# 6582-6585 Highway 6

## Traffic Impact Study

1052367 Ontario Ltd

19 August 2026

The Power of Commitment

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# Executive Summary

GHD Limited has prepared this Traffic Impact Study (TIS) in support of County Official Plan Amendment (Urban Boundary Expansion) and Local Official Plan Amendment applications for the subject lands located at 6582-6585 Highway 6 in the Township of Centre Wellington.

The proposed development is that of a residential and mixed-use community, accommodating a mix of dwelling unit types and densities, including single detached dwellings, various forms of townhouses, and apartments. The development will also feature a new public park, continuation of the public trail network, extension of the public road network, and a mixed-use/commercial block contemplated in the southeast corner of the subject lands.

The development will accommodate approximately 701 residential dwelling units and a mixed-use/commercial block and new school on a 4.96 hectare block.

Access to the development is proposed via extensions of Vincent Street and Steele Street from the subdivision to the south, together with a proposed connection from Street A to Highway 6.

This study evaluates the traffic impacts of the proposed development during the weekday a.m. and p.m. peak hours. Future traffic conditions were assessed for the 2029, 2034, and 2039 horizon years in accordance with the Terms of Reference and Ministry of Transportation practices.

Based on ITE Trip Generation rates, the proposed development including school block is forecast to generate approximately 976 two-way vehicle trips during the weekday a.m. peak hour and 686 two-way vehicle trips during the weekday p.m. peak hour.

Existing traffic operations were reviewed at eight study area intersections, with an additional future intersection included at Highway 6 and Street A. Under existing conditions, all study intersections are operating at acceptable levels of service during both peak hours.

Future background traffic forecasts were developed to account for anticipated corridor growth and approved or planned development within the study area. The analysis identified that future capacity constraints along the Highway 6 corridor are primarily attributable to background growth and are not unique to the proposed development.

A review of supporting Traffic Impact Studies prepared for background developments confirmed that a series of improvements have already been identified to address these future transportation demands, including:

- Widening Highway 6 to a four-lane cross-section;
- Construction of the future Street B connection at Highway 6 and Side Road 18;
- Signalization of the Highway 6 and Side Road 18 intersection; and
- Provision of dedicated turning lanes at the intersection.

The analysis completed as part of this study confirms that these improvements are required to accommodate future background growth irrespective of whether the proposed development proceeds.

With the planned Highway 6 corridor improvements in place, the study area transportation network is forecast to operate acceptably under future total traffic conditions, including the traffic generated by the proposed development. While some individual turning movements are forecast to experience elevated delays during certain peak periods, all study intersections are expected to operate within acceptable capacity thresholds. The analysis demonstrates that the proposed development does not require any additional site-specific off-site road improvements beyond those already identified through previous transportation studies and planning exercises.

A sensitivity analysis was also completed to evaluate a conservative contingency scenario in which the proposed Street A connection to Highway 6 is not constructed and all site traffic is accommodated through the local road network. This assessment was undertaken to test a conservative worst-case condition and determine whether acceptable operations could be maintained without the direct Highway 6 connection.

This analysis identified potential operational constraints at the intersection of Side Road 18 and Steele Street. These constraints can be addressed through the provision of a westbound right-turn lane on Side Road 18 and separate southbound left-turn and right-turn lanes on Steele Street. With these improvements in place, the intersection is forecast to operate acceptably through the ultimate horizon year.

The proposed internal road network has been designed in accordance with the Township of Centre Wellington Development Manual. Street A is proposed as a minor collector road with a 20.0 m right-of-way, while the remaining roads are proposed as local roads with 18.0 m rights-of-way.

**Conclusions and Recommendations**

The analysis confirms that the proposed development can be accommodated within the future transportation network and is supportable from a transportation perspective. The development does not trigger any additional site-specific transportation improvements beyond those already required to accommodate forecast background growth.

The analysis confirms that the transportation improvements required along the Highway 6 corridor are driven by forecast background growth and have already been identified through previous transportation studies. The proposed development does not trigger the need for any additional site-specific off-site transportation improvements.

The Street A connection to Highway 6 is expected to be implemented as part of the future road network and, as such, the scenario in which it is not constructed is considered unlikely. Nevertheless, should the connection not proceed, a westbound right-turn lane on Side Road 18 and separate southbound left-turn and right-turn lanes on Steele Street should be provided at the Side Road 18 and Steele Street intersection to accommodate redistributed site traffic and maintain acceptable operations.

We trust that this satisfies your requirements. Should you have any questions or require additional information, please do not hesitate to contact the undersigned.

Sincerely,

GHD






Rafael Andrenacci, B.Eng
Transportation Planner

William Maria, P. Eng.
Transportation Planning Lead

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# 1. Introduction

## 1.1 Retainer and Objective

GHD Limited was retained to prepare a Traffic Impact Study for a residential development located on lands municipally known as 6582-6585 Highway 6 in the Township of Centre Wellington, immediately north of the Fergus Settlement Boundary.

The subject lands are currently under consideration for an urban boundary expansion and are proposed to be developed through applications for an Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision.

The site location is illustrated in **Figure 1**.

The purpose of this study is to:

- Establish baseline traffic conditions for the study area in 2026 and determine future background operating conditions for a future planning horizon consistent with phases of development in 2029, 2034, and 2039.
- Estimate the site trips generated by the proposed development and distribute the traffic to the adjacent road network.
- Determine future operating traffic conditions during the weekday peak periods for each future planning horizon through intersection capacity analysis.




*Figure 1 Site Location*

## 1.2 Study Team

The GHD team involved in the preparation of the study are:

- William Maria, P. Eng., Transportation Planning Lead
- Rafael Andrenacci, B.Eng., Transportation Planner

# 2. Site Characteristics

## 2.1 Study Area

As per the Terms of Reference agreed to with Wellington County attached in **Appendix A**, the following intersections were included in the study area:

**Existing**

- Highway 6 and Nichol Road 15
- Highway 6 and Side Road 18
- Highway 6 and Side Road 19
- Highway 6 and Gordon Street
- Beatty Line and Farley Road/Side Road 18
- Side Road 18 and Vincent Street
- Side Road 18 and Steele Street
- Courtney Street and Sadler Street

**Future**

- Highway 6 and Street A

## 2.2 Proposed Development Content

A concept plan prepared by Zelinka Priamo Ltd. for the subject site is shown in **Figure 2** and provided in **Appendix B**. The proposed development is comprised of a total 701 dwelling units, a mixed-use/commercial block, and a school block. The 701 dwelling units consists of 151 single-family dwelling units, 191 street townhouses dwelling units, 101 stacked townhouses/low-rise apartments dwelling units, 204 dwelling units located within the apartment building block, and 54 units within the mixed-use/commercial block.

Access to the proposed development is proposed via four access points. Three access points are proposed through the existing subdivision to the south, including extensions of Vincent Street, Sadler Street, and Steele Street, and one access point to/from Highway 6 through the proposed Street A.

The MTO has advised that it does not support the proposed access to Highway 6 via Street A, as the connection does not satisfy the Ministry's access management requirement of maintaining a minimum 1,600 m separation distance between new commercial access connections and existing commercial accesses, public roads, or interchanges along a provincial highway.

The MTO has further noted that connecting links are municipal roadways that form part of a provincial highway route through an urban area. At present, St. David Street functions as the Highway 6 connecting link through the urban area of Fergus, with Highway 6 reverting to provincial jurisdiction north of Side Road 18, including the portion of roadway adjacent to the subject lands. However, as part of the ongoing urban boundary expansion process, it is recommended that the Highway 6 connecting link be extended northward to incorporate the section of Highway 6 fronting the subject site. Should this occur, jurisdiction of the roadway would be transferred from the Province to the Township of Centre Wellington, thereby allowing the Township to determine future access requirements and permitting opportunities.

Recognizing the uncertainty associated with the timing and implementation of the proposed downloading, this Transportation Study has evaluated two access scenarios. The primary analysis assumes that the connecting link extension is implemented and that access to Highway 6 via Street A is permitted under Township jurisdiction. Under this scenario, the Highway 6 connection provides an additional access point to the development, improving network connectivity, traffic distribution, and route choice for future residents and visitors.

To assess the implications should the development proceed prior to the downloading of the road, a sensitivity analysis was also completed assuming no access connection to Highway 6 is provided. Under this scenario, all site traffic would access the development through the existing and planned local road network connecting to Side Road 18 via the subdivision to the south. The sensitivity analysis therefore provides an assessment of the transportation network under a more conservative condition and demonstrates the operational implications of accommodating all development traffic without the benefit of a direct Highway 6 connection. This approach ensures that the transportation

impacts of the proposed development are understood and evaluated under both potential future roadway jurisdiction and access arrangements.

The proposed concept plan is provided in the figure below.

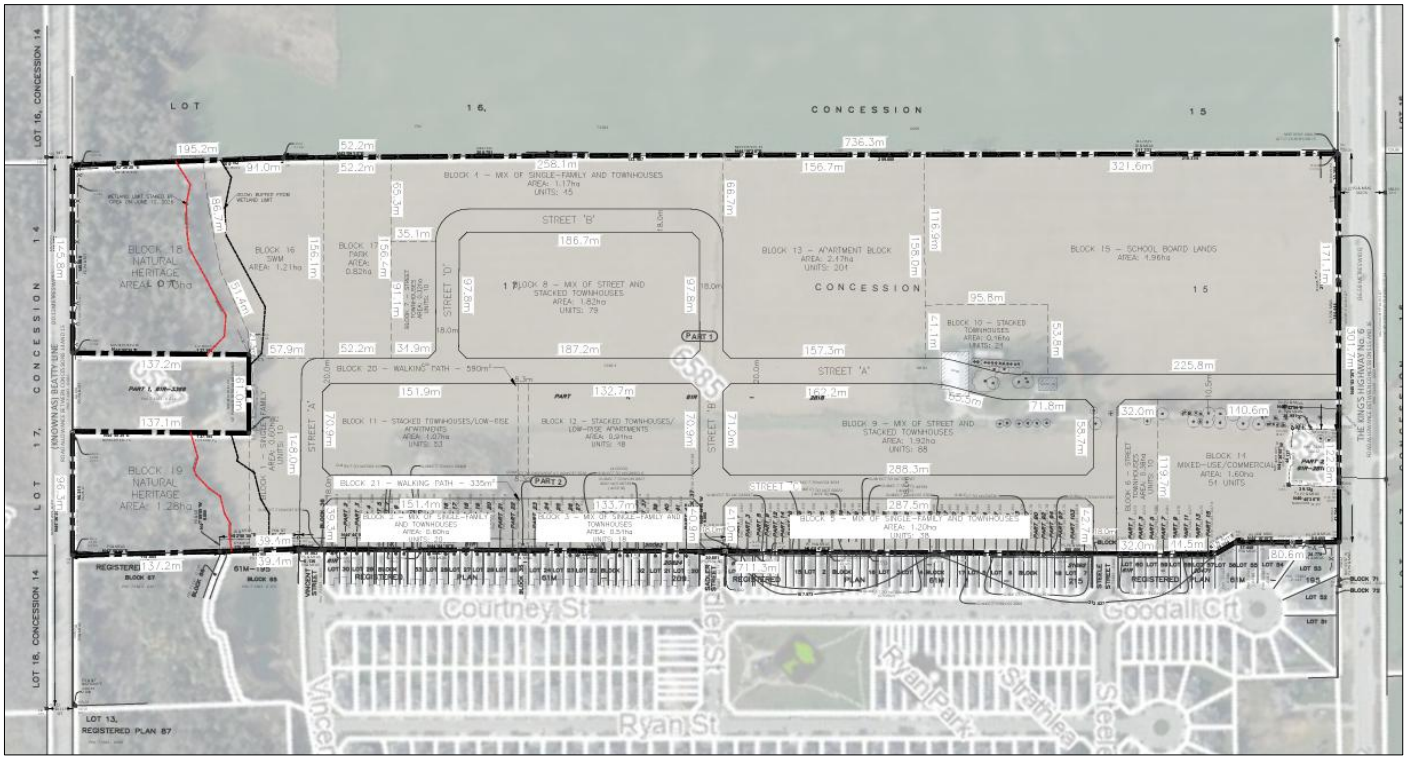



*Figure 2 Proposed Concept Plan*

# 3. Existing Conditions

## 3.1 Existing Road Network

**Highway 6** is a north-south Class 2B Arterial Road under the jurisdiction of the Ministry of Transportation (MTO). South of Side Road 18, the roadway is known as **St. David Street** (arterial road under the jurisdiction of the Township of Centre Wellington) and serves as the connecting link through Fergus' urban boundary. Within the study area, it has a two-lane cross-section north of Side Road 18 and is widened to a three-lane cross-section south of Side Road 18 that includes a two-way left-turn lane within the centre lane. Its intersections with Nichol Road 15, Side Road 18, and Side Road 19 are unsignalized T-intersections with the stop-control provided only along the minor approaches (on Nichol Road 15, Side Road 18, and Side Road 19) while its intersection with Gordon Street is signalized. Dedicated northbound left-turn lanes are provided at all four of the study intersections along Highway 6 in addition to a dedicated southbound left-turn lane at Gordon Street. To the north, the speed limit along Highway 6 is 80 km/h and is reduced to 60 km/h south of Side Road 18.

**Nichol Road 15** is an east-west collector road under the jurisdiction of Township of Centre Wellington. Within the study area, it has a two-lane cross-section. Its intersection with Highway 6 is an unsignalized T-intersection with the stop-control only provided along the minor approach on Nichol Road 15. The assumed speed limit along Nichol Road 15 is 50 km/h.

**Side Road 18** is an east-west local road under the jurisdiction of Township of Centre Wellington. Within the study area, it has a two-lane cross-section. Its intersections with Highway 6, Beatty Line, Vincent Street, and Steele Street are all unsignalized intersections with the stop-control only provided along the minor approaches (Side Road 18

at Highway 6 and Beatty Line, Vincent Street and Steele Street at Side Road 18). The posted speed limit along Side Road 18 is 40 km/h. West of Beatty Line, Side Road 18 continues as Farley Road

**Side Road 19** is an east-west local road under the jurisdiction of Township of Centre Wellington. Within the study area, it has a two-lane cross-section. Its intersection with Highway 6 is an unsignalized T-intersection with the stop-control only provided along the minor approach on Side Road 19. The posted speed limit along Side Road 19 is 40 km/h.

**Gordon Street** is an east-west collector road under the jurisdiction of Township of Centre Wellington. Within the study area, it has a two-lane cross-section. Its intersection with Highway 6 is a signalized intersection with an auxiliary left-turn lane provided in the westbound direction. The access to the commercial development on the west side of Highway 6 forms the fourth leg of the signalized intersection. unsignalized T-intersection with the stop-control only provided along the minor approach on Side Road 19. The posted speed limit along Gordon Street is 50 km/h.

**Beatty Line** is a north-south collector road under the jurisdiction of Township of Centre Wellington. Within the study area, it has a two-lane cross-section. Its intersection with Side Road 18/Farley Road is unsignalized with the stop-control only provided along the minor approach on Side Road 18/Farley Road. The posted speed limit along Beatty Line is 50 km/h.

**Farley Road** is an east-west local road under the jurisdiction of Township of Centre Wellington. Within the study area, it has a two-lane cross-section. Its intersection with Beatty Line is unsignalized with the stop-control only provided along the minor approach on Side Road 18/Farley Road. The assumed speed limit along Farley Road is 50 km/h. East of Beatty Line, Farley Road continues as Side Road 18.

**Vincent Street** is a north-south local road under the jurisdiction of Township of Centre Wellington. Within the study area, it has a two-lane cross-section. Its intersection with Side Road 18 is unsignalized with the stop-control only provided along the minor approach on Vincent Street. The assumed speed limit along Vincent Street is 50 km/h.

**Steele Street** is a north-south local road under the jurisdiction of Township of Centre Wellington. Within the study area, it has a two-lane cross-section. Its intersection with Side Road 18 is unsignalized with the stop-control only provided along the minor approach on Steele Street. The assumed speed limit along Steele Street is 50 km/h.

**Courtney Street** is an east-west local road under the jurisdiction of Township of Centre Wellington. Within the study area, it has a two-lane cross-section. Its intersection with Sadler Street is unsignalized all-way stop-controlled intersection. The assumed speed limit along Courtney Street is 50 km/h.

**Sadler Street** is a north-south local road under the jurisdiction of Township of Centre Wellington. Within the study area, it has a two-lane cross-section. Its intersection with Courtney Street is unsignalized all-way stop-controlled intersection. The assumed speed limit along Sadler Street is 50 km/h.

The existing lane configurations and intersection control are shown in the figure below.

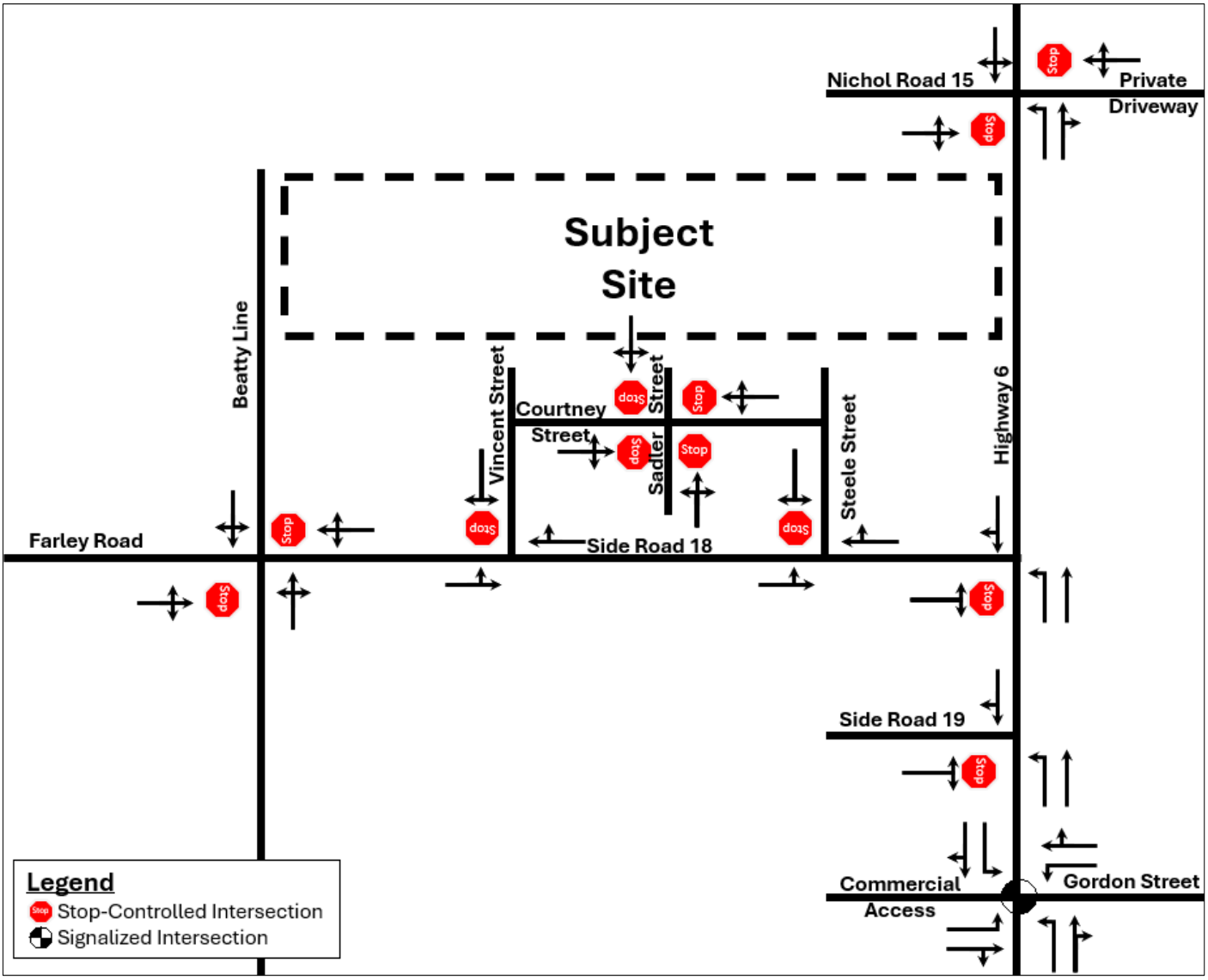



*Figure 3 Existing Lane Configuration and Traffic Controls*

## 3.2 Pedestrian and Bicycle Facilities

There following summarizes the provision of active transportation facilities within the study area:

- Sidewalks:
  - Along both sides of St. David Street south of Gordon Street and only on the west side of the road between Gordon Street and Side Road 19.
  - On both sides of Side Road 18 from Steele Street to Highway 6 and from Vincent Street to approximately 65 metres west of Vincent Street, and only on the south side of the road from 65 metres west of Vincent Street to Beatty Line.
  - On the south side of Side Road 19
  - Along both sides of Gordon Street
  - On the south side of Farley Road from Beatty Line to approximately 160 metres west of Beatty Line, and along both sides of the road beyond that

- On the east side of Vincent Street
- On the west side of Steele Street
- On the south side of Courtney Street
- On the east side of Sadler Street

There are currently no cycling facilities provided within the study area.




*Figure 4 Existing Active Transportation Facilities*

# 3.3 Transit Services

At present, Wellington County does not operate a conventional fixed-route public transit system serving Fergus, Elora, or the surrounding rural communities. Instead, public transportation within the County is primarily provided through Ride Well, an on-demand public transit service operated by Wellington County. Ride Well offers advance-booked, shared-ride, door-to-door transportation throughout Wellington County, including Fergus, Elora, Guelph/Eramosa, Erin, Minto, Mapleton, Puslinch, and Wellington North, as well as connections to the City of Guelph.

For residents of Fergus, Ride Well provides access to local destinations within the community as well as regional connections to employment, educational, medical, commercial, and recreational destinations throughout Wellington County and Guelph. Trips are booked in advance through an online portal or by telephone, with passengers picked up and dropped off at requested locations rather than at designated transit stops. The service is intended to improve

mobility options for residents who may not have access to a private vehicle, including seniors, students, and individuals with accessibility needs.

## 3.4 Existing Traffic Data

GHD contracted Ontario Traffic Inc. to conduct updated turning movement counts at all existing study intersections in June 2026. The baseline 2026 traffic volumes for the a.m. and p.m. peak hours are summarized in **Figure 5** below with the full turning movement counts provided in **Appendix C.**

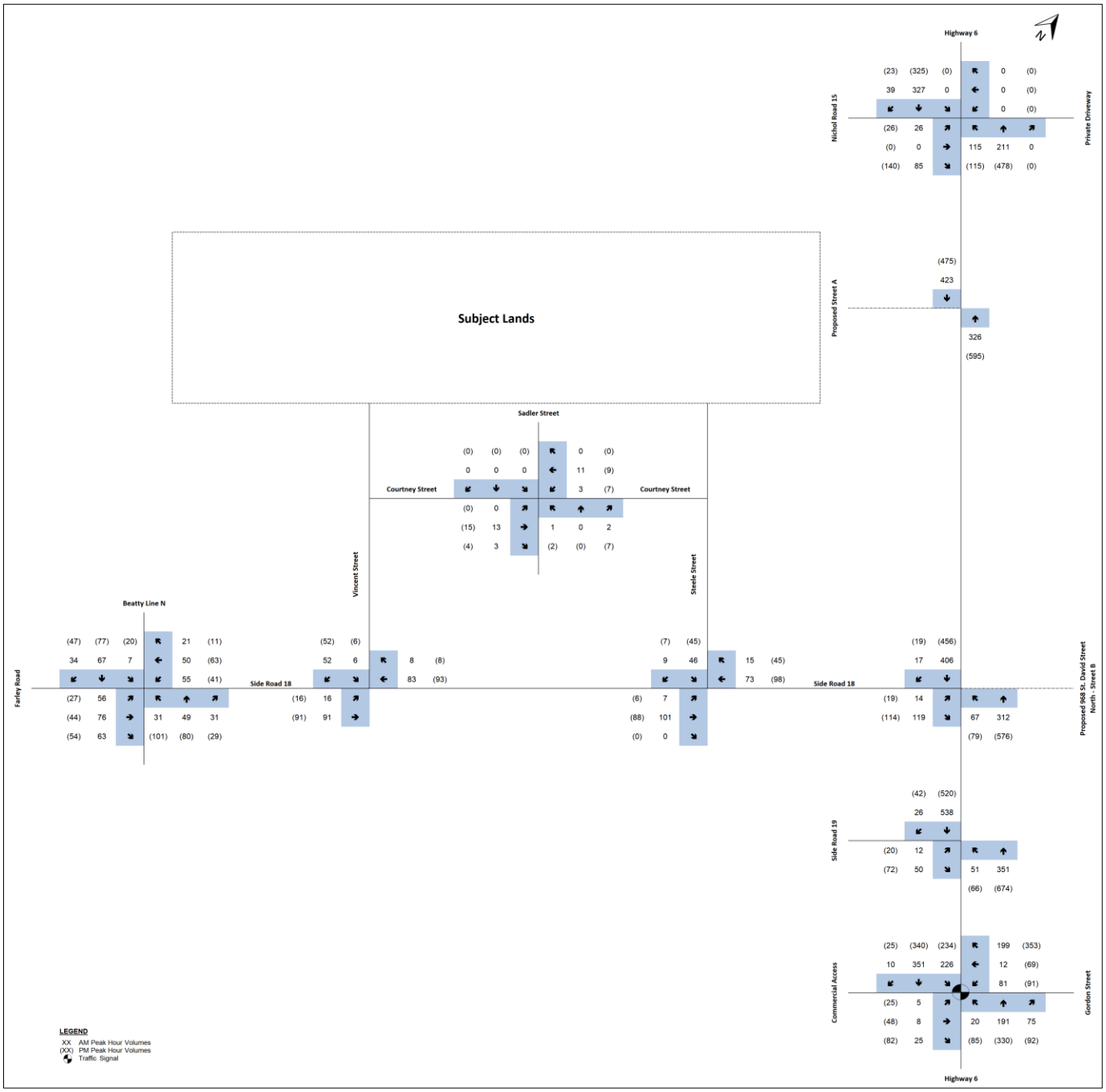



*Figure 5 Baseline 2026 Traffic Volumes*

# 4. Future Conditions

## 4.1 Study Horizon Year

Future horizon years of 2029, 2034, and 2039 were selected to assess the long-term transportation impacts of the proposed development. These horizon years represent the anticipated full build-out of the development, as well as conditions five and ten years beyond build-out, allowing for the evaluation of both near-term and longer-term operational performance of the transportation network.

The selected horizon years are consistent with the MTO's Traffic Impact Study Guidelines, which recommend assessing traffic conditions at the anticipated year of full site build-out and at future planning horizons beyond build-out.

## 4.2 Corridor Growth

A linear annual background growth rate of 2.0% was applied to existing traffic volumes on the study area road network to account for anticipated growth in travel demand. This growth rate is consistent with assumptions used in other transportation studies completed within the broader Fergus and Centre Wellington area. An exception however was Beatty Line, where a lower annual growth rate of 1.0% was applied based on the assumptions identified in a recent transportation study completed for a development along Beatty Line.

## 4.3 Background Development Traffic

Consistent with standard Traffic Impact Study practice, all reasonably foreseeable approved, draft approved, and active development applications within the study area were assumed to proceed for the purposes of assessing a conservative future background condition.

A review of the Township of Centre Wellington’s development application portal was completed to identify developments located in proximity to the subject site that would generate additional traffic along the study area roadways. The following developments have been identified:

- 6581 Highway 6
- 968 St David St N
- 6586 Beatty Line N
- 961 St David St N
- 6704 Beatty Line N

With the exception of 6704 Beatty Line N, all developments noted above were included as background developments. 6704 Beatty Line N was not included as there is no Traffic Impact Study or Concept Plan available for these lands on the portal.

The locations of the included background developments are shown in **Figure 6** below.




*Figure 6 Location of Background Developments*

The estimated site trips generated by the proposed background developments were extracted from their respective Traffic Impact Studies and are summarized in **Table 1** below with detailed excerpts from the background studies attached in **Appendix D**.

It has been assumed that all background developments are built-out and fully occupied prior to the 2029 horizon year, unless otherwise noted in the table below. The intent is not to predict the exact timing of individual developments, but rather to ensure sufficient transportation capacity exists under a reasonable future growth scenario.

*Table 1 Background Development Traffic*

| Background Development | Parameter | Peak Hour Trips | | | | | |
|---|---|---|---|---|---|---|---|
| | | Weekday AM | | | Weekday PM | | |
| | | In | Out | Total | In | Out | Total |
| 6581 Highway 6 | 661 dwelling units (mix of single detached, street townhouse and stacked townhouse units) and 23,680 ft$^2$ of commercial GFA. | 62 | 187 | 249 | 189 | 121 | 310 |
| 968 St David St N | 308 dwelling units (mix of single detached, street townhouse and stacked townhouse units) and 23,680 ft$^2$ of commercial GFA. | 74 | 145 | 219 | 175 | 126 | 301 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 6586 Beatty Line N | 569 residential units<br>(368 detached dwellings and 201 townhouses) | 95 | 255 | 350 | 280 | 180 | 460 |
| 961 St David St N | 50 residential units<br>(13 single family and 37 townhouse units) | 7 | 20 | 27 | 21 | 13 | 34 |

The total background development volumes ar illustrated in **Figure 7**.

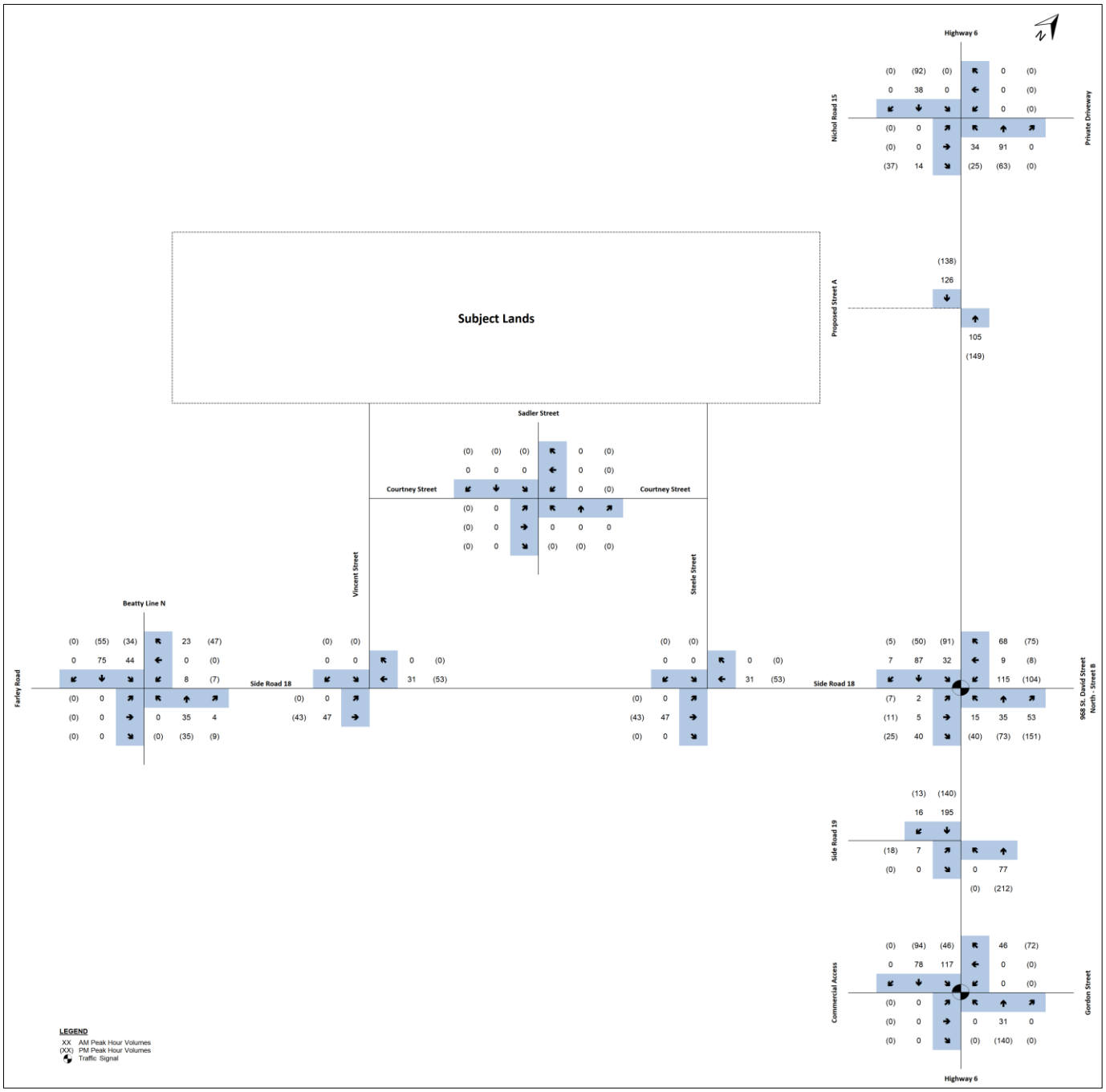



***Figure 7 Total Background Development Traffic***

## 4.4 Background Development-Related Proposed Road Improvements

A review of the Traffic Impact Studies prepared in support of nearby developments was undertaken to identify roadway improvements incorporated into the future transportation network and reflected in the background traffic forecasts. These improvements were identified in previous studies as necessary to address projected capacity and operational deficiencies resulting from anticipated background growth and planned development within the study area.

Based on this review, the following roadway and intersection improvements have been assumed under future background conditions:

- Widening of Highway 6 to a four-lane cross-section within the study area.
- Construction of a new east leg at the Highway 6 and Side Road 18 intersection (identified as Street B), creating a four-legged intersection.
- Installation of traffic control signals at the Highway 6 and Side Road 18/Street B intersection.
- Provision of additional turning lanes at the Highway 6 and Side Road 18/Street B intersection, including:
    - A southbound left-turn lane on Highway 6;
    - An eastbound left-turn lane on Street B; and
    - A westbound left-turn lane on Side Road 18.

The future lane configurations and traffic control assumptions derived from the background studies are illustrated in **Figure 8** and have been incorporated into the future background traffic analysis completed as part of this study. It should be noted that these improvements have been identified through previous transportation studies and represent planning assumptions used to develop future traffic forecasts, however, these improvements have not been formally approved, endorsed, or committed to by the MTO, Wellington County, or the Township of Centre Wellington.

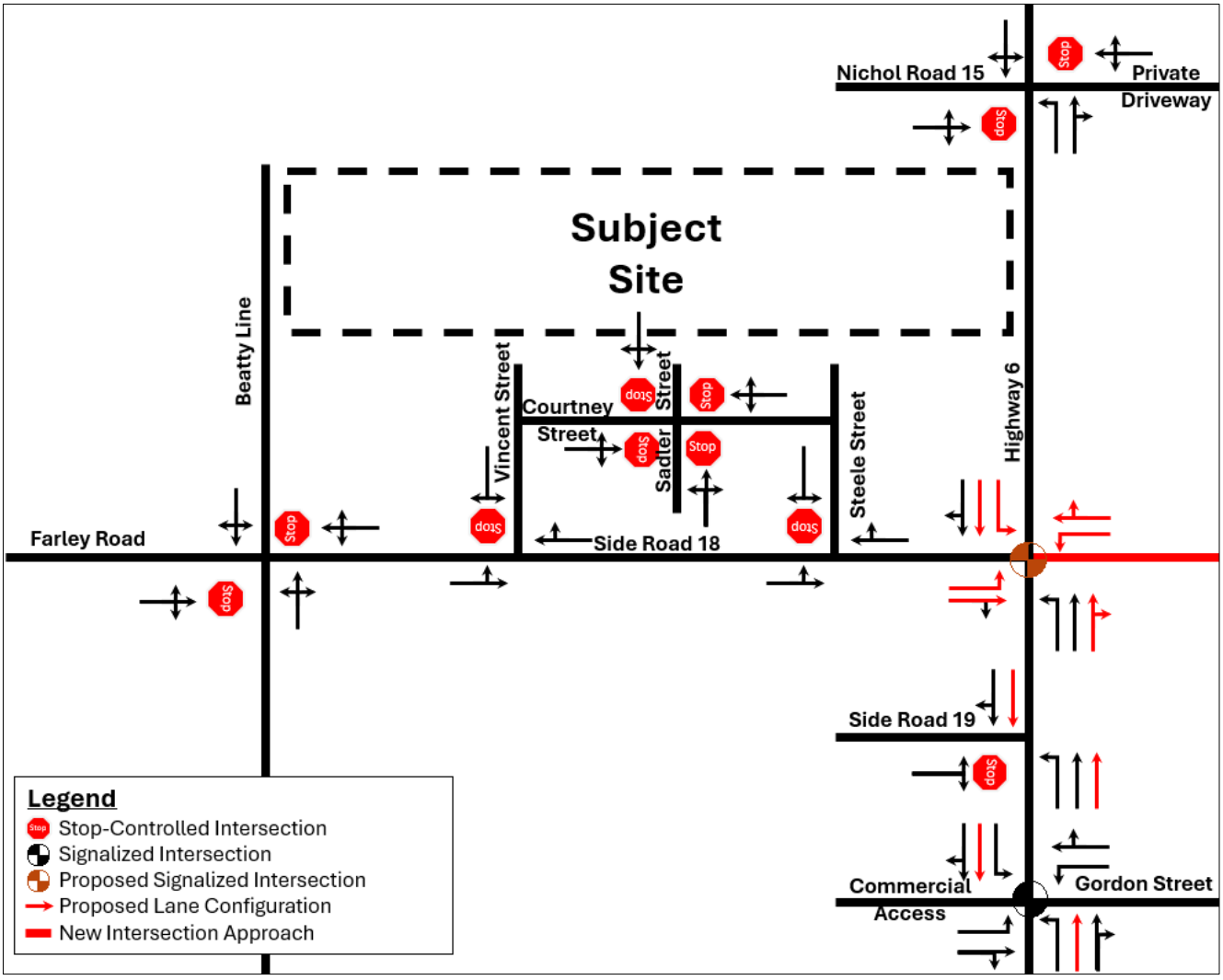



*Figure 8 Background Development-Related Proposed Lane Configuration and Traffic Controls*

## 4.5 Future Background Traffic Volumes

The background traffic volumes for the 2029, 2034, and 2039 horizon year were derived by applying the 2% per annum growth rates to the study area roads and the corresponding total background development traffic. The resulting 2029, 2034, and 2039 future background traffic volumes are summarized in **Figure 9**, **Figure 10,** and **Figure 11**, respectively.

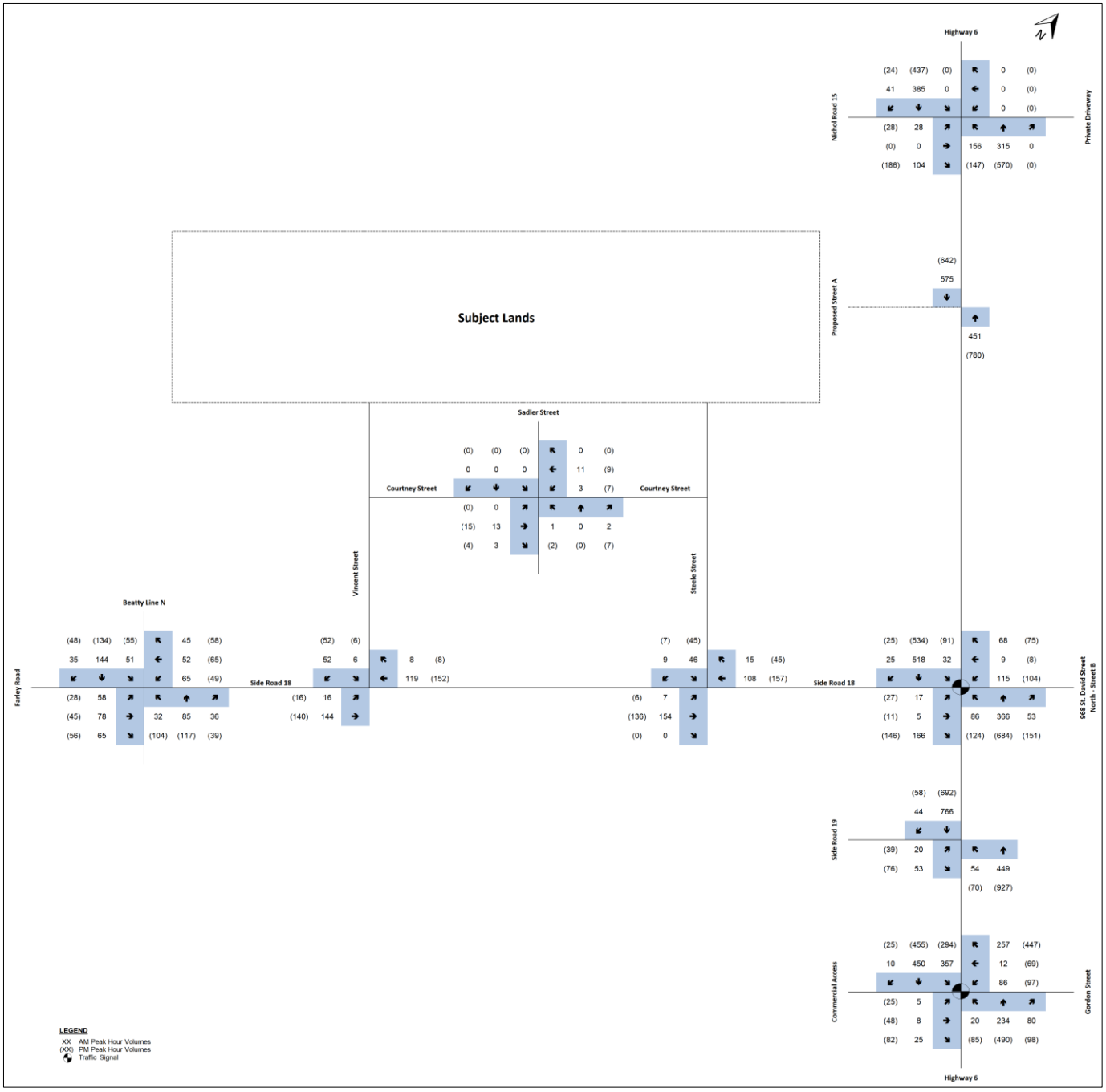



***Figure 9 2029 Future Background Traffic Volumes***

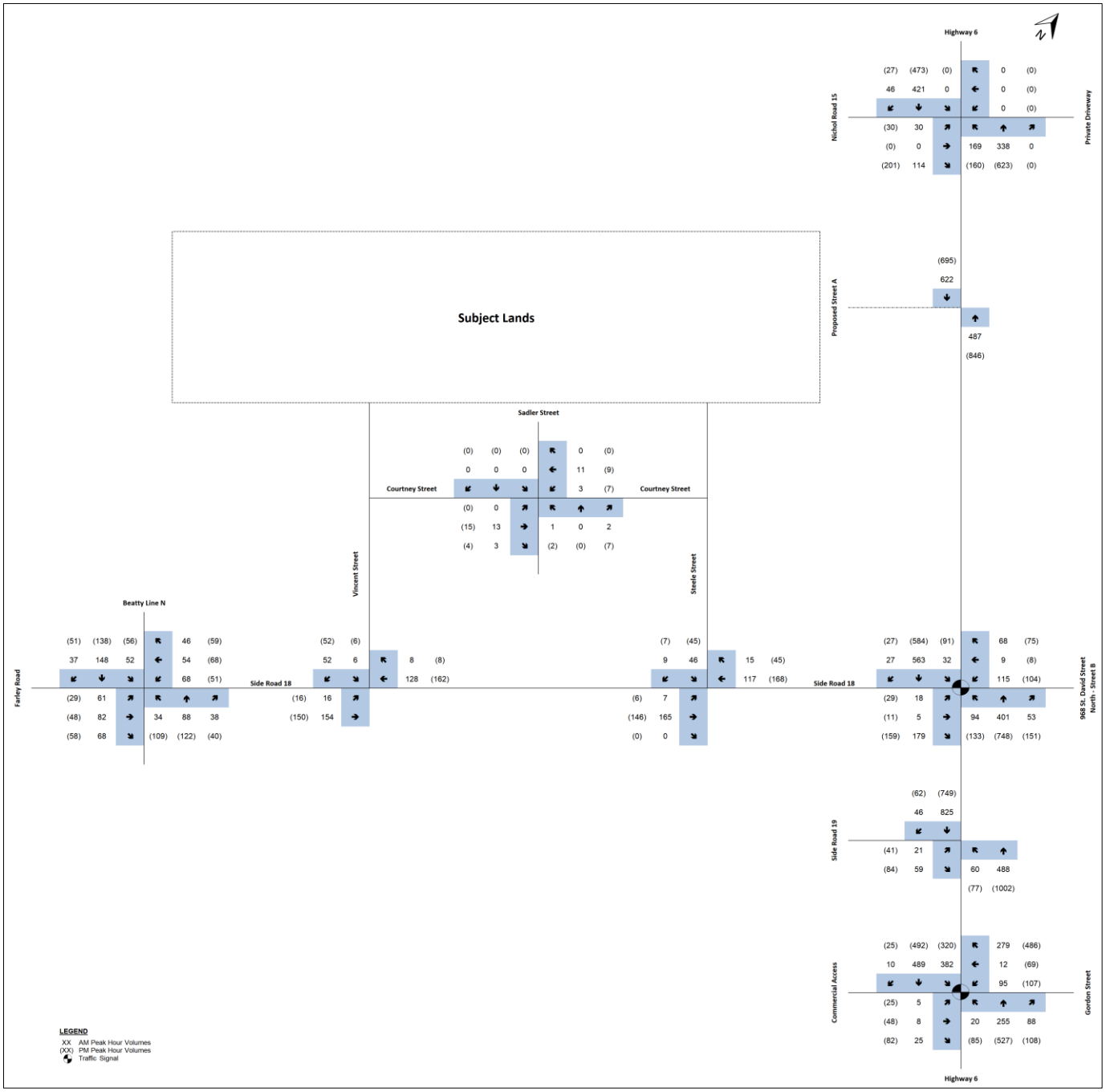



***Figure 10 2034 Future Background Traffic Volumes***

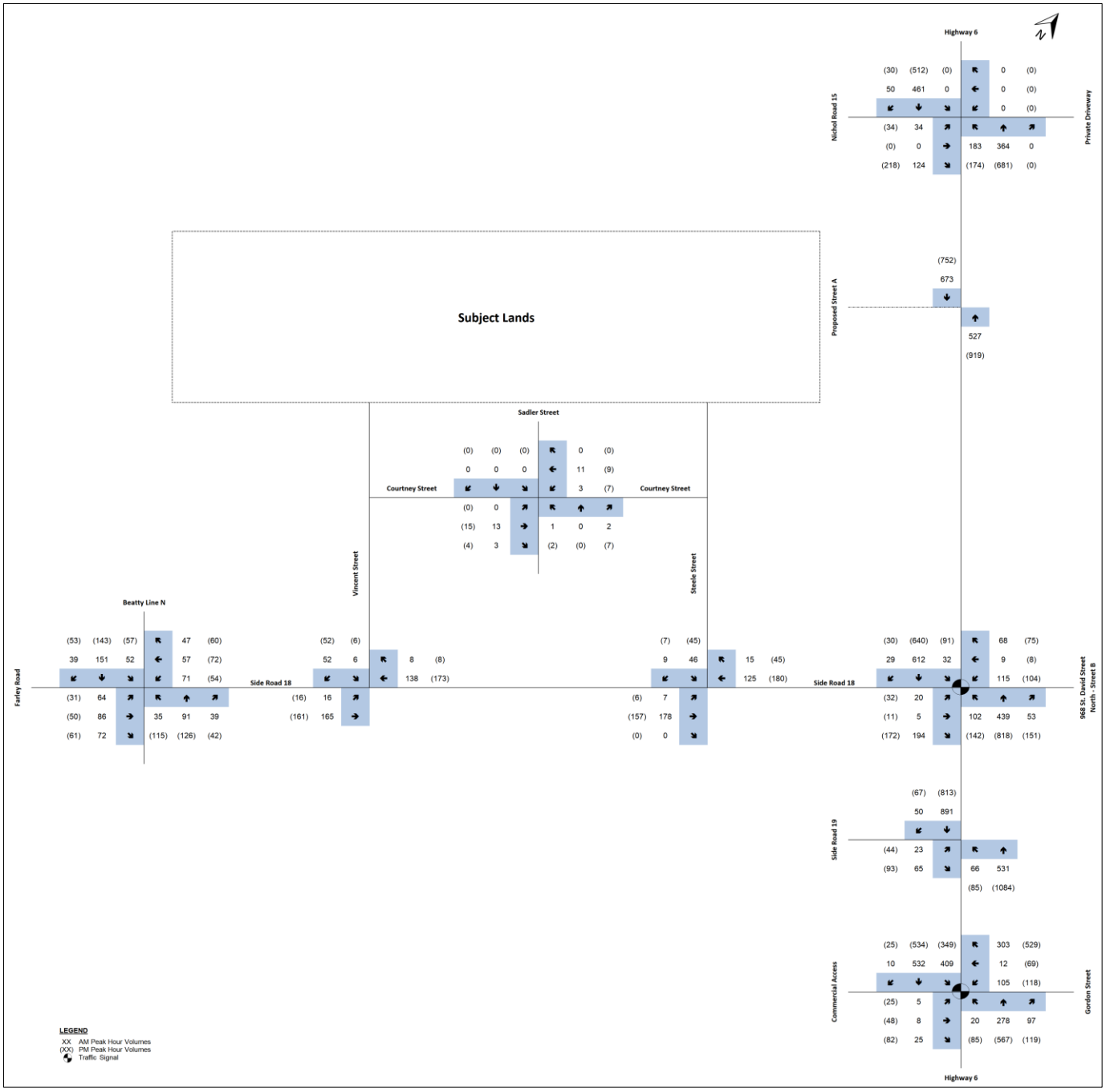



*Figure 11 2039 Future Background Traffic Volumes*

# 5. Site Generated Traffic

## 5.1 Site Trip Generation

The proposed development is comprised of a total 701 dwelling units, a mixed-use/commercial block, and a school block. The 701 dwelling units consist of:

- 151 single-family dwelling units

- 191 street townhouses dwelling units
- 101 stacked townhouses/low-rise apartments dwelling units
- 204 dwelling units located within the apartment building block
- 54 dwelling units in the mixed-use/commercial block

The retail GFA will be based on 20% lot coverage which is consistent with the assumptions in the Functional Servicing Report, as the block mixed-use block may consist of the commercial at grade on one part of the block and standalone residential on another part of the block. As a result, the 1.6-hectare block is estimated to contain 34,444.51 $ft^2$ of commercial GFA.

School board staff have noted that the proposed school within the school block will have a capacity of 750 students.

Trip generation estimates for the weekday a.m. and p.m. peak hours were developed using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition, and associated Trip Generation Handbook, 3rd Edition. The definitions provided by ITE were reviewed to determine the best applicable Land Use Code (LUC).

The following summarizes the selection of each LUC:

- LUC 210 – Single-Family Detached Housing was selected for all single-family dwelling units as LUC 210 is defined by ITE as being any single-family detached home on an individual lot.
- LUC 215 – Single-Family Attached Housing was selected for the street townhouses and stacked townhouses as LUC 210 is defined by ITE as being any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space and includes townhouses/rowhouses (defined as a single structure with three or more distinct dwelling units, joined side-by-side in a row and each with an outside entrance).
- LUC 221 – Multifamily Housing (Mid-Rise) - Not Close to Rail Transit was selected for the apartment building block and the mixed-use/commercial as LUC 221 is defined by ITE as being a residential building with between four and 10 floors of residence. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways. Although the height of the building has not been established, the Township's Zoning By-law states that the maximum building height is 4 storeys. As a result, LUC 221 was selected to align with the maximum heights permitted.
- LUC 822 – Strip Retail Plaza was selected for the commercial use block as the total GFA falls below the 40,000 $ft^2$ threshold identified by ITE for retail uses.
- LUC 525 – High School was selected for the school block as the school board has identified that the school will serve grades 7-12.

It should be noted that the school block will be subject to its own Traffic Impact Study that will be completed at a later date. However, for the purpose of this Traffic Study that covers the overall development lands it has been accounted for based on the latest information provided by the school board.

A review of the trip generation methodology was completed to determine the appropriate application of fitted curve equations and average trip rates in accordance with Section 4.4 of the ITE Trip Generation Handbook (3rd Edition)

- LUC 210, LUC 215, LUC 221: as the unit count for each residential land use falls within the data extremes and the data set contains 20 or more valid data points for both the a.m. and p.m. peak hours the trip generation was calculated using the fitted curve equation associated with the respective LUCs.
- LUC 822: as a fitted curve equation is not provided during the a.m. p.m. peak hour, the average rate was used. During the p.m. peak hour, as the GFA falls within the data extremes and the data set contains 20 or more valid data points, the fitted curve equation was used.
- LUC 525: during the a.m. peak hour, the student count falls within the data extremes and the data set contains 20 or more valid data points, resulting in the trip generation being calculated using the fitted curve equation associated with LUC 525. During the p.m. peak hour, a fitted curve equation is not provided during the p.m. peak hour, and as a result the average rate was used.

No transit mode share adjustments were applied to the ITE Trip Generation rates, as transit service within the surrounding area is limited.

**Table 2** summarizes the estimated trip generation for the subject site.

***Table 2 Total Site Trip Generation***

| Land Use (LUC) | Units/GFA/ Students | Parameters | Peak Hour Trip Generation | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | Weekday AM | | | Weekday PM | | |
| | | | In | Out | Total | In | Out | Total |
| Single Family (210) | 151 dwelling units | Trip Rates | 0.192 | 0.517 | 0.709 | 0.576 | 0.358 | 0.934 |
| | | **Gross Trips** | **29** | **78** | **107** | **87** | **54** | **141** |
| Townhouse (215) | 292 dwelling units | Trip Rates | 0.130 | 0.408 | 0.538 | 0.312 | 0.233 | 0.545 |
| | | **Gross Trips** | **38** | **119** | **157** | **91** | **68** | **159** |
| Apartment (221) | 258 dwelling units | Trip Rates | 0.085 | 0.306 | 0.391 | 0.236 | 0.136 | 0.372 |
| | | **Gross Trips** | **22** | **79** | **101** | **61** | **35** | **96** |
| Commercial (822) | 34,444.51 $ft^2$ commercial GFA | Trip Rates | 2.148 | 1.771 | 3.919 | 2.584 | 2.555 | 5.139 |
| | | Gross Trips | **74** | **61** | **135** | **89** | **88** | **177** |
| **Total Subject Site Primary Trips** | | | 163 | 337 | 500 | 328 | 245 | 573 |
| High School (525) | 750 students | Trip Rates | 0.432 | 0.203 | 0.635 | 0.072 | 0.079 | 0.151 |
| | | **Gross Trips** | **324** | **152** | **476** | **54** | **59** | **113** |
| **Total Primary Trips** | | | **487** | **489** | **976** | **382** | **304** | **686** |

Based on the assumed ITE trip generation rates, full build-out of the proposed development is expected to generate a total of 976 two-way vehicle trips during the a.m. peak hour consisting of 487 inbound and 489 outbound trips. During the p.m. peak hour, it is expected to generate 686 new two-way vehicle trips consisting of 382 inbound and 304 outbound trips.

## 5.2 Site Traffic Distribution and Assignment

The site-generated traffic was distributed based on a review of existing travel patterns, the 2022 Transportation Tomorrow Survey (TTS) data, the trip distribution established through the background developments, and first principles.

The residential trip distribution is provided in **Table 3**, for the retail use in **Table** 4, and for the school use in **Table 5**. It should be noted that the retail and school uses included an internal distribution that accounts for some vehicle trips that may occur between the residential use and the retail and school uses.

*Table 3 Site Traffic Distribution – Residential*

| Peak Period | Direction | North Hwy 6 | North Beatty Line | South Hwy 6 | South Beatty Line | East Gordon Street | West Farley Road |
|---|---|---|---|---|---|---|---|
| AM | Inbound | 25% | 5% | 35% | 5% | 25% | 5% |
| | Outbound | 10% | 5% | 45% | 5% | 30% | 5% |
| PM | Inbound | 15% | 5% | 40% | 10% | 25% | 5% |
| | Outbound | 10% | 5% | 45% | 5% | 30% | 5% |

*Table 4 Site Traffic Distribution – Retail*

| Peak Period | Direction | North Hwy 6 | North Beatty Line | South Hwy 6 | South Beatty Line | East Gordon Street | West Farley Road | Internal |
|---|---|---|---|---|---|---|---|---|
| AM | Inbound | 5% | 5% | 40% | 10% | 20% | 10% | 10% |
| | Outbound | 10% | 5% | 35% | 5% | 25% | 10% | 10% |
| PM | Inbound | 10% | 5% | 35% | 10% | 20% | 10% | 10% |
| | Outbound | 5% | 5% | 40% | 5% | 25% | 10% | 10% |

*Table 5 Site Traffic Distribution – School*

| Peak Period | Direction | North Hwy 6 | North Beatty Line | South Hwy 6 | South Beatty Line | East Gordon Street | East Adjacent Street B | East Adjacent Street G | West Farley Road | Internal |
|---|---|---|---|---|---|---|---|---|---|---|
| AM | Inbound | 0% | 0% | 20% | 10% | 10% | 20% | 20% | 10% | 10% |
| | Outbound | 5% | 5% | 25% | 5% | 20% | 10% | 10% | 10% | 10% |
| PM | Inbound | 5% | 5% | 20% | 10% | 20% | 10% | 10% | 10% | 10% |
| | Outbound | 0% | 0% | 25% | 5% | 10% | 20% | 20% | 10% | 10% |

The site generated traffic assignment to the study area road network is provided in **Figure 12** for the residential use, **Figure 13** for the retail use, **Figure 14** for the school use, and the total site trips provided in **Figure 15**.

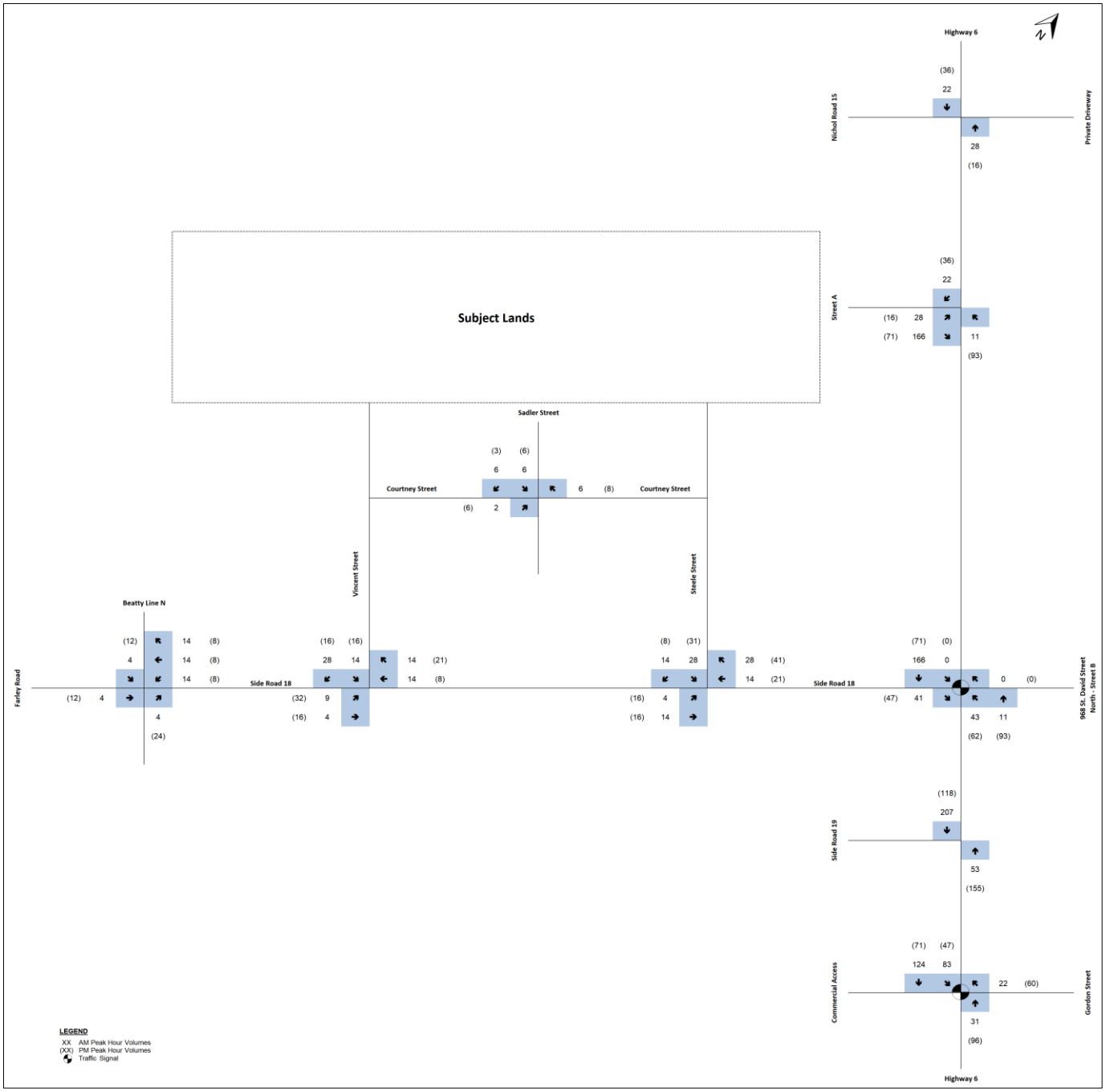



***Figure 12 Site Trips – Residential***

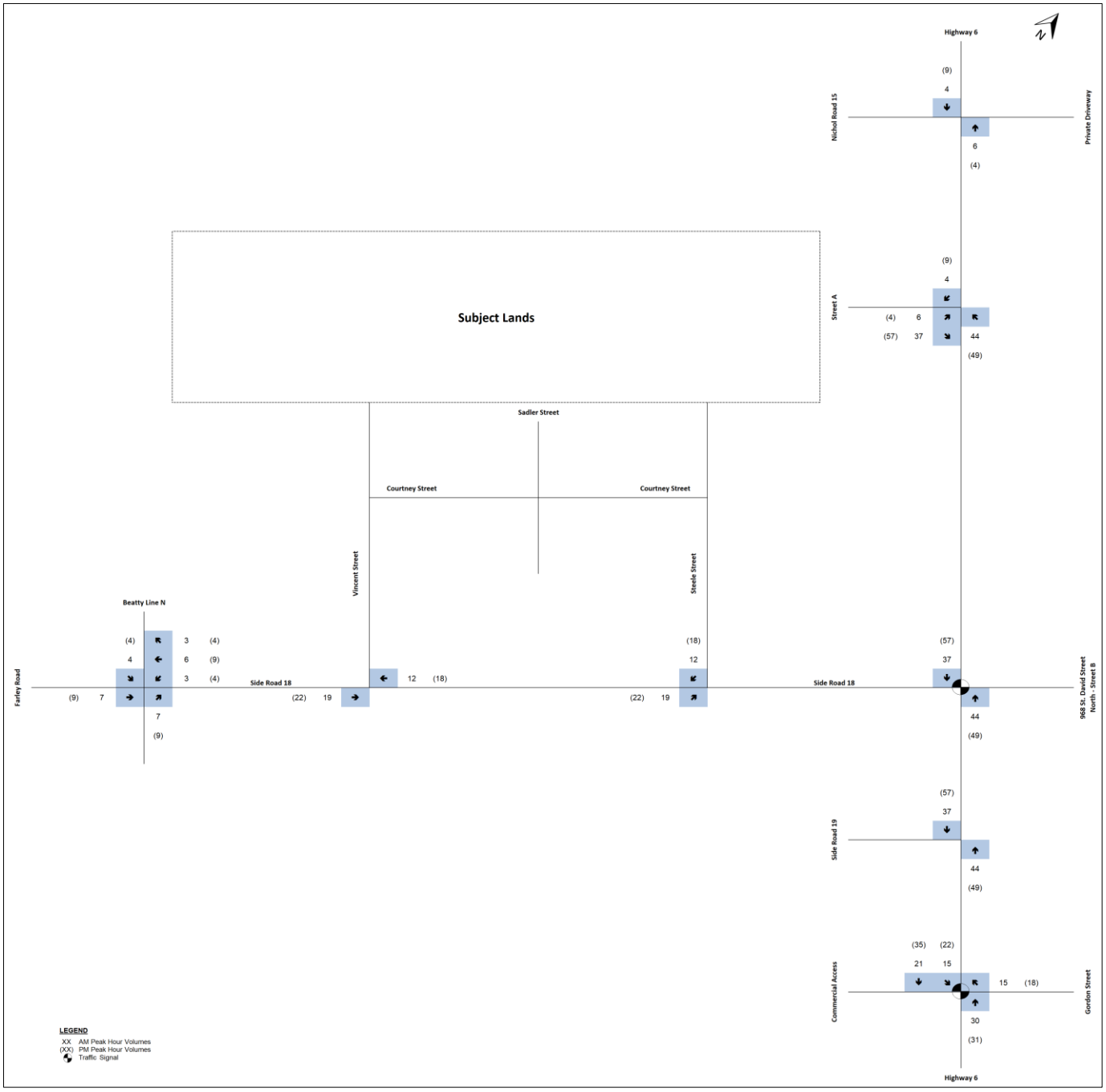



*Figure 13 Site Trips – Retail*

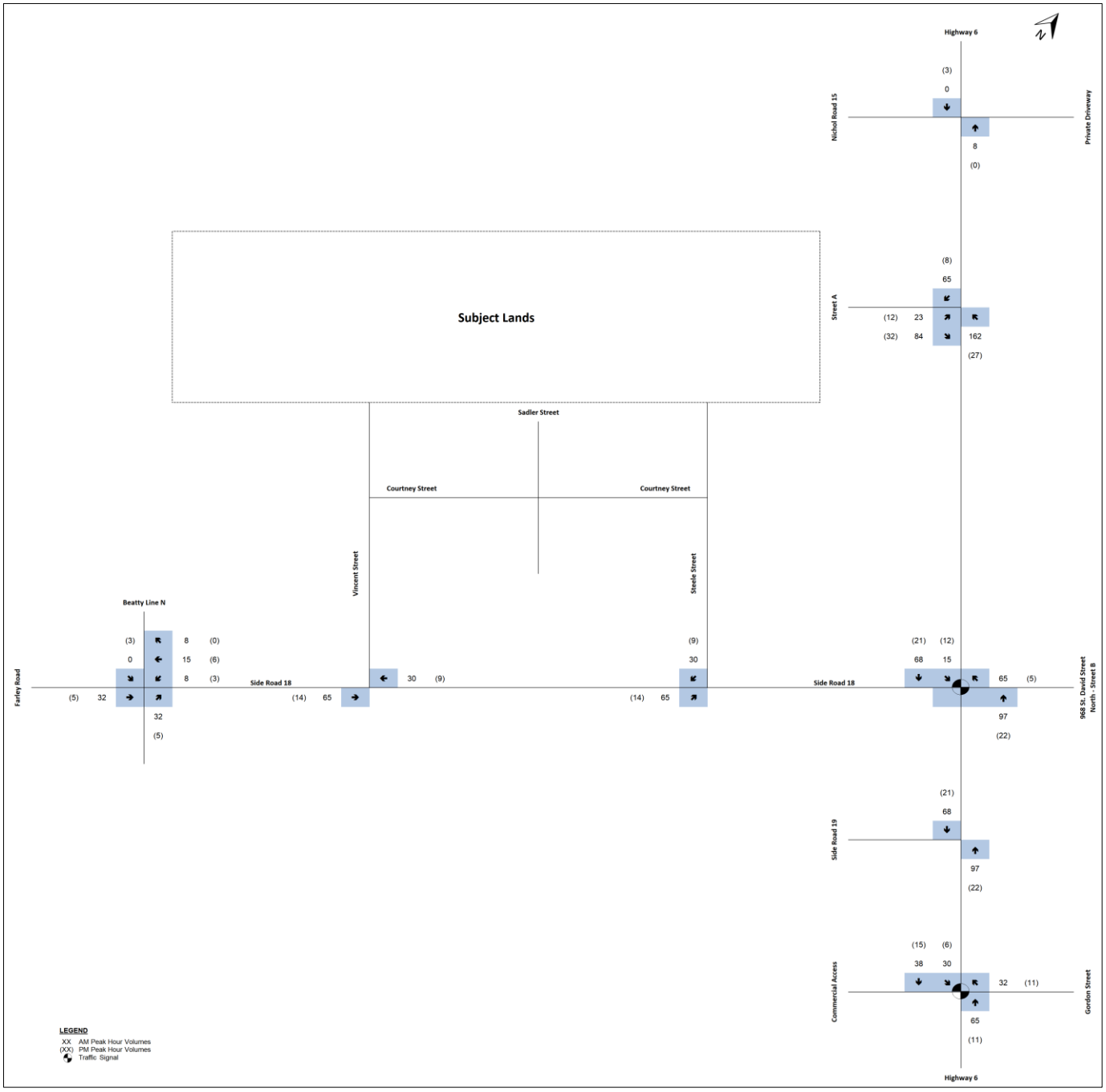



***Figure 14 Site Trips – School***

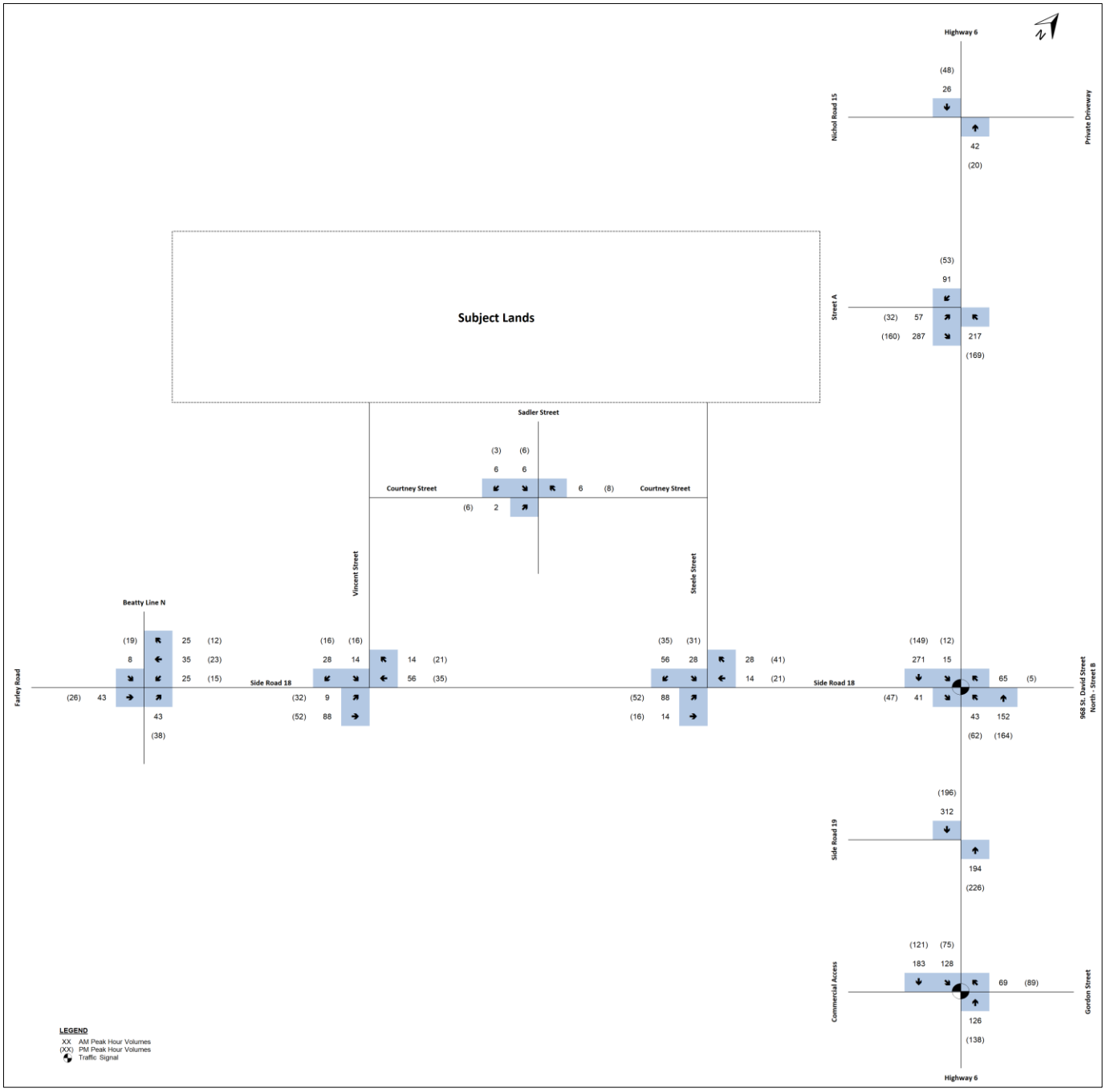



*Figure 15 Total Site Trips*

# 6. Future Total Traffic

The future total traffic conditions in the weekday a.m. and p.m. peak hours for the 2029, 2034, and 2039 planning horizon was derived by combining the projected future background traffic with the corresponding estimated site generated traffic. The resulting traffic volumes are presented in **Figure 16**, **Figure 17**, and **Figure 18**, for the for the 2029, 2034, and 2039 horizon years, respectively.

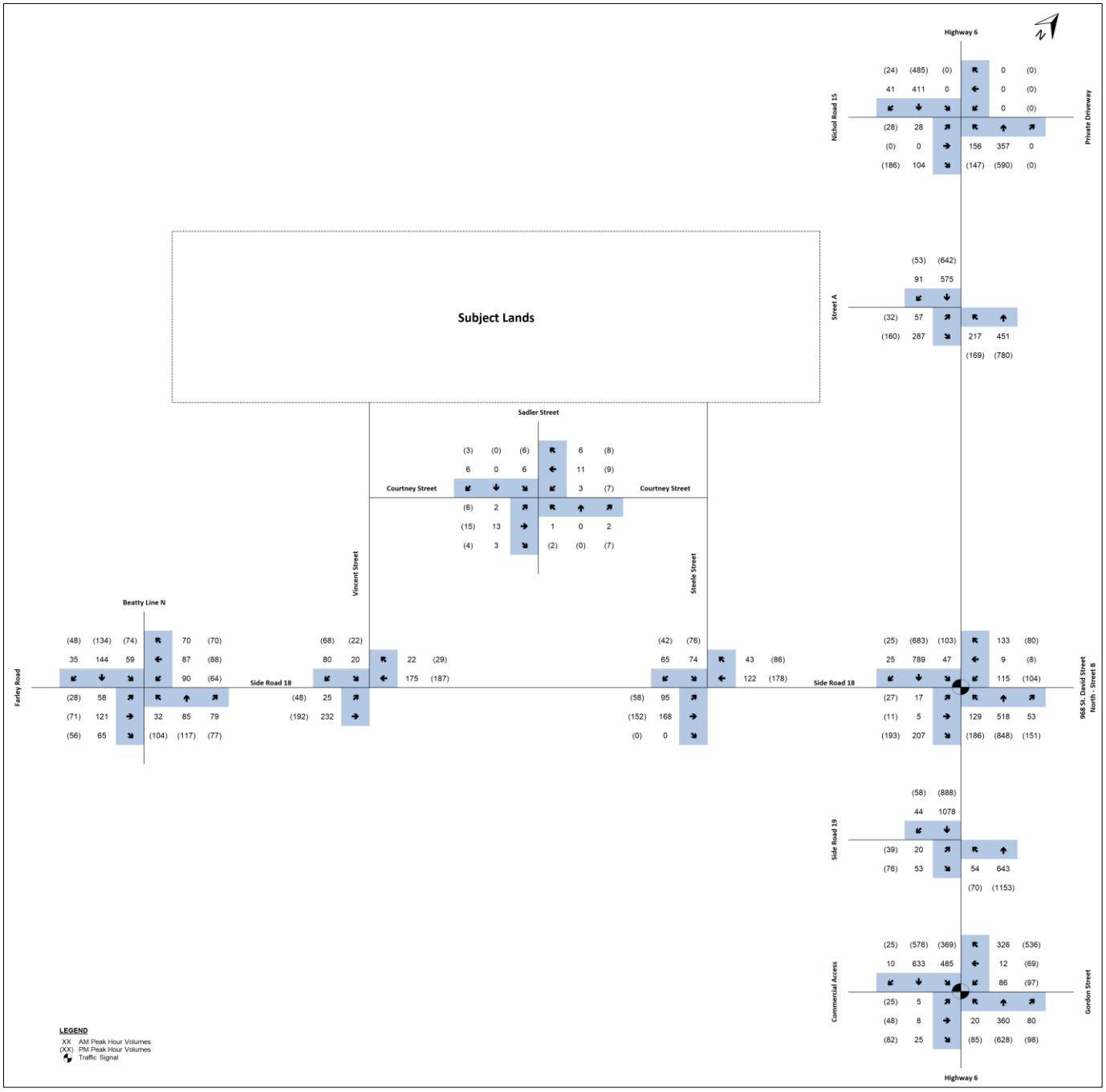



***Figure 16 2029 Future Total Traffic Volumes***

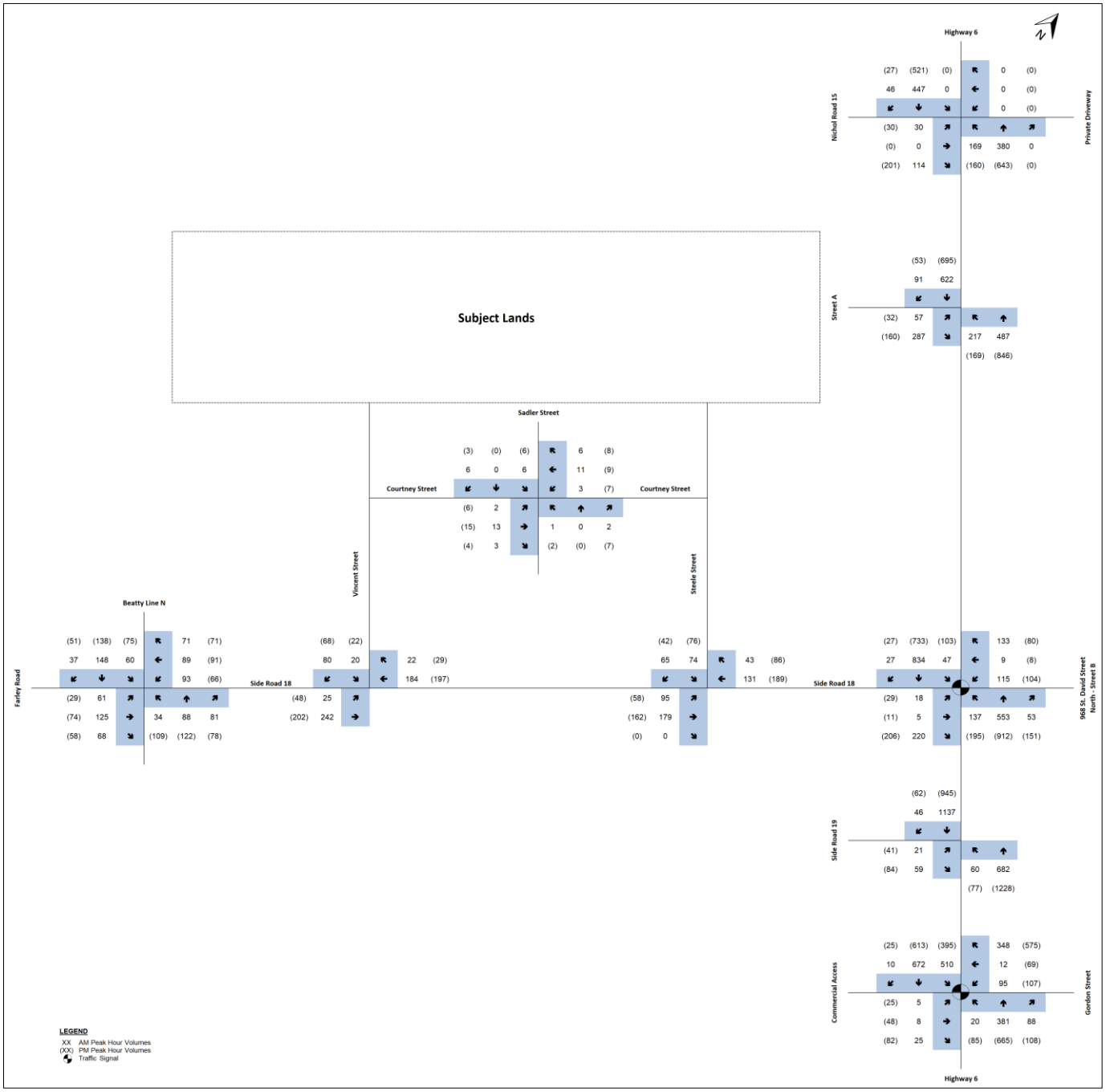



***Figure 17 2034 Future Total Traffic Volumes***

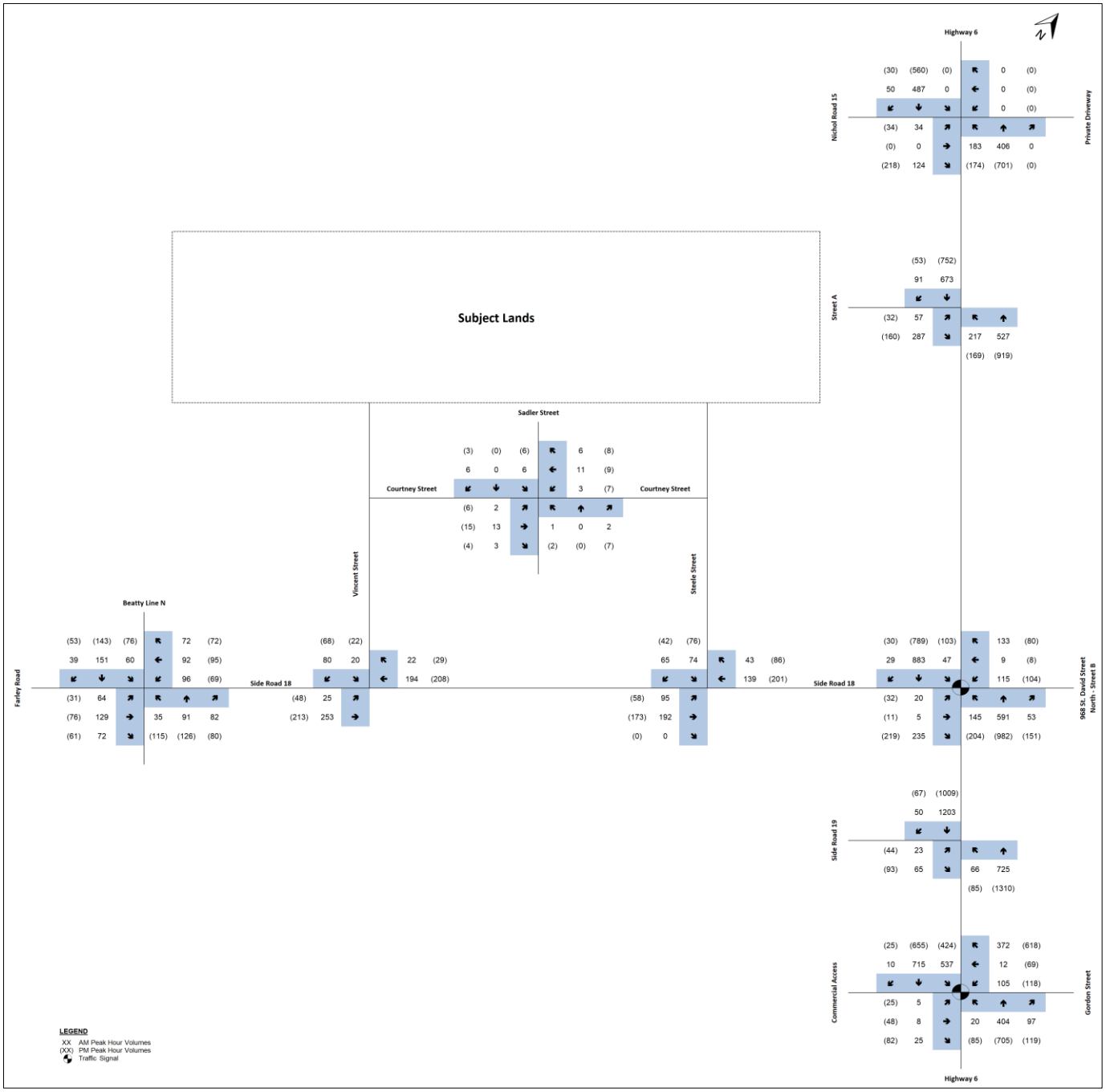



*Figure 18 2039 Future Total Traffic Volumes*

# 7. Capacity Analysis

The capacity analysis identifies how well the intersections and driveways are operating. The analysis contained within this report utilized the Highway Capacity Manual (HCM) 2000 procedure within the Synchro Version 12 Software package. The reported intersection volume-to-capacity ratios (v/c) are a measure of the saturation volume for each turning movement, while the levels-of-service (LOS) are a measure of the average delay for each turning movement. Queuing characteristics are reported as the predicted 95th percentile queue for each turning movement. Both pedestrian crossing volumes and heavy vehicle proportions are included in the analyses. The peak hour factors from the counts were used to analyze existing and future traffic conditions.

The analysis includes identification and required modifications and improvements (if any) at intersections where the addition of background growth or background growth plus site-generated traffic volumes causes the following:

'Critical' intersections and movements for intersections and ramp terminals under the MTO's jurisdiction include:

- For signalized intersections, movements with a volume/capacity (v/c) ratio greater than 0.85

The Township of Centre Wellington does not provide guidance relating to identifying critical movements, however the following criteria was used based on the County of Wellington Traffic Impact Study Guidelines:

- For signalized intersections
  - Volume to Capacity (v/c) ratio for the overall intersection operation, through movements, or shared through/turn movements is greater than 0.85;
  - v/c ratio for a dedicated left or right turn movement is greater than 0.90; and/or
  - 95th percentile queues exceed available storage.
- For unsignalized intersections
  - Overall intersection Level of Service is LOS E or F; and/or
  - 95th percentile queues exceed available storage.

The following tables summarize the HCM capacity results for the study intersections during the weekday a.m. and p.m. peak hours under existing (2026), future background (2029, 2034, and 2039) and future total (2029, 2034, and 2039) traffic conditions. The detailed calculation sheets are provided in **Appendix E**.

# 7.1 Highway 6 and Nichol Road 15

Capacity analysis at this intersection during the weekday a.m. and p.m. peak hours for the existing, future background, and future total traffic conditions are summarized in the following table.

***Table 6 Capacity Analysis of Highway 6 and Nichol Road 15***

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | V/C (LOS) seconds | 95th % Que. | V/C (LOS) seconds | 95th % Que |
| Existing 2026 | EBTL = 0.14 (B) 14<br>EBR = 0.14 (B) 14<br>WBTLR = 0 (A) 0<br>NBL = 0.11 (A) 9<br>NBTR = 0.13 (A) 0<br>SBTLR = 0 (A) 0 | EBTL = 5 m<br>EBR = 5 m<br>WBTLR = 0 m<br>NBL = 5 m<br>NBTR = 0 m<br>SBTLR = 0 m | EBTL = 0.21 (B) 15<br>EBR = 0.21 (B) 15<br>WBTLR = 0 (A) 0<br>NBL = 0.1 (A) 8<br>NBTR = 0.3 (A) 0<br>SBTLR = 0 (A) 0 | EBTL = 10 m<br>EBR = 10 m<br>WBTLR = 0 m<br>NBL = 5 m<br>NBTR = 0 m<br>SBTLR = 0 m |
| Future Background 2029 | EBTL = 0.2 (C) 17<br>EBR = 0.2 (C) 17<br>WBTLR = 0 (A) 0<br>NBL = 0.16 (A) 9<br>NBTR = 0.2 (A) 0<br>SBTLR = 0 (A) 0 | EBTL = 5 m<br>EBR = 5 m<br>WBTLR = 0 m<br>NBL = 5 m<br>NBTR = 0 m<br>SBTLR = 0 m | EBTL = 0.33 (C) 20<br>EBR = 0.33 (C) 20<br>WBTLR = 0 (A) 0<br>NBL = 0.14 (A) 9<br>NBTR = 0.35 (A) 0<br>SBTLR = 0 (A) 0 | EBTL = 15 m<br>EBR = 15 m<br>WBTLR = 0 m<br>NBL = 5 m<br>NBTR = 0 m<br>SBTLR = 0 m |

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | V/C (LOS) seconds | 95th % Que. | V/C (LOS) seconds | 95th % Que |
| Future Total 2029 | EBTL = 0.22 (C) 18<br>EBR = 0.22 (C) 18<br>WBTLR = 0 (A) 0<br>NBL = 0.16 (A) 9<br>NBTR = 0.23 (A) 0<br>SBTLR = 0 (A) 0 | EBTL = 10 m<br>EBR = 10 m<br>WBTLR = 0 m<br>NBL = 5 m<br>NBTR = 0 m<br>SBTLR = 0 m | EBTL = 0.47 (C) 19<br>EBR = 0.47 (C) 19<br>WBTLR = 0 (A) 0<br>NBL = 0.15 (A) 9<br>NBTR = 0.37 (A) 0<br>SBTR = 0.32 (A) 0 | EBTL = 20 m<br>EBR = 20 m<br>WBTLR = 0 m<br>NBL = 5 m<br>NBTR = 0 m<br>SBTR = 0 m |
| Future Background 2034 | EBTL = 0.26 (C) 19<br>EBR = 0.26 (C) 19<br>WBTLR = 0 (A) 0<br>NBL = 0.18 (A) 9<br>NBTR = 0.22 (A) 0<br>SBTLR = 0 (A) 0 | EBTL = 10 m<br>EBR = 10 m<br>WBTLR = 0 m<br>NBL = 5 m<br>NBTR = 0 m<br>SBTLR = 0 m | EBTL = 0.53 (C) 22<br>EBR = 0.53 (C) 22<br>WBTLR = 0 (A) 0<br>NBL = 0.16 (A) 9<br>NBTR = 0.39 (A) 0<br>SBTLR = 0 (A) 0 | EBTL = 25 m<br>EBR = 25 m<br>WBTLR = 0 m<br>NBL = 5 m<br>NBTR = 0 m<br>SBTLR = 0 m |
| Future Total 2034 | EBTL = 0.29 (C) 21<br>EBR = 0.29 (C) 21<br>WBTLR = 0 (A) 0<br>NBL = 0.19 (A) 9<br>NBTR = 0.24 (A) 0<br>SBTLR = 0 (A) 0 | EBTL = 10 m<br>EBR = 10 m<br>WBTLR = 0 m<br>NBL = 5 m<br>NBTR = 0 m<br>SBTLR = 0 m | EBTL = 0.6 (D) 26<br>EBR = 0.6 (D) 26<br>WBTLR = 0 (A) 0<br>NBL = 0.17 (A) 9<br>NBTR = 0.4 (A) 0<br>SBTR = 0.34 (A) 0 | EBTL = 30 m<br>EBR = 30 m<br>WBTLR = 0 m<br>NBL = 5 m<br>NBTR = 0 m<br>SBTR = 0 m |
| Future Background 2039 | EBTL = 0.44 (C) 21<br>EBR = 0.44 (C) 21<br>WBTLR = 0 (A) 0<br>NBL = 0.2 (A) 10<br>NBTR = 0.23 (A) 0<br>SBTLR = 0 (A) 0 | EBTL = 20 m<br>EBR = 20 m<br>WBTLR = 0 m<br>NBL = 10 m<br>NBTR = 0 m<br>SBTLR = 0 m | EBTL = 0.74 (**E**) 38<br>EBR = 0.74 (**E**) 38<br>WBTLR = 0 (A) 0<br>NBL = 0.18 (A) 9<br>NBTR = 0.42 (A) 0<br>SBTR = 0.34 (A) 0 | EBTL = 45 m<br>EBR = 45 m<br>WBTLR = 0 m<br>NBL = 5 m<br>NBTR = 0 m<br>SBTR = 0 m |
| Future Total 2039 | EBTL = 0.49 (C) 25<br>EBR = 0.49 (C) 25<br>WBTLR = 0 (A) 0<br>NBL = 0.21 (A) 10<br>NBTR = 0.26 (A) 0<br>SBTLR = 0 (A) 0 | EBTL = 20 m<br>EBR = 20 m<br>WBTLR = 0 m<br>NBL = 10 m<br>NBTR = 0 m<br>SBTLR = 0 m | EBTL = 0.91 (**F**) 70<br>EBR = 0.91 (**F**) 70<br>WBTLR = 0 (A) 0<br>NBL = 0.19 (A) 10<br>NBTR = 0.43 (A) 0<br>SBTR = 0.37 (A) 0 | EBTL = 70 m<br>EBR = 70 m<br>WBTLR = 0 m<br>NBL = 5 m<br>NBTR = 0 m<br>SBTR = 0 m |

Under existing traffic conditions, the intersection is operating at satisfactory levels during both peak hours. The lane configuration of the west leg of the intersection was inputted to reflect the existing operation in which a right-turning vehicle is able to pass between a stopped vehicle waiting to turn left and the edge of the roadway, resulting in the west leg of the intersection being modeled with separate left-turn and right-turn lanes. With the intersection calibrated to

reflect the existing operation, the greatest delays occur in the eastbound minor approach with average delays of up to 14 seconds during the a.m. peak hour and 15 seconds during the p.m. peak hour. The intersection operates without any critical movements during both peak hours.

With the addition of corridor growth and background development traffic for the 2029 future background traffic scenario, the intersection is reported to continue to operate at satisfactory levels with the average delay along the minor approaches increasing to 17 seconds during the a.m. peak hour and 20 seconds during the p.m. peak hour. The intersection operates without any critical movements during both peak hours.

With the addition of site generated traffic for the 2029 future total traffic scenario, the intersection is reported to continue to operate at satisfactory levels with the average delay along the minor approaches increases to 18 seconds during the a.m. peak hour and to 19 seconds during the p.m. peak hour. The intersection operates without any critical movements during both peak hours.

With the addition of corridor growth and background development traffic for the 2034 future background traffic scenario, the intersection is reported to continue to operate at satisfactory levels with the average delay along the minor approaches increasing to 19 seconds during the a.m. peak hour and 22 seconds during the p.m. peak hour. The intersection operates without any critical movements during both peak hours.

With the addition of site generated traffic for the 2034 future total traffic scenario, the intersection is reported to continue to operate at satisfactory levels with the average delay along the minor approaches increasing to 21 seconds during the a.m. peak hour and 26 seconds during the p.m. peak hour. The intersection operates without any critical movements during both peak hours.

With the addition of corridor growth and background development traffic for the 2039 future background traffic scenario, the intersection is reported to continue to operate at satisfactory levels with the average delay along the minor approaches increasing to 21 seconds during the a.m. peak hour and 38 seconds during the p.m. peak hour. The intersection operates without any critical movements during the a.m. peak hour while the eastbound approach operates critically during the p.m. peak hour with a level of service E.

With the addition of site generated traffic for the 2039 future total traffic scenario, the intersection is reported to continue to operate at satisfactory levels with the average delay along the minor approaches increasing to 25 seconds during the a.m. peak hour and 70 seconds during the p.m. peak hour. The intersection operates without any critical movements during the a.m. peak hour while the eastbound approach continues to operate critically during the p.m. peak hour with a level of service F while remaining below the theoretical capacity levels.

As a result, no geometric improvements are recommended for the intersection as a result of the proposed development.

## 7.2 Highway 6 and Side Road 18

Capacity analysis for this intersection during the weekday a.m. and p.m. peak hours for the existing, future background, and future total traffic conditions are summarized in the following table.

***Table 7 Capacity Analysis of Highway 6 and Side Road 18***

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | V/C (LOS) seconds | 95th % Que. | V/C (LOS) seconds | 95th % Que |
| Existing 2026 | EBLR = 0.23 (B) 13<br>NBL = 0.06 (A) 9<br>SBTR = 0.26 (A) 0 | EBLR = 10 m<br>NBL = 5 m<br>SBTR = 0 m | EBLR = 0.27 (B) 14<br>NBL = 0.08 (A) 9<br>SBTR = 0.29 (A) 0 | EBLR = 10 m<br>NBL = 5 m<br>SBTR = 0 m |

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | V/C (LOS) seconds | 95th % Que. | V/C (LOS) seconds | 95th % Que |
| Future Background 2029 | EBTLR = 0.41 (C) 18<br>WBTLR = 0.97 (**F**) 101<br>NBL = 0.09 (A) 9<br>SBL = 0.03 (A) 8<br>SBTR = 0.33 (A) 0 | EBTLR = 15 m<br>WBTLR = 70 m<br>NBL = 5 m<br>SBL = 5 m<br>SBTR = 0 m | EBTLR = 0.76 (F) 53<br>WBTLR = **2.21** (**F**) 654<br>NBL = 0.13 (A) 9<br>SBL = 0.13 (A) 10<br>SBTR = 0.35 (A) 0 | EBTLR = 45 m<br>WBTLR = 145 m<br>NBL = 5 m<br>SBL = 5 m<br>SBTR = 0 m |
| Future Background 2029 (With Improvements) | Overall: 0.33 (A) 10<br>EBL = 0.07 (C) 23<br>EBTR = 0.13 (C) 23<br>WBL = 0.64 (C) 32<br>WBTR = 0.08 (C) 23<br>NBL = 0.17 (A) 5<br>NBTR = 0.19 (A) 4<br>SBL = 0.06 (A) 4<br>SBTR = 0.25 (A) 4 | <br>EBL = 10 m<br>EBTR = 15 m<br>WBL = 30 m<br>WBTR = 10 m<br>NBL = 15 m<br>NBTR = 20 m<br>SBL = 5 m<br>SBTR = 25 m | Overall: 0.41 (A) 8<br>EBL = 0.12 (C) 23<br>EBTR = 0.14 (C) 23<br>WBL = 0.59 (C) 30<br>WBTR = 0.08 (C) 23<br>NBL = 0.24 (A) 5<br>NBTR = 0.36 (A) 5<br>SBL = 0.26 (A) 6<br>SBTR = 0.25 (A) 4 | <br>EBL = 10 m<br>EBTR = 15 m<br>WBL = 30 m<br>WBTR = 15 m<br>NBL = 15 m<br>NBTR = 40 m<br>SBL = 15 m<br>SBTR = 25 m |
| Future Total 2029 | Overall: 0.45 (B) 10<br>EBL = 0.08 (C) 22<br>EBTR = 0.23 (C) 22<br>WBL = 0.7 (D) 36<br>WBTR = 0.12 (C) 22<br>NBL = 0.37 (A) 8<br>NBTR = 0.27 (A) 5<br>SBL = 0.1 (A) 4<br>SBTR = 0.37 (A) 5 | <br>EBL = 10 m<br>EBTR = 20 m<br>WBL = 35 m<br>WBTR = 15 m<br>NBL = 25 m<br>NBTR = 25 m<br>SBL = 10 m<br>SBTR = 40 m | Overall: 0.49 (A) 9<br>EBL = 0.11 (C) 23<br>EBTR = 0.17 (C) 23<br>WBL = 0.68 (D) 36<br>WBTR = 0.08 (C) 23<br>NBL = 0.44 (A) 8<br>NBTR = 0.44 (A) 6<br>SBL = 0.37 (A) 8<br>SBTR = 0.32 (A) 5 | <br>EBL = 10 m<br>EBTR = 20 m<br>WBL = 30 m<br>WBTR = 15 m<br>NBL = 30 m<br>NBTR = 50 m<br>SBL = 20 m<br>SBTR = 35 m |
| Future Background 2034 | Overall: 0.35 (A) 10<br>EBL = 0.08 (C) 22<br>EBTR = 0.14 (C) 23<br>WBL = 0.66 (C) 33<br>WBTR = 0.08 (C) 22<br>NBL = 0.2 (A) 5<br>NBTR = 0.21 (A) 4<br>SBL = 0.06 (A) 4<br>SBTR = 0.27 (A) 5 | <br>EBL = 10 m<br>EBTR = 15 m<br>WBL = 30 m<br>WBTR = 10 m<br>NBL = 15 m<br>NBTR = 20 m<br>SBL = 5 m<br>SBTR = 30 m | Overall: 0.47 (B) 11<br>EBL = 0.14 (C) 27<br>EBTR = 0.15 (C) 27<br>WBL = 0.68 (D) 40<br>WBTR = 0.08 (C) 27<br>NBL = 0.26 (A) 4<br>NBTR = 0.38 (A) 5<br>SBL = 0.31 (B) 11<br>SBTR = 0.33 (A) 9 | <br>EBL = 10 m<br>EBTR = 20 m<br>WBL = 35 m<br>WBTR = 15 m<br>NBL = 15 m<br>NBTR = 45 m<br>SBL = 25 m<br>SBTR = 45 m |

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | V/C (LOS) seconds | 95th % Que. | V/C (LOS) seconds | 95th % Que |
| Future Total 2034 | Overall: 0.49 (B) 10<br>EBL = 0.08 (C) 21<br>EBTR = 0.32 (C) 23<br>WBL = 0.73 (D) 39<br>WBTR = 0.12 (C) 22<br>NBL = 0.42 (A) 9<br>NBTR = 0.28 (A) 5<br>SBL = 0.1 (A) 4<br>SBTR = 0.4 (A) 6 | <br>EBL = 10 m<br>EBTR = 25 m<br>WBL = 35 m<br>WBTR = 15 m<br>NBL = 25 m<br>NBTR = 30 m<br>SBL = 10 m<br>SBTR = 45 m | Overall: 0.57 (B) 12<br>EBL = 0.13 (C) 26<br>EBTR = 0.18 (C) 26<br>WBL = 0.77 (D) 51<br>WBTR = 0.08 (C) 25<br>NBL = 0.45 (A) 6<br>NBTR = 0.46 (A) 6<br>SBL = 0.44 (B) 16<br>SBTR = 0.44 (B) 11 | <br>EBL = 10 m<br>EBTR = 20 m<br>WBL = 40 m<br>WBTR = 15 m<br>NBL = 20 m<br>NBTR = 55 m<br>SBL = 30 m<br>SBTR = 60 m |
| Future Background 2039 | Overall: 0.38 (B) 10<br>EBL = 0.08 (C) 22<br>EBTR = 0.15 (C) 23<br>WBL = 0.69 (D) 36<br>WBTR = 0.08 (C) 22<br>NBL = 0.23 (A) 5<br>NBTR = 0.23 (A) 4<br>SBL = 0.06 (A) 4<br>SBTR = 0.29 (A) 5 | <br>EBL = 10 m<br>EBTR = 15 m<br>WBL = 35 m<br>WBTR = 10 m<br>NBL = 15 m<br>NBTR = 25 m<br>SBL = 5 m<br>SBTR = 30 m | Overall: 0.51 (B) 11<br>EBL = 0.14 (C) 26<br>EBTR = 0.16 (C) 26<br>WBL = 0.68 (D) 40<br>WBTR = 0.08 (C) 26<br>NBL = 0.3 (A) 5<br>NBTR = 0.42 (A) 5<br>SBL = 0.35 (B) 13<br>SBTR = 0.38 (B) 10 | <br>EBL = 15 m<br>EBTR = 20 m<br>WBL = 35 m<br>WBTR = 15 m<br>NBL = 15 m<br>NBTR = 50 m<br>SBL = 25 m<br>SBTR = 50 m |
| Future Total 2039 | Overall: 0.55 (B) 11<br>EBL = 0.08 (C) 21<br>EBTR = 0.41 (C) 24<br>WBL = 0.77 (D) 44<br>WBTR = 0.12 (C) 21<br>NBL = 0.48 (B) 11<br>NBTR = 0.3 (A) 5<br>SBL = 0.11 (A) 5<br>SBTR = 0.42 (A) 6 | <br>EBL = 10 m<br>EBTR = 30 m<br>WBL = 40 m<br>WBTR = 15 m<br>NBL = 30 m<br>NBTR = 30 m<br>SBL = 10 m<br>SBTR = 45 m | Overall: 0.61 (B) 13<br>EBL = 0.14 (C) 26<br>EBTR = 0.19 (C) 26<br>WBL = 0.81 (E) 57<br>WBTR = 0.08 (C) 25<br>NBL = 0.5 (A) 6<br>NBTR = 0.5 (A) 6<br>SBL = 0.48 (B) 18<br>SBTR = 0.48 (B) 12 | <br>EBL = 15 m<br>EBTR = 20 m<br>WBL = 40 m<br>WBTR = 15 m<br>NBL = 25 m<br>NBTR = 65 m<br>SBL = 30 m<br>SBTR = 65 m |

Under existing traffic conditions, the intersection is operating at satisfactory levels during both peak hours. The greatest delays occur in the eastbound minor approach with average delays of up to 13 seconds during the a.m. peak hour and 14 seconds during the p.m. peak hour. The intersection operates without any critical movements during both peak hours.

With the addition of corridor growth and background development traffic, including the east leg of the intersection from the background development, for the 2029 future background traffic scenario, the intersection is reported to operate critically with the westbound approach reported to operate with a v/c ratio of 0.97 LOS F and a 101 second delay during the a.m. peak hour and with a v/c ratio of 2.21 LOS F and a 654 second delay during the p.m. peak hour.

As the capacity constraints are driven by the additional traffic generated by the background development, the analysis of the intersection was completed with the improvements recommended through the background developments, including a widening of Highway 6 to a four-lane cross-section, installation of traffic control signals, and provision of left-turn lanes in all approaches.

With the proposed improvements recommended by the background traffic studies for the 2029 future background traffic scenario, the intersection is reported to operate with an overall v/c ratio of 0.33 LOS A during the a.m. peak hour and 0.41 LOS A during the p.m. peak hour. The intersection continues to operate without any critical movements during both peak hours.

With the addition of site generated traffic for the 2029 future total traffic scenario, the intersection reports an increase in the v/c ratio to 0.45 LOS B during the a.m. peak hour and to 0.49 LOS A during the p.m. peak hour. The intersection is reported to continue to operate without any critical movements during both peak hours.

With the addition of corridor growth and background development traffic for the 2034 future background traffic scenario, the intersection is reported to operate with an overall v/c ratio of 0.35 LOS A during the a.m. peak hour and 0.47 LOS B during the p.m. peak hour. The intersection continues to operate without any critical movements during both peak hours.

With the addition of site generated traffic for the 2034 future total traffic scenario, the intersection reports an increase in the v/c ratio to 0.49 LOS B during the a.m. peak hour and to 0.57 LOS B during the p.m. peak hour. The intersection continues to operate without any critical movements during both peak hours.

With the addition of corridor growth and background development traffic as well as signal optimization for the 2039 future background traffic scenario, the intersection is reported to operate with an overall v/c ratio of 0.38 LOS B during the a.m. peak hour and increases to 0.51 LOS B during the p.m. peak hour. The intersection continues to operate without any critical movements during both peak hours.

With the addition of site generated traffic for the 2039 future total traffic scenario, the intersection reports an increase in the v/c ratio to 0.55 LOS B during the a.m. peak hour and to 0.61 LOS B during the p.m. peak hour. The intersection continues to operate without any critical movements during both peak hours.

No further geometric improvements are recommended for the intersection as a result of the proposed development.

## 7.3 Highway 6 and Side Road 19

Capacity analysis at this intersection during the weekday a.m. and p.m. peak hours for the existing, future background, and future total traffic conditions are summarized in the following table.

***Table 8 Capacity Analysis of Highway 6 and Side Road 19***

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | V/C (LOS) seconds | 95th % Que. | V/C (LOS) seconds | 95th % Que |
| Existing 2026 | EBL = 0.12 (C) 16<br>EBR = 0.12 (C) 16<br>NBL = 0.06 () 9<br>SBTR = 0.36 () 0 | EBL = 5 m<br>EBR = 5 m<br>NBL = 5 m<br>SBTR = 0 m | EBL = 0.16 (C) 18<br>EBR = 0.16 (C) 18<br>NBL = 0.07 () 9<br>SBTR = 0.34 () 0 | EBL = 5 m<br>EBR = 5 m<br>NBL = 5 m<br>SBTR = 0 m |
| Future Background 2029 | EBL = 0.19 (D) 26<br>EBR = 0.19 (D) 26<br>NBL = 0.08 () 10<br>SBTR = 0.52 () 0 | EBL = 5 m<br>EBR = 5 m<br>NBL = 5 m<br>SBTR = 0 m | EBL = **1.03** (**F**) 164<br>EBR = **1.03** (**F**) 164<br>NBL = 0.09 () 10<br>SBTR = 0.45 () 0 | EBL = 55 m<br>EBR = 55 m<br>NBL = 5 m<br>SBTR = 0 m |

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | V/C (LOS) seconds | 95th % Que. | V/C (LOS) seconds | 95th % Que |
| Future Background 2029 (With Improvements) | EBL = 0.15 (C) 19<br>EBR = 0.15 (C) 19<br>NBL = 0.08 (A) 10<br>SBTR = 0.19 (A) 0 | EBL = 5 m<br>EBR = 5 m<br>NBL = 5 m<br>SBTR = 0 m | EBL = 0.27 (C) 21<br>EBR = 0.27 (C) 21<br>NBL = 0.09 (A) 10<br>SBTR = 0.18 (A) 0 | EBL = 10 m<br>EBR = 10 m<br>NBL = 5 m<br>SBTR = 0 m |
| Future Total 2029 | EBL = 0.31 (D) 32<br>EBR = 0.31 (D) 32<br>NBL = 0.11 (A) 13<br>SBTR = 0.26 (A) 0 | EBL = 10 m<br>EBR = 10 m<br>NBL = 5 m<br>SBTR = 0 m | EBL = 0.49 (D) 33<br>EBR = 0.49 (D) 33<br>NBL = 0.11 (A) 11<br>SBTR = 0.21 (A) 0 | EBL = 20 m<br>EBR = 20 m<br>NBL = 5 m<br>SBTR = 0 m |
| Future Background 2034 | EBL = 0.19 (C) 21<br>EBR = 0.19 (C) 21<br>NBL = 0.1 (A) 11<br>SBTR = 0.21 (A) 0 | EBL = 5 m<br>EBR = 5 m<br>NBL = 5 m<br>SBTR = 0 m | EBL = 0.4 (C) 23<br>EBR = 0.4 (C) 23<br>NBL = 0.1 (A) 10<br>SBTR = 0.19 (A) 0 | EBL = 15 m<br>EBR = 15 m<br>NBL = 5 m<br>SBTR = 0 m |
| Future Total 2034 | EBL = 0.46 (**E**) 38<br>EBR = 0.46 (**E**) 38<br>NBL = 0.13 (A) 13<br>SBTR = 0.27 (A) 0 | EBL = 20 m<br>EBR = 20 m<br>NBL = 5 m<br>SBTR = 0 m | EBL = 0.61 (**E**) 46<br>EBR = 0.61 (**E**) 46<br>NBL = 0.12 (A) 12<br>SBTR = 0.23 (A) 0 | EBL = 30 m<br>EBR = 30 m<br>NBL = 5 m<br>SBTR = 0 m |
| Future Background 2039 | EBL = 0.24 (C) 24<br>EBR = 0.24 (C) 24<br>NBL = 0.12 (A) 12<br>SBTR = 0.22 (A) 0 | EBL = 10 m<br>EBR = 10 m<br>NBL = 5 m<br>SBTR = 0 m | EBL = 0.51 (D) 31<br>EBR = 0.51 (D) 31<br>NBL = 0.12 (A) 11<br>SBTR = 0.2 (A) 0 | EBL = 25 m<br>EBR = 25 m<br>NBL = 5 m<br>SBTR = 0 m |
| Future Total 2039 | EBL = 0.56 (**F**) 50<br>EBR = 0.56 (**F**) 50<br>NBL = 0.16 (A) 14<br>SBTR = 0.29 (A) 0 | EBL = 25 m<br>EBR = 25 m<br>NBL = 5 m<br>SBTR = 0 m | EBL = 0.85 (**F**) 91<br>EBR = 0.85 (**F**) 91<br>NBL = 0.15 (A) 12<br>SBTR = 0.24 (A) 0 | EBL = 50 m<br>EBR = 50 m<br>NBL = 5 m<br>SBTR = 0 m |

Under existing traffic conditions, the intersection is operating at satisfactory levels during both peak hours. The lane configuration of the west leg of the intersection was inputted to reflect the existing operation in which a right-turning vehicle is able to pass between a stopped vehicle waiting to turn left and the edge of the roadway, resulting in the west leg of the intersection being modeled with separate left-turn and right-turn lanes. With the intersection calibrated to reflect the existing operation, the greatest delays occur in the eastbound minor approach with average delays of up to 16 seconds during the a.m. peak hour and 18 seconds during the p.m. peak hour. The intersection operates without any critical movements during both peak hours.

With the addition of corridor growth and background development traffic, for the 2029 future background traffic scenario, the intersection is reported to operate satisfactorily during the a.m. peak hour with the eastbound approach reported to operate with a v/c ratio of 0.19 LOS D and a 26 second delay during the a.m. peak hour and critically during the p.m. peak hour with a v/c ratio of 1.03 LOS F and a 164 second delay.

As the capacity constraints are driven by the additional traffic generated by the background development, the analysis of the intersection was completed with the improvements recommended through the background developments, including a widening of Highway 6 to a four-lane cross-section.

With the proposed improvements recommended by the background traffic studies for the 2029 future background traffic scenario, the intersection is reported to operate at satisfactory levels with the average delay for the eastbound left-turn and right-turn movements reported at 19 seconds during the a.m. peak hour and 21 seconds during the p.m. peak hour. The intersection operates without any critical movements during both peak hours.

With the addition of site generated traffic for the 2029 future total traffic scenario, the intersection is reported to operate at satisfactory levels with the average delay for the eastbound left-turn and right-turn movements reported to increase to 32 seconds during the a.m. peak hour and 33 seconds during the p.m. peak hour. The intersection operates without any critical movements during both peak hours.

With the addition of corridor growth and background development traffic for the 2034 future background traffic scenario, the intersection is reported to operate at satisfactory levels with the average delay for the east eastbound left-turn and right-turn movements reported at 21 seconds during the a.m. peak hour and 23 seconds during the p.m. peak hour. The intersection operates without any critical movements during both peak hours.

With the addition of site generated traffic for the 2034 future total traffic scenario, the intersection is reported to operate at satisfactory levels with the average delay for the eastbound left-turn and right-turn movements reported to increase to 38 seconds during the a.m. peak hour and 46 seconds during the p.m. peak hour. The eastbound approach is reported to operate critically with a level of service E during both peak hours.

With the addition of corridor growth and background development traffic for the 2039 future background traffic scenario, the intersection is reported to operate at satisfactory levels with the average delay for the eastbound left-turn and right-turn movements reported at 24 seconds during the a.m. peak hour and 31 seconds during the p.m. peak hour. The intersection operates without any critical movements during both peak hours.

With the addition of site generated traffic for the 2039 future total traffic scenario, the intersection is reported to operate at satisfactory levels with the average delay for the eastbound left-turn and right-turn movements reported to increase to 50 seconds during the a.m. peak hour and 91 seconds during the p.m. peak hour. The eastbound approach is reported to operate critically with a level of service F during both peak hours however, both movements remain below the theoretical capacity levels.

No geometric improvements are recommended for the intersection as a result of the proposed development.

## 7.4 Highway 6 and Gordon Street

Capacity analysis at this intersection during the weekday a.m. and p.m. peak hours for the existing, future background, and future total traffic conditions are summarized in the following table.

*Table 9 Capacity Analysis of Highway 6 and Gordon Street*

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | V/C (LOS) seconds | 95th % Que. | V/C (LOS) seconds | 95th % Que |
| Existing 2026 | Overall: 0.4 (B) 10<br>EBL = 0.04 (C) 21<br>EBTR = 0.05 (C) 21<br>WBL = 0.47 (C) 25<br>WBTR = 0.23 (C) 23<br>NBL = 0.04 (A) 3<br>NBTR = 0.25 (A) 4<br>SBL = 0.39 (A) 6<br>SBTR = 0.34 (A) 5 | <br>EBL = 5 m<br>EBTR = 10 m<br>WBL = 25 m<br>WBTR = 20 m<br>NBL = 5 m<br>NBTR = 25 m<br>SBL = 30 m<br>SBTR = 35 m | Overall: 0.47 (B) 12<br>EBL = 0.22 (C) 21<br>EBTR = 0.21 (C) 20<br>WBL = 0.42 (C) 23<br>WBTR = 0.51 (C) 24<br>NBL = 0.14 (A) 5<br>NBTR = 0.38 (A) 6<br>SBL = 0.46 (A) 8<br>SBTR = 0.32 (A) 6 | <br>EBL = 10 m<br>EBTR = 20 m<br>WBL = 25 m<br>WBTR = 35 m<br>NBL = 15 m<br>NBTR = 55 m<br>SBL = 45 m<br>SBTR = 45 m |
| Future Background 2029 | Overall: 0.75 (B) 14<br>EBL = 0.04 (C) 24<br>EBTR = 0.1 (C) 24<br>WBL = 0.38 (B) 19<br>WBTR = 0.26 (B) 18<br>NBL = 0.09 (B) 14<br>NBTR = 0.61 (C) 20<br>SBL = 0.74 (B) 12<br>SBTR = 0.49 (A) 8 | <br>EBL = 5 m<br>EBTR = 10 m<br>WBL = 20 m<br>WBTR = 20 m<br>NBL = 10 m<br>NBTR = 60 m<br>SBL = 50 m<br>SBTR = 55 m | Overall: **1.06** (C) 32<br>EBL = 0.22 (C) 23<br>EBTR = 0.24 (C) 22<br>WBL = 0.36 (B) 17<br>WBTR = 0.72 (C) 26<br>NBL = 0.28 (B) 16<br>NBTR = 0.93 (D) 40<br>SBL = **1.04** (E) 75<br>SBTR = 0.5 (B) 10 | <br>EBL = 10 m<br>EBTR = 20 m<br>WBL = 20 m<br>WBTR = 60 m<br>NBL = 25 m<br>NBTR = 160 m<br>SBL = 85 m<br>SBTR = 80 m |
| Future Background 2029 (With Improvements) | Overall: 0.58 (B) 14<br>EBL = 0.07 (D) 36<br>EBTR = 0.06 (D) 35<br>WBL = 0.6 (D) 44<br>WBTR = 0.29 (D) 38<br>NBL = 0.04 (A) 3<br>NBTR = 0.14 (A) 3<br>SBL = 0.58 (A) 8<br>SBTR = 0.2 (A) 3 | <br>EBL = 5 m<br>EBTR = 10 m<br>WBL = 35 m<br>WBTR = 25 m<br>NBL = 5 m<br>NBTR = 15 m<br>SBL = 65 m<br>SBTR = 20 m | Overall: 0.67 (C) 22<br>EBL = 0.32 (C) 30<br>EBTR = 0.18 (C) 27<br>WBL = 0.4 (C) 30<br>WBTR = 0.83 (D) 47<br>NBL = 0.23 (B) 16<br>NBTR = 0.39 (B) 16<br>SBL = 0.57 (A) 9<br>SBTR = 0.22 (A) 6 | <br>EBL = 15 m<br>EBTR = 25 m<br>WBL = 30 m<br>WBTR = 85 m<br>NBL = 30 m<br>NBTR = 75 m<br>SBL = 50 m<br>SBTR = 35 m |

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | V/C (LOS) seconds | 95th % Que. | V/C (LOS) seconds | 95th % Que |
| Future Total 2029 | Overall: **0.85** (B) 17<br>EBL = 0.07 (D) 36<br>EBTR = 0.06 (D) 35<br>WBL = 0.6 (D) 44<br>WBTR = 0.35 (D) 38<br>NBL = 0.05 (A) 3<br>NBTR = 0.19 (A) 3<br>SBL = 0.9 (C) 27<br>SBTR = 0.28 (A) 4 | <br>EBL = 5 m<br>EBTR = 10 m<br>WBL = 35 m<br>WBTR = 30 m<br>NBL = 5 m<br>NBTR = 20 m<br>SBL = 170 m<br>SBTR = 30 m | Overall: 0.83 (C) 26<br>EBL = 0.33 (C) 30<br>EBTR = 0.17 (C) 26<br>WBL = 0.35 (C) 29<br>WBTR = 0.87 (D) 52<br>NBL = 0.31 (C) 23<br>NBTR = 0.58 (C) 24<br>SBL = 0.77 (B) 19<br>SBTR = 0.29 (A) 8 | <br>EBL = 15 m<br>EBTR = 25 m<br>WBL = 30 m<br>WBTR = 120 m<br>NBL = 35 m<br>NBTR = 100 m<br>SBL = 80 m<br>SBTR = 45 m |
| Future Background 2034 | Overall: 0.64 (B) 14<br>EBL = 0.08 (D) 35<br>EBTR = 0.06 (C) 35<br>WBL = 0.63 (D) 46<br>WBTR = 0.3 (D) 38<br>NBL = 0.04 (A) 3<br>NBTR = 0.15 (A) 3<br>SBL = 0.65 (B) 10<br>SBTR = 0.22 (A) 4 | <br>EBL = 5 m<br>EBTR = 10 m<br>WBL = 40 m<br>WBTR = 25 m<br>NBL = 5 m<br>NBTR = 15 m<br>SBL = 75 m<br>SBTR = 25 m | Overall: 0.73 (C) 23<br>EBL = 0.32 (C) 30<br>EBTR = 0.17 (C) 27<br>WBL = 0.41 (C) 30<br>WBTR = 0.84 (D) 48<br>NBL = 0.25 (B) 18<br>NBTR = 0.45 (B) 19<br>SBL = 0.65 (B) 12<br>SBTR = 0.24 (A) 7 | <br>EBL = 15 m<br>EBTR = 25 m<br>WBL = 35 m<br>WBTR = 95 m<br>NBL = 30 m<br>NBTR = 85 m<br>SBL = 55 m<br>SBTR = 40 m |
| Future Total 2034 | Overall: **0.93** (C) 21<br>EBL = 0.08 (D) 35<br>EBTR = 0.06 (C) 35<br>WBL = 0.63 (D) 46<br>WBTR = 0.36 (D) 38<br>NBL = 0.05 (A) 3<br>NBTR = 0.21 (A) 4<br>SBL = **0.98** (D) 44<br>SBTR = 0.3 (A) 4 | <br>EBL = 5 m<br>EBTR = 10 m<br>WBL = 40 m<br>WBTR = 30 m<br>NBL = 5 m<br>NBTR = 20 m<br>SBL = 185 m<br>SBTR = 35 m | Overall: **0.89** (C) 30<br>EBL = 0.33 (C) 29<br>EBTR = 0.16 (C) 26<br>WBL = 0.37 (C) 28<br>WBTR = **0.89** (D) 54<br>NBL = 0.35 (C) 26<br>NBTR = 0.67 (C) 29<br>SBL = 0.84 (C) 31<br>SBTR = 0.31 (A) 9 | <br>EBL = 15 m<br>EBTR = 25 m<br>WBL = 35 m<br>WBTR = 130 m<br>NBL = 35 m<br>NBTR = 105 m<br>SBL = 110 m<br>SBTR = 50 m |

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | V/C (LOS) seconds | 95th % Que. | V/C (LOS) seconds | 95th % Que |
| Future Background 2039 | Overall: 0.68 (B) 14<br>EBL = 0.07 (C) 29<br>EBTR = 0.05 (C) 29<br>WBL = 0.6 (D) 38<br>WBTR = 0.31 (C) 32<br>NBL = 0.07 (B) 12<br>NBTR = 0.26 (B) 13<br>SBL = 0.66 (A) 7<br>SBTR = 0.25 (A) 4 | <br>EBL = 5 m<br>EBTR = 10 m<br>WBL = 35 m<br>WBTR = 25 m<br>NBL = 10 m<br>NBTR = 40 m<br>SBL = 50 m<br>SBTR = 30 m | Overall: 0.8 (C) 26<br>EBL = 0.33 (C) 30<br>EBTR = 0.17 (C) 27<br>WBL = 0.43 (C) 30<br>WBTR = 0.88 (D) 54<br>NBL = 0.28 (C) 20<br>NBTR = 0.51 (C) 22<br>SBL = 0.73 (B) 16<br>SBTR = 0.26 (A) 8 | <br>EBL = 15 m<br>EBTR = 25 m<br>WBL = 40 m<br>WBTR = 125 m<br>NBL = 30 m<br>NBTR = 90 m<br>SBL = 65 m<br>SBTR = 40 m |
| Future Total 2039 | Overall: 0.83 (B) 18<br>EBL = 0.07 (C) 29<br>EBTR = 0.05 (C) 29<br>WBL = 0.6 (D) 38<br>WBTR = 0.37 (C) 32<br>NBL = 0.11 (B) 19<br>NBTR = 0.46 (C) 22<br>SBL = 0.84 (B) 18<br>SBTR = 0.34 (A) 5 | <br>EBL = 5 m<br>EBTR = 10 m<br>WBL = 35 m<br>WBTR = 30 m<br>NBL = 10 m<br>NBTR = 65 m<br>SBL = 100 m<br>SBTR = 40 m | Overall: **0.96** (D) 36<br>EBL = 0.35 (C) 30<br>EBTR = 0.16 (C) 26<br>WBL = 0.39 (C) 29<br>WBTR = **0.93** (E) 61<br>NBL = 0.39 (C) 30<br>NBTR = 0.76 (C) 34<br>SBL = 0.92 (D) 48<br>SBTR = 0.33 (A) 9 | <br>EBL = 15 m<br>EBTR = 25 m<br>WBL = 40 m<br>WBTR = 145 m<br>NBL = 35 m<br>NBTR = 115 m<br>SBL = 135 m<br>SBTR = 50 m |

Under existing traffic conditions, the signalized intersection is operating at satisfactory levels with an overall v/c of 0.40 LOS A during the a.m. peak hour and an overall v/c of 0.47 LOS B during the p.m. peak hour. The intersection operates without any critical movements during both peak hours.

With the addition of corridor growth and background development traffic for the 2029 future background traffic scenario, the intersection is reported to operate with an overall v/c ratio of 0.75 LOS B during the a.m. peak hour and increases to 1.06 LOS C during the p.m. peak hour. The intersection is reported to continue to operate without any critical movements during the a.m. peak hour while the southbound left-turn movement operates critically during the p.m. peak hour.

As the capacity constraints are driven by the additional traffic generated by the background development, the analysis of the intersection was completed with the improvements recommended through the background developments, including a widening of Highway 6 to a four-lane cross-section.

With the proposed improvements recommended by the background traffic studies for the 2029 future background traffic scenario, the intersection is reported to operate with an overall v/c ratio of 0.58 LOS B during the a.m. peak hour and 0.67 LOS C during the p.m. peak hour. The intersection continues to operate without any critical movements during both peak hours.

With the addition of site generated traffic for the 2029 future total traffic scenario, the intersection reports an increase in the v/c ratio to 0.85 LOS C during the a.m. peak hour and to 0.83 LOS C during the p.m. peak hour. The intersection continues to operate without any critical movements during both peak hours.

With the addition of corridor growth and background development traffic as well as signal optimization for the 2034 future background traffic scenario, the intersection is reported to operate with an overall v/c ratio of 0.64 LOS B during

the a.m. peak hour and 0.73 LOS C during the p.m. peak hour. The intersection is reported to continue to operate without any critical movements during both peak hours.

With the addition of site generated traffic for the 2034 future total traffic scenario, the intersection reports an increase in the v/c ratio to 0.93 LOS C during the a.m. peak hour and to 0.89 LOS C during the p.m. peak hour. The southbound left-turn movement is reported to operate critically during the a.m. peak hour and the westbound shared through/right-turn movement operates critically during the p.m. peak hour.

With the addition of corridor growth and background development traffic as well as signal optimization for the 2039 future background traffic scenario, the intersection is reported to operate with an overall v/c ratio of 0.68 LOS B during the a.m. peak hour and increases to 0.80 LOS C during the p.m. peak hour. The intersection is reported to continue to operate without any critical movements during both peak hours.

With the addition of site generated traffic for the 2039 future total traffic scenario, the intersection reports an increase in the v/c ratio to 0.83 LOS B during the a.m. peak hour and to 0.96 LOS D during the p.m. peak hour. The westbound shared through/right-turn movement is reported to operate critically during the p.m. peak hour.

No further geometric improvements are recommended for the intersection as a result of the proposed development.

## 7.5 Beatty Line and Farley Road/Side Road 18

Capacity analysis at this intersection during the weekday a.m. and p.m. peak hours for the existing, future background, and future total traffic conditions are summarized in the following table.

***Table 10 Capacity Analysis of Beatty Line and Farley Road/Side Road 18***

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | V/C (LOS) seconds | 95th % Que. | V/C (LOS) seconds | 95th % Que |
| Existing 2026 | EBTLR = 0.34 (B) 13<br>WBTLR = 0.27 (B) 14<br>NBTLR = 0.03 (A) 2<br>SBTLR = 0.01 (A) 0 | EBTLR = 15 m<br>WBTLR = 10 m<br>NBTLR = 5 m<br>SBTLR = 5 m | EBTLR = 0.23 (B) 14<br>WBTLR = 0.28 (C) 17<br>NBTLR = 0.07 (A) 4<br>SBTLR = 0.01 (A) 1 | EBTLR = 10 m<br>WBTLR = 10 m<br>NBTLR = 5 m<br>SBTLR = 5 m |
| Future Background 2029 | EBTLR = 0.51 (C) 20<br>WBTLR = 0.48 (C) 22<br>NBTLR = 0.03 (A) 2<br>SBTLR = 0.04 (A) 2 | EBTLR = 25 m<br>WBTLR = 20 m<br>NBTLR = 5 m<br>SBTLR = 5 m | EBTLR = 0.33 (C) 18<br>WBTLR = 0.47 (C) 22<br>NBTLR = 0.08 (A) 4<br>SBTLR = 0.04 (A) 2 | EBTLR = 15 m<br>WBTLR = 20 m<br>NBTLR = 5 m<br>SBTLR = 5 m |
| Future Total 2029 | EBTLR = 0.73 (D) 35<br>WBTLR = 0.85 (**F**) 55<br>NBTLR = 0.03 (A) 2<br>SBTLR = 0.05 (A) 2 | EBTLR = 45 m<br>WBTLR = 65 m<br>NBTLR = 5 m<br>SBTLR = 5 m | EBTLR = 0.47 (C) 25<br>WBTLR = 0.71 (**E**) 39<br>NBTLR = 0.08 (A) 3<br>SBTLR = 0.06 (A) 3 | EBTLR = 20 m<br>WBTLR = 40 m<br>NBTLR = 5 m<br>SBTLR = 5 m |
| Future Background 2034 | EBTLR = 0.55 (C) 22<br>WBTLR = 0.52 (C) 25<br>NBTLR = 0.03 (A) 2<br>SBTLR = 0.04 (A) 2 | EBTLR = 25 m<br>WBTLR = 25 m<br>NBTLR = 5 m<br>SBTLR = 5 m | EBTLR = 0.36 (C) 19<br>WBTLR = 0.51 (C) 25<br>NBTLR = 0.08 (A) 4<br>SBTLR = 0.04 (A) 2 | EBTLR = 15 m<br>WBTLR = 25 m<br>NBTLR = 5 m<br>SBTLR = 5 m |

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | V/C (LOS) seconds | 95th % Que. | V/C (LOS) seconds | 95th % Que |
| Future Total 2034 | EBTLR = 0.78 (**E**) 42<br>WBTLR = 0.92 (**F**) 70<br>NBTLR = 0.03 (A) 2<br>SBTLR = 0.05 (A) 2 | EBTLR = 55 m<br>WBTLR = 75 m<br>NBTLR = 5 m<br>SBTLR = 5 m | EBTLR = 0.51 (D) 27<br>WBTLR = 0.77 (**E**) 47<br>NBTLR = 0.08 (A) 3<br>SBTLR = 0.06 (A) 3 | EBTLR = 25 m<br>WBTLR = 50 m<br>NBTLR = 5 m<br>SBTLR = 5 m |
| Future Background 2039 | EBTLR = 0.59 (C) 24<br>WBTLR = 0.57 (D) 28<br>NBTLR = 0.03 (A) 2<br>SBTLR = 0.04 (A) 2 | EBTLR = 30 m<br>WBTLR = 30 m<br>NBTLR = 5 m<br>SBTLR = 5 m | EBTLR = 0.4 (C) 21<br>WBTLR = 0.56 (D) 28<br>NBTLR = 0.09 (A) 4<br>SBTLR = 0.04 (A) 2 | EBTLR = 15 m<br>WBTLR = 25 m<br>NBTLR = 5 m<br>SBTLR = 5 m |
| Future Total 2039 | EBTLR = 0.84 (**E**) 49<br>WBTLR = 1.00 (**F**) 90<br>NBTLR = 0.03 (A) 2<br>SBTLR = 0.05 (A) 2 | EBTLR = 65 m<br>WBTLR = 85 m<br>NBTLR = 5 m<br>SBTLR = 5 m | EBTLR = 0.56 (D) 31<br>WBTLR = 0.84 (**F**) 59<br>NBTLR = 0.09 (A) 3<br>SBTLR = 0.06 (A) 3 | EBTLR = 30 m<br>WBTLR = 60 m<br>NBTLR = 5 m<br>SBTLR = 5 m |

Under existing traffic conditions, the intersection is operating at satisfactory levels during both peak hours. The greatest delays occur in the westbound minor approach with average delays of up to 14 seconds during the a.m. peak hour and 17 seconds during the p.m. peak hour. The intersection operates without any critical movements during both peak hours.

With the addition of corridor growth and background development traffic for the 2029 future background traffic scenario, the intersection is reported to continue to operate at satisfactory levels with the average delay along the minor approaches increasing to 22 seconds during the a.m. and p.m. peak hours.

With the addition of site generated traffic for the 2029 future total traffic scenario, the intersection is reported to continue to operate at satisfactory levels with the average delay along the minor approaches increases to 55 seconds during the a.m. peak hour and to 39 seconds during the p.m. peak hour. The westbound approach is reported to operate at critical levels during both peak hours.

With the addition of corridor growth and background development traffic for the 2034 future background traffic scenario, the intersection is reported to continue to operate at satisfactory levels with the average delay along the minor approaches increasing to 25 seconds during the a.m. and p.m. peak hours.

With the addition of site generated traffic for the 2034 future total traffic scenario, the intersection is reported to continue to operate at satisfactory levels with the average delay along the minor approaches increasing to 70 seconds during the a.m. peak hour and 47 seconds during the p.m. peak hour. The westbound approach is reported to operate at critical levels during both peak hours.

With the addition of corridor growth and background development traffic for the 2039 future background traffic scenario, the intersection is reported to continue to operate at satisfactory levels with the average delay along the minor approaches increasing to 28 seconds during the a.m. and p.m. peak hours. The intersection operates without any critical movements during both peak hours.

With the addition of site generated traffic for the 2039 future total traffic scenario, the intersection is reported to continue to operate at satisfactory levels with the average delay along the minor approaches increasing to 90 seconds during the a.m. peak hour and 59 seconds during the p.m. peak hour. The westbound approach is reported to operate at critical levels during both peak hours while remaining at or below theoretical capacity levels.

No geometric improvements are recommended for the intersection as a result of the proposed development.

## 7.6 Side Road 18 and Vincent Street

Capacity analysis for this intersection during the weekday a.m. and p.m. peak hours for the existing, future background, and future total traffic conditions are summarized in the following table.

***Table 11 Capacity Analysis of Side Road 18 and Vincent Street***

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | V/C (LOS) seconds | 95th % Que. | V/C (LOS) seconds | 95th % Que |
| Existing 2026 | EBTL = 0.01 (A) 1<br>WBTR = 0.07 (A) 0<br>SBLR = 0.08 (A) 9 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 5 m | EBTL = 0.01 (A) 1<br>WBTR = 0.07 (A) 0<br>SBLR = 0.08 (A) 9 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 5 m |
| Future Background 2029 | EBTL = 0.02 (A) 1<br>WBTR = 0.09 (A) 0<br>SBLR = 0.08 (A) 10 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 5 m | EBTL = 0.01 (A) 1<br>WBTR = 0.11 (A) 0<br>SBLR = 0.08 (A) 10 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 5 m |
| Future Total 2029 | EBTL = 0.02 (A) 1<br>WBTR = 0.14 (A) 0<br>SBLR = 0.18 (B) 11 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 5 m | EBTL = 0.05 (A) 2<br>WBTR = 0.15 (A) 0<br>SBLR = 0.17 (B) 12 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 5 m |
| Future Background 2034 | EBTL = 0.02 (A) 1<br>WBTR = 0.1 (A) 0<br>SBLR = 0.08 (A) 10 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 5 m | EBTL = 0.01 (A) 1<br>WBTR = 0.12 (A) 0<br>SBLR = 0.09 (A) 10 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 5 m |
| Future Total 2034 | EBTL = 0.02 (A) 1<br>WBTR = 0.15 (A) 0<br>SBLR = 0.18 (B) 12 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 5 m | EBTL = 0.05 (A) 2<br>WBTR = 0.16 (A) 0<br>SBLR = 0.17 (B) 12 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 5 m |
| Future Background 2039 | EBTL = 0.02 (A) 1<br>WBTR = 0.1 (A) 0<br>SBLR = 0.09 (A) 10 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 5 m | EBTL = 0.02 (A) 1<br>WBTR = 0.13 (A) 0<br>SBLR = 0.09 (B) 10 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 5 m |
| Future Total 2039 | EBTL = 0.02 (A) 1<br>WBTR = 0.16 (A) 0<br>SBLR = 0.19 (B) 12 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 5 m | EBTL = 0.05 (A) 2<br>WBTR = 0.16 (A) 0<br>SBLR = 0.17 (B) 12 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 5 m |

Under existing traffic conditions, the intersection is operating at satisfactory levels during both peak hours. The greatest delays occur in the southbound minor approach with average delays of up to 9 seconds during the a.m. and p.m. peak hours. The intersection operates without any critical movements during both peak hours.

With the addition of corridor growth and background development traffic for the 2029, 2034, and 2039 future background traffic scenario, the intersection is reported to continue to operate at satisfactory levels with the average delay along the minor approach increasing to 10 seconds during the a.m. and p.m. peak hours.

With the addition of site generated traffic for the 2029, 2034, and 2039 future total traffic scenario, the intersection is reported to continue to operate at satisfactory levels with the average delay along the minor approach increases to 12 seconds during the a.m. and p.m. peak hours.

No geometric improvements are recommended for the intersection as a result of the proposed development.

## 7.7 Side Road 18 and Steele Street

Capacity analysis at this intersection during the weekday a.m. and p.m. peak hours for the existing, future background, and future total traffic conditions are summarized in the following table.

***Table 12 Capacity Analysis of Side Road 18 and Steele Street***

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | V/C (LOS) seconds | 95th % Que. | V/C (LOS) seconds | 95th % Que |
| Existing 2026 | EBTL = 0.01 (A) 1<br>WBTR = 0.06 (A) 0<br>SBLR = 0.08 (B) 10 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 5 m | EBTL = 0 (A) 0<br>WBTR = 0.1 (A) 0<br>SBLR = 0.08 (B) 10 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 5 m |
| Future Background 2029 | EBTL = 0.01 (A) 0<br>WBTR = 0.08 (A) 0<br>SBLR = 0.09 (B) 11 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 5 m | EBTL = 0.01 (A) 0<br>WBTR = 0.13 (A) 0<br>SBLR = 0.09 (B) 11 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 5 m |
| Future Total 2029 | EBTL = 0.08 (A) 3<br>WBTR = 0.1 (A) 0<br>SBLR = 0.26 (B) 13 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 10 m | EBTL = 0.05 (A) 2<br>WBTR = 0.18 (A) 0<br>SBLR = 0.24 (B) 14 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 10 m |
| Future Background 2034 | EBTL = 0.01 (A) 0<br>WBTR = 0.08 (A) 0<br>SBLR = 0.09 (B) 11 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 5 m | EBTL = 0.01 (A) 0<br>WBTR = 0.14 (A) 0<br>SBLR = 0.09 (B) 11 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 5 m |
| Future Total 2034 | EBTL = 0.08 (A) 3<br>WBTR = 0.11 (A) 0<br>SBLR = 0.27 (B) 14 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 10 m | EBTL = 0.05 (A) 2<br>WBTR = 0.18 (A) 0<br>SBLR = 0.25 (B) 14 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 10 m |
| Future Background 2039 | EBTL = 0.01 (A) 0<br>WBTR = 0.09 (A) 0<br>SBLR = 0.09 (B) 11 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 5 m | EBTL = 0.01 (A) 0<br>WBTR = 0.15 (A) 0<br>SBLR = 0.1 (B) 12 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 5 m |
| Future Total 2039 | EBTL = 0.08 (A) 3<br>WBTR = 0.11 (A) 0<br>SBLR = 0.27 (B) 14 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 10 m | EBTL = 0.05 (A) 2<br>WBTR = 0.19 (A) 0<br>SBLR = 0.26 (B) 14 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 10 m |

Under existing traffic conditions, the intersection is operating at satisfactory levels during both peak hours. The greatest delays occur in the southbound minor approach with average delays of up to 10 seconds during the a.m. and p.m. peak hours. The intersection operates without any critical movements during both peak hours.

With the addition of corridor growth and background development traffic for the 2029, 2034, and 2039 future background traffic scenario, the intersection is reported to continue to operate at satisfactory levels with the average delay along the minor approach increasing to 11 seconds during the a.m. and p.m. peak hours.

