TRANSPORTATION IMPACT STUDY

BRIDLE PARK, STAYNER

TOWNSHIP OF CLEARVIEW
SIMCOE COUNTY

PREPARED FOR:

1000983019 ONTARIO LIMITED

PREPARED BY:

C.F. CROZIER & ASSOCIATES INC.
2800 HIGH POINT DRIVE, SUITE 100
MILTON, ON L9T 6P4

AUGUST 2026

CFCA FILE NO. 2135-7498

The material in this report reflects best judgment in light of the information available at the time of preparation. Any use which a third party makes of this report, or any reliance on or decisions made based on it, are the responsibilities of such third parties. C.F. Crozier & Associates Inc. accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.

CROZIER

Revision Number	Date	Comments
Rev.0	August 2026	Issued for 1st Submission

Executive Summary

1000983019 Ontario Limited retained C.F. Crozier & Associates Inc. (Crozier) to complete this Transportation Impact Study in support of the Bridle Park development in the community of Stayner, Township of Clearview.

The proposed development consists of 523 single-detached dwellings, 4 semi-detached dwellings, 164 townhouse units, and an elementary school. The study assessed existing conditions, future background growth, site-generated traffic, and future total traffic operations for the 2031, 2036, 2041, and 2046 planning horizons. Additional planned developments in the area, including Cityscape, Emerald Creek Estates, and Clearview Garden Estates were included in the study.

The existing transportation network currently operates efficiently, with all study intersections demonstrating acceptable Levels of Service and capacity for additional volumes.

Future background traffic growth and development in the area are forecasted to limit the available capacity on Highway 26, which functions as the primary north-south corridor through Stayner.

The intersection of Highway 26 and Locke Avenue is expected to operate with a LOS "F" during the weekday a.m. and p.m. peak hours. With delays greater than a minute for the minor approach. The maximum volume-to-capacity ratio of 0.76 demonstrates that the intersection will have remaining capacity. The intersection of Highway 26 and North Street is expected to operate, with a LOS "F" during the weekday a.m. and p.m. peak hours. The intersection is expected to operate over the theoretical capacity (>1.00) with extended delays during the weekday p.m. peak hour of the 2041 and 2046 future background horizons.

Based on the volumes on Highway 26 these operations are expected at stop-controlled intersections during peak hours. Widening of the roadway is not possible due to geometric constrains and signalization would mitigate the operations, through it is not warranted.

The intersection of Highway 26 and County Road 96/ Nottawasaga 27/28 Sideroad is expected to operate, with a LOS "C" and "D" during the weekday a.m. and p.m. peak hours, respectively. While several individual movements are nearing capacity during the weekday p.m. peak hour, the overall intersection operates with acceptable control delays and could accommodate future traffic growth. All other intersections are expected to operate efficiently with capacity to accommodate future traffic volumes.

The proposed Bridle Park development is expected to generate approximately 492 external trips during the weekday morning peak hour and 212 external trips during the weekday afternoon peak hour at full buildout.

Signal warrants concluded that the proposed site access to Highway 26 and the intersections at North Street and Locke Avenue do not warrant signalization; however, operational performance supports the evaluation of signalization as a mitigation measure. Based on the central location, right-of-way geometry and proximity to the Train Trail the site access was selected for signalization.

A range of mitigation measures were assessed to address future operational concerns. Signal timing optimization at the intersections of Highway 26/County Road 42 and County Road 91, as well as Highway 26 and County Road 96/Nottawasaga 27/28 Sideroad, was found to provide operational improvements, particularly for reducing the volume-to-capacity ratios of certain movements.

Under the 2046 future total conditions, the intersection of Highway 26 and Locke Avenue as well as Highway 26 and North Street is expected to continue to operate with a LOS "F" during the weekday a.m. and p.m. peak hours, with large delays and a volume-to-capacity ratio of more than two.

Macroscopic modelling does not fully review downstream impacts the same way a microsimulation does. Additional gaps in traffic by a neighbouring traffic light may improve operations. Given the proximity between the intersections of Locke Avenue, the proposed site access, and North Street on Highway 26, signalization of all three intersections is not recommended. However, signalization would improve operations.

The intersection of Highway 26 and County Road 96/ Nottawasaga 27/28 Sideroad is expected to operate above capacity in the 2046 horizon, with an LOS "F" and a v/c ratio of 1.03 and 1.05 during the weekday a.m. and p.m. peak hours, respectively. The southbound left and westbound left movements are large contributors to the declining operations as they contribute more than 500 vehicle each in the p.m. peak hour. However, site generated traffic does not contribute to these movements.

It is recognized that widening Highway 26 through Stayner is constrained by limited right-of-way availability and geometric factors. As traffic volumes continue to increase, congestion along the corridor is expected and some travellers may alter their route choices or travel patterns. However, alternative north-south roadways through Stayner are limited. Managing operations through intersection improvements and signal optimization, where supported is the recommended approach.

The development is supported by connections to the larger road network, transit services operated by Clearview Transit and Simcoe County LINX, and direct proximity to the Clearview Collingwood Train Trail, which provides active transportation connectivity. Existing pedestrian infrastructure, nearby and proposed schools, and transit services support opportunities for multi-modal travel to and from the development.

Overall, with the implementation of mitigation measures, the proposed development can be accommodated within the surrounding transportation network, though greater peak hour delays for minor approaches along the Highway 26 corridor are expected.

TABLE OF CONTENTS

1.0 INTRODUCTION 1

1.1 Development Lands 1
1.2 Development Proposal 1
1.3 Study Purpose and Scope 4

2.0 EXISTING CONDITIONS 5

2.1 Study Road Network 5
2.2 Transit Operations 5
2.3 Active Transportation Network 5
2.4 Transportation Data 8
2.5 Traffic Modelling and Assumptions 8
2.6 Intersection Operations 9

3.0 FUTURE BACKGROUND CONDITIONS 14

3.1 Growth Rate 14
3.2 Background Developments 14
3.2.1 Cityscape Development (formerly referred as Capuccitti) 15
3.2.2 Emerald Creek Estates Subdivision 15
3.2.3 Clearview Garden Estates 16
3.3 Future Road Improvements 17
3.4 Mitigation Measures 17
3.5 Intersection Operations 18

4.0 SITE GENERATED TRAFFIC 32

4.1 Trip Generation 33
4.2 Phasing of External Accesses. 33
4.3 Trip Distribution and Assignment 34

5.0 FUTURE TOTAL CONDITIONS 37

5.1 Signal Warrants 37
5.2 Turn Lane Requirements 37
5.3 Mitigation Measures 38
5.4 Intersection Operations 38

6.0 SITE PLAN REVIEW 54

6.1 Intersection Sight Distance 55
6.2 Intersection Spacing 56

7.0 MULTI-MODAL CONNECTIVITY 57

7.1 Multi-Modal Trips 57
7.2 Pedestrian Crossing 58
7.3 Connectivity to Train Trail 58

8.0 CONCLUSIONS AND RECOMMENDATIONS 58

LIST OF TABLES

Table 1: Study Roadways 6
Table 2: Traffic Data 8
Table 3: Peak Hour Factors 9
Table 4: 2025 Existing Traffic Operations 11
Table 5: 2025 Existing Conditions Queuing Assessment 13
Table 6: Background Developments 14
Table 7: Cityscape Trip Generation 15
Table 8: Emerald Creek Trip Generation 16
Table 9: Clearview Garden Estates Trip Generation 16
Table 10: 2031 Future Background Traffic Operations 23
Table 11: 2036 Future Background Traffic Operations 25
Table 12: 2041 Future Background Traffic Operations 27
Table 13: 2046 Future Background Traffic Operations 29
Table 14: 2031 Future Background Queuing Assessment 31
Table 15: 2036 Future Background Queuing Assessment 31
Table 16: 2041 Future Background Queuing Assessment 32
Table 17: 2046 Future Background Queuing Assessment 32
Table 18: Trip Generation 33
Table 19: Residential Trip Distribution 34
Table 20: School Trip Distribution 34
Table 21: Future Total Signal Warrants 37
Table 22: Future Background Signal Warrants 37
Table 23: 2031 Future Total Traffic Operations 44
Table 24: 2036 Future Total Traffic Operations 46
Table 25: 2041 Future Total Traffic Operations 48
Table 26: 2046 Future Total Traffic Operations 50
Table 27: 2031 Future Total Queuing Assessment 53
Table 28: 2036 Future Total Queuing Assessment 53
Table 29: 2041 Future Total Queuing Assessment 54
Table 30: 2046 Future Total Queuing Assessment 54
Table 31: Intersection Sight Distance Assessment 56
Table 32: Multi-modal Trip Generation 57
Table 33: TTS Modal Split 58

LIST OF FIGURES

Figure 1: Site Location 2
Figure 2: Site Plan 3
Figure 3: Study Road Network 7
Figure 4: 2025 Existing Traffic Volumes 10
Figure 5: 2030 Future Background Traffic Volumes 19
Figure 6: 2036 Future Background Traffic Volumes 20
Figure 7: 2041 Future Background Traffic Volumes 21
Figure 8: 2046 Future Background Traffic Volumes 22
Figure 9: Trip Assignment (50% Buildout) 35
Figure 10: Trip Assignment (Full Buildout) 36
Figure 11: Future Total Road Network Configuration 39
Figure 12: 2031 Future Total Traffic Volumes 40
Figure 13: 2036 Future Total Traffic Volumes 41
Figure 14: 2041 Future Total Traffic Volumes 42
Figure 15: 2046 Future Total Traffic Volumes 43

LIST OF APPENDICIES

Appendix A: Correspondence
Appendix B: Relevant Maps
Appendix C: Traffic Data
Appendix D: Level of Service Definitions
Appendix E: Detailed Capacity Analysis
Appendix F: Background Development Excerpts
Appendix G: ITE Trip Generation Manual, 12th Edition
Appendix H: 2022 TTS Data
Appendix I: Multi-Modal TTS Data

1.0 Introduction

1000983019 Ontario Limited (the applicant) retained C.F. Crozier & Associates Inc. (Crozier) to complete a Transportation Impact Study to support the Official Plan Amendment for the proposed greenfield development (the Site) in the community of Stayner, within the Township of Clearview (Township), Simcoe County (County).

1.1 Development Lands

The subject lands cover an area of approximately 108.83 ha and currently consist of agricultural farmlands. The site, located in an agricultural area, is bounded by Nottawasaga 27/28 Sideroad to the north, the Train Trail to the east, residential developments and an arena to the south, and environmentally protected lands to the west.

Figure 1 includes the Site Location.

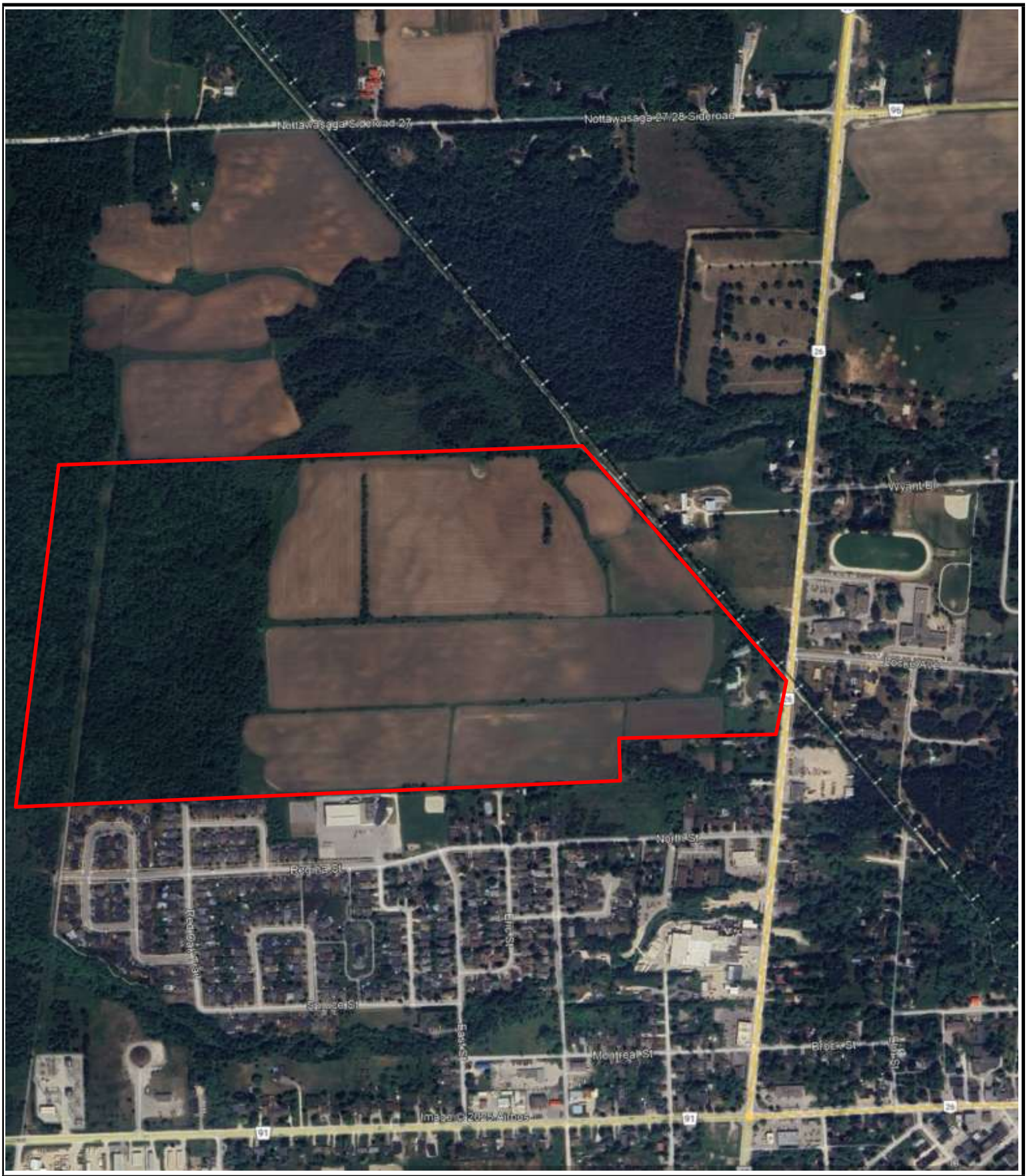
1.2 Development Proposal

Per the Draft Plan prepared by MHBC Planning dated June 18, 2026, the elements envisioned for the full buildout of this development include:

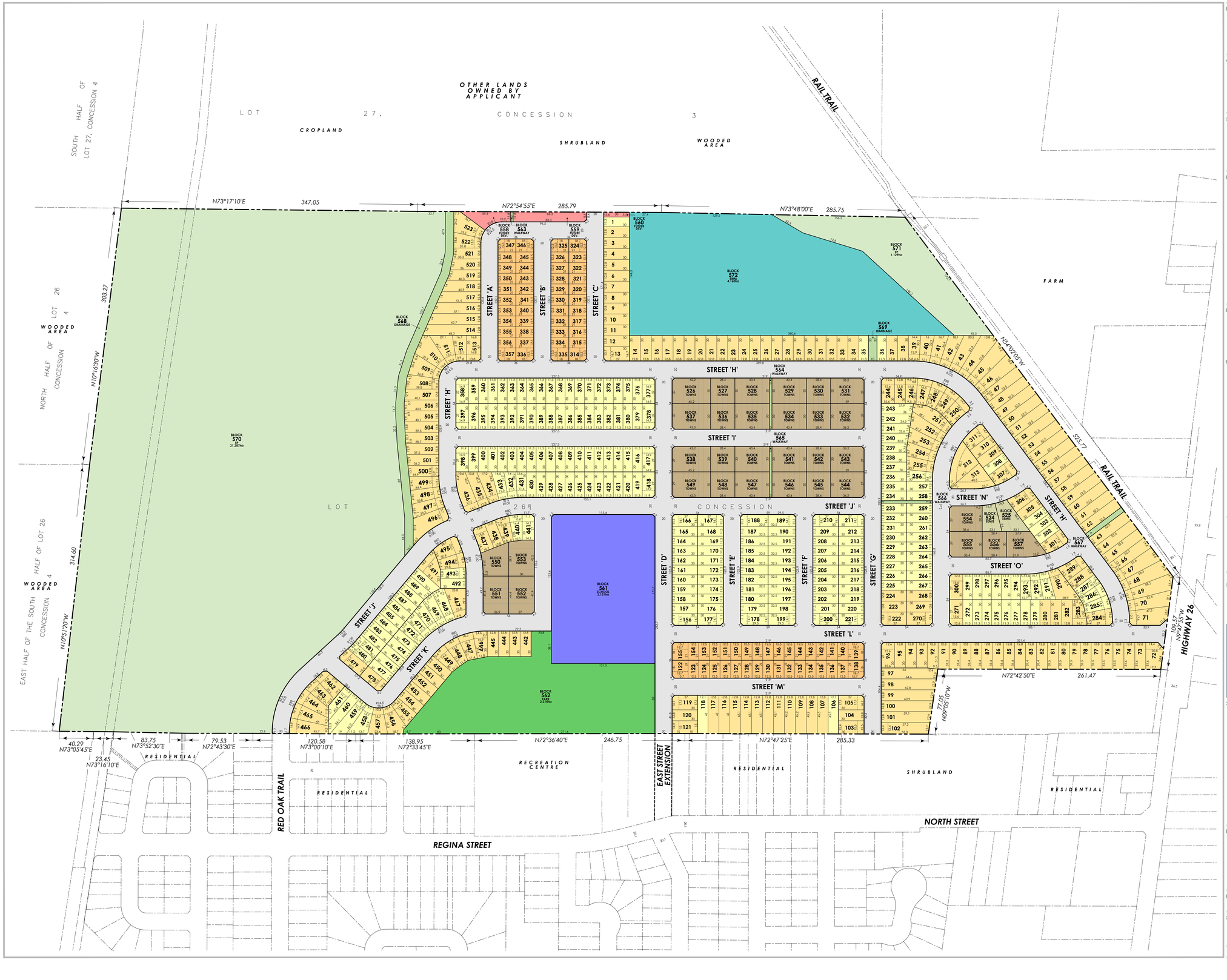
- 523 single-detached homes;
- 4 semi-detached homes;
- 164 townhouses;
- 2.12 ha School block; and
- 2.31 ha park block.

Access to the site will be provided from road connections to Highway 26, Red Oak Trail and the extension of East Street. Additional access connection is planned through an adjacent development at 211 North Street and through the Clearview Gardens Estate development to the north, located at 6237 27/28 Sideroad Nottawasaga.

Figure 2 includes the Draft Plan prepared by MHBC referenced in this study (dated June 18, 2026).



Legend				
Approximate Boundary	**Bridle Park, Stayner**	CROZIER CONSULTING ENGINEERS	**Figure 1**	
	Site Location		Project No. 1508-7498 Date. 2026-08-18 Analyst. AK	



Legal Description

Part of Lot 26, Concession 3
Geographic Township of Nottawasaga
Town of Clearview
County of Simcoe

Owner's Certificate

I hereby authorize MacNaughton Hermsen Britton Clarkson Planning Limited to submit this plan for approval.

Date: _____

_____
Matthew Castelli
1000983019 Ontario Limited

Surveyor's Certificate

I hereby certify that the boundaries of the land to be subdivided on this plan and their relationship to the adjacent lands are accurately and correctly shown.

Date: _____

_____
Paul Edwards, OLS
R-PE Surveying Limited

Key Plan



Legend

- Project Boundary Line
- Right of Way Line
- Block Line
- Lot Line
- Parcel Fabric

Land Use Summary

Land Use	Lot / Block	Units	Area
Single Detached - 11.3m	1, 35, 36, 106, 118, 156-221, 225-243, 256-267, 272-279, 285-287, 291-299, 302-304, 308, 358-433, 440, 441, 458-461, 468-477, 480-490, 492, 493	231	8.325
Single Detached - 12.8m	2-34, 37-105, 107-117, 119-121, 222-224, 244-255, 268-271, 280-284, 288-290, 300, 301, 305-307, 309-313, 434-439, 442-457, 462-467, 478, 479, 491, 494-523	214	11.044
Single Detached - 12.5m Shallow	122-155, 314-357	78	2.141
Semi Detached - 7.5m	524, 525	4	0.146
Townhouse - 6m	526-557	164	3.583
Future Development	558-560		0.190
School	561		2.121
Park	562		2.314
Walkway	563-567		0.089
Drainage	568-569		0.439
Environmental Protection	570, 571		22.346
Stormwater Management Area	572		4.160
Right of Way	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O		11.727
Totals		691	68.625

Rev. No.	Date	Issued / Revision	By

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

A. As shown
B. As shown
C. As shown
D. As shown
E. As shown
F. As shown
G. As shown
H. Municipal water & sanitary supply
I. Silty sand/sand & glacial till
J. As shown
K. All services as required (water, sanitary, storm, hydro, cable)
L. As shown

MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE
113 COLLIER STREET, BARRIE, ON, L4M 1H2 | P: 705.728.0045 | WWW.MHBCPLAN.COM

Stamp

Date	June 18, 2026
File No.	15226AH
Scale	1:2,000 (ARCH D)
Drawn By	M.A.M.
Checked By	K.C.
Other	

Project

Bridle Park
1000983019 Ontario Limited
111 Mildenhall Road
Toronto, Ontario
M4N 3H4

NORTH

File Name
Draft Plan of Subdivision

DWG No. 1 of 1

Scale Bar

0 5 10 15 20 25 50 75 100m

Measurements shown on this plan are in metres and can be converted to feet by dividing by 0.3048

B:\Clearview\15226AH\Drawings\Draft Plan\CAD

1.3 Study Purpose and Scope

The purpose of the study is to evaluate the transportation-related impacts of the proposed development on the study road network and to recommend or confirm any required mitigation measures, if warranted.

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

- The existing road network and record information relating to road jurisdiction, road classification, posted speed limit, lane configuration, cross-section elements.
- Forecast of the trip generation characteristics of the proposed development using the Institute of Transportation Engineers Manual (12th edition).
- Analysis of the existing, future background, and future total traffic operations using Synchro 12.0 modelling software during the critical peak hours.
- Multi-modal connectivity, active transportation facilities and access safety.

The study has been completed in accordance with the Township and County guidelines for Transportation Impact Studies. **Appendix A** includes the Terms of Reference for the study, which was confirmed with Township and County staff through correspondence. The Terms of Reference was also circulated to the Ministry of Transportation (MTO). MTO staff confirmed that the site is not within their permit control area, however they requested to remain circulated on the report.

As confirmed in the Terms of Reference correspondence, this Transportation Impact Study considers the following study intersections:

- Highway 26 and Locke Avenue
- Highway 26 and North Street
- Highway 26 and Nottawasaga 27/28 Sideroad (County Road 96)
- Highway 26/County Road 42 and County Road 91/Main Street
- Regina Street and Red Oak Trail Extension
- Regina Street/North Street and East Street
- North Street and Stayner Street
- County Road 91 and East Street
- County Road 91 and Stayner Street
- Proposed Site Accesses

The study horizons of 2031 (50% buildout), 2036 (100% buildout), 2041 (5-years beyond) and 2046 (10-years beyond) horizon years were analyzed.

2.0 Existing Conditions

This section outlines the current conditions of the transportation network in the vicinity of the site. Details of the study road network, including traffic controls, lane configurations, speed limits, transit routes and stops, active transportation infrastructure and other relevant transportation elements are identified. The existing traffic operations are also summarized.

2.1 Study Road Network

The study road network consists of the existing road network near the site, which includes the study intersections and the adjoining roadway segments. The road classification was obtained from the Township of Clearview Official Plan and Simcoe County Official Plan. **Table 1** summarizes the study roadways. **Figure 3** illustrates the study network configuration.

2.2 Transit Operations

The Township of Clearview operates a transit route under Clearview Public Transit labelled "Clearview Bus Route" throughout the Village of Stayner. Clearview Public Transit operates hourly seven days a week, except for statutory holidays, between 6:30 a.m. and 8:30 p.m. from Monday to Saturday, and 8:30 a.m. to 5:30 p.m. on Sunday. Bus stops located near the proposed development include stops at Legion Park (Stop 16), Highway 26 and North Street (Stop 6 and 17), as well as Stayner Collegiate Institute (Stop 5).

Simcoe County's transit service Linx, provides hourly service between Wasaga Beach and Barrie, through Stayner, during weekdays between 5:30 a.m. and 6:30 p.m. The stop in Stayner is located at the Clearview Admin Centre, which is approximately a 17-minute walk from the development lands along the Train Tral.

The Township of Clearview, in partnership with the Town of Collingwood and the Town of Wasaga Beach, also provides a door-to-door specialized transit service, TransitPLUS, for residents with accessibility needs.

Appendix B contains relevant transit information.

2.3 Active Transportation Network

Table 1 summarizes active transportation facilities, such as sidewalks and bike lanes, on the study road network, there are other facilities near the site that support active transportation connectivity.

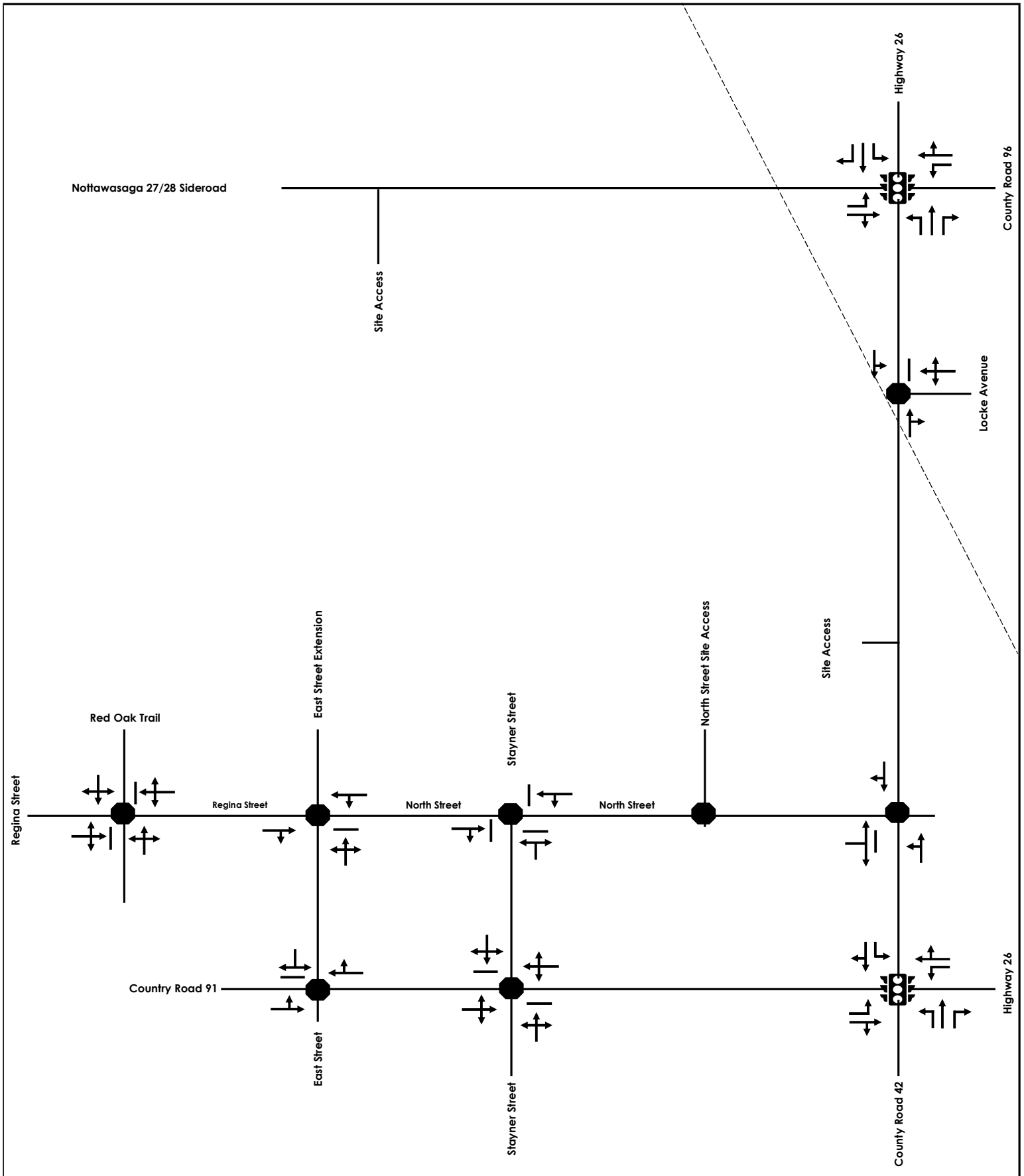
The Clearview Collingwood Train Trail runs adjacent to the proposed development, with an existing connection at Highway 26. The Train Trail is 14 km long and spans from Collings Street in Collingwood, through the Main Street of Stayner to the New Lowell Recreation Park. The trail is utilized by cyclist and pedestrians for recreation and travel and has a signed pedestrian crossover at Highway 26.

A signal-controlled pedestrian crossover was installed in late 2023 at the north approach of Highway 26 and North Street. The location supports crossing of students on the west side of Highway 26 to the two schools, demonstrated by 56 pedestrians in the a.m. peak hour, but 6 in the p.m. peak hour recorded at the intersection. The location of the crossing is 250 m south of the Train Traill. While the crossing halts volumes on Highway 26 as pedestrians cross and allows right-turn movements on North Street to proceed, the configuration cannot be modelled in Synchro to reflect the real-world conditions. As such North Street has been modelled as a stop-controlled intersection.

Table 1: Study Roadways

Feature	Roadways										
	Highway 26	**County Road 42**	**County Road 91**	**County Road 96**	**Nottawasaga 27/28 Sideroad**	**Locke Avenue**	**East Street**	**North Street**	**Regina Street**	**Stayner Street**	**Red Oak Trail**
Direction	North-South turning East-West	North-South	East-West	East-West	East-West	East-West	North-South	East-West	East-West	North-South	North-South
Classification	Provincial Highway	Arterial	Arterial	Primary Arterial	Local	Local	Local	Collector	Collector	Local	Local
Jurisdiction	MTO	Township of Clearview (North of Christopher Street) County of Simcoe (South of Christopher Street)	Township of Clearview (east of Industrial Road) County of Simcoe (west of Industrial Road)	County of Simcoe	Township of Clearview						
Speed Limit	80 km/h (north of Wyant Drive) 50 km/h (South of Wyant Drive)	50 km/h	50 km/h	50 km/h	50 km/h[1]	40 km/h	50 km/h[1]	50 km/h[1]	50 km/h[1]	50 km/h[1]	50 km/h[1]
Total Number of travel lanes	2	2	2	2	2	2	2	2	2	2	2
Active Transportation	Pedestrian sidewalks (Both sides – between County Road 91/ Highway 26 and Locke Avenue)	Pedestrian sidewalk (East side)	Pedestrian sidewalks (Both sides – east of Sutherland St)	None	None	Pedestrian sidewalks (Both sides – west of Jonathan Street)	Pedestrian sidewalk (East side – north of Spruce Street)	Pedestrian sidewalk (South side – west of Spruce Street)	Pedestrian sidewalk (South side)	None	Pedestrian sidewalk (East side)

Note 1: A jurisdictional speed limit of 50 km/h is assumed for roadways with no posted speed limit



Legend

- Stop-Controlled Intersection
- Signalized Intersection
- Stop Sign

Bridle Park, Stayner

Existing Lane Configuration

CROZIER CONSULTING ENGINEERS

Figure 3

Project No. 1508-7498
Date. 2026-08-18
Analyst. AK

2.4 Transportation Data

A variety of transportation data was obtained to support the analysis in this study. **Table 2** summarizes the study intersections, date of data collection and the source of the information. Traffic data was collected during the hours of 6:00 a.m. to 10:15 a.m. and 3:00 p.m. to 7:15 p.m.

Table 2: Traffic Data

Intersection	TMC Date	Source
Highway 26 and Locke Avenue	June 24, 2025	Accu-Traffic Inc.
Highway 26 and North Street		
Highway 26 and County Road 96 /Nottawasaga 27/28 Sideroad		
Highway 26/County Road 42 and County Road 91/Main Street		
Regina Street and Red Oak Trail		
Regina Street/North Street and East Street		
North Street and Stayner Street		
County Road 91 and East Street		
County Road 91 and Stayner Street		

The signal timing plans for the intersection of Highway 26/County Road 42 and County Road 91/Main Street and the intersection of Highway 26 and County Road 96/27-28 Sideroad Nottawasaga were obtained from the MTO. **Appendix C** contains all transportation data used in support of this study.

2.5 Traffic Modelling and Assumptions

The existing traffic conditions on the study road network were modelled in Synchro 12 based on "Highway Capacity Manual 2000 (HCM 2000)" methodology and using the default Synchro parameters. Roadway geometrics were modelled based on the existing study road network description outlined in **Section 2.1**.

The traffic volumes used in the existing conditions model are the volumes established in **Section 2.4**, based on the turning movement count survey data. This survey data was also applied to the model for the heavy vehicle percentages and peak hour factors as calculated for each intersection during each time period.

Table 3 outlines the calculated peak hour factors at each intersection during each peak hour.

Table 3: Peak Hour Factors

Intersection	Peak Hour	Peak Hour Factor
Highway 26 and Locke Avenue	7:45 a.m. to 8:45 a.m.	0.93
	4:15 p.m. – 5:15 p.m.	0.87
Highway 26 and North Street	7:45 a.m. to 8:45 a.m.	0.94
	4:15 p.m. – 5:15 p.m.	0.88
Highway 26 and County Road 96 (Nottawasaga 27/28 Sideroad)	7:30 a.m. to 8:30 a.m.	0.98
	4:15 p.m. – 5:15 p.m.	0.92
Highway 26/County Road 42 and County Road 91	7:30 a.m. to 8:30 a.m.	0.95
	4:15 p.m. – 5:15 p.m.	0.90
Regina Street and Red Oak Trail	8:30 a.m. to 9:30 a.m.	0.71
	4:45 p.m. – 5:45 p.m.	0.81
Regina Street/North Street and East Street	8:30 a.m. to 9:30 a.m.	0.85
	5:30 p.m. – 6:30 p.m.	0.92
North Street and Stayner Street	8:30 a.m. to 9:30 a.m.	0.86
	5:30 p.m. – 6:30 p.m.	0.87
County Road 91 and East Street	7:30 a.m. to 8:30 a.m.	0.94
	3:30 p.m. – 4:30 p.m.	0.92
County Road 91 and Stayner Street	7:30 a.m. to 8:30 a.m.	0.97
	3:30 p.m. – 4:30 p.m.	0.88

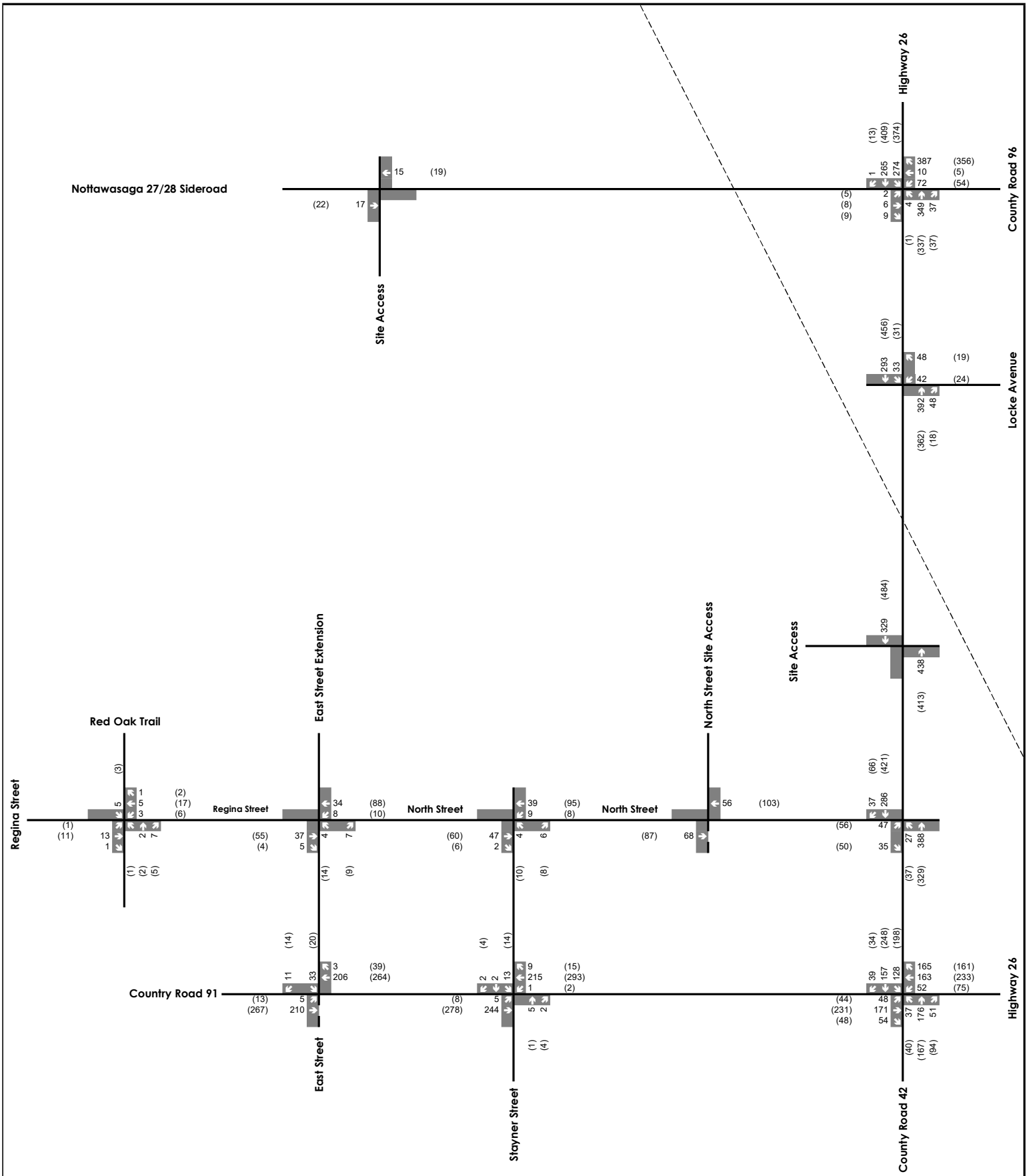
The assessment of the study intersections is based on the "Highway Capacity Manual (HCM)" methodology, which prescribes a method for estimating the Level of Service, control delay, and volume-to-capacity of an intersection along with the approaches and movements of the intersection. The Level of Service (LOS) metric provides a general performance measure and ranges a letter from "A" to "F"; "A" representing best performance and "F" representing worst performance. **Appendix D** contains the Level of Service definitions.

Control delay is the additional time added per vehicle as a result of the intersection and its associated control (i.e.. Traffic Light / Stop Control) compared to the average speed on the adjoining roadway segments. Finally, the volume-to-capacity ratio indicates the fraction of the capacity for a particular movement or lane used by traffic.

Additionally, queuing was analyzed in this study using Synchro 12 software. The 95th percentile queue length metric, which represents the 95th percentile queue length of the peak hour traffic simulated in Synchro 12, was considered in this study for the auxiliary turn storage lanes.

2.6 Intersection Operations

Table 4 outlines the 2025 existing conditions traffic operations at the study intersections. **Figure 4** illustrates the 2025 existing traffic volumes used in the operational analysis. **Appendix E** contains the detailed capacity analysis worksheets.



Legend	Bridle Park, Stayner	CROZIER CONSULTING ENGINEERS	Figure 4
xx A.M. Peak Hour Traffic Volumes (xx) P.M. Peak Hour Traffic Volumes	Existing Traffic Volumes		Project No. 1508-7498 Date. 2026-08-18 Analyst. AK

Table 4: 2025 Existing Traffic Operations

Intersection	Performance Metrics						
	Movement	LOS[1]		Delay (s)		v/c ratio[2]	
		AM	PM	AM	PM	AM	PM
Highway 26 and Locke Avenue	**Overall**	**C**	**C**	**16.7**	**17.9**	**0.28**	**0.26**
	WBLR	C	C	16.7	17.9	0.24	0.16
	NBTR	A	A	0.0	0.0	0.28	0.26
	SBLT	A	A	1.3	0.9	0.04	0.03
Highway 26 and North Street	**Overall**	**D**	**C**	**28.2**	**21.3**	**0.37**	**0.36**
	EBLR	D	C	28.2	21.3	0.37	0.36
	NBLT	A	A	0.7	1.3	0.03	0.04
	SBTR	A	A	0.0	0.0	0.21	0.33
Highway 26 and County Road 96 (Nottawasaga 27/28 Sideroad)	**Overall**	**B**	**B**	**19.8**	**12.1**	**0.83**	**0.66**
	EBL	C	C	34.3	24.7	0.03	0.06
	EBTR	C	B	23.2	17.2	0.06	0.07
	WBL	D	C	38.4	26.1	0.34	0.24
	WBTR	B	A	14.6	9.2	0.73	0.66
	NBL	B	B	12.4	15.0	0.01	0.01
	NBT	C	C	27.9	21.1	0.83	0.56
	NBR	A	A	0.6	1.4	0.05	0.07
	SBL	B	A	17.5	9.3	0.70	0.61
	SBT	A	A	6.3	8.7	0.23	0.42
	SBR	A	A	0.0	0.1	0.00	0.02
Highway 26/County Road 42 and County Road 91	**Overall**	**B**	**B**	**14.0**	**15.4**	**0.48**	**0.50**
	EBL	B	B	14.7	14.6	0.12	0.13
	EBTR	B	B	15.9	18.1	0.39	0.50
	WBL	B	B	15.1	16.1	0.14	0.23
	WBT	B	B	15.8	17.2	0.28	0.42
	WBR	A	A	4.3	4.1	0.28	0.28
	NBL	C	C	20.5	21.3	0.18	0.21
	NBT	C	C	24.5	25.0	0.48	0.49
	NBR	A	A	0.8	5.1	0.13	0.26
	SBL	B	B	12.0	14.7	0.32	0.49
	SBTR	B	B	12.4	15.2	0.33	0.45
Regina Street and Red Oak Trail	**Overall**	**A**	**A**	**9.3**	**9.3**	**0.03**	**0.04**
	EBLTR	A	A	9.3	9.3	0.03	0.02

Intersection	Performance Metrics						
	Movement	LOS[1]		Delay (s)		v/c ratio[2]	
		AM	PM	AM	PM	AM	PM
	WBLTR	A	A	9.1	9.2	0.02	0.04
	NBLTR	A	A	0.0	1.1	0.00	0.00
	SBLTR	A	A	7.3	7.2	0.01	0.00
Regina Street/North Street and East Street	**Overall**	**A**	**A**	**8.9**	**9.5**	**0.03**	**0.04**
	EBTR	A	A	0.0	0.0	0.03	0.04
	WBLT	A	A	1.6	0.9	0.01	0.01
	NBLR	A	A	8.9	9.5	0.02	0.03
North Street and Stayner Street	**Overall**	**A**	**A**	**7.3**	**7.6**	**0.07**	**0.14**
	EBTR	A	A	7.4	7.4	0.07	0.09
	WBLT	A	A	7.3	7.7	0.07	0.14
	NBLR	A	A	6.9	7.3	0.02	0.03
County Road 91 and East Street	**Overall**	**B**	**B**	**11.5**	**12.6**	**0.13**	**0.20**
	EBLT	A	A	0.2	0.5	0.00*	0.01
	WBTR	A	A	0.0	0.0	0.13	0.20
	SBLR	B	B	11.5	12.6	0.08	0.08
County Road 91 and Stayner Street	**Overall**	**B**	**B**	**12.6**	**14.8**	**0.04**	**0.06**
	EBLTR	A	A	0.2	0.3	0.00*	0.01
	WBLTR	A	A	0.1	0.1	0.00*	0.00*
	NBLTR	B	B	11.8	11.7	0.02	0.01
	SBLTR	B	B	12.6	14.8	0.04	0.06

Note 1: The Level of Service of a signalized intersection is based on the average control delay per vehicle (Synchro).
Note 2: The critical v/c ratio is considered to be the maximum v/c ratio for a movement at the intersection. According to the Township of Clearview TIS Guidelines all v/c ratios of 0.85 or greater are identified for through/shared movements and 0.90 for exclusive for exclusive movements. Asterisks are used to denote v/c ratios less than 0.01.

In the 2026 existing conditions, all intersections are operating efficiently with reserve capacity to accommodate future traffic volumes.

Table 5 outlines the results of the 2025 existing conditions queuing assessment. No queuing exceedances of the auxiliary turn storage lanes were recorded in this assessment.

Table 5: 2025 Existing Conditions Queuing Assessment

Intersection	Performance Metrics			
	Movement	95th Percentile Queue Length (m)		Auxiliary Lane Storage Length (m)
		AM	PM	
Highway 26 and County Road 96 /Nottawasaga 27/28 Sideroad	EBL	3	4	115
	WBL	27	17	135
	NBL	2	2	165
	NBR	1	2	125
	SBL	43	40	215
	SBR	0	1	45
Highway 26/County Road 42 and County Road 91	EBL	11	11	30
	WBL	13	17	50
	WBR	12	11	65
	NBL	11	11	85
	NBR	1	8	50
	SBL	18	28	95

3.0 Future Background Conditions

This section summarizes the future background conditions of the study road network and provides details relating to growth rates, future transportation network improvements, and background developments within the study area. As established in **Section 1.3**, this study considers the 2031 (50% buildout), 2036 (100% buildout), 2041 and 2046 horizon years in the future background traffic analysis, the results of which are summarized herein in **Section 3.4.**

3.1 Growth Rate

As confirmed in the Terms of Reference correspondence, a growth rate of 2% was applied to the study intersections.

3.2 Background Developments

Through the Terms of Reference correspondence, Township staff identified a few developments near the site, which could have forecasted trips past the site or along the study roadways. The forecasted volumes from these background developments have been incorporated into the future background volumes for all horizon years. The trip distribution and assignment for the background developments were determined using their respective transportation reports.

Table 6 summarizes the background developments and their land use statistics. The Township requested these developments based on the North Stayner Highway 26 Traffic Impact Study (RJ Burnside, October 2018). Based on the age of the study, some development proposals have been revised. **Table 6** includes the previous and updated proposals. Further details regarding each of the developments, including trip generation and distribution, are outlined in the subsequent sections.

Table 6: Background Developments

Development	Land Use & Site Statistics	
	Previous	Updated
Cityscape Development	Residential: 152 single detached dwelling units Commercial: 25,000 ft^2 grocery store and 11,500 ft^2 retail	Residential: 118 single detached dwelling units, 82 townhouses Commercial: 54,250 ft^2 commercial area[1]
Emerald Creek Estates Subdivision	Residential: 54 single detached, 20 semi-detached, 65 townhouse, 61 medium density Commercial: 38,866 ft^2 retail (two blocks)	Residential: 50 single detached, 22 semi-detached, 63 townhouse, 42 medium density Commercial: 86,540 ft^2 retail (two blocks)[2]
Clearview Garden Estates[3]	Residential: 67 semi-detached, 419 townhomes and apartments, 244 units LTC facility.	Residential: 335 single detached dwelling units, 131 townhouses and 11 future development lots.

Note 1: Based on a 1.26 ha commercial block. A lot coverage of 40% was assumed.
Note 2: Based on a 2.01 ha commercial block. A lot coverage of 40% was assumed.
Note 3: The future background analysis only includes 100 units. As the construction of this background development exceeds 100 residential units, it will require the connections of the Bridle Park development. Clearview Estates can not be completed before Bridle Park is constructed.

The document excerpts for the background developments, included the North Stayner Traffic Study and Concept Plans are included in **Appendix F**.

3.2.1 Cityscape Development (formerly referred as Capuccitti)

Cityscape is a proposed mixed-use development located at the southwest quadrant of Highway 26 and Nottawasaga 27/28 Sideroad. Subsequent of the North Stayner report, the Site Plan was revised (dated July 16, 2019) to include several townhouse blocks replacing the single detached units. The development is expected to start construction in 2026. Based on the size of the development full build-out has been assumed to be 2031. **Table 7** outlines the trip generation estimates obtained from the ITE Trip Generation Manual, 12th Edition and the 2021 pass-by tables. The trips were distributed using the trip distribution outlined in the report in combination with the trip distribution identified for the Bridle Park development. The latest Draft Plan and trip distribution excerpts are included in **Appendix F**.

Table 7: Cityscape Trip Generation

Land Use (Units/GFA)	Units	AM			PM		
		Inbound	Outbound	Total	Inbound	Outbound	Total
210 – Single-Family Detached Housing	118	23	62	85	69	43	112
215 – Single-Family Attached Housing	82	8	25	33	22	17	39
821 –Shopping Plaza (40-150k)	54,250 ft² (Primary)	53	33	86	76	79	155
	54,250 ft² (Pass-By)	0	0	0	51	52	103
Total Primary Trips		**84**	**120**	**204**	**167**	**139**	**306**

Note 1: Assumed there is no supermarket included.

3.2.2 Emerald Creek Estates Subdivision

The Emeral Creek Estates is located on the east side of Highway 26 in the north end of Stayner. The development will be accessed from Highway 26 (Emerald Creek Boulevard) approximately 370 m south of 27/28 Sideroad. A secondary road connection is located at Wyant Road via Birchwood Boulevard extension. Based on the size and recently approved Draft Plan extension it was assumed the development will be completed by the 2031 horizon year. Although the volumes are outlined in the North Stayner Highway 26 TIS, a redline drawing with updated unit counts and statistics was produced on May 20, 2022.

Table 8 outlines the associated trip generation based on the ITE Trip Generation Manual, 12th Edition and the 2021 pass-by tables. The trips were distributed using the trip distribution outlined in the report in combination with the trip distribution identified for the Bridle Park development. The Emerald Creek Estates Redline Revision to Draft Approved Plan of Subdivision (Jones Consulting Group Ltd., January 2018) has been included in **Appendix F**.

Table 8: Emerald Creek Trip Generation

Land Use	Units	AM			PM		
		Inbound	Outbound	Total	Inbound	Outbound	Total
210 – Single-Family Detached Housing	50	11	28	39	32	19	51
215 – Single-Family Attached Housing	85	9	26	35	23	18	41
220 – Multi-Family (Low-Rise)	42	7	21	28	17	11	28
821 –Shopping Plaza (40-150k)	86,540 ft^2 (Primary)	51	32	83	121	126	247
	86,540 ft^2 (Pass-By)	34	21	55	81	84	165
Total Primary Trips		**78**	**107**	**185**	**193**	**174**	**367**

3.2.3 Clearview Garden Estates

The Clearview Garden Estates development is a proposed residential development located north of the proposed Bridle Park development. Completion of Clearview Garden Estates is dependant on connection to the Bridle Park development for secondary access. As such it has been assumed that only 100 units of the development will be completed under future background conditions. Under future total conditions the development is assumed to be 50% complete in the 2036 horizon, allowing for connections to Bridle Park and completely built out in 2041.

Table 9 summarizes the trip generation estimates. **Appendix F** includes the Clearview Park Draft Plan and distribution figure for reference.

Table 9: Clearview Garden Estates Trip Generation

Land Use (Units/GFA)	Units	AM			PM		
		Inbound	Outbound	Total	Inbound	Outbound	Total
210 – Single-Family Detached Housing	346	64	173	237	187	114	301
215 – Single-Family Attached Housing	131	16	46	62	38	29	67
Future Background Trips	**100**	**20**	**53**	**73**	**60**	**36**	**96**
50% Buildout Trips	**238**	**45**	**120**	**165**	**132**	**82**	**214**
Full Buildout Trips	**477**	**80**	**219**	**299**	**225**	**143**	**368**

3.3 Future Road Improvements

According to the Township of Clearview's Official Plan (2024), the Township of Clearview proposes to expand the right-of-way width of County Road 96 (Nottawasaga 27/28 Sideroad) to 30.5 m. As this is only a proposal and there is no planned expansion date, it is assumed that this expansion will not occur over the horizon years within the analysis period. Thus, this expansion was excluded from the analysis.

There are no active capital works projects or planned projects in the 2026 proposed budget for Clearview that impact the study road network.

3.4 Mitigation Measures

A preliminary review of operations in the 2046 horizon established future background mitigation measures as outlined below:

- At the intersection of Highway 26/County Road 42/County Road 91 signal timings in the 2041 and 2046 horizons were optimized to maintain v/c ratios below 0.85.
    - The optimization of the cycle length at 80 s, increased the eastbound/westbound split to 34.1 s, the southbound left movement to 17 s and the northbound movements to 42.1 s.
- At the intersection of Highway 26 and County Road 96/ 27/28 Sideroad Nottawasaga signal timings in the 2041 and 2046 horizons were optimized to maintain v/c ratios below 1.00.
    - The optimization of the cycle length at 90 s increased the southbound left movement to 29 s and reduced the northbound movements to 34s from 57.1 s.

The operations of North Street and Highway 26 reduce to a LOS "F" in the 2031 horizon and at Locke Avenue and Highway 26 in the 2041. Under projected volumes and Justification 7 from the Ontario Traffic Manual Book 12, signal were not warranted, but can be considered. Signal warranted are further assessed in **Section 5.1**.

Signalization of Locke Avenue and/or North Street would improve their operations. Signalization of one, may allow for gaps in flow which allow vehicles at the other to proceed. This upstream benefit is not captured in Synchro modelling as a macroscopic model. While both have declining operations, as outlined in the following section, there are limitations to signalizing either, or both.

Locke Avenue is geometrically better for signalization and the lands on the west side of the roadway would permit for a southbound left-turn lane to be installed. However, there is approximately 41 m between intersection and the train trail to allow for northbound queueing. Signalization of Locke Avenue would support both trail and school crossing, based on its proximity, and the crossing at North Street could be removed.

Signalization of North Street presents geometric challenges, as driveways sit opposite but unaligned with North Street and there is less right-of-way available than at Locke Avenue for improvements.

A review of the volumes on Highway 26 was also undertaken. While the section of Highway 26 south of County Road 96 is a connecting link and under the jurisdiction of the Township of Clearview, the MTO often references capacities that guide consideration for road network improvements. These mitigations include:

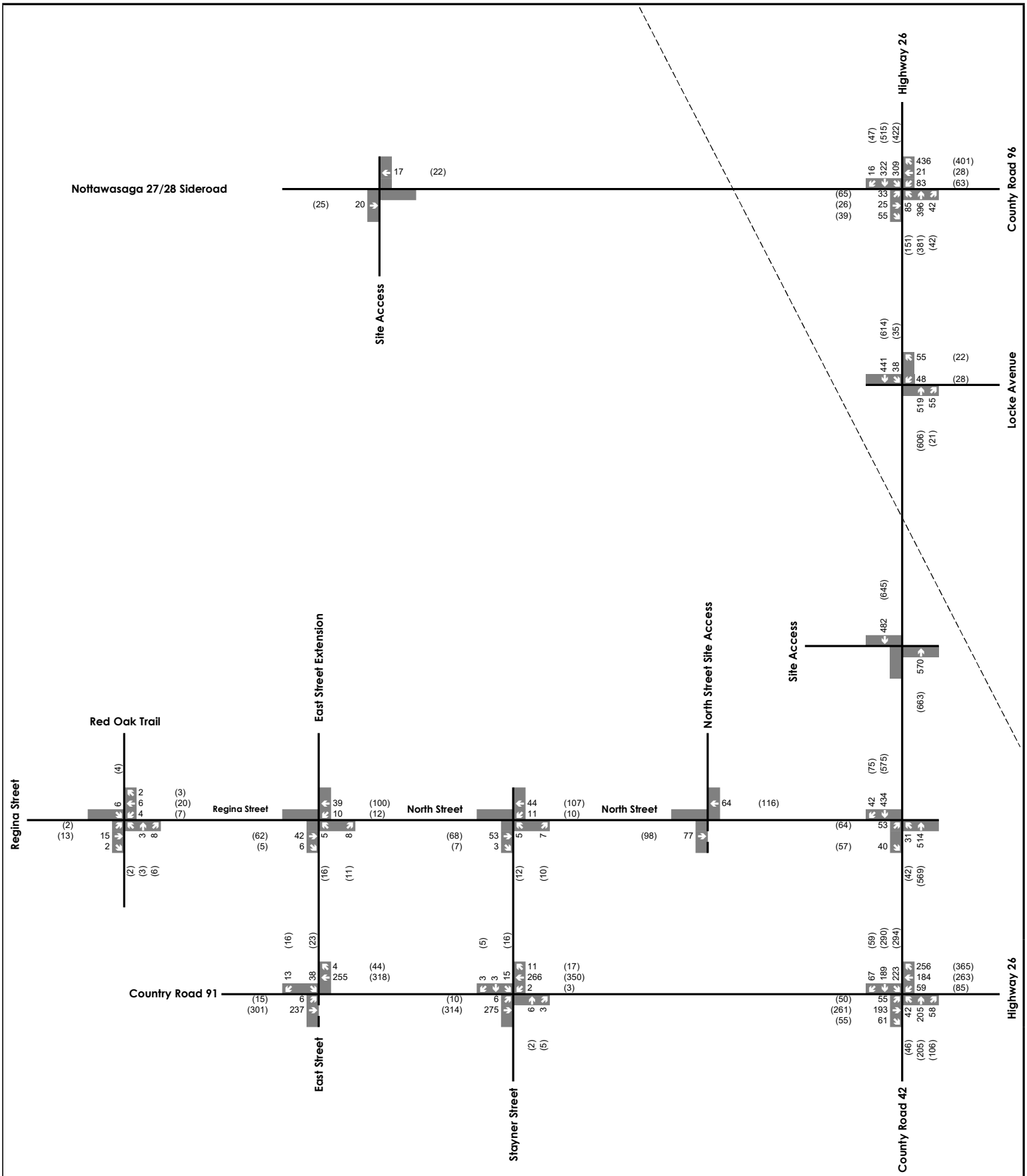
- Dual left-turn lanes should be considered when the peak left turn volumes exceed 300 vehicles per hour per lane (vphpl).
- A separate right-turn lane should be considered when the right-turn volumes exceed 200 vphpl.
- Channelized right-turn should be considered when the peak right turn volumes exceed 500 vphpl.
- Additional though lanes should be considered when the though volumes exceed 800 vphpl.

Under existing conditions, the volume of westbound right turns at Highway 26 and County Road 96 exceed the threshold for consideration for a right turn lane. A channelized right turn lane would also be considered at the intersection on the volumes in the 2041 future background horizon. Geometric constraints prevent the implementation of these facilities.

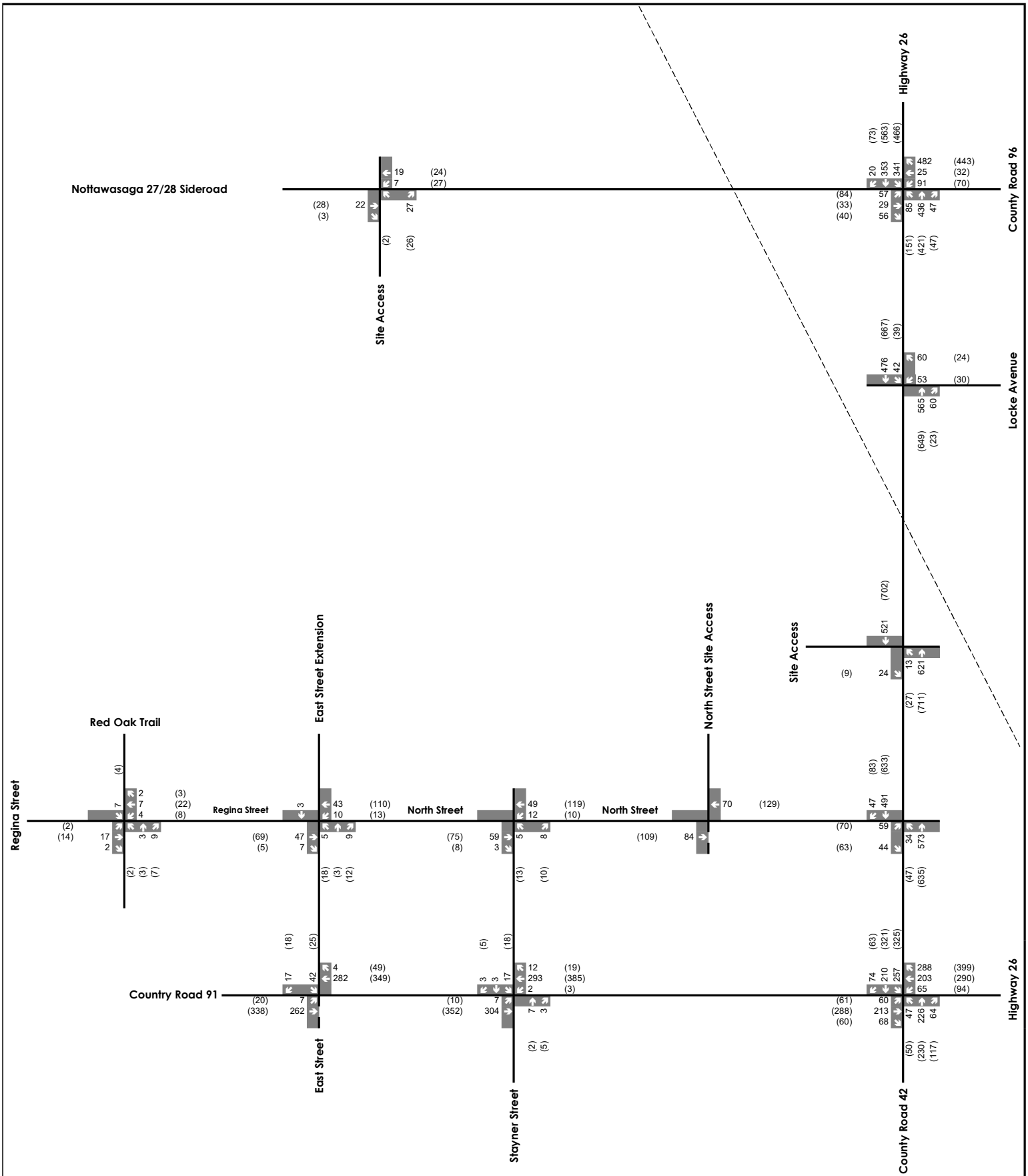
Through the intersections of Locke Avenue and North Street, the volumes in the p.m. peak hour are approaching the theoretical threshold of 800 vphpl, with approximately 839 and 824 vehicles travelling southbound and northbound, respectively, along the corridor. Widening of Highway 26 to a four-lane cross-section within this portion of Stayner has too many constraints. Congestion in the area is expected. Local residents may look for different routes during peak hours, however north-south connectivity through the entire community is limited to Fairground Road to the west and Mowat Street/ Centre Line Road to the east beyond the use of Highway 26.

3.5 Intersection Operations

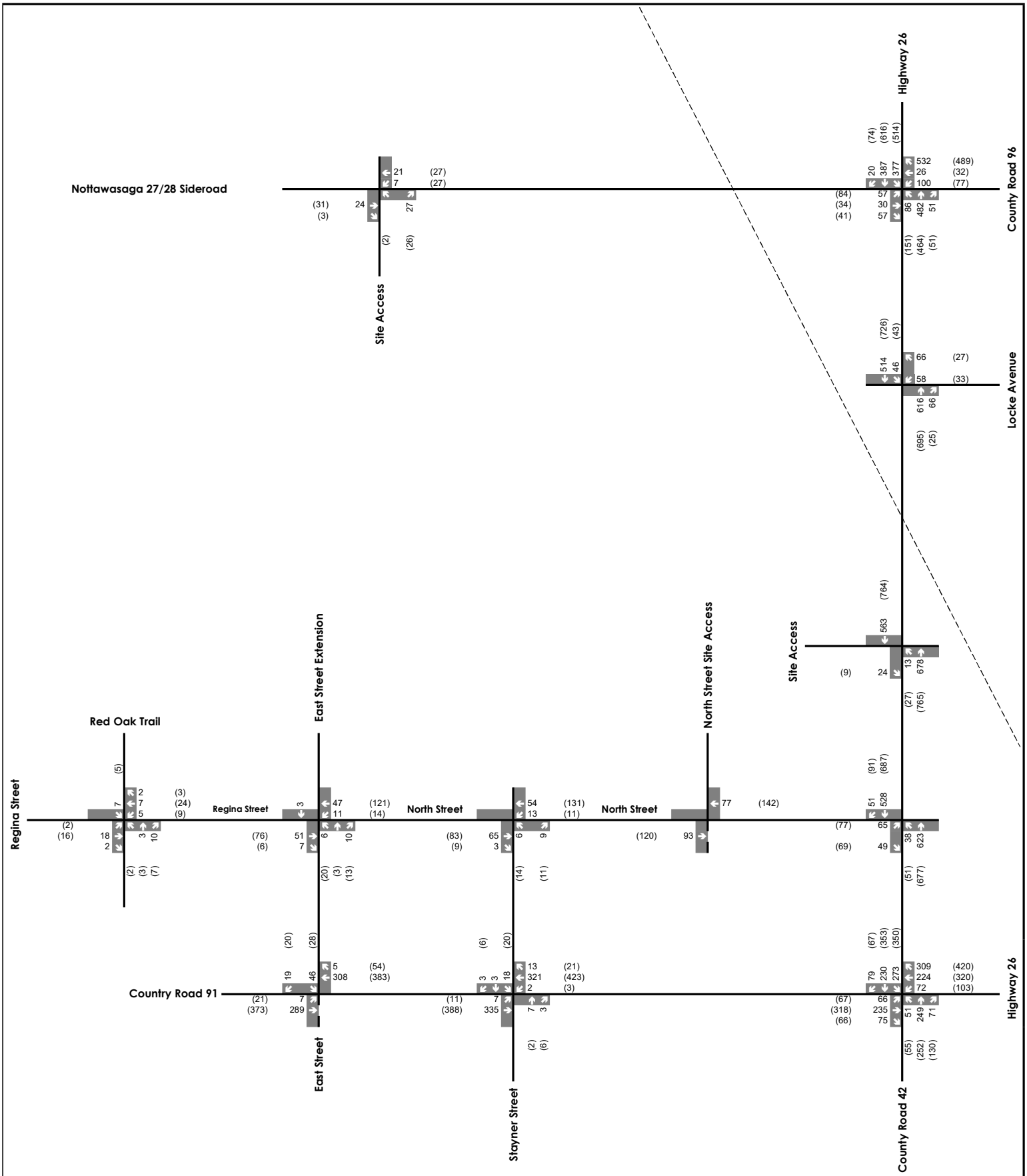
Figure 5, Figure 6, Figure 7 and **Figure 8** illustrate the 2031, 2036, 2041 and 2046 future background traffic volumes. **Table 10, Table 11, Table 12** and **Table 13** outline the 2031, 2036, 2041 and 2046 future background traffic operations for the study intersections. **Appendix E** contains the detailed capacity analysis worksheets.



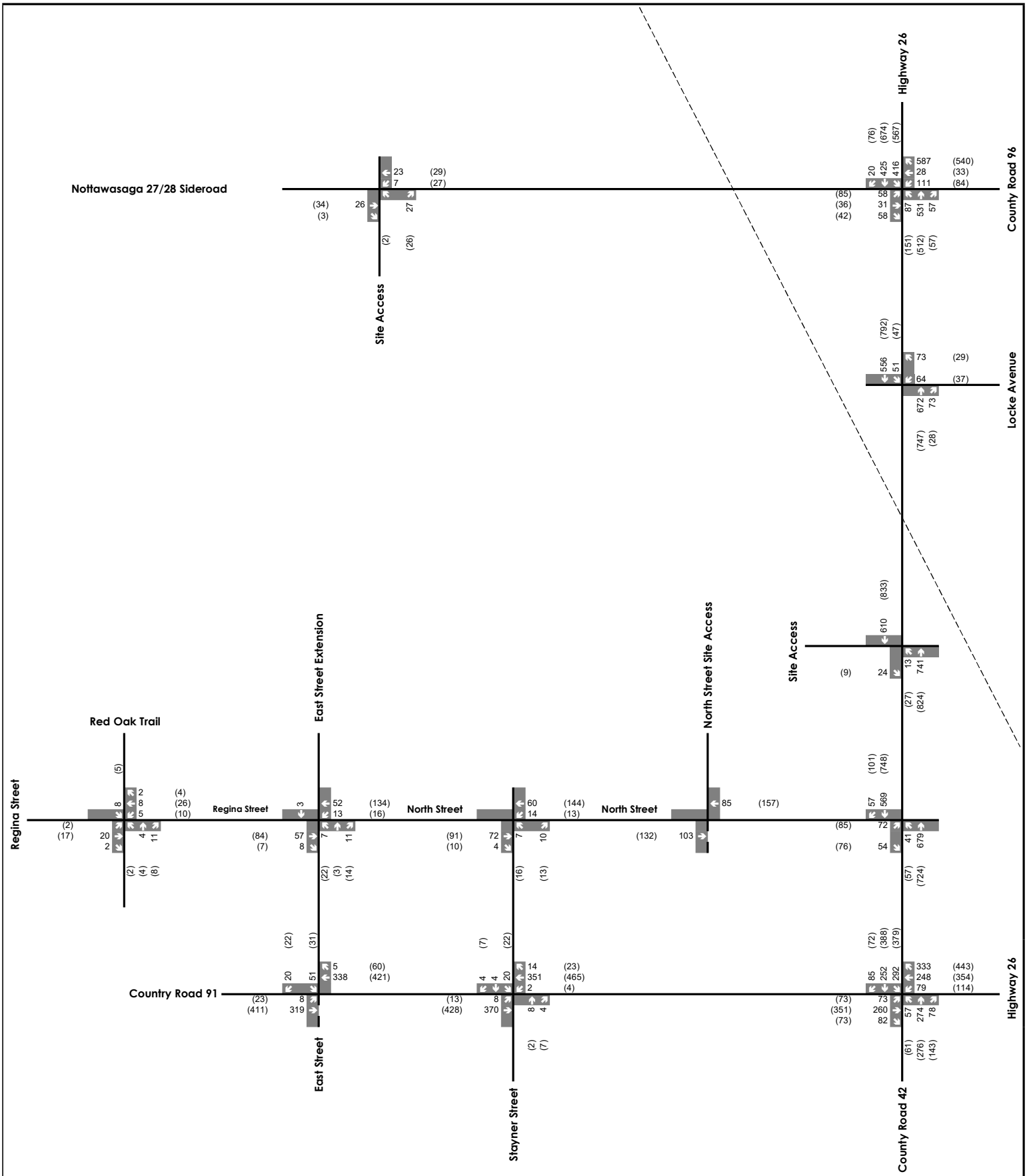
Legend	Bridle Park, Stayner	CROZIER CONSULTING ENGINEERS	Figure 5
xx A.M. Peak Hour Traffic Volumes (xx) P.M. Peak Hour Traffic Volumes	2031 Future Background Traffic Volumes		Project No. 1508-7498 Date. 2026-08-18 Analyst. AK



Legend	Bridle Park, Stayner	CROZIER CONSULTING ENGINEERS	Figure 6
xx A.M. Peak Hour Traffic Volumes (xx) P.M. Peak Hour Traffic Volumes	2036 Future Background Traffic Volumes		Project No. 1508-7498 Date. 2026-08-18 Analyst. AK



Legend	Bridle Park, Stayner	CROZIER CONSULTING ENGINEERS	Figure 7
xx A.M. Peak Hour Traffic Volumes (xx) P.M. Peak Hour Traffic Volumes	2041 Future Background Traffic Volumes		Project No. 1508-7498 Date. 2026-08-18 Analyst. AK



Legend	Bridle Park, Stayner	CROZIER CONSULTING ENGINEERS	Figure 8
xx A.M. Peak Hour Traffic Volumes (xx) P.M. Peak Hour Traffic Volumes	2046 Future Background Traffic Volumes		Project No. 1508-7498 Date. 2026-08-18 Analyst. AK

Table 10: 2031 Future Background Traffic Operations

Intersection	Performance Metrics						
	Movement	LOS[1]		Delay (s)		v/c ratio[2]	
		AM	PM	AM	PM	AM	PM
Highway 26 and Locke Avenue	**Overall**	**C**	**D**	**24.7**	**33.2**	**0.38**	**0.42**
	WBLR	C	D	24.7	33.2	0.38	0.31
	NBTR	A	A	0.0	0.0	0.36	0.42
	SBLT	A	A	1.3	1.2	0.05	0.05
Highway 26 and North Street	**Overall**	**D**	**F**	**25.4**	**53.1**	**0.36**	**0.68**
	EBLR	D	F	25.4	53.1	0.36	0.68
	NBLT	A	A	0.9	1.4	0.03	0.05
	SBTR	A	A	0.0	0.0	0.30	0.43
Highway 26 and County Road 96 (Nottawasaga 27/28 Sideroad)	**Overall**	**B**	**B**	**13.6**	**19.1**	**0.69**	**0.80**
	EBL	C	E	32.3	70.5	0.29	0.72
	EBTR	B	B	13.2	14.1	0.22	0.15
	WBL	C	C	28.8	26.5	0.34	0.19
	WBTR	A	A	9.8	8.3	0.69	0.63
	NBL	B	C	17.7	30.3	0.22	0.58
	NBT	C	C	22.4	28.0	0.60	0.67
	NBR	A	A	1.5	1.7	0.07	0.08
	SBL	A	C	8.5	20.3	0.50	0.80
	SBT	A	B	8.3	13.2	0.31	0.55
	SBR	A	A	0.2	2.4	0.02	0.06
Highway 26/County Road 42 and County Road 91	**Overall**	**B**	**B**	**14.7**	**16.4**	**0.55**	**0.70**
	EBL	B	B	15.4	16.0	0.14	0.15
	EBTR	B	C	17.5	20.5	0.45	0.57
	WBL	B	B	15.9	18.2	0.17	0.28
	WBT	B	B	16.8	19.1	0.32	0.47
	WBR	A	A	4.4	4.7	0.40	0.51
	NBL	C	C	20.8	21.0	0.20	0.22
	NBT	C	C	26.0	25.4	0.55	0.54
	NBR	A	A	1.2	5.4	0.14	0.27
	SBL	B	C	15.1	20.9	0.52	0.70
	SBTR	B	B	12.7	16.0	0.38	0.53
Regina Street and Red Oak Trail	**Overall**	**A**	**A**	**9.3**	**9.3**	**0.03**	**0.04**
	EBLTR	A	A	9.3	9.3	0.03	0.02
	WBLTR	A	A	9.1	9.2	0.02	0.04
	NBLTR	A	A	0.0	1.1	0.00	0.00
	SBLTR	A	A	7.3	7.2	0.01	0.00
Regina Street/North Street and East Street	**Overall**	**A**	**A**	**8.9**	**9.6**	**0.03**	**0.04**
	EBTR	A	A	0.0	0.0	0.03	0.04
	WBLT	A	A	1.6	0.9	0.01	0.01
	NBLR	A	A	8.9	9.6	0.02	0.04

Intersection	Performance Metrics						
	Movement	LOS[1]		Delay (s)		v/c ratio[2]	
		AM	PM	AM	PM	AM	PM
North Street and Stayner Street	**Overall**	**A**	**A**	**7.3**	**7.6**	**0.08**	**0.15**
	EBTR	A	A	7.4	7.5	0.08	0.10
	WBLT	A	A	7.3	7.8	0.08	0.15
	NBLR	A	A	7.0	7.3	0.02	0.03
County Road 91 and East Street	**Overall**	**B**	**B**	**12.3**	**13.6**	**0.16**	**0.23**
	EBLT	A	A	0.2	0.5	0.01	0.01
	WBTR	A	A	0.0	0.0	0.16	0.23
	SBLR	B	B	12.3	13.6	0.10	0.09
County Road 91 and Stayner Street	**Overall**	**B**	**C**	**13.5**	**16.5**	**0.05**	**0.07**
	EBLTR	A	A	0.2	0.4	0.01	0.01
	WBLTR	A	A	0.1	0.1	0.00	0.00
	NBLTR	B	B	12.4	12.2	0.02	0.02
	SBLTR	B	C	13.5	16.5	0.05	0.07

Note 1: The Level of Service of a signalized intersection is based on the average control delay per vehicle (Synchro). .
Note 2: The critical v/c ratio is considered to be the maximum v/c ratio for a movement at the intersection. According to the Township of Clearview TIS Guidelines all v/c ratios of 0.85 or greater are identified for through/shared movements and 0.90 for exclusive for exclusive movements. Asterisks are used to denote v/c ratios less than 0.01.

Table 11: 2036 Future Background Traffic Operations

Intersection	Performance Metrics						
	Movement	LOS[1]		Delay (s)		v/c ratio[2]	
		AM	PM	AM	PM	AM	PM
Highway 26 and Locke Avenue	**Overall**	**D**	**E**	**30.8**	**41.5**	**0.47**	**0.45**
	WBLR	D	E	30.8	41.5	0.47	0.39
	NBTR	A	A	0.0	0.0	0.40	0.45
	SBLT	A	A	1.5	1.4	0.05	0.05
Highway 26 and North Street	**Overall**	**D**	**F**	**34.1**	**101.8**	**0.48**	**0.91**
	EBLR	D	F	34.1	101.8	0.48	0.91
	NBLT	A	A	1.0	1.7	0.04	0.06
	SBTR	A	A	0.0	0.0	0.34	0.48
Highway 26 and County Road 96 (Nottawasaga 27/28 Sideroad)	**Overall**	**B**	**C**	**16.0**	**24.1**	**0.70**	**0.96**
	EBL	D	F	51.7	119.9	0.56	0.96
	EBTR	B	B	13.7	15.9	0.21	0.18
	WBL	C	C	29.4	28.6	0.32	0.22
	WBTR	A	A	9.4	9.2	0.70	0.68
	NBL	B	C	19.4	29.7	0.23	0.57
	NBT	C	C	26.3	28.6	0.67	0.70
	NBR	A	A	1.8	2.0	0.08	0.08
	SBL	B	D	11.9	35.1	0.62	0.92
	SBT	A	B	9.8	13.5	0.34	0.58
	SBR	A	A	0.6	2.0	0.02	0.08
Highway 26/County Road 42 and County Road 91	**Overall**	**B**	**B**	**15.5**	**18.2**	**0.59**	**0.79**
	EBL	B	B	16.0	17.0	0.16	0.19
	EBTR	B	C	18.9	22.9	0.51	0.64
	WBL	B	C	16.7	20.6	0.19	0.35
	WBT	B	C	17.7	20.6	0.36	0.52
	WBR	A	A	4.6	4.9	0.43	0.54
	NBL	C	C	21.1	21.2	0.22	0.24
	NBT	C	C	26.6	26.1	0.58	0.58
	NBR	A	A	1.6	5.7	0.15	0.28
	SBL	B	C	17.0	27.0	0.59	0.79
	SBTR	B	B	13.3	16.8	0.42	0.57
Regina Street and Red Oak Trail	**Overall**	**A**	**A**	**9.4**	**9.3**	**0.03**	**0.05**
	EBLTR	A	A	9.4	9.3	0.03	0.02
	WBLTR	A	A	9.2	9.3	0.02	0.05
	NBLTR	A	A	0.0	1.0	0.00	0.00
	SBLTR	A	A	7.3	7.2	0.01	0.00
Regina Street/North Street and East Street	**Overall**	**A**	**A**	**9.0**	**9.7**	**0.04**	**0.05**
	EBTR	A	A	0.0	0.0	0.04	0.05
	WBLT	A	A	1.5	0.8	0.01	0.01
	NBLR	A	A	9.0	9.7	0.02	0.04

Intersection	Performance Metrics						
	Movement	LOS[1]		Delay (s)		v/c ratio[2]	
		AM	PM	AM	PM	AM	PM
North Street and Stayner Street	**Overall**	**A**	**A**	**7.4**	**7.7**	**0.09**	**0.17**
	EBTR	A	A	7.4	7.6	0.09	0.11
	WBLT	A	A	7.4	7.9	0.08	0.17
	NBLR	A	A	7.0	7.4	0.02	0.04
County Road 91 and East Street	**Overall**	**B**	**B**	**12.9**	**14.6**	**0.18**	**0.25**
	EBLT	A	A	0.3	0.7	0.01	0.02
	WBTR	A	A	0.0	0.0	0.18	0.25
	SBLR	B	B	12.9	14.6	0.12	0.11
County Road 91 and Stayner Street	**Overall**	**B**	**C**	**14.5**	**18.5**	**0.06**	**0.09**
	EBLTR	A	A	0.2	0.3	0.01	0.01
	WBLTR	A	A	0.1	0.1	0.00	0.00
	NBLTR	B	B	13.1	12.9	0.02	0.02
	SBLTR	B	C	14.5	18.5	0.06	0.09

Note 1: The Level of Service of a signalized intersection is based on the average control delay per vehicle (Synchro). .
Note 2: The critical v/c ratio is considered to be the maximum v/c ratio for a movement at the intersection. According to the Township of Clearview TIS Guidelines all v/c ratios of 0.85 or greater are identified for through/shared movements and 0.90 for exclusive for exclusive movements. Asterisks are used to denote v/c ratios less than 0.01.

Table 12: 2041 Future Background Traffic Operations

Intersection	Performance Metrics						
	Movement	LOS[1]		Delay (s)		v/c ratio[2]	
		AM	PM	AM	PM	AM	PM
Highway 26 and Locke Avenue	**Overall**	**E**	**F**	**41.2**	**57.9**	**0.59**	**0.52**
	WBLR	E	F	41.2	57.9	0.59	0.52
	NBTR	A	A	0.0	0.0	0.43	0.49
	SBLT	A	A	1.7	1.6	0.06	0.06
Highway 26 and North Street	**Overall**	**E**	**F**	**46.3**	**193.6**	**0.60**	**1.18**
	EBLR	E	F	46.3	193.6	0.60	1.18
	NBLT	A	A	1.1	2.0	0.04	0.07
	SBTR	A	A	0.0	0.0	0.36	0.52
Highway 26 and County Road 96 (Nottawasaga 27/28 Sideroad)	**Overall**	**B**	**C**	**19.0**	**31.8**	**0.79**	**1.05**
	EBL	D	F	52.8	148.0	0.57	1.05
	EBTR	B	B	14.1	17.0	0.22	0.20
	WBL	C	C	31.7	32.2	0.37	0.27
	WBTR	B	B	10.4	10.5	0.74	0.73
	NBL	C	D	23.8	46.8	0.26	0.71
	NBT	D	D	36.0	51.3	0.79	0.90
	NBR	A	A	2.1	2.4	0.09	0.10
	SBL	B	D	14.8	44.2	0.69	0.93
	SBT	A	B	9.5	13.0	0.37	0.59
	SBR	A	A	0.2	1.9	0.02	0.08
Highway 26/County Road 42 and County Road 91	**Overall**	**B**	**C**	**18.0**	**21.1**	**0.65**	**0.74**
	EBL	C	C	20.0	22.0	0.19	0.26
	EBTR	C	C	24.4	30.2	0.59	0.73
	WBL	C	C	21.6	30.7	0.25	0.51
	WBT	C	C	22.3	26.3	0.42	0.61
	WBR	A	A	5.1	5.3	0.47	0.57
	NBL	C	C	25.9	27.5	0.26	0.29
	NBT	C	C	32.9	34.3	0.65	0.67
	NBR	A	A	2.0	6.6	0.17	0.32
	SBL	B	C	14.9	22.2	0.55	0.74
	SBTR	B	B	13.1	16.7	0.40	0.55
Regina Street and Red Oak Trail	**Overall**	**A**	**A**	**9.4**	**9.4**	**0.03**	**0.05**
	EBLTR	A	A	9.4	9.4	0.03	0.03
	WBLTR	A	A	9.2	9.3	0.02	0.05
	NBLTR	A	A	0.0	1.0	0.00	0.00
	SBLTR	A	A	7.3	7.2	0.01	0.00
Regina Street/North Street and East Street	**Overall**	**A**	**A**	**9.0**	**9.9**	**0.04**	**0.05**
	EBTR	A	A	0.0	0.0	0.04	0.05
	WBLT	A	A	1.5	0.8	0.01	0.01
	NBLR	A	A	9.0	9.9	0.02	0.05

Intersection	Performance Metrics						
	Movement	LOS[1]		Delay (s)		v/c ratio[2]	
		AM	PM	AM	PM	AM	PM
North Street and Stayner Street	**Overall**	**A**	**A**	**7.4**	**7.8**	**0.09**	**0.19**
	EBTR	A	A	7.5	7.6	0.09	0.12
	WBLT	A	A	7.4	8.0	0.09	0.19
	NBLR	A	A	7.0	7.5	0.02	0.04
County Road 91 and East Street	**Overall**	**B**	**C**	**13.7**	**15.8**	**0.20**	**0.28**
	EBLT	A	A	0.2	0.7	0.01	0.02
	WBTR	A	A	0.0	0.0	0.20	0.28
	SBLR	B	C	13.7	15.8	0.14	0.14
County Road 91 and Stayner Street	**Overall**	**C**	**C**	**15.5**	**21.1**	**0.07**	**0.12**
	EBLTR	A	A	0.2	0.4	0.01	0.01
	WBLTR	A	A	0.1	0.1	0.00	0.00
	NBLTR	B	B	13.8	13.4	0.02	0.02
	SBLTR	C	C	15.5	21.1	0.07	0.12

Note 1: The Level of Service of a signalized intersection is based on the average control delay per vehicle (Synchro). .
Note 2: The critical v/c ratio is considered to be the maximum v/c ratio for a movement at the intersection. According to the Township of Clearview TIS Guidelines all v/c ratios of 0.85 or greater are identified for through/shared movements and 0.90 for exclusive for exclusive movements. Asterisks are used to denote v/c ratios less than 0.01.

Table 13: 2046 Future Background Traffic Operations

Intersection	Performance Metrics						
	Movement	LOS[1]		Delay (s)		v/c ratio[2]	
		AM	PM	AM	PM	AM	PM
Highway 26 and Locke Avenue	**Overall**	**F**	**F**	**66.3**	**96.1**	**0.76**	**0.71**
	WBLR	F	F	66.3	96.1	0.76	0.71
	NBTR	A	A	0.0	0.0	0.47	0.52
	SBLT	A	A	2.0	2.0	0.07	0.07
Highway 26 and North Street	**Overall**	**F**	**F**	**73.7**	**366.9**	**0.77**	**1.59**
	EBLR	F	F	73.7	366.9	0.77	1.59
	NBLT	A	A	1.3	2.5	0.05	0.09
	SBTR	A	A	0.0	0.0	0.39	0.57
Highway 26 and County Road 96 (Nottawasaga 27/28 Sideroad)	**Overall**	**C**	**D**	**22.9**	**38.9**	**0.86**	**1.08**
	EBL	E	F	59.4	160.3	0.61	1.08
	EBTR	B	B	14.7	17.0	0.24	0.21
	WBL	C	C	34.6	33.0	0.43	0.31
	WBTR	B	B	12.5	11.6	0.79	0.77
	NBL	C	D	25.3	50.6	0.27	0.74
	NBT	D	E	43.3	66.4	0.86	0.98
	NBR	A	A	2.7	3.0	0.10	0.11
	SBL	C	E	22.6	62.6	0.77	1.01
	SBT	A	B	9.5	13.8	0.39	0.63
	SBR	A	A	0.2	1.8	0.02	0.08
Highway 26/County Road 42 and County Road 91	**Overall**	**B**	**C**	**19.3**	**24.4**	**0.70**	**0.83**
	EBL	C	C	20.8	23.9	0.21	0.32
	EBTR	C	D	26.7	35.0	0.65	0.81
	WBL	C	D	23.5	44.8	0.31	0.69
	WBT	C	C	23.4	28.4	0.47	0.67
	WBR	A	A	5.2	5.4	0.50	0.59
	NBL	C	C	26.9	28.7	0.29	0.33
	NBT	D	D	35.0	36.5	0.70	0.72
	NBR	A	A	2.6	6.4	0.19	0.33
	SBL	B	C	16.5	29.9	0.61	0.83
	SBTR	B	B	13.8	18.0	0.43	0.60
Regina Street and Red Oak Trail	**Overall**	**A**	**A**	**9.5**	**9.4**	**0.04**	**0.06**
	EBLTR	A	A	9.5	9.4	0.04	0.03
	WBLTR	A	A	9.2	9.3	0.02	0.06
	NBLTR	A	A	0.0	0.9	0.00	0.00
	SBLTR	A	A	7.3	7.2	0.01	0.00
Regina Street/North Street and East Street	**Overall**	**A**	**B**	**9.1**	**10.1**	**0.04**	**0.06**
	EBTR	A	A	0.0	0.0	0.04	0.06
	WBLT	A	A	1.5	0.9	0.01	0.01
	NBLR	A	B	9.1	10.1	0.02	0.05

Intersection	Performance Metrics						
	Movement	LOS[1]		Delay (s)		v/c ratio[2]	
		AM	PM	AM	PM	AM	PM
North Street and Stayner Street	**Overall**	**A**	**A**	**7.5**	**8.0**	**0.10**	**0.21**
	EBTR	A	A	7.6	7.8	0.10	0.14
	WBLT	A	A	7.5	8.2	0.10	0.21
	NBLR	A	A	7.1	7.6	0.03	0.05
County Road 91 and East Street	**Overall**	**B**	**C**	**14.8**	**17.7**	**0.21**	**0.31**
	EBLT	A	A	0.3	0.7	0.01	0.02
	WBTR	A	A	0.0	0.0	0.21	0.31
	SBLR	B	C	14.8	17.7	0.17	0.17
County Road 91 and Stayner Street	**Overall**	**C**	**D**	**16.8**	**25.3**	**0.09**	**0.16**
	EBLTR	A	A	0.2	0.5	0.01	0.02
	WBLTR	A	A	0.1	0.1	0.00	0.00
	NBLTR	B	B	14.4	14.2	0.03	0.02
	SBLTR	C	D	16.8	25.3	0.09	0.16

Note 1: The Level of Service of a signalized intersection is based on the average control delay per vehicle (Synchro). .
Note 2: The critical v/c ratio is considered to be the maximum v/c ratio for a movement at the intersection. According to the Township of Clearview TIS Guidelines all v/c ratios of 0.85 or greater are identified for through/shared movements and 0.90 for exclusive for exclusive movements. Asterisks are used to denote v/c ratios less than 0.01.

Under the 2046 future background conditions, the intersection of Highway 26 and Locke Avenue is expected to operate with a LOS "F" ,with a maximum control delay of 66.3 s and 96.1s for the westbound movement, during the weekday a.m. and p.m. peak periods, respectively. The maximum v/c ratio is expected to be 0.76 and 0.71 during the weekday a.m. and p.m. peak periods, respectively, demonstrating that the intersection will remain to have capacity.

The intersection of Highway 26 and North Street is expected to operate, with a LOS "F" during the weekday a.m. and p.m. peak hours. The intersection is expected to operate over the theoretical capacity (>1.00) with extended delays during the weekday p.m. peak hour of the 2041 and 2046 future background horizons. Based on the volumes on Highway 26 these operations are expected at stop-controlled intersections during peak hours and as previously discussed, signalization would be the mitigation, through not warranted.

The intersection of Highway 26 and County Road 96/ Nottawasaga 27/28 Sideroad is expected to operate, with a LOS "C" and "D" during the weekday a.m. and p.m. peak hours, respectively. While several individual movements are nearing capacity during the weekday p.m. peak hour, the overall intersection operates with acceptable control delays and could accommodate future traffic growth.

All other intersections are expected to operate efficiently with capacity to accommodate future traffic volumes.

Table 14, Table 15, Table 16 and **Table 17** outline the results of the 2031, 2036, 2041 and 2046 future background queuing assessment. Similar to existing conditions, no queuing exceedances of the auxiliary turn storage lanes were recorded in this assessment.

Table 14: 2031 Future Background Queuing Assessment

Intersection	Performance Metrics			
	Movement	95th Percentile Queue Length (m)		Auxiliary Lane Storage Length (m)
		AM	PM	
Highway 26 and County Road 96 (Nottawasaga 27/28 Sideroad)	EBL	13	36	115
	WBL	25	21	135
	NBL	20	38	165
	NBR	3	3	125
	SBL	32	55	215
	SBR	1	4	45
Highway 26/County Road 42 and County Road 91	EBL	13	13	30
	WBL	13	20	50
	WBR	14	17	65
	NBL	11	13	85
	NBR	2	9	50
	SBL	29	40	95

Table 15: 2036 Future Background Queuing Assessment

Intersection	Performance Metrics			
	Movement	95th Percentile Queue Length (m)		Auxiliary Lane Storage Length (m)
		AM	PM	
Highway 26 and County Road 96 (Nottawasaga 27/28 Sideroad)	EBL	27	48	115
	WBL	28	24	135
	NBL	20	39	165
	NBR	3	4	125
	SBL	35	83	215
	SBR	1	5	45
Highway 26/County Road 42 and County Road 91	EBL	14	15	30
	WBL	15	23	50
	WBR	15	18	65
	NBL	12	13	85
	NBR	2	11	50
	SBL	33	52	95

Table 16: 2041 Future Background Queuing Assessment

Intersection	Performance Metrics			
	Movement	95th Percentile Queue Length (m)		Auxiliary Lane Storage Length (m)
		AM	PM	
Highway 26 and County Road 96 (Nottawasaga 27/28 Sideroad)	EBL	26	47	115
	WBL	30	25	135
	NBL	24	55	165
	NBR	3	4	125
	SBL	48	132	215
	SBR	1	5	45
Highway 26/County Road 42 and County Road 91	EBL	17	19	30
	WBL	19	31	50
	WBR	17	19	65
	NBL	16	18	85
	NBR	3	13	50
	SBL	40	61	95

Table 17: 2046 Future Background Queuing Assessment

Intersection	Performance Metrics			
	Movement	95th Percentile Queue Length (m)		Auxiliary Lane Storage Length (m)
		AM	PM	
Highway 26 and County Road 96 (Nottawasaga 27/28 Sideroad)	EBL	27	48	115
	WBL	33	27	135
	NBL	25	57	165
	NBR	5	5	125
	SBL	69	159	215
	SBR	1	5	45
Highway 26/County Road 42 and County Road 91	EBL	19	21	30
	WBL	21	43	50
	WBR	17	20	65
	NBL	18	19	85
	NBR	4	14	50
	SBL	43	79	95

4.0 Site Generated Traffic

The proposed development will result in additional turning movements at the study intersections. Therefore, this section describes the trip forecasting methodology and results of this forecast for the development proposal.

The site generated traffic forecasting methodology for this study consists of two steps. The first step, Trip Generation, projects the number of trips that originate or are destined for the proposed development. The second step, Trip Distribution and Assignment, assigns trips to the study road network based on the expected distribution of trips to catchment areas and expected shortest paths for trips.

4.1 Trip Generation

The trip generation of the proposed residential development was forecasted using published data from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition. The applicable fitted curve equations for Land Use Category (LUC) 210 "Single-Family Detached Housing" (single-detached homes) and LUC 215 "Single-Family Attached Housing" (semi-detached homes and townhouses), were applied to the proposed residential development. LUC 520 "Elementary School" was assessed for the 2.12 ha school block. Enrollment of 350 students has been assumed. Based on data from Statistics Canada, within Clearview Township there approximately 0.4 elementary school age children per private dwelling. There are 954 residential units between Bridle Park and Clearview Meadows, which would cover the maximum enrollment of the school. The developments of Cityscape and Emerald Creek are also expected to contribute to the school enrollment. Therefore, 80% of the trips are assumed to be internal to the development while 20% have been assumed along the study network, representing staff members and wider catchment buses.

Relevant excerpts from the ITE Trip Generation Manual, 12th Edition have been included in **Appendix G**. The forecasted trip generation of the proposed residential development is summarized in **Table 18.**

Table 18: Trip Generation

Land Use (Units/GFA)	Units	AM			PM		
		Inbound	Outbound	Total	Inbound	Outbound	Total
210 – Single-Family Detached Housing	523	96	260	356	273	168	441
215 – Single-Family Attached Housing	168	21	63	84	50	38	88
520 – Elementary School	350 students	138	118	256	58	26	30
	20% external	28	24	52	12	5	17
50% Buildout External Trips	**238**	**57**	**158**	**215**	**167**	**106**	**273**
Full Buildout External Trips	**477 +school**	**145**	**347**	**492**	**328**	**212**	**540**

At full-buildout of the proposed development is expected to generate 492 and 212 two-way external trips during the weekday a.m. and p.m. peak hours, respectively.

4.2 Phasing of External Accesses.

The connections of the Bridle Park development with Highway 26 and North Street are assumed to be made in the opening horizon of 2031. The connection through Clearview Garden Estates 27/28 Sideroad Nottawasaga is anticipated to proceed in the 2036 horizon with the 50% buildout of the subdivision.

As the Clearview Garden Estates will proceed after the initiation of the Bridle Park, all Bridle Park volumes have been assigned to the four proposed site accesses within the development. While it is recognized that volumes may head north internal to the development, the assignment of volume conservatively assesses the road network before Clearview Garden Estates proceeds and if the connection is not made.

4.3 Trip Distribution and Assignment

The trips generated by the proposed development were distributed to the study road network using 2022 Transportation Tomorrow Survey (TTS) data. Percentages were adjusted to whole volumes and to reflect expected employment areas outside of the community of Stayner. Excerpts from the TTS query have been included in **Appendix H**.

Table 19 and **Table 20** outline the trip distribution for the proposed development divided into time and direction of travel, for the residential trips and school trips, respectively.

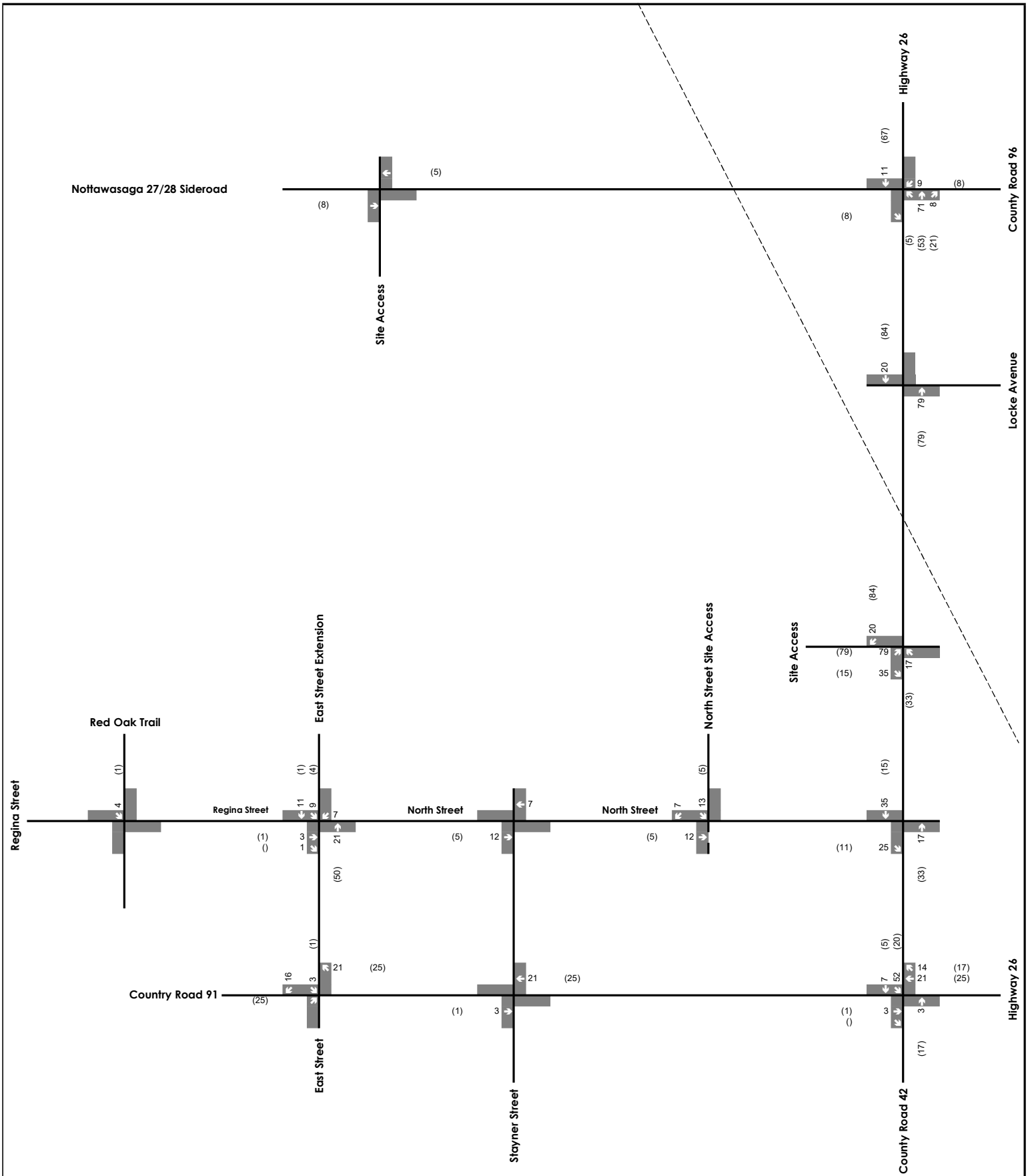
Table 19: Residential Trip Distribution

Distribution	A.M.		P.M.	
	Inbound	Outbound	Inbound	Outbound
East via County Road 96	20%	5%	5%	20%
West via Nottawasaga 27/28 Sideroad	0%	0%	5%	5%
East via Highway 26	60%	35%	25%	20%
West via County Road 91	0%	10%	15 %	0%
North via Highway 26	15%	45%	40%	50 %
South via County Road 42	5%	5%	10%	5 %
Total	**100%**	**100%**	**100%**	**100%**

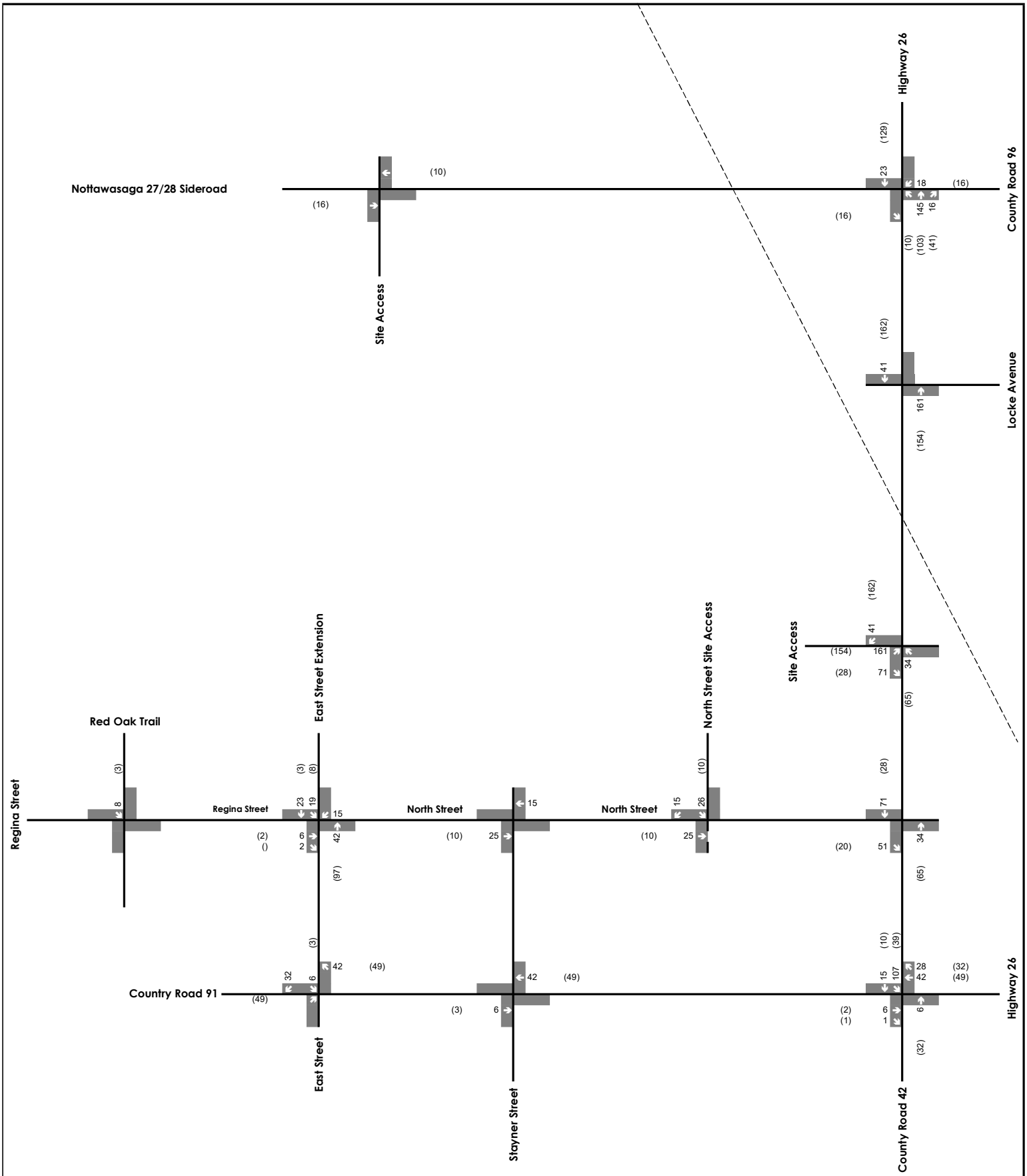
Table 20: School Trip Distribution

Distribution	A.M.		P.M.	
	Inbound	Outbound	Inbound	Outbound
East via County Road 96	15%	5%	15%	5%
East via Highway 26	40%	45%	45%	40%
West via County Road 91	5%	0%	0%	5%
North via Highway 26	10%	20%	10%	20%
South via County Road 42	30%	30%	30%	30%
Total	**100%**	**100%**	**100%**	**100%**

The trip generation was applied to the distribution identified. **Figure 9** illustrates trip assignment for 50% buildout of the site. **Figure 10** illustrates the trip assignment for the full buildout of the site.



Legend	Bridle Park, Stayner	CROZIER CONSULTING ENGINEERS	Figure 9
xx A.M. Peak Hour Traffic Volumes (xx) P.M. Peak Hour Traffic Volumes	Trip Assignment (50% Full Buildout)		Project No. 1508-7498 Date. 2026-08-18 Analyst. AK



Legend	Bridle Park, Stayner	CROZIER CONSULTING ENGINEERS	Figure 10
xx A.M. Peak Hour Traffic Volumes (xx) P.M. Peak Hour Traffic Volumes	Trip Assignment (100% Full Buildout)		Project No. 1508-7498 Date. 2026-08-18 Analyst. AK

5.0 Future Total Conditions

This section will summarize the future total conditions of the study road network. The future total traffic volumes for the horizon years consist of the following components:

- Future background traffic volumes from the corresponding horizon year.
- Proposed development site generated traffic volumes.

The future road network configuration is shown in **Figure 11**. The resulting total volumes in the 2031, 2036, 2041 and 2046 horizon years are presented in **Figure 12, Figure 13, Figure 14** and **Figure 15.**

5.1 Signal Warrants

To support the creation of new roadways and assess if any mitigation measures are required signal warrants were conducted at a number of intersections. Justification 7 within the Ontario Traffic Manual Book 12 was utilized to determine if signalization is warranted based on the projected volumes. The assessment was conducted under the 2046 horizon and carried backwards to determine when warranted.

Table 21: Future Total Signal Warrants

Intersection	Horizon	Percent Compliance	Warranted?
Clearview Gardens & 27/28 Nottawasaga Sideroad	2046	18%	No
Bridle Park Access & Highway 26	2046	107%	No
North Street & Highway 26	2046	74%	No
Locke Avenue & Highway 26	2046	34%	No

Table 22: Future Background Signal Warrants

Intersection	Horizon	Percent Compliance	Warranted?
North Street & Highway 26	2046	74%	No
Locke Avenue & Highway 26	2046	34%	No

It is noted that the intersections of North Street & Highway 26 as well as Locke Avenue & Highway 26 achieved the same compliance percentage in the future background as the future total. Therefore, the additional site-generated traffic does not contribute to the intersections being warranted further.

Based on the warrants, signalization was not considered as a base requirement, however operationally signalization is still considered as a mitigation measure.

5.2 Turn Lane Requirements

At the unsignalized intersections, the requirement for exclusive left and right turn lanes was assessed. The warrant charts provided in the Ministry of Transportation's Design Supplement for the Transportation Association of Canada Geometric Design Guide for Canadian Roads were utilized for the left turn lane assessment.

With the addition of FT volumes, turn lanes would be beneficial for the existing intersections along Highway 26. As there are geometric constraints, turn lane warrants were only conducted for the

proposed accesses to the Bridle Park and Clearview Garden Estate subdivisions. A functional assessment of the roadway should be undertaken to determine if there are geometric constraints outside of the Right-of-Way for providing turn lanes.

The intersection of Highway 26 and the Bridle Park Site Access warrants 65 m of storage in the 2046 p.m. peak hour, due to a large volume of through traffic. The intersection of 27/28 Sideroad Nottawasaga and the Clearview Garden Estates Site Access does not warrant a left turn lane.

Volumes on 27/28 Sideroad Nottawasaga, and those forecasted to make eastbound right turns into the Clearview Garden Estates are not substantial enough for consideration of a right turn lane. In the Transportation Association of Canada Geometric Design Guide for Canadian Roads, non-commercial volumes warrant a right-turn lane, where they may cause an undue hazard. While southbound right-turns on Highway 26 are expected to be less than 15% of through volumes, a right-turn lane may be beneficial if geometrically feasible. The minimum of 15m of storage has been modelled with the future total scenarios.

As it is recommended that turn lanes be constructed with the municipal roadway site access, the turn lanes have been modelled in all horizon years.

5.3 Mitigation Measures

A preliminary review of operations in the 2046 horizon established future total mitigation measures as outlined below:

- At the intersection of Highway 26/County Road 42/County Road 91 signal timings in the 2036, 2041 and 2046 horizons were optimized at a cycle length of 130 s to maintain v/c ratios below 1.00.

- At the intersection of Highway 26 and County Road 96/ 27/28 Sideroad Nottawasaga signal timings in the 2036, 2041 and 2046 horizons were optimized at a cycle length of 120 s with permissive/protective signals provided on each approach.

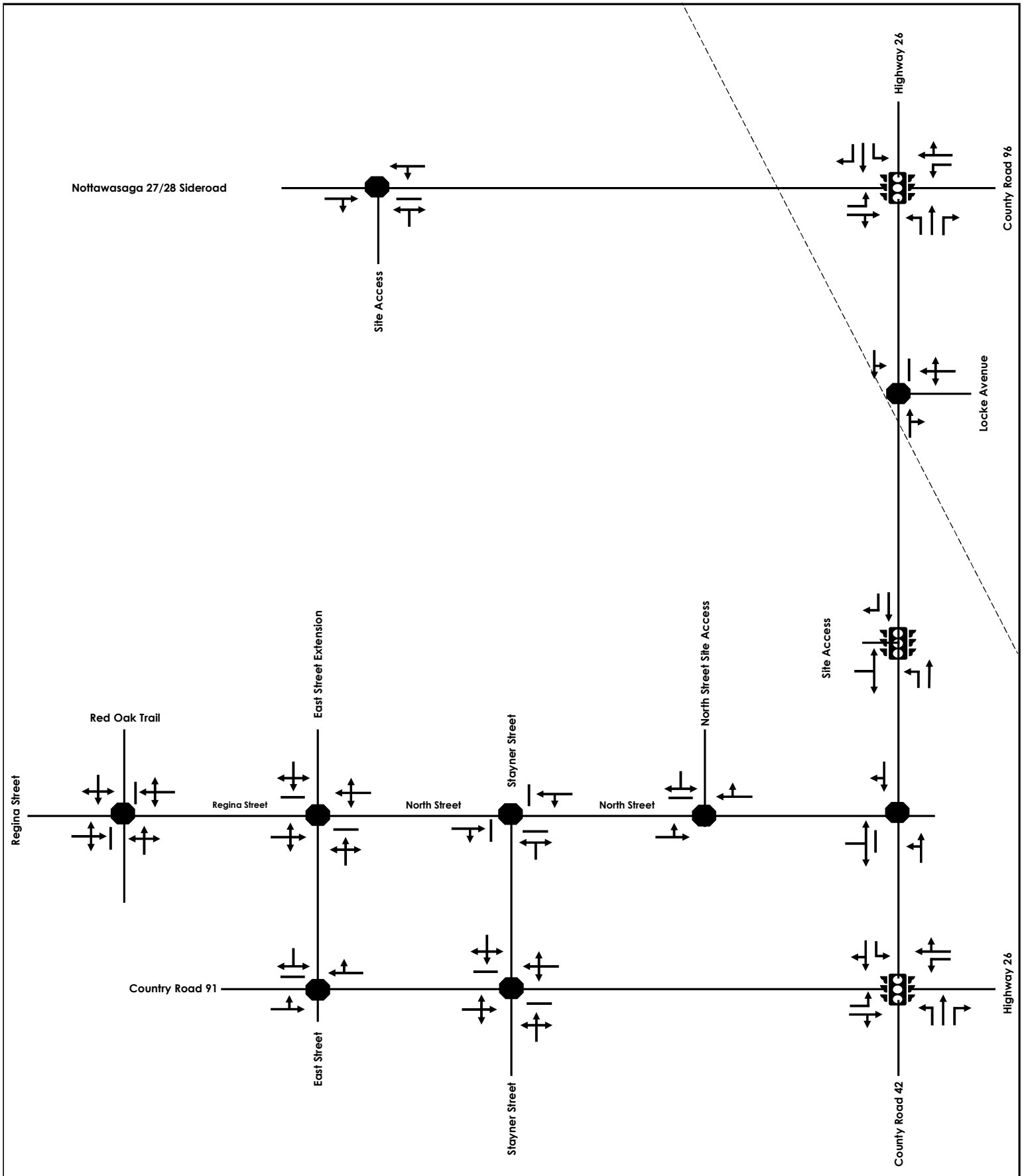
- Signalization of the site access was undertaken in the 2036 horizon to support vehicle movements.

Signalization of the site access was selected as it is located in between Locke Avenue and North Avenue and can provide relief for movements to proceed during gaps in traffic on both sides. There is currently a wider right-of-way available at the site frontage compared to North Street and some additional spacing to the Train Trail compared to Locke Avenue. Closer proximity to the Trail and schools is provided over the existing signalized pedestrian crossing so it could be removed.

Similar to background conditions, a review of the volumes on Highway 26 and the theoretical capacity per lane indicates that the 2041 and 2046 continue to be above 800 vphpl in the p.m. peak hour and are close or exceed in the a.m. peak hour. Under future total conditions, the p.m. peak hour also exceeds 800 vphpl in the 2036 horizon, which corresponds to full build-out of the site and all three background developments.

5.4 Intersection Operations

Table 23, **Table 24**, **Table 25** and **Table 26** outline the 2031, 2036, 2041 and 2046 future total traffic operations for the study intersections. Synchro 12 was used to determine intersection operations at the study intersections. **Appendix E** contains the detailed capacity analysis worksheets.



