45				
Regn:	Eastern	**Pattern:**	IR	**PDCS:**	04	**Factor:**	0.87
LHRS:	14200	**Offset:**	7.595	**Locn:**	7.595 KM W OF PETERBORO CTY RD 30		
Dir:	COMBINED	**Lanes:**	2	**Speed:**	50 km/h	**Dates:**	02-Jun-2022 to 09-Jun-2022

	Thu		Fri		Sat		Sun		Mon		Tue		Wed		Thu	
H. Interval	**06/02**		**06/03**	**Pk.**	**06/04**	**Pk.**	**06/05**	**Pk.**	**06/06**	**Pk.**	**06/07**	**Pk.**	**06/08**	**Pk.**	**06/09**	**Pk.**
00:00-01:00			55		64		73		36		44		48		44	
01:00-02:00			37		42		36		22		37		31		38	
02:00-03:00			44		30		20		26		50		40		25	
03:00-04:00			52		29		24		47		53		47		38	
04:00-05:00			84		35		24		108		88		97		95	
05:00-06:00			224		77		42		239		202		235		221	
06:00-07:00			392		176		102		394		381		411		378	
07:00-08:00			511		291		179		508		492		549		522	
08:00-09:00			637	◄	463	◄	335	◄	599	◄	552	◄	620	◄	580	◄
09:00-10:00			660		690		501		534		511		562		564	
10:00-11:00			695		741		649		636		533		584		587	
11:00-12:00			809		736		830		682		587		638		626	◄
AM Total			**4200**		**3374**		**2815**		**3831**		**3530**		**3862**		**3718**	
12:00-13:00	683		897		790	◄	907		698		632		649	◄		
13:00-14:00	687	◄	903	◄	736		929	◄	709	◄	658	◄	632			
14:00-15:00	719		900		703		1000		680		662		617			
15:00-16:00	764		980		626	◄	1029	◄	684		654		654			
16:00-17:00	685		990	◄	590		981		711	◄	656		756	◄		
17:00-18:00	817	◄	964		545		858		651		671	◄	708			
18:00-19:00	586		897		482		800		466		418		502			
19:00-20:00	503		683		398		587		301		333		393			
20:00-21:00	345		535		317		437		227		220		326			
21:00-22:00	259		375		283		257		172		165		214			
22:00-23:00	175		228		194		122		122		119		127			
23:00-00:00	103		115		118		66		82		81		82			
PM Total	**6326**		**8467**		**5782**		**7973**		**5503**		**5269**		**5660**			
24h. Total	**6326**		**12667**		**9156**		**10788**		**9334**		**8799**		**9522**		**3718**	
Noon - Noon	**10526**		**11841**		**8597**		**11804**		**9033**		**9131**		**9378**			

ADT	AWD	AADT	SADT	SAWDT	WADT	DHV
10044	9517	8750	12000	12000	8550	1050

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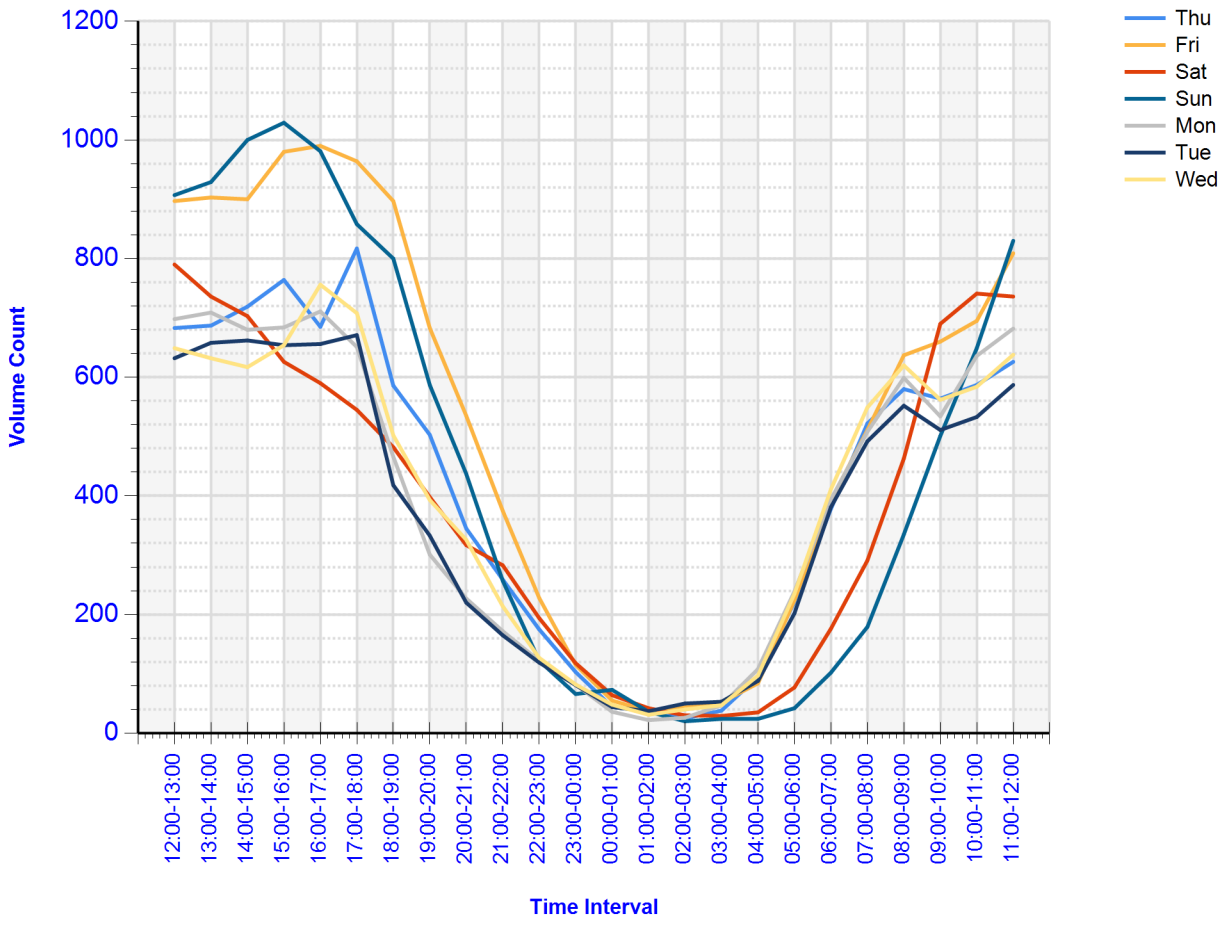
TVIS II - Traffic Volume information System

ICS Weekly Volume Summary

Weekly Volume Summary - Combined



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Ministry of Transportation

TVIS II - Traffic Volume information System

ICS Weekly Volume Summary

Hwy: 7 **Between:** PETERBORO CTY RD 30

TS: 120 **and:** PETERBOROUGH RD 45

Regn: Eastern **Pattern:** IR **PDCS:** 04 **Factor:** 0.87

LHRS: 14200 **Offset:** 8.810 **Locn:** 8.810 KM W OF PETERBORO CTY RD 30

Dir: E **Lanes:** 1 **Speed:** 50 km/h **Dates:** 02-Jun-2022 to 09-Jun-2022

	Thu		Fri		Sat		Sun		Mon		Tue		Wed		Thu	
H. Interval	06/02		06/03	Pk.	06/04	Pk.	06/05	Pk.	06/06	Pk.	06/07	Pk.	06/08	Pk.	06/09	Pk.
00:00-01:00			41		50		44		21		39		36		32	
01:00-02:00			28		32		27		10		20		21		30	
02:00-03:00			23		23		14		6		33		25		12	
03:00-04:00			34		16		11		15		36		27		25	
04:00-05:00			33		22		12		35		32		36		33	
05:00-06:00			88		28		12		85		71		95		89	
06:00-07:00			138		82		42		137		149		152		140	
07:00-08:00			201		160		88		195		174		190		176	
08:00-09:00			299	◄	245	◄	164	◄	276	◄	241	◄	255	◄	244	◄
09:00-10:00			330		356		218		235		233		283		238	
10:00-11:00			388		413		248		289		227		321		311	
11:00-12:00			440		426		354		340		295		355	◄	329	◄
AM Total			**2043**		**1853**		**1234**		**1644**		**1550**		**1796**		**1659**	
12:00-13:00	339		505	◄	466	◄	375	◄	329		323		339			
13:00-14:00	376	◄	504		398		339		344	◄	367	◄	320			
14:00-15:00	395		507		398		401		338		387		327			
15:00-16:00	404		573		307		420	◄	387		411		374			
16:00-17:00	311		586		321	◄	358		409	◄	364		395			
17:00-18:00	529	◄	620	◄	276		329		365		429	◄	442	◄		
18:00-19:00	376		610		226		313		265		267		314			
19:00-20:00	288		434		188		230		172		173		219			
20:00-21:00	226		329		159		159		120		130		173			
21:00-22:00	160		253		143		105		94		92		111			
22:00-23:00	103		152		128		68		78		59		75			
23:00-00:00	71		76		70		33		66		59		48			
PM Total	**3578**		**5149**		**3080**		**3130**		**2967**		**3061**		**3137**			
24h. Total	**3578**		**7192**		**4933**		**4364**		**4611**		**4611**		**4933**		**1659**	
Noon - Noon	**5621**		**7002**		**4314**		**4774**		**4517**		**4857**		**4796**			

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TVIS II - Traffic Volume information System

ICS Weekly Volume Summary

Hwy: 7 **Between:** PETERBORO CTY RD 30
TS: 120 **and:** PETERBOROUGH RD 45
Regn: Eastern **Pattern:** IR **PDCS:** 04 **Factor:** 0.87
LHRS: 14200 **Offset:** 8.810 **Locn:** 8.810 KM W OF PETERBORO CTY RD 30
Dir: W **Lanes:** 1 **Speed:** 50 km/h **Dates:** 02-Jun-2022 to 09-Jun-2022

	Thu		Fri		Sat		Sun		Mon		Tue		Wed		Thu	
H. Interval	06/02		06/03	Pk.	06/04	Pk.	06/05	Pk.	06/06	Pk.	06/07	Pk.	06/08	Pk.	06/09	Pk.
00:00-01:00			14		17		33		17		12		15		12	
01:00-02:00			10		11		9		12		14		9		13	
02:00-03:00			21		6		5		21		17		14		12	
03:00-04:00			17		15		14		32		20		22		16	
04:00-05:00			59		14		12		70		58		62		59	
05:00-06:00			142		48		28		157		129		146		142	
06:00-07:00			254		97		64		271		233		274		257	
07:00-08:00			305		137		108		333	◄	320		366	◄	341	◄
08:00-09:00			354	◄	236	◄	170	◄	326		323	◄	366		335	
09:00-10:00			331		344		279		307		276		285		330	
10:00-11:00			337		345		396		342		322		275		274	
11:00-12:00			363		324		442		362		306		287		279	◄
AM Total			**2207**		**1594**		**1560**		**2250**		**2030**		**2121**		**2070**	
12:00-13:00	376	◄	376		322		523		370	◄	344	◄	364	◄		
13:00-14:00	314		392	◄	332	◄	588	◄	351		292		306			
14:00-15:00	331		364		316		596		353		247		302			
15:00-16:00	297		373		317	◄	597		304		264		299			
16:00-17:00	380	◄	398	◄	293		609	◄	326	◄	310	◄	349	◄		
17:00-18:00	305		340		289		516		283		280		278			
18:00-19:00	218		281		252		510		220		174		209			
19:00-20:00	238		255		220		387		151		177		205			
20:00-21:00	163		208		195		278		118		101		163			
21:00-22:00	102		147		147		151		86		94		116			
22:00-23:00	77		78		73		55		47		62		52			
23:00-00:00	33		41		49		31		23		24		37			
PM Total	**2834**		**3253**		**2805**		**4841**		**2632**		**2369**		**2680**			
24h. Total	**2834**		**5460**		**4399**		**6401**		**4882**		**4399**		**4801**		**2070**	
Noon - Noon	**5041**		**4847**		**4365**		**7091**		**4662**		**4490**		**4750**			

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TVIS II - Traffic Volume information System

ICS Weekly Volume Summary

Hwy:	7	**Between:**	PETERBORO CTY RD 30				
TS:	120	**and:**	PETERBOROUGH RD 45				
Regn:	Eastern	**Pattern:**	IR	**PDCS:**	04	**Factor:**	0.87
LHRS:	14200	**Offset:**	8.810	**Locn:**	8.810 KM W OF PETERBORO CTY RD 30		
Dir:	COMBINED	**Lanes:**	2	**Speed:**	50 km/h	**Dates:**	02-Jun-2022 to 09-Jun-2022

	Thu		Fri		Sat		Sun		Mon		Tue		Wed		Thu	
H. Interval	**06/02**		**06/03**	**Pk.**	**06/04**	**Pk.**	**06/05**	**Pk.**	**06/06**	**Pk.**	**06/07**	**Pk.**	**06/08**	**Pk.**	**06/09**	**Pk.**
00:00-01:00			55		67		77		38		51		51		44	
01:00-02:00			38		43		36		22		34		30		43	
02:00-03:00			44		29		19		27		50		39		24	
03:00-04:00			51		31		25		47		56		49		41	
04:00-05:00			92		36		24		105		90		98		92	
05:00-06:00			230		76		40		242		200		241		231	
06:00-07:00			392		179		106		408		382		426		397	
07:00-08:00			506		297		196		528		494		556		517	
08:00-09:00			653	◄	481	◄	334	◄	602	◄	564	◄	621	◄	579	◄
09:00-10:00			661		700		497		542		509		568		568	
10:00-11:00			725		758		644		631		549		596		585	
11:00-12:00			803		750		796		702	◄	601		642		608	◄
AM Total			**4250**		**3447**		**2794**		**3894**		**3580**		**3917**		**3729**	
12:00-13:00	715	◄	881		788	◄	898		699		667	◄	703	◄		
13:00-14:00	690		896	◄	730		927	◄	695		659		626			
14:00-15:00	726		871		714		997		691		634		629			
15:00-16:00	701		946		624	◄	1017	◄	691		675		673			
16:00-17:00	691		984	◄	614		967		735	◄	674		744	◄		
17:00-18:00	834	◄	960		565		845		648		709	◄	720			
18:00-19:00	594		891		478		823		485		441		523			
19:00-20:00	526		689		408		617		323		350		424			
20:00-21:00	389		537		354		437		238		231		336			
21:00-22:00	262		400		290		256		180		186		227			
22:00-23:00	180		230		201		123		125		121		127			
23:00-00:00	104		117		119		64		89		83		85			
PM Total	**6412**		**8402**		**5885**		**7971**		**5599**		**5430**		**5817**			
24h. Total	**6412**		**12652**		**9332**		**10765**		**9493**		**9010**		**9734**		**3729**	
Noon - Noon	**10662**		**11849**		**8679**		**11865**		**9179**		**9347**		**9546**			

ADT	AWD	AADT	SADT	SAWDT	WADT	DHV
10161	9684	8850	12100	12100	8650	1100

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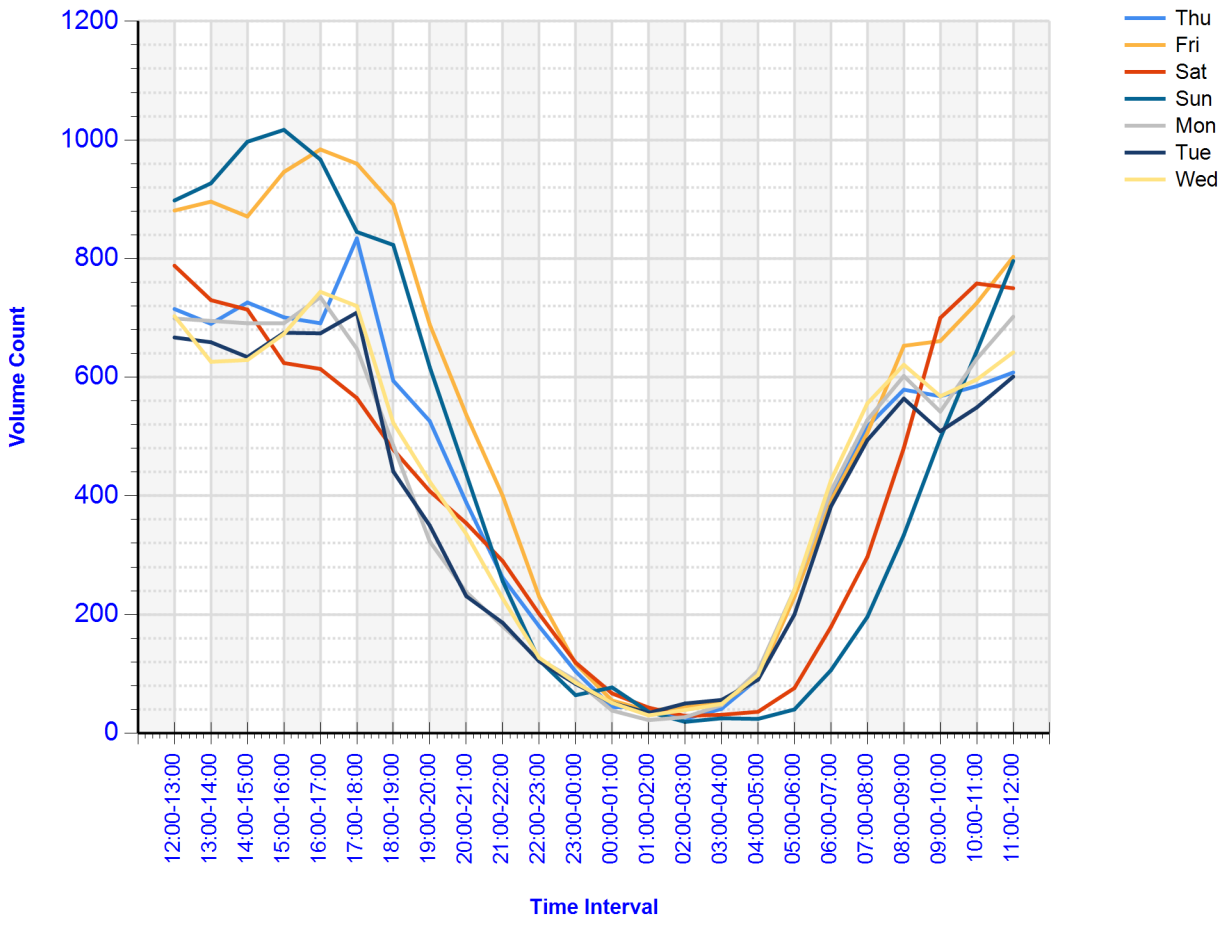
Weekly Volume Summary - Combined



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Traffic Engineering Software

Weekly Volume Summary

Wed, Sep 02, 2015

Location: Asphodel Twp 10th Line South Approach - Hwy 7

LHRS/Offset: 14200 / 7.37 **Region:** Eastern

Pattern Type: n/a **PCS#:** n/a **Hwy. TVIS#:** S142000737

Count Direction: NB/SB **Report Dates:** May 24, 2015 **to** May 30, 2015

Hour Interval	Sun 15/05/24	Mon 25	Tue 26	Wed 27	Thu 28	Fri 29	Sat 30	Sun 31
0:00- 1:00		0	0	1	0	1	0	4
1:00- 2:00		0	0	0	2	0	0	5
2:00- 3:00		0	0	0	0	0	1	0
3:00- 4:00		0	0	0	0	0	1	0
4:00- 5:00		0	0	0	0	0	1	0
5:00- 6:00		1	0	0	1	2	3	0
6:00- 7:00		8	11	11	13	9	0	2
7:00- 8:00		13	18	9	2	22	11	2
8:00- 9:00		13	16	11	16	23	12	9
9:00-10:00		15	24	12	29	12	22	6
10:00-11:00		21	19	21	23	24	21	8
11:00-12:00		25	22	22	24	21	37	4
AM Total	0	96	110	87	110	114	109	40
12:00-13:00	18	31	11	29	25	35	26	
13:00-14:00	19	26	17	19	19	29	13	
14:00-15:00	9	41	18	21	23	12	10	
15:00-16:00	4	24	20	22	18	41	12	
16:00-17:00	7	25	34	25	23	16	8	
17:00-18:00	9	10	16	22	14	16	13	
18:00-19:00	4	11	9	11	10	11	4	
19:00-20:00	7	7	14	15	7	13	5	
20:00-21:00	10	4	4	14	11	3	8	
21:00-22:00	1	5	14	5	7	5	8	
22:00-23:00	2	2	0	1	2	3	7	
23:00-24:00	0	1	0	0	3	3	4	
PM Total	90	187	157	184	162	187	118	0
24 Hr. Total	90	283	267	271	272	301	227	40
Noon - Noon		186	297	244	294	276	296	158

ADT	AWD	AADT	AAWD	SADT	SAWDT	WADT	DHV
250	278						

Traffic Engineering Software

Weekly Volume Summary

Wed, Sep 02, 2015

Location: Mill St South Approach - Hwy 7

LHRS/Offset: 14200 / 8.75 **Region:** Eastern

Pattern Type: n/a **PCS#:** n/a **Hwy. TVIS#:** S142000875

Count Direction: NB/SB **Report Dates:** May 24, 2015 **to** May 30, 2015

Hour Interval	Sun 15/05/24	Mon 25	Tue 26	Wed 27	Thu 28	Fri 29	Sat 30	Sun 31
0:00- 1:00		1	0	0	2	2	2	4
1:00- 2:00		0	1	0	0	1	1	0
2:00- 3:00		0	0	0	0	0	0	0
3:00- 4:00		0	0	0	1	0	1	1
4:00- 5:00		0	0	0	0	1	0	0
5:00- 6:00		2	1	3	1	1	0	1
6:00- 7:00		5	11	9	8	8	5	3
7:00- 8:00		9	9	11	9	7	6	2
8:00- 9:00		15	10	16	16	15	13	9
9:00-10:00		18	21	13	18	18	17	13
10:00-11:00		6	12	13	16	13	14	13
11:00-12:00		18	6	17	21	18	18	15
AM Total	0	74	71	82	92	84	77	61
12:00-13:00	17	15	8	22	13	15	23	
13:00-14:00	16	11	14	13	14	12	15	
14:00-15:00	16	12	13	12	13	14	16	
15:00-16:00	13	14	19	17	10	17	9	
16:00-17:00	17	20	18	14	21	19	7	
17:00-18:00	21	15	36	19	25	19	15	
18:00-19:00	9	12	17	6	15	19	8	
19:00-20:00	7	11	9	17	19	17	1	
20:00-21:00	19	13	12	14	8	11	7	
21:00-22:00	8	4	8	9	13	6	5	
22:00-23:00	4	4	2	4	8	4	4	
23:00-24:00	1	0	1	3	5	1	4	
PM Total	148	131	157	150	164	154	114	0
24 Hr. Total	148	205	228	232	256	238	191	61
Noon - Noon	222	202	239	242	248	231	175	

ADT	AWD	AADT	AAWD	SADT	SAWDT	WADT	DHV
223	233						

Traffic Engineering Software

Weekly Volume Summary

Wed, Sep 02, 2015

Location: Cedar St South Approach - Hwy 7

LHRS/Offset: 14200 / 9.05 **Region:** Eastern

Pattern Type: n/a **PCS#:** n/a **Hwy. TVIS#:** S142000905

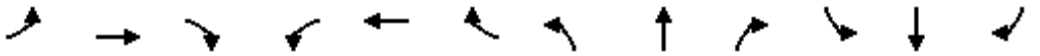
Count Direction: NB/SB **Report Dates:** May 24, 2015 **to** May 30, 2015

Hour Interval	Sun 15/05/24	Mon 25	Tue 26	Wed 27	Thu 28	Fri 29	Sat 30	Sun 31
0:00- 1:00		1	0	3	7	3	5	8
1:00- 2:00		0	2	0	2	0	0	4
2:00- 3:00		0	0	1	0	0	0	1
3:00- 4:00		0	0	0	0	0	4	2
4:00- 5:00		0	0	1	0	0	2	0
5:00- 6:00		5	7	5	4	3	0	4
6:00- 7:00		20	12	13	9	10	2	2
7:00- 8:00		16	11	17	16	17	10	13
8:00- 9:00		21	36	33	33	30	29	7
9:00-10:00		26	33	28	32	33	24	26
10:00-11:00		18	35	22	15	36	28	27
11:00-12:00		27	29	20	28	25	22	36
AM Total	0	134	165	143	146	157	126	130
12:00-13:00	33	30	44	24	37	24	37	
13:00-14:00	40	33	21	28	32	34	38	
14:00-15:00	44	25	18	21	22	29	20	
15:00-16:00	33	31	32	39	46	40	25	
16:00-17:00	35	44	35	44	50	50	21	
17:00-18:00	24	51	59	49	53	38	28	
18:00-19:00	21	36	28	32	30	39	26	
19:00-20:00	21	29	30	41	22	22	32	
20:00-21:00	19	20	17	24	27	33	31	
21:00-22:00	24	9	24	11	18	24	34	
22:00-23:00	9	5	8	8	15	19	23	
23:00-24:00	9	1	10	7	8	5	18	
PM Total	312	314	326	328	360	357	333	0
24 Hr. Total	312	448	491	471	506	514	459	130
Noon - Noon	446	479	469	474	517	483	463	

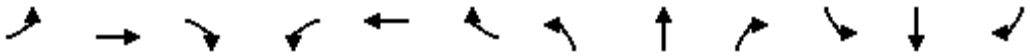
ADT	AWD	AADT	AAWD	SADT	SAWDT	WADT	DHV
476	485						

APPENDIX B: Intersection Analysis Summaries

Existing Conditions



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	244	66	22	326	12	85	42	27	23	51	39
Future Volume (vph)	16	244	66	22	326	12	85	42	27	23	51	39
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (m)	40.0		0.0	50.0		0.0	15.0		15.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
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
Ped Bike Factor	0.99	0.98		0.98	1.00		0.98	0.98			0.98	
Frt		0.963			0.983			0.942			0.958	
Flt Protected	0.950			0.950			0.950				0.988	
Satd. Flow (prot)	1397	1430	0	1458	1549	0	1599	1599	0	0	1576	0
Flt Permitted	0.464			0.512			0.475				0.888	
Satd. Flow (perm)	678	1430	0	769	1549	0	780	1599	0	0	1409	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			8			31			19	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		284.8			168.9			203.4			79.8	
Travel Time (s)		20.5			12.2			14.6			5.7	
Confl. Peds. (#/hr)	6		18	18		6	12		8	8		12
Peak Hour Factor	0.80	0.91	0.75	0.69	0.88	0.25	0.86	0.68	0.69	0.58	0.67	0.75
Heavy Vehicles (%)	19%	19%	7%	14%	11%	8%	4%	2%	0%	9%	0%	3%
Adj. Flow (vph)	20	268	88	32	370	48	99	62	39	40	76	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	356	0	32	418	0	99	101	0	0	168	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)		3.6			3.6			3.6			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
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)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
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)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
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	

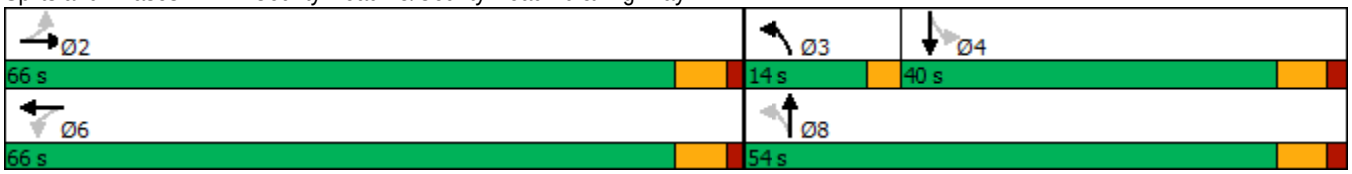


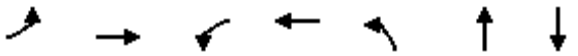
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		7.0	10.0		10.0	10.0	
Minimum Split (s)	32.1	32.1		32.1	32.1		11.0	32.0		32.0	32.0	
Total Split (s)	66.0	66.0		66.0	66.0		14.0	54.0		40.0	40.0	
Total Split (%)	55.0%	55.0%		55.0%	55.0%		11.7%	45.0%		33.3%	33.3%	
Maximum Green (s)	59.9	59.9		59.9	59.9		11.0	47.6		33.6	33.6	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.0	4.5		4.5	4.5	
All-Red Time (s)	1.6	1.6		1.6	1.6		0.0	1.9		1.9	1.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	60.4	60.4		60.4	60.4		31.9	28.5			16.0	
Actuated g/C Ratio	0.60	0.60		0.60	0.60		0.31	0.28			0.16	
v/c Ratio	0.05	0.41		0.07	0.45		0.31	0.21			0.71	
Control Delay	11.1	13.3		11.1	14.2		27.3	19.9			52.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	11.1	13.3		11.1	14.2		27.3	19.9			52.0	
LOS	B	B		B	B		C	B			D	
Approach Delay		13.2			14.0			23.6			52.0	
Approach LOS		B			B			C			D	
Queue Length 50th (m)	1.6	34.8		2.6	43.9		14.8	10.8			29.6	
Queue Length 95th (m)	5.3	67.7		6.3	79.1		25.9	16.1			36.0	
Internal Link Dist (m)		260.8			144.9			179.4			55.8	
Turn Bay Length (m)	40.0			50.0			15.0					
Base Capacity (vph)	403	859		457	925		334	768			480	
Starvation Cap Reductn	0	0		0	0		0	0			0	
Spillback Cap Reductn	0	0		0	0		0	0			0	
Storage Cap Reductn	0	0		0	0		0	0			0	
Reduced v/c Ratio	0.05	0.41		0.07	0.45		0.30	0.13			0.35	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 101.5			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 20.7		Intersection LOS: C	
Intersection Capacity Utilization 45.3%		ICU Level of Service A	

Analysis Period (min) 15

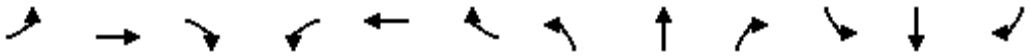
Splits and Phases: 14: County Road 45/County Road 40 & Highway 7





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	20	356	32	418	99	101	168
v/c Ratio	0.05	0.41	0.07	0.45	0.31	0.21	0.71
Control Delay	11.1	13.3	11.1	14.2	27.3	19.9	52.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.1	13.3	11.1	14.2	27.3	19.9	52.0
Queue Length 50th (m)	1.6	34.8	2.6	43.9	14.8	10.8	29.6
Queue Length 95th (m)	5.3	67.7	6.3	79.1	25.9	16.1	36.0
Internal Link Dist (m)		260.8		144.9		179.4	55.8
Turn Bay Length (m)	40.0		50.0		15.0		
Base Capacity (vph)	403	859	457	925	334	768	480
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.41	0.07	0.45	0.30	0.13	0.35

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	244	66	22	326	12	85	42	27	23	51	39
Future Volume (vph)	16	244	66	22	326	12	85	42	27	23	51	39
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	0.98			0.98	
Flpb, ped/bikes	0.99	1.00		0.98	1.00		0.99	1.00			1.00	
Frt	1.00	0.96		1.00	0.98		1.00	0.94			0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)	1389	1432		1428	1549		1584	1601			1573	
Flt Permitted	0.46	1.00		0.51	1.00		0.48	1.00			0.89	
Satd. Flow (perm)	678	1432		770	1549		793	1601			1413	
Peak-hour factor, PHF	0.80	0.91	0.75	0.69	0.88	0.25	0.86	0.68	0.69	0.58	0.67	0.75
Adj. Flow (vph)	20	268	88	32	370	48	99	62	39	40	76	52
RTOR Reduction (vph)	0	8	0	0	3	0	0	22	0	0	16	0
Lane Group Flow (vph)	20	348	0	32	415	0	99	79	0	0	152	0
Confl. Peds. (#/hr)	6		18	18		6	12		8	8		12
Heavy Vehicles (%)	19%	19%	7%	14%	11%	8%	4%	2%	0%	9%	0%	3%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	60.4	60.4		60.4	60.4		28.5	28.5			16.0	
Effective Green, g (s)	60.4	60.4		60.4	60.4		28.5	28.5			16.0	
Actuated g/C Ratio	0.60	0.60		0.60	0.60		0.28	0.28			0.16	
Clearance Time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	403	852		458	922		296	449			222	
v/s Ratio Prot		0.24			c0.27		c0.03	0.05				
v/s Ratio Perm	0.03			0.04			0.06				c0.11	
v/c Ratio	0.05	0.41		0.07	0.45		0.33	0.18			0.68	
Uniform Delay, d1	8.5	11.0		8.6	11.3		28.5	27.6			40.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	0.2	1.5		0.3	1.6		0.7	0.2			8.4	
Delay (s)	8.8	12.4		8.9	12.9		29.2	27.8			48.8	
Level of Service	A	B		A	B		C	C			D	
Approach Delay (s)		12.2			12.6			28.4			48.8	
Approach LOS		B			B			C			D	

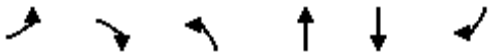
Intersection Summary			
HCM 2000 Control Delay	20.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	101.4	Sum of lost time (s)	15.5
Intersection Capacity Utilization	45.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	3	316	0	0	406
Future Volume (Veh/h)	1	3	316	0	0	406
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.91	0.91	0.96	0.96
Hourly flow rate (vph)	1	3	347	0	0	423
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	770	347			347	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	770	347			347	
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	100			100	
cM capacity (veh/h)	372	701			1223	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	4	347	423
Volume Left	1	0	0
Volume Right	3	0	0
cSH	574	1700	1223
Volume to Capacity	0.01	0.20	0.00
Queue Length 95th (m)	0.2	0.0	0.0
Control Delay (s)	11.3	0.0	0.0
Lane LOS	B		
Approach Delay (s)	11.3	0.0	0.0
Approach LOS	B		

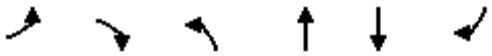
Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	33.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	5	3	9	9	0
Future Volume (Veh/h)	1	5	3	9	9	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)	1	5	3	10	10	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	26	10	10			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	26	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 %	100	100	100			
cM capacity (veh/h)	988	1071	1610			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	6	13	10
Volume Left	1	3	0
Volume Right	5	0	0
cSH	1056	1610	1700
Volume to Capacity	0.01	0.00	0.01
Queue Length 95th (m)	0.1	0.0	0.0
Control Delay (s)	8.4	1.7	0.0
Lane LOS	A	A	
Approach Delay (s)	8.4	1.7	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	1	1	316	406	0
Future Volume (Veh/h)	0	1	1	316	406	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.91	0.91	0.96	0.96
Hourly flow rate (vph)	0	1	1	347	423	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	772	423	423			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	772	423	423			
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	100	100			
cM capacity (veh/h)	370	635	1147			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	1	348	423
Volume Left	0	1	0
Volume Right	1	0	0
cSH	635	1147	1700
Volume to Capacity	0.00	0.00	0.25
Queue Length 95th (m)	0.0	0.0	0.0
Control Delay (s)	10.7	0.0	0.0
Lane LOS	B	A	
Approach Delay (s)	10.7	0.0	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	33.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	4	2	0	5	1	2
Future Volume (Veh/h)	4	2	0	5	1	2
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	2	0	5	1	2
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			6		10	5
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			6		10	5
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1615		1010	1078

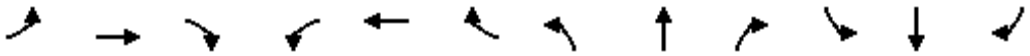
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	6	5	3
Volume Left	0	0	1
Volume Right	2	0	2
cSH	1700	1615	1054
Volume to Capacity	0.00	0.00	0.00
Queue Length 95th (m)	0.0	0.0	0.1
Control Delay (s)	0.0	0.0	8.4
Lane LOS			A
Approach Delay (s)	0.0	0.0	8.4
Approach LOS			A

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	7	12	305	9	14	393
Future Volume (Veh/h)	7	12	305	9	14	393
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.91	0.91	0.96	0.96
Hourly flow rate (vph)	8	13	335	10	15	409
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			376			
pX, platoon unblocked						
vC, conflicting volume	779	340			345	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	779	340			345	
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	98			99	
cM capacity (veh/h)	360	702			1214	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	21	345	424
Volume Left	8	0	15
Volume Right	13	10	0
cSH	515	1700	1214
Volume to Capacity	0.04	0.20	0.01
Queue Length 95th (m)	1.0	0.0	0.3
Control Delay (s)	12.3	0.0	0.4
Lane LOS	B		A
Approach Delay (s)	12.3	0.0	0.4
Approach LOS	B		

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	44.7%	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	0	0	4	0	12	0	302	7	27	373	0
Future Volume (Veh/h)	0	0	0	4	0	12	0	302	7	27	373	0
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	0.87	0.87	0.87	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	4	0	13	0	347	8	29	405	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)								188				
pX, platoon unblocked												
vC, conflicting volume	827	818	405	814	814	351	405			355		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	827	818	405	814	814	351	405			355		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	99	100	98	100			98		
cM capacity (veh/h)	280	303	646	291	305	692	1154			1204		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	0	17	355	29	405
Volume Left	0	4	0	29	0
Volume Right	0	13	8	0	0
cSH	1700	523	1154	1204	1700
Volume to Capacity	0.00	0.03	0.00	0.02	0.24
Queue Length 95th (m)	0.0	0.8	0.0	0.6	0.0
Control Delay (s)	0.0	12.1	0.0	8.1	0.0
Lane LOS	A	B		A	
Approach Delay (s)	0.0	12.1	0.0	0.5	
Approach LOS	A	B			

Intersection Summary				
Average Delay	0.5			
Intersection Capacity Utilization	34.4%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	25	33	121	22	34	105
Future Volume (Veh/h)	25	33	121	22	34	105
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)	27	36	132	24	37	114
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						203
pX, platoon unblocked						
vC, conflicting volume	332	144			156	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	332	144			156	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	96			97	
cM capacity (veh/h)	646	903			1424	

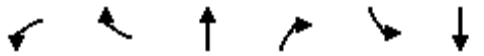
Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	63	156	151
Volume Left	27	0	37
Volume Right	36	24	0
cSH	771	1700	1424
Volume to Capacity	0.08	0.09	0.03
Queue Length 95th (m)	2.1	0.0	0.6
Control Delay (s)	10.1	0.0	2.0
Lane LOS	B		A
Approach Delay (s)	10.1	0.0	2.0
Approach LOS	B		

Intersection Summary			
Average Delay	2.5		
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)	8	25	284	10	25	352
Future Volume (Veh/h)	8	25	284	10	25	352
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.87	0.87	0.92	0.92
Hourly flow rate (vph)	9	27	326	11	27	383
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			169			
pX, platoon unblocked	0.99	0.99			0.99	
vC, conflicting volume	768	332			337	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	760	317			323	
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	96			98	
cM capacity (veh/h)	361	715			1222	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	36	337	410
Volume Left	9	0	27
Volume Right	27	11	0
cSH	574	1700	1222
Volume to Capacity	0.06	0.20	0.02
Queue Length 95th (m)	1.6	0.0	0.5
Control Delay (s)	11.7	0.0	0.7
Lane LOS	B		A
Approach Delay (s)	11.7	0.0	0.7
Approach LOS	B		

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	51.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	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	0	0	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)						239
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	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	100			100	
cM capacity (veh/h)	1023	1085			1623	

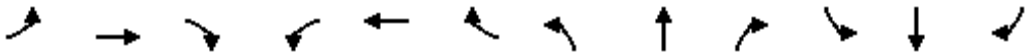
Direction, Lane #	NB 1	SB 1
Volume Total	0	0
Volume Left	0	0
Volume Right	0	0
cSH	1700	1700
Volume to Capacity	0.00	0.00
Queue Length 95th (m)	0.0	0.0
Control Delay (s)	0.0	0.0
Lane LOS		
Approach Delay (s)	0.0	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	27	41	102	39	58	72
Future Volume (Veh/h)	27	41	102	39	58	72
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)	29	45	111	42	63	78
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						365
pX, platoon unblocked						
vC, conflicting volume	336	132			153	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	336	132			153	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	95			96	
cM capacity (veh/h)	630	917			1428	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	74	153	141
Volume Left	29	0	63
Volume Right	45	42	0
cSH	778	1700	1428
Volume to Capacity	0.10	0.09	0.04
Queue Length 95th (m)	2.5	0.0	1.1
Control Delay (s)	10.1	0.0	3.6
Lane LOS	B		A
Approach Delay (s)	10.1	0.0	3.6
Approach LOS	B		

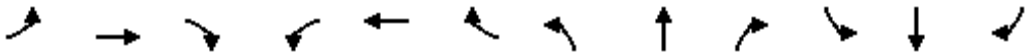
Intersection Summary			
Average Delay	3.4		
Intersection Capacity Utilization	28.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	27	8	6	22	7	46	5	48	22	45	57	17
Future Volume (vph)	27	8	6	22	7	46	5	48	22	45	57	17
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)	29	9	7	24	8	50	5	52	24	49	62	18

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	45	82	81	129
Volume Left (vph)	29	24	5	49
Volume Right (vph)	7	50	24	18
Hadj (s)	0.07	-0.27	-0.13	0.03
Departure Headway (s)	4.5	4.1	4.2	4.3
Degree Utilization, x	0.06	0.09	0.09	0.15
Capacity (veh/h)	752	813	820	800
Control Delay (s)	7.8	7.6	7.6	8.1
Approach Delay (s)	7.8	7.6	7.6	8.1
Approach LOS	A	A	A	A

Intersection Summary				
Delay	7.8			
Level of Service	A			
Intersection Capacity Utilization	24.5%	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)	8	64	0	0	79	2	3	0	2	4	1	7
Future Volume (Veh/h)	8	64	0	0	79	2	3	0	2	4	1	7
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)	9	70	0	0	86	2	3	0	2	4	1	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	88			70			184	176	70	177	175	87
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	88			70			184	176	70	177	175	87
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			100			100	100	100	99	100	99
cM capacity (veh/h)	1508			1531			767	713	993	780	714	971

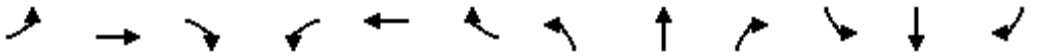
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	79	88	5	13
Volume Left	9	0	3	4
Volume Right	0	2	2	8
cSH	1508	1531	844	881
Volume to Capacity	0.01	0.00	0.01	0.01
Queue Length 95th (m)	0.1	0.0	0.1	0.4
Control Delay (s)	0.9	0.0	9.3	9.1
Lane LOS	A		A	A
Approach Delay (s)	0.9	0.0	9.3	9.1
Approach LOS			A	A

Intersection Summary				
Average Delay	1.3			
Intersection Capacity Utilization	20.1%	ICU Level of Service	A	
Analysis Period (min)	15			

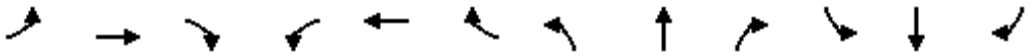
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	275	7	2	366	6	4
Future Volume (Veh/h)	275	7	2	366	6	4
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.92	0.92	0.88	0.88
Hourly flow rate (vph)	286	7	2	398	7	5
Pedestrians						
Lane Width (m)						
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			293		692	290
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			293		692	290
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		98	99
cM capacity (veh/h)			1269		410	750

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	293	400	12
Volume Left	0	2	7
Volume Right	7	0	5
cSH	1700	1269	505
Volume to Capacity	0.17	0.00	0.02
Queue Length 95th (m)	0.0	0.0	0.6
Control Delay (s)	0.0	0.1	12.3
Lane LOS		A	B
Approach Delay (s)	0.0	0.1	12.3
Approach LOS			B

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	32.6%	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)	59	494	107	28	379	28	89	65	32	43	64	37
Future Volume (vph)	59	494	107	28	379	28	89	65	32	43	64	37
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (m)	40.0		0.0	50.0		0.0	15.0		15.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
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
Ped Bike Factor	0.99	0.99			1.00		0.97	0.99			0.98	
Frt		0.974			0.989			0.958			0.964	
Flt Protected	0.950			0.950			0.950				0.984	
Satd. Flow (prot)	1662	1633	0	1662	1554	0	1568	1617	0	0	1572	0
Flt Permitted	0.423			0.283			0.514				0.846	
Satd. Flow (perm)	736	1633	0	495	1554	0	826	1617	0	0	1350	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			5			19			15	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		284.8			168.9			203.4			79.8	
Travel Time (s)		20.5			12.2			14.6			5.7	
Confl. Peds. (#/hr)	6		4	4		6	13		1	1		13
Peak Hour Factor	0.87	0.89	0.92	0.72	0.87	0.81	0.89	0.71	0.89	0.83	0.94	0.84
Heavy Vehicles (%)	0%	4%	3%	0%	12%	0%	6%	3%	3%	5%	2%	5%
Adj. Flow (vph)	68	555	116	39	436	35	100	92	36	52	68	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	671	0	39	471	0	100	128	0	0	164	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)		3.6			3.6			3.6			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
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)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
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)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
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	

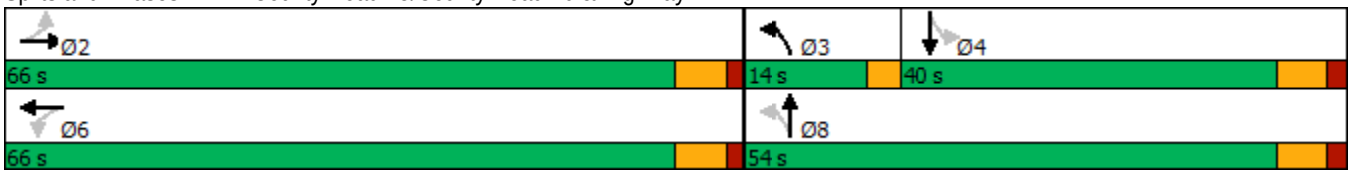


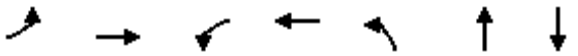
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		7.0	10.0		10.0	10.0	
Minimum Split (s)	32.1	32.1		32.1	32.1		11.0	32.0		32.0	32.0	
Total Split (s)	66.0	66.0		66.0	66.0		14.0	54.0		40.0	40.0	
Total Split (%)	55.0%	55.0%		55.0%	55.0%		11.7%	45.0%		33.3%	33.3%	
Maximum Green (s)	59.9	59.9		59.9	59.9		11.0	47.6		33.6	33.6	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.0	4.5		4.5	4.5	
All-Red Time (s)	1.6	1.6		1.6	1.6		0.0	1.9		1.9	1.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	60.2	60.2		60.2	60.2		32.4	29.0			16.4	
Actuated g/C Ratio	0.59	0.59		0.59	0.59		0.32	0.29			0.16	
v/c Ratio	0.16	0.69		0.13	0.51		0.30	0.27			0.71	
Control Delay	12.3	20.2		12.7	15.7		27.0	24.6			53.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	12.3	20.2		12.7	15.7		27.0	24.6			53.9	
LOS	B	C		B	B		C	C			D	
Approach Delay		19.4			15.5			25.7			53.9	
Approach LOS		B			B			C			D	
Queue Length 50th (m)	6.0	89.1		3.4	53.4		15.0	17.2			29.8	
Queue Length 95th (m)	15.2	158.7		8.3	93.0		27.2	23.9			52.9	
Internal Link Dist (m)		260.8			144.9			179.4			55.8	
Turn Bay Length (m)	40.0			50.0			15.0					
Base Capacity (vph)	435	971		292	921		343	770			458	
Starvation Cap Reductn	0	0		0	0		0	0			0	
Spillback Cap Reductn	0	0		0	0		0	0			0	
Storage Cap Reductn	0	0		0	0		0	0			0	
Reduced v/c Ratio	0.16	0.69		0.13	0.51		0.29	0.17			0.36	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 101.7			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 22.5		Intersection LOS: C	
Intersection Capacity Utilization 79.3%		ICU Level of Service D	

Analysis Period (min) 15

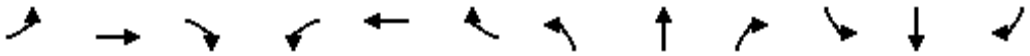
Splits and Phases: 14: County Road 45/County Road 40 & Highway 7





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	68	671	39	471	100	128	164
v/c Ratio	0.16	0.69	0.13	0.51	0.30	0.27	0.71
Control Delay	12.3	20.2	12.7	15.7	27.0	24.6	53.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.3	20.2	12.7	15.7	27.0	24.6	53.9
Queue Length 50th (m)	6.0	89.1	3.4	53.4	15.0	17.2	29.8
Queue Length 95th (m)	15.2	158.7	8.3	93.0	27.2	23.9	52.9
Internal Link Dist (m)		260.8		144.9		179.4	55.8
Turn Bay Length (m)	40.0		50.0		15.0		
Base Capacity (vph)	435	971	292	921	343	770	458
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.69	0.13	0.51	0.29	0.17	0.36

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	494	107	28	379	28	89	65	32	43	64	37
Future Volume (vph)	59	494	107	28	379	28	89	65	32	43	64	37
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99			0.98	
Flpb, ped/bikes	0.99	1.00		1.00	1.00		0.99	1.00			1.00	
Frt	1.00	0.97		1.00	0.99		1.00	0.96			0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.98	
Satd. Flow (prot)	1654	1634		1659	1554		1552	1617			1574	
Flt Permitted	0.42	1.00		0.28	1.00		0.51	1.00			0.85	
Satd. Flow (perm)	736	1634		495	1554		840	1617			1352	
Peak-hour factor, PHF	0.87	0.89	0.92	0.72	0.87	0.81	0.89	0.71	0.89	0.83	0.94	0.84
Adj. Flow (vph)	68	555	116	39	436	35	100	92	36	52	68	44
RTOR Reduction (vph)	0	5	0	0	2	0	0	14	0	0	13	0
Lane Group Flow (vph)	68	666	0	39	469	0	100	114	0	0	151	0
Confl. Peds. (#/hr)	6		4	4		6	13		1	1		13
Heavy Vehicles (%)	0%	4%	3%	0%	12%	0%	6%	3%	3%	5%	2%	5%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	60.1	60.1		60.1	60.1		29.0	29.0			16.5	
Effective Green, g (s)	60.1	60.1		60.1	60.1		29.0	29.0			16.5	
Actuated g/C Ratio	0.59	0.59		0.59	0.59		0.29	0.29			0.16	
Clearance Time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	435	966		292	919		306	461			219	
v/s Ratio Prot		c0.41			0.30		c0.03	0.07				
v/s Ratio Perm	0.09			0.08			0.06				c0.11	
v/c Ratio	0.16	0.69		0.13	0.51		0.33	0.25			0.69	
Uniform Delay, d1	9.3	14.3		9.2	12.1		28.2	27.9			40.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	0.8	4.0		0.9	2.0		0.6	0.3			9.1	
Delay (s)	10.1	18.3		10.2	14.2		28.9	28.2			49.2	
Level of Service	B	B		B	B		C	C			D	
Approach Delay (s)		17.6			13.9			28.5			49.2	
Approach LOS		B			B			C			D	

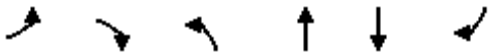
Intersection Summary			
HCM 2000 Control Delay	21.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	101.6	Sum of lost time (s)	15.5
Intersection Capacity Utilization	79.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	3	7	593	6	5	468
Future Volume (Veh/h)	3	7	593	6	5	468
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.89	0.89	0.91	0.91
Hourly flow rate (vph)	3	8	666	7	5	514
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	1194	670			673	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1194	670			673	
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	98			99	
cM capacity (veh/h)	207	461			927	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	11	673	519
Volume Left	3	0	5
Volume Right	8	7	0
cSH	345	1700	927
Volume to Capacity	0.03	0.40	0.01
Queue Length 95th (m)	0.8	0.0	0.1
Control Delay (s)	15.8	0.0	0.2
Lane LOS	C		A
Approach Delay (s)	15.8	0.0	0.2
Approach LOS	C		

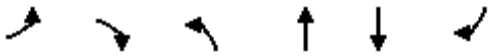
Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	44.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	5	7	6	10	2
Future Volume (Veh/h)	4	5	7	6	10	2
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)	4	5	8	7	11	2
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	12	13			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	35	12	13			
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	100	100			
cM capacity (veh/h)	973	1069	1606			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	9	15	13
Volume Left	4	8	0
Volume Right	5	0	2
cSH	1024	1606	1700
Volume to Capacity	0.01	0.00	0.01
Queue Length 95th (m)	0.2	0.1	0.0
Control Delay (s)	8.5	3.9	0.0
Lane LOS	A	A	
Approach Delay (s)	8.5	3.9	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	3.7		
Intersection Capacity Utilization	16.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	0	1	593	468	0
Future Volume (Veh/h)	1	0	1	593	468	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.89	0.89	0.91	0.91
Hourly flow rate (vph)	1	0	1	666	514	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	1182	514	514			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1182	514	514			
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	100	100			
cM capacity (veh/h)	211	564	1062			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	1	667	514
Volume Left	1	1	0
Volume Right	0	0	0
cSH	211	1062	1700
Volume to Capacity	0.00	0.00	0.30
Queue Length 95th (m)	0.1	0.0	0.0
Control Delay (s)	22.1	0.0	0.0
Lane LOS	C	A	
Approach Delay (s)	22.1	0.0	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	44.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	7	5	3	5	9	2
Future Volume (Veh/h)	7	5	3	5	9	2
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	5	3	5	10	2
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			13		22	10
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			13		22	10
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1606		993	1071

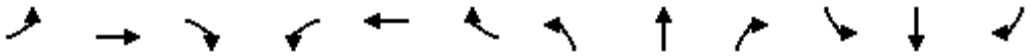
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	13	8	12
Volume Left	0	3	10
Volume Right	5	0	2
cSH	1700	1606	1005
Volume to Capacity	0.01	0.00	0.01
Queue Length 95th (m)	0.0	0.0	0.3
Control Delay (s)	0.0	2.7	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	2.7	8.6
Approach LOS			A

Intersection Summary			
Average Delay	3.8		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	8	26	573	8	16	455
Future Volume (Veh/h)	8	26	573	8	16	455
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.89	0.89	0.91	0.91
Hourly flow rate (vph)	9	28	644	9	18	500
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			376			
pX, platoon unblocked	0.81	0.81			0.81	
vC, conflicting volume	1184	648			653	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1110	449			454	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	94			98	
cM capacity (veh/h)	184	494			896	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	37	653	518
Volume Left	9	0	18
Volume Right	28	9	0
cSH	350	1700	896
Volume to Capacity	0.11	0.38	0.02
Queue Length 95th (m)	2.8	0.0	0.5
Control Delay (s)	16.5	0.0	0.6
Lane LOS	C		A
Approach Delay (s)	16.5	0.0	0.6
Approach LOS	C		

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	50.0%	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	0	0	8	0	11	0	570	14	8	455	0
Future Volume (Veh/h)	0	0	0	8	0	11	0	570	14	8	455	0
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	0.89	0.89	0.89	0.91	0.91	0.91
Hourly flow rate (vph)	0	0	0	9	0	12	0	640	16	9	500	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)								188				
pX, platoon unblocked	0.76	0.76		0.76	0.76	0.76				0.76		
vC, conflicting volume	1178	1174	500	1166	1166	648	500			656		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1075	1069	500	1059	1059	375	500			385		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	94	100	98	100			99		
cM capacity (veh/h)	145	166	571	152	168	508	1064			888		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	0	21	656	9	500
Volume Left	0	9	0	9	0
Volume Right	0	12	16	0	0
cSH	1700	254	1064	888	1700
Volume to Capacity	0.00	0.08	0.00	0.01	0.29
Queue Length 95th (m)	0.0	2.1	0.0	0.2	0.0
Control Delay (s)	0.0	20.5	0.0	9.1	0.0
Lane LOS	A	C		A	
Approach Delay (s)	0.0	20.5	0.0	0.2	
Approach LOS	A	C			