With the addition of site generated traffic for the 2029, 2034, and 2039 future total traffic scenario, the intersection is reported to continue to operate at satisfactory levels with the average delay along the minor approach increases to 13 seconds during the a.m. peak hour (increasing to 14 seconds under the ultimate horizon year) and to 14 seconds during the p.m. peak hour. The intersection operates without any critical movements during both peak hours.

No geometric improvements are recommended for the intersection as a result of the proposed development.

## 7.8 Courtney Street and Sadler Street

Capacity analysis for this intersection during the weekday a.m. and p.m. peak hours for the existing, future background, and future total traffic conditions are summarized in the following table.

***Table 13 Capacity Analysis of Courtney Street and Sadler Street***

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | V/C (LOS) seconds | 95th % Que. | V/C (LOS) seconds | 95th % Que |
| Existing 2026 | EBTLR = 0.02 (A) 7<br>WBTLR = 0.02 (A) 7<br>NBTLR = 0 (A) 7<br>SBTLR = 0 (A) 7 | EBTLR = 0 m<br>WBTLR = 0 m<br>NBTLR = 0 m<br>SBTLR = 0 m | EBTLR = 0.03 (A) 7<br>WBTLR = 0.02 (A) 7<br>NBTLR = 0.01 (A) 7<br>SBTLR = 0 (A) 7 | EBTLR = 0 m<br>WBTLR = 0 m<br>NBTLR = 0 m<br>SBTLR = 0 m |
| Future Background 2029 | EBTLR = 0.02 (A) 7<br>WBTLR = 0.02 (A) 7<br>NBTLR = 0 (A) 7<br>SBTLR = 0 (A) 7 | EBTLR = 0 m<br>WBTLR = 0 m<br>NBTLR = 0 m<br>SBTLR = 0 m | EBTLR = 0.03 (A) 7<br>WBTLR = 0.02 (A) 7<br>NBTLR = 0.01 (A) 7<br>SBTLR = 0 (A) 7 | EBTLR = 0 m<br>WBTLR = 0 m<br>NBTLR = 0 m<br>SBTLR = 0 m |
| Future Total 2029 | EBTLR = 0.03 (A) 7<br>WBTLR = 0.03 (A) 7<br>NBTLR = 0 (A) 7<br>SBTLR = 0.02 (A) 7 | EBTLR = 0 m<br>WBTLR = 0 m<br>NBTLR = 0 m<br>SBTLR = 0 m | EBTLR = 0.03 (A) 7<br>WBTLR = 0.03 (A) 7<br>NBTLR = 0.01 (A) 7<br>SBTLR = 0.01 (A) 7 | EBTLR = 0 m<br>WBTLR = 0 m<br>NBTLR = 0 m<br>SBTLR = 0 m |
| Future Background 2034 | EBTLR = 0.02 (A) 7<br>WBTLR = 0.02 (A) 7<br>NBTLR = 0 (A) 7<br>SBTLR = 0 (A) 7 | EBTLR = 0 m<br>WBTLR = 0 m<br>NBTLR = 0 m<br>SBTLR = 0 m | EBTLR = 0.03 (A) 7<br>WBTLR = 0.02 (A) 7<br>NBTLR = 0.01 (A) 7<br>SBTLR = 0 (A) 7 | EBTLR = 0 m<br>WBTLR = 0 m<br>NBTLR = 0 m<br>SBTLR = 0 m |
| Future Total 2034 | EBTLR = 0.03 (A) 7<br>WBTLR = 0.03 (A) 7<br>NBTLR = 0 (A) 7<br>SBTLR = 0.02 (A) 7 | EBTLR = 0 m<br>WBTLR = 0 m<br>NBTLR = 0 m<br>SBTLR = 0 m | EBTLR = 0.03 (A) 7<br>WBTLR = 0.03 (A) 7<br>NBTLR = 0.01 (A) 7<br>SBTLR = 0.01 (A) 7 | EBTLR = 0 m<br>WBTLR = 0 m<br>NBTLR = 0 m<br>SBTLR = 0 m |

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | V/C (LOS) seconds | 95th % Que. | V/C (LOS) seconds | 95th % Que |
| Future Background 2039 | EBTLR = 0.02 (A) 7<br>WBTLR = 0.02 (A) 7<br>NBTLR = 0 (A) 7<br>SBTLR = 0 (A) 7 | EBTLR = 0 m<br>WBTLR = 0 m<br>NBTLR = 0 m<br>SBTLR = 0 m | EBTLR = 0.03 (A) 7<br>WBTLR = 0.02 (A) 7<br>NBTLR = 0.01 (A) 7<br>SBTLR = 0 (A) 7 | EBTLR = 0 m<br>WBTLR = 0 m<br>NBTLR = 0 m<br>SBTLR = 0 m |
| Future Total 2039 | EBTLR = 0.03 (A) 7<br>WBTLR = 0.03 (A) 7<br>NBTLR = 0 (A) 7<br>SBTLR = 0.02 (A) 7 | EBTLR = 0 m<br>WBTLR = 0 m<br>NBTLR = 0 m<br>SBTLR = 0 m | EBTLR = 0.03 (A) 7<br>WBTLR = 0.03 (A) 7<br>NBTLR = 0.01 (A) 7<br>SBTLR = 0.01 (A) 7 | EBTLR = 0 m<br>WBTLR = 0 m<br>NBTLR = 0 m<br>SBTLR = 0 m |

Under existing traffic conditions, the intersection is operating at satisfactory levels during both peak hours. All approaches operate with an average delay of 7 seconds during both peak hours. The intersection operates without any critical movements during both peak hours.

With the addition of corridor growth and background development traffic for the 2029, 2034, and 2039 future background traffic scenario, the intersection is reported to continue to operate at satisfactory levels with the average delay for all approaches remaining at 7 seconds during the a.m. and p.m. peak hours.

With the addition of site generated traffic for the 2029, 2034, and 2039 future total traffic scenario, the intersection is reported to continue to operate at satisfactory levels with the average delay for all approaches remaining at 7 seconds during the a.m. and p.m. peak hours.

No geometric improvements are recommended for the intersection as a result of the proposed development.

## 7.9 Highway 6 and Street A

Capacity analysis for this intersection during the weekday a.m. and p.m. peak hours for the existing, future background, and future total traffic conditions are summarized in the following table.

***Table 14 Capacity Analysis of Highway 6 and Street A***

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | V/C (LOS) seconds | 95th % Que. | V/C (LOS) seconds | 95th % Que |
| Future Total 2029 | EBL = 0.58 (**F**) 77<br>EBR = 0.45 (A) 14<br>NBL = 0.27 (A) 10<br>SBR = 0.06 (A) 0 | EBL = 25 m<br>EBR = 20 m<br>NBL = 10 m<br>SBR = 0 m | EBL = 0.38 (**F**) 66<br>EBR = 0.27 (A) 12<br>NBL = 0.21 (A) 10<br>SBR = 0.03 (A) 0 | EBL = 15 m<br>EBR = 10 m<br>NBL = 10 m<br>SBR = 0 m |
| Future Total 2034 | EBL = 0.65 (**F**) 96<br>EBR = 0.47 (A) 15<br>NBL = 0.28 (A) 11<br>SBR = 0.06 (A) 0 | EBL = 25 m<br>EBR = 20 m<br>NBL = 10 m<br>SBR = 0 m | EBL = 0.44 (**F**) 83<br>EBR = 0.28 (A) 13<br>NBL = 0.22 (A) 11<br>SBR = 0.03 (A) 0 | EBL = 15 m<br>EBR = 10 m<br>NBL = 10 m<br>SBR = 0 m |

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | V/C (LOS) seconds | 95th % Que. | V/C (LOS) seconds | 95th % Que |
| Future Total 2039 | EBL = 0.75 (**F**) 126<br>EBR = 0.49 (A) 16<br>NBL = 0.29 (A) 11<br>SBR = 0.06 (A) 0 | EBL = 30 m<br>EBR = 25 m<br>NBL = 10 m<br>SBR = 0 m | EBL = 0.53 (**F**) 108<br>EBR = 0.29 (A) 14<br>NBL = 0.24 (A) 11<br>SBR = 0.03 (A) 0 | EBL = 20 m<br>EBR = 10 m<br>NBL = 10 m<br>SBR = 0 m |

Under the future total traffic conditions, the full-move site access along Highway 6 is reported to operate at satisfactory levels under all three horizon years. Despite the eastbound left-turn movement operating with a level of service F during both peak hours under all three horizon years, it is reported to operate under the theoretical capacity levels.

### 7.9.1 Right-Turn Lane Warrant

The right-turn lane warrant was reviewed for the proposed site access based on Chapter E of the MTO Geometric Design Standards. Based on Section E.2.7.1, a minimum of 60 right-turns during any design hour would trigger the need for a right-turn lane.

With the development of the subject lands, it is anticipated that the southbound right-turn movement would have a total of 91 vehicles during the a.m. peak hour and 53 vehicles during the p.m. peak hour. As a result, a southbound right-turn lane is warranted due to the projected turning volumes during the a.m. peak hour.

### 7.9.2 Left-Turn Lane Warrant

A left-turn lane warrant analysis was completed for this proposed site access using the weekday a.m. and p.m. peak hour volumes for the ultimate total traffic condition. The analysis confirms that a northbound left-turn lane is warranted.

The left-turn lane warrant is provided in **Appendix F**.

## 7.10 Recommended Lane Configuration

The recommended lane configuration is illustrated in the figure below and includes the four-lane cross-section along Highway 6 and the intersection improvements for the intersection of Highway 6 and Side Road 18, as well as the warranted turning lanes for the proposed intersection of Highway 6 and Street A (northbound left-turn and southbound right-turn lane.

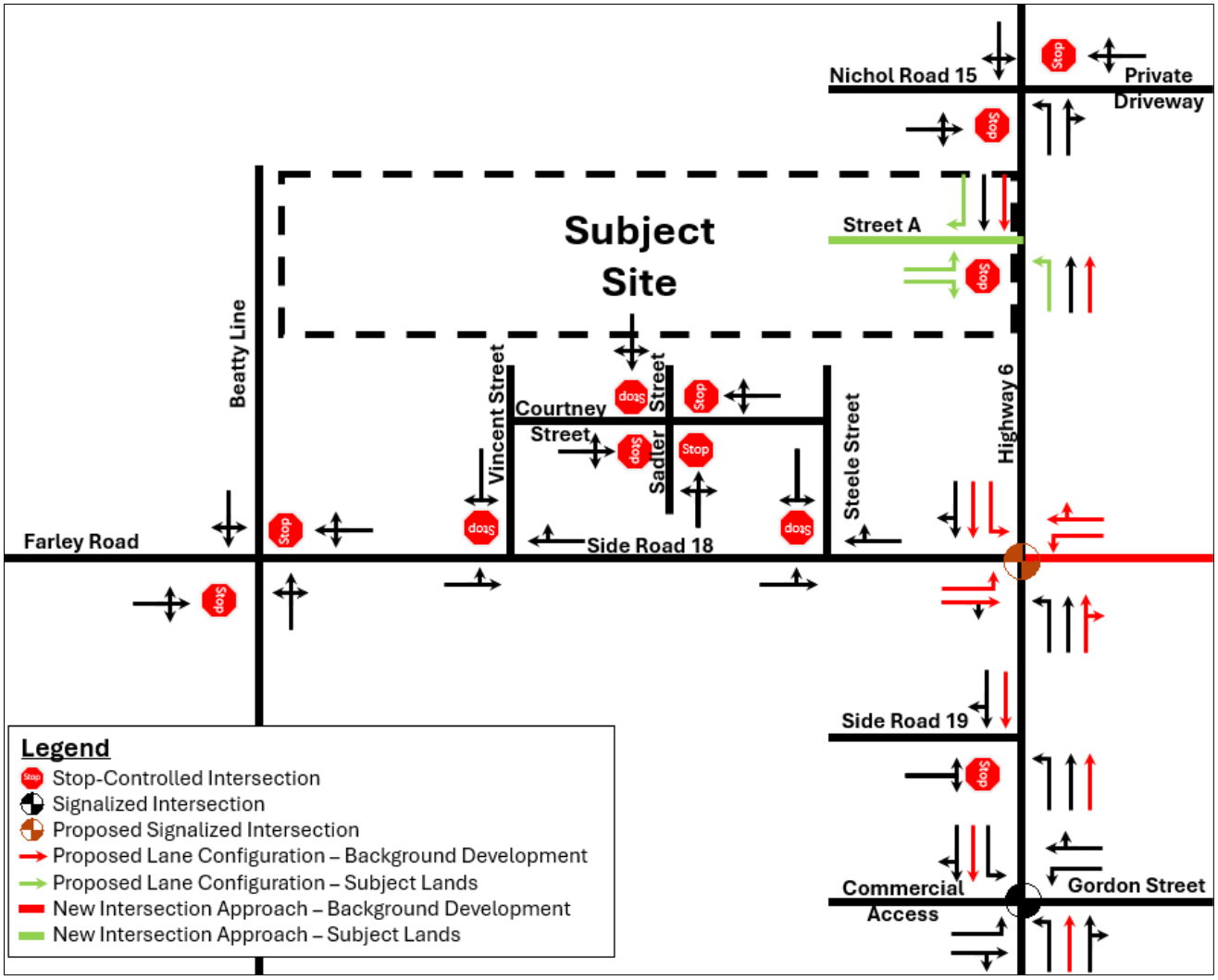



*Figure 19 Recommended Lane Configuration*

# 8. Sensitivity Analysis - Interim Condition Without Street A Connection to Highway 6

As previously noted, the MTO has indicated that it does not currently support the proposed intersection of Street A with Highway 6 due to insufficient spacing from the existing Highway 6 and Side Road 18 intersection. While the Street A connection remains part of the ultimate development concept and is expected to be implemented in the future, a conservative sensitivity analysis was undertaken assuming the connection is not available under an interim scenario. Under this scenario, all site traffic was redistributed through the local road network via the subdivision to the south and the resulting transportation impacts were assessed.

# 8.1 Site Traffic Distribution and Assignment - Interim Condition Without Street A Connection to Highway 6

The revised site traffic assignment is provided in **Figure 20** and results in all traffic that was previously travelling through the intersection of Highway 6 and Street A now being assigned to the intersection of Highway 6 and Side Road 18 via the intersection of Side Road 18 and Steele Street with some traffic redistributed through the intersection of Side Road 18 and Vincent Street

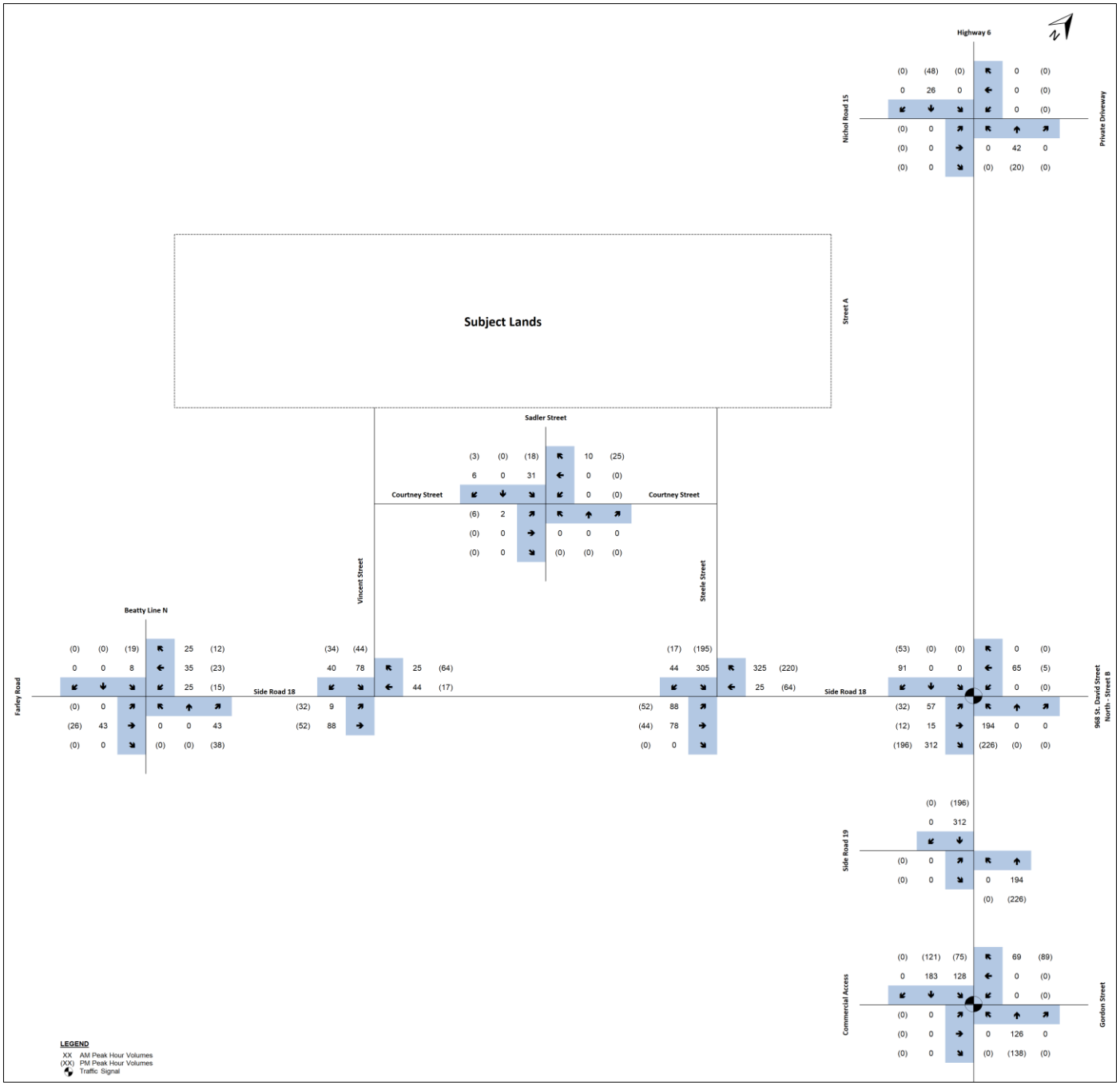



*Figure 20 Total Site Trips – Without Street A Intersection*

# 8.2 Future Total Traffic - Interim Condition Without Street A Connection to Highway 6

The future total traffic conditions in the weekday a.m. and p.m. peak hours for the 2029, 2034, and 2039 planning horizon was derived by combining the projected future background traffic with the corresponding estimated site generated traffic without the intersection of Highway 6 and Street A. The resulting traffic volumes are presented in **Figure 21**, **Figure 22**, and **Figure 23**, for the for the 2029, 2034, and 2039 horizon years, respectively.

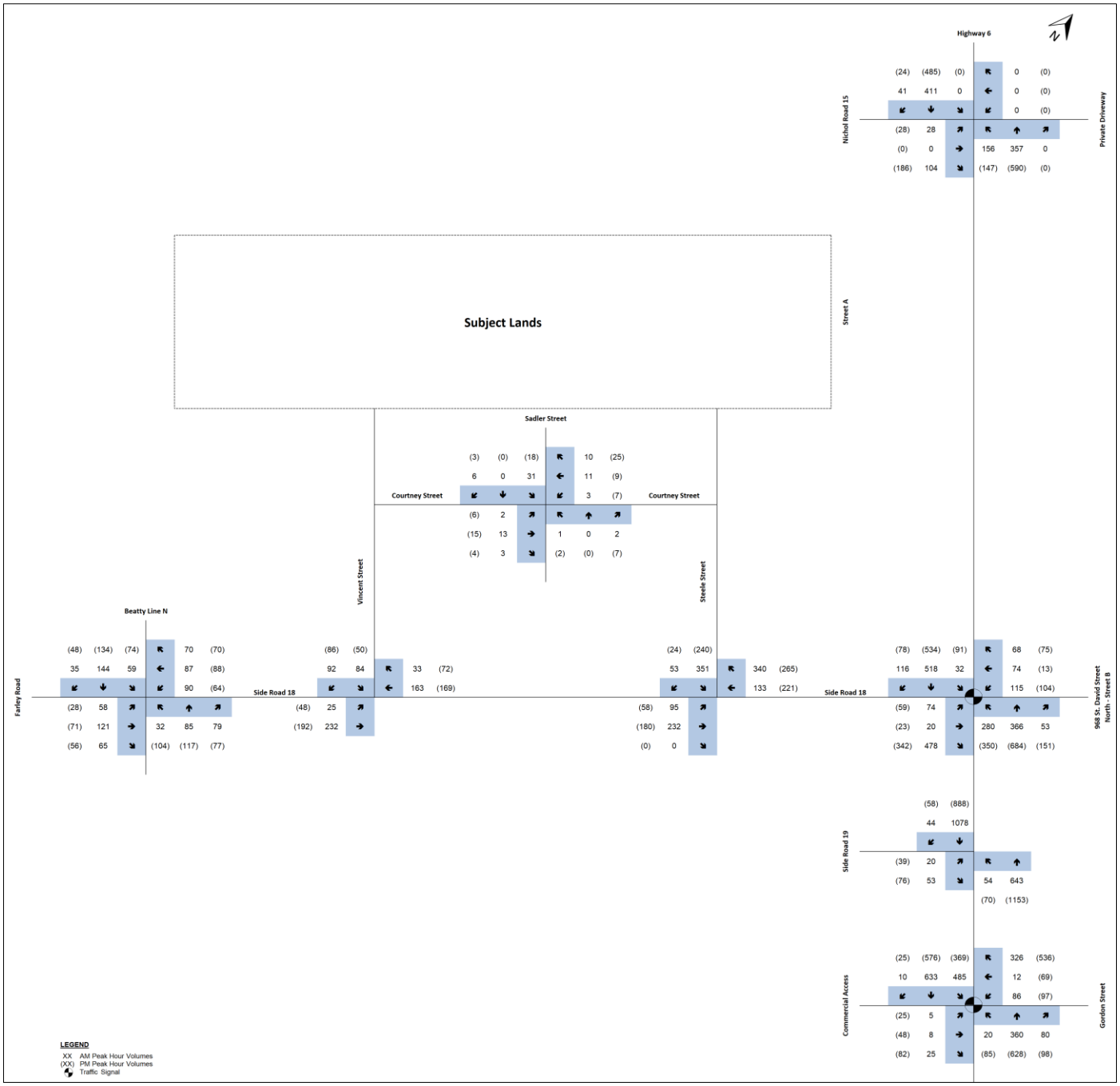



*Figure 21 2029 Future Total Traffic Volumes – Without Street A Intersection*

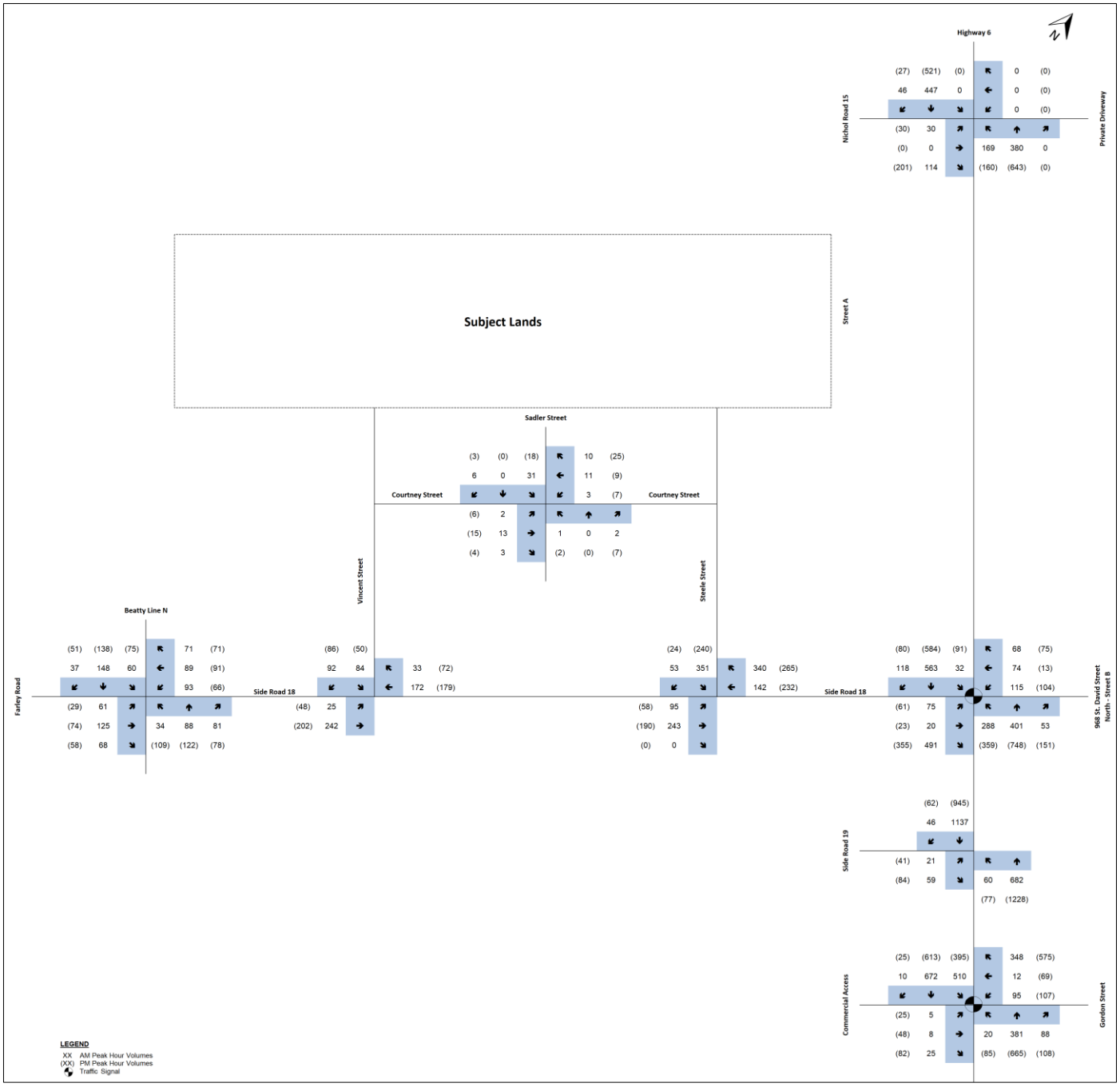



*Figure 22 2034 Future Total Traffic Volumes – Without Street A Intersection*

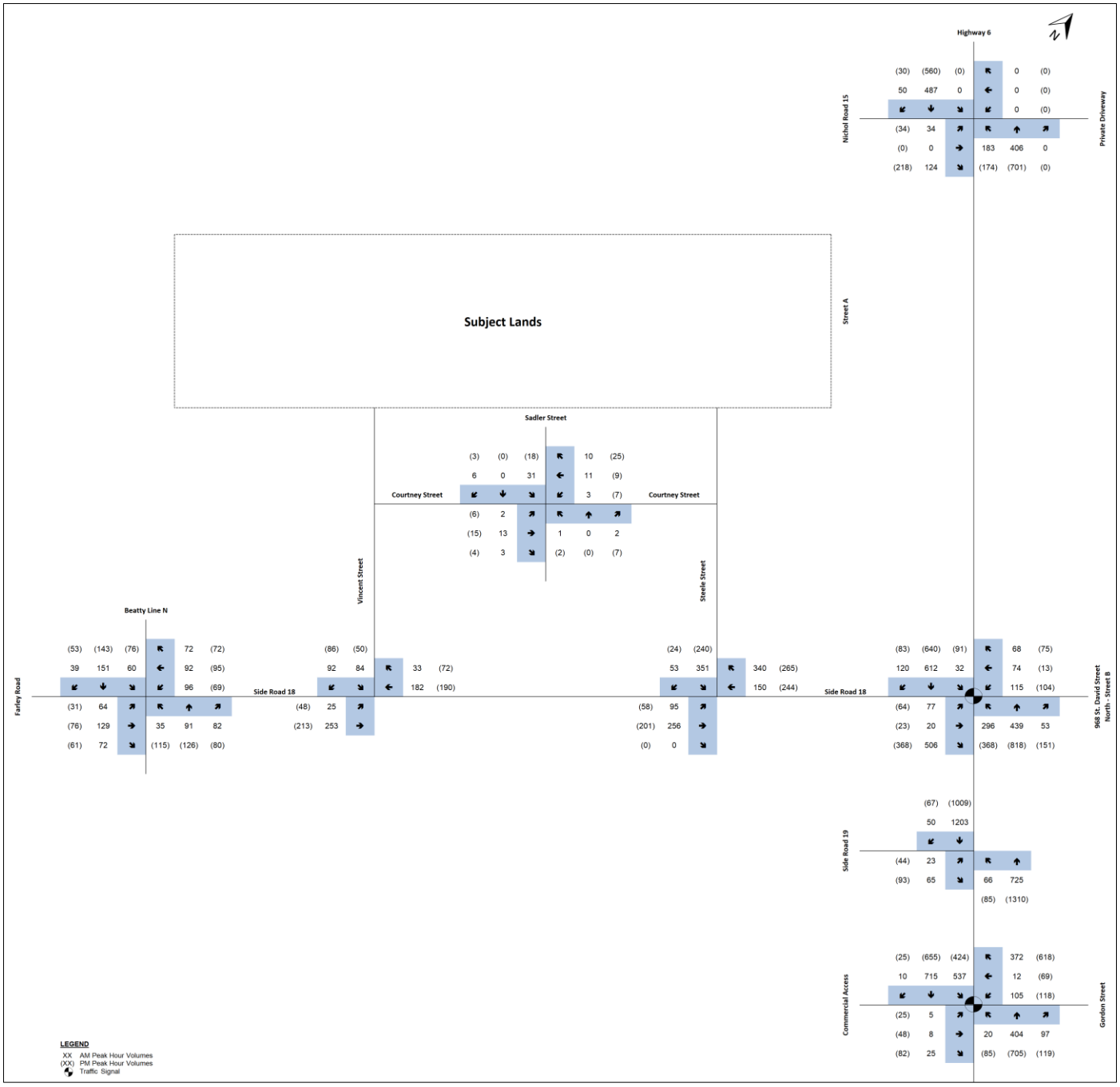



*Figure 23 2039 Future Total Traffic Volumes – Without Street A Intersection*

# 8.3 Capacity Analysis – Interim Condition Without Street A Connection to Highway 6

The following tables summarize the HCM capacity results for the study intersections during the weekday a.m. and p.m. peak hours under existing (2026), future background (2029, 2034, and 2039) and future total (2029, 2034, and 2039) traffic conditions. The detailed calculation sheets are provided in **Appendix E**. As noted above, the revised site trip assignment results in traffic only being reassigned through the intersections of Highway 6 & Side Road 18, Side Road 18 & Steele Street, and Side Road 18 & Vincent Street, resulting in a revised capacity analysis for only the three intersections.

### 8.3.1 Highway 6 and Side Road 18

Capacity analysis for this intersection during the weekday a.m. and p.m. peak hours for the existing, future background, and future total traffic conditions are summarized in the following table.

***Table 15 Capacity Analysis of Highway 6 and Side Road 18 – Without Street A***

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | **V/C (LOS) seconds** | **95th % Que.** | **V/C (LOS) seconds** | **95th % Que** |
| Existing 2026 | EBLR = 0.23 (B) 13<br>NBL = 0.06 (A) 9<br>NBT = 0.19 (A) 0<br>SBTR = 0.26 (A) 0 | EBLR = 10 m<br>NBL = 5 m<br>NBT = 0 m<br>SBTR = 0 m | EBLR = 0.27 (B) 14<br>NBL = 0.08 (A) 9<br>NBT = 0.36 (A) 0<br>SBTR = 0.29 (A) 0 | EBLR = 10 m<br>NBL = 5 m<br>NBT = 0 m<br>SBTR = 0 m |
| Future Background 2029 | Overall: 0.36 (B) 11<br>EBL = 0.13 (C) 29<br>EBTR = 0.14 (C) 29<br>WBL = 0.61 (C) 28<br>WBTR = 0.07 (C) 22<br>NBL = 0.18 (A) 6<br>NBTR = 0.2 (A) 5<br>SBL = 0.06 (A) 5<br>SBTR = 0.26 (A) 6 | <br>EBL = 10 m<br>EBTR = 20 m<br>WBL = 30 m<br>WBTR = 10 m<br>NBL = 15 m<br>NBTR = 20 m<br>SBL = 5 m<br>SBTR = 30 m | Overall: 0.49 (B) 12<br>EBL = 0.2 (C) 30<br>EBTR = 0.17 (C) 30<br>WBL = 0.56 (C) 27<br>WBTR = 0.08 (C) 22<br>NBL = 0.25 (A) 6<br>NBTR = 0.39 (A) 6<br>SBL = 0.33 (B) 14<br>SBTR = 0.35 (B) 12 | <br>EBL = 10 m<br>EBTR = 20 m<br>WBL = 25 m<br>WBTR = 10 m<br>NBL = 15 m<br>NBTR = 45 m<br>SBL = 25 m<br>SBTR = 45 m |
| Future Total 2029 | Overall: 0.68 (B) 19<br>EBL = 0.39 (C) 28<br>EBTR = 0.51 (C) 29<br>WBL = 0.56 (C) 24<br>WBTR = 0.21 (B) 19<br>NBL = 0.64 (B) 12<br>NBTR = 0.22 (A) 7<br>SBL = 0.11 (B) 16<br>SBTR = 0.54 (B) 20 | <br>EBL = 25 m<br>EBTR = 40 m<br>WBL = 25 m<br>WBTR = 25 m<br>NBL = 45 m<br>NBTR = 30 m<br>SBL = 15 m<br>SBTR = 70 m | Overall: 0.72 (B) 16<br>EBL = 0.34 (C) 29<br>EBTR = 0.35 (C) 29<br>WBL = 0.57 (C) 26<br>WBTR = 0.08 (C) 20<br>NBL = 0.68 (B) 12<br>NBTR = 0.41 (A) 8<br>SBL = 0.45 (C) 24<br>SBTR = 0.52 (B) 19 | <br>EBL = 20 m<br>EBTR = 30 m<br>WBL = 25 m<br>WBTR = 15 m<br>NBL = 55 m<br>NBTR = 55 m<br>SBL = 40 m<br>SBTR = 70 m |

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | V/C (LOS) seconds | 95th % Que. | V/C (LOS) seconds | 95th % Que |
| Future Background 2034 | Overall: 0.38 (B) 11<br>EBL = 0.13 (C) 29<br>EBTR = 0.15 (C) 29<br>WBL = 0.6 (C) 28<br>WBTR = 0.07 (C) 21<br>NBL = 0.21 (A) 6<br>NBTR = 0.22 (A) 5<br>SBL = 0.06 (A) 5<br>SBTR = 0.28 (A) 6 | <br>EBL = 10 m<br>EBTR = 20 m<br>WBL = 30 m<br>WBTR = 10 m<br>NBL = 15 m<br>NBTR = 25 m<br>SBL = 5 m<br>SBTR = 30 m | Overall: 0.52 (B) 12<br>EBL = 0.22 (C) 30<br>EBTR = 0.18 (C) 29<br>WBL = 0.56 (C) 27<br>WBTR = 0.08 (C) 22<br>NBL = 0.29 (A) 6<br>NBTR = 0.42 (A) 7<br>SBL = 0.36 (B) 15<br>SBTR = 0.39 (B) 12 | <br>EBL = 15 m<br>EBTR = 20 m<br>WBL = 25 m<br>WBTR = 10 m<br>NBL = 15 m<br>NBTR = 50 m<br>SBL = 25 m<br>SBTR = 55 m |
| Future Total 2034 | Overall: 0.71 (B) 20<br>EBL = 0.39 (C) 28<br>EBTR = 0.55 (C) 30<br>WBL = 0.57 (C) 24<br>WBTR = 0.21 (B) 19<br>NBL = 0.68 (B) 14<br>NBTR = 0.24 (A) 8<br>SBL = 0.11 (B) 16<br>SBTR = 0.6 (C) 21 | <br>EBL = 25 m<br>EBTR = 45 m<br>WBL = 25 m<br>WBTR = 25 m<br>NBL = 50 m<br>NBTR = 30 m<br>SBL = 15 m<br>SBTR = 75 m | Overall: 0.76 (B) 17<br>EBL = 0.35 (C) 29<br>EBTR = 0.35 (C) 29<br>WBL = 0.57 (C) 26<br>WBTR = 0.08 (C) 20<br>NBL = 0.72 (B) 14<br>NBTR = 0.44 (A) 8<br>SBL = 0.49 (C) 26<br>SBTR = 0.58 (C) 21 | <br>EBL = 20 m<br>EBTR = 30 m<br>WBL = 25 m<br>WBTR = 15 m<br>NBL = 70 m<br>NBTR = 60 m<br>SBL = 40 m<br>SBTR = 75 m |
| Future Background 2039 | Overall: 0.4 (B) 11<br>EBL = 0.14 (C) 28<br>EBTR = 0.16 (C) 28<br>WBL = 0.59 (C) 27<br>WBTR = 0.07 (C) 21<br>NBL = 0.25 (A) 7<br>NBTR = 0.24 (A) 6<br>SBL = 0.06 (A) 5<br>SBTR = 0.31 (A) 6 | <br>EBL = 10 m<br>EBTR = 20 m<br>WBL = 30 m<br>WBTR = 10 m<br>NBL = 20 m<br>NBTR = 25 m<br>SBL = 5 m<br>SBTR = 35 m | Overall: 0.55 (B) 12<br>EBL = 0.23 (C) 30<br>EBTR = 0.19 (C) 29<br>WBL = 0.56 (C) 26<br>WBTR = 0.08 (C) 22<br>NBL = 0.33 (A) 6<br>NBTR = 0.45 (A) 7<br>SBL = 0.39 (B) 16<br>SBTR = 0.43 (B) 13 | <br>EBL = 15 m<br>EBTR = 20 m<br>WBL = 25 m<br>WBTR = 10 m<br>NBL = 20 m<br>NBTR = 55 m<br>SBL = 30 m<br>SBTR = 60 m |

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | V/C (LOS) seconds | 95th % Que. | V/C (LOS) seconds | 95th % Que |
| Future Total 2039 | Overall: 0.77 (C) 22 | | Overall: 0.79 (B) 18 | |
| | EBL = 0.35 (C) 27 | EBL = 25 m | EBL = 0.37 (C) 29 | EBL = 20 m |
| | EBTR = 0.71 (D) 36 | EBTR = 70 m | EBTR = 0.36 (C) 29 | EBTR = 30 m |
| | WBL = 0.62 (C) 26 | WBL = 25 m | WBL = 0.57 (C) 26 | WBL = 25 m |
| | WBTR = 0.21 (B) 19 | WBTR = 25 m | WBTR = 0.08 (C) 20 | WBTR = 15 m |
| | NBL = 0.74 (B) 18 | NBL = 65 m | NBL = 0.77 (B) 18 | NBL = 85 m |
| | NBTR = 0.27 (A) 8 | NBTR = 35 m | NBTR = 0.47 (A) 8 | NBTR = 70 m |
| | SBL = 0.12 (B) 17 | SBL = 15 m | SBL = 0.54 (C) 29 | SBL = 40 m |
| | SBTR = 0.65 (C) 23 | SBTR = 80 m | SBTR = 0.63 (C) 22 | SBTR = 80 m |

Under existing traffic conditions, the intersection is operating at satisfactory levels during both peak hours. The greatest delays occur in the eastbound minor approach with average delays of up to 13 seconds during the a.m. peak hour and 14 seconds during the p.m. peak hour. The intersection operates without any critical movements during both peak hours.

With the proposed signalization and associated lane improvements previously identified through the background reports for the 2029 future total traffic scenario, the intersection is reported to operate with a v/c ratio of 0.36 LOS B during the a.m. peak hour and to 0.49 LOS B during the p.m. peak hour. The intersection is reported to continue to operate without any critical movements during both peak hours.

With the addition of site generated traffic and the implementation of a northbound left-turn permitted/protected phase during the a.m. peak hour for the 2029 future total traffic scenario, the intersection reports an increase in the v/c ratio to 0.68 LOS B during the a.m. peak hour and to 0.72 LOS B during the p.m. peak hour. The intersection is reported to continue to operate without any critical movements during both peak hours.

With the addition of corridor growth and background development traffic as well as signal optimization for the 2034 future background traffic scenario, the intersection is reported to operate with an overall v/c ratio of 0.38 LOS B during the a.m. peak hour and 0.52 LOS B during the p.m. peak hour. The intersection continues to operate without any critical movements during both peak hours.

With the addition of site generated traffic and the northbound left-turn permitted/protected phase during the a.m. peak hour for the 2034 future total traffic scenario, the intersection reports an increase in the v/c ratio to 0.71 LOS B during the a.m. peak hour and to 0.76 LOS B during the p.m. peak hour. The intersection is reported to continue to operate without any critical movements during both peak hours.

With the addition of corridor growth and background development traffic as well as signal optimization for the 2039 future background traffic scenario, the intersection is reported to operate with an overall v/c ratio of 0.40 LOS B during the a.m. peak hour and 0.55 LOS B during the p.m. peak hour. The intersection continues to operate without any critical movements during both peak hours.

With the addition of site generated traffic and the northbound left-turn permitted/protected phase during the a.m. peak hour for the 2039 future total traffic scenario, the overall intersection reports an increase in the v/c ratio to 0.77 LOS C during the a.m. peak hour and to 0.79 LOS B during the p.m. peak hour. The intersection is reported to continue to operate without any critical movements during both peak hours.

The intersection is anticipated to be able to accommodate the redistribution of the traffic from Street A through the intersection of Highway 6 and Side Road 18.

### 8.3.2 Side Road 18 and Vincent Street

Capacity analysis for this intersection during the weekday a.m. and p.m. peak hours for the existing, future background, and future total traffic conditions are summarized in the following table.

***Table 16 Capacity Analysis of Side Road 18 and Vincent Street – Without Street A***

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | V/C (LOS) seconds | 95th % Que. | V/C (LOS) seconds | 95th % Que |
| Existing 2026 | EBTL = 0.01 (A) 1<br>WBTR = 0.07 (A) 0<br>SBLR = 0.08 (A) 9 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 5 m | EBTL = 0.01 (A) 1<br>WBTR = 0.07 (A) 0<br>SBLR = 0.08 (A) 9 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 5 m |
| Future Background 2029 | EBTL = 0.02 (A) 1<br>WBTR = 0.09 (A) 0<br>SBLR = 0.08 (A) 10 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 5 m | EBTL = 0.01 (A) 1<br>WBTR = 0.11 (A) 0<br>SBLR = 0.08 (A) 10 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 5 m |
| Future Total 2029 | EBTL = 0.02 (A) 1<br>WBTR = 0.14 (A) 0<br>SBLR = 0.38 (C) 15 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 15 m | EBTL = 0.05 (A) 2<br>WBTR = 0.17 (A) 0<br>SBLR = 0.28 (B) 14 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 10 m |
| Future Background 2034 | EBTL = 0.02 (A) 1<br>WBTR = 0.1 (A) 0<br>SBLR = 0.08 (A) 10 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 5 m | EBTL = 0.01 (A) 1<br>WBTR = 0.12 (A) 0<br>SBLR = 0.09 (A) 10 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 5 m |
| Future Total 2034 | EBTL = 0.02 (A) 1<br>WBTR = 0.15 (A) 0<br>SBLR = 0.39 (C) 16 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 15 m | EBTL = 0.05 (A) 2<br>WBTR = 0.17 (A) 0<br>SBLR = 0.28 (B) 14 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 10 m |
| Future Background 2039 | EBTL = 0.02 (A) 1<br>WBTR = 0.1 (A) 0<br>SBLR = 0.09 (A) 10 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 5 m | EBTL = 0.02 (A) 1<br>WBTR = 0.13 (A) 0<br>SBLR = 0.09 (B) 10 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 5 m |
| Future Total 2039 | EBTL = 0.02 (A) 1<br>WBTR = 0.15 (A) 0<br>SBLR = 0.4 (C) 16 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 15 m | EBTL = 0.05 (A) 2<br>WBTR = 0.18 (A) 0<br>SBLR = 0.29 (B) 14 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 10 m |

Under existing traffic conditions, the intersection is operating at satisfactory levels during both peak hours. The greatest delays occur in the southbound minor approach with average delays of up to 9 seconds during the a.m. and p.m. peak hours. The intersection operates without any critical movements during both peak hours.

With the addition of corridor growth and background development traffic for the 2029, 2034, and 2039 future background traffic scenario, the intersection is reported to continue to operate at satisfactory levels with the average delay along the minor approach increasing to 10 seconds during the a.m. and p.m. peak hours.

With the addition of site generated traffic for the 2029, 2034, and 2039 future total traffic scenario, the intersection is reported to continue to operate at satisfactory levels with the average delay along the minor approach increases to up

to 16 seconds during the a.m. peak hour and to 14 seconds during the p.m. peak hour. The intersection operates without any critical movements during both peak hours.

No geometric improvements are recommended for the intersection in order to accommodate the redistribution of some of the site traffic that would have been assigned to Highway 6 via Street A.

### 8.3.3 Side Road 18 and Steele Street

Capacity analysis at this intersection during the weekday a.m. and p.m. peak hours for the existing, future background, and future total traffic conditions are summarized in the following table.

***Table 17 Capacity Analysis of Side Road 18 and Steele Street – Without Street A***

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | V/C (LOS) seconds | 95th % Que. | V/C (LOS) seconds | 95th % Que |
| Existing 2026 | EBTL = 0.01 (A) 1<br>WBTR = 0.06 (A) 0<br>SBLR = 0.08 (B) 10 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 5 m | EBTL = 0 (A) 0<br>WBTR = 0.1 (A) 0<br>SBLR = 0.08 (B) 10 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 5 m |
| Future Background 2029 | EBTL = 0.01 (A) 0<br>WBTR = 0.08 (A) 0<br>SBLR = 0.09 (B) 11 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 5 m | EBTL = 0.01 (A) 0<br>WBTR = 0.13 (A) 0<br>SBLR = 0.09 (B) 11 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 5 m |
| Future Total 2029 | EBTL = 0.1 (A) 3<br>WBTR = 0.3 (A) 0<br>SBLR = 1.28 (F) 179 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 160 m | EBTL = 0.07 (A) 3<br>WBTR = 0.32 (A) 0<br>SBLR = 0.79 (E) 42 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 55 m |
| Future Background 2034 | EBTL = 0.01 (A) 0<br>WBTR = 0.08 (A) 0<br>SBLR = 0.09 (B) 11 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 5 m | EBTL = 0.01 (A) 0<br>WBTR = 0.14 (A) 0<br>SBLR = 0.09 (B) 11 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 5 m |
| Future Total 2034 | EBTL = 0.1 (A) 3<br>WBTR = 0.31 (A) 0<br>SBLR = 1.32 (F) 196 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 170 m | EBTL = 0.07 (A) 3<br>WBTR = 0.33 (A) 0<br>SBLR = 0.82 (E) 47 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 60 m |
| Future Background 2039 | EBTL = 0.01 (A) 0<br>WBTR = 0.09 (A) 0<br>SBLR = 0.09 (B) 11 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 5 m | EBTL = 0.01 (A) 0<br>WBTR = 0.15 (A) 0<br>SBLR = 0.1 (B) 12 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 5 m |
| Future Total 2039 | EBTL = 0.1 (A) 3<br>WBTR = 0.31 (A) 0<br>SBLR = 1.36 (F) 214 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 175 m | EBTL = 0.07 (A) 2<br>WBTR = 0.34 (A) 0<br>SBLR = 0.85 (F) 52 | EBTL = 5 m<br>WBTR = 0 m<br>SBLR = 65 m |

Under existing traffic conditions, the intersection is operating at satisfactory levels during both peak hours. The greatest delays occur in the southbound minor approach with average delays of up to 10 seconds during the a.m. and p.m. peak hours. The intersection operates without any critical movements during both peak hours.

With the addition of corridor growth and background development traffic for the 2029, 2034, and 2039 future background traffic scenario, the intersection is reported to continue to operate at satisfactory levels with the average delay along the minor approach increasing to 11 seconds during the a.m. and p.m. peak hours.

With the addition of site generated traffic for the 2029, 2034, and 2039 future total traffic scenario, the intersection is reported to exceed the theoretical capacity thresholds during both peak hours. During the a.m. peak hour, the southbound approach is reported to operate with a v/c ratio of 1.28 LOS F and a 179 second delay under the 2029 horizon year, increasing to 1.36 LOS F and a 214 second delay under the ultimate horizon year.

Based on these results, the existing lane configuration at the intersection is not sufficient to accommodate the future total traffic volumes associated with the redistribution of site traffic through Steele Street in the absence of a direct Street A connection to Highway 6. The analysis indicates that relying on Steele Street as the primary access route for the redistributed site traffic would result in unacceptable operations on the southbound approach, particularly during the weekday a.m. peak hour.

Given the projected traffic volumes on Steele Street and the identified southbound operational constraint, a supplemental analysis was completed to assess the lane configuration required to accommodate the future total traffic volumes. The intersection was therefore modelled with separate southbound left-turn and southbound right-turn lanes on Steele Street, together with a dedicated westbound right-turn lane on Side Road 18. This modified configuration was assessed to determine whether additional approach capacity and turn-lane storage would be sufficient to address the forecast delays, v/c ratios, and queueing impacts identified under the future total traffic condition.

The results of the capacity analysis for the intersection with the modified lane configuration during the weekday a.m. and p.m. peak hours for the future total traffic conditions are summarized in the following table.

***Table 18 Capacity Analysis of Side Road 18 and Steele Street – Without Street A, With Improvements***

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | V/C (LOS) seconds | 95th % Que. | V/C (LOS) seconds | 95th % Que |
| Future Total 2029 | EBTL = 0.1 (A) 3<br>WBT = 0.08 (A) 0<br>WBR = 0.22 (A) 0<br>SBL = 0.93 (F) 62<br>SBR = 0.07 (A) 9 | EBTL = 5 m<br>WBT = 0 m<br>WBR = 0 m<br>SBL = 85 m<br>SBR = 5 m | EBTL = 0.06 (A) 3<br>WBT = 0.15 (A) 0<br>WBR = 0.18 (A) 0<br>SBL = 0.62 (C) 25<br>SBR = 0.03 (A) 10 | EBTL = 5 m<br>WBT = 0 m<br>WBR = 0 m<br>SBL = 35 m<br>SBR = 5 m |
| Future Total 2034 | EBTL = 0.1 (A) 3<br>WBT = 0.09 (A) 0<br>WBR = 0.22 (A) 0<br>SBL = 0.96 (F) 69<br>SBR = 0.07 (A) 10 | EBTL = 5 m<br>WBT = 0 m<br>WBR = 0 m<br>SBL = 90 m<br>SBR = 5 m | EBTL = 0.07 (A) 3<br>WBT = 0.16 (A) 0<br>WBR = 0.18 (A) 0<br>SBL = 0.64 (D) 27<br>SBR = 0.03 (A) 10 | EBTL = 5 m<br>WBT = 0 m<br>WBR = 0 m<br>SBL = 35 m<br>SBR = 5 m |

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | V/C (LOS) seconds | 95th % Que. | V/C (LOS) seconds | 95th % Que |
| Future Total 2039 | EBTL = 0.1 (A) 3<br>WBT = 0.09 (A) 0<br>WBR = 0.22 (A) 0<br>SBL = 0.99 (F) 78<br>SBR = 0.07 (A) 10 | EBTL = 5 m<br>WBT = 0 m<br>WBR = 0 m<br>SBL = 95 m<br>SBR = 5 m | EBTL = 0.07 (A) 2<br>WBT = 0.16 (A) 0<br>WBR = 0.18 (A) 0<br>SBL = 0.66 (D) 29<br>SBR = 0.04 (A) 10 | EBTL = 5 m<br>WBT = 0 m<br>WBR = 0 m<br>SBL = 40 m<br>SBR = 5 m |

The additional southbound left-turn and right-turn lanes on Steele Street, together with the westbound right-turn lane on Side Road 18, substantially improve intersection operations under all future total traffic scenarios. The analysis demonstrates that the operational deficiencies identified under the existing lane configuration are largely attributable to the shared southbound left/right-turn lane, and that the provision of separate turning lanes significantly increases available approach capacity.

Under the 2029 future total traffic condition, the southbound left-turn movement is forecast to operate with a v/c ratio of 0.93 during the weekday a.m. peak hour, compared to 1.28 under the existing configuration. Average delay is reduced from 179 seconds to 62 seconds, while the 95th percentile queue decreases from approximately 160 m to 85 m. Similar improvements are observed during the p.m. peak hour, where the southbound left-turn movement operates with a v/c ratio of 0.62, LOS C, an average delay of 25 seconds, and a queue length of approximately 35 m.

Under the ultimate 2039 future total traffic scenario, the southbound left-turn movement continues to represent the critical movement at the intersection. During the weekday a.m. peak hour, the movement is forecast to operate with a v/c ratio of 0.99 and an average delay of 78 seconds. Although this movement remains close to its practical capacity, operations are significantly improved relative to the existing lane configuration and remain within acceptable planning-level thresholds for a stop-controlled intersection. During the weekday p.m. peak hour, the southbound left-turn movement is forecast to operate with a v/c ratio of 0.66, LOS D, an average delay of 29 seconds, and a 95th percentile queue of approximately 40 m.

All other intersection movements are forecast to operate with substantial reserve capacity throughout the study period. The eastbound left-turn, westbound through, westbound right-turn, and southbound right-turn movements are all projected to operate at LOS A under both peak hours with minimal delays and negligible queueing.

The need for separate southbound left-turn and right-turn lanes on Steele Street and a dedicated westbound right-turn lane on Side Road 18 at the Side Road 18/Steele Street intersection was identified only under the conservative sensitivity scenario in which the proposed Street A connection to Highway 6 is not constructed. As the Street A connection is expected to form part of the ultimate site access arrangement, these improvements are not anticipated to be required.

# 9. Concept Plan Review

The proposed road network was reviewed against the County of Wellington Development Manual (June 2024), which establishes the geometric design standards and right-of-way requirements for new municipal roadways. Section B.2, Table 2 of the Development Manual identifies the minimum right-of-way widths and roadway classifications applicable to local and collector roads within new developments.

Based on the conceptual roadway hierarchy, Street A is intended to function as the primary internal roadway serving the proposed development and providing connectivity between Highway 6 and the local road network. Accordingly, Street A is classified as a Minor Collector Road. The County's Development Manual requires Minor Collector Roads to

be provided within a minimum 20-metre right-of-way to accommodate travel lanes, boulevards, sidewalks, utilities, drainage infrastructure, and potential future active transportation facilities. The concept plan identifies Street A with a 20-metre right-of-way, which meets the County's minimum design requirements for this roadway classification.

The remaining internal roadways are intended to provide direct access to residential blocks and are therefore classified as Minor Local Roads. In accordance with the County's Development Manual, Minor Local Roads require a minimum right-of-way width of 18 metres to accommodate local traffic operations, municipal servicing, snow storage, and pedestrian facilities. The concept plan proposes these roadways with 18-metre rights-of-way, consistent with the applicable County standards.

Based on a review of the conceptual road network, the proposed roadway classifications and associated right-of-way widths are consistent with the requirements of the County of Wellington Development Manual. The proposed rights-of-way are expected to accommodate the traffic, servicing, active transportation, and operational needs associated with the planned development while maintaining consistency with the County's roadway design standards.

# 10. Conclusion

The proposed development consists of 701 dwelling units, a mixed-use/commercial block, and a school block.

Access is proposed via extensions of Vincent Street and Steele Street from the subdivision to the south, together with a new connection from Street A to Highway 6.

Based on ITE Trip Generation rates, the development is forecast to generate approximately 976 two-way trips during the weekday a.m. peak hour and 686 two-way trips during the weekday p.m. peak hour.

The existing road network is currently operating at acceptable levels of service during both peak hours. Under future background conditions, capacity constraints are forecast at several intersections along the Highway 6 corridor, including Highway 6 & Side Road 18, Highway 6 & Side Road 19, and Highway 6 & Gordon Street.

A review of supporting Traffic Impact Studies for background developments confirmed that improvements have already been identified to address these future background traffic demands. These improvements include:

- the widening of Highway 6 to a four-lane cross-section.
- the addition of the future Street B connection at Highway 6 & Side Road 18, signalization of the intersection, and the provision of dedicated turning lanes.

The analysis confirms that these improvements are required to accommodate forecast background growth regardless of whether the proposed development proceeds.

With the planned Highway 6 corridor improvements in place, the transportation network is forecast to operate acceptably under future total traffic conditions. The proposed development does not require any additional unique off-site roadway improvements beyond those already identified through previous background studies. The development can therefore be accommodated within the planned transportation network once the identified background improvements are implemented.

A sensitivity analysis was undertaken to assess a conservative scenario in which the proposed Street A connection to Highway 6 is not available and all site traffic is redistributed through the local road network. While the Street A connection forms part of the proposed ultimate site access arrangement, this analysis was completed to evaluate a conservative contingency condition. Under this scenario, capacity constraints were identified at the intersection of Side Road 18 & Steele Street. The analysis demonstrated that acceptable operations can be maintained through the provision of a westbound right-turn lane on Side Road 18 and separate southbound left-turn and right-turn lanes on Steele Street.

Based on the findings of this Traffic Impact Study, the proposed development is supportable from a transportation perspective. The analysis confirms that the future transportation network, including improvements already identified to

address background growth, can accommodate the proposed development without the need for any additional site-specific off-site road improvements.

Recommendations

- Under the proposed ultimate road network configuration, including the Street A connection to Highway 6, no additional off-site transportation improvements are required beyond the roadway and intersection improvements previously identified through background transportation studies to accommodate forecast background growth.
- The need for a westbound right-turn lane on Side Road 18 and separate southbound left-turn and right-turn lanes on Steele Street at the Side Road 18 & Steele Street intersection was identified only under the conservative sensitivity scenario in which the Street A connection to Highway 6 is not available. As the Street A connection is expected to be a part of the ultimate site access arrangement, these improvements are not anticipated to be required but would provide acceptable operations should the connection not proceed.

# Appendix A

## Terms of Reference

## Raf Andrenacci

**From:** Meagan Ferris <meaganf@wellington.ca>
**Sent:** April 29, 2026 11:01 AM
**To:** Connor Wright - Zelinka Priamo Ltd.
**Cc:** Robert MacFarlane - Zelinka Priamo Ltd.; Will Maria; Raf Andrenacci
**Subject:** RE: 6582-6585 Highway 6 Pre-Consultation Request

Hi Connor:

I've connected with County Roads and they do not have any comments on the TOR.

Regards,

**Meagan Ferris, RPP MCIP**
Manager of Planning and Environment
County of Wellington Planning & Development
74 Woolwich Street
Guelph ON N1H 3T9
T 519.837.2600 x 2120
E meaganf@wellington.ca

---

**From:** Meagan Ferris
**Sent:** Tuesday, April 28, 2026 4:08 PM
**To:** 'Connor Wright - Zelinka Priamo Ltd.' <connor.w@zpplan.com>
**Cc:** Robert MacFarlane - Zelinka Priamo Ltd. <robert.m@zpplan.com>; william.maria <william.maria@ghd.com>; Raf Andrenacci <raf.andrenacci@ghd.com>
**Subject:** RE: 6582-6585 Highway 6 Pre-Consultation Request

Hi Connor:

My sincere apologies for the delay and I appreciate your patience – in addition to the studies flagged below I would also note:

- The application forms – there are also a number of submission requirements in each document
  - OPA Application Form
  - Subdivision Condominium Application Form
- Public Consultation Form - Public Consultation Strategy Requirement
- Source Water Protection Form - Public Consultation Strategy Requirement
- I understand that the Township is satisfied with a FSR and it addressing SWM as oppose to a more detailed Storm Water Management Report.

I will see if I can connect with County Roads on the Terms of Reference. I am not anticipating comments, but will confirm tomorrow.

Regards,

**Meagan Ferris, RPP MCIP**
Manager of Planning and Environment
County of Wellington Planning & Development

74 Woolwich Street
Guelph ON  N1H 3T9
T 519.837.2600 x 2120
E meaganf@wellington.ca

**From:** Connor Wright - Zelinka Priamo Ltd. <connor.w@zpplan.com>
**Sent:** Friday, April 24, 2026 2:59 PM
**To:** Meagan Ferris <meaganf@wellington.ca>
**Cc:** Robert MacFarlane - Zelinka Priamo Ltd. <robert.m@zpplan.com>; william.maria <william.maria@ghd.com>; Raf Andrenacci <raf.andrenacci@ghd.com>
**Subject:** RE: 6582-6585 Highway 6 Pre-Consultation Request

Hi Meagan, I hope you had a great week.

A friendly follow up on the below item. We are well into our preparations on the below submission materials and are hoping for your input on the TIS ToR and/or any County submission requirements beyond the below list established by the Township.

Please let me know if you have any comments.

Thank you and have a great weekend.

Best regards,

_____

Connor Wright
**Zelinka Priamo Ltd. – Land Use Planners**
(C) 226-979-0336

**From:** Connor Wright - Zelinka Priamo Ltd.
**Sent:** Monday, April 20, 2026 4:07 PM
**To:** 'Meagan Ferris' <meaganf@wellington.ca>
**Cc:** Robert MacFarlane - Zelinka Priamo Ltd. <robert.m@zpplan.com>; william.maria <william.maria@ghd.com>; 'Raf Andrenacci' <raf.andrenacci@ghd.com>; 'Joanna Henderson' <joannah@wellington.ca>
**Subject:** RE: 6582-6585 Highway 6 Pre-Consultation Request

Hi Meagan, I hope all is well.

I'm just writing to follow up on the below and see if you had any further feedback regarding the TIS TOR and/or any other required submission materials for the forthcoming applications.

Please let me know. I'm happy to discuss if you would like.

Thank you,

_____

Connor Wright
**Zelinka Priamo Ltd. – Land Use Planners**
(C) 226-979-0336

**From:** Connor Wright - Zelinka Priamo Ltd. <connor.w@zpplan.com>
**Sent:** Friday, April 10, 2026 2:54 PM
**To:** Meagan Ferris <meaganf@wellington.ca>

**Cc:** Robert MacFarlane - Zelinka Priamo Ltd. <robert.m@zpplan.com>; william.maria <william.maria@ghd.com>; Raf Andrenacci <raf.andrenacci@ghd.com>; Joanna Henderson <joannah@wellington.ca>
**Subject:** RE: 6582-6585 Highway 6 Pre-Consultation Request

Hi Meagan, the current thinking is indeed for OPA/ZBA/DPS applications all together at the same time.

Thanks,

_____

Connor Wright
**Zelinka Priamo Ltd. – Land Use Planners**
(C) 226-979-0336

---

**From:** Meagan Ferris <meaganf@wellington.ca>
**Sent:** Friday, April 10, 2026 2:22 PM
**To:** Connor Wright - Zelinka Priamo Ltd. <connor.w@zpplan.com>
**Cc:** Robert MacFarlane - Zelinka Priamo Ltd. <robert.m@zpplan.com>; william.maria <william.maria@ghd.com>; Raf Andrenacci <raf.andrenacci@ghd.com>; Joanna Henderson <joannah@wellington.ca>
**Subject:** RE: 6582-6585 Highway 6 Pre-Consultation Request

Thank you, Connor.

Just clarify – are you submitting the OPA and Draft Plan application at the same time or dealing with the policy items first? I see your email chain suggests potentially just OPA first, so it would be helpful to understand if your approach has been solidified.

Regards,

**Meagan Ferris, RPP MCIP**
Manager of Planning and Environment
County of Wellington Planning & Development
74 Woolwich Street
Guelph ON N1H 3T9
T 519.837.2600 x 2120
E meaganf@wellington.ca

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**From:** Connor Wright - Zelinka Priamo Ltd. <connor.w@zpplan.com>
**Sent:** Friday, April 10, 2026 2:14 PM
**To:** Meagan Ferris <meaganf@wellington.ca>
**Cc:** Robert MacFarlane - Zelinka Priamo Ltd. <robert.m@zpplan.com>; william.maria <william.maria@ghd.com>; Raf Andrenacci <raf.andrenacci@ghd.com>; Joanna Henderson <joannah@wellington.ca>
**Subject:** RE: 6582-6585 Highway 6 Pre-Consultation Request

Hi Meagan, thanks for your reply.

We've been getting started at the materials from the list provided below, though we generally haven't completed them in final forms yet (bringing those back up into this email for convenient reference):

- Planning Report/PJR
- Environmental Impact Study
- Traffic Impact Assessment
- Agricultural Impact Assessment

• Fiscal Impact Assessment
• Archaeological Assessment
• Functional servicing report for water, wastewater, and storm water
• Geotechnical Assessment
• Overall Grading and Drainage Plan
• Hydrogeological Impact Assessment
• Noise Study (proximity to Hwy 6)
• Vegetation Overview (tree inventory)

Thanks,

_____

Connor Wright
**Zelinka Priamo Ltd. – Land Use Planners**
(C) 226-979-0336

---

**From:** Meagan Ferris <meaganf@wellington.ca>
**Sent:** Friday, April 10, 2026 1:58 PM
**To:** Connor Wright - Zelinka Priamo Ltd. <connor.w@zpplan.com>
**Cc:** Robert MacFarlane - Zelinka Priamo Ltd. <robert.m@zpplan.com>; william.maria <william.maria@ghd.com>; Raf Andrenacci <raf.andrenacci@ghd.com>; Joanna Henderson <joannah@wellington.ca>
**Subject:** RE: 6582-6585 Highway 6 Pre-Consultation Request

Hi Connor:

We appreciate your patience – we'll have a list of studies to provide shortly.

In the meantime – if you have prepared certain studies thus far, it would be helpful to know.

We can share the TOR with County Roads to see if there is a County intersection they wish to include in the review.

Regards,

**Meagan Ferris, RPP MCIP**
Manager of Planning and Environment
County of Wellington Planning & Development
74 Woolwich Street
Guelph ON  N1H 3T9
T 519.837.2600 x 2120
E meaganf@wellington.ca

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**From:** Connor Wright - Zelinka Priamo Ltd. <connor.w@zpplan.com>
**Sent:** Friday, April 10, 2026 12:11 PM
**To:** Joanna Henderson <joannah@wellington.ca>
**Cc:** Robert MacFarlane - Zelinka Priamo Ltd. <robert.m@zpplan.com>; Meagan Ferris <meaganf@wellington.ca>; william.maria <william.maria@ghd.com>; Raf Andrenacci <raf.andrenacci@ghd.com>
**Subject:** RE: 6582-6585 Highway 6 Pre-Consultation Request

Hi Joanna,

Hoping to kindly follow up on the below with respect to submission requirements for this application.

I also want to provide you with the Terms of Reference for the Traffic Impact Study prepared by GHD. Can you kindly confirm if this is an acceptable terms of reference and/or if the Region has any submission requirements beyond those noted by the Township?

Thanks,

_____

Connor Wright
**Zelinka Priamo Ltd. – Land Use Planners**
(C) 226-979-0336

---

**From:** Connor Wright - Zelinka Priamo Ltd.
**Sent:** Wednesday, March 25, 2026 10:28 AM
**To:** 'Joanna Henderson' <joannah@wellington.ca>
**Cc:** Robert MacFarlane - Zelinka Priamo Ltd. <robert.m@zpplan.com>; Meagan Ferris <meaganf@wellington.ca>
**Subject:** RE: 6582-6585 Highway 6 Pre-Consultation Request

Hi Joanna, I hope all is well.

I'm wanting to confirm if the Region has anything to add to the list of submission requirements noted below for this application. Would you be able to confirm if this list is satisfactory or if the Region has any additional requirements?

Thank you,

_____

Connor Wright
**Zelinka Priamo Ltd. – Land Use Planners**
(C) 226-979-0336

---

**From:** Joanna Henderson <joannah@wellington.ca>
**Sent:** Wednesday, March 11, 2026 4:40 PM
**To:** Connor Wright - Zelinka Priamo Ltd. <connor.w@zpplan.com>
**Cc:** Robert MacFarlane - Zelinka Priamo Ltd. <robert.m@zpplan.com>; Meagan Ferris <meaganf@wellington.ca>
**Subject:** RE: 6582-6585 Highway 6 Pre-Consultation Request

Hi Conner,

I can confirm I have received your email below and will check in with my team and follow up.

Thank you,

Joanna

**Joanna Henderson, RPP MCIP**
Senior Planner
County of Wellington Planning & Development
74 Woolwich Street
Guelph ON  N1H 3T9
T 519.837.2600 x 2380
E joannah@wellington.ca

**From:** Connor Wright - Zelinka Priamo Ltd. <connor.w@zpplan.com>
**Sent:** Monday, March 9, 2026 10:37 AM
**To:** Joanna Henderson <joannah@wellington.ca>
**Cc:** Robert MacFarlane - Zelinka Priamo Ltd. <robert.m@zpplan.com>
**Subject:** RE: 6582-6585 Highway 6 Pre-Consultation Request

Good morning Joanna,

We received pre-consultation checklist from the municipality a couple weeks back (checklist pasted below).

Hoping to check in with you as to if the County has any further requirements beyond the below? If so, could you possibly differentiate the requirements per application type (i.e. required for County OPA, vs. required for Subdivision). Reason being that it is possible we may proceed with just the OPA(s) first, as opposed to our initial plan of filing all required applications concurrently.

Feb 25 Centre Wellington list of requirements:
• Planning Report/PJR
• Environmental Impact Study
• Traffic Impact Assessment
• Agricultural Impact Assessment
• Fiscal Impact Assessment
• Archaeological Assessment
• Functional servicing report for water, wastewater, and storm water
• Geotechnical Assessment
• Overall Grading and Drainage Plan
• Hydrogeological Impact Assessment
• Noise Study (proximity to Hwy 6)
• Vegetation Overview (tree inventory)

Thanks,

Connor Wright
**Zelinka Priamo Ltd. – Land Use Planners**
(C) 226-979-0336

**From:** Joanna Henderson <joannah@wellington.ca>
**Sent:** Thursday, February 19, 2026 9:10 AM
**To:** Connor Wright - Zelinka Priamo Ltd. <connor.w@zpplan.com>
**Cc:** Robert MacFarlane - Zelinka Priamo Ltd. <robert.m@zpplan.com>
**Subject:** RE: 6582-6585 Highway 6 Pre-Consultation Request

Hi Conner,

I hope you are well.

I wanted to reach out to let you know that we received your email last week and are reviewing. We will be following up shortly.

Thank you,

Joanna

**Joanna Henderson, RPP MCIP**
Senior Planner
County of Wellington Planning & Development
74 Woolwich Street
Guelph ON  N1H 3T9
T 519.837.2600 x 2380
E joannah@wellington.ca

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**From:** Connor Wright - Zelinka Priamo Ltd. <connor.w@zpplan.com>
**Sent:** Wednesday, February 11, 2026 9:41 AM
**To:** Joanna Henderson <joannah@wellington.ca>
**Cc:** Robert MacFarlane - Zelinka Priamo Ltd. <robert.m@zpplan.com>
**Subject:** FW: 6582-6585 Highway 6 Pre-Consultation Request

**CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you know the contents to be safe.**

Hi Joanna,

Thanks so much for the chat this morning! Attached here are our pre-consultation materials. Based on our conversation I understand you'll review and determine appropriate next steps in terms of coordinating with the Township on a pre-con as needed. Please feel free to let me know if you need any further information from our end.

As a current update further to the below, we're paid up with the Township and are waiting to hear back on the scheduling of the meeting.

Best regards,

_____

Connor Wright
**Zelinka Priamo Ltd. – Land Use Planners**
(C) 226-979-0336

---

**From:** Connor Wright - Zelinka Priamo Ltd.
**Sent:** Thursday, February 5, 2026 9:07 AM
**To:** 'Chantalle Pellizzari' <CPellizzari@centrewellington.ca>
**Cc:** Robert MacFarlane - Zelinka Priamo Ltd. <robert.m@zpplan.com>
**Subject:** 6582-6585 Highway 6 Pre-Consultation Request

Good morning Chantalle,

On behalf of 1052367 ONTARIO LTD., Ted Buczek, and Marlene Buczek, we are pleased to submit the enclosed request for pre-consultation for the lands and 6582-6585 Highway 6.

Would you kindly be able to confirm the correct 2026 fee amount for pre-consultation? Upon your confirmation, we will arrange for payment by cheque made to the Township of Centre Wellington.

I trust that the enclosed information is complete and satisfactory, and we look forward to arranging a Pre-Consultation meeting. Please don't hesitate to reach out with any questions in the meantime or if you require further information.

Thank you,

Connor Wright MCIP, RPP
Intermediate Planner

**Zelinka Priamo Ltd. – Land Use Planners**
Toronto Office
20 Maud Street, Suite 305
Toronto, ON M5V 2M5
(P) 416-622-6064 X 223
(C) 226-979-0336
connor.w@zpplan.com
www.zpplan.com

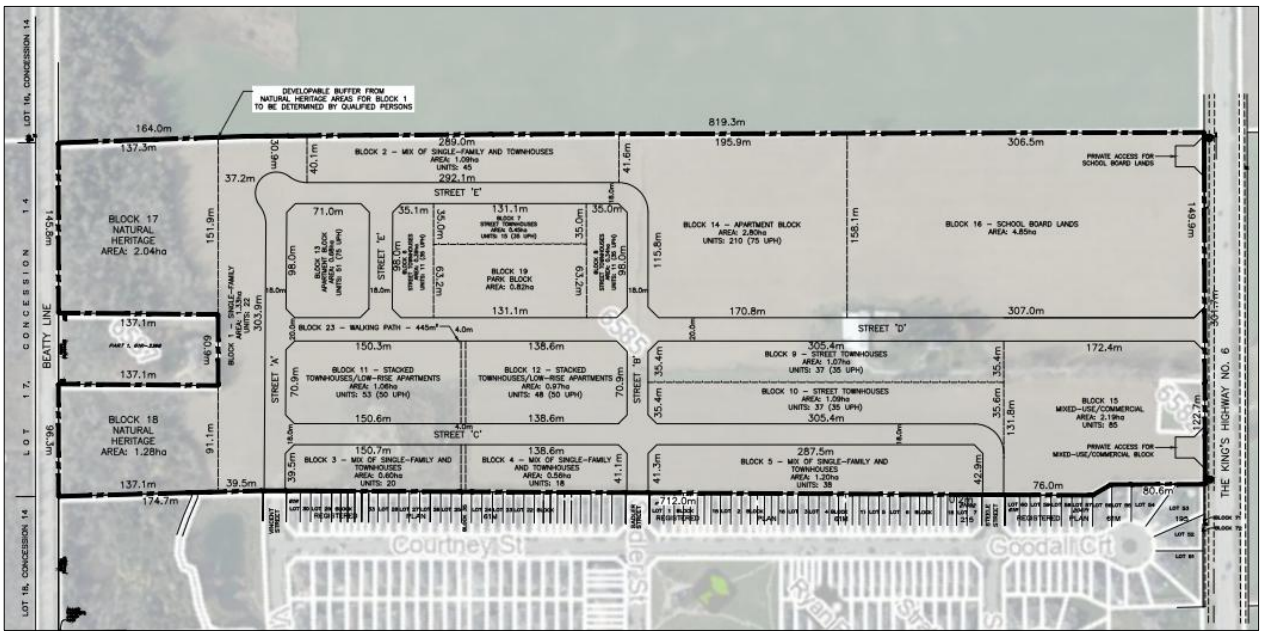
“This e-mail message (including attachments, if any) is intended for the use of the individual to whom it is addressed and may contain information that is privileged and confidential. If you are not the intended recipient, you are notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify the sender and erase this e-mail message immediately.”
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“This e-mail message (including attachments, if any) is intended for the use of the individual to whom it is addressed and may contain information that is privileged and confidential. If you are not the intended recipient, you are notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify the sender and erase this e-mail message immediately.”
“This e-mail message (including attachments, if any) is intended for the use of the individual to whom it is addressed and may contain information that is privileged and confidential. If you are not the intended recipient, you are notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify the sender and erase this e-mail message immediately.”
“This e-mail message (including attachments, if any) is intended for the use of the individual to whom it is addressed and may contain information that is privileged and confidential. If you are not the intended recipient, you are notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify the sender and erase this e-mail message immediately.”
“This e-mail message (including attachments, if any) is intended for the use of the individual to whom it is addressed and may contain information that is privileged and confidential. If you are not the intended recipient, you are notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify the sender and erase this e-mail message immediately.”

GHD Inc. has been retained to prepare a Transportation Impact Study in support of an Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision for the lands located on lands municipally known as 6582-6585 Highway 6 in the Township of Centre Wellington.




The proposed developments consists of a series of single family, townhouse, apartment, mixed-use commercial, and school blocks with a total of 701 dwelling units.

Access is proposed via extensions of three existing roadways (Vincent Street, Sadler Street, Steele Street) and a new road intersecting Highway 6.



In order to properly scope this project, we ask that the Townships, County, and MTO review and provide comments on the following scope and confirm if there are any additional items required as part of the study.

**Study intersections**

- Existing
    - Highway 6 and Side Road 18
    - Beatty Line and Farley Road/Side Road 18
    - Side Road 18 and Vincent Street
    - Side Road 18 and Steele Street
    - Courtney Street and Sadler Street
- Future/Proposed
    - Highway 6 and Street D

**Traffic Data**

Updated traffic counts at the existing study intersections will be undertaken during the a.m. and p.m. peak hours.

**Study Peak Hours**

Weekday a.m. (7-9 a.m.) and p.m. peak (4 – 6 p.m.) hours

**Study Horizon Year**

2026 (existing), 2029, 2034, and 2039, consisting of the year of build-out and 5 and 10 years post full build-out, consistent with the MTO's Traffic Impact Study guidelines.

**Background Growth Rate**

GHD proposes to use a 2% per annum growth rate, consistent with the growth rate typically used along MTO roadways.

**Background Development Traffic**

GHD reviewed the City's development application portal and identified the following background developments:

- 6581 Highway 6
- 968 St David St N
- 6586 Beatty Line N
- 961 St David St N
- 6704 Beatty Line N

Township staff to confirm if any additional developments should be included as background developments.

**Trip Generation**

Will be completed using rates published by the ITE Trip Generation 12$^{th}$ Edition.

The directional distribution of traffic approaching and departing the site will be determined based on TTS 2022 data, existing local patterns and first principles.

The analysis will Identify the transportation system requirements and other measures required to ensure the acceptable operation of the study intersections, including auxiliary turning lanes and other transportation infrastructure improvements.

TAC, MTO, and Township guidelines will be reviewed in order to complete an access management. Review for the site access that reviews corner clearance, driveway spacing, auxiliary lanes, corner radii, and clear throat distance.

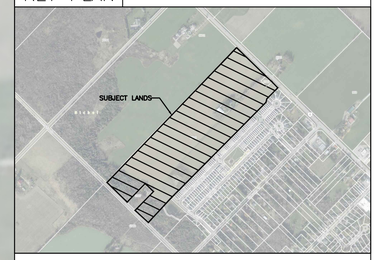
If the above scope is acceptable to the Township and MTO, it will form the basis of our scope of work.

Thank you,

# Appendix B

## Concept Plan

KEY PLAN




# DRAFT PLAN OF SUBDIVISION

OF PART OF

**LOT 17 CONCESSION 15**

**(GEOGRAPHIC TOWNSHIP OF NICHOL)**

TOWNSHIP OF CENTRE WELLINGTON
COUNTY OF WELLINGTON

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

| | |
|---|---|
| A) As shown | G) As shown |
| B) As shown | H) Municipal water supply available |
| C) As shown | I) Mix of Silty Sand & Silty Clay |
| D) As listed above | J) As shown |
| E) As shown | K) All municipal services to be available |
| F) As shown | L) As shown |

## PROPOSED LAND USES AND AREAS

| | |
|---|---|
| Residential, Single-Family and Townhouses (Blocks 1-7) | 4.81 ha |
| Residential, Street/Stacked Townhouses (Blocks 8-10) | 4.21 ha |
| Residential, Stacked Townhouses/Low-Rise Apartments (Blocks 11-12) | 2.01 ha |
| Residential, Apartment Buildings (Block 13) | 2.47 ha |
| Mixed-Use/Commercial (Block 14) | 1.60 ha |
| School Board Lands (Block 15) | 4.96 ha |
| SWM (Block 16) | 1.21 ha |
| Park (Block 17) | 0.82 ha |
| Natural Heritage (Blocks 18-19) | 3.01 ha |
| Walking Path (Blocks 20-21) | 0.09 ha |
| Roads | 4.09 ha |
| TOTAL | 29.3 ha |

## OWNER'S CERTIFICATE

JAMES KROUSE
HEREBY CONSENTS TO THE FILING OF THIS PLAN IN DRAFT FORM

James Krouse, Authorized Signature — DATED

## SURVEYOR'S CERTIFICATE

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

John S. Scott, OLS, Van Harten Land Surveyors — DATED

| NO. | REVISION | DATE | INITIAL |
|---|---|---|---|
| | | | |

6585 HIGHWAY #6
JAMES KROUSE

ZELINKA PRIAMO LTD
A Professional Planning Practice
318 Wellington Road, London, Ontario N6C 4P4
Tel: (519) 474-7137 Fax: (519) 474-2284 e-mail: zp@zpplan.com

| DRAWN BY | PROJECT NO. |
|---|---|
| CM | KRS/FRG/25-01 |

| DATE | SCALE |
|---|---|
| AUGUST 2026 | 1:3,200 |

Subject to the conditions, if any, set forth in our letter dated ___day of _____, 202__, this draft plan is approved under Section 51 of the Planning Act this ___day of _____, 202__.

_____

# Appendix C

## Traffic Data

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Project #26-179 - GHD

## Intersection Count Report

| | |
|---|---|
| **Intersection:** | Hwy 6 & Nichol Rd 15 |
| **Municipality:** | Fergus |
| **Count Date:** | Thursday, Jun 11, 2026 |
| **Site Code:** | 2617900001 |
| **Count Categories:** | Cars, Trucks, Bicycles, Pedestrians |
| **Count Period:** | 07:00-09:00, 16:00-18:00 |
| **Weather:** | Clear |
| **Comments:** | |

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# Traffic Count Map

| | |
|---|---|
| Intersection: | Hwy 6 & Nichol Rd 15 |
| Site Code: | 2617900001 |
| Municipality: | Fergus |
| Count Date: | Jun 11, 2026 |



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# Traffic Count Summary

| | |
|---|---|
| Intersection: | Hwy 6 & Nichol Rd 15 |
| Site Code: | 2617900001 |
| Municipality: | Fergus |
| Count Date: | Jun 11, 2026 |

## Hwy 6 - 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 |
| 07:00 - 08:00 | 0 | 283 | 31 | 0 | 314 | 1 | 93 | 184 | 0 | 0 | 277 | 0 | 591 |
| 08:00 - 09:00 | 0 | 304 | 36 | 0 | 340 | 2 | 97 | 177 | 0 | 0 | 274 | 0 | 614 |
| BREAK | | | | | | | | | | | | | |
| 16:00 - 17:00 | 0 | 317 | 23 | 0 | 340 | 2 | 118 | 441 | 0 | 0 | 559 | 0 | 899 |
| 17:00 - 18:00 | 0 | 351 | 23 | 0 | 374 | 2 | 97 | 453 | 0 | 0 | 550 | 0 | 924 |
| **GRAND TOTAL** | **0** | **1255** | **113** | **0** | **1368** | **7** | **405** | **1255** | **0** | **0** | **1660** | **0** | **3028** |

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# Traffic Count Summary

| | |
|---|---|
| Intersection: | Hwy 6 & Nichol Rd 15 |
| Site Code: | 2617900001 |
| Municipality: | Fergus |
| Count Date: | Jun 11, 2026 |

## Nichol Rd 15 - 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 |
| 07:00 - 08:00 | 0 | 1 | 0 | 0 | 1 | 0 | 24 | 0 | 86 | 0 | 110 | 0 | 111 |
| 08:00 - 09:00 | 0 | 0 | 0 | 0 | 0 | 1 | 24 | 0 | 105 | 0 | 129 | 0 | 129 |
| BREAK | | | | | | | | | | | | | |
| 16:00 - 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 121 | 0 | 154 | 0 | 154 |
| 17:00 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 134 | 0 | 162 | 0 | 162 |
| **GRAND TOTAL** | **0** | **1** | **0** | **0** | **1** | **1** | **109** | **0** | **446** | **0** | **555** | **0** | **556** |

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# Traffic Count Data

Intersection: Hwy 6 & Nichol Rd 15
Site Code: 2617900001
Municipality: Fergus
Count Date: Jun 11, 2026

## North Approach - Hwy 6

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | | | | | Total | | | | | Total | |
| 07:00 | 0 | 34 | 5 | 0 | 39 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 76 | 5 | 0 | 81 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 76 | 11 | 0 | 87 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 82 | 10 | 0 | 92 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:00 | 0 | 70 | 12 | 0 | 82 | 0 | 9 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:15 | 0 | 70 | 5 | 0 | 75 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 61 | 10 | 0 | 71 | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:45 | 0 | 79 | 6 | 0 | 85 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 0 | 548 | 64 | 0 | 612 | 0 | 39 | 3 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 3 |

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# Traffic Count Data

Intersection: Hwy 6 & Nichol Rd 15
Site Code: 2617900001
Municipality: Fergus
Count Date: Jun 11, 2026

## North Approach - Hwy 6

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↻ | Total | ↰ | ↑ | ↱ | ↻ | Total | ↰ | ↑ | ↱ | ↻ | Total | |
| 16:00 | 0 | 78 | 3 | 0 | 81 | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 84 | 5 | 0 | 89 | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 75 | 4 | 0 | 79 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:45 | 0 | 66 | 6 | 0 | 72 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 74 | 5 | 0 | 79 | 0 | 6 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:15 | 0 | 89 | 5 | 0 | 94 | 0 | 6 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:30 | 0 | 106 | 7 | 0 | 113 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 65 | 4 | 0 | 69 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 0 | 637 | 39 | 0 | 676 | 0 | 31 | 7 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 4 |
| GRAND TOTAL | 0 | 1185 | 103 | 0 | 1288 | 0 | 70 | 10 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 7 |

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# Traffic Count Data

Intersection: Hwy 6 & Nichol Rd 15
Site Code: 2617900001
Municipality: Fergus
Count Date: Jun 11, 2026

## South Approach - Hwy 6

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| **07:00** | 12 | 26 | 0 | 0 | 38 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15** | 25 | 37 | 0 | 0 | 62 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30** | 16 | 57 | 0 | 0 | 73 | 5 | 3 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45** | 31 | 47 | 0 | 0 | 78 | 3 | 9 | 0 | 0 | 12 | 0 | 1 | 0 | 0 | 1 | 0 |
| **08:00** | 31 | 54 | 0 | 0 | 85 | 3 | 2 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 0 |
| **08:15** | 24 | 32 | 0 | 0 | 56 | 2 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30** | 12 | 36 | 0 | 0 | 48 | 0 | 7 | 0 | 0 | 7 | 0 | 3 | 0 | 0 | 3 | 0 |
| **08:45** | 22 | 37 | 0 | 0 | 59 | 3 | 3 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| **SUBTOTAL** | 173 | 326 | 0 | 0 | 499 | 17 | 30 | 0 | 0 | 47 | 0 | 5 | 0 | 0 | 5 | 0 |

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# Traffic Count Data

Intersection: Hwy 6 & Nichol Rd 15
Site Code: 2617900001
Municipality: Fergus
Count Date: Jun 11, 2026

## South Approach - Hwy 6

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↷ | Total | ↰ | ↑ | ↱ | ↷ | Total | ↰ | ↑ | ↱ | ↷ | Total | |
| 16:00 | 31 | 104 | 0 | 0 | 135 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 26 | 99 | 0 | 0 | 125 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 33 | 122 | 0 | 0 | 155 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 25 | 110 | 0 | 0 | 135 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 29 | 128 | 0 | 0 | 157 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 25 | 105 | 0 | 0 | 130 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 22 | 100 | 0 | 0 | 122 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 20 | 106 | 0 | 0 | 126 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 211 | 874 | 0 | 0 | 1085 | 4 | 20 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 |
| GRAND TOTAL | 384 | 1200 | 0 | 0 | 1584 | 21 | 50 | 0 | 0 | 71 | 0 | 5 | 0 | 0 | 5 | 0 |

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# Traffic Count Data

Intersection: Hwy 6 & Nichol Rd 15
Site Code: 2617900001
Municipality: Fergus
Count Date: Jun 11, 2026

## East Approach - Nichol Rd 15

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↻ | Total | ↰ | ↑ | ↱ | ↻ | Total | ↰ | ↑ | ↱ | ↻ | Total | |
| 07:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 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 | 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 | 1 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

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# Traffic Count Data

Intersection: Hwy 6 & Nichol Rd 15
Site Code: 2617900001
Municipality: Fergus
Count Date: Jun 11, 2026

## East Approach - Nichol Rd 15

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | | | | | Total | | | | | Total | |
| 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 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| GRAND TOTAL | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

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# Traffic Count Data

Intersection: Hwy 6 & Nichol Rd 15
Site Code: 2617900001
Municipality: Fergus
Count Date: Jun 11, 2026

## West Approach - Nichol Rd 15

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | | | | | Total | | | | | Total | |
| 07:00 | 2 | 0 | 16 | 0 | 18 | 1 | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 13 | 0 | 18 | 0 | 31 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 4 | 0 | 17 | 0 | 21 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 2 | 0 | 27 | 0 | 29 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 4 | 0 | 16 | 0 | 20 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 5 | 0 | 26 | 0 | 31 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 6 | 0 | 27 | 0 | 33 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 5 | 0 | 28 | 0 | 33 | 1 | 0 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 41 | 0 | 175 | 0 | 216 | 7 | 0 | 16 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 |

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# Traffic Count Data

Intersection: Hwy 6 & Nichol Rd 15
Site Code: 2617900001
Municipality: Fergus
Count Date: Jun 11, 2026

## West Approach - Nichol Rd 15

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| 16:00 | 11 | 0 | 30 | 0 | 41 | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 5 | 0 | 28 | 0 | 33 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 5 | 0 | 33 | 0 | 38 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 7 | 0 | 26 | 0 | 33 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 5 | 0 | 35 | 0 | 40 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 4 | 0 | 40 | 0 | 44 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 6 | 0 | 28 | 0 | 34 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 8 | 0 | 26 | 0 | 34 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 51 | 0 | 246 | 0 | 297 | 10 | 0 | 9 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 |
| **GRAND TOTAL** | **92** | **0** | **421** | **0** | **513** | **17** | **0** | **25** | **0** | **42** | **0** | **0** | **0** | **0** | **0** | **0** |

# Peak Hour Diagram

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| Specified Period | | One Hour Peak | |
|---|---|---|---|
| From: | 07:00:00 | From: | 07:15:00 |
| To: | 09:00:00 | To: | 08:15:00 |

**Intersection:** Hwy 6 & Nichol Rd 15
**Site Code:** 2617900001
**Count Date:** Jun 11, 2026

**Weather conditions:** Clear

**** Unsignalized Intersection ****

**Major Road:** Hwy 6 runs N/S

## North Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 342 | 218 | 560 |
| Trucks | 24 | 17 | 41 |
| Bicycles | 0 | 2 | 2 |
| | **366** | **237** | **603** |

## Hwy 6

| | | | | |
|---|---|---|---|---|
| Bicycles | 0 | 0 | 0 | 0 |
| Trucks | 1 | 23 | 0 | 0 |
| Cars | 38 | 304 | 0 | 0 |
| **Totals** | **39** | **327** | **0** | **0** |

## East Approach

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

## Nichol Rd 15

| Bicycles | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 0 | **0** |
| 0 | 3 | 23 | **26** |
| 0 | 0 | 0 | **0** |
| 0 | 7 | 78 | **85** |

Peds: 2

Peds: 0




Peds: 0

Peds: 0

## Nichol Rd 15

| Totals | Cars | Trucks | Bicycles |
|---|---|---|---|
| **0** | 0 | 0 | 0 |
| **0** | 0 | 0 | 0 |
| **0** | 0 | 0 | 0 |
| **0** | 0 | 0 | 0 |

## West Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 101 | 141 | 242 |
| Trucks | 10 | 13 | 23 |
| Bicycles | 0 | 0 | 0 |
| | **111** | **154** | **265** |

| | | | | |
|---|---|---|---|---|
| **Totals** | **115** | **211** | **0** | **0** |
| Cars | 103 | 195 | 0 | 0 |
| Trucks | 12 | 14 | 0 | 0 |
| Bicycles | 0 | 2 | 0 | 0 |

Hwy 6

## South Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 298 | 382 | 680 |
| Trucks | 26 | 30 | 56 |
| Bicycles | 2 | 0 | 2 |
| | **326** | **412** | **738** |

Cars - Trucks - Bicycles

## Comments

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# Peak Hour Summary

Intersection: Hwy 6 & Nichol Rd 15
Site Code: 2617900001
Count Date: Jun 11, 2026
Period: 07:00 - 09:00

## Peak Hour Data (07:15 - 08:15)

| Start Time | North Approach Hwy 6 | | | | | | South Approach Hwy 6 | | | | | | East Approach Nichol Rd 15 | | | | | | West Approach Nichol Rd 15 | | | | | | Total Vehicles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | |
| 07:15 | 0 | 83 | 5 | 0 | 0 | 88 | 26 | 37 | 0 | 0 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 20 | 0 | 0 | 34 | 185 |
| 07:30 | 0 | 79 | 11 | 0 | 0 | 90 | 21 | 60 | 0 | 0 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 18 | 0 | 0 | 23 | 194 |
| 07:45 | 0 | 86 | 10 | 0 | 1 | 96 | 34 | 57 | 0 | 0 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 29 | 0 | 0 | 31 | 218 |
| 08:00 | 0 | 79 | 13 | 0 | 1 | 92 | 34 | 57 | 0 | 0 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 18 | 0 | 0 | 23 | 206 |
| **Grand Total** | **0** | **327** | **39** | **0** | **2** | **366** | **115** | **211** | **0** | **0** | **0** | **326** | **0** | **0** | **0** | **0** | **0** | **0** | **26** | **0** | **85** | **0** | **0** | **111** | **803** |
| **Approach %** | 0 | 89.3 | 10.7 | 0 | | - | 35.3 | 64.7 | 0 | 0 | | - | 0 | 0 | 0 | 0 | | - | 23.4 | 0 | 76.6 | 0 | | - | |
| **Totals %** | 0 | 40.7 | 4.9 | 0 | | 45.6 | 14.3 | 26.3 | 0 | 0 | | 40.6 | 0 | 0 | 0 | 0 | | 0 | 3.2 | 0 | 10.6 | 0 | | 13.8 | |
| **PHF** | **0** | **0.95** | **0.75** | **0** | | **0.95** | **0.85** | **0.88** | **0** | **0** | | **0.9** | **0** | **0** | **0** | **0** | | **0** | **0.46** | **0** | **0.73** | **0** | | **0.82** | **0.92** |
| **Cars** | 0 | 304 | 38 | 0 | | 342 | 103 | 195 | 0 | 0 | | 298 | 0 | 0 | 0 | 0 | | 0 | 23 | 0 | 78 | 0 | | 101 | 741 |
| **% Cars** | 0 | 93 | 97.4 | 0 | | 93.4 | 89.6 | 92.4 | 0 | 0 | | 91.4 | 0 | 0 | 0 | 0 | | 0 | 88.5 | 0 | 91.8 | 0 | | 91 | 92.3 |
| **Trucks** | 0 | 23 | 1 | 0 | | 24 | 12 | 14 | 0 | 0 | | 26 | 0 | 0 | 0 | 0 | | 0 | 3 | 0 | 7 | 0 | | 10 | 60 |
| **% Trucks** | 0 | 7 | 2.6 | 0 | | 6.6 | 10.4 | 6.6 | 0 | 0 | | 8 | 0 | 0 | 0 | 0 | | 0 | 11.5 | 0 | 8.2 | 0 | | 9 | 7.5 |
| **Bicycles** | 0 | 0 | 0 | 0 | | 0 | 0 | 2 | 0 | 0 | | 2 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 2 |
| **% Bicycles** | 0 | 0 | 0 | 0 | | 0 | 0 | 0.9 | 0 | 0 | | 0.6 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0.2 |
| **Peds** | | | | | 2 | - | | | | | 0 | - | | | | | 0 | - | | | | | 0 | - | 2 |
| **% Peds** | | | | | 100 | - | | | | | 0 | - | | | | | 0 | - | | | | | 0 | - | |

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# Peak Hour Diagram

| Specified Period | | One Hour Peak | |
|---|---|---|---|
| From: | 16:00:00 | From: | 16:30:00 |
| To: | 18:00:00 | To: | 17:30:00 |

**Intersection:** Hwy 6 & Nichol Rd 15
**Site Code:** 2617900001
**Count Date:** Jun 11, 2026

**Weather conditions:** Clear

**** Unsignalized Intersection ****

**Major Road:** Hwy 6 runs N/S

## North Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 324 | 486 | 810 |
| Trucks | 24 | 18 | 42 |
| Bicycles | 0 | 0 | 0 |
| | **348** | **504** | **852** |

## Hwy 6

| | | | | |
|---|---|---|---|---|
| Bicycles | 0 | 0 | 0 | 0 |
| Trucks | 3 | 21 | 0 | 0 |
| Cars | 20 | 304 | 0 | 0 |
| **Totals** | **23** | **325** | **0** | **0** |

## East Approach

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

Peds: 4

## Nichol Rd 15

| Bicycles | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 0 | **0** |
| 0 | 5 | 21 | **26** |
| 0 | 0 | 0 | **0** |
| 0 | 6 | 134 | **140** |

Peds: 0




Peds: 0

## Nichol Rd 15

| Totals | Cars | Trucks | Bicycles |
|---|---|---|---|
| **0** | 0 | 0 | 0 |
| **0** | 0 | 0 | 0 |
| **0** | 0 | 0 | 0 |
| **0** | 0 | 0 | 0 |

Peds: 0

## West Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 155 | 132 | 287 |
| Trucks | 11 | 6 | 17 |
| Bicycles | 0 | 0 | 0 |
| | **166** | **138** | **304** |

## Hwy 6

| | | | | |
|---|---|---|---|---|
| **Totals** | **115** | **478** | **0** | **0** |
| Cars | 112 | 465 | 0 | 0 |
| Trucks | 3 | 13 | 0 | 0 |
| Bicycles | 0 | 0 | 0 | 0 |

## South Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 577 | 438 | 1015 |
| Trucks | 16 | 27 | 43 |
| Bicycles | 0 | 0 | 0 |
| | **593** | **465** | **1058** |

Cars - Trucks - Bicycles

## Comments

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# Peak Hour Summary

Intersection: Hwy 6 & Nichol Rd 15
Site Code: 2617900001
Count Date: Jun 11, 2026
Period: 16:00 - 18:00

## Peak Hour Data (16:30 - 17:30)

| Start Time | North Approach Hwy 6 | | | | | | South Approach Hwy 6 | | | | | | East Approach Nichol Rd 15 | | | | | | West Approach Nichol Rd 15 | | | | | | Total Vehicles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | |
| **16:30** | 0 | 79 | 5 | 0 | 2 | 84 | 33 | 125 | 0 | 0 | 0 | 158 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 33 | 0 | 0 | 40 | 282 |
| **16:45** | 0 | 71 | 6 | 0 | 0 | 77 | 27 | 111 | 0 | 0 | 0 | 138 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 28 | 0 | 0 | 36 | 251 |
| **17:00** | 0 | 80 | 6 | 0 | 1 | 86 | 30 | 132 | 0 | 0 | 0 | 162 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 37 | 0 | 0 | 43 | 291 |
| **17:15** | 0 | 95 | 6 | 0 | 1 | 101 | 25 | 110 | 0 | 0 | 0 | 135 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 42 | 0 | 0 | 47 | 283 |
| **Grand Total** | **0** | **325** | **23** | **0** | **4** | **348** | **115** | **478** | **0** | **0** | **0** | **593** | **0** | **0** | **0** | **0** | **0** | **0** | **26** | **0** | **140** | **0** | **0** | **166** | **1107** |
| **Approach %** | 0 | 93.4 | 6.6 | 0 | | - | 19.4 | 80.6 | 0 | 0 | | - | 0 | 0 | 0 | 0 | | - | 15.7 | 0 | 84.3 | 0 | | - | |
| **Totals %** | 0 | 29.4 | 2.1 | 0 | | 31.4 | 10.4 | 43.2 | 0 | 0 | | 53.6 | 0 | 0 | 0 | 0 | | 0 | 2.3 | 0 | 12.6 | 0 | | 15 | |
| **PHF** | **0** | **0.86** | **0.96** | **0** | | **0.86** | **0.87** | **0.91** | **0** | **0** | | **0.92** | **0** | **0** | **0** | **0** | | **0** | **0.81** | **0** | **0.83** | **0** | | **0.88** | **0.95** |
| **Cars** | 0 | 304 | 20 | 0 | | 324 | 112 | 465 | 0 | 0 | | 577 | 0 | 0 | 0 | 0 | | 0 | 21 | 0 | 134 | 0 | | 155 | 1056 |
| **% Cars** | 0 | 93.5 | 87 | 0 | | 93.1 | 97.4 | 97.3 | 0 | 0 | | 97.3 | 0 | 0 | 0 | 0 | | 0 | 80.8 | 0 | 95.7 | 0 | | 93.4 | 95.4 |
| **Trucks** | 0 | 21 | 3 | 0 | | 24 | 3 | 13 | 0 | 0 | | 16 | 0 | 0 | 0 | 0 | | 0 | 5 | 0 | 6 | 0 | | 11 | 51 |
| **% Trucks** | 0 | 6.5 | 13 | 0 | | 6.9 | 2.6 | 2.7 | 0 | 0 | | 2.7 | 0 | 0 | 0 | 0 | | 0 | 19.2 | 0 | 4.3 | 0 | | 6.6 | 4.6 |
| **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** | | | | | 4 | - | | | | | 0 | - | | | | | 0 | - | | | | | 0 | - | 4 |
| **% Peds** | | | | | 100 | - | | | | | 0 | - | | | | | 0 | - | | | | | 0 | - | |

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# Project #26-179 - GHD

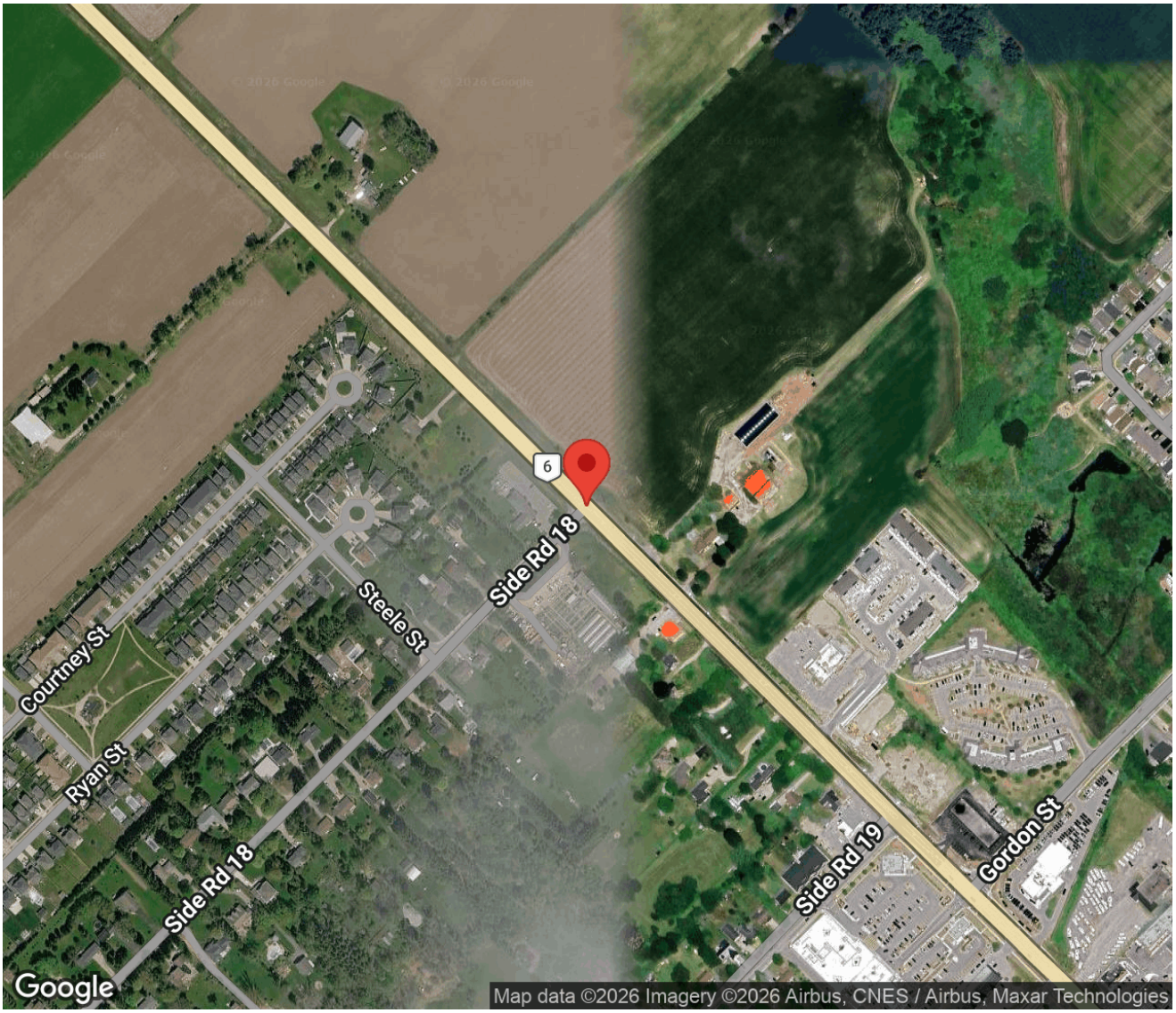
## Intersection Count Report

| | |
|---|---|
| **Intersection:** | Hwy 6 & Side Rd 18 |
| **Municipality:** | Fergus |
| **Count Date:** | Thursday, Jun 11, 2026 |
| **Site Code:** | 2617900002 |
| **Count Categories:** | Cars, Trucks, Bicycles, Pedestrians |
| **Count Period:** | 07:00-09:00, 16:00-18:00 |
| **Weather:** | Clear |
| **Comments:** | |

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# Traffic Count Map

| | |
|---|---|
| Intersection: | Hwy 6 & Side Rd 18 |
| Site Code: | 2617900002 |
| Municipality: | Fergus |
| Count Date: | Jun 11, 2026 |



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# Traffic Count Summary

| | |
|---|---|
| Intersection: | Hwy 6 & Side Rd 18 |
| Site Code: | 2617900002 |
| Municipality: | Fergus |
| Count Date: | Jun 11, 2026 |

## Hwy 6 - 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 |
| 07:00 - 08:00 | 0 | 347 | 17 | 0 | 364 | 0 | 41 | 261 | 0 | 0 | 302 | 0 | 666 |
| 08:00 - 09:00 | 0 | 402 | 10 | 1 | 413 | 0 | 82 | 263 | 0 | 1 | 346 | 0 | 759 |
| BREAK | | | | | | | | | | | | | |
| 16:00 - 17:00 | 0 | 418 | 19 | 0 | 437 | 0 | 87 | 555 | 0 | 0 | 642 | 0 | 1079 |
| 17:00 - 18:00 | 0 | 470 | 24 | 0 | 494 | 0 | 75 | 536 | 0 | 0 | 611 | 0 | 1105 |
| **GRAND TOTAL** | **0** | **1637** | **70** | **1** | **1708** | **0** | **285** | **1615** | **0** | **1** | **1901** | **0** | **3609** |

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# Traffic Count Summary

Intersection: Hwy 6 & Side Rd 18
Site Code: 2617900002
Municipality: Fergus
Count Date: Jun 11, 2026

## Side Rd 18 - Traffic Summary

| Hour | East Approach Totals Includes Cars, Trucks, Bicycles | | | | | | West Approach Totals Includes Cars, Trucks, Bicycles | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U-Turn | Total | Peds | Left | Thru | Right | U-Turn | Total | Peds | |
| 07:00 - 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 97 | 0 | 109 | 0 | 109 |
| 08:00 - 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 133 | 0 | 146 | 0 | 146 |
| BREAK | | | | | | | | | | | | | |
| 16:00 - 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 129 | 0 | 139 | 0 | 139 |
| 17:00 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 97 | 0 | 116 | 0 | 116 |
| **GRAND TOTAL** | **0** | **0** | **0** | **0** | **0** | **0** | **54** | **0** | **456** | **0** | **510** | **0** | **510** |

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# Traffic Count Data

Intersection: Hwy 6 & Side Rd 18
Site Code: 2617900002
Municipality: Fergus
Count Date: Jun 11, 2026

## North Approach - Hwy 6

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| 07:00 | 0 | 44 | 2 | 0 | 46 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 86 | 5 | 0 | 91 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 89 | 4 | 0 | 93 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 106 | 5 | 0 | 111 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 91 | 2 | 0 | 93 | 0 | 8 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 97 | 4 | 0 | 101 | 0 | 6 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 83 | 0 | 0 | 83 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 101 | 2 | 1 | 104 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 0 | 697 | 24 | 1 | 722 | 0 | 52 | 3 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 0 |

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# Traffic Count Data

Intersection: Hwy 6 & Side Rd 18
Site Code: 2617900002
Municipality: Fergus
Count Date: Jun 11, 2026

## North Approach - Hwy 6

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| 16:00 | 0 | 102 | 5 | 0 | 107 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 107 | 6 | 0 | 113 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 105 | 2 | 0 | 107 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 91 | 5 | 0 | 96 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 110 | 4 | 0 | 114 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 125 | 6 | 0 | 131 | 0 | 8 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 126 | 5 | 0 | 131 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 85 | 7 | 0 | 92 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 0 | 851 | 40 | 0 | 891 | 0 | 37 | 3 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 |
| GRAND TOTAL | 0 | 1548 | 64 | 1 | 1613 | 0 | 89 | 6 | 0 | 95 | 0 | 0 | 0 | 0 | 0 | 0 |

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# Traffic Count Data

Intersection: Hwy 6 & Side Rd 18
Site Code: 2617900002
Municipality: Fergus
Count Date: Jun 11, 2026

## South Approach - Hwy 6

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↻ | Total | ↰ | ↑ | ↱ | ↻ | Total | ↰ | ↑ | ↱ | ↻ | Total | |
| **07:00** | 1 | 31 | 0 | 0 | 32 | 1 | 4 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 1 | 0 |
| **07:15** | 8 | 59 | 0 | 0 | 67 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30** | 11 | 78 | 0 | 0 | 89 | 2 | 7 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45** | 17 | 69 | 0 | 0 | 86 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00** | 14 | 85 | 0 | 0 | 99 | 2 | 3 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 0 |
| **08:15** | 19 | 53 | 0 | 0 | 72 | 2 | 3 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 0 |
| **08:30** | 24 | 44 | 0 | 0 | 68 | 3 | 4 | 0 | 0 | 7 | 0 | 2 | 0 | 0 | 2 | 0 |
| **08:45** | 17 | 60 | 0 | 1 | 78 | 1 | 6 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 1 | 0 |
| **SUBTOTAL** | 111 | 479 | 0 | 1 | 591 | 11 | 40 | 0 | 0 | 51 | 1 | 5 | 0 | 0 | 6 | 0 |

Ontario Traffic Inc.
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# Traffic Count Data

Intersection: Hwy 6 & Side Rd 18
Site Code: 2617900002
Municipality: Fergus
Count Date: Jun 11, 2026

## South Approach - Hwy 6

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↻ | Total | ↰ | ↑ | ↱ | ↻ | Total | ↰ | ↑ | ↱ | ↻ | Total | |
| **16:00** | 28 | 135 | 0 | 0 | 163 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:15** | 22 | 124 | 0 | 0 | 146 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 |
| **16:30** | 18 | 156 | 0 | 0 | 174 | 2 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:45** | 16 | 129 | 0 | 0 | 145 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 |
| **17:00** | 20 | 154 | 0 | 0 | 174 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:15** | 22 | 125 | 0 | 0 | 147 | 1 | 2 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 |
| **17:30** | 15 | 115 | 0 | 0 | 130 | 1 | 5 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 1 | 0 |
| **17:45** | 16 | 126 | 0 | 0 | 142 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| **SUBTOTAL** | 157 | 1064 | 0 | 0 | 1221 | 5 | 22 | 0 | 0 | 27 | 0 | 5 | 0 | 0 | 5 | 0 |
| **GRAND TOTAL** | **268** | **1543** | **0** | **1** | **1812** | **16** | **62** | **0** | **0** | **78** | **1** | **10** | **0** | **0** | **11** | **0** |

Ontario Traffic Inc.
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# Traffic Count Data

Intersection: Hwy 6 & Side Rd 18
Site Code: 2617900002
Municipality: Fergus
Count Date: Jun 11, 2026

## West Approach - Side Rd 18

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↻ | Total | ↰ | ↑ | ↱ | ↻ | Total | ↰ | ↑ | ↱ | ↻ | Total | |
| 07:00 | 3 | 0 | 16 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 2 | 0 | 30 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 4 | 0 | 22 | 0 | 26 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 3 | 0 | 26 | 0 | 29 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 3 | 0 | 31 | 0 | 34 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 4 | 0 | 35 | 0 | 39 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 4 | 0 | 37 | 0 | 41 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 2 | 0 | 24 | 0 | 26 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 25 | 0 | 221 | 0 | 246 | 0 | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |

Ontario Traffic Inc.
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# Traffic Count Data

Intersection: Hwy 6 & Side Rd 18
Site Code: 2617900002
Municipality: Fergus
Count Date: Jun 11, 2026

## West Approach - Side Rd 18

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| 16:00 | 1 | 0 | 33 | 0 | 34 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 2 | 0 | 28 | 0 | 30 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 3 | 0 | 33 | 0 | 36 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 4 | 0 | 31 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 5 | 0 | 25 | 0 | 30 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 7 | 0 | 20 | 0 | 27 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 5 | 0 | 22 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 2 | 0 | 25 | 0 | 27 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 29 | 0 | 217 | 0 | 246 | 0 | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| GRAND TOTAL | 54 | 0 | 438 | 0 | 492 | 0 | 0 | 18 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |

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# Peak Hour Diagram

| Specified Period | | One Hour Peak | |
|---|---|---|---|
| From: | 07:00:00 | From: | 07:30:00 |
| To: | 09:00:00 | To: | 08:30:00 |

**Intersection:** Hwy 6 & Side Rd 18
**Site Code:** 2617900002
**Count Date:** Jun 11, 2026

**Weather conditions:** Clear

**** Unsignalized Intersection ****

**Major Road:** Hwy 6 runs N/S

## North Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 398 | 299 | 697 |
| Trucks | 25 | 25 | 50 |
| Bicycles | 0 | 2 | 2 |
| | **423** | **326** | **749** |

## Hwy 6

| | | | |
|---|---|---|---|
| Bicycles | 0 | 0 | 0 |
| Trucks | 2 | 23 | 0 |
| Cars | 15 | 383 | 0 |
| **Totals** | **17** | **406** | **0** |

Peds: 0

## Side Rd 18

| | | | Totals |
|---|---|---|---|
| 0 | 0 | 0 | **0** |
| 0 | 0 | 14 | **14** |
| 0 | 5 | 114 | **119** |

Peds: 0




Peds: 0

Peds: 0

## West Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 128 | 76 | 204 |
| Trucks | 5 | 8 | 13 |
| Bicycles | 0 | 0 | 0 |
| | **133** | **84** | **217** |

| | | | |
|---|---|---|---|
| **Totals** | **67** | **312** | **0** |
| Cars | 61 | 285 | 0 |
| Trucks | 6 | 25 | 0 |
| Bicycles | 0 | 2 | 0 |

Hwy 6

## South Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 346 | 497 | 843 |
| Trucks | 31 | 28 | 59 |
| Bicycles | 2 | 0 | 2 |
| | **379** | **525** | **904** |

Cars - Trucks - Bicycles

## Comments

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# Peak Hour Summary

Intersection: Hwy 6 & Side Rd 18
Site Code: 2617900002
Count Date: Jun 11, 2026
Period: 07:00 - 09:00

## Peak Hour Data (07:30 - 08:30)

| Start Time | North Approach Hwy 6 | | | | | | South Approach Hwy 6 | | | | | | East Approach | | | | | | West Approach Side Rd 18 | | | | | | Total Vehicles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | |
| 07:30 | | 94 | 4 | 0 | 0 | 98 | 13 | 85 | | 0 | 0 | 98 | | | | 0 | | | 4 | | 23 | 0 | 0 | 27 | 223 |
| 07:45 | | 110 | 5 | 0 | 0 | 115 | 17 | 81 | | 0 | 0 | 98 | | | | 0 | | | 3 | | 28 | 0 | 0 | 31 | 244 |
| 08:00 | | 99 | 3 | 0 | 0 | 102 | 16 | 89 | | 0 | 0 | 105 | | | | 0 | | | 3 | | 32 | 0 | 0 | 35 | 242 |
| 08:15 | | 103 | 5 | 0 | 0 | 108 | 21 | 57 | | 0 | 0 | 78 | | | | 0 | | | 4 | | 36 | 0 | 0 | 40 | 226 |
| **Grand Total** | | **406** | **17** | **0** | **0** | **423** | **67** | **312** | | **0** | **0** | **379** | | | | **0** | **0** | | **14** | | **119** | **0** | **0** | **133** | **935** |
| **Approach %** | | 96 | 4 | 0 | | - | 17.7 | 82.3 | | 0 | | - | | | | | - | | 10.5 | | 89.5 | 0 | | - | |
| **Totals %** | | 43.4 | 1.8 | 0 | | 45.2 | 7.2 | 33.4 | | 0 | | 40.5 | | | | | 0 | | 1.5 | | 12.7 | 0 | | 14.2 | |
| **PHF** | | **0.92** | **0.85** | **0** | | **0.92** | **0.8** | **0.88** | | **0** | | **0.9** | | | | | **0** | | **0.88** | | **0.83** | **0** | | **0.83** | **0.96** |
| **Cars** | | 383 | 15 | 0 | | 398 | 61 | 285 | | 0 | | 346 | | | | | 0 | | 14 | | 114 | 0 | | 128 | 872 |
| **% Cars** | | 94.3 | 88.2 | 0 | | 94.1 | 91 | 91.3 | | 0 | | 91.3 | | | | | 0 | | 100 | | 95.8 | 0 | | 96.2 | 93.3 |
| **Trucks** | | 23 | 2 | 0 | | 25 | 6 | 25 | | 0 | | 31 | | | | | 0 | | 0 | | 5 | 0 | | 5 | 61 |
| **% Trucks** | | 5.7 | 11.8 | 0 | | 5.9 | 9 | 8 | | 0 | | 8.2 | | | | | 0 | | 0 | | 4.2 | 0 | | 3.8 | 6.5 |
| **Bicycles** | | 0 | 0 | 0 | | 0 | 0 | 2 | | 0 | | 2 | | | | | 0 | | 0 | | 0 | 0 | | 0 | 2 |
| **% Bicycles** | | 0 | 0 | 0 | | 0 | 0 | 0.6 | | 0 | | 0.5 | | | | | 0 | | 0 | | 0 | 0 | | 0 | 0.2 |
| **Peds** | | | | | 0 | - | | | | | 0 | - | | | | 0 | - | | | | | | 0 | - | 0 |
| **% Peds** | | | | | 0 | - | | | | | 0 | - | | | | 0 | - | | | | | | 0 | - | |

# Peak Hour Diagram

**Specified Period**
From: 16:00:00
To: 18:00:00

**One Hour Peak**
From: 16:30:00
To: 17:30:00

**Intersection:** Hwy 6 & Side Rd 18
**Site Code:** 2617900002
**Count Date:** Jun 11, 2026

**Weather conditions:** Clear

**** Unsignalized Intersection ****

**Major Road:** Hwy 6 runs N/S

## North Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 448 | 583 | 1031 |
| Trucks | 27 | 10 | 37 |
| Bicycles | 0 | 2 | 2 |
| | **475** | **595** | **1070** |

## Hwy 6

| | | | |
|---|---|---|---|
| Bicycles | 0 | 0 | 0 |
| Trucks | 2 | 25 | 0 |
| Cars | 17 | 431 | 0 |
| **Totals** | **19** | **456** | **0** |

## Side Rd 18

| | | | Totals |
|---|---|---|---|
| 0 | 0 | 0 | **0** |
| 0 | 0 | 19 | **19** |
| 0 | 5 | 109 | **114** |

Peds: 0

Peds: 0




Peds: 0

Peds: 0

## West Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 128 | 93 | 221 |
| Trucks | 5 | 5 | 10 |
| Bicycles | 0 | 0 | 0 |
| | **133** | **98** | **231** |

| | | | |
|---|---|---|---|
| **Totals** | **79** | **576** | **0** |
| Cars | 76 | 564 | 0 |
| Trucks | 3 | 10 | 0 |
| Bicycles | 0 | 2 | 0 |

Hwy 6

## South Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 640 | 540 | 1180 |
| Trucks | 13 | 30 | 43 |
| Bicycles | 2 | 0 | 2 |
| | **655** | **570** | **1225** |

Cars - Trucks - Bicycles

## Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Peak Hour Summary

Intersection: Hwy 6 & Side Rd 18
Site Code: 2617900002
Count Date: Jun 11, 2026
Period: 16:00 - 18:00

## Peak Hour Data (16:30 - 17:30)

| Start Time | North Approach Hwy 6 | | | | | | South Approach Hwy 6 | | | | | | East Approach | | | | | | West Approach Side Rd 18 | | | | | | Total Vehicles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | |
| 16:30 | | 107 | 3 | 0 | 0 | 110 | 20 | 158 | | 0 | 0 | 178 | | | | | 0 | | 3 | | 34 | 0 | 0 | 37 | 325 |
| 16:45 | | 96 | 5 | 0 | 0 | 101 | 16 | 133 | | 0 | 0 | 149 | | | | | 0 | | 4 | | 31 | 0 | 0 | 35 | 285 |
| 17:00 | | 120 | 4 | 0 | 0 | 124 | 20 | 157 | | 0 | 0 | 177 | | | | | 0 | | 5 | | 27 | 0 | 0 | 32 | 333 |
| 17:15 | | 133 | 7 | 0 | 0 | 140 | 23 | 128 | | 0 | 0 | 151 | | | | | 0 | | 7 | | 22 | 0 | 0 | 29 | 320 |
| **Grand Total** | | **456** | **19** | **0** | **0** | **475** | **79** | **576** | | **0** | **0** | **655** | | | | | **0** | **0** | **19** | | **114** | **0** | **0** | **133** | **1263** |
| **Approach %** | | 96 | 4 | 0 | | - | 12.1 | 87.9 | | 0 | | - | | | | | | - | 14.3 | | 85.7 | 0 | | - | |
| **Totals %** | | 36.1 | 1.5 | 0 | | 37.6 | 6.3 | 45.6 | | 0 | | 51.9 | | | | | | 0 | 1.5 | | 9 | 0 | | 10.5 | |
| **PHF** | | **0.86** | **0.68** | **0** | | **0.85** | **0.86** | **0.91** | | **0** | | **0.92** | | | | | | **0** | **0.68** | | **0.84** | **0** | | **0.9** | **0.95** |
| **Cars** | | 431 | 17 | 0 | | 448 | 76 | 564 | | 0 | | 640 | | | | | | 0 | 19 | | 109 | 0 | | 128 | 1216 |
| **% Cars** | | 94.5 | 89.5 | 0 | | 94.3 | 96.2 | 97.9 | | 0 | | 97.7 | | | | | | 0 | 100 | | 95.6 | 0 | | 96.2 | 96.3 |
| **Trucks** | | 25 | 2 | 0 | | 27 | 3 | 10 | | 0 | | 13 | | | | | | 0 | 0 | | 5 | 0 | | 5 | 45 |
| **% Trucks** | | 5.5 | 10.5 | 0 | | 5.7 | 3.8 | 1.7 | | 0 | | 2 | | | | | | 0 | 0 | | 4.4 | 0 | | 3.8 | 3.6 |
| **Bicycles** | | 0 | 0 | 0 | | 0 | 0 | 2 | | 0 | | 2 | | | | | | 0 | 0 | | 0 | 0 | | 0 | 2 |
| **% Bicycles** | | 0 | 0 | 0 | | 0 | 0 | 0.3 | | 0 | | 0.3 | | | | | | 0 | 0 | | 0 | 0 | | 0 | 0.2 |
| **Peds** | | | | | 0 | - | | | | | 0 | - | | | | | 0 | - | | | | | 0 | - | 0 |
| **% Peds** | | | | | 0 | - | | | | | 0 | - | | | | | 0 | - | | | | | 0 | - | |

Ontario Traffic Inc.
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# Project #26-179 - GHD

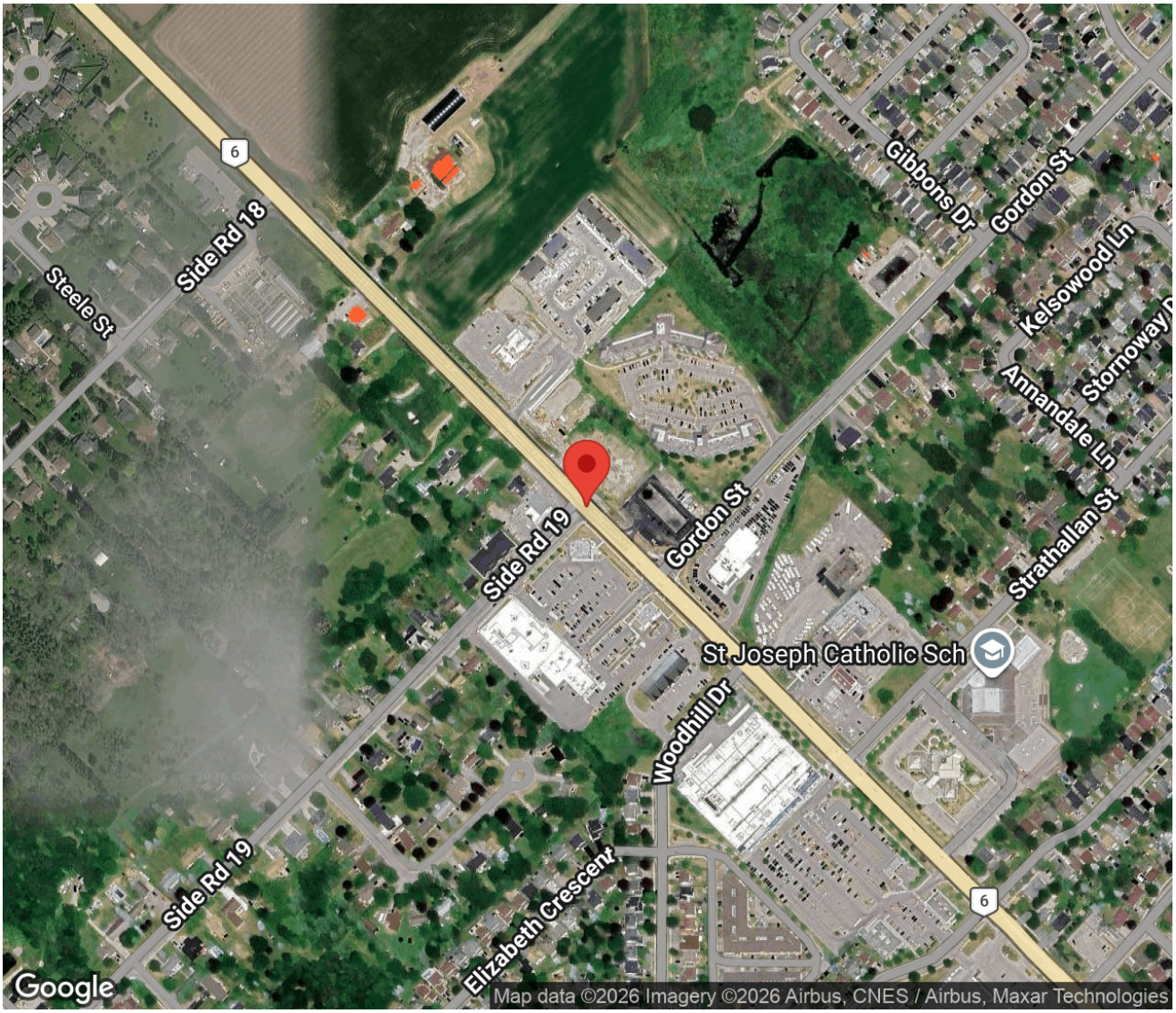
## Intersection Count Report

| | |
|---|---|
| **Intersection:** | Hwy 6 & Side Rd 19 |
| **Municipality:** | Fergus |
| **Count Date:** | Thursday, Jun 11, 2026 |
| **Site Code:** | 2617900003 |
| **Count Categories:** | Cars, Trucks, Bicycles, Pedestrians |
| **Count Period:** | 07:00-09:00, 16:00-18:00 |
| **Weather:** | Clear |
| **Comments:** | |

Ontario Traffic Inc.
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# Traffic Count Map

| | |
|---|---|
| Intersection: | Hwy 6 & Side Rd 19 |
| Site Code: | 2617900003 |
| Municipality: | Fergus |
| Count Date: | Jun 11, 2026 |



Ontario Traffic Inc.
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# Traffic Count Summary

| | |
|---|---|
| Intersection: | Hwy 6 & Side Rd 19 |
| Site Code: | 2617900003 |
| Municipality: | Fergus |
| Count Date: | Jun 11, 2026 |

## Hwy 6 - 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 |
| 07:00 - 08:00 | 0 | 450 | 18 | 0 | 468 | 0 | 24 | 308 | 0 | 0 | 332 | 0 | 800 |
| 08:00 - 09:00 | 0 | 538 | 26 | 0 | 564 | 3 | 51 | 351 | 0 | 0 | 402 | 1 | 966 |
| BREAK | | | | | | | | | | | | | |
| 16:00 - 17:00 | 0 | 529 | 33 | 0 | 562 | 1 | 75 | 661 | 0 | 0 | 736 | 2 | 1298 |
| 17:00 - 18:00 | 0 | 551 | 47 | 0 | 598 | 2 | 59 | 601 | 0 | 0 | 660 | 3 | 1258 |
| **GRAND TOTAL** | **0** | **2068** | **124** | **0** | **2192** | **6** | **209** | **1921** | **0** | **0** | **2130** | **6** | **4322** |

Ontario Traffic Inc.
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# Traffic Count Summary

Intersection: Hwy 6 & Side Rd 19
Site Code: 2617900003
Municipality: Fergus
Count Date: Jun 11, 2026

## Side Rd 19 - 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 |
| 07:00 - 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 45 | 0 | 49 | 3 | 49 |
| 08:00 - 09:00 | 0 | 0 | 0 | 0 | 0 | 5 | 12 | 0 | 50 | 0 | 62 | 3 | 62 |
| BREAK | | | | | | | | | | | | | |
| 16:00 - 17:00 | 0 | 0 | 0 | 0 | 0 | 2 | 18 | 0 | 75 | 0 | 93 | 7 | 93 |
| 17:00 - 18:00 | 0 | 0 | 0 | 0 | 0 | 8 | 26 | 0 | 62 | 0 | 88 | 4 | 88 |
| **GRAND TOTAL** | **0** | **0** | **0** | **0** | **0** | **15** | **60** | **0** | **232** | **0** | **292** | **17** | **292** |

Ontario Traffic Inc.
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# Traffic Count Data

Intersection: Hwy 6 & Side Rd 19
Site Code: 2617900003
Municipality: Fergus
Count Date: Jun 11, 2026

## North Approach - Hwy 6

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| 07:00 | 0 | 62 | 2 | 0 | 64 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 117 | 4 | 0 | 121 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 112 | 5 | 0 | 117 | 0 | 6 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 134 | 6 | 0 | 140 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 112 | 5 | 0 | 117 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 129 | 3 | 0 | 132 | 0 | 4 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 123 | 6 | 0 | 129 | 0 | 6 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:45 | 0 | 136 | 7 | 0 | 143 | 0 | 14 | 1 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 1 |
| SUBTOTAL | 0 | 925 | 38 | 0 | 963 | 0 | 63 | 6 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 3 |

Ontario Traffic Inc.
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# Traffic Count Data

Intersection: Hwy 6 & Side Rd 19
Site Code: 2617900003
Municipality: Fergus
Count Date: Jun 11, 2026

## North Approach - Hwy 6

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↩ | Total | ↰ | ↑ | ↱ | ↩ | Total | ↰ | ↑ | ↱ | ↩ | Total | |
| 16:00 | 0 | 131 | 10 | 0 | 141 | 0 | 11 | 0 | 0 | 11 | 0 | 1 | 0 | 0 | 1 | 0 |
| 16:15 | 0 | 117 | 7 | 0 | 124 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:30 | 0 | 126 | 7 | 0 | 133 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 126 | 9 | 0 | 135 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 |
| 17:00 | 0 | 132 | 18 | 0 | 150 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 |
| 17:15 | 0 | 138 | 8 | 0 | 146 | 0 | 6 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 159 | 7 | 0 | 166 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 110 | 11 | 0 | 121 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| SUBTOTAL | 0 | 1039 | 77 | 0 | 1116 | 0 | 38 | 2 | 0 | 40 | 0 | 3 | 1 | 0 | 4 | 3 |
| GRAND TOTAL | 0 | 1964 | 115 | 0 | 2079 | 0 | 101 | 8 | 0 | 109 | 0 | 3 | 1 | 0 | 4 | 6 |

Ontario Traffic Inc.
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# Traffic Count Data

Intersection: Hwy 6 & Side Rd 19
Site Code: 2617900003
Municipality: Fergus
Count Date: Jun 11, 2026

## South Approach - Hwy 6

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↻ | Total | ↰ | ↑ | ↱ | ↻ | Total | ↰ | ↑ | ↱ | ↻ | Total | |
| **07:00** | 2 | 33 | 0 | 0 | 35 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15** | 5 | 60 | 0 | 0 | 65 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30** | 4 | 87 | 0 | 0 | 91 | 1 | 10 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 1 | 0 |
| **07:45** | 8 | 95 | 0 | 0 | 103 | 2 | 15 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00** | 12 | 100 | 0 | 0 | 112 | 1 | 7 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15** | 7 | 69 | 0 | 0 | 76 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30** | 13 | 71 | 0 | 0 | 84 | 1 | 8 | 0 | 0 | 9 | 0 | 3 | 0 | 0 | 3 | 1 |
| **08:45** | 15 | 78 | 0 | 0 | 93 | 2 | 10 | 0 | 0 | 12 | 0 | 1 | 0 | 0 | 1 | 0 |
| **SUBTOTAL** | 66 | 593 | 0 | 0 | 659 | 8 | 62 | 0 | 0 | 70 | 1 | 4 | 0 | 0 | 5 | 1 |

Ontario Traffic Inc.
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# Traffic Count Data

Intersection: Hwy 6 & Side Rd 19
Site Code: 2617900003
Municipality: Fergus
Count Date: Jun 11, 2026

## South Approach - Hwy 6

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↩ | Total | ↰ | ↑ | ↱ | ↩ | Total | ↰ | ↑ | ↱ | ↩ | Total | |
| 16:00 | 19 | 154 | 0 | 0 | 173 | 1 | 7 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 18 | 156 | 0 | 0 | 174 | 1 | 10 | 0 | 0 | 11 | 0 | 1 | 0 | 0 | 1 | 0 |
| 16:30 | 12 | 173 | 0 | 0 | 185 | 2 | 3 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:45 | 21 | 155 | 0 | 0 | 176 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:00 | 11 | 172 | 0 | 0 | 183 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 18 | 147 | 0 | 0 | 165 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 14 | 130 | 0 | 0 | 144 | 1 | 2 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 |
| 17:45 | 11 | 138 | 0 | 0 | 149 | 0 | 7 | 0 | 0 | 7 | 2 | 1 | 0 | 0 | 3 | 3 |
| SUBTOTAL | 124 | 1225 | 0 | 0 | 1349 | 8 | 34 | 0 | 0 | 42 | 2 | 3 | 0 | 0 | 5 | 5 |
| GRAND TOTAL | 190 | 1818 | 0 | 0 | 2008 | 16 | 96 | 0 | 0 | 112 | 3 | 7 | 0 | 0 | 10 | 6 |

Ontario Traffic Inc.
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# Traffic Count Data

Intersection: Hwy 6 & Side Rd 19
Site Code: 2617900003
Municipality: Fergus
Count Date: Jun 11, 2026

## West Approach - Side Rd 19

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| 07:00 | 0 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 07:15 | 2 | 0 | 15 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 1 | 0 | 9 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:45 | 1 | 0 | 11 | 0 | 12 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 2 | 0 | 7 | 0 | 9 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 1 | 0 | 6 | 0 | 7 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 3 | 0 | 18 | 0 | 21 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 1 |
| 08:45 | 4 | 0 | 14 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| SUBTOTAL | 14 | 0 | 88 | 0 | 102 | 2 | 0 | 5 | 0 | 7 | 0 | 0 | 2 | 0 | 2 | 6 |

Ontario Traffic Inc.
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# Traffic Count Data

Intersection: Hwy 6 & Side Rd 19
Site Code: 2617900003
Municipality: Fergus
Count Date: Jun 11, 2026

## West Approach - Side Rd 19

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| 16:00 | 5 | 0 | 19 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:15 | 5 | 0 | 25 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:30 | 5 | 0 | 15 | 0 | 20 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:45 | 3 | 0 | 14 | 0 | 17 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:00 | 7 | 0 | 16 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 8 | 0 | 16 | 0 | 24 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 4 | 0 | 9 | 0 | 13 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 7 | 0 | 18 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 |
| SUBTOTAL | 44 | 0 | 132 | 0 | 176 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 11 |
| GRAND TOTAL | 58 | 0 | 220 | 0 | 278 | 2 | 0 | 9 | 0 | 11 | 0 | 0 | 3 | 0 | 3 | 17 |

# Peak Hour Diagram

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

| Specified Period | | One Hour Peak | |
|---|---|---|---|
| From: | 07:00:00 | From: | 08:00:00 |
| To: | 09:00:00 | To: | 09:00:00 |

**Intersection:** Hwy 6 & Side Rd 19
**Site Code:** 2617900003
**Count Date:** Jun 11, 2026

**Weather conditions:** Clear

**** Unsignalized Intersection ****

**Major Road:** Hwy 6 runs N/S

## North Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 521 | 328 | 849 |
| Trucks | 43 | 31 | 74 |
| Bicycles | 0 | 4 | 4 |
| | **564** | **363** | **927** |

## Hwy 6

| | | | |
|---|---|---|---|
| Bicycles | 0 | 0 | 0 |
| Trucks | 5 | 38 | 0 |
| Cars | 21 | 500 | 0 |
| **Totals** | **26** | **538** | **0** |

Peds: 3

## Side Rd 19

| | | | Totals |
|---|---|---|---|
| 0 | 0 | 0 | **0** |
| 0 | 2 | 10 | **12** |
| 1 | 4 | 45 | **50** |

Peds: 3




Peds: 5

Peds: 1

## West Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 55 | 68 | 123 |
| Trucks | 6 | 9 | 15 |
| Bicycles | 1 | 0 | 1 |
| | **62** | **77** | **139** |

| | | | |
|---|---|---|---|
| **Totals** | **51** | **351** | **0** |
| Cars | 47 | 318 | 0 |
| Trucks | 4 | 29 | 0 |
| Bicycles | 0 | 4 | 0 |

Hwy 6

## South Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 365 | 545 | 910 |
| Trucks | 33 | 42 | 75 |
| Bicycles | 4 | 1 | 5 |
| | **402** | **588** | **990** |

Cars - Trucks - Bicycles

## Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Peak Hour Summary

Intersection: Hwy 6 & Side Rd 19
Site Code: 2617900003
Count Date: Jun 11, 2026
Period: 07:00 - 09:00

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

| Start Time | North Approach Hwy 6 | | | | | | South Approach Hwy 6 | | | | | | East Approach | | | | | | West Approach Side Rd 19 | | | | | | Total Vehicles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | |
| 08:00 | | 126 | 5 | 0 | 0 | 131 | 13 | 107 | | 0 | 0 | 120 | | | | 1 | | | 2 | | 8 | 0 | 0 | 10 | 261 |
| 08:15 | | 133 | 5 | 0 | 0 | 138 | 7 | 73 | | 0 | 0 | 80 | | | | 0 | | | 2 | | 7 | 0 | 0 | 9 | 227 |
| 08:30 | | 129 | 8 | 0 | 2 | 137 | 14 | 82 | | 0 | 1 | 96 | | | | 3 | | | 4 | | 21 | 0 | 1 | 25 | 258 |
| 08:45 | | 150 | 8 | 0 | 1 | 158 | 17 | 89 | | 0 | 0 | 106 | | | | 1 | | | 4 | | 14 | 0 | 2 | 18 | 282 |
| **Grand Total** | | **538** | **26** | **0** | **3** | **564** | **51** | **351** | | **0** | **1** | **402** | | | | **5** | **0** | | **12** | | **50** | **0** | **3** | **62** | **1028** |
| **Approach %** | | 95.4 | 4.6 | 0 | | - | 12.7 | 87.3 | | 0 | | - | | | | | - | | 19.4 | | 80.6 | 0 | | - | |
| **Totals %** | | 52.3 | 2.5 | 0 | | 54.9 | 5 | 34.1 | | 0 | | 39.1 | | | | | 0 | | 1.2 | | 4.9 | 0 | | 6 | |
| **PHF** | | **0.9** | **0.81** | **0** | | **0.89** | **0.75** | **0.82** | | **0** | | **0.84** | | | | | **0** | | **0.75** | | **0.6** | **0** | | **0.62** | **0.91** |
| **Cars** | | 500 | 21 | 0 | | 521 | 47 | 318 | | 0 | | 365 | | | | | 0 | | 10 | | 45 | 0 | | 55 | 941 |
| **% Cars** | | 92.9 | 80.8 | 0 | | 92.4 | 92.2 | 90.6 | | 0 | | 90.8 | | | | | 0 | | 83.3 | | 90 | 0 | | 88.7 | 91.5 |
| **Trucks** | | 38 | 5 | 0 | | 43 | 4 | 29 | | 0 | | 33 | | | | | 0 | | 2 | | 4 | 0 | | 6 | 82 |
| **% Trucks** | | 7.1 | 19.2 | 0 | | 7.6 | 7.8 | 8.3 | | 0 | | 8.2 | | | | | 0 | | 16.7 | | 8 | 0 | | 9.7 | 8 |
| **Bicycles** | | 0 | 0 | 0 | | 0 | 0 | 4 | | 0 | | 4 | | | | | 0 | | 0 | | 1 | 0 | | 1 | 5 |
| **% Bicycles** | | 0 | 0 | 0 | | 0 | 0 | 1.1 | | 0 | | 1 | | | | | 0 | | 0 | | 2 | 0 | | 1.6 | 0.5 |
| **Peds** | | | | | 3 | - | | | | | 1 | - | | | | 5 | - | | | | | | 3 | - | 12 |
| **% Peds** | | | | | 25 | - | | | | | 8.3 | - | | | | 41.7 | - | | | | | | 25 | - | |