Legend

- Stop-Controlled Intersection
- Signalized Intersection
- Stop Sign

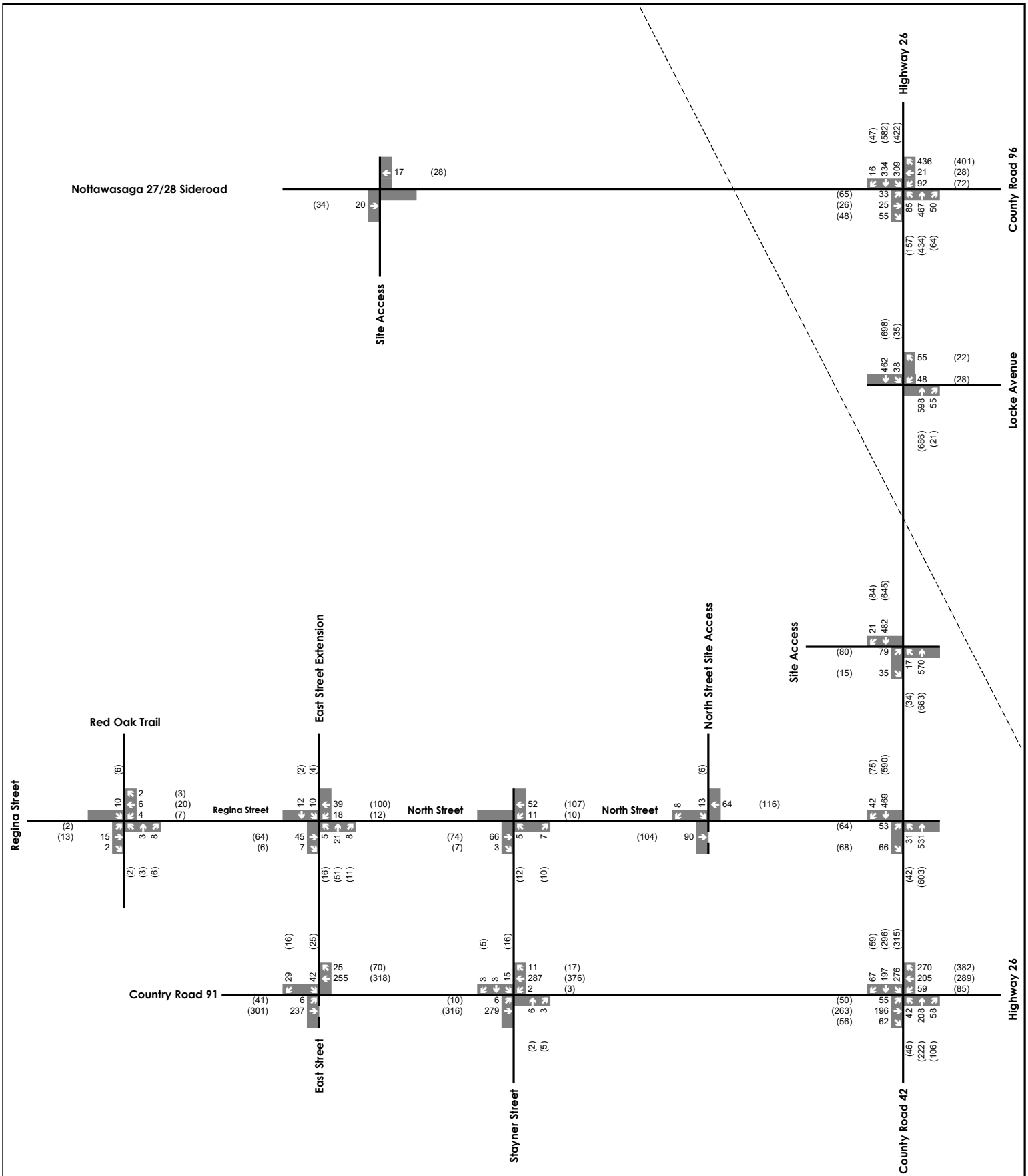
Bridle Park, Stayner

Future Total Lane Configuration

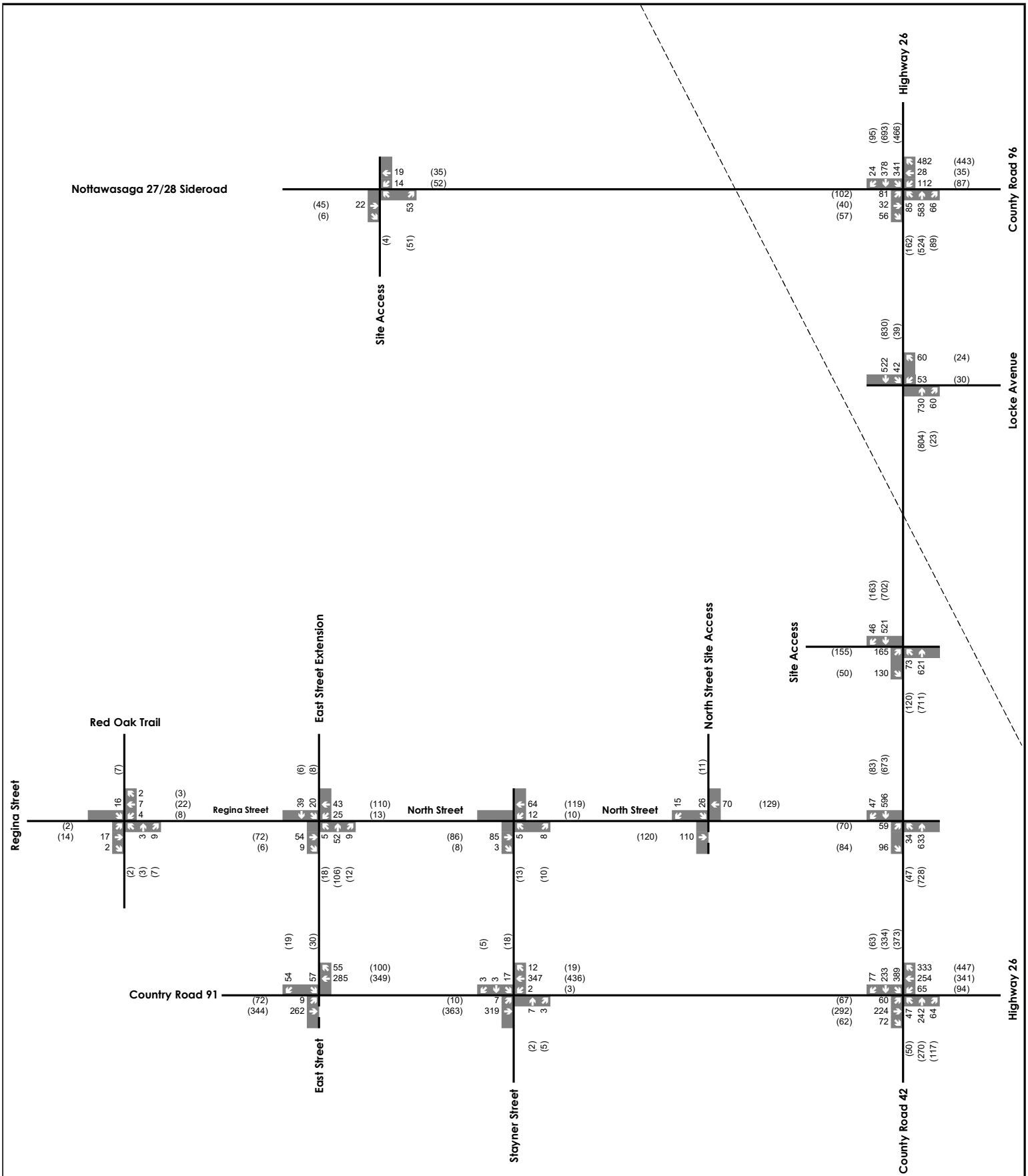
CROZIER CONSULTING ENGINEERS

Figure 11

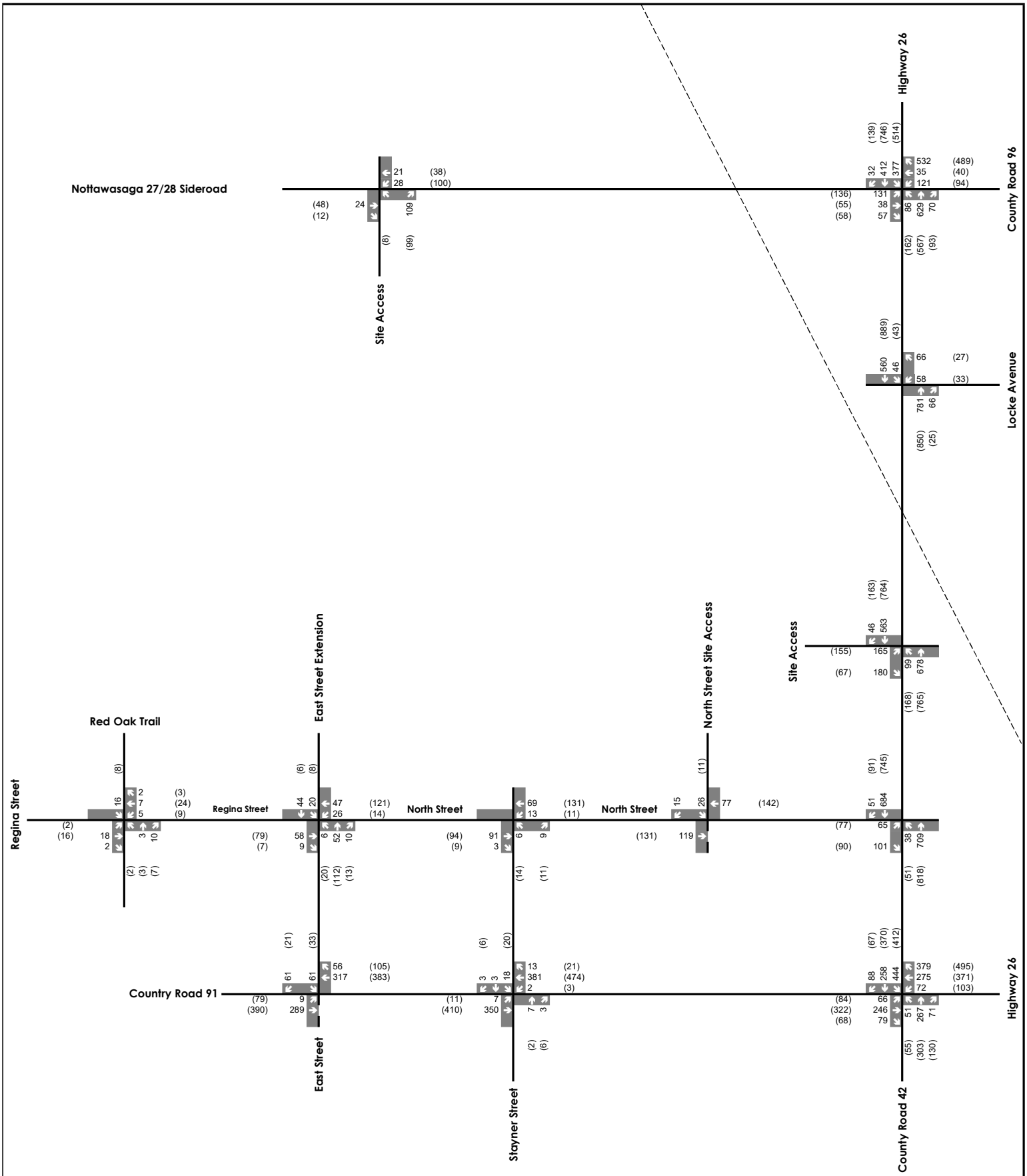
Project No. 1508-7498
Date. 2026-08-18
Analyst. AK



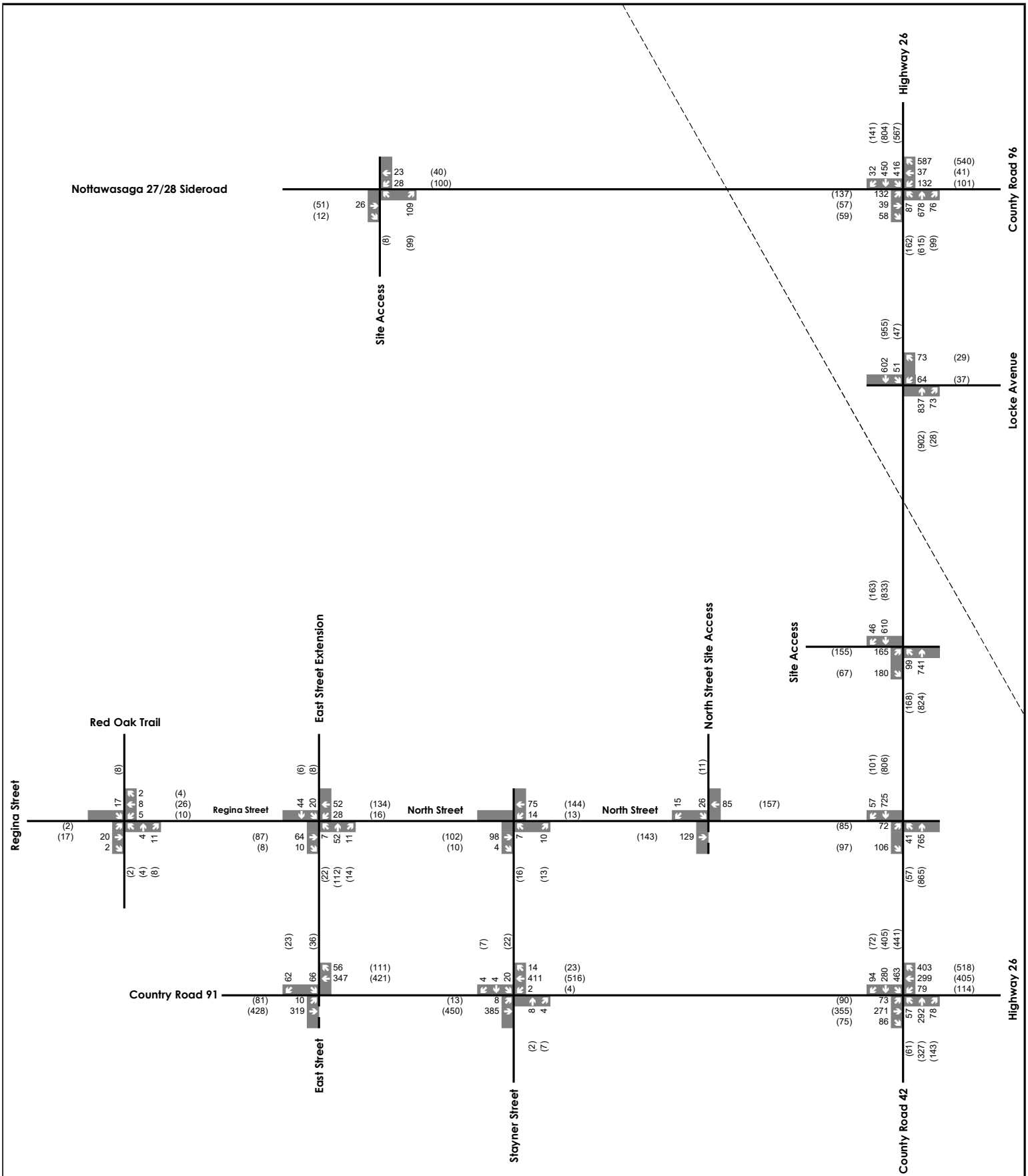
Legend	Bridle Park, Stayner	CROZIER CONSULTING ENGINEERS	Figure 12
xx A.M. Peak Hour Traffic Volumes (xx) P.M. Peak Hour Traffic Volumes	2031 Future Total Traffic Volumes		Project No. 1508-7498 Date. 2026-08-18 Analyst. AK



Legend	Bridle Park, Stayner	CROZIER CONSULTING ENGINEERS	Figure 13
xx A.M. Peak Hour Traffic Volumes (xx) P.M. Peak Hour Traffic Volumes	2036 Future Total Traffic Volumes		Project No. 1508-7498 Date. 2026-08-18 Analyst. AK



Legend	Bridle Park, Stayner	CROZIER CONSULTING ENGINEERS	Figure 14
xx A.M. Peak Hour Traffic Volumes (xx) P.M. Peak Hour Traffic Volumes	2041 Future Total Traffic Volumes		Project No. 1508-7498 Date. 2026-08-18 Analyst. AK



Legend	Bridle Park, Stayner	CROZIER CONSULTING ENGINEERS	Figure 15
xx A.M. Peak Hour Traffic Volumes (xx) P.M. Peak Hour Traffic Volumes	2046 Future Total Traffic Volumes		Project No. 1508-7498 Date. 2026-08-18 Analyst. AK

Table 23: 2031 Future Total Traffic Operations

Intersection	Performance Metrics						
	Movement	LOS[1]		Delay (s)		v/c ratio[2]	
		AM	PM	AM	PM	AM	PM
Highway 26 and Locke Avenue	**Overall**	**D**	**E**	**29.8**	**45.6**	**0.44**	**0.48**
	WBLR	D	E	29.8	45.6	0.44	0.40
	NBTR	A	A	0.0	0.0	0.41	0.48
	SBLT	A	A	1.4	1.3	0.05	0.05
Highway 26 and North Street	**Overall**	**D**	**F**	**26.9**	**62.9**	**0.44**	**0.75**
	EBLR	D	F	26.9	62.9	0.44	0.75
	NBLT	A	A	0.9	1.4	0.03	0.06
	SBTR	A	A	0.0	0.0	0.32	0.44
Highway 26 and County Road 96 (Nottawasaga 27/28 Sideroad)	**Overall**	**B**	**C**	**14.6**	**20.6**	**0.70**	**0.85**
	EBL	D	E	35.9	78.0	0.31	0.75
	EBTR	B	B	14.3	14.3	0.23	0.18
	WBL	C	C	32.3	29.4	0.38	0.23
	WBTR	B	A	10.4	8.9	0.70	0.64
	NBL	B	C	16.6	30.3	0.21	0.59
	NBT	C	C	23.4	28.2	0.67	0.70
	NBR	A	A	1.9	3.8	0.08	0.11
	SBL	A	C	9.2	26.0	0.55	0.85
	SBT	A	B	8.1	13.8	0.31	0.60
	SBR	A	A	0.1	2.2	0.02	0.05
Highway 26/County Road 42 and County Road 91	**Overall**	**B**	**B**	**15.4**	**17.3**	**0.64**	**0.75**
	EBL	B	B	15.5	16.4	0.14	0.15
	EBTR	B	C	17.6	20.9	0.46	0.58
	WBL	B	B	16.0	18.7	0.17	0.29
	WBT	B	C	17.3	20.3	0.36	0.52
	WBR	A	A	4.5	4.8	0.41	0.53
	NBL	C	C	20.9	20.8	0.20	0.22
	NBT	C	C	26.1	26.0	0.56	0.57
	NBR	A	A	1.2	5.2	0.14	0.26
	SBL	B	C	18.6	24.4	0.64	0.75
	SBTR	B	B	13.0	16.0	0.39	0.53
Regina Street and Red Oak Trail	**Overall**	**A**	**A**	**9.4**	**9.4**	**0.03**	**0.04**
	EBLTR	A	A	9.4	9.4	0.03	0.02
	WBLTR	A	A	9.2	9.3	0.02	0.04
	NBLTR	A	A	0.0	1.1	0.00	0.00
	SBLTR	A	A	7.3	7.2	0.01	0.00
Regina Street/North Street and East Street	**Overall**	**B**	**B**	**10.1**	**11.0**	**0.05**	**0.12**
	EBTR	A	A	0.0	0.0	0.00	0.00
	WBLT	A	A	2.4	0.9	0.01	0.01
	NBLR	A	B	9.9	11.0	0.05	0.12

Intersection	Performance Metrics						
	Movement	LOS[1]		Delay (s)		v/c ratio[2]	
		AM	PM	AM	PM	AM	PM
	SBLTR	B	B	10.1	10.7	0.04	0.01
North Street and Stayner Street	**Overall**	**A**	**A**	**7.4**	**7.6**	**0.10**	**0.16**
	EBTR	A	A	7.5	7.5	0.10	0.11
	WBLT	A	A	7.4	7.8	0.09	0.16
	NBLR	A	A	7.0	7.3	0.02	0.03
County Road 91 and East Street	**Overall**	**B**	**B**	**12.3**	**14.7**	**0.18**	**0.25**
	EBLT	A	A	0.2	1.4	0.01	0.04
	WBTR	A	A	0.0	0.0	0.18	0.25
	SBLR	B	B	12.3	14.7	0.13	0.11
County Road 91 and Stayner Street	**Overall**	**B**	**C**	**13.9**	**17.1**	**0.05**	**0.07**
	EBLTR	A	A	0.2	0.4	0.01	0.01
	WBLTR	A	A	0.1	0.1	0.00	0.00
	NBLTR	B	B	12.6	12.4	0.02	0.02
	SBLTR	B	C	13.9	17.1	0.05	0.07
Highway 26 and Bridle Park Site Access (Unsignalized)	**Overall**	**D**	**F**	**31.7**	**75.0**	**0.49**	**0.71**
	EBLR	D	F	31.7	75.0	0.49	0.71
	NBL	A	A	8.6	9.5	0.02	0.04
	NBT	A	A	0.0	0.0	0.36	0.42
	SBT	A	A	0.0	0.0	0.31	0.41
	SBR	A	A	0.0	0.0	0.01	0.05
Nottawasaga 27/28 Sideroad and Clearview Garden Site Access	**Overall**	**A**	**A**	**0.0**	**0.0**	**0.01**	**0.02**
	EBTR	A	A	0.0	0.0	0.01	0.02
	WBTL	A	A	0.0	0.0	0.00	0.00
	NBLR	A	A	0.0	0.0	0.00	0.00
North Street Site Access	**Overall**	**A**	**A**	**9.2**	**9.9**	**0.04**	**0.07**
	EBTL	A	A	0.0	0.0	0.00	0.00
	WBTR	A	A	0.0	0.0	0.04	0.07
	SBLR	A	A	9.2	9.9	0.03	0.01

Note 1: The Level of Service of a signalized intersection is based on the average control delay per vehicle (Synchro). .
Note 2: The critical v/c ratio is considered to be the maximum v/c ratio for a movement at the intersection. According to the Township of Clearview TIS Guidelines all v/c ratios of 0.85 or greater are identified for through/shared movements and 0.90 for exclusive for exclusive movements. Asterisks are used to denote v/c ratios less than 0.01.

Table 24: 2036 Future Total Traffic Operations

Intersection	Performance Metrics						
	Movement	LOS[1]		Delay (s)		v/c ratio[2]	
		AM	PM	AM	PM	AM	PM
Highway 26 and Locke Avenue	**Overall**	**F**	**F**	**92.6**	**356.5**	**0.82**	**1.28**
	WBLR	F	F	92.6	356.5	0.82	1.28
	NBTR	A	A	0.0	0.0	0.50	0.56
	SBLT	A	A	1.9	2.3	0.07	0.07
Highway 26 and North Street	**Overall**	**F**	**F**	**76.3**	**563.5**	**0.83**	**1.99**
	EBLR	F	F	76.3	563.5	0.83	1.99
	NBLT	A	A	1.1	2.1	0.04	0.08
	SBTR	A	A	0.0	0.0	0.40	0.51
Highway 26 and County Road 96 (Nottawasaga 27/28 Sideroad)	**Overall**	**C**	**C**	**22.4**	**32.8**	**0.81**	**0.89**
	EBL	D	E	46.2	61.8	0.52	0.69
	EBTR	C	C	21.8	29.5	0.31	0.35
	WBL	D	D	42.1	42.2	0.46	0.36
	WBTR	B	C	16.6	28.1	0.81	0.89
	NBL	A	B	8.8	18.3	0.16	0.53
	NBT	D	D	35.4	49.2	0.80	0.87
	NBR	A	A	0.3	1.4	0.09	0.15
	SBL	B	D	15.8	40.1	0.66	0.87
	SBT	B	C	13.8	25.3	0.38	0.77
	SBR	A	A	0.0	1.7	0.03	0.11
Highway 26/County Road 42 and County Road 91	**Overall**	**C**	**C**	**21.0**	**24.7**	**0.69**	**0.75**
	EBL	C	C	25.2	29.1	0.19	0.29
	EBTR	C	C	30.0	33.4	0.61	0.67
	WBL	C	C	26.7	34.0	0.25	0.45
	WBT	C	C	28.5	32.8	0.51	0.64
	WBR	A	A	6.0	5.7	0.51	0.59
	NBL	C	D	30.6	37.2	0.24	0.26
	NBT	D	D	37.6	45.6	0.65	0.72
	NBR	A	B	6.7	11.1	0.18	0.30
	SBL	B	C	17.7	23.2	0.69	0.75
	SBTR	B	B	12.7	17.8	0.37	0.49
Regina Street and Red Oak Trail	**Overall**	**A**	**A**	**9.6**	**9.4**	**0.03**	**0.05**
	EBLTR	A	A	9.6	9.4	0.03	0.02
	WBLTR	A	A	9.3	9.3	0.02	0.05
	NBLTR	A	A	0.0	1.0	0.00	0.00
	SBLTR	A	A	7.3	7.2	0.01	0.01
Regina Street/North Street and East Street	**Overall**	**B**	**B**	**11.0**	**12.1**	**0.11**	**0.23**
	EBTR	A	A	0.0	0.0	0.00	0.00
	WBLT	A	A	2.8	0.9	0.02	0.01
	NBLR	B	B	10.6	12.1	0.11	0.23

Intersection	Performance Metrics						
	Movement	LOS[1]		Delay (s)		v/c ratio[2]	
		AM	PM	AM	PM	AM	PM
	SBLTR	B	B	11.0	11.4	0.10	0.03
North Street and Stayner Street	**Overall**	**A**	**A**	**7.6**	**7.7**	**0.12**	**0.17**
	EBTR	A	A	7.7	7.6	0.12	0.13
	WBLT	A	A	7.5	7.9	0.10	0.17
	NBLR	A	A	7.1	7.4	0.02	0.04
County Road 91 and East Street	**Overall**	**B**	**C**	**13.6**	**17.7**	**0.22**	**0.29**
	EBLT	A	A	0.4	2.2	0.01	0.07
	WBTR	A	A	0.0	0.0	0.21	0.29
	SBLR	B	C	13.6	17.7	0.22	0.16
County Road 91 and Stayner Street	**Overall**	**C**	**C**	**15.5**	**20.3**	**0.07**	**0.10**
	EBLTR	A	A	0.2	0.4	0.01	0.01
	WBLTR	A	A	0.1	0.1	0.00	0.00
	NBLTR	B	B	13.8	13.4	0.02	0.02
	SBLTR	C	C	15.5	20.3	0.07	0.10
Highway 26 and Bridle Park Site Access (Signalized)	**Overall**	**B**	**B**	**13.3**	**12.8**	**0.71**	**0.73**
	EBLR	B	C	19.8	22.6	0.61	0.52
	NBL	A	B	8.7	15.7	0.24	0.52
	NBT	B	B	13.5	12.4	0.71	0.73
	SBT	B	B	11.0	12.1	0.59	0.72
	SBR	A	A	3.4	3.2	0.06	0.19
Nottawasaga 27/28 Sideroad and Clearview Garden Site Access	**Overall**	**A**	**A**	**8.6**	**8.9**	**0.06**	**0.06**
	EBTR	A	A	0.0	0.0	0.01	0.03
	WBTL	A	A	3.1	4.6	0.01	0.04
	NBLR	A	A	8.6	8.9	0.06	0.06
North Street Site Access	**Overall**	**A**	**B**	**9.4**	**10.1**	**0.05**	**0.08**
	EBTL	A	A	0.0	0.0	0.00	0.00
	WBTR	A	A	0.0	0.0	0.04	0.08
	SBLR	A	B	9.4	10.1	0.05	0.02

Note 1: The Level of Service of a signalized intersection is based on the average control delay per vehicle (Synchro). .
Note 2: The critical v/c ratio is considered to be the maximum v/c ratio for a movement at the intersection. According to the Township of Clearview TIS Guidelines all v/c ratios of 0.85 or greater are identified for through/shared movements and 0.90 for exclusive for exclusive movements. Asterisks are used to denote v/c ratios less than 0.01.

Table 25: 2041 Future Total Traffic Operations

Intersection	Performance Metrics						
	Movement	LOS[1]		Delay (s)		v/c ratio[2]	
		AM	PM	AM	PM	AM	PM
Highway 26 and Locke Avenue	**Overall**	**F**	**F**	**203.2**	**751.6**	**1.15**	**2.07**
	WBLR	F	F	203.2	751.6	1.15	2.07
	NBTR	A	A	0.0	0.0	0.54	0.59
	SBLT	A	A	2.3	3.0	0.09	0.09
Highway 26 and North Street	**Overall**	**F**	**F**	**227.7**	**3.0**	**1.27**	**3.92**
	EBLR	F	F	227.7	Err	1.27	3.92
	NBLT	A	A	1.4	3.0	0.05	0.10
	SBTR	A	A	0.0	0.0	0.46	0.56
Highway 26 and County Road 96 (Nottawasaga 27/28 Sideroad)	**Overall**	**C**	**D**	**32.0**	**44.4**	**0.94**	**1.00**
	EBL	F	F	103.7	117.8	0.94	1.00
	EBTR	C	D	26.6	38.8	0.36	0.46
	WBL	D	D	48.8	44.5	0.52	0.39
	WBTR	C	D	24.4	47.3	0.89	0.98
	NBL	A	C	9.9	20.8	0.17	0.57
	NBT	D	E	43.9	62.8	0.87	0.95
	NBR	A	A	0.3	1.7	0.10	0.15
	SBL	C	E	28.0	55.2	0.76	0.94
	SBT	B	C	13.8	26.4	0.39	0.78
	SBR	A	A	0.1	3.6	0.03	0.16
Highway 26/County Road 42 and County Road 91	**Overall**	**C**	**C**	**24.1**	**29.7**	**0.77**	**0.81**
	EBL	C	D	28.9	37.3	0.24	0.44
	EBTR	C	D	35.0	39.9	0.67	0.74
	WBL	C	D	31.8	47.3	0.33	0.61
	WBT	C	D	32.4	38.3	0.56	0.70
	WBR	A	A	6.4	6.0	0.56	0.63
	NBL	D	D	35.4	42.3	0.27	0.29
	NBT	D	D	43.7	54.6	0.71	0.79
	NBR	A	B	8.6	14.1	0.19	0.33
	SBL	C	C	21.9	30.5	0.77	0.81
	SBTR	B	B	13.7	19.2	0.40	0.51
Regina Street and Red Oak Trail	**Overall**	**A**	**A**	**9.6**	**9.4**	**0.03**	**0.05**
	EBLTR	A	A	9.6	9.4	0.03	0.03
	WBLTR	A	A	9.3	9.4	0.02	0.05
	NBLTR	A	A	0.0	1.0	0.00	0.00
	SBLTR	A	A	7.3	7.2	0.01	0.01
Regina Street/North Street and East Street	**Overall**	**B**	**B**	**11.1**	**12.5**	**0.11**	**0.25**
	EBTR	A	A	0.0	0.0	0.00	0.00
	WBLT	A	A	2.8	0.8	0.02	0.01
	NBLR	B	B	10.8	12.5	0.11	0.25

Intersection	Performance Metrics						
	Movement	LOS[1]		Delay (s)		v/c ratio[2]	
		AM	PM	AM	PM	AM	PM
	SBLTR	B	B	11.1	11.8	0.11	0.03
North Street and Stayner Street	**Overall**	**A**	**A**	**7.6**	**7.8**	**0.13**	**0.19**
	EBTR	A	A	7.7	7.7	0.13	0.14
	WBLT	A	A	7.6	8.0	0.11	0.19
	NBLR	A	A	7.1	7.5	0.02	0.04
County Road 91 and East Street	**Overall**	**B**	**C**	**14.6**	**20.2**	**0.26**	**0.31**
	EBLT	A	A	0.4	2.3	0.01	0.09
	WBTR	A	A	0.0	0.0	0.23	0.31
	SBLR	B	C	14.6	20.2	0.26	0.20
County Road 91 and Stayner Street	**Overall**	**C**	**C**	**16.8**	**24.2**	**0.08**	**0.14**
	EBLTR	A	A	0.2	0.4	0.01	0.01
	WBLTR	A	A	0.1	0.1	0.00	0.00
	NBLTR	B	B	14.6	14.2	0.03	0.02
	SBLTR	C	C	16.8	24.2	0.08	0.14
Highway 26 and Bridle Park Site Access	**Overall**	**B**	**B**	**15.2**	**15.6**	**0.75**	**0.81**
	EBLR	C	C	23.8	26.6	0.69	0.58
	NBL	B	D	11.1	38.4	0.36	0.81
	NBT	B	B	15.0	12.8	0.75	0.74
	SBT	B	B	11.8	12.7	0.62	0.74
	SBR	A	A	3.5	3.2	0.06	0.18
Nottawasaga 27/28 Sideroad and Clearview Garden Site Access	**Overall**	**A**	**A**	**8.9**	**9.3**	**0.11**	**0.12**
	EBTR	A	A	0.0	0.0	0.02	0.04
	WBTL	A	A	4.2	5.6	0.02	0.07
	NBLR	A	A	8.9	9.3	0.11	0.12
North Street Site Access	**Overall**	**A**	**B**	**9.5**	**10.3**	**0.05**	**0.09**
	EBTL	A	A	0.0	0.0	0.00	0.00
	WBTR	A	A	0.0	0.0	0.05	0.09
	SBLR	A	B	9.5	10.3	0.05	0.02

Note 1: The Level of Service of a signalized intersection is based on the average control delay per vehicle (Synchro). .
Note 2: The critical v/c ratio is considered to be the maximum v/c ratio for a movement at the intersection. According to the Township of Clearview TIS Guidelines all v/c ratios of 0.85 or greater are identified for through/shared movements and 0.90 for exclusive for exclusive movements. Asterisks are used to denote v/c ratios less than 0.01.

Table 26: 2046 Future Total Traffic Operations

Intersection	Performance Metrics						
	Movement	LOS[1]		Delay (s)		v/c ratio[2]	
		AM	PM	AM	PM	AM	PM
Highway 26 and Locke Avenue	**Overall**	**F**	**F**	**474.5**	**4.3**	**1.77**	**3.67**
	WBLR	**F**	**F**	**474.5**	**Err**	**1.77**	**3.67**
	NBTR	A	A	0.0	0.0	0.58	0.63
	SBLT	A	A	3.0	4.3	0.11	0.11
Highway 26 and North Street	**Overall**	**F**	**F**	**456.6**	**4.4**	**1.78**	**7.91**
	EBLR	**F**	**F**	**456.6**	**Err**	**1.78**	**7.91**
	NBLT	A	A	1.7	4.4	0.06	0.13
	SBTR	A	A	0.0	0.0	0.49	0.61
Highway 26 and County Road 96 (Nottawasaga 27/28 Sideroad)	**Overall**	**D**	**E**	**43.5**	**55.1**	**1.03**	**1.05**
	EBL	**F**	**F**	**129.6**	**130.1**	**1.03**	**1.04**
	EBTR	C	D	27.1	40.7	0.36	0.48
	WBL	D	D	51.2	46.6	0.55	0.43
	WBTR	D	**E**	39.5	**66.6**	**0.97**	**1.05**
	NBL	B	C	10.7	26.1	0.18	0.64
	NBT	**E**	**F**	**59.5**	**82.8**	**0.96**	**1.03**
	NBR	A	A	0.3	2.1	0.11	0.17
	SBL	D	**E**	46.7	**67.9**	0.87	**0.99**
	SBT	B	C	14.6	28.5	0.43	0.82
	SBR	A	A	0.1	3.6	0.03	0.15
Highway 26/County Road 42 and County Road 91	**Overall**	**C**	**D**	**27.4**	**36.2**	**0.81**	**0.87**
	EBL	C	D	32.2	46.8	0.30	0.57
	EBTR	D	D	40.1	46.3	0.74	0.81
	WBL	D	**F**	37.4	**82.0**	0.42	0.86
	WBT	D	D	35.8	43.1	0.61	0.76
	WBR	A	A	6.4	7.7	0.58	0.67
	NBL	D	D	39.1	46.7	0.30	0.33
	NBT	D	**E**	48.7	**63.4**	0.75	0.85
	NBR	B	B	10.3	16.0	0.21	0.36
	SBL	C	D	26.2	40.9	0.81	0.87
	SBTR	B	C	14.8	21.2	0.42	0.55
Regina Street and Red Oak Trail	**Overall**	**A**	**A**	**9.7**	**9.5**	**0.04**	**0.06**
	EBLTR	A	A	9.7	9.5	0.04	0.03
	WBLTR	A	A	9.4	9.4	0.02	0.06
	NBLTR	A	A	0.0	0.9	0.00	0.00
	SBLTR	A	A	7.3	7.2	0.02	0.01
Regina Street/North Street and East Street	**Overall**	**B**	**B**	**11.3**	**12.9**	**0.12**	**0.26**
	EBTR	A	A	0.0	0.0	0.00	0.00
	WBLT	A	A	2.7	0.9	0.02	0.01
	NBLR	B	B	10.9	12.9	0.12	0.26

Intersection	Performance Metrics						
	Movement	LOS[1]		Delay (s)		v/c ratio[2]	
		AM	PM	AM	PM	AM	PM
	SBLTR	B	B	11.3	12.1	0.12	0.03
North Street and Stayner Street	**Overall**	**A**	**A**	**7.7**	**8.0**	**0.14**	**0.21**
	EBTR	A	A	7.8	7.8	0.14	0.15
	WBLT	A	A	7.6	8.2	0.12	0.21
	NBLR	A	A	7.2	7.6	0.03	0.05
County Road 91 and East Street	**Overall**	**C**	**C**	**15.9**	**23.1**	**0.29**	**0.34**
	EBLT	A	A	0.4	2.4	0.01	0.09
	WBTR	A	A	0.0	0.0	0.25	0.34
	SBLR	C	C	15.9	23.1	0.29	0.24
County Road 91 and Stayner Street	**Overall**	**C**	**D**	**18.4**	**30.0**	**0.10**	**0.19**
	EBLTR	A	A	0.3	0.5	0.01	0.02
	WBLTR	A	A	0.1	0.1	0.00	0.00
	NBLTR	C	C	15.4	15.1	0.03	0.03
	SBLTR	C	D	18.4	30.0	0.10	0.19
Highway 26 and Bridle Park Site Access	**Overall**	**B**	**B**	**16.0**	**17.1**	**0.77**	**0.86**
	EBLR	C	C	27.5	30.8	0.72	0.62
	NBL	B	D	11.1	50.2	0.37	0.86
	NBT	B	B	15.6	13.1	0.77	0.76
	SBT	B	B	11.7	13.3	0.64	0.76
	SBR	A	A	3.3	3.3	0.06	0.17
Nottawasaga 27/28 Sideroad and Clearview Garden Site Access	**Overall**	**A**	**A**	**8.9**	**9.3**	**0.11**	**0.12**
	EBTR	A	A	0.0	0.0	0.02	0.04
	WBTL	A	A	4.1	5.6	0.02	0.07
	NBLR	A	A	8.9	9.3	0.11	0.12
North Street Site Access	**Overall**	**A**	**B**	**9.6**	**10.5**	**0.05**	**0.10**
	EBTL	A	A	0.0	0.0	0.00	0.00
	WBTR	A	A	0.0	0.0	0.05	0.10
	SBLR	A	B	9.6	10.5	0.05	0.02

Note 1: The Level of Service of a signalized intersection is based on the average control delay per vehicle (Synchro). .
Note 2: The critical v/c ratio is considered to be the maximum v/c ratio for a movement at the intersection. According to the Township of Clearview TIS Guidelines all v/c ratios of 0.85 or greater are identified for through/shared movements and 0.90 for exclusive for exclusive movements. Asterisks are used to denote v/c ratios less than 0.01.

Under the 2046 future total conditions, the intersection of Highway 26 and Locke Avenue is expected to continue to operate with a LOS "F" during the weekday a.m. and p.m. peak hours, with large delays. The maximum v/c ratio is expected to be 1.77 and greater than 2.0 during the weekday a.m. and p.m. peak periods, respectively. The p.m. peak hour experiences the greatest increase of over one. The increase in delay and volume-to-capacity is not linear with an increase in volumes with poor operations becoming much worse with any amount of growth.

Similarly, the intersection of Highway 26 and North Street is expected to operate with a LOS "F" during the weekday a.m. and p.m. peak hours. The overall intersection control delay is expected to be greater than 200 seconds and beyond the function of the model, during the weekday a.m. and

p.m. peak periods, respectively. The maximum v/c ratio is expected to be 1.78 and greater than 2.0 during the weekday a.m. and p.m. peak periods, respectively.

As previously noted, the synchro model does not review downstream impacts the same way a microsimulation does and additional gaps in traffic, improving operations may be provided. Given the proximity between the intersections of Locke Avenue, the proposed site access, and North Street on Highway 26, signalization of all three intersections is not recommended. However signalization would improve operations.

The intersection of Highway 26 and County Road 96/ Nottawasaga 27/28 Sideroad is expected to operate above capacity in the 2046 horizon, with an LOS "F" and a v/c ratio of 1.03 and 1.05 during the weekday a.m. and p.m. peak hours, respectively. Critical capacities are forecasted in the 2036 horizon with the buildout of the site and all background developments. The southbound left and westbound left movements are large contributors to the declining operations as they contribute more than 500 vehicle each in the p.m. peak hour. However, site generated traffic does not contribute to these movements.

The North Stayner Traffic Impact Study prepared by Burnside found that a multi-lane roundabout would support operations of the intersection into the 2037 study horizon. It was decided to proceed with signalization rather than a roundabout when intersection upgrades were made in 2023. As previously noted, geometric mitigations to support the operations, such as a channelized right-turn lane, are not feasible due to the constrains of existing buildings in the northeast quadrant.

All other intersections are expected to operate efficiently with capacity to accommodate future traffic volumes.

It is noted that changes in travel behaviours often occur when congestion and delays build on a corridor. Drivers may change their travel times, modes or routes to avoid certain areas during peak hour. However additional north-south routes through Stayner are limited.

Table 27, Table 28, Table 29 and **Table 30** outline the results of the 2031, 2036, 2041 and 2046 future total queuing assessment. Under the 2046 future total conditions, the queuing assessment indicates two movements where 95th percentile queues exceed the available auxiliary turn lane storage at Highway 26/County Road 42 and County Road 91These occasional excess queues can generally be managed within the taper of the auxiliary turn lane without creating substantial operational impacts. The remaining 95th percentile queues are expected be contained within their available storage lengths.

Table 27: 2031 Future Total Queuing Assessment

Intersection	Performance Metrics			
	Movement	95th Percentile Queue Length (m)		Auxiliary Lane Storage Length (m)
		AM	PM	
Highway 26 and County Road 96 (Nottawasaga 27/28 Sideroad)	EBL	15	38	115
	WBL	29	25	135
	NBL	19	41	165
	NBR	4	7	125
	SBL	31	63	215
	SBR	1	4	45
Highway 26/County Road 42 and County Road 91	EBL	13	13	30
	WBL	13	20	50
	WBR	15	18	65
	NBL	11	12	85
	NBR	2	9	50
	SBL	36	47	95
Highway 26 and Bridle Park Site Access	NBL	1	2	65
	SBR	0	0	15

Table 28: 2036 Future Total Queuing Assessment

Intersection	Performance Metrics			
	Movement	95th Percentile Queue Length (m)		Auxiliary Lane Storage Length (m)
		AM	PM	
Highway 26 and County Road 96 (Nottawasaga 27/28 Sideroad)	EBL	28	49	115
	WBL	37	34	135
	NBL	11	21	165
	NBR	0	3	125
	SBL	54	125	215
	SBR	0	6	45
Highway 26/County Road 42 and County Road 91	EBL	21	26	30
	WBL	23	37	50
	WBR	21	24	65
	NBL	19	25	85
	NBR	9	19	50
	SBL	67	86	95
Highway 26 and Bridle Park Site Access	NBL	11	23	65
	SBR	5	11	15

Table 29: 2041 Future Total Queuing Assessment

Intersection	Performance Metrics			
	Movement	95th Percentile Queue Length (m)		Auxiliary Lane Storage Length (m)
		AM	PM	
Highway 26 and County Road 96 (Nottawasaga 27/28 Sideroad)	EBL	61	73	115
	WBL	46	36	135
	NBL	11	21	165
	NBR	0	4	125
	SBL	80	172	215
	SBR	0	12	45
Highway 26/County Road 42 and County Road 91	EBL	25	**34**	30
	WBL	28	44	50
	WBR	23	25	65
	NBL	23	27	85
	NBR	11	25	50
	SBL	87	**114**	95
Highway 26 and Bridle Park Site Access	NBL	15	56	65
	SBR	5	11	15

Table 30: 2046 Future Total Queuing Assessment

Intersection	Performance Metrics			
	Movement	95th Percentile Queue Length (m)		Auxiliary Lane Storage Length (m)
		AM	PM	
Highway 26 and County Road 96 (Nottawasaga 27/28 Sideroad)	EBL	66	74	115
	WBL	56	38	135
	NBL	11	23	165
	NBR	0	6	125
	SBL	107	203	215
	SBR	0	12	45
Highway 26/County Road 42 and County Road 91	EBL	27	**40**	30
	WBL	31	**64**	50
	WBR	23	37	65
	NBL	25	30	85
	NBR	14	29	50
	SBL	**107**	**153**	95
Highway 26 and Bridle Park Site Access	NBL	15	61	65
	SBR	5	11	15

6.0 Site Plan Review

The development proposals of Bridle Park and Clearview Garden Estates include three new site accesses (Highway 26 Site Access, Nottawasaga 27/28 Sideroad Site Access and North Street Site Access), as well as the extension of two existing roadways (Red Oak Trail and East Street) that will provide transportation connections for the development areas.

This section evaluates the suitability of the site accesses from a transportation safety perspective and recommends mitigation measures, if warranted. It is noted that Red Oak Trail currently extends to the edge of the proposed development and was therefore not reviewed.

6.1 Intersection Sight Distance

The available sightlines at the proposed site accesses were measured and compared to the standard set out in the Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads (GDGCR). Section 9.9 of TAC GDGCR provides intersection sight distance for different intersection control types. The applicable cases are Case B1 – left turn from the minor road and Case B2 – right turn from the minor road. Intersection sight distance is calculated using equation 9.9.1 from the TAC GDGCR as outlined below:

$$ISD = 0.278 * V_{major} * t_g$$

Where;
ISD = Intersection Sight Distance
V_{major} = design speed of roadway (km/h)
t_g = assumed time gap for vehicles to turn from stop onto roadway (s)

The roadways fronting the proposed site accesses, have a posted/assumed speed limit of 50 km/h. Per Township's Engineering Standards, a design speed of 10 km/h above the posted speed limit is required. Accordingly, a design speed of 60 km/h was selected. In this case, the passenger design vehicle was used for the assessment given that this vehicle is expected to be the most common vehicle profile to use the intersection. The calculated and design sight distance is further summarized in TAC GDGCR Table 9.9.6 for vehicles turning right from stop and Table 9.9.4 for vehicles turning left from stop. **Table 31** summarizes the sight distance calculations.

Table 31: Intersection Sight Distance Assessment

Highway 26 Site Access		
Formula (TAC)	**ISD = 0.278 * V_{major} * t_g**	
Feature	**Case B1 – Left Turn**	**Case B2/B3 – Right Turn**
Time Gap	Left Turn: 7.5s + 0.0s = 7.5	Right Turn: 6.5s + 0.0s = 6.5s
Required Sight Distance	126 m (looking south)	109 m (looking north)
Available Sight Distance	300 m+ (looking south)	300 m+ (looking north)
Nottawasaga 27/28 Sideroad Site Access		
Feature	**Case B1 – Left Turn**	**Case B2/B3 – Right Turn**
Required Sight Distance	126m (looking east)	109m (looking west)
Available Sight Distance	300 m+ (looking east)	200 m (looking west)
East Street Extension		
Feature	**Case B1 – Left Turn**	**Case B2/B3 – Right Turn**
Required Sight Distance	126m (looking west)	109m (looking east)
Available Sight Distance	170 m (looking west)	300 m+ (looking east)
North Street Site Access		
Feature	**Case B1 – Left Turn**	**Case B2/B3 – Right Turn**
Required Sight Distance	126m (looking west)	109m (looking east)
Available Sight Distance	230 m (looking west)	300 m+ (looking east)

The available sight distance for the proposed site accesses meets the minimum sight distance requirements for Case B1 (Left Turn from the Minor Road) and Case B2/B3 (Right Turn / Crossing Maneuver from the Minor Road).

6.2 Intersection Spacing

Clearview Gardens Site Access and Nottawasaga 27/28 Sideroad

Per Section 9.4.2.3 of the TAC GDGCR, the minimum spacing between three leg intersections on a local road is 40 m and between three and four-legged intersections along a collector road is 60 m. Should the sideroad be upgraded in the future to an aerial road, intersection spacing of approximately 400 m is recommended by TAC. More than 600 m of spacing between the Clearview Gardens Site Access and the western access to the Cityscape development is currently provided. More than a kilometre and a half of spacing is provided to the west of the proposed access.

Bridle Parking Site Access and Highway 26

The frontage of the site along Highway 26 is within a connecting link and is under the jurisdiction of the Township. While Highway 26 may be considered as an arterial road within the connecting link, the existing intersection spacing cannot meet the 400 m requirement. Treating it as a collector road, more than 60 m of spacing will be provided at the proposed site access. Approximately 100 m of spacing will be available to the north to Locke Street, with over a kilometre if measured to 27/28 Sideroad Nottawasaga. To the south approximately 210 m of spacing is provided to North Street.

East Street Extension

The roadway is proposed to align with the existing location of East Street at North Street.

North Street Site Access

The North Street Access is proposed through a neighbouring development block. The intersection is planned to be offset approximately 50 m to the east of Stayner St. The roadway will me more than 300 m from Highway 26 and more than 500 m from Forest Crescent, exceeding the 60 m collector spacing.

7.0 Multi-Modal Connectivity

Multi-modal transportation considers various methods of moving people from one point to another, such as passenger cars, buses, bikes, e-bikes/scooters and walking. Promoting multi-modal connectivity supports the reduction in single occupancy vehicles on the roadway and greater transportation demand management for a development. Active transportation often plays a key role in connecting people from homes and business to available transit services.

7.1 Multi-Modal Trips

The ITE trip generation manual provides a breakdown of the multi-modal trip generation for each land use code associated with the proposed development. It is noted that for LUC 210 (Single-Family Detached Housing) and LUC 520 (Elementary School), the trips associated with active transportation modes were not available.

Table 32: Multi-modal Trip Generation

Land Use (Units/GFA)	Units	Trip Type	AM			PM		
			Inbound	Outbound	Total	Inbound	Outbound	Total
215 – Single-Family Attached Housing	168 Units	Pedestrian	4	14	18	18	9	27
		Transit	0	0	0	0	0	0
		Cycle	1	1	2	2	3	5
		Vehicle	21	63	84	50	38	88

Furthermore, the 2022 Transportation Tomorrow Survey (TTS) data was reviewed to determine the expected existing modal split for trips to the proposed subdivision. TTS is a comprehensive survey of transportation characteristics of households in the Greater Golden Horseshoe and surrounding areas.

Results were filtered to trips entering the 2006 TTS Zone 8617, which captures trips from the Clearview Meadows Elementary School and the Stayner Collegiate Institute, located to the east of Highway 26, for the purpose of school during the weekday a.m. peak hour. Results were filtered to trips entering the 2006 TTS Zones 8615,8616,8617 and 8558, for the purpose of home-based trips during the weekday p.m. peak hour.

Table 33 outlines the existing modal split. **Appendix I** contains the TTS results.

Table 33: TTS Modal Split

Mode	Percentage of Trips	
	School	Residential
Walk	11%	5%
Transit	63%	0%
Automobile	26%	95%

Thus, 74% of school trips in the a.m. peak hour are expected to be non-auto related. Furthermore, 5% of residential trips in the p.m. peak hour are expected to be walking trips. Based on this modal split, the trip generation used in the analysis is considered to be conservative.

7.2 Pedestrian Crossing

As previously discussed, the existing pedestrian crossing on the north approach of the intersection of North Street and Highway 26 provides protected connection across the roadway. An unsignalized crossing is also present at the Train Trail. Should signalization of the site access, Locke Avenue or North Street proceed, the crossings should be recommended to be removed or integrated into the signalized intersection to prioritize connectivity, while not creating multiple locations of congestion and conflict.

7.3 Connectivity to Train Trail

The Train Trail, or the Clearview Train Trail is a crushed gravel linear trail that connects to the Collingwood Train Trail. This multi-use trail follows an abandoned rail line and is used by hikers and bikers. There are opportunities to connect the Train Trail to the proposed roadways internal to the subdivision, promoting its use and active transportation options for the community.

8.0 Conclusions and Recommendations

The following are key finding of the study:

- The existing study area intersections currently operate with acceptable Levels of Service and sufficient reserve capacity, with no queue storage deficiencies.
- Future background growth and developments will increase congestion at Highway 26 intersections, particularly at North Street and Locke Avenue, where a LOS "F" is forecasted for the minor approaches during peak periods.
    - These operations are not uncommon of stop-controlled intersections on arterial roadways. While signalization is not warranted, it would improve operations and provide gaps to adjacent intersections.
- At full-buildout of the proposed development is expected to generate 492 and 212 two-way external trips during the weekday a.m. and p.m. peak hours, respectively.
- The future total network (including site traffic) generally operates acceptably with mitigation, and widespread capacity deficiencies are not anticipated.
    - The intersections of Locke Avenue, North Street and the Bridle Park Site Access on Highway 26 operate poorly under unsignalized conditions. Based on the through

volumes forecasted and geometry constrains with widening the roadway, signalization is the only appropriate mitigation. Due to the proximity of the intersections, signalization of all three is not recommended.

- The intersection of Highway 26 and 27/28 Sideroad Nottawasaga/County Road 96 is also expected to operate above capacity for certain movements. Mitigations for the volumes forecasted for the southbound left and westbound right movements have geomantic limitations.

The following recommendations have been made for consideration the buildout of Bridle Park and overall development in the area:

- Signalization of the local road connection to Highway 26 to support safe and efficient ingress/egress and improve overall operations.
- Provision of left-turn lane and right-turn on Highway 26, dependant on geometric feasibility.
- Optimization of signal timing splits and cycle length at:
  - Highway 26 and County Road 91
  - Highway 26 and County Road 96/ Nottawasaga 27/28 Sideroad
- Ongoing monitoring of operations at Highway 26 / North Street and Highway 26 / Locke Avenue to determine if additional signalization warranted.

Overall, with the implementation of these measures, the proposed development can be accommodated within the surrounding transportation network, though greater peak hour delays for minor approaches along the Highway 26 corridor are expected. Changes in travel behaviours often occur when congestion and delays build on a corridor, however additional roadways through Stayner are limited.

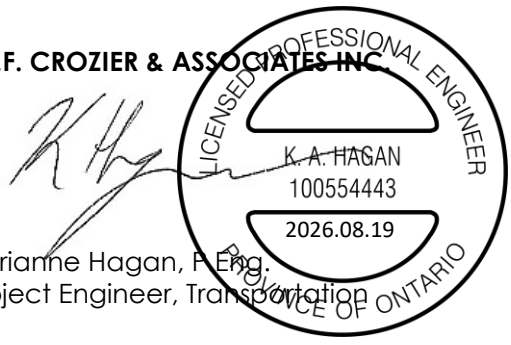
Please refence the separate Functional Traffic Design Study, for additional details regarding the internal roadways. Please feel free to contact the undersigned for any further information required.

Respectfully submitted,

C.F. CROZIER & ASSOCIATES INC.

Aiman Khan
Engineering Intern, Transportation

C.F. CROZIER & ASSOCIATES INC.



Kerianne Hagan, P.Eng.
Project Engineer, Transportation

J:\1500\1508-Kingsman Group\7498 - Bridle Park Stayner\Reports\1st Submission\7498_Transportation\7498_Transportation Impact Study (August 2026).docx

APPENDIX A

Correspondence

Aiman Khan

From: Aiman Khan
Sent: January 8, 2026 1:56 PM
To: Mulrenin, Colin (MTO)
Cc: Kerianne Hagan; Nugent, Phillip (MTO)
Subject: RE: MTO Permit Control Area - Bridle Park, Stayner - 1508-7498

Hi Colin,

Thank you for the introduction, Colin. We will reach out to Philip going forward in Simcoe County. We will ensure the MTO is circulated on the TIS submission to allow for review and comment on new intersections and improvements within the connecting link.

Thank you,
Aiman Khan
Engineering Intern, Transportation Planning, Transportation
Office: 905.876.5063
Collingwood | Milton | Toronto | Bradford | Guelph

Proudly supporting our communities.
Click to learn more.

CROZIER

This email was sent on behalf of C.F. Crozier & Associates Inc. and may contain confidential and/or privileged information for the sole use of the intended recipient. If you have received this email in error, please contact the sender and delete all copies. Any review or distribution by anyone other than the intended recipient is strictly prohibited.

From: Mulrenin, Colin (MTO) <Colin.Mulrenin@ontario.ca>
Sent: January 8, 2026 1:30 PM
To: Aiman Khan <aiman.khan@cfcrozier.ca>
Cc: Kerianne Hagan <khagan@cfcrozier.ca>; Nugent, Phillip (MTO) <Phillip.Nugent@ontario.ca>
Subject: RE: MTO Permit Control Area - Bridle Park, Stayner - 1508-7498

Hi Aiman,

The project is not located within MTO permit control and permits will not be required. However, the proposed connection to Highway 26 is located on the Connecting Link and we have an office that will want to comment on that specifically if it's included in the next submission.

Please also be advised that Phillip Nugent is now the SPM for Simcoe region and should be the point of contact for any questions or submissions.

Regards,

Colin Mulrenin (He/Him)
Senior Project Manager (York) | Highway Corridor Management Section
Ministry Of Transportation | Ontario Public Service
437-533-9427 | colin.mulrenin@ontario.ca

7th Floor
159 Sir William Hearst Avenue
Toronto ON Postal Code M3M 0B7

Ontario
Taking pride in strengthening Ontario, its places and its people

---

From: Aiman Khan <aiman.khan@cfcrozier.ca>
Sent: January 8, 2026 12:02 PM
To: Mulrenin, Colin (MTO) <Colin.Mulrenin@ontario.ca>
Cc: Kerianne Hagan <khagan@cfcrozier.ca>
Subject: MTO Permit Control Area - Bridle Park, Stayner - 1508-7498

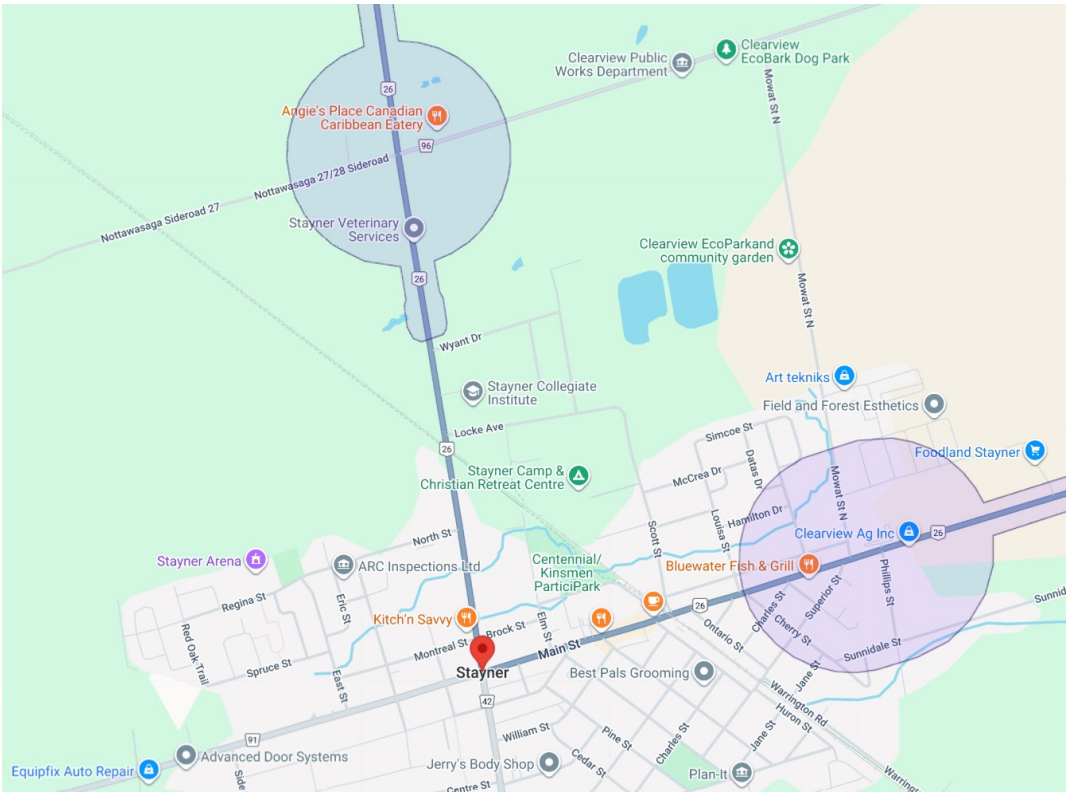
CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good morning Colin,

I hope you are doing well.

We are reaching out regarding a development application related to the Bridle Park Subdivision in Stayner, Township of Clearview, Simcoe County.

The Township has requested that we reach out to the MTO for input on the development application. However, per the MTO Controlled Areas Map, the proposed development (shown in the attached concept plan) is not located within an MTO-controlled area (see image below).



Would you still like us to forward the terms of reference to you for review by the MTO?

Thank you
Aiman Khan
Engineering Intern, Transportation Planning, Transportation
Office: 905.876.5063
Collingwood | Milton | Toronto | Bradford | Guelph

Proudly supporting our communities.
Click to learn more.

CROZIER

This email was sent on behalf of C.F. Crozier & Associates Inc. and may contain confidential and/or privileged information for the sole use of the intended recipient. If you have received this email in error, please contact the sender and delete all copies. Any review or distribution by anyone other than the intended recipient is strictly prohibited.

R.J. Burnside & Associates Limited 3 Ronell Crescent Collingwood ON L9Y 4J6 CANADA
telephone (705) 446-0515 **fax** (226) 526-9660 **web** www.rjburnside.com

BURNSIDE
[THE DIFFERENCE IS OUR PEOPLE]

January 26, 2026

Via: Email

Rossalyn Workman MURP, Dipl.MM, MCIP, RPP
Manager of Planning
Township of Clearview
217 Gideon Street
Stayner ON L0M 1S0

Dear Rossalyn:

Re: Bridle Park TIS Terms of Reference Peer Review
Stayner, Township of Clearview
Project No.: 300060984.0000

This letter documents the peer review of the proposed term of reference (ToR) submitted by C.F. Crozier & Associates for the Bridle Park Subdivision TIS in an email dated January 8, 2026. The submitted ToR is provided in Attachment 1. We are in agreement with the ToR with the following additional comments:

1. The Transportation Impact Study (TIS) should be completed in accordance with the Township's Engineering Design Criteria Standards (October 2025).
2. Intersection spacing along the proposed collector road should be considered.
3. Provide recommendations for traffic calming and speed control along the proposed collector road.
4. MTO approval of the ToR to be provided.
5. The sufficiency of connectivity (vehicular, emergency access and active transportation) to the road network to the south should be reviewed.

Yours truly,

R.J. Burnside & Associates Limited

Rebecca Rust
Transportation Planner
RR:cvh

Henry Centen, P.Eng.
Senior Engineer – Transportation

Enclosure Attachment 1: Submitted Terms of Reference

Other than by the addressee, copying or distribution of this document, in whole or in part, is not permitted without the express written consent of R.J. Burnside & Associates Limited.

Rebecca Rust

From: Patti Kennedy <pkennedy@clearview.ca>
Sent: Tuesday, January 13, 2026 1:57 PM
To: Jennifer Georgas
Cc: Christine Taggart
Subject: FW: Terms of Reference - Bridle Park, Stayner - 1508-7498
Attachments: Signal Timing Hwy 26 at CR 42.jpg; 25650 + 1.9 - 26 & Nottawasaga 27-28 - 22-06-23.xlsm; 5. Concept Plan - Combined Plan.pdf; 2022 ToR Correspondence.pdf

Hi Jennifer, just further to this request by Rossalyn regarding confirmation of the below TOR, we should now be referring these applicants to our Engineering Standards.

Happy to discuss further.

Regards,

Patti Kennedy, C.E.T.
Manager of Engineering
Township of Clearview
(705) 428-6230 ext. 268
(705) 441-4083 (cell)
pkennedy@clearview.ca

From: Rossalyn Workman <rworkman@clearview.ca>
Sent: January 13, 2026 1:51 PM
To: Jennifer Georgas <jennifer.georgas@rjburnside.com>
Cc: aiman.khan@cfcrozier.ca; Kerianne Hagan <khagan@cfcrozier.ca>; Doherty, Chris <Chris.Doherty@simcoe.ca>; Patti Kennedy <pkennedy@clearview.ca>; Christine Taggart <ctaggart@clearview.ca>
Subject: FW: Terms of Reference - Bridle Park, Stayner - 1508-7498

Hi Jennifer
When you have comment could you please review the Terms of Reference for the Traffic Study and let us know if there are items that missings.
Thanks Rossalyn

Rossalyn Workman MURP, Dipl.MM, MCIP, RPP (she/her)
Manager of Planning
Township of Clearview
705-428-6230 ext. 248
rworkman@clearview.ca

My office hours are 8:30am to 4:30pm Monday to Friday.

Clearview has released a new Draft Zoning By-law. Learn more, find the Open House dates, and submit your comments on the Zoning By-law Review webpage.

CLEARVIEW TOWNSHIP

Zoning By-law Review

From: Aiman Khan <aiman.khan@cfcrozier.ca>
Sent: January 8, 2026 2:12 PM
To: Rossalyn Workman <rworkman@clearview.ca>; Chris Doherty <chris.doherty@simcoe.ca>
Cc: Kerianne Hagan <khagan@cfcrozier.ca>
Subject: Terms of Reference - Bridle Park, Stayner - 1508-7498

You don't often get email from aiman.khan@cfcrozier.ca. Learn why this is important

CAUTION: This email originated from outside of the Clearview email system. DO NOT open attachments or click links you were not specifically expecting, even from known senders.

Good afternoon,

C.F. Crozier & Associates has been retained to prepare a Traffic Impact Study (TIS) to review the traffic impacts and potential mitigation measures required to support the Bridle Park Subdivision in Stayner, Township of Clearview, Simcoe County. A Terms of Reference (ToR) was previously submitted on September 22, 2022, and comments were received on October 3, 2022. The previous terms of reference correspondence are attached to this email for your reference. Turning movement count data was collected on June 24, 2025 and signal timing data was provided (see attached).

Please see the following for the updated ToR:

An original TIS was submitted in September 2013 by Mark Engineering. This TIS would be prepared to satisfy the Draft Plan Conditions and assess any changes to the Draft Plan.

Please advise if the Terms of Reference (TOR) outlined below are acceptable. If you are not the correct person for correspondence, I would appreciate it if you could direct me to the correct contact.
The Transportation Impact Study will follow Simcoe County TIS Guidelines. We have circulated the TOR with both the Township and the County. The Terms of Reference are as follows:

Traffic Data/Study Intersections

- Highway 26 and Locke Avenue/Site Access
- Highway 26 and North Street
- Highway 26 and County Road 96 (Nottawasaga 27/28 Sideroad)
- Highway 26/County Road 42 and County Road 91
- Regina Street and Red Oak Trail
- Regina Street/North Street and East Street
- North Street and Stayner Street
- County Road 91 and East Street
- County Road 91 and Stayner Street
- Site Access and County Road 96 (Nottawasaga 27/28 Sideroad)

Analysis Periods and Scenarios

Analysis of weekday a.m. and p.m. peak hours will be used to capture the peak hours associated with the residential development. It has been assumed that the proposed development ill be completed within 10 years. Accordingly, the horizon years of 2036, 2041 and 2046 will be analyzed, representing assumed full build out, 5, and 10 years from the study date. The interim horizon year of 2031 will also be analysed to assess 50% build-out of the site.

Background Growth

A growth rate of 2.0% per year will be applied to the boundary road network as consistent with historical data and previous studies undertaken in Stayner.

Background Developments

Per the North Stayner Highway Traffic Impact Study (Burnside, 2018), we included the Cityscape Development, Emerald Creek Estates Subdivision and Clearview Garden Estates (shown on the concept plan) as part of the background developments.

Future Total Volumes

- We will forecast the trip generation characteristics of the development using the ITE Trip Generation Manual, 12th Edition.
- We will distribute trips to the boundary road network based on Transportation Tomorrow Survey Data. This may be adjusted based on observed travel patterns and previously used trip distributions.
- Site generated trips and future background traffic volumes will be combined to establish the future total traffic volumes.

Access Geometrics

- We will review the proposed site accesses from a geometrics and safety perspective.
- We will recommend warranted mitigation measures based on future total conditions.
- Phasing of external accesses will be reviewed to ensure adequate emergency access.

Multi-Modal Connectivity

- A high-level assessment of connectivity for other modes (transit, pedestrian, cyclist) will be conducted.
- Connectivity to the high school, crossing the rail trail and crossing Highway 26 will be reviewed.

We trust that the above is acceptable. Should you have any questions or concerns, please feel free to contact us.

Thank you,

Aiman Khan
Engineering Intern, Transportation Planning, Transportation
Office: 905.876.5063
Collingwood | Milton | Toronto | Bradford | Guelph

Proudly supporting our communities.
Click to learn more.

CROZIER

This email was sent on behalf of C.F. Crozier & Associates Inc. and may contain confidential and/or privileged information for the sole use of the intended recipient. If you have received this email in error, please contact the sender and delete all copies. Any review or distribution by anyone other than the intended recipient is strictly prohibited.



CONFIDENTIALITY NOTICE: This e-mail message (including attachments, if any) is intended for the use of the individual or entity to which it is addressed and may contain information that is privileged, proprietary, confidential and exempt from disclosure. 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 permanently delete this email.



CONFIDENTIALITY NOTICE: This e-mail message (including attachments, if any) is intended for the use of the individual or entity to which it is addressed and may contain information that is privileged, proprietary, confidential and exempt from disclosure. 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 permanently delete this email.

Aiman Khan

From: Doherty, Chris <Chris.Doherty@simcoe.ca>
Sent: January 13, 2026 11:56 AM
To: Aiman Khan; Rossalyn Workman
Cc: Kerianne Hagan
Subject: RE: Terms of Reference - Bridle Park, Stayner - 1508-7498

Hi Aiman,

Sorry for the delay in getting back to you. The TOR's as presented below are acceptable to the County.

Regards,

Chris Doherty, C. Tech.
Engineering Tech
County of Simcoe

From: Aiman Khan <aiman.khan@cfcrozier.ca>
Sent: Thursday, January 08, 2026 2:12 PM
To: Rossalyn Workman <rworkman@clearview.ca>; Doherty, Chris <Chris.Doherty@simcoe.ca>
Cc: Kerianne Hagan <khagan@cfcrozier.ca>
Subject: Terms of Reference - Bridle Park, Stayner - 1508-7498

You don't often get email from aiman.khan@cfcrozier.ca. Learn why this is important

Good afternoon,

C.F. Crozier & Associates has been retained to prepare a Traffic Impact Study (TIS) to review the traffic impacts and potential mitigation measures required to support the Bridle Park Subdivision in Stayner, Township of Clearview, Simcoe County. A Terms of Reference (ToR) was previously submitted on September 22, 2022, and comments were received on October 3, 2022. The previous terms of reference correspondence are attached to this email for your reference. Turning movement count data was collected on June 24, 2025 and signal timing data was provided (see attached).

Please see the following for the updated ToR:

An original TIS was submitted in September 2013 by Mark Engineering. This TIS would be prepared to satisfy the Draft Plan Conditions and assess any changes to the Draft Plan.

Please advise if the Terms of Reference (TOR) outlined below are acceptable. If you are not the correct person for correspondence, I would appreciate it if you could direct me to the correct contact.
The Transportation Impact Study will follow Simcoe County TIS Guidelines. We have circulated the TOR with both the Township and the County. The Terms of Reference are as follows:

Traffic Data/Study Intersections

- Highway 26 and Locke Avenue/Site Access
- Highway 26 and North Street
- Highway 26 and County Road 96 (Nottawasaga 27/28 Sideroad)
- Highway 26/County Road 42 and County Road 91
- Regina Street and Red Oak Trail

- Regina Street/North Street and East Street
- North Street and Stayner Street
- County Road 91 and East Street
- County Road 91 and Stayner Street
- Site Access and County Road 96 (Nottawasaga 27/28 Sideroad)

Analysis Periods and Scenarios

Analysis of weekday a.m. and p.m. peak hours will be used to capture the peak hours associated with the residential development. It has been assumed that the proposed development ill be completed within 10 years. Accordingly, the horizon years of 2036, 2041 and 2046 will be analyzed, representing assumed full build out, 5, and 10 years from the study date. The interim horizon year of 2031 will also be analysed to assess 50% build-out of the site.

Background Growth

A growth rate of 2.0% per year will be applied to the boundary road network as consistent with historical data and previous studies undertaken in Stayner.

Background Developments

Per the North Stayner Highway Traffic Impact Study (Burnside, 2018), we included the Cityscape Development, Emerald Creek Estates Subdivision and Clearview Garden Estates (shown on the concept plan) as part of the background developments.

Future Total Volumes

- We will forecast the trip generation characteristics of the development using the ITE Trip Generation Manual, 12th Edition.
- We will distribute trips to the boundary road network based on Transportation Tomorrow Survey Data. This may be adjusted based on observed travel patterns and previously used trip distributions.
- Site generated trips and future background traffic volumes will be combined to establish the future total traffic volumes.

Access Geometrics

- We will review the proposed site accesses from a geometrics and safety perspective.
- We will recommend warranted mitigation measures based on future total conditions.
- Phasing of external accesses will be reviewed to ensure adequate emergency access.

Multi-Modal Connectivity

- A high-level assessment of connectivity for other modes (transit, pedestrian, cyclist) will be conducted.
- Connectivity to the high school, crossing the rail trail and crossing Highway 26 will be reviewed.

We trust that the above is acceptable. Should you have any questions or concerns, please feel free to contact us.

Thank you,

Aiman Khan
Engineering Intern, Transportation Planning, Transportation
Office: 905.876.5063
Collingwood | Milton | Toronto | Bradford | Guelph

Proudly supporting our communities.
Click to learn more.

This email was sent on behalf of C.F. Crozier & Associates Inc. and may contain confidential and/or privileged information for the sole use of the intended recipient. If you have received this email in error, please contact the sender and delete all copies. Any review or distribution by anyone other than the intended recipient is strictly prohibited.

Aiman Khan

From: Madeleine Ferguson
Sent: October 27, 2022 10:42 AM
To: Henry Centen; Jennifer Georgas
Cc: Emma Howlett; Travis Gibson; Shayne Connors
Subject: RE: Terms of Reference for Review - Bridle Park Subdivision - Stayner

Categories: Filed to Sharepoint

Good morning Henry,

Thank you for the additional feedback. Agreed, the TIS will include a review of the access configurations and provide justification from a variety of perspectives. Ultimately we will work with the Town to confirm the optimal/preferred location.

Regards,

Maddie

Madeleine Ferguson, P.Eng. | Manager of Transportation
1 First Street, Suite 200 | Collingwood, ON L9Y 1A1
T: 705.446.3510



Crozier Connections:

Read our latest news and announcements here.

From: Henry Centen <Henry.Centen@rjburnside.com>
Sent: October 21, 2022 3:23 PM
To: Madeleine Ferguson <mferguson@cfcrozier.ca>; Jennifer Georgas <Jennifer.Georgas@rjburnside.com>
Cc: Emma Howlett <ehowlett@cfcrozier.ca>; Travis Gibson <tgibson@cfcrozier.ca>; Shayne Connors <sconnors@mhbcplan.com>
Subject: RE: Terms of Reference for Review - Bridle Park Subdivision - Stayner

Hi Madeleine,

My comments are in red below.

Cheers,

Henry Centen, P. Eng.

R.J. Burnside & Associates Limited

From: Madeleine Ferguson <mferguson@cfcrozier.ca>
Sent: Thursday, October 20, 2022 12:49 PM
To: Henry Centen <Henry.Centen@rjburnside.com>; Jennifer Georgas <Jennifer.Georgas@rjburnside.com>
Cc: Emma Howlett <ehowlett@cfcrozier.ca>; Travis Gibson <tgibson@cfcrozier.ca>; Shayne Connors <sconnors@mhbcplan.com>
Subject: RE: Terms of Reference for Review - Bridle Park Subdivision - Stayner

Hi Henry,

Thank you for providing comments on our Traffic Impact Study Terms of Reference. There are just a couple items we would like to clarify as they relate to the Draft Plan Conditions. Draft Plan Condition E9 states that southerly road connections should be contemplated, not required. And that the connections to be contemplated include the extension of Red Oak Trail and a connection to the existing municipal lands (269 Regina Street). We would review these options through the TIS and then work with the Township to confirm the desired connection location. Can you please clarify if you are in agreement with this interpretation? I've pasted a screenshot of condition E9 below. The Draft Conditions were drafted by the Township and I was not involved. It is clear that the decision on the southerly road connections must be to the satisfaction of the Township. I suggest you provide assessment of the connection requirements, taking into account the connectivity requirements for both traffic circulation, emergency access, active transportation connectivity, maintenance, integration of neighbourhoods etc., rather than simply considering traffic operations. The decision as to the number of access points and their location will be made by the Township, with our peer review of your TIS being one of the considerations.

Regarding the Highway 26 connection, the exact location is still being assessed internally. Just to clarify, Block 28 has been amalgamated with Blocks 6 and 29, to form one new Block 6 (see attached Redline Draft Plan). As for a connection opposite Locke Avenue, I believe the lands opposite it are outside of the Client's ownership limit, and would also require a second crossing of the rail trail. We have not discussed a Highway 26 connection with Town staff yet and will continue to review options internally and provide discussion in our TIS. As noted in the Draft Condition, the suitability of a connection to Highway 26 and its location is to be decided by the Township. Therefore, it is premature to comment on the constraint noted, without a more detailed review being provided, and peer reviewed, to guide the Township in this decision. Further redline revisions to the Block structure in the redlined Draft Plan may be required, if a connection to Highway 26 is ultimately required.

If you are in agreement with the above, we would appreciate circulating the clarification with the rest of the team/Town staff.
Thanks,
Maddie

E9*	The owner shall submit to the municipality for review and approval, a final traffic impact study ind anticipated traffic volumes generated by the subdivision and their impact upon the proposed road ne proposed intersections with any existing or future roads. The study shall identify any additional may be required to deal with traffic impacts and such requirements, to the satisfaction of the mu shall be incorporated in the works at the owner's expense. The Traffic Impact Study shall contemplate southerly road connections to the Subdivision. The c must be determined, to the satisfaction of the municipality, and agreed upon prior to final app southerly connections to be contemplated include the extension north of Red Oak Trail to Street connection between Street 'A' to the existing municipal lands located at 269 Regina Street, the loca determined to the Township's satisfaction. The required roads shall be built to urban municipal sta Depending on the final design plan for Block 6, the final Traffic Impact Study may also contemplate th of the creation of a new entrance to Highway 26 (Connecting Link) from the subject develop determination of the suitability of such a link, and the location and design requirements if suitable, s decision of the municipality and shall be designed and constructed to the municipality's satisfaction

Madeleine Ferguson, P.Eng. | Manager of Transportation
1 First Street, Suite 200 | Collingwood, ON L9Y 1A1
T: 705.446.3510

CROZIER
CONSULTING ENGINEERS

Crozier Connections:

Read our latest news and announcements here.

From: Rossalyn Workman <rworkman@clearview.ca>
Sent: October 3, 2022 3:11 PM
To: Emma Howlett <ehowlett@cfcrozier.ca>
Cc: Dan Perreault <dperreault@clearview.ca>; Mara Burton <mburton@clearview.ca>; Chris Doherty <chris.doherty@simcoe.ca>; Peter Dorton <peter.dorton@ontario.ca>; Kris Menzies <kmenzies@mhbcplan.com>; Shayne Connors <sconnors@mhbcplan.com>; Jennifer Georgas <Jennifer.Georgas@rjburnside.com>
Subject: FW: Terms of Reference for Review - Bridle Park Subdivision - Stayner

Hi Emma

Please see below comments in red from Henry Centen, R.J. Burnsides.

I'm also attaching the draft plan conditions for the Bridle Park and the most up to date draft plan.

Let me know if you have any additional questions.

Thanks Rossalyn

Rossalyn Workman MURP, RPP, Dipl.M.M.,
Community Planner, Approvals and Policy
Township of Clearview
705-428-6230 ext. 248
rworkman@clearview.ca

From: Emma Howlett <ehowlett@cfcrozier.ca>
Sent: September 22, 2022 11:50 AM
To: Rossalyn Workman <rworkman@clearview.ca>; Chris Doherty <chris.doherty@simcoe.ca>
Cc: Dan Perreault <dperreault@clearview.ca>; Madeleine Ferguson <mferguson@cfcrozier.ca>
Subject: Terms of Reference for Review - Bridle Park Subdivision - Stayner

CAUTION: This email originated from outside of the Clearview email system. DO NOT open attachments or click links you were not specifically expecting, even from known senders.

Hello Chris and Rossalyn

C.F. Crozier & Associates has been retained to prepare a Traffic Impact Study (TIS) to review the traffic impacts and potential mitigation measures required to support the Bridle Park Subdivision in Stayner, Township of Clearview, Simcoe County. An original TIS was submitted in September 2013 by Mark Engineering. This TIS would be prepared to satisfy the Draft Plan Conditions and assess any changes to the Draft Plan. The site is proposed to connect to Highway 26 between Locke Avenue and North Street, with secondary connections to North Street which are still being determined. The Draft Conditions require that connections also be provided to Street A via an extension of Red Oak Trail and via a connection to the municipal lands at 269 Regina Street (Community Centre). The Draft Conditions also require the consideration of the viability of connecting to the Highway 26 Connecting Link, with the suitability of the location to be determined by the Township. It is my understanding that the Township prefers the connection to the Highway 26 Connecting link to be opposite to Locke Avenue. The Study Area of the TIS should be expanded to include these additional connections. The development is anticipated to generate 500 and 700 two-way trips in the a.m. and p.m. peak hours, respectively.

Please advise if the Terms of Reference (TOR) outlined below are acceptable. If you are not the correct person for correspondence, I would appreciate it if you could direct me to the correct contact.

The Transportation Impact Report will follow Simcoe County TIS Guidelines. We have circulated the TOR with both the Township and the County. The Terms of Reference are as follows:

Traffic Data/Study Intersections

- Highway 26 and North Street
- Highway 26/County Road 42 and County Road 91/Highway 26
- Highway 26 and Locke Avenue
- East Street and North Street
- County Road 91 and East Street
- The proposed site accesses The accesses to include intersections at Street A / North Street and at Highway 26 / East Connection, plus inclusion of the extension of Red Oak Trail to Street A and the connection between Street A and 269 Regina Street.

  Also add Stayner Street / North Street and Stayner Street / County Road 91 to study area intersections.

Analysis Periods and Scenarios

Analysis of weekday a.m. and p.m. peak hours will be used to capture the peak hours associated with the residential development. It has been assumed that the proposed development will be completed within 10 years. Accordingly, the horizon years of 2032, 3037 and 2042 will be analyzed, representing assumed full build out, 5, and 10 years from the study date. The interim horizon year of 2027 will also be analysed to assess 50% build-out of the site.

Background Growth

A growth rate of 2.0% per year will be applied to the boundary road network as consistent with historical data and previous studies undertaken in Stayner.

Background Developments

Based on a recent site visit, we noted that Ridgeview, Royal Vintage, 172822 Ontario, Crawford Homes, and Chapman Quebec Street have units under construction. Can you please confirm how many units are left to be constructed and occupied so we can appropriately forecast traffic volumes? Additionally, please advise of any other adjacent active developments that should be included in our analysis. Please also provide any background information (i.e. concept plan, TIS, etc.) that we can review as part of our assessment. Please refer to the *North Stayner Highway Traffic Impact Study* (Burnside, 2018) for the phasing of other developments in this area.

Future Total Volumes

- We will forecast the trip generation characteristics of the development using the ITE Trip Generation Manual, 11th Edition.
- We will distribute trips to the boundary road network based on Transportation Tomorrow Survey Data. This may be adjusted based on observed travel patterns and previously used trip distributions.
- Site generated trips and future background traffic volumes will be combined to establish the future total traffic volumes.

Access Geometrics

- We will review the proposed site accesses from a geometrics and safety perspective
- We will recommend warranted mitigation measures based on future total conditions

Add assessment of connectivity for other modes (transit, pedestrian, cyclist). Connectivity to the high school, crossing the rail trail and crossing Highway 26 should also be reviewed.

Phasing of external accesses should be reviewed to ensure adequate emergency access.

Block 28 appears to be a potential connection to Highway 26. A sensitivity analysis should be provided to consider the connectivity requirements and impacts of this connection. The impacts of the North/South access connectivity through the existing neighbourhoods to the south and proposed neighbourhoods to the north should be reviewed, with consideration of the functional classification of the road network in those areas.

Assuming that the proposed development will trigger additional signalization along the Highway 26 Connecting Link, please reach out to MTO for comments on the TIS terms of reference.

We trust that the above is acceptable. Should you have any questions or concerns, please feel free to contact us.

Thank you,

Emma Howlett, EIT | Engineering Intern
1 First Street, Suite 200 | Collingwood, ON L9Y 1A1
T: 705.446.3510

CROZIER
CONSULTING ENGINEERS

Crozier Connections:

Read our latest news and announcements here.

This email was sent on behalf of C.F. Crozier & Associates Inc. and may contain confidential and/or privileged information for the sole use of the intended recipient. If you have received this email in error, please contact the sender and delete all copies. Any review or distribution by anyone other than the intended recipient is strictly prohibited.

In response to the COVID-19 pandemic, Clearview Township has implemented strategies to ensure we stay connected safely. Please exercise physical distancing & follow health guidelines. Face coverings are not mandatory but are currently being recommended in all indoor public spaces. The Township is offering in-person services 8:30 to 4:30 Monday through Friday, however, we encourage you to check ahead by making an appointment if you require more than just cashier services. Please contact staff by phone (705) 428 - 6230 or email which is available in the staff list located on our website. All service delivery announcements for the public will continue to be communicated through the township website, www.clearview.ca and on Twitter, @Clearview_twp. Subscribe to notifications on the Township's homepage to stay up to date. We appreciate and thank you for your patience and understanding.

CLEARVIEW

Clearview Township
Box 200
217 Gideon St.
Stayner, Ontario L0M 1S0

T: 705.428.6230
F: 705.428.0288
www.clearview.ca

CONFIDENTIALITY NOTICE: This e-mail message (including attachments, if any) is intended for the use of the individual or entity to which it is addressed and may contain information that is privileged, proprietary, confidential and exempt from disclosure. 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 permanently delete this email.

In response to the COVID-19 pandemic, Clearview Township has implemented strategies to ensure we stay connected safely. Please exercise physical distancing & follow health guidelines. Face coverings are not mandatory but are currently being recommended in all indoor public spaces. The Township is offering in-person services 8:30 to 4:30 Monday through Friday, however, we encourage you to check ahead by making an appointment if you require more than just cashier services. Please contact staff by phone (705) 428 - 6230 or email which is available in the staff list located on our website. All service delivery announcements for the public will continue to be communicated through the township website, www.clearview.ca and on Twitter, @Clearview_twp. Subscribe to notifications on the Township's homepage to stay up to date. We appreciate and thank you for your patience and understanding.



CONFIDENTIALITY NOTICE: This e-mail message (including attachments, if any) is intended for the use of the individual or entity to which it is addressed and may contain information that is privileged, proprietary, confidential and exempt from disclosure. 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 permanently delete this email.

APPENDIX B

Relevant Maps

CLEARVIEW

PUBLIC TRANSIT MAP

- Bus Stops
- Bus Transfer Locations
- Clearview Bus Route
- Reset Route (No Stops)

Scale: 1:10,000

Clearview Transit Map v. 2025-07-03-01:58

This map, either in whole or in part, may not be reproduced without the written authority from © 2025 (The Corporation of the Township of Clearview)
Produced (in part) under license from:
© The Corporation of the County of Simcoe;
© Her Majesty the Queen in Right of Canada, Department of Natural Resources:
© Queens Printer, Ontario Ministry of Natural Resources:
© Teranet Enterprises Inc. and its suppliers:
© Members of the Ontario Geospatial Data Exchange.
All rights reserved. THIS IS NOT A PLAN OF SURVEY.

BUS STOP

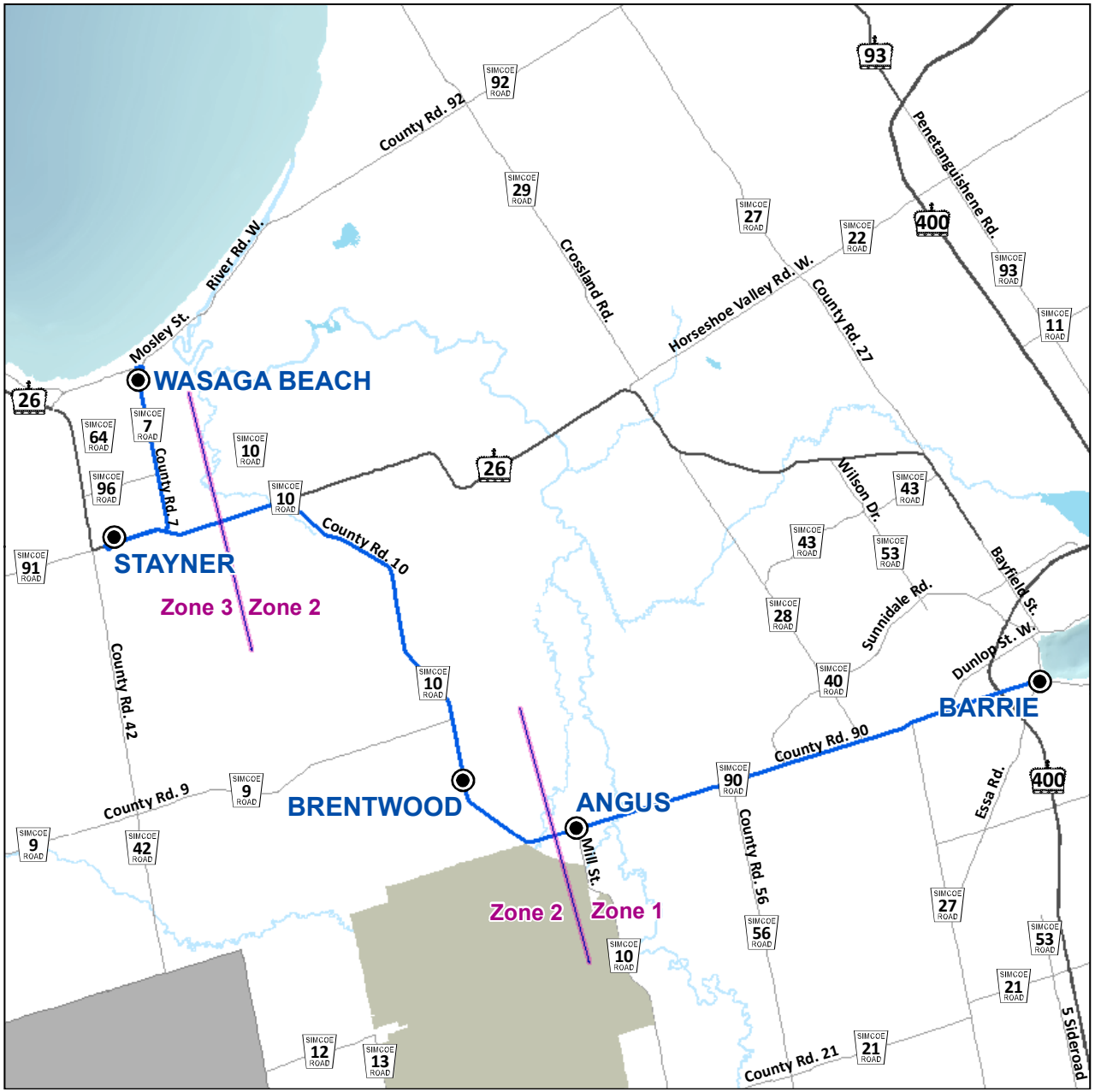
Look for the bus stop sign at the numbered locations

1st STOP

To Wasaga Beach with stops at Superstore & Ramblewood Medical Centre

1:40,000

Route Map



Fare Structure

Route 2 is divided into three **Fare Zones** and rates are based on distance travelled. Children 5 years and younger ride for free.

ZONE	LOCATION
Zone 1	Barrie, Allandale Waterfront Station
Zone 1	Angus, Commerce Road
Zone 2	Brentwood, Community Centre
Zone 3	Stayner, Clearview Administration Center
Zone 3	Wasaga Beach, 45th St. S. and Knox Road W.
Zone 3	Wasaga Beach, 25 45th St. S.

From/To	Zone 1	Zone 2	Zone 3
Zone 1	$2.00	$4.00	$6.00
Zone 2	$4.00	$2.00	$4.00
Zone 3	$6.00	$4.00	$2.00

Use Our Fare Calculator at linx.simcoe.ca

Smoking is strictly prohibited on LINX buses and at bus stops

Holiday Service
There is no service on statutory holidays.

Lost and Found
Please call Customer Service at 1-800-263-3199 Monday to Friday between 8 a.m. and 5 p.m. for assistance.

APPENDIX C

Traffic Data

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Morning Peak Diagram

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

One Hour Peak
From: 7:45:00
To: 8:45:00

Municipality: Stayner
Site #: 2510900001
Intersection: HWY 26 & Locke Ave
TFR File #: 1
Count date: 24-Jun-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: HWY 26 runs N/S

North Leg Total: 766
North Entering: 326
North Peds: 0
Peds Cross: ⋈

Buses	2	6	8
Trucks	8	0	8
Cars	283	27	310
Totals	293	33	

Buses	11
Trucks	8
Cars	421
Totals	440

East Leg Total: 171
East Entering: 90
East Peds: 13
Peds Cross: ⋈

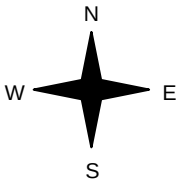


HWY 26



Cars	Trucks	Buses	Totals
45	0	3	48
40	0	2	42
85	0	5	





Locke Ave



Cars	Trucks	Buses	Totals
75	0	6	81



HWY 26

Cars	323		
Trucks	8		
Buses	4		
Totals	335		



Cars	376	48	424
Trucks	8	0	8
Buses	8	0	8
Totals	392	48	

Peds Cross: ⋈
South Peds: 1
South Entering: 440
South Leg Total: 775

Comments

Accu-Traffic Inc.

Afternoon Peak Diagram

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

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

Municipality: Stayner
Site #: 2510900001
Intersection: HWY 26 & Locke Ave
TFR File #: 1
Count date: 24-Jun-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: HWY 26 runs N/S

North Leg Total: 868
North Entering: 487
North Peds: 0
Peds Cross: ⋈

Buses	4	0	4
Trucks	7	0	7
Cars	445	31	476
Totals	456	31	

Buses	1
Trucks	2
Cars	378
Totals	381

East Leg Total: 92
East Entering: 43
East Peds: 2
Peds Cross: ⋈

HWY 26

	Cars	Trucks	Buses	Totals
	19	0	0	19
	23	0	1	24
	42	0	1	

N
W E
S

Locke Ave

Cars	Trucks	Buses	Totals
49	0	0	49

HWY 26

Cars	468		
Trucks	7		
Buses	5		
Totals	480		

Cars	359	18	377
Trucks	2	0	2
Buses	1	0	1
Totals	362	18	

Peds Cross: ⋈
South Peds: 0
South Entering: 380
South Leg Total: 860

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Total Count Diagram

Municipality: Stayner
Site #: 2510900001
Intersection: HWY 26 & Locke Ave
TFR File #: 1
Count date: 24-Jun-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: HWY 26 runs N/S

North Leg Total: 5485
North Entering: 2781
North Peds: 0
Peds Cross: ⋈

Buses	18	6	24
Trucks	69	0	69
Cars	2533	155	2688
Totals	2620	161	

Buses	21
Trucks	86
Cars	2597
Totals	2704

East Leg Total: 612
East Entering: 324
East Peds: 19
Peds Cross: ⋈

HWY 26

Cars	Trucks	Buses	Totals
187	0	3	190
125	0	9	134
312	0	12	

N
W E
S

Locke Ave

Cars	Trucks	Buses	Totals
282	0	6	288

HWY 26

Cars	2658		
Trucks	69		
Buses	27		
Totals	2754		

Cars	2410	127	2537
Trucks	86	0	86
Buses	18	0	18
Totals	2514	127	

Peds Cross: ⋈
South Peds: 1
South Entering: 2641
South Leg Total: 5395

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: HWY 26 & Locke Ave | **Count Date:** 24-Jun-25 | **Municipality:** Stayner

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
6:00:00	0	0	0	0	0
7:00:00	3	144	0	147	0
8:00:00	13	289	0	302	0
9:00:00	27	287	0	314	0
10:00:00	17	300	0	317	0
15:00:00	0	0	0	0	0
16:00:00	28	420	0	448	0
17:00:00	29	453	0	482	0
18:00:00	24	429	0	453	0
19:00:00	20	298	0	318	0
Totals:	161	2620	0	2781	0

North/South Total Approaches: 5422

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
6:00:00	0	0	0	0	0
7:00:00	0	187	1	188	0
8:00:00	0	309	17	326	0
9:00:00	0	390	49	439	1
10:00:00	0	335	6	341	0
15:00:00	0	0	0	0	0
16:00:00	0	352	9	361	0
17:00:00	0	346	18	364	0
18:00:00	0	335	11	346	0
19:00:00	0	260	16	276	0
S Totals:	0	2514	127	2641	1

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
6:00:00	0	0	0	0	0
7:00:00	1	0	17	18	0
8:00:00	12	0	28	40	4
9:00:00	40	0	50	90	10
10:00:00	17	0	22	39	3
15:00:00	0	0	0	0	0
16:00:00	15	0	30	45	0
17:00:00	19	0	16	35	2
18:00:00	20	0	17	37	0
19:00:00	10	0	10	20	0
Totals:	134	0	190	324	19

East/West Total Approaches: 324

West Approach Totals

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

Calculated Values for Traffic Crossing Major Street

Hours Ending:	7:00	8:00	9:00	10:00	16:00	17:00	18:00	19:00
Crossing Values:	1	12	41	17	15	19	20	10

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 24-Jun-25 Site #: 2510900001

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Buses - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	26	26	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	59	33	0	0	0	0	7	4	0	0	0	0	1	1	0	0	0	0
6:45:00	0	0	88	29	0	0	0	0	8	1	0	0	0	0	2	1	0	0	0	0
7:00:00	3	3	131	43	0	0	0	0	10	2	0	0	0	0	3	1	0	0	0	0
7:15:00	6	3	194	63	0	0	0	0	10	0	0	0	0	0	6	3	0	0	0	0
7:30:00	7	1	260	66	0	0	0	0	12	2	0	0	0	0	8	2	0	0	0	0
7:45:00	8	1	341	81	0	0	0	0	14	2	0	0	0	0	9	1	0	0	0	0
8:00:00	16	8	409	68	0	0	0	0	15	1	0	0	0	0	9	0	0	0	0	0
8:15:00	24	8	480	71	0	0	0	0	17	2	0	0	5	5	11	2	0	0	0	0
8:30:00	27	3	549	69	0	0	0	0	22	5	0	0	6	1	11	0	0	0	0	0
8:45:00	35	8	624	75	0	0	0	0	22	0	0	0	6	0	11	0	0	0	0	0
9:00:00	37	2	685	61	0	0	0	0	24	2	0	0	6	0	11	0	0	0	0	0
9:15:00	42	5	758	73	0	0	0	0	26	2	0	0	6	0	11	0	0	0	0	0
9:30:00	47	5	826	68	0	0	0	0	30	4	0	0	6	0	11	0	0	0	0	0
9:45:00	52	5	892	66	0	0	0	0	31	1	0	0	6	0	11	0	0	0	0	0
10:00:00	54	2	975	83	0	0	0	0	34	3	0	0	6	0	11	0	0	0	0	0
10:15:00	54	0	975	0	0	0	0	0	34	0	0	0	6	0	11	0	0	0	0	0
15:00:00	54	0	975	0	0	0	0	0	34	0	0	0	6	0	11	0	0	0	0	0
15:15:00	59	5	1063	88	0	0	0	0	39	5	0	0	6	0	11	0	0	0	0	0
15:30:00	67	8	1173	110	0	0	0	0	48	9	0	0	6	0	11	0	0	0	0	0
15:45:00	75	8	1285	112	0	0	0	0	53	5	0	0	6	0	12	1	0	0	0	0
16:00:00	82	7	1374	89	0	0	0	0	53	0	0	0	6	0	13	1	0	0	0	0
16:15:00	85	3	1469	95	0	0	0	0	55	2	0	0	6	0	14	1	0	0	0	0
16:30:00	94	9	1608	139	0	0	0	0	57	2	0	0	6	0	15	1	0	0	0	0
16:45:00	105	11	1709	101	0	0	0	0	60	3	0	0	6	0	15	0	0	0	0	0
17:00:00	111	6	1816	107	0	0	0	0	62	2	0	0	6	0	15	0	0	0	0	0
17:15:00	116	5	1914	98	0	0	0	0	62	0	0	0	6	0	18	3	0	0	0	0
17:30:00	125	9	2040	126	0	0	0	0	63	1	0	0	6	0	18	0	0	0	0	0
17:45:00	130	5	2151	111	0	0	0	0	67	4	0	0	6	0	18	0	0	0	0	0
18:00:00	135	5	2237	86	0	0	0	0	67	0	0	0	6	0	18	0	0	0	0	0
18:15:00	141	6	2308	71	0	0	0	0	67	0	0	0	6	0	18	0	0	0	0	0
18:30:00	145	4	2392	84	0	0	0	0	68	1	0	0	6	0	18	0	0	0	0	0
18:45:00	150	5	2462	70	0	0	0	0	68	0	0	0	6	0	18	0	0	0	0	0
19:00:00	155	5	2533	71	0	0	0	0	69	1	0	0	6	0	18	0	0	0	0	0
19:15:00	155	0	2533	0	0	0	0	0	69	0	0	0	6	0	18	0	0	0	0	0
19:15:15	155	0	2533	0	0	0	0	0	69	0	0	0	6	0	18	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 24-Jun-25 Site #: 2510900001

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Buses - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	0	0	11	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	0	0	17	6	0	0	0	0	0	0	1	1	0	0	0	0	0	0
7:15:00	0	0	0	0	24	7	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:30:00	1	1	0	0	26	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:45:00	8	7	0	0	38	12	0	0	0	0	0	0	1	0	0	0	0	0	1	1
8:00:00	11	3	0	0	45	7	0	0	0	0	0	0	2	1	0	0	0	0	4	3
8:15:00	13	2	0	0	55	10	0	0	0	0	0	0	2	0	0	0	0	0	9	5
8:30:00	34	21	0	0	67	12	0	0	0	0	0	0	3	1	0	0	3	3	14	5
8:45:00	48	14	0	0	83	16	0	0	0	0	0	0	3	0	0	0	3	0	14	0
9:00:00	49	1	0	0	92	9	0	0	0	0	0	0	4	1	0	0	3	0	14	0
9:15:00	55	6	0	0	97	5	0	0	0	0	0	0	4	0	0	0	3	0	15	1
9:30:00	59	4	0	0	102	5	0	0	0	0	0	0	4	0	0	0	3	0	15	0
9:45:00	62	3	0	0	111	9	0	0	0	0	0	0	4	0	0	0	3	0	16	1
10:00:00	65	3	0	0	114	3	0	0	0	0	0	0	5	1	0	0	3	0	17	1
10:15:00	65	0	0	0	114	0	0	0	0	0	0	0	5	0	0	0	3	0	17	0
15:00:00	65	0	0	0	114	0	0	0	0	0	0	0	5	0	0	0	3	0	17	0
15:15:00	71	6	0	0	123	9	0	0	0	0	0	0	5	0	0	0	3	0	17	0
15:30:00	76	5	0	0	134	11	0	0	0	0	0	0	5	0	0	0	3	0	17	0
15:45:00	77	1	0	0	140	6	0	0	0	0	0	0	6	1	0	0	3	0	17	0
16:00:00	79	2	0	0	144	4	0	0	0	0	0	0	6	0	0	0	3	0	17	0
16:15:00	81	2	0	0	147	3	0	0	0	0	0	0	6	0	0	0	3	0	17	0
16:30:00	86	5	0	0	153	6	0	0	0	0	0	0	6	0	0	0	3	0	17	0
16:45:00	92	6	0	0	157	4	0	0	0	0	0	0	6	0	0	0	3	0	17	0
17:00:00	97	5	0	0	160	3	0	0	0	0	0	0	7	1	0	0	3	0	19	2
17:15:00	104	7	0	0	166	6	0	0	0	0	0	0	7	0	0	0	3	0	19	0
17:30:00	107	3	0	0	170	4	0	0	0	0	0	0	7	0	0	0	3	0	19	0
17:45:00	112	5	0	0	176	6	0	0	0	0	0	0	7	0	0	0	3	0	19	0
18:00:00	116	4	0	0	177	1	0	0	0	0	0	0	8	1	0	0	3	0	19	0
18:15:00	120	4	0	0	185	8	0	0	0	0	0	0	8	0	0	0	3	0	19	0
18:30:00	122	2	0	0	185	0	0	0	0	0	0	0	8	0	0	0	3	0	19	0
18:45:00	124	2	0	0	186	1	0	0	0	0	0	0	8	0	0	0	3	0	19	0
19:00:00	125	1	0	0	187	1	0	0	0	0	0	0	9	1	0	0	3	0	19	0
19:15:00	125	0	0	0	187	0	0	0	0	0	0	0	9	0	0	0	3	0	19	0
19:15:15	125	0	0	0	187	0	0	0	0	0	0	0	9	0	0	0	3	0	19	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 24-Jun-25 Site #: 2510900001

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Buses - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	22	22	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	57	35	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	108	51	1	1	0	0	9	6	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	172	64	1	0	0	0	15	6	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	232	60	1	0	0	0	21	6	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	298	66	4	3	0	0	24	3	0	0	0	0	2	2	0	0	0	0
7:45:00	0	0	374	76	12	8	0	0	29	5	0	0	0	0	2	0	0	0	0	0
8:00:00	0	0	463	89	18	6	0	0	31	2	0	0	0	0	2	0	0	0	0	0
8:15:00	0	0	563	100	29	11	0	0	32	1	0	0	0	0	10	8	0	0	1	1
8:30:00	0	0	646	83	58	29	0	0	34	2	0	0	0	0	10	0	0	0	1	0
8:45:00	0	0	750	104	60	2	0	0	37	3	0	0	0	0	10	0	0	0	1	0
9:00:00	0	0	830	80	67	7	0	0	45	8	0	0	0	0	11	1	0	0	1	0
9:15:00	0	0	905	75	68	1	0	0	51	6	0	0	0	0	12	1	0	0	1	0
9:30:00	0	0	978	73	73	5	0	0	58	7	0	0	0	0	13	1	0	0	1	0
9:45:00	0	0	1066	88	73	0	0	0	60	2	0	0	0	0	13	0	0	0	1	0
10:00:00	0	0	1144	78	73	0	0	0	63	3	0	0	0	0	14	1	0	0	1	0
10:15:00	0	0	1144	0	73	0	0	0	63	0	0	0	0	0	14	0	0	0	1	0
15:00:00	0	0	1144	0	73	0	0	0	63	0	0	0	0	0	14	0	0	0	1	0
15:15:00	0	0	1213	69	75	2	0	0	65	2	0	0	0	0	15	1	0	0	1	0
15:30:00	0	0	1301	88	77	2	0	0	66	1	0	0	0	0	16	1	0	0	1	0
15:45:00	0	0	1402	101	80	3	0	0	68	2	0	0	0	0	17	1	0	0	1	0
16:00:00	0	0	1486	84	82	2	0	0	70	2	0	0	0	0	17	0	0	0	1	0
16:15:00	0	0	1561	75	84	2	0	0	72	2	0	0	0	0	17	0	0	0	1	0
16:30:00	0	0	1656	95	89	5	0	0	72	0	0	0	0	0	17	0	0	0	1	0
16:45:00	0	0	1739	83	97	8	0	0	74	2	0	0	0	0	17	0	0	0	1	0
17:00:00	0	0	1827	88	100	3	0	0	74	0	0	0	0	0	18	1	0	0	1	0
17:15:00	0	0	1920	93	102	2	0	0	74	0	0	0	0	0	18	0	0	0	1	0
17:30:00	0	0	2001	81	106	4	0	0	75	1	0	0	0	0	18	0	0	0	1	0
17:45:00	0	0	2077	76	110	4	0	0	77	2	0	0	0	0	18	0	0	0	1	0
18:00:00	0	0	2153	76	111	1	0	0	83	6	0	0	0	0	18	0	0	0	1	0
18:15:00	0	0	2223	70	112	1	0	0	84	1	0	0	0	0	18	0	0	0	1	0
18:30:00	0	0	2293	70	115	3	0	0	84	0	0	0	0	0	18	0	0	0	1	0
18:45:00	0	0	2354	61	121	6	0	0	86	2	0	0	0	0	18	0	0	0	1	0
19:00:00	0	0	2410	56	127	6	0	0	86	0	0	0	0	0	18	0	0	0	1	0
19:15:00	0	0	2410	0	127	0	0	0	86	0	0	0	0	0	18	0	0	0	1	0
19:15:15	0	0	2410	0	127	0	0	0	86	0	0	0	0	0	18	0	0	0	1	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 24-Jun-25 Site #: 2510900001

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Morning Peak Diagram

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

One Hour Peak
From: 7:45:00
To: 8:45:00

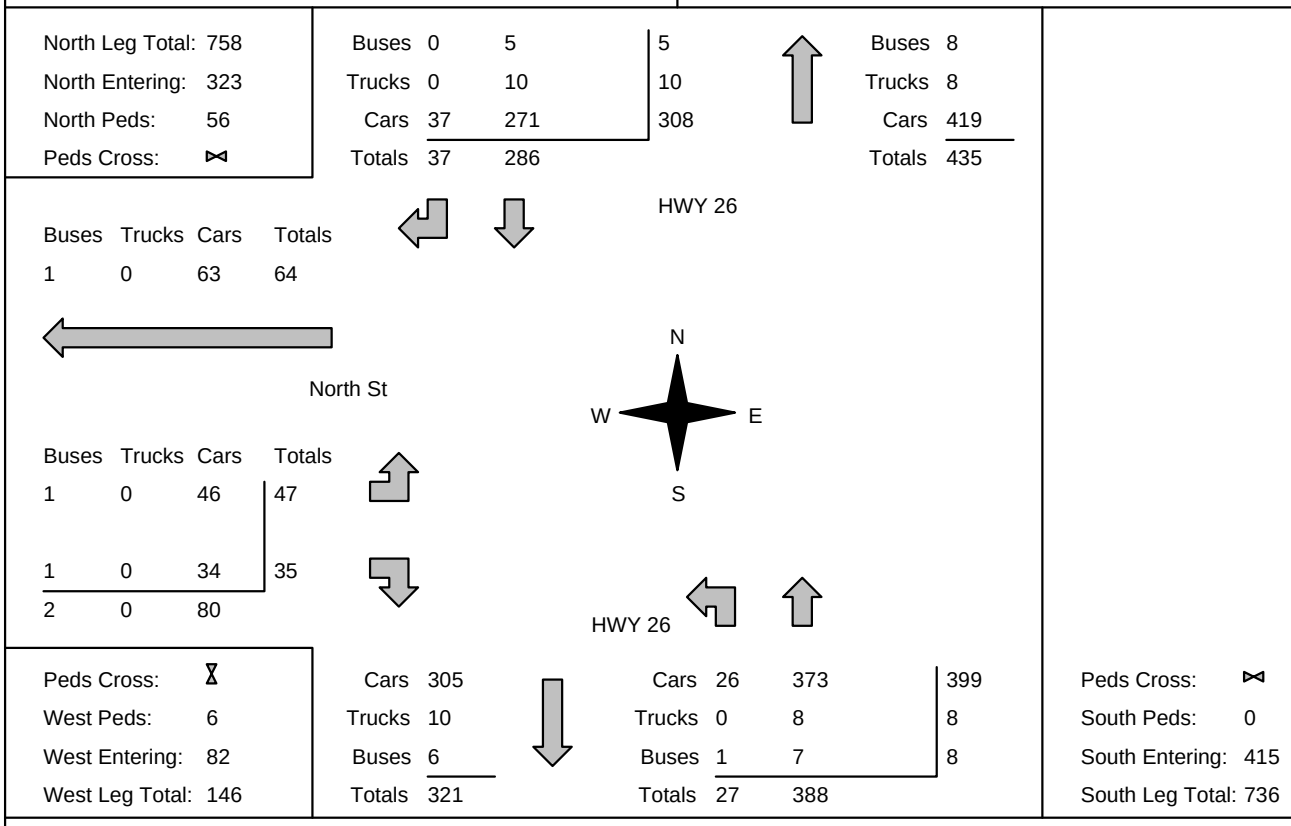
Municipality: Stayner
Site #: 2510900002
Intersection: HWY 26 & North St
TFR File #: 1
Count date: 24-Jun-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: HWY 26 runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Afternoon Peak Diagram

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

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

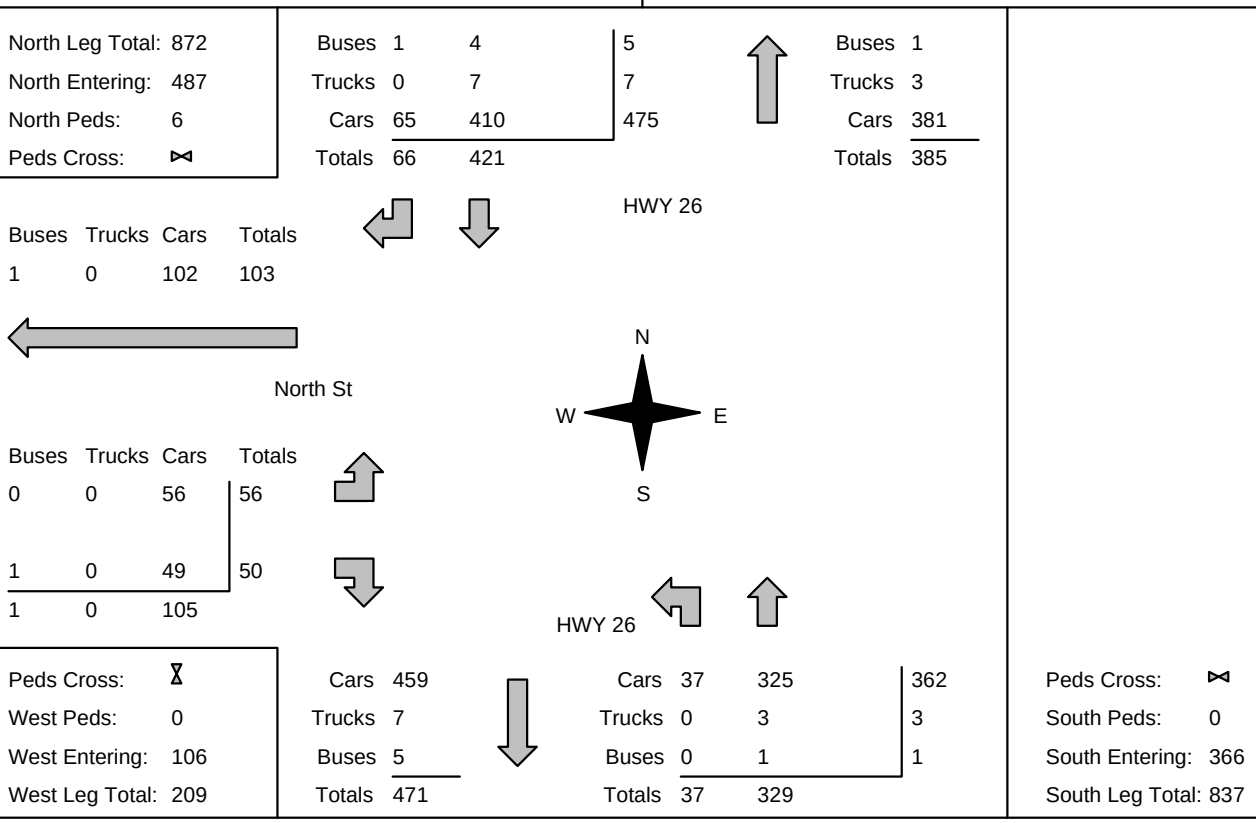
Municipality: Stayner
Site #: 2510900002
Intersection: HWY 26 & North St
TFR File #: 1
Count date: 24-Jun-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: HWY 26 runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Total Count Diagram

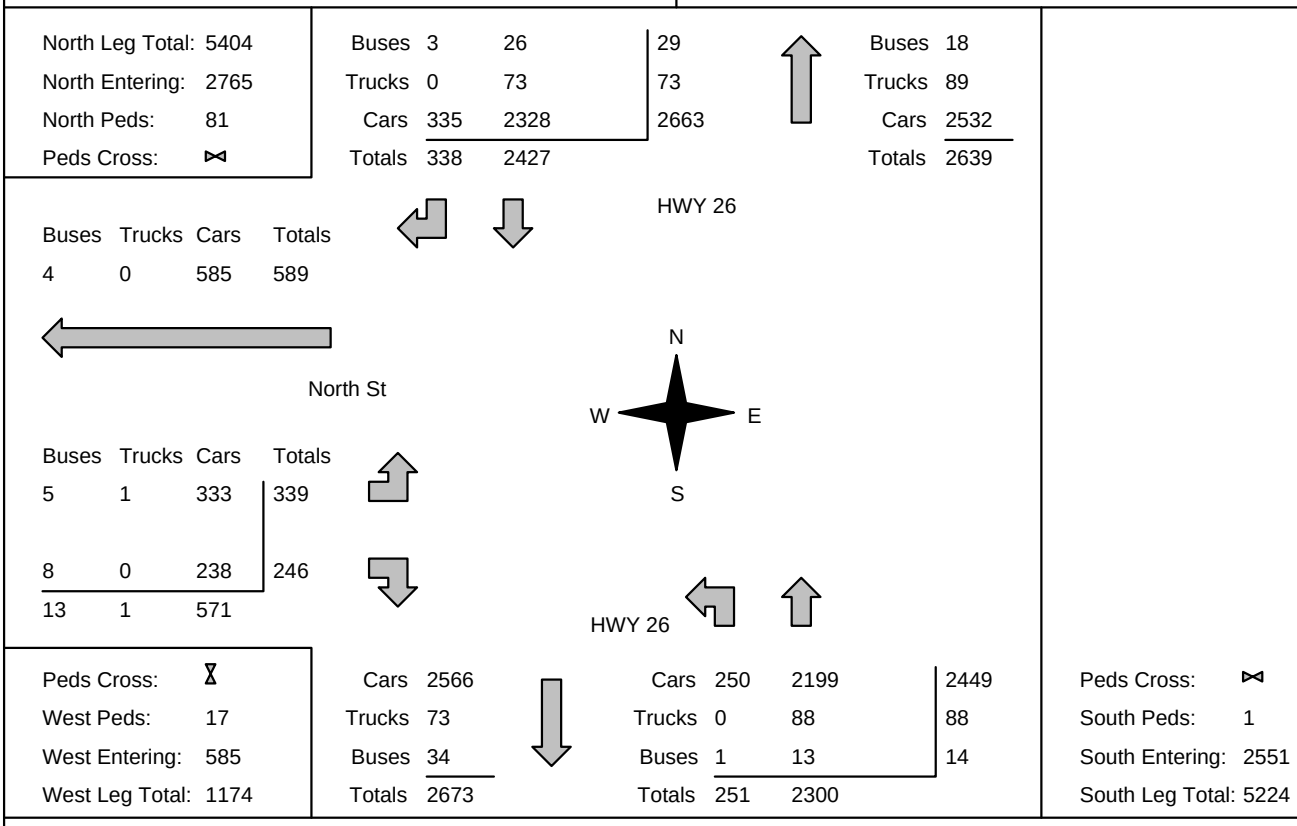
Municipality: Stayner
Site #: 2510900002
Intersection: HWY 26 & North St
TFR File #: 1
Count date: 24-Jun-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: HWY 26 runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: HWY 26 & North St | **Count Date:** 24-Jun-25 | **Municipality:** Stayner

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds	North/South Total Approaches
	Left	Thru	Right	Grand Total		
6:00:00	*0*	*0*	*0*	*0*	*0*	*0*
7:00:00	*0*	*143*	*7*	*150*	*0*	*322*
8:00:00	*0*	*272*	*22*	*294*	*2*	*596*
9:00:00	*0*	*281*	*37*	*318*	*56*	*728*
10:00:00	*0*	*283*	*42*	*325*	*1*	*645*
15:00:00	*0*	*0*	*0*	*0*	*0*	*0*
16:00:00	*0*	*390*	*48*	*438*	*7*	*813*
17:00:00	*0*	*403*	*65*	*468*	*4*	*816*
18:00:00	*0*	*398*	*64*	*462*	*4*	*822*
19:00:00	*0*	*257*	*53*	*310*	*7*	*574*
Totals:	0	2427	338	2765	81	5316

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
6:00:00	*0*	*0*	*0*	*0*	*0*
7:00:00	*6*	*166*	*0*	*172*	*0*
8:00:00	*25*	*277*	*0*	*302*	*0*
9:00:00	*26*	*384*	*0*	*410*	*0*
10:00:00	*16*	*304*	*0*	*320*	*0*
15:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*42*	*333*	*0*	*375*	*0*
17:00:00	*40*	*308*	*0*	*348*	*0*
18:00:00	*53*	*307*	*0*	*360*	*0*
19:00:00	*43*	*221*	*0*	*264*	*1*
S Totals:	251	2300	0	2551	1

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds	East/West Total Approaches
	Left	Thru	Right	Grand Total		
6:00:00	*0*	*0*	*0*	*0*	*0*	*0*
7:00:00	*0*	*0*	*0*	*0*	*0*	*30*
8:00:00	*0*	*0*	*0*	*0*	*0*	*80*
9:00:00	*0*	*0*	*0*	*0*	*0*	*84*
10:00:00	*0*	*0*	*0*	*0*	*0*	*52*
15:00:00	*0*	*0*	*0*	*0*	*0*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*	*62*
17:00:00	*0*	*0*	*0*	*0*	*0*	*107*
18:00:00	*0*	*0*	*0*	*0*	*0*	*75*
19:00:00	*0*	*0*	*0*	*0*	*0*	*95*
Totals:	0	0	0	0	0	585

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
6:00:00	*0*	*0*	*0*	*0*	*0*
7:00:00	*20*	*0*	*10*	*30*	*0*
8:00:00	*54*	*0*	*26*	*80*	*2*
9:00:00	*50*	*0*	*34*	*84*	*5*
10:00:00	*35*	*0*	*17*	*52*	*2*
15:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*24*	*0*	*38*	*62*	*1*
17:00:00	*59*	*0*	*48*	*107*	*0*
18:00:00	*40*	*0*	*35*	*75*	*4*
19:00:00	*57*	*0*	*38*	*95*	*3*
W Totals:	339	0	246	585	17

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*10:00*	*16:00*	*17:00*	*18:00*	*19:00*
Crossing Values:	*20*	*56*	*106*	*36*	*31*	*63*	*44*	*65*



Accu-Traffic Inc.

