1880 ASSUMPTION STREET MIXED-USE DEVELOPMENT WINDSOR, ON

TRAFFIC IMPACT STUDY

RC SPENCER ASSOCIATES INC.
Consulting Engineers
Windsor: 800 University Avenue W. - Windsor ON N9A 5R9
Leamington: 18 Talbot Street W. - Leamington ON N8H 1M4
Chatham-Kent: 49 Raleigh Street - Chatham ON N7M 2M6

File No.: 26-1891 December 2025

1880 ASSUMPTION STREET MIXED-USE DEVELOPMENT, WINDSOR, ON
TRAFFIC IMPACT STUDY (DECEMBER 2025)

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INTRODUCTION AND BACKGROUND

A redevelopment is proposed for an existing commercial property located at 1880 Assumption Street, in Windsor, Ontario. As illustrated on **Figure 1**, the development site is located on the north side of Assumption Street, opposite Kildare Road and south of Riverside Drive. The study area, shown on **Figure 2**, includes Devonshire Road and its intersections with Riverside Drive East and Wyandotte Street East, as well as Assumption Street and its intersections with Chilver Road, Kildare Road, and Devonshire Road. Riverside Drive East is an east / west arterial roadway; it begins at University Avenue West / Rosedale Avenue as a continuation of Sandwich Street and extends east along the Detroit River and Lake St. Clair to Brighton Road (County Road 21). Riverside Drive East is comprised of four lanes west of Devonshire Road and two lanes east of Devonshire Road. Wyandotte Street East is an east / west arterial roadway; it begins at Mill Street as Wyandotte Street West, continues through central Windsor, intersecting Ouellette Avenue, where it becomes Wyandotte Street East, and extends through east Windsor before terminating at Banwell Road. Wyandotte Street East is comprised of three lanes east of Devonshire Road and two lanes west of Devonshire Road. Chilver Road, Kildare Road, and Devonshire Road are north / south residential collector roadways. Chilver Road begins at Ottawa Street and runs north past Assumption Street, ending in a cul-de-sac; Kildare Road runs from Assumption Street at the north to Niagara Street at the south; and Devonshire Road begins at Riverside Drive East and runs south to Devonshire Court.

The proposed redevelopment consists of a high-density mixed-use building with approximately 5,022 sq. ft. of ground-floor retail space and 204 high-rise residential apartment units between Levels 3 and 20. The first-floor layout and summary matrix is provided on **Figure 3**. A multi-level parking structure will service the redevelopment, including 91 underground garage parking spaces, 62 parking spaces on Level 1, and 68 parking spaces on both Levels 2 and 3, for a total of 289 parking spaces. The parking supply includes 255 residential, 20 retail, and 14 visitor spaces, in addition to 15 bicycle parking spaces. Site access will be provided via a single all-directional building garage access on Assumption Street; this only proposed site access is located west of the existing site access.

The purpose of this traffic impact study is to examine the potential impact of the proposed mixed-use development on area traffic operations, particularly on Assumption Street. For context, the agreed-upon Terms of Reference and correspondence with the road authority is provided in **Appendix A**.

TRAFFIC DATA COLLECTION

As provided in **Appendix B**, weekday and weekend turning movement counts were collected by RC Spencer Associates Inc. for the following four intersections:

- Riverside Drive East at Devonshire Road (12 and 14 December 2024);
- Devonshire Road at Assumption Street (12 and 14 December 2024);
- Kildare Road / Existing Access at Assumption Street (12 and 14 December 2024);
- Chilver Road at Assumption Street (12 and 14 December 2024);
- Devonshire Road at Wyandotte Street East (11 and 13 December 2025).

METHODOLOGY

The collected turning movement counts provided the basis for industry-standard traffic operations analysis; the software package utilized for the analysis (Synchro 12) calculates various parameters of intersection performance, such as level of service (LOS), intersection capacity utilization (ICU), control delay, and queue lengths on individual approaches. Synchro 12 utilizes the Highway Capacity Manual (7th Edition) to report the respective traffic operations metrics.

Signalized level of service results are reported based on the following industry standard:

Level of Service	Average Control Delay (sec/veh)	General Description (Signalized Intersections)
A	≤10	Free Flow
B	>10 - 20	Stable Flow (slight delays)
C	>20 - 35	Stable flow (acceptable delays)
D	>35 - 55	Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	>55 - 80	Unstable flow (intolerable delay)
F	>80	Forced flow (jammed)

Unsignalized level of service results are reported based on the following industry standard:

Level of Service	Average Control Delay (sec/veh)
A	0 - 10
B	>10 - 15
C	>15 - 25
D	>25 - 35
E	>35 - 50
F	>50

TRIP GENERATION AND DISTRIBUTION

Trip generation for the proposed development was estimated from the Institute of Transportation Engineers Trip Generation Manual (12th Edition). The dataset's average rate was applied instead of the fitted curve equation because the value of the independent variable is in the lower range of the dataset; the fitted curve equation does not pass through the origin. The detailed trip generation results are provided in **Appendix C** and are summarized below:

ITE Land Use Code 222 – Multifamily Housing (High-Rise) is the most appropriate code for the proposed 204 apartment dwelling units. Weekday trip generation rates were obtained from the ITE Trip Generation Manual (12th Edition); however, Saturday peak hour trip generation data for ITE Land Use Code 222 is not provided in the 12th Edition; therefore, the Saturday peak hour rate from the 11th Edition was applied. This land use code provides average trip generation rates of 0.20 trips per dwelling unit in the AM peak hour, with 29% entering and 71% exiting, 0.26 trips per dwelling unit in the PM peak hour, with 61% entering and 39% exiting, and 0.36 trips per dwelling unit in the Saturday peak hour, with 57% entering and 43% exiting; the trips generated by this land use are estimated as follows:

- 41 trips in the AM peak hour, with 12 entering and 29 exiting the site;
- 53 trips in the PM peak hour, with 32 entering and 21 exiting the site;
- 73 trips in the Saturday peak hour, with 42 entering and 31 exiting the site.

ITE Land Use Code 822 – Strip Retail Plaza (<40k) is the most appropriate code for the proposed 5,022 sq. ft. of retail space. This land use code provides average trip generation rates of 3.93 trips per 1,000 sq. ft. GLA in the AM peak hour, with 55% entering and 45% exiting, 6.29 trips per 1,000 sq. ft. GLA in the PM peak hour, with 50% entering and 50% exiting, and 6.63 trips per 1,000 sq. ft. GLA in the Saturday peak hour, with 51% entering and 49% exiting; the trips generated by this land use are estimated as follows:

- 20 trips in the AM peak hour, with 11 entering and 9 exiting the site;
- 32 trips in the PM peak hour, with 16 entering and 16 exiting the site;
- 33 trips in the Saturday peak hour, with 17 entering and 16 exiting the site.

Accordingly, the total trips generated by the proposed redevelopment are estimated to be 61 trips during the weekday AM peak hour, with 23 entering and 38 exiting, 85 trips during the weekday PM peak hour, with 48 entering and 37 exiting, and 106 trips during the Saturday peak hour, with 59 entering and 47 exiting. Although ITE data suggests that internal capture and pass-by trips could account for a portion of the trips generated by the proposed redevelopment; to be abundantly conservative, all site generated trips were assumed to be "new on-street trips".

Existing traffic data indicates that the current land use (office space) is active. Accordingly, these "existing trips" (to and from the site) were absorbed into the new site generated trips. Furthermore, since the number of "new" trips will absorb the current land use volumes, any current site generated traffic was effectively "zeroed out" at the subject site access.

Site generated traffic was distributed to and from the site based on the origin-destination of the collected turning movement counts. The resulting site generated turning movements are illustrated on **Figures 4A to 4C.**

CAPACITY AND LEVEL OF SERVICE ANALYSIS

Detailed Synchro 12 analyses were carried out with respect to the following traffic scenarios:

- Existing Traffic;
- Total Traffic 2030 (Background Traffic 2030 + Site Generated Traffic);
- Total Traffic 2035 (Background Traffic 2035 + Site Generated Traffic).

To be conservative, background traffic was increased by 1.5% per year, compounded annually, for the 2030 and 2035 horizon years. **Figures 5A to 5C** summarize the total traffic estimates that result from adding site generated traffic to 2030 and 2035 horizon year forecasts. The effect of adding site generated traffic from the proposed development to existing traffic volumes at each specific intersection can be found in **Appendix C**; the resulting Synchro 12 simulation reports are provided in **Appendix D**.

To quantify and qualify the effect of traffic growth on intersections within the study area, the level of service (LOS) results are summarized as follows:

Riverside Drive East at Devonshire Road

The intersection of Riverside Drive East at Devonshire Road is currently signalized. The westbound approach is comprised of a dedicated left turn lane and a through / right turn lane, the eastbound approach is comprised of a shared through / left turn lane and a dedicated right turn lane, and the northbound approach is comprised of a dedicated left turn lane and a shared through / right turn lane. The north leg is the Hiram Walker site access, and it consists of a shared approach lane. Bicycle lanes are provided on both sides of Riverside Drive East. West of Devonshire Road, Riverside Drive East continues with a four-lane cross-section. Current signal timings provided by the City of Windsor were used to model all existing and future scenarios for this intersection.

Based on the level of service results provided in the below **Tables 1 and 2**, the combination of site generated traffic and background traffic growth will not adversely impact the existing intersection level of service; therefore, it is anticipated that this intersection will continue to operate at a good overall level of service in all horizon traffic scenarios. Of note, the critical 95th percentile northbound queue length is about 32m and can be accommodated within the provided northbound left turn lane storage and taper.

Table 1: Overall Level of Service – Riverside Drive East at Devonshire Road

Scenario	Riverside Drive East at Devonshire Road		
	AM Peak Hour	PM Peak Hour	Sat. Peak Hour
Existing Traffic	A	B	A
Total Traffic 2030	B	B	A
Total Traffic 2035	B	B	B

Table 2: Level of Service by Approach – Riverside Drive East at Devonshire Road

Scenario	Riverside Drive East at Devonshire Road											
	AM Peak Hour				PM Peak Hour				Saturday Peak Hour			
	E/B	W/B	N/B	S/B	E/B	W/B	N/B	S/B	E/B	W/B	N/B	S/B
Existing Traffic	A	A	C	-	B	A	C	-	A	A	B	-
Total Traffic 2030	A	B	C	-	B	A	C	-	B	A	B	-
Total Traffic 2035	A	B	C	-	B	A	C	-	B	A	C	-

Devonshire Road at Wyandotte Street East

The intersection of Devonshire Road at Wyandotte Street East is currently signalized; the westbound approach is comprised of a dedicated right turn lane and a through / left turn lane, while the eastbound, northbound, and southbound approaches are comprised of a shared lane. Marked pedestrian crosswalks are provided on all legs of the intersection and are supplemented by pedestrian signals. Transit stops are located on the eastbound and westbound approaches of Wyandotte Street East. On-street parking is permitted on the west leg and on the south side of the east leg, as well as on Devonshire Road. Similarly, bicycle lanes are provided on the west leg and the south side of the east leg (on Wyandotte Street East). Current signal timings provided by the City of Windsor were used to model all existing and future scenarios for this intersection.

Based on the results provided in **Tables 3 and 4**, the combination of site generated traffic and background traffic growth will not adversely impact the intersection levels of service; the PM peak hour experiences LOS C and D in the 2035 horizon, so this intersection is expected to operate at a satisfactory overall level of service in all horizon traffic scenarios (with only 13 peak hour trips destined to / from the subject intersection during the critical PM peak hour).

Table 3: Overall Level of Service – Devonshire Road at Wyandotte Street East

Scenario	Devonshire Road at Wyandotte Street East		
	AM Peak Hour	PM Peak Hour	Sat. Peak Hour
Existing Traffic	B	C	B
Total Traffic 2030	B	C	B
Total Traffic 2035	B	D	B

Table 4: Level of Service by Approach – Devonshire Road at Wyandotte Street East

Scenario	Devonshire Road at Wyandotte Street East											
	AM Peak Hour				PM Peak Hour				Saturday Peak Hour			
	E/B	W/B	N/B	S/B	E/B	W/B	N/B	S/B	E/B	W/B	N/B	S/B
Existing Traffic	B	B	B	B	C	B	B	C	B	B	B	B
Total Traffic 2030	B	B	B	B	D	B	B	C	B	B	B	B
Total Traffic 2035	B	B	B	B	E	B	B	C	B	B	B	B

Devonshire Road at Assumption Street

The existing intersection of Devonshire Road at Assumption Street is stop-controlled on the eastbound and westbound approaches; all approaches are comprised of a shared lane. On-street parking is provided on both sides of Assumption Street and Devonshire Road. Based on the level of service results provided in **Table 5**, it is anticipated that the addition of site generated traffic and background traffic growth will have a nominal impact on future traffic operations.

Table 5: Level of Service by Approach – Devonshire Road at Assumption Street

Scenario	Devonshire Road at Assumption Street											
	AM Peak Hour				PM Peak Hour				Saturday Peak Hour			
	E/B	W/B	N/B	S/B	E/B	W/B	N/B	S/B	E/B	W/B	N/B	S/B
Existing Traffic	B	B	A	A	B	B	A	A	A	A	A	A
Total Traffic 2030	B	B	A	A	B	B	A	A	B	B	A	A
Total Traffic 2035	B	B	A	A	B	B	A	A	B	B	A	A

Kildare Road / Existing Site Access at Assumption Street

The intersection of Kildare Road / existing site access at Assumption Street is stop-controlled on the northbound and southbound approaches; all approaches are comprised of a shared lane. On-street parking is currently provided on both sides of Assumption Street and Kildare Road. Post development, the existing site access will be removed, resulting in a reconfiguration of the current four-way intersection to a tee intersection. Based on the results provided in **Table 6**, it is anticipated that this intersection will continue to operate at an excellent overall level of service.

Table 6: Level of Service by Approach – Kildare Road / Existing Site Access at Assumption Street

Scenario	Kildare Road / Existing Site Access at Assumption Street											
	AM Peak Hour				PM Peak Hour				Saturday Peak Hour			
	E/B	W/B	N/B	S/B	E/B	W/B	N/B	S/B	E/B	W/B	N/B	S/B
Existing Traffic	A	A	A	A	A	A	A	A	A	A	A	A
Total Traffic 2030	A	A	A	-	A	A	A	-	A	A	A	-
Total Traffic 2035	A	A	A	-	A	A	A	-	A	A	A	-

Proposed Site Access at Assumption Street

The proposed site access at Assumption Street will be stop-controlled on the southbound approach, meeting Assumption Street at a new tee intersection just west of the existing site access; all approaches will be comprised of a shared lane. Based on the level of service results provided in **Table 7**, it is anticipated that the addition of site generated traffic and background traffic growth will have a nominal impact on Assumption Street traffic operations.

Table 7: Level of Service by Approach – Proposed Site Access at Assumption Street at

Scenario	Proposed Site Access at Assumption Street											
	AM Peak Hour				PM Peak Hour				Saturday Peak Hour			
	E/B	W/B	N/B	S/B	E/B	W/B	N/B	S/B	E/B	W/B	N/B	S/B
Total Traffic 2030	A	A	-	A	A	A	-	A	A	A	-	A
Total Traffic 2035	A	A	-	A	A	A	-	A	A	A	-	A

Chilver Road at Assumption Street

The existing intersection of Chilver Road at Assumption Street is stop-controlled on the northbound and southbound approaches; all approaches are comprised of a shared lane. On-street parking is provided on both sides of Assumption Street and Chilver Road. Based on the level of service results provided in **Table 8**, it is anticipated that the addition of site generated traffic and background traffic growth will have no discernible impact on future traffic operations. The intersection will continue to operate at excellent levels of service.

Table 8: Level of Service by Approach – Chilver Road at Assumption Street

Scenario	Chilver Road at Assumption Street											
	AM Peak Hour				PM Peak Hour				Saturday Peak Hour			
	E/B	W/B	N/B	S/B	E/B	W/B	N/B	S/B	E/B	W/B	N/B	S/B
Existing Traffic	A	A	A	A	A	A	A	A	A	A	A	A
Total Traffic 2030	A	A	A	A	A	A	A	A	A	A	A	A
Total Traffic 2035	A	A	A	A	A	A	A	A	A	A	A	A

GEOMETRIC AND / OR TRAFFIC CONTROL IMPROVEMENTS

Based on the reported traffic operations metrics, it is the engineers' opinion that geometric and traffic control improvements are not required. The projected traffic volumes on Assumption Street are very low (and are below the required minimum thresholds for signalization or for the implementation of left turn lanes). As a result, no additional warrant reviews were undertaken.

SIGHT LINE ANALYSIS

A sight line analysis was completed for the site access at Assumption Street. The analysis was completed in accordance with the TAC Geometric Design Guide for Canadian Roads (2017). The speed limit on Assumption Street is 50 km/h, so the analysis was completed for a 60 km/h design speed. As recommended by the TAC, the sight triangles were evaluated at 4.4m from the edge of the nearest travelled lane. As calculated in **Appendix F**, intersection sight distance for a passenger car was determined to be 125m for the worst-case left turn egress maneuver; intersection sight distance for a right turn egress maneuver was determined to be 108m. Based on the illustrated sight triangles provided on **Figure 6**, it is the engineers' opinion that there is sufficient sight distance in both directions for safe egress from the proposed development access.

SUMMARY AND CONCLUSIONS

A redevelopment is proposed for an existing commercial property located at 1880 Assumption Street, in Windsor, Ontario. The site is located on the north side of Assumption Street, opposite Kildare Road and south of Riverside Drive. The proposed redevelopment consists of a high-density mixed-use building with approximately 5,022 sq. ft. of ground-floor retail space and 204 high-rise apartment units. A multi-level parking structure will service the redevelopment, including 91 underground garage parking spaces, 62 parking spaces on Level 1, and 68 parking spaces on both Levels 2 and 3, for a total of 289 parking spaces. The parking supply includes 255 residential, 20 retail, and 14 visitor spaces, in addition to 15 bicycle parking spaces. Site access will be provided via a single all-directional building garage access on Assumption Street; this only proposed site access is located west of the existing site access.

Using recently obtained turning movement counts and applying the best available trip generation and distribution methodologies, an analysis was undertaken to measure the development's potential impact on area traffic operations. Upon completion of the technical analysis, it was concluded that:

- The signalized intersection of Riverside Drive East at Devonshire Road will operate at a good level of service in all horizon traffic scenarios;
- The signalized intersection of Devonshire Road at Wyandotte Street East will operate at a satisfactory level of service in all horizon traffic scenarios;
- The eastbound / westbound stop-controlled intersection of Devonshire Road at Assumption Street will operate at a good level of service in all horizon traffic scenarios;
- The current northbound / southbound stop-controlled intersection of Kildare Road / existing site access at Assumption Street will operate at an excellent level of service in all horizon traffic scenarios (as a new northbound stop-controlled tee intersection);
- The proposed southbound stop-controlled intersection of the site access at Assumption Street South will operate at an excellent level of service in all horizon traffic scenarios;
- The northbound / southbound stop-controlled intersection of Chilver Road at Assumption Street will operate at an excellent level of service in all horizon traffic scenarios;
- There is sufficient sight distance in both directions for safe egress from the proposed development's singular site access.

Therefore, based on the results of the technical work, it is the engineers' opinion that the proposed development will not adversely impact area traffic operations; no development-driven (off-site) geometric and / or traffic control improvements are required to accommodate the subject development proposal.

All of which is respectfully submitted,

RC Spencer Associates Inc.

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Associate / Leamington Office Manager

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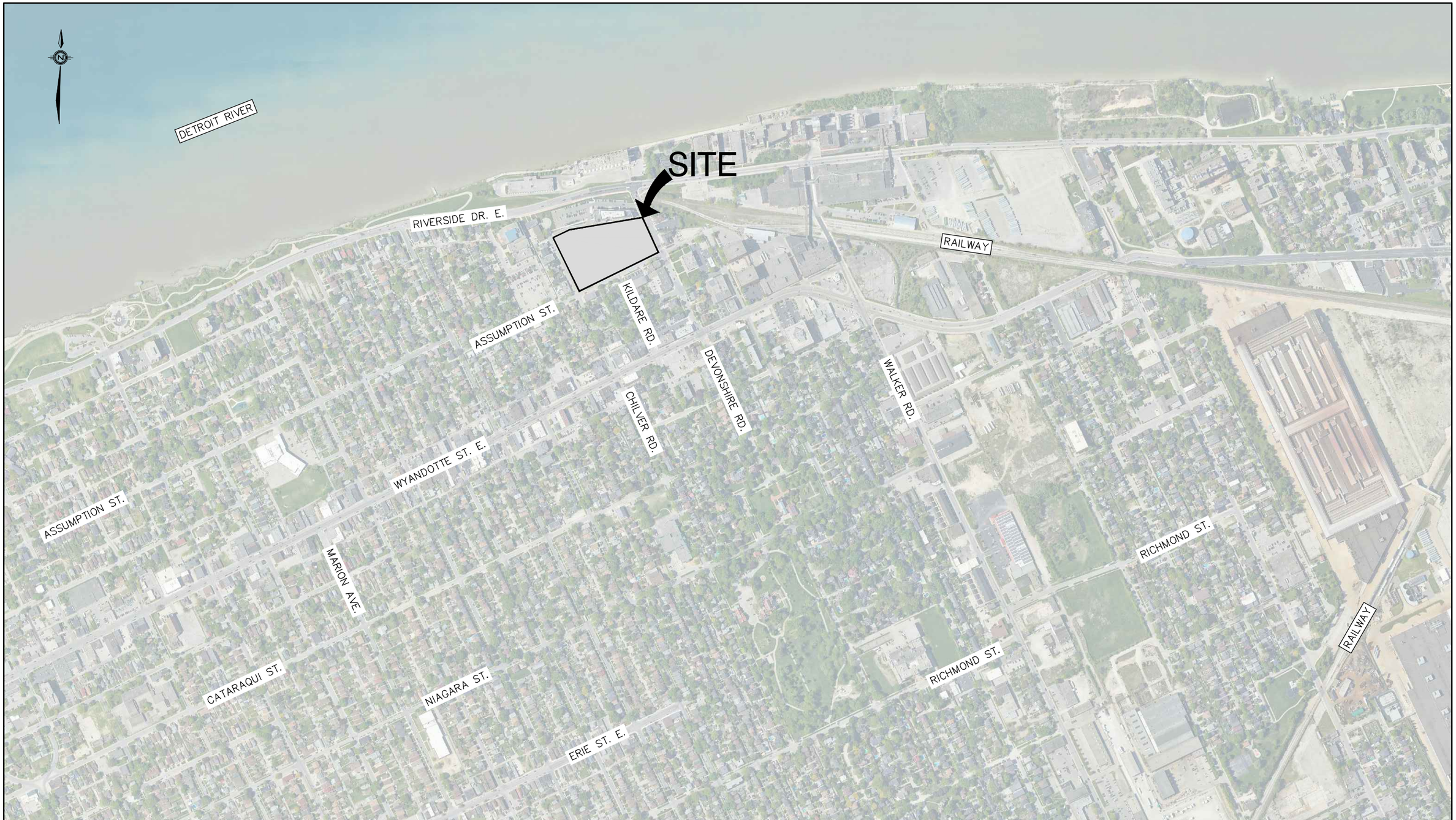

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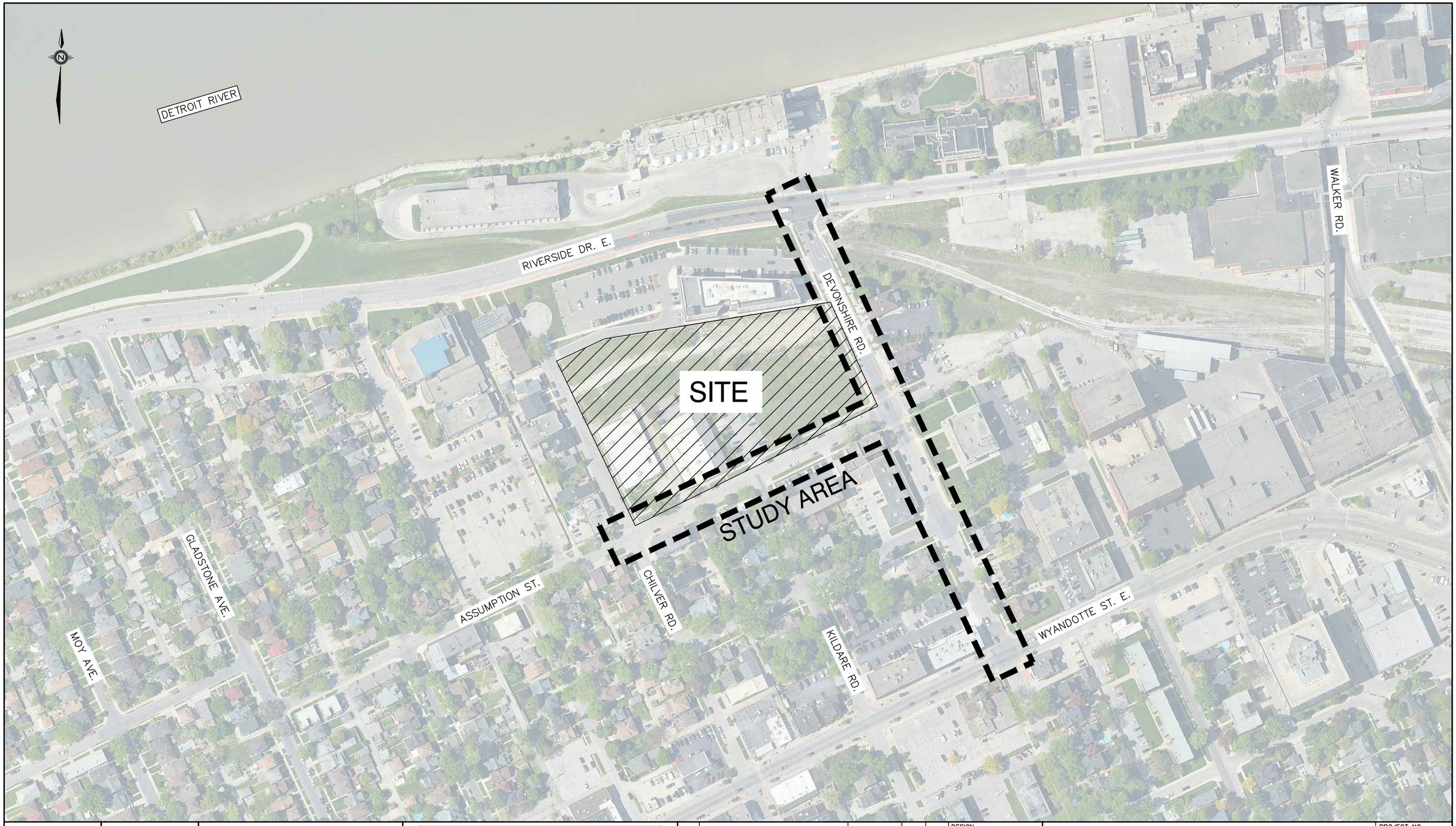
NO.	REVISION	DATE	BY	APP
4.	UPDATED REPORT FIGURES	17 DEC 2025	A.L.D.	A.D.B.
3.	UPDATED REPORT FIGURES	16 DEC 2025	E.A.R.	A.D.B.
2.	UPDATED REPORT FIGURES	26 MAY 2025	N.M.	A.D.B.
1.	CREATED REPORT FIGURES	20 MAR. 2025	E.A.R.	A.D.B.

DESIGN E.A.R.
CHECKED A.D.B.
DRAWN E.A.R.
CHECKED A.D.B.
DATE MARCH 2025
SCALE N.T.S.

1880 ASSUMPTION STREET MIXED–USE DEVELOPMENT, WINDSOR – T.I.S.

AREA PLAN

PROJECT NO. 26–1891
FIGURE NO. 1
OF 6



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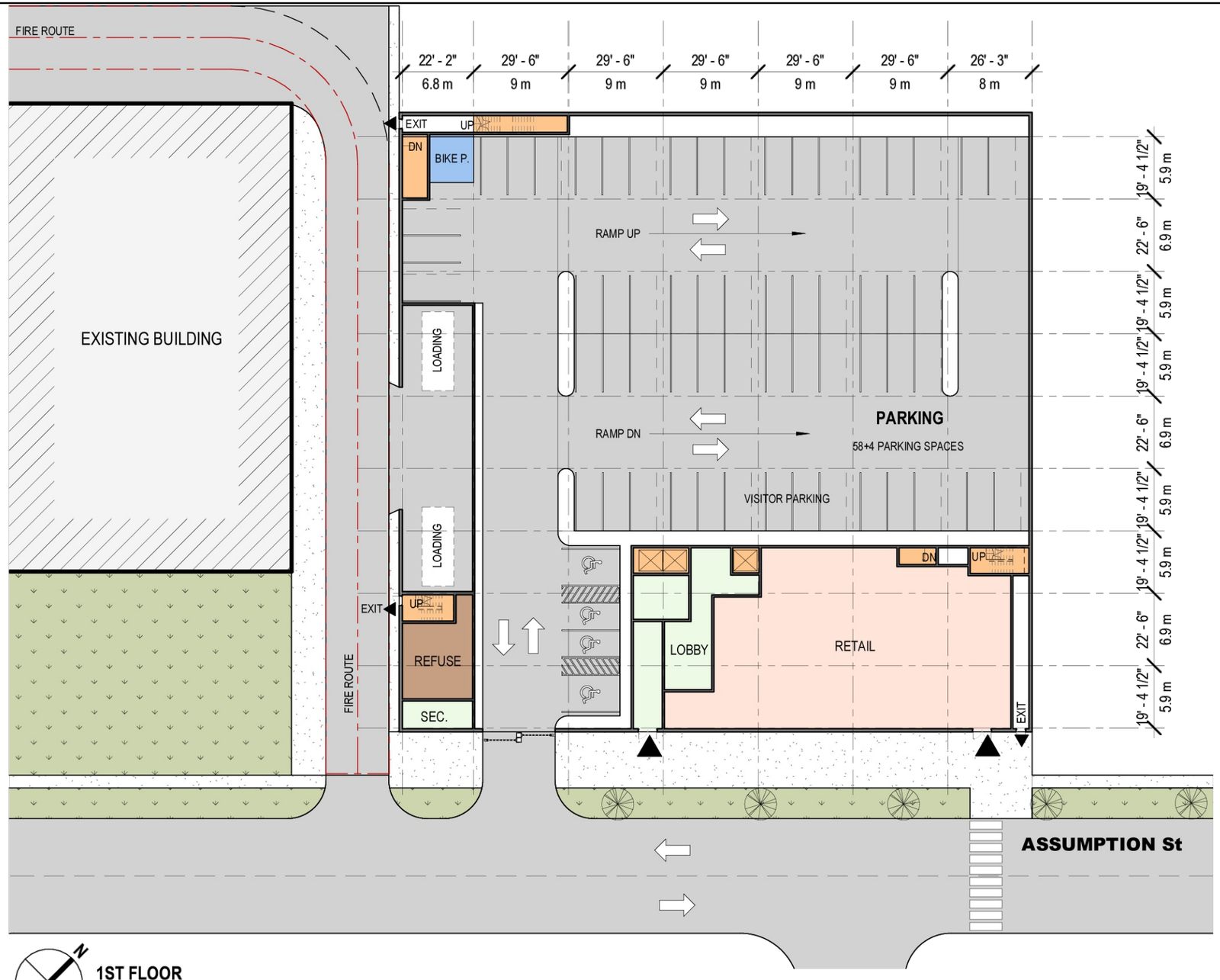
1880 ASSUMPTION STREET MIXED–USE DEVELOPMENT, WINDSOR – T.I.S.

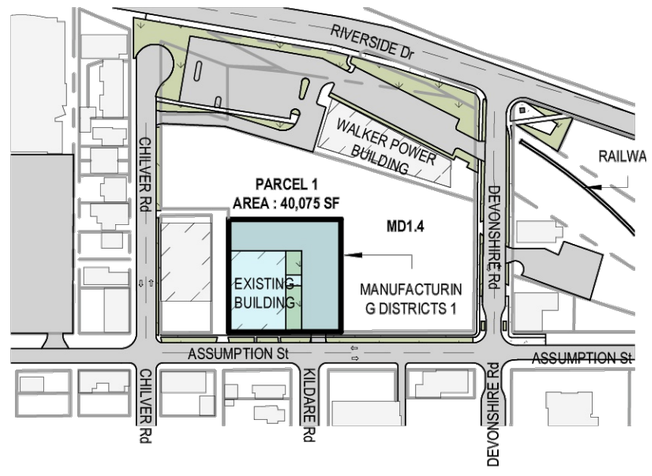
STUDY AREA

PROJECT NO. 26–1891
FIGURE NO. 2
OF 6



1ST FLOOR SUMMARY MATRIX

CATEGORY	AREA (SF)
- PARKING	29,280
- RETAIL	5,022
- CIRCULATION SPACES	1,533
- LOBBY	1242
- REFUSE	613
- SECURITY	230
TOTAL	**37,920 SF**



1ST FLOOR
SCALE: 1 : 400

EXISTING SITE PLAN

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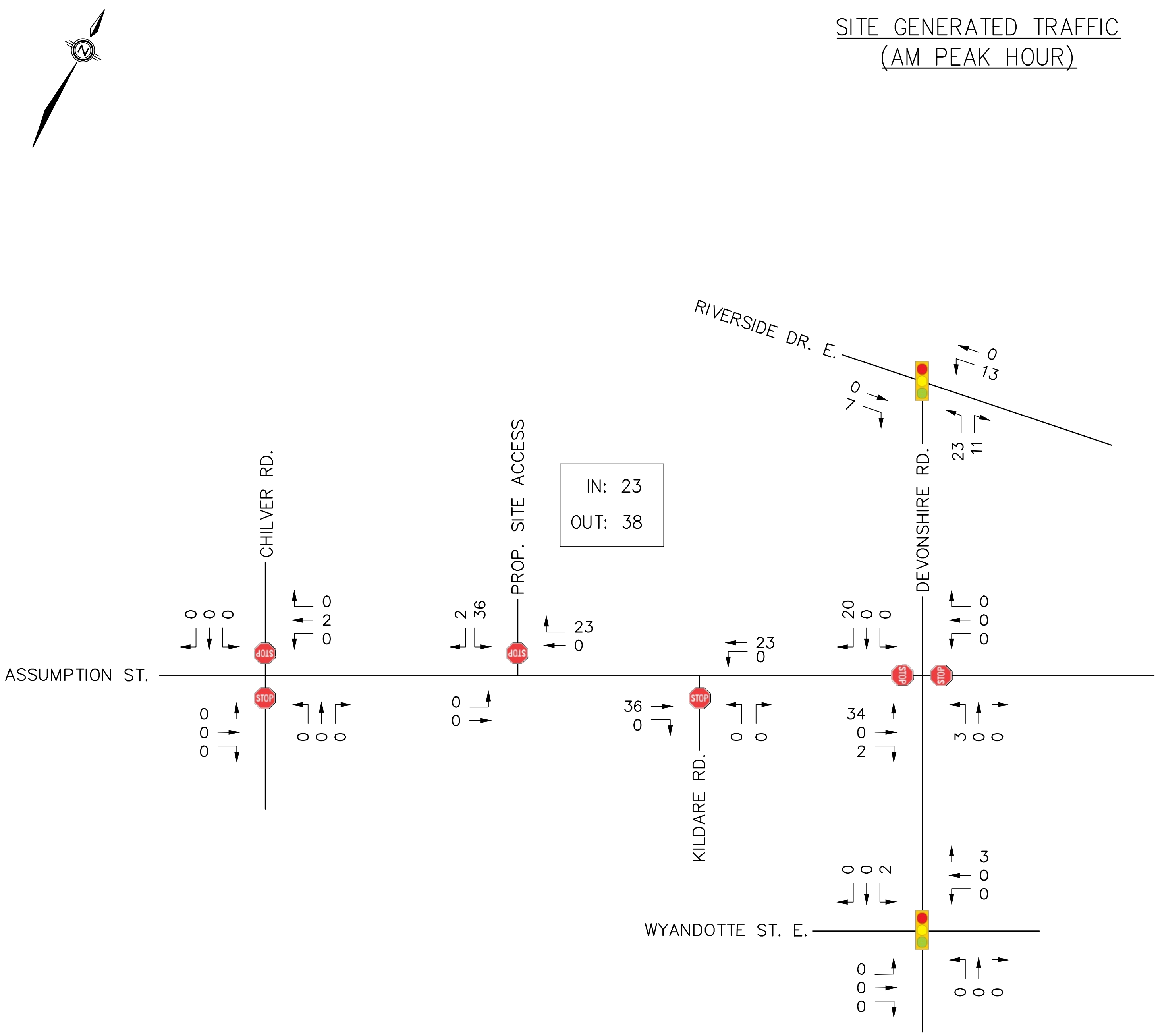
1880 ASSUMPTION STREET MIXED–USE DEVELOPMENT, WINDSOR – T.I.S.

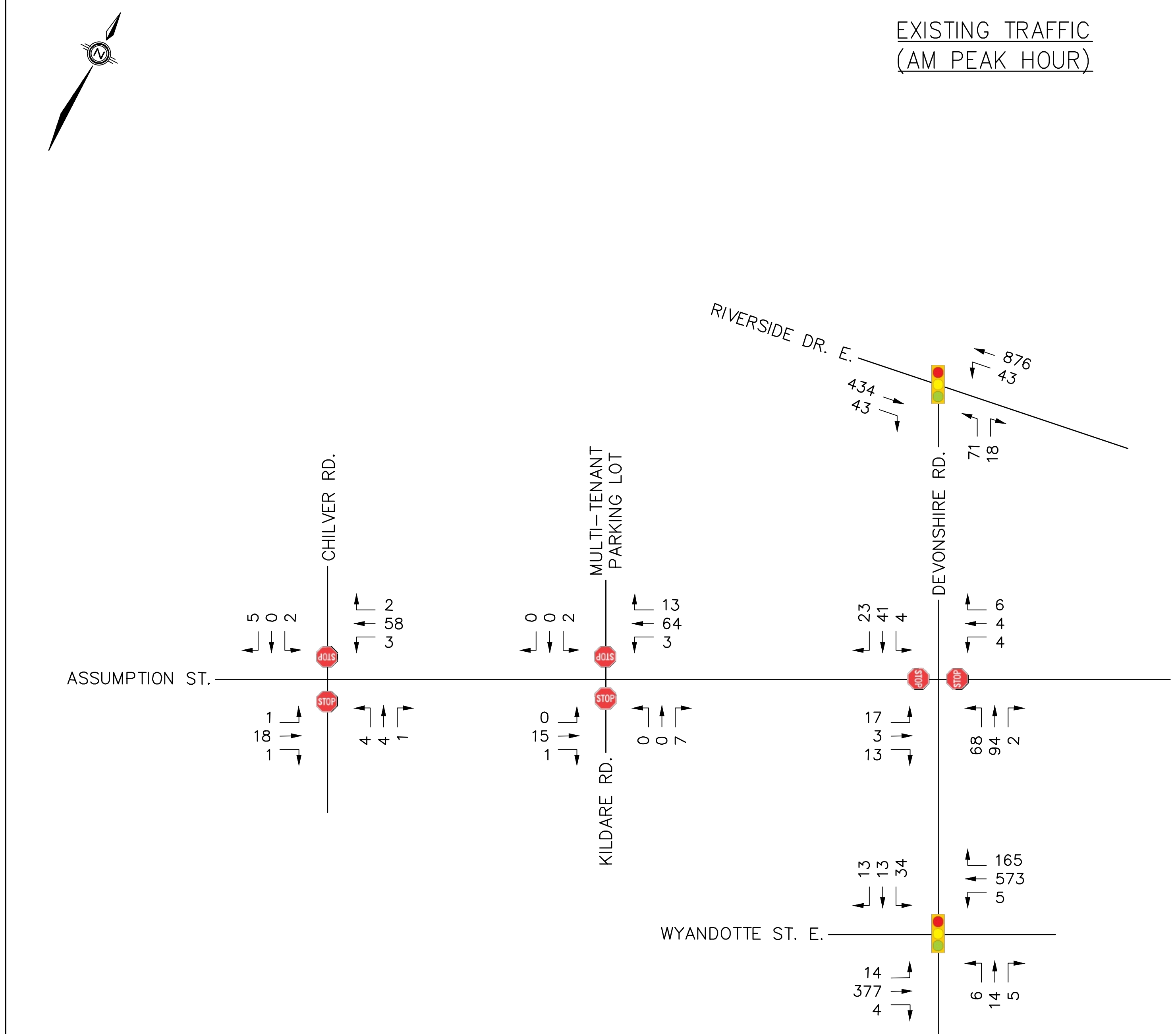
SITE PLAN

PROJECT NO. 26–1891
FIGURE NO. 3
OF 6

SITE GENERATED TRAFFIC (AM PEAK HOUR)



EXISTING TRAFFIC (AM PEAK HOUR)



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1880 ASSUMPTION STREET MIXED–USE DEVELOPMENT, WINDSOR – T.I.S.

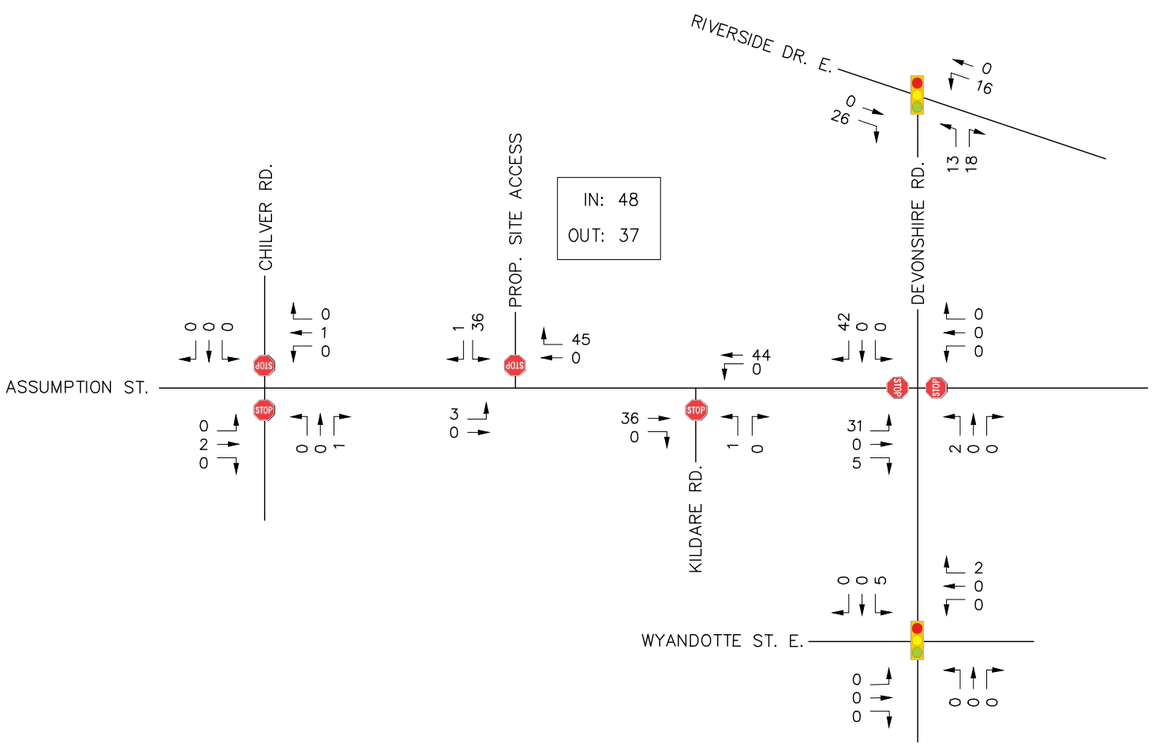
SITE GENERATED / EXISTING TRAFFIC (AM PEAK HOUR)

PROJECT NO. 26–1891

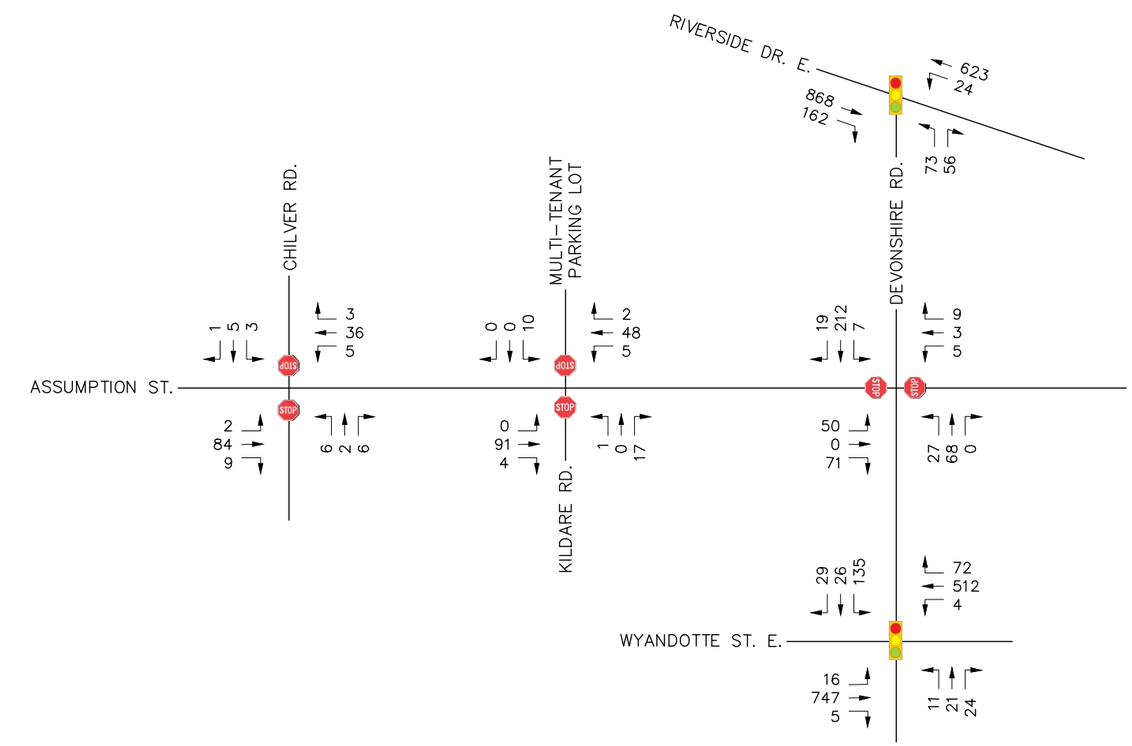
FIGURE NO. 4A

OF 6

SITE GENERATED TRAFFIC (PM PEAK HOUR)



EXISTING TRAFFIC (PM PEAK HOUR)



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4.	UPDATED REPORT FIGURES	17 DEC 2025	A.L.D.	A.D.B.
3.	UPDATED REPORT FIGURES	16 DEC 2025	E.A.R.	A.D.B.
2.	UPDATED REPORT FIGURES	26 MAY 2025	N.M.	A.D.B.
1.	CREATED REPORT FIGURES	20 MAR. 2025	E.A.R.	A.D.B.

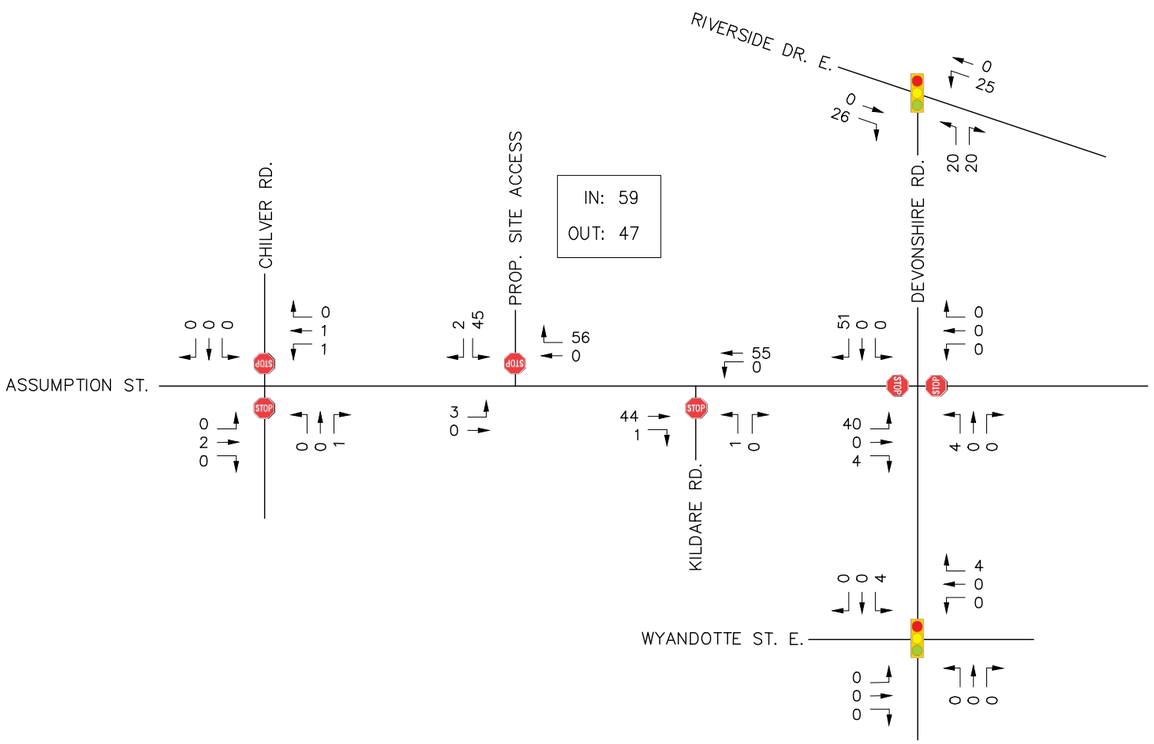
DESIGN E.A.R.
CHECKED A.D.B.
DRAWN E.A.R.
CHECKED A.D.B.
DATE MARCH 2025
SCALE N.T.S.

1880 ASSUMPTION STREET MIXED-USE DEVELOPMENT, WINDSOR – T.I.S.

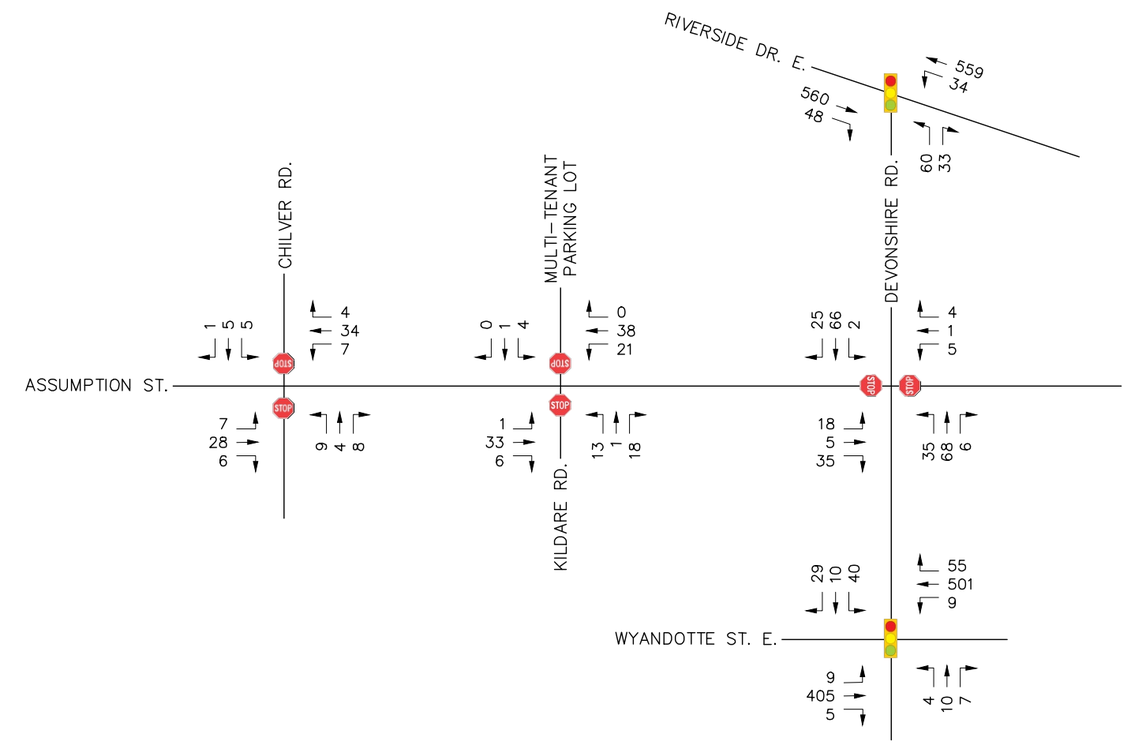
SITE GENERATED / EXISTING TRAFFIC (PM PEAK HOUR)

PROJECT NO. 26-1891
FIGURE NO. 4B
OF 6

SITE GENERATED TRAFFIC
(SATURDAY PEAK HOUR)



EXISTING TRAFFIC
(SATURDAY PEAK HOUR)



RC SPENCER ASSOCIATES INC.
Consulting Engineers
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Leamington: 18 Talbot Street W. – Leamington ON N8H 1M4
Chatham-Kent: 49 Raleigh Street – Chatham ON N7M 2M6
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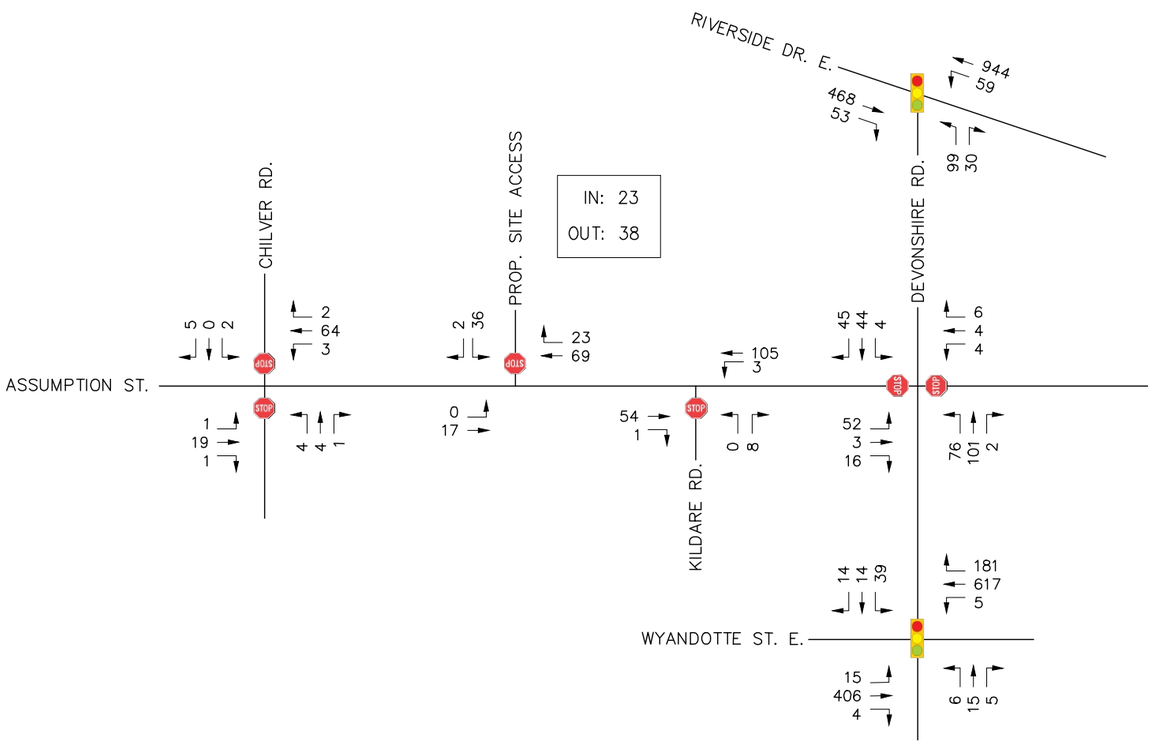
DRAWN E.A.R.
CHECKED A.D.B.
DATE MARCH 2025
SCALE N.T.S.