Ontario Traffic Inc.
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# Peak Hour Diagram

| Specified Period | | One Hour Peak | |
|---|---|---|---|
| From: | 16:00:00 | From: | 16:15:00 |
| To: | 18:00:00 | To: | 17:15:00 |

**Intersection:** Hwy 6 & Side Rd 19
**Site Code:** 2617900003
**Count Date:** Jun 11, 2026

**Weather conditions:** Clear

**** Unsignalized Intersection ****

**Major Road:** Hwy 6 runs N/S

## North Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 542 | 676 | 1218 |
| Trucks | 18 | 17 | 35 |
| Bicycles | 2 | 1 | 3 |
| | **562** | **694** | **1256** |

## Hwy 6

| | | | |
|---|---|---|---|
| Bicycles | 1 | 1 | 0 |
| Trucks | 0 | 18 | 0 |
| Cars | 41 | 501 | 0 |
| **Totals** | **42** | **520** | **0** |

Peds: 1

## Side Rd 19

| | | | Totals |
|---|---|---|---|
| 0 | 0 | 0 | **0** |
| 0 | 0 | 20 | **20** |
| 0 | 2 | 70 | **72** |

Peds: 5




Peds: 2

Peds: 2

## West Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 90 | 103 | 193 |
| Trucks | 2 | 4 | 6 |
| Bicycles | 0 | 1 | 1 |
| | **92** | **108** | **200** |

| | | | |
|---|---|---|---|
| **Totals** | **66** | **674** | **0** |
| Cars | 62 | 656 | 0 |
| Trucks | 4 | 17 | 0 |
| Bicycles | 0 | 1 | 0 |

Hwy 6

## South Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 718 | 571 | 1289 |
| Trucks | 21 | 20 | 41 |
| Bicycles | 1 | 1 | 2 |
| | **740** | **592** | **1332** |

Cars - Trucks - Bicycles

## Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Peak Hour Summary

Intersection: Hwy 6 & Side Rd 19
Site Code: 2617900003
Count Date: Jun 11, 2026
Period: 16:00 - 18:00

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

| Start Time | North Approach Hwy 6 | | | | | | South Approach Hwy 6 | | | | | | East Approach | | | | | | West Approach Side Rd 19 | | | | | | Total Vehicles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | |
| **16:15** | | 126 | 7 | 0 | 1 | 133 | 19 | 167 | | 0 | 0 | 186 | | | | | 1 | | 5 | | 25 | 0 | 2 | 30 | 349 |
| **16:30** | | 130 | 7 | 0 | 0 | 137 | 14 | 176 | | 0 | 1 | 190 | | | | | 0 | | 5 | | 16 | 0 | 1 | 21 | 348 |
| **16:45** | | 130 | 9 | 0 | 0 | 139 | 22 | 157 | | 0 | 1 | 179 | | | | | 1 | | 3 | | 15 | 0 | 2 | 18 | 336 |
| **17:00** | | 134 | 19 | 0 | 0 | 153 | 11 | 174 | | 0 | 0 | 185 | | | | | 0 | | 7 | | 16 | 0 | 0 | 23 | 361 |
| **Grand Total** | | **520** | **42** | **0** | **1** | **562** | **66** | **674** | | **0** | **2** | **740** | | | | | **2** | **0** | **20** | | **72** | **0** | **5** | **92** | **1394** |
| **Approach %** | | 92.5 | 7.5 | 0 | | - | 8.9 | 91.1 | | 0 | | - | | | | | | - | 21.7 | | 78.3 | 0 | | - | |
| **Totals %** | | 37.3 | 3 | 0 | | 40.3 | 4.7 | 48.4 | | 0 | | 53.1 | | | | | | 0 | 1.4 | | 5.2 | 0 | | 6.6 | |
| **PHF** | | **0.97** | **0.55** | **0** | | **0.92** | **0.75** | **0.96** | | **0** | | **0.97** | | | | | | **0** | **0.71** | | **0.72** | **0** | | **0.77** | **0.97** |
| **Cars** | | 501 | 41 | 0 | | 542 | 62 | 656 | | 0 | | 718 | | | | | | 0 | 20 | | 70 | 0 | | 90 | 1350 |
| **% Cars** | | 96.3 | 97.6 | 0 | | 96.4 | 93.9 | 97.3 | | 0 | | 97 | | | | | | 0 | 100 | | 97.2 | 0 | | 97.8 | 96.8 |
| **Trucks** | | 18 | 0 | 0 | | 18 | 4 | 17 | | 0 | | 21 | | | | | | 0 | 0 | | 2 | 0 | | 2 | 41 |
| **% Trucks** | | 3.5 | 0 | 0 | | 3.2 | 6.1 | 2.5 | | 0 | | 2.8 | | | | | | 0 | 0 | | 2.8 | 0 | | 2.2 | 2.9 |
| **Bicycles** | | 1 | 1 | 0 | | 2 | 0 | 1 | | 0 | | 1 | | | | | | 0 | 0 | | 0 | 0 | | 0 | 3 |
| **% Bicycles** | | 0.2 | 2.4 | 0 | | 0.4 | 0 | 0.1 | | 0 | | 0.1 | | | | | | 0 | 0 | | 0 | 0 | | 0 | 0.2 |
| **Peds** | | | | | 1 | - | | | | | 2 | - | | | | | 2 | - | | | | | 5 | - | 10 |
| **% Peds** | | | | | 10 | - | | | | | 20 | - | | | | | 20 | - | | | | | 50 | - | |

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# Project #26-179 - GHD

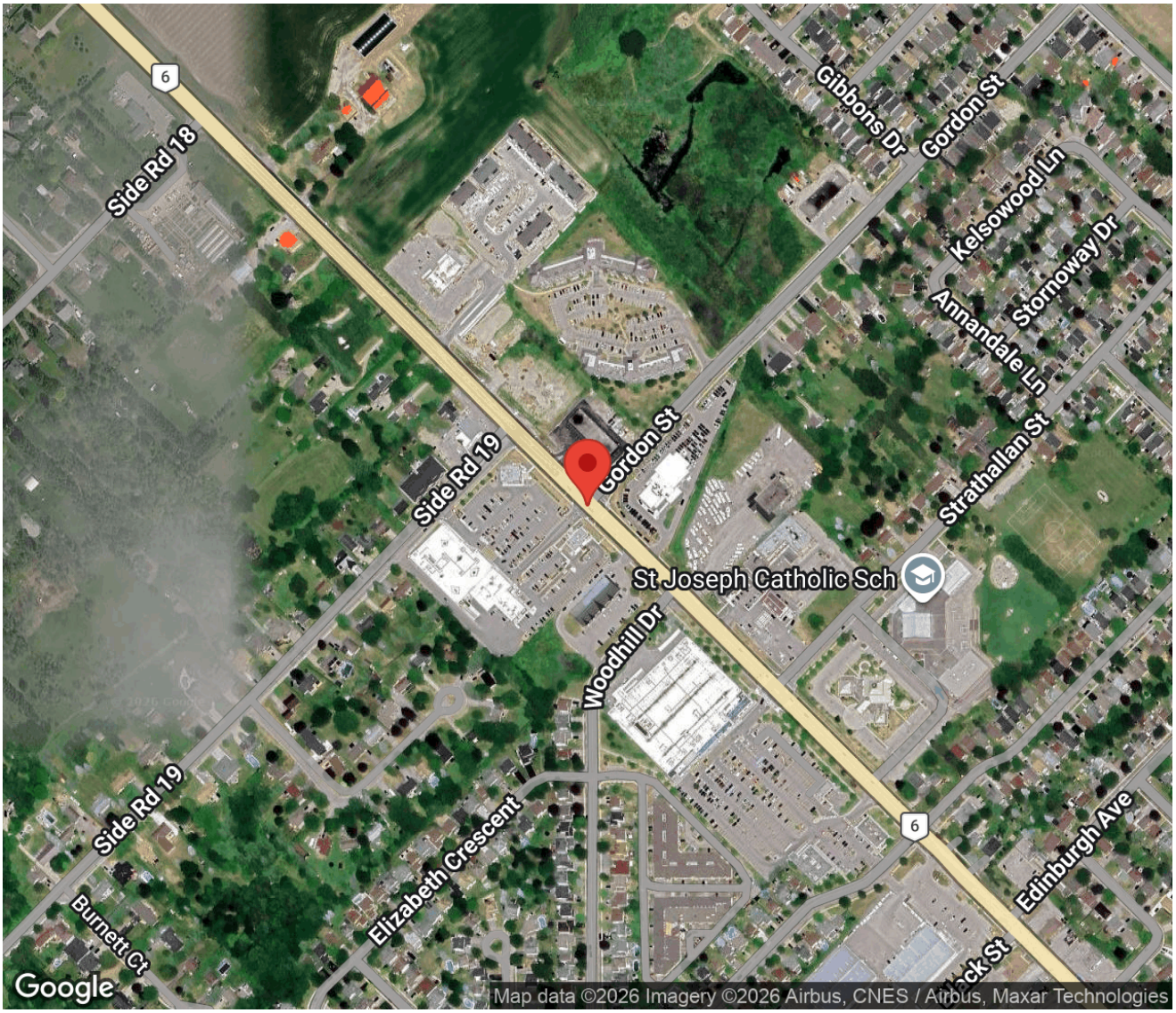
## Intersection Count Report

| | |
|---|---|
| **Intersection:** | Hwy 6 & Gordon St - Commercial Access |
| **Municipality:** | Fergus |
| **Count Date:** | Thursday, Jun 11, 2026 |
| **Site Code:** | 2617900004 |
| **Count Categories:** | Cars, Trucks, Bicycles, Pedestrians |
| **Count Period:** | 07:00-09:00, 16:00-18:00 |
| **Weather:** | Clear |
| **Comments:** | |

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# Traffic Count Map

| | |
|---|---|
| Intersection: | Hwy 6 & Gordon St - Commercial Access |
| Site Code: | 2617900004 |
| Municipality: | Fergus |
| Count Date: | Jun 11, 2026 |



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# Traffic Count Summary

Intersection: Hwy 6 & Gordon St - Commercial Access
Site Code: 2617900004
Municipality: Fergus
Count Date: Jun 11, 2026

## Hwy 6 - 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 |
| 07:00 - 08:00 | 228 | 257 | 2 | 0 | 487 | 1 | 16 | 179 | 63 | 0 | 258 | 2 | 745 |
| 08:00 - 09:00 | 226 | 351 | 10 | 1 | 588 | 1 | 20 | 191 | 75 | 0 | 286 | 4 | 874 |
| BREAK | | | | | | | | | | | | | |
| 16:00 - 17:00 | 239 | 332 | 25 | 0 | 596 | 20 | 78 | 332 | 86 | 5 | 501 | 2 | 1097 |
| 17:00 - 18:00 | 232 | 360 | 24 | 0 | 616 | 17 | 81 | 322 | 73 | 1 | 477 | 1 | 1093 |
| **GRAND TOTAL** | **925** | **1300** | **61** | **1** | **2287** | **39** | **195** | **1024** | **297** | **6** | **1522** | **9** | **3809** |

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# Traffic Count Summary

Intersection: Hwy 6 & Gordon St - Commercial Access
Site Code: 2617900004
Municipality: Fergus
Count Date: Jun 11, 2026

## Gordon 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 |
| 07:00 - 08:00 | 53 | 8 | 159 | 0 | 220 | 1 | 2 | 2 | 11 | 0 | 15 | 4 | 235 |
| 08:00 - 09:00 | 81 | 12 | 199 | 0 | 292 | 7 | 5 | 8 | 25 | 0 | 38 | 9 | 330 |
| BREAK | | | | | | | | | | | | | |
| 16:00 - 17:00 | 106 | 65 | 339 | 0 | 510 | 9 | 32 | 45 | 64 | 0 | 141 | 9 | 651 |
| 17:00 - 18:00 | 101 | 52 | 300 | 0 | 453 | 13 | 20 | 40 | 90 | 0 | 150 | 15 | 603 |
| **GRAND TOTAL** | **341** | **137** | **997** | **0** | **1475** | **30** | **59** | **95** | **190** | **0** | **344** | **37** | **1819** |

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# Traffic Count Data

Intersection: Hwy 6 & Gordon St - Commercial Access
Site Code: 2617900004
Municipality: Fergus
Count Date: Jun 11, 2026

## North Approach - Hwy 6

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| **07:00** | 34 | 38 | 0 | 0 | 72 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15** | 58 | 71 | 0 | 0 | 129 | 9 | 2 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 1 |
| **07:30** | 53 | 62 | 1 | 0 | 116 | 4 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45** | 64 | 79 | 1 | 0 | 144 | 3 | 3 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00** | 53 | 65 | 0 | 0 | 118 | 6 | 6 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15** | 55 | 77 | 2 | 0 | 134 | 3 | 4 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 |
| **08:30** | 49 | 91 | 5 | 1 | 146 | 4 | 4 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45** | 49 | 95 | 3 | 0 | 147 | 7 | 8 | 0 | 0 | 15 | 0 | 1 | 0 | 0 | 1 | 0 |
| **SUBTOTAL** | 415 | 578 | 12 | 1 | 1006 | 39 | 29 | 0 | 0 | 68 | 0 | 1 | 0 | 0 | 1 | 2 |

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# Traffic Count Data

Intersection: Hwy 6 & Gordon St - Commercial Access
Site Code: 2617900004
Municipality: Fergus
Count Date: Jun 11, 2026

## North Approach - Hwy 6

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| **16:00** | 62 | 84 | 9 | 0 | 155 | 6 | 4 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 3 |
| **16:15** | 55 | 81 | 3 | 0 | 139 | 5 | 2 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 1 | 4 |
| **16:30** | 53 | 85 | 8 | 0 | 146 | 3 | 3 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 3 |
| **16:45** | 52 | 72 | 5 | 0 | 129 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 10 |
| **17:00** | 55 | 88 | 5 | 0 | 148 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 |
| **17:15** | 63 | 90 | 7 | 0 | 160 | 2 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 7 |
| **17:30** | 54 | 105 | 7 | 0 | 166 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| **17:45** | 52 | 75 | 5 | 0 | 132 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| **SUBTOTAL** | 446 | 680 | 49 | 0 | 1175 | 25 | 10 | 0 | 0 | 35 | 0 | 2 | 0 | 0 | 2 | 37 |
| **GRAND TOTAL** | **861** | **1258** | **61** | **1** | **2181** | **64** | **39** | **0** | **0** | **103** | **0** | **3** | **0** | **0** | **3** | **39** |

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# Traffic Count Data

Intersection: Hwy 6 & Gordon St - Commercial Access
Site Code: 2617900004
Municipality: Fergus
Count Date: Jun 11, 2026

## South Approach - Hwy 6

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↻ | Total | ↰ | ↑ | ↱ | ↻ | Total | ↰ | ↑ | ↱ | ↻ | Total | |
| **07:00** | 4 | 19 | 12 | 0 | 35 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15** | 4 | 34 | 13 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30** | 4 | 57 | 15 | 0 | 76 | 0 | 5 | 3 | 0 | 8 | 0 | 0 | 1 | 0 | 1 | 2 |
| **07:45** | 4 | 51 | 19 | 0 | 74 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00** | 2 | 52 | 17 | 0 | 71 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15** | 4 | 38 | 15 | 0 | 57 | 0 | 2 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 |
| **08:30** | 4 | 43 | 16 | 0 | 63 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 1 |
| **08:45** | 8 | 48 | 20 | 0 | 76 | 2 | 3 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 |
| **SUBTOTAL** | 34 | 342 | 127 | 0 | 503 | 2 | 26 | 10 | 0 | 38 | 0 | 2 | 1 | 0 | 3 | 6 |

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# Traffic Count Data

Intersection: Hwy 6 & Gordon St - Commercial Access
Site Code: 2617900004
Municipality: Fergus
Count Date: Jun 11, 2026

## South Approach - Hwy 6

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| **16:00** | 17 | 71 | 15 | 1 | 104 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:15** | 18 | 80 | 19 | 2 | 119 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| **16:30** | 18 | 86 | 28 | 2 | 134 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:45** | 25 | 90 | 21 | 0 | 136 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 |
| **17:00** | 31 | 75 | 24 | 1 | 131 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:15** | 8 | 76 | 15 | 0 | 99 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **17:30** | 27 | 88 | 21 | 0 | 136 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:45** | 14 | 80 | 12 | 0 | 106 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| **SUBTOTAL** | 158 | 646 | 155 | 6 | 965 | 1 | 7 | 4 | 0 | 12 | 0 | 1 | 0 | 0 | 1 | 3 |
| **GRAND TOTAL** | **192** | **988** | **282** | **6** | **1468** | **3** | **33** | **14** | **0** | **50** | **0** | **3** | **1** | **0** | **4** | **9** |

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# Traffic Count Data

Intersection: Hwy 6 & Gordon St - Commercial Access
Site Code: 2617900004
Municipality: Fergus
Count Date: Jun 11, 2026

## East Approach - Gordon St

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↻ | Total | ↰ | ↑ | ↱ | ↻ | Total | ↰ | ↑ | ↱ | ↻ | Total | |
| **07:00** | 13 | 2 | 21 | 0 | 36 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15** | 14 | 2 | 32 | 0 | 48 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30** | 15 | 3 | 38 | 0 | 56 | 1 | 0 | 6 | 0 | 7 | 0 | 0 | 1 | 0 | 1 | 0 |
| **07:45** | 10 | 1 | 46 | 0 | 57 | 0 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 |
| **08:00** | 17 | 1 | 49 | 0 | 67 | 1 | 0 | 7 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 |
| **08:15** | 17 | 3 | 38 | 0 | 58 | 2 | 0 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30** | 14 | 3 | 37 | 0 | 54 | 3 | 1 | 8 | 0 | 12 | 0 | 1 | 0 | 0 | 1 | 4 |
| **08:45** | 26 | 3 | 46 | 0 | 75 | 1 | 0 | 11 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 2 |
| **SUBTOTAL** | 126 | 18 | 307 | 0 | 451 | 8 | 1 | 50 | 0 | 59 | 0 | 1 | 1 | 0 | 2 | 8 |

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# Traffic Count Data

Intersection: Hwy 6 & Gordon St - Commercial Access
Site Code: 2617900004
Municipality: Fergus
Count Date: Jun 11, 2026

## East Approach - Gordon St

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| **16:00** | 37 | 14 | 86 | 0 | 137 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 |
| **16:15** | 25 | 12 | 67 | 0 | 104 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 1 | 0 | 1 | 3 |
| **16:30** | 31 | 20 | 86 | 0 | 137 | 1 | 0 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 |
| **16:45** | 12 | 19 | 82 | 0 | 113 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **17:00** | 27 | 14 | 92 | 0 | 133 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:15** | 19 | 16 | 84 | 0 | 119 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 4 |
| **17:30** | 30 | 8 | 52 | 0 | 90 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 6 |
| **17:45** | 23 | 14 | 60 | 0 | 97 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 3 |
| **SUBTOTAL** | 204 | 117 | 609 | 0 | 930 | 2 | 0 | 28 | 0 | 30 | 1 | 0 | 2 | 0 | 3 | 22 |
| **GRAND TOTAL** | **330** | **135** | **916** | **0** | **1381** | **10** | **1** | **78** | **0** | **89** | **1** | **1** | **3** | **0** | **5** | **30** |

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# Traffic Count Data

Intersection: Hwy 6 & Gordon St - Commercial Access
Site Code: 2617900004
Municipality: Fergus
Count Date: Jun 11, 2026

## West Approach - Commercial Access

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↻ | Total | ↰ | ↑ | ↱ | ↻ | Total | ↰ | ↑ | ↱ | ↻ | Total | |
| 07:00 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:15 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 2 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:00 | 1 | 3 | 10 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:15 | 1 | 2 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 08:30 | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:45 | 3 | 2 | 8 | 0 | 13 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| SUBTOTAL | 7 | 10 | 34 | 0 | 51 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |

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# Traffic Count Data

Intersection: Hwy 6 & Gordon St - Commercial Access
Site Code: 2617900004
Municipality: Fergus
Count Date: Jun 11, 2026

## West Approach - Commercial Access

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| 16:00 | 9 | 8 | 11 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:15 | 8 | 8 | 13 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:30 | 8 | 17 | 21 | 0 | 46 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:45 | 7 | 11 | 19 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:00 | 3 | 8 | 26 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:15 | 7 | 10 | 16 | 0 | 33 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:30 | 2 | 9 | 27 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:45 | 8 | 12 | 21 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| SUBTOTAL | 52 | 83 | 154 | 0 | 289 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 24 |
| **GRAND TOTAL** | **59** | **93** | **188** | **0** | **340** | **0** | **2** | **2** | **0** | **4** | **0** | **0** | **0** | **0** | **0** | **37** |

# Peak Hour Diagram

**Specified Period**
From: 07:00:00
To: 09:00:00

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

**Intersection:** Hwy 6 & Gordon St - Commercial Access
**Site Code:** 2617900004
**Count Date:** Jun 11, 2026

**Weather conditions:** Clear

**** Unsignalized Intersection ****

**Major Road:** Hwy 6 runs N/S

## North Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 545 | 357 | 902 |
| Trucks | 42 | 37 | 79 |
| Bicycles | 1 | 2 | 3 |
| | **588** | **396** | **984** |

## Hwy 6

| | | | | |
|---|---|---|---|---|
| Bicycles | 0 | 1 | 0 | 0 |
| Trucks | 0 | 22 | 20 | 0 |
| Cars | 10 | 328 | 206 | 1 |
| **Totals** | **10** | **351** | **226** | **1** |

Peds: 1

Peds: 9

Peds: 7

Peds: 4

## East Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 254 | 282 | 536 |
| Trucks | 37 | 27 | 64 |
| Bicycles | 1 | 0 | 1 |
| | **292** | **309** | **601** |

## Commercial Access

| Bicycles | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 0 | **0** |
| 0 | 0 | 5 | **5** |
| 0 | 0 | 8 | **8** |
| 0 | 1 | 24 | **25** |

## Gordon St

| Totals | Cars | Trucks | Bicycles |
|---|---|---|---|
| **0** | 0 | 0 | 0 |
| **199** | 170 | 29 | 0 |
| **12** | 10 | 1 | 1 |
| **81** | 74 | 7 | 0 |

## West Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 37 | 38 | 75 |
| Trucks | 1 | 3 | 4 |
| Bicycles | 0 | 1 | 1 |
| | **38** | **42** | **80** |

## Hwy 6

| | | | | |
|---|---|---|---|---|
| **Totals** | **20** | **191** | **75** | **0** |
| Cars | 18 | 181 | 68 | 0 |
| Trucks | 2 | 8 | 7 | 0 |
| Bicycles | 0 | 2 | 0 | 0 |

## South Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 267 | 426 | 693 |
| Trucks | 17 | 30 | 47 |
| Bicycles | 2 | 1 | 3 |
| | **286** | **457** | **743** |

Cars - Trucks - Bicycles

## Comments

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# Peak Hour Summary

Intersection: Hwy 6 & Gordon St - Commercial Access
Site Code: 2617900004
Count Date: Jun 11, 2026
Period: 07:00 - 09:00

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

| Start Time | North Approach Hwy 6 | | | | | | South Approach Hwy 6 | | | | | | East Approach Gordon St | | | | | | West Approach Commercial Access | | | | | | Total Vehicles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | |
| **08:00** | 59 | 71 | 0 | 0 | 0 | 130 | 2 | 55 | 18 | 0 | 0 | 75 | 18 | 1 | 56 | 0 | 1 | 75 | 1 | 3 | 10 | 0 | 1 | 14 | 294 |
| **08:15** | 58 | 81 | 2 | 0 | 1 | 141 | 4 | 40 | 18 | 0 | 2 | 62 | 19 | 3 | 41 | 0 | 0 | 63 | 1 | 2 | 3 | 0 | 5 | 6 | 272 |
| **08:30** | 53 | 95 | 5 | 1 | 0 | 154 | 4 | 45 | 17 | 0 | 1 | 66 | 17 | 5 | 45 | 0 | 4 | 67 | 0 | 1 | 3 | 0 | 2 | 4 | 291 |
| **08:45** | 56 | 104 | 3 | 0 | 0 | 163 | 10 | 51 | 22 | 0 | 1 | 83 | 27 | 3 | 57 | 0 | 2 | 87 | 3 | 2 | 9 | 0 | 1 | 14 | 347 |
| **Grand Total** | **226** | **351** | **10** | **1** | **1** | **588** | **20** | **191** | **75** | **0** | **4** | **286** | **81** | **12** | **199** | **0** | **7** | **292** | **5** | **8** | **25** | **0** | **9** | **38** | **1204** |
| **Approach %** | 38.4 | 59.7 | 1.7 | 0.2 | | - | 7 | 66.8 | 26.2 | 0 | | - | 27.7 | 4.1 | 68.2 | 0 | | - | 13.2 | 21.1 | 65.8 | 0 | | - | |
| **Totals %** | 18.8 | 29.2 | 0.8 | 0.1 | | 48.8 | 1.7 | 15.9 | 6.2 | 0 | | 23.8 | 6.7 | 1 | 16.5 | 0 | | 24.3 | 0.4 | 0.7 | 2.1 | 0 | | 3.2 | |
| **PHF** | **0.96** | **0.84** | **0.5** | **0.25** | | **0.9** | **0.5** | **0.87** | **0.85** | **0** | | **0.86** | **0.75** | **0.6** | **0.87** | **0** | | **0.84** | **0.42** | **0.67** | **0.63** | **0** | | **0.68** | **0.87** |
| **Cars** | 206 | 328 | 10 | 1 | | 545 | 18 | 181 | 68 | 0 | | 267 | 74 | 10 | 170 | 0 | | 254 | 5 | 8 | 24 | 0 | | 37 | 1103 |
| **% Cars** | 91.2 | 93.4 | 100 | 100 | | 92.7 | 90 | 94.8 | 90.7 | 0 | | 93.4 | 91.4 | 83.3 | 85.4 | 0 | | 87 | 100 | 100 | 96 | 0 | | 97.4 | 91.6 |
| **Trucks** | 20 | 22 | 0 | 0 | | 42 | 2 | 8 | 7 | 0 | | 17 | 7 | 1 | 29 | 0 | | 37 | 0 | 0 | 1 | 0 | | 1 | 97 |
| **% Trucks** | 8.8 | 6.3 | 0 | 0 | | 7.1 | 10 | 4.2 | 9.3 | 0 | | 5.9 | 8.6 | 8.3 | 14.6 | 0 | | 12.7 | 0 | 0 | 4 | 0 | | 2.6 | 8.1 |
| **Bicycles** | 0 | 1 | 0 | 0 | | 1 | 0 | 2 | 0 | 0 | | 2 | 0 | 1 | 0 | 0 | | 1 | 0 | 0 | 0 | 0 | | 0 | 4 |
| **% Bicycles** | 0 | 0.3 | 0 | 0 | | 0.2 | 0 | 1 | 0 | 0 | | 0.7 | 0 | 8.3 | 0 | 0 | | 0.3 | 0 | 0 | 0 | 0 | | 0 | 0.3 |
| **Peds** | | | | | 1 | - | | | | | 4 | - | | | | | 7 | - | | | | | 9 | - | 21 |
| **% Peds** | | | | | 4.8 | - | | | | | 19 | - | | | | | 33.3 | - | | | | | 42.9 | - | |

# Peak Hour Diagram

**Specified Period**
From: 16:00:00
To: 18:00:00

**One Hour Peak**
From: 16:30:00
To: 17:30:00

**Intersection:** Hwy 6 & Gordon St - Commercial Access
**Site Code:** 2617900004
**Count Date:** Jun 11, 2026

**Weather conditions:** Clear

**** Unsignalized Intersection ****

**Major Road:** Hwy 6 runs N/S

## North Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 583 | 696 | 1279 |
| Trucks | 15 | 12 | 27 |
| Bicycles | 1 | 0 | 1 |
| | **599** | **708** | **1307** |

## Hwy 6

| | | | | |
|---|---|---|---|---|
| Bicycles | 0 | 1 | 0 | 0 |
| Trucks | 0 | 4 | 11 | 0 |
| Cars | 25 | 335 | 223 | 0 |
| **Totals** | **25** | **340** | **234** | **0** |

## East Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 502 | 357 | 859 |
| Trucks | 10 | 17 | 27 |
| Bicycles | 1 | 0 | 1 |
| | **513** | **374** | **887** |

Peds: 22

## Commercial Access

| Bicycles | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 0 | **0** |
| 0 | 0 | 25 | **25** |
| 0 | 2 | 46 | **48** |
| 0 | 0 | 82 | **82** |

Peds: 12




Peds: 9

## Gordon St

| Totals | Cars | Trucks | Bicycles |
|---|---|---|---|
| **0** | 0 | 0 | 0 |
| **353** | 344 | 9 | 0 |
| **69** | 69 | 0 | 0 |
| **91** | 89 | 1 | 1 |

Peds: 2

## West Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 153 | 176 | 329 |
| Trucks | 2 | 0 | 2 |
| Bicycles | 0 | 0 | 0 |
| | **155** | **176** | **331** |

## Hwy 6

| | | | | |
|---|---|---|---|---|
| **Totals** | **82** | **330** | **92** | **3** |
| Cars | 82 | 327 | 88 | 3 |
| Trucks | 0 | 3 | 4 | 0 |
| Bicycles | 0 | 0 | 0 | 0 |

## South Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 500 | 509 | 1009 |
| Trucks | 7 | 5 | 12 |
| Bicycles | 0 | 2 | 2 |
| | **507** | **516** | **1023** |

Cars - Trucks - Bicycles

## Comments

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# Peak Hour Summary

Intersection: Hwy 6 & Gordon St - Commercial Access
Site Code: 2617900004
Count Date: Jun 11, 2026
Period: 16:00 - 18:00

## Peak Hour Data (16:30 - 17:30)

| Start Time | North Approach Hwy 6 | | | | | | South Approach Hwy 6 | | | | | | East Approach Gordon St | | | | | | West Approach Commercial Access | | | | | | Total Vehicles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | |
| 16:30 | 56 | 88 | 8 | 0 | 3 | 152 | 18 | 88 | 29 | 2 | 0 | 137 | 32 | 20 | 90 | 0 | 1 | 142 | 8 | 18 | 21 | 0 | 5 | 47 | 478 |
| 16:45 | 55 | 72 | 5 | 0 | 10 | 132 | 25 | 91 | 23 | 0 | 1 | 139 | 12 | 19 | 82 | 0 | 4 | 113 | 7 | 11 | 19 | 0 | 2 | 37 | 421 |
| 17:00 | 58 | 88 | 5 | 0 | 2 | 151 | 31 | 75 | 25 | 1 | 0 | 132 | 27 | 14 | 95 | 0 | 0 | 136 | 3 | 8 | 26 | 0 | 2 | 37 | 456 |
| 17:15 | 65 | 92 | 7 | 0 | 7 | 164 | 8 | 76 | 15 | 0 | 1 | 99 | 20 | 16 | 86 | 0 | 4 | 122 | 7 | 11 | 16 | 0 | 3 | 34 | 419 |
| **Grand Total** | **234** | **340** | **25** | **0** | **22** | **599** | **82** | **330** | **92** | **3** | **2** | **507** | **91** | **69** | **353** | **0** | **9** | **513** | **25** | **48** | **82** | **0** | **12** | **155** | **1774** |
| **Approach %** | 39.1 | 56.8 | 4.2 | 0 | | - | 16.2 | 65.1 | 18.1 | 0.6 | | - | 17.7 | 13.5 | 68.8 | 0 | | - | 16.1 | 31 | 52.9 | 0 | | - | |
| **Totals %** | 13.2 | 19.2 | 1.4 | 0 | | 33.8 | 4.6 | 18.6 | 5.2 | 0.2 | | 28.6 | 5.1 | 3.9 | 19.9 | 0 | | 28.9 | 1.4 | 2.7 | 4.6 | 0 | | 8.7 | |
| **PHF** | **0.9** | **0.92** | **0.78** | **0** | | **0.91** | **0.66** | **0.91** | **0.79** | **0.38** | | **0.91** | **0.71** | **0.86** | **0.93** | **0** | | **0.9** | **0.78** | **0.67** | **0.79** | **0** | | **0.82** | **0.93** |
| **Cars** | 223 | 335 | 25 | 0 | | 583 | 82 | 327 | 88 | 3 | | 500 | 89 | 69 | 344 | 0 | | 502 | 25 | 46 | 82 | 0 | | 153 | 1738 |
| **% Cars** | 95.3 | 98.5 | 100 | 0 | | 97.3 | 100 | 99.1 | 95.7 | 100 | | 98.6 | 97.8 | 100 | 97.5 | 0 | | 97.9 | 100 | 95.8 | 100 | 0 | | 98.7 | 98 |
| **Trucks** | 11 | 4 | 0 | 0 | | 15 | 0 | 3 | 4 | 0 | | 7 | 1 | 0 | 9 | 0 | | 10 | 0 | 2 | 0 | 0 | | 2 | 34 |
| **% Trucks** | 4.7 | 1.2 | 0 | 0 | | 2.5 | 0 | 0.9 | 4.3 | 0 | | 1.4 | 1.1 | 0 | 2.5 | 0 | | 1.9 | 0 | 4.2 | 0 | 0 | | 1.3 | 1.9 |
| **Bicycles** | 0 | 1 | 0 | 0 | | 1 | 0 | 0 | 0 | 0 | | 0 | 1 | 0 | 0 | 0 | | 1 | 0 | 0 | 0 | 0 | | 0 | 2 |
| **% Bicycles** | 0 | 0.3 | 0 | 0 | | 0.2 | 0 | 0 | 0 | 0 | | 0 | 1.1 | 0 | 0 | 0 | | 0.2 | 0 | 0 | 0 | 0 | | 0 | 0.1 |
| **Peds** | | | | | 22 | - | | | | | 2 | - | | | | | 9 | - | | | | | 12 | - | 45 |
| **% Peds** | | | | | 48.9 | - | | | | | 4.4 | - | | | | | 20 | - | | | | | 26.7 | - | |

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# Project #26-179 - GHD

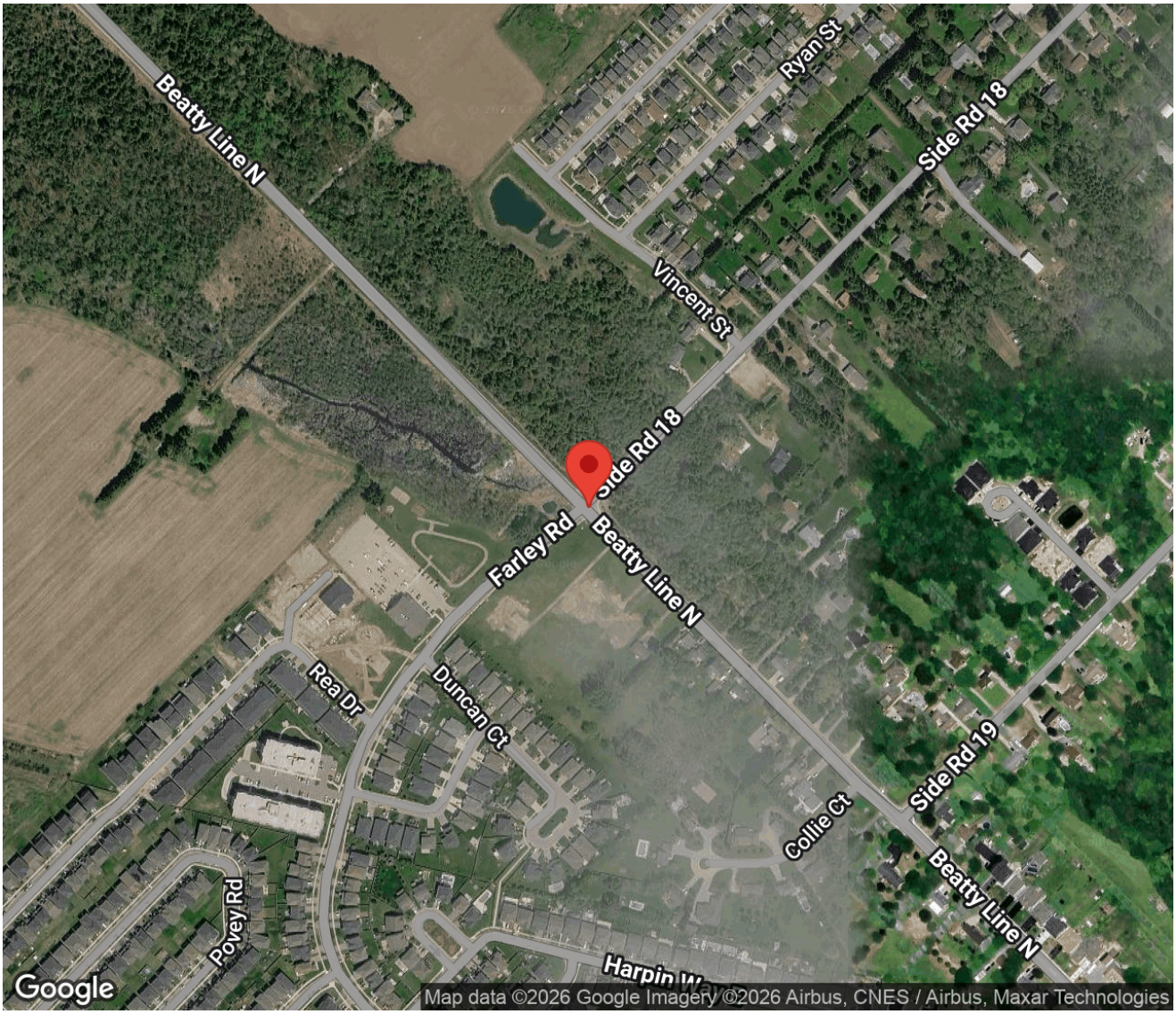
## Intersection Count Report

| | |
|---|---|
| **Intersection:** | Beatty Line & Farley Rd - Side Rd 18 |
| **Municipality:** | Fergus |
| **Count Date:** | Thursday, Jun 11, 2026 |
| **Site Code:** | 2617900005 |
| **Count Categories:** | Cars, Trucks, Bicycles, Pedestrians |
| **Count Period:** | 07:00-09:00, 16:00-18:00 |
| **Weather:** | Clear |
| **Comments:** | |

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# Traffic Count Map

| | |
|---|---|
| Intersection: | Beatty Line & Farley Rd - Side Rd 18 |
| Site Code: | 2617900005 |
| Municipality: | Fergus |
| Count Date: | Jun 11, 2026 |



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# Traffic Count Summary

Intersection: Beatty Line & Farley Rd - Side Rd 18
Site Code: 2617900005
Municipality: Fergus
Count Date: Jun 11, 2026

## Beatty Line - Traffic Summary

| Hour | North Approach Totals (Includes Cars, Trucks, Bicycles) | | | | | | South Approach Totals (Includes Cars, Trucks, Bicycles) | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U-Turn | Total | Peds | Left | Thru | Right | U-Turn | Total | Peds | |
| 07:00 - 08:00 | 6 | 43 | 13 | 0 | 62 | 2 | 19 | 58 | 21 | 0 | 98 | 8 | 160 |
| 08:00 - 09:00 | 7 | 67 | 34 | 0 | 108 | 0 | 31 | 49 | 31 | 0 | 111 | 19 | 219 |
| BREAK | | | | | | | | | | | | | |
| 16:00 - 17:00 | 17 | 63 | 47 | 0 | 127 | 1 | 82 | 85 | 32 | 0 | 199 | 6 | 326 |
| 17:00 - 18:00 | 18 | 74 | 31 | 0 | 123 | 1 | 91 | 69 | 33 | 0 | 193 | 8 | 316 |
| **GRAND TOTAL** | **48** | **247** | **125** | **0** | **420** | **4** | **223** | **261** | **117** | **0** | **601** | **41** | **1021** |

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# Traffic Count Summary

Intersection: Beatty Line & Farley Rd - Side Rd 18
Site Code: 2617900005
Municipality: Fergus
Count Date: Jun 11, 2026

## Side Rd 18 - 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 |
| 07:00 - 08:00 | 35 | 32 | 9 | 1 | 77 | 1 | 33 | 56 | 55 | 0 | 144 | 1 | 221 |
| 08:00 - 09:00 | 55 | 50 | 21 | 0 | 126 | 3 | 56 | 76 | 63 | 0 | 195 | 0 | 321 |
| BREAK | | | | | | | | | | | | | |
| 16:00 - 17:00 | 38 | 70 | 11 | 0 | 119 | 2 | 25 | 35 | 49 | 0 | 109 | 2 | 228 |
| 17:00 - 18:00 | 29 | 62 | 13 | 0 | 104 | 3 | 24 | 64 | 53 | 0 | 141 | 1 | 245 |
| **GRAND TOTAL** | **157** | **214** | **54** | **1** | **426** | **9** | **138** | **231** | **220** | **0** | **589** | **4** | **1015** |

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# Traffic Count Data

Intersection: Beatty Line & Farley Rd - Side Rd 18
Site Code: 2617900005
Municipality: Fergus
Count Date: Jun 11, 2026

## North Approach - Beatty Line

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | | | | | Total | | | | | Total | |
| 07:00 | 0 | 6 | 1 | 0 | 7 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 1 | 9 | 2 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:30 | 2 | 6 | 5 | 0 | 13 | 2 | 0 | 2 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 1 |
| 07:45 | 1 | 19 | 2 | 0 | 22 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 2 | 11 | 8 | 0 | 21 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 15 | 8 | 0 | 23 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 1 | 21 | 5 | 0 | 27 | 1 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 3 | 18 | 8 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 10 | 105 | 39 | 0 | 154 | 3 | 4 | 8 | 0 | 15 | 0 | 1 | 0 | 0 | 1 | 2 |

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# Traffic Count Data

Intersection: Beatty Line & Farley Rd - Side Rd 18
Site Code: 2617900005
Municipality: Fergus
Count Date: Jun 11, 2026

## North Approach - Beatty Line

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↩ | Total | ↰ | ↑ | ↱ | ↩ | Total | ↰ | ↑ | ↱ | ↩ | Total | |
| 16:00 | 4 | 14 | 6 | 0 | 24 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 2 | 14 | 10 | 0 | 26 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 6 | 15 | 15 | 0 | 36 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 |
| 16:45 | 5 | 17 | 10 | 0 | 32 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:00 | 7 | 15 | 9 | 0 | 31 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 17:15 | 2 | 27 | 6 | 0 | 35 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |
| 17:30 | 6 | 14 | 8 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 3 | 17 | 5 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| SUBTOTAL | 35 | 133 | 69 | 0 | 237 | 0 | 2 | 8 | 0 | 10 | 0 | 2 | 1 | 0 | 3 | 2 |
| **GRAND TOTAL** | **45** | **238** | **108** | **0** | **391** | **3** | **6** | **16** | **0** | **25** | **0** | **3** | **1** | **0** | **4** | **4** |

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# Traffic Count Data

Intersection: Beatty Line & Farley Rd - Side Rd 18
Site Code: 2617900005
Municipality: Fergus
Count Date: Jun 11, 2026

## South Approach - Beatty Line

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | | | | | Total | | | | | Total | |
| 07:00 | 1 | 15 | 3 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:15 | 5 | 18 | 3 | 0 | 26 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:30 | 6 | 14 | 7 | 0 | 27 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 3 |
| 07:45 | 5 | 10 | 5 | 0 | 20 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 3 |
| 08:00 | 2 | 10 | 6 | 0 | 18 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:15 | 6 | 12 | 6 | 0 | 24 | 1 | 0 | 1 | 0 | 2 | 6 | 0 | 7 | 0 | 13 | 14 |
| 08:30 | 7 | 10 | 5 | 0 | 22 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 |
| 08:45 | 8 | 15 | 4 | 0 | 27 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| SUBTOTAL | 40 | 104 | 39 | 0 | 183 | 3 | 3 | 3 | 0 | 9 | 7 | 0 | 10 | 0 | 17 | 27 |

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# Traffic Count Data

Intersection: Beatty Line & Farley Rd - Side Rd 18
Site Code: 2617900005
Municipality: Fergus
Count Date: Jun 11, 2026

## South Approach - Beatty Line

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| **16:00** | 18 | 17 | 16 | 0 | 51 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| **16:15** | 10 | 30 | 5 | 0 | 45 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:30** | 24 | 18 | 6 | 0 | 48 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| **16:45** | 27 | 18 | 5 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **17:00** | 19 | 18 | 12 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| **17:15** | 30 | 25 | 5 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:30** | 16 | 16 | 7 | 0 | 39 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| **17:45** | 26 | 10 | 7 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **SUBTOTAL** | 170 | 152 | 63 | 0 | 385 | 3 | 2 | 1 | 0 | 6 | 0 | 0 | 1 | 0 | 1 | 14 |
| **GRAND TOTAL** | **210** | **256** | **102** | **0** | **568** | **6** | **5** | **4** | **0** | **15** | **7** | **0** | **11** | **0** | **18** | **41** |

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# Traffic Count Data

Intersection: Beatty Line & Farley Rd - Side Rd 18
Site Code: 2617900005
Municipality: Fergus
Count Date: Jun 11, 2026

## East Approach - Side Rd 18

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↻ | Total | ↰ | ↑ | ↱ | ↻ | Total | ↰ | ↑ | ↱ | ↻ | Total | |
| **07:00** | 4 | 3 | 3 | 1 | 11 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15** | 10 | 5 | 1 | 0 | 16 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| **07:30** | 8 | 10 | 3 | 0 | 21 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 |
| **07:45** | 12 | 9 | 2 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| **08:00** | 10 | 8 | 5 | 0 | 23 | 2 | 1 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 2 |
| **08:15** | 12 | 10 | 7 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 8 | 0 |
| **08:30** | 10 | 21 | 8 | 0 | 39 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45** | 11 | 7 | 0 | 0 | 18 | 1 | 1 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 1 |
| **SUBTOTAL** | 77 | 73 | 29 | 1 | 180 | 4 | 5 | 1 | 0 | 10 | 9 | 4 | 0 | 0 | 13 | 4 |

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# Traffic Count Data

Intersection: Beatty Line & Farley Rd - Side Rd 18
Site Code: 2617900005
Municipality: Fergus
Count Date: Jun 11, 2026

## East Approach - Side Rd 18

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| 16:00 | 7 | 11 | 6 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 9 | 21 | 4 | 0 | 34 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 7 | 17 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 13 | 19 | 1 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 |
| 17:00 | 11 | 13 | 6 | 0 | 30 | 0 | 4 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 1 |
| 17:15 | 8 | 9 | 4 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 3 | 18 | 3 | 0 | 24 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 2 |
| 17:45 | 4 | 17 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 62 | 125 | 24 | 0 | 211 | 1 | 6 | 0 | 0 | 7 | 4 | 1 | 0 | 0 | 5 | 5 |
| **GRAND TOTAL** | **139** | **198** | **53** | **1** | **391** | **5** | **11** | **1** | **0** | **17** | **13** | **5** | **0** | **0** | **18** | **9** |

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# Traffic Count Data

Intersection: Beatty Line & Farley Rd - Side Rd 18
Site Code: 2617900005
Municipality: Fergus
Count Date: Jun 11, 2026

## West Approach - Farley Rd

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | | | | | Total | | | | | Total | |
| **07:00** | 9 | 16 | 11 | 0 | 36 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15** | 8 | 10 | 17 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30** | 8 | 15 | 11 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **07:45** | 7 | 14 | 15 | 0 | 36 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| **08:00** | 14 | 17 | 13 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15** | 19 | 18 | 14 | 0 | 51 | 2 | 0 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30** | 14 | 23 | 19 | 0 | 56 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45** | 6 | 16 | 13 | 0 | 35 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **SUBTOTAL** | 85 | 129 | 113 | 0 | 327 | 4 | 2 | 5 | 0 | 11 | 0 | 1 | 0 | 0 | 1 | 1 |

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Traffic Count Data

Intersection: Beatty Line & Farley Rd - Side Rd 18
Site Code: 2617900005
Municipality: Fergus
Count Date: Jun 11, 2026

## West Approach - Farley Rd

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| 16:00 | 6 | 7 | 9 | 0 | 22 | 1 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 1 |
| 16:15 | 6 | 5 | 13 | 0 | 24 | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 3 | 14 | 14 | 0 | 31 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:45 | 7 | 5 | 11 | 0 | 23 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 6 | 14 | 16 | 0 | 36 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 9 | 11 | 12 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 3 | 23 | 15 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 5 | 16 | 9 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 |
| SUBTOTAL | 45 | 95 | 99 | 0 | 239 | 3 | 3 | 3 | 0 | 9 | 1 | 1 | 0 | 0 | 2 | 3 |
| GRAND TOTAL | 130 | 224 | 212 | 0 | 566 | 7 | 5 | 8 | 0 | 20 | 1 | 2 | 0 | 0 | 3 | 4 |

# Peak Hour Diagram

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

| Specified Period | | One Hour Peak | |
|---|---|---|---|
| From: | 07:00:00 | From: | 08:00:00 |
| To: | 09:00:00 | To: | 09:00:00 |

**Intersection:** Beatty Line & Farley Rd - Side Rd 18
**Site Code:** 2617900005
**Count Date:** Jun 11, 2026

**Weather conditions:** Clear

**** Unsignalized Intersection ****

**Major Road:** Side Rd 18 runs E/W

## North Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 100 | 120 | 220 |
| Trucks | 8 | 6 | 14 |
| Bicycles | 0 | 0 | 0 |
| | **108** | **126** | **234** |

## Beatty Line

| | | | | |
|---|---|---|---|---|
| Bicycles | 0 | 0 | 0 | 0 |
| Trucks | 5 | 2 | 1 | 0 |
| Cars | 29 | 65 | 6 | 0 |
| **Totals** | **34** | **67** | **7** | **0** |

Peds: 0

## East Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 109 | 101 | 210 |
| Trucks | 7 | 5 | 12 |
| Bicycles | 10 | 8 | 18 |
| | **126** | **114** | **240** |

## Farley Rd

| Bicycles | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 0 | **0** |
| 0 | 3 | 53 | **56** |
| 0 | 2 | 74 | **76** |
| 0 | 4 | 59 | **63** |

Peds: 0




Peds: 3

## Side Rd 18

| Totals | Cars | Trucks | Bicycles |
|---|---|---|---|
| **0** | 0 | 0 | 0 |
| **21** | 20 | 1 | 0 |
| **50** | 46 | 2 | 2 |
| **55** | 43 | 4 | 8 |

Peds: 19

## West Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 186 | 98 | 284 |
| Trucks | 9 | 9 | 18 |
| Bicycles | 0 | 8 | 8 |
| | **195** | **115** | **310** |

| | | | | |
|---|---|---|---|---|
| **Totals** | **31** | **49** | **31** | **0** |
| Cars | 23 | 47 | 21 | 0 |
| Trucks | 2 | 2 | 2 | 0 |
| Bicycles | 6 | 0 | 8 | 0 |

Beatty Line

## South Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 91 | 167 | 258 |
| Trucks | 6 | 10 | 16 |
| Bicycles | 14 | 8 | 22 |
| | **111** | **185** | **296** |

Cars - Trucks - Bicycles

## Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Peak Hour Summary

Intersection: Beatty Line & Farley Rd - Side Rd 18
Site Code: 2617900005
Count Date: Jun 11, 2026
Period: 07:00 - 09:00

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

| Start Time | North Approach Beatty Line | | | | | | South Approach Beatty Line | | | | | | East Approach Side Rd 18 | | | | | | West Approach Farley Rd | | | | | | Total Vehicles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | |
| 08:00 | 2 | 11 | 11 | 0 | 0 | 24 | 3 | 11 | 6 | 0 | 3 | 20 | 13 | 9 | 5 | 0 | 2 | 27 | 14 | 17 | 13 | 0 | 0 | 44 | 115 |
| 08:15 | 0 | 16 | 9 | 0 | 0 | 25 | 13 | 12 | 14 | 0 | 14 | 39 | 18 | 12 | 7 | 0 | 0 | 37 | 21 | 18 | 17 | 0 | 0 | 56 | 157 |
| 08:30 | 2 | 22 | 6 | 0 | 0 | 30 | 7 | 10 | 7 | 0 | 1 | 24 | 11 | 21 | 8 | 0 | 0 | 40 | 15 | 24 | 19 | 0 | 0 | 58 | 152 |
| 08:45 | 3 | 18 | 8 | 0 | 0 | 29 | 8 | 16 | 4 | 0 | 1 | 28 | 13 | 8 | 1 | 0 | 1 | 22 | 6 | 17 | 14 | 0 | 0 | 37 | 116 |
| **Grand Total** | **7** | **67** | **34** | **0** | **0** | **108** | **31** | **49** | **31** | **0** | **19** | **111** | **55** | **50** | **21** | **0** | **3** | **126** | **56** | **76** | **63** | **0** | **0** | **195** | **540** |
| **Approach %** | 6.5 | 62 | 31.5 | 0 | | - | 27.9 | 44.1 | 27.9 | 0 | | - | 43.7 | 39.7 | 16.7 | 0 | | - | 28.7 | 39 | 32.3 | 0 | | - | |
| **Totals %** | 1.3 | 12.4 | 6.3 | 0 | | 20 | 5.7 | 9.1 | 5.7 | 0 | | 20.6 | 10.2 | 9.3 | 3.9 | 0 | | 23.3 | 10.4 | 14.1 | 11.7 | 0 | | 36.1 | |
| **PHF** | **0.58** | **0.76** | **0.77** | **0** | | **0.9** | **0.6** | **0.77** | **0.55** | **0** | | **0.71** | **0.76** | **0.6** | **0.66** | **0** | | **0.79** | **0.67** | **0.79** | **0.83** | **0** | | **0.84** | **0.86** |
| **Cars** | 6 | 65 | 29 | 0 | | 100 | 23 | 47 | 21 | 0 | | 91 | 43 | 46 | 20 | 0 | | 109 | 53 | 74 | 59 | 0 | | 186 | 486 |
| **% Cars** | 85.7 | 97 | 85.3 | 0 | | 92.6 | 74.2 | 95.9 | 67.7 | 0 | | 82 | 78.2 | 92 | 95.2 | 0 | | 86.5 | 94.6 | 97.4 | 93.7 | 0 | | 95.4 | 90 |
| **Trucks** | 1 | 2 | 5 | 0 | | 8 | 2 | 2 | 2 | 0 | | 6 | 4 | 2 | 1 | 0 | | 7 | 3 | 2 | 4 | 0 | | 9 | 30 |
| **% Trucks** | 14.3 | 3 | 14.7 | 0 | | 7.4 | 6.5 | 4.1 | 6.5 | 0 | | 5.4 | 7.3 | 4 | 4.8 | 0 | | 5.6 | 5.4 | 2.6 | 6.3 | 0 | | 4.6 | 5.6 |
| **Bicycles** | 0 | 0 | 0 | 0 | | 0 | 6 | 0 | 8 | 0 | | 14 | 8 | 2 | 0 | 0 | | 10 | 0 | 0 | 0 | 0 | | 0 | 24 |
| **% Bicycles** | 0 | 0 | 0 | 0 | | 0 | 19.4 | 0 | 25.8 | 0 | | 12.6 | 14.5 | 4 | 0 | 0 | | 7.9 | 0 | 0 | 0 | 0 | | 0 | 4.4 |
| **Peds** | | | | | 0 | - | | | | | 19 | - | | | | | 3 | - | | | | | 0 | - | 22 |
| **% Peds** | | | | | 0 | - | | | | | 86.4 | - | | | | | 13.6 | - | | | | | 0 | - | |

# Peak Hour Diagram

**Specified Period**
From: 16:00:00
To: 18:00:00

**One Hour Peak**
From: 16:30:00
To: 17:30:00

**Intersection:** Beatty Line & Farley Rd - Side Rd 18
**Site Code:** 2617900005
**Count Date:** Jun 11, 2026

**Weather conditions:** Clear

**** Unsignalized Intersection ****

**Major Road:** Side Rd 18 runs E/W

## North Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 134 | 115 | 249 |
| Trucks | 7 | 3 | 10 |
| Bicycles | 3 | 0 | 3 |
| | **144** | **118** | **262** |

## Beatty Line

| | | | | |
|---|---|---|---|---|
| Bicycles | 1 | 2 | 0 | 0 |
| Trucks | 6 | 1 | 0 | 0 |
| Cars | 40 | 74 | 20 | 0 |
| **Totals** | **47** | **77** | **20** | **0** |

Peds: 1

## East Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 108 | 92 | 200 |
| Trucks | 4 | 0 | 4 |
| Bicycles | 3 | 1 | 4 |
| | **115** | **93** | **208** |

## Farley Rd

| Bicycles | Trucks | Cars | Totals | |
|---|---|---|---|---|
| 0 | 0 | 0 | **0** | |
| 0 | 2 | 25 | **27** | |
| 0 | 0 | 44 | **44** | |
| 0 | 1 | 53 | **54** | |

Peds: 1




Peds: 3

## Side Rd 18

| | Totals | Cars | Trucks | Bicycles |
|---|---|---|---|---|
| | **0** | 0 | 0 | 0 |
| | **11** | 11 | 0 | 0 |
| | **63** | 58 | 4 | 1 |
| | **41** | 39 | 0 | 2 |

Peds: 6

## West Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 122 | 198 | 320 |
| Trucks | 3 | 11 | 14 |
| Bicycles | 0 | 2 | 2 |
| | **125** | **211** | **336** |

## Beatty Line

| | | | | |
|---|---|---|---|---|
| **Totals** | **101** | **80** | **29** | **0** |
| Cars | 100 | 79 | 28 | 0 |
| Trucks | 1 | 1 | 0 | 0 |
| Bicycles | 0 | 0 | 1 | 0 |

## South Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 207 | 166 | 373 |
| Trucks | 2 | 2 | 4 |
| Bicycles | 1 | 4 | 5 |
| | **210** | **172** | **382** |

Cars - Trucks - Bicycles

## Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Peak Hour Summary

Intersection: Beatty Line & Farley Rd - Side Rd 18
Site Code: 2617900005
Count Date: Jun 11, 2026
Period: 16:00 - 18:00

## Peak Hour Data (16:30 - 17:30)

| Start Time | North Approach Beatty Line | | | | | | South Approach Beatty Line | | | | | | East Approach Side Rd 18 | | | | | | West Approach Farley Rd | | | | | | Total Vehicles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | |
| 16:30 | 6 | 17 | 17 | 0 | 0 | 40 | 25 | 19 | 6 | 0 | 2 | 50 | 7 | 17 | 0 | 0 | 0 | 24 | 4 | 14 | 14 | 0 | 1 | 32 | 146 |
| 16:45 | 5 | 17 | 12 | 0 | 1 | 34 | 27 | 18 | 5 | 0 | 3 | 50 | 14 | 20 | 1 | 0 | 2 | 35 | 8 | 5 | 11 | 0 | 0 | 24 | 143 |
| 17:00 | 7 | 16 | 10 | 0 | 0 | 33 | 19 | 18 | 13 | 0 | 1 | 50 | 12 | 17 | 6 | 0 | 1 | 35 | 6 | 14 | 17 | 0 | 0 | 37 | 155 |
| 17:15 | 2 | 27 | 8 | 0 | 0 | 37 | 30 | 25 | 5 | 0 | 0 | 60 | 8 | 9 | 4 | 0 | 0 | 21 | 9 | 11 | 12 | 0 | 0 | 32 | 150 |
| **Grand Total** | **20** | **77** | **47** | **0** | **1** | **144** | **101** | **80** | **29** | **0** | **6** | **210** | **41** | **63** | **11** | **0** | **3** | **115** | **27** | **44** | **54** | **0** | **1** | **125** | **594** |
| **Approach %** | 13.9 | 53.5 | 32.6 | 0 | | - | 48.1 | 38.1 | 13.8 | 0 | | - | 35.7 | 54.8 | 9.6 | 0 | | - | 21.6 | 35.2 | 43.2 | 0 | | - | |
| **Totals %** | 3.4 | 13 | 7.9 | 0 | | 24.2 | 17 | 13.5 | 4.9 | 0 | | 35.4 | 6.9 | 10.6 | 1.9 | 0 | | 19.4 | 4.5 | 7.4 | 9.1 | 0 | | 21 | |
| **PHF** | **0.71** | **0.71** | **0.69** | **0** | | **0.9** | **0.84** | **0.8** | **0.56** | **0** | | **0.88** | **0.73** | **0.79** | **0.46** | **0** | | **0.82** | **0.75** | **0.79** | **0.79** | **0** | | **0.84** | **0.96** |
| **Cars** | 20 | 74 | 40 | 0 | | 134 | 100 | 79 | 28 | 0 | | 207 | 39 | 58 | 11 | 0 | | 108 | 25 | 44 | 53 | 0 | | 122 | 571 |
| **% Cars** | 100 | 96.1 | 85.1 | 0 | | 93.1 | 99 | 98.8 | 96.6 | 0 | | 98.6 | 95.1 | 92.1 | 100 | 0 | | 93.9 | 92.6 | 100 | 98.1 | 0 | | 97.6 | 96.1 |
| **Trucks** | 0 | 1 | 6 | 0 | | 7 | 1 | 1 | 0 | 0 | | 2 | 0 | 4 | 0 | 0 | | 4 | 2 | 0 | 1 | 0 | | 3 | 16 |
| **% Trucks** | 0 | 1.3 | 12.8 | 0 | | 4.9 | 1 | 1.3 | 0 | 0 | | 1 | 0 | 6.3 | 0 | 0 | | 3.5 | 7.4 | 0 | 1.9 | 0 | | 2.4 | 2.7 |
| **Bicycles** | 0 | 2 | 1 | 0 | | 3 | 0 | 0 | 1 | 0 | | 1 | 2 | 1 | 0 | 0 | | 3 | 0 | 0 | 0 | 0 | | 0 | 7 |
| **% Bicycles** | 0 | 2.6 | 2.1 | 0 | | 2.1 | 0 | 0 | 3.4 | 0 | | 0.5 | 4.9 | 1.6 | 0 | 0 | | 2.6 | 0 | 0 | 0 | 0 | | 0 | 1.2 |
| **Peds** | | | | | 1 | - | | | | | 6 | - | | | | | 3 | - | | | | | 1 | - | 11 |
| **% Peds** | | | | | 9.1 | - | | | | | 54.5 | - | | | | | 27.3 | - | | | | | 9.1 | - | |

Ontario Traffic Inc.
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# Project #26-179 - GHD

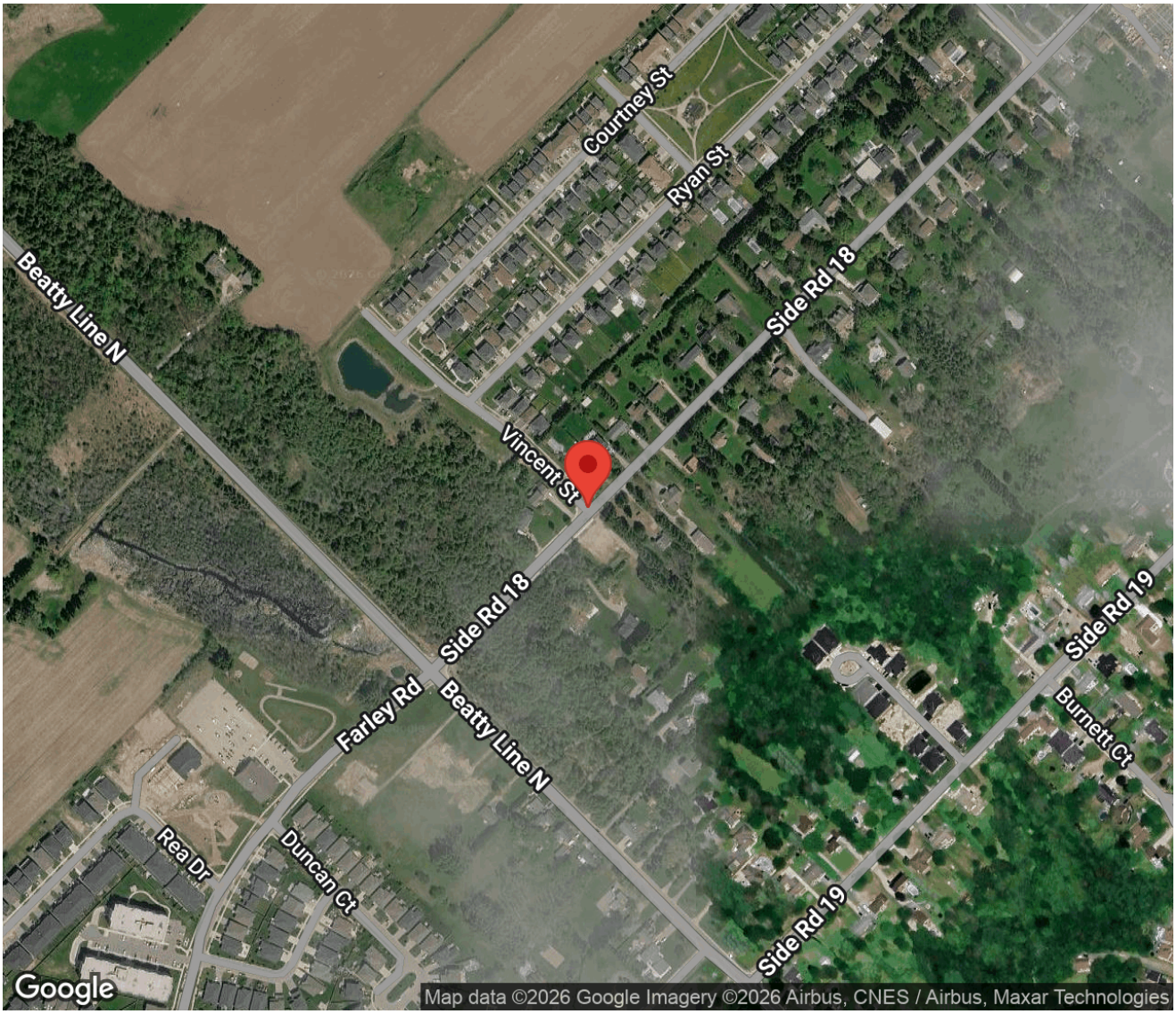
## Intersection Count Report

| | |
|---|---|
| **Intersection:** | Side Rd 18 & Vincent St |
| **Municipality:** | Fergus |
| **Count Date:** | Thursday, Jun 11, 2026 |
| **Site Code:** | 2617900006 |
| **Count Categories:** | Cars, Trucks, Bicycles, Pedestrians |
| **Count Period:** | 07:00-09:00, 16:00-18:00 |
| **Weather:** | Clear |
| **Comments:** | |

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Traffic Count Map

| | |
|---|---|
| Intersection: | Side Rd 18 & Vincent St |
| Site Code: | 2617900006 |
| Municipality: | Fergus |
| Count Date: | Jun 11, 2026 |



Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Traffic Count Summary

| | |
|---|---|
| Intersection: | Side Rd 18 & Vincent St |
| Site Code: | 2617900006 |
| Municipality: | Fergus |
| Count Date: | Jun 11, 2026 |

## Vincent St - 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 |
| 07:00 - 08:00 | 2 | 0 | 30 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 32 |
| 08:00 - 09:00 | 8 | 0 | 45 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 53 |
| BREAK | | | | | | | | | | | | | |
| 16:00 - 17:00 | 2 | 0 | 30 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 32 |
| 17:00 - 18:00 | 8 | 0 | 45 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 53 |
| **GRAND TOTAL** | **20** | **0** | **150** | **0** | **170** | **0** | **0** | **0** | **0** | **0** | **0** | **28** | **170** |

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Traffic Count Summary

| | |
|---|---|
| Intersection: | Side Rd 18 & Vincent St |
| Site Code: | 2617900006 |
| Municipality: | Fergus |
| Count Date: | Jun 11, 2026 |

## Side Rd 18 - 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 |
| 07:00 - 08:00 | 0 | 46 | 2 | 0 | 48 | 3 | 11 | 74 | 0 | 0 | 85 | 0 | 133 |
| 08:00 - 09:00 | 0 | 89 | 8 | 0 | 97 | 10 | 16 | 90 | 0 | 0 | 106 | 1 | 203 |
| BREAK | | | | | | | | | | | | | |
| 16:00 - 17:00 | 0 | 72 | 2 | 0 | 74 | 3 | 11 | 74 | 0 | 0 | 85 | 0 | 159 |
| 17:00 - 18:00 | 0 | 89 | 8 | 0 | 97 | 10 | 16 | 90 | 0 | 0 | 106 | 1 | 203 |
| **GRAND TOTAL** | **0** | **296** | **20** | **0** | **316** | **26** | **54** | **328** | **0** | **0** | **382** | **2** | **698** |

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Traffic Count Data

Intersection: Side Rd 18 & Vincent St
Site Code: 2617900006
Municipality: Fergus
Count Date: Jun 11, 2026

## North Approach - Vincent St

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↻ | Total | ↰ | ↑ | ↱ | ↻ | Total | ↰ | ↑ | ↱ | ↻ | Total | |
| 07:00 | 1 | 0 | 9 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 1 | 0 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 07:30 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 2 | 0 | 8 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 17 | 0 | 17 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 3 | 0 | 3 | 0 |
| 08:30 | 2 | 0 | 12 | 0 | 14 | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 2 | 0 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 8 | 0 | 69 | 0 | 77 | 2 | 0 | 2 | 0 | 4 | 0 | 0 | 4 | 0 | 4 | 0 |

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Traffic Count Data

Intersection: Side Rd 18 & Vincent St
Site Code: 2617900006
Municipality: Fergus
Count Date: Jun 11, 2026

## North Approach - Vincent St

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| 16:00 | 1 | 0 | 9 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 1 | 0 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 16:30 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 2 | 0 | 8 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 17 | 0 | 17 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 3 | 0 | 3 | 0 |
| 17:30 | 2 | 0 | 12 | 0 | 14 | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 2 | 0 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 8 | 0 | 69 | 0 | 77 | 2 | 0 | 2 | 0 | 4 | 0 | 0 | 4 | 0 | 4 | 0 |
| GRAND TOTAL | 16 | 0 | 138 | 0 | 154 | 4 | 0 | 4 | 0 | 8 | 0 | 0 | 8 | 0 | 8 | 0 |

Ontario Traffic Inc.
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# Traffic Count Data

Intersection: Side Rd 18 & Vincent St
Site Code: 2617900006
Municipality: Fergus
Count Date: Jun 11, 2026

## East Approach - Side Rd 18

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↻ | Total | ↰ | ↑ | ↱ | ↻ | Total | ↰ | ↑ | ↱ | ↻ | Total | |
| 07:00 | 0 | 4 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 13 | 0 | 0 | 13 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:30 | 0 | 14 | 1 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:45 | 0 | 12 | 1 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 08:00 | 0 | 16 | 1 | 0 | 17 | 0 | 3 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 2 |
| 08:15 | 0 | 19 | 1 | 0 | 20 | 0 | 1 | 2 | 0 | 3 | 0 | 5 | 0 | 0 | 5 | 5 |
| 08:30 | 0 | 21 | 2 | 0 | 23 | 0 | 2 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 1 |
| 08:45 | 0 | 17 | 0 | 0 | 17 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 2 |
| SUBTOTAL | 0 | 116 | 6 | 0 | 122 | 0 | 10 | 3 | 0 | 13 | 0 | 9 | 1 | 0 | 10 | 13 |

Ontario Traffic Inc.
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# Traffic Count Data

Intersection: Side Rd 18 & Vincent St
Site Code: 2617900006
Municipality: Fergus
Count Date: Jun 11, 2026

## East Approach - Side Rd 18

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| 16:00 | 0 | 10 | 0 | 0 | 10 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 23 | 0 | 0 | 23 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:30 | 0 | 14 | 1 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:45 | 0 | 22 | 1 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 17:00 | 0 | 16 | 1 | 0 | 17 | 0 | 3 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 2 |
| 17:15 | 0 | 19 | 1 | 0 | 20 | 0 | 1 | 2 | 0 | 3 | 0 | 5 | 0 | 0 | 5 | 5 |
| 17:30 | 0 | 21 | 2 | 0 | 23 | 0 | 2 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 1 |
| 17:45 | 0 | 17 | 0 | 0 | 17 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 2 |
| SUBTOTAL | 0 | 142 | 6 | 0 | 148 | 0 | 10 | 3 | 0 | 13 | 0 | 9 | 1 | 0 | 10 | 13 |
| GRAND TOTAL | 0 | 258 | 12 | 0 | 270 | 0 | 20 | 6 | 0 | 26 | 0 | 18 | 2 | 0 | 20 | 26 |

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Traffic Count Data

Intersection: Side Rd 18 & Vincent St
Site Code: 2617900006
Municipality: Fergus
Count Date: Jun 11, 2026

## West Approach - Side Rd 18

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↻ | Total | ↰ | ↑ | ↱ | ↻ | Total | ↰ | ↑ | ↱ | ↻ | Total | |
| 07:00 | 2 | 17 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 1 | 14 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 5 | 18 | 0 | 0 | 23 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 2 | 21 | 0 | 0 | 23 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 |
| 08:00 | 4 | 22 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:15 | 2 | 16 | 0 | 0 | 18 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 5 | 27 | 0 | 0 | 32 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 3 | 21 | 0 | 0 | 24 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 24 | 156 | 0 | 0 | 180 | 3 | 6 | 0 | 0 | 9 | 0 | 2 | 0 | 0 | 2 | 1 |

Ontario Traffic Inc.
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# Traffic Count Data

Intersection: Side Rd 18 & Vincent St
Site Code: 2617900006
Municipality: Fergus
Count Date: Jun 11, 2026

## West Approach - Side Rd 18

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| 16:00 | 2 | 17 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 1 | 14 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 5 | 18 | 0 | 0 | 23 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 2 | 21 | 0 | 0 | 23 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 |
| 17:00 | 4 | 22 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:15 | 2 | 16 | 0 | 0 | 18 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 5 | 27 | 0 | 0 | 32 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 3 | 21 | 0 | 0 | 24 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 24 | 156 | 0 | 0 | 180 | 3 | 6 | 0 | 0 | 9 | 0 | 2 | 0 | 0 | 2 | 1 |
| GRAND TOTAL | 48 | 312 | 0 | 0 | 360 | 6 | 12 | 0 | 0 | 18 | 0 | 4 | 0 | 0 | 4 | 2 |

Ontario Traffic Inc.
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# Peak Hour Diagram

| Specified Period | | One Hour Peak | |
|---|---|---|---|
| From: | 07:00:00 | From: | 07:45:00 |
| To: | 09:00:00 | To: | 08:45:00 |

**Intersection:** Side Rd 18 & Vincent St
**Site Code:** 2617900006
**Count Date:** Jun 11, 2026

**Weather conditions:** Clear

**** Unsignalized Intersection ****

**Major Road:** Side Rd 18 runs E/W

## North Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 51 | 18 | 69 |
| Trucks | 4 | 6 | 10 |
| Bicycles | 3 | 0 | 3 |
| | **58** | **24** | **82** |

## Vincent St

| | | | |
|---|---|---|---|
| Bicycles | 3 | 0 | 0 |
| Trucks | 2 | 2 | 0 |
| Cars | 47 | 4 | 0 |
| **Totals** | **52** | **6** | **0** |

## East Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 73 | 90 | 163 |
| Trucks | 9 | 5 | 14 |
| Bicycles | 9 | 2 | 11 |
| | **91** | **97** | **188** |

## Side Rd 18

| Bicycles | Trucks | Cars | Totals | |
|---|---|---|---|---|
| 0 | 0 | 0 | **0** | |
| 0 | 3 | 13 | **16** | |
| 2 | 3 | 86 | **91** | |

Peds: 0

Peds: 1

Peds: 9

Peds: 12

## Side Rd 18

| | Totals | Cars | Trucks | Bicycles |
|---|---|---|---|---|
| | **0** | 0 | 0 | 0 |
| | **8** | 5 | 3 | 0 |
| | **83** | 68 | 6 | 9 |

## West Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 99 | 115 | 214 |
| Trucks | 6 | 8 | 14 |
| Bicycles | 2 | 12 | 14 |
| | **107** | **135** | **242** |

- Cars  - Trucks  - Bicycles

## Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Peak Hour Summary

| | |
|---|---|
| Intersection: | Side Rd 18 & Vincent St |
| Site Code: | 2617900006 |
| Count Date: | Jun 11, 2026 |
| Period: | 07:00 - 09:00 |

## Peak Hour Data (07:45 - 08:45)

| Start Time | North Approach Vincent St | | | | | | South Approach | | | | | | East Approach Side Rd 18 | | | | | | West Approach Side Rd 18 | | | | | | Total Vehicles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | |
| 07:45 | 0 | | 10 | 0 | 0 | 10 | | | | 3 | | | | 13 | 1 | 0 | 1 | 14 | 3 | 23 | | 0 | 0 | 26 | 50 |
| 08:00 | 2 | | 8 | 0 | 0 | 10 | | | | 1 | | | | 21 | 1 | 0 | 2 | 22 | 4 | 22 | | 0 | 1 | 26 | 58 |
| 08:15 | 0 | | 21 | 0 | 0 | 21 | | | | 8 | | | | 25 | 3 | 0 | 5 | 28 | 3 | 18 | | 0 | 0 | 21 | 70 |
| 08:30 | 4 | | 13 | 0 | 0 | 17 | | | | 0 | | | | 24 | 3 | 0 | 1 | 27 | 6 | 28 | | 0 | 0 | 34 | 78 |
| **Grand Total** | **6** | | **52** | **0** | **0** | **58** | | | | **12** | **0** | | | **83** | **8** | **0** | **9** | **91** | **16** | **91** | | **0** | **1** | **107** | **256** |
| **Approach %** | 10.3 | | 89.7 | 0 | | - | | | | | - | | | 91.2 | 8.8 | 0 | | - | 15 | 85 | | 0 | | - | |
| **Totals %** | 2.3 | | 20.3 | 0 | | 22.7 | | | | | 0 | | | 32.4 | 3.1 | 0 | | 35.5 | 6.3 | 35.5 | | 0 | | 41.8 | |
| **PHF** | **0.38** | | **0.62** | **0** | | **0.69** | | | | | **0** | | | **0.83** | **0.67** | **0** | | **0.81** | **0.67** | **0.81** | | **0** | | **0.79** | **0.82** |
| **Cars** | 4 | | 47 | 0 | | 51 | | | | | 0 | | | 68 | 5 | 0 | | 73 | 13 | 86 | | 0 | | 99 | 223 |
| **% Cars** | 66.7 | | 90.4 | 0 | | 87.9 | | | | | 0 | | | 81.9 | 62.5 | 0 | | 80.2 | 81.3 | 94.5 | | 0 | | 92.5 | 87.1 |
| **Trucks** | 2 | | 2 | 0 | | 4 | | | | | 0 | | | 6 | 3 | 0 | | 9 | 3 | 3 | | 0 | | 6 | 19 |
| **% Trucks** | 33.3 | | 3.8 | 0 | | 6.9 | | | | | 0 | | | 7.2 | 37.5 | 0 | | 9.9 | 18.8 | 3.3 | | 0 | | 5.6 | 7.4 |
| **Bicycles** | 0 | | 3 | 0 | | 3 | | | | | 0 | | | 9 | 0 | 0 | | 9 | 0 | 2 | | 0 | | 2 | 14 |
| **% Bicycles** | 0 | | 5.8 | 0 | | 5.2 | | | | | 0 | | | 10.8 | 0 | 0 | | 9.9 | 0 | 2.2 | | 0 | | 1.9 | 5.5 |
| **Peds** | | | | | 0 | - | | | | 12 | - | | | | | | 9 | - | | | | | 1 | - | 22 |
| **% Peds** | | | | | 0 | - | | | | 54.5 | - | | | | | | 40.9 | - | | | | | 4.5 | - | |

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# Peak Hour Diagram

| Specified Period | | One Hour Peak | |
|---|---|---|---|
| From: | 16:00:00 | From: | 16:45:00 |
| To: | 18:00:00 | To: | 17:45:00 |

**Intersection:** Side Rd 18 & Vincent St
**Site Code:** 2617900006
**Count Date:** Jun 11, 2026

**Weather conditions:** Clear

**** Unsignalized Intersection ****

**Major Road:** Side Rd 18 runs E/W

## North Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 51 | 18 | 69 |
| Trucks | 4 | 6 | 10 |
| Bicycles | 3 | 0 | 3 |
| | **58** | **24** | **82** |

## Vincent St

| | | | |
|---|---|---|---|
| Bicycles | 3 | 0 | 0 |
| Trucks | 2 | 2 | 0 |
| Cars | 47 | 4 | 0 |
| **Totals** | **52** | **6** | **0** |

## East Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 83 | 90 | 173 |
| Trucks | 9 | 5 | 14 |
| Bicycles | 9 | 2 | 11 |
| | **101** | **97** | **198** |

## Side Rd 18

| Bicycles | Trucks | Cars | Totals | |
|---|---|---|---|---|
| 0 | 0 | 0 | **0** | |
| 0 | 3 | 13 | **16** | |
| 2 | 3 | 86 | **91** | |

Peds: 0
Peds: 1
Peds: 9
Peds: 12




## Side Rd 18

| | Totals | Cars | Trucks | Bicycles |
|---|---|---|---|---|
| | **0** | 0 | 0 | 0 |
| | **8** | 5 | 3 | 0 |
| | **93** | 78 | 6 | 9 |

## West Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 99 | 125 | 224 |
| Trucks | 6 | 8 | 14 |
| Bicycles | 2 | 12 | 14 |
| | **107** | **145** | **252** |

Cars - Trucks - Bicycles

## Comments

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# Peak Hour Summary

| | |
|---|---|
| Intersection: | Side Rd 18 & Vincent St |
| Site Code: | 2617900006 |
| Count Date: | Jun 11, 2026 |
| Period: | 16:00 - 18:00 |

## Peak Hour Data (16:45 - 17:45)

| Start Time | North Approach Vincent St | | | | | | South Approach | | | | | | East Approach Side Rd 18 | | | | | | West Approach Side Rd 18 | | | | | | Total Vehicles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | |
| 16:45 | 0 | | 10 | 0 | 0 | 10 | | | | 3 | | | | 23 | 1 | 0 | 1 | 24 | 3 | 23 | | 0 | 0 | 26 | 60 |
| 17:00 | 2 | | 8 | 0 | 0 | 10 | | | | 1 | | | | 21 | 1 | 0 | 2 | 22 | 4 | 22 | | 0 | 1 | 26 | 58 |
| 17:15 | 0 | | 21 | 0 | 0 | 21 | | | | 8 | | | | 25 | 3 | 0 | 5 | 28 | 3 | 18 | | 0 | 0 | 21 | 70 |
| 17:30 | 4 | | 13 | 0 | 0 | 17 | | | | 0 | | | | 24 | 3 | 0 | 1 | 27 | 6 | 28 | | 0 | 0 | 34 | 78 |
| **Grand Total** | **6** | | **52** | **0** | **0** | **58** | | | | **12** | **0** | | | **93** | **8** | **0** | **9** | **101** | **16** | **91** | | **0** | **1** | **107** | **266** |
| **Approach %** | 10.3 | | 89.7 | 0 | | - | | | | | - | | | 92.1 | 7.9 | 0 | | - | 15 | 85 | | 0 | | - | |
| **Totals %** | 2.3 | | 19.5 | 0 | | 21.8 | | | | | 0 | | | 35 | 3 | 0 | | 38 | 6 | 34.2 | | 0 | | 40.2 | |
| **PHF** | **0.38** | | **0.62** | **0** | | **0.69** | | | | | **0** | | | **0.93** | **0.67** | **0** | | **0.9** | **0.67** | **0.81** | | **0** | | **0.79** | **0.85** |
| **Cars** | 4 | | 47 | 0 | | 51 | | | | | 0 | | | 78 | 5 | 0 | | 83 | 13 | 86 | | 0 | | 99 | 233 |
| **% Cars** | 66.7 | | 90.4 | 0 | | 87.9 | | | | | 0 | | | 83.9 | 62.5 | 0 | | 82.2 | 81.3 | 94.5 | | 0 | | 92.5 | 87.6 |
| **Trucks** | 2 | | 2 | 0 | | 4 | | | | | 0 | | | 6 | 3 | 0 | | 9 | 3 | 3 | | 0 | | 6 | 19 |
| **% Trucks** | 33.3 | | 3.8 | 0 | | 6.9 | | | | | 0 | | | 6.5 | 37.5 | 0 | | 8.9 | 18.8 | 3.3 | | 0 | | 5.6 | 7.1 |
| **Bicycles** | 0 | | 3 | 0 | | 3 | | | | | 0 | | | 9 | 0 | 0 | | 9 | 0 | 2 | | 0 | | 2 | 14 |
| **% Bicycles** | 0 | | 5.8 | 0 | | 5.2 | | | | | 0 | | | 9.7 | 0 | 0 | | 8.9 | 0 | 2.2 | | 0 | | 1.9 | 5.3 |
| **Peds** | | | | | 0 | - | | | | 12 | - | | | | | | 9 | - | | | | | 1 | - | 22 |
| **% Peds** | | | | | 0 | - | | | | 54.5 | - | | | | | | 40.9 | - | | | | | 4.5 | - | |

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# Project #26-179 - GHD

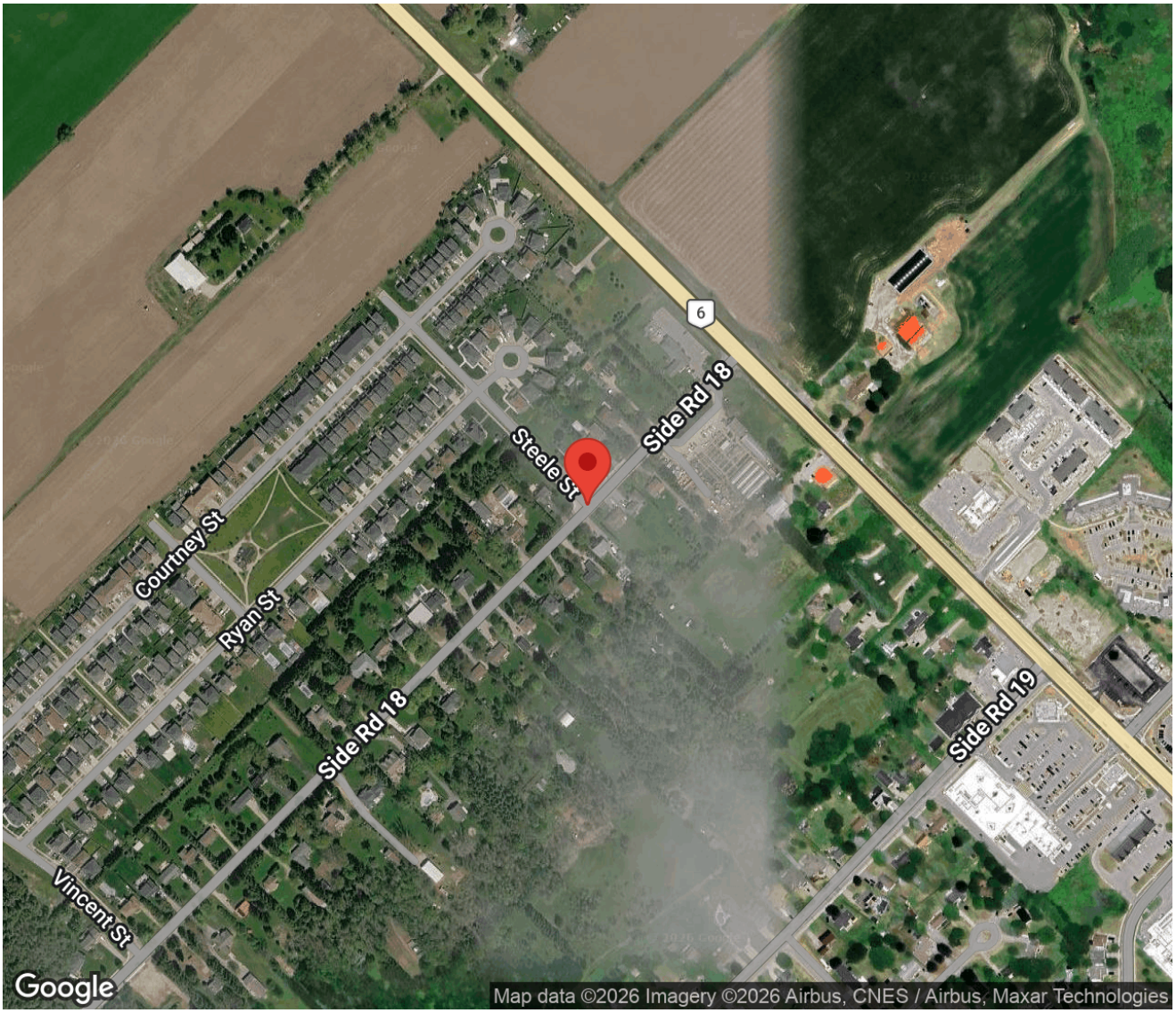
## Intersection Count Report

| | |
|---|---|
| **Intersection:** | Side Rd 18 & Steele St |
| **Municipality:** | Fergus |
| **Count Date:** | Thursday, Jun 11, 2026 |
| **Site Code:** | 2617900007 |
| **Count Categories:** | Cars, Trucks, Bicycles, Pedestrians |
| **Count Period:** | 07:00-09:00, 16:00-18:00 |
| **Weather:** | Clear |
| **Comments:** | |

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# Traffic Count Map

| | |
|---|---|
| Intersection: | Side Rd 18 & Steele St |
| Site Code: | 2617900007 |
| Municipality: | Fergus |
| Count Date: | Jun 11, 2026 |



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# Traffic Count Summary

| | |
|---|---|
| Intersection: | Side Rd 18 & Steele St |
| Site Code: | 2617900007 |
| Municipality: | Fergus |
| Count Date: | Jun 11, 2026 |

## Steele St - Traffic Summary

| Hour | North Approach Totals (Includes Cars, Trucks, Bicycles) | | | | | | South Approach Totals (Includes Cars, Trucks, Bicycles) | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U-Turn | Total | Peds | Left | Thru | Right | U-Turn | Total | Peds | |
| 07:00 - 08:00 | 39 | 0 | 9 | 0 | 48 | 1 | 0 | 0 | 1 | 0 | 1 | 4 | 49 |
| 08:00 - 09:00 | 46 | 0 | 9 | 1 | 56 | 2 | 0 | 0 | 1 | 0 | 1 | 2 | 57 |
| BREAK | | | | | | | | | | | | | |
| 16:00 - 17:00 | 26 | 0 | 8 | 0 | 34 | 6 | 0 | 0 | 0 | 0 | 0 | 5 | 34 |
| 17:00 - 18:00 | 46 | 0 | 6 | 0 | 52 | 3 | 0 | 0 | 3 | 0 | 3 | 2 | 55 |
| **GRAND TOTAL** | **157** | **0** | **32** | **1** | **190** | **12** | **0** | **0** | **5** | **0** | **5** | **13** | **195** |

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# Traffic Count Summary

| | |
|---|---|
| Intersection: | Side Rd 18 & Steele St |
| Site Code: | 2617900007 |
| Municipality: | Fergus |
| Count Date: | Jun 11, 2026 |

## Side Rd 18 - Traffic Summary

| Hour | East Approach Totals (Includes Cars, Trucks, Bicycles) | | | | | | West Approach Totals (Includes Cars, Trucks, Bicycles) | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U-Turn | Total | Peds | Left | Thru | Right | U-Turn | Total | Peds | |
| 07:00 - 08:00 | 0 | 40 | 7 | 0 | 47 | 1 | 1 | 74 | 0 | 0 | 75 | 0 | 122 |
| 08:00 - 09:00 | 0 | 73 | 15 | 0 | 88 | 0 | 7 | 101 | 0 | 0 | 108 | 4 | 196 |
| BREAK | | | | | | | | | | | | | |
| 16:00 - 17:00 | 1 | 103 | 44 | 0 | 148 | 0 | 8 | 81 | 0 | 0 | 89 | 3 | 237 |
| 17:00 - 18:00 | 1 | 92 | 44 | 0 | 137 | 0 | 5 | 87 | 0 | 0 | 92 | 2 | 229 |
| **GRAND TOTAL** | **2** | **308** | **110** | **0** | **420** | **1** | **21** | **343** | **0** | **0** | **364** | **9** | **784** |

Ontario Traffic Inc.
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# Traffic Count Data

Intersection: Side Rd 18 & Steele St
Site Code: 2617900007
Municipality: Fergus
Count Date: Jun 11, 2026

## North Approach - Steele St

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↻ | Total | ↰ | ↑ | ↱ | ↻ | Total | ↰ | ↑ | ↱ | ↻ | Total | |
| **07:00** | 4 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15** | 14 | 0 | 1 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30** | 8 | 0 | 5 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45** | 13 | 0 | 2 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **08:00** | 6 | 0 | 1 | 0 | 7 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| **08:15** | 12 | 0 | 2 | 1 | 15 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30** | 11 | 0 | 2 | 0 | 13 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |
| **08:45** | 12 | 0 | 1 | 0 | 13 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 1 |
| **SUBTOTAL** | 80 | 0 | 15 | 1 | 96 | 4 | 0 | 1 | 0 | 5 | 1 | 0 | 2 | 0 | 3 | 3 |

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# Traffic Count Data

Intersection: Side Rd 18 & Steele St
Site Code: 2617900007
Municipality: Fergus
Count Date: Jun 11, 2026

## North Approach - Steele St

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| 16:00 | 5 | 0 | 5 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 16:15 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 |
| 16:45 | 7 | 0 | 2 | 0 | 9 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 6 | 0 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 17:15 | 10 | 0 | 1 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 21 | 0 | 1 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:45 | 9 | 0 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| SUBTOTAL | 70 | 0 | 12 | 0 | 82 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 3 | 9 |
| GRAND TOTAL | 150 | 0 | 27 | 1 | 178 | 5 | 0 | 1 | 0 | 6 | 2 | 0 | 4 | 0 | 6 | 12 |

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# Traffic Count Data

Intersection: Side Rd 18 & Steele St
Site Code: 2617900007
Municipality: Fergus
Count Date: Jun 11, 2026

## South Approach - Steele St

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | | | | | Total | | | | | Total | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 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 | 1 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |

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# Traffic Count Data

Intersection: Side Rd 18 & Steele St
Site Code: 2617900007
Municipality: Fergus
Count Date: Jun 11, 2026

## South Approach - Steele St

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | | | | | Total | | | | | Total | |
| 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 | 1 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 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 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| SUBTOTAL | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| GRAND TOTAL | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Traffic Count Data

Intersection: Side Rd 18 & Steele St
Site Code: 2617900007
Municipality: Fergus
Count Date: Jun 11, 2026

## East Approach - Side Rd 18

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| 07:00 | 0 | 3 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 6 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 14 | 1 | 0 | 15 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 13 | 3 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:00 | 0 | 11 | 4 | 0 | 15 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 |
| 08:15 | 0 | 20 | 1 | 0 | 21 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 20 | 2 | 0 | 22 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 13 | 6 | 0 | 19 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 0 | 100 | 19 | 0 | 119 | 0 | 12 | 3 | 0 | 15 | 0 | 1 | 0 | 0 | 1 | 1 |

Ontario Traffic Inc.
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# Traffic Count Data

Intersection: Side Rd 18 & Steele St
Site Code: 2617900007
Municipality: Fergus
Count Date: Jun 11, 2026

## East Approach - Side Rd 18

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| 16:00 | 0 | 14 | 8 | 0 | 22 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 |
| 16:15 | 0 | 31 | 6 | 0 | 37 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 16:30 | 0 | 26 | 15 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |
| 16:45 | 1 | 28 | 10 | 0 | 39 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 29 | 7 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 17:15 | 0 | 20 | 17 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 19 | 11 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 1 | 22 | 8 | 0 | 31 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |
| SUBTOTAL | 2 | 189 | 82 | 0 | 273 | 0 | 4 | 1 | 0 | 5 | 0 | 2 | 5 | 0 | 7 | 0 |
| GRAND TOTAL | 2 | 289 | 101 | 0 | 392 | 0 | 16 | 4 | 0 | 20 | 0 | 3 | 5 | 0 | 8 | 1 |

Ontario Traffic Inc.
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# Traffic Count Data

Intersection: Side Rd 18 & Steele St
Site Code: 2617900007
Municipality: Fergus
Count Date: Jun 11, 2026

## West Approach - Side Rd 18

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | | | | | Total | | | | | Total | |
| 07:00 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 19 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 17 | 0 | 0 | 17 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 1 | 21 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 1 | 24 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 08:15 | 0 | 25 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 2 | 24 | 0 | 0 | 26 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| 08:45 | 1 | 24 | 0 | 0 | 25 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 5 | 170 | 0 | 0 | 175 | 3 | 4 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 1 | 4 |

Ontario Traffic Inc.
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# Traffic Count Data

Intersection: Side Rd 18 & Steele St
Site Code: 2617900007
Municipality: Fergus
Count Date: Jun 11, 2026

## West Approach - Side Rd 18

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| 16:00 | 1 | 19 | 0 | 0 | 20 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:15 | 4 | 16 | 0 | 0 | 20 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 1 |
| 16:30 | 1 | 19 | 0 | 0 | 20 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 1 | 23 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 1 | 19 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 2 | 18 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 2 | 28 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| SUBTOTAL | 12 | 164 | 0 | 0 | 176 | 0 | 4 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 5 |
| **GRAND TOTAL** | **17** | **334** | **0** | **0** | **351** | **3** | **8** | **0** | **0** | **11** | **1** | **1** | **0** | **0** | **2** | **9** |

# Peak Hour Diagram

**Specified Period**
From: 07:00:00
To: 09:00:00

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

**Intersection:** Side Rd 18 & Steele St
**Site Code:** 2617900007
**Count Date:** Jun 11, 2026

**Weather conditions:** Clear

**** Unsignalized Intersection ****

**Major Road:** Side Rd 18 runs E/W

## North Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 48 | 18 | 66 |
| Trucks | 5 | 5 | 10 |
| Bicycles | 3 | 0 | 3 |
| | **56** | **23** | **79** |

## Steele St

| | | | | |
|---|---|---|---|---|
| Bicycles | 2 | 0 | 1 | 0 |
| Trucks | 1 | 0 | 4 | 0 |
| Cars | 6 | 0 | 41 | 1 |
| **Totals** | **9** | **0** | **46** | **1** |

## East Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 77 | 139 | 216 |
| Trucks | 10 | 7 | 17 |
| Bicycles | 1 | 2 | 3 |
| | **88** | **148** | **236** |

Peds: 2

## Side Rd 18

| Bicycles | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 0 | **0** |
| 0 | 3 | 4 | **7** |
| 1 | 3 | 97 | **101** |
| 0 | 0 | 0 | **0** |

Peds: 4

N
W E
S

Peds: 0

## Side Rd 18

| Totals | Cars | Trucks | Bicycles |
|---|---|---|---|
| **0** | 0 | 0 | 0 |
| **15** | 13 | 2 | 0 |
| **73** | 64 | 8 | 1 |
| **0** | 0 | 0 | 0 |

Peds: 2

## West Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 101 | 70 | 171 |
| Trucks | 6 | 9 | 15 |
| Bicycles | 1 | 3 | 4 |
| | **108** | **82** | **190** |

| | | | | |
|---|---|---|---|---|
| **Totals** | **0** | **0** | **1** | **0** |
| Cars | 0 | 0 | 1 | 0 |
| Trucks | 0 | 0 | 0 | 0 |
| Bicycles | 0 | 0 | 0 | 0 |

Steele St

## South Approach

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

Cars - Trucks - Bicycles

## Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Peak Hour Summary

| | |
|---|---|
| Intersection: | Side Rd 18 & Steele St |
| Site Code: | 2617900007 |
| Count Date: | Jun 11, 2026 |
| Period: | 07:00 - 09:00 |

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

| Start Time | North Approach Steele St | | | | | | South Approach Steele St | | | | | | East Approach Side Rd 18 | | | | | | West Approach Side Rd 18 | | | | | | Total Vehicles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | |
| 08:00 | 8 | 0 | 1 | 0 | 1 | 9 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 15 | 4 | 0 | 0 | 19 | 1 | 25 | 0 | 0 | 0 | 26 | 54 |
| 08:15 | 13 | 0 | 2 | 1 | 0 | 16 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 23 | 1 | 0 | 0 | 24 | 0 | 25 | 0 | 0 | 0 | 25 | 65 |
| 08:30 | 12 | 0 | 3 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 3 | 0 | 0 | 24 | 4 | 25 | 0 | 0 | 4 | 29 | 68 |
| 08:45 | 13 | 0 | 3 | 0 | 1 | 16 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 14 | 7 | 0 | 0 | 21 | 2 | 26 | 0 | 0 | 0 | 28 | 66 |
| **Grand Total** | **46** | **0** | **9** | **1** | **2** | **56** | **0** | **0** | **1** | **0** | **2** | **1** | **0** | **73** | **15** | **0** | **0** | **88** | **7** | **101** | **0** | **0** | **4** | **108** | **253** |
| **Approach %** | 82.1 | 0 | 16.1 | 1.8 | | - | 0 | 0 | 100 | 0 | | - | 0 | 83 | 17 | 0 | | - | 6.5 | 93.5 | 0 | 0 | | - | |
| **Totals %** | 18.2 | 0 | 3.6 | 0.4 | | 22.1 | 0 | 0 | 0.4 | 0 | | 0.4 | 0 | 28.9 | 5.9 | 0 | | 34.8 | 2.8 | 39.9 | 0 | 0 | | 42.7 | |
| **PHF** | **0.88** | **0** | **0.75** | **0.25** | | **0.88** | **0** | **0** | **0.25** | **0** | | **0.25** | **0** | **0.79** | **0.54** | **0** | | **0.92** | **0.44** | **0.97** | **0** | **0** | | **0.93** | **0.93** |
| **Cars** | 41 | 0 | 6 | 1 | | 48 | 0 | 0 | 1 | 0 | | 1 | 0 | 64 | 13 | 0 | | 77 | 4 | 97 | 0 | 0 | | 101 | 227 |
| **% Cars** | 89.1 | 0 | 66.7 | 100 | | 85.7 | 0 | 0 | 100 | 0 | | 100 | 0 | 87.7 | 86.7 | 0 | | 87.5 | 57.1 | 96 | 0 | 0 | | 93.5 | 89.7 |
| **Trucks** | 4 | 0 | 1 | 0 | | 5 | 0 | 0 | 0 | 0 | | 0 | 0 | 8 | 2 | 0 | | 10 | 3 | 3 | 0 | 0 | | 6 | 21 |
| **% Trucks** | 8.7 | 0 | 11.1 | 0 | | 8.9 | 0 | 0 | 0 | 0 | | 0 | 0 | 11 | 13.3 | 0 | | 11.4 | 42.9 | 3 | 0 | 0 | | 5.6 | 8.3 |
| **Bicycles** | 1 | 0 | 2 | 0 | | 3 | 0 | 0 | 0 | 0 | | 0 | 0 | 1 | 0 | 0 | | 1 | 0 | 1 | 0 | 0 | | 1 | 5 |
| **% Bicycles** | 2.2 | 0 | 22.2 | 0 | | 5.4 | 0 | 0 | 0 | 0 | | 0 | 0 | 1.4 | 0 | 0 | | 1.1 | 0 | 1 | 0 | 0 | | 0.9 | 2 |
| **Peds** | | | | | 2 | - | | | | | 2 | - | | | | | 0 | - | | | | | 4 | - | 8 |
| **% Peds** | | | | | 25 | - | | | | | 25 | - | | | | | 0 | - | | | | | 50 | - | |

Ontario Traffic Inc.
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# Peak Hour Diagram

| Specified Period | | One Hour Peak | |
|---|---|---|---|
| From: | 16:00:00 | From: | 16:45:00 |
| To: | 18:00:00 | To: | 17:45:00 |

**Intersection:** Side Rd 18 & Steele St
**Site Code:** 2617900007
**Count Date:** Jun 11, 2026

**Weather conditions:** Clear

**** Unsignalized Intersection ****

**Major Road:** Side Rd 18 runs E/W

## North Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 50 | 51 | 101 |
| Trucks | 1 | 0 | 1 |
| Bicycles | 1 | 0 | 1 |
| | **52** | **51** | **103** |

## Steele St

| | | | | |
|---|---|---|---|---|
| Bicycles | 1 | 0 | 0 | 0 |
| Trucks | 0 | 0 | 1 | 0 |
| Cars | 6 | 0 | 44 | 0 |
| **Totals** | **7** | **0** | **45** | **0** |

## East Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 142 | 134 | 276 |
| Trucks | 1 | 1 | 2 |
| Bicycles | 1 | 0 | 1 |
| | **144** | **135** | **279** |

Peds: 1

## Side Rd 18

| | | | Totals |
|---|---|---|---|
| 0 | 0 | 0 | **0** |
| 0 | 0 | 6 | **6** |
| 0 | 0 | 88 | **88** |
| 0 | 0 | 0 | **0** |

Peds: 0




Peds: 0

## Side Rd 18

| | Totals | | | |
|---|---|---|---|---|
| | **0** | 0 | 0 | 0 |
| | **45** | 45 | 0 | 0 |
| | **98** | 96 | 1 | 1 |
| | **1** | 1 | 0 | 0 |

Peds: 3

## West Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 94 | 102 | 196 |
| Trucks | 0 | 1 | 1 |
| Bicycles | 0 | 2 | 2 |
| | **94** | **105** | **199** |

## Steele St

| | | | | |
|---|---|---|---|---|
| **Totals** | **0** | **0** | **2** | **0** |
| Cars | 0 | 0 | 2 | 0 |
| Trucks | 0 | 0 | 0 | 0 |
| Bicycles | 0 | 0 | 0 | 0 |

## South Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 2 | 1 | 3 |
| Trucks | 0 | 0 | 0 |
| Bicycles | 0 | 0 | 0 |
| | **2** | **1** | **3** |

Cars - Trucks - Bicycles

## Comments

Ontario Traffic Inc.
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# Peak Hour Summary

Intersection: Side Rd 18 & Steele St
Site Code: 2617900007
Count Date: Jun 11, 2026
Period: 16:00 - 18:00

## Peak Hour Data (16:45 - 17:45)

| Start Time | North Approach Steele St | | | | | | South Approach Steele St | | | | | | East Approach Side Rd 18 | | | | | | West Approach Side Rd 18 | | | | | | Total Vehicles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | |
| 16:45 | 8 | 0 | 2 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 29 | 10 | 0 | 0 | 40 | 1 | 23 | 0 | 0 | 0 | 24 | 74 |
| 17:00 | 6 | 0 | 3 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 7 | 0 | 0 | 37 | 1 | 19 | 0 | 0 | 0 | 20 | 66 |
| 17:15 | 10 | 0 | 1 | 0 | 0 | 11 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 20 | 17 | 0 | 0 | 37 | 2 | 18 | 0 | 0 | 0 | 20 | 69 |
| 17:30 | 21 | 0 | 1 | 0 | 1 | 22 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 19 | 11 | 0 | 0 | 30 | 2 | 28 | 0 | 0 | 0 | 30 | 83 |
| **Grand Total** | **45** | **0** | **7** | **0** | **1** | **52** | **0** | **0** | **2** | **0** | **3** | **2** | **1** | **98** | **45** | **0** | **0** | **144** | **6** | **88** | **0** | **0** | **0** | **94** | **292** |
| **Approach %** | 86.5 | 0 | 13.5 | 0 | | - | 0 | 0 | 100 | 0 | | - | 0.7 | 68.1 | 31.3 | 0 | | - | 6.4 | 93.6 | 0 | 0 | | - | |
| **Totals %** | 15.4 | 0 | 2.4 | 0 | | 17.8 | 0 | 0 | 0.7 | 0 | | 0.7 | 0.3 | 33.6 | 15.4 | 0 | | 49.3 | 2.1 | 30.1 | 0 | 0 | | 32.2 | |
| **PHF** | **0.54** | **0** | **0.58** | **0** | | **0.59** | **0** | **0** | **0.5** | **0** | | **0.5** | **0.25** | **0.82** | **0.66** | **0** | | **0.9** | **0.75** | **0.79** | **0** | **0** | | **0.78** | **0.88** |
| **Cars** | 44 | 0 | 6 | 0 | | 50 | 0 | 0 | 2 | 0 | | 2 | 1 | 96 | 45 | 0 | | 142 | 6 | 88 | 0 | 0 | | 94 | 288 |
| **% Cars** | 97.8 | 0 | 85.7 | 0 | | 96.2 | 0 | 0 | 100 | 0 | | 100 | 100 | 98 | 100 | 0 | | 98.6 | 100 | 100 | 0 | 0 | | 100 | 98.6 |
| **Trucks** | 1 | 0 | 0 | 0 | | 1 | 0 | 0 | 0 | 0 | | 0 | 0 | 1 | 0 | 0 | | 1 | 0 | 0 | 0 | 0 | | 0 | 2 |
| **% Trucks** | 2.2 | 0 | 0 | 0 | | 1.9 | 0 | 0 | 0 | 0 | | 0 | 0 | 1 | 0 | 0 | | 0.7 | 0 | 0 | 0 | 0 | | 0 | 0.7 |
| **Bicycles** | 0 | 0 | 1 | 0 | | 1 | 0 | 0 | 0 | 0 | | 0 | 0 | 1 | 0 | 0 | | 1 | 0 | 0 | 0 | 0 | | 0 | 2 |
| **% Bicycles** | 0 | 0 | 14.3 | 0 | | 1.9 | 0 | 0 | 0 | 0 | | 0 | 0 | 1 | 0 | 0 | | 0.7 | 0 | 0 | 0 | 0 | | 0 | 0.7 |
| **Peds** | | | | | 1 | - | | | | | 3 | - | | | | | 0 | - | | | | | 0 | - | 4 |
| **% Peds** | | | | | 25 | - | | | | | 75 | - | | | | | 0 | - | | | | | 0 | - | |

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# Project #26-179 - GHD

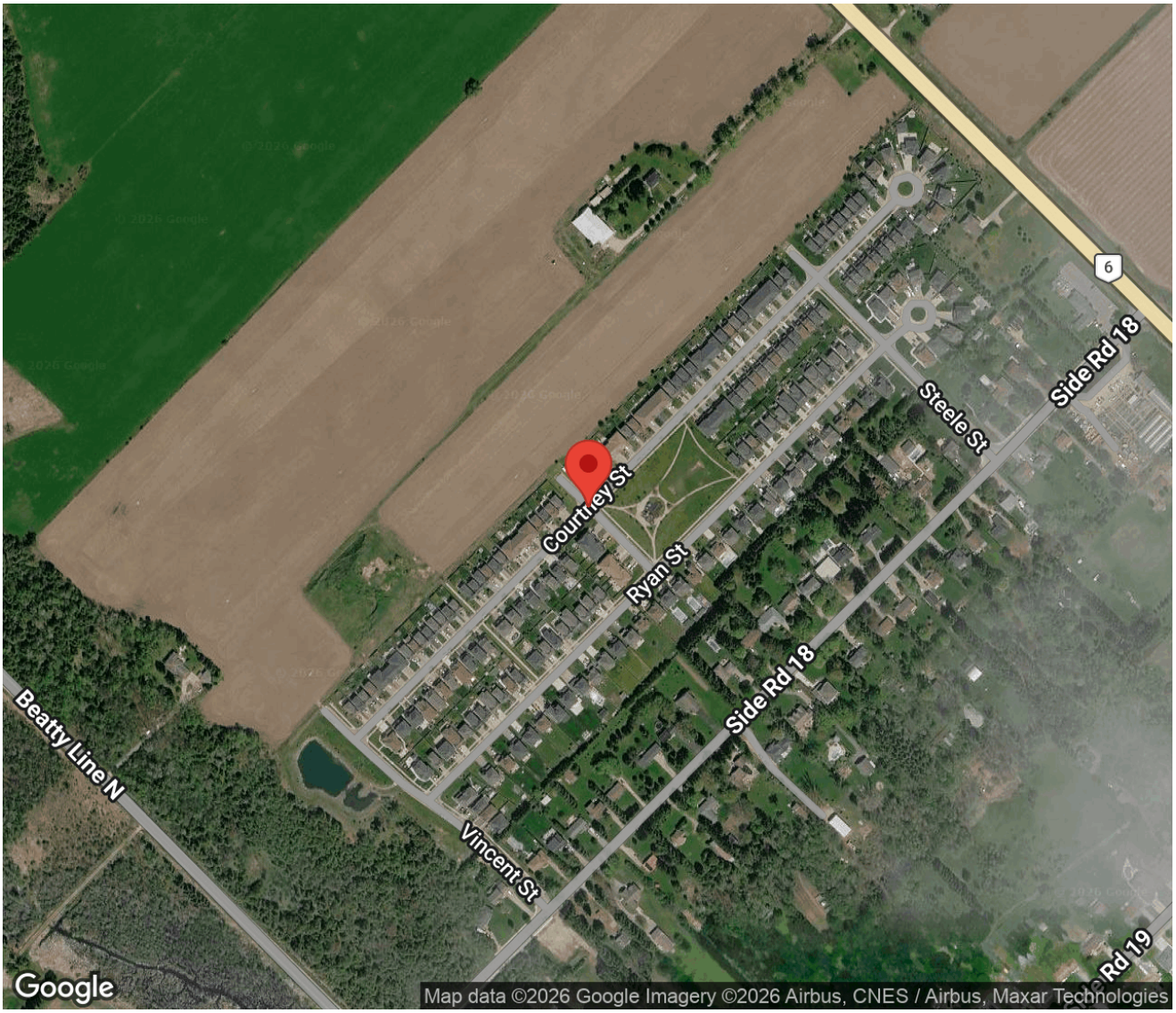
## Intersection Count Report

| | |
|---|---|
| **Intersection:** | Courtney St & Sadler St |
| **Municipality:** | Fergus |
| **Count Date:** | Thursday, Jun 11, 2026 |
| **Site Code:** | 2617900008 |
| **Count Categories:** | Cars, Trucks, Bicycles, Pedestrians |
| **Count Period:** | 07:00-09:00, 16:00-18:00 |
| **Weather:** | Clear |
| **Comments:** | |

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# Traffic Count Map

| | |
|---|---|
| Intersection: | Courtney St & Sadler St |
| Site Code: | 2617900008 |
| Municipality: | Fergus |
| Count Date: | Jun 11, 2026 |



Ontario Traffic Inc.
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# Traffic Count Summary

| | |
|---|---|
| Intersection: | Courtney St & Sadler St |
| Site Code: | 2617900008 |
| Municipality: | Fergus |
| Count Date: | Jun 11, 2026 |

## Sadler St - 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 |
| 07:00 - 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 8 | 2 |
| 08:00 - 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 11 | 3 |
| BREAK | | | | | | | | | | | | | |
| 16:00 - 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 5 | 5 | 5 |
| 17:00 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 0 | 9 | 15 | 9 |
| **GRAND TOTAL** | **0** | **0** | **0** | **0** | **0** | **0** | **5** | **0** | **14** | **0** | **19** | **39** | **19** |

Ontario Traffic Inc.
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# Traffic Count Summary

| | |
|---|---|
| Intersection: | Courtney St & Sadler St |
| Site Code: | 2617900008 |
| Municipality: | Fergus |
| Count Date: | Jun 11, 2026 |

## Courtney 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 |
| 07:00 - 08:00 | 3 | 10 | 0 | 0 | 13 | 4 | 0 | 9 | 4 | 0 | 13 | 0 | 26 |
| 08:00 - 09:00 | 3 | 9 | 0 | 0 | 12 | 2 | 0 | 12 | 4 | 0 | 16 | 2 | 28 |
| BREAK | | | | | | | | | | | | | |
| 16:00 - 17:00 | 1 | 11 | 0 | 0 | 12 | 3 | 0 | 16 | 4 | 0 | 20 | 0 | 32 |
| 17:00 - 18:00 | 7 | 9 | 0 | 0 | 16 | 2 | 0 | 11 | 5 | 0 | 16 | 0 | 32 |
| **GRAND TOTAL** | **14** | **39** | **0** | **0** | **53** | **11** | **0** | **48** | **17** | **0** | **65** | **2** | **118** |

Ontario Traffic Inc.
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# Traffic Count Data

Intersection: Courtney St & Sadler St
Site Code: 2617900008
Municipality: Fergus
Count Date: Jun 11, 2026

## North Approach - Sadler St

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | | | | | Total | | | | | Total | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 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 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Traffic Count Data

Intersection: Courtney St & Sadler St
Site Code: 2617900008
Municipality: Fergus
Count Date: Jun 11, 2026

## North Approach - Sadler St

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | | | | | Total | | | | | Total | |
| 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 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| GRAND TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Traffic Count Data

Intersection: Courtney St & Sadler St
Site Code: 2617900008
Municipality: Fergus
Count Date: Jun 11, 2026

## South Approach - Sadler St

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | | | | | Total | | | | | Total | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| 07:30 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 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 | 4 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 08:30 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 19 |

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Traffic Count Data

Intersection: Courtney St & Sadler St
Site Code: 2617900008
Municipality: Fergus
Count Date: Jun 11, 2026

## South Approach - Sadler St

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| 16:00 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:15 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:00 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:15 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:30 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 5 |
| 17:45 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 2 | 0 | 9 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 20 |
| **GRAND TOTAL** | **4** | **0** | **9** | **0** | **13** | **0** | **0** | **2** | **0** | **2** | **1** | **0** | **3** | **0** | **4** | **39** |

Ontario Traffic Inc.
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# Traffic Count Data

Intersection: Courtney St & Sadler St
Site Code: 2617900008
Municipality: Fergus
Count Date: Jun 11, 2026

## East Approach - Courtney St

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | | | | | Total | | | | | Total | |
| 07:00 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:15 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 4 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:00 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:15 | 1 | 2 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:45 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 5 | 18 | 0 | 0 | 23 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |

Ontario Traffic Inc.
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# Traffic Count Data

Intersection: Courtney St & Sadler St
Site Code: 2617900008
Municipality: Fergus
Count Date: Jun 11, 2026

## East Approach - Courtney St

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↩ | Total | ↰ | ↑ | ↱ | ↩ | Total | ↰ | ↑ | ↱ | ↩ | Total | |
| 16:00 | 1 | 2 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:30 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:45 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 3 | 3 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 |
| 17:30 | 2 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:45 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 7 | 19 | 0 | 0 | 26 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 5 |
| GRAND TOTAL | 12 | 37 | 0 | 0 | 49 | 1 | 2 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 11 |

Ontario Traffic Inc.
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# Traffic Count Data

Intersection: Courtney St & Sadler St
Site Code: 2617900008
Municipality: Fergus
Count Date: Jun 11, 2026

## West Approach - Courtney St

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | | | | | Total | | | | | Total | |
| 07:00 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 07:30 | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 3 | 2 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:30 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| SUBTOTAL | 0 | 20 | 6 | 0 | 26 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 2 | 2 |

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Traffic Count Data

Intersection: Courtney St & Sadler St
Site Code: 2617900008
Municipality: Fergus
Count Date: Jun 11, 2026

## West Approach - Courtney St

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| 16:00 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 4 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 17:30 | 0 | 4 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 0 | 26 | 8 | 0 | 34 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |
| GRAND TOTAL | 0 | 46 | 14 | 0 | 60 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 3 | 2 |

# Peak Hour Diagram

**Specified Period**
From: 07:00:00
To: 09:00:00

**One Hour Peak**
From: 07:45:00
To: 08:45:00

**Intersection:** Courtney St & Sadler St
**Site Code:** 2617900008
**Count Date:** Jun 11, 2026

**Weather conditions:** Clear

**** Unsignalized Intersection ****

**Major Road:** Courtney St runs E/W

## North Approach

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

## Sadler St

| | | | | |
|---|---|---|---|---|
| Bicycles | 0 | 0 | 0 | 0 |
| Trucks | 0 | 0 | 0 | 0 |
| Cars | 0 | 0 | 0 | 0 |
| **Totals** | **0** | **0** | **0** | **0** |

Peds: 0

## East Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 12 | 12 | 24 |
| Trucks | 2 | 3 | 5 |
| Bicycles | 0 | 0 | 0 |
| | **14** | **15** | **29** |

## Courtney St

| Bicycles | Trucks | Cars | Totals | |
|---|---|---|---|---|
| 0 | 0 | 0 | **0** | |
| 0 | 0 | 0 | **0** | |
| 0 | 1 | 12 | **13** | |
| 0 | 0 | 3 | **3** | |

Peds: 2




Peds: 4

## Courtney St

| | Totals | Cars | Trucks | Bicycles |
|---|---|---|---|---|
| | **0** | 0 | 0 | 0 |
| | **0** | 0 | 0 | 0 |
| | **11** | 10 | 1 | 0 |
| | **3** | 2 | 1 | 0 |

Peds: 11

## West Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 15 | 11 | 26 |
| Trucks | 1 | 1 | 2 |
| Bicycles | 0 | 0 | 0 |
| | **16** | **12** | **28** |

## Sadler St

| | | | | |
|---|---|---|---|---|
| **Totals** | **1** | **0** | **2** | **0** |
| Cars | 1 | 0 | 0 | 0 |
| Trucks | 0 | 0 | 2 | 0 |
| Bicycles | 0 | 0 | 0 | 0 |

## South Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 1 | 5 | 6 |
| Trucks | 2 | 1 | 3 |
| Bicycles | 0 | 0 | 0 |
| | **3** | **6** | **9** |

Cars - Trucks - Bicycles

## Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Peak Hour Summary

| | |
|---|---|
| Intersection: | Courtney St & Sadler St |
| Site Code: | 2617900008 |
| Count Date: | Jun 11, 2026 |
| Period: | 07:00 - 09:00 |

## Peak Hour Data (07:45 - 08:45)

| Start Time | North Approach Sadler St | | | | | | South Approach Sadler St | | | | | | East Approach Courtney St | | | | | | West Approach Courtney St | | | | | | Total Vehicles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 2 | 5 | 0 | 2 | 0 | 0 | 0 | 2 | 7 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 4 | 1 | 0 | 0 | 5 | 7 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 1 | 1 | 3 | 0 | 0 | 0 | 4 | 0 | 4 | 2 | 0 | 2 | 6 | 11 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 1 | 3 | 0 | 3 | 0 | 0 | 0 | 3 | 8 |
| **Grand Total** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **2** | **0** | **11** | **3** | **3** | **11** | **0** | **0** | **4** | **14** | **0** | **13** | **3** | **0** | **2** | **16** | **33** |
| Approach % | 0 | 0 | 0 | 0 | | - | 33.3 | 0 | 66.7 | 0 | | - | 21.4 | 78.6 | 0 | 0 | | - | 0 | 81.3 | 18.8 | 0 | | - | |
| Totals % | 0 | 0 | 0 | 0 | | 0 | 3 | 0 | 6.1 | 0 | | 9.1 | 9.1 | 33.3 | 0 | 0 | | 42.4 | 0 | 39.4 | 9.1 | 0 | | 48.5 | |
| **PHF** | **0** | **0** | **0** | **0** | | **0** | **0.25** | **0** | **0.5** | **0** | | **0.38** | **0.75** | **0.69** | **0** | **0** | | **0.7** | **0** | **0.81** | **0.38** | **0** | | **0.67** | **0.75** |
| Cars | 0 | 0 | 0 | 0 | | 0 | 1 | 0 | 0 | 0 | | 1 | 2 | 10 | 0 | 0 | | 12 | 0 | 12 | 3 | 0 | | 15 | 28 |
| % Cars | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | 0 | | 33.3 | 66.7 | 90.9 | 0 | 0 | | 85.7 | 0 | 92.3 | 100 | 0 | | 93.8 | 84.8 |
| Trucks | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 2 | 0 | | 2 | 1 | 1 | 0 | 0 | | 2 | 0 | 1 | 0 | 0 | | 1 | 5 |
| % Trucks | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 100 | 0 | | 66.7 | 33.3 | 9.1 | 0 | 0 | | 14.3 | 0 | 7.7 | 0 | 0 | | 6.3 | 15.2 |
| 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 | - | | | | | 11 | - | | | | | 4 | - | | | | | 2 | - | 17 |
| % Peds | | | | | 0 | - | | | | | 64.7 | - | | | | | 23.5 | - | | | | | 11.8 | - | |

# Peak Hour Diagram

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

| Specified Period | | One Hour Peak | |
|---|---|---|---|
| From: | 16:00:00 | From: | 16:45:00 |
| To: | 18:00:00 | To: | 17:45:00 |

**Intersection:** Courtney St & Sadler St
**Site Code:** 2617900008
**Count Date:** Jun 11, 2026

**Weather conditions:** Clear

**** Unsignalized Intersection ****

**Major Road:** Courtney St runs E/W

## North Approach

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

## Sadler St

| | | | | |
|---|---|---|---|---|
| Bicycles | 0 | 0 | 0 | 0 |
| Trucks | 0 | 0 | 0 | 0 |
| Cars | 0 | 0 | 0 | 0 |
| **Totals** | **0** | **0** | **0** | **0** |

Peds: 0

## East Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 15 | 20 | 35 |
| Trucks | 0 | 0 | 0 |
| Bicycles | 1 | 2 | 3 |
| | **16** | **22** | **38** |

## Courtney St

| Bicycles | Trucks | Cars | Totals | |
|---|---|---|---|---|
| 0 | 0 | 0 | **0** | |
| 0 | 0 | 0 | **0** | |
| 0 | 0 | 15 | **15** | |
| 1 | 0 | 3 | **4** | |

Peds: 0

N
W E
S

Peds: 2

## Courtney St

| | Totals | Cars | Trucks | Bicycles |
|---|---|---|---|---|
| | **0** | 0 | 0 | 0 |
| | **0** | 0 | 0 | 0 |
| | **9** | 9 | 0 | 0 |
| | **7** | 6 | 0 | 1 |

Peds: 17

## West Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 18 | 10 | 28 |
| Trucks | 0 | 0 | 0 |
| Bicycles | 1 | 1 | 2 |
| | **19** | **11** | **30** |

| | | | | |
|---|---|---|---|---|
| **Totals** | **2** | **0** | **7** | **0** |
| Cars | 1 | 0 | 5 | 0 |
| Trucks | 0 | 0 | 0 | 0 |
| Bicycles | 1 | 0 | 2 | 0 |

## Sadler St

## South Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 6 | 9 | 15 |
| Trucks | 0 | 0 | 0 |
| Bicycles | 3 | 2 | 5 |
| | **9** | **11** | **20** |

Cars - Trucks - Bicycles

## Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Peak Hour Summary

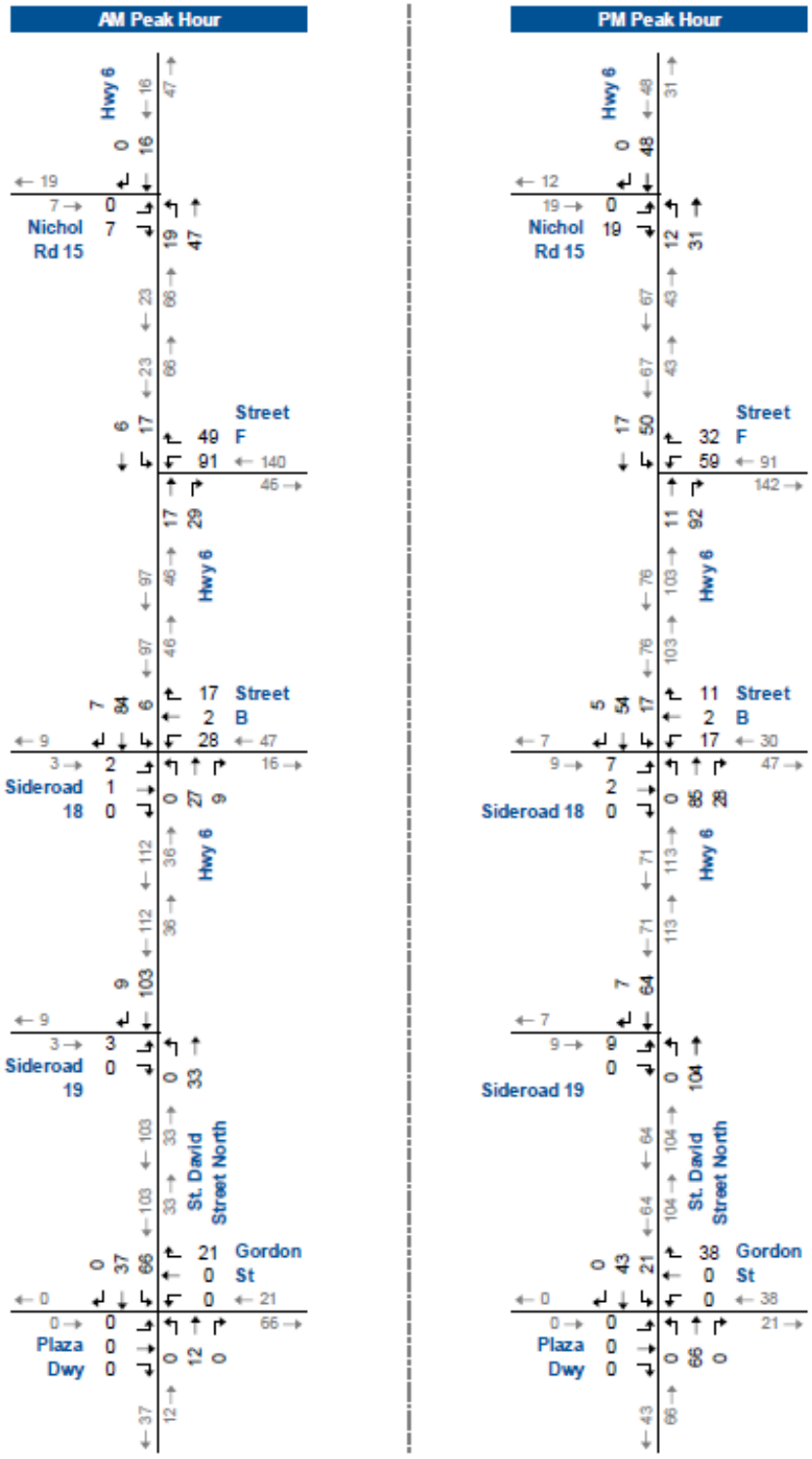
| | |
|---|---|
| Intersection: | Courtney St & Sadler St |
| Site Code: | 2617900008 |
| Count Date: | Jun 11, 2026 |
| Period: | 16:00 - 18:00 |

## Peak Hour Data (16:45 - 17:45)

| Start Time | North Approach Sadler St | | | | | | South Approach Sadler St | | | | | | East Approach Courtney St | | | | | | West Approach Courtney St | | | | | | Total Vehicles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 7 | 0 | 0 | 0 | 7 | 11 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 2 | 3 | 3 | 0 | 0 | 0 | 6 | 0 | 3 | 0 | 0 | 0 | 3 | 11 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 2 | 2 | 1 | 0 | 0 | 1 | 3 | 0 | 1 | 2 | 0 | 0 | 3 | 8 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 5 | 4 | 2 | 2 | 0 | 0 | 1 | 4 | 0 | 4 | 2 | 0 | 0 | 6 | 14 |
| **Grand Total** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **7** | **0** | **17** | **9** | **7** | **9** | **0** | **0** | **2** | **16** | **0** | **15** | **4** | **0** | **0** | **19** | **44** |
| Approach % | 0 | 0 | 0 | 0 | | - | 22.2 | 0 | 77.8 | 0 | | - | 43.8 | 56.3 | 0 | 0 | | - | 0 | 78.9 | 21.1 | 0 | | - | |
| Totals % | 0 | 0 | 0 | 0 | | 0 | 4.5 | 0 | 15.9 | 0 | | 20.5 | 15.9 | 20.5 | 0 | 0 | | 36.4 | 0 | 34.1 | 9.1 | 0 | | 43.2 | |
| **PHF** | **0** | **0** | **0** | **0** | | **0** | **0.5** | **0** | **0.58** | **0** | | **0.56** | **0.58** | **0.75** | **0** | **0** | | **0.67** | **0** | **0.54** | **0.5** | **0** | | **0.68** | **0.79** |
| Cars | 0 | 0 | 0 | 0 | | 0 | 1 | 0 | 5 | 0 | | 6 | 6 | 9 | 0 | 0 | | 15 | 0 | 15 | 3 | 0 | | 18 | 39 |
| % Cars | 0 | 0 | 0 | 0 | | 0 | 50 | 0 | 71.4 | 0 | | 66.7 | 85.7 | 100 | 0 | 0 | | 93.8 | 0 | 100 | 75 | 0 | | 94.7 | 88.6 |
| Trucks | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 |
| % Trucks | 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 | 1 | 0 | 2 | 0 | | 3 | 1 | 0 | 0 | 0 | | 1 | 0 | 0 | 1 | 0 | | 1 | 5 |
| % Bicycles | 0 | 0 | 0 | 0 | | 0 | 50 | 0 | 28.6 | 0 | | 33.3 | 14.3 | 0 | 0 | 0 | | 6.3 | 0 | 0 | 25 | 0 | | 5.3 | 11.4 |
| Peds | | | | | 0 | - | | | | | 17 | - | | | | | 2 | - | | | | | 0 | - | 19 |
| % Peds | | | | | 0 | - | | | | | 89.5 | - | | | | | 10.5 | - | | | | | 0 | - | |

# Appendix D

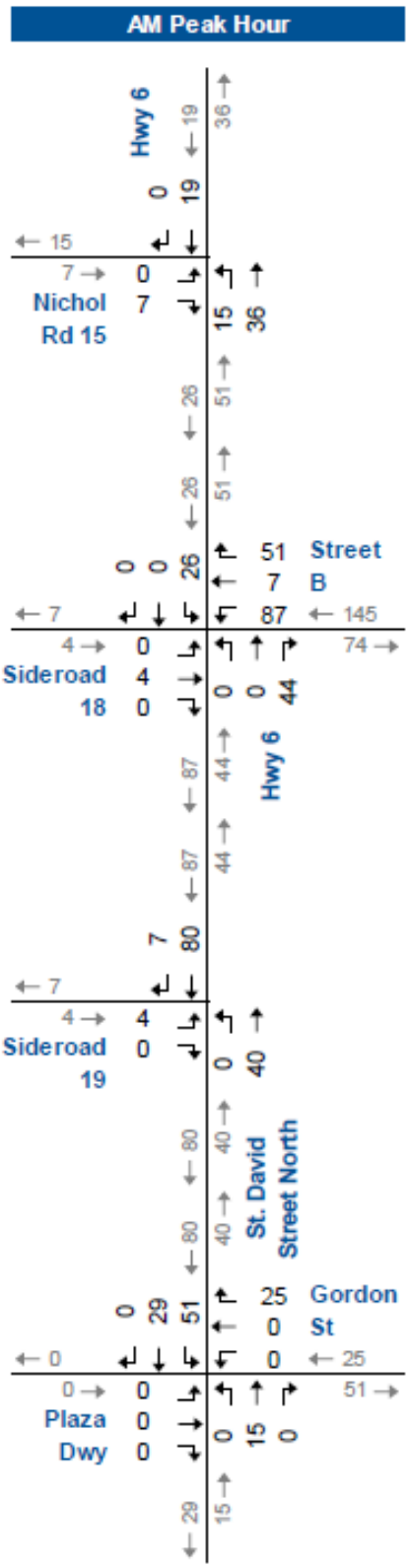
## Background Development Excerpts

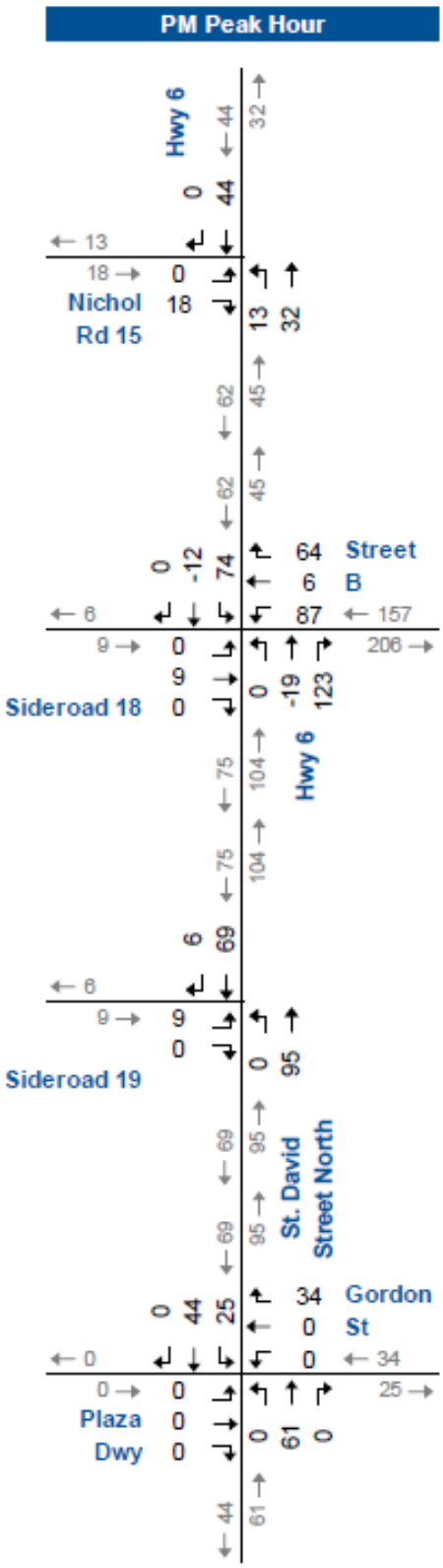



# Site Generated Traffic Volumes

6581 Highway 6, Fergus
230599

Figure 3.2



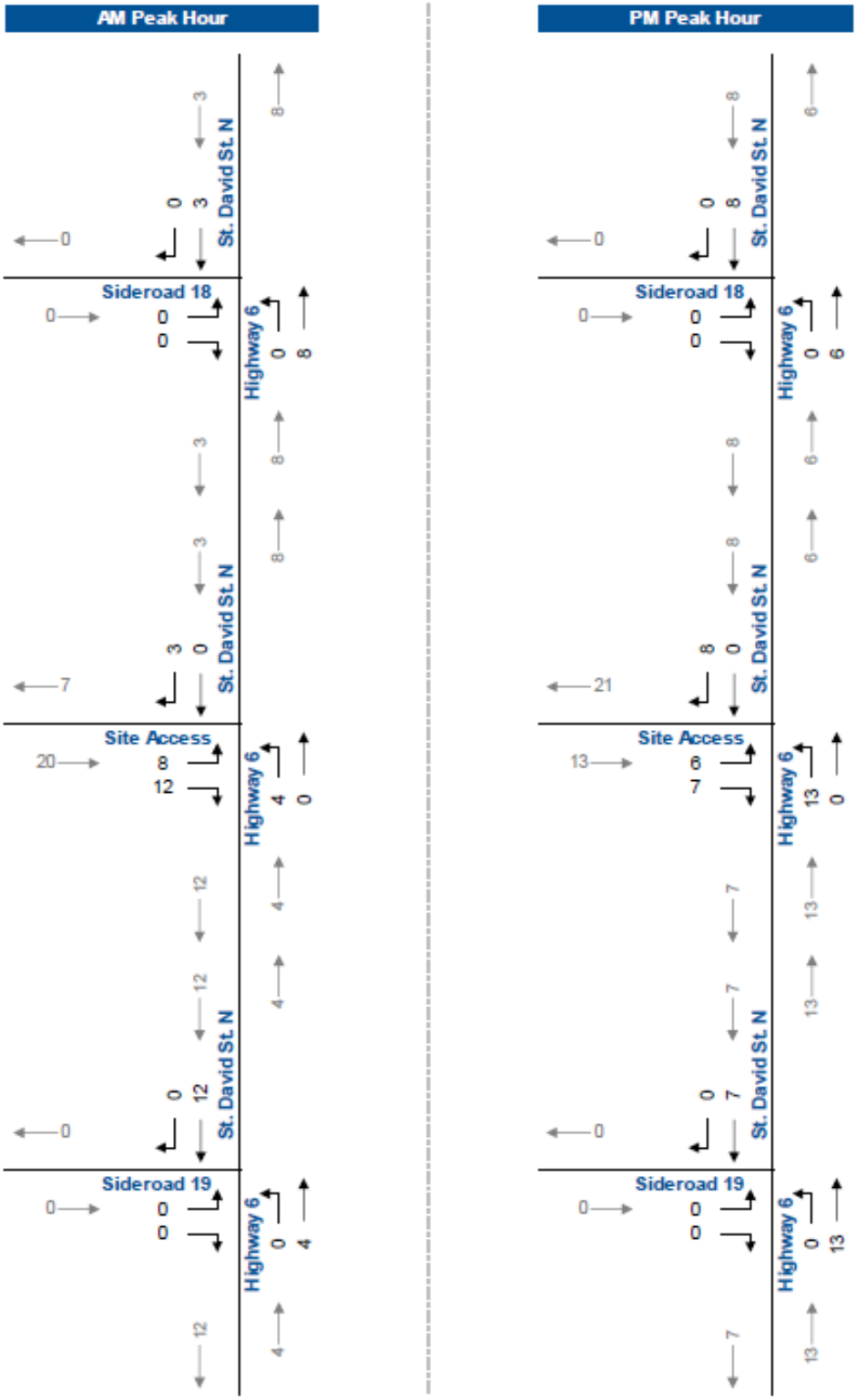



paradigm TRANSPORTATION SOLUTIONS LIMITED

# Site Generated Traffic Volumes

968 St. David Street, Fergus
230599

Figure 3.2




paradigm TRANSPORTATION SOLUTIONS LIMITED

# Site Generated Traffic Volumes

961 St David Street North, Fergus TIS
210066

Figure 3.2

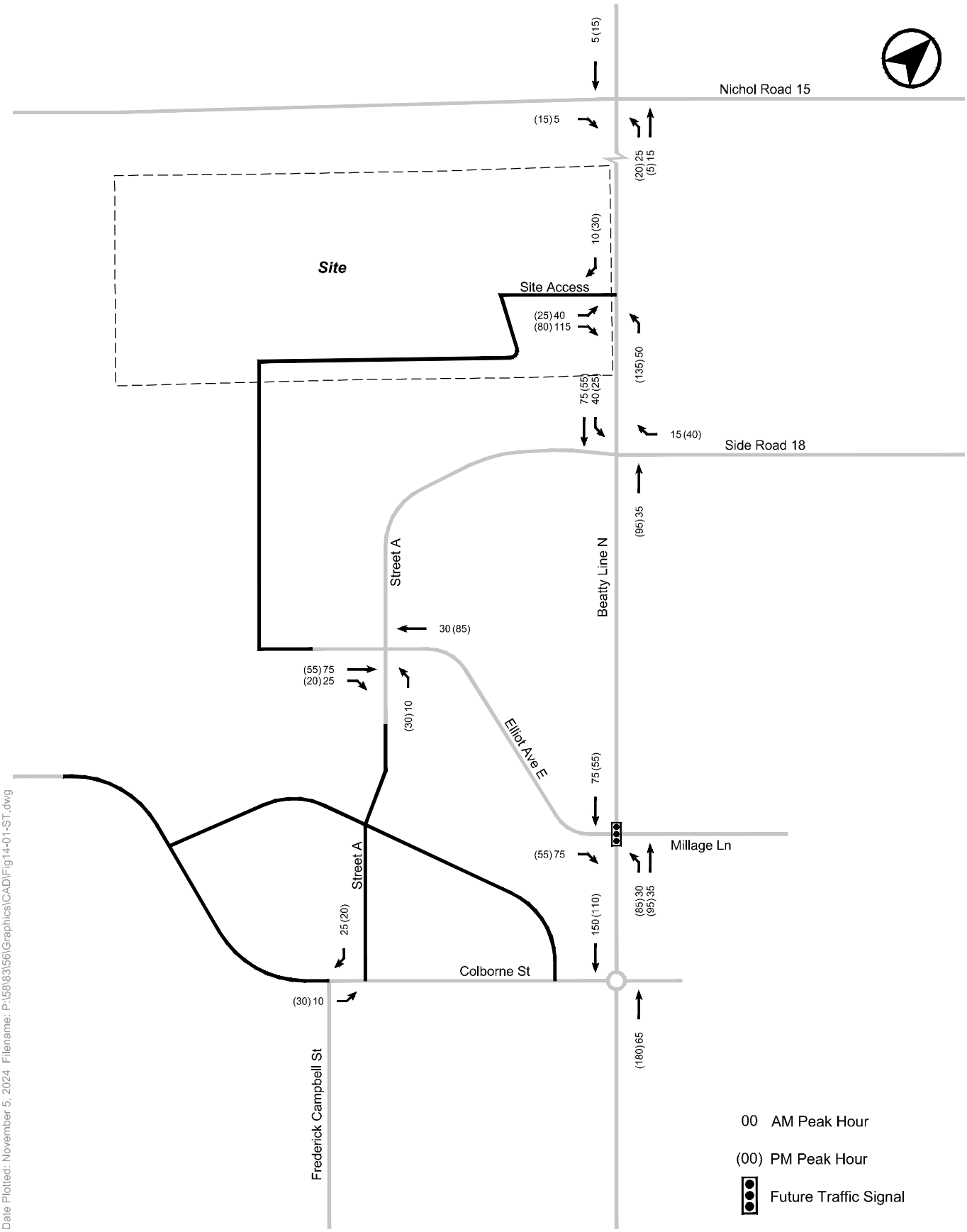
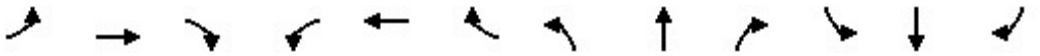