Intersection Summary				
Average Delay	0.4			
Intersection Capacity Utilization	43.5%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	36	45	134	30	58	144
Future Volume (Veh/h)	36	45	134	30	58	144
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)	39	49	146	33	63	157
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						203
pX, platoon unblocked						
vC, conflicting volume	446	162			179	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	446	162			179	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	93	94			95	
cM capacity (veh/h)	545	882			1397	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	88	179	220
Volume Left	39	0	63
Volume Right	49	33	0
cSH	692	1700	1397
Volume to Capacity	0.13	0.11	0.05
Queue Length 95th (m)	3.5	0.0	1.1
Control Delay (s)	11.0	0.0	2.5
Lane LOS	B		A
Approach Delay (s)	11.0	0.0	2.5
Approach LOS	B		

Intersection Summary			
Average Delay	3.1		
Intersection Capacity Utilization	34.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	3	34	550	17	31	432
Future Volume (Veh/h)	3	34	550	17	31	432
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.89	0.89	0.91	0.91
Hourly flow rate (vph)	3	37	618	19	34	475
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			169			
pX, platoon unblocked	0.75	0.75			0.75	
vC, conflicting volume	1170	628			637	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1059	332			345	
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	93			96	
cM capacity (veh/h)	179	530			907	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	40	637	509
Volume Left	3	0	34
Volume Right	37	19	0
cSH	462	1700	907
Volume to Capacity	0.09	0.37	0.04
Queue Length 95th (m)	2.3	0.0	0.9
Control Delay (s)	13.5	0.0	1.1
Lane LOS	B		A
Approach Delay (s)	13.5	0.0	1.1
Approach LOS	B		

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	62.4%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	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	0	0	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)						239
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	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	100			100	
cM capacity (veh/h)	1023	1085			1623	

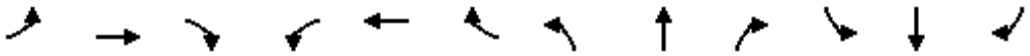
Direction, Lane #	NB 1	SB 1
Volume Total	0	0
Volume Left	0	0
Volume Right	0	0
cSH	1700	1700
Volume to Capacity	0.00	0.00
Queue Length 95th (m)	0.0	0.0
Control Delay (s)	0.0	0.0
Lane LOS		
Approach Delay (s)	0.0	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	12	17	147	7	21	159
Future Volume (Veh/h)	12	17	147	7	21	159
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)	13	18	160	8	23	173
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						365
pX, platoon unblocked						
vC, conflicting volume	383	164			168	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	383	164			168	
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	98			98	
cM capacity (veh/h)	609	881			1410	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	31	168	196
Volume Left	13	0	23
Volume Right	18	8	0
cSH	742	1700	1410
Volume to Capacity	0.04	0.10	0.02
Queue Length 95th (m)	1.0	0.0	0.4
Control Delay (s)	10.1	0.0	1.0
Lane LOS	B		A
Approach Delay (s)	10.1	0.0	1.0
Approach LOS	B		

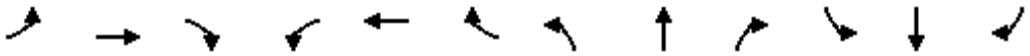
Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	31.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	10	5	3	27	9	59	5	89	28	64	89	17
Future Volume (vph)	10	5	3	27	9	59	5	89	28	64	89	17
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)	11	5	3	29	10	64	5	97	30	70	97	18

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	19	103	132	185
Volume Left (vph)	11	29	5	70
Volume Right (vph)	3	64	30	18
Hadj (s)	0.06	-0.28	-0.09	0.05
Departure Headway (s)	4.8	4.4	4.3	4.4
Degree Utilization, x	0.03	0.12	0.16	0.23
Capacity (veh/h)	686	763	803	787
Control Delay (s)	7.9	8.0	8.1	8.6
Approach Delay (s)	7.9	8.0	8.1	8.6
Approach LOS	A	A	A	A

Intersection Summary				
Delay	8.3			
Level of Service	A			
Intersection Capacity Utilization	28.5%	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)	4	105	3	2	90	8	1	0	1	2	1	5
Future Volume (Veh/h)	4	105	3	2	90	8	1	0	1	2	1	5
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)	4	114	3	2	98	9	1	0	1	2	1	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	107			117			236	234	116	231	232	102
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	107			117			236	234	116	231	232	102
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 %	100			100			100	100	100	100	100	99
cM capacity (veh/h)	1484			1471			712	663	937	721	666	953

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	121	109	2	8
Volume Left	4	2	1	2
Volume Right	3	9	1	5
cSH	1484	1471	809	840
Volume to Capacity	0.00	0.00	0.00	0.01
Queue Length 95th (m)	0.1	0.0	0.1	0.2
Control Delay (s)	0.3	0.1	9.5	9.3
Lane LOS	A	A	A	A
Approach Delay (s)	0.3	0.1	9.5	9.3
Approach LOS			A	A

Intersection Summary				
Average Delay	0.6			
Intersection Capacity Utilization	17.8%	ICU Level of Service	A	
Analysis Period (min)	15			

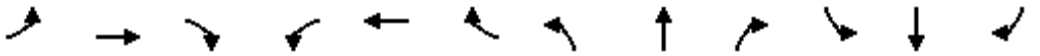
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	535	8	4	462	6	4
Future Volume (Veh/h)	535	8	4	462	6	4
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.91	0.91	0.50	0.50
Hourly flow rate (vph)	575	9	4	508	12	8
Pedestrians						
Lane Width (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			584		1096	580
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			584		1096	580
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		95	98
cM capacity (veh/h)			991		235	515

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	584	512	20
Volume Left	0	4	12
Volume Right	9	0	8
cSH	1700	991	301
Volume to Capacity	0.34	0.00	0.07
Queue Length 95th (m)	0.0	0.1	1.7
Control Delay (s)	0.0	0.1	17.8
Lane LOS		A	C
Approach Delay (s)	0.0	0.1	17.8
Approach LOS			C

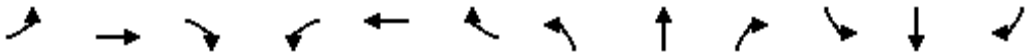
Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	41.1%	ICU Level of Service	A
Analysis Period (min)	15		

Future Background Conditions

Future 2029 Background Conditions



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	276	87	23	371	16	164	56	29	34	67	87
Future Volume (vph)	32	276	87	23	371	16	164	56	29	34	67	87
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (m)	40.0		0.0	50.0		0.0	15.0		15.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
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
Ped Bike Factor	1.00	0.98		0.98	1.00		0.98	0.98			0.97	
Frt		0.958			0.980			0.949			0.943	
Flt Protected	0.950			0.950			0.950				0.989	
Satd. Flow (prot)	1397	1424	0	1458	1544	0	1599	1613	0	0	1541	0
Flt Permitted	0.384			0.438			0.392				0.894	
Satd. Flow (perm)	562	1424	0	660	1544	0	649	1613	0	0	1385	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			9			25			30	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		284.8			168.9			203.4			79.8	
Travel Time (s)		20.5			12.2			14.6			5.7	
Confl. Peds. (#/hr)	6		18	18		6	12		8	8		12
Peak Hour Factor	0.80	0.91	0.75	0.69	0.88	0.25	0.86	0.68	0.69	0.58	0.67	0.75
Heavy Vehicles (%)	19%	19%	7%	14%	11%	8%	4%	2%	0%	9%	0%	3%
Adj. Flow (vph)	40	303	116	33	422	64	191	82	42	59	100	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	419	0	33	486	0	191	124	0	0	275	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)		3.6			3.6			3.6			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
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)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
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)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
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	

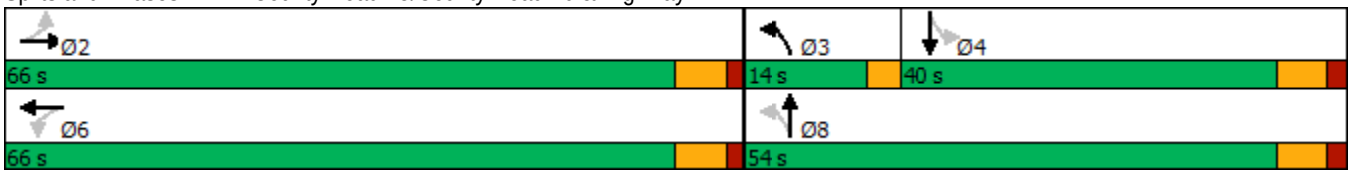


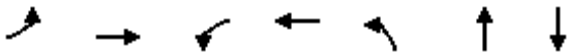
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		7.0	10.0		10.0	10.0	
Minimum Split (s)	32.1	32.1		32.1	32.1		11.0	32.0		32.0	32.0	
Total Split (s)	66.0	66.0		66.0	66.0		14.0	54.0		40.0	40.0	
Total Split (%)	55.0%	55.0%		55.0%	55.0%		11.7%	45.0%		33.3%	33.3%	
Maximum Green (s)	59.9	59.9		59.9	59.9		11.0	47.6		33.6	33.6	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.0	4.5		4.5	4.5	
All-Red Time (s)	1.6	1.6		1.6	1.6		0.0	1.9		1.9	1.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	60.1	60.1		60.1	60.1		41.5	38.1			24.3	
Actuated g/C Ratio	0.54	0.54		0.54	0.54		0.37	0.34			0.22	
v/c Ratio	0.13	0.54		0.09	0.58		0.57	0.22			0.84	
Control Delay	16.2	19.8		15.3	21.3		31.4	20.6			59.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	16.2	19.8		15.3	21.3		31.4	20.6			59.0	
LOS	B	B		B	C		C	C			E	
Approach Delay		19.5			21.0			27.2			59.0	
Approach LOS		B			C			C			E	
Queue Length 50th (m)	4.4	56.2		3.5	70.1		30.4	15.6			54.1	
Queue Length 95th (m)	10.9	100.7		7.8	117.1		45.9	20.3			56.6	
Internal Link Dist (m)		260.8			144.9			179.4			55.8	
Turn Bay Length (m)	40.0			50.0			15.0					
Base Capacity (vph)	305	783		358	842		337	710			442	
Starvation Cap Reductn	0	0		0	0		0	0			0	
Spillback Cap Reductn	0	0		0	0		0	0			0	
Storage Cap Reductn	0	0		0	0		0	0			0	
Reduced v/c Ratio	0.13	0.54		0.09	0.58		0.57	0.17			0.62	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 110.8			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 28.4		Intersection LOS: C	
Intersection Capacity Utilization 68.4%		ICU Level of Service C	

Analysis Period (min) 15

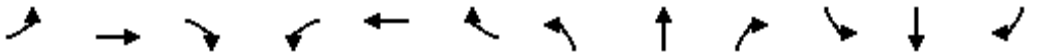
Splits and Phases: 14: County Road 45/County Road 40 & Highway 7





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	40	419	33	486	191	124	275
v/c Ratio	0.13	0.54	0.09	0.58	0.57	0.22	0.84
Control Delay	16.2	19.8	15.3	21.3	31.4	20.6	59.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.2	19.8	15.3	21.3	31.4	20.6	59.0
Queue Length 50th (m)	4.4	56.2	3.5	70.1	30.4	15.6	54.1
Queue Length 95th (m)	10.9	100.7	7.8	117.1	45.9	20.3	56.6
Internal Link Dist (m)		260.8		144.9		179.4	55.8
Turn Bay Length (m)	40.0		50.0		15.0		
Base Capacity (vph)	305	783	358	842	337	710	442
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.54	0.09	0.58	0.57	0.17	0.62

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	276	87	23	371	16	164	56	29	34	67	87
Future Volume (vph)	32	276	87	23	371	16	164	56	29	34	67	87
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	0.98		1.00	1.00		1.00	0.98			0.98	
Flpb, ped/bikes	0.99	1.00		0.98	1.00		0.99	1.00			1.00	
Frt	1.00	0.96		1.00	0.98		1.00	0.95			0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)	1390	1426		1432	1544		1590	1614			1536	
Flt Permitted	0.38	1.00		0.44	1.00		0.39	1.00			0.89	
Satd. Flow (perm)	562	1426		660	1544		657	1614			1388	
Peak-hour factor, PHF	0.80	0.91	0.75	0.69	0.88	0.25	0.86	0.68	0.69	0.58	0.67	0.75
Adj. Flow (vph)	40	303	116	33	422	64	191	82	42	59	100	116
RTOR Reduction (vph)	0	11	0	0	4	0	0	16	0	0	23	0
Lane Group Flow (vph)	40	408	0	33	482	0	191	108	0	0	252	0
Confl. Peds. (#/hr)	6		18	18		6	12		8	8		12
Heavy Vehicles (%)	19%	19%	7%	14%	11%	8%	4%	2%	0%	9%	0%	3%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	60.1	60.1		60.1	60.1		38.1	38.1			24.3	
Effective Green, g (s)	60.1	60.1		60.1	60.1		38.1	38.1			24.3	
Actuated g/C Ratio	0.54	0.54		0.54	0.54		0.34	0.34			0.22	
Clearance Time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	305	774		358	838		317	555			304	
v/s Ratio Prot		0.29			c0.31		c0.06	0.07				
v/s Ratio Perm	0.07			0.05			0.15				c0.18	
v/c Ratio	0.13	0.53		0.09	0.58		0.60	0.19			0.83	
Uniform Delay, d1	12.5	16.2		12.2	16.8		28.4	25.5			41.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	0.9	2.6		0.5	2.9		3.2	0.2			16.7	
Delay (s)	13.3	18.8		12.7	19.7		31.6	25.7			57.9	
Level of Service	B	B		B	B		C	C			E	
Approach Delay (s)		18.3			19.2			29.3			57.9	
Approach LOS		B			B			C			E	

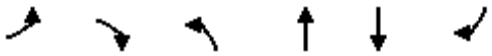
Intersection Summary			
HCM 2000 Control Delay	27.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	110.7	Sum of lost time (s)	15.5
Intersection Capacity Utilization	68.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	10	28	345	0	0	442
Future Volume (Veh/h)	10	28	345	0	0	442
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.91	0.91	0.96	0.96
Hourly flow rate (vph)	11	30	379	0	0	460
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	839	379			379	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	839	379			379	
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	96			100	
cM capacity (veh/h)	339	672			1191	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	41	379	460
Volume Left	11	0	0
Volume Right	30	0	0
cSH	532	1700	1191
Volume to Capacity	0.08	0.22	0.00
Queue Length 95th (m)	2.0	0.0	0.0
Control Delay (s)	12.3	0.0	0.0
Lane LOS	B		
Approach Delay (s)	12.3	0.0	0.0
Approach LOS	B		

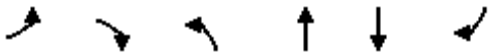
Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	35.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	9	22	9	10	10	3
Future Volume (Veh/h)	9	22	9	10	10	3
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)	10	24	10	11	11	3
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	44	12	14			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	44	12	14			
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	98	99			
cM capacity (veh/h)	961	1068	1604			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	34	21	14
Volume Left	10	10	0
Volume Right	24	0	3
cSH	1034	1604	1700
Volume to Capacity	0.03	0.01	0.01
Queue Length 95th (m)	0.8	0.2	0.0
Control Delay (s)	8.6	3.5	0.0
Lane LOS	A	A	
Approach Delay (s)	8.6	3.5	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	5.3		
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	1	1	335	439	0
Future Volume (Veh/h)	0	1	1	335	439	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.91	0.91	0.96	0.96
Hourly flow rate (vph)	0	1	1	368	457	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	827	457	457			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	827	457	457			
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	100	100			
cM capacity (veh/h)	344	608	1114			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	1	369	457
Volume Left	0	1	0
Volume Right	1	0	0
cSH	608	1114	1700
Volume to Capacity	0.00	0.00	0.27
Queue Length 95th (m)	0.0	0.0	0.0
Control Delay (s)	10.9	0.0	0.0
Lane LOS	B	A	
Approach Delay (s)	10.9	0.0	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	35.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	10	2	64	80	1	44
Future Volume (Veh/h)	10	2	64	80	1	44
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	2	70	87	1	48
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			13		239	12
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			13		239	12
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		100	96
cM capacity (veh/h)			1606		717	1069

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	13	157	49
Volume Left	0	70	1
Volume Right	2	0	48
cSH	1700	1606	1058
Volume to Capacity	0.01	0.04	0.05
Queue Length 95th (m)	0.0	1.1	1.2
Control Delay (s)	0.0	3.5	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	3.5	8.6
Approach LOS			A

Intersection Summary			
Average Delay	4.4		
Intersection Capacity Utilization	24.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	17	13	334	16	23	430
Future Volume (Veh/h)	17	13	334	16	23	430
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.91	0.91	0.96	0.96
Hourly flow rate (vph)	18	14	367	18	24	448
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			376			
pX, platoon unblocked						
vC, conflicting volume	872	376			385	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	872	376			385	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	98			98	
cM capacity (veh/h)	315	670			1173	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	32	385	24	448
Volume Left	18	0	24	0
Volume Right	14	18	0	0
cSH	410	1700	1173	1700
Volume to Capacity	0.08	0.23	0.02	0.26
Queue Length 95th (m)	2.0	0.0	0.5	0.0
Control Delay (s)	14.5	0.0	8.1	0.0
Lane LOS	B		A	
Approach Delay (s)	14.5	0.0	0.4	
Approach LOS	B			

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	34.6%	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	0	0	9	0	13	0	337	17	29	419	0
Future Volume (Veh/h)	0	0	0	9	0	13	0	337	17	29	419	0
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	0.87	0.87	0.87	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	10	0	14	0	387	20	32	455	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)								188				
pX, platoon unblocked												
vC, conflicting volume	930	926	455	916	916	397	455			407		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	930	926	455	916	916	397	455			407		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	96	100	98	100			97		
cM capacity (veh/h)	237	261	605	248	265	652	1106			1152		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	0	24	407	32	455
Volume Left	0	10	0	32	0
Volume Right	0	14	20	0	0
cSH	1700	388	1106	1152	1700
Volume to Capacity	0.00	0.06	0.00	0.03	0.27
Queue Length 95th (m)	0.0	1.6	0.0	0.7	0.0
Control Delay (s)	0.0	14.9	0.0	8.2	0.0
Lane LOS	A	B		A	
Approach Delay (s)	0.0	14.9	0.0	0.5	
Approach LOS	A	B			

Intersection Summary				
Average Delay	0.7			
Intersection Capacity Utilization	36.2%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	27	117	132	23	53	124
Future Volume (Veh/h)	27	117	132	23	53	124
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)	29	127	143	25	58	135
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						203
pX, platoon unblocked						
vC, conflicting volume	406	156			168	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	406	156			168	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	86			96	
cM capacity (veh/h)	576	890			1410	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	156	168	193
Volume Left	29	0	58
Volume Right	127	25	0
cSH	808	1700	1410
Volume to Capacity	0.19	0.10	0.04
Queue Length 95th (m)	5.7	0.0	1.0
Control Delay (s)	10.5	0.0	2.5
Lane LOS	B		A
Approach Delay (s)	10.5	0.0	2.5
Approach LOS	B		

Intersection Summary			
Average Delay	4.1		
Intersection Capacity Utilization	36.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	8	27	328	11	27	401
Future Volume (Veh/h)	8	27	328	11	27	401
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.87	0.87	0.92	0.92
Hourly flow rate (vph)	9	29	377	13	29	436
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			169			
pX, platoon unblocked						
vC, conflicting volume	878	384			390	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	878	384			390	
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	96			98	
cM capacity (veh/h)	311	664			1169	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	38	390	465
Volume Left	9	0	29
Volume Right	29	13	0
cSH	523	1700	1169
Volume to Capacity	0.07	0.23	0.02
Queue Length 95th (m)	1.9	0.0	0.6
Control Delay (s)	12.4	0.0	0.8
Lane LOS	B		A
Approach Delay (s)	12.4	0.0	0.8
Approach LOS	B		

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	57.0%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	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	0	0	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)						239
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	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	100			100	
cM capacity (veh/h)	1023	1085			1623	

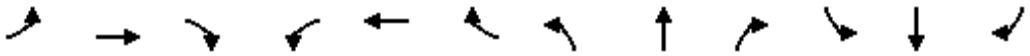
Direction, Lane #	NB 1	SB 1
Volume Total	0	0
Volume Left	0	0
Volume Right	0	0
cSH	1700	1700
Volume to Capacity	0.00	0.00
Queue Length 95th (m)	0.0	0.0
Control Delay (s)	0.0	0.0
Lane LOS		
Approach Delay (s)	0.0	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	37	44	111	44	64	86
Future Volume (Veh/h)	37	44	111	44	64	86
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)	40	48	121	48	70	93
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						365
pX, platoon unblocked						
vC, conflicting volume	378	145			169	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	378	145			169	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	93	95			95	
cM capacity (veh/h)	593	902			1409	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	88	169	163
Volume Left	40	0	70
Volume Right	48	48	0
cSH	729	1700	1409
Volume to Capacity	0.12	0.10	0.05
Queue Length 95th (m)	3.3	0.0	1.3
Control Delay (s)	10.6	0.0	3.5
Lane LOS	B		A
Approach Delay (s)	10.6	0.0	3.5
Approach LOS	B		

Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	31.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	29	8	6	32	7	49	5	57	26	48	78	18
Future Volume (vph)	29	8	6	32	7	49	5	57	26	48	78	18
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)	32	9	7	35	8	53	5	62	28	52	85	20

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	48	96	95	157
Volume Left (vph)	32	35	5	52
Volume Right (vph)	7	53	28	20
Hadj (s)	0.08	-0.22	-0.13	0.02
Departure Headway (s)	4.7	4.3	4.3	4.4
Degree Utilization, x	0.06	0.11	0.11	0.19
Capacity (veh/h)	716	779	801	786
Control Delay (s)	8.0	7.9	7.8	8.4
Approach Delay (s)	8.0	7.9	7.8	8.4
Approach LOS	A	A	A	A

Intersection Summary				
Delay	8.1			
Level of Service	A			
Intersection Capacity Utilization	26.4%	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)	12	68	0	0	84	6	3	0	2	13	1	17
Future Volume (Veh/h)	12	68	0	0	84	6	3	0	2	13	1	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)	13	74	0	0	91	7	3	0	2	14	1	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	98			74			213	198	74	196	194	94
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	98			74			213	198	74	196	194	94
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			100			100	100	100	98	100	98
cM capacity (veh/h)	1495			1526			724	692	988	756	695	962

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	87	98	5	33
Volume Left	13	0	3	14
Volume Right	0	7	2	18
cSH	1495	1526	811	853
Volume to Capacity	0.01	0.00	0.01	0.04
Queue Length 95th (m)	0.2	0.0	0.1	1.0
Control Delay (s)	1.2	0.0	9.5	9.4
Lane LOS	A		A	A
Approach Delay (s)	1.2	0.0	9.5	9.4
Approach LOS			A	A

Intersection Summary				
Average Delay	2.1			
Intersection Capacity Utilization	20.9%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	326	7	5	400	6	12
Future Volume (Veh/h)	326	7	5	400	6	12
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.92	0.92	0.88	0.88
Hourly flow rate (vph)	340	7	5	435	7	14
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			347		788	344
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			347		788	344
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		98	98
cM capacity (veh/h)			1212		358	699

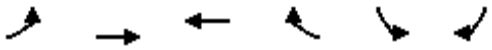
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	347	440	21
Volume Left	0	5	7
Volume Right	7	0	14
cSH	1700	1212	531
Volume to Capacity	0.20	0.00	0.04
Queue Length 95th (m)	0.0	0.1	1.0
Control Delay (s)	0.0	0.1	12.1
Lane LOS		A	B
Approach Delay (s)	0.0	0.1	12.1
Approach LOS			B

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	37.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	42	12	2	108	34	6
Future Volume (Veh/h)	42	12	2	108	34	6
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	46	13	2	117	37	7
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		174	52
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			59		174	52
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		95	99
cM capacity (veh/h)			1545		815	1015

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	59	119	44
Volume Left	0	2	37
Volume Right	13	0	7
cSH	1700	1545	842
Volume to Capacity	0.03	0.00	0.05
Queue Length 95th (m)	0.0	0.0	1.3
Control Delay (s)	0.0	0.1	9.5
Lane LOS		A	A
Approach Delay (s)	0.0	0.1	9.5
Approach LOS			A

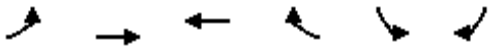
Intersection Summary			
Average Delay		2.0	
Intersection Capacity Utilization		17.3%	ICU Level of Service A
Analysis Period (min)		15	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	46	105	0	1	5
Future Volume (Veh/h)	2	46	105	0	1	5
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	50	114	0	1	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	114				168	114
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	114				168	114
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1475				821	939

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	52	114	6
Volume Left	2	0	1
Volume Right	0	0	5
cSH	1475	1700	917
Volume to Capacity	0.00	0.07	0.01
Queue Length 95th (m)	0.0	0.0	0.2
Control Delay (s)	0.3	0.0	9.0
Lane LOS	A		A
Approach Delay (s)	0.3	0.0	9.0
Approach LOS			A

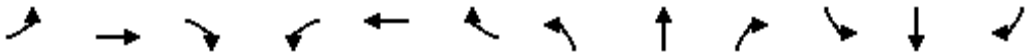
Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	15.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	41	86	1	3	19
Future Volume (Veh/h)	6	41	86	1	3	19
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	45	93	1	3	21
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	94				152	94
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	94				152	94
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	98
cM capacity (veh/h)	1500				835	963

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	52	94	24
Volume Left	7	0	3
Volume Right	0	1	21
cSH	1500	1700	945
Volume to Capacity	0.00	0.06	0.03
Queue Length 95th (m)	0.1	0.0	0.6
Control Delay (s)	1.0	0.0	8.9
Lane LOS	A		A
Approach Delay (s)	1.0	0.0	8.9
Approach LOS			A

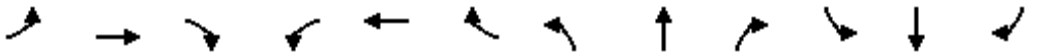
Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	17.2%	ICU Level of Service	A
Analysis Period (min)	15		



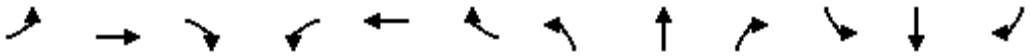
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	17	18	2	7	3	51	0	9	5	0	29
Future Volume (Veh/h)	10	17	18	2	7	3	51	0	9	5	0	29
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	18	20	2	8	3	55	0	10	5	0	32
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	11			38			96	65	28	74	74	10
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	11			38			96	65	28	74	74	10
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			100			94	100	99	99	100	97
cM capacity (veh/h)	1608			1572			856	819	1047	903	810	1072

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	49	13	65	37
Volume Left	11	2	55	5
Volume Right	20	3	10	32
cSH	1608	1572	880	1045
Volume to Capacity	0.01	0.00	0.07	0.04
Queue Length 95th (m)	0.2	0.0	1.9	0.9
Control Delay (s)	1.7	1.1	9.4	8.6
Lane LOS	A	A	A	A
Approach Delay (s)	1.7	1.1	9.4	8.6
Approach LOS			A	A

Intersection Summary				
Average Delay	6.3			
Intersection Capacity Utilization	20.5%	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)	113	600	189	30	424	41	161	87	34	52	87	69
Future Volume (vph)	113	600	189	30	424	41	161	87	34	52	87	69
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (m)	40.0		0.0	50.0		0.0	15.0		15.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
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
Ped Bike Factor	1.00	0.99			1.00		0.98	0.99			0.98	
Frt		0.965			0.986			0.965			0.953	
Flt Protected	0.950			0.950			0.950				0.987	
Satd. Flow (prot)	1662	1616	0	1662	1551	0	1568	1630	0	0	1550	0
Flt Permitted	0.350			0.111			0.441				0.857	
Satd. Flow (perm)	610	1616	0	194	1551	0	714	1630	0	0	1345	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			6			15			22	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		284.8			168.9			203.4			79.8	
Travel Time (s)		20.5			12.2			14.6			5.7	
Confl. Peds. (#/hr)	6		4	4		6	13		1	1		13
Peak Hour Factor	0.87	0.89	0.92	0.72	0.87	0.81	0.89	0.71	0.89	0.83	0.94	0.84
Heavy Vehicles (%)	0%	4%	3%	0%	12%	0%	6%	3%	3%	5%	2%	5%
Adj. Flow (vph)	130	674	205	42	487	51	181	123	38	63	93	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	130	879	0	42	538	0	181	161	0	0	238	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)		3.6			3.6			3.6			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
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)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
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)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
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	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		7.0	10.0		10.0	10.0	
Minimum Split (s)	32.1	32.1		32.1	32.1		11.0	32.0		32.0	32.0	
Total Split (s)	66.0	66.0		66.0	66.0		14.0	54.0		40.0	40.0	
Total Split (%)	55.0%	55.0%		55.0%	55.0%		11.7%	45.0%		33.3%	33.3%	
Maximum Green (s)	59.9	59.9		59.9	59.9		11.0	47.6		33.6	33.6	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.0	4.5		4.5	4.5	
All-Red Time (s)	1.6	1.6		1.6	1.6		0.0	1.9		1.9	1.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	60.2	60.2		60.2	60.2		39.8	36.3			22.6	
Actuated g/C Ratio	0.55	0.55		0.55	0.55		0.36	0.33			0.21	
v/c Ratio	0.39	0.98		0.40	0.63		0.53	0.29			0.80	
Control Delay	20.3	50.6		31.1	22.2		30.4	25.0			57.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	20.3	50.6		31.1	22.2		30.4	25.0			57.5	
LOS	C	D		C	C		C	C			E	
Approach Delay		46.7			22.8			27.9			57.5	
Approach LOS		D			C			C			E	
Queue Length 50th (m)	15.8	180.4		5.2	77.8		28.7	23.7			46.5	
Queue Length 95th (m)	36.6	#315.2		13.8	133.2		45.5	29.9			75.4	
Internal Link Dist (m)		260.8			144.9			179.4			55.8	
Turn Bay Length (m)	40.0			50.0			15.0					
Base Capacity (vph)	336	899		106	858		346	723			431	
Starvation Cap Reductn	0	0		0	0		0	0			0	
Spillback Cap Reductn	0	0		0	0		0	0			0	
Storage Cap Reductn	0	0		0	0		0	0			0	
Reduced v/c Ratio	0.39	0.98		0.40	0.63		0.52	0.22			0.55	

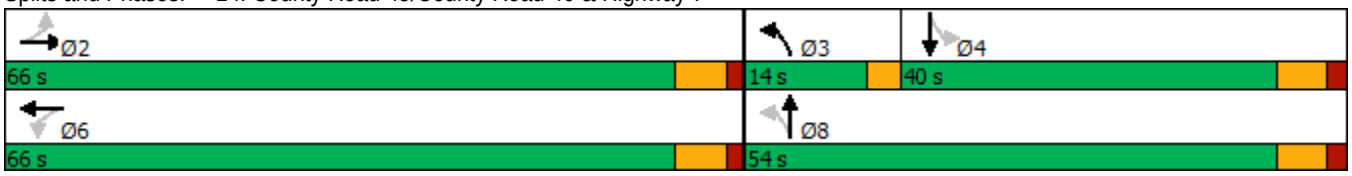
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 109.1			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 38.5		Intersection LOS: D	
Intersection Capacity Utilization 107.7%		ICU Level of Service G	

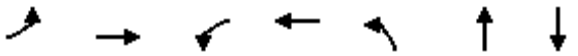
Analysis Period (min) 15

\# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 14: County Road 45/County Road 40 & Highway 7





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	130	879	42	538	181	161	238
v/c Ratio	0.39	0.98	0.40	0.63	0.53	0.29	0.80
Control Delay	20.3	50.6	31.1	22.2	30.4	25.0	57.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.3	50.6	31.1	22.2	30.4	25.0	57.5
Queue Length 50th (m)	15.8	180.4	5.2	77.8	28.7	23.7	46.5
Queue Length 95th (m)	36.6	#315.2	13.8	133.2	45.5	29.9	75.4
Internal Link Dist (m)		260.8		144.9		179.4	55.8
Turn Bay Length (m)	40.0		50.0		15.0		
Base Capacity (vph)	336	899	106	858	346	723	431
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.98	0.40	0.63	0.52	0.22	0.55

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	113	600	189	30	424	41	161	87	34	52	87	69
Future Volume (vph)	113	600	189	30	424	41	161	87	34	52	87	69
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	0.99			0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.99	1.00			1.00	
Frt	1.00	0.97		1.00	0.99		1.00	0.96			0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)	1655	1617		1662	1551		1557	1630			1552	
Flt Permitted	0.35	1.00		0.11	1.00		0.44	1.00			0.86	
Satd. Flow (perm)	610	1617		194	1551		722	1630			1347	
Peak-hour factor, PHF	0.87	0.89	0.92	0.72	0.87	0.81	0.89	0.71	0.89	0.83	0.94	0.84
Adj. Flow (vph)	130	674	205	42	487	51	181	123	38	63	93	82
RTOR Reduction (vph)	0	8	0	0	3	0	0	10	0	0	17	0
Lane Group Flow (vph)	130	871	0	42	535	0	181	151	0	0	221	0
Confl. Peds. (#/hr)	6		4	4		6	13		1	1		13
Heavy Vehicles (%)	0%	4%	3%	0%	12%	0%	6%	3%	3%	5%	2%	5%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	60.2	60.2		60.2	60.2		36.3	36.3			22.6	
Effective Green, g (s)	60.2	60.2		60.2	60.2		36.3	36.3			22.6	
Actuated g/C Ratio	0.55	0.55		0.55	0.55		0.33	0.33			0.21	
Clearance Time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	336	893		107	856		322	542			279	
v/s Ratio Prot		c0.54			0.35		c0.06	0.09				
v/s Ratio Perm	0.21			0.22			0.13				c0.16	
v/c Ratio	0.39	0.98		0.39	0.63		0.56	0.28			0.79	
Uniform Delay, d1	13.9	23.7		13.9	16.7		28.4	26.7			41.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	3.3	24.7		10.5	3.4		2.2	0.3			14.1	
Delay (s)	17.2	48.4		24.4	20.1		30.7	27.0			55.1	
Level of Service	B	D		C	C		C	C			E	
Approach Delay (s)		44.4			20.4			29.0			55.1	
Approach LOS		D			C			C			E	

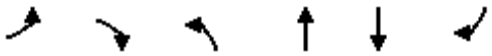
Intersection Summary			
HCM 2000 Control Delay	36.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	109.0	Sum of lost time (s)	15.5
Intersection Capacity Utilization	107.7%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	12	30	636	0	0	545
Future Volume (Veh/h)	12	30	636	0	0	545
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.89	0.89	0.91	0.91
Hourly flow rate (vph)	13	33	715	0	0	599
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	1314	715			715	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1314	715			715	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	93	92			100	
cM capacity (veh/h)	176	434			895	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	46	715	599
Volume Left	13	0	0
Volume Right	33	0	0
cSH	307	1700	895
Volume to Capacity	0.15	0.42	0.00
Queue Length 95th (m)	4.2	0.0	0.0
Control Delay (s)	18.8	0.0	0.0
Lane LOS	C		
Approach Delay (s)	18.8	0.0	0.0
Approach LOS	C		

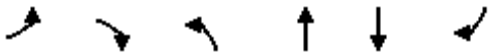
Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	46.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	12	20	33	6	11	15
Future Volume (Veh/h)	12	20	33	6	11	15
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)	13	22	36	7	12	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	99	20	28			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	99	20	28			
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	98	98			
cM capacity (veh/h)	879	1058	1585			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	35	43	28
Volume Left	13	36	0
Volume Right	22	0	16
cSH	984	1585	1700
Volume to Capacity	0.04	0.02	0.02
Queue Length 95th (m)	0.9	0.6	0.0
Control Delay (s)	8.8	6.2	0.0
Lane LOS	A	A	
Approach Delay (s)	8.8	6.2	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	5.4		
Intersection Capacity Utilization	18.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	0	1	636	545	0
Future Volume (Veh/h)	1	0	1	636	545	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.89	0.89	0.91	0.91
Hourly flow rate (vph)	1	0	1	715	599	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	1316	599	599			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1316	599	599			
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)	176	505	988			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	1	716	599
Volume Left	1	1	0
Volume Right	0	0	0
cSH	176	988	1700
Volume to Capacity	0.01	0.00	0.35
Queue Length 95th (m)	0.1	0.0	0.0
Control Delay (s)	25.6	0.0	0.0
Lane LOS	D	A	
Approach Delay (s)	25.6	0.0	0.0
Approach LOS	D		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	47.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	33	5	61	73	10	191
Future Volume (Veh/h)	33	5	61	73	10	191
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	36	5	66	79	11	208
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		250	38
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			41		250	38
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		98	80
cM capacity (veh/h)			1568		708	1033

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	41	145	219
Volume Left	0	66	11
Volume Right	5	0	208
cSH	1700	1568	1010
Volume to Capacity	0.02	0.04	0.22
Queue Length 95th (m)	0.0	1.1	6.6
Control Delay (s)	0.0	3.5	9.5
Lane LOS		A	A
Approach Delay (s)	0.0	3.5	9.5
Approach LOS			A

Intersection Summary			
Average Delay		6.4	
Intersection Capacity Utilization		32.9%	ICU Level of Service A
Analysis Period (min)		15	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	17	28	615	39	55	503
Future Volume (Veh/h)	17	28	615	39	55	503
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.89	0.89	0.91	0.91
Hourly flow rate (vph)	18	30	691	44	60	553
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			376			
pX, platoon unblocked	0.64	0.64			0.64	
vC, conflicting volume	1386	713			735	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1321	262			296	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	82	94			93	
cM capacity (veh/h)	102	494			804	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	48	735	40	573
Volume Left	18	0	40	20
Volume Right	30	44	0	0
cSH	202	1700	804	804
Volume to Capacity	0.24	0.43	0.07	0.07
Queue Length 95th (m)	7.2	0.0	1.9	1.9
Control Delay (s)	28.3	0.0	9.8	1.4
Lane LOS	D		A	A
Approach Delay (s)	28.3	0.0	1.9	
Approach LOS	D			

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	49.3%	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)	0	0	0	13	0	12	0	642	60	8	512	0
Future Volume (Veh/h)	0	0	0	13	0	12	0	642	60	8	512	0
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	0.89	0.89	0.89	0.91	0.91	0.91
Hourly flow rate (vph)	0	0	0	14	0	13	0	721	67	9	563	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)								188				
pX, platoon unblocked	0.52	0.52		0.52	0.52	0.52				0.52		
vC, conflicting volume	1348	1369	563	1336	1336	754	563			788		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1209	1248	563	1184	1184	68	563			133		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	84	100	97	100			99		
cM capacity (veh/h)	80	89	526	86	97	518	1008			756		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	0	27	788	9	563
Volume Left	0	14	0	9	0
Volume Right	0	13	67	0	0
cSH	1700	143	1008	756	1700
Volume to Capacity	0.00	0.19	0.00	0.01	0.33
Queue Length 95th (m)	0.0	5.3	0.0	0.3	0.0
Control Delay (s)	0.0	35.9	0.0	9.8	0.0
Lane LOS	A	E		A	
Approach Delay (s)	0.0	35.9	0.0	0.2	
Approach LOS	A	E			

Intersection Summary				
Average Delay	0.8			
Intersection Capacity Utilization	50.6%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	38	122	153	32	137	172
Future Volume (Veh/h)	38	122	153	32	137	172
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)	41	133	166	35	149	187
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						203
pX, platoon unblocked						
vC, conflicting volume	668	184			201	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	668	184			201	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	89	85			89	
cM capacity (veh/h)	377	859			1371	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	174	201	336
Volume Left	41	0	149
Volume Right	133	35	0
cSH	660	1700	1371
Volume to Capacity	0.26	0.12	0.11
Queue Length 95th (m)	8.4	0.0	2.9
Control Delay (s)	12.4	0.0	4.1
Lane LOS	B		A
Approach Delay (s)	12.4	0.0	4.1
Approach LOS	B		

Intersection Summary			
Average Delay	5.0		
Intersection Capacity Utilization	46.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	3	36	666	18	33	492
Future Volume (Veh/h)	3	36	666	18	33	492
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.89	0.89	0.91	0.91
Hourly flow rate (vph)	3	39	748	20	36	541
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			169			
pX, platoon unblocked	0.51	0.51			0.51	
vC, conflicting volume	1371	758			768	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1246	41			61	
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	93			95	
cM capacity (veh/h)	93	524			785	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	42	768	577
Volume Left	3	0	36
Volume Right	39	20	0
cSH	394	1700	785
Volume to Capacity	0.11	0.45	0.05
Queue Length 95th (m)	2.8	0.0	1.2
Control Delay (s)	15.2	0.0	1.2
Lane LOS	C		A
Approach Delay (s)	15.2	0.0	1.2
Approach LOS	C		

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	67.5%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	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	0	0	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)						239
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	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	100			100	
cM capacity (veh/h)	1023	1085			1623	

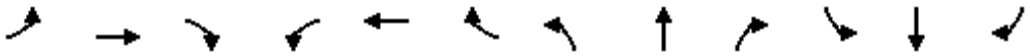
Direction, Lane #	NB 1	SB 1
Volume Total	0	0
Volume Left	0	0
Volume Right	0	0
cSH	1700	1700
Volume to Capacity	0.00	0.00
Queue Length 95th (m)	0.0	0.0
Control Delay (s)	0.0	0.0
Lane LOS		
Approach Delay (s)	0.0	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	20	18	167	20	35	175
Future Volume (Veh/h)	20	18	167	20	35	175
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)	22	20	182	22	38	190
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						365
pX, platoon unblocked						
vC, conflicting volume	459	193			204	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	459	193			204	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	98			97	
cM capacity (veh/h)	545	849			1368	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	42	204	228
Volume Left	22	0	38
Volume Right	20	22	0
cSH	657	1700	1368
Volume to Capacity	0.06	0.12	0.03
Queue Length 95th (m)	1.6	0.0	0.7
Control Delay (s)	10.9	0.0	1.5
Lane LOS	B		A
Approach Delay (s)	10.9	0.0	1.5
Approach LOS	B		

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	34.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	11	5	3	36	10	63	5	118	42	68	108	18
Future Volume (vph)	11	5	3	36	10	63	5	118	42	68	108	18
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	5	3	39	11	68	5	128	46	74	117	20

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	20	118	179	211
Volume Left (vph)	12	39	5	74
Volume Right (vph)	3	68	46	20
Hadj (s)	0.06	-0.25	-0.11	0.05
Departure Headway (s)	5.0	4.6	4.4	4.5
Degree Utilization, x	0.03	0.15	0.22	0.26
Capacity (veh/h)	646	722	790	768
Control Delay (s)	8.2	8.4	8.6	9.1
Approach Delay (s)	8.2	8.4	8.6	9.1
Approach LOS	A	A	A	A

Intersection Summary				
Delay	8.7			
Level of Service	A			
Intersection Capacity Utilization	36.3%	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)	17	111	3	2	96	22	1	0	1	10	1	13
Future Volume (Veh/h)	17	111	3	2	96	22	1	0	1	10	1	13
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)	18	121	3	2	104	24	1	0	1	11	1	14
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	128			124			293	290	122	280	280	116
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	128			124			293	290	122	280	280	116
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			100			100	100	100	98	100	99
cM capacity (veh/h)	1458			1463			642	611	929	665	620	936

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	142	130	2	26
Volume Left	18	2	1	11
Volume Right	3	24	1	14
cSH	1458	1463	759	785
Volume to Capacity	0.01	0.00	0.00	0.03
Queue Length 95th (m)	0.3	0.0	0.1	0.8
Control Delay (s)	1.0	0.1	9.8	9.7
Lane LOS	A	A	A	A
Approach Delay (s)	1.0	0.1	9.8	9.7
Approach LOS			A	A

Intersection Summary				
Average Delay	1.5			
Intersection Capacity Utilization	23.6%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	596	8	17	539	5	13
Future Volume (Veh/h)	596	8	17	539	5	13
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.91	0.91	0.50	0.50
Hourly flow rate (vph)	641	9	19	592	10	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			650		1276	646
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			650		1276	646
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		94	94
cM capacity (veh/h)			936		180	472

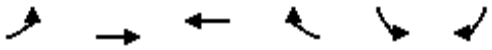
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	650	611	36
Volume Left	0	19	10
Volume Right	9	0	26
cSH	1700	936	326
Volume to Capacity	0.38	0.02	0.11
Queue Length 95th (m)	0.0	0.5	3.0
Control Delay (s)	0.0	0.5	17.4
Lane LOS		A	C
Approach Delay (s)	0.0	0.5	17.4
Approach LOS			C

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	55.7%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	169	55	10	103	33	6
Future Volume (Veh/h)	169	55	10	103	33	6
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	184	60	11	112	36	7
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			244		348	214
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			244		348	214
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		94	99
cM capacity (veh/h)			1322		644	826

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	244	123	43
Volume Left	0	11	36
Volume Right	60	0	7
cSH	1700	1322	668
Volume to Capacity	0.14	0.01	0.06
Queue Length 95th (m)	0.0	0.2	1.6
Control Delay (s)	0.0	0.8	10.8
Lane LOS		A	B
Approach Delay (s)	0.0	0.8	10.8
Approach LOS			B

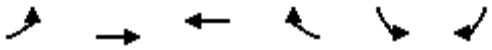
Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	23.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	157	109	1	1	4
Future Volume (Veh/h)	8	157	109	1	1	4
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	171	118	1	1	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	119				308	118
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	119				308	118
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				100	100
cM capacity (veh/h)	1469				680	933

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	180	119	5
Volume Left	9	0	1
Volume Right	0	1	4
cSH	1469	1700	869
Volume to Capacity	0.01	0.07	0.01
Queue Length 95th (m)	0.1	0.0	0.1
Control Delay (s)	0.4	0.0	9.2
Lane LOS	A		A
Approach Delay (s)	0.4	0.0	9.2
Approach LOS			A

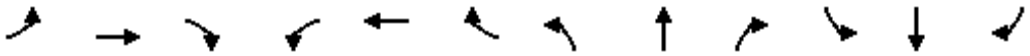
Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	24.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	26	141	94	5	3	16
Future Volume (Veh/h)	26	141	94	5	3	16
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	28	153	102	5	3	17
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	107				314	104
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	107				314	104
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				100	98
cM capacity (veh/h)	1484				666	950

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	181	107	20
Volume Left	28	0	3
Volume Right	0	5	17
cSH	1484	1700	893
Volume to Capacity	0.02	0.06	0.02
Queue Length 95th (m)	0.5	0.0	0.5
Control Delay (s)	1.3	0.0	9.1
Lane LOS	A		A
Approach Delay (s)	1.3	0.0	9.1
Approach LOS			A

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	25.5%	ICU Level of Service	A
Analysis Period (min)	15		

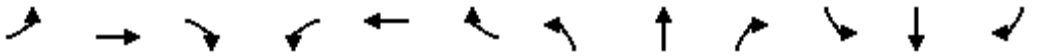


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	19	83	15	25	7	49	0	9	4	0	24
Future Volume (Veh/h)	42	19	83	15	25	7	49	0	9	4	0	24
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	46	21	90	16	27	8	53	0	10	4	0	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	35			111			247	225	66	231	266	31
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	35			111			247	225	66	231	266	31
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			99			92	100	99	99	100	98
cM capacity (veh/h)	1576			1479			668	647	998	695	614	1043

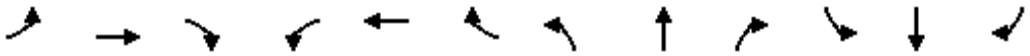
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	157	51	63	30
Volume Left	46	16	53	4
Volume Right	90	8	10	26
cSH	1576	1479	705	978
Volume to Capacity	0.03	0.01	0.09	0.03
Queue Length 95th (m)	0.7	0.3	2.3	0.8
Control Delay (s)	2.3	2.4	10.6	8.8
Lane LOS	A	A	B	A
Approach Delay (s)	2.3	2.4	10.6	8.8
Approach LOS			B	A

Intersection Summary				
Average Delay	4.7			
Intersection Capacity Utilization	27.4%	ICU Level of Service	A	
Analysis Period (min)	15			

Future 2034 Background Conditions



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	289	90	25	388	17	168	58	30	35	69	89
Future Volume (vph)	33	289	90	25	388	17	168	58	30	35	69	89
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (m)	40.0		0.0	50.0		0.0	15.0		15.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
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
Ped Bike Factor	1.00	0.98		0.98	1.00		0.98	0.98			0.97	
Frt		0.959			0.980			0.950			0.943	
Flt Protected	0.950			0.950			0.950				0.989	
Satd. Flow (prot)	1397	1426	0	1458	1544	0	1599	1614	0	0	1541	0
Flt Permitted	0.365			0.421			0.388				0.893	
Satd. Flow (perm)	534	1426	0	635	1544	0	640	1614	0	0	1384	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			9			25			30	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		284.8			168.9			203.4			79.8	
Travel Time (s)		20.5			12.2			14.6			5.7	
Confl. Peds. (#/hr)	6		18	18		6	12		8	8		12
Peak Hour Factor	0.80	0.91	0.75	0.69	0.88	0.25	0.86	0.68	0.69	0.58	0.67	0.75
Heavy Vehicles (%)	19%	19%	7%	14%	11%	8%	4%	2%	0%	9%	0%	3%
Adj. Flow (vph)	41	318	120	36	441	68	195	85	43	60	103	119
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	438	0	36	509	0	195	128	0	0	282	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)		3.6			3.6			3.6			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
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)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
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)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
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	

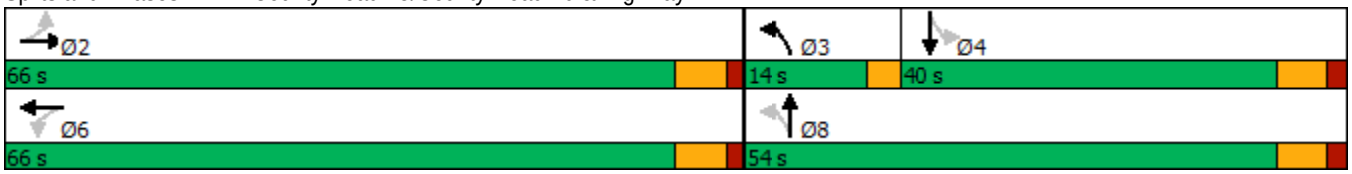


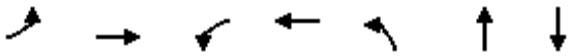
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		7.0	10.0		10.0	10.0	
Minimum Split (s)	32.1	32.1		32.1	32.1		11.0	32.0		32.0	32.0	
Total Split (s)	66.0	66.0		66.0	66.0		14.0	54.0		40.0	40.0	
Total Split (%)	55.0%	55.0%		55.0%	55.0%		11.7%	45.0%		33.3%	33.3%	
Maximum Green (s)	59.9	59.9		59.9	59.9		11.0	47.6		33.6	33.6	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.0	4.5		4.5	4.5	
All-Red Time (s)	1.6	1.6		1.6	1.6		0.0	1.9		1.9	1.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	60.1	60.1		60.1	60.1		42.0	38.6			24.8	
Actuated g/C Ratio	0.54	0.54		0.54	0.54		0.38	0.35			0.22	
v/c Ratio	0.14	0.56		0.11	0.61		0.58	0.22			0.85	
Control Delay	16.6	20.7		15.7	22.4		31.9	20.8			59.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	16.6	20.7		15.7	22.4		31.9	20.8			59.9	
LOS	B	C		B	C		C	C			E	
Approach Delay		20.4			22.0			27.5			59.9	
Approach LOS		C			C			C			E	
Queue Length 50th (m)	4.6	61.0		3.9	76.3		31.1	16.3			56.1	
Queue Length 95th (m)	11.2	107.2		8.3	125.1		46.7	21.1			58.3	
Internal Link Dist (m)		260.8			144.9			179.4			55.8	
Turn Bay Length (m)	40.0			50.0			15.0					
Base Capacity (vph)	288	780		342	838		336	707			440	
Starvation Cap Reductn	0	0		0	0		0	0			0	
Spillback Cap Reductn	0	0		0	0		0	0			0	
Storage Cap Reductn	0	0		0	0		0	0			0	
Reduced v/c Ratio	0.14	0.56		0.11	0.61		0.58	0.18			0.64	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 111.3			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 29.2		Intersection LOS: C	
Intersection Capacity Utilization 69.6%		ICU Level of Service C	

Analysis Period (min) 15

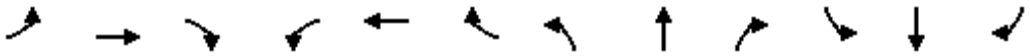
Splits and Phases: 14: County Road 45/County Road 40 & Highway 7





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	41	438	36	509	195	128	282
v/c Ratio	0.14	0.56	0.11	0.61	0.58	0.22	0.85
Control Delay	16.6	20.7	15.7	22.4	31.9	20.8	59.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.6	20.7	15.7	22.4	31.9	20.8	59.9
Queue Length 50th (m)	4.6	61.0	3.9	76.3	31.1	16.3	56.1
Queue Length 95th (m)	11.2	107.2	8.3	125.1	46.7	21.1	58.3
Internal Link Dist (m)		260.8		144.9		179.4	55.8
Turn Bay Length (m)	40.0		50.0		15.0		
Base Capacity (vph)	288	780	342	838	336	707	440
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.56	0.11	0.61	0.58	0.18	0.64

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	289	90	25	388	17	168	58	30	35	69	89
Future Volume (vph)	33	289	90	25	388	17	168	58	30	35	69	89
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	0.98		1.00	1.00		1.00	0.98			0.98	
Flpb, ped/bikes	1.00	1.00		0.98	1.00		1.00	1.00			1.00	
Frt	1.00	0.96		1.00	0.98		1.00	0.95			0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)	1390	1427		1433	1544		1591	1615			1536	
Flt Permitted	0.36	1.00		0.42	1.00		0.39	1.00			0.89	
Satd. Flow (perm)	534	1427		635	1544		650	1615			1387	
Peak-hour factor, PHF	0.80	0.91	0.75	0.69	0.88	0.25	0.86	0.68	0.69	0.58	0.67	0.75
Adj. Flow (vph)	41	318	120	36	441	68	195	85	43	60	103	119
RTOR Reduction (vph)	0	11	0	0	4	0	0	16	0	0	23	0
Lane Group Flow (vph)	41	427	0	36	505	0	195	112	0	0	259	0
Confl. Peds. (#/hr)	6		18	18		6	12		8	8		12
Heavy Vehicles (%)	19%	19%	7%	14%	11%	8%	4%	2%	0%	9%	0%	3%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	60.1	60.1		60.1	60.1		38.6	38.6			24.8	
Effective Green, g (s)	60.1	60.1		60.1	60.1		38.6	38.6			24.8	
Actuated g/C Ratio	0.54	0.54		0.54	0.54		0.35	0.35			0.22	
Clearance Time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	288	771		343	834		317	560			309	
v/s Ratio Prot		0.30			c0.33		c0.06	0.07				
v/s Ratio Perm	0.08			0.06			0.15				c0.19	
v/c Ratio	0.14	0.55		0.10	0.61		0.62	0.20			0.84	
Uniform Delay, d1	12.7	16.8		12.4	17.5		28.4	25.5			41.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	1.0	2.9		0.6	3.3		3.5	0.2			17.6	
Delay (s)	13.8	19.6		13.1	20.7		31.9	25.6			58.9	
Level of Service	B	B		B	C		C	C			E	
Approach Delay (s)		19.1			20.2			29.4			58.9	
Approach LOS		B			C			C			E	