1880 ASSUMPTION STREET MIXED-USE DEVELOPMENT, WINDSOR – T.I.S.

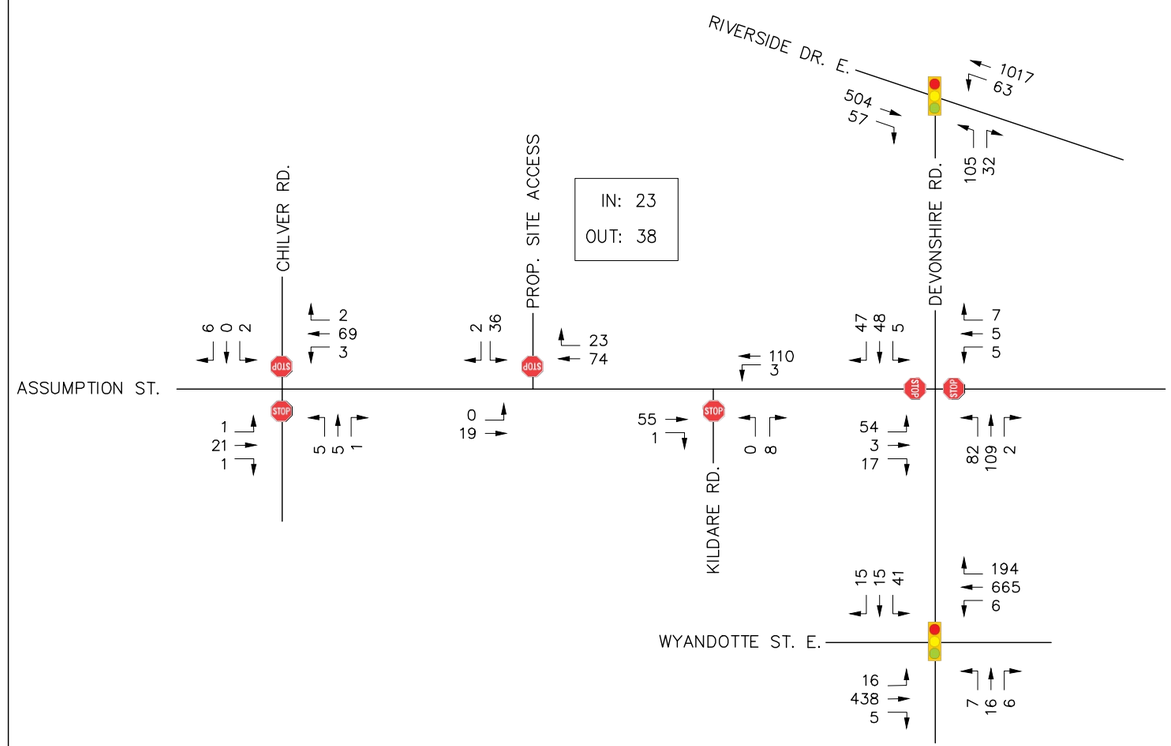
SITE GENERATED / EXISTING TRAFFIC (SATURDAY PEAK HOUR)

PROJECT NO. 26-1891
FIGURE NO. 4C
OF 6

TOTAL TRAFFIC 2030
(AM PEAK HOUR)



TOTAL TRAFFIC 2035
(AM PEAK HOUR)



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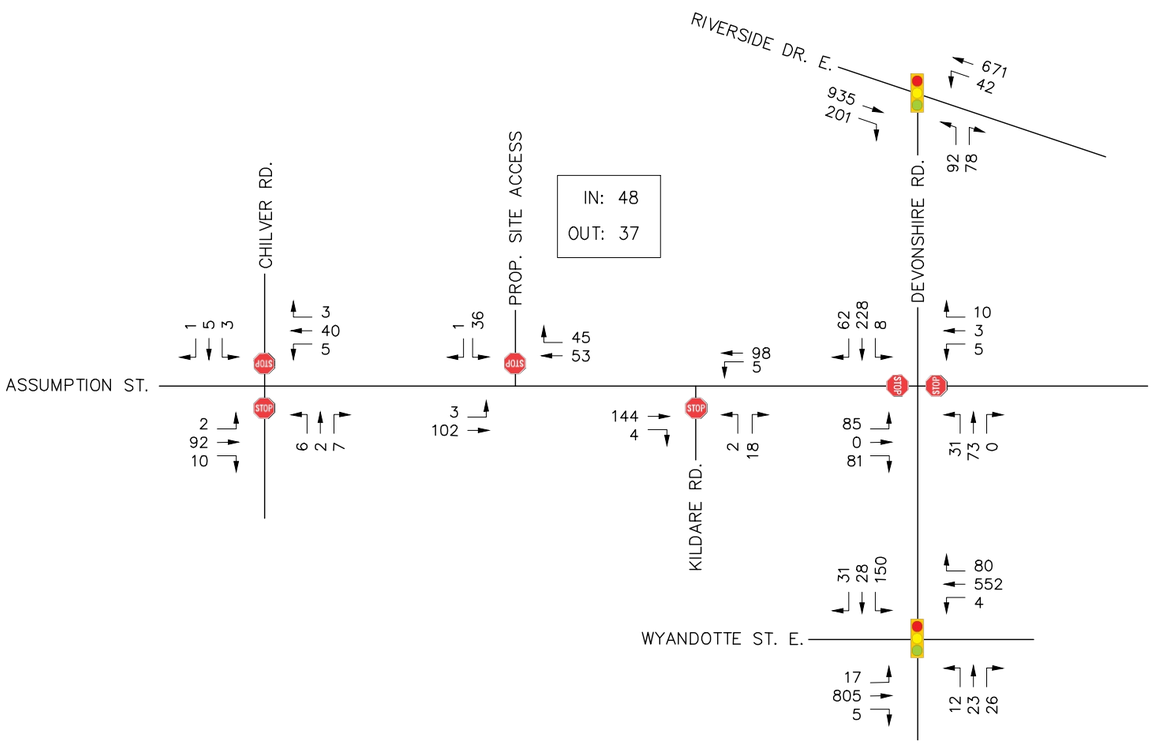
CHECKED A.D.B.
DRAWN E.A.R.
CHECKED A.D.B.
DATE MARCH 2025
SCALE N.T.S.

1880 ASSUMPTION STREET MIXED–USE DEVELOPMENT,
WINDSOR – T.I.S.

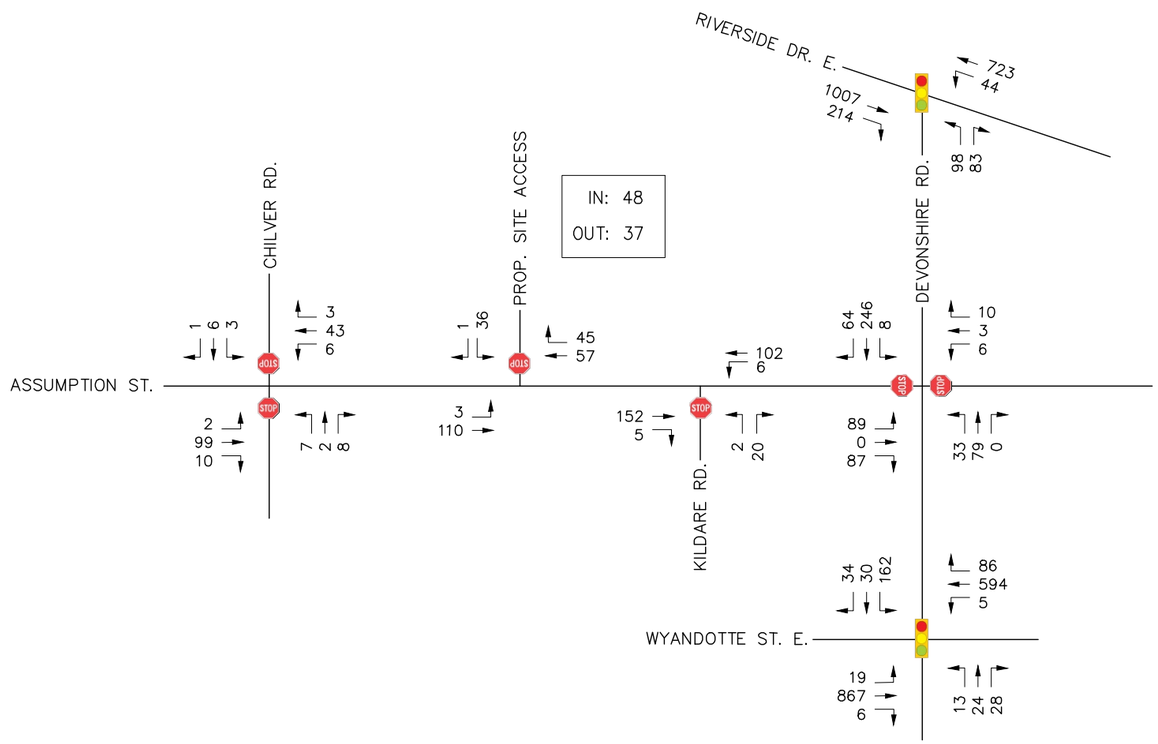
TOTAL TRAFFIC 2030 / 2035
(AM PEAK HOUR)

PROJECT NO. 26–1891
FIGURE NO. 5A
OF 6

TOTAL TRAFFIC 2030
(PM PEAK HOUR)



TOTAL TRAFFIC 2035
(PM PEAK HOUR)



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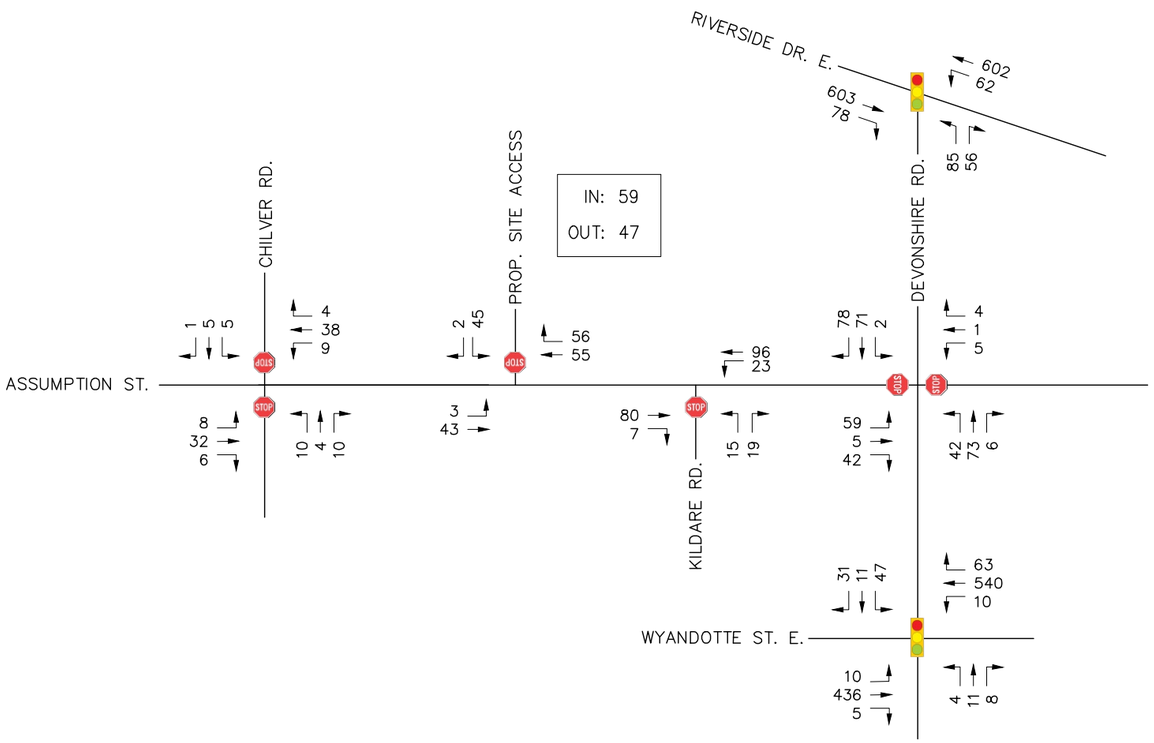
SCALE N.T.S.

1880 ASSUMPTION STREET MIXED–USE DEVELOPMENT,
WINDSOR – T.I.S.

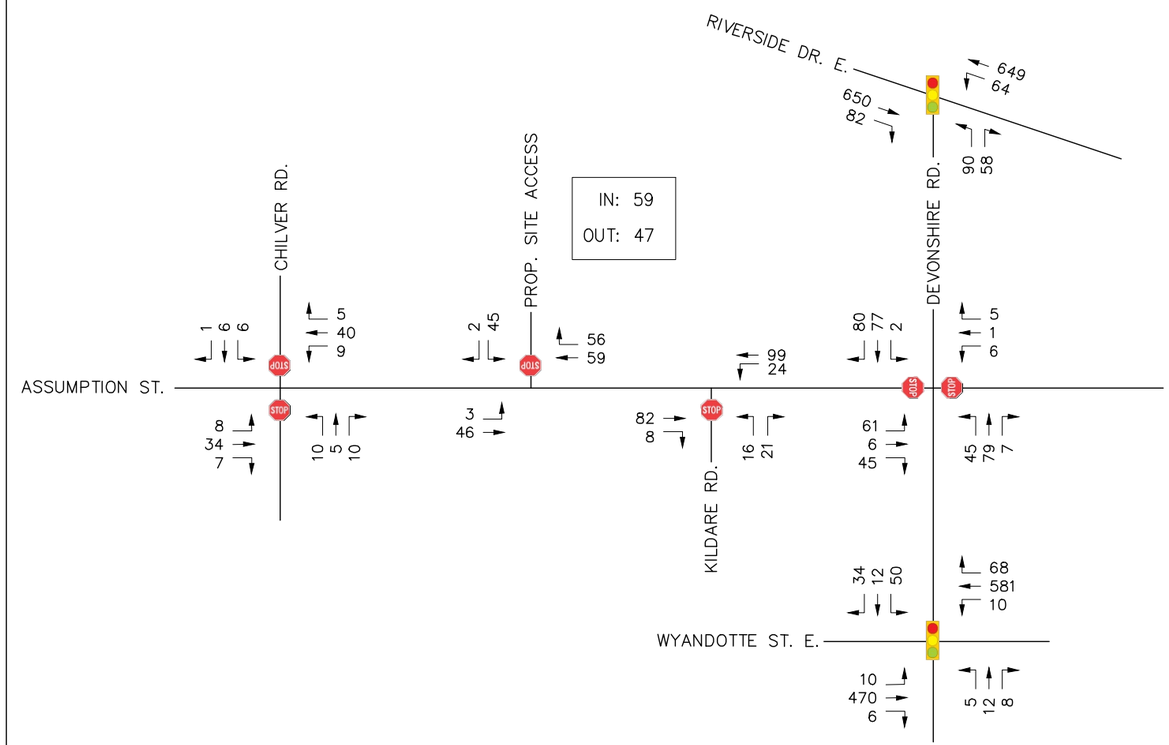
TOTAL TRAFFIC 2030 / 2035
(PM PEAK HOUR)

PROJECT NO. 26–1891
FIGURE NO. 5B
OF 6

TOTAL TRAFFIC 2030
(SATURDAY PEAK HOUR)



TOTAL TRAFFIC 2035
(SATURDAY PEAK HOUR)



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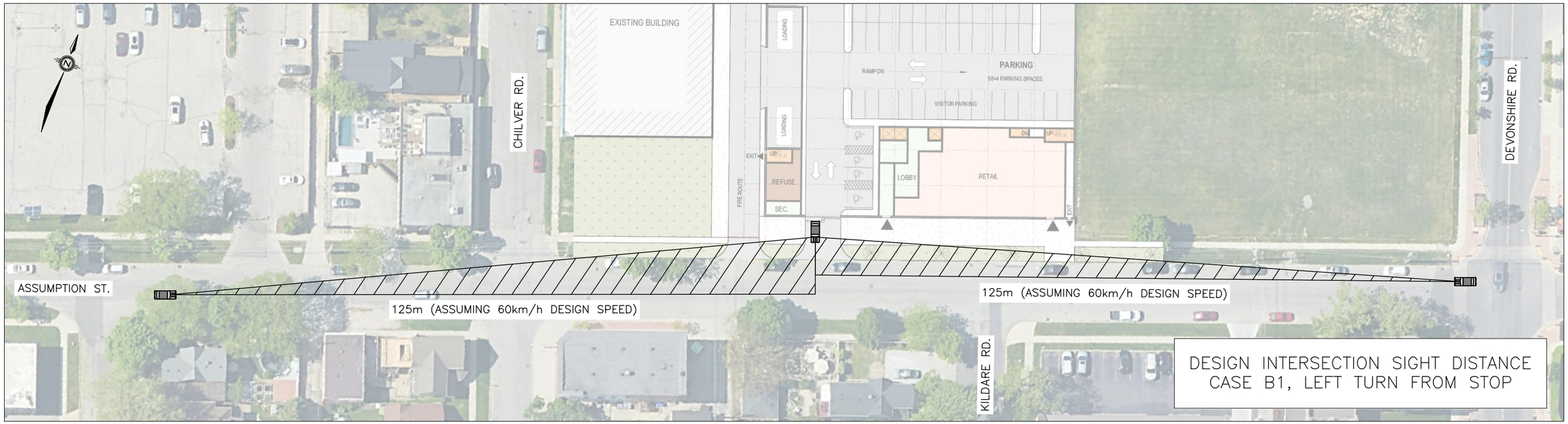
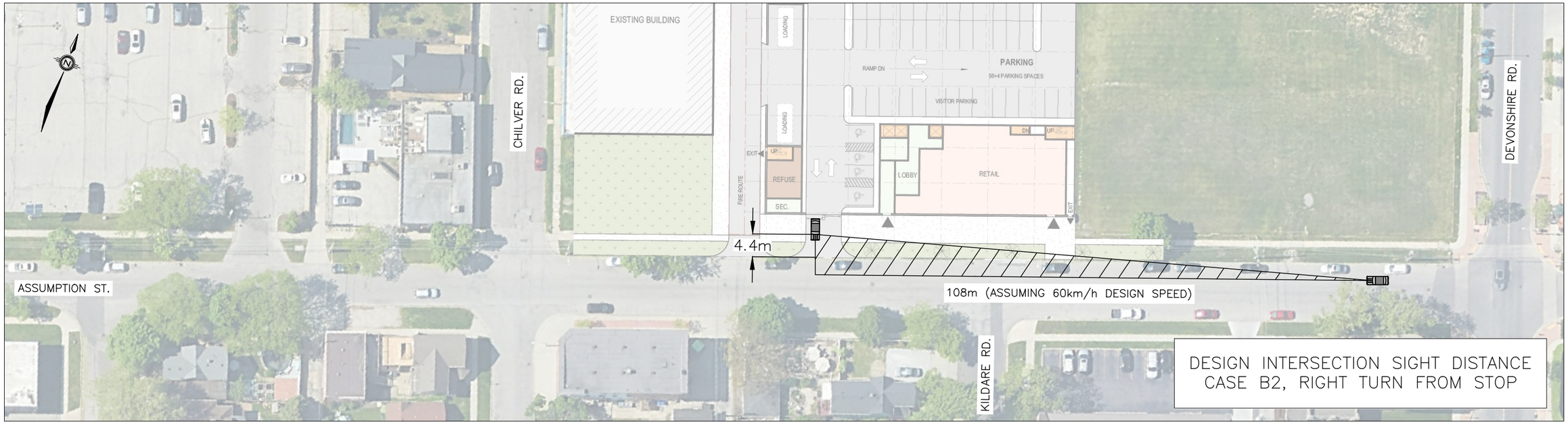
1880 ASSUMPTION STREET MIXED–USE DEVELOPMENT,
WINDSOR – T.I.S.

TOTAL TRAFFIC 2030 / 2035
(SATURDAY PEAK HOUR)

PROJECT NO. 26–1891
FIGURE NO. 5C
OF 6



DESIGN INTERSECTION SIGHT DISTANCE
CASE B1, LEFT TURN FROM STOP



DESIGN INTERSECTION SIGHT DISTANCE
CASE B2, RIGHT TURN FROM STOP

RC SPENCER ASSOCIATES INC.
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DATE MARCH 2025
SCALE N.T.S.

1880 ASSUMPTION STREET MIXED–USE DEVELOPMENT,
WINDSOR – T.I.S.

SIGHT LINE ANALYSIS:
SITE ACCESS AT ASSUMPTION ST.
(PASSENGER CAR)

PROJECT NO. 26–1891
FIGURE NO. 6
OF 6

Appendix A

CORRESPONDENCE WITH ROAD AUTHORITY

From: Transportation Development Application
To: "ablata@rcspencer.ca"; Italiya, Ankit
Cc: cmorden@rcspencer.ca; rcspencer@rcspencer.ca; "Dan Soleski"; "Steve Hengsperger"; Sarvaiya, Aashvi
Subject: RE: Request for Review: TIS Comments Received for 1880 Assumption Street, Windsor
Date: December 12, 2025 12:45:12 PM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png

Please see Transportation responses in red.

Regarding signal timing, I am forwarding your email to @Italiya, Ankit.

Regards,

Ellie

Ellie MehriLou | Supervisor Corridor Maintenance (A)
519-255-6100 ext. 6037

From: ablata@rcspencer.ca <ablata@rcspencer.ca>
Sent: Wednesday, December 10, 2025 4:07 PM
To: Transportation Development Application <tda@citywindsor.ca>
Cc: cmorden@rcspencer.ca; rcspencer@rcspencer.ca; 'Dan Soleski' <dsoleski@architecttura.com>; 'Steve Hengsperger' <steveh@tersano.com>; Sarvaiya, Aashvi <asarvaiya@citywindsor.ca>
Subject: RE: Request for Review: TIS Comments Received for 1880 Assumption Street, Windsor

Thank you for confirming, Ellie. Seeing as tomorrow is probably the last "normal weekday" that we'll see until mid-January, we'll get up a camera before 7:00am tomorrow (to ensure that we capture the Thursday and Saturday peak hours). Can your team please provide us with the traffic signal timings for the subject intersection?

PS. When you get a chance, can you also provide a response to my other two comments?

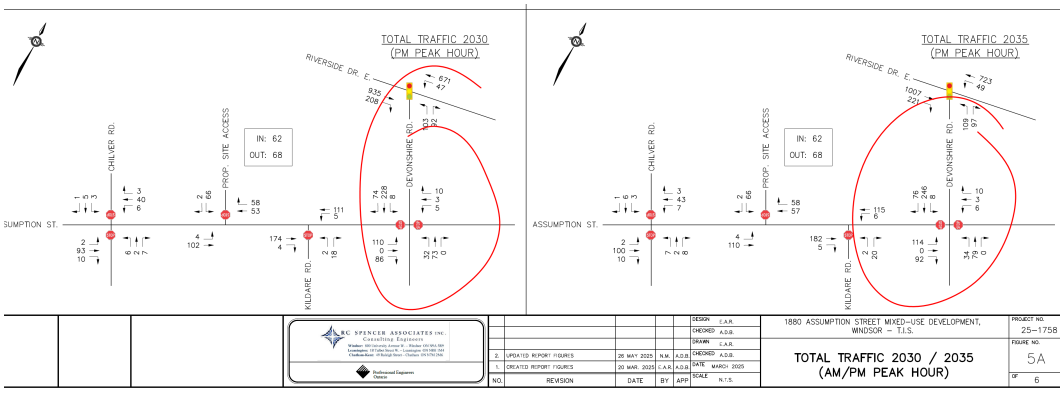
Warm regards,

Aaron D. Blata, M.Eng., P.Eng., PTOE, RSP1
Consulting Engineer
Associate / Professional Traffic Operations Engineer /
Road Safety Professional / Leamington Office Manager
RC SPENCER ASSOCIATES INC.
18 Talbot St. W. | Leamington, ON N8H 1M4
Office: (519) 324-0606 ext. 1141

From: Transportation Development Application <tda@citywindsor.ca>
Sent: December 10, 2025 3:53 PM
To: 'ablata@rcspencer.ca' <ablata@rcspencer.ca>
Cc: cmorden@rcspencer.ca; rcspencer@rcspencer.ca; 'Dan Soleski' <dsoleski@architecttura.com>; 'Steve Hengsperger' <steveh@tersano.com>; Sarvaiya, Aashvi <asarvaiya@citywindsor.ca>
Subject: RE: Request for Review: TIS Comments Received for 1880 Assumption Street, Windsor

I have discussed your concern with my manager, who reviewed the initial TIS regarding item 3. Based on the TIS, all intersection levels of service were analyzed using the total traffic projections for the 2030 and 2035 horizons.

The Wyandotte St E/Devonshire Rd intersection is downstream of the Devonshire Rd/Assumption St intersection and is expected to carry a larger number of trips in 2030 and 2035. This raises concerns about the operation of the Wyandotte St E/Devonshire Rd intersection. Please ensure that this intersection is analyzed.



Regards,

Ellie

Ellie MehriLou | Supervisor Corridor Maintenance (A)
519-255-6100 ext. 6037

From: ablata@rcspencer.ca <ablata@rcspencer.ca>
Sent: Wednesday, December 10, 2025 11:28 AM
To: Mehrilou, Elara <EMehrilou@citywindsor.ca>
Cc: cmorden@rcspencer.ca; rcspencer@rcspencer.ca; 'Dan Soleski' <dsoleski@architecttura.com>; 'Steve Hengsperger' <steveh@tersano.com>
Subject: Request for Review: TIS Comments Received for 1880 Assumption Street, Windsor

Ellie,

I hope that you're keeping well. I left you a voicemail but am also following up with an email. Can you please review the Transportation comments provided below (as well as our response to them)? The site plan is changing, so we will have to update the report anyways, but I was hoping that you could consider dropping the second, third, and fourth comment based on our response / rationale provided below (especially the request for additional data collection / study above and beyond what we historically agreed upon).

Here are Transportation's comments:

S8. **Transportation Impact Study (TIS)**: The "1880 Assumption Street Mixed-Used Development Traffic Impact Study file. No. 25-1758", prepared by RC Spencer Associate Inc. dated May 2025, was reviewed by Transportation Planning. Their feedback is as follows:

- There is a typographical error on page 4 in the reference to the appendix. The existing traffic volumes are presented in Appendix D, while the simulated volumes are shown in Appendix E.

- The 5- and 10-year horizons should be evaluated following the build-up. However, it is not necessary to revise the analysis to reflect this comment.
- The intersection of Wyandotte Street East and Devonshire Road must be included in the analysis. For consistency, the horizon years of 2030 and 2035 are accepted.
- The proposed access onto Assumption Street must be aligned with Kildare Drive. If alignment is not feasible, the study must assess any potential traffic movement conflicts that may arise.

You must submit a revised Transportation Impact Study with the application for an Official Plan Amendment and/or Zoning By-law Amendment.

Contact: Elara Mehrilou, Supervisor, Corridor Maintenance (A), emehrilou@citywindsor.ca

Our responses are as follows:

1. Transportation Planning is correct; there was a small reference error when referencing the respective appendices. We can easily make that edit.

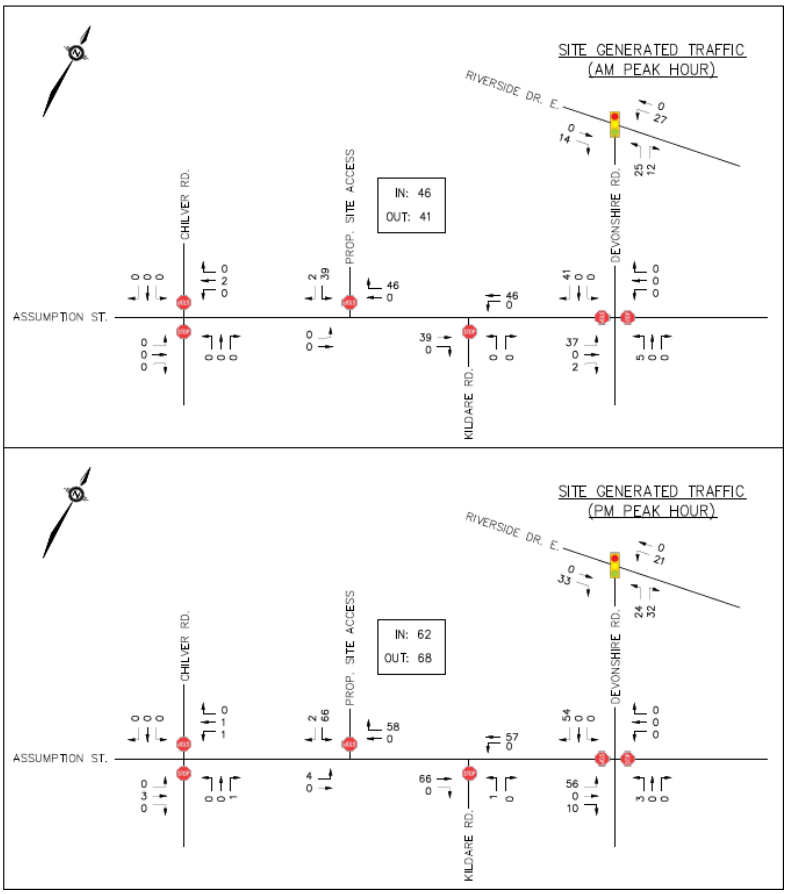
2. This is a new request; the City's TIS Guideline only requires a five-year horizon for developments generating less than 500 peak hour trips, as denoted in the excerpt (page 3) below: 5 years horizon is sufficient.

3.2 Horizon Year(s) / Scenarios

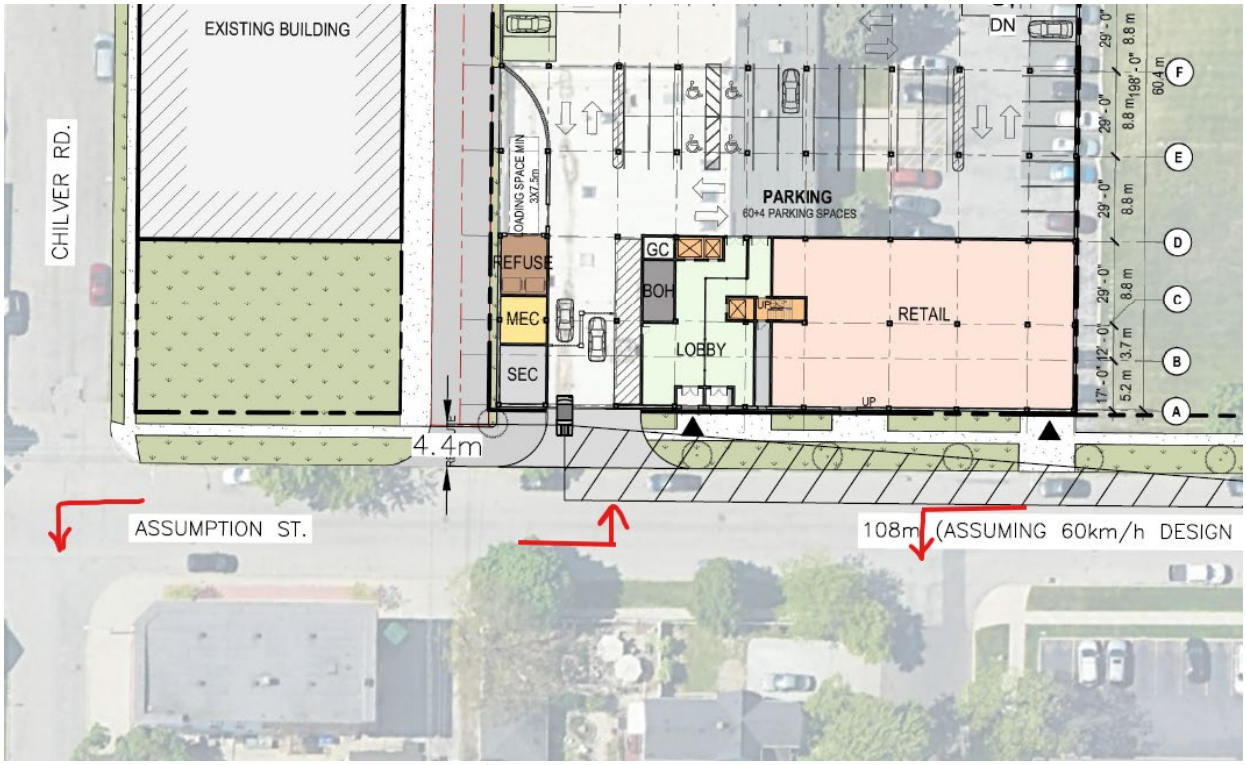
For smaller developments (i.e. generating less than 500 peak hour, peak direction trips) that are built in a single phase, typical analysis scenarios are as follows:

- Existing Conditions (current year)
- Future Background Conditions (current year + 5 years)
- Future Total Traffic Conditions (current year + 5 years)

3. The additionally requested intersection review (of Devonshire / Wyandotte) was not included in the Terms of Reference that was discussed with the City (in our report's Appendix A). We're not even sure why the additional intersection is now being requested; our traffic distribution assumptions indicate that very little traffic is destined to / from the subject signalized intersection (with only 13 peak hour trips destined to / from the subject intersection during the critical PM peak hour):



4. Intersection alignment is inconsequential; left turn lanes at Kildare and the site access do not overlap, so no there is no impact to traffic safety: this comment is removed.



Based on our provided responses, do you require anything further from us? I am also attaching our report for your quick reference.

Warm regards,

Aaron D. Blata, M.Eng., P.Eng., PTOE, RSP1
Consulting Engineer
Associate / Professional Traffic Operations Engineer /
Road Safety Professional / Leamington Office Manager
RC SPENCER ASSOCIATES INC.
18 Talbot St. W. | Leamington, ON N8H 1M4
Office: (519) 324-0606 ext. 1141

Appendix B

TRAFFIC DATA COLLECTION

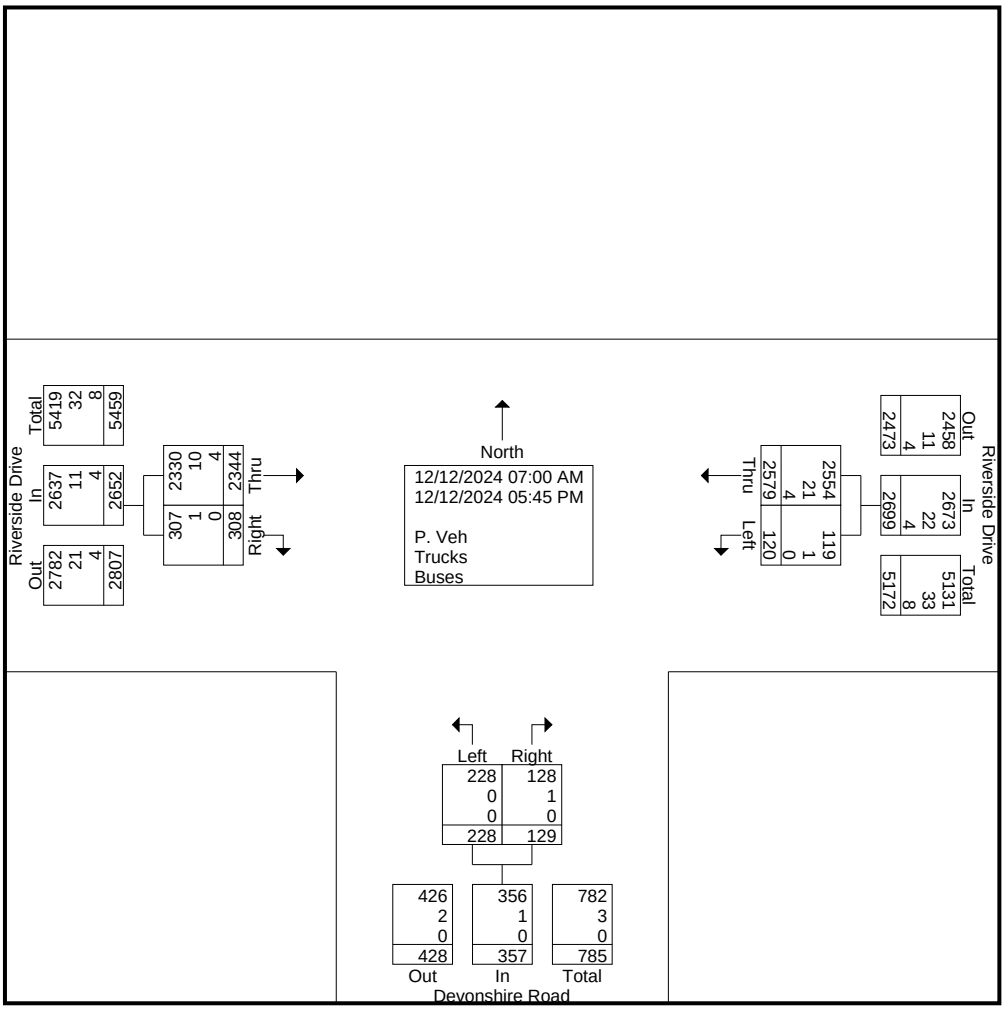
Riverside Drive East at Devonshire Road
Devonshire Road at Wyandotte Street East
Devonshire Road at Assumption Street
Kildare Road / Existing Access at Assumption Street
Chilver Road at Assumption Street

RC SPENCER ASSOCIATES INC.
Consulting Engineers

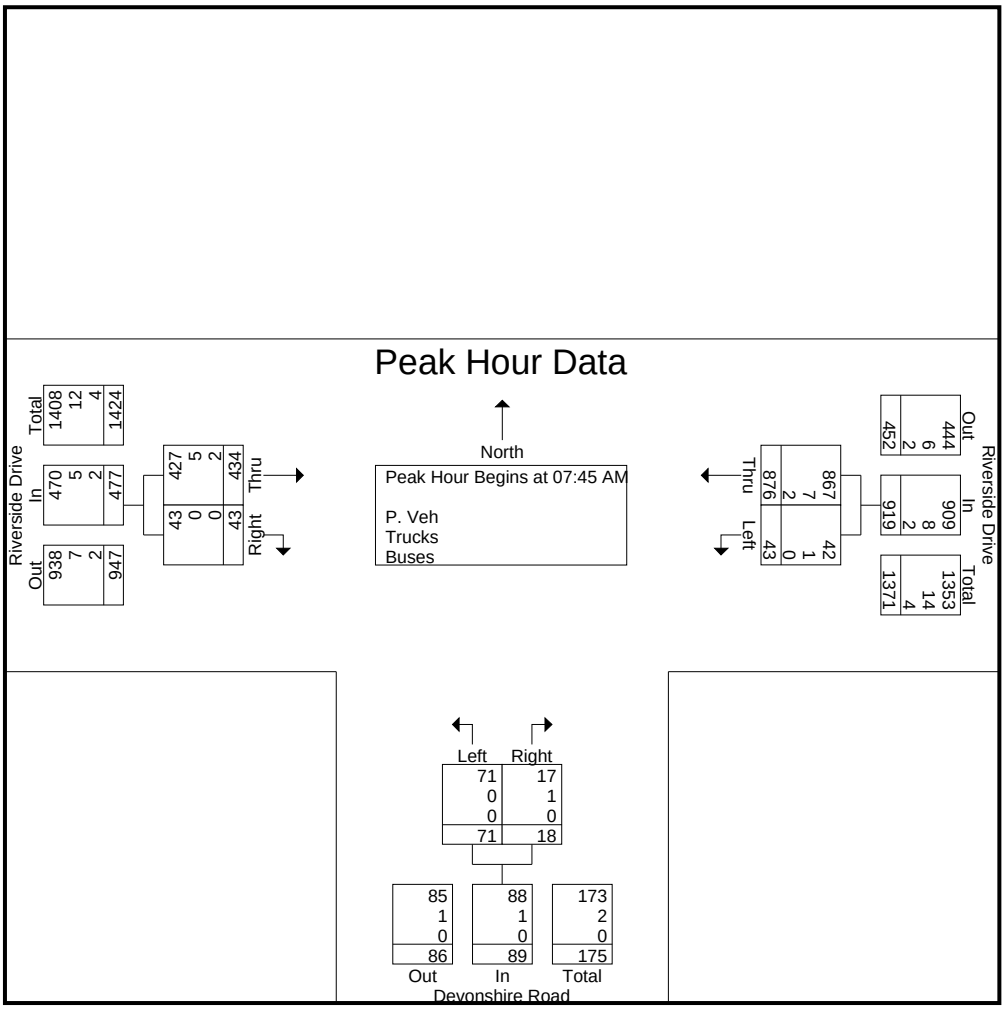
Date: 12 December 2024
Counted By: Erick R. (CAM 4)
Weather Conditions: Overcast
Devonshire Road at Riverside Drive East

Groups Printed- P. Veh - Trucks - Buses

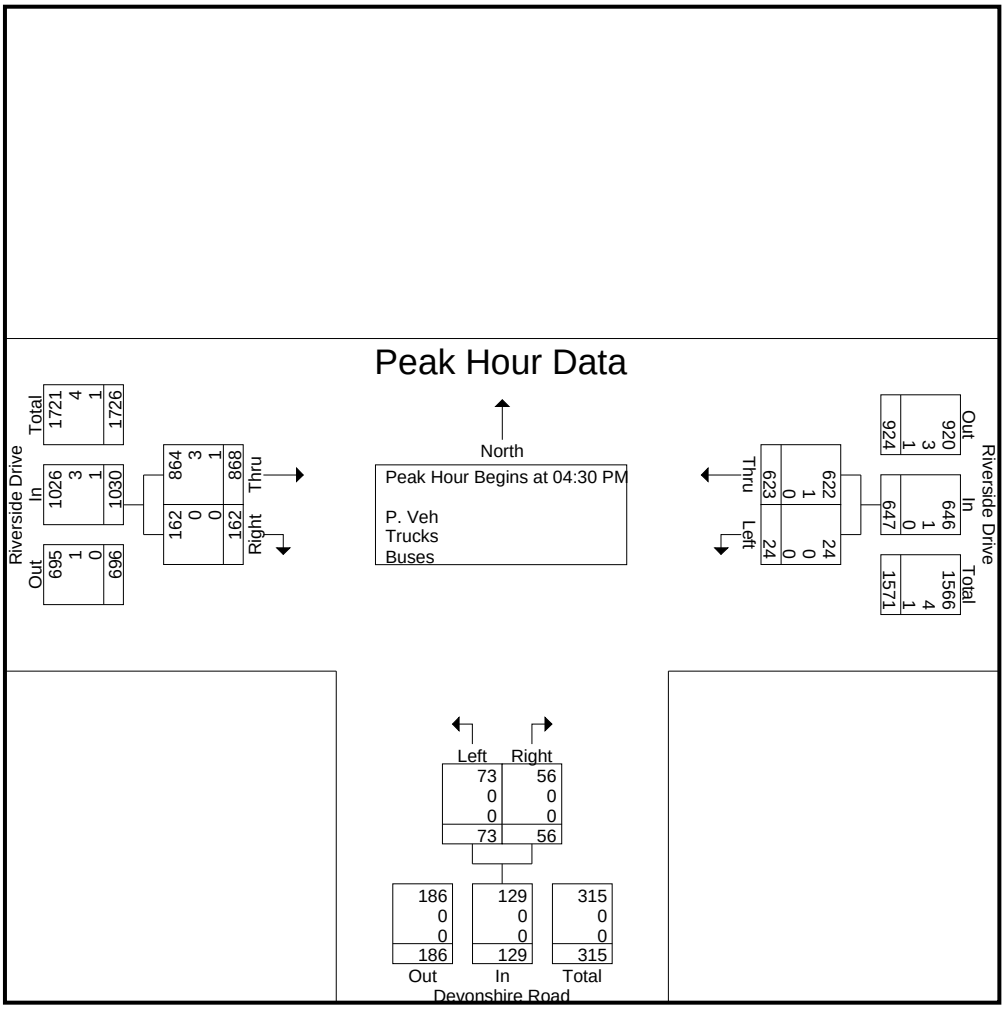
	Riverside Drive E/B				Riverside Drive W/B				Devonshire Road N/B						
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	45	1	(0)	46	1	88	(0)	89	3	0	(0)	3	0	138	138
07:15 AM	69	3	(0)	72	4	117	(0)	121	5	2	(0)	7	0	200	200
07:30 AM	71	7	(0)	78	4	168	(0)	172	6	3	(0)	9	0	259	259
07:45 AM	109	6	(0)	115	7	210	(0)	217	19	4	(0)	23	0	355	355
Total	294	17	(0)	311	16	583	(0)	599	33	9	(0)	42	0	952	952
08:00 AM	109	8	(0)	117	12	212	(0)	224	15	4	(0)	19	0	360	360
08:15 AM	107	13	(0)	120	16	236	(0)	252	28	5	(0)	33	0	405	405
08:30 AM	109	16	(0)	125	8	218	(0)	226	9	5	(0)	14	0	365	365
08:45 AM	100	10	(0)	110	6	171	(0)	177	19	1	(0)	20	0	307	307
Total	425	47	(0)	472	42	837	(0)	879	71	15	(0)	86	0	1437	1437
*** BREAK ***															
04:00 PM	236	31	(0)	267	7	127	(0)	134	15	14	(0)	29	0	430	430
04:15 PM	183	29	(1)	212	8	132	(0)	140	16	15	(0)	31	1	383	384
04:30 PM	261	62	(0)	323	5	141	(0)	146	16	21	(0)	37	0	506	506
04:45 PM	187	58	(0)	245	7	177	(0)	184	25	16	(0)	41	0	470	470
Total	867	180	(1)	1047	27	577	(0)	604	72	66	(0)	138	1	1789	1790
05:00 PM	209	22	(0)	231	7	165	(0)	172	15	12	(0)	27	0	430	430
05:15 PM	211	20	(0)	231	5	140	(0)	145	17	7	(0)	24	0	400	400
05:30 PM	178	10	(1)	188	13	138	(0)	151	11	11	(0)	22	1	361	362
05:45 PM	160	12	(0)	172	10	139	(0)	149	9	9	(0)	18	0	339	339
Total	758	64	(1)	822	35	582	(0)	617	52	39	(0)	91	1	1530	1531
Grand Total	2344	308	(2)	2652	120	2579	(0)	2699	228	129	(0)	357	2	5708	5710
Apprch %	88.4	11.6			4.4	95.6			63.9	36.1					
Total %	41.1	5.4		46.5	2.1	45.2		47.3	4	2.3		6.3	0	100	
P. Veh	2330	307		2639	119	2554		2673	228	128		356	0	0	5668
% P. Veh	99.4	99.7	100	99.4	99.2	99	0	99	100	99.2	0	99.7	0	0	99.3
Trucks	10	1		11	1	21		22	0	1		1	0	0	34
% Trucks	0.4	0.3	0	0.4	0.8	0.8	0	0.8	0	0.8	0	0.3	0	0	0.6
Buses	4	0		4	0	4		4	0	0		0	0	0	8
% Buses	0.2	0	0	0.2	0	0.2	0	0.1	0	0	0	0	0	0	0.1


Riverside Drive
Total 5419 32 8 5459
In 2637 11 4 2652
Out 2782 21 4 2807
2330 10 4 2344 Thru
307 1 0 308 Right
North
12/12/2024 07:00 AM
12/12/2024 05:45 PM
P. Veh
Trucks
Buses
2554 21 1 119 Left
2579 4 0 120 Thru
Out 2458 11 4 2473
In 2673 22 4 2699
Total 5131 33 8 5172
Riverside Drive
Left Right
228 0 0 228
128 1 0 129
426 2 0 428 Out
356 1 0 357 In
782 3 0 785 Total
Devonshire Road

	Riverside Drive E/B			Riverside Drive W/B			Devonshire Road N/B			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	**109**	6	115	7	210	217	19	4	23	355
08:00 AM	109	8	117	12	212	224	15	4	19	360
08:15 AM	107	13	120	**16**	**236**	**252**	**28**	**5**	**33**	**405**
08:30 AM	109	**16**	**125**	8	218	226	9	5	14	365
Total Volume	434	43	477	43	876	919	71	18	89	1485
% App. Total	91	9		4.7	95.3		79.8	20.2		
PHF	.995	.672	.954	.672	.928	.912	.634	.900	.674	.917
P. Veh	427	43	470	42	867	909	71	17	88	1467
% P. Veh	98.4	100	98.5	97.7	99.0	98.9	100	94.4	98.9	98.8
Trucks	5	0	5	1	7	8	0	1	1	14
% Trucks	1.2	0	1.0	2.3	0.8	0.9	0	5.6	1.1	0.9
Buses	2	0	2	0	2	2	0	0	0	4
% Buses	0.5	0	0.4	0	0.2	0.2	0	0	0	0.3



	Riverside Drive E/B			Riverside Drive W/B			Devonshire Road N/B			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	**261**	**62**	**323**	5	141	146	16	**21**	37	**506**
04:45 PM	187	58	245	**7**	**177**	**184**	**25**	16	**41**	470
05:00 PM	209	22	231	7	165	172	15	12	27	430
05:15 PM	211	20	231	5	140	145	17	7	24	400
Total Volume	868	162	1030	24	623	647	73	56	129	1806
% App. Total	84.3	15.7		3.7	96.3		56.6	43.4		
PHF	.831	.653	.797	.857	.880	.879	.730	.667	.787	.892
P. Veh	864	162	1026	24	622	646	73	56	129	1801
% P. Veh	99.5	100	99.6	100	99.8	99.8	100	100	100	99.7
Trucks	3	0	3	0	1	1	0	0	0	4
% Trucks	0.3	0	0.3	0	0.2	0.2	0	0	0	0.2
Buses	1	0	1	0	0	0	0	0	0	1
% Buses	0.1	0	0.1	0	0	0	0	0	0	0.1