**FIGURE 14 SITE TRAFFIC VOLUMES**

# Appendix E

## Synchro Outputs



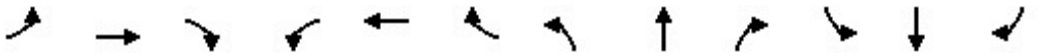
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 26 | 0 | 85 | 0 | 0 | 0 | 115 | 211 | 0 | 0 | 327 | 39 |
| Future Volume (vph) | 26 | 0 | 85 | 0 | 0 | 0 | 115 | 211 | 0 | 0 | 327 | 39 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | | 5.0 | 0.0 | | 0.0 | 115.0 | | 0.0 | 0.0 | | 0.0 |
| Storage Lanes | 0 | | 1 | 0 | | 0 | 1 | | 0 | 0 | | 0 |
| Taper Length (m) | 7.5 | | | 7.5 | | | 95.0 | | | 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 | | | | | | | | | | | | |
| Frt | | | 0.850 | | | | | | | | 0.986 | |
| Flt Protected | | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 1612 | 1495 | 0 | 1900 | 0 | 1641 | 1776 | 0 | 0 | 1758 | 0 |
| Flt Permitted | | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (perm) | 0 | 1612 | 1495 | 0 | 1900 | 0 | 1641 | 1776 | 0 | 0 | 1758 | 0 |
| Link Speed (k/h) | | 40 | | | 40 | | | 80 | | | 80 | |
| Link Distance (m) | | 689.6 | | | 121.8 | | | 606.7 | | | 149.7 | |
| Travel Time (s) | | 62.1 | | | 11.0 | | | 27.3 | | | 6.7 | |
| Confl. Peds. (#/hr) | 2 | | | | | 2 | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 12% | 0% | 8% | 0% | 0% | 0% | 10% | 7% | 0% | 0% | 7% | 3% |
| Adj. Flow (vph) | 28 | 0 | 92 | 0 | 0 | 0 | 125 | 229 | 0 | 0 | 355 | 42 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 28 | 92 | 0 | 0 | 0 | 125 | 229 | 0 | 0 | 397 | 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) | | 0.0 | | | 0.0 | | | 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 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| 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) | 26 | 0 | 85 | 0 | 0 | 0 | 115 | 211 | 0 | 0 | 327 | 39 |
| Future Volume (Veh/h) | 26 | 0 | 85 | 0 | 0 | 0 | 115 | 211 | 0 | 0 | 327 | 39 |
| 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) | 28 | 0 | 92 | 0 | 0 | 0 | 125 | 229 | 0 | 0 | 355 | 42 |
| Pedestrians | | | | | | | | | | | 2 | |
| Lane Width (m) | | | | | | | | | | | 3.6 | |
| Walking Speed (m/s) | | | | | | | | | | | 1.2 | |
| Percent Blockage | | | | | | | | | | | 0 | |
| Right turn flare (veh) | | | 1 | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 857 | 855 | 376 | 901 | 876 | 231 | 397 | | | 229 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 857 | 855 | 376 | 901 | 876 | 231 | 397 | | | 229 | | |
| tC, single (s) | 7.2 | 6.5 | 6.3 | 7.1 | 6.5 | 6.2 | 4.2 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.6 | 4.0 | 3.4 | 3.5 | 4.0 | 3.3 | 2.3 | | | 2.2 | | |
| p0 queue free % | 88 | 100 | 86 | 100 | 100 | 100 | 89 | | | 100 | | |
| cM capacity (veh/h) | 243 | 265 | 657 | 205 | 257 | 812 | 1119 | | | 1351 | | |

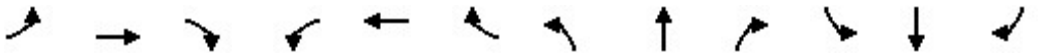
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 120 | 0 | 125 | 229 | 397 |
| Volume Left | 28 | 0 | 125 | 0 | 0 |
| Volume Right | 92 | 0 | 0 | 0 | 42 |
| cSH | 857 | 1700 | 1119 | 1700 | 1351 |
| Volume to Capacity | 0.14 | 0.00 | 0.11 | 0.13 | 0.00 |
| Queue Length 95th (m) | 3.9 | 0.0 | 3.0 | 0.0 | 0.0 |
| Control Delay (s) | 13.8 | 0.0 | 8.6 | 0.0 | 0.0 |
| Lane LOS | B | A | A | | |
| Approach Delay (s) | 13.8 | 0.0 | 3.0 | | 0.0 |
| Approach LOS | B | A | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.1 | | | |
| Intersection Capacity Utilization | 44.7% | 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) | 14 | 0 | 119 | 0 | 0 | 0 | 67 | 312 | 0 | 0 | 406 | 17 |
| Future Volume (vph) | 14 | 0 | 119 | 0 | 0 | 0 | 67 | 312 | 0 | 0 | 406 | 17 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | | 0.0 | 0.0 | | 0.0 | 20.0 | | 0.0 | 20.0 | | 0.0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 1 | | 0 | 1 | | 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 |
| Frt | | 0.880 | | | | | | | | | 0.994 | |
| Flt Protected | | 0.995 | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 1606 | 0 | 0 | 1863 | 0 | 1656 | 1759 | 0 | 1863 | 1778 | 0 |
| Flt Permitted | | 0.995 | | | | | 0.950 | | | | | |
| Satd. Flow (perm) | 0 | 1606 | 0 | 0 | 1863 | 0 | 1656 | 1759 | 0 | 1863 | 1778 | 0 |
| Link Speed (k/h) | | 40 | | | 50 | | | 60 | | | 60 | |
| Link Distance (m) | | 199.9 | | | 109.4 | | | 358.6 | | | 413.0 | |
| Travel Time (s) | | 18.0 | | | 7.9 | | | 21.5 | | | 24.8 | |
| Peak Hour Factor | 0.96 | 0.92 | 0.96 | 0.92 | 0.92 | 0.92 | 0.96 | 0.96 | 0.92 | 0.92 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 0% | 2% | 4% | 2% | 2% | 2% | 9% | 8% | 2% | 2% | 6% | 12% |
| Adj. Flow (vph) | 15 | 0 | 124 | 0 | 0 | 0 | 70 | 325 | 0 | 0 | 423 | 18 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 139 | 0 | 0 | 0 | 0 | 70 | 325 | 0 | 0 | 441 | 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) | | 0.0 | | | 0.0 | | | 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 | | | | | | | | Yes | | | | |
| 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 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 44.2% | 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) | 14 | 0 | 119 | 0 | 0 | 0 | 67 | 312 | 0 | 0 | 406 | 17 |
| Future Volume (Veh/h) | 14 | 0 | 119 | 0 | 0 | 0 | 67 | 312 | 0 | 0 | 406 | 17 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.96 | 0.92 | 0.96 | 0.92 | 0.92 | 0.92 | 0.96 | 0.96 | 0.92 | 0.92 | 0.96 | 0.96 |
| Hourly flow rate (vph) | 15 | 0 | 124 | 0 | 0 | 0 | 70 | 325 | 0 | 0 | 423 | 18 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (m) | | | | | | | | | | | | |
| Walking Speed (m/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | TWLTL | | | None | |
| Median storage veh) | | | | | | | | 2 | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 897 | 897 | 432 | 1012 | 906 | 325 | 441 | | | 325 | | |
| vC1, stage 1 conf vol | 432 | 432 | | 465 | 465 | | | | | | | |
| vC2, stage 2 conf vol | 465 | 465 | | 547 | 441 | | | | | | | |
| vCu, unblocked vol | 897 | 897 | 432 | 1012 | 906 | 325 | 441 | | | 325 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.2 | | | 4.1 | | |
| tC, 2 stage (s) | 6.1 | 5.5 | | 6.1 | 5.5 | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.3 | | | 2.2 | | |
| p0 queue free % | 97 | 100 | 80 | 100 | 100 | 100 | 94 | | | 100 | | |
| cM capacity (veh/h) | 453 | 444 | 619 | 315 | 420 | 716 | 1083 | | | 1235 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|
| Volume Total | 139 | 0 | 70 | 325 | 0 | 441 |
| Volume Left | 15 | 0 | 70 | 0 | 0 | 0 |
| Volume Right | 124 | 0 | 0 | 0 | 0 | 18 |
| cSH | 596 | 1700 | 1083 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.23 | 0.00 | 0.06 | 0.19 | 0.00 | 0.26 |
| Queue Length 95th (m) | 7.2 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | 12.9 | 0.0 | 8.6 | 0.0 | 0.0 | 0.0 |
| Lane LOS | B | A | A | | | |
| Approach Delay (s) | 12.9 | 0.0 | 1.5 | | 0.0 | |
| Approach LOS | B | A | | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.4 | | | |
| Intersection Capacity Utilization | 44.2% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 12 | 50 | 51 | 351 | 538 | 26 |
| Future Volume (vph) | 12 | 50 | 51 | 351 | 538 | 26 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | 5.0 | 30.0 | | | 0.0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (m) | 7.5 | | 20.0 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | 0.850 | | | 0.994 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1671 | 1380 | 1671 | 1759 | 1756 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1671 | 1380 | 1671 | 1759 | 1756 | 0 |
| Link Speed (k/h) | 40 | | | 60 | 60 | |
| Link Distance (m) | 509.0 | | | 92.6 | 58.0 | |
| Travel Time (s) | 45.8 | | | 5.6 | 3.5 | |
| Confl. Peds. (#/hr) | 3 | 1 | 3 | | | 3 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles (%) | 8% | 17% | 8% | 8% | 7% | 19% |
| Adj. Flow (vph) | 13 | 55 | 56 | 386 | 591 | 29 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 13 | 55 | 56 | 386 | 620 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(m) | 3.6 | | | 3.6 | 3.6 | |
| Link Offset(m) | 0.0 | | | 0.0 | 0.0 | |
| Crosswalk Width(m) | 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 |
| Turning Speed (k/h) | 25 | 15 | 25 | | | 15 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 46.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 12 | 50 | 51 | 351 | 538 | 26 |
| Future Volume (Veh/h) | 12 | 50 | 51 | 351 | 538 | 26 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Hourly flow rate (vph) | 13 | 55 | 56 | 386 | 591 | 29 |
| Pedestrians | 3 | | | 1 | 3 | |
| Lane Width (m) | 3.6 | | | 3.6 | 3.6 | |
| Walking Speed (m/s) | 1.2 | | | 1.2 | 1.2 | |
| Percent Blockage | 0 | | | 0 | 0 | |
| Right turn flare (veh) | | 1 | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | 93 | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1110 | 610 | 623 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1110 | 610 | 623 | | | |
| tC, single (s) | 6.5 | 6.4 | 4.2 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.5 | 2.3 | | | |
| p0 queue free % | 94 | 88 | 94 | | | |
| cM capacity (veh/h) | 211 | 467 | 927 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|
| Volume Total | 68 | 56 | 386 | 620 |
| Volume Left | 13 | 56 | 0 | 0 |
| Volume Right | 55 | 0 | 0 | 29 |
| cSH | 577 | 927 | 1700 | 1700 |
| Volume to Capacity | 0.12 | 0.06 | 0.23 | 0.36 |
| Queue Length 95th (m) | 3.2 | 1.5 | 0.0 | 0.0 |
| Control Delay (s) | 15.5 | 9.1 | 0.0 | 0.0 |
| Lane LOS | C | A | | |
| Approach Delay (s) | 15.5 | 1.2 | | 0.0 |
| Approach LOS | C | | | |

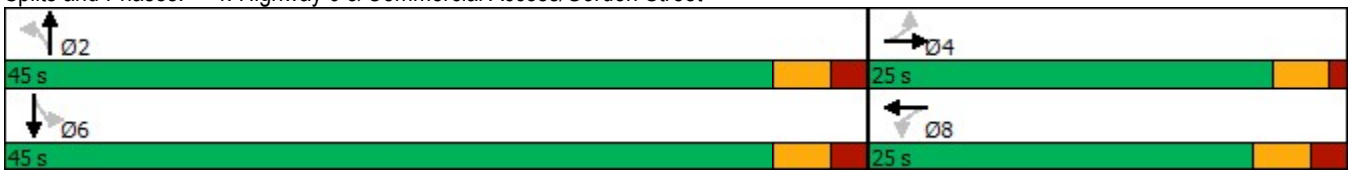
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.4 | | |
| Intersection Capacity Utilization | 46.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

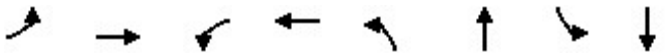
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 5 | 8 | 25 | 81 | 12 | 199 | 20 | 191 | 75 | 226 | 351 | 10 |
| Future Volume (vph) | 5 | 8 | 25 | 81 | 12 | 199 | 20 | 191 | 75 | 226 | 351 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 20.0 | | 0.0 | 25.0 | | 0.0 | 20.0 | | 0.0 | 15.0 | | 0.0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (m) | 15.0 | | | 55.0 | | | 60.0 | | | 20.0 | | |
| 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 | 0.98 | | 0.99 | 0.99 | | 0.99 | 1.00 | |
| Frt | | 0.886 | | | 0.859 | | | 0.958 | | | 0.996 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 1599 | 0 | 1656 | 1395 | 0 | 1641 | 1711 | 0 | 1656 | 1786 | 0 |
| Flt Permitted | 0.431 | | | 0.732 | | | 0.508 | | | 0.574 | | |
| Satd. Flow (perm) | 818 | 1599 | 0 | 1267 | 1395 | 0 | 870 | 1711 | 0 | 992 | 1786 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 29 | | | 229 | | | 47 | | | 3 | |
| Link Speed (k/h) | | 50 | | | 50 | | | 60 | | | 60 | |
| Link Distance (m) | | 103.5 | | | 516.0 | | | 310.1 | | | 92.6 | |
| Travel Time (s) | | 7.5 | | | 37.2 | | | 18.6 | | | 5.6 | |
| Confl. Peds. (#/hr) | 1 | | 4 | 4 | | 1 | 9 | | 7 | 7 | | 9 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Heavy Vehicles (%) | 0% | 0% | 4% | 9% | 8% | 15% | 10% | 4% | 9% | 9% | 6% | 0% |
| Adj. Flow (vph) | 6 | 9 | 29 | 93 | 14 | 229 | 23 | 220 | 86 | 260 | 403 | 11 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 6 | 38 | 0 | 93 | 243 | 0 | 23 | 306 | 0 | 260 | 414 | 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 | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 23.0 | 23.0 | | 23.0 | 23.0 | | 23.0 | 23.0 | |
| Total Split (s) | 25.0 | 25.0 | | 25.0 | 25.0 | | 45.0 | 45.0 | | 45.0 | 45.0 | |
| Total Split (%) | 35.7% | 35.7% | | 35.7% | 35.7% | | 64.3% | 64.3% | | 64.3% | 64.3% | |
| Maximum Green (s) | 21.0 | 21.0 | | 20.0 | 20.0 | | 40.0 | 40.0 | | 40.0 | 40.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 1.0 | 1.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | Max | Max | | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | 10.8 | 10.8 | | 9.8 | 9.8 | | 42.2 | 42.2 | | 42.2 | 42.2 | |
| Actuated g/C Ratio | 0.17 | 0.17 | | 0.16 | 0.16 | | 0.68 | 0.68 | | 0.68 | 0.68 | |
| v/c Ratio | 0.04 | 0.13 | | 0.47 | 0.59 | | 0.04 | 0.26 | | 0.39 | 0.34 | |
| Control Delay | 20.2 | 11.3 | | 30.3 | 10.7 | | 4.5 | 4.4 | | 7.1 | 5.6 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 20.2 | 11.3 | | 30.3 | 10.7 | | 4.5 | 4.4 | | 7.1 | 5.6 | |
| LOS | C | B | | C | B | | A | A | | A | A | |
| Approach Delay | | 12.5 | | | 16.1 | | | 4.4 | | | 6.2 | |
| Approach LOS | | B | | | B | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 70 | | | |
| Actuated Cycle Length: 62 | | | |
| Natural Cycle: 50 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 0.59 | | | |
| Intersection Signal Delay: 8.4 | | Intersection LOS: A | |
| Intersection Capacity Utilization 53.1% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

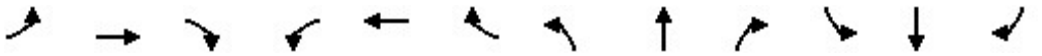
Splits and Phases: 4: Highway 6 & Commercial Access/Gordon Street





| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 6 | 38 | 93 | 243 | 23 | 306 | 260 | 414 |
| v/c Ratio | 0.04 | 0.13 | 0.47 | 0.59 | 0.04 | 0.26 | 0.39 | 0.34 |
| Control Delay | 20.2 | 11.3 | 30.3 | 10.7 | 4.5 | 4.4 | 7.1 | 5.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 20.2 | 11.3 | 30.3 | 10.7 | 4.5 | 4.4 | 7.1 | 5.6 |
| Queue Length 50th (m) | 0.6 | 0.9 | 9.8 | 1.4 | 0.7 | 9.2 | 10.7 | 16.1 |
| Queue Length 95th (m) | 3.1 | 7.0 | 21.1 | 16.4 | 3.2 | 21.7 | 27.0 | 34.6 |
| Internal Link Dist (m) | | 79.5 | | 492.0 | | 286.1 | | 68.6 |
| Turn Bay Length (m) | 20.0 | | 25.0 | | 20.0 | | 15.0 | |
| Base Capacity (vph) | 277 | 561 | 409 | 605 | 591 | 1178 | 674 | 1215 |
| 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 | 0.02 | 0.07 | 0.23 | 0.40 | 0.04 | 0.26 | 0.39 | 0.34 |

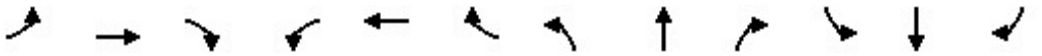
Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 5 | 8 | 25 | 81 | 12 | 199 | 20 | 191 | 75 | 226 | 351 | 10 |
| Future Volume (vph) | 5 | 8 | 25 | 81 | 12 | 199 | 20 | 191 | 75 | 226 | 351 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 0.98 | | 1.00 | 0.98 | | 1.00 | 0.99 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | |
| Frt | 1.00 | 0.89 | | 1.00 | 0.86 | | 1.00 | 0.96 | | 1.00 | 1.00 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1803 | 1599 | | 1645 | 1395 | | 1627 | 1711 | | 1643 | 1786 | |
| Flt Permitted | 0.43 | 1.00 | | 0.73 | 1.00 | | 0.51 | 1.00 | | 0.57 | 1.00 | |
| Satd. Flow (perm) | 818 | 1599 | | 1268 | 1395 | | 871 | 1711 | | 992 | 1786 | |
| Peak-hour factor, PHF | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Adj. Flow (vph) | 6 | 9 | 29 | 93 | 14 | 229 | 23 | 220 | 86 | 260 | 403 | 11 |
| RTOR Reduction (vph) | 0 | 24 | 0 | 0 | 193 | 0 | 0 | 15 | 0 | 0 | 1 | 0 |
| Lane Group Flow (vph) | 6 | 14 | 0 | 93 | 50 | 0 | 23 | 291 | 0 | 260 | 413 | 0 |
| Confl. Peds. (#/hr) | 1 | | 4 | 4 | | 1 | 9 | | 7 | 7 | | 9 |
| Heavy Vehicles (%) | 0% | 0% | 4% | 9% | 8% | 15% | 10% | 4% | 9% | 9% | 6% | 0% |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 10.8 | 10.8 | | 9.8 | 9.8 | | 42.2 | 42.2 | | 42.2 | 42.2 | |
| Effective Green, g (s) | 10.8 | 10.8 | | 9.8 | 9.8 | | 42.2 | 42.2 | | 42.2 | 42.2 | |
| Actuated g/C Ratio | 0.17 | 0.17 | | 0.16 | 0.16 | | 0.68 | 0.68 | | 0.68 | 0.68 | |
| Clearance Time (s) | 4.0 | 4.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 142 | 278 | | 200 | 220 | | 592 | 1164 | | 675 | 1215 | |
| v/s Ratio Prot | | 0.01 | | | 0.04 | | | 0.17 | | | 0.23 | |
| v/s Ratio Perm | 0.01 | | | c0.07 | | | 0.03 | | | c0.26 | | |
| v/c Ratio | 0.04 | 0.05 | | 0.47 | 0.23 | | 0.04 | 0.25 | | 0.39 | 0.34 | |
| Uniform Delay, d1 | 21.3 | 21.3 | | 23.7 | 22.8 | | 3.2 | 3.8 | | 4.3 | 4.1 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.1 | 0.1 | | 1.7 | 0.5 | | 0.1 | 0.5 | | 1.7 | 0.8 | |
| Delay (s) | 21.4 | 21.4 | | 25.4 | 23.3 | | 3.4 | 4.3 | | 5.9 | 4.9 | |
| Level of Service | C | C | | C | C | | A | A | | A | A | |
| Approach Delay (s) | | 21.4 | | | 23.9 | | | 4.3 | | | 5.3 | |
| Approach LOS | | C | | | C | | | A | | | A | |

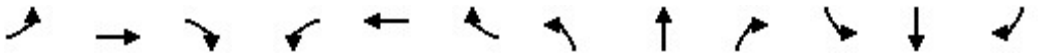
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 10.1 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.40 | | |
| Actuated Cycle Length (s) | 62.0 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 53.1% | ICU Level of Service | A |
| 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) | 56 | 76 | 63 | 55 | 50 | 21 | 31 | 49 | 31 | 7 | 67 | 34 |
| Future Volume (vph) | 56 | 76 | 63 | 55 | 50 | 21 | 31 | 49 | 31 | 7 | 67 | 34 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| 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 | | | | | | | | | | | | |
| Frt | | 0.956 | | | 0.978 | | | 0.962 | | | 0.957 | |
| Flt Protected | | 0.986 | | | 0.979 | | | 0.986 | | | 0.997 | |
| Satd. Flow (prot) | 0 | 1713 | 0 | 0 | 1725 | 0 | 0 | 1705 | 0 | 0 | 1686 | 0 |
| Flt Permitted | | 0.986 | | | 0.979 | | | 0.986 | | | 0.997 | |
| Satd. Flow (perm) | 0 | 1713 | 0 | 0 | 1725 | 0 | 0 | 1705 | 0 | 0 | 1686 | 0 |
| Link Speed (k/h) | | 50 | | | 40 | | | 50 | | | 50 | |
| Link Distance (m) | | 271.3 | | | 214.7 | | | 599.2 | | | 318.8 | |
| Travel Time (s) | | 19.5 | | | 19.3 | | | 43.1 | | | 23.0 | |
| Confl. Peds. (#/hr) | | | 19 | 19 | | | | | 3 | 3 | | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Heavy Vehicles (%) | 5% | 3% | 6% | 7% | 4% | 5% | 7% | 4% | 7% | 14% | 3% | 15% |
| Adj. Flow (vph) | 65 | 88 | 73 | 64 | 58 | 24 | 36 | 57 | 36 | 8 | 78 | 40 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 226 | 0 | 0 | 146 | 0 | 0 | 129 | 0 | 0 | 126 | 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) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| 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 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

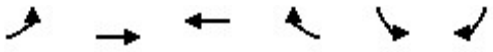
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 32.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 56 | 76 | 63 | 55 | 50 | 21 | 31 | 49 | 31 | 7 | 67 | 34 |
| Future Volume (Veh/h) | 56 | 76 | 63 | 55 | 50 | 21 | 31 | 49 | 31 | 7 | 67 | 34 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Hourly flow rate (vph) | 65 | 88 | 73 | 64 | 58 | 24 | 36 | 57 | 36 | 8 | 78 | 40 |
| Pedestrians | | | | | 3 | | | 19 | | | | |
| Lane Width (m) | | | | | 3.6 | | | 3.6 | | | | |
| Walking Speed (m/s) | | | | | 1.2 | | | 1.2 | | | | |
| Percent Blockage | | | | | 0 | | | 2 | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 314 | 282 | 117 | 400 | 284 | 78 | 118 | | | 96 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 314 | 282 | 117 | 400 | 284 | 78 | 118 | | | 96 | | |
| tC, single (s) | 7.1 | 6.5 | 6.3 | 7.2 | 6.5 | 6.2 | 4.2 | | | 4.2 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.4 | 3.6 | 4.0 | 3.3 | 2.3 | | | 2.3 | | |
| p0 queue free % | 88 | 85 | 92 | 85 | 90 | 98 | 97 | | | 99 | | |
| cM capacity (veh/h) | 557 | 604 | 910 | 432 | 601 | 972 | 1440 | | | 1422 | | |

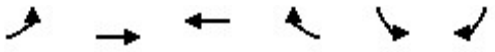
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 226 | 146 | 129 | 126 |
| Volume Left | 65 | 64 | 36 | 8 |
| Volume Right | 73 | 24 | 36 | 40 |
| cSH | 660 | 542 | 1440 | 1422 |
| Volume to Capacity | 0.34 | 0.27 | 0.03 | 0.01 |
| Queue Length 95th (m) | 12.2 | 8.7 | 0.6 | 0.1 |
| Control Delay (s) | 13.3 | 14.1 | 2.3 | 0.5 |
| Lane LOS | B | B | A | A |
| Approach Delay (s) | 13.3 | 14.1 | 2.3 | 0.5 |
| Approach LOS | B | B | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 8.6 | | | |
| Intersection Capacity Utilization | 32.8% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 16 | 91 | 83 | 8 | 6 | 52 |
| Future Volume (vph) | 16 | 91 | 83 | 8 | 6 | 52 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.988 | | 0.878 | |
| Flt Protected | | 0.992 | | | 0.995 | |
| Satd. Flow (prot) | 0 | 1788 | 1710 | 0 | 1553 | 0 |
| Flt Permitted | | 0.992 | | | 0.995 | |
| Satd. Flow (perm) | 0 | 1788 | 1710 | 0 | 1553 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 214.7 | 596.4 | | 242.8 | |
| Travel Time (s) | | 19.3 | 53.7 | | 17.5 | |
| Confl. Peds. (#/hr) | | | | | 9 | 1 |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Heavy Vehicles (%) | 19% | 3% | 7% | 38% | 33% | 4% |
| Adj. Flow (vph) | 20 | 111 | 101 | 10 | 7 | 63 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 131 | 111 | 0 | 70 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 0.0 | 0.0 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

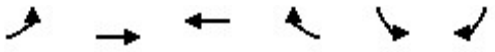
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 23.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 16 | 91 | 83 | 8 | 6 | 52 |
| Future Volume (Veh/h) | 16 | 91 | 83 | 8 | 6 | 52 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Hourly flow rate (vph) | 20 | 111 | 101 | 10 | 7 | 63 |
| Pedestrians | | 1 | 9 | | | |
| Lane Width (m) | | 3.6 | 3.6 | | | |
| Walking Speed (m/s) | | 1.2 | 1.2 | | | |
| Percent Blockage | | 0 | 1 | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 111 | | | | 266 | 107 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 111 | | | | 266 | 107 |
| tC, single (s) | 4.3 | | | | 6.7 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.4 | | | | 3.8 | 3.3 |
| p0 queue free % | 99 | | | | 99 | 93 |
| cM capacity (veh/h) | 1379 | | | | 647 | 941 |

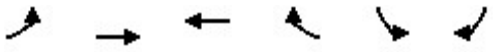
| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 131 | 111 | 70 |
| Volume Left | 20 | 0 | 7 |
| Volume Right | 0 | 10 | 63 |
| cSH | 1379 | 1700 | 900 |
| Volume to Capacity | 0.01 | 0.07 | 0.08 |
| Queue Length 95th (m) | 0.4 | 0.0 | 2.0 |
| Control Delay (s) | 1.3 | 0.0 | 9.3 |
| Lane LOS | A | | A |
| Approach Delay (s) | 1.3 | 0.0 | 9.3 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.6 | | |
| Intersection Capacity Utilization | 23.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 7 | 101 | 73 | 15 | 46 | 9 |
| Future Volume (vph) | 7 | 101 | 73 | 15 | 46 | 9 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.977 | | 0.977 | |
| Flt Protected | | 0.997 | | | 0.960 | |
| Satd. Flow (prot) | 0 | 1831 | 1667 | 0 | 1630 | 0 |
| Flt Permitted | | 0.997 | | | 0.960 | |
| Satd. Flow (perm) | 0 | 1831 | 1667 | 0 | 1630 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 596.4 | 199.9 | | 240.0 | |
| Travel Time (s) | | 53.7 | 18.0 | | 17.3 | |
| Confl. Peds. (#/hr) | 2 | | | 2 | 4 | 4 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 10% | 3% | 11% | 13% | 9% | 11% |
| Adj. Flow (vph) | 8 | 109 | 78 | 16 | 49 | 10 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 117 | 94 | 0 | 59 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 0.0 | 0.0 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

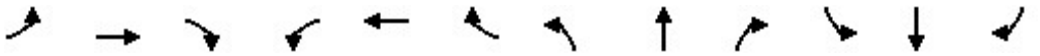
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 22.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 7 | 101 | 73 | 15 | 46 | 9 |
| Future Volume (Veh/h) | 7 | 101 | 73 | 15 | 46 | 9 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 8 | 109 | 78 | 16 | 49 | 10 |
| Pedestrians | | 4 | 4 | | 2 | |
| Lane Width (m) | | 3.6 | 3.6 | | 3.6 | |
| Walking Speed (m/s) | | 1.2 | 1.2 | | 1.2 | |
| Percent Blockage | | 0 | 0 | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 96 | | | | 217 | 92 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 96 | | | | 217 | 92 |
| tC, single (s) | 4.2 | | | | 6.5 | 6.3 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.3 | | | | 3.6 | 3.4 |
| p0 queue free % | 99 | | | | 93 | 99 |
| cM capacity (veh/h) | 1446 | | | | 748 | 936 |

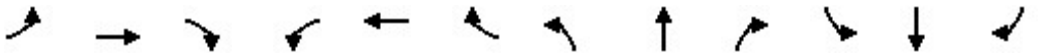
| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 117 | 94 | 59 |
| Volume Left | 8 | 0 | 49 |
| Volume Right | 0 | 16 | 10 |
| cSH | 1446 | 1700 | 774 |
| Volume to Capacity | 0.01 | 0.06 | 0.08 |
| Queue Length 95th (m) | 0.1 | 0.0 | 2.0 |
| Control Delay (s) | 0.6 | 0.0 | 10.0 |
| Lane LOS | A | | B |
| Approach Delay (s) | 0.6 | 0.0 | 10.0 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.4 | | |
| Intersection Capacity Utilization | 22.3% | 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) | 0 | 13 | 3 | 3 | 11 | 0 | 1 | 0 | 2 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 13 | 3 | 3 | 11 | 0 | 1 | 0 | 2 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| 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 | | | | | | | | | | | | |
| Frt | | 0.974 | | | | | | 0.899 | | | | |
| Flt Protected | | | | | 0.990 | | | 0.988 | | | | |
| Satd. Flow (prot) | 0 | 1738 | 0 | 0 | 1722 | 0 | 0 | 1663 | 0 | 0 | 1900 | 0 |
| Flt Permitted | | | | | 0.990 | | | 0.988 | | | | |
| Satd. Flow (perm) | 0 | 1738 | 0 | 0 | 1722 | 0 | 0 | 1663 | 0 | 0 | 1900 | 0 |
| Link Speed (k/h) | | 50 | | | 50 | | | 50 | | | 50 | |
| Link Distance (m) | | 156.5 | | | 142.7 | | | 88.1 | | | 94.9 | |
| Travel Time (s) | | 11.3 | | | 10.3 | | | 6.3 | | | 6.8 | |
| Confl. Peds. (#/hr) | | | 11 | 11 | | | 2 | | 4 | 4 | | 2 |
| Peak Hour Factor | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Heavy Vehicles (%) | 0% | 8% | 0% | 10% | 9% | 0% | 0% | 0% | 2% | 0% | 0% | 0% |
| Adj. Flow (vph) | 0 | 17 | 4 | 4 | 15 | 0 | 1 | 0 | 3 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 21 | 0 | 0 | 19 | 0 | 0 | 4 | 0 | 0 | 0 | 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) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| 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 |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |

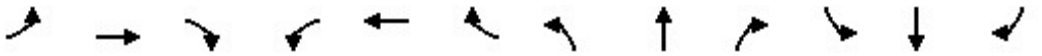
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 17.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Traffic Volume (vph) | 0 | 13 | 3 | 3 | 11 | 0 | 1 | 0 | 2 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 13 | 3 | 3 | 11 | 0 | 1 | 0 | 2 | 0 | 0 | 0 |
| Peak Hour Factor | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Hourly flow rate (vph) | 0 | 17 | 4 | 4 | 15 | 0 | 1 | 0 | 3 | 0 | 0 | 0 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 21 | 19 | 4 | 0 |
| Volume Left (vph) | 0 | 4 | 1 | 0 |
| Volume Right (vph) | 4 | 0 | 3 | 0 |
| Hadj (s) | 0.00 | 0.20 | -0.37 | 0.00 |
| Departure Headway (s) | 3.9 | 4.1 | 3.6 | 4.0 |
| Degree Utilization, x | 0.02 | 0.02 | 0.00 | 0.00 |
| Capacity (veh/h) | 909 | 866 | 982 | 900 |
| Control Delay (s) | 7.0 | 7.2 | 6.6 | 7.0 |
| Approach Delay (s) | 7.0 | 7.2 | 6.6 | 0.0 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 7.1 | | | |
| Level of Service | A | | | |
| Intersection Capacity Utilization | 17.7% | 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) | 26 | 0 | 140 | 0 | 0 | 0 | 115 | 478 | 0 | 0 | 325 | 23 |
| Future Volume (vph) | 26 | 0 | 140 | 0 | 0 | 0 | 115 | 478 | 0 | 0 | 325 | 23 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | | 5.0 | 0.0 | | 0.0 | 115.0 | | 0.0 | 0.0 | | 0.0 |
| Storage Lanes | 0 | | 1 | 0 | | 0 | 1 | | 0 | 0 | | 0 |
| Taper Length (m) | 7.5 | | | 7.5 | | | 95.0 | | | 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 | | | | | | | | | | | | |
| Frt | | | 0.850 | | | | | | | | 0.991 | |
| Flt Protected | | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 1517 | 1553 | 0 | 1900 | 0 | 1752 | 1845 | 0 | 0 | 1753 | 0 |
| Flt Permitted | | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (perm) | 0 | 1517 | 1553 | 0 | 1900 | 0 | 1752 | 1845 | 0 | 0 | 1753 | 0 |
| Link Speed (k/h) | | 40 | | | 40 | | | 80 | | | 80 | |
| Link Distance (m) | | 689.6 | | | 121.8 | | | 606.7 | | | 149.7 | |
| Travel Time (s) | | 62.1 | | | 11.0 | | | 27.3 | | | 6.7 | |
| Confl. Peds. (#/hr) | 4 | | | | | 4 | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 19% | 0% | 4% | 0% | 0% | 0% | 3% | 3% | 0% | 0% | 7% | 13% |
| Adj. Flow (vph) | 27 | 0 | 147 | 0 | 0 | 0 | 121 | 503 | 0 | 0 | 342 | 24 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 27 | 147 | 0 | 0 | 0 | 121 | 503 | 0 | 0 | 366 | 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) | | 0.0 | | | 0.0 | | | 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 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 58.2% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

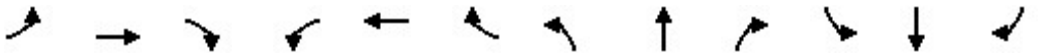
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 26 | 0 | 140 | 0 | 0 | 0 | 115 | 478 | 0 | 0 | 325 | 23 |
| Future Volume (Veh/h) | 26 | 0 | 140 | 0 | 0 | 0 | 115 | 478 | 0 | 0 | 325 | 23 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 27 | 0 | 147 | 0 | 0 | 0 | 121 | 503 | 0 | 0 | 342 | 24 |
| Pedestrians | | | | | | | | | | | 4 | |
| Lane Width (m) | | | | | | | | | | | 3.6 | |
| Walking Speed (m/s) | | | | | | | | | | | 1.2 | |
| Percent Blockage | | | | | | | | | | | 0 | |
| Right turn flare (veh) | | | 1 | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1103 | 1099 | 354 | 1172 | 1111 | 507 | 366 | | | 503 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1103 | 1099 | 354 | 1172 | 1111 | 507 | 366 | | | 503 | | |
| tC, single (s) | 7.3 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.7 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 83 | 100 | 79 | 100 | 100 | 100 | 90 | | | 100 | | |
| cM capacity (veh/h) | 161 | 192 | 685 | 124 | 189 | 568 | 1187 | | | 1072 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 174 | 0 | 121 | 503 | 366 |
| Volume Left | 27 | 0 | 121 | 0 | 0 |
| Volume Right | 147 | 0 | 0 | 0 | 24 |
| cSH | 811 | 1700 | 1187 | 1700 | 1072 |
| Volume to Capacity | 0.21 | 0.00 | 0.10 | 0.30 | 0.00 |
| Queue Length 95th (m) | 6.5 | 0.0 | 2.7 | 0.0 | 0.0 |
| Control Delay (s) | 14.8 | 0.0 | 8.4 | 0.0 | 0.0 |
| Lane LOS | B | A | A | | |
| Approach Delay (s) | 14.8 | 0.0 | 1.6 | | 0.0 |
| Approach LOS | B | A | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.1 | | | |
| Intersection Capacity Utilization | 58.2% | ICU Level of Service | | B |
| Analysis Period (min) | 15 | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 19 | 0 | 114 | 0 | 0 | 0 | 79 | 576 | 0 | 0 | 456 | 19 |
| Future Volume (vph) | 19 | 0 | 114 | 0 | 0 | 0 | 79 | 576 | 0 | 0 | 456 | 19 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | | 0.0 | 0.0 | | 0.0 | 20.0 | | 0.0 | 20.0 | | 0.0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 1 | | 0 | 1 | | 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 |
| Frt | | 0.884 | | | | | | | | | 0.994 | |
| Flt Protected | | 0.993 | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 1613 | 0 | 0 | 1863 | 0 | 1736 | 1863 | 0 | 1863 | 1778 | 0 |
| Flt Permitted | | 0.993 | | | | | 0.950 | | | | | |
| Satd. Flow (perm) | 0 | 1613 | 0 | 0 | 1863 | 0 | 1736 | 1863 | 0 | 1863 | 1778 | 0 |
| Link Speed (k/h) | | 40 | | | 50 | | | 60 | | | 60 | |
| Link Distance (m) | | 199.9 | | | 109.4 | | | 358.6 | | | 413.0 | |
| Travel Time (s) | | 18.0 | | | 7.9 | | | 21.5 | | | 24.8 | |
| Peak Hour Factor | 0.95 | 0.92 | 0.95 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.92 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 0% | 2% | 4% | 2% | 2% | 2% | 4% | 2% | 2% | 2% | 6% | 11% |
| Adj. Flow (vph) | 20 | 0 | 120 | 0 | 0 | 0 | 83 | 606 | 0 | 0 | 480 | 20 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 140 | 0 | 0 | 0 | 0 | 83 | 606 | 0 | 0 | 500 | 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) | | 0.0 | | | 0.0 | | | 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 | | | | | | | | Yes | | | | |
| 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 | 100 | | 100 | 25 | | 100 | 100 | | 15 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 51.7% | | 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) | 19 | 0 | 114 | 0 | 0 | 0 | 79 | 576 | 0 | 0 | 456 | 19 |
| Future Volume (Veh/h) | 19 | 0 | 114 | 0 | 0 | 0 | 79 | 576 | 0 | 0 | 456 | 19 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.95 | 0.92 | 0.95 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.92 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 20 | 0 | 120 | 0 | 0 | 0 | 83 | 606 | 0 | 0 | 480 | 20 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (m) | | | | | | | | | | | | |
| Walking Speed (m/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | TWLTL | | | None | |
| Median storage veh) | | | | | | | | 2 | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1262 | 1262 | 490 | 1372 | 1272 | 606 | 500 | | | 606 | | |
| vC1, stage 1 conf vol | 490 | 490 | | 772 | 772 | | | | | | | |
| vC2, stage 2 conf vol | 772 | 772 | | 600 | 500 | | | | | | | |
| vCu, unblocked vol | 1262 | 1262 | 490 | 1372 | 1272 | 606 | 500 | | | 606 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | 6.1 | 5.5 | | 6.1 | 5.5 | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 94 | 100 | 79 | 100 | 100 | 100 | 92 | | | 100 | | |
| cM capacity (veh/h) | 321 | 332 | 574 | 243 | 317 | 497 | 1054 | | | 972 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|
| Volume Total | 140 | 0 | 83 | 606 | 0 | 500 |
| Volume Left | 20 | 0 | 83 | 0 | 0 | 0 |
| Volume Right | 120 | 0 | 0 | 0 | 0 | 20 |
| cSH | 516 | 1700 | 1054 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.27 | 0.00 | 0.08 | 0.36 | 0.00 | 0.29 |
| Queue Length 95th (m) | 8.7 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | 14.5 | 0.0 | 8.7 | 0.0 | 0.0 | 0.0 |
| Lane LOS | B | A | A | | | |
| Approach Delay (s) | 14.5 | 0.0 | 1.0 | | 0.0 | |
| Approach LOS | B | A | | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.1 | | | |
| Intersection Capacity Utilization | 51.7% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 20 | 72 | 66 | 674 | 520 | 42 |
| Future Volume (vph) | 20 | 72 | 66 | 674 | 520 | 42 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | 5.0 | 30.0 | | | 0.0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (m) | 7.5 | | 20.0 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | 0.850 | | | 0.990 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1805 | 1568 | 1703 | 1845 | 1814 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1805 | 1568 | 1703 | 1845 | 1814 | 0 |
| Link Speed (k/h) | 40 | | | 60 | 60 | |
| Link Distance (m) | 509.0 | | | 92.6 | 58.0 | |
| Travel Time (s) | 45.8 | | | 5.6 | 3.5 | |
| Confl. Peds. (#/hr) | 1 | 2 | 5 | | | 5 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Heavy Vehicles (%) | 0% | 3% | 6% | 3% | 4% | 0% |
| Adj. Flow (vph) | 21 | 74 | 68 | 695 | 536 | 43 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 21 | 74 | 68 | 695 | 579 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(m) | 3.6 | | | 3.6 | 3.6 | |
| Link Offset(m) | 0.0 | | | 0.0 | 0.0 | |
| Crosswalk Width(m) | 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 |
| Turning Speed (k/h) | 25 | 15 | 25 | | | 15 |
| Sign Control | Stop | | | Free | Free | |

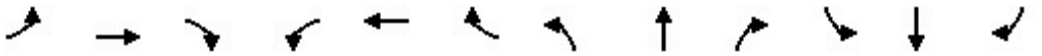
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 47.6% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 20 | 72 | 66 | 674 | 520 | 42 |
| Future Volume (Veh/h) | 20 | 72 | 66 | 674 | 520 | 42 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Hourly flow rate (vph) | 21 | 74 | 68 | 695 | 536 | 43 |
| Pedestrians | 5 | | | 2 | 1 | |
| Lane Width (m) | 3.6 | | | 3.6 | 3.6 | |
| Walking Speed (m/s) | 1.2 | | | 1.2 | 1.2 | |
| Percent Blockage | 0 | | | 0 | 0 | |
| Right turn flare (veh) | | 1 | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | 93 | | |
| pX, platoon unblocked | 0.92 | | | | | |
| vC, conflicting volume | 1394 | 564 | 584 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1386 | 564 | 584 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.2 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.3 | | | |
| p0 queue free % | 85 | 86 | 93 | | | |
| cM capacity (veh/h) | 136 | 520 | 967 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|
| Volume Total | 95 | 68 | 695 | 579 |
| Volume Left | 21 | 68 | 0 | 0 |
| Volume Right | 74 | 0 | 0 | 43 |
| cSH | 615 | 967 | 1700 | 1700 |
| Volume to Capacity | 0.15 | 0.07 | 0.41 | 0.34 |
| Queue Length 95th (m) | 4.3 | 1.8 | 0.0 | 0.0 |
| Control Delay (s) | 18.2 | 9.0 | 0.0 | 0.0 |
| Lane LOS | C | A | | |
| Approach Delay (s) | 18.2 | 0.8 | | 0.0 |
| Approach LOS | C | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.6 | | |
| Intersection Capacity Utilization | 47.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



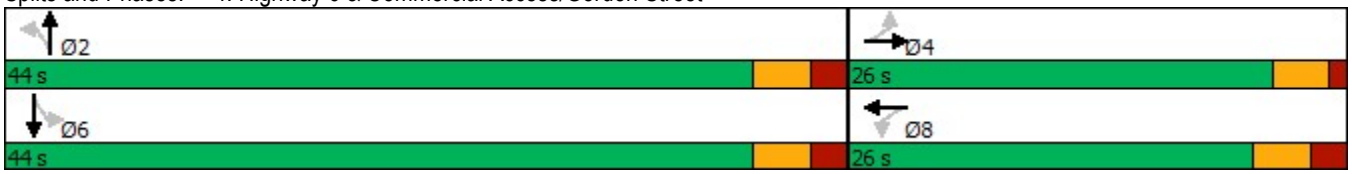
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 25 | 48 | 82 | 91 | 69 | 353 | 85 | 330 | 92 | 234 | 340 | 25 |
| Future Volume (vph) | 25 | 48 | 82 | 91 | 69 | 353 | 85 | 330 | 92 | 234 | 340 | 25 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 20.0 | | 0.0 | 25.0 | | 0.0 | 20.0 | | 0.0 | 15.0 | | 0.0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (m) | 15.0 | | | 55.0 | | | 60.0 | | | 20.0 | | |
| 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 | 0.98 | 0.99 | | 1.00 | 0.95 | | 0.99 | 0.99 | | 0.99 | 1.00 | |
| Frt | | 0.906 | | | 0.874 | | | 0.967 | | | 0.990 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 1671 | 0 | 1787 | 1536 | 0 | 1805 | 1793 | 0 | 1719 | 1858 | 0 |
| Flt Permitted | 0.325 | | | 0.663 | | | 0.517 | | | 0.473 | | |
| Satd. Flow (perm) | 608 | 1671 | 0 | 1243 | 1536 | 0 | 970 | 1793 | 0 | 849 | 1858 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 88 | | | 377 | | | 32 | | | 9 | |
| Link Speed (k/h) | | 50 | | | 50 | | | 60 | | | 60 | |
| Link Distance (m) | | 103.5 | | | 516.0 | | | 310.1 | | | 92.6 | |
| Travel Time (s) | | 7.5 | | | 37.2 | | | 18.6 | | | 5.6 | |
| Confl. Peds. (#/hr) | 22 | | 2 | 2 | | 22 | 12 | | 9 | 9 | | 12 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 0% | 4% | 0% | 1% | 0% | 3% | 0% | 1% | 4% | 5% | 1% | 0% |
| Adj. Flow (vph) | 27 | 52 | 88 | 98 | 74 | 380 | 91 | 355 | 99 | 252 | 366 | 27 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 27 | 140 | 0 | 98 | 454 | 0 | 91 | 454 | 0 | 252 | 393 | 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 | |

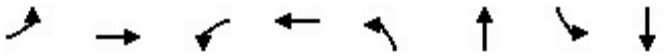
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 23.0 | 23.0 | | 23.0 | 23.0 | | 23.0 | 23.0 | |
| Total Split (s) | 26.0 | 26.0 | | 26.0 | 26.0 | | 44.0 | 44.0 | | 44.0 | 44.0 | |
| Total Split (%) | 37.1% | 37.1% | | 37.1% | 37.1% | | 62.9% | 62.9% | | 62.9% | 62.9% | |
| Maximum Green (s) | 22.0 | 22.0 | | 21.0 | 21.0 | | 39.0 | 39.0 | | 39.0 | 39.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 1.0 | 1.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | Max | Max | | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | 12.3 | 12.3 | | 11.3 | 11.3 | | 39.3 | 39.3 | | 39.3 | 39.3 | |
| Actuated g/C Ratio | 0.20 | 0.20 | | 0.19 | 0.19 | | 0.65 | 0.65 | | 0.65 | 0.65 | |
| v/c Ratio | 0.22 | 0.34 | | 0.43 | 0.77 | | 0.14 | 0.39 | | 0.46 | 0.33 | |
| Control Delay | 23.6 | 11.1 | | 26.9 | 14.3 | | 6.4 | 6.9 | | 10.4 | 6.6 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 23.6 | 11.1 | | 26.9 | 14.3 | | 6.4 | 6.9 | | 10.4 | 6.6 | |
| LOS | C | B | | C | B | | A | A | | B | A | |
| Approach Delay | | 13.1 | | | 16.5 | | | 6.8 | | | 8.1 | |
| Approach LOS | | B | | | B | | | A | | | A | |

**Intersection Summary**

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 60.6
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 10.6 Intersection LOS: B
Intersection Capacity Utilization 83.3% ICU Level of Service E
Analysis Period (min) 15

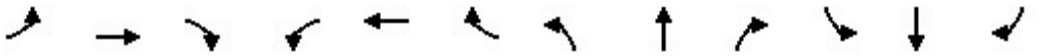
Splits and Phases: 4: Highway 6 & Commercial Access/Gordon Street





| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 27 | 140 | 98 | 454 | 91 | 454 | 252 | 393 |
| v/c Ratio | 0.22 | 0.34 | 0.43 | 0.77 | 0.14 | 0.39 | 0.46 | 0.33 |
| Control Delay | 23.6 | 11.1 | 26.9 | 14.3 | 6.4 | 6.9 | 10.4 | 6.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 23.6 | 11.1 | 26.9 | 14.3 | 6.4 | 6.9 | 10.4 | 6.6 |
| Queue Length 50th (m) | 2.7 | 5.0 | 10.2 | 7.7 | 3.1 | 16.9 | 11.0 | 14.9 |
| Queue Length 95th (m) | 8.5 | 17.0 | 22.0 | 33.5 | 12.6 | 51.2 | 41.0 | 44.1 |
| Internal Link Dist (m) | | 79.5 | | 492.0 | | 286.1 | | 68.6 |
| Turn Bay Length (m) | 20.0 | | 25.0 | | 20.0 | | 15.0 | |
| Base Capacity (vph) | 222 | 666 | 433 | 781 | 628 | 1173 | 550 | 1207 |
| 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 | 0.12 | 0.21 | 0.23 | 0.58 | 0.14 | 0.39 | 0.46 | 0.33 |

Intersection Summary



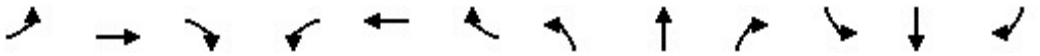
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 25 | 48 | 82 | 91 | 69 | 353 | 85 | 330 | 92 | 234 | 340 | 25 |
| Future Volume (vph) | 25 | 48 | 82 | 91 | 69 | 353 | 85 | 330 | 92 | 234 | 340 | 25 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 0.95 | | 1.00 | 0.99 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 0.99 | 1.00 | | 1.00 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | |
| Frt | 1.00 | 0.91 | | 1.00 | 0.87 | | 1.00 | 0.97 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1781 | 1671 | | 1782 | 1544 | | 1784 | 1794 | | 1706 | 1858 | |
| Flt Permitted | 0.33 | 1.00 | | 0.66 | 1.00 | | 0.52 | 1.00 | | 0.47 | 1.00 | |
| Satd. Flow (perm) | 610 | 1671 | | 1244 | 1544 | | 971 | 1794 | | 850 | 1858 | |
| Peak-hour factor, PHF | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Adj. Flow (vph) | 27 | 52 | 88 | 98 | 74 | 380 | 91 | 355 | 99 | 252 | 366 | 27 |
| RTOR Reduction (vph) | 0 | 70 | 0 | 0 | 307 | 0 | 0 | 11 | 0 | 0 | 3 | 0 |
| Lane Group Flow (vph) | 27 | 70 | 0 | 98 | 147 | 0 | 91 | 443 | 0 | 252 | 390 | 0 |
| Confl. Peds. (#/hr) | 22 | | 2 | 2 | | 22 | 12 | | 9 | 9 | | 12 |
| Heavy Vehicles (%) | 0% | 4% | 0% | 1% | 0% | 3% | 0% | 1% | 4% | 5% | 1% | 0% |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 12.3 | 12.3 | | 11.3 | 11.3 | | 39.3 | 39.3 | | 39.3 | 39.3 | |
| Effective Green, g (s) | 12.3 | 12.3 | | 11.3 | 11.3 | | 39.3 | 39.3 | | 39.3 | 39.3 | |
| Actuated g/C Ratio | 0.20 | 0.20 | | 0.19 | 0.19 | | 0.65 | 0.65 | | 0.65 | 0.65 | |
| Clearance Time (s) | 4.0 | 4.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 123 | 339 | | 231 | 287 | | 629 | 1163 | | 551 | 1204 | |
| v/s Ratio Prot | | 0.04 | | | c0.10 | | | 0.25 | | | 0.21 | |
| v/s Ratio Perm | 0.04 | | | 0.08 | | | 0.09 | | | c0.30 | | |
| v/c Ratio | 0.22 | 0.21 | | 0.42 | 0.51 | | 0.14 | 0.38 | | 0.46 | 0.32 | |
| Uniform Delay, d1 | 20.1 | 20.1 | | 21.8 | 22.2 | | 4.1 | 5.0 | | 5.3 | 4.7 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.9 | 0.3 | | 1.3 | 1.5 | | 0.5 | 0.9 | | 2.7 | 0.7 | |
| Delay (s) | 21.0 | 20.4 | | 23.0 | 23.7 | | 4.6 | 5.9 | | 8.0 | 5.5 | |
| Level of Service | C | C | | C | C | | A | A | | A | A | |
| Approach Delay (s) | | 20.5 | | | 23.6 | | | 5.7 | | | 6.5 | |
| Approach LOS | | C | | | C | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 12.4 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.47 | | |
| Actuated Cycle Length (s) | 60.6 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 83.3% | ICU Level of Service | E |
| 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) | 27 | 44 | 54 | 41 | 63 | 11 | 101 | 80 | 29 | 20 | 77 | 47 |
| Future Volume (vph) | 27 | 44 | 54 | 41 | 63 | 11 | 101 | 80 | 29 | 20 | 77 | 47 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| 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 | | | | | | | | | | | | |
| Frt | | 0.942 | | | 0.988 | | | 0.981 | | | 0.956 | |
| Flt Protected | | 0.989 | | | 0.982 | | | 0.976 | | | 0.993 | |
| Satd. Flow (prot) | 0 | 1729 | 0 | 0 | 1785 | 0 | 0 | 1804 | 0 | 0 | 1721 | 0 |
| Flt Permitted | | 0.989 | | | 0.982 | | | 0.976 | | | 0.993 | |
| Satd. Flow (perm) | 0 | 1729 | 0 | 0 | 1785 | 0 | 0 | 1804 | 0 | 0 | 1721 | 0 |
| Link Speed (k/h) | | 50 | | | 40 | | | 50 | | | 50 | |
| Link Distance (m) | | 271.3 | | | 214.7 | | | 599.2 | | | 318.8 | |
| Travel Time (s) | | 19.5 | | | 19.3 | | | 43.1 | | | 23.0 | |
| Confl. Peds. (#/hr) | 1 | | 6 | 6 | | 1 | 1 | | 3 | 3 | | 1 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 7% | 0% | 2% | 0% | 6% | 0% | 1% | 1% | 0% | 0% | 1% | 13% |
| Adj. Flow (vph) | 28 | 46 | 56 | 43 | 66 | 11 | 105 | 83 | 30 | 21 | 80 | 49 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 130 | 0 | 0 | 120 | 0 | 0 | 218 | 0 | 0 | 150 | 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) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| 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 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

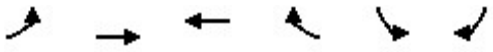
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 40.5% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 27 | 44 | 54 | 41 | 63 | 11 | 101 | 80 | 29 | 20 | 77 | 47 |
| Future Volume (Veh/h) | 27 | 44 | 54 | 41 | 63 | 11 | 101 | 80 | 29 | 20 | 77 | 47 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Hourly flow rate (vph) | 28 | 46 | 56 | 43 | 66 | 11 | 105 | 83 | 30 | 21 | 80 | 49 |
| Pedestrians | | 1 | | | 3 | | | 6 | | | 1 | |
| Lane Width (m) | | 3.6 | | | 3.6 | | | 3.6 | | | 3.6 | |
| Walking Speed (m/s) | | 1.2 | | | 1.2 | | | 1.2 | | | 1.2 | |
| Percent Blockage | | 0 | | | 0 | | | 1 | | | 0 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 500 | 474 | 112 | 542 | 483 | 102 | 130 | | | 116 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 500 | 474 | 112 | 542 | 483 | 102 | 130 | | | 116 | | |
| tC, single (s) | 7.2 | 6.5 | 6.2 | 7.1 | 6.6 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.6 | 4.0 | 3.3 | 3.5 | 4.1 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 93 | 90 | 94 | 88 | 85 | 99 | 93 | | | 99 | | |
| cM capacity (veh/h) | 385 | 449 | 936 | 365 | 435 | 955 | 1460 | | | 1482 | | |

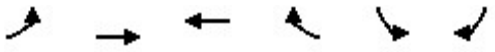
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 130 | 120 | 218 | 150 |
| Volume Left | 28 | 43 | 105 | 21 |
| Volume Right | 56 | 11 | 30 | 49 |
| cSH | 553 | 427 | 1460 | 1482 |
| Volume to Capacity | 0.23 | 0.28 | 0.07 | 0.01 |
| Queue Length 95th (m) | 7.2 | 9.1 | 1.9 | 0.3 |
| Control Delay (s) | 13.5 | 16.7 | 4.0 | 1.1 |
| Lane LOS | B | C | A | A |
| Approach Delay (s) | 13.5 | 16.7 | 4.0 | 1.1 |
| Approach LOS | B | C | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 7.8 | | | |
| Intersection Capacity Utilization | 40.5% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 16 | 91 | 93 | 8 | 6 | 52 |
| Future Volume (vph) | 16 | 91 | 93 | 8 | 6 | 52 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.990 | | 0.879 | |
| Flt Protected | | 0.993 | | | 0.995 | |
| Satd. Flow (prot) | 0 | 1790 | 1720 | 0 | 1553 | 0 |
| Flt Permitted | | 0.993 | | | 0.995 | |
| Satd. Flow (perm) | 0 | 1790 | 1720 | 0 | 1553 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 214.7 | 596.4 | | 242.8 | |
| Travel Time (s) | | 19.3 | 53.7 | | 17.5 | |
| Confl. Peds. (#/hr) | | | | | 9 | 1 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Heavy Vehicles (%) | 19% | 3% | 7% | 38% | 33% | 4% |
| Adj. Flow (vph) | 19 | 107 | 109 | 9 | 7 | 61 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 126 | 118 | 0 | 68 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 0.0 | 0.0 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

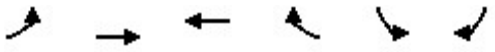
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 23.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 16 | 91 | 93 | 8 | 6 | 52 |
| Future Volume (Veh/h) | 16 | 91 | 93 | 8 | 6 | 52 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 19 | 107 | 109 | 9 | 7 | 61 |
| Pedestrians | | 1 | 9 | | | |
| Lane Width (m) | | 3.6 | 3.6 | | | |
| Walking Speed (m/s) | | 1.2 | 1.2 | | | |
| Percent Blockage | | 0 | 1 | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 118 | | | | 268 | 114 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 118 | | | | 268 | 114 |
| tC, single (s) | 4.3 | | | | 6.7 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.4 | | | | 3.8 | 3.3 |
| p0 queue free % | 99 | | | | 99 | 93 |
| cM capacity (veh/h) | 1371 | | | | 646 | 932 |

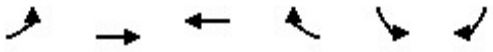
| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 126 | 118 | 68 |
| Volume Left | 19 | 0 | 7 |
| Volume Right | 0 | 9 | 61 |
| cSH | 1371 | 1700 | 891 |
| Volume to Capacity | 0.01 | 0.07 | 0.08 |
| Queue Length 95th (m) | 0.3 | 0.0 | 2.0 |
| Control Delay (s) | 1.3 | 0.0 | 9.4 |
| Lane LOS | A | | A |
| Approach Delay (s) | 1.3 | 0.0 | 9.4 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.5 | | |
| Intersection Capacity Utilization | 23.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 6 | 88 | 98 | 45 | 45 | 7 |
| Future Volume (vph) | 6 | 88 | 98 | 45 | 45 | 7 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.957 | | 0.982 | |
| Flt Protected | | 0.997 | | | 0.959 | |
| Satd. Flow (prot) | 0 | 1894 | 1806 | 0 | 1784 | 0 |
| Flt Permitted | | 0.997 | | | 0.959 | |
| Satd. Flow (perm) | 0 | 1894 | 1806 | 0 | 1784 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 596.4 | 199.9 | | 240.0 | |
| Travel Time (s) | | 53.7 | 18.0 | | 17.3 | |
| Confl. Peds. (#/hr) | 1 | | | 1 | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles (%) | 0% | 0% | 1% | 0% | 0% | 2% |
| Adj. Flow (vph) | 7 | 100 | 111 | 51 | 51 | 8 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 107 | 162 | 0 | 59 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 0.0 | 0.0 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

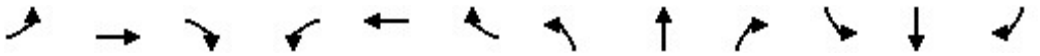
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 19.6% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 6 | 88 | 98 | 45 | 45 | 7 |
| Future Volume (Veh/h) | 6 | 88 | 98 | 45 | 45 | 7 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 7 | 100 | 111 | 51 | 51 | 8 |
| Pedestrians | | | | | 1 | |
| Lane Width (m) | | | | | 3.6 | |
| Walking Speed (m/s) | | | | | 1.2 | |
| Percent Blockage | | | | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 163 | | | | 252 | 138 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 163 | | | | 252 | 138 |
| 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 | | | | 93 | 99 |
| cM capacity (veh/h) | 1427 | | | | 737 | 910 |

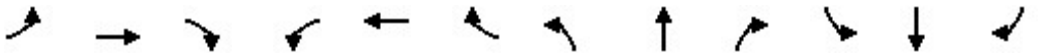
| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 107 | 162 | 59 |
| Volume Left | 7 | 0 | 51 |
| Volume Right | 0 | 51 | 8 |
| cSH | 1427 | 1700 | 757 |
| Volume to Capacity | 0.00 | 0.10 | 0.08 |
| Queue Length 95th (m) | 0.1 | 0.0 | 2.0 |
| Control Delay (s) | 0.5 | 0.0 | 10.2 |
| Lane LOS | A | | B |
| Approach Delay (s) | 0.5 | 0.0 | 10.2 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.0 | | |
| Intersection Capacity Utilization | 19.6% | 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) | 0 | 15 | 4 | 7 | 9 | 0 | 2 | 0 | 7 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 15 | 4 | 7 | 9 | 0 | 2 | 0 | 7 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| 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 | | | | | | | | | | | | |
| Frt | | 0.972 | | | | | | 0.899 | | | | |
| Flt Protected | | | | | 0.978 | | | 0.988 | | | | |
| Satd. Flow (prot) | 0 | 1847 | 0 | 0 | 1858 | 0 | 0 | 1688 | 0 | 0 | 1900 | 0 |
| Flt Permitted | | | | | 0.978 | | | 0.988 | | | | |
| Satd. Flow (perm) | 0 | 1847 | 0 | 0 | 1858 | 0 | 0 | 1688 | 0 | 0 | 1900 | 0 |
| Link Speed (k/h) | | 50 | | | 50 | | | 50 | | | 50 | |
| Link Distance (m) | | 156.5 | | | 142.7 | | | 88.1 | | | 94.9 | |
| Travel Time (s) | | 11.3 | | | 10.3 | | | 6.3 | | | 6.8 | |
| Confl. Peds. (#/hr) | | | 17 | 17 | | | | | 2 | 2 | | |
| Peak Hour Factor | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 0 | 19 | 5 | 9 | 11 | 0 | 3 | 0 | 9 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 24 | 0 | 0 | 20 | 0 | 0 | 12 | 0 | 0 | 0 | 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) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| 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 |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |

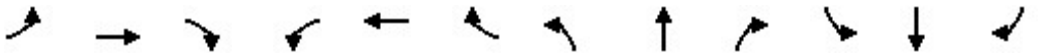
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 18.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Traffic Volume (vph) | 0 | 15 | 4 | 7 | 9 | 0 | 2 | 0 | 7 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 15 | 4 | 7 | 9 | 0 | 2 | 0 | 7 | 0 | 0 | 0 |
| Peak Hour Factor | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 |
| Hourly flow rate (vph) | 0 | 19 | 5 | 9 | 11 | 0 | 3 | 0 | 9 | 0 | 0 | 0 |

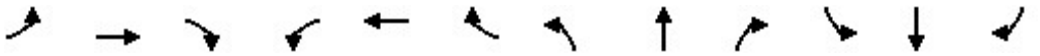
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 24 | 20 | 12 | 0 |
| Volume Left (vph) | 0 | 9 | 3 | 0 |
| Volume Right (vph) | 5 | 0 | 9 | 0 |
| Hadj (s) | -0.13 | 0.09 | -0.40 | 0.00 |
| Departure Headway (s) | 3.8 | 4.0 | 3.6 | 4.0 |
| Degree Utilization, x | 0.03 | 0.02 | 0.01 | 0.00 |
| Capacity (veh/h) | 932 | 884 | 987 | 900 |
| Control Delay (s) | 6.9 | 7.1 | 6.6 | 7.0 |
| Approach Delay (s) | 6.9 | 7.1 | 6.6 | 0.0 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 6.9 | | | |
| Level of Service | A | | | |
| Intersection Capacity Utilization | 18.3% | 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) | 28 | 0 | 104 | 0 | 0 | 0 | 156 | 315 | 0 | 0 | 385 | 41 |
| Future Volume (vph) | 28 | 0 | 104 | 0 | 0 | 0 | 156 | 315 | 0 | 0 | 385 | 41 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | | 5.0 | 0.0 | | 0.0 | 115.0 | | 0.0 | 0.0 | | 0.0 |
| Storage Lanes | 0 | | 1 | 0 | | 0 | 1 | | 0 | 0 | | 0 |
| Taper Length (m) | 7.5 | | | 7.5 | | | 95.0 | | | 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 | | | | | | | | | | | | |
| Frt | | | 0.850 | | | | | | | | 0.987 | |
| Flt Protected | | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 1612 | 1495 | 0 | 1900 | 0 | 1641 | 1776 | 0 | 0 | 1759 | 0 |
| Flt Permitted | | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (perm) | 0 | 1612 | 1495 | 0 | 1900 | 0 | 1641 | 1776 | 0 | 0 | 1759 | 0 |
| Link Speed (k/h) | | 40 | | | 40 | | | 80 | | | 80 | |
| Link Distance (m) | | 689.6 | | | 121.8 | | | 606.7 | | | 149.7 | |
| Travel Time (s) | | 62.1 | | | 11.0 | | | 27.3 | | | 6.7 | |
| Confl. Peds. (#/hr) | 2 | | | | | 2 | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 12% | 0% | 8% | 0% | 0% | 0% | 10% | 7% | 0% | 0% | 7% | 3% |
| Adj. Flow (vph) | 30 | 0 | 113 | 0 | 0 | 0 | 170 | 342 | 0 | 0 | 418 | 45 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 30 | 113 | 0 | 0 | 0 | 170 | 342 | 0 | 0 | 463 | 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) | | 0.0 | | | 0.0 | | | 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 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 53.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



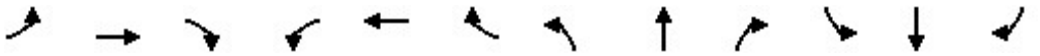
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 28 | 0 | 104 | 0 | 0 | 0 | 156 | 315 | 0 | 0 | 385 | 41 |
| Future Volume (Veh/h) | 28 | 0 | 104 | 0 | 0 | 0 | 156 | 315 | 0 | 0 | 385 | 41 |
| 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) | 30 | 0 | 113 | 0 | 0 | 0 | 170 | 342 | 0 | 0 | 418 | 45 |
| Pedestrians | | | | | | | | | | | 2 | |
| Lane Width (m) | | | | | | | | | | | 3.6 | |
| Walking Speed (m/s) | | | | | | | | | | | 1.2 | |
| Percent Blockage | | | | | | | | | | | 0 | |
| Right turn flare (veh) | | | 1 | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1124 | 1122 | 440 | 1179 | 1145 | 344 | 463 | | | 342 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1124 | 1122 | 440 | 1179 | 1145 | 344 | 463 | | | 342 | | |
| tC, single (s) | 7.2 | 6.5 | 6.3 | 7.1 | 6.5 | 6.2 | 4.2 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.6 | 4.0 | 3.4 | 3.5 | 4.0 | 3.3 | 2.3 | | | 2.2 | | |
| p0 queue free % | 80 | 100 | 81 | 100 | 100 | 100 | 84 | | | 100 | | |
| cM capacity (veh/h) | 153 | 174 | 604 | 120 | 169 | 702 | 1057 | | | 1228 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 143 | 0 | 170 | 342 | 463 |
| Volume Left | 30 | 0 | 170 | 0 | 0 |
| Volume Right | 113 | 0 | 0 | 0 | 45 |
| cSH | 728 | 1700 | 1057 | 1700 | 1228 |
| Volume to Capacity | 0.20 | 0.00 | 0.16 | 0.20 | 0.00 |
| Queue Length 95th (m) | 5.8 | 0.0 | 4.6 | 0.0 | 0.0 |
| Control Delay (s) | 16.9 | 0.0 | 9.1 | 0.0 | 0.0 |
| Lane LOS | C | A | A | | |
| Approach Delay (s) | 16.9 | 0.0 | 3.0 | | 0.0 |
| Approach LOS | C | A | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.5 | | | |
| Intersection Capacity Utilization | 53.3% | 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) | 17 | 5 | 166 | 115 | 9 | 68 | 86 | 366 | 53 | 32 | 518 | 25 |
| Future Volume (vph) | 17 | 5 | 166 | 115 | 9 | 68 | 86 | 366 | 53 | 32 | 518 | 25 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | | 0.0 | 0.0 | | 0.0 | 20.0 | | 0.0 | 20.0 | | 0.0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 1 | | 0 | 1 | | 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 |
| Frt | | 0.881 | | | 0.952 | | | 0.980 | | | 0.993 | |
| Flt Protected | | 0.995 | | | 0.971 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1608 | 0 | 0 | 1722 | 0 | 1656 | 1737 | 0 | 1770 | 1775 | 0 |
| Flt Permitted | | 0.995 | | | 0.971 | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1608 | 0 | 0 | 1722 | 0 | 1656 | 1737 | 0 | 1770 | 1775 | 0 |
| Link Speed (k/h) | | 40 | | | 50 | | | 60 | | | 60 | |
| Link Distance (m) | | 199.9 | | | 109.4 | | | 358.6 | | | 413.0 | |
| Travel Time (s) | | 18.0 | | | 7.9 | | | 21.5 | | | 24.8 | |
| Peak Hour Factor | 0.96 | 0.92 | 0.96 | 0.92 | 0.92 | 0.92 | 0.96 | 0.96 | 0.92 | 0.92 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 0% | 2% | 4% | 2% | 2% | 2% | 9% | 8% | 2% | 2% | 6% | 12% |
| Adj. Flow (vph) | 18 | 5 | 173 | 125 | 10 | 74 | 90 | 381 | 58 | 35 | 540 | 26 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 196 | 0 | 0 | 209 | 0 | 90 | 439 | 0 | 35 | 566 | 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) | | 0.0 | | | 0.0 | | | 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 | | | | | | | | Yes | | | | |
| 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 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 69.3% | | 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) | 17 | 5 | 166 | 115 | 9 | 68 | 86 | 366 | 53 | 32 | 518 | 25 |
| Future Volume (Veh/h) | 17 | 5 | 166 | 115 | 9 | 68 | 86 | 366 | 53 | 32 | 518 | 25 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.96 | 0.92 | 0.96 | 0.92 | 0.92 | 0.92 | 0.96 | 0.96 | 0.92 | 0.92 | 0.96 | 0.96 |
| Hourly flow rate (vph) | 18 | 5 | 173 | 125 | 10 | 74 | 90 | 381 | 58 | 35 | 540 | 26 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (m) | | | | | | | | | | | | |
| Walking Speed (m/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | TWLTL | | | None | |
| Median storage veh) | | | | | | | | 2 | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1263 | 1242 | 553 | 1376 | 1226 | 410 | 566 | | | 439 | | |
| vC1, stage 1 conf vol | 623 | 623 | | 590 | 590 | | | | | | | |
| vC2, stage 2 conf vol | 640 | 619 | | 786 | 636 | | | | | | | |
| vCu, unblocked vol | 1263 | 1242 | 553 | 1376 | 1226 | 410 | 566 | | | 439 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.2 | | | 4.1 | | |
| tC, 2 stage (s) | 6.1 | 5.5 | | 6.1 | 5.5 | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.3 | | | 2.2 | | |
| p0 queue free % | 94 | 98 | 67 | 18 | 97 | 88 | 91 | | | 97 | | |
| cM capacity (veh/h) | 283 | 328 | 529 | 152 | 311 | 642 | 972 | | | 1121 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|
| Volume Total | 196 | 209 | 90 | 439 | 35 | 566 |
| Volume Left | 18 | 125 | 90 | 0 | 35 | 0 |
| Volume Right | 173 | 74 | 0 | 58 | 0 | 26 |
| cSH | 483 | 215 | 972 | 1700 | 1121 | 1700 |
| Volume to Capacity | 0.41 | 0.97 | 0.09 | 0.26 | 0.03 | 0.33 |
| Queue Length 95th (m) | 15.6 | 67.9 | 2.4 | 0.0 | 0.8 | 0.0 |
| Control Delay (s) | 17.5 | 101.3 | 9.1 | 0.0 | 8.3 | 0.0 |
| Lane LOS | C | F | A | | A | |
| Approach Delay (s) | 17.5 | 101.3 | 1.5 | | 0.5 | |
| Approach LOS | C | F | | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 16.7 | | | |
| Intersection Capacity Utilization | 69.3% | ICU Level of Service | C | |
| Analysis Period (min) | 15 | | | |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 20 | 53 | 54 | 449 | 766 | 44 |
| Future Volume (vph) | 20 | 53 | 54 | 449 | 766 | 44 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | 5.0 | 30.0 | | | 0.0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (m) | 7.5 | | 20.0 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | 0.850 | | | 0.993 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1671 | 1380 | 1671 | 1759 | 1753 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1671 | 1380 | 1671 | 1759 | 1753 | 0 |
| Link Speed (k/h) | 40 | | | 60 | 60 | |
| Link Distance (m) | 509.0 | | | 92.6 | 58.0 | |
| Travel Time (s) | 45.8 | | | 5.6 | 3.5 | |
| Confl. Peds. (#/hr) | 3 | 1 | 3 | | | 3 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles (%) | 8% | 17% | 8% | 8% | 7% | 19% |
| Adj. Flow (vph) | 22 | 58 | 59 | 493 | 842 | 48 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 22 | 58 | 59 | 493 | 890 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(m) | 3.6 | | | 3.6 | 3.6 | |
| Link Offset(m) | 0.0 | | | 0.0 | 0.0 | |
| Crosswalk Width(m) | 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 |
| Turning Speed (k/h) | 25 | 15 | 25 | | | 15 |
| Sign Control | Stop | | | Free | Free | |

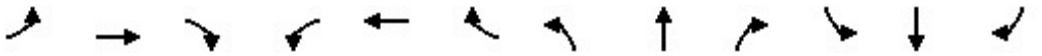
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 55.2% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 20 | 53 | 54 | 449 | 766 | 44 |
| Future Volume (Veh/h) | 20 | 53 | 54 | 449 | 766 | 44 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Hourly flow rate (vph) | 22 | 58 | 59 | 493 | 842 | 48 |
| Pedestrians | 3 | | | 1 | 3 | |
| Lane Width (m) | 3.6 | | | 3.6 | 3.6 | |
| Walking Speed (m/s) | 1.2 | | | 1.2 | 1.2 | |
| Percent Blockage | 0 | | | 0 | 0 | |
| Right turn flare (veh) | | 1 | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | 93 | | |
| pX, platoon unblocked | 0.90 | | | | | |
| vC, conflicting volume | 1483 | 870 | 893 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1481 | 870 | 893 | | | |
| tC, single (s) | 6.5 | 6.4 | 4.2 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.5 | 2.3 | | | |
| p0 queue free % | 80 | 82 | 92 | | | |
| cM capacity (veh/h) | 111 | 329 | 733 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|
| Volume Total | 80 | 59 | 493 | 890 |
| Volume Left | 22 | 59 | 0 | 0 |
| Volume Right | 58 | 0 | 0 | 48 |
| cSH | 402 | 733 | 1700 | 1700 |
| Volume to Capacity | 0.20 | 0.08 | 0.29 | 0.52 |
| Queue Length 95th (m) | 5.9 | 2.1 | 0.0 | 0.0 |
| Control Delay (s) | 25.8 | 10.3 | 0.0 | 0.0 |
| Lane LOS | D | B | | |
| Approach Delay (s) | 25.8 | 1.1 | | 0.0 |
| Approach LOS | D | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.8 | | |
| Intersection Capacity Utilization | 55.2% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

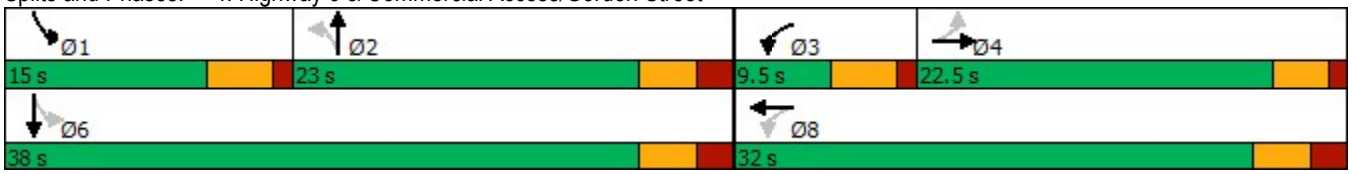


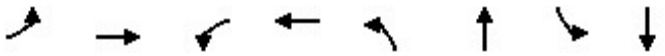
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 5 | 8 | 25 | 86 | 12 | 257 | 20 | 234 | 80 | 357 | 450 | 10 |
| Future Volume (vph) | 5 | 8 | 25 | 86 | 12 | 257 | 20 | 234 | 80 | 357 | 450 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 20.0 | | 0.0 | 25.0 | | 0.0 | 20.0 | | 0.0 | 15.0 | | 0.0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (m) | 15.0 | | | 55.0 | | | 60.0 | | | 20.0 | | |
| 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 | 0.98 | | 0.99 | 0.99 | | 0.99 | 1.00 | |
| Frt | | 0.886 | | | 0.857 | | | 0.962 | | | 0.997 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 1599 | 0 | 1656 | 1390 | 0 | 1641 | 1721 | 0 | 1656 | 1788 | 0 |
| Flt Permitted | | | | 0.533 | | | 0.468 | | | 0.334 | | |
| Satd. Flow (perm) | 1898 | 1599 | 0 | 923 | 1390 | 0 | 802 | 1721 | 0 | 579 | 1788 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 29 | | | 295 | | | 24 | | | 2 | |
| Link Speed (k/h) | | 50 | | | 50 | | | 60 | | | 60 | |
| Link Distance (m) | | 103.5 | | | 516.0 | | | 310.1 | | | 92.6 | |
| Travel Time (s) | | 7.5 | | | 37.2 | | | 18.6 | | | 5.6 | |
| Confl. Peds. (#/hr) | 1 | | 4 | 4 | | 1 | 9 | | 7 | 7 | | 9 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Heavy Vehicles (%) | 0% | 0% | 4% | 9% | 8% | 15% | 10% | 4% | 9% | 9% | 6% | 0% |
| Adj. Flow (vph) | 6 | 9 | 29 | 99 | 14 | 295 | 23 | 269 | 92 | 410 | 517 | 11 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 6 | 38 | 0 | 99 | 309 | 0 | 23 | 361 | 0 | 410 | 528 | 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 | | pm+pt | NA | | Perm | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | 3 | 8 | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 3 | 8 | | 2 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 9.5 | 23.0 | | 23.0 | 23.0 | | 9.5 | 23.0 | |
| Total Split (s) | 22.5 | 22.5 | | 9.5 | 32.0 | | 23.0 | 23.0 | | 15.0 | 38.0 | |
| Total Split (%) | 32.1% | 32.1% | | 13.6% | 45.7% | | 32.9% | 32.9% | | 21.4% | 54.3% | |
| Maximum Green (s) | 18.5 | 18.5 | | 5.0 | 27.0 | | 18.0 | 18.0 | | 10.5 | 33.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.5 | 3.0 | | 3.0 | 3.0 | | 3.5 | 3.0 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 2.0 | | 2.0 | 2.0 | | 1.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | | 4.5 | 5.0 | | 5.0 | 5.0 | | 4.5 | 5.0 | |
| Lead/Lag | Lag | Lag | | Lead | | | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | | | Yes | Yes | | Yes | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | Max | Max | | None | Max | |
| Walk Time (s) | 7.0 | 7.0 | | | 7.0 | | 7.0 | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | | 11.0 | | 11.0 | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Act Effct Green (s) | 6.4 | 6.4 | | 9.8 | 9.3 | | 18.2 | 18.2 | | 33.8 | 33.3 | |
| Actuated g/C Ratio | 0.12 | 0.12 | | 0.19 | 0.18 | | 0.35 | 0.35 | | 0.64 | 0.63 | |
| v/c Ratio | 0.03 | 0.17 | | 0.40 | 0.63 | | 0.08 | 0.59 | | 0.70 | 0.47 | |
| Control Delay | 22.6 | 14.2 | | 22.6 | 9.7 | | 15.0 | 19.5 | | 14.9 | 7.9 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 22.6 | 14.2 | | 22.6 | 9.7 | | 15.0 | 19.5 | | 14.9 | 7.9 | |
| LOS | C | B | | C | A | | B | B | | B | A | |
| Approach Delay | | 15.3 | | | 12.8 | | | 19.3 | | | 11.0 | |
| Approach LOS | | B | | | B | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 70 | | | |
| Actuated Cycle Length: 52.7 | | | |
| Natural Cycle: 80 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 0.70 | | | |
| Intersection Signal Delay: 13.3 | | Intersection LOS: B | |
| Intersection Capacity Utilization 65.9% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 4: Highway 6 & Commercial Access/Gordon Street





| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 6 | 38 | 99 | 309 | 23 | 361 | 410 | 528 |
| v/c Ratio | 0.03 | 0.17 | 0.40 | 0.63 | 0.08 | 0.59 | 0.70 | 0.47 |
| Control Delay | 22.6 | 14.2 | 22.6 | 9.7 | 15.0 | 19.5 | 14.9 | 7.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 22.6 | 14.2 | 22.6 | 9.7 | 15.0 | 19.5 | 14.9 | 7.9 |
| Queue Length 50th (m) | 0.5 | 0.8 | 8.6 | 1.2 | 1.3 | 23.3 | 11.5 | 16.6 |
| Queue Length 95th (m) | 3.3 | 7.8 | 18.2 | 16.0 | 6.3 | 56.3 | #50.0 | 53.8 |
| Internal Link Dist (m) | | 79.5 | | 492.0 | | 286.1 | | 68.6 |
| Turn Bay Length (m) | 20.0 | | 25.0 | | 20.0 | | 15.0 | |
| Base Capacity (vph) | 672 | 584 | 249 | 860 | 276 | 608 | 587 | 1130 |
| 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 | 0.01 | 0.07 | 0.40 | 0.36 | 0.08 | 0.59 | 0.70 | 0.47 |

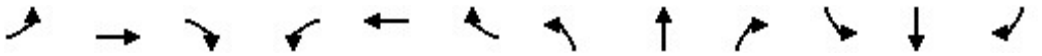
Intersection Summary

# 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) | 5 | 8 | 25 | 86 | 12 | 257 | 20 | 234 | 80 | 357 | 450 | 10 |
| Future Volume (vph) | 5 | 8 | 25 | 86 | 12 | 257 | 20 | 234 | 80 | 357 | 450 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | | 4.5 | 5.0 | | 5.0 | 5.0 | | 4.5 | 5.0 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 0.98 | | 1.00 | 0.98 | | 1.00 | 0.99 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.99 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.89 | | 1.00 | 0.86 | | 1.00 | 0.96 | | 1.00 | 1.00 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1803 | 1600 | | 1652 | 1390 | | 1630 | 1722 | | 1654 | 1788 | |
| Flt Permitted | 1.00 | 1.00 | | 0.53 | 1.00 | | 0.47 | 1.00 | | 0.33 | 1.00 | |
| Satd. Flow (perm) | 1898 | 1600 | | 927 | 1390 | | 803 | 1722 | | 581 | 1788 | |
| Peak-hour factor, PHF | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Adj. Flow (vph) | 6 | 9 | 29 | 99 | 14 | 295 | 23 | 269 | 92 | 410 | 517 | 11 |
| RTOR Reduction (vph) | 0 | 27 | 0 | 0 | 231 | 0 | 0 | 16 | 0 | 0 | 1 | 0 |
| Lane Group Flow (vph) | 6 | 11 | 0 | 99 | 78 | 0 | 23 | 345 | 0 | 410 | 527 | 0 |
| Confl. Peds. (#/hr) | 1 | | 4 | 4 | | 1 | 9 | | 7 | 7 | | 9 |
| Heavy Vehicles (%) | 0% | 0% | 4% | 9% | 8% | 15% | 10% | 4% | 9% | 9% | 6% | 0% |
| Turn Type | Perm | NA | | pm+pt | NA | | Perm | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | 3 | 8 | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 4.0 | 4.0 | | 12.0 | 12.0 | | 18.2 | 18.2 | | 33.3 | 33.3 | |
| Effective Green, g (s) | 4.0 | 4.0 | | 12.0 | 12.0 | | 18.2 | 18.2 | | 33.3 | 33.3 | |
| Actuated g/C Ratio | 0.07 | 0.07 | | 0.22 | 0.22 | | 0.33 | 0.33 | | 0.60 | 0.60 | |
| Clearance Time (s) | 4.0 | 4.0 | | 4.5 | 5.0 | | 5.0 | 5.0 | | 4.5 | 5.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 137 | 115 | | 260 | 301 | | 264 | 566 | | 555 | 1076 | |
| v/s Ratio Prot | | 0.01 | | c0.03 | 0.06 | | | 0.20 | | c0.14 | 0.29 | |
| v/s Ratio Perm | 0.00 | | | c0.05 | | | 0.03 | | | c0.30 | | |
| v/c Ratio | 0.04 | 0.10 | | 0.38 | 0.26 | | 0.09 | 0.61 | | 0.74 | 0.49 | |
| Uniform Delay, d1 | 23.9 | 24.0 | | 18.2 | 18.0 | | 12.8 | 15.6 | | 7.1 | 6.2 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.1 | 0.4 | | 0.9 | 0.5 | | 0.6 | 4.8 | | 5.1 | 1.6 | |
| Delay (s) | 24.0 | 24.3 | | 19.1 | 18.4 | | 13.5 | 20.4 | | 12.2 | 7.8 | |
| Level of Service | C | C | | B | B | | B | C | | B | A | |
| Approach Delay (s) | | 24.3 | | | 18.6 | | | 20.0 | | | 9.7 | |
| Approach LOS | | C | | | B | | | B | | | A | |

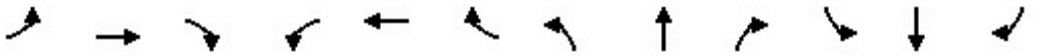
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 14.3 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.75 | | |
| Actuated Cycle Length (s) | 55.3 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 65.9% | ICU Level of Service | C |
| 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) | 58 | 78 | 65 | 65 | 52 | 45 | 32 | 85 | 35 | 50 | 144 | 35 |
| Future Volume (vph) | 58 | 78 | 65 | 65 | 52 | 45 | 32 | 85 | 35 | 50 | 144 | 35 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| 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 | | | | | | | | | | | | |
| Frt | | 0.956 | | | 0.963 | | | 0.969 | | | 0.979 | |
| Flt Protected | | 0.986 | | | 0.980 | | | 0.990 | | | 0.989 | |
| Satd. Flow (prot) | 0 | 1713 | 0 | 0 | 1700 | 0 | 0 | 1731 | 0 | 0 | 1715 | 0 |
| Flt Permitted | | 0.986 | | | 0.980 | | | 0.990 | | | 0.989 | |
| Satd. Flow (perm) | 0 | 1713 | 0 | 0 | 1700 | 0 | 0 | 1731 | 0 | 0 | 1715 | 0 |
| Link Speed (k/h) | | 50 | | | 40 | | | 50 | | | 50 | |
| Link Distance (m) | | 271.3 | | | 214.7 | | | 599.2 | | | 318.8 | |
| Travel Time (s) | | 19.5 | | | 19.3 | | | 43.1 | | | 23.0 | |
| Confl. Peds. (#/hr) | | | 19 | 19 | | | | | 3 | 3 | | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Heavy Vehicles (%) | 5% | 3% | 6% | 7% | 4% | 5% | 7% | 4% | 7% | 14% | 3% | 15% |
| Adj. Flow (vph) | 67 | 91 | 76 | 76 | 60 | 52 | 37 | 99 | 41 | 58 | 167 | 41 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 234 | 0 | 0 | 188 | 0 | 0 | 177 | 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) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| 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 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

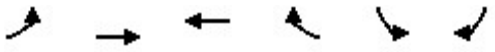
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 37.4% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 58 | 78 | 65 | 65 | 52 | 45 | 32 | 85 | 35 | 50 | 144 | 35 |
| Future Volume (Veh/h) | 58 | 78 | 65 | 65 | 52 | 45 | 32 | 85 | 35 | 50 | 144 | 35 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Hourly flow rate (vph) | 67 | 91 | 76 | 76 | 60 | 52 | 37 | 99 | 41 | 58 | 167 | 41 |
| Pedestrians | | | | | 3 | | | 19 | | | | |
| Lane Width (m) | | | | | 3.6 | | | 3.6 | | | | |
| Walking Speed (m/s) | | | | | 1.2 | | | 1.2 | | | | |
| Percent Blockage | | | | | 0 | | | 2 | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 579 | 520 | 206 | 640 | 520 | 122 | 208 | | | 143 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 579 | 520 | 206 | 640 | 520 | 122 | 208 | | | 143 | | |
| tC, single (s) | 7.1 | 6.5 | 6.3 | 7.2 | 6.5 | 6.2 | 4.2 | | | 4.2 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.4 | 3.6 | 4.0 | 3.3 | 2.3 | | | 2.3 | | |
| p0 queue free % | 80 | 79 | 91 | 72 | 86 | 94 | 97 | | | 96 | | |
| cM capacity (veh/h) | 336 | 426 | 811 | 268 | 425 | 918 | 1334 | | | 1366 | | |

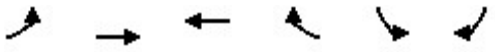
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 234 | 188 | 177 | 266 |
| Volume Left | 67 | 76 | 37 | 58 |
| Volume Right | 76 | 52 | 41 | 41 |
| cSH | 462 | 391 | 1334 | 1366 |
| Volume to Capacity | 0.51 | 0.48 | 0.03 | 0.04 |
| Queue Length 95th (m) | 22.4 | 20.2 | 0.7 | 1.1 |
| Control Delay (s) | 20.5 | 22.5 | 1.8 | 2.0 |
| Lane LOS | C | C | A | A |
| Approach Delay (s) | 20.5 | 22.5 | 1.8 | 2.0 |
| Approach LOS | C | C | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 11.4 | | | |
| Intersection Capacity Utilization | 37.4% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 16 | 144 | 119 | 8 | 6 | 52 |
| Future Volume (vph) | 16 | 144 | 119 | 8 | 6 | 52 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.991 | | 0.878 | |
| Flt Protected | | 0.995 | | | 0.995 | |
| Satd. Flow (prot) | 0 | 1807 | 1727 | 0 | 1553 | 0 |
| Flt Permitted | | 0.995 | | | 0.995 | |
| Satd. Flow (perm) | 0 | 1807 | 1727 | 0 | 1553 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 214.7 | 596.4 | | 242.8 | |
| Travel Time (s) | | 19.3 | 53.7 | | 17.5 | |
| Confl. Peds. (#/hr) | | | | | 9 | 1 |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Heavy Vehicles (%) | 19% | 3% | 7% | 38% | 33% | 4% |
| Adj. Flow (vph) | 20 | 176 | 145 | 10 | 7 | 63 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 196 | 155 | 0 | 70 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 0.0 | 0.0 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

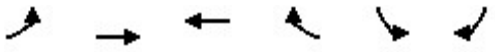
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 29.2% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 16 | 144 | 119 | 8 | 6 | 52 |
| Future Volume (Veh/h) | 16 | 144 | 119 | 8 | 6 | 52 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Hourly flow rate (vph) | 20 | 176 | 145 | 10 | 7 | 63 |
| Pedestrians | | 1 | 9 | | | |
| Lane Width (m) | | 3.6 | 3.6 | | | |
| Walking Speed (m/s) | | 1.2 | 1.2 | | | |
| Percent Blockage | | 0 | 1 | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 155 | | | | 375 | 151 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 155 | | | | 375 | 151 |
| tC, single (s) | 4.3 | | | | 6.7 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.4 | | | | 3.8 | 3.3 |
| p0 queue free % | 98 | | | | 99 | 93 |
| cM capacity (veh/h) | 1328 | | | | 557 | 889 |

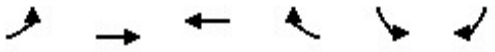
| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 196 | 155 | 70 |
| Volume Left | 20 | 0 | 7 |
| Volume Right | 0 | 10 | 63 |
| cSH | 1328 | 1700 | 839 |
| Volume to Capacity | 0.02 | 0.09 | 0.08 |
| Queue Length 95th (m) | 0.4 | 0.0 | 2.2 |
| Control Delay (s) | 0.9 | 0.0 | 9.7 |
| Lane LOS | A | | A |
| Approach Delay (s) | 0.9 | 0.0 | 9.7 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.0 | | |
| Intersection Capacity Utilization | 29.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 7 | 154 | 108 | 15 | 46 | 9 |
| Future Volume (vph) | 7 | 154 | 108 | 15 | 46 | 9 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.984 | | 0.977 | |
| Flt Protected | | 0.998 | | | 0.960 | |
| Satd. Flow (prot) | 0 | 1835 | 1681 | 0 | 1630 | 0 |
| Flt Permitted | | 0.998 | | | 0.960 | |
| Satd. Flow (perm) | 0 | 1835 | 1681 | 0 | 1630 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 596.4 | 199.9 | | 240.0 | |
| Travel Time (s) | | 53.7 | 18.0 | | 17.3 | |
| Confl. Peds. (#/hr) | 2 | | | 2 | 4 | 4 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 10% | 3% | 11% | 13% | 9% | 11% |
| Adj. Flow (vph) | 8 | 166 | 116 | 16 | 49 | 10 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 174 | 132 | 0 | 59 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 0.0 | 0.0 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

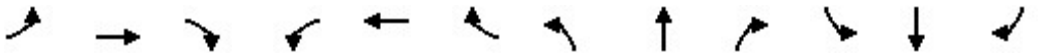
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 25.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 7 | 154 | 108 | 15 | 46 | 9 |
| Future Volume (Veh/h) | 7 | 154 | 108 | 15 | 46 | 9 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 8 | 166 | 116 | 16 | 49 | 10 |
| Pedestrians | | 4 | 4 | | 2 | |
| Lane Width (m) | | 3.6 | 3.6 | | 3.6 | |
| Walking Speed (m/s) | | 1.2 | 1.2 | | 1.2 | |
| Percent Blockage | | 0 | 0 | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 134 | | | | 312 | 130 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 134 | | | | 312 | 130 |
| tC, single (s) | 4.2 | | | | 6.5 | 6.3 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.3 | | | | 3.6 | 3.4 |
| p0 queue free % | 99 | | | | 93 | 99 |
| cM capacity (veh/h) | 1400 | | | | 659 | 892 |

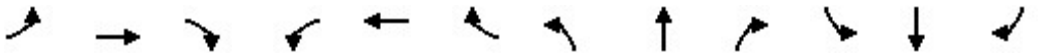
| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 174 | 132 | 59 |
| Volume Left | 8 | 0 | 49 |
| Volume Right | 0 | 16 | 10 |
| cSH | 1400 | 1700 | 690 |
| Volume to Capacity | 0.01 | 0.08 | 0.09 |
| Queue Length 95th (m) | 0.1 | 0.0 | 2.2 |
| Control Delay (s) | 0.4 | 0.0 | 10.7 |
| Lane LOS | A | | B |
| Approach Delay (s) | 0.4 | 0.0 | 10.7 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.9 | | |
| Intersection Capacity Utilization | 25.0% | 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) | 0 | 13 | 3 | 3 | 11 | 0 | 1 | 0 | 2 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 13 | 3 | 3 | 11 | 0 | 1 | 0 | 2 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| 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 | | | | | | | | | | | | |
| Frt | | 0.974 | | | | | | 0.899 | | | | |
| Flt Protected | | | | | 0.990 | | | 0.988 | | | | |
| Satd. Flow (prot) | 0 | 1738 | 0 | 0 | 1722 | 0 | 0 | 1663 | 0 | 0 | 1900 | 0 |
| Flt Permitted | | | | | 0.990 | | | 0.988 | | | | |
| Satd. Flow (perm) | 0 | 1738 | 0 | 0 | 1722 | 0 | 0 | 1663 | 0 | 0 | 1900 | 0 |
| Link Speed (k/h) | | 50 | | | 50 | | | 50 | | | 50 | |
| Link Distance (m) | | 156.5 | | | 142.7 | | | 88.1 | | | 94.9 | |
| Travel Time (s) | | 11.3 | | | 10.3 | | | 6.3 | | | 6.8 | |
| Confl. Peds. (#/hr) | | | 11 | 11 | | | 2 | | 4 | 4 | | 2 |
| Peak Hour Factor | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Heavy Vehicles (%) | 0% | 8% | 0% | 10% | 9% | 0% | 0% | 0% | 2% | 0% | 0% | 0% |
| Adj. Flow (vph) | 0 | 17 | 4 | 4 | 15 | 0 | 1 | 0 | 3 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 21 | 0 | 0 | 19 | 0 | 0 | 4 | 0 | 0 | 0 | 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) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| 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 |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |

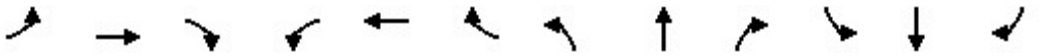
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 17.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Traffic Volume (vph) | 0 | 13 | 3 | 3 | 11 | 0 | 1 | 0 | 2 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 13 | 3 | 3 | 11 | 0 | 1 | 0 | 2 | 0 | 0 | 0 |
| Peak Hour Factor | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Hourly flow rate (vph) | 0 | 17 | 4 | 4 | 15 | 0 | 1 | 0 | 3 | 0 | 0 | 0 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 21 | 19 | 4 | 0 |
| Volume Left (vph) | 0 | 4 | 1 | 0 |
| Volume Right (vph) | 4 | 0 | 3 | 0 |
| Hadj (s) | 0.00 | 0.20 | -0.37 | 0.00 |
| Departure Headway (s) | 3.9 | 4.1 | 3.6 | 4.0 |
| Degree Utilization, x | 0.02 | 0.02 | 0.00 | 0.00 |
| Capacity (veh/h) | 909 | 866 | 982 | 900 |
| Control Delay (s) | 7.0 | 7.2 | 6.6 | 7.0 |
| Approach Delay (s) | 7.0 | 7.2 | 6.6 | 0.0 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 7.1 | | | |
| Level of Service | A | | | |
| Intersection Capacity Utilization | 17.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



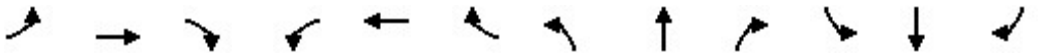
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 28 | 0 | 186 | 0 | 0 | 0 | 147 | 570 | 0 | 0 | 437 | 24 |
| Future Volume (vph) | 28 | 0 | 186 | 0 | 0 | 0 | 147 | 570 | 0 | 0 | 437 | 24 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | | 5.0 | 0.0 | | 0.0 | 115.0 | | 0.0 | 0.0 | | 0.0 |
| Storage Lanes | 0 | | 1 | 0 | | 0 | 1 | | 0 | 0 | | 0 |
| Taper Length (m) | 7.5 | | | 7.5 | | | 95.0 | | | 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 | | | | | | | | | | | | |
| Frt | | | 0.850 | | | | | | | | 0.993 | |
| Flt Protected | | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 1517 | 1553 | 0 | 1900 | 0 | 1752 | 1845 | 0 | 0 | 1758 | 0 |
| Flt Permitted | | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (perm) | 0 | 1517 | 1553 | 0 | 1900 | 0 | 1752 | 1845 | 0 | 0 | 1758 | 0 |
| Link Speed (k/h) | | 40 | | | 40 | | | 80 | | | 80 | |
| Link Distance (m) | | 689.6 | | | 121.8 | | | 606.7 | | | 149.7 | |
| Travel Time (s) | | 62.1 | | | 11.0 | | | 27.3 | | | 6.7 | |
| Confl. Peds. (#/hr) | 4 | | | | | 4 | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 19% | 0% | 4% | 0% | 0% | 0% | 3% | 3% | 0% | 0% | 7% | 13% |
| Adj. Flow (vph) | 29 | 0 | 196 | 0 | 0 | 0 | 155 | 600 | 0 | 0 | 460 | 25 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 29 | 196 | 0 | 0 | 0 | 155 | 600 | 0 | 0 | 485 | 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) | | 0.0 | | | 0.0 | | | 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 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| 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) | 28 | 0 | 186 | 0 | 0 | 0 | 147 | 570 | 0 | 0 | 437 | 24 |
| Future Volume (Veh/h) | 28 | 0 | 186 | 0 | 0 | 0 | 147 | 570 | 0 | 0 | 437 | 24 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 29 | 0 | 196 | 0 | 0 | 0 | 155 | 600 | 0 | 0 | 460 | 25 |
| Pedestrians | | | | | | | | | | | 4 | |
| Lane Width (m) | | | | | | | | | | | 3.6 | |
| Walking Speed (m/s) | | | | | | | | | | | 1.2 | |
| Percent Blockage | | | | | | | | | | | 0 | |
| Right turn flare (veh) | | | 1 | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1386 | 1382 | 472 | 1480 | 1395 | 604 | 485 | | | 600 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1386 | 1382 | 472 | 1480 | 1395 | 604 | 485 | | | 600 | | |
| tC, single (s) | 7.3 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.7 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 70 | 100 | 67 | 100 | 100 | 100 | 86 | | | 100 | | |
| cM capacity (veh/h) | 98 | 124 | 587 | 62 | 122 | 500 | 1073 | | | 987 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 225 | 0 | 155 | 600 | 485 |
| Volume Left | 29 | 0 | 155 | 0 | 0 |
| Volume Right | 196 | 0 | 0 | 0 | 25 |
| cSH | 674 | 1700 | 1073 | 1700 | 987 |
| Volume to Capacity | 0.33 | 0.00 | 0.14 | 0.35 | 0.00 |
| Queue Length 95th (m) | 11.7 | 0.0 | 4.0 | 0.0 | 0.0 |
| Control Delay (s) | 19.6 | 0.0 | 8.9 | 0.0 | 0.0 |
| Lane LOS | C | A | A | | |
| Approach Delay (s) | 19.6 | 0.0 | 1.8 | | 0.0 |
| Approach LOS | C | A | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.0 | | | |
| Intersection Capacity Utilization | 69.0% | ICU Level of Service | | C |
| Analysis Period (min) | 15 | | | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 27 | 11 | 146 | 104 | 8 | 75 | 124 | 684 | 151 | 91 | 534 | 25 |
| Future Volume (vph) | 27 | 11 | 146 | 104 | 8 | 75 | 124 | 684 | 151 | 91 | 534 | 25 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | | 0.0 | 0.0 | | 0.0 | 20.0 | | 0.0 | 20.0 | | 0.0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 1 | | 0 | 1 | | 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 |
| Frt | | 0.893 | | | 0.946 | | | 0.972 | | | 0.993 | |
| Flt Protected | | 0.993 | | | 0.973 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1631 | 0 | 0 | 1715 | 0 | 1736 | 1811 | 0 | 1770 | 1776 | 0 |
| Flt Permitted | | 0.993 | | | 0.973 | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1631 | 0 | 0 | 1715 | 0 | 1736 | 1811 | 0 | 1770 | 1776 | 0 |
| Link Speed (k/h) | | 40 | | | 50 | | | 60 | | | 60 | |
| Link Distance (m) | | 199.9 | | | 109.4 | | | 358.6 | | | 413.0 | |
| Travel Time (s) | | 18.0 | | | 7.9 | | | 21.5 | | | 24.8 | |
| Peak Hour Factor | 0.95 | 0.92 | 0.95 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.92 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 0% | 2% | 4% | 2% | 2% | 2% | 4% | 2% | 2% | 2% | 6% | 11% |
| Adj. Flow (vph) | 28 | 12 | 154 | 113 | 9 | 82 | 131 | 720 | 164 | 99 | 562 | 26 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 194 | 0 | 0 | 204 | 0 | 131 | 884 | 0 | 99 | 588 | 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) | | 0.0 | | | 0.0 | | | 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 | | | | | | | | Yes | | | | |
| 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 | 100 | | 100 | 25 | | 100 | 100 | | 15 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 85.4% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 27 | 11 | 146 | 104 | 8 | 75 | 124 | 684 | 151 | 91 | 534 | 25 |
| Future Volume (Veh/h) | 27 | 11 | 146 | 104 | 8 | 75 | 124 | 684 | 151 | 91 | 534 | 25 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.95 | 0.92 | 0.95 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.92 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 28 | 12 | 154 | 113 | 9 | 82 | 131 | 720 | 164 | 99 | 562 | 26 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (m) | | | | | | | | | | | | |
| Walking Speed (m/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | TWLTL | | | None | |
| Median storage veh) | | | | | | | | 2 | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1842 | 1919 | 575 | 1984 | 1850 | 802 | 588 | | | 884 | | |
| vC1, stage 1 conf vol | 773 | 773 | | 1064 | 1064 | | | | | | | |
| vC2, stage 2 conf vol | 1068 | 1146 | | 920 | 786 | | | | | | | |
| vCu, unblocked vol | 1842 | 1919 | 575 | 1984 | 1850 | 802 | 588 | | | 884 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | 6.1 | 5.5 | | 6.1 | 5.5 | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 63 | 91 | 70 | 0 | 95 | 79 | 87 | | | 87 | | |
| cM capacity (veh/h) | 76 | 130 | 514 | 58 | 172 | 384 | 977 | | | 765 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|
| Volume Total | 194 | 204 | 131 | 884 | 99 | 588 |
| Volume Left | 28 | 113 | 131 | 0 | 99 | 0 |
| Volume Right | 154 | 82 | 0 | 164 | 0 | 26 |
| cSH | 255 | 92 | 977 | 1700 | 765 | 1700 |
| Volume to Capacity | 0.76 | 2.21 | 0.13 | 0.52 | 0.13 | 0.35 |
| Queue Length 95th (m) | 44.1 | 145.5 | 3.7 | 0.0 | 3.5 | 0.0 |
| Control Delay (s) | 53.0 | 654.4 | 9.3 | 0.0 | 10.4 | 0.0 |
| Lane LOS | F | F | A | | B | |
| Approach Delay (s) | 53.0 | 654.4 | 1.2 | | 1.5 | |
| Approach LOS | F | F | | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 69.5 | | | |
| Intersection Capacity Utilization | 85.4% | ICU Level of Service | E | |
| Analysis Period (min) | 15 | | | |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 39 | 76 | 70 | 927 | 692 | 58 |
| Future Volume (vph) | 39 | 76 | 70 | 927 | 692 | 58 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | 5.0 | 30.0 | | | 0.0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (m) | 7.5 | | 20.0 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | 0.850 | | | 0.990 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1805 | 1568 | 1703 | 1845 | 1814 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1805 | 1568 | 1703 | 1845 | 1814 | 0 |
| Link Speed (k/h) | 40 | | | 60 | 60 | |
| Link Distance (m) | 509.0 | | | 92.6 | 58.0 | |
| Travel Time (s) | 45.8 | | | 5.6 | 3.5 | |
| Confl. Peds. (#/hr) | 1 | 2 | 5 | | | 5 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Heavy Vehicles (%) | 0% | 3% | 6% | 3% | 4% | 0% |
| Adj. Flow (vph) | 40 | 78 | 72 | 956 | 713 | 60 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 40 | 78 | 72 | 956 | 773 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(m) | 3.6 | | | 3.6 | 3.6 | |
| Link Offset(m) | 0.0 | | | 0.0 | 0.0 | |
| Crosswalk Width(m) | 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 |
| Turning Speed (k/h) | 25 | 15 | 25 | | | 15 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 59.4% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 39 | 76 | 70 | 927 | 692 | 58 |
| Future Volume (Veh/h) | 39 | 76 | 70 | 927 | 692 | 58 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Hourly flow rate (vph) | 40 | 78 | 72 | 956 | 713 | 60 |
| Pedestrians | 5 | | | 2 | 1 | |
| Lane Width (m) | 3.6 | | | 3.6 | 3.6 | |
| Walking Speed (m/s) | 1.2 | | | 1.2 | 1.2 | |
| Percent Blockage | 0 | | | 0 | 0 | |
| Right turn flare (veh) | | 1 | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | 93 | | |
| pX, platoon unblocked | 0.69 | | | | | |
| vC, conflicting volume | 1849 | 750 | 778 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 2009 | 750 | 778 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.2 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.3 | | | |
| p0 queue free % | 2 | 81 | 91 | | | |
| cM capacity (veh/h) | 41 | 407 | 818 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|
| Volume Total | 118 | 72 | 956 | 773 |
| Volume Left | 40 | 72 | 0 | 0 |
| Volume Right | 78 | 0 | 0 | 60 |
| cSH | 106 | 818 | 1700 | 1700 |
| Volume to Capacity | 1.12 | 0.09 | 0.56 | 0.45 |
| Queue Length 95th (m) | 59.7 | 2.3 | 0.0 | 0.0 |
| Control Delay (s) | 198.1 | 9.8 | 0.0 | 0.0 |
| Lane LOS | F | A | | |
| Approach Delay (s) | 198.1 | 0.7 | | 0.0 |
| Approach LOS | F | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 12.6 | | |
| Intersection Capacity Utilization | 59.4% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

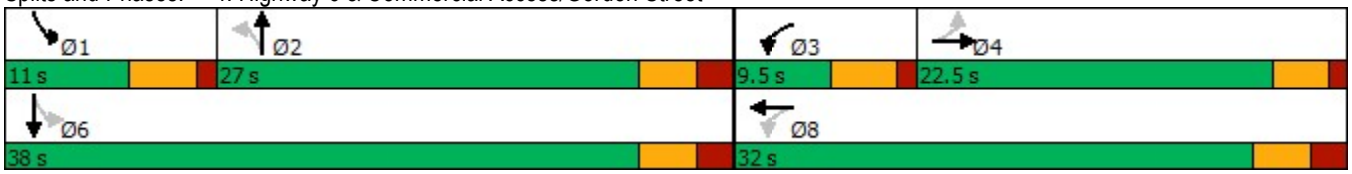
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 25 | 48 | 82 | 97 | 69 | 447 | 85 | 490 | 98 | 294 | 455 | 25 |
| Future Volume (vph) | 25 | 48 | 82 | 97 | 69 | 447 | 85 | 490 | 98 | 294 | 455 | 25 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 20.0 | | 0.0 | 25.0 | | 0.0 | 20.0 | | 0.0 | 15.0 | | 0.0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (m) | 15.0 | | | 55.0 | | | 60.0 | | | 20.0 | | |
| 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 | 0.98 | 0.99 | | 1.00 | 0.95 | | 0.99 | 0.99 | | | 1.00 | |
| Frt | | 0.906 | | | 0.870 | | | 0.975 | | | 0.992 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 1671 | 0 | 1787 | 1525 | 0 | 1805 | 1814 | 0 | 1719 | 1863 | 0 |
| Flt Permitted | 0.396 | | | 0.433 | | | 0.473 | | | 0.149 | | |
| Satd. Flow (perm) | 739 | 1671 | 0 | 812 | 1525 | 0 | 888 | 1814 | 0 | 270 | 1863 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 88 | | | 334 | | | 15 | | | 5 | |
| Link Speed (k/h) | | 50 | | | 50 | | | 60 | | | 60 | |
| Link Distance (m) | | 103.5 | | | 516.0 | | | 310.1 | | | 92.6 | |
| Travel Time (s) | | 7.5 | | | 37.2 | | | 18.6 | | | 5.6 | |
| Confl. Peds. (#/hr) | 22 | | 2 | 2 | | 22 | 12 | | 9 | 9 | | 12 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 0% | 4% | 0% | 1% | 0% | 3% | 0% | 1% | 4% | 5% | 1% | 0% |
| Adj. Flow (vph) | 27 | 52 | 88 | 104 | 74 | 481 | 91 | 527 | 105 | 316 | 489 | 27 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 27 | 140 | 0 | 104 | 555 | 0 | 91 | 632 | 0 | 316 | 516 | 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 | |

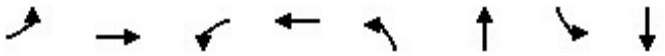
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Turn Type | Perm | NA | | pm+pt | NA | | Perm | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | 3 | 8 | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 3 | 8 | | 2 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 9.5 | 23.0 | | 23.0 | 23.0 | | 9.5 | 23.0 | |
| Total Split (s) | 22.5 | 22.5 | | 9.5 | 32.0 | | 27.0 | 27.0 | | 11.0 | 38.0 | |
| Total Split (%) | 32.1% | 32.1% | | 13.6% | 45.7% | | 38.6% | 38.6% | | 15.7% | 54.3% | |
| Maximum Green (s) | 18.5 | 18.5 | | 5.0 | 27.0 | | 22.0 | 22.0 | | 6.5 | 33.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.5 | 3.0 | | 3.0 | 3.0 | | 3.5 | 3.0 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 2.0 | | 2.0 | 2.0 | | 1.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | | 4.5 | 5.0 | | 5.0 | 5.0 | | 4.5 | 5.0 | |
| Lead/Lag | Lag | Lag | | Lead | | | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | | | Yes | Yes | | Yes | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | Max | Max | | None | Max | |
| Walk Time (s) | 7.0 | 7.0 | | | 7.0 | | 7.0 | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | | 11.0 | | 11.0 | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Act Effct Green (s) | 10.1 | 10.1 | | 16.9 | 16.4 | | 22.3 | 22.3 | | 34.0 | 33.5 | |
| Actuated g/C Ratio | 0.17 | 0.17 | | 0.28 | 0.27 | | 0.37 | 0.37 | | 0.57 | 0.56 | |
| v/c Ratio | 0.22 | 0.40 | | 0.34 | 0.84 | | 0.28 | 0.92 | | 1.01 | 0.50 | |
| Control Delay | 25.8 | 13.4 | | 18.2 | 20.4 | | 18.9 | 43.1 | | 73.5 | 11.9 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 25.8 | 13.4 | | 18.2 | 20.4 | | 18.9 | 43.1 | | 73.5 | 11.9 | |
| LOS | C | B | | B | C | | B | D | | E | B | |
| Approach Delay | | 15.4 | | | 20.1 | | | 40.1 | | | 35.3 | |
| Approach LOS | | B | | | C | | | D | | | D | |

**Intersection Summary**

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 60
Natural Cycle: 90
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 31.2 Intersection LOS: C
Intersection Capacity Utilization 100.8% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 4: Highway 6 & Commercial Access/Gordon Street





| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 27 | 140 | 104 | 555 | 91 | 632 | 316 | 516 |
| v/c Ratio | 0.22 | 0.40 | 0.34 | 0.84 | 0.28 | 0.92 | 1.01 | 0.50 |
| Control Delay | 25.8 | 13.4 | 18.2 | 20.4 | 18.9 | 43.1 | 73.5 | 11.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 25.8 | 13.4 | 18.2 | 20.4 | 18.9 | 43.1 | 73.5 | 11.9 |
| Queue Length 50th (m) | 2.8 | 5.4 | 9.0 | 21.6 | 7.1 | 65.5 | ~21.3 | 31.8 |
| Queue Length 95th (m) | 9.0 | 18.4 | 18.5 | 58.5 | 21.7 | #160.9 | #85.8 | 77.8 |
| Internal Link Dist (m) | | 79.5 | | 492.0 | | 286.1 | | 68.6 |
| Turn Bay Length (m) | 20.0 | | 25.0 | | 20.0 | | 15.0 | |
| Base Capacity (vph) | 231 | 583 | 310 | 878 | 330 | 684 | 312 | 1042 |
| 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 | 0.12 | 0.24 | 0.34 | 0.63 | 0.28 | 0.92 | 1.01 | 0.50 |

Intersection Summary

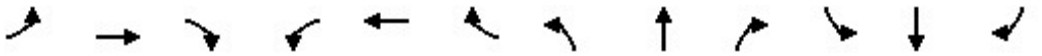
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

# 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) | 25 | 48 | 82 | 97 | 69 | 447 | 85 | 490 | 98 | 294 | 455 | 25 |
| Future Volume (vph) | 25 | 48 | 82 | 97 | 69 | 447 | 85 | 490 | 98 | 294 | 455 | 25 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | | 4.5 | 5.0 | | 5.0 | 5.0 | | 4.5 | 5.0 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 0.95 | | 1.00 | 0.99 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 0.99 | 1.00 | | 1.00 | 1.00 | | 0.99 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.91 | | 1.00 | 0.87 | | 1.00 | 0.98 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1779 | 1671 | | 1785 | 1532 | | 1787 | 1815 | | 1719 | 1863 | |
| Flt Permitted | 0.40 | 1.00 | | 0.43 | 1.00 | | 0.47 | 1.00 | | 0.15 | 1.00 | |
| Satd. Flow (perm) | 742 | 1671 | | 813 | 1532 | | 890 | 1815 | | 269 | 1863 | |
| Peak-hour factor, PHF | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Adj. Flow (vph) | 27 | 52 | 88 | 104 | 74 | 481 | 91 | 527 | 105 | 316 | 489 | 27 |
| RTOR Reduction (vph) | 0 | 73 | 0 | 0 | 239 | 0 | 0 | 9 | 0 | 0 | 2 | 0 |
| Lane Group Flow (vph) | 27 | 67 | 0 | 104 | 316 | 0 | 91 | 623 | 0 | 316 | 514 | 0 |
| Confl. Peds. (#/hr) | 22 | | 2 | 2 | | 22 | 12 | | 9 | 9 | | 12 |
| Heavy Vehicles (%) | 0% | 4% | 0% | 1% | 0% | 3% | 0% | 1% | 4% | 5% | 1% | 0% |
| Turn Type | Perm | NA | | pm+pt | NA | | Perm | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | 3 | 8 | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 10.1 | 10.1 | | 17.4 | 17.4 | | 22.4 | 22.4 | | 33.5 | 33.5 | |
| Effective Green, g (s) | 10.1 | 10.1 | | 17.4 | 17.4 | | 22.4 | 22.4 | | 33.5 | 33.5 | |
| Actuated g/C Ratio | 0.17 | 0.17 | | 0.29 | 0.29 | | 0.37 | 0.37 | | 0.55 | 0.55 | |
| Clearance Time (s) | 4.0 | 4.0 | | 4.5 | 5.0 | | 5.0 | 5.0 | | 4.5 | 5.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 123 | 277 | | 292 | 437 | | 327 | 667 | | 305 | 1024 | |
| v/s Ratio Prot | | 0.04 | | 0.02 | c0.21 | | | 0.34 | | c0.11 | 0.28 | |
| v/s Ratio Perm | 0.04 | | | 0.08 | | | 0.10 | | | c0.46 | | |
| v/c Ratio | 0.22 | 0.24 | | 0.36 | 0.72 | | 0.28 | 0.93 | | 1.04 | 0.50 | |
| Uniform Delay, d1 | 22.0 | 22.1 | | 16.7 | 19.6 | | 13.6 | 18.5 | | 13.9 | 8.5 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.9 | 0.5 | | 0.7 | 5.9 | | 2.1 | 21.9 | | 61.2 | 1.8 | |
| Delay (s) | 22.9 | 22.5 | | 17.4 | 25.5 | | 15.7 | 40.4 | | 75.1 | 10.3 | |
| Level of Service | C | C | | B | C | | B | D | | E | B | |
| Approach Delay (s) | | 22.6 | | | 24.2 | | | 37.3 | | | 34.9 | |
| Approach LOS | | C | | | C | | | D | | | C | |

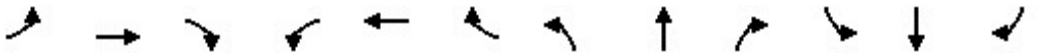
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 31.8 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 1.06 | | |
| Actuated Cycle Length (s) | 60.9 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 100.8% | ICU Level of Service | 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) | 28 | 45 | 56 | 48 | 65 | 57 | 104 | 117 | 39 | 55 | 134 | 48 |
| Future Volume (vph) | 28 | 45 | 56 | 48 | 65 | 57 | 104 | 117 | 39 | 55 | 134 | 48 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| 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 | | | | | | | | | | | | |
| Frt | | 0.942 | | | 0.955 | | | 0.980 | | | 0.973 | |
| Flt Protected | | 0.989 | | | 0.986 | | | 0.980 | | | 0.989 | |
| Satd. Flow (prot) | 0 | 1729 | 0 | 0 | 1749 | 0 | 0 | 1809 | 0 | 0 | 1772 | 0 |
| Flt Permitted | | 0.989 | | | 0.986 | | | 0.980 | | | 0.989 | |
| Satd. Flow (perm) | 0 | 1729 | 0 | 0 | 1749 | 0 | 0 | 1809 | 0 | 0 | 1772 | 0 |
| Link Speed (k/h) | | 50 | | | 40 | | | 50 | | | 50 | |
| Link Distance (m) | | 271.3 | | | 214.7 | | | 599.2 | | | 318.8 | |
| Travel Time (s) | | 19.5 | | | 19.3 | | | 43.1 | | | 23.0 | |
| Confl. Peds. (#/hr) | 1 | | 6 | 6 | | 1 | 1 | | 3 | 3 | | 1 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 7% | 0% | 2% | 0% | 6% | 0% | 1% | 1% | 0% | 0% | 1% | 13% |
| Adj. Flow (vph) | 29 | 47 | 58 | 50 | 68 | 59 | 108 | 122 | 41 | 57 | 140 | 50 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 134 | 0 | 0 | 177 | 0 | 0 | 271 | 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) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| 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 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

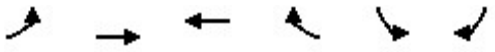
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 45.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 28 | 45 | 56 | 48 | 65 | 57 | 104 | 117 | 39 | 55 | 134 | 48 |
| Future Volume (Veh/h) | 28 | 45 | 56 | 48 | 65 | 57 | 104 | 117 | 39 | 55 | 134 | 48 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Hourly flow rate (vph) | 29 | 47 | 58 | 50 | 68 | 59 | 108 | 122 | 41 | 57 | 140 | 50 |
| Pedestrians | | 1 | | | 3 | | | 6 | | | 1 | |
| Lane Width (m) | | 3.6 | | | 3.6 | | | 3.6 | | | 3.6 | |
| Walking Speed (m/s) | | 1.2 | | | 1.2 | | | 1.2 | | | 1.2 | |
| Percent Blockage | | 0 | | | 0 | | | 1 | | | 0 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 732 | 662 | 172 | 728 | 666 | 146 | 191 | | | 166 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 732 | 662 | 172 | 728 | 666 | 146 | 191 | | | 166 | | |
| tC, single (s) | 7.2 | 6.5 | 6.2 | 7.1 | 6.6 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.6 | 4.0 | 3.3 | 3.5 | 4.1 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 88 | 86 | 93 | 81 | 79 | 93 | 92 | | | 96 | | |
| cM capacity (veh/h) | 237 | 339 | 867 | 258 | 331 | 903 | 1388 | | | 1421 | | |

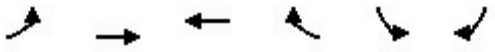
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 134 | 177 | 271 | 247 |
| Volume Left | 29 | 50 | 108 | 57 |
| Volume Right | 58 | 59 | 41 | 50 |
| cSH | 409 | 381 | 1388 | 1421 |
| Volume to Capacity | 0.33 | 0.47 | 0.08 | 0.04 |
| Queue Length 95th (m) | 11.2 | 19.1 | 2.0 | 1.0 |
| Control Delay (s) | 18.0 | 22.4 | 3.5 | 2.0 |
| Lane LOS | C | C | A | A |
| Approach Delay (s) | 18.0 | 22.4 | 3.5 | 2.0 |
| Approach LOS | C | C | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 9.5 | | | |
| Intersection Capacity Utilization | 45.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 16 | 140 | 152 | 8 | 6 | 52 |
| Future Volume (vph) | 16 | 140 | 152 | 8 | 6 | 52 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.994 | | 0.879 | |
| Flt Protected | | 0.995 | | | 0.995 | |
| Satd. Flow (prot) | 0 | 1806 | 1741 | 0 | 1553 | 0 |
| Flt Permitted | | 0.995 | | | 0.995 | |
| Satd. Flow (perm) | 0 | 1806 | 1741 | 0 | 1553 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 214.7 | 596.4 | | 242.8 | |
| Travel Time (s) | | 19.3 | 53.7 | | 17.5 | |
| Confl. Peds. (#/hr) | | | | | 9 | 1 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Heavy Vehicles (%) | 19% | 3% | 7% | 38% | 33% | 4% |
| Adj. Flow (vph) | 19 | 165 | 179 | 9 | 7 | 61 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 184 | 188 | 0 | 68 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 0.0 | 0.0 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

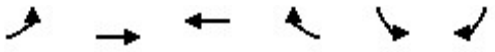
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 30.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 16 | 140 | 152 | 8 | 6 | 52 |
| Future Volume (Veh/h) | 16 | 140 | 152 | 8 | 6 | 52 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 19 | 165 | 179 | 9 | 7 | 61 |
| Pedestrians | | 1 | 9 | | | |
| Lane Width (m) | | 3.6 | 3.6 | | | |
| Walking Speed (m/s) | | 1.2 | 1.2 | | | |
| Percent Blockage | | 0 | 1 | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 188 | | | | 396 | 184 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 188 | | | | 396 | 184 |
| tC, single (s) | 4.3 | | | | 6.7 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.4 | | | | 3.8 | 3.3 |
| p0 queue free % | 99 | | | | 99 | 93 |
| cM capacity (veh/h) | 1290 | | | | 541 | 852 |

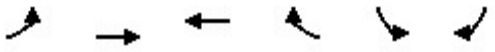
| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 184 | 188 | 68 |
| Volume Left | 19 | 0 | 7 |
| Volume Right | 0 | 9 | 61 |
| cSH | 1290 | 1700 | 804 |
| Volume to Capacity | 0.01 | 0.11 | 0.08 |
| Queue Length 95th (m) | 0.4 | 0.0 | 2.2 |
| Control Delay (s) | 0.9 | 0.0 | 9.9 |
| Lane LOS | A | | A |
| Approach Delay (s) | 0.9 | 0.0 | 9.9 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.9 | | |
| Intersection Capacity Utilization | 30.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 6 | 136 | 157 | 45 | 45 | 7 |
| Future Volume (vph) | 6 | 136 | 157 | 45 | 45 | 7 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.970 | | 0.982 | |
| Flt Protected | | 0.998 | | | 0.959 | |
| Satd. Flow (prot) | 0 | 1896 | 1829 | 0 | 1784 | 0 |
| Flt Permitted | | 0.998 | | | 0.959 | |
| Satd. Flow (perm) | 0 | 1896 | 1829 | 0 | 1784 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 596.4 | 199.9 | | 240.0 | |
| Travel Time (s) | | 53.7 | 18.0 | | 17.3 | |
| Confl. Peds. (#/hr) | 1 | | | 1 | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles (%) | 0% | 0% | 1% | 0% | 0% | 2% |
| Adj. Flow (vph) | 7 | 155 | 178 | 51 | 51 | 8 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 162 | 229 | 0 | 59 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 0.0 | 0.0 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

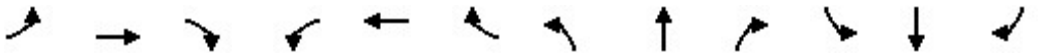
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 22.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 6 | 136 | 157 | 45 | 45 | 7 |
| Future Volume (Veh/h) | 6 | 136 | 157 | 45 | 45 | 7 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 7 | 155 | 178 | 51 | 51 | 8 |
| Pedestrians | | | | | 1 | |
| Lane Width (m) | | | | | 3.6 | |
| Walking Speed (m/s) | | | | | 1.2 | |
| Percent Blockage | | | | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 230 | | | | 374 | 204 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 230 | | | | 374 | 204 |
| 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 | | | | 92 | 99 |
| cM capacity (veh/h) | 1349 | | | | 628 | 835 |

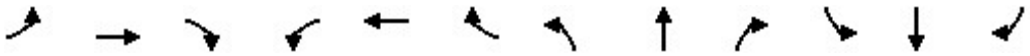
| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 162 | 229 | 59 |
| Volume Left | 7 | 0 | 51 |
| Volume Right | 0 | 51 | 8 |
| cSH | 1349 | 1700 | 650 |
| Volume to Capacity | 0.01 | 0.13 | 0.09 |
| Queue Length 95th (m) | 0.1 | 0.0 | 2.4 |
| Control Delay (s) | 0.4 | 0.0 | 11.1 |
| Lane LOS | A | | B |
| Approach Delay (s) | 0.4 | 0.0 | 11.1 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.6 | | |
| Intersection Capacity Utilization | 22.0% | 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) | 0 | 15 | 4 | 7 | 9 | 0 | 2 | 0 | 7 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 15 | 4 | 7 | 9 | 0 | 2 | 0 | 7 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| 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 | | | | | | | | | | | | |
| Frt | | 0.972 | | | | | | 0.899 | | | | |
| Flt Protected | | | | | 0.978 | | | 0.988 | | | | |
| Satd. Flow (prot) | 0 | 1847 | 0 | 0 | 1858 | 0 | 0 | 1688 | 0 | 0 | 1900 | 0 |
| Flt Permitted | | | | | 0.978 | | | 0.988 | | | | |
| Satd. Flow (perm) | 0 | 1847 | 0 | 0 | 1858 | 0 | 0 | 1688 | 0 | 0 | 1900 | 0 |
| Link Speed (k/h) | | 50 | | | 50 | | | 50 | | | 50 | |
| Link Distance (m) | | 156.5 | | | 142.7 | | | 88.1 | | | 94.9 | |
| Travel Time (s) | | 11.3 | | | 10.3 | | | 6.3 | | | 6.8 | |
| Confl. Peds. (#/hr) | | | 17 | 17 | | | | | 2 | 2 | | |
| Peak Hour Factor | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 0 | 19 | 5 | 9 | 11 | 0 | 3 | 0 | 9 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 24 | 0 | 0 | 20 | 0 | 0 | 12 | 0 | 0 | 0 | 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) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| 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 |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 18.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

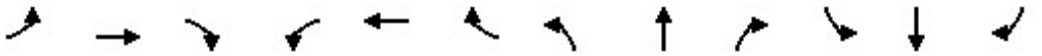


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Traffic Volume (vph) | 0 | 15 | 4 | 7 | 9 | 0 | 2 | 0 | 7 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 15 | 4 | 7 | 9 | 0 | 2 | 0 | 7 | 0 | 0 | 0 |
| Peak Hour Factor | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 |
| Hourly flow rate (vph) | 0 | 19 | 5 | 9 | 11 | 0 | 3 | 0 | 9 | 0 | 0 | 0 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 24 | 20 | 12 | 0 |
| Volume Left (vph) | 0 | 9 | 3 | 0 |
| Volume Right (vph) | 5 | 0 | 9 | 0 |
| Hadj (s) | -0.13 | 0.09 | -0.40 | 0.00 |
| Departure Headway (s) | 3.8 | 4.0 | 3.6 | 4.0 |
| Degree Utilization, x | 0.03 | 0.02 | 0.01 | 0.00 |
| Capacity (veh/h) | 932 | 884 | 987 | 900 |
| Control Delay (s) | 6.9 | 7.1 | 6.6 | 7.0 |
| Approach Delay (s) | 6.9 | 7.1 | 6.6 | 0.0 |
| Approach LOS | A | A | A | A |

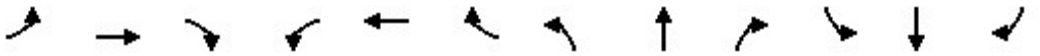
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | | 6.9 | | |
| Level of Service | | A | | |
| Intersection Capacity Utilization | | 18.3% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |

# With Background Development-Related Proposed Road Improvements



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 28 | 0 | 104 | 0 | 0 | 0 | 156 | 315 | 0 | 0 | 385 | 41 |
| Future Volume (vph) | 28 | 0 | 104 | 0 | 0 | 0 | 156 | 315 | 0 | 0 | 385 | 41 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | | 5.0 | 0.0 | | 0.0 | 115.0 | | 0.0 | 0.0 | | 0.0 |
| Storage Lanes | 0 | | 1 | 0 | | 0 | 1 | | 0 | 0 | | 0 |
| Taper Length (m) | 7.5 | | | 7.5 | | | 95.0 | | | 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 | | | | | | | | | | | | |
| Frt | | | 0.850 | | | | | | | | 0.987 | |
| Flt Protected | | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 1612 | 1495 | 0 | 1900 | 0 | 1641 | 1776 | 0 | 0 | 1759 | 0 |
| Flt Permitted | | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (perm) | 0 | 1612 | 1495 | 0 | 1900 | 0 | 1641 | 1776 | 0 | 0 | 1759 | 0 |
| Link Speed (k/h) | | 40 | | | 40 | | | 80 | | | 80 | |
| Link Distance (m) | | 689.6 | | | 121.8 | | | 406.3 | | | 149.7 | |
| Travel Time (s) | | 62.1 | | | 11.0 | | | 18.3 | | | 6.7 | |
| Confl. Peds. (#/hr) | 2 | | | | | 2 | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 12% | 0% | 8% | 0% | 0% | 0% | 10% | 7% | 0% | 0% | 7% | 3% |
| Adj. Flow (vph) | 30 | 0 | 113 | 0 | 0 | 0 | 170 | 342 | 0 | 0 | 418 | 45 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 30 | 113 | 0 | 0 | 0 | 170 | 342 | 0 | 0 | 463 | 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) | | 0.0 | | | 0.0 | | | 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 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 53.3% | | 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) | 28 | 0 | 104 | 0 | 0 | 0 | 156 | 315 | 0 | 0 | 385 | 41 |
| Future Volume (Veh/h) | 28 | 0 | 104 | 0 | 0 | 0 | 156 | 315 | 0 | 0 | 385 | 41 |
| 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) | 30 | 0 | 113 | 0 | 0 | 0 | 170 | 342 | 0 | 0 | 418 | 45 |
| Pedestrians | | | | | | | | | | | 2 | |
| Lane Width (m) | | | | | | | | | | | 3.6 | |
| Walking Speed (m/s) | | | | | | | | | | | 1.2 | |
| Percent Blockage | | | | | | | | | | | 0 | |
| Right turn flare (veh) | | | 1 | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1124 | 1122 | 440 | 1179 | 1145 | 344 | 463 | | | 342 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1124 | 1122 | 440 | 1179 | 1145 | 344 | 463 | | | 342 | | |
| tC, single (s) | 7.2 | 6.5 | 6.3 | 7.1 | 6.5 | 6.2 | 4.2 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.6 | 4.0 | 3.4 | 3.5 | 4.0 | 3.3 | 2.3 | | | 2.2 | | |
| p0 queue free % | 80 | 100 | 81 | 100 | 100 | 100 | 84 | | | 100 | | |
| cM capacity (veh/h) | 153 | 174 | 604 | 120 | 169 | 702 | 1057 | | | 1228 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 143 | 0 | 170 | 342 | 463 |
| Volume Left | 30 | 0 | 170 | 0 | 0 |
| Volume Right | 113 | 0 | 0 | 0 | 45 |
| cSH | 728 | 1700 | 1057 | 1700 | 1228 |
| Volume to Capacity | 0.20 | 0.00 | 0.16 | 0.20 | 0.00 |
| Queue Length 95th (m) | 5.8 | 0.0 | 4.6 | 0.0 | 0.0 |
| Control Delay (s) | 16.9 | 0.0 | 9.1 | 0.0 | 0.0 |
| Lane LOS | C | A | A | | |
| Approach Delay (s) | 16.9 | 0.0 | 3.0 | | 0.0 |
| Approach LOS | C | A | | | |