Count Date: 24-Jun-25 Site #: 2510900002

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Buses - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	23	23	3	3	0	0	4	4	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	58	35	3	0	0	0	8	4	0	0	0	0	1	1	0	0	0	0
6:45:00	0	0	88	30	5	2	0	0	8	0	0	0	0	0	2	1	0	0	0	0
7:00:00	0	0	128	40	7	2	0	0	11	3	0	0	0	0	4	2	0	0	0	0
7:15:00	0	0	187	59	8	1	0	0	11	0	0	0	0	0	6	2	1	1	2	2
7:30:00	0	0	250	63	12	4	0	0	13	2	0	0	0	0	8	2	1	0	2	0
7:45:00	0	0	330	80	22	10	0	0	14	1	0	0	0	0	9	1	1	0	2	0
8:00:00	0	0	390	60	28	6	0	0	15	1	0	0	0	0	10	1	1	0	2	0
8:15:00	0	0	446	56	36	8	0	0	18	3	0	0	0	0	12	2	1	0	30	28
8:30:00	0	0	521	75	49	13	0	0	23	5	0	0	0	0	13	1	1	0	49	19
8:45:00	0	0	601	80	59	10	0	0	24	1	0	0	0	0	14	1	1	0	58	9
9:00:00	0	0	655	54	65	6	0	0	26	2	0	0	0	0	15	1	1	0	58	0
9:15:00	0	0	723	68	79	14	0	0	28	2	0	0	0	0	15	0	1	0	58	0
9:30:00	0	0	780	57	93	14	0	0	31	3	0	0	0	0	15	0	1	0	59	1
9:45:00	0	0	847	67	99	6	0	0	33	2	0	0	0	0	15	0	1	0	59	0
10:00:00	0	0	927	80	107	8	0	0	36	3	0	0	0	0	16	1	1	0	59	0
10:15:00	0	0	927	0	107	0	0	0	36	0	0	0	0	0	16	0	1	0	59	0
15:00:00	0	0	927	0	107	0	0	0	36	0	0	0	0	0	16	0	1	0	59	0
15:15:00	0	0	1010	83	118	11	0	0	41	5	0	0	0	0	17	1	1	0	66	7
15:30:00	0	0	1114	104	129	11	0	0	50	9	0	0	0	0	17	0	1	0	66	0
15:45:00	0	0	1217	103	141	12	0	0	54	4	0	0	0	0	18	1	1	0	66	0
16:00:00	0	0	1293	76	155	14	0	0	56	2	0	0	0	0	20	2	1	0	66	0
16:15:00	0	0	1375	82	166	11	0	0	58	2	0	0	0	0	20	0	2	1	66	0
16:30:00	0	0	1500	125	187	21	0	0	60	2	0	0	0	0	20	0	3	1	67	1
16:45:00	0	0	1591	91	205	18	0	0	63	3	0	0	0	0	20	0	3	0	68	1
17:00:00	0	0	1686	95	218	13	0	0	65	2	0	0	0	0	21	1	3	0	70	2
17:15:00	0	0	1785	99	231	13	0	0	65	0	0	0	0	0	24	3	3	0	72	2
17:30:00	0	0	1899	114	248	17	0	0	66	1	0	0	0	0	24	0	3	0	73	1
17:45:00	0	0	1999	100	265	17	0	0	70	4	0	0	0	0	24	0	3	0	73	0
18:00:00	0	0	2075	76	282	17	0	0	70	0	0	0	0	0	25	1	3	0	74	1
18:15:00	0	0	2135	60	296	14	0	0	70	0	0	0	0	0	25	0	3	0	75	1
18:30:00	0	0	2208	73	311	15	0	0	71	1	0	0	0	0	25	0	3	0	76	1
18:45:00	0	0	2269	61	322	11	0	0	71	0	0	0	0	0	25	0	3	0	78	2
19:00:00	0	0	2328	59	335	13	0	0	73	2	0	0	0	0	26	1	3	0	81	3
19:15:00	0	0	2328	0	335	0	0	0	73	0	0	0	0	0	26	0	3	0	81	0
19:15:15	0	0	2328	0	335	0	0	0	73	0	0	0	0	0	26	0	3	0	81	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 24-Jun-25 Site #: 2510900002

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 24-Jun-25 Site #: 2510900002

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Buses - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	1	1	19	19	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
6:30:00	1	0	50	31	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0
6:45:00	3	2	91	41	0	0	0	0	10	6	0	0	0	0	0	0	0	0	0	0
7:00:00	6	3	150	59	0	0	0	0	16	6	0	0	0	0	0	0	0	0	0	0
7:15:00	12	6	199	49	0	0	0	0	22	6	0	0	0	0	0	0	0	0	0	0
7:30:00	18	6	261	62	0	0	0	0	25	3	0	0	0	0	0	0	0	0	0	0
7:45:00	22	4	330	69	0	0	0	0	31	6	0	0	0	0	0	0	0	0	0	0
8:00:00	31	9	411	81	0	0	0	0	32	1	0	0	0	0	0	0	0	0	0	0
8:15:00	39	8	516	105	0	0	0	0	33	1	0	0	0	0	7	7	0	0	0	0
8:30:00	42	3	615	99	0	0	0	0	35	2	0	0	1	1	7	0	0	0	0	0
8:45:00	48	6	703	88	0	0	0	0	39	4	0	0	1	0	7	0	0	0	0	0
9:00:00	56	8	774	71	0	0	0	0	46	7	0	0	1	0	7	0	0	0	0	0
9:15:00	63	7	843	69	0	0	0	0	52	6	0	0	1	0	8	1	0	0	0	0
9:30:00	65	2	907	64	0	0	0	0	58	6	0	0	1	0	9	1	0	0	0	0
9:45:00	68	3	989	82	0	0	0	0	60	2	0	0	1	0	10	1	0	0	0	0
10:00:00	72	4	1058	69	0	0	0	0	63	3	0	0	1	0	10	0	0	0	0	0
10:15:00	72	0	1058	0	0	0	0	0	63	0	0	0	1	0	10	0	0	0	0	0
15:00:00	72	0	1058	0	0	0	0	0	63	0	0	0	1	0	10	0	0	0	0	0
15:15:00	81	9	1124	66	0	0	0	0	65	2	0	0	1	0	10	0	0	0	0	0
15:30:00	90	9	1206	82	0	0	0	0	66	1	0	0	1	0	11	1	0	0	0	0
15:45:00	99	9	1304	98	0	0	0	0	68	2	0	0	1	0	12	1	0	0	0	0
16:00:00	114	15	1382	78	0	0	0	0	70	2	0	0	1	0	12	0	0	0	0	0
16:15:00	131	17	1450	68	0	0	0	0	73	3	0	0	1	0	12	0	0	0	0	0
16:30:00	138	7	1537	87	0	0	0	0	73	0	0	0	1	0	12	0	0	0	0	0
16:45:00	143	5	1616	79	0	0	0	0	75	2	0	0	1	0	12	0	0	0	0	0
17:00:00	154	11	1683	67	0	0	0	0	76	1	0	0	1	0	13	1	0	0	0	0
17:15:00	168	14	1775	92	0	0	0	0	76	0	0	0	1	0	13	0	0	0	0	0
17:30:00	183	15	1853	78	0	0	0	0	77	1	0	0	1	0	13	0	0	0	0	0
17:45:00	194	11	1917	64	0	0	0	0	79	2	0	0	1	0	13	0	0	0	0	0
18:00:00	207	13	1981	64	0	0	0	0	85	6	0	0	1	0	13	0	0	0	0	0
18:15:00	215	8	2037	56	0	0	0	0	86	1	0	0	1	0	13	0	0	0	0	0
18:30:00	231	16	2098	61	0	0	0	0	86	0	0	0	1	0	13	0	0	0	0	0
18:45:00	244	13	2155	57	0	0	0	0	88	2	0	0	1	0	13	0	0	0	1	1
19:00:00	250	6	2199	44	0	0	0	0	88	0	0	0	1	0	13	0	0	0	1	0
19:15:00	250	0	2199	0	0	0	0	0	88	0	0	0	1	0	13	0	0	0	1	0
19:15:15	250	0	2199	0	0	0	0	0	88	0	0	0	1	0	13	0	0	0	1	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 24-Jun-25 Site #: 2510900002

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Buses - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	7	4	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	17	10	0	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	20	3	0	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	32	12	0	0	15	5	0	0	0	0	0	0	0	0	0	0	1	1	0	0
7:30:00	41	9	0	0	19	4	0	0	0	0	0	0	2	2	0	0	1	0	1	1
7:45:00	57	16	0	0	25	6	0	0	0	0	0	0	2	0	0	0	1	0	1	0
8:00:00	72	15	0	0	35	10	0	0	0	0	0	0	2	0	0	0	1	0	2	1
8:15:00	82	10	0	0	44	9	0	0	0	0	0	0	3	1	0	0	2	1	4	2
8:30:00	94	12	0	0	52	8	0	0	0	0	0	0	3	0	0	0	2	0	7	3
8:45:00	103	9	0	0	59	7	0	0	0	0	0	0	3	0	0	0	2	0	7	0
9:00:00	120	17	0	0	67	8	0	0	0	0	0	0	4	1	0	0	3	1	7	0
9:15:00	128	8	0	0	74	7	0	0	0	0	0	0	4	0	0	0	4	1	7	0
9:30:00	140	12	0	0	80	6	1	1	0	0	0	0	4	0	0	0	4	0	7	0
9:45:00	149	9	0	0	82	2	1	0	0	0	0	0	4	0	0	0	4	0	8	1
10:00:00	154	5	0	0	83	1	1	0	0	0	0	0	4	0	0	0	4	0	9	1
10:15:00	154	0	0	0	83	0	1	0	0	0	0	0	4	0	0	0	4	0	9	0
15:00:00	154	0	0	0	83	0	1	0	0	0	0	0	4	0	0	0	4	0	9	0
15:15:00	157	3	0	0	97	14	1	0	0	0	0	0	5	1	0	0	5	1	9	0
15:30:00	164	7	0	0	106	9	1	0	0	0	0	0	5	0	0	0	5	0	9	0
15:45:00	169	5	0	0	117	11	1	0	0	0	0	0	5	0	0	0	5	0	10	1
16:00:00	177	8	0	0	120	3	1	0	0	0	0	0	5	0	0	0	5	0	10	0
16:15:00	186	9	0	0	127	7	1	0	0	0	0	0	5	0	0	0	6	1	10	0
16:30:00	203	17	0	0	139	12	1	0	0	0	0	0	5	0	0	0	6	0	10	0
16:45:00	213	10	0	0	155	16	1	0	0	0	0	0	5	0	0	0	6	0	10	0
17:00:00	236	23	0	0	167	12	1	0	0	0	0	0	5	0	0	0	6	0	10	0
17:15:00	242	6	0	0	176	9	1	0	0	0	0	0	5	0	0	0	7	1	10	0
17:30:00	253	11	0	0	186	10	1	0	0	0	0	0	5	0	0	0	7	0	10	0
17:45:00	266	13	0	0	194	8	1	0	0	0	0	0	5	0	0	0	7	0	10	0
18:00:00	276	10	0	0	201	7	1	0	0	0	0	0	5	0	0	0	7	0	14	4
18:15:00	289	13	0	0	211	10	1	0	0	0	0	0	5	0	0	0	8	1	14	0
18:30:00	304	15	0	0	218	7	1	0	0	0	0	0	5	0	0	0	8	0	16	2
18:45:00	314	10	0	0	222	4	1	0	0	0	0	0	5	0	0	0	8	0	16	0
19:00:00	333	19	0	0	238	16	1	0	0	0	0	0	5	0	0	0	8	0	17	1
19:15:00	333	0	0	0	238	0	1	0	0	0	0	0	5	0	0	0	8	0	17	0
19:15:15	333	0	0	0	238	0	1	0	0	0	0	0	5	0	0	0	8	0	17	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Morning Peak Diagram

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

One Hour Peak
From: 7:30:00
To: 8:30:00

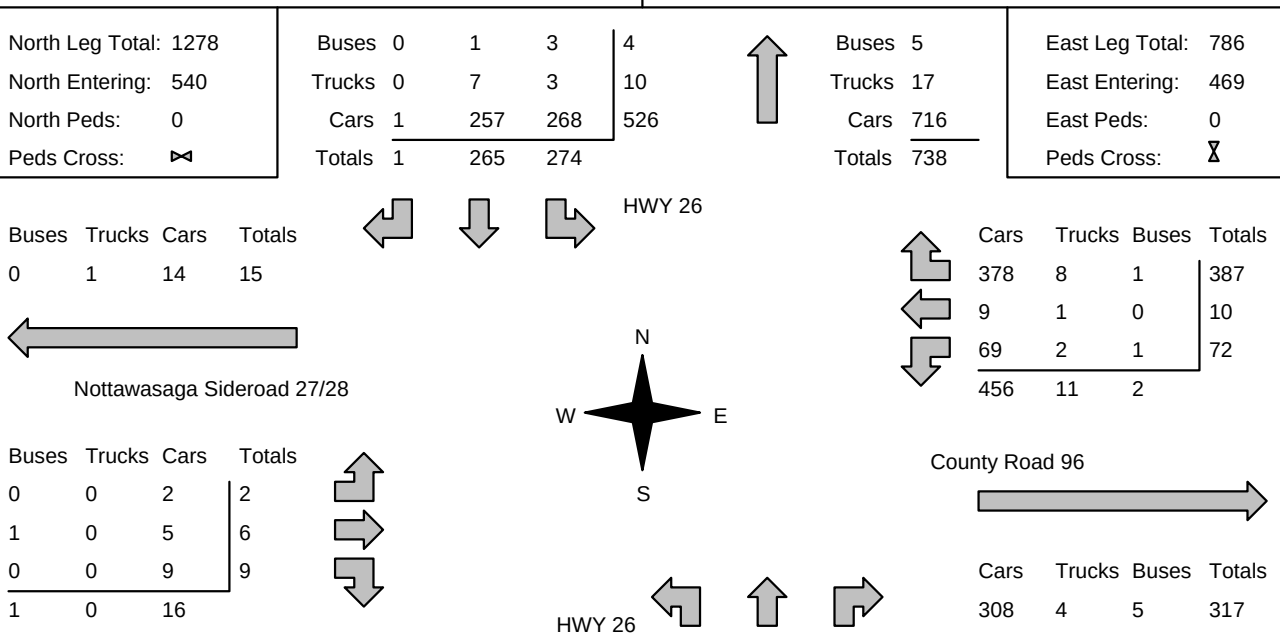
Municipality: Stayner
Site #: 2510900003
Intersection: HWY 26 & County Road 96
TFR File #: 1
Count date: 24-Jun-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: HWY 26 runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Afternoon Peak Diagram

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

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

Municipality: Stayner
Site #: 2510900003
Intersection: HWY 26 & County Road 96
TFR File #: 1
Count date: 24-Jun-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: HWY 26 runs N/S

North Leg Total:	1494			
North Entering:	796			
North Peds:	0			
Peds Cross:	⋈			
Buses	0	3	0	3
Trucks	0	7	5	12
Cars	13	399	369	781
Totals	13	409	374	
Buses	6			
Trucks	7			
Cars	685			
Totals	698			
East Leg Total:	834			
East Entering:	415			
East Peds:	0			
Peds Cross:	⧖			

HWY 26

Buses	Trucks	Cars	Totals
0	0	19	19

Nottawasaga Sideroad 27/28

Buses	Trucks	Cars	Totals
0	0	5	5
0	1	7	8
0	0	9	9
0	1	21	

Cars	Trucks	Buses	Totals
346	5	5	356
5	0	0	5
54	0	0	54
405	5	5	

N
W E
S

County Road 96

Cars	Trucks	Buses	Totals
413	6	0	419

HWY 26

Peds Cross:	⧖			
West Peds:	0			
West Entering:	22			
West Leg Total:	41			
Cars	462			
Trucks	7			
Buses	3			
Totals	472			
Cars	1	334	37	372
Trucks	0	2	0	2
Buses	0	1	0	1
Totals	1	337	37	
Peds Cross:	⋈			
South Peds:	0			
South Entering:	375			
South Leg Total:	847			

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Total Count Diagram

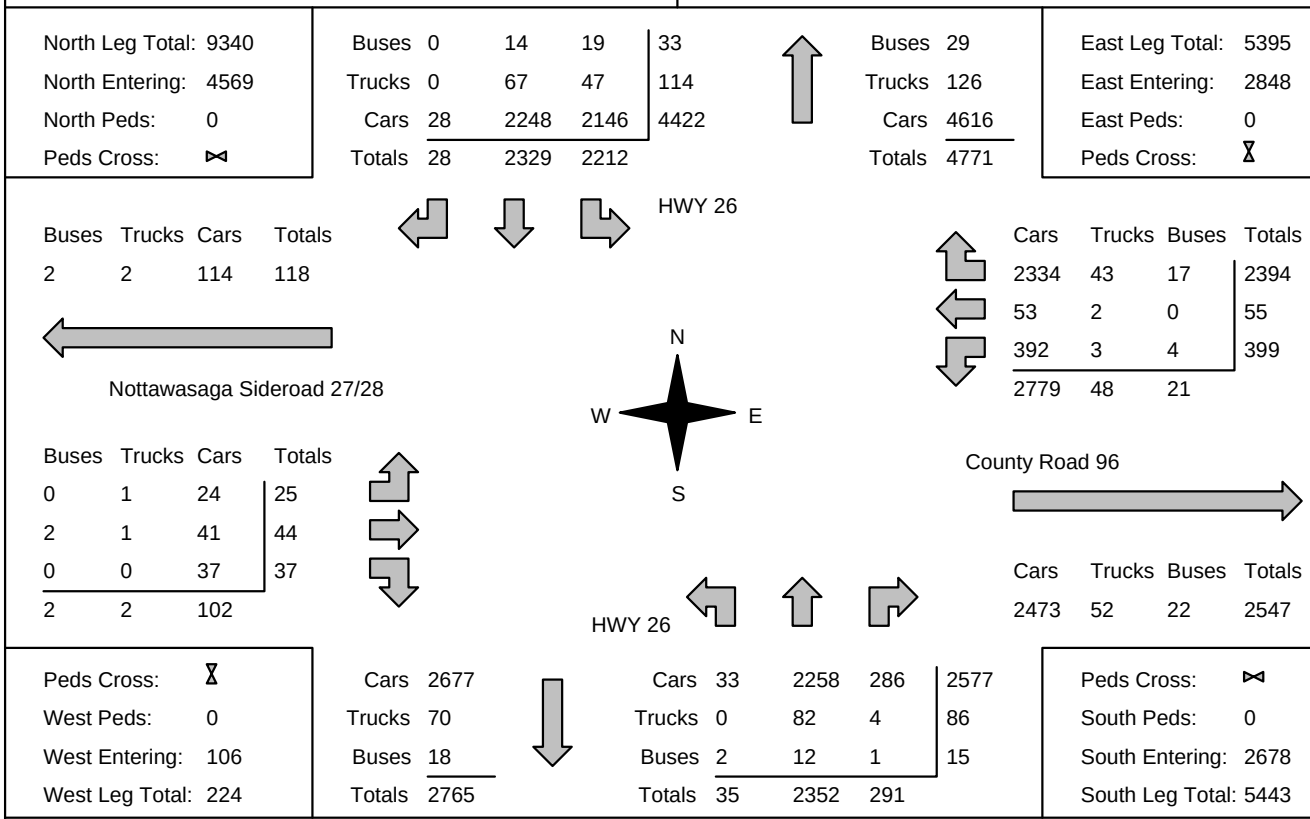
Municipality: Stayner
Site #: 2510900003
Intersection: HWY 26 & County Road 96
TFR File #: 1
Count date: 24-Jun-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: HWY 26 runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: HWY 26 & County Road 96 | **Count Date:** 24-Jun-25 | **Municipality:** Stayner

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds	North/South Total Approaches
	Left	Thru	Right	Grand Total		
6:00:00	*0*	*0*	*0*	*0*	*0*	*0*
7:00:00	*169*	*126*	*0*	*295*	*0*	*493*
8:00:00	*250*	*254*	*0*	*504*	*0*	*837*
9:00:00	*242*	*240*	*2*	*484*	*0*	*898*
10:00:00	*297*	*268*	*1*	*566*	*0*	*927*
15:00:00	*0*	*0*	*0*	*0*	*0*	*0*
16:00:00	*307*	*374*	*7*	*688*	*0*	*1077*
17:00:00	*354*	*413*	*9*	*776*	*0*	*1132*
18:00:00	*379*	*392*	*9*	*780*	*0*	*1137*
19:00:00	*214*	*262*	*0*	*476*	*0*	*746*
Totals:	2212	2329	28	4569	0	7247

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
6:00:00	*0*	*0*	*0*	*0*	*0*
7:00:00	*2*	*180*	*16*	*198*	*0*
8:00:00	*4*	*304*	*25*	*333*	*0*
9:00:00	*5*	*357*	*52*	*414*	*0*
10:00:00	*5*	*308*	*48*	*361*	*0*
15:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*10*	*335*	*44*	*389*	*0*
17:00:00	*3*	*318*	*35*	*356*	*0*
18:00:00	*5*	*311*	*41*	*357*	*0*
19:00:00	*1*	*239*	*30*	*270*	*0*
S Totals:	35	2352	291	2678	0

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds	East/West Total Approaches
	Left	Thru	Right	Grand Total		
6:00:00	*0*	*0*	*0*	*0*	*0*	*0*
7:00:00	*21*	*0*	*179*	*200*	*0*	*208*
8:00:00	*54*	*8*	*338*	*400*	*0*	*417*
9:00:00	*72*	*5*	*371*	*448*	*0*	*457*
10:00:00	*38*	*8*	*294*	*340*	*0*	*350*
15:00:00	*0*	*0*	*0*	*0*	*0*	*0*
16:00:00	*57*	*15*	*332*	*404*	*0*	*422*
17:00:00	*58*	*6*	*363*	*427*	*0*	*447*
18:00:00	*50*	*6*	*298*	*354*	*0*	*370*
19:00:00	*49*	*7*	*219*	*275*	*0*	*283*
Totals:	399	55	2394	2848	0	2954

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
6:00:00	*0*	*0*	*0*	*0*	*0*
7:00:00	*2*	*6*	*0*	*8*	*0*
8:00:00	*3*	*5*	*9*	*17*	*0*
9:00:00	*3*	*2*	*4*	*9*	*0*
10:00:00	*3*	*3*	*4*	*10*	*0*
15:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*6*	*8*	*4*	*18*	*0*
17:00:00	*6*	*7*	*7*	*20*	*0*
18:00:00	*1*	*8*	*7*	*16*	*0*
19:00:00	*1*	*5*	*2*	*8*	*0*
W Totals:	25	44	37	106	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*10:00*	*16:00*	*17:00*	*18:00*	*19:00*
Crossing Values:	*29*	*65*	*80*	*49*	*78*	*71*	*59*	*57*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 24-Jun-25 Site #: 2510900003

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Buses - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	44	44	25	25	0	0	0	0	3	3	0	0	1	1	0	0	0	0	0	0
6:30:00	84	40	53	28	0	0	1	1	7	4	0	0	1	0	0	0	0	0	0	0
6:45:00	125	41	77	24	0	0	4	3	8	1	0	0	1	0	1	1	0	0	0	0
7:00:00	162	37	114	37	0	0	6	2	10	2	0	0	1	0	2	1	0	0	0	0
7:15:00	220	58	171	57	0	0	6	0	10	0	0	0	2	1	4	2	0	0	0	0
7:30:00	272	52	225	54	0	0	7	1	13	3	0	0	2	0	6	2	0	0	0	0
7:45:00	335	63	294	69	0	0	7	0	13	0	0	0	3	1	6	0	0	0	0	0
8:00:00	406	71	360	66	0	0	9	2	14	1	0	0	4	1	6	0	0	0	0	0
8:15:00	475	69	422	62	1	1	10	1	16	2	0	0	4	0	7	1	0	0	0	0
8:30:00	540	65	482	60	1	0	10	0	20	4	0	0	5	1	7	0	0	0	0	0
8:45:00	588	48	541	59	1	0	14	4	20	0	0	0	5	0	7	0	0	0	0	0
9:00:00	640	52	591	50	2	1	16	2	22	2	0	0	5	0	7	0	0	0	0	0
9:15:00	710	70	649	58	2	0	16	0	24	2	0	0	6	1	7	0	0	0	0	0
9:30:00	783	73	707	58	2	0	21	5	28	4	0	0	6	0	7	0	0	0	0	0
9:45:00	855	72	769	62	2	0	23	2	29	1	0	0	7	1	7	0	0	0	0	0
10:00:00	926	71	848	79	3	1	25	2	33	4	0	0	7	0	7	0	0	0	0	0
10:15:00	926	0	848	0	3	0	25	0	33	0	0	0	7	0	7	0	0	0	0	0
15:00:00	926	0	848	0	3	0	25	0	33	0	0	0	7	0	7	0	0	0	0	0
15:15:00	1015	89	923	75	3	0	29	4	37	4	0	0	7	0	7	0	0	0	0	0
15:30:00	1074	59	1020	97	4	1	33	4	47	10	0	0	7	0	7	0	0	0	0	0
15:45:00	1147	73	1117	97	8	4	33	0	52	5	0	0	7	0	8	1	0	0	0	0
16:00:00	1222	75	1201	84	10	2	34	1	52	0	0	0	9	2	9	1	0	0	0	0
16:15:00	1298	76	1290	89	11	1	34	0	54	2	0	0	10	1	11	2	0	0	0	0
16:30:00	1395	97	1406	116	14	3	34	0	56	2	0	0	10	0	11	0	0	0	0	0
16:45:00	1470	75	1507	101	16	2	35	1	59	3	0	0	10	0	11	0	0	0	0	0
17:00:00	1572	102	1603	96	19	3	37	2	61	2	0	0	10	0	11	0	0	0	0	0
17:15:00	1667	95	1689	86	24	5	39	2	61	0	0	0	10	0	14	3	0	0	0	0
17:30:00	1779	112	1809	120	25	1	41	2	61	0	0	0	10	0	14	0	0	0	0	0
17:45:00	1867	88	1907	98	26	1	43	2	65	4	0	0	11	1	14	0	0	0	0	0
18:00:00	1941	74	1988	81	28	2	46	3	65	0	0	0	11	0	14	0	0	0	0	0
18:15:00	1991	50	2061	73	28	0	47	1	66	1	0	0	11	0	14	0	0	0	0	0
18:30:00	2048	57	2131	70	28	0	47	0	66	0	0	0	16	5	14	0	0	0	0	0
18:45:00	2108	60	2189	58	28	0	47	0	66	0	0	0	17	1	14	0	0	0	0	0
19:00:00	2146	38	2248	59	28	0	47	0	67	1	0	0	19	2	14	0	0	0	0	0
19:15:00	2146	0	2248	0	28	0	47	0	67	0	0	0	19	0	14	0	0	0	0	0
19:15:15	2146	0	2248	0	28	0	47	0	67	0	0	0	19	0	14	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 24-Jun-25 Site #: 2510900003

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Buses - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	2	2	0	0	21	21	0	0	0	0	0	0	0	0	0	0	1	1	0	0
6:30:00	4	2	0	0	59	38	0	0	0	0	2	2	1	1	0	0	1	0	0	0
6:45:00	8	4	0	0	122	63	0	0	0	0	5	3	1	0	0	0	1	0	0	0
7:00:00	19	11	0	0	171	49	0	0	0	0	7	2	2	1	0	0	1	0	0	0
7:15:00	25	6	1	1	233	62	0	0	0	0	13	6	2	0	0	0	2	1	0	0
7:30:00	39	14	1	0	302	69	0	0	1	1	14	1	3	1	0	0	2	0	0	0
7:45:00	56	17	7	6	393	91	1	1	1	0	17	3	3	0	0	0	3	1	0	0
8:00:00	71	15	7	0	496	103	1	0	1	0	18	1	3	0	0	0	3	0	0	0
8:15:00	92	21	10	3	577	81	1	0	2	1	20	2	4	1	0	0	3	0	0	0
8:30:00	108	16	10	0	680	103	2	1	2	0	22	2	4	0	0	0	3	0	0	0
8:45:00	122	14	11	1	772	92	2	0	2	0	23	1	4	0	0	0	4	1	0	0
9:00:00	141	19	11	0	859	87	2	0	2	0	25	2	4	0	0	0	4	0	0	0
9:15:00	149	8	13	2	923	64	2	0	2	0	27	2	4	0	0	0	7	3	0	0
9:30:00	162	13	16	3	1007	84	2	0	2	0	29	2	4	0	0	0	7	0	0	0
9:45:00	169	7	18	2	1081	74	2	0	2	0	31	2	4	0	0	0	7	0	0	0
10:00:00	179	10	19	1	1138	57	2	0	2	0	32	1	4	0	0	0	12	5	0	0
10:15:00	179	0	19	0	1138	0	2	0	2	0	32	0	4	0	0	0	12	0	0	0
15:00:00	179	0	19	0	1138	0	2	0	2	0	32	0	4	0	0	0	12	0	0	0
15:15:00	188	9	21	2	1211	73	2	0	2	0	32	0	4	0	0	0	12	0	0	0
15:30:00	206	18	23	2	1289	78	2	0	2	0	33	1	4	0	0	0	12	0	0	0
15:45:00	225	19	30	7	1374	85	2	0	2	0	33	0	4	0	0	0	12	0	0	0
16:00:00	236	11	34	4	1468	94	2	0	2	0	34	1	4	0	0	0	12	0	0	0
16:15:00	251	15	36	2	1556	88	2	0	2	0	34	0	4	0	0	0	12	0	0	0
16:30:00	270	19	36	0	1654	98	2	0	2	0	37	3	4	0	0	0	13	1	0	0
16:45:00	279	9	37	1	1744	90	2	0	2	0	37	0	4	0	0	0	14	1	0	0
17:00:00	294	15	40	3	1822	78	2	0	2	0	39	2	4	0	0	0	16	2	0	0
17:15:00	305	11	41	1	1902	80	2	0	2	0	39	0	4	0	0	0	17	1	0	0
17:30:00	319	14	43	2	1980	78	3	1	2	0	40	1	4	0	0	0	17	0	0	0
17:45:00	330	11	45	2	2054	74	3	0	2	0	41	1	4	0	0	0	17	0	0	0
18:00:00	343	13	46	1	2116	62	3	0	2	0	42	1	4	0	0	0	17	0	0	0
18:15:00	355	12	46	0	2182	66	3	0	2	0	43	1	4	0	0	0	17	0	0	0
18:30:00	364	9	47	1	2236	54	3	0	2	0	43	0	4	0	0	0	17	0	0	0
18:45:00	379	15	52	5	2290	54	3	0	2	0	43	0	4	0	0	0	17	0	0	0
19:00:00	392	13	53	1	2334	44	3	0	2	0	43	0	4	0	0	0	17	0	0	0
19:15:00	392	0	53	0	2334	0	3	0	2	0	43	0	4	0	0	0	17	0	0	0
19:15:15	392	0	53	0	2334	0	3	0	2	0	43	0	4	0	0	0	17	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 24-Jun-25 Site #: 2510900003

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Buses - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	20	20	2	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	52	32	4	2	0	0	3	1	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	109	57	9	5	0	0	9	6	0	0	0	0	0	0	0	0	0	0
7:00:00	2	2	166	57	15	6	0	0	14	5	1	1	0	0	0	0	0	0	0	0
7:15:00	2	0	223	57	22	7	0	0	19	5	1	0	0	0	0	0	0	0	0	0
7:30:00	3	1	287	64	28	6	0	0	23	4	1	0	1	1	1	1	0	0	0	0
7:45:00	4	1	370	83	30	2	0	0	28	5	1	0	1	0	1	0	0	0	0	0
8:00:00	5	1	454	84	39	9	0	0	29	1	2	1	1	0	1	0	0	0	0	0
8:15:00	6	1	535	81	52	13	0	0	29	0	2	0	1	0	3	2	0	0	0	0
8:30:00	7	1	623	88	63	11	0	0	32	3	2	0	1	0	5	2	1	1	0	0
8:45:00	8	1	726	103	77	14	0	0	35	3	2	0	1	0	5	0	1	0	0	0
9:00:00	10	2	794	68	90	13	0	0	41	6	2	0	1	0	6	1	1	0	0	0
9:15:00	11	1	864	70	96	6	0	0	49	8	2	0	1	0	7	1	1	0	0	0
9:30:00	11	0	933	69	114	18	0	0	56	7	2	0	1	0	8	1	1	0	0	0
9:45:00	13	2	1018	85	126	12	0	0	57	1	3	1	1	0	8	0	1	0	0	0
10:00:00	15	2	1080	62	137	11	0	0	60	3	3	0	1	0	9	1	1	0	0	0
10:15:00	15	0	1080	0	137	0	0	0	60	0	3	0	1	0	9	0	1	0	0	0
15:00:00	15	0	1080	0	137	0	0	0	60	0	3	0	1	0	9	0	1	0	0	0
15:15:00	16	1	1160	80	146	9	0	0	62	2	3	0	1	0	10	1	1	0	0	0
15:30:00	17	1	1236	76	160	14	0	0	63	1	3	0	2	1	10	0	1	0	0	0
15:45:00	22	5	1326	90	172	12	0	0	64	1	3	0	2	0	11	1	1	0	0	0
16:00:00	24	2	1406	80	181	9	0	0	67	3	3	0	2	0	11	0	1	0	0	0
16:15:00	26	2	1479	73	186	5	0	0	68	1	4	1	2	0	11	0	1	0	0	0
16:30:00	26	0	1567	88	194	8	0	0	68	0	4	0	2	0	11	0	1	0	0	0
16:45:00	26	0	1651	84	203	9	0	0	69	1	4	0	2	0	11	0	1	0	0	0
17:00:00	27	1	1720	69	215	12	0	0	70	1	4	0	2	0	12	1	1	0	0	0
17:15:00	27	0	1813	93	223	8	0	0	70	0	4	0	2	0	12	0	1	0	0	0
17:30:00	28	1	1891	78	234	11	0	0	71	1	4	0	2	0	12	0	1	0	0	0
17:45:00	31	3	1960	69	248	14	0	0	73	2	4	0	2	0	12	0	1	0	0	0
18:00:00	32	1	2023	63	256	8	0	0	78	5	4	0	2	0	12	0	1	0	0	0
18:15:00	33	1	2086	63	266	10	0	0	80	2	4	0	2	0	12	0	1	0	0	0
18:30:00	33	0	2155	69	274	8	0	0	80	0	4	0	2	0	12	0	1	0	0	0
18:45:00	33	0	2210	55	282	8	0	0	82	2	4	0	2	0	12	0	1	0	0	0
19:00:00	33	0	2258	48	286	4	0	0	82	0	4	0	2	0	12	0	1	0	0	0
19:15:00	33	0	2258	0	286	0	0	0	82	0	4	0	2	0	12	0	1	0	0	0
19:15:15	33	0	2258	0	286	0	0	0	82	0	4	0	2	0	12	0	1	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 24-Jun-25 Site #: 2510900003

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Buses - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	1	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	2	1	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	2	0	6	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	4	2	7	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	5	1	7	0	6	3	0	0	0	0	0	0	0	0	1	1	0	0	0	0
8:00:00	5	0	10	3	9	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0
8:15:00	6	1	11	1	10	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
8:30:00	6	0	12	1	12	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0
8:45:00	8	2	12	0	13	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
9:00:00	8	0	12	0	13	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
9:15:00	8	0	12	0	16	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0
9:30:00	9	1	13	1	16	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
9:45:00	10	1	14	1	16	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
10:00:00	11	1	15	1	17	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
10:15:00	11	0	15	0	17	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
15:00:00	11	0	15	0	17	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
15:15:00	12	1	16	1	18	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
15:30:00	13	1	16	0	19	1	0	0	0	0	0	0	0	0	2	1	0	0	0	0
15:45:00	14	1	19	3	20	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0
16:00:00	16	2	22	3	21	1	1	1	0	0	0	0	0	0	2	0	0	0	0	0
16:15:00	17	1	24	2	22	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0
16:30:00	19	2	24	0	22	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
16:45:00	21	2	25	1	25	3	1	0	0	0	0	0	0	0	2	0	0	0	0	0
17:00:00	22	1	29	4	28	3	1	0	0	0	0	0	0	0	2	0	0	0	0	0
17:15:00	22	0	31	2	31	3	1	0	1	1	0	0	0	0	2	0	0	0	0	0
17:30:00	23	1	32	1	35	4	1	0	1	0	0	0	0	0	2	0	0	0	0	0
17:45:00	23	0	34	2	35	0	1	0	1	0	0	0	0	0	2	0	0	0	0	0
18:00:00	23	0	36	2	35	0	1	0	1	0	0	0	0	0	2	0	0	0	0	0
18:15:00	24	1	38	2	35	0	1	0	1	0	0	0	0	0	2	0	0	0	0	0
18:30:00	24	0	38	0	36	1	1	0	1	0	0	0	0	0	2	0	0	0	0	0
18:45:00	24	0	40	2	37	1	1	0	1	0	0	0	0	0	2	0	0	0	0	0
19:00:00	24	0	41	1	37	0	1	0	1	0	0	0	0	0	2	0	0	0	0	0
19:15:00	24	0	41	0	37	0	1	0	1	0	0	0	0	0	2	0	0	0	0	0
19:15:15	24	0	41	0	37	0	1	0	1	0	0	0	0	0	2	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Morning Peak Diagram

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

One Hour Peak
From: 7:30:00
To: 8:30:00

Municipality: Stayner
Site #: 2510900004
Intersection: HWY 26 & County Rd 91
TFR File #: 1
Count date: 24-Jun-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: HWY 26 runs N/S

North Leg Total:	713
North Entering:	324
North Peds:	6
Peds Cross:	⋈

Buses	0	1	4	5
Trucks	5	2	5	12
Cars	34	154	119	307
Totals	39	157	128	

Buses	8
Trucks	14
Cars	367
Totals	389

East Leg Total:	730
East Entering:	380
East Peds:	7
Peds Cross:	⧖

HWY 26

Buses	Trucks	Cars	Totals
0	26	213	239

Cars	Trucks	Buses	Totals
153	9	3	165
147	16	0	163
49	2	1	52
349	27	4	

County Rd 91

N
W E
S

Buses	Trucks	Cars	Totals
0	0	48	48
0	16	155	171
0	4	50	54
0	20	253	

HWY 26

Cars	Trucks	Buses	Totals
322	23	5	350

County Rd 42

Peds Cross:	⧖
West Peds:	0
West Entering:	273
West Leg Total:	512

Cars	253
Trucks	8
Buses	2
Totals	263

Cars	32	166	48	246
Trucks	5	5	2	12
Buses	0	5	1	6
Totals	37	176	51	

Peds Cross:	⋈
South Peds:	3
South Entering:	264
South Leg Total:	527

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Afternoon Peak Diagram

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

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

Municipality: Stayner
Site #: 2510900004
Intersection: HWY 26 & County Rd 91
TFR File #: 1
Count date: 24-Jun-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: HWY 26 runs N/S

North Leg Total:	852
North Entering:	480
North Peds:	5
Peds Cross:	⋈

Buses	0	3	1	4
Trucks	1	1	8	10
Cars	33	244	189	466
Totals	34	248	198	

Buses	1
Trucks	6
Cars	365
Totals	372

East Leg Total:	992
East Entering:	469
East Peds:	14
Peds Cross:	⧖

HWY 26

Buses	Trucks	Cars	Totals
0	14	293	307

Cars	Trucks	Buses	Totals
157	3	1	161
220	13	0	233
72	3	0	75
449	19	1	

County Rd 91

N
W E
S

Buses	Trucks	Cars	Totals
0	0	44	44
1	9	221	231
1	2	45	48
2	11	310	

HWY 26

Cars	Trucks	Buses	Totals
504	17	2	523

County Rd 42

Peds Cross:	⧖
West Peds:	0
West Entering:	323
West Leg Total:	630

Cars	361			
Trucks	6			
Buses	4			
Totals	371			

Cars	40	164	94	298
Trucks	0	3	0	3
Buses	0	0	0	0
Totals	40	167	94	

Peds Cross:	⋈
South Peds:	1
South Entering:	301
South Leg Total:	672

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Total Count Diagram

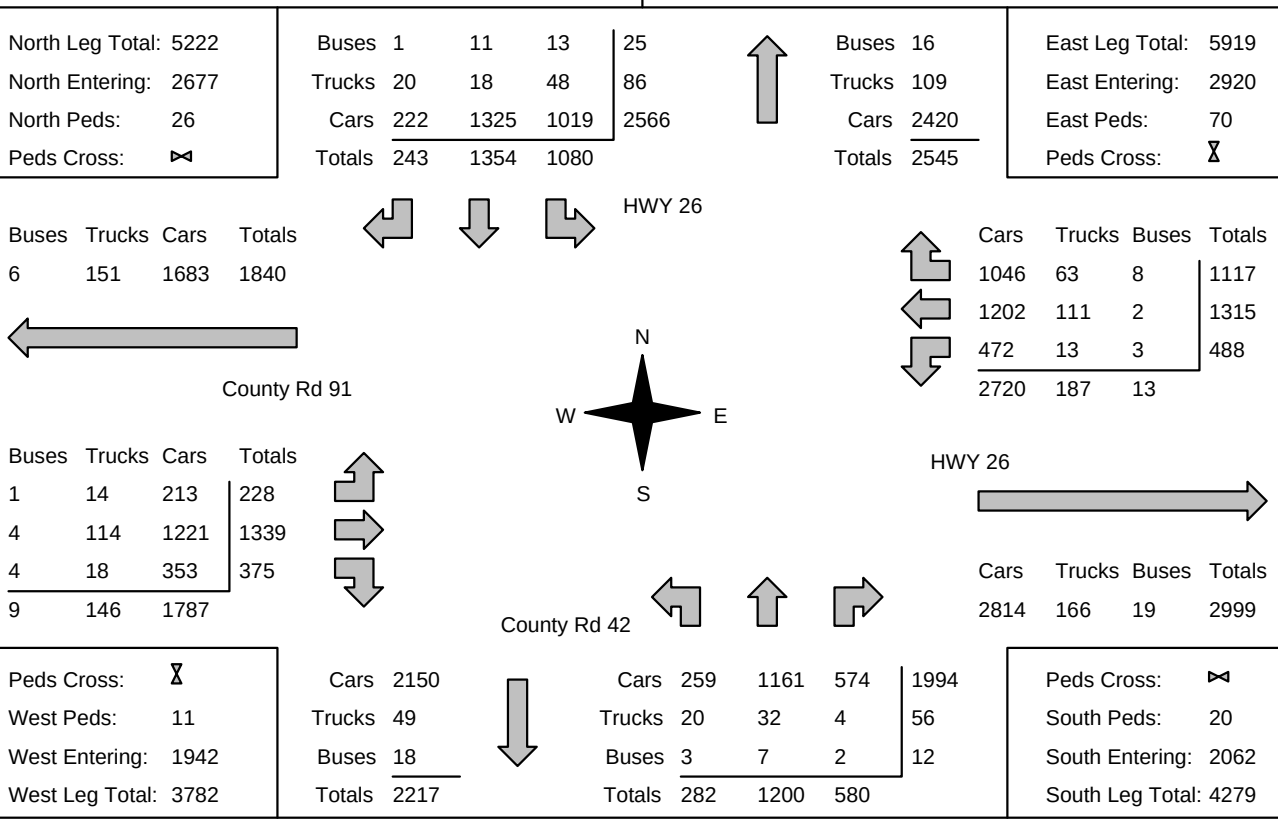
Municipality: Stayner
Site #: 2510900004
Intersection: HWY 26 & County Rd 91
TFR File #: 1
Count date: 24-Jun-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: HWY 26 runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: HWY 26 & County Rd 91 | **Count Date:** 24-Jun-25 | **Municipality:** Stayner

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
6:00:00	*0*	*0*	*0*	*0*	*0*
7:00:00	*43*	*97*	*14*	*154*	*0*
8:00:00	*109*	*162*	*40*	*311*	*6*
9:00:00	*122*	*150*	*27*	*299*	*0*
10:00:00	*115*	*144*	*38*	*297*	*2*
15:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*188*	*201*	*33*	*422*	*1*
17:00:00	*187*	*242*	*29*	*458*	*6*
18:00:00	*198*	*203*	*38*	*439*	*6*
19:00:00	*118*	*155*	*24*	*297*	*5*
Totals:	1080	1354	243	2677	26

North/South Total Approaches: *4739*

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
6:00:00	*0*	*0*	*0*	*0*	*0*
7:00:00	*30*	*84*	*36*	*150*	*0*
8:00:00	*29*	*140*	*45*	*214*	*3*
9:00:00	*41*	*192*	*61*	*294*	*2*
10:00:00	*25*	*144*	*59*	*228*	*3*
15:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*54*	*176*	*103*	*333*	*4*
17:00:00	*44*	*163*	*101*	*308*	*1*
18:00:00	*34*	*179*	*97*	*310*	*5*
19:00:00	*25*	*122*	*78*	*225*	*2*
S Totals:	282	1200	580	2062	20

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
6:00:00	*0*	*0*	*0*	*0*	*0*
7:00:00	*42*	*108*	*77*	*227*	*2*
8:00:00	*57*	*145*	*136*	*338*	*1*
9:00:00	*47*	*162*	*160*	*369*	*12*
10:00:00	*62*	*128*	*159*	*349*	*6*
15:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*65*	*221*	*158*	*444*	*14*
17:00:00	*73*	*222*	*150*	*445*	*16*
18:00:00	*86*	*188*	*148*	*422*	*5*
19:00:00	*56*	*141*	*129*	*326*	*14*
Totals:	488	1315	1117	2920	70

East/West Total Approaches: *4862*

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
6:00:00	*0*	*0*	*0*	*0*	*0*
7:00:00	*17*	*103*	*50*	*170*	*0*
8:00:00	*21*	*165*	*55*	*241*	*0*
9:00:00	*47*	*164*	*47*	*258*	*2*
10:00:00	*30*	*182*	*45*	*257*	*3*
15:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*29*	*191*	*52*	*272*	*2*
17:00:00	*31*	*227*	*50*	*308*	*3*
18:00:00	*35*	*182*	*48*	*265*	*0*
19:00:00	*18*	*125*	*28*	*171*	*1*
W Totals:	228	1339	375	1942	11

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*10:00*	*16:00*	*17:00*	*18:00*	*19:00*
Crossing Values:	*167*	*252*	*260*	*279*	*320*	*338*	*320*	*222*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 24-Jun-25 Site #: 2510900004

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Buses - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	7	7	18	18	2	2	3	3	0	0	1	1	0	0	0	0	0	0	0	0
6:30:00	14	7	44	26	6	4	5	2	2	2	2	1	0	0	1	1	0	0	0	0
6:45:00	23	9	65	21	8	2	7	2	2	0	3	1	1	1	1	0	0	0	0	0
7:00:00	32	9	94	29	10	2	9	2	2	0	3	0	2	1	1	0	1	1	0	0
7:15:00	51	19	133	39	13	3	10	1	2	0	3	0	3	1	3	2	1	0	0	0
7:30:00	75	24	168	35	25	12	12	2	2	0	4	1	3	0	5	2	1	0	0	0
7:45:00	102	27	216	48	37	12	13	1	2	0	4	0	4	1	5	0	1	0	0	0
8:00:00	131	29	252	36	49	12	16	3	2	0	4	0	5	1	5	0	1	0	6	6
8:15:00	163	32	280	28	53	4	16	0	3	1	6	2	6	1	6	1	1	0	6	0
8:30:00	194	31	322	42	59	6	17	1	4	1	9	3	7	1	6	0	1	0	6	0
8:45:00	232	38	365	43	65	6	17	0	5	1	9	0	7	0	6	0	1	0	6	0
9:00:00	248	16	398	33	70	5	18	1	5	0	10	1	8	1	6	0	1	0	6	0
9:15:00	271	23	440	42	79	9	20	2	6	1	10	0	8	0	6	0	1	0	6	0
9:30:00	299	28	466	26	86	7	20	0	7	1	11	1	8	0	6	0	1	0	7	1
9:45:00	328	29	499	33	93	7	22	2	7	0	11	0	8	0	6	0	1	0	8	1
10:00:00	355	27	540	41	107	14	25	3	7	0	11	0	9	1	6	0	1	0	8	0
10:15:00	355	0	540	0	107	0	25	0	7	0	11	0	9	0	6	0	1	0	8	0
15:00:00	355	0	540	0	107	0	25	0	7	0	11	0	9	0	6	0	1	0	8	0
15:15:00	400	45	597	57	114	7	26	1	10	3	12	1	9	0	6	0	1	0	9	1
15:30:00	436	36	642	45	122	8	32	6	13	3	14	2	9	0	6	0	1	0	9	0
15:45:00	485	49	694	52	131	9	34	2	14	1	15	1	9	0	7	1	1	0	9	0
16:00:00	532	47	732	38	136	5	35	1	14	0	15	0	10	1	8	1	1	0	9	0
16:15:00	572	40	776	44	141	5	35	0	15	1	15	0	10	0	8	0	1	0	11	2
16:30:00	617	45	852	76	153	12	37	2	15	0	16	1	10	0	8	0	1	0	14	3
16:45:00	664	47	912	60	158	5	40	3	15	0	16	0	10	0	8	0	1	0	15	1
17:00:00	710	46	972	60	164	6	43	3	16	1	16	0	11	1	8	0	1	0	15	0
17:15:00	761	51	1020	48	174	10	43	0	16	0	16	0	11	0	11	3	1	0	16	1
17:30:00	811	50	1076	56	186	12	44	1	16	0	17	1	11	0	11	0	1	0	16	0
17:45:00	862	51	1135	59	189	3	46	2	17	1	18	1	11	0	11	0	1	0	16	0
18:00:00	903	41	1171	36	200	11	47	1	17	0	18	0	12	1	11	0	1	0	21	5
18:15:00	939	36	1201	30	205	5	47	0	17	0	18	0	12	0	11	0	1	0	22	1
18:30:00	972	33	1239	38	210	5	47	0	17	0	20	2	12	0	11	0	1	0	22	0
18:45:00	995	23	1270	31	220	10	48	1	17	0	20	0	12	0	11	0	1	0	25	3
19:00:00	1019	24	1325	55	222	2	48	0	18	1	20	0	13	1	11	0	1	0	26	1
19:15:00	1019	0	1325	0	222	0	48	0	18	0	20	0	13	0	11	0	1	0	26	0
19:15:15	1019	0	1325	0	222	0	48	0	18	0	20	0	13	0	11	0	1	0	26	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 24-Jun-25 Site #: 2510900004

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Buses - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	13	13	26	26	7	7	0	0	4	4	3	3	0	0	0	0	0	0	1	1
6:30:00	21	8	40	14	21	14	0	0	10	6	4	1	0	0	0	0	0	0	1	0
6:45:00	32	11	59	19	45	24	1	1	19	9	9	5	0	0	0	0	0	0	2	1
7:00:00	41	9	86	27	66	21	1	0	22	3	11	2	0	0	0	0	0	0	2	0
7:15:00	54	13	115	29	84	18	1	0	26	4	15	4	0	0	0	0	0	0	3	1
7:30:00	70	16	139	24	118	34	1	0	30	4	18	3	0	0	0	0	0	0	3	0
7:45:00	85	15	176	37	154	36	1	0	33	3	23	5	0	0	0	0	0	0	3	0
8:00:00	98	13	217	41	189	35	1	0	36	3	24	1	0	0	0	0	0	0	3	0
8:15:00	107	9	255	38	232	43	2	1	39	3	25	1	1	1	0	0	2	2	9	6
8:30:00	119	12	286	31	271	39	3	1	46	7	27	2	1	0	0	0	3	1	10	1
8:45:00	128	9	323	37	305	34	4	1	53	7	28	1	1	0	0	0	3	0	13	3
9:00:00	141	13	361	38	338	33	4	0	54	1	32	4	1	0	0	0	3	0	15	2
9:15:00	160	19	382	21	372	34	4	0	57	3	37	5	1	0	0	0	4	1	16	1
9:30:00	174	14	408	26	411	39	4	0	59	2	42	5	1	0	0	0	5	1	18	2
9:45:00	190	16	443	35	447	36	4	0	62	3	43	1	1	0	2	2	5	0	20	2
10:00:00	203	13	472	29	483	36	4	0	69	7	44	1	1	0	2	0	5	0	21	1
10:15:00	203	0	472	0	483	0	4	0	69	0	44	0	1	0	2	0	5	0	21	0
15:00:00	203	0	472	0	483	0	4	0	69	0	44	0	1	0	2	0	5	0	21	0
15:15:00	211	8	518	46	514	31	5	1	73	4	47	3	2	1	2	0	6	1	27	6
15:30:00	232	21	568	50	547	33	5	0	76	3	47	0	2	0	2	0	6	0	28	1
15:45:00	250	18	622	54	594	47	6	1	83	7	47	0	2	0	2	0	7	1	31	3
16:00:00	265	15	675	53	636	42	6	0	87	4	47	0	2	0	2	0	7	0	35	4
16:15:00	283	18	725	50	668	32	6	0	92	5	48	1	2	0	2	0	7	0	39	4
16:30:00	302	19	789	64	709	41	7	1	100	8	49	1	2	0	2	0	7	0	43	4
16:45:00	320	18	834	45	753	44	8	1	102	2	50	1	2	0	2	0	7	0	50	7
17:00:00	336	16	881	47	781	28	8	0	103	1	51	1	2	0	2	0	8	1	51	1
17:15:00	355	19	945	64	825	44	9	1	105	2	51	0	2	0	2	0	8	0	53	2
17:30:00	376	21	986	41	863	38	9	0	106	1	52	1	2	0	2	0	8	0	55	2
17:45:00	400	24	1033	47	892	29	10	1	106	0	56	4	2	0	2	0	8	0	56	1
18:00:00	416	16	1065	32	921	29	13	3	107	1	59	3	3	1	2	0	8	0	56	0
18:15:00	428	12	1103	38	951	30	13	0	108	1	59	0	3	0	2	0	8	0	57	1
18:30:00	449	21	1136	33	986	35	13	0	111	3	61	2	3	0	2	0	8	0	61	4
18:45:00	458	9	1166	30	1017	31	13	0	111	0	63	2	3	0	2	0	8	0	65	4
19:00:00	472	14	1202	36	1046	29	13	0	111	0	63	0	3	0	2	0	8	0	70	5
19:15:00	472	0	1202	0	1046	0	13	0	111	0	63	0	3	0	2	0	8	0	70	0
19:15:15	472	0	1202	0	1046	0	13	0	111	0	63	0	3	0	2	0	8	0	70	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 24-Jun-25 Site #: 2510900004

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Buses - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	3	3	10	10	7	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	9	6	27	17	11	4	7	5	0	0	0	0	0	0	0	0	1	1	0	0
6:45:00	14	5	44	17	24	13	8	1	1	1	0	0	0	0	0	0	1	0	0	0
7:00:00	22	8	79	35	35	11	8	0	5	4	0	0	0	0	0	0	1	0	0	0
7:15:00	27	5	110	31	50	15	8	0	6	1	0	0	0	0	0	0	1	0	0	0
7:30:00	34	7	147	37	54	4	9	1	7	1	0	0	1	1	0	0	1	0	0	0
7:45:00	40	6	179	32	69	15	10	1	9	2	0	0	1	0	0	0	1	0	2	2
8:00:00	48	8	215	36	79	10	10	0	9	0	0	0	1	0	0	0	2	1	3	1
8:15:00	50	2	269	54	91	12	12	2	9	0	2	2	1	0	5	5	2	0	3	0
8:30:00	66	16	313	44	102	11	14	2	12	3	2	0	1	0	5	0	2	0	3	0
8:45:00	75	9	355	42	119	17	15	1	14	2	3	1	2	1	5	0	2	0	3	0
9:00:00	81	6	394	39	137	18	16	1	17	3	3	0	3	1	5	0	2	0	5	2
9:15:00	87	6	431	37	151	14	17	1	19	2	3	0	3	0	5	0	2	0	5	0
9:30:00	96	9	454	23	163	12	18	1	20	1	3	0	3	0	5	0	2	0	6	1
9:45:00	100	4	502	48	177	14	18	0	21	1	3	0	3	0	6	1	2	0	8	2
10:00:00	104	4	533	31	196	19	18	0	21	0	3	0	3	0	6	0	2	0	8	0
10:15:00	104	0	533	0	196	0	18	0	21	0	3	0	3	0	6	0	2	0	8	0
15:00:00	104	0	533	0	196	0	18	0	21	0	3	0	3	0	6	0	2	0	8	0
15:15:00	112	8	565	32	218	22	18	0	21	0	3	0	3	0	7	1	2	0	10	2
15:30:00	124	12	613	48	246	28	19	1	22	1	3	0	3	0	7	0	2	0	10	0
15:45:00	137	13	663	50	269	23	20	1	23	1	3	0	3	0	7	0	2	0	11	1
16:00:00	156	19	705	42	299	30	20	0	24	1	3	0	3	0	7	0	2	0	12	1
16:15:00	171	15	749	44	330	31	20	0	24	0	3	0	3	0	7	0	2	0	12	0
16:30:00	180	9	789	40	356	26	20	0	26	2	3	0	3	0	7	0	2	0	12	0
16:45:00	189	9	826	37	375	19	20	0	27	1	3	0	3	0	7	0	2	0	13	1
17:00:00	200	11	865	39	400	25	20	0	27	0	3	0	3	0	7	0	2	0	13	0
17:15:00	211	11	913	48	424	24	20	0	27	0	3	0	3	0	7	0	2	0	13	0
17:30:00	220	9	962	49	447	23	20	0	27	0	4	1	3	0	7	0	2	0	15	2
17:45:00	230	10	1004	42	471	24	20	0	27	0	4	0	3	0	7	0	2	0	16	1
18:00:00	234	4	1041	37	496	25	20	0	30	3	4	0	3	0	7	0	2	0	18	2
18:15:00	241	7	1078	37	516	20	20	0	31	1	4	0	3	0	7	0	2	0	19	1
18:30:00	247	6	1105	27	543	27	20	0	32	1	4	0	3	0	7	0	2	0	19	0
18:45:00	253	6	1140	35	564	21	20	0	32	0	4	0	3	0	7	0	2	0	20	1
19:00:00	259	6	1161	21	574	10	20	0	32	0	4	0	3	0	7	0	2	0	20	0
19:15:00	259	0	1161	0	574	0	20	0	32	0	4	0	3	0	7	0	2	0	20	0
19:15:15	259	0	1161	0	574	0	20	0	32	0	4	0	3	0	7	0	2	0	20	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 24-Jun-25 Site #: 2510900004

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Buses - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	1	1	16	16	12	12	0	0	2	2	0	0	0	0	0	0	0	0	0	0
6:30:00	3	2	38	22	21	9	1	1	6	4	1	1	0	0	0	0	0	0	0	0
6:45:00	10	7	54	16	31	10	1	0	14	8	2	1	0	0	0	0	0	0	0	0
7:00:00	16	6	82	28	47	16	1	0	21	7	3	1	0	0	0	0	0	0	0	0
7:15:00	18	2	121	39	59	12	2	1	28	7	3	0	0	0	0	0	0	0	0	0
7:30:00	21	3	152	31	67	8	3	1	34	6	3	0	0	0	0	0	1	1	0	0
7:45:00	29	8	189	37	80	13	3	0	40	6	5	2	0	0	0	0	1	0	0	0
8:00:00	35	6	227	38	98	18	3	0	41	1	6	1	0	0	0	0	1	0	0	0
8:15:00	51	16	268	41	109	11	3	0	44	3	6	0	0	0	0	0	1	0	0	0
8:30:00	69	18	307	39	117	8	3	0	50	6	7	1	0	0	0	0	1	0	0	0
8:45:00	75	6	339	32	126	9	4	1	50	0	9	2	0	0	0	0	1	0	0	0
9:00:00	80	5	377	38	140	14	5	1	55	5	11	2	0	0	0	0	1	0	2	2
9:15:00	85	5	417	40	153	13	7	2	60	5	12	1	0	0	1	1	1	0	2	0
9:30:00	91	6	454	37	164	11	7	0	62	2	12	0	0	0	1	0	1	0	3	1
9:45:00	99	8	502	48	175	11	8	1	63	1	12	0	0	0	2	1	1	0	5	2
10:00:00	107	8	544	42	182	7	8	0	68	5	14	2	0	0	2	0	1	0	5	0
10:15:00	107	0	544	0	182	0	8	0	68	0	14	0	0	0	2	0	1	0	5	0
15:00:00	107	0	544	0	182	0	8	0	68	0	14	0	0	0	2	0	1	0	5	0
15:15:00	117	10	587	43	190	8	9	1	76	8	14	0	0	0	2	0	2	1	5	0
15:30:00	118	1	627	40	201	11	9	0	79	3	14	0	0	0	2	0	2	0	6	1
15:45:00	124	6	668	41	220	19	11	2	81	2	14	0	1	1	2	0	2	0	6	0
16:00:00	131	7	718	50	233	13	12	1	85	4	14	0	1	0	2	0	2	0	7	1
16:15:00	134	3	765	47	246	13	13	1	87	2	15	1	1	0	3	1	2	0	10	3
16:30:00	142	8	827	62	259	13	13	0	90	3	16	1	1	0	3	0	3	1	10	0
16:45:00	152	10	881	54	268	9	13	0	90	0	17	1	1	0	3	0	3	0	10	0
17:00:00	161	9	936	55	279	11	13	0	93	3	17	0	1	0	3	0	3	0	10	0
17:15:00	178	17	986	50	291	12	13	0	96	3	17	0	1	0	4	1	3	0	10	0
17:30:00	185	7	1027	41	306	15	14	1	100	4	18	1	1	0	4	0	4	1	10	0
17:45:00	190	5	1073	46	313	7	14	0	102	2	18	0	1	0	4	0	4	0	10	0
18:00:00	195	5	1104	31	325	12	14	0	106	4	18	0	1	0	4	0	4	0	10	0
18:15:00	201	6	1133	29	333	8	14	0	109	3	18	0	1	0	4	0	4	0	11	1
18:30:00	204	3	1165	32	340	7	14	0	111	2	18	0	1	0	4	0	4	0	11	0
18:45:00	208	4	1198	33	349	9	14	0	112	1	18	0	1	0	4	0	4	0	11	0
19:00:00	213	5	1221	23	353	4	14	0	114	2	18	0	1	0	4	0	4	0	11	0
19:15:00	213	0	1221	0	353	0	14	0	114	0	18	0	1	0	4	0	4	0	11	0
19:15:15	213	0	1221	0	353	0	14	0	114	0	18	0	1	0	4	0	4	0	11	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Morning Peak Diagram

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

One Hour Peak
From: 8:30:00
To: 9:30:00

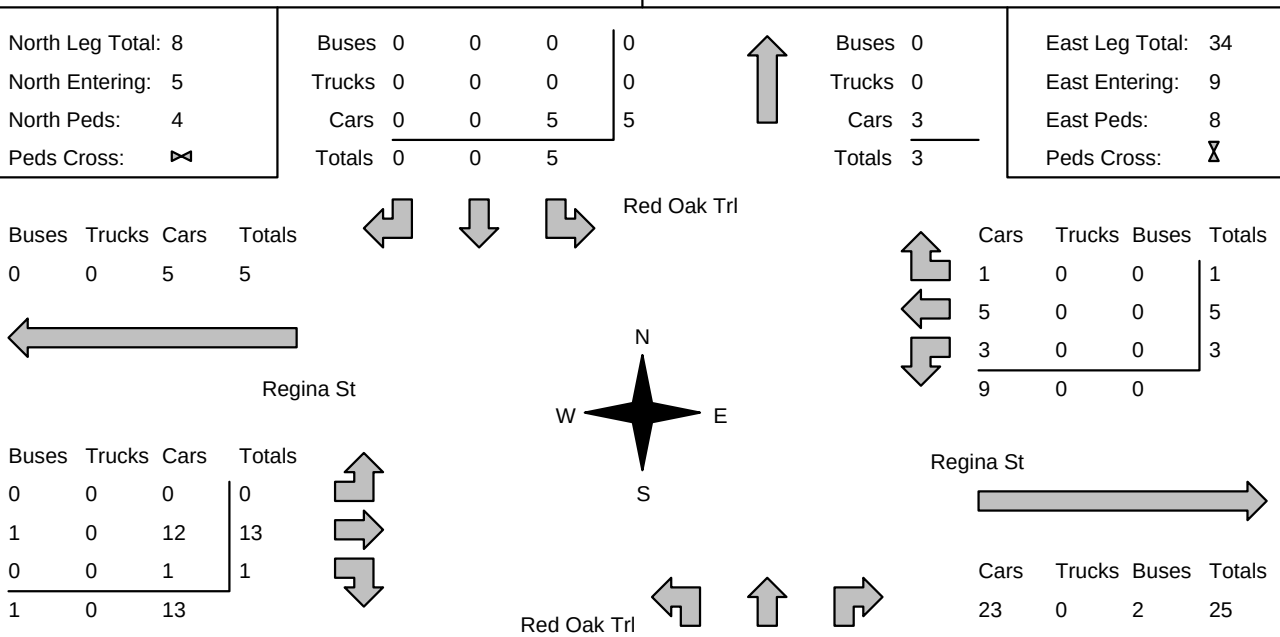
Municipality: Stayner
Site #: 2510900005
Intersection: Regina St & Red Oak Trl
TFR File #: 1
Count date: 24-Jun-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Regina St runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Afternoon Peak Diagram

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

One Hour Peak
From: 16:45:00
To: 17:45:00

Municipality: Stayner
Site #: 2510900005
Intersection: Regina St & Red Oak Trl
TFR File #: 1
Count date: 24-Jun-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

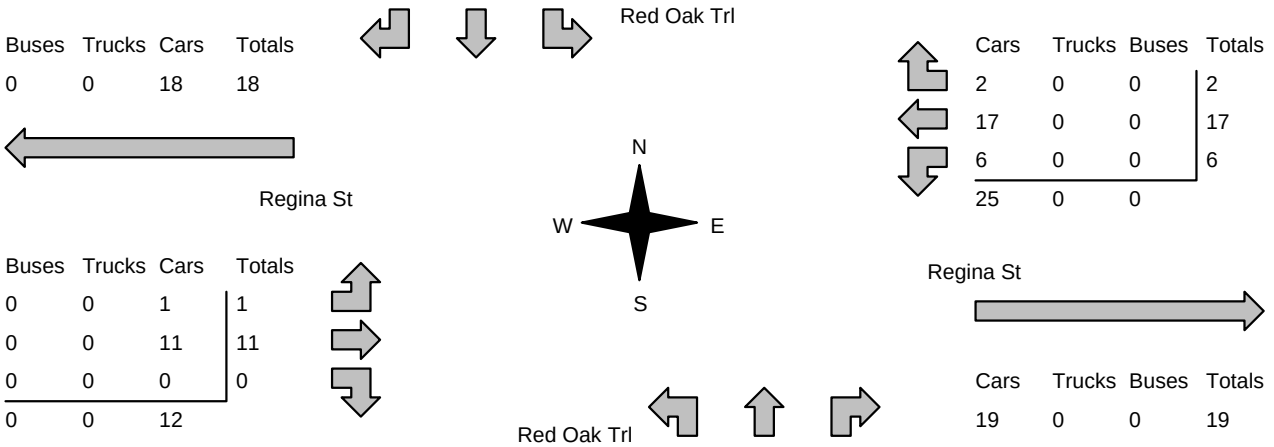
Major Road: Regina St runs W/E

North Leg Total: 8
North Entering: 3
North Peds: 3
Peds Cross: ⋈

Buses	0	0	0	0
Trucks	0	0	0	0
Cars	0	0	3	3
Totals	0	0	3	

Buses	0
Trucks	0
Cars	5
Totals	5

East Leg Total: 44
East Entering: 25
East Peds: 1
Peds Cross: ⧗



Peds Cross: ⧗
West Peds: 0
West Entering: 12
West Leg Total: 30

Cars	6			
Trucks	0			
Buses	0			
Totals	6			

Cars	1	2	5	8
Trucks	0	0	0	0
Buses	0	0	0	0
Totals	1	2	5	

Peds Cross: ⋈
South Peds: 8
South Entering: 8
South Leg Total: 14

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Total Count Diagram

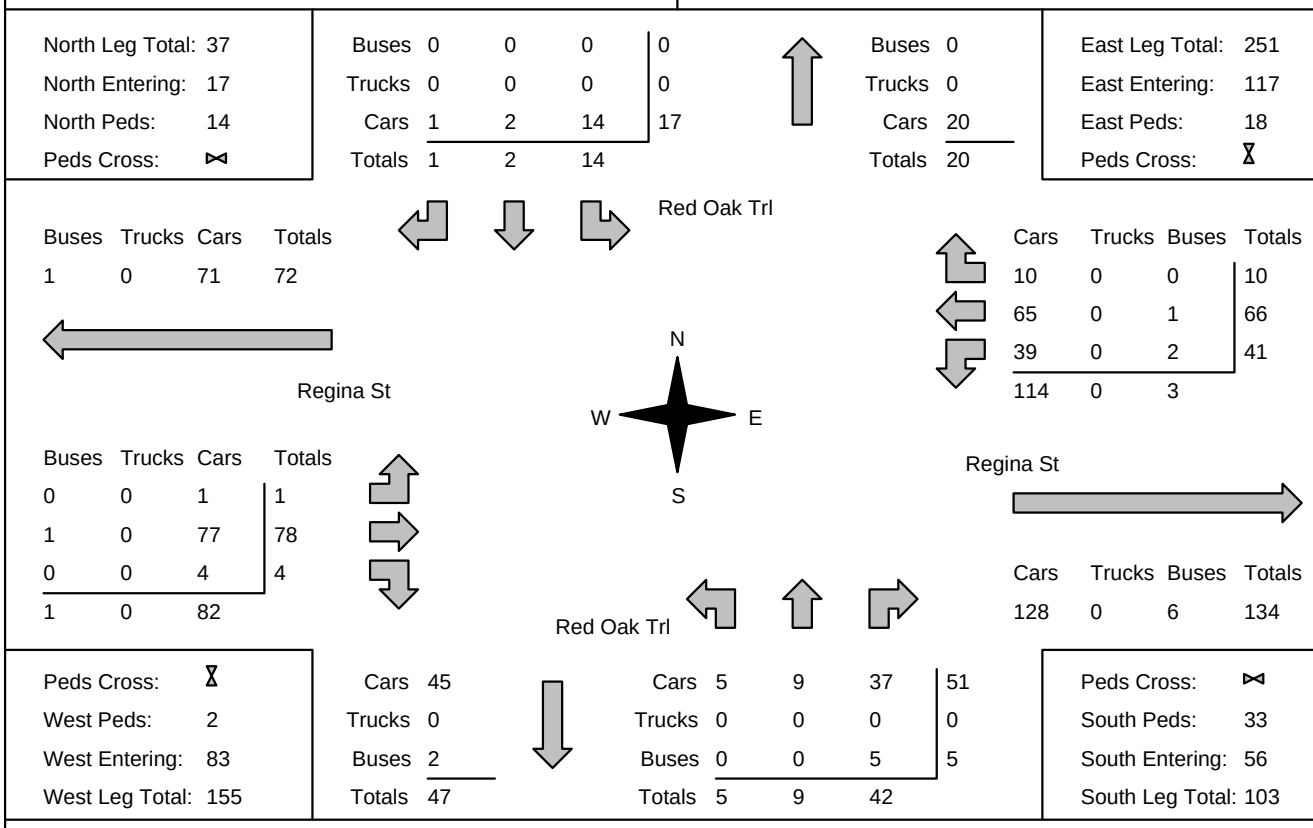
Municipality: Stayner
Site #: 2510900005
Intersection: Regina St & Red Oak Trl
TFR File #: 1
Count date: 24-Jun-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Regina St runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: Regina St & Red Oak Trl | **Count Date:** 24-Jun-25 | **Municipality:** Stayner

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
6:00:00	*0*	*0*	*0*	*0*	*0*
7:00:00	*2*	*0*	*0*	*2*	*0*
8:00:00	*0*	*0*	*0*	*0*	*2*
9:00:00	*2*	*0*	*0*	*2*	*3*
10:00:00	*5*	*0*	*0*	*5*	*2*
15:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*0*	*2*	*1*	*3*	*1*
17:00:00	*2*	*0*	*0*	*2*	*2*
18:00:00	*2*	*0*	*0*	*2*	*4*
19:00:00	*1*	*0*	*0*	*1*	*0*
Totals:	14	2	1	17	14

North/South Total Approaches: 73

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
6:00:00	*0*	*0*	*0*	*0*	*0*
7:00:00	*0*	*0*	*3*	*3*	*0*
8:00:00	*1*	*0*	*6*	*7*	*1*
9:00:00	*0*	*1*	*5*	*6*	*14*
10:00:00	*0*	*2*	*6*	*8*	*3*
15:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*0*	*1*	*6*	*7*	*2*
17:00:00	*2*	*0*	*6*	*8*	*5*
18:00:00	*2*	*3*	*4*	*9*	*4*
19:00:00	*0*	*2*	*6*	*8*	*4*
S Totals:	5	9	42	56	33

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
6:00:00	*0*	*0*	*0*	*0*	*0*
7:00:00	*0*	*0*	*1*	*1*	*0*
8:00:00	*2*	*2*	*0*	*4*	*1*
9:00:00	*2*	*6*	*1*	*9*	*4*
10:00:00	*4*	*4*	*2*	*10*	*4*
15:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*11*	*13*	*1*	*25*	*3*
17:00:00	*11*	*11*	*3*	*25*	*0*
18:00:00	*5*	*18*	*2*	*25*	*3*
19:00:00	*6*	*12*	*0*	*18*	*3*
Totals:	41	66	10	117	18

East/West Total Approaches: 200

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
6:00:00	*0*	*0*	*0*	*0*	*0*
7:00:00	*0*	*8*	*0*	*8*	*0*
8:00:00	*0*	*8*	*1*	*9*	*0*
9:00:00	*0*	*16*	*2*	*18*	*0*
10:00:00	*0*	*10*	*0*	*10*	*0*
15:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*0*	*5*	*0*	*5*	*0*
17:00:00	*0*	*10*	*1*	*11*	*0*
18:00:00	*1*	*10*	*0*	*11*	*0*
19:00:00	*0*	*11*	*0*	*11*	*2*
W Totals:	1	78	4	83	2

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*10:00*	*16:00*	*17:00*	*18:00*	*19:00*
Crossing Values:	*2*	*2*	*7*	*11*	*5*	*4*	*10*	*8*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 24-Jun-25 Site #: 2510900005

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Buses - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:45:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:00:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
8:15:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
8:30:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1
8:45:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
9:00:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2
9:15:00	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
9:30:00	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	2
9:45:00	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0
10:00:00	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0
10:15:00	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0
15:00:00	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0
15:15:00	9	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	8	1
15:30:00	9	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0
15:45:00	9	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0
16:00:00	9	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0
16:15:00	9	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0
16:30:00	9	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1
16:45:00	10	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0
17:00:00	11	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10	1
17:15:00	11	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1
17:30:00	11	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0
17:45:00	13	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12	1
18:00:00	13	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14	2
18:15:00	13	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0
18:30:00	13	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0
18:45:00	13	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0
19:00:00	14	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0
19:15:00	14	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0
19:15:15	14	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 24-Jun-25 Site #: 2510900005

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Buses - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	1	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	1	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	2	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
8:15:00	2	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:30:00	2	0	3	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0
8:45:00	3	1	6	3	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
9:00:00	3	0	8	2	2	1	0	0	0	0	0	0	1	0	0	0	0	0	5	4
9:15:00	5	2	8	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	7	2
9:30:00	5	0	8	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	9	2
9:45:00	5	0	10	2	4	2	0	0	0	0	0	0	1	0	0	0	0	0	9	0
10:00:00	7	2	12	2	4	0	0	0	0	0	0	0	1	0	0	0	0	0	9	0
10:15:00	7	0	12	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	9	0
15:00:00	7	0	12	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	9	0
15:15:00	14	7	17	5	4	0	0	0	0	0	0	0	1	0	0	0	0	0	12	3
15:30:00	16	2	17	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	12	0
15:45:00	16	0	23	6	5	1	0	0	0	0	0	0	1	0	0	0	0	0	12	0
16:00:00	18	2	25	2	5	0	0	0	0	0	0	0	1	0	0	0	0	0	12	0
16:15:00	19	1	30	5	5	0	0	0	0	0	0	0	2	1	0	0	0	0	12	0
16:30:00	23	4	33	3	7	2	0	0	0	0	0	0	2	0	1	1	0	0	12	0
16:45:00	27	4	34	1	8	1	0	0	0	0	0	0	2	0	1	0	0	0	12	0
17:00:00	28	1	35	1	8	0	0	0	0	0	0	0	2	0	1	0	0	0	12	0
17:15:00	30	2	42	7	8	0	0	0	0	0	0	0	2	0	1	0	0	0	13	1
17:30:00	32	2	48	6	9	1	0	0	0	0	0	0	2	0	1	0	0	0	13	0
17:45:00	33	1	51	3	10	1	0	0	0	0	0	0	2	0	1	0	0	0	13	0
18:00:00	33	0	53	2	10	0	0	0	0	0	0	0	2	0	1	0	0	0	15	2
18:15:00	35	2	56	3	10	0	0	0	0	0	0	0	2	0	1	0	0	0	16	1
18:30:00	37	2	59	3	10	0	0	0	0	0	0	0	2	0	1	0	0	0	16	0
18:45:00	38	1	61	2	10	0	0	0	0	0	0	0	2	0	1	0	0	0	16	0
19:00:00	39	1	65	4	10	0	0	0	0	0	0	0	2	0	1	0	0	0	18	2
19:15:00	39	0	65	0	10	0	0	0	0	0	0	0	2	0	1	0	0	0	18	0
19:15:15	39	0	65	0	10	0	0	0	0	0	0	0	2	0	1	0	0	0	18	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 24-Jun-25 Site #: 2510900005

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Buses - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	1	1	0	0	6	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0
7:45:00	1	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0
8:00:00	1	0	0	0	8	1	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:15:00	1	0	0	0	9	1	0	0	0	0	0	0	0	0	0	0	2	1	1	0
8:30:00	1	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0
8:45:00	1	0	0	0	10	1	0	0	0	0	0	0	0	0	0	0	2	0	9	8
9:00:00	1	0	1	1	11	1	0	0	0	0	0	0	0	0	0	0	3	1	15	6
9:15:00	1	0	2	1	11	0	0	0	0	0	0	0	0	0	0	0	3	0	15	0
9:30:00	1	0	2	0	15	4	0	0	0	0	0	0	0	0	0	0	3	0	16	1
9:45:00	1	0	2	0	15	0	0	0	0	0	0	0	0	0	0	0	3	0	18	2
10:00:00	1	0	3	1	17	2	0	0	0	0	0	0	0	0	0	0	3	0	18	0
10:15:00	1	0	3	0	17	0	0	0	0	0	0	0	0	0	0	0	3	0	18	0
15:00:00	1	0	3	0	17	0	0	0	0	0	0	0	0	0	0	0	3	0	18	0
15:15:00	1	0	3	0	18	1	0	0	0	0	0	0	0	0	0	0	3	0	20	2
15:30:00	1	0	3	0	21	3	0	0	0	0	0	0	0	0	0	0	3	0	20	0
15:45:00	1	0	3	0	21	0	0	0	0	0	0	0	0	0	0	0	3	0	20	0
16:00:00	1	0	4	1	22	1	0	0	0	0	0	0	0	0	0	0	4	1	20	0
16:15:00	2	1	4	0	22	0	0	0	0	0	0	0	0	0	0	0	4	0	20	0
16:30:00	3	1	4	0	25	3	0	0	0	0	0	0	0	0	0	0	4	0	20	0
16:45:00	3	0	4	0	27	2	0	0	0	0	0	0	0	0	0	0	4	0	21	1
17:00:00	3	0	4	0	28	1	0	0	0	0	0	0	0	0	0	0	4	0	25	4
17:15:00	4	1	4	0	29	1	0	0	0	0	0	0	0	0	0	0	4	0	26	1
17:30:00	4	0	5	1	30	1	0	0	0	0	0	0	0	0	0	0	4	0	26	0
17:45:00	4	0	6	1	32	2	0	0	0	0	0	0	0	0	0	0	4	0	29	3
18:00:00	5	1	7	1	32	0	0	0	0	0	0	0	0	0	0	0	4	0	29	0
18:15:00	5	0	7	0	34	2	0	0	0	0	0	0	0	0	0	0	5	1	29	0
18:30:00	5	0	7	0	34	0	0	0	0	0	0	0	0	0	0	0	5	0	31	2
18:45:00	5	0	7	0	34	0	0	0	0	0	0	0	0	0	0	0	5	0	31	0
19:00:00	5	0	9	2	37	3	0	0	0	0	0	0	0	0	0	0	5	0	33	2
19:15:00	5	0	9	0	37	0	0	0	0	0	0	0	0	0	0	0	5	0	33	0
19:15:15	5	0	9	0	37	0	0	0	0	0	0	0	0	0	0	0	5	0	33	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 24-Jun-25 Site #: 2510900005

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Buses - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	11	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	16	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	21	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	24	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	27	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	31	4	3	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0
9:15:00	0	0	35	4	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
9:30:00	0	0	36	1	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
9:45:00	0	0	39	3	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
10:00:00	0	0	41	2	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
10:15:00	0	0	41	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
15:00:00	0	0	41	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
15:15:00	0	0	46	5	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
15:30:00	0	0	46	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
15:45:00	0	0	46	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
16:00:00	0	0	46	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
16:15:00	0	0	48	2	4	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
16:30:00	0	0	50	2	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
16:45:00	0	0	52	2	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
17:00:00	0	0	56	4	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
17:15:00	0	0	57	1	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
17:30:00	0	0	61	4	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
17:45:00	1	1	63	2	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
18:00:00	1	0	66	3	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
18:15:00	1	0	67	1	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
18:30:00	1	0	72	5	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
18:45:00	1	0	75	3	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
19:00:00	1	0	77	2	4	0	0	0	0	0	0	0	0	0	1	0	0	0	2	2
19:15:00	1	0	77	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
19:15:15	1	0	77	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Morning Peak Diagram

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

One Hour Peak
From: 8:30:00
To: 9:30:00

Municipality: Stayner
Site #: 2510900006
Intersection: Regina St & East St
TFR File #: 1
Count date: 24-Jun-25

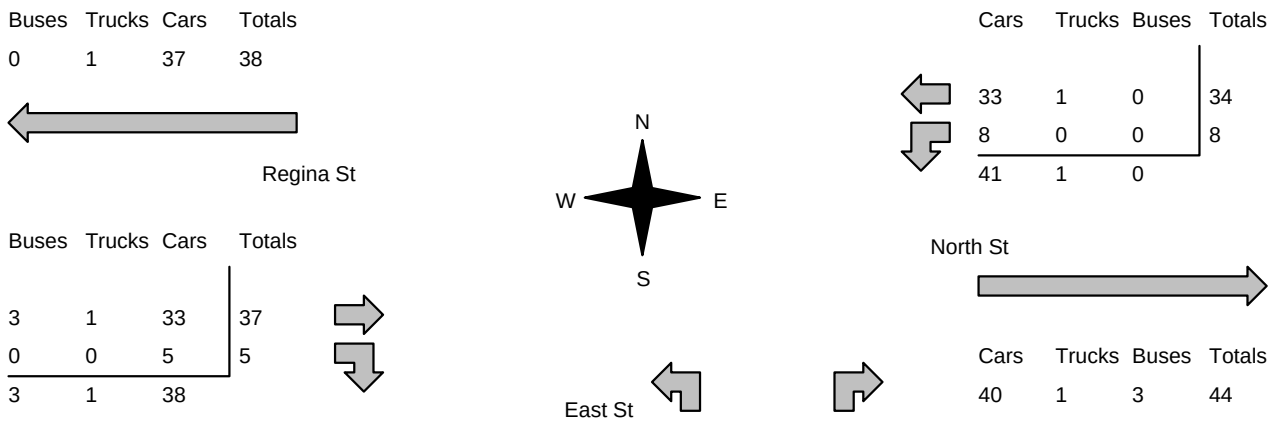
Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Regina St runs W/E

East Leg Total: 86
East Entering: 42
East Peds: 2
Peds Cross: ⧖



Peds Cross: ⧖
West Peds: 0
West Entering: 42
West Leg Total: 80

Cars 13
Trucks 0
Buses 0
Totals 13

Cars 4 7 11
Trucks 0 0 0
Buses 0 0 0
Totals 4 7

Peds Cross: ⋈
South Peds: 10
South Entering: 11
South Leg Total: 24

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Afternoon Peak Diagram

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

One Hour Peak
From: 17:30:00
To: 18:30:00

Municipality: Stayner
Site #: 2510900006
Intersection: Regina St & East St
TFR File #: 1
Count date: 24-Jun-25

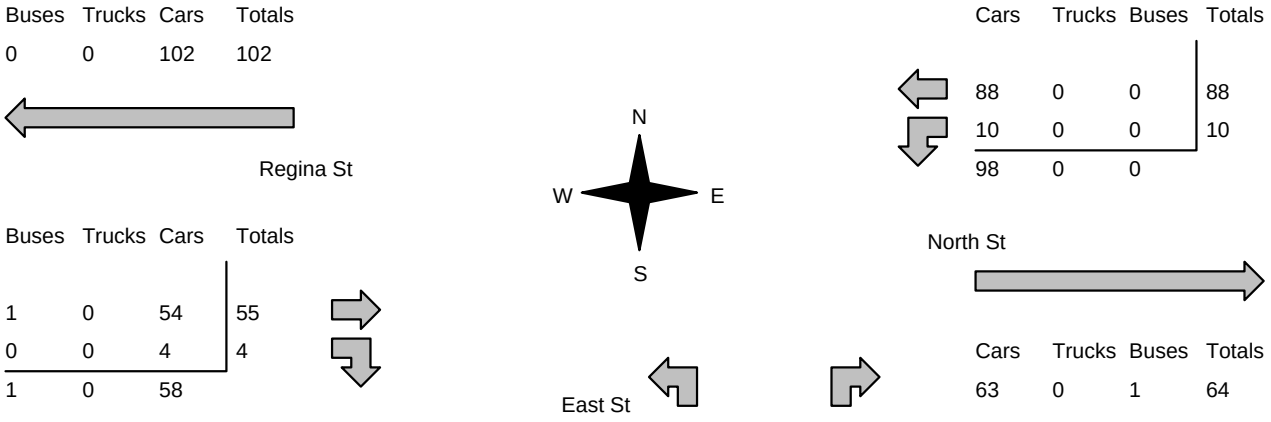
Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Regina St runs W/E

East Leg Total: 162
East Entering: 98
East Peds: 0
Peds Cross: ⧖



Peds Cross: ⧖
West Peds: 0
West Entering: 59
West Leg Total: 161

Cars 14
Trucks 0
Buses 0
Totals 14

Cars 14 9 23
Trucks 0 0 0
Buses 0 0 0
Totals 14 9

Peds Cross: ⋈
South Peds: 8
South Entering: 23
South Leg Total: 37

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Total Count Diagram

Municipality: Stayner
Site #: 2510900006
Intersection: Regina St & East St
TFR File #: 1
Count date: 24-Jun-25

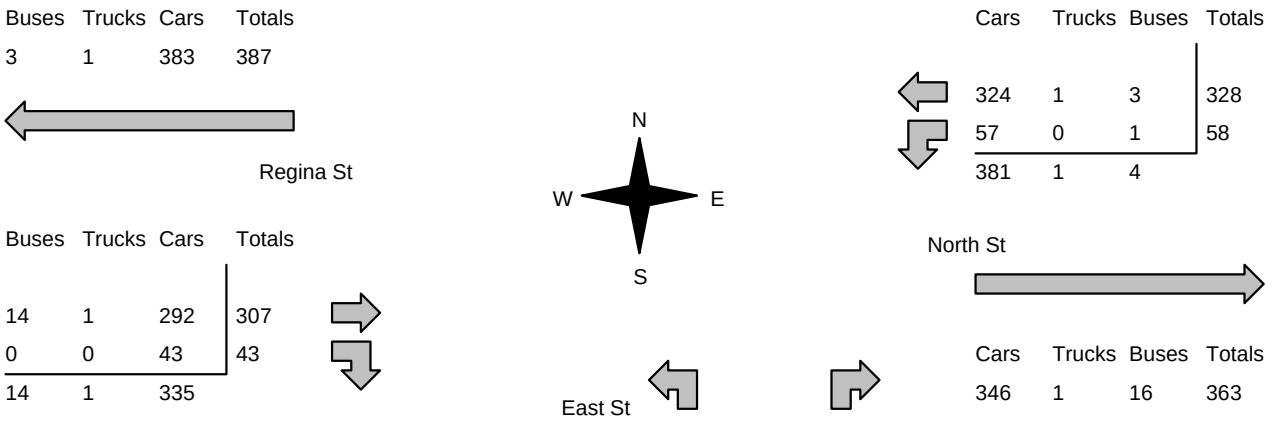
Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Regina St runs W/E

East Leg Total: 749
East Entering: 386
East Peds: 9
Peds Cross: ⧖



Peds Cross: ⧖
West Peds: 0
West Entering: 350
West Leg Total: 737

Cars 100
Trucks 0
Buses 1
Totals 101

Cars 59 54 113
Trucks 0 0 0
Buses 0 2 2
Totals 59 56

Peds Cross: ⋈
South Peds: 75
South Entering: 115
South Leg Total: 216

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: Regina St & East St | **Count Date:** 24-Jun-25 | **Municipality:** Stayner

North Approach Totals

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

North/South Total Approaches

0
6
14
9
10
0
19
23
20
14
115

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
6:00:00	*0*	*0*	*0*	*0*	*0*
7:00:00	*3*	*0*	*3*	*6*	*3*
8:00:00	*3*	*0*	*11*	*14*	*7*
9:00:00	*3*	*0*	*6*	*9*	*24*
10:00:00	*5*	*0*	*5*	*10*	*2*
15:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*13*	*0*	*6*	*19*	*8*
17:00:00	*12*	*0*	*11*	*23*	*7*
18:00:00	*11*	*0*	*9*	*20*	*9*
19:00:00	*9*	*0*	*5*	*14*	*15*
S Totals:	59	0	56	115	75

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
6:00:00	*0*	*0*	*0*	*0*	*0*
7:00:00	*2*	*4*	*0*	*6*	*0*
8:00:00	*7*	*8*	*0*	*15*	*1*
9:00:00	*9*	*18*	*0*	*27*	*2*
10:00:00	*3*	*39*	*0*	*42*	*0*
15:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*12*	*49*	*0*	*61*	*2*
17:00:00	*6*	*59*	*0*	*65*	*0*
18:00:00	*14*	*75*	*0*	*89*	*4*
19:00:00	*5*	*76*	*0*	*81*	*0*
Totals:	58	328	0	386	9

East/West Total Approaches

0
30
55
66
78
0
98
114
134
161
736

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
6:00:00	*0*	*0*	*0*	*0*	*0*
7:00:00	*0*	*20*	*4*	*24*	*0*
8:00:00	*0*	*36*	*4*	*40*	*0*
9:00:00	*0*	*34*	*5*	*39*	*0*
10:00:00	*0*	*31*	*5*	*36*	*0*
15:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*0*	*32*	*5*	*37*	*0*
17:00:00	*0*	*41*	*8*	*49*	*0*
18:00:00	*0*	*39*	*6*	*45*	*0*
19:00:00	*0*	*74*	*6*	*80*	*0*
W Totals:	0	307	43	350	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*10:00*	*16:00*	*17:00*	*18:00*	*19:00*
Crossing Values:	*3*	*4*	*5*	*5*	*15*	*12*	*15*	*9*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 24-Jun-25 Site #: 2510900006

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 24-Jun-25 Site #: 2510900006

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Buses - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	2	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	2	0	8	4	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1
7:30:00	4	2	10	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
7:45:00	7	3	11	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
8:00:00	8	1	12	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
8:15:00	9	1	15	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
8:30:00	11	2	17	2	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	0
8:45:00	16	5	25	8	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	1
9:00:00	17	1	28	3	0	0	0	0	1	1	0	0	1	0	1	0	0	0	3	1
9:15:00	18	1	41	13	0	0	0	0	1	0	0	0	1	0	1	0	0	0	3	0
9:30:00	19	1	50	9	0	0	0	0	1	0	0	0	1	0	1	0	0	0	3	0
9:45:00	20	1	56	6	0	0	0	0	1	0	0	0	1	0	1	0	0	0	3	0
10:00:00	20	0	67	11	0	0	0	0	1	0	0	0	1	0	1	0	0	0	3	0
10:15:00	20	0	67	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	3	0
15:00:00	20	0	67	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	3	0
15:15:00	22	2	85	18	0	0	0	0	1	0	0	0	1	0	1	0	0	0	5	2
15:30:00	25	3	94	9	0	0	0	0	1	0	0	0	1	0	1	0	0	0	5	0
15:45:00	28	3	102	8	0	0	0	0	1	0	0	0	1	0	1	0	0	0	5	0
16:00:00	32	4	116	14	0	0	0	0	1	0	0	0	1	0	1	0	0	0	5	0
16:15:00	33	1	131	15	0	0	0	0	1	0	0	0	1	0	2	1	0	0	5	0
16:30:00	33	0	151	20	0	0	0	0	1	0	0	0	1	0	3	1	0	0	5	0
16:45:00	36	3	163	12	0	0	0	0	1	0	0	0	1	0	3	0	0	0	5	0
17:00:00	38	2	173	10	0	0	0	0	1	0	0	0	1	0	3	0	0	0	5	0
17:15:00	42	4	185	12	0	0	0	0	1	0	0	0	1	0	3	0	0	0	7	2
17:30:00	43	1	204	19	0	0	0	0	1	0	0	0	1	0	3	0	0	0	9	2
17:45:00	48	5	223	19	0	0	0	0	1	0	0	0	1	0	3	0	0	0	9	0
18:00:00	52	4	248	25	0	0	0	0	1	0	0	0	1	0	3	0	0	0	9	0
18:15:00	53	1	267	19	0	0	0	0	1	0	0	0	1	0	3	0	0	0	9	0
18:30:00	53	0	292	25	0	0	0	0	1	0	0	0	1	0	3	0	0	0	9	0
18:45:00	54	1	310	18	0	0	0	0	1	0	0	0	1	0	3	0	0	0	9	0
19:00:00	57	3	324	14	0	0	0	0	1	0	0	0	1	0	3	0	0	0	9	0
19:15:00	57	0	324	0	0	0	0	0	1	0	0	0	1	0	3	0	0	0	9	0
19:15:15	57	0	324	0	0	0	0	0	1	0	0	0	1	0	3	0	0	0	9	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 24-Jun-25 Site #: 2510900006

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Buses - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	2	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:00:00	3	1	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	3	2
7:15:00	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
7:30:00	6	3	0	0	5	2	0	0	0	0	0	0	0	0	0	0	1	1	8	5
7:45:00	6	0	0	0	10	5	0	0	0	0	0	0	0	0	0	0	1	0	9	1
8:00:00	6	0	0	0	13	3	0	0	0	0	0	0	0	0	0	0	1	0	10	1
8:15:00	6	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	1	0	19	9
8:30:00	6	0	0	0	14	1	0	0	0	0	0	0	0	0	0	0	1	0	24	5
8:45:00	8	2	0	0	18	4	0	0	0	0	0	0	0	0	0	0	1	0	29	5
9:00:00	9	1	0	0	19	1	0	0	0	0	0	0	0	0	0	0	1	0	34	5
9:15:00	9	0	0	0	20	1	0	0	0	0	0	0	0	0	0	0	1	0	34	0
9:30:00	10	1	0	0	21	1	0	0	0	0	0	0	0	0	0	0	1	0	34	0
9:45:00	12	2	0	0	24	3	0	0	0	0	0	0	0	0	0	0	1	0	34	0
10:00:00	14	2	0	0	24	0	0	0	0	0	0	0	0	0	0	0	1	0	36	2
10:15:00	14	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	1	0	36	0
15:00:00	14	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	1	0	36	0
15:15:00	17	3	0	0	24	0	0	0	0	0	0	0	0	0	0	0	2	1	39	3
15:30:00	18	1	0	0	26	2	0	0	0	0	0	0	0	0	0	0	2	0	44	5
15:45:00	21	3	0	0	27	1	0	0	0	0	0	0	0	0	0	0	2	0	44	0
16:00:00	27	6	0	0	29	2	0	0	0	0	0	0	0	0	0	0	2	0	44	0
16:15:00	31	4	0	0	35	6	0	0	0	0	0	0	0	0	0	0	2	0	44	0
16:30:00	33	2	0	0	35	0	0	0	0	0	0	0	0	0	0	0	2	0	46	2
16:45:00	37	4	0	0	35	0	0	0	0	0	0	0	0	0	0	0	2	0	46	0
17:00:00	39	2	0	0	40	5	0	0	0	0	0	0	0	0	0	0	2	0	51	5
17:15:00	41	2	0	0	41	1	0	0	0	0	0	0	0	0	0	0	2	0	54	3
17:30:00	42	1	0	0	43	2	0	0	0	0	0	0	0	0	0	0	2	0	54	0
17:45:00	48	6	0	0	47	4	0	0	0	0	0	0	0	0	0	0	2	0	58	4
18:00:00	50	2	0	0	49	2	0	0	0	0	0	0	0	0	0	0	2	0	60	2
18:15:00	54	4	0	0	51	2	0	0	0	0	0	0	0	0	0	0	2	0	62	2
18:30:00	56	2	0	0	52	1	0	0	0	0	0	0	0	0	0	0	2	0	62	0
18:45:00	58	2	0	0	52	0	0	0	0	0	0	0	0	0	0	0	2	0	68	6
19:00:00	59	1	0	0	54	2	0	0	0	0	0	0	0	0	0	0	2	0	75	7
19:15:00	59	0	0	0	54	0	0	0	0	0	0	0	0	0	0	0	2	0	75	0
19:15:15	59	0	0	0	54	0	0	0	0	0	0	0	0	0	0	0	2	0	75	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 24-Jun-25 Site #: 2510900006

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Buses - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	10	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	16	6	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	20	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	30	10	5	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0
7:30:00	0	0	37	7	7	2	0	0	0	0	0	0	0	0	2	1	0	0	0	0
7:45:00	0	0	44	7	7	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
8:00:00	0	0	54	10	8	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0
8:15:00	0	0	63	9	9	1	0	0	0	0	0	0	0	0	4	2	0	0	0	0
8:30:00	0	0	69	6	11	2	0	0	0	0	0	0	0	0	4	0	0	0	0	0
8:45:00	0	0	75	6	12	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0
9:00:00	0	0	84	9	13	1	0	0	0	0	0	0	0	0	6	2	0	0	0	0
9:15:00	0	0	93	9	15	2	0	0	1	1	0	0	0	0	7	1	0	0	0	0
9:30:00	0	0	102	9	16	1	0	0	1	0	0	0	0	0	7	0	0	0	0	0
9:45:00	0	0	108	6	18	2	0	0	1	0	0	0	0	0	7	0	0	0	0	0
10:00:00	0	0	113	5	18	0	0	0	1	0	0	0	0	0	7	0	0	0	0	0
10:15:00	0	0	113	0	18	0	0	0	1	0	0	0	0	0	7	0	0	0	0	0
15:00:00	0	0	113	0	18	0	0	0	1	0	0	0	0	0	7	0	0	0	0	0
15:15:00	0	0	122	9	20	2	0	0	1	0	0	0	0	0	9	2	0	0	0	0
15:30:00	0	0	128	6	22	2	0	0	1	0	0	0	0	0	9	0	0	0	0	0
15:45:00	0	0	136	8	23	1	0	0	1	0	0	0	0	0	9	0	0	0	0	0
16:00:00	0	0	142	6	23	0	0	0	1	0	0	0	0	0	10	1	0	0	0	0
16:15:00	0	0	149	7	28	5	0	0	1	0	0	0	0	0	11	1	0	0	0	0
16:30:00	0	0	159	10	30	2	0	0	1	0	0	0	0	0	11	0	0	0	0	0
16:45:00	0	0	166	7	30	0	0	0	1	0	0	0	0	0	11	0	0	0	0	0
17:00:00	0	0	182	16	31	1	0	0	1	0	0	0	0	0	11	0	0	0	0	0
17:15:00	0	0	186	4	32	1	0	0	1	0	0	0	0	0	12	1	0	0	0	0
17:30:00	0	0	194	8	33	1	0	0	1	0	0	0	0	0	12	0	0	0	0	0
17:45:00	0	0	206	12	35	2	0	0	1	0	0	0	0	0	12	0	0	0	0	0
18:00:00	0	0	220	14	37	2	0	0	1	0	0	0	0	0	12	0	0	0	0	0
18:15:00	0	0	230	10	37	0	0	0	1	0	0	0	0	0	13	1	0	0	0	0
18:30:00	0	0	248	18	37	0	0	0	1	0	0	0	0	0	13	0	0	0	0	0
18:45:00	0	0	261	13	41	4	0	0	1	0	0	0	0	0	13	0	0	0	0	0
19:00:00	0	0	292	31	43	2	0	0	1	0	0	0	0	0	14	1	0	0	0	0
19:15:00	0	0	292	0	43	0	0	0	1	0	0	0	0	0	14	0	0	0	0	0
19:15:15	0	0	292	0	43	0	0	0	1	0	0	0	0	0	14	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Morning Peak Diagram

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

One Hour Peak
From: 8:30:00
To: 9:30:00

Municipality: Stayner
Site #: 2510900007
Intersection: North St & Stayner St
TFR File #: 1
Count date: 24-Jun-25

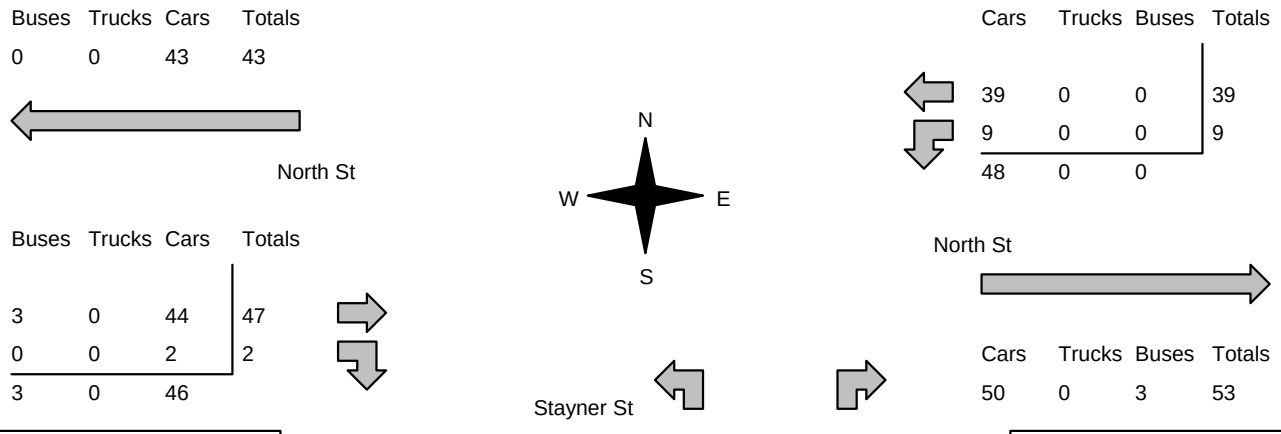
Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: North St runs W/E

East Leg Total: 101
East Entering: 48
East Peds: 9
Peds Cross: ⧖



Peds Cross: ⧖
West Peds: 0
West Entering: 49
West Leg Total: 92

Cars 11
Trucks 0
Buses 0
Totals 11

Cars 4 6 10
Trucks 0 0 0
Buses 0 0 0
Totals 4 6

Peds Cross: ⋈
South Peds: 3
South Entering: 10
South Leg Total: 21

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Afternoon Peak Diagram

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

One Hour Peak
From: 17:30:00
To: 18:30:00

Municipality: Stayner
Site #: 2510900007
Intersection: North St & Stayner St
TFR File #: 1
Count date: 24-Jun-25

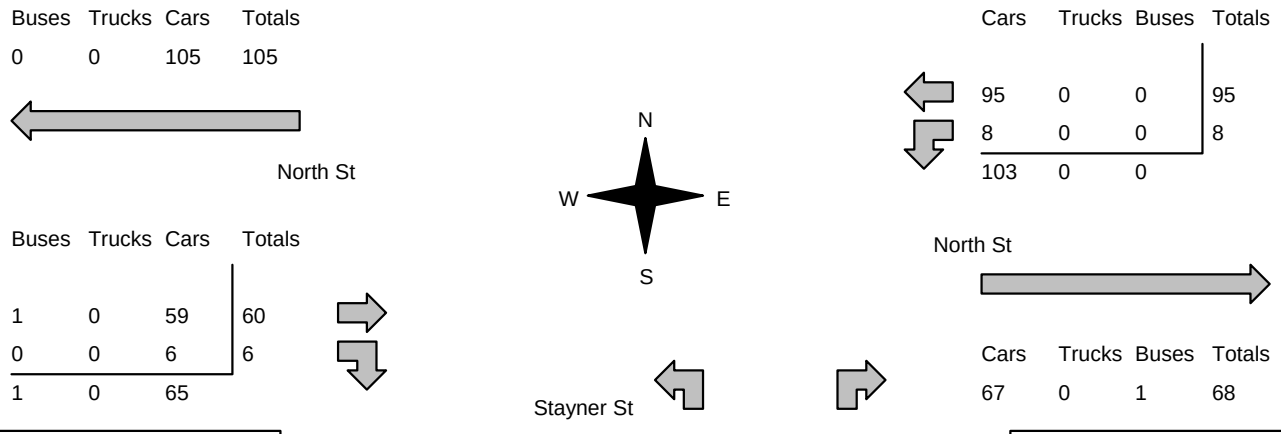
Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: North St runs W/E

East Leg Total: 171
East Entering: 103
East Peds: 0
Peds Cross: ⧖



Peds Cross: ⧖
West Peds: 0
West Entering: 66
West Leg Total: 171

Cars 14
Trucks 0
Buses 0
Totals 14

Cars 10 8 18
Trucks 0 0 0
Buses 0 0 0
Totals 10 8

Peds Cross: ⋈
South Peds: 0
South Entering: 18
South Leg Total: 32

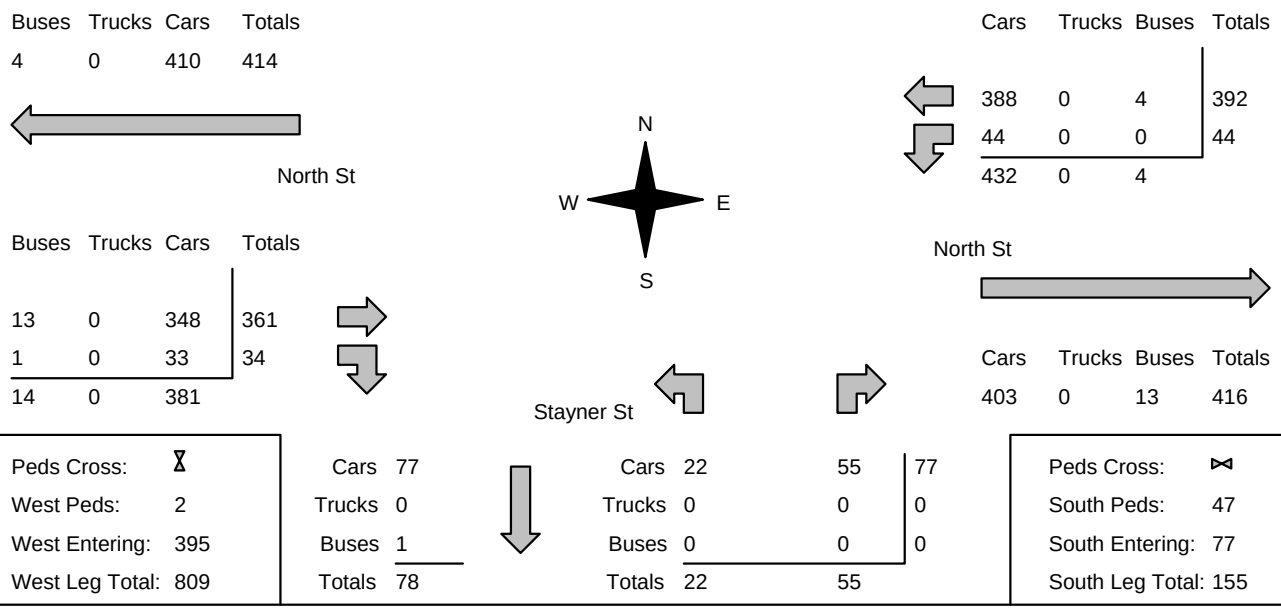
Comments

Accu-Traffic Inc.

Total Count Diagram

Municipality: Stayner	**Weather conditions:**
Site #: 2510900007	
Intersection: North St & Stayner St	**Person counted:**
TFR File #: 1	**Person prepared:**
Count date: 24-Jun-25	**Person checked:**
**** Non-Signalized Intersection ****	**Major Road:** North St runs W/E

East Leg Total: 852
East Entering: 436
East Peds: 53
Peds Cross:



Peds Cross:
West Peds: 2
West Entering: 395
West Leg Total: 809

Cars 77
Trucks 0
Buses 1
Totals 78

Cars 22 55 77
Trucks 0 0 0
Buses 0 0 0
Totals 22 55

Peds Cross:
South Peds: 47
South Entering: 77
South Leg Total: 155

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: North St & Stayner St | **Count Date:** 24-Jun-25 | **Municipality:** Stayner

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds	North/South Total Approaches
	Left	Thru	Right	Grand Total		
6:00:00	*0*	*0*	*0*	*0*	*0*	*0*
7:00:00	*0*	*0*	*0*	*0*	*0*	*1*
8:00:00	*0*	*0*	*0*	*0*	*0*	*11*
9:00:00	*0*	*0*	*0*	*0*	*0*	*13*
10:00:00	*0*	*0*	*0*	*0*	*0*	*7*
15:00:00	*0*	*0*	*0*	*0*	*0*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*	*12*
17:00:00	*0*	*0*	*0*	*0*	*0*	*10*
18:00:00	*0*	*0*	*0*	*0*	*0*	*11*
19:00:00	*0*	*0*	*0*	*0*	*0*	*12*
Totals:	0	0	0	0	0	77

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
6:00:00	*0*	*0*	*0*	*0*	*0*
7:00:00	*0*	*0*	*1*	*1*	*2*
8:00:00	*0*	*0*	*11*	*11*	*3*
9:00:00	*2*	*0*	*11*	*13*	*23*
10:00:00	*2*	*0*	*5*	*7*	*1*
15:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*3*	*0*	*9*	*12*	*11*
17:00:00	*5*	*0*	*5*	*10*	*4*
18:00:00	*6*	*0*	*5*	*11*	*0*
19:00:00	*4*	*0*	*8*	*12*	*3*
S Totals:	22	0	55	77	47

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds	East/West Total Approaches
	Left	Thru	Right	Grand Total		
6:00:00	*0*	*0*	*0*	*0*	*0*	*0*
7:00:00	*1*	*5*	*0*	*6*	*0*	*31*
8:00:00	*3*	*14*	*0*	*17*	*1*	*70*
9:00:00	*5*	*26*	*0*	*31*	*39*	*81*
10:00:00	*7*	*41*	*0*	*48*	*2*	*87*
15:00:00	*0*	*0*	*0*	*0*	*0*	*0*
16:00:00	*3*	*65*	*0*	*68*	*5*	*107*
17:00:00	*11*	*68*	*0*	*79*	*5*	*133*
18:00:00	*10*	*89*	*0*	*99*	*0*	*149*
19:00:00	*4*	*84*	*0*	*88*	*1*	*173*
Totals:	44	392	0	436	53	831

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
6:00:00	*0*	*0*	*0*	*0*	*0*
7:00:00	*0*	*23*	*2*	*25*	*2*
8:00:00	*0*	*50*	*3*	*53*	*0*
9:00:00	*0*	*46*	*4*	*50*	*0*
10:00:00	*0*	*37*	*2*	*39*	*0*
15:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*0*	*33*	*6*	*39*	*0*
17:00:00	*0*	*47*	*7*	*54*	*0*
18:00:00	*0*	*45*	*5*	*50*	*0*
19:00:00	*0*	*80*	*5*	*85*	*0*
W Totals:	0	361	34	395	2

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*10:00*	*16:00*	*17:00*	*18:00*	*19:00*
Crossing Values:	*2*	*1*	*41*	*4*	*8*	*10*	*6*	*5*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 24-Jun-25 Site #: 2510900007

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 24-Jun-25 Site #: 2510900007

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Buses - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	1	1	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	1	0	9	4	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1
7:30:00	2	1	12	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
7:45:00	4	2	15	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
8:00:00	4	0	18	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
8:15:00	5	1	22	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	24	23
8:30:00	6	1	27	5	0	0	0	0	0	0	0	0	0	0	2	1	0	0	33	9
8:45:00	7	1	38	11	0	0	0	0	0	0	0	0	0	0	2	0	0	0	38	5
9:00:00	9	2	43	5	0	0	0	0	0	0	0	0	0	0	2	0	0	0	40	2
9:15:00	12	3	57	14	0	0	0	0	0	0	0	0	0	0	2	0	0	0	42	2
9:30:00	15	3	66	9	0	0	0	0	0	0	0	0	0	0	2	0	0	0	42	0
9:45:00	16	1	74	8	0	0	0	0	0	0	0	0	0	0	2	0	0	0	42	0
10:00:00	16	0	84	10	0	0	0	0	0	0	0	0	0	0	2	0	0	0	42	0
10:15:00	16	0	84	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	42	0
15:00:00	16	0	84	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	42	0
15:15:00	18	2	103	19	0	0	0	0	0	0	0	0	0	0	2	0	0	0	45	3
15:30:00	18	0	117	14	0	0	0	0	0	0	0	0	0	0	2	0	0	0	47	2
15:45:00	19	1	127	10	0	0	0	0	0	0	0	0	0	0	2	0	0	0	47	0
16:00:00	19	0	149	22	0	0	0	0	0	0	0	0	0	0	2	0	0	0	47	0
16:15:00	22	3	168	19	0	0	0	0	0	0	0	0	0	0	3	1	0	0	47	0
16:30:00	25	3	183	15	0	0	0	0	0	0	0	0	0	0	4	1	0	0	49	2
16:45:00	30	5	200	17	0	0	0	0	0	0	0	0	0	0	4	0	0	0	50	1
17:00:00	30	0	215	15	0	0	0	0	0	0	0	0	0	0	4	0	0	0	52	2
17:15:00	33	3	233	18	0	0	0	0	0	0	0	0	0	0	4	0	0	0	52	0
17:30:00	36	3	254	21	0	0	0	0	0	0	0	0	0	0	4	0	0	0	52	0
17:45:00	40	4	277	23	0	0	0	0	0	0	0	0	0	0	4	0	0	0	52	0
18:00:00	40	0	304	27	0	0	0	0	0	0	0	0	0	0	4	0	0	0	52	0
18:15:00	41	1	322	18	0	0	0	0	0	0	0	0	0	0	4	0	0	0	52	0
18:30:00	44	3	349	27	0	0	0	0	0	0	0	0	0	0	4	0	0	0	52	0
18:45:00	44	0	369	20	0	0	0	0	0	0	0	0	0	0	4	0	0	0	53	1
19:00:00	44	0	388	19	0	0	0	0	0	0	0	0	0	0	4	0	0	0	53	0
19:15:00	44	0	388	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	53	0
19:15:15	44	0	388	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	53	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 24-Jun-25 Site #: 2510900007

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Buses - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
7:00:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:15:00	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5	3
7:30:00	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5	0
7:45:00	0	0	0	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	5	0
8:00:00	0	0	0	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	5	0
8:15:00	0	0	0	0	16	4	0	0	0	0	0	0	0	0	0	0	0	0	20	15
8:30:00	0	0	0	0	20	4	0	0	0	0	0	0	0	0	0	0	0	0	26	6
8:45:00	2	2	0	0	22	2	0	0	0	0	0	0	0	0	0	0	0	0	27	1
9:00:00	2	0	0	0	23	1	0	0	0	0	0	0	0	0	0	0	0	0	28	1
9:15:00	3	1	0	0	25	2	0	0	0	0	0	0	0	0	0	0	0	0	29	1
9:30:00	4	1	0	0	26	1	0	0	0	0	0	0	0	0	0	0	0	0	29	0
9:45:00	4	0	0	0	28	2	0	0	0	0	0	0	0	0	0	0	0	0	29	0
10:00:00	4	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	29	0
10:15:00	4	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	29	0
15:00:00	4	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	29	0
15:15:00	5	1	0	0	29	1	0	0	0	0	0	0	0	0	0	0	0	0	38	9
15:30:00	5	0	0	0	34	5	0	0	0	0	0	0	0	0	0	0	0	0	38	0
15:45:00	7	2	0	0	35	1	0	0	0	0	0	0	0	0	0	0	0	0	38	0
16:00:00	7	0	0	0	37	2	0	0	0	0	0	0	0	0	0	0	0	0	40	2
16:15:00	7	0	0	0	38	1	0	0	0	0	0	0	0	0	0	0	0	0	40	0
16:30:00	11	4	0	0	40	2	0	0	0	0	0	0	0	0	0	0	0	0	41	1
16:45:00	12	1	0	0	41	1	0	0	0	0	0	0	0	0	0	0	0	0	42	1
17:00:00	12	0	0	0	42	1	0	0	0	0	0	0	0	0	0	0	0	0	44	2
17:15:00	12	0	0	0	43	1	0	0	0	0	0	0	0	0	0	0	0	0	44	0
17:30:00	12	0	0	0	45	2	0	0	0	0	0	0	0	0	0	0	0	0	44	0
17:45:00	14	2	0	0	45	0	0	0	0	0	0	0	0	0	0	0	0	0	44	0
18:00:00	18	4	0	0	47	2	0	0	0	0	0	0	0	0	0	0	0	0	44	0
18:15:00	21	3	0	0	50	3	0	0	0	0	0	0	0	0	0	0	0	0	44	0
18:30:00	22	1	0	0	53	3	0	0	0	0	0	0	0	0	0	0	0	0	44	0
18:45:00	22	0	0	0	53	0	0	0	0	0	0	0	0	0	0	0	0	0	45	1
19:00:00	22	0	0	0	55	2	0	0	0	0	0	0	0	0	0	0	0	0	47	2
19:15:00	22	0	0	0	55	0	0	0	0	0	0	0	0	0	0	0	0	0	47	0
19:15:15	22	0	0	0	55	0	0	0	0	0	0	0	0	0	0	0	0	0	47	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 24-Jun-25 Site #: 2510900007

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Buses - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	9	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
6:45:00	0	0	17	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
7:00:00	0	0	23	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:15:00	0	0	35	12	2	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0
7:30:00	0	0	45	10	4	2	0	0	0	0	0	0	0	0	3	2	0	0	2	0
7:45:00	0	0	57	12	5	1	0	0	0	0	0	0	0	0	3	0	0	0	2	0
8:00:00	0	0	70	13	5	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0
8:15:00	0	0	80	10	6	1	0	0	0	0	0	0	0	0	5	2	0	0	2	0
8:30:00	0	0	89	9	8	2	0	0	0	0	0	0	0	0	5	0	0	0	2	0
8:45:00	0	0	101	12	8	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0
9:00:00	0	0	112	11	9	1	0	0	0	0	0	0	0	0	7	2	0	0	2	0
9:15:00	0	0	121	9	10	1	0	0	0	0	0	0	0	0	8	1	0	0	2	0
9:30:00	0	0	133	12	10	0	0	0	0	0	0	0	0	0	8	0	0	0	2	0
9:45:00	0	0	142	9	11	1	0	0	0	0	0	0	0	0	8	0	0	0	2	0
10:00:00	0	0	148	6	11	0	0	0	0	0	0	0	0	0	8	0	0	0	2	0
10:15:00	0	0	148	0	11	0	0	0	0	0	0	0	0	0	8	0	0	0	2	0
15:00:00	0	0	148	0	11	0	0	0	0	0	0	0	0	0	8	0	0	0	2	0
15:15:00	0	0	157	9	13	2	0	0	0	0	0	0	0	0	10	2	0	0	2	0
15:30:00	0	0	163	6	15	2	0	0	0	0	0	0	0	0	10	0	0	0	2	0
15:45:00	0	0	172	9	16	1	0	0	0	0	0	0	0	0	10	0	0	0	2	0
16:00:00	0	0	179	7	16	0	0	0	0	0	0	0	0	0	10	0	1	1	2	0
16:15:00	0	0	188	9	19	3	0	0	0	0	0	0	0	0	11	1	1	0	2	0
16:30:00	0	0	201	13	19	0	0	0	0	0	0	0	0	0	11	0	1	0	2	0
16:45:00	0	0	208	7	19	0	0	0	0	0	0	0	0	0	11	0	1	0	2	0
17:00:00	0	0	225	17	23	4	0	0	0	0	0	0	0	0	11	0	1	0	2	0
17:15:00	0	0	232	7	24	1	0	0	0	0	0	0	0	0	12	1	1	0	2	0
17:30:00	0	0	244	12	24	0	0	0	0	0	0	0	0	0	12	0	1	0	2	0
17:45:00	0	0	257	13	25	1	0	0	0	0	0	0	0	0	12	0	1	0	2	0
18:00:00	0	0	269	12	28	3	0	0	0	0	0	0	0	0	12	0	1	0	2	0
18:15:00	0	0	283	14	30	2	0	0	0	0	0	0	0	0	13	1	1	0	2	0
18:30:00	0	0	303	20	30	0	0	0	0	0	0	0	0	0	13	0	1	0	2	0
18:45:00	0	0	315	12	32	2	0	0	0	0	0	0	0	0	13	0	1	0	2	0
19:00:00	0	0	348	33	33	1	0	0	0	0	0	0	0	0	13	0	1	0	2	0
19:15:00	0	0	348	0	33	0	0	0	0	0	0	0	0	0	13	0	1	0	2	0
19:15:15	0	0	348	0	33	0	0	0	0	0	0	0	0	0	13	0	1	0	2	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Morning Peak Diagram

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

One Hour Peak
From: 7:30:00
To: 8:30:00

Municipality: Stayner
Site #: 2510900008
Intersection: County Rd 91 & East St
TFR File #: 1
Count date: 24-Jun-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: County Rd 91 runs W/E

North Leg Total: 52
North Entering: 44
North Peds: 0
Peds Cross: ⋈

Buses	1	0	1
Trucks	0	0	0
Cars	10	33	43
Totals	11	33	

Buses	1
Trucks	0
Cars	7
Totals	8

East Leg Total: 452
East Entering: 209
East Peds: 2
Peds Cross: ⧖

East St

Buses	Trucks	Cars	Totals
1	26	190	217

Cars	Trucks	Buses	Totals
3	0	0	3
180	26	0	206
183	26	0	

County Rd 91

N
W E
S

Buses	Trucks	Cars	Totals
1	0	4	5
1	21	188	210
2	21	192	

County Rd 91

Cars	Trucks	Buses	Totals
221	21	1	243

Peds Cross: ⧖
West Peds: 0
West Entering: 215
West Leg Total: 432

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Afternoon Peak Diagram

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

One Hour Peak
From: 15:30:00
To: 16:30:00

Municipality: Stayner
Site #: 2510900008
Intersection: County Rd 91 & East St
TFR File #: 1
Count date: 24-Jun-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

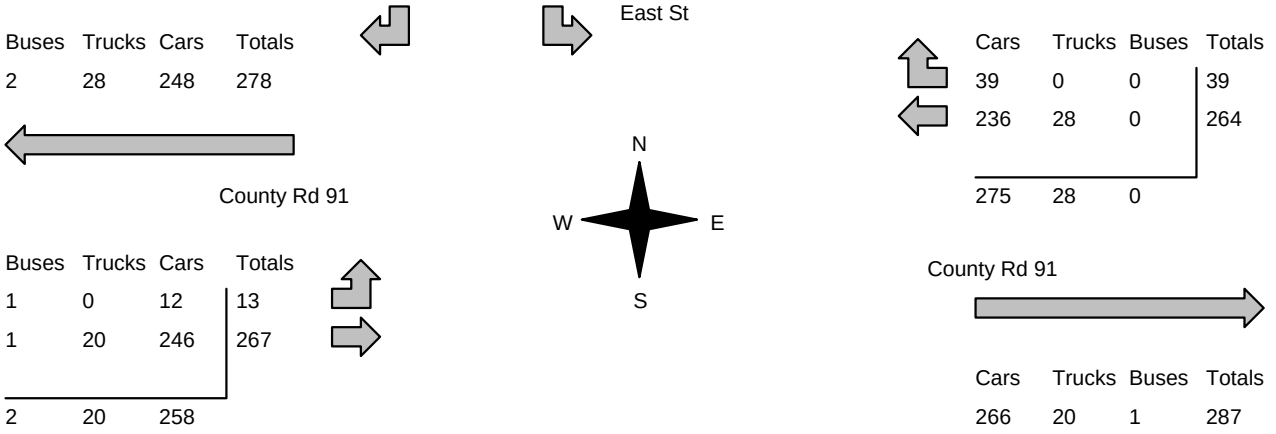
Major Road: County Rd 91 runs W/E

North Leg Total: 86
North Entering: 34
North Peds: 0
Peds Cross: ⋈

Buses	2	0	2
Trucks	0	0	0
Cars	12	20	32
Totals	14	20	

Buses	1
Trucks	0
Cars	51
Totals	52

East Leg Total: 590
East Entering: 303
East Peds: 0
Peds Cross: ⋈



Buses	Trucks	Cars	Totals
2	28	248	278

Cars	Trucks	Buses	Totals
39	0	0	39
236	28	0	264
275	28	0	

Buses	Trucks	Cars	Totals
1	0	12	13
1	20	246	267
2	20	258	

Cars	Trucks	Buses	Totals
266	20	1	287

Peds Cross: ⋈
West Peds: 0
West Entering: 280
West Leg Total: 558

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Total Count Diagram

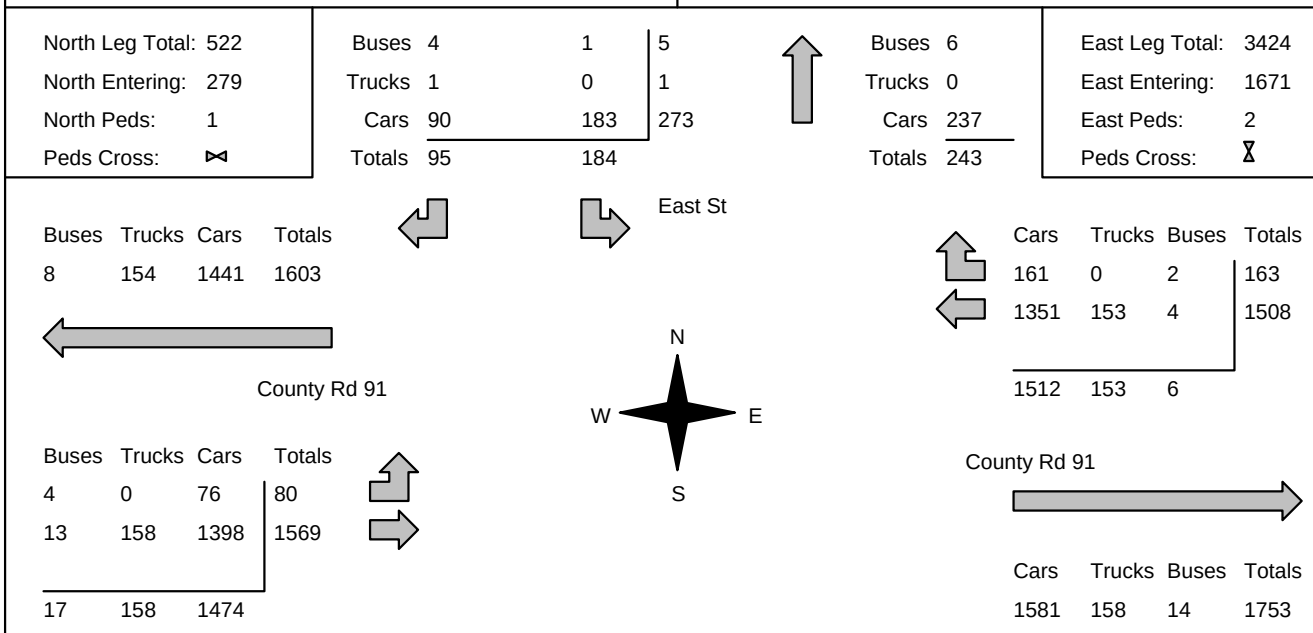
Municipality: Stayner
Site #: 2510900008
Intersection: County Rd 91 & East St
TFR File #: 1
Count date: 24-Jun-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: County Rd 91 runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: County Rd 91 & East St | **Count Date:** 24-Jun-25 | **Municipality:** Stayner

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
6:00:00	*0*	*0*	*0*	*0*	*0*
7:00:00	*24*	*0*	*13*	*37*	*0*
8:00:00	*29*	*0*	*14*	*43*	*0*
9:00:00	*28*	*0*	*12*	*40*	*0*
10:00:00	*19*	*0*	*12*	*31*	*0*
15:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*19*	*0*	*11*	*30*	*0*
17:00:00	*19*	*0*	*12*	*31*	*0*
18:00:00	*19*	*0*	*15*	*34*	*0*
19:00:00	*27*	*0*	*6*	*33*	*1*
Totals:	184	0	95	279	1

North/South Total Approaches: 279

South Approach Totals

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

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
6:00:00	*0*	*0*	*0*	*0*	*0*
7:00:00	*0*	*139*	*8*	*147*	*0*
8:00:00	*0*	*190*	*8*	*198*	*0*
9:00:00	*0*	*204*	*7*	*211*	*2*
10:00:00	*0*	*162*	*7*	*169*	*0*
15:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*0*	*237*	*34*	*271*	*0*
17:00:00	*0*	*242*	*32*	*274*	*0*
18:00:00	*0*	*196*	*36*	*232*	*0*
19:00:00	*0*	*138*	*31*	*169*	*0*
Totals:	0	1508	163	1671	2

East/West Total Approaches: 3320

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
6:00:00	*0*	*0*	*0*	*0*	*0*
7:00:00	*2*	*123*	*0*	*125*	*0*
8:00:00	*6*	*196*	*0*	*202*	*0*
9:00:00	*7*	*188*	*0*	*195*	*0*
10:00:00	*8*	*219*	*0*	*227*	*0*
15:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*12*	*232*	*0*	*244*	*0*
17:00:00	*18*	*266*	*0*	*284*	*0*
18:00:00	*13*	*221*	*0*	*234*	*0*
19:00:00	*14*	*124*	*0*	*138*	*0*
W Totals:	80	1569	0	1649	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*10:00*	*16:00*	*17:00*	*18:00*	*19:00*
Crossing Values:	*24*	*29*	*30*	*19*	*19*	*19*	*19*	*27*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 24-Jun-25 Site #: 2510900008

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Buses - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	5	5	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	8	3	0	0	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	12	4	0	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	24	12	0	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	29	5	0	0	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	39	10	0	0	23	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	44	5	0	0	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	53	9	0	0	27	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	68	15	0	0	29	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	72	4	0	0	33	4	0	0	0	0	0	0	0	0	0	0	1	1	0	0
8:45:00	79	7	0	0	35	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0
9:00:00	81	2	0	0	38	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0
9:15:00	84	3	0	0	41	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0
9:30:00	90	6	0	0	42	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0
9:45:00	95	5	0	0	47	5	0	0	0	0	1	1	0	0	0	0	1	0	0	0
10:00:00	100	5	0	0	49	2	0	0	0	0	1	0	0	0	0	0	1	0	0	0
10:15:00	100	0	0	0	49	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0
15:00:00	100	0	0	0	49	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0
15:15:00	104	4	0	0	51	2	0	0	0	0	1	0	1	1	0	0	2	1	0	0
15:30:00	106	2	0	0	54	3	0	0	0	0	1	0	1	0	0	0	2	0	0	0
15:45:00	108	2	0	0	57	3	0	0	0	0	1	0	1	0	0	0	2	0	0	0
16:00:00	118	10	0	0	59	2	0	0	0	0	1	0	1	0	0	0	2	0	0	0
16:15:00	123	5	0	0	64	5	0	0	0	0	1	0	1	0	0	0	3	1	0	0
16:30:00	126	3	0	0	66	2	0	0	0	0	1	0	1	0	0	0	4	1	0	0
16:45:00	129	3	0	0	68	2	0	0	0	0	1	0	1	0	0	0	4	0	0	0
17:00:00	137	8	0	0	69	1	0	0	0	0	1	0	1	0	0	0	4	0	0	0
17:15:00	140	3	0	0	72	3	0	0	0	0	1	0	1	0	0	0	4	0	0	0
17:30:00	146	6	0	0	74	2	0	0	0	0	1	0	1	0	0	0	4	0	0	0
17:45:00	148	2	0	0	80	6	0	0	0	0	1	0	1	0	0	0	4	0	0	0
18:00:00	156	8	0	0	84	4	0	0	0	0	1	0	1	0	0	0	4	0	0	0
18:15:00	164	8	0	0	86	2	0	0	0	0	1	0	1	0	0	0	4	0	0	0
18:30:00	170	6	0	0	86	0	0	0	0	0	1	0	1	0	0	0	4	0	0	0
18:45:00	180	10	0	0	88	2	0	0	0	0	1	0	1	0	0	0	4	0	0	0
19:00:00	183	3	0	0	90	2	0	0	0	0	1	0	1	0	0	0	4	0	1	1
19:15:00	183	0	0	0	90	0	0	0	0	0	1	0	1	0	0	0	4	0	1	0
19:15:15	183	0	0	0	90	0	0	0	0	0	1	0	1	0	0	0	4	0	1	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 24-Jun-25 Site #: 2510900008