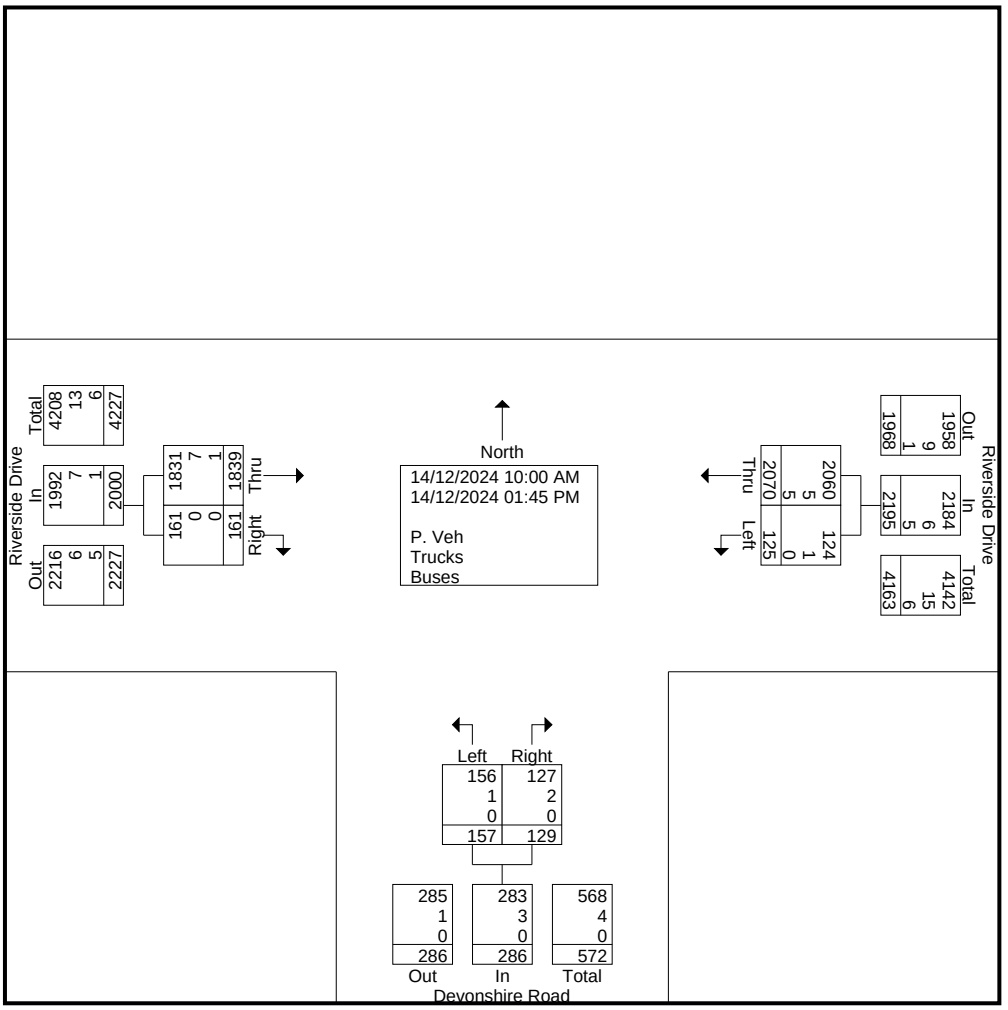


RC SPENCER ASSOCIATES INC.
Consulting Engineers

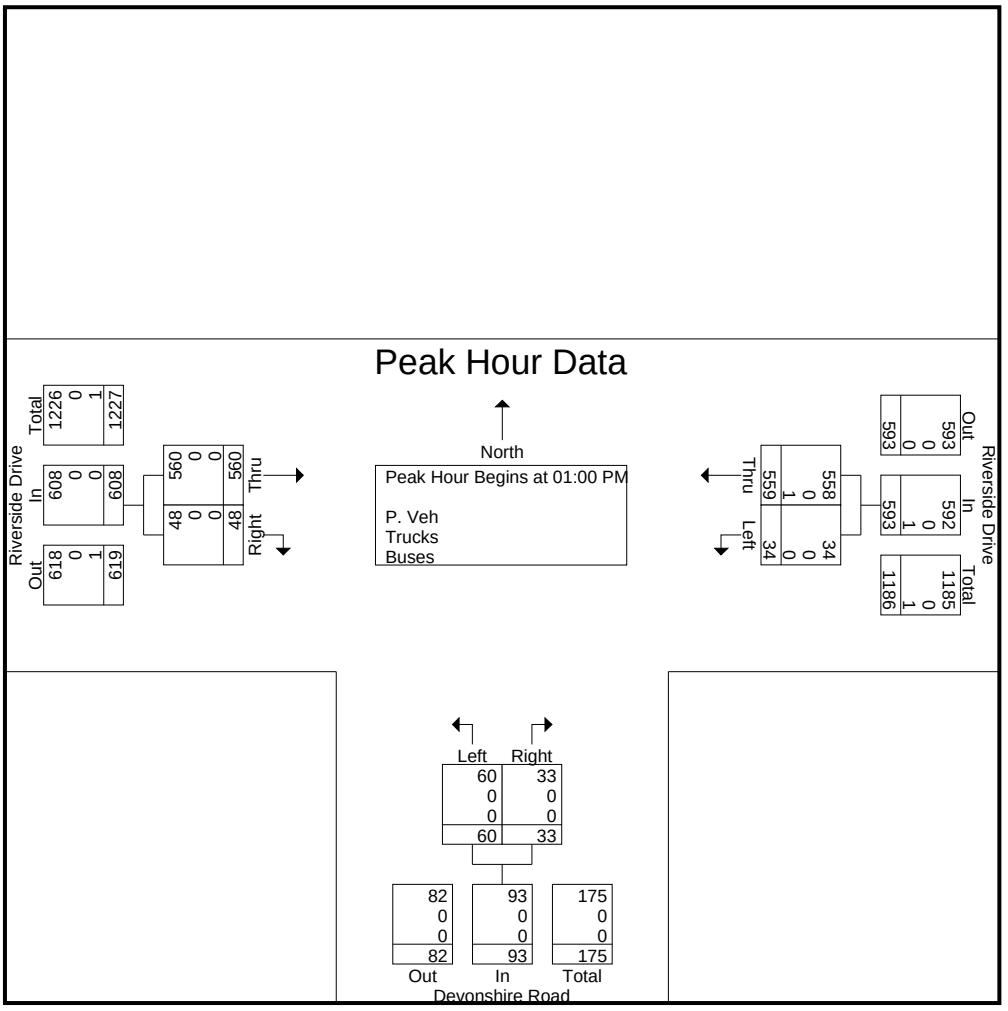
Date: 14 December 2024
Counted By: Erick R. (CAM 4)
Weather Conditions: Cloudy
Devonshire Road at Riverside Drive

Groups Printed- P. Veh - Trucks - Buses

	Riverside Drive E/B				Riverside Drive W/B				Devonshire Road N/B						
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	88	9	(0)	97	10	88	(0)	98	5	6	(0)	11	0	206	206
10:15 AM	95	5	(0)	100	2	95	(0)	97	4	3	(0)	7	0	204	204
10:30 AM	95	8	(0)	103	3	104	(0)	107	6	5	(0)	11	0	221	221
10:45 AM	92	8	(0)	100	7	109	(0)	116	5	9	(0)	14	0	230	230
Total	370	30	(0)	400	22	396	(0)	418	20	23	(0)	43	0	861	861
11:00 AM	105	6	(1)	111	10	101	(0)	111	9	9	(0)	18	1	240	241
11:15 AM	115	8	(0)	123	9	141	(0)	150	16	6	(0)	22	0	295	295
11:30 AM	89	4	(0)	93	3	111	(0)	114	10	6	(0)	16	0	223	223
11:45 AM	103	10	(3)	113	5	167	(0)	172	5	7	(0)	12	3	297	300
Total	412	28	(4)	440	27	520	(0)	547	40	28	(0)	68	4	1055	1059
12:00 PM	122	12	(1)	134	13	137	(0)	150	10	16	(0)	26	1	310	311
12:15 PM	146	15	(0)	161	7	169	(0)	176	7	12	(0)	19	0	356	356
12:30 PM	123	13	(0)	136	11	142	(0)	153	5	9	(1)	14	1	303	304
12:45 PM	106	15	(0)	121	11	147	(0)	158	15	8	(0)	23	0	302	302
Total	497	55	(1)	552	42	595	(0)	637	37	45	(1)	82	2	1271	1273
01:00 PM	129	17	(0)	146	11	133	(0)	144	15	5	(0)	20	0	310	310
01:15 PM	125	13	(0)	138	10	137	(0)	147	16	12	(0)	28	0	313	313
01:30 PM	148	8	(1)	156	9	140	(0)	149	22	7	(0)	29	1	334	335
01:45 PM	158	10	(0)	168	4	149	(0)	153	7	9	(0)	16	0	337	337
Total	560	48	(1)	608	34	559	(0)	593	60	33	(0)	93	1	1294	1295
Grand Total	1839	161	(6)	2000	125	2070	(0)	2195	157	129	(1)	286	7	4481	4488
Apprch %	91.9	8.1			5.7	94.3			54.9	45.1					
Total %	41	3.6		44.6	2.8	46.2		49	3.5	2.9		6.4	0.2	99.8	
P. Veh	1831	161		1998	124	2060		2184	156	127		284	0	0	4466
% P. Veh	99.6	100	100	99.6	99.2	99.5	0	99.5	99.4	98.4	100	99	0	0	99.5
Trucks	7	0		7	1	5		6	1	2		3	0	0	16
% Trucks	0.4	0	0	0.3	0.8	0.2	0	0.3	0.6	1.6	0	1	0	0	0.4
Buses	1	0		1	0	5		5	0	0		0	0	0	6
% Buses	0.1	0	0	0	0	0.2	0	0.2	0	0	0	0	0	0	0.1


Riverside Drive
Total
4208
13
6
4227
In
1992
7
1
2000
Out
2216
6
5
2227
1831
7
1
161
0
0
1839
161
Thru
Right
North
14/12/2024 10:00 AM
14/12/2024 01:45 PM
P. Veh
Trucks
Buses
2060
5
5
2070
124
1
0
125
Thru
Left
Out
1958
9
1
1968
In
2184
6
5
2195
Total
4142
15
6
4163
Riverside Drive
Left
Right
156
1
0
157
127
2
0
129
285
1
0
286
283
3
0
286
568
4
0
572
Out
In
Total
Devonshire Road

	Riverside Drive E/B			Riverside Drive W/B			Devonshire Road N/B			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 01:00 PM										
01:00 PM	129	**17**	146	**11**	133	144	15	5	20	310
01:15 PM	125	13	138	10	137	147	16	**12**	28	313
01:30 PM	148	8	156	9	140	149	**22**	7	**29**	334
01:45 PM	**158**	10	**168**	4	**149**	**153**	7	9	16	**337**
Total Volume	560	48	608	34	559	593	60	33	93	1294
% App. Total	92.1	7.9		5.7	94.3		64.5	35.5		
PHF	.886	.706	.905	.773	.938	.969	.682	.688	.802	.960
P. Veh	560	48	608	34	558	592	60	33	93	1293
% P. Veh	100	100	100	100	99.8	99.8	100	100	100	99.9
Trucks	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	1	1	0	0	0	1
% Buses	0	0	0	0	0.2	0.2	0	0	0	0.1



Date: 11 December 2025
Counted By: Michael W. / Reviewed By: A. Blata
Weather Conditions: Clear
Devonshire Rd. at Wyandotte St. E.

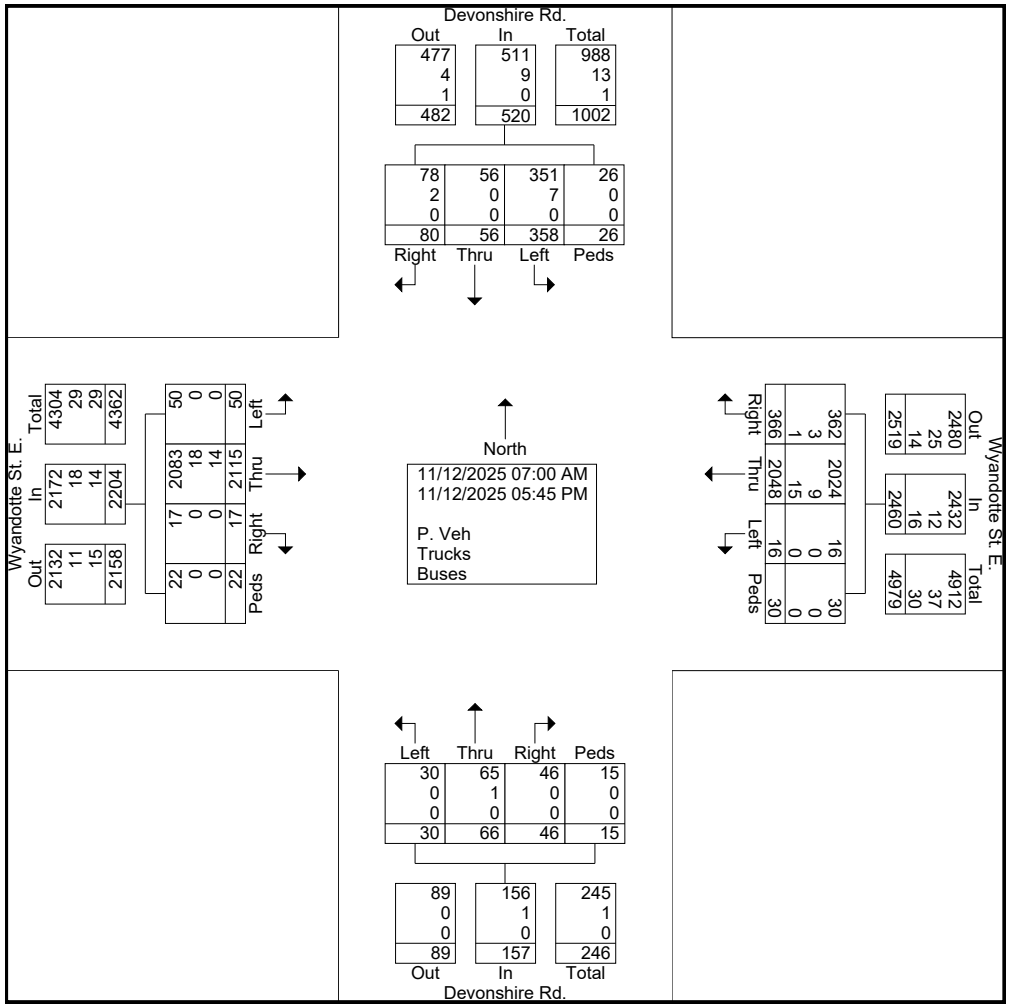
RC SPENCER ASSOCIATES INC.
Consulting Engineers

Groups Printed- P. Veh - Trucks - Buses

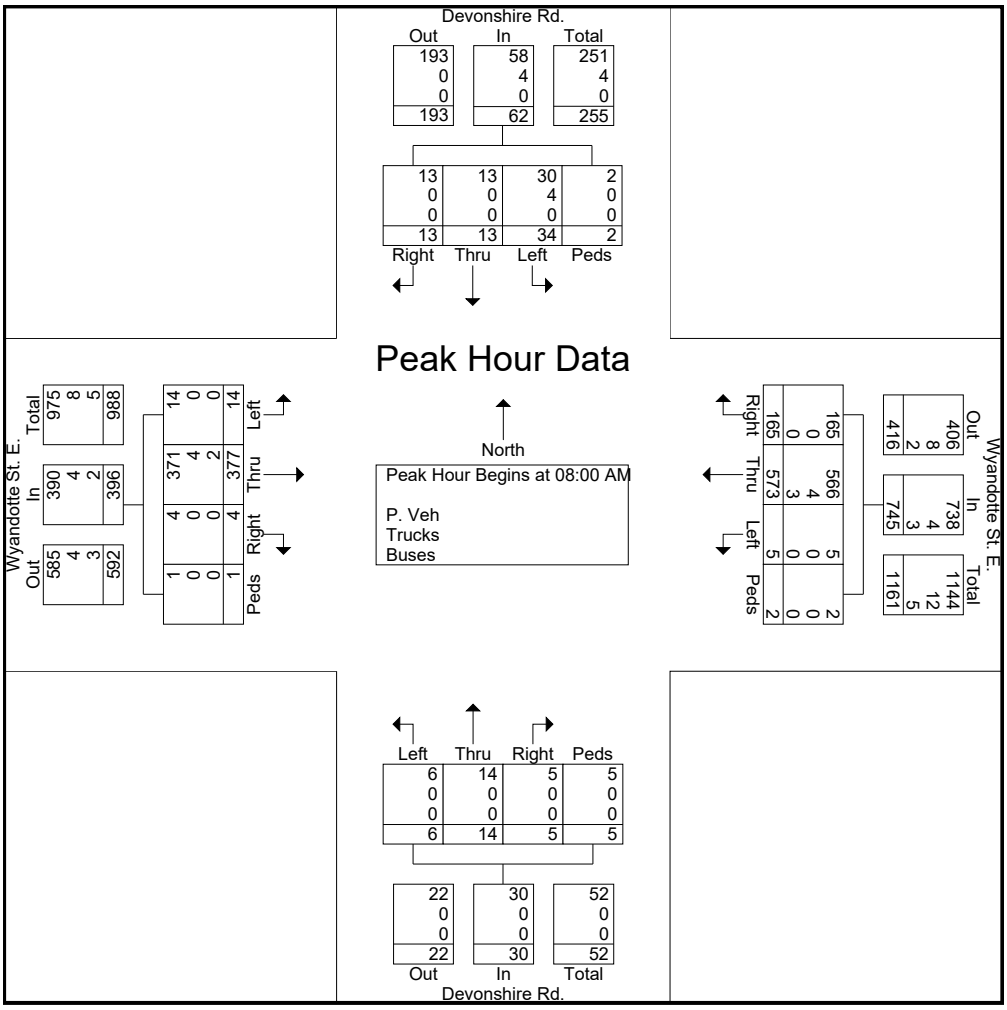
	Wyandotte St. E. E/B					Wyandotte St. E. W/B					Devonshire Rd. N/B					Devonshire Rd. S/B					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	1	48	0	0	49	0	99	8	0	107	0	3	1	1	5	4	1	4	0	9	170
07:15 AM	3	57	0	0	60	2	105	11	3	121	1	3	4	0	8	6	1	1	0	8	197
07:30 AM	1	77	0	1	79	0	118	10	0	128	0	4	2	0	6	4	1	3	0	8	221
07:45 AM	1	93	0	1	95	0	160	21	0	181	2	1	2	0	5	11	1	3	0	15	296
Total	6	275	0	2	283	2	482	50	3	537	3	11	9	1	24	25	4	11	0	40	884
08:00 AM	3	114	0	0	117	0	122	29	0	151	2	6	1	1	10	8	0	2	0	10	288
08:15 AM	7	79	2	0	88	4	173	65	0	242	0	1	2	0	3	10	4	2	1	17	350
08:30 AM	1	89	1	0	91	0	127	42	1	170	3	4	0	0	7	8	2	5	1	16	284
08:45 AM	3	95	1	1	100	1	151	29	1	182	1	3	2	4	10	8	7	4	0	19	311
Total	14	377	4	1	396	5	573	165	2	745	6	14	5	5	30	34	13	13	2	62	1233
*** BREAK ***																					
04:00 PM	3	166	4	1	174	4	131	22	1	158	3	4	2	0	9	37	3	5	2	47	388
04:15 PM	4	191	1	1	197	1	111	18	2	132	2	8	4	1	15	42	2	9	1	54	398
04:30 PM	0	200	0	1	201	0	103	20	3	126	3	4	2	0	9	61	4	7	1	73	409
04:45 PM	3	198	1	0	202	1	122	18	6	147	0	5	2	1	8	50	5	5	1	61	418
Total	10	755	6	3	774	6	467	78	12	563	8	21	10	2	41	190	14	26	5	235	1613
05:00 PM	2	195	1	2	200	1	121	16	2	140	5	7	8	2	22	36	5	6	3	50	412
05:15 PM	7	181	2	2	192	1	126	22	2	151	4	6	6	1	17	25	8	9	3	45	405
05:30 PM	4	173	1	5	183	1	143	16	7	167	2	3	8	3	16	24	8	9	7	48	414
05:45 PM	7	159	3	7	176	0	136	19	2	157	2	4	0	1	7	24	4	6	6	40	380
Total	20	708	7	16	751	3	526	73	13	615	13	20	22	7	62	109	25	30	19	183	1611

Groups Printed- P. Veh - Trucks - Buses

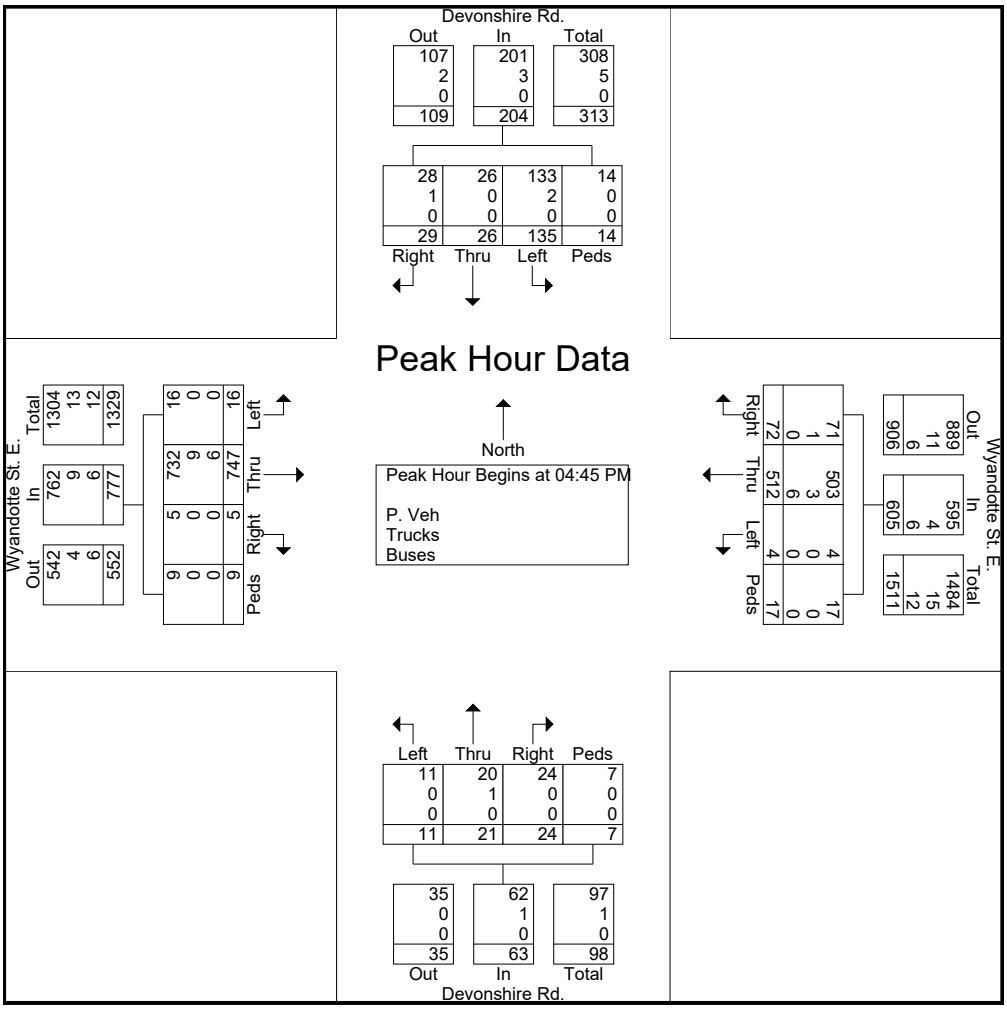
	Wyandotte St. E. E/B					Wyandotte St. E. W/B					Devonshire Rd. N/B					Devonshire Rd. S/B					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Grand Total	50	2115	17	22	2204	16	2048	366	30	2460	30	66	46	15	157	358	56	80	26	520	5341
Apprch %	2.3	96	0.8	1		0.7	83.3	14.9	1.2		19.1	42	29.3	9.6		68.8	10.8	15.4	5		
Total %	0.9	39.6	0.3	0.4	41.3	0.3	38.3	6.9	0.6	46.1	0.6	1.2	0.9	0.3	2.9	6.7	1	1.5	0.5	9.7	
P. Veh	50	2083	17	22	2172	16	2024	362	30	2432	30	65	46	15	156	351	56	78	26	511	5271
% P. Veh	100	98.5	100	100	98.5	100	98.8	98.9	100	98.9	100	98.5	100	100	99.4	98	100	97.5	100	98.3	98.7
Trucks	0	18	0	0	18	0	9	3	0	12	0	1	0	0	1	7	0	2	0	9	40
% Trucks	0	0.9	0	0	0.8	0	0.4	0.8	0	0.5	0	1.5	0	0	0.6	2	0	2.5	0	1.7	0.7
Buses	0	14	0	0	14	0	15	1	0	16	0	0	0	0	0	0	0	0	0	0	30
% Buses	0	0.7	0	0	0.6	0	0.7	0.3	0	0.7	0	0	0	0	0	0	0	0	0	0	0.6



	Wyandotte St. E. E/B					Wyandotte St. E. W/B					Devonshire Rd. N/B					Devonshire Rd. S/B					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	3	**114**	0	0	**117**	0	122	29	0	151	2	**6**	1	1	**10**	8	0	2	0	10	288
08:15 AM	**7**	79	**2**	0	88	**4**	**173**	**65**	0	**242**	0	1	**2**	0	3	**10**	4	2	**1**	17	**350**
08:30 AM	1	89	1	0	91	0	127	42	**1**	170	**3**	4	0	0	7	8	2	**5**	1	16	284
08:45 AM	3	95	1	**1**	100	1	151	29	1	182	1	3	2	**4**	10	8	**7**	4	0	**19**	311
Total Volume	14	377	4	1	396	5	573	165	2	745	6	14	5	5	30	34	13	13	2	62	1233
% App. Total	3.5	95.2	1	0.3		0.7	76.9	22.1	0.3		20	46.7	16.7	16.7		54.8	21	21	3.2		
PHF	.500	.827	.500	.250	.846	.313	.828	.635	.500	.770	.500	.583	.625	.313	.750	.850	.464	.650	.500	.816	.881
P. Veh	14	371	4	1	390	5	566	165	2	738	6	14	5	5	30	30	13	13	2	58	1216
% P. Veh	100	98.4	100	100	98.5	100	98.8	100	100	99.1	100	100	100	100	100	88.2	100	100	100	93.5	98.6
Trucks	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	4	0	0	0	4	12
% Trucks	0	1.1	0	0	1.0	0	0.7	0	0	0.5	0	0	0	0	0	11.8	0	0	0	6.5	1.0
Buses	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
% Buses	0	0.5	0	0	0.5	0	0.5	0	0	0.4	0	0	0	0	0	0	0	0	0	0	0.4



	Wyandotte St. E. E/B					Wyandotte St. E. W/B					Devonshire Rd. N/B					Devonshire Rd. S/B					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	3	**198**	1	0	**202**	**1**	122	18	6	147	0	5	2	1	8	**50**	5	5	1	**61**	**418**
05:00 PM	2	195	1	2	200	1	121	16	2	140	**5**	**7**	**8**	2	**22**	36	5	6	3	50	412
05:15 PM	**7**	181	**2**	2	192	1	126	**22**	2	151	4	6	6	1	17	25	**8**	**9**	3	45	405
05:30 PM	4	173	1	**5**	183	1	**143**	16	**7**	**167**	2	3	8	**3**	16	24	8	9	**7**	48	414
Total Volume	16	747	5	9	777	4	512	72	17	605	11	21	24	7	63	135	26	29	14	204	1649
% App. Total	2.1	96.1	0.6	1.2		0.7	84.6	11.9	2.8		17.5	33.3	38.1	11.1		66.2	12.7	14.2	6.9		
PHF	.571	.943	.625	.450	.962	1.00	.895	.818	.607	.906	.550	.750	.750	.583	.716	.675	.813	.806	.500	.836	.986
P. Veh	16	732	5	9	762	4	503	71	17	595	11	20	24	7	62	133	26	28	14	201	1620
% P. Veh	100	98.0	100	100	98.1	100	98.2	98.6	100	98.3	100	95.2	100	100	98.4	98.5	100	96.6	100	98.5	98.2
Trucks	0	9	0	0	9	0	3	1	0	4	0	1	0	0	1	2	0	1	0	3	17
% Trucks	0	1.2	0	0	1.2	0	0.6	1.4	0	0.7	0	4.8	0	0	1.6	1.5	0	3.4	0	1.5	1.0
Buses	0	6	0	0	6	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	12
% Buses	0	0.8	0	0	0.8	0	1.2	0	0	1.0	0	0	0	0	0	0	0	0	0	0	0.7



Date: 13 December 2025
Counted By: Amber E. / Reviewed By: A. Blata
Weather Conditions: Clear
Devonshire Rd. at Wyandotte St. E.

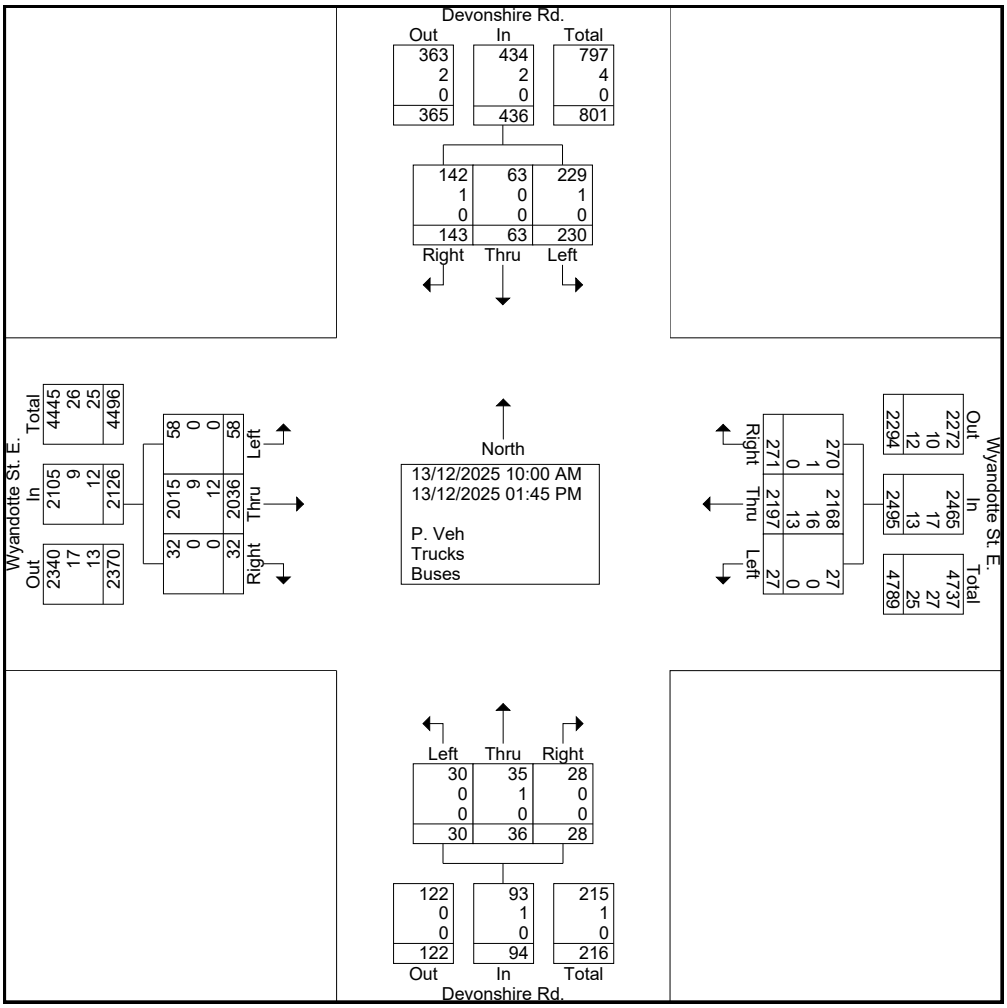
RC SPENCER ASSOCIATES INC.
Consulting Engineers

Groups Printed- P. Veh - Trucks - Buses

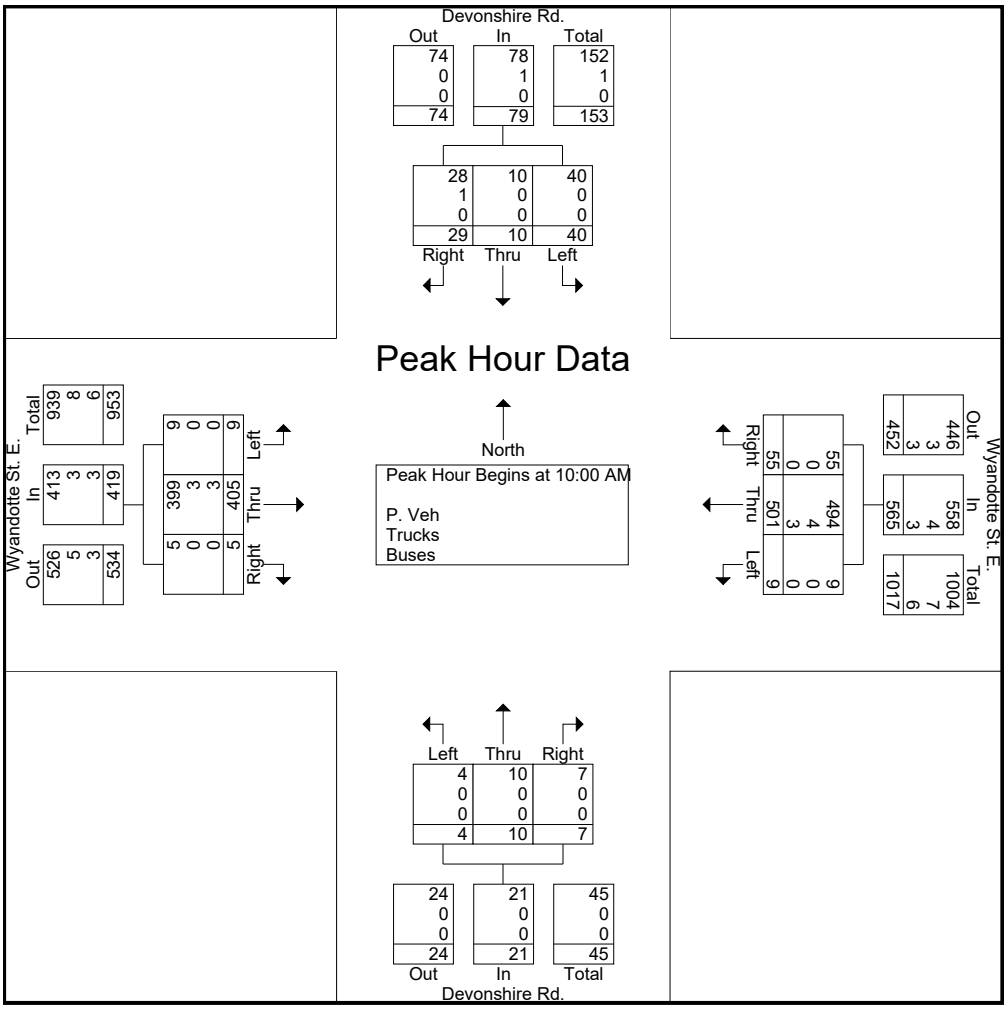
	Wyandotte St. E. E/B					Wyandotte St. E. W/B					Devonshire Rd. N/B					Devonshire Rd. S/B							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	1	106	1	(3)	108	3	126	7	(3)	136	0	2	2	(2)	4	5	3	10	(8)	18	16	266	282
10:15 AM	3	98	3	(0)	104	4	111	11	(4)	126	2	2	2	(1)	6	15	1	8	(2)	24	7	260	267
10:30 AM	3	88	0	(3)	91	2	132	21	(6)	155	1	2	0	(2)	3	16	3	5	(4)	24	15	273	288
10:45 AM	2	113	1	(7)	116	0	132	16	(5)	148	1	4	3	(0)	8	4	3	6	(9)	13	21	285	306
Total	9	405	5	(13)	419	9	501	55	(18)	565	4	10	7	(5)	21	40	10	29	(23)	79	59	1084	1143
11:00 AM	5	97	2	(0)	104	1	128	14	(2)	143	1	3	0	(0)	4	18	2	8	(3)	28	5	279	284
11:15 AM	3	128	1	(2)	132	1	131	12	(2)	144	3	2	3	(0)	8	10	5	11	(2)	26	6	310	316
11:30 AM	6	128	2	(1)	136	1	168	24	(2)	193	2	1	1	(1)	4	11	6	2	(4)	19	8	352	360
11:45 AM	3	124	0	(0)	127	2	148	20	(1)	170	2	4	3	(3)	9	16	4	15	(4)	35	8	341	349
Total	17	477	5	(3)	499	5	575	70	(7)	650	8	10	7	(4)	25	55	17	36	(13)	108	27	1282	1309
12:00 PM	7	139	2	(1)	148	2	123	13	(5)	138	3	0	2	(3)	5	24	6	14	(10)	44	19	335	354
12:15 PM	3	146	2	(0)	151	1	145	13	(2)	159	1	1	1	(0)	3	13	5	8	(1)	26	3	339	342
12:30 PM	3	140	0	(1)	143	3	155	22	(4)	180	3	3	2	(0)	8	18	3	8	(9)	29	14	360	374
12:45 PM	5	134	3	(0)	142	1	163	20	(2)	184	1	1	2	(1)	4	12	5	14	(4)	31	7	361	368
Total	18	559	7	(2)	584	7	586	68	(13)	661	8	5	7	(4)	20	67	19	44	(24)	130	43	1395	1438
01:00 PM	3	172	4	(1)	179	2	144	22	(4)	168	2	3	2	(2)	7	25	6	12	(2)	43	9	397	406
01:15 PM	5	149	7	(2)	161	2	135	16	(2)	153	4	5	2	(1)	11	11	5	8	(6)	24	11	349	360
01:30 PM	3	146	2	(1)	151	0	126	20	(4)	146	2	1	1	(0)	4	19	2	9	(12)	30	17	331	348
01:45 PM	3	128	2	(6)	133	2	130	20	(7)	152	2	2	2	(0)	6	13	4	5	(7)	22	20	313	333
Total	14	595	15	(10)	624	6	535	78	(17)	619	10	11	7	(3)	28	68	17	34	(27)	119	57	1390	1447

Groups Printed- P. Veh - Trucks - Buses

	Wyandotte St. E. E/B					Wyandotte St. E. W/B					Devonshire Rd. N/B					Devonshire Rd. S/B							
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
Grand Total	58	2036	32	(28)	2126	27	2197	271	(55)	2495	30	36	28	(16)	94	230	63	143	(87)	436	186	5151	5337
Apprch %	2.7	95.8	1.5			1.1	88.1	10.9			31.9	38.3	29.8			52.8	14.4	32.8					
Total %	1.1	39.5	0.6		41.3	0.5	42.7	5.3		48.4	0.6	0.7	0.5		1.8	4.5	1.2	2.8		8.5	3.5	96.5	
P. Veh	58	2015	32		2133	27	2168	270		2520	30	35	28		109	229	63	142		521	0	0	5283
% P. Veh	100	99	100	100	99	100	98.7	99.6	100	98.8	100	97.2	100	100	99.1	99.6	100	99.3	100	99.6	0	0	99
Trucks	0	9	0		9	0	16	1		17	0	1	0		1	1	0	1		2	0	0	29
% Trucks	0	0.4	0	0	0.4	0	0.7	0.4	0	0.7	0	2.8	0	0	0.9	0.4	0	0.7	0	0.4	0	0	0.5
Buses	0	12	0		12	0	13	0		13	0	0	0		0	0	0	0		0	0	0	25
% Buses	0	0.6	0	0	0.6	0	0.6	0	0	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0.5



	Wyandotte St. E. E/B				Wyandotte St. E. W/B				Devonshire Rd. N/B				Devonshire Rd. S/B				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 10:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:00 AM																	
10:00 AM	1	106	1	108	3	126	7	136	0	2	2	4	5	**3**	**10**	18	266
10:15 AM	**3**	98	**3**	104	**4**	111	11	126	**2**	2	2	6	15	1	8	**24**	260
10:30 AM	3	88	0	91	2	**132**	**21**	**155**	1	2	0	3	**16**	3	5	24	273
10:45 AM	2	**113**	1	**116**	0	132	16	148	1	**4**	**3**	**8**	4	3	6	13	**285**
Total Volume	9	405	5	419	9	501	55	565	4	10	7	21	40	10	29	79	1084
% App. Total	2.1	96.7	1.2		1.6	88.7	9.7		19	47.6	33.3		50.6	12.7	36.7		
PHF	.750	.896	.417	.903	.563	.949	.655	.911	.500	.625	.583	.656	.625	.833	.725	.823	.951
P. Veh	9	399	5	413	9	494	55	558	4	10	7	21	40	10	28	78	1070
% P. Veh	100	98.5	100	98.6	100	98.6	100	98.8	100	100	100	100	100	100	96.6	98.7	98.7
Trucks	0	3	0	3	0	4	0	4	0	0	0	0	0	0	1	1	8
% Trucks	0	0.7	0	0.7	0	0.8	0	0.7	0	0	0	0	0	0	3.4	1.3	0.7
Buses	0	3	0	3	0	3	0	3	0	0	0	0	0	0	0	0	6
% Buses	0	0.7	0	0.7	0	0.6	0	0.5	0	0	0	0	0	0	0	0	0.6

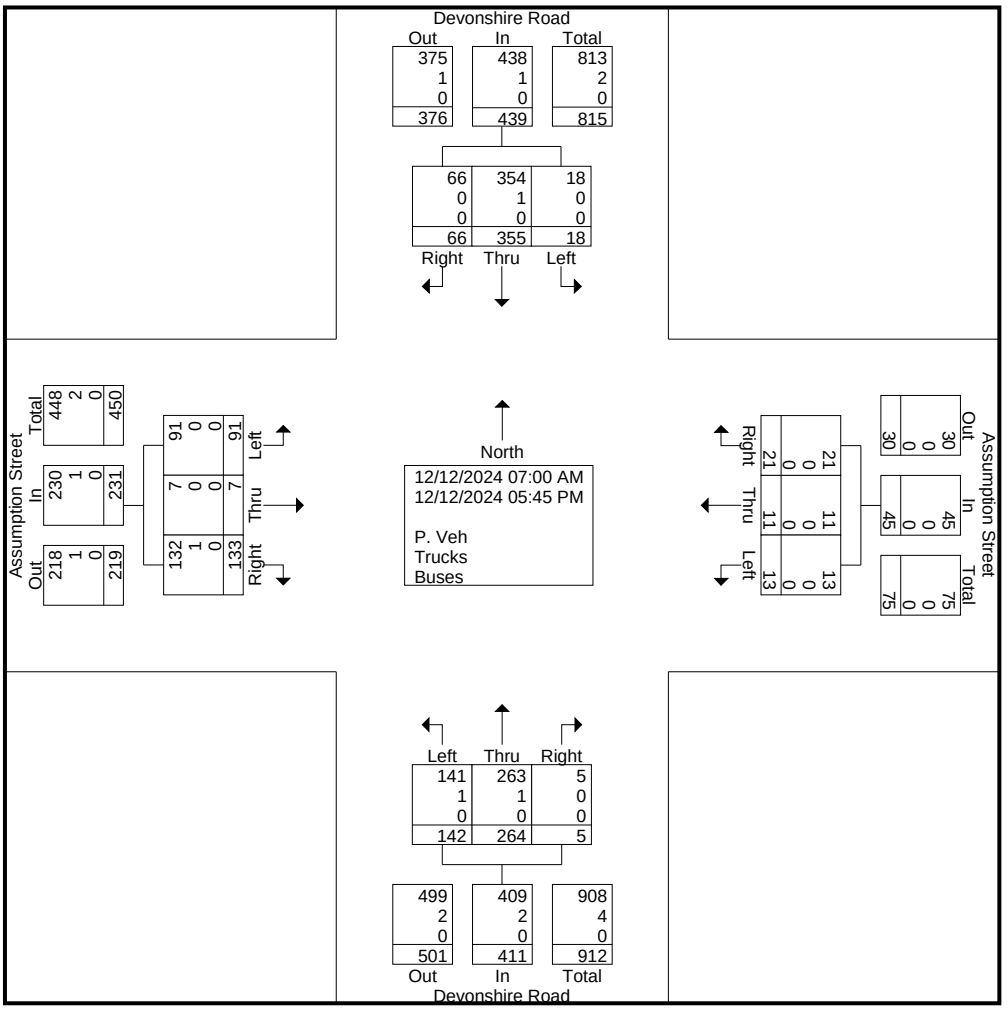


RC SPENCER ASSOCIATES INC.
Consulting Engineers

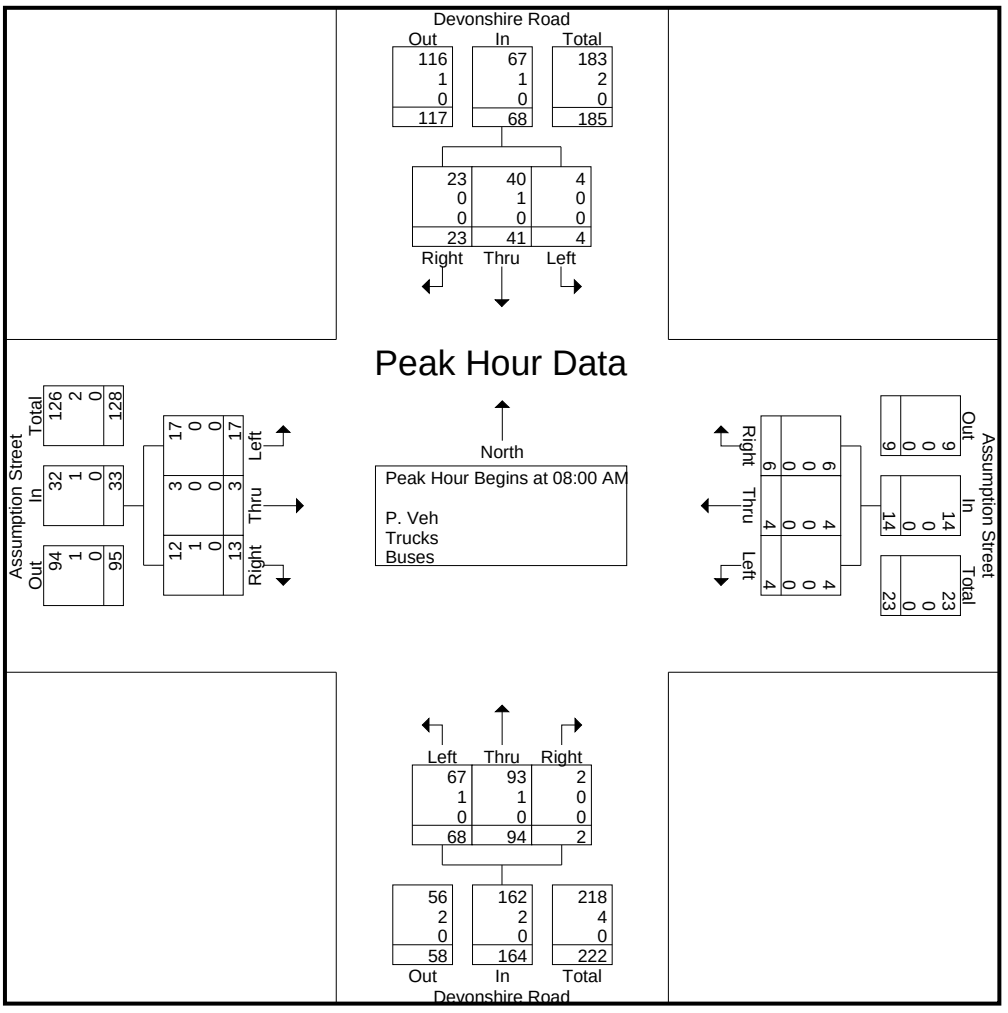
Date: 12 December 2024
Counted By: Kristian R. (CAM 4)
Weather Conditions: Snowy, Outcast
Assumption Street at Devonshire Road

Groups Printed- P. Veh - Trucks - Buses

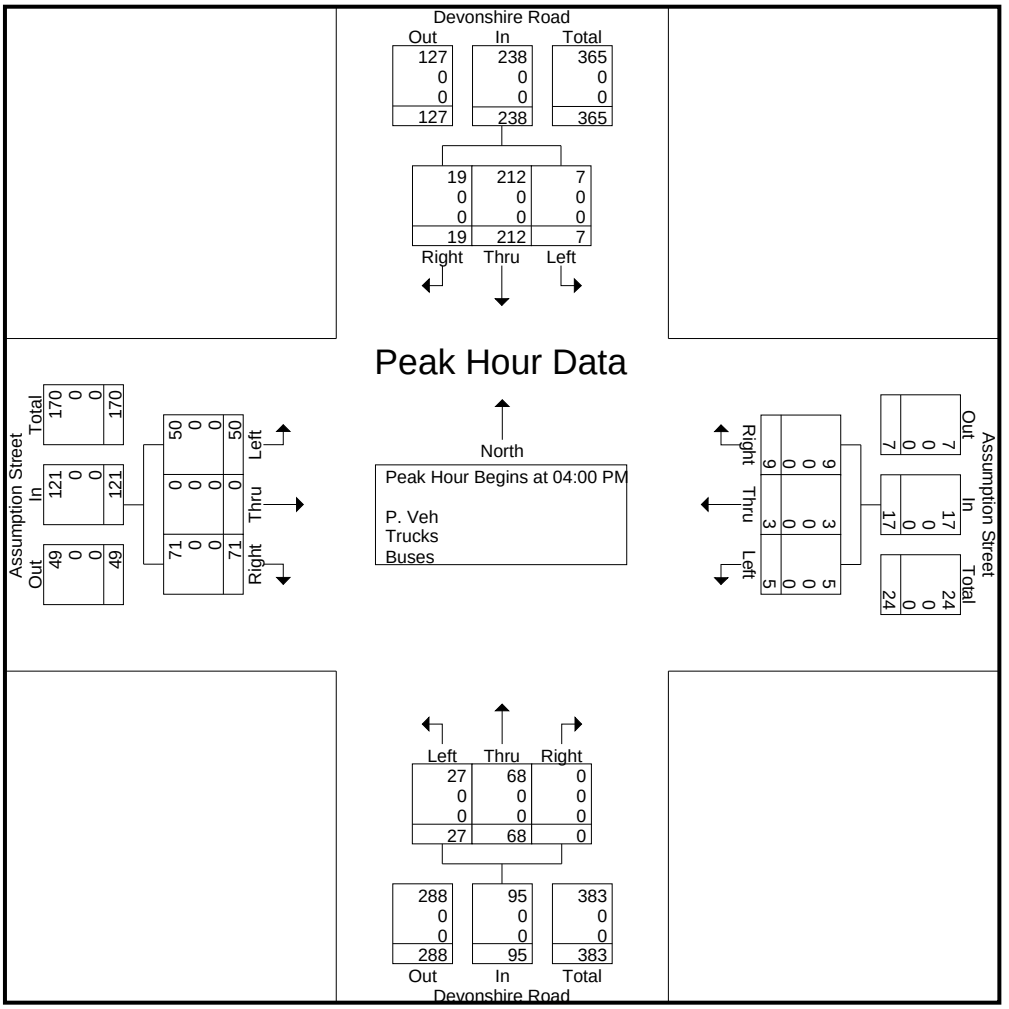
	Assumption Street E/B					Assumption Street W/B					Devonshire Road N/B					Devonshire Road S/B							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	2	(0)	2	0	0	0	(0)	0	1	5	0	(0)	6	0	2	0	(0)	2	0	10	10
07:15 AM	0	1	1	(0)	2	0	0	0	(0)	0	4	7	1	(0)	12	0	5	3	(0)	8	0	22	22
07:30 AM	1	1	3	(0)	5	0	0	0	(0)	0	2	11	0	(0)	13	1	6	2	(0)	9	0	27	27
07:45 AM	4	0	1	(0)	5	0	0	0	(0)	0	3	23	0	(0)	26	1	6	3	(0)	10	0	41	41
Total	5	2	7	(0)	14	0	0	0	(0)	0	10	46	1	(0)	57	2	19	8	(0)	29	0	100	100
08:00 AM	6	1	2	(0)	9	1	1	2	(0)	4	5	20	0	(0)	25	1	9	6	(0)	16	0	54	54
08:15 AM	4	0	2	(0)	6	1	0	1	(0)	2	15	39	0	(0)	54	0	15	7	(0)	22	0	84	84
08:30 AM	4	2	2	(0)	8	2	0	2	(0)	4	15	16	1	(0)	32	3	7	5	(0)	15	0	59	59
08:45 AM	3	0	7	(0)	10	0	3	1	(0)	4	33	19	1	(0)	53	0	10	5	(0)	15	0	82	82
Total	17	3	13	(0)	33	4	4	6	(0)	14	68	94	2	(0)	164	4	41	23	(0)	68	0	279	279
*** BREAK ***																							
04:00 PM	6	0	18	(0)	24	0	1	3	(0)	4	11	23	0	(0)	34	0	42	7	(0)	49	0	111	111
04:15 PM	13	0	11	(0)	24	0	0	1	(0)	1	10	17	0	(0)	27	2	32	3	(0)	37	0	89	89
04:30 PM	18	0	30	(0)	48	5	2	2	(0)	9	2	14	0	(0)	16	2	67	3	(1)	72	1	145	146
04:45 PM	13	0	12	(0)	25	0	0	3	(0)	3	4	14	0	(0)	18	3	71	6	(0)	80	0	126	126
Total	50	0	71	(0)	121	5	3	9	(0)	17	27	68	0	(0)	95	7	212	19	(1)	238	1	471	472
05:00 PM	7	0	16	(0)	23	3	2	2	(0)	7	11	13	0	(0)	24	1	25	0	(0)	26	0	80	80
05:15 PM	5	1	9	(0)	15	1	1	1	(0)	3	10	16	1	(0)	27	1	23	4	(0)	28	0	73	73
05:30 PM	5	1	8	(0)	14	0	0	1	(0)	1	6	11	0	(0)	17	1	21	4	(0)	26	0	58	58
05:45 PM	2	0	9	(0)	11	0	1	2	(0)	3	10	16	1	(0)	27	2	14	8	(1)	24	1	65	66
Total	19	2	42	(0)	63	4	4	6	(0)	14	37	56	2	(0)	95	5	83	16	(1)	104	1	276	277
Grand Total	91	7	133	(0)	231	13	11	21	(0)	45	142	264	5	(0)	411	18	355	66	(2)	439	2	1126	1128
Apprch %	39.4	3	57.6			28.9	24.4	46.7			34.5	64.2	1.2			4.1	80.9	15					
Total %	8.1	0.6	11.8		20.5	1.2	1	1.9		4	12.6	23.4	0.4		36.5	1.6	31.5	5.9		39	0.2	99.8	
P. Veh	91	7	132		230	13	11	21		45	141	263	5		409	18	354	66		440	0	0	1124
% P. Veh	100	100	99.2	0	99.6	100	100	100	0	100	99.3	99.6	100	0	99.5	100	99.7	100	100	99.8	0	0	99.6
Trucks	0	0	1		1	0	0	0		0	1	1	0		2	0	1	0		1	0	0	4
% Trucks	0	0	0.8	0	0.4	0	0	0	0	0	0.7	0.4	0	0	0.5	0	0.3	0	0	0.2	0	0	0.4
Buses	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0


Devonshire Road
Out In Total
375 438 813
1 1 2
0 0 0
376 439 815
66 354 18
0 1 0
0 0 0
66 355 18
Right Thru Left
North
12/12/2024 07:00 AM
12/12/2024 05:45 PM
P. Veh
Trucks
Buses
Assumption Street
Total 448 2 0 450
In 230 1 0 231
Out 218 1 0 219
91 0 0 91 Left
7 0 0 7 Thru
132 1 0 133 Right
Right 21 0 0 21
Thru 11 0 0 11
Left 13 0 0 13
Out 30 0 0 30
In 45 0 0 45
Total 75 0 0 75
Left Thru Right
141 263 5
1 1 0
0 0 0
142 264 5
499 409 908
2 2 4
0 0 0
501 411 912
Out In Total
Devonshire Road

	Assumption Street E/B				Assumption Street W/B				Devonshire Road N/B				Devonshire Road S/B				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**6**	1	2	9	1	1	**2**	**4**	5	20	0	25	1	9	6	16	54
08:15 AM	4	0	2	6	1	0	1	2	15	**39**	0	**54**	0	**15**	**7**	**22**	**84**
08:30 AM	4	**2**	2	8	**2**	0	2	4	15	16	**1**	32	**3**	7	5	15	59
08:45 AM	3	0	**7**	**10**	0	**3**	1	4	**33**	19	1	53	0	10	5	15	82
Total Volume	17	3	13	33	4	4	6	14	68	94	2	164	4	41	23	68	279
% App. Total	51.5	9.1	39.4		28.6	28.6	42.9		41.5	57.3	1.2		5.9	60.3	33.8		
PHF	.708	.375	.464	.825	.500	.333	.750	.875	.515	.603	.500	.759	.333	.683	.821	.773	.830
P. Veh	17	3	12	32	4	4	6	14	67	93	2	162	4	40	23	67	275
% P. Veh	100	100	92.3	97.0	100	100	100	100	98.5	98.9	100	98.8	100	97.6	100	98.5	98.6
Trucks	0	0	1	1	0	0	0	0	1	1	0	2	0	1	0	1	4
% Trucks	0	0	7.7	3.0	0	0	0	0	1.5	1.1	0	1.2	0	2.4	0	1.5	1.4
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