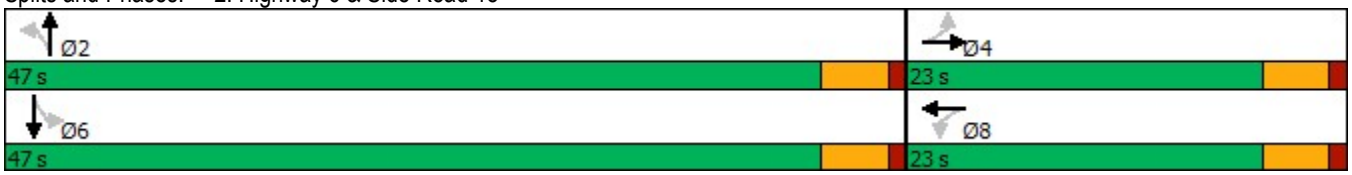
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.5 | | | |
| Intersection Capacity Utilization | 53.3% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

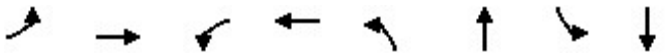
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 17 | 5 | 166 | 115 | 9 | 68 | 86 | 366 | 53 | 32 | 518 | 25 |
| Future Volume (vph) | 17 | 5 | 166 | 115 | 9 | 68 | 86 | 366 | 53 | 32 | 518 | 25 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | | 0.0 | 0.0 | | 0.0 | 20.0 | | 0.0 | 20.0 | | 0.0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 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 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.854 | | | 0.868 | | | 0.980 | | | 0.993 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 1561 | 0 | 1770 | 1617 | 0 | 1656 | 3300 | 0 | 1770 | 3373 | 0 |
| Flt Permitted | 0.702 | | | 0.569 | | | 0.439 | | | 0.497 | | |
| Satd. Flow (perm) | 1334 | 1561 | 0 | 1060 | 1617 | 0 | 765 | 3300 | 0 | 926 | 3373 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 173 | | | 74 | | | 44 | | | 13 | |
| Link Speed (k/h) | | 40 | | | 50 | | | 60 | | | 60 | |
| Link Distance (m) | | 199.9 | | | 104.5 | | | 358.6 | | | 413.0 | |
| Travel Time (s) | | 18.0 | | | 7.5 | | | 21.5 | | | 24.8 | |
| Peak Hour Factor | 0.96 | 0.92 | 0.96 | 0.92 | 0.92 | 0.92 | 0.96 | 0.96 | 0.92 | 0.92 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 0% | 2% | 4% | 2% | 2% | 2% | 9% | 8% | 2% | 2% | 6% | 12% |
| Adj. Flow (vph) | 18 | 5 | 173 | 125 | 10 | 74 | 90 | 381 | 58 | 35 | 540 | 26 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 18 | 178 | 0 | 125 | 84 | 0 | 90 | 439 | 0 | 35 | 566 | 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 | | | | | | | | Yes | | | | |
| 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 | |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 23.0 | 23.0 | | 23.0 | 23.0 | | 47.0 | 47.0 | | 47.0 | 47.0 | |
| Total Split (%) | 32.9% | 32.9% | | 32.9% | 32.9% | | 67.1% | 67.1% | | 67.1% | 67.1% | |
| Maximum Green (s) | 18.5 | 18.5 | | 18.5 | 18.5 | | 42.5 | 42.5 | | 42.5 | 42.5 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | Max | Max | | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | 12.4 | 12.4 | | 12.4 | 12.4 | | 45.4 | 45.4 | | 45.4 | 45.4 | |
| Actuated g/C Ratio | 0.19 | 0.19 | | 0.19 | 0.19 | | 0.68 | 0.68 | | 0.68 | 0.68 | |
| v/c Ratio | 0.07 | 0.41 | | 0.63 | 0.23 | | 0.17 | 0.19 | | 0.06 | 0.25 | |
| Control Delay | 20.8 | 7.4 | | 38.7 | 8.7 | | 6.1 | 4.4 | | 5.1 | 5.0 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 20.8 | 7.4 | | 38.7 | 8.7 | | 6.1 | 4.4 | | 5.1 | 5.0 | |
| LOS | C | A | | D | A | | A | A | | A | A | |
| Approach Delay | | 8.6 | | | 26.6 | | | 4.7 | | | 5.0 | |
| Approach LOS | | A | | | C | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 70 | | | |
| Actuated Cycle Length: 66.9 | | | |
| Natural Cycle: 45 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 0.63 | | | |
| Intersection Signal Delay: 8.3 | | Intersection LOS: A | |
| Intersection Capacity Utilization 51.8% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

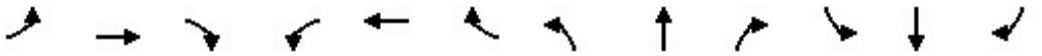
Splits and Phases: 2: Highway 6 & Side Road 18





| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 18 | 178 | 125 | 84 | 90 | 439 | 35 | 566 |
| v/c Ratio | 0.07 | 0.41 | 0.63 | 0.23 | 0.17 | 0.19 | 0.06 | 0.25 |
| Control Delay | 20.8 | 7.4 | 38.7 | 8.7 | 6.1 | 4.4 | 5.1 | 5.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 20.8 | 7.4 | 38.7 | 8.7 | 6.1 | 4.4 | 5.1 | 5.0 |
| Queue Length 50th (m) | 1.9 | 0.5 | 14.3 | 1.0 | 3.5 | 8.0 | 1.2 | 11.7 |
| Queue Length 95th (m) | 6.5 | 14.3 | 29.9 | 10.7 | 11.4 | 17.4 | 5.1 | 24.2 |
| Internal Link Dist (m) | | 175.9 | | 80.5 | | 334.6 | | 389.0 |
| Turn Bay Length (m) | | | | | 20.0 | | 20.0 | |
| Base Capacity (vph) | 370 | 558 | 294 | 502 | 519 | 2254 | 628 | 2293 |
| 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 | 0.05 | 0.32 | 0.43 | 0.17 | 0.17 | 0.19 | 0.06 | 0.25 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 17 | 5 | 166 | 115 | 9 | 68 | 86 | 366 | 53 | 32 | 518 | 25 |
| Future Volume (vph) | 17 | 5 | 166 | 115 | 9 | 68 | 86 | 366 | 53 | 32 | 518 | 25 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frt | 1.00 | 0.85 | | 1.00 | 0.87 | | 1.00 | 0.98 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1805 | 1561 | | 1770 | 1617 | | 1656 | 3301 | | 1770 | 3373 | |
| Flt Permitted | 0.70 | 1.00 | | 0.57 | 1.00 | | 0.44 | 1.00 | | 0.50 | 1.00 | |
| Satd. Flow (perm) | 1335 | 1561 | | 1059 | 1617 | | 766 | 3301 | | 926 | 3373 | |
| Peak-hour factor, PHF | 0.96 | 0.92 | 0.96 | 0.92 | 0.92 | 0.92 | 0.96 | 0.96 | 0.92 | 0.92 | 0.96 | 0.96 |
| Adj. Flow (vph) | 18 | 5 | 173 | 125 | 10 | 74 | 90 | 381 | 58 | 35 | 540 | 26 |
| RTOR Reduction (vph) | 0 | 141 | 0 | 0 | 60 | 0 | 0 | 14 | 0 | 0 | 4 | 0 |
| Lane Group Flow (vph) | 18 | 37 | 0 | 125 | 24 | 0 | 90 | 425 | 0 | 35 | 562 | 0 |
| Heavy Vehicles (%) | 0% | 2% | 4% | 2% | 2% | 2% | 9% | 8% | 2% | 2% | 6% | 12% |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 12.4 | 12.4 | | 12.4 | 12.4 | | 45.4 | 45.4 | | 45.4 | 45.4 | |
| Effective Green, g (s) | 12.4 | 12.4 | | 12.4 | 12.4 | | 45.4 | 45.4 | | 45.4 | 45.4 | |
| Actuated g/C Ratio | 0.19 | 0.19 | | 0.19 | 0.19 | | 0.68 | 0.68 | | 0.68 | 0.68 | |
| Clearance Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 247 | 289 | | 196 | 300 | | 520 | 2243 | | 629 | 2292 | |
| v/s Ratio Prot | | 0.02 | | | 0.01 | | | 0.13 | | | c0.17 | |
| v/s Ratio Perm | 0.01 | | | c0.12 | | | 0.12 | | | 0.04 | | |
| v/c Ratio | 0.07 | 0.13 | | 0.64 | 0.08 | | 0.17 | 0.19 | | 0.06 | 0.25 | |
| Uniform Delay, d1 | 22.5 | 22.7 | | 25.1 | 22.5 | | 3.9 | 3.9 | | 3.6 | 4.1 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.1 | 0.2 | | 6.6 | 0.1 | | 0.7 | 0.2 | | 0.2 | 0.3 | |
| Delay (s) | 22.6 | 22.9 | | 31.8 | 22.6 | | 4.6 | 4.1 | | 3.7 | 4.4 | |
| Level of Service | C | C | | C | C | | A | A | | A | A | |
| Approach Delay (s) | | 22.9 | | | 28.1 | | | 4.2 | | | 4.3 | |
| Approach LOS | | C | | | C | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 9.9 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.33 | | |
| Actuated Cycle Length (s) | 66.8 | Sum of lost time (s) | 9.0 |
| Intersection Capacity Utilization | 51.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 20 | 53 | 54 | 449 | 766 | 44 |
| Future Volume (vph) | 20 | 53 | 54 | 449 | 766 | 44 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | 5.0 | 30.0 | | | 0.0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (m) | 7.5 | | 20.0 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 |
| Ped Bike Factor | | | | | | |
| Frt | | 0.850 | | | 0.992 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1671 | 1380 | 1671 | 3343 | 3327 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1671 | 1380 | 1671 | 3343 | 3327 | 0 |
| Link Speed (k/h) | 40 | | | 60 | 60 | |
| Link Distance (m) | 509.0 | | | 92.6 | 58.0 | |
| Travel Time (s) | 45.8 | | | 5.6 | 3.5 | |
| Confl. Peds. (#/hr) | 3 | 1 | 3 | | | 3 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles (%) | 8% | 17% | 8% | 8% | 7% | 19% |
| Adj. Flow (vph) | 22 | 58 | 59 | 493 | 842 | 48 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 22 | 58 | 59 | 493 | 890 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(m) | 3.6 | | | 3.6 | 3.6 | |
| Link Offset(m) | 0.0 | | | 0.0 | 0.0 | |
| Crosswalk Width(m) | 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 |
| Turning Speed (k/h) | 25 | 15 | 25 | | | 15 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 39.6% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 20 | 53 | 54 | 449 | 766 | 44 |
| Future Volume (Veh/h) | 20 | 53 | 54 | 449 | 766 | 44 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Hourly flow rate (vph) | 22 | 58 | 59 | 493 | 842 | 48 |
| Pedestrians | 3 | | | 1 | 3 | |
| Lane Width (m) | 3.6 | | | 3.6 | 3.6 | |
| Walking Speed (m/s) | 1.2 | | | 1.2 | 1.2 | |
| Percent Blockage | 0 | | | 0 | 0 | |
| Right turn flare (veh) | | 1 | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | 93 | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1236 | 449 | 893 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1236 | 449 | 893 | | | |
| tC, single (s) | 7.0 | 7.2 | 4.3 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.5 | 2.3 | | | |
| p0 queue free % | 85 | 89 | 92 | | | |
| cM capacity (veh/h) | 146 | 516 | 717 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|
| Volume Total | 80 | 59 | 246 | 246 | 561 | 329 |
| Volume Left | 22 | 59 | 0 | 0 | 0 | 0 |
| Volume Right | 58 | 0 | 0 | 0 | 0 | 48 |
| cSH | 531 | 717 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.15 | 0.08 | 0.14 | 0.14 | 0.33 | 0.19 |
| Queue Length 95th (m) | 4.2 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | 18.7 | 10.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | C | B | | | | |
| Approach Delay (s) | 18.7 | 1.1 | | | 0.0 | |
| Approach LOS | C | | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.4 | | |
| Intersection Capacity Utilization | 39.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

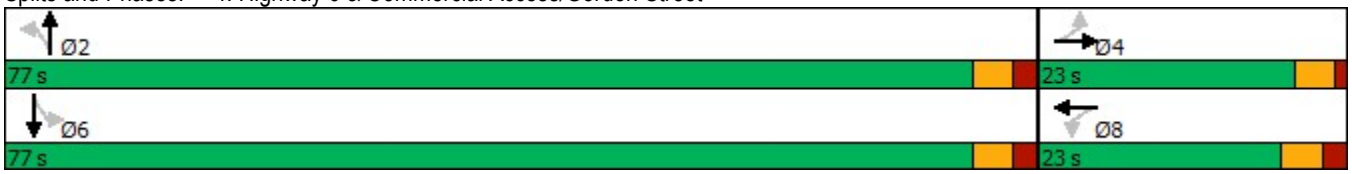
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 5 | 8 | 25 | 86 | 12 | 257 | 20 | 234 | 80 | 357 | 450 | 10 |
| Future Volume (vph) | 5 | 8 | 25 | 86 | 12 | 257 | 20 | 234 | 80 | 357 | 450 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 20.0 | | 0.0 | 25.0 | | 0.0 | 20.0 | | 0.0 | 15.0 | | 0.0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (m) | 15.0 | | | 55.0 | | | 60.0 | | | 20.0 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | 1.00 | 0.99 | | 0.99 | 0.99 | | 0.99 | 0.99 | | 0.99 | 1.00 | |
| Frt | | 0.886 | | | 0.857 | | | 0.962 | | | 0.997 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 1610 | 0 | 1656 | 1401 | 0 | 1641 | 3266 | 0 | 1656 | 3396 | 0 |
| Flt Permitted | 0.299 | | | 0.732 | | | 0.456 | | | 0.536 | | |
| Satd. Flow (perm) | 568 | 1610 | 0 | 1268 | 1401 | 0 | 778 | 3266 | 0 | 923 | 3396 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 29 | | | 295 | | | 92 | | | 5 | |
| Link Speed (k/h) | | 50 | | | 50 | | | 60 | | | 60 | |
| Link Distance (m) | | 103.5 | | | 516.0 | | | 310.1 | | | 92.6 | |
| Travel Time (s) | | 7.5 | | | 37.2 | | | 18.6 | | | 5.6 | |
| Confl. Peds. (#/hr) | 1 | | 4 | 4 | | 1 | 9 | | 7 | 7 | | 9 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Heavy Vehicles (%) | 0% | 0% | 4% | 9% | 8% | 15% | 10% | 4% | 9% | 9% | 6% | 0% |
| Adj. Flow (vph) | 6 | 9 | 29 | 99 | 14 | 295 | 23 | 269 | 92 | 410 | 517 | 11 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 6 | 38 | 0 | 99 | 309 | 0 | 23 | 361 | 0 | 410 | 528 | 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 | |

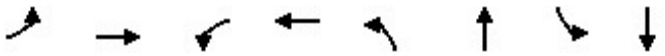
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 23.0 | 23.0 | | 23.0 | 23.0 | | 23.0 | 23.0 | |
| Total Split (s) | 23.0 | 23.0 | | 23.0 | 23.0 | | 77.0 | 77.0 | | 77.0 | 77.0 | |
| Total Split (%) | 23.0% | 23.0% | | 23.0% | 23.0% | | 77.0% | 77.0% | | 77.0% | 77.0% | |
| Maximum Green (s) | 19.0 | 19.0 | | 18.0 | 18.0 | | 72.0 | 72.0 | | 72.0 | 72.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 1.0 | 1.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | Max | Max | | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | 13.4 | 13.4 | | 12.4 | 12.4 | | 72.1 | 72.1 | | 72.1 | 72.1 | |
| Actuated g/C Ratio | 0.14 | 0.14 | | 0.13 | 0.13 | | 0.76 | 0.76 | | 0.76 | 0.76 | |
| v/c Ratio | 0.07 | 0.15 | | 0.60 | 0.70 | | 0.04 | 0.14 | | 0.58 | 0.20 | |
| Control Delay | 36.4 | 17.4 | | 53.5 | 14.8 | | 3.8 | 2.6 | | 9.7 | 3.7 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 36.4 | 17.4 | | 53.5 | 14.8 | | 3.8 | 2.6 | | 9.7 | 3.7 | |
| LOS | D | B | | D | B | | A | A | | A | A | |
| Approach Delay | | 20.0 | | | 24.2 | | | 2.7 | | | 6.3 | |
| Approach LOS | | B | | | C | | | A | | | A | |

**Intersection Summary**

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 94.6
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 10.0 Intersection LOS: A
Intersection Capacity Utilization 63.9% ICU Level of Service B
Analysis Period (min) 15

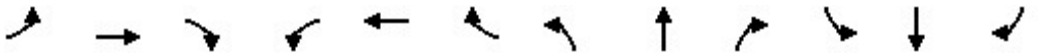
Splits and Phases: 4: Highway 6 & Commercial Access/Gordon Street





| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 6 | 38 | 99 | 309 | 23 | 361 | 410 | 528 |
| v/c Ratio | 0.07 | 0.15 | 0.60 | 0.70 | 0.04 | 0.14 | 0.58 | 0.20 |
| Control Delay | 36.4 | 17.4 | 53.5 | 14.8 | 3.8 | 2.6 | 9.7 | 3.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 36.4 | 17.4 | 53.5 | 14.8 | 3.8 | 2.6 | 9.7 | 3.7 |
| Queue Length 50th (m) | 1.0 | 1.5 | 18.2 | 2.4 | 0.9 | 5.6 | 27.2 | 12.0 |
| Queue Length 95th (m) | 4.5 | 9.9 | 33.4 | 24.3 | 3.2 | 11.2 | 61.2 | 20.7 |
| Internal Link Dist (m) | | 79.5 | | 492.0 | | 286.1 | | 68.6 |
| Turn Bay Length (m) | 20.0 | | 25.0 | | 20.0 | | 15.0 | |
| Base Capacity (vph) | 114 | 347 | 241 | 505 | 593 | 2512 | 703 | 2591 |
| 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 | 0.05 | 0.11 | 0.41 | 0.61 | 0.04 | 0.14 | 0.58 | 0.20 |

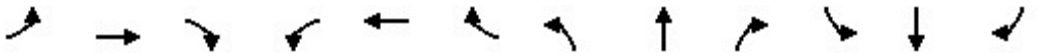
Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 5 | 8 | 25 | 86 | 12 | 257 | 20 | 234 | 80 | 357 | 450 | 10 |
| Future Volume (vph) | 5 | 8 | 25 | 86 | 12 | 257 | 20 | 234 | 80 | 357 | 450 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | |
| Frt | 1.00 | 0.89 | | 1.00 | 0.86 | | 1.00 | 0.96 | | 1.00 | 1.00 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1804 | 1610 | | 1646 | 1401 | | 1622 | 3266 | | 1638 | 3396 | |
| Flt Permitted | 0.30 | 1.00 | | 0.73 | 1.00 | | 0.46 | 1.00 | | 0.54 | 1.00 | |
| Satd. Flow (perm) | 567 | 1610 | | 1269 | 1401 | | 779 | 3266 | | 924 | 3396 | |
| Peak-hour factor, PHF | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Adj. Flow (vph) | 6 | 9 | 29 | 99 | 14 | 295 | 23 | 269 | 92 | 410 | 517 | 11 |
| RTOR Reduction (vph) | 0 | 25 | 0 | 0 | 256 | 0 | 0 | 22 | 0 | 0 | 1 | 0 |
| Lane Group Flow (vph) | 6 | 13 | 0 | 99 | 53 | 0 | 23 | 339 | 0 | 410 | 527 | 0 |
| Confl. Peds. (#/hr) | 1 | | 4 | 4 | | 1 | 9 | | 7 | 7 | | 9 |
| Heavy Vehicles (%) | 0% | 0% | 4% | 9% | 8% | 15% | 10% | 4% | 9% | 9% | 6% | 0% |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 13.4 | 13.4 | | 12.4 | 12.4 | | 72.1 | 72.1 | | 72.1 | 72.1 | |
| Effective Green, g (s) | 13.4 | 13.4 | | 12.4 | 12.4 | | 72.1 | 72.1 | | 72.1 | 72.1 | |
| Actuated g/C Ratio | 0.14 | 0.14 | | 0.13 | 0.13 | | 0.76 | 0.76 | | 0.76 | 0.76 | |
| Clearance Time (s) | 4.0 | 4.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 80 | 228 | | 166 | 183 | | 594 | 2491 | | 704 | 2591 | |
| v/s Ratio Prot | | 0.01 | | | 0.04 | | | 0.10 | | | 0.16 | |
| v/s Ratio Perm | 0.01 | | | c0.08 | | | 0.03 | | | c0.44 | | |
| v/c Ratio | 0.07 | 0.06 | | 0.60 | 0.29 | | 0.04 | 0.14 | | 0.58 | 0.20 | |
| Uniform Delay, d1 | 35.2 | 35.1 | | 38.7 | 37.1 | | 2.7 | 3.0 | | 4.8 | 3.1 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.4 | 0.1 | | 5.7 | 0.9 | | 0.1 | 0.1 | | 3.5 | 0.2 | |
| Delay (s) | 35.6 | 35.2 | | 44.3 | 37.9 | | 2.9 | 3.1 | | 8.3 | 3.3 | |
| Level of Service | D | D | | D | D | | A | A | | A | A | |
| Approach Delay (s) | | 35.2 | | | 39.5 | | | 3.1 | | | 5.5 | |
| Approach LOS | | D | | | D | | | A | | | A | |

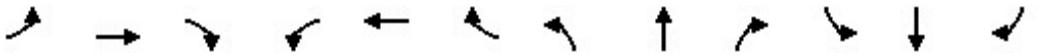
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 13.5 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.58 | | |
| Actuated Cycle Length (s) | 94.5 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 63.9% | ICU Level of Service | B |
| 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) | 58 | 78 | 65 | 65 | 52 | 45 | 32 | 85 | 35 | 50 | 144 | 35 |
| Future Volume (vph) | 58 | 78 | 65 | 65 | 52 | 45 | 32 | 85 | 35 | 50 | 144 | 35 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| 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 | | | | | | | | | | | | |
| Frt | | 0.956 | | | 0.963 | | | 0.969 | | | 0.979 | |
| Flt Protected | | 0.986 | | | 0.980 | | | 0.990 | | | 0.989 | |
| Satd. Flow (prot) | 0 | 1713 | 0 | 0 | 1700 | 0 | 0 | 1731 | 0 | 0 | 1715 | 0 |
| Flt Permitted | | 0.986 | | | 0.980 | | | 0.990 | | | 0.989 | |
| Satd. Flow (perm) | 0 | 1713 | 0 | 0 | 1700 | 0 | 0 | 1731 | 0 | 0 | 1715 | 0 |
| Link Speed (k/h) | | 50 | | | 40 | | | 50 | | | 50 | |
| Link Distance (m) | | 271.3 | | | 214.7 | | | 599.2 | | | 318.8 | |
| Travel Time (s) | | 19.5 | | | 19.3 | | | 43.1 | | | 23.0 | |
| Confl. Peds. (#/hr) | | | 19 | 19 | | | | | 3 | 3 | | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Heavy Vehicles (%) | 5% | 3% | 6% | 7% | 4% | 5% | 7% | 4% | 7% | 14% | 3% | 15% |
| Adj. Flow (vph) | 67 | 91 | 76 | 76 | 60 | 52 | 37 | 99 | 41 | 58 | 167 | 41 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 234 | 0 | 0 | 188 | 0 | 0 | 177 | 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) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| 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 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

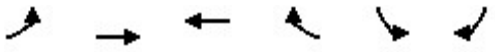
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 37.4% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 58 | 78 | 65 | 65 | 52 | 45 | 32 | 85 | 35 | 50 | 144 | 35 |
| Future Volume (Veh/h) | 58 | 78 | 65 | 65 | 52 | 45 | 32 | 85 | 35 | 50 | 144 | 35 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Hourly flow rate (vph) | 67 | 91 | 76 | 76 | 60 | 52 | 37 | 99 | 41 | 58 | 167 | 41 |
| Pedestrians | | | | | 3 | | | 19 | | | | |
| Lane Width (m) | | | | | 3.6 | | | 3.6 | | | | |
| Walking Speed (m/s) | | | | | 1.2 | | | 1.2 | | | | |
| Percent Blockage | | | | | 0 | | | 2 | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 579 | 520 | 206 | 640 | 520 | 122 | 208 | | | 143 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 579 | 520 | 206 | 640 | 520 | 122 | 208 | | | 143 | | |
| tC, single (s) | 7.1 | 6.5 | 6.3 | 7.2 | 6.5 | 6.2 | 4.2 | | | 4.2 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.4 | 3.6 | 4.0 | 3.3 | 2.3 | | | 2.3 | | |
| p0 queue free % | 80 | 79 | 91 | 72 | 86 | 94 | 97 | | | 96 | | |
| cM capacity (veh/h) | 336 | 426 | 811 | 268 | 425 | 918 | 1334 | | | 1366 | | |

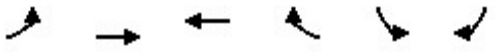
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 234 | 188 | 177 | 266 |
| Volume Left | 67 | 76 | 37 | 58 |
| Volume Right | 76 | 52 | 41 | 41 |
| cSH | 462 | 391 | 1334 | 1366 |
| Volume to Capacity | 0.51 | 0.48 | 0.03 | 0.04 |
| Queue Length 95th (m) | 22.4 | 20.2 | 0.7 | 1.1 |
| Control Delay (s) | 20.5 | 22.5 | 1.8 | 2.0 |
| Lane LOS | C | C | A | A |
| Approach Delay (s) | 20.5 | 22.5 | 1.8 | 2.0 |
| Approach LOS | C | C | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 11.4 | | | |
| Intersection Capacity Utilization | 37.4% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 16 | 144 | 119 | 8 | 6 | 52 |
| Future Volume (vph) | 16 | 144 | 119 | 8 | 6 | 52 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.991 | | 0.878 | |
| Flt Protected | | 0.995 | | | 0.995 | |
| Satd. Flow (prot) | 0 | 1807 | 1727 | 0 | 1553 | 0 |
| Flt Permitted | | 0.995 | | | 0.995 | |
| Satd. Flow (perm) | 0 | 1807 | 1727 | 0 | 1553 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 214.7 | 596.4 | | 242.8 | |
| Travel Time (s) | | 19.3 | 53.7 | | 17.5 | |
| Confl. Peds. (#/hr) | | | | | 9 | 1 |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Heavy Vehicles (%) | 19% | 3% | 7% | 38% | 33% | 4% |
| Adj. Flow (vph) | 20 | 176 | 145 | 10 | 7 | 63 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 196 | 155 | 0 | 70 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 0.0 | 0.0 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

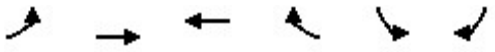
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 29.2% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 16 | 144 | 119 | 8 | 6 | 52 |
| Future Volume (Veh/h) | 16 | 144 | 119 | 8 | 6 | 52 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Hourly flow rate (vph) | 20 | 176 | 145 | 10 | 7 | 63 |
| Pedestrians | | 1 | 9 | | | |
| Lane Width (m) | | 3.6 | 3.6 | | | |
| Walking Speed (m/s) | | 1.2 | 1.2 | | | |
| Percent Blockage | | 0 | 1 | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 155 | | | | 375 | 151 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 155 | | | | 375 | 151 |
| tC, single (s) | 4.3 | | | | 6.7 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.4 | | | | 3.8 | 3.3 |
| p0 queue free % | 98 | | | | 99 | 93 |
| cM capacity (veh/h) | 1328 | | | | 557 | 889 |

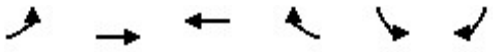
| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 196 | 155 | 70 |
| Volume Left | 20 | 0 | 7 |
| Volume Right | 0 | 10 | 63 |
| cSH | 1328 | 1700 | 839 |
| Volume to Capacity | 0.02 | 0.09 | 0.08 |
| Queue Length 95th (m) | 0.4 | 0.0 | 2.2 |
| Control Delay (s) | 0.9 | 0.0 | 9.7 |
| Lane LOS | A | | A |
| Approach Delay (s) | 0.9 | 0.0 | 9.7 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.0 | | |
| Intersection Capacity Utilization | 29.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 7 | 154 | 108 | 15 | 46 | 9 |
| Future Volume (vph) | 7 | 154 | 108 | 15 | 46 | 9 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.984 | | 0.977 | |
| Flt Protected | | 0.998 | | | 0.960 | |
| Satd. Flow (prot) | 0 | 1835 | 1681 | 0 | 1630 | 0 |
| Flt Permitted | | 0.998 | | | 0.960 | |
| Satd. Flow (perm) | 0 | 1835 | 1681 | 0 | 1630 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 596.4 | 199.9 | | 240.0 | |
| Travel Time (s) | | 53.7 | 18.0 | | 17.3 | |
| Confl. Peds. (#/hr) | 2 | | | 2 | 4 | 4 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 10% | 3% | 11% | 13% | 9% | 11% |
| Adj. Flow (vph) | 8 | 166 | 116 | 16 | 49 | 10 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 174 | 132 | 0 | 59 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 0.0 | 0.0 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

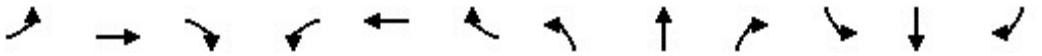
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 25.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 7 | 154 | 108 | 15 | 46 | 9 |
| Future Volume (Veh/h) | 7 | 154 | 108 | 15 | 46 | 9 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 8 | 166 | 116 | 16 | 49 | 10 |
| Pedestrians | | 4 | 4 | | 2 | |
| Lane Width (m) | | 3.6 | 3.6 | | 3.6 | |
| Walking Speed (m/s) | | 1.2 | 1.2 | | 1.2 | |
| Percent Blockage | | 0 | 0 | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | 200 | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 134 | | | | 312 | 130 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 134 | | | | 312 | 130 |
| tC, single (s) | 4.2 | | | | 6.5 | 6.3 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.3 | | | | 3.6 | 3.4 |
| p0 queue free % | 99 | | | | 93 | 99 |
| cM capacity (veh/h) | 1400 | | | | 659 | 892 |

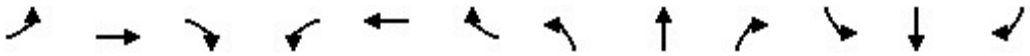
| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 174 | 132 | 59 |
| Volume Left | 8 | 0 | 49 |
| Volume Right | 0 | 16 | 10 |
| cSH | 1400 | 1700 | 690 |
| Volume to Capacity | 0.01 | 0.08 | 0.09 |
| Queue Length 95th (m) | 0.1 | 0.0 | 2.2 |
| Control Delay (s) | 0.4 | 0.0 | 10.7 |
| Lane LOS | A | | B |
| Approach Delay (s) | 0.4 | 0.0 | 10.7 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.9 | | |
| Intersection Capacity Utilization | 25.0% | 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) | 0 | 13 | 3 | 3 | 11 | 0 | 1 | 0 | 2 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 13 | 3 | 3 | 11 | 0 | 1 | 0 | 2 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| 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 | | | | | | | | | | | | |
| Frt | | 0.974 | | | | | | 0.899 | | | | |
| Flt Protected | | | | | 0.990 | | | 0.988 | | | | |
| Satd. Flow (prot) | 0 | 1738 | 0 | 0 | 1722 | 0 | 0 | 1663 | 0 | 0 | 1900 | 0 |
| Flt Permitted | | | | | 0.990 | | | 0.988 | | | | |
| Satd. Flow (perm) | 0 | 1738 | 0 | 0 | 1722 | 0 | 0 | 1663 | 0 | 0 | 1900 | 0 |
| Link Speed (k/h) | | 50 | | | 50 | | | 50 | | | 50 | |
| Link Distance (m) | | 156.5 | | | 142.7 | | | 88.1 | | | 94.9 | |
| Travel Time (s) | | 11.3 | | | 10.3 | | | 6.3 | | | 6.8 | |
| Confl. Peds. (#/hr) | | | 11 | 11 | | | 2 | | 4 | 4 | | 2 |
| Peak Hour Factor | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Heavy Vehicles (%) | 0% | 8% | 0% | 10% | 9% | 0% | 0% | 0% | 2% | 0% | 0% | 0% |
| Adj. Flow (vph) | 0 | 17 | 4 | 4 | 15 | 0 | 1 | 0 | 3 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 21 | 0 | 0 | 19 | 0 | 0 | 4 | 0 | 0 | 0 | 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) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| 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 |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |

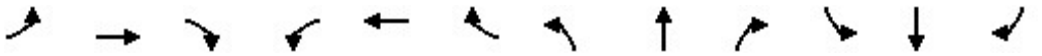
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 17.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Traffic Volume (vph) | 0 | 13 | 3 | 3 | 11 | 0 | 1 | 0 | 2 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 13 | 3 | 3 | 11 | 0 | 1 | 0 | 2 | 0 | 0 | 0 |
| Peak Hour Factor | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Hourly flow rate (vph) | 0 | 17 | 4 | 4 | 15 | 0 | 1 | 0 | 3 | 0 | 0 | 0 |

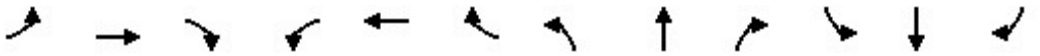
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 21 | 19 | 4 | 0 |
| Volume Left (vph) | 0 | 4 | 1 | 0 |
| Volume Right (vph) | 4 | 0 | 3 | 0 |
| Hadj (s) | 0.00 | 0.20 | -0.37 | 0.00 |
| Departure Headway (s) | 3.9 | 4.1 | 3.6 | 4.0 |
| Degree Utilization, x | 0.02 | 0.02 | 0.00 | 0.00 |
| Capacity (veh/h) | 909 | 866 | 982 | 900 |
| Control Delay (s) | 7.0 | 7.2 | 6.6 | 7.0 |
| Approach Delay (s) | 7.0 | 7.2 | 6.6 | 0.0 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 7.1 | | | |
| Level of Service | A | | | |
| Intersection Capacity Utilization | 17.7% | 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) | 28 | 0 | 186 | 0 | 0 | 0 | 147 | 570 | 0 | 0 | 437 | 24 |
| Future Volume (vph) | 28 | 0 | 186 | 0 | 0 | 0 | 147 | 570 | 0 | 0 | 437 | 24 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | | 5.0 | 0.0 | | 0.0 | 115.0 | | 0.0 | 0.0 | | 0.0 |
| Storage Lanes | 0 | | 1 | 0 | | 0 | 1 | | 0 | 0 | | 0 |
| Taper Length (m) | 7.5 | | | 7.5 | | | 95.0 | | | 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 | | | | | | | | | | | | |
| Frt | | | 0.850 | | | | | | | | 0.993 | |
| Flt Protected | | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 1517 | 1553 | 0 | 1900 | 0 | 1752 | 1845 | 0 | 0 | 1758 | 0 |
| Flt Permitted | | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (perm) | 0 | 1517 | 1553 | 0 | 1900 | 0 | 1752 | 1845 | 0 | 0 | 1758 | 0 |
| Link Speed (k/h) | | 40 | | | 40 | | | 80 | | | 80 | |
| Link Distance (m) | | 689.6 | | | 121.8 | | | 406.3 | | | 149.7 | |
| Travel Time (s) | | 62.1 | | | 11.0 | | | 18.3 | | | 6.7 | |
| Confl. Peds. (#/hr) | 4 | | | | | 4 | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 19% | 0% | 4% | 0% | 0% | 0% | 3% | 3% | 0% | 0% | 7% | 13% |
| Adj. Flow (vph) | 29 | 0 | 196 | 0 | 0 | 0 | 155 | 600 | 0 | 0 | 460 | 25 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 29 | 196 | 0 | 0 | 0 | 155 | 600 | 0 | 0 | 485 | 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) | | 0.0 | | | 0.0 | | | 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 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| 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) | 28 | 0 | 186 | 0 | 0 | 0 | 147 | 570 | 0 | 0 | 437 | 24 |
| Future Volume (Veh/h) | 28 | 0 | 186 | 0 | 0 | 0 | 147 | 570 | 0 | 0 | 437 | 24 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 29 | 0 | 196 | 0 | 0 | 0 | 155 | 600 | 0 | 0 | 460 | 25 |
| Pedestrians | | | | | | | | | | | 4 | |
| Lane Width (m) | | | | | | | | | | | 3.6 | |
| Walking Speed (m/s) | | | | | | | | | | | 1.2 | |
| Percent Blockage | | | | | | | | | | | 0 | |
| Right turn flare (veh) | | | 1 | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1386 | 1382 | 472 | 1480 | 1395 | 604 | 485 | | | 600 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1386 | 1382 | 472 | 1480 | 1395 | 604 | 485 | | | 600 | | |
| tC, single (s) | 7.3 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.7 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 70 | 100 | 67 | 100 | 100 | 100 | 86 | | | 100 | | |
| cM capacity (veh/h) | 98 | 124 | 587 | 62 | 122 | 500 | 1073 | | | 987 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 225 | 0 | 155 | 600 | 485 |
| Volume Left | 29 | 0 | 155 | 0 | 0 |
| Volume Right | 196 | 0 | 0 | 0 | 25 |
| cSH | 674 | 1700 | 1073 | 1700 | 987 |
| Volume to Capacity | 0.33 | 0.00 | 0.14 | 0.35 | 0.00 |
| Queue Length 95th (m) | 11.7 | 0.0 | 4.0 | 0.0 | 0.0 |
| Control Delay (s) | 19.6 | 0.0 | 8.9 | 0.0 | 0.0 |
| Lane LOS | C | A | A | | |
| Approach Delay (s) | 19.6 | 0.0 | 1.8 | | 0.0 |
| Approach LOS | C | A | | | |

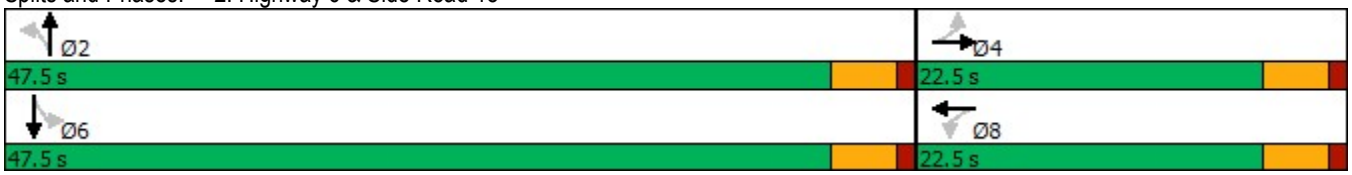
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.0 | | | |
| Intersection Capacity Utilization | 69.0% | ICU Level of Service | | C |
| Analysis Period (min) | 15 | | | |

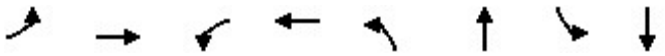
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 27 | 11 | 146 | 104 | 8 | 75 | 124 | 684 | 151 | 91 | 534 | 25 |
| Future Volume (vph) | 27 | 11 | 146 | 104 | 8 | 75 | 124 | 684 | 151 | 91 | 534 | 25 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | | 0.0 | 0.0 | | 0.0 | 20.0 | | 0.0 | 20.0 | | 0.0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 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 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.861 | | | 0.865 | | | 0.972 | | | 0.993 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 1575 | 0 | 1770 | 1611 | 0 | 1736 | 3440 | 0 | 1770 | 3375 | 0 |
| Flt Permitted | 0.698 | | | 0.592 | | | 0.430 | | | 0.303 | | |
| Satd. Flow (perm) | 1326 | 1575 | 0 | 1103 | 1611 | 0 | 786 | 3440 | 0 | 564 | 3375 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 154 | | | 82 | | | 73 | | | 12 | |
| Link Speed (k/h) | | 40 | | | 50 | | | 60 | | | 60 | |
| Link Distance (m) | | 199.9 | | | 104.5 | | | 358.6 | | | 413.0 | |
| Travel Time (s) | | 18.0 | | | 7.5 | | | 21.5 | | | 24.8 | |
| Peak Hour Factor | 0.95 | 0.92 | 0.95 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.92 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 0% | 2% | 4% | 2% | 2% | 2% | 4% | 2% | 2% | 2% | 6% | 11% |
| Adj. Flow (vph) | 28 | 12 | 154 | 113 | 9 | 82 | 131 | 720 | 164 | 99 | 562 | 26 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 28 | 166 | 0 | 113 | 91 | 0 | 131 | 884 | 0 | 99 | 588 | 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 | | | | | | | | Yes | | | | |
| 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 | 100 | | 100 | 25 | | 100 | 100 | | 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 | |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 47.5 | 47.5 | | 47.5 | 47.5 | |
| Total Split (%) | 32.1% | 32.1% | | 32.1% | 32.1% | | 67.9% | 67.9% | | 67.9% | 67.9% | |
| Maximum Green (s) | 18.0 | 18.0 | | 18.0 | 18.0 | | 43.0 | 43.0 | | 43.0 | 43.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | Max | Max | | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | 11.7 | 11.7 | | 11.7 | 11.7 | | 45.9 | 45.9 | | 45.9 | 45.9 | |
| Actuated g/C Ratio | 0.18 | 0.18 | | 0.18 | 0.18 | | 0.69 | 0.69 | | 0.69 | 0.69 | |
| v/c Ratio | 0.12 | 0.41 | | 0.59 | 0.26 | | 0.24 | 0.37 | | 0.26 | 0.25 | |
| Control Delay | 22.2 | 8.4 | | 36.6 | 8.8 | | 6.2 | 4.9 | | 7.1 | 4.7 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 22.2 | 8.4 | | 36.6 | 8.8 | | 6.2 | 4.9 | | 7.1 | 4.7 | |
| LOS | C | A | | D | A | | A | A | | A | A | |
| Approach Delay | | 10.4 | | | 24.2 | | | 5.1 | | | 5.0 | |
| Approach LOS | | B | | | C | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 70 | | | |
| Actuated Cycle Length: 66.6 | | | |
| Natural Cycle: 55 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 0.59 | | | |
| Intersection Signal Delay: 7.4 | | Intersection LOS: A | |
| Intersection Capacity Utilization 59.1% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

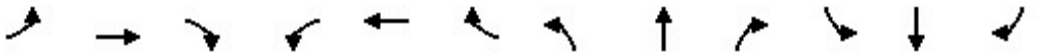
Splits and Phases: 2: Highway 6 & Side Road 18





| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 28 | 166 | 113 | 91 | 131 | 884 | 99 | 588 |
| v/c Ratio | 0.12 | 0.41 | 0.59 | 0.26 | 0.24 | 0.37 | 0.26 | 0.25 |
| Control Delay | 22.2 | 8.4 | 36.6 | 8.8 | 6.2 | 4.9 | 7.1 | 4.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 22.2 | 8.4 | 36.6 | 8.8 | 6.2 | 4.9 | 7.1 | 4.7 |
| Queue Length 50th (m) | 2.9 | 1.2 | 12.9 | 0.9 | 5.0 | 17.7 | 3.8 | 11.6 |
| Queue Length 95th (m) | 8.9 | 14.9 | 27.3 | 11.1 | 15.8 | 36.1 | 13.6 | 24.2 |
| Internal Link Dist (m) | | 175.9 | | 80.5 | | 334.6 | | 389.0 |
| Turn Bay Length (m) | | | | | 20.0 | | 20.0 | |
| Base Capacity (vph) | 360 | 539 | 299 | 496 | 541 | 2393 | 388 | 2330 |
| 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 | 0.08 | 0.31 | 0.38 | 0.18 | 0.24 | 0.37 | 0.26 | 0.25 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 27 | 11 | 146 | 104 | 8 | 75 | 124 | 684 | 151 | 91 | 534 | 25 |
| Future Volume (vph) | 27 | 11 | 146 | 104 | 8 | 75 | 124 | 684 | 151 | 91 | 534 | 25 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frt | 1.00 | 0.86 | | 1.00 | 0.86 | | 1.00 | 0.97 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1805 | 1575 | | 1770 | 1611 | | 1736 | 3441 | | 1770 | 3376 | |
| Flt Permitted | 0.70 | 1.00 | | 0.59 | 1.00 | | 0.43 | 1.00 | | 0.30 | 1.00 | |
| Satd. Flow (perm) | 1326 | 1575 | | 1103 | 1611 | | 786 | 3441 | | 564 | 3376 | |
| Peak-hour factor, PHF | 0.95 | 0.92 | 0.95 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.92 | 0.95 | 0.95 |
| Adj. Flow (vph) | 28 | 12 | 154 | 113 | 9 | 82 | 131 | 720 | 164 | 99 | 562 | 26 |
| RTOR Reduction (vph) | 0 | 127 | 0 | 0 | 68 | 0 | 0 | 23 | 0 | 0 | 4 | 0 |
| Lane Group Flow (vph) | 28 | 39 | 0 | 113 | 23 | 0 | 131 | 861 | 0 | 99 | 584 | 0 |
| Heavy Vehicles (%) | 0% | 2% | 4% | 2% | 2% | 2% | 4% | 2% | 2% | 2% | 6% | 11% |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 11.7 | 11.7 | | 11.7 | 11.7 | | 45.9 | 45.9 | | 45.9 | 45.9 | |
| Effective Green, g (s) | 11.7 | 11.7 | | 11.7 | 11.7 | | 45.9 | 45.9 | | 45.9 | 45.9 | |
| Actuated g/C Ratio | 0.18 | 0.18 | | 0.18 | 0.18 | | 0.69 | 0.69 | | 0.69 | 0.69 | |
| Clearance Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 232 | 276 | | 193 | 283 | | 541 | 2371 | | 388 | 2326 | |
| v/s Ratio Prot | | 0.02 | | | 0.01 | | | c0.25 | | | 0.17 | |
| v/s Ratio Perm | 0.02 | | | c0.10 | | | 0.17 | | | 0.18 | | |
| v/c Ratio | 0.12 | 0.14 | | 0.59 | 0.08 | | 0.24 | 0.36 | | 0.26 | 0.25 | |
| Uniform Delay, d1 | 23.1 | 23.2 | | 25.2 | 23.0 | | 3.9 | 4.3 | | 3.9 | 3.9 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.2 | 0.2 | | 4.5 | 0.1 | | 1.1 | 0.4 | | 1.6 | 0.3 | |
| Delay (s) | 23.4 | 23.4 | | 29.7 | 23.1 | | 4.9 | 4.7 | | 5.5 | 4.1 | |
| Level of Service | C | C | | C | C | | A | A | | A | A | |
| Approach Delay (s) | | 23.4 | | | 26.7 | | | 4.7 | | | 4.3 | |
| Approach LOS | | C | | | C | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 8.5 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.41 | | |
| Actuated Cycle Length (s) | 66.6 | Sum of lost time (s) | 9.0 |
| Intersection Capacity Utilization | 59.1% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 39 | 76 | 70 | 927 | 692 | 58 |
| Future Volume (vph) | 39 | 76 | 70 | 927 | 692 | 58 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | 5.0 | 30.0 | | | 0.0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (m) | 7.5 | | 20.0 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 |
| Ped Bike Factor | | | | | | |
| Frt | | 0.850 | | | 0.988 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1805 | 1568 | 1703 | 3505 | 3440 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1805 | 1568 | 1703 | 3505 | 3440 | 0 |
| Link Speed (k/h) | 40 | | | 60 | 60 | |
| Link Distance (m) | 509.0 | | | 92.6 | 58.0 | |
| Travel Time (s) | 45.8 | | | 5.6 | 3.5 | |
| Confl. Peds. (#/hr) | 1 | 2 | 5 | | | 5 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Heavy Vehicles (%) | 0% | 3% | 6% | 3% | 4% | 0% |
| Adj. Flow (vph) | 40 | 78 | 72 | 956 | 713 | 60 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 40 | 78 | 72 | 956 | 773 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(m) | 3.6 | | | 3.6 | 3.6 | |
| Link Offset(m) | 0.0 | | | 0.0 | 0.0 | |
| Crosswalk Width(m) | 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 |
| Turning Speed (k/h) | 25 | 15 | 25 | | | 15 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 38.9% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 39 | 76 | 70 | 927 | 692 | 58 |
| Future Volume (Veh/h) | 39 | 76 | 70 | 927 | 692 | 58 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Hourly flow rate (vph) | 40 | 78 | 72 | 956 | 713 | 60 |
| Pedestrians | 5 | | | 2 | 1 | |
| Lane Width (m) | 3.6 | | | 3.6 | 3.6 | |
| Walking Speed (m/s) | 1.2 | | | 1.2 | 1.2 | |
| Percent Blockage | 0 | | | 0 | 0 | |
| Right turn flare (veh) | | 1 | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | 93 | | |
| pX, platoon unblocked | 0.90 | | | | | |
| vC, conflicting volume | 1371 | 394 | 778 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1193 | 394 | 778 | | | |
| tC, single (s) | 6.8 | 7.0 | 4.2 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.3 | | | |
| p0 queue free % | 73 | 87 | 91 | | | |
| cM capacity (veh/h) | 149 | 599 | 805 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|
| Volume Total | 118 | 72 | 478 | 478 | 475 | 298 |
| Volume Left | 40 | 72 | 0 | 0 | 0 | 0 |
| Volume Right | 78 | 0 | 0 | 0 | 0 | 60 |
| cSH | 440 | 805 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.27 | 0.09 | 0.28 | 0.28 | 0.28 | 0.18 |
| Queue Length 95th (m) | 8.6 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | 20.7 | 9.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | C | A | | | | |
| Approach Delay (s) | 20.7 | 0.7 | | | 0.0 | |
| Approach LOS | C | | | | | |

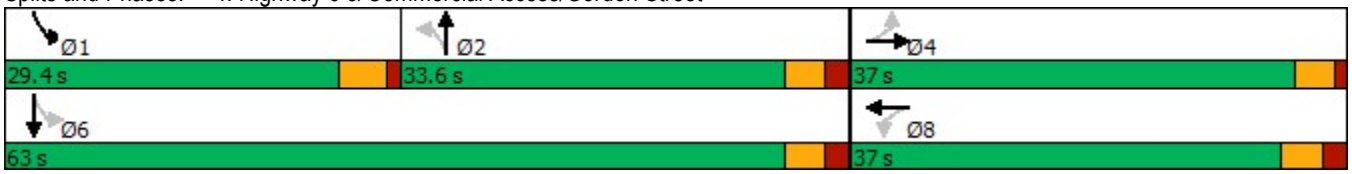
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.6 | | | |
| Intersection Capacity Utilization | 38.9% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

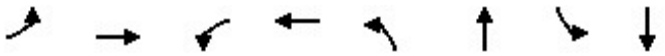
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 25 | 48 | 82 | 97 | 69 | 447 | 85 | 490 | 98 | 294 | 455 | 25 |
| Future Volume (vph) | 25 | 48 | 82 | 97 | 69 | 447 | 85 | 490 | 98 | 294 | 455 | 25 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 20.0 | | 0.0 | 25.0 | | 0.0 | 20.0 | | 0.0 | 15.0 | | 0.0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (m) | 15.0 | | | 55.0 | | | 60.0 | | | 20.0 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | | 0.99 | | 1.00 | 0.96 | | 0.98 | 0.99 | | 0.99 | 1.00 | |
| Frt | | 0.906 | | | 0.870 | | | 0.975 | | | 0.992 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 1680 | 0 | 1787 | 1544 | 0 | 1805 | 3442 | 0 | 1719 | 3538 | 0 |
| Flt Permitted | 0.190 | | | 0.611 | | | 0.461 | | | 0.318 | | |
| Satd. Flow (perm) | 361 | 1680 | 0 | 1146 | 1544 | 0 | 862 | 3442 | 0 | 572 | 3538 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 88 | | | 344 | | | 23 | | | 9 | |
| Link Speed (k/h) | | 50 | | | 50 | | | 60 | | | 60 | |
| Link Distance (m) | | 103.5 | | | 516.0 | | | 310.1 | | | 92.6 | |
| Travel Time (s) | | 7.5 | | | 37.2 | | | 18.6 | | | 5.6 | |
| Confl. Peds. (#/hr) | 22 | | 2 | 2 | | 22 | 12 | | 9 | 9 | | 12 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 0% | 4% | 0% | 1% | 0% | 3% | 0% | 1% | 4% | 5% | 1% | 0% |
| Adj. Flow (vph) | 27 | 52 | 88 | 104 | 74 | 481 | 91 | 527 | 105 | 316 | 489 | 27 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 27 | 140 | 0 | 104 | 555 | 0 | 91 | 632 | 0 | 316 | 516 | 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 | | Perm | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 2 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 23.0 | 23.0 | | 23.0 | 23.0 | | 9.5 | 23.0 | |
| Total Split (s) | 37.0 | 37.0 | | 37.0 | 37.0 | | 33.6 | 33.6 | | 29.4 | 63.0 | |
| Total Split (%) | 37.0% | 37.0% | | 37.0% | 37.0% | | 33.6% | 33.6% | | 29.4% | 63.0% | |
| Maximum Green (s) | 33.0 | 33.0 | | 32.0 | 32.0 | | 28.6 | 28.6 | | 24.9 | 58.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.5 | 3.0 | |
| All-Red Time (s) | 1.0 | 1.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 1.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 4.5 | 5.0 | |
| Lead/Lag | | | | | | | Lag | Lag | | Lead | | |
| 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 | None | None | | None | None | | Max | Max | | None | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | | 0 | |
| Act Effct Green (s) | 21.0 | 21.0 | | 20.0 | 20.0 | | 40.9 | 40.9 | | 59.1 | 58.6 | |
| Actuated g/C Ratio | 0.24 | 0.24 | | 0.23 | 0.23 | | 0.46 | 0.46 | | 0.67 | 0.66 | |
| v/c Ratio | 0.32 | 0.30 | | 0.40 | 0.90 | | 0.23 | 0.40 | | 0.57 | 0.22 | |
| Control Delay | 36.8 | 12.5 | | 32.7 | 31.3 | | 22.3 | 19.3 | | 12.2 | 7.4 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 36.8 | 12.5 | | 32.7 | 31.3 | | 22.3 | 19.3 | | 12.2 | 7.4 | |
| LOS | D | B | | C | C | | C | B | | B | A | |
| Approach Delay | | 16.4 | | | 31.5 | | | 19.6 | | | 9.2 | |
| Approach LOS | | B | | | C | | | B | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 88.7 | | | |
| Natural Cycle: 60 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 0.90 | | | |
| Intersection Signal Delay: 19.1 | | Intersection LOS: B | |
| Intersection Capacity Utilization 85.7% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

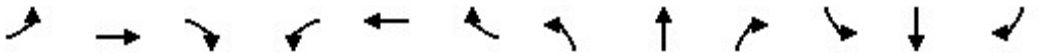
Splits and Phases: 4: Highway 6 & Commercial Access/Gordon Street





| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 27 | 140 | 104 | 555 | 91 | 632 | 316 | 516 |
| v/c Ratio | 0.32 | 0.30 | 0.40 | 0.90 | 0.23 | 0.40 | 0.57 | 0.22 |
| Control Delay | 36.8 | 12.5 | 32.7 | 31.3 | 22.3 | 19.3 | 12.2 | 7.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 36.8 | 12.5 | 32.7 | 31.3 | 22.3 | 19.3 | 12.2 | 7.4 |
| Queue Length 50th (m) | 4.0 | 7.3 | 15.8 | 38.4 | 9.4 | 36.0 | 20.9 | 17.1 |
| Queue Length 95th (m) | 11.8 | 21.2 | 30.4 | 84.7 | 28.9 | 73.0 | 46.9 | 34.0 |
| Internal Link Dist (m) | | 79.5 | | 492.0 | | 286.1 | | 68.6 |
| Turn Bay Length (m) | 20.0 | | 25.0 | | 20.0 | | 15.0 | |
| Base Capacity (vph) | 135 | 686 | 417 | 781 | 397 | 1599 | 706 | 2341 |
| 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 | 0.20 | 0.20 | 0.25 | 0.71 | 0.23 | 0.40 | 0.45 | 0.22 |

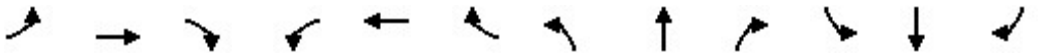
Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 25 | 48 | 82 | 97 | 69 | 447 | 85 | 490 | 98 | 294 | 455 | 25 |
| Future Volume (vph) | 25 | 48 | 82 | 97 | 69 | 447 | 85 | 490 | 98 | 294 | 455 | 25 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 4.5 | 5.0 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 0.96 | | 1.00 | 0.99 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.99 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.91 | | 1.00 | 0.87 | | 1.00 | 0.98 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1805 | 1680 | | 1783 | 1550 | | 1779 | 3444 | | 1716 | 3539 | |
| Flt Permitted | 0.19 | 1.00 | | 0.61 | 1.00 | | 0.46 | 1.00 | | 0.32 | 1.00 | |
| Satd. Flow (perm) | 362 | 1680 | | 1146 | 1550 | | 864 | 3444 | | 575 | 3539 | |
| Peak-hour factor, PHF | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Adj. Flow (vph) | 27 | 52 | 88 | 104 | 74 | 481 | 91 | 527 | 105 | 316 | 489 | 27 |
| RTOR Reduction (vph) | 0 | 67 | 0 | 0 | 266 | 0 | 0 | 12 | 0 | 0 | 3 | 0 |
| Lane Group Flow (vph) | 27 | 73 | 0 | 104 | 289 | 0 | 91 | 620 | 0 | 316 | 513 | 0 |
| Confl. Peds. (#/hr) | 22 | | 2 | 2 | | 22 | 12 | | 9 | 9 | | 12 |
| Heavy Vehicles (%) | 0% | 4% | 0% | 1% | 0% | 3% | 0% | 1% | 4% | 5% | 1% | 0% |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 21.0 | 21.0 | | 20.0 | 20.0 | | 40.9 | 40.9 | | 58.6 | 58.6 | |
| Effective Green, g (s) | 21.0 | 21.0 | | 20.0 | 20.0 | | 40.9 | 40.9 | | 58.6 | 58.6 | |
| Actuated g/C Ratio | 0.24 | 0.24 | | 0.23 | 0.23 | | 0.46 | 0.46 | | 0.66 | 0.66 | |
| Clearance Time (s) | 4.0 | 4.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 4.5 | 5.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 85 | 398 | | 258 | 349 | | 398 | 1589 | | 550 | 2340 | |
| v/s Ratio Prot | | 0.04 | | | c0.19 | | | 0.18 | | c0.09 | 0.14 | |
| v/s Ratio Perm | 0.07 | | | 0.09 | | | 0.11 | | | c0.29 | | |
| v/c Ratio | 0.32 | 0.18 | | 0.40 | 0.83 | | 0.23 | 0.39 | | 0.57 | 0.22 | |
| Uniform Delay, d1 | 27.9 | 27.0 | | 29.2 | 32.7 | | 14.4 | 15.7 | | 7.3 | 5.9 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 2.2 | 0.2 | | 1.0 | 14.8 | | 1.3 | 0.7 | | 1.5 | 0.2 | |
| Delay (s) | 30.0 | 27.2 | | 30.2 | 47.4 | | 15.7 | 16.4 | | 8.7 | 6.2 | |
| Level of Service | C | C | | C | D | | B | B | | A | A | |
| Approach Delay (s) | | 27.6 | | | 44.7 | | | 16.3 | | | 7.1 | |
| Approach LOS | | C | | | D | | | B | | | A | |

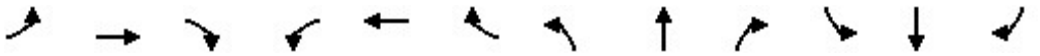
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 21.8 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.67 | | |
| Actuated Cycle Length (s) | 88.6 | Sum of lost time (s) | 14.5 |
| Intersection Capacity Utilization | 85.7% | ICU Level of Service | E |
| 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) | 28 | 45 | 56 | 48 | 65 | 57 | 104 | 117 | 39 | 55 | 134 | 48 |
| Future Volume (vph) | 28 | 45 | 56 | 48 | 65 | 57 | 104 | 117 | 39 | 55 | 134 | 48 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| 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 | | | | | | | | | | | | |
| Frt | | 0.942 | | | 0.955 | | | 0.980 | | | 0.973 | |
| Flt Protected | | 0.989 | | | 0.986 | | | 0.980 | | | 0.989 | |
| Satd. Flow (prot) | 0 | 1729 | 0 | 0 | 1749 | 0 | 0 | 1809 | 0 | 0 | 1772 | 0 |
| Flt Permitted | | 0.989 | | | 0.986 | | | 0.980 | | | 0.989 | |
| Satd. Flow (perm) | 0 | 1729 | 0 | 0 | 1749 | 0 | 0 | 1809 | 0 | 0 | 1772 | 0 |
| Link Speed (k/h) | | 50 | | | 40 | | | 50 | | | 50 | |
| Link Distance (m) | | 271.3 | | | 214.7 | | | 599.2 | | | 318.8 | |
| Travel Time (s) | | 19.5 | | | 19.3 | | | 43.1 | | | 23.0 | |
| Confl. Peds. (#/hr) | 1 | | 6 | 6 | | 1 | 1 | | 3 | 3 | | 1 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 7% | 0% | 2% | 0% | 6% | 0% | 1% | 1% | 0% | 0% | 1% | 13% |
| Adj. Flow (vph) | 29 | 47 | 58 | 50 | 68 | 59 | 108 | 122 | 41 | 57 | 140 | 50 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 134 | 0 | 0 | 177 | 0 | 0 | 271 | 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) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| 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 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

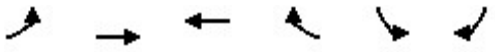
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 45.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 28 | 45 | 56 | 48 | 65 | 57 | 104 | 117 | 39 | 55 | 134 | 48 |
| Future Volume (Veh/h) | 28 | 45 | 56 | 48 | 65 | 57 | 104 | 117 | 39 | 55 | 134 | 48 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Hourly flow rate (vph) | 29 | 47 | 58 | 50 | 68 | 59 | 108 | 122 | 41 | 57 | 140 | 50 |
| Pedestrians | | 1 | | | 3 | | | 6 | | | 1 | |
| Lane Width (m) | | 3.6 | | | 3.6 | | | 3.6 | | | 3.6 | |
| Walking Speed (m/s) | | 1.2 | | | 1.2 | | | 1.2 | | | 1.2 | |
| Percent Blockage | | 0 | | | 0 | | | 1 | | | 0 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 732 | 662 | 172 | 728 | 666 | 146 | 191 | | | 166 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 732 | 662 | 172 | 728 | 666 | 146 | 191 | | | 166 | | |
| tC, single (s) | 7.2 | 6.5 | 6.2 | 7.1 | 6.6 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.6 | 4.0 | 3.3 | 3.5 | 4.1 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 88 | 86 | 93 | 81 | 79 | 93 | 92 | | | 96 | | |
| cM capacity (veh/h) | 237 | 339 | 867 | 258 | 331 | 903 | 1388 | | | 1421 | | |

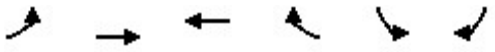
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 134 | 177 | 271 | 247 |
| Volume Left | 29 | 50 | 108 | 57 |
| Volume Right | 58 | 59 | 41 | 50 |
| cSH | 409 | 381 | 1388 | 1421 |
| Volume to Capacity | 0.33 | 0.47 | 0.08 | 0.04 |
| Queue Length 95th (m) | 11.2 | 19.1 | 2.0 | 1.0 |
| Control Delay (s) | 18.0 | 22.4 | 3.5 | 2.0 |
| Lane LOS | C | C | A | A |
| Approach Delay (s) | 18.0 | 22.4 | 3.5 | 2.0 |
| Approach LOS | C | C | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 9.5 | | | |
| Intersection Capacity Utilization | 45.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 16 | 140 | 152 | 8 | 6 | 52 |
| Future Volume (vph) | 16 | 140 | 152 | 8 | 6 | 52 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.994 | | 0.879 | |
| Flt Protected | | 0.995 | | | 0.995 | |
| Satd. Flow (prot) | 0 | 1806 | 1741 | 0 | 1553 | 0 |
| Flt Permitted | | 0.995 | | | 0.995 | |
| Satd. Flow (perm) | 0 | 1806 | 1741 | 0 | 1553 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 214.7 | 596.4 | | 242.8 | |
| Travel Time (s) | | 19.3 | 53.7 | | 17.5 | |
| Confl. Peds. (#/hr) | | | | | 9 | 1 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Heavy Vehicles (%) | 19% | 3% | 7% | 38% | 33% | 4% |
| Adj. Flow (vph) | 19 | 165 | 179 | 9 | 7 | 61 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 184 | 188 | 0 | 68 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 0.0 | 0.0 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

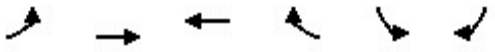
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 30.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 16 | 140 | 152 | 8 | 6 | 52 |
| Future Volume (Veh/h) | 16 | 140 | 152 | 8 | 6 | 52 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 19 | 165 | 179 | 9 | 7 | 61 |
| Pedestrians | | 1 | 9 | | | |
| Lane Width (m) | | 3.6 | 3.6 | | | |
| Walking Speed (m/s) | | 1.2 | 1.2 | | | |
| Percent Blockage | | 0 | 1 | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 188 | | | | 396 | 184 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 188 | | | | 396 | 184 |
| tC, single (s) | 4.3 | | | | 6.7 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.4 | | | | 3.8 | 3.3 |
| p0 queue free % | 99 | | | | 99 | 93 |
| cM capacity (veh/h) | 1290 | | | | 541 | 852 |

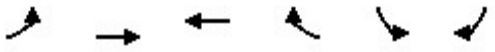
| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 184 | 188 | 68 |
| Volume Left | 19 | 0 | 7 |
| Volume Right | 0 | 9 | 61 |
| cSH | 1290 | 1700 | 804 |
| Volume to Capacity | 0.01 | 0.11 | 0.08 |
| Queue Length 95th (m) | 0.4 | 0.0 | 2.2 |
| Control Delay (s) | 0.9 | 0.0 | 9.9 |
| Lane LOS | A | | A |
| Approach Delay (s) | 0.9 | 0.0 | 9.9 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.9 | | |
| Intersection Capacity Utilization | 30.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 6 | 136 | 157 | 45 | 45 | 7 |
| Future Volume (vph) | 6 | 136 | 157 | 45 | 45 | 7 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.970 | | 0.982 | |
| Flt Protected | | 0.998 | | | 0.959 | |
| Satd. Flow (prot) | 0 | 1896 | 1829 | 0 | 1784 | 0 |
| Flt Permitted | | 0.998 | | | 0.959 | |
| Satd. Flow (perm) | 0 | 1896 | 1829 | 0 | 1784 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 596.4 | 199.9 | | 240.0 | |
| Travel Time (s) | | 53.7 | 18.0 | | 17.3 | |
| Confl. Peds. (#/hr) | 1 | | | 1 | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles (%) | 0% | 0% | 1% | 0% | 0% | 2% |
| Adj. Flow (vph) | 7 | 155 | 178 | 51 | 51 | 8 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 162 | 229 | 0 | 59 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 0.0 | 0.0 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

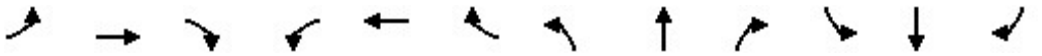
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 22.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 6 | 136 | 157 | 45 | 45 | 7 |
| Future Volume (Veh/h) | 6 | 136 | 157 | 45 | 45 | 7 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 7 | 155 | 178 | 51 | 51 | 8 |
| Pedestrians | | | | | 1 | |
| Lane Width (m) | | | | | 3.6 | |
| Walking Speed (m/s) | | | | | 1.2 | |
| Percent Blockage | | | | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | 200 | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 230 | | | | 374 | 204 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 230 | | | | 374 | 204 |
| 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 | | | | 92 | 99 |
| cM capacity (veh/h) | 1349 | | | | 628 | 835 |

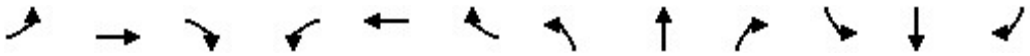
| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 162 | 229 | 59 |
| Volume Left | 7 | 0 | 51 |
| Volume Right | 0 | 51 | 8 |
| cSH | 1349 | 1700 | 650 |
| Volume to Capacity | 0.01 | 0.13 | 0.09 |
| Queue Length 95th (m) | 0.1 | 0.0 | 2.4 |
| Control Delay (s) | 0.4 | 0.0 | 11.1 |
| Lane LOS | A | | B |
| Approach Delay (s) | 0.4 | 0.0 | 11.1 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.6 | | |
| Intersection Capacity Utilization | 22.0% | 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) | 0 | 15 | 4 | 7 | 9 | 0 | 2 | 0 | 7 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 15 | 4 | 7 | 9 | 0 | 2 | 0 | 7 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| 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 | | | | | | | | | | | | |
| Frt | | 0.972 | | | | | | 0.899 | | | | |
| Flt Protected | | | | | 0.978 | | | 0.988 | | | | |
| Satd. Flow (prot) | 0 | 1847 | 0 | 0 | 1858 | 0 | 0 | 1688 | 0 | 0 | 1900 | 0 |
| Flt Permitted | | | | | 0.978 | | | 0.988 | | | | |
| Satd. Flow (perm) | 0 | 1847 | 0 | 0 | 1858 | 0 | 0 | 1688 | 0 | 0 | 1900 | 0 |
| Link Speed (k/h) | | 50 | | | 50 | | | 50 | | | 50 | |
| Link Distance (m) | | 156.5 | | | 142.7 | | | 88.1 | | | 94.9 | |
| Travel Time (s) | | 11.3 | | | 10.3 | | | 6.3 | | | 6.8 | |
| Confl. Peds. (#/hr) | | | 17 | 17 | | | | | 2 | 2 | | |
| Peak Hour Factor | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 0 | 19 | 5 | 9 | 11 | 0 | 3 | 0 | 9 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 24 | 0 | 0 | 20 | 0 | 0 | 12 | 0 | 0 | 0 | 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) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| 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 |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |

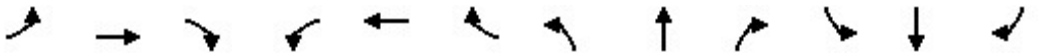
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 18.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Traffic Volume (vph) | 0 | 15 | 4 | 7 | 9 | 0 | 2 | 0 | 7 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 15 | 4 | 7 | 9 | 0 | 2 | 0 | 7 | 0 | 0 | 0 |
| Peak Hour Factor | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 |
| Hourly flow rate (vph) | 0 | 19 | 5 | 9 | 11 | 0 | 3 | 0 | 9 | 0 | 0 | 0 |

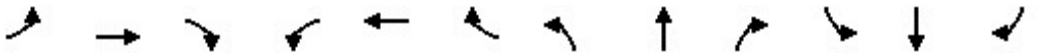
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 24 | 20 | 12 | 0 |
| Volume Left (vph) | 0 | 9 | 3 | 0 |
| Volume Right (vph) | 5 | 0 | 9 | 0 |
| Hadj (s) | -0.13 | 0.09 | -0.40 | 0.00 |
| Departure Headway (s) | 3.8 | 4.0 | 3.6 | 4.0 |
| Degree Utilization, x | 0.03 | 0.02 | 0.01 | 0.00 |
| Capacity (veh/h) | 932 | 884 | 987 | 900 |
| Control Delay (s) | 6.9 | 7.1 | 6.6 | 7.0 |
| Approach Delay (s) | 6.9 | 7.1 | 6.6 | 0.0 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 6.9 | | | |
| Level of Service | A | | | |
| Intersection Capacity Utilization | 18.3% | 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) | 28 | 0 | 104 | 0 | 0 | 0 | 156 | 357 | 0 | 0 | 411 | 41 |
| Future Volume (vph) | 28 | 0 | 104 | 0 | 0 | 0 | 156 | 357 | 0 | 0 | 411 | 41 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | | 5.0 | 0.0 | | 0.0 | 115.0 | | 0.0 | 0.0 | | 0.0 |
| Storage Lanes | 0 | | 1 | 0 | | 0 | 1 | | 0 | 0 | | 0 |
| Taper Length (m) | 7.5 | | | 7.5 | | | 95.0 | | | 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 | | | | | | | | | | | | |
| Frt | | | 0.850 | | | | | | | | 0.988 | |
| Flt Protected | | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 1612 | 1495 | 0 | 1900 | 0 | 1641 | 1776 | 0 | 0 | 1760 | 0 |
| Flt Permitted | | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (perm) | 0 | 1612 | 1495 | 0 | 1900 | 0 | 1641 | 1776 | 0 | 0 | 1760 | 0 |
| Link Speed (k/h) | | 40 | | | 40 | | | 80 | | | 80 | |
| Link Distance (m) | | 689.6 | | | 121.8 | | | 406.3 | | | 149.7 | |
| Travel Time (s) | | 62.1 | | | 11.0 | | | 18.3 | | | 6.7 | |
| Confl. Peds. (#/hr) | 2 | | | | | 2 | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 12% | 0% | 8% | 0% | 0% | 0% | 10% | 7% | 0% | 0% | 7% | 3% |
| Adj. Flow (vph) | 30 | 0 | 113 | 0 | 0 | 0 | 170 | 388 | 0 | 0 | 447 | 45 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 30 | 113 | 0 | 0 | 0 | 170 | 388 | 0 | 0 | 492 | 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) | | 0.0 | | | 0.0 | | | 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 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

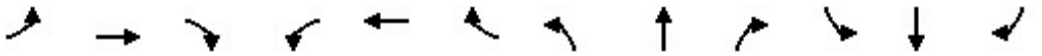
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 56.9% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 28 | 0 | 104 | 0 | 0 | 0 | 156 | 357 | 0 | 0 | 411 | 41 |
| Future Volume (Veh/h) | 28 | 0 | 104 | 0 | 0 | 0 | 156 | 357 | 0 | 0 | 411 | 41 |
| 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) | 30 | 0 | 113 | 0 | 0 | 0 | 170 | 388 | 0 | 0 | 447 | 45 |
| Pedestrians | | | | | | | | | | | 2 | |
| Lane Width (m) | | | | | | | | | | | 3.6 | |
| Walking Speed (m/s) | | | | | | | | | | | 1.2 | |
| Percent Blockage | | | | | | | | | | | 0 | |
| Right turn flare (veh) | | | 1 | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1200 | 1198 | 470 | 1254 | 1220 | 390 | 492 | | | 388 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1200 | 1198 | 470 | 1254 | 1220 | 390 | 492 | | | 388 | | |
| tC, single (s) | 7.2 | 6.5 | 6.3 | 7.1 | 6.5 | 6.2 | 4.2 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.6 | 4.0 | 3.4 | 3.5 | 4.0 | 3.3 | 2.3 | | | 2.2 | | |
| p0 queue free % | 78 | 100 | 81 | 100 | 100 | 100 | 84 | | | 100 | | |
| cM capacity (veh/h) | 135 | 156 | 582 | 106 | 152 | 662 | 1031 | | | 1182 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 143 | 0 | 170 | 388 | 492 |
| Volume Left | 30 | 0 | 170 | 0 | 0 |
| Volume Right | 113 | 0 | 0 | 0 | 45 |
| cSH | 643 | 1700 | 1031 | 1700 | 1182 |
| Volume to Capacity | 0.22 | 0.00 | 0.16 | 0.23 | 0.00 |
| Queue Length 95th (m) | 6.8 | 0.0 | 4.7 | 0.0 | 0.0 |
| Control Delay (s) | 18.2 | 0.0 | 9.2 | 0.0 | 0.0 |
| Lane LOS | C | A | A | | |
| Approach Delay (s) | 18.2 | 0.0 | 2.8 | | 0.0 |
| Approach LOS | C | A | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.5 | | | |
| Intersection Capacity Utilization | 56.9% | ICU Level of Service | | B |
| Analysis Period (min) | 15 | | | |

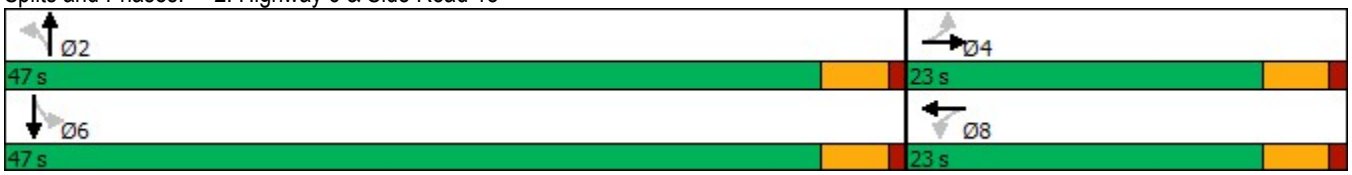


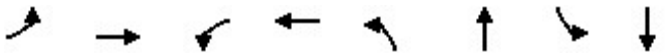
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 17 | 5 | 207 | 115 | 9 | 133 | 129 | 518 | 53 | 47 | 789 | 25 |
| Future Volume (vph) | 17 | 5 | 207 | 115 | 9 | 133 | 129 | 518 | 53 | 47 | 789 | 25 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | | 0.0 | 0.0 | | 0.0 | 20.0 | | 0.0 | 20.0 | | 0.0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 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 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.853 | | | 0.860 | | | 0.985 | | | 0.995 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 1559 | 0 | 1770 | 1602 | 0 | 1656 | 3310 | 0 | 1770 | 3383 | 0 |
| Flt Permitted | 0.636 | | | 0.484 | | | 0.312 | | | 0.424 | | |
| Satd. Flow (perm) | 1208 | 1559 | 0 | 902 | 1602 | 0 | 544 | 3310 | 0 | 790 | 3383 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 185 | | | 145 | | | 30 | | | 8 | |
| Link Speed (k/h) | | 40 | | | 50 | | | 60 | | | 60 | |
| Link Distance (m) | | 199.9 | | | 104.5 | | | 358.6 | | | 413.0 | |
| Travel Time (s) | | 18.0 | | | 7.5 | | | 21.5 | | | 24.8 | |
| Peak Hour Factor | 0.96 | 0.92 | 0.96 | 0.92 | 0.92 | 0.92 | 0.96 | 0.96 | 0.92 | 0.92 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 0% | 2% | 4% | 2% | 2% | 2% | 9% | 8% | 2% | 2% | 6% | 12% |
| Adj. Flow (vph) | 18 | 5 | 216 | 125 | 10 | 145 | 134 | 540 | 58 | 51 | 822 | 26 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 18 | 221 | 0 | 125 | 155 | 0 | 134 | 598 | 0 | 51 | 848 | 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 | | | | | | | | Yes | | | | |
| 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 | |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 23.0 | 23.0 | | 23.0 | 23.0 | | 47.0 | 47.0 | | 47.0 | 47.0 | |
| Total Split (%) | 32.9% | 32.9% | | 32.9% | 32.9% | | 67.1% | 67.1% | | 67.1% | 67.1% | |
| Maximum Green (s) | 18.5 | 18.5 | | 18.5 | 18.5 | | 42.5 | 42.5 | | 42.5 | 42.5 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | Max | Max | | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | 12.9 | 12.9 | | 12.9 | 12.9 | | 43.5 | 43.5 | | 43.5 | 43.5 | |
| Actuated g/C Ratio | 0.20 | 0.20 | | 0.20 | 0.20 | | 0.66 | 0.66 | | 0.66 | 0.66 | |
| v/c Ratio | 0.08 | 0.48 | | 0.70 | 0.36 | | 0.37 | 0.27 | | 0.10 | 0.38 | |
| Control Delay | 20.7 | 9.5 | | 45.1 | 7.5 | | 9.9 | 5.2 | | 5.7 | 6.1 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 20.7 | 9.5 | | 45.1 | 7.5 | | 9.9 | 5.2 | | 5.7 | 6.1 | |
| LOS | C | A | | D | A | | A | A | | A | A | |
| Approach Delay | | 10.4 | | | 24.3 | | | 6.1 | | | 6.1 | |
| Approach LOS | | B | | | C | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 70 | | | |
| Actuated Cycle Length: 65.5 | | | |
| Natural Cycle: 55 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 0.70 | | | |
| Intersection Signal Delay: 8.9 | | Intersection LOS: A | |
| Intersection Capacity Utilization 64.2% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

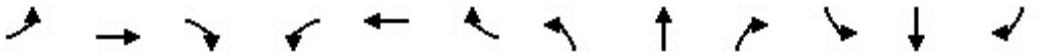
Splits and Phases: 2: Highway 6 & Side Road 18





| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 18 | 221 | 125 | 155 | 134 | 598 | 51 | 848 |
| v/c Ratio | 0.08 | 0.48 | 0.70 | 0.36 | 0.37 | 0.27 | 0.10 | 0.38 |
| Control Delay | 20.7 | 9.5 | 45.1 | 7.5 | 9.9 | 5.2 | 5.7 | 6.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 20.7 | 9.5 | 45.1 | 7.5 | 9.9 | 5.2 | 5.7 | 6.1 |
| Queue Length 50th (m) | 1.9 | 3.7 | 14.7 | 1.0 | 6.4 | 13.0 | 2.0 | 21.2 |
| Queue Length 95th (m) | 6.5 | 19.5 | 31.5 | 14.0 | 21.2 | 25.1 | 6.9 | 39.2 |
| Internal Link Dist (m) | | 175.9 | | 80.5 | | 334.6 | | 389.0 |
| Turn Bay Length (m) | | | | | 20.0 | | 20.0 | |
| Base Capacity (vph) | 341 | 573 | 255 | 557 | 361 | 2210 | 525 | 2251 |
| 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 | 0.05 | 0.39 | 0.49 | 0.28 | 0.37 | 0.27 | 0.10 | 0.38 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 17 | 5 | 207 | 115 | 9 | 133 | 129 | 518 | 53 | 47 | 789 | 25 |
| Future Volume (vph) | 17 | 5 | 207 | 115 | 9 | 133 | 129 | 518 | 53 | 47 | 789 | 25 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frt | 1.00 | 0.85 | | 1.00 | 0.86 | | 1.00 | 0.99 | | 1.00 | 1.00 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1805 | 1560 | | 1770 | 1601 | | 1656 | 3312 | | 1770 | 3384 | |
| Flt Permitted | 0.64 | 1.00 | | 0.48 | 1.00 | | 0.31 | 1.00 | | 0.42 | 1.00 | |
| Satd. Flow (perm) | 1208 | 1560 | | 902 | 1601 | | 544 | 3312 | | 790 | 3384 | |
| Peak-hour factor, PHF | 0.96 | 0.92 | 0.96 | 0.92 | 0.92 | 0.92 | 0.96 | 0.96 | 0.92 | 0.92 | 0.96 | 0.96 |
| Adj. Flow (vph) | 18 | 5 | 216 | 125 | 10 | 145 | 134 | 540 | 58 | 51 | 822 | 26 |
| RTOR Reduction (vph) | 0 | 148 | 0 | 0 | 116 | 0 | 0 | 10 | 0 | 0 | 3 | 0 |
| Lane Group Flow (vph) | 18 | 73 | 0 | 125 | 39 | 0 | 134 | 588 | 0 | 51 | 845 | 0 |
| Heavy Vehicles (%) | 0% | 2% | 4% | 2% | 2% | 2% | 9% | 8% | 2% | 2% | 6% | 12% |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 13.0 | 13.0 | | 13.0 | 13.0 | | 43.5 | 43.5 | | 43.5 | 43.5 | |
| Effective Green, g (s) | 13.0 | 13.0 | | 13.0 | 13.0 | | 43.5 | 43.5 | | 43.5 | 43.5 | |
| Actuated g/C Ratio | 0.20 | 0.20 | | 0.20 | 0.20 | | 0.66 | 0.66 | | 0.66 | 0.66 | |
| Clearance Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 239 | 309 | | 179 | 317 | | 361 | 2199 | | 524 | 2247 | |
| v/s Ratio Prot | | 0.05 | | | 0.02 | | | 0.18 | | | c0.25 | |
| v/s Ratio Perm | 0.01 | | | c0.14 | | | 0.25 | | | 0.06 | | |
| v/c Ratio | 0.08 | 0.24 | | 0.70 | 0.12 | | 0.37 | 0.27 | | 0.10 | 0.38 | |
| Uniform Delay, d1 | 21.4 | 22.1 | | 24.4 | 21.6 | | 4.9 | 4.5 | | 3.9 | 4.9 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.1 | 0.4 | | 11.3 | 0.2 | | 2.9 | 0.3 | | 0.4 | 0.5 | |
| Delay (s) | 21.5 | 22.5 | | 35.7 | 21.7 | | 7.8 | 4.8 | | 4.3 | 5.4 | |
| Level of Service | C | C | | D | C | | A | A | | A | A | |
| Approach Delay (s) | | 22.4 | | | 28.0 | | | 5.3 | | | 5.3 | |
| Approach LOS | | C | | | C | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 10.2 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.45 | | |
| Actuated Cycle Length (s) | 65.5 | Sum of lost time (s) | 9.0 |
| Intersection Capacity Utilization | 64.2% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 20 | 53 | 54 | 643 | 1078 | 44 |
| Future Volume (vph) | 20 | 53 | 54 | 643 | 1078 | 44 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | 5.0 | 30.0 | | | 0.0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (m) | 7.5 | | 20.0 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 |
| Ped Bike Factor | | | | | | |
| Frt | | 0.850 | | | 0.994 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1671 | 1380 | 1671 | 3343 | 3339 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1671 | 1380 | 1671 | 3343 | 3339 | 0 |
| Link Speed (k/h) | 40 | | | 60 | 60 | |
| Link Distance (m) | 509.0 | | | 92.6 | 58.0 | |
| Travel Time (s) | 45.8 | | | 5.6 | 3.5 | |
| Confl. Peds. (#/hr) | 3 | 1 | 3 | | | 3 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles (%) | 8% | 17% | 8% | 8% | 7% | 19% |
| Adj. Flow (vph) | 22 | 58 | 59 | 707 | 1185 | 48 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 22 | 58 | 59 | 707 | 1233 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(m) | 3.6 | | | 3.6 | 3.6 | |
| Link Offset(m) | 0.0 | | | 0.0 | 0.0 | |
| Crosswalk Width(m) | 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 |
| Turning Speed (k/h) | 25 | 15 | 25 | | | 15 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| 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) | 20 | 53 | 54 | 643 | 1078 | 44 |
| Future Volume (Veh/h) | 20 | 53 | 54 | 643 | 1078 | 44 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Hourly flow rate (vph) | 22 | 58 | 59 | 707 | 1185 | 48 |
| Pedestrians | 3 | | | 1 | 3 | |
| Lane Width (m) | 3.6 | | | 3.6 | 3.6 | |
| Walking Speed (m/s) | 1.2 | | | 1.2 | 1.2 | |
| Percent Blockage | 0 | | | 0 | 0 | |
| Right turn flare (veh) | | 1 | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | 93 | | |
| pX, platoon unblocked | 0.99 | | | | | |
| vC, conflicting volume | 1686 | 620 | 1236 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1675 | 620 | 1236 | | | |
| tC, single (s) | 7.0 | 7.2 | 4.3 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.5 | 2.3 | | | |
| p0 queue free % | 69 | 85 | 89 | | | |
| cM capacity (veh/h) | 71 | 394 | 526 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|
| Volume Total | 80 | 59 | 354 | 354 | 790 | 443 |
| Volume Left | 22 | 59 | 0 | 0 | 0 | 0 |
| Volume Right | 58 | 0 | 0 | 0 | 0 | 48 |
| cSH | 258 | 526 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.31 | 0.11 | 0.21 | 0.21 | 0.46 | 0.26 |
| Queue Length 95th (m) | 10.2 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | 32.6 | 12.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | D | B | | | | |
| Approach Delay (s) | 32.6 | 1.0 | | | 0.0 | |
| Approach LOS | D | | | | | |

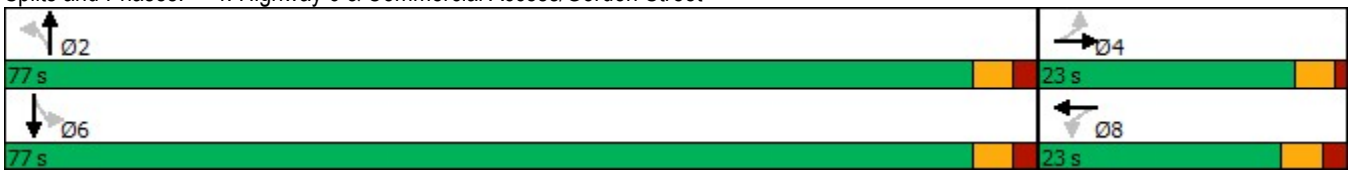
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.6 | | |
| Intersection Capacity Utilization | 48.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

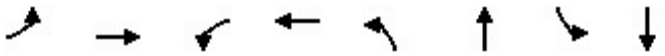
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 5 | 8 | 25 | 86 | 12 | 326 | 20 | 360 | 80 | 485 | 633 | 10 |
| Future Volume (vph) | 5 | 8 | 25 | 86 | 12 | 326 | 20 | 360 | 80 | 485 | 633 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 20.0 | | 0.0 | 25.0 | | 0.0 | 20.0 | | 0.0 | 15.0 | | 0.0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (m) | 15.0 | | | 55.0 | | | 60.0 | | | 20.0 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | 1.00 | 0.99 | | 0.99 | 0.99 | | 0.99 | 0.99 | | 0.99 | 1.00 | |
| Frt | | 0.886 | | | 0.855 | | | 0.973 | | | 0.998 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 1610 | 0 | 1656 | 1397 | 0 | 1641 | 3324 | 0 | 1656 | 3399 | 0 |
| Flt Permitted | 0.299 | | | 0.732 | | | 0.365 | | | 0.466 | | |
| Satd. Flow (perm) | 568 | 1610 | 0 | 1268 | 1397 | 0 | 625 | 3324 | 0 | 804 | 3399 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 29 | | | 375 | | | 68 | | | 4 | |
| Link Speed (k/h) | | 50 | | | 50 | | | 60 | | | 60 | |
| Link Distance (m) | | 103.5 | | | 516.0 | | | 310.1 | | | 92.6 | |
| Travel Time (s) | | 7.5 | | | 37.2 | | | 18.6 | | | 5.6 | |
| Confl. Peds. (#/hr) | 1 | | 4 | 4 | | 1 | 9 | | 7 | 7 | | 9 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Heavy Vehicles (%) | 0% | 0% | 4% | 9% | 8% | 15% | 10% | 4% | 9% | 9% | 6% | 0% |
| Adj. Flow (vph) | 6 | 9 | 29 | 99 | 14 | 375 | 23 | 414 | 92 | 557 | 728 | 11 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 6 | 38 | 0 | 99 | 389 | 0 | 23 | 506 | 0 | 557 | 739 | 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 | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 23.0 | 23.0 | | 23.0 | 23.0 | | 23.0 | 23.0 | |
| Total Split (s) | 23.0 | 23.0 | | 23.0 | 23.0 | | 77.0 | 77.0 | | 77.0 | 77.0 | |
| Total Split (%) | 23.0% | 23.0% | | 23.0% | 23.0% | | 77.0% | 77.0% | | 77.0% | 77.0% | |
| Maximum Green (s) | 19.0 | 19.0 | | 18.0 | 18.0 | | 72.0 | 72.0 | | 72.0 | 72.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 1.0 | 1.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | Max | Max | | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | 13.4 | 13.4 | | 12.4 | 12.4 | | 72.1 | 72.1 | | 72.1 | 72.1 | |
| Actuated g/C Ratio | 0.14 | 0.14 | | 0.13 | 0.13 | | 0.76 | 0.76 | | 0.76 | 0.76 | |
| v/c Ratio | 0.07 | 0.15 | | 0.60 | 0.76 | | 0.05 | 0.20 | | 0.91 | 0.28 | |
| Control Delay | 36.4 | 17.4 | | 53.5 | 15.7 | | 3.9 | 3.2 | | 32.8 | 4.1 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 36.4 | 17.4 | | 53.5 | 15.7 | | 3.9 | 3.2 | | 32.8 | 4.1 | |
| LOS | D | B | | D | B | | A | A | | C | A | |
| Approach Delay | | 20.0 | | | 23.3 | | | 3.2 | | | 16.4 | |
| Approach LOS | | B | | | C | | | A | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 94.6 | | | |
| Natural Cycle: 90 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 0.91 | | | |
| Intersection Signal Delay: 14.9 | | Intersection LOS: B | |
| Intersection Capacity Utilization 75.3% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 4: Highway 6 & Commercial Access/Gordon Street

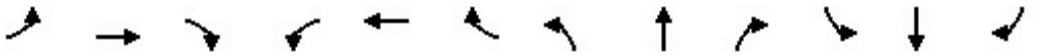




| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 6 | 38 | 99 | 389 | 23 | 506 | 557 | 739 |
| v/c Ratio | 0.07 | 0.15 | 0.60 | 0.76 | 0.05 | 0.20 | 0.91 | 0.28 |
| Control Delay | 36.4 | 17.4 | 53.5 | 15.7 | 3.9 | 3.2 | 32.8 | 4.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 36.4 | 17.4 | 53.5 | 15.7 | 3.9 | 3.2 | 32.8 | 4.1 |
| Queue Length 50th (m) | 1.0 | 1.5 | 18.2 | 2.4 | 0.9 | 9.7 | 67.0 | 18.2 |
| Queue Length 95th (m) | 4.5 | 9.9 | 33.4 | 27.5 | 3.3 | 17.5 | #169.7 | 30.2 |
| Internal Link Dist (m) | | 79.5 | | 492.0 | | 286.1 | | 68.6 |
| Turn Bay Length (m) | 20.0 | | 25.0 | | 20.0 | | 15.0 | |
| Base Capacity (vph) | 114 | 347 | 241 | 569 | 476 | 2551 | 613 | 2593 |
| 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 | 0.05 | 0.11 | 0.41 | 0.68 | 0.05 | 0.20 | 0.91 | 0.28 |

Intersection Summary

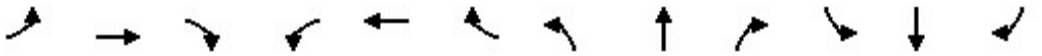
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 5 | 8 | 25 | 86 | 12 | 326 | 20 | 360 | 80 | 485 | 633 | 10 |
| Future Volume (vph) | 5 | 8 | 25 | 86 | 12 | 326 | 20 | 360 | 80 | 485 | 633 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | |
| Frt | 1.00 | 0.89 | | 1.00 | 0.86 | | 1.00 | 0.97 | | 1.00 | 1.00 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1804 | 1610 | | 1646 | 1398 | | 1627 | 3324 | | 1641 | 3399 | |
| Flt Permitted | 0.30 | 1.00 | | 0.73 | 1.00 | | 0.36 | 1.00 | | 0.47 | 1.00 | |
| Satd. Flow (perm) | 567 | 1610 | | 1269 | 1398 | | 625 | 3324 | | 805 | 3399 | |
| Peak-hour factor, PHF | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Adj. Flow (vph) | 6 | 9 | 29 | 99 | 14 | 375 | 23 | 414 | 92 | 557 | 728 | 11 |
| RTOR Reduction (vph) | 0 | 25 | 0 | 0 | 326 | 0 | 0 | 16 | 0 | 0 | 1 | 0 |
| Lane Group Flow (vph) | 6 | 13 | 0 | 99 | 63 | 0 | 23 | 490 | 0 | 557 | 738 | 0 |
| Confl. Peds. (#/hr) | 1 | | 4 | 4 | | 1 | 9 | | 7 | 7 | | 9 |
| Heavy Vehicles (%) | 0% | 0% | 4% | 9% | 8% | 15% | 10% | 4% | 9% | 9% | 6% | 0% |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 13.4 | 13.4 | | 12.4 | 12.4 | | 72.1 | 72.1 | | 72.1 | 72.1 | |
| Effective Green, g (s) | 13.4 | 13.4 | | 12.4 | 12.4 | | 72.1 | 72.1 | | 72.1 | 72.1 | |
| Actuated g/C Ratio | 0.14 | 0.14 | | 0.13 | 0.13 | | 0.76 | 0.76 | | 0.76 | 0.76 | |
| Clearance Time (s) | 4.0 | 4.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 80 | 228 | | 166 | 183 | | 476 | 2536 | | 614 | 2593 | |
| v/s Ratio Prot | | 0.01 | | | 0.05 | | | 0.15 | | | 0.22 | |
| v/s Ratio Perm | 0.01 | | | c0.08 | | | 0.04 | | | c0.69 | | |
| v/c Ratio | 0.07 | 0.06 | | 0.60 | 0.35 | | 0.05 | 0.19 | | 0.91 | 0.28 | |
| Uniform Delay, d1 | 35.2 | 35.1 | | 38.7 | 37.4 | | 2.8 | 3.1 | | 8.6 | 3.4 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.4 | 0.1 | | 5.7 | 1.1 | | 0.2 | 0.2 | | 19.5 | 0.3 | |
| Delay (s) | 35.6 | 35.2 | | 44.3 | 38.5 | | 2.9 | 3.3 | | 28.1 | 3.7 | |
| Level of Service | D | D | | D | D | | A | A | | C | A | |
| Approach Delay (s) | | 35.2 | | | 39.7 | | | 3.3 | | | 14.2 | |
| Approach LOS | | D | | | D | | | A | | | B | |

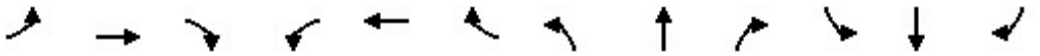
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 17.4 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.86 | | |
| Actuated Cycle Length (s) | 94.5 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 75.3% | ICU Level of Service | D |
| 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) | 58 | 121 | 65 | 90 | 87 | 70 | 32 | 85 | 78 | 58 | 144 | 35 |
| Future Volume (vph) | 58 | 121 | 65 | 90 | 87 | 70 | 32 | 85 | 78 | 58 | 144 | 35 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| 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 | | | | | | | | | | | | |
| Frt | | 0.964 | | | 0.962 | | | 0.946 | | | 0.980 | |
| Flt Protected | | 0.988 | | | 0.982 | | | 0.992 | | | 0.988 | |
| Satd. Flow (prot) | 0 | 1735 | 0 | 0 | 1703 | 0 | 0 | 1687 | 0 | 0 | 1712 | 0 |
| Flt Permitted | | 0.988 | | | 0.982 | | | 0.992 | | | 0.988 | |
| Satd. Flow (perm) | 0 | 1735 | 0 | 0 | 1703 | 0 | 0 | 1687 | 0 | 0 | 1712 | 0 |
| Link Speed (k/h) | | 50 | | | 40 | | | 50 | | | 50 | |
| Link Distance (m) | | 271.3 | | | 214.7 | | | 599.2 | | | 318.8 | |
| Travel Time (s) | | 19.5 | | | 19.3 | | | 43.1 | | | 23.0 | |
| Confl. Peds. (#/hr) | | | 19 | 19 | | | | | 3 | 3 | | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Heavy Vehicles (%) | 5% | 3% | 6% | 7% | 4% | 5% | 7% | 4% | 7% | 14% | 3% | 15% |
| Adj. Flow (vph) | 67 | 141 | 76 | 105 | 101 | 81 | 37 | 99 | 91 | 67 | 167 | 41 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 284 | 0 | 0 | 287 | 0 | 0 | 227 | 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) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| 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 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

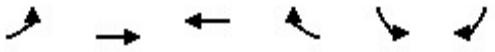
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 49.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 58 | 121 | 65 | 90 | 87 | 70 | 32 | 85 | 78 | 58 | 144 | 35 |
| Future Volume (Veh/h) | 58 | 121 | 65 | 90 | 87 | 70 | 32 | 85 | 78 | 58 | 144 | 35 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Hourly flow rate (vph) | 67 | 141 | 76 | 105 | 101 | 81 | 37 | 99 | 91 | 67 | 167 | 41 |
| Pedestrians | | | | | 3 | | | 19 | | | | |
| Lane Width (m) | | | | | 3.6 | | | 3.6 | | | | |
| Walking Speed (m/s) | | | | | 1.2 | | | 1.2 | | | | |
| Percent Blockage | | | | | 0 | | | 2 | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 672 | 588 | 206 | 708 | 564 | 148 | 208 | | | 193 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 672 | 588 | 206 | 708 | 564 | 148 | 208 | | | 193 | | |
| tC, single (s) | 7.1 | 6.5 | 6.3 | 7.2 | 6.5 | 6.2 | 4.2 | | | 4.2 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.4 | 3.6 | 4.0 | 3.3 | 2.3 | | | 2.3 | | |
| p0 queue free % | 73 | 63 | 91 | 49 | 75 | 91 | 97 | | | 95 | | |
| cM capacity (veh/h) | 252 | 386 | 811 | 206 | 398 | 889 | 1334 | | | 1308 | | |

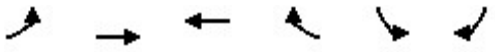
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 284 | 287 | 227 | 275 |
| Volume Left | 67 | 105 | 37 | 67 |
| Volume Right | 76 | 81 | 91 | 41 |
| cSH | 392 | 336 | 1334 | 1308 |
| Volume to Capacity | 0.73 | 0.85 | 0.03 | 0.05 |
| Queue Length 95th (m) | 44.7 | 62.1 | 0.7 | 1.3 |
| Control Delay (s) | 34.9 | 55.1 | 1.5 | 2.3 |
| Lane LOS | D | F | A | A |
| Approach Delay (s) | 34.9 | 55.1 | 1.5 | 2.3 |
| Approach LOS | D | F | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 24.9 | | | |
| Intersection Capacity Utilization | 49.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 25 | 232 | 175 | 22 | 20 | 80 |
| Future Volume (vph) | 25 | 232 | 175 | 22 | 20 | 80 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.985 | | 0.892 | |
| Flt Protected | | 0.995 | | | 0.990 | |
| Satd. Flow (prot) | 0 | 1809 | 1694 | 0 | 1529 | 0 |
| Flt Permitted | | 0.995 | | | 0.990 | |
| Satd. Flow (perm) | 0 | 1809 | 1694 | 0 | 1529 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 214.7 | 596.4 | | 242.8 | |
| Travel Time (s) | | 19.3 | 53.7 | | 17.5 | |
| Confl. Peds. (#/hr) | | | | | 9 | 1 |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Heavy Vehicles (%) | 19% | 3% | 7% | 38% | 33% | 4% |
| Adj. Flow (vph) | 30 | 283 | 213 | 27 | 24 | 98 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 313 | 240 | 0 | 122 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 0.0 | 0.0 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

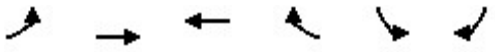
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 40.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 25 | 232 | 175 | 22 | 20 | 80 |
| Future Volume (Veh/h) | 25 | 232 | 175 | 22 | 20 | 80 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Hourly flow rate (vph) | 30 | 283 | 213 | 27 | 24 | 98 |
| Pedestrians | | 1 | 9 | | | |
| Lane Width (m) | | 3.6 | 3.6 | | | |
| Walking Speed (m/s) | | 1.2 | 1.2 | | | |
| Percent Blockage | | 0 | 1 | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 240 | | | | 578 | 228 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 240 | | | | 578 | 228 |
| tC, single (s) | 4.3 | | | | 6.7 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.4 | | | | 3.8 | 3.3 |
| p0 queue free % | 98 | | | | 94 | 88 |
| cM capacity (veh/h) | 1233 | | | | 416 | 806 |

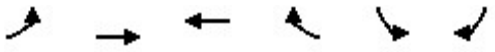
| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 313 | 240 | 122 |
| Volume Left | 30 | 0 | 24 |
| Volume Right | 0 | 27 | 98 |
| cSH | 1233 | 1700 | 681 |
| Volume to Capacity | 0.02 | 0.14 | 0.18 |
| Queue Length 95th (m) | 0.6 | 0.0 | 5.2 |
| Control Delay (s) | 1.0 | 0.0 | 11.4 |
| Lane LOS | A | | B |
| Approach Delay (s) | 1.0 | 0.0 | 11.4 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.5 | | |
| Intersection Capacity Utilization | 40.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 95 | 168 | 122 | 43 | 74 | 65 |
| Future Volume (vph) | 95 | 168 | 122 | 43 | 74 | 65 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.965 | | 0.937 | |
| Flt Protected | | 0.982 | | | 0.974 | |
| Satd. Flow (prot) | 0 | 1768 | 1644 | 0 | 1577 | 0 |
| Flt Permitted | | 0.982 | | | 0.974 | |
| Satd. Flow (perm) | 0 | 1768 | 1644 | 0 | 1577 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 596.4 | 199.9 | | 240.0 | |
| Travel Time (s) | | 53.7 | 18.0 | | 17.3 | |
| Confl. Peds. (#/hr) | 2 | | | 2 | 4 | 4 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 10% | 3% | 11% | 13% | 9% | 11% |
| Adj. Flow (vph) | 102 | 181 | 131 | 46 | 80 | 70 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 283 | 177 | 0 | 150 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 0.0 | 0.0 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

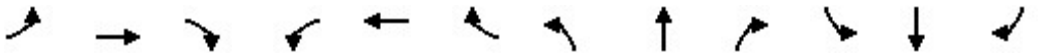
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 42.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 95 | 168 | 122 | 43 | 74 | 65 |
| Future Volume (Veh/h) | 95 | 168 | 122 | 43 | 74 | 65 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 102 | 181 | 131 | 46 | 80 | 70 |
| Pedestrians | | 4 | 4 | | 2 | |
| Lane Width (m) | | 3.6 | 3.6 | | 3.6 | |
| Walking Speed (m/s) | | 1.2 | 1.2 | | 1.2 | |
| Percent Blockage | | 0 | 0 | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | 200 | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 179 | | | | 545 | 160 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 179 | | | | 545 | 160 |
| tC, single (s) | 4.2 | | | | 6.5 | 6.3 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.3 | | | | 3.6 | 3.4 |
| p0 queue free % | 92 | | | | 82 | 92 |
| cM capacity (veh/h) | 1348 | | | | 448 | 858 |

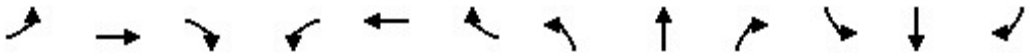
| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 283 | 177 | 150 |
| Volume Left | 102 | 0 | 80 |
| Volume Right | 0 | 46 | 70 |
| cSH | 1348 | 1700 | 577 |
| Volume to Capacity | 0.08 | 0.10 | 0.26 |
| Queue Length 95th (m) | 2.0 | 0.0 | 8.3 |
| Control Delay (s) | 3.3 | 0.0 | 13.4 |
| Lane LOS | A | | B |
| Approach Delay (s) | 3.3 | 0.0 | 13.4 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.8 | | |
| Intersection Capacity Utilization | 42.4% | 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) | 2 | 13 | 3 | 3 | 11 | 6 | 1 | 0 | 2 | 6 | 0 | 6 |
| Future Volume (vph) | 2 | 13 | 3 | 3 | 11 | 6 | 1 | 0 | 2 | 6 | 0 | 6 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| 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 | | | | | | | | | | | | |
| Frt | | 0.977 | | | 0.960 | | | 0.899 | | | 0.932 | |
| Flt Protected | | 0.994 | | | 0.993 | | | 0.988 | | | 0.976 | |
| Satd. Flow (prot) | 0 | 1746 | 0 | 0 | 1701 | 0 | 0 | 1663 | 0 | 0 | 1728 | 0 |
| Flt Permitted | | 0.994 | | | 0.993 | | | 0.988 | | | 0.976 | |
| Satd. Flow (perm) | 0 | 1746 | 0 | 0 | 1701 | 0 | 0 | 1663 | 0 | 0 | 1728 | 0 |
| Link Speed (k/h) | | 50 | | | 50 | | | 50 | | | 50 | |
| Link Distance (m) | | 156.5 | | | 142.7 | | | 88.1 | | | 94.9 | |
| Travel Time (s) | | 11.3 | | | 10.3 | | | 6.3 | | | 6.8 | |
| Confl. Peds. (#/hr) | | | 11 | 11 | | | 2 | | 4 | 4 | | 2 |
| Peak Hour Factor | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Heavy Vehicles (%) | 0% | 8% | 0% | 10% | 9% | 0% | 0% | 0% | 2% | 0% | 0% | 0% |
| Adj. Flow (vph) | 3 | 17 | 4 | 4 | 15 | 8 | 1 | 0 | 3 | 8 | 0 | 8 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 24 | 0 | 0 | 27 | 0 | 0 | 4 | 0 | 0 | 16 | 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) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| 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 |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 17.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Traffic Volume (vph) | 2 | 13 | 3 | 3 | 11 | 6 | 1 | 0 | 2 | 6 | 0 | 6 |
| Future Volume (vph) | 2 | 13 | 3 | 3 | 11 | 6 | 1 | 0 | 2 | 6 | 0 | 6 |
| Peak Hour Factor | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Hourly flow rate (vph) | 3 | 17 | 4 | 4 | 15 | 8 | 1 | 0 | 3 | 8 | 0 | 8 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 24 | 27 | 4 | 16 |
| Volume Left (vph) | 3 | 4 | 1 | 8 |
| Volume Right (vph) | 4 | 8 | 3 | 8 |
| Hadj (s) | 0.02 | -0.04 | -0.37 | -0.20 |
| Departure Headway (s) | 4.0 | 3.9 | 3.6 | 3.8 |
| Degree Utilization, x | 0.03 | 0.03 | 0.00 | 0.02 |
| Capacity (veh/h) | 891 | 907 | 969 | 927 |
| Control Delay (s) | 7.1 | 7.0 | 6.7 | 6.9 |
| Approach Delay (s) | 7.1 | 7.0 | 6.7 | 6.9 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | | 7.0 | | |
| Level of Service | | A | | |
| Intersection Capacity Utilization | | 17.7% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 57 | 287 | 217 | 451 | 575 | 91 |
| Future Volume (vph) | 57 | 287 | 217 | 451 | 575 | 91 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | 0.0 | 25.0 | | | 15.0 |
| Storage Lanes | 1 | 1 | 1 | | | 1 |
| Taper Length (m) | 7.5 | | 25.0 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | | 0.850 | | | | 0.850 |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1805 | 1615 | 1805 | 3343 | 3343 | 1615 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1805 | 1615 | 1805 | 3343 | 3343 | 1615 |
| Link Speed (k/h) | 50 | | | 60 | 60 | |
| Link Distance (m) | 197.6 | | | 413.0 | 200.4 | |
| Travel Time (s) | 14.2 | | | 24.8 | 12.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 8% | 8% | 0% |
| Adj. Flow (vph) | 62 | 312 | 236 | 490 | 625 | 99 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 62 | 312 | 236 | 490 | 625 | 99 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(m) | 3.6 | | | 3.6 | 3.6 | |
| Link Offset(m) | 0.0 | | | 0.0 | 0.0 | |
| Crosswalk Width(m) | 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 |
| Turning Speed (k/h) | 25 | 15 | 25 | | | 15 |
| Sign Control | Stop | | | Free | Free | |

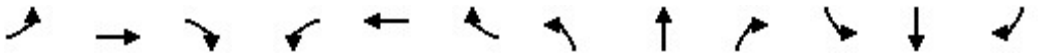
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 41.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 57 | 287 | 217 | 451 | 575 | 91 |
| Future Volume (Veh/h) | 57 | 287 | 217 | 451 | 575 | 91 |
| 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) | 62 | 312 | 236 | 490 | 625 | 99 |
| 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 | 1342 | 312 | 724 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1342 | 312 | 724 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 42 | 55 | 73 | | | |
| cM capacity (veh/h) | 107 | 689 | 888 | | | |

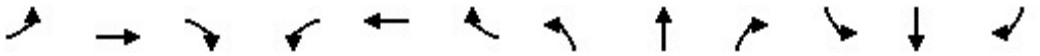
| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 62 | 312 | 236 | 245 | 245 | 312 | 312 | 99 |
| Volume Left | 62 | 0 | 236 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 312 | 0 | 0 | 0 | 0 | 0 | 99 |
| cSH | 107 | 689 | 888 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.58 | 0.45 | 0.27 | 0.14 | 0.14 | 0.18 | 0.18 | 0.06 |
| Queue Length 95th (m) | 22.1 | 18.9 | 8.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | 76.9 | 14.5 | 10.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | B | B | | | | | |
| Approach Delay (s) | 24.8 | | 3.4 | | | 0.0 | | |
| Approach LOS | C | | | | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.5 | | |
| Intersection Capacity Utilization | 41.3% | 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) | 28 | 0 | 186 | 0 | 0 | 0 | 147 | 590 | 0 | 0 | 485 | 24 |
| Future Volume (vph) | 28 | 0 | 186 | 0 | 0 | 0 | 147 | 590 | 0 | 0 | 485 | 24 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | | 5.0 | 0.0 | | 0.0 | 115.0 | | 0.0 | 0.0 | | 0.0 |
| Storage Lanes | 0 | | 1 | 0 | | 0 | 1 | | 0 | 0 | | 0 |
| Taper Length (m) | 7.5 | | | 7.5 | | | 95.0 | | | 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 | | | | | | | | | | | | |
| Frt | | | 0.850 | | | | | | | | 0.994 | |
| Flt Protected | | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 1517 | 1553 | 0 | 1900 | 0 | 1752 | 1845 | 0 | 0 | 1760 | 0 |
| Flt Permitted | | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (perm) | 0 | 1517 | 1553 | 0 | 1900 | 0 | 1752 | 1845 | 0 | 0 | 1760 | 0 |
| Link Speed (k/h) | | 40 | | | 40 | | | 80 | | | 80 | |
| Link Distance (m) | | 689.6 | | | 121.8 | | | 406.3 | | | 149.7 | |
| Travel Time (s) | | 62.1 | | | 11.0 | | | 18.3 | | | 6.7 | |
| Confl. Peds. (#/hr) | 4 | | | | | 4 | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 19% | 0% | 4% | 0% | 0% | 0% | 3% | 3% | 0% | 0% | 7% | 13% |
| Adj. Flow (vph) | 29 | 0 | 196 | 0 | 0 | 0 | 155 | 621 | 0 | 0 | 511 | 25 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 29 | 196 | 0 | 0 | 0 | 155 | 621 | 0 | 0 | 536 | 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) | | 0.0 | | | 0.0 | | | 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 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 72.6% | | 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) | 28 | 0 | 186 | 0 | 0 | 0 | 147 | 590 | 0 | 0 | 485 | 24 |
| Future Volume (Veh/h) | 28 | 0 | 186 | 0 | 0 | 0 | 147 | 590 | 0 | 0 | 485 | 24 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 29 | 0 | 196 | 0 | 0 | 0 | 155 | 621 | 0 | 0 | 511 | 25 |
| Pedestrians | | | | | | | | | | | 4 | |
| Lane Width (m) | | | | | | | | | | | 3.6 | |
| Walking Speed (m/s) | | | | | | | | | | | 1.2 | |
| Percent Blockage | | | | | | | | | | | 0 | |
| Right turn flare (veh) | | | 1 | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1458 | 1454 | 524 | 1552 | 1467 | 625 | 536 | | | 621 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1458 | 1454 | 524 | 1552 | 1467 | 625 | 536 | | | 621 | | |
| tC, single (s) | 7.3 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.7 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 67 | 100 | 64 | 100 | 100 | 100 | 85 | | | 100 | | |
| cM capacity (veh/h) | 87 | 112 | 550 | 53 | 110 | 487 | 1027 | | | 969 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 225 | 0 | 155 | 621 | 536 |
| Volume Left | 29 | 0 | 155 | 0 | 0 |
| Volume Right | 196 | 0 | 0 | 0 | 25 |
| cSH | 478 | 1700 | 1027 | 1700 | 969 |
| Volume to Capacity | 0.47 | 0.00 | 0.15 | 0.37 | 0.00 |
| Queue Length 95th (m) | 19.8 | 0.0 | 4.2 | 0.0 | 0.0 |
| Control Delay (s) | 19.0 | 0.0 | 9.1 | 0.0 | 0.0 |
| Lane LOS | C | A | A | | |
| Approach Delay (s) | 19.0 | 0.0 | 1.8 | | 0.0 |
| Approach LOS | C | A | | | |

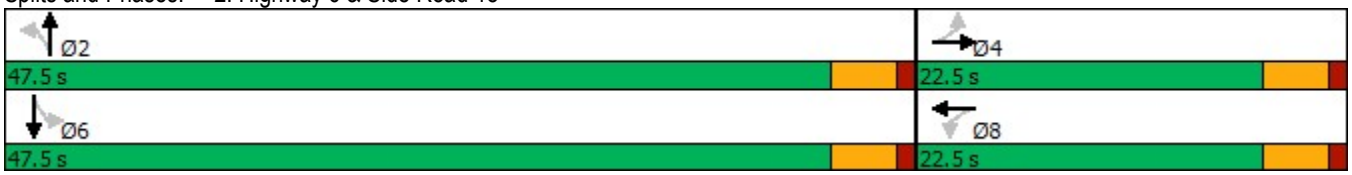
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.7 | | | |
| Intersection Capacity Utilization | 72.6% | ICU Level of Service | | C |
| Analysis Period (min) | 15 | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 27 | 11 | 193 | 104 | 8 | 80 | 186 | 848 | 151 | 103 | 683 | 25 |
| Future Volume (vph) | 27 | 11 | 193 | 104 | 8 | 80 | 186 | 848 | 151 | 103 | 683 | 25 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | | 0.0 | 0.0 | | 0.0 | 20.0 | | 0.0 | 20.0 | | 0.0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 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 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.858 | | | 0.864 | | | 0.977 | | | 0.995 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 1569 | 0 | 1770 | 1609 | 0 | 1736 | 3458 | 0 | 1770 | 3383 | 0 |
| Flt Permitted | 0.695 | | | 0.479 | | | 0.357 | | | 0.241 | | |
| Satd. Flow (perm) | 1320 | 1569 | 0 | 892 | 1609 | 0 | 652 | 3458 | 0 | 449 | 3383 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 203 | | | 87 | | | 56 | | | 9 | |
| Link Speed (k/h) | | 40 | | | 50 | | | 60 | | | 60 | |
| Link Distance (m) | | 199.9 | | | 104.5 | | | 358.6 | | | 413.0 | |
| Travel Time (s) | | 18.0 | | | 7.5 | | | 21.5 | | | 24.8 | |
| Peak Hour Factor | 0.95 | 0.92 | 0.95 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.92 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 0% | 2% | 4% | 2% | 2% | 2% | 4% | 2% | 2% | 2% | 6% | 11% |
| Adj. Flow (vph) | 28 | 12 | 203 | 113 | 9 | 87 | 196 | 893 | 164 | 112 | 719 | 26 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 28 | 215 | 0 | 113 | 96 | 0 | 196 | 1057 | 0 | 112 | 745 | 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 | | | | | | | | Yes | | | | |
| 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 | 100 | | 100 | 25 | | 100 | 100 | | 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 | |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |

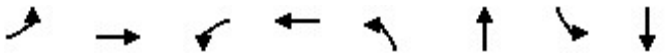
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 47.5 | 47.5 | | 47.5 | 47.5 | |
| Total Split (%) | 32.1% | 32.1% | | 32.1% | 32.1% | | 67.9% | 67.9% | | 67.9% | 67.9% | |
| Maximum Green (s) | 18.0 | 18.0 | | 18.0 | 18.0 | | 43.0 | 43.0 | | 43.0 | 43.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | Max | Max | | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | 12.4 | 12.4 | | 12.4 | 12.4 | | 45.5 | 45.5 | | 45.5 | 45.5 | |
| Actuated g/C Ratio | 0.19 | 0.19 | | 0.19 | 0.19 | | 0.68 | 0.68 | | 0.68 | 0.68 | |
| v/c Ratio | 0.11 | 0.47 | | 0.68 | 0.26 | | 0.44 | 0.45 | | 0.37 | 0.32 | |
| Control Delay | 21.8 | 8.0 | | 45.5 | 8.4 | | 10.1 | 5.9 | | 10.3 | 5.4 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 21.8 | 8.0 | | 45.5 | 8.4 | | 10.1 | 5.9 | | 10.3 | 5.4 | |
| LOS | C | A | | D | A | | B | A | | B | A | |
| Approach Delay | | 9.6 | | | 28.4 | | | 6.6 | | | 6.0 | |
| Approach LOS | | A | | | C | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 70 | | | |
| Actuated Cycle Length: 66.9 | | | |
| Natural Cycle: 60 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 0.68 | | | |
| Intersection Signal Delay: 8.5 | | Intersection LOS: A | |
| Intersection Capacity Utilization 67.2% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 2: Highway 6 & Side Road 18

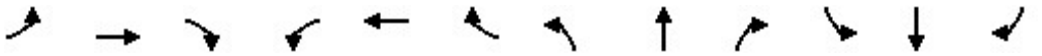


## 2: Highway 6 & Side Road 18



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 28 | 215 | 113 | 96 | 196 | 1057 | 112 | 745 |
| v/c Ratio | 0.11 | 0.47 | 0.68 | 0.26 | 0.44 | 0.45 | 0.37 | 0.32 |
| Control Delay | 21.8 | 8.0 | 45.5 | 8.4 | 10.1 | 5.9 | 10.3 | 5.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 21.8 | 8.0 | 45.5 | 8.4 | 10.1 | 5.9 | 10.3 | 5.4 |
| Queue Length 50th (m) | 2.9 | 1.2 | 13.2 | 0.9 | 9.6 | 25.4 | 5.1 | 16.8 |
| Queue Length 95th (m) | 8.8 | 16.5 | 28.8 | 11.4 | 30.3 | 48.2 | 19.0 | 32.5 |
| Internal Link Dist (m) | | 175.9 | | 80.5 | | 334.6 | | 389.0 |
| Turn Bay Length (m) | | | | | 20.0 | | 20.0 | |
| Base Capacity (vph) | 356 | 571 | 240 | 497 | 443 | 2367 | 304 | 2301 |
| 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 | 0.08 | 0.38 | 0.47 | 0.19 | 0.44 | 0.45 | 0.37 | 0.32 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 27 | 11 | 193 | 104 | 8 | 80 | 186 | 848 | 151 | 103 | 683 | 25 |
| Future Volume (vph) | 27 | 11 | 193 | 104 | 8 | 80 | 186 | 848 | 151 | 103 | 683 | 25 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frt | 1.00 | 0.86 | | 1.00 | 0.86 | | 1.00 | 0.98 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1805 | 1570 | | 1770 | 1610 | | 1736 | 3457 | | 1770 | 3382 | |
| Flt Permitted | 0.69 | 1.00 | | 0.48 | 1.00 | | 0.36 | 1.00 | | 0.24 | 1.00 | |
| Satd. Flow (perm) | 1320 | 1570 | | 892 | 1610 | | 652 | 3457 | | 448 | 3382 | |
| Peak-hour factor, PHF | 0.95 | 0.92 | 0.95 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.92 | 0.95 | 0.95 |
| Adj. Flow (vph) | 28 | 12 | 203 | 113 | 9 | 87 | 196 | 893 | 164 | 112 | 719 | 26 |
| RTOR Reduction (vph) | 0 | 165 | 0 | 0 | 71 | 0 | 0 | 18 | 0 | 0 | 3 | 0 |
| Lane Group Flow (vph) | 28 | 50 | 0 | 113 | 25 | 0 | 196 | 1039 | 0 | 112 | 742 | 0 |
| Heavy Vehicles (%) | 0% | 2% | 4% | 2% | 2% | 2% | 4% | 2% | 2% | 2% | 6% | 11% |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 12.4 | 12.4 | | 12.4 | 12.4 | | 45.4 | 45.4 | | 45.4 | 45.4 | |
| Effective Green, g (s) | 12.4 | 12.4 | | 12.4 | 12.4 | | 45.4 | 45.4 | | 45.4 | 45.4 | |
| Actuated g/C Ratio | 0.19 | 0.19 | | 0.19 | 0.19 | | 0.68 | 0.68 | | 0.68 | 0.68 | |
| Clearance Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 245 | 291 | | 165 | 298 | | 443 | 2349 | | 304 | 2298 | |
| v/s Ratio Prot | | 0.03 | | | 0.02 | | | 0.30 | | | 0.22 | |
| v/s Ratio Perm | 0.02 | | | c0.13 | | | c0.30 | | | 0.25 | | |
| v/c Ratio | 0.11 | 0.17 | | 0.68 | 0.08 | | 0.44 | 0.44 | | 0.37 | 0.32 | |
| Uniform Delay, d1 | 22.6 | 22.9 | | 25.4 | 22.5 | | 4.9 | 4.9 | | 4.6 | 4.4 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.2 | 0.3 | | 11.2 | 0.1 | | 3.2 | 0.6 | | 3.4 | 0.4 | |
| Delay (s) | 22.8 | 23.2 | | 36.5 | 22.6 | | 8.1 | 5.5 | | 8.0 | 4.8 | |
| Level of Service | C | C | | D | C | | A | A | | A | A | |
| Approach Delay (s) | | 23.1 | | | 30.1 | | | 5.9 | | | 5.2 | |
| Approach LOS | | C | | | C | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 9.3 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.49 | | |
| Actuated Cycle Length (s) | 66.8 | Sum of lost time (s) | 9.0 |
| Intersection Capacity Utilization | 67.2% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 39 | 76 | 70 | 1153 | 888 | 58 |
| Future Volume (vph) | 39 | 76 | 70 | 1153 | 888 | 58 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | 5.0 | 30.0 | | | 0.0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (m) | 7.5 | | 20.0 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 |
| Ped Bike Factor | | | | | | |
| Frt | | 0.850 | | | 0.991 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1805 | 1568 | 1703 | 3505 | 3448 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1805 | 1568 | 1703 | 3505 | 3448 | 0 |
| Link Speed (k/h) | 40 | | | 60 | 60 | |
| Link Distance (m) | 509.0 | | | 92.6 | 58.0 | |
| Travel Time (s) | 45.8 | | | 5.6 | 3.5 | |
| Confl. Peds. (#/hr) | 1 | 2 | 5 | | | 5 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Heavy Vehicles (%) | 0% | 3% | 6% | 3% | 4% | 0% |
| Adj. Flow (vph) | 40 | 78 | 72 | 1189 | 915 | 60 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 40 | 78 | 72 | 1189 | 975 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(m) | 3.6 | | | 3.6 | 3.6 | |
| Link Offset(m) | 0.0 | | | 0.0 | 0.0 | |
| Crosswalk Width(m) | 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 |
| Turning Speed (k/h) | 25 | 15 | 25 | | | 15 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| 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) | 39 | 76 | 70 | 1153 | 888 | 58 |
| Future Volume (Veh/h) | 39 | 76 | 70 | 1153 | 888 | 58 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Hourly flow rate (vph) | 40 | 78 | 72 | 1189 | 915 | 60 |
| Pedestrians | 5 | | | 2 | 1 | |
| Lane Width (m) | 3.6 | | | 3.6 | 3.6 | |
| Walking Speed (m/s) | 1.2 | | | 1.2 | 1.2 | |
| Percent Blockage | 0 | | | 0 | 0 | |
| Right turn flare (veh) | | 1 | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | 93 | | |
| pX, platoon unblocked | 0.84 | | | | | |
| vC, conflicting volume | 1690 | 494 | 980 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1435 | 494 | 980 | | | |
| tC, single (s) | 6.8 | 7.0 | 4.2 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.3 | | | |
| p0 queue free % | 58 | 85 | 89 | | | |
| cM capacity (veh/h) | 94 | 515 | 673 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|
| Volume Total | 118 | 72 | 594 | 594 | 610 | 365 |
| Volume Left | 40 | 72 | 0 | 0 | 0 | 0 |
| Volume Right | 78 | 0 | 0 | 0 | 0 | 60 |
| cSH | 242 | 673 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.49 | 0.11 | 0.35 | 0.35 | 0.36 | 0.21 |
| Queue Length 95th (m) | 19.7 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | 33.3 | 11.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | D | B | | | | |
| Approach Delay (s) | 33.3 | 0.6 | | | 0.0 | |
| Approach LOS | D | | | | | |

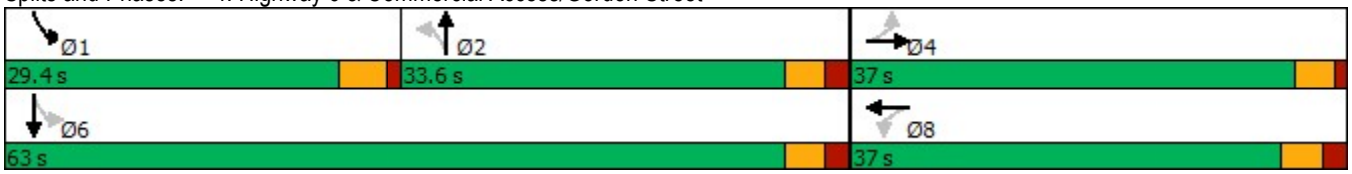
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.0 | | | |
| Intersection Capacity Utilization | 44.3% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 25 | 48 | 82 | 97 | 69 | 536 | 85 | 628 | 98 | 369 | 576 | 25 |
| Future Volume (vph) | 25 | 48 | 82 | 97 | 69 | 536 | 85 | 628 | 98 | 369 | 576 | 25 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 20.0 | | 0.0 | 25.0 | | 0.0 | 20.0 | | 0.0 | 15.0 | | 0.0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (m) | 15.0 | | | 55.0 | | | 60.0 | | | 20.0 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | | 0.99 | | 1.00 | 0.96 | | 0.99 | 0.99 | | | 1.00 | |
| Frt | | 0.906 | | | 0.867 | | | 0.980 | | | 0.994 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 1680 | 0 | 1787 | 1536 | 0 | 1805 | 3468 | 0 | 1719 | 3546 | 0 |
| Flt Permitted | 0.164 | | | 0.619 | | | 0.406 | | | 0.210 | | |
| Satd. Flow (perm) | 312 | 1680 | 0 | 1161 | 1536 | 0 | 761 | 3468 | 0 | 380 | 3546 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 88 | | | 412 | | | 17 | | | 7 | |
| Link Speed (k/h) | | 50 | | | 50 | | | 60 | | | 60 | |
| Link Distance (m) | | 103.5 | | | 516.0 | | | 310.1 | | | 92.6 | |
| Travel Time (s) | | 7.5 | | | 37.2 | | | 18.6 | | | 5.6 | |
| Confl. Peds. (#/hr) | 22 | | 2 | 2 | | 22 | 12 | | 9 | 9 | | 12 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 0% | 4% | 0% | 1% | 0% | 3% | 0% | 1% | 4% | 5% | 1% | 0% |
| Adj. Flow (vph) | 27 | 52 | 88 | 104 | 74 | 576 | 91 | 675 | 105 | 397 | 619 | 27 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 27 | 140 | 0 | 104 | 650 | 0 | 91 | 780 | 0 | 397 | 646 | 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 | |

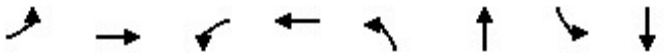
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 2 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 23.0 | 23.0 | | 23.0 | 23.0 | | 9.5 | 23.0 | |
| Total Split (s) | 37.0 | 37.0 | | 37.0 | 37.0 | | 33.6 | 33.6 | | 29.4 | 63.0 | |
| Total Split (%) | 37.0% | 37.0% | | 37.0% | 37.0% | | 33.6% | 33.6% | | 29.4% | 63.0% | |
| Maximum Green (s) | 33.0 | 33.0 | | 32.0 | 32.0 | | 28.6 | 28.6 | | 24.9 | 58.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.5 | 3.0 | |
| All-Red Time (s) | 1.0 | 1.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 1.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 4.5 | 5.0 | |
| Lead/Lag | | | | | | | Lag | Lag | | Lead | | |
| 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 | None | None | | None | None | | Max | Max | | None | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | | 0 | |
| Act Effct Green (s) | 24.4 | 24.4 | | 23.4 | 23.4 | | 35.1 | 35.1 | | 59.1 | 58.6 | |
| Actuated g/C Ratio | 0.26 | 0.26 | | 0.25 | 0.25 | | 0.38 | 0.38 | | 0.64 | 0.64 | |
| v/c Ratio | 0.33 | 0.27 | | 0.35 | 0.93 | | 0.31 | 0.59 | | 0.77 | 0.29 | |
| Control Delay | 37.5 | 11.9 | | 30.4 | 33.2 | | 30.2 | 27.8 | | 23.4 | 9.0 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 37.5 | 11.9 | | 30.4 | 33.2 | | 30.2 | 27.8 | | 23.4 | 9.0 | |
| LOS | D | B | | C | C | | C | C | | C | A | |
| Approach Delay | | 16.0 | | | 32.8 | | | 28.1 | | | 14.5 | |
| Approach LOS | | B | | | C | | | C | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 92.1 | | | |
| Natural Cycle: 65 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 0.93 | | | |
| Intersection Signal Delay: 23.6 | | Intersection LOS: C | |
| Intersection Capacity Utilization 99.2% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 4: Highway 6 & Commercial Access/Gordon Street



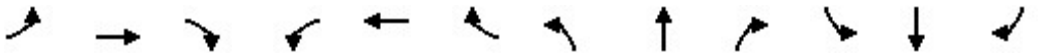
## 4: Highway 6 & Commercial Access/Gordon Street



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 27 | 140 | 104 | 650 | 91 | 780 | 397 | 646 |
| v/c Ratio | 0.33 | 0.27 | 0.35 | 0.93 | 0.31 | 0.59 | 0.77 | 0.29 |
| Control Delay | 37.5 | 11.9 | 30.4 | 33.2 | 30.2 | 27.8 | 23.4 | 9.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 37.5 | 11.9 | 30.4 | 33.2 | 30.2 | 27.8 | 23.4 | 9.0 |
| Queue Length 50th (m) | 4.0 | 7.3 | 15.7 | 47.3 | 13.3 | 66.3 | 37.4 | 28.7 |
| Queue Length 95th (m) | 12.2 | 21.2 | 30.3 | #120.0 | 31.1 | 98.2 | 78.1 | 43.5 |
| Internal Link Dist (m) | | 79.5 | | 492.0 | | 286.1 | | 68.6 |
| Turn Bay Length (m) | 20.0 | | 25.0 | | 20.0 | | 15.0 | |
| Base Capacity (vph) | 112 | 664 | 407 | 806 | 290 | 1332 | 609 | 2257 |
| 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 | 0.24 | 0.21 | 0.26 | 0.81 | 0.31 | 0.59 | 0.65 | 0.29 |

Intersection Summary

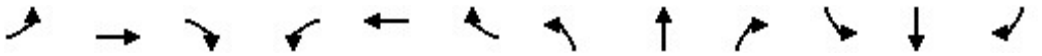
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 25 | 48 | 82 | 97 | 69 | 536 | 85 | 628 | 98 | 369 | 576 | 25 |
| Future Volume (vph) | 25 | 48 | 82 | 97 | 69 | 536 | 85 | 628 | 98 | 369 | 576 | 25 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 4.5 | 5.0 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 0.96 | | 1.00 | 0.99 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.99 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.91 | | 1.00 | 0.87 | | 1.00 | 0.98 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1805 | 1680 | | 1783 | 1541 | | 1782 | 3468 | | 1718 | 3546 | |
| Flt Permitted | 0.16 | 1.00 | | 0.62 | 1.00 | | 0.41 | 1.00 | | 0.21 | 1.00 | |
| Satd. Flow (perm) | 311 | 1680 | | 1162 | 1541 | | 763 | 3468 | | 379 | 3546 | |
| Peak-hour factor, PHF | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Adj. Flow (vph) | 27 | 52 | 88 | 104 | 74 | 576 | 91 | 675 | 105 | 397 | 619 | 27 |
| RTOR Reduction (vph) | 0 | 65 | 0 | 0 | 307 | 0 | 0 | 11 | 0 | 0 | 3 | 0 |
| Lane Group Flow (vph) | 27 | 75 | 0 | 104 | 343 | 0 | 91 | 769 | 0 | 397 | 643 | 0 |
| Confl. Peds. (#/hr) | 22 | | 2 | 2 | | 22 | 12 | | 9 | 9 | | 12 |
| Heavy Vehicles (%) | 0% | 4% | 0% | 1% | 0% | 3% | 0% | 1% | 4% | 5% | 1% | 0% |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 24.4 | 24.4 | | 23.4 | 23.4 | | 35.1 | 35.1 | | 58.5 | 58.5 | |
| Effective Green, g (s) | 24.4 | 24.4 | | 23.4 | 23.4 | | 35.1 | 35.1 | | 58.5 | 58.5 | |
| Actuated g/C Ratio | 0.27 | 0.27 | | 0.25 | 0.25 | | 0.38 | 0.38 | | 0.64 | 0.64 | |
| Clearance Time (s) | 4.0 | 4.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 4.5 | 5.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 82 | 446 | | 295 | 392 | | 291 | 1324 | | 516 | 2257 | |
| v/s Ratio Prot | | 0.04 | | | c0.22 | | | 0.22 | | c0.16 | 0.18 | |
| v/s Ratio Perm | 0.09 | | | 0.09 | | | 0.12 | | | c0.33 | | |
| v/c Ratio | 0.33 | 0.17 | | 0.35 | 0.87 | | 0.31 | 0.58 | | 0.77 | 0.29 | |
| Uniform Delay, d1 | 27.2 | 26.0 | | 28.0 | 32.8 | | 19.9 | 22.6 | | 12.5 | 7.4 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 2.4 | 0.2 | | 0.7 | 19.0 | | 2.8 | 1.9 | | 6.8 | 0.3 | |
| Delay (s) | 29.5 | 26.1 | | 28.8 | 51.8 | | 22.7 | 24.4 | | 19.3 | 7.7 | |
| Level of Service | C | C | | C | D | | C | C | | B | A | |
| Approach Delay (s) | | 26.7 | | | 48.7 | | | 24.3 | | | 12.1 | |
| Approach LOS | | C | | | D | | | C | | | B | |

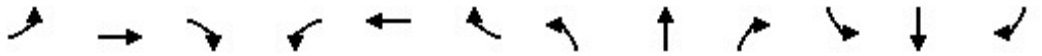
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 26.4 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.83 | | |
| Actuated Cycle Length (s) | 91.9 | Sum of lost time (s) | 14.5 |
| Intersection Capacity Utilization | 99.2% | ICU Level of Service | F |
| 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) | 28 | 71 | 56 | 63 | 88 | 69 | 104 | 117 | 77 | 74 | 134 | 48 |
| Future Volume (vph) | 28 | 71 | 56 | 63 | 88 | 69 | 104 | 117 | 77 | 74 | 134 | 48 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| 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 | | | | | | | | | | | | |
| Frt | | 0.951 | | | 0.958 | | | 0.965 | | | 0.975 | |
| Flt Protected | | 0.991 | | | 0.986 | | | 0.983 | | | 0.986 | |
| Satd. Flow (prot) | 0 | 1756 | 0 | 0 | 1753 | 0 | 0 | 1789 | 0 | 0 | 1774 | 0 |
| Flt Permitted | | 0.991 | | | 0.986 | | | 0.983 | | | 0.986 | |
| Satd. Flow (perm) | 0 | 1756 | 0 | 0 | 1753 | 0 | 0 | 1789 | 0 | 0 | 1774 | 0 |
| Link Speed (k/h) | | 50 | | | 40 | | | 50 | | | 50 | |
| Link Distance (m) | | 271.3 | | | 214.7 | | | 599.2 | | | 318.8 | |
| Travel Time (s) | | 19.5 | | | 19.3 | | | 43.1 | | | 23.0 | |
| Confl. Peds. (#/hr) | 1 | | 6 | 6 | | 1 | 1 | | 3 | 3 | | 1 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 7% | 0% | 2% | 0% | 6% | 0% | 1% | 1% | 0% | 0% | 1% | 13% |
| Adj. Flow (vph) | 29 | 74 | 58 | 66 | 92 | 72 | 108 | 122 | 80 | 77 | 140 | 50 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 161 | 0 | 0 | 230 | 0 | 0 | 310 | 0 | 0 | 267 | 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) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| 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 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

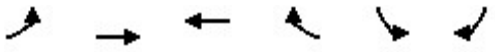
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 50.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 28 | 71 | 56 | 63 | 88 | 69 | 104 | 117 | 77 | 74 | 134 | 48 |
| Future Volume (Veh/h) | 28 | 71 | 56 | 63 | 88 | 69 | 104 | 117 | 77 | 74 | 134 | 48 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Hourly flow rate (vph) | 29 | 74 | 58 | 66 | 92 | 72 | 108 | 122 | 80 | 77 | 140 | 50 |
| Pedestrians | | 1 | | | 3 | | | 6 | | | 1 | |
| Lane Width (m) | | 3.6 | | | 3.6 | | | 3.6 | | | 3.6 | |
| Walking Speed (m/s) | | 1.2 | | | 1.2 | | | 1.2 | | | 1.2 | |
| Percent Blockage | | 0 | | | 0 | | | 1 | | | 0 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 817 | 741 | 172 | 801 | 726 | 166 | 191 | | | 205 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 817 | 741 | 172 | 801 | 726 | 166 | 191 | | | 205 | | |
| tC, single (s) | 7.2 | 6.5 | 6.2 | 7.1 | 6.6 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.6 | 4.0 | 3.3 | 3.5 | 4.1 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 84 | 75 | 93 | 68 | 69 | 92 | 92 | | | 94 | | |
| cM capacity (veh/h) | 183 | 301 | 867 | 207 | 300 | 881 | 1388 | | | 1375 | | |