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Buses - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	27	27	2	2	0	0	6	6	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	48	21	4	2	0	0	18	12	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	74	26	5	1	0	0	30	12	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	105	31	8	3	0	0	33	3	0	0	0	0	1	1	0	0	0	0
7:15:00	0	0	143	38	9	1	0	0	37	4	0	0	0	0	1	0	0	0	0	0
7:30:00	0	0	179	36	12	3	0	0	43	6	0	0	0	0	1	0	2	2	0	0
7:45:00	0	0	228	49	13	1	0	0	47	4	0	0	0	0	1	0	2	0	0	0
8:00:00	0	0	278	50	14	1	0	0	50	3	0	0	0	0	1	0	2	0	0	0
8:15:00	0	0	322	44	14	0	0	0	57	7	0	0	0	0	1	0	2	0	2	2
8:30:00	0	0	359	37	15	1	0	0	69	12	0	0	0	0	1	0	2	0	2	0
8:45:00	0	0	406	47	18	3	0	0	79	10	0	0	0	0	2	1	2	0	2	0
9:00:00	0	0	449	43	21	3	0	0	82	3	0	0	0	0	2	0	2	0	2	0
9:15:00	0	0	480	31	21	0	0	0	86	4	0	0	0	0	2	0	2	0	2	0
9:30:00	0	0	517	37	25	4	0	0	90	4	0	0	0	0	2	0	2	0	2	0
9:45:00	0	0	559	42	27	2	0	0	93	3	0	0	0	0	4	2	2	0	2	0
10:00:00	0	0	590	31	28	1	0	0	101	8	0	0	0	0	4	0	2	0	2	0
10:15:00	0	0	590	0	28	0	0	0	101	0	0	0	0	0	4	0	2	0	2	0
15:00:00	0	0	590	0	28	0	0	0	101	0	0	0	0	0	4	0	2	0	2	0
15:15:00	0	0	636	46	37	9	0	0	106	5	0	0	0	0	4	0	2	0	2	0
15:30:00	0	0	693	57	39	2	0	0	111	5	0	0	0	0	4	0	2	0	2	0
15:45:00	0	0	746	53	49	10	0	0	120	9	0	0	0	0	4	0	2	0	2	0
16:00:00	0	0	804	58	62	13	0	0	124	4	0	0	0	0	4	0	2	0	2	0
16:15:00	0	0	865	61	69	7	0	0	129	5	0	0	0	0	4	0	2	0	2	0
16:30:00	0	0	929	64	78	9	0	0	139	10	0	0	0	0	4	0	2	0	2	0
16:45:00	0	0	974	45	86	8	0	0	141	2	0	0	0	0	4	0	2	0	2	0
17:00:00	0	0	1028	54	94	8	0	0	142	1	0	0	0	0	4	0	2	0	2	0
17:15:00	0	0	1090	62	105	11	0	0	144	2	0	0	0	0	4	0	2	0	2	0
17:30:00	0	0	1132	42	112	7	0	0	146	2	0	0	0	0	4	0	2	0	2	0
17:45:00	0	0	1177	45	124	12	0	0	147	1	0	0	0	0	4	0	2	0	2	0
18:00:00	0	0	1218	41	130	6	0	0	148	1	0	0	0	0	4	0	2	0	2	0
18:15:00	0	0	1250	32	140	10	0	0	149	1	0	0	0	0	4	0	2	0	2	0
18:30:00	0	0	1287	37	149	9	0	0	152	3	0	0	0	0	4	0	2	0	2	0
18:45:00	0	0	1316	29	156	7	0	0	152	0	0	0	0	0	4	0	2	0	2	0
19:00:00	0	0	1351	35	161	5	0	0	153	1	0	0	0	0	4	0	2	0	2	0
19:15:00	0	0	1351	0	161	0	0	0	153	0	0	0	0	0	4	0	2	0	2	0
19:15:15	0	0	1351	0	161	0	0	0	153	0	0	0	0	0	4	0	2	0	2	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 24-Jun-25 Site #: 2510900008

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 24-Jun-25 Site #: 2510900008

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Buses - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	1	1	17	17	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
6:30:00	1	0	40	23	0	0	0	0	10	6	0	0	0	0	0	0	0	0	0	0
6:45:00	1	0	60	20	0	0	0	0	19	9	0	0	0	0	0	0	0	0	0	0
7:00:00	2	1	95	35	0	0	0	0	27	8	0	0	0	0	1	1	0	0	0	0
7:15:00	3	1	136	41	0	0	0	0	35	8	0	0	0	0	1	0	0	0	0	0
7:30:00	5	2	164	28	0	0	0	0	42	7	0	0	0	0	2	1	0	0	0	0
7:45:00	6	1	209	45	0	0	0	0	51	9	0	0	0	0	2	0	0	0	0	0
8:00:00	8	2	263	54	0	0	0	0	53	2	0	0	0	0	3	1	0	0	0	0
8:15:00	8	0	306	43	0	0	0	0	57	4	0	0	1	1	3	0	0	0	0	0
8:30:00	9	1	352	46	0	0	0	0	63	6	0	0	1	0	3	0	0	0	0	0
8:45:00	11	2	390	38	0	0	0	0	65	2	0	0	1	0	3	0	0	0	0	0
9:00:00	12	1	430	40	0	0	0	0	73	8	0	0	3	2	4	1	0	0	0	0
9:15:00	14	2	479	49	0	0	0	0	83	10	0	0	3	0	5	1	0	0	0	0
9:30:00	16	2	522	43	0	0	0	0	85	2	0	0	3	0	5	0	0	0	0	0
9:45:00	18	2	579	57	0	0	0	0	87	2	0	0	3	0	6	1	0	0	0	0
10:00:00	20	2	623	44	0	0	0	0	96	9	0	0	3	0	7	1	0	0	0	0
10:15:00	20	0	623	0	0	0	0	0	96	0	0	0	3	0	7	0	0	0	0	0
15:00:00	20	0	623	0	0	0	0	0	96	0	0	0	3	0	7	0	0	0	0	0
15:15:00	22	2	669	46	0	0	0	0	105	9	0	0	3	0	8	1	0	0	0	0
15:30:00	26	4	711	42	0	0	0	0	108	3	0	0	3	0	8	0	0	0	0	0
15:45:00	27	1	772	61	0	0	0	0	113	5	0	0	3	0	8	0	0	0	0	0
16:00:00	31	4	829	57	0	0	0	0	120	7	0	0	4	1	9	1	0	0	0	0
16:15:00	37	6	883	54	0	0	0	0	124	4	0	0	4	0	9	0	0	0	0	0
16:30:00	38	1	957	74	0	0	0	0	128	4	0	0	4	0	9	0	0	0	0	0
16:45:00	42	4	1016	59	0	0	0	0	129	1	0	0	4	0	9	0	0	0	0	0
17:00:00	49	7	1081	65	0	0	0	0	133	4	0	0	4	0	10	1	0	0	0	0
17:15:00	54	5	1151	70	0	0	0	0	137	4	0	0	4	0	11	1	0	0	0	0
17:30:00	57	3	1201	50	0	0	0	0	142	5	0	0	4	0	11	0	0	0	0	0
17:45:00	61	4	1248	47	0	0	0	0	144	2	0	0	4	0	11	0	0	0	0	0
18:00:00	62	1	1285	37	0	0	0	0	149	5	0	0	4	0	11	0	0	0	0	0
18:15:00	68	6	1316	31	0	0	0	0	152	3	0	0	4	0	12	1	0	0	0	0
18:30:00	70	2	1349	33	0	0	0	0	154	2	0	0	4	0	12	0	0	0	0	0
18:45:00	75	5	1375	26	0	0	0	0	156	2	0	0	4	0	12	0	0	0	0	0
19:00:00	76	1	1398	23	0	0	0	0	158	2	0	0	4	0	13	1	0	0	0	0
19:15:00	76	0	1398	0	0	0	0	0	158	0	0	0	4	0	13	0	0	0	0	0
19:15:15	76	0	1398	0	0	0	0	0	158	0	0	0	4	0	13	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Morning Peak Diagram

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

One Hour Peak
From: 7:30:00
To: 8:30:00

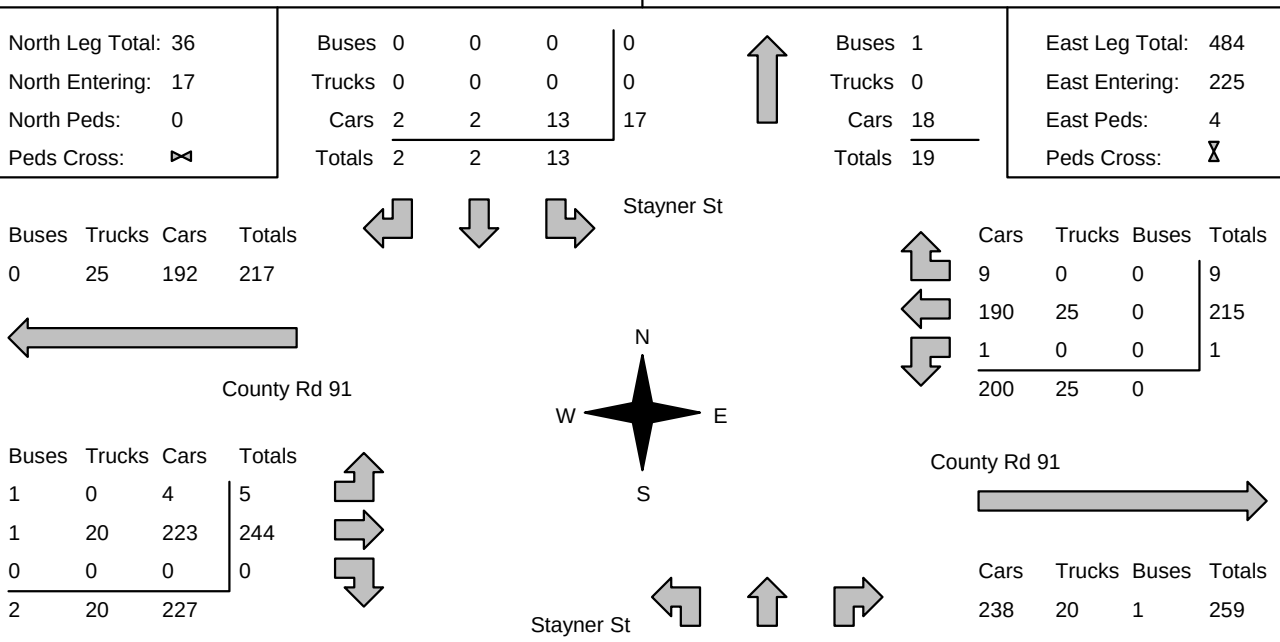
Municipality: Stayner
Site #: 2510900009
Intersection: County Rd 91 & Stayner St
TFR File #: 1
Count date: 24-Jun-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: County Rd 91 runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Afternoon Peak Diagram

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

One Hour Peak
From: 15:30:00
To: 16:30:00

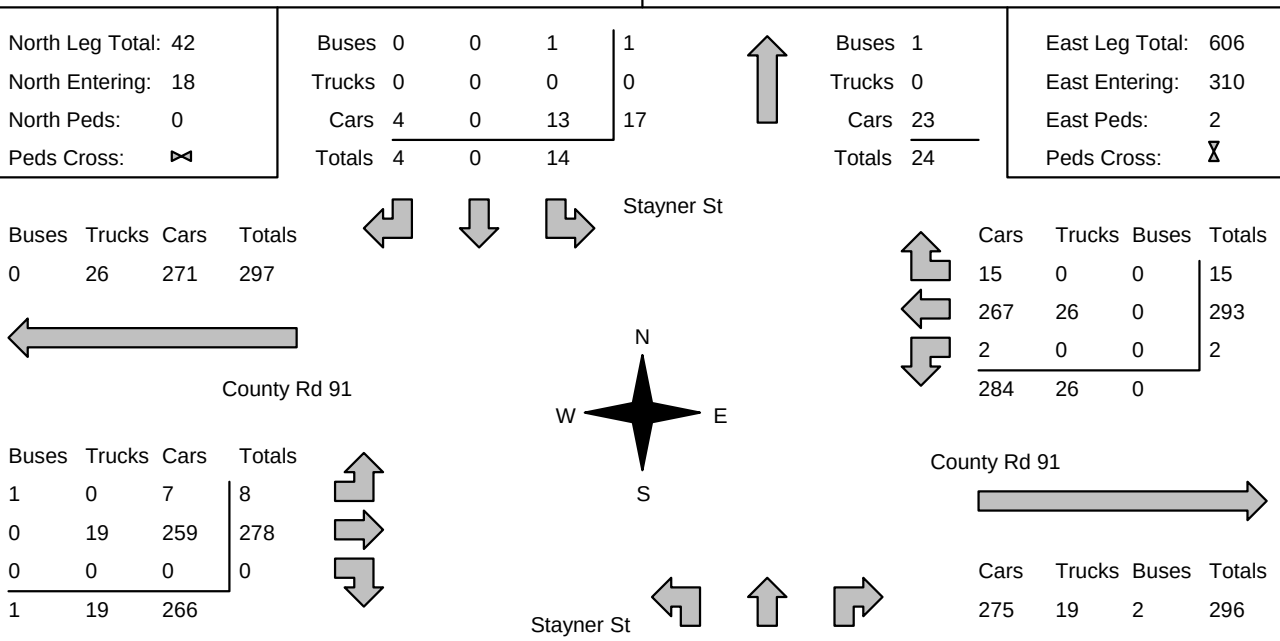
Municipality: Stayner
Site #: 2510900009
Intersection: County Rd 91 & Stayner St
TFR File #: 1
Count date: 24-Jun-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: County Rd 91 runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Total Count Diagram

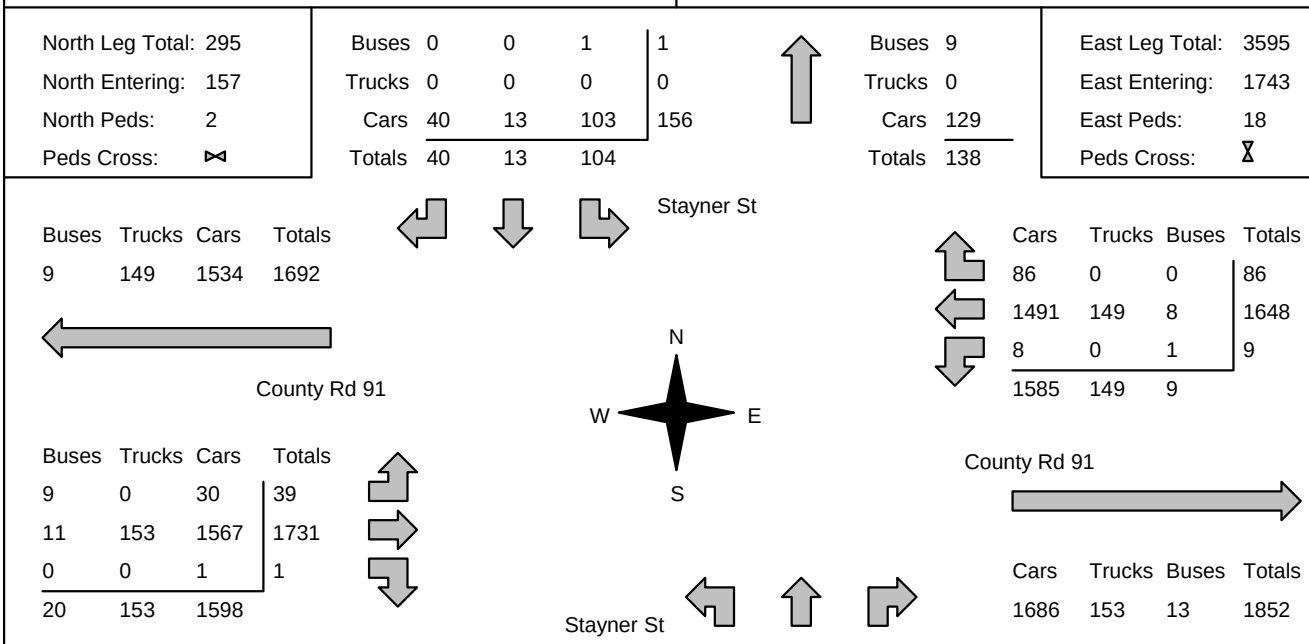
Municipality: Stayner
Site #: 2510900009
Intersection: County Rd 91 & Stayner St
TFR File #: 1
Count date: 24-Jun-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: County Rd 91 runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: County Rd 91 & Stayner St | **Count Date:** 24-Jun-25 | **Municipality:** Stayner

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
6:00:00	0	0	0	0	0
7:00:00	9	0	1	10	0
8:00:00	10	1	3	14	0
9:00:00	16	3	6	25	0
10:00:00	10	1	6	17	0
15:00:00	0	0	0	0	0
16:00:00	21	2	4	27	1
17:00:00	13	2	9	24	0
18:00:00	13	2	6	21	0
19:00:00	12	2	5	19	1
Totals:	104	13	40	157	2

North/South Total Approaches: 191

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
6:00:00	0	0	0	0	0
7:00:00	0	0	1	1	0
8:00:00	1	2	2	5	0
9:00:00	0	4	3	7	0
10:00:00	0	0	1	1	0
15:00:00	0	0	0	0	0
16:00:00	0	1	2	3	0
17:00:00	1	1	6	8	0
18:00:00	2	3	1	6	0
19:00:00	0	2	1	3	0
S Totals:	4	13	17	34	0

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
6:00:00	0	0	0	0	0
7:00:00	1	145	4	150	0
8:00:00	0	203	6	209	0
9:00:00	3	208	11	222	6
10:00:00	0	172	14	186	2
15:00:00	0	0	0	0	0
16:00:00	0	269	13	282	4
17:00:00	2	260	14	276	2
18:00:00	3	228	13	244	2
19:00:00	0	163	11	174	2
Totals:	9	1648	86	1743	18

East/West Total Approaches: 3514

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
6:00:00	0	0	0	0	0
7:00:00	1	147	0	148	0
8:00:00	4	219	0	223	0
9:00:00	3	228	0	231	0
10:00:00	7	232	0	239	1
15:00:00	0	0	0	0	0
16:00:00	7	243	0	250	1
17:00:00	6	279	0	285	1
18:00:00	5	234	1	240	0
19:00:00	6	149	0	155	3
W Totals:	39	1731	1	1771	6

Calculated Values for Traffic Crossing Major Street

Hours Ending:	7:00	8:00	9:00	10:00	16:00	17:00	18:00	19:00
Crossing Values:	9	13	26	14	28	19	20	19

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 24-Jun-25 Site #: 2510900009

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Buses - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	9	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	12	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	15	3	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	16	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	19	3	1	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	24	5	2	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	28	4	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	29	1	3	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	35	6	4	1	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	36	1	4	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30:00	37	1	4	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45:00	43	6	4	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00:00	45	2	5	1	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15:00	45	0	5	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00:00	45	0	5	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:00	52	7	5	0	19	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1
15:30:00	58	6	7	2	19	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
15:45:00	61	3	7	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
16:00:00	65	4	7	0	20	1	0	0	0	0	0	0	1	1	0	0	0	0	1	0
16:15:00	69	4	7	0	22	2	0	0	0	0	0	0	1	0	0	0	0	0	1	0
16:30:00	71	2	7	0	23	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0
16:45:00	74	3	9	2	28	5	0	0	0	0	0	0	1	0	0	0	0	0	1	0
17:00:00	78	4	9	0	29	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0
17:15:00	81	3	10	1	31	2	0	0	0	0	0	0	1	0	0	0	0	0	1	0
17:30:00	85	4	10	0	31	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
17:45:00	89	4	11	1	32	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0
18:00:00	91	2	11	0	35	3	0	0	0	0	0	0	1	0	0	0	0	0	1	0
18:15:00	92	1	12	1	37	2	0	0	0	0	0	0	1	0	0	0	0	0	1	0
18:30:00	96	4	12	0	38	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0
18:45:00	100	4	13	1	38	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
19:00:00	103	3	13	0	40	2	0	0	0	0	0	0	1	0	0	0	0	0	2	1
19:15:00	103	0	13	0	40	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0
19:15:15	103	0	13	0	40	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 24-Jun-25 Site #: 2510900009

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Buses - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	28	28	1	1	0	0	7	7	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	51	23	1	0	0	0	19	12	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	76	25	2	1	0	0	31	12	0	0	0	0	0	0	0	0	0	0
7:00:00	1	1	110	34	4	2	0	0	34	3	0	0	0	0	1	1	0	0	0	0
7:15:00	1	0	147	37	4	0	0	0	38	4	0	0	0	0	1	0	0	0	0	0
7:30:00	1	0	188	41	4	0	0	0	44	6	0	0	0	0	3	2	0	0	0	0
7:45:00	1	0	241	53	6	2	0	0	48	4	0	0	0	0	3	0	0	0	0	0
8:00:00	1	0	294	53	10	4	0	0	51	3	0	0	0	0	3	0	0	0	0	0
8:15:00	1	0	336	42	12	2	0	0	58	7	0	0	0	0	3	0	0	0	0	0
8:30:00	2	1	378	42	13	1	0	0	69	11	0	0	0	0	3	0	0	0	4	4
8:45:00	3	1	428	50	17	4	0	0	78	9	0	0	0	0	4	1	0	0	4	0
9:00:00	3	0	470	42	21	4	0	0	81	3	0	0	1	1	5	1	0	0	6	2
9:15:00	3	0	501	31	25	4	0	0	86	5	0	0	1	0	5	0	0	0	7	1
9:30:00	3	0	539	38	29	4	0	0	90	4	0	0	1	0	5	0	0	0	8	1
9:45:00	3	0	581	42	32	3	0	0	93	3	0	0	1	0	8	3	0	0	8	0
10:00:00	3	0	620	39	35	3	0	0	100	7	0	0	1	0	8	0	0	0	8	0
10:15:00	3	0	620	0	35	0	0	0	100	0	0	0	1	0	8	0	0	0	8	0
15:00:00	3	0	620	0	35	0	0	0	100	0	0	0	1	0	8	0	0	0	8	0
15:15:00	3	0	674	54	37	2	0	0	105	5	0	0	1	0	8	0	0	0	12	4
15:30:00	3	0	736	62	40	3	0	0	110	5	0	0	1	0	8	0	0	0	12	0
15:45:00	3	0	796	60	45	5	0	0	119	9	0	0	1	0	8	0	0	0	12	0
16:00:00	3	0	866	70	48	3	0	0	123	4	0	0	1	0	8	0	0	0	12	0
16:15:00	4	1	930	64	51	3	0	0	128	5	0	0	1	0	8	0	0	0	12	0
16:30:00	5	1	1003	73	55	4	0	0	136	8	0	0	1	0	8	0	0	0	14	2
16:45:00	5	0	1051	48	60	5	0	0	138	2	0	0	1	0	8	0	0	0	14	0
17:00:00	5	0	1110	59	62	2	0	0	139	1	0	0	1	0	8	0	0	0	14	0
17:15:00	7	2	1183	73	66	4	0	0	141	2	0	0	1	0	8	0	0	0	14	0
17:30:00	7	0	1231	48	69	3	0	0	143	2	0	0	1	0	8	0	0	0	14	0
17:45:00	7	0	1286	55	72	3	0	0	144	1	0	0	1	0	8	0	0	0	16	2
18:00:00	8	1	1332	46	75	3	0	0	145	1	0	0	1	0	8	0	0	0	16	0
18:15:00	8	0	1374	42	79	4	0	0	146	1	0	0	1	0	8	0	0	0	16	0
18:30:00	8	0	1417	43	81	2	0	0	149	3	0	0	1	0	8	0	0	0	16	0
18:45:00	8	0	1454	37	85	4	0	0	149	0	0	0	1	0	8	0	0	0	18	2
19:00:00	8	0	1491	37	86	1	0	0	149	0	0	0	1	0	8	0	0	0	18	0
19:15:00	8	0	1491	0	86	0	0	0	149	0	0	0	1	0	8	0	0	0	18	0
19:15:15	8	0	1491	0	86	0	0	0	149	0	0	0	1	0	8	0	0	0	18	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 24-Jun-25 Site #: 2510900009

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Buses - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	1	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	1	0	3	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
7:45:00	0	0	1	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:00:00	0	0	2	1	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:15:00	0	0	2	0	4	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:30:00	0	0	6	4	5	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:45:00	0	0	6	0	6	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
9:00:00	0	0	6	0	6	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
9:15:00	0	0	6	0	6	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
9:30:00	0	0	6	0	6	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
9:45:00	0	0	6	0	7	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:00:00	0	0	6	0	7	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:15:00	0	0	6	0	7	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:00:00	0	0	6	0	7	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:15:00	0	0	6	0	8	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:30:00	0	0	7	1	9	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:45:00	0	0	7	0	9	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:00:00	0	0	7	0	9	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:15:00	0	0	7	0	11	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:30:00	0	0	8	1	12	1	0	0	0	0	0	0	1	0	0	0	1	1	0	0
16:45:00	0	0	8	0	13	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0
17:00:00	1	1	8	0	14	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0
17:15:00	3	2	8	0	14	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
17:30:00	3	0	8	0	14	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
17:45:00	3	0	10	2	14	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
18:00:00	3	0	11	1	15	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0
18:15:00	3	0	11	0	16	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0
18:30:00	3	0	13	2	16	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
18:45:00	3	0	13	0	16	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
19:00:00	3	0	13	0	16	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
19:15:00	3	0	13	0	16	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
19:15:15	3	0	13	0	16	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 24-Jun-25 Site #: 2510900009

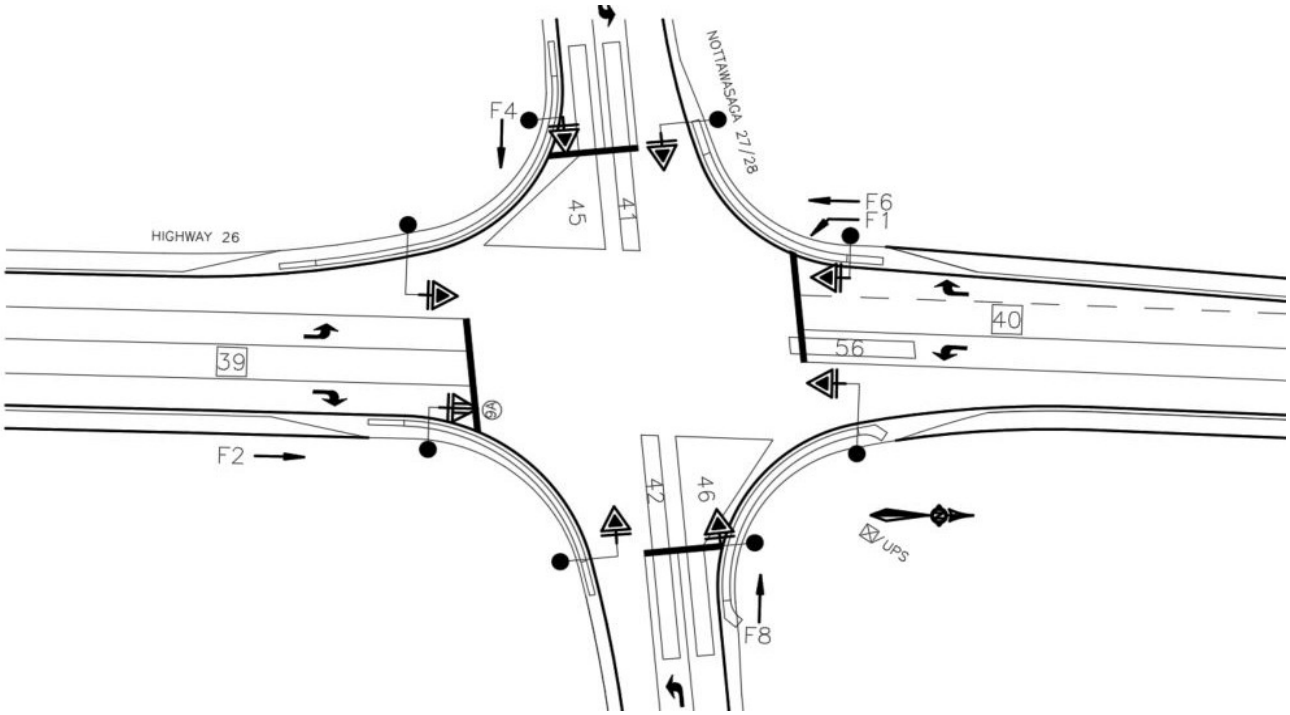
Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Buses - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	24	24	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	48	24	0	0	0	0	9	6	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	72	24	0	0	0	0	18	9	0	0	0	0	1	1	0	0	0	0
7:00:00	0	0	119	47	0	0	0	0	26	8	0	0	1	1	2	1	0	0	0	0
7:15:00	1	1	164	45	0	0	0	0	34	8	0	0	1	0	2	0	0	0	0	0
7:30:00	1	0	202	38	0	0	0	0	41	7	0	0	1	0	4	2	0	0	0	0
7:45:00	1	0	252	50	0	0	0	0	49	8	0	0	1	0	4	0	0	0	0	0
8:00:00	3	2	310	58	0	0	0	0	51	2	0	0	2	1	5	1	0	0	0	0
8:15:00	4	1	368	58	0	0	0	0	55	4	0	0	2	0	5	0	0	0	0	0
8:30:00	5	1	425	57	0	0	0	0	61	6	0	0	2	0	5	0	0	0	0	0
8:45:00	5	0	470	45	0	0	0	0	63	2	0	0	2	0	5	0	0	0	0	0
9:00:00	5	0	518	48	0	0	0	0	71	8	0	0	3	1	5	0	0	0	0	0
9:15:00	6	1	569	51	0	0	0	0	79	8	0	0	3	0	6	1	0	0	1	1
9:30:00	8	2	620	51	0	0	0	0	81	2	0	0	3	0	6	0	0	0	1	0
9:45:00	8	0	680	60	0	0	0	0	83	2	0	0	3	0	7	1	0	0	1	0
10:00:00	11	3	727	47	0	0	0	0	92	9	0	0	4	1	7	0	0	0	1	0
10:15:00	11	0	727	0	0	0	0	0	92	0	0	0	4	0	7	0	0	0	1	0
15:00:00	11	0	727	0	0	0	0	0	92	0	0	0	4	0	7	0	0	0	1	0
15:15:00	11	0	777	50	0	0	0	0	101	9	0	0	5	1	8	1	0	0	2	1
15:30:00	12	1	821	44	0	0	0	0	104	3	0	0	5	0	8	0	0	0	2	0
15:45:00	14	2	882	61	0	0	0	0	108	4	0	0	5	0	8	0	0	0	2	0
16:00:00	17	3	946	64	0	0	0	0	115	7	0	0	5	0	8	0	0	0	2	0
16:15:00	18	1	1001	55	0	0	0	0	119	4	0	0	6	1	8	0	0	0	3	1
16:30:00	19	1	1080	79	0	0	0	0	123	4	0	0	6	0	8	0	0	0	3	0
16:45:00	19	0	1142	62	0	0	0	0	124	1	0	0	6	0	8	0	0	0	3	0
17:00:00	21	2	1212	70	0	0	0	0	128	4	0	0	7	1	8	0	0	0	3	0
17:15:00	23	2	1284	72	0	0	0	0	131	3	0	0	7	0	9	1	0	0	3	0
17:30:00	24	1	1338	54	0	0	0	0	136	5	0	0	7	0	10	1	0	0	3	0
17:45:00	26	2	1385	47	1	1	0	0	138	2	0	0	7	0	10	0	0	0	3	0
18:00:00	26	0	1428	43	1	0	0	0	144	6	0	0	7	0	10	0	0	0	3	0
18:15:00	26	0	1470	42	1	0	0	0	147	3	0	0	8	1	10	0	0	0	5	2
18:30:00	27	1	1506	36	1	0	0	0	149	2	0	0	8	0	10	0	0	0	5	0
18:45:00	29	2	1541	35	1	0	0	0	151	2	0	0	8	0	10	0	0	0	5	0
19:00:00	30	1	1567	26	1	0	0	0	153	2	0	0	9	1	11	1	0	0	6	1
19:15:00	30	0	1567	0	1	0	0	0	153	0	0	0	9	0	11	0	0	0	6	0
19:15:15	30	0	1567	0	1	0	0	0	153	0	0	0	9	0	11	0	0	0	6	0

2070 CONTROLLER FIELD SHEETS

Ontario

Location: Hwy 26 & Nottawasaga 27/28

Date:	2023-06-22	**Issued By:**	T. Apostolopoulos
IP Address:		**Area/District:**	2
Subnet Mask:		**Gateway:**	
System ID:		**UDP Port:**	
Installation Date:		**Installed By:**	



2070 CONTROLLER FIELD SHEETS

Ontario

ACTUATED [X] PRE-TIMED [ ] EMERGENCY TIMING

SIGNAL TO BE MAINTAINED BY: MTO

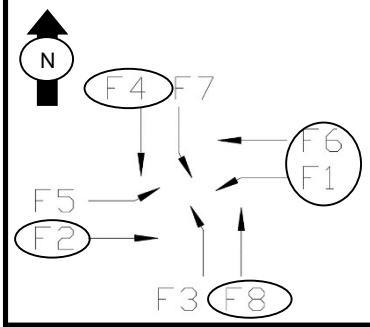
SIGNAL TO BE OPERATED BY: MTO

LOCATION: Hwy 26 & Nottawasaga 27/28

CONFLICT FLASH: F2/F6 AMBER

GENERIC TIMING IDENTIFIED HERE SHALL BE TRANSCRIBED ONTO "OFFICIAL" TIMING SHEETS FOR THE TRAFFIC SIGNAL CONTROLLER BEING USED AT THIS SIGNALIZED INTERSECTION. A COPY OF THE "OFFICIAL" LOCAL TIMING SHEETS AND COORDINATION SHEETS IF USED, SHALL BE ATTACHED TO THIS FORM AND FILED IN THE MTO REGIONAL TRAFFIC OFFICE.

OPERATIONAL NOTES:



1. All Prot/Perm left turn movements shall be followed by parent through movements without exception.
2. If serving F2 and F6 the signal must cycle to F4 and/or F8 prior to serving F1 and/or F5.
3. If serving F4 and F8, the signal must cycle to F2 and/or F6 prior to serving F3 and/or F7.
4. Through Movements shall lag left turn movements unless otherwise specified.

FUNCTION/OPERATION	FAZE							
	F1	F2	F3	F4	F5	F6	F7	F8
PERMITTED MOVEMENTS	X	X		X		X		X
RED LOCK								
AMBER LOCK								
VEHICLE MIN RECALL		X				X		
VEHICLE MAX RECALL								
PEDESTRIAN RECALL								
PEDESTRIAN RECYCLE								
REST IN WALK								
DOUBLE ENTRY		X		X		X		X
MOVEMENTS MUST GAP OUT SIMULTANEOUSLY		X		X		X		X
EXCLUSIVE (SEPERATE) PHASING BY APPORACH								
PROT/PERM LEFT TURN ARROW	X							
PROT/PERM FAST FLASH ADVANCE GREEN								
FULLY PROTECTED LEFT TURN								
OVERLAP A								
OVERLAP B								
DISPLAY AMBER ON STARTUP		X				X		
PLACE VEHICLE CALLS ON STARTUP	X	X		X		X		X
PLACE PED CALLS ON STARTUP								
FIRST FAZE				X				X

INTERVAL TIMES	FAZE							
	F1	F2	F3	F4	F5	F6	F7	F8
WALK								
FLASHING DON'T WALK								
MINIMUM GREEN	7	20		10		20		10
VEHICLE EXTENSION (PASSAGE TIME)	3.0	4.0		3.0		4.0		3.0
MAXIMUM GREEN (INCLUDES MIN GREEN)	15	50		20		50		20
MAXIMUM GREEN 2 (ALTERNATE MAX GREEN)								
AMBER CLEARANCE	3.0	5.9		5.9		5.9		5.9
ALL RED CLEARANCE		1.2		1.5		1.2		1.5
MAX INITIAL GREEN TIME (VARIABLE INIT)		35				35		
TIME ADDED/VEHICLE (VARIABLE INIT)		1.9				1.9		

DETECTOR SETUP	FAZE							
	F1	F2	F3	F4	F5	F6	F7	F8
DELAY	5			10				10
RIGHT TURN LANE DELAY, IF DIFFERENT THAN ABOVE								
DL1, EXT								
DL2, EXT + CARRY								

TIME OF DAY OPERATIONS	TIME OF DAY		DAY OF WEEK							FAZE							
	START	END	S	M	T	W	T	F	S	F1	F2	F3	F4	F5	F6	F7	F8
PHASE OMIT																	
RED LOCK																	
AMBER LOCK																	
MIN RECALL																	
MAX RECALL																	
MAX GREEN 2																	
PED RECALL																	
REST IN WALK																	

PRE-EMPTION	DETECTOR					
	D1	D2	D3	D4	D5	D6
	RR	RR	EVA	EVB	EVC	EVD
DWELL FAZE						
EXIT FAZES						
DELAY (SET IN THE FIELD)						
RED CLEARANCE						
MIN INITIAL						
WALK						
FDW						

ACTUATED TIMING

2070 CONTROLLER FIELD SHEETS

Ontario

ACTUATED ☐ PRE-TIMED ☒ EMERGENCY TIMING

SIGNAL TO BE MAINTAINED BY: MTO

SIGNAL TO BE OPERATED BY: MTO

LOCATION: Hwy 26 & Nottawasaga 27/28

CONFLICT FLASH: F2/F6 AMBER

GENERIC TIMING IDENTIFIED HERE SHALL BE TRANSCRIBED ONTO "OFFICIAL" TIMING SHEETS FOR THE TRAFFIC SIGNAL CONTROLLER BEING USED AT THIS SIGNALIZED INTERSECTION. A COPY OF THE "OFFICIAL" LOCAL TIMING SHEETS AND COORDINATION SHEETS IF USED, SHALL BE ATTACHED TO THIS FORM AND FILED IN THE MTO REGIONAL TRAFFIC OFFICE.

OPERATIONAL NOTES:

1. All Prot/Perm left turn movements shall be followed by parent through movements without exception.
2. If serving F2 and F6 the signal must cycle to F4 and/or F8 prior to serving F1 and/or F5.
3. If serving F4 and F8, the signal must cycle to F2 and/or F6 prior to serving F3 and/or F7.
4. Through Movements shall lag left turn movements unless otherwise specified.
5. CIRCLED VALUES BELOW ARE DIFFERENT THAN THE ACTUATED SHEET. ONLY ADJUST CIRCLED VALUES FOR AFFECTED FAZES IN RECALL.

FUNCTION/OPERATION	FAZE							
	F1	F2	F3	F4	F5	F6	F7	F8
PERMITTED MOVEMENTS	**X**	X		**X**		X		**X**

INTERVAL TIMES	FAZE							
	F1	F2	F3	F4	F5	F6	F7	F8
MINIMUM GREEN	**5**	**40**		**15**		**45**		**15**

Raw data								
Phase	1	2	3	4	5	6	7	8
Min Green	6	20	6	10	0	20	0	10
Pass/10	40	0	40	40	0	0	0	40
Max #1	0	21	35	35	25	21	25	22
Max #2	0	21	35	35	30	21	30	22
YEL/10	30	58	30	41	40	58	40	41
RED/10	10	27	10	30	10	27	10	30

Assumed								
Phase	1	2	3	4	5	6	7	8
Min Green	6	20	6	10	0	20	0	10
Vehicle extension	4	0	4	4	0	0	0	4
Max #1	0	21	35	35	25	21	25	22
Max #2	0	21	35	35	30	21	30	22
yellow	3	5.8	3	4.1	4	5.8	4	4.1
all red	1	2.7	1	3	1	2.7	1	3

APPENDIX D

Level of Service Definitions

Level of Service Definitions

Two-Way Stop Controlled Intersections

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

Adapted from Highway Capacity Manual 2000, Transportation Research Board

Signalized Intersections

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

Adapted from Highway Capacity Manual 2000, Transportation Research Board

APPENDIX E

Detailed Capacity Analysis

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	43	49	400	49	34	299
Future Volume (vph)	43	49	400	49	34	299
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		0.985			
Flt Protected	0.977					0.995
Satd. Flow (prot)	1642	0	1812	0	0	1811
Flt Permitted	0.977					0.995
Satd. Flow (perm)	1642	0	1812	0	0	1811
Link Speed (k/h)	40		50			50
Link Distance (m)	495.9		321.2			1006.2
Travel Time (s)	44.6		23.1			72.4
Confl. Peds. (#/hr)	1			13	13	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	5%	7%	5%	0%	19%	4%
Adj. Flow (vph)	46	53	430	53	37	322
Shared Lane Traffic (%)						
Lane Group Flow (vph)	99	0	483	0	0	359
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	56.2%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	43	49	400	49	34	299
Future Volume (Veh/h)	43	49	400	49	34	299
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	46	53	430	53	37	322
Pedestrians	13		1			
Lane Width (m)	3.7		3.7			
Walking Speed (m/s)	1.1		1.1			
Percent Blockage	1		0			
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	867	470			496	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	867	470			496	
tC, single (s)	6.4	6.3			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.4	
p0 queue free %	85	91			96	
cM capacity (veh/h)	303	576			973	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	99	483	359
Volume Left	46	0	37
Volume Right	53	53	0
cSH	406	1700	973
Volume to Capacity	0.24	0.28	0.04
Queue Length 95th (m)	7.2	0.0	0.9
Control Delay (s/veh)	16.7	0.0	1.3
Lane LOS	C		A
Approach Delay (s/veh)	16.7	0.0	1.3
Approach LOS	C		

Intersection Summary				
Average Delay		2.2		
Intersection Capacity Utilization		56.2%	ICU Level of Service	B
Analysis Period (min)		15		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	48	36	28	792	292	38
Future Volume (vph)	48	36	28	792	292	38
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	0.942				0.985	
Flt Protected	0.972			0.998		
Satd. Flow (prot)	1708	0	0	1844	1797	0
Flt Permitted	0.972			0.998		
Satd. Flow (perm)	1708	0	0	1844	1797	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	390.6			509.9	321.2	
Travel Time (s)	28.1			36.7	23.1	
Confl. Peds. (#/hr)	56		6			6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	4%	4%	6%	0%
Adj. Flow (vph)	51	38	30	843	311	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	89	0	0	873	351	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	75.8%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	48	36	28	792	292	38
Future Volume (Veh/h)	48	36	28	792	292	38
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	51	38	30	843	311	40
Pedestrians	6				56	
Lane Width (m)	3.7				3.7	
Walking Speed (m/s)	1.1				1.1	
Percent Blockage	1				5	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	1296	337	357			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1296	337	357			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	69	95	97			
cM capacity (veh/h)	163	699	1184			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	89	873	351
Volume Left	51	30	0
Volume Right	38	0	40
cSH	242	1184	1700
Volume to Capacity	0.37	0.03	0.21
Queue Length 95th (m)	12.2	0.6	0.0
Control Delay (s/veh)	28.2	0.7	0.0
Lane LOS	D	A	
Approach Delay (s/veh)	28.2	0.7	0.0
Approach LOS	D		

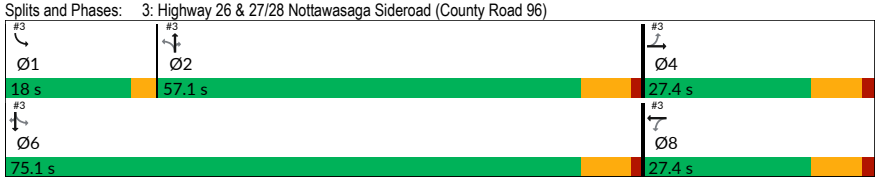
Intersection Summary				
Average Delay		2.4		
Intersection Capacity Utilization		75.8%	ICU Level of Service	D
Analysis Period (min)		15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	7	10	74	11	395	5	712	38	280	271	2
Future Volume (vph)	3	7	10	74	11	395	5	712	38	280	271	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	115.0		0.0	135.0		0.0	165.0		125.0	215.0		45.0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (m)	7.6		7.6	7.6		7.6	7.6		7.6	7.6		7.6
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		0.912			0.854				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	1637	0	1738	1590	0	1825	1847	1541	1772	1847	1633
Flt Permitted	0.308			0.746			0.589			0.166		
Satd. Flow (perm)	592	1637	0	1365	1590	0	1132	1847	1541	310	1847	1633
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			370				79			47
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		2216.7			552.5			1006.2			372.2	
Travel Time (s)		159.6			39.8			72.4			26.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	17%	0%	5%	10%	3%	0%	4%	6%	3%	4%	0%
Adj. Flow (vph)	3	7	10	76	11	403	5	727	39	286	277	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	17	0	76	414	0	5	727	39	286	277	2
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0	20.0	7.0	20.0	20.0
Minimum Split (s)	17.4	17.4		17.4	17.4		27.1	27.1	27.1	10.0	27.1	27.1
Total Split (s)	27.4	27.4		27.4	27.4		57.1	57.1	57.1	18.0	75.1	75.1
Total Split (%)	26.7%	26.7%		26.7%	26.7%		55.7%	55.7%	55.7%	17.6%	73.3%	73.3%
Maximum Green (s)	20.0	20.0		20.0	20.0		50.0	50.0	50.0	15.0	68.0	68.0
Yellow Time (s)	5.9	5.9		5.9	5.9		5.9	5.9	5.9	3.0	5.9	5.9
All-Red Time (s)	1.5	1.5		1.5	1.5		1.2	1.2	1.2	0.0	1.2	1.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4		7.4	7.4		7.1	7.1	7.1	3.0	7.1	7.1
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		4.0	4.0	4.0	3.0	4.0	4.0
Recall Mode	None	None		None	None		None	None	None	None	None	None
Act Effct Green (s)	13.0	13.0		13.0	13.0		38.2	38.2	38.2	56.2	51.9	51.9
Actuated g/C Ratio	0.16	0.16		0.16	0.16		0.48	0.48	0.48	0.70	0.65	0.65
v/c Ratio	0.03	0.06		0.34	0.73		0.01	0.83	0.05	0.70	0.23	0.00
Control Delay (s/veh)	34.3	23.2		38.4	14.6		12.4	27.9	0.6	17.5	6.3	0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.3	23.2		38.4	14.6		12.4	27.9	0.6	17.5	6.3	0.0
LOS	C	C		D	B		B	C	A	B	A	A
Approach Delay (s/veh)		24.9			18.3			26.4			12.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			B			C			B	
Queue Length 50th (m)	0.4	1.0		10.6	6.2		0.4	84.5	0.0	11.5	13.9	0.0
Queue Length 95th (m)	3.0	7.7		27.3	40.7		2.4	174.6	1.2	43.2	31.2	0.0
Internal Link Dist (m)		2192.7			528.5			982.2			348.2	
Turn Bay Length (m)	115.0			135.0			165.0		125.0	215.0		45.0
Base Capacity (vph)	154	434		356	688		738	1204	1032	503	1572	1397
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.04		0.21	0.60		0.01	0.60	0.04	0.57	0.18	0.00

Intersection Summary			
Area Type:	Other		
Cycle Length: 102.5			
Actuated Cycle Length: 80.1			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay (s/veh): 19.8		Intersection LOS: B	
Intersection Capacity Utilization 93.4%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 3: Highway 26 & 27/28 Nottawasaga Sideroad (County Road 96)

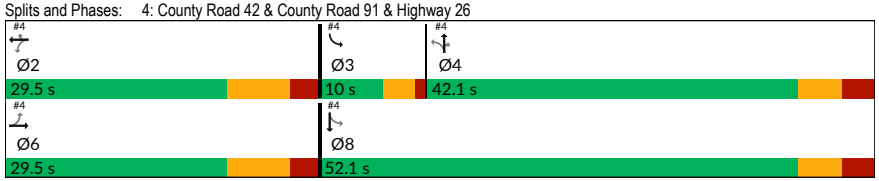


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	175	56	54	167	169	38	180	53	131	161	40
Future Volume (vph)	49	175	56	54	167	169	38	180	53	131	161	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	30.0		0.0	50.0		65.0	85.0		50.0	95.0		0.0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (m)	7.6		7.6	7.6		7.6	7.6		7.6	7.6		7.6
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		1.00		0.99			0.99	0.99		
Frt		0.964				0.850			0.850		0.970	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	1689	0	1722	1746	1512	1601	1812	1541	1690	1789	0
Flt Permitted	0.646			0.608			0.626			0.479		
Satd. Flow (perm)	1230	1689	0	1097	1746	1494	1055	1812	1520	844	1789	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19				178			127		24	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		322.6			533.7			520.8			509.9	
Travel Time (s)		23.2			38.4			37.5			36.7	
Confl. Peds. (#/hr)	6		3	3		6			7	7		
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 (%)	0%	10%	8%	6%	10%	8%	14%	6%	6%	8%	2%	13%
Adj. Flow (vph)	52	184	59	57	176	178	40	189	56	138	169	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	243	0	57	176	178	40	189	56	138	211	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	
Protected Phases		6			2			4		3	8	
Permitted Phases	6			2		2	4		4	8		
Detector Phase	6	6		2	2	2	4	4	4	3	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0	20.0	10.0	10.0	10.0	6.0	10.0	
Minimum Split (s)	29.5	29.5		29.5	29.5	29.5	28.1	28.1	28.1	10.0	28.1	
Total Split (s)	29.5	29.5		29.5	29.5	29.5	42.1	42.1	42.1	10.0	52.1	
Total Split (%)	36.2%	36.2%		36.2%	36.2%	36.2%	51.6%	51.6%	51.6%	12.3%	63.8%	
Maximum Green (s)	21.0	21.0		21.0	21.0	21.0	35.0	35.0	35.0	6.0	45.0	
Yellow Time (s)	5.8	5.8		5.8	5.8	5.8	4.1	4.1	4.1	3.0	4.1	
All-Red Time (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0	3.0	1.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	8.5	8.5		8.5	8.5	8.5	7.1	7.1	7.1	4.0	7.1	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0		7.0	
Flash Don't Walk (s)	14.0	14.0		14.0	14.0	14.0	14.0	14.0	14.0		14.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0	0		0	
Act Effct Green (s)	20.2	20.2		20.2	20.2	20.2	12.0	12.0	12.0	22.8	19.6	
Actuated g/C Ratio	0.36	0.36		0.36	0.36	0.36	0.22	0.22	0.22	0.41	0.35	
v/c Ratio	0.12	0.39		0.14	0.28	0.27	0.18	0.48	0.13	0.32	0.33	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	14.7	15.9		15.1	15.8	4.2	20.5	24.5	0.8	12.0	12.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	14.7	15.9		15.1	15.8	4.2	20.5	24.5	0.8	12.0	12.4	
LOS	B	B		B	B	A	C	C	A	B	B	
Approach Delay (s/veh)		15.7			10.7			19.3			12.2	
Approach LOS		B			B			B			B	
Queue Length 50th (m)	3.5	18.1		4.1	13.7	0.0	3.9	18.5	0.0	8.9	13.3	
Queue Length 95th (m)	10.9	39.8		12.5	30.7	11.8	11.1	34.7	0.7	18.0	25.8	
Internal Link Dist (m)		298.6			509.7			496.8			485.9	
Turn Bay Length (m)	30.0			50.0		65.0	85.0		50.0	95.0		
Base Capacity (vph)	469	656		418	666	680	670	1151	1012	437	1466	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.11	0.37		0.14	0.26	0.26	0.06	0.16	0.06	0.32	0.14	

Intersection Summary			
Area Type:	Other		
Cycle Length: 81.6			
Actuated Cycle Length: 55.6			
Natural Cycle: 70			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay (s/veh): 14.0		Intersection LOS: B	
Intersection Capacity Utilization 78.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 4: County Road 42 & County Road 91 & Highway 26



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	14	2	4	6	2	0	3	8	6	0	0
Future Volume (vph)	0	14	2	4	6	2	0	3	8	6	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		0.982			0.976			0.901				
Flt Protected					0.983						0.950	
Satd. Flow (prot)	0	1764	0	0	1843	0	0	1559	0	0	1825	0
Flt Permitted					0.983						0.950	
Satd. Flow (perm)	0	1764	0	0	1843	0	0	1559	0	0	1825	0
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		208.4			449.4			124.9			105.5	
Travel Time (s)		15.0			32.4			9.0			7.6	
Confl. Peds. (#/hr)	5		9	9		5			9	9		
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles (%)	2%	8%	0%	0%	0%	0%	2%	0%	15%	0%	2%	2%
Adj. Flow (vph)	0	20	3	6	8	3	0	4	11	8	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	0	0	17	0	0	15	0	0	8	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	18.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	14	2	4	6	2	0	3	8	6	0	0
Future Volume (Veh/h)	0	14	2	4	6	2	0	3	8	6	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	0	20	3	6	8	3	0	4	11	8	0	0
Pedestrians					9			9			5	
Lane Width (m)					3.7			3.7			3.7	
Walking Speed (m/s)					1.1			1.1			1.1	
Percent Blockage					1			1			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	38	40	9	57	35	24	0			24		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	38	40	9	57	35	24	0			24		
tC, single (s)	7.1	6.6	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.1	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	98	100	99	99	100	100			99		
cM capacity (veh/h)	943	829	1069	900	850	1044	1623			1590		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	23	17	15	8
Volume Left	0	6	0	8
Volume Right	3	3	11	0
cSH	854	897	1623	1590
Volume to Capacity	0.03	0.02	0.00	0.00*
Queue Length 95th (m)	0.6	0.4	0.0	0.1
Control Delay (s/veh)	9.3	9.1	0.0	7.3
Lane LOS	A	A		A
Approach Delay (s/veh)	9.3	9.1	0.0	7.3
Approach LOS	A	A		

Intersection Summary				
Average Delay		6.8		
Intersection Capacity Utilization		18.5%	ICU Level of Service	A
Analysis Period (min)		15		

* Value less than 0.01.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	38	6	9	35	5	8
Future Volume (vph)	38	6	9	35	5	8
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				0.919	
Flt Protected				0.990	0.980	
Satd. Flow (prot)	1723	0	0	1858	1730	0
Flt Permitted				0.990	0.980	
Satd. Flow (perm)	1723	0	0	1858	1730	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	449.4			188.9	488.2	
Travel Time (s)	32.4			13.6	35.2	
Confl. Peds. (#/hr)		10	10			2
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	11%	0%	0%	3%	0%	0%
Adj. Flow (vph)	45	7	11	41	6	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	52	0	0	52	15	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	19.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	38	6	9	35	5	8
Future Volume (Veh/h)	38	6	9	35	5	8
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)	45	7	11	41	6	9
Pedestrians				2	10	
Lane Width (m)				3.7	3.7	
Walking Speed (m/s)				1.1	1.1	
Percent Blockage				0	1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			62		122	61
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			62		122	61
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		99	99
cM capacity (veh/h)			1539		864	999

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	52	52	15
Volume Left	0	11	6
Volume Right	7	0	9
cSH	1700	1539	940
Volume to Capacity	0.03	0.00*	0.02
Queue Length 95th (m)	0.0	0.2	0.4
Control Delay (s/veh)	0.0	1.6	8.9
Lane LOS		A	A
Approach Delay (s/veh)	0.0	1.6	8.9
Approach LOS			A

Intersection Summary				
Average Delay		1.8		
Intersection Capacity Utilization		19.7%	ICU Level of Service	A
Analysis Period (min)		15		

* Value less than 0.01.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	48	3	10	40	5	7
Future Volume (vph)	48	3	10	40	5	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	0.993				0.923	
Flt Protected				0.990	0.979	
Satd. Flow (prot)	1789	0	0	1902	1736	0
Flt Permitted				0.990	0.979	
Satd. Flow (perm)	1789	0	0	1902	1736	0
Link Speed (k/h)	50			50	48	
Link Distance (m)	188.9			390.6	494.2	
Travel Time (s)	13.6			28.1	37.1	
Confl. Peds. (#/hr)		3	3			9
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	7%	0%	0%	0%	0%	0%
Adj. Flow (vph)	56	3	12	47	6	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	59	0	0	59	14	0
Sign Control	Stop			Stop	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	21.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	48	3	10	40	5	7
Future Volume (vph)	48	3	10	40	5	7
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	56	3	12	47	6	8

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	59	59	14
Volume Left (vph)	0	12	6
Volume Right (vph)	3	0	8
Hadj (s)	0.08	0.04	-0.26
Departure Headway (s)	4.1	4.0	3.9
Degree Utilization, x	0.07	0.07	0.02
Capacity (veh/h)	874	884	887
Control Delay (s/veh)	7.4	7.3	7.0
Approach Delay (s/veh)	7.4	7.3	7.0
Approach LOS	A	A	A

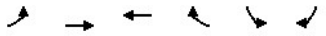
Intersection Summary			
Delay	7.3		
Level of Service	A		
Intersection Capacity Utilization	21.9%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	48	3	10	40	5	7
Future Vol, veh/h	48	3	10	40	5	7
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	7	0	0	0	0	0
Mvmt Flow	56	3	12	47	6	8
Number of Lanes	1	0	0	1	1	0

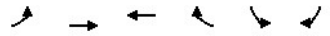
Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7.4	7.3	6.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	42%	0%	20%
Vol Thru, %	0%	94%	80%
Vol Right, %	58%	6%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	12	51	50
LT Vol	5	0	10
Through Vol	0	48	40
RT Vol	7	3	0
Lane Flow Rate	14	59	58
Geometry Grp	1	1	1
Degree of Util (X)	0.015	0.067	0.065
Departure Headway (Hd)	3.836	4.051	4.008
Convergence, Y/N	Yes	Yes	Yes
Cap	926	886	895
Service Time	1.888	2.068	2.026
HCM Lane V/C Ratio	0.015	0.067	0.065
HCM Control Delay, s/veh	6.9	7.4	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.2	0.2



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	6	215	211	4	34	12
Future Volume (vph)	6	215	211	4	34	12
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			0.998		0.964	
Flt Protected		0.999			0.965	
Satd. Flow (prot)	0	1725	1700	0	1741	0
Flt Permitted		0.999			0.965	
Satd. Flow (perm)	0	1725	1700	0	1741	0
Link Speed (k/h)		50	50		50	
Link Distance (m)		1578.3	179.3		488.2	
Travel Time (s)		113.6	12.9		35.2	
Confl. Peds. (#/hr)					2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	20%	11%	13%	0%	0%	10%
Adj. Flow (vph)	6	229	224	4	36	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	235	228	0	49	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.1%		ICU Level of Service A	
Analysis Period (min) 15			

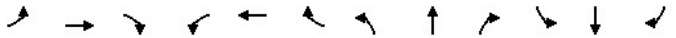


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	215	211	4	34	12
Future Volume (Veh/h)	6	215	211	4	34	12
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	6	229	224	4	36	13
Pedestrians			2			
Lane Width (m)			3.7			
Walking Speed (m/s)			1.1			
Percent Blockage			0			
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	228				469	226
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	228				469	226
tC, single (s)	4.3				6.4	6.3
tC, 2 stage (s)						
tF (s)	2.4				3.5	3.4
p0 queue free %	100				93	98
cM capacity (veh/h)	1241				553	794

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	235	228	49
Volume Left	6	0	36
Volume Right	0	4	13
cSH	1241	1700	601
Volume to Capacity	0.00*	0.13	0.08
Queue Length 95th (m)	0.1	0.0	2.0
Control Delay (s/veh)	0.2	0.0	11.5
Lane LOS	A		B
Approach Delay (s/veh)	0.2	0.0	11.5
Approach LOS			B

Intersection Summary			
Average Delay		1.2	
Intersection Capacity Utilization		26.1%	ICU Level of Service A
Analysis Period (min)		15	

* Value less than 0.01.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	249	0	2	220	10	0	6	3	14	3	3
Future Volume (vph)	6	249	0	2	220	10	0	6	3	14	3	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					0.994			0.955			0.980	
Flt Protected		0.999									0.966	
Satd. Flow (prot)	0	1757	0	0	1714	0	0	1835	0	0	1819	0
Flt Permitted		0.999									0.966	
Satd. Flow (perm)	0	1757	0	0	1714	0	0	1835	0	0	1819	0
Link Speed (k/h)		50			50			48			50	
Link Distance (m)		179.3			322.6			78.1			494.2	
Travel Time (s)		12.9			23.2			5.9			35.6	
Confl. Peds. (#/hr)									4	4		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	20%	9%	2%	0%	12%	0%	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	6	257	0	2	227	10	0	6	3	14	3	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	263	0	0	239	0	0	9	0	0	20	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.4%		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)	6	249	0	2	220	10	0	6	3	14	3	3
Future Volume (Veh/h)	6	249	0	2	220	10	0	6	3	14	3	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	6	257	0	2	227	10	0	6	3	14	3	3
Pedestrians					4							
Lane Width (m)					3.7							
Walking Speed (m/s)					1.1							
Percent Blockage					0							
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)					322							
pX, platoon unblocked												
vC, conflicting volume	237			257			510	510	261	515	505	232
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	237			257			510	510	261	515	505	232
tC, single (s)	4.3			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.4			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	99	100	97	99	100
cM capacity (veh/h)	1231			1320			468	466	779	463	469	812

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	263	239	9	20
Volume Left	6	2	0	14
Volume Right	0	10	3	3
cSH	1231	1320	539	496
Volume to Capacity	0.00*	0.00*	0.02	0.04
Queue Length 95th (m)	0.1	0.0	0.4	1.0
Control Delay (s/veh)	0.2	0.1	11.8	12.6
Lane LOS	A	A	B	B
Approach Delay (s/veh)	0.2	0.1	11.8	12.6
Approach LOS			B	B

Intersection Summary				
Average Delay	0.8			
Intersection Capacity Utilization	31.4%	ICU Level of Service	A	
Analysis Period (min)	15			

* Value less than 0.01.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	25	20	370	19	32	466
Future Volume (vph)	25	20	370	19	32	466
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	0.940		0.993			
Flt Protected	0.973					0.997
Satd. Flow (prot)	1709	0	1890	0	0	1863
Flt Permitted	0.973					0.997
Satd. Flow (perm)	1709	0	1890	0	0	1863
Link Speed (k/h)	40		50			50
Link Distance (m)	495.9		321.2			1006.2
Travel Time (s)	44.6		23.1			72.4
Confl. Peds. (#/hr)				2	2	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	5%	0%	1%	0%	0%	3%
Adj. Flow (vph)	29	23	425	22	37	536
Shared Lane Traffic (%)						
Lane Group Flow (vph)	52	0	447	0	0	573
Sign Control	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	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	25	20	370	19	32	466
Future Volume (Veh/h)	25	20	370	19	32	466
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	29	23	425	22	37	536
Pedestrians	2					
Lane Width (m)	3.7					
Walking Speed (m/s)	1.1					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	1048	438			449	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1048	438			449	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	88	96			97	
cM capacity (veh/h)	240	622			1120	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	52	447	573
Volume Left	29	0	37
Volume Right	23	22	0
cSH	330	1700	1120
Volume to Capacity	0.16	0.26	0.03
Queue Length 95th (m)	4.2	0.0	0.8
Control Delay (s/veh)	17.9	0.0	0.9
Lane LOS	C		A
Approach Delay (s/veh)	17.9	0.0	0.9
Approach LOS	C		

Intersection Summary			
Average Delay		1.4	
Intersection Capacity Utilization		60.3%	ICU Level of Service B
Analysis Period (min)		15	



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	58	51	38	336	430	68
Future Volume (vph)	58	51	38	336	430	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	0.937				0.982	
Flt Protected	0.974			0.995		
Satd. Flow (prot)	1737	0	0	1878	1834	0
Flt Permitted	0.974			0.995		
Satd. Flow (perm)	1737	0	0	1878	1834	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	390.6			509.9	321.2	
Travel Time (s)	28.1			36.7	23.1	
Confl. Peds. (#/hr)	6					
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	2%	0%	2%	3%	2%
Adj. Flow (vph)	66	58	43	382	489	77
Shared Lane Traffic (%)						
Lane Group Flow (vph)	124	0	0	425	566	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.4%			ICU Level of Service B
Analysis Period (min) 15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	58	51	38	336	430	68
Future Volume (Veh/h)	58	51	38	336	430	68
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	66	58	43	382	489	77
Pedestrians					6	
Lane Width (m)					3.7	
Walking Speed (m/s)					1.1	
Percent Blockage					1	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	1002	528	566			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1002	528	566			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	74	89	96			
cM capacity (veh/h)	258	551	1016			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	124	425	566
Volume Left	66	43	0
Volume Right	58	0	77
cSH	344	1016	1700
Volume to Capacity	0.36	0.04	0.33
Queue Length 95th (m)	12.2	1.0	0.0
Control Delay (s/veh)	21.3	1.3	0.0
Lane LOS	C	A	
Approach Delay (s/veh)	21.3	1.3	0.0
Approach LOS	C		

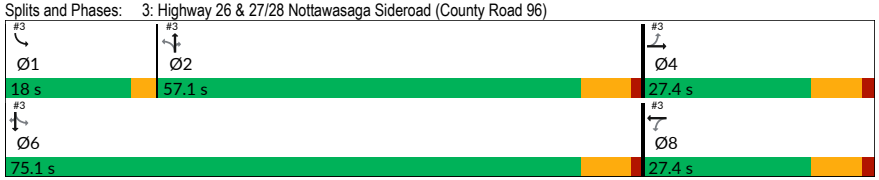
Intersection Summary			
Average Delay		2.9	
Intersection Capacity Utilization		62.4%	ICU Level of Service B
Analysis Period (min)		15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	9	10	56	6	364	2	344	38	382	418	14
Future Volume (vph)	6	9	10	56	6	364	2	344	38	382	418	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	115.0		0.0	135.0		0.0	165.0		125.0	215.0		45.0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (m)	7.6		7.6	7.6		7.6	7.6		7.6	7.6		7.6
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		0.921			0.853				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	1666	0	1825	1592	0	1825	1902	1633	1789	1865	1633
Flt Permitted	0.351			0.744			0.501			0.398		
Satd. Flow (perm)	674	1666	0	1429	1592	0	962	1902	1633	750	1865	1633
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			396				79			47
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		2216.7			552.5			1006.2			372.2	
Travel Time (s)		159.6			39.8			72.4			26.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	13%	0%	0%	0%	3%	0%	1%	0%	2%	3%	0%
Adj. Flow (vph)	7	10	11	61	7	396	2	374	41	415	454	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	21	0	61	403	0	2	374	41	415	454	15
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0	20.0	7.0	20.0	20.0
Minimum Split (s)	17.4	17.4		17.4	17.4		27.1	27.1	27.1	10.0	27.1	27.1
Total Split (s)	27.4	27.4		27.4	27.4		57.1	57.1	57.1	18.0	75.1	75.1
Total Split (%)	26.7%	26.7%		26.7%	26.7%		55.7%	55.7%	55.7%	17.6%	73.3%	73.3%
Maximum Green (s)	20.0	20.0		20.0	20.0		50.0	50.0	50.0	15.0	68.0	68.0
Yellow Time (s)	5.9	5.9		5.9	5.9		5.9	5.9	5.9	3.0	5.9	5.9
All-Red Time (s)	1.5	1.5		1.5	1.5		1.2	1.2	1.2	0.0	1.2	1.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4		7.4	7.4		7.1	7.1	7.1	3.0	7.1	7.1
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		4.0	4.0	4.0	3.0	4.0	4.0
Recall Mode	None	None		None	None		None	None	None	None	None	None
Act Effct Green (s)	11.4	11.4		11.4	11.4		22.0	22.0	22.0	41.1	36.9	36.9
Actuated g/C Ratio	0.18	0.18		0.18	0.18		0.35	0.35	0.35	0.65	0.59	0.59
v/c Ratio	0.06	0.07		0.24	0.66		0.01	0.56	0.07	0.61	0.42	0.02
Control Delay (s/veh)	24.7	17.2		26.1	9.2		15.0	21.1	1.4	9.3	8.7	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.7	17.2		26.1	9.2		15.0	21.1	1.4	9.3	8.7	0.1
LOS	C	B		C	A		B	C	A	A	A	A
Approach Delay (s/veh)		19.1			11.4			19.2			8.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B			B			A	
Queue Length 50th (m)	0.6	1.0		5.8	0.6		0.2	32.8	0.0	16.7	24.0	0.0
Queue Length 95th (m)	4.0	7.3		17.3	22.7		1.5	68.6	2.1	39.9	52.3	0.3
Internal Link Dist (m)		2192.7			528.5			982.2			348.2	
Turn Bay Length (m)	115.0			135.0			165.0		125.0	215.0		45.0
Base Capacity (vph)	217	544		460	781		774	1532	1330	740	1813	1588
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.04		0.13	0.52		0.00	0.24	0.03	0.56	0.25	0.01

Intersection Summary			
Area Type:	Other		
Cycle Length: 102.5			
Actuated Cycle Length: 63			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay (s/veh): 12.1		Intersection LOS: B	
Intersection Capacity Utilization 79.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3: Highway 26 & 27/28 Nottawasaga Sideroad (County Road 96)

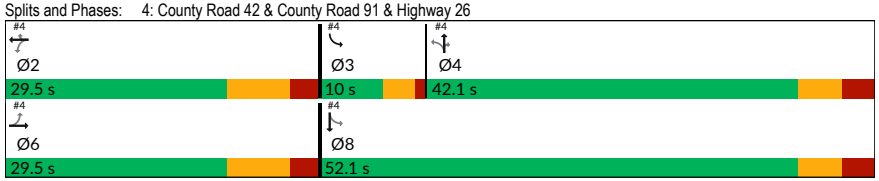


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	236	49	77	238	165	41	171	96	202	253	35
Future Volume (vph)	45	236	49	77	238	165	41	171	96	202	253	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	30.0		0.0	50.0		65.0	85.0		50.0	95.0		0.0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (m)	7.6		7.6	7.6		7.6	7.6		7.6	7.6		7.6
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		1.00		0.99			0.97	0.98		
Frt		0.974				0.850			0.850		0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	1776	0	1755	1812	1585	1825	1883	1633	1738	1847	0
Flt Permitted	0.596			0.569			0.567			0.476		
Satd. Flow (perm)	1138	1776	0	1050	1812	1570	1089	1883	1589	854	1847	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12				183			127		14	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		322.6			533.7			520.8			509.9	
Travel Time (s)		23.2			38.4			37.5			36.7	
Confl. Peds. (#/hr)	5		1	1		5			14	14		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	5%	7%	4%	6%	3%	0%	2%	0%	5%	2%	3%
Adj. Flow (vph)	50	262	54	86	264	183	46	190	107	224	281	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	50	316	0	86	264	183	46	190	107	224	320	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	
Protected Phases		6			2			4		3	8	
Permitted Phases	6			2		2	4		4	8		
Detector Phase	6	6		2	2	2	4	4	4	3	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0	20.0	10.0	10.0	10.0	6.0	10.0	
Minimum Split (s)	29.5	29.5		29.5	29.5	29.5	28.1	28.1	28.1	10.0	28.1	
Total Split (s)	29.5	29.5		29.5	29.5	29.5	42.1	42.1	42.1	10.0	52.1	
Total Split (%)	36.2%	36.2%		36.2%	36.2%	36.2%	51.6%	51.6%	51.6%	12.3%	63.8%	
Maximum Green (s)	21.0	21.0		21.0	21.0	21.0	35.0	35.0	35.0	6.0	45.0	
Yellow Time (s)	5.8	5.8		5.8	5.8	5.8	4.1	4.1	4.1	3.0	4.1	
All-Red Time (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0	3.0	1.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	8.5	8.5		8.5	8.5	8.5	7.1	7.1	7.1	4.0	7.1	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0		7.0	
Flash Don't Walk (s)	14.0	14.0		14.0	14.0	14.0	14.0	14.0	14.0		14.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0	0		0	
Act Effct Green (s)	20.2	20.2		20.2	20.2	20.2	11.8	11.8	11.8	24.9	21.8	
Actuated g/C Ratio	0.35	0.35		0.35	0.35	0.35	0.20	0.20	0.20	0.43	0.38	
v/c Ratio	0.13	0.50		0.23	0.42	0.27	0.21	0.49	0.25	0.49	0.45	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	14.6	18.0		16.1	17.2	4.0	21.3	25.0	5.0	14.7	15.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	14.6	18.0		16.1	17.2	4.0	21.3	25.0	5.0	14.7	15.2	
LOS	B	B		B	B	A	C	C	A	B	B	
Approach Delay (s/veh)		17.6			12.5			18.3			15.0	
Approach LOS		B			B			B			B	
Queue Length 50th (m)	3.4	24.5		6.2	20.8	0.0	4.0	18.0	0.0	15.0	23.3	
Queue Length 95th (m)	10.5	50.5		17.1	43.1	11.3	11.4	34.4	7.7	28.4	42.3	
Internal Link Dist (m)		298.6			509.7			496.8			485.9	
Turn Bay Length (m)	30.0			50.0		65.0	85.0		50.0	95.0		
Base Capacity (vph)	414	655		382	660	688	661	1144	1016	461	1446	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.12	0.48		0.23	0.40	0.27	0.07	0.17	0.11	0.49	0.22	

Intersection Summary			
Area Type:	Other		
Cycle Length: 81.6			
Actuated Cycle Length: 57.7			
Natural Cycle: 70			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay (s/veh): 15.4		Intersection LOS: B	
Intersection Capacity Utilization 83.2%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 4: County Road 42 & County Road 91 & Highway 26



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	12	0	7	18	3	2	3	6	4	0	0
Future Volume (vph)	2	12	0	7	18	3	2	3	6	4	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					0.985			0.927				
Flt Protected		0.994			0.987			0.992			0.950	
Satd. Flow (prot)	0	1910	0	0	1868	0	0	1767	0	0	1825	0
Flt Permitted		0.994			0.987			0.992			0.950	
Satd. Flow (perm)	0	1910	0	0	1868	0	0	1767	0	0	1825	0
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		208.4			449.4			124.9			105.5	
Travel Time (s)		15.0			32.4			9.0			7.6	
Confl. Peds. (#/hr)	3		8	8		3	12		1	1		12
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	2%	2%
Adj. Flow (vph)	2	15	0	9	22	4	2	4	7	5	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	0	35	0	0	13	0	0	5	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.0%		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)	2	12	0	7	18	3	2	3	6	4	0	0
Future Volume (Veh/h)	2	12	0	7	18	3	2	3	6	4	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	2	15	0	9	22	4	2	4	7	5	0	0
Pedestrians		12			1			8			3	
Lane Width (m)		3.7			3.7			3.7			3.7	
Walking Speed (m/s)		1.1			1.1			1.1			1.1	
Percent Blockage		1			0			1			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	52	38	20	38	35	12	12			12		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	52	38	20	38	35	12	12			12		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	98	100	99	97	100	100			100		
cM capacity (veh/h)	905	844	1037	938	847	1071	1601			1618		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	17	35	13	5
Volume Left	2	9	2	5
Volume Right	0	4	7	0
cSH	850	891	1601	1618
Volume to Capacity	0.02	0.04	0.00*	0.00*
Queue Length 95th (m)	0.5	0.9	0.0	0.1
Control Delay (s/veh)	9.3	9.2	1.1	7.2
Lane LOS	A	A	A	A
Approach Delay (s/veh)	9.3	9.2	1.1	7.2
Approach LOS	A	A		

Intersection Summary				
Average Delay			7.6	
Intersection Capacity Utilization			19.0%	ICU Level of Service A
Analysis Period (min)			15	

* Value less than 0.01.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	57	5	11	90	15	10
Future Volume (vph)	57	5	11	90	15	10
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				0.945	
Flt Protected				0.995	0.971	
Satd. Flow (prot)	1867	0	0	1912	1763	0
Flt Permitted				0.995	0.971	
Satd. Flow (perm)	1867	0	0	1912	1763	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	449.4			188.9	488.2	
Travel Time (s)	32.4			13.6	35.2	
Confl. Peds. (#/hr)		23	23			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	62	5	12	98	16	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	67	0	0	110	27	0
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	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	57	5	11	90	15	10
Future Volume (Veh/h)	57	5	11	90	15	10
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	62	5	12	98	16	11
Pedestrians					23	
Lane Width (m)					3.7	
Walking Speed (m/s)					1.1	
Percent Blockage					2	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			90		210	88
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			90		210	88
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		98	99
cM capacity (veh/h)			1484		760	954

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	67	110	27
Volume Left	0	12	16
Volume Right	5	0	11
cSH	1700	1484	828
Volume to Capacity	0.04	0.00*	0.03
Queue Length 95th (m)	0.0	0.2	0.8
Control Delay (s/veh)	0.0	0.9	9.5
Lane LOS		A	A
Approach Delay (s/veh)	0.0	0.9	9.5
Approach LOS			A

Intersection Summary			
Average Delay		1.7	
Intersection Capacity Utilization		22.0%	ICU Level of Service A
Analysis Period (min)		15	

* Value less than 0.01.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	62	7	9	97	11	9
Future Volume (vph)	62	7	9	97	11	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
Frt	0.986				0.941	
Flt Protected				0.996	0.973	
Satd. Flow (prot)	1861	0	0	1913	1759	0
Flt Permitted				0.996	0.973	
Satd. Flow (perm)	1861	0	0	1913	1759	0
Link Speed (k/h)	50			50	48	
Link Distance (m)	188.9			390.6	494.2	
Travel Time (s)	13.6			28.1	37.1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	71	8	10	111	13	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	79	0	0	121	23	0
Sign Control	Stop			Stop	Stop	

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	62	7	9	97	11	9
Future Volume (vph)	62	7	9	97	11	9
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	71	8	10	111	13	10

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	79	121	23
Volume Left (vph)	0	10	13
Volume Right (vph)	8	0	10
Hadj (s)	-0.03	0.02	-0.15
Departure Headway (s)	4.0	4.0	4.2
Degree Utilization, x	0.09	0.14	0.03
Capacity (veh/h)	877	879	815
Control Delay (s/veh)	7.4	7.7	7.3
Approach Delay (s/veh)	7.4	7.7	7.3
Approach LOS	A	A	A

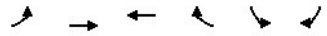
Intersection Summary			
Delay		7.5	
Level of Service		A	
Intersection Capacity Utilization		22.3%	ICU Level of Service A
Analysis Period (min)		15	

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	62	7	9	97	11	9
Future Vol, veh/h	62	7	9	97	11	9
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	0	0	0	0	0
Mvmt Flow	71	8	10	111	13	10
Number of Lanes	1	0	0	1	1	0

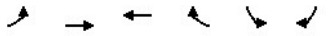
Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7.4	7.7	7.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	55%	0%	8%
Vol Thru, %	0%	90%	92%
Vol Right, %	45%	10%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	20	69	106
LT Vol	11	0	9
Through Vol	0	62	97
RT Vol	9	7	0
Lane Flow Rate	23	79	122
Geometry Grp	1	1	1
Degree of Util (X)	0.026	0.088	0.136
Departure Headway (Hd)	4.082	4.003	4.015
Convergence, Y/N	Yes	Yes	Yes
Cap	864	892	892
Service Time	2.169	2.039	2.043
HCM Lane V/C Ratio	0.027	0.089	0.137
HCM Control Delay, s/veh	7.3	7.4	7.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.3	0.5



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	14	273	270	40	21	15
Future Volume (vph)	14	273	270	40	21	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.983		0.945	
Flt Protected		0.998			0.971	
Satd. Flow (prot)	0	1775	1723	0	1661	0
Flt Permitted		0.998			0.971	
Satd. Flow (perm)	0	1775	1723	0	1661	0
Link Speed (k/h)		50	50		50	
Link Distance (m)		1578.3	179.3		488.2	
Travel Time (s)		113.6	12.9		35.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	8%	8%	11%	0%	0%	15%
Adj. Flow (vph)	15	297	293	43	23	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	312	336	0	39	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	35.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	14	273	270	40	21	15
Future Volume (Veh/h)	14	273	270	40	21	15
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	297	293	43	23	16
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	336				642	315
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	336				642	315
tC, single (s)	4.2				6.4	6.4
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.4
p0 queue free %	99				95	98
cM capacity (veh/h)	1190				436	697

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	312	336	39
Volume Left	15	0	23
Volume Right	0	43	16
cSH	1190	1700	515
Volume to Capacity	0.01	0.20	0.08
Queue Length 95th (m)	0.3	0.0	1.9
Control Delay (s/veh)	0.5	0.0	12.6
Lane LOS	A		B
Approach Delay (s/veh)	0.5	0.0	12.6
Approach LOS			B

Intersection Summary			
Average Delay		0.9	
Intersection Capacity Utilization		35.8%	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)	9	284	0	3	299	16	0	2	5	15	0	5
Future Volume (vph)	9	284	0	3	299	16	0	2	5	15	0	5
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					0.993			0.899			0.965	
Flt Protected		0.999									0.964	
Satd. Flow (prot)	0	1791	0	0	1759	0	0	1454	0	0	1687	0
Flt Permitted		0.999									0.964	
Satd. Flow (perm)	0	1791	0	0	1759	0	0	1454	0	0	1687	0
Link Speed (k/h)		50			50			48			50	
Link Distance (m)		179.3			322.6			78.1			494.2	
Travel Time (s)		12.9			23.2			5.9			35.6	
Confl. Peds. (#/hr)							1		2	2		1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	13%	7%	2%	0%	9%	0%	2%	0%	25%	8%	2%	0%
Adj. Flow (vph)	10	323	0	3	340	18	0	2	6	17	0	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	333	0	0	361	0	0	8	0	0	23	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	35.3%	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)	9	284	0	3	299	16	0	2	5	15	0	5
Future Volume (Veh/h)	9	284	0	3	299	16	0	2	5	15	0	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	10	323	0	3	340	18	0	2	6	17	0	6
Pedestrians		1			2							
Lane Width (m)		3.7			3.7							
Walking Speed (m/s)		1.1			1.1							
Percent Blockage		0			0							
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)					322							
pX, platoon unblocked	0.98						0.98	0.98		0.98	0.98	0.98
vC, conflicting volume	358			323			705	707	325	707	698	350
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	331			323			686	688	325	688	679	323
tC, single (s)	4.2			4.1			7.1	6.5	6.4	7.2	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.5	3.6	4.0	3.3
p0 queue free %	99			100			100	99	99	95	100	99
cM capacity (veh/h)	1142			1248			347	359	665	336	361	705

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	333	361	8	23
Volume Left	10	3	0	17
Volume Right	0	18	6	6
cSH	1142	1248	548	389
Volume to Capacity	0.00*	0.00*	0.01	0.06
Queue Length 95th (m)	0.2	0.1	0.3	1.4
Control Delay (s/veh)	0.3	0.1	11.7	14.8
Lane LOS	A	A	B	B
Approach Delay (s/veh)	0.3	0.1	11.7	14.8
Approach LOS			B	B

Intersection Summary				
Average Delay		0.8		
Intersection Capacity Utilization		35.3%	ICU Level of Service	A
Analysis Period (min)		15		

* Value less than 0.01.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	48	55	519	55	38	441
Future Volume (vph)	48	55	519	55	38	441
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		0.987			
Flt Protected	0.977					0.996
Satd. Flow (prot)	1642	0	1814	0	0	1819
Flt Permitted	0.977					0.996
Satd. Flow (perm)	1642	0	1814	0	0	1819
Link Speed (k/h)	40		50			50
Link Distance (m)	495.9		321.2			1006.2
Travel Time (s)	44.6		23.1			72.4
Confl. Peds. (#/hr)	1			13	13	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	5%	7%	5%	0%	19%	4%
Adj. Flow (vph)	52	59	558	59	41	474
Shared Lane Traffic (%)						
Lane Group Flow (vph)	111	0	617	0	0	515
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.3%		ICU Level of Service C	
Analysis Period (min) 15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	48	55	519	55	38	441
Future Volume (Veh/h)	48	55	519	55	38	441
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	52	59	558	59	41	474
Pedestrians	13		1			
Lane Width (m)	3.7		3.7			
Walking Speed (m/s)	1.1		1.1			
Percent Blockage	1		0			
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	1158	601			630	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1158	601			630	
tC, single (s)	6.4	6.3			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.4	
p0 queue free %	74	88			95	
cM capacity (veh/h)	201	485			864	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	111	617	515
Volume Left	52	0	41
Volume Right	59	59	0
cSH	292	1700	864
Volume to Capacity	0.38	0.36	0.05
Queue Length 95th (m)	13.0	0.0	1.1
Control Delay (s/veh)	24.7	0.0	1.3
Lane LOS	C		A
Approach Delay (s/veh)	24.7	0.0	1.3
Approach LOS	C		

Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	53	40	31	514	434	42
Future Volume (vph)	53	40	31	514	434	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	0.941				0.988	
Flt Protected	0.972			0.997		
Satd. Flow (prot)	1706	0	0	1842	1800	0
Flt Permitted	0.972			0.997		
Satd. Flow (perm)	1706	0	0	1842	1800	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	390.6			509.9	321.2	
Travel Time (s)	28.1			36.7	23.1	
Confl. Peds. (#/hr)	56		6			6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	4%	4%	6%	0%
Adj. Flow (vph)	56	43	33	547	462	45
Shared Lane Traffic (%)						
Lane Group Flow (vph)	99	0	0	580	507	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.5%		ICU Level of Service C	
Analysis Period (min) 15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	53	40	31	514	434	42
Future Volume (Veh/h)	53	40	31	514	434	42
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	56	43	33	547	462	45
Pedestrians	6				56	
Lane Width (m)	3.7				3.7	
Walking Speed (m/s)	1.1				1.1	
Percent Blockage	1				5	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	1160	491	513			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1160	491	513			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	71	92	97			
cM capacity (veh/h)	196	572	1036			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	99	580	507
Volume Left	56	33	0
Volume Right	43	0	45
cSH	274	1036	1700
Volume to Capacity	0.36	0.03	0.30
Queue Length 95th (m)	12.0	0.7	0.0
Control Delay (s/veh)	25.4	0.9	0.0
Lane LOS	D	A	
Approach Delay (s/veh)	25.4	0.9	0.0
Approach LOS	D		

Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	64.5%	ICU Level of Service	C
Analysis Period (min)	15		

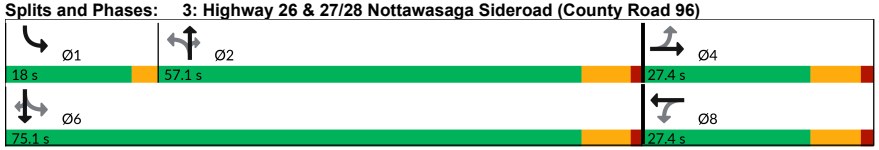
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (vph)	33	25	55	83	21	436	85	396	42	309
Future Volume (vph)	33	25	55	83	21	436	85	396	42	309
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	115.0		0.0	135.0		0.0	165.0		125.0	215.0
Storage Lanes	1		0	1		0	1		1	1
Taper Length (m)	7.6			7.6			7.6			7.6
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.898			0.857				0.850	
Flt Protected	0.950			0.950			0.950			0.950
Satd. Flow (prot)	1825	1637	0	1738	1594	0	1825	1847	1541	1772
Flt Permitted	0.308			0.704			0.562			0.371
Satd. Flow (perm)	592	1637	0	1288	1594	0	1080	1847	1541	692
Right Turn on Red			Yes			Yes			Yes	
Satd. Flow (RTOR)		56			445				79	
Link Speed (k/h)		50			50			50		
Link Distance (m)		2216.7			552.5			1006.2		
Travel Time (s)		159.6			39.8			72.4		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	17%	0%	5%	10%	3%	0%	4%	6%	3%
Adj. Flow (vph)	34	26	56	85	21	445	87	404	43	315
Shared Lane Traffic (%)										
Lane Group Flow (vph)	34	82	0	85	466	0	87	404	43	315
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt
Protected Phases		4			8			2		1
Permitted Phases	4			8			2		2	6
Detector Phase	4	4		8	8		2	2	2	1
Switch Phase										
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0	20.0	7.0
Minimum Split (s)	17.4	17.4		17.4	17.4		27.1	27.1	27.1	10.0
Total Split (s)	27.4	27.4		27.4	27.4		57.1	57.1	57.1	18.0
Total Split (%)	26.7%	26.7%		26.7%	26.7%		55.7%	55.7%	55.7%	17.6%
Yellow Time (s)	5.9	5.9		5.9	5.9		5.9	5.9	5.9	3.0
All-Red Time (s)	1.5	1.5		1.5	1.5		1.2	1.2	1.2	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4		7.4	7.4		7.1	7.1	7.1	3.0
Lead/Lag							Lag	Lag	Lag	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	None	None	None
Act Effct Green (s)	13.0	13.0		13.0	13.0		24.0	24.0	24.0	42.3
Actuated g/C Ratio	0.20	0.20		0.20	0.20		0.36	0.36	0.36	0.64
v/c Ratio	0.29	0.22		0.34	0.69		0.22	0.60	0.07	0.50
Control Delay (s/veh)	32.3	13.2		28.8	9.8		17.7	22.4	1.5	8.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.3	13.2		28.8	9.8		17.7	22.4	1.5	8.5
LOS	C	B		C	A		B	C	A	A
Approach Delay (s/veh)		18.8			12.8			20.0		
Approach LOS		B			B			B		
Queue Length 50th (m)	3.2	2.4		8.2	1.9		6.7	36.4	0.0	12.5

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	322	16
Future Volume (vph)	322	16
Ideal Flow (vphpl)	1900	1900
Storage Length (m)		45.0
Storage Lanes		1
Taper Length (m)		
Lane Util. Factor	1.00	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1847	1633
Flt Permitted		
Satd. Flow (perm)	1847	1633
Right Turn on Red		Yes
Satd. Flow (RTOR)		47
Link Speed (k/h)	50	
Link Distance (m)	372.2	
Travel Time (s)	26.8	
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	4%	0%
Adj. Flow (vph)	329	16
Shared Lane Traffic (%)		
Lane Group Flow (vph)	329	16
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	20.0	20.0
Minimum Split (s)	27.1	27.1
Total Split (s)	75.1	75.1
Total Split (%)	73.3%	73.3%
Yellow Time (s)	5.9	5.9
All-Red Time (s)	1.2	1.2
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.1	7.1
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	None
Act Effct Green (s)	38.1	38.1
Actuated g/C Ratio	0.58	0.58
v/c Ratio	0.31	0.02
Control Delay (s/veh)	8.3	0.2
Queue Delay	0.0	0.0
Total Delay (s/veh)	8.3	0.2
LOS	A	A
Approach Delay (s/veh)	8.2	
Approach LOS	A	
Queue Length 50th (m)	16.6	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Queue Length 95th (m)	12.9	14.2		24.2	29.0		19.4	78.0	2.3	31.4
Internal Link Dist (m)		2192.7			528.5			982.2		
Turn Bay Length (m)	115.0			135.0			165.0		125.0	215.0
Base Capacity (vph)	184	548		401	803		841	1439	1218	695
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	0.15		0.21	0.58		0.10	0.28	0.04	0.45

Intersection Summary			
Area Type:	Other		
Cycle Length: 102.5			
Actuated Cycle Length: 66.1			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay (s/veh): 13.6		Intersection LOS: B	
Intersection Capacity Utilization 81.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3: Highway 26 & 27/28 Nottawasaga Sideroad (County Road 96)



Lane Group	SBT	SBR
Queue Length 95th (m)	37.9	0.3
Internal Link Dist (m)	348.2	
Turn Bay Length (m)		45.0
Base Capacity (vph)	1745	1545
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.19	0.01

Intersection Summary

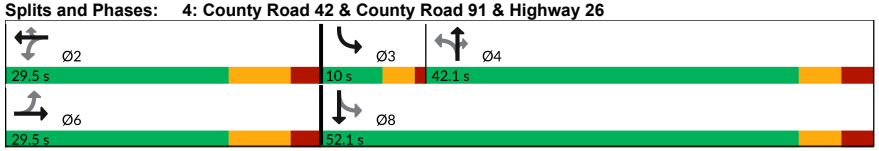
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (vph)	55	193	61	59	184	256	42	205	58	223
Future Volume (vph)	55	193	61	59	184	256	42	205	58	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	30.0		0.0	50.0		65.0	85.0		50.0	95.0
Storage Lanes	1		0	1		1	1		1	1
Taper Length (m)	7.6			7.6			7.6			7.6
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		1.00		0.97			0.97	0.99
Frt		0.964				0.850			0.850	
Flt Protected	0.950			0.950			0.950			0.950
Satd. Flow (prot)	1825	1681	0	1722	1746	1512	1601	1812	1541	1690
Flt Permitted	0.636			0.595			0.593			0.474
Satd. Flow (perm)	1211	1681	0	1074	1746	1464	999	1812	1489	835
Right Turn on Red			Yes			Yes			Yes	
Satd. Flow (RTOR)		19				269			127	
Link Speed (k/h)		50			50			50		
Link Distance (m)		322.6			533.7			520.8		
Travel Time (s)		23.2			38.4			37.5		
Confl. Peds. (#/hr)	6		3	3		6			7	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	10%	8%	6%	10%	8%	14%	6%	6%	8%
Adj. Flow (vph)	58	203	64	62	194	269	44	216	61	235
Shared Lane Traffic (%)										
Lane Group Flow (vph)	58	267	0	62	194	269	44	216	61	235
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	pm+pt
Protected Phases		6			2			4		3
Permitted Phases	6			2		2	4		4	8
Detector Phase	6	6		2	2	2	4	4	4	3
Switch Phase										
Minimum Initial (s)	20.0	20.0		20.0	20.0	20.0	10.0	10.0	10.0	6.0
Minimum Split (s)	29.5	29.5		29.5	29.5	29.5	28.1	28.1	28.1	10.0
Total Split (s)	29.5	29.5		29.5	29.5	29.5	42.1	42.1	42.1	10.0
Total Split (%)	36.2%	36.2%		36.2%	36.2%	36.2%	51.6%	51.6%	51.6%	12.3%
Yellow Time (s)	5.8	5.8		5.8	5.8	5.8	4.1	4.1	4.1	3.0
All-Red Time (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0	3.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.5	8.5		8.5	8.5	8.5	7.1	7.1	7.1	4.0
Lead/Lag							Lag	Lag	Lag	Lead
Lead-Lag Optimize?										
Recall Mode	None	None		None	None	None	None	None	None	None
Act Effct Green (s)	20.1	20.1		20.1	20.1	20.1	12.7	12.7	12.7	25.8
Actuated g/C Ratio	0.34	0.34		0.34	0.34	0.34	0.22	0.22	0.22	0.44
v/c Ratio	0.14	0.45		0.17	0.32	0.40	0.20	0.55	0.14	0.52
Control Delay (s/veh)	15.4	17.5		15.9	16.8	4.4	20.8	26.0	1.2	15.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.4	17.5		15.9	16.8	4.4	20.8	26.0	1.2	15.1
LOS	B	B		B	B	A	C	C	A	B
Approach Delay (s/veh)		17.1			10.4			20.6		

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	189	67
Future Volume (vph)	189	67
Ideal Flow (vphpl)	1900	1900
Storage Length (m)		0.0
Storage Lanes		0
Taper Length (m)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.961	
Flt Protected		
Satd. Flow (prot)	1760	0
Flt Permitted		
Satd. Flow (perm)	1760	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	35	
Link Speed (k/h)	50	
Link Distance (m)	509.9	
Travel Time (s)	36.7	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	2%	13%
Adj. Flow (vph)	199	71
Shared Lane Traffic (%)		
Lane Group Flow (vph)	270	0
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Detector Phase	8	
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	28.1	
Total Split (s)	52.1	
Total Split (%)	63.8%	
Yellow Time (s)	4.1	
All-Red Time (s)	3.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	7.1	
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	
Act Effct Green (s)	22.7	
Actuated g/C Ratio	0.39	
v/c Ratio	0.38	
Control Delay (s/veh)	12.7	
Queue Delay	0.0	
Total Delay (s/veh)	12.7	
LOS	B	
Approach Delay (s/veh)	13.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Approach LOS		B			B			C		
Queue Length 50th (m)	4.1	19.4		4.4	14.6	0.0	3.9	20.5	0.0	15.3
Queue Length 95th (m)	12.2	42.1		13.0	32.0	13.8	10.8	37.7	1.3	28.1
Internal Link Dist (m)		298.6			509.7			496.8		
Turn Bay Length (m)	30.0			50.0		65.0	85.0		50.0	95.0
Base Capacity (vph)	436	617		386	628	699	599	1087	944	456
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.43		0.16	0.31	0.38	0.07	0.20	0.06	0.52

Intersection Summary			
Area Type:	Other		
Cycle Length: 81.6			
Actuated Cycle Length: 58.5			
Natural Cycle: 70			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay (s/veh): 14.7		Intersection LOS: B	
Intersection Capacity Utilization 81.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 4: County Road 42 & County Road 91 & Highway 26



Lane Group	SBT	SBR
Approach LOS	B	
Queue Length 50th (m)	17.0	
Queue Length 95th (m)	32.1	
Internal Link Dist (m)	485.9	
Turn Bay Length (m)		
Base Capacity (vph)	1366	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.20	

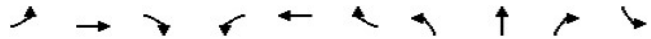
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (vph)	0	15	2	4	6	2	0	3	8	6
Future Volume (vph)	0	15	2	4	6	2	0	3	8	6
Ideal Flow (vphpl)	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
Ped Bike Factor										
Frt		0.983			0.976			0.901		
Flt Protected					0.983					
Satd. Flow (prot)	0	1765	0	0	1843	0	0	1559	0	0
Flt Permitted					0.983					
Satd. Flow (perm)	0	1765	0	0	1843	0	0	1559	0	0
Link Speed (k/h)		50			50			50		
Link Distance (m)		208.4			449.4			124.9		
Travel Time (s)		15.0			32.4			9.0		
Confl. Peds. (#/hr)	5		9	9		5			9	9
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles (%)	2%	8%	0%	0%	0%	0%	2%	0%	15%	0%
Adj. Flow (vph)	0	21	3	6	8	3	0	4	11	8
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	24	0	0	17	0	0	15	0	0
Sign Control		Stop			Stop			Free		

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 18.5%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	0
Future Volume (vph)	0	0
Ideal Flow (vphpl)	1900	1900
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt		
Flt Protected	0.950	
Satd. Flow (prot)	1825	0
Flt Permitted	0.950	
Satd. Flow (perm)	1825	0
Link Speed (k/h)	50	
Link Distance (m)	105.5	
Travel Time (s)	7.6	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.71	0.71
Heavy Vehicles (%)	2%	2%
Adj. Flow (vph)	0	0
Shared Lane Traffic (%)		
Lane Group Flow (vph)	8	0
Sign Control	Free	

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (veh/h)	0	15	2	4	6	2	0	3	8	6
Future Volume (Veh/h)	0	15	2	4	6	2	0	3	8	6
Sign Control		Stop			Stop			Free		
Grade		0%			0%			0%		
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	0	21	3	6	8	3	0	4	11	8
Pedestrians					9			9		
Lane Width (m)					3.7			3.7		
Walking Speed (m/s)					1.1			1.1		
Percent Blockage					1			1		
Right turn flare (veh)										
Median type								None		
Median storage veh)										
Upstream signal (m)										
pX, platoon unblocked										
vC, conflicting volume	38	40	9	57	35	24	0			24
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	38	40	9	57	35	24	0			24
tC, single (s)	7.1	6.6	6.2	7.1	6.5	6.2	4.1			4.1
tC, 2 stage (s)										
tF (s)	3.5	4.1	3.3	3.5	4.0	3.3	2.2			2.2
p0 queue free %	100	97	100	99	99	100	100			99
cM capacity (veh/h)	943	829	1069	898	850	1044	1623			1590

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	24	17	15	8
Volume Left	0	6	0	8
Volume Right	3	3	11	0
cSH	853	897	1623	1590
Volume to Capacity	0.03	0.02	0.00	0.01
Queue Length 95th (m)	0.7	0.4	0.0	0.1
Control Delay (s/veh)	9.3	9.1	0.0	7.3
Lane LOS	A	A		A
Approach Delay (s/veh)	9.3	9.1	0.0	7.3
Approach LOS	A	A		

Intersection Summary				
Average Delay	6.8			
Intersection Capacity Utilization	18.5%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	0
Future Volume (Veh/h)	0	0
Sign Control	Free	
Grade	0%	
Peak Hour Factor	0.71	0.71
Hourly flow rate (vph)	0	0
Pedestrians	5	
Lane Width (m)	3.7	
Walking Speed (m/s)	1.1	
Percent Blockage	0	
Right turn flare (veh)		
Median type	None	
Median storage veh)		
Upstream signal (m)		
pX, platoon unblocked		
vC, conflicting volume		
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol		
tC, single (s)		
tC, 2 stage (s)		
tF (s)		
p0 queue free %		
cM capacity (veh/h)		

Direction, Lane #

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	42	6	10	39	5	8
Future Volume (vph)	42	6	10	39	5	8
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				0.919	
Flt Protected				0.990	0.980	
Satd. Flow (prot)	1723	0	0	1858	1730	0
Flt Permitted				0.990	0.980	
Satd. Flow (perm)	1723	0	0	1858	1730	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	449.4			188.9	488.2	
Travel Time (s)	32.4			13.6	35.2	
Confl. Peds. (#/hr)		10	10			2
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	11%	0%	0%	3%	0%	0%
Adj. Flow (vph)	49	7	12	46	6	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	56	0	0	58	15	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	19.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	42	6	10	39	5	8
Future Volume (Veh/h)	42	6	10	39	5	8
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)	49	7	12	46	6	9
Pedestrians				2	10	
Lane Width (m)				3.7	3.7	
Walking Speed (m/s)				1.1	1.1	
Percent Blockage				0	1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			66		133	65
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			66		133	65
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		99	99
cM capacity (veh/h)			1534		851	994

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	56	58	15
Volume Left	0	12	6
Volume Right	7	0	9
cSH	1700	1534	931
Volume to Capacity	0.03	0.01	0.02
Queue Length 95th (m)	0.0	0.2	0.4
Control Delay (s/veh)	0.0	1.6	8.9
Lane LOS		A	A
Approach Delay (s/veh)	0.0	1.6	8.9
Approach LOS			A

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	19.9%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	53	3	11	44	5	7
Future Volume (vph)	53	3	11	44	5	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	0.994				0.923	
Flt Protected				0.990	0.979	
Satd. Flow (prot)	1790	0	0	1902	1736	0
Flt Permitted				0.990	0.979	
Satd. Flow (perm)	1790	0	0	1902	1736	0
Link Speed (k/h)	50			50	48	
Link Distance (m)	188.9			390.6	494.2	
Travel Time (s)	13.6			28.1	37.1	
Confl. Peds. (#/hr)		3	3			9
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	7%	0%	0%	0%	0%	0%
Adj. Flow (vph)	62	3	13	51	6	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	65	0	0	64	14	0
Sign Control	Stop			Stop	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	22.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	53	3	11	44	5	7
Future Volume (vph)	53	3	11	44	5	7
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	62	3	13	51	6	8

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	65	64	14
Volume Left (vph)	0	13	6
Volume Right (vph)	3	0	8
Hadj (s)	0.09	0.04	-0.26
Departure Headway (s)	4.1	4.0	3.9
Degree Utilization, x	0.07	0.07	0.02
Capacity (veh/h)	872	883	880
Control Delay (s/veh)	7.4	7.3	7.0
Approach Delay (s/veh)	7.4	7.3	7.0
Approach LOS	A	A	A

Intersection Summary			
Delay	7.3		
Level of Service	A		
Intersection Capacity Utilization	22.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

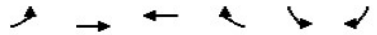
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	53	3	11	44	5	7
Future Vol, veh/h	53	3	11	44	5	7
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	7	0	0	0	0	0
Mvmt Flow	62	3	13	51	6	8
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7.4	7.3	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	42%	0%	20%
Vol Thru, %	0%	95%	80%
Vol Right, %	58%	5%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	12	56	55
LT Vol	5	0	11
Through Vol	0	53	44
RT Vol	7	3	0
Lane Flow Rate	14	65	64
Geometry Grp	1	1	1
Degree of Util (X)	0.015	0.073	0.071
Departure Headway (Hd)	3.855	4.058	4.012
Convergence, Y/N	Yes	Yes	Yes
Cap	921	884	894
Service Time	1.91	2.076	2.031
HCM Lane V/C Ratio	0.015	0.074	0.072
HCM Control Delay, s/veh	7	7.4	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.2	0.2

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	6	237	255	4	38	13
Future Volume (vph)	6	237	255	4	38	13
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			0.998		0.965	
Flt Protected		0.999			0.964	
Satd. Flow (prot)	0	1726	1700	0	1742	0
Flt Permitted		0.999			0.964	
Satd. Flow (perm)	0	1726	1700	0	1742	0
Link Speed (k/h)		50	50		50	
Link Distance (m)		1578.3	179.3		488.2	
Travel Time (s)		113.6	12.9		35.2	
Confl. Peds. (#/hr)					2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	20%	11%	13%	0%	0%	10%
Adj. Flow (vph)	6	252	271	4	40	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	258	275	0	54	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.3%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	237	255	4	38	13
Future Volume (Veh/h)	6	237	255	4	38	13
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	6	252	271	4	40	14
Pedestrians			2			
Lane Width (m)			3.7			
Walking Speed (m/s)			1.1			
Percent Blockage			0			
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	275				539	273
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	275				539	273
tC, single (s)	4.3				6.4	6.3
tC, 2 stage (s)						
tF (s)	2.4				3.5	3.4
p0 queue free %	99				92	98
cM capacity (veh/h)	1191				503	747

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	258	275	54
Volume Left	6	0	40
Volume Right	0	4	14
cSH	1191	1700	550
Volume to Capacity	0.01	0.16	0.10
Queue Length 95th (m)	0.1	0.0	2.5
Control Delay (s/veh)	0.2	0.0	12.3
Lane LOS	A		B
Approach Delay (s/veh)	0.2	0.0	12.3
Approach LOS			B

Intersection Summary			
Average Delay		1.2	
Intersection Capacity Utilization		27.3%	ICU Level of Service A
Analysis Period (min)		15	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (vph)	6	275	0	2	266	11	0	6	3	15
Future Volume (vph)	6	275	0	2	266	11	0	6	3	15
Ideal Flow (vphpl)	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
Ped Bike Factor										
Frt					0.995			0.955		
Flt Protected		0.999								
Satd. Flow (prot)	0	1757	0	0	1715	0	0	1835	0	0
Flt Permitted		0.999								
Satd. Flow (perm)	0	1757	0	0	1715	0	0	1835	0	0
Link Speed (k/h)		50			50			48		
Link Distance (m)		179.3			322.6			78.1		
Travel Time (s)		12.9			23.2			5.9		
Confl. Peds. (#/hr)									4	4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	20%	9%	2%	0%	12%	0%	2%	0%	0%	0%
Adj. Flow (vph)	6	284	0	2	274	11	0	6	3	15
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	290	0	0	287	0	0	9	0	0
Sign Control		Free			Free			Stop		

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.0%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	3	3
Future Volume (vph)	3	3
Ideal Flow (vphpl)	1900	1900
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.981	
Flt Protected	0.966	
Satd. Flow (prot)	1821	0
Flt Permitted	0.966	
Satd. Flow (perm)	1821	0
Link Speed (k/h)	50	
Link Distance (m)	494.2	
Travel Time (s)	35.6	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	3	3
Shared Lane Traffic (%)		
Lane Group Flow (vph)	21	0
Sign Control	Stop	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (veh/h)	6	275	0	2	266	11	0	6	3	15
Future Volume (Veh/h)	6	275	0	2	266	11	0	6	3	15
Sign Control		Free			Free			Stop		
Grade		0%			0%			0%		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	6	284	0	2	274	11	0	6	3	15
Pedestrians					4					
Lane Width (m)					3.7					
Walking Speed (m/s)					1.1					
Percent Blockage					0					
Right turn flare (veh)										
Median type		None			None					
Median storage veh)										
Upstream signal (m)					322					
pX, platoon unblocked										
vC, conflicting volume	285			284			584	585	288	590
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	285			284			584	585	288	590
tC, single (s)	4.3			4.1			7.1	6.5	6.2	7.1
tC, 2 stage (s)										
tF (s)	2.4			2.2			3.5	4.0	3.3	3.5
p0 queue free %	99			100			100	99	100	96
cM capacity (veh/h)	1181			1290			417	423	753	413

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	290	287	9	21
Volume Left	6	2	0	15
Volume Right	0	11	3	3
cSH	1181	1290	495	444
Volume to Capacity	0.01	0.00	0.02	0.05
Queue Length 95th (m)	0.1	0.0	0.4	1.1
Control Delay (s/veh)	0.2	0.1	12.4	13.5
Lane LOS	A	A	B	B
Approach Delay (s/veh)	0.2	0.1	12.4	13.5
Approach LOS			B	B

Intersection Summary				
Average Delay	0.8			
Intersection Capacity Utilization	33.0%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	3	3
Future Volume (Veh/h)	3	3
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.97	0.97
Hourly flow rate (vph)	3	3
Pedestrians		
Lane Width (m)		
Walking Speed (m/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (m)		
pX, platoon unblocked		
vC, conflicting volume	580	280
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	580	280
tC, single (s)	6.5	6.2
tC, 2 stage (s)		
tF (s)	4.0	3.3
p0 queue free %	99	100
cM capacity (veh/h)	426	764

Direction, Lane #

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	28	22	606	21	35	614
Future Volume (vph)	28	22	606	21	35	614
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	0.941		0.996			
Flt Protected	0.973					0.997
Satd. Flow (prot)	1711	0	1895	0	0	1862
Flt Permitted	0.973					0.997
Satd. Flow (perm)	1711	0	1895	0	0	1862
Link Speed (k/h)	40		50			50
Link Distance (m)	495.9		321.2			1006.2
Travel Time (s)	44.6		23.1			72.4
Confl. Peds. (#/hr)				2	2	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	5%	0%	1%	0%	0%	3%
Adj. Flow (vph)	32	25	697	24	40	706
Shared Lane Traffic (%)						
Lane Group Flow (vph)	57	0	721	0	0	746
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.9%		ICU Level of Service C	
Analysis Period (min) 15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	28	22	606	21	35	614
Future Volume (Veh/h)	28	22	606	21	35	614
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	32	25	697	24	40	706
Pedestrians	2					
Lane Width (m)	3.7					
Walking Speed (m/s)	1.1					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	1497	711			723	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1497	711			723	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	75	94			95	
cM capacity (veh/h)	127	436			887	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	57	721	746
Volume Left	32	0	40
Volume Right	25	24	0
cSH	184	1700	887
Volume to Capacity	0.31	0.42	0.05
Queue Length 95th (m)	9.5	0.0	1.1
Control Delay (s/veh)	33.2	0.0	1.2
Lane LOS	D		A
Approach Delay (s/veh)	33.2	0.0	1.2
Approach LOS	D		

Intersection Summary			
Average Delay		1.8	
Intersection Capacity Utilization		70.9%	ICU Level of Service C
Analysis Period (min)		15	



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	64	57	42	569	575	75
Future Volume (vph)	64	57	42	569	575	75
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	0.936				0.984	
Flt Protected	0.974			0.997		
Satd. Flow (prot)	1735	0	0	1880	1837	0
Flt Permitted	0.974			0.997		
Satd. Flow (perm)	1735	0	0	1880	1837	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	390.6			509.9	321.2	
Travel Time (s)	28.1			36.7	23.1	
Confl. Peds. (#/hr)	6					
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	2%	0%	2%	3%	2%
Adj. Flow (vph)	73	65	48	647	653	85
Shared Lane Traffic (%)						
Lane Group Flow (vph)	138	0	0	695	738	0
Sign Control	Stop			Free	Free	

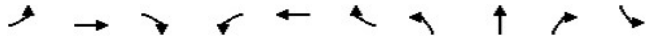
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 78.2%			ICU Level of Service D
Analysis Period (min) 15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	64	57	42	569	575	75
Future Volume (Veh/h)	64	57	42	569	575	75
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	73	65	48	647	653	85
Pedestrians					6	
Lane Width (m)					3.7	
Walking Speed (m/s)					1.1	
Percent Blockage					1	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	1445	696	738			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1445	696	738			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	47	85	95			
cM capacity (veh/h)	138	442	877			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	138	695	738
Volume Left	73	48	0
Volume Right	65	0	85
cSH	204	877	1700
Volume to Capacity	0.68	0.05	0.43
Queue Length 95th (m)	31.7	1.3	0.0
Control Delay (s/veh)	53.1	1.4	0.0
Lane LOS	F	A	
Approach Delay (s/veh)	53.1	1.4	0.0
Approach LOS	F		

Intersection Summary			
Average Delay		5.3	
Intersection Capacity Utilization	78.2%	ICU Level of Service	D
Analysis Period (min)		15	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (vph)	65	26	39	63	28	401	151	381	42	422
Future Volume (vph)	65	26	39	63	28	401	151	381	42	422
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	115.0		0.0	135.0		0.0	165.0		125.0	215.0
Storage Lanes	1		0	1		0	1		1	1
Taper Length (m)	7.6			7.6			7.6			7.6
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.910			0.860				0.850	
Flt Protected	0.950			0.950			0.950			0.950
Satd. Flow (prot)	1825	1662	0	1825	1607	0	1825	1902	1633	1789
Flt Permitted	0.198			0.711			0.454			0.311
Satd. Flow (perm)	380	1662	0	1366	1607	0	872	1902	1633	586
Right Turn on Red			Yes			Yes			Yes	
Satd. Flow (RTOR)		42			436				79	
Link Speed (k/h)		50			50			50		
Link Distance (m)		2216.7			552.5			1006.2		
Travel Time (s)		159.6			39.8			72.4		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	13%	0%	0%	0%	3%	0%	1%	0%	2%
Adj. Flow (vph)	71	28	42	68	30	436	164	414	46	459
Shared Lane Traffic (%)										
Lane Group Flow (vph)	71	70	0	68	466	0	164	414	46	459
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt
Protected Phases		4			8			2		1
Permitted Phases	4			8			2		2	6
Detector Phase	4	4		8	8		2	2	2	1
Switch Phase										
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0	20.0	7.0
Minimum Split (s)	17.4	17.4		17.4	17.4		27.1	27.1	27.1	10.0
Total Split (s)	27.4	27.4		27.4	27.4		57.1	57.1	57.1	18.0
Total Split (%)	26.7%	26.7%		26.7%	26.7%		55.7%	55.7%	55.7%	17.6%
Yellow Time (s)	5.9	5.9		5.9	5.9		5.9	5.9	5.9	3.0
All-Red Time (s)	1.5	1.5		1.5	1.5		1.2	1.2	1.2	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4		7.4	7.4		7.1	7.1	7.1	3.0
Lead/Lag							Lag	Lag	Lag	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	None	None	None
Act Effct Green (s)	20.1	20.1		20.1	20.1		25.2	25.2	25.2	46.5
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.33	0.33	0.33	0.60
v/c Ratio	0.72	0.15		0.19	0.63		0.58	0.67	0.08	0.80
Control Delay (s/veh)	70.5	14.1		26.5	8.3		30.3	28.0	1.7	20.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.5	14.1		26.5	8.3		30.3	28.0	1.7	20.3
LOS	E	B		C	A		C	C	A	C
Approach Delay (s/veh)		42.5			10.6			26.7		
Approach LOS		D			B			C		
Queue Length 50th (m)	9.3	3.0		7.6	3.3		19.8	52.0	0.0	31.8

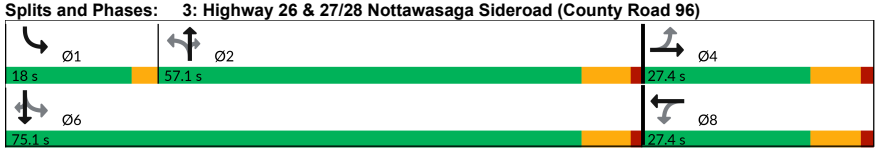
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	515	47
Future Volume (vph)	515	47
Ideal Flow (vphpl)	1900	1900
Storage Length (m)		45.0
Storage Lanes		1
Taper Length (m)		
Lane Util. Factor	1.00	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1865	1633
Flt Permitted		
Satd. Flow (perm)	1865	1633
Right Turn on Red		Yes
Satd. Flow (RTOR)		51
Link Speed (k/h)	50	
Link Distance (m)	372.2	
Travel Time (s)	26.8	
Peak Hour Factor	0.92	0.92
Heavy Vehicles (%)	3%	0%
Adj. Flow (vph)	560	51
Shared Lane Traffic (%)		
Lane Group Flow (vph)	560	51
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	20.0	20.0
Minimum Split (s)	27.1	27.1
Total Split (s)	75.1	75.1
Total Split (%)	73.3%	73.3%
Yellow Time (s)	5.9	5.9
All-Red Time (s)	1.2	1.2
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.1	7.1
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	None
Act Effct Green (s)	42.3	42.3
Actuated g/C Ratio	0.55	0.55
v/c Ratio	0.55	0.06
Control Delay (s/veh)	13.2	2.4
Queue Delay	0.0	0.0
Total Delay (s/veh)	13.2	2.4
LOS	B	A
Approach Delay (s/veh)	15.8	
Approach LOS	B	
Queue Length 50th (m)	48.3	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Queue Length 95th (m)	#35.7	14.0		20.6	31.4		38.0	78.9	2.6	#54.8
Internal Link Dist (m)		2192.7			528.5			982.2		
Turn Bay Length (m)	115.0			135.0			165.0		125.0	215.0
Base Capacity (vph)	99	465		357	741		569	1242	1094	589
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	0.72	0.15		0.19	0.63		0.29	0.33	0.04	0.78

Intersection Summary

Area Type: Other
Cycle Length: 102.5
Actuated Cycle Length: 77.1
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay (s/veh): 19.1 Intersection LOS: B
Intersection Capacity Utilization 102.5% ICU Level of Service G
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Highway 26 & 27/28 Nottawasaga Sideroad (County Road 96)



Lane Group	SBT	SBR
Queue Length 95th (m)	71.8	3.9
Internal Link Dist (m)	348.2	
Turn Bay Length (m)		45.0
Base Capacity (vph)	1657	1456
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.34	0.04

Intersection Summary

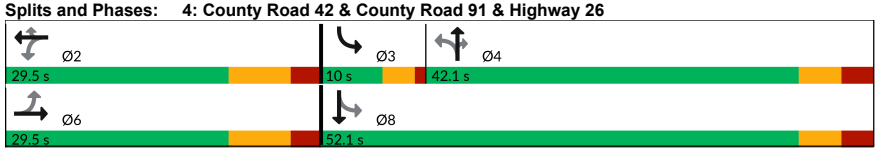
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (vph)	50	261	55	85	263	365	46	205	106	294
Future Volume (vph)	50	261	55	85	263	365	46	205	106	294
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	30.0		0.0	50.0		65.0	85.0		50.0	95.0
Storage Lanes	1		0	1		1	1		1	1
Taper Length (m)	7.6			7.6			7.6			7.6
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		1.00		0.97			0.95	0.98
Frt		0.974				0.850			0.850	
Flt Protected	0.950			0.950			0.950			0.950
Satd. Flow (prot)	1825	1769	0	1755	1812	1585	1825	1883	1633	1738
Flt Permitted	0.581			0.526			0.532			0.473
Satd. Flow (perm)	1109	1769	0	971	1812	1539	1022	1883	1557	850
Right Turn on Red			Yes			Yes			Yes	
Satd. Flow (RTOR)		12				406			127	
Link Speed (k/h)		50			50			50		
Link Distance (m)		322.6			533.7			520.8		
Travel Time (s)		23.2			38.4			37.5		
Confl. Peds. (#/hr)	5		1	1		5			14	14
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	5%	7%	4%	6%	3%	0%	2%	0%	5%
Adj. Flow (vph)	56	290	61	94	292	406	51	228	118	327
Shared Lane Traffic (%)										
Lane Group Flow (vph)	56	351	0	94	292	406	51	228	118	327
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	pm+pt
Protected Phases		6			2			4		3
Permitted Phases	6			2		2	4		4	8
Detector Phase	6	6		2	2	2	4	4	4	3
Switch Phase										
Minimum Initial (s)	20.0	20.0		20.0	20.0	20.0	10.0	10.0	10.0	6.0
Minimum Split (s)	29.5	29.5		29.5	29.5	29.5	28.1	28.1	28.1	10.0
Total Split (s)	29.5	29.5		29.5	29.5	29.5	42.1	42.1	42.1	10.0
Total Split (%)	36.2%	36.2%		36.2%	36.2%	36.2%	51.6%	51.6%	51.6%	12.3%
Yellow Time (s)	5.8	5.8		5.8	5.8	5.8	4.1	4.1	4.1	3.0
All-Red Time (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0	3.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.5	8.5		8.5	8.5	8.5	7.1	7.1	7.1	4.0
Lead/Lag							Lag	Lag	Lag	Lead
Lead-Lag Optimize?										
Recall Mode	None	None		None	None	None	None	None	None	None
Act Effct Green (s)	20.3	20.3		20.3	20.3	20.3	13.2	13.2	13.2	26.3
Actuated g/C Ratio	0.34	0.34		0.34	0.34	0.34	0.22	0.22	0.22	0.45
v/c Ratio	0.15	0.57		0.28	0.47	0.51	0.22	0.54	0.27	0.70
Control Delay (s/veh)	16.0	20.5		18.2	19.1	4.7	21.0	25.4	5.4	20.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.0	20.5		18.2	19.1	4.7	21.0	25.4	5.4	20.9
LOS	B	C		B	B	A	C	C	A	C
Approach Delay (s/veh)		19.9			11.6			18.9		

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	290	59
Future Volume (vph)	290	59
Ideal Flow (vphpl)	1900	1900
Storage Length (m)		0.0
Storage Lanes		0
Taper Length (m)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.974	
Flt Protected		
Satd. Flow (prot)	1831	0
Flt Permitted		
Satd. Flow (perm)	1831	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	20	
Link Speed (k/h)	50	
Link Distance (m)	509.9	
Travel Time (s)	36.7	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.90	0.90
Heavy Vehicles (%)	2%	3%
Adj. Flow (vph)	322	66
Shared Lane Traffic (%)		
Lane Group Flow (vph)	388	0
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Detector Phase	8	
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	28.1	
Total Split (s)	52.1	
Total Split (%)	63.8%	
Yellow Time (s)	4.1	
All-Red Time (s)	3.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	7.1	
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	
Act Effct Green (s)	23.2	
Actuated g/C Ratio	0.39	
v/c Ratio	0.53	
Control Delay (s/veh)	16.0	
Queue Delay	0.0	
Total Delay (s/veh)	16.0	
LOS	B	
Approach Delay (s/veh)	18.2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Approach LOS		B			B			B		
Queue Length 50th (m)	4.0	28.2		7.0	23.4	0.0	4.5	21.7	0.0	22.5
Queue Length 95th (m)	12.2	58.4		19.3	48.7	16.7	12.1	39.6	9.0	40.0
Internal Link Dist (m)		298.6			509.7			496.8		
Turn Bay Length (m)	30.0			50.0		65.0	85.0		50.0	95.0
Base Capacity (vph)	395	638		346	645	809	607	1118	976	468
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.55		0.27	0.45	0.50	0.08	0.20	0.12	0.70

Intersection Summary			
Area Type:	Other		
Cycle Length: 81.6			
Actuated Cycle Length: 59.1			
Natural Cycle: 70			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay (s/veh): 16.4		Intersection LOS: B	
Intersection Capacity Utilization 87.0%		ICU Level of Service E	
Analysis Period (min) 15			

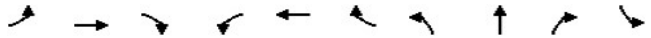
Splits and Phases: 4: County Road 42 & County Road 91 & Highway 26