	Assumption Street E/B				Assumption Street W/B				Devonshire Road N/B				Devonshire Road S/B				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	6	0	18	24	0	1	**3**	4	**11**	**23**	0	**34**	0	42	**7**	49	111
04:15 PM	13	0	11	24	0	0	1	1	10	17	0	27	2	32	3	37	89
04:30 PM	**18**	0	**30**	**48**	**5**	**2**	2	**9**	2	14	0	16	2	67	3	72	**145**
04:45 PM	13	0	12	25	0	0	3	3	4	14	0	18	**3**	**71**	6	**80**	126
Total Volume	50	0	71	121	5	3	9	17	27	68	0	95	7	212	19	238	471
% App. Total	41.3	0	58.7		29.4	17.6	52.9		28.4	71.6	0		2.9	89.1	8		
PHF	.694	.000	.592	.630	.250	.375	.750	.472	.614	.739	.000	.699	.583	.746	.679	.744	.812
P. Veh	50	0	71	121	5	3	9	17	27	68	0	95	7	212	19	238	471
% P. Veh	100	0	100	100	100	100	100	100	100	100	0	100	100	100	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

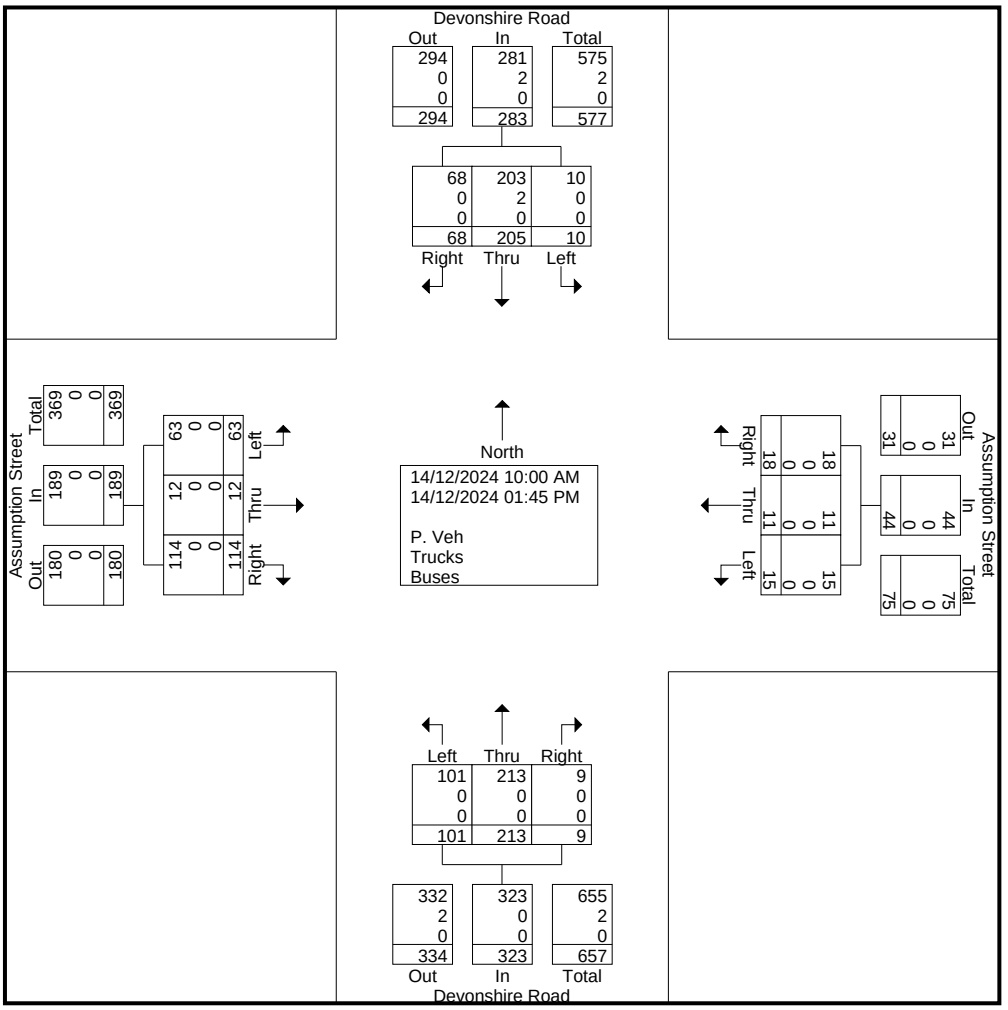


RC SPENCER ASSOCIATES INC.
Consulting Engineers

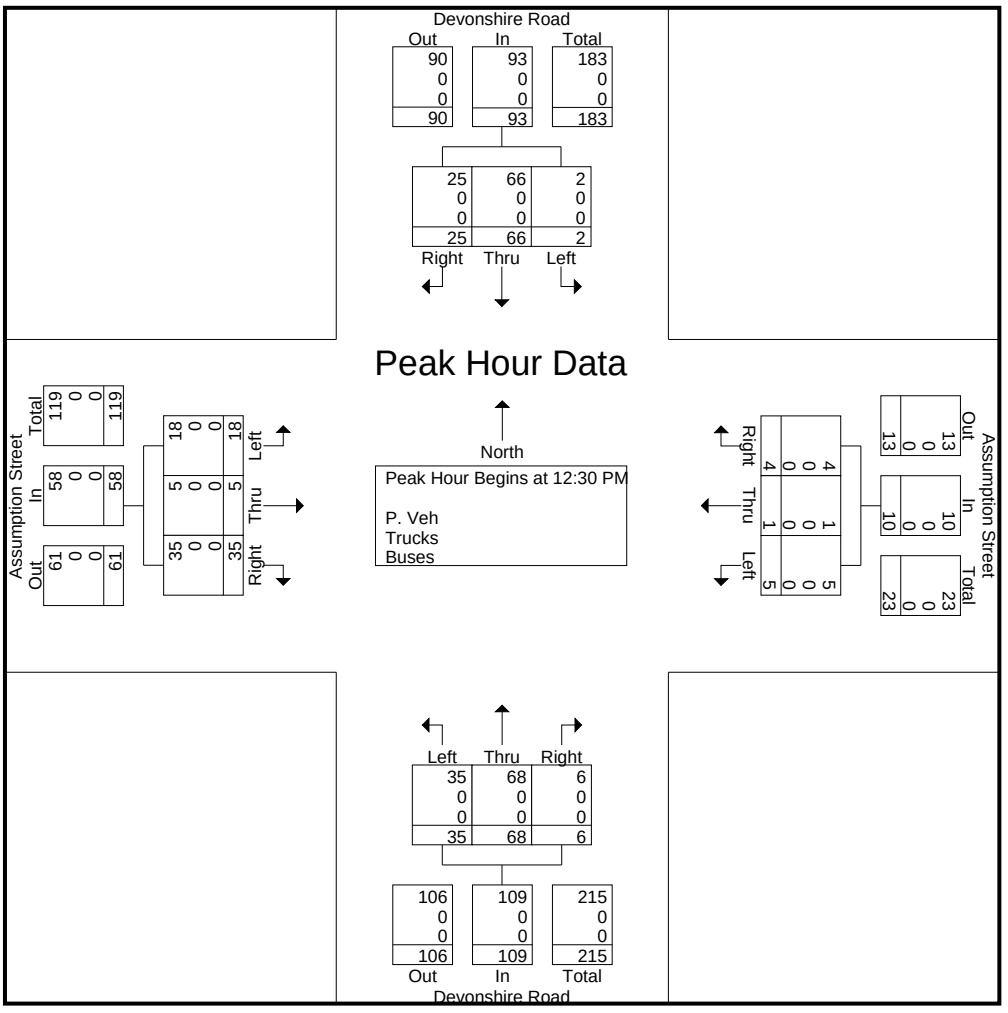
Date: 14 December 2024
Counted By: Kristian R. (CAM 4)
Weather Conditions: Sunny
Assumption Street at Devonshire Road

Groups Printed- P. Veh - Trucks - Buses

	Assumption Street E/B					Assumption Street W/B					Devonshire Road N/B					Devonshire Road S/B							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	2	0	10	(0)	12	3	0	0	(0)	3	1	8	0	(0)	9	0	17	3	(0)	20	0	44	44
10:15 AM	2	1	6	(0)	9	1	2	0	(0)	3	7	6	0	(0)	13	1	9	0	(0)	10	0	35	35
10:30 AM	3	0	9	(0)	12	1	1	0	(0)	2	4	9	0	(0)	13	0	10	3	(0)	13	0	40	40
10:45 AM	4	2	9	(0)	15	0	3	2	(0)	5	7	8	1	(0)	16	1	10	4	(0)	15	0	51	51
Total	11	3	34	(0)	48	5	6	2	(0)	13	19	31	1	(0)	51	2	46	10	(0)	58	0	170	170
11:00 AM	5	0	3	(0)	8	0	0	2	(0)	2	5	17	0	(0)	22	1	12	6	(0)	19	0	51	51
11:15 AM	1	3	5	(0)	9	0	0	2	(0)	2	9	16	1	(0)	26	0	12	5	(0)	17	0	54	54
11:30 AM	4	0	6	(0)	10	1	2	0	(0)	3	5	14	0	(0)	19	0	9	1	(0)	10	0	42	42
11:45 AM	5	0	8	(0)	13	0	1	1	(0)	2	7	9	0	(0)	16	0	8	5	(1)	13	1	44	45
Total	15	3	22	(0)	40	1	3	5	(0)	9	26	56	1	(0)	83	1	41	17	(1)	59	1	191	192
12:00 PM	8	1	9	(0)	18	1	0	5	(0)	6	7	23	1	(1)	31	1	20	5	(0)	26	1	81	82
12:15 PM	3	0	3	(0)	6	2	0	1	(0)	3	8	8	0	(0)	16	1	14	4	(0)	19	0	44	44
12:30 PM	3	2	8	(0)	13	2	0	2	(0)	4	4	13	1	(0)	18	2	17	4	(0)	23	0	58	58
12:45 PM	3	2	6	(0)	11	1	1	2	(0)	4	12	15	2	(0)	29	0	15	10	(1)	25	1	69	70
Total	17	5	26	(0)	48	6	1	10	(0)	17	31	59	4	(1)	94	4	66	23	(1)	93	2	252	254
01:00 PM	5	1	9	(0)	15	1	0	0	(0)	1	11	14	1	(0)	26	0	17	5	(0)	22	0	64	64
01:15 PM	7	0	12	(1)	19	1	0	0	(0)	1	8	26	2	(1)	36	0	17	6	(4)	23	6	79	85
01:30 PM	4	0	5	(0)	9	0	0	0	(0)	0	3	18	0	(0)	21	1	11	4	(2)	16	2	46	48
01:45 PM	4	0	6	(0)	10	1	1	1	(1)	3	3	9	0	(0)	12	2	7	3	(3)	12	4	37	41
Total	20	1	32	(1)	53	3	1	1	(1)	5	25	67	3	(1)	95	3	52	18	(9)	73	12	226	238
Grand Total	63	12	114	(1)	189	15	11	18	(1)	44	101	213	9	(2)	323	10	205	68	(11)	283	15	839	854
Apprch %	33.3	6.3	60.3			34.1	25	40.9			31.3	65.9	2.8			3.5	72.4	24					
Total %	7.5	1.4	13.6		22.5	1.8	1.3	2.1		5.2	12	25.4	1.1		38.5	1.2	24.4	8.1		33.7	1.8	98.2	
P. Veh	63	12	114		190	15	11	18		45	101	213	9		325	10	203	68		292	0	0	852
% P. Veh	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	99	100	100	99.3	0	0	99.8
Trucks	0	0	0		0	0	0	0		0	0	0	0		0	0	2	0		2	0	0	2
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0.7	0	0	0.2
Buses	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0


Devonshire Road
Out In Total
294 281 575
0 2 2
0 0 0
294 283 577
68 203 10
0 2 0
0 0 0
68 205 10
Right Thru Left
North
14/12/2024 10:00 AM
14/12/2024 01:45 PM
P. Veh
Trucks
Buses
Assumption Street
Total 369 0 0 369
In 189 0 0 189
Out 180 0 0 180
63 0 0 63 Left
12 0 0 12 Thru
114 0 0 114 Right
Right 18 0 0 18
Thru 11 0 0 11
Left 15 0 0 15
Out 31 0 0 31
In 44 0 0 44
Total 75 0 0 75
Assumption Street
Left Thru Right
101 213 9
0 0 0
0 0 0
101 213 9
332 323 655
2 0 2
0 0 0
334 323 657
Out In Total
Devonshire Road

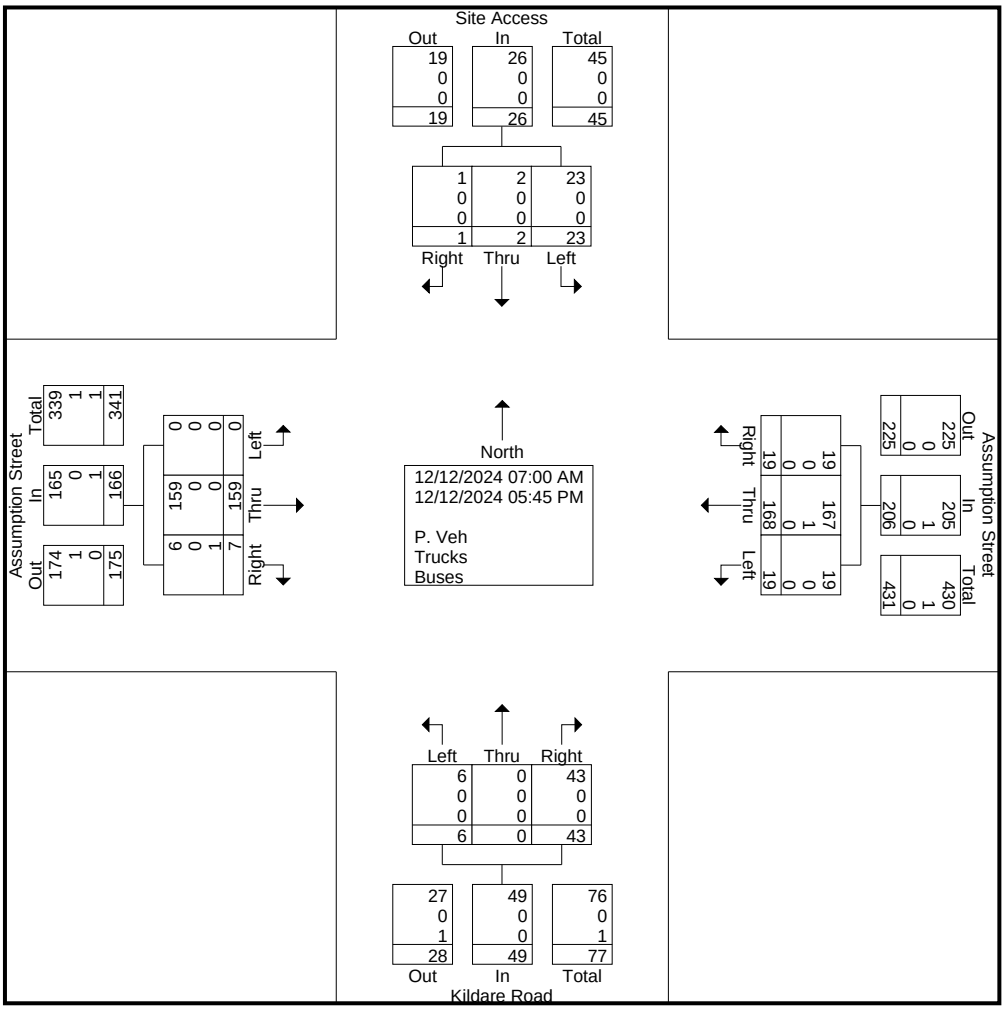
	Assumption Street E/B				Assumption Street W/B				Devonshire Road N/B				Devonshire Road S/B				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	3	**2**	8	13	**2**	0	**2**	**4**	4	13	1	18	**2**	**17**	4	23	58
12:45 PM	3	2	6	11	1	**1**	2	4	**12**	15	**2**	29	0	15	**10**	**25**	69
01:00 PM	5	1	9	15	1	0	0	1	11	14	1	26	0	17	5	22	64
01:15 PM	**7**	0	**12**	**19**	1	0	0	1	8	**26**	2	**36**	0	17	6	23	**79**
Total Volume	18	5	35	58	5	1	4	10	35	68	6	109	2	66	25	93	270
% App. Total	31	8.6	60.3		50	10	40		32.1	62.4	5.5		2.2	71	26.9		
PHF	.643	.625	.729	.763	.625	.250	.500	.625	.729	.654	.750	.757	.250	.971	.625	.930	.854
P. Veh	18	5	35	58	5	1	4	10	35	68	6	109	2	66	25	93	270
% P. Veh	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



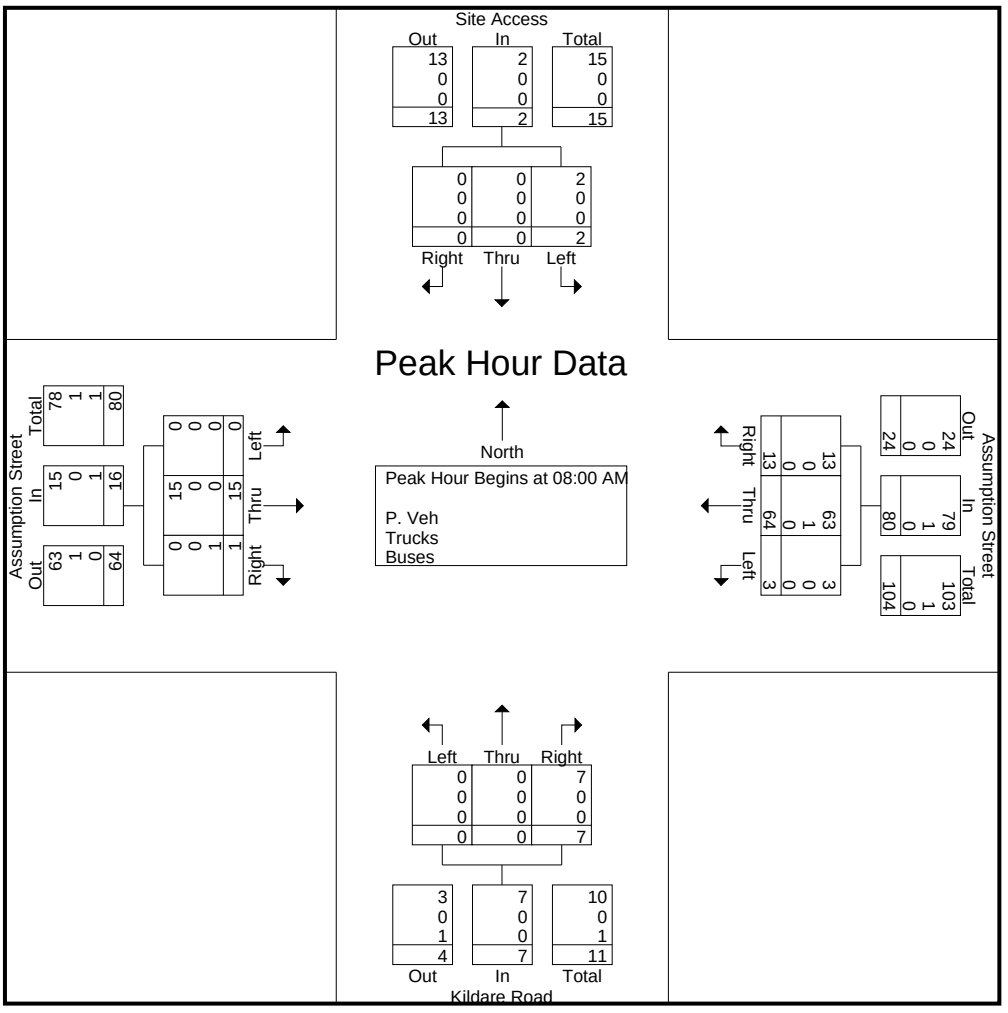
Date: 12 December 2024
Counted By: Kristian R. (CAM 4)
Weather Conditions: Snowy, Outcast
Kildare Road at Assumption Street

Groups Printed- P. Veh - Trucks - Buses

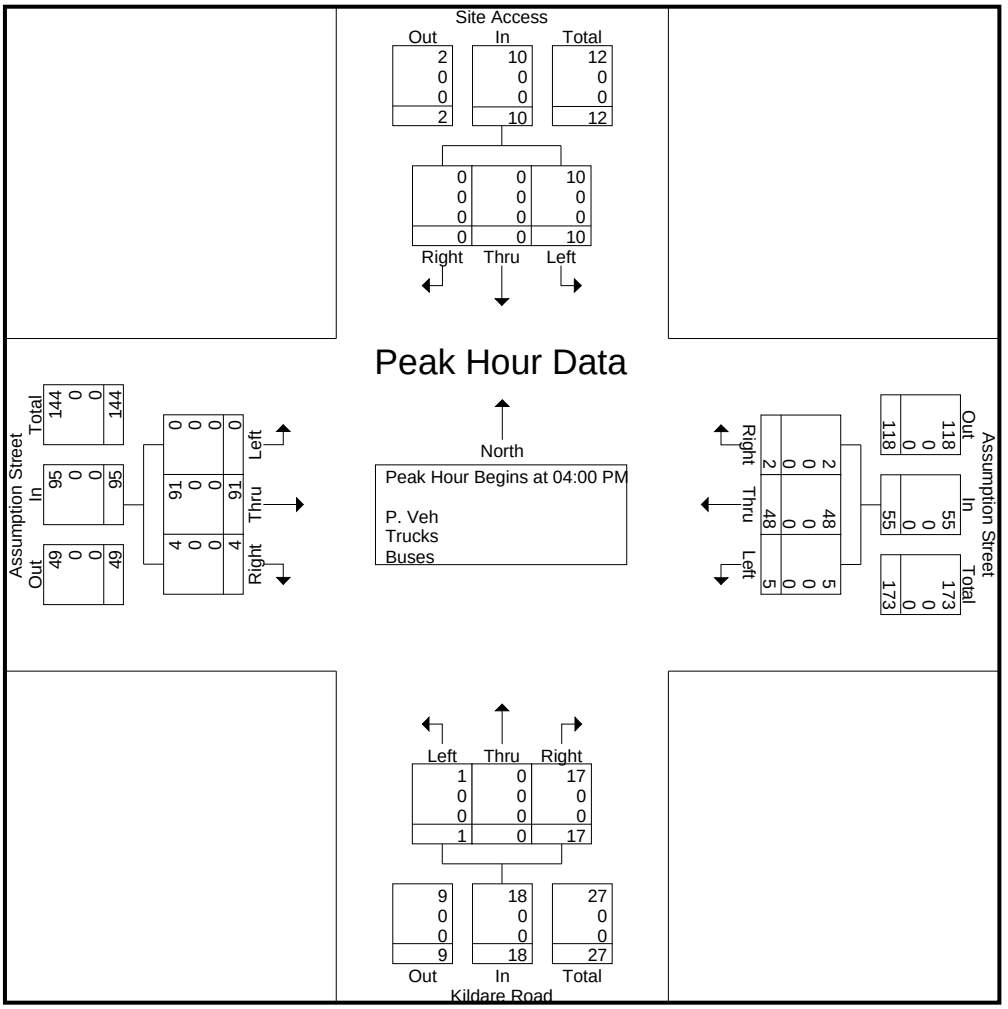
	Assumption Street E/B				Assumption Street W/B				Kildare Road N/B				Site Access S/B				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	4	0	4	0	3	1	4	0	0	1	1	2	0	0	2	11
07:30 AM	0	1	0	1	0	2	0	2	0	0	1	1	0	0	0	0	4
07:45 AM	0	3	1	4	0	2	1	3	0	0	2	2	0	0	0	0	9
Total	0	10	1	11	0	7	2	9	0	0	4	4	2	0	0	2	26
08:00 AM	0	3	1	4	2	6	3	11	0	0	1	1	1	0	0	1	17
08:15 AM	0	2	0	2	0	12	3	15	0	0	2	2	0	0	0	0	19
08:30 AM	0	4	0	4	0	16	7	23	0	0	3	3	1	0	0	1	31
08:45 AM	0	6	0	6	1	30	0	31	0	0	1	1	0	0	0	0	38
Total	0	15	1	16	3	64	13	80	0	0	7	7	2	0	0	2	105
*** BREAK ***																	
04:00 PM	0	29	2	31	1	26	1	28	1	0	9	10	1	0	0	1	70
04:15 PM	0	11	0	11	0	4	0	4	0	0	3	3	1	0	0	1	19
04:30 PM	0	33	0	33	3	7	0	10	0	0	1	1	2	0	0	2	46
04:45 PM	0	18	2	20	1	11	1	13	0	0	4	4	6	0	0	6	43
Total	0	91	4	95	5	48	2	55	1	0	17	18	10	0	0	10	178
05:00 PM	0	15	0	15	0	12	1	13	1	0	4	5	2	1	0	3	36
05:15 PM	0	7	0	7	1	12	0	13	1	0	5	6	6	0	0	6	32
05:30 PM	0	13	1	14	1	9	1	11	1	0	2	3	0	1	0	1	29
05:45 PM	0	8	0	8	9	16	0	25	2	0	4	6	1	0	1	2	41
Total	0	43	1	44	11	49	2	62	5	0	15	20	9	2	1	12	138
Grand Total	0	159	7	166	19	168	19	206	6	0	43	49	23	2	1	26	447
Apprch %	0	95.8	4.2		9.2	81.6	9.2		12.2	0	87.8		88.5	7.7	3.8		
Total %	0	35.6	1.6	37.1	4.3	37.6	4.3	46.1	1.3	0	9.6	11	5.1	0.4	0.2	5.8	
P. Veh	0	159	6	165	19	167	19	205	6	0	43	49	23	2	1	26	445
% P. Veh	0	100	85.7	99.4	100	99.4	100	99.5	100	0	100	100	100	100	100	100	99.6
Trucks	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% Trucks	0	0	0	0	0	0.6	0	0.5	0	0	0	0	0	0	0	0	0.2
Buses	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	14.3	0.6	0	0	0	0	0	0	0	0	0	0	0	0	0.2


Site Access
Out In Total
19 26 45
0 0 0
0 0 0
19 26 45
1 2 23
0 0 0
0 0 0
1 2 23
Right Thru Left
North
12/12/2024 07:00 AM
12/12/2024 05:45 PM
P. Veh
Trucks
Buses
Assumption Street
Total 339 1 1 341
In 165 0 1 166
Out 174 1 0 175
0 0 0 0 Left
159 0 0 159 Thru
6 0 1 7 Right
Assumption Street
Out 225 0 0 225
In 206 1 0 205
Total 431 1 0 430
Right 19 0 0 19
Thru 168 0 1 167
Left 19 0 0 19
Left Thru Right
6 0 43
0 0 0
0 0 0
6 0 43
27 49 76
0 0 0
1 0 1
28 49 77
Out In Total
Kildare Road

	Assumption Street E/B				Assumption Street W/B				Kildare Road N/B				Site Access S/B				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	3	**1**	4	**2**	6	3	11	0	0	1	1	**1**	0	0	**1**	17
08:15 AM	0	2	0	2	0	12	3	15	0	0	2	2	0	0	0	0	19
08:30 AM	0	4	0	4	0	16	**7**	23	0	0	**3**	**3**	1	0	0	1	31
08:45 AM	0	**6**	0	**6**	1	**30**	0	**31**	0	0	1	1	0	0	0	0	**38**
Total Volume	0	15	1	16	3	64	13	80	0	0	7	7	2	0	0	2	105
% App. Total	0	93.8	6.2		3.8	80	16.2		0	0	100		100	0	0		
PHF	.000	.625	.250	.667	.375	.533	.464	.645	.000	.000	.583	.583	.500	.000	.000	.500	.691
P. Veh	0	15	0	15	3	63	13	79	0	0	7	7	2	0	0	2	103
% P. Veh	0	100	0	93.8	100	98.4	100	98.8	0	0	100	100	100	0	0	100	98.1
Trucks	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% Trucks	0	0	0	0	0	1.6	0	1.3	0	0	0	0	0	0	0	0	1.0
Buses	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	100	6.3	0	0	0	0	0	0	0	0	0	0	0	0	1.0



	Assumption Street E/B				Assumption Street W/B				Kildare Road N/B				Site Access S/B				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	29	**2**	31	1	**26**	**1**	**28**	**1**	0	**9**	**10**	1	0	0	1	**70**
04:15 PM	0	11	0	11	0	4	0	4	0	0	3	3	1	0	0	1	19
04:30 PM	0	**33**	0	**33**	**3**	7	0	10	0	0	1	1	2	0	0	2	46
04:45 PM	0	18	2	20	1	11	1	13	0	0	4	4	**6**	0	0	**6**	43
Total Volume	0	91	4	95	5	48	2	55	1	0	17	18	10	0	0	10	178
% App. Total	0	95.8	4.2		9.1	87.3	3.6		5.6	0	94.4		100	0	0		
PHF	.000	.689	.500	.720	.417	.462	.500	.491	.250	.000	.472	.450	.417	.000	.000	.417	.636
P. Veh	0	91	4	95	5	48	2	55	1	0	17	18	10	0	0	10	178
% P. Veh	0	100	100	100	100	100	100	100	100	0	100	100	100	0	0	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

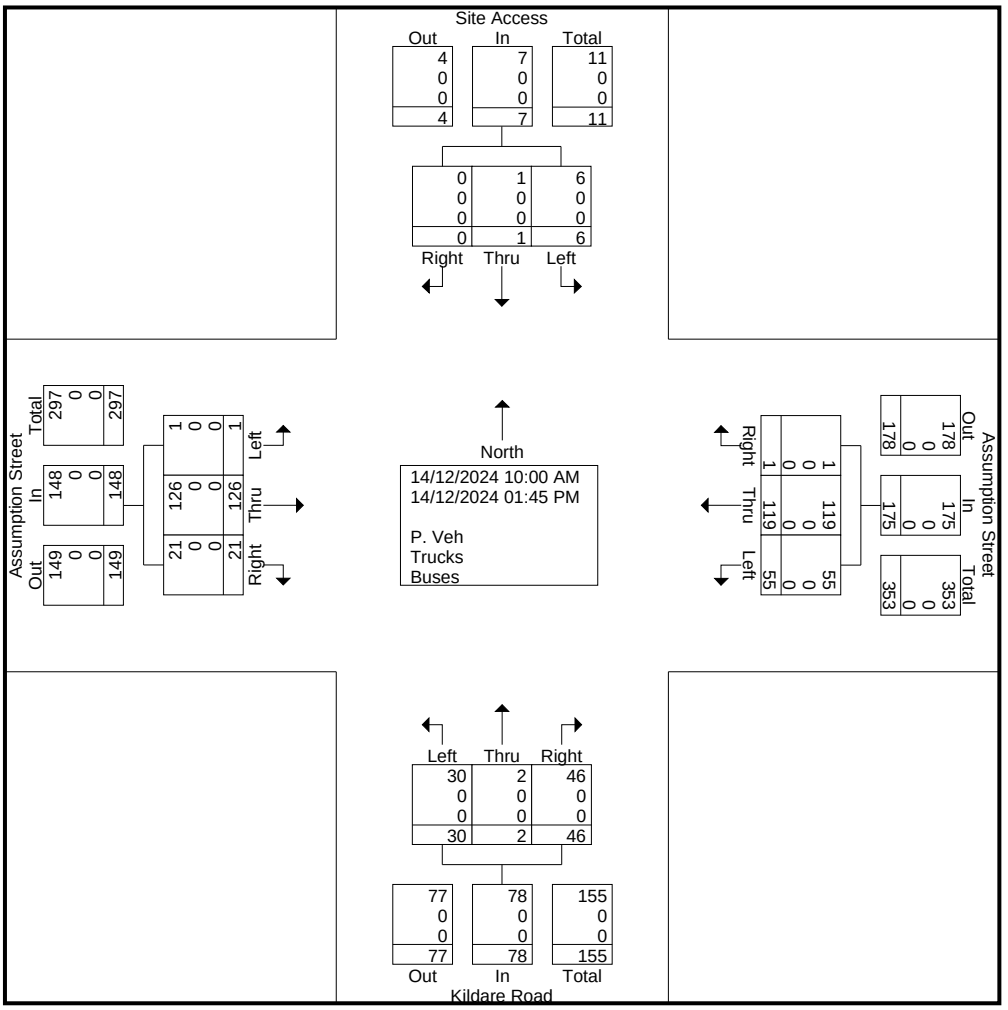


RC SPENCER ASSOCIATES INC.
Consulting Engineers

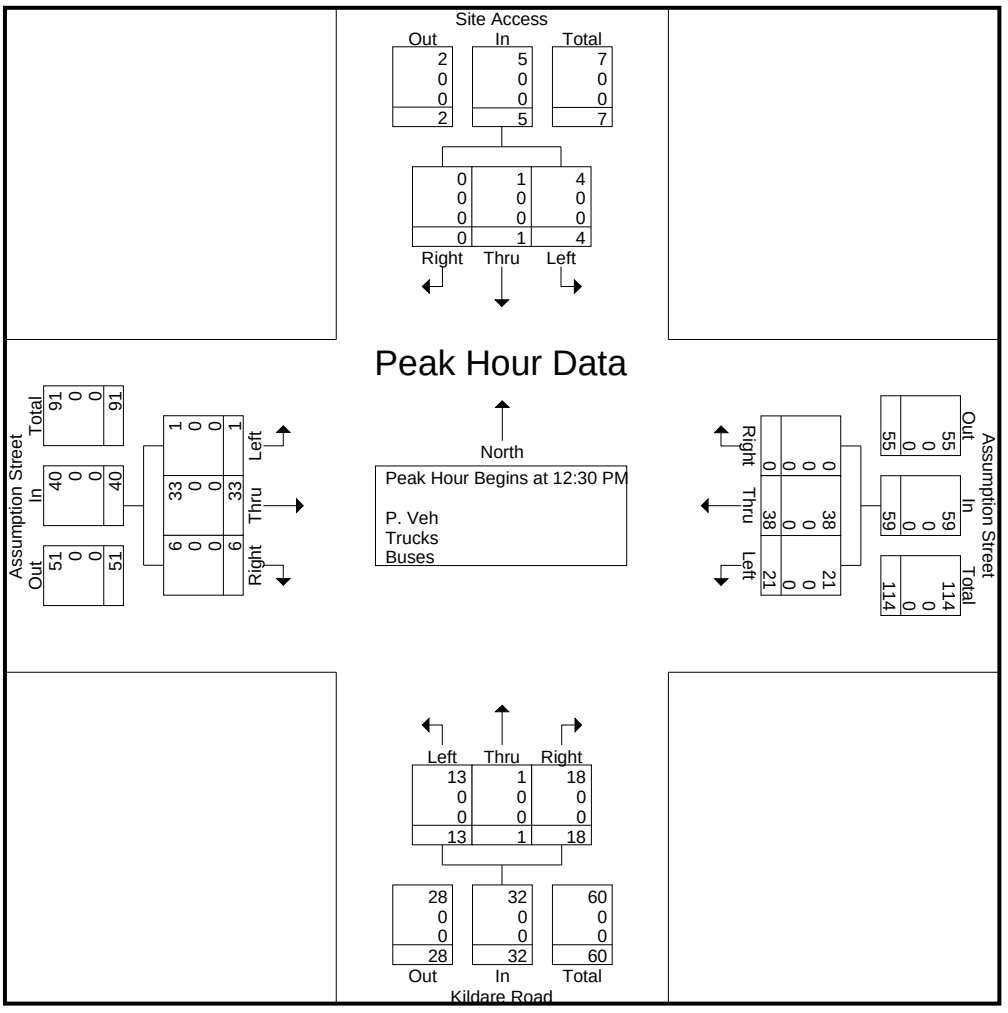
Date: 14 December 2024
Counted By: Kristian R. (CAM 4)
Weather Conditions: Sunny
Kildare Road at Assumption Street

Groups Printed- P. Veh - Trucks - Buses

	Assumption Street E/B					Assumption Street W/B					Kildare Road N/B					Site Access S/B							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	0	8	0	(0)	8	1	5	0	(0)	6	0	0	1	(0)	1	0	0	0	(0)	0	0	15	15
10:15 AM	0	6	1	(0)	7	1	5	0	(0)	6	0	0	2	(0)	2	0	0	0	(0)	0	0	15	15
10:30 AM	0	5	0	(0)	5	1	7	0	(0)	8	2	0	6	(0)	8	0	0	0	(0)	0	0	21	21
10:45 AM	0	13	2	(0)	15	1	7	0	(0)	8	0	1	0	(0)	1	1	0	0	(0)	1	0	25	25
Total	0	32	3	(0)	35	4	24	0	(0)	28	2	1	9	(0)	12	1	0	0	(0)	1	0	76	76
11:00 AM	0	4	3	(0)	7	10	3	0	(0)	13	1	0	1	(0)	2	0	0	0	(0)	0	0	22	22
11:15 AM	0	8	1	(0)	9	6	6	0	(0)	12	1	0	3	(0)	4	0	0	0	(0)	0	0	25	25
11:30 AM	0	10	1	(0)	11	1	10	0	(0)	11	1	0	3	(0)	4	0	0	0	(0)	0	0	26	26
11:45 AM	0	8	1	(0)	9	3	5	0	(0)	8	4	0	3	(0)	7	0	0	0	(0)	0	0	24	24
Total	0	30	6	(0)	36	20	24	0	(0)	44	7	0	10	(0)	17	0	0	0	(0)	0	0	97	97
12:00 PM	0	10	1	(0)	11	4	9	0	(0)	13	1	0	3	(0)	4	0	0	0	(0)	0	0	28	28
12:15 PM	0	5	2	(0)	7	2	11	1	(0)	14	3	0	3	(0)	6	0	0	0	(0)	0	0	27	27
12:30 PM	0	11	0	(0)	11	2	7	0	(0)	9	2	0	3	(0)	5	0	0	0	(0)	0	0	25	25
12:45 PM	0	5	1	(0)	6	5	9	0	(0)	14	3	1	4	(0)	8	0	1	0	(0)	1	0	29	29
Total	0	31	4	(0)	35	13	36	1	(0)	50	9	1	13	(0)	23	0	1	0	(0)	1	0	109	109
01:00 PM	0	9	4	(0)	13	10	13	0	(0)	23	5	0	5	(0)	10	1	0	0	(0)	1	0	47	47
01:15 PM	1	8	1	(0)	10	4	9	0	(0)	13	3	0	6	(0)	9	3	0	0	(0)	3	0	35	35
01:30 PM	0	8	2	(0)	10	3	8	0	(0)	11	1	0	2	(0)	3	1	0	0	(0)	1	0	25	25
01:45 PM	0	8	1	(0)	9	1	5	0	(0)	6	3	0	1	(3)	4	0	0	0	(0)	0	3	19	22
Total	1	33	8	(0)	42	18	35	0	(0)	53	12	0	14	(3)	26	5	0	0	(0)	5	3	126	129
Grand Total	1	126	21	(0)	148	55	119	1	(0)	175	30	2	46	(3)	78	6	1	0	(0)	7	3	408	411
Apprch %	0.7	85.1	14.2			31.4	68	0.6			38.5	2.6	59			85.7	14.3	0					
Total %	0.2	30.9	5.1		36.3	13.5	29.2	0.2		42.9	7.4	0.5	11.3		19.1	1.5	0.2	0		1.7	0.7	99.3	
P. Veh	1	126	21		148	55	119	1		175	30	2	46		81	6	1	0		7	0	0	411
% P. Veh	100	100	100	0	100	100	100	100	0	100	100	100	100	100	100	100	100	0	0	100	0	0	100
Trucks	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0


Site Access
Out In Total
4 7 11
0 0 0
0 0 0
4 7 11
0 1 6
0 0 0
0 0 0
0 1 6
Right Thru Left
North
14/12/2024 10:00 AM
14/12/2024 01:45 PM
P. Veh
Trucks
Buses
Assumption Street
Total 297 0 0 297
In 148 0 0 148
Out 149 0 0 149
1 0 0 1 Left
126 0 0 126 Thru
21 0 0 21 Right
Assumption Street
Out 178 0 0 178
In 175 0 0 175
Total 353 0 0 353
1 0 0 1 Right
119 0 0 119 Thru
55 0 0 55 Left
Left Thru Right
30 2 46
0 0 0
0 0 0
30 2 46
77 78 155
0 0 0
0 0 0
77 78 155
Out In Total
Kildare Road

	Assumption Street E/B				Assumption Street W/B				Kildare Road N/B				Site Access S/B				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	**11**	0	11	2	7	0	9	2	0	3	5	0	0	0	0	25
12:45 PM	0	5	1	6	5	9	0	14	3	**1**	4	8	0	**1**	0	1	29
01:00 PM	0	9	**4**	**13**	**10**	**13**	0	**23**	**5**	0	5	**10**	1	0	0	1	**47**
01:15 PM	**1**	8	1	10	4	9	0	13	3	0	**6**	9	**3**	0	0	**3**	35
Total Volume	1	33	6	40	21	38	0	59	13	1	18	32	4	1	0	5	136
% App. Total	2.5	82.5	15		35.6	64.4	0		40.6	3.1	56.2		80	20	0		
PHF	.250	.750	.375	.769	.525	.731	.000	.641	.650	.250	.750	.800	.333	.250	.000	.417	.723
P. Veh	1	33	6	40	21	38	0	59	13	1	18	32	4	1	0	5	136
% P. Veh	100	100	100	100	100	100	0	100	100	100	100	100	100	100	0	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

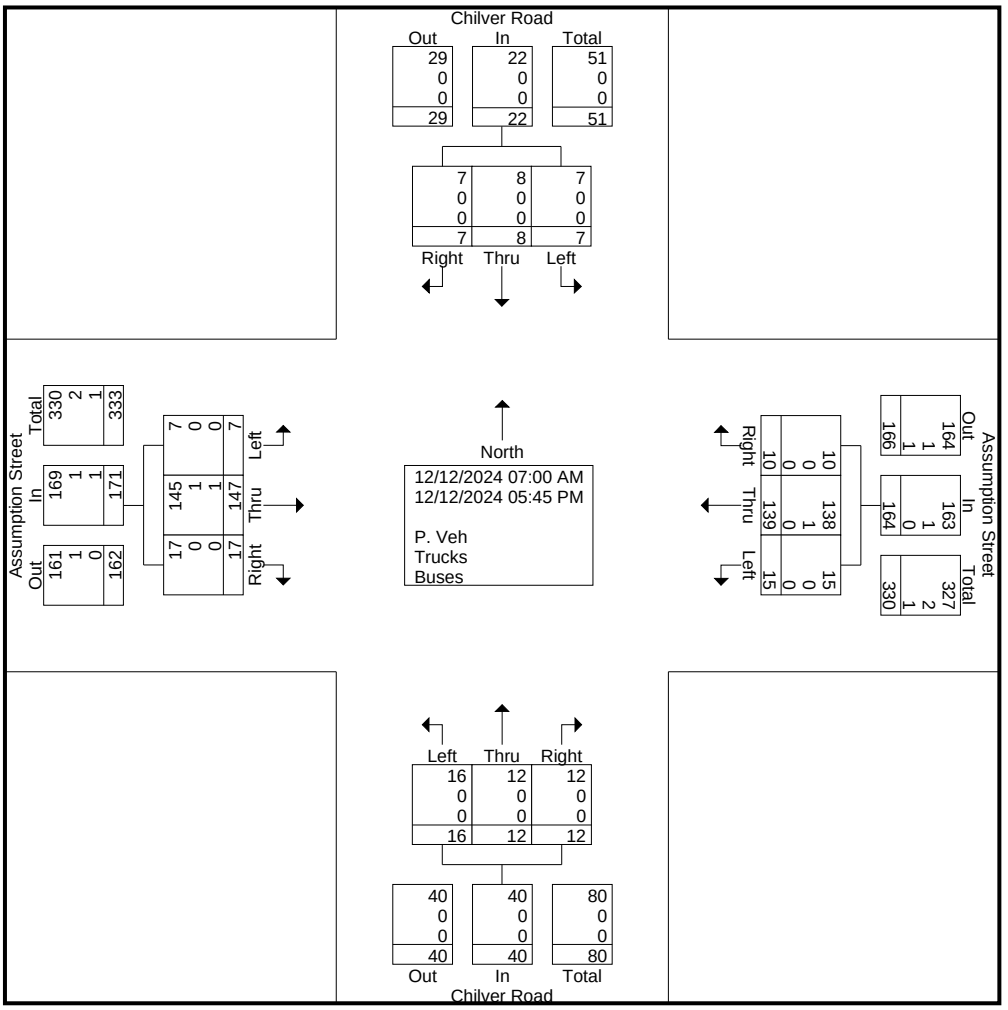


RC SPENCER ASSOCIATES INC.
Consulting Engineers

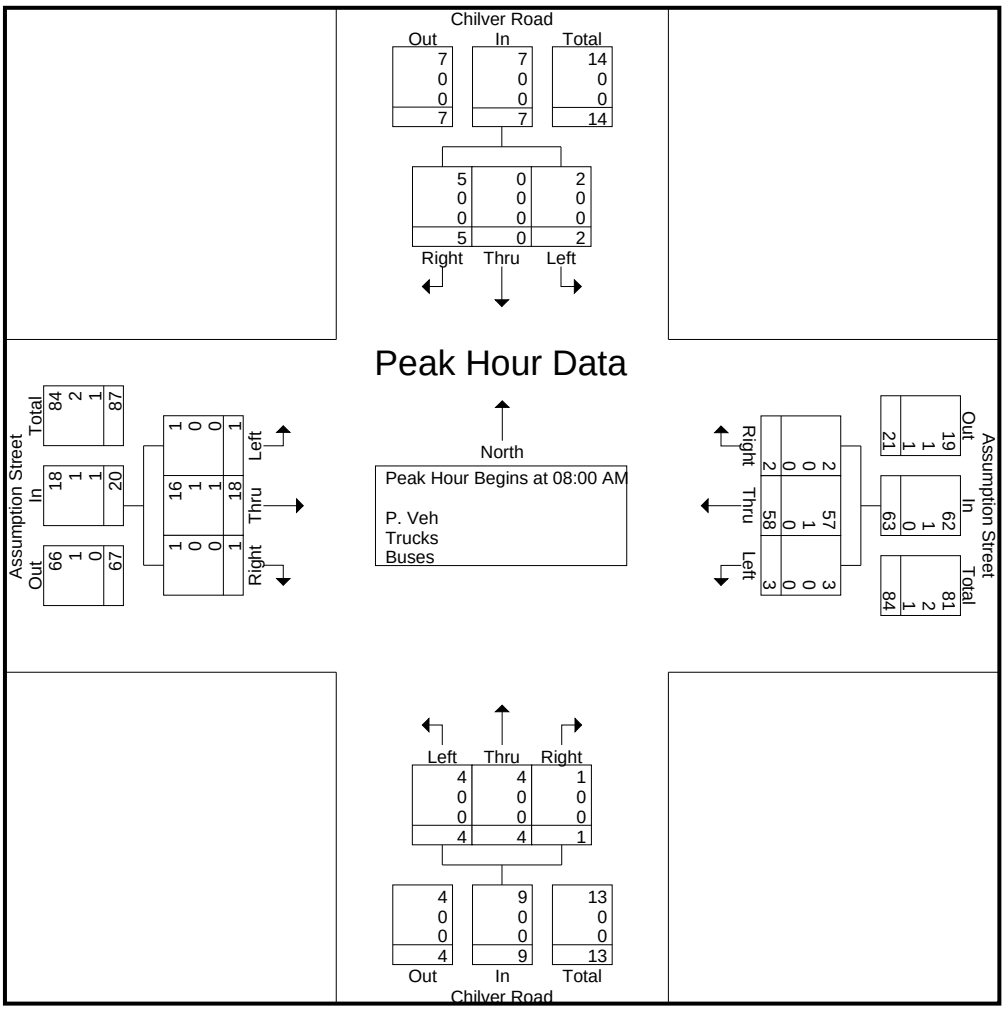
Date: 12 December 2024
Counted By: Erick R. (CAM 4)
Weather Conditions: Snowy, Overcast
Chilver Road at Assumption Street

Groups Printed- P. Veh - Trucks - Buses

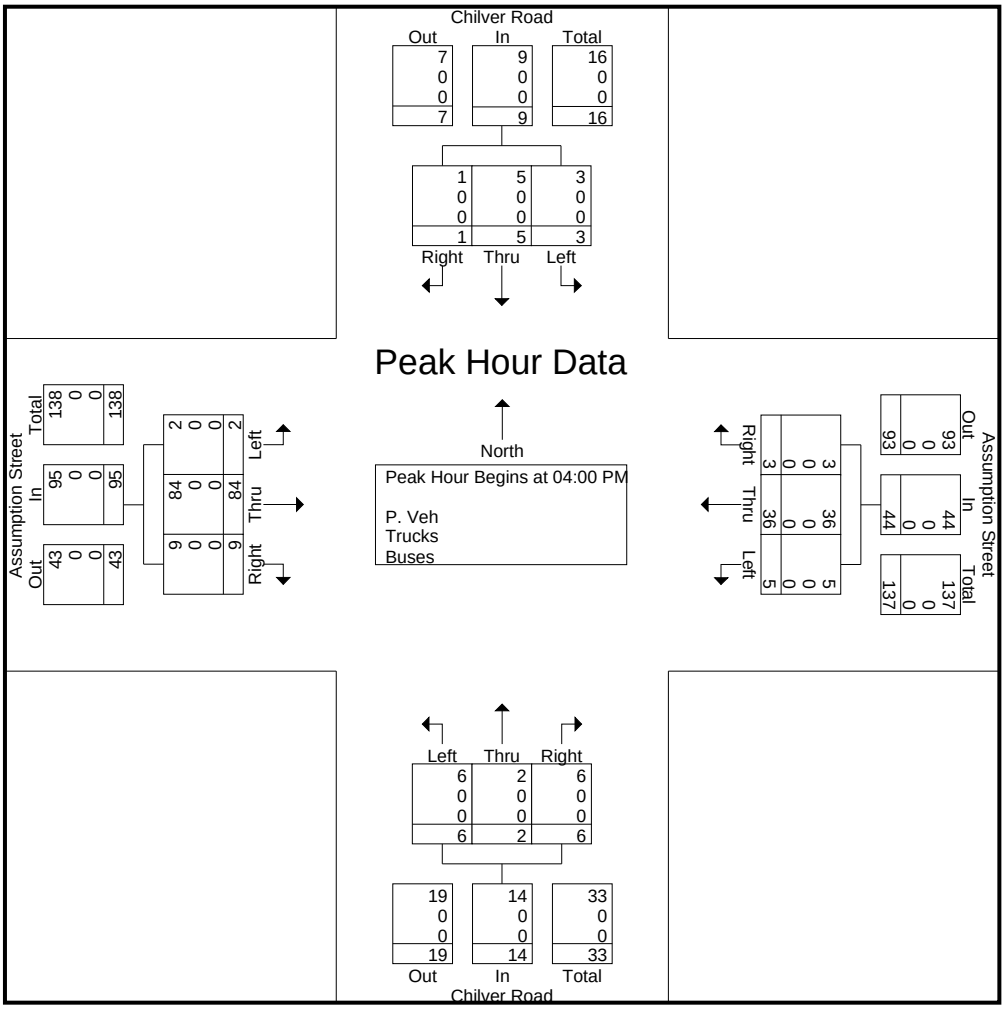
	Assumption Street E/B					Assumption Street W/B					Chilver Road N/B					Chilver Road S/B							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	0	(0)	1	0	0	0	(0)	0	0	1	0	(0)	1	0	0	0	(0)	0	0	2	2
07:15 AM	0	2	1	(0)	3	0	2	0	(0)	2	0	1	1	(0)	2	0	0	0	(0)	0	0	7	7
07:30 AM	1	4	0	(0)	5	0	3	0	(0)	3	1	1	0	(0)	2	0	1	1	(0)	2	0	12	12
07:45 AM	0	4	3	(0)	7	0	2	0	(0)	2	1	2	0	(0)	3	0	0	0	(1)	0	1	12	13
Total	1	11	4	(0)	16	0	7	0	(0)	7	2	5	1	(0)	8	0	1	1	(1)	2	1	33	34
08:00 AM	0	3	0	(0)	3	1	3	1	(0)	5	3	1	0	(1)	4	1	0	0	(1)	1	2	13	15
08:15 AM	1	2	0	(0)	3	1	9	0	(1)	10	0	1	1	(0)	2	0	0	2	(0)	2	1	17	18
08:30 AM	0	4	0	(0)	4	1	11	1	(1)	13	0	2	0	(0)	2	0	0	1	(0)	1	1	20	21
08:45 AM	0	9	1	(0)	10	0	35	0	(0)	35	1	0	0	(0)	1	1	0	2	(0)	3	0	49	49
Total	1	18	1	(0)	20	3	58	2	(2)	63	4	4	1	(1)	9	2	0	5	(1)	7	4	99	103
*** BREAK ***																							
04:00 PM	1	17	2	(0)	20	2	17	1	(0)	20	2	0	0	(0)	2	1	0	1	(2)	2	2	44	46
04:15 PM	1	22	2	(1)	25	1	9	0	(0)	10	2	0	1	(0)	3	2	1	0	(0)	3	1	41	42
04:30 PM	0	29	1	(1)	30	0	4	0	(2)	4	1	2	2	(5)	5	0	2	0	(0)	2	8	41	49
04:45 PM	0	16	4	(0)	20	2	6	2	(0)	10	1	0	3	(1)	4	0	2	0	(0)	2	1	36	37
Total	2	84	9	(2)	95	5	36	3	(2)	44	6	2	6	(6)	14	3	5	1	(2)	9	12	162	174
05:00 PM	2	14	2	(1)	18	1	10	2	(0)	13	0	1	1	(1)	2	1	0	0	(0)	1	2	34	36
05:15 PM	0	7	1	(0)	8	2	9	0	(0)	11	1	0	1	(0)	2	0	1	0	(0)	1	0	22	22
05:30 PM	0	9	0	(1)	9	2	8	1	(0)	11	2	0	2	(0)	4	1	1	0	(0)	2	1	26	27
05:45 PM	1	4	0	(2)	5	2	11	2	(3)	15	1	0	0	(3)	1	0	0	0	(1)	0	9	21	30
Total	3	34	3	(4)	40	7	38	5	(3)	50	4	1	4	(4)	9	2	2	0	(1)	4	12	103	115
Grand Total	7	147	17	(6)	171	15	139	10	(7)	164	16	12	12	(11)	40	7	8	7	(5)	22	29	397	426
Apprch %	4.1	86	9.9			9.1	84.8	6.1			40	30	30			31.8	36.4	31.8					
Total %	1.8	37	4.3		43.1	3.8	35	2.5		41.3	4	3	3		10.1	1.8	2	1.8		5.5	6.8	93.2	
P. Veh	7	145	17		175	15	138	10		170	16	12	12		51	7	8	7		27	0	0	423
% P. Veh	100	98.6	100	100	98.9	100	99.3	100	100	99.4	100	100	100	100	100	100	100	100	100	100	0	0	99.3
Trucks	0	1	0		1	0	1	0		1	0	0	0		0	0	0	0		0	0	0	2
% Trucks	0	0.7	0	0	0.6	0	0.7	0	0	0.6	0	0	0	0	0	0	0	0	0	0	0	0	0.5
Buses	0	1	0		1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	1
% Buses	0	0.7	0	0	0.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2