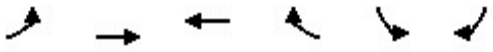
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 161 | 230 | 310 | 267 |
| Volume Left | 29 | 66 | 108 | 77 |
| Volume Right | 58 | 72 | 80 | 50 |
| cSH | 341 | 325 | 1388 | 1375 |
| Volume to Capacity | 0.47 | 0.71 | 0.08 | 0.06 |
| Queue Length 95th (m) | 19.3 | 40.7 | 2.0 | 1.4 |
| Control Delay (s) | 24.6 | 38.9 | 3.2 | 2.6 |
| Lane LOS | C | E | A | A |
| Approach Delay (s) | 24.6 | 38.9 | 3.2 | 2.6 |
| Approach LOS | C | E | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 15.1 | | | |
| Intersection Capacity Utilization | 50.4% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 48 | 192 | 187 | 29 | 22 | 68 |
| Future Volume (vph) | 48 | 192 | 187 | 29 | 22 | 68 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.982 | | 0.898 | |
| Flt Protected | | 0.990 | | | 0.988 | |
| Satd. Flow (prot) | 0 | 1772 | 1679 | 0 | 1517 | 0 |
| Flt Permitted | | 0.990 | | | 0.988 | |
| Satd. Flow (perm) | 0 | 1772 | 1679 | 0 | 1517 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 214.7 | 596.4 | | 242.8 | |
| Travel Time (s) | | 19.3 | 53.7 | | 17.5 | |
| Confl. Peds. (#/hr) | | | | | 9 | 1 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Heavy Vehicles (%) | 19% | 3% | 7% | 38% | 33% | 4% |
| Adj. Flow (vph) | 56 | 226 | 220 | 34 | 26 | 80 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 282 | 254 | 0 | 106 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 0.0 | 0.0 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

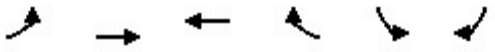
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 40.1% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 48 | 192 | 187 | 29 | 22 | 68 |
| Future Volume (Veh/h) | 48 | 192 | 187 | 29 | 22 | 68 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 56 | 226 | 220 | 34 | 26 | 80 |
| Pedestrians | | 1 | 9 | | | |
| Lane Width (m) | | 3.6 | 3.6 | | | |
| Walking Speed (m/s) | | 1.2 | 1.2 | | | |
| Percent Blockage | | 0 | 1 | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 254 | | | | 584 | 238 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 254 | | | | 584 | 238 |
| tC, single (s) | 4.3 | | | | 6.7 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.4 | | | | 3.8 | 3.3 |
| p0 queue free % | 95 | | | | 94 | 90 |
| cM capacity (veh/h) | 1218 | | | | 404 | 795 |

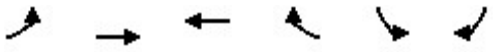
| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 282 | 254 | 106 |
| Volume Left | 56 | 0 | 26 |
| Volume Right | 0 | 34 | 80 |
| cSH | 1218 | 1700 | 642 |
| Volume to Capacity | 0.05 | 0.15 | 0.17 |
| Queue Length 95th (m) | 1.2 | 0.0 | 4.7 |
| Control Delay (s) | 2.0 | 0.0 | 11.7 |
| Lane LOS | A | | B |
| Approach Delay (s) | 2.0 | 0.0 | 11.7 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.8 | | |
| Intersection Capacity Utilization | 40.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 58 | 152 | 178 | 86 | 76 | 42 |
| Future Volume (vph) | 58 | 152 | 178 | 86 | 76 | 42 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.956 | | 0.952 | |
| Flt Protected | | 0.986 | | | 0.969 | |
| Satd. Flow (prot) | 0 | 1873 | 1804 | 0 | 1740 | 0 |
| Flt Permitted | | 0.986 | | | 0.969 | |
| Satd. Flow (perm) | 0 | 1873 | 1804 | 0 | 1740 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 596.4 | 199.9 | | 240.0 | |
| Travel Time (s) | | 53.7 | 18.0 | | 17.3 | |
| Confl. Peds. (#/hr) | 1 | | | 1 | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles (%) | 0% | 0% | 1% | 0% | 0% | 2% |
| Adj. Flow (vph) | 66 | 173 | 202 | 98 | 86 | 48 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 239 | 300 | 0 | 134 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 0.0 | 0.0 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

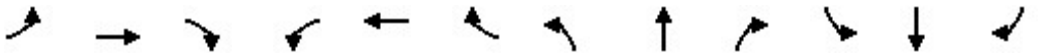
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 42.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 58 | 152 | 178 | 86 | 76 | 42 |
| Future Volume (Veh/h) | 58 | 152 | 178 | 86 | 76 | 42 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 66 | 173 | 202 | 98 | 86 | 48 |
| Pedestrians | | | | | 1 | |
| Lane Width (m) | | | | | 3.6 | |
| Walking Speed (m/s) | | | | | 1.2 | |
| Percent Blockage | | | | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | 200 | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 301 | | | | 557 | 252 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 301 | | | | 557 | 252 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 95 | | | | 82 | 94 |
| cM capacity (veh/h) | 1270 | | | | 469 | 786 |

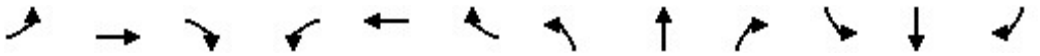
| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 239 | 300 | 134 |
| Volume Left | 66 | 0 | 86 |
| Volume Right | 0 | 98 | 48 |
| cSH | 1270 | 1700 | 548 |
| Volume to Capacity | 0.05 | 0.18 | 0.24 |
| Queue Length 95th (m) | 1.3 | 0.0 | 7.6 |
| Control Delay (s) | 2.5 | 0.0 | 13.7 |
| Lane LOS | A | | B |
| Approach Delay (s) | 2.5 | 0.0 | 13.7 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.6 | | |
| Intersection Capacity Utilization | 42.6% | 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) | 6 | 15 | 4 | 7 | 9 | 8 | 2 | 0 | 7 | 6 | 0 | 3 |
| Future Volume (vph) | 6 | 15 | 4 | 7 | 9 | 8 | 2 | 0 | 7 | 6 | 0 | 3 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| 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 | | | | | | | | | | | | |
| Frt | | 0.979 | | | 0.955 | | | 0.899 | | | 0.955 | |
| Flt Protected | | 0.988 | | | 0.985 | | | 0.988 | | | 0.968 | |
| Satd. Flow (prot) | 0 | 1838 | 0 | 0 | 1787 | 0 | 0 | 1688 | 0 | 0 | 1756 | 0 |
| Flt Permitted | | 0.988 | | | 0.985 | | | 0.988 | | | 0.968 | |
| Satd. Flow (perm) | 0 | 1838 | 0 | 0 | 1787 | 0 | 0 | 1688 | 0 | 0 | 1756 | 0 |
| Link Speed (k/h) | | 50 | | | 50 | | | 50 | | | 50 | |
| Link Distance (m) | | 156.5 | | | 142.7 | | | 88.1 | | | 94.9 | |
| Travel Time (s) | | 11.3 | | | 10.3 | | | 6.3 | | | 6.8 | |
| Confl. Peds. (#/hr) | | | 17 | 17 | | | | | 2 | 2 | | |
| Peak Hour Factor | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 8 | 19 | 5 | 9 | 11 | 10 | 3 | 0 | 9 | 8 | 0 | 4 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 32 | 0 | 0 | 30 | 0 | 0 | 12 | 0 | 0 | 12 | 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) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| 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 |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 18.3% | | 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) | 6 | 15 | 4 | 7 | 9 | 8 | 2 | 0 | 7 | 6 | 0 | 3 |
| Future Volume (vph) | 6 | 15 | 4 | 7 | 9 | 8 | 2 | 0 | 7 | 6 | 0 | 3 |
| Peak Hour Factor | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 |
| Hourly flow rate (vph) | 8 | 19 | 5 | 9 | 11 | 10 | 3 | 0 | 9 | 8 | 0 | 4 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 32 | 30 | 12 | 12 |
| Volume Left (vph) | 8 | 9 | 3 | 8 |
| Volume Right (vph) | 5 | 10 | 9 | 4 |
| Hadj (s) | -0.04 | -0.14 | -0.40 | -0.07 |
| Departure Headway (s) | 3.9 | 3.8 | 3.6 | 4.0 |
| Degree Utilization, x | 0.03 | 0.03 | 0.01 | 0.01 |
| Capacity (veh/h) | 902 | 926 | 959 | 887 |
| Control Delay (s) | 7.1 | 7.0 | 6.7 | 7.0 |
| Approach Delay (s) | 7.1 | 7.0 | 6.7 | 7.0 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 7.0 | | | |
| Level of Service | A | | | |
| Intersection Capacity Utilization | 18.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 32 | 160 | 169 | 780 | 642 | 53 |
| Future Volume (vph) | 32 | 160 | 169 | 780 | 642 | 53 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | 0.0 | 25.0 | | | 15.0 |
| Storage Lanes | 1 | 1 | 1 | | | 1 |
| Taper Length (m) | 7.5 | | 25.0 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | | 0.850 | | | | 0.850 |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1805 | 1615 | 1805 | 3505 | 3406 | 1615 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1805 | 1615 | 1805 | 3505 | 3406 | 1615 |
| Link Speed (k/h) | 50 | | | 60 | 60 | |
| Link Distance (m) | 197.6 | | | 413.0 | 200.4 | |
| Travel Time (s) | 14.2 | | | 24.8 | 12.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 3% | 6% | 0% |
| Adj. Flow (vph) | 35 | 174 | 184 | 848 | 698 | 58 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 35 | 174 | 184 | 848 | 698 | 58 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(m) | 3.6 | | | 3.6 | 3.6 | |
| Link Offset(m) | 0.0 | | | 0.0 | 0.0 | |
| Crosswalk Width(m) | 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 |
| Turning Speed (k/h) | 25 | 15 | 25 | | | 15 |
| Sign Control | Stop | | | Free | Free | |

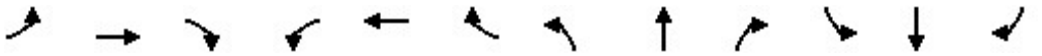
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 40.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 32 | 160 | 169 | 780 | 642 | 53 |
| Future Volume (Veh/h) | 32 | 160 | 169 | 780 | 642 | 53 |
| 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) | 35 | 174 | 184 | 848 | 698 | 58 |
| 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 | 349 | 756 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1490 | 349 | 756 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 62 | 73 | 79 | | | |
| cM capacity (veh/h) | 92 | 653 | 864 | | | |

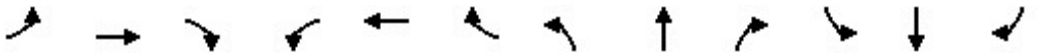
| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 35 | 174 | 184 | 424 | 424 | 349 | 349 | 58 |
| Volume Left | 35 | 0 | 184 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 174 | 0 | 0 | 0 | 0 | 0 | 58 |
| cSH | 92 | 653 | 864 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.38 | 0.27 | 0.21 | 0.25 | 0.25 | 0.21 | 0.21 | 0.03 |
| Queue Length 95th (m) | 12.2 | 8.6 | 6.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | 66.5 | 12.5 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | B | B | | | | | |
| Approach Delay (s) | 21.5 | | 1.8 | | | 0.0 | | |
| Approach LOS | C | | | | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.2 | | |
| Intersection Capacity Utilization | 40.4% | 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) | 30 | 0 | 114 | 0 | 0 | 0 | 169 | 338 | 0 | 0 | 421 | 46 |
| Future Volume (vph) | 30 | 0 | 114 | 0 | 0 | 0 | 169 | 338 | 0 | 0 | 421 | 46 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | | 5.0 | 0.0 | | 0.0 | 115.0 | | 0.0 | 0.0 | | 0.0 |
| Storage Lanes | 0 | | 1 | 0 | | 0 | 1 | | 0 | 0 | | 0 |
| Taper Length (m) | 7.5 | | | 7.5 | | | 95.0 | | | 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 | | | | | | | | | | | | |
| Frt | | | 0.850 | | | | | | | | 0.987 | |
| Flt Protected | | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 1612 | 1495 | 0 | 1900 | 0 | 1641 | 1776 | 0 | 0 | 1759 | 0 |
| Flt Permitted | | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (perm) | 0 | 1612 | 1495 | 0 | 1900 | 0 | 1641 | 1776 | 0 | 0 | 1759 | 0 |
| Link Speed (k/h) | | 40 | | | 40 | | | 80 | | | 80 | |
| Link Distance (m) | | 689.6 | | | 121.8 | | | 406.3 | | | 149.7 | |
| Travel Time (s) | | 62.1 | | | 11.0 | | | 18.3 | | | 6.7 | |
| Confl. Peds. (#/hr) | 2 | | | | | 2 | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 12% | 0% | 8% | 0% | 0% | 0% | 10% | 7% | 0% | 0% | 7% | 3% |
| Adj. Flow (vph) | 33 | 0 | 124 | 0 | 0 | 0 | 184 | 367 | 0 | 0 | 458 | 50 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 33 | 124 | 0 | 0 | 0 | 184 | 367 | 0 | 0 | 508 | 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) | | 0.0 | | | 0.0 | | | 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 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 56.7% | | 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) | 30 | 0 | 114 | 0 | 0 | 0 | 169 | 338 | 0 | 0 | 421 | 46 |
| Future Volume (Veh/h) | 30 | 0 | 114 | 0 | 0 | 0 | 169 | 338 | 0 | 0 | 421 | 46 |
| 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) | 33 | 0 | 124 | 0 | 0 | 0 | 184 | 367 | 0 | 0 | 458 | 50 |
| Pedestrians | | | | | | | | | | | 2 | |
| Lane Width (m) | | | | | | | | | | | 3.6 | |
| Walking Speed (m/s) | | | | | | | | | | | 1.2 | |
| Percent Blockage | | | | | | | | | | | 0 | |
| Right turn flare (veh) | | | 1 | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1220 | 1218 | 483 | 1280 | 1243 | 369 | 508 | | | 367 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1220 | 1218 | 483 | 1280 | 1243 | 369 | 508 | | | 367 | | |
| tC, single (s) | 7.2 | 6.5 | 6.3 | 7.1 | 6.5 | 6.2 | 4.2 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.6 | 4.0 | 3.4 | 3.5 | 4.0 | 3.3 | 2.3 | | | 2.2 | | |
| p0 queue free % | 74 | 100 | 78 | 100 | 100 | 100 | 82 | | | 100 | | |
| cM capacity (veh/h) | 129 | 149 | 572 | 97 | 144 | 680 | 1017 | | | 1203 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 157 | 0 | 184 | 367 | 508 |
| Volume Left | 33 | 0 | 184 | 0 | 0 |
| Volume Right | 124 | 0 | 0 | 0 | 50 |
| cSH | 612 | 1700 | 1017 | 1700 | 1203 |
| Volume to Capacity | 0.26 | 0.00 | 0.18 | 0.22 | 0.00 |
| Queue Length 95th (m) | 8.1 | 0.0 | 5.3 | 0.0 | 0.0 |
| Control Delay (s) | 19.2 | 0.0 | 9.3 | 0.0 | 0.0 |
| Lane LOS | C | A | A | | |
| Approach Delay (s) | 19.2 | 0.0 | 3.1 | | 0.0 |
| Approach LOS | C | A | | | |

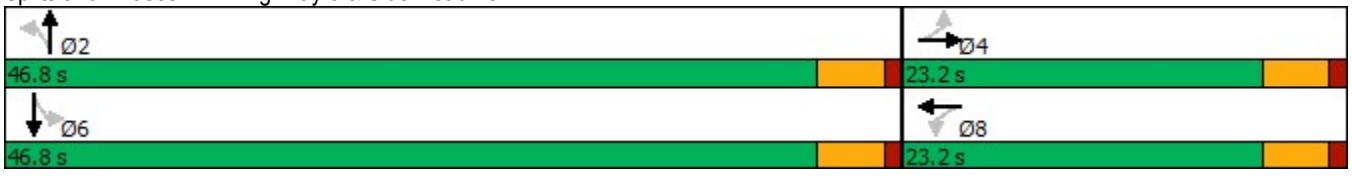
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.9 | | | |
| Intersection Capacity Utilization | 56.7% | ICU Level of Service | | B |
| Analysis Period (min) | 15 | | | |

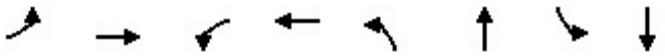
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 18 | 5 | 179 | 115 | 9 | 68 | 94 | 401 | 53 | 32 | 563 | 27 |
| Future Volume (vph) | 18 | 5 | 179 | 115 | 9 | 68 | 94 | 401 | 53 | 32 | 563 | 27 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | | 0.0 | 0.0 | | 0.0 | 20.0 | | 0.0 | 20.0 | | 0.0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 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 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.854 | | | 0.868 | | | 0.982 | | | 0.993 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 1561 | 0 | 1770 | 1617 | 0 | 1656 | 3305 | 0 | 1770 | 3373 | 0 |
| Flt Permitted | 0.702 | | | 0.540 | | | 0.417 | | | 0.480 | | |
| Satd. Flow (perm) | 1334 | 1561 | 0 | 1006 | 1617 | 0 | 727 | 3305 | 0 | 894 | 3373 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 186 | | | 74 | | | 39 | | | 12 | |
| Link Speed (k/h) | | 40 | | | 50 | | | 60 | | | 60 | |
| Link Distance (m) | | 199.9 | | | 104.5 | | | 358.6 | | | 413.0 | |
| Travel Time (s) | | 18.0 | | | 7.5 | | | 21.5 | | | 24.8 | |
| Peak Hour Factor | 0.96 | 0.92 | 0.96 | 0.92 | 0.92 | 0.92 | 0.96 | 0.96 | 0.92 | 0.92 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 0% | 2% | 4% | 2% | 2% | 2% | 9% | 8% | 2% | 2% | 6% | 12% |
| Adj. Flow (vph) | 19 | 5 | 186 | 125 | 10 | 74 | 98 | 418 | 58 | 35 | 586 | 28 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 19 | 191 | 0 | 125 | 84 | 0 | 98 | 476 | 0 | 35 | 614 | 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 | | | | | | | | Yes | | | | |
| 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 | |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 23.2 | 23.2 | | 23.2 | 23.2 | | 46.8 | 46.8 | | 46.8 | 46.8 | |
| Total Split (%) | 33.1% | 33.1% | | 33.1% | 33.1% | | 66.9% | 66.9% | | 66.9% | 66.9% | |
| Maximum Green (s) | 18.7 | 18.7 | | 18.7 | 18.7 | | 42.3 | 42.3 | | 42.3 | 42.3 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | Max | Max | | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | 12.7 | 12.7 | | 12.7 | 12.7 | | 45.2 | 45.2 | | 45.2 | 45.2 | |
| Actuated g/C Ratio | 0.19 | 0.19 | | 0.19 | 0.19 | | 0.68 | 0.68 | | 0.68 | 0.68 | |
| v/c Ratio | 0.08 | 0.43 | | 0.66 | 0.23 | | 0.20 | 0.21 | | 0.06 | 0.27 | |
| Control Delay | 20.7 | 7.2 | | 40.7 | 8.6 | | 6.5 | 4.6 | | 5.2 | 5.2 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 20.7 | 7.2 | | 40.7 | 8.6 | | 6.5 | 4.6 | | 5.2 | 5.2 | |
| LOS | C | A | | D | A | | A | A | | A | A | |
| Approach Delay | | 8.4 | | | 27.8 | | | 4.9 | | | 5.2 | |
| Approach LOS | | A | | | C | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 70 | | | |
| Actuated Cycle Length: 66.9 | | | |
| Natural Cycle: 45 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 0.66 | | | |
| Intersection Signal Delay: 8.4 | | Intersection LOS: A | |
| Intersection Capacity Utilization 54.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

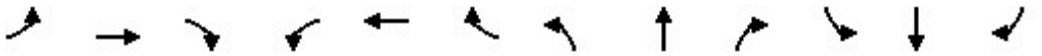
Splits and Phases: 2: Highway 6 & Side Road 18





| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 19 | 191 | 125 | 84 | 98 | 476 | 35 | 614 |
| v/c Ratio | 0.08 | 0.43 | 0.66 | 0.23 | 0.20 | 0.21 | 0.06 | 0.27 |
| Control Delay | 20.7 | 7.2 | 40.7 | 8.6 | 6.5 | 4.6 | 5.2 | 5.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 20.7 | 7.2 | 40.7 | 8.6 | 6.5 | 4.6 | 5.2 | 5.2 |
| Queue Length 50th (m) | 1.9 | 0.5 | 14.4 | 1.0 | 3.9 | 9.0 | 1.3 | 13.2 |
| Queue Length 95th (m) | 6.7 | 14.7 | 30.2 | 10.6 | 12.8 | 19.4 | 5.1 | 26.7 |
| Internal Link Dist (m) | | 175.9 | | 80.5 | | 334.6 | | 389.0 |
| Turn Bay Length (m) | | | | | 20.0 | | 20.0 | |
| Base Capacity (vph) | 374 | 571 | 282 | 506 | 491 | 2245 | 603 | 2282 |
| 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 | 0.05 | 0.33 | 0.44 | 0.17 | 0.20 | 0.21 | 0.06 | 0.27 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 18 | 5 | 179 | 115 | 9 | 68 | 94 | 401 | 53 | 32 | 563 | 27 |
| Future Volume (vph) | 18 | 5 | 179 | 115 | 9 | 68 | 94 | 401 | 53 | 32 | 563 | 27 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frt | 1.00 | 0.85 | | 1.00 | 0.87 | | 1.00 | 0.98 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1805 | 1561 | | 1770 | 1617 | | 1656 | 3304 | | 1770 | 3374 | |
| Flt Permitted | 0.70 | 1.00 | | 0.54 | 1.00 | | 0.42 | 1.00 | | 0.48 | 1.00 | |
| Satd. Flow (perm) | 1335 | 1561 | | 1006 | 1617 | | 727 | 3304 | | 894 | 3374 | |
| Peak-hour factor, PHF | 0.96 | 0.92 | 0.96 | 0.92 | 0.92 | 0.92 | 0.96 | 0.96 | 0.92 | 0.92 | 0.96 | 0.96 |
| Adj. Flow (vph) | 19 | 5 | 186 | 125 | 10 | 74 | 98 | 418 | 58 | 35 | 586 | 28 |
| RTOR Reduction (vph) | 0 | 151 | 0 | 0 | 60 | 0 | 0 | 13 | 0 | 0 | 4 | 0 |
| Lane Group Flow (vph) | 19 | 40 | 0 | 125 | 24 | 0 | 98 | 463 | 0 | 35 | 610 | 0 |
| Heavy Vehicles (%) | 0% | 2% | 4% | 2% | 2% | 2% | 9% | 8% | 2% | 2% | 6% | 12% |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 12.7 | 12.7 | | 12.7 | 12.7 | | 45.2 | 45.2 | | 45.2 | 45.2 | |
| Effective Green, g (s) | 12.7 | 12.7 | | 12.7 | 12.7 | | 45.2 | 45.2 | | 45.2 | 45.2 | |
| Actuated g/C Ratio | 0.19 | 0.19 | | 0.19 | 0.19 | | 0.68 | 0.68 | | 0.68 | 0.68 | |
| Clearance Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 253 | 296 | | 190 | 306 | | 491 | 2232 | | 604 | 2279 | |
| v/s Ratio Prot | | 0.03 | | | 0.01 | | | 0.14 | | | c0.18 | |
| v/s Ratio Perm | 0.01 | | | c0.12 | | | 0.13 | | | 0.04 | | |
| v/c Ratio | 0.08 | 0.14 | | 0.66 | 0.08 | | 0.20 | 0.21 | | 0.06 | 0.27 | |
| Uniform Delay, d1 | 22.3 | 22.5 | | 25.1 | 22.3 | | 4.1 | 4.1 | | 3.7 | 4.3 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.1 | 0.2 | | 8.0 | 0.1 | | 0.9 | 0.2 | | 0.2 | 0.3 | |
| Delay (s) | 22.4 | 22.7 | | 33.1 | 22.4 | | 5.0 | 4.3 | | 3.8 | 4.6 | |
| Level of Service | C | C | | C | C | | A | A | | A | A | |
| Approach Delay (s) | | 22.7 | | | 28.8 | | | 4.4 | | | 4.5 | |
| Approach LOS | | C | | | C | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 9.9 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.35 | | |
| Actuated Cycle Length (s) | 66.9 | Sum of lost time (s) | 9.0 |
| Intersection Capacity Utilization | 54.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 21 | 59 | 60 | 488 | 825 | 46 |
| Future Volume (vph) | 21 | 59 | 60 | 488 | 825 | 46 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | 5.0 | 30.0 | | | 0.0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (m) | 7.5 | | 20.0 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 |
| Ped Bike Factor | | | | | | |
| Frt | | 0.850 | | | 0.992 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1671 | 1380 | 1671 | 3343 | 3327 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1671 | 1380 | 1671 | 3343 | 3327 | 0 |
| Link Speed (k/h) | 40 | | | 60 | 60 | |
| Link Distance (m) | 509.0 | | | 92.6 | 58.0 | |
| Travel Time (s) | 45.8 | | | 5.6 | 3.5 | |
| Confl. Peds. (#/hr) | 3 | 1 | 3 | | | 3 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles (%) | 8% | 17% | 8% | 8% | 7% | 19% |
| Adj. Flow (vph) | 23 | 65 | 66 | 536 | 907 | 51 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 23 | 65 | 66 | 536 | 958 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(m) | 3.6 | | | 3.6 | 3.6 | |
| Link Offset(m) | 0.0 | | | 0.0 | 0.0 | |
| Crosswalk Width(m) | 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 |
| Turning Speed (k/h) | 25 | 15 | 25 | | | 15 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 41.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 21 | 59 | 60 | 488 | 825 | 46 |
| Future Volume (Veh/h) | 21 | 59 | 60 | 488 | 825 | 46 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Hourly flow rate (vph) | 23 | 65 | 66 | 536 | 907 | 51 |
| Pedestrians | 3 | | | 1 | 3 | |
| Lane Width (m) | 3.6 | | | 3.6 | 3.6 | |
| Walking Speed (m/s) | 1.2 | | | 1.2 | 1.2 | |
| Percent Blockage | 0 | | | 0 | 0 | |
| Right turn flare (veh) | | 1 | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | 93 | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1338 | 483 | 961 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1338 | 483 | 961 | | | |
| tC, single (s) | 7.0 | 7.2 | 4.3 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.5 | 2.3 | | | |
| p0 queue free % | 81 | 87 | 90 | | | |
| cM capacity (veh/h) | 123 | 490 | 674 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|
| Volume Total | 88 | 66 | 268 | 268 | 605 | 353 |
| Volume Left | 23 | 66 | 0 | 0 | 0 | 0 |
| Volume Right | 65 | 0 | 0 | 0 | 0 | 51 |
| cSH | 470 | 674 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.19 | 0.10 | 0.16 | 0.16 | 0.36 | 0.21 |
| Queue Length 95th (m) | 5.5 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | 20.7 | 10.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | C | B | | | | |
| Approach Delay (s) | 20.7 | 1.2 | | | 0.0 | |
| Approach LOS | C | | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.5 | | |
| Intersection Capacity Utilization | 41.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

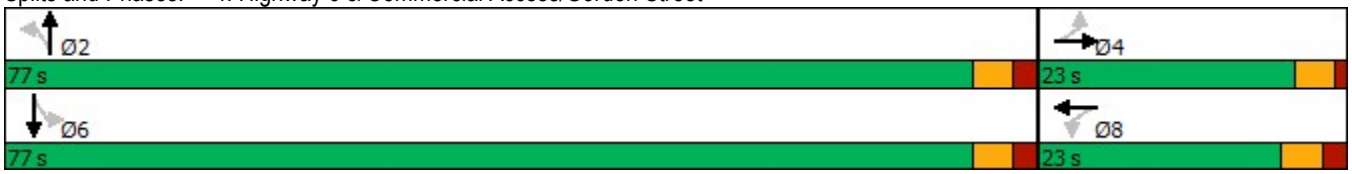
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 5 | 8 | 25 | 95 | 12 | 279 | 20 | 255 | 88 | 382 | 489 | 10 |
| Future Volume (vph) | 5 | 8 | 25 | 95 | 12 | 279 | 20 | 255 | 88 | 382 | 489 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 20.0 | | 0.0 | 25.0 | | 0.0 | 20.0 | | 0.0 | 15.0 | | 0.0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (m) | 15.0 | | | 55.0 | | | 60.0 | | | 20.0 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | 1.00 | 0.99 | | 0.99 | 0.99 | | 0.99 | 0.99 | | 0.99 | 1.00 | |
| Frt | | 0.886 | | | 0.856 | | | 0.962 | | | 0.997 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 1610 | 0 | 1656 | 1399 | 0 | 1641 | 3266 | 0 | 1656 | 3396 | 0 |
| Flt Permitted | 0.286 | | | 0.732 | | | 0.436 | | | 0.519 | | |
| Satd. Flow (perm) | 543 | 1610 | 0 | 1268 | 1399 | 0 | 745 | 3266 | 0 | 895 | 3396 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 29 | | | 321 | | | 101 | | | 5 | |
| Link Speed (k/h) | | 50 | | | 50 | | | 60 | | | 60 | |
| Link Distance (m) | | 103.5 | | | 516.0 | | | 310.1 | | | 92.6 | |
| Travel Time (s) | | 7.5 | | | 37.2 | | | 18.6 | | | 5.6 | |
| Confl. Peds. (#/hr) | 1 | | 4 | 4 | | 1 | 9 | | 7 | 7 | | 9 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Heavy Vehicles (%) | 0% | 0% | 4% | 9% | 8% | 15% | 10% | 4% | 9% | 9% | 6% | 0% |
| Adj. Flow (vph) | 6 | 9 | 29 | 109 | 14 | 321 | 23 | 293 | 101 | 439 | 562 | 11 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 6 | 38 | 0 | 109 | 335 | 0 | 23 | 394 | 0 | 439 | 573 | 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 | |

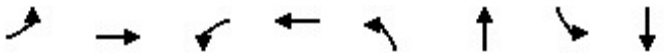
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 23.0 | 23.0 | | 23.0 | 23.0 | | 23.0 | 23.0 | |
| Total Split (s) | 23.0 | 23.0 | | 23.0 | 23.0 | | 77.0 | 77.0 | | 77.0 | 77.0 | |
| Total Split (%) | 23.0% | 23.0% | | 23.0% | 23.0% | | 77.0% | 77.0% | | 77.0% | 77.0% | |
| Maximum Green (s) | 19.0 | 19.0 | | 18.0 | 18.0 | | 72.0 | 72.0 | | 72.0 | 72.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 1.0 | 1.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | Max | Max | | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | 14.0 | 14.0 | | 13.0 | 13.0 | | 72.1 | 72.1 | | 72.1 | 72.1 | |
| Actuated g/C Ratio | 0.15 | 0.15 | | 0.14 | 0.14 | | 0.76 | 0.76 | | 0.76 | 0.76 | |
| v/c Ratio | 0.07 | 0.15 | | 0.63 | 0.72 | | 0.04 | 0.16 | | 0.65 | 0.22 | |
| Control Delay | 36.2 | 17.3 | | 55.0 | 14.6 | | 3.9 | 2.8 | | 12.0 | 3.9 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 36.2 | 17.3 | | 55.0 | 14.6 | | 3.9 | 2.8 | | 12.0 | 3.9 | |
| LOS | D | B | | E | B | | A | A | | B | A | |
| Approach Delay | | 19.9 | | | 24.5 | | | 2.8 | | | 7.4 | |
| Approach LOS | | B | | | C | | | A | | | A | |

**Intersection Summary**

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 95.1
Natural Cycle: 65
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 10.6 Intersection LOS: B
Intersection Capacity Utilization 66.7% ICU Level of Service C
Analysis Period (min) 15

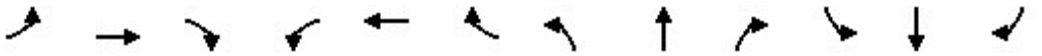
Splits and Phases: 4: Highway 6 & Commercial Access/Gordon Street





| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 6 | 38 | 109 | 335 | 23 | 394 | 439 | 573 |
| v/c Ratio | 0.07 | 0.15 | 0.63 | 0.72 | 0.04 | 0.16 | 0.65 | 0.22 |
| Control Delay | 36.2 | 17.3 | 55.0 | 14.6 | 3.9 | 2.8 | 12.0 | 3.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 36.2 | 17.3 | 55.0 | 14.6 | 3.9 | 2.8 | 12.0 | 3.9 |
| Queue Length 50th (m) | 1.0 | 1.5 | 20.1 | 2.4 | 0.9 | 6.5 | 33.3 | 13.9 |
| Queue Length 95th (m) | 4.6 | 9.9 | 36.4 | 25.6 | 3.3 | 12.1 | 73.9 | 22.6 |
| Internal Link Dist (m) | | 79.5 | | 492.0 | | 286.1 | | 68.6 |
| Turn Bay Length (m) | 20.0 | | 25.0 | | 20.0 | | 15.0 | |
| Base Capacity (vph) | 108 | 345 | 240 | 525 | 564 | 2499 | 678 | 2575 |
| 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 | 0.06 | 0.11 | 0.45 | 0.64 | 0.04 | 0.16 | 0.65 | 0.22 |

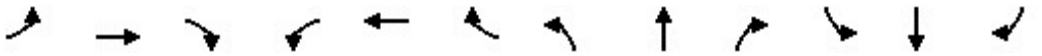
Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 5 | 8 | 25 | 95 | 12 | 279 | 20 | 255 | 88 | 382 | 489 | 10 |
| Future Volume (vph) | 5 | 8 | 25 | 95 | 12 | 279 | 20 | 255 | 88 | 382 | 489 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | |
| Frt | 1.00 | 0.89 | | 1.00 | 0.86 | | 1.00 | 0.96 | | 1.00 | 1.00 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1804 | 1610 | | 1646 | 1400 | | 1623 | 3265 | | 1638 | 3397 | |
| Flt Permitted | 0.29 | 1.00 | | 0.73 | 1.00 | | 0.44 | 1.00 | | 0.52 | 1.00 | |
| Satd. Flow (perm) | 543 | 1610 | | 1269 | 1400 | | 746 | 3265 | | 896 | 3397 | |
| Peak-hour factor, PHF | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Adj. Flow (vph) | 6 | 9 | 29 | 109 | 14 | 321 | 23 | 293 | 101 | 439 | 562 | 11 |
| RTOR Reduction (vph) | 0 | 25 | 0 | 0 | 277 | 0 | 0 | 24 | 0 | 0 | 1 | 0 |
| Lane Group Flow (vph) | 6 | 13 | 0 | 109 | 58 | 0 | 23 | 370 | 0 | 439 | 572 | 0 |
| Confl. Peds. (#/hr) | 1 | | 4 | 4 | | 1 | 9 | | 7 | 7 | | 9 |
| Heavy Vehicles (%) | 0% | 0% | 4% | 9% | 8% | 15% | 10% | 4% | 9% | 9% | 6% | 0% |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 14.0 | 14.0 | | 13.0 | 13.0 | | 72.1 | 72.1 | | 72.1 | 72.1 | |
| Effective Green, g (s) | 14.0 | 14.0 | | 13.0 | 13.0 | | 72.1 | 72.1 | | 72.1 | 72.1 | |
| Actuated g/C Ratio | 0.15 | 0.15 | | 0.14 | 0.14 | | 0.76 | 0.76 | | 0.76 | 0.76 | |
| Clearance Time (s) | 4.0 | 4.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 79 | 237 | | 173 | 191 | | 565 | 2475 | | 679 | 2575 | |
| v/s Ratio Prot | | 0.01 | | | 0.04 | | | 0.11 | | | 0.17 | |
| v/s Ratio Perm | 0.01 | | | c0.09 | | | 0.03 | | | c0.49 | | |
| v/c Ratio | 0.08 | 0.06 | | 0.63 | 0.30 | | 0.04 | 0.15 | | 0.65 | 0.22 | |
| Uniform Delay, d1 | 35.0 | 34.9 | | 38.8 | 37.0 | | 2.9 | 3.1 | | 5.5 | 3.3 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.4 | 0.1 | | 7.3 | 0.9 | | 0.1 | 0.1 | | 4.7 | 0.2 | |
| Delay (s) | 35.4 | 35.0 | | 46.0 | 37.9 | | 3.0 | 3.3 | | 10.2 | 3.5 | |
| Level of Service | D | C | | D | D | | A | A | | B | A | |
| Approach Delay (s) | | 35.0 | | | 39.9 | | | 3.2 | | | 6.4 | |
| Approach LOS | | D | | | D | | | A | | | A | |

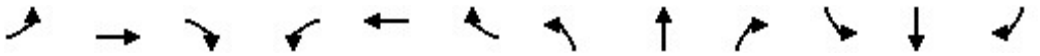
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 14.1 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.64 | | |
| Actuated Cycle Length (s) | 95.1 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 66.7% | ICU Level of Service | C |
| 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) | 61 | 82 | 68 | 68 | 54 | 46 | 34 | 88 | 37 | 51 | 148 | 37 |
| Future Volume (vph) | 61 | 82 | 68 | 68 | 54 | 46 | 34 | 88 | 37 | 51 | 148 | 37 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| 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 | | | | | | | | | | | | |
| Frt | | 0.956 | | | 0.963 | | | 0.969 | | | 0.979 | |
| Flt Protected | | 0.986 | | | 0.980 | | | 0.989 | | | 0.989 | |
| Satd. Flow (prot) | 0 | 1713 | 0 | 0 | 1700 | 0 | 0 | 1728 | 0 | 0 | 1715 | 0 |
| Flt Permitted | | 0.986 | | | 0.980 | | | 0.989 | | | 0.989 | |
| Satd. Flow (perm) | 0 | 1713 | 0 | 0 | 1700 | 0 | 0 | 1728 | 0 | 0 | 1715 | 0 |
| Link Speed (k/h) | | 50 | | | 40 | | | 50 | | | 50 | |
| Link Distance (m) | | 271.3 | | | 214.7 | | | 599.2 | | | 318.8 | |
| Travel Time (s) | | 19.5 | | | 19.3 | | | 43.1 | | | 23.0 | |
| Confl. Peds. (#/hr) | | | 19 | 19 | | | | | 3 | 3 | | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Heavy Vehicles (%) | 5% | 3% | 6% | 7% | 4% | 5% | 7% | 4% | 7% | 14% | 3% | 15% |
| Adj. Flow (vph) | 71 | 95 | 79 | 79 | 63 | 53 | 40 | 102 | 43 | 59 | 172 | 43 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 245 | 0 | 0 | 195 | 0 | 0 | 185 | 0 | 0 | 274 | 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) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| 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 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

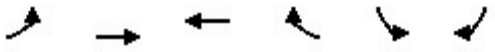
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 38.4% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 61 | 82 | 68 | 68 | 54 | 46 | 34 | 88 | 37 | 51 | 148 | 37 |
| Future Volume (Veh/h) | 61 | 82 | 68 | 68 | 54 | 46 | 34 | 88 | 37 | 51 | 148 | 37 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Hourly flow rate (vph) | 71 | 95 | 79 | 79 | 63 | 53 | 40 | 102 | 43 | 59 | 172 | 43 |
| Pedestrians | | | | | 3 | | | 19 | | | | |
| Lane Width (m) | | | | | 3.6 | | | 3.6 | | | | |
| Walking Speed (m/s) | | | | | 1.2 | | | 1.2 | | | | |
| Percent Blockage | | | | | 0 | | | 2 | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 600 | 540 | 212 | 664 | 540 | 126 | 215 | | | 148 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 600 | 540 | 212 | 664 | 540 | 126 | 215 | | | 148 | | |
| tC, single (s) | 7.1 | 6.5 | 6.3 | 7.2 | 6.5 | 6.2 | 4.2 | | | 4.2 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.4 | 3.6 | 4.0 | 3.3 | 2.3 | | | 2.3 | | |
| p0 queue free % | 78 | 77 | 90 | 69 | 85 | 94 | 97 | | | 96 | | |
| cM capacity (veh/h) | 321 | 414 | 805 | 253 | 413 | 914 | 1326 | | | 1360 | | |

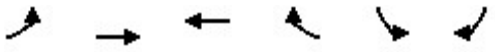
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 245 | 195 | 185 | 274 |
| Volume Left | 71 | 79 | 40 | 59 |
| Volume Right | 79 | 53 | 43 | 43 |
| cSH | 447 | 373 | 1326 | 1360 |
| Volume to Capacity | 0.55 | 0.52 | 0.03 | 0.04 |
| Queue Length 95th (m) | 25.9 | 23.2 | 0.7 | 1.1 |
| Control Delay (s) | 22.4 | 24.7 | 1.9 | 2.0 |
| Lane LOS | C | C | A | A |
| Approach Delay (s) | 22.4 | 24.7 | 1.9 | 2.0 |
| Approach LOS | C | C | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 12.5 | | | |
| Intersection Capacity Utilization | 38.4% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 16 | 154 | 128 | 8 | 6 | 52 |
| Future Volume (vph) | 16 | 154 | 128 | 8 | 6 | 52 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.992 | | 0.878 | |
| Flt Protected | | 0.995 | | | 0.995 | |
| Satd. Flow (prot) | 0 | 1808 | 1731 | 0 | 1553 | 0 |
| Flt Permitted | | 0.995 | | | 0.995 | |
| Satd. Flow (perm) | 0 | 1808 | 1731 | 0 | 1553 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 214.7 | 596.4 | | 242.8 | |
| Travel Time (s) | | 19.3 | 53.7 | | 17.5 | |
| Confl. Peds. (#/hr) | | | | | 9 | 1 |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Heavy Vehicles (%) | 19% | 3% | 7% | 38% | 33% | 4% |
| Adj. Flow (vph) | 20 | 188 | 156 | 10 | 7 | 63 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 208 | 166 | 0 | 70 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 0.0 | 0.0 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

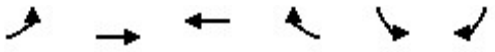
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 30.2% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 16 | 154 | 128 | 8 | 6 | 52 |
| Future Volume (Veh/h) | 16 | 154 | 128 | 8 | 6 | 52 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Hourly flow rate (vph) | 20 | 188 | 156 | 10 | 7 | 63 |
| Pedestrians | | 1 | 9 | | | |
| Lane Width (m) | | 3.6 | 3.6 | | | |
| Walking Speed (m/s) | | 1.2 | 1.2 | | | |
| Percent Blockage | | 0 | 1 | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 166 | | | | 398 | 162 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 166 | | | | 398 | 162 |
| tC, single (s) | 4.3 | | | | 6.7 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.4 | | | | 3.8 | 3.3 |
| p0 queue free % | 98 | | | | 99 | 93 |
| cM capacity (veh/h) | 1315 | | | | 539 | 877 |

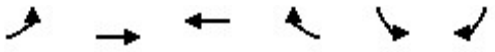
| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 208 | 166 | 70 |
| Volume Left | 20 | 0 | 7 |
| Volume Right | 0 | 10 | 63 |
| cSH | 1315 | 1700 | 825 |
| Volume to Capacity | 0.02 | 0.10 | 0.08 |
| Queue Length 95th (m) | 0.4 | 0.0 | 2.2 |
| Control Delay (s) | 0.9 | 0.0 | 9.8 |
| Lane LOS | A | | A |
| Approach Delay (s) | 0.9 | 0.0 | 9.8 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.9 | | |
| Intersection Capacity Utilization | 30.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 7 | 165 | 117 | 15 | 46 | 9 |
| Future Volume (vph) | 7 | 165 | 117 | 15 | 46 | 9 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.985 | | 0.977 | |
| Flt Protected | | 0.998 | | | 0.960 | |
| Satd. Flow (prot) | 0 | 1836 | 1683 | 0 | 1630 | 0 |
| Flt Permitted | | 0.998 | | | 0.960 | |
| Satd. Flow (perm) | 0 | 1836 | 1683 | 0 | 1630 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 596.4 | 199.9 | | 240.0 | |
| Travel Time (s) | | 53.7 | 18.0 | | 17.3 | |
| Confl. Peds. (#/hr) | 2 | | | 2 | 4 | 4 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 10% | 3% | 11% | 13% | 9% | 11% |
| Adj. Flow (vph) | 8 | 177 | 126 | 16 | 49 | 10 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 185 | 142 | 0 | 59 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 0.0 | 0.0 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

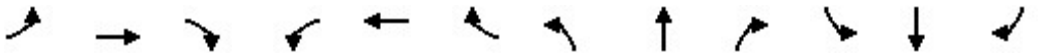
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 25.6% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 7 | 165 | 117 | 15 | 46 | 9 |
| Future Volume (Veh/h) | 7 | 165 | 117 | 15 | 46 | 9 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 8 | 177 | 126 | 16 | 49 | 10 |
| Pedestrians | | 4 | 4 | | 2 | |
| Lane Width (m) | | 3.6 | 3.6 | | 3.6 | |
| Walking Speed (m/s) | | 1.2 | 1.2 | | 1.2 | |
| Percent Blockage | | 0 | 0 | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | 200 | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 144 | | | | 333 | 140 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 144 | | | | 333 | 140 |
| tC, single (s) | 4.2 | | | | 6.5 | 6.3 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.3 | | | | 3.6 | 3.4 |
| p0 queue free % | 99 | | | | 92 | 99 |
| cM capacity (veh/h) | 1388 | | | | 641 | 880 |

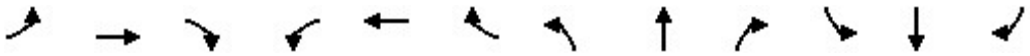
| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 185 | 142 | 59 |
| Volume Left | 8 | 0 | 49 |
| Volume Right | 0 | 16 | 10 |
| cSH | 1388 | 1700 | 672 |
| Volume to Capacity | 0.01 | 0.08 | 0.09 |
| Queue Length 95th (m) | 0.1 | 0.0 | 2.3 |
| Control Delay (s) | 0.4 | 0.0 | 10.9 |
| Lane LOS | A | | B |
| Approach Delay (s) | 0.4 | 0.0 | 10.9 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.8 | | |
| Intersection Capacity Utilization | 25.6% | 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) | 0 | 13 | 3 | 3 | 11 | 0 | 1 | 0 | 2 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 13 | 3 | 3 | 11 | 0 | 1 | 0 | 2 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| 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 | | | | | | | | | | | | |
| Frt | | 0.974 | | | | | | 0.899 | | | | |
| Flt Protected | | | | | 0.990 | | | 0.988 | | | | |
| Satd. Flow (prot) | 0 | 1738 | 0 | 0 | 1722 | 0 | 0 | 1663 | 0 | 0 | 1900 | 0 |
| Flt Permitted | | | | | 0.990 | | | 0.988 | | | | |
| Satd. Flow (perm) | 0 | 1738 | 0 | 0 | 1722 | 0 | 0 | 1663 | 0 | 0 | 1900 | 0 |
| Link Speed (k/h) | | 50 | | | 50 | | | 50 | | | 50 | |
| Link Distance (m) | | 156.5 | | | 142.7 | | | 88.1 | | | 94.9 | |
| Travel Time (s) | | 11.3 | | | 10.3 | | | 6.3 | | | 6.8 | |
| Confl. Peds. (#/hr) | | | 11 | 11 | | | 2 | | 4 | 4 | | 2 |
| Peak Hour Factor | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Heavy Vehicles (%) | 0% | 8% | 0% | 10% | 9% | 0% | 0% | 0% | 2% | 0% | 0% | 0% |
| Adj. Flow (vph) | 0 | 17 | 4 | 4 | 15 | 0 | 1 | 0 | 3 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 21 | 0 | 0 | 19 | 0 | 0 | 4 | 0 | 0 | 0 | 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) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| 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 |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |

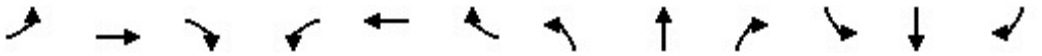
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 17.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Traffic Volume (vph) | 0 | 13 | 3 | 3 | 11 | 0 | 1 | 0 | 2 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 13 | 3 | 3 | 11 | 0 | 1 | 0 | 2 | 0 | 0 | 0 |
| Peak Hour Factor | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Hourly flow rate (vph) | 0 | 17 | 4 | 4 | 15 | 0 | 1 | 0 | 3 | 0 | 0 | 0 |

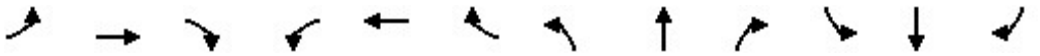
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 21 | 19 | 4 | 0 |
| Volume Left (vph) | 0 | 4 | 1 | 0 |
| Volume Right (vph) | 4 | 0 | 3 | 0 |
| Hadj (s) | 0.00 | 0.20 | -0.37 | 0.00 |
| Departure Headway (s) | 3.9 | 4.1 | 3.6 | 4.0 |
| Degree Utilization, x | 0.02 | 0.02 | 0.00 | 0.00 |
| Capacity (veh/h) | 909 | 866 | 982 | 900 |
| Control Delay (s) | 7.0 | 7.2 | 6.6 | 7.0 |
| Approach Delay (s) | 7.0 | 7.2 | 6.6 | 0.0 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | | 7.1 | | |
| Level of Service | | A | | |
| Intersection Capacity Utilization | | 17.7% | 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) | 30 | 0 | 201 | 0 | 0 | 0 | 160 | 623 | 0 | 0 | 473 | 27 |
| Future Volume (vph) | 30 | 0 | 201 | 0 | 0 | 0 | 160 | 623 | 0 | 0 | 473 | 27 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | | 5.0 | 0.0 | | 0.0 | 115.0 | | 0.0 | 0.0 | | 0.0 |
| Storage Lanes | 0 | | 1 | 0 | | 0 | 1 | | 0 | 0 | | 0 |
| Taper Length (m) | 7.5 | | | 7.5 | | | 95.0 | | | 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 | | | | | | | | | | | | |
| Frt | | | 0.850 | | | | | | | | 0.993 | |
| Flt Protected | | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 1517 | 1553 | 0 | 1900 | 0 | 1752 | 1845 | 0 | 0 | 1758 | 0 |
| Flt Permitted | | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (perm) | 0 | 1517 | 1553 | 0 | 1900 | 0 | 1752 | 1845 | 0 | 0 | 1758 | 0 |
| Link Speed (k/h) | | 40 | | | 40 | | | 80 | | | 80 | |
| Link Distance (m) | | 689.6 | | | 121.8 | | | 406.3 | | | 149.7 | |
| Travel Time (s) | | 62.1 | | | 11.0 | | | 18.3 | | | 6.7 | |
| Confl. Peds. (#/hr) | 4 | | | | | 4 | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 19% | 0% | 4% | 0% | 0% | 0% | 3% | 3% | 0% | 0% | 7% | 13% |
| Adj. Flow (vph) | 32 | 0 | 212 | 0 | 0 | 0 | 168 | 656 | 0 | 0 | 498 | 28 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 32 | 212 | 0 | 0 | 0 | 168 | 656 | 0 | 0 | 526 | 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) | | 0.0 | | | 0.0 | | | 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 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 73.9% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 30 | 0 | 201 | 0 | 0 | 0 | 160 | 623 | 0 | 0 | 473 | 27 |
| Future Volume (Veh/h) | 30 | 0 | 201 | 0 | 0 | 0 | 160 | 623 | 0 | 0 | 473 | 27 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 32 | 0 | 212 | 0 | 0 | 0 | 168 | 656 | 0 | 0 | 498 | 28 |
| Pedestrians | | | | | | | | | | | 4 | |
| Lane Width (m) | | | | | | | | | | | 3.6 | |
| Walking Speed (m/s) | | | | | | | | | | | 1.2 | |
| Percent Blockage | | | | | | | | | | | 0 | |
| Right turn flare (veh) | | | 1 | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1508 | 1504 | 512 | 1610 | 1518 | 660 | 526 | | | 656 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1508 | 1504 | 512 | 1610 | 1518 | 660 | 526 | | | 656 | | |
| tC, single (s) | 7.3 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.7 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 60 | 100 | 62 | 100 | 100 | 100 | 84 | | | 100 | | |
| cM capacity (veh/h) | 79 | 103 | 558 | 46 | 101 | 465 | 1036 | | | 941 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 244 | 0 | 168 | 656 | 526 |
| Volume Left | 32 | 0 | 168 | 0 | 0 |
| Volume Right | 212 | 0 | 0 | 0 | 28 |
| cSH | 457 | 1700 | 1036 | 1700 | 941 |
| Volume to Capacity | 0.53 | 0.00 | 0.16 | 0.39 | 0.00 |
| Queue Length 95th (m) | 24.6 | 0.0 | 4.6 | 0.0 | 0.0 |
| Control Delay (s) | 21.5 | 0.0 | 9.1 | 0.0 | 0.0 |
| Lane LOS | C | A | A | | |
| Approach Delay (s) | 21.5 | 0.0 | 1.9 | | 0.0 |
| Approach LOS | C | A | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.3 | | | |
| Intersection Capacity Utilization | 73.9% | ICU Level of Service | | D |
| Analysis Period (min) | 15 | | | |

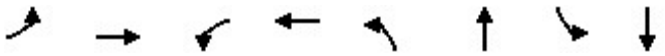
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 29 | 11 | 159 | 104 | 8 | 75 | 133 | 748 | 151 | 91 | 584 | 27 |
| Future Volume (vph) | 29 | 11 | 159 | 104 | 8 | 75 | 133 | 748 | 151 | 91 | 584 | 27 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | | 0.0 | 0.0 | | 0.0 | 20.0 | | 0.0 | 20.0 | | 0.0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 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 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.860 | | | 0.865 | | | 0.974 | | | 0.993 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 1573 | 0 | 1770 | 1611 | 0 | 1736 | 3447 | 0 | 1770 | 3375 | 0 |
| Flt Permitted | 0.698 | | | 0.522 | | | 0.344 | | | 0.301 | | |
| Satd. Flow (perm) | 1326 | 1573 | 0 | 972 | 1611 | 0 | 628 | 3447 | 0 | 561 | 3375 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 167 | | | 82 | | | 61 | | | 8 | |
| Link Speed (k/h) | | 40 | | | 50 | | | 60 | | | 60 | |
| Link Distance (m) | | 199.9 | | | 104.5 | | | 358.6 | | | 413.0 | |
| Travel Time (s) | | 18.0 | | | 7.5 | | | 21.5 | | | 24.8 | |
| Peak Hour Factor | 0.95 | 0.92 | 0.95 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.92 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 0% | 2% | 4% | 2% | 2% | 2% | 4% | 2% | 2% | 2% | 6% | 11% |
| Adj. Flow (vph) | 31 | 12 | 167 | 113 | 9 | 82 | 140 | 787 | 164 | 99 | 615 | 28 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 31 | 179 | 0 | 113 | 91 | 0 | 140 | 951 | 0 | 99 | 643 | 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 | | | | | | | | Yes | | | | |
| 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 | 100 | | 100 | 25 | | 100 | 100 | | 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 | |
| Turn Type | Perm | NA | | Perm | NA | | pm+pt | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | | 6 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 5 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 9.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 24.0 | 24.0 | | 24.0 | 24.0 | | 12.0 | 56.0 | | 44.0 | 44.0 | |
| Total Split (%) | 30.0% | 30.0% | | 30.0% | 30.0% | | 15.0% | 70.0% | | 55.0% | 55.0% | |
| Maximum Green (s) | 19.5 | 19.5 | | 19.5 | 19.5 | | 7.5 | 51.5 | | 39.5 | 39.5 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| 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 | None | None | | None | None | | None | Max | | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | | 0 | | 0 | 0 | |
| Act Effct Green (s) | 13.0 | 13.0 | | 13.0 | 13.0 | | 53.1 | 53.1 | | 43.7 | 43.7 | |
| Actuated g/C Ratio | 0.17 | 0.17 | | 0.17 | 0.17 | | 0.71 | 0.71 | | 0.58 | 0.58 | |
| v/c Ratio | 0.14 | 0.44 | | 0.68 | 0.26 | | 0.26 | 0.39 | | 0.30 | 0.33 | |
| Control Delay | 26.1 | 9.0 | | 48.4 | 9.6 | | 5.5 | 5.2 | | 14.2 | 10.1 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 26.1 | 9.0 | | 48.4 | 9.6 | | 5.5 | 5.2 | | 14.2 | 10.1 | |
| LOS | C | A | | D | A | | A | A | | B | B | |
| Approach Delay | | 11.5 | | | 31.1 | | | 5.2 | | | 10.7 | |
| Approach LOS | | B | | | C | | | A | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 80 | | | |
| Actuated Cycle Length: 75.1 | | | |
| Natural Cycle: 60 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 0.68 | | | |
| Intersection Signal Delay: 10.0 | | Intersection LOS: A | |
| Intersection Capacity Utilization 61.7% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

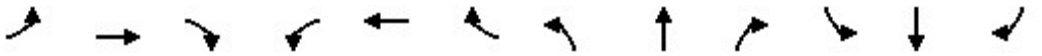
Splits and Phases: 2: Highway 6 & Side Road 18





| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 31 | 179 | 113 | 91 | 140 | 951 | 99 | 643 |
| v/c Ratio | 0.14 | 0.44 | 0.68 | 0.26 | 0.26 | 0.39 | 0.30 | 0.33 |
| Control Delay | 26.1 | 9.0 | 48.4 | 9.6 | 5.5 | 5.2 | 14.2 | 10.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 26.1 | 9.0 | 48.4 | 9.6 | 5.5 | 5.2 | 14.2 | 10.1 |
| Queue Length 50th (m) | 3.9 | 1.5 | 15.5 | 1.1 | 5.4 | 22.3 | 7.4 | 25.4 |
| Queue Length 95th (m) | 10.7 | 16.7 | 31.9 | 12.1 | 14.2 | 43.1 | 21.7 | 44.0 |
| Internal Link Dist (m) | | 175.9 | | 80.5 | | 334.6 | | 389.0 |
| Turn Bay Length (m) | | | | | 20.0 | | 20.0 | |
| Base Capacity (vph) | 344 | 532 | 252 | 479 | 555 | 2456 | 326 | 1968 |
| 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 | 0.09 | 0.34 | 0.45 | 0.19 | 0.25 | 0.39 | 0.30 | 0.33 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 29 | 11 | 159 | 104 | 8 | 75 | 133 | 748 | 151 | 91 | 584 | 27 |
| Future Volume (vph) | 29 | 11 | 159 | 104 | 8 | 75 | 133 | 748 | 151 | 91 | 584 | 27 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frt | 1.00 | 0.86 | | 1.00 | 0.86 | | 1.00 | 0.97 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1805 | 1573 | | 1770 | 1611 | | 1736 | 3448 | | 1770 | 3376 | |
| Flt Permitted | 0.70 | 1.00 | | 0.52 | 1.00 | | 0.34 | 1.00 | | 0.30 | 1.00 | |
| Satd. Flow (perm) | 1326 | 1573 | | 972 | 1611 | | 629 | 3448 | | 560 | 3376 | |
| Peak-hour factor, PHF | 0.95 | 0.92 | 0.95 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.92 | 0.95 | 0.95 |
| Adj. Flow (vph) | 31 | 12 | 167 | 113 | 9 | 82 | 140 | 787 | 164 | 99 | 615 | 28 |
| RTOR Reduction (vph) | 0 | 138 | 0 | 0 | 68 | 0 | 0 | 18 | 0 | 0 | 3 | 0 |
| Lane Group Flow (vph) | 31 | 41 | 0 | 113 | 23 | 0 | 140 | 933 | 0 | 99 | 640 | 0 |
| Heavy Vehicles (%) | 0% | 2% | 4% | 2% | 2% | 2% | 4% | 2% | 2% | 2% | 6% | 11% |
| Turn Type | Perm | NA | | Perm | NA | | pm+pt | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 13.0 | 13.0 | | 13.0 | 13.0 | | 54.1 | 54.1 | | 43.8 | 43.8 | |
| Effective Green, g (s) | 13.0 | 13.0 | | 13.0 | 13.0 | | 54.1 | 54.1 | | 43.8 | 43.8 | |
| Actuated g/C Ratio | 0.17 | 0.17 | | 0.17 | 0.17 | | 0.71 | 0.71 | | 0.58 | 0.58 | |
| Clearance Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 226 | 268 | | 166 | 275 | | 531 | 2451 | | 322 | 1943 | |
| v/s Ratio Prot | | 0.03 | | | 0.01 | | 0.02 | c0.27 | | | 0.19 | |
| v/s Ratio Perm | 0.02 | | | c0.12 | | | 0.17 | | | 0.18 | | |
| v/c Ratio | 0.14 | 0.15 | | 0.68 | 0.08 | | 0.26 | 0.38 | | 0.31 | 0.33 | |
| Uniform Delay, d1 | 26.8 | 26.9 | | 29.6 | 26.5 | | 3.9 | 4.4 | | 8.3 | 8.5 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.3 | 0.3 | | 10.9 | 0.1 | | 0.3 | 0.5 | | 2.5 | 0.5 | |
| Delay (s) | 27.1 | 27.1 | | 40.5 | 26.7 | | 4.2 | 4.8 | | 10.8 | 8.9 | |
| Level of Service | C | C | | D | C | | A | A | | B | A | |
| Approach Delay (s) | | 27.1 | | | 34.3 | | | 4.7 | | | 9.2 | |
| Approach LOS | | C | | | C | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 11.0 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.47 | | |
| Actuated Cycle Length (s) | 76.1 | Sum of lost time (s) | 13.5 |
| Intersection Capacity Utilization | 61.7% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 41 | 84 | 77 | 1002 | 749 | 62 |
| Future Volume (vph) | 41 | 84 | 77 | 1002 | 749 | 62 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | 5.0 | 30.0 | | | 0.0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (m) | 7.5 | | 20.0 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 |
| Ped Bike Factor | | | | | | |
| Frt | | 0.850 | | | 0.989 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1805 | 1568 | 1703 | 3505 | 3443 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1805 | 1568 | 1703 | 3505 | 3443 | 0 |
| Link Speed (k/h) | 40 | | | 60 | 60 | |
| Link Distance (m) | 509.0 | | | 92.6 | 58.0 | |
| Travel Time (s) | 45.8 | | | 5.6 | 3.5 | |
| Confl. Peds. (#/hr) | 1 | 2 | 5 | | | 5 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Heavy Vehicles (%) | 0% | 3% | 6% | 3% | 4% | 0% |
| Adj. Flow (vph) | 42 | 87 | 79 | 1033 | 772 | 64 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 42 | 87 | 79 | 1033 | 836 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(m) | 3.6 | | | 3.6 | 3.6 | |
| Link Offset(m) | 0.0 | | | 0.0 | 0.0 | |
| Crosswalk Width(m) | 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 |
| Turning Speed (k/h) | 25 | 15 | 25 | | | 15 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 41.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 41 | 84 | 77 | 1002 | 749 | 62 |
| Future Volume (Veh/h) | 41 | 84 | 77 | 1002 | 749 | 62 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Hourly flow rate (vph) | 42 | 87 | 79 | 1033 | 772 | 64 |
| Pedestrians | 5 | | | 2 | 1 | |
| Lane Width (m) | 3.6 | | | 3.6 | 3.6 | |
| Walking Speed (m/s) | 1.2 | | | 1.2 | 1.2 | |
| Percent Blockage | 0 | | | 0 | 0 | |
| Right turn flare (veh) | | 1 | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | 93 | | |
| pX, platoon unblocked | 0.88 | | | | | |
| vC, conflicting volume | 1484 | 425 | 841 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1282 | 425 | 841 | | | |
| tC, single (s) | 6.8 | 7.0 | 4.2 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.3 | | | |
| p0 queue free % | 67 | 85 | 90 | | | |
| cM capacity (veh/h) | 126 | 572 | 762 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|
| Volume Total | 129 | 79 | 516 | 516 | 515 | 321 |
| Volume Left | 42 | 79 | 0 | 0 | 0 | 0 |
| Volume Right | 87 | 0 | 0 | 0 | 0 | 64 |
| cSH | 326 | 762 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.40 | 0.10 | 0.30 | 0.30 | 0.30 | 0.19 |
| Queue Length 95th (m) | 14.6 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | 23.1 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | C | B | | | | |
| Approach Delay (s) | 23.1 | 0.7 | | | 0.0 | |
| Approach LOS | C | | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.8 | | |
| Intersection Capacity Utilization | 41.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

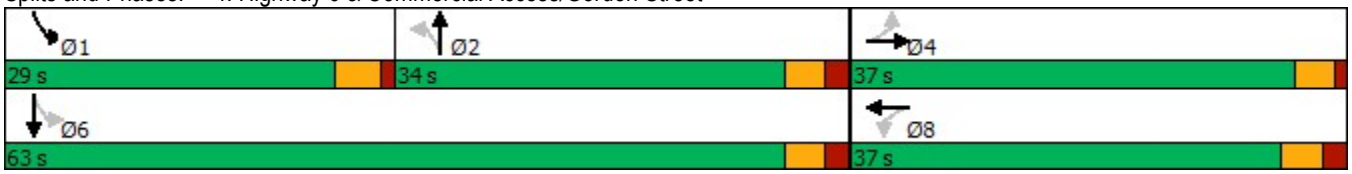
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 25 | 48 | 82 | 107 | 69 | 486 | 85 | 527 | 108 | 320 | 492 | 25 |
| Future Volume (vph) | 25 | 48 | 82 | 107 | 69 | 486 | 85 | 527 | 108 | 320 | 492 | 25 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 20.0 | | 0.0 | 25.0 | | 0.0 | 20.0 | | 0.0 | 15.0 | | 0.0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (m) | 15.0 | | | 55.0 | | | 60.0 | | | 20.0 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | | 0.99 | | 1.00 | 0.96 | | 0.98 | 0.99 | | 0.99 | 1.00 | |
| Frt | | 0.906 | | | 0.869 | | | 0.975 | | | 0.993 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 1680 | 0 | 1787 | 1541 | 0 | 1805 | 3441 | 0 | 1719 | 3542 | 0 |
| Flt Permitted | 0.175 | | | 0.616 | | | 0.444 | | | 0.282 | | |
| Satd. Flow (perm) | 332 | 1680 | 0 | 1156 | 1541 | 0 | 831 | 3441 | 0 | 508 | 3542 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 88 | | | 374 | | | 24 | | | 9 | |
| Link Speed (k/h) | | 50 | | | 50 | | | 60 | | | 60 | |
| Link Distance (m) | | 103.5 | | | 516.0 | | | 310.1 | | | 92.6 | |
| Travel Time (s) | | 7.5 | | | 37.2 | | | 18.6 | | | 5.6 | |
| Confl. Peds. (#/hr) | 22 | | 2 | 2 | | 22 | 12 | | 9 | 9 | | 12 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 0% | 4% | 0% | 1% | 0% | 3% | 0% | 1% | 4% | 5% | 1% | 0% |
| Adj. Flow (vph) | 27 | 52 | 88 | 115 | 74 | 523 | 91 | 567 | 116 | 344 | 529 | 27 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 27 | 140 | 0 | 115 | 597 | 0 | 91 | 683 | 0 | 344 | 556 | 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 | |

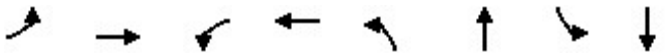
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 2 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 23.0 | 23.0 | | 23.0 | 23.0 | | 9.5 | 23.0 | |
| Total Split (s) | 37.0 | 37.0 | | 37.0 | 37.0 | | 34.0 | 34.0 | | 29.0 | 63.0 | |
| Total Split (%) | 37.0% | 37.0% | | 37.0% | 37.0% | | 34.0% | 34.0% | | 29.0% | 63.0% | |
| Maximum Green (s) | 33.0 | 33.0 | | 32.0 | 32.0 | | 29.0 | 29.0 | | 24.5 | 58.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.5 | 3.0 | |
| All-Red Time (s) | 1.0 | 1.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 1.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 4.5 | 5.0 | |
| Lead/Lag | | | | | | | Lag | Lag | | Lead | | |
| 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 | None | None | | None | None | | Max | Max | | None | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | | 0 | |
| Act Effct Green (s) | 22.9 | 22.9 | | 21.9 | 21.9 | | 39.2 | 39.2 | | 59.1 | 58.6 | |
| Actuated g/C Ratio | 0.25 | 0.25 | | 0.24 | 0.24 | | 0.43 | 0.43 | | 0.65 | 0.65 | |
| v/c Ratio | 0.33 | 0.29 | | 0.41 | 0.91 | | 0.25 | 0.46 | | 0.65 | 0.24 | |
| Control Delay | 37.1 | 12.1 | | 32.3 | 31.2 | | 25.4 | 22.3 | | 14.8 | 8.2 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 37.1 | 12.1 | | 32.3 | 31.2 | | 25.4 | 22.3 | | 14.8 | 8.2 | |
| LOS | D | B | | C | C | | C | C | | B | A | |
| Approach Delay | | 16.1 | | | 31.4 | | | 22.7 | | | 10.7 | |
| Approach LOS | | B | | | C | | | C | | | B | |

**Intersection Summary**

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 90.6
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 20.5 Intersection LOS: C
Intersection Capacity Utilization 90.9% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 4: Highway 6 & Commercial Access/Gordon Street





| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 27 | 140 | 115 | 597 | 91 | 683 | 344 | 556 |
| v/c Ratio | 0.33 | 0.29 | 0.41 | 0.91 | 0.25 | 0.46 | 0.65 | 0.24 |
| Control Delay | 37.1 | 12.1 | 32.3 | 31.2 | 25.4 | 22.3 | 14.8 | 8.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 37.1 | 12.1 | 32.3 | 31.2 | 25.4 | 22.3 | 14.8 | 8.2 |
| Queue Length 50th (m) | 4.0 | 7.3 | 17.6 | 42.0 | 10.6 | 44.5 | 26.4 | 21.2 |
| Queue Length 95th (m) | 12.1 | 21.2 | 33.1 | #95.8 | 30.2 | 82.8 | 51.7 | 36.7 |
| Internal Link Dist (m) | | 79.5 | | 492.0 | | 286.1 | | 68.6 |
| Turn Bay Length (m) | 20.0 | | 25.0 | | 20.0 | | 15.0 | |
| Base Capacity (vph) | 122 | 673 | 412 | 790 | 359 | 1501 | 662 | 2294 |
| 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 | 0.22 | 0.21 | 0.28 | 0.76 | 0.25 | 0.46 | 0.52 | 0.24 |

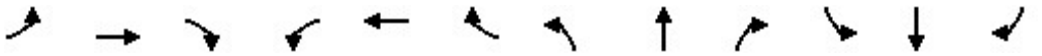
Intersection Summary

# 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) | 25 | 48 | 82 | 107 | 69 | 486 | 85 | 527 | 108 | 320 | 492 | 25 |
| Future Volume (vph) | 25 | 48 | 82 | 107 | 69 | 486 | 85 | 527 | 108 | 320 | 492 | 25 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 4.5 | 5.0 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 0.96 | | 1.00 | 0.99 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.99 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.91 | | 1.00 | 0.87 | | 1.00 | 0.97 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1805 | 1680 | | 1783 | 1545 | | 1780 | 3441 | | 1717 | 3541 | |
| Flt Permitted | 0.17 | 1.00 | | 0.62 | 1.00 | | 0.44 | 1.00 | | 0.28 | 1.00 | |
| Satd. Flow (perm) | 332 | 1680 | | 1156 | 1545 | | 831 | 3441 | | 509 | 3541 | |
| Peak-hour factor, PHF | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Adj. Flow (vph) | 27 | 52 | 88 | 115 | 74 | 523 | 91 | 567 | 116 | 344 | 529 | 27 |
| RTOR Reduction (vph) | 0 | 66 | 0 | 0 | 283 | 0 | 0 | 14 | 0 | 0 | 3 | 0 |
| Lane Group Flow (vph) | 27 | 74 | 0 | 115 | 314 | 0 | 91 | 669 | 0 | 344 | 553 | 0 |
| Confl. Peds. (#/hr) | 22 | | 2 | 2 | | 22 | 12 | | 9 | 9 | | 12 |
| Heavy Vehicles (%) | 0% | 4% | 0% | 1% | 0% | 3% | 0% | 1% | 4% | 5% | 1% | 0% |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 22.9 | 22.9 | | 21.9 | 21.9 | | 39.2 | 39.2 | | 58.6 | 58.6 | |
| Effective Green, g (s) | 22.9 | 22.9 | | 21.9 | 21.9 | | 39.2 | 39.2 | | 58.6 | 58.6 | |
| Actuated g/C Ratio | 0.25 | 0.25 | | 0.24 | 0.24 | | 0.43 | 0.43 | | 0.65 | 0.65 | |
| Clearance Time (s) | 4.0 | 4.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 4.5 | 5.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 84 | 425 | | 279 | 373 | | 359 | 1490 | | 528 | 2292 | |
| v/s Ratio Prot | | 0.04 | | | c0.20 | | | 0.19 | | c0.11 | 0.16 | |
| v/s Ratio Perm | 0.08 | | | 0.10 | | | 0.11 | | | c0.31 | | |
| v/c Ratio | 0.32 | 0.17 | | 0.41 | 0.84 | | 0.25 | 0.45 | | 0.65 | 0.24 | |
| Uniform Delay, d1 | 27.5 | 26.4 | | 28.9 | 32.6 | | 16.3 | 18.1 | | 8.7 | 6.7 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 2.2 | 0.2 | | 1.0 | 15.5 | | 1.7 | 1.0 | | 2.9 | 0.2 | |
| Delay (s) | 29.7 | 26.6 | | 29.9 | 48.2 | | 18.0 | 19.0 | | 11.5 | 6.9 | |
| Level of Service | C | C | | C | D | | B | B | | B | A | |
| Approach Delay (s) | | 27.1 | | | 45.2 | | | 18.9 | | | 8.7 | |
| Approach LOS | | C | | | D | | | B | | | A | |

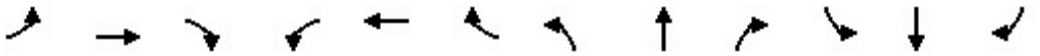
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 23.2 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.73 | | |
| Actuated Cycle Length (s) | 90.5 | Sum of lost time (s) | 14.5 |
| Intersection Capacity Utilization | 90.9% | ICU Level of Service | E |
| 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) | 29 | 48 | 58 | 50 | 68 | 58 | 109 | 122 | 40 | 56 | 138 | 51 |
| Future Volume (vph) | 29 | 48 | 58 | 50 | 68 | 58 | 109 | 122 | 40 | 56 | 138 | 51 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| 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 | | | | | | | | | | | | |
| Frt | | 0.942 | | | 0.956 | | | 0.980 | | | 0.972 | |
| Flt Protected | | 0.989 | | | 0.986 | | | 0.980 | | | 0.989 | |
| Satd. Flow (prot) | 0 | 1729 | 0 | 0 | 1750 | 0 | 0 | 1809 | 0 | 0 | 1769 | 0 |
| Flt Permitted | | 0.989 | | | 0.986 | | | 0.980 | | | 0.989 | |
| Satd. Flow (perm) | 0 | 1729 | 0 | 0 | 1750 | 0 | 0 | 1809 | 0 | 0 | 1769 | 0 |
| Link Speed (k/h) | | 50 | | | 40 | | | 50 | | | 50 | |
| Link Distance (m) | | 271.3 | | | 214.7 | | | 599.2 | | | 318.8 | |
| Travel Time (s) | | 19.5 | | | 19.3 | | | 43.1 | | | 23.0 | |
| Confl. Peds. (#/hr) | 1 | | 6 | 6 | | 1 | 1 | | 3 | 3 | | 1 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 7% | 0% | 2% | 0% | 6% | 0% | 1% | 1% | 0% | 0% | 1% | 13% |
| Adj. Flow (vph) | 30 | 50 | 60 | 52 | 71 | 60 | 114 | 127 | 42 | 58 | 144 | 53 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 140 | 0 | 0 | 183 | 0 | 0 | 283 | 0 | 0 | 255 | 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) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| 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 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

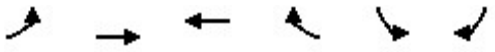
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 47.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 29 | 48 | 58 | 50 | 68 | 58 | 109 | 122 | 40 | 56 | 138 | 51 |
| Future Volume (Veh/h) | 29 | 48 | 58 | 50 | 68 | 58 | 109 | 122 | 40 | 56 | 138 | 51 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Hourly flow rate (vph) | 30 | 50 | 60 | 52 | 71 | 60 | 114 | 127 | 42 | 58 | 144 | 53 |
| Pedestrians | | 1 | | | 3 | | | 6 | | | 1 | |
| Lane Width (m) | | 3.6 | | | 3.6 | | | 3.6 | | | 3.6 | |
| Walking Speed (m/s) | | 1.2 | | | 1.2 | | | 1.2 | | | 1.2 | |
| Percent Blockage | | 0 | | | 0 | | | 1 | | | 0 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 760 | 688 | 178 | 756 | 693 | 152 | 198 | | | 172 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 760 | 688 | 178 | 756 | 693 | 152 | 198 | | | 172 | | |
| tC, single (s) | 7.2 | 6.5 | 6.2 | 7.1 | 6.6 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.6 | 4.0 | 3.3 | 3.5 | 4.1 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 86 | 85 | 93 | 78 | 78 | 93 | 92 | | | 96 | | |
| cM capacity (veh/h) | 222 | 326 | 860 | 242 | 317 | 897 | 1379 | | | 1414 | | |

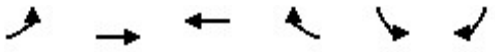
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 140 | 183 | 283 | 255 |
| Volume Left | 30 | 52 | 114 | 58 |
| Volume Right | 60 | 60 | 42 | 53 |
| cSH | 391 | 362 | 1379 | 1414 |
| Volume to Capacity | 0.36 | 0.51 | 0.08 | 0.04 |
| Queue Length 95th (m) | 12.8 | 21.9 | 2.2 | 1.0 |
| Control Delay (s) | 19.3 | 24.7 | 3.6 | 2.0 |
| Lane LOS | C | C | A | A |
| Approach Delay (s) | 19.3 | 24.7 | 3.6 | 2.0 |
| Approach LOS | C | C | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 10.2 | | | |
| Intersection Capacity Utilization | 47.2% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 16 | 150 | 162 | 8 | 6 | 52 |
| Future Volume (vph) | 16 | 150 | 162 | 8 | 6 | 52 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.994 | | 0.879 | |
| Flt Protected | | 0.995 | | | 0.995 | |
| Satd. Flow (prot) | 0 | 1808 | 1742 | 0 | 1553 | 0 |
| Flt Permitted | | 0.995 | | | 0.995 | |
| Satd. Flow (perm) | 0 | 1808 | 1742 | 0 | 1553 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 214.7 | 596.4 | | 242.8 | |
| Travel Time (s) | | 19.3 | 53.7 | | 17.5 | |
| Confl. Peds. (#/hr) | | | | | 9 | 1 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Heavy Vehicles (%) | 19% | 3% | 7% | 38% | 33% | 4% |
| Adj. Flow (vph) | 19 | 176 | 191 | 9 | 7 | 61 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 195 | 200 | 0 | 68 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 0.0 | 0.0 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

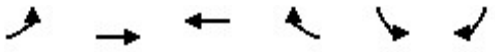
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 31.8% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 16 | 150 | 162 | 8 | 6 | 52 |
| Future Volume (Veh/h) | 16 | 150 | 162 | 8 | 6 | 52 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 19 | 176 | 191 | 9 | 7 | 61 |
| Pedestrians | | 1 | 9 | | | |
| Lane Width (m) | | 3.6 | 3.6 | | | |
| Walking Speed (m/s) | | 1.2 | 1.2 | | | |
| Percent Blockage | | 0 | 1 | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 200 | | | | 418 | 196 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 200 | | | | 418 | 196 |
| tC, single (s) | 4.3 | | | | 6.7 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.4 | | | | 3.8 | 3.3 |
| p0 queue free % | 99 | | | | 99 | 93 |
| cM capacity (veh/h) | 1277 | | | | 524 | 839 |

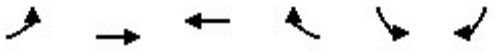
| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 195 | 200 | 68 |
| Volume Left | 19 | 0 | 7 |
| Volume Right | 0 | 9 | 61 |
| cSH | 1277 | 1700 | 790 |
| Volume to Capacity | 0.01 | 0.12 | 0.09 |
| Queue Length 95th (m) | 0.4 | 0.0 | 2.3 |
| Control Delay (s) | 0.9 | 0.0 | 10.0 |
| Lane LOS | A | | A |
| Approach Delay (s) | 0.9 | 0.0 | 10.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.8 | | |
| Intersection Capacity Utilization | 31.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 6 | 146 | 168 | 45 | 45 | 7 |
| Future Volume (vph) | 6 | 146 | 168 | 45 | 45 | 7 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.972 | | 0.982 | |
| Flt Protected | | 0.998 | | | 0.959 | |
| Satd. Flow (prot) | 0 | 1896 | 1832 | 0 | 1784 | 0 |
| Flt Permitted | | 0.998 | | | 0.959 | |
| Satd. Flow (perm) | 0 | 1896 | 1832 | 0 | 1784 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 596.4 | 199.9 | | 240.0 | |
| Travel Time (s) | | 53.7 | 18.0 | | 17.3 | |
| Confl. Peds. (#/hr) | 1 | | | 1 | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles (%) | 0% | 0% | 1% | 0% | 0% | 2% |
| Adj. Flow (vph) | 7 | 166 | 191 | 51 | 51 | 8 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 173 | 242 | 0 | 59 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 0.0 | 0.0 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

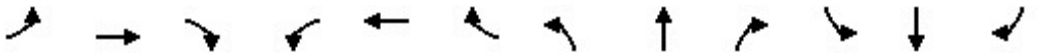
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 22.5% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 6 | 146 | 168 | 45 | 45 | 7 |
| Future Volume (Veh/h) | 6 | 146 | 168 | 45 | 45 | 7 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 7 | 166 | 191 | 51 | 51 | 8 |
| Pedestrians | | | | | 1 | |
| Lane Width (m) | | | | | 3.6 | |
| Walking Speed (m/s) | | | | | 1.2 | |
| Percent Blockage | | | | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | 200 | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 243 | | | | 398 | 218 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 243 | | | | 398 | 218 |
| 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 | | | | 92 | 99 |
| cM capacity (veh/h) | 1334 | | | | 608 | 822 |

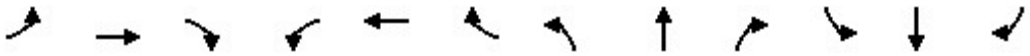
| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 173 | 242 | 59 |
| Volume Left | 7 | 0 | 51 |
| Volume Right | 0 | 51 | 8 |
| cSH | 1334 | 1700 | 630 |
| Volume to Capacity | 0.01 | 0.14 | 0.09 |
| Queue Length 95th (m) | 0.1 | 0.0 | 2.5 |
| Control Delay (s) | 0.4 | 0.0 | 11.3 |
| Lane LOS | A | | B |
| Approach Delay (s) | 0.4 | 0.0 | 11.3 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.5 | | |
| Intersection Capacity Utilization | 22.5% | 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) | 0 | 15 | 4 | 7 | 9 | 0 | 2 | 0 | 7 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 15 | 4 | 7 | 9 | 0 | 2 | 0 | 7 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| 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 | | | | | | | | | | | | |
| Frt | | 0.972 | | | | | | 0.899 | | | | |
| Flt Protected | | | | | 0.978 | | | 0.988 | | | | |
| Satd. Flow (prot) | 0 | 1847 | 0 | 0 | 1858 | 0 | 0 | 1688 | 0 | 0 | 1900 | 0 |
| Flt Permitted | | | | | 0.978 | | | 0.988 | | | | |
| Satd. Flow (perm) | 0 | 1847 | 0 | 0 | 1858 | 0 | 0 | 1688 | 0 | 0 | 1900 | 0 |
| Link Speed (k/h) | | 50 | | | 50 | | | 50 | | | 50 | |
| Link Distance (m) | | 156.5 | | | 142.7 | | | 88.1 | | | 94.9 | |
| Travel Time (s) | | 11.3 | | | 10.3 | | | 6.3 | | | 6.8 | |
| Confl. Peds. (#/hr) | | | 17 | 17 | | | | | 2 | 2 | | |
| Peak Hour Factor | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 0 | 19 | 5 | 9 | 11 | 0 | 3 | 0 | 9 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 24 | 0 | 0 | 20 | 0 | 0 | 12 | 0 | 0 | 0 | 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) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| 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 |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |

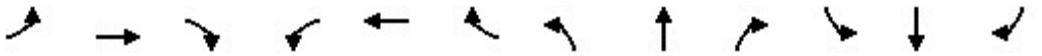
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 18.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Traffic Volume (vph) | 0 | 15 | 4 | 7 | 9 | 0 | 2 | 0 | 7 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 15 | 4 | 7 | 9 | 0 | 2 | 0 | 7 | 0 | 0 | 0 |
| Peak Hour Factor | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 |
| Hourly flow rate (vph) | 0 | 19 | 5 | 9 | 11 | 0 | 3 | 0 | 9 | 0 | 0 | 0 |

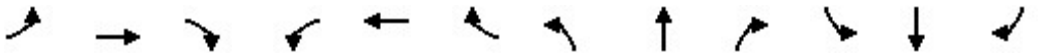
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 24 | 20 | 12 | 0 |
| Volume Left (vph) | 0 | 9 | 3 | 0 |
| Volume Right (vph) | 5 | 0 | 9 | 0 |
| Hadj (s) | -0.13 | 0.09 | -0.40 | 0.00 |
| Departure Headway (s) | 3.8 | 4.0 | 3.6 | 4.0 |
| Degree Utilization, x | 0.03 | 0.02 | 0.01 | 0.00 |
| Capacity (veh/h) | 932 | 884 | 987 | 900 |
| Control Delay (s) | 6.9 | 7.1 | 6.6 | 7.0 |
| Approach Delay (s) | 6.9 | 7.1 | 6.6 | 0.0 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 6.9 | | | |
| Level of Service | A | | | |
| Intersection Capacity Utilization | 18.3% | 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) | 30 | 0 | 114 | 0 | 0 | 0 | 169 | 380 | 0 | 0 | 447 | 46 |
| Future Volume (vph) | 30 | 0 | 114 | 0 | 0 | 0 | 169 | 380 | 0 | 0 | 447 | 46 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | | 5.0 | 0.0 | | 0.0 | 115.0 | | 0.0 | 0.0 | | 0.0 |
| Storage Lanes | 0 | | 1 | 0 | | 0 | 1 | | 0 | 0 | | 0 |
| Taper Length (m) | 7.5 | | | 7.5 | | | 95.0 | | | 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 | | | | | | | | | | | | |
| Frt | | | 0.850 | | | | | | | | 0.987 | |
| Flt Protected | | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 1612 | 1495 | 0 | 1900 | 0 | 1641 | 1776 | 0 | 0 | 1759 | 0 |
| Flt Permitted | | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (perm) | 0 | 1612 | 1495 | 0 | 1900 | 0 | 1641 | 1776 | 0 | 0 | 1759 | 0 |
| Link Speed (k/h) | | 40 | | | 40 | | | 80 | | | 80 | |
| Link Distance (m) | | 689.6 | | | 121.8 | | | 406.3 | | | 149.7 | |
| Travel Time (s) | | 62.1 | | | 11.0 | | | 18.3 | | | 6.7 | |
| Confl. Peds. (#/hr) | 2 | | | | | 2 | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 12% | 0% | 8% | 0% | 0% | 0% | 10% | 7% | 0% | 0% | 7% | 3% |
| Adj. Flow (vph) | 33 | 0 | 124 | 0 | 0 | 0 | 184 | 413 | 0 | 0 | 486 | 50 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 33 | 124 | 0 | 0 | 0 | 184 | 413 | 0 | 0 | 536 | 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) | | 0.0 | | | 0.0 | | | 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 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 60.3% | | 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) | 30 | 0 | 114 | 0 | 0 | 0 | 169 | 380 | 0 | 0 | 447 | 46 |
| Future Volume (Veh/h) | 30 | 0 | 114 | 0 | 0 | 0 | 169 | 380 | 0 | 0 | 447 | 46 |
| 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) | 33 | 0 | 124 | 0 | 0 | 0 | 184 | 413 | 0 | 0 | 486 | 50 |
| Pedestrians | | | | | | | | | | | 2 | |
| Lane Width (m) | | | | | | | | | | | 3.6 | |
| Walking Speed (m/s) | | | | | | | | | | | 1.2 | |
| Percent Blockage | | | | | | | | | | | 0 | |
| Right turn flare (veh) | | | 1 | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1294 | 1292 | 511 | 1354 | 1317 | 415 | 536 | | | 413 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1294 | 1292 | 511 | 1354 | 1317 | 415 | 536 | | | 413 | | |
| tC, single (s) | 7.2 | 6.5 | 6.3 | 7.1 | 6.5 | 6.2 | 4.2 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.6 | 4.0 | 3.4 | 3.5 | 4.0 | 3.3 | 2.3 | | | 2.2 | | |
| p0 queue free % | 71 | 100 | 77 | 100 | 100 | 100 | 81 | | | 100 | | |
| cM capacity (veh/h) | 114 | 134 | 551 | 85 | 129 | 641 | 993 | | | 1157 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 157 | 0 | 184 | 413 | 536 |
| Volume Left | 33 | 0 | 184 | 0 | 0 |
| Volume Right | 124 | 0 | 0 | 0 | 50 |
| cSH | 541 | 1700 | 993 | 1700 | 1157 |
| Volume to Capacity | 0.29 | 0.00 | 0.19 | 0.24 | 0.00 |
| Queue Length 95th (m) | 9.6 | 0.0 | 5.4 | 0.0 | 0.0 |
| Control Delay (s) | 20.9 | 0.0 | 9.4 | 0.0 | 0.0 |
| Lane LOS | C | A | A | | |
| Approach Delay (s) | 20.9 | 0.0 | 2.9 | | 0.0 |
| Approach LOS | C | A | | | |

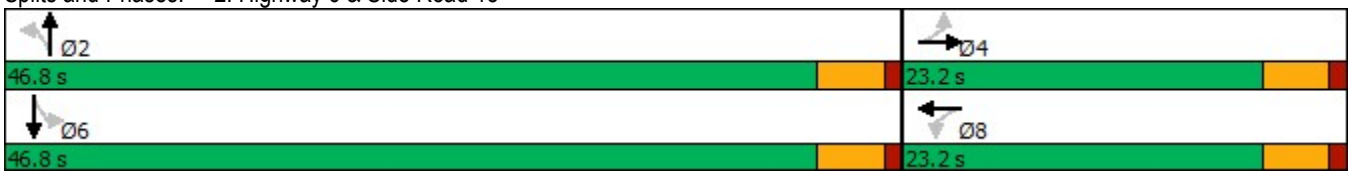
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.9 | | | |
| Intersection Capacity Utilization | 60.3% | ICU Level of Service | | B |
| Analysis Period (min) | 15 | | | |

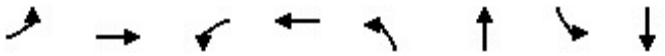
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 18 | 5 | 220 | 115 | 9 | 133 | 137 | 553 | 53 | 47 | 834 | 27 |
| Future Volume (vph) | 18 | 5 | 220 | 115 | 9 | 133 | 137 | 553 | 53 | 47 | 834 | 27 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | | 0.0 | 0.0 | | 0.0 | 20.0 | | 0.0 | 20.0 | | 0.0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 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 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.853 | | | 0.860 | | | 0.986 | | | 0.995 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 1559 | 0 | 1770 | 1602 | 0 | 1656 | 3313 | 0 | 1770 | 3383 | 0 |
| Flt Permitted | 0.638 | | | 0.460 | | | 0.293 | | | 0.406 | | |
| Satd. Flow (perm) | 1212 | 1559 | 0 | 857 | 1602 | 0 | 511 | 3313 | 0 | 756 | 3383 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 165 | | | 145 | | | 27 | | | 8 | |
| Link Speed (k/h) | | 40 | | | 50 | | | 60 | | | 60 | |
| Link Distance (m) | | 199.9 | | | 104.5 | | | 358.6 | | | 413.0 | |
| Travel Time (s) | | 18.0 | | | 7.5 | | | 21.5 | | | 24.8 | |
| Peak Hour Factor | 0.96 | 0.92 | 0.96 | 0.92 | 0.92 | 0.92 | 0.96 | 0.96 | 0.92 | 0.92 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 0% | 2% | 4% | 2% | 2% | 2% | 9% | 8% | 2% | 2% | 6% | 12% |
| Adj. Flow (vph) | 19 | 5 | 229 | 125 | 10 | 145 | 143 | 576 | 58 | 51 | 869 | 28 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 19 | 234 | 0 | 125 | 155 | 0 | 143 | 634 | 0 | 51 | 897 | 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 | | | | | | | | Yes | | | | |
| 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 | |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 23.2 | 23.2 | | 23.2 | 23.2 | | 46.8 | 46.8 | | 46.8 | 46.8 | |
| Total Split (%) | 33.1% | 33.1% | | 33.1% | 33.1% | | 66.9% | 66.9% | | 66.9% | 66.9% | |
| Maximum Green (s) | 18.7 | 18.7 | | 18.7 | 18.7 | | 42.3 | 42.3 | | 42.3 | 42.3 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | Max | Max | | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | 13.2 | 13.2 | | 13.2 | 13.2 | | 43.2 | 43.2 | | 43.2 | 43.2 | |
| Actuated g/C Ratio | 0.20 | 0.20 | | 0.20 | 0.20 | | 0.66 | 0.66 | | 0.66 | 0.66 | |
| v/c Ratio | 0.08 | 0.53 | | 0.73 | 0.35 | | 0.42 | 0.29 | | 0.10 | 0.40 | |
| Control Delay | 20.6 | 12.1 | | 47.8 | 7.3 | | 11.5 | 5.5 | | 5.9 | 6.4 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 20.6 | 12.1 | | 47.8 | 7.3 | | 11.5 | 5.5 | | 5.9 | 6.4 | |
| LOS | C | B | | D | A | | B | A | | A | A | |
| Approach Delay | | 12.8 | | | 25.4 | | | 6.6 | | | 6.3 | |
| Approach LOS | | B | | | C | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 70 | | | |
| Actuated Cycle Length: 65.4 | | | |
| Natural Cycle: 60 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 0.73 | | | |
| Intersection Signal Delay: 9.5 | | Intersection LOS: A | |
| Intersection Capacity Utilization 66.8% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 2: Highway 6 & Side Road 18

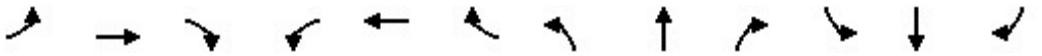




| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 19 | 234 | 125 | 155 | 143 | 634 | 51 | 897 |
| v/c Ratio | 0.08 | 0.53 | 0.73 | 0.35 | 0.42 | 0.29 | 0.10 | 0.40 |
| Control Delay | 20.6 | 12.1 | 47.8 | 7.3 | 11.5 | 5.5 | 5.9 | 6.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 20.6 | 12.1 | 47.8 | 7.3 | 11.5 | 5.5 | 5.9 | 6.4 |
| Queue Length 50th (m) | 2.0 | 7.3 | 14.8 | 1.0 | 7.3 | 14.4 | 2.0 | 23.4 |
| Queue Length 95th (m) | 6.7 | 24.7 | #32.3 | 13.9 | 24.8 | 27.3 | 7.1 | 42.4 |
| Internal Link Dist (m) | | 175.9 | | 80.5 | | 334.6 | | 389.0 |
| Turn Bay Length (m) | | | | | 20.0 | | 20.0 | |
| Base Capacity (vph) | 347 | 564 | 245 | 562 | 337 | 2197 | 499 | 2237 |
| 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 | 0.05 | 0.41 | 0.51 | 0.28 | 0.42 | 0.29 | 0.10 | 0.40 |

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) | 18 | 5 | 220 | 115 | 9 | 133 | 137 | 553 | 53 | 47 | 834 | 27 |
| Future Volume (vph) | 18 | 5 | 220 | 115 | 9 | 133 | 137 | 553 | 53 | 47 | 834 | 27 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frt | 1.00 | 0.85 | | 1.00 | 0.86 | | 1.00 | 0.99 | | 1.00 | 1.00 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1805 | 1559 | | 1770 | 1601 | | 1656 | 3314 | | 1770 | 3384 | |
| Flt Permitted | 0.64 | 1.00 | | 0.46 | 1.00 | | 0.29 | 1.00 | | 0.41 | 1.00 | |
| Satd. Flow (perm) | 1212 | 1559 | | 856 | 1601 | | 510 | 3314 | | 756 | 3384 | |
| Peak-hour factor, PHF | 0.96 | 0.92 | 0.96 | 0.92 | 0.92 | 0.92 | 0.96 | 0.96 | 0.92 | 0.92 | 0.96 | 0.96 |
| Adj. Flow (vph) | 19 | 5 | 229 | 125 | 10 | 145 | 143 | 576 | 58 | 51 | 869 | 28 |
| RTOR Reduction (vph) | 0 | 132 | 0 | 0 | 116 | 0 | 0 | 9 | 0 | 0 | 3 | 0 |
| Lane Group Flow (vph) | 19 | 102 | 0 | 125 | 39 | 0 | 143 | 625 | 0 | 51 | 894 | 0 |
| Heavy Vehicles (%) | 0% | 2% | 4% | 2% | 2% | 2% | 9% | 8% | 2% | 2% | 6% | 12% |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 13.2 | 13.2 | | 13.2 | 13.2 | | 43.2 | 43.2 | | 43.2 | 43.2 | |
| Effective Green, g (s) | 13.2 | 13.2 | | 13.2 | 13.2 | | 43.2 | 43.2 | | 43.2 | 43.2 | |
| Actuated g/C Ratio | 0.20 | 0.20 | | 0.20 | 0.20 | | 0.66 | 0.66 | | 0.66 | 0.66 | |
| Clearance Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 244 | 314 | | 172 | 323 | | 336 | 2189 | | 499 | 2235 | |
| v/s Ratio Prot | | 0.07 | | | 0.02 | | | 0.19 | | | 0.26 | |
| v/s Ratio Perm | 0.02 | | | c0.15 | | | c0.28 | | | 0.07 | | |
| v/c Ratio | 0.08 | 0.33 | | 0.73 | 0.12 | | 0.43 | 0.29 | | 0.10 | 0.40 | |
| Uniform Delay, d1 | 21.2 | 22.3 | | 24.4 | 21.4 | | 5.2 | 4.6 | | 4.0 | 5.1 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.1 | 0.6 | | 14.2 | 0.2 | | 3.9 | 0.3 | | 0.4 | 0.5 | |
| Delay (s) | 21.3 | 22.9 | | 38.6 | 21.5 | | 9.2 | 5.0 | | 4.5 | 5.7 | |
| Level of Service | C | C | | D | C | | A | A | | A | A | |
| Approach Delay (s) | | 22.8 | | | 29.1 | | | 5.7 | | | 5.6 | |
| Approach LOS | | C | | | C | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 10.5 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.49 | | |
| Actuated Cycle Length (s) | 65.4 | Sum of lost time (s) | 9.0 |
| Intersection Capacity Utilization | 66.8% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 21 | 59 | 60 | 682 | 1137 | 46 |
| Future Volume (vph) | 21 | 59 | 60 | 682 | 1137 | 46 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | 5.0 | 30.0 | | | 0.0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (m) | 7.5 | | 20.0 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 |
| Ped Bike Factor | | | | | | |
| Frt | | 0.850 | | | 0.994 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1671 | 1380 | 1671 | 3343 | 3339 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1671 | 1380 | 1671 | 3343 | 3339 | 0 |
| Link Speed (k/h) | 40 | | | 60 | 60 | |
| Link Distance (m) | 509.0 | | | 92.6 | 58.0 | |
| Travel Time (s) | 45.8 | | | 5.6 | 3.5 | |
| Confl. Peds. (#/hr) | 3 | 1 | 3 | | | 3 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles (%) | 8% | 17% | 8% | 8% | 7% | 19% |
| Adj. Flow (vph) | 23 | 65 | 66 | 749 | 1249 | 51 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 23 | 65 | 66 | 749 | 1300 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(m) | 3.6 | | | 3.6 | 3.6 | |
| Link Offset(m) | 0.0 | | | 0.0 | 0.0 | |
| Crosswalk Width(m) | 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 |
| Turning Speed (k/h) | 25 | 15 | 25 | | | 15 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 49.9% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 21 | 59 | 60 | 682 | 1137 | 46 |
| Future Volume (Veh/h) | 21 | 59 | 60 | 682 | 1137 | 46 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Hourly flow rate (vph) | 23 | 65 | 66 | 749 | 1249 | 51 |
| Pedestrians | 3 | | | 1 | 3 | |
| Lane Width (m) | 3.6 | | | 3.6 | 3.6 | |
| Walking Speed (m/s) | 1.2 | | | 1.2 | 1.2 | |
| Percent Blockage | 0 | | | 0 | 0 | |
| Right turn flare (veh) | | 1 | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | 93 | | |
| pX, platoon unblocked | 0.99 | | | | | |
| vC, conflicting volume | 1787 | 654 | 1303 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1772 | 654 | 1303 | | | |
| tC, single (s) | 7.0 | 7.2 | 4.3 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.5 | 2.3 | | | |
| p0 queue free % | 61 | 83 | 87 | | | |
| cM capacity (veh/h) | 59 | 374 | 495 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|
| Volume Total | 88 | 66 | 374 | 374 | 833 | 467 |
| Volume Left | 23 | 66 | 0 | 0 | 0 | 0 |
| Volume Right | 65 | 0 | 0 | 0 | 0 | 51 |
| cSH | 192 | 495 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.46 | 0.13 | 0.22 | 0.22 | 0.49 | 0.27 |
| Queue Length 95th (m) | 17.4 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | 38.8 | 13.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | E | B | | | | |
| Approach Delay (s) | 38.8 | 1.1 | | | 0.0 | |
| Approach LOS | E | | | | | |

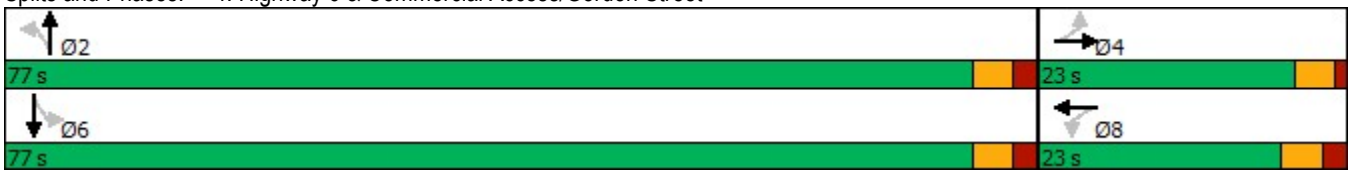
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.0 | | |
| Intersection Capacity Utilization | 49.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

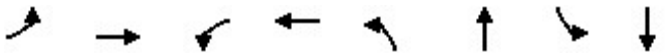
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 5 | 8 | 25 | 95 | 12 | 348 | 20 | 381 | 88 | 510 | 672 | 10 |
| Future Volume (vph) | 5 | 8 | 25 | 95 | 12 | 348 | 20 | 381 | 88 | 510 | 672 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 20.0 | | 0.0 | 25.0 | | 0.0 | 20.0 | | 0.0 | 15.0 | | 0.0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (m) | 15.0 | | | 55.0 | | | 60.0 | | | 20.0 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | 1.00 | 0.99 | | 0.99 | 0.99 | | 0.99 | 0.99 | | 0.99 | 1.00 | |
| Frt | | 0.886 | | | 0.855 | | | 0.972 | | | 0.998 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 1610 | 0 | 1656 | 1397 | 0 | 1641 | 3319 | 0 | 1656 | 3399 | 0 |
| Flt Permitted | 0.286 | | | 0.732 | | | 0.346 | | | 0.451 | | |
| Satd. Flow (perm) | 543 | 1610 | 0 | 1268 | 1397 | 0 | 593 | 3319 | 0 | 779 | 3399 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 29 | | | 400 | | | 71 | | | 4 | |
| Link Speed (k/h) | | 50 | | | 50 | | | 60 | | | 60 | |
| Link Distance (m) | | 103.5 | | | 516.0 | | | 310.1 | | | 92.6 | |
| Travel Time (s) | | 7.5 | | | 37.2 | | | 18.6 | | | 5.6 | |
| Confl. Peds. (#/hr) | 1 | | 4 | 4 | | 1 | 9 | | 7 | 7 | | 9 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Heavy Vehicles (%) | 0% | 0% | 4% | 9% | 8% | 15% | 10% | 4% | 9% | 9% | 6% | 0% |
| Adj. Flow (vph) | 6 | 9 | 29 | 109 | 14 | 400 | 23 | 438 | 101 | 586 | 772 | 11 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 6 | 38 | 0 | 109 | 414 | 0 | 23 | 539 | 0 | 586 | 783 | 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 | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 23.0 | 23.0 | | 23.0 | 23.0 | | 23.0 | 23.0 | |
| Total Split (s) | 23.0 | 23.0 | | 23.0 | 23.0 | | 77.0 | 77.0 | | 77.0 | 77.0 | |
| Total Split (%) | 23.0% | 23.0% | | 23.0% | 23.0% | | 77.0% | 77.0% | | 77.0% | 77.0% | |
| Maximum Green (s) | 19.0 | 19.0 | | 18.0 | 18.0 | | 72.0 | 72.0 | | 72.0 | 72.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 1.0 | 1.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | Max | Max | | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | 14.0 | 14.0 | | 13.0 | 13.0 | | 72.1 | 72.1 | | 72.1 | 72.1 | |
| Actuated g/C Ratio | 0.15 | 0.15 | | 0.14 | 0.14 | | 0.76 | 0.76 | | 0.76 | 0.76 | |
| v/c Ratio | 0.07 | 0.15 | | 0.63 | 0.77 | | 0.05 | 0.21 | | 0.99 | 0.30 | |
| Control Delay | 36.2 | 17.3 | | 55.0 | 15.4 | | 4.0 | 3.4 | | 50.9 | 4.3 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 36.2 | 17.3 | | 55.0 | 15.4 | | 4.0 | 3.4 | | 50.9 | 4.3 | |
| LOS | D | B | | E | B | | A | A | | D | A | |
| Approach Delay | | 19.9 | | | 23.6 | | | 3.4 | | | 24.3 | |
| Approach LOS | | B | | | C | | | A | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 95.1 | | | |
| Natural Cycle: 110 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 0.99 | | | |
| Intersection Signal Delay: 19.4 | | Intersection LOS: B | |
| Intersection Capacity Utilization 78.0% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 4: Highway 6 & Commercial Access/Gordon Street

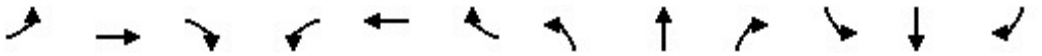




| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 6 | 38 | 109 | 414 | 23 | 539 | 586 | 783 |
| v/c Ratio | 0.07 | 0.15 | 0.63 | 0.77 | 0.05 | 0.21 | 0.99 | 0.30 |
| Control Delay | 36.2 | 17.3 | 55.0 | 15.4 | 4.0 | 3.4 | 50.9 | 4.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 36.2 | 17.3 | 55.0 | 15.4 | 4.0 | 3.4 | 50.9 | 4.3 |
| Queue Length 50th (m) | 1.0 | 1.5 | 20.1 | 2.4 | 0.9 | 11.1 | 91.8 | 20.5 |
| Queue Length 95th (m) | 4.6 | 9.9 | 36.4 | 28.4 | 3.3 | 18.7 | #186.8 | 32.3 |
| Internal Link Dist (m) | | 79.5 | | 492.0 | | 286.1 | | 68.6 |
| Turn Bay Length (m) | 20.0 | | 25.0 | | 20.0 | | 15.0 | |
| Base Capacity (vph) | 108 | 345 | 240 | 588 | 449 | 2532 | 590 | 2577 |
| 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 | 0.06 | 0.11 | 0.45 | 0.70 | 0.05 | 0.21 | 0.99 | 0.30 |

Intersection Summary

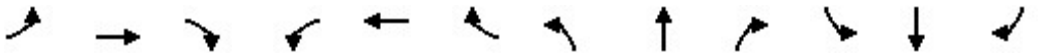
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 5 | 8 | 25 | 95 | 12 | 348 | 20 | 381 | 88 | 510 | 672 | 10 |
| Future Volume (vph) | 5 | 8 | 25 | 95 | 12 | 348 | 20 | 381 | 88 | 510 | 672 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | |
| Frt | 1.00 | 0.89 | | 1.00 | 0.86 | | 1.00 | 0.97 | | 1.00 | 1.00 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1804 | 1610 | | 1646 | 1397 | | 1628 | 3320 | | 1641 | 3399 | |
| Flt Permitted | 0.29 | 1.00 | | 0.73 | 1.00 | | 0.35 | 1.00 | | 0.45 | 1.00 | |
| Satd. Flow (perm) | 543 | 1610 | | 1269 | 1397 | | 594 | 3320 | | 780 | 3399 | |
| Peak-hour factor, PHF | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Adj. Flow (vph) | 6 | 9 | 29 | 109 | 14 | 400 | 23 | 438 | 101 | 586 | 772 | 11 |
| RTOR Reduction (vph) | 0 | 25 | 0 | 0 | 345 | 0 | 0 | 17 | 0 | 0 | 1 | 0 |
| Lane Group Flow (vph) | 6 | 13 | 0 | 109 | 69 | 0 | 23 | 522 | 0 | 586 | 782 | 0 |
| Confl. Peds. (#/hr) | 1 | | 4 | 4 | | 1 | 9 | | 7 | 7 | | 9 |
| Heavy Vehicles (%) | 0% | 0% | 4% | 9% | 8% | 15% | 10% | 4% | 9% | 9% | 6% | 0% |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 14.0 | 14.0 | | 13.0 | 13.0 | | 72.1 | 72.1 | | 72.1 | 72.1 | |
| Effective Green, g (s) | 14.0 | 14.0 | | 13.0 | 13.0 | | 72.1 | 72.1 | | 72.1 | 72.1 | |
| Actuated g/C Ratio | 0.15 | 0.15 | | 0.14 | 0.14 | | 0.76 | 0.76 | | 0.76 | 0.76 | |
| Clearance Time (s) | 4.0 | 4.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 79 | 237 | | 173 | 190 | | 450 | 2517 | | 591 | 2576 | |
| v/s Ratio Prot | | 0.01 | | | 0.05 | | | 0.16 | | | 0.23 | |
| v/s Ratio Perm | 0.01 | | | c0.09 | | | 0.04 | | | c0.75 | | |
| v/c Ratio | 0.08 | 0.06 | | 0.63 | 0.36 | | 0.05 | 0.21 | | 0.99 | 0.30 | |
| Uniform Delay, d1 | 35.0 | 34.9 | | 38.8 | 37.3 | | 2.9 | 3.3 | | 11.2 | 3.6 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.4 | 0.1 | | 7.3 | 1.2 | | 0.2 | 0.2 | | 35.0 | 0.3 | |
| Delay (s) | 35.4 | 35.0 | | 46.0 | 38.5 | | 3.1 | 3.5 | | 46.2 | 3.9 | |
| Level of Service | D | C | | D | D | | A | A | | D | A | |
| Approach Delay (s) | | 35.0 | | | 40.0 | | | 3.5 | | | 22.0 | |
| Approach LOS | | D | | | D | | | A | | | C | |

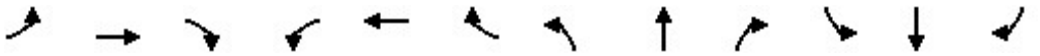
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 21.8 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.94 | | |
| Actuated Cycle Length (s) | 95.1 | Sum of lost time (s) | 10.0 |
| Intersection Capacity Utilization | 78.0% | ICU Level of Service | D |
| 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) | 61 | 125 | 68 | 93 | 89 | 71 | 34 | 88 | 80 | 59 | 148 | 37 |
| Future Volume (vph) | 61 | 125 | 68 | 93 | 89 | 71 | 34 | 88 | 80 | 59 | 148 | 37 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| 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 | | | | | | | | | | | | |
| Frt | | 0.964 | | | 0.962 | | | 0.947 | | | 0.980 | |
| Flt Protected | | 0.988 | | | 0.982 | | | 0.992 | | | 0.988 | |
| Satd. Flow (prot) | 0 | 1735 | 0 | 0 | 1703 | 0 | 0 | 1689 | 0 | 0 | 1711 | 0 |
| Flt Permitted | | 0.988 | | | 0.982 | | | 0.992 | | | 0.988 | |
| Satd. Flow (perm) | 0 | 1735 | 0 | 0 | 1703 | 0 | 0 | 1689 | 0 | 0 | 1711 | 0 |
| Link Speed (k/h) | | 50 | | | 40 | | | 50 | | | 50 | |
| Link Distance (m) | | 271.3 | | | 214.7 | | | 599.2 | | | 318.8 | |
| Travel Time (s) | | 19.5 | | | 19.3 | | | 43.1 | | | 23.0 | |
| Confl. Peds. (#/hr) | | | 19 | 19 | | | | | 3 | 3 | | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Heavy Vehicles (%) | 5% | 3% | 6% | 7% | 4% | 5% | 7% | 4% | 7% | 14% | 3% | 15% |
| Adj. Flow (vph) | 71 | 145 | 79 | 108 | 103 | 83 | 40 | 102 | 93 | 69 | 172 | 43 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 295 | 0 | 0 | 294 | 0 | 0 | 235 | 0 | 0 | 284 | 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) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| 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 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

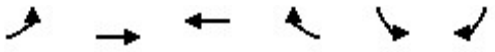
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 49.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 61 | 125 | 68 | 93 | 89 | 71 | 34 | 88 | 80 | 59 | 148 | 37 |
| Future Volume (Veh/h) | 61 | 125 | 68 | 93 | 89 | 71 | 34 | 88 | 80 | 59 | 148 | 37 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Hourly flow rate (vph) | 71 | 145 | 79 | 108 | 103 | 83 | 40 | 102 | 93 | 69 | 172 | 43 |
| Pedestrians | | | | | 3 | | | 19 | | | | |
| Lane Width (m) | | | | | 3.6 | | | 3.6 | | | | |
| Walking Speed (m/s) | | | | | 1.2 | | | 1.2 | | | | |
| Percent Blockage | | | | | 0 | | | 2 | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 694 | 610 | 212 | 734 | 584 | 152 | 215 | | | 198 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 694 | 610 | 212 | 734 | 584 | 152 | 215 | | | 198 | | |
| tC, single (s) | 7.1 | 6.5 | 6.3 | 7.2 | 6.5 | 6.2 | 4.2 | | | 4.2 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.4 | 3.6 | 4.0 | 3.3 | 2.3 | | | 2.3 | | |
| p0 queue free % | 70 | 61 | 90 | 44 | 73 | 91 | 97 | | | 95 | | |
| cM capacity (veh/h) | 238 | 374 | 805 | 192 | 385 | 885 | 1326 | | | 1303 | | |

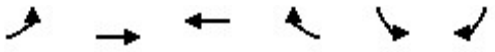
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 295 | 294 | 235 | 284 |
| Volume Left | 71 | 108 | 40 | 69 |
| Volume Right | 79 | 83 | 93 | 43 |
| cSH | 376 | 318 | 1326 | 1303 |
| Volume to Capacity | 0.78 | 0.92 | 0.03 | 0.05 |
| Queue Length 95th (m) | 52.8 | 72.9 | 0.7 | 1.3 |
| Control Delay (s) | 41.7 | 70.1 | 1.5 | 2.3 |
| Lane LOS | E | F | A | A |
| Approach Delay (s) | 41.7 | 70.1 | 1.5 | 2.3 |
| Approach LOS | E | F | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 30.6 | | | |
| Intersection Capacity Utilization | 49.8% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 25 | 242 | 184 | 22 | 20 | 80 |
| Future Volume (vph) | 25 | 242 | 184 | 22 | 20 | 80 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.985 | | 0.892 | |
| Flt Protected | | 0.995 | | | 0.990 | |
| Satd. Flow (prot) | 0 | 1809 | 1696 | 0 | 1529 | 0 |
| Flt Permitted | | 0.995 | | | 0.990 | |
| Satd. Flow (perm) | 0 | 1809 | 1696 | 0 | 1529 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 214.7 | 596.4 | | 242.8 | |
| Travel Time (s) | | 19.3 | 53.7 | | 17.5 | |
| Confl. Peds. (#/hr) | | | | | 9 | 1 |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Heavy Vehicles (%) | 19% | 3% | 7% | 38% | 33% | 4% |
| Adj. Flow (vph) | 30 | 295 | 224 | 27 | 24 | 98 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 325 | 251 | 0 | 122 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 0.0 | 0.0 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

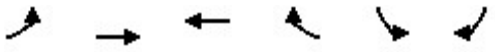
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 41.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 25 | 242 | 184 | 22 | 20 | 80 |
| Future Volume (Veh/h) | 25 | 242 | 184 | 22 | 20 | 80 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Hourly flow rate (vph) | 30 | 295 | 224 | 27 | 24 | 98 |
| Pedestrians | | 1 | 9 | | | |
| Lane Width (m) | | 3.6 | 3.6 | | | |
| Walking Speed (m/s) | | 1.2 | 1.2 | | | |
| Percent Blockage | | 0 | 1 | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 251 | | | | 602 | 238 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 251 | | | | 602 | 238 |
| tC, single (s) | 4.3 | | | | 6.7 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.4 | | | | 3.8 | 3.3 |
| p0 queue free % | 98 | | | | 94 | 88 |
| cM capacity (veh/h) | 1221 | | | | 403 | 795 |

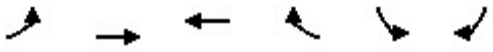
| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 325 | 251 | 122 |
| Volume Left | 30 | 0 | 24 |
| Volume Right | 0 | 27 | 98 |
| cSH | 1221 | 1700 | 667 |
| Volume to Capacity | 0.02 | 0.15 | 0.18 |
| Queue Length 95th (m) | 0.6 | 0.0 | 5.3 |
| Control Delay (s) | 1.0 | 0.0 | 11.6 |
| Lane LOS | A | | B |
| Approach Delay (s) | 1.0 | 0.0 | 11.6 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.5 | | |
| Intersection Capacity Utilization | 41.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 95 | 179 | 131 | 43 | 74 | 65 |
| Future Volume (vph) | 95 | 179 | 131 | 43 | 74 | 65 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.967 | | 0.937 | |
| Flt Protected | | 0.983 | | | 0.974 | |
| Satd. Flow (prot) | 0 | 1772 | 1648 | 0 | 1577 | 0 |
| Flt Permitted | | 0.983 | | | 0.974 | |
| Satd. Flow (perm) | 0 | 1772 | 1648 | 0 | 1577 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 596.4 | 199.9 | | 240.0 | |
| Travel Time (s) | | 53.7 | 18.0 | | 17.3 | |
| Confl. Peds. (#/hr) | 2 | | | 2 | 4 | 4 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 10% | 3% | 11% | 13% | 9% | 11% |
| Adj. Flow (vph) | 102 | 192 | 141 | 46 | 80 | 70 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 294 | 187 | 0 | 150 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 0.0 | 0.0 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

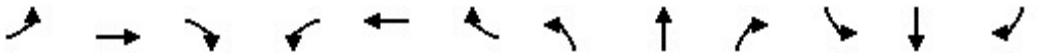
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 43.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 95 | 179 | 131 | 43 | 74 | 65 |
| Future Volume (Veh/h) | 95 | 179 | 131 | 43 | 74 | 65 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 102 | 192 | 141 | 46 | 80 | 70 |
| Pedestrians | | 4 | 4 | | 2 | |
| Lane Width (m) | | 3.6 | 3.6 | | 3.6 | |
| Walking Speed (m/s) | | 1.2 | 1.2 | | 1.2 | |
| Percent Blockage | | 0 | 0 | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | 200 | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 189 | | | | 566 | 170 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 189 | | | | 566 | 170 |
| tC, single (s) | 4.2 | | | | 6.5 | 6.3 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.3 | | | | 3.6 | 3.4 |
| p0 queue free % | 92 | | | | 82 | 92 |
| cM capacity (veh/h) | 1336 | | | | 436 | 847 |

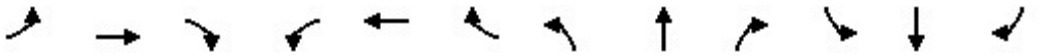
| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 294 | 187 | 150 |
| Volume Left | 102 | 0 | 80 |
| Volume Right | 0 | 46 | 70 |
| cSH | 1336 | 1700 | 563 |
| Volume to Capacity | 0.08 | 0.11 | 0.27 |
| Queue Length 95th (m) | 2.0 | 0.0 | 8.5 |
| Control Delay (s) | 3.2 | 0.0 | 13.7 |
| Lane LOS | A | | B |
| Approach Delay (s) | 3.2 | 0.0 | 13.7 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.7 | | |
| Intersection Capacity Utilization | 43.4% | 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) | 2 | 13 | 3 | 3 | 11 | 6 | 1 | 0 | 2 | 6 | 0 | 6 |
| Future Volume (vph) | 2 | 13 | 3 | 3 | 11 | 6 | 1 | 0 | 2 | 6 | 0 | 6 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| 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 | | | | | | | | | | | | |
| Frt | | 0.977 | | | 0.960 | | | 0.899 | | | 0.932 | |
| Flt Protected | | 0.994 | | | 0.993 | | | 0.988 | | | 0.976 | |
| Satd. Flow (prot) | 0 | 1746 | 0 | 0 | 1701 | 0 | 0 | 1663 | 0 | 0 | 1728 | 0 |
| Flt Permitted | | 0.994 | | | 0.993 | | | 0.988 | | | 0.976 | |
| Satd. Flow (perm) | 0 | 1746 | 0 | 0 | 1701 | 0 | 0 | 1663 | 0 | 0 | 1728 | 0 |
| Link Speed (k/h) | | 50 | | | 50 | | | 50 | | | 50 | |
| Link Distance (m) | | 156.5 | | | 142.7 | | | 88.1 | | | 94.9 | |
| Travel Time (s) | | 11.3 | | | 10.3 | | | 6.3 | | | 6.8 | |
| Confl. Peds. (#/hr) | | | 11 | 11 | | | 2 | | 4 | 4 | | 2 |
| Peak Hour Factor | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Heavy Vehicles (%) | 0% | 8% | 0% | 10% | 9% | 0% | 0% | 0% | 2% | 0% | 0% | 0% |
| Adj. Flow (vph) | 3 | 17 | 4 | 4 | 15 | 8 | 1 | 0 | 3 | 8 | 0 | 8 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 24 | 0 | 0 | 27 | 0 | 0 | 4 | 0 | 0 | 16 | 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) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| 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 |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 17.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Traffic Volume (vph) | 2 | 13 | 3 | 3 | 11 | 6 | 1 | 0 | 2 | 6 | 0 | 6 |
| Future Volume (vph) | 2 | 13 | 3 | 3 | 11 | 6 | 1 | 0 | 2 | 6 | 0 | 6 |
| Peak Hour Factor | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Hourly flow rate (vph) | 3 | 17 | 4 | 4 | 15 | 8 | 1 | 0 | 3 | 8 | 0 | 8 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 24 | 27 | 4 | 16 |
| Volume Left (vph) | 3 | 4 | 1 | 8 |
| Volume Right (vph) | 4 | 8 | 3 | 8 |
| Hadj (s) | 0.02 | -0.04 | -0.37 | -0.20 |
| Departure Headway (s) | 4.0 | 3.9 | 3.6 | 3.8 |
| Degree Utilization, x | 0.03 | 0.03 | 0.00 | 0.02 |
| Capacity (veh/h) | 891 | 907 | 969 | 927 |
| Control Delay (s) | 7.1 | 7.0 | 6.7 | 6.9 |
| Approach Delay (s) | 7.1 | 7.0 | 6.7 | 6.9 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | | 7.0 | | |
| Level of Service | | A | | |
| Intersection Capacity Utilization | | 17.7% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 57 | 287 | 217 | 487 | 622 | 91 |
| Future Volume (vph) | 57 | 287 | 217 | 487 | 622 | 91 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | 0.0 | 25.0 | | | 15.0 |
| Storage Lanes | 1 | 1 | 1 | | | 1 |
| Taper Length (m) | 7.5 | | 25.0 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | | 0.850 | | | | 0.850 |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1805 | 1615 | 1805 | 3343 | 3343 | 1615 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1805 | 1615 | 1805 | 3343 | 3343 | 1615 |
| Link Speed (k/h) | 50 | | | 60 | 60 | |
| Link Distance (m) | 197.6 | | | 413.0 | 200.4 | |
| Travel Time (s) | 14.2 | | | 24.8 | 12.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 8% | 8% | 0% |
| Adj. Flow (vph) | 62 | 312 | 236 | 529 | 676 | 99 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 62 | 312 | 236 | 529 | 676 | 99 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(m) | 3.6 | | | 3.6 | 3.6 | |
| Link Offset(m) | 0.0 | | | 0.0 | 0.0 | |
| Crosswalk Width(m) | 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 |
| Turning Speed (k/h) | 25 | 15 | 25 | | | 15 |
| Sign Control | Stop | | | Free | Free | |

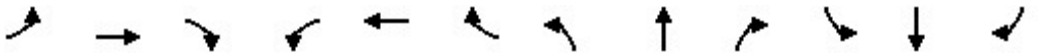
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 42.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 57 | 287 | 217 | 487 | 622 | 91 |
| Future Volume (Veh/h) | 57 | 287 | 217 | 487 | 622 | 91 |
| 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) | 62 | 312 | 236 | 529 | 676 | 99 |
| 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 | 338 | 775 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1412 | 338 | 775 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 35 | 53 | 72 | | | |
| cM capacity (veh/h) | 95 | 664 | 850 | | | |

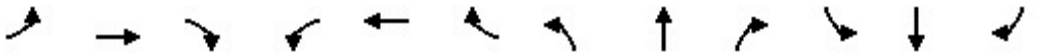
| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 62 | 312 | 236 | 264 | 264 | 338 | 338 | 99 |
| Volume Left | 62 | 0 | 236 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 312 | 0 | 0 | 0 | 0 | 0 | 99 |
| cSH | 95 | 664 | 850 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.65 | 0.47 | 0.28 | 0.16 | 0.16 | 0.20 | 0.20 | 0.06 |
| Queue Length 95th (m) | 25.5 | 20.1 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | 96.4 | 15.1 | 10.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | C | B | | | | | |
| Approach Delay (s) | 28.6 | | 3.3 | | | 0.0 | | |
| Approach LOS | D | | | | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.9 | | |
| Intersection Capacity Utilization | 42.5% | 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) | 30 | 0 | 201 | 0 | 0 | 0 | 160 | 643 | 0 | 0 | 521 | 27 |
| Future Volume (vph) | 30 | 0 | 201 | 0 | 0 | 0 | 160 | 643 | 0 | 0 | 521 | 27 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | | 5.0 | 0.0 | | 0.0 | 115.0 | | 0.0 | 0.0 | | 0.0 |
| Storage Lanes | 0 | | 1 | 0 | | 0 | 1 | | 0 | 0 | | 0 |
| Taper Length (m) | 7.5 | | | 7.5 | | | 95.0 | | | 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 | | | | | | | | | | | | |
| Frt | | | 0.850 | | | | | | | | 0.993 | |
| Flt Protected | | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 1517 | 1553 | 0 | 1900 | 0 | 1752 | 1845 | 0 | 0 | 1758 | 0 |
| Flt Permitted | | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (perm) | 0 | 1517 | 1553 | 0 | 1900 | 0 | 1752 | 1845 | 0 | 0 | 1758 | 0 |
| Link Speed (k/h) | | 40 | | | 40 | | | 80 | | | 80 | |
| Link Distance (m) | | 689.6 | | | 121.8 | | | 406.3 | | | 149.7 | |
| Travel Time (s) | | 62.1 | | | 11.0 | | | 18.3 | | | 6.7 | |
| Confl. Peds. (#/hr) | 4 | | | | | 4 | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 19% | 0% | 4% | 0% | 0% | 0% | 3% | 3% | 0% | 0% | 7% | 13% |
| Adj. Flow (vph) | 32 | 0 | 212 | 0 | 0 | 0 | 168 | 677 | 0 | 0 | 548 | 28 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 32 | 212 | 0 | 0 | 0 | 168 | 677 | 0 | 0 | 576 | 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) | | 0.0 | | | 0.0 | | | 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 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 77.5% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 30 | 0 | 201 | 0 | 0 | 0 | 160 | 643 | 0 | 0 | 521 | 27 |
| Future Volume (Veh/h) | 30 | 0 | 201 | 0 | 0 | 0 | 160 | 643 | 0 | 0 | 521 | 27 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 32 | 0 | 212 | 0 | 0 | 0 | 168 | 677 | 0 | 0 | 548 | 28 |
| Pedestrians | | | | | | | | | | | 4 | |
| Lane Width (m) | | | | | | | | | | | 3.6 | |
| Walking Speed (m/s) | | | | | | | | | | | 1.2 | |
| Percent Blockage | | | | | | | | | | | 0 | |
| Right turn flare (veh) | | | 1 | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1579 | 1575 | 562 | 1681 | 1589 | 681 | 576 | | | 677 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1579 | 1575 | 562 | 1681 | 1589 | 681 | 576 | | | 677 | | |
| tC, single (s) | 7.3 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.7 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 54 | 100 | 59 | 100 | 100 | 100 | 83 | | | 100 | | |
| cM capacity (veh/h) | 70 | 92 | 523 | 39 | 90 | 452 | 992 | | | 924 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 244 | 0 | 168 | 677 | 576 |
| Volume Left | 32 | 0 | 168 | 0 | 0 |
| Volume Right | 212 | 0 | 0 | 0 | 28 |
| cSH | 408 | 1700 | 992 | 1700 | 924 |
| Volume to Capacity | 0.60 | 0.00 | 0.17 | 0.40 | 0.00 |
| Queue Length 95th (m) | 30.2 | 0.0 | 4.9 | 0.0 | 0.0 |
| Control Delay (s) | 26.1 | 0.0 | 9.4 | 0.0 | 0.0 |
| Lane LOS | D | A | A | | |
| Approach Delay (s) | 26.1 | 0.0 | 1.9 | | 0.0 |
| Approach LOS | D | A | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.8 | | | |
| Intersection Capacity Utilization | 77.5% | ICU Level of Service | | D |
| Analysis Period (min) | 15 | | | |

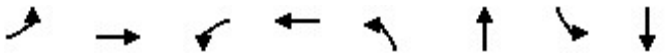
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 29 | 11 | 206 | 104 | 8 | 80 | 195 | 912 | 151 | 103 | 733 | 27 |
| Future Volume (vph) | 29 | 11 | 206 | 104 | 8 | 80 | 195 | 912 | 151 | 103 | 733 | 27 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | | 0.0 | 0.0 | | 0.0 | 20.0 | | 0.0 | 20.0 | | 0.0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 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 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.858 | | | 0.864 | | | 0.978 | | | 0.995 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 1569 | 0 | 1770 | 1609 | 0 | 1736 | 3461 | 0 | 1770 | 3383 | 0 |
| Flt Permitted | 0.695 | | | 0.423 | | | 0.266 | | | 0.253 | | |
| Satd. Flow (perm) | 1320 | 1569 | 0 | 788 | 1609 | 0 | 486 | 3461 | 0 | 471 | 3383 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 217 | | | 87 | | | 48 | | | 6 | |
| Link Speed (k/h) | | 40 | | | 50 | | | 60 | | | 60 | |
| Link Distance (m) | | 199.9 | | | 104.5 | | | 358.6 | | | 413.0 | |
| Travel Time (s) | | 18.0 | | | 7.5 | | | 21.5 | | | 24.8 | |
| Peak Hour Factor | 0.95 | 0.92 | 0.95 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.92 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 0% | 2% | 4% | 2% | 2% | 2% | 4% | 2% | 2% | 2% | 6% | 11% |
| Adj. Flow (vph) | 31 | 12 | 217 | 113 | 9 | 87 | 205 | 960 | 164 | 112 | 772 | 28 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 31 | 229 | 0 | 113 | 96 | 0 | 205 | 1124 | 0 | 112 | 800 | 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 | | | | | | | | Yes | | | | |
| 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 | 100 | | 100 | 25 | | 100 | 100 | | 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 | |
| Turn Type | Perm | NA | | Perm | NA | | pm+pt | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | | 6 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 5 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 9.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 24.0 | 24.0 | | 24.0 | 24.0 | | 12.0 | 56.0 | | 44.0 | 44.0 | |
| Total Split (%) | 30.0% | 30.0% | | 30.0% | 30.0% | | 15.0% | 70.0% | | 55.0% | 55.0% | |
| Maximum Green (s) | 19.5 | 19.5 | | 19.5 | 19.5 | | 7.5 | 51.5 | | 39.5 | 39.5 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| 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 | None | None | | None | None | | None | Max | | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | | 0 | | 0 | 0 | |
| Act Effct Green (s) | 13.9 | 13.9 | | 13.9 | 13.9 | | 51.7 | 51.7 | | 39.9 | 39.9 | |
| Actuated g/C Ratio | 0.19 | 0.19 | | 0.19 | 0.19 | | 0.69 | 0.69 | | 0.53 | 0.53 | |
| v/c Ratio | 0.13 | 0.49 | | 0.77 | 0.26 | | 0.45 | 0.47 | | 0.44 | 0.44 | |
| Control Delay | 25.5 | 8.5 | | 61.5 | 9.2 | | 8.0 | 6.3 | | 19.7 | 12.2 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 25.5 | 8.5 | | 61.5 | 9.2 | | 8.0 | 6.3 | | 19.7 | 12.2 | |
| LOS | C | A | | E | A | | A | A | | B | B | |
| Approach Delay | | 10.6 | | | 37.5 | | | 6.6 | | | 13.1 | |
| Approach LOS | | B | | | D | | | A | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 80 | | | |
| Actuated Cycle Length: 74.6 | | | |
| Natural Cycle: 60 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 0.77 | | | |
| Intersection Signal Delay: 11.5 | | Intersection LOS: B | |
| Intersection Capacity Utilization 69.8% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 2: Highway 6 & Side Road 18

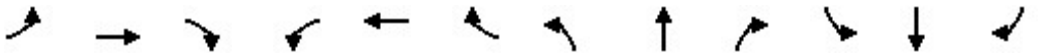




| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 31 | 229 | 113 | 96 | 205 | 1124 | 112 | 800 |
| v/c Ratio | 0.13 | 0.49 | 0.77 | 0.26 | 0.45 | 0.47 | 0.44 | 0.44 |
| Control Delay | 25.5 | 8.5 | 61.5 | 9.2 | 8.0 | 6.3 | 19.7 | 12.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 25.5 | 8.5 | 61.5 | 9.2 | 8.0 | 6.3 | 19.7 | 12.2 |
| Queue Length 50th (m) | 3.9 | 1.5 | 16.0 | 1.1 | 9.1 | 32.4 | 9.7 | 36.0 |
| Queue Length 95th (m) | 10.7 | 18.5 | #37.5 | 12.5 | 20.2 | 55.4 | 28.1 | 57.0 |
| Internal Link Dist (m) | | 175.9 | | 80.5 | | 334.6 | | 389.0 |
| Turn Bay Length (m) | | | | | 20.0 | | 20.0 | |
| Base Capacity (vph) | 346 | 571 | 206 | 486 | 463 | 2412 | 252 | 1814 |
| 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 | 0.09 | 0.40 | 0.55 | 0.20 | 0.44 | 0.47 | 0.44 | 0.44 |

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) | 29 | 11 | 206 | 104 | 8 | 80 | 195 | 912 | 151 | 103 | 733 | 27 |
| Future Volume (vph) | 29 | 11 | 206 | 104 | 8 | 80 | 195 | 912 | 151 | 103 | 733 | 27 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frt | 1.00 | 0.86 | | 1.00 | 0.86 | | 1.00 | 0.98 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1805 | 1569 | | 1770 | 1610 | | 1736 | 3462 | | 1770 | 3382 | |
| Flt Permitted | 0.69 | 1.00 | | 0.42 | 1.00 | | 0.27 | 1.00 | | 0.25 | 1.00 | |
| Satd. Flow (perm) | 1320 | 1569 | | 788 | 1610 | | 487 | 3462 | | 472 | 3382 | |
| Peak-hour factor, PHF | 0.95 | 0.92 | 0.95 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.92 | 0.95 | 0.95 |
| Adj. Flow (vph) | 31 | 12 | 217 | 113 | 9 | 87 | 205 | 960 | 164 | 112 | 772 | 28 |
| RTOR Reduction (vph) | 0 | 177 | 0 | 0 | 71 | 0 | 0 | 15 | 0 | 0 | 3 | 0 |
| Lane Group Flow (vph) | 31 | 52 | 0 | 113 | 25 | 0 | 205 | 1109 | 0 | 112 | 797 | 0 |
| Heavy Vehicles (%) | 0% | 2% | 4% | 2% | 2% | 2% | 4% | 2% | 2% | 2% | 6% | 11% |
| Turn Type | Perm | NA | | Perm | NA | | pm+pt | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 13.9 | 13.9 | | 13.9 | 13.9 | | 51.7 | 51.7 | | 40.0 | 40.0 | |
| Effective Green, g (s) | 13.9 | 13.9 | | 13.9 | 13.9 | | 51.7 | 51.7 | | 40.0 | 40.0 | |
| Actuated g/C Ratio | 0.19 | 0.19 | | 0.19 | 0.19 | | 0.69 | 0.69 | | 0.54 | 0.54 | |
| Clearance Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 245 | 292 | | 146 | 299 | | 458 | 2399 | | 253 | 1813 | |
| v/s Ratio Prot | | 0.03 | | | 0.02 | | 0.04 | c0.32 | | | 0.24 | |
| v/s Ratio Perm | 0.02 | | | c0.14 | | | 0.27 | | | 0.24 | | |
| v/c Ratio | 0.13 | 0.18 | | 0.77 | 0.08 | | 0.45 | 0.46 | | 0.44 | 0.44 | |
| Uniform Delay, d1 | 25.3 | 25.5 | | 28.9 | 25.1 | | 5.1 | 5.2 | | 10.5 | 10.5 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.2 | 0.3 | | 22.1 | 0.1 | | 0.7 | 0.6 | | 5.5 | 0.8 | |
| Delay (s) | 25.5 | 25.8 | | 51.0 | 25.2 | | 5.8 | 5.8 | | 16.1 | 11.3 | |
| Level of Service | C | C | | D | C | | A | A | | B | B | |
| Approach Delay (s) | | 25.8 | | | 39.1 | | | 5.8 | | | 11.9 | |
| Approach LOS | | C | | | D | | | A | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 12.3 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.57 | | |
| Actuated Cycle Length (s) | 74.6 | Sum of lost time (s) | 13.5 |
| Intersection Capacity Utilization | 69.8% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 41 | 84 | 77 | 1228 | 945 | 62 |
| Future Volume (vph) | 41 | 84 | 77 | 1228 | 945 | 62 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | 5.0 | 30.0 | | | 0.0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (m) | 7.5 | | 20.0 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 |
| Ped Bike Factor | | | | | | |
| Frt | | 0.850 | | | 0.991 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1805 | 1568 | 1703 | 3505 | 3448 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1805 | 1568 | 1703 | 3505 | 3448 | 0 |
| Link Speed (k/h) | 40 | | | 60 | 60 | |
| Link Distance (m) | 509.0 | | | 92.6 | 58.0 | |
| Travel Time (s) | 45.8 | | | 5.6 | 3.5 | |
| Confl. Peds. (#/hr) | 1 | 2 | 5 | | | 5 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Heavy Vehicles (%) | 0% | 3% | 6% | 3% | 4% | 0% |
| Adj. Flow (vph) | 42 | 87 | 79 | 1266 | 974 | 64 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 42 | 87 | 79 | 1266 | 1038 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(m) | 3.6 | | | 3.6 | 3.6 | |
| Link Offset(m) | 0.0 | | | 0.0 | 0.0 | |
| Crosswalk Width(m) | 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 |
| Turning Speed (k/h) | 25 | 15 | 25 | | | 15 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 46.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 41 | 84 | 77 | 1228 | 945 | 62 |
| Future Volume (Veh/h) | 41 | 84 | 77 | 1228 | 945 | 62 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Hourly flow rate (vph) | 42 | 87 | 79 | 1266 | 974 | 64 |
| Pedestrians | 5 | | | 2 | 1 | |
| Lane Width (m) | 3.6 | | | 3.6 | 3.6 | |
| Walking Speed (m/s) | 1.2 | | | 1.2 | 1.2 | |
| Percent Blockage | 0 | | | 0 | 0 | |
| Right turn flare (veh) | | 1 | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | 93 | | |
| pX, platoon unblocked | 0.81 | | | | | |
| vC, conflicting volume | 1803 | 526 | 1043 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1526 | 526 | 1043 | | | |
| tC, single (s) | 6.8 | 7.0 | 4.2 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.3 | | | |
| p0 queue free % | 46 | 82 | 88 | | | |
| cM capacity (veh/h) | 78 | 491 | 637 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|
| Volume Total | 129 | 79 | 633 | 633 | 649 | 389 |
| Volume Left | 42 | 79 | 0 | 0 | 0 | 0 |
| Volume Right | 87 | 0 | 0 | 0 | 0 | 64 |
| cSH | 210 | 637 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.61 | 0.12 | 0.37 | 0.37 | 0.38 | 0.23 |
| Queue Length 95th (m) | 28.2 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | 46.0 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | E | B | | | | |
| Approach Delay (s) | 46.0 | 0.7 | | | 0.0 | |
| Approach LOS | E | | | | | |