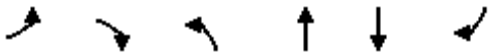
Intersection Summary			
HCM 2000 Control Delay	28.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	111.2	Sum of lost time (s)	15.5
Intersection Capacity Utilization	69.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	10	28	362	0	0	464
Future Volume (Veh/h)	10	28	362	0	0	464
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.91	0.91	0.96	0.96
Hourly flow rate (vph)	11	30	398	0	0	483
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	881	398			398	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	881	398			398	
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	95			100	
cM capacity (veh/h)	320	656			1172	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	41	398	483
Volume Left	11	0	0
Volume Right	30	0	0
cSH	512	1700	1172
Volume to Capacity	0.08	0.23	0.00
Queue Length 95th (m)	2.1	0.0	0.0
Control Delay (s)	12.6	0.0	0.0
Lane LOS	B		
Approach Delay (s)	12.6	0.0	0.0
Approach LOS	B		

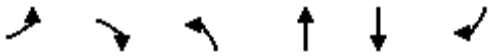
Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	36.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	9	22	9	10	10	3
Future Volume (Veh/h)	9	22	9	10	10	3
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)	10	24	10	11	11	3
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	44	12	14			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	44	12	14			
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	98	99			
cM capacity (veh/h)	961	1068	1604			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	34	21	14
Volume Left	10	10	0
Volume Right	24	0	3
cSH	1034	1604	1700
Volume to Capacity	0.03	0.01	0.01
Queue Length 95th (m)	0.8	0.2	0.0
Control Delay (s)	8.6	3.5	0.0
Lane LOS	A	A	
Approach Delay (s)	8.6	3.5	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	5.3		
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	1	1	362	464	0
Future Volume (Veh/h)	0	1	1	362	464	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.91	0.91	0.96	0.96
Hourly flow rate (vph)	0	1	1	398	483	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	883	483	483			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	883	483	483			
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	100	100			
cM capacity (veh/h)	319	588	1090			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	1	399	483
Volume Left	0	1	0
Volume Right	1	0	0
cSH	588	1090	1700
Volume to Capacity	0.00	0.00	0.28
Queue Length 95th (m)	0.0	0.0	0.0
Control Delay (s)	11.1	0.0	0.0
Lane LOS	B	A	
Approach Delay (s)	11.1	0.0	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	36.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	10	2	64	81	1	44
Future Volume (Veh/h)	10	2	64	81	1	44
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	2	70	88	1	48
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			13		240	12
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			13		240	12
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		100	96
cM capacity (veh/h)			1606		716	1069

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	13	158	49
Volume Left	0	70	1
Volume Right	2	0	48
cSH	1700	1606	1058
Volume to Capacity	0.01	0.04	0.05
Queue Length 95th (m)	0.0	1.1	1.2
Control Delay (s)	0.0	3.4	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	3.4	8.6
Approach LOS			A

Intersection Summary			
Average Delay	4.4		
Intersection Capacity Utilization	24.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	18	13	350	17	24	451
Future Volume (Veh/h)	18	13	350	17	24	451
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.91	0.91	0.96	0.96
Hourly flow rate (vph)	20	14	385	19	25	470
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			376			
pX, platoon unblocked						
vC, conflicting volume	914	394			404	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	914	394			404	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	93	98			98	
cM capacity (veh/h)	296	655			1155	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	34	404	25	470
Volume Left	20	0	25	0
Volume Right	14	19	0	0
cSH	383	1700	1155	1700
Volume to Capacity	0.09	0.24	0.02	0.28
Queue Length 95th (m)	2.3	0.0	0.5	0.0
Control Delay (s)	15.3	0.0	8.2	0.0
Lane LOS	C		A	
Approach Delay (s)	15.3	0.0	0.4	
Approach LOS	C			

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	35.8%	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	0	0	9	0	13	0	353	18	30	439	0
Future Volume (Veh/h)	0	0	0	9	0	13	0	353	18	30	439	0
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	0.87	0.87	0.87	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	10	0	14	0	406	21	33	477	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)								188				
pX, platoon unblocked												
vC, conflicting volume	974	970	477	960	960	416	477			427		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	974	970	477	960	960	416	477			427		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	96	100	98	100			97		
cM capacity (veh/h)	221	246	588	231	249	636	1085			1132		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	0	24	427	33	477
Volume Left	0	10	0	33	0
Volume Right	0	14	21	0	0
cSH	1700	368	1085	1132	1700
Volume to Capacity	0.00	0.07	0.00	0.03	0.28
Queue Length 95th (m)	0.0	1.7	0.0	0.7	0.0
Control Delay (s)	0.0	15.5	0.0	8.3	0.0
Lane LOS	A	C		A	
Approach Delay (s)	0.0	15.5	0.0	0.5	
Approach LOS	A	C			

Intersection Summary				
Average Delay	0.7			
Intersection Capacity Utilization	37.1%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	28	118	138	25	55	130
Future Volume (Veh/h)	28	118	138	25	55	130
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)	30	128	150	27	60	141
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						203
pX, platoon unblocked						
vC, conflicting volume	424	164			177	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	424	164			177	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	85			96	
cM capacity (veh/h)	561	881			1399	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	158	177	201
Volume Left	30	0	60
Volume Right	128	27	0
cSH	795	1700	1399
Volume to Capacity	0.20	0.10	0.04
Queue Length 95th (m)	5.9	0.0	1.1
Control Delay (s)	10.6	0.0	2.5
Lane LOS	B		A
Approach Delay (s)	10.6	0.0	2.5
Approach LOS	B		

Intersection Summary			
Average Delay	4.1		
Intersection Capacity Utilization	37.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	9	28	343	11	28	420
Future Volume (Veh/h)	9	28	343	11	28	420
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.87	0.87	0.92	0.92
Hourly flow rate (vph)	10	30	394	13	30	457
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			169			
pX, platoon unblocked						
vC, conflicting volume	918	400			407	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	918	400			407	
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	95			97	
cM capacity (veh/h)	294	650			1152	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	40	407	487
Volume Left	10	0	30
Volume Right	30	13	0
cSH	499	1700	1152
Volume to Capacity	0.08	0.24	0.03
Queue Length 95th (m)	2.1	0.0	0.6
Control Delay (s)	12.8	0.0	0.8
Lane LOS	B		A
Approach Delay (s)	12.8	0.0	0.8
Approach LOS	B		

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	58.9%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	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	0	0	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)						239
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	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	100			100	
cM capacity (veh/h)	1023	1085			1623	

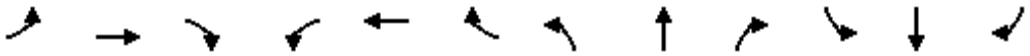
Direction, Lane #	NB 1	SB 1
Volume Total	0	0
Volume Left	0	0
Volume Right	0	0
cSH	1700	1700
Volume to Capacity	0.00	0.00
Queue Length 95th (m)	0.0	0.0
Control Delay (s)	0.0	0.0
Lane LOS		
Approach Delay (s)	0.0	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	38	46	117	46	67	90
Future Volume (Veh/h)	38	46	117	46	67	90
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)	41	50	127	50	73	98
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						365
pX, platoon unblocked						
vC, conflicting volume	396	152			177	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	396	152			177	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	93	94			95	
cM capacity (veh/h)	577	894			1399	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	91	177	171
Volume Left	41	0	73
Volume Right	50	50	0
cSH	717	1700	1399
Volume to Capacity	0.13	0.10	0.05
Queue Length 95th (m)	3.5	0.0	1.3
Control Delay (s)	10.8	0.0	3.5
Lane LOS	B		A
Approach Delay (s)	10.8	0.0	3.5
Approach LOS	B		

Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	32.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	30	9	7	33	8	51	6	59	27	50	82	19
Future Volume (vph)	30	9	7	33	8	51	6	59	27	50	82	19
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)	33	10	8	36	9	55	7	64	29	54	89	21

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	51	100	100	164
Volume Left (vph)	33	36	7	54
Volume Right (vph)	8	55	29	21
Hadj (s)	0.07	-0.22	-0.13	0.02
Departure Headway (s)	4.7	4.3	4.3	4.4
Degree Utilization, x	0.07	0.12	0.12	0.20
Capacity (veh/h)	710	771	794	781
Control Delay (s)	8.0	7.9	7.9	8.5
Approach Delay (s)	8.0	7.9	7.9	8.5
Approach LOS	A	A	A	A

Intersection Summary			
Delay	8.2		
Level of Service	A		
Intersection Capacity Utilization	27.1%	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)	13	71	0	0	88	6	3	0	2	14	1	17
Future Volume (Veh/h)	13	71	0	0	88	6	3	0	2	14	1	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)	14	77	0	0	96	7	3	0	2	15	1	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	103			77			223	208	77	206	204	100
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	103			77			223	208	77	206	204	100
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			100			100	100	100	98	100	98
cM capacity (veh/h)	1489			1522			713	682	984	744	685	956

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	91	103	5	34
Volume Left	14	0	3	15
Volume Right	0	7	2	18
cSH	1489	1522	801	841
Volume to Capacity	0.01	0.00	0.01	0.04
Queue Length 95th (m)	0.2	0.0	0.2	1.0
Control Delay (s)	1.2	0.0	9.5	9.5
Lane LOS	A		A	A
Approach Delay (s)	1.2	0.0	9.5	9.5
Approach LOS			A	A

Intersection Summary				
Average Delay	2.1			
Intersection Capacity Utilization	21.1%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	341	8	5	420	7	13
Future Volume (Veh/h)	341	8	5	420	7	13
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.92	0.92	0.88	0.88
Hourly flow rate (vph)	355	8	5	457	8	15
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			363		826	359
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			363		826	359
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		98	98
cM capacity (veh/h)			1196		340	685

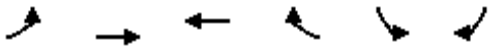
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	363	462	23
Volume Left	0	5	8
Volume Right	8	0	15
cSH	1700	1196	507
Volume to Capacity	0.21	0.00	0.05
Queue Length 95th (m)	0.0	0.1	1.1
Control Delay (s)	0.0	0.1	12.4
Lane LOS		A	B
Approach Delay (s)	0.0	0.1	12.4
Approach LOS			B

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	38.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	43	12	2	108	34	6
Future Volume (Veh/h)	43	12	2	108	34	6
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	47	13	2	117	37	7
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			60		174	54
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			60		174	54
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		95	99
cM capacity (veh/h)			1544		814	1014

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	60	119	44
Volume Left	0	2	37
Volume Right	13	0	7
cSH	1700	1544	841
Volume to Capacity	0.04	0.00	0.05
Queue Length 95th (m)	0.0	0.0	1.3
Control Delay (s)	0.0	0.1	9.5
Lane LOS		A	A
Approach Delay (s)	0.0	0.1	9.5
Approach LOS			A

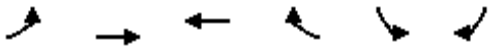
Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	17.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	47	0	105	1	5
Future Volume (Veh/h)	2	47	0	105	1	5
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	51	0	114	1	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	114				112	57
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	114				112	57
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1475				884	1009

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	53	114	6
Volume Left	2	0	1
Volume Right	0	114	5
cSH	1475	1700	986
Volume to Capacity	0.00	0.07	0.01
Queue Length 95th (m)	0.0	0.0	0.1
Control Delay (s)	0.3	0.0	8.7
Lane LOS	A		A
Approach Delay (s)	0.3	0.0	8.7
Approach LOS			A

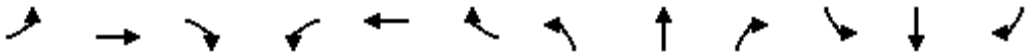
Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	16.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	42	86	1	3	19
Future Volume (Veh/h)	6	42	86	1	3	19
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	46	93	1	3	21
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	94				154	94
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	94				154	94
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	98
cM capacity (veh/h)	1500				834	963

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	53	94	24
Volume Left	7	0	3
Volume Right	0	1	21
cSH	1500	1700	945
Volume to Capacity	0.00	0.06	0.03
Queue Length 95th (m)	0.1	0.0	0.6
Control Delay (s)	1.0	0.0	8.9
Lane LOS	A		A
Approach Delay (s)	1.0	0.0	8.9
Approach LOS			A

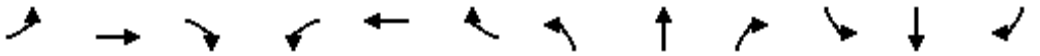
Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	17.3%	ICU Level of Service	A
Analysis Period (min)	15		



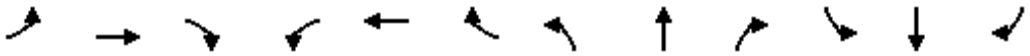
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	17	18	3	7	2	51	0	9	5	0	29
Future Volume (Veh/h)	10	17	18	3	7	2	51	0	9	5	0	29
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	18	20	3	8	2	55	0	10	5	0	32
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	10			38			97	66	28	75	75	9
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	10			38			97	66	28	75	75	9
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			100			94	100	99	99	100	97
cM capacity (veh/h)	1610			1572			853	817	1047	900	808	1073

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	49	13	65	37
Volume Left	11	3	55	5
Volume Right	20	2	10	32
cSH	1610	1572	878	1046
Volume to Capacity	0.01	0.00	0.07	0.04
Queue Length 95th (m)	0.2	0.0	1.9	0.9
Control Delay (s)	1.7	1.7	9.4	8.6
Lane LOS	A	A	A	A
Approach Delay (s)	1.7	1.7	9.4	8.6
Approach LOS			A	A

Intersection Summary				
Average Delay	6.3			
Intersection Capacity Utilization	20.0%	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)	116	627	195	31	445	42	166	91	36	54	90	71
Future Volume (vph)	116	627	195	31	445	42	166	91	36	54	90	71
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (m)	40.0		0.0	50.0		0.0	15.0		15.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
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
Ped Bike Factor	1.00	0.99			1.00		0.98	0.99			0.98	
Frt		0.965			0.986			0.964			0.953	
Flt Protected	0.950			0.950			0.950				0.987	
Satd. Flow (prot)	1662	1616	0	1662	1551	0	1568	1629	0	0	1550	0
Flt Permitted	0.329			0.081			0.436				0.855	
Satd. Flow (perm)	574	1616	0	142	1551	0	706	1629	0	0	1342	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			6			16			22	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		284.8			168.9			203.4			79.8	
Travel Time (s)		20.5			12.2			14.6			5.7	
Confl. Peds. (#/hr)	6		4	4		6	13		1	1		13
Peak Hour Factor	0.87	0.89	0.92	0.72	0.87	0.81	0.89	0.71	0.89	0.83	0.94	0.84
Heavy Vehicles (%)	0%	4%	3%	0%	12%	0%	6%	3%	3%	5%	2%	5%
Adj. Flow (vph)	133	704	212	43	511	52	187	128	40	65	96	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	133	916	0	43	563	0	187	168	0	0	246	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)		3.6			3.6			3.6			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
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)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
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)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
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	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		7.0	10.0		10.0	10.0	
Minimum Split (s)	32.1	32.1		32.1	32.1		11.0	32.0		32.0	32.0	
Total Split (s)	66.0	66.0		66.0	66.0		14.0	54.0		40.0	40.0	
Total Split (%)	55.0%	55.0%		55.0%	55.0%		11.7%	45.0%		33.3%	33.3%	
Maximum Green (s)	59.9	59.9		59.9	59.9		11.0	47.6		33.6	33.6	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.0	4.5		4.5	4.5	
All-Red Time (s)	1.6	1.6		1.6	1.6		0.0	1.9		1.9	1.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	60.2	60.2		60.2	60.2		40.4	37.0			23.2	
Actuated g/C Ratio	0.55	0.55		0.55	0.55		0.37	0.34			0.21	
v/c Ratio	0.42	1.02		0.56	0.66		0.54	0.30			0.82	
Control Delay	21.9	62.8		51.6	23.6		30.8	25.0			58.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	21.9	62.8		51.6	23.6		30.8	25.0			58.6	
LOS	C	E		D	C		C	C			E	
Approach Delay		57.6			25.6			28.1			58.6	
Approach LOS		E			C			C			E	
Queue Length 50th (m)	16.9	~219.9		6.0	85.2		29.7	24.8			48.7	
Queue Length 95th (m)	38.7	#335.1		#19.4	142.7		46.9	31.1			78.3	
Internal Link Dist (m)		260.8			144.9			179.4			55.8	
Turn Bay Length (m)	40.0			50.0			15.0					
Base Capacity (vph)	314	894		77	853		346	718			428	
Starvation Cap Reductn	0	0		0	0		0	0			0	
Spillback Cap Reductn	0	0		0	0		0	0			0	
Storage Cap Reductn	0	0		0	0		0	0			0	
Reduced v/c Ratio	0.42	1.02		0.56	0.66		0.54	0.23			0.57	

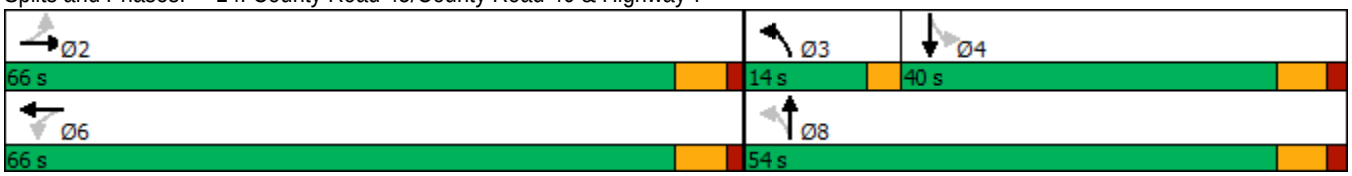
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 109.7			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay: 44.5		Intersection LOS: D	
Intersection Capacity Utilization 110.2%		ICU Level of Service H	

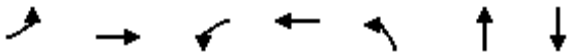
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 14: County Road 45/County Road 40 & Highway 7



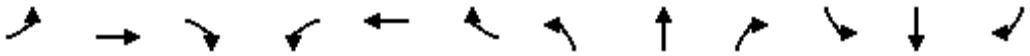


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	133	916	43	563	187	168	246
v/c Ratio	0.42	1.02	0.56	0.66	0.54	0.30	0.82
Control Delay	21.9	62.8	51.6	23.6	30.8	25.0	58.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.9	62.8	51.6	23.6	30.8	25.0	58.6
Queue Length 50th (m)	16.9	~219.9	6.0	85.2	29.7	24.8	48.7
Queue Length 95th (m)	38.7	#335.1	#19.4	142.7	46.9	31.1	78.3
Internal Link Dist (m)		260.8		144.9		179.4	55.8
Turn Bay Length (m)	40.0		50.0		15.0		
Base Capacity (vph)	314	894	77	853	346	718	428
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	1.02	0.56	0.66	0.54	0.23	0.57

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	627	195	31	445	42	166	91	36	54	90	71
Future Volume (vph)	116	627	195	31	445	42	166	91	36	54	90	71
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	0.99			0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.99	1.00			1.00	
Frt	1.00	0.97		1.00	0.99		1.00	0.96			0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)	1656	1617		1662	1552		1557	1629			1551	
Flt Permitted	0.33	1.00		0.08	1.00		0.44	1.00			0.85	
Satd. Flow (perm)	574	1617		142	1552		714	1629			1344	
Peak-hour factor, PHF	0.87	0.89	0.92	0.72	0.87	0.81	0.89	0.71	0.89	0.83	0.94	0.84
Adj. Flow (vph)	133	704	212	43	511	52	187	128	40	65	96	85
RTOR Reduction (vph)	0	8	0	0	3	0	0	11	0	0	17	0
Lane Group Flow (vph)	133	908	0	43	560	0	187	157	0	0	229	0
Confl. Peds. (#/hr)	6		4	4		6	13		1	1		13
Heavy Vehicles (%)	0%	4%	3%	0%	12%	0%	6%	3%	3%	5%	2%	5%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	60.2	60.2		60.2	60.2		37.0	37.0			23.2	
Effective Green, g (s)	60.2	60.2		60.2	60.2		37.0	37.0			23.2	
Actuated g/C Ratio	0.55	0.55		0.55	0.55		0.34	0.34			0.21	
Clearance Time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	314	887		77	851		323	549			284	
v/s Ratio Prot		c0.56			0.36		c0.06	0.10				
v/s Ratio Perm	0.23			0.30			0.14				c0.17	
v/c Ratio	0.42	1.02		0.56	0.66		0.58	0.29			0.81	
Uniform Delay, d1	14.5	24.8		16.1	17.5		28.5	26.7			41.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	4.1	36.3		26.1	4.0		2.5	0.3			15.2	
Delay (s)	18.7	61.1		42.2	21.5		31.0	27.0			56.3	
Level of Service	B	E		D	C		C	C			E	
Approach Delay (s)		55.7			22.9			29.1			56.3	
Approach LOS		E			C			C			E	

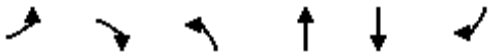
Intersection Summary			
HCM 2000 Control Delay	42.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	109.7	Sum of lost time (s)	15.5
Intersection Capacity Utilization	110.2%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	12	30	668	0	0	571
Future Volume (Veh/h)	12	30	668	0	0	571
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.89	0.89	0.91	0.91
Hourly flow rate (vph)	13	33	751	0	0	627
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	1378	751			751	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1378	751			751	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	92	92			100	
cM capacity (veh/h)	161	414			868	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	46	751	627
Volume Left	13	0	0
Volume Right	33	0	0
cSH	287	1700	868
Volume to Capacity	0.16	0.44	0.00
Queue Length 95th (m)	4.5	0.0	0.0
Control Delay (s)	19.9	0.0	0.0
Lane LOS	C		
Approach Delay (s)	19.9	0.0	0.0
Approach LOS	C		

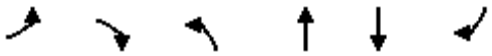
Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	48.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	12	20	33	7	11	15
Future Volume (Veh/h)	12	20	33	7	11	15
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)	13	22	36	8	12	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	100	20	28			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	100	20	28			
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	98	98			
cM capacity (veh/h)	878	1058	1585			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	35	44	28
Volume Left	13	36	0
Volume Right	22	0	16
cSH	983	1585	1700
Volume to Capacity	0.04	0.02	0.02
Queue Length 95th (m)	0.9	0.6	0.0
Control Delay (s)	8.8	6.0	0.0
Lane LOS	A	A	
Approach Delay (s)	8.8	6.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	5.4		
Intersection Capacity Utilization	18.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	0	1	668	571	0
Future Volume (Veh/h)	1	0	1	668	571	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.89	0.89	0.91	0.91
Hourly flow rate (vph)	1	0	1	751	627	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	1380	627	627			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1380	627	627			
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)	161	487	965			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	1	752	627
Volume Left	1	1	0
Volume Right	0	0	0
cSH	161	965	1700
Volume to Capacity	0.01	0.00	0.37
Queue Length 95th (m)	0.2	0.0	0.0
Control Delay (s)	27.6	0.0	0.0
Lane LOS	D	A	
Approach Delay (s)	27.6	0.0	0.0
Approach LOS	D		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	49.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	33	5	61	73	10	191
Future Volume (Veh/h)	33	5	61	73	10	191
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	36	5	66	79	11	208
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		250	38
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			41		250	38
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		98	80
cM capacity (veh/h)			1568		708	1033

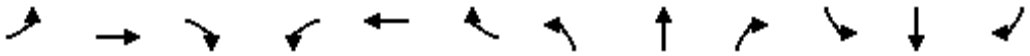
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	41	145	219
Volume Left	0	66	11
Volume Right	5	0	208
cSH	1700	1568	1010
Volume to Capacity	0.02	0.04	0.22
Queue Length 95th (m)	0.0	1.1	6.6
Control Delay (s)	0.0	3.5	9.5
Lane LOS		A	A
Approach Delay (s)	0.0	3.5	9.5
Approach LOS			A

Intersection Summary			
Average Delay		6.4	
Intersection Capacity Utilization		32.9%	ICU Level of Service A
Analysis Period (min)		15	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	18	29	646	39	56	527
Future Volume (Veh/h)	18	29	646	39	56	527
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.89	0.89	0.91	0.91
Hourly flow rate (vph)	20	32	726	44	62	579
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			376			
pX, platoon unblocked	0.60	0.60			0.60	
vC, conflicting volume	1451	748			770	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1419	250			287	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	76	93			92	
cM capacity (veh/h)	83	474			767	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	52	770	41	600
Volume Left	20	0	41	21
Volume Right	32	44	0	0
cSH	169	1700	767	767
Volume to Capacity	0.31	0.45	0.08	0.08
Queue Length 95th (m)	9.8	0.0	2.1	2.1
Control Delay (s)	35.5	0.0	10.1	1.5
Lane LOS	E		B	A
Approach Delay (s)	35.5	0.0	2.1	
Approach LOS	E			

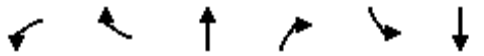
Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	50.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	13	0	12	0	672	61	9	536	0
Future Volume (Veh/h)	0	0	0	13	0	12	0	672	61	9	536	0
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	0.89	0.89	0.89	0.91	0.91	0.91
Hourly flow rate (vph)	0	0	0	14	0	13	0	755	69	10	589	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)								188				
pX, platoon unblocked	0.51	0.51		0.51	0.51	0.51				0.51		
vC, conflicting volume	1412	1433	589	1398	1398	790	589			824		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1326	1368	589	1300	1300	102	589			170		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	80	100	97	100			99		
cM capacity (veh/h)	65	74	508	69	81	484	986			715		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	0	27	824	10	589
Volume Left	0	14	0	10	0
Volume Right	0	13	69	0	0
cSH	1700	118	986	715	1700
Volume to Capacity	0.00	0.23	0.00	0.01	0.35
Queue Length 95th (m)	0.0	6.6	0.0	0.3	0.0
Control Delay (s)	0.0	44.3	0.0	10.1	0.0
Lane LOS	A	E		B	
Approach Delay (s)	0.0	44.3	0.0	0.2	
Approach LOS	A	E			

Intersection Summary				
Average Delay	0.9			
Intersection Capacity Utilization	52.4%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	40	124	160	33	140	180
Future Volume (Veh/h)	40	124	160	33	140	180
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)	43	135	174	36	152	196
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						203
pX, platoon unblocked						
vC, conflicting volume	692	192			210	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	692	192			210	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	88	84			89	
cM capacity (veh/h)	364	850			1361	

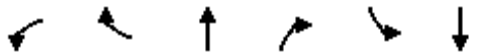
Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	178	210	348
Volume Left	43	0	152
Volume Right	135	36	0
cSH	643	1700	1361
Volume to Capacity	0.28	0.12	0.11
Queue Length 95th (m)	9.0	0.0	3.0
Control Delay (s)	12.7	0.0	4.1
Lane LOS	B		A
Approach Delay (s)	12.7	0.0	4.1
Approach LOS	B		

Intersection Summary			
Average Delay	5.0		
Intersection Capacity Utilization	47.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	3	38	695	19	35	515
Future Volume (Veh/h)	3	38	695	19	35	515
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.89	0.89	0.91	0.91
Hourly flow rate (vph)	3	41	781	21	38	566
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			169			
pX, platoon unblocked	0.50	0.50			0.50	
vC, conflicting volume	1434	792			802	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1367	78			99	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	92			95	
cM capacity (veh/h)	77	490			744	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	44	802	604
Volume Left	3	0	38
Volume Right	41	21	0
cSH	358	1700	744
Volume to Capacity	0.12	0.47	0.05
Queue Length 95th (m)	3.3	0.0	1.3
Control Delay (s)	16.5	0.0	1.4
Lane LOS	C		A
Approach Delay (s)	16.5	0.0	1.4
Approach LOS	C		

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	70.6%	ICU Level of Service	C
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	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	0	0	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)						239
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	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	100			100	
cM capacity (veh/h)	1023	1085			1623	

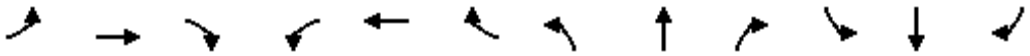
Direction, Lane #	NB 1	SB 1
Volume Total	0	0
Volume Left	0	0
Volume Right	0	0
cSH	1700	1700
Volume to Capacity	0.00	0.00
Queue Length 95th (m)	0.0	0.0
Control Delay (s)	0.0	0.0
Lane LOS		
Approach Delay (s)	0.0	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	21	19	175	20	36	184
Future Volume (Veh/h)	21	19	175	20	36	184
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)	23	21	190	22	39	200
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						365
pX, platoon unblocked						
vC, conflicting volume	479	201			212	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	479	201			212	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	97			97	
cM capacity (veh/h)	530	840			1358	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	44	212	239
Volume Left	23	0	39
Volume Right	21	22	0
cSH	643	1700	1358
Volume to Capacity	0.07	0.12	0.03
Queue Length 95th (m)	1.8	0.0	0.7
Control Delay (s)	11.0	0.0	1.5
Lane LOS	B		A
Approach Delay (s)	11.0	0.0	1.5
Approach LOS	B		

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	35.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	11	6	3	38	10	66	6	123	44	71	113	19
Future Volume (vph)	11	6	3	38	10	66	6	123	44	71	113	19
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	7	3	41	11	72	7	134	48	77	123	21

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	22	124	189	221
Volume Left (vph)	12	41	7	77
Volume Right (vph)	3	72	48	21
Hadj (s)	0.06	-0.25	-0.11	0.05
Departure Headway (s)	5.1	4.6	4.4	4.5
Degree Utilization, x	0.03	0.16	0.23	0.28
Capacity (veh/h)	636	713	781	761
Control Delay (s)	8.2	8.5	8.7	9.2
Approach Delay (s)	8.2	8.5	8.7	9.2
Approach LOS	A	A	A	A

Intersection Summary			
Delay	8.9		
Level of Service	A		
Intersection Capacity Utilization	37.7%	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)	17	117	3	2	100	23	1	0	1	10	1	13
Future Volume (Veh/h)	17	117	3	2	100	23	1	0	1	10	1	13
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)	18	127	3	2	109	25	1	0	1	11	1	14
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	134			130			304	302	128	291	292	122
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	134			130			304	302	128	291	292	122
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			100			100	100	100	98	100	98
cM capacity (veh/h)	1451			1455			631	602	921	654	611	930

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	148	136	2	26
Volume Left	18	2	1	11
Volume Right	3	25	1	14
cSH	1451	1455	749	775
Volume to Capacity	0.01	0.00	0.00	0.03
Queue Length 95th (m)	0.3	0.0	0.1	0.8
Control Delay (s)	1.0	0.1	9.8	9.8
Lane LOS	A	A	A	A
Approach Delay (s)	1.0	0.1	9.8	9.8
Approach LOS			A	A

Intersection Summary				
Average Delay	1.4			
Intersection Capacity Utilization	26.4%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	625	9	17	564	6	13
Future Volume (Veh/h)	625	9	17	564	6	13
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.91	0.91	0.50	0.50
Hourly flow rate (vph)	672	10	19	620	12	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			682		1335	677
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			682		1335	677
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		93	94
cM capacity (veh/h)			911		166	453

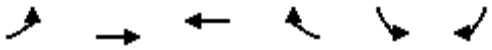
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	682	639	38
Volume Left	0	19	12
Volume Right	10	0	26
cSH	1700	911	293
Volume to Capacity	0.40	0.02	0.13
Queue Length 95th (m)	0.0	0.5	3.5
Control Delay (s)	0.0	0.6	19.1
Lane LOS		A	C
Approach Delay (s)	0.0	0.6	19.1
Approach LOS			C

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	57.1%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	169	55	10	103	33	6
Future Volume (Veh/h)	169	55	10	103	33	6
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	184	60	11	112	36	7
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			244		348	214
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			244		348	214
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		94	99
cM capacity (veh/h)			1322		644	826

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	244	123	43
Volume Left	0	11	36
Volume Right	60	0	7
cSH	1700	1322	668
Volume to Capacity	0.14	0.01	0.06
Queue Length 95th (m)	0.0	0.2	1.6
Control Delay (s)	0.0	0.8	10.8
Lane LOS		A	B
Approach Delay (s)	0.0	0.8	10.8
Approach LOS			B

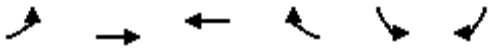
Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	23.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	157	109	1	1	4
Future Volume (Veh/h)	8	157	109	1	1	4
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	171	118	1	1	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	119				308	118
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	119				308	118
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				100	100
cM capacity (veh/h)	1469				680	933

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	180	119	5
Volume Left	9	0	1
Volume Right	0	1	4
cSH	1469	1700	869
Volume to Capacity	0.01	0.07	0.01
Queue Length 95th (m)	0.1	0.0	0.1
Control Delay (s)	0.4	0.0	9.2
Lane LOS	A		A
Approach Delay (s)	0.4	0.0	9.2
Approach LOS			A

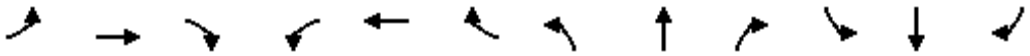
Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	24.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	26	141	94	5	3	16
Future Volume (Veh/h)	26	141	94	5	3	16
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	28	153	102	5	3	17
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	107				314	104
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	107				314	104
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				100	98
cM capacity (veh/h)	1484				666	950

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	181	107	20
Volume Left	28	0	3
Volume Right	0	5	17
cSH	1484	1700	893
Volume to Capacity	0.02	0.06	0.02
Queue Length 95th (m)	0.5	0.0	0.5
Control Delay (s)	1.3	0.0	9.1
Lane LOS	A		A
Approach Delay (s)	1.3	0.0	9.1
Approach LOS			A

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	25.5%	ICU Level of Service	A
Analysis Period (min)	15		

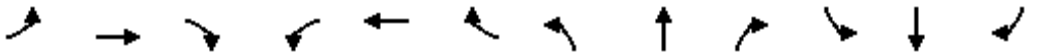


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	19	83	15	25	7	49	0	9	4	0	24
Future Volume (Veh/h)	42	19	83	15	25	7	49	0	9	4	0	24
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	46	21	90	16	27	8	53	0	10	4	0	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	35			111			247	225	66	231	266	31
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	35			111			247	225	66	231	266	31
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			99			92	100	99	99	100	98
cM capacity (veh/h)	1576			1479			668	647	998	695	614	1043

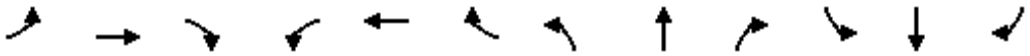
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	157	51	63	30
Volume Left	46	16	53	4
Volume Right	90	8	10	26
cSH	1576	1479	705	978
Volume to Capacity	0.03	0.01	0.09	0.03
Queue Length 95th (m)	0.7	0.3	2.3	0.8
Control Delay (s)	2.3	2.4	10.6	8.8
Lane LOS	A	A	B	A
Approach Delay (s)	2.3	2.4	10.6	8.8
Approach LOS			B	A

Intersection Summary				
Average Delay	4.7			
Intersection Capacity Utilization	27.4%	ICU Level of Service	A	
Analysis Period (min)	15			

Future 2039 Background Conditions



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	303	94	26	407	17	173	61	32	37	72	91
Future Volume (vph)	33	303	94	26	407	17	173	61	32	37	72	91
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (m)	40.0		0.0	50.0		0.0	15.0		15.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
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
Ped Bike Factor	1.00	0.98		0.98	1.00		0.99	0.98			0.97	
Frt		0.959			0.981			0.949			0.944	
Flt Protected	0.950			0.950			0.950				0.989	
Satd. Flow (prot)	1397	1426	0	1458	1545	0	1599	1613	0	0	1543	0
Flt Permitted	0.344			0.402			0.390				0.888	
Satd. Flow (perm)	504	1426	0	607	1545	0	647	1613	0	0	1378	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			9			25			29	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		284.8			168.9			203.4			79.8	
Travel Time (s)		20.5			12.2			14.6			5.7	
Confl. Peds. (#/hr)	6		18	18		6	12		8	8		12
Peak Hour Factor	0.80	0.91	0.75	0.69	0.88	0.25	0.86	0.68	0.69	0.58	0.67	0.75
Heavy Vehicles (%)	19%	19%	7%	14%	11%	8%	4%	2%	0%	9%	0%	3%
Adj. Flow (vph)	41	333	125	38	463	68	201	90	46	64	107	121
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	458	0	38	531	0	201	136	0	0	292	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)		3.6			3.6			3.6			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
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)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
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)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
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	

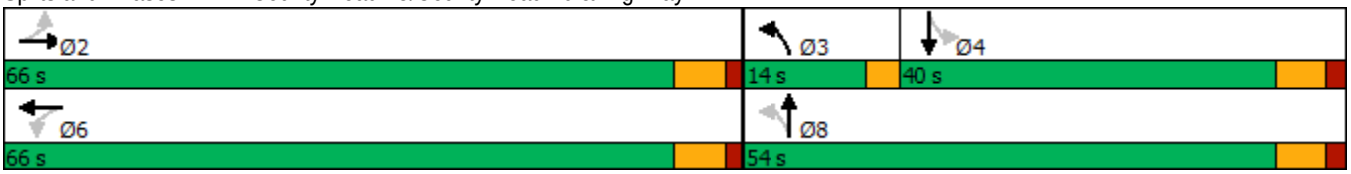


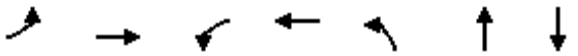
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		7.0	10.0		10.0	10.0	
Minimum Split (s)	32.1	32.1		32.1	32.1		11.0	32.0		32.0	32.0	
Total Split (s)	66.0	66.0		66.0	66.0		14.0	54.0		40.0	40.0	
Total Split (%)	55.0%	55.0%		55.0%	55.0%		11.7%	45.0%		33.3%	33.3%	
Maximum Green (s)	59.9	59.9		59.9	59.9		11.0	47.6		33.6	33.6	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.0	4.5		4.5	4.5	
All-Red Time (s)	1.6	1.6		1.6	1.6		0.0	1.9		1.9	1.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	60.1	60.1		60.1	60.1		43.1	39.7			25.8	
Actuated g/C Ratio	0.53	0.53		0.53	0.53		0.38	0.35			0.23	
v/c Ratio	0.15	0.59		0.12	0.64		0.59	0.23			0.86	
Control Delay	17.3	22.1		16.3	23.9		32.0	21.1			61.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	17.3	22.1		16.3	23.9		32.0	21.1			61.4	
LOS	B	C		B	C		C	C			E	
Approach Delay		21.7			23.4			27.6			61.4	
Approach LOS		C			C			C			E	
Queue Length 50th (m)	4.7	67.3		4.3	83.6		32.2	17.6			59.2	
Queue Length 95th (m)	11.3	114.7		8.8	132.9		48.1	22.5			61.2	
Internal Link Dist (m)		260.8			144.9			179.4			55.8	
Turn Bay Length (m)	40.0			50.0			15.0					
Base Capacity (vph)	269	773		324	831		341	700			434	
Starvation Cap Reductn	0	0		0	0		0	0			0	
Spillback Cap Reductn	0	0		0	0		0	0			0	
Storage Cap Reductn	0	0		0	0		0	0			0	
Reduced v/c Ratio	0.15	0.59		0.12	0.64		0.59	0.19			0.67	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 112.4			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 30.3		Intersection LOS: C	
Intersection Capacity Utilization 70.2%		ICU Level of Service C	

Analysis Period (min) 15

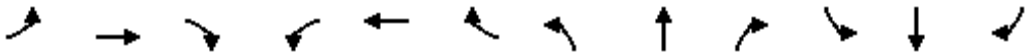
Splits and Phases: 14: County Road 45/County Road 40 & Highway 7





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	41	458	38	531	201	136	292
v/c Ratio	0.15	0.59	0.12	0.64	0.59	0.23	0.86
Control Delay	17.3	22.1	16.3	23.9	32.0	21.1	61.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.3	22.1	16.3	23.9	32.0	21.1	61.4
Queue Length 50th (m)	4.7	67.3	4.3	83.6	32.2	17.6	59.2
Queue Length 95th (m)	11.3	114.7	8.8	132.9	48.1	22.5	61.2
Internal Link Dist (m)		260.8		144.9		179.4	55.8
Turn Bay Length (m)	40.0		50.0		15.0		
Base Capacity (vph)	269	773	324	831	341	700	434
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.59	0.12	0.64	0.59	0.19	0.67

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	303	94	26	407	17	173	61	32	37	72	91
Future Volume (vph)	33	303	94	26	407	17	173	61	32	37	72	91
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	0.98		1.00	1.00		1.00	0.98			0.98	
Flpb, ped/bikes	1.00	1.00		0.98	1.00		1.00	1.00			1.00	
Frt	1.00	0.96		1.00	0.98		1.00	0.95			0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)	1391	1427		1434	1545		1591	1614			1537	
Flt Permitted	0.34	1.00		0.40	1.00		0.39	1.00			0.89	
Satd. Flow (perm)	504	1427		607	1545		653	1614			1380	
Peak-hour factor, PHF	0.80	0.91	0.75	0.69	0.88	0.25	0.86	0.68	0.69	0.58	0.67	0.75
Adj. Flow (vph)	41	333	125	38	462	68	201	90	46	64	107	121
RTOR Reduction (vph)	0	10	0	0	4	0	0	16	0	0	22	0
Lane Group Flow (vph)	41	448	0	38	527	0	201	120	0	0	270	0
Confl. Peds. (#/hr)	6		18	18		6	12		8	8		12
Heavy Vehicles (%)	19%	19%	7%	14%	11%	8%	4%	2%	0%	9%	0%	3%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	60.1	60.1		60.1	60.1		39.7	39.7			25.9	
Effective Green, g (s)	60.1	60.1		60.1	60.1		39.7	39.7			25.9	
Actuated g/C Ratio	0.54	0.54		0.54	0.54		0.35	0.35			0.23	
Clearance Time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	269	763		324	826		321	570			318	
v/s Ratio Prot		0.31			c0.34		c0.06	0.07				
v/s Ratio Perm	0.08			0.06			0.16				c0.20	
v/c Ratio	0.15	0.59		0.12	0.64		0.63	0.21			0.85	
Uniform Delay, d1	13.2	17.7		12.9	18.4		28.3	25.4			41.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	1.2	3.3		0.7	3.8		3.8	0.2			18.5	
Delay (s)	14.4	21.0		13.7	22.2		32.1	25.5			59.8	
Level of Service	B	C		B	C		C	C			E	
Approach Delay (s)		20.4			21.6			29.4			59.8	
Approach LOS		C			C			C			E	

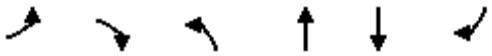
Intersection Summary			
HCM 2000 Control Delay	29.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	112.3	Sum of lost time (s)	15.5
Intersection Capacity Utilization	70.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	10	28	380	0	0	488
Future Volume (Veh/h)	10	28	380	0	0	488
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.91	0.91	0.96	0.96
Hourly flow rate (vph)	11	30	418	0	0	508
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	926	418			418	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	926	418			418	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	95			100	
cM capacity (veh/h)	301	639			1152	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	41	418	508
Volume Left	11	0	0
Volume Right	30	0	0
cSH	491	1700	1152
Volume to Capacity	0.08	0.25	0.00
Queue Length 95th (m)	2.2	0.0	0.0
Control Delay (s)	13.0	0.0	0.0
Lane LOS	B		
Approach Delay (s)	13.0	0.0	0.0
Approach LOS	B		

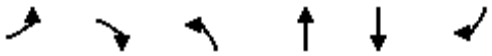
Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	37.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	9	22	9	10	10	3
Future Volume (Veh/h)	9	22	9	10	10	3
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)	10	24	10	11	11	3
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	44	12	14			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	44	12	14			
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	98	99			
cM capacity (veh/h)	961	1068	1604			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	34	21	14
Volume Left	10	10	0
Volume Right	24	0	3
cSH	1034	1604	1700
Volume to Capacity	0.03	0.01	0.01
Queue Length 95th (m)	0.8	0.2	0.0
Control Delay (s)	8.6	3.5	0.0
Lane LOS	A	A	
Approach Delay (s)	8.6	3.5	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	5.3		
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	1	1	380	488	0
Future Volume (Veh/h)	0	1	1	380	488	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.91	0.91	0.96	0.96
Hourly flow rate (vph)	0	1	1	418	508	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	928	508	508			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	928	508	508			
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	100	100			
cM capacity (veh/h)	300	569	1067			

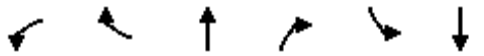
Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	1	419	508
Volume Left	0	1	0
Volume Right	1	0	0
cSH	569	1067	1700
Volume to Capacity	0.00	0.00	0.30
Queue Length 95th (m)	0.0	0.0	0.0
Control Delay (s)	11.3	0.0	0.0
Lane LOS	B	A	
Approach Delay (s)	11.3	0.0	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	37.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	10	2	64	81	1	44
Future Volume (Veh/h)	10	2	64	81	1	44
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	2	70	88	1	48
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			13		240	12
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			13		240	12
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		100	96
cM capacity (veh/h)			1606		716	1069

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	13	158	49
Volume Left	0	70	1
Volume Right	2	0	48
cSH	1700	1606	1058
Volume to Capacity	0.01	0.04	0.05
Queue Length 95th (m)	0.0	1.1	1.2
Control Delay (s)	0.0	3.4	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	3.4	8.6
Approach LOS			A

Intersection Summary			
Average Delay	4.4		
Intersection Capacity Utilization	24.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	18	14	367	17	25	474
Future Volume (Veh/h)	18	14	367	17	25	474
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.91	0.91	0.96	0.96
Hourly flow rate (vph)	20	15	403	19	26	494
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			376			
pX, platoon unblocked						
vC, conflicting volume	958	412			422	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	958	412			422	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	93	98			98	
cM capacity (veh/h)	279	640			1137	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	35	422	26	494
Volume Left	20	0	26	0
Volume Right	15	19	0	0
cSH	368	1700	1137	1700
Volume to Capacity	0.10	0.25	0.02	0.29
Queue Length 95th (m)	2.5	0.0	0.6	0.0
Control Delay (s)	15.8	0.0	8.2	0.0
Lane LOS	C		A	
Approach Delay (s)	15.8	0.0	0.4	
Approach LOS	C			

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	37.1%	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	0	0	10	0	14	0	371	18	32	460	0
Future Volume (Veh/h)	0	0	0	10	0	14	0	371	18	32	460	0
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	0.87	0.87	0.87	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	11	0	15	0	426	21	35	500	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)								188				
pX, platoon unblocked												
vC, conflicting volume	1022	1017	500	1006	1006	436	500			447		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1022	1017	500	1006	1006	436	500			447		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	95	100	98	100			97		
cM capacity (veh/h)	204	230	571	214	233	620	1064			1113		

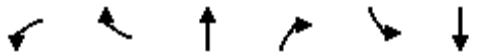
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	0	26	447	35	500
Volume Left	0	11	0	35	0
Volume Right	0	15	21	0	0
cSH	1700	344	1064	1113	1700
Volume to Capacity	0.00	0.08	0.00	0.03	0.29
Queue Length 95th (m)	0.0	1.9	0.0	0.8	0.0
Control Delay (s)	0.0	16.3	0.0	8.3	0.0
Lane LOS	A	C		A	
Approach Delay (s)	0.0	16.3	0.0	0.5	
Approach LOS	A	C			

Intersection Summary				
Average Delay	0.7			
Intersection Capacity Utilization	38.9%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	29	120	145	26	57	136
Future Volume (Veh/h)	29	120	145	26	57	136
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)	32	130	158	28	62	148
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						203
pX, platoon unblocked						
vC, conflicting volume	444	172			186	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	444	172			186	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	85			96	
cM capacity (veh/h)	546	872			1388	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	162	186	210
Volume Left	32	0	62
Volume Right	130	28	0
cSH	780	1700	1388
Volume to Capacity	0.21	0.11	0.04
Queue Length 95th (m)	6.2	0.0	1.1
Control Delay (s)	10.8	0.0	2.5
Lane LOS	B		A
Approach Delay (s)	10.8	0.0	2.5
Approach LOS	B		

Intersection Summary			
Average Delay	4.1		
Intersection Capacity Utilization	38.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	9	29	360	12	29	440
Future Volume (Veh/h)	9	29	360	12	29	440
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.87	0.87	0.92	0.92
Hourly flow rate (vph)	10	32	414	14	32	478
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			169			
pX, platoon unblocked						
vC, conflicting volume	963	421			428	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	963	421			428	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	95			97	
cM capacity (veh/h)	276	632			1131	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	42	428	510
Volume Left	10	0	32
Volume Right	32	14	0
cSH	483	1700	1131
Volume to Capacity	0.09	0.25	0.03
Queue Length 95th (m)	2.3	0.0	0.7
Control Delay (s)	13.2	0.0	0.8
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	61.0%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	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	0	0	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)						239
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	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	100			100	
cM capacity (veh/h)	1023	1085			1623	

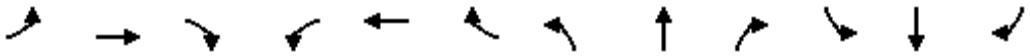
Direction, Lane #	NB 1	SB 1
Volume Total	0	0
Volume Left	0	0
Volume Right	0	0
cSH	1700	1700
Volume to Capacity	0.00	0.00
Queue Length 95th (m)	0.0	0.0
Control Delay (s)	0.0	0.0
Lane LOS		
Approach Delay (s)	0.0	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	40	48	123	49	71	94
Future Volume (Veh/h)	40	48	123	49	71	94
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)	43	52	134	53	77	102
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						365
pX, platoon unblocked						
vC, conflicting volume	416	160			187	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	416	160			187	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	92	94			94	
cM capacity (veh/h)	560	885			1387	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	95	187	179
Volume Left	43	0	77
Volume Right	52	53	0
cSH	701	1700	1387
Volume to Capacity	0.14	0.11	0.06
Queue Length 95th (m)	3.7	0.0	1.4
Control Delay (s)	10.9	0.0	3.6
Lane LOS	B		A
Approach Delay (s)	10.9	0.0	3.6
Approach LOS	B		

Intersection Summary			
Average Delay	3.7		
Intersection Capacity Utilization	33.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	32	9	7	34	8	54	6	62	29	53	85	20
Future Volume (vph)	32	9	7	34	8	54	6	62	29	53	85	20
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)	35	10	8	37	9	59	7	67	32	58	92	22

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	53	105	106	172
Volume Left (vph)	35	37	7	58
Volume Right (vph)	8	59	32	22
Hadj (s)	0.08	-0.23	-0.13	0.02
Departure Headway (s)	4.7	4.4	4.3	4.4
Degree Utilization, x	0.07	0.13	0.13	0.21
Capacity (veh/h)	701	764	789	776
Control Delay (s)	8.1	8.0	8.0	8.6
Approach Delay (s)	8.1	8.0	8.0	8.6
Approach LOS	A	A	A	A

Intersection Summary				
Delay	8.2			
Level of Service	A			
Intersection Capacity Utilization	27.7%	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)	13	75	0	0	93	6	4	0	2	14	1	18
Future Volume (Veh/h)	13	75	0	0	93	6	4	0	2	14	1	18
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)	14	82	0	0	101	7	4	0	2	15	1	20
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			82			235	218	82	216	214	104
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	108			82			235	218	82	216	214	104
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			100			99	100	100	98	100	98
cM capacity (veh/h)	1483			1515			699	674	978	733	677	950

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	96	108	6	36
Volume Left	14	0	4	15
Volume Right	0	7	2	20
cSH	1483	1515	772	837
Volume to Capacity	0.01	0.00	0.01	0.04
Queue Length 95th (m)	0.2	0.0	0.2	1.1
Control Delay (s)	1.1	0.0	9.7	9.5
Lane LOS	A		A	A
Approach Delay (s)	1.1	0.0	9.7	9.5
Approach LOS			A	A

Intersection Summary				
Average Delay	2.1			
Intersection Capacity Utilization	21.3%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	357	8	5	441	7	13
Future Volume (Veh/h)	357	8	5	441	7	13
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.92	0.92	0.88	0.88
Hourly flow rate (vph)	372	8	5	479	8	15
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			380		865	376
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			380		865	376
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		98	98
cM capacity (veh/h)			1178		323	670

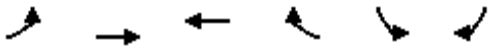
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	380	484	23
Volume Left	0	5	8
Volume Right	8	0	15
cSH	1700	1178	488
Volume to Capacity	0.22	0.00	0.05
Queue Length 95th (m)	0.0	0.1	1.2
Control Delay (s)	0.0	0.1	12.7
Lane LOS		A	B
Approach Delay (s)	0.0	0.1	12.7
Approach LOS			B

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	39.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	42	12	2	108	34	6
Future Volume (Veh/h)	42	12	2	108	34	6
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	46	13	2	117	37	7
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		174	52
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			59		174	52
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		95	99
cM capacity (veh/h)			1545		815	1015

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	59	119	44
Volume Left	0	2	37
Volume Right	13	0	7
cSH	1700	1545	842
Volume to Capacity	0.03	0.00	0.05
Queue Length 95th (m)	0.0	0.0	1.3
Control Delay (s)	0.0	0.1	9.5
Lane LOS		A	A
Approach Delay (s)	0.0	0.1	9.5
Approach LOS			A

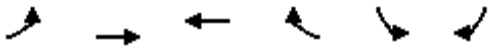
Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	17.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	44	105	0	1	5
Future Volume (Veh/h)	2	44	105	0	1	5
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	48	114	0	1	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	114				166	114
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	114				166	114
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1475				823	939

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	50	114	6
Volume Left	2	0	1
Volume Right	0	0	5
cSH	1475	1700	917
Volume to Capacity	0.00	0.07	0.01
Queue Length 95th (m)	0.0	0.0	0.2
Control Delay (s)	0.3	0.0	9.0
Lane LOS	A		A
Approach Delay (s)	0.3	0.0	9.0
Approach LOS			A

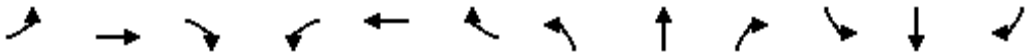
Intersection Summary			
Average Delay		0.4	
Intersection Capacity Utilization		15.5%	ICU Level of Service A
Analysis Period (min)		15	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	39	87	1	3	19
Future Volume (Veh/h)	6	39	87	1	3	19
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	42	95	1	3	21
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				152	96
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	96				152	96
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	98
cM capacity (veh/h)	1498				836	961

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	49	96	24
Volume Left	7	0	3
Volume Right	0	1	21
cSH	1498	1700	943
Volume to Capacity	0.00	0.06	0.03
Queue Length 95th (m)	0.1	0.0	0.6
Control Delay (s)	1.1	0.0	8.9
Lane LOS	A		A
Approach Delay (s)	1.1	0.0	8.9
Approach LOS			A

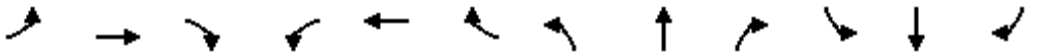
Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	17.1%	ICU Level of Service	A
Analysis Period (min)	15		



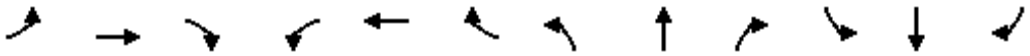
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	14	18	3	7	2	51	0	9	5	0	29
Future Volume (Veh/h)	10	14	18	3	7	2	51	0	9	5	0	29
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	15	20	3	8	2	55	0	10	5	0	32
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	10			35			94	63	25	72	72	9
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	10			35			94	63	25	72	72	9
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			100			94	100	99	99	100	97
cM capacity (veh/h)	1610			1576			857	821	1051	904	811	1073

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	46	13	65	37
Volume Left	11	3	55	5
Volume Right	20	2	10	32
cSH	1610	1576	882	1046
Volume to Capacity	0.01	0.00	0.07	0.04
Queue Length 95th (m)	0.2	0.0	1.9	0.9
Control Delay (s)	1.8	1.7	9.4	8.6
Lane LOS	A	A	A	A
Approach Delay (s)	1.8	1.7	9.4	8.6
Approach LOS			A	A