Chilver Road
Out In Total
29 22 51
0 0 0
0 0 0
29 22 51
7 8 7
0 0 0
0 0 0
7 8 7
Right Thru Left
North
12/12/2024 07:00 AM
12/12/2024 05:45 PM
P. Veh
Trucks
Buses
Assumption Street
Total 330 2 1 333
In 169 1 1 171
Out 161 1 0 162
7 0 0 7 Left
145 1 1 147 Thru
17 0 0 17 Right
Assumption Street
Out 164 1 1 166
In 163 1 0 164
Total 327 2 1 330
10 0 0 10 Right
139 0 1 138 Thru
15 0 0 15 Left
Left Thru Right
16 12 12
0 0 0
0 0 0
16 12 12
40 40 80
0 0 0
0 0 0
40 40 80
Out In Total
Chilver Road

	Assumption Street E/B				Assumption Street W/B				Chilver Road N/B				Chilver Road S/B				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	3	0	3	**1**	3	**1**	5	**3**	1	0	**4**	**1**	0	0	1	13
08:15 AM	**1**	2	0	3	1	9	0	10	0	1	**1**	2	0	0	**2**	2	17
08:30 AM	0	4	0	4	1	11	1	13	0	**2**	0	2	0	0	1	1	20
08:45 AM	0	**9**	**1**	**10**	0	**35**	0	**35**	1	0	0	1	1	0	2	**3**	**49**
Total Volume	1	18	1	20	3	58	2	63	4	4	1	9	2	0	5	7	99
% App. Total	5	90	5		4.8	92.1	3.2		44.4	44.4	11.1		28.6	0	71.4		
PHF	.250	.500	.250	.500	.750	.414	.500	.450	.333	.500	.250	.563	.500	.000	.625	.583	.505
P. Veh	1	16	1	18	3	57	2	62	4	4	1	9	2	0	5	7	96
% P. Veh	100	88.9	100	90.0	100	98.3	100	98.4	100	100	100	100	100	0	100	100	97.0
Trucks	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
% Trucks	0	5.6	0	5.0	0	1.7	0	1.6	0	0	0	0	0	0	0	0	2.0
Buses	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	5.6	0	5.0	0	0	0	0	0	0	0	0	0	0	0	0	1.0



	Assumption Street E/B				Assumption Street W/B				Chilver Road N/B				Chilver Road S/B				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**1**	17	2	20	**2**	**17**	1	**20**	**2**	0	0	2	1	0	**1**	2	**44**
04:15 PM	1	22	2	25	1	9	0	10	2	0	1	3	**2**	1	0	**3**	41
04:30 PM	0	**29**	1	**30**	0	4	0	4	1	**2**	2	**5**	0	**2**	0	2	41
04:45 PM	0	16	**4**	20	2	6	**2**	10	1	0	**3**	4	0	2	0	2	36
Total Volume	2	84	9	95	5	36	3	44	6	2	6	14	3	5	1	9	162
% App. Total	2.1	88.4	9.5		11.4	81.8	6.8		42.9	14.3	42.9		33.3	55.6	11.1		
PHF	.500	.724	.563	.792	.625	.529	.375	.550	.750	.250	.500	.700	.375	.625	.250	.750	.920
P. Veh	2	84	9	95	5	36	3	44	6	2	6	14	3	5	1	9	162
% P. Veh	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

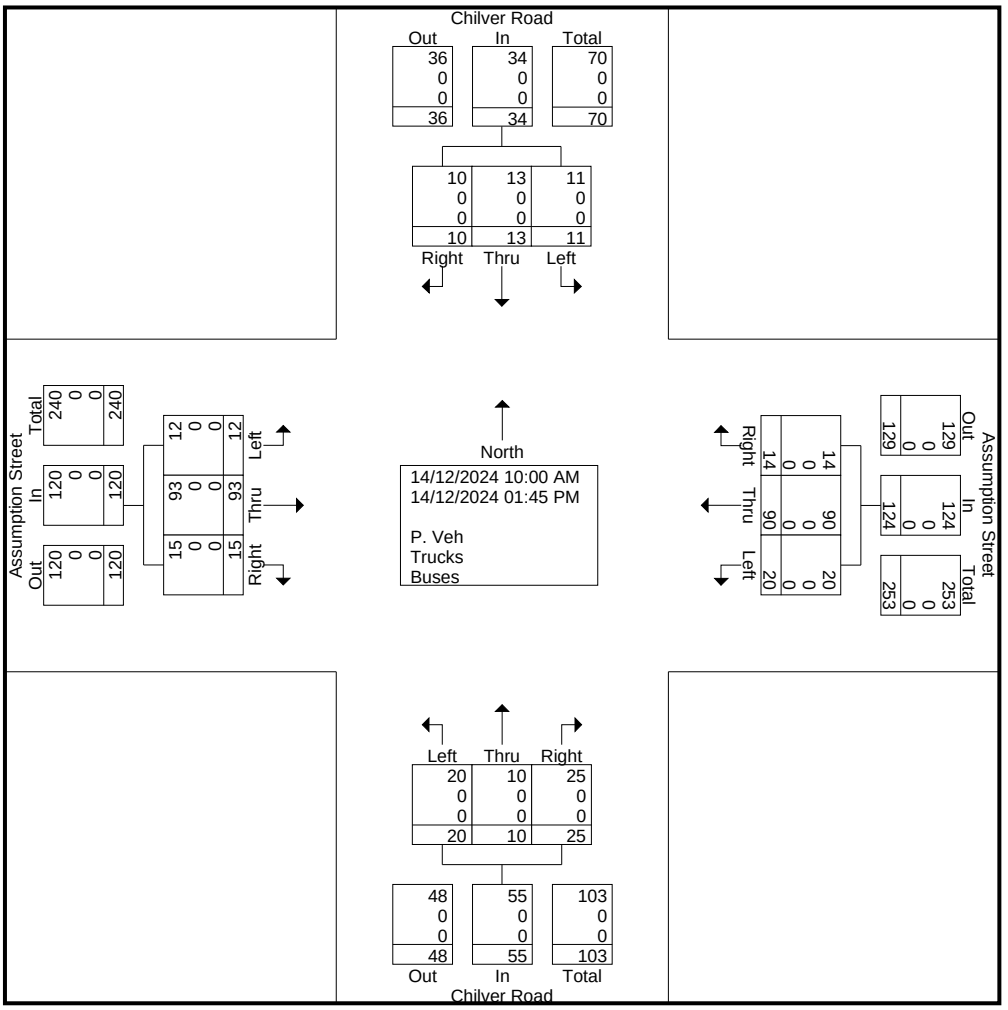


RC SPENCER ASSOCIATES INC.
Consulting Engineers

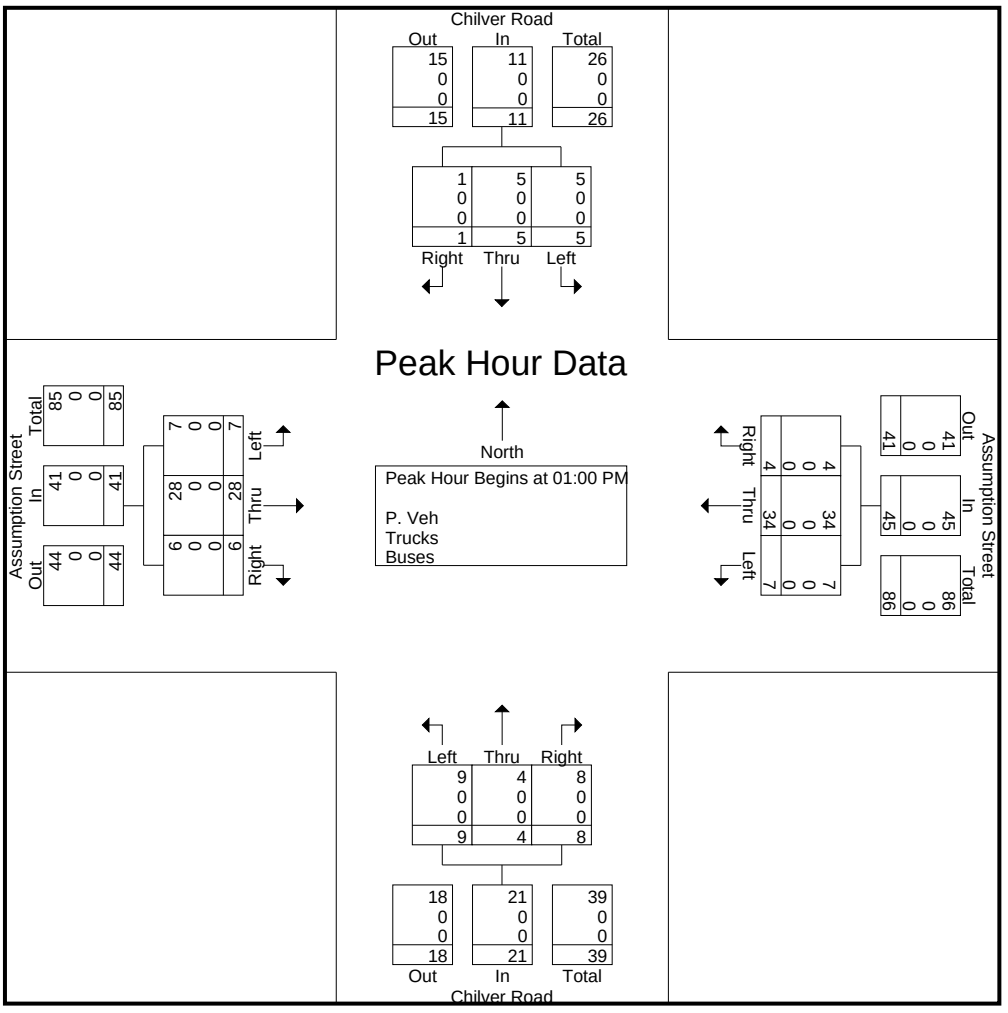
Date: 14 December 2024
Counted By: Kristian R. (CAM 4)
Weather Conditions: Sunny
Chilver Road at Assumption Street

Groups Printed- P. Veh - Trucks - Buses

	Assumption Street E/B					Assumption Street W/B					Chilver Road N/B					Chilver Road S/B							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	1	7	0	(0)	8	0	2	1	(1)	3	0	0	2	(0)	2	0	2	0	(0)	2	1	15	16
10:15 AM	1	6	0	(2)	7	2	2	0	(0)	4	1	0	0	(3)	1	0	0	1	(2)	1	7	13	20
10:30 AM	0	3	0	(1)	3	1	4	2	(0)	7	1	2	0	(0)	3	0	0	0	(0)	0	1	13	14
10:45 AM	0	3	0	(0)	3	0	3	0	(0)	3	0	0	1	(1)	1	1	3	0	(0)	4	1	11	12
Total	2	19	0	(3)	21	3	11	3	(1)	17	2	2	3	(4)	7	1	5	1	(2)	7	10	52	62
11:00 AM	0	7	4	(0)	11	0	4	1	(0)	5	2	2	3	(2)	7	0	0	2	(0)	2	2	25	27
11:15 AM	1	4	1	(1)	6	0	2	1	(2)	3	0	0	1	(1)	1	0	1	1	(0)	2	4	12	16
11:30 AM	0	7	1	(0)	8	0	3	0	(0)	3	1	1	0	(2)	2	1	1	0	(0)	2	2	15	17
11:45 AM	1	7	0	(0)	8	1	9	2	(1)	12	4	0	0	(2)	4	0	0	2	(0)	2	3	26	29
Total	2	25	6	(1)	33	1	18	4	(3)	23	7	3	4	(7)	14	1	2	5	(0)	8	11	78	89
12:00 PM	0	5	1	(0)	6	1	9	0	(1)	10	0	0	3	(0)	3	2	1	0	(2)	3	3	22	25
12:15 PM	1	6	1	(0)	8	1	8	2	(1)	11	0	1	2	(0)	3	0	0	0	(0)	0	1	22	23
12:30 PM	0	7	1	(0)	8	4	3	1	(0)	8	0	0	2	(1)	2	2	0	2	(1)	4	2	22	24
12:45 PM	0	3	0	(0)	3	3	7	0	(1)	10	2	0	3	(0)	5	0	0	1	(1)	1	2	19	21
Total	1	21	3	(0)	25	9	27	3	(3)	39	2	1	10	(1)	13	4	1	3	(4)	8	8	85	93
01:00 PM	4	7	2	(0)	13	4	10	2	(1)	16	2	0	6	(0)	8	1	0	0	(1)	1	2	38	40
01:15 PM	1	8	1	(0)	10	1	9	0	(1)	10	1	2	0	(1)	3	2	1	0	(2)	3	4	26	30
01:30 PM	1	6	0	(1)	7	2	6	1	(0)	9	2	1	0	(1)	3	1	1	0	(0)	2	2	21	23
01:45 PM	1	7	3	(1)	11	0	9	1	(1)	10	4	1	2	(3)	7	1	3	1	(2)	5	7	33	40
Total	7	28	6	(2)	41	7	34	4	(3)	45	9	4	8	(5)	21	5	5	1	(5)	11	15	118	133
Grand Total	12	93	15	(6)	120	20	90	14	(10)	124	20	10	25	(17)	55	11	13	10	(11)	34	44	333	377
Apprch %	10	77.5	12.5			16.1	72.6	11.3			36.4	18.2	45.5			32.4	38.2	29.4					
Total %	3.6	27.9	4.5		36	6	27	4.2		37.2	6	3	7.5		16.5	3.3	3.9	3		10.2	11.7	88.3	
P. Veh	12	93	15		126	20	90	14		134	20	10	25		72	11	13	10		45	0	0	377
% P. Veh	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	0	0	100
Trucks	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0


Chilver Road
Out In Total
36 34 70
0 0 0
0 0 0
36 34 70
10 13 11
0 0 0
0 0 0
10 13 11
Right Thru Left
Assumption Street
Total 240 0 0 240
In 120 0 0 120
Out 120 0 0 120
12 0 0 12 Left
93 0 0 93 Thru
15 0 0 15 Right
North
14/12/2024 10:00 AM
14/12/2024 01:45 PM
P. Veh
Trucks
Buses
Right 14 0 0 14
Thru 90 0 0 90
Left 20 0 0 20
Out 129 0 0 129
In 124 0 0 124
Total 253 0 0 253
Assumption Street
Left Thru Right
20 10 25
0 0 0
0 0 0
20 10 25
48 55 103
0 0 0
0 0 0
48 55 103
Out In Total
Chilver Road

	Assumption Street E/B				Assumption Street W/B				Chilver Road N/B				Chilver Road S/B				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	**4**	7	2	**13**	**4**	**10**	**2**	**16**	2	0	**6**	**8**	1	0	0	1	**38**
01:15 PM	1	**8**	1	10	1	9	0	10	1	**2**	0	3	**2**	1	0	3	26
01:30 PM	1	6	0	7	2	6	1	9	2	1	0	3	1	1	0	2	21
01:45 PM	1	7	**3**	11	0	9	1	10	**4**	1	2	7	1	**3**	**1**	**5**	33
Total Volume	7	28	6	41	7	34	4	45	9	4	8	21	5	5	1	11	118
% App. Total	17.1	68.3	14.6		15.6	75.6	8.9		42.9	19	38.1		45.5	45.5	9.1		
PHF	.438	.875	.500	.788	.438	.850	.500	.703	.563	.500	.333	.656	.625	.417	.250	.550	.776
P. Veh	7	28	6	41	7	34	4	45	9	4	8	21	5	5	1	11	118
% P. Veh	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Appendix C

ITE TRIP GENERATION MANUAL – 12TH (AND 11TH) EDITION REFERENCES

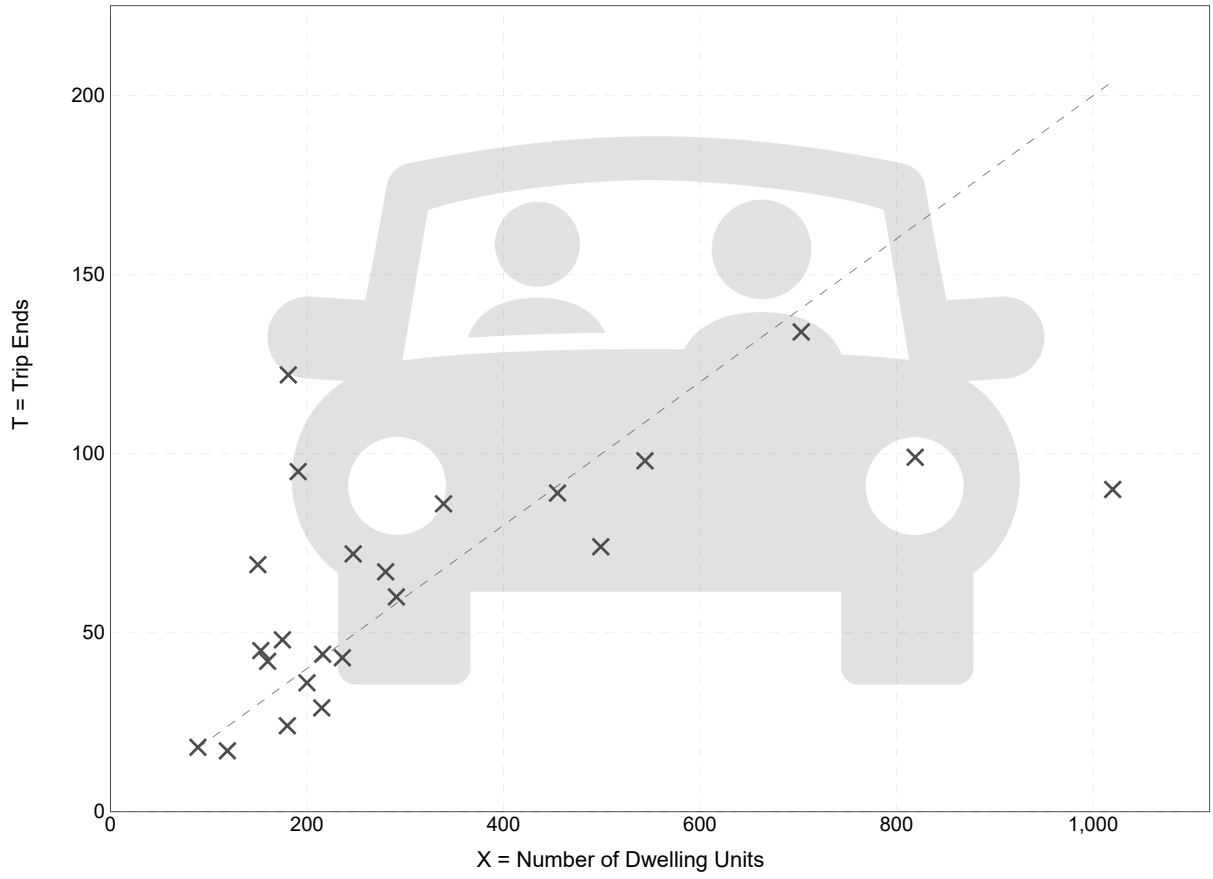
Multifamily Housing (High-Rise)
Not Close to Rail Transit (222)

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:	23
Avg. Num. of Dwelling Units:	324
Directional Distribution:	29% entering, 71% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.20	0.09 - 0.67	0.12

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ****

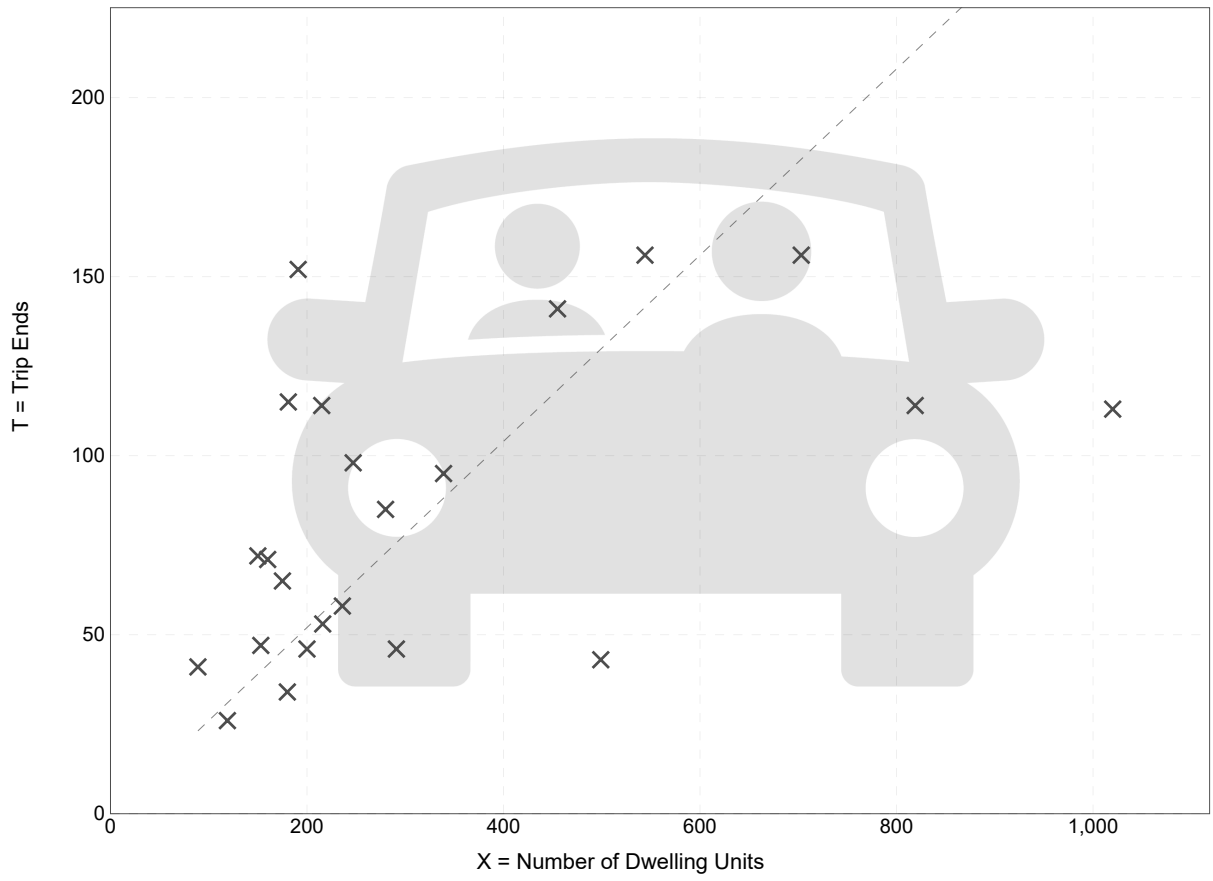
Multifamily Housing (High-Rise)
Not Close to Rail Transit (222)

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:	23
Avg. Num. of Dwelling Units:	324
Directional Distribution:	61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.26	0.09 - 0.80	0.16

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= **

Multifamily Housing (High-Rise)
Not Close to Rail Transit (222)

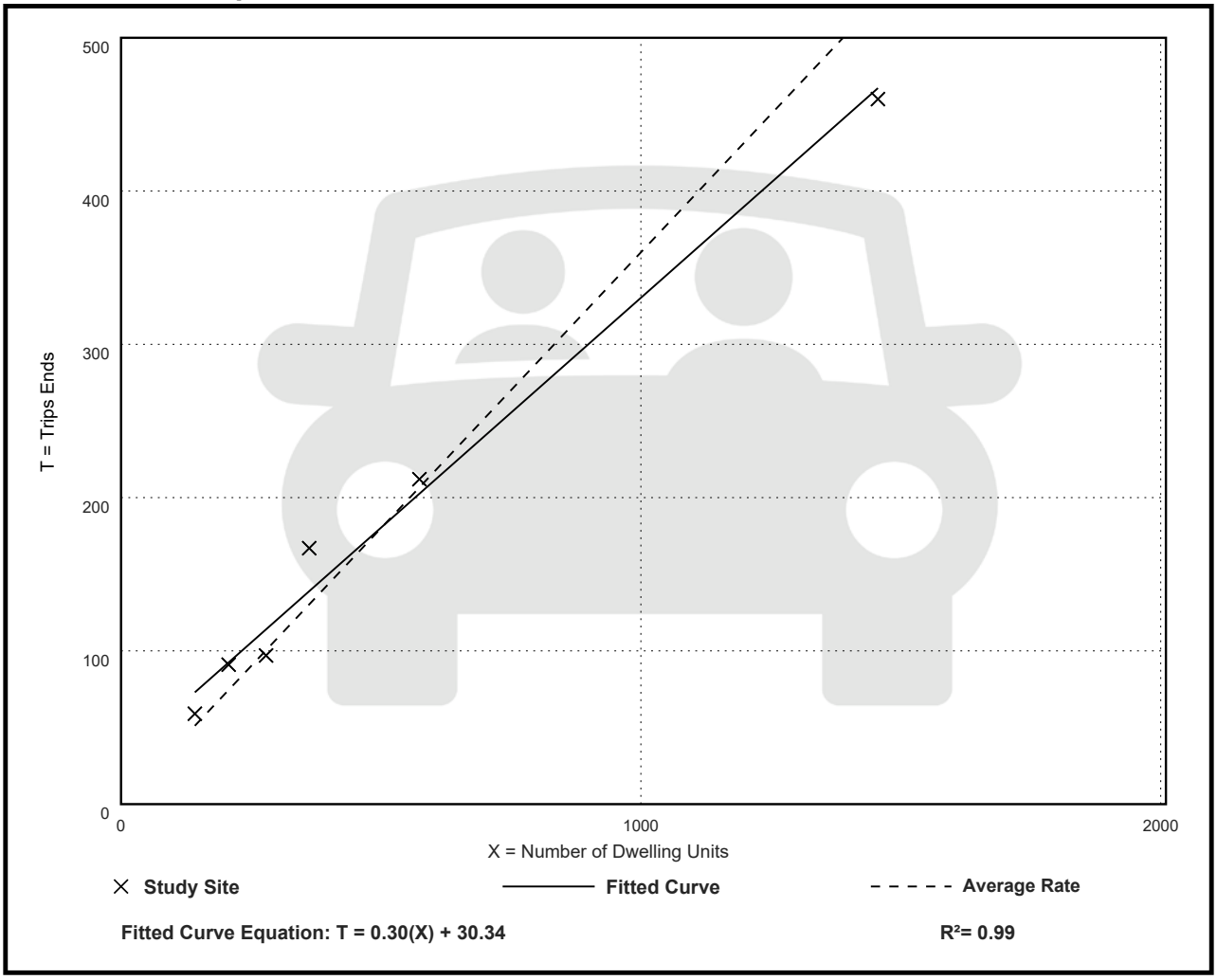
Vehicle Trip Ends vs: Dwelling Units
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. Num. of Dwelling Units: 503
Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.32 - 0.46	0.06

Data Plot and Equation



Fitted Curve Equation: T = 0.30(X) + 30.34

R^2= 0.99

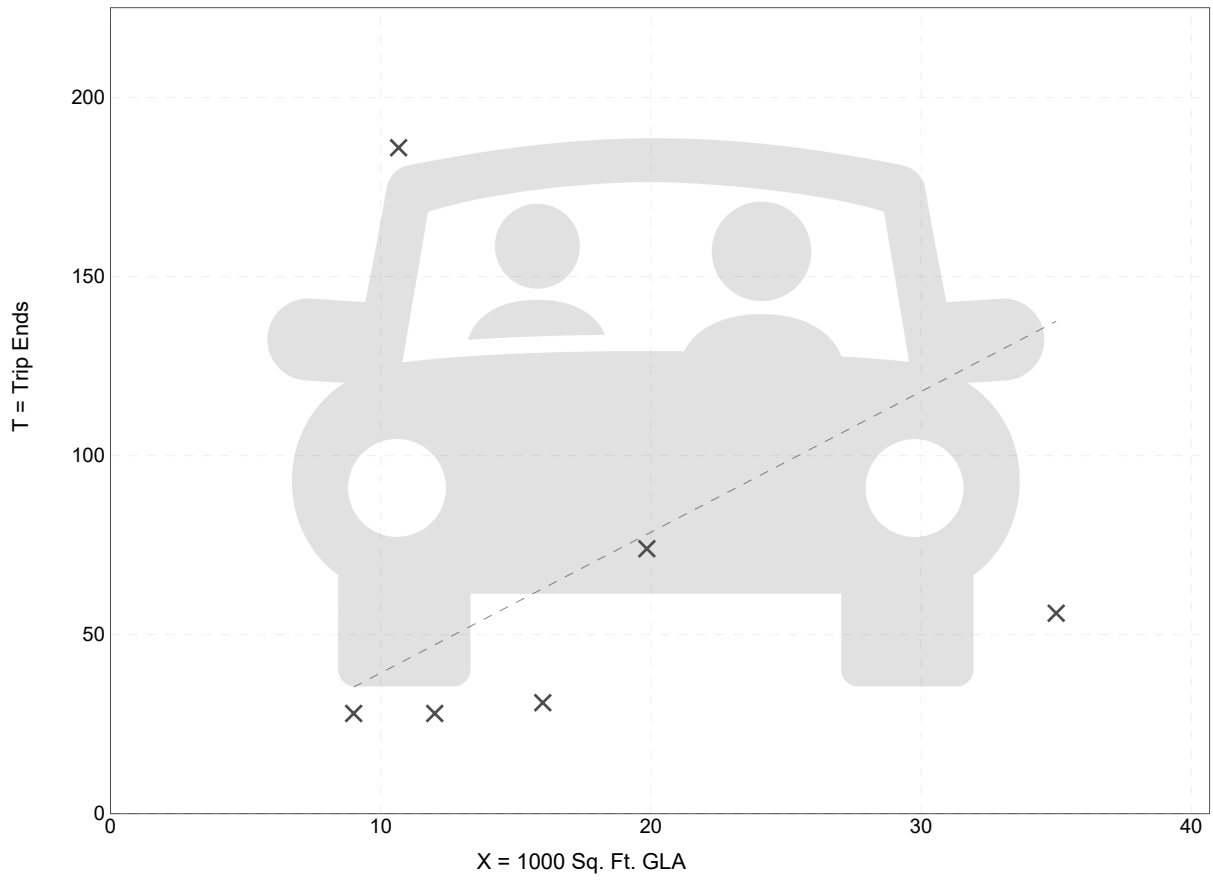
Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
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: 6
Avg. 1000 Sq. Ft. GLA: 17
Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.93	1.60 - 17.44	5.12

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= **

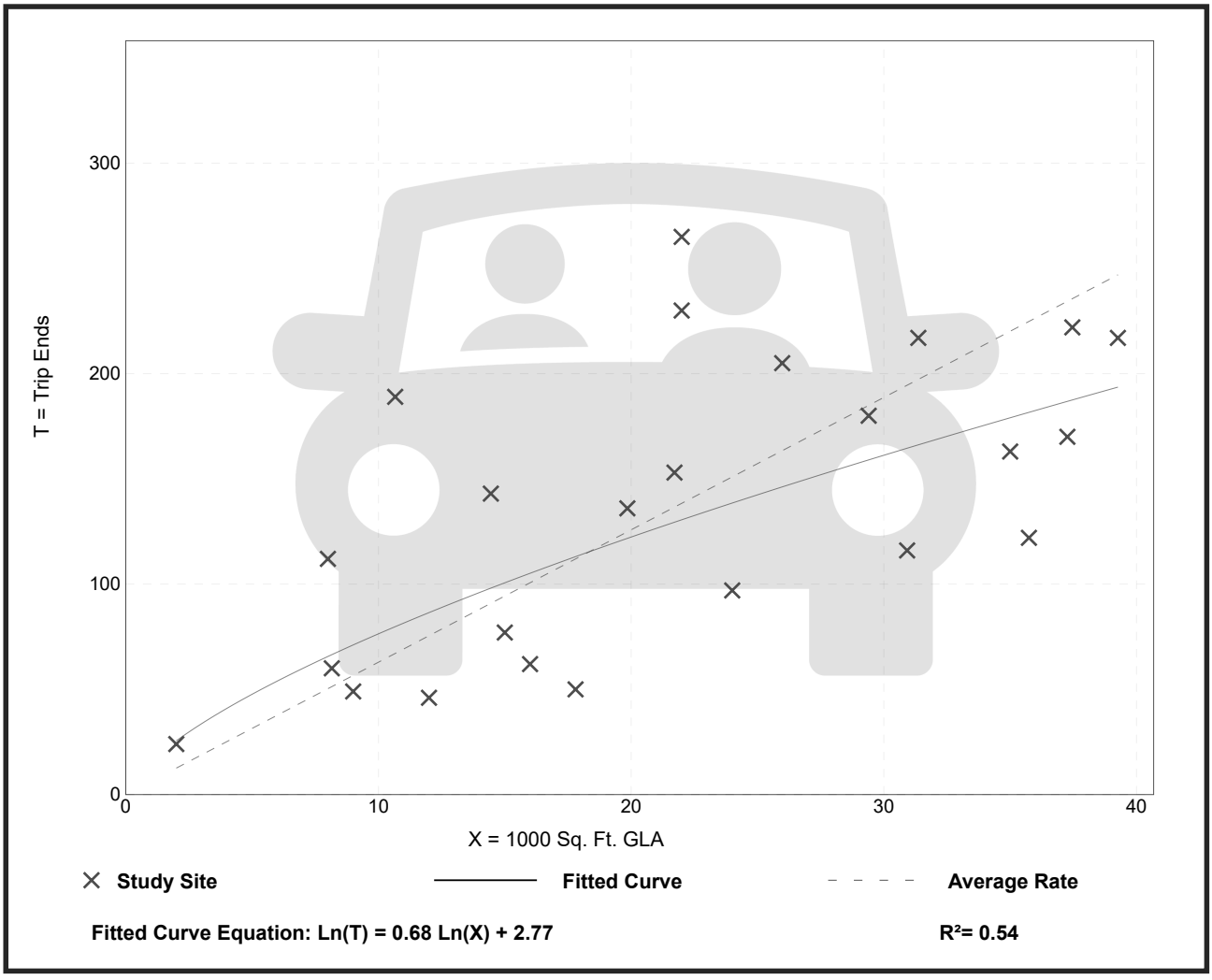
Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
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: 24
Avg. 1000 Sq. Ft. GLA: 22
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.29	2.81 - 17.72	3.02

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.68 Ln(X) + 2.77

R^2= 0.54

Strip Retail Plaza (<40k)
(822)

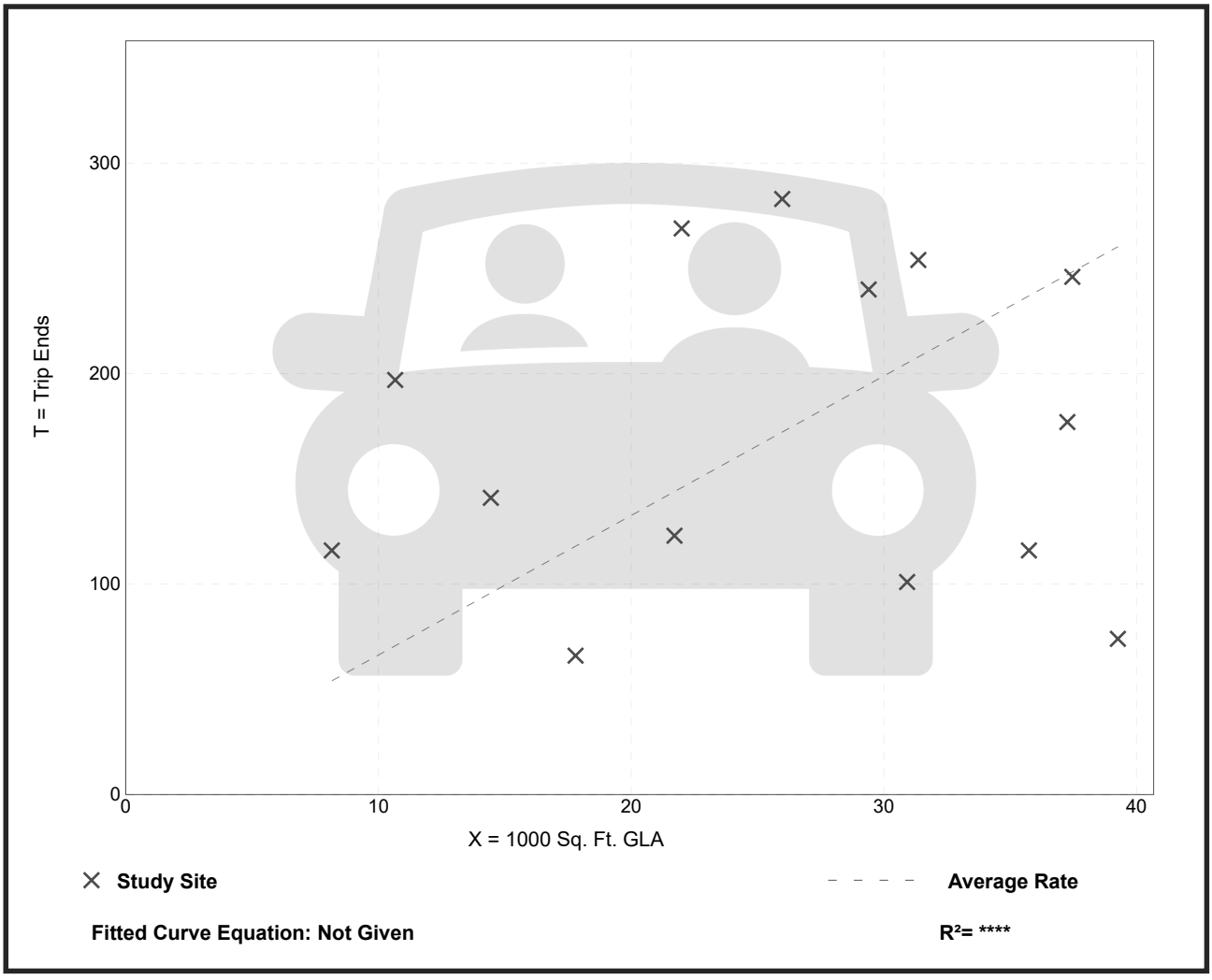
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Saturday, Peak Hour of Generator**

Setting/Location: **General Urban/Suburban**
Number of Studies: 14
Avg. 1000 Sq. Ft. GLA: 26
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.63	1.88 - 18.48	3.99

Data Plot and Equation



Proposed Site Development Trip Generation and Distribution

Project: 1880 Assumption Street Mixed-Use TIS

Site: 1880 Assumption Street, Windsor

Assumed Land Use (1): Multifamily Housing (High-Rise) - ITE No. 222

Average Vehicle Trip Ends vs.: Dwelling Units

ITE Trip Generation Data collected on a: Weekday

AM Peak Hour:	0.20	= Average Rate	29	% Entering
			71	% Exiting
PM Peak Hour:	0.26	= Average Rate	61	% Entering
			39	% Exiting
Sat. Peak Hour:	0.36	= Average Rate	57	% Entering
			43	% Exiting

Assumed Land Use (1): Multifamily Housing (High-Rise) - ITE No. 222				
	Dwelling Units	**Trips Generated**	**Trips Entering**	**Trips Exiting**
AM Peak	204	41	12	29
PM Peak	204	53	32	21
Sat. Peak	204	73	42	31

Proposed Site Development Trip Generation and Distribution

Project: 1880 Assumption Street Mixed-Use TIS

Site: 1880 Assumption Street, Windsor

Assumed Land Use (3): Strip Retail Plaza - ITE No. 822

Average Vehicle Trip Ends vs.: 1000 Sq. Ft. GLA

ITE Trip Generation Data collected on a: Weekday

AM Peak Hour:	3.93	= Average Rate	55	% Entering
			45	% Exiting
PM Peak Hour:	6.29	= Average Rate	50	% Entering
			50	% Exiting
Sat. Peak Hour:	6.63	= Average Rate	51	% Entering
			49	% Exiting

Assumed Land Use (3): Strip Retail Plaza - ITE No. 822				
	1000 Sq. Ft. GLA	**Trips Generated**	**Trips Entering**	**Trips Exiting**
AM Peak	5.022	20	11	9
PM Peak	5.022	32	16	16
Sat. Peak	5.022	33	17	16

Proposed Site Development Trip Generation and Distribution

Project: 1880 Assumption Street Mixed-Use TIS

Site: 1880 Assumption Street, Windsor

Assumed Land Use (1): Multifamily Housing (High-Rise) - ITE No. 222				
	Dwelling Units	**Trips Generated**	**Trips Entering**	**Trips Exiting**
AM Peak	204	41	12	29
PM Peak	204	53	32	21
Sat. Peak	204	73	42	31

Assumed Land Use (3): Strip Retail Plaza - ITE No. 822				
	1000 Sq. Ft. GLA	**Trips Generated**	**Trips Entering**	**Trips Exiting**
AM Peak	5.02	20	11	9
PM Peak	5.02	32	16	16
Sat. Peak	5.02	33	17	16

Total Trips		
	Trips Entering	**Trips Exiting**
AM Peak	23	38
PM Peak	48	37
Sat. Peak	59	47

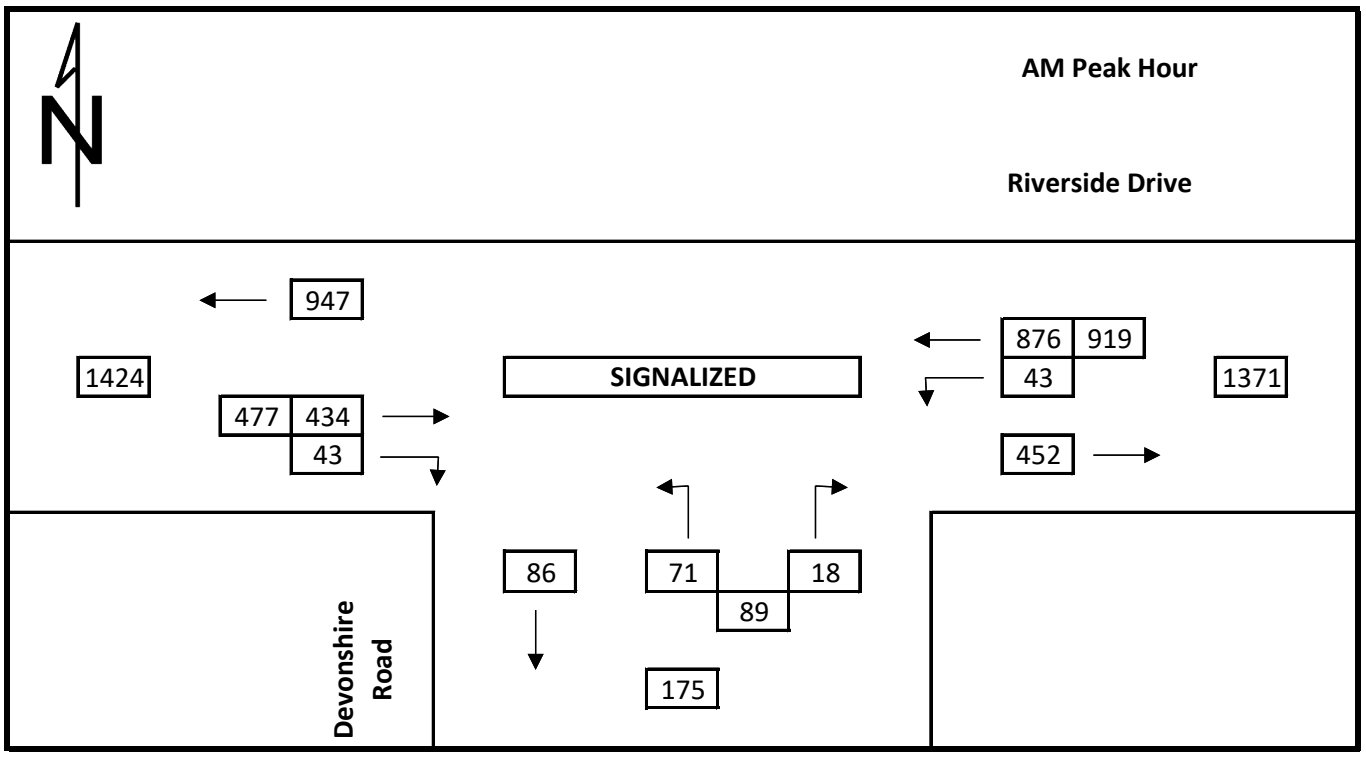
Appendix D

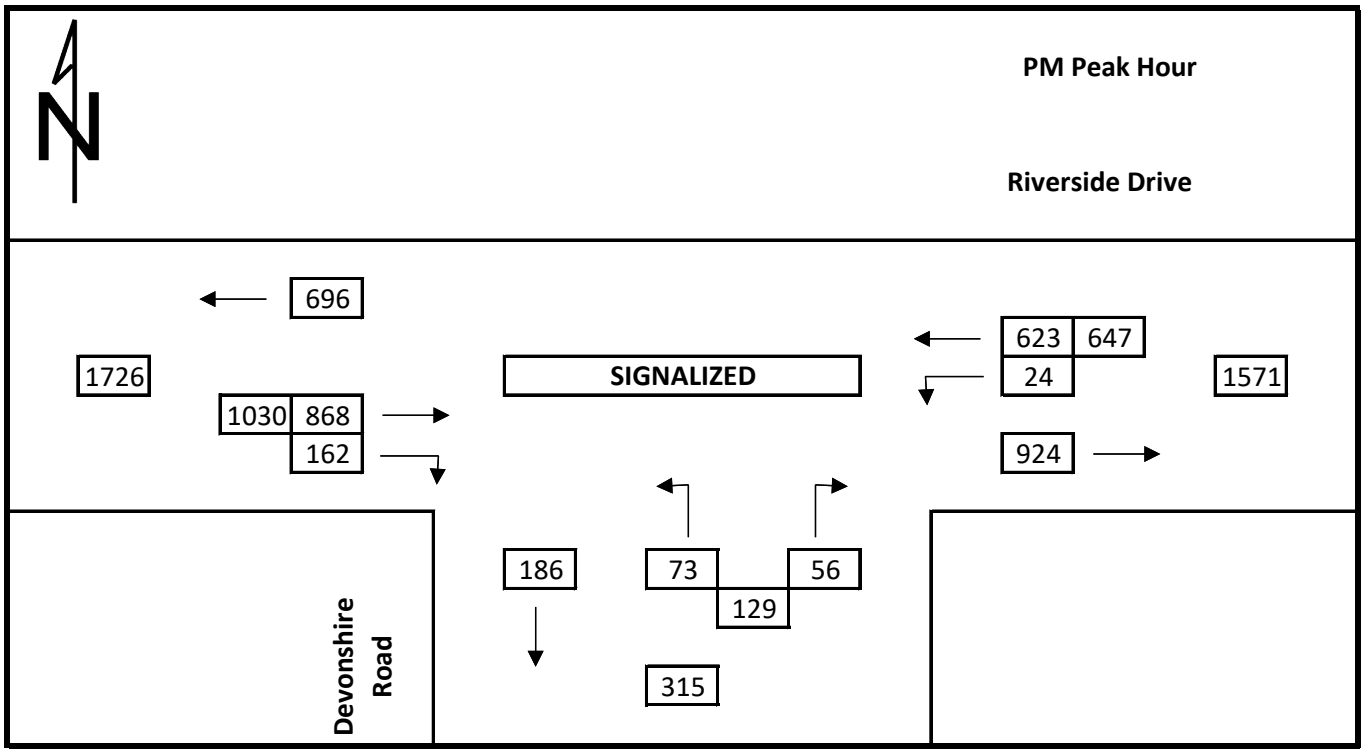
TRAFFIC PROJECTION FIGURES

Riverside Drive East at Devonshire Road
Devonshire Road at Wyandotte Street East
Devonshire Road at Assumption Street
Kildare Road at Assumption Street
Proposed Site Access at Assumption Street
Chilver Road at Assumption Street