Lane Group	SBT	SBR
Approach LOS	B	
Queue Length 50th (m)	28.9	
Queue Length 95th (m)	50.6	
Internal Link Dist (m)	485.9	
Turn Bay Length (m)		
Base Capacity (vph)	1403	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.28	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (vph)	2	13	0	7	20	3	2	3	6	4
Future Volume (vph)	2	13	0	7	20	3	2	3	6	4
Ideal Flow (vphpl)	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
Ped Bike Factor										
Frt					0.986			0.927		
Flt Protected		0.994			0.988			0.992		
Satd. Flow (prot)	0	1910	0	0	1871	0	0	1767	0	0
Flt Permitted		0.994			0.988			0.992		
Satd. Flow (perm)	0	1910	0	0	1871	0	0	1767	0	0
Link Speed (k/h)		50			50			50		
Link Distance (m)		208.4			449.4			124.9		
Travel Time (s)		15.0			32.4			9.0		
Confl. Peds. (#/hr)	3		8	8		3	12		1	1
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	2	16	0	9	25	4	2	4	7	5
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	18	0	0	38	0	0	13	0	0
Sign Control		Stop			Stop			Free		

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.0%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	0
Future Volume (vph)	0	0
Ideal Flow (vphpl)	1900	1900
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt		
Flt Protected	0.950	
Satd. Flow (prot)	1825	0
Flt Permitted	0.950	
Satd. Flow (perm)	1825	0
Link Speed (k/h)	50	
Link Distance (m)	105.5	
Travel Time (s)	7.6	
Confl. Peds. (#/hr)		12
Peak Hour Factor	0.81	0.81
Heavy Vehicles (%)	2%	2%
Adj. Flow (vph)	0	0
Shared Lane Traffic (%)		
Lane Group Flow (vph)	5	0
Sign Control	Free	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (veh/h)	2	13	0	7	20	3	2	3	6	4
Future Volume (Veh/h)	2	13	0	7	20	3	2	3	6	4
Sign Control		Stop			Stop			Free		
Grade		0%			0%			0%		
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	2	16	0	9	25	4	2	4	7	5
Pedestrians		12			1			8		
Lane Width (m)		3.7			3.7			3.7		
Walking Speed (m/s)		1.1			1.1			1.1		
Percent Blockage		1			0			1		
Right turn flare (veh)										
Median type								None		
Median storage veh)										
Upstream signal (m)										
pX, platoon unblocked										
vC, conflicting volume	53	38	20	39	35	12	12			12
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	53	38	20	39	35	12	12			12
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1
tC, 2 stage (s)										
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2
p0 queue free %	100	98	100	99	97	100	100			100
cM capacity (veh/h)	900	844	1037	937	847	1071	1601			1618

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	18	38	13	5
Volume Left	2	9	2	5
Volume Right	0	4	7	0
cSH	850	887	1601	1618
Volume to Capacity	0.02	0.04	0.00	0.00
Queue Length 95th (m)	0.5	1.0	0.0	0.1
Control Delay (s/veh)	9.3	9.2	1.1	7.2
Lane LOS	A	A	A	A
Approach Delay (s/veh)	9.3	9.2	1.1	7.2
Approach LOS	A	A		

Intersection Summary				
Average Delay		7.7		
Intersection Capacity Utilization		19.0%	ICU Level of Service	A
Analysis Period (min)		15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	0
Future Volume (Veh/h)	0	0
Sign Control	Free	
Grade	0%	
Peak Hour Factor	0.81	0.81
Hourly flow rate (vph)	0	0
Pedestrians	3	
Lane Width (m)	3.7	
Walking Speed (m/s)	1.1	
Percent Blockage	0	
Right turn flare (veh)		
Median type	None	
Median storage veh)		
Upstream signal (m)		
pX, platoon unblocked		
vC, conflicting volume		
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol		
tC, single (s)		
tC, 2 stage (s)		
tF (s)		
p0 queue free %		
cM capacity (veh/h)		
Direction, Lane #		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	62	5	12	100	16	11
Future Volume (vph)	62	5	12	100	16	11
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				0.944	
Flt Protected				0.995	0.972	
Satd. Flow (prot)	1869	0	0	1912	1763	0
Flt Permitted				0.995	0.972	
Satd. Flow (perm)	1869	0	0	1912	1763	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	449.4			188.9	488.2	
Travel Time (s)	32.4			13.6	35.2	
Confl. Peds. (#/hr)		23	23			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	67	5	13	109	17	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	72	0	0	122	29	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.6%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	62	5	12	100	16	11
Future Volume (Veh/h)	62	5	12	100	16	11
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	67	5	13	109	17	12
Pedestrians					23	
Lane Width (m)					3.7	
Walking Speed (m/s)					1.1	
Percent Blockage					2	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			95		228	93
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			95		228	93
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		98	99
cM capacity (veh/h)			1478		741	948

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	72	122	29
Volume Left	0	13	17
Volume Right	5	0	12
cSH	1700	1478	815
Volume to Capacity	0.04	0.01	0.04
Queue Length 95th (m)	0.0	0.2	0.8
Control Delay (s/veh)	0.0	0.9	9.6
Lane LOS		A	A
Approach Delay (s/veh)	0.0	0.9	9.6
Approach LOS			A

Intersection Summary			
Average Delay		1.7	
Intersection Capacity Utilization		22.6%	ICU Level of Service A
Analysis Period (min)		15	



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	68	7	10	107	12	10
Future Volume (vph)	68	7	10	107	12	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.987				0.941	
Flt Protected				0.996	0.973	
Satd. Flow (prot)	1862	0	0	1913	1759	0
Flt Permitted				0.996	0.973	
Satd. Flow (perm)	1862	0	0	1913	1759	0
Link Speed (k/h)	50			50	48	
Link Distance (m)	188.9			390.6	494.2	
Travel Time (s)	13.6			28.1	37.1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	78	8	11	123	14	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	86	0	0	134	25	0
Sign Control	Stop			Stop	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.9%			ICU Level of Service A
Analysis Period (min) 15			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	68	7	10	107	12	10
Future Volume (vph)	68	7	10	107	12	10
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	78	8	11	123	14	11

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	86	134	25
Volume Left (vph)	0	11	14
Volume Right (vph)	8	0	11
Hadj (s)	-0.02	0.02	-0.15
Departure Headway (s)	4.1	4.1	4.2
Degree Utilization, x	0.10	0.15	0.03
Capacity (veh/h)	871	876	804
Control Delay (s/veh)	7.5	7.8	7.3
Approach Delay (s/veh)	7.5	7.8	7.3
Approach LOS	A	A	A

Intersection Summary			
Delay		7.6	
Level of Service		A	
Intersection Capacity Utilization		22.9%	ICU Level of Service A
Analysis Period (min)		15	

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	68	7	10	107	12	10
Future Vol, veh/h	68	7	10	107	12	10
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	0	0	0	0	0
Mvmt Flow	78	8	11	123	14	11
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7.5	7.8	7.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	55%	0%	9%
Vol Thru, %	0%	91%	91%
Vol Right, %	45%	9%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	22	75	117
LT Vol	12	0	10
Through Vol	0	68	107
RT Vol	10	7	0
Lane Flow Rate	25	86	134
Geometry Grp	1	1	1
Degree of Util (X)	0.029	0.096	0.15
Departure Headway (Hd)	4.114	4.022	4.025
Convergence, Y/N	Yes	Yes	Yes
Cap	856	888	890
Service Time	2.206	2.062	2.055
HCM Lane V/C Ratio	0.029	0.097	0.151
HCM Control Delay, s/veh	7.3	7.5	7.8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.3	0.5

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	15	301	318	44	23	16
Future Volume (vph)	15	301	318	44	23	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.984		0.945	
Flt Protected		0.998			0.971	
Satd. Flow (prot)	0	1775	1724	0	1662	0
Flt Permitted		0.998			0.971	
Satd. Flow (perm)	0	1775	1724	0	1662	0
Link Speed (k/h)		50	50		50	
Link Distance (m)		1578.3	179.3		488.2	
Travel Time (s)		113.6	12.9		35.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	8%	8%	11%	0%	0%	15%
Adj. Flow (vph)	16	327	346	48	25	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	343	394	0	42	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	38.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	15	301	318	44	23	16
Future Volume (Veh/h)	15	301	318	44	23	16
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	327	346	48	25	17
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	394				729	370
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	394				729	370
tC, single (s)	4.2				6.4	6.4
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.4
p0 queue free %	99				94	97
cM capacity (veh/h)	1133				387	648

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	343	394	42
Volume Left	16	0	25
Volume Right	0	48	17
cSH	1133	1700	463
Volume to Capacity	0.01	0.23	0.09
Queue Length 95th (m)	0.3	0.0	2.3
Control Delay (s/veh)	0.5	0.0	13.6
Lane LOS	A		B
Approach Delay (s/veh)	0.5	0.0	13.6
Approach LOS			B

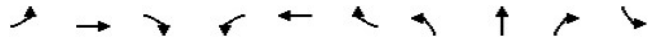
Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	38.1%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (vph)	10	314	0	3	350	17	0	2	5	16
Future Volume (vph)	10	314	0	3	350	17	0	2	5	16
Ideal Flow (vphpl)	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
Ped Bike Factor										
Frt					0.994			0.899		
Flt Protected		0.999								
Satd. Flow (prot)	0	1791	0	0	1760	0	0	1454	0	0
Flt Permitted		0.999								
Satd. Flow (perm)	0	1791	0	0	1760	0	0	1454	0	0
Link Speed (k/h)		50			50			48		
Link Distance (m)		179.3			322.6			78.1		
Travel Time (s)		12.9			23.2			5.9		
Confl. Peds. (#/hr)							1		2	2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	13%	7%	2%	0%	9%	0%	2%	0%	25%	8%
Adj. Flow (vph)	11	357	0	3	398	19	0	2	6	18
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	368	0	0	420	0	0	8	0	0
Sign Control		Free			Free			Stop		

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.8%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	5
Future Volume (vph)	0	5
Ideal Flow (vphpl)	1900	1900
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.966	
Flt Protected	0.964	
Satd. Flow (prot)	1688	0
Flt Permitted	0.964	
Satd. Flow (perm)	1688	0
Link Speed (k/h)	50	
Link Distance (m)	494.2	
Travel Time (s)	35.6	
Confl. Peds. (#/hr)		1
Peak Hour Factor	0.88	0.88
Heavy Vehicles (%)	2%	0%
Adj. Flow (vph)	0	6
Shared Lane Traffic (%)		
Lane Group Flow (vph)	24	0
Sign Control	Stop	

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (veh/h)	10	314	0	3	350	17	0	2	5	16
Future Volume (Veh/h)	10	314	0	3	350	17	0	2	5	16
Sign Control		Free			Free			Stop		
Grade		0%			0%			0%		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	11	357	0	3	398	19	0	2	6	18
Pedestrians		1			2					
Lane Width (m)		3.7			3.7					
Walking Speed (m/s)		1.1			1.1					
Percent Blockage		0			0					
Right turn flare (veh)										
Median type		None			None					
Median storage veh)										
Upstream signal (m)					322					
pX, platoon unblocked	0.94						0.94	0.94		0.94
vC, conflicting volume	417			357			800	802	359	802
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	353			357			758	760	359	760
tC, single (s)	4.2			4.1			7.1	6.5	6.4	7.2
tC, 2 stage (s)										
tF (s)	2.3			2.2			3.5	4.0	3.5	3.6
p0 queue free %	99			100			100	99	99	94
cM capacity (veh/h)	1083			1213			299	315	635	290

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	368	420	8	24
Volume Left	11	3	0	18
Volume Right	0	19	6	6
cSH	1083	1213	506	337
Volume to Capacity	0.01	0.00	0.02	0.07
Queue Length 95th (m)	0.2	0.1	0.4	1.7
Control Delay (s/veh)	0.4	0.1	12.2	16.5
Lane LOS	A	A	B	C
Approach Delay (s/veh)	0.4	0.1	12.2	16.5
Approach LOS			B	C

Intersection Summary				
Average Delay	0.8			
Intersection Capacity Utilization	37.8%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	5
Future Volume (Veh/h)	0	5
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.88	0.88
Hourly flow rate (vph)	0	6
Pedestrians		
Lane Width (m)		
Walking Speed (m/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (m)		
pX, platoon unblocked	0.94	0.94
vC, conflicting volume	793	409
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	750	343
tC, single (s)	6.5	6.2
tC, 2 stage (s)		
tF (s)	4.0	3.3
p0 queue free %	100	99
cM capacity (veh/h)	317	664

Direction, Lane #

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	53	60	565	60	42	476
Future Volume (vph)	53	60	565	60	42	476
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		0.987			
Flt Protected	0.977					0.996
Satd. Flow (prot)	1642	0	1814	0	0	1819
Flt Permitted	0.977					0.996
Satd. Flow (perm)	1642	0	1814	0	0	1819
Link Speed (k/h)	40		50			50
Link Distance (m)	495.9		321.2			1006.2
Travel Time (s)	44.6		23.1			72.4
Confl. Peds. (#/hr)	1			13	13	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	5%	7%	5%	0%	19%	4%
Adj. Flow (vph)	57	65	608	65	45	512
Shared Lane Traffic (%)						
Lane Group Flow (vph)	122	0	673	0	0	557
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.1%		ICU Level of Service D	
Analysis Period (min) 15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	53	60	565	60	42	476
Future Volume (Veh/h)	53	60	565	60	42	476
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	57	65	608	65	45	512
Pedestrians	13		1			
Lane Width (m)	3.7		3.7			
Walking Speed (m/s)	1.1		1.1			
Percent Blockage	1		0			
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	1257	654			686	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1257	654			686	
tC, single (s)	6.4	6.3			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.4	
p0 queue free %	67	86			95	
cM capacity (veh/h)	174	452			823	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	122	673	557
Volume Left	57	0	45
Volume Right	65	65	0
cSH	259	1700	823
Volume to Capacity	0.47	0.40	0.05
Queue Length 95th (m)	17.9	0.0	1.3
Control Delay (s/veh)	30.8	0.0	1.5
Lane LOS	D		A
Approach Delay (s/veh)	30.8	0.0	1.5
Approach LOS	D		

Intersection Summary			
Average Delay	3.4		
Intersection Capacity Utilization	73.1%	ICU Level of Service	D
Analysis Period (min)	15		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	59	44	34	573	491	47
Future Volume (vph)	59	44	34	573	491	47
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	0.942				0.988	
Flt Protected	0.972			0.997		
Satd. Flow (prot)	1708	0	0	1842	1800	0
Flt Permitted	0.972			0.997		
Satd. Flow (perm)	1708	0	0	1842	1800	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	390.6			509.9	321.2	
Travel Time (s)	28.1			36.7	23.1	
Confl. Peds. (#/hr)	56		6			6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	4%	4%	6%	0%
Adj. Flow (vph)	63	47	36	610	522	50
Shared Lane Traffic (%)						
Lane Group Flow (vph)	110	0	0	646	572	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.6%		ICU Level of Service C	
Analysis Period (min) 15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	59	44	34	573	491	47
Future Volume (Veh/h)	59	44	34	573	491	47
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	63	47	36	610	522	50
Pedestrians	6				56	
Lane Width (m)	3.7				3.7	
Walking Speed (m/s)	1.1				1.1	
Percent Blockage	1				5	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	1291	553	578			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1291	553	578			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	61	91	96			
cM capacity (veh/h)	162	528	980			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	110	646	572
Volume Left	63	36	0
Volume Right	47	0	50
cSH	230	980	1700
Volume to Capacity	0.48	0.04	0.34
Queue Length 95th (m)	18.0	0.9	0.0
Control Delay (s/veh)	34.1	1.0	0.0
Lane LOS	D	A	
Approach Delay (s/veh)	34.1	1.0	0.0
Approach LOS	D		

Intersection Summary				
Average Delay		3.3		
Intersection Capacity Utilization		70.6%	ICU Level of Service	C
Analysis Period (min)		15		

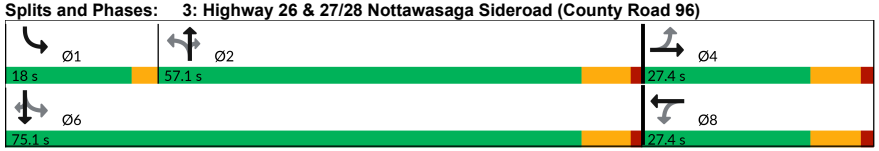
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (vph)	57	29	56	91	25	482	85	436	47	341
Future Volume (vph)	57	29	56	91	25	482	85	436	47	341
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	115.0		0.0	135.0		0.0	165.0		125.0	215.0
Storage Lanes	1		0	1		0	1		1	1
Taper Length (m)	7.6			7.6			7.6			7.6
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.902			0.858				0.850	
Flt Protected	0.950			0.950			0.950			0.950
Satd. Flow (prot)	1825	1637	0	1738	1595	0	1825	1847	1541	1772
Flt Permitted	0.235			0.701			0.546			0.314
Satd. Flow (perm)	451	1637	0	1283	1595	0	1049	1847	1541	586
Right Turn on Red			Yes			Yes			Yes	
Satd. Flow (RTOR)		57			492				79	
Link Speed (k/h)		50			50			50		
Link Distance (m)		2216.7			552.5			1006.2		
Travel Time (s)		159.6			39.8			72.4		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	17%	0%	5%	10%	3%	0%	4%	6%	3%
Adj. Flow (vph)	58	30	57	93	26	492	87	445	48	348
Shared Lane Traffic (%)										
Lane Group Flow (vph)	58	87	0	93	518	0	87	445	48	348
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt
Protected Phases		4			8			2		1
Permitted Phases	4			8			2		2	6
Detector Phase	4	4		8	8		2	2	2	1
Switch Phase										
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0	20.0	7.0
Minimum Split (s)	17.4	17.4		17.4	17.4		27.1	27.1	27.1	10.0
Total Split (s)	27.4	27.4		27.4	27.4		57.1	57.1	57.1	18.0
Total Split (%)	26.7%	26.7%		26.7%	26.7%		55.7%	55.7%	55.7%	17.6%
Yellow Time (s)	5.9	5.9		5.9	5.9		5.9	5.9	5.9	3.0
All-Red Time (s)	1.5	1.5		1.5	1.5		1.2	1.2	1.2	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4		7.4	7.4		7.1	7.1	7.1	3.0
Lead/Lag							Lag	Lag	Lag	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	None	None	None
Act Effct Green (s)	17.0	17.0		17.0	17.0		26.5	26.5	26.5	46.1
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.36	0.36	0.36	0.62
v/c Ratio	0.56	0.21		0.32	0.70		0.23	0.67	0.08	0.62
Control Delay (s/veh)	51.7	13.7		29.4	9.4		19.4	26.3	1.8	11.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.7	13.7		29.4	9.4		19.4	26.3	1.8	11.9
LOS	D	B		C	A		B	C	A	B
Approach Delay (s/veh)		28.9			12.5			23.2		
Approach LOS		C			B			C		
Queue Length 50th (m)	7.0	3.2		10.5	2.8		8.9	54.9	0.0	22.4

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	353	20
Future Volume (vph)	353	20
Ideal Flow (vphpl)	1900	1900
Storage Length (m)		45.0
Storage Lanes		1
Taper Length (m)		
Lane Util. Factor	1.00	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1847	1633
Flt Permitted		
Satd. Flow (perm)	1847	1633
Right Turn on Red		Yes
Satd. Flow (RTOR)		47
Link Speed (k/h)	50	
Link Distance (m)	372.2	
Travel Time (s)	26.8	
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	4%	0%
Adj. Flow (vph)	360	20
Shared Lane Traffic (%)		
Lane Group Flow (vph)	360	20
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	20.0	20.0
Minimum Split (s)	27.1	27.1
Total Split (s)	75.1	75.1
Total Split (%)	73.3%	73.3%
Yellow Time (s)	5.9	5.9
All-Red Time (s)	1.2	1.2
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.1	7.1
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	None
Act Effct Green (s)	41.9	41.9
Actuated g/C Ratio	0.57	0.57
v/c Ratio	0.34	0.02
Control Delay (s/veh)	9.8	0.6
Queue Delay	0.0	0.0
Total Delay (s/veh)	9.8	0.6
LOS	A	A
Approach Delay (s/veh)	10.5	
Approach LOS	B	
Queue Length 50th (m)	27.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Queue Length 95th (m)	#26.9	16.0		27.5	33.7		19.4	86.9	2.9	34.6
Internal Link Dist (m)		2192.7			528.5			982.2		
Turn Bay Length (m)	115.0			135.0			165.0		125.0	215.0
Base Capacity (vph)	126	498		358	800		732	1290	1100	614
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	0.46	0.17		0.26	0.65		0.12	0.34	0.04	0.57

Intersection Summary			
Area Type:	Other		
Cycle Length: 102.5			
Actuated Cycle Length: 73.8			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay (s/veh): 16.0		Intersection LOS: B	
Intersection Capacity Utilization 102.9%		ICU Level of Service G	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: Highway 26 & 27/28 Nottawasaga Sideroad (County Road 96)



Lane Group	SBT	SBR
Queue Length 95th (m)	**41.4**	**0.7**
Internal Link Dist (m)	**348.2**	
Turn Bay Length (m)		**45.0**
Base Capacity (vph)	**1653**	**1466**
Starvation Cap Reductn	**0**	**0**
Spillback Cap Reductn	**0**	**0**
Storage Cap Reductn	**0**	**0**
Reduced v/c Ratio	**0.22**	**0.01**

Intersection Summary

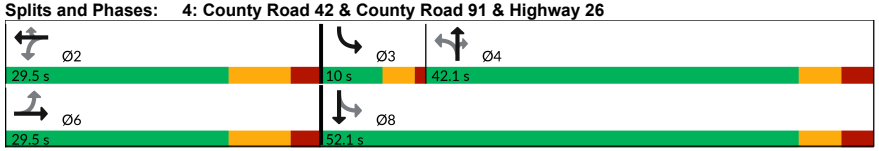
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (vph)	60	213	68	65	203	288	47	226	64	257
Future Volume (vph)	60	213	68	65	203	288	47	226	64	257
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	30.0		0.0	50.0		65.0	85.0		50.0	95.0
Storage Lanes	1		0	1		1	1		1	1
Taper Length (m)	7.6			7.6			7.6			7.6
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		1.00		0.97			0.97	0.99
Frt		0.964				0.850			0.850	
Flt Protected	0.950			0.950			0.950			0.950
Satd. Flow (prot)	1825	1680	0	1722	1746	1512	1601	1812	1541	1690
Flt Permitted	0.624			0.579			0.578			0.470
Satd. Flow (perm)	1188	1680	0	1046	1746	1464	974	1812	1489	829
Right Turn on Red			Yes			Yes			Yes	
Satd. Flow (RTOR)		19				303			127	
Link Speed (k/h)		50			50			50		
Link Distance (m)		322.6			533.7			520.8		
Travel Time (s)		23.2			38.4			37.5		
Confl. Peds. (#/hr)	6		3	3		6			7	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	10%	8%	6%	10%	8%	14%	6%	6%	8%
Adj. Flow (vph)	63	224	72	68	214	303	49	238	67	271
Shared Lane Traffic (%)										
Lane Group Flow (vph)	63	296	0	68	214	303	49	238	67	271
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	pm+pt
Protected Phases		6			2			4		3
Permitted Phases	6			2		2	4		4	8
Detector Phase	6	6		2	2	2	4	4	4	3
Switch Phase										
Minimum Initial (s)	20.0	20.0		20.0	20.0	20.0	10.0	10.0	10.0	6.0
Minimum Split (s)	29.5	29.5		29.5	29.5	29.5	28.1	28.1	28.1	10.0
Total Split (s)	29.5	29.5		29.5	29.5	29.5	42.1	42.1	42.1	10.0
Total Split (%)	36.2%	36.2%		36.2%	36.2%	36.2%	51.6%	51.6%	51.6%	12.3%
Yellow Time (s)	5.8	5.8		5.8	5.8	5.8	4.1	4.1	4.1	3.0
All-Red Time (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0	3.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.5	8.5		8.5	8.5	8.5	7.1	7.1	7.1	4.0
Lead/Lag							Lag	Lag	Lag	Lead
Lead-Lag Optimize?										
Recall Mode	None	None		None	None	None	None	None	None	None
Act Effct Green (s)	20.3	20.3		20.3	20.3	20.3	13.4	13.4	13.4	26.5
Actuated g/C Ratio	0.34	0.34		0.34	0.34	0.34	0.23	0.23	0.23	0.45
v/c Ratio	0.16	0.51		0.19	0.36	0.43	0.22	0.58	0.15	0.59
Control Delay (s/veh)	16.0	18.9		16.7	17.7	4.6	21.1	26.6	1.6	17.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.0	18.9		16.7	17.7	4.6	21.1	26.6	1.6	17.0
LOS	B	B		B	B	A	C	C	A	B
Approach Delay (s/veh)		18.4			10.8			21.1		

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	210	74
Future Volume (vph)	210	74
Ideal Flow (vphpl)	1900	1900
Storage Length (m)		0.0
Storage Lanes		0
Taper Length (m)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.961	
Flt Protected		
Satd. Flow (prot)	1760	0
Flt Permitted		
Satd. Flow (perm)	1760	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	35	
Link Speed (k/h)	50	
Link Distance (m)	509.9	
Travel Time (s)	36.7	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	2%	13%
Adj. Flow (vph)	221	78
Shared Lane Traffic (%)		
Lane Group Flow (vph)	299	0
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Detector Phase	8	
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	28.1	
Total Split (s)	52.1	
Total Split (%)	63.8%	
Yellow Time (s)	4.1	
All-Red Time (s)	3.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	7.1	
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	
Act Effct Green (s)	23.4	
Actuated g/C Ratio	0.39	
v/c Ratio	0.42	
Control Delay (s/veh)	13.3	
Queue Delay	0.0	
Total Delay (s/veh)	13.3	
LOS	B	
Approach Delay (s/veh)	15.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Approach LOS		B			B			C		
Queue Length 50th (m)	4.5	22.6		5.0	16.7	0.0	4.3	22.9	0.0	18.1
Queue Length 95th (m)	13.4	48.4		14.4	36.1	14.7	11.9	41.6	2.0	33.0
Internal Link Dist (m)		298.6			509.7			496.8		
Turn Bay Length (m)	30.0			50.0		65.0	85.0		50.0	95.0
Base Capacity (vph)	422	609		371	620	715	576	1073	933	458
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.49		0.18	0.35	0.42	0.09	0.22	0.07	0.59

Intersection Summary			
Area Type:	Other		
Cycle Length: 81.6			
Actuated Cycle Length: 59.3			
Natural Cycle: 70			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay (s/veh): 15.5		Intersection LOS: B	
Intersection Capacity Utilization 84.2%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 4: County Road 42 & County Road 91 & Highway 26



Lane Group	SBT	SBR
Approach LOS	**B**	
Queue Length 50th (m)	**19.4**	
Queue Length 95th (m)	**36.5**	
Internal Link Dist (m)	**485.9**	
Turn Bay Length (m)		
Base Capacity (vph)	**1348**	
Starvation Cap Reductn	**0**	
Spillback Cap Reductn	**0**	
Storage Cap Reductn	**0**	
Reduced v/c Ratio	**0.22**	

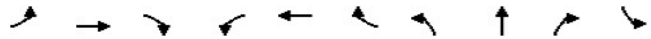
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		✣			✣			✣		
Traffic Volume (vph)	0	17	2	4	7	2	0	3	9	7
Future Volume (vph)	0	17	2	4	7	2	0	3	9	7
Ideal Flow (vphpl)	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
Ped Bike Factor										
Frt		0.985			0.979			0.897		
Flt Protected					0.984					
Satd. Flow (prot)	0	1767	0	0	1851	0	0	1546	0	0
Flt Permitted					0.984					
Satd. Flow (perm)	0	1767	0	0	1851	0	0	1546	0	0
Link Speed (k/h)		50			50			50		
Link Distance (m)		208.4			449.4			124.9		
Travel Time (s)		15.0			32.4			9.0		
Confl. Peds. (#/hr)	5		9	9		5			9	9
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles (%)	2%	8%	0%	0%	0%	0%	2%	0%	15%	0%
Adj. Flow (vph)	0	24	3	6	10	3	0	4	13	10
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	27	0	0	19	0	0	17	0	0
Sign Control		Stop			Stop			Free		

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	18.5%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	SBT	SBR
Lane Configurations	✣	
Traffic Volume (vph)	0	0
Future Volume (vph)	0	0
Ideal Flow (vphpl)	1900	1900
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt		
Flt Protected	0.950	
Satd. Flow (prot)	1825	0
Flt Permitted	0.950	
Satd. Flow (perm)	1825	0
Link Speed (k/h)	50	
Link Distance (m)	105.5	
Travel Time (s)	7.6	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.71	0.71
Heavy Vehicles (%)	2%	2%
Adj. Flow (vph)	0	0
Shared Lane Traffic (%)		
Lane Group Flow (vph)	10	0
Sign Control	Free	

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (veh/h)	0	17	2	4	7	2	0	3	9	7
Future Volume (Veh/h)	0	17	2	4	7	2	0	3	9	7
Sign Control		Stop			Stop			Free		
Grade		0%			0%			0%		
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	0	24	3	6	10	3	0	4	13	10
Pedestrians					9			9		
Lane Width (m)					3.7			3.7		
Walking Speed (m/s)					1.1			1.1		
Percent Blockage					1			1		
Right turn flare (veh)										
Median type								None		
Median storage veh)										
Upstream signal (m)										
pX, platoon unblocked										
vC, conflicting volume	44	46	9	64	40	25	0			26
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	44	46	9	64	40	25	0			26
tC, single (s)	7.1	6.6	6.2	7.1	6.5	6.2	4.1			4.1
tC, 2 stage (s)										
tF (s)	3.5	4.1	3.3	3.5	4.0	3.3	2.2			2.2
p0 queue free %	100	97	100	99	99	100	100			99
cM capacity (veh/h)	932	822	1069	886	844	1043	1623			1587

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	27	19	17	10
Volume Left	0	6	0	10
Volume Right	3	3	13	0
cSH	843	884	1623	1587
Volume to Capacity	0.03	0.02	0.00	0.01
Queue Length 95th (m)	0.8	0.5	0.0	0.1
Control Delay (s/veh)	9.4	9.2	0.0	7.3
Lane LOS	A	A		A
Approach Delay (s/veh)	9.4	9.2	0.0	7.3
Approach LOS	A	A		

Intersection Summary				
Average Delay	6.9			
Intersection Capacity Utilization	18.5%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	0
Future Volume (Veh/h)	0	0
Sign Control	Free	
Grade	0%	
Peak Hour Factor	0.71	0.71
Hourly flow rate (vph)	0	0
Pedestrians	5	
Lane Width (m)	3.7	
Walking Speed (m/s)	1.1	
Percent Blockage	0	
Right turn flare (veh)		
Median type	None	
Median storage veh)		
Upstream signal (m)		
pX, platoon unblocked		
vC, conflicting volume		
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol		
tC, single (s)		
tC, 2 stage (s)		
tF (s)		
p0 queue free %		
cM capacity (veh/h)		

Direction, Lane #

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	47	7	10	43	5	9
Future Volume (vph)	47	7	10	43	5	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	0.983				0.913	
Flt Protected				0.991	0.983	
Satd. Flow (prot)	1723	0	0	1859	1724	0
Flt Permitted				0.991	0.983	
Satd. Flow (perm)	1723	0	0	1859	1724	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	449.4			188.9	488.2	
Travel Time (s)	32.4			13.6	35.2	
Confl. Peds. (#/hr)		10	10			2
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	11%	0%	0%	3%	0%	0%
Adj. Flow (vph)	55	8	12	51	6	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	63	0	0	63	17	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	20.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	47	7	10	43	5	9
Future Volume (Veh/h)	47	7	10	43	5	9
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)	55	8	12	51	6	11
Pedestrians				2	10	
Lane Width (m)				3.7	3.7	
Walking Speed (m/s)				1.1	1.1	
Percent Blockage				0	1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			73		144	71
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			73		144	71
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		99	99
cM capacity (veh/h)			1525		838	985

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	63	63	17
Volume Left	0	12	6
Volume Right	8	0	11
cSH	1700	1525	928
Volume to Capacity	0.04	0.01	0.02
Queue Length 95th (m)	0.0	0.2	0.4
Control Delay (s/veh)	0.0	1.5	9.0
Lane LOS		A	A
Approach Delay (s/veh)	0.0	1.5	9.0
Approach LOS			A

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	20.1%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	59	3	12	49	5	8
Future Volume (vph)	59	3	12	49	5	8
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				0.919	
Flt Protected				0.990	0.980	
Satd. Flow (prot)	1790	0	0	1902	1730	0
Flt Permitted				0.990	0.980	
Satd. Flow (perm)	1790	0	0	1902	1730	0
Link Speed (k/h)	50			50	48	
Link Distance (m)	188.9			390.6	494.2	
Travel Time (s)	13.6			28.1	37.1	
Confl. Peds. (#/hr)		3	3			9
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	7%	0%	0%	0%	0%	0%
Adj. Flow (vph)	69	3	14	57	6	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	72	0	0	71	15	0
Sign Control	Stop			Stop	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	22.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	59	3	12	49	5	8
Future Volume (vph)	59	3	12	49	5	8
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	69	3	14	57	6	9

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	72	71	15
Volume Left (vph)	0	14	6
Volume Right (vph)	3	0	9
Hadj (s)	0.09	0.04	-0.28
Departure Headway (s)	4.1	4.0	3.9
Degree Utilization, x	0.08	0.08	0.02
Capacity (veh/h)	869	881	876
Control Delay (s/veh)	7.4	7.4	7.0
Approach Delay (s/veh)	7.4	7.4	7.0
Approach LOS	A	A	A

Intersection Summary			
Delay	7.4		
Level of Service	A		
Intersection Capacity Utilization	22.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

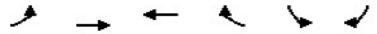
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	59	3	12	49	5	8
Future Vol, veh/h	59	3	12	49	5	8
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	7	0	0	0	0	0
Mvmt Flow	69	3	14	57	6	9
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7.4	7.4	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	38%	0%	20%
Vol Thru, %	0%	95%	80%
Vol Right, %	62%	5%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	13	62	61
LT Vol	5	0	12
Through Vol	0	59	49
RT Vol	8	3	0
Lane Flow Rate	15	72	71
Geometry Grp	1	1	1
Degree of Util (X)	0.016	0.081	0.079
Departure Headway (Hd)	3.852	4.068	4.019
Convergence, Y/N	Yes	Yes	Yes
Cap	920	882	892
Service Time	1.915	2.088	2.039
HCM Lane V/C Ratio	0.016	0.082	0.08
HCM Control Delay, s/veh	7	7.4	7.4
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.3	0.3

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	7	262	282	4	42	17
Future Volume (vph)	7	262	282	4	42	17
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			0.998		0.961	
Flt Protected		0.999			0.966	
Satd. Flow (prot)	0	1726	1699	0	1734	0
Flt Permitted		0.999			0.966	
Satd. Flow (perm)	0	1726	1699	0	1734	0
Link Speed (k/h)		50	50		50	
Link Distance (m)		1578.3	179.3		488.2	
Travel Time (s)		113.6	12.9		35.2	
Confl. Peds. (#/hr)					2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	20%	11%	13%	0%	0%	10%
Adj. Flow (vph)	7	279	300	4	45	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	286	304	0	63	0
Sign Control		Free	Free		Stop	

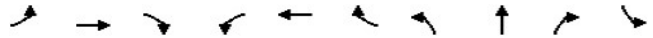
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.5%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	7	262	282	4	42	17
Future Volume (Veh/h)	7	262	282	4	42	17
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	7	279	300	4	45	18
Pedestrians			2			
Lane Width (m)			3.7			
Walking Speed (m/s)			1.1			
Percent Blockage			0			
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	304				597	302
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	304				597	302
tC, single (s)	4.3				6.4	6.3
tC, 2 stage (s)						
tF (s)	2.4				3.5	3.4
p0 queue free %	99				90	97
cM capacity (veh/h)	1161				465	719

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	286	304	63
Volume Left	7	0	45
Volume Right	0	4	18
cSH	1161	1700	518
Volume to Capacity	0.01	0.18	0.12
Queue Length 95th (m)	0.1	0.0	3.1
Control Delay (s/veh)	0.3	0.0	12.9
Lane LOS	A		B
Approach Delay (s/veh)	0.3	0.0	12.9
Approach LOS			B

Intersection Summary			
Average Delay		1.4	
Intersection Capacity Utilization		29.5%	ICU Level of Service A
Analysis Period (min)		15	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (vph)	7	304	0	2	293	12	0	7	3	17
Future Volume (vph)	7	304	0	2	293	12	0	7	3	17
Ideal Flow (vphpl)	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
Ped Bike Factor										
Frt					0.995			0.959		
Flt Protected		0.999								
Satd. Flow (prot)	0	1757	0	0	1715	0	0	1842	0	0
Flt Permitted		0.999								
Satd. Flow (perm)	0	1757	0	0	1715	0	0	1842	0	0
Link Speed (k/h)		50			50			48		
Link Distance (m)		179.3			322.6			78.1		
Travel Time (s)		12.9			23.2			5.9		
Confl. Peds. (#/hr)									4	4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	20%	9%	2%	0%	12%	0%	2%	0%	0%	0%
Adj. Flow (vph)	7	313	0	2	302	12	0	7	3	18
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	320	0	0	316	0	0	10	0	0
Sign Control		Free			Free			Stop		

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.3%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	3	3
Future Volume (vph)	3	3
Ideal Flow (vphpl)	1900	1900
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.983	
Flt Protected	0.964	
Satd. Flow (prot)	1820	0
Flt Permitted	0.964	
Satd. Flow (perm)	1820	0
Link Speed (k/h)	50	
Link Distance (m)	494.2	
Travel Time (s)	35.6	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	3	3
Shared Lane Traffic (%)		
Lane Group Flow (vph)	24	0
Sign Control	Stop	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (veh/h)	7	304	0	2	293	12	0	7	3	17
Future Volume (Veh/h)	7	304	0	2	293	12	0	7	3	17
Sign Control		Free			Free			Stop		
Grade		0%			0%			0%		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	7	313	0	2	302	12	0	7	3	18
Pedestrians					4					
Lane Width (m)					3.7					
Walking Speed (m/s)					1.1					
Percent Blockage					0					
Right turn flare (veh)										
Median type		None			None					
Median storage veh)										
Upstream signal (m)					322					
pX, platoon unblocked										
vC, conflicting volume	314			313			644	645	317	650
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	314			313			644	645	317	650
tC, single (s)	4.3			4.1			7.1	6.5	6.2	7.1
tC, 2 stage (s)										
tF (s)	2.4			2.2			3.5	4.0	3.3	3.5
p0 queue free %	99			100			100	98	100	95
cM capacity (veh/h)	1151			1259			380	390	725	375

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	320	316	10	24
Volume Left	7	2	0	18
Volume Right	0	12	3	3
cSH	1151	1259	453	402
Volume to Capacity	0.01	0.00	0.02	0.06
Queue Length 95th (m)	0.1	0.0	0.5	1.4
Control Delay (s/veh)	0.2	0.1	13.1	14.5
Lane LOS	A	A	B	B
Approach Delay (s/veh)	0.2	0.1	13.1	14.5
Approach LOS			B	B

Intersection Summary				
Average Delay	0.9			
Intersection Capacity Utilization	35.3%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	3	3
Future Volume (Veh/h)	3	3
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.97	0.97
Hourly flow rate (vph)	3	3
Pedestrians		
Lane Width (m)		
Walking Speed (m/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (m)		
pX, platoon unblocked		
vC, conflicting volume	639	308
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	639	308
tC, single (s)	6.5	6.2
tC, 2 stage (s)		
tF (s)	4.0	3.3
p0 queue free %	99	100
cM capacity (veh/h)	393	737

Direction, Lane #

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	30	24	649	23	39	667
Future Volume (vph)	30	24	649	23	39	667
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	0.939		0.995			
Flt Protected	0.973					0.997
Satd. Flow (prot)	1708	0	1893	0	0	1863
Flt Permitted	0.973					0.997
Satd. Flow (perm)	1708	0	1893	0	0	1863
Link Speed (k/h)	40		50			50
Link Distance (m)	495.9		321.2			1006.2
Travel Time (s)	44.6		23.1			72.4
Confl. Peds. (#/hr)				2	2	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	5%	0%	1%	0%	0%	3%
Adj. Flow (vph)	34	28	746	26	45	767
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	0	772	0	0	812
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 77.0%		ICU Level of Service D	
Analysis Period (min) 15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	30	24	649	23	39	667
Future Volume (Veh/h)	30	24	649	23	39	667
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	34	28	746	26	45	767
Pedestrians	2					
Lane Width (m)	3.7					
Walking Speed (m/s)	1.1					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	1618	761			774	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1618	761			774	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	68	93			95	
cM capacity (veh/h)	106	408			849	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	62	772	812
Volume Left	34	0	45
Volume Right	28	26	0
cSH	159	1700	849
Volume to Capacity	0.39	0.45	0.05
Queue Length 95th (m)	12.8	0.0	1.3
Control Delay (s/veh)	41.5	0.0	1.4
Lane LOS	E		A
Approach Delay (s/veh)	41.5	0.0	1.4
Approach LOS	E		

Intersection Summary			
Average Delay		2.2	
Intersection Capacity Utilization		77.0%	ICU Level of Service D
Analysis Period (min)		15	



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	70	63	47	635	633	83
Future Volume (vph)	70	63	47	635	633	83
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	0.936				0.984	
Flt Protected	0.974			0.997		
Satd. Flow (prot)	1735	0	0	1880	1837	0
Flt Permitted	0.974			0.997		
Satd. Flow (perm)	1735	0	0	1880	1837	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	390.6			509.9	321.2	
Travel Time (s)	28.1			36.7	23.1	
Confl. Peds. (#/hr)	6					
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	2%	0%	2%	3%	2%
Adj. Flow (vph)	80	72	53	722	719	94
Shared Lane Traffic (%)						
Lane Group Flow (vph)	152	0	0	775	813	0
Sign Control	Stop			Free	Free	

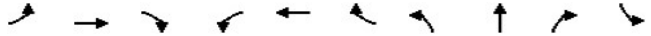
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 86.5%			ICU Level of Service E
Analysis Period (min) 15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	70	63	47	635	633	83
Future Volume (Veh/h)	70	63	47	635	633	83
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	80	72	53	722	719	94
Pedestrians					6	
Lane Width (m)					3.7	
Walking Speed (m/s)					1.1	
Percent Blockage					1	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	1600	766	813			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1600	766	813			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	27	82	94			
cM capacity (veh/h)	110	403	823			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	152	775	813
Volume Left	80	53	0
Volume Right	72	0	94
cSH	167	823	1700
Volume to Capacity	0.91	0.06	0.48
Queue Length 95th (m)	50.5	1.6	0.0
Control Delay (s/veh)	101.8	1.7	0.0
Lane LOS	F	A	
Approach Delay (s/veh)	101.8	1.7	0.0
Approach LOS	F		

Intersection Summary			
Average Delay		9.6	
Intersection Capacity Utilization	86.5%	ICU Level of Service	E
Analysis Period (min)	15		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (vph)	84	33	40	70	32	443	151	421	47	466
Future Volume (vph)	84	33	40	70	32	443	151	421	47	466
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	115.0		0.0	135.0		0.0	165.0		125.0	215.0
Storage Lanes	1		0	1		0	1		1	1
Taper Length (m)	7.6			7.6			7.6			7.6
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.918			0.860				0.850	
Flt Protected	0.950			0.950			0.950			0.950
Satd. Flow (prot)	1825	1665	0	1825	1607	0	1825	1902	1633	1789
Flt Permitted	0.198			0.706			0.433			0.274
Satd. Flow (perm)	380	1665	0	1356	1607	0	832	1902	1633	516
Right Turn on Red			Yes			Yes			Yes	
Satd. Flow (RTOR)		43			482				79	
Link Speed (k/h)		50			50			50		
Link Distance (m)		2216.7			552.5			1006.2		
Travel Time (s)		159.6			39.8			72.4		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	13%	0%	0%	0%	3%	0%	1%	0%	2%
Adj. Flow (vph)	91	36	43	76	35	482	164	458	51	507
Shared Lane Traffic (%)										
Lane Group Flow (vph)	91	79	0	76	517	0	164	458	51	507
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt
Protected Phases		4			8			2		1
Permitted Phases	4			8			2		2	6
Detector Phase	4	4		8	8		2	2	2	1
Switch Phase										
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0	20.0	7.0
Minimum Split (s)	17.4	17.4		17.4	17.4		27.1	27.1	27.1	10.0
Total Split (s)	27.4	27.4		27.4	27.4		57.1	57.1	57.1	18.0
Total Split (%)	26.7%	26.7%		26.7%	26.7%		55.7%	55.7%	55.7%	17.6%
Yellow Time (s)	5.9	5.9		5.9	5.9		5.9	5.9	5.9	3.0
All-Red Time (s)	1.5	1.5		1.5	1.5		1.2	1.2	1.2	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4		7.4	7.4		7.1	7.1	7.1	3.0
Lead/Lag							Lag	Lag	Lag	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	None	None	None
Act Effct Green (s)	20.2	20.2		20.2	20.2		27.6	27.6	27.6	49.5
Actuated g/C Ratio	0.25	0.25		0.25	0.25		0.34	0.34	0.34	0.62
v/c Ratio	0.96	0.18		0.22	0.68		0.57	0.70	0.08	0.92
Control Delay (s/veh)	119.9	15.9		28.6	9.2		29.7	28.6	2.0	35.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	119.9	15.9		28.6	9.2		29.7	28.6	2.0	35.1
LOS	F	B		C	A		C	C	A	D
Approach Delay (s/veh)		71.6			11.7			26.9		
Approach LOS		E			B			C		
Queue Length 50th (m)	13.5	4.2		9.1	4.1		20.1	59.2	0.0	36.6

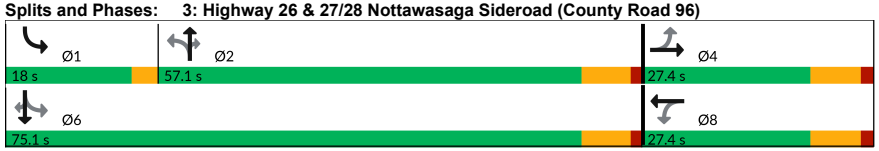
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	563	73
Future Volume (vph)	563	73
Ideal Flow (vphpl)	1900	1900
Storage Length (m)		45.0
Storage Lanes		1
Taper Length (m)		
Lane Util. Factor	1.00	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1865	1633
Flt Permitted		
Satd. Flow (perm)	1865	1633
Right Turn on Red		Yes
Satd. Flow (RTOR)		79
Link Speed (k/h)	50	
Link Distance (m)	372.2	
Travel Time (s)	26.8	
Peak Hour Factor	0.92	0.92
Heavy Vehicles (%)	3%	0%
Adj. Flow (vph)	612	79
Shared Lane Traffic (%)		
Lane Group Flow (vph)	612	79
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	20.0	20.0
Minimum Split (s)	27.1	27.1
Total Split (s)	75.1	75.1
Total Split (%)	73.3%	73.3%
Yellow Time (s)	5.9	5.9
All-Red Time (s)	1.2	1.2
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.1	7.1
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	None
Act Effct Green (s)	45.3	45.3
Actuated g/C Ratio	0.57	0.57
v/c Ratio	0.58	0.08
Control Delay (s/veh)	13.5	2.0
Queue Delay	0.0	0.0
Total Delay (s/veh)	13.5	2.0
LOS	B	A
Approach Delay (s/veh)	21.9	
Approach LOS	C	
Queue Length 50th (m)	54.9	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Queue Length 95th (m)	#47.6	16.5		23.2	36.0		38.4	88.4	3.4	#82.2
Internal Link Dist (m)		2192.7			528.5			982.2		
Turn Bay Length (m)	115.0			135.0			165.0		125.0	215.0
Base Capacity (vph)	95	451		341	765		523	1196	1056	558
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	0.96	0.18		0.22	0.68		0.31	0.38	0.05	0.91

Intersection Summary

Area Type: Other
Cycle Length: 102.5
Actuated Cycle Length: 80.1
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay (s/veh): 24.1 Intersection LOS: C
Intersection Capacity Utilization 107.9% ICU Level of Service G
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Highway 26 & 27/28 Nottawasaga Sideroad (County Road 96)



Lane Group	SBT	SBR
Queue Length 95th (m)	80.8	4.7
Internal Link Dist (m)	348.2	
Turn Bay Length (m)		45.0
Base Capacity (vph)	1595	1408
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.38	0.06

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (vph)	61	288	60	94	290	399	50	230	117	325
Future Volume (vph)	61	288	60	94	290	399	50	230	117	325
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	30.0		0.0	50.0		65.0	85.0		50.0	95.0
Storage Lanes	1		0	1		1	1		1	1
Taper Length (m)	7.6			7.6			7.6			7.6
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		1.00		0.97			0.95	0.98
Frt		0.974				0.850			0.850	
Flt Protected	0.950			0.950			0.950			0.950
Satd. Flow (prot)	1825	1769	0	1755	1812	1585	1825	1883	1633	1738
Flt Permitted	0.561			0.471			0.514			0.450
Satd. Flow (perm)	1072	1769	0	869	1812	1539	987	1883	1557	809
Right Turn on Red			Yes			Yes			Yes	
Satd. Flow (RTOR)		12				443			130	
Link Speed (k/h)		50			50			50		
Link Distance (m)		322.6			533.7			520.8		
Travel Time (s)		23.2			38.4			37.5		
Confl. Peds. (#/hr)	5		1	1		5			14	14
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	5%	7%	4%	6%	3%	0%	2%	0%	5%
Adj. Flow (vph)	68	320	67	104	322	443	56	256	130	361
Shared Lane Traffic (%)										
Lane Group Flow (vph)	68	387	0	104	322	443	56	256	130	361
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	pm+pt
Protected Phases		6			2			4		3
Permitted Phases	6			2		2	4		4	8
Detector Phase	6	6		2	2	2	4	4	4	3
Switch Phase										
Minimum Initial (s)	20.0	20.0		20.0	20.0	20.0	10.0	10.0	10.0	6.0
Minimum Split (s)	29.5	29.5		29.5	29.5	29.5	28.1	28.1	28.1	10.0
Total Split (s)	29.5	29.5		29.5	29.5	29.5	42.1	42.1	42.1	10.0
Total Split (%)	36.2%	36.2%		36.2%	36.2%	36.2%	51.6%	51.6%	51.6%	12.3%
Yellow Time (s)	5.8	5.8		5.8	5.8	5.8	4.1	4.1	4.1	3.0
All-Red Time (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0	3.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.5	8.5		8.5	8.5	8.5	7.1	7.1	7.1	4.0
Lead/Lag							Lag	Lag	Lag	Lead
Lead-Lag Optimize?										
Recall Mode	None	None		None	None	None	None	None	None	None
Act Effct Green (s)	20.5	20.5		20.5	20.5	20.5	14.0	14.0	14.0	27.2
Actuated g/C Ratio	0.34	0.34		0.34	0.34	0.34	0.23	0.23	0.23	0.45
v/c Ratio	0.19	0.64		0.35	0.52	0.54	0.24	0.58	0.28	0.79
Control Delay (s/veh)	17.0	22.9		20.6	20.6	4.9	21.2	26.1	5.7	27.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.0	22.9		20.6	20.6	4.9	21.2	26.1	5.7	27.0
LOS	B	C		C	C	A	C	C	A	C
Approach Delay (s/veh)		22.0			12.6			19.5		

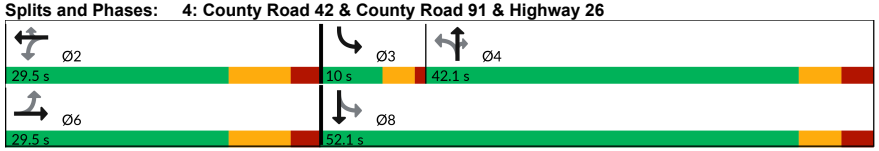
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	321	63
Future Volume (vph)	321	63
Ideal Flow (vphpl)	1900	1900
Storage Length (m)		0.0
Storage Lanes		0
Taper Length (m)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.975	
Flt Protected		
Satd. Flow (prot)	1833	0
Flt Permitted		
Satd. Flow (perm)	1833	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	19	
Link Speed (k/h)	50	
Link Distance (m)	509.9	
Travel Time (s)	36.7	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.90	0.90
Heavy Vehicles (%)	2%	3%
Adj. Flow (vph)	357	70
Shared Lane Traffic (%)		
Lane Group Flow (vph)	427	0
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Detector Phase	8	
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	28.1	
Total Split (s)	52.1	
Total Split (%)	63.8%	
Yellow Time (s)	4.1	
All-Red Time (s)	3.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	7.1	
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	
Act Effct Green (s)	24.1	
Actuated g/C Ratio	0.40	
v/c Ratio	0.57	
Control Delay (s/veh)	16.8	
Queue Delay	0.0	
Total Delay (s/veh)	16.8	
LOS	B	
Approach Delay (s/veh)	21.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Approach LOS		C			B			B		
Queue Length 50th (m)	5.0	33.0		8.2	27.1	0.0	5.0	24.8	0.0	25.6
Queue Length 95th (m)	14.7	67.8		22.5	55.9	17.7	13.0	44.1	10.2	#51.7
Internal Link Dist (m)		298.6			509.7			496.8		
Turn Bay Length (m)	30.0			50.0		65.0	85.0		50.0	95.0
Base Capacity (vph)	375	627		304	634	827	576	1099	963	458
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.62		0.34	0.51	0.54	0.10	0.23	0.13	0.79

Intersection Summary			
Area Type:	Other		
Cycle Length: 81.6			
Actuated Cycle Length: 60.2			
Natural Cycle: 70			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 18.2		Intersection LOS: B	
Intersection Capacity Utilization 91.0%		ICU Level of Service F	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

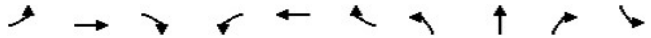
Splits and Phases: 4: County Road 42 & County Road 91 & Highway 26





Lane Group	SBT	SBR
Approach LOS	C	
Queue Length 50th (m)	33.0	
Queue Length 95th (m)	56.6	
Internal Link Dist (m)	485.9	
Turn Bay Length (m)		
Base Capacity (vph)	1381	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.31	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (vph)	2	14	0	8	22	3	2	3	7	4
Future Volume (vph)	2	14	0	8	22	3	2	3	7	4
Ideal Flow (vphpl)	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
Ped Bike Factor										
Frt					0.987			0.919		
Flt Protected		0.995			0.988			0.993		
Satd. Flow (prot)	0	1912	0	0	1873	0	0	1753	0	0
Flt Permitted		0.995			0.988			0.993		
Satd. Flow (perm)	0	1912	0	0	1873	0	0	1753	0	0
Link Speed (k/h)		50			50			50		
Link Distance (m)		208.4			449.4			124.9		
Travel Time (s)		15.0			32.4			9.0		
Confl. Peds. (#/hr)	3		8	8		3	12		1	1
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	2	17	0	10	27	4	2	4	9	5
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	19	0	0	41	0	0	15	0	0
Sign Control		Stop			Stop			Free		

Intersection Summary

Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.0%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	0
Future Volume (vph)	0	0
Ideal Flow (vphpl)	1900	1900
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt		
Flt Protected	0.950	
Satd. Flow (prot)	1825	0
Flt Permitted	0.950	
Satd. Flow (perm)	1825	0
Link Speed (k/h)	50	
Link Distance (m)	105.5	
Travel Time (s)	7.6	
Confl. Peds. (#/hr)		12
Peak Hour Factor	0.81	0.81
Heavy Vehicles (%)	2%	2%
Adj. Flow (vph)	0	0
Shared Lane Traffic (%)		
Lane Group Flow (vph)	5	0
Sign Control	Free	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (veh/h)	2	14	0	8	22	3	2	3	7	4
Future Volume (Veh/h)	2	14	0	8	22	3	2	3	7	4
Sign Control		Stop			Stop			Free		
Grade		0%			0%			0%		
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	2	17	0	10	27	4	2	4	9	5
Pedestrians		12			1			8		
Lane Width (m)		3.7			3.7			3.7		
Walking Speed (m/s)		1.1			1.1			1.1		
Percent Blockage		1			0			1		
Right turn flare (veh)										
Median type								None		
Median storage veh)										
Upstream signal (m)										
pX, platoon unblocked										
vC, conflicting volume	55	40	20	40	36	13	12			14
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	55	40	20	40	36	13	12			14
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1
tC, 2 stage (s)										
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2
p0 queue free %	100	98	100	99	97	100	100			100
cM capacity (veh/h)	896	841	1037	934	846	1070	1601			1616

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	19	41	15	5
Volume Left	2	10	2	5
Volume Right	0	4	9	0
cSH	847	884	1601	1616
Volume to Capacity	0.02	0.05	0.00	0.00
Queue Length 95th (m)	0.5	1.1	0.0	0.1
Control Delay (s/veh)	9.3	9.3	1.0	7.2
Lane LOS	A	A	A	A
Approach Delay (s/veh)	9.3	9.3	1.0	7.2
Approach LOS	A	A		

Intersection Summary				
Average Delay		7.6		
Intersection Capacity Utilization		19.0%	ICU Level of Service	A
Analysis Period (min)		15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	0
Future Volume (Veh/h)	0	0
Sign Control	Free	
Grade	0%	
Peak Hour Factor	0.81	0.81
Hourly flow rate (vph)	0	0
Pedestrians	3	
Lane Width (m)	3.7	
Walking Speed (m/s)	1.1	
Percent Blockage	0	
Right turn flare (veh)		
Median type	None	
Median storage veh)		
Upstream signal (m)		
pX, platoon unblocked		
vC, conflicting volume		
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol		
tC, single (s)		
tC, 2 stage (s)		
tF (s)		
p0 queue free %		
cM capacity (veh/h)		
Direction, Lane #		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	69	5	13	110	18	12
Future Volume (vph)	69	5	13	110	18	12
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				0.947	
Flt Protected				0.995	0.971	
Satd. Flow (prot)	1871	0	0	1912	1767	0
Flt Permitted				0.995	0.971	
Satd. Flow (perm)	1871	0	0	1912	1767	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	449.4			188.9	488.2	
Travel Time (s)	32.4			13.6	35.2	
Confl. Peds. (#/hr)		23	23			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	75	5	14	120	20	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	80	0	0	134	33	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.2%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	69	5	13	110	18	12
Future Volume (Veh/h)	69	5	13	110	18	12
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	75	5	14	120	20	13
Pedestrians					23	
Lane Width (m)					3.7	
Walking Speed (m/s)					1.1	
Percent Blockage					2	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			103		249	101
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			103		249	101
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		97	99
cM capacity (veh/h)			1468		721	939

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	80	134	33
Volume Left	0	14	20
Volume Right	5	0	13
cSH	1700	1468	793
Volume to Capacity	0.05	0.01	0.04
Queue Length 95th (m)	0.0	0.2	1.0
Control Delay (s/veh)	0.0	0.8	9.7
Lane LOS		A	A
Approach Delay (s/veh)	0.0	0.8	9.7
Approach LOS			A

Intersection Summary			
Average Delay		1.8	
Intersection Capacity Utilization		23.2%	ICU Level of Service A
Analysis Period (min)		15	



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	75	8	10	119	13	10
Future Volume (vph)	75	8	10	119	13	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.987				0.943	
Flt Protected				0.996	0.972	
Satd. Flow (prot)	1862	0	0	1913	1761	0
Flt Permitted				0.996	0.972	
Satd. Flow (perm)	1862	0	0	1913	1761	0
Link Speed (k/h)	50			50	48	
Link Distance (m)	188.9			390.6	494.2	
Travel Time (s)	13.6			28.1	37.1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	86	9	11	137	15	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	95	0	0	148	26	0
Sign Control	Stop			Stop	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.5%			ICU Level of Service A
Analysis Period (min) 15			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	75	8	10	119	13	10
Future Volume (vph)	75	8	10	119	13	10
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	86	9	11	137	15	11

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	95	148	26
Volume Left (vph)	0	11	15
Volume Right (vph)	9	0	11
Hadj (s)	-0.03	0.01	-0.14
Departure Headway (s)	4.1	4.1	4.3
Degree Utilization, x	0.11	0.17	0.03
Capacity (veh/h)	867	873	789
Control Delay (s/veh)	7.6	7.9	7.4
Approach Delay (s/veh)	7.6	7.9	7.4
Approach LOS	A	A	A

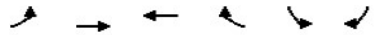
Intersection Summary			
Delay		7.7	
Level of Service		A	
Intersection Capacity Utilization		23.5%	ICU Level of Service A
Analysis Period (min)		15	

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	75	8	10	119	13	10
Future Vol, veh/h	75	8	10	119	13	10
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	0	0	0	0	0
Mvmt Flow	86	9	11	137	15	11
Number of Lanes	1	0	0	1	1	0

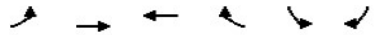
Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7.6	7.9	7.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	57%	0%	8%
Vol Thru, %	0%	90%	92%
Vol Right, %	43%	10%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	23	83	129
LT Vol	13	0	10
Through Vol	0	75	119
RT Vol	10	8	0
Lane Flow Rate	26	95	148
Geometry Grp	1	1	1
Degree of Util (X)	0.031	0.107	0.166
Departure Headway (Hd)	4.273	4.033	4.032
Convergence, Y/N	Yes	Yes	Yes
Cap	843	884	887
Service Time	2.273	2.078	2.067
HCM Lane V/C Ratio	0.031	0.107	0.167
HCM Control Delay, s/veh	7.4	7.6	7.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.4	0.6



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	20	338	349	49	25	18
Future Volume (vph)	20	338	349	49	25	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.983		0.943	
Flt Protected		0.997			0.972	
Satd. Flow (prot)	0	1773	1722	0	1655	0
Flt Permitted		0.997			0.972	
Satd. Flow (perm)	0	1773	1722	0	1655	0
Link Speed (k/h)		50	50		50	
Link Distance (m)		1578.3	179.3		488.2	
Travel Time (s)		113.6	12.9		35.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	8%	8%	11%	0%	0%	15%
Adj. Flow (vph)	22	367	379	53	27	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	389	432	0	47	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	44.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	338	349	49	25	18
Future Volume (Veh/h)	20	338	349	49	25	18
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	367	379	53	27	20
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	432				817	406
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	432				817	406
tC, single (s)	4.2				6.4	6.4
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.4
p0 queue free %	98				92	97
cM capacity (veh/h)	1096				342	618

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	389	432	47
Volume Left	22	0	27
Volume Right	0	53	20
cSH	1096	1700	422
Volume to Capacity	0.02	0.25	0.11
Queue Length 95th (m)	0.5	0.0	2.8
Control Delay (s/veh)	0.7	0.0	14.6
Lane LOS	A		B
Approach Delay (s/veh)	0.7	0.0	14.6
Approach LOS			B

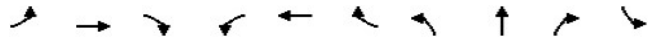
Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	44.1%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (vph)	10	352	0	3	385	19	0	2	5	18
Future Volume (vph)	10	352	0	3	385	19	0	2	5	18
Ideal Flow (vphpl)	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
Ped Bike Factor										
Frt					0.994			0.899		
Flt Protected		0.999								
Satd. Flow (prot)	0	1791	0	0	1760	0	0	1454	0	0
Flt Permitted		0.999								
Satd. Flow (perm)	0	1791	0	0	1760	0	0	1454	0	0
Link Speed (k/h)		50			50			48		
Link Distance (m)		179.3			322.6			78.1		
Travel Time (s)		12.9			23.2			5.9		
Confl. Peds. (#/hr)							1		2	2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	13%	7%	2%	0%	9%	0%	2%	0%	25%	8%
Adj. Flow (vph)	11	400	0	3	438	22	0	2	6	20
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	411	0	0	463	0	0	8	0	0
Sign Control		Free			Free			Stop		

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	40.0%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	5
Future Volume (vph)	0	5
Ideal Flow (vphpl)	1900	1900
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.969	
Flt Protected	0.963	
Satd. Flow (prot)	1689	0
Flt Permitted	0.963	
Satd. Flow (perm)	1689	0
Link Speed (k/h)	50	
Link Distance (m)	494.2	
Travel Time (s)	35.6	
Confl. Peds. (#/hr)		1
Peak Hour Factor	0.88	0.88
Heavy Vehicles (%)	2%	0%
Adj. Flow (vph)	0	6
Shared Lane Traffic (%)		
Lane Group Flow (vph)	26	0
Sign Control	Stop	

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (veh/h)	10	352	0	3	385	19	0	2	5	18
Future Volume (Veh/h)	10	352	0	3	385	19	0	2	5	18
Sign Control		Free			Free			Stop		
Grade		0%			0%			0%		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	11	400	0	3	438	22	0	2	6	20
Pedestrians		1			2					
Lane Width (m)		3.7			3.7					
Walking Speed (m/s)		1.1			1.1					
Percent Blockage		0			0					
Right turn flare (veh)										
Median type		None			None					
Median storage veh)										
Upstream signal (m)					322					
pX, platoon unblocked	0.91						0.91	0.91		0.91
vC, conflicting volume	460			400			884	888	402	886
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	361			400			825	830	402	827
tC, single (s)	4.2			4.1			7.1	6.5	6.4	7.2
tC, 2 stage (s)										
tF (s)	2.3			2.2			3.5	4.0	3.5	3.6
p0 queue free %	99			100			100	99	99	92
cM capacity (veh/h)	1040			1170			261	278	600	252

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	411	463	8	26
Volume Left	11	3	0	20
Volume Right	0	22	6	6
cSH	1040	1170	465	293
Volume to Capacity	0.01	0.00	0.02	0.09
Queue Length 95th (m)	0.2	0.1	0.4	2.2
Control Delay (s/veh)	0.3	0.1	12.9	18.5
Lane LOS	A	A	B	C
Approach Delay (s/veh)	0.3	0.1	12.9	18.5
Approach LOS			B	C

Intersection Summary				
Average Delay	0.8			
Intersection Capacity Utilization	40.0%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	5
Future Volume (Veh/h)	0	5
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.88	0.88
Hourly flow rate (vph)	0	6
Pedestrians		
Lane Width (m)		
Walking Speed (m/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (m)		
pX, platoon unblocked	0.91	0.91
vC, conflicting volume	877	450
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	818	350
tC, single (s)	6.5	6.2
tC, 2 stage (s)		
tF (s)	4.0	3.3
p0 queue free %	100	99
cM capacity (veh/h)	280	637

Direction, Lane #

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	58	66	616	66	46	514
Future Volume (vph)	58	66	616	66	46	514
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		0.987			
Flt Protected	0.977					0.996
Satd. Flow (prot)	1642	0	1814	0	0	1818
Flt Permitted	0.977					0.996
Satd. Flow (perm)	1642	0	1814	0	0	1818
Link Speed (k/h)	40		50			50
Link Distance (m)	495.9		321.2			1006.2
Travel Time (s)	44.6		23.1			72.4
Confl. Peds. (#/hr)	1			13	13	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	5%	7%	5%	0%	19%	4%
Adj. Flow (vph)	62	71	662	71	49	553
Shared Lane Traffic (%)						
Lane Group Flow (vph)	133	0	733	0	0	602
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 79.1%		ICU Level of Service D	
Analysis Period (min) 15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	58	66	616	66	46	514
Future Volume (Veh/h)	58	66	616	66	46	514
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	62	71	662	71	49	553
Pedestrians	13		1			
Lane Width (m)	3.7		3.7			
Walking Speed (m/s)	1.1		1.1			
Percent Blockage	1		0			
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	1363	711			746	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1363	711			746	
tC, single (s)	6.4	6.3			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.4	
p0 queue free %	58	83			94	
cM capacity (veh/h)	148	420			780	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	133	733	602
Volume Left	62	0	49
Volume Right	71	71	0
cSH	227	1700	780
Volume to Capacity	0.59	0.43	0.06
Queue Length 95th (m)	25.2	0.0	1.5
Control Delay (s/veh)	41.2	0.0	1.7
Lane LOS	E		A
Approach Delay (s/veh)	41.2	0.0	1.7
Approach LOS	E		

Intersection Summary			
Average Delay	4.4		
Intersection Capacity Utilization	79.1%	ICU Level of Service	D
Analysis Period (min)	15		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	65	49	38	623	528	51
Future Volume (vph)	65	49	38	623	528	51
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	0.942				0.988	
Flt Protected	0.972			0.997		
Satd. Flow (prot)	1708	0	0	1842	1800	0
Flt Permitted	0.972			0.997		
Satd. Flow (perm)	1708	0	0	1842	1800	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	390.6			509.9	321.2	
Travel Time (s)	28.1			36.7	23.1	
Confl. Peds. (#/hr)	56		6			6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	4%	4%	6%	0%
Adj. Flow (vph)	69	52	40	663	562	54
Shared Lane Traffic (%)						
Lane Group Flow (vph)	121	0	0	703	616	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 77.2%		ICU Level of Service D	
Analysis Period (min) 15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	65	49	38	623	528	51
Future Volume (Veh/h)	65	49	38	623	528	51
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	69	52	40	663	562	54
Pedestrians	6				56	
Lane Width (m)	3.7				3.7	
Walking Speed (m/s)	1.1				1.1	
Percent Blockage	1				5	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	1394	595	622			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1394	595	622			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	51	90	96			
cM capacity (veh/h)	140	499	944			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	121	703	616
Volume Left	69	40	0
Volume Right	52	0	54
cSH	202	944	1700
Volume to Capacity	0.60	0.04	0.36
Queue Length 95th (m)	25.5	1.0	0.0
Control Delay (s/veh)	46.3	1.1	0.0
Lane LOS	E	A	
Approach Delay (s/veh)	46.3	1.1	0.0
Approach LOS	E		

Intersection Summary			
Average Delay	4.4		
Intersection Capacity Utilization	77.2%	ICU Level of Service	D
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (vph)	57	30	57	100	26	532	86	482	51	377
Future Volume (vph)	57	30	57	100	26	532	86	482	51	377
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	115.0		0.0	135.0		0.0	165.0		125.0	215.0
Storage Lanes	1		0	1		0	1		1	1
Taper Length (m)	7.6			7.6			7.6			7.6
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.902			0.857				0.850	
Flt Protected	0.950			0.950			0.950			0.950
Satd. Flow (prot)	1825	1636	0	1738	1593	0	1825	1847	1541	1772
Flt Permitted	0.247			0.699			0.529			0.237
Satd. Flow (perm)	475	1636	0	1279	1593	0	1016	1847	1541	442
Right Turn on Red			Yes			Yes			Yes	
Satd. Flow (RTOR)		58			543				90	
Link Speed (k/h)		50			50			50		
Link Distance (m)		2216.7			552.5			1006.2		
Travel Time (s)		159.6			39.8			72.4		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	17%	0%	5%	10%	3%	0%	4%	6%	3%
Adj. Flow (vph)	58	31	58	102	27	543	88	492	52	385
Shared Lane Traffic (%)										
Lane Group Flow (vph)	58	89	0	102	570	0	88	492	52	385
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt
Protected Phases		4			8			2		1
Permitted Phases	4			8			2		2	6
Detector Phase	4	4		8	8		2	2	2	1
Switch Phase										
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0	20.0	7.0
Minimum Split (s)	17.4	17.4		17.4	17.4		27.1	27.1	27.1	10.0
Total Split (s)	27.0	27.0		27.0	27.0		34.0	34.0	34.0	29.0
Total Split (%)	30.0%	30.0%		30.0%	30.0%		37.8%	37.8%	37.8%	32.2%
Yellow Time (s)	5.9	5.9		5.9	5.9		5.9	5.9	5.9	3.0
All-Red Time (s)	1.5	1.5		1.5	1.5		1.2	1.2	1.2	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4		7.4	7.4		7.1	7.1	7.1	3.0
Lead/Lag							Lag	Lag	Lag	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	None	None	None
Act Effct Green (s)	16.2	16.2		16.2	16.2		25.2	25.2	25.2	48.1
Actuated g/C Ratio	0.22	0.22		0.22	0.22		0.34	0.34	0.34	0.64
v/c Ratio	0.57	0.22		0.37	0.74		0.26	0.79	0.09	0.69
Control Delay (s/veh)	52.8	14.1		31.7	10.4		23.8	36.0	2.1	14.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	52.8	14.1		31.7	10.4		23.8	36.0	2.1	14.8
LOS	D	B		C	B		C	D	A	B
Approach Delay (s/veh)		29.4			13.6			31.5		
Approach LOS		C			B			C		
Queue Length 50th (m)	7.6	3.6		12.7	3.1		9.5	65.9	0.0	24.7

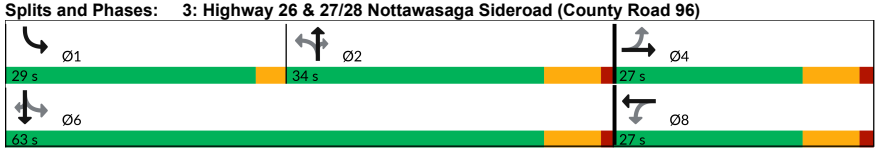
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	387	20
Future Volume (vph)	387	20
Ideal Flow (vphpl)	1900	1900
Storage Length (m)		45.0
Storage Lanes		1
Taper Length (m)		
Lane Util. Factor	1.00	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1847	1633
Flt Permitted		
Satd. Flow (perm)	1847	1633
Right Turn on Red		Yes
Satd. Flow (RTOR)		53
Link Speed (k/h)	50	
Link Distance (m)	372.2	
Travel Time (s)	26.8	
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	4%	0%
Adj. Flow (vph)	395	20
Shared Lane Traffic (%)		
Lane Group Flow (vph)	395	20
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	20.0	20.0
Minimum Split (s)	27.1	27.1
Total Split (s)	63.0	63.0
Total Split (%)	70.0%	70.0%
Yellow Time (s)	5.9	5.9
All-Red Time (s)	1.2	1.2
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.1	7.1
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	None
Act Effct Green (s)	43.9	43.9
Actuated g/C Ratio	0.59	0.59
v/c Ratio	0.37	0.02
Control Delay (s/veh)	9.5	0.2
Queue Delay	0.0	0.0
Total Delay (s/veh)	9.5	0.2
LOS	A	A
Approach Delay (s/veh)	11.8	
Approach LOS	B	
Queue Length 50th (m)	29.5	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Queue Length 95th (m)	#25.7	16.0		29.5	36.1		24.0	#135.4	2.9	47.5
Internal Link Dist (m)		2192.7			528.5			982.2		
Turn Bay Length (m)	115.0			135.0			165.0		125.0	215.0
Base Capacity (vph)	127	482		344	825		374	681	625	758
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	0.46	0.18		0.30	0.69		0.24	0.72	0.08	0.51

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 75
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay (s/veh): 19.0 Intersection LOS: B
Intersection Capacity Utilization 109.0% ICU Level of Service H
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Highway 26 & 27/28 Nottawasaga Sideroad (County Road 96)



Lane Group	SBT	SBR
Queue Length 95th (m)	**45.5**	**0.4**
Internal Link Dist (m)	**348.2**	
Turn Bay Length (m)		**45.0**
Base Capacity (vph)	**1417**	**1265**
Starvation Cap Reductn	**0**	**0**
Spillback Cap Reductn	**0**	**0**
Storage Cap Reductn	**0**	**0**
Reduced v/c Ratio	**0.28**	**0.02**

Intersection Summary

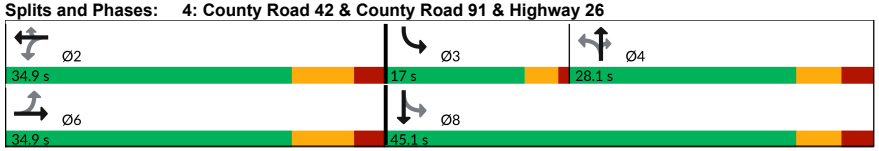
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (vph)	66	235	75	72	224	309	51	249	71	273
Future Volume (vph)	66	235	75	72	224	309	51	249	71	273
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	30.0		0.0	50.0		65.0	85.0		50.0	95.0
Storage Lanes	1		0	1		1	1		1	1
Taper Length (m)	7.6			7.6			7.6			7.6
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		1.00		0.97			0.97	0.99
Frt		0.964				0.850			0.850	
Flt Protected	0.950			0.950			0.950			0.950
Satd. Flow (prot)	1825	1681	0	1722	1746	1512	1601	1812	1541	1690
Flt Permitted	0.612			0.519			0.564			0.414
Satd. Flow (perm)	1166	1681	0	937	1746	1465	950	1812	1490	731
Right Turn on Red			Yes			Yes			Yes	
Satd. Flow (RTOR)		21				325			130	
Link Speed (k/h)		50			50			50		
Link Distance (m)		322.6			533.7			520.8		
Travel Time (s)		23.2			38.4			37.5		
Confl. Peds. (#/hr)	6		3	3		6			7	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	10%	8%	6%	10%	8%	14%	6%	6%	8%
Adj. Flow (vph)	69	247	79	76	236	325	54	262	75	287
Shared Lane Traffic (%)										
Lane Group Flow (vph)	69	326	0	76	236	325	54	262	75	287
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	pm+pt
Protected Phases		6			2			4		3
Permitted Phases	6			2		2	4		4	8
Detector Phase	6	6		2	2	2	4	4	4	3
Switch Phase										
Minimum Initial (s)	20.0	20.0		20.0	20.0	20.0	10.0	10.0	10.0	6.0
Minimum Split (s)	29.5	29.5		29.5	29.5	29.5	28.1	28.1	28.1	10.0
Total Split (s)	34.9	34.9		34.9	34.9	34.9	28.1	28.1	28.1	17.0
Total Split (%)	43.6%	43.6%		43.6%	43.6%	43.6%	35.1%	35.1%	35.1%	21.3%
Yellow Time (s)	5.8	5.8		5.8	5.8	5.8	4.1	4.1	4.1	3.0
All-Red Time (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0	3.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.5	8.5		8.5	8.5	8.5	7.1	7.1	7.1	4.0
Lead/Lag							Lag	Lag	Lag	Lead
Lead-Lag Optimize?										
Recall Mode	None	None		None	None	None	None	None	None	None
Act Effct Green (s)	21.7	21.7		21.7	21.7	21.7	15.1	15.1	15.1	33.6
Actuated g/C Ratio	0.32	0.32		0.32	0.32	0.32	0.22	0.22	0.22	0.49
v/c Ratio	0.19	0.59		0.25	0.42	0.47	0.26	0.65	0.17	0.55
Control Delay (s/veh)	20.0	24.4		21.6	22.3	5.1	25.9	32.9	2.0	14.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.0	24.4		21.6	22.3	5.1	25.9	32.9	2.0	14.9
LOS	C	C		C	C	A	C	C	A	B
Approach Delay (s/veh)		23.6			13.4			26.0		

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	230	79
Future Volume (vph)	230	79
Ideal Flow (vphpl)	1900	1900
Storage Length (m)		0.0
Storage Lanes		0
Taper Length (m)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.962	
Flt Protected		
Satd. Flow (prot)	1763	0
Flt Permitted		
Satd. Flow (perm)	1763	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	29	
Link Speed (k/h)	50	
Link Distance (m)	509.9	
Travel Time (s)	36.7	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	2%	13%
Adj. Flow (vph)	242	83
Shared Lane Traffic (%)		
Lane Group Flow (vph)	325	0
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Detector Phase	8	
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	28.1	
Total Split (s)	45.1	
Total Split (%)	56.4%	
Yellow Time (s)	4.1	
All-Red Time (s)	3.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	7.1	
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	
Act Effct Green (s)	30.5	
Actuated g/C Ratio	0.45	
v/c Ratio	0.40	
Control Delay (s/veh)	13.1	
Queue Delay	0.0	
Total Delay (s/veh)	13.1	
LOS	B	
Approach Delay (s/veh)	14.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Approach LOS		C			B			C		
Queue Length 50th (m)	6.3	31.9		7.0	23.3	0.0	5.5	29.6	0.0	19.4
Queue Length 95th (m)	16.7	62.9		18.7	46.4	16.4	15.7	56.9	2.7	39.7
Internal Link Dist (m)		298.6			509.7			496.8		
Turn Bay Length (m)	30.0			50.0		65.0	85.0		50.0	95.0
Base Capacity (vph)	458	673		368	686	773	297	566	555	546
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.48		0.21	0.34	0.42	0.18	0.46	0.14	0.53

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 68			
Natural Cycle: 70			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay (s/veh): 18.0		Intersection LOS: B	
Intersection Capacity Utilization 86.3%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 4: County Road 42 & County Road 91 & Highway 26



Lane Group	SBT	SBR
Approach LOS	B	
Queue Length 50th (m)	22.3	
Queue Length 95th (m)	45.5	
Internal Link Dist (m)	485.9	
Turn Bay Length (m)		
Base Capacity (vph)	1010	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.32	

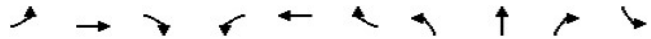
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (vph)	0	18	2	5	7	2	0	3	10	7
Future Volume (vph)	0	18	2	5	7	2	0	3	10	7
Ideal Flow (vphpl)	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
Ped Bike Factor										
Frt		0.986			0.980			0.895		
Flt Protected					0.983					
Satd. Flow (prot)	0	1768	0	0	1851	0	0	1540	0	0
Flt Permitted					0.983					
Satd. Flow (perm)	0	1768	0	0	1851	0	0	1540	0	0
Link Speed (k/h)		50			50			50		
Link Distance (m)		208.4			449.4			124.9		
Travel Time (s)		15.0			32.4			9.0		
Confl. Peds. (#/hr)	5		9	9		5			9	9
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles (%)	2%	8%	0%	0%	0%	0%	2%	0%	15%	0%
Adj. Flow (vph)	0	25	3	7	10	3	0	4	14	10
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	28	0	0	20	0	0	18	0	0
Sign Control		Stop			Stop			Free		

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	19.0%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	0
Future Volume (vph)	0	0
Ideal Flow (vphpl)	1900	1900
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt		
Flt Protected	0.950	
Satd. Flow (prot)	1825	0
Flt Permitted	0.950	
Satd. Flow (perm)	1825	0
Link Speed (k/h)	50	
Link Distance (m)	105.5	
Travel Time (s)	7.6	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.71	0.71
Heavy Vehicles (%)	2%	2%
Adj. Flow (vph)	0	0
Shared Lane Traffic (%)		
Lane Group Flow (vph)	10	0
Sign Control	Free	

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		✣			✣			✣		
Traffic Volume (veh/h)	0	18	2	5	7	2	0	3	10	7
Future Volume (Veh/h)	0	18	2	5	7	2	0	3	10	7
Sign Control		Stop			Stop			Free		
Grade		0%			0%			0%		
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	0	25	3	7	10	3	0	4	14	10
Pedestrians					9			9		
Lane Width (m)					3.7			3.7		
Walking Speed (m/s)					1.1			1.1		
Percent Blockage					1			1		
Right turn flare (veh)										
Median type								None		
Median storage veh)										
Upstream signal (m)										
pX, platoon unblocked										
vC, conflicting volume	44	47	9	65	40	25	0			27
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	44	47	9	65	40	25	0			27
tC, single (s)	7.1	6.6	6.2	7.1	6.5	6.2	4.1			4.1
tC, 2 stage (s)										
tF (s)	3.5	4.1	3.3	3.5	4.0	3.3	2.2			2.2
p0 queue free %	100	97	100	99	99	100	100			99
cM capacity (veh/h)	931	821	1069	884	843	1043	1623			1586

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	28	20	18	10
Volume Left	0	7	0	10
Volume Right	3	3	14	0
cSH	841	883	1623	1586
Volume to Capacity	0.03	0.02	0.00	0.01
Queue Length 95th (m)	0.8	0.5	0.0	0.1
Control Delay (s/veh)	9.4	9.2	0.0	7.3
Lane LOS	A	A		A
Approach Delay (s/veh)	9.4	9.2	0.0	7.3
Approach LOS	A	A		

Intersection Summary				
Average Delay	6.8			
Intersection Capacity Utilization	19.0%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	SBT	SBR
Lane Configurations	✣	
Traffic Volume (veh/h)	0	0
Future Volume (Veh/h)	0	0
Sign Control	Free	
Grade	0%	
Peak Hour Factor	0.71	0.71
Hourly flow rate (vph)	0	0
Pedestrians	5	
Lane Width (m)	3.7	
Walking Speed (m/s)	1.1	
Percent Blockage	0	
Right turn flare (veh)		
Median type	None	
Median storage veh)		
Upstream signal (m)		
pX, platoon unblocked		
vC, conflicting volume		
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol		
tC, single (s)		
tC, 2 stage (s)		
tF (s)		
p0 queue free %		
cM capacity (veh/h)		

Direction, Lane #

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	51	7	11	47	6	10
Future Volume (vph)	51	7	11	47	6	10
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				0.915	
Flt Protected				0.991	0.982	
Satd. Flow (prot)	1723	0	0	1859	1726	0
Flt Permitted				0.991	0.982	
Satd. Flow (perm)	1723	0	0	1859	1726	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	449.4			188.9	488.2	
Travel Time (s)	32.4			13.6	35.2	
Confl. Peds. (#/hr)		10	10			2
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	11%	0%	0%	3%	0%	0%
Adj. Flow (vph)	60	8	13	55	7	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	68	0	0	68	19	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.4%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	51	7	11	47	6	10
Future Volume (Veh/h)	51	7	11	47	6	10
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)	60	8	13	55	7	12
Pedestrians				2	10	
Lane Width (m)				3.7	3.7	
Walking Speed (m/s)				1.1	1.1	
Percent Blockage				0	1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			78		155	76
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			78		155	76
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		99	99
cM capacity (veh/h)			1518		826	979

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	68	68	19
Volume Left	0	13	7
Volume Right	8	0	12
cSH	1700	1518	916
Volume to Capacity	0.04	0.01	0.02
Queue Length 95th (m)	0.0	0.2	0.5
Control Delay (s/veh)	0.0	1.5	9.0
Lane LOS		A	A
Approach Delay (s/veh)	0.0	1.5	9.0
Approach LOS			A

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	20.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	65	3	13	54	6	9
Future Volume (vph)	65	3	13	54	6	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	0.995				0.921	
Flt Protected				0.990	0.980	
Satd. Flow (prot)	1791	0	0	1902	1734	0
Flt Permitted				0.990	0.980	
Satd. Flow (perm)	1791	0	0	1902	1734	0
Link Speed (k/h)	50			50	48	
Link Distance (m)	188.9			390.6	494.2	
Travel Time (s)	13.6			28.1	37.1	
Confl. Peds. (#/hr)		3	3			9
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	7%	0%	0%	0%	0%	0%
Adj. Flow (vph)	76	3	15	63	7	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	79	0	0	78	17	0
Sign Control	Stop			Stop	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	22.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	65	3	13	54	6	9
Future Volume (vph)	65	3	13	54	6	9
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	76	3	15	63	7	10

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	79	78	17
Volume Left (vph)	0	15	7
Volume Right (vph)	3	0	10
Hadj (s)	0.09	0.04	-0.27
Departure Headway (s)	4.1	4.0	4.0
Degree Utilization, x	0.09	0.09	0.02
Capacity (veh/h)	865	878	865
Control Delay (s/veh)	7.5	7.4	7.0
Approach Delay (s/veh)	7.5	7.4	7.0
Approach LOS	A	A	A

Intersection Summary			
Delay	7.4		
Level of Service	A		
Intersection Capacity Utilization	22.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

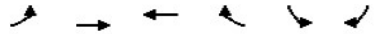
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	65	3	13	54	6	9
Future Vol, veh/h	65	3	13	54	6	9
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	7	0	0	0	0	0
Mvmt Flow	76	3	15	63	7	10
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7.5	7.4	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	40%	0%	19%
Vol Thru, %	0%	96%	81%
Vol Right, %	60%	4%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	15	68	67
LT Vol	6	0	13
Through Vol	0	65	54
RT Vol	9	3	0
Lane Flow Rate	17	79	78
Geometry Grp	1	1	1
Degree of Util (X)	0.019	0.09	0.087
Departure Headway (Hd)	3.888	4.082	4.029
Convergence, Y/N	Yes	Yes	Yes
Cap	909	878	890
Service Time	1.96	2.103	2.052
HCM Lane V/C Ratio	0.019	0.09	0.088
HCM Control Delay, s/veh	7	7.5	7.4
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.3	0.3

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	7	289	308	5	46	19
Future Volume (vph)	7	289	308	5	46	19
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			0.998		0.961	
Flt Protected		0.999			0.966	
Satd. Flow (prot)	0	1726	1700	0	1733	0
Flt Permitted		0.999			0.966	
Satd. Flow (perm)	0	1726	1700	0	1733	0
Link Speed (k/h)		50	50		50	
Link Distance (m)		1578.3	179.3		488.2	
Travel Time (s)		113.6	12.9		35.2	
Confl. Peds. (#/hr)					2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	20%	11%	13%	0%	0%	10%
Adj. Flow (vph)	7	307	328	5	49	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	314	333	0	69	0
Sign Control		Free	Free		Stop	

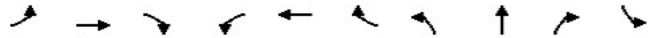
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.2%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	7	289	308	5	46	19
Future Volume (Veh/h)	7	289	308	5	46	19
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	7	307	328	5	49	20
Pedestrians			2			
Lane Width (m)			3.7			
Walking Speed (m/s)			1.1			
Percent Blockage			0			
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	333				654	331
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	333				654	331
tC, single (s)	4.3				6.4	6.3
tC, 2 stage (s)						
tF (s)	2.4				3.5	3.4
p0 queue free %	99				89	97
cM capacity (veh/h)	1132				431	693

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	314	333	69
Volume Left	7	0	49
Volume Right	0	5	20
cSH	1132	1700	484
Volume to Capacity	0.01	0.20	0.14
Queue Length 95th (m)	0.1	0.0	3.8
Control Delay (s/veh)	0.2	0.0	13.7
Lane LOS	A		B
Approach Delay (s/veh)	0.2	0.0	13.7
Approach LOS			B

Intersection Summary			
Average Delay		1.4	
Intersection Capacity Utilization		31.2%	ICU Level of Service A
Analysis Period (min)		15	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (vph)	7	335	0	2	321	13	0	7	3	18
Future Volume (vph)	7	335	0	2	321	13	0	7	3	18
Ideal Flow (vphpl)	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
Ped Bike Factor										
Frt					0.995			0.959		
Flt Protected		0.999								
Satd. Flow (prot)	0	1757	0	0	1715	0	0	1842	0	0
Flt Permitted		0.999								
Satd. Flow (perm)	0	1757	0	0	1715	0	0	1842	0	0
Link Speed (k/h)		50			50			48		
Link Distance (m)		179.3			322.6			78.1		
Travel Time (s)		12.9			23.2			5.9		
Confl. Peds. (#/hr)									4	4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	20%	9%	2%	0%	12%	0%	2%	0%	0%	0%
Adj. Flow (vph)	7	345	0	2	331	13	0	7	3	19
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	352	0	0	346	0	0	10	0	0
Sign Control		Free			Free			Stop		

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.1%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	3	3
Future Volume (vph)	3	3
Ideal Flow (vphpl)	1900	1900
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.984	
Flt Protected	0.963	
Satd. Flow (prot)	1820	0
Flt Permitted	0.963	
Satd. Flow (perm)	1820	0
Link Speed (k/h)	50	
Link Distance (m)	494.2	
Travel Time (s)	35.6	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	3	3
Shared Lane Traffic (%)		
Lane Group Flow (vph)	25	0
Sign Control	Stop	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (veh/h)	7	335	0	2	321	13	0	7	3	18
Future Volume (Veh/h)	7	335	0	2	321	13	0	7	3	18
Sign Control		Free			Free			Stop		
Grade		0%			0%			0%		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	7	345	0	2	331	13	0	7	3	19
Pedestrians					4					
Lane Width (m)					3.7					
Walking Speed (m/s)					1.1					
Percent Blockage					0					
Right turn flare (veh)										
Median type		None			None					
Median storage veh)										
Upstream signal (m)					322					
pX, platoon unblocked	0.99						0.99	0.99		0.99
vC, conflicting volume	344			345			705	707	349	711
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	333			345			697	699	349	703
tC, single (s)	4.3			4.1			7.1	6.5	6.2	7.1
tC, 2 stage (s)										
tF (s)	2.4			2.2			3.5	4.0	3.3	3.5
p0 queue free %	99			100			100	98	100	94
cM capacity (veh/h)	1122			1225			346	360	696	341

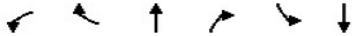
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	352	346	10	25
Volume Left	7	2	0	19
Volume Right	0	13	3	3
cSH	1122	1225	421	367
Volume to Capacity	0.01	0.00	0.02	0.07
Queue Length 95th (m)	0.1	0.0	0.6	1.7
Control Delay (s/veh)	0.2	0.1	13.8	15.5
Lane LOS	A	A	B	C
Approach Delay (s/veh)	0.2	0.1	13.8	15.5
Approach LOS			B	C

Intersection Summary				
Average Delay	0.9			
Intersection Capacity Utilization	37.1%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	3	3
Future Volume (Veh/h)	3	3
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.97	0.97
Hourly flow rate (vph)	3	3
Pedestrians		
Lane Width (m)		
Walking Speed (m/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (m)		
pX, platoon unblocked	0.99	0.99
vC, conflicting volume	701	338
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	693	326
tC, single (s)	6.5	6.2
tC, 2 stage (s)		
tF (s)	4.0	3.3
p0 queue free %	99	100
cM capacity (veh/h)	363	713

Direction, Lane #



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	33	27	695	25	43	726
Future Volume (vph)	33	27	695	25	43	726
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	0.939		0.995			
Flt Protected	0.973					0.997
Satd. Flow (prot)	1708	0	1893	0	0	1863
Flt Permitted	0.973					0.997
Satd. Flow (perm)	1708	0	1893	0	0	1863
Link Speed (k/h)	40		50			50
Link Distance (m)	495.9		321.2			1006.2
Travel Time (s)	44.6		23.1			72.4
Confl. Peds. (#/hr)				2	2	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	5%	0%	1%	0%	0%	3%
Adj. Flow (vph)	38	31	799	29	49	834
Shared Lane Traffic (%)						
Lane Group Flow (vph)	69	0	828	0	0	883
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 83.5%		ICU Level of Service E	
Analysis Period (min) 15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	33	27	695	25	43	726
Future Volume (Veh/h)	33	27	695	25	43	726
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	38	31	799	29	49	834
Pedestrians	2					
Lane Width (m)	3.7					
Walking Speed (m/s)	1.1					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	1748	816			830	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1748	816			830	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	56	92			94	
cM capacity (veh/h)	87	380			809	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	69	828	883
Volume Left	38	0	49
Volume Right	31	29	0
cSH	133	1700	809
Volume to Capacity	0.52	0.49	0.06
Queue Length 95th (m)	18.7	0.0	1.5
Control Delay (s/veh)	57.9	0.0	1.6
Lane LOS	F		A
Approach Delay (s/veh)	57.9	0.0	1.6
Approach LOS	F		

Intersection Summary			
Average Delay		3.1	
Intersection Capacity Utilization		83.5%	ICU Level of Service E
Analysis Period (min)		15	



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	77	69	51	677	687	91
Future Volume (vph)	77	69	51	677	687	91
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	0.937				0.984	
Flt Protected	0.974			0.997		
Satd. Flow (prot)	1737	0	0	1880	1837	0
Flt Permitted	0.974			0.997		
Satd. Flow (perm)	1737	0	0	1880	1837	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	390.6			509.9	321.2	
Travel Time (s)	28.1			36.7	23.1	
Confl. Peds. (#/hr)	6					
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	2%	0%	2%	3%	2%
Adj. Flow (vph)	88	78	58	769	781	103
Shared Lane Traffic (%)						
Lane Group Flow (vph)	166	0	0	827	884	0
Sign Control	Stop			Free	Free	

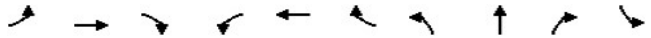
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 92.8%		ICU Level of Service F	
Analysis Period (min) 15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	77	69	51	677	687	91
Future Volume (Veh/h)	77	69	51	677	687	91
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	88	78	58	769	781	103
Pedestrians					6	
Lane Width (m)					3.7	
Walking Speed (m/s)					1.1	
Percent Blockage					1	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	1724	833	884			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1724	833	884			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	3	79	93			
cM capacity (veh/h)	91	369	774			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	166	827	884
Volume Left	88	58	0
Volume Right	78	0	103
cSH	141	774	1700
Volume to Capacity	1.18	0.07	0.52
Queue Length 95th (m)	73.0	1.8	0.0
Control Delay (s/veh)	193.6	2.0	0.0
Lane LOS	F	A	
Approach Delay (s/veh)	193.6	2.0	0.0
Approach LOS	F		

Intersection Summary			
Average Delay		18.0	
Intersection Capacity Utilization		92.8%	ICU Level of Service F
Analysis Period (min)		15	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (vph)	84	34	41	77	32	489	151	464	51	514
Future Volume (vph)	84	34	41	77	32	489	151	464	51	514
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	115.0		0.0	135.0		0.0	165.0		125.0	215.0
Storage Lanes	1		0	1		0	1		1	1
Taper Length (m)	7.6			7.6			7.6			7.6
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.918			0.859				0.850	
Flt Protected	0.950			0.950			0.950			0.950
Satd. Flow (prot)	1825	1666	0	1825	1605	0	1825	1902	1633	1789
Flt Permitted	0.203			0.704			0.410			0.148
Satd. Flow (perm)	390	1666	0	1352	1605	0	788	1902	1633	279
Right Turn on Red			Yes			Yes			Yes	
Satd. Flow (RTOR)		45			532				90	
Link Speed (k/h)		50			50			50		
Link Distance (m)		2216.7			552.5			1006.2		
Travel Time (s)		159.6			39.8			72.4		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	13%	0%	0%	0%	3%	0%	1%	0%	2%
Adj. Flow (vph)	91	37	45	84	35	532	164	504	55	559
Shared Lane Traffic (%)										
Lane Group Flow (vph)	91	82	0	84	567	0	164	504	55	559
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt
Protected Phases		4			8			2		1
Permitted Phases	4			8			2		2	6
Detector Phase	4	4		8	8		2	2	2	1
Switch Phase										
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0	20.0	7.0
Minimum Split (s)	17.4	17.4		17.4	17.4		27.1	27.1	27.1	10.0
Total Split (s)	27.0	27.0		27.0	27.0		34.0	34.0	34.0	29.0
Total Split (%)	30.0%	30.0%		30.0%	30.0%		37.8%	37.8%	37.8%	32.2%
Yellow Time (s)	5.9	5.9		5.9	5.9		5.9	5.9	5.9	3.0
All-Red Time (s)	1.5	1.5		1.5	1.5		1.2	1.2	1.2	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4		7.4	7.4		7.1	7.1	7.1	3.0
Lead/Lag							Lag	Lag	Lag	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	None	None	None
Act Effct Green (s)	19.7	19.7		19.7	19.7		25.6	25.6	25.6	56.9
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.29	0.29	0.29	0.65
v/c Ratio	1.05	0.20		0.27	0.73		0.71	0.90	0.10	0.93
Control Delay (s/veh)	148.0	17.0		32.2	10.5		46.8	51.3	2.4	44.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	148.0	17.0		32.2	10.5		46.8	51.3	2.4	44.2
LOS	F	B		C	B		D	D	A	D
Approach Delay (s/veh)		85.9			13.3			46.6		
Approach LOS		F			B			D		
Queue Length 50th (m)	~17.6	5.2		12.2	4.9		25.0	82.6	0.0	70.4

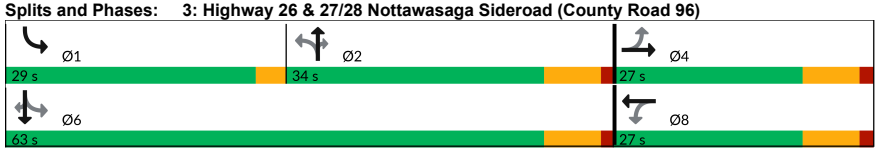
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	616	74
Future Volume (vph)	616	74
Ideal Flow (vphpl)	1900	1900
Storage Length (m)		45.0
Storage Lanes		1
Taper Length (m)		
Lane Util. Factor	1.00	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1865	1633
Flt Permitted		
Satd. Flow (perm)	1865	1633
Right Turn on Red		Yes
Satd. Flow (RTOR)		80
Link Speed (k/h)	50	
Link Distance (m)	372.2	
Travel Time (s)	26.8	
Peak Hour Factor	0.92	0.92
Heavy Vehicles (%)	3%	0%
Adj. Flow (vph)	670	80
Shared Lane Traffic (%)		
Lane Group Flow (vph)	670	80
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	20.0	20.0
Minimum Split (s)	27.1	27.1
Total Split (s)	63.0	63.0
Total Split (%)	70.0%	70.0%
Yellow Time (s)	5.9	5.9
All-Red Time (s)	1.2	1.2
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.1	7.1
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	None
Act Effct Green (s)	52.7	52.7
Actuated g/C Ratio	0.61	0.61
v/c Ratio	0.59	0.08
Control Delay (s/veh)	13.0	1.9
Queue Delay	0.0	0.0
Total Delay (s/veh)	13.0	1.9
LOS	B	A
Approach Delay (s/veh)	25.7	
Approach LOS	C	
Queue Length 50th (m)	62.2	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Queue Length 95th (m)	#46.7	16.5		24.9	38.3		#54.2	#138.0	3.6	#131.2
Internal Link Dist (m)		2192.7			528.5			982.2		
Turn Bay Length (m)	115.0			135.0			165.0		125.0	215.0
Base Capacity (vph)	87	412		306	774		244	590	569	635
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	1.05	0.20		0.27	0.73		0.67	0.85	0.10	0.88

Intersection Summary		
Area Type:	Other	
Cycle Length: 90		
Actuated Cycle Length: 87		
Natural Cycle: 65		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 1.05		
Intersection Signal Delay (s/veh): 31.8	Intersection LOS: C	
Intersection Capacity Utilization 114.7%	ICU Level of Service H	
Analysis Period (min) 15		

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Highway 26 & 27/28 Nottawasaga Sideroad (County Road 96)



Lane Group	SBT	SBR
Queue Length 95th (m)	91.8	4.7
Internal Link Dist (m)	348.2	
Turn Bay Length (m)		45.0
Base Capacity (vph)	1204	1082
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.56	0.07

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (vph)	67	318	66	103	320	420	55	252	130	350
Future Volume (vph)	67	318	66	103	320	420	55	252	130	350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	30.0		0.0	50.0		65.0	85.0		50.0	95.0
Storage Lanes	1		0	1		1	1		1	1
Taper Length (m)	7.6			7.6			7.6			7.6
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		1.00		0.97			0.95	0.99
Frt		0.974				0.850			0.850	
Flt Protected	0.950			0.950			0.950			0.950
Satd. Flow (prot)	1825	1770	0	1755	1812	1585	1825	1883	1633	1738
Flt Permitted	0.469			0.372			0.495			0.379
Satd. Flow (perm)	896	1770	0	687	1812	1539	951	1883	1558	683
Right Turn on Red			Yes			Yes			Yes	
Satd. Flow (RTOR)		14				467			144	
Link Speed (k/h)		50			50			50		
Link Distance (m)		322.6			533.7			520.8		
Travel Time (s)		23.2			38.4			37.5		
Confl. Peds. (#/hr)	5		1	1		5			14	14
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	5%	7%	4%	6%	3%	0%	2%	0%	5%
Adj. Flow (vph)	74	353	73	114	356	467	61	280	144	389
Shared Lane Traffic (%)										
Lane Group Flow (vph)	74	426	0	114	356	467	61	280	144	389
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	pm+pt
Protected Phases		6			2			4		3
Permitted Phases	6			2		2	4		4	8
Detector Phase	6	6		2	2	2	4	4	4	3
Switch Phase										
Minimum Initial (s)	20.0	20.0		20.0	20.0	20.0	10.0	10.0	10.0	6.0
Minimum Split (s)	29.5	29.5		29.5	29.5	29.5	28.1	28.1	28.1	10.0
Total Split (s)	34.9	34.9		34.9	34.9	34.9	28.1	28.1	28.1	17.0
Total Split (%)	43.6%	43.6%		43.6%	43.6%	43.6%	35.1%	35.1%	35.1%	21.3%
Yellow Time (s)	5.8	5.8		5.8	5.8	5.8	4.1	4.1	4.1	3.0
All-Red Time (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0	3.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.5	8.5		8.5	8.5	8.5	7.1	7.1	7.1	4.0
Lead/Lag							Lag	Lag	Lag	Lead
Lead-Lag Optimize?										
Recall Mode	None	None		None	None	None	None	None	None	None
Act Effct Green (s)	23.1	23.1		23.1	23.1	23.1	15.8	15.8	15.8	35.6
Actuated g/C Ratio	0.32	0.32		0.32	0.32	0.32	0.22	0.22	0.22	0.50
v/c Ratio	0.26	0.73		0.51	0.61	0.57	0.29	0.67	0.32	0.74
Control Delay (s/veh)	22.0	30.2		30.7	26.3	5.3	27.5	34.3	6.6	22.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.0	30.2		30.7	26.3	5.3	27.5	34.3	6.6	22.2
LOS	C	C		C	C	A	C	C	A	C
Approach Delay (s/veh)		28.9			16.4			25.2		

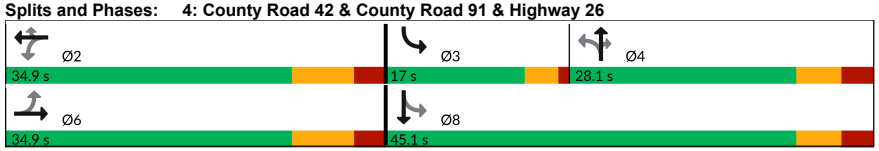
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	353	67
Future Volume (vph)	353	67
Ideal Flow (vphpl)	1900	1900
Storage Length (m)		0.0
Storage Lanes		0
Taper Length (m)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.976	
Flt Protected		
Satd. Flow (prot)	1835	0
Flt Permitted		
Satd. Flow (perm)	1835	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	16	
Link Speed (k/h)	50	
Link Distance (m)	509.9	
Travel Time (s)	36.7	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.90	0.90
Heavy Vehicles (%)	2%	3%
Adj. Flow (vph)	392	74
Shared Lane Traffic (%)		
Lane Group Flow (vph)	466	0
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Detector Phase	8	
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	28.1	
Total Split (s)	45.1	
Total Split (%)	56.4%	
Yellow Time (s)	4.1	
All-Red Time (s)	3.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	7.1	
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	
Act Effct Green (s)	32.4	
Actuated g/C Ratio	0.45	
v/c Ratio	0.55	
Control Delay (s/veh)	16.7	
Queue Delay	0.0	
Total Delay (s/veh)	16.7	
LOS	B	
Approach Delay (s/veh)	19.2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Approach LOS		C			B			C		
Queue Length 50th (m)	7.4	49.4		12.5	40.5	0.0	6.8	34.2	0.0	30.8
Queue Length 95th (m)	18.4	86.3		30.2	70.9	19.0	17.2	60.3	12.5	#60.3
Internal Link Dist (m)		298.6			509.7			496.8		
Turn Bay Length (m)	30.0			50.0		65.0	85.0		50.0	95.0
Base Capacity (vph)	335	672		257	679	868	283	561	565	535
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.63		0.44	0.52	0.54	0.22	0.50	0.25	0.73

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 71.3			
Natural Cycle: 70			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay (s/veh): 21.1		Intersection LOS: C	
Intersection Capacity Utilization 95.1%		ICU Level of Service F	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

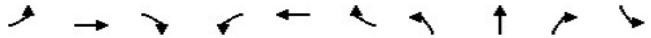
Splits and Phases: 4: County Road 42 & County Road 91 & Highway 26





Lane Group	SBT	SBR
Approach LOS	B	
Queue Length 50th (m)	40.8	
Queue Length 95th (m)	71.5	
Internal Link Dist (m)	485.9	
Turn Bay Length (m)		
Base Capacity (vph)	997	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.47	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (vph)	2	16	0	9	24	3	2	3	7	5
Future Volume (vph)	2	16	0	9	24	3	2	3	7	5
Ideal Flow (vphpl)	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
Ped Bike Factor										
Frt					0.988			0.919		
Flt Protected		0.995			0.988			0.993		
Satd. Flow (prot)	0	1912	0	0	1875	0	0	1753	0	0
Flt Permitted		0.995			0.988			0.993		
Satd. Flow (perm)	0	1912	0	0	1875	0	0	1753	0	0
Link Speed (k/h)		50			50			50		
Link Distance (m)		208.4			449.4			124.9		
Travel Time (s)		15.0			32.4			9.0		
Confl. Peds. (#/hr)	3		8	8		3	12		1	1
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	2	20	0	11	30	4	2	4	9	6
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	22	0	0	45	0	0	15	0	0
Sign Control		Stop			Stop			Free		

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	19.0%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	0
Future Volume (vph)	0	0
Ideal Flow (vphpl)	1900	1900
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt		
Flt Protected	0.950	
Satd. Flow (prot)	1825	0
Flt Permitted	0.950	
Satd. Flow (perm)	1825	0
Link Speed (k/h)	50	
Link Distance (m)	105.5	
Travel Time (s)	7.6	
Confl. Peds. (#/hr)		12
Peak Hour Factor	0.81	0.81
Heavy Vehicles (%)	2%	2%
Adj. Flow (vph)	0	0
Shared Lane Traffic (%)		
Lane Group Flow (vph)	6	0
Sign Control	Free	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (veh/h)	2	16	0	9	24	3	2	3	7	5
Future Volume (Veh/h)	2	16	0	9	24	3	2	3	7	5
Sign Control		Stop			Stop			Free		
Grade		0%			0%			0%		
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	2	20	0	11	30	4	2	4	9	6
Pedestrians		12			1			8		
Lane Width (m)		3.7			3.7			3.7		
Walking Speed (m/s)		1.1			1.1			1.1		
Percent Blockage		1			0			1		
Right turn flare (veh)										
Median type								None		
Median storage veh)										
Upstream signal (m)										
pX, platoon unblocked										
vC, conflicting volume	59	42	20	44	38	13	12			14
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	59	42	20	44	38	13	12			14
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1
tC, 2 stage (s)										
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2
p0 queue free %	100	98	100	99	96	100	100			100
cM capacity (veh/h)	888	839	1037	926	844	1070	1601			1616

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	22	45	15	6
Volume Left	2	11	2	6
Volume Right	0	4	9	0
cSH	843	879	1601	1616
Volume to Capacity	0.03	0.05	0.00	0.00
Queue Length 95th (m)	0.6	1.2	0.0	0.1
Control Delay (s/veh)	9.4	9.3	1.0	7.2
Lane LOS	A	A	A	A
Approach Delay (s/veh)	9.4	9.3	1.0	7.2
Approach LOS	A	A		

Intersection Summary				
Average Delay		7.8		
Intersection Capacity Utilization		19.0%	ICU Level of Service	A
Analysis Period (min)		15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	0
Future Volume (Veh/h)	0	0
Sign Control	Free	
Grade	0%	
Peak Hour Factor	0.81	0.81
Hourly flow rate (vph)	0	0
Pedestrians	3	
Lane Width (m)	3.7	
Walking Speed (m/s)	1.1	
Percent Blockage	0	
Right turn flare (veh)		
Median type	None	
Median storage veh)		
Upstream signal (m)		
pX, platoon unblocked		
vC, conflicting volume		
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol		
tC, single (s)		
tC, 2 stage (s)		
tF (s)		
p0 queue free %		
cM capacity (veh/h)		
Direction, Lane #		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	76	6	14	121	20	13
Future Volume (vph)	76	6	14	121	20	13
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	0.989				0.947	
Flt Protected				0.995	0.970	
Satd. Flow (prot)	1866	0	0	1912	1765	0
Flt Permitted				0.995	0.970	
Satd. Flow (perm)	1866	0	0	1912	1765	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	449.4			188.9	488.2	
Travel Time (s)	32.4			13.6	35.2	
Confl. Peds. (#/hr)		23	23			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	83	7	15	132	22	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	90	0	0	147	36	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.8%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	76	6	14	121	20	13
Future Volume (Veh/h)	76	6	14	121	20	13
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	83	7	15	132	22	14
Pedestrians					23	
Lane Width (m)					3.7	
Walking Speed (m/s)					1.1	
Percent Blockage					2	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			113		272	110
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			113		272	110
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		97	98
cM capacity (veh/h)			1455		699	928

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	90	147	36
Volume Left	0	15	22
Volume Right	7	0	14
cSH	1700	1455	773
Volume to Capacity	0.05	0.01	0.05
Queue Length 95th (m)	0.0	0.2	1.1
Control Delay (s/veh)	0.0	0.8	9.9
Lane LOS		A	A
Approach Delay (s/veh)	0.0	0.8	9.9
Approach LOS			A

Intersection Summary			
Average Delay		1.8	
Intersection Capacity Utilization		23.8%	ICU Level of Service A
Analysis Period (min)		15	



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	83	9	11	131	14	11
Future Volume (vph)	83	9	11	131	14	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.987				0.939	
Flt Protected				0.996	0.973	
Satd. Flow (prot)	1862	0	0	1913	1755	0
Flt Permitted				0.996	0.973	
Satd. Flow (perm)	1862	0	0	1913	1755	0
Link Speed (k/h)	50			50	48	
Link Distance (m)	188.9			390.6	494.2	
Travel Time (s)	13.6			28.1	37.1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	95	10	13	151	16	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	105	0	0	164	29	0
Sign Control	Stop			Stop	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.2%			ICU Level of Service A
Analysis Period (min) 15			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	83	9	11	131	14	11
Future Volume (vph)	83	9	11	131	14	11
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	95	10	13	151	16	13

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	105	164	29
Volume Left (vph)	0	13	16
Volume Right (vph)	10	0	13
Hadj (s)	-0.03	0.02	-0.16
Departure Headway (s)	4.1	4.1	4.3
Degree Utilization, x	0.12	0.19	0.03
Capacity (veh/h)	861	869	779
Control Delay (s/veh)	7.7	8.0	7.5
Approach Delay (s/veh)	7.7	8.0	7.5
Approach LOS	A	A	A

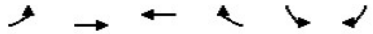
Intersection Summary			
Delay		7.8	
Level of Service		A	
Intersection Capacity Utilization		24.2%	ICU Level of Service A
Analysis Period (min)		15	

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	83	9	11	131	14	11
Future Vol, veh/h	83	9	11	131	14	11
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	0	0	0	0	0
Mvmt Flow	95	10	13	151	16	13
Number of Lanes	1	0	0	1	1	0

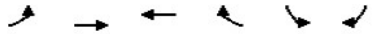
Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7.6	8	7.5
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	56%	0%	8%
Vol Thru, %	0%	90%	92%
Vol Right, %	44%	10%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	25	92	142
LT Vol	14	0	11
Through Vol	0	83	131
RT Vol	11	9	0
Lane Flow Rate	29	106	163
Geometry Grp	1	1	1
Degree of Util (X)	0.034	0.119	0.183
Departure Headway (Hd)	4.322	4.049	4.046
Convergence, Y/N	Yes	Yes	Yes
Cap	833	880	885
Service Time	2.322	2.097	2.083
HCM Lane V/C Ratio	0.035	0.12	0.184
HCM Control Delay, s/veh	7.5	7.6	8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.4	0.7



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	21	373	383	54	28	20
Future Volume (vph)	21	373	383	54	28	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.983		0.943	
Flt Protected		0.997			0.972	
Satd. Flow (prot)	0	1773	1723	0	1656	0
Flt Permitted		0.997			0.972	
Satd. Flow (perm)	0	1773	1723	0	1656	0
Link Speed (k/h)		50	50		50	
Link Distance (m)		1578.3	179.3		488.2	
Travel Time (s)		113.6	12.9		35.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	8%	8%	11%	0%	0%	15%
Adj. Flow (vph)	23	405	416	59	30	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	428	475	0	52	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	46.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	21	373	383	54	28	20
Future Volume (Veh/h)	21	373	383	54	28	20
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	23	405	416	59	30	22
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	475				897	446
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	475				897	446
tC, single (s)	4.2				6.4	6.4
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.4
p0 queue free %	98				90	96
cM capacity (veh/h)	1056				306	586

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	428	475	52
Volume Left	23	0	30
Volume Right	0	59	22
cSH	1056	1700	384
Volume to Capacity	0.02	0.28	0.14
Queue Length 95th (m)	0.5	0.0	3.5
Control Delay (s/veh)	0.7	0.0	15.8
Lane LOS	A		C
Approach Delay (s/veh)	0.7	0.0	15.8
Approach LOS			C

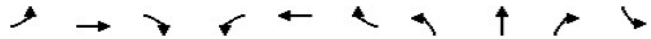
Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	46.8%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (vph)	11	388	0	3	423	21	0	2	6	20
Future Volume (vph)	11	388	0	3	423	21	0	2	6	20
Ideal Flow (vphpl)	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
Ped Bike Factor										
Frt					0.994			0.895		
Flt Protected		0.999								
Satd. Flow (prot)	0	1791	0	0	1760	0	0	1439	0	0
Flt Permitted		0.999								
Satd. Flow (perm)	0	1791	0	0	1760	0	0	1439	0	0
Link Speed (k/h)		50			50			48		
Link Distance (m)		179.3			322.6			78.1		
Travel Time (s)		12.9			23.2			5.9		
Confl. Peds. (#/hr)							1		2	2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	13%	7%	2%	0%	9%	0%	2%	0%	25%	8%
Adj. Flow (vph)	13	441	0	3	481	24	0	2	7	23
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	454	0	0	508	0	0	9	0	0
Sign Control		Free			Free			Stop		

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	42.8%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	6
Future Volume (vph)	0	6
Ideal Flow (vphpl)	1900	1900
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.968	
Flt Protected	0.963	
Satd. Flow (prot)	1687	0
Flt Permitted	0.963	
Satd. Flow (perm)	1687	0
Link Speed (k/h)	50	
Link Distance (m)	494.2	
Travel Time (s)	35.6	
Confl. Peds. (#/hr)		1
Peak Hour Factor	0.88	0.88
Heavy Vehicles (%)	2%	0%
Adj. Flow (vph)	0	7
Shared Lane Traffic (%)		
Lane Group Flow (vph)	30	0
Sign Control	Stop	

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		✣			✣			✣		
Traffic Volume (veh/h)	11	388	0	3	423	21	0	2	6	20
Future Volume (Veh/h)	11	388	0	3	423	21	0	2	6	20
Sign Control		Free			Free			Stop		
Grade		0%			0%			0%		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	12	441	0	3	481	24	0	2	7	23
Pedestrians		1			2					
Lane Width (m)		3.7			3.7					
Walking Speed (m/s)		1.1			1.1					
Percent Blockage		0			0					
Right turn flare (veh)										
Median type		None			None					
Median storage veh)										
Upstream signal (m)					322					
pX, platoon unblocked	0.86						0.86	0.86		0.86
vC, conflicting volume	505			441			972	976	443	974
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	344			441			887	891	443	889
tC, single (s)	4.2			4.1			7.1	6.5	6.4	7.2
tC, 2 stage (s)										
tF (s)	2.3			2.2			3.5	4.0	3.5	3.6
p0 queue free %	99			100			100	99	99	89
cM capacity (veh/h)	995			1130			223	241	568	215

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	453	508	9	30
Volume Left	12	3	0	23
Volume Right	0	24	7	7
cSH	995	1130	436	253
Volume to Capacity	0.01	0.00	0.02	0.12
Queue Length 95th (m)	0.3	0.1	0.5	3.0
Control Delay (s/veh)	0.4	0.1	13.4	21.1
Lane LOS	A	A	B	C
Approach Delay (s/veh)	0.4	0.1	13.4	21.1
Approach LOS			B	C

Intersection Summary				
Average Delay	1.0			
Intersection Capacity Utilization	42.8%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	SBT	SBR
Lane Configurations	✣	
Traffic Volume (veh/h)	0	6
Future Volume (Veh/h)	0	6
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.88	0.88
Hourly flow rate (vph)	0	7
Pedestrians		
Lane Width (m)		
Walking Speed (m/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (m)		
pX, platoon unblocked	0.86	0.86
vC, conflicting volume	964	494
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	877	332
tC, single (s)	6.5	6.2
tC, 2 stage (s)		
tF (s)	4.0	3.3
p0 queue free %	100	99
cM capacity (veh/h)	243	615

Direction, Lane #

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	64	73	672	73	51	556
Future Volume (vph)	64	73	672	73	51	556
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		0.987			
Flt Protected	0.977					0.996
Satd. Flow (prot)	1642	0	1814	0	0	1818
Flt Permitted	0.977					0.996
Satd. Flow (perm)	1642	0	1814	0	0	1818
Link Speed (k/h)	40		50			50
Link Distance (m)	495.9		321.2			1006.2
Travel Time (s)	44.6		23.1			72.4
Confl. Peds. (#/hr)	1			13	13	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	5%	7%	5%	0%	19%	4%
Adj. Flow (vph)	69	78	723	78	55	598
Shared Lane Traffic (%)						
Lane Group Flow (vph)	147	0	801	0	0	653
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	86.2%	ICU Level of Service	E
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	64	73	672	73	51	556
Future Volume (Veh/h)	64	73	672	73	51	556
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	69	78	723	78	55	598
Pedestrians	13		1			
Lane Width (m)	3.7		3.7			
Walking Speed (m/s)	1.1		1.1			
Percent Blockage	1		0			
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	1484	775			814	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1484	775			814	
tC, single (s)	6.4	6.3			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.4	
p0 queue free %	44	80			93	
cM capacity (veh/h)	123	385			734	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	147	801	653
Volume Left	69	0	55
Volume Right	78	78	0
cSH	193	1700	734
Volume to Capacity	0.76	0.47	0.07
Queue Length 95th (m)	38.6	0.0	1.8
Control Delay (s/veh)	66.3	0.0	2.0
Lane LOS	F		A
Approach Delay (s/veh)	66.3	0.0	2.0
Approach LOS	F		

Intersection Summary			
Average Delay	6.9		
Intersection Capacity Utilization	86.2%	ICU Level of Service	E
Analysis Period (min)	15		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	72	54	41	679	569	57
Future Volume (vph)	72	54	41	679	569	57
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	0.943				0.988	
Flt Protected	0.972			0.997		
Satd. Flow (prot)	1710	0	0	1842	1800	0
Flt Permitted	0.972			0.997		
Satd. Flow (perm)	1710	0	0	1842	1800	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	390.6			509.9	321.2	
Travel Time (s)	28.1			36.7	23.1	
Confl. Peds. (#/hr)	56		6			6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	4%	4%	6%	0%
Adj. Flow (vph)	77	57	44	722	605	61
Shared Lane Traffic (%)						
Lane Group Flow (vph)	134	0	0	766	666	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	83.3%	ICU Level of Service	E
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	72	54	41	679	569	57
Future Volume (Veh/h)	72	54	41	679	569	57
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	77	57	44	722	605	61
Pedestrians	6				56	
Lane Width (m)	3.7				3.7	
Walking Speed (m/s)	1.1				1.1	
Percent Blockage	1				5	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	1508	642	672			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1508	642	672			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	35	88	95			
cM capacity (veh/h)	118	470	904			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	134	766	666
Volume Left	77	44	0
Volume Right	57	0	61
cSH	173	904	1700
Volume to Capacity	0.77	0.05	0.39
Queue Length 95th (m)	38.3	1.2	0.0
Control Delay (s/veh)	73.7	1.3	0.0
Lane LOS	F	A	
Approach Delay (s/veh)	73.7	1.3	0.0
Approach LOS	F		