Intersection Summary				
Average Delay	6.4			
Intersection Capacity Utilization	20.0%	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)	120	655	201	33	467	44	171	94	38	57	94	73
Future Volume (vph)	120	655	201	33	467	44	171	94	38	57	94	73
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (m)	40.0		0.0	50.0		0.0	15.0		15.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
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
Ped Bike Factor	1.00	0.99			1.00		0.98	0.99			0.98	
Frt		0.966			0.986			0.963			0.954	
Flt Protected	0.950			0.950			0.950				0.987	
Satd. Flow (prot)	1662	1618	0	1662	1551	0	1568	1627	0	0	1552	0
Flt Permitted	0.305			0.066			0.434				0.850	
Satd. Flow (perm)	532	1618	0	116	1551	0	703	1627	0	0	1336	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			6			16			21	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		284.8			168.9			203.4			79.8	
Travel Time (s)		20.5			12.2			14.6			5.7	
Confl. Peds. (#/hr)	6		4	4		6	13		1	1		13
Peak Hour Factor	0.87	0.89	0.92	0.72	0.87	0.81	0.89	0.71	0.89	0.83	0.94	0.84
Heavy Vehicles (%)	0%	4%	3%	0%	12%	0%	6%	3%	3%	5%	2%	5%
Adj. Flow (vph)	138	736	218	46	537	54	192	132	43	69	100	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	138	954	0	46	591	0	192	175	0	0	256	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)		3.6			3.6			3.6			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
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)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
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)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
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	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		7.0	10.0		10.0	10.0	
Minimum Split (s)	32.1	32.1		32.1	32.1		11.0	32.0		32.0	32.0	
Total Split (s)	66.0	66.0		66.0	66.0		14.0	54.0		40.0	40.0	
Total Split (%)	55.0%	55.0%		55.0%	55.0%		11.7%	45.0%		33.3%	33.3%	
Maximum Green (s)	59.9	59.9		59.9	59.9		11.0	47.6		33.6	33.6	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.0	4.5		4.5	4.5	
All-Red Time (s)	1.6	1.6		1.6	1.6		0.0	1.9		1.9	1.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	60.1	60.1		60.1	60.1		41.3	37.9			24.1	
Actuated g/C Ratio	0.54	0.54		0.54	0.54		0.37	0.34			0.22	
v/c Ratio	0.48	1.07		0.73	0.70		0.55	0.31			0.83	
Control Delay	24.6	78.8		85.7	25.5		30.9	25.1			60.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	24.6	78.8		85.7	25.5		30.9	25.1			60.4	
LOS	C	E		F	C		C	C			E	
Approach Delay		72.0			29.8			28.2			60.4	
Approach LOS		E			C			C			E	
Queue Length 50th (m)	18.7	~242.8		7.6	94.7		30.7	26.1			51.6	
Queue Length 95th (m)	42.4	#354.7		#24.8	154.1		48.2	32.4			82.6	
Internal Link Dist (m)		260.8			144.9			179.4			55.8	
Turn Bay Length (m)	40.0			50.0			15.0					
Base Capacity (vph)	289	888		63	846		349	712			422	
Starvation Cap Reductn	0	0		0	0		0	0			0	
Spillback Cap Reductn	0	0		0	0		0	0			0	
Storage Cap Reductn	0	0		0	0		0	0			0	
Reduced v/c Ratio	0.48	1.07		0.73	0.70		0.55	0.25			0.61	

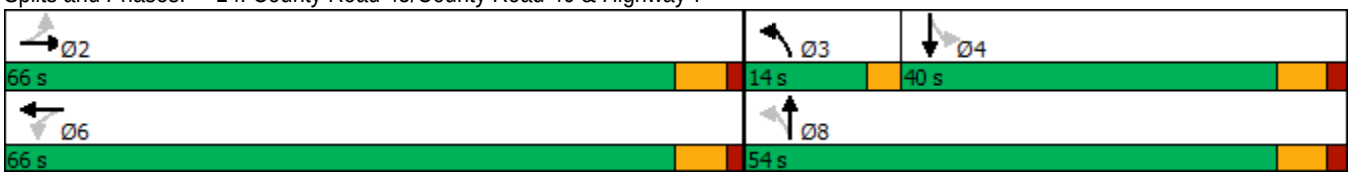
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 110.6			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.07			
Intersection Signal Delay: 52.4		Intersection LOS: D	
Intersection Capacity Utilization 112.8%		ICU Level of Service H	

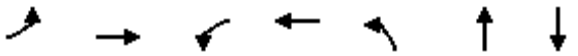
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 14: County Road 45/County Road 40 & Highway 7



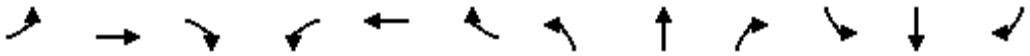


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	138	954	46	591	192	175	256
v/c Ratio	0.48	1.07	0.73	0.70	0.55	0.31	0.83
Control Delay	24.6	78.8	85.7	25.5	30.9	25.1	60.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.6	78.8	85.7	25.5	30.9	25.1	60.4
Queue Length 50th (m)	18.7	~242.8	7.6	94.7	30.7	26.1	51.6
Queue Length 95th (m)	42.4	#354.7	#24.8	154.1	48.2	32.4	82.6
Internal Link Dist (m)		260.8		144.9		179.4	55.8
Turn Bay Length (m)	40.0		50.0		15.0		
Base Capacity (vph)	289	888	63	846	349	712	422
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	1.07	0.73	0.70	0.55	0.25	0.61

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	655	201	33	467	44	171	94	38	57	94	73
Future Volume (vph)	120	655	201	33	467	44	171	94	38	57	94	73
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	0.99			0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.99	1.00			1.00	
Frt	1.00	0.97		1.00	0.99		1.00	0.96			0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)	1656	1618		1662	1552		1558	1627			1553	
Flt Permitted	0.31	1.00		0.07	1.00		0.43	1.00			0.85	
Satd. Flow (perm)	533	1618		116	1552		712	1627			1337	
Peak-hour factor, PHF	0.87	0.89	0.92	0.72	0.87	0.81	0.89	0.71	0.89	0.83	0.94	0.84
Adj. Flow (vph)	138	736	218	46	537	54	192	132	43	69	100	87
RTOR Reduction (vph)	0	8	0	0	3	0	0	11	0	0	16	0
Lane Group Flow (vph)	138	946	0	46	588	0	192	164	0	0	240	0
Confl. Peds. (#/hr)	6		4	4		6	13		1	1		13
Heavy Vehicles (%)	0%	4%	3%	0%	12%	0%	6%	3%	3%	5%	2%	5%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	60.2	60.2		60.2	60.2		37.9	37.9			24.1	
Effective Green, g (s)	60.2	60.2		60.2	60.2		37.9	37.9			24.1	
Actuated g/C Ratio	0.54	0.54		0.54	0.54		0.34	0.34			0.22	
Clearance Time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	290	880		63	844		326	557			291	
v/s Ratio Prot		c0.58			0.38		c0.06	0.10				
v/s Ratio Perm	0.26			0.40			0.14				c0.18	
v/c Ratio	0.48	1.07		0.73	0.70		0.59	0.30			0.82	
Uniform Delay, d1	15.5	25.2		19.1	18.5		28.4	26.6			41.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	5.5	52.5		53.6	4.7		2.7	0.3			16.9	
Delay (s)	21.0	77.7		72.7	23.2		31.1	26.9			58.1	
Level of Service	C	E		E	C		C	C			E	
Approach Delay (s)		70.5			26.8			29.1			58.1	
Approach LOS		E			C			C			E	

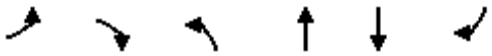
Intersection Summary			
HCM 2000 Control Delay	50.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	110.6	Sum of lost time (s)	15.5
Intersection Capacity Utilization	112.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	12	30	702	0	0	597
Future Volume (Veh/h)	12	30	702	0	0	597
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.89	0.89	0.91	0.91
Hourly flow rate (vph)	13	33	789	0	0	656
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	1445	789			789	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1445	789			789	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	91	92			100	
cM capacity (veh/h)	147	394			840	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	46	789	656
Volume Left	13	0	0
Volume Right	33	0	0
cSH	267	1700	840
Volume to Capacity	0.17	0.46	0.00
Queue Length 95th (m)	4.9	0.0	0.0
Control Delay (s)	21.3	0.0	0.0
Lane LOS	C		
Approach Delay (s)	21.3	0.0	0.0
Approach LOS	C		

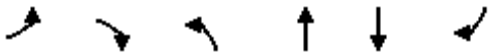
Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	50.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	12	21	33	7	12	15
Future Volume (Veh/h)	12	21	33	7	12	15
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)	13	23	36	8	13	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	101	21	29			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	101	21	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 %	99	98	98			
cM capacity (veh/h)	877	1056	1584			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	36	44	29
Volume Left	13	36	0
Volume Right	23	0	16
cSH	984	1584	1700
Volume to Capacity	0.04	0.02	0.02
Queue Length 95th (m)	0.9	0.6	0.0
Control Delay (s)	8.8	6.0	0.0
Lane LOS	A	A	
Approach Delay (s)	8.8	6.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	5.3		
Intersection Capacity Utilization	18.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	0	1	702	597	0
Future Volume (Veh/h)	1	0	1	702	597	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.89	0.89	0.91	0.91
Hourly flow rate (vph)	1	0	1	789	656	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	1447	656	656			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1447	656	656			
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)	146	469	941			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	1	790	656
Volume Left	1	1	0
Volume Right	0	0	0
cSH	146	941	1700
Volume to Capacity	0.01	0.00	0.39
Queue Length 95th (m)	0.2	0.0	0.0
Control Delay (s)	29.8	0.0	0.0
Lane LOS	D	A	
Approach Delay (s)	29.8	0.0	0.0
Approach LOS	D		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	51.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	33	6	61	74	11	191
Future Volume (Veh/h)	33	6	61	74	11	191
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	36	7	66	80	12	208
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			43		252	40
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			43		252	40
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		98	80
cM capacity (veh/h)			1566		706	1032

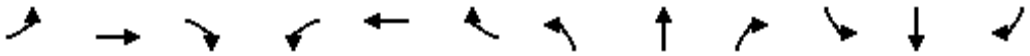
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	43	146	220
Volume Left	0	66	12
Volume Right	7	0	208
cSH	1700	1566	1007
Volume to Capacity	0.03	0.04	0.22
Queue Length 95th (m)	0.0	1.1	6.7
Control Delay (s)	0.0	3.5	9.6
Lane LOS		A	A
Approach Delay (s)	0.0	3.5	9.6
Approach LOS			A

Intersection Summary			
Average Delay	6.4		
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)	18	30	678	40	57	553
Future Volume (Veh/h)	18	30	678	40	57	553
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.89	0.89	0.91	0.91
Hourly flow rate (vph)	20	33	762	45	63	608
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			376			
pX, platoon unblocked	0.58	0.58			0.58	
vC, conflicting volume	1518	784			807	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1532	259			298	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	70	93			91	
cM capacity (veh/h)	68	449			728	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	53	807	42	629
Volume Left	20	0	42	21
Volume Right	33	45	0	0
cSH	144	1700	728	728
Volume to Capacity	0.37	0.47	0.09	0.09
Queue Length 95th (m)	12.4	0.0	2.3	2.3
Control Delay (s)	44.0	0.0	10.4	1.7
Lane LOS	E		B	A
Approach Delay (s)	44.0	0.0	2.2	
Approach LOS	E			

Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	51.6%	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	0	0	14	0	13	0	705	62	9	562	0
Future Volume (Veh/h)	0	0	0	14	0	13	0	705	62	9	562	0
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	0.89	0.89	0.89	0.91	0.91	0.91
Hourly flow rate (vph)	0	0	0	15	0	14	0	792	70	10	618	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)								188				
pX, platoon unblocked	0.50	0.50		0.50	0.50	0.50				0.50		
vC, conflicting volume	1479	1500	618	1465	1465	827	618			862		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1458	1500	618	1430	1430	162	618			231		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	73	100	97	100			99		
cM capacity (veh/h)	52	60	489	56	67	444	962			672		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	0	29	862	10	618
Volume Left	0	15	0	10	0
Volume Right	0	14	70	0	0
cSH	1700	97	962	672	1700
Volume to Capacity	0.00	0.30	0.00	0.01	0.36
Queue Length 95th (m)	0.0	9.1	0.0	0.4	0.0
Control Delay (s)	0.0	57.6	0.0	10.4	0.0
Lane LOS	A	F		B	
Approach Delay (s)	0.0	57.6	0.0	0.2	
Approach LOS	A	F			

Intersection Summary				
Average Delay	1.2			
Intersection Capacity Utilization	54.4%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	42	127	168	35	144	188
Future Volume (Veh/h)	42	127	168	35	144	188
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)	46	138	183	38	157	204
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						203
pX, platoon unblocked						
vC, conflicting volume	720	202			221	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	720	202			221	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	87	84			88	
cM capacity (veh/h)	349	839			1348	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	184	221	361
Volume Left	46	0	157
Volume Right	138	38	0
cSH	621	1700	1348
Volume to Capacity	0.30	0.13	0.12
Queue Length 95th (m)	9.9	0.0	3.2
Control Delay (s)	13.2	0.0	4.1
Lane LOS	B		A
Approach Delay (s)	13.2	0.0	4.1
Approach LOS	B		

Intersection Summary			
Average Delay	5.1		
Intersection Capacity Utilization	49.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	4	40	727	20	36	540
Future Volume (Veh/h)	4	40	727	20	36	540
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.89	0.89	0.91	0.91
Hourly flow rate (vph)	4	43	817	22	40	593
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			169			
pX, platoon unblocked	0.49	0.49			0.49	
vC, conflicting volume	1501	828			839	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1502	141			164	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	90			94	
cM capacity (veh/h)	62	448			700	

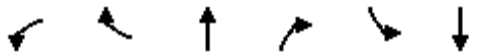
Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	47	839	633
Volume Left	4	0	40
Volume Right	43	22	0
cSH	294	1700	700
Volume to Capacity	0.16	0.49	0.06
Queue Length 95th (m)	4.5	0.0	1.5
Control Delay (s)	19.6	0.0	1.5
Lane LOS	C		A
Approach Delay (s)	19.6	0.0	1.5
Approach LOS	C		

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	72.9%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	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	0	0	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)						239
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	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	100			100	
cM capacity (veh/h)	1023	1085			1623	

Direction, Lane #	NB 1	SB 1
Volume Total	0	0
Volume Left	0	0
Volume Right	0	0
cSH	1700	1700
Volume to Capacity	0.00	0.00
Queue Length 95th (m)	0.0	0.0
Control Delay (s)	0.0	0.0
Lane LOS		
Approach Delay (s)	0.0	0.0
Approach LOS		

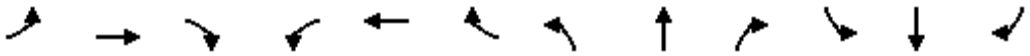
Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	21	20	183	21	37	193
Future Volume (Veh/h)	21	20	183	21	37	193
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)	23	22	199	23	40	210
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						365
pX, platoon unblocked						
vC, conflicting volume	500	210			222	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	500	210			222	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	97			97	
cM capacity (veh/h)	514	830			1347	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	45	222	250
Volume Left	23	0	40
Volume Right	22	23	0
cSH	632	1700	1347
Volume to Capacity	0.07	0.13	0.03
Queue Length 95th (m)	1.8	0.0	0.7
Control Delay (s)	11.1	0.0	1.5
Lane LOS	B		A
Approach Delay (s)	11.1	0.0	1.5
Approach LOS	B		

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	36.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	12	6	4	39	11	69	6	128	45	75	118	20
Future Volume (vph)	12	6	4	39	11	69	6	128	45	75	118	20
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)	13	7	4	42	12	75	7	139	49	82	128	22

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	24	129	195	232
Volume Left (vph)	13	42	7	82
Volume Right (vph)	4	75	49	22
Hadj (s)	0.04	-0.25	-0.11	0.05
Departure Headway (s)	5.1	4.7	4.4	4.6
Degree Utilization, x	0.03	0.17	0.24	0.29
Capacity (veh/h)	629	705	774	755
Control Delay (s)	8.3	8.6	8.8	9.4
Approach Delay (s)	8.3	8.6	8.8	9.4
Approach LOS	A	A	A	A

Intersection Summary				
Delay	9.0			
Level of Service	A			
Intersection Capacity Utilization	38.9%	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)	17	123	4	2	106	23	1	0	1	10	1	13
Future Volume (Veh/h)	17	123	4	2	106	23	1	0	1	10	1	13
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)	18	134	4	2	115	25	1	0	1	11	1	14
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	140			138			318	316	136	304	306	128
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	140			138			318	316	136	304	306	128
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			100			100	100	100	98	100	98
cM capacity (veh/h)	1443			1446			618	592	913	640	600	923

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	156	142	2	26
Volume Left	18	2	1	11
Volume Right	4	25	1	14
cSH	1443	1446	737	764
Volume to Capacity	0.01	0.00	0.00	0.03
Queue Length 95th (m)	0.3	0.0	0.1	0.8
Control Delay (s)	1.0	0.1	9.9	9.9
Lane LOS	A	A	A	A
Approach Delay (s)	1.0	0.1	9.9	9.9
Approach LOS			A	A

Intersection Summary				
Average Delay	1.4			
Intersection Capacity Utilization	26.9%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	656	9	17	590	6	13
Future Volume (Veh/h)	656	9	17	590	6	13
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.91	0.91	0.50	0.50
Hourly flow rate (vph)	705	10	19	648	12	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			715		1396	710
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			715		1396	710
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		92	94
cM capacity (veh/h)			885		152	434

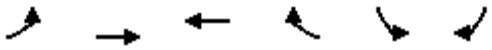
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	715	667	38
Volume Left	0	19	12
Volume Right	10	0	26
cSH	1700	885	274
Volume to Capacity	0.42	0.02	0.14
Queue Length 95th (m)	0.0	0.5	3.8
Control Delay (s)	0.0	0.6	20.3
Lane LOS		A	C
Approach Delay (s)	0.0	0.6	20.3
Approach LOS			C

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	58.6%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	170	55	10	104	33	6
Future Volume (Veh/h)	170	55	10	104	33	6
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	185	60	11	113	36	7
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			245		350	215
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			245		350	215
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		94	99
cM capacity (veh/h)			1321		642	825

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	245	124	43
Volume Left	0	11	36
Volume Right	60	0	7
cSH	1700	1321	666
Volume to Capacity	0.14	0.01	0.06
Queue Length 95th (m)	0.0	0.2	1.7
Control Delay (s)	0.0	0.8	10.8
Lane LOS		A	B
Approach Delay (s)	0.0	0.8	10.8
Approach LOS			B

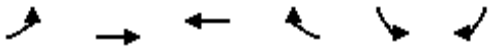
Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	23.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	158	110	1	1	4
Future Volume (Veh/h)	8	158	110	1	1	4
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	172	120	1	1	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	121				310	120
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	121				310	120
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				100	100
cM capacity (veh/h)	1467				678	931

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	181	121	5
Volume Left	9	0	1
Volume Right	0	1	4
cSH	1467	1700	866
Volume to Capacity	0.01	0.07	0.01
Queue Length 95th (m)	0.1	0.0	0.1
Control Delay (s)	0.4	0.0	9.2
Lane LOS	A		A
Approach Delay (s)	0.4	0.0	9.2
Approach LOS			A

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	24.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	26	142	95	5	3	16
Future Volume (Veh/h)	26	142	95	5	3	16
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	28	154	103	5	3	17
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				316	106
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	108				316	106
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				100	98
cM capacity (veh/h)	1483				665	949

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	182	108	20
Volume Left	28	0	3
Volume Right	0	5	17
cSH	1483	1700	892
Volume to Capacity	0.02	0.06	0.02
Queue Length 95th (m)	0.5	0.0	0.6
Control Delay (s)	1.3	0.0	9.1
Lane LOS	A		A
Approach Delay (s)	1.3	0.0	9.1
Approach LOS			A

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	25.6%	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)	42	20	83	15	26	7	49	0	9	4	0	24
Future Volume (Veh/h)	42	20	83	15	26	7	49	0	9	4	0	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)	46	22	90	16	28	8	53	0	10	4	0	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	36			112			249	227	67	233	268	32
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	36			112			249	227	67	233	268	32
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			99			92	100	99	99	100	98
cM capacity (veh/h)	1575			1478			666	646	997	693	613	1042

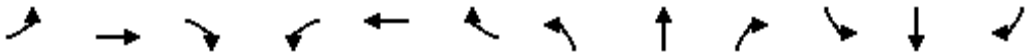
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	158	52	63	30
Volume Left	46	16	53	4
Volume Right	90	8	10	26
cSH	1575	1478	703	976
Volume to Capacity	0.03	0.01	0.09	0.03
Queue Length 95th (m)	0.7	0.3	2.4	0.8
Control Delay (s)	2.3	2.4	10.6	8.8
Lane LOS	A	A	B	A
Approach Delay (s)	2.3	2.4	10.6	8.8
Approach LOS			B	A

Intersection Summary				
Average Delay	4.7			
Intersection Capacity Utilization	27.5%	ICU Level of Service	A	
Analysis Period (min)	15			

Future Total Conditions

Future 2029 Total Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	297	105	23	400	16	248	67	29	34	72	87
Future Volume (vph)	32	297	105	23	400	16	248	67	29	34	72	87
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (m)	40.0		0.0	50.0		0.0	15.0		15.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
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
Ped Bike Factor	1.00	0.98		0.98	1.00		0.98	0.99			0.97	
Frt		0.955			0.982			0.955			0.944	
Flt Protected	0.950			0.950			0.950				0.990	
Satd. Flow (prot)	1397	1421	0	1458	1547	0	1599	1625	0	0	1546	0
Flt Permitted	0.356			0.397			0.388				0.892	
Satd. Flow (perm)	521	1421	0	600	1547	0	643	1625	0	0	1386	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			8			21			29	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		284.8			168.9			203.4			79.8	
Travel Time (s)		20.5			12.2			14.6			5.7	
Confl. Peds. (#/hr)	6		18	18		6	12		8	8		12
Peak Hour Factor	0.80	0.91	0.75	0.69	0.88	0.25	0.86	0.68	0.69	0.58	0.67	0.75
Heavy Vehicles (%)	19%	19%	7%	14%	11%	8%	4%	2%	0%	9%	0%	3%
Adj. Flow (vph)	40	326	140	33	455	64	288	99	42	59	107	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	466	0	33	519	0	288	141	0	0	282	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)		3.6			3.6			3.6			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
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)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
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)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
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	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		7.0	10.0		10.0	10.0	
Minimum Split (s)	32.1	32.1		32.1	32.1		11.0	32.0		32.0	32.0	
Total Split (s)	66.0	66.0		66.0	66.0		14.0	54.0		40.0	40.0	
Total Split (%)	55.0%	55.0%		55.0%	55.0%		11.7%	45.0%		33.3%	33.3%	
Maximum Green (s)	59.9	59.9		59.9	59.9		11.0	47.6		33.6	33.6	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.0	4.5		4.5	4.5	
All-Red Time (s)	1.6	1.6		1.6	1.6		0.0	1.9		1.9	1.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	60.1	60.1		60.1	60.1		42.4	39.0			24.9	
Actuated g/C Ratio	0.54	0.54		0.54	0.54		0.38	0.35			0.22	
v/c Ratio	0.14	0.60		0.10	0.62		0.85	0.24			0.85	
Control Delay	16.7	21.8		15.8	22.9		51.6	22.4			60.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	16.7	21.8		15.8	22.9		51.6	22.4			60.1	
LOS	B	C		B	C		D	C			E	
Approach Delay		21.4			22.5			42.0			60.1	
Approach LOS		C			C			D			E	
Queue Length 50th (m)	4.5	66.7		3.6	78.8		49.2	19.1			56.3	
Queue Length 95th (m)	11.0	116.7		7.9	128.4		#75.4	24.1			58.5	
Internal Link Dist (m)		260.8			144.9			179.4			55.8	
Turn Bay Length (m)	40.0			50.0			15.0					
Base Capacity (vph)	280	777		323	836		338	707			438	
Starvation Cap Reductn	0	0		0	0		0	0			0	
Spillback Cap Reductn	0	0		0	0		0	0			0	
Storage Cap Reductn	0	0		0	0		0	0			0	
Reduced v/c Ratio	0.14	0.60		0.10	0.62		0.85	0.20			0.64	

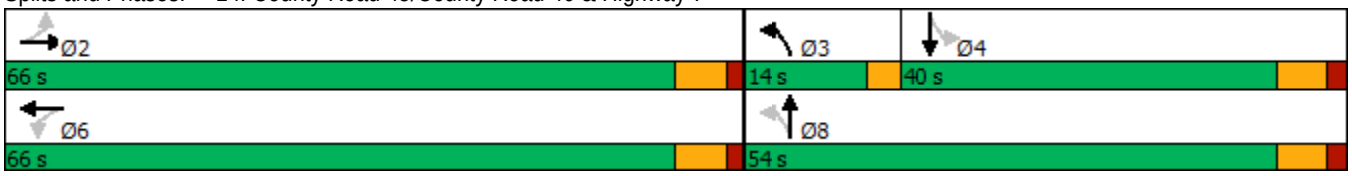
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 111.6			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 32.9		Intersection LOS: C	
Intersection Capacity Utilization 72.6%		ICU Level of Service C	

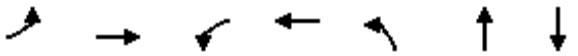
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 14: County Road 45/County Road 40 & Highway 7





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	40	466	33	519	288	141	282
v/c Ratio	0.14	0.60	0.10	0.62	0.85	0.24	0.85
Control Delay	16.7	21.8	15.8	22.9	51.6	22.4	60.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.7	21.8	15.8	22.9	51.6	22.4	60.1
Queue Length 50th (m)	4.5	66.7	3.6	78.8	49.2	19.1	56.3
Queue Length 95th (m)	11.0	116.7	7.9	128.4	#75.4	24.1	58.5
Internal Link Dist (m)		260.8		144.9		179.4	55.8
Turn Bay Length (m)	40.0		50.0		15.0		
Base Capacity (vph)	280	777	323	836	338	707	438
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.60	0.10	0.62	0.85	0.20	0.64

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	297	105	23	400	16	248	67	29	34	72	87
Future Volume (vph)	32	297	105	23	400	16	248	67	29	34	72	87
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	0.98		1.00	1.00		1.00	0.99			0.98	
Flpb, ped/bikes	1.00	1.00		0.98	1.00		1.00	1.00			1.00	
Frt	1.00	0.95		1.00	0.98		1.00	0.96			0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)	1391	1422		1435	1546		1591	1626			1541	
Flt Permitted	0.36	1.00		0.40	1.00		0.39	1.00			0.89	
Satd. Flow (perm)	521	1422		600	1546		649	1626			1389	
Peak-hour factor, PHF	0.80	0.91	0.75	0.69	0.88	0.25	0.86	0.68	0.69	0.58	0.67	0.75
Adj. Flow (vph)	40	326	140	33	455	64	288	99	42	59	107	116
RTOR Reduction (vph)	0	12	0	0	4	0	0	14	0	0	23	0
Lane Group Flow (vph)	40	454	0	33	515	0	288	127	0	0	259	0
Confl. Peds. (#/hr)	6		18	18		6	12		8	8		12
Heavy Vehicles (%)	19%	19%	7%	14%	11%	8%	4%	2%	0%	9%	0%	3%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	60.1	60.1		60.1	60.1		39.0	39.0			25.0	
Effective Green, g (s)	60.1	60.1		60.1	60.1		39.0	39.0			25.0	
Actuated g/C Ratio	0.54	0.54		0.54	0.54		0.35	0.35			0.22	
Clearance Time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	280	765		323	832		319	568			311	
v/s Ratio Prot		0.32			c0.33		c0.09	0.08				
v/s Ratio Perm	0.08			0.05			c0.23				0.19	
v/c Ratio	0.14	0.59		0.10	0.62		0.90	0.22			0.83	
Uniform Delay, d1	12.9	17.5		12.6	17.8		34.4	25.6			41.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	1.1	3.4		0.6	3.5		27.2	0.2			17.2	
Delay (s)	13.9	20.8		13.2	21.3		61.6	25.8			58.6	
Level of Service	B	C		B	C		E	C			E	
Approach Delay (s)		20.3			20.8			49.8			58.6	
Approach LOS		C			C			D			E	

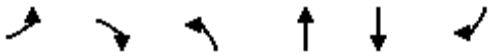
Intersection Summary			
HCM 2000 Control Delay	33.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	111.6	Sum of lost time (s)	15.5
Intersection Capacity Utilization	72.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	19	57	345	0	0	453
Future Volume (Veh/h)	19	57	345	0	0	453
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.91	0.91	0.96	0.96
Hourly flow rate (vph)	21	62	379	0	0	472
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	851	379			379	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	851	379			379	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	91			100	
cM capacity (veh/h)	333	672			1191	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	83	379	472
Volume Left	21	0	0
Volume Right	62	0	0
cSH	535	1700	1191
Volume to Capacity	0.16	0.22	0.00
Queue Length 95th (m)	4.4	0.0	0.0
Control Delay (s)	13.0	0.0	0.0
Lane LOS	B		
Approach Delay (s)	13.0	0.0	0.0
Approach LOS	B		

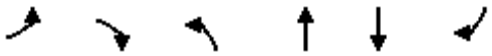
Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	37.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	33	15	13	20	4
Future Volume (Veh/h)	10	33	15	13	20	4
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)	11	36	16	14	22	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	70	24	26			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	70	24	26			
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	97	99			
cM capacity (veh/h)	925	1052	1588			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	47	30	26
Volume Left	11	16	0
Volume Right	36	0	4
cSH	1020	1588	1700
Volume to Capacity	0.05	0.01	0.02
Queue Length 95th (m)	1.2	0.2	0.0
Control Delay (s)	8.7	3.9	0.0
Lane LOS	A	A	
Approach Delay (s)	8.7	3.9	0.0
Approach LOS	A		

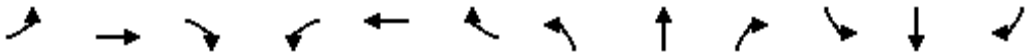
Intersection Summary			
Average Delay	5.1		
Intersection Capacity Utilization	18.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	1	1	345	453	0
Future Volume (Veh/h)	0	1	1	345	453	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.91	0.91	0.96	0.96
Hourly flow rate (vph)	0	1	1	379	472	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	853	472	472			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	853	472	472			
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	100	100			
cM capacity (veh/h)	332	596	1100			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	1	380	472
Volume Left	0	1	0
Volume Right	1	0	0
cSH	596	1100	1700
Volume to Capacity	0.00	0.00	0.28
Queue Length 95th (m)	0.0	0.0	0.0
Control Delay (s)	11.0	0.0	0.0
Lane LOS	B	A	
Approach Delay (s)	11.0	0.0	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	35.9%	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	18	2	105	122	2	1	31	66	5	47	37
Future Volume (Veh/h)	3	18	2	105	122	2	1	31	66	5	47	37
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)	3	20	2	114	133	2	1	34	72	5	51	40
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	135			22			454	390	21	478	390	134
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	135			22			454	390	21	478	390	134
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 %	100			93			100	93	93	99	90	96
cM capacity (veh/h)	1449			1593			430	505	1056	415	505	915

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	25	249	107	96
Volume Left	3	114	1	5
Volume Right	2	2	72	40
cSH	1449	1593	777	613
Volume to Capacity	0.00	0.07	0.14	0.16
Queue Length 95th (m)	0.0	1.8	3.8	4.4
Control Delay (s)	0.9	3.7	10.4	12.0
Lane LOS	A	A	B	B
Approach Delay (s)	0.9	3.7	10.4	12.0
Approach LOS			B	B

Intersection Summary				
Average Delay	6.7			
Intersection Capacity Utilization	33.8%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	28	13	334	28	34	439
Future Volume (Veh/h)	28	13	334	28	34	439
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.91	0.91	0.96	0.96
Hourly flow rate (vph)	30	14	367	31	35	457
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			376			
pX, platoon unblocked						
vC, conflicting volume	910	382			398	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	910	382			398	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	90	98			97	
cM capacity (veh/h)	296	665			1161	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	44	398	35	457
Volume Left	30	0	35	0
Volume Right	14	31	0	0
cSH	359	1700	1161	1700
Volume to Capacity	0.12	0.23	0.03	0.27
Queue Length 95th (m)	3.3	0.0	0.7	0.0
Control Delay (s)	16.4	0.0	8.2	0.0
Lane LOS	C		A	
Approach Delay (s)	16.4	0.0	0.6	
Approach LOS	C			

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	37.6%	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	0	0	19	0	13	0	349	27	29	438	0
Future Volume (Veh/h)	0	0	0	19	0	13	0	349	27	29	438	0
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	0.87	0.87	0.87	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	21	0	14	0	401	31	32	476	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)								188				
pX, platoon unblocked												
vC, conflicting volume	970	972	476	956	956	416	476			432		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	970	972	476	956	956	416	476			432		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	91	100	98	100			97		
cM capacity (veh/h)	222	245	589	232	251	636	1086			1128		

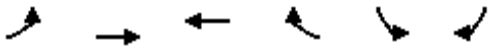
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	0	35	432	32	476
Volume Left	0	21	0	32	0
Volume Right	0	14	31	0	0
cSH	1700	311	1086	1128	1700
Volume to Capacity	0.00	0.11	0.00	0.03	0.28
Queue Length 95th (m)	0.0	3.0	0.0	0.7	0.0
Control Delay (s)	0.0	18.0	0.0	8.3	0.0
Lane LOS	A	C		A	
Approach Delay (s)	0.0	18.0	0.0	0.5	
Approach LOS	A	C			

Intersection Summary				
Average Delay	0.9			
Intersection Capacity Utilization	36.2%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	27	212	132	23	74	127
Future Volume (Veh/h)	27	212	132	23	74	127
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)	29	230	143	25	80	138
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						203
pX, platoon unblocked						
vC, conflicting volume	454	156			168	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	454	156			168	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	74			94	
cM capacity (veh/h)	532	890			1410	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	259	168	218
Volume Left	29	0	80
Volume Right	230	25	0
cSH	828	1700	1410
Volume to Capacity	0.31	0.10	0.06
Queue Length 95th (m)	10.7	0.0	1.4
Control Delay (s)	11.3	0.0	3.1
Lane LOS	B		A
Approach Delay (s)	11.3	0.0	3.1
Approach LOS	B		

Intersection Summary			
Average Delay	5.6		
Intersection Capacity Utilization	43.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	62	153	2	7	78
Future Volume (Veh/h)	20	62	153	2	7	78
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	67	166	2	8	85
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	168				278	167
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	168				278	167
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				99	90
cM capacity (veh/h)	1410				701	877

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	89	168	93
Volume Left	22	0	8
Volume Right	0	2	85
cSH	1410	1700	859
Volume to Capacity	0.02	0.10	0.11
Queue Length 95th (m)	0.4	0.0	2.9
Control Delay (s)	2.0	0.0	9.7
Lane LOS	A		A
Approach Delay (s)	2.0	0.0	9.7
Approach LOS			A

Intersection Summary			
Average Delay	3.1		
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)	8	27	349	11	27	431
Future Volume (Veh/h)	8	27	349	11	27	431
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.87	0.87	0.92	0.92
Hourly flow rate (vph)	9	29	401	13	29	468
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			169			
pX, platoon unblocked						
vC, conflicting volume	934	408			414	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	934	408			414	
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	95			97	
cM capacity (veh/h)	288	644			1145	

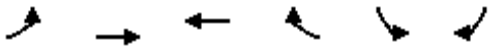
Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	38	414	497
Volume Left	9	0	29
Volume Right	29	13	0
cSH	498	1700	1145
Volume to Capacity	0.08	0.24	0.03
Queue Length 95th (m)	2.0	0.0	0.6
Control Delay (s)	12.8	0.0	0.8
Lane LOS	B		A
Approach Delay (s)	12.8	0.0	0.8
Approach LOS	B		

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	58.6%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	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	0	0	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)						239
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	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	100			100	
cM capacity (veh/h)	1023	1085			1623	

Direction, Lane #	NB 1	SB 1
Volume Total	0	0
Volume Left	0	0
Volume Right	0	0
cSH	1700	1700
Volume to Capacity	0.00	0.00
Queue Length 95th (m)	0.0	0.0
Control Delay (s)	0.0	0.0
Lane LOS		
Approach Delay (s)	0.0	0.0
Approach LOS		

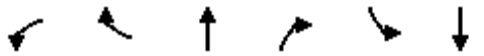
Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	15	73	218	12	8	10
Future Volume (Veh/h)	15	73	218	12	8	10
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	79	237	13	9	11
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	250				354	244
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	250				354	244
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				99	99
cM capacity (veh/h)	1316				636	795

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	95	250	20
Volume Left	16	0	9
Volume Right	0	13	11
cSH	1316	1700	715
Volume to Capacity	0.01	0.15	0.03
Queue Length 95th (m)	0.3	0.0	0.7
Control Delay (s)	1.4	0.0	10.2
Lane LOS	A		B
Approach Delay (s)	1.4	0.0	10.2
Approach LOS			B

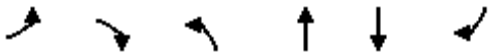
Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	26.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	48	44	111	50	67	86
Future Volume (Veh/h)	48	44	111	50	67	86
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)	52	48	121	54	73	93
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						365
pX, platoon unblocked						
vC, conflicting volume	387	148			175	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	387	148			175	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	91	95			95	
cM capacity (veh/h)	584	899			1401	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	100	175	166
Volume Left	52	0	73
Volume Right	48	54	0
cSH	702	1700	1401
Volume to Capacity	0.14	0.10	0.05
Queue Length 95th (m)	4.0	0.0	1.3
Control Delay (s)	11.0	0.0	3.6
Lane LOS	B		A
Approach Delay (s)	11.0	0.0	3.6
Approach LOS	B		

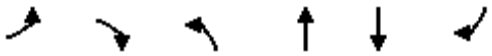
Intersection Summary			
Average Delay		3.9	
Intersection Capacity Utilization		32.5%	ICU Level of Service A
Analysis Period (min)		15	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	7	7	2	20	19	2
Future Volume (Veh/h)	7	7	2	20	19	2
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	8	2	22	21	2
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	22	23			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	48	22	23			
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	99	100			
cM capacity (veh/h)	960	1055	1592			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	16	24	23
Volume Left	8	2	0
Volume Right	8	0	2
cSH	1006	1592	1700
Volume to Capacity	0.02	0.00	0.01
Queue Length 95th (m)	0.4	0.0	0.0
Control Delay (s)	8.6	0.6	0.0
Lane LOS	A	A	
Approach Delay (s)	8.6	0.6	0.0
Approach LOS	A		

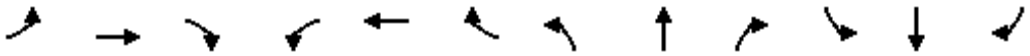
Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	2	1	28	20	1
Future Volume (Veh/h)	2	2	1	28	20	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)	2	2	1	30	22	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	22	23			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	54	22	23			
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	100	100			
cM capacity (veh/h)	953	1054	1592			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	4	31	23
Volume Left	2	1	0
Volume Right	2	0	1
cSH	1001	1592	1700
Volume to Capacity	0.00	0.00	0.01
Queue Length 95th (m)	0.1	0.0	0.0
Control Delay (s)	8.6	0.2	0.0
Lane LOS	A	A	
Approach Delay (s)	8.6	0.2	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												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	29	8	6	42	7	49	5	63	31	48	90	18
Future Volume (vph)	29	8	6	42	7	49	5	63	31	48	90	18
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)	32	9	7	46	8	53	5	68	34	52	98	20

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	48	107	107	170
Volume Left (vph)	32	46	5	52
Volume Right (vph)	7	53	34	20
Hadj (s)	0.08	-0.18	-0.15	0.02
Departure Headway (s)	4.7	4.4	4.3	4.4
Degree Utilization, x	0.06	0.13	0.13	0.21
Capacity (veh/h)	700	758	793	777
Control Delay (s)	8.1	8.1	7.9	8.6
Approach Delay (s)	8.1	8.1	7.9	8.6
Approach LOS	A	A	A	A

Intersection Summary				
Delay	8.2			
Level of Service	A			
Intersection Capacity Utilization	27.7%	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)	17	68	0	0	84	10	3	0	2	24	1	27
Future Volume (Veh/h)	17	68	0	0	84	10	3	0	2	24	1	27
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)	18	74	0	0	91	11	3	0	2	26	1	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	102			74			236	212	74	208	206	96
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	102			74			236	212	74	208	206	96
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			100			100	100	100	96	100	97
cM capacity (veh/h)	1490			1526			690	677	988	740	682	960

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	92	102	5	56
Volume Left	18	0	3	26
Volume Right	0	11	2	29
cSH	1490	1526	784	838
Volume to Capacity	0.01	0.00	0.01	0.07
Queue Length 95th (m)	0.3	0.0	0.2	1.7
Control Delay (s)	1.5	0.0	9.6	9.6
Lane LOS	A		A	A
Approach Delay (s)	1.5	0.0	9.6	9.6
Approach LOS			A	A

Intersection Summary				
Average Delay	2.8			
Intersection Capacity Utilization	21.2%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	355	7	9	411	6	23
Future Volume (Veh/h)	355	7	9	411	6	23
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.92	0.92	0.88	0.88
Hourly flow rate (vph)	370	7	10	447	7	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			377		840	374
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			377		840	374
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		98	96
cM capacity (veh/h)			1181		332	673

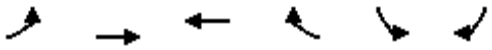
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	377	457	33
Volume Left	0	10	7
Volume Right	7	0	26
cSH	1700	1181	553
Volume to Capacity	0.22	0.01	0.06
Queue Length 95th (m)	0.0	0.2	1.5
Control Delay (s)	0.0	0.3	11.9
Lane LOS		A	B
Approach Delay (s)	0.0	0.3	11.9
Approach LOS			B

Intersection Summary			
Average Delay		0.6	
Intersection Capacity Utilization		41.3%	ICU Level of Service A
Analysis Period (min)		15	

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	58	12	2	121	34	6
Future Volume (Veh/h)	58	12	2	121	34	6
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	63	13	2	132	37	7
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			76		206	70
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			76		206	70
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		95	99
cM capacity (veh/h)			1523		782	993

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	76	134	44
Volume Left	0	2	37
Volume Right	13	0	7
cSH	1700	1523	809
Volume to Capacity	0.04	0.00	0.05
Queue Length 95th (m)	0.0	0.0	1.4
Control Delay (s)	0.0	0.1	9.7
Lane LOS		A	A
Approach Delay (s)	0.0	0.1	9.7
Approach LOS			A

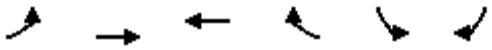
Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	18.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	62	118	0	1	5
Future Volume (Veh/h)	2	62	118	0	1	5
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	67	128	0	1	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	128				199	128
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	128				199	128
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1458				789	922

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	69	128	6
Volume Left	2	0	1
Volume Right	0	0	5
cSH	1458	1700	897
Volume to Capacity	0.00	0.08	0.01
Queue Length 95th (m)	0.0	0.0	0.2
Control Delay (s)	0.2	0.0	9.0
Lane LOS	A		A
Approach Delay (s)	0.2	0.0	9.0
Approach LOS			A

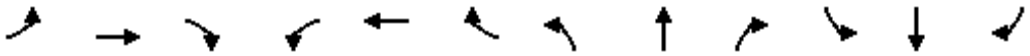
Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	16.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	56	99	1	3	19
Future Volume (Veh/h)	6	56	99	1	3	19
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	61	108	1	3	21
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	109				184	108
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	109				184	108
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	98
cM capacity (veh/h)	1481				802	945

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	68	109	24
Volume Left	7	0	3
Volume Right	0	1	21
cSH	1481	1700	925
Volume to Capacity	0.00	0.06	0.03
Queue Length 95th (m)	0.1	0.0	0.6
Control Delay (s)	0.8	0.0	9.0
Lane LOS	A		A
Approach Delay (s)	0.8	0.0	9.0
Approach LOS			A

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	17.9%	ICU Level of Service	A
Analysis Period (min)	15		

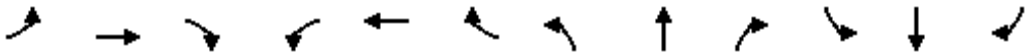


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	29	21	3	14	2	57	0	9	5	0	29
Future Volume (Veh/h)	10	29	21	3	14	2	57	0	9	5	0	29
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	32	23	3	15	2	62	0	10	5	0	32
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	17			55			120	88	44	98	99	16
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	17			55			120	88	44	98	99	16
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			100			92	100	99	99	100	97
cM capacity (veh/h)	1600			1550			825	795	1027	870	784	1063

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	66	20	72	37
Volume Left	11	3	62	5
Volume Right	23	2	10	32
cSH	1600	1550	848	1032
Volume to Capacity	0.01	0.00	0.08	0.04
Queue Length 95th (m)	0.2	0.0	2.2	0.9
Control Delay (s)	1.3	1.1	9.6	8.6
Lane LOS	A	A	A	A
Approach Delay (s)	1.3	1.1	9.6	8.6
Approach LOS			A	A

Intersection Summary				
Average Delay	5.7			
Intersection Capacity Utilization	21.6%	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)	113	682	265	30	453	41	228	101	34	52	106	69
Future Volume (vph)	113	682	265	30	453	41	228	101	34	52	106	69
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (m)	40.0		0.0	50.0		0.0	15.0		15.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
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
Ped Bike Factor	1.00	0.99			1.00		0.98	1.00			0.98	
Frt		0.959			0.987			0.968			0.957	
Flt Protected	0.950			0.950			0.950				0.988	
Satd. Flow (prot)	1662	1605	0	1662	1552	0	1568	1637	0	0	1563	0
Flt Permitted	0.319			0.067			0.421				0.861	
Satd. Flow (perm)	556	1605	0	117	1552	0	682	1637	0	0	1361	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			6			13			19	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		284.8			168.9			203.4			79.8	
Travel Time (s)		20.5			12.2			14.6			5.7	
Confl. Peds. (#/hr)	6		4	4		6	13		1	1		13
Peak Hour Factor	0.87	0.89	0.92	0.72	0.87	0.81	0.89	0.71	0.89	0.83	0.94	0.84
Heavy Vehicles (%)	0%	4%	3%	0%	12%	0%	6%	3%	3%	5%	2%	5%
Adj. Flow (vph)	130	766	288	42	521	51	256	142	38	63	113	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	130	1054	0	42	572	0	256	180	0	0	258	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)		3.6			3.6			3.6			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
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)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
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)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
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	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		7.0	10.0		10.0	10.0	
Minimum Split (s)	32.1	32.1		32.1	32.1		11.0	32.0		32.0	32.0	
Total Split (s)	66.0	66.0		66.0	66.0		14.0	54.0		40.0	40.0	
Total Split (%)	55.0%	55.0%		55.0%	55.0%		11.7%	45.0%		33.3%	33.3%	
Maximum Green (s)	59.9	59.9		59.9	59.9		11.0	47.6		33.6	33.6	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.0	4.5		4.5	4.5	
All-Red Time (s)	1.6	1.6		1.6	1.6		0.0	1.9		1.9	1.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	60.1	60.1		60.1	60.1		41.5	38.1			24.1	
Actuated g/C Ratio	0.54	0.54		0.54	0.54		0.37	0.34			0.22	
v/c Ratio	0.43	1.20		0.67	0.68		0.75	0.31			0.83	
Control Delay	22.7	125.3		73.6	24.6		40.9	25.8			60.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	22.7	125.3		73.6	24.6		40.9	25.8			60.4	
LOS	C	F		E	C		D	C			E	
Approach Delay		114.0			28.0			34.7			60.4	
Approach LOS		F			C			C			E	
Queue Length 50th (m)	17.0	~291.4		6.6	89.5		42.9	27.5			52.4	
Queue Length 95th (m)	38.5	#409.2		#22.1	146.0		64.5	33.9			83.4	
Internal Link Dist (m)		260.8			144.9			179.4			55.8	
Turn Bay Length (m)	40.0			50.0			15.0					
Base Capacity (vph)	301	881		63	844		343	713			427	
Starvation Cap Reductn	0	0		0	0		0	0			0	
Spillback Cap Reductn	0	0		0	0		0	0			0	
Storage Cap Reductn	0	0		0	0		0	0			0	
Reduced v/c Ratio	0.43	1.20		0.67	0.68		0.75	0.25			0.60	

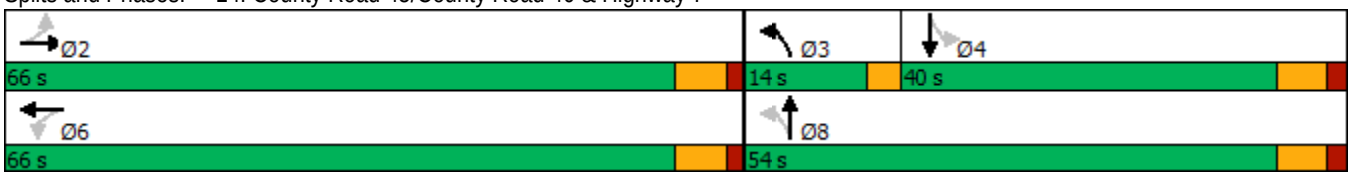
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 110.8			
Natural Cycle: 140			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.20			
Intersection Signal Delay: 73.4		Intersection LOS: E	
Intersection Capacity Utilization 122.0%		ICU Level of Service H	

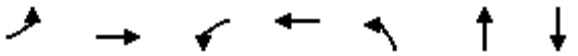
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 14: County Road 45/County Road 40 & Highway 7





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	130	1054	42	572	256	180	258
v/c Ratio	0.43	1.20	0.67	0.68	0.75	0.31	0.83
Control Delay	22.7	125.3	73.6	24.6	40.9	25.8	60.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.7	125.3	73.6	24.6	40.9	25.8	60.4
Queue Length 50th (m)	17.0	~291.4	6.6	89.5	42.9	27.5	52.4
Queue Length 95th (m)	38.5	#409.2	#22.1	146.0	64.5	33.9	83.4
Internal Link Dist (m)		260.8		144.9		179.4	55.8
Turn Bay Length (m)	40.0		50.0		15.0		
Base Capacity (vph)	301	881	63	844	343	713	427
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	1.20	0.67	0.68	0.75	0.25	0.60

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	113	682	265	30	453	41	228	101	34	52	106	69
Future Volume (vph)	113	682	265	30	453	41	228	101	34	52	106	69
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00			0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.99	1.00			1.00	
Frt	1.00	0.96		1.00	0.99		1.00	0.97			0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)	1656	1605		1662	1552		1558	1637			1564	
Flt Permitted	0.32	1.00		0.07	1.00		0.42	1.00			0.86	
Satd. Flow (perm)	555	1605		116	1552		690	1637			1363	
Peak-hour factor, PHF	0.87	0.89	0.92	0.72	0.87	0.81	0.89	0.71	0.89	0.83	0.94	0.84
Adj. Flow (vph)	130	766	288	42	521	51	256	142	38	63	113	82
RTOR Reduction (vph)	0	11	0	0	3	0	0	9	0	0	15	0
Lane Group Flow (vph)	130	1043	0	42	569	0	256	171	0	0	243	0
Confl. Peds. (#/hr)	6		4	4		6	13		1	1		13
Heavy Vehicles (%)	0%	4%	3%	0%	12%	0%	6%	3%	3%	5%	2%	5%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	60.1	60.1		60.1	60.1		38.1	38.1			24.1	
Effective Green, g (s)	60.1	60.1		60.1	60.1		38.1	38.1			24.1	
Actuated g/C Ratio	0.54	0.54		0.54	0.54		0.34	0.34			0.22	
Clearance Time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	301	871		62	842		323	563			296	
v/s Ratio Prot		c0.65			0.37		c0.08	0.10				
v/s Ratio Perm	0.23			0.36			c0.19				0.18	
v/c Ratio	0.43	1.20		0.68	0.68		0.79	0.30			0.82	
Uniform Delay, d1	15.1	25.3		18.3	18.3		32.4	26.6			41.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	4.5	100.2		46.2	4.3		12.5	0.3			16.5	
Delay (s)	19.6	125.5		64.5	22.6		44.9	26.9			57.8	
Level of Service	B	F		E	C		D	C			E	
Approach Delay (s)		113.9			25.5			37.5			57.8	
Approach LOS		F			C			D			E	

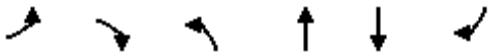
Intersection Summary			
HCM 2000 Control Delay	72.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	110.7	Sum of lost time (s)	15.5
Intersection Capacity Utilization	122.0%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	19	55	636	0	0	586
Future Volume (Veh/h)	19	55	636	0	0	586
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.89	0.89	0.91	0.91
Hourly flow rate (vph)	21	60	715	0	0	644
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	1359	715			715	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1359	715			715	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	87	86			100	
cM capacity (veh/h)	165	434			895	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	81	715	644
Volume Left	21	0	0
Volume Right	60	0	0
cSH	306	1700	895
Volume to Capacity	0.27	0.42	0.00
Queue Length 95th (m)	8.3	0.0	0.0
Control Delay (s)	21.0	0.0	0.0
Lane LOS	C		
Approach Delay (s)	21.0	0.0	0.0
Approach LOS	C		

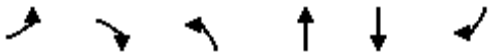
Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	47.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	15	34	52	19	18	18
Future Volume (Veh/h)	15	34	52	19	18	18
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	37	57	21	20	20
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	165	30	40			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	165	30	40			
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	96	96			
cM capacity (veh/h)	796	1044	1570			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	53	78	40
Volume Left	16	57	0
Volume Right	37	0	20
cSH	954	1570	1700
Volume to Capacity	0.06	0.04	0.02
Queue Length 95th (m)	1.4	0.9	0.0
Control Delay (s)	9.0	5.5	0.0
Lane LOS	A	A	
Approach Delay (s)	9.0	5.5	0.0
Approach LOS	A		

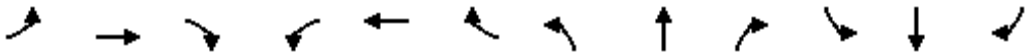
Intersection Summary			
Average Delay	5.3		
Intersection Capacity Utilization	20.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	0	1	636	586	0
Future Volume (Veh/h)	1	0	1	636	586	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.89	0.89	0.91	0.91
Hourly flow rate (vph)	1	0	1	715	644	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	1361	644	644			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1361	644	644			
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)	165	476	951			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	1	716	644
Volume Left	1	1	0
Volume Right	0	0	0
cSH	165	951	1700
Volume to Capacity	0.01	0.00	0.38
Queue Length 95th (m)	0.1	0.0	0.0
Control Delay (s)	27.0	0.0	0.0
Lane LOS	D	A	
Approach Delay (s)	27.0	0.0	0.0
Approach LOS	D		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	47.2%	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)	13	58	5	103	120	9	10	126	270	8	37	30
Future Volume (Veh/h)	13	58	5	103	120	9	10	126	270	8	37	30
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)	14	63	5	112	130	10	11	137	293	9	40	33
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	140			68			506	458	66	814	455	135
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	140			68			506	458	66	814	455	135
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			93			97	70	71	94	91	96
cM capacity (veh/h)	1443			1533			403	459	998	152	460	914