Existing Traffic Counts

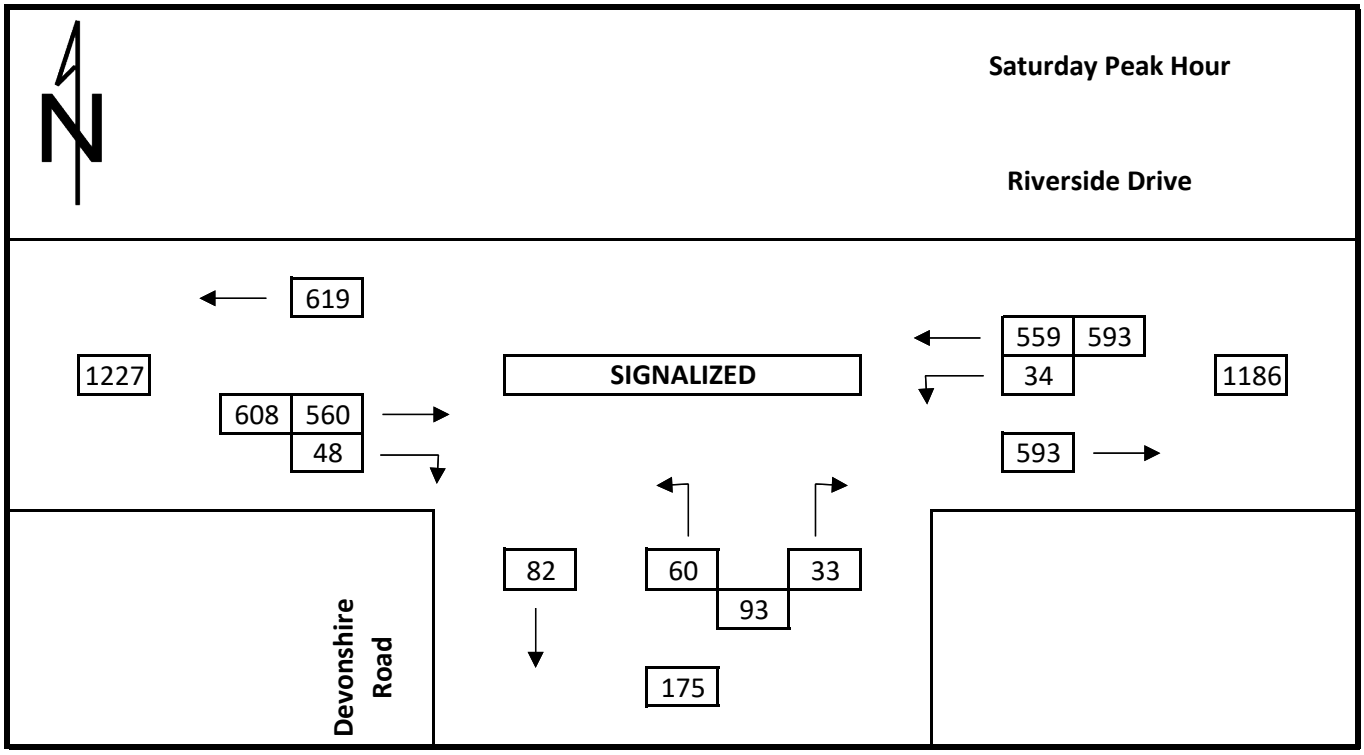
Riverside Drive East at Devonshire Road





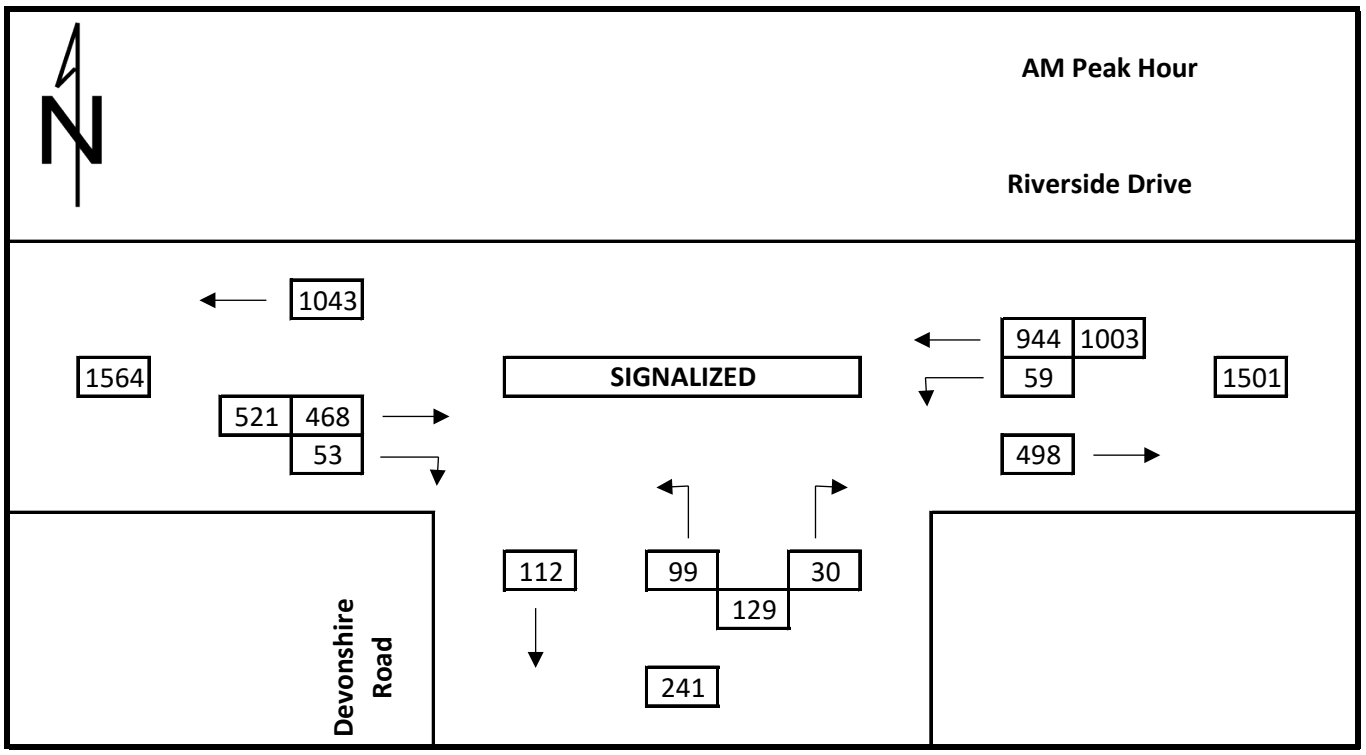
Existing Traffic Counts

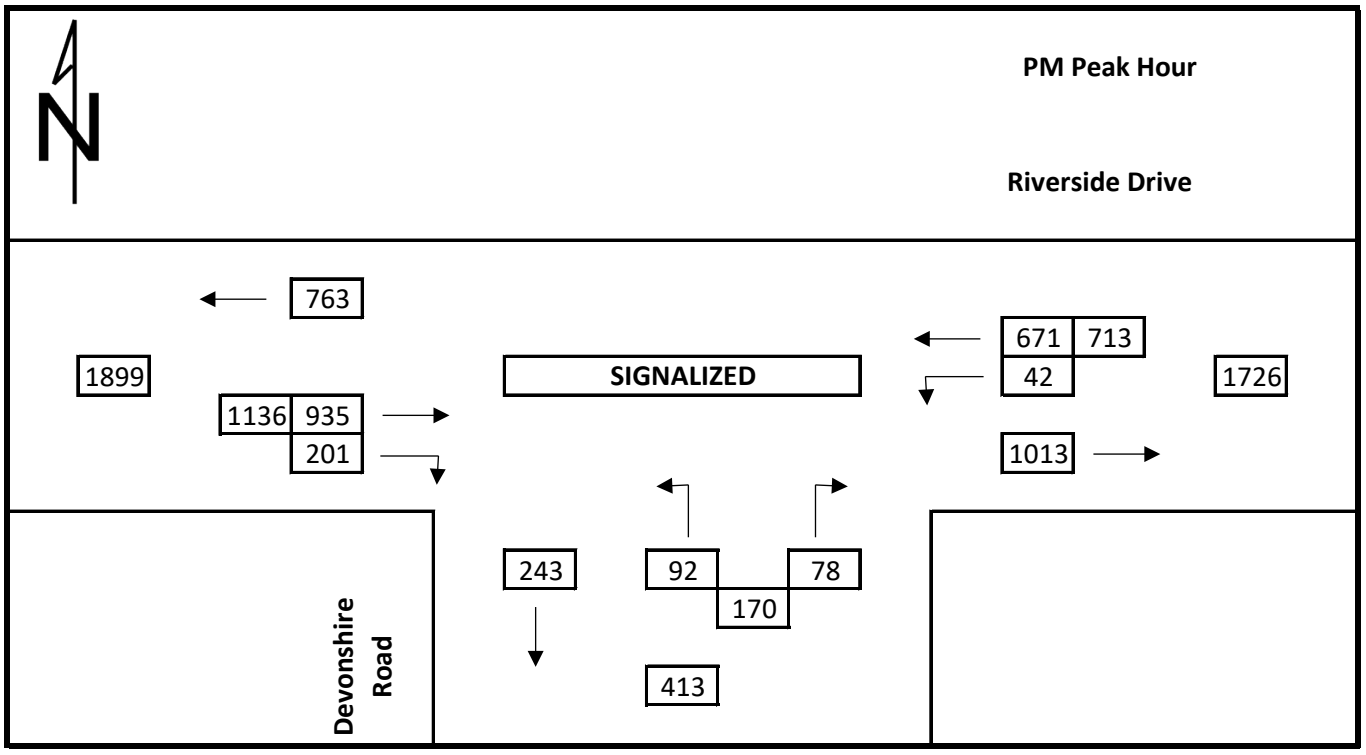
Riverside Drive East at Devonshire Road



Total Traffic 2030

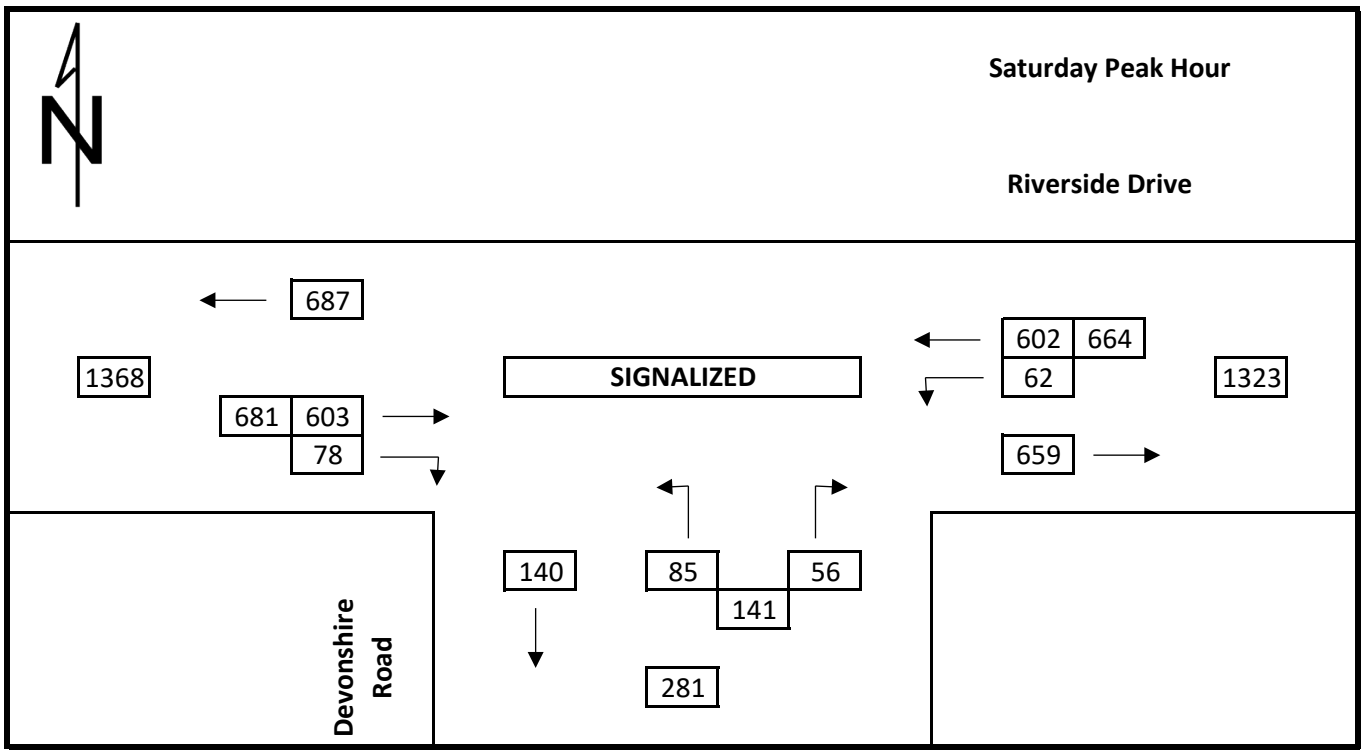
Riverside Drive East at Devonshire Road





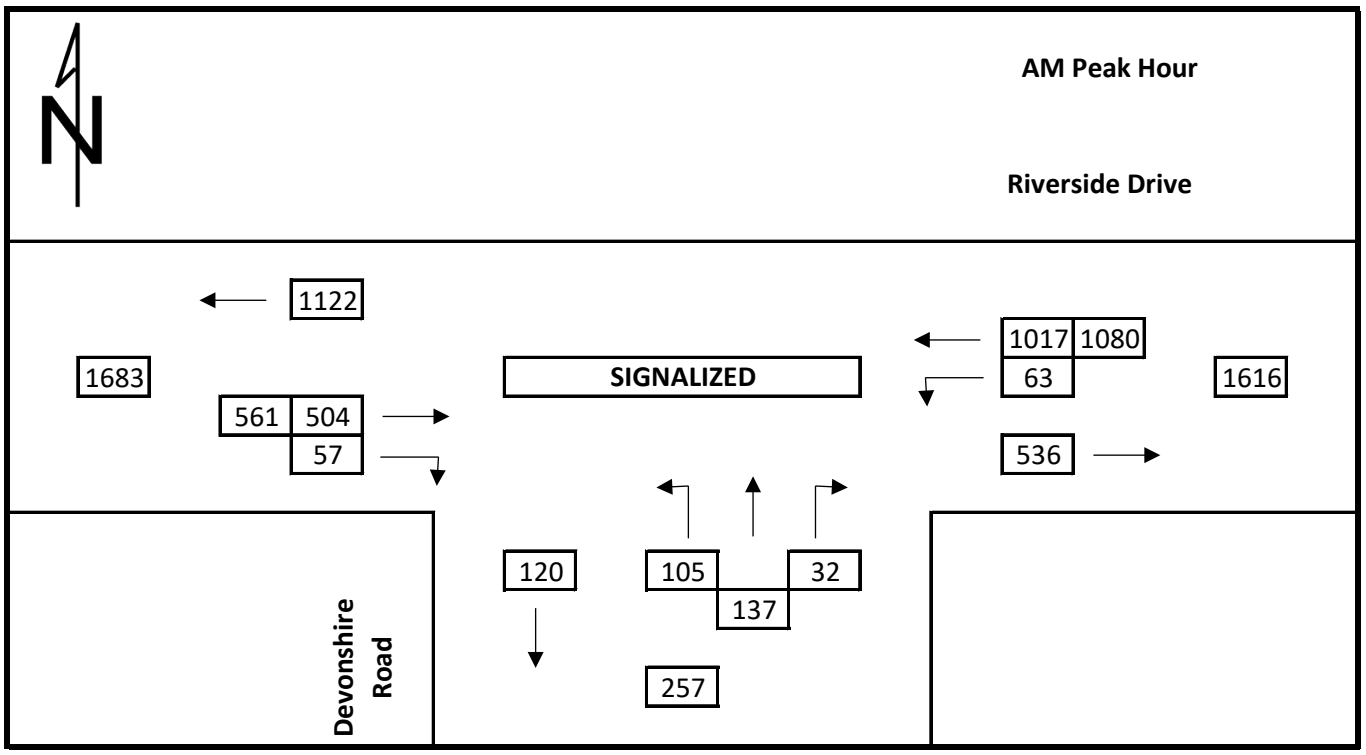
Total Traffic 2030

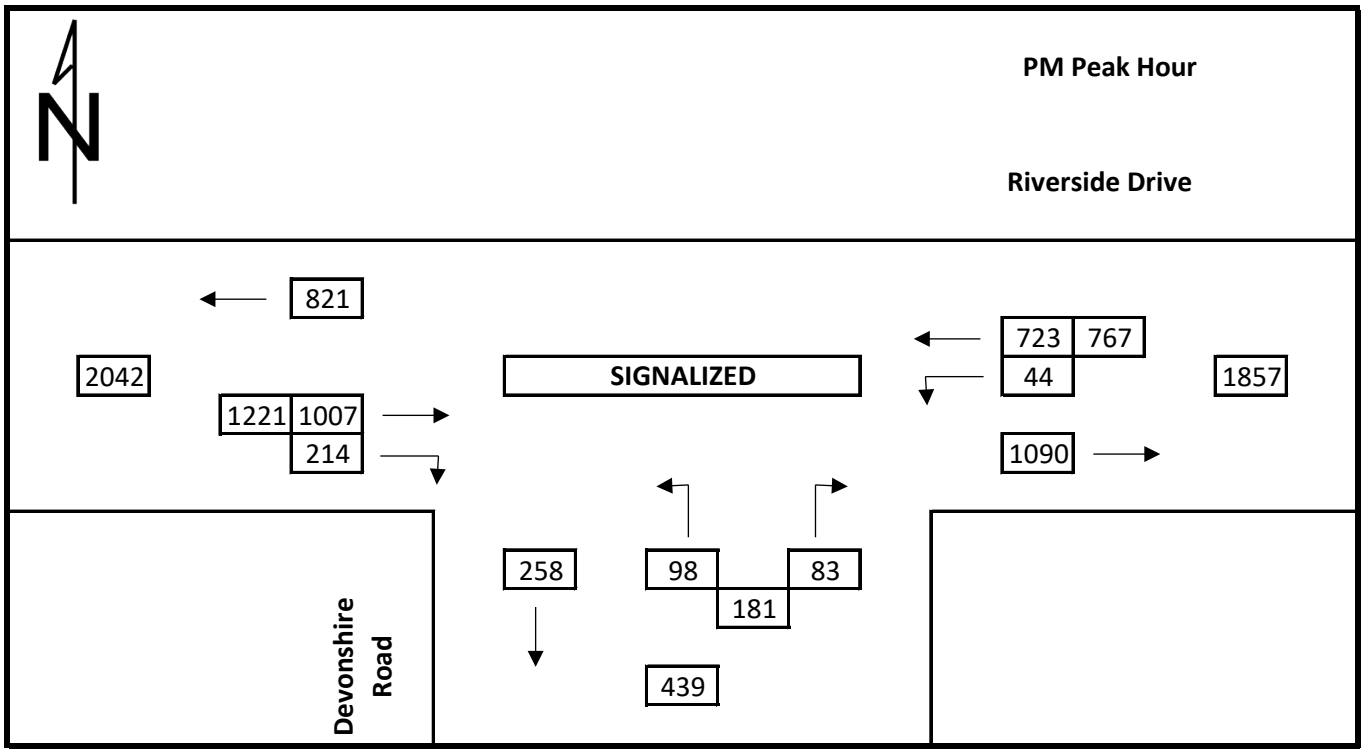
Riverside Drive East at Devonshire Road



Total Traffic 2035

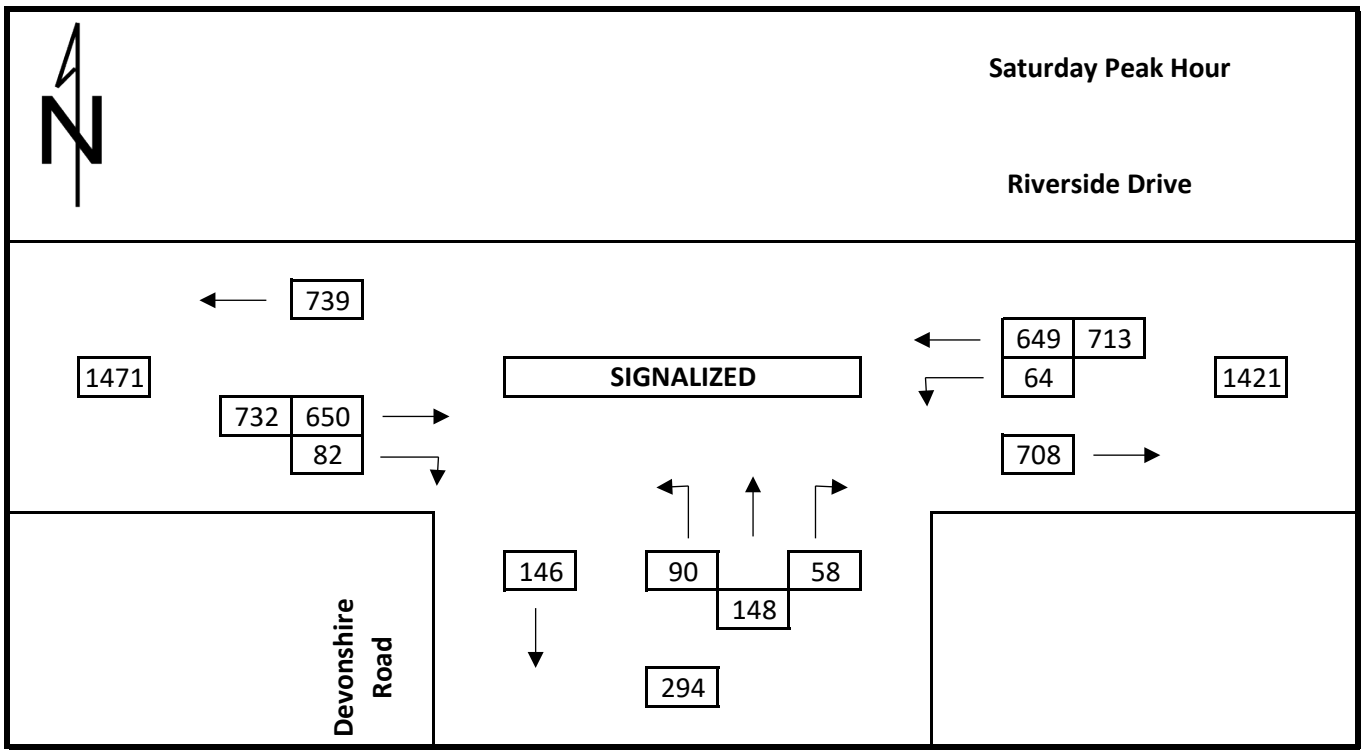
Riverside Drive East at Devonshire Road





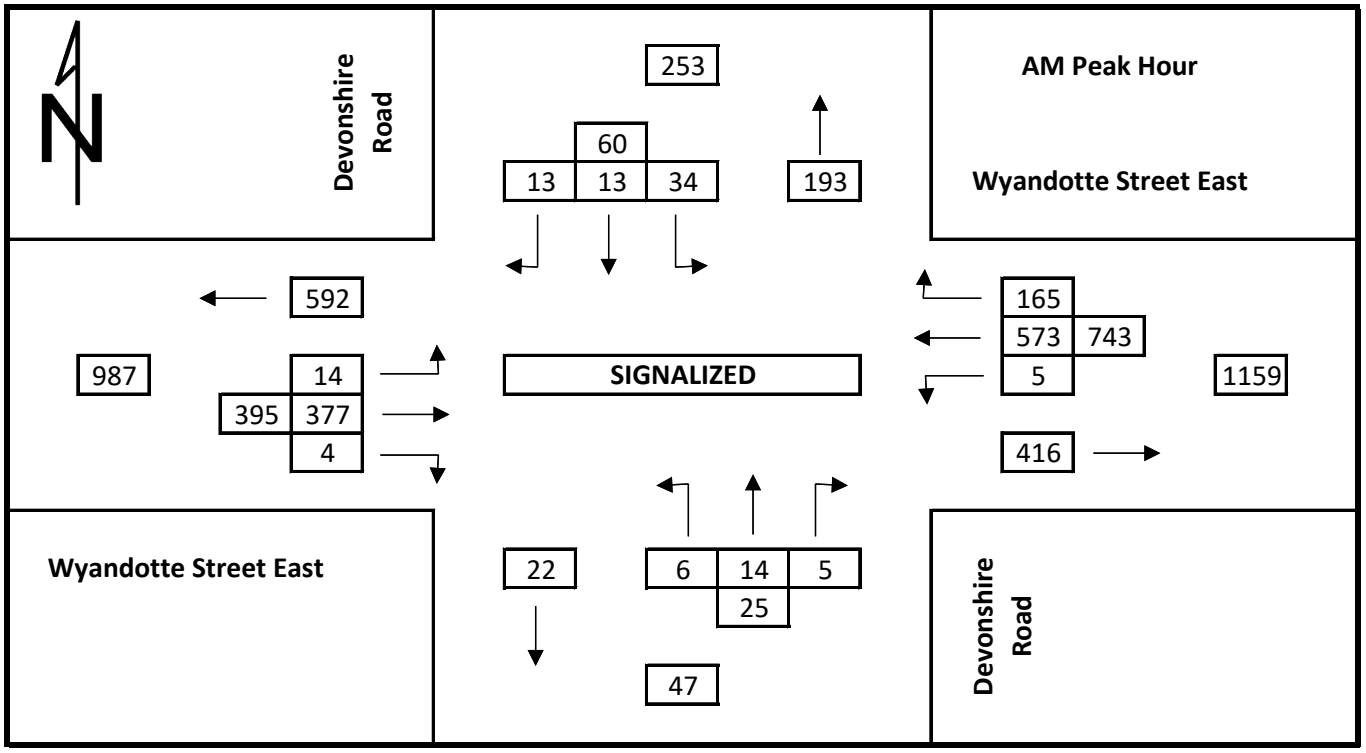
Total Traffic 2035

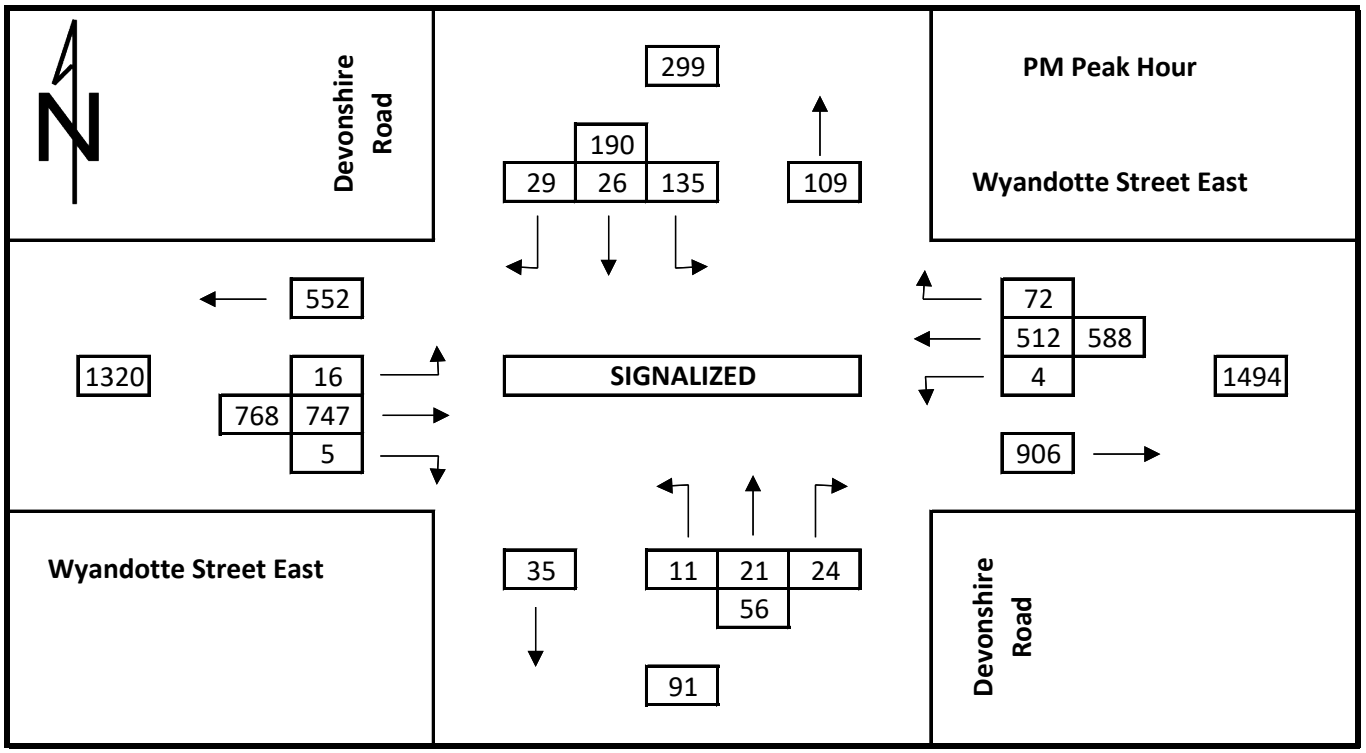
Riverside Drive East at Devonshire Road



Existing Traffic Counts

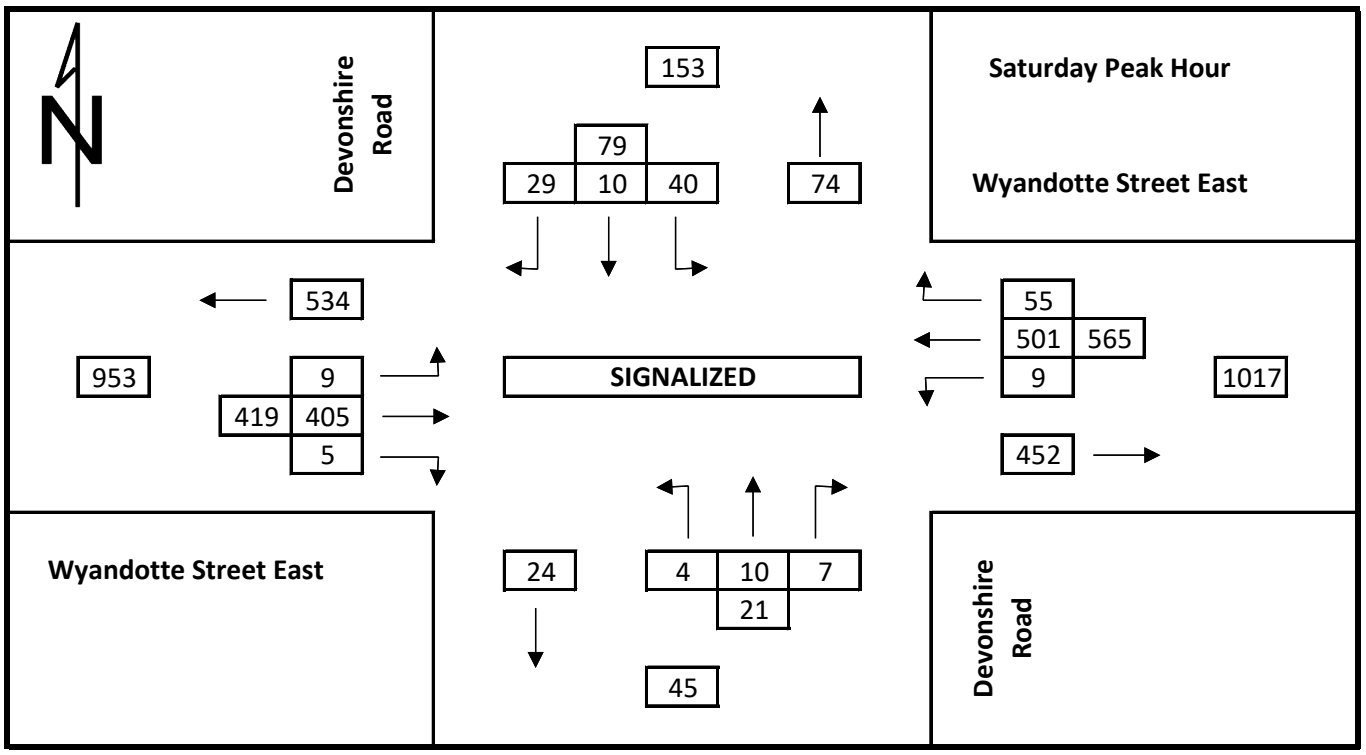
Devonshire Road at Wyandotte Street East





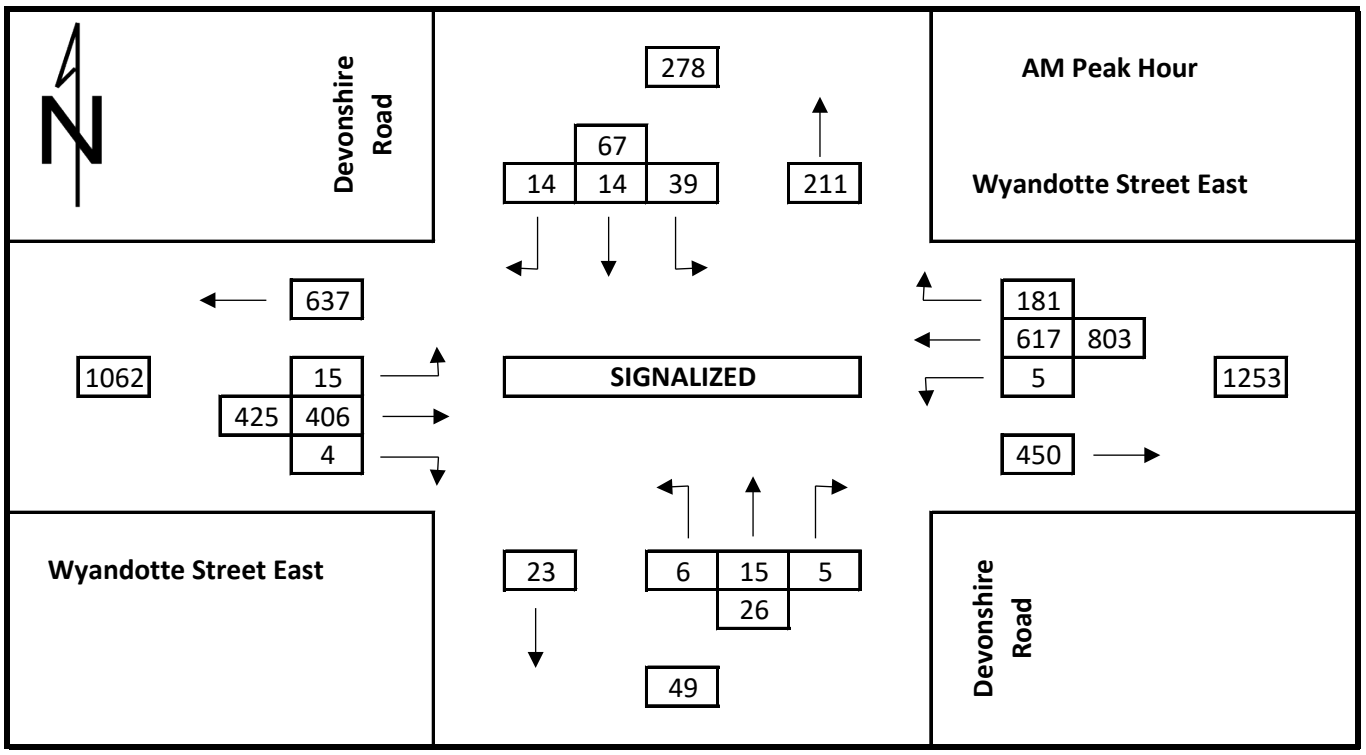
Existing Traffic Counts

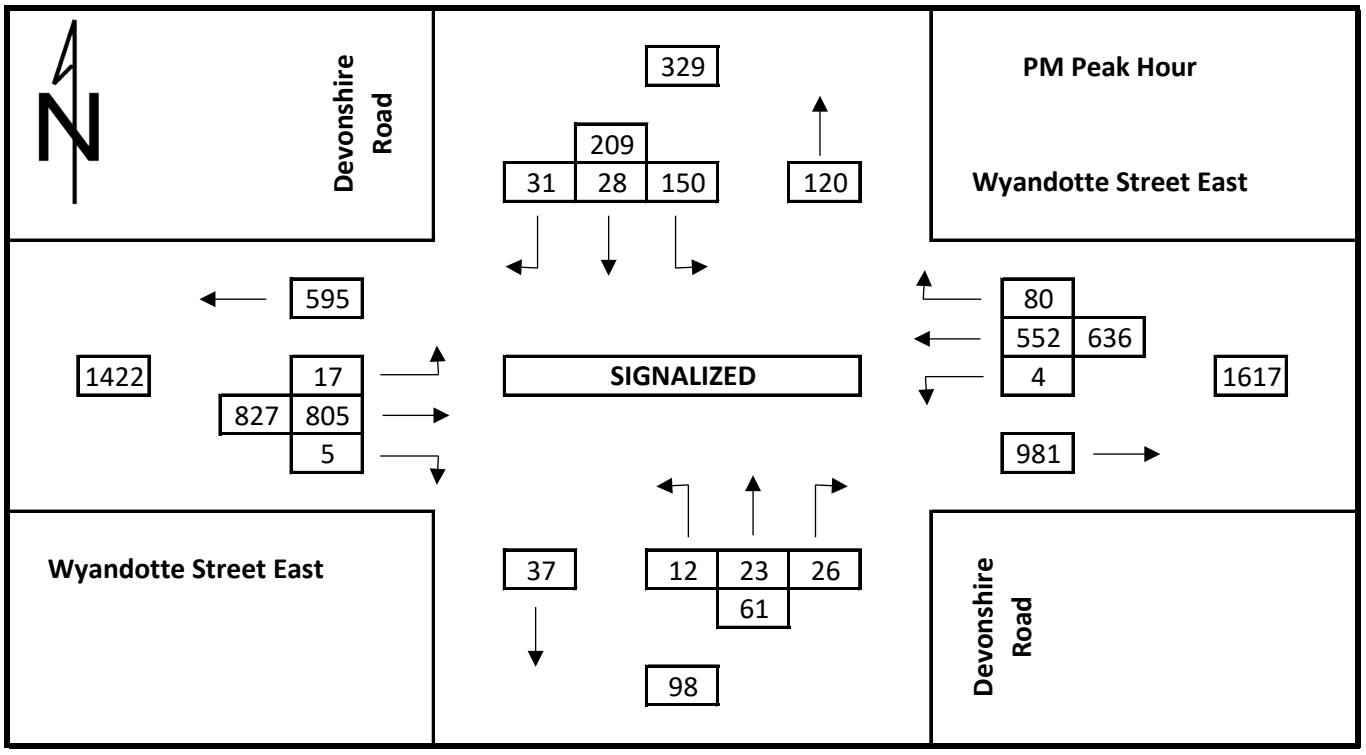
Devonshire Road at Wyandotte Street East



Total Traffic 2030

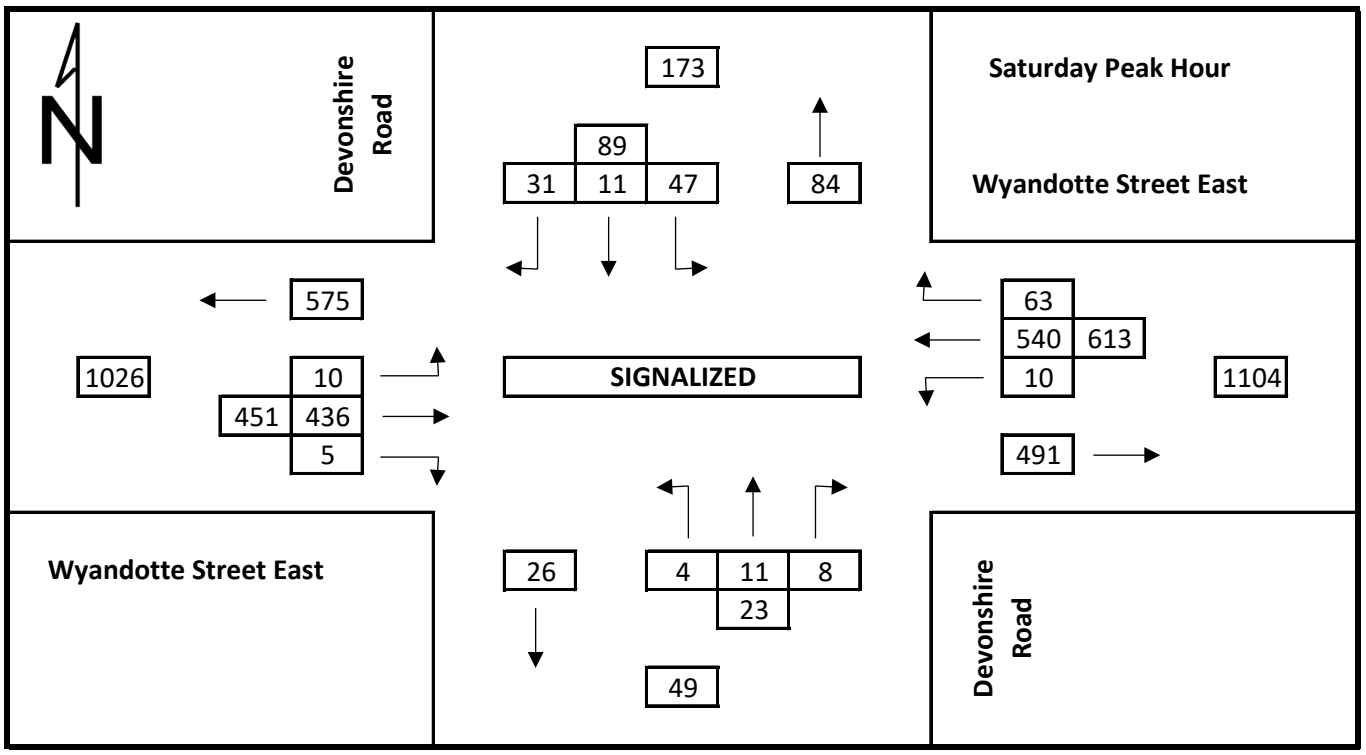
Devonshire Road at Wyandotte Street East





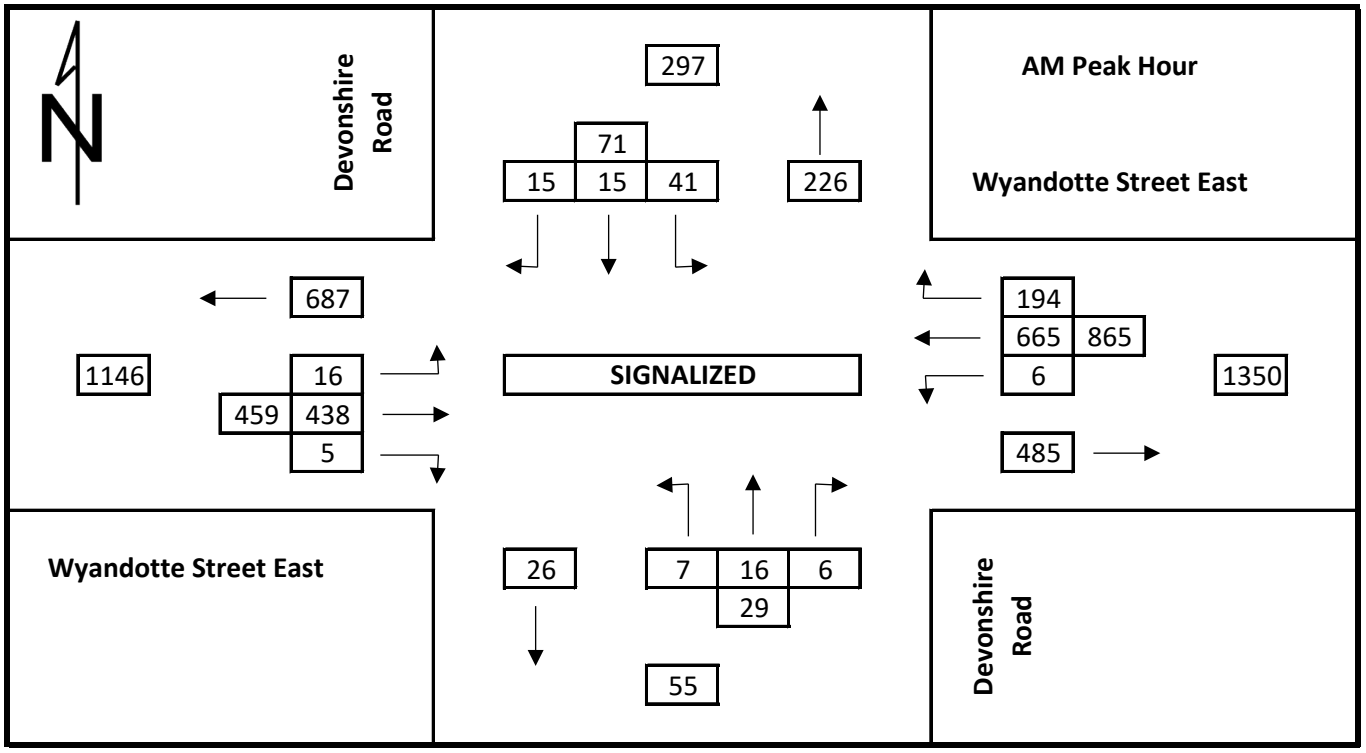
Total Traffic 2030

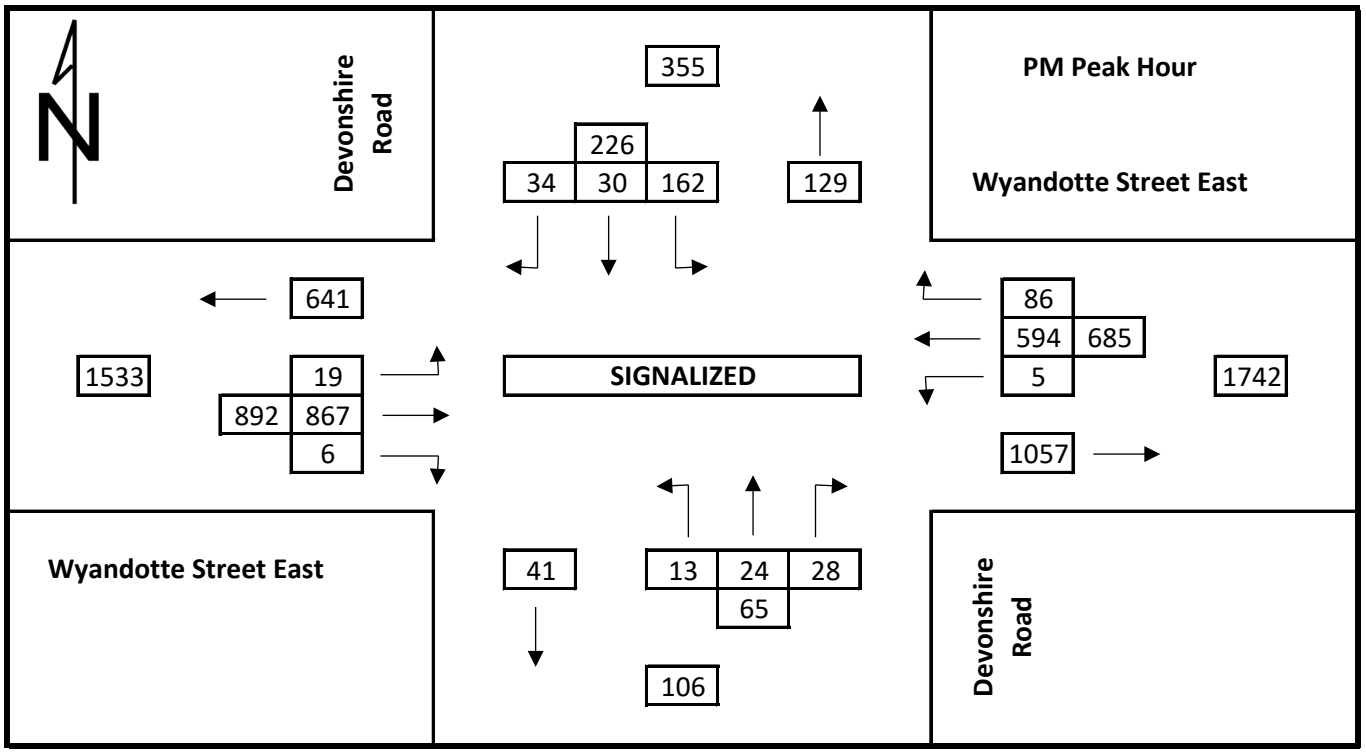
Devonshire Road at Wyandotte Street East



Total Traffic 2035

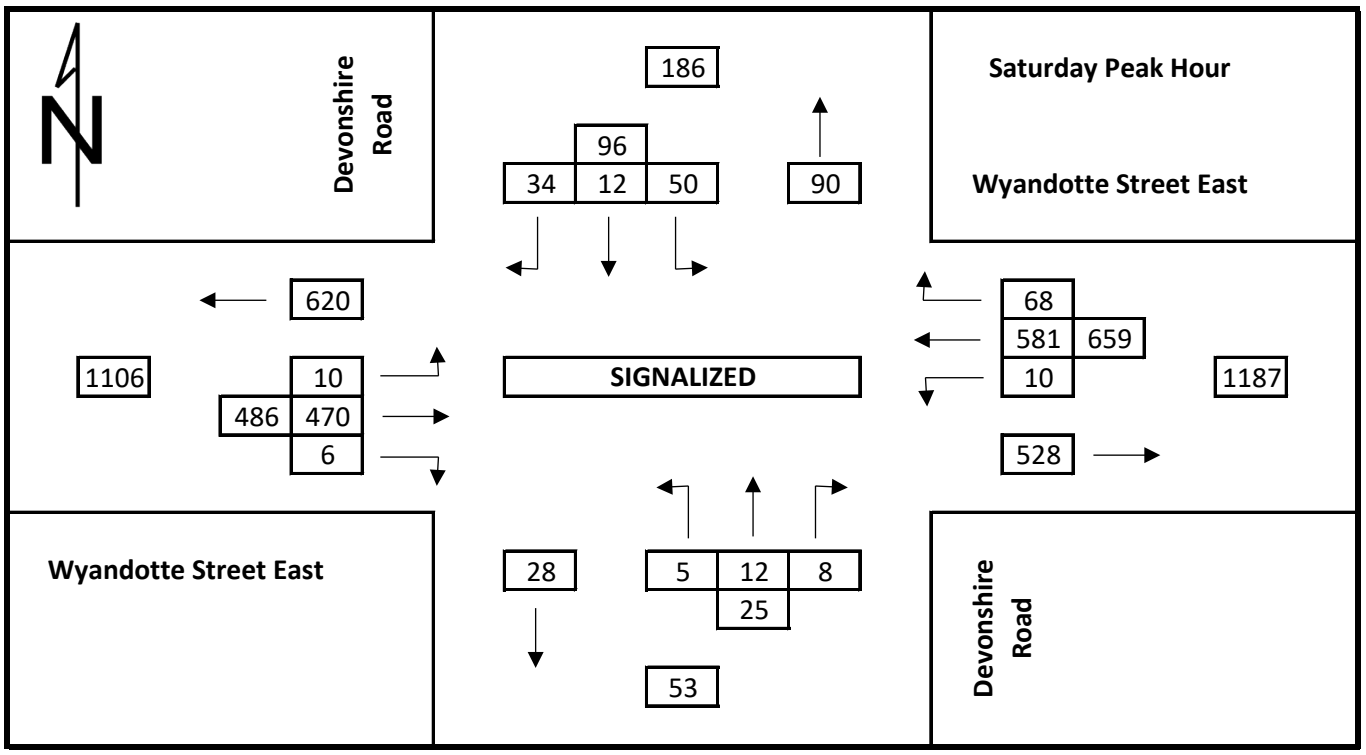
Devonshire Road at Wyandotte Street East





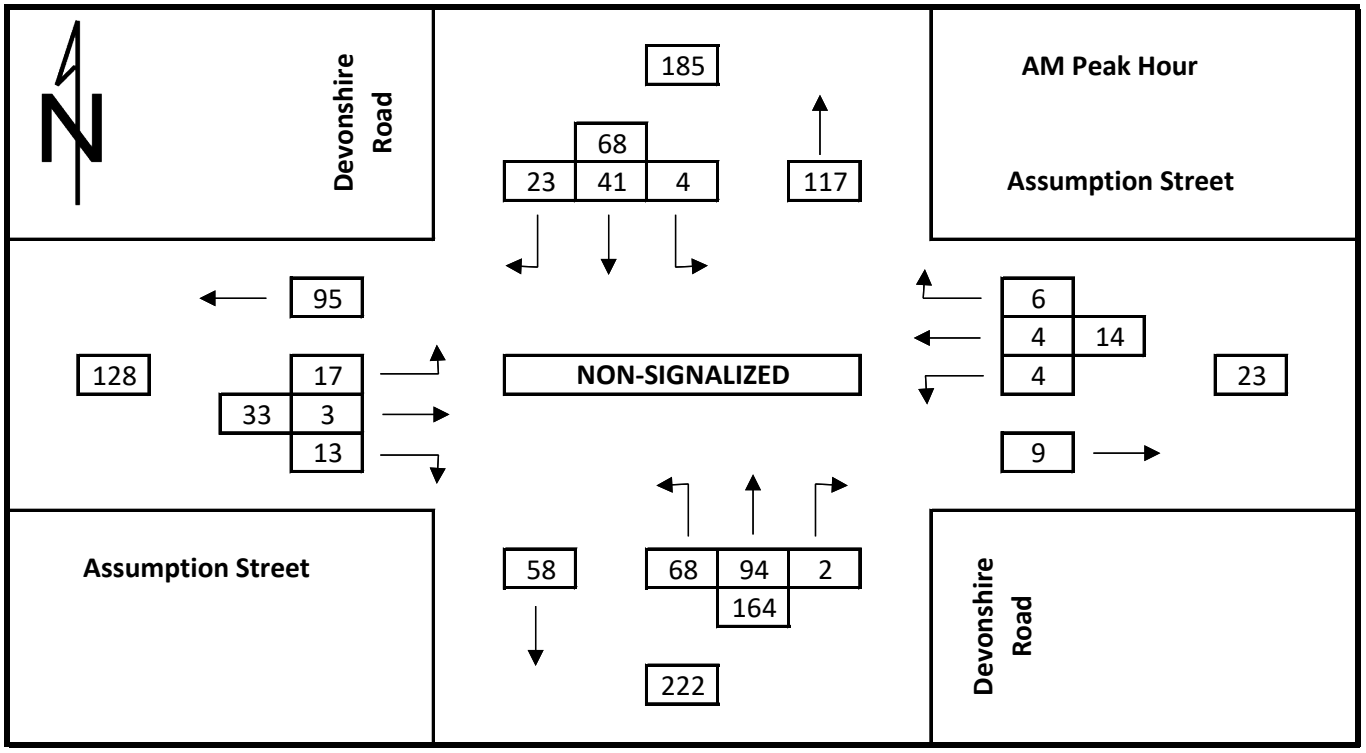
Total Traffic 2035

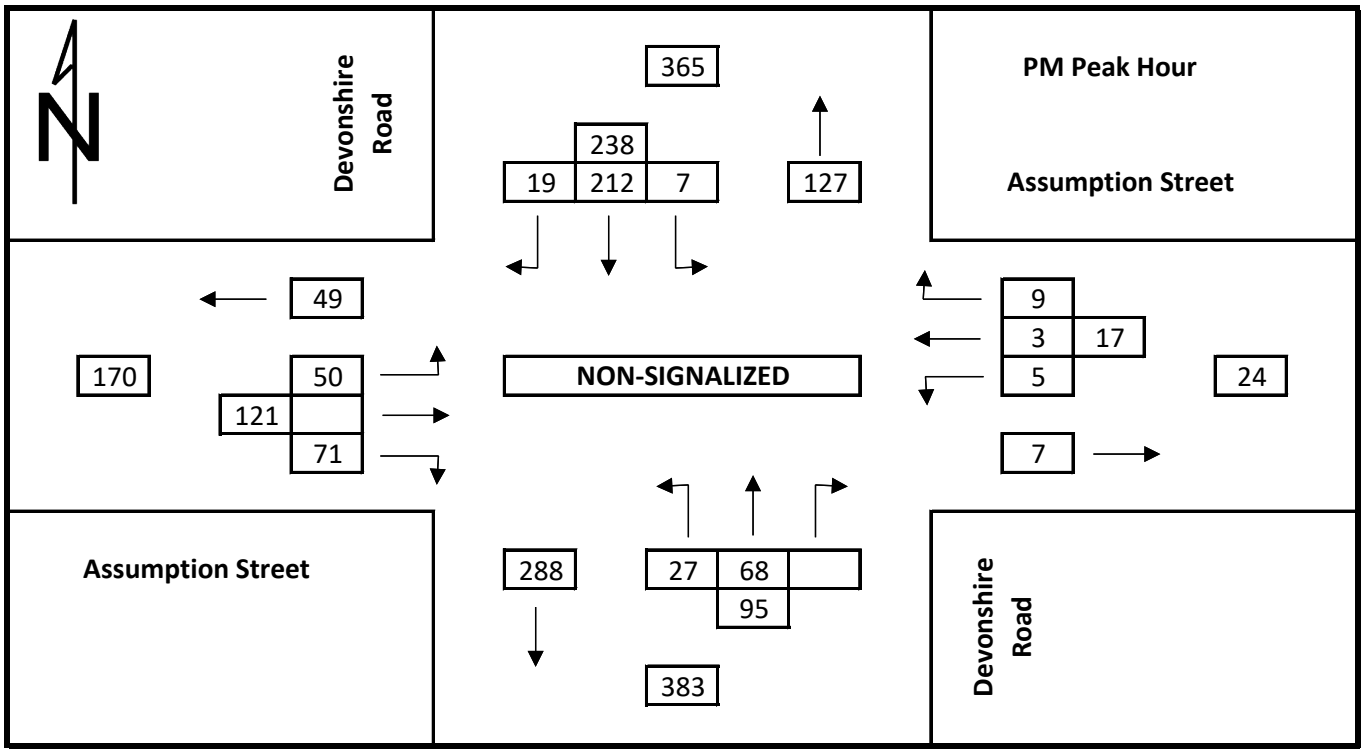
Devonshire Road at Wyandotte Street East