Intersection Summary			
Average Delay	6.9		
Intersection Capacity Utilization	83.3%	ICU Level of Service	E
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (vph)	58	31	58	111	28	587	87	531	57	416
Future Volume (vph)	58	31	58	111	28	587	87	531	57	416
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	115.0		0.0	135.0		0.0	165.0		125.0	215.0
Storage Lanes	1		0	1		0	1		1	1
Taper Length (m)	7.6			7.6			7.6			7.6
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.903			0.857				0.850	
Flt Protected	0.950			0.950			0.950			0.950
Satd. Flow (prot)	1825	1637	0	1738	1593	0	1825	1847	1541	1772
Flt Permitted	0.244			0.698			0.510			0.180
Satd. Flow (perm)	469	1637	0	1277	1593	0	980	1847	1541	336
Right Turn on Red			Yes			Yes			Yes	
Satd. Flow (RTOR)		59			586				90	
Link Speed (k/h)		50			50			50		
Link Distance (m)		2216.7			552.5			1006.2		
Travel Time (s)		159.6			39.8			72.4		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	17%	0%	5%	10%	3%	0%	4%	6%	3%
Adj. Flow (vph)	59	32	59	113	29	599	89	542	58	424
Shared Lane Traffic (%)										
Lane Group Flow (vph)	59	91	0	113	628	0	89	542	58	424
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt
Protected Phases		4			8			2		1
Permitted Phases	4			8			2		2	6
Detector Phase	4	4		8	8		2	2	2	1
Switch Phase										
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0	20.0	7.0
Minimum Split (s)	17.4	17.4		17.4	17.4		27.1	27.1	27.1	10.0
Total Split (s)	27.0	27.0		27.0	27.0		34.0	34.0	34.0	29.0
Total Split (%)	30.0%	30.0%		30.0%	30.0%		37.8%	37.8%	37.8%	32.2%
Yellow Time (s)	5.9	5.9		5.9	5.9		5.9	5.9	5.9	3.0
All-Red Time (s)	1.5	1.5		1.5	1.5		1.2	1.2	1.2	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4		7.4	7.4		7.1	7.1	7.1	3.0
Lead/Lag							Lag	Lag	Lag	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	None	None	None
Act Effct Green (s)	16.4	16.4		16.4	16.4		27.0	27.0	27.0	52.3
Actuated g/C Ratio	0.21	0.21		0.21	0.21		0.34	0.34	0.34	0.66
v/c Ratio	0.61	0.24		0.43	0.79		0.27	0.86	0.10	0.77
Control Delay (s/veh)	59.4	14.7		34.6	12.5		25.3	43.3	2.7	22.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.4	14.7		34.6	12.5		25.3	43.3	2.7	22.6
LOS	E	B		C	B		C	D	A	C
Approach Delay (s/veh)		32.3			15.9			37.6		
Approach LOS		C			B			D		
Queue Length 50th (m)	8.3	4.0		15.2	5.3		10.5	82.1	0.0	36.5

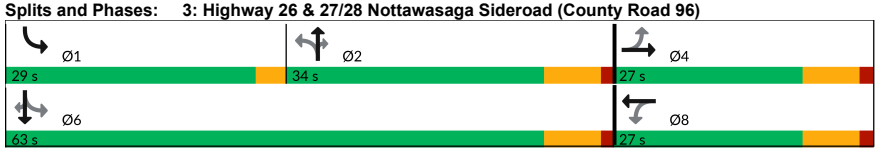
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	425	20
Future Volume (vph)	425	20
Ideal Flow (vphpl)	1900	1900
Storage Length (m)		45.0
Storage Lanes		1
Taper Length (m)		
Lane Util. Factor	1.00	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1847	1633
Flt Permitted		
Satd. Flow (perm)	1847	1633
Right Turn on Red		Yes
Satd. Flow (RTOR)		53
Link Speed (k/h)	50	
Link Distance (m)	372.2	
Travel Time (s)	26.8	
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	4%	0%
Adj. Flow (vph)	434	20
Shared Lane Traffic (%)		
Lane Group Flow (vph)	434	20
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	20.0	20.0
Minimum Split (s)	27.1	27.1
Total Split (s)	63.0	63.0
Total Split (%)	70.0%	70.0%
Yellow Time (s)	5.9	5.9
All-Red Time (s)	1.2	1.2
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.1	7.1
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	None
Act Effct Green (s)	48.1	48.1
Actuated g/C Ratio	0.61	0.61
v/c Ratio	0.39	0.02
Control Delay (s/veh)	9.5	0.2
Queue Delay	0.0	0.0
Total Delay (s/veh)	9.5	0.2
LOS	A	A
Approach Delay (s/veh)	15.6	
Approach LOS	B	
Queue Length 50th (m)	33.7	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Queue Length 95th (m)	#26.9	16.4		32.7	43.7		24.5	#156.2	4.1	68.4
Internal Link Dist (m)		2192.7			528.5			982.2		
Turn Bay Length (m)	115.0			135.0			165.0		125.0	215.0
Base Capacity (vph)	118	456		322	840		339	639	592	702
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	0.50	0.20		0.35	0.75		0.26	0.85	0.10	0.60

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 79.3
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay (s/veh): 22.9 Intersection LOS: C
Intersection Capacity Utilization 114.6% ICU Level of Service H
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Highway 26 & 27/28 Nottawasaga Sideroad (County Road 96)



Lane Group	SBT	SBR
Queue Length 95th (m)	**50.9**	**0.4**
Internal Link Dist (m)	**348.2**	
Turn Bay Length (m)		**45.0**
Base Capacity (vph)	**1328**	**1189**
Starvation Cap Reductn	**0**	**0**
Spillback Cap Reductn	**0**	**0**
Storage Cap Reductn	**0**	**0**
Reduced v/c Ratio	**0.33**	**0.02**

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (vph)	73	260	82	79	248	333	57	274	78	292
Future Volume (vph)	73	260	82	79	248	333	57	274	78	292
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	30.0		0.0	50.0		65.0	85.0		50.0	95.0
Storage Lanes	1		0	1		1	1		1	1
Taper Length (m)	7.6			7.6			7.6			7.6
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		1.00		0.97			0.97	0.99
Frt		0.964				0.850			0.850	
Flt Protected	0.950			0.950			0.950			0.950
Satd. Flow (prot)	1825	1681	0	1722	1746	1512	1601	1812	1541	1690
Flt Permitted	0.598			0.465			0.549			0.376
Satd. Flow (perm)	1140	1681	0	840	1746	1465	925	1812	1490	664
Right Turn on Red			Yes			Yes			Yes	
Satd. Flow (RTOR)		21				351			130	
Link Speed (k/h)		50			50			50		
Link Distance (m)		322.6			533.7			520.8		
Travel Time (s)		23.2			38.4			37.5		
Confl. Peds. (#/hr)	6		3	3		6			7	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	10%	8%	6%	10%	8%	14%	6%	6%	8%
Adj. Flow (vph)	77	274	86	83	261	351	60	288	82	307
Shared Lane Traffic (%)										
Lane Group Flow (vph)	77	360	0	83	261	351	60	288	82	307
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	pm+pt
Protected Phases		6			2			4		3
Permitted Phases	6			2		2	4		4	8
Detector Phase	6	6		2	2	2	4	4	4	3
Switch Phase										
Minimum Initial (s)	20.0	20.0		20.0	20.0	20.0	10.0	10.0	10.0	6.0
Minimum Split (s)	29.5	29.5		29.5	29.5	29.5	28.1	28.1	28.1	10.0
Total Split (s)	34.9	34.9		34.9	34.9	34.9	28.1	28.1	28.1	17.0
Total Split (%)	43.6%	43.6%		43.6%	43.6%	43.6%	35.1%	35.1%	35.1%	21.3%
Yellow Time (s)	5.8	5.8		5.8	5.8	5.8	4.1	4.1	4.1	3.0
All-Red Time (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0	3.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.5	8.5		8.5	8.5	8.5	7.1	7.1	7.1	4.0
Lead/Lag							Lag	Lag	Lag	Lead
Lead-Lag Optimize?										
Recall Mode	None	None		None	None	None	None	None	None	None
Act Effct Green (s)	22.2	22.2		22.2	22.2	22.2	15.8	15.8	15.8	34.7
Actuated g/C Ratio	0.32	0.32		0.32	0.32	0.32	0.23	0.23	0.23	0.50
v/c Ratio	0.21	0.65		0.31	0.47	0.50	0.29	0.70	0.19	0.61
Control Delay (s/veh)	20.8	26.7		23.5	23.4	5.2	26.9	35.0	2.6	16.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.8	26.7		23.5	23.4	5.2	26.9	35.0	2.6	16.5
LOS	C	C		C	C	A	C	D	A	B
Approach Delay (s/veh)		25.7			14.2			27.7		

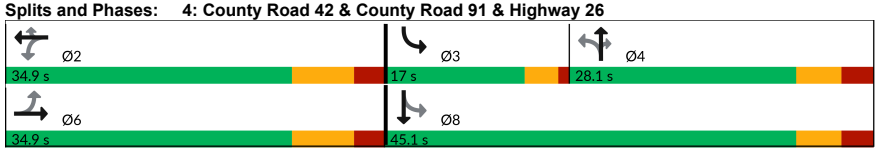
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	252	85
Future Volume (vph)	252	85
Ideal Flow (vphpl)	1900	1900
Storage Length (m)		0.0
Storage Lanes		0
Taper Length (m)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.962	
Flt Protected		
Satd. Flow (prot)	1764	0
Flt Permitted		
Satd. Flow (perm)	1764	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	29	
Link Speed (k/h)	50	
Link Distance (m)	509.9	
Travel Time (s)	36.7	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	2%	13%
Adj. Flow (vph)	265	89
Shared Lane Traffic (%)		
Lane Group Flow (vph)	354	0
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Detector Phase	8	
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	28.1	
Total Split (s)	45.1	
Total Split (%)	56.4%	
Yellow Time (s)	4.1	
All-Red Time (s)	3.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	7.1	
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	
Act Effct Green (s)	31.6	
Actuated g/C Ratio	0.45	
v/c Ratio	0.43	
Control Delay (s/veh)	13.8	
Queue Delay	0.0	
Total Delay (s/veh)	13.8	
LOS	B	
Approach Delay (s/veh)	15.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Approach LOS		C			B			C		
Queue Length 50th (m)	7.4	38.0		8.2	27.3	0.0	6.3	33.5	0.0	21.0
Queue Length 95th (m)	18.3	70.7		20.8	51.3	17.0	17.1	62.8	3.9	42.7
Internal Link Dist (m)		298.6			509.7			496.8		
Turn Bay Length (m)	30.0			50.0		65.0	85.0		50.0	95.0
Base Capacity (vph)	438	659		323	671	779	282	554	546	525
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.55		0.26	0.39	0.45	0.21	0.52	0.15	0.58

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 69.6
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.70
Intersection Signal Delay (s/veh): 19.3 Intersection LOS: B
Intersection Capacity Utilization 90.1% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 4: County Road 42 & County Road 91 & Highway 26



Lane Group	SBT	SBR
Approach LOS	**B**	
Queue Length 50th (m)	**25.0**	
Queue Length 95th (m)	**50.4**	
Internal Link Dist (m)	**485.9**	
Turn Bay Length (m)		
Base Capacity (vph)	**989**	
Starvation Cap Reductn	**0**	
Spillback Cap Reductn	**0**	
Storage Cap Reductn	**0**	
Reduced v/c Ratio	**0.36**	

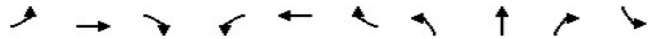
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (vph)	0	20	2	5	8	2	0	4	11	8
Future Volume (vph)	0	20	2	5	8	2	0	4	11	8
Ideal Flow (vphpl)	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
Ped Bike Factor										
Frt		0.987			0.981			0.904		
Flt Protected					0.984					
Satd. Flow (prot)	0	1768	0	0	1854	0	0	1569	0	0
Flt Permitted					0.984					
Satd. Flow (perm)	0	1768	0	0	1854	0	0	1569	0	0
Link Speed (k/h)		50			50			50		
Link Distance (m)		208.4			449.4			124.9		
Travel Time (s)		15.0			32.4			9.0		
Confl. Peds. (#/hr)	5		9	9		5			9	9
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles (%)	2%	8%	0%	0%	0%	0%	2%	0%	15%	0%
Adj. Flow (vph)	0	28	3	7	11	3	0	6	15	11
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	31	0	0	21	0	0	21	0	0
Sign Control		Stop			Stop			Free		

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.7%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	0
Future Volume (vph)	0	0
Ideal Flow (vphpl)	1900	1900
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt		
Flt Protected	0.950	
Satd. Flow (prot)	1825	0
Flt Permitted	0.950	
Satd. Flow (perm)	1825	0
Link Speed (k/h)	50	
Link Distance (m)	105.5	
Travel Time (s)	7.6	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.71	0.71
Heavy Vehicles (%)	2%	2%
Adj. Flow (vph)	0	0
Shared Lane Traffic (%)		
Lane Group Flow (vph)	11	0
Sign Control	Free	

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (veh/h)	0	20	2	5	8	2	0	4	11	8
Future Volume (Veh/h)	0	20	2	5	8	2	0	4	11	8
Sign Control		Stop			Stop			Free		
Grade		0%			0%			0%		
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	0	28	3	7	11	3	0	6	15	11
Pedestrians					9			9		
Lane Width (m)					3.7			3.7		
Walking Speed (m/s)					1.1			1.1		
Percent Blockage					1			1		
Right turn flare (veh)										
Median type								None		
Median storage veh)										
Upstream signal (m)										
pX, platoon unblocked										
vC, conflicting volume	49	52	9	71	45	28	0			30
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	49	52	9	71	45	28	0			30
tC, single (s)	7.1	6.6	6.2	7.1	6.5	6.2	4.1			4.1
tC, 2 stage (s)										
tF (s)	3.5	4.1	3.3	3.5	4.0	3.3	2.2			2.2
p0 queue free %	100	97	100	99	99	100	100			99
cM capacity (veh/h)	923	815	1069	873	838	1039	1623			1582

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	31	21	21	11
Volume Left	0	7	0	11
Volume Right	3	3	15	0
cSH	834	874	1623	1582
Volume to Capacity	0.04	0.02	0.00	0.01
Queue Length 95th (m)	0.9	0.6	0.0	0.2
Control Delay (s/veh)	9.5	9.2	0.0	7.3
Lane LOS	A	A		A
Approach Delay (s/veh)	9.5	9.2	0.0	7.3
Approach LOS	A	A		

Intersection Summary				
Average Delay	6.8			
Intersection Capacity Utilization	19.7%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	0
Future Volume (Veh/h)	0	0
Sign Control	Free	
Grade	0%	
Peak Hour Factor	0.71	0.71
Hourly flow rate (vph)	0	0
Pedestrians	5	
Lane Width (m)	3.7	
Walking Speed (m/s)	1.1	
Percent Blockage	0	
Right turn flare (veh)		
Median type	None	
Median storage veh)		
Upstream signal (m)		
pX, platoon unblocked		
vC, conflicting volume		
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol		
tC, single (s)		
tC, 2 stage (s)		
tF (s)		
p0 queue free %		
cM capacity (veh/h)		

Direction, Lane #

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	57	8	13	52	7	11
Future Volume (vph)	57	8	13	52	7	11
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				0.916	
Flt Protected				0.990	0.981	
Satd. Flow (prot)	1723	0	0	1857	1726	0
Flt Permitted				0.990	0.981	
Satd. Flow (perm)	1723	0	0	1857	1726	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	449.4			188.9	488.2	
Travel Time (s)	32.4			13.6	35.2	
Confl. Peds. (#/hr)		10	10			2
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	11%	0%	0%	3%	0%	0%
Adj. Flow (vph)	67	9	15	61	8	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	76	0	0	76	21	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	20.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	57	8	13	52	7	11
Future Volume (Veh/h)	57	8	13	52	7	11
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)	67	9	15	61	8	13
Pedestrians				2	10	
Lane Width (m)				3.7	3.7	
Walking Speed (m/s)				1.1	1.1	
Percent Blockage				0	1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			86		173	84
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			86		173	84
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		99	99
cM capacity (veh/h)			1508		806	970

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	76	76	21
Volume Left	0	15	8
Volume Right	9	0	13
cSH	1700	1508	900
Volume to Capacity	0.04	0.01	0.02
Queue Length 95th (m)	0.0	0.2	0.5
Control Delay (s/veh)	0.0	1.5	9.1
Lane LOS		A	A
Approach Delay (s/veh)	0.0	1.5	9.1
Approach LOS			A

Intersection Summary				
Average Delay	1.8			
Intersection Capacity Utilization	20.8%	ICU Level of Service		A
Analysis Period (min)	15			



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	72	4	14	60	7	10
Future Volume (vph)	72	4	14	60	7	10
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				0.919	
Flt Protected				0.991	0.980	
Satd. Flow (prot)	1788	0	0	1904	1730	0
Flt Permitted				0.991	0.980	
Satd. Flow (perm)	1788	0	0	1904	1730	0
Link Speed (k/h)	50			50	48	
Link Distance (m)	188.9			390.6	494.2	
Travel Time (s)	13.6			28.1	37.1	
Confl. Peds. (#/hr)		3	3			9
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	7%	0%	0%	0%	0%	0%
Adj. Flow (vph)	84	5	16	70	8	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	89	0	0	86	20	0
Sign Control	Stop			Stop	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	23.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	72	4	14	60	7	10
Future Volume (vph)	72	4	14	60	7	10
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	84	5	16	70	8	12

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	89	86	20
Volume Left (vph)	0	16	8
Volume Right (vph)	5	0	12
Hadj (s)	0.08	0.04	-0.28
Departure Headway (s)	4.1	4.1	4.0
Degree Utilization, x	0.10	0.10	0.02
Capacity (veh/h)	864	874	854
Control Delay (s/veh)	7.6	7.5	7.1
Approach Delay (s/veh)	7.6	7.5	7.1
Approach LOS	A	A	A

Intersection Summary			
Delay	7.5		
Level of Service	A		
Intersection Capacity Utilization	23.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

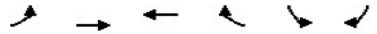
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	72	4	14	60	7	10
Future Vol, veh/h	72	4	14	60	7	10
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	7	0	0	0	0	0
Mvmt Flow	84	5	16	70	8	12
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7.6	7.5	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	41%	0%	19%
Vol Thru, %	0%	95%	81%
Vol Right, %	59%	5%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	17	76	74
LT Vol	7	0	14
Through Vol	0	72	60
RT Vol	10	4	0
Lane Flow Rate	20	88	86
Geometry Grp	1	1	1
Degree of Util (X)	0.022	0.1	0.097
Departure Headway (Hd)	3.927	4.087	4.04
Convergence, Y/N	Yes	Yes	Yes
Cap	899	877	887
Service Time	2.007	2.113	2.065
HCM Lane V/C Ratio	0.022	0.1	0.097
HCM Control Delay, s/veh	7.1	7.6	7.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.3	0.3

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	8	319	338	5	51	20
Future Volume (vph)	8	319	338	5	51	20
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			0.998		0.962	
Flt Protected		0.999			0.965	
Satd. Flow (prot)	0	1725	1699	0	1735	0
Flt Permitted		0.999			0.965	
Satd. Flow (perm)	0	1725	1699	0	1735	0
Link Speed (k/h)		50	50		50	
Link Distance (m)		1578.3	179.3		488.2	
Travel Time (s)		113.6	12.9		35.2	
Confl. Peds. (#/hr)					2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	20%	11%	13%	0%	0%	10%
Adj. Flow (vph)	9	339	360	5	54	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	348	365	0	75	0
Sign Control		Free	Free		Stop	

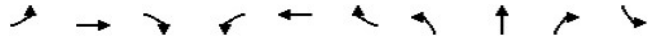
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.9%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	319	338	5	51	20
Future Volume (Veh/h)	8	319	338	5	51	20
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	9	339	360	5	54	21
Pedestrians			2			
Lane Width (m)			3.7			
Walking Speed (m/s)			1.1			
Percent Blockage			0			
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	365				722	363
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	365				722	363
tC, single (s)	4.3				6.4	6.3
tC, 2 stage (s)						
tF (s)	2.4				3.5	3.4
p0 queue free %	99				86	97
cM capacity (veh/h)	1101				393	665

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	348	365	75
Volume Left	9	0	54
Volume Right	0	5	21
cSH	1101	1700	444
Volume to Capacity	0.01	0.21	0.17
Queue Length 95th (m)	0.2	0.0	4.6
Control Delay (s/veh)	0.3	0.0	14.8
Lane LOS	A		B
Approach Delay (s/veh)	0.3	0.0	14.8
Approach LOS			B

Intersection Summary			
Average Delay		1.5	
Intersection Capacity Utilization		33.9%	ICU Level of Service A
Analysis Period (min)		15	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (vph)	8	370	0	2	351	14	0	8	4	20
Future Volume (vph)	8	370	0	2	351	14	0	8	4	20
Ideal Flow (vphpl)	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
Ped Bike Factor										
Frt					0.995			0.955		
Flt Protected		0.999								
Satd. Flow (prot)	0	1757	0	0	1714	0	0	1835	0	0
Flt Permitted		0.999								
Satd. Flow (perm)	0	1757	0	0	1714	0	0	1835	0	0
Link Speed (k/h)		50			50			48		
Link Distance (m)		179.3			322.6			78.1		
Travel Time (s)		12.9			23.2			5.9		
Confl. Peds. (#/hr)									4	4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	20%	9%	2%	0%	12%	0%	2%	0%	0%	0%
Adj. Flow (vph)	8	381	0	2	362	14	0	8	4	21
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	389	0	0	378	0	0	12	0	0
Sign Control		Free			Free			Stop		

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.9%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	4	4
Future Volume (vph)	4	4
Ideal Flow (vphpl)	1900	1900
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.981	
Flt Protected	0.965	
Satd. Flow (prot)	1819	0
Flt Permitted	0.965	
Satd. Flow (perm)	1819	0
Link Speed (k/h)	50	
Link Distance (m)	494.2	
Travel Time (s)	35.6	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	4	4
Shared Lane Traffic (%)		
Lane Group Flow (vph)	29	0
Sign Control	Stop	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (veh/h)	8	370	0	2	351	14	0	8	4	20
Future Volume (Veh/h)	8	370	0	2	351	14	0	8	4	20
Sign Control		Free			Free			Stop		
Grade		0%			0%			0%		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	8	381	0	2	362	14	0	8	4	21
Pedestrians					4					
Lane Width (m)					3.7					
Walking Speed (m/s)					1.1					
Percent Blockage					0					
Right turn flare (veh)										
Median type		None			None					
Median storage veh)										
Upstream signal (m)					322					
pX, platoon unblocked	0.97						0.97	0.97		0.97
vC, conflicting volume	376			381			776	777	385	782
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	337			381			751	752	385	757
tC, single (s)	4.3			4.1			7.1	6.5	6.2	7.1
tC, 2 stage (s)										
tF (s)	2.4			2.2			3.5	4.0	3.3	3.5
p0 queue free %	99			100			100	98	99	93
cM capacity (veh/h)	1090			1189			309	327	665	304

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	389	378	12	29
Volume Left	8	2	0	21
Volume Right	0	14	4	4
cSH	1090	1189	394	334
Volume to Capacity	0.01	0.00	0.03	0.09
Queue Length 95th (m)	0.2	0.0	0.7	2.2
Control Delay (s/veh)	0.2	0.1	14.4	16.8
Lane LOS	A	A	B	C
Approach Delay (s/veh)	0.2	0.1	14.4	16.8
Approach LOS			B	C

Intersection Summary				
Average Delay	1.0			
Intersection Capacity Utilization	39.9%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	4	4
Future Volume (Veh/h)	4	4
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.97	0.97
Hourly flow rate (vph)	4	4
Pedestrians		
Lane Width (m)		
Walking Speed (m/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (m)		
pX, platoon unblocked	0.97	0.97
vC, conflicting volume	770	369
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	745	330
tC, single (s)	6.5	6.2
tC, 2 stage (s)		
tF (s)	4.0	3.3
p0 queue free %	99	99
cM capacity (veh/h)	330	692

Direction, Lane #

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	37	29	747	28	47	792
Future Volume (vph)	37	29	747	28	47	792
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	0.941		0.995			
Flt Protected	0.972					0.997
Satd. Flow (prot)	1709	0	1893	0	0	1863
Flt Permitted	0.972					0.997
Satd. Flow (perm)	1709	0	1893	0	0	1863
Link Speed (k/h)	40		50			50
Link Distance (m)	495.9		321.2			1006.2
Travel Time (s)	44.6		23.1			72.4
Confl. Peds. (#/hr)				2	2	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	5%	0%	1%	0%	0%	3%
Adj. Flow (vph)	43	33	859	32	54	910
Shared Lane Traffic (%)						
Lane Group Flow (vph)	76	0	891	0	0	964
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 90.6%		ICU Level of Service E	
Analysis Period (min) 15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	37	29	747	28	47	792
Future Volume (Veh/h)	37	29	747	28	47	792
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	43	33	859	32	54	910
Pedestrians	2					
Lane Width (m)	3.7					
Walking Speed (m/s)	1.1					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	1895	877			893	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1895	877			893	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	38	91			93	
cM capacity (veh/h)	70	350			766	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	76	891	964
Volume Left	43	0	54
Volume Right	33	32	0
cSH	107	1700	766
Volume to Capacity	0.71	0.52	0.07
Queue Length 95th (m)	28.5	0.0	1.7
Control Delay (s/veh)	96.1	0.0	2.0
Lane LOS	F		A
Approach Delay (s/veh)	96.1	0.0	2.0
Approach LOS	F		

Intersection Summary			
Average Delay		4.8	
Intersection Capacity Utilization		90.6%	ICU Level of Service E
Analysis Period (min)		15	



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	85	76	57	724	748	101
Future Volume (vph)	85	76	57	724	748	101
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	0.937				0.984	
Flt Protected	0.974			0.996		
Satd. Flow (prot)	1737	0	0	1879	1837	0
Flt Permitted	0.974			0.996		
Satd. Flow (perm)	1737	0	0	1879	1837	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	390.6			509.9	321.2	
Travel Time (s)	28.1			36.7	23.1	
Confl. Peds. (#/hr)	6					
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	2%	0%	2%	3%	2%
Adj. Flow (vph)	97	86	65	823	850	115
Shared Lane Traffic (%)						
Lane Group Flow (vph)	183	0	0	888	965	0
Sign Control	Stop			Free	Free	

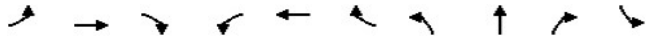
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 101.2%		ICU Level of Service G	
Analysis Period (min) 15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	85	76	57	724	748	101
Future Volume (Veh/h)	85	76	57	724	748	101
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	97	86	65	823	850	115
Pedestrians					6	
Lane Width (m)					3.7	
Walking Speed (m/s)					1.1	
Percent Blockage					1	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	1867	908	965			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1867	908	965			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	74	91			
cM capacity (veh/h)	73	334	722			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	183	888	965
Volume Left	97	65	0
Volume Right	86	0	115
cSH	115	722	1700
Volume to Capacity	1.59	0.09	0.57
Queue Length 95th (m)	102.8	2.2	0.0
Control Delay (s/veh)	366.9	2.5	0.0
Lane LOS	F	A	
Approach Delay (s/veh)	366.9	2.5	0.0
Approach LOS	F		

Intersection Summary			
Average Delay		34.1	
Intersection Capacity Utilization		101.2%	ICU Level of Service G
Analysis Period (min)		15	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (vph)	85	36	42	84	33	540	151	512	57	567
Future Volume (vph)	85	36	42	84	33	540	151	512	57	567
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	115.0		0.0	135.0		0.0	165.0		125.0	215.0
Storage Lanes	1		0	1		0	1		1	1
Taper Length (m)	7.6			7.6			7.6			7.6
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.919			0.859				0.850	
Flt Protected	0.950			0.950			0.950			0.950
Satd. Flow (prot)	1825	1666	0	1825	1605	0	1825	1902	1633	1789
Flt Permitted	0.204			0.702			0.387			0.134
Satd. Flow (perm)	392	1666	0	1349	1605	0	743	1902	1633	252
Right Turn on Red			Yes			Yes			Yes	
Satd. Flow (RTOR)		46			583				90	
Link Speed (k/h)		50			50			50		
Link Distance (m)		2216.7			552.5			1006.2		
Travel Time (s)		159.6			39.8			72.4		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	13%	0%	0%	0%	3%	0%	1%	0%	2%
Adj. Flow (vph)	92	39	46	91	36	587	164	557	62	616
Shared Lane Traffic (%)										
Lane Group Flow (vph)	92	85	0	91	623	0	164	557	62	616
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt
Protected Phases		4			8			2		1
Permitted Phases	4			8			2		2	6
Detector Phase	4	4		8	8		2	2	2	1
Switch Phase										
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0	20.0	7.0
Minimum Split (s)	17.4	17.4		17.4	17.4		27.1	27.1	27.1	10.0
Total Split (s)	27.0	27.0		27.0	27.0		34.0	34.0	34.0	29.0
Total Split (%)	30.0%	30.0%		30.0%	30.0%		37.8%	37.8%	37.8%	32.2%
Yellow Time (s)	5.9	5.9		5.9	5.9		5.9	5.9	5.9	3.0
All-Red Time (s)	1.5	1.5		1.5	1.5		1.2	1.2	1.2	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4		7.4	7.4		7.1	7.1	7.1	3.0
Lead/Lag							Lag	Lag	Lag	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	None	None	None
Act Effct Green (s)	19.6	19.6		19.6	19.6		26.9	26.9	26.9	60.0
Actuated g/C Ratio	0.22	0.22		0.22	0.22		0.30	0.30	0.30	0.67
v/c Ratio	1.08	0.21		0.31	0.77		0.74	0.98	0.11	1.01
Control Delay (s/veh)	160.3	17.0		33.0	11.6		50.6	66.4	3.0	62.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	160.3	17.0		33.0	11.6		50.6	66.4	3.0	62.6
LOS	F	B		C	B		D	E	A	E
Approach Delay (s/veh)		91.5			14.4			58.1		
Approach LOS		F			B			E		
Queue Length 50th (m)	~17.9	5.4		13.3	5.6		25.4	95.0	0.0	~88.7

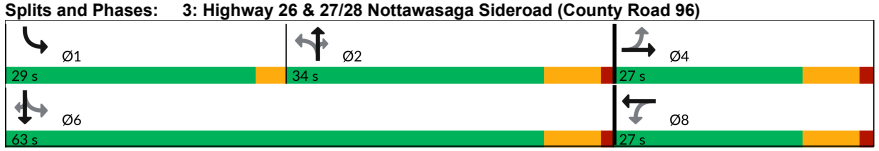
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	674	76
Future Volume (vph)	674	76
Ideal Flow (vphpl)	1900	1900
Storage Length (m)		45.0
Storage Lanes		1
Taper Length (m)		
Lane Util. Factor	1.00	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1865	1633
Flt Permitted		
Satd. Flow (perm)	1865	1633
Right Turn on Red		Yes
Satd. Flow (RTOR)		83
Link Speed (k/h)	50	
Link Distance (m)	372.2	
Travel Time (s)	26.8	
Peak Hour Factor	0.92	0.92
Heavy Vehicles (%)	3%	0%
Adj. Flow (vph)	733	83
Shared Lane Traffic (%)		
Lane Group Flow (vph)	733	83
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	20.0	20.0
Minimum Split (s)	27.1	27.1
Total Split (s)	63.0	63.0
Total Split (%)	70.0%	70.0%
Yellow Time (s)	5.9	5.9
All-Red Time (s)	1.2	1.2
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.1	7.1
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	None
Act Effct Green (s)	55.9	55.9
Actuated g/C Ratio	0.62	0.62
v/c Ratio	0.63	0.08
Control Delay (s/veh)	13.8	1.8
Queue Delay	0.0	0.0
Total Delay (s/veh)	13.8	1.8
LOS	B	A
Approach Delay (s/veh)	34.1	
Approach LOS	C	
Queue Length 50th (m)	71.6	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Queue Length 95th (m)	#47.4	17.1		26.6	42.5		#56.7	#159.4	4.9	#158.1
Internal Link Dist (m)		2192.7			528.5			982.2		
Turn Bay Length (m)	115.0			135.0			165.0		125.0	215.0
Base Capacity (vph)	85	398		293	805		222	568	551	612
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	1.08	0.21		0.31	0.77		0.74	0.98	0.11	1.01

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay (s/veh): 38.9		Intersection LOS: D	
Intersection Capacity Utilization 123.4%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Highway 26 & 27/28 Nottawasaga Sideroad (County Road 96)



Lane Group	SBT	SBR
Queue Length 95th (m)	106.4	4.8
Internal Link Dist (m)	348.2	
Turn Bay Length (m)		45.0
Base Capacity (vph)	1158	1045
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.63	0.08

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (vph)	73	351	73	114	354	443	61	276	143	379
Future Volume (vph)	73	351	73	114	354	443	61	276	143	379
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	30.0		0.0	50.0		65.0	85.0		50.0	95.0
Storage Lanes	1		0	1		1	1		1	1
Taper Length (m)	7.6			7.6			7.6			7.6
Lane Util. Factor	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	1.00		1.00		0.97			0.95	0.99
Frt		0.974				0.850			0.850	
Flt Protected	0.950			0.950			0.950			0.950
Satd. Flow (prot)	1825	1770	0	1755	1812	1585	1825	1883	1633	1738
Flt Permitted	0.413			0.308			0.475			0.339
Satd. Flow (perm)	790	1770	0	569	1812	1539	913	1883	1558	612
Right Turn on Red			Yes			Yes			Yes	
Satd. Flow (RTOR)		14				492			159	
Link Speed (k/h)		50			50			50		
Link Distance (m)		322.6			533.7			520.8		
Travel Time (s)		23.2			38.4			37.5		
Confl. Peds. (#/hr)	5		1	1		5			14	14
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	5%	7%	4%	6%	3%	0%	2%	0%	5%
Adj. Flow (vph)	81	390	81	127	393	492	68	307	159	421
Shared Lane Traffic (%)										
Lane Group Flow (vph)	81	471	0	127	393	492	68	307	159	421
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	pm+pt
Protected Phases		6			2			4		3
Permitted Phases	6			2		2	4		4	8
Detector Phase	6	6		2	2	2	4	4	4	3
Switch Phase										
Minimum Initial (s)	20.0	20.0		20.0	20.0	20.0	10.0	10.0	10.0	6.0
Minimum Split (s)	29.5	29.5		29.5	29.5	29.5	28.1	28.1	28.1	10.0
Total Split (s)	34.9	34.9		34.9	34.9	34.9	28.1	28.1	28.1	17.0
Total Split (%)	43.6%	43.6%		43.6%	43.6%	43.6%	35.1%	35.1%	35.1%	21.3%
Yellow Time (s)	5.8	5.8		5.8	5.8	5.8	4.1	4.1	4.1	3.0
All-Red Time (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0	3.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.5	8.5		8.5	8.5	8.5	7.1	7.1	7.1	4.0
Lead/Lag							Lag	Lag	Lag	Lead
Lead-Lag Optimize?										
Recall Mode	None	None		None	None	None	None	None	None	None
Act Effct Green (s)	23.8	23.8		23.8	23.8	23.8	16.7	16.7	16.7	36.7
Actuated g/C Ratio	0.33	0.33		0.33	0.33	0.33	0.23	0.23	0.23	0.50
v/c Ratio	0.32	0.81		0.69	0.67	0.59	0.33	0.72	0.33	0.83
Control Delay (s/veh)	23.9	35.0		44.8	28.4	5.4	28.7	36.5	6.4	29.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.9	35.0		44.8	28.4	5.4	28.7	36.5	6.4	29.9
LOS	C	D		D	C	A	C	D	A	C
Approach Delay (s/veh)		33.4			19.3			26.6		

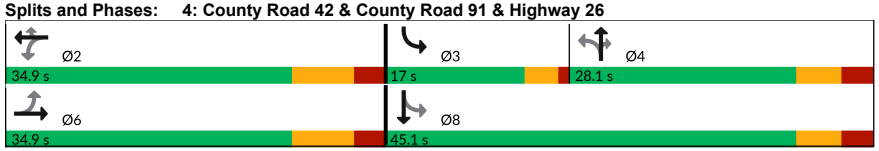
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	388	72
Future Volume (vph)	388	72
Ideal Flow (vphpl)	1900	1900
Storage Length (m)		0.0
Storage Lanes		0
Taper Length (m)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.977	
Flt Protected		
Satd. Flow (prot)	1837	0
Flt Permitted		
Satd. Flow (perm)	1837	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	16	
Link Speed (k/h)	50	
Link Distance (m)	509.9	
Travel Time (s)	36.7	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.90	0.90
Heavy Vehicles (%)	2%	3%
Adj. Flow (vph)	431	80
Shared Lane Traffic (%)		
Lane Group Flow (vph)	511	0
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Detector Phase	8	
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	28.1	
Total Split (s)	45.1	
Total Split (%)	56.4%	
Yellow Time (s)	4.1	
All-Red Time (s)	3.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	7.1	
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	
Act Effct Green (s)	33.6	
Actuated g/C Ratio	0.46	
v/c Ratio	0.60	
Control Delay (s/veh)	18.0	
Queue Delay	0.0	
Total Delay (s/veh)	18.0	
LOS	B	
Approach Delay (s/veh)	23.4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Approach LOS		C			B			C		
Queue Length 50th (m)	8.6	59.0		15.5	47.7	0.0	8.2	41.1	0.0	38.6
Queue Length 95th (m)	20.5	#108.7		#42.4	79.6	19.3	19.0	66.2	13.1	#79.0
Internal Link Dist (m)		298.6			509.7			496.8		
Turn Bay Length (m)	30.0			50.0		65.0	85.0		50.0	95.0
Base Capacity (vph)	288	654		207	660	873	264	546	564	509
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.72		0.61	0.60	0.56	0.26	0.56	0.28	0.83

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 73.2			
Natural Cycle: 75			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay (s/veh): 24.4		Intersection LOS: C	
Intersection Capacity Utilization 99.6%		ICU Level of Service F	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

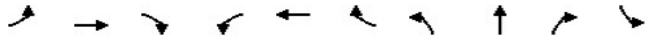
Splits and Phases: 4: County Road 42 & County Road 91 & Highway 26





Lane Group	SBT	SBR
Approach LOS	C	
Queue Length 50th (m)	51.8	
Queue Length 95th (m)	80.7	
Internal Link Dist (m)	485.9	
Turn Bay Length (m)		
Base Capacity (vph)	971	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.53	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (vph)	2	17	0	10	26	4	2	4	8	5
Future Volume (vph)	2	17	0	10	26	4	2	4	8	5
Ideal Flow (vphpl)	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
Ped Bike Factor										
Frt					0.986			0.921		
Flt Protected		0.996			0.988			0.994		
Satd. Flow (prot)	0	1913	0	0	1871	0	0	1759	0	0
Flt Permitted		0.996			0.988			0.994		
Satd. Flow (perm)	0	1913	0	0	1871	0	0	1759	0	0
Link Speed (k/h)		50			50			50		
Link Distance (m)		208.4			449.4			124.9		
Travel Time (s)		15.0			32.4			9.0		
Confl. Peds. (#/hr)	3		8	8		3	12		1	1
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	2	21	0	12	32	5	2	5	10	6
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	23	0	0	49	0	0	17	0	0
Sign Control		Stop			Stop			Free		

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.0%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	0
Future Volume (vph)	0	0
Ideal Flow (vphpl)	1900	1900
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt		
Flt Protected	0.950	
Satd. Flow (prot)	1825	0
Flt Permitted	0.950	
Satd. Flow (perm)	1825	0
Link Speed (k/h)	50	
Link Distance (m)	105.5	
Travel Time (s)	7.6	
Confl. Peds. (#/hr)		12
Peak Hour Factor	0.81	0.81
Heavy Vehicles (%)	2%	2%
Adj. Flow (vph)	0	0
Shared Lane Traffic (%)		
Lane Group Flow (vph)	6	0
Sign Control	Free	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (veh/h)	2	17	0	10	26	4	2	4	8	5
Future Volume (Veh/h)	2	17	0	10	26	4	2	4	8	5
Sign Control		Stop			Stop			Free		
Grade		0%			0%			0%		
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	2	21	0	12	32	5	2	5	10	6
Pedestrians		12			1			8		
Lane Width (m)		3.7			3.7			3.7		
Walking Speed (m/s)		1.1			1.1			1.1		
Percent Blockage		1			0			1		
Right turn flare (veh)										
Median type								None		
Median storage veh)										
Upstream signal (m)										
pX, platoon unblocked										
vC, conflicting volume	62	44	20	46	39	14	12			16
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	62	44	20	46	39	14	12			16
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1
tC, 2 stage (s)										
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2
p0 queue free %	100	97	100	99	96	100	100			100
cM capacity (veh/h)	881	837	1037	922	842	1068	1601			1613

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	23	49	17	6
Volume Left	2	12	2	6
Volume Right	0	5	10	0
cSH	840	880	1601	1613
Volume to Capacity	0.03	0.06	0.00	0.00
Queue Length 95th (m)	0.6	1.3	0.0	0.1
Control Delay (s/veh)	9.4	9.3	0.9	7.2
Lane LOS	A	A	A	A
Approach Delay (s/veh)	9.4	9.3	0.9	7.2
Approach LOS	A	A		

Intersection Summary				
Average Delay		7.7		
Intersection Capacity Utilization		19.0%	ICU Level of Service	A
Analysis Period (min)		15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	0
Future Volume (Veh/h)	0	0
Sign Control	Free	
Grade	0%	
Peak Hour Factor	0.81	0.81
Hourly flow rate (vph)	0	0
Pedestrians	3	
Lane Width (m)	3.7	
Walking Speed (m/s)	1.1	
Percent Blockage	0	
Right turn flare (veh)		
Median type	None	
Median storage veh)		
Upstream signal (m)		
pX, platoon unblocked		
vC, conflicting volume		
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol		
tC, single (s)		
tC, 2 stage (s)		
tF (s)		
p0 queue free %		
cM capacity (veh/h)		
Direction, Lane #		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	84	7	16	134	22	14
Future Volume (vph)	84	7	16	134	22	14
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	0.989				0.948	
Flt Protected				0.995	0.970	
Satd. Flow (prot)	1866	0	0	1912	1767	0
Flt Permitted				0.995	0.970	
Satd. Flow (perm)	1866	0	0	1912	1767	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	449.4			188.9	488.2	
Travel Time (s)	32.4			13.6	35.2	
Confl. Peds. (#/hr)		23	23			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	91	8	17	146	24	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	99	0	0	163	39	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.6%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	84	7	16	134	22	14
Future Volume (Veh/h)	84	7	16	134	22	14
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	91	8	17	146	24	15
Pedestrians					23	
Lane Width (m)					3.7	
Walking Speed (m/s)					1.1	
Percent Blockage					2	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			122		298	118
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			122		298	118
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		96	98
cM capacity (veh/h)			1445		674	918

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	99	163	39
Volume Left	0	17	24
Volume Right	8	0	15
cSH	1700	1445	751
Volume to Capacity	0.06	0.01	0.05
Queue Length 95th (m)	0.0	0.3	1.2
Control Delay (s/veh)	0.0	0.9	10.1
Lane LOS		A	B
Approach Delay (s/veh)	0.0	0.9	10.1
Approach LOS			B

Intersection Summary			
Average Delay		1.8	
Intersection Capacity Utilization		24.6%	ICU Level of Service A
Analysis Period (min)		15	



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	91	10	13	144	16	13
Future Volume (vph)	91	10	13	144	16	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.987				0.939	
Flt Protected				0.996	0.973	
Satd. Flow (prot)	1862	0	0	1913	1755	0
Flt Permitted				0.996	0.973	
Satd. Flow (perm)	1862	0	0	1913	1755	0
Link Speed (k/h)	50			50	48	
Link Distance (m)	188.9			390.6	494.2	
Travel Time (s)	13.6			28.1	37.1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	105	11	15	166	18	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	116	0	0	181	33	0
Sign Control	Stop			Stop	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 25.0%			ICU Level of Service A
Analysis Period (min) 15			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	91	10	13	144	16	13
Future Volume (vph)	91	10	13	144	16	13
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	105	11	15	166	18	15

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	116	181	33
Volume Left (vph)	0	15	18
Volume Right (vph)	11	0	15
Hadj (s)	-0.03	0.02	-0.16
Departure Headway (s)	4.1	4.1	4.4
Degree Utilization, x	0.13	0.21	0.04
Capacity (veh/h)	855	863	766
Control Delay (s/veh)	7.8	8.2	7.6
Approach Delay (s/veh)	7.8	8.2	7.6
Approach LOS	A	A	A

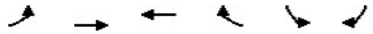
Intersection Summary			
Delay		8.0	
Level of Service		A	
Intersection Capacity Utilization		25.0%	ICU Level of Service A
Analysis Period (min)		15	

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	91	10	13	144	16	13
Future Vol, veh/h	91	10	13	144	16	13
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	0	0	0	0	0
Mvmt Flow	105	11	15	166	18	15
Number of Lanes	1	0	0	1	1	0

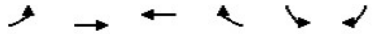
Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7.8	8.2	7.6
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	55%	0%	8%
Vol Thru, %	0%	90%	92%
Vol Right, %	45%	10%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	29	101	157
LT Vol	16	0	13
Through Vol	0	91	144
RT Vol	13	10	0
Lane Flow Rate	33	116	180
Geometry Grp	1	1	1
Degree of Util (X)	0.041	0.131	0.204
Departure Headway (Hd)	4.377	4.069	4.063
Convergence, Y/N	Yes	Yes	Yes
Cap	823	874	879
Service Time	2.377	2.129	2.109
HCM Lane V/C Ratio	0.04	0.133	0.205
HCM Control Delay, s/veh	7.6	7.8	8.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.5	0.8



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	23	411	421	60	31	22
Future Volume (vph)	23	411	421	60	31	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.983		0.944	
Flt Protected		0.997			0.972	
Satd. Flow (prot)	0	1773	1723	0	1660	0
Flt Permitted		0.997			0.972	
Satd. Flow (perm)	0	1773	1723	0	1660	0
Link Speed (k/h)		50	50		50	
Link Distance (m)		1578.3	179.3		488.2	
Travel Time (s)		113.6	12.9		35.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	8%	8%	11%	0%	0%	15%
Adj. Flow (vph)	25	447	458	65	34	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	472	523	0	58	0
Sign Control		Free	Free		Stop	

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	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	23	411	421	60	31	22
Future Volume (Veh/h)	23	411	421	60	31	22
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	25	447	458	65	34	24
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	523				988	491
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	523				988	491
tC, single (s)	4.2				6.4	6.4
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.4
p0 queue free %	98				87	96
cM capacity (veh/h)	1014				270	552

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	472	523	58
Volume Left	25	0	34
Volume Right	0	65	24
cSH	1014	1700	342
Volume to Capacity	0.02	0.31	0.17
Queue Length 95th (m)	0.6	0.0	4.6
Control Delay (s/veh)	0.7	0.0	17.7
Lane LOS	A		C
Approach Delay (s/veh)	0.7	0.0	17.7
Approach LOS			C

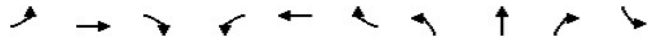
Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	50.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (vph)	13	428	0	4	465	23	0	2	7	22
Future Volume (vph)	13	428	0	4	465	23	0	2	7	22
Ideal Flow (vphpl)	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
Ped Bike Factor										
Frt					0.994			0.892		
Flt Protected		0.999								
Satd. Flow (prot)	0	1791	0	0	1760	0	0	1428	0	0
Flt Permitted		0.999								
Satd. Flow (perm)	0	1791	0	0	1760	0	0	1428	0	0
Link Speed (k/h)		50			50			48		
Link Distance (m)		179.3			322.6			78.1		
Travel Time (s)		12.9			23.2			5.9		
Confl. Peds. (#/hr)							1		2	2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	13%	7%	2%	0%	9%	0%	2%	0%	25%	8%
Adj. Flow (vph)	15	486	0	5	528	26	0	2	8	25
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	501	0	0	559	0	0	10	0	0
Sign Control		Free			Free			Stop		

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.2%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	7
Future Volume (vph)	0	7
Ideal Flow (vphpl)	1900	1900
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.967	
Flt Protected	0.964	
Satd. Flow (prot)	1689	0
Flt Permitted	0.964	
Satd. Flow (perm)	1689	0
Link Speed (k/h)	50	
Link Distance (m)	494.2	
Travel Time (s)	35.6	
Confl. Peds. (#/hr)		1
Peak Hour Factor	0.88	0.88
Heavy Vehicles (%)	2%	0%
Adj. Flow (vph)	0	8
Shared Lane Traffic (%)		
Lane Group Flow (vph)	33	0
Sign Control	Stop	

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (veh/h)	13	428	0	4	465	23	0	2	7	22
Future Volume (Veh/h)	13	428	0	4	465	23	0	2	7	22
Sign Control		Free			Free			Stop		
Grade		0%			0%			0%		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	15	486	0	5	528	26	0	2	8	25
Pedestrians		1			2					
Lane Width (m)		3.7			3.7					
Walking Speed (m/s)		1.1			1.1					
Percent Blockage		0			0					
Right turn flare (veh)										
Median type		None			None					
Median storage veh)										
Upstream signal (m)					322					
pX, platoon unblocked	0.83						0.83	0.83		0.83
vC, conflicting volume	554			486			1076	1080	488	1078
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	359			486			989	993	488	991
tC, single (s)	4.2			4.1			7.1	6.5	6.4	7.2
tC, 2 stage (s)										
tF (s)	2.3			2.2			3.5	4.0	3.5	3.6
p0 queue free %	98			100			100	99	99	86
cM capacity (veh/h)	946			1087			182	201	535	175

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	501	559	10	33
Volume Left	15	5	0	25
Volume Right	0	26	8	8
cSH	946	1087	401	210
Volume to Capacity	0.02	0.00	0.02	0.16
Queue Length 95th (m)	0.4	0.1	0.6	4.1
Control Delay (s/veh)	0.5	0.1	14.2	25.3
Lane LOS	A	A	B	D
Approach Delay (s/veh)	0.5	0.1	14.2	25.3
Approach LOS			B	D

Intersection Summary				
Average Delay	1.2			
Intersection Capacity Utilization	46.2%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	7
Future Volume (Veh/h)	0	7
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.88	0.88
Hourly flow rate (vph)	0	8
Pedestrians		
Lane Width (m)		
Walking Speed (m/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (m)		
pX, platoon unblocked	0.83	0.83
vC, conflicting volume	1067	542
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	978	345
tC, single (s)	6.5	6.2
tC, 2 stage (s)		
tF (s)	4.0	3.3
p0 queue free %	100	99
cM capacity (veh/h)	203	582

Direction, Lane #

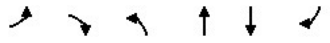
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	48	55	598	55	38	462
Future Volume (vph)	48	55	598	55	38	462
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.928		0.989			
Flt Protected	0.977					0.996
Satd. Flow (prot)	1642	0	1817	0	0	1820
Flt Permitted	0.977					0.996
Satd. Flow (perm)	1642	0	1817	0	0	1820
Link Speed (k/h)	40		50			50
Link Distance (m)	495.9		87.6			1006.2
Travel Time (s)	44.6		6.3			72.4
Confl. Peds. (#/hr)	1			13	13	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	5%	7%	5%	0%	19%	4%
Adj. Flow (vph)	52	59	643	59	41	497
Shared Lane Traffic (%)						
Lane Group Flow (vph)	111	0	702	0	0	538
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	68.4%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	48	55	598	55	38	462
Future Volume (Veh/h)	48	55	598	55	38	462
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	52	59	643	59	41	497
Pedestrians	13		1			
Lane Width (m)	3.7		3.7			
Walking Speed (m/s)	1.1		1.1			
Percent Blockage	1		0			
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	1266	686			715	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1266	686			715	
tC, single (s)	6.4	6.3			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.4	
p0 queue free %	70	86			95	
cM capacity (veh/h)	172	434			802	

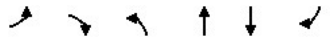
Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	111	702	538
Volume Left	52	0	41
Volume Right	59	59	0
cSH	253	1700	802
Volume to Capacity	0.44	0.41	0.05
Queue Length 95th (m)	15.9	0.0	1.2
Control Delay (s/veh)	29.8	0.0	1.4
Lane LOS	D		A
Approach Delay (s/veh)	29.8	0.0	1.4
Approach LOS	D		

Intersection Summary			
Average Delay	3.0		
Intersection Capacity Utilization	68.4%	ICU Level of Service	C
Analysis Period (min)	15		



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	53	66	31	531	469	42
Future Volume (vph)	53	66	31	531	469	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	0.925				0.989	
Flt Protected	0.978			0.997		
Satd. Flow (prot)	1687	0	0	1842	1801	0
Flt Permitted	0.978			0.997		
Satd. Flow (perm)	1687	0	0	1842	1801	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	338.4			509.9	233.6	
Travel Time (s)	24.4			36.7	16.8	
Confl. Peds. (#/hr)	56		6			6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	4%	4%	6%	0%
Adj. Flow (vph)	56	70	33	565	499	45
Shared Lane Traffic (%)						
Lane Group Flow (vph)	126	0	0	598	544	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	66.9%	ICU Level of Service	C
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	53	66	31	531	469	42
Future Volume (Veh/h)	53	66	31	531	469	42
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	56	70	33	565	499	45
Pedestrians	6				56	
Lane Width (m)	3.7				3.7	
Walking Speed (m/s)	1.1				1.1	
Percent Blockage	1				5	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	1215	528	550			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1215	528	550			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	69	87	97			
cM capacity (veh/h)	181	546	1004			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	126	598	544
Volume Left	56	33	0
Volume Right	70	0	45
cSH	288	1004	1700
Volume to Capacity	0.44	0.03	0.32
Queue Length 95th (m)	16.0	0.8	0.0
Control Delay (s/veh)	26.9	0.9	0.0
Lane LOS	D	A	
Approach Delay (s/veh)	26.9	0.9	0.0
Approach LOS	D		

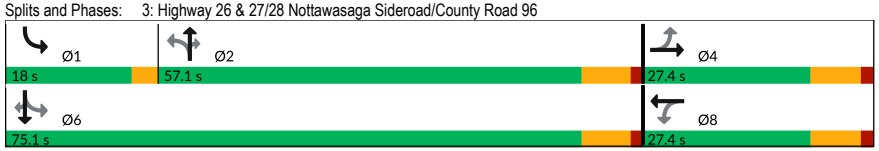
Intersection Summary				
Average Delay	3.1			
Intersection Capacity Utilization	66.9%	ICU Level of Service	C	
Analysis Period (min)	15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	25	55	92	21	436	85	467	50	309	334	16
Future Volume (vph)	33	25	55	92	21	436	85	467	50	309	334	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	115.0		0.0	135.0		0.0	165.0		125.0	215.0		45.0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (m)	7.6			7.6			7.6			7.6		
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		0.898			0.857				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	1637	0	1738	1594	0	1825	1847	1541	1772	1847	1633
Flt Permitted	0.301			0.704			0.556			0.311		
Satd. Flow (perm)	578	1637	0	1288	1594	0	1068	1847	1541	580	1847	1633
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		56			445				79			47
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		1241.5			552.5			1006.2			372.2	
Travel Time (s)		89.4			39.8			72.4			26.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	17%	0%	5%	10%	3%	0%	4%	6%	3%	4%	0%
Adj. Flow (vph)	34	26	56	94	21	445	87	477	51	315	341	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	82	0	94	466	0	87	477	51	315	341	16
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0	20.0	7.0	20.0	20.0
Minimum Split (s)	17.4	17.4		17.4	17.4		27.1	27.1	27.1	10.0	27.1	27.1
Total Split (s)	27.4	27.4		27.4	27.4		57.1	57.1	57.1	18.0	75.1	75.1
Total Split (%)	26.7%	26.7%		26.7%	26.7%		55.7%	55.7%	55.7%	17.6%	73.3%	73.3%
Maximum Green (s)	20.0	20.0		20.0	20.0		50.0	50.0	50.0	15.0	68.0	68.0
Yellow Time (s)	5.9	5.9		5.9	5.9		5.9	5.9	5.9	3.0	5.9	5.9
All-Red Time (s)	1.5	1.5		1.5	1.5		1.2	1.2	1.2	0.0	1.2	1.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4		7.4	7.4		7.1	7.1	7.1	3.0	7.1	7.1
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		4.0	4.0	4.0	3.0	4.0	4.0
Recall Mode	None	None		None	None		None	None	None	None	None	None
Act Effct Green (s)	13.3	13.3		13.3	13.3		26.9	26.9	26.9	45.4	41.1	41.1
Actuated g/C Ratio	0.19	0.19		0.19	0.19		0.39	0.39	0.39	0.65	0.59	0.59
v/c Ratio	0.31	0.23		0.38	0.70		0.21	0.67	0.08	0.55	0.31	0.02
Control Delay (s/veh)	35.9	14.3		32.3	10.4		16.6	23.4	1.9	9.2	8.1	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.9	14.3		32.3	10.4		16.6	23.4	1.9	9.2	8.1	0.1
LOS	D	B		C	B		B	C	A	A	A	A
Approach Delay (s/veh)		20.7			14.1			20.6			8.4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			B			C			A	
Queue Length 50th (m)	3.6	2.6		10.0	2.1		6.7	45.8	0.0	12.9	17.7	0.0
Queue Length 95th (m)	14.2	15.5		28.6	31.0		19.0	93.8	3.3	30.8	38.7	0.3
Internal Link Dist (m)		1217.5			528.5			982.2			348.2	
Turn Bay Length (m)	115.0			135.0			165.0		125.0	215.0		45.0
Base Capacity (vph)	173	529		385	788		799	1382	1173	646	1698	1505
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.16		0.24	0.59		0.11	0.35	0.04	0.49	0.20	0.01

Intersection Summary		
Area Type:	Other	
Cycle Length: 102.5		
Actuated Cycle Length: 69.5		
Natural Cycle: 55		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.70		
Intersection Signal Delay (s/veh): 14.6	Intersection LOS: B	
Intersection Capacity Utilization 85.2%	ICU Level of Service E	
Analysis Period (min) 15		

Splits and Phases: 3: Highway 26 & 27/28 Nottawasaga Sideroad/County Road 96

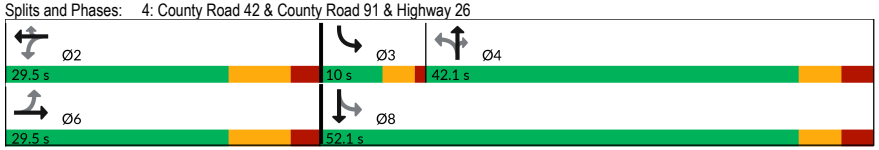


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	196	62	59	205	270	42	208	58	276	197	67
Future Volume (vph)	55	196	62	59	205	270	42	208	58	276	197	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	30.0		0.0	50.0		65.0	85.0		50.0	95.0		0.0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (m)	7.6			7.6			7.6			7.6		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		1.00		0.97			0.97	0.99		
Frt		0.964				0.850			0.850		0.962	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	1681	0	1722	1746	1512	1601	1812	1541	1690	1763	0
Flt Permitted	0.623			0.593			0.589			0.473		
Satd. Flow (perm)	1187	1681	0	1071	1746	1464	993	1812	1489	834	1763	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19				284			127		34	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		322.6			533.7			520.8			509.9	
Travel Time (s)		23.2			38.4			37.5			36.7	
Confl. Peds. (#/hr)	6		3	3		6			7	7		
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 (%)	0%	10%	8%	6%	10%	8%	14%	6%	6%	8%	2%	13%
Adj. Flow (vph)	58	206	65	62	216	284	44	219	61	291	207	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	271	0	62	216	284	44	219	61	291	278	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	
Protected Phases		6			2			4		3	8	
Permitted Phases	6			2		2	4		4	8		
Detector Phase	6	6		2	2	2	4	4	4	3	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0	20.0	10.0	10.0	10.0	6.0	10.0	
Minimum Split (s)	29.5	29.5		29.5	29.5	29.5	28.1	28.1	28.1	10.0	28.1	
Total Split (s)	29.5	29.5		29.5	29.5	29.5	42.1	42.1	42.1	10.0	52.1	
Total Split (%)	36.2%	36.2%		36.2%	36.2%	36.2%	51.6%	51.6%	51.6%	12.3%	63.8%	
Maximum Green (s)	21.0	21.0		21.0	21.0	21.0	35.0	35.0	35.0	6.0	45.0	
Yellow Time (s)	5.8	5.8		5.8	5.8	5.8	4.1	4.1	4.1	3.0	4.1	
All-Red Time (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0	3.0	1.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	8.5	8.5		8.5	8.5	8.5	7.1	7.1	7.1	4.0	7.1	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0		7.0	
Flash Don't Walk (s)	14.0	14.0		14.0	14.0	14.0	14.0	14.0	14.0		14.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0	0		0	
Act Effct Green (s)	20.2	20.2		20.2	20.2	20.2	12.7	12.7	12.7	25.9	22.8	
Actuated g/C Ratio	0.34	0.34		0.34	0.34	0.34	0.22	0.22	0.22	0.44	0.39	
v/c Ratio	0.14	0.46		0.17	0.36	0.41	0.20	0.56	0.14	0.64	0.39	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	15.5	17.6		16.0	17.3	4.5	20.9	26.1	1.2	18.6	13.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	15.5	17.6		16.0	17.3	4.5	20.9	26.1	1.2	18.6	13.0	
LOS	B	B		B	B	A	C	C	A	B	B	
Approach Delay (s/veh)		17.2			10.7			20.7			15.9	
Approach LOS		B			B			C			B	
Queue Length 50th (m)	4.1	19.9		4.4	16.5	0.0	3.9	20.8	0.0	19.7	17.7	
Queue Length 95th (m)	12.3	43.1		13.1	35.7	14.1	10.8	38.4	1.2	35.4	33.5	
Internal Link Dist (m)		298.6			509.7			496.8			485.9	
Turn Bay Length (m)	30.0			50.0		65.0	85.0		50.0	95.0		
Base Capacity (vph)	426	616		384	627	708	594	1085	942	456	1365	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.14	0.44		0.16	0.34	0.40	0.07	0.20	0.06	0.64	0.20	

Intersection Summary			
Area Type:	Other		
Cycle Length: 81.6			
Actuated Cycle Length: 58.6			
Natural Cycle: 70			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay (s/veh): 15.4		Intersection LOS: B	
Intersection Capacity Utilization 84.5%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 4: County Road 42 & County Road 91 & Highway 26



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	15	2	4	6	2	0	3	8	10	0	0
Future Volume (vph)	0	15	2	4	6	2	0	3	8	10	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		0.983			0.976			0.901				
Flt Protected					0.983						0.950	
Satd. Flow (prot)	0	1765	0	0	1843	0	0	1559	0	0	1825	0
Flt Permitted					0.983						0.950	
Satd. Flow (perm)	0	1765	0	0	1843	0	0	1559	0	0	1825	0
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		208.4			449.4			124.9			105.5	
Travel Time (s)		15.0			32.4			9.0			7.6	
Confl. Peds. (#/hr)	5		9	9		5			9	9		
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles (%)	2%	8%	0%	0%	0%	0%	2%	0%	15%	0%	2%	2%
Adj. Flow (vph)	0	21	3	6	8	3	0	4	11	14	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	0	0	17	0	0	15	0	0	14	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	19.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	15	2	4	6	2	0	3	8	10	0	0
Future Volume (Veh/h)	0	15	2	4	6	2	0	3	8	10	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	0	21	3	6	8	3	0	4	11	14	0	0
Pedestrians					9			9			5	
Lane Width (m)					3.7			3.7			3.7	
Walking Speed (m/s)					1.1			1.1			1.1	
Percent Blockage					1			1			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	50	52	9	69	47	24	0			24		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	50	52	9	69	47	24	0			24		
tC, single (s)	7.1	6.6	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.1	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	97	100	99	99	100	100			99		
cM capacity (veh/h)	924	813	1069	880	834	1044	1623			1590		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	24	17	15	14
Volume Left	0	6	0	14
Volume Right	3	3	11	0
cSH	838	882	1623	1590
Volume to Capacity	0.03	0.02	0.00	0.01
Queue Length 95th (m)	0.7	0.4	0.0	0.2
Control Delay (s/veh)	9.4	9.2	0.0	7.3
Lane LOS	A	A		A
Approach Delay (s/veh)	9.4	9.2	0.0	7.3
Approach LOS	A	A		

Intersection Summary				
Average Delay		6.9		
Intersection Capacity Utilization		19.8%	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	45	7	18	39	0	5	21	8	10	12	0
Future Volume (vph)	0	45	7	18	39	0	5	21	8	10	12	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		0.982						0.970				
Flt Protected					0.985			0.993			0.977	
Satd. Flow (prot)	0	1722	0	0	1854	0	0	1828	0	0	1840	0
Flt Permitted					0.985			0.993			0.977	
Satd. Flow (perm)	0	1722	0	0	1854	0	0	1828	0	0	1840	0
Link Speed (k/h)		50			50			50			48	
Link Distance (m)		449.4			188.9			488.2			301.7	
Travel Time (s)		32.4			13.6			35.2			22.6	
Confl. Peds. (#/hr)			10	10					2	2		
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	11%	0%	0%	3%	2%	0%	2%	0%	2%	2%	2%
Adj. Flow (vph)	0	53	8	21	46	0	6	25	9	12	14	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	61	0	0	67	0	0	40	0	0	26	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.4%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	45	7	18	39	0	5	21	8	10	12	0
Future Volume (Veh/h)	0	45	7	18	39	0	5	21	8	10	12	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	53	8	21	46	0	6	25	9	12	14	0
Pedestrians					2			10				
Lane Width (m)					3.7			3.7				
Walking Speed (m/s)					1.1			1.1				
Percent Blockage					0			1				
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	46			71			162	155	69	169	159	46
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	46			71			162	155	69	169	159	46
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			99	97	99	98	98	100
cM capacity (veh/h)	1562			1527			774	720	988	752	716	1023

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	61	67	40	26
Volume Left	0	21	6	12
Volume Right	8	0	9	0
cSH	1562	1527	775	732
Volume to Capacity	0.00	0.01	0.05	0.04
Queue Length 95th (m)	0.0	0.3	1.2	0.8
Control Delay (s/veh)	0.0	2.4	9.9	10.1
Lane LOS		A	A	B
Approach Delay (s/veh)	0.0	2.4	9.9	10.1
Approach LOS			A	B

Intersection Summary					
Average Delay			4.2		
Intersection Capacity Utilization		20.4%	ICU Level of Service		A
Analysis Period (min)		15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	66	3	11	52	5	7
Future Volume (vph)	66	3	11	52	5	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	0.995				0.923	
Flt Protected				0.991	0.979	
Satd. Flow (prot)	1791	0	0	1904	1736	0
Flt Permitted				0.991	0.979	
Satd. Flow (perm)	1791	0	0	1904	1736	0
Link Speed (k/h)	50			50	48	
Link Distance (m)	188.9			52.2	494.2	
Travel Time (s)	13.6			3.8	37.1	
Confl. Peds. (#/hr)		3	3			9
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	7%	0%	0%	0%	0%	0%
Adj. Flow (vph)	77	3	13	60	6	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	80	0	0	73	14	0
Sign Control	Stop			Stop	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	22.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	66	3	11	52	5	7
Future Volume (vph)	66	3	11	52	5	7
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	77	3	13	60	6	8

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	80	73	14
Volume Left (vph)	0	13	6
Volume Right (vph)	3	0	8
Hadj (s)	0.09	0.04	-0.26
Departure Headway (s)	4.1	4.0	4.0
Degree Utilization, x	0.09	0.08	0.02
Capacity (veh/h)	869	880	864
Control Delay (s/veh)	7.5	7.4	7.0
Approach Delay (s/veh)	7.5	7.4	7.0
Approach LOS	A	A	A

Intersection Summary			
Delay	7.4		
Level of Service	A		
Intersection Capacity Utilization	22.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

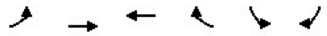
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	66	3	11	52	5	7
Future Vol, veh/h	66	3	11	52	5	7
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	7	0	0	0	0	0
Mvmt Flow	77	3	13	60	6	8
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7.5	7.4	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	42%	0%	17%
Vol Thru, %	0%	96%	83%
Vol Right, %	58%	4%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	12	69	63
LT Vol	5	0	11
Through Vol	0	66	52
RT Vol	7	3	0
Lane Flow Rate	14	80	73
Geometry Grp	1	1	1
Degree of Util (X)	0.015	0.091	0.082
Departure Headway (Hd)	3.895	4.071	4.018
Convergence, Y/N	Yes	Yes	Yes
Cap	908	881	892
Service Time	1.965	2.091	2.041
HCM Lane V/C Ratio	0.015	0.091	0.082
HCM Control Delay, s/veh	7	7.5	7.4
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.3	0.3

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	6	237	255	25	42	29
Future Volume (vph)	6	237	255	25	42	29
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		0.945	
Flt Protected		0.999			0.971	
Satd. Flow (prot)	0	1726	1697	0	1694	0
Flt Permitted		0.999			0.971	
Satd. Flow (perm)	0	1726	1697	0	1694	0
Link Speed (k/h)		50	50		50	
Link Distance (m)		1578.3	179.3		488.2	
Travel Time (s)		113.6	12.9		35.2	
Confl. Peds. (#/hr)					2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	20%	11%	13%	0%	0%	10%
Adj. Flow (vph)	6	252	271	27	45	31
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	258	298	0	76	0
Sign Control		Free	Free		Stop	

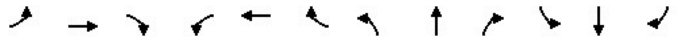
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.1%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	237	255	25	42	29
Future Volume (Veh/h)	6	237	255	25	42	29
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	6	252	271	27	45	31
Pedestrians			2			
Lane Width (m)			3.7			
Walking Speed (m/s)			1.1			
Percent Blockage			0			
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	298				551	285
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	298				551	285
tC, single (s)	4.3				6.4	6.3
tC, 2 stage (s)						
tF (s)	2.4				3.5	3.4
p0 queue free %	99				91	96
cM capacity (veh/h)	1167				496	736

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	258	298	76
Volume Left	6	0	45
Volume Right	0	27	31
cSH	1167	1700	572
Volume to Capacity	0.01	0.18	0.13
Queue Length 95th (m)	0.1	0.0	3.5
Control Delay (s/veh)	0.2	0.0	12.3
Lane LOS	A		B
Approach Delay (s/veh)	0.2	0.0	12.3
Approach LOS			B

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	28.1%	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)	6	279	0	2	287	11	0	6	3	15	3	3
Future Volume (vph)	6	279	0	2	287	11	0	6	3	15	3	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					0.995			0.955			0.981	
Flt Protected		0.999									0.966	
Satd. Flow (prot)	0	1757	0	0	1714	0	0	1835	0	0	1821	0
Flt Permitted		0.999									0.966	
Satd. Flow (perm)	0	1757	0	0	1714	0	0	1835	0	0	1821	0
Link Speed (k/h)		50			50			48			50	
Link Distance (m)		179.3			322.6			78.1			494.2	
Travel Time (s)		12.9			23.2			5.9			35.6	
Confl. Peds. (#/hr)									4	4		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	20%	9%	2%	0%	12%	0%	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	6	288	0	2	296	11	0	6	3	15	3	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	294	0	0	309	0	0	9	0	0	21	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	33.2%	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)	6	279	0	2	287	11	0	6	3	15	3	3
Future Volume (Veh/h)	6	279	0	2	287	11	0	6	3	15	3	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	6	288	0	2	296	11	0	6	3	15	3	3
Pedestrians					4							
Lane Width (m)					3.7							
Walking Speed (m/s)					1.1							
Percent Blockage					0							
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)					322							
pX, platoon unblocked												
vC, conflicting volume	307			288			610	611	292	616	606	302
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	307			288			610	611	292	616	606	302
tC, single (s)	4.3			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.4			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	99	100	96	99	100
cM capacity (veh/h)	1158			1286			401	409	749	396	412	743

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	294	309	9	21
Volume Left	6	2	0	15
Volume Right	0	11	3	3
cSH	1158	1286	482	427
Volume to Capacity	0.01	0.00	0.02	0.05
Queue Length 95th (m)	0.1	0.0	0.4	1.2
Control Delay (s/veh)	0.2	0.1	12.6	13.9
Lane LOS	A	A	B	B
Approach Delay (s/veh)	0.2	0.1	12.6	13.9
Approach LOS			B	B

Intersection Summary				
Average Delay	0.8			
Intersection Capacity Utilization	33.2%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	79	35	17	570	482	21
Future Volume (vph)	79	35	17	570	482	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	65.0			15.0
Storage Lanes	1	0	1			1
Taper Length (m)	2.5		2.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.959					0.850
Flt Protected	0.966		0.950			
Satd. Flow (prot)	1745	0	1789	1883	1883	1601
Flt Permitted	0.966		0.950			
Satd. Flow (perm)	1745	0	1789	1883	1883	1601
Link Speed (k/h)	48			50	50	
Link Distance (m)	240.3			233.6	87.6	
Travel Time (s)	18.0			16.8	6.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	86	38	18	620	524	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	124	0	18	620	524	23
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	43.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	79	35	17	570	482	21
Future Volume (Veh/h)	79	35	17	570	482	21
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)	86	38	18	620	524	23
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	1180	524	547			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1180	524	547			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	58	93	98			
cM capacity (veh/h)	207	553	1022			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	124	18	620	524	23
Volume Left	86	18	0	0	0
Volume Right	38	0	0	0	23
cSH	256	1022	1700	1700	1700
Volume to Capacity	0.49	0.02	0.36	0.31	0.01
Queue Length 95th (m)	18.7	0.4	0.0	0.0	0.0
Control Delay (s/veh)	31.7	8.6	0.0	0.0	0.0
Lane LOS	D	A			
Approach Delay (s/veh)	31.7	0.2		0.0	
Approach LOS	D				

Intersection Summary			
Average Delay		3.1	
Intersection Capacity Utilization		43.2%	ICU Level of Service A
Analysis Period (min)		15	



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	20	0	0	17	0	0
Future Volume (vph)	20	0	0	17	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1883	0	0	1883	1883	0
Flt Permitted						
Satd. Flow (perm)	1883	0	0	1883	1883	0
Link Speed (k/h)	50			50	48	
Link Distance (m)	956.9			1241.5	327.8	
Travel Time (s)	68.9			89.4	24.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	0	0	18	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	0	0	18	0	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	6.7%		ICU Level of Service A
Analysis Period (min)	15		

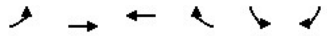
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	20	0	0	17	0	0
Future Volume (Veh/h)	20	0	0	17	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	0	0	18	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			22		40	22
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			22		40	22
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1593		972	1055

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	22	18	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1593	1700
Volume to Capacity	0.01	0.00	0.00
Queue Length 95th (m)	0.0	0.0	0.0
Control Delay (s/veh)	0.0	0.0	0.0
Lane LOS			A
Approach Delay (s/veh)	0.0	0.0	0.0
Approach LOS			A

Intersection Summary				
Average Delay			0.0	
Intersection Capacity Utilization			6.7%	ICU Level of Service A
Analysis Period (min)			15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	90	64	0	13	8
Future Volume (vph)	0	90	64	0	13	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.947	
Flt Protected					0.970	
Satd. Flow (prot)	0	1883	1883	0	1730	0
Flt Permitted					0.970	
Satd. Flow (perm)	0	1883	1883	0	1730	0
Link Speed (k/h)		50	50		48	
Link Distance (m)		52.2	338.4		180.3	
Travel Time (s)		3.8	24.4		13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	98	70	0	14	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	98	70	0	23	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.7%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	90	64	0	13	8
Future Volume (Veh/h)	0	90	64	0	13	8
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	98	70	0	14	9
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	70				168	70
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	70				168	70
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				98	99
cM capacity (veh/h)	1531				822	993

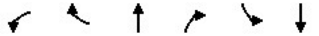
Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	98	70	23
Volume Left	0	0	14
Volume Right	0	0	9
cSH	1531	1700	882
Volume to Capacity	0.00	0.04	0.03
Queue Length 95th (m)	0.0	0.0	0.6
Control Delay (s/veh)	0.0	0.0	9.2
Lane LOS			A
Approach Delay (s/veh)	0.0	0.0	9.2
Approach LOS			A

Intersection Summary			
Average Delay		1.1	
Intersection Capacity Utilization		14.7%	ICU Level of Service A
Analysis Period (min)		15	



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	28	22	686	21	35	698
Future Volume (vph)	28	22	686	21	35	698
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	0.941		0.996			
Flt Protected	0.973					0.998
Satd. Flow (prot)	1711	0	1895	0	0	1864
Flt Permitted	0.973					0.998
Satd. Flow (perm)	1711	0	1895	0	0	1864
Link Speed (k/h)	40		50			50
Link Distance (m)	495.9		87.6			1006.2
Travel Time (s)	44.6		6.3			72.4
Confl. Peds. (#/hr)				2	2	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	5%	0%	1%	0%	0%	3%
Adj. Flow (vph)	32	25	789	24	40	802
Shared Lane Traffic (%)						
Lane Group Flow (vph)	57	0	813	0	0	842
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 75.2%			ICU Level of Service D
Analysis Period (min) 15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	28	22	686	21	35	698
Future Volume (Veh/h)	28	22	686	21	35	698
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	32	25	789	24	40	802
Pedestrians	2					
Lane Width (m)	3.7					
Walking Speed (m/s)	1.1					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	1685	803			815	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1685	803			815	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	67	94			95	
cM capacity (veh/h)	97	386			820	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	57	813	842
Volume Left	32	0	40
Volume Right	25	24	0
cSH	144	1700	820
Volume to Capacity	0.40	0.48	0.05
Queue Length 95th (m)	12.9	0.0	1.2
Control Delay (s/veh)	45.6	0.0	1.3
Lane LOS	E		A
Approach Delay (s/veh)	45.6	0.0	1.3
Approach LOS	E		

Intersection Summary			
Average Delay		2.2	
Intersection Capacity Utilization		75.2%	ICU Level of Service D
Analysis Period (min)		15	



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	64	68	42	603	590	75
Future Volume (vph)	64	68	42	603	590	75
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	0.931				0.985	
Flt Protected	0.976			0.997		
Satd. Flow (prot)	1728	0	0	1880	1839	0
Flt Permitted	0.976			0.997		
Satd. Flow (perm)	1728	0	0	1880	1839	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	338.4			509.9	233.6	
Travel Time (s)	24.4			36.7	16.8	
Confl. Peds. (#/hr)	6					
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	2%	0%	2%	3%	2%
Adj. Flow (vph)	73	77	48	685	670	85
Shared Lane Traffic (%)						
Lane Group Flow (vph)	150	0	0	733	755	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 80.6%			ICU Level of Service D
Analysis Period (min) 15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	64	68	42	603	590	75
Future Volume (Veh/h)	64	68	42	603	590	75
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	73	77	48	685	670	85
Pedestrians					6	
Lane Width (m)					3.7	
Walking Speed (m/s)					1.1	
Percent Blockage					1	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	1500	713	755			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1500	713	755			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	43	82	94			
cM capacity (veh/h)	128	432	865			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	150	733	755
Volume Left	73	48	0
Volume Right	77	0	85
cSH	200	865	1700
Volume to Capacity	0.75	0.06	0.44
Queue Length 95th (m)	38.0	1.3	0.0
Control Delay (s/veh)	62.9	1.4	0.0
Lane LOS	F	A	
Approach Delay (s/veh)	62.9	1.4	0.0
Approach LOS	F		

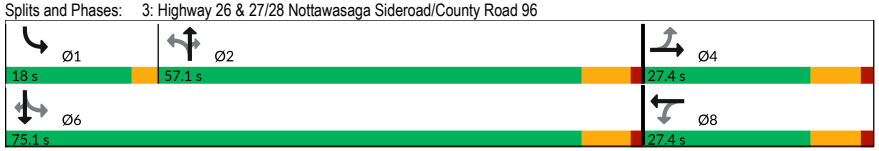
Intersection Summary			
Average Delay		6.4	
Intersection Capacity Utilization		80.6%	ICU Level of Service D
Analysis Period (min)		15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	26	48	72	28	401	157	434	64	422	582	47
Future Volume (vph)	65	26	48	72	28	401	157	434	64	422	582	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	115.0		0.0	135.0		0.0	165.0		125.0	215.0		45.0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (m)	7.6			7.6			7.6			7.6		
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		0.902			0.860				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	1657	0	1825	1607	0	1825	1902	1633	1789	1865	1633
Flt Permitted	0.198			0.705			0.425			0.270		
Satd. Flow (perm)	380	1657	0	1354	1607	0	816	1902	1633	509	1865	1633
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		52			436				79			51
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		1241.5			552.5			1006.2			372.2	
Travel Time (s)		89.4			39.8			72.4			26.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	13%	0%	0%	0%	3%	0%	1%	0%	2%	3%	0%
Adj. Flow (vph)	71	28	52	78	30	436	171	472	70	459	633	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	71	80	0	78	466	0	171	472	70	459	633	51
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0	20.0	7.0	20.0	20.0
Minimum Split (s)	17.4	17.4		17.4	17.4		27.1	27.1	27.1	10.0	27.1	27.1
Total Split (s)	27.4	27.4		27.4	27.4		57.1	57.1	57.1	18.0	75.1	75.1
Total Split (%)	26.7%	26.7%		26.7%	26.7%		55.7%	55.7%	55.7%	17.6%	73.3%	73.3%
Maximum Green (s)	20.0	20.0		20.0	20.0		50.0	50.0	50.0	15.0	68.0	68.0
Yellow Time (s)	5.9	5.9		5.9	5.9		5.9	5.9	5.9	3.0	5.9	5.9
All-Red Time (s)	1.5	1.5		1.5	1.5		1.2	1.2	1.2	0.0	1.2	1.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4		7.4	7.4		7.1	7.1	7.1	3.0	7.1	7.1
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		4.0	4.0	4.0	3.0	4.0	4.0
Recall Mode	None	None		None	None		None	None	None	None	None	None
Act Effct Green (s)	20.2	20.2		20.2	20.2		28.5	28.5	28.5	49.9	45.7	45.7
Actuated g/C Ratio	0.25	0.25		0.25	0.25		0.35	0.35	0.35	0.62	0.57	0.57
v/c Ratio	0.75	0.18		0.23	0.64		0.59	0.70	0.11	0.85	0.60	0.05
Control Delay (s/veh)	78.0	14.3		29.4	8.9		30.3	28.2	3.8	26.0	13.8	2.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	78.0	14.3		29.4	8.9		30.3	28.2	3.8	26.0	13.8	2.2
LOS	E	B		C	A		C	C	A	C	B	A
Approach Delay (s/veh)		44.2			11.8			26.3			18.2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D			B			C			B	
Queue Length 50th (m)	10.0	3.3		9.5	3.5		21.2	61.6	0.0	31.8	57.7	0.0
Queue Length 95th (m)	#38.0	15.5		24.3	33.0		40.5	91.4	6.2	#62.5	84.6	3.8
Internal Link Dist (m)		1217.5			528.5			982.2			348.2	
Turn Bay Length (m)	115.0			135.0			165.0		125.0	215.0		45.0
Base Capacity (vph)	95	454		339	729		511	1193	1054	555	1591	1400
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.18		0.23	0.64		0.33	0.40	0.07	0.83	0.40	0.04

Intersection Summary			
Area Type:	Other		
Cycle Length: 102.5			
Actuated Cycle Length: 80.6			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay (s/veh): 20.6		Intersection LOS: C	
Intersection Capacity Utilization 106.1%		ICU Level of Service G	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: Highway 26 & 27/28 Nottawasaga Sideroad/County Road 96

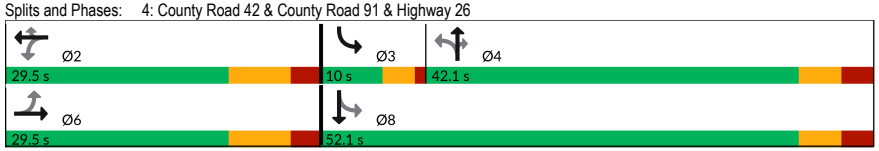


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	263	56	85	289	382	46	222	106	315	296	59
Future Volume (vph)	50	263	56	85	289	382	46	222	106	315	296	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	30.0		0.0	50.0		65.0	85.0		50.0	95.0		0.0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (m)	7.6			7.6			7.6			7.6		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		1.00		0.97			0.95	0.98		
Frt		0.974				0.850			0.850		0.975	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	1769	0	1755	1812	1585	1825	1883	1633	1738	1833	0
Flt Permitted	0.565			0.518			0.529			0.462		
Satd. Flow (perm)	1079	1769	0	956	1812	1539	1016	1883	1557	831	1833	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13				424			127		20	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		322.6			533.7			520.8			509.9	
Travel Time (s)		23.2			38.4			37.5			36.7	
Confl. Peds. (#/hr)	5		1	1		5			14	14		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	5%	7%	4%	6%	3%	0%	2%	0%	5%	2%	3%
Adj. Flow (vph)	56	292	62	94	321	424	51	247	118	350	329	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	354	0	94	321	424	51	247	118	350	395	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	
Protected Phases		6			2			4		3	8	
Permitted Phases	6			2		2	4		4	8		
Detector Phase	6	6		2	2	2	4	4	4	3	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0	20.0	10.0	10.0	10.0	6.0	10.0	
Minimum Split (s)	29.5	29.5		29.5	29.5	29.5	28.1	28.1	28.1	10.0	28.1	
Total Split (s)	29.5	29.5		29.5	29.5	29.5	42.1	42.1	42.1	10.0	52.1	
Total Split (%)	36.2%	36.2%		36.2%	36.2%	36.2%	51.6%	51.6%	51.6%	12.3%	63.8%	
Maximum Green (s)	21.0	21.0		21.0	21.0	21.0	35.0	35.0	35.0	6.0	45.0	
Yellow Time (s)	5.8	5.8		5.8	5.8	5.8	4.1	4.1	4.1	3.0	4.1	
All-Red Time (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0	3.0	1.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	8.5	8.5		8.5	8.5	8.5	7.1	7.1	7.1	4.0	7.1	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0		7.0	
Flash Don't Walk (s)	14.0	14.0		14.0	14.0	14.0	14.0	14.0	14.0		14.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0	0		0	
Act Effct Green (s)	20.5	20.5		20.5	20.5	20.5	13.7	13.7	13.7	26.9	23.8	
Actuated g/C Ratio	0.34	0.34		0.34	0.34	0.34	0.23	0.23	0.23	0.45	0.40	
v/c Ratio	0.15	0.58		0.29	0.52	0.53	0.22	0.57	0.26	0.75	0.53	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	16.4	20.9		18.7	20.3	4.8	20.8	26.0	5.2	24.4	16.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	16.4	20.9		18.7	20.3	4.8	20.8	26.0	5.2	24.4	16.0	
LOS	B	C		B	C	A	C	C	A	C	B	
Approach Delay (s/veh)		20.3			12.3			19.5			19.9	
Approach LOS		C			B			B			B	
Queue Length 50th (m)	4.1	29.0		7.2	26.7	0.0	4.5	23.8	0.0	24.6	29.6	
Queue Length 95th (m)	12.6	60.3		19.8	55.1	17.2	12.0	42.5	8.9	#46.8	51.5	
Internal Link Dist (m)		298.6			509.7			496.8			485.9	
Turn Bay Length (m)	30.0			50.0		65.0	85.0		50.0	95.0		
Base Capacity (vph)	380	631		336	638	816	596	1105	966	464	1387	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.15	0.56		0.28	0.50	0.52	0.09	0.22	0.12	0.75	0.28	

Intersection Summary			
Area Type:	Other		
Cycle Length: 81.6			
Actuated Cycle Length: 59.9			
Natural Cycle: 70			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay (s/veh): 17.3		Intersection LOS: B	
Intersection Capacity Utilization 88.7%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 4: County Road 42 & County Road 91 & Highway 26



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	13	0	7	20	3	2	3	6	6	0	0
Future Volume (vph)	2	13	0	7	20	3	2	3	6	6	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					0.986			0.927				
Flt Protected		0.994			0.988			0.992			0.950	
Satd. Flow (prot)	0	1910	0	0	1871	0	0	1767	0	0	1825	0
Flt Permitted		0.994			0.988			0.992			0.950	
Satd. Flow (perm)	0	1910	0	0	1871	0	0	1767	0	0	1825	0
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		208.4			449.4			124.9			105.5	
Travel Time (s)		15.0			32.4			9.0			7.6	
Confl. Peds. (#/hr)	3		8	8		3	12		1	1		12
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%
Adj. Flow (vph)	2	16	0	9	25	4	2	4	7	7	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	0	0	38	0	0	13	0	0	7	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.0%		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)	2	13	0	7	20	3	2	3	6	6	0	0
Future Volume (Veh/h)	2	13	0	7	20	3	2	3	6	6	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	2	16	0	9	25	4	2	4	7	7	0	0
Pedestrians		12			1			8			3	
Lane Width (m)		3.7			3.7			3.7			3.7	
Walking Speed (m/s)		1.1			1.1			1.1			1.1	
Percent Blockage		1			0			1			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	57	42	20	43	39	12	12			12		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	57	42	20	43	39	12	12			12		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	98	100	99	97	100	100			100		
cM capacity (veh/h)	894	838	1043	930	842	1071	1601			1618		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	18	38	13	7
Volume Left	2	9	2	7
Volume Right	0	4	7	0
cSH	844	882	1601	1618
Volume to Capacity	0.02	0.04	0.00	0.00
Queue Length 95th (m)	0.5	1.0	0.0	0.1
Control Delay (s/veh)	9.4	9.3	1.1	7.2
Lane LOS	A	A	A	A
Approach Delay (s/veh)	9.4	9.3	1.1	7.2
Approach LOS	A	A		

Intersection Summary				
Average Delay	7.7			
Intersection Capacity Utilization	19.0%	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	64	6	12	100	0	16	51	11	4	2	0
Future Volume (vph)	0	64	6	12	100	0	16	51	11	4	2	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		0.988						0.981				
Flt Protected					0.995			0.990			0.968	
Satd. Flow (prot)	0	1864	0	0	1912	0	0	1842	0	0	1823	0
Flt Permitted					0.995			0.990			0.968	
Satd. Flow (perm)	0	1864	0	0	1912	0	0	1842	0	0	1823	0
Link Speed (k/h)		50			50			50			48	
Link Distance (m)		449.4			188.9			488.2			301.7	
Travel Time (s)		32.4			13.6			35.2			22.6	
Confl. Peds. (#/hr)			23	23								
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 (%)	2%	2%	0%	0%	0%	2%	0%	2%	0%	2%	2%	2%
Adj. Flow (vph)	0	70	7	13	109	0	17	55	12	4	2	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	77	0	0	122	0	0	84	0	0	6	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary					
Area Type:	Other				
Control Type: Unsignalized					
Intersection Capacity Utilization	23.4%		ICU Level of Service A		
Analysis Period (min)	15				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	64	6	12	100	0	16	51	11	4	2	0
Future Volume (Veh/h)	0	64	6	12	100	0	16	51	11	4	2	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	70	7	13	109	0	17	55	12	4	2	0
Pedestrians								23				
Lane Width (m)								3.7				
Walking Speed (m/s)								1.1				
Percent Blockage								2				
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	109			100			233	232	97	248	235	109
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	109			100			233	232	97	248	235	109
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			98	92	99	99	100	100
cM capacity (veh/h)	1481			1471			692	648	944	636	645	945

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	77	122	84	6
Volume Left	0	13	17	4
Volume Right	7	0	12	0
cSH	1481	1471	687	639
Volume to Capacity	0.00	0.01	0.12	0.01
Queue Length 95th (m)	0.0	0.2	3.2	0.2
Control Delay (s/veh)	0.0	0.9	11.0	10.7
Lane LOS		A	B	B
Approach Delay (s/veh)	0.0	0.9	11.0	10.7
Approach LOS			B	B

Intersection Summary					
Average Delay	3.8				
Intersection Capacity Utilization	23.4%	ICU Level of Service		A	
Analysis Period (min)	15				

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	74	7	10	107	12	10
Future Volume (vph)	74	7	10	107	12	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.988				0.941	
Flt Protected				0.996	0.973	
Satd. Flow (prot)	1864	0	0	1913	1759	0
Flt Permitted				0.996	0.973	
Satd. Flow (perm)	1864	0	0	1913	1759	0
Link Speed (k/h)	50			50	48	
Link Distance (m)	188.9			52.2	494.2	
Travel Time (s)	13.6			3.8	37.1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	85	8	11	123	14	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	93	0	0	134	25	0
Sign Control	Stop			Stop	Stop	

Intersection Summary				
Area Type:	Other			
Control Type: Unsignalized				
Intersection Capacity Utilization	22.9%		ICU Level of Service	A
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	74	7	10	107	12	10
Future Volume (vph)	74	7	10	107	12	10
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	85	8	11	123	14	11

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	93	134	25
Volume Left (vph)	0	11	14
Volume Right (vph)	8	0	11
Hadj (s)	-0.02	0.02	-0.15
Departure Headway (s)	4.1	4.1	4.2
Degree Utilization, x	0.10	0.15	0.03
Capacity (veh/h)	870	874	801
Control Delay (s/veh)	7.5	7.8	7.4
Approach Delay (s/veh)	7.5	7.8	7.4
Approach LOS	A	A	A

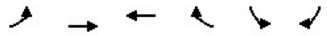
Intersection Summary			
Delay		7.6	
Level of Service		A	
Intersection Capacity Utilization		22.9%	ICU Level of Service A
Analysis Period (min)		15	

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	74	7	10	107	12	10
Future Vol, veh/h	74	7	10	107	12	10
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	0	0	0	0	0
Mvmt Flow	85	8	11	123	14	11
Number of Lanes	1	0	0	1	1	0

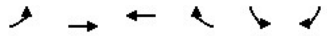
Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7.5	7.8	7.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	55%	0%	9%
Vol Thru, %	0%	91%	91%
Vol Right, %	45%	9%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	22	81	117
LT Vol	12	0	10
Through Vol	0	74	107
RT Vol	10	7	0
Lane Flow Rate	25	93	134
Geometry Grp	1	1	1
Degree of Util (X)	0.029	0.104	0.151
Departure Headway (Hd)	4.126	4.027	4.03
Convergence, Y/N	Yes	Yes	Yes
Cap	853	886	889
Service Time	2.223	2.067	2.062
HCM Lane V/C Ratio	0.029	0.105	0.151
HCM Control Delay, s/veh	7.3	7.5	7.8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.3	0.5



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	41	301	318	70	25	16
Future Volume (vph)	41	301	318	70	25	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.976		0.948	
Flt Protected		0.994			0.970	
Satd. Flow (prot)	0	1768	1720	0	1670	0
Flt Permitted		0.994			0.970	
Satd. Flow (perm)	0	1768	1720	0	1670	0
Link Speed (k/h)		50	50		50	
Link Distance (m)		1578.3	179.3		488.2	
Travel Time (s)		113.6	12.9		35.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	8%	8%	11%	0%	0%	15%
Adj. Flow (vph)	45	327	346	76	27	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	372	422	0	44	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	52.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	41	301	318	70	25	16
Future Volume (Veh/h)	41	301	318	70	25	16
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	45	327	346	76	27	17
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	422				801	384
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	422				801	384
tC, single (s)	4.2				6.4	6.4
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.4
p0 queue free %	96				92	97
cM capacity (veh/h)	1106				342	636

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	372	422	44
Volume Left	45	0	27
Volume Right	0	76	17
cSH	1106	1700	416
Volume to Capacity	0.04	0.25	0.11
Queue Length 95th (m)	1.0	0.0	2.7
Control Delay (s/veh)	1.4	0.0	14.7
Lane LOS	A		B
Approach Delay (s/veh)	1.4	0.0	14.7
Approach LOS			B

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	52.4%	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)	10	316	0	3	376	17	0	2	5	16	0	5
Future Volume (vph)	10	316	0	3	376	17	0	2	5	16	0	5
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					0.994			0.899			0.966	
Flt Protected		0.999									0.964	
Satd. Flow (prot)	0	1791	0	0	1759	0	0	1454	0	0	1688	0
Flt Permitted		0.999									0.964	
Satd. Flow (perm)	0	1791	0	0	1759	0	0	1454	0	0	1688	0
Link Speed (k/h)		50			50			48			50	
Link Distance (m)		179.3			322.6			78.1			494.2	
Travel Time (s)		12.9			23.2			5.9			35.6	
Confl. Peds. (#/hr)							1		2	2		1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	13%	7%	2%	0%	9%	0%	2%	0%	25%	8%	0%	0%
Adj. Flow (vph)	11	359	0	3	427	19	0	2	6	18	0	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	370	0	0	449	0	0	8	0	0	24	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	38.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	316	0	3	376	17	0	2	5	16	0	5
Future Volume (Veh/h)	10	316	0	3	376	17	0	2	5	16	0	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	11	359	0	3	427	19	0	2	6	18	0	6
Pedestrians		1			2							
Lane Width (m)		3.7			3.7							
Walking Speed (m/s)		1.1			1.1							
Percent Blockage		0			0							
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)					322							
pX, platoon unblocked	0.92						0.92	0.92		0.92	0.92	0.92
vC, conflicting volume	446			359			831	833	361	833	824	438
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	348			359			768	771	361	771	761	339
tC, single (s)	4.2			4.1			7.1	6.5	6.4	7.2	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.5	3.6	4.0	3.3
p0 queue free %	99			100			100	99	99	93	100	99
cM capacity (veh/h)	1054			1211			286	301	634	276	305	647

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	370	449	8	24
Volume Left	11	3	0	18
Volume Right	0	19	6	6
cSH	1054	1211	496	323
Volume to Capacity	0.01	0.00	0.02	0.07
Queue Length 95th (m)	0.2	0.1	0.4	1.8
Control Delay (s/veh)	0.4	0.1	12.4	17.1
Lane LOS	A	A	B	C
Approach Delay (s/veh)	0.4	0.1	12.4	17.1
Approach LOS			B	C

Intersection Summary				
Average Delay		0.8		
Intersection Capacity Utilization		38.0%	ICU Level of Service	A
Analysis Period (min)		15		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	80	15	34	663	645	84
Future Volume (vph)	80	15	34	663	645	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	65.0			15.0
Storage Lanes	1	0	1			1
Taper Length (m)	2.5		2.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.979					0.850
Flt Protected	0.959		0.950			
Satd. Flow (prot)	1768	0	1789	1883	1883	1601
Flt Permitted	0.959		0.950			
Satd. Flow (perm)	1768	0	1789	1883	1883	1601
Link Speed (k/h)	48			50	50	
Link Distance (m)	240.3			233.6	87.6	
Travel Time (s)	18.0			16.8	6.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	16	37	721	701	91
Shared Lane Traffic (%)						
Lane Group Flow (vph)	103	0	37	721	701	91
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)	80	15	34	663	645	84
Future Volume (Veh/h)	80	15	34	663	645	84
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)	87	16	37	721	701	91
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	1496	701	792			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1496	701	792			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	33	96	96			
cM capacity (veh/h)	129	439	829			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	103	37	721	701	91
Volume Left	87	37	0	0	0
Volume Right	16	0	0	0	91
cSH	145	829	1700	1700	1700
Volume to Capacity	0.71	0.04	0.42	0.41	0.05
Queue Length 95th (m)	31.3	1.1	0.0	0.0	0.0
Control Delay (s/veh)	75.0	9.5	0.0	0.0	0.0
Lane LOS	F	A			
Approach Delay (s/veh)	75.0	0.5		0.0	
Approach LOS	F				

Intersection Summary				
Average Delay	4.9			
Intersection Capacity Utilization	46.9%	ICU Level of Service		A
Analysis Period (min)	15			

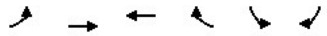
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	34	0	0	28	0	0
Future Volume (vph)	34	0	0	28	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1883	0	0	1883	1883	0
Flt Permitted						
Satd. Flow (perm)	1883	0	0	1883	1883	0
Link Speed (k/h)	50			50	48	
Link Distance (m)	956.9			1241.5	327.8	
Travel Time (s)	68.9			89.4	24.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	37	0	0	30	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	0	0	30	0	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 6.7%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	34	0	0	28	0	0
Future Volume (Veh/h)	34	0	0	28	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	37	0	0	30	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			37		67	37
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			37		67	37
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1574		938	1035

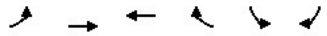
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	37	30	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1574	1700
Volume to Capacity	0.02	0.00	0.00
Queue Length 95th (m)	0.0	0.0	0.0
Control Delay (s/veh)	0.0	0.0	0.0
Lane LOS			A
Approach Delay (s/veh)	0.0	0.0	0.0
Approach LOS			A

Intersection Summary				
Average Delay		0.0		
Intersection Capacity Utilization		6.7%	ICU Level of Service	A
Analysis Period (min)		15		



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	104	116	0	6	0
Future Volume (vph)	0	104	116	0	6	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	1883	1883	0	1789	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1883	1883	0	1789	0
Link Speed (k/h)		50	50		48	
Link Distance (m)		52.2	338.4		180.3	
Travel Time (s)		3.8	24.4		13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	113	126	0	7	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	113	126	0	7	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	16.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	104	116	0	6	0
Future Volume (Veh/h)	0	104	116	0	6	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	113	126	0	7	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	126				239	126
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	126				239	126
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				99	100
cM capacity (veh/h)	1460				749	924

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	113	126	7
Volume Left	0	0	7
Volume Right	0	0	0
cSH	1460	1700	749
Volume to Capacity	0.00	0.07	0.01
Queue Length 95th (m)	0.0	0.0	0.2
Control Delay (s/veh)	0.0	0.0	9.9
Lane LOS			A
Approach Delay (s/veh)	0.0	0.0	9.9
Approach LOS			A

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	16.1%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	53	60	730	60	42	522
Future Volume (vph)	53	60	730	60	42	522
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		0.990			
Flt Protected	0.977					0.996
Satd. Flow (prot)	1642	0	1818	0	0	1820
Flt Permitted	0.977					0.996
Satd. Flow (perm)	1642	0	1818	0	0	1820
Link Speed (k/h)	40		50			50
Link Distance (m)	495.9		87.6			1006.2
Travel Time (s)	44.6		6.3			72.4
Confl. Peds. (#/hr)	1			13	13	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	5%	7%	5%	0%	19%	4%
Adj. Flow (vph)	57	65	785	65	45	561
Shared Lane Traffic (%)						
Lane Group Flow (vph)	122	0	850	0	0	606
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	75.4%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	53	60	730	60	42	522
Future Volume (Veh/h)	53	60	730	60	42	522
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	57	65	785	65	45	561
Pedestrians	13		1			
Lane Width (m)	3.7		3.7			
Walking Speed (m/s)	1.1		1.1			
Percent Blockage	1		0			
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			87			
pX, platoon unblocked	0.70	0.70			0.70	
vC, conflicting volume	1483	831			863	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1475	548			594	
tC, single (s)	6.4	6.3			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.4	
p0 queue free %	35	82			93	
cM capacity (veh/h)	88	366			627	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	122	850	606
Volume Left	57	0	45
Volume Right	65	65	0
cSH	148	1700	627
Volume to Capacity	0.82	0.50	0.07
Queue Length 95th (m)	40.5	0.0	1.8
Control Delay (s/veh)	92.6	0.0	1.9
Lane LOS	F		A
Approach Delay (s/veh)	92.6	0.0	1.9
Approach LOS	F		

Intersection Summary				
Average Delay		7.9		
Intersection Capacity Utilization		75.4%	ICU Level of Service	D
Analysis Period (min)		15		



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	59	96	34	633	596	47
Future Volume (vph)	59	96	34	633	596	47
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	0.917				0.990	
Flt Protected	0.981			0.997		
Satd. Flow (prot)	1678	0	0	1842	1802	0
Flt Permitted	0.981			0.997		
Satd. Flow (perm)	1678	0	0	1842	1802	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	338.4			509.9	233.6	
Travel Time (s)	24.4			36.7	16.8	
Confl. Peds. (#/hr)	56		6			6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	4%	4%	6%	0%
Adj. Flow (vph)	63	102	36	673	634	50
Shared Lane Traffic (%)						
Lane Group Flow (vph)	165	0	0	709	684	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	76.9%	ICU Level of Service	D
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	59	96	34	633	596	47
Future Volume (Veh/h)	59	96	34	633	596	47
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	63	102	36	673	634	50
Pedestrians	6				56	
Lane Width (m)	3.7				3.7	
Walking Speed (m/s)	1.1				1.1	
Percent Blockage	1				5	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)					233	
pX, platoon unblocked	0.79	0.79	0.79			
vC, conflicting volume	1466	665	690			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1457	450	481			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	38	79	96			
cM capacity (veh/h)	102	480	846			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	165	709	684
Volume Left	63	36	0
Volume Right	102	0	50
cSH	198	846	1700
Volume to Capacity	0.83	0.04	0.40
Queue Length 95th (m)	46.1	1.0	0.0
Control Delay (s/veh)	76.3	1.1	0.0
Lane LOS	F	A	
Approach Delay (s/veh)	76.3	1.1	0.0
Approach LOS	F		

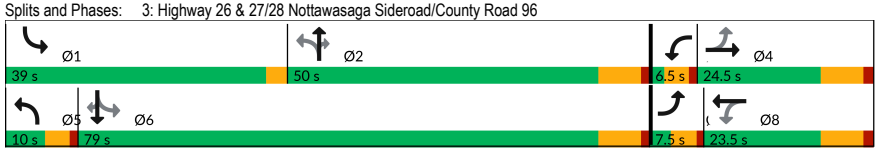
Intersection Summary				
Average Delay	8.6			
Intersection Capacity Utilization	76.9%	ICU Level of Service	D	
Analysis Period (min)	15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	32	56	112	28	482	85	583	66	341	378	24
Future Volume (vph)	81	32	56	112	28	482	85	583	66	341	378	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	115.0		0.0	135.0		0.0	165.0		125.0	215.0		45.0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (m)	7.6			7.6			7.6			7.6		
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		0.905			0.858				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	1637	0	1738	1594	0	1825	1847	1541	1772	1847	1633
Flt Permitted	0.301			0.699			0.533			0.194		
Satd. Flow (perm)	578	1637	0	1279	1594	0	1024	1847	1541	362	1847	1633
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		57			492				149			122
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		1241.5			552.5			1006.2			372.2	
Travel Time (s)		89.4			39.8			72.4			26.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	17%	0%	5%	10%	3%	0%	4%	6%	3%	4%	0%
Adj. Flow (vph)	83	33	57	114	29	492	87	595	67	348	386	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	83	90	0	114	521	0	87	595	67	348	386	24
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	20.0	20.0	7.0	20.0	20.0
Minimum Split (s)	9.5	17.4		9.5	17.4		9.5	27.1	27.1	10.0	27.1	27.1
Total Split (s)	7.5	24.5		6.5	23.5		10.0	50.0	50.0	39.0	79.0	79.0
Total Split (%)	6.3%	20.4%		5.4%	19.6%		8.3%	41.7%	41.7%	32.5%	65.8%	65.8%
Maximum Green (s)	3.0	17.1		2.0	16.1		5.5	42.9	42.9	36.0	71.9	71.9
Yellow Time (s)	3.5	5.9		3.5	5.9		3.5	5.9	5.9	3.0	5.9	5.9
All-Red Time (s)	1.0	1.5		1.0	1.5		1.0	1.2	1.2	0.0	1.2	1.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	7.4		4.5	7.4		4.5	7.1	7.1	3.0	7.1	7.1
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	4.0	4.0	3.0	4.0	4.0
Recall Mode	None	None		None	None		None	None	None	None	None	None
Act Effct Green (s)	18.5	13.2		17.0	12.5		45.2	36.7	36.7	62.1	50.3	50.3
Actuated g/C Ratio	0.20	0.14		0.19	0.14		0.50	0.40	0.40	0.68	0.55	0.55
v/c Ratio	0.52	0.31		0.46	0.81		0.16	0.80	0.09	0.66	0.38	0.03
Control Delay (s/veh)	46.2	21.8		42.1	16.6		8.8	35.4	0.3	15.8	13.8	0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	46.2	21.8		42.1	16.6		8.8	35.4	0.3	15.8	13.8	0.0
LOS	D	C		D	B		A	D	A	B	B	A
Approach Delay (s/veh)		33.5			21.2			29.1			14.3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			C			B	
Queue Length 50th (m)	12.1	5.4		17.0	4.8		4.5	86.1	0.0	20.1	37.0	0.0
Queue Length 95th (m)	27.9	20.8		36.6	#48.8		10.7	#178.7	0.0	53.1	63.0	0.0
Internal Link Dist (m)		1217.5			528.5			982.2			348.2	
Turn Bay Length (m)	115.0			135.0			165.0		125.0	215.0		45.0
Base Capacity (vph)	160	367		249	695		558	910	834	829	1467	1322
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.25		0.46	0.75		0.16	0.65	0.08	0.42	0.26	0.02

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 91.1			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 22.4		Intersection LOS: C	
Intersection Capacity Utilization 104.5%		ICU Level of Service G	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: Highway 26 & 27/28 Nottawasaga Sideroad/County Road 96

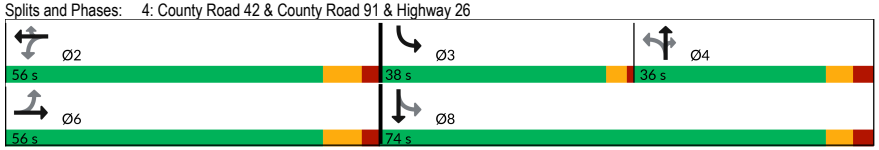


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	224	72	65	254	333	47	242	64	389	233	77
Future Volume (vph)	60	224	72	65	254	333	47	242	64	389	233	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	30.0		0.0	50.0		65.0	85.0		50.0	95.0		0.0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (m)	7.6			7.6			7.6			7.6		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		1.00		0.96			0.96	0.99		
Frt		0.963				0.850			0.850		0.963	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	1677	0	1722	1746	1512	1601	1812	1541	1690	1766	0
Flt Permitted	0.573			0.503			0.563			0.405		
Satd. Flow (perm)	1089	1677	0	907	1746	1454	949	1812	1477	713	1766	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14				351			80		19	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		322.6			533.7			520.8			509.9	
Travel Time (s)		23.2			38.4			37.5			36.7	
Confl. Peds. (#/hr)	6		3	3		6			7	7		
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 (%)	0%	10%	8%	6%	10%	8%	14%	6%	6%	8%	2%	13%
Adj. Flow (vph)	63	236	76	68	267	351	49	255	67	409	245	81
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	312	0	68	267	351	49	255	67	409	326	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	
Protected Phases		6			2			4		3	8	
Permitted Phases	6			2		2	4		4	8		
Detector Phase	6	6		2	2	2	4	4	4	3	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0	20.0	10.0	10.0	10.0	6.0	10.0	
Minimum Split (s)	29.5	29.5		29.5	29.5	29.5	28.1	28.1	28.1	10.0	28.1	
Total Split (s)	56.0	56.0		56.0	56.0	56.0	36.0	36.0	36.0	38.0	74.0	
Total Split (%)	43.1%	43.1%		43.1%	43.1%	43.1%	27.7%	27.7%	27.7%	29.2%	56.9%	
Maximum Green (s)	47.5	47.5		47.5	47.5	47.5	28.9	28.9	28.9	34.0	66.9	
Yellow Time (s)	5.8	5.8		5.8	5.8	5.8	4.1	4.1	4.1	3.0	4.1	
All-Red Time (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0	3.0	1.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	8.5	8.5		8.5	8.5	8.5	7.1	7.1	7.1	4.0	7.1	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0		7.0	
Flash Don't Walk (s)	14.0	14.0		14.0	14.0	14.0	14.0	14.0	14.0		14.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0	0		0	
Act Effct Green (s)	23.3	23.3		23.3	23.3	23.3	16.7	16.7	16.7	41.4	38.1	
Actuated g/C Ratio	0.30	0.30		0.30	0.30	0.30	0.21	0.21	0.21	0.53	0.49	
v/c Ratio	0.19	0.61		0.25	0.51	0.51	0.24	0.65	0.18	0.69	0.37	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	25.2	30.0		26.7	28.5	6.0	30.6	37.6	6.7	17.7	12.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	25.2	30.0		26.7	28.5	6.0	30.6	37.6	6.7	17.7	12.7	
LOS	C	C		C	C	A	C	D	A	B	B	
Approach Delay (s/veh)		29.2			16.8			31.1			15.5	
Approach LOS		C			B			C			B	
Queue Length 50th (m)	6.4	34.7		7.0	30.1	0.0	5.4	30.9	0.0	30.2	23.3	
Queue Length 95th (m)	20.4	81.0		22.3	70.3	20.4	18.1	71.3	8.2	66.4	51.3	
Internal Link Dist (m)		298.6			509.7			496.8			485.9	
Turn Bay Length (m)	30.0			50.0		65.0	85.0		50.0	95.0		
Base Capacity (vph)	692	1070		576	1109	1051	366	700	620	835	1549	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.09	0.29		0.12	0.24	0.33	0.13	0.36	0.11	0.49	0.21	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 77.7			
Natural Cycle: 70			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay (s/veh): 21.0		Intersection LOS: C	
Intersection Capacity Utilization 92.2%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 4: County Road 42 & County Road 91 & Highway 26



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	17	2	4	7	2	0	3	9	16	0	0
Future Volume (vph)	0	17	2	4	7	2	0	3	9	16	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		0.985			0.979			0.897				
Flt Protected					0.984						0.950	
Satd. Flow (prot)	0	1767	0	0	1851	0	0	1546	0	0	1825	0
Flt Permitted					0.984						0.950	
Satd. Flow (perm)	0	1767	0	0	1851	0	0	1546	0	0	1825	0
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		208.4			449.4			124.9			105.5	
Travel Time (s)		15.0			32.4			9.0			7.6	
Confl. Peds. (#/hr)	5		9	9		5			9	9		
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles (%)	2%	8%	0%	0%	0%	0%	2%	0%	15%	0%	2%	2%
Adj. Flow (vph)	0	24	3	6	10	3	0	4	13	23	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	19	0	0	17	0	0	23	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	20.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	17	2	4	7	2	0	3	9	16	0	0
Future Volume (Veh/h)	0	17	2	4	7	2	0	3	9	16	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	0	24	3	6	10	3	0	4	13	23	0	0
Pedestrians					9			9			5	
Lane Width (m)					3.7			3.7			3.7	
Walking Speed (m/s)					1.1			1.1			1.1	
Percent Blockage					1			1			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	70	72	9	90	66	25	0			26		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	70	72	9	90	66	25	0			26		
tC, single (s)	7.1	6.6	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.1	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	97	100	99	99	100	100			99		
cM capacity (veh/h)	891	788	1069	846	810	1043	1623			1587		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	27	19	17	23
Volume Left	0	6	0	23
Volume Right	3	3	13	0
cSH	812	851	1623	1587
Volume to Capacity	0.03	0.02	0.00	0.01
Queue Length 95th (m)	0.8	0.5	0.0	0.3
Control Delay (s/veh)	9.6	9.3	0.0	7.3
Lane LOS	A	A		A
Approach Delay (s/veh)	9.6	9.3	0.0	7.3
Approach LOS	A	A		

Intersection Summary				
Average Delay		7.0		
Intersection Capacity Utilization		20.1%	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	54	9	25	43	0	5	52	9	20	39	0
Future Volume (vph)	0	54	9	25	43	0	5	52	9	20	39	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		0.980						0.981				
Flt Protected					0.982			0.996			0.983	
Satd. Flow (prot)	0	1721	0	0	1851	0	0	1848	0	0	1851	0
Flt Permitted					0.982			0.996			0.983	
Satd. Flow (perm)	0	1721	0	0	1851	0	0	1848	0	0	1851	0
Link Speed (k/h)		50			50			50			48	
Link Distance (m)		449.4			188.9			488.2			301.7	
Travel Time (s)		32.4			13.6			35.2			22.6	
Confl. Peds. (#/hr)			10	10					2	2		
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	11%	0%	0%	3%	2%	0%	2%	0%	2%	2%	2%
Adj. Flow (vph)	0	64	11	29	51	0	6	61	11	24	46	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	75	0	0	80	0	0	78	0	0	70	0
Sign Control		Free			Free			Stop			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	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	54	9	25	43	0	5	52	9	20	39	0
Future Volume (Veh/h)	0	54	9	25	43	0	5	52	9	20	39	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	64	11	29	51	0	6	61	11	24	46	0
Pedestrians					2			10				
Lane Width (m)					3.7			3.7				
Walking Speed (m/s)					1.1			1.1				
Percent Blockage					0			1				
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	51			85			212	189	82	222	194	51
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	51			85			212	189	82	222	194	51
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			99	91	99	96	93	100
cM capacity (veh/h)	1555			1509			689	686	972	660	681	1017

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	75	80	78	70
Volume Left	0	29	6	24
Volume Right	11	0	11	0
cSH	1555	1509	716	674
Volume to Capacity	0.00	0.02	0.11	0.10
Queue Length 95th (m)	0.0	0.4	2.8	2.6
Control Delay (s/veh)	0.0	2.8	10.6	11.0
Lane LOS		A	B	B
Approach Delay (s/veh)	0.0	2.8	10.6	11.0
Approach LOS			B	B

Intersection Summary				
Average Delay		6.0		
Intersection Capacity Utilization	25.6%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	85	3	12	64	5	8
Future Volume (vph)	85	3	12	64	5	8
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	0.996				0.919	
Flt Protected				0.992	0.980	
Satd. Flow (prot)	1792	0	0	1906	1730	0
Flt Permitted				0.992	0.980	
Satd. Flow (perm)	1792	0	0	1906	1730	0
Link Speed (k/h)	50			50	48	
Link Distance (m)	188.9			52.2	494.2	
Travel Time (s)	13.6			3.8	37.1	
Confl. Peds. (#/hr)		3	3			9
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	7%	0%	0%	0%	0%	0%
Adj. Flow (vph)	99	3	14	74	6	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	102	0	0	88	15	0
Sign Control	Stop			Stop	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	23.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	85	3	12	64	5	8
Future Volume (vph)	85	3	12	64	5	8
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	99	3	14	74	6	9

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	102	88	15
Volume Left (vph)	0	14	6
Volume Right (vph)	3	0	9
Hadj (s)	0.10	0.03	-0.28
Departure Headway (s)	4.1	4.1	4.0
Degree Utilization, x	0.12	0.10	0.02
Capacity (veh/h)	863	875	845
Control Delay (s/veh)	7.7	7.5	7.1
Approach Delay (s/veh)	7.7	7.5	7.1
Approach LOS	A	A	A

Intersection Summary			
Delay	7.5		
Level of Service	A		
Intersection Capacity Utilization	23.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

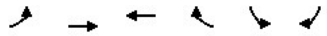
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	85	3	12	64	5	8
Future Vol, veh/h	85	3	12	64	5	8
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	7	0	0	0	0	0
Mvmt Flow	99	3	14	74	6	9
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7.7	7.5	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	38%	0%	16%
Vol Thru, %	0%	97%	84%
Vol Right, %	62%	3%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	13	88	76
LT Vol	5	0	12
Through Vol	0	85	64
RT Vol	8	3	0
Lane Flow Rate	15	102	88
Geometry Grp	1	1	1
Degree of Util (X)	0.017	0.116	0.099
Departure Headway (Hd)	3.934	4.09	4.033
Convergence, Y/N	Yes	Yes	Yes
Cap	896	876	887
Service Time	2.019	2.115	2.063
HCM Lane V/C Ratio	0.017	0.116	0.099
HCM Control Delay, s/veh	7.1	7.7	7.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.4	0.3

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	9	262	285	55	57	54
Future Volume (vph)	9	262	285	55	57	54
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		0.935	
Flt Protected		0.998			0.975	
Satd. Flow (prot)	0	1722	1694	0	1671	0
Flt Permitted		0.998			0.975	
Satd. Flow (perm)	0	1722	1694	0	1671	0
Link Speed (k/h)		50	50		50	
Link Distance (m)		1578.3	179.3		488.2	
Travel Time (s)		113.6	12.9		35.2	
Confl. Peds. (#/hr)					2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	20%	11%	13%	0%	0%	10%
Adj. Flow (vph)	10	279	303	59	61	57
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	289	362	0	118	0
Sign Control		Free	Free		Stop	

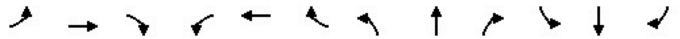
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	34.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	9	262	285	55	57	54
Future Volume (Veh/h)	9	262	285	55	57	54
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	10	279	303	59	61	57
Pedestrians			2			
Lane Width (m)			3.7			
Walking Speed (m/s)			1.1			
Percent Blockage			0			
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	362				634	333
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	362				634	333
tC, single (s)	4.3				6.4	6.3
tC, 2 stage (s)						
tF (s)	2.4				3.5	3.4
p0 queue free %	99				86	92
cM capacity (veh/h)	1104				442	691

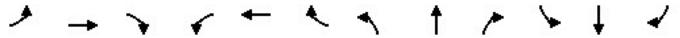
Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	289	362	118
Volume Left	10	0	61
Volume Right	0	59	57
cSH	1104	1700	535
Volume to Capacity	0.01	0.21	0.22
Queue Length 95th (m)	0.2	0.0	6.3
Control Delay (s/veh)	0.4	0.0	13.6
Lane LOS	A		B
Approach Delay (s/veh)	0.4	0.0	13.6
Approach LOS			B

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	34.2%	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)	7	319	0	2	347	12	0	7	3	17	3	3
Future Volume (vph)	7	319	0	2	347	12	0	7	3	17	3	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					0.996			0.959			0.983	
Flt Protected		0.999									0.964	
Satd. Flow (prot)	0	1757	0	0	1715	0	0	1842	0	0	1820	0
Flt Permitted		0.999									0.964	
Satd. Flow (perm)	0	1757	0	0	1715	0	0	1842	0	0	1820	0
Link Speed (k/h)		50			50			48			50	
Link Distance (m)		179.3			322.6			78.1			494.2	
Travel Time (s)		12.9			23.2			5.9			35.6	
Confl. Peds. (#/hr)									4	4		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	20%	9%	2%	0%	12%	0%	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	7	329	0	2	358	12	0	7	3	18	3	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	336	0	0	372	0	0	10	0	0	24	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	36.2%	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)	7	319	0	2	347	12	0	7	3	17	3	3
Future Volume (Veh/h)	7	319	0	2	347	12	0	7	3	17	3	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	7	329	0	2	358	12	0	7	3	18	3	3
Pedestrians					4							
Lane Width (m)					3.7							
Walking Speed (m/s)					1.1							
Percent Blockage					0							
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)					322							
pX, platoon unblocked	0.94						0.94	0.94		0.94	0.94	0.94
vC, conflicting volume	370			329			716	717	333	722	711	364
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	295			329			664	665	333	670	659	289
tC, single (s)	4.3			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.4			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	98	100	95	99	100
cM capacity (veh/h)	1098			1242			345	356	711	340	359	708

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	336	372	10	24
Volume Left	7	2	0	18
Volume Right	0	12	3	3
cSH	1098	1242	419	366
Volume to Capacity	0.01	0.00	0.02	0.07
Queue Length 95th (m)	0.1	0.0	0.6	1.6
Control Delay (s/veh)	0.2	0.1	13.8	15.5
Lane LOS	A	A	B	C
Approach Delay (s/veh)	0.2	0.1	13.8	15.5
Approach LOS			B	C

Intersection Summary				
Average Delay	0.8			
Intersection Capacity Utilization	36.2%	ICU Level of Service	A	
Analysis Period (min)	15			