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	82	252	441	82
Volume Left	14	112	11	9
Volume Right	5	10	293	33
cSH	1443	1533	712	449
Volume to Capacity	0.01	0.07	0.62	0.18
Queue Length 95th (m)	0.2	1.9	34.6	5.3
Control Delay (s)	1.3	3.7	17.9	14.8
Lane LOS	A	A	C	B
Approach Delay (s)	1.3	3.7	17.9	14.8
Approach LOS			C	B

Intersection Summary				
Average Delay	11.9			
Intersection Capacity Utilization	51.2%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	28	28	615	83	96	510
Future Volume (Veh/h)	28	28	615	83	96	510
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.89	0.89	0.91	0.91
Hourly flow rate (vph)	30	30	691	93	105	560
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			376			
pX, platoon unblocked	0.58	0.58			0.58	
vC, conflicting volume	1508	738			784	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1513	181			262	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	54	94			86	
cM capacity (veh/h)	66	498			753	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	60	784	70	595
Volume Left	30	0	70	35
Volume Right	30	93	0	0
cSH	116	1700	753	753
Volume to Capacity	0.52	0.46	0.14	0.14
Queue Length 95th (m)	19.2	0.0	3.9	3.9
Control Delay (s)	65.3	0.0	10.6	2.7
Lane LOS	F		B	A
Approach Delay (s)	65.3	0.0	3.5	
Approach LOS	F			

Intersection Summary			
Average Delay	4.1		
Intersection Capacity Utilization	69.0%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	24	0	12	0	686	98	8	530	0
Future Volume (Veh/h)	0	0	0	24	0	12	0	686	98	8	530	0
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	0.89	0.89	0.89	0.91	0.91	0.91
Hourly flow rate (vph)	0	0	0	26	0	13	0	771	110	9	582	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)								188				
pX, platoon unblocked	0.50	0.50		0.50	0.50	0.50				0.50		
vC, conflicting volume	1439	1481	582	1426	1426	826	582			881		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1377	1462	582	1351	1351	143	582			254		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	58	100	97	100			99		
cM capacity (veh/h)	58	63	513	63	74	449	992			651		

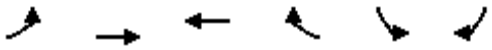
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	0	39	881	9	582
Volume Left	0	26	0	9	0
Volume Right	0	13	110	0	0
cSH	1700	88	992	651	1700
Volume to Capacity	0.00	0.44	0.00	0.01	0.34
Queue Length 95th (m)	0.0	14.7	0.0	0.3	0.0
Control Delay (s)	0.0	75.3	0.0	10.6	0.0
Lane LOS	A	F		B	
Approach Delay (s)	0.0	75.3	0.0	0.2	
Approach LOS	A	F			

Intersection Summary				
Average Delay	2.0			
Intersection Capacity Utilization	55.7%	ICU Level of Service	B	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	38	202	153	32	219	184
Future Volume (Veh/h)	38	202	153	32	219	184
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)	41	220	166	35	238	200
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						203
pX, platoon unblocked						
vC, conflicting volume	860	184			201	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	860	184			201	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	85	74			83	
cM capacity (veh/h)	270	859			1371	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	261	201	438
Volume Left	41	0	238
Volume Right	220	35	0
cSH	640	1700	1371
Volume to Capacity	0.41	0.12	0.17
Queue Length 95th (m)	15.9	0.0	5.0
Control Delay (s)	14.5	0.0	5.2
Lane LOS	B		A
Approach Delay (s)	14.5	0.0	5.2
Approach LOS	B		

Intersection Summary			
Average Delay	6.7		
Intersection Capacity Utilization	56.4%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	35	301	198	28	28	35
Future Volume (Veh/h)	35	301	198	28	28	35
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	327	215	30	30	38
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	245				633	230
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	245				633	230
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				93	95
cM capacity (veh/h)	1321				431	809

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	365	245	68
Volume Left	38	0	30
Volume Right	0	30	38
cSH	1321	1700	583
Volume to Capacity	0.03	0.14	0.12
Queue Length 95th (m)	0.7	0.0	3.1
Control Delay (s)	1.1	0.0	12.0
Lane LOS	A		B
Approach Delay (s)	1.1	0.0	12.0
Approach LOS			B

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	43.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	3	36	748	18	33	520
Future Volume (Veh/h)	3	36	748	18	33	520
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.89	0.89	0.91	0.91
Hourly flow rate (vph)	3	39	840	20	36	571
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			169			
pX, platoon unblocked	0.49	0.49			0.49	
vC, conflicting volume	1493	850			860	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1486	173			194	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	91			95	
cM capacity (veh/h)	64	426			676	

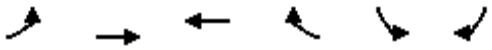
Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	42	860	607
Volume Left	3	0	36
Volume Right	39	20	0
cSH	303	1700	676
Volume to Capacity	0.14	0.51	0.05
Queue Length 95th (m)	3.8	0.0	1.3
Control Delay (s)	18.8	0.0	1.4
Lane LOS	C		A
Approach Delay (s)	18.8	0.0	1.4
Approach LOS	C		

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	69.1%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	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	0	0	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)						239
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	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	100			100	
cM capacity (veh/h)	1023	1085			1623	

Direction, Lane #	NB 1	SB 1
Volume Total	0	0
Volume Left	0	0
Volume Right	0	0
cSH	1700	1700
Volume to Capacity	0.00	0.00
Queue Length 95th (m)	0.0	0.0
Control Delay (s)	0.0	0.0
Lane LOS		
Approach Delay (s)	0.0	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	82	247	161	10	6	66
Future Volume (Veh/h)	82	247	161	10	6	66
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	89	268	175	11	7	72
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				626	180
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	186				626	180
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	94				98	92
cM capacity (veh/h)	1388				419	862

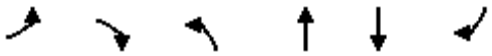
Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	357	186	79
Volume Left	89	0	7
Volume Right	0	11	72
cSH	1388	1700	788
Volume to Capacity	0.06	0.11	0.10
Queue Length 95th (m)	1.6	0.0	2.7
Control Delay (s)	2.4	0.0	10.1
Lane LOS	A		B
Approach Delay (s)	2.4	0.0	10.1
Approach LOS			B

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	41.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	34	18	167	39	47	175
Future Volume (Veh/h)	34	18	167	39	47	175
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)	37	20	182	42	51	190
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						365
pX, platoon unblocked						
vC, conflicting volume	495	203			224	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	495	203			224	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	93	98			96	
cM capacity (veh/h)	514	838			1345	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	57	224	241
Volume Left	37	0	51
Volume Right	20	42	0
cSH	594	1700	1345
Volume to Capacity	0.10	0.13	0.04
Queue Length 95th (m)	2.5	0.0	0.9
Control Delay (s)	11.7	0.0	1.9
Lane LOS	B		A
Approach Delay (s)	11.7	0.0	1.9
Approach LOS	B		

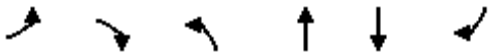
Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	36.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	2	3	27	38	3
Future Volume (Veh/h)	2	2	3	27	38	3
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	2	3	29	41	3
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	42	44			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	78	42	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	100	100			
cM capacity (veh/h)	924	1028	1564			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	4	32	44
Volume Left	2	3	0
Volume Right	2	0	3
cSH	973	1564	1700
Volume to Capacity	0.00	0.00	0.03
Queue Length 95th (m)	0.1	0.0	0.0
Control Delay (s)	8.7	0.7	0.0
Lane LOS	A	A	
Approach Delay (s)	8.7	0.7	0.0
Approach LOS	A		

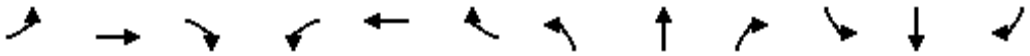
Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	13.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	6	10	24	30	10
Future Volume (Veh/h)	6	6	10	24	30	10
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)	7	7	11	26	33	11
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	38	44			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	86	38	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 %	99	99	99			
cM capacity (veh/h)	908	1033	1564			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	14	37	44
Volume Left	7	11	0
Volume Right	7	0	11
cSH	967	1564	1700
Volume to Capacity	0.01	0.01	0.03
Queue Length 95th (m)	0.4	0.2	0.0
Control Delay (s)	8.8	2.2	0.0
Lane LOS	A	A	
Approach Delay (s)	8.8	2.2	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	18.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	11	5	3	47	10	63	5	137	58	68	122	18
Future Volume (vph)	11	5	3	47	10	63	5	137	58	68	122	18
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	5	3	51	11	68	5	149	63	74	133	20

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	20	130	217	227
Volume Left (vph)	12	51	5	74
Volume Right (vph)	3	68	63	20
Hadj (s)	0.06	-0.20	-0.14	0.05
Departure Headway (s)	5.2	4.7	4.4	4.6
Degree Utilization, x	0.03	0.17	0.27	0.29
Capacity (veh/h)	619	691	781	752
Control Delay (s)	8.3	8.7	9.0	9.4
Approach Delay (s)	8.3	8.7	9.0	9.4
Approach LOS	A	A	A	A

Intersection Summary				
Delay	9.1			
Level of Service	A			
Intersection Capacity Utilization	39.9%	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)	33	111	3	2	96	38	1	0	1	20	1	23
Future Volume (Veh/h)	33	111	3	2	96	38	1	0	1	20	1	23
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	121	3	2	104	41	1	0	1	22	1	25
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	145			124			348	344	122	324	324	124
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	145			124			348	344	122	324	324	124
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			100			100	100	100	96	100	97
cM capacity (veh/h)	1437			1463			577	564	929	616	578	926

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	160	147	2	48
Volume Left	36	2	1	22
Volume Right	3	41	1	25
cSH	1437	1463	712	745
Volume to Capacity	0.03	0.00	0.00	0.06
Queue Length 95th (m)	0.6	0.0	0.1	1.6
Control Delay (s)	1.9	0.1	10.1	10.2
Lane LOS	A	A	B	B
Approach Delay (s)	1.9	0.1	10.1	10.2
Approach LOS			B	B

Intersection Summary				
Average Delay	2.3			
Intersection Capacity Utilization	28.7%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	622	8	33	580	5	23
Future Volume (Veh/h)	622	8	33	580	5	23
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.91	0.91	0.50	0.50
Hourly flow rate (vph)	669	9	36	637	10	46
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			678		1382	674
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			678		1382	674
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		93	90
cM capacity (veh/h)			914		152	455

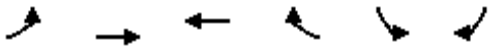
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	678	673	56
Volume Left	0	36	10
Volume Right	9	0	46
cSH	1700	914	336
Volume to Capacity	0.40	0.04	0.17
Queue Length 95th (m)	0.0	1.0	4.7
Control Delay (s)	0.0	1.0	17.9
Lane LOS		A	C
Approach Delay (s)	0.0	1.0	17.9
Approach LOS			C

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	72.4%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	198	55	10	138	33	6
Future Volume (Veh/h)	198	55	10	138	33	6
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	215	60	11	150	36	7
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			275		417	245
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			275		417	245
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		94	99
cM capacity (veh/h)			1288		587	794

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	275	161	43
Volume Left	0	11	36
Volume Right	60	0	7
cSH	1700	1288	613
Volume to Capacity	0.16	0.01	0.07
Queue Length 95th (m)	0.0	0.2	1.8
Control Delay (s)	0.0	0.6	11.3
Lane LOS		A	B
Approach Delay (s)	0.0	0.6	11.3
Approach LOS			B

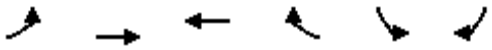
Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	25.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	196	144	1	1	4
Future Volume (Veh/h)	8	196	144	1	1	4
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	213	157	1	1	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	158				388	158
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	158				388	158
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				100	100
cM capacity (veh/h)	1422				611	888

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	222	158	5
Volume Left	9	0	1
Volume Right	0	1	4
cSH	1422	1700	814
Volume to Capacity	0.01	0.09	0.01
Queue Length 95th (m)	0.2	0.0	0.1
Control Delay (s)	0.4	0.0	9.4
Lane LOS	A		A
Approach Delay (s)	0.4	0.0	9.4
Approach LOS			A

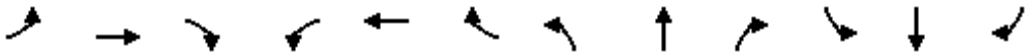
Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	26.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	26	170	128	5	3	16
Future Volume (Veh/h)	26	170	128	5	3	16
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	28	185	139	5	3	17
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				382	142
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	144				382	142
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				100	98
cM capacity (veh/h)	1438				608	906

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	213	144	20
Volume Left	28	0	3
Volume Right	0	5	17
cSH	1438	1700	844
Volume to Capacity	0.02	0.08	0.02
Queue Length 95th (m)	0.5	0.0	0.6
Control Delay (s)	1.1	0.0	9.4
Lane LOS	A		A
Approach Delay (s)	1.1	0.0	9.4
Approach LOS			A

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	30.8%	ICU Level of Service	A
Analysis Period (min)	15		



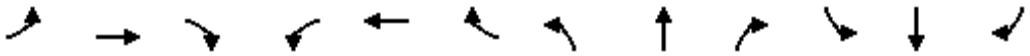
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	35	96	15	47	7	61	0	9	4	0	24
Future Volume (Veh/h)	42	35	96	15	47	7	61	0	9	4	0	24
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	46	38	104	16	51	8	66	0	10	4	0	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	59			142			295	273	90	279	321	55
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	59			142			295	273	90	279	321	55
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			99			89	100	99	99	100	97
cM capacity (veh/h)	1545			1441			621	608	968	646	572	1012

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	188	75	76	30
Volume Left	46	16	66	4
Volume Right	104	8	10	26
cSH	1545	1441	651	941
Volume to Capacity	0.03	0.01	0.12	0.03
Queue Length 95th (m)	0.7	0.3	3.2	0.8
Control Delay (s)	2.0	1.7	11.3	9.0
Lane LOS	A	A	B	A
Approach Delay (s)	2.0	1.7	11.3	9.0
Approach LOS			B	A

Intersection Summary				
Average Delay	4.4			
Intersection Capacity Utilization	31.3%	ICU Level of Service	A	
Analysis Period (min)	15			

Future 2034 Total Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	310	109	25	418	17	253	69	30	35	75	89
Future Volume (vph)	33	310	109	25	418	17	253	69	30	35	75	89
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (m)	40.0		0.0	50.0		0.0	15.0		15.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
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
Ped Bike Factor	1.00	0.98		0.99	1.00		0.99	0.99			0.97	
Frt		0.955			0.981			0.955			0.945	
Flt Protected	0.950			0.950			0.950				0.990	
Satd. Flow (prot)	1397	1421	0	1458	1545	0	1599	1625	0	0	1548	0
Flt Permitted	0.335			0.380			0.382				0.893	
Satd. Flow (perm)	491	1421	0	575	1545	0	633	1625	0	0	1390	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			9			21			29	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		284.8			168.9			203.4			79.8	
Travel Time (s)		20.5			12.2			14.6			5.7	
Confl. Peds. (#/hr)	6		18	18		6	12		8	8		12
Peak Hour Factor	0.80	0.91	0.75	0.69	0.88	0.25	0.86	0.68	0.69	0.58	0.67	0.75
Heavy Vehicles (%)	19%	19%	7%	14%	11%	8%	4%	2%	0%	9%	0%	3%
Adj. Flow (vph)	41	341	145	36	475	68	294	101	43	60	112	119
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	486	0	36	543	0	294	144	0	0	291	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)		3.6			3.6			3.6			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
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)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
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)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
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	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		7.0	10.0		10.0	10.0	
Minimum Split (s)	32.1	32.1		32.1	32.1		11.0	32.0		32.0	32.0	
Total Split (s)	66.0	66.0		66.0	66.0		14.0	54.0		40.0	40.0	
Total Split (%)	55.0%	55.0%		55.0%	55.0%		11.7%	45.0%		33.3%	33.3%	
Maximum Green (s)	59.9	59.9		59.9	59.9		11.0	47.6		33.6	33.6	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.0	4.5		4.5	4.5	
All-Red Time (s)	1.6	1.6		1.6	1.6		0.0	1.9		1.9	1.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	60.1	60.1		60.1	60.1		43.0	39.6			25.5	
Actuated g/C Ratio	0.54	0.54		0.54	0.54		0.38	0.35			0.23	
v/c Ratio	0.16	0.63		0.12	0.65		0.87	0.25			0.86	
Control Delay	17.3	23.1		16.3	24.3		54.4	22.4			61.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	17.3	23.1		16.3	24.3		54.4	22.4			61.1	
LOS	B	C		B	C		D	C			E	
Approach Delay		22.6			23.8			43.9			61.1	
Approach LOS		C			C			D			E	
Queue Length 50th (m)	4.7	72.7		4.0	85.9		50.5	19.6			58.7	
Queue Length 95th (m)	11.3	125.4		8.4	137.5		#79.8	24.4			60.7	
Internal Link Dist (m)		260.8			144.9			179.4			55.8	
Turn Bay Length (m)	40.0			50.0			15.0					
Base Capacity (vph)	263	772		308	831		337	703			437	
Starvation Cap Reductn	0	0		0	0		0	0			0	
Spillback Cap Reductn	0	0		0	0		0	0			0	
Storage Cap Reductn	0	0		0	0		0	0			0	
Reduced v/c Ratio	0.16	0.63		0.12	0.65		0.87	0.20			0.67	

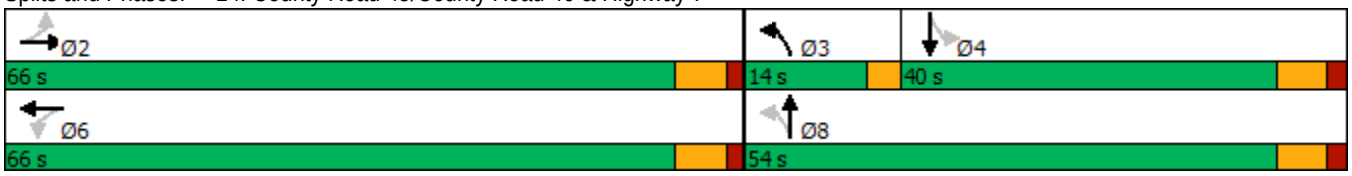
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 112.2			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 34.2		Intersection LOS: C	
Intersection Capacity Utilization 74.0%		ICU Level of Service D	

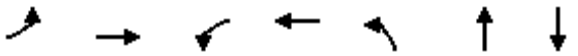
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 14: County Road 45/County Road 40 & Highway 7

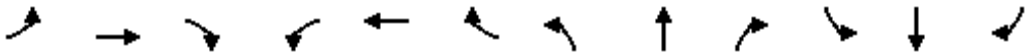




Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	41	486	36	543	294	144	291
v/c Ratio	0.16	0.63	0.12	0.65	0.87	0.25	0.86
Control Delay	17.3	23.1	16.3	24.3	54.4	22.4	61.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.3	23.1	16.3	24.3	54.4	22.4	61.1
Queue Length 50th (m)	4.7	72.7	4.0	85.9	50.5	19.6	58.7
Queue Length 95th (m)	11.3	125.4	8.4	137.5	#79.8	24.4	60.7
Internal Link Dist (m)		260.8		144.9		179.4	55.8
Turn Bay Length (m)	40.0		50.0		15.0		
Base Capacity (vph)	263	772	308	831	337	703	437
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.63	0.12	0.65	0.87	0.20	0.67

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	310	109	25	418	17	253	69	30	35	75	89
Future Volume (vph)	33	310	109	25	418	17	253	69	30	35	75	89
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	0.98		1.00	1.00		1.00	0.99			0.98	
Flpb, ped/bikes	1.00	1.00		0.98	1.00		1.00	1.00			1.00	
Frt	1.00	0.96		1.00	0.98		1.00	0.96			0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)	1391	1423		1436	1546		1591	1626			1542	
Flt Permitted	0.34	1.00		0.38	1.00		0.38	1.00			0.89	
Satd. Flow (perm)	491	1423		574	1546		640	1626			1391	
Peak-hour factor, PHF	0.80	0.91	0.75	0.69	0.88	0.25	0.86	0.68	0.69	0.58	0.67	0.75
Adj. Flow (vph)	41	341	145	36	475	68	294	101	43	60	112	119
RTOR Reduction (vph)	0	12	0	0	4	0	0	14	0	0	22	0
Lane Group Flow (vph)	41	474	0	36	539	0	294	130	0	0	269	0
Confl. Peds. (#/hr)	6		18	18		6	12		8	8		12
Heavy Vehicles (%)	19%	19%	7%	14%	11%	8%	4%	2%	0%	9%	0%	3%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	60.1	60.1		60.1	60.1		39.6	39.6			25.6	
Effective Green, g (s)	60.1	60.1		60.1	60.1		39.6	39.6			25.6	
Actuated g/C Ratio	0.54	0.54		0.54	0.54		0.35	0.35			0.23	
Clearance Time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	263	762		307	828		319	573			317	
v/s Ratio Prot		0.33			c0.35		c0.09	0.08				
v/s Ratio Perm	0.08			0.06			c0.23				0.19	
v/c Ratio	0.16	0.62		0.12	0.65		0.92	0.23			0.85	
Uniform Delay, d1	13.2	18.1		12.9	18.6		34.8	25.5			41.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	1.3	3.8		0.8	4.0		30.9	0.2			18.5	
Delay (s)	14.5	22.0		13.7	22.5		65.7	25.7			59.9	
Level of Service	B	C		B	C		E	C			E	
Approach Delay (s)		21.4			22.0			52.5			59.9	
Approach LOS		C			C			D			E	

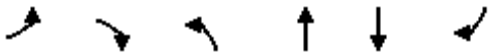
Intersection Summary			
HCM 2000 Control Delay	35.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	112.2	Sum of lost time (s)	15.5
Intersection Capacity Utilization	74.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	19	57	362	0	0	475
Future Volume (Veh/h)	19	57	362	0	0	475
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.91	0.91	0.96	0.96
Hourly flow rate (vph)	21	62	398	0	0	495
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	893	398			398	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	893	398			398	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	93	91			100	
cM capacity (veh/h)	315	656			1172	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	83	398	495
Volume Left	21	0	0
Volume Right	62	0	0
cSH	515	1700	1172
Volume to Capacity	0.16	0.23	0.00
Queue Length 95th (m)	4.6	0.0	0.0
Control Delay (s)	13.3	0.0	0.0
Lane LOS	B		
Approach Delay (s)	13.3	0.0	0.0
Approach LOS	B		

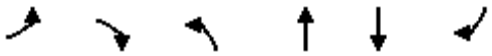
Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	38.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	33	15	13	20	4
Future Volume (Veh/h)	10	33	15	13	20	4
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)	11	36	16	14	22	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	70	24	26			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	70	24	26			
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	97	99			
cM capacity (veh/h)	925	1052	1588			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	47	30	26
Volume Left	11	16	0
Volume Right	36	0	4
cSH	1020	1588	1700
Volume to Capacity	0.05	0.01	0.02
Queue Length 95th (m)	1.2	0.2	0.0
Control Delay (s)	8.7	3.9	0.0
Lane LOS	A	A	
Approach Delay (s)	8.7	3.9	0.0
Approach LOS	A		

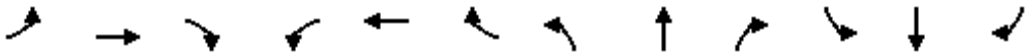
Intersection Summary			
Average Delay	5.1		
Intersection Capacity Utilization	18.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	1	1	362	475	0
Future Volume (Veh/h)	0	1	1	362	475	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.91	0.91	0.96	0.96
Hourly flow rate (vph)	0	1	1	398	495	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	895	495	495			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	895	495	495			
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	100	100			
cM capacity (veh/h)	313	579	1079			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	1	399	495
Volume Left	0	1	0
Volume Right	1	0	0
cSH	579	1079	1700
Volume to Capacity	0.00	0.00	0.29
Queue Length 95th (m)	0.0	0.0	0.0
Control Delay (s)	11.2	0.0	0.0
Lane LOS	B	A	
Approach Delay (s)	11.2	0.0	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	37.1%	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	19	2	105	123	2	1	31	66	5	47	37
Future Volume (Veh/h)	3	19	2	105	123	2	1	31	66	5	47	37
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)	3	21	2	114	134	2	1	34	72	5	51	40
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	136			23			456	392	22	480	392	135
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	136			23			456	392	22	480	392	135
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 %	100			93			100	93	93	99	90	96
cM capacity (veh/h)	1448			1592			429	504	1055	414	504	914

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	26	250	107	96
Volume Left	3	114	1	5
Volume Right	2	2	72	40
cSH	1448	1592	775	611
Volume to Capacity	0.00	0.07	0.14	0.16
Queue Length 95th (m)	0.0	1.8	3.8	4.4
Control Delay (s)	0.9	3.7	10.4	12.0
Lane LOS	A	A	B	B
Approach Delay (s)	0.9	3.7	10.4	12.0
Approach LOS			B	B

Intersection Summary				
Average Delay	6.7			
Intersection Capacity Utilization	33.8%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	28	13	350	29	35	461
Future Volume (Veh/h)	28	13	350	29	35	461
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.91	0.91	0.96	0.96
Hourly flow rate (vph)	30	14	385	32	36	480
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			376			
pX, platoon unblocked						
vC, conflicting volume	953	401			417	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	953	401			417	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	89	98			97	
cM capacity (veh/h)	278	649			1142	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	44	417	36	480
Volume Left	30	0	36	0
Volume Right	14	32	0	0
cSH	340	1700	1142	1700
Volume to Capacity	0.13	0.25	0.03	0.28
Queue Length 95th (m)	3.5	0.0	0.8	0.0
Control Delay (s)	17.1	0.0	8.3	0.0
Lane LOS	C		A	
Approach Delay (s)	17.1	0.0	0.6	
Approach LOS	C			

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	38.6%	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	0	0	20	0	13	0	365	27	30	459	0
Future Volume (Veh/h)	0	0	0	20	0	13	0	365	27	30	459	0
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	0.87	0.87	0.87	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	22	0	14	0	420	31	33	499	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)								188				
pX, platoon unblocked												
vC, conflicting volume	1014	1016	499	1000	1000	436	499			451		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1014	1016	499	1000	1000	436	499			451		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	90	100	98	100			97		
cM capacity (veh/h)	207	231	572	217	236	621	1065			1109		

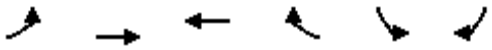
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	0	36	451	33	499
Volume Left	0	22	0	33	0
Volume Right	0	14	31	0	0
cSH	1700	290	1065	1109	1700
Volume to Capacity	0.00	0.12	0.00	0.03	0.29
Queue Length 95th (m)	0.0	3.4	0.0	0.7	0.0
Control Delay (s)	0.0	19.2	0.0	8.3	0.0
Lane LOS	A	C		A	
Approach Delay (s)	0.0	19.2	0.0	0.5	
Approach LOS	A	C			

Intersection Summary				
Average Delay	0.9			
Intersection Capacity Utilization	37.1%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	28	214	138	25	76	133
Future Volume (Veh/h)	28	214	138	25	76	133
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)	30	233	150	27	83	145
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						203
pX, platoon unblocked						
vC, conflicting volume	474	164			177	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	474	164			177	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	74			94	
cM capacity (veh/h)	516	881			1399	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	263	177	228
Volume Left	30	0	83
Volume Right	233	27	0
cSH	815	1700	1399
Volume to Capacity	0.32	0.10	0.06
Queue Length 95th (m)	11.2	0.0	1.5
Control Delay (s)	11.5	0.0	3.1
Lane LOS	B		A
Approach Delay (s)	11.5	0.0	3.1
Approach LOS	B		

Intersection Summary			
Average Delay	5.6		
Intersection Capacity Utilization	44.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	62	153	2	7	78
Future Volume (Veh/h)	20	62	153	2	7	78
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	67	166	2	8	85
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	168				278	167
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	168				278	167
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				99	90
cM capacity (veh/h)	1410				701	877

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	89	168	93
Volume Left	22	0	8
Volume Right	0	2	85
cSH	1410	1700	859
Volume to Capacity	0.02	0.10	0.11
Queue Length 95th (m)	0.4	0.0	2.9
Control Delay (s)	2.0	0.0	9.7
Lane LOS	A		A
Approach Delay (s)	2.0	0.0	9.7
Approach LOS			A

Intersection Summary			
Average Delay	3.1		
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)	9	28	365	11	28	450
Future Volume (Veh/h)	9	28	365	11	28	450
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.87	0.87	0.92	0.92
Hourly flow rate (vph)	10	30	420	13	30	489
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			169			
pX, platoon unblocked						
vC, conflicting volume	976	426			433	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	976	426			433	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	95			97	
cM capacity (veh/h)	271	628			1127	

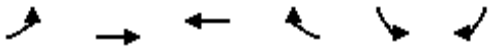
Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	40	433	519
Volume Left	10	0	30
Volume Right	30	13	0
cSH	473	1700	1127
Volume to Capacity	0.08	0.25	0.03
Queue Length 95th (m)	2.2	0.0	0.7
Control Delay (s)	13.3	0.0	0.8
Lane LOS	B		A
Approach Delay (s)	13.3	0.0	0.8
Approach LOS	B		

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	60.6%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	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	0	0	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)						239
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	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	100			100	
cM capacity (veh/h)	1023	1085			1623	

Direction, Lane #	NB 1	SB 1
Volume Total	0	0
Volume Left	0	0
Volume Right	0	0
cSH	1700	1700
Volume to Capacity	0.00	0.00
Queue Length 95th (m)	0.0	0.0
Control Delay (s)	0.0	0.0
Lane LOS		
Approach Delay (s)	0.0	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	15	74	218	12	8	10
Future Volume (Veh/h)	15	74	218	12	8	10
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	80	237	13	9	11
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	250				356	244
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	250				356	244
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				99	99
cM capacity (veh/h)	1316				635	795

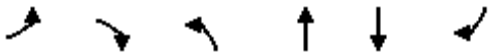
Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	96	250	20
Volume Left	16	0	9
Volume Right	0	13	11
cSH	1316	1700	714
Volume to Capacity	0.01	0.15	0.03
Queue Length 95th (m)	0.3	0.0	0.7
Control Delay (s)	1.4	0.0	10.2
Lane LOS	A		B
Approach Delay (s)	1.4	0.0	10.2
Approach LOS			B

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	26.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	49	46	117	52	71	90
Future Volume (Veh/h)	49	46	117	52	71	90
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)	53	50	127	57	77	98
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						365
pX, platoon unblocked						
vC, conflicting volume	408	156			184	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	408	156			184	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	91	94			94	
cM capacity (veh/h)	567	890			1391	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	103	184	175
Volume Left	53	0	77
Volume Right	50	57	0
cSH	688	1700	1391
Volume to Capacity	0.15	0.11	0.06
Queue Length 95th (m)	4.2	0.0	1.4
Control Delay (s)	11.2	0.0	3.7
Lane LOS	B		A
Approach Delay (s)	11.2	0.0	3.7
Approach LOS	B		

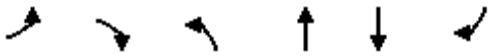
Intersection Summary			
Average Delay	3.9		
Intersection Capacity Utilization	33.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	7	7	2	21	19	2
Future Volume (Veh/h)	7	7	2	21	19	2
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	8	2	23	21	2
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	49	22	23			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	49	22	23			
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	99	100			
cM capacity (veh/h)	959	1055	1592			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	16	25	23
Volume Left	8	2	0
Volume Right	8	0	2
cSH	1005	1592	1700
Volume to Capacity	0.02	0.00	0.01
Queue Length 95th (m)	0.4	0.0	0.0
Control Delay (s)	8.6	0.6	0.0
Lane LOS	A	A	
Approach Delay (s)	8.6	0.6	0.0
Approach LOS	A		

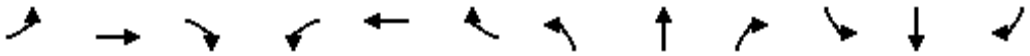
Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	2	1	28	20	1
Future Volume (Veh/h)	2	2	1	28	20	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)	2	2	1	30	22	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	22	23			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	54	22	23			
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	100	100			
cM capacity (veh/h)	953	1054	1592			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	4	31	23
Volume Left	2	1	0
Volume Right	2	0	1
cSH	1001	1592	1700
Volume to Capacity	0.00	0.00	0.01
Queue Length 95th (m)	0.1	0.0	0.0
Control Delay (s)	8.6	0.2	0.0
Lane LOS	A	A	
Approach Delay (s)	8.6	0.2	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												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	30	9	7	43	8	51	6	65	32	50	93	19
Future Volume (vph)	30	9	7	43	8	51	6	65	32	50	93	19
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)	33	10	8	47	9	55	7	71	35	54	101	21

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	51	111	113	176
Volume Left (vph)	33	47	7	54
Volume Right (vph)	8	55	35	21
Hadj (s)	0.07	-0.18	-0.14	0.02
Departure Headway (s)	4.8	4.5	4.3	4.4
Degree Utilization, x	0.07	0.14	0.14	0.22
Capacity (veh/h)	695	751	786	772
Control Delay (s)	8.1	8.2	8.0	8.7
Approach Delay (s)	8.1	8.2	8.0	8.7
Approach LOS	A	A	A	A

Intersection Summary			
Delay	8.3		
Level of Service	A		
Intersection Capacity Utilization	28.4%	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)	17	71	0	0	88	11	3	0	2	24	1	27
Future Volume (Veh/h)	17	71	0	0	88	11	3	0	2	24	1	27
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)	18	77	0	0	96	12	3	0	2	26	1	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	108			77			244	221	77	217	215	102
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	108			77			244	221	77	217	215	102
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			100			100	100	100	96	100	97
cM capacity (veh/h)	1483			1522			681	669	984	731	674	953

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	95	108	5	56
Volume Left	18	0	3	26
Volume Right	0	12	2	29
cSH	1483	1522	776	830
Volume to Capacity	0.01	0.00	0.01	0.07
Queue Length 95th (m)	0.3	0.0	0.2	1.7
Control Delay (s)	1.5	0.0	9.7	9.7
Lane LOS	A		A	A
Approach Delay (s)	1.5	0.0	9.7	9.7
Approach LOS			A	A

Intersection Summary				
Average Delay	2.8			
Intersection Capacity Utilization	21.4%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	370	8	9	430	7	23
Future Volume (Veh/h)	370	8	9	430	7	23
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.92	0.92	0.88	0.88
Hourly flow rate (vph)	385	8	10	467	8	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			393		876	389
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			393		876	389
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		97	96
cM capacity (veh/h)			1166		317	659

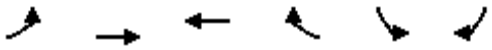
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	393	477	34
Volume Left	0	10	8
Volume Right	8	0	26
cSH	1700	1166	525
Volume to Capacity	0.23	0.01	0.06
Queue Length 95th (m)	0.0	0.2	1.7
Control Delay (s)	0.0	0.3	12.3
Lane LOS		A	B
Approach Delay (s)	0.0	0.3	12.3
Approach LOS			B

Intersection Summary			
Average Delay		0.6	
Intersection Capacity Utilization		42.4%	ICU Level of Service A
Analysis Period (min)		15	

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	58	12	2	121	34	6
Future Volume (Veh/h)	58	12	2	121	34	6
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	63	13	2	132	37	7
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			76		206	70
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			76		206	70
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		95	99
cM capacity (veh/h)			1523		782	993

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	76	134	44
Volume Left	0	2	37
Volume Right	13	0	7
cSH	1700	1523	809
Volume to Capacity	0.04	0.00	0.05
Queue Length 95th (m)	0.0	0.0	1.4
Control Delay (s)	0.0	0.1	9.7
Lane LOS		A	A
Approach Delay (s)	0.0	0.1	9.7
Approach LOS			A

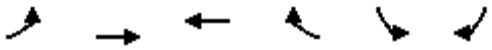
Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	18.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	62	118	0	1	5
Future Volume (Veh/h)	2	62	118	0	1	5
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	67	128	0	1	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	128				199	128
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	128				199	128
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1458				789	922

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	69	128	6
Volume Left	2	0	1
Volume Right	0	0	5
cSH	1458	1700	897
Volume to Capacity	0.00	0.08	0.01
Queue Length 95th (m)	0.0	0.0	0.2
Control Delay (s)	0.2	0.0	9.0
Lane LOS	A		A
Approach Delay (s)	0.2	0.0	9.0
Approach LOS			A

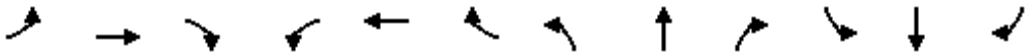
Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	16.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	57	99	1	3	19
Future Volume (Veh/h)	6	57	99	1	3	19
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	62	108	1	3	21
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	109				184	108
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	109				184	108
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	98
cM capacity (veh/h)	1481				801	945

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	69	109	24
Volume Left	7	0	3
Volume Right	0	1	21
cSH	1481	1700	924
Volume to Capacity	0.00	0.06	0.03
Queue Length 95th (m)	0.1	0.0	0.6
Control Delay (s)	0.8	0.0	9.0
Lane LOS	A		A
Approach Delay (s)	0.8	0.0	9.0
Approach LOS			A

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	18.0%	ICU Level of Service	A
Analysis Period (min)	15		

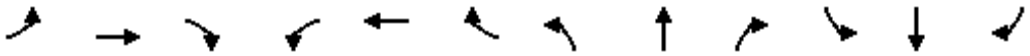


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	29	21	3	14	2	57	0	9	5	0	29
Future Volume (Veh/h)	10	29	21	3	14	2	57	0	9	5	0	29
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	32	23	3	15	2	62	0	10	5	0	32
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	17			55			120	88	44	98	99	16
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	17			55			120	88	44	98	99	16
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			100			92	100	99	99	100	97
cM capacity (veh/h)	1600			1550			825	795	1027	870	784	1063

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	66	20	72	37
Volume Left	11	3	62	5
Volume Right	23	2	10	32
cSH	1600	1550	848	1032
Volume to Capacity	0.01	0.00	0.08	0.04
Queue Length 95th (m)	0.2	0.0	2.2	0.9
Control Delay (s)	1.3	1.1	9.6	8.6
Lane LOS	A	A	A	A
Approach Delay (s)	1.3	1.1	9.6	8.6
Approach LOS			A	A

Intersection Summary				
Average Delay	5.7			
Intersection Capacity Utilization	21.6%	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)	116	709	271	31	474	42	233	104	36	54	109	71
Future Volume (vph)	116	709	271	31	474	42	233	104	36	54	109	71
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (m)	40.0		0.0	50.0		0.0	15.0		15.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
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
Ped Bike Factor	1.00	0.99			1.00		0.98	0.99			0.98	
Frt		0.959			0.987			0.968			0.957	
Flt Protected	0.950			0.950			0.950				0.988	
Satd. Flow (prot)	1662	1605	0	1662	1552	0	1568	1636	0	0	1563	0
Flt Permitted	0.298			0.067			0.417				0.859	
Satd. Flow (perm)	520	1605	0	117	1552	0	676	1636	0	0	1358	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			6			14			20	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		284.8			168.9			203.4			79.8	
Travel Time (s)		20.5			12.2			14.6			5.7	
Confl. Peds. (#/hr)	6		4	4		6	13		1	1		13
Peak Hour Factor	0.87	0.89	0.92	0.72	0.87	0.81	0.89	0.71	0.89	0.83	0.94	0.84
Heavy Vehicles (%)	0%	4%	3%	0%	12%	0%	6%	3%	3%	5%	2%	5%
Adj. Flow (vph)	133	797	295	43	545	52	262	146	40	65	116	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	133	1092	0	43	597	0	262	186	0	0	266	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)		3.6			3.6			3.6			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
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)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
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)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
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	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		7.0	10.0		10.0	10.0	
Minimum Split (s)	32.1	32.1		32.1	32.1		11.0	32.0		32.0	32.0	
Total Split (s)	66.0	66.0		66.0	66.0		14.0	54.0		40.0	40.0	
Total Split (%)	55.0%	55.0%		55.0%	55.0%		11.7%	45.0%		33.3%	33.3%	
Maximum Green (s)	59.9	59.9		59.9	59.9		11.0	47.6		33.6	33.6	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.0	4.5		4.5	4.5	
All-Red Time (s)	1.6	1.6		1.6	1.6		0.0	1.9		1.9	1.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	60.1	60.1		60.1	60.1		42.1	38.7			24.7	
Actuated g/C Ratio	0.54	0.54		0.54	0.54		0.38	0.35			0.22	
v/c Ratio	0.47	1.25		0.68	0.71		0.76	0.32			0.84	
Control Delay	25.0	146.2		76.8	26.2		42.2	25.7			61.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	25.0	146.2		76.8	26.2		42.2	25.7			61.3	
LOS	C	F		E	C		D	C			E	
Approach Delay		133.1			29.6			35.4			61.3	
Approach LOS		F			C			D			E	
Queue Length 50th (m)	18.2	~313.8		6.9	97.7		44.1	28.4			54.4	
Queue Length 95th (m)	41.1	#429.4		#22.6	156.3		66.1	34.7			86.3	
Internal Link Dist (m)		260.8			144.9			179.4			55.8	
Turn Bay Length (m)	40.0			50.0			15.0					
Base Capacity (vph)	280	876		63	840		344	709			425	
Starvation Cap Reductn	0	0		0	0		0	0			0	
Spillback Cap Reductn	0	0		0	0		0	0			0	
Storage Cap Reductn	0	0		0	0		0	0			0	
Reduced v/c Ratio	0.47	1.25		0.68	0.71		0.76	0.26			0.63	

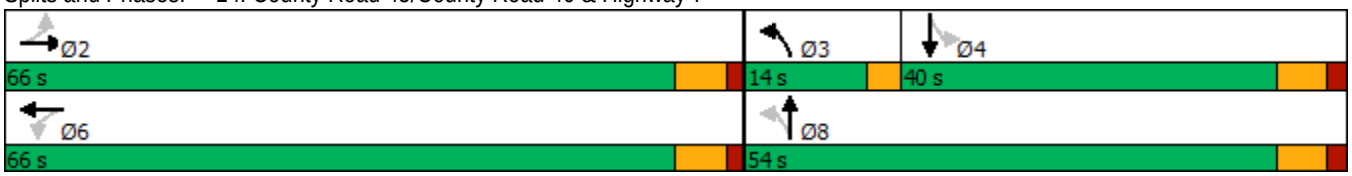
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 111.4			
Natural Cycle: 130			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.25			
Intersection Signal Delay: 83.0		Intersection LOS: F	
Intersection Capacity Utilization 124.6%		ICU Level of Service H	

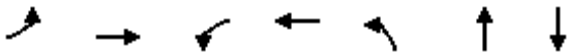
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 14: County Road 45/County Road 40 & Highway 7





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	133	1092	43	597	262	186	266
v/c Ratio	0.47	1.25	0.68	0.71	0.76	0.32	0.84
Control Delay	25.0	146.2	76.8	26.2	42.2	25.7	61.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.0	146.2	76.8	26.2	42.2	25.7	61.3
Queue Length 50th (m)	18.2	~313.8	6.9	97.7	44.1	28.4	54.4
Queue Length 95th (m)	41.1	#429.4	#22.6	156.3	66.1	34.7	86.3
Internal Link Dist (m)		260.8		144.9		179.4	55.8
Turn Bay Length (m)	40.0		50.0		15.0		
Base Capacity (vph)	280	876	63	840	344	709	425
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	1.25	0.68	0.71	0.76	0.26	0.63

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	709	271	31	474	42	233	104	36	54	109	71
Future Volume (vph)	116	709	271	31	474	42	233	104	36	54	109	71
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00			0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.99	1.00			1.00	
Frt	1.00	0.96		1.00	0.99		1.00	0.97			0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)	1657	1606		1662	1552		1559	1636			1563	
Flt Permitted	0.30	1.00		0.07	1.00		0.42	1.00			0.86	
Satd. Flow (perm)	520	1606		116	1552		684	1636			1359	
Peak-hour factor, PHF	0.87	0.89	0.92	0.72	0.87	0.81	0.89	0.71	0.89	0.83	0.94	0.84
Adj. Flow (vph)	133	797	295	43	545	52	262	146	40	65	116	85
RTOR Reduction (vph)	0	10	0	0	3	0	0	9	0	0	16	0
Lane Group Flow (vph)	133	1082	0	43	594	0	262	177	0	0	250	0
Confl. Peds. (#/hr)	6		4	4		6	13		1	1		13
Heavy Vehicles (%)	0%	4%	3%	0%	12%	0%	6%	3%	3%	5%	2%	5%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	60.1	60.1		60.1	60.1		38.7	38.7			24.7	
Effective Green, g (s)	60.1	60.1		60.1	60.1		38.7	38.7			24.7	
Actuated g/C Ratio	0.54	0.54		0.54	0.54		0.35	0.35			0.22	
Clearance Time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	280	867		62	838		324	568			301	
v/s Ratio Prot		c0.67			0.38		c0.08	0.11				
v/s Ratio Perm	0.26			0.37			c0.20				0.18	
v/c Ratio	0.47	1.25		0.69	0.71		0.81	0.31			0.83	
Uniform Delay, d1	15.8	25.6		18.8	19.1		32.8	26.6			41.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	5.7	121.2		48.6	5.0		13.8	0.3			17.5	
Delay (s)	21.5	146.8		67.4	24.1		46.6	26.9			58.8	
Level of Service	C	F		E	C		D	C			E	
Approach Delay (s)		133.2			27.0			38.4			58.8	
Approach LOS		F			C			D			E	

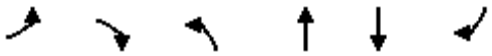
Intersection Summary			
HCM 2000 Control Delay	82.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	111.3	Sum of lost time (s)	15.5
Intersection Capacity Utilization	124.6%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	20	55	668	0	0	612
Future Volume (Veh/h)	20	55	668	0	0	612
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.89	0.89	0.91	0.91
Hourly flow rate (vph)	22	60	751	0	0	673
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	1424	751			751	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1424	751			751	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	85	86			100	
cM capacity (veh/h)	151	414			868	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	82	751	673
Volume Left	22	0	0
Volume Right	60	0	0
cSH	282	1700	868
Volume to Capacity	0.29	0.44	0.00
Queue Length 95th (m)	9.4	0.0	0.0
Control Delay (s)	22.9	0.0	0.0
Lane LOS	C		
Approach Delay (s)	22.9	0.0	0.0
Approach LOS	C		

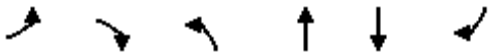
Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	49.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	15	34	52	19	19	18
Future Volume (Veh/h)	15	34	52	19	19	18
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	37	57	21	21	20
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	31	41			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	166	31	41			
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	96	96			
cM capacity (veh/h)	795	1043	1568			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	53	78	41
Volume Left	16	57	0
Volume Right	37	0	20
cSH	953	1568	1700
Volume to Capacity	0.06	0.04	0.02
Queue Length 95th (m)	1.4	0.9	0.0
Control Delay (s)	9.0	5.5	0.0
Lane LOS	A	A	
Approach Delay (s)	9.0	5.5	0.0
Approach LOS	A		

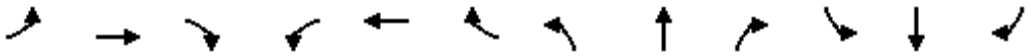
Intersection Summary			
Average Delay	5.3		
Intersection Capacity Utilization	20.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	0	1	668	612	0
Future Volume (Veh/h)	1	0	1	668	612	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.89	0.89	0.91	0.91
Hourly flow rate (vph)	1	0	1	751	673	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	1426	673	673			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1426	673	673			
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)	151	459	927			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	1	752	673
Volume Left	1	1	0
Volume Right	0	0	0
cSH	151	927	1700
Volume to Capacity	0.01	0.00	0.40
Queue Length 95th (m)	0.2	0.0	0.0
Control Delay (s)	29.1	0.0	0.0
Lane LOS	D	A	
Approach Delay (s)	29.1	0.0	0.0
Approach LOS	D		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	49.0%	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)	13	58	6	103	120	9	10	126	270	8	37	30
Future Volume (Veh/h)	13	58	6	103	120	9	10	126	270	8	37	30
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)	14	63	7	112	130	10	11	137	293	9	40	33
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	140			70			506	458	66	815	457	135
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	140			70			506	458	66	815	457	135
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			93			97	70	71	94	91	96
cM capacity (veh/h)	1443			1531			402	458	997	151	459	914

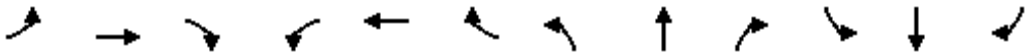
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	84	252	441	82
Volume Left	14	112	11	9
Volume Right	7	10	293	33
cSH	1443	1531	711	449
Volume to Capacity	0.01	0.07	0.62	0.18
Queue Length 95th (m)	0.2	1.9	34.7	5.3
Control Delay (s)	1.3	3.7	18.0	14.8
Lane LOS	A	A	C	B
Approach Delay (s)	1.3	3.7	18.0	14.8
Approach LOS			C	B

Intersection Summary				
Average Delay	11.9			
Intersection Capacity Utilization	51.2%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	28	29	646	83	97	535
Future Volume (Veh/h)	28	29	646	83	97	535
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.89	0.89	0.91	0.91
Hourly flow rate (vph)	30	32	726	93	107	588
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			376			
pX, platoon unblocked	0.56	0.56			0.56	
vC, conflicting volume	1574	772			819	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1633	203			286	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	44	93			85	
cM capacity (veh/h)	53	470			716	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	62	819	71	624
Volume Left	30	0	71	36
Volume Right	32	93	0	0
cSH	98	1700	716	716
Volume to Capacity	0.63	0.48	0.15	0.15
Queue Length 95th (m)	24.6	0.0	4.2	4.2
Control Delay (s)	90.6	0.0	10.9	3.0
Lane LOS	F		B	A
Approach Delay (s)	90.6	0.0	3.8	
Approach LOS	F			

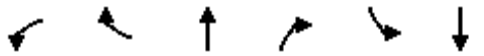
Intersection Summary			
Average Delay	5.2		
Intersection Capacity Utilization	70.1%	ICU Level of Service	C
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	24	0	12	0	717	99	9	554	0
Future Volume (Veh/h)	0	0	0	24	0	12	0	717	99	9	554	0
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	0.89	0.89	0.89	0.91	0.91	0.91
Hourly flow rate (vph)	0	0	0	26	0	13	0	806	111	10	609	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)								188				
pX, platoon unblocked	0.49	0.49		0.49	0.49	0.49				0.49		
vC, conflicting volume	1504	1546	609	1490	1490	862	609			917		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1507	1593	609	1481	1481	206	609			318		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	48	100	97	100			98		
cM capacity (veh/h)	47	52	495	50	61	412	970			613		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	0	39	917	10	609
Volume Left	0	26	0	10	0
Volume Right	0	13	111	0	0
cSH	1700	71	970	613	1700
Volume to Capacity	0.00	0.55	0.00	0.02	0.36
Queue Length 95th (m)	0.0	18.4	0.0	0.4	0.0
Control Delay (s)	0.0	104.6	0.0	11.0	0.0
Lane LOS	A	F		B	
Approach Delay (s)	0.0	104.6	0.0	0.2	
Approach LOS	A	F			

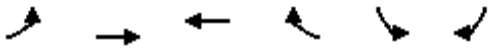
Intersection Summary				
Average Delay	2.7			
Intersection Capacity Utilization	57.5%	ICU Level of Service	B	
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	40	205	160	33	222	192
Future Volume (Veh/h)	40	205	160	33	222	192
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)	43	223	174	36	241	209
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						203
pX, platoon unblocked						
vC, conflicting volume	883	192			210	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	883	192			210	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	83	74			82	
cM capacity (veh/h)	260	850			1361	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	266	210	450
Volume Left	43	0	241
Volume Right	223	36	0
cSH	622	1700	1361
Volume to Capacity	0.43	0.12	0.18
Queue Length 95th (m)	17.1	0.0	5.1
Control Delay (s)	15.0	0.0	5.2
Lane LOS	C		A
Approach Delay (s)	15.0	0.0	5.2
Approach LOS	C		

Intersection Summary			
Average Delay	6.8		
Intersection Capacity Utilization	57.7%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	35	301	198	28	28	35
Future Volume (Veh/h)	35	301	198	28	28	35
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	327	215	30	30	38
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	245				633	230
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	245				633	230
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				93	95
cM capacity (veh/h)	1321				431	809

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	365	245	68
Volume Left	38	0	30
Volume Right	0	30	38
cSH	1321	1700	583
Volume to Capacity	0.03	0.14	0.12
Queue Length 95th (m)	0.7	0.0	3.1
Control Delay (s)	1.1	0.0	12.0
Lane LOS	A		B
Approach Delay (s)	1.1	0.0	12.0
Approach LOS			B

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	43.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	3	38	777	19	35	544
Future Volume (Veh/h)	3	38	777	19	35	544
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.89	0.89	0.91	0.91
Hourly flow rate (vph)	3	41	873	21	38	598
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			169			
pX, platoon unblocked	0.49	0.49			0.49	
vC, conflicting volume	1558	884			894	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1618	235			257	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	90			94	
cM capacity (veh/h)	52	392			638	

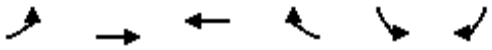
Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	44	894	636
Volume Left	3	0	38
Volume Right	41	21	0
cSH	271	1700	638
Volume to Capacity	0.16	0.53	0.06
Queue Length 95th (m)	4.6	0.0	1.5
Control Delay (s)	20.8	0.0	1.6
Lane LOS	C		A
Approach Delay (s)	20.8	0.0	1.6
Approach LOS	C		

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	72.2%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	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	0	0	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)						239
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	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	100			100	
cM capacity (veh/h)	1023	1085			1623	

Direction, Lane #	NB 1	SB 1
Volume Total	0	0
Volume Left	0	0
Volume Right	0	0
cSH	1700	1700
Volume to Capacity	0.00	0.00
Queue Length 95th (m)	0.0	0.0
Control Delay (s)	0.0	0.0
Lane LOS		
Approach Delay (s)	0.0	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	82	248	161	10	6	66
Future Volume (Veh/h)	82	248	161	10	6	66
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	89	270	175	11	7	72
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				628	180
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	186				628	180
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	94				98	92
cM capacity (veh/h)	1388				418	862

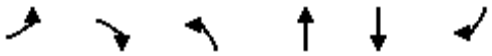
Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	359	186	79
Volume Left	89	0	7
Volume Right	0	11	72
cSH	1388	1700	788
Volume to Capacity	0.06	0.11	0.10
Queue Length 95th (m)	1.6	0.0	2.7
Control Delay (s)	2.4	0.0	10.1
Lane LOS	A		B
Approach Delay (s)	2.4	0.0	10.1
Approach LOS			B

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	41.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	35	19	175	39	49	184
Future Volume (Veh/h)	35	19	175	39	49	184
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)	38	21	190	42	53	200
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						365
pX, platoon unblocked						
vC, conflicting volume	517	211			232	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	517	211			232	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	92	97			96	
cM capacity (veh/h)	498	829			1336	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	59	232	253
Volume Left	38	0	53
Volume Right	21	42	0
cSH	580	1700	1336
Volume to Capacity	0.10	0.14	0.04
Queue Length 95th (m)	2.7	0.0	1.0
Control Delay (s)	11.9	0.0	1.9
Lane LOS	B		A
Approach Delay (s)	11.9	0.0	1.9
Approach LOS	B		

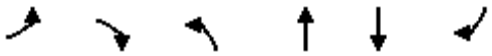
Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	37.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	2	3	28	38	3
Future Volume (Veh/h)	2	2	3	28	38	3
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	2	3	30	41	3
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	42	44			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	78	42	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	100	100			
cM capacity (veh/h)	922	1028	1564			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	4	33	44
Volume Left	2	3	0
Volume Right	2	0	3
cSH	972	1564	1700
Volume to Capacity	0.00	0.00	0.03
Queue Length 95th (m)	0.1	0.0	0.0
Control Delay (s)	8.7	0.7	0.0
Lane LOS	A	A	
Approach Delay (s)	8.7	0.7	0.0
Approach LOS	A		