Existing Traffic Counts

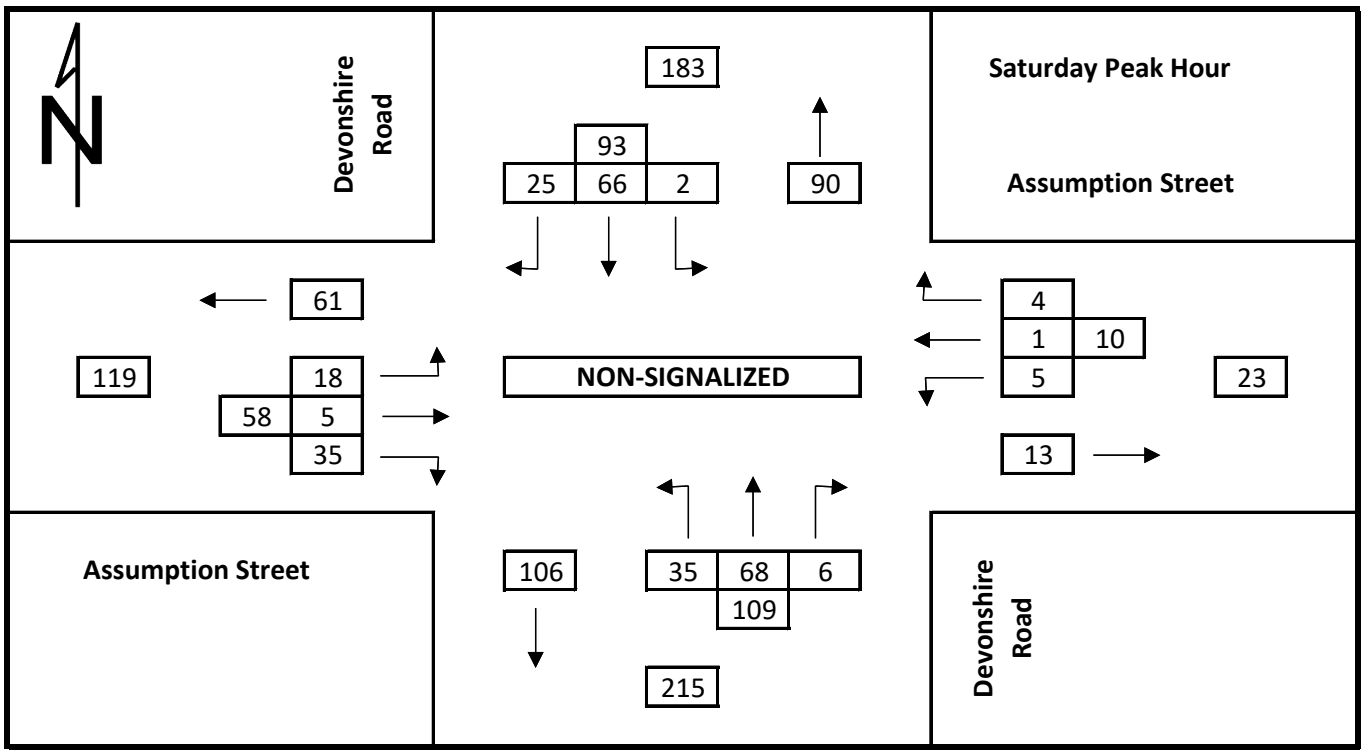
Devonshire Road at Assumption Street





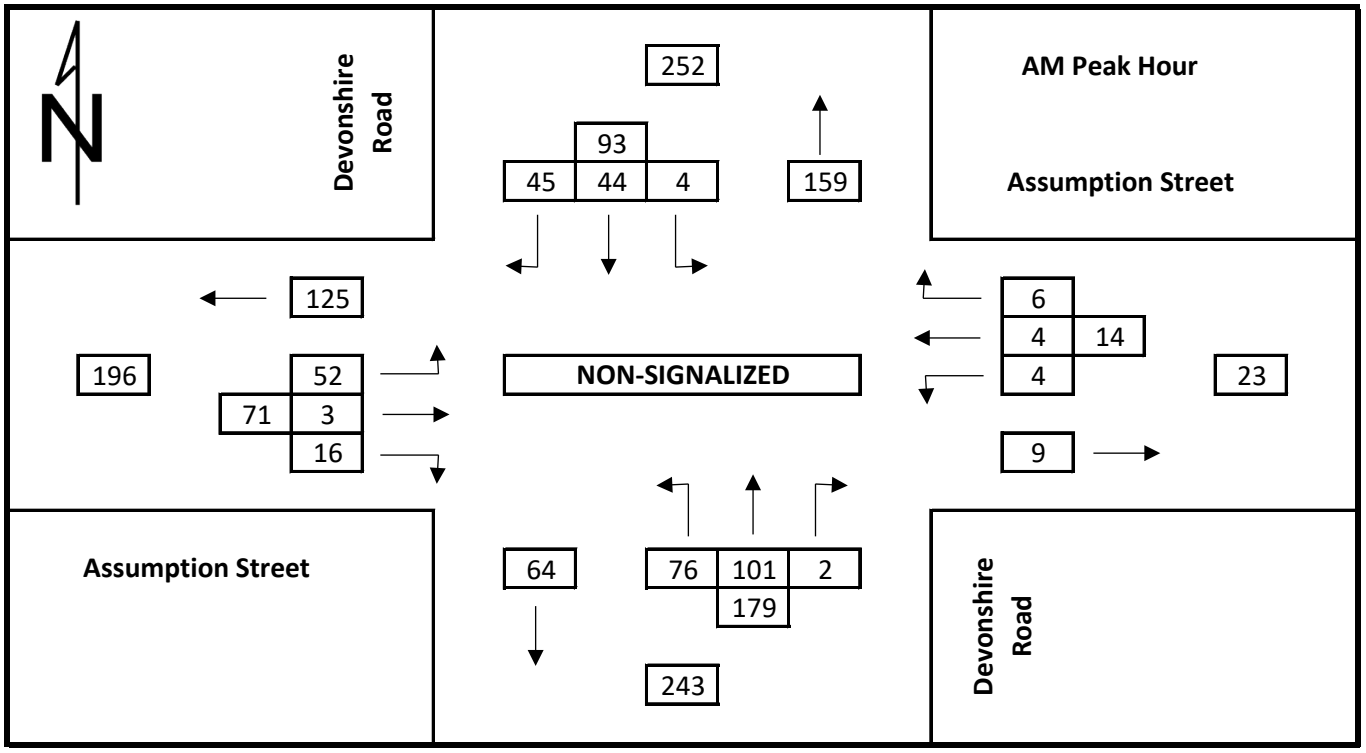
Existing Traffic Counts

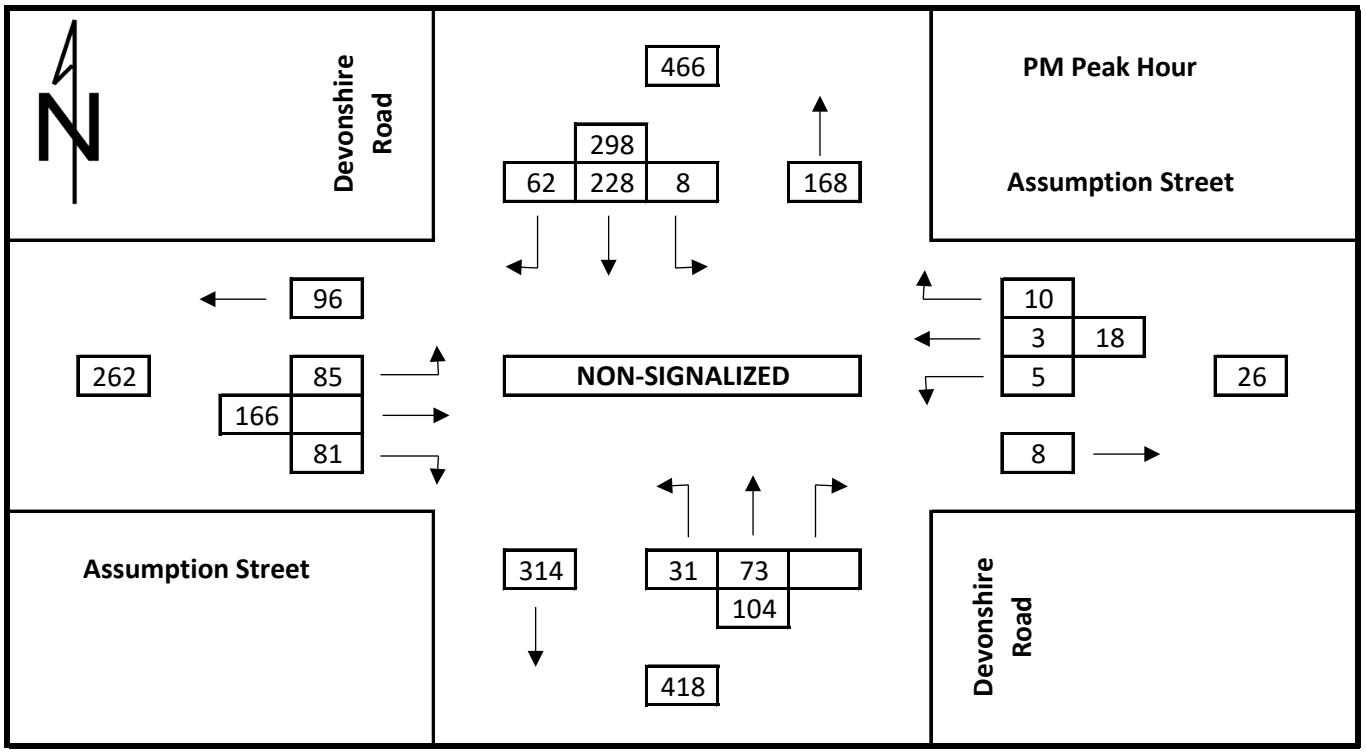
Devonshire Road at Assumption Street



Total Traffic 2030

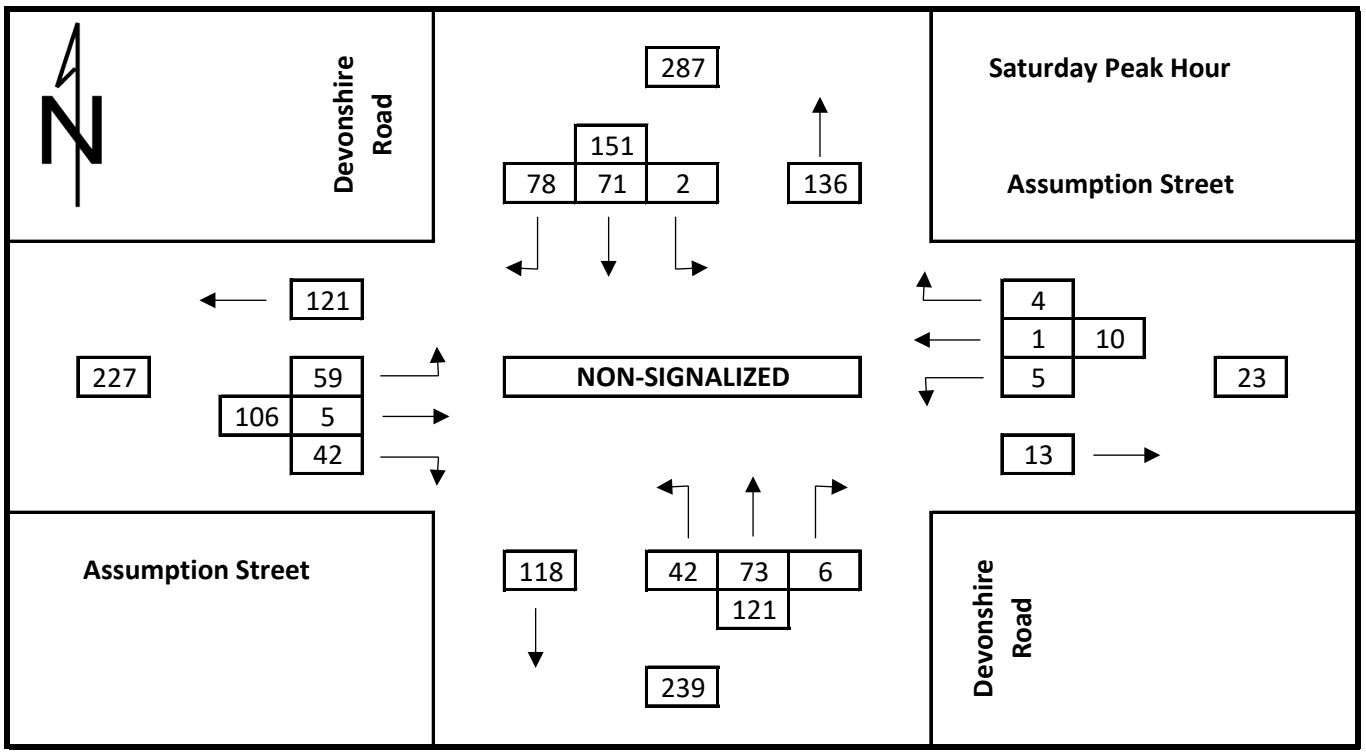
Devonshire Road at Assumption Street





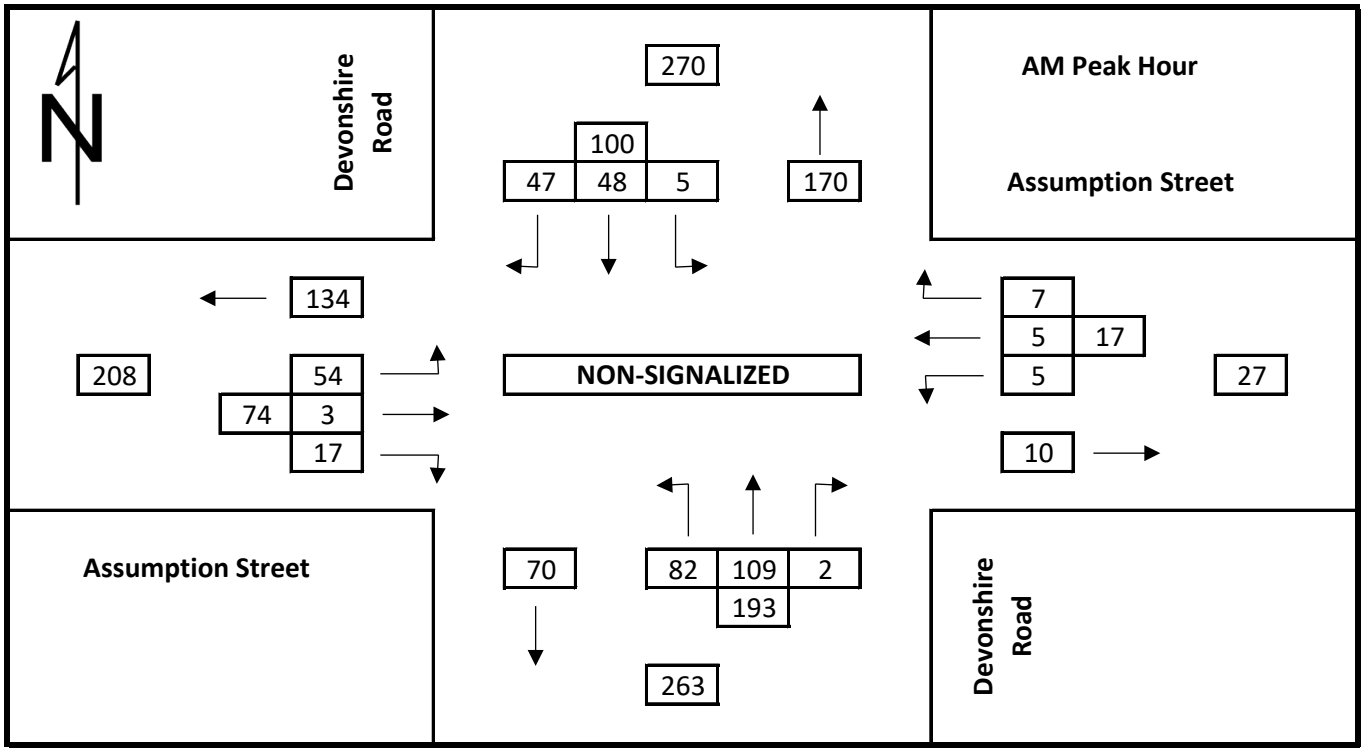
Total Traffic 2030

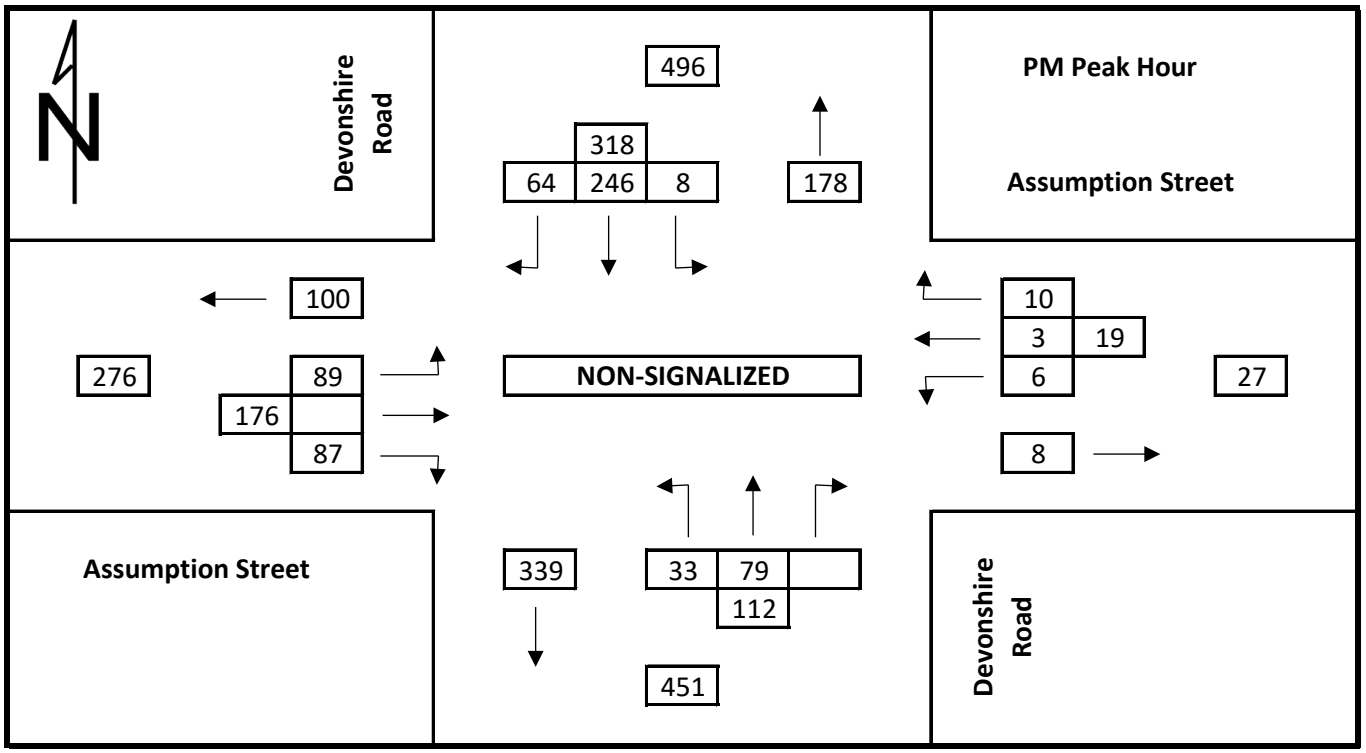
Devonshire Road at Assumption Street



Total Traffic 2035

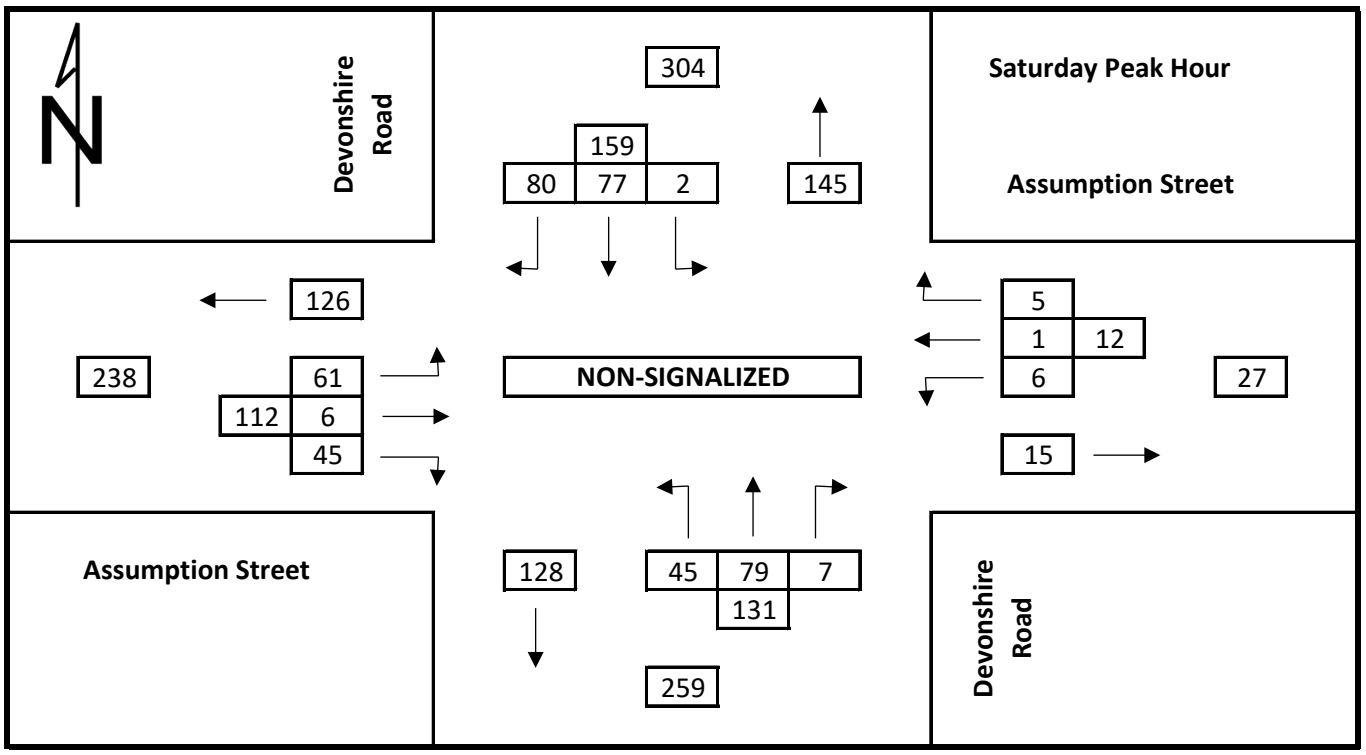
Devonshire Road at Assumption Street





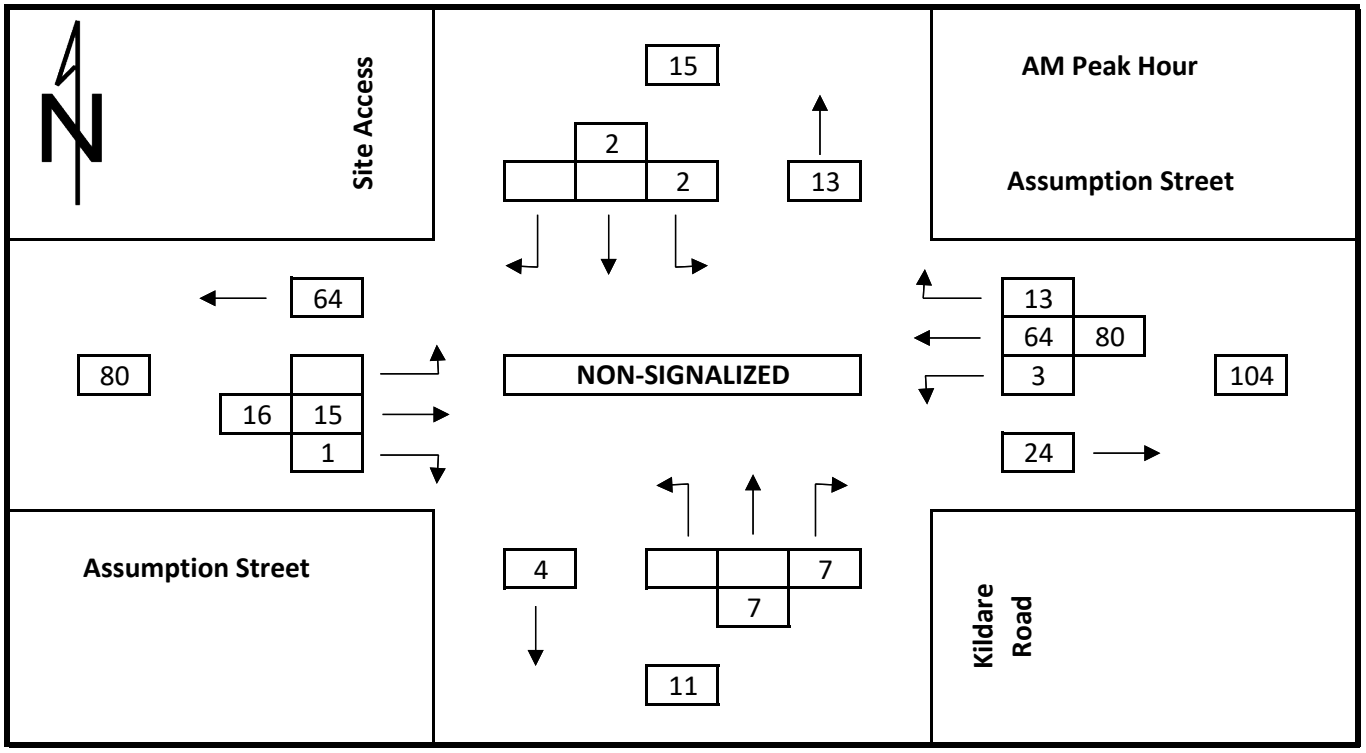
Total Traffic 2035

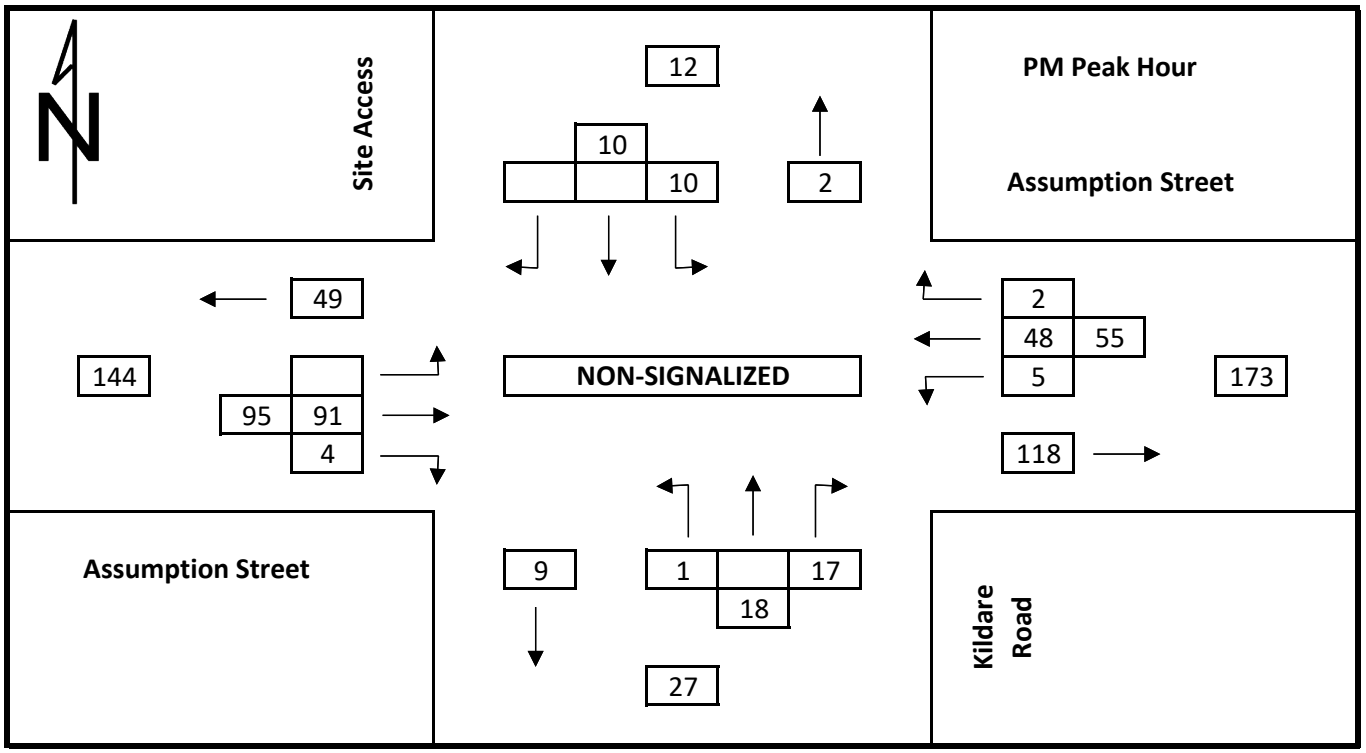
Devonshire Road at Assumption Street



Existing Traffic Counts

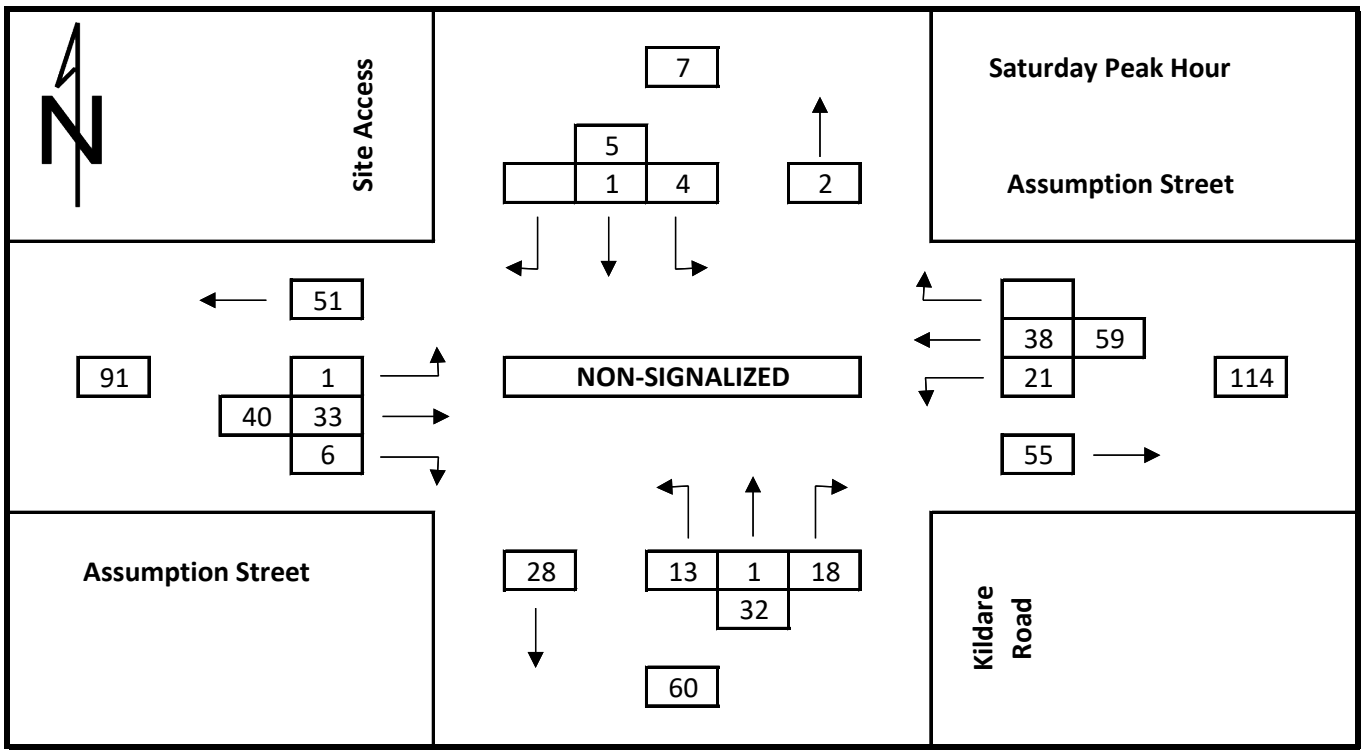
Kildare Road at Assumption Street





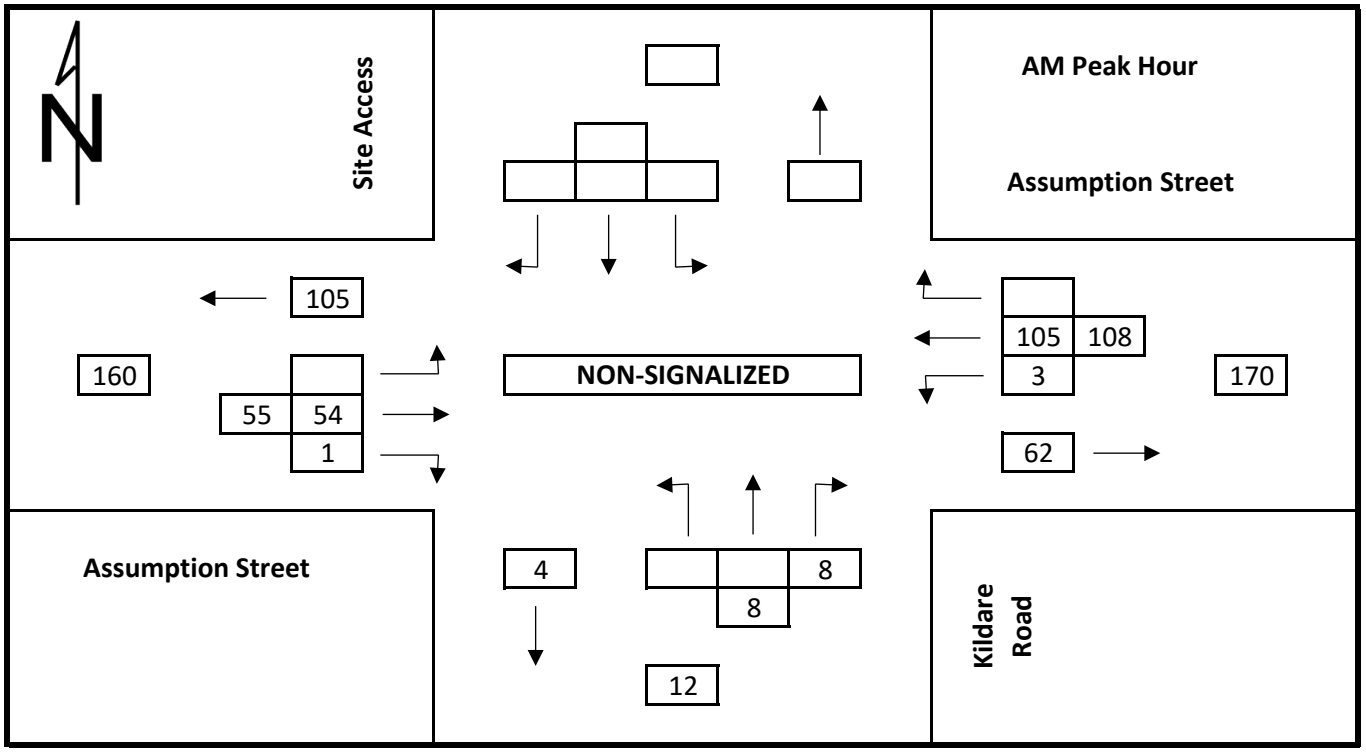
Existing Traffic Counts

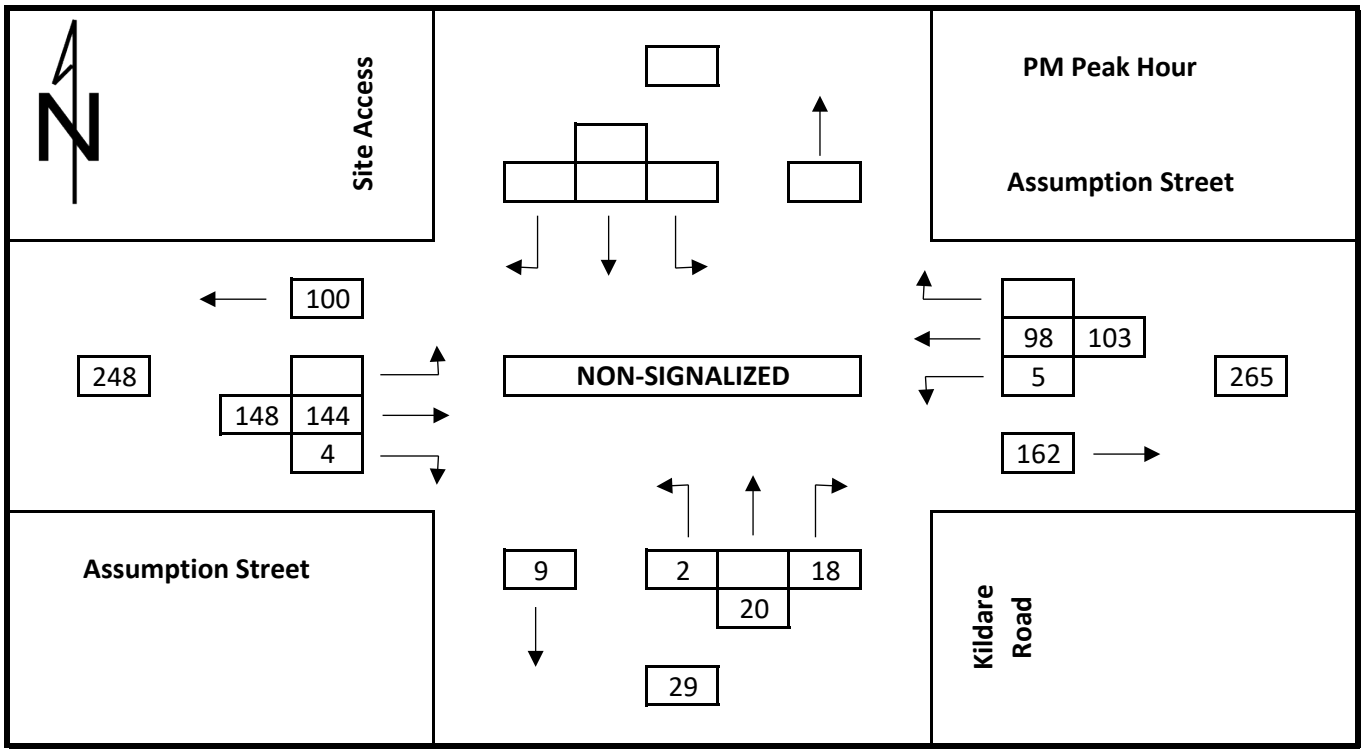
Kildare Road at Assumption Street



Total Traffic 2030

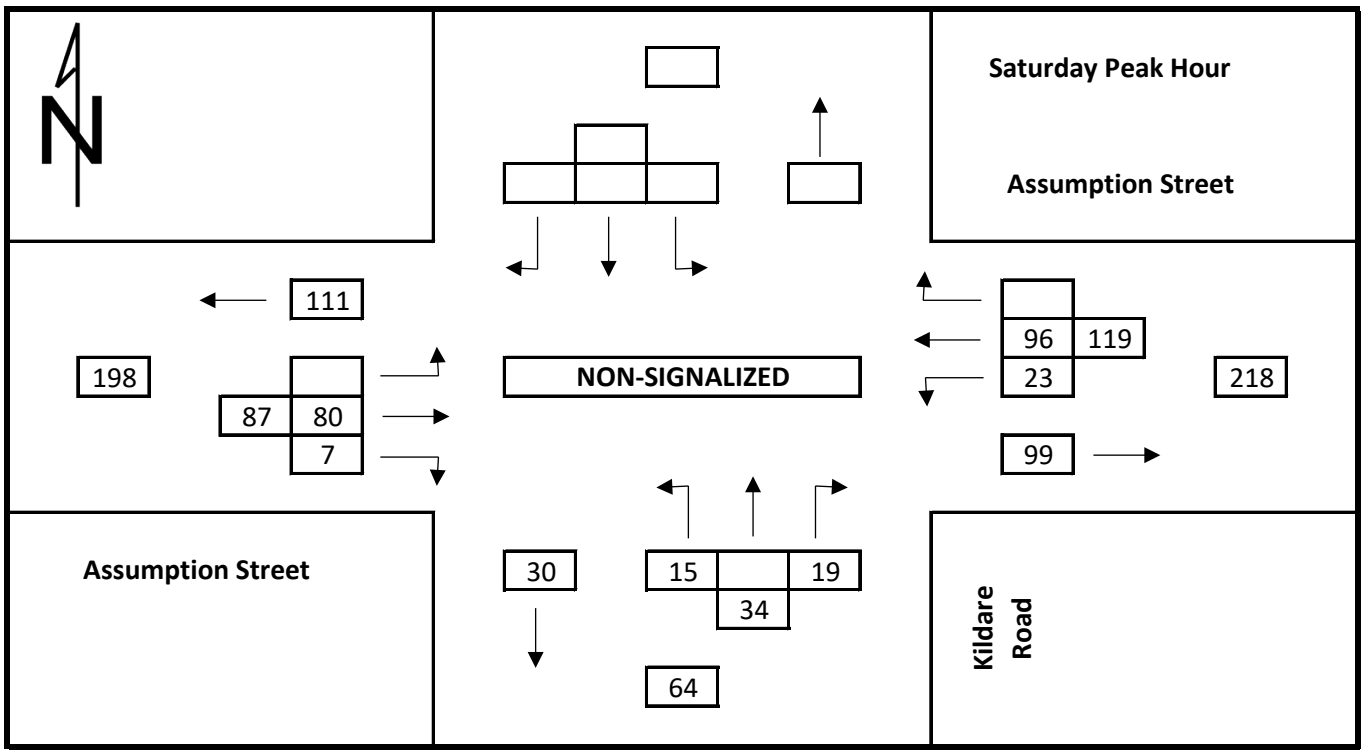
Kildare Road at Assumption Street





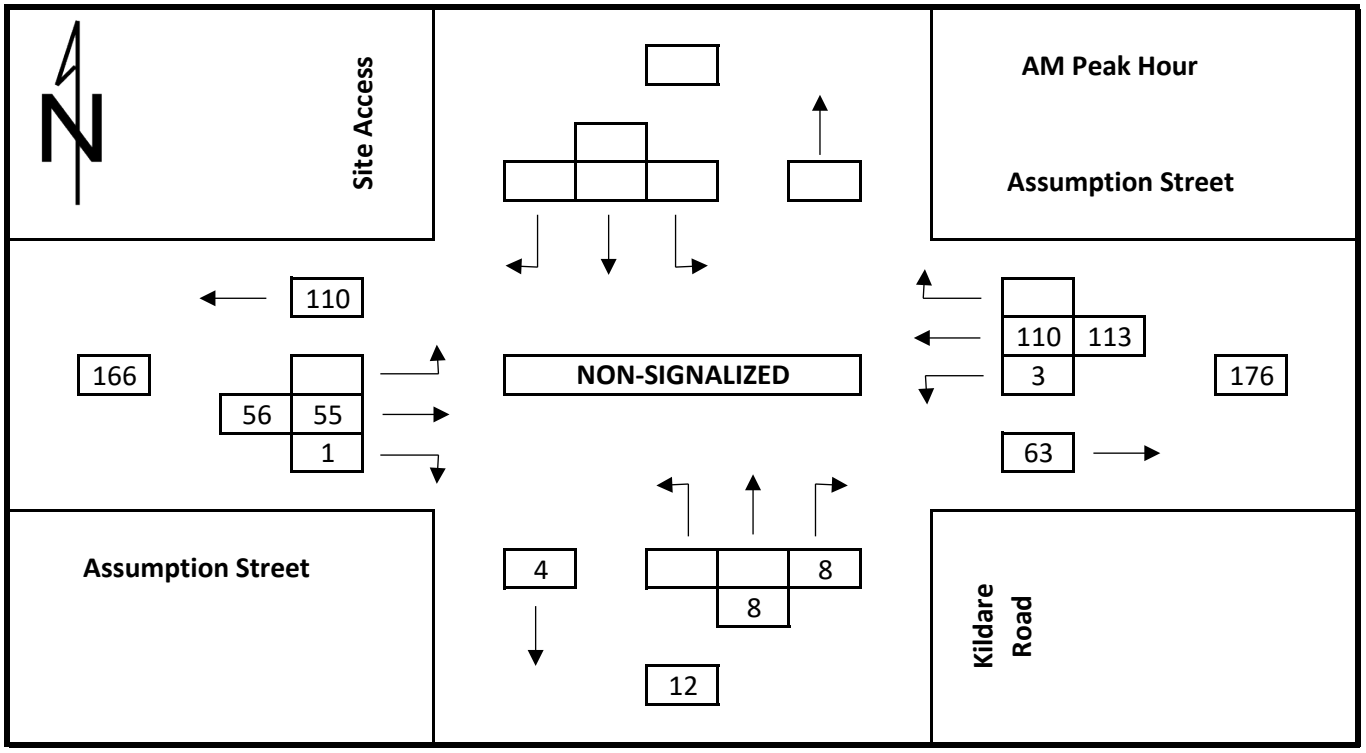
Total Traffic 2030

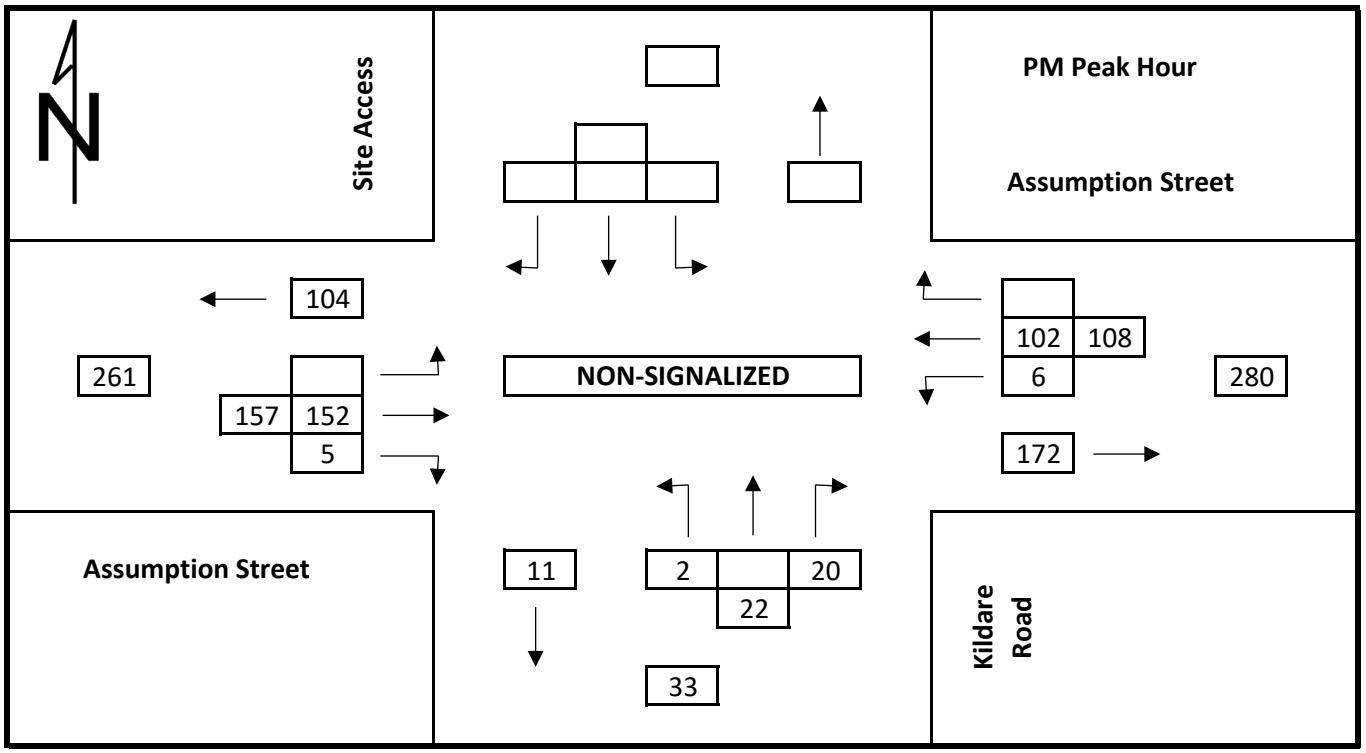
Kildare Road at Assumption Street



Total Traffic 2035

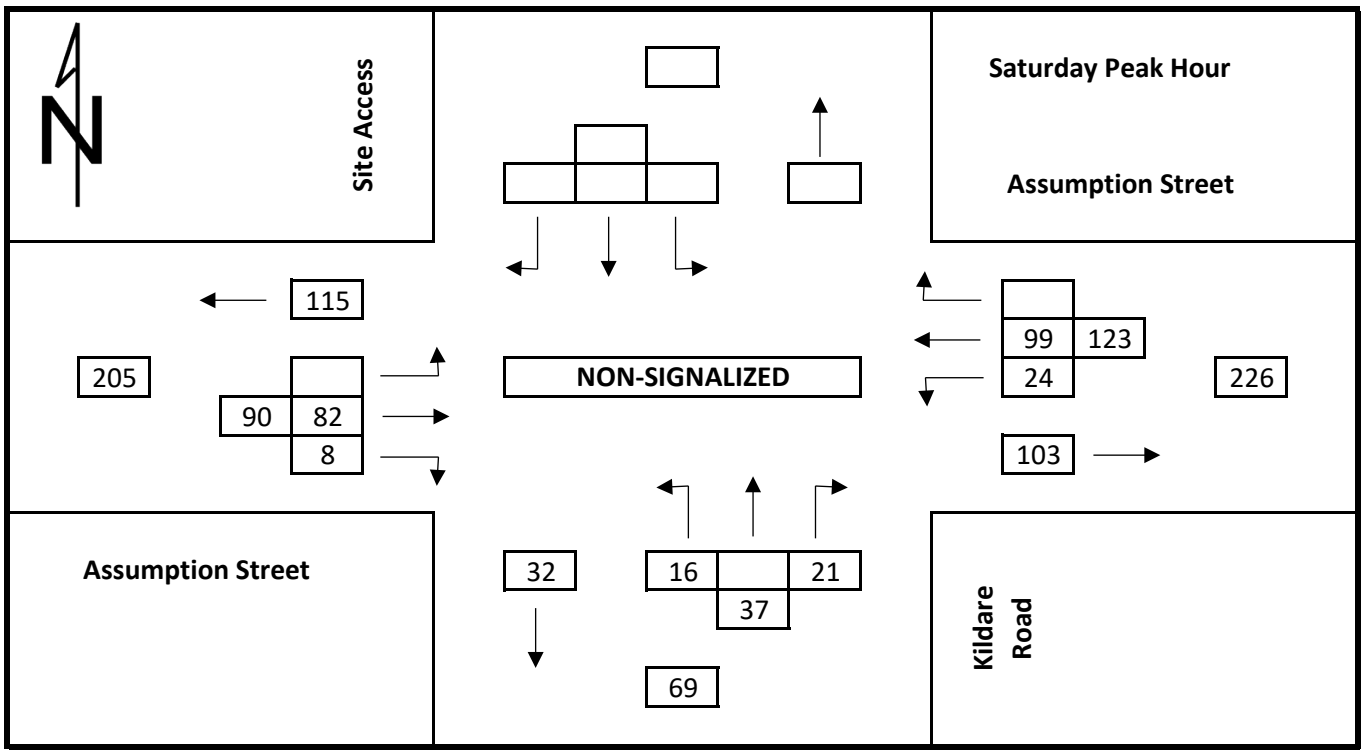
Kildare Road at Assumption Street





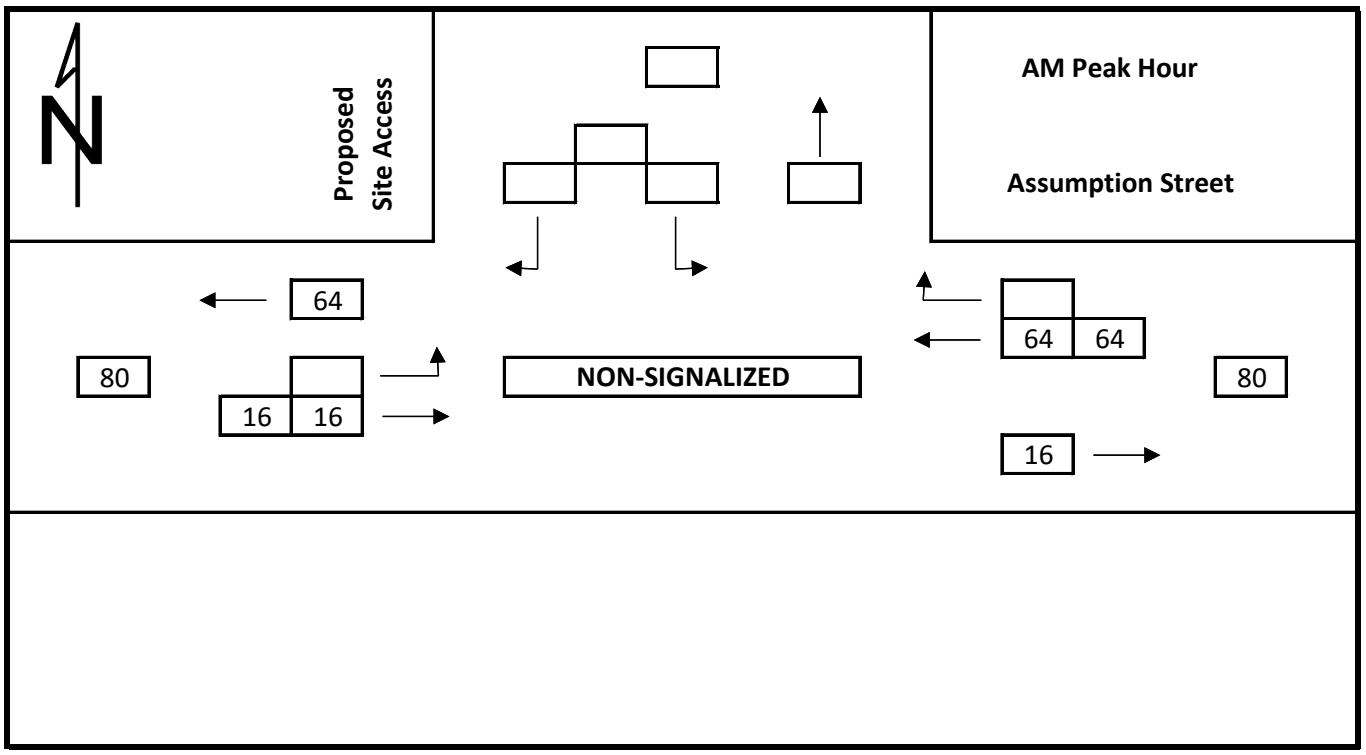
Total Traffic 2035

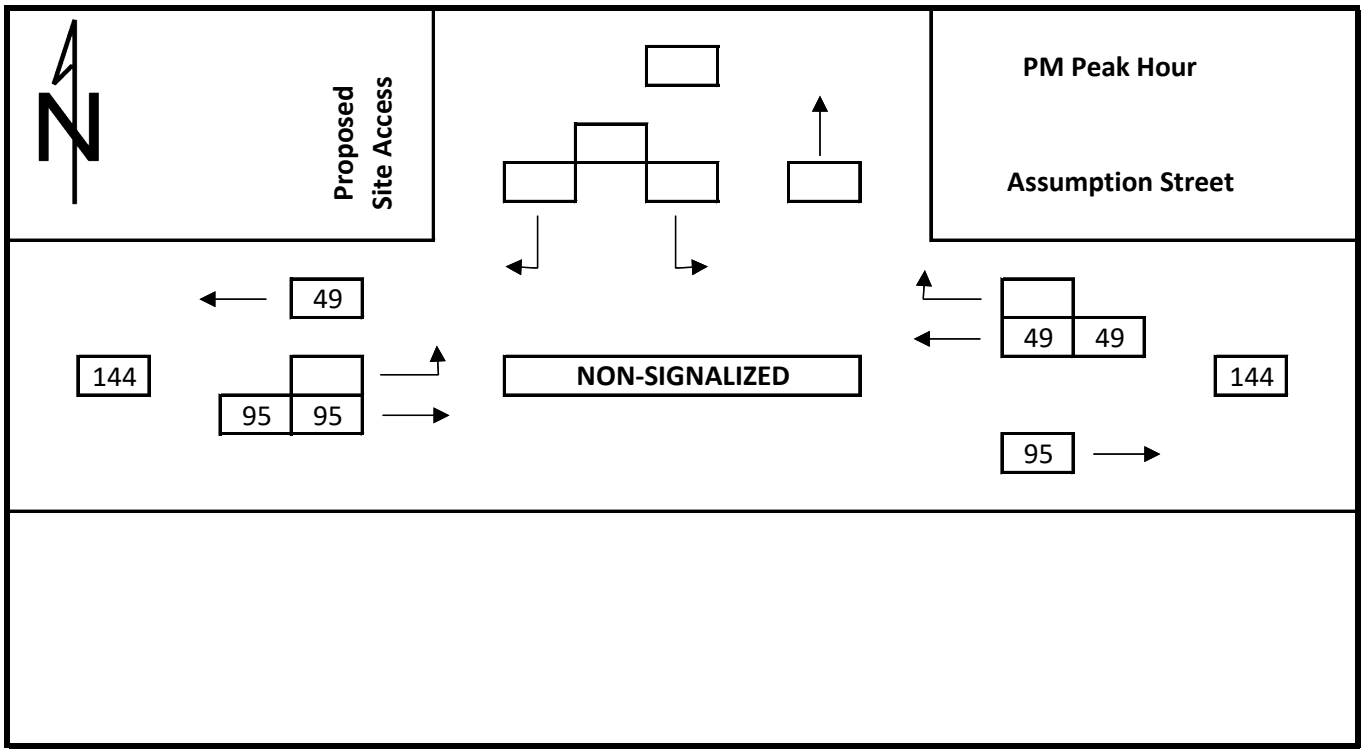
Kildare Road at Assumption Street



Existing Traffic Counts

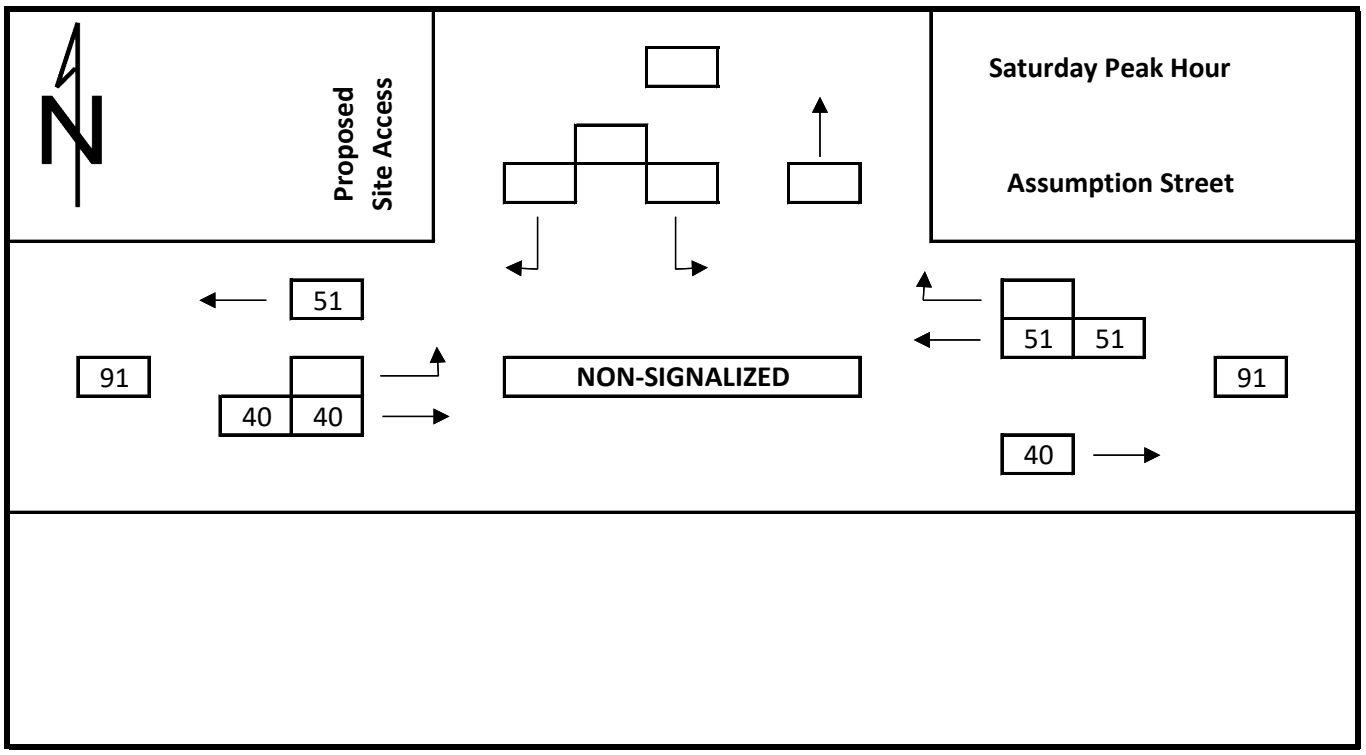
Proposed Site Access at Assumption Street