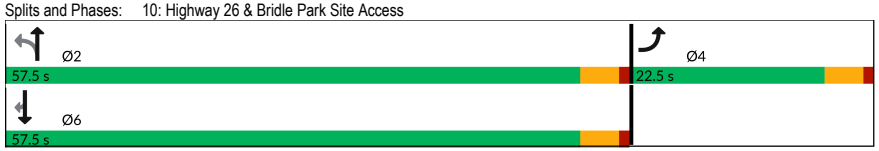


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	165	130	73	621	521	46
Future Volume (vph)	165	130	73	621	521	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	65.0			15.0
Storage Lanes	1	0	1			1
Taper Length (m)	2.5		2.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.941					0.850
Flt Protected	0.973		0.950			
Satd. Flow (prot)	1724	0	1789	1883	1883	1601
Flt Permitted	0.973		0.343			
Satd. Flow (perm)	1724	0	646	1883	1883	1601
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	46					35
Link Speed (k/h)	48			50	50	
Link Distance (m)	240.3			233.6	87.6	
Travel Time (s)	18.0			16.8	6.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	179	141	79	675	566	50
Shared Lane Traffic (%)						
Lane Group Flow (vph)	320	0	79	675	566	50
Turn Type	Prot		Perm	NA	NA	Perm
Protected Phases	4			2	6	
Permitted Phases			2			6
Detector Phase	4		2	2	6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5		22.5	22.5	22.5	22.5
Total Split (s)	22.5		57.5	57.5	57.5	57.5
Total Split (%)	28.1%		71.9%	71.9%	71.9%	71.9%
Maximum Green (s)	18.0		53.0	53.0	53.0	53.0
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	None	None	None
Walk Time (s)	7.0		7.0	7.0	7.0	7.0
Flash Don't Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
Act Effct Green (s)	13.2		23.6	23.6	23.6	23.6
Actuated g/C Ratio	0.28		0.51	0.51	0.51	0.51
v/c Ratio	0.61		0.24	0.71	0.59	0.06
Control Delay (s/veh)	19.8		8.7	13.5	11.0	3.4
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.8		8.7	13.5	11.0	3.4

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
LOS	B		A	B	B	A
Approach Delay (s/veh)	19.8			13.0	10.3	
Approach LOS	B			B	B	
Queue Length 50th (m)	18.5		3.1	35.8	27.5	0.5
Queue Length 95th (m)	51.4		10.2	76.0	58.4	4.1
Internal Link Dist (m)	216.3			209.6	63.6	
Turn Bay Length (m)			65.0			15.0
Base Capacity (vph)	744		621	1810	1810	1540
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.43		0.13	0.37	0.31	0.03

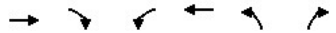
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 46.4			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay (s/veh): 13.3		Intersection LOS: B	
Intersection Capacity Utilization 59.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 10: Highway 26 & Bridle Park Site Access



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	22	0	14	19	0	53
Future Volume (vph)	22	0	14	19	0	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
Frt					0.865	
Flt Protected				0.980		
Satd. Flow (prot)	1883	0	0	1846	1629	0
Flt Permitted				0.980		
Satd. Flow (perm)	1883	0	0	1846	1629	0
Link Speed (k/h)	50			50	48	
Link Distance (m)	956.9			1241.5	327.8	
Travel Time (s)	68.9			89.4	24.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	0	15	21	0	58
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	0	0	36	58	0
Sign Control	Free			Free	Stop	

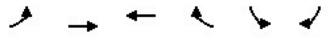
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 18.4%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	22	0	14	19	0	53
Future Volume (Veh/h)	22	0	14	19	0	53
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	24	0	15	21	0	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			24		75	24
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			24		75	24
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	94
cM capacity (veh/h)			1591		920	1052

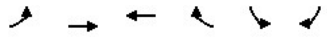
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	24	36	58
Volume Left	0	15	0
Volume Right	0	0	58
cSH	1700	1591	1052
Volume to Capacity	0.01	0.01	0.06
Queue Length 95th (m)	0.0	0.2	1.3
Control Delay (s/veh)	0.0	3.1	8.6
Lane LOS		A	A
Approach Delay (s/veh)	0.0	3.1	8.6
Approach LOS			A

Intersection Summary			
Average Delay		5.2	
Intersection Capacity Utilization		18.4%	ICU Level of Service A
Analysis Period (min)		15	



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	110	70	0	26	15
Future Volume (vph)	0	110	70	0	26	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.951	
Flt Protected					0.969	
Satd. Flow (prot)	0	1883	1883	0	1736	0
Flt Permitted					0.969	
Satd. Flow (perm)	0	1883	1883	0	1736	0
Link Speed (k/h)		50	50		48	
Link Distance (m)		52.2	338.4		180.3	
Travel Time (s)		3.8	24.4		13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	120	76	0	28	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	120	76	0	44	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 15.8%			ICU Level of Service A
Analysis Period (min) 15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	110	70	0	26	15
Future Volume (Veh/h)	0	110	70	0	26	15
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	120	76	0	28	16
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	76				196	76
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	76				196	76
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				96	98
cM capacity (veh/h)	1523				793	985

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	120	76	44
Volume Left	0	0	28
Volume Right	0	0	16
cSH	1523	1700	853
Volume to Capacity	0.00	0.04	0.05
Queue Length 95th (m)	0.0	0.0	1.2
Control Delay (s/veh)	0.0	0.0	9.4
Lane LOS			A
Approach Delay (s/veh)	0.0	0.0	9.4
Approach LOS			A

Intersection Summary			
Average Delay		1.7	
Intersection Capacity Utilization		15.8%	ICU Level of Service A
Analysis Period (min)		15	



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	30	24	804	23	39	830
Future Volume (vph)	30	24	804	23	39	830
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	0.939		0.996			
Flt Protected	0.973					0.998
Satd. Flow (prot)	1708	0	1895	0	0	1864
Flt Permitted	0.973					0.998
Satd. Flow (perm)	1708	0	1895	0	0	1864
Link Speed (k/h)	40		50			50
Link Distance (m)	495.9		87.6			1006.2
Travel Time (s)	44.6		6.3			72.4
Confl. Peds. (#/hr)				2	2	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	5%	0%	1%	0%	0%	3%
Adj. Flow (vph)	34	28	924	26	45	954
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	0	950	0	0	999
Sign Control	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	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	30	24	804	23	39	830
Future Volume (Veh/h)	30	24	804	23	39	830
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	34	28	924	26	45	954
Pedestrians	2					
Lane Width (m)	3.7					
Walking Speed (m/s)	1.1					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			87			
pX, platoon unblocked	0.67	0.67			0.67	
vC, conflicting volume	1983	939			952	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2225	658			678	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	91			93	
cM capacity (veh/h)	29	311			614	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	62	950	999
Volume Left	34	0	45
Volume Right	28	26	0
cSH	49	1700	614
Volume to Capacity	1.28	0.56	0.07
Queue Length 95th (m)	43.6	0.0	1.8
Control Delay (s/veh)	356.5	0.0	2.3
Lane LOS	F		A
Approach Delay (s/veh)	356.5	0.0	2.3
Approach LOS	F		

Intersection Summary			
Average Delay		12.1	
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)	70	84	47	728	673	83
Future Volume (vph)	70	84	47	728	673	83
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	0.927				0.985	
Flt Protected	0.978			0.997		
Satd. Flow (prot)	1723	0	0	1880	1839	0
Flt Permitted	0.978			0.997		
Satd. Flow (perm)	1723	0	0	1880	1839	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	338.4			509.9	233.6	
Travel Time (s)	24.4			36.7	16.8	
Confl. Peds. (#/hr)	6					
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	2%	0%	2%	3%	2%
Adj. Flow (vph)	80	95	53	827	765	94
Shared Lane Traffic (%)						
Lane Group Flow (vph)	175	0	0	880	859	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	92.5%		ICU Level of Service F
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	70	84	47	728	673	83
Future Volume (Veh/h)	70	84	47	728	673	83
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	80	95	53	827	765	94
Pedestrians					6	
Lane Width (m)					3.7	
Walking Speed (m/s)					1.1	
Percent Blockage					1	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)					233	
pX, platoon unblocked	0.64	0.64	0.64			
vC, conflicting volume	1751	812	859			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1893	423	496			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	76	92			
cM capacity (veh/h)	46	403	688			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	175	880	859
Volume Left	80	53	0
Volume Right	95	0	94
cSH	88	688	1700
Volume to Capacity	1.99	0.08	0.51
Queue Length 95th (m)	115.6	1.9	0.0
Control Delay (s/veh)	563.5	2.1	0.0
Lane LOS	F	A	
Approach Delay (s/veh)	563.5	2.1	0.0
Approach LOS	F		

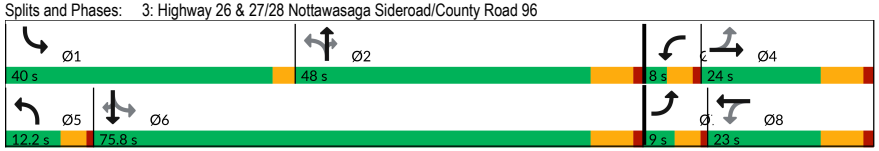
Intersection Summary			
Average Delay		52.5	
Intersection Capacity Utilization		92.5%	ICU Level of Service F
Analysis Period (min)		15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	40	57	87	35	443	162	524	89	466	693	95
Future Volume (vph)	102	40	57	87	35	443	162	524	89	466	693	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	115.0		0.0	135.0		0.0	165.0		125.0	215.0		45.0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (m)	7.6			7.6			7.6			7.6		
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		0.911			0.861				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	1662	0	1825	1609	0	1825	1902	1633	1789	1865	1633
Flt Permitted	0.242			0.689			0.277			0.126		
Satd. Flow (perm)	465	1662	0	1324	1609	0	532	1902	1633	237	1865	1633
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		50			437				149			122
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		1241.5			552.5			1006.2			372.2	
Travel Time (s)		89.4			39.8			72.4			26.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	13%	0%	0%	0%	3%	0%	1%	0%	2%	3%	0%
Adj. Flow (vph)	111	43	62	95	38	482	176	570	97	507	753	103
Shared Lane Traffic (%)												
Lane Group Flow (vph)	111	105	0	95	520	0	176	570	97	507	753	103
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	20.0	20.0	7.0	20.0	20.0
Minimum Split (s)	9.5	17.4		9.5	17.4		9.5	27.1	27.1	10.0	27.1	27.1
Total Split (s)	9.0	24.0		8.0	23.0		12.2	48.0	48.0	40.0	75.8	75.8
Total Split (%)	7.5%	20.0%		6.7%	19.2%		10.2%	40.0%	40.0%	33.3%	63.2%	63.2%
Maximum Green (s)	4.5	16.6		3.5	15.6		7.7	40.9	40.9	37.0	68.7	68.7
Yellow Time (s)	3.5	5.9		3.5	5.9		3.5	5.9	5.9	3.0	5.9	5.9
All-Red Time (s)	1.0	1.5		1.0	1.5		1.0	1.2	1.2	0.0	1.2	1.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	7.4		4.5	7.4		4.5	7.1	7.1	3.0	7.1	7.1
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	4.0	4.0	3.0	4.0	4.0
Recall Mode	None	None		None	None		None	None	None	None	None	None
Act Effct Green (s)	22.9	16.5		19.9	13.3		46.8	36.3	36.3	72.3	55.6	55.6
Actuated g/C Ratio	0.22	0.16		0.19	0.13		0.44	0.34	0.34	0.69	0.53	0.53
v/c Ratio	0.69	0.35		0.36	0.89		0.53	0.87	0.15	0.87	0.77	0.11
Control Delay (s/veh)	61.8	29.5		42.2	28.1		18.3	49.2	1.4	40.1	25.3	1.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	61.8	29.5		42.2	28.1		18.3	49.2	1.4	40.1	25.3	1.7
LOS	E	C		D	C		B	D	A	D	C	A
Approach Delay (s/veh)		46.1			30.3			37.3			29.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D			C			D			C	
Queue Length 50th (m)	20.2	11.0		17.1	17.1		12.5	116.0	0.0	81.6	120.9	0.0
Queue Length 95th (m)	#48.4	28.5		33.1	#79.8		20.1	#187.6	2.8	124.3	166.5	5.2
Internal Link Dist (m)		1217.5			528.5			982.2			348.2	
Turn Bay Length (m)	115.0			135.0			165.0		125.0	215.0		45.0
Base Capacity (vph)	160	320		266	615		333	758	740	721	1248	1133
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.33		0.36	0.85		0.53	0.75	0.13	0.70	0.60	0.09

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 105.5			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay (s/veh): 32.8		Intersection LOS: C	
Intersection Capacity Utilization 107.4%		ICU Level of Service G	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: Highway 26 & 27/28 Nottawasaga Sideroad/County Road 96

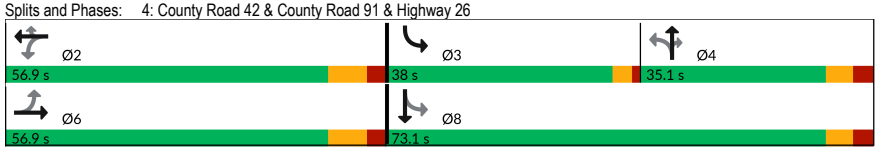


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	292	62	94	341	447	50	270	117	373	334	63
Future Volume (vph)	67	292	62	94	341	447	50	270	117	373	334	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	30.0		0.0	50.0		65.0	85.0		50.0	95.0		0.0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (m)	7.6			7.6			7.6			7.6		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		1.00		0.96			0.94	0.98		
Frt		0.974				0.850			0.850		0.976	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	1769	0	1755	1812	1585	1825	1883	1633	1738	1835	0
Flt Permitted	0.404			0.385			0.507			0.324		
Satd. Flow (perm)	771	1769	0	710	1812	1530	974	1883	1531	583	1835	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9				497			116		11	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		322.6			533.7			520.8			509.9	
Travel Time (s)		23.2			38.4			37.5			36.7	
Confl. Peds. (#/hr)	5		1	1		5			14	14		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	5%	7%	4%	6%	3%	0%	2%	0%	5%	2%	3%
Adj. Flow (vph)	74	324	69	104	379	497	56	300	130	414	371	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	74	393	0	104	379	497	56	300	130	414	441	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	
Protected Phases		6			2			4		3	8	
Permitted Phases	6			2		2	4		4	8		
Detector Phase	6	6		2	2	2	4	4	4	3	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0	20.0	10.0	10.0	10.0	6.0	10.0	
Minimum Split (s)	29.5	29.5		29.5	29.5	29.5	28.1	28.1	28.1	10.0	28.1	
Total Split (s)	56.9	56.9		56.9	56.9	56.9	35.1	35.1	35.1	38.0	73.1	
Total Split (%)	43.8%	43.8%		43.8%	43.8%	43.8%	27.0%	27.0%	27.0%	29.2%	56.2%	
Maximum Green (s)	48.4	48.4		48.4	48.4	48.4	28.0	28.0	28.0	34.0	66.0	
Yellow Time (s)	5.8	5.8		5.8	5.8	5.8	4.1	4.1	4.1	3.0	4.1	
All-Red Time (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0	3.0	1.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	8.5	8.5		8.5	8.5	8.5	7.1	7.1	7.1	4.0	7.1	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0		7.0	
Flash Don't Walk (s)	14.0	14.0		14.0	14.0	14.0	14.0	14.0	14.0		14.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0	0		0	
Act Effct Green (s)	29.5	29.5		29.5	29.5	29.5	20.0	20.0	20.0	47.1	43.8	
Actuated g/C Ratio	0.33	0.33		0.33	0.33	0.33	0.22	0.22	0.22	0.52	0.49	
v/c Ratio	0.29	0.67		0.45	0.64	0.59	0.26	0.72	0.30	0.75	0.49	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	29.1	33.4		34.0	32.8	5.7	37.2	45.6	11.1	23.2	17.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	29.1	33.4		34.0	32.8	5.7	37.2	45.6	11.1	23.2	17.8	
LOS	C	C		C	C	A	D	D	B	C	B	
Approach Delay (s/veh)		32.7			19.2			35.4			20.4	
Approach LOS		C			B			D			C	
Queue Length 50th (m)	9.0	54.0		13.4	52.6	0.0	7.4	44.4	1.8	39.0	44.0	
Queue Length 95th (m)	25.9	111.9		36.8	108.4	23.2	24.4	102.7	19.0	85.9	93.8	
Internal Link Dist (m)		298.6			509.7			496.8			485.9	
Turn Bay Length (m)	30.0			50.0		65.0	85.0		50.0	95.0		
Base Capacity (vph)	442	1018		407	1039	1089	323	624	585	777	1418	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.17	0.39		0.26	0.36	0.46	0.17	0.48	0.22	0.53	0.31	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 90			
Natural Cycle: 70			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay (s/veh): 24.7		Intersection LOS: C	
Intersection Capacity Utilization 95.3%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 4: County Road 42 & County Road 91 & Highway 26



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	14	0	8	22	3	2	3	7	7	0	0
Future Volume (vph)	2	14	0	8	22	3	2	3	7	7	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					0.987			0.919				
Flt Protected		0.995			0.988			0.993			0.950	
Satd. Flow (prot)	0	1912	0	0	1873	0	0	1753	0	0	1825	0
Flt Permitted		0.995			0.988			0.993			0.950	
Satd. Flow (perm)	0	1912	0	0	1873	0	0	1753	0	0	1825	0
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		208.4			449.4			124.9			105.5	
Travel Time (s)		15.0			32.4			9.0			7.6	
Confl. Peds. (#/hr)	3		8	8		3	12		1	1		12
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%
Adj. Flow (vph)	2	17	0	10	27	4	2	4	9	9	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	0	0	41	0	0	15	0	0	9	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.0%		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)	2	14	0	8	22	3	2	3	7	7	0	0
Future Volume (Veh/h)	2	14	0	8	22	3	2	3	7	7	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	2	17	0	10	27	4	2	4	9	9	0	0
Pedestrians		12			1			8			3	
Lane Width (m)		3.7			3.7			3.7			3.7	
Walking Speed (m/s)		1.1			1.1			1.1			1.1	
Percent Blockage		1			0			1			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	63	48	20	48	44	13	12			14		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	63	48	20	48	44	13	12			14		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	98	100	99	97	100	100			99		
cM capacity (veh/h)	883	831	1043	921	836	1070	1601			1616		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	19	41	15	9
Volume Left	2	10	2	9
Volume Right	0	4	9	0
cSH	836	874	1601	1616
Volume to Capacity	0.02	0.05	0.00	0.01
Queue Length 95th (m)	0.5	1.1	0.0	0.1
Control Delay (s/veh)	9.4	9.3	1.0	7.2
Lane LOS	A	A	A	A
Approach Delay (s/veh)	9.4	9.3	1.0	7.2
Approach LOS	A	A		

Intersection Summary				
Average Delay	7.6			
Intersection Capacity Utilization	19.0%	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	72	6	13	110	0	18	106	12	8	6	0
Future Volume (vph)	0	72	6	13	110	0	18	106	12	8	6	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		0.989						0.988				
Flt Protected					0.995			0.993			0.973	
Satd. Flow (prot)	0	1866	0	0	1912	0	0	1856	0	0	1833	0
Flt Permitted					0.995			0.993			0.973	
Satd. Flow (perm)	0	1866	0	0	1912	0	0	1856	0	0	1833	0
Link Speed (k/h)		50			50			50			48	
Link Distance (m)		449.4			188.9			488.2			301.7	
Travel Time (s)		32.4			13.6			35.2			22.6	
Confl. Peds. (#/hr)			23	23								
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 (%)	2%	2%	0%	0%	0%	2%	0%	2%	0%	2%	2%	2%
Adj. Flow (vph)	0	78	7	14	120	0	20	115	13	9	7	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	85	0	0	134	0	0	148	0	0	16	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	27.1%	ICU Level of Service A	
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	72	6	13	110	0	18	106	12	8	6	0
Future Volume (Veh/h)	0	72	6	13	110	0	18	106	12	8	6	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	78	7	14	120	0	20	115	13	9	7	0
Pedestrians								23				
Lane Width (m)								3.7				
Walking Speed (m/s)								1.1				
Percent Blockage								2				
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	120			108			256	253	105	300	256	120
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	120			108			256	253	105	300	256	120
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			97	82	99	98	99	100
cM capacity (veh/h)	1468			1462			663	630	934	540	627	931

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	85	134	148	16
Volume Left	0	14	20	9
Volume Right	7	0	13	0
cSH	1468	1462	653	575
Volume to Capacity	0.00	0.01	0.23	0.03
Queue Length 95th (m)	0.0	0.2	6.6	0.7
Control Delay (s/veh)	0.0	0.9	12.1	11.4
Lane LOS		A	B	B
Approach Delay (s/veh)	0.0	0.9	12.1	11.4
Approach LOS			B	B

Intersection Summary				
Average Delay			5.5	
Intersection Capacity Utilization			27.1%	ICU Level of Service A
Analysis Period (min)			15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	86	8	10	119	13	10
Future Volume (vph)	86	8	10	119	13	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.989				0.943	
Flt Protected				0.996	0.972	
Satd. Flow (prot)	1866	0	0	1913	1761	0
Flt Permitted				0.996	0.972	
Satd. Flow (perm)	1866	0	0	1913	1761	0
Link Speed (k/h)	50			50	48	
Link Distance (m)	188.9			52.2	494.2	
Travel Time (s)	13.6			3.8	37.1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	99	9	11	137	15	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	108	0	0	148	26	0
Sign Control	Stop			Stop	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.5%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	86	8	10	119	13	10
Future Volume (vph)	86	8	10	119	13	10
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	99	9	11	137	15	11

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	108	148	26
Volume Left (vph)	0	11	15
Volume Right (vph)	9	0	11
Hadj (s)	-0.02	0.01	-0.14
Departure Headway (s)	4.1	4.1	4.3
Degree Utilization, x	0.12	0.17	0.03
Capacity (veh/h)	866	870	782
Control Delay (s/veh)	7.7	7.9	7.4
Approach Delay (s/veh)	7.7	7.9	7.4
Approach LOS	A	A	A

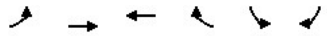
Intersection Summary			
Delay		7.8	
Level of Service		A	
Intersection Capacity Utilization		23.5%	ICU Level of Service A
Analysis Period (min)		15	

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	86	8	10	119	13	10
Future Vol, veh/h	86	8	10	119	13	10
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	0	0	0	0	0
Mvmt Flow	99	9	11	137	15	11
Number of Lanes	1	0	0	1	1	0

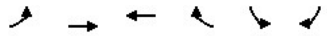
Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7.6	7.9	7.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	57%	0%	8%
Vol Thru, %	0%	91%	92%
Vol Right, %	43%	9%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	23	94	129
LT Vol	13	0	10
Through Vol	0	86	119
RT Vol	10	8	0
Lane Flow Rate	26	108	148
Geometry Grp	1	1	1
Degree of Util (X)	0.032	0.121	0.166
Departure Headway (Hd)	4.298	4.039	4.042
Convergence, Y/N	Yes	Yes	Yes
Cap	838	883	884
Service Time	2.298	2.086	2.081
HCM Lane V/C Ratio	0.031	0.122	0.167
HCM Control Delay, s/veh	7.4	7.6	7.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.4	0.6



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	72	344	349	100	30	19
Future Volume (vph)	72	344	349	100	30	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.970		0.947	
Flt Protected		0.991			0.970	
Satd. Flow (prot)	0	1763	1717	0	1667	0
Flt Permitted		0.991			0.970	
Satd. Flow (perm)	0	1763	1717	0	1667	0
Link Speed (k/h)		50	50		50	
Link Distance (m)		1578.3	179.3		488.2	
Travel Time (s)		113.6	12.9		35.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	8%	8%	11%	0%	0%	15%
Adj. Flow (vph)	78	374	379	109	33	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	452	488	0	54	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.9%		ICU Level of Service B	
Analysis Period (min) 15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	72	344	349	100	30	19
Future Volume (Veh/h)	72	344	349	100	30	19
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	78	374	379	109	33	21
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	488				964	434
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	488				964	434
tC, single (s)	4.2				6.4	6.4
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.4
p0 queue free %	93				88	96
cM capacity (veh/h)	1045				264	596

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	452	488	54
Volume Left	78	0	33
Volume Right	0	109	21
cSH	1045	1700	337
Volume to Capacity	0.07	0.29	0.16
Queue Length 95th (m)	1.8	0.0	4.3
Control Delay (s/veh)	2.2	0.0	17.7
Lane LOS	A		C
Approach Delay (s/veh)	2.2	0.0	17.7
Approach LOS			C

Intersection Summary				
Average Delay		2.0		
Intersection Capacity Utilization		59.9%	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)	10	363	0	3	436	19	0	2	5	18	0	5
Future Volume (vph)	10	363	0	3	436	19	0	2	5	18	0	5
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					0.994			0.899			0.969	
Flt Protected		0.999									0.963	
Satd. Flow (prot)	0	1791	0	0	1759	0	0	1454	0	0	1689	0
Flt Permitted		0.999									0.963	
Satd. Flow (perm)	0	1791	0	0	1759	0	0	1454	0	0	1689	0
Link Speed (k/h)		50			50			48			50	
Link Distance (m)		179.3			322.6			78.1			494.2	
Travel Time (s)		12.9			23.2			5.9			35.6	
Confl. Peds. (#/hr)							1		2	2		1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	13%	7%	2%	0%	9%	0%	2%	0%	25%	8%	0%	0%
Adj. Flow (vph)	11	413	0	3	495	22	0	2	6	20	0	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	424	0	0	520	0	0	8	0	0	26	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	40.7%	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)	10	363	0	3	436	19	0	2	5	18	0	5
Future Volume (Veh/h)	10	363	0	3	436	19	0	2	5	18	0	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	11	412	0	3	495	22	0	2	6	20	0	6
Pedestrians		1			2							
Lane Width (m)		3.7			3.7							
Walking Speed (m/s)		1.1			1.1							
Percent Blockage		0			0							
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)					322							
pX, platoon unblocked	0.83						0.83	0.83		0.83	0.83	0.83
vC, conflicting volume	517			412			953	957	414	955	946	507
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	320			412			843	848	414	846	835	308
tC, single (s)	4.2			4.1			7.1	6.5	6.4	7.2	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.5	3.6	4.0	3.3
p0 queue free %	99			100			100	99	99	91	100	99
cM capacity (veh/h)	983			1158			231	247	590	223	251	613

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	423	520	8	26
Volume Left	11	3	0	20
Volume Right	0	22	6	6
cSH	983	1158	438	261
Volume to Capacity	0.01	0.00	0.02	0.10
Queue Length 95th (m)	0.3	0.1	0.4	2.5
Control Delay (s/veh)	0.4	0.1	13.4	20.3
Lane LOS	A	A	B	C
Approach Delay (s/veh)	0.4	0.1	13.4	20.3
Approach LOS			B	C

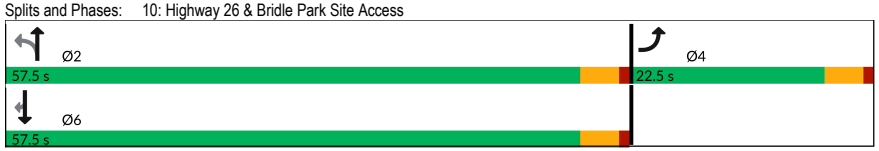
Intersection Summary				
Average Delay		0.8		
Intersection Capacity Utilization		40.7%	ICU Level of Service	A
Analysis Period (min)		15		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	155	50	120	711	702	163
Future Volume (vph)	155	50	120	711	702	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	65.0			15.0
Storage Lanes	1	0	1			1
Taper Length (m)	2.5		2.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.967					0.850
Flt Protected	0.964		0.950			
Satd. Flow (prot)	1756	0	1789	1883	1883	1601
Flt Permitted	0.964		0.233			
Satd. Flow (perm)	1756	0	439	1883	1883	1601
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	19					92
Link Speed (k/h)	48			50	50	
Link Distance (m)	240.3			233.6	87.6	
Travel Time (s)	18.0			16.8	6.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	168	54	130	773	763	177
Shared Lane Traffic (%)						
Lane Group Flow (vph)	222	0	130	773	763	177
Turn Type	Prot		Perm	NA	NA	Perm
Protected Phases	4			2	6	
Permitted Phases			2			6
Detector Phase	4		2	2	6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5		22.5	22.5	22.5	22.5
Total Split (s)	22.5		57.5	57.5	57.5	57.5
Total Split (%)	28.1%		71.9%	71.9%	71.9%	71.9%
Maximum Green (s)	18.0		53.0	53.0	53.0	53.0
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	None	None	None
Walk Time (s)	7.0		7.0	7.0	7.0	7.0
Flash Don't Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
Act Effct Green (s)	11.6		27.9	27.9	27.9	27.9
Actuated g/C Ratio	0.23		0.56	0.56	0.56	0.56
v/c Ratio	0.52		0.52	0.73	0.72	0.19
Control Delay (s/veh)	22.6		15.7	12.4	12.1	3.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.6		15.7	12.4	12.1	3.2

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
LOS	C		B	B	B	A
Approach Delay (s/veh)	22.6			12.9	10.5	
Approach LOS	C			B	B	
Queue Length 50th (m)	14.5		5.4	38.6	37.8	2.6
Queue Length 95th (m)	43.9		22.5	91.2	89.2	10.5
Internal Link Dist (m)	216.3			209.6	63.6	
Turn Bay Length (m)			65.0			15.0
Base Capacity (vph)	715		408	1749	1749	1494
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.31		0.32	0.44	0.44	0.12

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 49.4			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay (s/veh): 12.8		Intersection LOS: B	
Intersection Capacity Utilization 66.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 10: Highway 26 & Bridle Park Site Access



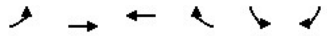
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	45	6	52	35	4	51
Future Volume (vph)	45	6	52	35	4	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.983				0.874	
Flt Protected				0.971	0.997	
Satd. Flow (prot)	1851	0	0	1829	1641	0
Flt Permitted				0.971	0.997	
Satd. Flow (perm)	1851	0	0	1829	1641	0
Link Speed (k/h)	50			50	48	
Link Distance (m)	956.9			1241.5	327.8	
Travel Time (s)	68.9			89.4	24.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	49	7	57	38	4	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	56	0	0	95	59	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	21.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	45	6	52	35	4	51
Future Volume (Veh/h)	45	6	52	35	4	51
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	49	7	57	38	4	55
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			56		205	53
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			56		205	53
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		99	95
cM capacity (veh/h)			1549		755	1015

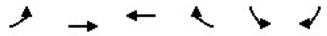
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	56	95	59
Volume Left	0	57	4
Volume Right	7	0	55
cSH	1700	1549	992
Volume to Capacity	0.03	0.04	0.06
Queue Length 95th (m)	0.0	0.9	1.4
Control Delay (s/veh)	0.0	4.6	8.9
Lane LOS		A	A
Approach Delay (s/veh)	0.0	4.6	8.9
Approach LOS			A

Intersection Summary				
Average Delay		4.6		
Intersection Capacity Utilization		21.4%	ICU Level of Service	A
Analysis Period (min)		15		



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	120	129	0	11	0
Future Volume (vph)	0	120	129	0	11	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	1883	1883	0	1789	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1883	1883	0	1789	0
Link Speed (k/h)		50	50		48	
Link Distance (m)		52.2	338.4		180.3	
Travel Time (s)		3.8	24.4		13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	130	140	0	12	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	130	140	0	12	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	16.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	120	129	0	11	0
Future Volume (Veh/h)	0	120	129	0	11	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	130	140	0	12	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	140				270	140
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	140				270	140
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				98	100
cM capacity (veh/h)	1443				719	908

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	130	140	12
Volume Left	0	0	12
Volume Right	0	0	0
cSH	1443	1700	719
Volume to Capacity	0.00	0.08	0.02
Queue Length 95th (m)	0.0	0.0	0.4
Control Delay (s/veh)	0.0	0.0	10.1
Lane LOS			B
Approach Delay (s/veh)	0.0	0.0	10.1
Approach LOS			B

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	16.8%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	58	66	781	66	46	560
Future Volume (vph)	58	66	781	66	46	560
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		0.989			
Flt Protected	0.977					0.996
Satd. Flow (prot)	1642	0	1816	0	0	1820
Flt Permitted	0.977					0.996
Satd. Flow (perm)	1642	0	1816	0	0	1820
Link Speed (k/h)	40		50			50
Link Distance (m)	495.9		87.6			1006.2
Travel Time (s)	44.6		6.3			72.4
Confl. Peds. (#/hr)	1			13	13	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	5%	7%	5%	0%	19%	4%
Adj. Flow (vph)	62	71	840	71	49	602
Shared Lane Traffic (%)						
Lane Group Flow (vph)	133	0	911	0	0	651
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	81.4%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	58	66	781	66	46	560
Future Volume (Veh/h)	58	66	781	66	46	560
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	62	71	840	71	49	602
Pedestrians	13		1			
Lane Width (m)	3.7		3.7			
Walking Speed (m/s)	1.1		1.1			
Percent Blockage	1		0			
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			87			
pX, platoon unblocked	0.67	0.67			0.67	
vC, conflicting volume	1590	889			924	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1634	585			638	
tC, single (s)	6.4	6.3			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.4	
p0 queue free %	6	79			91	
cM capacity (veh/h)	66	331			574	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	133	911	651
Volume Left	62	0	49
Volume Right	71	71	0
cSH	115	1700	574
Volume to Capacity	1.15	0.54	0.09
Queue Length 95th (m)	62.8	0.0	2.1
Control Delay (s/veh)	203.2	0.0	2.3
Lane LOS	F		A
Approach Delay (s/veh)	203.2	0.0	2.3
Approach LOS	F		

Intersection Summary				
Average Delay		16.8		
Intersection Capacity Utilization		81.4%	ICU Level of Service	D
Analysis Period (min)		15		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	65	101	38	709	684	51
Future Volume (vph)	65	101	38	709	684	51
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	0.918				0.991	
Flt Protected	0.981			0.997		
Satd. Flow (prot)	1680	0	0	1842	1803	0
Flt Permitted	0.981			0.997		
Satd. Flow (perm)	1680	0	0	1842	1803	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	338.4			509.9	233.6	
Travel Time (s)	24.4			36.7	16.8	
Confl. Peds. (#/hr)	56		6			6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	4%	4%	6%	0%
Adj. Flow (vph)	69	107	40	754	728	54
Shared Lane Traffic (%)						
Lane Group Flow (vph)	176	0	0	794	782	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	84.8%	ICU Level of Service	E
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	65	101	38	709	684	51
Future Volume (Veh/h)	65	101	38	709	684	51
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	69	107	40	754	728	54
Pedestrians	6				56	
Lane Width (m)	3.7				3.7	
Walking Speed (m/s)	1.1				1.1	
Percent Blockage	1				5	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)					233	
pX, platoon unblocked	0.76	0.76	0.76			
vC, conflicting volume	1651	761	788			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1699	528	564			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	74	95			
cM capacity (veh/h)	68	414	754			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	176	794	782
Volume Left	69	40	0
Volume Right	107	0	54
cSH	139	754	1700
Volume to Capacity	1.27	0.05	0.46
Queue Length 95th (m)	82.0	1.3	0.0
Control Delay (s/veh)	227.7	1.4	0.0
Lane LOS	F	A	
Approach Delay (s/veh)	227.7	1.4	0.0
Approach LOS	F		

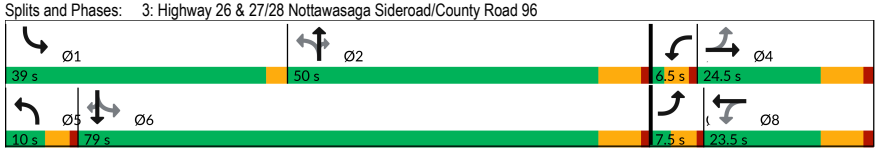
Intersection Summary				
Average Delay		23.5		
Intersection Capacity Utilization		84.8%	ICU Level of Service	E
Analysis Period (min)		15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	38	57	121	35	532	86	629	70	377	412	32
Future Volume (vph)	131	38	57	121	35	532	86	629	70	377	412	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	115.0		0.0	135.0		0.0	165.0		125.0	215.0		45.0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (m)	7.6			7.6			7.6			7.6		
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		0.910			0.859				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	1636	0	1738	1595	0	1825	1847	1541	1772	1847	1633
Flt Permitted	0.339			0.532			0.517			0.135		
Satd. Flow (perm)	651	1636	0	973	1595	0	993	1847	1541	252	1847	1633
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		52			510				149			122
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		1241.5			552.5			1006.2			372.2	
Travel Time (s)		89.4			39.8			72.4			26.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	17%	0%	5%	10%	3%	0%	4%	6%	3%	4%	0%
Adj. Flow (vph)	134	39	58	123	36	543	88	642	71	385	420	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	134	97	0	123	579	0	88	642	71	385	420	33
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	20.0	20.0	7.0	20.0	20.0
Minimum Split (s)	9.5	17.4		9.5	17.4		9.5	27.1	27.1	10.0	27.1	27.1
Total Split (s)	7.5	24.5		6.5	23.5		10.0	50.0	50.0	39.0	79.0	79.0
Total Split (%)	6.3%	20.4%		5.4%	19.6%		8.3%	41.7%	41.7%	32.5%	65.8%	65.8%
Maximum Green (s)	3.0	17.1		2.0	16.1		5.5	42.9	42.9	36.0	71.9	71.9
Yellow Time (s)	3.5	5.9		3.5	5.9		3.5	5.9	5.9	3.0	5.9	5.9
All-Red Time (s)	1.0	1.5		1.0	1.5		1.0	1.2	1.2	0.0	1.2	1.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	7.4		4.5	7.4		4.5	7.1	7.1	3.0	7.1	7.1
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	4.0	4.0	3.0	4.0	4.0
Recall Mode	None	None		None	None		None	None	None	None	None	None
Act Effct Green (s)	17.0	14.3		19.9	13.5		49.6	41.4	41.4	71.4	59.5	59.5
Actuated g/C Ratio	0.16	0.14		0.19	0.13		0.48	0.40	0.40	0.69	0.58	0.58
v/c Ratio	0.94	0.36		0.52	0.89		0.17	0.87	0.10	0.76	0.39	0.03
Control Delay (s/veh)	103.7	26.6		48.8	24.4		9.9	43.9	0.3	28.0	13.8	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	103.7	26.6		48.8	24.4		9.9	43.9	0.3	28.0	13.8	0.1
LOS	F	C		D	C		A	D	A	C	B	A
Approach Delay (s/veh)		71.3			28.7			36.3			19.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		E			C			D			B	
Queue Length 50th (m)	22.9	8.2		20.9	13.0		5.8	121.4	0.0	47.1	48.3	0.0
Queue Length 95th (m)	#60.3	25.2		#45.8	#78.4		10.6	#218.8	0.0	79.7	68.8	0.0
Internal Link Dist (m)		1217.5			528.5			982.2			348.2	
Turn Bay Length (m)	115.0			135.0			165.0		125.0	215.0		45.0
Base Capacity (vph)	142	319		237	682		523	782	738	714	1310	1194
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.30		0.52	0.85		0.17	0.82	0.10	0.54	0.32	0.03

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 103.1			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay (s/veh): 32.0		Intersection LOS: C	
Intersection Capacity Utilization 115.1%		ICU Level of Service H	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: Highway 26 & 27/28 Nottawasaga Sideroad/County Road 96

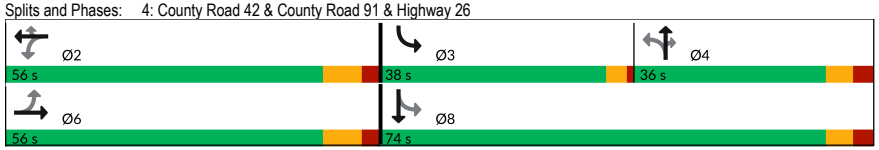


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	246	79	72	275	379	51	267	71	444	258	88
Future Volume (vph)	66	246	79	72	275	379	51	267	71	444	258	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	30.0		0.0	50.0		65.0	85.0		50.0	95.0		0.0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (m)	7.6			7.6			7.6			7.6		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		1.00		0.96			0.96	0.99		
Frt		0.964				0.850			0.850		0.962	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	1679	0	1722	1746	1512	1601	1812	1541	1690	1763	0
Flt Permitted	0.516			0.435			0.544			0.355		
Satd. Flow (perm)	981	1679	0	785	1746	1454	917	1812	1477	626	1763	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14				399			80		20	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		322.6			533.7			520.8			509.9	
Travel Time (s)		23.2			38.4			37.5			36.7	
Confl. Peds. (#/hr)	6		3	3		6			7	7		
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 (%)	0%	10%	8%	6%	10%	8%	14%	6%	6%	8%	2%	13%
Adj. Flow (vph)	69	259	83	76	289	399	54	281	75	467	272	93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	69	342	0	76	289	399	54	281	75	467	365	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	
Protected Phases		6			2			4		3	8	
Permitted Phases	6			2		2	4		4	8		
Detector Phase	6	6		2	2	2	4	4	4	3	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0	20.0	10.0	10.0	10.0	6.0	10.0	
Minimum Split (s)	29.5	29.5		29.5	29.5	29.5	28.1	28.1	28.1	10.0	28.1	
Total Split (s)	56.0	56.0		56.0	56.0	56.0	36.0	36.0	36.0	38.0	74.0	
Total Split (%)	43.1%	43.1%		43.1%	43.1%	43.1%	27.7%	27.7%	27.7%	29.2%	56.9%	
Maximum Green (s)	47.5	47.5		47.5	47.5	47.5	28.9	28.9	28.9	34.0	66.9	
Yellow Time (s)	5.8	5.8		5.8	5.8	5.8	4.1	4.1	4.1	3.0	4.1	
All-Red Time (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0	3.0	1.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	8.5	8.5		8.5	8.5	8.5	7.1	7.1	7.1	4.0	7.1	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0		7.0	
Flash Don't Walk (s)	14.0	14.0		14.0	14.0	14.0	14.0	14.0	14.0		14.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0	0		0	
Act Effct Green (s)	25.7	25.7		25.7	25.7	25.7	18.9	18.9	18.9	47.5	44.3	
Actuated g/C Ratio	0.30	0.30		0.30	0.30	0.30	0.22	0.22	0.22	0.55	0.51	
v/c Ratio	0.24	0.67		0.33	0.56	0.56	0.27	0.71	0.19	0.77	0.40	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	28.9	35.0		31.8	32.4	6.4	35.4	43.7	8.6	21.9	13.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	28.9	35.0		31.8	32.4	6.4	35.4	43.7	8.6	21.9	13.7	
LOS	C	C		C	C	A	D	D	A	C	B	
Approach Delay (s/veh)		34.0			18.7			36.2			18.3	
Approach LOS		C			B			D			B	
Queue Length 50th (m)	8.0	44.1		9.1	37.3	0.0	6.6	38.5	0.0	38.8	28.8	
Queue Length 95th (m)	24.2	98.1		27.3	83.3	22.6	22.2	89.7	10.9	86.7	64.1	
Internal Link Dist (m)		298.6			509.7			496.8			485.9	
Turn Bay Length (m)	30.0			50.0		65.0	85.0		50.0	95.0		
Base Capacity (vph)	567	977		454	1010	1009	322	637	571	789	1426	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.12	0.35		0.17	0.29	0.40	0.17	0.44	0.13	0.59	0.26	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 86.4			
Natural Cycle: 70			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay (s/veh): 24.1		Intersection LOS: C	
Intersection Capacity Utilization 97.3%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 4: County Road 42 & County Road 91 & Highway 26



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	18	2	5	7	2	0	3	10	16	0	0
Future Volume (vph)	0	18	2	5	7	2	0	3	10	16	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		0.986			0.980			0.895				
Flt Protected					0.983						0.950	
Satd. Flow (prot)	0	1768	0	0	1851	0	0	1540	0	0	1825	0
Flt Permitted					0.983						0.950	
Satd. Flow (perm)	0	1768	0	0	1851	0	0	1540	0	0	1825	0
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		208.4			449.4			124.9			105.5	
Travel Time (s)		15.0			32.4			9.0			7.6	
Confl. Peds. (#/hr)	5		9	9		5			9	9		
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles (%)	2%	8%	0%	0%	0%	0%	2%	0%	15%	0%	2%	2%
Adj. Flow (vph)	0	25	3	7	10	3	0	4	14	23	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	28	0	0	20	0	0	18	0	0	23	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	20.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	18	2	5	7	2	0	3	10	16	0	0
Future Volume (Veh/h)	0	18	2	5	7	2	0	3	10	16	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	0	25	3	7	10	3	0	4	14	23	0	0
Pedestrians					9			9			5	
Lane Width (m)					3.7			3.7			3.7	
Walking Speed (m/s)					1.1			1.1			1.1	
Percent Blockage					1			1			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	70	73	9	91	66	25	0			27		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	70	73	9	91	66	25	0			27		
tC, single (s)	7.1	6.6	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.1	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	97	100	99	99	100	100			99		
cM capacity (veh/h)	890	787	1069	844	809	1043	1623			1586		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	28	20	18	23
Volume Left	0	7	0	23
Volume Right	3	3	14	0
cSH	810	850	1623	1586
Volume to Capacity	0.03	0.02	0.00	0.01
Queue Length 95th (m)	0.8	0.5	0.0	0.3
Control Delay (s/veh)	9.6	9.3	0.0	7.3
Lane LOS	A	A		A
Approach Delay (s/veh)	9.6	9.3	0.0	7.3
Approach LOS	A	A		

Intersection Summary				
Average Delay		7.0		
Intersection Capacity Utilization		20.6%	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	58	9	26	47	0	6	52	10	20	44	0
Future Volume (vph)	0	58	9	26	47	0	6	52	10	20	44	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		0.981						0.980				
Flt Protected					0.982			0.996			0.984	
Satd. Flow (prot)	0	1722	0	0	1851	0	0	1847	0	0	1853	0
Flt Permitted					0.982			0.996			0.984	
Satd. Flow (perm)	0	1722	0	0	1851	0	0	1847	0	0	1853	0
Link Speed (k/h)		50			50			50			48	
Link Distance (m)		449.4			188.9			488.2			301.7	
Travel Time (s)		32.4			13.6			35.2			22.6	
Confl. Peds. (#/hr)			10	10					2	2		
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	11%	0%	0%	3%	2%	0%	2%	0%	2%	2%	2%
Adj. Flow (vph)	0	68	11	31	55	0	7	61	12	24	52	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	79	0	0	86	0	0	80	0	0	76	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	25.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	58	9	26	47	0	6	52	10	20	44	0
Future Volume (Veh/h)	0	58	9	26	47	0	6	52	10	20	44	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	68	11	31	55	0	7	61	12	24	52	0
Pedestrians					2			10				
Lane Width (m)					3.7			3.7				
Walking Speed (m/s)					1.1			1.1				
Percent Blockage					0			1				
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	55			89			227	201	86	235	206	55
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	55			89			227	201	86	235	206	55
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			99	91	99	96	92	100
cM capacity (veh/h)	1550			1504			667	674	967	645	670	1012

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	79	86	80	76
Volume Left	0	31	7	24
Volume Right	11	0	12	0
cSH	1550	1504	706	662
Volume to Capacity	0.00	0.02	0.11	0.11
Queue Length 95th (m)	0.0	0.5	2.9	2.9
Control Delay (s/veh)	0.0	2.8	10.8	11.1
Lane LOS		A	B	B
Approach Delay (s/veh)	0.0	2.8	10.8	11.1
Approach LOS			B	B

Intersection Summary				
Average Delay		6.1		
Intersection Capacity Utilization		25.4%	ICU Level of Service	A
Analysis Period (min)		15		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	91	3	13	69	6	9
Future Volume (vph)	91	3	13	69	6	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	0.996				0.921	
Flt Protected				0.992	0.980	
Satd. Flow (prot)	1791	0	0	1906	1734	0
Flt Permitted				0.992	0.980	
Satd. Flow (perm)	1791	0	0	1906	1734	0
Link Speed (k/h)	50			50	48	
Link Distance (m)	188.9			52.2	494.2	
Travel Time (s)	13.6			3.8	37.1	
Confl. Peds. (#/hr)		3	3			9
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	7%	0%	0%	0%	0%	0%
Adj. Flow (vph)	106	3	15	80	7	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	0	0	95	17	0
Sign Control	Stop			Stop	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	23.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	91	3	13	69	6	9
Future Volume (vph)	91	3	13	69	6	9
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	106	3	15	80	7	10

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	109	95	17
Volume Left (vph)	0	15	7
Volume Right (vph)	3	0	10
Hadj (s)	0.10	0.03	-0.27
Departure Headway (s)	4.1	4.1	4.1
Degree Utilization, x	0.12	0.11	0.02
Capacity (veh/h)	860	872	835
Control Delay (s/veh)	7.7	7.6	7.1
Approach Delay (s/veh)	7.7	7.6	7.1
Approach LOS	A	A	A

Intersection Summary			
Delay	7.6		
Level of Service	A		
Intersection Capacity Utilization	23.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

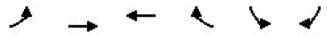
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	91	3	13	69	6	9
Future Vol, veh/h	91	3	13	69	6	9
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	7	0	0	0	0	0
Mvmt Flow	106	3	15	80	7	10
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7.7	7.6	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	40%	0%	16%
Vol Thru, %	0%	97%	84%
Vol Right, %	60%	3%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	15	94	82
LT Vol	6	0	13
Through Vol	0	91	69
RT Vol	9	3	0
Lane Flow Rate	17	109	95
Geometry Grp	1	1	1
Degree of Util (X)	0.019	0.125	0.107
Departure Headway (Hd)	3.969	4.103	4.045
Convergence, Y/N	Yes	Yes	Yes
Cap	886	874	885
Service Time	2.063	2.127	2.074
HCM Lane V/C Ratio	0.019	0.125	0.107
HCM Control Delay, s/veh	7.1	7.7	7.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.4	0.4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	9	289	317	56	61	61
Future Volume (vph)	9	289	317	56	61	61
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			0.980		0.932	
Flt Protected		0.998			0.976	
Satd. Flow (prot)	0	1723	1696	0	1664	0
Flt Permitted		0.998			0.976	
Satd. Flow (perm)	0	1723	1696	0	1664	0
Link Speed (k/h)		50	50		50	
Link Distance (m)		1578.3	179.3		488.2	
Travel Time (s)		113.6	12.9		35.2	
Confl. Peds. (#/hr)					2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	20%	11%	13%	0%	0%	10%
Adj. Flow (vph)	10	307	337	60	65	65
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	317	397	0	130	0
Sign Control		Free	Free		Stop	

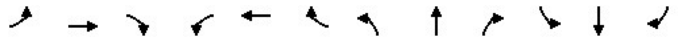
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	36.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	9	289	317	56	61	61
Future Volume (Veh/h)	9	289	317	56	61	61
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	10	307	337	60	65	65
Pedestrians			2			
Lane Width (m)			3.7			
Walking Speed (m/s)			1.1			
Percent Blockage			0			
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	397				696	367
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	397				696	367
tC, single (s)	4.3				6.4	6.3
tC, 2 stage (s)						
tF (s)	2.4				3.5	3.4
p0 queue free %	99				84	90
cM capacity (veh/h)	1070				406	661

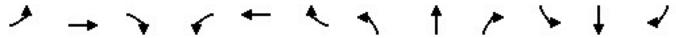
Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	317	397	130
Volume Left	10	0	65
Volume Right	0	60	65
cSH	1070	1700	503
Volume to Capacity	0.01	0.23	0.26
Queue Length 95th (m)	0.2	0.0	7.8
Control Delay (s/veh)	0.4	0.0	14.6
Lane LOS	A		B
Approach Delay (s/veh)	0.4	0.0	14.6
Approach LOS			B

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	36.3%	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)	7	350	0	2	381	13	0	7	3	18	3	3
Future Volume (vph)	7	350	0	2	381	13	0	7	3	18	3	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					0.996			0.959			0.984	
Flt Protected		0.999									0.963	
Satd. Flow (prot)	0	1757	0	0	1715	0	0	1842	0	0	1820	0
Flt Permitted		0.999									0.963	
Satd. Flow (perm)	0	1757	0	0	1715	0	0	1842	0	0	1820	0
Link Speed (k/h)		50			50			48			50	
Link Distance (m)		179.3			322.6			78.1			494.2	
Travel Time (s)		12.9			23.2			5.9			35.6	
Confl. Peds. (#/hr)									4	4		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	20%	9%	2%	0%	12%	0%	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	7	361	0	2	393	13	0	7	3	19	3	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	368	0	0	408	0	0	10	0	0	25	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	38.0%	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)	7	350	0	2	381	13	0	7	3	18	3	3
Future Volume (Veh/h)	7	350	0	2	381	13	0	7	3	18	3	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	7	361	0	2	393	13	0	7	3	19	3	3
Pedestrians					4							
Lane Width (m)					3.7							
Walking Speed (m/s)					1.1							
Percent Blockage					0							
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)					322							
pX, platoon unblocked	0.91						0.91	0.91		0.91	0.91	0.91
vC, conflicting volume	406			361			783	785	365	789	779	400
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	297			361			711	714	365	718	706	290
tC, single (s)	4.3			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.4			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	98	100	94	99	100
cM capacity (veh/h)	1063			1209			311	324	682	306	327	686

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	368	408	10	25
Volume Left	7	2	0	19
Volume Right	0	13	3	3
cSH	1063	1209	385	330
Volume to Capacity	0.01	0.00	0.03	0.08
Queue Length 95th (m)	0.2	0.0	0.6	1.9
Control Delay (s/veh)	0.2	0.1	14.6	16.8
Lane LOS	A	A	B	C
Approach Delay (s/veh)	0.2	0.1	14.6	16.8
Approach LOS			B	C

Intersection Summary				
Average Delay	0.8			
Intersection Capacity Utilization	38.0%	ICU Level of Service	A	
Analysis Period (min)	15			



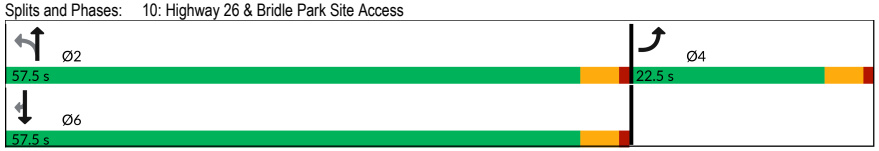
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	165	180	99	678	563	46
Future Volume (vph)	165	180	99	678	563	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	65.0			15.0
Storage Lanes	1	0	1			1
Taper Length (m)	2.5		2.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.929					0.850
Flt Protected	0.977		0.950			
Satd. Flow (prot)	1709	0	1789	1883	1883	1601
Flt Permitted	0.977		0.306			
Satd. Flow (perm)	1709	0	576	1883	1883	1601
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	64					32
Link Speed (k/h)	48			50	50	
Link Distance (m)	240.3			233.6	87.6	
Travel Time (s)	18.0			16.8	6.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	179	196	108	737	612	50
Shared Lane Traffic (%)						
Lane Group Flow (vph)	375	0	108	737	612	50
Turn Type	Prot		Perm	NA	NA	Perm
Protected Phases	4			2	6	
Permitted Phases			2			6
Detector Phase	4		2	2	6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5		22.5	22.5	22.5	22.5
Total Split (s)	22.5		57.5	57.5	57.5	57.5
Total Split (%)	28.1%		71.9%	71.9%	71.9%	71.9%
Maximum Green (s)	18.0		53.0	53.0	53.0	53.0
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	None	None	None
Walk Time (s)	7.0		7.0	7.0	7.0	7.0
Flash Don't Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
Act Effct Green (s)	15.5		27.7	27.7	27.7	27.7
Actuated g/C Ratio	0.29		0.53	0.53	0.53	0.53
v/c Ratio	0.69		0.36	0.75	0.62	0.06
Control Delay (s/veh)	23.8		11.1	15.0	11.8	3.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.8		11.1	15.0	11.8	3.5

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
LOS	C		B	B	B	A
Approach Delay (s/veh)	23.8			14.5	11.1	
Approach LOS	C			B	B	
Queue Length 50th (m)	24.5		5.6	51.0	38.1	0.8
Queue Length 95th (m)	#76.9		14.5	85.5	63.7	4.2
Internal Link Dist (m)	216.3			209.6	63.6	
Turn Bay Length (m)			65.0			15.0
Base Capacity (vph)	658		534	1747	1747	1487
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.57		0.20	0.42	0.35	0.03

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 52.7			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay (s/veh): 15.2		Intersection LOS: B	
Intersection Capacity Utilization 66.5%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: Highway 26 & Bridle Park Site Access



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	24	0	28	21	0	109
Future Volume (vph)	24	0	28	21	0	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.865	
Flt Protected				0.972		
Satd. Flow (prot)	1883	0	0	1831	1629	0
Flt Permitted				0.972		
Satd. Flow (perm)	1883	0	0	1831	1629	0
Link Speed (k/h)	50			50	48	
Link Distance (m)	956.9			1241.5	327.8	
Travel Time (s)	68.9			89.4	24.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	0	30	23	0	118
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	0	53	118	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.7%		ICU Level of Service A	
Analysis Period (min) 15			

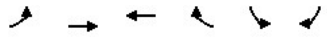
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	24	0	28	21	0	109
Future Volume (Veh/h)	24	0	28	21	0	109
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	26	0	30	23	0	118
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			26		109	26
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			26		109	26
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	89
cM capacity (veh/h)			1588		871	1050

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	26	53	118
Volume Left	0	30	0
Volume Right	0	0	118
cSH	1700	1588	1050
Volume to Capacity	0.02	0.02	0.11
Queue Length 95th (m)	0.0	0.4	2.9
Control Delay (s/veh)	0.0	4.2	8.9
Lane LOS		A	A
Approach Delay (s/veh)	0.0	4.2	8.9
Approach LOS			A

Intersection Summary			
Average Delay		6.4	
Intersection Capacity Utilization		22.7%	ICU Level of Service A
Analysis Period (min)		15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	119	77	0	26	15
Future Volume (vph)	0	119	77	0	26	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.951	
Flt Protected					0.969	
Satd. Flow (prot)	0	1883	1883	0	1736	0
Flt Permitted					0.969	
Satd. Flow (perm)	0	1883	1883	0	1736	0
Link Speed (k/h)		50	50		48	
Link Distance (m)		52.2	338.4		180.3	
Travel Time (s)		3.8	24.4		13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	129	84	0	28	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	129	84	0	44	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	16.3%		ICU Level of Service A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	119	77	0	26	15
Future Volume (Veh/h)	0	119	77	0	26	15
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	129	84	0	28	16
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	84				213	84
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	84				213	84
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				96	98
cM capacity (veh/h)	1513				775	975

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	129	84	44
Volume Left	0	0	28
Volume Right	0	0	16
cSH	1513	1700	838
Volume to Capacity	0.00	0.05	0.05
Queue Length 95th (m)	0.0	0.0	1.3
Control Delay (s/veh)	0.0	0.0	9.5
Lane LOS			A
Approach Delay (s/veh)	0.0	0.0	9.5
Approach LOS			A

Intersection Summary			
Average Delay		1.6	
Intersection Capacity Utilization		16.3%	ICU Level of Service A
Analysis Period (min)		15	



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	33	27	850	25	43	889
Future Volume (vph)	33	27	850	25	43	889
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	0.939		0.996			
Flt Protected	0.973					0.998
Satd. Flow (prot)	1708	0	1895	0	0	1864
Flt Permitted	0.973					0.998
Satd. Flow (perm)	1708	0	1895	0	0	1864
Link Speed (k/h)	40		50			50
Link Distance (m)	495.9		87.6			1006.2
Travel Time (s)	44.6		6.3			72.4
Confl. Peds. (#/hr)				2	2	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	5%	0%	1%	0%	0%	3%
Adj. Flow (vph)	38	31	977	29	49	1022
Shared Lane Traffic (%)						
Lane Group Flow (vph)	69	0	1006	0	0	1071
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	91.9%		ICU Level of Service F
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	33	27	850	25	43	889
Future Volume (Veh/h)	33	27	850	25	43	889
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	38	31	977	29	49	1022
Pedestrians	2					
Lane Width (m)	3.7					
Walking Speed (m/s)	1.1					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			87			
pX, platoon unblocked	0.64	0.64			0.64	
vC, conflicting volume	2114	994			1008	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2455	712			734	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	89			91	
cM capacity (veh/h)	19	280			564	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	69	1006	1071
Volume Left	38	0	49
Volume Right	31	29	0
cSH	33	1700	564
Volume to Capacity	2.07	0.59	0.09
Queue Length 95th (m)	59.1	0.0	2.2
Control Delay (s/veh)	751.6	0.0	3.0
Lane LOS	F		A
Approach Delay (s/veh)	751.6	0.0	3.0
Approach LOS	F		

Intersection Summary				
Average Delay		25.7		
Intersection Capacity Utilization		91.9%	ICU Level of Service	F
Analysis Period (min)		15		



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	77	90	51	818	745	91
Future Volume (vph)	77	90	51	818	745	91
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				0.985	
Flt Protected	0.977			0.997		
Satd. Flow (prot)	1723	0	0	1880	1839	0
Flt Permitted	0.977			0.997		
Satd. Flow (perm)	1723	0	0	1880	1839	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	338.4			509.9	233.6	
Travel Time (s)	24.4			36.7	16.8	
Confl. Peds. (#/hr)	6					
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	2%	0%	2%	3%	2%
Adj. Flow (vph)	88	102	58	930	847	103
Shared Lane Traffic (%)						
Lane Group Flow (vph)	190	0	0	988	950	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	101.3%	ICU Level of Service	G
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	77	90	51	818	745	91
Future Volume (Veh/h)	77	90	51	818	745	91
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	88	102	58	930	847	103
Pedestrians					6	
Lane Width (m)					3.7	
Walking Speed (m/s)					1.1	
Percent Blockage					1	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)					233	
pX, platoon unblocked	0.59	0.59	0.59			
vC, conflicting volume	1951	899	950			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2261	484	571			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	70	90			
cM capacity (veh/h)	24	345	599			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	190	988	950
Volume Left	88	58	0
Volume Right	102	0	103
cSH	49	599	1700
Volume to Capacity	3.92	0.10	0.56
Queue Length 95th (m)	Err	2.4	0.0
Control Delay (s/veh)	Err	3.0	0.0
Lane LOS	F	A	
Approach Delay (s/veh)	Err	3.0	0.0
Approach LOS	F		

Intersection Summary			
Average Delay		894.2	
Intersection Capacity Utilization		101.3%	ICU Level of Service G
Analysis Period (min)		15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	55	58	94	40	489	162	567	93	514	746	139
Future Volume (vph)	136	55	58	94	40	489	162	567	93	514	746	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	115.0		0.0	135.0		0.0	165.0		125.0	215.0		45.0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (m)	7.6			7.6			7.6			7.6		
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		0.923			0.861				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	1667	0	1825	1609	0	1825	1902	1633	1789	1865	1633
Flt Permitted	0.240			0.678			0.269			0.093		
Satd. Flow (perm)	461	1667	0	1303	1609	0	517	1902	1633	175	1865	1633
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37			427				149			122
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		1241.5			552.5			1006.2			372.2	
Travel Time (s)		89.4			39.8			72.4			26.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	13%	0%	0%	0%	3%	0%	1%	0%	2%	3%	0%
Adj. Flow (vph)	148	60	63	102	43	532	176	616	101	559	811	151
Shared Lane Traffic (%)												
Lane Group Flow (vph)	148	123	0	102	575	0	176	616	101	559	811	151
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	20.0	20.0	7.0	20.0	20.0
Minimum Split (s)	9.5	17.4		9.5	17.4		9.5	27.1	27.1	10.0	27.1	27.1
Total Split (s)	9.0	24.0		8.0	23.0		12.2	48.0	48.0	40.0	75.8	75.8
Total Split (%)	7.5%	20.0%		6.7%	19.2%		10.2%	40.0%	40.0%	33.3%	63.2%	63.2%
Maximum Green (s)	4.5	16.6		3.5	15.6		7.7	40.9	40.9	37.0	68.7	68.7
Yellow Time (s)	3.5	5.9		3.5	5.9		3.5	5.9	5.9	3.0	5.9	5.9
All-Red Time (s)	1.0	1.5		1.0	1.5		1.0	1.2	1.2	0.0	1.2	1.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	7.4		4.5	7.4		4.5	7.1	7.1	3.0	7.1	7.1
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	4.0	4.0	3.0	4.0	4.0
Recall Mode	None	None		None	None		None	None	None	None	None	None
Act Effct Green (s)	24.1	16.7		22.1	15.7		50.0	39.7	39.7	81.1	64.8	64.8
Actuated g/C Ratio	0.21	0.14		0.19	0.14		0.43	0.34	0.34	0.70	0.56	0.56
v/c Ratio	1.00	0.46		0.39	0.98		0.57	0.95	0.15	0.94	0.78	0.16
Control Delay (s/veh)	117.8	38.8		44.5	47.3		20.8	62.8	1.7	55.2	26.4	3.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	117.8	38.8		44.5	47.3		20.8	62.8	1.7	55.2	26.4	3.6
LOS	F	D		D	D		C	E	A	E	C	A
Approach Delay (s/veh)		81.9			46.9			47.6			34.7	

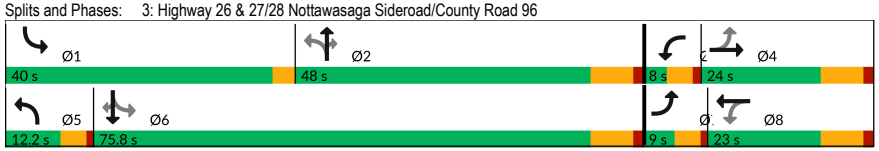
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		F			D			D			C	
Queue Length 50th (m)	~30.7	18.6		19.7	39.5		12.5	140.7	0.0	106.4	137.2	2.8
Queue Length 95th (m)	#72.6	37.8		35.2	#113.6		20.1	#211.6	3.8	#171.1	189.8	11.7
Internal Link Dist (m)		1217.5			528.5			982.2			348.2	
Turn Bay Length (m)	115.0			135.0			165.0		125.0	215.0		45.0
Base Capacity (vph)	148	270		263	586		309	672	673	637	1106	1018
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	1.00	0.46		0.39	0.98		0.57	0.92	0.15	0.88	0.73	0.15

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 116.2			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay (s/veh): 44.4		Intersection LOS: D	
Intersection Capacity Utilization 117.3%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Highway 26 & 27/28 Nottawasaga Sideroad/County Road 96



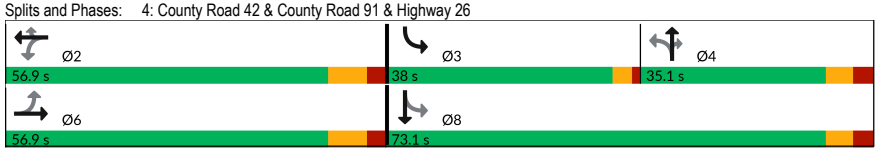
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	84	322	68	103	371	495	55	303	130	412	370	67
Future Volume (vph)	84	322	68	103	371	495	55	303	130	412	370	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	30.0		0.0	50.0		65.0	85.0		50.0	95.0		0.0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (m)	7.6			7.6			7.6			7.6		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		1.00		0.96			0.94	0.99		
Frt		0.974				0.850			0.850		0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	1769	0	1755	1812	1585	1825	1883	1633	1738	1837	0
Flt Permitted	0.339			0.310			0.487			0.257		
Satd. Flow (perm)	648	1769	0	572	1812	1530	936	1883	1531	464	1837	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9				550			114		10	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		322.6			533.7			520.8			509.9	
Travel Time (s)		23.2			38.4			37.5			36.7	
Confl. Peds. (#/hr)	5		1	1		5			14	14		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	5%	7%	4%	6%	3%	0%	2%	0%	5%	2%	3%
Adj. Flow (vph)	93	358	76	114	412	550	61	337	144	458	411	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	434	0	114	412	550	61	337	144	458	485	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	
Protected Phases		6			2			4		3	8	
Permitted Phases	6			2		2	4		4	8		
Detector Phase	6	6		2	2	2	4	4	4	3	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0	20.0	10.0	10.0	10.0	6.0	10.0	
Minimum Split (s)	29.5	29.5		29.5	29.5	29.5	28.1	28.1	28.1	10.0	28.1	
Total Split (s)	56.9	56.9		56.9	56.9	56.9	35.1	35.1	35.1	38.0	73.1	
Total Split (%)	43.8%	43.8%		43.8%	43.8%	43.8%	27.0%	27.0%	27.0%	29.2%	56.2%	
Maximum Green (s)	48.4	48.4		48.4	48.4	48.4	28.0	28.0	28.0	34.0	66.0	
Yellow Time (s)	5.8	5.8		5.8	5.8	5.8	4.1	4.1	4.1	3.0	4.1	
All-Red Time (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0	3.0	1.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	8.5	8.5		8.5	8.5	8.5	7.1	7.1	7.1	4.0	7.1	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0		7.0	
Flash Don't Walk (s)	14.0	14.0		14.0	14.0	14.0	14.0	14.0	14.0		14.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0	0		0	
Act Effct Green (s)	33.3	33.3		33.3	33.3	33.3	23.1	23.1	23.1	55.5	52.2	
Actuated g/C Ratio	0.33	0.33		0.33	0.33	0.33	0.23	0.23	0.23	0.54	0.51	
v/c Ratio	0.44	0.74		0.61	0.70	0.63	0.29	0.79	0.33	0.81	0.51	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	37.3	39.9		47.3	38.3	6.0	42.3	54.6	14.1	30.5	19.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	37.3	39.9		47.3	38.3	6.0	42.3	54.6	14.1	30.5	19.2	
LOS	D	D		D	D	A	D	D	B	C	B	
Approach Delay (s/veh)		39.5			22.8			42.4			24.7	
Approach LOS		D			C			D			C	
Queue Length 50th (m)	15.1	78.0		19.8	74.1	0.0	10.1	63.1	4.7	52.3	58.3	
Queue Length 95th (m)	33.4	126.2		43.7	119.2	24.3	26.9	#129.4	24.2	113.5	109.4	
Internal Link Dist (m)		298.6			509.7			496.8			485.9	
Turn Bay Length (m)	30.0			50.0		65.0	85.0		50.0	95.0		
Base Capacity (vph)	326	894		287	911	1042	272	548	526	702	1263	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.29	0.49		0.40	0.45	0.53	0.22	0.61	0.27	0.65	0.38	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 102.1
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.81
Intersection Signal Delay (s/veh): 29.7 Intersection LOS: C
Intersection Capacity Utilization 100.5% ICU Level of Service G
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: County Road 42 & County Road 91 & Highway 26



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	16	0	9	24	3	2	3	7	8	0	0
Future Volume (vph)	2	16	0	9	24	3	2	3	7	8	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					0.988			0.919				
Flt Protected		0.995			0.988			0.993			0.950	
Satd. Flow (prot)	0	1912	0	0	1875	0	0	1753	0	0	1825	0
Flt Permitted		0.995			0.988			0.993			0.950	
Satd. Flow (perm)	0	1912	0	0	1875	0	0	1753	0	0	1825	0
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		208.4			449.4			124.9			105.5	
Travel Time (s)		15.0			32.4			9.0			7.6	
Confl. Peds. (#/hr)	3		8	8		3	12		1	1		12
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%
Adj. Flow (vph)	2	20	0	11	30	4	2	4	9	10	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	22	0	0	45	0	0	15	0	0	10	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 19.0% 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)	2	16	0	9	24	3	2	3	7	8	0	0
Future Volume (Veh/h)	2	16	0	9	24	3	2	3	7	8	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	2	20	0	11	30	4	2	4	9	10	0	0
Pedestrians		12			1			8			3	
Lane Width (m)		3.7			3.7			3.7			3.7	
Walking Speed (m/s)		1.1			1.1			1.1			1.1	
Percent Blockage		1			0			1			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	67	50	20	52	46	13	12			14		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	67	50	20	52	46	13	12			14		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	98	100	99	96	100	100			99		
cM capacity (veh/h)	876	828	1043	913	833	1070	1601			1616		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	22	45	15	10
Volume Left	2	11	2	10
Volume Right	0	4	9	0
cSH	833	869	1601	1616
Volume to Capacity	0.03	0.05	0.00	0.01
Queue Length 95th (m)	0.6	1.2	0.0	0.1
Control Delay (s/veh)	9.4	9.4	1.0	7.2
Lane LOS	A	A	A	A
Approach Delay (s/veh)	9.4	9.4	1.0	7.2
Approach LOS	A	A		

Intersection Summary					
Average Delay			7.8		
Intersection Capacity Utilization			19.0%	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	79	7	14	121	0	20	112	13	8	6	0
Future Volume (vph)	0	79	7	14	121	0	20	112	13	8	6	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		0.989						0.988				
Flt Protected					0.995			0.993			0.973	
Satd. Flow (prot)	0	1866	0	0	1912	0	0	1856	0	0	1833	0
Flt Permitted					0.995			0.993			0.973	
Satd. Flow (perm)	0	1866	0	0	1912	0	0	1856	0	0	1833	0
Link Speed (k/h)		50			50			50			48	
Link Distance (m)		449.4			188.9			488.2			301.7	
Travel Time (s)		32.4			13.6			35.2			22.6	
Confl. Peds. (#/hr)			23	23								
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 (%)	2%	2%	0%	0%	0%	2%	0%	2%	0%	2%	2%	2%
Adj. Flow (vph)	0	86	8	15	132	0	22	122	14	9	7	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	94	0	0	147	0	0	158	0	0	16	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary				
Area Type:	Other			
Control Type: Unsignalized				
Intersection Capacity Utilization	28.3%		ICU Level of Service A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	79	7	14	121	0	20	112	13	8	6	0
Future Volume (Veh/h)	0	79	7	14	121	0	20	112	13	8	6	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	86	8	15	132	0	22	122	14	9	7	0
Pedestrians								23				
Lane Width (m)								3.7				
Walking Speed (m/s)								1.1				
Percent Blockage								2				
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	132			117			279	275	113	327	279	132
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	132			117			279	275	113	327	279	132
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			97	80	98	98	99	100
cM capacity (veh/h)	1453			1451			640	612	924	509	609	917

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	94	147	158	16
Volume Left	0	15	22	9
Volume Right	8	0	14	0
cSH	1453	1451	635	549
Volume to Capacity	0.00	0.01	0.25	0.03
Queue Length 95th (m)	0.0	0.2	7.4	0.7
Control Delay (s/veh)	0.0	0.8	12.5	11.8
Lane LOS		A	B	B
Approach Delay (s/veh)	0.0	0.8	12.5	11.8
Approach LOS			B	B

Intersection Summary					
Average Delay	5.5				
Intersection Capacity Utilization	28.3%	ICU Level of Service		A	
Analysis Period (min)	15				

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	94	9	11	131	14	11
Future Volume (vph)	94	9	11	131	14	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.989				0.939	
Flt Protected				0.996	0.973	
Satd. Flow (prot)	1866	0	0	1913	1755	0
Flt Permitted				0.996	0.973	
Satd. Flow (perm)	1866	0	0	1913	1755	0
Link Speed (k/h)	50			50	48	
Link Distance (m)	188.9			52.2	494.2	
Travel Time (s)	13.6			3.8	37.1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	108	10	13	151	16	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	118	0	0	164	29	0
Sign Control	Stop			Stop	Stop	

Intersection Summary				
Area Type:	Other			
Control Type: Unsignalized				
Intersection Capacity Utilization	24.2%		ICU Level of Service A	
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	94	9	11	131	14	11
Future Volume (vph)	94	9	11	131	14	11
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	108	10	13	151	16	13

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	118	164	29
Volume Left (vph)	0	13	16
Volume Right (vph)	10	0	13
Hadj (s)	-0.02	0.02	-0.16
Departure Headway (s)	4.1	4.1	4.3
Degree Utilization, x	0.13	0.19	0.03
Capacity (veh/h)	860	866	772
Control Delay (s/veh)	7.7	8.0	7.5
Approach Delay (s/veh)	7.7	8.0	7.5
Approach LOS	A	A	A

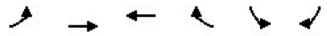
Intersection Summary			
Delay		7.9	
Level of Service		A	
Intersection Capacity Utilization		24.2%	ICU Level of Service A
Analysis Period (min)		15	

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	94	9	11	131	14	11
Future Vol, veh/h	94	9	11	131	14	11
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	0	0	0	0	0
Mvmt Flow	108	10	13	151	16	13
Number of Lanes	1	0	0	1	1	0

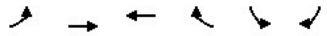
Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7.7	8	7.5
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	56%	0%	8%
Vol Thru, %	0%	91%	92%
Vol Right, %	44%	9%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	25	103	142
LT Vol	14	0	11
Through Vol	0	94	131
RT Vol	11	9	0
Lane Flow Rate	29	118	163
Geometry Grp	1	1	1
Degree of Util (X)	0.035	0.133	0.184
Departure Headway (Hd)	4.35	4.055	4.055
Convergence, Y/N	Yes	Yes	Yes
Cap	828	878	881
Service Time	2.35	2.106	2.097
HCM Lane V/C Ratio	0.035	0.134	0.185
HCM Control Delay, s/veh	7.5	7.7	8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.5	0.7



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	79	390	383	105	33	21
Future Volume (vph)	79	390	383	105	33	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.971		0.947	
Flt Protected		0.992			0.970	
Satd. Flow (prot)	0	1765	1717	0	1667	0
Flt Permitted		0.992			0.970	
Satd. Flow (perm)	0	1765	1717	0	1667	0
Link Speed (k/h)		50	50		50	
Link Distance (m)		1578.3	179.3		488.2	
Travel Time (s)		113.6	12.9		35.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	8%	8%	11%	0%	0%	15%
Adj. Flow (vph)	86	424	416	114	36	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	510	530	0	59	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.8%		ICU Level of Service C	
Analysis Period (min) 15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	79	390	383	105	33	21
Future Volume (Veh/h)	79	390	383	105	33	21
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	86	424	416	114	36	23
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	530				1069	473
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	530				1069	473
tC, single (s)	4.2				6.4	6.4
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.4
p0 queue free %	91				84	96
cM capacity (veh/h)	1007				226	565

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	510	530	59
Volume Left	86	0	36
Volume Right	0	114	23
cSH	1007	1700	295
Volume to Capacity	0.09	0.31	0.20
Queue Length 95th (m)	2.1	0.0	5.6
Control Delay (s/veh)	2.3	0.0	20.2
Lane LOS	A		C
Approach Delay (s/veh)	2.3	0.0	20.2
Approach LOS			C

Intersection Summary				
Average Delay		2.2		
Intersection Capacity Utilization		64.8%	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)	11	410	0	3	474	21	0	2	6	20	0	6
Future Volume (vph)	11	410	0	3	474	21	0	2	6	20	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					0.994			0.895			0.968	
Flt Protected		0.999									0.963	
Satd. Flow (prot)	0	1791	0	0	1759	0	0	1439	0	0	1687	0
Flt Permitted		0.999									0.963	
Satd. Flow (perm)	0	1791	0	0	1759	0	0	1439	0	0	1687	0
Link Speed (k/h)		50			50			48			50	
Link Distance (m)		179.3			322.6			78.1			494.2	
Travel Time (s)		12.9			23.2			5.9			35.6	
Confl. Peds. (#/hr)							1		2	2		1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	13%	7%	2%	0%	9%	0%	2%	0%	25%	8%	0%	0%
Adj. Flow (vph)	13	466	0	3	539	24	0	2	7	23	0	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	479	0	0	566	0	0	9	0	0	30	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	44.1%	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)	11	410	0	3	474	21	0	2	6	20	0	6
Future Volume (Veh/h)	11	410	0	3	474	21	0	2	6	20	0	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	12	466	0	3	539	24	0	2	7	23	0	7
Pedestrians		1			2							
Lane Width (m)		3.7			3.7							
Walking Speed (m/s)		1.1			1.1							
Percent Blockage		0			0							
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)					322							
pX, platoon unblocked	0.80						0.80	0.80		0.80	0.80	0.80
vC, conflicting volume	563			466			1055	1059	468	1057	1047	552
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	334			466			946	951	468	949	936	321
tC, single (s)	4.2			4.1			7.1	6.5	6.4	7.2	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.5	3.6	4.0	3.3
p0 queue free %	99			100			100	99	99	87	100	99
cM capacity (veh/h)	937			1106			189	207	549	182	211	582

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	478	566	9	30
Volume Left	12	3	0	23
Volume Right	0	24	7	7
cSH	937	1106	402	217
Volume to Capacity	0.01	0.00	0.02	0.14
Queue Length 95th (m)	0.3	0.1	0.5	3.6
Control Delay (s/veh)	0.4	0.1	14.2	24.2
Lane LOS	A	A	B	C
Approach Delay (s/veh)	0.4	0.1	14.2	24.2
Approach LOS			B	C

Intersection Summary				
Average Delay		1.0		
Intersection Capacity Utilization		44.1%	ICU Level of Service	A
Analysis Period (min)		15		

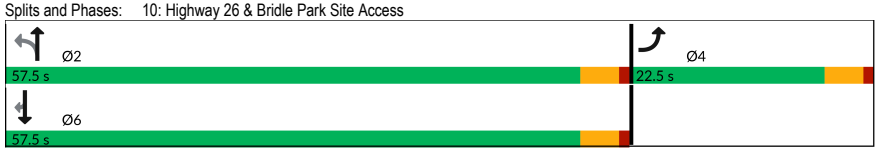
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	155	67	168	765	764	163
Future Volume (vph)	155	67	168	765	764	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	65.0			15.0
Storage Lanes	1	0	1			1
Taper Length (m)	2.5		2.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.959					0.850
Flt Protected	0.966		0.950			
Satd. Flow (prot)	1745	0	1789	1883	1883	1601
Flt Permitted	0.966		0.204			
Satd. Flow (perm)	1745	0	384	1883	1883	1601
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	25					85
Link Speed (k/h)	48			50	50	
Link Distance (m)	240.3			233.6	87.6	
Travel Time (s)	18.0			16.8	6.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	168	73	183	832	830	177
Shared Lane Traffic (%)						
Lane Group Flow (vph)	241	0	183	832	830	177
Turn Type	Prot		Perm	NA	NA	Perm
Protected Phases	4			2	6	
Permitted Phases			2			6
Detector Phase	4		2	2	6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5		22.5	22.5	22.5	22.5
Total Split (s)	22.5		57.5	57.5	57.5	57.5
Total Split (%)	28.1%		71.9%	71.9%	71.9%	71.9%
Maximum Green (s)	18.0		53.0	53.0	53.0	53.0
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	None	None	None
Walk Time (s)	7.0		7.0	7.0	7.0	7.0
Flash Don't Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
Act Effct Green (s)	12.5		32.9	32.9	32.9	32.9
Actuated g/C Ratio	0.23		0.59	0.59	0.59	0.59
v/c Ratio	0.58		0.81	0.74	0.74	0.18
Control Delay (s/veh)	26.6		38.4	12.8	12.7	3.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.6		38.4	12.8	12.7	3.2

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
LOS	C		D	B	B	A
Approach Delay (s/veh)	26.6			17.4	11.1	
Approach LOS	C			B	B	
Queue Length 50th (m)	17.3		11.0	46.6	46.4	3.1
Queue Length 95th (m)	51.6		#55.2	102.1	101.7	10.6
Internal Link Dist (m)	216.3			209.6	63.6	
Turn Bay Length (m)			65.0			15.0
Base Capacity (vph)	648		338	1657	1657	1419
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.37		0.54	0.50	0.50	0.12

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 55.4			
Natural Cycle: 70			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 15.6		Intersection LOS: B	
Intersection Capacity Utilization 73.4%		ICU Level of Service D	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: Highway 26 & Bridle Park Site Access



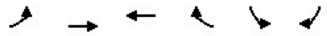
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	48	12	100	38	8	99
Future Volume (vph)	48	12	100	38	8	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973				0.875	
Flt Protected				0.965	0.996	
Satd. Flow (prot)	1833	0	0	1818	1641	0
Flt Permitted				0.965	0.996	
Satd. Flow (perm)	1833	0	0	1818	1641	0
Link Speed (k/h)	50			50	48	
Link Distance (m)	956.9			1241.5	327.8	
Travel Time (s)	68.9			89.4	24.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	13	109	41	9	108
Shared Lane Traffic (%)						
Lane Group Flow (vph)	65	0	0	150	117	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	27.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	48	12	100	38	8	99
Future Volume (Veh/h)	48	12	100	38	8	99
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	52	13	109	41	9	108
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			65		318	59
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			65		318	59
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		99	89
cM capacity (veh/h)			1537		628	1007

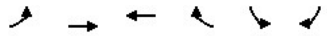
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	65	150	117
Volume Left	0	109	9
Volume Right	13	0	108
cSH	1700	1537	963
Volume to Capacity	0.04	0.07	0.12
Queue Length 95th (m)	0.0	1.7	3.1
Control Delay (s/veh)	0.0	5.6	9.3
Lane LOS		A	A
Approach Delay (s/veh)	0.0	5.6	9.3
Approach LOS			A

Intersection Summary			
Average Delay	5.8		
Intersection Capacity Utilization	27.4%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	131	142	0	11	0
Future Volume (vph)	0	131	142	0	11	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	1883	1883	0	1789	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1883	1883	0	1789	0
Link Speed (k/h)		50	50		48	
Link Distance (m)		52.2	338.4		180.3	
Travel Time (s)		3.8	24.4		13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	142	154	0	12	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	142	154	0	12	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	17.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	131	142	0	11	0
Future Volume (Veh/h)	0	131	142	0	11	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	142	154	0	12	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	154				296	154
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	154				296	154
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				98	100
cM capacity (veh/h)	1426				695	892

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	142	154	12
Volume Left	0	0	12
Volume Right	0	0	0
cSH	1426	1700	695
Volume to Capacity	0.00	0.09	0.02
Queue Length 95th (m)	0.0	0.0	0.4
Control Delay (s/veh)	0.0	0.0	10.3
Lane LOS			B
Approach Delay (s/veh)	0.0	0.0	10.3
Approach LOS			B

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	17.5%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	64	73	837	73	51	602
Future Volume (vph)	64	73	837	73	51	602
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		0.989			
Flt Protected	0.977					0.996
Satd. Flow (prot)	1642	0	1816	0	0	1819
Flt Permitted	0.977					0.996
Satd. Flow (perm)	1642	0	1816	0	0	1819
Link Speed (k/h)	40		50			50
Link Distance (m)	495.9		87.6			1006.2
Travel Time (s)	44.6		6.3			72.4
Confl. Peds. (#/hr)	1			13	13	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	5%	7%	5%	0%	19%	4%
Adj. Flow (vph)	69	78	900	78	55	647
Shared Lane Traffic (%)						
Lane Group Flow (vph)	147	0	978	0	0	702
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	88.5%	ICU Level of Service	E
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	64	73	837	73	51	602
Future Volume (Veh/h)	64	73	837	73	51	602
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	69	78	900	78	55	647
Pedestrians	13		1			
Lane Width (m)	3.7		3.7			
Walking Speed (m/s)	1.1		1.1			
Percent Blockage	1		0			
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			87			
pX, platoon unblocked	0.63	0.63			0.63	
vC, conflicting volume	1710	952			991	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1832	634			696	
tC, single (s)	6.4	6.3			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.4	
p0 queue free %	0	73			89	
cM capacity (veh/h)	46	294			516	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	147	978	702
Volume Left	69	0	55
Volume Right	78	78	0
cSH	83	1700	516
Volume to Capacity	1.77	0.58	0.11
Queue Length 95th (m)	94.4	0.0	2.7
Control Delay (s/veh)	474.5	0.0	3.0
Lane LOS	F		A
Approach Delay (s/veh)	474.5	0.0	3.0
Approach LOS	F		

Intersection Summary			
Average Delay	39.3		
Intersection Capacity Utilization	88.5%	ICU Level of Service	E
Analysis Period (min)	15		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	72	106	41	765	725	57
Future Volume (vph)	72	106	41	765	725	57
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	0.920				0.990	
Flt Protected	0.980			0.997		
Satd. Flow (prot)	1682	0	0	1842	1802	0
Flt Permitted	0.980			0.997		
Satd. Flow (perm)	1682	0	0	1842	1802	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	338.4			509.9	233.6	
Travel Time (s)	24.4			36.7	16.8	
Confl. Peds. (#/hr)	56		6			6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	4%	4%	6%	0%
Adj. Flow (vph)	77	113	44	814	771	61
Shared Lane Traffic (%)						
Lane Group Flow (vph)	190	0	0	858	832	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	90.9%	ICU Level of Service	E
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	72	106	41	765	725	57
Future Volume (Veh/h)	72	106	41	765	725	57
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	77	113	44	814	771	61
Pedestrians	6				56	
Lane Width (m)	3.7				3.7	
Walking Speed (m/s)	1.1				1.1	
Percent Blockage	1				5	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)					233	
pX, platoon unblocked	0.73	0.73	0.73			
vC, conflicting volume	1766	808	838			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1862	557	598			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	71	94			
cM capacity (veh/h)	52	385	707			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	190	858	832
Volume Left	77	44	0
Volume Right	113	0	61
cSH	106	707	1700
Volume to Capacity	1.78	0.06	0.49
Queue Length 95th (m)	115.1	1.5	0.0
Control Delay (s/veh)	456.6	1.7	0.0
Lane LOS	F	A	
Approach Delay (s/veh)	456.6	1.7	0.0
Approach LOS	F		

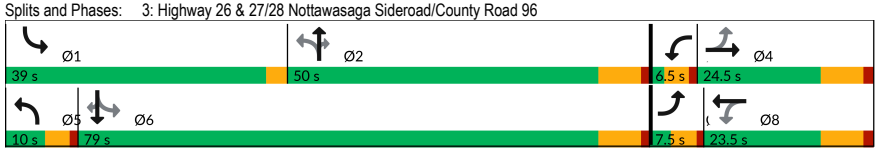
Intersection Summary				
Average Delay	46.9			
Intersection Capacity Utilization	90.9%	ICU Level of Service	E	
Analysis Period (min)	15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	132	39	58	132	37	587	87	678	76	416	450	32
Future Volume (vph)	132	39	58	132	37	587	87	678	76	416	450	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	115.0		0.0	135.0		0.0	165.0		125.0	215.0		45.0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (m)	7.6			7.6			7.6			7.6		
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		0.911			0.859				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	1638	0	1738	1596	0	1825	1847	1541	1772	1847	1633
Flt Permitted	0.299			0.522			0.499			0.085		
Satd. Flow (perm)	574	1638	0	955	1596	0	959	1847	1541	159	1847	1633
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		52			499				149			122
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		1241.5			552.5			1006.2			372.2	
Travel Time (s)		89.4			39.8			72.4			26.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	17%	0%	5%	10%	3%	0%	4%	6%	3%	4%	0%
Adj. Flow (vph)	135	40	59	135	38	599	89	692	78	424	459	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	135	99	0	135	637	0	89	692	78	424	459	33
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	20.0	20.0	7.0	20.0	20.0
Minimum Split (s)	9.5	17.4		9.5	17.4		9.5	27.1	27.1	10.0	27.1	27.1
Total Split (s)	7.5	24.5		6.5	23.5		10.0	50.0	50.0	39.0	79.0	79.0
Total Split (%)	6.3%	20.4%		5.4%	19.6%		8.3%	41.7%	41.7%	32.5%	65.8%	65.8%
Maximum Green (s)	3.0	17.1		2.0	16.1		5.5	42.9	42.9	36.0	71.9	71.9
Yellow Time (s)	3.5	5.9		3.5	5.9		3.5	5.9	5.9	3.0	5.9	5.9
All-Red Time (s)	1.0	1.5		1.0	1.5		1.0	1.2	1.2	0.0	1.2	1.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	7.4		4.5	7.4		4.5	7.1	7.1	3.0	7.1	7.1
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	4.0	4.0	3.0	4.0	4.0
Recall Mode	None	None		None	None		None	None	None	None	None	None
Act Effct Green (s)	18.7	15.6		22.3	16.2		51.2	43.1	43.1	76.1	64.2	64.2
Actuated g/C Ratio	0.17	0.14		0.20	0.15		0.46	0.39	0.39	0.69	0.58	0.58
v/c Ratio	1.03	0.36		0.55	0.97		0.18	0.96	0.11	0.87	0.43	0.03
Control Delay (s/veh)	129.6	27.1		51.2	39.5		10.7	59.5	0.3	46.7	14.6	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	129.6	27.1		51.2	39.5		10.7	59.5	0.3	46.7	14.6	0.1
LOS	F	C		D	D		B	E	A	D	B	A
Approach Delay (s/veh)		86.2			41.6			49.1			28.9	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		F			D			D			C	
Queue Length 50th (m)	24.0	8.9		24.0	32.4		5.8	143.4	0.0	69.7	54.3	0.0
Queue Length 95th (m)	#65.4	26.2		#55.3	#114.6		10.7	#247.9	0.0	106.7	76.5	0.0
Internal Link Dist (m)		1217.5			528.5			982.2			348.2	
Turn Bay Length (m)	115.0			135.0			165.0		125.0	215.0		45.0
Base Capacity (vph)	131	299		246	659		488	721	692	638	1209	1111
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	1.03	0.33		0.55	0.97		0.18	0.96	0.11	0.66	0.38	0.03

Intersection Summary		
Area Type:	Other	
Cycle Length: 120		
Actuated Cycle Length: 110.3		
Natural Cycle: 140		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 1.03		
Intersection Signal Delay (s/veh): 43.5	Intersection LOS: D	
Intersection Capacity Utilization 123.4%	ICU Level of Service H	
Analysis Period (min) 15		
# 95th percentile volume exceeds capacity, queue may be longer.		
Queue shown is maximum after two cycles.		

Splits and Phases: 3: Highway 26 & 27/28 Nottawasaga Sideroad/County Road 96

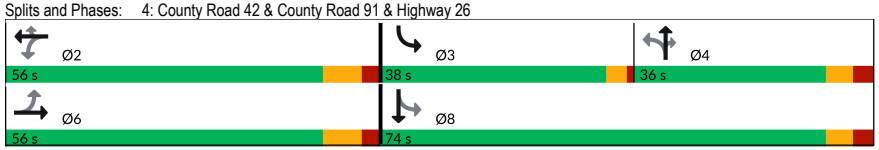


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	271	86	79	299	403	57	292	78	463	280	94
Future Volume (vph)	73	271	86	79	299	403	57	292	78	463	280	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	30.0		0.0	50.0		65.0	85.0		50.0	95.0		0.0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (m)	7.6			7.6			7.6			7.6		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		1.00		0.96			0.96	0.99		
Frt		0.964				0.850			0.850		0.962	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	1679	0	1722	1746	1512	1601	1812	1541	1690	1764	0
Flt Permitted	0.460			0.370			0.529			0.312		
Satd. Flow (perm)	875	1679	0	668	1746	1454	891	1812	1477	550	1764	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14				424			80		19	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		322.6			533.7			520.8			509.9	
Travel Time (s)		23.2			38.4			37.5			36.7	
Confl. Peds. (#/hr)	6		3	3		6			7	7		
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 (%)	0%	10%	8%	6%	10%	8%	14%	6%	6%	8%	2%	13%
Adj. Flow (vph)	77	285	91	83	315	424	60	307	82	487	295	99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	77	376	0	83	315	424	60	307	82	487	394	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	
Protected Phases		6			2			4		3	8	
Permitted Phases	6			2		2	4		4	8		
Detector Phase	6	6		2	2	2	4	4	4	3	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0	20.0	10.0	10.0	10.0	6.0	10.0	
Minimum Split (s)	29.5	29.5		29.5	29.5	29.5	28.1	28.1	28.1	10.0	28.1	
Total Split (s)	56.0	56.0		56.0	56.0	56.0	36.0	36.0	36.0	38.0	74.0	
Total Split (%)	43.1%	43.1%		43.1%	43.1%	43.1%	27.7%	27.7%	27.7%	29.2%	56.9%	
Maximum Green (s)	47.5	47.5		47.5	47.5	47.5	28.9	28.9	28.9	34.0	66.9	
Yellow Time (s)	5.8	5.8		5.8	5.8	5.8	4.1	4.1	4.1	3.0	4.1	
All-Red Time (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0	3.0	1.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	8.5	8.5		8.5	8.5	8.5	7.1	7.1	7.1	4.0	7.1	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0		7.0	
Flash Don't Walk (s)	14.0	14.0		14.0	14.0	14.0	14.0	14.0	14.0		14.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0	0		0	
Act Effct Green (s)	28.2	28.2		28.2	28.2	28.2	21.4	21.4	21.4	53.2	49.9	
Actuated g/C Ratio	0.30	0.30		0.30	0.30	0.30	0.23	0.23	0.23	0.56	0.53	
v/c Ratio	0.30	0.74		0.42	0.61	0.58	0.30	0.75	0.21	0.81	0.42	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	32.2	40.1		37.4	35.8	6.4	39.1	48.7	10.3	26.2	14.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	32.2	40.1		37.4	35.8	6.4	39.1	48.7	10.3	26.2	14.8	
LOS	C	D		D	D	A	D	D	B	C	B	
Approach Delay (s/veh)		38.8			20.8			40.4			21.1	
Approach LOS		D			C			D			C	
Queue Length 50th (m)	10.4	57.4		11.7	47.5	0.0	8.6	49.2	0.3	46.9	36.0	
Queue Length 95th (m)	27.0	109.0		30.7	90.8	22.6	25.0	102.4	13.1	106.8	75.7	
Internal Link Dist (m)		298.6			509.7			496.8			485.9	
Turn Bay Length (m)	30.0			50.0		65.0	85.0		50.0	95.0		
Base Capacity (vph)	464	898		354	927	971	287	585	531	742	1324	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.17	0.42		0.23	0.34	0.44	0.21	0.52	0.15	0.66	0.30	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 94.6			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 27.4		Intersection LOS: C	
Intersection Capacity Utilization 101.1%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 4: County Road 42 & County Road 91 & Highway 26



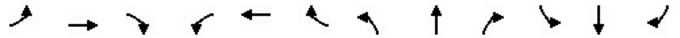
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	20	2	5	8	2	0	4	11	17	0	0
Future Volume (vph)	0	20	2	5	8	2	0	4	11	17	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.987			0.981			0.904				
Flt Protected					0.984						0.950	
Satd. Flow (prot)	0	1768	0	0	1854	0	0	1569	0	0	1825	0
Flt Permitted					0.984						0.950	
Satd. Flow (perm)	0	1768	0	0	1854	0	0	1569	0	0	1825	0
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		208.4			449.4			124.9			105.5	
Travel Time (s)		15.0			32.4			9.0			7.6	
Confl. Peds. (#/hr)	5		9	9		5			9	9		
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles (%)	2%	8%	0%	0%	0%	0%	2%	0%	15%	0%	2%	2%
Adj. Flow (vph)	0	28	3	7	11	3	0	6	15	24	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	31	0	0	21	0	0	21	0	0	24	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	20.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	20	2	5	8	2	0	4	11	17	0	0
Future Volume (Veh/h)	0	20	2	5	8	2	0	4	11	17	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	0	28	3	7	11	3	0	6	15	24	0	0
Pedestrians					9			9			5	
Lane Width (m)					3.7			3.7			3.7	
Walking Speed (m/s)					1.1			1.1			1.1	
Percent Blockage					1			1			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	75	78	9	97	71	28	0			30		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	75	78	9	97	71	28	0			30		
tC, single (s)	7.1	6.6	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.1	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	96	100	99	99	100	100			98		
cM capacity (veh/h)	882	782	1069	834	804	1039	1623			1582		

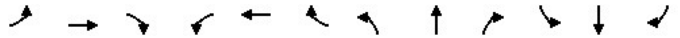
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	31	21	21	24
Volume Left	0	7	0	24
Volume Right	3	3	15	0
cSH	803	841	1623	1582
Volume to Capacity	0.04	0.02	0.00	0.02
Queue Length 95th (m)	0.9	0.6	0.0	0.4
Control Delay (s/veh)	9.7	9.4	0.0	7.3
Lane LOS	A	A		A
Approach Delay (s/veh)	9.7	9.4	0.0	7.3
Approach LOS	A	A		

Intersection Summary				
Average Delay		6.9		
Intersection Capacity Utilization		20.7%	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)	0	64	10	28	52	0	7	52	11	20	44	0
Future Volume (vph)	0	64	10	28	52	0	7	52	11	20	44	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		0.981						0.979				
Flt Protected					0.983			0.995			0.984	
Satd. Flow (prot)	0	1721	0	0	1852	0	0	1844	0	0	1853	0
Flt Permitted					0.983			0.995			0.984	
Satd. Flow (perm)	0	1721	0	0	1852	0	0	1844	0	0	1853	0
Link Speed (k/h)		50			50			50			48	
Link Distance (m)		449.4			188.9			488.2			301.7	
Travel Time (s)		32.4			13.6			35.2			22.6	
Confl. Peds. (#/hr)			10	10					2	2		
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	11%	0%	0%	3%	2%	0%	2%	0%	2%	2%	2%
Adj. Flow (vph)	0	75	12	33	61	0	8	61	13	24	52	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	87	0	0	94	0	0	82	0	0	76	0
Sign Control		Free			Free			Stop			Stop	

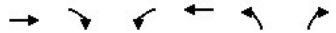
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	25.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	64	10	28	52	0	7	52	11	20	44	0
Future Volume (Veh/h)	0	64	10	28	52	0	7	52	11	20	44	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	75	12	33	61	0	8	61	13	24	52	0
Pedestrians					2			10				
Lane Width (m)					3.7			3.7				
Walking Speed (m/s)					1.1			1.1				
Percent Blockage					0			1				
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	61			97			244	218	93	254	224	61
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	61			97			244	218	93	254	224	61
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			99	91	99	96	92	100
cM capacity (veh/h)	1542			1494			648	659	958	625	654	1004

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	87	94	82	76
Volume Left	0	33	8	24
Volume Right	12	0	13	0
cSH	1542	1494	692	644
Volume to Capacity	0.00	0.02	0.12	0.12
Queue Length 95th (m)	0.0	0.5	3.0	3.0
Control Delay (s/veh)	0.0	2.7	10.9	11.3
Lane LOS		A	B	B
Approach Delay (s/veh)	0.0	2.7	10.9	11.3
Approach LOS			B	B

Intersection Summary				
Average Delay		5.9		
Intersection Capacity Utilization		25.3%	ICU Level of Service	A
Analysis Period (min)		15		



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	98	4	14	75	7	10
Future Volume (vph)	98	4	14	75	7	10
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				0.919	
Flt Protected				0.992	0.980	
Satd. Flow (prot)	1790	0	0	1906	1730	0
Flt Permitted				0.992	0.980	
Satd. Flow (perm)	1790	0	0	1906	1730	0
Link Speed (k/h)	50			50	48	
Link Distance (m)	188.9			52.2	494.2	
Travel Time (s)	13.6			3.8	37.1	
Confl. Peds. (#/hr)		3	3			9
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	7%	0%	0%	0%	0%	0%
Adj. Flow (vph)	114	5	16	87	8	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	119	0	0	103	20	0
Sign Control	Stop			Stop	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	24.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	98	4	14	75	7	10
Future Volume (vph)	98	4	14	75	7	10
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	114	5	16	87	8	12

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	119	103	20
Volume Left (vph)	0	16	8
Volume Right (vph)	5	0	12
Hadj (s)	0.09	0.03	-0.28
Departure Headway (s)	4.1	4.1	4.1
Degree Utilization, x	0.14	0.12	0.02
Capacity (veh/h)	858	868	826
Control Delay (s/veh)	7.8	7.6	7.2
Approach Delay (s/veh)	7.8	7.6	7.2
Approach LOS	A	A	A

Intersection Summary				
Delay		7.7		
Level of Service		A		
Intersection Capacity Utilization		24.0%	ICU Level of Service	A
Analysis Period (min)		15		

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

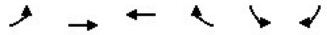
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	98	4	14	75	7	10
Future Vol, veh/h	98	4	14	75	7	10
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	7	0	0	0	0	0
Mvmt Flow	114	5	16	87	8	12
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7.8	7.6	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	41%	0%	16%
Vol Thru, %	0%	96%	84%
Vol Right, %	59%	4%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	17	102	89
LT Vol	7	0	14
Through Vol	0	98	75
RT Vol	10	4	0
Lane Flow Rate	20	119	103
Geometry Grp	1	1	1
Degree of Util (X)	0.023	0.135	0.117
Departure Headway (Hd)	4.11	4.108	4.055
Convergence, Y/N	Yes	Yes	Yes
Cap	876	872	882
Service Time	2.11	2.139	2.091
HCM Lane V/C Ratio	0.023	0.136	0.117
HCM Control Delay, s/veh	7.2	7.8	7.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.5	0.4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	10	319	347	56	66	62
Future Volume (vph)	10	319	347	56	66	62
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			0.981		0.934	
Flt Protected		0.998			0.975	
Satd. Flow (prot)	0	1723	1695	0	1668	0
Flt Permitted		0.998			0.975	
Satd. Flow (perm)	0	1723	1695	0	1668	0
Link Speed (k/h)		50	50		50	
Link Distance (m)		1578.3	179.3		488.2	
Travel Time (s)		113.6	12.9		35.2	
Confl. Peds. (#/hr)					2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	20%	11%	13%	0%	0%	10%
Adj. Flow (vph)	11	339	369	60	70	66
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	350	429	0	136	0
Sign Control		Free	Free		Stop	

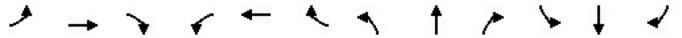
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	39.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	319	347	56	66	62
Future Volume (Veh/h)	10	319	347	56	66	62
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	11	339	369	60	70	66
Pedestrians			2			
Lane Width (m)			3.7			
Walking Speed (m/s)			1.1			
Percent Blockage			0			
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	429				762	399
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	429				762	399
tC, single (s)	4.3				6.4	6.3
tC, 2 stage (s)						
tF (s)	2.4				3.5	3.4
p0 queue free %	99				81	90
cM capacity (veh/h)	1041				371	634

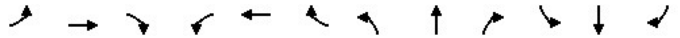
Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	350	429	136
Volume Left	11	0	70
Volume Right	0	60	66
cSH	1041	1700	464
Volume to Capacity	0.01	0.25	0.29
Queue Length 95th (m)	0.2	0.0	9.2
Control Delay (s/veh)	0.4	0.0	15.9
Lane LOS	A		C
Approach Delay (s/veh)	0.4	0.0	15.9
Approach LOS			C

Intersection Summary			
Average Delay		2.5	
Intersection Capacity Utilization		39.0%	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)	8	385	0	2	411	14	0	8	4	20	4	4
Future Volume (vph)	8	385	0	2	411	14	0	8	4	20	4	4
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					0.996			0.955			0.981	
Flt Protected		0.999									0.965	
Satd. Flow (prot)	0	1757	0	0	1715	0	0	1835	0	0	1819	0
Flt Permitted		0.999									0.965	
Satd. Flow (perm)	0	1757	0	0	1715	0	0	1835	0	0	1819	0
Link Speed (k/h)		50			50			48			50	
Link Distance (m)		179.3			322.6			78.1			494.2	
Travel Time (s)		12.9			23.2			5.9			35.6	
Confl. Peds. (#/hr)									4	4		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	20%	9%	2%	0%	12%	0%	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	8	397	0	2	424	14	0	8	4	21	4	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	405	0	0	440	0	0	12	0	0	29	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary				
Area Type:	Other			
Control Type: Unsignalized				
Intersection Capacity Utilization	40.8%		ICU Level of Service A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	385	0	2	411	14	0	8	4	20	4	4
Future Volume (Veh/h)	8	385	0	2	411	14	0	8	4	20	4	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	8	397	0	2	424	14	0	8	4	21	4	4
Pedestrians					4							
Lane Width (m)					3.7							
Walking Speed (m/s)					1.1							
Percent Blockage					0							
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)					322							
pX, platoon unblocked	0.88						0.88	0.88		0.88	0.88	0.88
vC, conflicting volume	438			397			854	855	401	860	848	431
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	299			397			770	771	401	776	763	291
tC, single (s)	4.3			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.4			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	97	99	92	99	99
cM capacity (veh/h)	1031			1173			274	292	651	270	295	666

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	405	440	12	29
Volume Left	8	2	0	21
Volume Right	0	14	4	4
cSH	1031	1173	358	298
Volume to Capacity	0.01	0.00	0.03	0.10
Queue Length 95th (m)	0.2	0.0	0.8	2.4
Control Delay (s/veh)	0.3	0.1	15.4	18.4
Lane LOS	A	A	C	C
Approach Delay (s/veh)	0.3	0.1	15.4	18.4
Approach LOS			C	C

Intersection Summary				
Average Delay	1.0			
Intersection Capacity Utilization	40.8%	ICU Level of Service	A	
Analysis Period (min)	15			



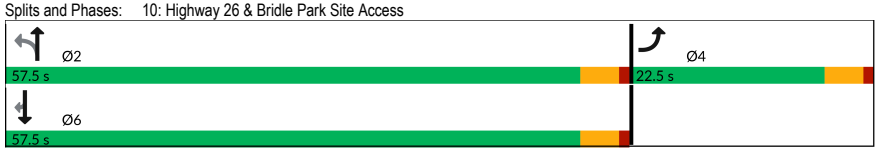
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	165	180	99	741	610	46
Future Volume (vph)	165	180	99	741	610	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	65.0			15.0
Storage Lanes	1	0	1			1
Taper Length (m)	2.5		2.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.929					0.850
Flt Protected	0.977		0.950			
Satd. Flow (prot)	1709	0	1789	1883	1883	1601
Flt Permitted	0.977		0.281			
Satd. Flow (perm)	1709	0	529	1883	1883	1601
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	64					30
Link Speed (k/h)	48			50	50	
Link Distance (m)	240.3			233.6	87.6	
Travel Time (s)	18.0			16.8	6.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	179	196	108	805	663	50
Shared Lane Traffic (%)						
Lane Group Flow (vph)	375	0	108	805	663	50
Turn Type	Prot		Perm	NA	NA	Perm
Protected Phases	4			2	6	
Permitted Phases			2			6
Detector Phase	4		2	2	6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5		22.5	22.5	22.5	22.5
Total Split (s)	22.5		57.5	57.5	57.5	57.5
Total Split (%)	28.1%		71.9%	71.9%	71.9%	71.9%
Maximum Green (s)	18.0		53.0	53.0	53.0	53.0
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	None	None	None
Walk Time (s)	7.0		7.0	7.0	7.0	7.0
Flash Don't Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
Act Effct Green (s)	15.9		31.4	31.4	31.4	31.4
Actuated g/C Ratio	0.28		0.55	0.55	0.55	0.55
v/c Ratio	0.72		0.37	0.77	0.64	0.06
Control Delay (s/veh)	27.5		11.1	15.6	11.7	3.3
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.5		11.1	15.6	11.7	3.3

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
LOS	C		B	B	B	A
Approach Delay (s/veh)	27.5			15.1	11.1	
Approach LOS	C			B	B	
Queue Length 50th (m)	28.0		6.0	61.8	45.0	0.9
Queue Length 95th (m)	#87.5		14.7	97.4	70.0	4.1
Internal Link Dist (m)	216.3			209.6	63.6	
Turn Bay Length (m)			65.0			15.0
Base Capacity (vph)	619		467	1664	1664	1418
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.61		0.23	0.48	0.40	0.04

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 56.9			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay (s/veh): 16.0		Intersection LOS: B	
Intersection Capacity Utilization 69.0%		ICU Level of Service C	
Analysis Period (min) 15			

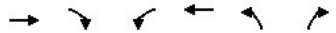
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: Highway 26 & Bridle Park Site Access



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	26	0	28	23	0	109
Future Volume (vph)	26	0	28	23	0	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.865	
Flt Protected				0.973		
Satd. Flow (prot)	1883	0	0	1833	1629	0
Flt Permitted				0.973		
Satd. Flow (perm)	1883	0	0	1833	1629	0
Link Speed (k/h)	50			50	48	
Link Distance (m)	956.9			1241.5	327.8	
Travel Time (s)	68.9			89.4	24.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	28	0	30	25	0	118
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	0	55	118	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.8%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	26	0	28	23	0	109
Future Volume (Veh/h)	26	0	28	23	0	109
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	28	0	30	25	0	118
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			28		113	28
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			28		113	28
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	89
cM capacity (veh/h)			1585		867	1047

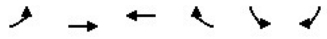
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	28	55	118
Volume Left	0	30	0
Volume Right	0	0	118
cSH	1700	1585	1047
Volume to Capacity	0.02	0.02	0.11
Queue Length 95th (m)	0.0	0.4	2.9
Control Delay (s/veh)	0.0	4.1	8.9
Lane LOS		A	A
Approach Delay (s/veh)	0.0	4.1	8.9
Approach LOS			A

Intersection Summary			
Average Delay		6.3	
Intersection Capacity Utilization		22.8%	ICU Level of Service A
Analysis Period (min)		15	



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	129	85	0	26	15
Future Volume (vph)	0	129	85	0	26	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.951	
Flt Protected					0.969	
Satd. Flow (prot)	0	1883	1883	0	1736	0
Flt Permitted					0.969	
Satd. Flow (perm)	0	1883	1883	0	1736	0
Link Speed (k/h)		50	50		48	
Link Distance (m)		52.2	338.4		180.3	
Travel Time (s)		3.8	24.4		13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	140	92	0	28	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	140	92	0	44	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 16.8%			ICU Level of Service A
Analysis Period (min) 15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	129	85	0	26	15
Future Volume (Veh/h)	0	129	85	0	26	15
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	140	92	0	28	16
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	92				232	92
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	92				232	92
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				96	98
cM capacity (veh/h)	1503				756	965

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	140	92	44
Volume Left	0	0	28
Volume Right	0	0	16
cSH	1503	1700	821
Volume to Capacity	0.00	0.05	0.05
Queue Length 95th (m)	0.0	0.0	1.3
Control Delay (s/veh)	0.0	0.0	9.6
Lane LOS			A
Approach Delay (s/veh)	0.0	0.0	9.6
Approach LOS			A

Intersection Summary			
Average Delay		1.5	
Intersection Capacity Utilization		16.8%	ICU Level of Service A
Analysis Period (min)		15	



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	37	29	902	28	47	955
Future Volume (vph)	37	29	902	28	47	955
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	0.941		0.996			
Flt Protected	0.972					0.998
Satd. Flow (prot)	1709	0	1895	0	0	1864
Flt Permitted	0.972					0.998
Satd. Flow (perm)	1709	0	1895	0	0	1864
Link Speed (k/h)	40		50			50
Link Distance (m)	495.9		87.6			1006.2
Travel Time (s)	44.6		6.3			72.4
Confl. Peds. (#/hr)				2	2	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	5%	0%	1%	0%	0%	3%
Adj. Flow (vph)	43	33	1037	32	54	1098
Shared Lane Traffic (%)						
Lane Group Flow (vph)	76	0	1069	0	0	1152
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	99.0%		ICU Level of Service F
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	37	29	902	28	47	955
Future Volume (Veh/h)	37	29	902	28	47	955
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	43	33	1037	32	54	1098
Pedestrians	2					
Lane Width (m)	3.7					
Walking Speed (m/s)	1.1					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			87			
pX, platoon unblocked	0.62	0.62			0.62	
vC, conflicting volume	2261	1055			1071	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2730	781			807	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	87			89	
cM capacity (veh/h)	12	246			511	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	76	1069	1152
Volume Left	43	0	54
Volume Right	33	32	0
cSH	21	1700	511
Volume to Capacity	3.67	0.63	0.11
Queue Length 95th (m)	Err	0.0	2.7
Control Delay (s/veh)	Err	0.0	4.3
Lane LOS	F		A
Approach Delay (s/veh)	Err	0.0	4.3
Approach LOS	F		

Intersection Summary			
Average Delay		333.0	
Intersection Capacity Utilization		99.0%	ICU Level of Service F
Analysis Period (min)		15	



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	85	97	57	865	806	101
Future Volume (vph)	85	97	57	865	806	101
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				0.985	
Flt Protected	0.977			0.997		
Satd. Flow (prot)	1723	0	0	1880	1839	0
Flt Permitted	0.977			0.997		
Satd. Flow (perm)	1723	0	0	1880	1839	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	338.4			509.9	233.6	
Travel Time (s)	24.4			36.7	16.8	
Confl. Peds. (#/hr)	6					
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	2%	0%	2%	3%	2%
Adj. Flow (vph)	97	110	65	983	916	115
Shared Lane Traffic (%)						
Lane Group Flow (vph)	207	0	0	1048	1031	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 109.6%			ICU Level of Service H
Analysis Period (min) 15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	85	97	57	865	806	101
Future Volume (Veh/h)	85	97	57	865	806	101
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	97	110	65	983	916	115
Pedestrians					6	
Lane Width (m)					3.7	
Walking Speed (m/s)					1.1	
Percent Blockage					1	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)					233	
pX, platoon unblocked	0.54	0.54	0.54			
vC, conflicting volume	2093	974	1031			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2605	518	625			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	63	87			
cM capacity (veh/h)	13	299	518			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	207	1048	1031
Volume Left	97	65	0
Volume Right	110	0	115
cSH	26	518	1700
Volume to Capacity	7.91	0.13	0.61
Queue Length 95th (m)	Err	3.2	0.0
Control Delay (s/veh)	Err	4.4	0.0
Lane LOS	F	A	
Approach Delay (s/veh)	Err	4.4	0.0
Approach LOS	F		

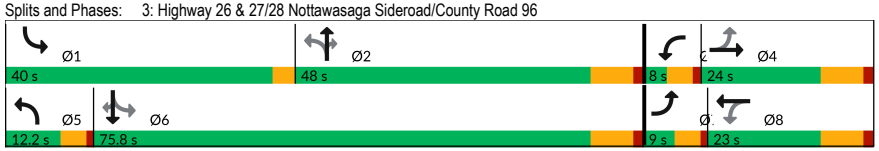
Intersection Summary			
Average Delay		907.4	
Intersection Capacity Utilization		109.6%	ICU Level of Service H
Analysis Period (min)		15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	57	59	101	41	540	162	615	99	567	804	141
Future Volume (vph)	137	57	59	101	41	540	162	615	99	567	804	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	115.0		0.0	135.0		0.0	165.0		125.0	215.0		45.0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (m)	7.6			7.6			7.6			7.6		
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		0.924			0.861				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	1668	0	1825	1609	0	1825	1902	1633	1789	1865	1633
Flt Permitted	0.241			0.676			0.229			0.091		
Satd. Flow (perm)	463	1668	0	1299	1609	0	440	1902	1633	171	1865	1633
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36			450				149			122
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		1241.5			552.5			1006.2			372.2	
Travel Time (s)		89.4			39.8			72.4			26.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	13%	0%	0%	0%	3%	0%	1%	0%	2%	3%	0%
Adj. Flow (vph)	149	62	64	110	45	587	176	668	108	616	874	153
Shared Lane Traffic (%)												
Lane Group Flow (vph)	149	126	0	110	632	0	176	668	108	616	874	153
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	20.0	20.0	7.0	20.0	20.0
Minimum Split (s)	9.5	17.4		9.5	17.4		9.5	27.1	27.1	10.0	27.1	27.1
Total Split (s)	9.0	24.0		8.0	23.0		12.2	48.0	48.0	40.0	75.8	75.8
Total Split (%)	7.5%	20.0%		6.7%	19.2%		10.2%	40.0%	40.0%	33.3%	63.2%	63.2%
Maximum Green (s)	4.5	16.6		3.5	15.6		7.7	40.9	40.9	37.0	68.7	68.7
Yellow Time (s)	3.5	5.9		3.5	5.9		3.5	5.9	5.9	3.0	5.9	5.9
All-Red Time (s)	1.0	1.5		1.0	1.5		1.0	1.2	1.2	0.0	1.2	1.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	7.4		4.5	7.4		4.5	7.1	7.1	3.0	7.1	7.1
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	4.0	4.0	3.0	4.0	4.0
Recall Mode	None	None		None	None		None	None	None	None	None	None
Act Effct Green (s)	24.0	16.6		22.0	15.6		51.1	40.9	40.9	85.0	68.8	68.8
Actuated g/C Ratio	0.20	0.14		0.18	0.13		0.43	0.34	0.34	0.71	0.57	0.57
v/c Ratio	1.04	0.48		0.43	1.05		0.64	1.03	0.17	0.99	0.82	0.15
Control Delay (s/veh)	130.1	40.7		46.6	66.6		26.1	82.8	2.1	67.9	28.5	3.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	130.1	40.7		46.6	66.6		26.1	82.8	2.1	67.9	28.5	3.6
LOS	F	D		D	E		C	F	A	E	C	A
Approach Delay (s/veh)		89.1			63.6			63.2			41.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		F			E			E			D	
Queue Length 50th (m)	~31.0	19.6		21.4	~63.6		12.5	~168.5	0.0	126.3	157.3	3.0
Queue Length 95th (m)	#73.1	38.9		37.4	#133.9		22.2	#238.6	5.2	#202.4	218.4	11.9
Internal Link Dist (m)		1217.5			528.5			982.2			348.2	
Turn Bay Length (m)	115.0			135.0			165.0		125.0	215.0		45.0
Base Capacity (vph)	143	261		253	600		276	648	654	620	1069	988
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	1.04	0.48		0.43	1.05		0.64	1.03	0.17	0.99	0.82	0.15

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Natural Cycle: 130			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay (s/veh): 55.1		Intersection LOS: E	
Intersection Capacity Utilization 126.1%		ICU Level of Service H	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: Highway 26 & 27/28 Nottawasaga Sideroad/County Road 96



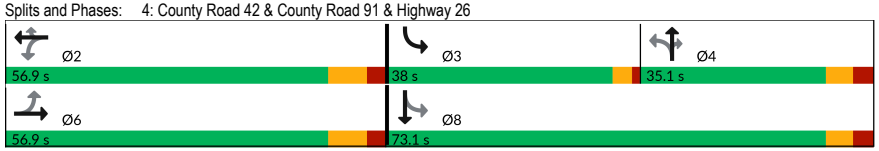
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	355	75	114	405	518	61	327	143	441	405	72
Future Volume (vph)	90	355	75	114	405	518	61	327	143	441	405	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	30.0		0.0	50.0		65.0	85.0		50.0	95.0		0.0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (m)	7.6			7.6			7.6			7.6		
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	1.00		1.00		0.96			0.94			
Frt		0.974				0.850			0.850		0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	1769	0	1755	1812	1585	1825	1883	1633	1738	1837	0
Flt Permitted	0.279			0.245			0.467			0.203		
Satd. Flow (perm)	534	1769	0	452	1812	1530	897	1883	1531	371	1837	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9				539			117		10	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		322.6			533.7			520.8			509.9	
Travel Time (s)		23.2			38.4			37.5			36.7	
Confl. Peds. (#/hr)	5		1	1		5			14	14		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	5%	7%	4%	6%	3%	0%	2%	0%	5%	2%	3%
Adj. Flow (vph)	100	394	83	127	450	576	68	363	159	490	450	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	100	477	0	127	450	576	68	363	159	490	530	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	
Protected Phases		6			2			4		3	8	
Permitted Phases	6			2		2	4		4	8		
Detector Phase	6	6		2	2	2	4	4	4	3	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0	20.0	10.0	10.0	10.0	6.0	10.0	
Minimum Split (s)	29.5	29.5		29.5	29.5	29.5	28.1	28.1	28.1	10.0	28.1	
Total Split (s)	56.9	56.9		56.9	56.9	56.9	35.1	35.1	35.1	38.0	73.1	
Total Split (%)	43.8%	43.8%		43.8%	43.8%	43.8%	27.0%	27.0%	27.0%	29.2%	56.2%	
Maximum Green (s)	48.4	48.4		48.4	48.4	48.4	28.0	28.0	28.0	34.0	66.0	
Yellow Time (s)	5.8	5.8		5.8	5.8	5.8	4.1	4.1	4.1	3.0	4.1	
All-Red Time (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0	3.0	1.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	8.5	8.5		8.5	8.5	8.5	7.1	7.1	7.1	4.0	7.1	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0		7.0	
Flash Don't Walk (s)	14.0	14.0		14.0	14.0	14.0	14.0	14.0	14.0		14.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0	0		0	
Act Effct Green (s)	37.1	37.1		37.1	37.1	37.1	25.6	25.6	25.6	62.6	59.4	
Actuated g/C Ratio	0.33	0.33		0.33	0.33	0.33	0.23	0.23	0.23	0.56	0.53	
v/c Ratio	0.57	0.81		0.86	0.76	0.67	0.33	0.85	0.36	0.87	0.55	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	46.8	46.3		82.0	43.1	7.7	46.7	63.4	16.0	40.9	21.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	46.8	46.3		82.0	43.1	7.7	46.7	63.4	16.0	40.9	21.2	
LOS	D	D		F	D	A	D	E	B	D	C	
Approach Delay (s/veh)		46.4			29.7			48.7			30.6	
Approach LOS		D			C			D			C	
Queue Length 50th (m)	19.7	102.1		28.2	95.5	6.1	13.6	83.4	8.0	79.6	76.8	
Queue Length 95th (m)	39.1	142.2		#63.3	133.2	36.9	29.5	#144.9	28.1	#152.2	123.0	
Internal Link Dist (m)		298.6			509.7			496.8			485.9	
Turn Bay Length (m)	30.0			50.0		65.0	85.0		50.0	95.0		
Base Capacity (vph)	238	795		202	809	981	232	486	482	635	1123	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.42	0.60		0.63	0.56	0.59	0.29	0.75	0.33	0.77	0.47	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 112.7
Natural Cycle: 90
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.87
Intersection Signal Delay (s/veh): 36.2 Intersection LOS: D
Intersection Capacity Utilization 105.1% ICU Level of Service G
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: County Road 42 & County Road 91 & Highway 26