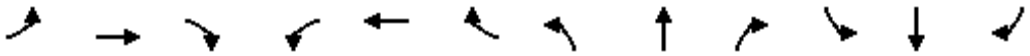
Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	14.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	6	10	24	31	10
Future Volume (Veh/h)	6	6	10	24	31	10
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)	7	7	11	26	34	11
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	88	40	45			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	88	40	45			
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	99	99			
cM capacity (veh/h)	907	1032	1563			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	14	37	45
Volume Left	7	11	0
Volume Right	7	0	11
cSH	965	1563	1700
Volume to Capacity	0.01	0.01	0.03
Queue Length 95th (m)	0.4	0.2	0.0
Control Delay (s)	8.8	2.2	0.0
Lane LOS	A	A	
Approach Delay (s)	8.8	2.2	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	18.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	11	6	3	48	10	66	6	142	60	71	127	19
Future Volume (vph)	11	6	3	48	10	66	6	142	60	71	127	19
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	7	3	52	11	72	7	154	65	77	138	21

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	22	135	226	236
Volume Left (vph)	12	52	7	77
Volume Right (vph)	3	72	65	21
Hadj (s)	0.06	-0.21	-0.13	0.05
Departure Headway (s)	5.2	4.8	4.4	4.6
Degree Utilization, x	0.03	0.18	0.28	0.30
Capacity (veh/h)	610	683	774	746
Control Delay (s)	8.4	8.8	9.2	9.6
Approach Delay (s)	8.4	8.8	9.2	9.6
Approach LOS	A	A	A	A

Intersection Summary				
Delay	9.2			
Level of Service	A			
Intersection Capacity Utilization	41.2%	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)	33	117	3	2	100	38	1	0	1	20	1	24
Future Volume (Veh/h)	33	117	3	2	100	38	1	0	1	20	1	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	127	3	2	109	41	1	0	1	22	1	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	150			130			360	354	128	335	336	130
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	150			130			360	354	128	335	336	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			100			100	100	100	96	100	97
cM capacity (veh/h)	1431			1455			566	556	921	605	570	920

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	166	152	2	49
Volume Left	36	2	1	22
Volume Right	3	41	1	26
cSH	1431	1455	701	739
Volume to Capacity	0.03	0.00	0.00	0.07
Queue Length 95th (m)	0.6	0.0	0.1	1.7
Control Delay (s)	1.8	0.1	10.1	10.2
Lane LOS	A	A	B	B
Approach Delay (s)	1.8	0.1	10.1	10.2
Approach LOS			B	B

Intersection Summary				
Average Delay	2.3			
Intersection Capacity Utilization	29.2%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	651	9	33	605	6	24
Future Volume (Veh/h)	651	9	33	605	6	24
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.91	0.91	0.50	0.50
Hourly flow rate (vph)	700	10	36	665	12	48
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			710		1442	705
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			710		1442	705
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		91	89
cM capacity (veh/h)			889		140	436

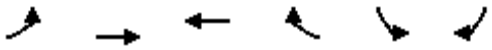
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	710	701	60
Volume Left	0	36	12
Volume Right	10	0	48
cSH	1700	889	307
Volume to Capacity	0.42	0.04	0.20
Queue Length 95th (m)	0.0	1.0	5.7
Control Delay (s)	0.0	1.1	19.6
Lane LOS		A	C
Approach Delay (s)	0.0	1.1	19.6
Approach LOS			C

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	73.8%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	198	55	10	139	33	6
Future Volume (Veh/h)	198	55	10	139	33	6
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	215	60	11	151	36	7
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			275		418	245
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			275		418	245
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		94	99
cM capacity (veh/h)			1288		586	794

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	275	162	43
Volume Left	0	11	36
Volume Right	60	0	7
cSH	1700	1288	612
Volume to Capacity	0.16	0.01	0.07
Queue Length 95th (m)	0.0	0.2	1.8
Control Delay (s)	0.0	0.6	11.3
Lane LOS		A	B
Approach Delay (s)	0.0	0.6	11.3
Approach LOS			B

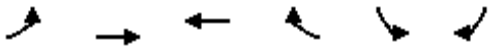
Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	25.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	196	144	1	1	4
Future Volume (Veh/h)	8	196	144	1	1	4
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	213	157	1	1	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	158				388	158
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	158				388	158
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				100	100
cM capacity (veh/h)	1422				611	888

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	222	158	5
Volume Left	9	0	1
Volume Right	0	1	4
cSH	1422	1700	814
Volume to Capacity	0.01	0.09	0.01
Queue Length 95th (m)	0.2	0.0	0.1
Control Delay (s)	0.4	0.0	9.4
Lane LOS	A		A
Approach Delay (s)	0.4	0.0	9.4
Approach LOS			A

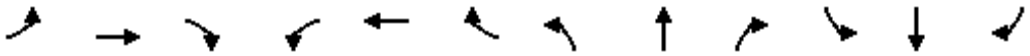
Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	26.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	26	171	129	5	3	16
Future Volume (Veh/h)	26	171	129	5	3	16
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	28	186	140	5	3	17
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	145				384	142
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	145				384	142
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				100	98
cM capacity (veh/h)	1437				606	905

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	214	145	20
Volume Left	28	0	3
Volume Right	0	5	17
cSH	1437	1700	843
Volume to Capacity	0.02	0.09	0.02
Queue Length 95th (m)	0.5	0.0	0.6
Control Delay (s)	1.1	0.0	9.4
Lane LOS	A		A
Approach Delay (s)	1.1	0.0	9.4
Approach LOS			A

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	30.9%	ICU Level of Service	A
Analysis Period (min)	15		

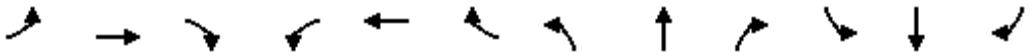


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	36	96	15	48	7	61	0	9	4	0	24
Future Volume (Veh/h)	42	36	96	15	48	7	61	0	9	4	0	24
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	46	39	104	16	52	8	66	0	10	4	0	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	60			143			297	275	91	281	323	56
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	60			143			297	275	91	281	323	56
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			99			89	100	99	99	100	97
cM capacity (veh/h)	1544			1440			619	607	967	644	570	1011

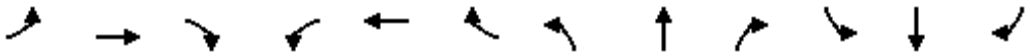
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	189	76	76	30
Volume Left	46	16	66	4
Volume Right	104	8	10	26
cSH	1544	1440	649	939
Volume to Capacity	0.03	0.01	0.12	0.03
Queue Length 95th (m)	0.7	0.3	3.2	0.8
Control Delay (s)	2.0	1.7	11.3	9.0
Lane LOS	A	A	B	A
Approach Delay (s)	2.0	1.7	11.3	9.0
Approach LOS			B	A

Intersection Summary				
Average Delay	4.4			
Intersection Capacity Utilization	31.4%	ICU Level of Service	A	
Analysis Period (min)	15			

Future 2039 Total Conditions



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	324	113	26	437	17	258	72	32	37	78	91
Future Volume (vph)	33	324	113	26	437	17	258	72	32	37	78	91
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (m)	40.0		0.0	50.0		0.0	15.0		15.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
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
Ped Bike Factor	1.00	0.98		0.99	1.00		0.99	0.99			0.97	
Frt		0.955			0.982			0.955			0.946	
Flt Protected	0.950			0.950			0.950				0.989	
Satd. Flow (prot)	1397	1421	0	1458	1547	0	1599	1624	0	0	1549	0
Flt Permitted	0.314			0.359			0.385				0.887	
Satd. Flow (perm)	460	1421	0	543	1547	0	639	1624	0	0	1382	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			8			22			28	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		284.8			168.9			203.4			79.8	
Travel Time (s)		20.5			12.2			14.6			5.7	
Confl. Peds. (#/hr)	6		18	18		6	12		8	8		12
Peak Hour Factor	0.80	0.91	0.75	0.69	0.88	0.25	0.86	0.68	0.69	0.58	0.67	0.75
Heavy Vehicles (%)	19%	19%	7%	14%	11%	8%	4%	2%	0%	9%	0%	3%
Adj. Flow (vph)	41	356	151	38	497	68	300	106	46	64	116	121
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	507	0	38	565	0	300	152	0	0	301	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)		3.6			3.6			3.6			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
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)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
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)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
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	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		7.0	10.0		10.0	10.0	
Minimum Split (s)	32.1	32.1		32.1	32.1		11.0	32.0		32.0	32.0	
Total Split (s)	66.0	66.0		66.0	66.0		14.0	54.0		40.0	40.0	
Total Split (%)	55.0%	55.0%		55.0%	55.0%		11.7%	45.0%		33.3%	33.3%	
Maximum Green (s)	59.9	59.9		59.9	59.9		11.0	47.6		33.6	33.6	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.0	4.5		4.5	4.5	
All-Red Time (s)	1.6	1.6		1.6	1.6		0.0	1.9		1.9	1.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	60.1	60.1		60.1	60.1		44.3	40.9			26.8	
Actuated g/C Ratio	0.53	0.53		0.53	0.53		0.39	0.36			0.24	
v/c Ratio	0.17	0.66		0.13	0.69		0.88	0.25			0.86	
Control Delay	18.1	24.8		17.1	26.1		54.7	22.4			61.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	18.1	24.8		17.1	26.1		54.7	22.4			61.6	
LOS	B	C		B	C		D	C			E	
Approach Delay		24.3			25.6			43.8			61.6	
Approach LOS		C			C			D			E	
Queue Length 50th (m)	4.9	80.6		4.4	94.9		51.7	20.9			61.9	
Queue Length 95th (m)	11.5	133.5		8.9	146.4		#83.2	25.7			63.3	
Internal Link Dist (m)		260.8			144.9			179.4			55.8	
Turn Bay Length (m)	40.0			50.0			15.0					
Base Capacity (vph)	243	763		287	822		342	696			430	
Starvation Cap Reductn	0	0		0	0		0	0			0	
Spillback Cap Reductn	0	0		0	0		0	0			0	
Storage Cap Reductn	0	0		0	0		0	0			0	
Reduced v/c Ratio	0.17	0.66		0.13	0.69		0.88	0.22			0.70	

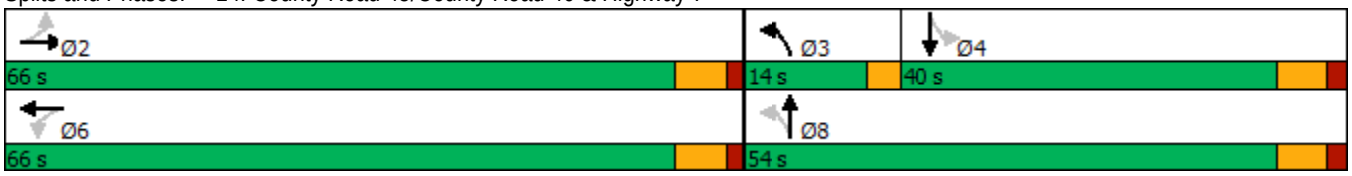
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 113.5			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 35.2		Intersection LOS: D	
Intersection Capacity Utilization 74.6%		ICU Level of Service D	

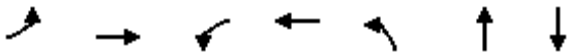
Analysis Period (min) 15

\# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 14: County Road 45/County Road 40 & Highway 7

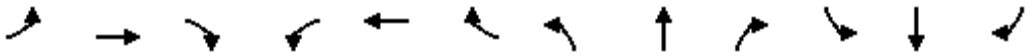




Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	41	507	38	565	300	152	301
v/c Ratio	0.17	0.66	0.13	0.69	0.88	0.25	0.86
Control Delay	18.1	24.8	17.1	26.1	54.7	22.4	61.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.1	24.8	17.1	26.1	54.7	22.4	61.6
Queue Length 50th (m)	4.9	80.6	4.4	94.9	51.7	20.9	61.9
Queue Length 95th (m)	11.5	133.5	8.9	146.4	#83.2	25.7	63.3
Internal Link Dist (m)		260.8		144.9		179.4	55.8
Turn Bay Length (m)	40.0		50.0		15.0		
Base Capacity (vph)	243	763	287	822	342	696	430
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.66	0.13	0.69	0.88	0.22	0.70

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	324	113	26	437	17	258	72	32	37	78	91
Future Volume (vph)	33	324	113	26	437	17	258	72	32	37	78	91
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	0.98		1.00	1.00		1.00	0.99			0.98	
Flpb, ped/bikes	1.00	1.00		0.99	1.00		1.00	1.00			1.00	
Frt	1.00	0.96		1.00	0.98		1.00	0.95			0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)	1392	1422		1438	1547		1599	1625			1543	
Flt Permitted	0.31	1.00		0.36	1.00		0.39	1.00			0.89	
Satd. Flow (perm)	460	1422		544	1547		648	1625			1383	
Peak-hour factor, PHF	0.80	0.91	0.75	0.69	0.88	0.25	0.86	0.68	0.69	0.58	0.67	0.75
Adj. Flow (vph)	41	356	151	38	497	68	300	106	46	64	116	121
RTOR Reduction (vph)	0	12	0	0	4	0	0	14	0	0	21	0
Lane Group Flow (vph)	41	495	0	38	561	0	300	138	0	0	280	0
Confl. Peds. (#/hr)	6		18	18		6	12		8	8		12
Heavy Vehicles (%)	19%	19%	7%	14%	11%	8%	4%	2%	0%	9%	0%	3%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	60.1	60.1		60.1	60.1		40.9	40.9			26.9	
Effective Green, g (s)	60.1	60.1		60.1	60.1		40.9	40.9			26.9	
Actuated g/C Ratio	0.53	0.53		0.53	0.53		0.36	0.36			0.24	
Clearance Time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	243	752		288	819		325	585			327	
v/s Ratio Prot		0.35			c0.36		c0.09	0.08				
v/s Ratio Perm	0.09			0.07			c0.24				0.20	
v/c Ratio	0.17	0.66		0.13	0.69		0.92	0.24			0.86	
Uniform Delay, d1	13.8	19.3		13.5	19.7		35.0	25.4			41.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	1.5	4.5		0.9	4.6		30.7	0.2			19.1	
Delay (s)	15.3	23.8		14.5	24.3		65.7	25.6			60.5	
Level of Service	B	C		B	C		E	C			E	
Approach Delay (s)		23.1			23.7			52.2			60.5	
Approach LOS		C			C			D			E	

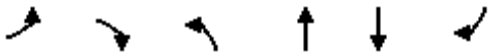
Intersection Summary			
HCM 2000 Control Delay	36.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	113.5	Sum of lost time (s)	15.5
Intersection Capacity Utilization	74.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	19	57	380	0	0	498
Future Volume (Veh/h)	19	57	380	0	0	498
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.91	0.91	0.96	0.96
Hourly flow rate (vph)	21	62	418	0	0	519
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	937	418			418	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	937	418			418	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	93	90			100	
cM capacity (veh/h)	296	639			1152	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	83	418	519
Volume Left	21	0	0
Volume Right	62	0	0
cSH	494	1700	1152
Volume to Capacity	0.17	0.25	0.00
Queue Length 95th (m)	4.8	0.0	0.0
Control Delay (s)	13.7	0.0	0.0
Lane LOS	B		
Approach Delay (s)	13.7	0.0	0.0
Approach LOS	B		

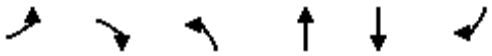
Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	39.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	33	15	14	20	4
Future Volume (Veh/h)	10	33	15	14	20	4
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)	11	36	16	15	22	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	71	24	26			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	71	24	26			
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	97	99			
cM capacity (veh/h)	924	1052	1588			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	47	31	26
Volume Left	11	16	0
Volume Right	36	0	4
cSH	1019	1588	1700
Volume to Capacity	0.05	0.01	0.02
Queue Length 95th (m)	1.2	0.2	0.0
Control Delay (s)	8.7	3.8	0.0
Lane LOS	A	A	
Approach Delay (s)	8.7	3.8	0.0
Approach LOS	A		

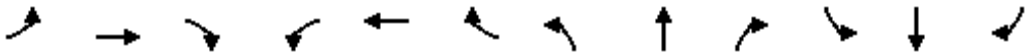
Intersection Summary			
Average Delay	5.1		
Intersection Capacity Utilization	18.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	1	1	380	498	0
Future Volume (Veh/h)	0	1	1	380	498	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.91	0.91	0.96	0.96
Hourly flow rate (vph)	0	1	1	418	519	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	939	519	519			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	939	519	519			
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	100	100			
cM capacity (veh/h)	295	561	1057			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	1	419	519
Volume Left	0	1	0
Volume Right	1	0	0
cSH	561	1057	1700
Volume to Capacity	0.00	0.00	0.31
Queue Length 95th (m)	0.0	0.0	0.0
Control Delay (s)	11.4	0.0	0.0
Lane LOS	B	A	
Approach Delay (s)	11.4	0.0	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	38.5%	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	19	2	105	123	2	1	31	66	5	47	37
Future Volume (Veh/h)	3	19	2	105	123	2	1	31	66	5	47	37
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)	3	21	2	114	134	2	1	34	72	5	51	40
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	136			23			456	392	22	480	392	135
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	136			23			456	392	22	480	392	135
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 %	100			93			100	93	93	99	90	96
cM capacity (veh/h)	1448			1592			429	504	1055	414	504	914

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	26	250	107	96
Volume Left	3	114	1	5
Volume Right	2	2	72	40
cSH	1448	1592	775	611
Volume to Capacity	0.00	0.07	0.14	0.16
Queue Length 95th (m)	0.0	1.8	3.8	4.4
Control Delay (s)	0.9	3.7	10.4	12.0
Lane LOS	A	A	B	B
Approach Delay (s)	0.9	3.7	10.4	12.0
Approach LOS			B	B

Intersection Summary				
Average Delay	6.7			
Intersection Capacity Utilization	33.8%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	28	14	367	29	35	483
Future Volume (Veh/h)	28	14	367	29	35	483
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.91	0.91	0.96	0.96
Hourly flow rate (vph)	30	15	403	32	36	503
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			376			
pX, platoon unblocked						
vC, conflicting volume	994	419			435	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	994	419			435	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	89	98			97	
cM capacity (veh/h)	263	634			1125	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	45	435	36	503
Volume Left	30	0	36	0
Volume Right	15	32	0	0
cSH	327	1700	1125	1700
Volume to Capacity	0.14	0.26	0.03	0.30
Queue Length 95th (m)	3.8	0.0	0.8	0.0
Control Delay (s)	17.8	0.0	8.3	0.0
Lane LOS	C		A	
Approach Delay (s)	17.8	0.0	0.6	
Approach LOS	C			

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	39.5%	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	0	0	20	0	14	0	383	27	32	480	0
Future Volume (Veh/h)	0	0	0	20	0	14	0	383	27	32	480	0
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	0.87	0.87	0.87	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	22	0	15	0	440	31	35	522	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)								188				
pX, platoon unblocked												
vC, conflicting volume	1062	1063	522	1048	1048	456	522			471		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1062	1063	522	1048	1048	456	522			471		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	89	100	98	100			97		
cM capacity (veh/h)	191	216	555	201	221	605	1044			1091		

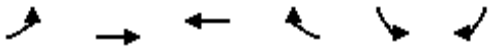
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	0	37	471	35	522
Volume Left	0	22	0	35	0
Volume Right	0	15	31	0	0
cSH	1700	275	1044	1091	1700
Volume to Capacity	0.00	0.13	0.00	0.03	0.31
Queue Length 95th (m)	0.0	3.7	0.0	0.8	0.0
Control Delay (s)	0.0	20.1	0.0	8.4	0.0
Lane LOS	A	C		A	
Approach Delay (s)	0.0	20.1	0.0	0.5	
Approach LOS	A	C			

Intersection Summary				
Average Delay	1.0			
Intersection Capacity Utilization	38.9%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	29	216	145	26	78	139
Future Volume (Veh/h)	29	216	145	26	78	139
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)	32	235	158	28	85	151
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						203
pX, platoon unblocked						
vC, conflicting volume	493	172			186	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	493	172			186	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	73			94	
cM capacity (veh/h)	503	872			1388	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	267	186	236
Volume Left	32	0	85
Volume Right	235	28	0
cSH	801	1700	1388
Volume to Capacity	0.33	0.11	0.06
Queue Length 95th (m)	11.7	0.0	1.6
Control Delay (s)	11.7	0.0	3.1
Lane LOS	B		A
Approach Delay (s)	11.7	0.0	3.1
Approach LOS	B		

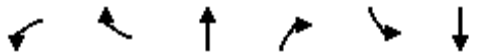
Intersection Summary			
Average Delay	5.6		
Intersection Capacity Utilization	45.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	63	153	2	7	78
Future Volume (Veh/h)	20	63	153	2	7	78
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	68	166	2	8	85
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	168				279	167
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	168				279	167
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				99	90
cM capacity (veh/h)	1410				700	877

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	90	168	93
Volume Left	22	0	8
Volume Right	0	2	85
cSH	1410	1700	858
Volume to Capacity	0.02	0.10	0.11
Queue Length 95th (m)	0.4	0.0	2.9
Control Delay (s)	1.9	0.0	9.7
Lane LOS	A		A
Approach Delay (s)	1.9	0.0	9.7
Approach LOS			A

Intersection Summary			
Average Delay	3.1		
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)	9	29	381	12	29	470
Future Volume (Veh/h)	9	29	381	12	29	470
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.87	0.87	0.92	0.92
Hourly flow rate (vph)	10	32	438	14	32	511
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			169			
pX, platoon unblocked						
vC, conflicting volume	1020	445			452	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1020	445			452	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	95			97	
cM capacity (veh/h)	255	613			1109	

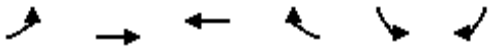
Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	42	452	543
Volume Left	10	0	32
Volume Right	32	14	0
cSH	459	1700	1109
Volume to Capacity	0.09	0.27	0.03
Queue Length 95th (m)	2.4	0.0	0.7
Control Delay (s)	13.6	0.0	0.8
Lane LOS	B		A
Approach Delay (s)	13.6	0.0	0.8
Approach LOS	B		

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	62.6%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	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	0	0	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)						239
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	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	100			100	
cM capacity (veh/h)	1023	1085			1623	

Direction, Lane #	NB 1	SB 1
Volume Total	0	0
Volume Left	0	0
Volume Right	0	0
cSH	1700	1700
Volume to Capacity	0.00	0.00
Queue Length 95th (m)	0.0	0.0
Control Delay (s)	0.0	0.0
Lane LOS		
Approach Delay (s)	0.0	0.0
Approach LOS		

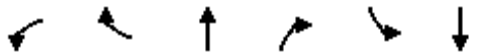
Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	15	74	218	12	8	10
Future Volume (Veh/h)	15	74	218	12	8	10
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	80	237	13	9	11
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	250				356	244
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	250				356	244
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				99	99
cM capacity (veh/h)	1316				635	795

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	96	250	20
Volume Left	16	0	9
Volume Right	0	13	11
cSH	1316	1700	714
Volume to Capacity	0.01	0.15	0.03
Queue Length 95th (m)	0.3	0.0	0.7
Control Delay (s)	1.4	0.0	10.2
Lane LOS	A		B
Approach Delay (s)	1.4	0.0	10.2
Approach LOS			B

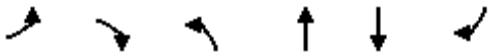
Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	26.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	51	48	123	54	74	94
Future Volume (Veh/h)	51	48	123	54	74	94
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)	55	52	134	59	80	102
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						365
pX, platoon unblocked						
vC, conflicting volume	426	164			193	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	426	164			193	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	90	94			94	
cM capacity (veh/h)	552	881			1380	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	107	193	182
Volume Left	55	0	80
Volume Right	52	59	0
cSH	674	1700	1380
Volume to Capacity	0.16	0.11	0.06
Queue Length 95th (m)	4.5	0.0	1.5
Control Delay (s)	11.3	0.0	3.7
Lane LOS	B		A
Approach Delay (s)	11.3	0.0	3.7
Approach LOS	B		

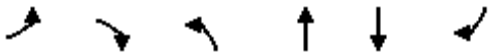
Intersection Summary			
Average Delay	3.9		
Intersection Capacity Utilization	34.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	7	7	2	21	17	2
Future Volume (Veh/h)	7	7	2	21	17	2
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	8	2	23	18	2
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	46	19	20			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	46	19	20			
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	99	100			
cM capacity (veh/h)	963	1059	1596			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	16	25	20
Volume Left	8	2	0
Volume Right	8	0	2
cSH	1009	1596	1700
Volume to Capacity	0.02	0.00	0.01
Queue Length 95th (m)	0.4	0.0	0.0
Control Delay (s)	8.6	0.6	0.0
Lane LOS	A	A	
Approach Delay (s)	8.6	0.6	0.0
Approach LOS	A		

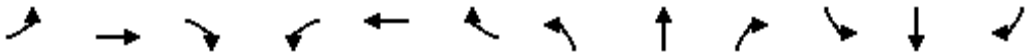
Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	2	1	28	17	1
Future Volume (Veh/h)	2	2	1	28	17	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)	2	2	1	30	18	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	50	18	19			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	50	18	19			
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	100	100			
cM capacity (veh/h)	958	1060	1597			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	4	31	19
Volume Left	2	1	0
Volume Right	2	0	1
cSH	1006	1597	1700
Volume to Capacity	0.00	0.00	0.01
Queue Length 95th (m)	0.1	0.0	0.0
Control Delay (s)	8.6	0.2	0.0
Lane LOS	A	A	
Approach Delay (s)	8.6	0.2	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.8		
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												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	32	9	7	44	8	54	6	68	33	53	96	20
Future Volume (vph)	32	9	7	44	8	54	6	68	33	53	96	20
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)	35	10	8	48	9	59	7	74	36	58	104	22

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	53	116	117	184
Volume Left (vph)	35	48	7	58
Volume Right (vph)	8	59	36	22
Hadj (s)	0.08	-0.19	-0.14	0.03
Departure Headway (s)	4.8	4.5	4.4	4.5
Degree Utilization, x	0.07	0.14	0.14	0.23
Capacity (veh/h)	687	745	779	767
Control Delay (s)	8.2	8.2	8.1	8.8
Approach Delay (s)	8.2	8.2	8.1	8.8
Approach LOS	A	A	A	A

Intersection Summary				
Delay	8.4			
Level of Service	A			
Intersection Capacity Utilization	28.9%	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)	18	75	0	0	93	11	4	0	2	24	1	28
Future Volume (Veh/h)	18	75	0	0	93	11	4	0	2	24	1	28
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)	20	82	0	0	101	12	4	0	2	26	1	30
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	113			82			260	235	82	231	229	107
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	113			82			260	235	82	231	229	107
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			100			99	100	100	96	100	97
cM capacity (veh/h)	1476			1515			664	657	978	715	662	947

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	102	113	6	57
Volume Left	20	0	4	26
Volume Right	0	12	2	30
cSH	1476	1515	743	820
Volume to Capacity	0.01	0.00	0.01	0.07
Queue Length 95th (m)	0.3	0.0	0.2	1.8
Control Delay (s)	1.6	0.0	9.9	9.7
Lane LOS	A		A	A
Approach Delay (s)	1.6	0.0	9.9	9.7
Approach LOS			A	A

Intersection Summary				
Average Delay	2.8			
Intersection Capacity Utilization	21.6%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	386	8	10	451	7	23
Future Volume (Veh/h)	386	8	10	451	7	23
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.92	0.92	0.88	0.88
Hourly flow rate (vph)	402	8	11	490	8	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			410		918	406
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			410		918	406
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		97	96
cM capacity (veh/h)			1149		299	645

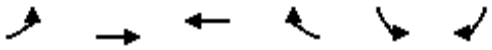
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	410	501	34
Volume Left	0	11	8
Volume Right	8	0	26
cSH	1700	1149	507
Volume to Capacity	0.24	0.01	0.07
Queue Length 95th (m)	0.0	0.2	1.7
Control Delay (s)	0.0	0.3	12.6
Lane LOS		A	B
Approach Delay (s)	0.0	0.3	12.6
Approach LOS			B

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	44.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	58	12	2	121	34	6
Future Volume (Veh/h)	58	12	2	121	34	6
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	63	13	2	132	37	7
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			76		206	70
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			76		206	70
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		95	99
cM capacity (veh/h)			1523		782	993

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	76	134	44
Volume Left	0	2	37
Volume Right	13	0	7
cSH	1700	1523	809
Volume to Capacity	0.04	0.00	0.05
Queue Length 95th (m)	0.0	0.0	1.4
Control Delay (s)	0.0	0.1	9.7
Lane LOS		A	A
Approach Delay (s)	0.0	0.1	9.7
Approach LOS			A

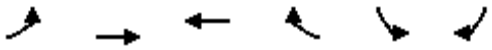
Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	18.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	62	118	0	1	5
Future Volume (Veh/h)	2	62	118	0	1	5
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	67	128	0	1	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	128				199	128
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	128				199	128
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1458				789	922

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	69	128	6
Volume Left	2	0	1
Volume Right	0	0	5
cSH	1458	1700	897
Volume to Capacity	0.00	0.08	0.01
Queue Length 95th (m)	0.0	0.0	0.2
Control Delay (s)	0.2	0.0	9.0
Lane LOS	A		A
Approach Delay (s)	0.2	0.0	9.0
Approach LOS			A

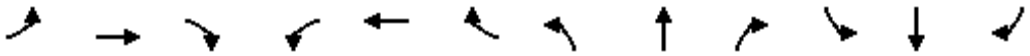
Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	16.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	57	99	1	3	19
Future Volume (Veh/h)	6	57	99	1	3	19
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	62	108	1	3	21
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	109				184	108
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	109				184	108
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	98
cM capacity (veh/h)	1481				801	945

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	69	109	24
Volume Left	7	0	3
Volume Right	0	1	21
cSH	1481	1700	924
Volume to Capacity	0.00	0.06	0.03
Queue Length 95th (m)	0.1	0.0	0.6
Control Delay (s)	0.8	0.0	9.0
Lane LOS	A		A
Approach Delay (s)	0.8	0.0	9.0
Approach LOS			A

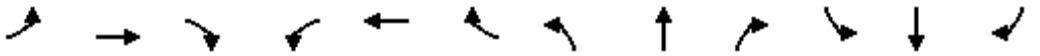
Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	18.0%	ICU Level of Service	A
Analysis Period (min)	15		



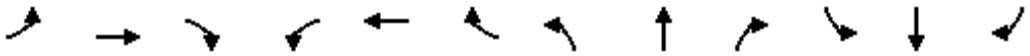
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	29	21	3	14	2	57	0	9	5	0	29
Future Volume (Veh/h)	10	29	21	3	14	2	57	0	9	5	0	29
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	32	23	3	15	2	62	0	10	5	0	32
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	17			55			120	88	44	98	99	16
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	17			55			120	88	44	98	99	16
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			100			92	100	99	99	100	97
cM capacity (veh/h)	1600			1550			825	795	1027	870	784	1063

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	66	20	72	37
Volume Left	11	3	62	5
Volume Right	23	2	10	32
cSH	1600	1550	848	1032
Volume to Capacity	0.01	0.00	0.08	0.04
Queue Length 95th (m)	0.2	0.0	2.2	0.9
Control Delay (s)	1.3	1.1	9.6	8.6
Lane LOS	A	A	A	A
Approach Delay (s)	1.3	1.1	9.6	8.6
Approach LOS			A	A

Intersection Summary				
Average Delay	5.7			
Intersection Capacity Utilization	21.6%	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)	120	737	277	33	495	44	238	108	38	57	113	73
Future Volume (vph)	120	737	277	33	495	44	238	108	38	57	113	73
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (m)	40.0		0.0	50.0		0.0	15.0		15.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
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
Ped Bike Factor		0.99			1.00		0.98	0.99			0.98	
Frt		0.960			0.987			0.967			0.957	
Flt Protected	0.950			0.950			0.950				0.988	
Satd. Flow (prot)	1662	1607	0	1662	1552	0	1568	1634	0	0	1563	0
Flt Permitted	0.275			0.067			0.417				0.853	
Satd. Flow (perm)	481	1607	0	117	1552	0	677	1634	0	0	1349	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			6			14			19	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		284.8			168.9			203.4			79.8	
Travel Time (s)		20.5			12.2			14.6			5.7	
Confl. Peds. (#/hr)	6		4	4		6	13		1	1		13
Peak Hour Factor	0.87	0.89	0.92	0.72	0.87	0.81	0.89	0.71	0.89	0.83	0.94	0.84
Heavy Vehicles (%)	0%	4%	3%	0%	12%	0%	6%	3%	3%	5%	2%	5%
Adj. Flow (vph)	138	828	301	46	569	54	267	152	43	69	120	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	138	1129	0	46	623	0	267	195	0	0	276	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)		3.6			3.6			3.6			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
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)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
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)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
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	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		7.0	10.0		10.0	10.0	
Minimum Split (s)	32.1	32.1		32.1	32.1		11.0	32.0		32.0	32.0	
Total Split (s)	66.0	66.0		66.0	66.0		14.0	54.0		40.0	40.0	
Total Split (%)	55.0%	55.0%		55.0%	55.0%		11.7%	45.0%		33.3%	33.3%	
Maximum Green (s)	59.9	59.9		59.9	59.9		11.0	47.6		33.6	33.6	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.0	4.5		4.5	4.5	
All-Red Time (s)	1.6	1.6		1.6	1.6		0.0	1.9		1.9	1.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	60.1	60.1		60.1	60.1		43.1	39.7			25.6	
Actuated g/C Ratio	0.54	0.54		0.54	0.54		0.38	0.35			0.23	
v/c Ratio	0.54	1.30		0.74	0.75		0.77	0.33			0.86	
Control Delay	28.7	168.4		87.3	28.4		42.7	25.8			63.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	28.7	168.4		87.3	28.4		42.7	25.8			63.1	
LOS	C	F		F	C		D	C			E	
Approach Delay		153.2			32.5			35.6			63.1	
Approach LOS		F			C			D			E	
Queue Length 50th (m)	20.3	~338.0		8.0	107.8		45.1	30.2			57.4	
Queue Length 95th (m)	45.6	#448.5		#24.7	167.7		67.3	36.5			90.5	
Internal Link Dist (m)		260.8			144.9			179.4			55.8	
Turn Bay Length (m)	40.0			50.0			15.0					
Base Capacity (vph)	257	870		62	833		347	702			418	
Starvation Cap Reductn	0	0		0	0		0	0			0	
Spillback Cap Reductn	0	0		0	0		0	0			0	
Storage Cap Reductn	0	0		0	0		0	0			0	
Reduced v/c Ratio	0.54	1.30		0.74	0.75		0.77	0.28			0.66	

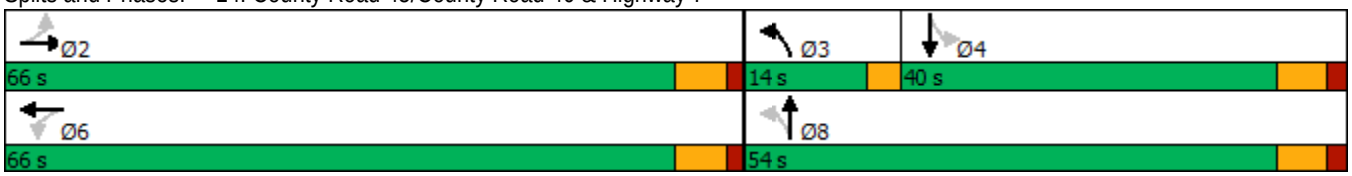
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 112.3			
Natural Cycle: 130			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.30			
Intersection Signal Delay: 93.4		Intersection LOS: F	
Intersection Capacity Utilization 127.5%		ICU Level of Service H	

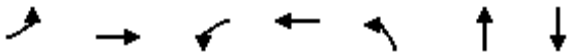
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 14: County Road 45/County Road 40 & Highway 7



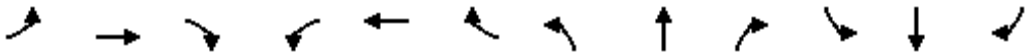


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	138	1129	46	623	267	195	276
v/c Ratio	0.54	1.30	0.74	0.75	0.77	0.33	0.86
Control Delay	28.7	168.4	87.3	28.4	42.7	25.8	63.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.7	168.4	87.3	28.4	42.7	25.8	63.1
Queue Length 50th (m)	20.3	~338.0	8.0	107.8	45.1	30.2	57.4
Queue Length 95th (m)	45.6	#448.5	#24.7	167.7	67.3	36.5	90.5
Internal Link Dist (m)		260.8		144.9		179.4	55.8
Turn Bay Length (m)	40.0		50.0		15.0		
Base Capacity (vph)	257	870	62	833	347	702	418
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	1.30	0.74	0.75	0.77	0.28	0.66

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	737	277	33	495	44	238	108	38	57	113	73
Future Volume (vph)	120	737	277	33	495	44	238	108	38	57	113	73
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	0.99			0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.99	1.00			1.00	
Frt	1.00	0.96		1.00	0.99		1.00	0.97			0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)	1657	1607		1662	1552		1559	1634			1564	
Flt Permitted	0.28	1.00		0.07	1.00		0.42	1.00			0.85	
Satd. Flow (perm)	480	1607		116	1552		684	1634			1350	
Peak-hour factor, PHF	0.87	0.89	0.92	0.72	0.87	0.81	0.89	0.71	0.89	0.83	0.94	0.84
Adj. Flow (vph)	138	828	301	46	569	54	267	152	43	69	120	87
RTOR Reduction (vph)	0	10	0	0	3	0	0	9	0	0	15	0
Lane Group Flow (vph)	138	1119	0	46	620	0	267	186	0	0	261	0
Confl. Peds. (#/hr)	6		4	4		6	13		1	1		13
Heavy Vehicles (%)	0%	4%	3%	0%	12%	0%	6%	3%	3%	5%	2%	5%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	60.1	60.1		60.1	60.1		39.7	39.7			25.7	
Effective Green, g (s)	60.1	60.1		60.1	60.1		39.7	39.7			25.7	
Actuated g/C Ratio	0.54	0.54		0.54	0.54		0.35	0.35			0.23	
Clearance Time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	256	860		62	830		327	577			308	
v/s Ratio Prot		c0.70			0.40		c0.08	0.11				
v/s Ratio Perm	0.29			0.39			c0.21				0.19	
v/c Ratio	0.54	1.30		0.74	0.75		0.82	0.32			0.85	
Uniform Delay, d1	17.1	26.1		20.1	20.2		33.0	26.5			41.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	7.9	143.9		56.2	6.1		14.5	0.3			19.0	
Delay (s)	25.0	170.0		76.4	26.3		47.5	26.8			60.5	
Level of Service	C	F		E	C		D	C			E	
Approach Delay (s)		154.2			29.7			38.8			60.5	
Approach LOS		F			C			D			E	

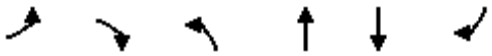
Intersection Summary			
HCM 2000 Control Delay	93.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.14		
Actuated Cycle Length (s)	112.3	Sum of lost time (s)	15.5
Intersection Capacity Utilization	127.5%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	20	56	702	0	0	638
Future Volume (Veh/h)	20	56	702	0	0	638
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.89	0.89	0.91	0.91
Hourly flow rate (vph)	22	61	789	0	0	701
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	1490	789			789	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1490	789			789	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	84	85			100	
cM capacity (veh/h)	138	394			840	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	83	789	701
Volume Left	22	0	0
Volume Right	61	0	0
cSH	264	1700	840
Volume to Capacity	0.31	0.46	0.00
Queue Length 95th (m)	10.4	0.0	0.0
Control Delay (s)	24.8	0.0	0.0
Lane LOS	C		
Approach Delay (s)	24.8	0.0	0.0
Approach LOS	C		

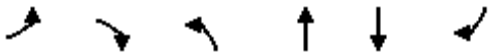
Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	51.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	15	34	52	20	20	18
Future Volume (Veh/h)	15	34	52	20	20	18
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	37	57	22	22	20
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	168	32	42			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	168	32	42			
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	96	96			
cM capacity (veh/h)	792	1042	1567			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	53	79	42
Volume Left	16	57	0
Volume Right	37	0	20
cSH	951	1567	1700
Volume to Capacity	0.06	0.04	0.02
Queue Length 95th (m)	1.4	0.9	0.0
Control Delay (s)	9.0	5.4	0.0
Lane LOS	A	A	
Approach Delay (s)	9.0	5.4	0.0
Approach LOS	A		

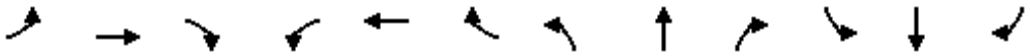
Intersection Summary			
Average Delay	5.2		
Intersection Capacity Utilization	20.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	0	1	702	638	0
Future Volume (Veh/h)	1	0	1	702	638	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.89	0.89	0.91	0.91
Hourly flow rate (vph)	1	0	1	789	701	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	1492	701	701			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1492	701	701			
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)	137	442	905			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	1	790	701
Volume Left	1	1	0
Volume Right	0	0	0
cSH	137	905	1700
Volume to Capacity	0.01	0.00	0.41
Queue Length 95th (m)	0.2	0.0	0.0
Control Delay (s)	31.4	0.0	0.0
Lane LOS	D	A	
Approach Delay (s)	31.4	0.0	0.0
Approach LOS	D		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	51.0%	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)	13	59	6	103	121	9	11	126	270	8	37	30
Future Volume (Veh/h)	13	59	6	103	121	9	11	126	270	8	37	30
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)	14	64	7	112	132	10	12	137	293	9	40	33
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	142			71			510	462	68	818	460	137
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	142			71			510	462	68	818	460	137
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			93			97	70	71	94	91	96
cM capacity (veh/h)	1441			1529			400	456	996	150	457	911

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	85	254	442	82
Volume Left	14	112	12	9
Volume Right	7	10	293	33
cSH	1441	1529	708	446
Volume to Capacity	0.01	0.07	0.62	0.18
Queue Length 95th (m)	0.2	1.9	35.2	5.3
Control Delay (s)	1.3	3.7	18.2	14.9
Lane LOS	A	A	C	B
Approach Delay (s)	1.3	3.7	18.2	14.9
Approach LOS			C	B

Intersection Summary				
Average Delay	11.9			
Intersection Capacity Utilization	51.5%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	29	30	678	84	98	561
Future Volume (Veh/h)	29	30	678	84	98	561
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.89	0.89	0.91	0.91
Hourly flow rate (vph)	32	33	762	94	108	616
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			376			
pX, platoon unblocked	0.55	0.55			0.55	
vC, conflicting volume	1641	809			856	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1757	240			326	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	26	92			84	
cM capacity (veh/h)	43	438			677	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	65	856	72	652
Volume Left	32	0	72	36
Volume Right	33	94	0	0
cSH	79	1700	677	677
Volume to Capacity	0.82	0.50	0.16	0.16
Queue Length 95th (m)	33.0	0.0	4.5	4.5
Control Delay (s)	145.4	0.0	11.3	3.3
Lane LOS	F		B	A
Approach Delay (s)	145.4	0.0	4.1	
Approach LOS	F			

Intersection Summary			
Average Delay	7.6		
Intersection Capacity Utilization	71.4%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	24	0	13	0	749	100	9	580	0
Future Volume (Veh/h)	0	0	0	24	0	13	0	749	100	9	580	0
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	0.89	0.89	0.89	0.91	0.91	0.91
Hourly flow rate (vph)	0	0	0	26	0	14	0	842	112	10	637	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)								188				
pX, platoon unblocked	0.49	0.49		0.49	0.49	0.49				0.49		
vC, conflicting volume	1569	1611	637	1555	1555	898	637			954		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1640	1726	637	1612	1612	277	637			390		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	36	100	96	100			98		
cM capacity (veh/h)	37	43	477	41	50	375	947			575		

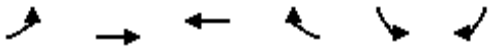
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	0	40	954	10	637
Volume Left	0	26	0	10	0
Volume Right	0	14	112	0	0
cSH	1700	59	947	575	1700
Volume to Capacity	0.00	0.68	0.00	0.02	0.37
Queue Length 95th (m)	0.0	22.8	0.0	0.4	0.0
Control Delay (s)	0.0	147.2	0.0	11.4	0.0
Lane LOS	A	F		B	
Approach Delay (s)	0.0	147.2	0.0	0.2	
Approach LOS	A	F			

Intersection Summary				
Average Delay	3.7			
Intersection Capacity Utilization	59.4%	ICU Level of Service	B	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	42	207	168	35	226	200
Future Volume (Veh/h)	42	207	168	35	226	200
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)	46	225	183	38	246	217
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						203
pX, platoon unblocked						
vC, conflicting volume	911	202			221	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	911	202			221	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	82	73			82	
cM capacity (veh/h)	249	839			1348	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	271	221	463
Volume Left	46	0	246
Volume Right	225	38	0
cSH	598	1700	1348
Volume to Capacity	0.45	0.13	0.18
Queue Length 95th (m)	18.8	0.0	5.3
Control Delay (s)	15.9	0.0	5.2
Lane LOS	C		A
Approach Delay (s)	15.9	0.0	5.2
Approach LOS	C		

Intersection Summary			
Average Delay	7.0		
Intersection Capacity Utilization	59.1%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	35	302	199	28	28	35
Future Volume (Veh/h)	35	302	199	28	28	35
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	328	216	30	30	38
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	246				635	231
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	246				635	231
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				93	95
cM capacity (veh/h)	1320				430	808

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	366	246	68
Volume Left	38	0	30
Volume Right	0	30	38
cSH	1320	1700	582
Volume to Capacity	0.03	0.14	0.12
Queue Length 95th (m)	0.7	0.0	3.2
Control Delay (s)	1.1	0.0	12.0
Lane LOS	A		B
Approach Delay (s)	1.1	0.0	12.0
Approach LOS			B

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	43.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	4	40	809	20	36	568
Future Volume (Veh/h)	4	40	809	20	36	568
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.89	0.89	0.91	0.91
Hourly flow rate (vph)	4	43	909	22	40	624
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			169			
pX, platoon unblocked	0.49	0.49			0.49	
vC, conflicting volume	1624	920			931	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1755	309			332	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	91	88			93	
cM capacity (veh/h)	43	356			598	

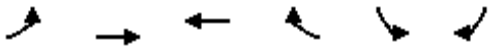
Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	47	931	664
Volume Left	4	0	40
Volume Right	43	22	0
cSH	219	1700	598
Volume to Capacity	0.21	0.55	0.07
Queue Length 95th (m)	6.3	0.0	1.7
Control Delay (s)	25.9	0.0	1.8
Lane LOS	D		A
Approach Delay (s)	25.9	0.0	1.8
Approach LOS	D		

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	74.5%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	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	0	0	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)						239
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	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	100			100	
cM capacity (veh/h)	1023	1085			1623	

Direction, Lane #	NB 1	SB 1
Volume Total	0	0
Volume Left	0	0
Volume Right	0	0
cSH	1700	1700
Volume to Capacity	0.00	0.00
Queue Length 95th (m)	0.0	0.0
Control Delay (s)	0.0	0.0
Lane LOS		
Approach Delay (s)	0.0	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	82	248	162	10	6	66
Future Volume (Veh/h)	82	248	162	10	6	66
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	89	270	176	11	7	72
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	187				630	182
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	187				630	182
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	94				98	92
cM capacity (veh/h)	1387				417	861

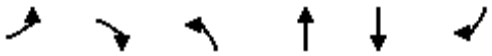
Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	359	187	79
Volume Left	89	0	7
Volume Right	0	11	72
cSH	1387	1700	787
Volume to Capacity	0.06	0.11	0.10
Queue Length 95th (m)	1.6	0.0	2.7
Control Delay (s)	2.4	0.0	10.1
Lane LOS	A		B
Approach Delay (s)	2.4	0.0	10.1
Approach LOS			B

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	41.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	35	20	183	40	50	193
Future Volume (Veh/h)	35	20	183	40	50	193
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)	38	22	199	43	54	210
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						365
pX, platoon unblocked						
vC, conflicting volume	538	220			242	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	538	220			242	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	92	97			96	
cM capacity (veh/h)	483	819			1324	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	60	242	264
Volume Left	38	0	54
Volume Right	22	43	0
cSH	569	1700	1324
Volume to Capacity	0.11	0.14	0.04
Queue Length 95th (m)	2.8	0.0	1.0
Control Delay (s)	12.1	0.0	1.9
Lane LOS	B		A
Approach Delay (s)	12.1	0.0	1.9
Approach LOS	B		

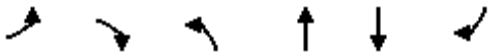
Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	38.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	2	3	28	40	3
Future Volume (Veh/h)	2	2	3	28	40	3
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	2	3	30	43	3
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	80	44	46			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	80	44	46			
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	100	100			
cM capacity (veh/h)	920	1025	1562			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	4	33	46
Volume Left	2	3	0
Volume Right	2	0	3
cSH	970	1562	1700
Volume to Capacity	0.00	0.00	0.03
Queue Length 95th (m)	0.1	0.0	0.0
Control Delay (s)	8.7	0.7	0.0
Lane LOS	A	A	
Approach Delay (s)	8.7	0.7	0.0
Approach LOS	A		

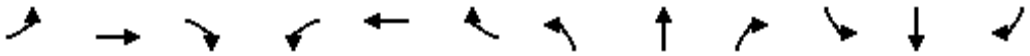
Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	14.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	6	10	25	32	10
Future Volume (Veh/h)	6	6	10	25	32	10
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)	7	7	11	27	35	11
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	90	40	46			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	90	40	46			
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	99	99			
cM capacity (veh/h)	905	1031	1562			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	14	38	46
Volume Left	7	11	0
Volume Right	7	0	11
cSH	964	1562	1700
Volume to Capacity	0.01	0.01	0.03
Queue Length 95th (m)	0.4	0.2	0.0
Control Delay (s)	8.8	2.2	0.0
Lane LOS	A	A	
Approach Delay (s)	8.8	2.2	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	18.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	12	6	4	50	11	69	6	147	61	75	132	20
Future Volume (vph)	12	6	4	50	11	69	6	147	61	75	132	20
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)	13	7	4	54	12	75	7	160	66	82	143	22

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	24	141	233	247
Volume Left (vph)	13	54	7	82
Volume Right (vph)	4	75	66	22
Hadj (s)	0.04	-0.21	-0.13	0.05
Departure Headway (s)	5.3	4.8	4.5	4.6
Degree Utilization, x	0.04	0.19	0.29	0.32
Capacity (veh/h)	602	675	766	739
Control Delay (s)	8.5	9.0	9.3	9.8
Approach Delay (s)	8.5	9.0	9.3	9.8
Approach LOS	A	A	A	A

Intersection Summary				
Delay	9.4			
Level of Service	A			
Intersection Capacity Utilization	42.5%	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)	33	123	4	2	106	39	1	0	1	20	1	24
Future Volume (Veh/h)	33	123	4	2	106	39	1	0	1	20	1	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	134	4	2	115	42	1	0	1	22	1	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	157			138			374	369	136	349	350	136
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	157			138			374	369	136	349	350	136
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			100			100	100	100	96	100	97
cM capacity (veh/h)	1423			1446			554	545	913	593	559	913

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	174	159	2	49
Volume Left	36	2	1	22
Volume Right	4	42	1	26
cSH	1423	1446	689	727
Volume to Capacity	0.03	0.00	0.00	0.07
Queue Length 95th (m)	0.6	0.0	0.1	1.7
Control Delay (s)	1.7	0.1	10.2	10.3
Lane LOS	A	A	B	B
Approach Delay (s)	1.7	0.1	10.2	10.3
Approach LOS			B	B

Intersection Summary				
Average Delay	2.2			
Intersection Capacity Utilization	29.9%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	681	9	33	631	6	24
Future Volume (Veh/h)	681	9	33	631	6	24
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.91	0.91	0.50	0.50
Hourly flow rate (vph)	732	10	36	693	12	48
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			742		1502	737
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			742		1502	737
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		91	89
cM capacity (veh/h)			865		128	418

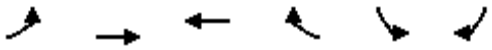
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	742	729	60
Volume Left	0	36	12
Volume Right	10	0	48
cSH	1700	865	288
Volume to Capacity	0.44	0.04	0.21
Queue Length 95th (m)	0.0	1.0	6.1
Control Delay (s)	0.0	1.1	20.7
Lane LOS		A	C
Approach Delay (s)	0.0	1.1	20.7
Approach LOS			C

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	75.3%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	199	55	10	139	33	6
Future Volume (Veh/h)	199	55	10	139	33	6
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	216	60	11	151	36	7
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			276		419	246
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			276		419	246
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		94	99
cM capacity (veh/h)			1287		586	793

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	276	162	43
Volume Left	0	11	36
Volume Right	60	0	7
cSH	1700	1287	612
Volume to Capacity	0.16	0.01	0.07
Queue Length 95th (m)	0.0	0.2	1.8
Control Delay (s)	0.0	0.6	11.3
Lane LOS		A	B
Approach Delay (s)	0.0	0.6	11.3
Approach LOS			B

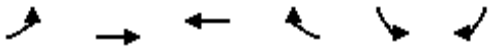
Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	25.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	197	145	1	1	4
Future Volume (Veh/h)	8	197	145	1	1	4
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	214	158	1	1	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	159				390	158
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	159				390	158
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				100	100
cM capacity (veh/h)	1420				610	887

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	223	159	5
Volume Left	9	0	1
Volume Right	0	1	4
cSH	1420	1700	813
Volume to Capacity	0.01	0.09	0.01
Queue Length 95th (m)	0.2	0.0	0.1
Control Delay (s)	0.4	0.0	9.5
Lane LOS	A		A
Approach Delay (s)	0.4	0.0	9.5
Approach LOS			A

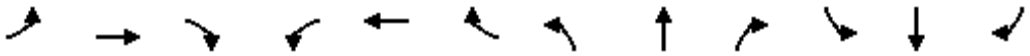
Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	26.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	26	171	129	5	3	16
Future Volume (Veh/h)	26	171	129	5	3	16
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	28	186	140	5	3	17
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	145				384	142
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	145				384	142
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				100	98
cM capacity (veh/h)	1437				606	905

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	214	145	20
Volume Left	28	0	3
Volume Right	0	5	17
cSH	1437	1700	843
Volume to Capacity	0.02	0.09	0.02
Queue Length 95th (m)	0.5	0.0	0.6
Control Delay (s)	1.1	0.0	9.4
Lane LOS	A		A
Approach Delay (s)	1.1	0.0	9.4
Approach LOS			A

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	30.9%	ICU Level of Service	A
Analysis Period (min)	15		



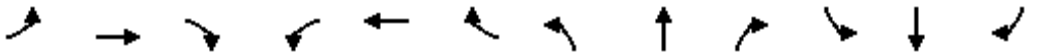
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	36	96	15	48	7	61	0	9	4	0	24
Future Volume (Veh/h)	42	36	96	15	48	7	61	0	9	4	0	24
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	46	39	104	16	52	8	66	0	10	4	0	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	60			143			297	275	91	281	323	56
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	60			143			297	275	91	281	323	56
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			99			89	100	99	99	100	97
cM capacity (veh/h)	1544			1440			619	607	967	644	570	1011

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	189	76	76	30
Volume Left	46	16	66	4
Volume Right	104	8	10	26
cSH	1544	1440	649	939
Volume to Capacity	0.03	0.01	0.12	0.03
Queue Length 95th (m)	0.7	0.3	3.2	0.8
Control Delay (s)	2.0	1.7	11.3	9.0
Lane LOS	A	A	B	A
Approach Delay (s)	2.0	1.7	11.3	9.0
Approach LOS			B	A