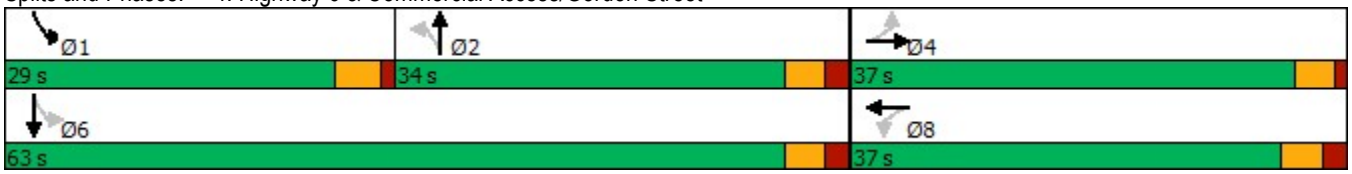
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.7 | | |
| Intersection Capacity Utilization | 46.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

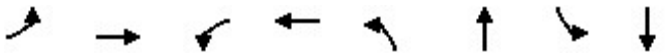
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 25 | 48 | 82 | 107 | 69 | 575 | 85 | 665 | 108 | 395 | 613 | 25 |
| Future Volume (vph) | 25 | 48 | 82 | 107 | 69 | 575 | 85 | 665 | 108 | 395 | 613 | 25 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 20.0 | | 0.0 | 25.0 | | 0.0 | 20.0 | | 0.0 | 15.0 | | 0.0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (m) | 15.0 | | | 55.0 | | | 60.0 | | | 20.0 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | | 0.99 | | 1.00 | 0.96 | | 0.99 | 0.99 | | | 1.00 | |
| Frt | | 0.906 | | | 0.866 | | | 0.979 | | | 0.994 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 1680 | 0 | 1787 | 1534 | 0 | 1805 | 3463 | 0 | 1719 | 3547 | 0 |
| Flt Permitted | 0.153 | | | 0.623 | | | 0.391 | | | 0.167 | | |
| Satd. Flow (perm) | 291 | 1680 | 0 | 1169 | 1534 | 0 | 733 | 3463 | 0 | 302 | 3547 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 88 | | | 442 | | | 18 | | | 7 | |
| Link Speed (k/h) | | 50 | | | 50 | | | 60 | | | 60 | |
| Link Distance (m) | | 103.5 | | | 516.0 | | | 310.1 | | | 92.6 | |
| Travel Time (s) | | 7.5 | | | 37.2 | | | 18.6 | | | 5.6 | |
| Confl. Peds. (#/hr) | 22 | | 2 | 2 | | 22 | 12 | | 9 | 9 | | 12 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 0% | 4% | 0% | 1% | 0% | 3% | 0% | 1% | 4% | 5% | 1% | 0% |
| Adj. Flow (vph) | 27 | 52 | 88 | 115 | 74 | 618 | 91 | 715 | 116 | 425 | 659 | 27 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 27 | 140 | 0 | 115 | 692 | 0 | 91 | 831 | 0 | 425 | 686 | 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 | | Perm | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 2 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 23.0 | 23.0 | | 23.0 | 23.0 | | 9.5 | 23.0 | |
| Total Split (s) | 37.0 | 37.0 | | 37.0 | 37.0 | | 34.0 | 34.0 | | 29.0 | 63.0 | |
| Total Split (%) | 37.0% | 37.0% | | 37.0% | 37.0% | | 34.0% | 34.0% | | 29.0% | 63.0% | |
| Maximum Green (s) | 33.0 | 33.0 | | 32.0 | 32.0 | | 29.0 | 29.0 | | 24.5 | 58.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.5 | 3.0 | |
| All-Red Time (s) | 1.0 | 1.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 1.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 4.5 | 5.0 | |
| Lead/Lag | | | | | | | Lag | Lag | | Lead | | |
| 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 | None | None | | None | None | | Max | Max | | None | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | | 0 | |
| Act Effct Green (s) | 26.2 | 26.2 | | 25.2 | 25.2 | | 32.9 | 32.9 | | 59.0 | 58.4 | |
| Actuated g/C Ratio | 0.28 | 0.28 | | 0.27 | 0.27 | | 0.35 | 0.35 | | 0.63 | 0.62 | |
| v/c Ratio | 0.33 | 0.26 | | 0.37 | 0.94 | | 0.35 | 0.68 | | 0.84 | 0.31 | |
| Control Delay | 38.1 | 11.7 | | 30.4 | 34.0 | | 32.5 | 31.5 | | 33.9 | 9.6 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 38.1 | 11.7 | | 30.4 | 34.0 | | 32.5 | 31.5 | | 33.9 | 9.6 | |
| LOS | D | B | | C | C | | C | C | | C | A | |
| Approach Delay | | 15.9 | | | 33.5 | | | 31.6 | | | 18.9 | |
| Approach LOS | | B | | | C | | | C | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 93.7 | | | |
| Natural Cycle: 65 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 0.94 | | | |
| Intersection Signal Delay: 26.5 | | Intersection LOS: C | |
| Intersection Capacity Utilization 104.4% | | ICU Level of Service G | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 4: Highway 6 & Commercial Access/Gordon Street

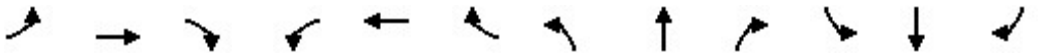




| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 27 | 140 | 115 | 692 | 91 | 831 | 425 | 686 |
| v/c Ratio | 0.33 | 0.26 | 0.37 | 0.94 | 0.35 | 0.68 | 0.84 | 0.31 |
| Control Delay | 38.1 | 11.7 | 30.4 | 34.0 | 32.5 | 31.5 | 33.9 | 9.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 38.1 | 11.7 | 30.4 | 34.0 | 32.5 | 31.5 | 33.9 | 9.6 |
| Queue Length 50th (m) | 4.0 | 7.3 | 17.6 | 52.2 | 14.7 | 79.6 | 55.4 | 34.2 |
| Queue Length 95th (m) | 12.5 | 21.2 | 33.1 | #130.7 | 31.3 | 105.4 | #106.9 | 46.6 |
| Internal Link Dist (m) | | 79.5 | | 492.0 | | 286.1 | | 68.6 |
| Turn Bay Length (m) | 20.0 | | 25.0 | | 20.0 | | 15.0 | |
| Base Capacity (vph) | 103 | 652 | 402 | 817 | 257 | 1227 | 563 | 2215 |
| 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 | 0.26 | 0.21 | 0.29 | 0.85 | 0.35 | 0.68 | 0.75 | 0.31 |

Intersection Summary

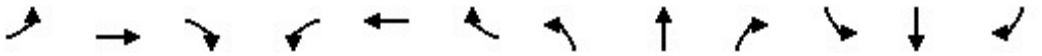
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 25 | 48 | 82 | 107 | 69 | 575 | 85 | 665 | 108 | 395 | 613 | 25 |
| Future Volume (vph) | 25 | 48 | 82 | 107 | 69 | 575 | 85 | 665 | 108 | 395 | 613 | 25 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 4.5 | 5.0 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 0.96 | | 1.00 | 0.99 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.99 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.91 | | 1.00 | 0.87 | | 1.00 | 0.98 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1805 | 1680 | | 1783 | 1537 | | 1783 | 3464 | | 1719 | 3547 | |
| Flt Permitted | 0.15 | 1.00 | | 0.62 | 1.00 | | 0.39 | 1.00 | | 0.17 | 1.00 | |
| Satd. Flow (perm) | 290 | 1680 | | 1169 | 1537 | | 734 | 3464 | | 303 | 3547 | |
| Peak-hour factor, PHF | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Adj. Flow (vph) | 27 | 52 | 88 | 115 | 74 | 618 | 91 | 715 | 116 | 425 | 659 | 27 |
| RTOR Reduction (vph) | 0 | 63 | 0 | 0 | 323 | 0 | 0 | 12 | 0 | 0 | 3 | 0 |
| Lane Group Flow (vph) | 27 | 77 | 0 | 115 | 369 | 0 | 91 | 819 | 0 | 425 | 683 | 0 |
| Confl. Peds. (#/hr) | 22 | | 2 | 2 | | 22 | 12 | | 9 | 9 | | 12 |
| Heavy Vehicles (%) | 0% | 4% | 0% | 1% | 0% | 3% | 0% | 1% | 4% | 5% | 1% | 0% |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 26.2 | 26.2 | | 25.2 | 25.2 | | 33.0 | 33.0 | | 58.5 | 58.5 | |
| Effective Green, g (s) | 26.2 | 26.2 | | 25.2 | 25.2 | | 33.0 | 33.0 | | 58.5 | 58.5 | |
| Actuated g/C Ratio | 0.28 | 0.28 | | 0.27 | 0.27 | | 0.35 | 0.35 | | 0.62 | 0.62 | |
| Clearance Time (s) | 4.0 | 4.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 4.5 | 5.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 81 | 469 | | 314 | 413 | | 258 | 1219 | | 506 | 2214 | |
| v/s Ratio Prot | | 0.05 | | | c0.24 | | | 0.24 | | c0.19 | 0.19 | |
| v/s Ratio Perm | 0.09 | | | 0.10 | | | 0.12 | | | c0.34 | | |
| v/c Ratio | 0.33 | 0.16 | | 0.37 | 0.89 | | 0.35 | 0.67 | | 0.84 | 0.31 | |
| Uniform Delay, d1 | 26.8 | 25.5 | | 27.8 | 33.0 | | 22.4 | 25.8 | | 19.2 | 8.2 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 2.4 | 0.2 | | 0.7 | 20.9 | | 3.8 | 3.0 | | 11.7 | 0.4 | |
| Delay (s) | 29.2 | 25.6 | | 28.5 | 53.9 | | 26.2 | 28.7 | | 30.9 | 8.6 | |
| Level of Service | C | C | | C | D | | C | C | | C | A | |
| Approach Delay (s) | | 26.2 | | | 50.3 | | | 28.5 | | | 17.1 | |
| Approach LOS | | C | | | D | | | C | | | B | |

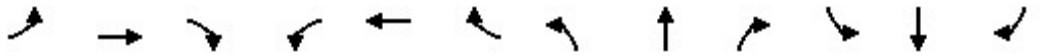
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 30.0 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.89 | | |
| Actuated Cycle Length (s) | 93.7 | Sum of lost time (s) | 14.5 |
| Intersection Capacity Utilization | 104.4% | ICU Level of Service | 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) | 29 | 74 | 58 | 65 | 91 | 70 | 109 | 122 | 78 | 75 | 138 | 51 |
| Future Volume (vph) | 29 | 74 | 58 | 65 | 91 | 70 | 109 | 122 | 78 | 75 | 138 | 51 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| 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 | | | | | | | | | | | | |
| Frt | | 0.951 | | | 0.958 | | | 0.966 | | | 0.974 | |
| Flt Protected | | 0.991 | | | 0.986 | | | 0.983 | | | 0.986 | |
| Satd. Flow (prot) | 0 | 1756 | 0 | 0 | 1752 | 0 | 0 | 1791 | 0 | 0 | 1771 | 0 |
| Flt Permitted | | 0.991 | | | 0.986 | | | 0.983 | | | 0.986 | |
| Satd. Flow (perm) | 0 | 1756 | 0 | 0 | 1752 | 0 | 0 | 1791 | 0 | 0 | 1771 | 0 |
| Link Speed (k/h) | | 50 | | | 40 | | | 50 | | | 50 | |
| Link Distance (m) | | 271.3 | | | 214.7 | | | 599.2 | | | 318.8 | |
| Travel Time (s) | | 19.5 | | | 19.3 | | | 43.1 | | | 23.0 | |
| Confl. Peds. (#/hr) | 1 | | 6 | 6 | | 1 | 1 | | 3 | 3 | | 1 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 7% | 0% | 2% | 0% | 6% | 0% | 1% | 1% | 0% | 0% | 1% | 13% |
| Adj. Flow (vph) | 30 | 77 | 60 | 68 | 95 | 73 | 114 | 127 | 81 | 78 | 144 | 53 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 167 | 0 | 0 | 236 | 0 | 0 | 322 | 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) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| 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 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

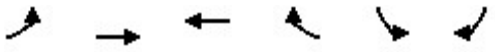
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 52.2% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 29 | 74 | 58 | 65 | 91 | 70 | 109 | 122 | 78 | 75 | 138 | 51 |
| Future Volume (Veh/h) | 29 | 74 | 58 | 65 | 91 | 70 | 109 | 122 | 78 | 75 | 138 | 51 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Hourly flow rate (vph) | 30 | 77 | 60 | 68 | 95 | 73 | 114 | 127 | 81 | 78 | 144 | 53 |
| Pedestrians | | 1 | | | 3 | | | 6 | | | 1 | |
| Lane Width (m) | | 3.6 | | | 3.6 | | | 3.6 | | | 3.6 | |
| Walking Speed (m/s) | | 1.2 | | | 1.2 | | | 1.2 | | | 1.2 | |
| Percent Blockage | | 0 | | | 0 | | | 1 | | | 0 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 844 | 766 | 178 | 830 | 752 | 172 | 198 | | | 211 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 844 | 766 | 178 | 830 | 752 | 172 | 198 | | | 211 | | |
| tC, single (s) | 7.2 | 6.5 | 6.2 | 7.1 | 6.6 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.6 | 4.0 | 3.3 | 3.5 | 4.1 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 82 | 73 | 93 | 65 | 67 | 92 | 92 | | | 94 | | |
| cM capacity (veh/h) | 170 | 289 | 860 | 192 | 288 | 874 | 1379 | | | 1368 | | |

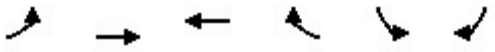
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 167 | 236 | 322 | 275 |
| Volume Left | 30 | 68 | 114 | 78 |
| Volume Right | 60 | 73 | 81 | 53 |
| cSH | 326 | 308 | 1379 | 1368 |
| Volume to Capacity | 0.51 | 0.77 | 0.08 | 0.06 |
| Queue Length 95th (m) | 22.2 | 47.5 | 2.2 | 1.4 |
| Control Delay (s) | 27.1 | 46.6 | 3.3 | 2.6 |
| Lane LOS | D | E | A | A |
| Approach Delay (s) | 27.1 | 46.6 | 3.3 | 2.6 |
| Approach LOS | D | E | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 17.3 | | | |
| Intersection Capacity Utilization | 52.2% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 48 | 202 | 197 | 29 | 22 | 68 |
| Future Volume (vph) | 48 | 202 | 197 | 29 | 22 | 68 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.983 | | 0.898 | |
| Flt Protected | | 0.991 | | | 0.988 | |
| Satd. Flow (prot) | 0 | 1776 | 1683 | 0 | 1517 | 0 |
| Flt Permitted | | 0.991 | | | 0.988 | |
| Satd. Flow (perm) | 0 | 1776 | 1683 | 0 | 1517 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 214.7 | 596.4 | | 242.8 | |
| Travel Time (s) | | 19.3 | 53.7 | | 17.5 | |
| Confl. Peds. (#/hr) | | | | | 9 | 1 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Heavy Vehicles (%) | 19% | 3% | 7% | 38% | 33% | 4% |
| Adj. Flow (vph) | 56 | 238 | 232 | 34 | 26 | 80 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 294 | 266 | 0 | 106 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 0.0 | 0.0 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

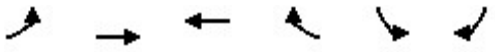
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 41.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 48 | 202 | 197 | 29 | 22 | 68 |
| Future Volume (Veh/h) | 48 | 202 | 197 | 29 | 22 | 68 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 56 | 238 | 232 | 34 | 26 | 80 |
| Pedestrians | | 1 | 9 | | | |
| Lane Width (m) | | 3.6 | 3.6 | | | |
| Walking Speed (m/s) | | 1.2 | 1.2 | | | |
| Percent Blockage | | 0 | 1 | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 266 | | | | 608 | 250 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 266 | | | | 608 | 250 |
| tC, single (s) | 4.3 | | | | 6.7 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.4 | | | | 3.8 | 3.3 |
| p0 queue free % | 95 | | | | 93 | 90 |
| cM capacity (veh/h) | 1206 | | | | 390 | 783 |

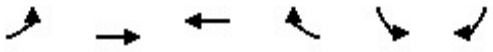
| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 294 | 266 | 106 |
| Volume Left | 56 | 0 | 26 |
| Volume Right | 0 | 34 | 80 |
| cSH | 1206 | 1700 | 628 |
| Volume to Capacity | 0.05 | 0.16 | 0.17 |
| Queue Length 95th (m) | 1.2 | 0.0 | 4.8 |
| Control Delay (s) | 1.9 | 0.0 | 11.9 |
| Lane LOS | A | | B |
| Approach Delay (s) | 1.9 | 0.0 | 11.9 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 2.7 | |
| Intersection Capacity Utilization | | 41.2% | ICU Level of Service |
| Analysis Period (min) | | 15 | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 58 | 162 | 189 | 86 | 76 | 42 |
| Future Volume (vph) | 58 | 162 | 189 | 86 | 76 | 42 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.958 | | 0.952 | |
| Flt Protected | | 0.987 | | | 0.969 | |
| Satd. Flow (prot) | 0 | 1875 | 1808 | 0 | 1740 | 0 |
| Flt Permitted | | 0.987 | | | 0.969 | |
| Satd. Flow (perm) | 0 | 1875 | 1808 | 0 | 1740 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 596.4 | 199.9 | | 240.0 | |
| Travel Time (s) | | 53.7 | 18.0 | | 17.3 | |
| Confl. Peds. (#/hr) | 1 | | | 1 | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles (%) | 0% | 0% | 1% | 0% | 0% | 2% |
| Adj. Flow (vph) | 66 | 184 | 215 | 98 | 86 | 48 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 250 | 313 | 0 | 134 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 0.0 | 0.0 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

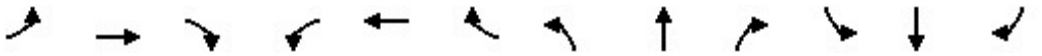
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 43.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 58 | 162 | 189 | 86 | 76 | 42 |
| Future Volume (Veh/h) | 58 | 162 | 189 | 86 | 76 | 42 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 66 | 184 | 215 | 98 | 86 | 48 |
| Pedestrians | | | | | 1 | |
| Lane Width (m) | | | | | 3.6 | |
| Walking Speed (m/s) | | | | | 1.2 | |
| Percent Blockage | | | | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | 200 | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 314 | | | | 581 | 265 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 314 | | | | 581 | 265 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 95 | | | | 81 | 94 |
| cM capacity (veh/h) | 1257 | | | | 454 | 773 |

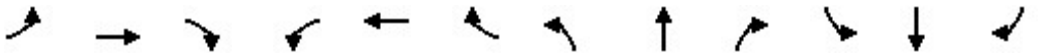
| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 250 | 313 | 134 |
| Volume Left | 66 | 0 | 86 |
| Volume Right | 0 | 98 | 48 |
| cSH | 1257 | 1700 | 532 |
| Volume to Capacity | 0.05 | 0.18 | 0.25 |
| Queue Length 95th (m) | 1.3 | 0.0 | 7.9 |
| Control Delay (s) | 2.5 | 0.0 | 14.0 |
| Lane LOS | A | | B |
| Approach Delay (s) | 2.5 | 0.0 | 14.0 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.6 | | |
| Intersection Capacity Utilization | 43.7% | 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) | 6 | 15 | 4 | 7 | 9 | 8 | 2 | 0 | 7 | 6 | 0 | 3 |
| Future Volume (vph) | 6 | 15 | 4 | 7 | 9 | 8 | 2 | 0 | 7 | 6 | 0 | 3 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| 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 | | | | | | | | | | | | |
| Frt | | 0.979 | | | 0.955 | | | 0.899 | | | 0.955 | |
| Flt Protected | | 0.988 | | | 0.985 | | | 0.988 | | | 0.968 | |
| Satd. Flow (prot) | 0 | 1838 | 0 | 0 | 1787 | 0 | 0 | 1688 | 0 | 0 | 1756 | 0 |
| Flt Permitted | | 0.988 | | | 0.985 | | | 0.988 | | | 0.968 | |
| Satd. Flow (perm) | 0 | 1838 | 0 | 0 | 1787 | 0 | 0 | 1688 | 0 | 0 | 1756 | 0 |
| Link Speed (k/h) | | 50 | | | 50 | | | 50 | | | 50 | |
| Link Distance (m) | | 156.5 | | | 142.7 | | | 88.1 | | | 94.9 | |
| Travel Time (s) | | 11.3 | | | 10.3 | | | 6.3 | | | 6.8 | |
| Confl. Peds. (#/hr) | | | 17 | 17 | | | | | 2 | 2 | | |
| Peak Hour Factor | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 8 | 19 | 5 | 9 | 11 | 10 | 3 | 0 | 9 | 8 | 0 | 4 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 32 | 0 | 0 | 30 | 0 | 0 | 12 | 0 | 0 | 12 | 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) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| 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 |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 18.3% | | 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) | 6 | 15 | 4 | 7 | 9 | 8 | 2 | 0 | 7 | 6 | 0 | 3 |
| Future Volume (vph) | 6 | 15 | 4 | 7 | 9 | 8 | 2 | 0 | 7 | 6 | 0 | 3 |
| Peak Hour Factor | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 |
| Hourly flow rate (vph) | 8 | 19 | 5 | 9 | 11 | 10 | 3 | 0 | 9 | 8 | 0 | 4 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 32 | 30 | 12 | 12 |
| Volume Left (vph) | 8 | 9 | 3 | 8 |
| Volume Right (vph) | 5 | 10 | 9 | 4 |
| Hadj (s) | -0.04 | -0.14 | -0.40 | -0.07 |
| Departure Headway (s) | 3.9 | 3.8 | 3.6 | 4.0 |
| Degree Utilization, x | 0.03 | 0.03 | 0.01 | 0.01 |
| Capacity (veh/h) | 902 | 926 | 959 | 887 |
| Control Delay (s) | 7.1 | 7.0 | 6.7 | 7.0 |
| Approach Delay (s) | 7.1 | 7.0 | 6.7 | 7.0 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | | 7.0 | | |
| Level of Service | | A | | |
| Intersection Capacity Utilization | | 18.3% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 32 | 160 | 169 | 846 | 695 | 53 |
| Future Volume (vph) | 32 | 160 | 169 | 846 | 695 | 53 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | 0.0 | 25.0 | | | 15.0 |
| Storage Lanes | 1 | 1 | 1 | | | 1 |
| Taper Length (m) | 7.5 | | 25.0 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | | 0.850 | | | | 0.850 |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1805 | 1615 | 1805 | 3505 | 3406 | 1615 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1805 | 1615 | 1805 | 3505 | 3406 | 1615 |
| Link Speed (k/h) | 50 | | | 60 | 60 | |
| Link Distance (m) | 197.6 | | | 413.0 | 200.4 | |
| Travel Time (s) | 14.2 | | | 24.8 | 12.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 3% | 6% | 0% |
| Adj. Flow (vph) | 35 | 174 | 184 | 920 | 755 | 58 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 35 | 174 | 184 | 920 | 755 | 58 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(m) | 3.6 | | | 3.6 | 3.6 | |
| Link Offset(m) | 0.0 | | | 0.0 | 0.0 | |
| Crosswalk Width(m) | 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 |
| Turning Speed (k/h) | 25 | 15 | 25 | | | 15 |
| Sign Control | Stop | | | Free | Free | |

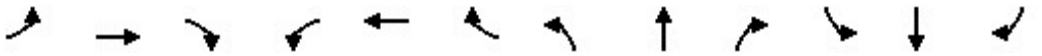
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 41.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 32 | 160 | 169 | 846 | 695 | 53 |
| Future Volume (Veh/h) | 32 | 160 | 169 | 846 | 695 | 53 |
| 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) | 35 | 174 | 184 | 920 | 755 | 58 |
| 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 | 1583 | 378 | 813 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1583 | 378 | 813 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 56 | 72 | 78 | | | |
| cM capacity (veh/h) | 79 | 626 | 823 | | | |

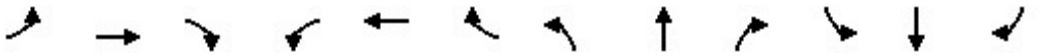
| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 35 | 174 | 184 | 460 | 460 | 378 | 378 | 58 |
| Volume Left | 35 | 0 | 184 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 174 | 0 | 0 | 0 | 0 | 0 | 58 |
| cSH | 79 | 626 | 823 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.44 | 0.28 | 0.22 | 0.27 | 0.27 | 0.22 | 0.22 | 0.03 |
| Queue Length 95th (m) | 14.5 | 9.1 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | 83.2 | 13.0 | 10.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | B | B | | | | | |
| Approach Delay (s) | 24.7 | | 1.8 | | | 0.0 | | |
| Approach LOS | C | | | | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.4 | | |
| Intersection Capacity Utilization | 41.9% | 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) | 34 | 0 | 124 | 0 | 0 | 0 | 183 | 364 | 0 | 0 | 461 | 50 |
| Future Volume (vph) | 34 | 0 | 124 | 0 | 0 | 0 | 183 | 364 | 0 | 0 | 461 | 50 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | | 5.0 | 0.0 | | 0.0 | 115.0 | | 0.0 | 0.0 | | 0.0 |
| Storage Lanes | 0 | | 1 | 0 | | 0 | 1 | | 0 | 0 | | 0 |
| Taper Length (m) | 7.5 | | | 7.5 | | | 95.0 | | | 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 | | | | | | | | | | | | |
| Frt | | | 0.850 | | | | | | | | 0.987 | |
| Flt Protected | | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 1612 | 1495 | 0 | 1900 | 0 | 1641 | 1776 | 0 | 0 | 1759 | 0 |
| Flt Permitted | | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (perm) | 0 | 1612 | 1495 | 0 | 1900 | 0 | 1641 | 1776 | 0 | 0 | 1759 | 0 |
| Link Speed (k/h) | | 40 | | | 40 | | | 80 | | | 80 | |
| Link Distance (m) | | 689.6 | | | 121.8 | | | 406.3 | | | 149.7 | |
| Travel Time (s) | | 62.1 | | | 11.0 | | | 18.3 | | | 6.7 | |
| Confl. Peds. (#/hr) | 2 | | | | | 2 | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 12% | 0% | 8% | 0% | 0% | 0% | 10% | 7% | 0% | 0% | 7% | 3% |
| Adj. Flow (vph) | 37 | 0 | 135 | 0 | 0 | 0 | 199 | 396 | 0 | 0 | 501 | 54 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 37 | 135 | 0 | 0 | 0 | 199 | 396 | 0 | 0 | 555 | 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) | | 0.0 | | | 0.0 | | | 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 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

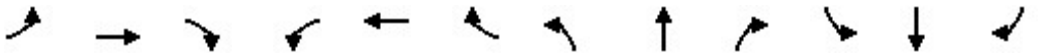
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 60.4% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 34 | 0 | 124 | 0 | 0 | 0 | 183 | 364 | 0 | 0 | 461 | 50 |
| Future Volume (Veh/h) | 34 | 0 | 124 | 0 | 0 | 0 | 183 | 364 | 0 | 0 | 461 | 50 |
| 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) | 37 | 0 | 135 | 0 | 0 | 0 | 199 | 396 | 0 | 0 | 501 | 54 |
| Pedestrians | | | | | | | | | | | 2 | |
| Lane Width (m) | | | | | | | | | | | 3.6 | |
| Walking Speed (m/s) | | | | | | | | | | | 1.2 | |
| Percent Blockage | | | | | | | | | | | 0 | |
| Right turn flare (veh) | | | 1 | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1324 | 1322 | 528 | 1390 | 1349 | 398 | 555 | | | 396 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1324 | 1322 | 528 | 1390 | 1349 | 398 | 555 | | | 396 | | |
| tC, single (s) | 7.2 | 6.5 | 6.3 | 7.1 | 6.5 | 6.2 | 4.2 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.6 | 4.0 | 3.4 | 3.5 | 4.0 | 3.3 | 2.3 | | | 2.2 | | |
| p0 queue free % | 65 | 100 | 75 | 100 | 100 | 100 | 80 | | | 100 | | |
| cM capacity (veh/h) | 107 | 126 | 539 | 76 | 121 | 655 | 976 | | | 1174 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 172 | 0 | 199 | 396 | 555 |
| Volume Left | 37 | 0 | 199 | 0 | 0 |
| Volume Right | 135 | 0 | 0 | 0 | 54 |
| cSH | 392 | 1700 | 976 | 1700 | 1174 |
| Volume to Capacity | 0.44 | 0.00 | 0.20 | 0.23 | 0.00 |
| Queue Length 95th (m) | 17.4 | 0.0 | 6.1 | 0.0 | 0.0 |
| Control Delay (s) | 21.2 | 0.0 | 9.6 | 0.0 | 0.0 |
| Lane LOS | C | A | A | | |
| Approach Delay (s) | 21.2 | 0.0 | 3.2 | | 0.0 |
| Approach LOS | C | A | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.2 | | | |
| Intersection Capacity Utilization | 60.4% | ICU Level of Service | | B |
| Analysis Period (min) | 15 | | | |

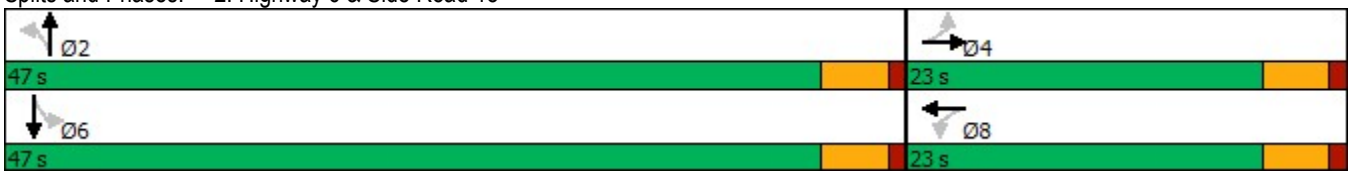


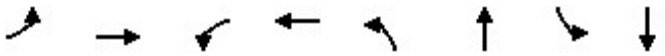
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 20 | 5 | 194 | 115 | 9 | 68 | 102 | 439 | 53 | 32 | 612 | 29 |
| Future Volume (vph) | 20 | 5 | 194 | 115 | 9 | 68 | 102 | 439 | 53 | 32 | 612 | 29 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | | 0.0 | 0.0 | | 0.0 | 20.0 | | 0.0 | 20.0 | | 0.0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 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 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.854 | | | 0.868 | | | 0.983 | | | 0.993 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 1561 | 0 | 1770 | 1617 | 0 | 1656 | 3306 | 0 | 1770 | 3373 | 0 |
| Flt Permitted | 0.702 | | | 0.505 | | | 0.391 | | | 0.462 | | |
| Satd. Flow (perm) | 1334 | 1561 | 0 | 941 | 1617 | 0 | 682 | 3306 | 0 | 861 | 3373 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 202 | | | 74 | | | 36 | | | 12 | |
| Link Speed (k/h) | | 40 | | | 50 | | | 60 | | | 60 | |
| Link Distance (m) | | 199.9 | | | 104.5 | | | 358.6 | | | 413.0 | |
| Travel Time (s) | | 18.0 | | | 7.5 | | | 21.5 | | | 24.8 | |
| Peak Hour Factor | 0.96 | 0.92 | 0.96 | 0.92 | 0.92 | 0.92 | 0.96 | 0.96 | 0.92 | 0.92 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 0% | 2% | 4% | 2% | 2% | 2% | 9% | 8% | 2% | 2% | 6% | 12% |
| Adj. Flow (vph) | 21 | 5 | 202 | 125 | 10 | 74 | 106 | 457 | 58 | 35 | 638 | 30 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 21 | 207 | 0 | 125 | 84 | 0 | 106 | 515 | 0 | 35 | 668 | 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 | | | | | | | | Yes | | | | |
| 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 | |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 23.0 | 23.0 | | 23.0 | 23.0 | | 47.0 | 47.0 | | 47.0 | 47.0 | |
| Total Split (%) | 32.9% | 32.9% | | 32.9% | 32.9% | | 67.1% | 67.1% | | 67.1% | 67.1% | |
| Maximum Green (s) | 18.5 | 18.5 | | 18.5 | 18.5 | | 42.5 | 42.5 | | 42.5 | 42.5 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | Max | Max | | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | 12.9 | 12.9 | | 12.9 | 12.9 | | 45.1 | 45.1 | | 45.1 | 45.1 | |
| Actuated g/C Ratio | 0.19 | 0.19 | | 0.19 | 0.19 | | 0.67 | 0.67 | | 0.67 | 0.67 | |
| v/c Ratio | 0.08 | 0.45 | | 0.69 | 0.23 | | 0.23 | 0.23 | | 0.06 | 0.29 | |
| Control Delay | 20.8 | 7.2 | | 44.1 | 8.6 | | 7.0 | 4.8 | | 5.3 | 5.4 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 20.8 | 7.2 | | 44.1 | 8.6 | | 7.0 | 4.8 | | 5.3 | 5.4 | |
| LOS | C | A | | D | A | | A | A | | A | A | |
| Approach Delay | | 8.4 | | | 29.9 | | | 5.2 | | | 5.4 | |
| Approach LOS | | A | | | C | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 70 | | | |
| Actuated Cycle Length: 67 | | | |
| Natural Cycle: 45 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 0.69 | | | |
| Intersection Signal Delay: 8.6 | | Intersection LOS: A | |
| Intersection Capacity Utilization 57.1% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

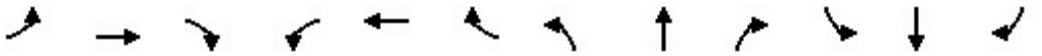
Splits and Phases: 2: Highway 6 & Side Road 18





| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 21 | 207 | 125 | 84 | 106 | 515 | 35 | 668 |
| v/c Ratio | 0.08 | 0.45 | 0.69 | 0.23 | 0.23 | 0.23 | 0.06 | 0.29 |
| Control Delay | 20.8 | 7.2 | 44.1 | 8.6 | 7.0 | 4.8 | 5.3 | 5.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 20.8 | 7.2 | 44.1 | 8.6 | 7.0 | 4.8 | 5.3 | 5.4 |
| Queue Length 50th (m) | 2.2 | 0.5 | 14.6 | 1.0 | 4.5 | 10.4 | 1.3 | 15.1 |
| Queue Length 95th (m) | 7.3 | 15.2 | 31.0 | 10.7 | 13.9 | 21.1 | 5.1 | 29.2 |
| Internal Link Dist (m) | | 175.9 | | 80.5 | | 334.6 | | 389.0 |
| Turn Bay Length (m) | | | | | 20.0 | | 20.0 | |
| Base Capacity (vph) | 369 | 578 | 260 | 501 | 459 | 2236 | 579 | 2273 |
| 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 | 0.06 | 0.36 | 0.48 | 0.17 | 0.23 | 0.23 | 0.06 | 0.29 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 20 | 5 | 194 | 115 | 9 | 68 | 102 | 439 | 53 | 32 | 612 | 29 |
| Future Volume (vph) | 20 | 5 | 194 | 115 | 9 | 68 | 102 | 439 | 53 | 32 | 612 | 29 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frt | 1.00 | 0.85 | | 1.00 | 0.87 | | 1.00 | 0.98 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1805 | 1560 | | 1770 | 1617 | | 1656 | 3307 | | 1770 | 3374 | |
| Flt Permitted | 0.70 | 1.00 | | 0.50 | 1.00 | | 0.39 | 1.00 | | 0.46 | 1.00 | |
| Satd. Flow (perm) | 1335 | 1560 | | 941 | 1617 | | 681 | 3307 | | 860 | 3374 | |
| Peak-hour factor, PHF | 0.96 | 0.92 | 0.96 | 0.92 | 0.92 | 0.92 | 0.96 | 0.96 | 0.92 | 0.92 | 0.96 | 0.96 |
| Adj. Flow (vph) | 21 | 5 | 202 | 125 | 10 | 74 | 106 | 457 | 58 | 35 | 638 | 30 |
| RTOR Reduction (vph) | 0 | 163 | 0 | 0 | 60 | 0 | 0 | 12 | 0 | 0 | 4 | 0 |
| Lane Group Flow (vph) | 21 | 44 | 0 | 125 | 24 | 0 | 106 | 503 | 0 | 35 | 664 | 0 |
| Heavy Vehicles (%) | 0% | 2% | 4% | 2% | 2% | 2% | 9% | 8% | 2% | 2% | 6% | 12% |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 12.9 | 12.9 | | 12.9 | 12.9 | | 45.1 | 45.1 | | 45.1 | 45.1 | |
| Effective Green, g (s) | 12.9 | 12.9 | | 12.9 | 12.9 | | 45.1 | 45.1 | | 45.1 | 45.1 | |
| Actuated g/C Ratio | 0.19 | 0.19 | | 0.19 | 0.19 | | 0.67 | 0.67 | | 0.67 | 0.67 | |
| Clearance Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 257 | 300 | | 181 | 311 | | 458 | 2226 | | 578 | 2271 | |
| v/s Ratio Prot | | 0.03 | | | 0.01 | | | 0.15 | | | c0.20 | |
| v/s Ratio Perm | 0.02 | | | c0.13 | | | 0.16 | | | 0.04 | | |
| v/c Ratio | 0.08 | 0.15 | | 0.69 | 0.08 | | 0.23 | 0.23 | | 0.06 | 0.29 | |
| Uniform Delay, d1 | 22.2 | 22.5 | | 25.2 | 22.2 | | 4.2 | 4.2 | | 3.7 | 4.5 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.1 | 0.2 | | 10.8 | 0.1 | | 1.2 | 0.2 | | 0.2 | 0.3 | |
| Delay (s) | 22.3 | 22.7 | | 36.0 | 22.3 | | 5.4 | 4.5 | | 3.9 | 4.8 | |
| Level of Service | C | C | | D | C | | A | A | | A | A | |
| Approach Delay (s) | | 22.7 | | | 30.5 | | | 4.6 | | | 4.7 | |
| Approach LOS | | C | | | C | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 10.1 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.38 | | |
| Actuated Cycle Length (s) | 67.0 | Sum of lost time (s) | 9.0 |
| Intersection Capacity Utilization | 57.1% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 23 | 65 | 66 | 531 | 891 | 50 |
| Future Volume (vph) | 23 | 65 | 66 | 531 | 891 | 50 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | 5.0 | 30.0 | | | 0.0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (m) | 7.5 | | 20.0 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 |
| Ped Bike Factor | | | | | | |
| Frt | | 0.850 | | | 0.992 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1671 | 1380 | 1671 | 3343 | 3327 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1671 | 1380 | 1671 | 3343 | 3327 | 0 |
| Link Speed (k/h) | 40 | | | 60 | 60 | |
| Link Distance (m) | 509.0 | | | 92.6 | 58.0 | |
| Travel Time (s) | 45.8 | | | 5.6 | 3.5 | |
| Confl. Peds. (#/hr) | 3 | 1 | 3 | | | 3 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles (%) | 8% | 17% | 8% | 8% | 7% | 19% |
| Adj. Flow (vph) | 25 | 71 | 73 | 584 | 979 | 55 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 25 | 71 | 73 | 584 | 1034 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(m) | 3.6 | | | 3.6 | 3.6 | |
| Link Offset(m) | 0.0 | | | 0.0 | 0.0 | |
| Crosswalk Width(m) | 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 |
| Turning Speed (k/h) | 25 | 15 | 25 | | | 15 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 43.6% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 23 | 65 | 66 | 531 | 891 | 50 |
| Future Volume (Veh/h) | 23 | 65 | 66 | 531 | 891 | 50 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Hourly flow rate (vph) | 25 | 71 | 73 | 584 | 979 | 55 |
| Pedestrians | 3 | | | 1 | 3 | |
| Lane Width (m) | 3.6 | | | 3.6 | 3.6 | |
| Walking Speed (m/s) | 1.2 | | | 1.2 | 1.2 | |
| Percent Blockage | 0 | | | 0 | 0 | |
| Right turn flare (veh) | | 1 | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | 93 | | |
| pX, platoon unblocked | 0.99 | | | | | |
| vC, conflicting volume | 1450 | 521 | 1037 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1435 | 521 | 1037 | | | |
| tC, single (s) | 7.0 | 7.2 | 4.3 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.5 | 2.3 | | | |
| p0 queue free % | 76 | 85 | 88 | | | |
| cM capacity (veh/h) | 103 | 461 | 630 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|
| Volume Total | 96 | 73 | 292 | 292 | 653 | 381 |
| Volume Left | 25 | 73 | 0 | 0 | 0 | 0 |
| Volume Right | 71 | 0 | 0 | 0 | 0 | 55 |
| cSH | 394 | 630 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.24 | 0.12 | 0.17 | 0.17 | 0.38 | 0.22 |
| Queue Length 95th (m) | 7.5 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | 23.8 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | C | B | | | | |
| Approach Delay (s) | 23.8 | 1.3 | | | 0.0 | |
| Approach LOS | C | | | | | |

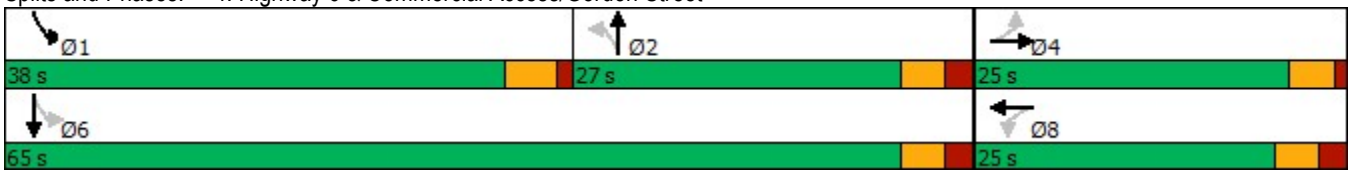
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.7 | | |
| Intersection Capacity Utilization | 43.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

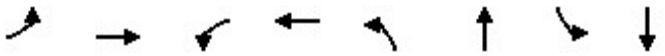
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 5 | 8 | 25 | 105 | 12 | 303 | 20 | 278 | 97 | 409 | 532 | 10 |
| Future Volume (vph) | 5 | 8 | 25 | 105 | 12 | 303 | 20 | 278 | 97 | 409 | 532 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 20.0 | | 0.0 | 25.0 | | 0.0 | 20.0 | | 0.0 | 15.0 | | 0.0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (m) | 15.0 | | | 55.0 | | | 60.0 | | | 20.0 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | 1.00 | 0.99 | | 0.99 | 0.99 | | 0.99 | 0.99 | | 0.99 | 1.00 | |
| Frt | | 0.886 | | | 0.856 | | | 0.961 | | | 0.997 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 1611 | 0 | 1656 | 1399 | 0 | 1641 | 3263 | 0 | 1656 | 3396 | 0 |
| Flt Permitted | 0.282 | | | 0.732 | | | 0.416 | | | 0.436 | | |
| Satd. Flow (perm) | 535 | 1611 | 0 | 1269 | 1399 | 0 | 712 | 3263 | 0 | 755 | 3396 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 29 | | | 348 | | | 51 | | | 4 | |
| Link Speed (k/h) | | 50 | | | 50 | | | 60 | | | 60 | |
| Link Distance (m) | | 103.5 | | | 516.0 | | | 310.1 | | | 92.6 | |
| Travel Time (s) | | 7.5 | | | 37.2 | | | 18.6 | | | 5.6 | |
| Confl. Peds. (#/hr) | 1 | | 4 | 4 | | 1 | 9 | | 7 | 7 | | 9 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Heavy Vehicles (%) | 0% | 0% | 4% | 9% | 8% | 15% | 10% | 4% | 9% | 9% | 6% | 0% |
| Adj. Flow (vph) | 6 | 9 | 29 | 121 | 14 | 348 | 23 | 320 | 111 | 470 | 611 | 11 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 6 | 38 | 0 | 121 | 362 | 0 | 23 | 431 | 0 | 470 | 622 | 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 | | Perm | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 2 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 23.0 | 23.0 | | 23.0 | 23.0 | | 9.5 | 23.0 | |
| Total Split (s) | 25.0 | 25.0 | | 25.0 | 25.0 | | 27.0 | 27.0 | | 38.0 | 65.0 | |
| Total Split (%) | 27.8% | 27.8% | | 27.8% | 27.8% | | 30.0% | 30.0% | | 42.2% | 72.2% | |
| Maximum Green (s) | 21.0 | 21.0 | | 20.0 | 20.0 | | 22.0 | 22.0 | | 33.5 | 60.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.5 | 3.0 | |
| All-Red Time (s) | 1.0 | 1.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 1.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 4.5 | 5.0 | |
| Lead/Lag | | | | | | | Lag | Lag | | Lead | | |
| 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 | None | None | | None | None | | Max | Max | | None | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | | 0 | |
| Act Effct Green (s) | 14.2 | 14.2 | | 13.2 | 13.2 | | 39.9 | 39.9 | | 60.7 | 60.2 | |
| Actuated g/C Ratio | 0.17 | 0.17 | | 0.16 | 0.16 | | 0.48 | 0.48 | | 0.73 | 0.72 | |
| v/c Ratio | 0.07 | 0.13 | | 0.60 | 0.70 | | 0.07 | 0.27 | | 0.65 | 0.25 | |
| Control Delay | 29.6 | 14.5 | | 45.4 | 12.5 | | 18.1 | 14.4 | | 9.7 | 4.7 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 29.6 | 14.5 | | 45.4 | 12.5 | | 18.1 | 14.4 | | 9.7 | 4.7 | |
| LOS | C | B | | D | B | | B | B | | A | A | |
| Approach Delay | | 16.5 | | | 20.8 | | | 14.5 | | | 6.9 | |
| Approach LOS | | B | | | C | | | B | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 90 | | | |
| Actuated Cycle Length: 83.4 | | | |
| Natural Cycle: 65 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 0.70 | | | |
| Intersection Signal Delay: 12.0 | | Intersection LOS: B | |
| Intersection Capacity Utilization 69.2% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

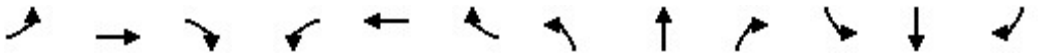
Splits and Phases: 4: Highway 6 & Commercial Access/Gordon Street





| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 6 | 38 | 121 | 362 | 23 | 431 | 470 | 622 |
| v/c Ratio | 0.07 | 0.13 | 0.60 | 0.70 | 0.07 | 0.27 | 0.65 | 0.25 |
| Control Delay | 29.6 | 14.5 | 45.4 | 12.5 | 18.1 | 14.4 | 9.7 | 4.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 29.6 | 14.5 | 45.4 | 12.5 | 18.1 | 14.4 | 9.7 | 4.7 |
| Queue Length 50th (m) | 0.9 | 1.3 | 19.0 | 2.0 | 1.9 | 18.1 | 24.3 | 15.1 |
| Queue Length 95th (m) | 4.0 | 8.7 | 34.6 | 23.2 | 8.7 | 40.0 | 50.0 | 27.5 |
| Internal Link Dist (m) | | 79.5 | | 492.0 | | 286.1 | | 68.6 |
| Turn Bay Length (m) | 20.0 | | 25.0 | | 20.0 | | 15.0 | |
| Base Capacity (vph) | 135 | 428 | 305 | 600 | 340 | 1586 | 912 | 2452 |
| 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 | 0.04 | 0.09 | 0.40 | 0.60 | 0.07 | 0.27 | 0.52 | 0.25 |

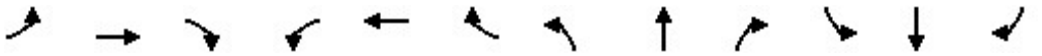
Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 5 | 8 | 25 | 105 | 12 | 303 | 20 | 278 | 97 | 409 | 532 | 10 |
| Future Volume (vph) | 5 | 8 | 25 | 105 | 12 | 303 | 20 | 278 | 97 | 409 | 532 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 4.5 | 5.0 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.89 | | 1.00 | 0.86 | | 1.00 | 0.96 | | 1.00 | 1.00 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1804 | 1611 | | 1647 | 1399 | | 1626 | 3266 | | 1651 | 3398 | |
| Flt Permitted | 0.28 | 1.00 | | 0.73 | 1.00 | | 0.42 | 1.00 | | 0.44 | 1.00 | |
| Satd. Flow (perm) | 535 | 1611 | | 1270 | 1399 | | 712 | 3266 | | 758 | 3398 | |
| Peak-hour factor, PHF | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Adj. Flow (vph) | 6 | 9 | 29 | 121 | 14 | 348 | 23 | 320 | 111 | 470 | 611 | 11 |
| RTOR Reduction (vph) | 0 | 24 | 0 | 0 | 293 | 0 | 0 | 27 | 0 | 0 | 1 | 0 |
| Lane Group Flow (vph) | 6 | 14 | 0 | 121 | 69 | 0 | 23 | 404 | 0 | 470 | 621 | 0 |
| Confl. Peds. (#/hr) | 1 | | 4 | 4 | | 1 | 9 | | 7 | 7 | | 9 |
| Heavy Vehicles (%) | 0% | 0% | 4% | 9% | 8% | 15% | 10% | 4% | 9% | 9% | 6% | 0% |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 14.2 | 14.2 | | 13.2 | 13.2 | | 39.9 | 39.9 | | 60.2 | 60.2 | |
| Effective Green, g (s) | 14.2 | 14.2 | | 13.2 | 13.2 | | 39.9 | 39.9 | | 60.2 | 60.2 | |
| Actuated g/C Ratio | 0.17 | 0.17 | | 0.16 | 0.16 | | 0.48 | 0.48 | | 0.72 | 0.72 | |
| Clearance Time (s) | 4.0 | 4.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 4.5 | 5.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 91 | 274 | | 201 | 221 | | 340 | 1562 | | 716 | 2452 | |
| v/s Ratio Prot | | 0.01 | | | 0.05 | | | 0.12 | | c0.12 | 0.18 | |
| v/s Ratio Perm | 0.01 | | | c0.10 | | | 0.03 | | | c0.35 | | |
| v/c Ratio | 0.07 | 0.05 | | 0.60 | 0.31 | | 0.07 | 0.26 | | 0.66 | 0.25 | |
| Uniform Delay, d1 | 29.0 | 29.0 | | 32.7 | 31.1 | | 11.7 | 12.9 | | 4.9 | 3.9 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.3 | 0.1 | | 5.0 | 0.8 | | 0.4 | 0.4 | | 2.2 | 0.2 | |
| Delay (s) | 29.3 | 29.0 | | 37.7 | 31.9 | | 12.1 | 13.4 | | 7.1 | 4.2 | |
| Level of Service | C | C | | D | C | | B | B | | A | A | |
| Approach Delay (s) | | 29.1 | | | 33.3 | | | 13.3 | | | 5.5 | |
| Approach LOS | | C | | | C | | | B | | | A | |

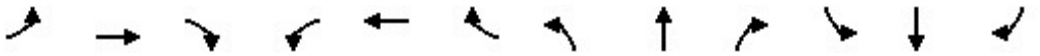
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 14.2 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.68 | | |
| Actuated Cycle Length (s) | 83.4 | Sum of lost time (s) | 14.5 |
| Intersection Capacity Utilization | 69.2% | ICU Level of Service | C |
| 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) | 64 | 86 | 72 | 71 | 57 | 47 | 35 | 91 | 38 | 51 | 151 | 39 |
| Future Volume (vph) | 64 | 86 | 72 | 71 | 57 | 47 | 35 | 91 | 38 | 51 | 151 | 39 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| 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 | | | | | | | | | | | | |
| Frt | | 0.956 | | | 0.964 | | | 0.969 | | | 0.978 | |
| Flt Protected | | 0.986 | | | 0.980 | | | 0.989 | | | 0.990 | |
| Satd. Flow (prot) | 0 | 1713 | 0 | 0 | 1702 | 0 | 0 | 1729 | 0 | 0 | 1715 | 0 |
| Flt Permitted | | 0.986 | | | 0.980 | | | 0.989 | | | 0.990 | |
| Satd. Flow (perm) | 0 | 1713 | 0 | 0 | 1702 | 0 | 0 | 1729 | 0 | 0 | 1715 | 0 |
| Link Speed (k/h) | | 50 | | | 40 | | | 50 | | | 50 | |
| Link Distance (m) | | 271.3 | | | 214.7 | | | 599.2 | | | 318.8 | |
| Travel Time (s) | | 19.5 | | | 19.3 | | | 43.1 | | | 23.0 | |
| Confl. Peds. (#/hr) | | | 19 | 19 | | | | | 3 | 3 | | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Heavy Vehicles (%) | 5% | 3% | 6% | 7% | 4% | 5% | 7% | 4% | 7% | 14% | 3% | 15% |
| Adj. Flow (vph) | 74 | 100 | 84 | 83 | 66 | 55 | 41 | 106 | 44 | 59 | 176 | 45 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 258 | 0 | 0 | 204 | 0 | 0 | 191 | 0 | 0 | 280 | 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) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| 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 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

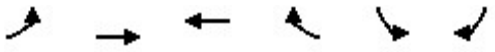
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 39.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 64 | 86 | 72 | 71 | 57 | 47 | 35 | 91 | 38 | 51 | 151 | 39 |
| Future Volume (Veh/h) | 64 | 86 | 72 | 71 | 57 | 47 | 35 | 91 | 38 | 51 | 151 | 39 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Hourly flow rate (vph) | 74 | 100 | 84 | 83 | 66 | 55 | 41 | 106 | 44 | 59 | 176 | 45 |
| Pedestrians | | | | | 3 | | | 19 | | | | |
| Lane Width (m) | | | | | 3.6 | | | 3.6 | | | | |
| Walking Speed (m/s) | | | | | 1.2 | | | 1.2 | | | | |
| Percent Blockage | | | | | 0 | | | 2 | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 614 | 552 | 218 | 682 | 552 | 131 | 221 | | | 153 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 614 | 552 | 218 | 682 | 552 | 131 | 221 | | | 153 | | |
| tC, single (s) | 7.1 | 6.5 | 6.3 | 7.2 | 6.5 | 6.2 | 4.2 | | | 4.2 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.4 | 3.6 | 4.0 | 3.3 | 2.3 | | | 2.3 | | |
| p0 queue free % | 76 | 75 | 89 | 65 | 84 | 94 | 97 | | | 96 | | |
| cM capacity (veh/h) | 310 | 407 | 799 | 240 | 406 | 908 | 1319 | | | 1354 | | |

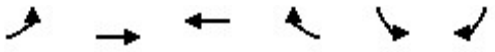
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 258 | 204 | 191 | 280 |
| Volume Left | 74 | 83 | 41 | 59 |
| Volume Right | 84 | 55 | 44 | 45 |
| cSH | 438 | 359 | 1319 | 1354 |
| Volume to Capacity | 0.59 | 0.57 | 0.03 | 0.04 |
| Queue Length 95th (m) | 29.6 | 27.0 | 0.8 | 1.1 |
| Control Delay (s) | 24.4 | 27.5 | 1.9 | 1.9 |
| Lane LOS | C | D | A | A |
| Approach Delay (s) | 24.4 | 27.5 | 1.9 | 1.9 |
| Approach LOS | C | D | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 13.7 | | | |
| Intersection Capacity Utilization | 39.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 16 | 165 | 138 | 8 | 6 | 52 |
| Future Volume (vph) | 16 | 165 | 138 | 8 | 6 | 52 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.992 | | 0.878 | |
| Flt Protected | | 0.995 | | | 0.995 | |
| Satd. Flow (prot) | 0 | 1810 | 1733 | 0 | 1553 | 0 |
| Flt Permitted | | 0.995 | | | 0.995 | |
| Satd. Flow (perm) | 0 | 1810 | 1733 | 0 | 1553 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 214.7 | 596.4 | | 242.8 | |
| Travel Time (s) | | 19.3 | 53.7 | | 17.5 | |
| Confl. Peds. (#/hr) | | | | | 9 | 1 |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Heavy Vehicles (%) | 19% | 3% | 7% | 38% | 33% | 4% |
| Adj. Flow (vph) | 20 | 201 | 168 | 10 | 7 | 63 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 221 | 178 | 0 | 70 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 0.0 | 0.0 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

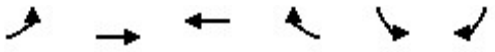
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 31.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 16 | 165 | 138 | 8 | 6 | 52 |
| Future Volume (Veh/h) | 16 | 165 | 138 | 8 | 6 | 52 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Hourly flow rate (vph) | 20 | 201 | 168 | 10 | 7 | 63 |
| Pedestrians | | 1 | 9 | | | |
| Lane Width (m) | | 3.6 | 3.6 | | | |
| Walking Speed (m/s) | | 1.2 | 1.2 | | | |
| Percent Blockage | | 0 | 1 | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 178 | | | | 423 | 174 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 178 | | | | 423 | 174 |
| tC, single (s) | 4.3 | | | | 6.7 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.4 | | | | 3.8 | 3.3 |
| p0 queue free % | 98 | | | | 99 | 93 |
| cM capacity (veh/h) | 1302 | | | | 521 | 864 |

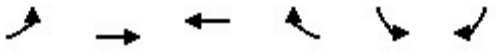
| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 221 | 178 | 70 |
| Volume Left | 20 | 0 | 7 |
| Volume Right | 0 | 10 | 63 |
| cSH | 1302 | 1700 | 810 |
| Volume to Capacity | 0.02 | 0.10 | 0.09 |
| Queue Length 95th (m) | 0.4 | 0.0 | 2.3 |
| Control Delay (s) | 0.8 | 0.0 | 9.9 |
| Lane LOS | A | | A |
| Approach Delay (s) | 0.8 | 0.0 | 9.9 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.9 | | |
| Intersection Capacity Utilization | 31.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 7 | 178 | 125 | 15 | 46 | 9 |
| Future Volume (vph) | 7 | 178 | 125 | 15 | 46 | 9 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.986 | | 0.977 | |
| Flt Protected | | 0.998 | | | 0.960 | |
| Satd. Flow (prot) | 0 | 1836 | 1685 | 0 | 1630 | 0 |
| Flt Permitted | | 0.998 | | | 0.960 | |
| Satd. Flow (perm) | 0 | 1836 | 1685 | 0 | 1630 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 596.4 | 199.9 | | 240.0 | |
| Travel Time (s) | | 53.7 | 18.0 | | 17.3 | |
| Confl. Peds. (#/hr) | 2 | | | 2 | 4 | 4 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 10% | 3% | 11% | 13% | 9% | 11% |
| Adj. Flow (vph) | 8 | 191 | 134 | 16 | 49 | 10 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 199 | 150 | 0 | 59 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 0.0 | 0.0 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

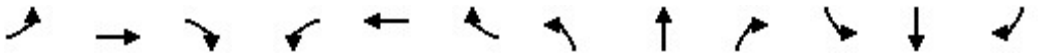
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 26.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 7 | 178 | 125 | 15 | 46 | 9 |
| Future Volume (Veh/h) | 7 | 178 | 125 | 15 | 46 | 9 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 8 | 191 | 134 | 16 | 49 | 10 |
| Pedestrians | | 4 | 4 | | 2 | |
| Lane Width (m) | | 3.6 | 3.6 | | 3.6 | |
| Walking Speed (m/s) | | 1.2 | 1.2 | | 1.2 | |
| Percent Blockage | | 0 | 0 | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | 200 | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 152 | | | | 355 | 148 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 152 | | | | 355 | 148 |
| tC, single (s) | 4.2 | | | | 6.5 | 6.3 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.3 | | | | 3.6 | 3.4 |
| p0 queue free % | 99 | | | | 92 | 99 |
| cM capacity (veh/h) | 1379 | | | | 622 | 871 |

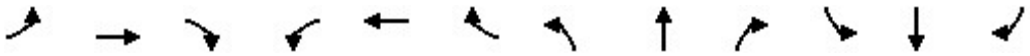
| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 199 | 150 | 59 |
| Volume Left | 8 | 0 | 49 |
| Volume Right | 0 | 16 | 10 |
| cSH | 1379 | 1700 | 654 |
| Volume to Capacity | 0.01 | 0.09 | 0.09 |
| Queue Length 95th (m) | 0.1 | 0.0 | 2.4 |
| Control Delay (s) | 0.4 | 0.0 | 11.0 |
| Lane LOS | A | | B |
| Approach Delay (s) | 0.4 | 0.0 | 11.0 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.8 | | |
| Intersection Capacity Utilization | 26.3% | 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) | 0 | 13 | 3 | 3 | 11 | 0 | 1 | 0 | 2 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 13 | 3 | 3 | 11 | 0 | 1 | 0 | 2 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| 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 | | | | | | | | | | | | |
| Frt | | 0.974 | | | | | | 0.899 | | | | |
| Flt Protected | | | | | 0.990 | | | 0.988 | | | | |
| Satd. Flow (prot) | 0 | 1738 | 0 | 0 | 1722 | 0 | 0 | 1663 | 0 | 0 | 1900 | 0 |
| Flt Permitted | | | | | 0.990 | | | 0.988 | | | | |
| Satd. Flow (perm) | 0 | 1738 | 0 | 0 | 1722 | 0 | 0 | 1663 | 0 | 0 | 1900 | 0 |
| Link Speed (k/h) | | 50 | | | 50 | | | 50 | | | 50 | |
| Link Distance (m) | | 156.5 | | | 142.7 | | | 88.1 | | | 94.9 | |
| Travel Time (s) | | 11.3 | | | 10.3 | | | 6.3 | | | 6.8 | |
| Confl. Peds. (#/hr) | | | 11 | 11 | | | 2 | | 4 | 4 | | 2 |
| Peak Hour Factor | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Heavy Vehicles (%) | 0% | 8% | 0% | 10% | 9% | 0% | 0% | 0% | 2% | 0% | 0% | 0% |
| Adj. Flow (vph) | 0 | 17 | 4 | 4 | 15 | 0 | 1 | 0 | 3 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 21 | 0 | 0 | 19 | 0 | 0 | 4 | 0 | 0 | 0 | 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) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| 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 |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |

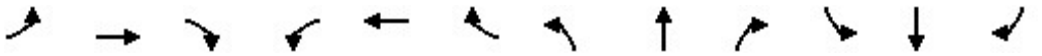
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 17.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Traffic Volume (vph) | 0 | 13 | 3 | 3 | 11 | 0 | 1 | 0 | 2 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 13 | 3 | 3 | 11 | 0 | 1 | 0 | 2 | 0 | 0 | 0 |
| Peak Hour Factor | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Hourly flow rate (vph) | 0 | 17 | 4 | 4 | 15 | 0 | 1 | 0 | 3 | 0 | 0 | 0 |

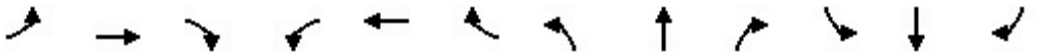
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 21 | 19 | 4 | 0 |
| Volume Left (vph) | 0 | 4 | 1 | 0 |
| Volume Right (vph) | 4 | 0 | 3 | 0 |
| Hadj (s) | 0.00 | 0.20 | -0.37 | 0.00 |
| Departure Headway (s) | 3.9 | 4.1 | 3.6 | 4.0 |
| Degree Utilization, x | 0.02 | 0.02 | 0.00 | 0.00 |
| Capacity (veh/h) | 909 | 866 | 982 | 900 |
| Control Delay (s) | 7.0 | 7.2 | 6.6 | 7.0 |
| Approach Delay (s) | 7.0 | 7.2 | 6.6 | 0.0 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 7.1 | | | |
| Level of Service | A | | | |
| Intersection Capacity Utilization | 17.7% | 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) | 34 | 0 | 218 | 0 | 0 | 0 | 174 | 681 | 0 | 0 | 512 | 30 |
| Future Volume (vph) | 34 | 0 | 218 | 0 | 0 | 0 | 174 | 681 | 0 | 0 | 512 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | | 5.0 | 0.0 | | 0.0 | 115.0 | | 0.0 | 0.0 | | 0.0 |
| Storage Lanes | 0 | | 1 | 0 | | 0 | 1 | | 0 | 0 | | 0 |
| Taper Length (m) | 7.5 | | | 7.5 | | | 95.0 | | | 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 | | | | | | | | | | | | |
| Frt | | | 0.850 | | | | | | | | 0.992 | |
| Flt Protected | | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 1517 | 1553 | 0 | 1900 | 0 | 1752 | 1845 | 0 | 0 | 1756 | 0 |
| Flt Permitted | | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (perm) | 0 | 1517 | 1553 | 0 | 1900 | 0 | 1752 | 1845 | 0 | 0 | 1756 | 0 |
| Link Speed (k/h) | | 40 | | | 40 | | | 80 | | | 80 | |
| Link Distance (m) | | 689.6 | | | 121.8 | | | 406.3 | | | 149.7 | |
| Travel Time (s) | | 62.1 | | | 11.0 | | | 18.3 | | | 6.7 | |
| Confl. Peds. (#/hr) | 4 | | | | | 4 | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 19% | 0% | 4% | 0% | 0% | 0% | 3% | 3% | 0% | 0% | 7% | 13% |
| Adj. Flow (vph) | 36 | 0 | 229 | 0 | 0 | 0 | 183 | 717 | 0 | 0 | 539 | 32 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 36 | 229 | 0 | 0 | 0 | 183 | 717 | 0 | 0 | 571 | 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) | | 0.0 | | | 0.0 | | | 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 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 79.2% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 34 | 0 | 218 | 0 | 0 | 0 | 174 | 681 | 0 | 0 | 512 | 30 |
| Future Volume (Veh/h) | 34 | 0 | 218 | 0 | 0 | 0 | 174 | 681 | 0 | 0 | 512 | 30 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 36 | 0 | 229 | 0 | 0 | 0 | 183 | 717 | 0 | 0 | 539 | 32 |
| Pedestrians | | | | | | | | | | | 4 | |
| Lane Width (m) | | | | | | | | | | | 3.6 | |
| Walking Speed (m/s) | | | | | | | | | | | 1.2 | |
| Percent Blockage | | | | | | | | | | | 0 | |
| Right turn flare (veh) | | | 1 | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1642 | 1638 | 555 | 1752 | 1654 | 721 | 571 | | | 717 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1642 | 1638 | 555 | 1752 | 1654 | 721 | 571 | | | 717 | | |
| tC, single (s) | 7.3 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.7 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 42 | 100 | 57 | 100 | 100 | 100 | 82 | | | 100 | | |
| cM capacity (veh/h) | 62 | 83 | 527 | 33 | 81 | 429 | 997 | | | 893 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 265 | 0 | 183 | 717 | 571 |
| Volume Left | 36 | 0 | 183 | 0 | 0 |
| Volume Right | 229 | 0 | 0 | 0 | 32 |
| cSH | 360 | 1700 | 997 | 1700 | 893 |
| Volume to Capacity | 0.74 | 0.00 | 0.18 | 0.42 | 0.00 |
| Queue Length 95th (m) | 45.4 | 0.0 | 5.4 | 0.0 | 0.0 |
| Control Delay (s) | 38.4 | 0.0 | 9.4 | 0.0 | 0.0 |
| Lane LOS | E | A | A | | |
| Approach Delay (s) | 38.4 | 0.0 | 1.9 | | 0.0 |
| Approach LOS | E | A | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 6.8 | | | |
| Intersection Capacity Utilization | 79.2% | ICU Level of Service | D | |
| Analysis Period (min) | 15 | | | |

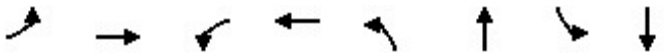
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 32 | 11 | 172 | 104 | 8 | 75 | 142 | 818 | 151 | 91 | 640 | 30 |
| Future Volume (vph) | 32 | 11 | 172 | 104 | 8 | 75 | 142 | 818 | 151 | 91 | 640 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | | 0.0 | 0.0 | | 0.0 | 20.0 | | 0.0 | 20.0 | | 0.0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 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 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.859 | | | 0.865 | | | 0.976 | | | 0.993 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 1571 | 0 | 1770 | 1611 | 0 | 1736 | 3454 | 0 | 1770 | 3375 | 0 |
| Flt Permitted | 0.698 | | | 0.501 | | | 0.308 | | | 0.280 | | |
| Satd. Flow (perm) | 1326 | 1571 | 0 | 933 | 1611 | 0 | 563 | 3454 | 0 | 522 | 3375 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 181 | | | 82 | | | 55 | | | 8 | |
| Link Speed (k/h) | | 40 | | | 50 | | | 60 | | | 60 | |
| Link Distance (m) | | 199.9 | | | 104.5 | | | 358.6 | | | 413.0 | |
| Travel Time (s) | | 18.0 | | | 7.5 | | | 21.5 | | | 24.8 | |
| Peak Hour Factor | 0.95 | 0.92 | 0.95 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.92 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 0% | 2% | 4% | 2% | 2% | 2% | 4% | 2% | 2% | 2% | 6% | 11% |
| Adj. Flow (vph) | 34 | 12 | 181 | 113 | 9 | 82 | 149 | 861 | 164 | 99 | 674 | 32 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 34 | 193 | 0 | 113 | 91 | 0 | 149 | 1025 | 0 | 99 | 706 | 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 | | | | | | | | Yes | | | | |
| 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 | 100 | | 100 | 25 | | 100 | 100 | | 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 | |
| Turn Type | Perm | NA | | Perm | NA | | pm+pt | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | | 6 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 5 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 9.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 24.0 | 24.0 | | 24.0 | 24.0 | | 12.0 | 56.0 | | 44.0 | 44.0 | |
| Total Split (%) | 30.0% | 30.0% | | 30.0% | 30.0% | | 15.0% | 70.0% | | 55.0% | 55.0% | |
| Maximum Green (s) | 19.5 | 19.5 | | 19.5 | 19.5 | | 7.5 | 51.5 | | 39.5 | 39.5 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| 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 | None | None | | None | None | | None | Max | | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | | 0 | | 0 | 0 | |
| Act Effct Green (s) | 13.1 | 13.1 | | 13.1 | 13.1 | | 51.7 | 51.7 | | 40.2 | 40.2 | |
| Actuated g/C Ratio | 0.18 | 0.18 | | 0.18 | 0.18 | | 0.70 | 0.70 | | 0.54 | 0.54 | |
| v/c Ratio | 0.15 | 0.45 | | 0.68 | 0.26 | | 0.29 | 0.42 | | 0.35 | 0.38 | |
| Control Delay | 26.1 | 8.8 | | 49.4 | 9.6 | | 6.0 | 5.6 | | 15.8 | 11.2 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 26.1 | 8.8 | | 49.4 | 9.6 | | 6.0 | 5.6 | | 15.8 | 11.2 | |
| LOS | C | A | | D | A | | A | A | | B | B | |
| Approach Delay | | 11.4 | | | 31.6 | | | 5.6 | | | 11.7 | |
| Approach LOS | | B | | | C | | | A | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 80 | | | |
| Actuated Cycle Length: 73.8 | | | |
| Natural Cycle: 60 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 0.68 | | | |
| Intersection Signal Delay: 10.4 | | Intersection LOS: B | |
| Intersection Capacity Utilization 64.4% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

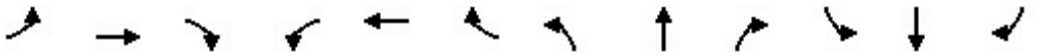
Splits and Phases: 2: Highway 6 & Side Road 18





| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 34 | 193 | 113 | 91 | 149 | 1025 | 99 | 706 |
| v/c Ratio | 0.15 | 0.45 | 0.68 | 0.26 | 0.29 | 0.42 | 0.35 | 0.38 |
| Control Delay | 26.1 | 8.8 | 49.4 | 9.6 | 6.0 | 5.6 | 15.8 | 11.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 26.1 | 8.8 | 49.4 | 9.6 | 6.0 | 5.6 | 15.8 | 11.2 |
| Queue Length 50th (m) | 4.2 | 1.5 | 15.6 | 1.1 | 5.9 | 25.8 | 7.7 | 29.1 |
| Queue Length 95th (m) | 11.4 | 17.2 | 32.2 | 12.1 | 15.1 | 48.1 | 22.6 | 49.0 |
| Internal Link Dist (m) | | 175.9 | | 80.5 | | 334.6 | | 389.0 |
| Turn Bay Length (m) | | | | | 20.0 | | 20.0 | |
| Base Capacity (vph) | 351 | 549 | 247 | 487 | 514 | 2436 | 284 | 1840 |
| 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 | 0.10 | 0.35 | 0.46 | 0.19 | 0.29 | 0.42 | 0.35 | 0.38 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 32 | 11 | 172 | 104 | 8 | 75 | 142 | 818 | 151 | 91 | 640 | 30 |
| Future Volume (vph) | 32 | 11 | 172 | 104 | 8 | 75 | 142 | 818 | 151 | 91 | 640 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frt | 1.00 | 0.86 | | 1.00 | 0.86 | | 1.00 | 0.98 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1805 | 1572 | | 1770 | 1611 | | 1736 | 3454 | | 1770 | 3375 | |
| Flt Permitted | 0.70 | 1.00 | | 0.50 | 1.00 | | 0.31 | 1.00 | | 0.28 | 1.00 | |
| Satd. Flow (perm) | 1326 | 1572 | | 933 | 1611 | | 563 | 3454 | | 521 | 3375 | |
| Peak-hour factor, PHF | 0.95 | 0.92 | 0.95 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.92 | 0.95 | 0.95 |
| Adj. Flow (vph) | 34 | 12 | 181 | 113 | 9 | 82 | 149 | 861 | 164 | 99 | 674 | 32 |
| RTOR Reduction (vph) | 0 | 149 | 0 | 0 | 67 | 0 | 0 | 16 | 0 | 0 | 4 | 0 |
| Lane Group Flow (vph) | 34 | 44 | 0 | 113 | 24 | 0 | 149 | 1009 | 0 | 99 | 702 | 0 |
| Heavy Vehicles (%) | 0% | 2% | 4% | 2% | 2% | 2% | 4% | 2% | 2% | 2% | 6% | 11% |
| Turn Type | Perm | NA | | Perm | NA | | pm+pt | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 13.1 | 13.1 | | 13.1 | 13.1 | | 51.7 | 51.7 | | 40.2 | 40.2 | |
| Effective Green, g (s) | 13.1 | 13.1 | | 13.1 | 13.1 | | 51.7 | 51.7 | | 40.2 | 40.2 | |
| Actuated g/C Ratio | 0.18 | 0.18 | | 0.18 | 0.18 | | 0.70 | 0.70 | | 0.54 | 0.54 | |
| Clearance Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 235 | 279 | | 165 | 285 | | 505 | 2419 | | 283 | 1838 | |
| v/s Ratio Prot | | 0.03 | | | 0.01 | | 0.03 | c0.29 | | | 0.21 | |
| v/s Ratio Perm | 0.03 | | | c0.12 | | | 0.18 | | | 0.19 | | |
| v/c Ratio | 0.14 | 0.16 | | 0.68 | 0.08 | | 0.30 | 0.42 | | 0.35 | 0.38 | |
| Uniform Delay, d1 | 25.6 | 25.7 | | 28.4 | 25.3 | | 4.3 | 4.7 | | 9.4 | 9.7 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.3 | 0.3 | | 11.2 | 0.1 | | 0.3 | 0.5 | | 3.4 | 0.6 | |
| Delay (s) | 25.9 | 26.0 | | 39.6 | 25.5 | | 4.6 | 5.2 | | 12.8 | 10.3 | |
| Level of Service | C | C | | D | C | | A | A | | B | B | |
| Approach Delay (s) | | 25.9 | | | 33.3 | | | 5.1 | | | 10.6 | |
| Approach LOS | | C | | | C | | | A | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 11.3 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.51 | | |
| Actuated Cycle Length (s) | 73.8 | Sum of lost time (s) | 13.5 |
| Intersection Capacity Utilization | 64.4% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 44 | 93 | 85 | 1084 | 813 | 67 |
| Future Volume (vph) | 44 | 93 | 85 | 1084 | 813 | 67 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | 5.0 | 30.0 | | | 0.0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (m) | 7.5 | | 20.0 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 |
| Ped Bike Factor | | | | | | |
| Frt | | 0.850 | | | 0.989 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1805 | 1568 | 1703 | 3505 | 3443 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1805 | 1568 | 1703 | 3505 | 3443 | 0 |
| Link Speed (k/h) | 40 | | | 60 | 60 | |
| Link Distance (m) | 509.0 | | | 92.6 | 58.0 | |
| Travel Time (s) | 45.8 | | | 5.6 | 3.5 | |
| Confl. Peds. (#/hr) | 1 | 2 | 5 | | | 5 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Heavy Vehicles (%) | 0% | 3% | 6% | 3% | 4% | 0% |
| Adj. Flow (vph) | 45 | 96 | 88 | 1118 | 838 | 69 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 45 | 96 | 88 | 1118 | 907 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(m) | 3.6 | | | 3.6 | 3.6 | |
| Link Offset(m) | 0.0 | | | 0.0 | 0.0 | |
| Crosswalk Width(m) | 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 |
| Turning Speed (k/h) | 25 | 15 | 25 | | | 15 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 43.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 44 | 93 | 85 | 1084 | 813 | 67 |
| Future Volume (Veh/h) | 44 | 93 | 85 | 1084 | 813 | 67 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Hourly flow rate (vph) | 45 | 96 | 88 | 1118 | 838 | 69 |
| Pedestrians | 5 | | | 2 | 1 | |
| Lane Width (m) | 3.6 | | | 3.6 | 3.6 | |
| Walking Speed (m/s) | 1.2 | | | 1.2 | 1.2 | |
| Percent Blockage | 0 | | | 0 | 0 | |
| Right turn flare (veh) | | 1 | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | 93 | | |
| pX, platoon unblocked | 0.86 | | | | | |
| vC, conflicting volume | 1614 | 460 | 912 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1388 | 460 | 912 | | | |
| tC, single (s) | 6.8 | 7.0 | 4.2 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.3 | | | |
| p0 queue free % | 56 | 82 | 88 | | | |
| cM capacity (veh/h) | 102 | 542 | 715 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|
| Volume Total | 141 | 88 | 559 | 559 | 559 | 348 |
| Volume Left | 45 | 88 | 0 | 0 | 0 | 0 |
| Volume Right | 96 | 0 | 0 | 0 | 0 | 69 |
| cSH | 274 | 715 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.51 | 0.12 | 0.33 | 0.33 | 0.33 | 0.20 |
| Queue Length 95th (m) | 21.8 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | 31.2 | 10.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | D | B | | | | |
| Approach Delay (s) | 31.2 | 0.8 | | | 0.0 | |
| Approach LOS | D | | | | | |

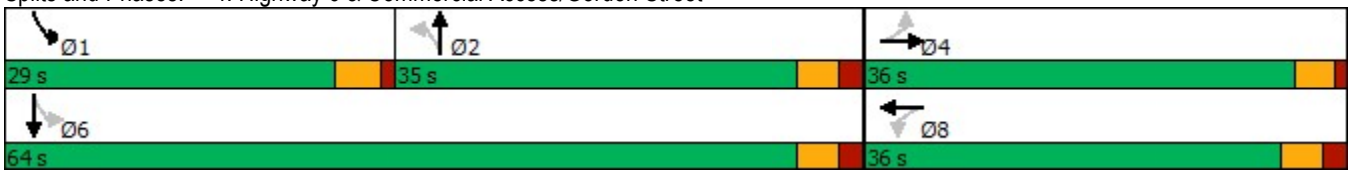
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.4 | | |
| Intersection Capacity Utilization | 43.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

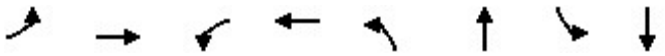
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 25 | 48 | 82 | 118 | 69 | 529 | 85 | 567 | 119 | 349 | 534 | 25 |
| Future Volume (vph) | 25 | 48 | 82 | 118 | 69 | 529 | 85 | 567 | 119 | 349 | 534 | 25 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 20.0 | | 0.0 | 25.0 | | 0.0 | 20.0 | | 0.0 | 15.0 | | 0.0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (m) | 15.0 | | | 55.0 | | | 60.0 | | | 20.0 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | | 0.99 | | 1.00 | 0.96 | | 0.99 | 0.99 | | | 1.00 | |
| Frt | | 0.906 | | | 0.867 | | | 0.974 | | | 0.993 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 1680 | 0 | 1787 | 1537 | 0 | 1805 | 3437 | 0 | 1719 | 3542 | 0 |
| Flt Permitted | 0.163 | | | 0.617 | | | 0.425 | | | 0.244 | | |
| Satd. Flow (perm) | 310 | 1680 | 0 | 1158 | 1537 | 0 | 796 | 3437 | 0 | 442 | 3542 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 88 | | | 401 | | | 25 | | | 8 | |
| Link Speed (k/h) | | 50 | | | 50 | | | 60 | | | 60 | |
| Link Distance (m) | | 103.5 | | | 516.0 | | | 310.1 | | | 92.6 | |
| Travel Time (s) | | 7.5 | | | 37.2 | | | 18.6 | | | 5.6 | |
| Confl. Peds. (#/hr) | 22 | | 2 | 2 | | 22 | 12 | | 9 | 9 | | 12 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 0% | 4% | 0% | 1% | 0% | 3% | 0% | 1% | 4% | 5% | 1% | 0% |
| Adj. Flow (vph) | 27 | 52 | 88 | 127 | 74 | 569 | 91 | 610 | 128 | 375 | 574 | 27 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 27 | 140 | 0 | 127 | 643 | 0 | 91 | 738 | 0 | 375 | 601 | 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 | | Perm | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 2 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 23.0 | 23.0 | | 23.0 | 23.0 | | 9.5 | 23.0 | |
| Total Split (s) | 36.0 | 36.0 | | 36.0 | 36.0 | | 35.0 | 35.0 | | 29.0 | 64.0 | |
| Total Split (%) | 36.0% | 36.0% | | 36.0% | 36.0% | | 35.0% | 35.0% | | 29.0% | 64.0% | |
| Maximum Green (s) | 32.0 | 32.0 | | 31.0 | 31.0 | | 30.0 | 30.0 | | 24.5 | 59.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.5 | 3.0 | |
| All-Red Time (s) | 1.0 | 1.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 1.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 4.5 | 5.0 | |
| Lead/Lag | | | | | | | Lag | Lag | | Lead | | |
| 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 | None | None | | None | None | | Max | Max | | None | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | | 0 | |
| Act Effct Green (s) | 24.5 | 24.5 | | 23.5 | 23.5 | | 38.0 | 38.0 | | 59.9 | 59.4 | |
| Actuated g/C Ratio | 0.26 | 0.26 | | 0.25 | 0.25 | | 0.41 | 0.41 | | 0.64 | 0.64 | |
| v/c Ratio | 0.33 | 0.28 | | 0.43 | 0.93 | | 0.28 | 0.52 | | 0.73 | 0.27 | |
| Control Delay | 38.6 | 12.1 | | 33.2 | 34.5 | | 27.4 | 24.8 | | 18.9 | 8.6 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 38.6 | 12.1 | | 33.2 | 34.5 | | 27.4 | 24.8 | | 18.9 | 8.6 | |
| LOS | D | B | | C | C | | C | C | | B | A | |
| Approach Delay | | 16.4 | | | 34.3 | | | 25.1 | | | 12.6 | |
| Approach LOS | | B | | | C | | | C | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 93 | | | |
| Natural Cycle: 65 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 0.93 | | | |
| Intersection Signal Delay: 22.7 | | Intersection LOS: C | |
| Intersection Capacity Utilization 96.7% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 4: Highway 6 & Commercial Access/Gordon Street

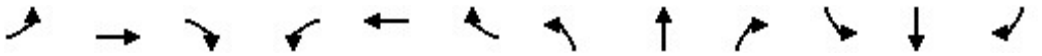




| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 27 | 140 | 127 | 643 | 91 | 738 | 375 | 601 |
| v/c Ratio | 0.33 | 0.28 | 0.43 | 0.93 | 0.28 | 0.52 | 0.73 | 0.27 |
| Control Delay | 38.6 | 12.1 | 33.2 | 34.5 | 27.4 | 24.8 | 18.9 | 8.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 38.6 | 12.1 | 33.2 | 34.5 | 27.4 | 24.8 | 18.9 | 8.6 |
| Queue Length 50th (m) | 4.1 | 7.4 | 20.0 | 49.0 | 12.5 | 58.1 | 33.8 | 26.8 |
| Queue Length 95th (m) | 12.5 | 21.6 | 36.8 | #121.4 | 30.0 | 89.2 | 62.8 | 39.0 |
| Internal Link Dist (m) | | 79.5 | | 492.0 | | 286.1 | | 68.6 |
| Turn Bay Length (m) | 20.0 | | 25.0 | | 20.0 | | 15.0 | |
| Base Capacity (vph) | 107 | 639 | 388 | 782 | 325 | 1419 | 623 | 2267 |
| 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 | 0.25 | 0.22 | 0.33 | 0.82 | 0.28 | 0.52 | 0.60 | 0.27 |

Intersection Summary

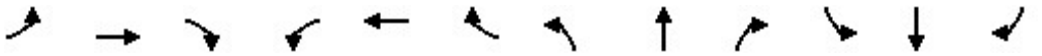
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 25 | 48 | 82 | 118 | 69 | 529 | 85 | 567 | 119 | 349 | 534 | 25 |
| Future Volume (vph) | 25 | 48 | 82 | 118 | 69 | 529 | 85 | 567 | 119 | 349 | 534 | 25 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 4.5 | 5.0 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 0.96 | | 1.00 | 0.99 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.99 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.91 | | 1.00 | 0.87 | | 1.00 | 0.97 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1805 | 1680 | | 1783 | 1541 | | 1781 | 3438 | | 1717 | 3544 | |
| Flt Permitted | 0.16 | 1.00 | | 0.62 | 1.00 | | 0.42 | 1.00 | | 0.24 | 1.00 | |
| Satd. Flow (perm) | 310 | 1680 | | 1158 | 1541 | | 796 | 3438 | | 441 | 3544 | |
| Peak-hour factor, PHF | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Adj. Flow (vph) | 27 | 52 | 88 | 127 | 74 | 569 | 91 | 610 | 128 | 375 | 574 | 27 |
| RTOR Reduction (vph) | 0 | 65 | 0 | 0 | 300 | 0 | 0 | 15 | 0 | 0 | 3 | 0 |
| Lane Group Flow (vph) | 27 | 75 | 0 | 127 | 343 | 0 | 91 | 723 | 0 | 375 | 598 | 0 |
| Confl. Peds. (#/hr) | 22 | | 2 | 2 | | 22 | 12 | | 9 | 9 | | 12 |
| Heavy Vehicles (%) | 0% | 4% | 0% | 1% | 0% | 3% | 0% | 1% | 4% | 5% | 1% | 0% |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 24.5 | 24.5 | | 23.5 | 23.5 | | 38.1 | 38.1 | | 59.5 | 59.5 | |
| Effective Green, g (s) | 24.5 | 24.5 | | 23.5 | 23.5 | | 38.1 | 38.1 | | 59.5 | 59.5 | |
| Actuated g/C Ratio | 0.26 | 0.26 | | 0.25 | 0.25 | | 0.41 | 0.41 | | 0.64 | 0.64 | |
| Clearance Time (s) | 4.0 | 4.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 4.5 | 5.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 81 | 442 | | 292 | 389 | | 326 | 1408 | | 514 | 2267 | |
| v/s Ratio Prot | | 0.04 | | | c0.22 | | | 0.21 | | c0.13 | 0.17 | |
| v/s Ratio Perm | 0.09 | | | 0.11 | | | 0.11 | | | c0.33 | | |
| v/c Ratio | 0.33 | 0.17 | | 0.43 | 0.88 | | 0.28 | 0.51 | | 0.73 | 0.26 | |
| Uniform Delay, d1 | 27.7 | 26.4 | | 29.2 | 33.4 | | 18.3 | 20.5 | | 10.3 | 7.3 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 2.4 | 0.2 | | 1.0 | 20.3 | | 2.1 | 1.3 | | 5.1 | 0.3 | |
| Delay (s) | 30.1 | 26.6 | | 30.2 | 53.7 | | 20.4 | 21.9 | | 15.5 | 7.5 | |
| Level of Service | C | C | | C | D | | C | C | | B | A | |
| Approach Delay (s) | | 27.2 | | | 49.8 | | | 21.7 | | | 10.6 | |
| Approach LOS | | C | | | D | | | C | | | B | |

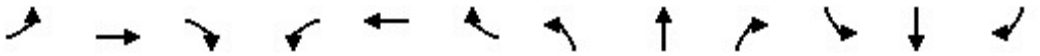
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 26.0 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.80 | | |
| Actuated Cycle Length (s) | 93.0 | Sum of lost time (s) | 14.5 |
| Intersection Capacity Utilization | 96.7% | ICU Level of Service | F |
| 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) | 31 | 50 | 61 | 53 | 72 | 59 | 115 | 126 | 42 | 57 | 143 | 53 |
| Future Volume (vph) | 31 | 50 | 61 | 53 | 72 | 59 | 115 | 126 | 42 | 57 | 143 | 53 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| 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 | | | | | | | | | | | | |
| Frt | | 0.942 | | | 0.957 | | | 0.980 | | | 0.972 | |
| Flt Protected | | 0.989 | | | 0.986 | | | 0.980 | | | 0.989 | |
| Satd. Flow (prot) | 0 | 1729 | 0 | 0 | 1752 | 0 | 0 | 1809 | 0 | 0 | 1768 | 0 |
| Flt Permitted | | 0.989 | | | 0.986 | | | 0.980 | | | 0.989 | |
| Satd. Flow (perm) | 0 | 1729 | 0 | 0 | 1752 | 0 | 0 | 1809 | 0 | 0 | 1768 | 0 |
| Link Speed (k/h) | | 50 | | | 40 | | | 50 | | | 50 | |
| Link Distance (m) | | 271.3 | | | 214.7 | | | 599.2 | | | 318.8 | |
| Travel Time (s) | | 19.5 | | | 19.3 | | | 43.1 | | | 23.0 | |
| Confl. Peds. (#/hr) | 1 | | 6 | 6 | | 1 | 1 | | 3 | 3 | | 1 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 7% | 0% | 2% | 0% | 6% | 0% | 1% | 1% | 0% | 0% | 1% | 13% |
| Adj. Flow (vph) | 32 | 52 | 64 | 55 | 75 | 61 | 120 | 131 | 44 | 59 | 149 | 55 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 148 | 0 | 0 | 191 | 0 | 0 | 295 | 0 | 0 | 263 | 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) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| 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 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

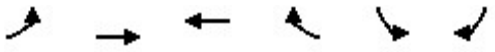
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 49.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 31 | 50 | 61 | 53 | 72 | 59 | 115 | 126 | 42 | 57 | 143 | 53 |
| Future Volume (Veh/h) | 31 | 50 | 61 | 53 | 72 | 59 | 115 | 126 | 42 | 57 | 143 | 53 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Hourly flow rate (vph) | 32 | 52 | 64 | 55 | 75 | 61 | 120 | 131 | 44 | 59 | 149 | 55 |
| Pedestrians | | 1 | | | 3 | | | 6 | | | 1 | |
| Lane Width (m) | | 3.6 | | | 3.6 | | | 3.6 | | | 3.6 | |
| Walking Speed (m/s) | | 1.2 | | | 1.2 | | | 1.2 | | | 1.2 | |
| Percent Blockage | | 0 | | | 0 | | | 1 | | | 0 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 788 | 714 | 184 | 786 | 719 | 157 | 205 | | | 178 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 788 | 714 | 184 | 786 | 719 | 157 | 205 | | | 178 | | |
| tC, single (s) | 7.2 | 6.5 | 6.2 | 7.1 | 6.6 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.6 | 4.0 | 3.3 | 3.5 | 4.1 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 85 | 83 | 93 | 76 | 75 | 93 | 91 | | | 96 | | |
| cM capacity (veh/h) | 207 | 313 | 854 | 226 | 305 | 891 | 1371 | | | 1407 | | |

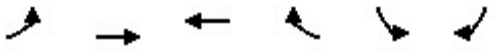
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 148 | 191 | 295 | 263 |
| Volume Left | 32 | 55 | 120 | 59 |
| Volume Right | 64 | 61 | 44 | 55 |
| cSH | 374 | 342 | 1371 | 1407 |
| Volume to Capacity | 0.40 | 0.56 | 0.09 | 0.04 |
| Queue Length 95th (m) | 14.8 | 25.9 | 2.3 | 1.0 |
| Control Delay (s) | 20.8 | 28.0 | 3.7 | 2.0 |
| Lane LOS | C | D | A | A |
| Approach Delay (s) | 20.8 | 28.0 | 3.7 | 2.0 |
| Approach LOS | C | D | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 11.2 | | | |
| Intersection Capacity Utilization | 49.4% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 16 | 161 | 173 | 8 | 6 | 52 |
| Future Volume (vph) | 16 | 161 | 173 | 8 | 6 | 52 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.994 | | 0.879 | |
| Flt Protected | | 0.995 | | | 0.995 | |
| Satd. Flow (prot) | 0 | 1810 | 1744 | 0 | 1553 | 0 |
| Flt Permitted | | 0.995 | | | 0.995 | |
| Satd. Flow (perm) | 0 | 1810 | 1744 | 0 | 1553 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 214.7 | 596.4 | | 242.8 | |
| Travel Time (s) | | 19.3 | 53.7 | | 17.5 | |
| Confl. Peds. (#/hr) | | | | | 9 | 1 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Heavy Vehicles (%) | 19% | 3% | 7% | 38% | 33% | 4% |
| Adj. Flow (vph) | 19 | 189 | 204 | 9 | 7 | 61 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 208 | 213 | 0 | 68 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 0.0 | 0.0 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

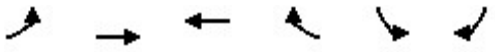
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 32.4% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 16 | 161 | 173 | 8 | 6 | 52 |
| Future Volume (Veh/h) | 16 | 161 | 173 | 8 | 6 | 52 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 19 | 189 | 204 | 9 | 7 | 61 |
| Pedestrians | | 1 | 9 | | | |
| Lane Width (m) | | 3.6 | 3.6 | | | |
| Walking Speed (m/s) | | 1.2 | 1.2 | | | |
| Percent Blockage | | 0 | 1 | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 213 | | | | 444 | 210 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 213 | | | | 444 | 210 |
| tC, single (s) | 4.3 | | | | 6.7 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.4 | | | | 3.8 | 3.3 |
| p0 queue free % | 98 | | | | 99 | 93 |
| cM capacity (veh/h) | 1263 | | | | 506 | 825 |

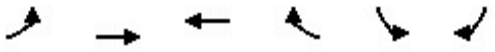
| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 208 | 213 | 68 |
| Volume Left | 19 | 0 | 7 |
| Volume Right | 0 | 9 | 61 |
| cSH | 1263 | 1700 | 775 |
| Volume to Capacity | 0.02 | 0.13 | 0.09 |
| Queue Length 95th (m) | 0.4 | 0.0 | 2.3 |
| Control Delay (s) | 0.8 | 0.0 | 10.1 |
| Lane LOS | A | | B |
| Approach Delay (s) | 0.8 | 0.0 | 10.1 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.8 | | |
| Intersection Capacity Utilization | 32.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 6 | 157 | 180 | 45 | 45 | 7 |
| Future Volume (vph) | 6 | 157 | 180 | 45 | 45 | 7 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.973 | | 0.982 | |
| Flt Protected | | 0.998 | | | 0.959 | |
| Satd. Flow (prot) | 0 | 1896 | 1834 | 0 | 1784 | 0 |
| Flt Permitted | | 0.998 | | | 0.959 | |
| Satd. Flow (perm) | 0 | 1896 | 1834 | 0 | 1784 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 596.4 | 199.9 | | 240.0 | |
| Travel Time (s) | | 53.7 | 18.0 | | 17.3 | |
| Confl. Peds. (#/hr) | 1 | | | 1 | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles (%) | 0% | 0% | 1% | 0% | 0% | 2% |
| Adj. Flow (vph) | 7 | 178 | 205 | 51 | 51 | 8 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 185 | 256 | 0 | 59 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 0.0 | 0.0 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

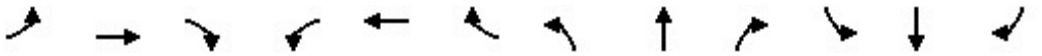
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 23.1% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 6 | 157 | 180 | 45 | 45 | 7 |
| Future Volume (Veh/h) | 6 | 157 | 180 | 45 | 45 | 7 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 7 | 178 | 205 | 51 | 51 | 8 |
| Pedestrians | | | | | 1 | |
| Lane Width (m) | | | | | 3.6 | |
| Walking Speed (m/s) | | | | | 1.2 | |
| Percent Blockage | | | | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | 200 | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 257 | | | | 424 | 232 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 257 | | | | 424 | 232 |
| 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 | | | | 91 | 99 |
| cM capacity (veh/h) | 1318 | | | | 587 | 807 |

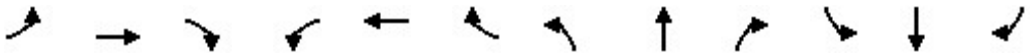
| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 185 | 256 | 59 |
| Volume Left | 7 | 0 | 51 |
| Volume Right | 0 | 51 | 8 |
| cSH | 1318 | 1700 | 610 |
| Volume to Capacity | 0.01 | 0.15 | 0.10 |
| Queue Length 95th (m) | 0.1 | 0.0 | 2.6 |
| Control Delay (s) | 0.3 | 0.0 | 11.5 |
| Lane LOS | A | | B |
| Approach Delay (s) | 0.3 | 0.0 | 11.5 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.5 | | |
| Intersection Capacity Utilization | 23.1% | 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) | 0 | 15 | 4 | 7 | 9 | 0 | 2 | 0 | 7 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 15 | 4 | 7 | 9 | 0 | 2 | 0 | 7 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| 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 | | | | | | | | | | | | |
| Frt | | 0.972 | | | | | | 0.899 | | | | |
| Flt Protected | | | | | 0.978 | | | 0.988 | | | | |
| Satd. Flow (prot) | 0 | 1847 | 0 | 0 | 1858 | 0 | 0 | 1688 | 0 | 0 | 1900 | 0 |
| Flt Permitted | | | | | 0.978 | | | 0.988 | | | | |
| Satd. Flow (perm) | 0 | 1847 | 0 | 0 | 1858 | 0 | 0 | 1688 | 0 | 0 | 1900 | 0 |
| Link Speed (k/h) | | 50 | | | 50 | | | 50 | | | 50 | |
| Link Distance (m) | | 156.5 | | | 142.7 | | | 88.1 | | | 94.9 | |
| Travel Time (s) | | 11.3 | | | 10.3 | | | 6.3 | | | 6.8 | |
| Confl. Peds. (#/hr) | | | 17 | 17 | | | | | 2 | 2 | | |
| Peak Hour Factor | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 0 | 19 | 5 | 9 | 11 | 0 | 3 | 0 | 9 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 24 | 0 | 0 | 20 | 0 | 0 | 12 | 0 | 0 | 0 | 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) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| 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 |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 18.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



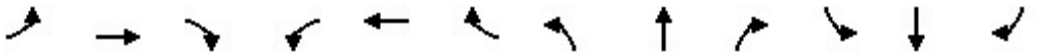
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Traffic Volume (vph) | 0 | 15 | 4 | 7 | 9 | 0 | 2 | 0 | 7 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 15 | 4 | 7 | 9 | 0 | 2 | 0 | 7 | 0 | 0 | 0 |
| Peak Hour Factor | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 |
| Hourly flow rate (vph) | 0 | 19 | 5 | 9 | 11 | 0 | 3 | 0 | 9 | 0 | 0 | 0 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 24 | 20 | 12 | 0 |
| Volume Left (vph) | 0 | 9 | 3 | 0 |
| Volume Right (vph) | 5 | 0 | 9 | 0 |
| Hadj (s) | -0.13 | 0.09 | -0.40 | 0.00 |
| Departure Headway (s) | 3.8 | 4.0 | 3.6 | 4.0 |
| Degree Utilization, x | 0.03 | 0.02 | 0.01 | 0.00 |
| Capacity (veh/h) | 932 | 884 | 987 | 900 |
| Control Delay (s) | 6.9 | 7.1 | 6.6 | 7.0 |
| Approach Delay (s) | 6.9 | 7.1 | 6.6 | 0.0 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 6.9 | | | |
| Level of Service | A | | | |
| Intersection Capacity Utilization | 18.3% | 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) | 34 | 0 | 124 | 0 | 0 | 0 | 183 | 406 | 0 | 0 | 487 | 50 |
| Future Volume (vph) | 34 | 0 | 124 | 0 | 0 | 0 | 183 | 406 | 0 | 0 | 487 | 50 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | | 5.0 | 0.0 | | 0.0 | 115.0 | | 0.0 | 0.0 | | 0.0 |
| Storage Lanes | 0 | | 1 | 0 | | 0 | 1 | | 0 | 0 | | 0 |
| Taper Length (m) | 7.5 | | | 7.5 | | | 95.0 | | | 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 | | | | | | | | | | | | |
| Frt | | | 0.850 | | | | | | | | 0.987 | |
| Flt Protected | | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 1612 | 1495 | 0 | 1900 | 0 | 1641 | 1776 | 0 | 0 | 1759 | 0 |
| Flt Permitted | | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (perm) | 0 | 1612 | 1495 | 0 | 1900 | 0 | 1641 | 1776 | 0 | 0 | 1759 | 0 |
| Link Speed (k/h) | | 40 | | | 40 | | | 80 | | | 80 | |
| Link Distance (m) | | 689.6 | | | 121.8 | | | 406.3 | | | 149.7 | |
| Travel Time (s) | | 62.1 | | | 11.0 | | | 18.3 | | | 6.7 | |
| Confl. Peds. (#/hr) | 2 | | | | | 2 | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 12% | 0% | 8% | 0% | 0% | 0% | 10% | 7% | 0% | 0% | 7% | 3% |
| Adj. Flow (vph) | 37 | 0 | 135 | 0 | 0 | 0 | 199 | 441 | 0 | 0 | 529 | 54 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 37 | 135 | 0 | 0 | 0 | 199 | 441 | 0 | 0 | 583 | 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) | | 0.0 | | | 0.0 | | | 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 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 64.0% | | 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) | 34 | 0 | 124 | 0 | 0 | 0 | 183 | 406 | 0 | 0 | 487 | 50 |
| Future Volume (Veh/h) | 34 | 0 | 124 | 0 | 0 | 0 | 183 | 406 | 0 | 0 | 487 | 50 |
| 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) | 37 | 0 | 135 | 0 | 0 | 0 | 199 | 441 | 0 | 0 | 529 | 54 |
| Pedestrians | | | | | | | | | | | 2 | |
| Lane Width (m) | | | | | | | | | | | 3.6 | |
| Walking Speed (m/s) | | | | | | | | | | | 1.2 | |
| Percent Blockage | | | | | | | | | | | 0 | |
| Right turn flare (veh) | | | 1 | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1397 | 1395 | 556 | 1462 | 1422 | 443 | 583 | | | 441 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1397 | 1395 | 556 | 1462 | 1422 | 443 | 583 | | | 441 | | |
| tC, single (s) | 7.2 | 6.5 | 6.3 | 7.1 | 6.5 | 6.2 | 4.2 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.6 | 4.0 | 3.4 | 3.5 | 4.0 | 3.3 | 2.3 | | | 2.2 | | |
| p0 queue free % | 61 | 100 | 74 | 100 | 100 | 100 | 79 | | | 100 | | |
| cM capacity (veh/h) | 94 | 113 | 519 | 67 | 109 | 618 | 953 | | | 1130 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 172 | 0 | 199 | 441 | 583 |
| Volume Left | 37 | 0 | 199 | 0 | 0 |
| Volume Right | 135 | 0 | 0 | 0 | 54 |
| cSH | 351 | 1700 | 953 | 1700 | 1130 |
| Volume to Capacity | 0.49 | 0.00 | 0.21 | 0.26 | 0.00 |
| Queue Length 95th (m) | 20.7 | 0.0 | 6.3 | 0.0 | 0.0 |
| Control Delay (s) | 24.7 | 0.0 | 9.8 | 0.0 | 0.0 |
| Lane LOS | C | A | A | | |
| Approach Delay (s) | 24.7 | 0.0 | 3.0 | | 0.0 |
| Approach LOS | C | A | | | |

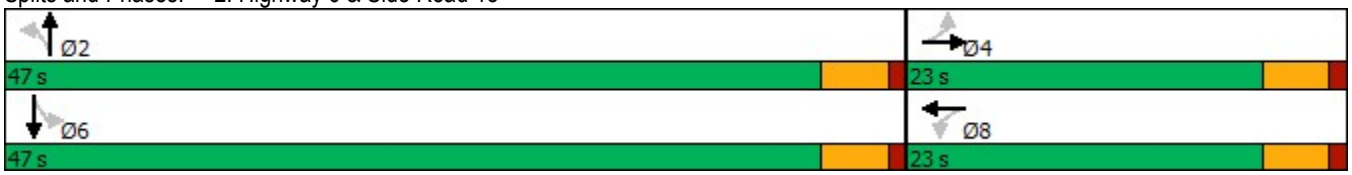
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.4 | | | |
| Intersection Capacity Utilization | 64.0% | ICU Level of Service | | C |
| Analysis Period (min) | 15 | | | |

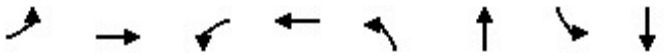
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 20 | 5 | 235 | 115 | 9 | 133 | 145 | 591 | 53 | 47 | 883 | 29 |
| Future Volume (vph) | 20 | 5 | 235 | 115 | 9 | 133 | 145 | 591 | 53 | 47 | 883 | 29 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | | 0.0 | 0.0 | | 0.0 | 20.0 | | 0.0 | 20.0 | | 0.0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 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 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.853 | | | 0.860 | | | 0.987 | | | 0.995 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 1559 | 0 | 1770 | 1602 | 0 | 1656 | 3315 | 0 | 1770 | 3383 | 0 |
| Flt Permitted | 0.638 | | | 0.429 | | | 0.272 | | | 0.386 | | |
| Satd. Flow (perm) | 1212 | 1559 | 0 | 799 | 1602 | 0 | 474 | 3315 | 0 | 719 | 3383 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 148 | | | 145 | | | 26 | | | 8 | |
| Link Speed (k/h) | | 40 | | | 50 | | | 60 | | | 60 | |
| Link Distance (m) | | 199.9 | | | 104.5 | | | 358.6 | | | 413.0 | |
| Travel Time (s) | | 18.0 | | | 7.5 | | | 21.5 | | | 24.8 | |
| Peak Hour Factor | 0.96 | 0.92 | 0.96 | 0.92 | 0.92 | 0.92 | 0.96 | 0.96 | 0.92 | 0.92 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 0% | 2% | 4% | 2% | 2% | 2% | 9% | 8% | 2% | 2% | 6% | 12% |
| Adj. Flow (vph) | 21 | 5 | 245 | 125 | 10 | 145 | 151 | 616 | 58 | 51 | 920 | 30 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 21 | 250 | 0 | 125 | 155 | 0 | 151 | 674 | 0 | 51 | 950 | 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 | | | | | | | | Yes | | | | |
| 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 | |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 23.0 | 23.0 | | 23.0 | 23.0 | | 47.0 | 47.0 | | 47.0 | 47.0 | |
| Total Split (%) | 32.9% | 32.9% | | 32.9% | 32.9% | | 67.1% | 67.1% | | 67.1% | 67.1% | |
| Maximum Green (s) | 18.5 | 18.5 | | 18.5 | 18.5 | | 42.5 | 42.5 | | 42.5 | 42.5 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | Max | Max | | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | 13.5 | 13.5 | | 13.5 | 13.5 | | 43.2 | 43.2 | | 43.2 | 43.2 | |
| Actuated g/C Ratio | 0.21 | 0.21 | | 0.21 | 0.21 | | 0.66 | 0.66 | | 0.66 | 0.66 | |
| v/c Ratio | 0.08 | 0.57 | | 0.76 | 0.35 | | 0.49 | 0.31 | | 0.11 | 0.43 | |
| Control Delay | 20.7 | 15.2 | | 53.6 | 7.3 | | 13.9 | 5.7 | | 6.1 | 6.7 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 20.7 | 15.2 | | 53.6 | 7.3 | | 13.9 | 5.7 | | 6.1 | 6.7 | |
| LOS | C | B | | D | A | | B | A | | A | A | |
| Approach Delay | | 15.7 | | | 27.9 | | | 7.2 | | | 6.7 | |
| Approach LOS | | B | | | C | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 70 | | | |
| Actuated Cycle Length: 65.7 | | | |
| Natural Cycle: 60 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 0.76 | | | |
| Intersection Signal Delay: 10.4 | | Intersection LOS: B | |
| Intersection Capacity Utilization 69.5% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 2: Highway 6 & Side Road 18

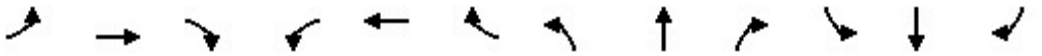




| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 21 | 250 | 125 | 155 | 151 | 674 | 51 | 950 |
| v/c Ratio | 0.08 | 0.57 | 0.76 | 0.35 | 0.49 | 0.31 | 0.11 | 0.43 |
| Control Delay | 20.7 | 15.2 | 53.6 | 7.3 | 13.9 | 5.7 | 6.1 | 6.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 20.7 | 15.2 | 53.6 | 7.3 | 13.9 | 5.7 | 6.1 | 6.7 |
| Queue Length 50th (m) | 2.2 | 11.1 | 15.0 | 1.0 | 8.5 | 16.1 | 2.1 | 26.3 |
| Queue Length 95th (m) | 7.3 | 30.5 | #36.8 | 14.0 | 29.0 | 29.1 | 7.0 | 45.3 |
| Internal Link Dist (m) | | 175.9 | | 80.5 | | 334.6 | | 389.0 |
| Turn Bay Length (m) | | | | | 20.0 | | 20.0 | |
| Base Capacity (vph) | 342 | 546 | 225 | 556 | 311 | 2187 | 472 | 2225 |
| 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 | 0.06 | 0.46 | 0.56 | 0.28 | 0.49 | 0.31 | 0.11 | 0.43 |

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) | 20 | 5 | 235 | 115 | 9 | 133 | 145 | 591 | 53 | 47 | 883 | 29 |
| Future Volume (vph) | 20 | 5 | 235 | 115 | 9 | 133 | 145 | 591 | 53 | 47 | 883 | 29 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frt | 1.00 | 0.85 | | 1.00 | 0.86 | | 1.00 | 0.99 | | 1.00 | 1.00 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1805 | 1559 | | 1770 | 1601 | | 1656 | 3315 | | 1770 | 3383 | |
| Flt Permitted | 0.64 | 1.00 | | 0.43 | 1.00 | | 0.27 | 1.00 | | 0.39 | 1.00 | |
| Satd. Flow (perm) | 1213 | 1559 | | 798 | 1601 | | 475 | 3315 | | 719 | 3383 | |
| Peak-hour factor, PHF | 0.96 | 0.92 | 0.96 | 0.92 | 0.92 | 0.92 | 0.96 | 0.96 | 0.92 | 0.92 | 0.96 | 0.96 |
| Adj. Flow (vph) | 21 | 5 | 245 | 125 | 10 | 145 | 151 | 616 | 58 | 51 | 920 | 30 |
| RTOR Reduction (vph) | 0 | 118 | 0 | 0 | 115 | 0 | 0 | 9 | 0 | 0 | 3 | 0 |
| Lane Group Flow (vph) | 21 | 132 | 0 | 125 | 40 | 0 | 151 | 665 | 0 | 51 | 947 | 0 |
| Heavy Vehicles (%) | 0% | 2% | 4% | 2% | 2% | 2% | 9% | 8% | 2% | 2% | 6% | 12% |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 13.5 | 13.5 | | 13.5 | 13.5 | | 43.2 | 43.2 | | 43.2 | 43.2 | |
| Effective Green, g (s) | 13.5 | 13.5 | | 13.5 | 13.5 | | 43.2 | 43.2 | | 43.2 | 43.2 | |
| Actuated g/C Ratio | 0.21 | 0.21 | | 0.21 | 0.21 | | 0.66 | 0.66 | | 0.66 | 0.66 | |
| Clearance Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 249 | 320 | | 163 | 328 | | 312 | 2179 | | 472 | 2224 | |
| v/s Ratio Prot | | 0.08 | | | 0.02 | | | 0.20 | | | 0.28 | |
| v/s Ratio Perm | 0.02 | | | c0.16 | | | c0.32 | | | 0.07 | | |
| v/c Ratio | 0.08 | 0.41 | | 0.77 | 0.12 | | 0.48 | 0.31 | | 0.11 | 0.43 | |
| Uniform Delay, d1 | 21.1 | 22.7 | | 24.6 | 21.3 | | 5.7 | 4.8 | | 4.1 | 5.4 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.1 | 0.9 | | 19.2 | 0.2 | | 5.3 | 0.4 | | 0.5 | 0.6 | |
| Delay (s) | 21.2 | 23.5 | | 43.8 | 21.4 | | 10.9 | 5.2 | | 4.6 | 6.0 | |
| Level of Service | C | C | | D | C | | B | A | | A | A | |
| Approach Delay (s) | | 23.4 | | | 31.4 | | | 6.2 | | | 5.9 | |
| Approach LOS | | C | | | C | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 11.0 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.55 | | |
| Actuated Cycle Length (s) | 65.7 | Sum of lost time (s) | 9.0 |
| Intersection Capacity Utilization | 69.5% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 23 | 65 | 66 | 725 | 1203 | 50 |
| Future Volume (vph) | 23 | 65 | 66 | 725 | 1203 | 50 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | 5.0 | 30.0 | | | 0.0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (m) | 7.5 | | 20.0 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 |
| Ped Bike Factor | | | | | | |
| Frt | | 0.850 | | | 0.994 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1671 | 1380 | 1671 | 3343 | 3339 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1671 | 1380 | 1671 | 3343 | 3339 | 0 |
| Link Speed (k/h) | 40 | | | 60 | 60 | |
| Link Distance (m) | 509.0 | | | 92.6 | 58.0 | |
| Travel Time (s) | 45.8 | | | 5.6 | 3.5 | |
| Confl. Peds. (#/hr) | 3 | 1 | 3 | | | 3 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles (%) | 8% | 17% | 8% | 8% | 7% | 19% |
| Adj. Flow (vph) | 25 | 71 | 73 | 797 | 1322 | 55 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 25 | 71 | 73 | 797 | 1377 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(m) | 3.6 | | | 3.6 | 3.6 | |
| Link Offset(m) | 0.0 | | | 0.0 | 0.0 | |
| Crosswalk Width(m) | 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 |
| Turning Speed (k/h) | 25 | 15 | 25 | | | 15 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 52.2% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 23 | 65 | 66 | 725 | 1203 | 50 |
| Future Volume (Veh/h) | 23 | 65 | 66 | 725 | 1203 | 50 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Hourly flow rate (vph) | 25 | 71 | 73 | 797 | 1322 | 55 |
| Pedestrians | 3 | | | 1 | 3 | |
| Lane Width (m) | 3.6 | | | 3.6 | 3.6 | |
| Walking Speed (m/s) | 1.2 | | | 1.2 | 1.2 | |
| Percent Blockage | 0 | | | 0 | 0 | |
| Right turn flare (veh) | | 1 | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | 93 | | |
| pX, platoon unblocked | 0.90 | | | | | |
| vC, conflicting volume | 1900 | 692 | 1380 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1781 | 692 | 1380 | | | |
| tC, single (s) | 7.0 | 7.2 | 4.3 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.5 | 2.3 | | | |
| p0 queue free % | 52 | 80 | 84 | | | |
| cM capacity (veh/h) | 52 | 352 | 461 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|
| Volume Total | 96 | 73 | 398 | 398 | 881 | 496 |
| Volume Left | 25 | 73 | 0 | 0 | 0 | 0 |
| Volume Right | 71 | 0 | 0 | 0 | 0 | 55 |
| cSH | 170 | 461 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.57 | 0.16 | 0.23 | 0.23 | 0.52 | 0.29 |
| Queue Length 95th (m) | 23.7 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | 50.8 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | B | | | | |
| Approach Delay (s) | 50.8 | 1.2 | | | 0.0 | |
| Approach LOS | F | | | | | |

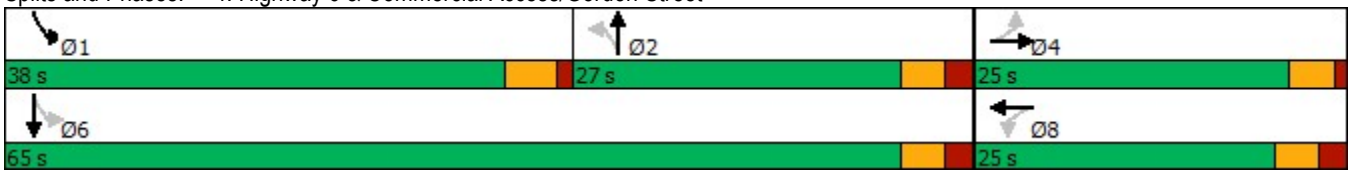
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.5 | | |
| Intersection Capacity Utilization | 52.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

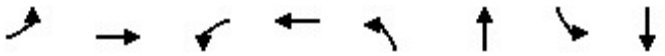
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 5 | 8 | 25 | 105 | 12 | 372 | 20 | 404 | 97 | 537 | 715 | 10 |
| Future Volume (vph) | 5 | 8 | 25 | 105 | 12 | 372 | 20 | 404 | 97 | 537 | 715 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 20.0 | | 0.0 | 25.0 | | 0.0 | 20.0 | | 0.0 | 15.0 | | 0.0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (m) | 15.0 | | | 55.0 | | | 60.0 | | | 20.0 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | 1.00 | 0.99 | | 0.99 | 0.99 | | 0.99 | 0.99 | | 1.00 | 1.00 | |
| Frt | | 0.886 | | | 0.855 | | | 0.971 | | | 0.998 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 1611 | 0 | 1656 | 1397 | 0 | 1641 | 3316 | 0 | 1656 | 3400 | 0 |
| Flt Permitted | 0.282 | | | 0.732 | | | 0.338 | | | 0.304 | | |
| Satd. Flow (perm) | 536 | 1611 | 0 | 1269 | 1397 | 0 | 580 | 3316 | 0 | 527 | 3400 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 29 | | | 428 | | | 31 | | | 3 | |
| Link Speed (k/h) | | 50 | | | 50 | | | 60 | | | 60 | |
| Link Distance (m) | | 103.5 | | | 516.0 | | | 310.1 | | | 92.6 | |
| Travel Time (s) | | 7.5 | | | 37.2 | | | 18.6 | | | 5.6 | |
| Confl. Peds. (#/hr) | 1 | | 4 | 4 | | 1 | 9 | | 7 | 7 | | 9 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Heavy Vehicles (%) | 0% | 0% | 4% | 9% | 8% | 15% | 10% | 4% | 9% | 9% | 6% | 0% |
| Adj. Flow (vph) | 6 | 9 | 29 | 121 | 14 | 428 | 23 | 464 | 111 | 617 | 822 | 11 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 6 | 38 | 0 | 121 | 442 | 0 | 23 | 575 | 0 | 617 | 833 | 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 | | Perm | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 2 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 23.0 | 23.0 | | 23.0 | 23.0 | | 9.5 | 23.0 | |
| Total Split (s) | 25.0 | 25.0 | | 25.0 | 25.0 | | 27.0 | 27.0 | | 38.0 | 65.0 | |
| Total Split (%) | 27.8% | 27.8% | | 27.8% | 27.8% | | 30.0% | 30.0% | | 42.2% | 72.2% | |
| Maximum Green (s) | 21.0 | 21.0 | | 20.0 | 20.0 | | 22.0 | 22.0 | | 33.5 | 60.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.5 | 3.0 | |
| All-Red Time (s) | 1.0 | 1.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 1.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 4.5 | 5.0 | |
| Lead/Lag | | | | | | | Lag | Lag | | Lead | | |
| 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 | None | None | | None | None | | Max | Max | | None | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | | 0 | |
| Act Effct Green (s) | 14.2 | 14.2 | | 13.2 | 13.2 | | 29.7 | 29.7 | | 60.7 | 60.2 | |
| Actuated g/C Ratio | 0.17 | 0.17 | | 0.16 | 0.16 | | 0.36 | 0.36 | | 0.73 | 0.72 | |
| v/c Ratio | 0.07 | 0.13 | | 0.60 | 0.76 | | 0.11 | 0.48 | | 0.84 | 0.34 | |
| Control Delay | 29.6 | 14.5 | | 45.4 | 13.3 | | 26.5 | 24.3 | | 21.2 | 5.2 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 29.6 | 14.5 | | 45.4 | 13.3 | | 26.5 | 24.3 | | 21.2 | 5.2 | |
| LOS | C | B | | D | B | | C | C | | C | A | |
| Approach Delay | | 16.5 | | | 20.2 | | | 24.3 | | | 12.0 | |
| Approach LOS | | B | | | C | | | C | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 90 | | | |
| Actuated Cycle Length: 83.4 | | | |
| Natural Cycle: 75 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 0.84 | | | |
| Intersection Signal Delay: 16.6 | | Intersection LOS: B | |
| Intersection Capacity Utilization 80.6% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 4: Highway 6 & Commercial Access/Gordon Street





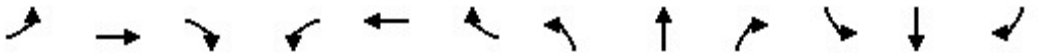
| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 6 | 38 | 121 | 442 | 23 | 575 | 617 | 833 |
| v/c Ratio | 0.07 | 0.13 | 0.60 | 0.76 | 0.11 | 0.48 | 0.84 | 0.34 |
| Control Delay | 29.6 | 14.5 | 45.4 | 13.3 | 26.5 | 24.3 | 21.2 | 5.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 29.6 | 14.5 | 45.4 | 13.3 | 26.5 | 24.3 | 21.2 | 5.2 |
| Queue Length 50th (m) | 0.9 | 1.3 | 19.0 | 2.0 | 2.6 | 37.9 | 46.7 | 22.0 |
| Queue Length 95th (m) | 4.0 | 8.7 | 34.6 | 26.0 | 9.9 | 63.2 | 99.5 | 38.9 |
| Internal Link Dist (m) | | 79.5 | | 492.0 | | 286.1 | | 68.6 |
| Turn Bay Length (m) | 20.0 | | 25.0 | | 20.0 | | 15.0 | |
| Base Capacity (vph) | 135 | 428 | 305 | 661 | 206 | 1201 | 838 | 2454 |
| 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 | 0.04 | 0.09 | 0.40 | 0.67 | 0.11 | 0.48 | 0.74 | 0.34 |

Intersection Summary

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 5 | 8 | 25 | 105 | 12 | 372 | 20 | 404 | 97 | 537 | 715 | 10 |
| Future Volume (vph) | 5 | 8 | 25 | 105 | 12 | 372 | 20 | 404 | 97 | 537 | 715 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 4.5 | 5.0 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 0.99 | 1.00 | | 0.99 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.89 | | 1.00 | 0.85 | | 1.00 | 0.97 | | 1.00 | 1.00 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1804 | 1611 | | 1647 | 1397 | | 1630 | 3317 | | 1654 | 3400 | |
| Flt Permitted | 0.28 | 1.00 | | 0.73 | 1.00 | | 0.34 | 1.00 | | 0.30 | 1.00 | |
| Satd. Flow (perm) | 535 | 1611 | | 1270 | 1397 | | 580 | 3317 | | 530 | 3400 | |
| Peak-hour factor, PHF | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Adj. Flow (vph) | 6 | 9 | 29 | 121 | 14 | 428 | 23 | 464 | 111 | 617 | 822 | 11 |
| RTOR Reduction (vph) | 0 | 24 | 0 | 0 | 360 | 0 | 0 | 20 | 0 | 0 | 1 | 0 |
| Lane Group Flow (vph) | 6 | 14 | 0 | 121 | 82 | 0 | 23 | 555 | 0 | 617 | 832 | 0 |
| Confl. Peds. (#/hr) | 1 | | 4 | 4 | | 1 | 9 | | 7 | 7 | | 9 |
| Heavy Vehicles (%) | 0% | 0% | 4% | 9% | 8% | 15% | 10% | 4% | 9% | 9% | 6% | 0% |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 14.2 | 14.2 | | 13.2 | 13.2 | | 29.8 | 29.8 | | 60.2 | 60.2 | |
| Effective Green, g (s) | 14.2 | 14.2 | | 13.2 | 13.2 | | 29.8 | 29.8 | | 60.2 | 60.2 | |
| Actuated g/C Ratio | 0.17 | 0.17 | | 0.16 | 0.16 | | 0.36 | 0.36 | | 0.72 | 0.72 | |
| Clearance Time (s) | 4.0 | 4.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 4.5 | 5.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 91 | 274 | | 201 | 221 | | 207 | 1185 | | 731 | 2454 | |
| v/s Ratio Prot | | 0.01 | | | 0.06 | | | 0.17 | | c0.26 | 0.24 | |
| v/s Ratio Perm | 0.01 | | | c0.10 | | | 0.04 | | | c0.35 | | |
| v/c Ratio | 0.07 | 0.05 | | 0.60 | 0.37 | | 0.11 | 0.47 | | 0.84 | 0.34 | |
| Uniform Delay, d1 | 29.0 | 29.0 | | 32.7 | 31.4 | | 17.9 | 20.7 | | 10.2 | 4.3 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.3 | 0.1 | | 5.0 | 1.0 | | 1.1 | 1.3 | | 8.8 | 0.4 | |
| Delay (s) | 29.3 | 29.0 | | 37.7 | 32.4 | | 19.0 | 22.0 | | 19.0 | 4.6 | |
| Level of Service | C | C | | D | C | | B | C | | B | A | |
| Approach Delay (s) | | 29.1 | | | 33.6 | | | 21.9 | | | 10.8 | |
| Approach LOS | | C | | | C | | | C | | | B | |

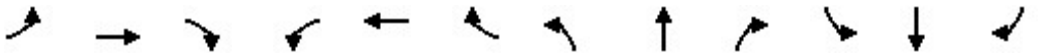
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 18.4 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.84 | | |
| Actuated Cycle Length (s) | 83.4 | Sum of lost time (s) | 14.5 |
| Intersection Capacity Utilization | 80.6% | ICU Level of Service | D |
| 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) | 64 | 129 | 72 | 96 | 92 | 72 | 35 | 91 | 81 | 59 | 151 | 39 |
| Future Volume (vph) | 64 | 129 | 72 | 96 | 92 | 72 | 35 | 91 | 81 | 59 | 151 | 39 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| 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 | | | | | | | | | | | | |
| Frt | | 0.963 | | | 0.963 | | | 0.947 | | | 0.979 | |
| Flt Protected | | 0.988 | | | 0.982 | | | 0.992 | | | 0.988 | |
| Satd. Flow (prot) | 0 | 1733 | 0 | 0 | 1705 | 0 | 0 | 1689 | 0 | 0 | 1710 | 0 |
| Flt Permitted | | 0.988 | | | 0.982 | | | 0.992 | | | 0.988 | |
| Satd. Flow (perm) | 0 | 1733 | 0 | 0 | 1705 | 0 | 0 | 1689 | 0 | 0 | 1710 | 0 |
| Link Speed (k/h) | | 50 | | | 40 | | | 50 | | | 50 | |
| Link Distance (m) | | 271.3 | | | 214.7 | | | 599.2 | | | 318.8 | |
| Travel Time (s) | | 19.5 | | | 19.3 | | | 43.1 | | | 23.0 | |
| Confl. Peds. (#/hr) | | | 19 | 19 | | | | | 3 | 3 | | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Heavy Vehicles (%) | 5% | 3% | 6% | 7% | 4% | 5% | 7% | 4% | 7% | 14% | 3% | 15% |
| Adj. Flow (vph) | 74 | 150 | 84 | 112 | 107 | 84 | 41 | 106 | 94 | 69 | 176 | 45 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 308 | 0 | 0 | 303 | 0 | 0 | 241 | 0 | 0 | 290 | 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) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| 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 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

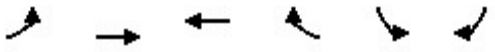
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 50.6% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 64 | 129 | 72 | 96 | 92 | 72 | 35 | 91 | 81 | 59 | 151 | 39 |
| Future Volume (Veh/h) | 64 | 129 | 72 | 96 | 92 | 72 | 35 | 91 | 81 | 59 | 151 | 39 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Hourly flow rate (vph) | 74 | 150 | 84 | 112 | 107 | 84 | 41 | 106 | 94 | 69 | 176 | 45 |
| Pedestrians | | | | | 3 | | | 19 | | | | |
| Lane Width (m) | | | | | 3.6 | | | 3.6 | | | | |
| Walking Speed (m/s) | | | | | 1.2 | | | 1.2 | | | | |
| Percent Blockage | | | | | 0 | | | 2 | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 709 | 622 | 218 | 752 | 597 | 156 | 221 | | | 203 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 709 | 622 | 218 | 752 | 597 | 156 | 221 | | | 203 | | |
| tC, single (s) | 7.1 | 6.5 | 6.3 | 7.2 | 6.5 | 6.2 | 4.2 | | | 4.2 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.4 | 3.6 | 4.0 | 3.3 | 2.3 | | | 2.3 | | |
| p0 queue free % | 68 | 59 | 89 | 38 | 72 | 90 | 97 | | | 95 | | |
| cM capacity (veh/h) | 229 | 368 | 799 | 180 | 378 | 880 | 1319 | | | 1297 | | |

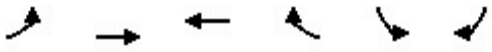
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 308 | 303 | 241 | 290 |
| Volume Left | 74 | 112 | 41 | 69 |
| Volume Right | 84 | 84 | 94 | 45 |
| cSH | 368 | 303 | 1319 | 1297 |
| Volume to Capacity | 0.84 | 1.00 | 0.03 | 0.05 |
| Queue Length 95th (m) | 61.0 | 85.2 | 0.8 | 1.3 |
| Control Delay (s) | 48.9 | 89.9 | 1.6 | 2.3 |
| Lane LOS | E | F | A | A |
| Approach Delay (s) | 48.9 | 89.9 | 1.6 | 2.3 |
| Approach LOS | E | F | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 37.9 | | | |
| Intersection Capacity Utilization | 50.6% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 25 | 253 | 194 | 22 | 20 | 80 |
| Future Volume (vph) | 25 | 253 | 194 | 22 | 20 | 80 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.986 | | 0.892 | |
| Flt Protected | | 0.996 | | | 0.990 | |
| Satd. Flow (prot) | 0 | 1812 | 1700 | 0 | 1529 | 0 |
| Flt Permitted | | 0.996 | | | 0.990 | |
| Satd. Flow (perm) | 0 | 1812 | 1700 | 0 | 1529 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 214.7 | 596.4 | | 242.8 | |
| Travel Time (s) | | 19.3 | 53.7 | | 17.5 | |
| Confl. Peds. (#/hr) | | | | | 9 | 1 |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Heavy Vehicles (%) | 19% | 3% | 7% | 38% | 33% | 4% |
| Adj. Flow (vph) | 30 | 309 | 237 | 27 | 24 | 98 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 339 | 264 | 0 | 122 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 0.0 | 0.0 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

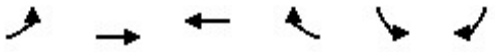
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 42.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 25 | 253 | 194 | 22 | 20 | 80 |
| Future Volume (Veh/h) | 25 | 253 | 194 | 22 | 20 | 80 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Hourly flow rate (vph) | 30 | 309 | 237 | 27 | 24 | 98 |
| Pedestrians | | 1 | 9 | | | |
| Lane Width (m) | | 3.6 | 3.6 | | | |
| Walking Speed (m/s) | | 1.2 | 1.2 | | | |
| Percent Blockage | | 0 | 1 | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 264 | | | | 628 | 252 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 264 | | | | 628 | 252 |
| tC, single (s) | 4.3 | | | | 6.7 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.4 | | | | 3.8 | 3.3 |
| p0 queue free % | 98 | | | | 94 | 87 |
| cM capacity (veh/h) | 1208 | | | | 388 | 782 |

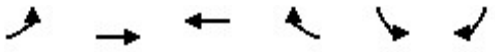
| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 339 | 264 | 122 |
| Volume Left | 30 | 0 | 24 |
| Volume Right | 0 | 27 | 98 |
| cSH | 1208 | 1700 | 651 |
| Volume to Capacity | 0.02 | 0.16 | 0.19 |
| Queue Length 95th (m) | 0.6 | 0.0 | 5.5 |
| Control Delay (s) | 0.9 | 0.0 | 11.8 |
| Lane LOS | A | | B |
| Approach Delay (s) | 0.9 | 0.0 | 11.8 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.4 | | |
| Intersection Capacity Utilization | 42.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 95 | 192 | 139 | 43 | 74 | 65 |
| Future Volume (vph) | 95 | 192 | 139 | 43 | 74 | 65 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.968 | | 0.937 | |
| Flt Protected | | 0.984 | | | 0.974 | |
| Satd. Flow (prot) | 0 | 1775 | 1650 | 0 | 1577 | 0 |
| Flt Permitted | | 0.984 | | | 0.974 | |
| Satd. Flow (perm) | 0 | 1775 | 1650 | 0 | 1577 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 596.4 | 199.9 | | 240.0 | |
| Travel Time (s) | | 53.7 | 18.0 | | 17.3 | |
| Confl. Peds. (#/hr) | 2 | | | 2 | 4 | 4 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 10% | 3% | 11% | 13% | 9% | 11% |
| Adj. Flow (vph) | 102 | 206 | 149 | 46 | 80 | 70 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 308 | 195 | 0 | 150 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 0.0 | 0.0 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

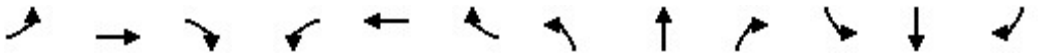
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 44.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 95 | 192 | 139 | 43 | 74 | 65 |
| Future Volume (Veh/h) | 95 | 192 | 139 | 43 | 74 | 65 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 102 | 206 | 149 | 46 | 80 | 70 |
| Pedestrians | | 4 | 4 | | 2 | |
| Lane Width (m) | | 3.6 | 3.6 | | 3.6 | |
| Walking Speed (m/s) | | 1.2 | 1.2 | | 1.2 | |
| Percent Blockage | | 0 | 0 | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | 200 | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 197 | | | | 588 | 178 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 197 | | | | 588 | 178 |
| tC, single (s) | 4.2 | | | | 6.5 | 6.3 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.3 | | | | 3.6 | 3.4 |
| p0 queue free % | 92 | | | | 81 | 92 |
| cM capacity (veh/h) | 1327 | | | | 423 | 838 |

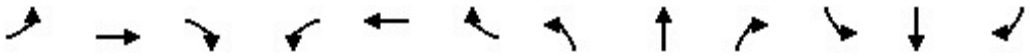
| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 308 | 195 | 150 |
| Volume Left | 102 | 0 | 80 |
| Volume Right | 0 | 46 | 70 |
| cSH | 1327 | 1700 | 550 |
| Volume to Capacity | 0.08 | 0.11 | 0.27 |
| Queue Length 95th (m) | 2.0 | 0.0 | 8.8 |
| Control Delay (s) | 3.1 | 0.0 | 14.0 |
| Lane LOS | A | | B |
| Approach Delay (s) | 3.1 | 0.0 | 14.0 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.7 | | |
| Intersection Capacity Utilization | 44.5% | 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) | 2 | 13 | 3 | 3 | 11 | 6 | 1 | 0 | 2 | 6 | 0 | 6 |
| Future Volume (vph) | 2 | 13 | 3 | 3 | 11 | 6 | 1 | 0 | 2 | 6 | 0 | 6 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| 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 | | | | | | | | | | | | |
| Frt | | 0.977 | | | 0.960 | | | 0.899 | | | 0.932 | |
| Flt Protected | | 0.994 | | | 0.993 | | | 0.988 | | | 0.976 | |
| Satd. Flow (prot) | 0 | 1746 | 0 | 0 | 1701 | 0 | 0 | 1663 | 0 | 0 | 1728 | 0 |
| Flt Permitted | | 0.994 | | | 0.993 | | | 0.988 | | | 0.976 | |
| Satd. Flow (perm) | 0 | 1746 | 0 | 0 | 1701 | 0 | 0 | 1663 | 0 | 0 | 1728 | 0 |
| Link Speed (k/h) | | 50 | | | 50 | | | 50 | | | 50 | |
| Link Distance (m) | | 156.5 | | | 142.7 | | | 88.1 | | | 94.9 | |
| Travel Time (s) | | 11.3 | | | 10.3 | | | 6.3 | | | 6.8 | |
| Confl. Peds. (#/hr) | | | 11 | 11 | | | 2 | | 4 | 4 | | 2 |
| Peak Hour Factor | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Heavy Vehicles (%) | 0% | 8% | 0% | 10% | 9% | 0% | 0% | 0% | 2% | 0% | 0% | 0% |
| Adj. Flow (vph) | 3 | 17 | 4 | 4 | 15 | 8 | 1 | 0 | 3 | 8 | 0 | 8 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 24 | 0 | 0 | 27 | 0 | 0 | 4 | 0 | 0 | 16 | 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) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| 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 |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 17.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Traffic Volume (vph) | 2 | 13 | 3 | 3 | 11 | 6 | 1 | 0 | 2 | 6 | 0 | 6 |
| Future Volume (vph) | 2 | 13 | 3 | 3 | 11 | 6 | 1 | 0 | 2 | 6 | 0 | 6 |
| Peak Hour Factor | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Hourly flow rate (vph) | 3 | 17 | 4 | 4 | 15 | 8 | 1 | 0 | 3 | 8 | 0 | 8 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 24 | 27 | 4 | 16 |
| Volume Left (vph) | 3 | 4 | 1 | 8 |
| Volume Right (vph) | 4 | 8 | 3 | 8 |
| Hadj (s) | 0.02 | -0.04 | -0.37 | -0.20 |
| Departure Headway (s) | 4.0 | 3.9 | 3.6 | 3.8 |
| Degree Utilization, x | 0.03 | 0.03 | 0.00 | 0.02 |
| Capacity (veh/h) | 891 | 907 | 969 | 927 |
| Control Delay (s) | 7.1 | 7.0 | 6.7 | 6.9 |
| Approach Delay (s) | 7.1 | 7.0 | 6.7 | 6.9 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | | 7.0 | | |
| Level of Service | | A | | |
| Intersection Capacity Utilization | | 17.7% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 57 | 287 | 217 | 527 | 673 | 91 |
| Future Volume (vph) | 57 | 287 | 217 | 527 | 673 | 91 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | 0.0 | 25.0 | | | 15.0 |
| Storage Lanes | 1 | 1 | 1 | | | 1 |
| Taper Length (m) | 7.5 | | 25.0 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | | 0.850 | | | | 0.850 |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1805 | 1615 | 1805 | 3343 | 3343 | 1615 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1805 | 1615 | 1805 | 3343 | 3343 | 1615 |
| Link Speed (k/h) | 50 | | | 60 | 60 | |
| Link Distance (m) | 197.6 | | | 413.0 | 200.4 | |
| Travel Time (s) | 14.2 | | | 24.8 | 12.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 8% | 8% | 0% |
| Adj. Flow (vph) | 62 | 312 | 236 | 573 | 732 | 99 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 62 | 312 | 236 | 573 | 732 | 99 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(m) | 3.6 | | | 3.6 | 3.6 | |
| Link Offset(m) | 0.0 | | | 0.0 | 0.0 | |
| Crosswalk Width(m) | 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 |
| Turning Speed (k/h) | 25 | 15 | 25 | | | 15 |
| Sign Control | Stop | | | Free | Free | |

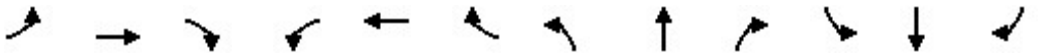
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 44.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 57 | 287 | 217 | 527 | 673 | 91 |
| Future Volume (Veh/h) | 57 | 287 | 217 | 527 | 673 | 91 |
| 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) | 62 | 312 | 236 | 573 | 732 | 99 |
| 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 | 366 | 831 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1490 | 366 | 831 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 25 | 51 | 71 | | | |
| cM capacity (veh/h) | 83 | 637 | 810 | | | |