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	17	0	10	26	4	2	4	8	8	0	0
Future Volume (vph)	2	17	0	10	26	4	2	4	8	8	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					0.986			0.921				
Flt Protected		0.996			0.988			0.994			0.950	
Satd. Flow (prot)	0	1913	0	0	1871	0	0	1759	0	0	1825	0
Flt Permitted		0.996			0.988			0.994			0.950	
Satd. Flow (perm)	0	1913	0	0	1871	0	0	1759	0	0	1825	0
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		208.4			449.4			124.9			105.5	
Travel Time (s)		15.0			32.4			9.0			7.6	
Confl. Peds. (#/hr)	3		8	8		3	12		1	1		12
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%
Adj. Flow (vph)	2	21	0	12	32	5	2	5	10	10	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	0	0	49	0	0	17	0	0	10	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 19.0% 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)	2	17	0	10	26	4	2	4	8	8	0	0
Future Volume (Veh/h)	2	17	0	10	26	4	2	4	8	8	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	2	21	0	12	32	5	2	5	10	10	0	0
Pedestrians		12			1			8			3	
Lane Width (m)		3.7			3.7			3.7			3.7	
Walking Speed (m/s)		1.1			1.1			1.1			1.1	
Percent Blockage		1			0			1			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	70	52	20	54	47	14	12			16		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	70	52	20	54	47	14	12			16		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	97	100	99	96	100	100			99		
cM capacity (veh/h)	869	826	1043	909	832	1068	1601			1613		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	23	49	17	10
Volume Left	2	12	2	10
Volume Right	0	5	10	0
cSH	830	869	1601	1613
Volume to Capacity	0.03	0.06	0.00	0.01
Queue Length 95th (m)	0.6	1.4	0.0	0.1
Control Delay (s/veh)	9.5	9.4	0.9	7.2
Lane LOS	A	A	A	A
Approach Delay (s/veh)	9.5	9.4	0.9	7.2
Approach LOS	A	A		

Intersection Summary				
Average Delay			7.7	
Intersection Capacity Utilization			19.0%	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	87	8	16	134	0	22	112	14	8	6	0
Future Volume (vph)	0	87	8	16	134	0	22	112	14	8	6	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		0.988						0.987				
Flt Protected					0.995			0.993			0.973	
Satd. Flow (prot)	0	1864	0	0	1912	0	0	1855	0	0	1833	0
Flt Permitted					0.995			0.993			0.973	
Satd. Flow (perm)	0	1864	0	0	1912	0	0	1855	0	0	1833	0
Link Speed (k/h)		50			50			50			48	
Link Distance (m)		449.4			188.9			488.2			301.7	
Travel Time (s)		32.4			13.6			35.2			22.6	
Confl. Peds. (#/hr)			23	23								
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 (%)	2%	2%	0%	0%	0%	2%	0%	2%	0%	2%	2%	2%
Adj. Flow (vph)	0	95	9	17	146	0	24	122	15	9	7	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	104	0	0	163	0	0	161	0	0	16	0
Sign Control		Free			Free			Stop			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	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	87	8	16	134	0	22	112	14	8	6	0
Future Volume (Veh/h)	0	87	8	16	134	0	22	112	14	8	6	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	95	9	17	146	0	24	122	15	9	7	0
Pedestrians								23				
Lane Width (m)								3.7				
Walking Speed (m/s)								1.1				
Percent Blockage								2				
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	146			127			306	303	123	356	307	146
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	146			127			306	303	123	356	307	146
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			96	79	98	98	99	100
cM capacity (veh/h)	1436			1439			614	590	913	483	586	901

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	104	163	161	16
Volume Left	0	17	24	9
Volume Right	9	0	15	0
cSH	1436	1439	613	524
Volume to Capacity	0.00	0.01	0.26	0.03
Queue Length 95th (m)	0.0	0.3	8.0	0.7
Control Delay (s/veh)	0.0	0.9	12.9	12.1
Lane LOS		A	B	B
Approach Delay (s/veh)	0.0	0.9	12.9	12.1
Approach LOS			B	B

Intersection Summary					
Average Delay			5.4		
Intersection Capacity Utilization			29.2%	ICU Level of Service	A
Analysis Period (min)			15		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	102	10	13	144	16	13
Future Volume (vph)	102	10	13	144	16	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.988				0.939	
Flt Protected				0.996	0.973	
Satd. Flow (prot)	1864	0	0	1913	1755	0
Flt Permitted				0.996	0.973	
Satd. Flow (perm)	1864	0	0	1913	1755	0
Link Speed (k/h)	50			50	48	
Link Distance (m)	188.9			52.2	494.2	
Travel Time (s)	13.6			3.8	37.1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	117	11	15	166	18	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	128	0	0	181	33	0
Sign Control	Stop			Stop	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 25.0%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	102	10	13	144	16	13
Future Volume (vph)	102	10	13	144	16	13
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	117	11	15	166	18	15

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	128	181	33
Volume Left (vph)	0	15	18
Volume Right (vph)	11	0	15
Hadj (s)	-0.02	0.02	-0.16
Departure Headway (s)	4.1	4.1	4.4
Degree Utilization, x	0.15	0.21	0.04
Capacity (veh/h)	854	860	760
Control Delay (s/veh)	7.8	8.2	7.6
Approach Delay (s/veh)	7.8	8.2	7.6
Approach LOS	A	A	A

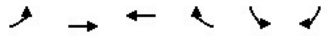
Intersection Summary			
Delay		8.0	
Level of Service		A	
Intersection Capacity Utilization		25.0%	ICU Level of Service A
Analysis Period (min)		15	

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	102	10	13	144	16	13
Future Vol, veh/h	102	10	13	144	16	13
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	0	0	0	0	0
Mvmt Flow	117	11	15	166	18	15
Number of Lanes	1	0	0	1	1	0

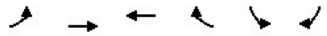
Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7.8	8.2	7.6
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	55%	0%	8%
Vol Thru, %	0%	91%	92%
Vol Right, %	45%	9%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	29	112	157
LT Vol	16	0	13
Through Vol	0	102	144
RT Vol	13	10	0
Lane Flow Rate	33	129	180
Geometry Grp	1	1	1
Degree of Util (X)	0.041	0.146	0.204
Departure Headway (Hd)	4.404	4.075	4.072
Convergence, Y/N	Yes	Yes	Yes
Cap	818	873	875
Service Time	2.404	2.135	2.122
HCM Lane V/C Ratio	0.04	0.148	0.206
HCM Control Delay, s/veh	7.6	7.8	8.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.5	0.8



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	81	428	421	111	36	23
Future Volume (vph)	81	428	421	111	36	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.972		0.947	
Flt Protected		0.992			0.970	
Satd. Flow (prot)	0	1765	1718	0	1667	0
Flt Permitted		0.992			0.970	
Satd. Flow (perm)	0	1765	1718	0	1667	0
Link Speed (k/h)		50	50		50	
Link Distance (m)		1578.3	179.3		488.2	
Travel Time (s)		113.6	12.9		35.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	8%	8%	11%	0%	0%	15%
Adj. Flow (vph)	88	465	458	121	39	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	553	579	0	64	0
Sign Control		Free	Free		Stop	

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	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	81	428	421	111	36	23
Future Volume (Veh/h)	81	428	421	111	36	23
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	88	465	458	121	39	25
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	579				1160	519
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	579				1160	519
tC, single (s)	4.2				6.4	6.4
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.4
p0 queue free %	91				80	95
cM capacity (veh/h)	966				198	532

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	553	579	64
Volume Left	88	0	39
Volume Right	0	121	25
cSH	966	1700	263
Volume to Capacity	0.09	0.34	0.24
Queue Length 95th (m)	2.3	0.0	7.1
Control Delay (s/veh)	2.4	0.0	23.1
Lane LOS	A		C
Approach Delay (s/veh)	2.4	0.0	23.1
Approach LOS			C

Intersection Summary			
Average Delay		2.3	
Intersection Capacity Utilization		69.3%	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)	13	450	0	4	516	23	0	2	7	22	0	7
Future Volume (vph)	13	450	0	4	516	23	0	2	7	22	0	7
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					0.994			0.892			0.967	
Flt Protected		0.999									0.964	
Satd. Flow (prot)	0	1791	0	0	1759	0	0	1428	0	0	1689	0
Flt Permitted		0.999									0.964	
Satd. Flow (perm)	0	1791	0	0	1759	0	0	1428	0	0	1689	0
Link Speed (k/h)		50			50			48			50	
Link Distance (m)		179.3			322.6			78.1			494.2	
Travel Time (s)		12.9			23.2			5.9			35.6	
Confl. Peds. (#/hr)							1		2	2		1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	13%	7%	2%	0%	9%	0%	2%	0%	25%	8%	0%	0%
Adj. Flow (vph)	15	511	0	5	586	26	0	2	8	25	0	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	526	0	0	617	0	0	10	0	0	33	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	47.5%	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)	13	450	0	4	516	23	0	2	7	22	0	7
Future Volume (Veh/h)	13	450	0	4	516	23	0	2	7	22	0	7
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	15	511	0	5	586	26	0	2	8	25	0	8
Pedestrians		1			2							
Lane Width (m)		3.7			3.7							
Walking Speed (m/s)		1.1			1.1							
Percent Blockage		0			0							
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)					322							
pX, platoon unblocked	0.78						0.78	0.78		0.78	0.78	0.78
vC, conflicting volume	612			511			1159	1163	513	1161	1150	600
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	354			511			1060	1065	513	1063	1048	339
tC, single (s)	4.2			4.1			7.1	6.5	6.4	7.2	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.5	3.6	4.0	3.3
p0 queue free %	98			100			100	99	98	83	100	99
cM capacity (veh/h)	888			1065			152	170	517	145	174	548

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	526	617	10	33
Volume Left	15	5	0	25
Volume Right	0	26	8	8
cSH	888	1065	367	177
Volume to Capacity	0.02	0.00	0.03	0.19
Queue Length 95th (m)	0.4	0.1	0.6	5.0
Control Delay (s/veh)	0.5	0.1	15.1	30.0
Lane LOS	A	A	C	D
Approach Delay (s/veh)	0.5	0.1	15.1	30.0
Approach LOS			C	D

Intersection Summary				
Average Delay		1.2		
Intersection Capacity Utilization		47.5%	ICU Level of Service	A
Analysis Period (min)		15		

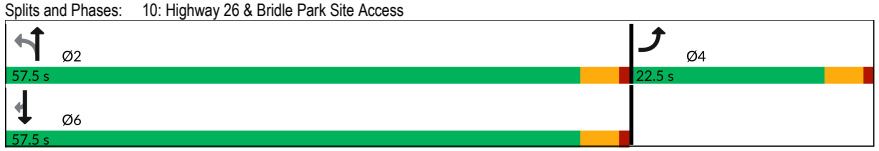
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	155	67	168	824	833	163
Future Volume (vph)	155	67	168	824	833	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	65.0			15.0
Storage Lanes	1	0	1			1
Taper Length (m)	2.5		2.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.959					0.850
Flt Protected	0.966		0.950			
Satd. Flow (prot)	1745	0	1789	1883	1883	1601
Flt Permitted	0.966		0.179			
Satd. Flow (perm)	1745	0	337	1883	1883	1601
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	25					78
Link Speed (k/h)	48			50	50	
Link Distance (m)	240.3			233.6	87.6	
Travel Time (s)	18.0			16.8	6.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	168	73	183	896	905	177
Shared Lane Traffic (%)						
Lane Group Flow (vph)	241	0	183	896	905	177
Turn Type	Prot		Perm	NA	NA	Perm
Protected Phases	4			2	6	
Permitted Phases			2			6
Detector Phase	4		2	2	6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5		22.5	22.5	22.5	22.5
Total Split (s)	22.5		57.5	57.5	57.5	57.5
Total Split (%)	28.1%		71.9%	71.9%	71.9%	71.9%
Maximum Green (s)	18.0		53.0	53.0	53.0	53.0
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	None	None	None
Walk Time (s)	7.0		7.0	7.0	7.0	7.0
Flash Don't Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
Act Effct Green (s)	13.4		39.8	39.8	39.8	39.8
Actuated g/C Ratio	0.21		0.63	0.63	0.63	0.63
v/c Ratio	0.62		0.86	0.76	0.76	0.17
Control Delay (s/veh)	30.8		50.2	13.1	13.3	3.3
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	30.8		50.2	13.1	13.3	3.3

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
LOS	C		D	B	B	A
Approach Delay (s/veh)	30.8			19.4	11.7	
Approach LOS	C			B	B	
Queue Length 50th (m)	26.8		14.9	63.3	64.5	3.9
Queue Length 95th (m)	51.6		#60.2	118.2	121.1	11.0
Internal Link Dist (m)	216.3			209.6	63.6	
Turn Bay Length (m)			65.0			15.0
Base Capacity (vph)	569		274	1532	1532	1317
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.42		0.67	0.58	0.59	0.13

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 63.2			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay (s/veh): 17.1		Intersection LOS: B	
Intersection Capacity Utilization 77.1%		ICU Level of Service D	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: Highway 26 & Bridle Park Site Access



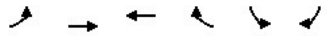
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	51	12	100	40	8	99
Future Volume (vph)	51	12	100	40	8	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.974				0.875	
Flt Protected				0.965	0.996	
Satd. Flow (prot)	1834	0	0	1818	1641	0
Flt Permitted				0.965	0.996	
Satd. Flow (perm)	1834	0	0	1818	1641	0
Link Speed (k/h)	50			50	48	
Link Distance (m)	956.9			1241.5	327.8	
Travel Time (s)	68.9			89.4	24.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	55	13	109	43	9	108
Shared Lane Traffic (%)						
Lane Group Flow (vph)	68	0	0	152	117	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	27.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	51	12	100	40	8	99
Future Volume (Veh/h)	51	12	100	40	8	99
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	55	13	109	43	9	108
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			68		323	62
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			68		323	62
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		99	89
cM capacity (veh/h)			1533		624	1004

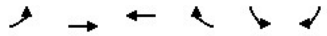
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	68	152	117
Volume Left	0	109	9
Volume Right	13	0	108
cSH	1700	1533	959
Volume to Capacity	0.04	0.07	0.12
Queue Length 95th (m)	0.0	1.7	3.2
Control Delay (s/veh)	0.0	5.6	9.3
Lane LOS		A	A
Approach Delay (s/veh)	0.0	5.6	9.3
Approach LOS			A

Intersection Summary			
Average Delay	5.7		
Intersection Capacity Utilization	27.5%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	143	157	0	11	0
Future Volume (vph)	0	143	157	0	11	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	1883	1883	0	1789	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1883	1883	0	1789	0
Link Speed (k/h)		50	50		48	
Link Distance (m)		52.2	338.4		180.3	
Travel Time (s)		3.8	24.4		13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	155	171	0	12	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	155	171	0	12	0
Sign Control		Free	Free		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	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	143	157	0	11	0
Future Volume (Veh/h)	0	143	157	0	11	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	155	171	0	12	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	171				326	171
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	171				326	171
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				98	100
cM capacity (veh/h)	1406				668	873

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	155	171	12
Volume Left	0	0	12
Volume Right	0	0	0
cSH	1406	1700	668
Volume to Capacity	0.00	0.10	0.02
Queue Length 95th (m)	0.0	0.0	0.4
Control Delay (s/veh)	0.0	0.0	10.5
Lane LOS			B
Approach Delay (s/veh)	0.0	0.0	10.5
Approach LOS			B

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	18.3%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX F

Background Development Excerpts

North Stayner Highway 26 Traffic Impact Study

Township of Clearview
217 Gideon Street
Stayner, Ontario

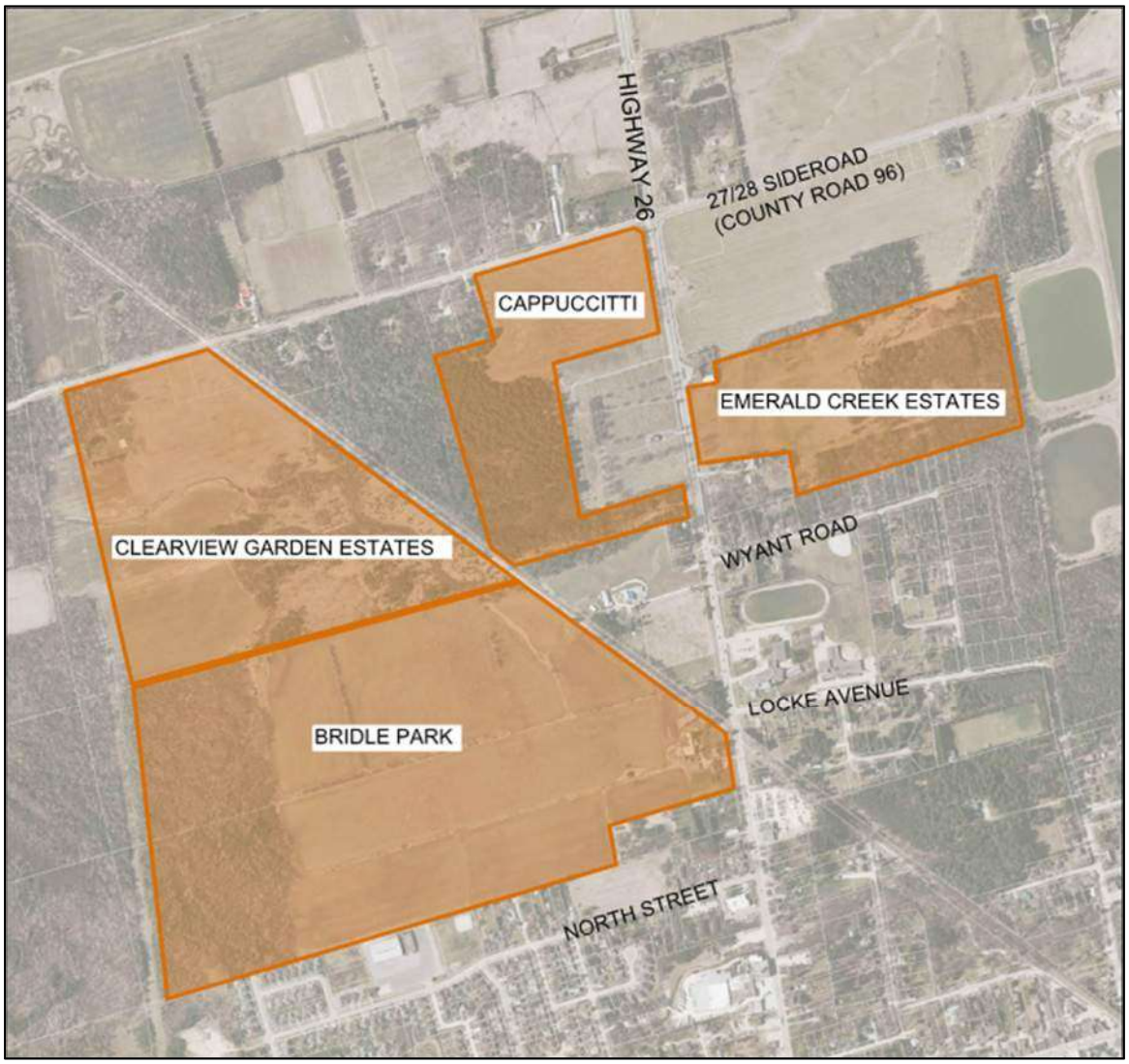
R.J. Burnside & Associates Limited
332 Lorne Avenue East
Stratford ON N5A 6S4 CANADA

October 26, 2018
300040447.0000

1.3.5 Proposed Developments and Recent Traffic Impact Studies

The four primary developments affecting the study area are identified in Figure 9 below.

Figure 9: Primary Developments Affecting Study Area



The following sections provide a brief summary of each development and the essential details and conclusions from the traffic impact studies that were previously prepared.

1.3.5.1 Stayner Development TIS Update (Cappuccitti)

The *Stayner Development TIS Update* was prepared by C.C. Tatham & Associates to address traffic impacts associated with the development proposed on the southwest corner of Highway 26 and 27/28 Sideroad. This development was formerly referred to as the Cappuccitti development, but is currently, and herein, referred to as the Cityscape development. The site plan for the Cityscape development is shown in Figure 10 and a brief summary of the development features and TIS findings is provided in Table 1.

Figure 10: Cityscape Proposed Site Plan (from Figure 7 in Stayner Development TIS Update)



Table 1: Summary of Stayner Development (Cityscape) TIS Update

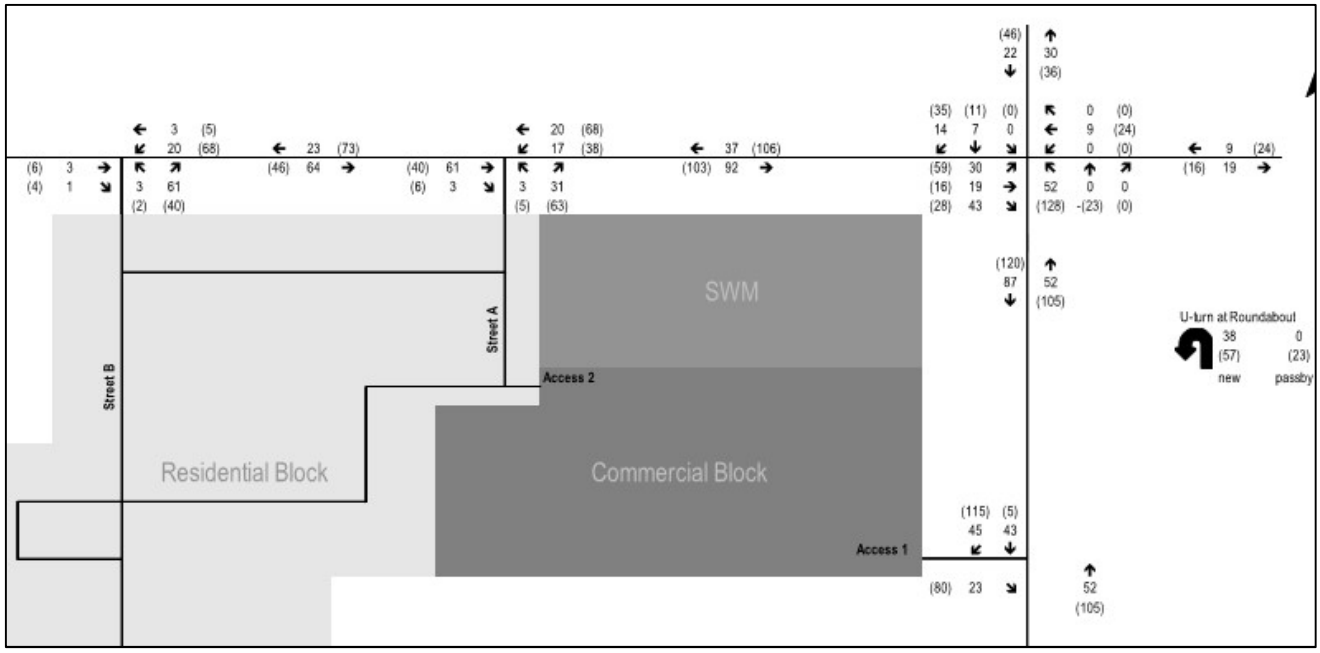
TIS Summary - Cityscape Development	
Proposed Land Uses:	Residential: 152 single family detached units Commercial: 25,000 ft^2 grocery store and 11,500 ft^2 retail
Proposed Access:	Two road connections to 27/28 Sideroad. Street A and Street B, approximately 150 m and 305 m west of Highway 26, respectively. Right-in/right-out access to commercial block from Highway 26 (commercial block also has access to Street A).
Background Traffic Growth Assumptions:	Assumed 3% per year growth rate for Highway 26 through traffic, Highway 26 southbound traffic turning left onto 27/28 Sideroad, and 27/28 Sideroad westbound traffic turning right onto Highway 26. All other traffic was assumed to grow at 1% per year.
Horizon Years Considered:	Existing (2013), 2018, 2023, 2028 Build-out of development assumed by 2018.
New Trip Generation:	AM Peak Hour: 207 (86 in, 121 out) PM Peak Hour: 326 (184 in, 142 out)
Key Findings:	• Southbound left turn lane warranted on Highway 26 at 27/28 Sideroad under existing (2013) traffic conditions. • Roundabout recommended for 2023 background traffic conditions, but need for roundabout moved up to 2018 with development traffic. • No left turn lanes warranted for site accesses on 27/28 Sideroad. • Southbound right turn lane recommended for right-in/right-out access to commercial block on Highway 26. • Roundabout at Highway 26 and 27/28 Sideroad intersection operates sufficiently throughout the 2028 horizon period.

The following is noted:

- The TIS has assumed that MTO's plans for a roundabout at Highway 26 and 27/28 Sideroad are implemented by 2018 so that traffic from the south can access the commercial block through the right-in/right-out access via a U-turn movement at the roundabout.
- aaSIDRA software was used for roundabout analysis (potential that the capacity of the single lane roundabout was overestimated).

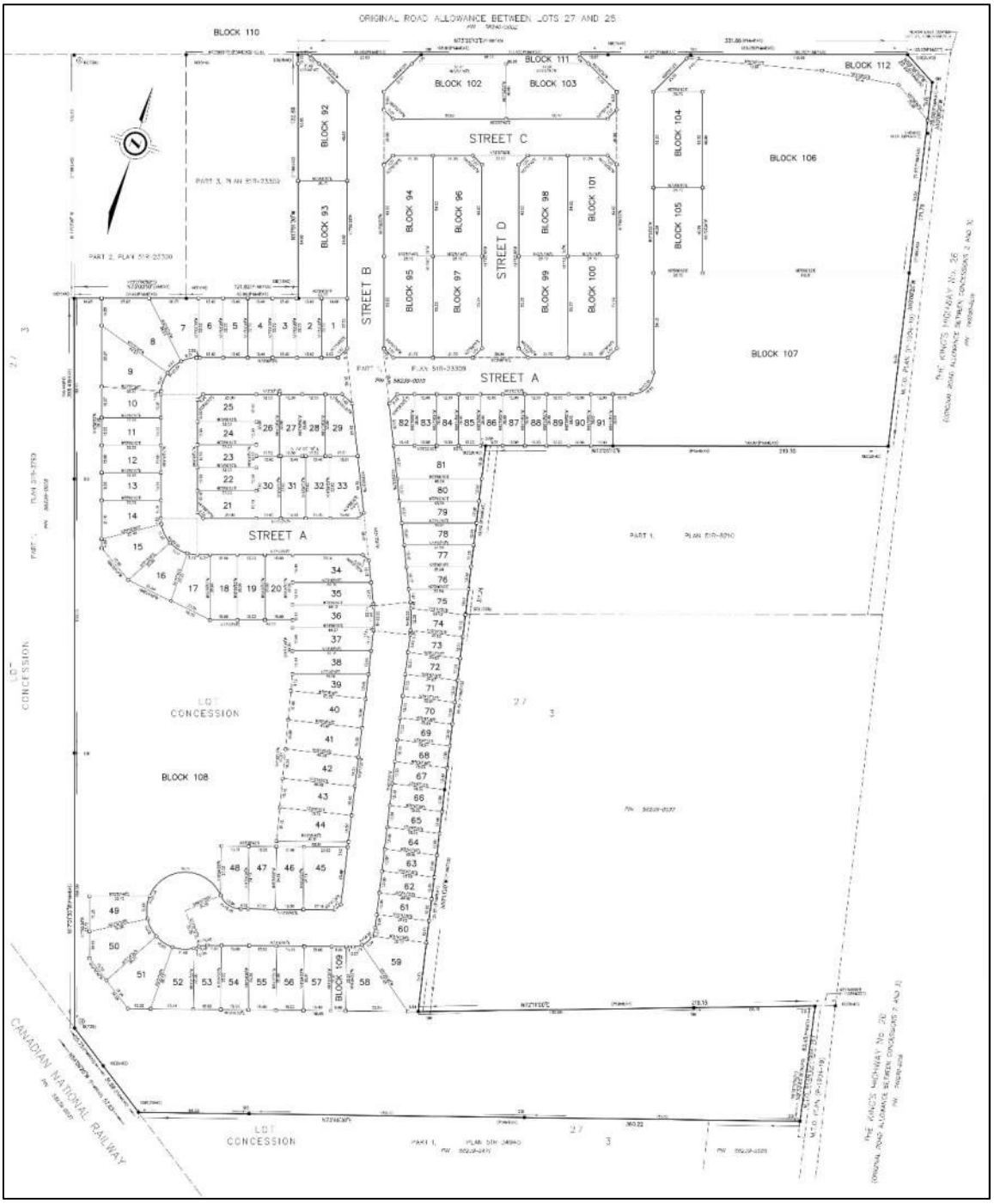
Total site generated traffic for the Cityscape development is shown in Figure 11.

Figure 11: Cityscape Peak Hour Site Traffic (from Figure 11 in Stayner Development TIS Update)



Subsequent to the issuance of the Stayner Development TIS Update, the site plan was revised to include several townhouse blocks with a reduction in the number of single lots, as shown in Figure 12. Overall, this results in a greater number of units (assumed 201 vs. the original 152), however, the typical trip generation rate for townhouse units is lower than single-family detached units, so the site traffic is expected to nearly identical as estimated in the TIS Update. As such, the original site traffic estimates have been maintained for use in this study.

Figure 12: Current Cityscape Development Plan (From Draft Plan by J.D. Barnes Limited, August 30, 2017)



1.3.5.2 Emerald Creek Estates Subdivision TIS

The proposed Emerald Creek Estates development is located on the east side of Highway 26 between 27/28 Sideroad and Wyant Road. A TIS was prepared by JD Northcote Engineering Inc. in May 2016. The original site plan from the TIS is shown in Figure 13 and a brief summary of the development features and TIS findings is provided in Table 2.

Figure 13: Original Emerald Creek Estates Proposed Site Plan

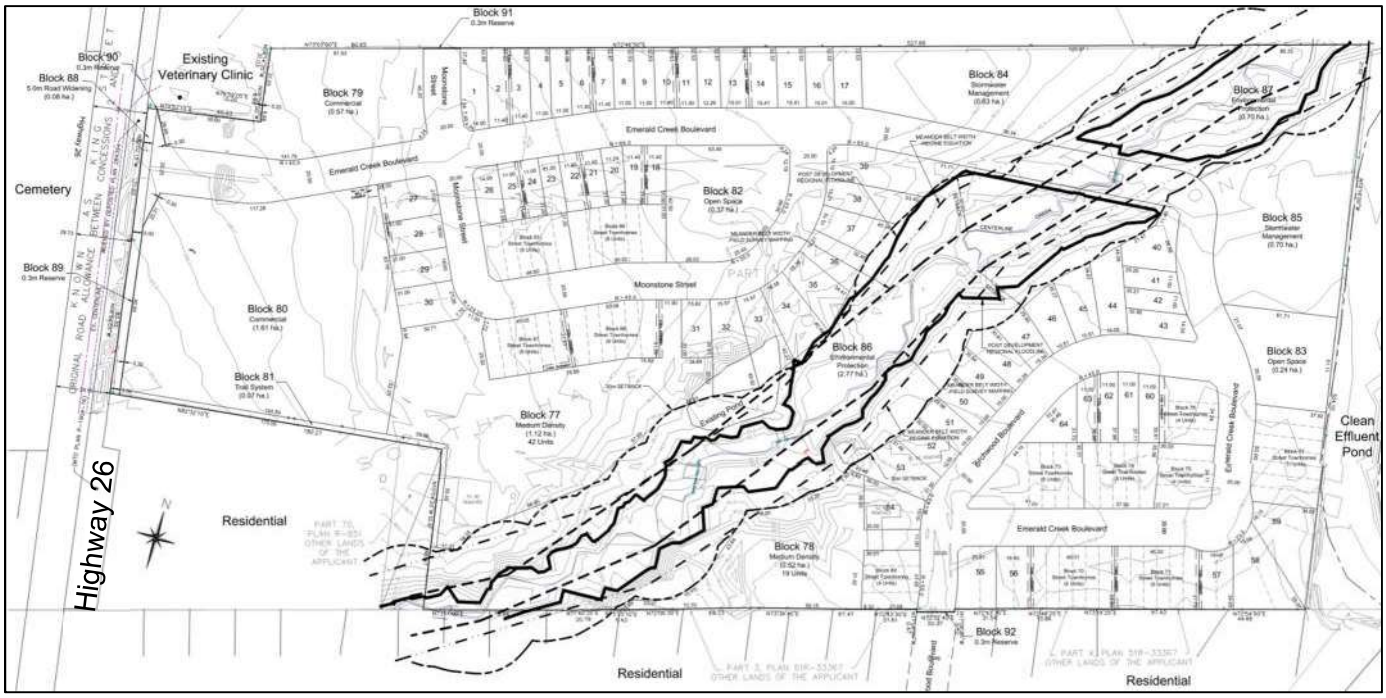


Table 2: Summary of Emerald Creek Estates TIS

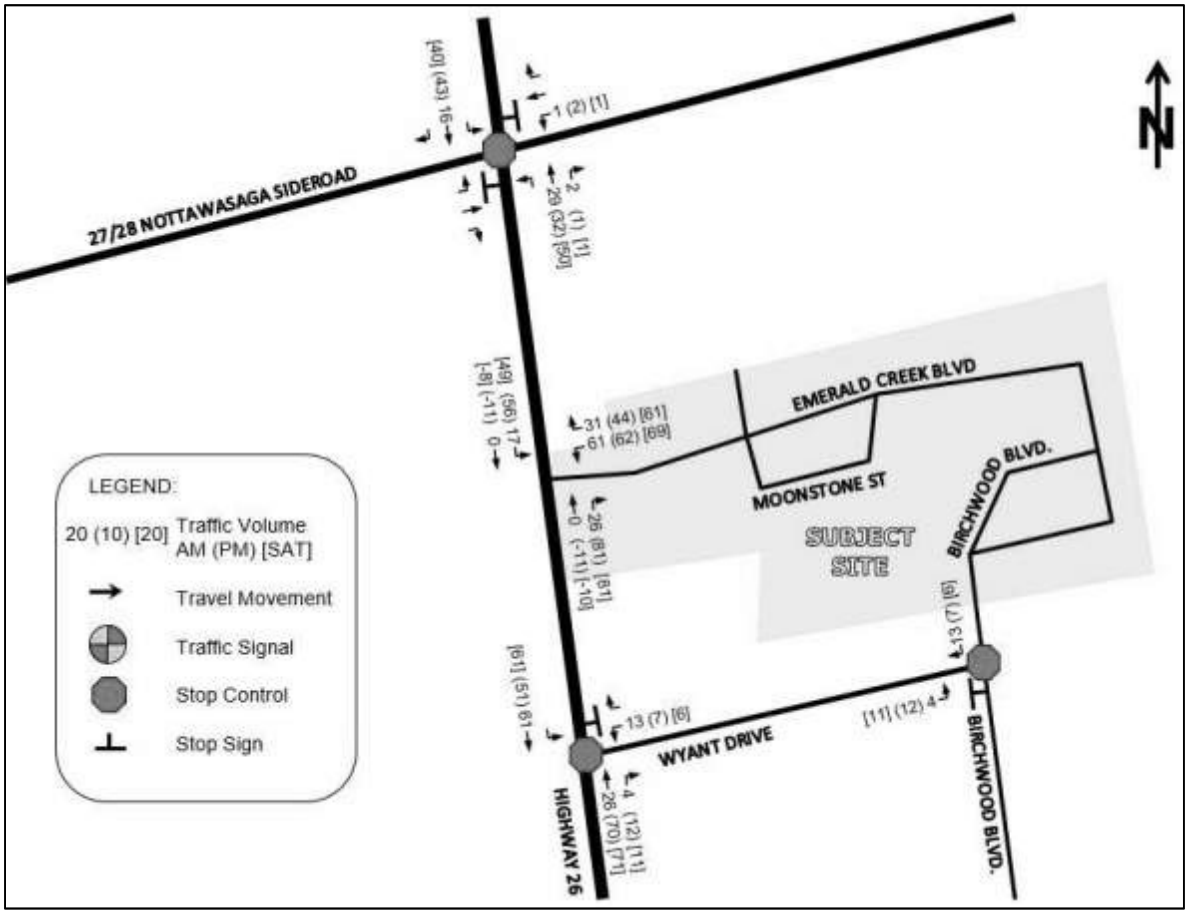
TIS Summary – Emerald Creek Estates	
Proposed Land Uses:	Residential: 200 units (54 single detached, 20 semi-detached, 65 townhouse, 61 medium density) Commercial: 38,866 ft^2 retail (two blocks)
Proposed Access:	Main road connection to Highway 26 (Emerald Creek Boulevard) approximately 370 m south of 27/28 Sideroad. Secondary road connection to Wyant Road via Birchwood Boulevard extension. Future potential road connection to 27/28 Sideroad through lands to the north of the site (Moonstone Street). This connection was not assumed to be operational for the traffic analysis.
Background Traffic Growth Assumptions:	Background traffic growth rate based on Highway 26 10 year average historical growth which was determined to be 2.17% per year. Cityscape development site generated traffic included in background traffic (in addition to background growth rate) for 2024 and 2029 horizon years.
Horizon Years Considered:	Existing (2016), 2019, 2024, 2029 Build-out of development assumed by 2019.
New Trip Generation:	AM Peak Hour: 152 (47 in, 105 out) PM Peak Hour: 219 (128 in, 91 out)
Key Findings:	• Southbound left turn lane warranted on Highway 26 at 27/28 Sideroad under existing (2016) traffic conditions. • Recommended to construct a westbound right turn lane on 27/28 Sideroad at Highway 26 based on existing (2016) traffic conditions. • Roundabout recommended for 2024 background traffic conditions, but need for roundabout moved up to 2018 with development traffic. • Traffic signals recommended for Highway 26 and Emerald Creek Boulevard intersection, along with a southbound left turn lane and a northbound right turn lane (prior to first occupancy). • Recommended that the speed limit on Highway 26 be reduced to 50 km/h within the study area (i.e. south of 27/28 Sideroad).

It is noted that although Arcady software was used for the roundabout analysis (as per MTO TIS Guideline), the entry widths inputted were as per MTO preliminary roundabout design instead of using the recommended maximum effective width for single lane

analysis (discussed further in Section 3.5), so the approach capacity was overestimated and the conclusion that a single lane roundabout would be sufficient through 2029 may not have been correct.

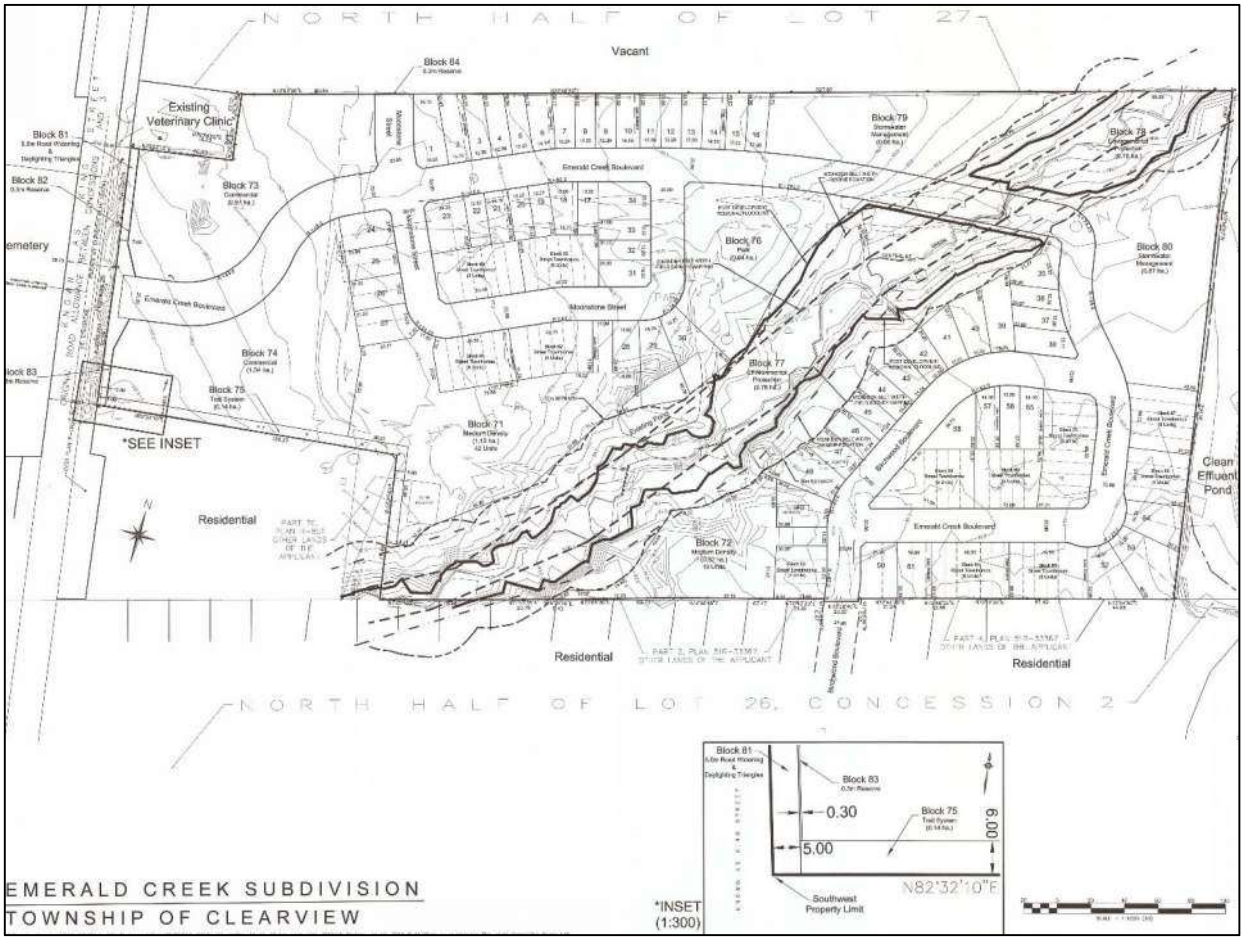
Total site generated traffic for the Emerald Creek Estates development is shown in Figure 14.

Figure 14: Emerald Creek Estates Peak Hour Site Traffic (from Figure 16 in Emerald Creek Estates TIS Report)



MTO noted concerns with the proposed location of Emerald Creek Boulevard based on the separation distance from 27/28 Sideroad and consideration of roundabout signage, as well as proximity to the existing veterinary clinic on the east side of Highway 26. MTO requested that the access be located approximately 65 m further south (435 m south of 27/28 Sideroad) to be opposite the middle cemetery access. Since then a redline revision to the Draft Approved Plan of Subdivision has been completed incorporating the revised access location, as shown in Figure 15.

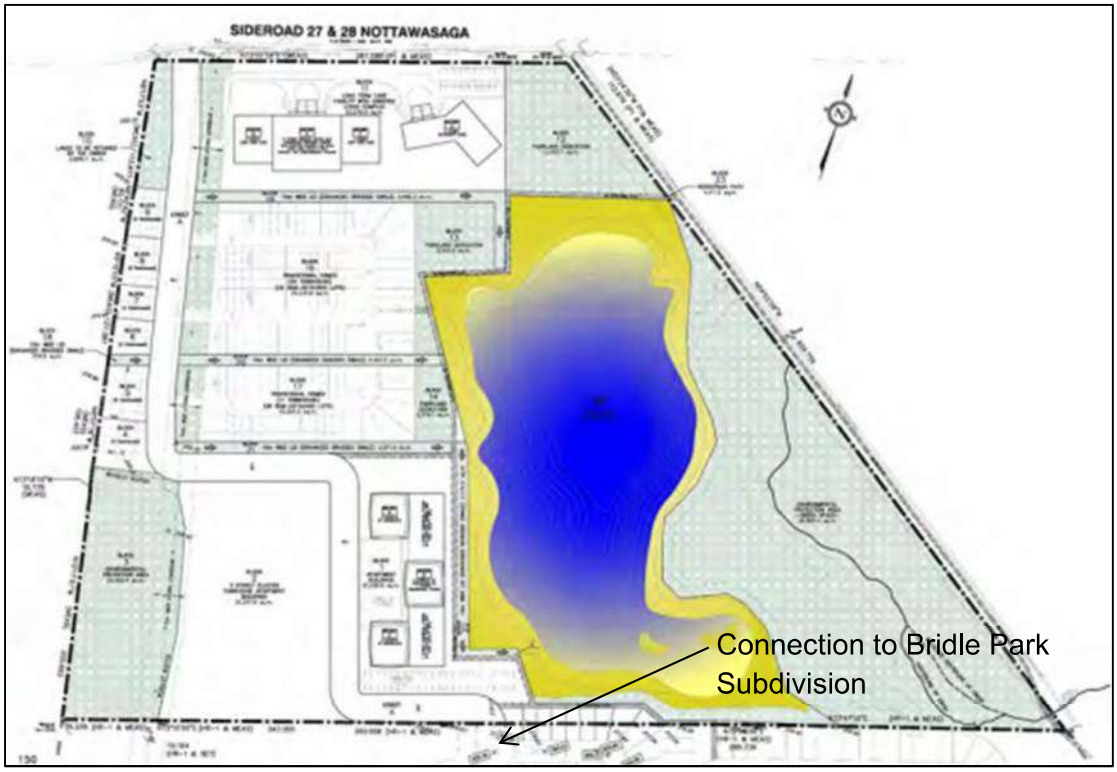
Figure 15: Emerald Creek Estates Redline Revision to Draft Approved Plan of Subdivision (Jones Consulting Group Ltd., January 19, 208)



1.3.5.3 Clearview Garden Estates TIS

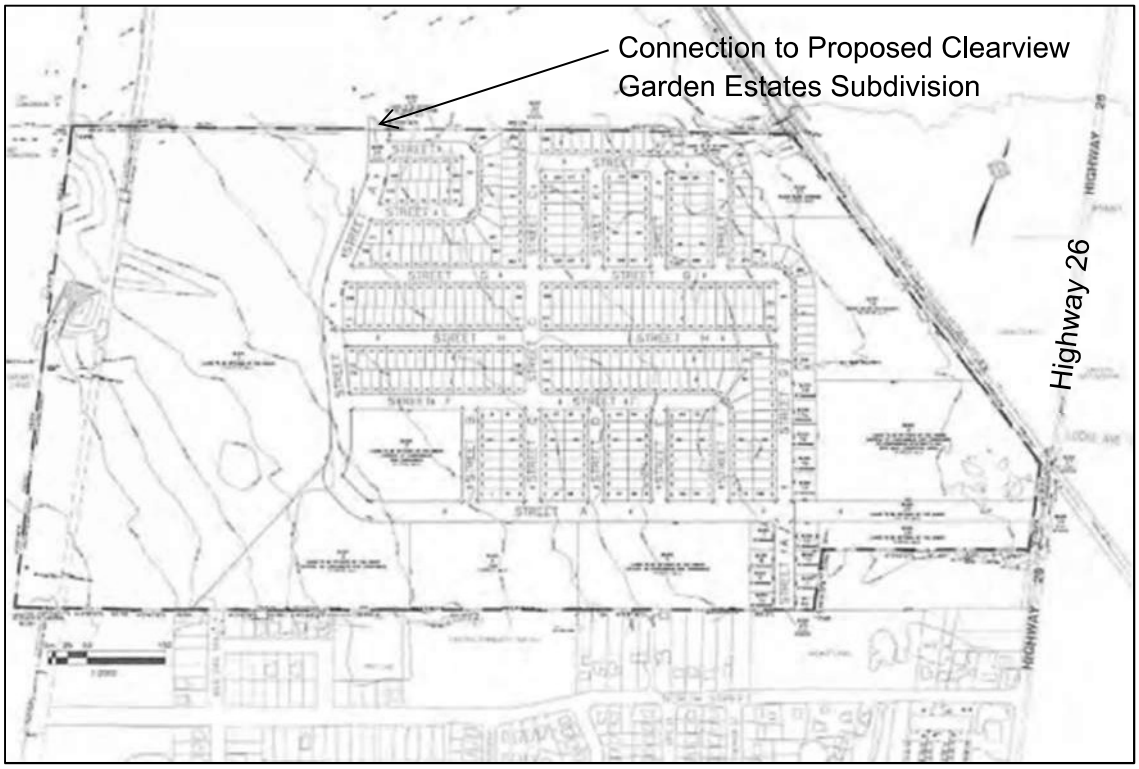
The Clearview Garden Estates TIS was prepared by Mark Engineering Inc. in September 2016. The TIS focused on the traffic impacts of the proposed Clearview Garden Estates development, but also accounted for the traffic from the proposed Bridle Park Subdivision, therefore both of these developments are included in this summary. The Clearview Garden Estates development is located on the south side of 27/28 Sideroad, approximately 1 km west of Highway 26. The site plan is shown in Figure 16 below.

Figure 16: Clearview Garden Estates Proposed Site Plan (from Figure 3.1 in Clearview Garden Estates TIS)



The Bridle Park subdivision is located immediately south of the Clearview Garden Estates lands (i.e., west of Highway 26, between North Street and 27/28 Sideroad). The site plan is shown in Figure 17.

Figure 17: Bridle Park Subdivision Proposed Site Plan (from Figure 3.2 in Clearview Garden Estates TIS)



A brief summary of the Clearview Garden Estates TIS is provided in Table 3.

Table 3: Summary of Clearview Garden Estates TIS

TIS Summary – Clearview Garden Estates (accounts for Bridle Park Subdivision)		
	Clearview Garden Estates	**Bridle Park**
Proposed Land Uses:	730 residential units (67 semi-detached, 419 townhouses and apartments, 244 unit long term care facility)	883 residential units (407 single detached,416 townhouses, 60 condo apartments)
Proposed Access:	Main road connection to 27/28 Sideroad approximately 1.2 km west of Highway 26. South connection through Bridle Park subdivision.	Main road connection to Highway 26, south of Locke Avenue. Connection to North Street. Connection to 27/28 Sideroad through Clearview Garden Estates.
Background Traffic Growth Assumptions:	Background traffic growth rate assumed to be 2% per year. Bridle Park development site generated traffic included in background traffic for 2021 and 2028 horizon years.	
Horizon Years Considered:	Existing (2016), 2021, 2028 Build-out of Bridle Park assumed by 2021. Clearview Garden Estates assumed to be started around 2020 and take 4-5 years to complete, however full site traffic included in 2021 total traffic forecast.	
New Trip Generation:	AM Peak Hour: 292 (75 in, 217 out) PM Peak Hour: 356 (220 in, 136 out)	AM Peak Hour: 518 (113 in, 405 out) PM Peak Hour: 660 (425 in, 235 out)
	TOTAL: AM: 152 (47 in, 105 out) PM: 219 (128 in, 91 out)	
Key Findings (relevant to current study area):	• Traffic signals recommended for Highway 26 and 27/28 Sideroad intersection as an interim measure until roundabout is constructed. Signalization would include northbound and southbound left turn lanes and a westbound right turn lane. • Analysis shows single lane roundabout at Highway 26 & 27/28 Sideroad would be reaching capacity by 2028.	

Total site generated traffic for the Bridle Park and Clearview Garden Estates developments are shown in Figure 18 and Figure 19, respectively. It is noted that only the traffic travelling through the current study area is shown. There is additional site traffic travelling to/from the south that was considered in the Clearview Garden Estates TIS, but it is not relevant to this study.

Figure 18: Bridle Park Peak Hour Site Traffic (from Diagram 2 in Clearview Garden Estates TIS)

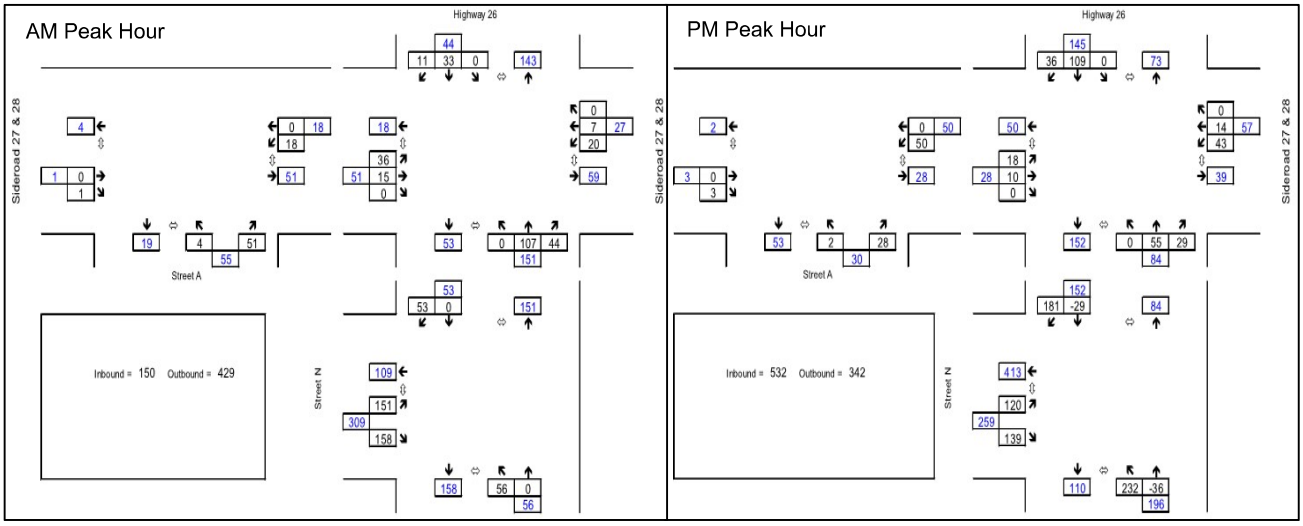
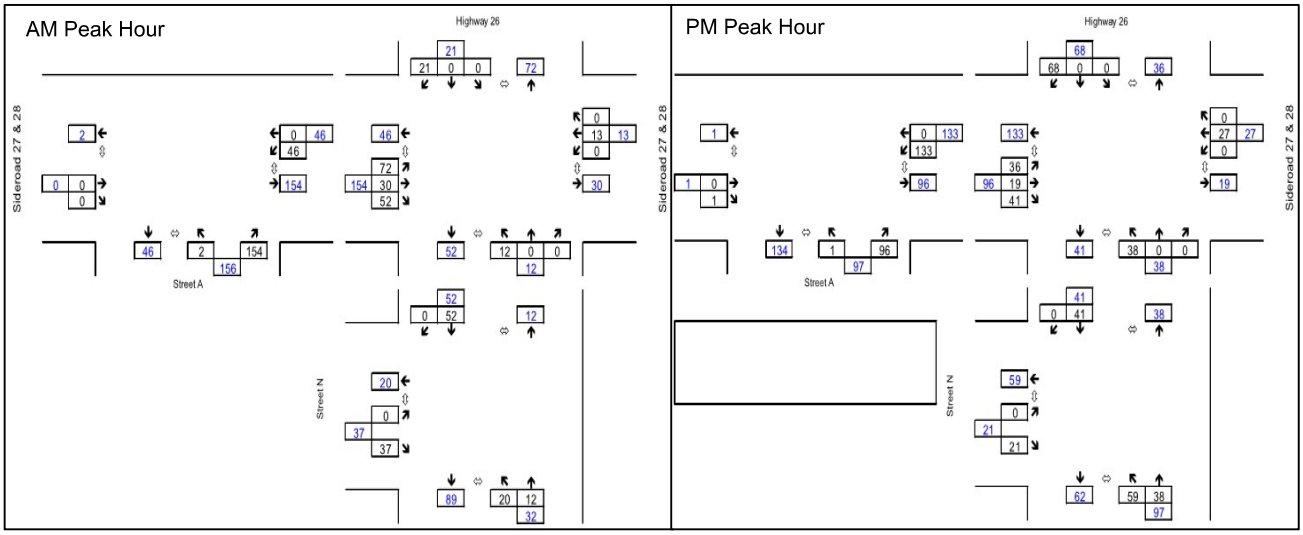


Figure 19: Clearview Garden Estates Peak Hour Site Traffic (from Diagram 3 in Clearview Garden Estates TIS)



DocuSign Envelope ID: 34E148E5-738D-44D0-A81A-D18CD28A1F6C

27 / 28 SIDEROAD NOTTAWASAGA

ORIGINAL ROAD ALLOWANCE BETWEEN LOTS 27 AND 28

PIN 58240-0002

Existing Residential

Existing Residential

PART 3, PLAN 51R-23309

PART 2, PLAN 51R-23309

PART 1, PLAN 51R-23309

Coleman Street

Adair Street

Patterson Street

Bell Street

Bell Street

Private Laneway

Block 139 Parkette 0.09 ha.

Block 140 Walkway 0.01 ha.

Block 141 Walkway 0.03 ha.

Block 142 Private Parking Lot 0.07 ha.

Block 143

Block 144 Road Widening

Block 145 Road Widening

Block 146 Road Widening

Block 147 County Daylighting

Block 148 County Daylighting

Block 128 Street Townhomes (6 Units @ 6.15m/unit)

Block 129 Street Townhomes (7 Units @ 6.1m/unit)

Block 125 Street Townhomes (4 Units @ 6.85m/unit)

Block 135 Condominium Townhomes (4 Units @ 6.85m/unit)

Block 130 Condominium Townhomes (4 Units @ 6.85m/unit)

Block 124 Street Townhomes (4 Units @ 6.85m/unit)

Block 126 Street Townhomes (5 Units @ 6.85m/unit)

Block 134 Condominium Townhomes (5 Units @ 6.85m/unit)

Block 131 Condominium Townhomes (5 Units @ 6.85m/unit)

Block 123 Street Townhomes (5 Units @ 6.85m/unit)

Block 127 Street Townhomes (4 Units @ 6.85m/unit)

Block 133 Condominium Townhomes (4 Units @ 6.85m/unit)

Block 132 Condominium Townhomes (4 Units @ 6.85m/unit)

Block 122 Street Townhomes (4 Units @ 6.85m/unit)

Block 119 Street Townhomes (6 Units @ 7.15m/unit)

Block 120 Street Townhomes (6 Units @ 7.15m/unit)

Block 121 Street Townhomes (4 Units @ 7.15m/unit)

Servicing Easement

Servicing Easement

Block 137 Stormwater Management Pond 1.33 ha.

Block 136 Commercial Block 1.26 ha.

Block 138 Environmental Protection 4.32 ha.

Block 138 Environmental Protection 4.32 ha.

Existing Cemetary

Existing Residential

THE KING'S HIGHWAY No. 26

(ORIGINAL ROAD ALLOWANCE BETWEEN CONCESSIONS 2 AND 3)

M.T.O. PLAN (R-1934-19)

CANADIAN NATIONAL RAILWAY

PLAN 51R-3790

PLAN 51R-8210

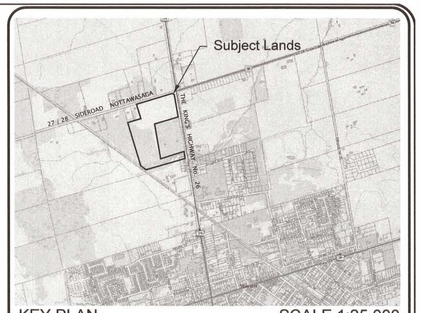
PLAN 51R-34945

LOT CONCESSION

LOT CONCESSION

LOT CONCESSION

NORTH EAST CORNER LOT 27, CONCESSION 3



KEY PLAN SCALE 1:25,000

Redline Revised Plan to Draft Approved Plan of Subdivision

Part of Lot 27, Concession 3

Formerly in the Geographic Township of Nottawasaga,

Now in the

Township of Clearview
County of Simcoe

2019

OWNER'S CERTIFICATE

I, THE UNDERSIGNED, BEING THE REGISTERED OWNER OF THE SUBJECT LANDS, HEREBY AUTHORIZE THE JONES CONSULTING GROUP LTD., TO PREPARE THIS DRAFT PLAN OF SUBDIVISION AND TO SUBMIT SAME TO THE TOWNSHIP OF CLEARVIEW FOR APPROVAL.

7/22/2019 — DATE

Tasneem Zahir — OWNER

DocuSigned by: Tasneem Zahir 804FF4D4E0884B2...

SURVEYOR'S CERTIFICATE

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

July 19, 2019 — DATE

PIER L. DE ROSA
J.D. BARNES
ONTARIO LAND SURVEYORS

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

a) SHOWN ON DRAFT PLAN
b) SHOWN ON DRAFT PLAN
c) SHOWN ON KEY PLAN
d) RESIDENTIAL, COMMERCIAL, SWM & EP
e) SHOWN ON DRAFT PLAN
f) SHOWN ON DRAFT PLAN
g) SHOWN ON DRAFT PLAN
h) MUNICIPAL PIPED WATER TO BE PROVIDED
i) TOP SOIL
j) SHOWN ON DRAFT PLAN
k) ALL MUNICIPAL SERVICES TO BE PROVIDED
l) NONE

PRELIMINARY STATISTICS	Area (ha.)	Units
★ 15.0m Singles (Lots 51 - 58 & 118)	0.54 ha.	9 units
✳ 12.2m Singles (Lots 29 - 36, 47 - 50, 59 - 64, 94 & 95)	0.88 ha.	20 units
■ 10.4m Singles (Lots 11 - 28, 37 - 46, 65 - 84, 93, 99 - 101, 104, 107 - 109 & 117)	2.22 ha.	57 units
○ 9.0m Singles (Lots 1 - 10, 85 - 92, 96 - 98, 102 & 103, 105 & 106, & 110 - 116)	0.91 ha.	32 units
Street Townhomes (7.15m/unit) (Blocks 119 - 121)	0.33 ha.	15 units
Street Townhomes (6.85m/unit) (Blocks 122 - 127)	0.62 ha.	26 units
Street Townhomes (6.1m/unit) (Blocks 128 & 129)	0.39 ha.	15 units
Condominium Townhomes (6.85m/unit) (Blocks 130 - 135)	0.62 ha.	26 units
Commercial Lands (Block 136)	1.26 ha.	
Stormwater Management Pond (Block 137)	1.33 ha.	
Environmental Protection (Block 138)	4.32 ha.	
Parkette and Walkways (Blocks 139 - 141)	0.13 ha.	
Private Parking Lot (Block 142)	0.07 ha.	
Private Laneway (Block 143)	0.11 ha.	
Road Widenings and Daylighting (Blocks 144 - 148)	0.34 ha.	
Roads (Coleman Street, Bell Street, Patterson Street, and Adair Street)	2.61 ha.	
TOTAL	16.68 ha.	200 units

20 0 20 40 60 80 100 120m

SCALE = 1:1250 (A1)

CITYSCAPE

Redline Revised Plan to Draft Approved Plan of Subdivision

Brandi L. Clement REGISTERED PROFESSIONAL PLANNER R.P.P.

Date Issued:	JULY 16, 2019
Checked By:	BC
Project No.:	CIT-16087
Drawn By:	m.c.r.
Drawing Name:	CIT-16087-DP-3.dwg

JONES CONSULTING GROUP LTD.
PLANNERS & ENGINEERS
229 Mapleview Drive East, Unit 1, Barrie, Ontario, L4N 0W5
Phone: 705-734-2538 Fax: 705-734-1056
www.jonesconsulting.com

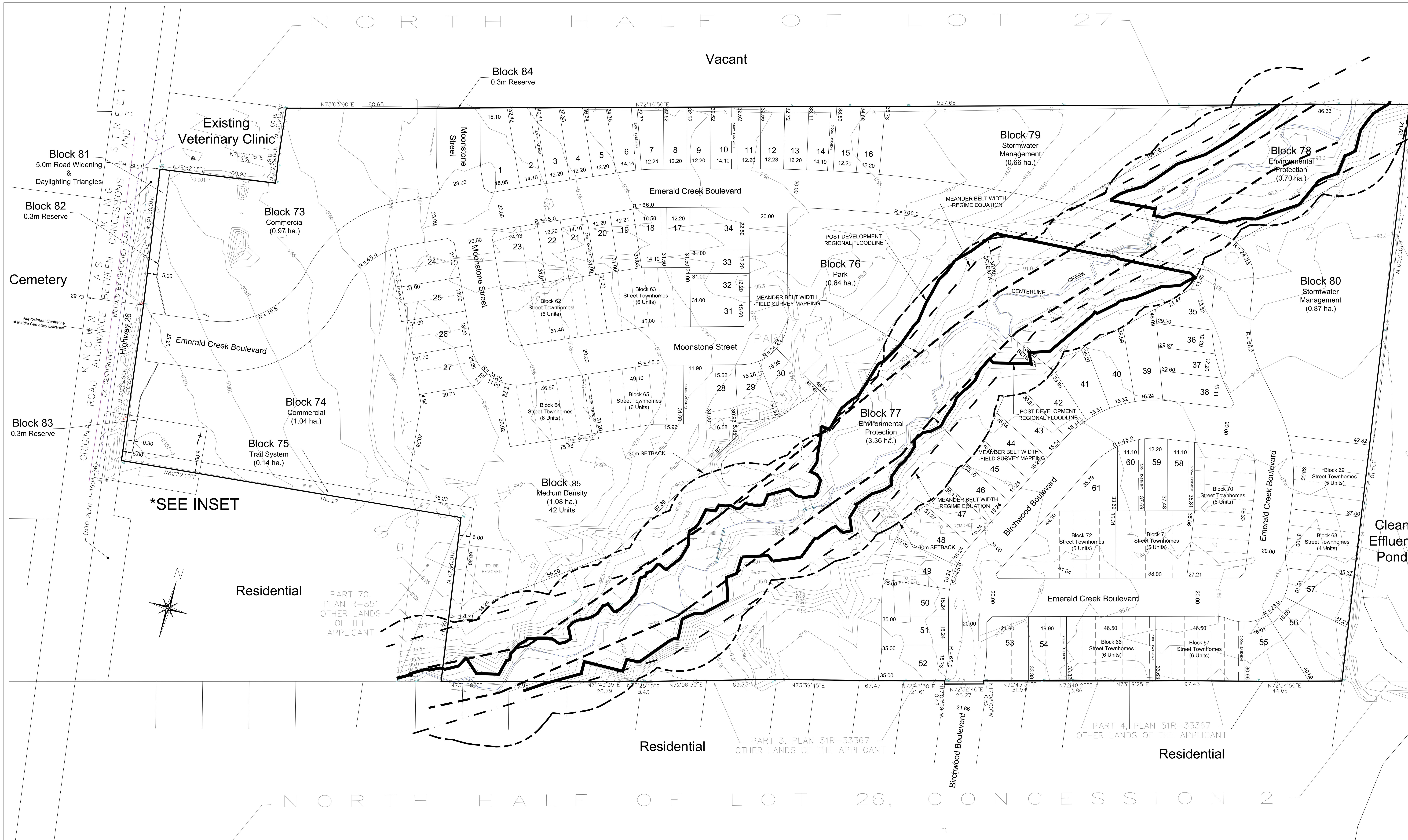
NOTES

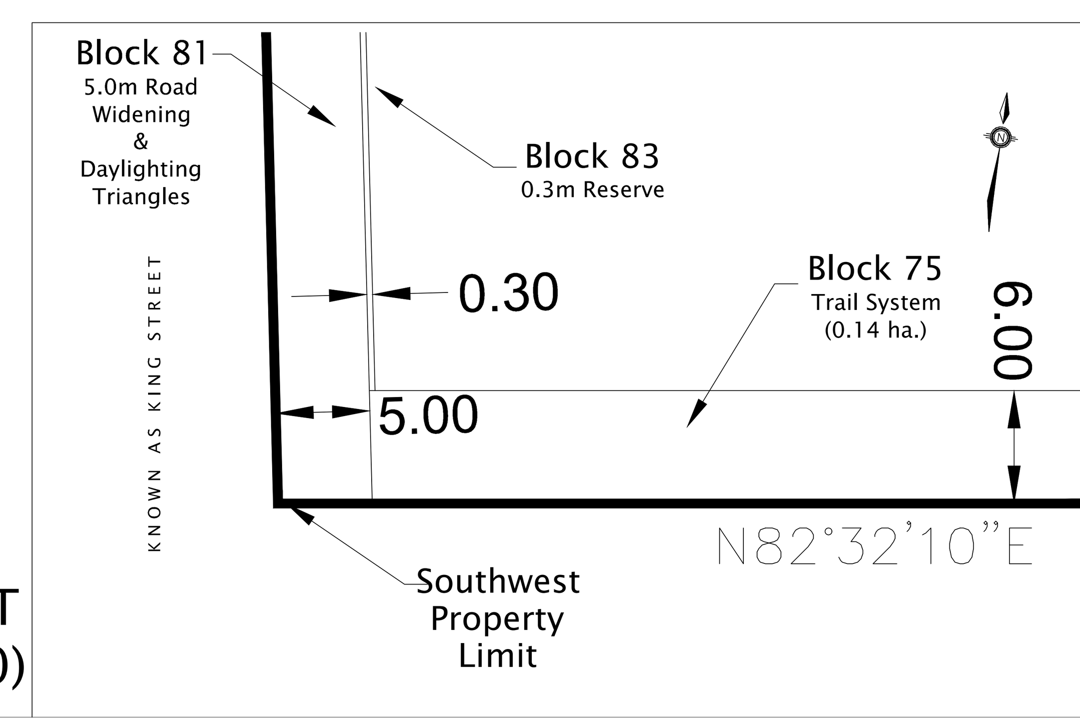
● Snow Storage Areas

CITYSCAPE

TOWNSHIP OF CLEARVIEW

G:\Planning Drawings\CIT-16087-Stayner\Submitted\19-07-15\CIT-16087-DP-3.dwg Layout:DP Plotted Jul 16, 2019 @ 3:48pm by morichords The Jones Consulting Group Ltd.



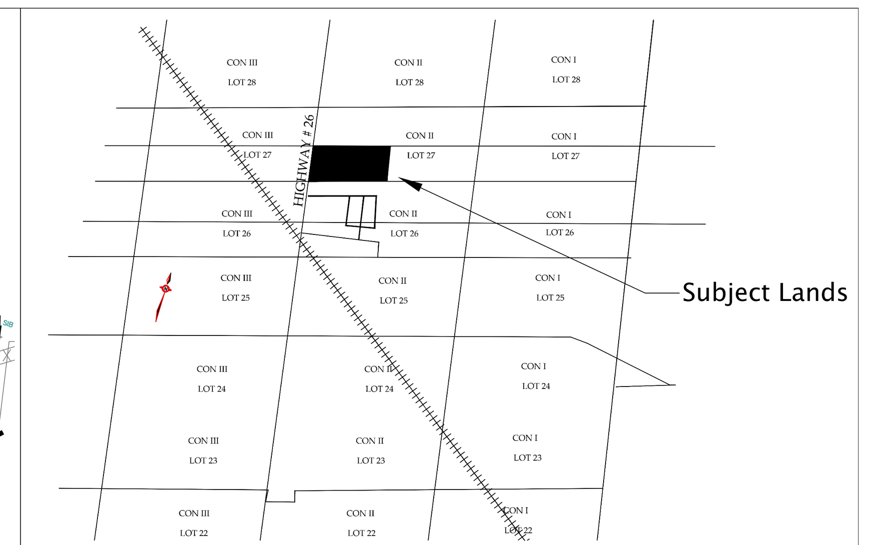


*INSET (1:300)

0 10 50 100M
SCALE 1 : 1000 (A1)

EMERALD CREEK SUBDIVISION
TOWNSHIP OF CLEARVIEW

G:\Planning Drawings\PAC-03121\dwg\Submitted-Drawings\22-05-20\PAC-03121-DA-redline-22-05-20.dwg Layout:DA-REDLINE Plotted May 20, 2022 @ 11:56am by marichards The Jones Consulting Group Ltd.



KEY PLAN SCALE 1:50,000

EMERALD CREEK
REDLINE REVISION TO DRAFT APPROVED PLAN OF SUBDIVISION
PART OF SOUTH HALF LOT 27
CONCESSION 2
GEOGRAPHIC TOWNSHIP OF NOTTAWASAGA
TOWNSHIP OF CLEARVIEW
COUNTY OF SIMCOE
2022

OWNER'S CERTIFICATE

I, THE UNDERSIGNED, BEING THE REGISTERED OWNER OF THE SUBJECT LANDS, HEREBY AUTHORIZE THE JONES CONSULTING GROUP LTD., TO PREPARE THIS DRAFT PLAN OF SUBDIVISION AND TO SUBMIT SAME TO THE TOWNSHIP OF CLEARVIEW FOR APPROVAL.

May 24, 2022
DATE
F.P.L.M.E.T. GROUP INCORPORATED

SURVEYOR'S CERTIFICATE

"I CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN IN ACCORDANCE WITH DEPOSITED REFERENCE PLAN 51R-32906"

May 24, 2022
DATE
Frank Mauro
FRANK MAURO, B.TECH., O.L.S
PRESIDENT
MAURO GROUP INC.

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

a) SHOWN ON PLAN
b) SEE KEY PLAN
c) SHOWN ON PLAN
d) RESIDENTIAL, COMMERCIAL
e) SHOWN ON PLAN
f) SHOWN ON PLAN
g) SHOWN ON PLAN
h) MUNICIPAL WATER
i) SAND
j) SHOWN ON PLAN
k) ALL MUNICIPAL SERVICES TO BE PROVIDED
l) PROPOSED EASEMENTS AS SHOWN ON PLAN

METRIC

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

STATISTICS

SINGLE RESIDENTIAL (15.0m) (LOTS 28-30, & 39-48)	0.95 ha.	17 units
SINGLE RESIDENTIAL (12.2m) (LOTS 1-22, 31-33, 35-38, & 55-58)	1.51 ha.	33 units
SEMI DETACHED RESIDENTIAL (LOTS 23-27, 34, & 49-54)	0.79 ha.	22 units
STREET TOWNHOME RESIDENTIAL (BLOCKS 62 - 72)	1.69 ha.	63 units
MEDIUM DENSITY (BLOCK 85)	1.08 ha.	42 units
COMMERCIAL (BLOCKS 73 & 74)	2.01 ha.	
TRAIL / PARK (BLOCKS 75 & 76)	0.78 ha.	
ENVIRONMENTAL PROTECTON (BLOCKS 77 & 78)	4.06 ha.	
STORMWATER MANAGEMENT POND (BLOCKS 79 & 80)	1.53 ha.	
ROAD WIDENING, DAYLIGHTING, & 0.3m RESERVE (BLOCKS 81 - 84)	0.09 ha.	
ROADS	3.07 ha.	
TOTAL	17.56 ha.	177 units

Brandi L. Clement
REGISTERED PROFESSIONAL PLANNER
R.P.P.

Date Issued:	MAY 20, 2022
Checked By:	B.C.
Project No.	PAC-03121
Drawn By:	m.c.r.
Drawing Name:	PAC-03121-DA-redline-22-05-20.dwg

JONES CONSULTING GROUP LTD.
PLANNERS & ENGINEERS
229 Mapleview Drive East, Unit 1, Barrie, Ontario, L4N 0W5
Phone: 705-734-2538 Fax: 705-734-1056
www.jonesconsulting.com



Land Use	Lot / Block	Units
Single Detached - 11.3m		152
Single Detached - 12.8m		109
Single Detached - 12.5m Shallow		74
Semi Detached - 7.5m		
Townhouse - 6m		131
Future Development		11
School		
Park		
Walkway		
Drainage		
Environmental Protection		
Stormwater Management Area		
Right of Way		
Totals		477

Legal Description

Part of Lot 27, Concession 3
Geographic Township of Nottawasaga
Town of Clearview
County of Simcoe

Owner's Certificate

I hereby authorize MacNaughton Hermsen Britton Clarkson Planning Limited to submit this plan for approval.

Date: _____

_____
Matthew Castelli
1180554 Ontario Limited

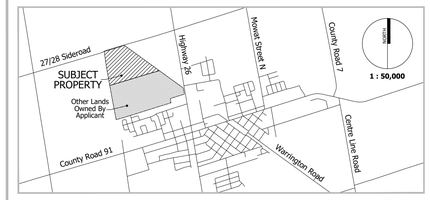
Surveyor's Certificate

I hereby certify that the boundaries of the land to be subdivided on this plan and their relationship to the adjacent lands are accurately and correctly shown.

Date: _____

_____
Paul Edwards, OLS
R-PE Surveying Limited

Key Plan



Legend

- Project Boundary Line
- Right of Way Line
- Block Line
- Lot Line
- Parcel Fabric

Rev. No.	Date	Issued / Revision	By

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

A. As shown
B. As shown
C. As shown
D. As shown
E. As shown
F. As shown
G. As shown
H. Municipal water & sanitary supply
I. Sargent sandy loam
J. As shown
K. All services as required (water, sanitary, storm, hydro, cable)
L. As shown

MHBC | PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE
113 COLLIER STREET, BARRIE, ON, L4M 1H2 | P: 705.728.0045 | WWW.MHBCPLAN.COM

Stamp

Date June 5, 2026
File No. 15226AH
Scale 1:2,000 (ARCH D)
Drawn By M.A.M.
Checked By K.C.
Other

Project

Clearview Garden Estates

1180554 Ontario Limited
111 Mildenhall Road
Toronto, Ontario
M4N 3H4

File Name Draft Plan of Subdivision

DWG No. 1 of 1

Scale Bar

0 5 10 15 20 25 50 75 100m

Measurements shown on this plan are in metres and can be converted to feet by dividing by 0.3048

B:\Clearview\15226A\\Drawings\Draft Plan\CAD

APPENDIX G

ITE Trip Generation Manual, 12th Edition

Land Use: 210
Single-Family Detached Housing

Description

A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

Specialized Land Use

Data have been submitted for several single-family detached housing developments with homes that are commonly referred to as patio homes. A patio home is a detached housing unit that is located on a small lot with little (or no) front or back yard. In some subdivisions, communal maintenance of outside grounds is provided for the patio homes. The three patio home sites total 299 dwelling units with overall weighted average trip generation rates of 5.35 vehicle trips per dwelling unit for weekday, 0.26 for the AM adjacent street peak hour, and 0.47 for the PM adjacent street peak hour. These patio home rates based on a small sample of sites are lower than those for single-family detached housing (Land Use 210), lower than those for single-family attached housing (Land Use 251), and higher than those for senior adult housing -- single-family (Land Use 251). Further analysis of this housing type will be conducted in a future edition of *Trip Generation Manual*.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

For 30 of the study sites, data on the number of residents and number of household vehicles are available. The overall averages for the 30 sites are 3.6 residents per dwelling unit and 1.5 vehicles per dwelling unit.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Arizona, California, Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Jersey, North Carolina, Ohio, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Vermont, Virginia, and West Virginia.

Source Numbers

100, 105, 114, 126, 157, 167, 177, 197, 207, 211, 217, 267, 275, 293, 300, 319, 320, 356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 869, 903, 925, 936, 1005, 1007, 1008, 1010, 1033, 1066, 1077,1078, 1079

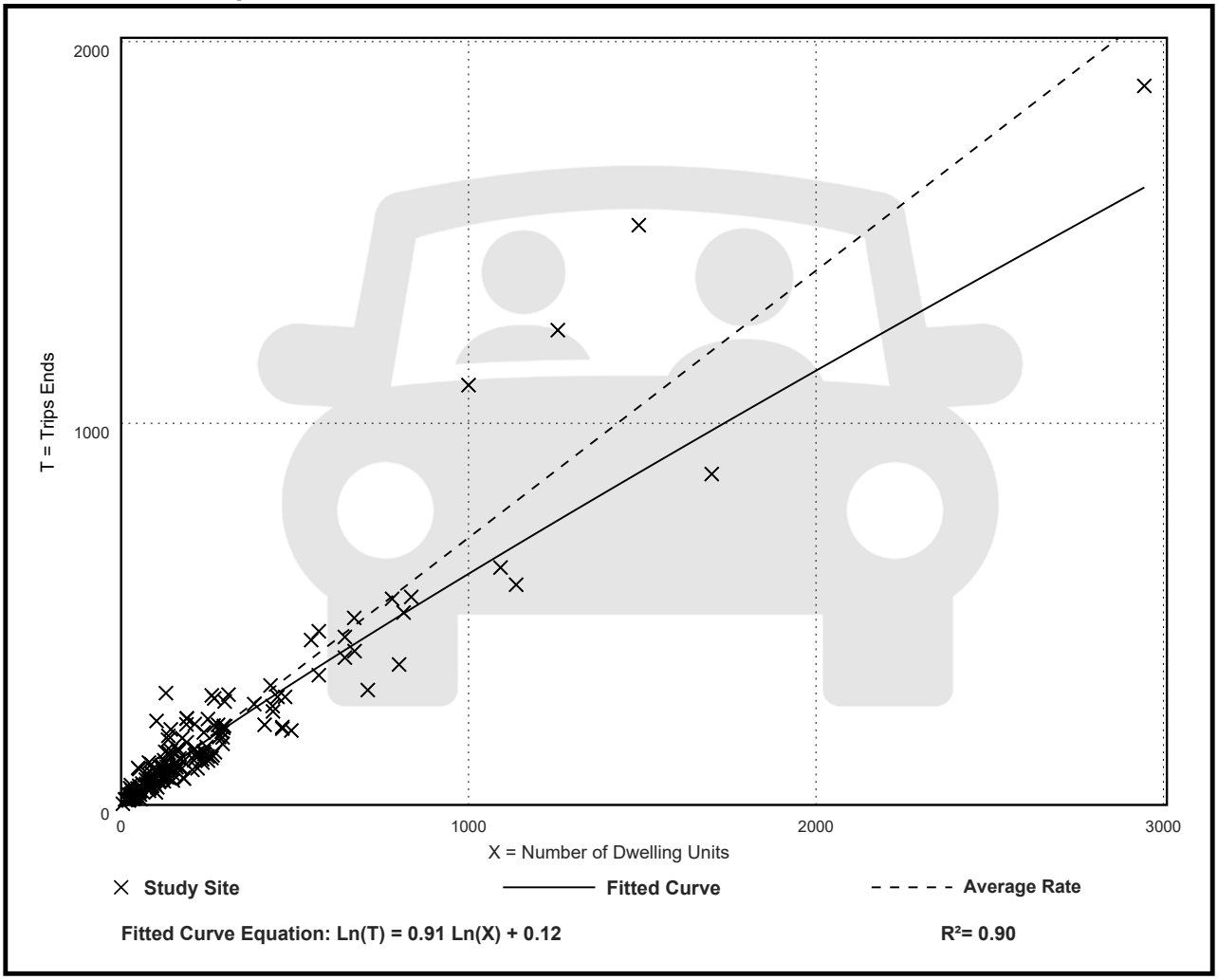
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 192
Avg. Num. of Dwelling Units: 226
Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



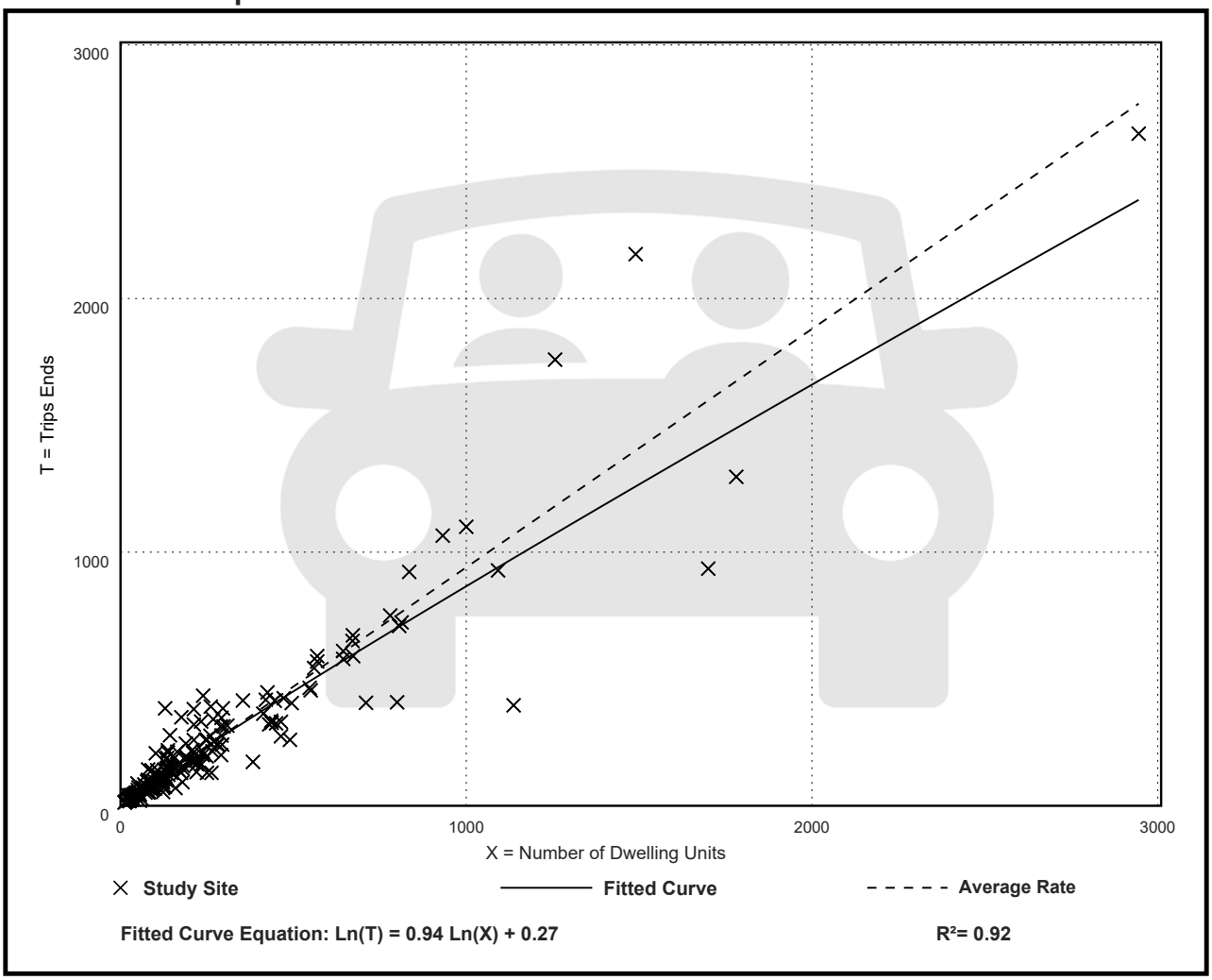
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 208
Avg. Num. of Dwelling Units: 248
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Land Use: 215
Single-Family Attached Housing

Description

Single-family attached housing includes 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. This land use includes duplexes (defined as a single structure with two distinct dwelling units, typically joined side-by-side and each with at least one outside entrance) and 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).

Additional Data

The sites were surveyed in the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, Georgia, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Utah, and Wisconsin.

Source Numbers

357, 390, 418, 525, 571, 583, 638, 868, 869, 870, 896, 912, 959, 1009, 1046, 1056, 1058, 1077

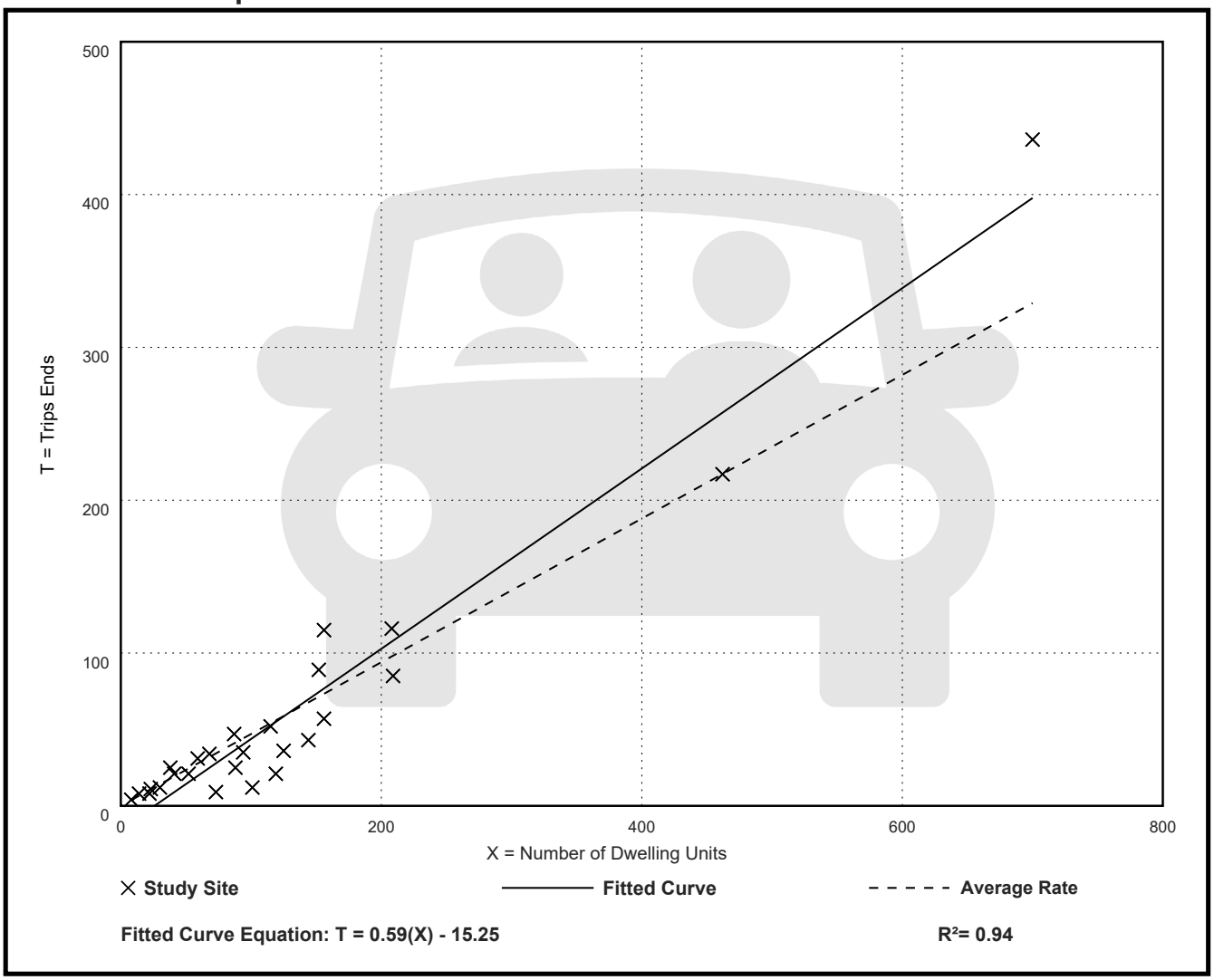
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	26
Avg. Num. of Dwelling Units:	129
Directional Distribution:	25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.47	0.12 - 0.74	0.16

Data Plot and Equation



Fitted Curve Equation: T = 0.59(X) - 15.25

R^2= 0.94

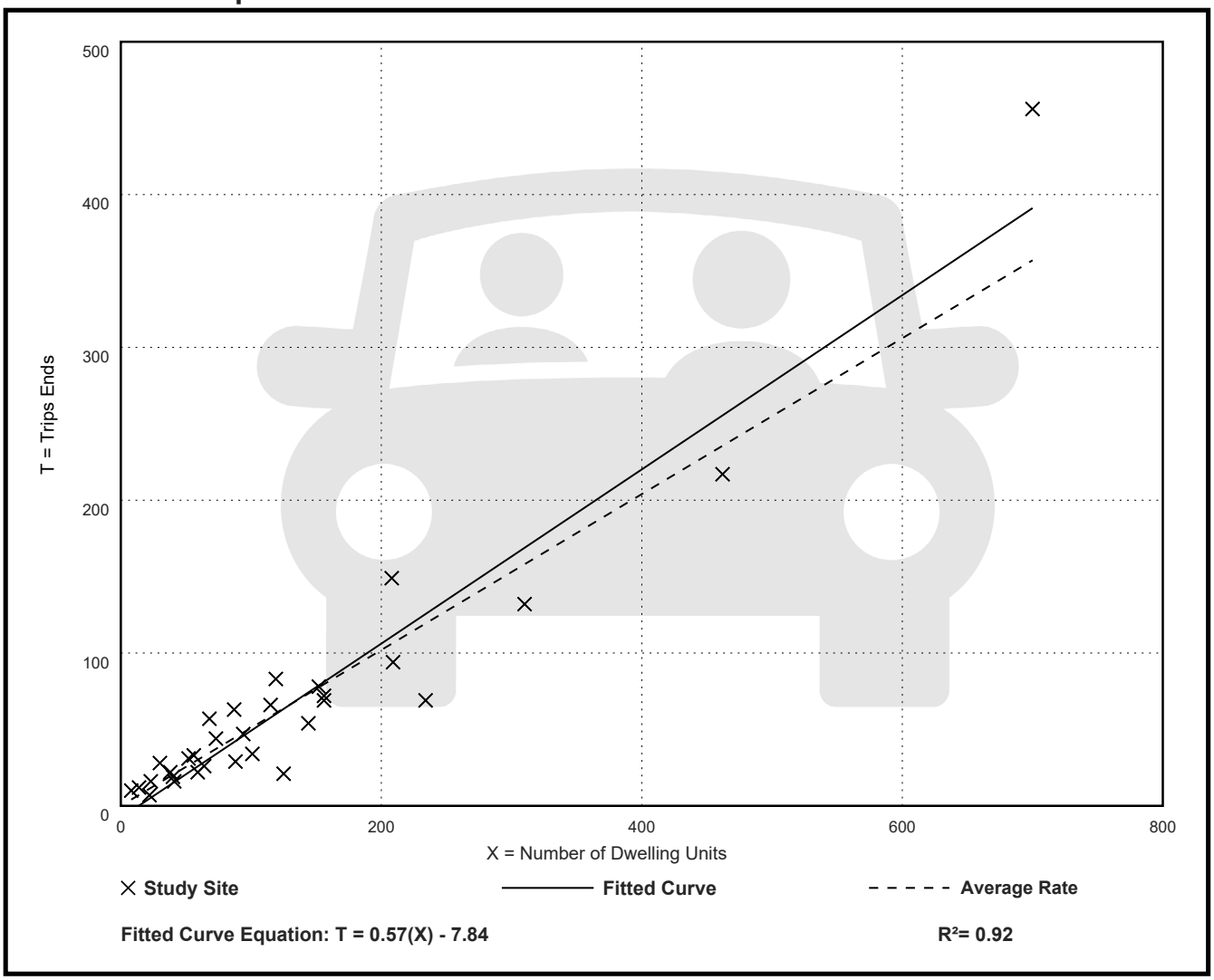
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	31
Avg. Num. of Dwelling Units:	131
Directional Distribution:	57% entering, 43% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.17 - 1.25	0.16

Data Plot and Equation



Fitted Curve Equation: T = 0.57(X) - 7.84

R^2= 0.92

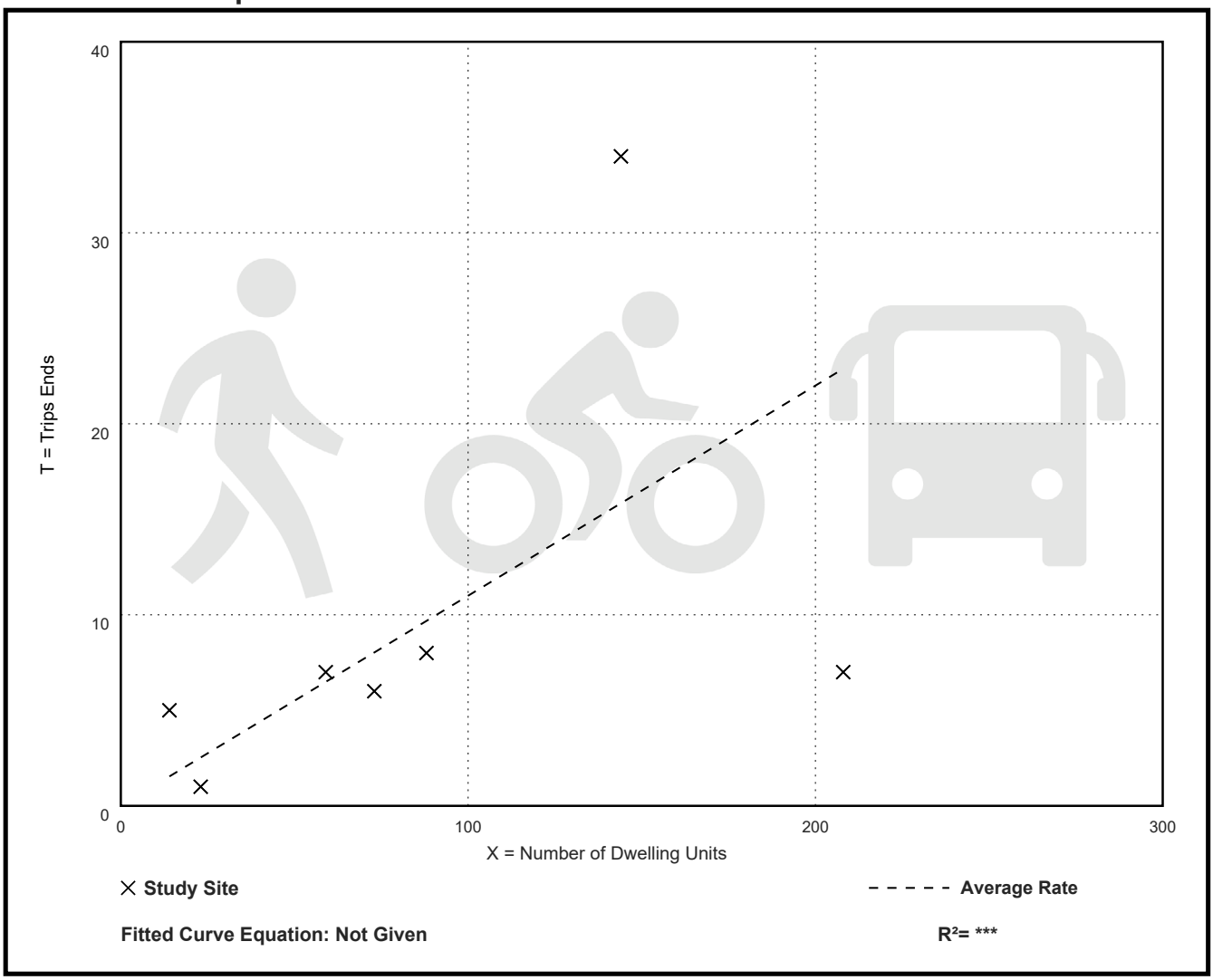
Single-Family Attached Housing
(215)

Walk+Bike+Transit Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	7
Avg. Num. of Dwelling Units:	87
Directional Distribution:	25% entering, 75% exiting

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.11	0.03 - 0.36	0.09

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

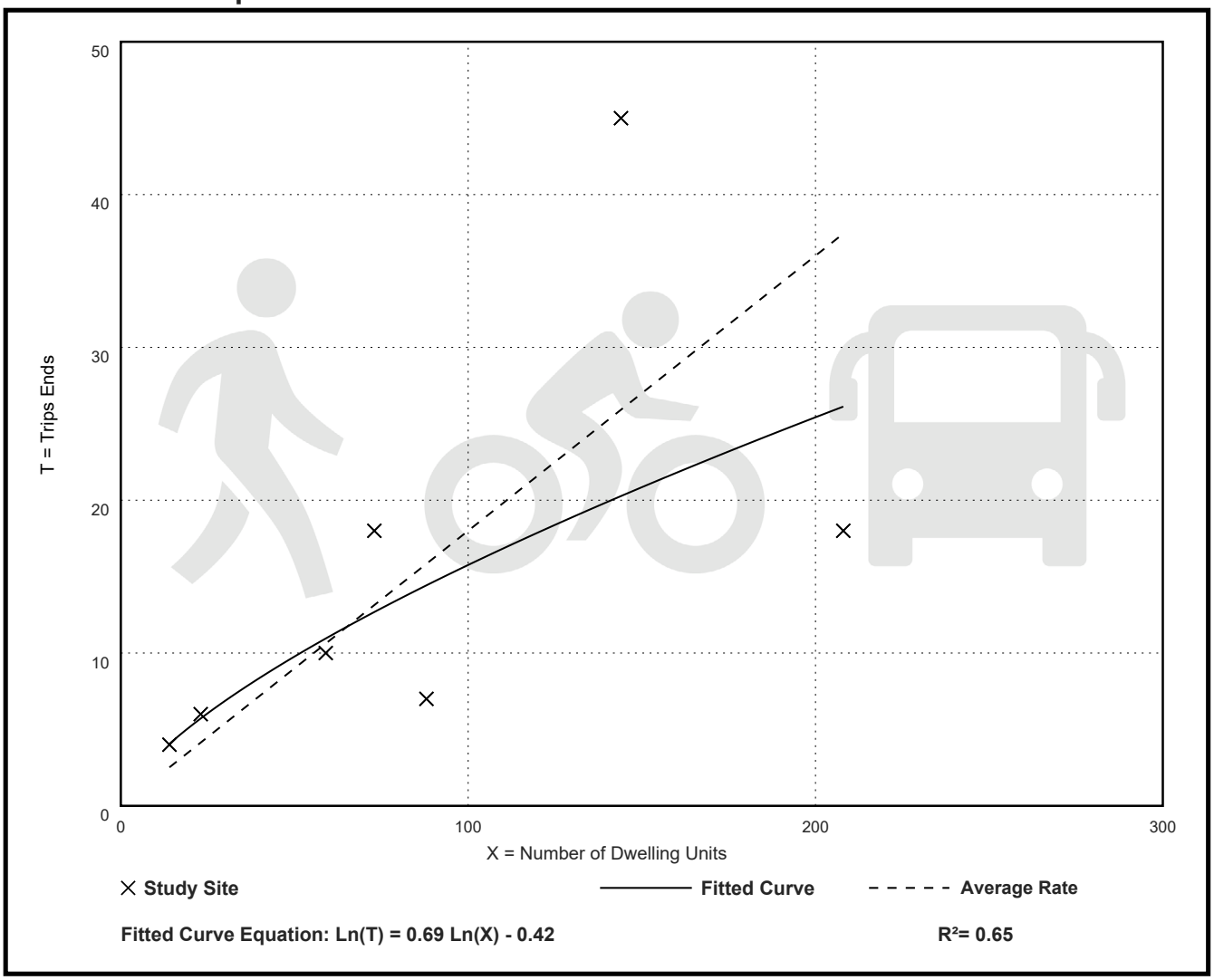
Single-Family Attached Housing
(215)

Walk+Bike+Transit Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	7
Avg. Num. of Dwelling Units:	87
Directional Distribution:	62% entering, 38% exiting

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.18	0.08 - 0.31	0.11

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.69 Ln(X) - 0.42

R^2= 0.65

Land Use: 520
Elementary School

Description

An elementary school is a public school that typically serves students attending kindergarten through the fifth or sixth grade. An elementary school is usually centrally located in a residential community to facilitate student access. Bus service is commonly provided to students living beyond a specified distance from the school.

Additional Data

Elementary school students generally used school buses more than regular transit and were dropped off and picked up more than high school students, who were apt to walk longer distances, ride bicycles, or, in some cases, drive to school. The percentage of students at the sites who were transported to school via bus varied considerably. Some sites experienced higher than average trip rates because many students did not utilize the available school bus service. Due to the varied transit and school bus usage at these sites, it is desirable that future studies report additional detail on the percentage of students who were bused to school and the percentage that were dropped off and picked up.

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alabama, Arizona, British Columbia (CAN), California, Delaware, Florida, Hawaii, Minnesota, Montana, Nevada, North Carolina, Oregon, Pennsylvania, Texas, Utah, Washington, and West Virginia.

Source Numbers

390, 395, 533, 536, 572, 579, 583, 609, 611, 612, 613, 707, 852, 856, 858, 866, 896, 940, 1039, 1048, 1067, 1083, 1218, 1219, 1284

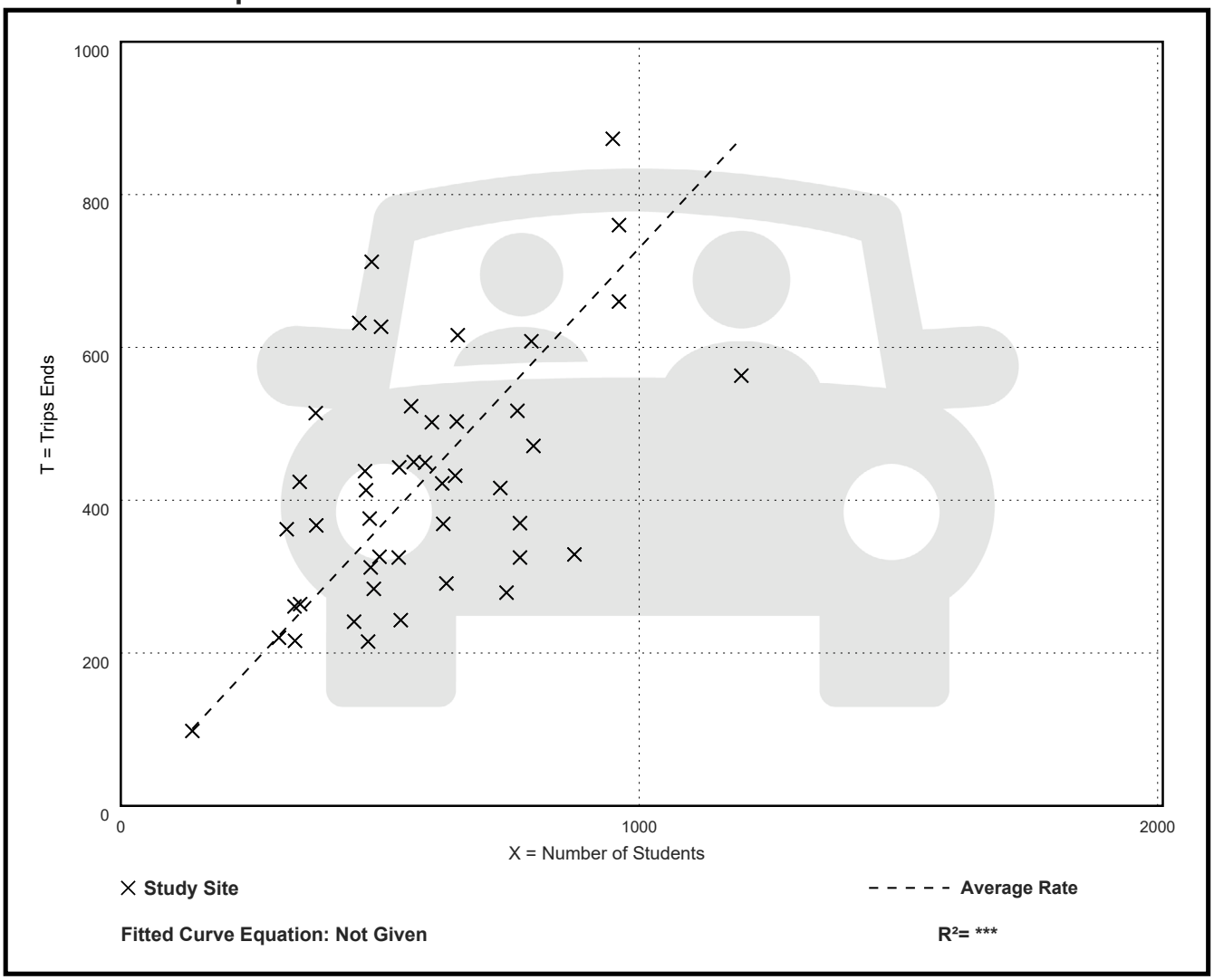
Elementary School
(520)

Vehicle Trip Ends vs:	**Students**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	45
Avg. Num. of Students:	582
Directional Distribution:	54% entering, 46% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.73	0.38 - 1.47	0.26

Data Plot and Equation



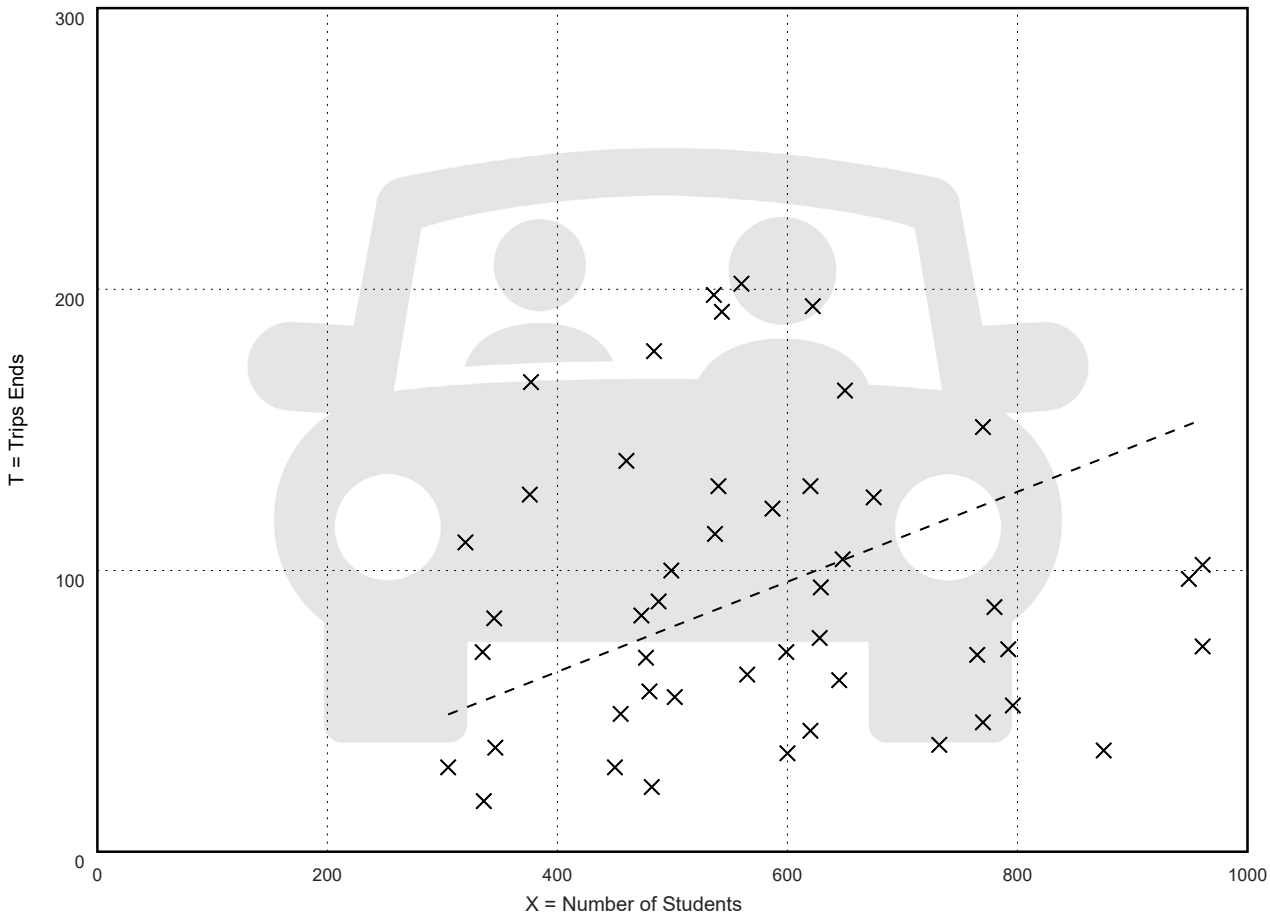
Elementary School
(520)

Vehicle Trip Ends vs:	**Students**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	48
Avg. Num. of Students:	582
Directional Distribution:	46% entering, 54% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.16	0.04 - 0.44	0.10

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

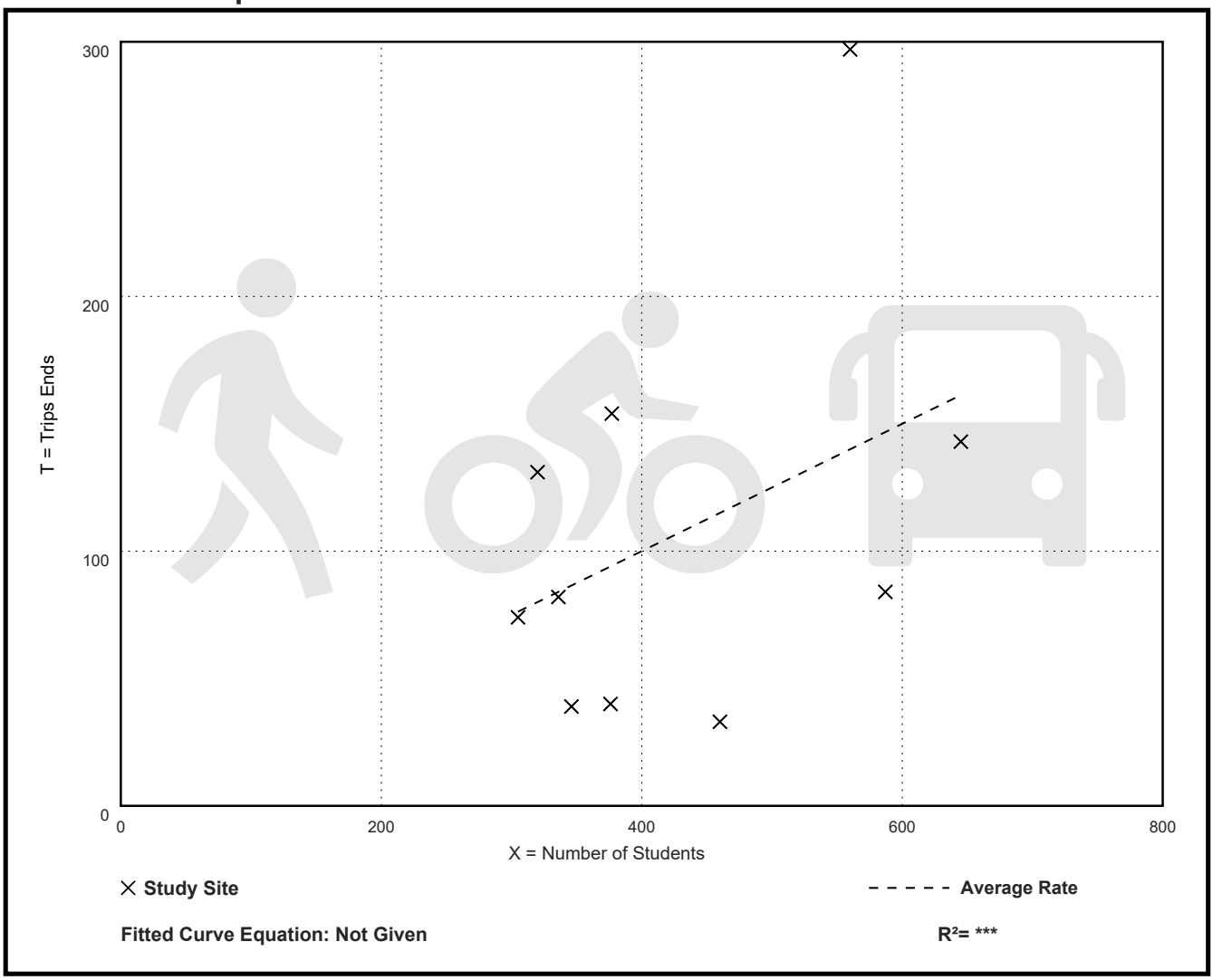
Elementary School
(520)

Walk+Bike+Transit Trip Ends vs: Students
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 10
Avg. Num. of Students: 431
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.25	0.07 - 0.53	0.16

Data Plot and Equation



Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	821
Land Use	Shopping Plaza (40 - 150k)
Setting	General Urban/Suburban
Time Period	Weekday PM Peak Period
# Data Sites	15
Average Pass-By Rate	40%

Pass-By Characteristics for Individual Sites

GLA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
45	Florida	1992	844	56	24	20	44	—	30
50	Florida	1992	555	41	41	18	59	—	30
52	Florida	1995	665	42	33	25	58	—	30
53	Florida	1993	162	59	—	—	41	—	30
57.23	Kentucky	1993	247	31	53	16	69	2659	34
60	Florida	1995	1583	40	38	22	60	—	30
69.4	Kentucky	1993	109	25	42	33	75	1559	34
77	Florida	1992	365	46	—	—	54	—	30
78	Florida	1991	702	55	23	22	45	—	30
82	Florida	1992	336	34	—	—	66	—	30
92.857	Kentucky	1993	133	22	50	28	78	3555	34
100.888	Kentucky	1993	281	28	50	22	72	2111	34
121.54	Kentucky	1993	210	53	30	17	47	2636	34
144	New Jersey	1990	176	32	44	24	68	—	24
146.8	Kentucky	1993	—	36	39	25	64	—	34

APPENDIX H

2022 TTS Data

Mon Jul 21 2025 16:53:41 GMT-0400 (Eastern Daylig

Cross Tabulation Query Form - Trip - 2022

Row: 2006 GTA zone of origin - gta06_orig
Column: 2006 GTA zone of destination - gta06_dest

Filters:
(2006 GTA zone of destination - gta06_dest In 8615,8
and
Start time of trip - start_time In 0630-0930
and
Trip Purpose of Destination - purp_dest In h,)

Trip 2022
Table:

,8558,8617
8517,12,0
8569,0,5

Mon Jul 21 2025 16:56:21 GMT-0400 (Eastern Daylig

Cross Tabulation Query Form - Trip - 2022

Row: 2006 GTA zone of destination - gta06_dest
Column: 2006 GTA zone of origin - gta06_orig

Filters:
(2006 GTA zone of origin - gta06_orig In 8615,8616,8
and
Start time of trip - start_time In 0630-0930
and
Trip Purpose of Origin - purp_orig In h,)

Trip 2022
Table:

,8558,8615,8616,8617
8509,5,0,0,0
8514,0,0,18,0
8515,0,0,133,0
8517,12,0,0,0
8527,0,0,0,45
8552,0,0,45,0
8557,0,0,14,0
8558,4,0,0,0
8567,4,0,0,44
8568,111,20,20,0
8569,4,5,0,5
8576,0,11,0,0
8592,14,0,0,0
8605,29,75,0,14
8613,0,0,26,0
8615,7,0,0,0
8616,15,0,0,0
8617,30,93,0,16
8619,4,0,18,0
8643,0,20,0,0
9053,95,0,0,0

Mon Jul 21 2025 16:55:03 GMT-0400 (Eastern Daylig

Cross Tabulation Query Form - Trip - 2022

Row: 2006 GTA zone of origin - gta06_orig
Column: 2006 GTA zone of destination - gta06_dest

Filters:
(2006 GTA zone of destination - gta06_dest In 8615,8
and
Start time of trip - start_time In 1530-1830
and
Trip Purpose of Destination - purp_dest In h,)

Trip 2022
Table:

,8558,8615,8616,8617
3325,12,0,0,0
3816,0,41,8,0
8411,0,0,0,14
8527,0,0,0,45
8552,0,0,45,0
8557,0,0,14,118
8558,4,0,159,42
8562,0,24,0,0
8567,0,0,0,44
8568,111,0,0,0
8576,0,11,0,0
8605,29,89,0,0
8607,120,0,0,0
8608,29,0,0,0
8610,0,13,0,0
8616,0,11,0,44
8617,30,20,0,0
8618,0,37,0,0
8619,4,0,18,0
8664,0,21,0,44
8681,0,0,6,0
9053,0,0,0,5

Mon Jul 21 2025 16:56:54 GMT-0400 (Eastern Daylig

Cross Tabulation Query Form - Trip - 2022

Row: 2006 GTA zone of destination - gta06_dest
Column: 2006 GTA zone of origin - gta06_orig

Filters:
(2006 GTA zone of origin - gta06_orig In 8615,8616,8
and
Start time of trip - start_time In 1530-1830
and
Trip Purpose of Origin - purp_orig In h,)

Trip 2022
Table:

,8558,8615,8616,8617
8501,0,10,0,0
8558,0,0,137,61
8569,0,0,0,44
8605,0,0,0,44
8608,0,21,0,0
8615,4,0,0,0
8618,0,14,0,0
9053,0,75,0,0

Fri Jun 12 2026 12:19:39 GMT-0400 (Eastern Daylig

Cross Tabulation Query Form - Trip - 2022

Row: 2006 GTA zone of origin - gta06_orig
Column: 2006 GTA zone of destination - gta06_dest

Filters:
(2006 GTA zone of destination - gta06_dest In 8615,8
and
Start time of trip - start_time In 0630-0930
and
Trip Purpose of Destination - purp_dest In S,)

Trip 2022
Table:

,8558,8617
8555,0,485
8594,0,28
8615,0,73
8664,0,107
9053,10,0

Fri Jun 12 2026 13:09:39 GMT-0400 (Eastern Daylig

Cross Tabulation Query Form - Trip - 2022

Row: 2006 GTA zone of destination - gta06_dest
Column: 2006 GTA zone of origin - gta06_orig

Filters:
(2006 GTA zone of origin - gta06_orig In 8615,8616,8
and
Start time of trip - start_time In 0630-0930
and
2022 Trip Purpose of Origin - purp_orig2022 In 52,)

Trip 2022
Table:

,8558,8617
2753,0,14
9053,10,0

Fri Jun 12 2026 13:12:03 GMT-0400 (Eastern Daylig

Cross Tabulation Query Form - Trip - 2022

Row: 2006 GTA zone of origin - gta06_orig
Column: 2006 GTA zone of destination - gta06_dest

Filters:
(2006 GTA zone of destination - gta06_dest In 8615,8
and
Start time of trip - start_time In 0630-0930
and
2022 Trip purpose of destination - purp_dest2022 In 2

Trip 2022
Table:

,8558,8616,8617
8555,0,0,485
8558,0,15,0
8594,0,0,28
8614,0,0,32
8615,0,0,73
8664,0,0,107
9053,10,0,0

Fri Jun 12 2026 13:11:12 GMT-0400 (Eastern Daylig

Cross Tabulation Query Form - Trip - 2022

Row: 2006 GTA zone of destination - gta06_dest
Column: 2006 GTA zone of origin - gta06_orig

Filters:
(2006 GTA zone of origin - gta06_orig In 8615,8616,8
and
Start time of trip - start_time In 1530-1830
and
2022 Trip Purpose of Origin - purp_orig2022 In 20, 51

Trip 2022
Table:

,8558,8615,8617
8594,0,0,42
8609,0,14,0
8617,16,0,0

APPENDIX I

Multi-Modal TTS Data

Home Trips

Tue Jul 07 2026 15:52:04 GMT-0400 (Eastern Daylight Time) - Run Time: 3886ms

Cross Tabulation Query Form - Trip - 2022

Row: 2006 GTA zone of destination - gta06_dest

Column: Primary travel mode of trip - mode_prime

Filters:

(2006 GTA zone of destination - gta06_dest In 8615,8616,8617,8558

and

Trip Purpose of Destination - purp_dest In H,

and

Start time of trip - start_time In 1500-1800)

Trip 2022

Table:

,Auto driver,Auto passenger,Walk

8558,355,29,0

8615,249,19,60

8616,247,8,0

8617,340,16,0

School Trips

Tue Jul 07 2026 15:56:28 GMT-0400 (Eastern Daylight Time) - Run Time: 3587ms

Cross Tabulation Query Form - Trip - 2022

Row: 2006 GTA zone of destination - gta06_dest

Column: Primary travel mode of trip - mode_prime

Filters:

(2006 GTA zone of destination - gta06_dest In 8617

and

Trip Purpose of Destination - purp_dest In S,

and

Start time of trip - start_time In 0600-0900)

Trip 2022

Table:

,Auto driver,Auto passenger,School bus,Walk

8617,102,81,437,73