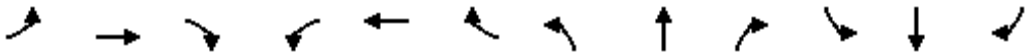
Intersection Summary				
Average Delay	4.4			
Intersection Capacity Utilization	31.4%	ICU Level of Service	A	
Analysis Period (min)	15			

Highway 7 Intersections with 1900 Saturation Flow Rate and Peak Hour Factor 0.92, PM Peak Hour

Future Background Conditions



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	113	600	189	30	424	41	161	87	34	52	87	69
Future Volume (vph)	113	600	189	30	424	41	161	87	34	52	87	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	40.0		0.0	50.0		0.0	15.0		15.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
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
Ped Bike Factor	1.00	0.99			1.00		0.98	0.99			0.98	
Frt		0.964			0.987			0.958			0.955	
Flt Protected	0.950			0.950			0.950				0.988	
Satd. Flow (prot)	1805	1753	0	1805	1685	0	1703	1756	0	0	1691	0
Flt Permitted	0.384			0.141			0.424				0.872	
Satd. Flow (perm)	726	1753	0	268	1685	0	744	1756	0	0	1491	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			6			19			21	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		284.8			168.9			203.4			79.8	
Travel Time (s)		20.5			12.2			14.6			5.7	
Confl. Peds. (#/hr)	6		4	4		6	13		1	1		13
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
Heavy Vehicles (%)	0%	4%	3%	0%	12%	0%	6%	3%	3%	5%	2%	5%
Adj. Flow (vph)	123	652	205	33	461	45	175	95	37	57	95	75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	123	857	0	33	506	0	175	132	0	0	227	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)		3.6			3.6			3.6			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway 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
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
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)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
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)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
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	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		7.0	10.0		10.0	10.0	
Minimum Split (s)	32.1	32.1		32.1	32.1		11.0	32.0		32.0	32.0	
Total Split (s)	66.0	66.0		66.0	66.0		14.0	54.0		40.0	40.0	
Total Split (%)	55.0%	55.0%		55.0%	55.0%		11.7%	45.0%		33.3%	33.3%	
Maximum Green (s)	59.9	59.9		59.9	59.9		11.0	47.6		33.6	33.6	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.0	4.5		4.5	4.5	
All-Red Time (s)	1.6	1.6		1.6	1.6		0.0	1.9		1.9	1.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	60.1	60.1		60.1	60.1		36.7	33.3			19.7	
Actuated g/C Ratio	0.57	0.57		0.57	0.57		0.35	0.31			0.19	
v/c Ratio	0.30	0.86		0.22	0.53		0.50	0.23			0.77	
Control Delay	16.1	30.6		18.3	17.7		29.9	23.3			54.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	16.1	30.6		18.3	17.7		29.9	23.3			54.6	
LOS	B	C		B	B		C	C			D	
Approach Delay		28.8			17.8			27.0			54.6	
Approach LOS		C			B			C			D	
Queue Length 50th (m)	13.3	146.3		3.4	63.8		27.3	17.8			43.1	
Queue Length 95th (m)	31.0	#272.6		11.9	113.0		44.4	32.5			70.3	
Internal Link Dist (m)		260.8			144.9			179.4			55.8	
Turn Bay Length (m)	40.0			50.0			15.0					
Base Capacity (vph)	411	1002		152	958		357	802			488	
Starvation Cap Reductn	0	0		0	0		0	0			0	
Spillback Cap Reductn	0	0		0	0		0	0			0	
Storage Cap Reductn	0	0		0	0		0	0			0	
Reduced v/c Ratio	0.30	0.86		0.22	0.53		0.49	0.16			0.47	

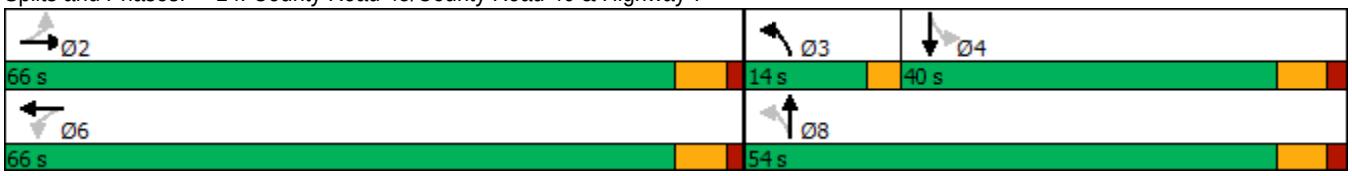
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 106			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 28.5		Intersection LOS: C	
Intersection Capacity Utilization 102.6%		ICU Level of Service G	

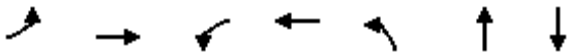
Analysis Period (min) 15

\# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 14: County Road 45/County Road 40 & Highway 7

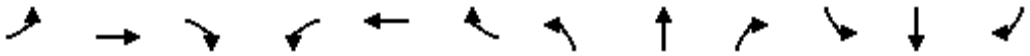




Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	123	857	33	506	175	132	227
v/c Ratio	0.30	0.86	0.22	0.53	0.50	0.23	0.77
Control Delay	16.1	30.6	18.3	17.7	29.9	23.3	54.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.1	30.6	18.3	17.7	29.9	23.3	54.6
Queue Length 50th (m)	13.3	146.3	3.4	63.8	27.3	17.8	43.1
Queue Length 95th (m)	31.0	#272.6	11.9	113.0	44.4	32.5	70.3
Internal Link Dist (m)		260.8		144.9		179.4	55.8
Turn Bay Length (m)	40.0		50.0		15.0		
Base Capacity (vph)	411	1002	152	958	357	802	488
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.86	0.22	0.53	0.49	0.16	0.47

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	113	600	189	30	424	41	161	87	34	52	87	69
Future Volume (vph)	113	600	189	30	424	41	161	87	34	52	87	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	0.99			0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.99	1.00			1.00	
Frt	1.00	0.96		1.00	0.99		1.00	0.96			0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)	1796	1753		1805	1685		1691	1756			1693	
Flt Permitted	0.38	1.00		0.14	1.00		0.42	1.00			0.87	
Satd. Flow (perm)	726	1753		268	1685		755	1756			1495	
Peak-hour factor, PHF	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)	123	652	205	33	461	45	175	95	37	57	95	75
RTOR Reduction (vph)	0	8	0	0	3	0	0	13	0	0	17	0
Lane Group Flow (vph)	123	849	0	33	503	0	175	119	0	0	210	0
Confl. Peds. (#/hr)	6		4	4		6	13		1	1		13
Heavy Vehicles (%)	0%	4%	3%	0%	12%	0%	6%	3%	3%	5%	2%	5%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	60.1	60.1		60.1	60.1		33.3	33.3			19.7	
Effective Green, g (s)	60.1	60.1		60.1	60.1		33.3	33.3			19.7	
Actuated g/C Ratio	0.57	0.57		0.57	0.57		0.31	0.31			0.19	
Clearance Time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	412	994		152	956		331	552			278	
v/s Ratio Prot		c0.48			0.30		c0.05	0.07				
v/s Ratio Perm	0.17			0.12			0.11				c0.14	
v/c Ratio	0.30	0.85		0.22	0.53		0.53	0.22			0.76	
Uniform Delay, d1	11.9	19.2		11.3	14.1		28.7	26.7			40.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	1.8	9.3		3.3	2.1		1.5	0.2			11.1	
Delay (s)	13.8	28.5		14.5	16.2		30.2	26.9			51.9	
Level of Service	B	C		B	B		C	C			D	
Approach Delay (s)		26.6			16.1			28.8			51.9	
Approach LOS		C			B			C			D	

Intersection Summary			
HCM 2000 Control Delay	27.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	105.9	Sum of lost time (s)	15.5
Intersection Capacity Utilization	102.6%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	3	36	666	18	33	492
Future Volume (Veh/h)	3	36	666	18	33	492
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)	3	39	724	20	36	535
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			169			
pX, platoon unblocked	0.61	0.61			0.61	
vC, conflicting volume	1341	734			744	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1241	252			268	
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	92			95	
cM capacity (veh/h)	113	483			795	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	42	744	571
Volume Left	3	0	36
Volume Right	39	20	0
cSH	392	1700	795
Volume to Capacity	0.11	0.44	0.05
Queue Length 95th (m)	2.9	0.0	1.1
Control Delay (s)	15.3	0.0	1.2
Lane LOS	C		A
Approach Delay (s)	15.3	0.0	1.2
Approach LOS	C		

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	63.0%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	13	0	12	0	642	60	8	512	0
Future Volume (Veh/h)	0	0	0	13	0	12	0	642	60	8	512	0
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)	0	0	0	14	0	13	0	698	65	9	557	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)								188				
pX, platoon unblocked	0.62	0.62		0.62	0.62	0.62				0.62		
vC, conflicting volume	1318	1338	557	1306	1306	730	557			763		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1209	1240	557	1188	1188	265	557			317		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	86	100	97	100			99		
cM capacity (veh/h)	96	108	530	102	116	482	1014			774		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	0	27	763	9	557
Volume Left	0	14	0	9	0
Volume Right	0	13	65	0	0
cSH	1700	164	1014	774	1700
Volume to Capacity	0.00	0.16	0.00	0.01	0.33
Queue Length 95th (m)	0.0	4.6	0.0	0.3	0.0
Control Delay (s)	0.0	31.2	0.0	9.7	0.0
Lane LOS	A	D		A	
Approach Delay (s)	0.0	31.2	0.0	0.2	
Approach LOS	A	D			

Intersection Summary				
Average Delay	0.7			
Intersection Capacity Utilization	47.4%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	17	28	615	39	55	503
Future Volume (Veh/h)	17	28	615	39	55	503
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)	18	30	668	42	60	547
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			376			
pX, platoon unblocked	0.70	0.70			0.70	
vC, conflicting volume	1356	689			710	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1296	349			379	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	85	94			93	
cM capacity (veh/h)	117	489			831	

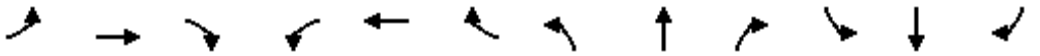
Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	48	710	40	567
Volume Left	18	0	40	20
Volume Right	30	42	0	0
cSH	223	1700	831	831
Volume to Capacity	0.22	0.42	0.07	0.07
Queue Length 95th (m)	6.3	0.0	1.9	1.9
Control Delay (s)	25.5	0.0	9.7	1.3
Lane LOS	D		A	A
Approach Delay (s)	25.5	0.0	1.9	
Approach LOS	D			

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	46.2%	ICU Level of Service	A
Analysis Period (min)	15		

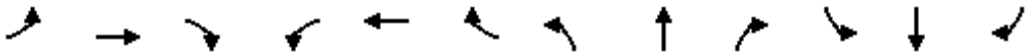
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	12	30	636	0	0	545
Future Volume (Veh/h)	12	30	636	0	0	545
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	33	691	0	0	592
Pedestrians						
Lane Width (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	1283	691			691	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1283	691			691	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	93	93			100	
cM capacity (veh/h)	184	448			913	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	46	691	592
Volume Left	13	0	0
Volume Right	33	0	0
cSH	319	1700	913
Volume to Capacity	0.14	0.41	0.00
Queue Length 95th (m)	4.0	0.0	0.0
Control Delay (s)	18.2	0.0	0.0
Lane LOS	C		
Approach Delay (s)	18.2	0.0	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	43.5%	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)	116	627	195	31	445	42	166	91	36	54	90	71
Future Volume (vph)	116	627	195	31	445	42	166	91	36	54	90	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	40.0		0.0	50.0		0.0	15.0		15.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
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
Ped Bike Factor	1.00	0.99			1.00		0.98	0.99			0.98	
Frt		0.964			0.987			0.958			0.956	
Flt Protected	0.950			0.950			0.950				0.988	
Satd. Flow (prot)	1805	1753	0	1805	1685	0	1703	1755	0	0	1693	0
Flt Permitted	0.364			0.112			0.422				0.870	
Satd. Flow (perm)	689	1753	0	213	1685	0	741	1755	0	0	1490	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			6			20			20	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		284.8			168.9			203.4			79.8	
Travel Time (s)		20.5			12.2			14.6			5.7	
Confl. Peds. (#/hr)	6		4	4		6	13		1	1		13
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
Heavy Vehicles (%)	0%	4%	3%	0%	12%	0%	6%	3%	3%	5%	2%	5%
Adj. Flow (vph)	126	682	212	34	484	46	180	99	39	59	98	77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	126	894	0	34	530	0	180	138	0	0	234	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)		3.6			3.6			3.6			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway 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
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
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)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
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)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
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	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		7.0	10.0		10.0	10.0	
Minimum Split (s)	32.1	32.1		32.1	32.1		11.0	32.0		32.0	32.0	
Total Split (s)	66.0	66.0		66.0	66.0		14.0	54.0		40.0	40.0	
Total Split (%)	55.0%	55.0%		55.0%	55.0%		11.7%	45.0%		33.3%	33.3%	
Maximum Green (s)	59.9	59.9		59.9	59.9		11.0	47.6		33.6	33.6	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.0	4.5		4.5	4.5	
All-Red Time (s)	1.6	1.6		1.6	1.6		0.0	1.9		1.9	1.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	60.1	60.1		60.1	60.1		37.4	34.0			20.4	
Actuated g/C Ratio	0.56	0.56		0.56	0.56		0.35	0.32			0.19	
v/c Ratio	0.32	0.90		0.29	0.56		0.51	0.24			0.78	
Control Delay	17.1	35.1		22.6	18.7		30.0	23.2			55.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	17.1	35.1		22.6	18.7		30.0	23.2			55.2	
LOS	B	D		C	B		C	C			E	
Approach Delay		32.9			18.9			27.0			55.2	
Approach LOS		C			B			C			E	
Queue Length 50th (m)	14.0	161.8		3.7	69.4		28.2	18.7			45.1	
Queue Length 95th (m)	32.9	#295.9		13.8	122.5		45.5	33.6			72.9	
Internal Link Dist (m)		260.8			144.9			179.4			55.8	
Turn Bay Length (m)	40.0			50.0			15.0					
Base Capacity (vph)	388	996		119	952		359	797			484	
Starvation Cap Reductn	0	0		0	0		0	0			0	
Spillback Cap Reductn	0	0		0	0		0	0			0	
Storage Cap Reductn	0	0		0	0		0	0			0	
Reduced v/c Ratio	0.32	0.90		0.29	0.56		0.50	0.17			0.48	

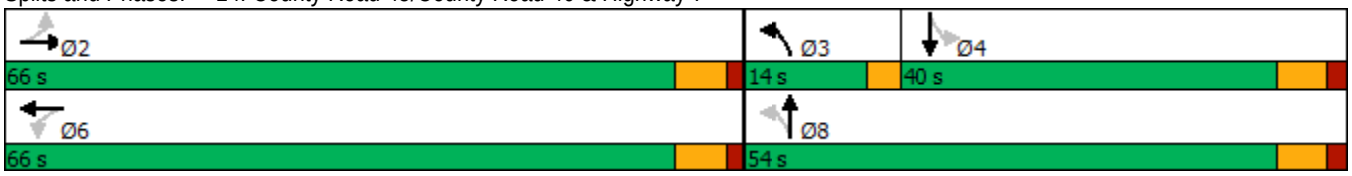
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 106.7			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 30.8		Intersection LOS: C	
Intersection Capacity Utilization 104.9%		ICU Level of Service G	

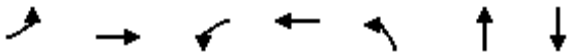
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 14: County Road 45/County Road 40 & Highway 7





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	126	894	34	530	180	138	234
v/c Ratio	0.32	0.90	0.29	0.56	0.51	0.24	0.78
Control Delay	17.1	35.1	22.6	18.7	30.0	23.2	55.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.1	35.1	22.6	18.7	30.0	23.2	55.2
Queue Length 50th (m)	14.0	161.8	3.7	69.4	28.2	18.7	45.1
Queue Length 95th (m)	32.9	#295.9	13.8	122.5	45.5	33.6	72.9
Internal Link Dist (m)		260.8		144.9		179.4	55.8
Turn Bay Length (m)	40.0		50.0		15.0		
Base Capacity (vph)	388	996	119	952	359	797	484
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.90	0.29	0.56	0.50	0.17	0.48

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	627	195	31	445	42	166	91	36	54	90	71
Future Volume (vph)	116	627	195	31	445	42	166	91	36	54	90	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	0.99			0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.99	1.00			1.00	
Frt	1.00	0.96		1.00	0.99		1.00	0.96			0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)	1797	1754		1805	1685		1691	1755			1693	
Flt Permitted	0.36	1.00		0.11	1.00		0.42	1.00			0.87	
Satd. Flow (perm)	688	1754		214	1685		752	1755			1492	
Peak-hour factor, PHF	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)	126	682	212	34	484	46	180	99	39	59	98	77
RTOR Reduction (vph)	0	8	0	0	3	0	0	14	0	0	16	0
Lane Group Flow (vph)	126	886	0	34	527	0	180	124	0	0	218	0
Confl. Peds. (#/hr)	6		4	4		6	13		1	1		13
Heavy Vehicles (%)	0%	4%	3%	0%	12%	0%	6%	3%	3%	5%	2%	5%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	60.1	60.1		60.1	60.1		34.0	34.0			20.4	
Effective Green, g (s)	60.1	60.1		60.1	60.1		34.0	34.0			20.4	
Actuated g/C Ratio	0.56	0.56		0.56	0.56		0.32	0.32			0.19	
Clearance Time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	387	988		120	949		333	559			285	
v/s Ratio Prot		c0.50			0.31		c0.05	0.07				
v/s Ratio Perm	0.18			0.16			0.12				c0.15	
v/c Ratio	0.33	0.90		0.28	0.56		0.54	0.22			0.76	
Uniform Delay, d1	12.4	20.5		12.1	14.8		28.7	26.6			40.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	2.2	12.4		5.8	2.3		1.8	0.2			11.5	
Delay (s)	14.7	33.0		17.9	17.1		30.5	26.8			52.4	
Level of Service	B	C		B	B		C	C			D	
Approach Delay (s)		30.7			17.2			28.9			52.4	
Approach LOS		C			B			C			D	

Intersection Summary			
HCM 2000 Control Delay	29.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	106.6	Sum of lost time (s)	15.5
Intersection Capacity Utilization	104.9%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	3	38	695	19	35	515
Future Volume (Veh/h)	3	38	695	19	35	515
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)	3	41	755	21	38	560
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			169			
pX, platoon unblocked	0.57	0.57			0.57	
vC, conflicting volume	1402	766			776	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1328	215			233	
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	91			95	
cM capacity (veh/h)	93	472			763	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	44	776	598
Volume Left	3	0	38
Volume Right	41	21	0
cSH	369	1700	763
Volume to Capacity	0.12	0.46	0.05
Queue Length 95th (m)	3.2	0.0	1.3
Control Delay (s)	16.1	0.0	1.3
Lane LOS	C		A
Approach Delay (s)	16.1	0.0	1.3
Approach LOS	C		

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	65.8%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	13	0	12	0	672	61	9	536	0
Future Volume (Veh/h)	0	0	0	13	0	12	0	672	61	9	536	0
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)	0	0	0	14	0	13	0	730	66	10	583	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)								188				
pX, platoon unblocked	0.58	0.58		0.58	0.58	0.58				0.58		
vC, conflicting volume	1379	1399	583	1366	1366	763	583			796		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1292	1326	583	1269	1269	232	583			289		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	83	100	97	100			99		
cM capacity (veh/h)	78	89	512	83	96	469	991			740		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	0	27	796	10	583
Volume Left	0	14	0	10	0
Volume Right	0	13	66	0	0
cSH	1700	138	991	740	1700
Volume to Capacity	0.00	0.20	0.00	0.01	0.34
Queue Length 95th (m)	0.0	5.6	0.0	0.3	0.0
Control Delay (s)	0.0	37.3	0.0	9.9	0.0
Lane LOS	A	E		A	
Approach Delay (s)	0.0	37.3	0.0	0.2	
Approach LOS	A	E			

Intersection Summary				
Average Delay	0.8			
Intersection Capacity Utilization	49.1%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	18	29	646	39	56	527
Future Volume (Veh/h)	18	29	646	39	56	527
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)	20	32	702	42	61	573
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			376			
pX, platoon unblocked	0.66	0.66			0.66	
vC, conflicting volume	1418	723			744	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1376	321			353	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	79	93			92	
cM capacity (veh/h)	97	474			795	

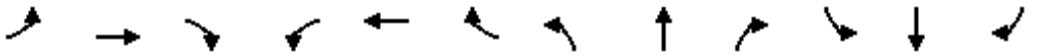
Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	52	744	41	593
Volume Left	20	0	41	20
Volume Right	32	42	0	0
cSH	191	1700	795	795
Volume to Capacity	0.27	0.44	0.08	0.08
Queue Length 95th (m)	8.5	0.0	2.0	2.0
Control Delay (s)	30.8	0.0	9.9	1.4
Lane LOS	D		A	A
Approach Delay (s)	30.8	0.0	2.0	
Approach LOS	D			

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	47.2%	ICU Level of Service	A
Analysis Period (min)	15		

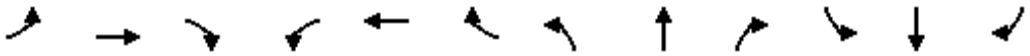
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	12	30	668	0	0	571
Future Volume (Veh/h)	12	30	668	0	0	571
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	33	726	0	0	621
Pedestrians						
Lane Width (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	1347	726			726	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1347	726			726	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	92	92			100	
cM capacity (veh/h)	168	428			886	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	46	726	621
Volume Left	13	0	0
Volume Right	33	0	0
cSH	298	1700	886
Volume to Capacity	0.15	0.43	0.00
Queue Length 95th (m)	4.3	0.0	0.0
Control Delay (s)	19.3	0.0	0.0
Lane LOS	C		
Approach Delay (s)	19.3	0.0	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	45.2%	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)	120	655	201	33	467	44	171	94	38	57	94	73
Future Volume (vph)	120	655	201	33	467	44	171	94	38	57	94	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	40.0		0.0	50.0		0.0	15.0		15.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
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
Ped Bike Factor	1.00	0.99			1.00		0.98	0.99			0.98	
Frt		0.965			0.987			0.957			0.956	
Flt Protected	0.950			0.950			0.950				0.987	
Satd. Flow (prot)	1805	1755	0	1805	1685	0	1703	1753	0	0	1692	0
Flt Permitted	0.342			0.083			0.420				0.867	
Satd. Flow (perm)	647	1755	0	158	1685	0	738	1753	0	0	1485	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			6			20			20	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		284.8			168.9			203.4			79.8	
Travel Time (s)		20.5			12.2			14.6			5.7	
Confl. Peds. (#/hr)	6		4	4		6	13		1	1		13
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
Heavy Vehicles (%)	0%	4%	3%	0%	12%	0%	6%	3%	3%	5%	2%	5%
Adj. Flow (vph)	130	712	218	36	508	48	186	102	41	62	102	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	130	930	0	36	556	0	186	143	0	0	243	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)		3.6			3.6			3.6			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway 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
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
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)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
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)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
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	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		7.0	10.0		10.0	10.0	
Minimum Split (s)	32.1	32.1		32.1	32.1		11.0	32.0		32.0	32.0	
Total Split (s)	66.0	66.0		66.0	66.0		14.0	54.0		40.0	40.0	
Total Split (%)	55.0%	55.0%		55.0%	55.0%		11.7%	45.0%		33.3%	33.3%	
Maximum Green (s)	59.9	59.9		59.9	59.9		11.0	47.6		33.6	33.6	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.0	4.5		4.5	4.5	
All-Red Time (s)	1.6	1.6		1.6	1.6		0.0	1.9		1.9	1.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	60.1	60.1		60.1	60.1		38.3	34.9			21.2	
Actuated g/C Ratio	0.56	0.56		0.56	0.56		0.36	0.32			0.20	
v/c Ratio	0.36	0.94		0.41	0.59		0.52	0.25			0.79	
Control Delay	18.6	41.5		34.5	20.0		30.1	23.2			55.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	18.6	41.5		34.5	20.0		30.1	23.2			55.6	
LOS	B	D		C	B		C	C			E	
Approach Delay		38.7			20.9			27.1			55.6	
Approach LOS		D			C			C			E	
Queue Length 50th (m)	15.1	179.5		4.3	76.0		29.3	19.5			47.3	
Queue Length 95th (m)	36.0	#320.4		#20.4	134.3		46.8	34.8			75.9	
Internal Link Dist (m)		260.8			144.9			179.4			55.8	
Turn Bay Length (m)	40.0			50.0			15.0					
Base Capacity (vph)	361	988		88	944		362	789			479	
Starvation Cap Reductn	0	0		0	0		0	0			0	
Spillback Cap Reductn	0	0		0	0		0	0			0	
Storage Cap Reductn	0	0		0	0		0	0			0	
Reduced v/c Ratio	0.36	0.94		0.41	0.59		0.51	0.18			0.51	

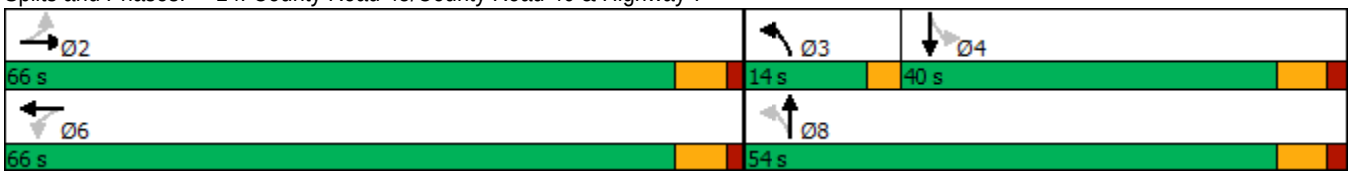
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 107.6			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 34.1		Intersection LOS: C	
Intersection Capacity Utilization 107.3%		ICU Level of Service G	

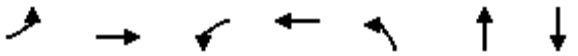
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 14: County Road 45/County Road 40 & Highway 7





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	130	930	36	556	186	143	243
v/c Ratio	0.36	0.94	0.41	0.59	0.52	0.25	0.79
Control Delay	18.6	41.5	34.5	20.0	30.1	23.2	55.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.6	41.5	34.5	20.0	30.1	23.2	55.6
Queue Length 50th (m)	15.1	179.5	4.3	76.0	29.3	19.5	47.3
Queue Length 95th (m)	36.0	#320.4	#20.4	134.3	46.8	34.8	75.9
Internal Link Dist (m)		260.8		144.9		179.4	55.8
Turn Bay Length (m)	40.0		50.0		15.0		
Base Capacity (vph)	361	988	88	944	362	789	479
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.94	0.41	0.59	0.51	0.18	0.51

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	655	201	33	467	44	171	94	38	57	94	73
Future Volume (vph)	120	655	201	33	467	44	171	94	38	57	94	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	0.99			0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.99	1.00			1.00	
Frt	1.00	0.96		1.00	0.99		1.00	0.96			0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)	1797	1755		1805	1685		1692	1754			1694	
Flt Permitted	0.34	1.00		0.08	1.00		0.42	1.00			0.87	
Satd. Flow (perm)	646	1755		158	1685		748	1754			1488	
Peak-hour factor, PHF	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)	130	712	218	36	508	48	186	102	41	62	102	79
RTOR Reduction (vph)	0	8	0	0	3	0	0	14	0	0	16	0
Lane Group Flow (vph)	130	922	0	36	553	0	186	129	0	0	227	0
Confl. Peds. (#/hr)	6		4	4		6	13		1	1		13
Heavy Vehicles (%)	0%	4%	3%	0%	12%	0%	6%	3%	3%	5%	2%	5%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	60.1	60.1		60.1	60.1		34.9	34.9			21.2	
Effective Green, g (s)	60.1	60.1		60.1	60.1		34.9	34.9			21.2	
Actuated g/C Ratio	0.56	0.56		0.56	0.56		0.32	0.32			0.20	
Clearance Time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	361	981		88	942		336	569			293	
v/s Ratio Prot		c0.53			0.33		c0.05	0.07				
v/s Ratio Perm	0.20			0.23			0.12				c0.15	
v/c Ratio	0.36	0.94		0.41	0.59		0.55	0.23			0.77	
Uniform Delay, d1	13.1	22.0		13.5	15.6		28.6	26.5			40.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	2.8	17.4		13.5	2.7		2.0	0.2			12.0	
Delay (s)	15.9	39.5		27.0	18.2		30.6	26.7			52.9	
Level of Service	B	D		C	B		C	C			D	
Approach Delay (s)		36.6			18.8			28.9			52.9	
Approach LOS		D			B			C			D	

Intersection Summary			
HCM 2000 Control Delay	32.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	107.5	Sum of lost time (s)	15.5
Intersection Capacity Utilization	107.3%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	4	40	727	20	36	540
Future Volume (Veh/h)	4	40	727	20	36	540
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)	4	43	790	22	39	587
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			169			
pX, platoon unblocked	0.53	0.53			0.53	
vC, conflicting volume	1466	801			812	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1435	169			190	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	91			95	
cM capacity (veh/h)	73	460			727	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	47	812	626
Volume Left	4	0	39
Volume Right	43	22	0
cSH	317	1700	727
Volume to Capacity	0.15	0.48	0.05
Queue Length 95th (m)	4.1	0.0	1.4
Control Delay (s)	18.3	0.0	1.4
Lane LOS	C		A
Approach Delay (s)	18.3	0.0	1.4
Approach LOS	C		

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	68.0%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	14	0	13	0	705	62	9	562	0
Future Volume (Veh/h)	0	0	0	14	0	13	0	705	62	9	562	0
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)	0	0	0	15	0	14	0	766	67	10	611	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)								188				
pX, platoon unblocked	0.53	0.53		0.53	0.53	0.53				0.53		
vC, conflicting volume	1444	1464	611	1430	1430	800	611			833		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1396	1433	611	1370	1370	190	611			252		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	77	100	97	100			99		
cM capacity (veh/h)	61	71	494	65	77	456	968			702		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	0	29	833	10	611
Volume Left	0	15	0	10	0
Volume Right	0	14	67	0	0
cSH	1700	111	968	702	1700
Volume to Capacity	0.00	0.26	0.00	0.01	0.36
Queue Length 95th (m)	0.0	7.7	0.0	0.3	0.0
Control Delay (s)	0.0	48.3	0.0	10.2	0.0
Lane LOS	A	E		B	
Approach Delay (s)	0.0	48.3	0.0	0.2	
Approach LOS	A	E			

Intersection Summary				
Average Delay	1.0			
Intersection Capacity Utilization	50.9%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	18	30	678	40	57	553
Future Volume (Veh/h)	18	30	678	40	57	553
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)	20	33	737	43	62	601
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			376			
pX, platoon unblocked	0.61	0.61			0.61	
vC, conflicting volume	1484	758			780	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1473	280			316	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	74	93			92	
cM capacity (veh/h)	78	461			757	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	53	780	41	622
Volume Left	20	0	41	21
Volume Right	33	43	0	0
cSH	161	1700	757	757
Volume to Capacity	0.33	0.46	0.08	0.08
Queue Length 95th (m)	10.7	0.0	2.1	2.1
Control Delay (s)	37.8	0.0	10.2	1.6
Lane LOS	E		B	A
Approach Delay (s)	37.8	0.0	2.1	
Approach LOS	E			

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	48.3%	ICU Level of Service	A
Analysis Period (min)	15		

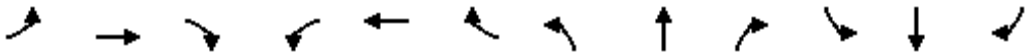
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	12	30	702	0	0	597
Future Volume (Veh/h)	12	30	702	0	0	597
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	33	763	0	0	649
Pedestrians						
Lane Width (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	1412	763			763	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1412	763			763	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	92	92			100	
cM capacity (veh/h)	154	408			859	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	46	763	649
Volume Left	13	0	0
Volume Right	33	0	0
cSH	278	1700	859
Volume to Capacity	0.17	0.45	0.00
Queue Length 95th (m)	4.7	0.0	0.0
Control Delay (s)	20.5	0.0	0.0
Lane LOS	C		
Approach Delay (s)	20.5	0.0	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	46.9%	ICU Level of Service	A
Analysis Period (min)	15		

Future Total Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	113	682	265	30	453	41	228	101	34	52	106	69
Future Volume (vph)	113	682	265	30	453	41	228	101	34	52	106	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	40.0		0.0	50.0		0.0	15.0		15.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
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
Ped Bike Factor	1.00	0.99			1.00		0.98	0.99			0.98	
Frt		0.958			0.987			0.962			0.959	
Flt Protected	0.950			0.950			0.950				0.989	
Satd. Flow (prot)	1805	1740	0	1805	1685	0	1703	1764	0	0	1705	0
Flt Permitted	0.354			0.067			0.405				0.877	
Satd. Flow (perm)	670	1740	0	127	1685	0	712	1764	0	0	1511	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			5			17			18	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		284.8			168.9			203.4			79.8	
Travel Time (s)		20.5			12.2			14.6			5.7	
Confl. Peds. (#/hr)	6		4	4		6	13		1	1		13
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
Heavy Vehicles (%)	0%	4%	3%	0%	12%	0%	6%	3%	3%	5%	2%	5%
Adj. Flow (vph)	123	741	288	33	492	45	248	110	37	57	115	75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	123	1029	0	33	537	0	248	147	0	0	247	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)		3.6			3.6			3.6			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway 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
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
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)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
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)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
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	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		7.0	10.0		10.0	10.0	
Minimum Split (s)	32.1	32.1		32.1	32.1		11.0	32.0		32.0	32.0	
Total Split (s)	66.0	66.0		66.0	66.0		14.0	54.0		40.0	40.0	
Total Split (%)	55.0%	55.0%		55.0%	55.0%		11.7%	45.0%		33.3%	33.3%	
Maximum Green (s)	59.9	59.9		59.9	59.9		11.0	47.6		33.6	33.6	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.0	4.5		4.5	4.5	
All-Red Time (s)	1.6	1.6		1.6	1.6		0.0	1.9		1.9	1.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	60.1	60.1		60.1	60.1		38.8	35.4			21.4	
Actuated g/C Ratio	0.56	0.56		0.56	0.56		0.36	0.33			0.20	
v/c Ratio	0.33	1.05		0.47	0.57		0.69	0.25			0.79	
Control Delay	17.8	68.9		44.4	19.6		37.4	24.0			56.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	17.8	68.9		44.4	19.6		37.4	24.0			56.0	
LOS	B	E		D	B		D	C			E	
Approach Delay		63.5			21.1			32.4			56.0	
Approach LOS		E			C			C			E	
Queue Length 50th (m)	14.0	~247.0		4.2	72.5		40.7	20.7			48.6	
Queue Length 95th (m)	33.2	#373.0		#22.5	127.6		62.2	36.1			77.2	
Internal Link Dist (m)		260.8			144.9			179.4			55.8	
Turn Bay Length (m)	40.0			50.0			15.0					
Base Capacity (vph)	372	977		70	939		357	789			483	
Starvation Cap Reductn	0	0		0	0		0	0			0	
Spillback Cap Reductn	0	0		0	0		0	0			0	
Storage Cap Reductn	0	0		0	0		0	0			0	
Reduced v/c Ratio	0.33	1.05		0.47	0.57		0.69	0.19			0.51	

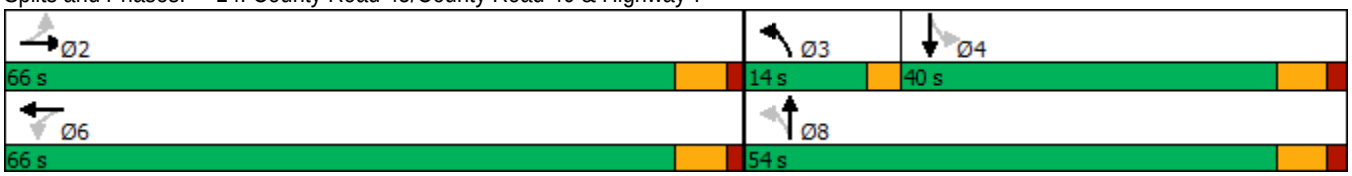
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 108.1			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 47.3		Intersection LOS: D	
Intersection Capacity Utilization 115.8%		ICU Level of Service H	

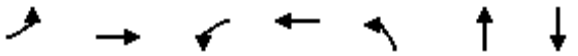
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 14: County Road 45/County Road 40 & Highway 7





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	123	1029	33	537	248	147	247
v/c Ratio	0.33	1.05	0.47	0.57	0.69	0.25	0.79
Control Delay	17.8	68.9	44.4	19.6	37.4	24.0	56.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.8	68.9	44.4	19.6	37.4	24.0	56.0
Queue Length 50th (m)	14.0	~247.0	4.2	72.5	40.7	20.7	48.6
Queue Length 95th (m)	33.2	#373.0	#22.5	127.6	62.2	36.1	77.2
Internal Link Dist (m)		260.8		144.9		179.4	55.8
Turn Bay Length (m)	40.0		50.0		15.0		
Base Capacity (vph)	372	977	70	939	357	789	483
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	1.05	0.47	0.57	0.69	0.19	0.51

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	113	682	265	30	453	41	228	101	34	52	106	69
Future Volume (vph)	113	682	265	30	453	41	228	101	34	52	106	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	0.99			0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.99	1.00			1.00	
Frt	1.00	0.96		1.00	0.99		1.00	0.96			0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)	1797	1741		1805	1686		1692	1765			1706	
Flt Permitted	0.35	1.00		0.07	1.00		0.41	1.00			0.88	
Satd. Flow (perm)	669	1741		126	1686		722	1765			1513	
Peak-hour factor, PHF	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)	123	741	288	33	492	45	248	110	37	57	115	75
RTOR Reduction (vph)	0	10	0	0	2	0	0	11	0	0	14	0
Lane Group Flow (vph)	123	1019	0	33	535	0	248	136	0	0	233	0
Confl. Peds. (#/hr)	6		4	4		6	13		1	1		13
Heavy Vehicles (%)	0%	4%	3%	0%	12%	0%	6%	3%	3%	5%	2%	5%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	60.1	60.1		60.1	60.1		35.4	35.4			21.4	
Effective Green, g (s)	60.1	60.1		60.1	60.1		35.4	35.4			21.4	
Actuated g/C Ratio	0.56	0.56		0.56	0.56		0.33	0.33			0.20	
Clearance Time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	372	968		70	938		335	578			299	
v/s Ratio Prot		c0.59			0.32		c0.08	0.08				
v/s Ratio Perm	0.18			0.26			c0.17				0.15	
v/c Ratio	0.33	1.05		0.47	0.57		0.74	0.23			0.78	
Uniform Delay, d1	13.0	23.9		14.4	15.6		31.1	26.4			41.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	2.4	43.7		21.1	2.5		8.5	0.2			12.0	
Delay (s)	15.4	67.7		35.5	18.1		39.6	26.6			53.1	
Level of Service	B	E		D	B		D	C			D	
Approach Delay (s)		62.1			19.1			34.8			53.1	
Approach LOS		E			B			C			D	

Intersection Summary			
HCM 2000 Control Delay	46.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	15.5
Intersection Capacity Utilization	115.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	3	36	748	18	33	520
Future Volume (Veh/h)	3	36	748	18	33	520
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)	3	39	813	20	36	565
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			169			
pX, platoon unblocked	0.48	0.48			0.48	
vC, conflicting volume	1460	823			833	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1417	102			123	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	92			95	
cM capacity (veh/h)	69	461			709	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	42	833	601
Volume Left	3	0	36
Volume Right	39	20	0
cSH	329	1700	709
Volume to Capacity	0.13	0.49	0.05
Queue Length 95th (m)	3.5	0.0	1.3
Control Delay (s)	17.5	0.0	1.4
Lane LOS	C		A
Approach Delay (s)	17.5	0.0	1.4
Approach LOS	C		

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	24	0	12	0	686	98	8	530	0
Future Volume (Veh/h)	0	0	0	24	0	12	0	686	98	8	530	0
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)	0	0	0	26	0	13	0	746	107	9	576	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)								188				
pX, platoon unblocked	0.49	0.49		0.49	0.49	0.49				0.49		
vC, conflicting volume	1406	1447	576	1394	1394	800	576			853		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1310	1392	576	1284	1284	78	576			187		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	62	100	97	100			99		
cM capacity (veh/h)	65	69	517	69	80	484	997			684		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	0	39	853	9	576
Volume Left	0	26	0	9	0
Volume Right	0	13	107	0	0
cSH	1700	97	997	684	1700
Volume to Capacity	0.00	0.40	0.00	0.01	0.34
Queue Length 95th (m)	0.0	13.2	0.0	0.3	0.0
Control Delay (s)	0.0	65.3	0.0	10.3	0.0
Lane LOS	A	F		B	
Approach Delay (s)	0.0	65.3	0.0	0.2	
Approach LOS	A	F			

Intersection Summary				
Average Delay	1.8			
Intersection Capacity Utilization	52.1%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	28	28	615	83	96	510
Future Volume (Veh/h)	28	28	615	83	96	510
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)	30	30	668	90	104	554
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			376			
pX, platoon unblocked	0.60	0.60			0.60	
vC, conflicting volume	1475	713			758	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1458	183			259	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	59	94			87	
cM capacity (veh/h)	74	513			781	

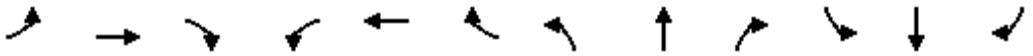
Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	60	758	69	589
Volume Left	30	0	69	35
Volume Right	30	90	0	0
cSH	129	1700	781	781
Volume to Capacity	0.46	0.45	0.13	0.13
Queue Length 95th (m)	16.8	0.0	3.7	3.7
Control Delay (s)	55.0	0.0	10.3	2.5
Lane LOS	F		B	A
Approach Delay (s)	55.0	0.0	3.3	
Approach LOS	F			

Intersection Summary			
Average Delay	3.7		
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		

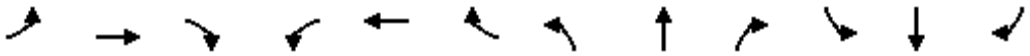
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	19	55	636	0	0	586
Future Volume (Veh/h)	19	55	636	0	0	586
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	21	60	691	0	0	637
Pedestrians						
Lane Width (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	1328	691			691	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1328	691			691	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	88	87			100	
cM capacity (veh/h)	173	448			913	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	81	691	637
Volume Left	21	0	0
Volume Right	60	0	0
cSH	317	1700	913
Volume to Capacity	0.26	0.41	0.00
Queue Length 95th (m)	8.0	0.0	0.0
Control Delay (s)	20.2	0.0	0.0
Lane LOS	C		
Approach Delay (s)	20.2	0.0	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	44.6%	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)	116	709	271	31	474	42	233	104	36	54	109	71
Future Volume (vph)	116	709	271	31	474	42	233	104	36	54	109	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	40.0		0.0	50.0		0.0	15.0		15.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
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
Ped Bike Factor	1.00	0.99			1.00		0.98	0.99			0.98	
Frt		0.958			0.988			0.962			0.959	
Flt Protected	0.950			0.950			0.950				0.989	
Satd. Flow (prot)	1805	1741	0	1805	1686	0	1703	1764	0	0	1705	0
Flt Permitted	0.334			0.067			0.404				0.875	
Satd. Flow (perm)	632	1741	0	127	1686	0	711	1764	0	0	1508	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			5			17			18	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		284.8			168.9			203.4			79.8	
Travel Time (s)		20.5			12.2			14.6			5.7	
Confl. Peds. (#/hr)	6		4	4		6	13		1	1		13
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
Heavy Vehicles (%)	0%	4%	3%	0%	12%	0%	6%	3%	3%	5%	2%	5%
Adj. Flow (vph)	126	771	295	34	515	46	253	113	39	59	118	77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	126	1066	0	34	561	0	253	152	0	0	254	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)		3.6			3.6			3.6			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway 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
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
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)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
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)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
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	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		7.0	10.0		10.0	10.0	
Minimum Split (s)	32.1	32.1		32.1	32.1		11.0	32.0		32.0	32.0	
Total Split (s)	66.0	66.0		66.0	66.0		14.0	54.0		40.0	40.0	
Total Split (%)	55.0%	55.0%		55.0%	55.0%		11.7%	45.0%		33.3%	33.3%	
Maximum Green (s)	59.9	59.9		59.9	59.9		11.0	47.6		33.6	33.6	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.0	4.5		4.5	4.5	
All-Red Time (s)	1.6	1.6		1.6	1.6		0.0	1.9		1.9	1.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	60.1	60.1		60.1	60.1		39.5	36.1			22.0	
Actuated g/C Ratio	0.55	0.55		0.55	0.55		0.36	0.33			0.20	
v/c Ratio	0.36	1.10		0.49	0.60		0.70	0.26			0.79	
Control Delay	19.1	84.3		46.5	20.8		37.8	24.0			56.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	19.1	84.3		46.5	20.8		37.8	24.0			56.2	
LOS	B	F		D	C		D	C			E	
Approach Delay		77.4			22.2			32.6			56.2	
Approach LOS		E			C			C			E	
Queue Length 50th (m)	14.9	~267.5		4.4	78.6		41.7	21.6			50.4	
Queue Length 95th (m)	35.5	#397.2		#23.4	138.3		63.3	37.4			79.6	
Internal Link Dist (m)		260.8			144.9			179.4			55.8	
Turn Bay Length (m)	40.0			50.0			15.0					
Base Capacity (vph)	349	972		70	933		359	784			479	
Starvation Cap Reductn	0	0		0	0		0	0			0	
Spillback Cap Reductn	0	0		0	0		0	0			0	
Storage Cap Reductn	0	0		0	0		0	0			0	
Reduced v/c Ratio	0.36	1.10		0.49	0.60		0.70	0.19			0.53	

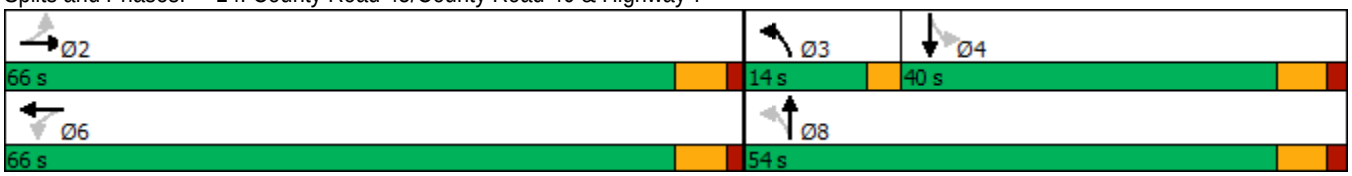
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 108.7			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.10			
Intersection Signal Delay: 54.4		Intersection LOS: D	
Intersection Capacity Utilization 118.1%		ICU Level of Service H	

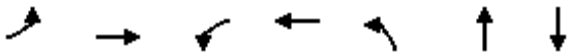
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 14: County Road 45/County Road 40 & Highway 7



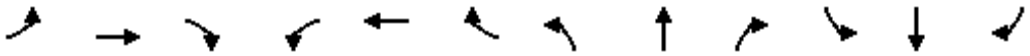


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	126	1066	34	561	253	152	254
v/c Ratio	0.36	1.10	0.49	0.60	0.70	0.26	0.79
Control Delay	19.1	84.3	46.5	20.8	37.8	24.0	56.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.1	84.3	46.5	20.8	37.8	24.0	56.2
Queue Length 50th (m)	14.9	~267.5	4.4	78.6	41.7	21.6	50.4
Queue Length 95th (m)	35.5	#397.2	#23.4	138.3	63.3	37.4	79.6
Internal Link Dist (m)		260.8		144.9		179.4	55.8
Turn Bay Length (m)	40.0		50.0		15.0		
Base Capacity (vph)	349	972	70	933	359	784	479
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	1.10	0.49	0.60	0.70	0.19	0.53

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	709	271	31	474	42	233	104	36	54	109	71
Future Volume (vph)	116	709	271	31	474	42	233	104	36	54	109	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	0.99			0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.99	1.00			1.00	
Frt	1.00	0.96		1.00	0.99		1.00	0.96			0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)	1798	1742		1805	1686		1692	1763			1706	
Flt Permitted	0.33	1.00		0.07	1.00		0.40	1.00			0.87	
Satd. Flow (perm)	632	1742		126	1686		720	1763			1510	
Peak-hour factor, PHF	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)	126	771	295	34	515	46	253	113	39	59	118	77
RTOR Reduction (vph)	0	10	0	0	2	0	0	11	0	0	14	0
Lane Group Flow (vph)	126	1056	0	34	559	0	253	141	0	0	240	0
Confl. Peds. (#/hr)	6		4	4		6	13		1	1		13
Heavy Vehicles (%)	0%	4%	3%	0%	12%	0%	6%	3%	3%	5%	2%	5%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	60.1	60.1		60.1	60.1		36.1	36.1			22.1	
Effective Green, g (s)	60.1	60.1		60.1	60.1		36.1	36.1			22.1	
Actuated g/C Ratio	0.55	0.55		0.55	0.55		0.33	0.33			0.20	
Clearance Time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	349	963		69	932		337	585			307	
v/s Ratio Prot		c0.61			0.33		c0.08	0.08				
v/s Ratio Perm	0.20			0.27			c0.17				0.16	
v/c Ratio	0.36	1.10		0.49	0.60		0.75	0.24			0.78	
Uniform Delay, d1	13.6	24.3		14.9	16.3		31.3	26.3			41.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	2.9	59.0		23.0	2.8		9.1	0.2			12.1	
Delay (s)	16.5	83.3		38.0	19.1		40.4	26.6			53.1	
Level of Service	B	F		D	B		D	C			D	
Approach Delay (s)		76.2			20.2			35.2			53.1	
Approach LOS		E			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	53.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	108.7	Sum of lost time (s)	15.5
Intersection Capacity Utilization	118.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	3	38	777	19	35	544
Future Volume (Veh/h)	3	38	777	19	35	544
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)	3	41	845	21	38	591
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			169			
pX, platoon unblocked	0.48	0.48			0.48	
vC, conflicting volume	1522	856			866	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1547	161			183	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	90			94	
cM capacity (veh/h)	57	425			670	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	44	866	629
Volume Left	3	0	38
Volume Right	41	21	0
cSH	296	1700	670
Volume to Capacity	0.15	0.51	0.06
Queue Length 95th (m)	4.1	0.0	1.4
Control Delay (s)	19.3	0.0	1.5
Lane LOS	C		A
Approach Delay (s)	19.3	0.0	1.5
Approach LOS	C		

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	24	0	12	0	717	99	9	554	0
Future Volume (Veh/h)	0	0	0	24	0	12	0	717	99	9	554	0
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)	0	0	0	26	0	13	0	779	108	10	602	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)								188				
pX, platoon unblocked	0.49	0.49		0.49	0.49	0.49				0.49		
vC, conflicting volume	1468	1509	602	1455	1455	833	602			887		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1435	1518	602	1408	1408	135	602			245		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	54	100	97	100			98		
cM capacity (veh/h)	52	57	500	56	67	447	975			645		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	0	39	887	10	602
Volume Left	0	26	0	10	0
Volume Right	0	13	108	0	0
cSH	1700	79	975	645	1700
Volume to Capacity	0.00	0.49	0.00	0.02	0.35
Queue Length 95th (m)	0.0	16.5	0.0	0.4	0.0
Control Delay (s)	0.0	88.2	0.0	10.7	0.0
Lane LOS	A	F		B	
Approach Delay (s)	0.0	88.2	0.0	0.2	
Approach LOS	A	F			

Intersection Summary				
Average Delay	2.3			
Intersection Capacity Utilization	53.7%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	28	29	646	83	97	535
Future Volume (Veh/h)	28	29	646	83	97	535
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)	30	32	702	90	105	582
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			376			
pX, platoon unblocked	0.57	0.57			0.57	
vC, conflicting volume	1539	747			792	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1568	185			264	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	50	93			86	
cM capacity (veh/h)	60	491			745	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	62	792	70	617
Volume Left	30	0	70	35
Volume Right	32	90	0	0
cSH	110	1700	745	745
Volume to Capacity	0.56	0.47	0.14	0.14
Queue Length 95th (m)	21.5	0.0	3.9	3.9
Control Delay (s)	73.8	0.0	10.6	2.8
Lane LOS	F		B	A
Approach Delay (s)	73.8	0.0	3.6	
Approach LOS	F			

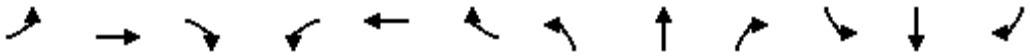
Intersection Summary			
Average Delay	4.6		
Intersection Capacity Utilization	65.4%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	20	55	668	0	0	612
Future Volume (Veh/h)	20	55	668	0	0	612
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)	22	60	726	0	0	665
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	1391	726			726	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1391	726			726	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	86	86			100	
cM capacity (veh/h)	158	428			886	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	82	726	665
Volume Left	22	0	0
Volume Right	60	0	0
cSH	294	1700	886
Volume to Capacity	0.28	0.43	0.00
Queue Length 95th (m)	8.9	0.0	0.0
Control Delay (s)	21.9	0.0	0.0
Lane LOS	C		
Approach Delay (s)	21.9	0.0	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	46.3%	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)	120	737	277	33	495	44	238	108	38	57	113	73
Future Volume (vph)	120	737	277	33	495	44	238	108	38	57	113	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	40.0		0.0	50.0		0.0	15.0		15.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
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
Ped Bike Factor	1.00	0.99			1.00		0.98	0.99			0.98	
Frt		0.959			0.988			0.961			0.960	
Flt Protected	0.950			0.950			0.950				0.988	
Satd. Flow (prot)	1805	1743	0	1805	1686	0	1703	1762	0	0	1706	0
Flt Permitted	0.312			0.067			0.402				0.872	
Satd. Flow (perm)	591	1743	0	127	1686	0	708	1762	0	0	1504	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			5			17			18	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		284.8			168.9			203.4			79.8	
Travel Time (s)		20.5			12.2			14.6			5.7	
Confl. Peds. (#/hr)	6		4	4		6	13		1	1		13
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
Heavy Vehicles (%)	0%	4%	3%	0%	12%	0%	6%	3%	3%	5%	2%	5%
Adj. Flow (vph)	130	801	301	36	538	48	259	117	41	62	123	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	130	1102	0	36	586	0	259	158	0	0	264	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)		3.6			3.6			3.6			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway 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
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
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)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
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)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
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	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		7.0	10.0		10.0	10.0	
Minimum Split (s)	32.1	32.1		32.1	32.1		11.0	32.0		32.0	32.0	
Total Split (s)	66.0	66.0		66.0	66.0		14.0	54.0		40.0	40.0	
Total Split (%)	55.0%	55.0%		55.0%	55.0%		11.7%	45.0%		33.3%	33.3%	
Maximum Green (s)	59.9	59.9		59.9	59.9		11.0	47.6		33.6	33.6	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.0	4.5		4.5	4.5	
All-Red Time (s)	1.6	1.6		1.6	1.6		0.0	1.9		1.9	1.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	60.1	60.1		60.1	60.1		40.4	37.0			23.0	
Actuated g/C Ratio	0.55	0.55		0.55	0.55		0.37	0.34			0.21	
v/c Ratio	0.40	1.14		0.52	0.63		0.72	0.26			0.80	
Control Delay	21.0	101.8		50.7	22.2		38.4	24.0			56.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	21.0	101.8		50.7	22.2		38.4	24.0			56.6	
LOS	C	F		D	C		D	C			E	
Approach Delay		93.3			23.8			32.9			56.6	
Approach LOS		F			C			C			E	
Queue Length 50th (m)	16.1	~288.6		4.8	85.7		42.8	22.6			53.0	
Queue Length 95th (m)	39.1	#422.8		#25.4	151.3		64.8	38.6			82.9	
Internal Link Dist (m)		260.8			144.9			179.4			55.8	
Turn Bay Length (m)	40.0			50.0			15.0					
Base Capacity (vph)	323	965		69	926		361	777			474	
Starvation Cap Reductn	0	0		0	0		0	0			0	
Spillback Cap Reductn	0	0		0	0		0	0			0	
Storage Cap Reductn	0	0		0	0		0	0			0	
Reduced v/c Ratio	0.40	1.14		0.52	0.63		0.72	0.20			0.56	