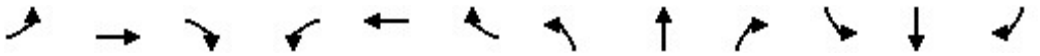
| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 62 | 312 | 236 | 286 | 286 | 366 | 366 | 99 |
| Volume Left | 62 | 0 | 236 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 312 | 0 | 0 | 0 | 0 | 0 | 99 |
| cSH | 83 | 637 | 810 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.75 | 0.49 | 0.29 | 0.17 | 0.17 | 0.22 | 0.22 | 0.06 |
| Queue Length 95th (m) | 29.6 | 21.6 | 9.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | 126.0 | 16.0 | 11.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | C | B | | | | | |
| Approach Delay (s) | 34.2 | | 3.3 | | | 0.0 | | |
| Approach LOS | D | | | | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.7 | | |
| Intersection Capacity Utilization | 44.0% | 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) | 34 | 0 | 218 | 0 | 0 | 0 | 174 | 701 | 0 | 0 | 560 | 30 |
| Future Volume (vph) | 34 | 0 | 218 | 0 | 0 | 0 | 174 | 701 | 0 | 0 | 560 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | | 5.0 | 0.0 | | 0.0 | 115.0 | | 0.0 | 0.0 | | 0.0 |
| Storage Lanes | 0 | | 1 | 0 | | 0 | 1 | | 0 | 0 | | 0 |
| Taper Length (m) | 7.5 | | | 7.5 | | | 95.0 | | | 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 | | | | | | | | | | | | |
| Frt | | | 0.850 | | | | | | | | 0.993 | |
| Flt Protected | | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 1517 | 1553 | 0 | 1900 | 0 | 1752 | 1845 | 0 | 0 | 1758 | 0 |
| Flt Permitted | | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (perm) | 0 | 1517 | 1553 | 0 | 1900 | 0 | 1752 | 1845 | 0 | 0 | 1758 | 0 |
| Link Speed (k/h) | | 40 | | | 40 | | | 80 | | | 80 | |
| Link Distance (m) | | 689.6 | | | 121.8 | | | 406.3 | | | 149.7 | |
| Travel Time (s) | | 62.1 | | | 11.0 | | | 18.3 | | | 6.7 | |
| Confl. Peds. (#/hr) | 4 | | | | | 4 | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 19% | 0% | 4% | 0% | 0% | 0% | 3% | 3% | 0% | 0% | 7% | 13% |
| Adj. Flow (vph) | 36 | 0 | 229 | 0 | 0 | 0 | 183 | 738 | 0 | 0 | 589 | 32 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 36 | 229 | 0 | 0 | 0 | 183 | 738 | 0 | 0 | 621 | 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) | | 0.0 | | | 0.0 | | | 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 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 82.8% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 34 | 0 | 218 | 0 | 0 | 0 | 174 | 701 | 0 | 0 | 560 | 30 |
| Future Volume (Veh/h) | 34 | 0 | 218 | 0 | 0 | 0 | 174 | 701 | 0 | 0 | 560 | 30 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 36 | 0 | 229 | 0 | 0 | 0 | 183 | 738 | 0 | 0 | 589 | 32 |
| Pedestrians | | | | | | | | | | | 4 | |
| Lane Width (m) | | | | | | | | | | | 3.6 | |
| Walking Speed (m/s) | | | | | | | | | | | 1.2 | |
| Percent Blockage | | | | | | | | | | | 0 | |
| Right turn flare (veh) | | | 1 | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1713 | 1709 | 605 | 1824 | 1725 | 742 | 621 | | | 738 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1713 | 1709 | 605 | 1824 | 1725 | 742 | 621 | | | 738 | | |
| tC, single (s) | 7.3 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.7 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 34 | 100 | 54 | 100 | 100 | 100 | 81 | | | 100 | | |
| cM capacity (veh/h) | 55 | 74 | 494 | 28 | 73 | 418 | 955 | | | 877 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 265 | 0 | 183 | 738 | 621 |
| Volume Left | 36 | 0 | 183 | 0 | 0 |
| Volume Right | 229 | 0 | 0 | 0 | 32 |
| cSH | 293 | 1700 | 955 | 1700 | 877 |
| Volume to Capacity | 0.91 | 0.00 | 0.19 | 0.43 | 0.00 |
| Queue Length 95th (m) | 67.1 | 0.0 | 5.6 | 0.0 | 0.0 |
| Control Delay (s) | 70.0 | 0.0 | 9.7 | 0.0 | 0.0 |
| Lane LOS | F | A | A | | |
| Approach Delay (s) | 70.0 | 0.0 | 1.9 | | 0.0 |
| Approach LOS | F | A | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 11.2 | | | |
| Intersection Capacity Utilization | 82.8% | ICU Level of Service | | E |
| Analysis Period (min) | 15 | | | |

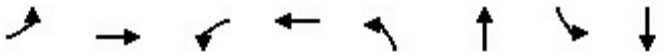
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 32 | 11 | 219 | 104 | 8 | 80 | 204 | 982 | 151 | 103 | 789 | 30 |
| Future Volume (vph) | 32 | 11 | 219 | 104 | 8 | 80 | 204 | 982 | 151 | 103 | 789 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | | 0.0 | 0.0 | | 0.0 | 20.0 | | 0.0 | 20.0 | | 0.0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 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 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.857 | | | 0.864 | | | 0.979 | | | 0.994 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 1567 | 0 | 1770 | 1609 | 0 | 1736 | 3465 | 0 | 1770 | 3379 | 0 |
| Flt Permitted | 0.695 | | | 0.396 | | | 0.241 | | | 0.235 | | |
| Satd. Flow (perm) | 1320 | 1567 | 0 | 738 | 1609 | 0 | 440 | 3465 | 0 | 438 | 3379 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 231 | | | 87 | | | 44 | | | 7 | |
| Link Speed (k/h) | | 40 | | | 50 | | | 60 | | | 60 | |
| Link Distance (m) | | 199.9 | | | 104.5 | | | 358.6 | | | 413.0 | |
| Travel Time (s) | | 18.0 | | | 7.5 | | | 21.5 | | | 24.8 | |
| Peak Hour Factor | 0.95 | 0.92 | 0.95 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.92 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 0% | 2% | 4% | 2% | 2% | 2% | 4% | 2% | 2% | 2% | 6% | 11% |
| Adj. Flow (vph) | 34 | 12 | 231 | 113 | 9 | 87 | 215 | 1034 | 164 | 112 | 831 | 32 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 34 | 243 | 0 | 113 | 96 | 0 | 215 | 1198 | 0 | 112 | 863 | 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 | | | | | | | | Yes | | | | |
| 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 | 100 | | 100 | 25 | | 100 | 100 | | 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 | |
| Turn Type | Perm | NA | | Perm | NA | | pm+pt | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | | 6 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 5 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 9.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 24.0 | 24.0 | | 24.0 | 24.0 | | 12.0 | 56.0 | | 44.0 | 44.0 | |
| Total Split (%) | 30.0% | 30.0% | | 30.0% | 30.0% | | 15.0% | 70.0% | | 55.0% | 55.0% | |
| Maximum Green (s) | 19.5 | 19.5 | | 19.5 | 19.5 | | 7.5 | 51.5 | | 39.5 | 39.5 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| 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 | None | None | | None | None | | None | Max | | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | | 0 | | 0 | 0 | |
| Act Effct Green (s) | 14.3 | 14.3 | | 14.3 | 14.3 | | 51.7 | 51.7 | | 39.9 | 39.9 | |
| Actuated g/C Ratio | 0.19 | 0.19 | | 0.19 | 0.19 | | 0.69 | 0.69 | | 0.53 | 0.53 | |
| v/c Ratio | 0.14 | 0.50 | | 0.81 | 0.26 | | 0.50 | 0.50 | | 0.48 | 0.48 | |
| Control Delay | 25.6 | 8.4 | | 68.3 | 9.1 | | 9.2 | 6.8 | | 21.8 | 12.9 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 25.6 | 8.4 | | 68.3 | 9.1 | | 9.2 | 6.8 | | 21.8 | 12.9 | |
| LOS | C | A | | E | A | | A | A | | C | B | |
| Approach Delay | | 10.5 | | | 41.1 | | | 7.1 | | | 13.9 | |
| Approach LOS | | B | | | D | | | A | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 80 | | | |
| Actuated Cycle Length: 75 | | | |
| Natural Cycle: 60 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 0.81 | | | |
| Intersection Signal Delay: 12.2 | | Intersection LOS: B | |
| Intersection Capacity Utilization 72.5% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 2: Highway 6 & Side Road 18

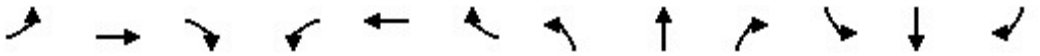




| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 34 | 243 | 113 | 96 | 215 | 1198 | 112 | 863 |
| v/c Ratio | 0.14 | 0.50 | 0.81 | 0.26 | 0.50 | 0.50 | 0.48 | 0.48 |
| Control Delay | 25.6 | 8.4 | 68.3 | 9.1 | 9.2 | 6.8 | 21.8 | 12.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 25.6 | 8.4 | 68.3 | 9.1 | 9.2 | 6.8 | 21.8 | 12.9 |
| Queue Length 50th (m) | 4.2 | 1.5 | 16.2 | 1.1 | 10.0 | 37.2 | 10.1 | 40.6 |
| Queue Length 95th (m) | 11.4 | 19.1 | #39.6 | 12.5 | 21.1 | 61.0 | 29.9 | 62.5 |
| Internal Link Dist (m) | | 175.9 | | 80.5 | | 334.6 | | 389.0 |
| Turn Bay Length (m) | | | | | 20.0 | | 20.0 | |
| Base Capacity (vph) | 344 | 579 | 192 | 484 | 433 | 2402 | 233 | 1801 |
| 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 | 0.10 | 0.42 | 0.59 | 0.20 | 0.50 | 0.50 | 0.48 | 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) | 32 | 11 | 219 | 104 | 8 | 80 | 204 | 982 | 151 | 103 | 789 | 30 |
| Future Volume (vph) | 32 | 11 | 219 | 104 | 8 | 80 | 204 | 982 | 151 | 103 | 789 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frt | 1.00 | 0.86 | | 1.00 | 0.86 | | 1.00 | 0.98 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1805 | 1568 | | 1770 | 1610 | | 1736 | 3467 | | 1770 | 3381 | |
| Flt Permitted | 0.69 | 1.00 | | 0.40 | 1.00 | | 0.24 | 1.00 | | 0.24 | 1.00 | |
| Satd. Flow (perm) | 1320 | 1568 | | 739 | 1610 | | 440 | 3467 | | 438 | 3381 | |
| Peak-hour factor, PHF | 0.95 | 0.92 | 0.95 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.92 | 0.95 | 0.95 |
| Adj. Flow (vph) | 34 | 12 | 231 | 113 | 9 | 87 | 215 | 1034 | 164 | 112 | 831 | 32 |
| RTOR Reduction (vph) | 0 | 187 | 0 | 0 | 70 | 0 | 0 | 14 | 0 | 0 | 3 | 0 |
| Lane Group Flow (vph) | 34 | 56 | 0 | 113 | 26 | 0 | 215 | 1184 | 0 | 112 | 860 | 0 |
| Heavy Vehicles (%) | 0% | 2% | 4% | 2% | 2% | 2% | 4% | 2% | 2% | 2% | 6% | 11% |
| Turn Type | Perm | NA | | Perm | NA | | pm+pt | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 14.3 | 14.3 | | 14.3 | 14.3 | | 51.7 | 51.7 | | 39.9 | 39.9 | |
| Effective Green, g (s) | 14.3 | 14.3 | | 14.3 | 14.3 | | 51.7 | 51.7 | | 39.9 | 39.9 | |
| Actuated g/C Ratio | 0.19 | 0.19 | | 0.19 | 0.19 | | 0.69 | 0.69 | | 0.53 | 0.53 | |
| Clearance Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 251 | 298 | | 140 | 306 | | 429 | 2389 | | 233 | 1798 | |
| v/s Ratio Prot | | 0.04 | | | 0.02 | | 0.05 | c0.34 | | | 0.25 | |
| v/s Ratio Perm | 0.03 | | | c0.15 | | | c0.30 | | | 0.26 | | |
| v/c Ratio | 0.14 | 0.19 | | 0.81 | 0.08 | | 0.50 | 0.50 | | 0.48 | 0.48 | |
| Uniform Delay, d1 | 25.2 | 25.5 | | 29.0 | 25.0 | | 5.6 | 5.5 | | 11.0 | 11.0 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.2 | 0.3 | | 27.7 | 0.1 | | 0.9 | 0.7 | | 6.9 | 0.9 | |
| Delay (s) | 25.5 | 25.8 | | 56.8 | 25.1 | | 6.5 | 6.2 | | 18.0 | 11.9 | |
| Level of Service | C | C | | E | C | | A | A | | B | B | |
| Approach Delay (s) | | 25.7 | | | 42.2 | | | 6.3 | | | 12.6 | |
| Approach LOS | | C | | | D | | | A | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 12.9 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.61 | | |
| Actuated Cycle Length (s) | 75.0 | Sum of lost time (s) | 13.5 |
| Intersection Capacity Utilization | 72.5% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 44 | 93 | 85 | 1310 | 1009 | 67 |
| Future Volume (vph) | 44 | 93 | 85 | 1310 | 1009 | 67 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | 5.0 | 30.0 | | | 0.0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (m) | 7.5 | | 20.0 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 |
| Ped Bike Factor | | | | | | |
| Frt | | 0.850 | | | 0.991 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1805 | 1568 | 1703 | 3505 | 3448 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1805 | 1568 | 1703 | 3505 | 3448 | 0 |
| Link Speed (k/h) | 40 | | | 60 | 60 | |
| Link Distance (m) | 509.0 | | | 92.6 | 58.0 | |
| Travel Time (s) | 45.8 | | | 5.6 | 3.5 | |
| Confl. Peds. (#/hr) | 1 | 2 | 5 | | | 5 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Heavy Vehicles (%) | 0% | 3% | 6% | 3% | 4% | 0% |
| Adj. Flow (vph) | 45 | 96 | 88 | 1351 | 1040 | 69 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 45 | 96 | 88 | 1351 | 1109 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(m) | 3.6 | | | 3.6 | 3.6 | |
| Link Offset(m) | 0.0 | | | 0.0 | 0.0 | |
| Crosswalk Width(m) | 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 |
| Turning Speed (k/h) | 25 | 15 | 25 | | | 15 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 48.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 44 | 93 | 85 | 1310 | 1009 | 67 |
| Future Volume (Veh/h) | 44 | 93 | 85 | 1310 | 1009 | 67 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Hourly flow rate (vph) | 45 | 96 | 88 | 1351 | 1040 | 69 |
| Pedestrians | 5 | | | 2 | 1 | |
| Lane Width (m) | 3.6 | | | 3.6 | 3.6 | |
| Walking Speed (m/s) | 1.2 | | | 1.2 | 1.2 | |
| Percent Blockage | 0 | | | 0 | 0 | |
| Right turn flare (veh) | | 1 | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | 93 | | |
| pX, platoon unblocked | 0.79 | | | | | |
| vC, conflicting volume | 1932 | 562 | 1114 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1641 | 562 | 1114 | | | |
| tC, single (s) | 6.8 | 7.0 | 4.2 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.3 | | | |
| p0 queue free % | 27 | 79 | 85 | | | |
| cM capacity (veh/h) | 62 | 465 | 597 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|
| Volume Total | 141 | 88 | 676 | 676 | 693 | 416 |
| Volume Left | 45 | 88 | 0 | 0 | 0 | 0 |
| Volume Right | 96 | 0 | 0 | 0 | 0 | 69 |
| cSH | 165 | 597 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.85 | 0.15 | 0.40 | 0.40 | 0.41 | 0.24 |
| Queue Length 95th (m) | 47.3 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | 91.0 | 12.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | B | | | | |
| Approach Delay (s) | 91.0 | 0.7 | | | 0.0 | |
| Approach LOS | F | | | | | |

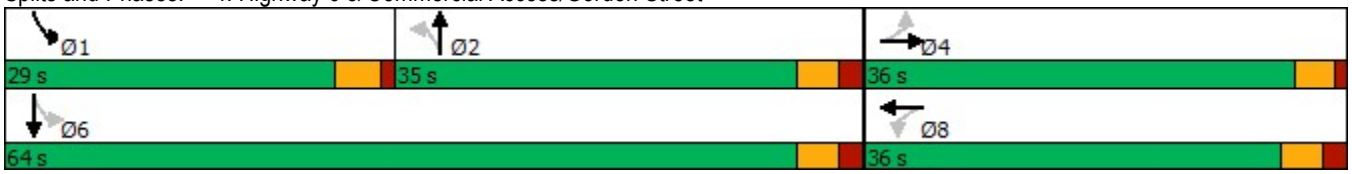
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.2 | | |
| Intersection Capacity Utilization | 48.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

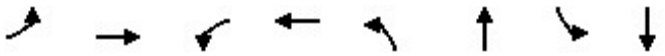
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 25 | 48 | 82 | 118 | 69 | 618 | 85 | 705 | 119 | 424 | 655 | 25 |
| Future Volume (vph) | 25 | 48 | 82 | 118 | 69 | 618 | 85 | 705 | 119 | 424 | 655 | 25 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 20.0 | | 0.0 | 25.0 | | 0.0 | 20.0 | | 0.0 | 15.0 | | 0.0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (m) | 15.0 | | | 55.0 | | | 60.0 | | | 20.0 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | | 0.99 | | 1.00 | 0.96 | | 0.99 | 0.99 | | | 1.00 | |
| Frt | | 0.906 | | | 0.865 | | | 0.978 | | | 0.994 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 1680 | 0 | 1787 | 1531 | 0 | 1805 | 3458 | 0 | 1719 | 3547 | 0 |
| Flt Permitted | 0.142 | | | 0.624 | | | 0.374 | | | 0.126 | | |
| Satd. Flow (perm) | 270 | 1680 | 0 | 1171 | 1531 | 0 | 702 | 3458 | 0 | 228 | 3547 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 88 | | | 469 | | | 19 | | | 7 | |
| Link Speed (k/h) | | 50 | | | 50 | | | 60 | | | 60 | |
| Link Distance (m) | | 103.5 | | | 516.0 | | | 310.1 | | | 92.6 | |
| Travel Time (s) | | 7.5 | | | 37.2 | | | 18.6 | | | 5.6 | |
| Confl. Peds. (#/hr) | 22 | | 2 | 2 | | 22 | 12 | | 9 | 9 | | 12 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 0% | 4% | 0% | 1% | 0% | 3% | 0% | 1% | 4% | 5% | 1% | 0% |
| Adj. Flow (vph) | 27 | 52 | 88 | 127 | 74 | 665 | 91 | 758 | 128 | 456 | 704 | 27 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 27 | 140 | 0 | 127 | 739 | 0 | 91 | 886 | 0 | 456 | 731 | 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 | | Perm | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 2 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 23.0 | 23.0 | | 23.0 | 23.0 | | 9.5 | 23.0 | |
| Total Split (s) | 36.0 | 36.0 | | 36.0 | 36.0 | | 35.0 | 35.0 | | 29.0 | 64.0 | |
| Total Split (%) | 36.0% | 36.0% | | 36.0% | 36.0% | | 35.0% | 35.0% | | 29.0% | 64.0% | |
| Maximum Green (s) | 32.0 | 32.0 | | 31.0 | 31.0 | | 30.0 | 30.0 | | 24.5 | 59.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.5 | 3.0 | |
| All-Red Time (s) | 1.0 | 1.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 1.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 4.5 | 5.0 | |
| Lead/Lag | | | | | | | Lag | Lag | | Lead | | |
| 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 | None | None | | None | None | | Max | Max | | None | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | | 0 | |
| Act Effct Green (s) | 28.1 | 28.1 | | 27.1 | 27.1 | | 31.8 | 31.8 | | 59.8 | 59.3 | |
| Actuated g/C Ratio | 0.29 | 0.29 | | 0.28 | 0.28 | | 0.33 | 0.33 | | 0.62 | 0.62 | |
| v/c Ratio | 0.35 | 0.25 | | 0.39 | 0.96 | | 0.39 | 0.77 | | 0.92 | 0.34 | |
| Control Delay | 40.0 | 11.8 | | 31.2 | 37.9 | | 34.2 | 35.3 | | 49.8 | 10.1 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 40.0 | 11.8 | | 31.2 | 37.9 | | 34.2 | 35.3 | | 49.8 | 10.1 | |
| LOS | D | B | | C | D | | C | D | | D | B | |
| Approach Delay | | 16.4 | | | 36.9 | | | 35.2 | | | 25.3 | |
| Approach LOS | | B | | | D | | | D | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 96.4 | | | |
| Natural Cycle: 65 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 0.96 | | | |
| Intersection Signal Delay: 31.0 | | Intersection LOS: C | |
| Intersection Capacity Utilization 110.2% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 4: Highway 6 & Commercial Access/Gordon Street

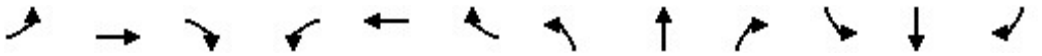




| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 27 | 140 | 127 | 739 | 91 | 886 | 456 | 731 |
| v/c Ratio | 0.35 | 0.25 | 0.39 | 0.96 | 0.39 | 0.77 | 0.92 | 0.34 |
| Control Delay | 40.0 | 11.8 | 31.2 | 37.9 | 34.2 | 35.3 | 49.8 | 10.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 40.0 | 11.8 | 31.2 | 37.9 | 34.2 | 35.3 | 49.8 | 10.1 |
| Queue Length 50th (m) | 4.2 | 7.4 | 19.9 | 61.2 | 14.9 | 87.1 | 71.8 | 37.3 |
| Queue Length 95th (m) | 13.0 | 21.6 | 36.7 | #145.4 | 31.2 | #114.4 | #132.3 | 48.7 |
| Internal Link Dist (m) | | 79.5 | | 492.0 | | 286.1 | | 68.6 |
| Turn Bay Length (m) | 20.0 | | 25.0 | | 20.0 | | 15.0 | |
| Base Capacity (vph) | 90 | 618 | 378 | 812 | 231 | 1153 | 521 | 2182 |
| 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 | 0.30 | 0.23 | 0.34 | 0.91 | 0.39 | 0.77 | 0.88 | 0.34 |

Intersection Summary

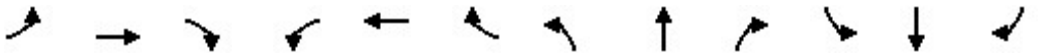
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 25 | 48 | 82 | 118 | 69 | 618 | 85 | 705 | 119 | 424 | 655 | 25 |
| Future Volume (vph) | 25 | 48 | 82 | 118 | 69 | 618 | 85 | 705 | 119 | 424 | 655 | 25 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 4.5 | 5.0 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 0.96 | | 1.00 | 0.99 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.99 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.91 | | 1.00 | 0.87 | | 1.00 | 0.98 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1805 | 1680 | | 1783 | 1533 | | 1784 | 3460 | | 1719 | 3549 | |
| Flt Permitted | 0.14 | 1.00 | | 0.62 | 1.00 | | 0.37 | 1.00 | | 0.13 | 1.00 | |
| Satd. Flow (perm) | 270 | 1680 | | 1172 | 1533 | | 702 | 3460 | | 228 | 3549 | |
| Peak-hour factor, PHF | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Adj. Flow (vph) | 27 | 52 | 88 | 127 | 74 | 665 | 91 | 758 | 128 | 456 | 704 | 27 |
| RTOR Reduction (vph) | 0 | 62 | 0 | 0 | 337 | 0 | 0 | 13 | 0 | 0 | 3 | 0 |
| Lane Group Flow (vph) | 27 | 78 | 0 | 127 | 402 | 0 | 91 | 873 | 0 | 456 | 728 | 0 |
| Confl. Peds. (#/hr) | 22 | | 2 | 2 | | 22 | 12 | | 9 | 9 | | 12 |
| Heavy Vehicles (%) | 0% | 4% | 0% | 1% | 0% | 3% | 0% | 1% | 4% | 5% | 1% | 0% |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 28.1 | 28.1 | | 27.1 | 27.1 | | 31.8 | 31.8 | | 59.2 | 59.2 | |
| Effective Green, g (s) | 28.1 | 28.1 | | 27.1 | 27.1 | | 31.8 | 31.8 | | 59.2 | 59.2 | |
| Actuated g/C Ratio | 0.29 | 0.29 | | 0.28 | 0.28 | | 0.33 | 0.33 | | 0.61 | 0.61 | |
| Clearance Time (s) | 4.0 | 4.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 4.5 | 5.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 78 | 490 | | 329 | 431 | | 231 | 1142 | | 494 | 2181 | |
| v/s Ratio Prot | | 0.05 | | | c0.26 | | | 0.25 | | c0.22 | 0.21 | |
| v/s Ratio Perm | 0.10 | | | 0.11 | | | 0.13 | | | c0.35 | | |
| v/c Ratio | 0.35 | 0.16 | | 0.39 | 0.93 | | 0.39 | 0.76 | | 0.92 | 0.33 | |
| Uniform Delay, d1 | 26.9 | 25.3 | | 27.9 | 33.7 | | 24.8 | 28.9 | | 25.4 | 9.0 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 2.7 | 0.2 | | 0.8 | 27.1 | | 5.0 | 4.9 | | 22.9 | 0.4 | |
| Delay (s) | 29.5 | 25.5 | | 28.6 | 60.8 | | 29.8 | 33.8 | | 48.3 | 9.4 | |
| Level of Service | C | C | | C | E | | C | C | | D | A | |
| Approach Delay (s) | | 26.1 | | | 56.1 | | | 33.4 | | | 24.3 | |
| Approach LOS | | C | | | E | | | C | | | C | |

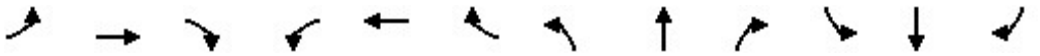
| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | 35.8 | HCM 2000 Level of Service | | D | |
| HCM 2000 Volume to Capacity ratio | 0.96 | | | | |
| Actuated Cycle Length (s) | 96.3 | Sum of lost time (s) | | 14.5 | |
| Intersection Capacity Utilization | 110.2% | ICU Level of Service | | H | |
| 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) | 31 | 76 | 61 | 68 | 95 | 71 | 115 | 126 | 80 | 76 | 143 | 53 |
| Future Volume (vph) | 31 | 76 | 61 | 68 | 95 | 71 | 115 | 126 | 80 | 76 | 143 | 53 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| 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 | | | | | | | | | | | | |
| Frt | | 0.951 | | | 0.959 | | | 0.966 | | | 0.974 | |
| Flt Protected | | 0.991 | | | 0.986 | | | 0.982 | | | 0.986 | |
| Satd. Flow (prot) | 0 | 1755 | 0 | 0 | 1754 | 0 | 0 | 1789 | 0 | 0 | 1771 | 0 |
| Flt Permitted | | 0.991 | | | 0.986 | | | 0.982 | | | 0.986 | |
| Satd. Flow (perm) | 0 | 1755 | 0 | 0 | 1754 | 0 | 0 | 1789 | 0 | 0 | 1771 | 0 |
| Link Speed (k/h) | | 50 | | | 40 | | | 50 | | | 50 | |
| Link Distance (m) | | 271.3 | | | 214.7 | | | 599.2 | | | 318.8 | |
| Travel Time (s) | | 19.5 | | | 19.3 | | | 43.1 | | | 23.0 | |
| Confl. Peds. (#/hr) | 1 | | 6 | 6 | | 1 | 1 | | 3 | 3 | | 1 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 7% | 0% | 2% | 0% | 6% | 0% | 1% | 1% | 0% | 0% | 1% | 13% |
| Adj. Flow (vph) | 32 | 79 | 64 | 71 | 99 | 74 | 120 | 131 | 83 | 79 | 149 | 55 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 175 | 0 | 0 | 244 | 0 | 0 | 334 | 0 | 0 | 283 | 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) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| 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 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

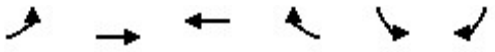
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 54.1% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 31 | 76 | 61 | 68 | 95 | 71 | 115 | 126 | 80 | 76 | 143 | 53 |
| Future Volume (Veh/h) | 31 | 76 | 61 | 68 | 95 | 71 | 115 | 126 | 80 | 76 | 143 | 53 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Hourly flow rate (vph) | 32 | 79 | 64 | 71 | 99 | 74 | 120 | 131 | 83 | 79 | 149 | 55 |
| Pedestrians | | 1 | | | 3 | | | 6 | | | 1 | |
| Lane Width (m) | | 3.6 | | | 3.6 | | | 3.6 | | | 3.6 | |
| Walking Speed (m/s) | | 1.2 | | | 1.2 | | | 1.2 | | | 1.2 | |
| Percent Blockage | | 0 | | | 0 | | | 1 | | | 0 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 872 | 792 | 184 | 860 | 778 | 176 | 205 | | | 217 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 872 | 792 | 184 | 860 | 778 | 176 | 205 | | | 217 | | |
| tC, single (s) | 7.2 | 6.5 | 6.2 | 7.1 | 6.6 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.6 | 4.0 | 3.3 | 3.5 | 4.1 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 80 | 72 | 93 | 60 | 64 | 91 | 91 | | | 94 | | |
| cM capacity (veh/h) | 157 | 277 | 854 | 179 | 276 | 869 | 1371 | | | 1361 | | |

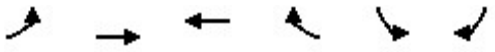
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 175 | 244 | 334 | 283 |
| Volume Left | 32 | 71 | 120 | 79 |
| Volume Right | 64 | 74 | 83 | 55 |
| cSH | 310 | 290 | 1371 | 1361 |
| Volume to Capacity | 0.56 | 0.84 | 0.09 | 0.06 |
| Queue Length 95th (m) | 26.0 | 56.8 | 2.3 | 1.5 |
| Control Delay (s) | 30.6 | 58.9 | 3.3 | 2.6 |
| Lane LOS | D | F | A | A |
| Approach Delay (s) | 30.6 | 58.9 | 3.3 | 2.6 |
| Approach LOS | D | F | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 20.8 | | | |
| Intersection Capacity Utilization | 54.1% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 48 | 213 | 208 | 29 | 22 | 68 |
| Future Volume (vph) | 48 | 213 | 208 | 29 | 22 | 68 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.984 | | 0.898 | |
| Flt Protected | | 0.991 | | | 0.988 | |
| Satd. Flow (prot) | 0 | 1778 | 1688 | 0 | 1517 | 0 |
| Flt Permitted | | 0.991 | | | 0.988 | |
| Satd. Flow (perm) | 0 | 1778 | 1688 | 0 | 1517 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 214.7 | 596.4 | | 242.8 | |
| Travel Time (s) | | 19.3 | 53.7 | | 17.5 | |
| Confl. Peds. (#/hr) | | | | | 9 | 1 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Heavy Vehicles (%) | 19% | 3% | 7% | 38% | 33% | 4% |
| Adj. Flow (vph) | 56 | 251 | 245 | 34 | 26 | 80 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 307 | 279 | 0 | 106 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 0.0 | 0.0 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

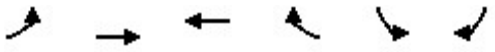
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 42.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 48 | 213 | 208 | 29 | 22 | 68 |
| Future Volume (Veh/h) | 48 | 213 | 208 | 29 | 22 | 68 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 56 | 251 | 245 | 34 | 26 | 80 |
| Pedestrians | | 1 | 9 | | | |
| Lane Width (m) | | 3.6 | 3.6 | | | |
| Walking Speed (m/s) | | 1.2 | 1.2 | | | |
| Percent Blockage | | 0 | 1 | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 279 | | | | 634 | 263 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 279 | | | | 634 | 263 |
| tC, single (s) | 4.3 | | | | 6.7 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.4 | | | | 3.8 | 3.3 |
| p0 queue free % | 95 | | | | 93 | 90 |
| cM capacity (veh/h) | 1192 | | | | 376 | 770 |

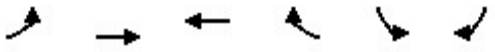
| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 307 | 279 | 106 |
| Volume Left | 56 | 0 | 26 |
| Volume Right | 0 | 34 | 80 |
| cSH | 1192 | 1700 | 613 |
| Volume to Capacity | 0.05 | 0.16 | 0.17 |
| Queue Length 95th (m) | 1.2 | 0.0 | 5.0 |
| Control Delay (s) | 1.9 | 0.0 | 12.1 |
| Lane LOS | A | | B |
| Approach Delay (s) | 1.9 | 0.0 | 12.1 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.7 | | |
| Intersection Capacity Utilization | 42.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 58 | 173 | 201 | 86 | 76 | 42 |
| Future Volume (vph) | 58 | 173 | 201 | 86 | 76 | 42 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.959 | | 0.952 | |
| Flt Protected | | 0.988 | | | 0.969 | |
| Satd. Flow (prot) | 0 | 1877 | 1809 | 0 | 1740 | 0 |
| Flt Permitted | | 0.988 | | | 0.969 | |
| Satd. Flow (perm) | 0 | 1877 | 1809 | 0 | 1740 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 596.4 | 199.9 | | 240.0 | |
| Travel Time (s) | | 53.7 | 18.0 | | 17.3 | |
| Confl. Peds. (#/hr) | 1 | | | 1 | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles (%) | 0% | 0% | 1% | 0% | 0% | 2% |
| Adj. Flow (vph) | 66 | 197 | 228 | 98 | 86 | 48 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 263 | 326 | 0 | 134 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 0.0 | 0.0 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

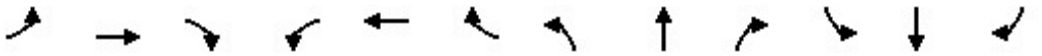
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 44.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 58 | 173 | 201 | 86 | 76 | 42 |
| Future Volume (Veh/h) | 58 | 173 | 201 | 86 | 76 | 42 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 66 | 197 | 228 | 98 | 86 | 48 |
| Pedestrians | | | | | 1 | |
| Lane Width (m) | | | | | 3.6 | |
| Walking Speed (m/s) | | | | | 1.2 | |
| Percent Blockage | | | | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | 200 | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 327 | | | | 607 | 278 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 327 | | | | 607 | 278 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 95 | | | | 80 | 94 |
| cM capacity (veh/h) | 1243 | | | | 438 | 760 |

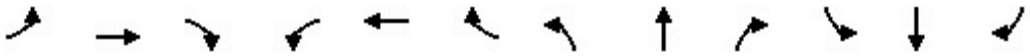
| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 263 | 326 | 134 |
| Volume Left | 66 | 0 | 86 |
| Volume Right | 0 | 98 | 48 |
| cSH | 1243 | 1700 | 516 |
| Volume to Capacity | 0.05 | 0.19 | 0.26 |
| Queue Length 95th (m) | 1.3 | 0.0 | 8.2 |
| Control Delay (s) | 2.4 | 0.0 | 14.4 |
| Lane LOS | A | | B |
| Approach Delay (s) | 2.4 | 0.0 | 14.4 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.5 | | |
| Intersection Capacity Utilization | 44.9% | 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) | 6 | 15 | 4 | 7 | 9 | 8 | 2 | 0 | 7 | 6 | 0 | 3 |
| Future Volume (vph) | 6 | 15 | 4 | 7 | 9 | 8 | 2 | 0 | 7 | 6 | 0 | 3 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| 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 | | | | | | | | | | | | |
| Frt | | 0.979 | | | 0.955 | | | 0.899 | | | 0.955 | |
| Flt Protected | | 0.988 | | | 0.985 | | | 0.988 | | | 0.968 | |
| Satd. Flow (prot) | 0 | 1838 | 0 | 0 | 1787 | 0 | 0 | 1688 | 0 | 0 | 1756 | 0 |
| Flt Permitted | | 0.988 | | | 0.985 | | | 0.988 | | | 0.968 | |
| Satd. Flow (perm) | 0 | 1838 | 0 | 0 | 1787 | 0 | 0 | 1688 | 0 | 0 | 1756 | 0 |
| Link Speed (k/h) | | 50 | | | 50 | | | 50 | | | 50 | |
| Link Distance (m) | | 156.5 | | | 142.7 | | | 88.1 | | | 94.9 | |
| Travel Time (s) | | 11.3 | | | 10.3 | | | 6.3 | | | 6.8 | |
| Confl. Peds. (#/hr) | | | 17 | 17 | | | | | 2 | 2 | | |
| Peak Hour Factor | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 8 | 19 | 5 | 9 | 11 | 10 | 3 | 0 | 9 | 8 | 0 | 4 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 32 | 0 | 0 | 30 | 0 | 0 | 12 | 0 | 0 | 12 | 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) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| 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 |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 18.3% | | 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) | 6 | 15 | 4 | 7 | 9 | 8 | 2 | 0 | 7 | 6 | 0 | 3 |
| Future Volume (vph) | 6 | 15 | 4 | 7 | 9 | 8 | 2 | 0 | 7 | 6 | 0 | 3 |
| Peak Hour Factor | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 |
| Hourly flow rate (vph) | 8 | 19 | 5 | 9 | 11 | 10 | 3 | 0 | 9 | 8 | 0 | 4 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 32 | 30 | 12 | 12 |
| Volume Left (vph) | 8 | 9 | 3 | 8 |
| Volume Right (vph) | 5 | 10 | 9 | 4 |
| Hadj (s) | -0.04 | -0.14 | -0.40 | -0.07 |
| Departure Headway (s) | 3.9 | 3.8 | 3.6 | 4.0 |
| Degree Utilization, x | 0.03 | 0.03 | 0.01 | 0.01 |
| Capacity (veh/h) | 902 | 926 | 959 | 887 |
| Control Delay (s) | 7.1 | 7.0 | 6.7 | 7.0 |
| Approach Delay (s) | 7.1 | 7.0 | 6.7 | 7.0 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | | 7.0 | | |
| Level of Service | | A | | |
| Intersection Capacity Utilization | 18.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 32 | 160 | 169 | 919 | 752 | 53 |
| Future Volume (vph) | 32 | 160 | 169 | 919 | 752 | 53 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | 0.0 | 25.0 | | | 15.0 |
| Storage Lanes | 1 | 1 | 1 | | | 1 |
| Taper Length (m) | 7.5 | | 25.0 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | | 0.850 | | | | 0.850 |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1805 | 1615 | 1805 | 3505 | 3406 | 1615 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1805 | 1615 | 1805 | 3505 | 3406 | 1615 |
| Link Speed (k/h) | 50 | | | 60 | 60 | |
| Link Distance (m) | 197.6 | | | 413.0 | 200.4 | |
| Travel Time (s) | 14.2 | | | 24.8 | 12.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 3% | 6% | 0% |
| Adj. Flow (vph) | 35 | 174 | 184 | 999 | 817 | 58 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 35 | 174 | 184 | 999 | 817 | 58 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(m) | 3.6 | | | 3.6 | 3.6 | |
| Link Offset(m) | 0.0 | | | 0.0 | 0.0 | |
| Crosswalk Width(m) | 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 |
| Turning Speed (k/h) | 25 | 15 | 25 | | | 15 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 43.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

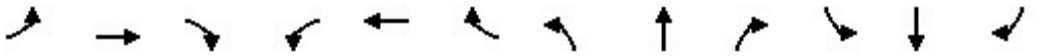


| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 32 | 160 | 169 | 919 | 752 | 53 |
| Future Volume (Veh/h) | 32 | 160 | 169 | 919 | 752 | 53 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 35 | 174 | 184 | 999 | 817 | 58 |
| 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 | 1684 | 408 | 875 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1684 | 408 | 875 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 47 | 71 | 76 | | | |
| cM capacity (veh/h) | 66 | 598 | 780 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 35 | 174 | 184 | 500 | 500 | 408 | 408 | 58 |
| Volume Left | 35 | 0 | 184 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 174 | 0 | 0 | 0 | 0 | 0 | 58 |
| cSH | 66 | 598 | 780 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.53 | 0.29 | 0.24 | 0.29 | 0.29 | 0.24 | 0.24 | 0.03 |
| Queue Length 95th (m) | 17.3 | 9.6 | 7.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | 108.5 | 13.5 | 11.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | B | B | | | | | |
| Approach Delay (s) | 29.4 | | 1.7 | | | 0.0 | | |
| Approach LOS | D | | | | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.6 | | |
| Intersection Capacity Utilization | 43.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

# Without Street A



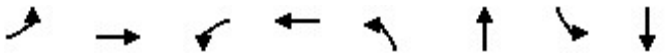
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 74 | 20 | 478 | 115 | 74 | 68 | 280 | 366 | 53 | 32 | 518 | 116 |
| Future Volume (vph) | 74 | 20 | 478 | 115 | 74 | 68 | 280 | 366 | 53 | 32 | 518 | 116 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 15.0 | | 0.0 | 0.0 | | 0.0 | 20.0 | | 0.0 | 20.0 | | 0.0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 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 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.856 | | | 0.928 | | | 0.980 | | | 0.973 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 1565 | 0 | 1770 | 1729 | 0 | 1656 | 3300 | 0 | 1770 | 3280 | 0 |
| Flt Permitted | 0.659 | | | 0.255 | | | 0.255 | | | 0.497 | | |
| Satd. Flow (perm) | 1252 | 1565 | 0 | 475 | 1729 | 0 | 444 | 3300 | 0 | 926 | 3280 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 469 | | | 67 | | | 31 | | | 33 | |
| Link Speed (k/h) | | 40 | | | 50 | | | 60 | | | 60 | |
| Link Distance (m) | | 199.9 | | | 104.5 | | | 358.6 | | | 413.0 | |
| Travel Time (s) | | 18.0 | | | 7.5 | | | 21.5 | | | 24.8 | |
| Peak Hour Factor | 0.96 | 0.92 | 0.96 | 0.92 | 0.92 | 0.92 | 0.96 | 0.96 | 0.92 | 0.92 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 0% | 2% | 4% | 2% | 2% | 2% | 9% | 8% | 2% | 2% | 6% | 12% |
| Adj. Flow (vph) | 77 | 22 | 498 | 125 | 80 | 74 | 292 | 381 | 58 | 35 | 540 | 121 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 77 | 520 | 0 | 125 | 154 | 0 | 292 | 439 | 0 | 35 | 661 | 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 | | | | | | | | Yes | | | | |
| 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 | |
| Turn Type | Perm | NA | | pm+pt | NA | | pm+pt | NA | | Perm | NA | |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | | 6 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 3 | 8 | | 5 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 9.5 | 22.5 | | 9.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 24.0 | 24.0 | | 10.6 | 34.6 | | 19.0 | 45.4 | | 26.4 | 26.4 | |
| Total Split (%) | 30.0% | 30.0% | | 13.3% | 43.3% | | 23.8% | 56.8% | | 33.0% | 33.0% | |
| Maximum Green (s) | 19.5 | 19.5 | | 6.1 | 30.1 | | 14.5 | 40.9 | | 21.9 | 21.9 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lead/Lag | Lag | Lag | | Lead | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | | | Yes | | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | None | Max | | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | | | 7.0 | | | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | | 11.0 | | | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | | 0 | | | 0 | | 0 | 0 | |
| Act Effct Green (s) | 11.2 | 11.2 | | 19.5 | 19.3 | | 41.5 | 41.5 | | 25.4 | 25.4 | |
| Actuated g/C Ratio | 0.16 | 0.16 | | 0.28 | 0.28 | | 0.59 | 0.59 | | 0.36 | 0.36 | |
| v/c Ratio | 0.38 | 0.81 | | 0.51 | 0.29 | | 0.63 | 0.22 | | 0.10 | 0.55 | |
| Control Delay | 32.1 | 15.2 | | 25.7 | 12.3 | | 15.6 | 8.0 | | 21.1 | 21.7 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 32.1 | 15.2 | | 25.7 | 12.3 | | 15.6 | 8.0 | | 21.1 | 21.7 | |
| LOS | C | B | | C | B | | B | A | | C | C | |
| Approach Delay | | 17.4 | | | 18.3 | | | 11.1 | | | 21.6 | |
| Approach LOS | | B | | | B | | | B | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 80 | | | |
| Actuated Cycle Length: 70 | | | |
| Natural Cycle: 70 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 0.81 | | | |
| Intersection Signal Delay: 16.8 | | Intersection LOS: B | |
| Intersection Capacity Utilization 85.5% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

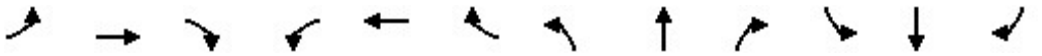
Splits and Phases: 2: Highway 6 & Side Road 18





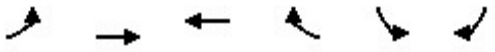
| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 77 | 520 | 125 | 154 | 292 | 439 | 35 | 661 |
| v/c Ratio | 0.38 | 0.81 | 0.51 | 0.29 | 0.63 | 0.22 | 0.10 | 0.55 |
| Control Delay | 32.1 | 15.2 | 25.7 | 12.3 | 15.6 | 8.0 | 21.1 | 21.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 32.1 | 15.2 | 25.7 | 12.3 | 15.6 | 8.0 | 21.1 | 21.7 |
| Queue Length 50th (m) | 10.0 | 6.4 | 13.1 | 8.9 | 18.3 | 12.6 | 3.2 | 36.4 |
| Queue Length 95th (m) | 21.8 | 38.0 | 24.9 | 21.5 | 43.2 | 26.8 | 11.6 | 67.0 |
| Internal Link Dist (m) | | 175.9 | | 80.5 | | 334.6 | | 389.0 |
| Turn Bay Length (m) | 15.0 | | | | 20.0 | | 20.0 | |
| Base Capacity (vph) | 354 | 779 | 246 | 792 | 518 | 1970 | 335 | 1209 |
| 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 | 0.22 | 0.67 | 0.51 | 0.19 | 0.56 | 0.22 | 0.10 | 0.55 |

Intersection Summary



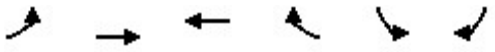
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 74 | 20 | 478 | 115 | 74 | 68 | 280 | 366 | 53 | 32 | 518 | 116 |
| Future Volume (vph) | 74 | 20 | 478 | 115 | 74 | 68 | 280 | 366 | 53 | 32 | 518 | 116 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frt | 1.00 | 0.86 | | 1.00 | 0.93 | | 1.00 | 0.98 | | 1.00 | 0.97 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1805 | 1566 | | 1770 | 1728 | | 1656 | 3301 | | 1770 | 3278 | |
| Flt Permitted | 0.66 | 1.00 | | 0.25 | 1.00 | | 0.25 | 1.00 | | 0.50 | 1.00 | |
| Satd. Flow (perm) | 1252 | 1566 | | 475 | 1728 | | 444 | 3301 | | 926 | 3278 | |
| Peak-hour factor, PHF | 0.96 | 0.92 | 0.96 | 0.92 | 0.92 | 0.92 | 0.96 | 0.96 | 0.92 | 0.92 | 0.96 | 0.96 |
| Adj. Flow (vph) | 77 | 22 | 498 | 125 | 80 | 74 | 292 | 381 | 58 | 35 | 540 | 121 |
| RTOR Reduction (vph) | 0 | 395 | 0 | 0 | 48 | 0 | 0 | 13 | 0 | 0 | 21 | 0 |
| Lane Group Flow (vph) | 77 | 125 | 0 | 125 | 106 | 0 | 292 | 426 | 0 | 35 | 640 | 0 |
| Heavy Vehicles (%) | 0% | 2% | 4% | 2% | 2% | 2% | 9% | 8% | 2% | 2% | 6% | 12% |
| Turn Type | Perm | NA | | pm+pt | NA | | pm+pt | NA | | Perm | NA | |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 11.2 | 11.2 | | 20.4 | 20.4 | | 41.6 | 41.6 | | 25.5 | 25.5 | |
| Effective Green, g (s) | 11.2 | 11.2 | | 20.4 | 20.4 | | 41.6 | 41.6 | | 25.5 | 25.5 | |
| Actuated g/C Ratio | 0.16 | 0.16 | | 0.29 | 0.29 | | 0.59 | 0.59 | | 0.36 | 0.36 | |
| Clearance Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 197 | 247 | | 222 | 496 | | 458 | 1934 | | 332 | 1177 | |
| v/s Ratio Prot | | 0.08 | | c0.04 | 0.06 | | c0.10 | 0.13 | | | 0.20 | |
| v/s Ratio Perm | 0.06 | | | c0.12 | | | c0.27 | | | 0.04 | | |
| v/c Ratio | 0.39 | 0.51 | | 0.56 | 0.21 | | 0.64 | 0.22 | | 0.11 | 0.54 | |
| Uniform Delay, d1 | 26.8 | 27.4 | | 20.4 | 19.2 | | 8.8 | 7.0 | | 15.2 | 18.1 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 1.3 | 1.6 | | 3.2 | 0.2 | | 2.9 | 0.3 | | 0.6 | 1.8 | |
| Delay (s) | 28.1 | 29.0 | | 23.7 | 19.4 | | 11.7 | 7.3 | | 15.8 | 19.9 | |
| Level of Service | C | C | | C | B | | B | A | | B | B | |
| Approach Delay (s) | | 28.9 | | | 21.3 | | | 9.0 | | | 19.7 | |
| Approach LOS | | C | | | C | | | A | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 18.9 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.68 | | |
| Actuated Cycle Length (s) | 71.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 85.5% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 25 | 232 | 163 | 33 | 84 | 92 |
| Future Volume (vph) | 25 | 232 | 163 | 33 | 84 | 92 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.977 | | 0.929 | |
| Flt Protected | | 0.995 | | | 0.977 | |
| Satd. Flow (prot) | 0 | 1809 | 1655 | 0 | 1464 | 0 |
| Flt Permitted | | 0.995 | | | 0.977 | |
| Satd. Flow (perm) | 0 | 1809 | 1655 | 0 | 1464 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 214.7 | 596.4 | | 242.8 | |
| Travel Time (s) | | 19.3 | 53.7 | | 17.5 | |
| Confl. Peds. (#/hr) | | | | | 9 | 1 |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Heavy Vehicles (%) | 19% | 3% | 7% | 38% | 33% | 4% |
| Adj. Flow (vph) | 30 | 283 | 199 | 40 | 102 | 112 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 313 | 239 | 0 | 214 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 0.0 | 0.0 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

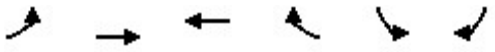
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 44.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 25 | 232 | 163 | 33 | 84 | 92 |
| Future Volume (Veh/h) | 25 | 232 | 163 | 33 | 84 | 92 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Hourly flow rate (vph) | 30 | 283 | 199 | 40 | 102 | 112 |
| Pedestrians | | 1 | 9 | | | |
| Lane Width (m) | | 3.6 | 3.6 | | | |
| Walking Speed (m/s) | | 1.2 | 1.2 | | | |
| Percent Blockage | | 0 | 1 | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 239 | | | | 571 | 220 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 239 | | | | 571 | 220 |
| tC, single (s) | 4.3 | | | | 6.7 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.4 | | | | 3.8 | 3.3 |
| p0 queue free % | 98 | | | | 76 | 86 |
| cM capacity (veh/h) | 1234 | | | | 420 | 814 |

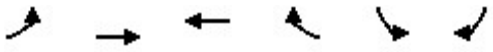
| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 313 | 239 | 214 |
| Volume Left | 30 | 0 | 102 |
| Volume Right | 0 | 40 | 112 |
| cSH | 1234 | 1700 | 563 |
| Volume to Capacity | 0.02 | 0.14 | 0.38 |
| Queue Length 95th (m) | 0.6 | 0.0 | 14.2 |
| Control Delay (s) | 1.0 | 0.0 | 15.3 |
| Lane LOS | A | | C |
| Approach Delay (s) | 1.0 | 0.0 | 15.3 |
| Approach LOS | | | C |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.7 | | |
| Intersection Capacity Utilization | 44.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 95 | 232 | 133 | 340 | 351 | 53 |
| Future Volume (vph) | 95 | 232 | 133 | 340 | 351 | 53 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.903 | | 0.982 | |
| Flt Protected | | 0.986 | | | 0.958 | |
| Satd. Flow (prot) | 0 | 1784 | 1526 | 0 | 1636 | 0 |
| Flt Permitted | | 0.986 | | | 0.958 | |
| Satd. Flow (perm) | 0 | 1784 | 1526 | 0 | 1636 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 596.4 | 199.9 | | 240.0 | |
| Travel Time (s) | | 53.7 | 18.0 | | 17.3 | |
| Confl. Peds. (#/hr) | 2 | | | 2 | 4 | 4 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 10% | 3% | 11% | 13% | 9% | 11% |
| Adj. Flow (vph) | 102 | 249 | 143 | 366 | 377 | 57 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 351 | 509 | 0 | 434 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 3.6 | 3.6 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

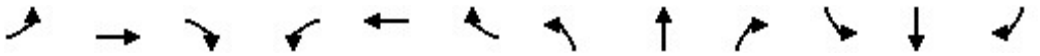
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 78.3% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 95 | 232 | 133 | 340 | 351 | 53 |
| Future Volume (Veh/h) | 95 | 232 | 133 | 340 | 351 | 53 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 102 | 249 | 143 | 366 | 377 | 57 |
| Pedestrians | | 4 | 4 | | 2 | |
| Lane Width (m) | | 3.6 | 3.6 | | 3.6 | |
| Walking Speed (m/s) | | 1.2 | 1.2 | | 1.2 | |
| Percent Blockage | | 0 | 0 | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | 200 | | | |
| pX, platoon unblocked | 0.97 | | | | 0.97 | 0.97 |
| vC, conflicting volume | 511 | | | | 785 | 332 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 483 | | | | 765 | 299 |
| tC, single (s) | 4.2 | | | | 6.5 | 6.3 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.3 | | | | 3.6 | 3.4 |
| p0 queue free % | 90 | | | | 0 | 92 |
| cM capacity (veh/h) | 1009 | | | | 315 | 696 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 351 | 509 | 434 |
| Volume Left | 102 | 0 | 377 |
| Volume Right | 0 | 366 | 57 |
| cSH | 1009 | 1700 | 339 |
| Volume to Capacity | 0.10 | 0.30 | 1.28 |
| Queue Length 95th (m) | 2.7 | 0.0 | 160.1 |
| Control Delay (s) | 3.4 | 0.0 | 179.2 |
| Lane LOS | A | | F |
| Approach Delay (s) | 3.4 | 0.0 | 179.2 |
| Approach LOS | | | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 61.0 | | |
| Intersection Capacity Utilization | 78.3% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 59 | 23 | 342 | 104 | 13 | 75 | 350 | 684 | 151 | 91 | 534 | 78 |
| Future Volume (vph) | 59 | 23 | 342 | 104 | 13 | 75 | 350 | 684 | 151 | 91 | 534 | 78 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 15.0 | | 0.0 | 0.0 | | 0.0 | 20.0 | | 0.0 | 20.0 | | 0.0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 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 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.860 | | | 0.872 | | | 0.972 | | | 0.981 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 1573 | 0 | 1770 | 1624 | 0 | 1736 | 3440 | 0 | 1770 | 3321 | 0 |
| Flt Permitted | 0.695 | | | 0.280 | | | 0.268 | | | 0.322 | | |
| Satd. Flow (perm) | 1320 | 1573 | 0 | 522 | 1624 | 0 | 490 | 3440 | 0 | 600 | 3321 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 360 | | | 82 | | | 54 | | | 19 | |
| Link Speed (k/h) | | 40 | | | 50 | | | 60 | | | 60 | |
| Link Distance (m) | | 199.9 | | | 104.5 | | | 358.6 | | | 413.0 | |
| Travel Time (s) | | 18.0 | | | 7.5 | | | 21.5 | | | 24.8 | |
| Peak Hour Factor | 0.95 | 0.92 | 0.95 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.92 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 0% | 2% | 4% | 2% | 2% | 2% | 4% | 2% | 2% | 2% | 6% | 11% |
| Adj. Flow (vph) | 62 | 25 | 360 | 113 | 14 | 82 | 368 | 720 | 164 | 99 | 562 | 82 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 62 | 385 | 0 | 113 | 96 | 0 | 368 | 884 | 0 | 99 | 644 | 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 | | | | | | | | Yes | | | | |
| 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 | 100 | | 100 | 25 | | 100 | 100 | | 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 | |
| Turn Type | Perm | NA | | pm+pt | NA | | pm+pt | NA | | Perm | NA | |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | | 6 | |

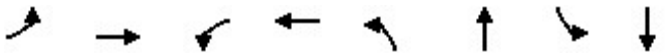
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 3 | 8 | | 5 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 9.5 | 22.5 | | 9.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 22.5 | 22.5 | | 9.5 | 32.0 | | 22.7 | 48.0 | | 25.3 | 25.3 | |
| Total Split (%) | 28.1% | 28.1% | | 11.9% | 40.0% | | 28.4% | 60.0% | | 31.6% | 31.6% | |
| Maximum Green (s) | 18.0 | 18.0 | | 5.0 | 27.5 | | 18.2 | 43.5 | | 20.8 | 20.8 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lead/Lag | Lag | Lag | | Lead | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | | | Yes | | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | None | Max | | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | | | 7.0 | | | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | | 11.0 | | | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | | 0 | | | 0 | | 0 | 0 | |
| Act Effct Green (s) | 9.7 | 9.7 | | 17.0 | 17.0 | | 44.0 | 44.0 | | 25.9 | 25.9 | |
| Actuated g/C Ratio | 0.14 | 0.14 | | 0.24 | 0.24 | | 0.63 | 0.63 | | 0.37 | 0.37 | |
| v/c Ratio | 0.34 | 0.73 | | 0.52 | 0.21 | | 0.67 | 0.41 | | 0.45 | 0.52 | |
| Control Delay | 32.6 | 13.3 | | 29.2 | 7.6 | | 14.9 | 7.9 | | 31.7 | 21.4 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 32.6 | 13.3 | | 29.2 | 7.6 | | 14.9 | 7.9 | | 31.7 | 21.4 | |
| LOS | C | B | | C | A | | B | A | | C | C | |
| Approach Delay | | 16.0 | | | 19.3 | | | 10.0 | | | 22.8 | |
| Approach LOS | | B | | | B | | | A | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 80 | | | |
| Actuated Cycle Length: 70.1 | | | |
| Natural Cycle: 70 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 0.73 | | | |
| Intersection Signal Delay: 15.3 | | Intersection LOS: B | |
| Intersection Capacity Utilization 79.8% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 2: Highway 6 & Side Road 18



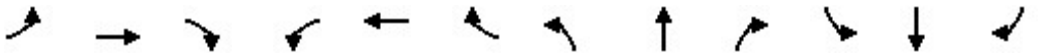
## 2: Highway 6 & Side Road 18



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 62 | 385 | 113 | 96 | 368 | 884 | 99 | 644 |
| v/c Ratio | 0.34 | 0.73 | 0.52 | 0.21 | 0.67 | 0.41 | 0.45 | 0.52 |
| Control Delay | 32.6 | 13.3 | 29.2 | 7.6 | 14.9 | 7.9 | 31.7 | 21.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 32.6 | 13.3 | 29.2 | 7.6 | 14.9 | 7.9 | 31.7 | 21.4 |
| Queue Length 50th (m) | 8.1 | 3.2 | 12.5 | 1.5 | 21.9 | 27.2 | 10.4 | 35.5 |
| Queue Length 95th (m) | 18.6 | 27.3 | 24.2 | 11.3 | 53.1 | 53.7 | #37.2 | 67.3 |
| Internal Link Dist (m) | | 175.9 | | 80.5 | | 334.6 | | 389.0 |
| Turn Bay Length (m) | 15.0 | | | | 20.0 | | 20.0 | |
| Base Capacity (vph) | 342 | 674 | 217 | 693 | 634 | 2177 | 221 | 1238 |
| 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 | 0.18 | 0.57 | 0.52 | 0.14 | 0.58 | 0.41 | 0.45 | 0.52 |

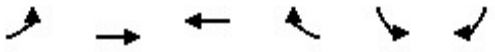
Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



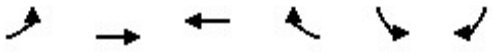
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 59 | 23 | 342 | 104 | 13 | 75 | 350 | 684 | 151 | 91 | 534 | 78 |
| Future Volume (vph) | 59 | 23 | 342 | 104 | 13 | 75 | 350 | 684 | 151 | 91 | 534 | 78 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frt | 1.00 | 0.86 | | 1.00 | 0.87 | | 1.00 | 0.97 | | 1.00 | 0.98 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1805 | 1573 | | 1770 | 1624 | | 1736 | 3441 | | 1770 | 3321 | |
| Flt Permitted | 0.69 | 1.00 | | 0.28 | 1.00 | | 0.27 | 1.00 | | 0.32 | 1.00 | |
| Satd. Flow (perm) | 1320 | 1573 | | 521 | 1624 | | 489 | 3441 | | 599 | 3321 | |
| Peak-hour factor, PHF | 0.95 | 0.92 | 0.95 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.92 | 0.95 | 0.95 |
| Adj. Flow (vph) | 62 | 25 | 360 | 113 | 14 | 82 | 368 | 720 | 164 | 99 | 562 | 82 |
| RTOR Reduction (vph) | 0 | 310 | 0 | 0 | 61 | 0 | 0 | 21 | 0 | 0 | 12 | 0 |
| Lane Group Flow (vph) | 62 | 75 | 0 | 113 | 35 | 0 | 368 | 863 | 0 | 99 | 632 | 0 |
| Heavy Vehicles (%) | 0% | 2% | 4% | 2% | 2% | 2% | 4% | 2% | 2% | 2% | 6% | 11% |
| Turn Type | Perm | NA | | pm+pt | NA | | pm+pt | NA | | Perm | NA | |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 9.8 | 9.8 | | 18.1 | 18.1 | | 44.0 | 44.0 | | 26.0 | 26.0 | |
| Effective Green, g (s) | 9.8 | 9.8 | | 18.1 | 18.1 | | 44.0 | 44.0 | | 26.0 | 26.0 | |
| Actuated g/C Ratio | 0.14 | 0.14 | | 0.25 | 0.25 | | 0.62 | 0.62 | | 0.37 | 0.37 | |
| Clearance Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 181 | 216 | | 199 | 413 | | 539 | 2129 | | 219 | 1214 | |
| v/s Ratio Prot | | 0.05 | | c0.03 | 0.02 | | c0.13 | 0.25 | | | 0.19 | |
| v/s Ratio Perm | 0.05 | | | c0.11 | | | c0.29 | | | 0.17 | | |
| v/c Ratio | 0.34 | 0.35 | | 0.57 | 0.08 | | 0.68 | 0.41 | | 0.45 | 0.52 | |
| Uniform Delay, d1 | 27.7 | 27.7 | | 21.9 | 20.2 | | 8.1 | 6.9 | | 17.1 | 17.7 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 1.1 | 1.0 | | 3.7 | 0.1 | | 3.6 | 0.6 | | 6.6 | 1.6 | |
| Delay (s) | 28.9 | 28.7 | | 25.6 | 20.3 | | 11.6 | 7.5 | | 23.7 | 19.3 | |
| Level of Service | C | C | | C | C | | B | A | | C | B | |
| Approach Delay (s) | | 28.7 | | | 23.1 | | | 8.7 | | | 19.9 | |
| Approach LOS | | C | | | C | | | A | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 16.3 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.72 | | |
| Actuated Cycle Length (s) | 71.1 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 79.8% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 48 | 192 | 169 | 72 | 50 | 86 |
| Future Volume (vph) | 48 | 192 | 169 | 72 | 50 | 86 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.960 | | 0.915 | |
| Flt Protected | | 0.990 | | | 0.982 | |
| Satd. Flow (prot) | 0 | 1772 | 1569 | 0 | 1488 | 0 |
| Flt Permitted | | 0.990 | | | 0.982 | |
| Satd. Flow (perm) | 0 | 1772 | 1569 | 0 | 1488 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 214.7 | 596.4 | | 242.8 | |
| Travel Time (s) | | 19.3 | 53.7 | | 17.5 | |
| Confl. Peds. (#/hr) | | | | | 9 | 1 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Heavy Vehicles (%) | 19% | 3% | 7% | 38% | 33% | 4% |
| Adj. Flow (vph) | 56 | 226 | 199 | 85 | 59 | 101 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 282 | 284 | 0 | 160 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 0.0 | 0.0 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

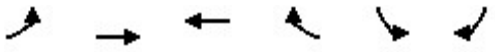
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 44.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 48 | 192 | 169 | 72 | 50 | 86 |
| Future Volume (Veh/h) | 48 | 192 | 169 | 72 | 50 | 86 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 56 | 226 | 199 | 85 | 59 | 101 |
| Pedestrians | | 1 | 9 | | | |
| Lane Width (m) | | 3.6 | 3.6 | | | |
| Walking Speed (m/s) | | 1.2 | 1.2 | | | |
| Percent Blockage | | 0 | 1 | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 284 | | | | 588 | 242 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 284 | | | | 588 | 242 |
| tC, single (s) | 4.3 | | | | 6.7 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.4 | | | | 3.8 | 3.3 |
| p0 queue free % | 95 | | | | 85 | 87 |
| cM capacity (veh/h) | 1187 | | | | 401 | 791 |

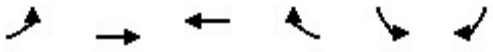
| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 282 | 284 | 160 |
| Volume Left | 56 | 0 | 59 |
| Volume Right | 0 | 85 | 101 |
| cSH | 1187 | 1700 | 582 |
| Volume to Capacity | 0.05 | 0.17 | 0.28 |
| Queue Length 95th (m) | 1.2 | 0.0 | 8.9 |
| Control Delay (s) | 2.0 | 0.0 | 13.5 |
| Lane LOS | A | | B |
| Approach Delay (s) | 2.0 | 0.0 | 13.5 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 3.7 | |
| Intersection Capacity Utilization | | 44.3% | ICU Level of Service |
| Analysis Period (min) | | 15 | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 58 | 180 | 221 | 265 | 240 | 24 |
| Future Volume (vph) | 58 | 180 | 221 | 265 | 240 | 24 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.926 | | 0.988 | |
| Flt Protected | | 0.988 | | | 0.956 | |
| Satd. Flow (prot) | 0 | 1877 | 1751 | 0 | 1791 | 0 |
| Flt Permitted | | 0.988 | | | 0.956 | |
| Satd. Flow (perm) | 0 | 1877 | 1751 | 0 | 1791 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 596.4 | 199.9 | | 240.0 | |
| Travel Time (s) | | 53.7 | 18.0 | | 17.3 | |
| Confl. Peds. (#/hr) | 1 | | | 1 | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles (%) | 0% | 0% | 1% | 0% | 0% | 2% |
| Adj. Flow (vph) | 66 | 205 | 251 | 301 | 273 | 27 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 271 | 552 | 0 | 300 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 3.6 | 3.6 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

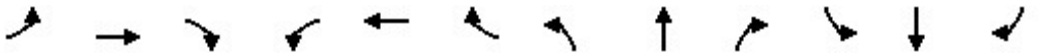
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 65.4% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 58 | 180 | 221 | 265 | 240 | 24 |
| Future Volume (Veh/h) | 58 | 180 | 221 | 265 | 240 | 24 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 66 | 205 | 251 | 301 | 273 | 27 |
| Pedestrians | | | | | 1 | |
| Lane Width (m) | | | | | 3.6 | |
| Walking Speed (m/s) | | | | | 1.2 | |
| Percent Blockage | | | | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | 200 | | | |
| pX, platoon unblocked | 0.94 | | | | 0.94 | 0.94 |
| vC, conflicting volume | 553 | | | | 740 | 402 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 490 | | | | 689 | 330 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 93 | | | | 25 | 96 |
| cM capacity (veh/h) | 1015 | | | | 363 | 667 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 271 | 552 | 300 |
| Volume Left | 66 | 0 | 273 |
| Volume Right | 0 | 301 | 27 |
| cSH | 1015 | 1700 | 379 |
| Volume to Capacity | 0.07 | 0.32 | 0.79 |
| Queue Length 95th (m) | 1.7 | 0.0 | 54.2 |
| Control Delay (s) | 2.6 | 0.0 | 42.4 |
| Lane LOS | A | | E |
| Approach Delay (s) | 2.6 | 0.0 | 42.4 |
| Approach LOS | | | E |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 12.0 | | |
| Intersection Capacity Utilization | 65.4% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |



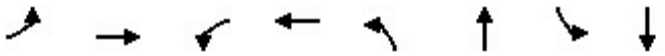
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 75 | 20 | 491 | 115 | 74 | 68 | 288 | 401 | 53 | 32 | 563 | 118 |
| Future Volume (vph) | 75 | 20 | 491 | 115 | 74 | 68 | 288 | 401 | 53 | 32 | 563 | 118 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 15.0 | | 0.0 | 0.0 | | 0.0 | 20.0 | | 0.0 | 20.0 | | 0.0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 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 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.856 | | | 0.928 | | | 0.982 | | | 0.974 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 1565 | 0 | 1770 | 1729 | 0 | 1656 | 3305 | 0 | 1770 | 3285 | 0 |
| Flt Permitted | 0.659 | | | 0.250 | | | 0.224 | | | 0.480 | | |
| Satd. Flow (perm) | 1252 | 1565 | 0 | 466 | 1729 | 0 | 390 | 3305 | 0 | 894 | 3285 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 469 | | | 67 | | | 28 | | | 30 | |
| Link Speed (k/h) | | 40 | | | 50 | | | 60 | | | 60 | |
| Link Distance (m) | | 199.9 | | | 104.5 | | | 358.6 | | | 413.0 | |
| Travel Time (s) | | 18.0 | | | 7.5 | | | 21.5 | | | 24.8 | |
| Peak Hour Factor | 0.96 | 0.92 | 0.96 | 0.92 | 0.92 | 0.92 | 0.96 | 0.96 | 0.92 | 0.92 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 0% | 2% | 4% | 2% | 2% | 2% | 9% | 8% | 2% | 2% | 6% | 12% |
| Adj. Flow (vph) | 78 | 22 | 511 | 125 | 80 | 74 | 300 | 418 | 58 | 35 | 586 | 123 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 78 | 533 | 0 | 125 | 154 | 0 | 300 | 476 | 0 | 35 | 709 | 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 | | | | | | | | Yes | | | | |
| 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 | |
| Turn Type | Perm | NA | | pm+pt | NA | | pm+pt | NA | | Perm | NA | |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | | 6 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 3 | 8 | | 5 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 9.5 | 22.5 | | 9.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 24.0 | 24.0 | | 10.6 | 34.6 | | 19.5 | 45.4 | | 25.9 | 25.9 | |
| Total Split (%) | 30.0% | 30.0% | | 13.3% | 43.3% | | 24.4% | 56.8% | | 32.4% | 32.4% | |
| Maximum Green (s) | 19.5 | 19.5 | | 6.1 | 30.1 | | 15.0 | 40.9 | | 21.4 | 21.4 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lead/Lag | Lag | Lag | | Lead | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | | | Yes | | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | None | Max | | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | | | 7.0 | | | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | | 11.0 | | | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | | 0 | | | 0 | | 0 | 0 | |
| Act Effct Green (s) | 11.5 | 11.5 | | 19.7 | 19.6 | | 41.6 | 41.6 | | 24.8 | 24.8 | |
| Actuated g/C Ratio | 0.16 | 0.16 | | 0.28 | 0.28 | | 0.59 | 0.59 | | 0.35 | 0.35 | |
| v/c Ratio | 0.38 | 0.82 | | 0.51 | 0.29 | | 0.67 | 0.24 | | 0.11 | 0.60 | |
| Control Delay | 31.9 | 16.5 | | 25.7 | 12.2 | | 18.2 | 8.3 | | 21.8 | 23.5 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 31.9 | 16.5 | | 25.7 | 12.2 | | 18.2 | 8.3 | | 21.8 | 23.5 | |
| LOS | C | B | | C | B | | B | A | | C | C | |
| Approach Delay | | 18.5 | | | 18.3 | | | 12.1 | | | 23.4 | |
| Approach LOS | | B | | | B | | | B | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 80 | | | |
| Actuated Cycle Length: 70.3 | | | |
| Natural Cycle: 70 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 0.82 | | | |
| Intersection Signal Delay: 17.9 | | Intersection LOS: B | |
| Intersection Capacity Utilization 88.1% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 2: Highway 6 & Side Road 18

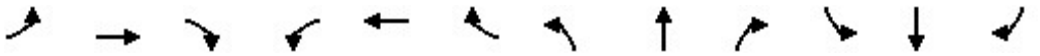




| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 78 | 533 | 125 | 154 | 300 | 476 | 35 | 709 |
| v/c Ratio | 0.38 | 0.82 | 0.51 | 0.29 | 0.67 | 0.24 | 0.11 | 0.60 |
| Control Delay | 31.9 | 16.5 | 25.7 | 12.2 | 18.2 | 8.3 | 21.8 | 23.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 31.9 | 16.5 | 25.7 | 12.2 | 18.2 | 8.3 | 21.8 | 23.5 |
| Queue Length 50th (m) | 10.1 | 8.1 | 13.1 | 8.9 | 19.2 | 14.2 | 3.4 | 41.6 |
| Queue Length 95th (m) | 21.9 | 41.8 | 24.9 | 21.5 | #49.7 | 29.4 | 11.7 | #74.1 |
| Internal Link Dist (m) | | 175.9 | | 80.5 | | 334.6 | | 389.0 |
| Turn Bay Length (m) | 15.0 | | | | 20.0 | | 20.0 | |
| Base Capacity (vph) | 352 | 778 | 245 | 790 | 505 | 1965 | 315 | 1179 |
| 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 | 0.22 | 0.69 | 0.51 | 0.19 | 0.59 | 0.24 | 0.11 | 0.60 |

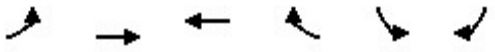
Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



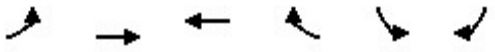
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 75 | 20 | 491 | 115 | 74 | 68 | 288 | 401 | 53 | 32 | 563 | 118 |
| Future Volume (vph) | 75 | 20 | 491 | 115 | 74 | 68 | 288 | 401 | 53 | 32 | 563 | 118 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frt | 1.00 | 0.86 | | 1.00 | 0.93 | | 1.00 | 0.98 | | 1.00 | 0.97 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1805 | 1565 | | 1770 | 1728 | | 1656 | 3304 | | 1770 | 3285 | |
| Flt Permitted | 0.66 | 1.00 | | 0.25 | 1.00 | | 0.22 | 1.00 | | 0.48 | 1.00 | |
| Satd. Flow (perm) | 1252 | 1565 | | 466 | 1728 | | 391 | 3304 | | 894 | 3285 | |
| Peak-hour factor, PHF | 0.96 | 0.92 | 0.96 | 0.92 | 0.92 | 0.92 | 0.96 | 0.96 | 0.92 | 0.92 | 0.96 | 0.96 |
| Adj. Flow (vph) | 78 | 22 | 511 | 125 | 80 | 74 | 300 | 418 | 58 | 35 | 586 | 123 |
| RTOR Reduction (vph) | 0 | 393 | 0 | 0 | 48 | 0 | 0 | 12 | 0 | 0 | 20 | 0 |
| Lane Group Flow (vph) | 78 | 140 | 0 | 125 | 106 | 0 | 300 | 464 | 0 | 35 | 689 | 0 |
| Heavy Vehicles (%) | 0% | 2% | 4% | 2% | 2% | 2% | 9% | 8% | 2% | 2% | 6% | 12% |
| Turn Type | Perm | NA | | pm+pt | NA | | pm+pt | NA | | Perm | NA | |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 11.5 | 11.5 | | 20.7 | 20.7 | | 41.6 | 41.6 | | 24.9 | 24.9 | |
| Effective Green, g (s) | 11.5 | 11.5 | | 20.7 | 20.7 | | 41.6 | 41.6 | | 24.9 | 24.9 | |
| Actuated g/C Ratio | 0.16 | 0.16 | | 0.29 | 0.29 | | 0.58 | 0.58 | | 0.35 | 0.35 | |
| Clearance Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 201 | 252 | | 221 | 501 | | 444 | 1927 | | 312 | 1147 | |
| v/s Ratio Prot | | 0.09 | | c0.04 | 0.06 | | c0.12 | 0.14 | | | 0.21 | |
| v/s Ratio Perm | 0.06 | | | c0.13 | | | c0.28 | | | 0.04 | | |
| v/c Ratio | 0.39 | 0.55 | | 0.57 | 0.21 | | 0.68 | 0.24 | | 0.11 | 0.60 | |
| Uniform Delay, d1 | 26.8 | 27.5 | | 20.4 | 19.1 | | 9.4 | 7.2 | | 15.7 | 19.1 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 1.2 | 2.6 | | 3.3 | 0.2 | | 4.0 | 0.3 | | 0.7 | 2.3 | |
| Delay (s) | 28.0 | 30.2 | | 23.7 | 19.3 | | 13.5 | 7.5 | | 16.4 | 21.4 | |
| Level of Service | C | C | | C | B | | B | A | | B | C | |
| Approach Delay (s) | | 29.9 | | | 21.3 | | | 9.8 | | | 21.2 | |
| Approach LOS | | C | | | C | | | A | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 19.7 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.71 | | |
| Actuated Cycle Length (s) | 71.3 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 88.1% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 25 | 242 | 172 | 33 | 84 | 92 |
| Future Volume (vph) | 25 | 242 | 172 | 33 | 84 | 92 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.978 | | 0.929 | |
| Flt Protected | | 0.995 | | | 0.977 | |
| Satd. Flow (prot) | 0 | 1809 | 1660 | 0 | 1464 | 0 |
| Flt Permitted | | 0.995 | | | 0.977 | |
| Satd. Flow (perm) | 0 | 1809 | 1660 | 0 | 1464 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 214.7 | 596.4 | | 242.8 | |
| Travel Time (s) | | 19.3 | 53.7 | | 17.5 | |
| Confl. Peds. (#/hr) | | | | | 9 | 1 |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Heavy Vehicles (%) | 19% | 3% | 7% | 38% | 33% | 4% |
| Adj. Flow (vph) | 30 | 295 | 210 | 40 | 102 | 112 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 325 | 250 | 0 | 214 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 0.0 | 0.0 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

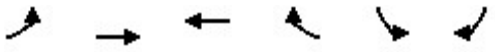
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 45.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 25 | 242 | 172 | 33 | 84 | 92 |
| Future Volume (Veh/h) | 25 | 242 | 172 | 33 | 84 | 92 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Hourly flow rate (vph) | 30 | 295 | 210 | 40 | 102 | 112 |
| Pedestrians | | 1 | 9 | | | |
| Lane Width (m) | | 3.6 | 3.6 | | | |
| Walking Speed (m/s) | | 1.2 | 1.2 | | | |
| Percent Blockage | | 0 | 1 | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 250 | | | | 594 | 231 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 250 | | | | 594 | 231 |
| tC, single (s) | 4.3 | | | | 6.7 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.4 | | | | 3.8 | 3.3 |
| p0 queue free % | 98 | | | | 75 | 86 |
| cM capacity (veh/h) | 1223 | | | | 407 | 803 |

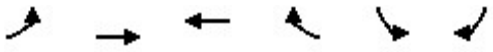
| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 325 | 250 | 214 |
| Volume Left | 30 | 0 | 102 |
| Volume Right | 0 | 40 | 112 |
| cSH | 1223 | 1700 | 548 |
| Volume to Capacity | 0.02 | 0.15 | 0.39 |
| Queue Length 95th (m) | 0.6 | 0.0 | 14.7 |
| Control Delay (s) | 1.0 | 0.0 | 15.7 |
| Lane LOS | A | | C |
| Approach Delay (s) | 1.0 | 0.0 | 15.7 |
| Approach LOS | | | C |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.7 | | |
| Intersection Capacity Utilization | 45.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 95 | 243 | 142 | 340 | 351 | 53 |
| Future Volume (vph) | 95 | 243 | 142 | 340 | 351 | 53 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.905 | | 0.982 | |
| Flt Protected | | 0.986 | | | 0.958 | |
| Satd. Flow (prot) | 0 | 1785 | 1530 | 0 | 1636 | 0 |
| Flt Permitted | | 0.986 | | | 0.958 | |
| Satd. Flow (perm) | 0 | 1785 | 1530 | 0 | 1636 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 596.4 | 199.9 | | 240.0 | |
| Travel Time (s) | | 53.7 | 18.0 | | 17.3 | |
| Confl. Peds. (#/hr) | 2 | | | 2 | 4 | 4 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 10% | 3% | 11% | 13% | 9% | 11% |
| Adj. Flow (vph) | 102 | 261 | 153 | 366 | 377 | 57 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 363 | 519 | 0 | 434 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 3.6 | 3.6 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 79.3% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 95 | 243 | 142 | 340 | 351 | 53 |
| Future Volume (Veh/h) | 95 | 243 | 142 | 340 | 351 | 53 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 102 | 261 | 153 | 366 | 377 | 57 |
| Pedestrians | | 4 | 4 | | 2 | |
| Lane Width (m) | | 3.6 | 3.6 | | 3.6 | |
| Walking Speed (m/s) | | 1.2 | 1.2 | | 1.2 | |
| Percent Blockage | | 0 | 0 | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | 200 | | | |
| pX, platoon unblocked | 0.97 | | | | 0.97 | 0.97 |
| vC, conflicting volume | 521 | | | | 807 | 342 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 487 | | | | 783 | 302 |
| tC, single (s) | 4.2 | | | | 6.5 | 6.3 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.3 | | | | 3.6 | 3.4 |
| p0 queue free % | 90 | | | | 0 | 92 |
| cM capacity (veh/h) | 999 | | | | 305 | 690 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 363 | 519 | 434 |
| Volume Left | 102 | 0 | 377 |
| Volume Right | 0 | 366 | 57 |
| cSH | 999 | 1700 | 329 |
| Volume to Capacity | 0.10 | 0.31 | 1.32 |
| Queue Length 95th (m) | 2.7 | 0.0 | 167.5 |
| Control Delay (s) | 3.3 | 0.0 | 196.2 |
| Lane LOS | A | | F |
| Approach Delay (s) | 3.3 | 0.0 | 196.2 |
| Approach LOS | | | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 65.6 | | |
| Intersection Capacity Utilization | 79.3% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

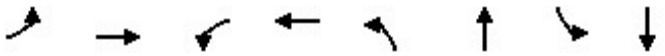
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 61 | 23 | 355 | 104 | 13 | 75 | 359 | 748 | 151 | 91 | 584 | 80 |
| Future Volume (vph) | 61 | 23 | 355 | 104 | 13 | 75 | 359 | 748 | 151 | 91 | 584 | 80 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 15.0 | | 0.0 | 0.0 | | 0.0 | 20.0 | | 0.0 | 20.0 | | 0.0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 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 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.859 | | | 0.872 | | | 0.974 | | | 0.982 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 1571 | 0 | 1770 | 1624 | 0 | 1736 | 3447 | 0 | 1770 | 3326 | 0 |
| Flt Permitted | 0.695 | | | 0.280 | | | 0.234 | | | 0.301 | | |
| Satd. Flow (perm) | 1320 | 1571 | 0 | 522 | 1624 | 0 | 427 | 3447 | 0 | 561 | 3326 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 374 | | | 82 | | | 48 | | | 18 | |
| Link Speed (k/h) | | 40 | | | 50 | | | 60 | | | 60 | |
| Link Distance (m) | | 199.9 | | | 104.5 | | | 358.6 | | | 413.0 | |
| Travel Time (s) | | 18.0 | | | 7.5 | | | 21.5 | | | 24.8 | |
| Peak Hour Factor | 0.95 | 0.92 | 0.95 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.92 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 0% | 2% | 4% | 2% | 2% | 2% | 4% | 2% | 2% | 2% | 6% | 11% |
| Adj. Flow (vph) | 64 | 25 | 374 | 113 | 14 | 82 | 378 | 787 | 164 | 99 | 615 | 84 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 64 | 399 | 0 | 113 | 96 | 0 | 378 | 951 | 0 | 99 | 699 | 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 | | | | | | | | Yes | | | | |
| 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 | 100 | | 100 | 25 | | 100 | 100 | | 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 | |
| Turn Type | Perm | NA | | pm+pt | NA | | pm+pt | NA | | Perm | NA | |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | | 6 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 3 | 8 | | 5 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 9.5 | 22.5 | | 9.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 22.5 | 22.5 | | 9.5 | 32.0 | | 22.0 | 48.0 | | 26.0 | 26.0 | |
| Total Split (%) | 28.1% | 28.1% | | 11.9% | 40.0% | | 27.5% | 60.0% | | 32.5% | 32.5% | |
| Maximum Green (s) | 18.0 | 18.0 | | 5.0 | 27.5 | | 17.5 | 43.5 | | 21.5 | 21.5 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lead/Lag | Lag | Lag | | Lead | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | | | Yes | | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | None | Max | | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | | | 7.0 | | | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | | 11.0 | | | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | | 0 | | | 0 | | 0 | 0 | |
| Act Effct Green (s) | 9.8 | 9.8 | | 17.1 | 17.1 | | 44.0 | 44.0 | | 25.4 | 25.4 | |
| Actuated g/C Ratio | 0.14 | 0.14 | | 0.24 | 0.24 | | 0.63 | 0.63 | | 0.36 | 0.36 | |
| v/c Ratio | 0.35 | 0.74 | | 0.52 | 0.21 | | 0.71 | 0.44 | | 0.49 | 0.58 | |
| Control Delay | 32.8 | 13.4 | | 29.2 | 7.6 | | 17.9 | 8.3 | | 34.3 | 22.7 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 32.8 | 13.4 | | 29.2 | 7.6 | | 17.9 | 8.3 | | 34.3 | 22.7 | |
| LOS | C | B | | C | A | | B | A | | C | C | |
| Approach Delay | | 16.1 | | | 19.3 | | | 11.0 | | | 24.1 | |
| Approach LOS | | B | | | B | | | B | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 80 | | | |
| Actuated Cycle Length: 70.2 | | | |
| Natural Cycle: 75 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 0.74 | | | |
| Intersection Signal Delay: 16.2 | | Intersection LOS: B | |
| Intersection Capacity Utilization 82.5% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 2: Highway 6 & Side Road 18

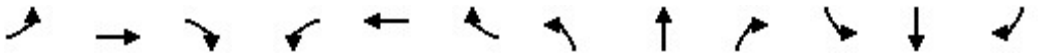




| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 64 | 399 | 113 | 96 | 378 | 951 | 99 | 699 |
| v/c Ratio | 0.35 | 0.74 | 0.52 | 0.21 | 0.71 | 0.44 | 0.49 | 0.58 |
| Control Delay | 32.8 | 13.4 | 29.2 | 7.6 | 17.9 | 8.3 | 34.3 | 22.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 32.8 | 13.4 | 29.2 | 7.6 | 17.9 | 8.3 | 34.3 | 22.7 |
| Queue Length 50th (m) | 8.4 | 3.2 | 12.5 | 1.5 | 22.8 | 30.4 | 11.1 | 41.5 |
| Queue Length 95th (m) | 19.0 | 27.6 | 24.2 | 11.3 | #68.3 | 59.4 | #38.1 | 73.2 |
| Internal Link Dist (m) | | 175.9 | | 80.5 | | 334.6 | | 389.0 |
| Turn Bay Length (m) | 15.0 | | | | 20.0 | | 20.0 | |
| Base Capacity (vph) | 342 | 684 | 217 | 692 | 597 | 2177 | 202 | 1212 |
| 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 | 0.19 | 0.58 | 0.52 | 0.14 | 0.63 | 0.44 | 0.49 | 0.58 |

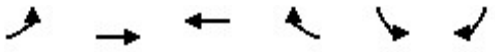
Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



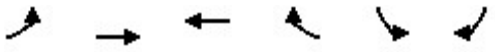
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 61 | 23 | 355 | 104 | 13 | 75 | 359 | 748 | 151 | 91 | 584 | 80 |
| Future Volume (vph) | 61 | 23 | 355 | 104 | 13 | 75 | 359 | 748 | 151 | 91 | 584 | 80 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frt | 1.00 | 0.86 | | 1.00 | 0.87 | | 1.00 | 0.97 | | 1.00 | 0.98 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1805 | 1572 | | 1770 | 1624 | | 1736 | 3448 | | 1770 | 3325 | |
| Flt Permitted | 0.69 | 1.00 | | 0.28 | 1.00 | | 0.23 | 1.00 | | 0.30 | 1.00 | |
| Satd. Flow (perm) | 1320 | 1572 | | 521 | 1624 | | 428 | 3448 | | 560 | 3325 | |
| Peak-hour factor, PHF | 0.95 | 0.92 | 0.95 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.92 | 0.95 | 0.95 |
| Adj. Flow (vph) | 64 | 25 | 374 | 113 | 14 | 82 | 378 | 787 | 164 | 99 | 615 | 84 |
| RTOR Reduction (vph) | 0 | 322 | 0 | 0 | 61 | 0 | 0 | 18 | 0 | 0 | 12 | 0 |
| Lane Group Flow (vph) | 64 | 77 | 0 | 113 | 35 | 0 | 378 | 933 | 0 | 99 | 687 | 0 |
| Heavy Vehicles (%) | 0% | 2% | 4% | 2% | 2% | 2% | 4% | 2% | 2% | 2% | 6% | 11% |
| Turn Type | Perm | NA | | pm+pt | NA | | pm+pt | NA | | Perm | NA | |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 9.8 | 9.8 | | 18.1 | 18.1 | | 44.0 | 44.0 | | 25.4 | 25.4 | |
| Effective Green, g (s) | 9.8 | 9.8 | | 18.1 | 18.1 | | 44.0 | 44.0 | | 25.4 | 25.4 | |
| Actuated g/C Ratio | 0.14 | 0.14 | | 0.25 | 0.25 | | 0.62 | 0.62 | | 0.36 | 0.36 | |
| Clearance Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 181 | 216 | | 199 | 413 | | 524 | 2133 | | 200 | 1187 | |
| v/s Ratio Prot | | 0.05 | | c0.03 | 0.02 | | c0.14 | 0.27 | | | 0.21 | |
| v/s Ratio Perm | 0.05 | | | c0.11 | | | c0.30 | | | 0.18 | | |
| v/c Ratio | 0.35 | 0.35 | | 0.57 | 0.08 | | 0.72 | 0.44 | | 0.49 | 0.58 | |
| Uniform Delay, d1 | 27.8 | 27.8 | | 21.9 | 20.2 | | 8.7 | 7.1 | | 17.8 | 18.5 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 1.2 | 1.0 | | 3.7 | 0.1 | | 4.9 | 0.7 | | 8.5 | 2.1 | |
| Delay (s) | 29.0 | 28.8 | | 25.6 | 20.3 | | 13.6 | 7.7 | | 26.3 | 20.6 | |
| Level of Service | C | C | | C | C | | B | A | | C | C | |
| Approach Delay (s) | | 28.8 | | | 23.1 | | | 9.4 | | | 21.3 | |
| Approach LOS | | C | | | C | | | A | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 17.0 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.76 | | |
| Actuated Cycle Length (s) | 71.1 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 82.5% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 48 | 202 | 179 | 72 | 50 | 86 |
| Future Volume (vph) | 48 | 202 | 179 | 72 | 50 | 86 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.961 | | 0.915 | |
| Flt Protected | | 0.991 | | | 0.982 | |
| Satd. Flow (prot) | 0 | 1776 | 1575 | 0 | 1488 | 0 |
| Flt Permitted | | 0.991 | | | 0.982 | |
| Satd. Flow (perm) | 0 | 1776 | 1575 | 0 | 1488 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 214.7 | 596.4 | | 242.8 | |
| Travel Time (s) | | 19.3 | 53.7 | | 17.5 | |
| Confl. Peds. (#/hr) | | | | | 9 | 1 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Heavy Vehicles (%) | 19% | 3% | 7% | 38% | 33% | 4% |
| Adj. Flow (vph) | 56 | 238 | 211 | 85 | 59 | 101 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 294 | 296 | 0 | 160 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 0.0 | 0.0 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

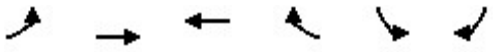
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 45.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 48 | 202 | 179 | 72 | 50 | 86 |
| Future Volume (Veh/h) | 48 | 202 | 179 | 72 | 50 | 86 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 56 | 238 | 211 | 85 | 59 | 101 |
| Pedestrians | | 1 | 9 | | | |
| Lane Width (m) | | 3.6 | 3.6 | | | |
| Walking Speed (m/s) | | 1.2 | 1.2 | | | |
| Percent Blockage | | 0 | 1 | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 296 | | | | 612 | 254 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 296 | | | | 612 | 254 |
| tC, single (s) | 4.3 | | | | 6.7 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.4 | | | | 3.8 | 3.3 |
| p0 queue free % | 95 | | | | 85 | 87 |
| cM capacity (veh/h) | 1174 | | | | 387 | 779 |

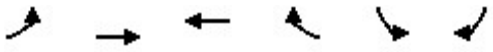
| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 294 | 296 | 160 |
| Volume Left | 56 | 0 | 59 |
| Volume Right | 0 | 85 | 101 |
| cSH | 1174 | 1700 | 567 |
| Volume to Capacity | 0.05 | 0.17 | 0.28 |
| Queue Length 95th (m) | 1.2 | 0.0 | 9.2 |
| Control Delay (s) | 1.9 | 0.0 | 13.8 |
| Lane LOS | A | | B |
| Approach Delay (s) | 1.9 | 0.0 | 13.8 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 3.7 | |
| Intersection Capacity Utilization | | 45.4% | ICU Level of Service |
| Analysis Period (min) | | 15 | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 58 | 190 | 232 | 265 | 240 | 24 |
| Future Volume (vph) | 58 | 190 | 232 | 265 | 240 | 24 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.928 | | 0.988 | |
| Flt Protected | | 0.988 | | | 0.956 | |
| Satd. Flow (prot) | 0 | 1877 | 1755 | 0 | 1791 | 0 |
| Flt Permitted | | 0.988 | | | 0.956 | |
| Satd. Flow (perm) | 0 | 1877 | 1755 | 0 | 1791 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 596.4 | 199.9 | | 240.0 | |
| Travel Time (s) | | 53.7 | 18.0 | | 17.3 | |
| Confl. Peds. (#/hr) | 1 | | | 1 | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles (%) | 0% | 0% | 1% | 0% | 0% | 2% |
| Adj. Flow (vph) | 66 | 216 | 264 | 301 | 273 | 27 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 282 | 565 | 0 | 300 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 3.6 | 3.6 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 66.5% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 58 | 190 | 232 | 265 | 240 | 24 |
| Future Volume (Veh/h) | 58 | 190 | 232 | 265 | 240 | 24 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 66 | 216 | 264 | 301 | 273 | 27 |
| Pedestrians | | | | | 1 | |
| Lane Width (m) | | | | | 3.6 | |
| Walking Speed (m/s) | | | | | 1.2 | |
| Percent Blockage | | | | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | 200 | | | |
| pX, platoon unblocked | 0.93 | | | | 0.93 | 0.93 |
| vC, conflicting volume | 566 | | | | 764 | 416 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 498 | | | | 710 | 337 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 93 | | | | 22 | 96 |
| cM capacity (veh/h) | 1003 | | | | 351 | 657 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 282 | 565 | 300 |
| Volume Left | 66 | 0 | 273 |
| Volume Right | 0 | 301 | 27 |
| cSH | 1003 | 1700 | 366 |
| Volume to Capacity | 0.07 | 0.33 | 0.82 |
| Queue Length 95th (m) | 1.7 | 0.0 | 58.0 |
| Control Delay (s) | 2.6 | 0.0 | 46.9 |
| Lane LOS | A | | E |
| Approach Delay (s) | 2.6 | 0.0 | 46.9 |
| Approach LOS | | | E |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 12.9 | | |
| Intersection Capacity Utilization | 66.5% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

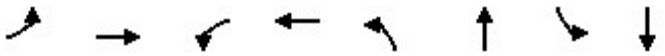
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 77 | 20 | 506 | 115 | 74 | 68 | 296 | 439 | 53 | 32 | 612 | 120 |
| Future Volume (vph) | 77 | 20 | 506 | 115 | 74 | 68 | 296 | 439 | 53 | 32 | 612 | 120 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 15.0 | | 0.0 | 0.0 | | 0.0 | 20.0 | | 0.0 | 20.0 | | 0.0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 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 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.856 | | | 0.928 | | | 0.983 | | | 0.975 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 1565 | 0 | 1770 | 1729 | 0 | 1656 | 3306 | 0 | 1770 | 3290 | 0 |
| Flt Permitted | 0.659 | | | 0.222 | | | 0.196 | | | 0.462 | | |
| Satd. Flow (perm) | 1252 | 1565 | 0 | 414 | 1729 | 0 | 342 | 3306 | 0 | 861 | 3290 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 423 | | | 66 | | | 25 | | | 29 | |
| Link Speed (k/h) | | 40 | | | 50 | | | 60 | | | 60 | |
| Link Distance (m) | | 199.9 | | | 104.5 | | | 358.6 | | | 413.0 | |
| Travel Time (s) | | 18.0 | | | 7.5 | | | 21.5 | | | 24.8 | |
| Peak Hour Factor | 0.96 | 0.92 | 0.96 | 0.92 | 0.92 | 0.92 | 0.96 | 0.96 | 0.92 | 0.92 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 0% | 2% | 4% | 2% | 2% | 2% | 9% | 8% | 2% | 2% | 6% | 12% |
| Adj. Flow (vph) | 80 | 22 | 527 | 125 | 80 | 74 | 308 | 457 | 58 | 35 | 638 | 125 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 80 | 549 | 0 | 125 | 154 | 0 | 308 | 515 | 0 | 35 | 763 | 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 | | | | | | | | Yes | | | | |
| 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 | |
| Turn Type | Perm | NA | | pm+pt | NA | | pm+pt | NA | | Perm | NA | |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | | 6 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 3 | 8 | | 5 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 9.5 | 22.5 | | 9.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 24.0 | 24.0 | | 10.0 | 34.0 | | 18.0 | 46.0 | | 28.0 | 28.0 | |
| Total Split (%) | 30.0% | 30.0% | | 12.5% | 42.5% | | 22.5% | 57.5% | | 35.0% | 35.0% | |
| Maximum Green (s) | 19.5 | 19.5 | | 5.5 | 29.5 | | 13.5 | 41.5 | | 23.5 | 23.5 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lead/Lag | Lag | Lag | | Lead | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | | | Yes | | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | None | Max | | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | | | 7.0 | | | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | | 11.0 | | | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | | 0 | | | 0 | | 0 | 0 | |
| Act Effct Green (s) | 13.5 | 13.5 | | 21.1 | 21.1 | | 42.2 | 42.2 | | 25.4 | 25.4 | |
| Actuated g/C Ratio | 0.19 | 0.19 | | 0.29 | 0.29 | | 0.58 | 0.58 | | 0.35 | 0.35 | |
| v/c Ratio | 0.34 | 0.86 | | 0.56 | 0.28 | | 0.73 | 0.27 | | 0.12 | 0.65 | |
| Control Delay | 29.9 | 22.6 | | 28.2 | 12.2 | | 23.8 | 9.0 | | 21.5 | 24.6 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 29.9 | 22.6 | | 28.2 | 12.2 | | 23.8 | 9.0 | | 21.5 | 24.6 | |
| LOS | C | C | | C | B | | C | A | | C | C | |
| Approach Delay | | 23.6 | | | 19.3 | | | 14.6 | | | 24.4 | |
| Approach LOS | | C | | | B | | | B | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 80 | | | |
| Actuated Cycle Length: 72.4 | | | |
| Natural Cycle: 80 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 0.86 | | | |
| Intersection Signal Delay: 20.4 | | Intersection LOS: C | |
| Intersection Capacity Utilization 90.9% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 2: Highway 6 & Side Road 18

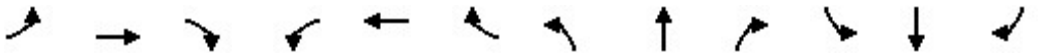




| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 80 | 549 | 125 | 154 | 308 | 515 | 35 | 763 |
| v/c Ratio | 0.34 | 0.86 | 0.56 | 0.28 | 0.73 | 0.27 | 0.12 | 0.65 |
| Control Delay | 29.9 | 22.6 | 28.2 | 12.2 | 23.8 | 9.0 | 21.5 | 24.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 29.9 | 22.6 | 28.2 | 12.2 | 23.8 | 9.0 | 21.5 | 24.6 |
| Queue Length 50th (m) | 10.4 | 16.6 | 13.3 | 9.2 | 23.4 | 18.7 | 3.7 | 50.9 |
| Queue Length 95th (m) | 22.4 | #70.6 | 25.3 | 21.9 | #64.5 | 31.6 | 11.3 | 77.6 |
| Internal Link Dist (m) | | 175.9 | | 80.5 | | 334.6 | | 389.0 |
| Turn Bay Length (m) | 15.0 | | | | 20.0 | | 20.0 | |
| Base Capacity (vph) | 342 | 735 | 225 | 754 | 448 | 1936 | 302 | 1174 |
| 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 | 0.23 | 0.75 | 0.56 | 0.20 | 0.69 | 0.27 | 0.12 | 0.65 |

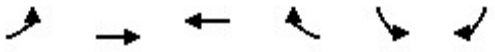
Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



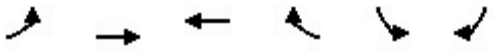
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 77 | 20 | 506 | 115 | 74 | 68 | 296 | 439 | 53 | 32 | 612 | 120 |
| Future Volume (vph) | 77 | 20 | 506 | 115 | 74 | 68 | 296 | 439 | 53 | 32 | 612 | 120 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frt | 1.00 | 0.86 | | 1.00 | 0.93 | | 1.00 | 0.98 | | 1.00 | 0.98 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1805 | 1565 | | 1770 | 1728 | | 1656 | 3307 | | 1770 | 3291 | |
| Flt Permitted | 0.66 | 1.00 | | 0.22 | 1.00 | | 0.20 | 1.00 | | 0.46 | 1.00 | |
| Satd. Flow (perm) | 1252 | 1565 | | 414 | 1728 | | 342 | 3307 | | 860 | 3291 | |
| Peak-hour factor, PHF | 0.96 | 0.92 | 0.96 | 0.92 | 0.92 | 0.92 | 0.96 | 0.96 | 0.92 | 0.92 | 0.96 | 0.96 |
| Adj. Flow (vph) | 80 | 22 | 527 | 125 | 80 | 74 | 308 | 457 | 58 | 35 | 638 | 125 |
| RTOR Reduction (vph) | 0 | 345 | 0 | 0 | 46 | 0 | 0 | 11 | 0 | 0 | 19 | 0 |
| Lane Group Flow (vph) | 80 | 204 | 0 | 125 | 108 | 0 | 308 | 504 | 0 | 35 | 744 | 0 |
| Heavy Vehicles (%) | 0% | 2% | 4% | 2% | 2% | 2% | 9% | 8% | 2% | 2% | 6% | 12% |
| Turn Type | Perm | NA | | pm+pt | NA | | pm+pt | NA | | Perm | NA | |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 13.5 | 13.5 | | 22.2 | 22.2 | | 42.2 | 42.2 | | 25.5 | 25.5 | |
| Effective Green, g (s) | 13.5 | 13.5 | | 22.2 | 22.2 | | 42.2 | 42.2 | | 25.5 | 25.5 | |
| Actuated g/C Ratio | 0.18 | 0.18 | | 0.30 | 0.30 | | 0.57 | 0.57 | | 0.35 | 0.35 | |
| Clearance Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 230 | 287 | | 202 | 522 | | 415 | 1901 | | 298 | 1143 | |
| v/s Ratio Prot | | 0.13 | | c0.04 | 0.06 | | c0.12 | 0.15 | | | 0.23 | |
| v/s Ratio Perm | 0.06 | | | c0.15 | | | c0.30 | | | 0.04 | | |
| v/c Ratio | 0.35 | 0.71 | | 0.62 | 0.21 | | 0.74 | 0.27 | | 0.12 | 0.65 | |
| Uniform Delay, d1 | 26.1 | 28.1 | | 20.6 | 19.0 | | 10.7 | 7.8 | | 16.3 | 20.2 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.9 | 8.0 | | 5.5 | 0.2 | | 7.0 | 0.3 | | 0.8 | 2.9 | |
| Delay (s) | 27.0 | 36.1 | | 26.2 | 19.2 | | 17.7 | 8.2 | | 17.1 | 23.1 | |
| Level of Service | C | D | | C | B | | B | A | | B | C | |
| Approach Delay (s) | | 35.0 | | | 22.4 | | | 11.7 | | | 22.8 | |
| Approach LOS | | C | | | C | | | B | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 22.2 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.77 | | |
| Actuated Cycle Length (s) | 73.4 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 90.9% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 25 | 253 | 182 | 33 | 84 | 92 |
| Future Volume (vph) | 25 | 253 | 182 | 33 | 84 | 92 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.979 | | 0.929 | |
| Flt Protected | | 0.996 | | | 0.977 | |
| Satd. Flow (prot) | 0 | 1812 | 1665 | 0 | 1464 | 0 |
| Flt Permitted | | 0.996 | | | 0.977 | |
| Satd. Flow (perm) | 0 | 1812 | 1665 | 0 | 1464 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 214.7 | 596.4 | | 242.8 | |
| Travel Time (s) | | 19.3 | 53.7 | | 17.5 | |
| Confl. Peds. (#/hr) | | | | | 9 | 1 |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Heavy Vehicles (%) | 19% | 3% | 7% | 38% | 33% | 4% |
| Adj. Flow (vph) | 30 | 309 | 222 | 40 | 102 | 112 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 339 | 262 | 0 | 214 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 0.0 | 0.0 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

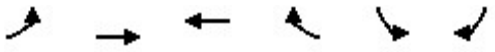
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 46.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 25 | 253 | 182 | 33 | 84 | 92 |
| Future Volume (Veh/h) | 25 | 253 | 182 | 33 | 84 | 92 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Hourly flow rate (vph) | 30 | 309 | 222 | 40 | 102 | 112 |
| Pedestrians | | 1 | 9 | | | |
| Lane Width (m) | | 3.6 | 3.6 | | | |
| Walking Speed (m/s) | | 1.2 | 1.2 | | | |
| Percent Blockage | | 0 | 1 | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 262 | | | | 620 | 243 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 262 | | | | 620 | 243 |
| tC, single (s) | 4.3 | | | | 6.7 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.4 | | | | 3.8 | 3.3 |
| p0 queue free % | 98 | | | | 74 | 86 |
| cM capacity (veh/h) | 1210 | | | | 392 | 790 |

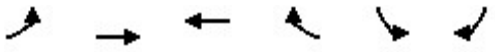
| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 339 | 262 | 214 |
| Volume Left | 30 | 0 | 102 |
| Volume Right | 0 | 40 | 112 |
| cSH | 1210 | 1700 | 533 |
| Volume to Capacity | 0.02 | 0.15 | 0.40 |
| Queue Length 95th (m) | 0.6 | 0.0 | 15.4 |
| Control Delay (s) | 0.9 | 0.0 | 16.2 |
| Lane LOS | A | | C |
| Approach Delay (s) | 0.9 | 0.0 | 16.2 |
| Approach LOS | | | C |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.6 | | |
| Intersection Capacity Utilization | 46.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 95 | 256 | 150 | 340 | 351 | 53 |
| Future Volume (vph) | 95 | 256 | 150 | 340 | 351 | 53 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.906 | | 0.982 | |
| Flt Protected | | 0.987 | | | 0.958 | |
| Satd. Flow (prot) | 0 | 1788 | 1532 | 0 | 1636 | 0 |
| Flt Permitted | | 0.987 | | | 0.958 | |
| Satd. Flow (perm) | 0 | 1788 | 1532 | 0 | 1636 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 596.4 | 199.9 | | 240.0 | |
| Travel Time (s) | | 53.7 | 18.0 | | 17.3 | |
| Confl. Peds. (#/hr) | 2 | | | 2 | 4 | 4 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 10% | 3% | 11% | 13% | 9% | 11% |
| Adj. Flow (vph) | 102 | 275 | 161 | 366 | 377 | 57 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 377 | 527 | 0 | 434 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 3.6 | 3.6 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 80.4% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 95 | 256 | 150 | 340 | 351 | 53 |
| Future Volume (Veh/h) | 95 | 256 | 150 | 340 | 351 | 53 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 102 | 275 | 161 | 366 | 377 | 57 |
| Pedestrians | | 4 | 4 | | 2 | |
| Lane Width (m) | | 3.6 | 3.6 | | 3.6 | |
| Walking Speed (m/s) | | 1.2 | 1.2 | | 1.2 | |
| Percent Blockage | | 0 | 0 | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | 200 | | | |
| pX, platoon unblocked | 0.96 | | | | 0.96 | 0.96 |
| vC, conflicting volume | 529 | | | | 829 | 350 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 484 | | | | 798 | 296 |
| tC, single (s) | 4.2 | | | | 6.5 | 6.3 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.3 | | | | 3.6 | 3.4 |
| p0 queue free % | 90 | | | | 0 | 92 |
| cM capacity (veh/h) | 991 | | | | 295 | 687 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 377 | 527 | 434 |
| Volume Left | 102 | 0 | 377 |
| Volume Right | 0 | 366 | 57 |
| cSH | 991 | 1700 | 319 |
| Volume to Capacity | 0.10 | 0.31 | 1.36 |
| Queue Length 95th (m) | 2.7 | 0.0 | 174.9 |
| Control Delay (s) | 3.3 | 0.0 | 214.1 |
| Lane LOS | A | | F |
| Approach Delay (s) | 3.3 | 0.0 | 214.1 |
| Approach LOS | | | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 70.4 | | |
| Intersection Capacity Utilization | 80.4% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

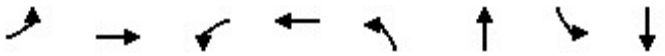
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 64 | 23 | 368 | 104 | 13 | 75 | 368 | 818 | 151 | 91 | 640 | 83 |
| Future Volume (vph) | 64 | 23 | 368 | 104 | 13 | 75 | 368 | 818 | 151 | 91 | 640 | 83 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 15.0 | | 0.0 | 0.0 | | 0.0 | 20.0 | | 0.0 | 20.0 | | 0.0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 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 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.859 | | | 0.872 | | | 0.976 | | | 0.983 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 1571 | 0 | 1770 | 1624 | 0 | 1736 | 3454 | 0 | 1770 | 3330 | 0 |
| Flt Permitted | 0.695 | | | 0.278 | | | 0.203 | | | 0.280 | | |
| Satd. Flow (perm) | 1320 | 1571 | 0 | 518 | 1624 | 0 | 371 | 3454 | 0 | 522 | 3330 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 387 | | | 82 | | | 43 | | | 18 | |
| Link Speed (k/h) | | 40 | | | 50 | | | 60 | | | 60 | |
| Link Distance (m) | | 199.9 | | | 104.5 | | | 358.6 | | | 413.0 | |
| Travel Time (s) | | 18.0 | | | 7.5 | | | 21.5 | | | 24.8 | |
| Peak Hour Factor | 0.95 | 0.92 | 0.95 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.92 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 0% | 2% | 4% | 2% | 2% | 2% | 4% | 2% | 2% | 2% | 6% | 11% |
| Adj. Flow (vph) | 67 | 25 | 387 | 113 | 14 | 82 | 387 | 861 | 164 | 99 | 674 | 87 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 67 | 412 | 0 | 113 | 96 | 0 | 387 | 1025 | 0 | 99 | 761 | 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 | | | | | | | | Yes | | | | |
| 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 | 100 | | 100 | 25 | | 100 | 100 | | 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 | |
| Turn Type | Perm | NA | | pm+pt | NA | | pm+pt | NA | | Perm | NA | |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | | 6 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 3 | 8 | | 5 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 9.5 | 22.5 | | 9.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 22.5 | 22.5 | | 9.5 | 32.0 | | 20.0 | 48.0 | | 28.0 | 28.0 | |
| Total Split (%) | 28.1% | 28.1% | | 11.9% | 40.0% | | 25.0% | 60.0% | | 35.0% | 35.0% | |
| Maximum Green (s) | 18.0 | 18.0 | | 5.0 | 27.5 | | 15.5 | 43.5 | | 23.5 | 23.5 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lead/Lag | Lag | Lag | | Lead | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | | | Yes | | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | None | Max | | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | | | 7.0 | | | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | | 11.0 | | | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | | 0 | | | 0 | | 0 | 0 | |
| Act Effct Green (s) | 9.9 | 9.9 | | 17.2 | 17.2 | | 44.0 | 44.0 | | 25.2 | 25.2 | |
| Actuated g/C Ratio | 0.14 | 0.14 | | 0.24 | 0.24 | | 0.63 | 0.63 | | 0.36 | 0.36 | |
| v/c Ratio | 0.36 | 0.75 | | 0.52 | 0.21 | | 0.76 | 0.47 | | 0.53 | 0.63 | |
| Control Delay | 33.2 | 13.4 | | 29.2 | 7.6 | | 22.7 | 8.7 | | 35.8 | 23.2 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 33.2 | 13.4 | | 29.2 | 7.6 | | 22.7 | 8.7 | | 35.8 | 23.2 | |
| LOS | C | B | | C | A | | C | A | | D | C | |
| Approach Delay | | 16.2 | | | 19.3 | | | 12.6 | | | 24.6 | |
| Approach LOS | | B | | | B | | | B | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 80 | | | |
| Actuated Cycle Length: 70.3 | | | |
| Natural Cycle: 80 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 0.76 | | | |
| Intersection Signal Delay: 17.1 | | Intersection LOS: B | |
| Intersection Capacity Utilization 85.4% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 2: Highway 6 & Side Road 18

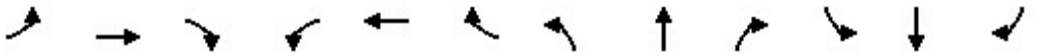




| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 67 | 412 | 113 | 96 | 387 | 1025 | 99 | 761 |
| v/c Ratio | 0.36 | 0.75 | 0.52 | 0.21 | 0.76 | 0.47 | 0.53 | 0.63 |
| Control Delay | 33.2 | 13.4 | 29.2 | 7.6 | 22.7 | 8.7 | 35.8 | 23.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 33.2 | 13.4 | 29.2 | 7.6 | 22.7 | 8.7 | 35.8 | 23.2 |
| Queue Length 50th (m) | 8.8 | 3.2 | 12.5 | 1.5 | 24.9 | 34.5 | 11.2 | 46.4 |
| Queue Length 95th (m) | 19.7 | 28.1 | 24.2 | 11.3 | #82.7 | 66.2 | #37.7 | 77.9 |
| Internal Link Dist (m) | | 175.9 | | 80.5 | | 334.6 | | 389.0 |
| Turn Bay Length (m) | 15.0 | | | | 20.0 | | 20.0 | |
| Base Capacity (vph) | 342 | 693 | 216 | 692 | 536 | 2177 | 187 | 1205 |
| 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 | 0.20 | 0.59 | 0.52 | 0.14 | 0.72 | 0.47 | 0.53 | 0.63 |

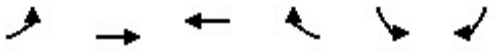
Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



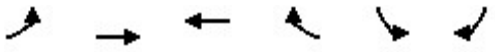
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 64 | 23 | 368 | 104 | 13 | 75 | 368 | 818 | 151 | 91 | 640 | 83 |
| Future Volume (vph) | 64 | 23 | 368 | 104 | 13 | 75 | 368 | 818 | 151 | 91 | 640 | 83 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frt | 1.00 | 0.86 | | 1.00 | 0.87 | | 1.00 | 0.98 | | 1.00 | 0.98 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1805 | 1571 | | 1770 | 1624 | | 1736 | 3454 | | 1770 | 3329 | |
| Flt Permitted | 0.69 | 1.00 | | 0.28 | 1.00 | | 0.20 | 1.00 | | 0.28 | 1.00 | |
| Satd. Flow (perm) | 1320 | 1571 | | 517 | 1624 | | 371 | 3454 | | 521 | 3329 | |
| Peak-hour factor, PHF | 0.95 | 0.92 | 0.95 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.92 | 0.95 | 0.95 |
| Adj. Flow (vph) | 67 | 25 | 387 | 113 | 14 | 82 | 387 | 861 | 164 | 99 | 674 | 87 |
| RTOR Reduction (vph) | 0 | 333 | 0 | 0 | 61 | 0 | 0 | 16 | 0 | 0 | 12 | 0 |
| Lane Group Flow (vph) | 67 | 79 | 0 | 113 | 35 | 0 | 387 | 1009 | 0 | 99 | 749 | 0 |
| Heavy Vehicles (%) | 0% | 2% | 4% | 2% | 2% | 2% | 4% | 2% | 2% | 2% | 6% | 11% |
| Turn Type | Perm | NA | | pm+pt | NA | | pm+pt | NA | | Perm | NA | |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 9.9 | 9.9 | | 18.2 | 18.2 | | 44.0 | 44.0 | | 25.3 | 25.3 | |
| Effective Green, g (s) | 9.9 | 9.9 | | 18.2 | 18.2 | | 44.0 | 44.0 | | 25.3 | 25.3 | |
| Actuated g/C Ratio | 0.14 | 0.14 | | 0.26 | 0.26 | | 0.62 | 0.62 | | 0.36 | 0.36 | |
| Clearance Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 183 | 218 | | 199 | 415 | | 501 | 2134 | | 185 | 1182 | |
| v/s Ratio Prot | | 0.05 | | c0.03 | 0.02 | | c0.15 | 0.29 | | | 0.23 | |
| v/s Ratio Perm | 0.05 | | | c0.11 | | | c0.32 | | | 0.19 | | |
| v/c Ratio | 0.37 | 0.36 | | 0.57 | 0.08 | | 0.77 | 0.47 | | 0.54 | 0.63 | |
| Uniform Delay, d1 | 27.8 | 27.8 | | 21.9 | 20.2 | | 10.2 | 7.3 | | 18.3 | 19.1 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 1.2 | 1.0 | | 3.7 | 0.1 | | 7.3 | 0.8 | | 10.7 | 2.6 | |
| Delay (s) | 29.0 | 28.8 | | 25.6 | 20.2 | | 17.5 | 8.1 | | 28.9 | 21.7 | |
| Level of Service | C | C | | C | C | | B | A | | C | C | |
| Approach Delay (s) | | 28.8 | | | 23.1 | | | 10.7 | | | 22.5 | |
| Approach LOS | | C | | | C | | | B | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 17.9 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.79 | | |
| Actuated Cycle Length (s) | 71.2 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 85.4% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 48 | 213 | 190 | 72 | 50 | 86 |
| Future Volume (vph) | 48 | 213 | 190 | 72 | 50 | 86 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.963 | | 0.915 | |
| Flt Protected | | 0.991 | | | 0.982 | |
| Satd. Flow (prot) | 0 | 1778 | 1584 | 0 | 1488 | 0 |
| Flt Permitted | | 0.991 | | | 0.982 | |
| Satd. Flow (perm) | 0 | 1778 | 1584 | 0 | 1488 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 214.7 | 596.4 | | 242.8 | |
| Travel Time (s) | | 19.3 | 53.7 | | 17.5 | |
| Confl. Peds. (#/hr) | | | | | 9 | 1 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Heavy Vehicles (%) | 19% | 3% | 7% | 38% | 33% | 4% |
| Adj. Flow (vph) | 56 | 251 | 224 | 85 | 59 | 101 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 307 | 309 | 0 | 160 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 0.0 | 0.0 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

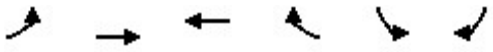
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 46.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 48 | 213 | 190 | 72 | 50 | 86 |
| Future Volume (Veh/h) | 48 | 213 | 190 | 72 | 50 | 86 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 56 | 251 | 224 | 85 | 59 | 101 |
| Pedestrians | | 1 | 9 | | | |
| Lane Width (m) | | 3.6 | 3.6 | | | |
| Walking Speed (m/s) | | 1.2 | 1.2 | | | |
| Percent Blockage | | 0 | 1 | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 309 | | | | 638 | 268 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 309 | | | | 638 | 268 |
| tC, single (s) | 4.3 | | | | 6.7 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.4 | | | | 3.8 | 3.3 |
| p0 queue free % | 95 | | | | 84 | 87 |
| cM capacity (veh/h) | 1161 | | | | 373 | 766 |

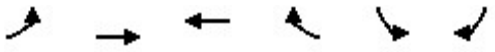
| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 307 | 309 | 160 |
| Volume Left | 56 | 0 | 59 |
| Volume Right | 0 | 85 | 101 |
| cSH | 1161 | 1700 | 552 |
| Volume to Capacity | 0.05 | 0.18 | 0.29 |
| Queue Length 95th (m) | 1.2 | 0.0 | 9.6 |
| Control Delay (s) | 1.9 | 0.0 | 14.2 |
| Lane LOS | A | | B |
| Approach Delay (s) | 1.9 | 0.0 | 14.2 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 3.7 | |
| Intersection Capacity Utilization | | 46.5% | ICU Level of Service |
| Analysis Period (min) | | 15 | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 58 | 201 | 244 | 265 | 240 | 24 |
| Future Volume (vph) | 58 | 201 | 244 | 265 | 240 | 24 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | 0.930 | | 0.988 | |
| Flt Protected | | 0.989 | | | 0.956 | |
| Satd. Flow (prot) | 0 | 1879 | 1759 | 0 | 1791 | 0 |
| Flt Permitted | | 0.989 | | | 0.956 | |
| Satd. Flow (perm) | 0 | 1879 | 1759 | 0 | 1791 | 0 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 596.4 | 199.9 | | 240.0 | |
| Travel Time (s) | | 53.7 | 18.0 | | 17.3 | |
| Confl. Peds. (#/hr) | 1 | | | 1 | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles (%) | 0% | 0% | 1% | 0% | 0% | 2% |
| Adj. Flow (vph) | 66 | 228 | 277 | 301 | 273 | 27 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 294 | 578 | 0 | 300 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 3.6 | 3.6 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 67.7% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

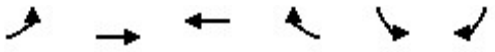


| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 58 | 201 | 244 | 265 | 240 | 24 |
| Future Volume (Veh/h) | 58 | 201 | 244 | 265 | 240 | 24 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 66 | 228 | 277 | 301 | 273 | 27 |
| Pedestrians | | | | | 1 | |
| Lane Width (m) | | | | | 3.6 | |
| Walking Speed (m/s) | | | | | 1.2 | |
| Percent Blockage | | | | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | 200 | | | |
| pX, platoon unblocked | 0.93 | | | | 0.93 | 0.93 |
| vC, conflicting volume | 579 | | | | 788 | 428 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 506 | | | | 732 | 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 % | 93 | | | | 19 | 96 |
| cM capacity (veh/h) | 990 | | | | 338 | 647 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 294 | 578 | 300 |
| Volume Left | 66 | 0 | 273 |
| Volume Right | 0 | 301 | 27 |
| cSH | 990 | 1700 | 353 |
| Volume to Capacity | 0.07 | 0.34 | 0.85 |
| Queue Length 95th (m) | 1.7 | 0.0 | 62.3 |
| Control Delay (s) | 2.5 | 0.0 | 52.3 |
| Lane LOS | A | | F |
| Approach Delay (s) | 2.5 | 0.0 | 52.3 |
| Approach LOS | | | F |

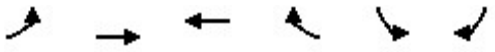
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 14.0 | | |
| Intersection Capacity Utilization | 67.7% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

# Without Street A, With Improvements



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 95 | 232 | 133 | 340 | 351 | 53 |
| Future Volume (vph) | 95 | 232 | 133 | 340 | 351 | 53 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | | 0.850 | | 0.850 |
| Flt Protected | | 0.986 | | | 0.950 | |
| Satd. Flow (prot) | 0 | 1784 | 1712 | 1429 | 1656 | 1455 |
| Flt Permitted | | 0.986 | | | 0.950 | |
| Satd. Flow (perm) | 0 | 1784 | 1712 | 1429 | 1656 | 1455 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 596.4 | 199.9 | | 240.0 | |
| Travel Time (s) | | 53.7 | 18.0 | | 17.3 | |
| Confl. Peds. (#/hr) | 2 | | | 2 | 4 | 4 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 10% | 3% | 11% | 13% | 9% | 11% |
| Adj. Flow (vph) | 102 | 249 | 143 | 366 | 377 | 57 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 351 | 143 | 366 | 377 | 57 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 3.6 | 3.6 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

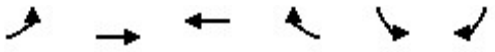
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 54.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 95 | 232 | 133 | 340 | 351 | 53 |
| Future Volume (Veh/h) | 95 | 232 | 133 | 340 | 351 | 53 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 102 | 249 | 143 | 366 | 377 | 57 |
| Pedestrians | | 4 | 4 | | 2 | |
| Lane Width (m) | | 3.6 | 3.6 | | 3.6 | |
| Walking Speed (m/s) | | 1.2 | 1.2 | | 1.2 | |
| Percent Blockage | | 0 | 0 | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | 200 | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 511 | | | | 602 | 149 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 511 | | | | 602 | 149 |
| tC, single (s) | 4.2 | | | | 6.5 | 6.3 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.3 | | | | 3.6 | 3.4 |
| p0 queue free % | 90 | | | | 7 | 93 |
| cM capacity (veh/h) | 1013 | | | | 404 | 870 |

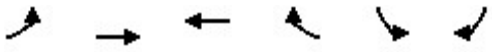
| Direction, Lane # | EB 1 | WB 1 | WB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 351 | 143 | 366 | 377 | 57 |
| Volume Left | 102 | 0 | 0 | 377 | 0 |
| Volume Right | 0 | 0 | 366 | 0 | 57 |
| cSH | 1013 | 1700 | 1700 | 404 | 870 |
| Volume to Capacity | 0.10 | 0.08 | 0.22 | 0.93 | 0.07 |
| Queue Length 95th (m) | 2.7 | 0.0 | 0.0 | 82.6 | 1.7 |
| Control Delay (s) | 3.4 | 0.0 | 0.0 | 61.9 | 9.4 |
| Lane LOS | A | | | F | A |
| Approach Delay (s) | 3.4 | 0.0 | | 55.0 | |
| Approach LOS | | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 19.4 | | |
| Intersection Capacity Utilization | 54.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 58 | 180 | 221 | 265 | 240 | 24 |
| Future Volume (vph) | 58 | 180 | 221 | 265 | 240 | 24 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | | 0.850 | | 0.850 |
| Flt Protected | | 0.988 | | | 0.950 | |
| Satd. Flow (prot) | 0 | 1877 | 1881 | 1615 | 1805 | 1583 |
| Flt Permitted | | 0.988 | | | 0.950 | |
| Satd. Flow (perm) | 0 | 1877 | 1881 | 1615 | 1805 | 1583 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 596.4 | 199.9 | | 240.0 | |
| Travel Time (s) | | 53.7 | 18.0 | | 17.3 | |
| Confl. Peds. (#/hr) | 1 | | | 1 | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles (%) | 0% | 0% | 1% | 0% | 0% | 2% |
| Adj. Flow (vph) | 66 | 205 | 251 | 301 | 273 | 27 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 271 | 251 | 301 | 273 | 27 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 3.6 | 3.6 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

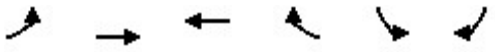
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 47.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 58 | 180 | 221 | 265 | 240 | 24 |
| Future Volume (Veh/h) | 58 | 180 | 221 | 265 | 240 | 24 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 66 | 205 | 251 | 301 | 273 | 27 |
| Pedestrians | | | | | 1 | |
| Lane Width (m) | | | | | 3.6 | |
| Walking Speed (m/s) | | | | | 1.2 | |
| Percent Blockage | | | | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | 200 | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 553 | | | | 589 | 252 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 553 | | | | 589 | 252 |
| 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 | | | | 38 | 97 |
| cM capacity (veh/h) | 1026 | | | | 443 | 786 |

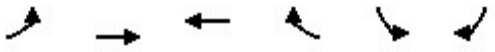
| Direction, Lane # | EB 1 | WB 1 | WB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 271 | 251 | 301 | 273 | 27 |
| Volume Left | 66 | 0 | 0 | 273 | 0 |
| Volume Right | 0 | 0 | 301 | 0 | 27 |
| cSH | 1026 | 1700 | 1700 | 443 | 786 |
| Volume to Capacity | 0.06 | 0.15 | 0.18 | 0.62 | 0.03 |
| Queue Length 95th (m) | 1.6 | 0.0 | 0.0 | 32.3 | 0.9 |
| Control Delay (s) | 2.6 | 0.0 | 0.0 | 25.3 | 9.7 |
| Lane LOS | A | | | D | A |
| Approach Delay (s) | 2.6 | 0.0 | | 23.9 | |
| Approach LOS | | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.0 | | |
| Intersection Capacity Utilization | 47.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 95 | 243 | 142 | 340 | 351 | 53 |
| Future Volume (vph) | 95 | 243 | 142 | 340 | 351 | 53 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | | 0.850 | | 0.850 |
| Flt Protected | | 0.986 | | | 0.950 | |
| Satd. Flow (prot) | 0 | 1785 | 1712 | 1429 | 1656 | 1455 |
| Flt Permitted | | 0.986 | | | 0.950 | |
| Satd. Flow (perm) | 0 | 1785 | 1712 | 1429 | 1656 | 1455 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 596.4 | 199.9 | | 240.0 | |
| Travel Time (s) | | 53.7 | 18.0 | | 17.3 | |
| Confl. Peds. (#/hr) | 2 | | | 2 | 4 | 4 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 10% | 3% | 11% | 13% | 9% | 11% |
| Adj. Flow (vph) | 102 | 261 | 153 | 366 | 377 | 57 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 363 | 153 | 366 | 377 | 57 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 3.6 | 3.6 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

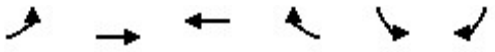
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 55.3% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 95 | 243 | 142 | 340 | 351 | 53 |
| Future Volume (Veh/h) | 95 | 243 | 142 | 340 | 351 | 53 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 102 | 261 | 153 | 366 | 377 | 57 |
| Pedestrians | | 4 | 4 | | 2 | |
| Lane Width (m) | | 3.6 | 3.6 | | 3.6 | |
| Walking Speed (m/s) | | 1.2 | 1.2 | | 1.2 | |
| Percent Blockage | | 0 | 0 | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | 200 | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 521 | | | | 624 | 159 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 521 | | | | 624 | 159 |
| tC, single (s) | 4.2 | | | | 6.5 | 6.3 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.3 | | | | 3.6 | 3.4 |
| p0 queue free % | 90 | | | | 4 | 93 |
| cM capacity (veh/h) | 1004 | | | | 392 | 859 |

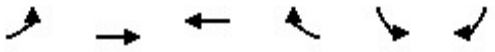
| Direction, Lane # | EB 1 | WB 1 | WB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 363 | 153 | 366 | 377 | 57 |
| Volume Left | 102 | 0 | 0 | 377 | 0 |
| Volume Right | 0 | 0 | 366 | 0 | 57 |
| cSH | 1004 | 1700 | 1700 | 392 | 859 |
| Volume to Capacity | 0.10 | 0.09 | 0.22 | 0.96 | 0.07 |
| Queue Length 95th (m) | 2.7 | 0.0 | 0.0 | 88.1 | 1.7 |
| Control Delay (s) | 3.3 | 0.0 | 0.0 | 69.4 | 9.5 |
| Lane LOS | A | | | F | A |
| Approach Delay (s) | 3.3 | 0.0 | | 61.6 | |
| Approach LOS | | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 21.2 | | |
| Intersection Capacity Utilization | 55.3% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 58 | 190 | 232 | 265 | 240 | 24 |
| Future Volume (vph) | 58 | 190 | 232 | 265 | 240 | 24 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | | 0.850 | | 0.850 |
| Flt Protected | | 0.988 | | | 0.950 | |
| Satd. Flow (prot) | 0 | 1877 | 1881 | 1615 | 1805 | 1583 |
| Flt Permitted | | 0.988 | | | 0.950 | |
| Satd. Flow (perm) | 0 | 1877 | 1881 | 1615 | 1805 | 1583 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 596.4 | 199.9 | | 240.0 | |
| Travel Time (s) | | 53.7 | 18.0 | | 17.3 | |
| Confl. Peds. (#/hr) | 1 | | | 1 | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles (%) | 0% | 0% | 1% | 0% | 0% | 2% |
| Adj. Flow (vph) | 66 | 216 | 264 | 301 | 273 | 27 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 282 | 264 | 301 | 273 | 27 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 3.6 | 3.6 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

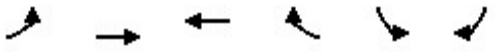
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 48.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 58 | 190 | 232 | 265 | 240 | 24 |
| Future Volume (Veh/h) | 58 | 190 | 232 | 265 | 240 | 24 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 66 | 216 | 264 | 301 | 273 | 27 |
| Pedestrians | | | | | 1 | |
| Lane Width (m) | | | | | 3.6 | |
| Walking Speed (m/s) | | | | | 1.2 | |
| Percent Blockage | | | | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | 200 | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 566 | | | | 613 | 265 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 566 | | | | 613 | 265 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 93 | | | | 36 | 97 |
| cM capacity (veh/h) | 1015 | | | | 429 | 773 |

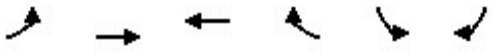
| Direction, Lane # | EB 1 | WB 1 | WB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 282 | 264 | 301 | 273 | 27 |
| Volume Left | 66 | 0 | 0 | 273 | 0 |
| Volume Right | 0 | 0 | 301 | 0 | 27 |
| cSH | 1015 | 1700 | 1700 | 429 | 773 |
| Volume to Capacity | 0.07 | 0.16 | 0.18 | 0.64 | 0.03 |
| Queue Length 95th (m) | 1.7 | 0.0 | 0.0 | 34.4 | 0.9 |
| Control Delay (s) | 2.6 | 0.0 | 0.0 | 27.0 | 9.8 |
| Lane LOS | A | | | D | A |
| Approach Delay (s) | 2.6 | 0.0 | | 25.4 | |
| Approach LOS | | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.3 | | |
| Intersection Capacity Utilization | 48.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 95 | 256 | 150 | 340 | 351 | 53 |
| Future Volume (vph) | 95 | 256 | 150 | 340 | 351 | 53 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | | 0.850 | | 0.850 |
| Flt Protected | | 0.987 | | | 0.950 | |
| Satd. Flow (prot) | 0 | 1788 | 1712 | 1429 | 1656 | 1455 |
| Flt Permitted | | 0.987 | | | 0.950 | |
| Satd. Flow (perm) | 0 | 1788 | 1712 | 1429 | 1656 | 1455 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 596.4 | 199.9 | | 240.0 | |
| Travel Time (s) | | 53.7 | 18.0 | | 17.3 | |
| Confl. Peds. (#/hr) | 2 | | | 2 | 4 | 4 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 10% | 3% | 11% | 13% | 9% | 11% |
| Adj. Flow (vph) | 102 | 275 | 161 | 366 | 377 | 57 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 377 | 161 | 366 | 377 | 57 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 3.6 | 3.6 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

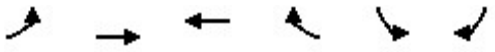
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 56.4% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 95 | 256 | 150 | 340 | 351 | 53 |
| Future Volume (Veh/h) | 95 | 256 | 150 | 340 | 351 | 53 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 102 | 275 | 161 | 366 | 377 | 57 |
| Pedestrians | | 4 | 4 | | 2 | |
| Lane Width (m) | | 3.6 | 3.6 | | 3.6 | |
| Walking Speed (m/s) | | 1.2 | 1.2 | | 1.2 | |
| Percent Blockage | | 0 | 0 | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | 200 | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 529 | | | | 646 | 167 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 529 | | | | 646 | 167 |
| tC, single (s) | 4.2 | | | | 6.5 | 6.3 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.3 | | | | 3.6 | 3.4 |
| p0 queue free % | 90 | | | | 1 | 93 |
| cM capacity (veh/h) | 997 | | | | 380 | 850 |

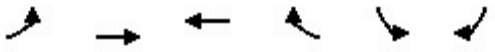
| Direction, Lane # | EB 1 | WB 1 | WB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 377 | 161 | 366 | 377 | 57 |
| Volume Left | 102 | 0 | 0 | 377 | 0 |
| Volume Right | 0 | 0 | 366 | 0 | 57 |
| cSH | 997 | 1700 | 1700 | 380 | 850 |
| Volume to Capacity | 0.10 | 0.09 | 0.22 | 0.99 | 0.07 |
| Queue Length 95th (m) | 2.7 | 0.0 | 0.0 | 93.7 | 1.7 |
| Control Delay (s) | 3.2 | 0.0 | 0.0 | 77.9 | 9.5 |
| Lane LOS | A | | | F | A |
| Approach Delay (s) | 3.2 | 0.0 | | 68.9 | |
| Approach LOS | | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 23.3 | | |
| Intersection Capacity Utilization | 56.4% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 58 | 201 | 244 | 265 | 240 | 24 |
| Future Volume (vph) | 58 | 201 | 244 | 265 | 240 | 24 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | | | | 0.850 | | 0.850 |
| Flt Protected | | 0.989 | | | 0.950 | |
| Satd. Flow (prot) | 0 | 1879 | 1881 | 1615 | 1805 | 1583 |
| Flt Permitted | | 0.989 | | | 0.950 | |
| Satd. Flow (perm) | 0 | 1879 | 1881 | 1615 | 1805 | 1583 |
| Link Speed (k/h) | | 40 | 40 | | 50 | |
| Link Distance (m) | | 596.4 | 199.9 | | 240.0 | |
| Travel Time (s) | | 53.7 | 18.0 | | 17.3 | |
| Confl. Peds. (#/hr) | 1 | | | 1 | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles (%) | 0% | 0% | 1% | 0% | 0% | 2% |
| Adj. Flow (vph) | 66 | 228 | 277 | 301 | 273 | 27 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 294 | 277 | 301 | 273 | 27 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(m) | | 3.6 | 3.6 | | 3.6 | |
| Link Offset(m) | | 0.0 | 0.0 | | 0.0 | |
| Crosswalk Width(m) | | 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 |
| Turning Speed (k/h) | 25 | | | 15 | 25 | 15 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 49.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 58 | 201 | 244 | 265 | 240 | 24 |
| Future Volume (Veh/h) | 58 | 201 | 244 | 265 | 240 | 24 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 66 | 228 | 277 | 301 | 273 | 27 |
| Pedestrians | | | | | 1 | |
| Lane Width (m) | | | | | 3.6 | |
| Walking Speed (m/s) | | | | | 1.2 | |
| Percent Blockage | | | | | 0 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | 200 | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 579 | | | | 638 | 278 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 579 | | | | 638 | 278 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 93 | | | | 34 | 96 |
| cM capacity (veh/h) | 1004 | | | | 414 | 760 |

| Direction, Lane # | EB 1 | WB 1 | WB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 294 | 277 | 301 | 273 | 27 |
| Volume Left | 66 | 0 | 0 | 273 | 0 |
| Volume Right | 0 | 0 | 301 | 0 | 27 |
| cSH | 1004 | 1700 | 1700 | 414 | 760 |
| Volume to Capacity | 0.07 | 0.16 | 0.18 | 0.66 | 0.04 |
| Queue Length 95th (m) | 1.7 | 0.0 | 0.0 | 36.8 | 0.9 |
| Control Delay (s) | 2.5 | 0.0 | 0.0 | 28.9 | 9.9 |
| Lane LOS | A | | | D | A |
| Approach Delay (s) | 2.5 | 0.0 | | 27.2 | |
| Approach LOS | | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.6 | | |
| Intersection Capacity Utilization | 49.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

# Appendix F

## Left-Turn Warrant

FT2039 - Highway 6 and Street A

| AM PEAK HOUR | | PM PEAK HOUR | |
|---|---|---|---|
| $V_L$ = | 217 | $V_L$ = | 169 |
| $V_O$ = | 764 | $V_O$ = | 805 |
| Left Lane Required? | Yes | Left Lane Required? | Yes |
| Required = | 50 | Required = | 40 |

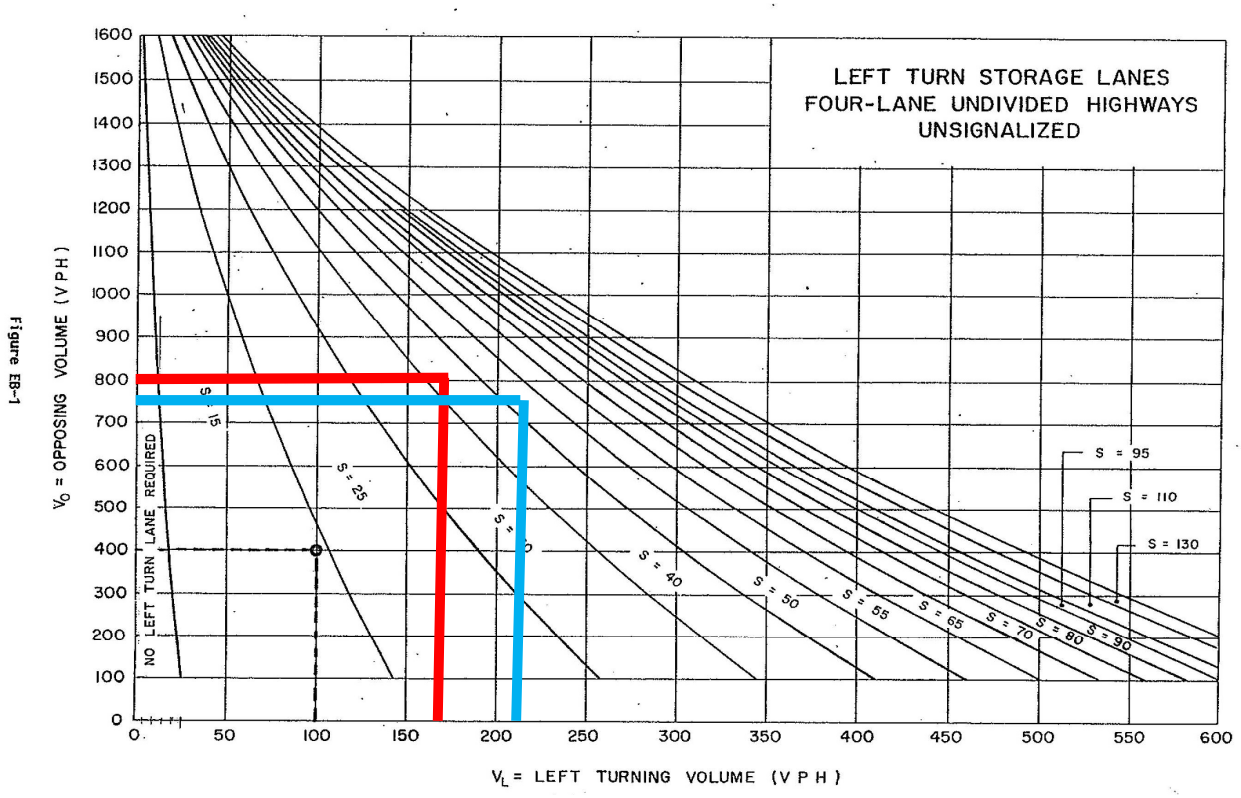



Figure EB-1


GHD