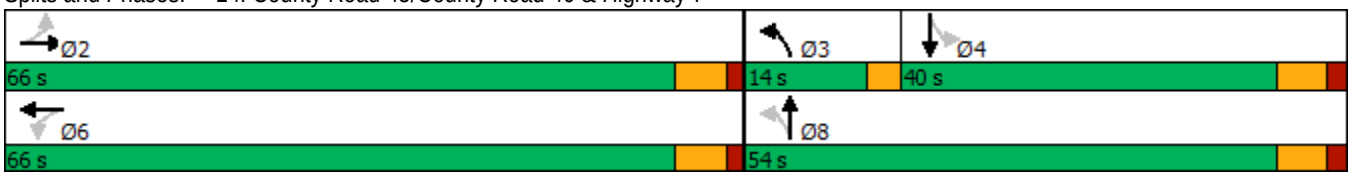
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 109.7			
Natural Cycle: 130			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.14			
Intersection Signal Delay: 62.5		Intersection LOS: E	
Intersection Capacity Utilization 120.5%		ICU Level of Service H	

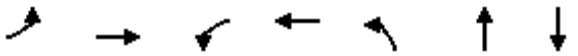
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 14: County Road 45/County Road 40 & Highway 7





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	130	1102	36	586	259	158	264
v/c Ratio	0.40	1.14	0.52	0.63	0.72	0.26	0.80
Control Delay	21.0	101.8	50.7	22.2	38.4	24.0	56.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.0	101.8	50.7	22.2	38.4	24.0	56.6
Queue Length 50th (m)	16.1	~288.6	4.8	85.7	42.8	22.6	53.0
Queue Length 95th (m)	39.1	#422.8	#25.4	151.3	64.8	38.6	82.9
Internal Link Dist (m)		260.8		144.9		179.4	55.8
Turn Bay Length (m)	40.0		50.0		15.0		
Base Capacity (vph)	323	965	69	926	361	777	474
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	1.14	0.52	0.63	0.72	0.20	0.56

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	737	277	33	495	44	238	108	38	57	113	73
Future Volume (vph)	120	737	277	33	495	44	238	108	38	57	113	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	0.99			0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.99	1.00			1.00	
Frt	1.00	0.96		1.00	0.99		1.00	0.96			0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)	1798	1743		1805	1686		1693	1762			1707	
Flt Permitted	0.31	1.00		0.07	1.00		0.40	1.00			0.87	
Satd. Flow (perm)	591	1743		126	1686		716	1762			1505	
Peak-hour factor, PHF	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)	130	801	301	36	538	48	259	117	41	62	123	79
RTOR Reduction (vph)	0	10	0	0	2	0	0	11	0	0	14	0
Lane Group Flow (vph)	130	1092	0	36	584	0	259	147	0	0	250	0
Confl. Peds. (#/hr)	6		4	4		6	13		1	1		13
Heavy Vehicles (%)	0%	4%	3%	0%	12%	0%	6%	3%	3%	5%	2%	5%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	60.1	60.1		60.1	60.1		37.0	37.0			23.0	
Effective Green, g (s)	60.1	60.1		60.1	60.1		37.0	37.0			23.0	
Actuated g/C Ratio	0.55	0.55		0.55	0.55		0.34	0.34			0.21	
Clearance Time (s)	6.1	6.1		6.1	6.1		3.0	6.4			6.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	324	955		69	924		339	594			315	
v/s Ratio Prot		c0.63			0.35		c0.08	0.08				
v/s Ratio Perm	0.22			0.28			c0.18				0.17	
v/c Ratio	0.40	1.14		0.52	0.63		0.76	0.25			0.79	
Uniform Delay, d1	14.3	24.7		15.7	17.1		31.6	26.2			41.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	3.7	77.0		25.4	3.3		9.8	0.2			12.8	
Delay (s)	18.0	101.7		41.1	20.4		41.4	26.5			53.9	
Level of Service	B	F		D	C		D	C			D	
Approach Delay (s)		92.9			21.6			35.7			53.9	
Approach LOS		F			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	61.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	109.6	Sum of lost time (s)	15.5
Intersection Capacity Utilization	120.5%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	4	40	809	20	36	568
Future Volume (Veh/h)	4	40	809	20	36	568
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)	4	43	879	22	39	617
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			169			
pX, platoon unblocked	0.48	0.48			0.48	
vC, conflicting volume	1585	890			901	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1677	229			252	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	92	89			94	
cM capacity (veh/h)	47	389			630	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	47	901	656
Volume Left	4	0	39
Volume Right	43	22	0
cSH	240	1700	630
Volume to Capacity	0.20	0.53	0.06
Queue Length 95th (m)	5.7	0.0	1.6
Control Delay (s)	23.6	0.0	1.7
Lane LOS	C		A
Approach Delay (s)	23.6	0.0	1.7
Approach LOS	C		

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	69.4%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	24	0	13	0	749	100	9	580	0
Future Volume (Veh/h)	0	0	0	24	0	13	0	749	100	9	580	0
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)	0	0	0	26	0	14	0	814	109	10	630	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)								188				
pX, platoon unblocked	0.49	0.49		0.49	0.49	0.49				0.49		
vC, conflicting volume	1532	1573	630	1518	1518	868	630			923		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1567	1650	630	1538	1538	201	630			313		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	43	100	97	100			98		
cM capacity (veh/h)	42	47	482	45	55	408	952			606		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	0	40	923	10	630
Volume Left	0	26	0	10	0
Volume Right	0	14	109	0	0
cSH	1700	66	952	606	1700
Volume to Capacity	0.00	0.61	0.00	0.02	0.37
Queue Length 95th (m)	0.0	20.7	0.0	0.4	0.0
Control Delay (s)	0.0	122.3	0.0	11.0	0.0
Lane LOS	A	F		B	
Approach Delay (s)	0.0	122.3	0.0	0.2	
Approach LOS	A	F			

Intersection Summary				
Average Delay	3.1			
Intersection Capacity Utilization	55.5%	ICU Level of Service	B	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	29	30	678	84	98	561
Future Volume (Veh/h)	29	30	678	84	98	561
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)	32	33	737	91	107	610
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			376			
pX, platoon unblocked	0.56	0.56			0.56	
vC, conflicting volume	1606	782			828	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1692	207			289	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	34	93			85	
cM capacity (veh/h)	48	462			706	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	65	828	71	646
Volume Left	32	0	71	36
Volume Right	33	91	0	0
cSH	88	1700	706	706
Volume to Capacity	0.73	0.49	0.15	0.15
Queue Length 95th (m)	29.5	0.0	4.3	4.3
Control Delay (s)	116.5	0.0	11.0	3.1
Lane LOS	F		B	A
Approach Delay (s)	116.5	0.0	3.9	
Approach LOS	F			

Intersection Summary			
Average Delay	6.4		
Intersection Capacity Utilization	66.5%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	20	56	702	0	0	638
Future Volume (Veh/h)	20	56	702	0	0	638
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)	22	61	763	0	0	693
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	1456	763			763	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1456	763			763	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	85	85			100	
cM capacity (veh/h)	144	408			859	

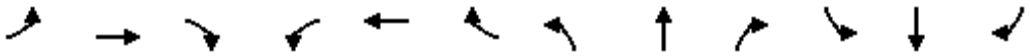
Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	83	763	693
Volume Left	22	0	0
Volume Right	61	0	0
cSH	275	1700	859
Volume to Capacity	0.30	0.45	0.00
Queue Length 95th (m)	9.9	0.0	0.0
Control Delay (s)	23.7	0.0	0.0
Lane LOS	C		
Approach Delay (s)	23.7	0.0	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	48.2%	ICU Level of Service	A
Analysis Period (min)	15		

Highway 7/CR 45 Intersections with EB Right Turn Lane 1900 Saturation Flow Rate and Peak Hour Factor 0.92, PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	113	682	265	30	453	41	228	101	34	52	106	69
Future Volume (vph)	113	682	265	30	453	41	228	101	34	52	106	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	40.0		40.0	50.0		0.0	15.0		15.0	0.0		0.0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
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
Ped Bike Factor	1.00		0.97		1.00		0.98	0.99			0.98	
Frt			0.850		0.987			0.962			0.959	
Flt Protected	0.950			0.950			0.950				0.989	
Satd. Flow (prot)	1805	1827	1568	1805	1685	0	1703	1764	0	0	1705	0
Flt Permitted	0.354			0.209			0.405				0.877	
Satd. Flow (perm)	670	1827	1522	397	1685	0	712	1764	0	0	1511	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			140		5			17			18	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		284.8			168.9			203.4			79.8	
Travel Time (s)		20.5			12.2			14.6			5.7	
Confl. Peds. (#/hr)	6		4	4		6	13		1	1		13
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
Heavy Vehicles (%)	0%	4%	3%	0%	12%	0%	6%	3%	3%	5%	2%	5%
Adj. Flow (vph)	123	741	288	33	492	45	248	110	37	57	115	75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	123	741	288	33	537	0	248	147	0	0	247	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)		3.6			3.6			3.6			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway 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
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0	2.0	2.0	10.0		2.0	10.0		2.0	10.0	
Trailing Detector (m)	0.0	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	0.0	
Detector 1 Size(m)	2.0	0.6	2.0	2.0	0.6		2.0	0.6		2.0	0.6	
Detector 1 Type	Cl+Ex	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	0.0	
Detector 1 Queue (s)	0.0	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	0.0	
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
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	

2029 Future Total Traffic Volumes
PM Peak Hour

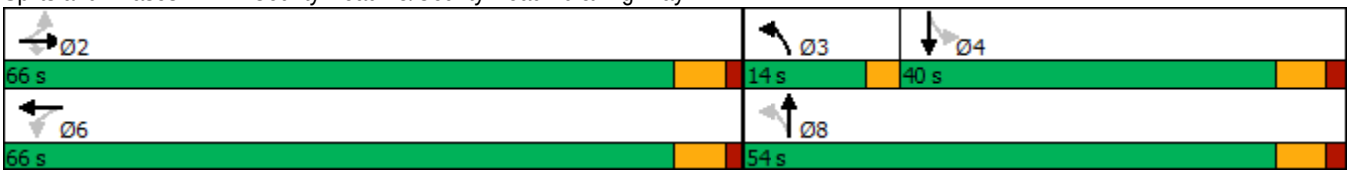


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	2	2	2	6	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0	20.0	20.0		7.0	10.0		10.0	10.0	
Minimum Split (s)	32.1	32.1	32.1	32.1	32.1		11.0	32.0		32.0	32.0	
Total Split (s)	66.0	66.0	66.0	66.0	66.0		14.0	54.0		40.0	40.0	
Total Split (%)	55.0%	55.0%	55.0%	55.0%	55.0%		11.7%	45.0%		33.3%	33.3%	
Maximum Green (s)	59.9	59.9	59.9	59.9	59.9		11.0	47.6		33.6	33.6	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		3.0	4.5		4.5	4.5	
All-Red Time (s)	1.6	1.6	1.6	1.6	1.6		0.0	1.9		1.9	1.9	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.1	6.1	6.1	6.1	6.1		3.0	6.4			6.4	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max	Max	Max	Max		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	18.0	18.0	18.0	18.0	18.0			10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	
Act Effct Green (s)	60.1	60.1	60.1	60.1	60.1		38.8	35.4			21.4	
Actuated g/C Ratio	0.56	0.56	0.56	0.56	0.56		0.36	0.33			0.20	
v/c Ratio	0.33	0.73	0.32	0.15	0.57		0.69	0.25			0.79	
Control Delay	17.8	24.6	8.1	15.9	19.6		37.4	24.0			56.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	17.8	24.6	8.1	15.9	19.6		37.4	24.0			56.0	
LOS	B	C	A	B	B		D	C			E	
Approach Delay		19.7			19.4			32.4			56.0	
Approach LOS		B			B			C			E	
Queue Length 50th (m)	14.0	116.0	15.3	3.4	72.5		40.7	20.7			48.6	
Queue Length 95th (m)	33.2	199.3	37.7	11.0	127.6		62.2	36.1			77.2	
Internal Link Dist (m)		260.8			144.9			179.4			55.8	
Turn Bay Length (m)	40.0		40.0	50.0			15.0					
Base Capacity (vph)	372	1016	908	220	939		357	789			483	
Starvation Cap Reductn	0	0	0	0	0		0	0			0	
Spillback Cap Reductn	0	0	0	0	0		0	0			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.33	0.73	0.32	0.15	0.57		0.69	0.19			0.51	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 108.1			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 25.6		Intersection LOS: C	
Intersection Capacity Utilization 99.5%		ICU Level of Service F	

Analysis Period (min) 15

Splits and Phases: 14: County Road 45/County Road 40 & Highway 7



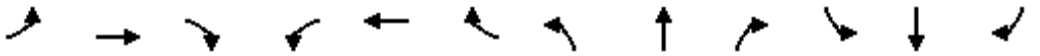
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	123	741	288	33	537	248	147	247
v/c Ratio	0.33	0.73	0.32	0.15	0.57	0.69	0.25	0.79
Control Delay	17.8	24.6	8.1	15.9	19.6	37.4	24.0	56.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.8	24.6	8.1	15.9	19.6	37.4	24.0	56.0
Queue Length 50th (m)	14.0	116.0	15.3	3.4	72.5	40.7	20.7	48.6
Queue Length 95th (m)	33.2	199.3	37.7	11.0	127.6	62.2	36.1	77.2
Internal Link Dist (m)		260.8			144.9		179.4	55.8
Turn Bay Length (m)	40.0		40.0	50.0		15.0		
Base Capacity (vph)	372	1016	908	220	939	357	789	483
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.73	0.32	0.15	0.57	0.69	0.19	0.51

Intersection Summary

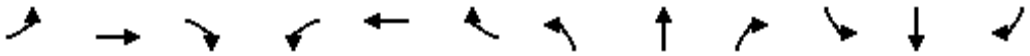
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	113	682	265	30	453	41	228	101	34	52	106	69
Future Volume (vph)	113	682	265	30	453	41	228	101	34	52	106	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1	6.1	6.1	6.1	6.1		3.0	6.4			6.4	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00		1.00	0.99			0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		0.99	1.00			1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.96			0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)	1797	1827	1523	1805	1686		1692	1765			1706	
Flt Permitted	0.35	1.00	1.00	0.21	1.00		0.41	1.00			0.88	
Satd. Flow (perm)	669	1827	1523	397	1686		722	1765			1513	
Peak-hour factor, PHF	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)	123	741	288	33	492	45	248	110	37	57	115	75
RTOR Reduction (vph)	0	0	62	0	2	0	0	11	0	0	14	0
Lane Group Flow (vph)	123	741	226	33	535	0	248	136	0	0	233	0
Confl. Peds. (#/hr)	6		4	4		6	13		1	1		13
Heavy Vehicles (%)	0%	4%	3%	0%	12%	0%	6%	3%	3%	5%	2%	5%
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2		2	6			8			4		
Actuated Green, G (s)	60.1	60.1	60.1	60.1	60.1		35.4	35.4			21.4	
Effective Green, g (s)	60.1	60.1	60.1	60.1	60.1		35.4	35.4			21.4	
Actuated g/C Ratio	0.56	0.56	0.56	0.56	0.56		0.33	0.33			0.20	
Clearance Time (s)	6.1	6.1	6.1	6.1	6.1		3.0	6.4			6.4	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	372	1016	847	220	938		335	578			299	
v/s Ratio Prot		c0.41			0.32		c0.08	0.08				
v/s Ratio Perm	0.18		0.15	0.08			c0.17				0.15	
v/c Ratio	0.33	0.73	0.27	0.15	0.57		0.74	0.23			0.78	
Uniform Delay, d1	13.0	17.9	12.5	11.6	15.6		31.1	26.4			41.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	2.4	4.6	0.8	1.4	2.5		8.5	0.2			12.0	
Delay (s)	15.4	22.5	13.2	13.0	18.1		39.6	26.6			53.1	
Level of Service	B	C	B	B	B		D	C			D	
Approach Delay (s)		19.4			17.8			34.8			53.1	
Approach LOS		B			B			C			D	

Intersection Summary			
HCM 2000 Control Delay	25.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	15.5
Intersection Capacity Utilization	99.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	709	271	31	474	42	233	104	36	54	109	71
Future Volume (vph)	116	709	271	31	474	42	233	104	36	54	109	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	40.0		40.0	50.0		0.0	15.0		15.0	0.0		0.0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
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
Ped Bike Factor	1.00		0.97		1.00		0.98	0.99			0.98	
Frt			0.850		0.988			0.962			0.959	
Flt Protected	0.950			0.950			0.950				0.989	
Satd. Flow (prot)	1805	1827	1568	1805	1686	0	1703	1764	0	0	1705	0
Flt Permitted	0.334			0.185			0.404				0.875	
Satd. Flow (perm)	632	1827	1522	352	1686	0	711	1764	0	0	1508	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			138		5			17			18	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		284.8			168.9			203.4			79.8	
Travel Time (s)		20.5			12.2			14.6			5.7	
Confl. Peds. (#/hr)	6		4	4		6	13		1	1		13
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
Heavy Vehicles (%)	0%	4%	3%	0%	12%	0%	6%	3%	3%	5%	2%	5%
Adj. Flow (vph)	126	771	295	34	515	46	253	113	39	59	118	77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	126	771	295	34	561	0	253	152	0	0	254	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)		3.6			3.6			3.6			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway 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
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0	2.0	2.0	10.0		2.0	10.0		2.0	10.0	
Trailing Detector (m)	0.0	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	0.0	
Detector 1 Size(m)	2.0	0.6	2.0	2.0	0.6		2.0	0.6		2.0	0.6	
Detector 1 Type	Cl+Ex	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	0.0	
Detector 1 Queue (s)	0.0	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	0.0	
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
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	

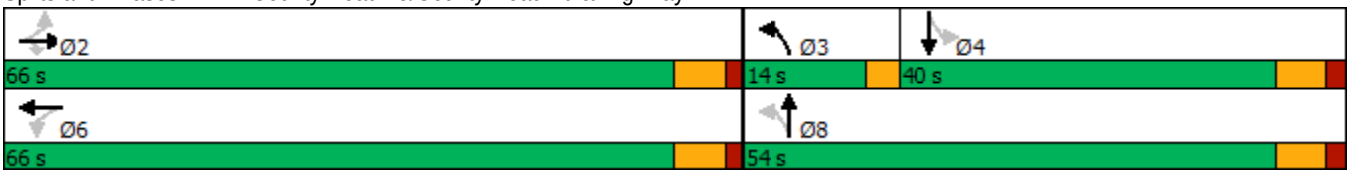


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	2	2	2	6	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0	20.0	20.0		7.0	10.0		10.0	10.0	
Minimum Split (s)	32.1	32.1	32.1	32.1	32.1		11.0	32.0		32.0	32.0	
Total Split (s)	66.0	66.0	66.0	66.0	66.0		14.0	54.0		40.0	40.0	
Total Split (%)	55.0%	55.0%	55.0%	55.0%	55.0%		11.7%	45.0%		33.3%	33.3%	
Maximum Green (s)	59.9	59.9	59.9	59.9	59.9		11.0	47.6		33.6	33.6	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		3.0	4.5		4.5	4.5	
All-Red Time (s)	1.6	1.6	1.6	1.6	1.6		0.0	1.9		1.9	1.9	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.1	6.1	6.1	6.1	6.1		3.0	6.4			6.4	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max	Max	Max	Max		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	18.0	18.0	18.0	18.0	18.0			10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	
Act Effct Green (s)	60.1	60.1	60.1	60.1	60.1		39.5	36.1			22.0	
Actuated g/C Ratio	0.55	0.55	0.55	0.55	0.55		0.36	0.33			0.20	
v/c Ratio	0.36	0.76	0.33	0.18	0.60		0.70	0.26			0.79	
Control Delay	19.1	26.5	8.6	17.2	20.8		37.8	24.0			56.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	19.1	26.5	8.6	17.2	20.8		37.8	24.0			56.2	
LOS	B	C	A	B	C		D	C			E	
Approach Delay		21.3			20.6			32.6			56.2	
Approach LOS		C			C			C			E	
Queue Length 50th (m)	14.9	126.0	16.6	3.6	78.6		41.7	21.6			50.4	
Queue Length 95th (m)	35.5	217.3	40.2	11.7	138.3		63.3	37.4			79.6	
Internal Link Dist (m)		260.8			144.9			179.4			55.8	
Turn Bay Length (m)	40.0		40.0	50.0			15.0					
Base Capacity (vph)	349	1009	902	194	933		359	784			479	
Starvation Cap Reductn	0	0	0	0	0		0	0			0	
Spillback Cap Reductn	0	0	0	0	0		0	0			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.36	0.76	0.33	0.18	0.60		0.70	0.19			0.53	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 108.7			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 26.6		Intersection LOS: C	
Intersection Capacity Utilization 101.5%		ICU Level of Service G	

Analysis Period (min) 15

Splits and Phases: 14: County Road 45/County Road 40 & Highway 7



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	126	771	295	34	561	253	152	254
v/c Ratio	0.36	0.76	0.33	0.18	0.60	0.70	0.26	0.79
Control Delay	19.1	26.5	8.6	17.2	20.8	37.8	24.0	56.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.1	26.5	8.6	17.2	20.8	37.8	24.0	56.2
Queue Length 50th (m)	14.9	126.0	16.6	3.6	78.6	41.7	21.6	50.4
Queue Length 95th (m)	35.5	217.3	40.2	11.7	138.3	63.3	37.4	79.6
Internal Link Dist (m)		260.8			144.9		179.4	55.8
Turn Bay Length (m)	40.0		40.0	50.0		15.0		
Base Capacity (vph)	349	1009	902	194	933	359	784	479
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.76	0.33	0.18	0.60	0.70	0.19	0.53

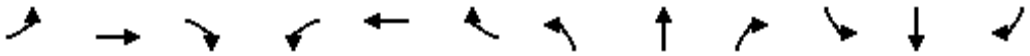
Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	709	271	31	474	42	233	104	36	54	109	71
Future Volume (vph)	116	709	271	31	474	42	233	104	36	54	109	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1	6.1	6.1	6.1	6.1		3.0	6.4			6.4	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00		1.00	0.99			0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		0.99	1.00			1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.96			0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)	1798	1827	1523	1805	1686		1692	1763			1706	
Flt Permitted	0.33	1.00	1.00	0.19	1.00		0.40	1.00			0.87	
Satd. Flow (perm)	632	1827	1523	352	1686		720	1763			1510	
Peak-hour factor, PHF	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)	126	771	295	34	515	46	253	113	39	59	118	77
RTOR Reduction (vph)	0	0	62	0	2	0	0	11	0	0	14	0
Lane Group Flow (vph)	126	771	233	34	559	0	253	141	0	0	240	0
Confl. Peds. (#/hr)	6		4	4		6	13		1	1		13
Heavy Vehicles (%)	0%	4%	3%	0%	12%	0%	6%	3%	3%	5%	2%	5%
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2		2	6			8			4		
Actuated Green, G (s)	60.1	60.1	60.1	60.1	60.1		36.1	36.1			22.1	
Effective Green, g (s)	60.1	60.1	60.1	60.1	60.1		36.1	36.1			22.1	
Actuated g/C Ratio	0.55	0.55	0.55	0.55	0.55		0.33	0.33			0.20	
Clearance Time (s)	6.1	6.1	6.1	6.1	6.1		3.0	6.4			6.4	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	349	1010	842	194	932		337	585			307	
v/s Ratio Prot		c0.42			0.33		c0.08	0.08				
v/s Ratio Perm	0.20		0.15	0.10			c0.17				0.16	
v/c Ratio	0.36	0.76	0.28	0.18	0.60		0.75	0.24			0.78	
Uniform Delay, d1	13.6	18.8	12.8	12.0	16.3		31.3	26.3			41.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	2.9	5.5	0.8	2.0	2.8		9.1	0.2			12.1	
Delay (s)	16.5	24.3	13.6	14.0	19.1		40.4	26.6			53.1	
Level of Service	B	C	B	B	B		D	C			D	
Approach Delay (s)		20.8			18.8			35.2			53.1	
Approach LOS		C			B			D			D	

Intersection Summary			
HCM 2000 Control Delay	26.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	108.7	Sum of lost time (s)	15.5
Intersection Capacity Utilization	101.5%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	737	277	33	495	44	238	108	38	57	113	73
Future Volume (vph)	120	737	277	33	495	44	238	108	38	57	113	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	40.0		40.0	50.0		0.0	15.0		15.0	0.0		0.0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
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
Ped Bike Factor	1.00		0.97		1.00		0.98	0.99			0.98	
Frt			0.850		0.988			0.961			0.960	
Flt Protected	0.950			0.950			0.950				0.988	
Satd. Flow (prot)	1805	1827	1568	1805	1686	0	1703	1762	0	0	1706	0
Flt Permitted	0.312			0.160			0.402				0.872	
Satd. Flow (perm)	591	1827	1522	304	1686	0	708	1762	0	0	1504	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			135		5			17			18	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		284.8			168.9			203.4			79.8	
Travel Time (s)		20.5			12.2			14.6			5.7	
Confl. Peds. (#/hr)	6		4	4		6	13		1	1		13
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
Heavy Vehicles (%)	0%	4%	3%	0%	12%	0%	6%	3%	3%	5%	2%	5%
Adj. Flow (vph)	130	801	301	36	538	48	259	117	41	62	123	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	130	801	301	36	586	0	259	158	0	0	264	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)		3.6			3.6			3.6			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway 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
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0	2.0	2.0	10.0		2.0	10.0		2.0	10.0	
Trailing Detector (m)	0.0	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	0.0	
Detector 1 Size(m)	2.0	0.6	2.0	2.0	0.6		2.0	0.6		2.0	0.6	
Detector 1 Type	Cl+Ex	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	0.0	
Detector 1 Queue (s)	0.0	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	0.0	
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
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	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	2	2	2	6	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0	20.0	20.0		7.0	10.0		10.0	10.0	
Minimum Split (s)	32.1	32.1	32.1	32.1	32.1		11.0	32.0		32.0	32.0	
Total Split (s)	66.0	66.0	66.0	66.0	66.0		14.0	54.0		40.0	40.0	
Total Split (%)	55.0%	55.0%	55.0%	55.0%	55.0%		11.7%	45.0%		33.3%	33.3%	
Maximum Green (s)	59.9	59.9	59.9	59.9	59.9		11.0	47.6		33.6	33.6	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		3.0	4.5		4.5	4.5	
All-Red Time (s)	1.6	1.6	1.6	1.6	1.6		0.0	1.9		1.9	1.9	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.1	6.1	6.1	6.1	6.1		3.0	6.4			6.4	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max	Max	Max	Max		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	18.0	18.0	18.0	18.0	18.0			10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	
Act Effct Green (s)	60.1	60.1	60.1	60.1	60.1		40.4	37.0			23.0	
Actuated g/C Ratio	0.55	0.55	0.55	0.55	0.55		0.37	0.34			0.21	
v/c Ratio	0.40	0.80	0.34	0.22	0.63		0.72	0.26			0.80	
Control Delay	21.0	29.0	9.3	19.4	22.2		38.4	24.0			56.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	21.0	29.0	9.3	19.4	22.2		38.4	24.0			56.6	
LOS	C	C	A	B	C		D	C			E	
Approach Delay		23.3			22.0			32.9			56.6	
Approach LOS		C			C			C			E	
Queue Length 50th (m)	16.1	137.7	18.0	3.9	85.7		42.8	22.6			53.0	
Queue Length 95th (m)	39.1	#254.4	43.0	13.2	151.3		64.8	38.6			82.9	
Internal Link Dist (m)		260.8			144.9			179.4			55.8	
Turn Bay Length (m)	40.0		40.0	50.0			15.0					
Base Capacity (vph)	323	1001	895	166	926		361	777			474	
Starvation Cap Reductn	0	0	0	0	0		0	0			0	
Spillback Cap Reductn	0	0	0	0	0		0	0			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.40	0.80	0.34	0.22	0.63		0.72	0.20			0.56	

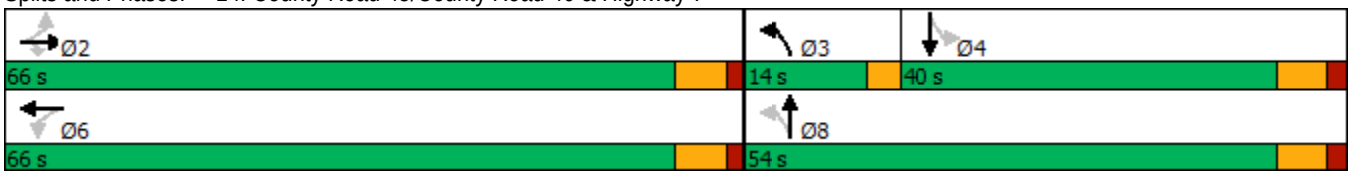
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 109.7			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 28.0		Intersection LOS: C	
Intersection Capacity Utilization 103.5%		ICU Level of Service G	

Analysis Period (min) 15

\# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

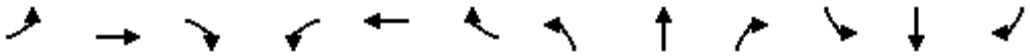
Splits and Phases: 14: County Road 45/County Road 40 & Highway 7



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	130	801	301	36	586	259	158	264
v/c Ratio	0.40	0.80	0.34	0.22	0.63	0.72	0.26	0.80
Control Delay	21.0	29.0	9.3	19.4	22.2	38.4	24.0	56.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.0	29.0	9.3	19.4	22.2	38.4	24.0	56.6
Queue Length 50th (m)	16.1	137.7	18.0	3.9	85.7	42.8	22.6	53.0
Queue Length 95th (m)	39.1	#254.4	43.0	13.2	151.3	64.8	38.6	82.9
Internal Link Dist (m)		260.8			144.9		179.4	55.8
Turn Bay Length (m)	40.0		40.0	50.0		15.0		
Base Capacity (vph)	323	1001	895	166	926	361	777	474
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.80	0.34	0.22	0.63	0.72	0.20	0.56

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	737	277	33	495	44	238	108	38	57	113	73
Future Volume (vph)	120	737	277	33	495	44	238	108	38	57	113	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1	6.1	6.1	6.1	6.1		3.0	6.4			6.4	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00		1.00	0.99			0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		0.99	1.00			1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.96			0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)	1798	1827	1523	1805	1686		1693	1762			1707	
Flt Permitted	0.31	1.00	1.00	0.16	1.00		0.40	1.00			0.87	
Satd. Flow (perm)	591	1827	1523	304	1686		716	1762			1505	
Peak-hour factor, PHF	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)	130	801	301	36	538	48	259	117	41	62	123	79
RTOR Reduction (vph)	0	0	61	0	2	0	0	11	0	0	14	0
Lane Group Flow (vph)	130	801	240	36	584	0	259	147	0	0	250	0
Confl. Peds. (#/hr)	6		4	4		6	13		1	1		13
Heavy Vehicles (%)	0%	4%	3%	0%	12%	0%	6%	3%	3%	5%	2%	5%
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2		2	6			8			4		
Actuated Green, G (s)	60.1	60.1	60.1	60.1	60.1		37.0	37.0			23.0	
Effective Green, g (s)	60.1	60.1	60.1	60.1	60.1		37.0	37.0			23.0	
Actuated g/C Ratio	0.55	0.55	0.55	0.55	0.55		0.34	0.34			0.21	
Clearance Time (s)	6.1	6.1	6.1	6.1	6.1		3.0	6.4			6.4	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	324	1001	835	166	924		339	594			315	
v/s Ratio Prot		c0.44			0.35		c0.08	0.08				
v/s Ratio Perm	0.22		0.16	0.12			c0.18				0.17	
v/c Ratio	0.40	0.80	0.29	0.22	0.63		0.76	0.25			0.79	
Uniform Delay, d1	14.3	19.9	13.3	12.7	17.1		31.6	26.2			41.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	3.7	6.7	0.9	3.0	3.3		9.8	0.2			12.8	
Delay (s)	18.0	26.6	14.1	15.7	20.4		41.4	26.5			53.9	
Level of Service	B	C	B	B	C		D	C			D	
Approach Delay (s)		22.7			20.1			35.7			53.9	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	27.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	109.6	Sum of lost time (s)	15.5
Intersection Capacity Utilization	103.5%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

APPENDIX C: Excerpts from TAC (2017) and MTO Inventory Manual for Municipal Roads (1991)

As well as referring to jurisdictional boundaries and features of typical cross sections, the terms "rural" and "urban" relate to the predominant characteristics of the adjacent land.

For geometric design purposes, it is necessary to subdivide each of these divisions because different roads providing the same service may require markedly different geometric design standards. For a given road, geometric design elements are affected by whether the roadway is divided (D) or undivided (U). This, therefore, forms the first subdivision of classification.

Design speed (see **Part 1** of this Chapter) is the final subdivision in the road classification system. The resulting design designation system contains 63 classifications of road, as shown in **Table 2.6.2.** It is noted that lanes are not included, because their function is primarily for access, not mobility.

Table 2.6.2: Design Classification

	Design Speed	Classification				
	(km/h)	Local	Collector	Arterial	Expressway	Freeway
Rural	50	RLU50				
	60	RLU60	RCU60			
	70	RLU70	RCU70			
			RCD70			
	80	RLU80	RCU80	RAU80		
			RCD80	RAD80		
	90	RLU80	RCU90	RAU90		
			RCD90	RAD90		
	100	RLU100	RCU100	RAU100		
			RCD100	RAD100		RFD100
	110	RLU110	RCU110	RAU110		
			RCD110	RAD110		RFD110
	120			RAU120		
				RAD120		RFD120
	130			RAU130		
				RAD130		RFD130
Urban	30	ULU30				
	40	ULU40				
	50	ULU50	UCU50	UAU50		
			UCD50	UAD50		
	60		UCU60	UAU60		
			UCD60	UAD60		
	70		UCU70	UAU70		
			UCD70	UAD70		
	80		UCU80	UAU80		
			UCD80	UAD80	UED80	UFD80
	90			UAD90	UED90	UFD90
	100			UAD100	UED100	UFD100
	110				UED110	UFD110
	120				UFD120	UFD120

Tables 2.6.4 and **2.6.5** provide summaries of the typical characteristics of the various groups and sub-groups for rural and urban roads respectively.

Table 2.6.4: Characteristics of Rural Roads

	Rural Locals	Rural Collectors	Rural Arterials	Rural Freeways
service function	traffic movement secondary consideration	traffic movement and land access of equal importance	traffic movement primary consideration	optimum mobility
land service	land access consideration	traffic movement and land access of equal importance	land access secondary consideration	no access primary
traffic volume vehicles per day (typically)	<1000 AADT	<5000 AADT	<12 000 AADT	>8000 AADT
flow characteristics	interrupted flow	interrupted flow	uninterrupted flow except at signals	free flow (grade separated) major intersections
design speed (km/h)	50 - 110	60 - 110	80 - 130	100 - 130
average running speed (km/h) (free flow conditions)	50 - 90	50 - 90	60 - 100	70 - 110
vehicle type	predominantly passenger cars, light to medium trucks and occasional heavy trucks	all types, up to 30% trucks in the 3 t to 5 t range	all types, up to 20% trucks	all types, up to 20% heavy trucks
normal connections	locals collectors	locals collectors arterials	collectors arterials freeways	arterials freeways

Table 2.6.5: Characteristics of Urban Roads

	Public Lanes		Locals		Collectors		Arterials		Expressways	Freeways
	Residential	Commercial	Residential	Industrial / Commercial	Residential	Industrial / Commercial	Minor	Major		
traffic service function	traffic movement not a consideration		traffic movement secondary consideration		traffic movement and land access of equal importance		traffic movement major	traffic movement primary consideration	traffic movement primary consideration	optimum mobility
land service / access	land access only function		land access primary function		traffic movement and land access of equal importance		some access control	rigid access control	no access	no access
traffic volume (veh/day) (typical)	<500	<1,000	<1,000	<3,000	<8,000	1,000 – 12,000	5,000 – 20,000	10,000 – 30,000	>10,000	>20,000
flow characteristics	interrupted flow		interrupted flow		interrupted flow		uninterrupted flow except at signals and crosswalks		uninterrupted flow except at signals	free-flow (grade separated)
design speed (km/h)	30 – 40		30 – 50		50 - 80		50 - 70	60 - 100	80 - 110	80 - 120
average running speeds (km/h) (off-peak)	20- 30		20 – 40		30 - 70		40 - 60	50 - 90	60 - 90	70 - 110
vehicle type	passenger and service vehicles	all types	passenger and service vehicles	all types	passenger and service vehicles	all types	all types	all types up to 20% trucks	all types up to 20% trucks	all types up to 20% trucks
desirable connections	public lanes, locals		public lanes, locals, collectors		locals, collectors, arterials		collectors, arterials, expressways, freeways		arterials, expressways, freeways	arterials, expressways, freeways
transit service	not permitted		generally avoided		permitted		express and local buses permitted		express buses only	express buses only
accommodation of cyclists	no restrictions or special facilities		no restrictions or special facilities		special facilities considered		No restrictions; special facilities considered		prohibited	prohibited
accommodation of pedestrians	pedestrians permitted, no special facilities		sidewalks normally on one or both sides	sidewalks provided where required	sidewalks provided both sides	sidewalks provided where required	sidewalks may be provided, separation for traffic lanes preferred		pedestrians prohibited	pedestrians prohibited
parking (typically)	some restrictions		no restrictions or restrictions one side only		few restrictions other than peak hour		peak hour restrictions	prohibited or peak hour restrictions	prohibited	prohibited
min. intersection spacing (m) [1]	as needed		60		60		200	400	800	1,600 (between interchanges)
right-of-way width (m) (typically)	6 - 10		15 – 22		20 - 24		20[2] - 45[3]		>45[3]	>60[3]

Notes: 1 More information about intersection spacing is provided in Chapter 9 – Intersections.

2 Rights-of-way 20 m in width applicable to retrofit conditions only.

3 Wider rights-of-way are often required to accommodate other facilities such as utilities, noise mitigation implications, bikeways and landscaping. For new streets, the immediate provision of wider rights-of-way may be considered to accommodate such facilities.

TRAFFIC COUNT

For most municipalities, the traffic information required will be the Annual Average Daily Traffic (AADT). However, for municipalities located in Tourist and/or cottage areas, the traffic data may include a measure of the summer traffic. See the Methods Manual for details on the various methods of counting and estimating traffic volumes.

ITEM 56 YEAR

In the first box enter the type of traffic.

CODE (A) - Annual Average Daily Traffic
(S) - If Summer Traffic has been included.

Enter in the two boxes following 19, the last two digits of the Year the count was taken or the estimate of traffic was made.

Enter the code in the last box as follows:

CODE (C) - Counted Traffic
(E) - Estimated Traffic

ITEM 57 PRESENT TRAFFIC VOLUME (AADT)

Enter the Present Traffic Volume in AADT (Average Annual Daily Traffic).

Note, that in cases where only a measure of "peak hour" traffic is available, an estimate of the AADT may be obtained by multiplying the peak hour traffic by ten.

All roads, including subdivision roads, must have a traffic volume entered. An estimate of traffic for subdivision and other local roads can be obtained from the trip generation table shown in **Appendix - A**. In Urban areas where traffic volumes are in the range of 4,000 AADT an actual traffic count should be considered or scheduled in the future.

ITEM 58 DESIGN HOURLY VOLUME FACTOR (DHV %)

Depending on the characteristics of the traffic on the road section, select and enter an appropriate DHV factor as a percentage of the present AADT (Item 57). Enter the DHV factor to the nearest tenth of a percent.

For sections with an AADT (Item 57) of less than 10,000 vpd, the information with respect to DHV is insignificant and the DHV factor (%) need not be entered.

In some cases, when the DHV is known, it may be necessary to calculate the DHV Factor from the AADT and the known value of DHV.

Where no DHV is given, nor a percentage with which to calculate one, and one is required, estimate a percentage and apply it to the AADT.

estimate a percentage and apply it to the AADT.

Note, that DHV's vary:

- from about 8% to 12% of the AADT on low seasonal variation urban type routes;
- from about 13% to 17% on average seasonal variation rural routes;
- and from about 18% to 35% on high seasonal variation tourist traffic routes.

Where a measure of "peak hour" traffic is available (such as for some higher volume urban sections) it may be assumed that this is equal to the DHV.

*ITEM 59 DESIGN HOURLY VOLUME (DHV)

The computer will calculate this item using the AADT (item 57) and DHV factor (item 58). For sections with a DHV of less than 1200 vph, the information with respect to the DHV is insignificant and no DHV value will be derived.

For sections with a DHV of 1200 vph or greater, the DHV is determined in vehicles per hour.

If neither the DHV nor the DHV Factor is available, the "peak hour" traffic volume may be used as a measure of the DHV.

ITEM 60 TRUCKS (%)

For all Upper Tier roads and all arterial and collector roads in the urban centres and rural roads with 400 AADT or more, enter the percentage of truck traffic to the nearest whole number.

Where classification counts are not available, estimate a percent from a low of 3% on low volume residential streets to a high of 15% on arterials and industrial collector roads. Where it is known that there is a high percentage of truck traffic on a low volume rural, residential or other local street, enter a percentage of trucks accordingly.

For needs study purposes, **a truck includes any vehicle with dual rear wheels and all buses.**

ITEM 61 TRAFFIC COUNT LOCATION

Completion of this item is optional. Traffic Count Location code numbers may be used, however, when the municipality has in place or intends to carry out a planned traffic counting program.

If available, enter the Traffic Count Location code number in the boxes provided for the location for which the existing traffic data were obtained.

If the road section lies between two count locations, enter the location code number which more closely reflects the actual traffic pattern.

ITEM 62 PEAK DIRECTIONAL SPLIT (%)

In all cases where a DHV is required, enter the given or estimated percentage of DHV travelling in the direction of the major traffic flow, rounded to the nearest whole number.

For one way streets (Item 53 coded 1W or 1M) enter 99.

ITEM 63 10 YEAR GROWTH FACTOR

For each road section, determine and enter the most realistic 10 Year Traffic Growth Factor to be applied to the existing AADT (**Item 57**) to obtain an estimated AADT for the end of the study period.

Rural Municipalities

The 10 Year Traffic Growth Factor may be derived using one of the following methods:

(i) where at leat two traffic counts are available with a minimum of a five year interval between them, a straight line projection of the 5 year traffic increase will establish the 10 year AADT.

(ii) a review of the past growth in population projected for the future 10 year period will provide a reasonable 10 Year Growth Factor to be applied to the existing AADT (Refer to **Appendix B** for guidelines).

(iii) a combination of the above where part of the municipality is exhibiting some growth while the other areas are relatively stable.

Urban Municipalities

In urban municipalities, there may be several growth factors developed for the various areas of the municipality. For example, the older, more stable areas may have a low factor while areas scheduled for new development or older areas where redevelopment is occurring or planned will have a higher factor. In all cases local residential and local commercial/industrial road classifications (**Item 33**) shall be given a low growth factor.

Most larger municipalities will have long range land use and transportation plans that can be used in developing the 10 Year Growth Factors. The small and medium sized municipalities will have official land use plans that will give guidance to the future development patterns. In all cases, municipalities must take into consideration all previous traffic data, previous traffic operation and/or transportation studies and any other material that is relative to the future transportation needs.

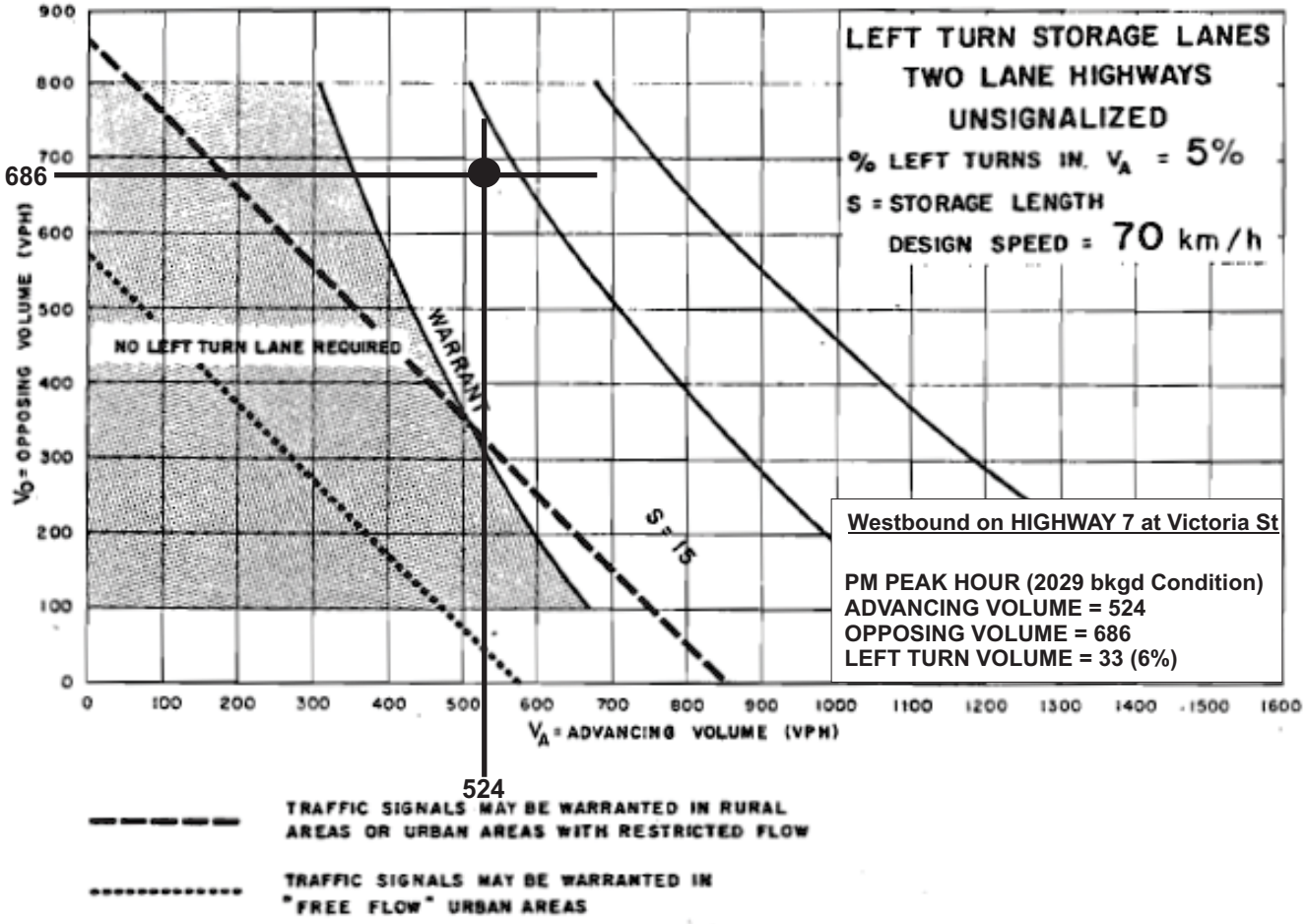
10 YEAR TRAFFIC FORECAST

The future traffic will be based on the traffic considerations noted in **Items 56 to 63.**

APPENDIX D: Left Turn Lane Analysis

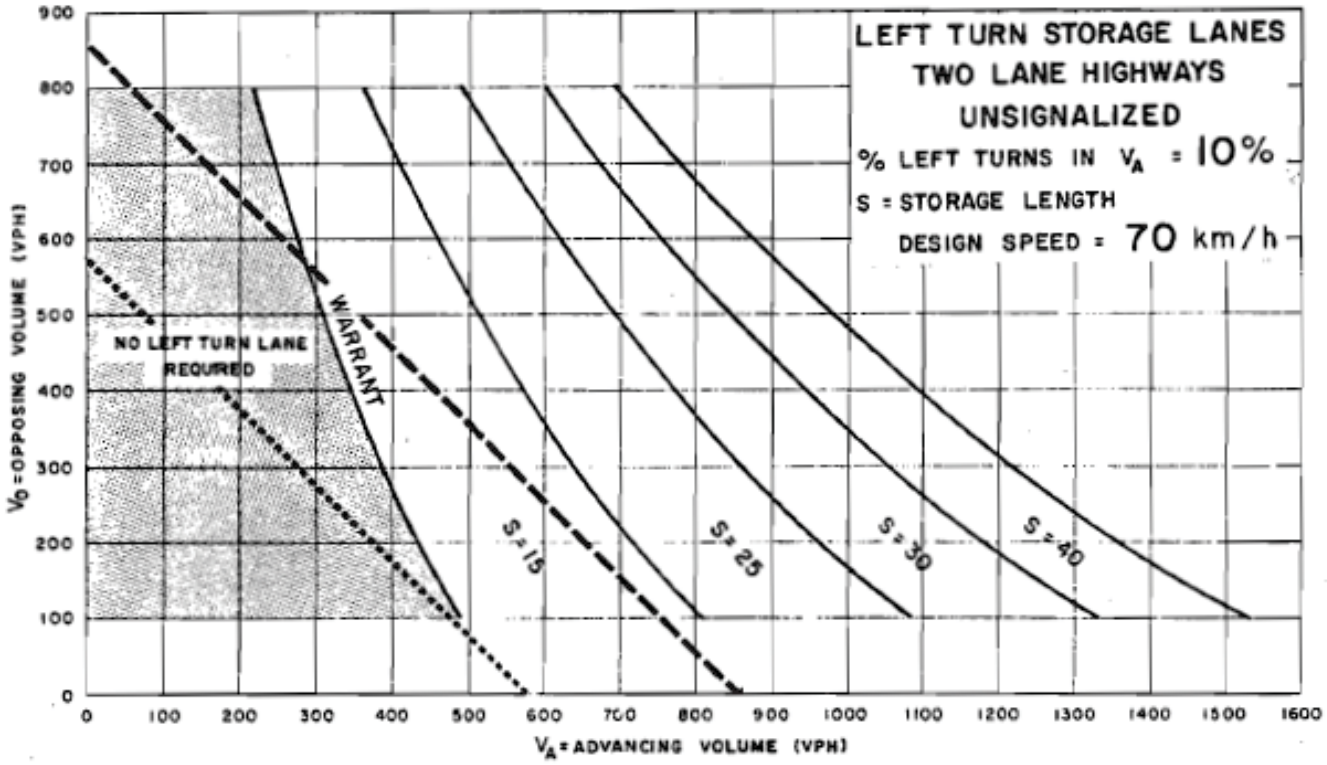
LEFT TURN LANE ANALYSIS

WESTBOUND LEFT TURN LANE ON HIGHWAY 7 AT CEDAR STREET



Westbound on HIGHWAY 7 at Victoria St

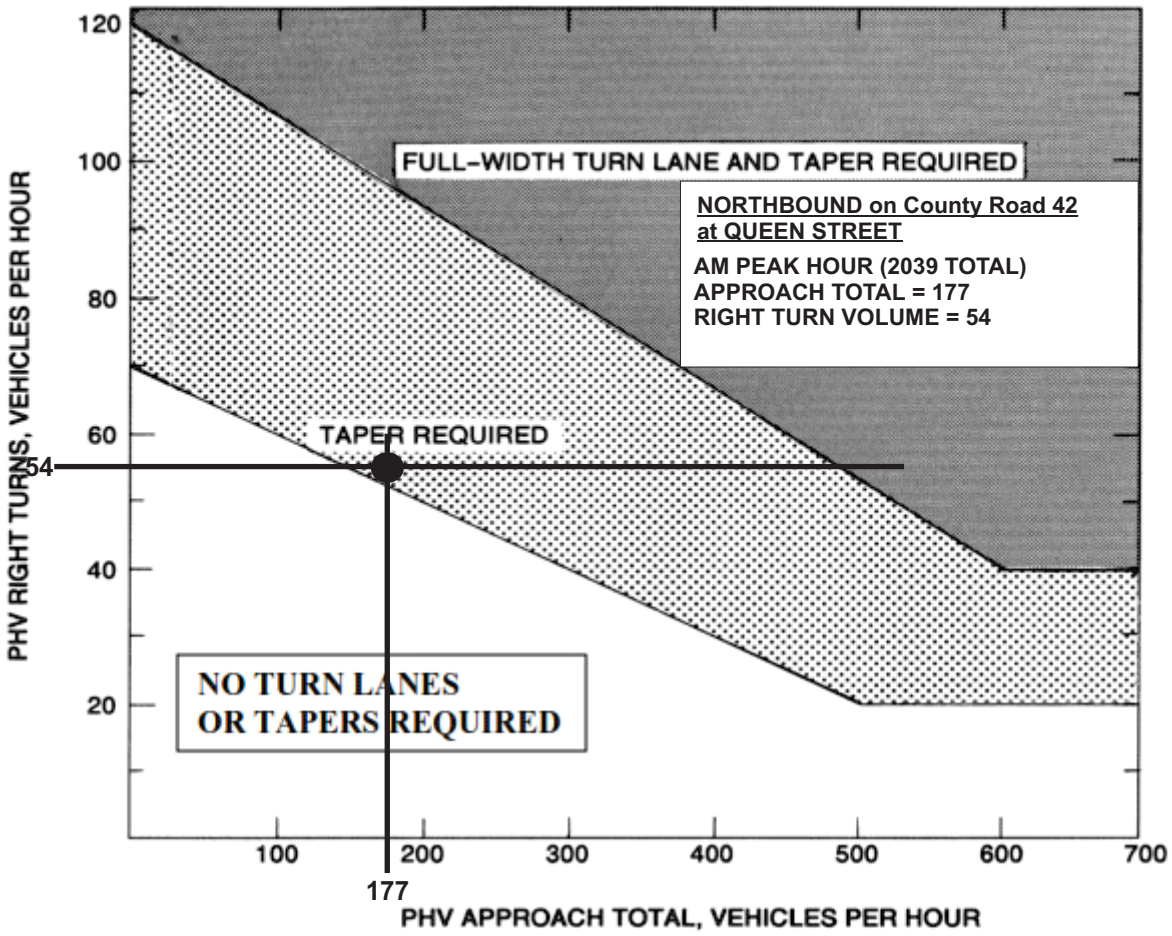
PM PEAK HOUR (2029 bkgd Condition)
ADVANCING VOLUME = 524
OPPOSING VOLUME = 686
LEFT TURN VOLUME = 33 (6%)



APPENDIX E: Right Turn Lane Analysis

RIGHT TURN LANE ANALYSIS

NORTHBOUND RIGHT TURN LANE ON COUNTY ROAD 42 AT QUEEN STREET



Appropriate Radius required at all Intersections and Entrances (Commercial or Private

LEGEND

PHV - Peak Hour Volume (also Design Hourly Volume equivalent)

Adjustment for Right Turns

For posted speeds at or under 45 mph, PHV right turns > 40, and PHV total < 300.
Adjusted right turns = PHV Right Turns - 20
If PHV is not known use formula: PHV = ADT x K x D

K = the percent of AADT occurring in the peak hour
D = the percent of traffic in the peak direction of flow

Note: An average of 11% for K x D will suffice.

When right turn facilities are warranted, see Figure 3-1 for design criteria.*

FIGURE 3-26 WARRANTS FOR RIGHT TURN TREATMENT (2-LANE HIGHWAY)