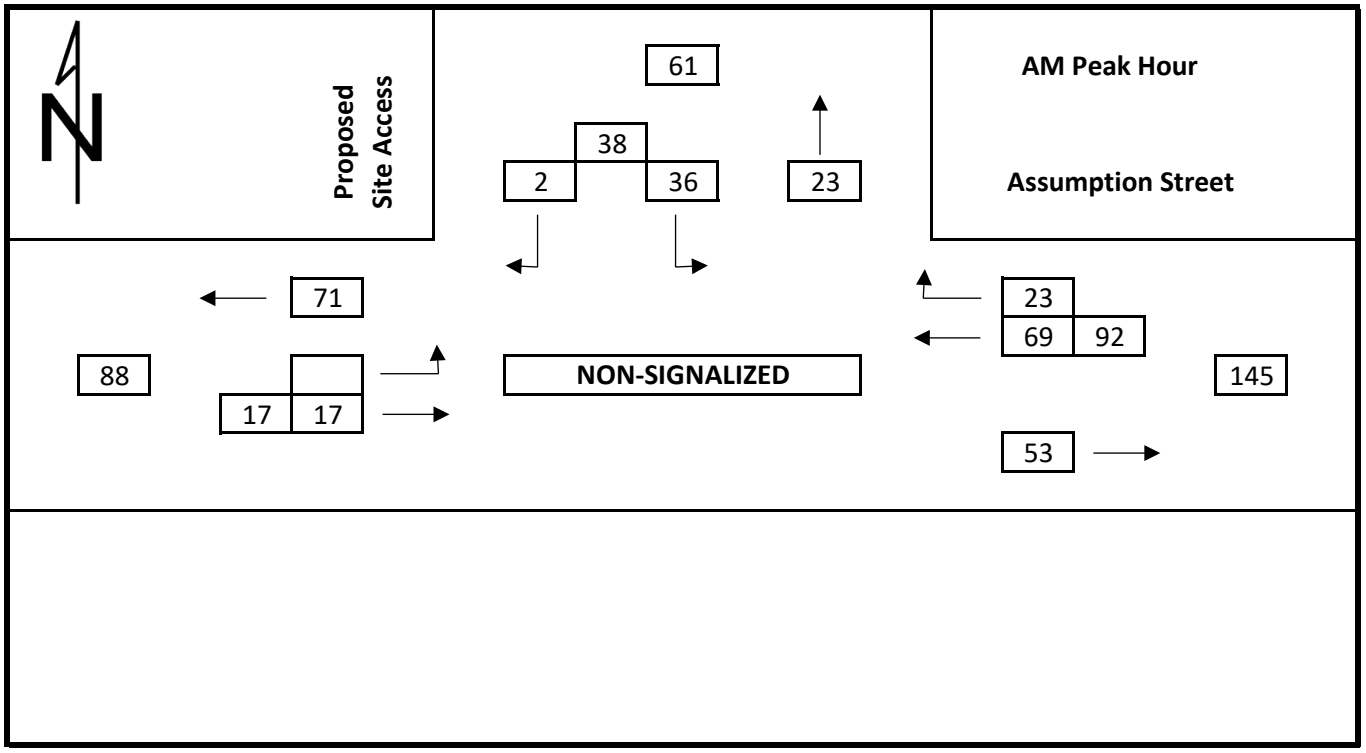
Existing Traffic Counts

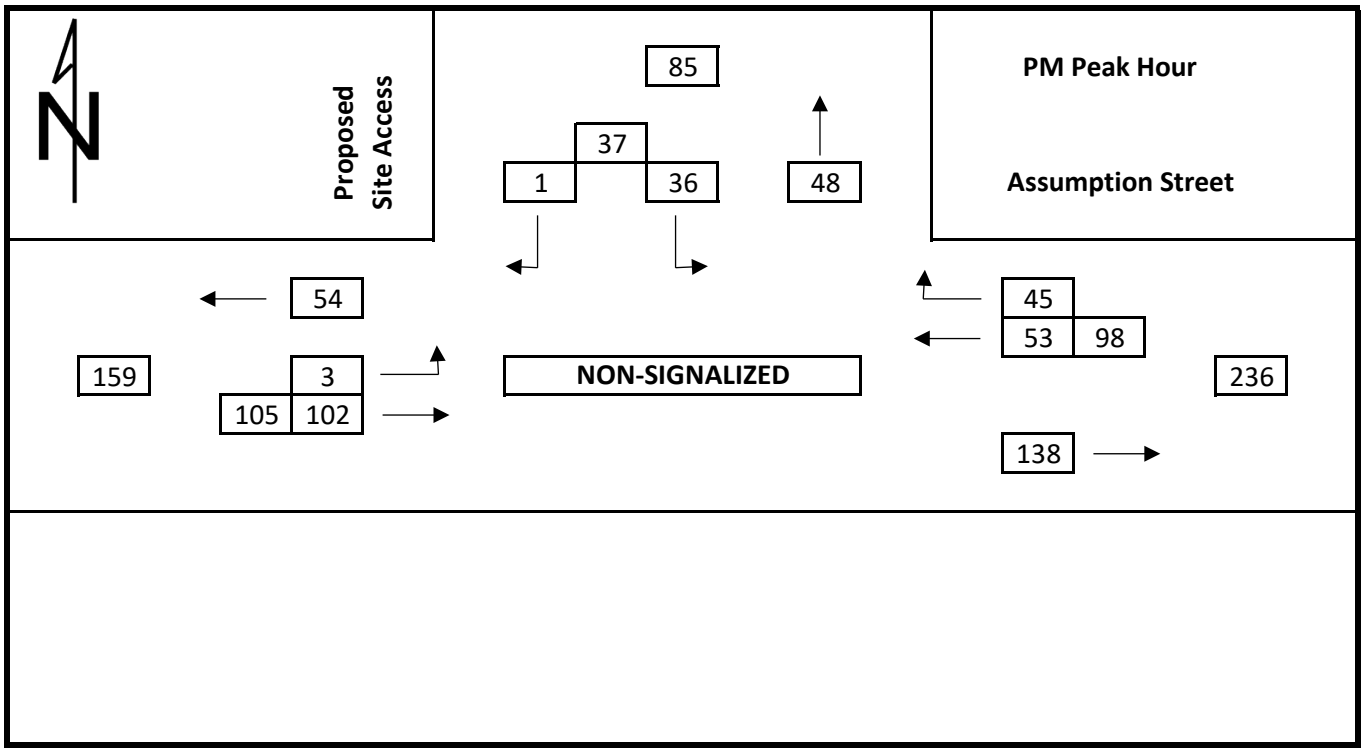
Proposed Site Access at Assumption Street



Total Traffic 2030

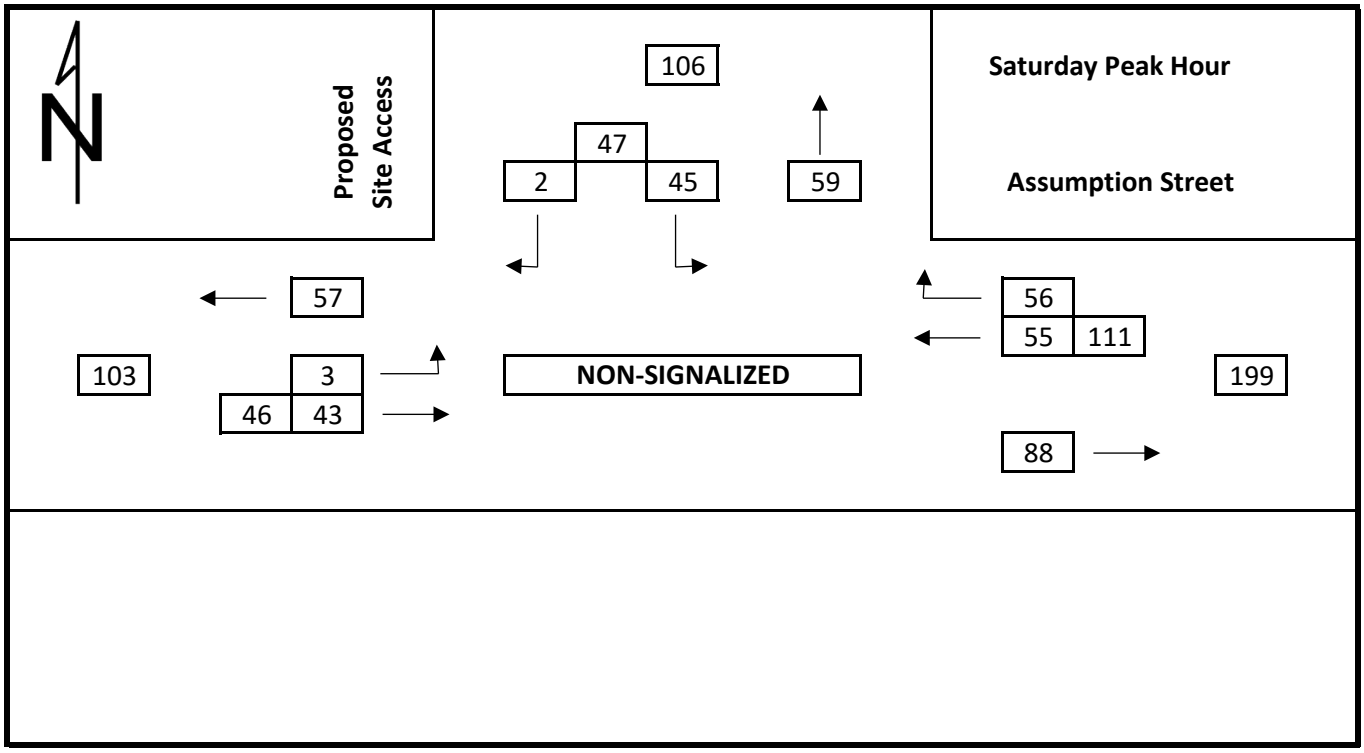
Proposed Site Access at Assumption Street





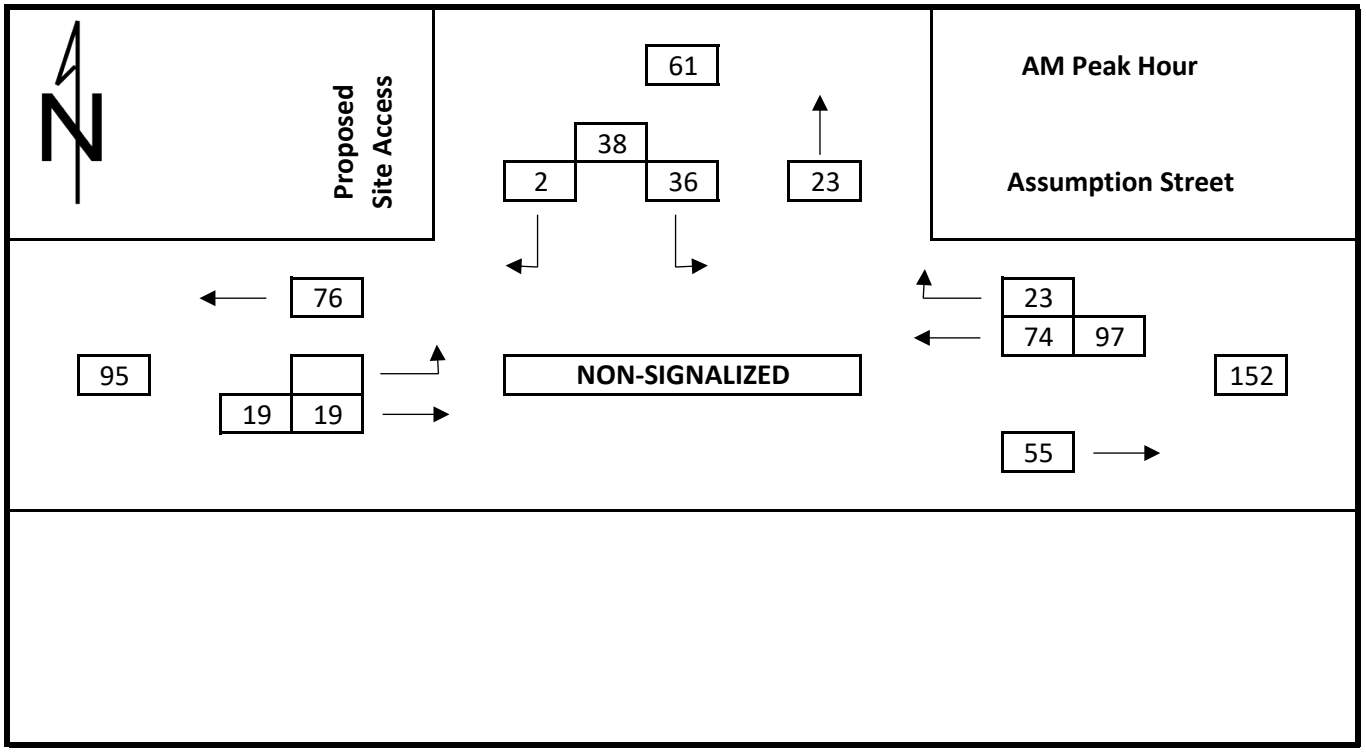
Total Traffic 2030

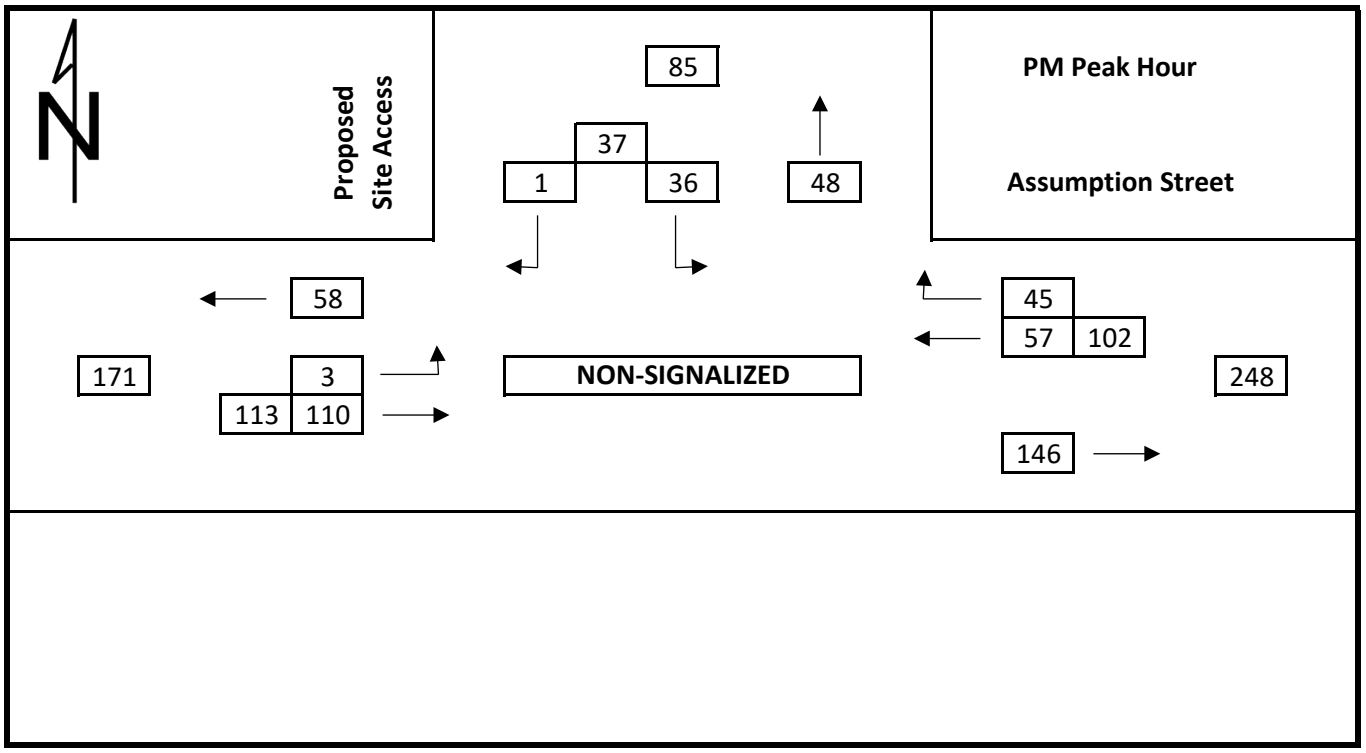
Proposed Site Access at Assumption Street



Total Traffic 2035

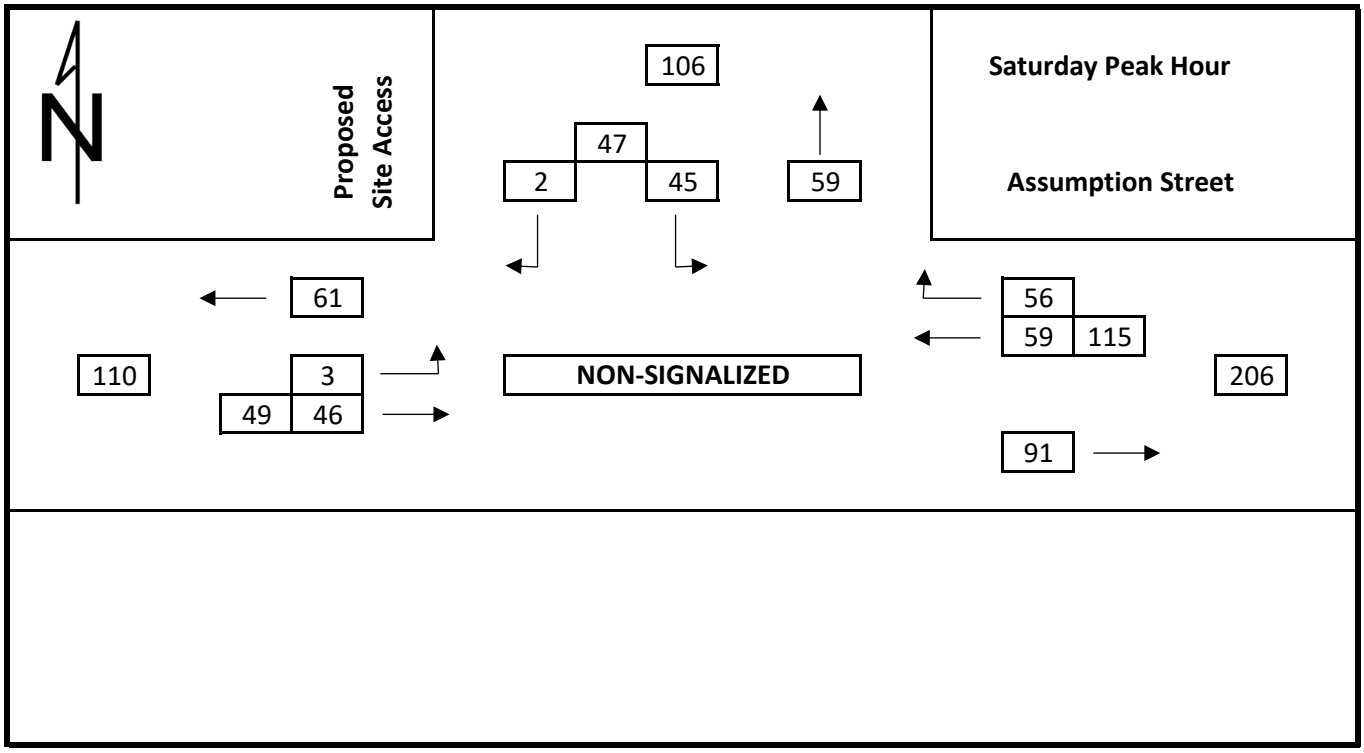
Proposed Site Access at Assumption Street





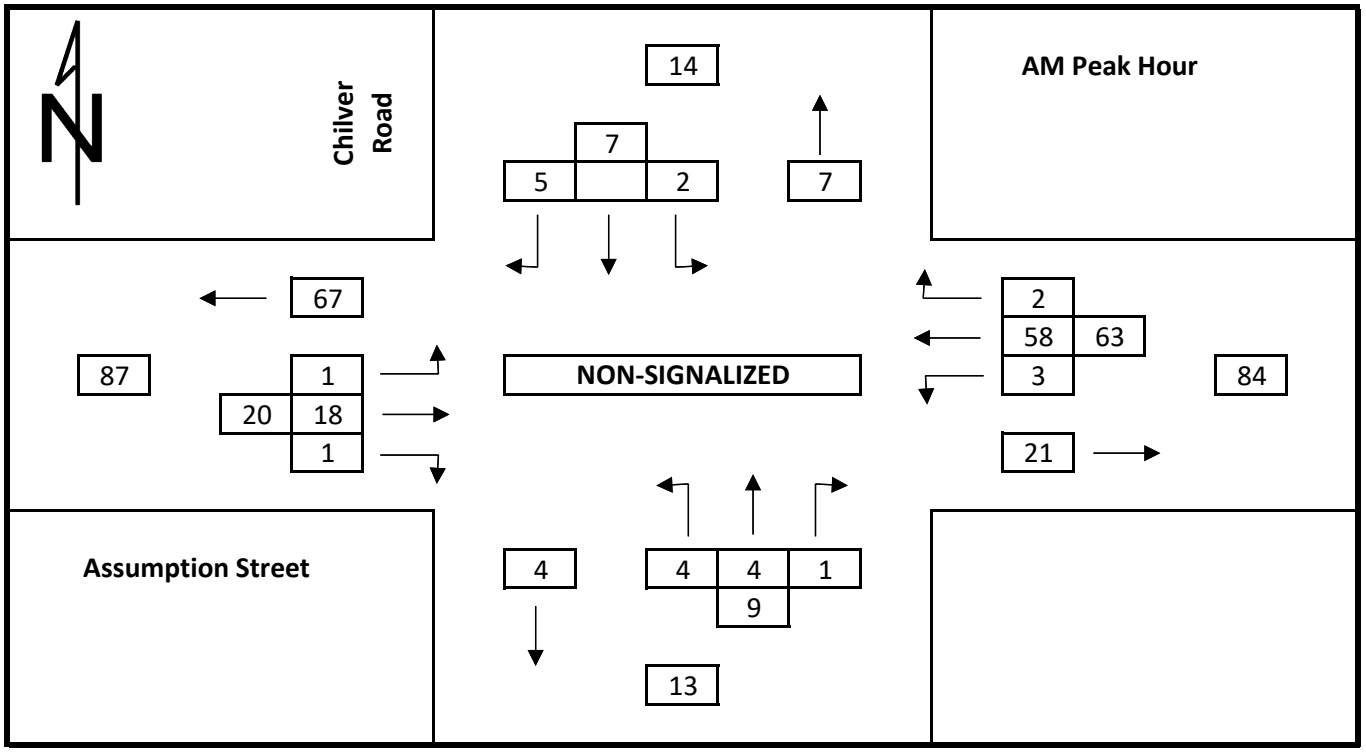
Total Traffic 2035

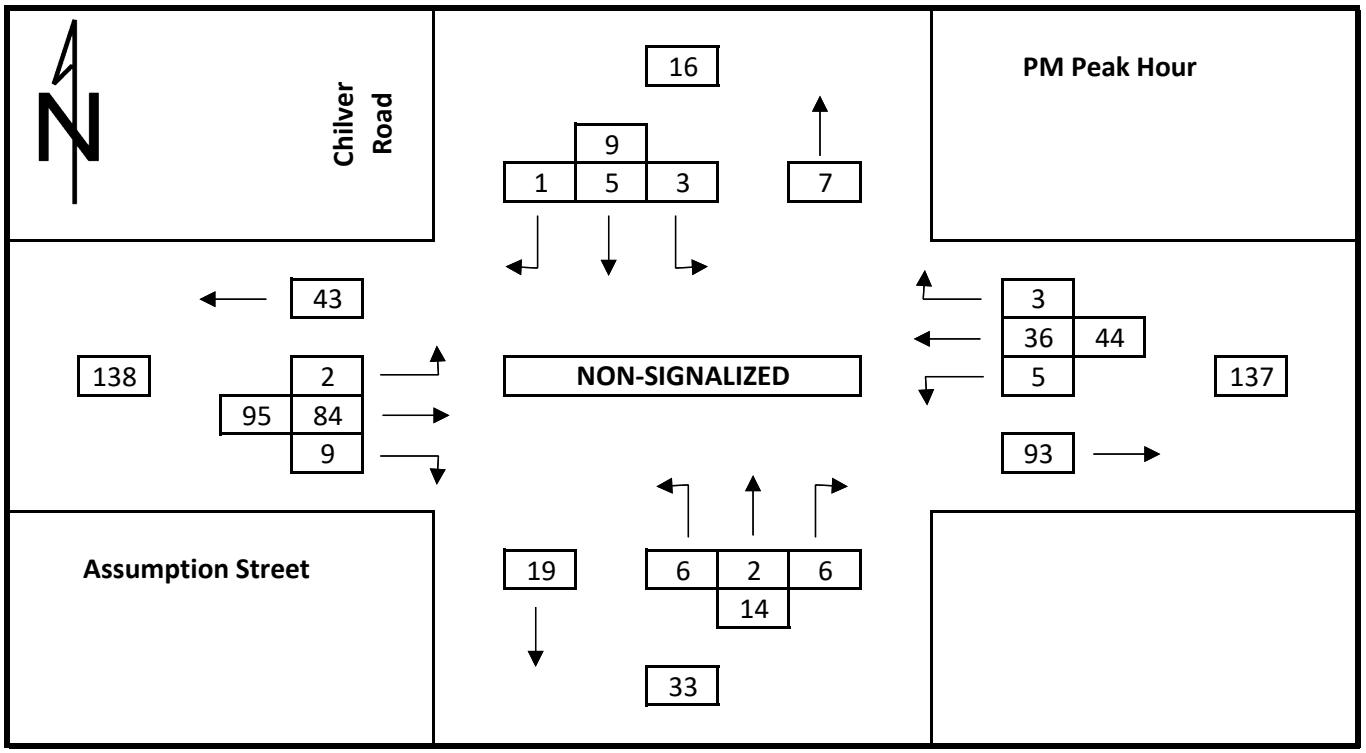
Proposed Site Access at Assumption Street



Existing Traffic Counts

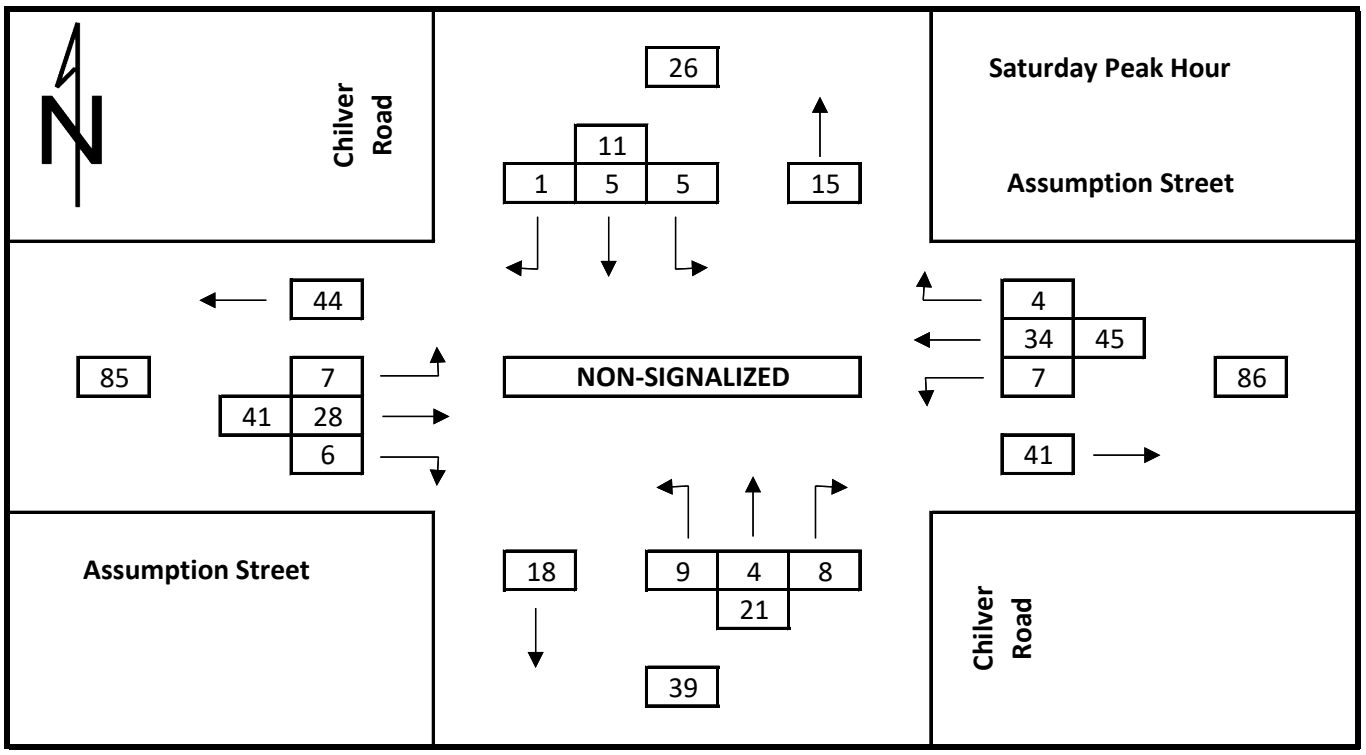
Chilver Road at Assumption Street





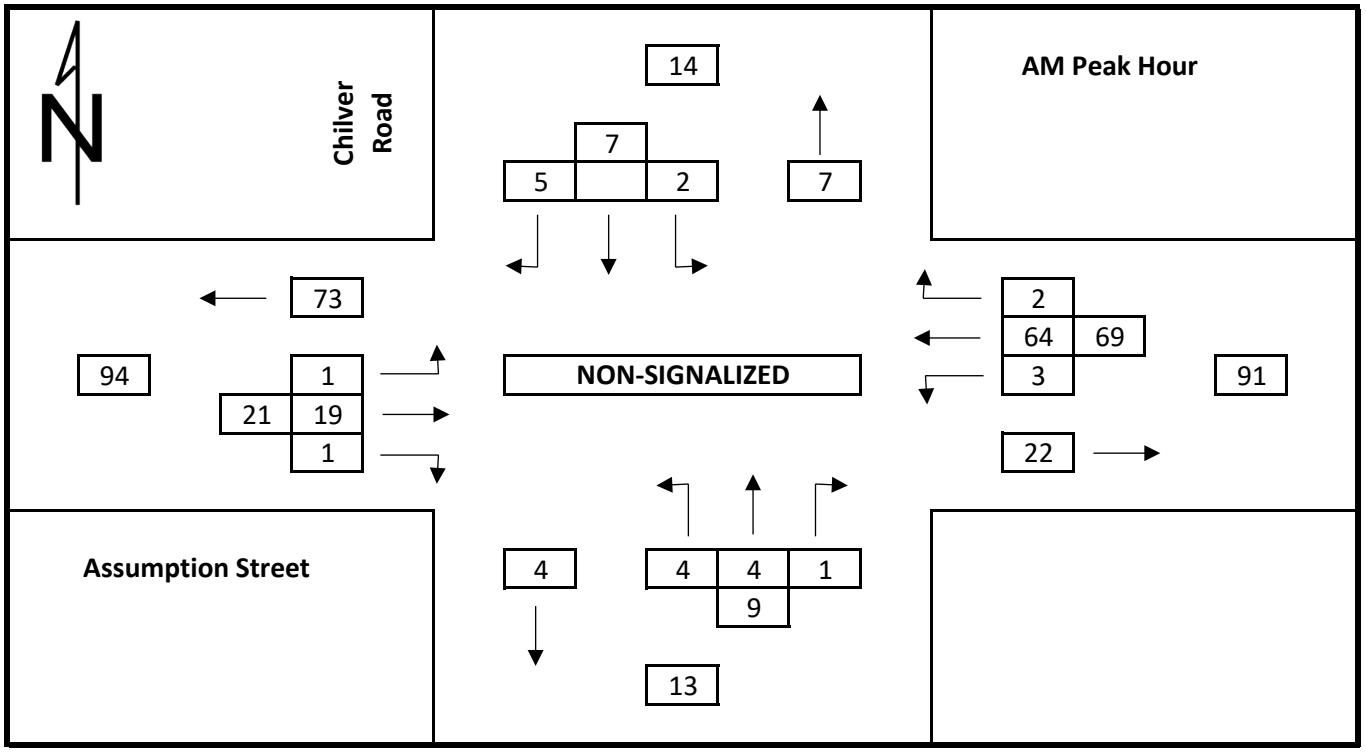
Existing Traffic Counts

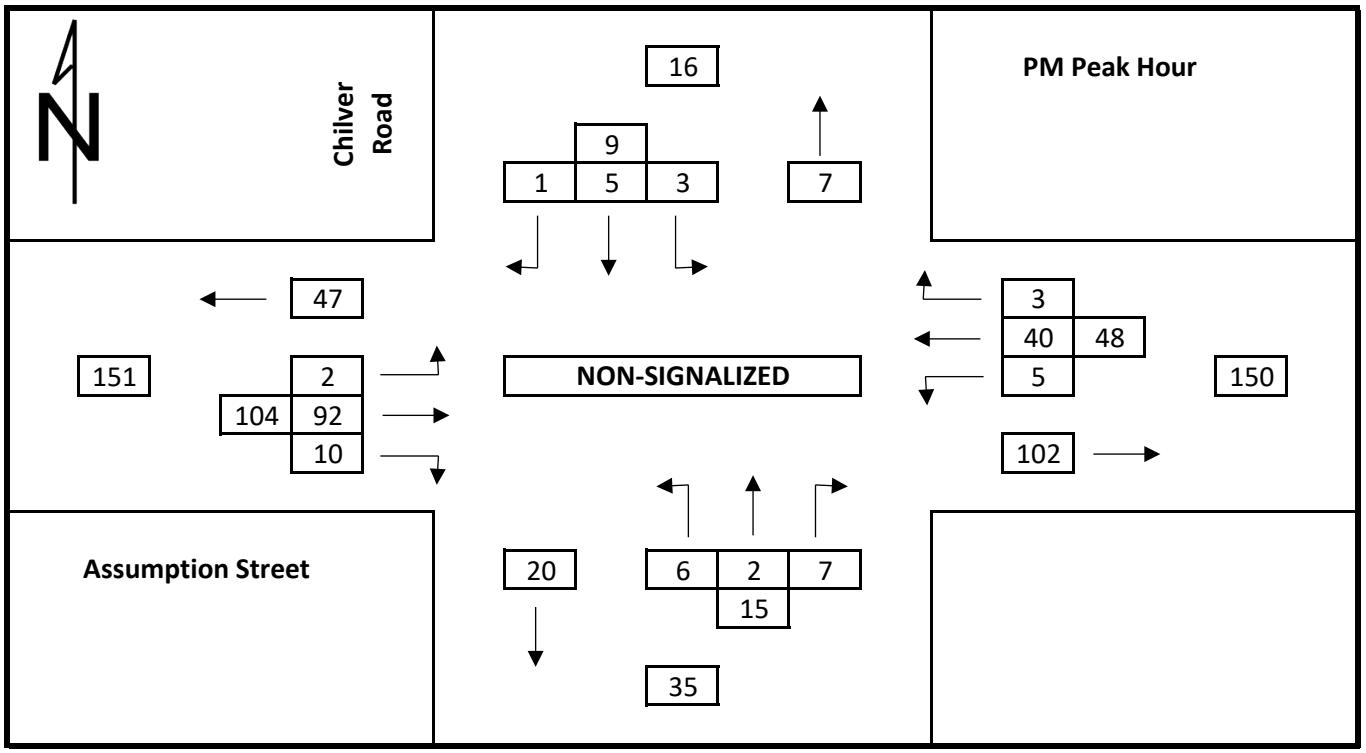
Chilver Road at Assumption Street



Total Traffic 2030

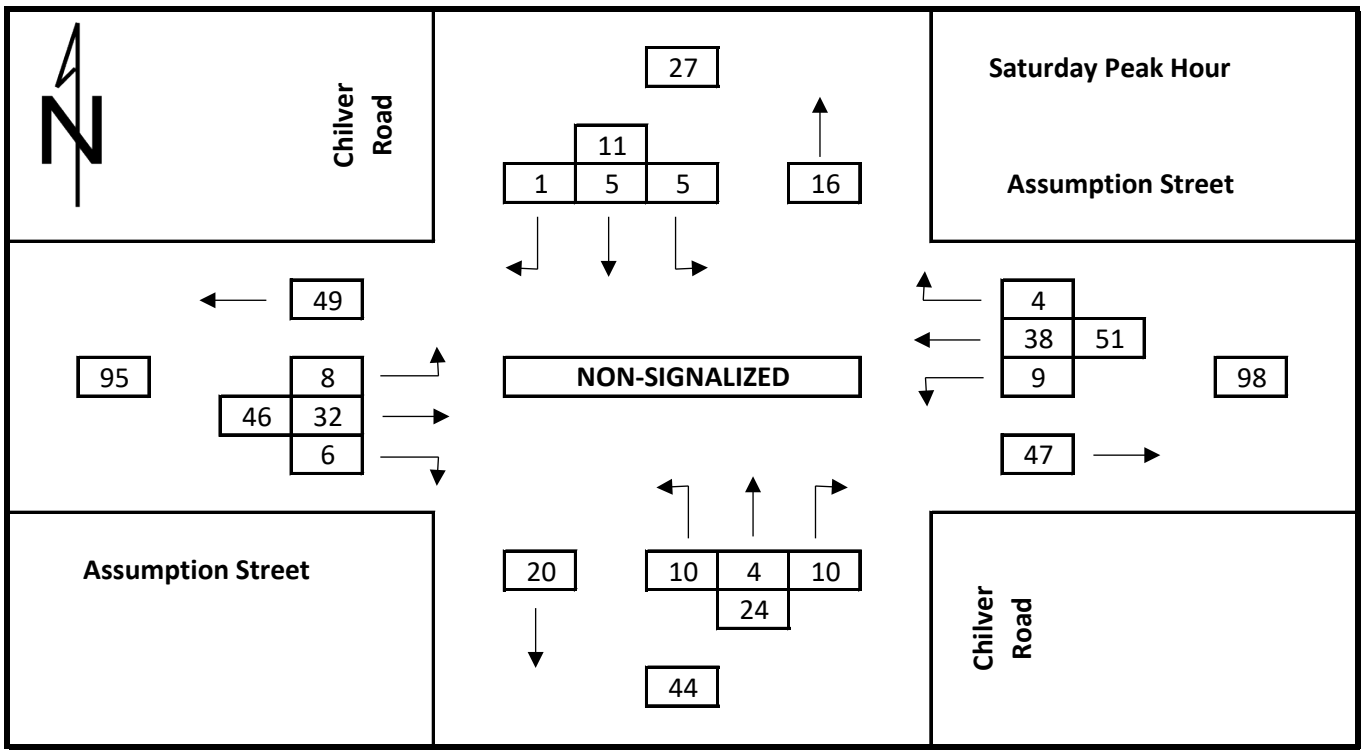
Chilver Road at Assumption Street





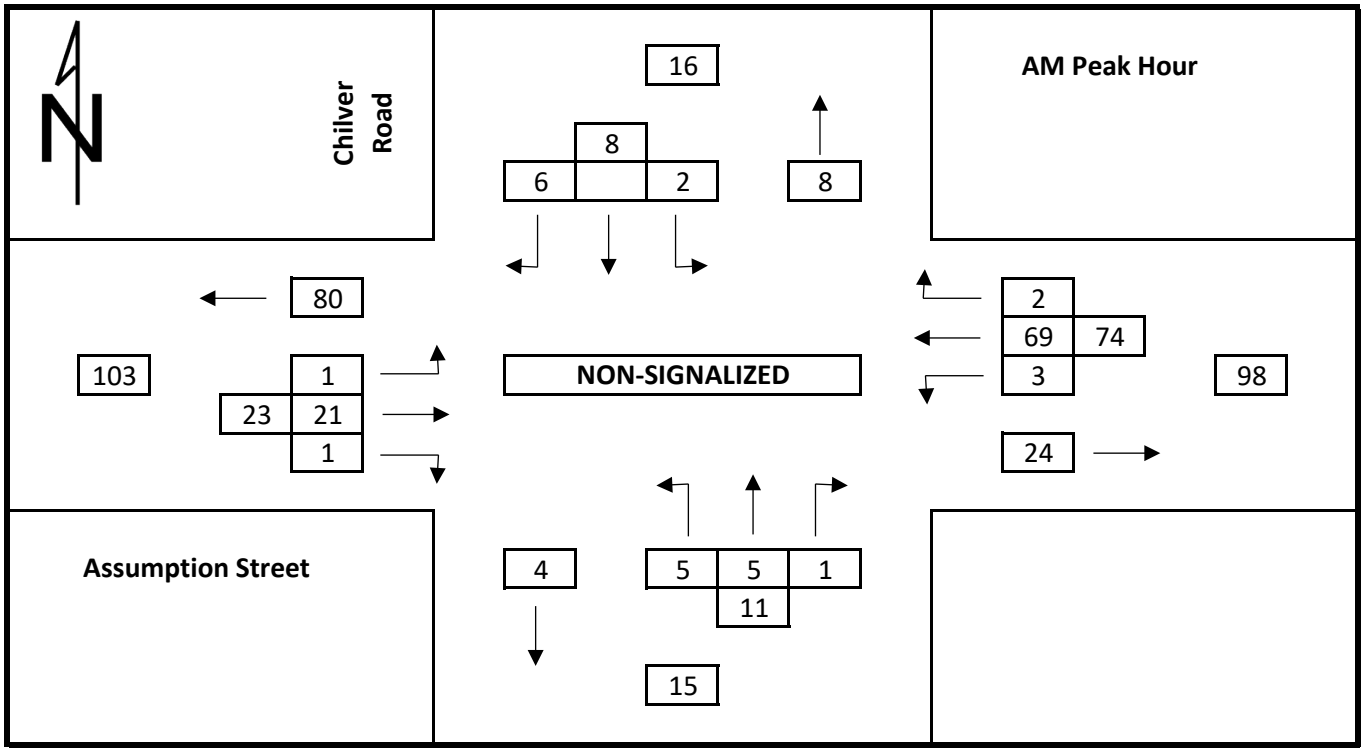
Total Traffic 2030

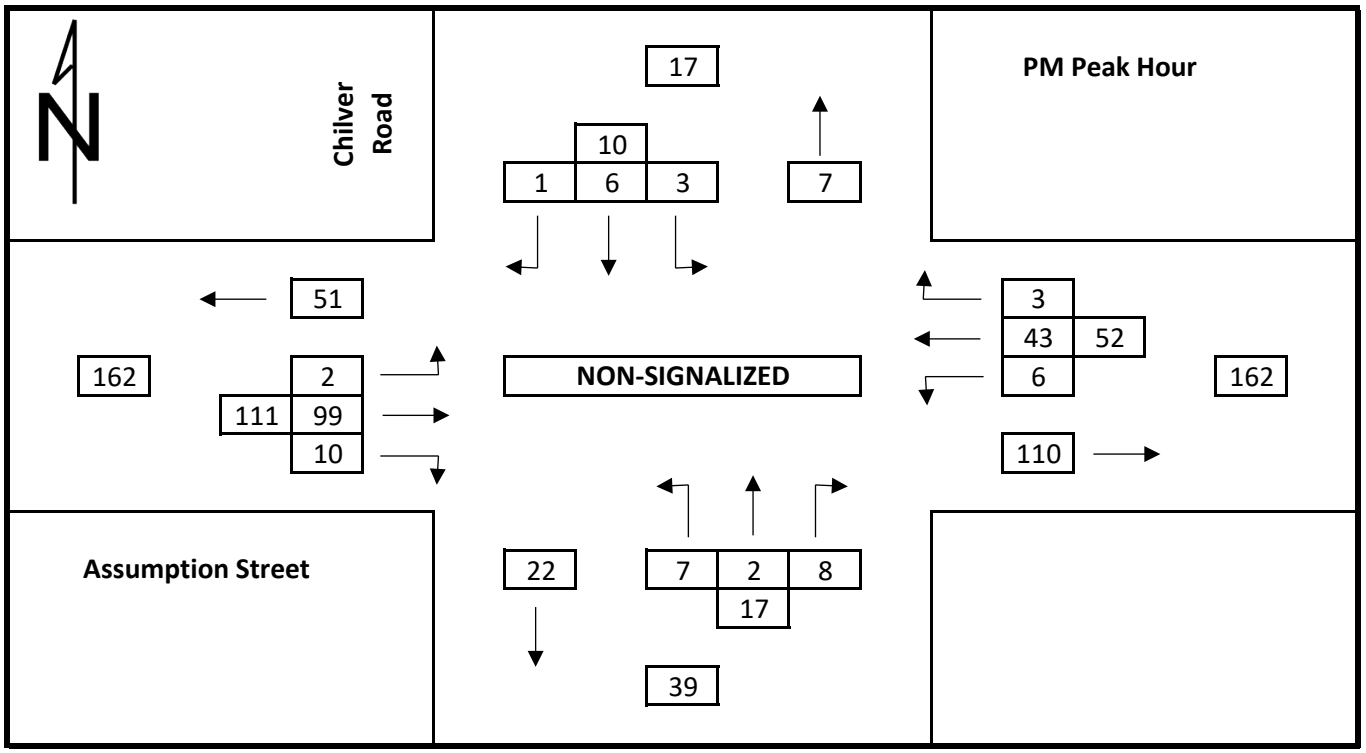
Chilver Road at Assumption Street



Total Traffic 2035

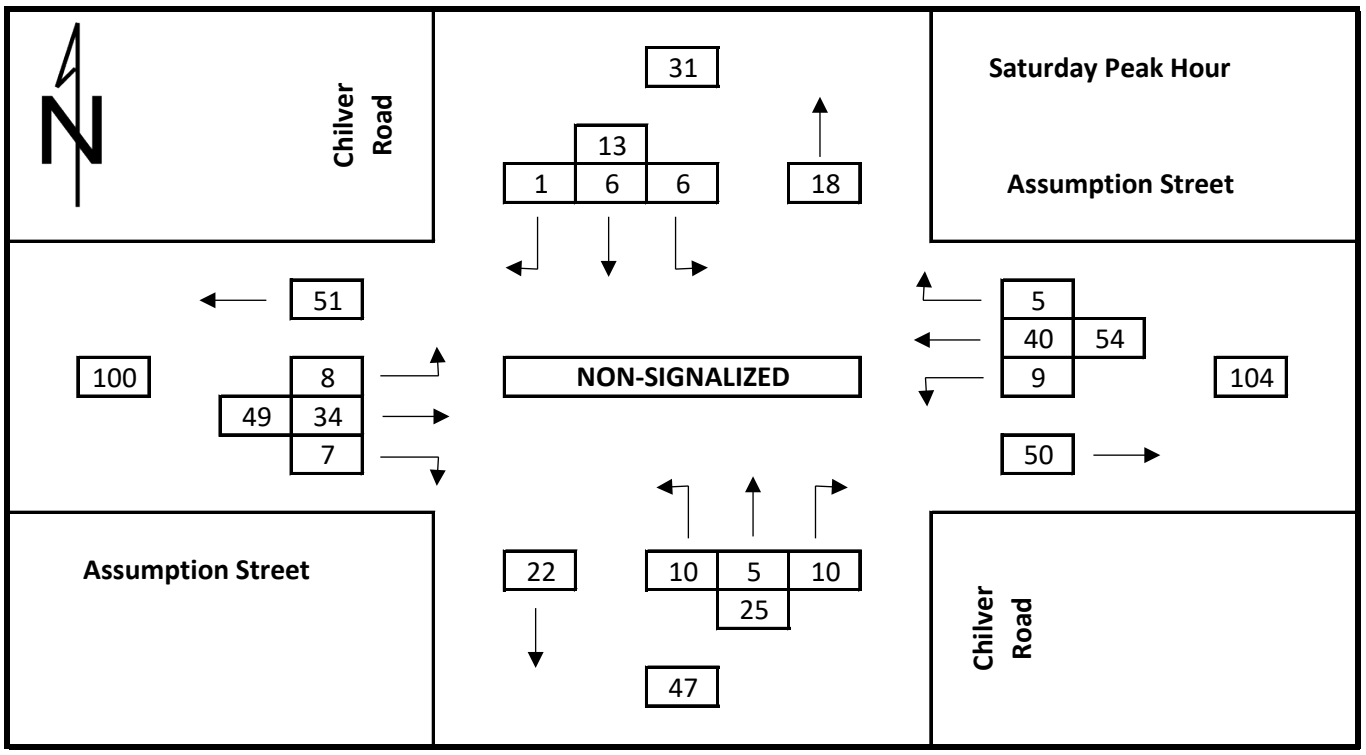
Chilver Road at Assumption Street





Total Traffic 2035

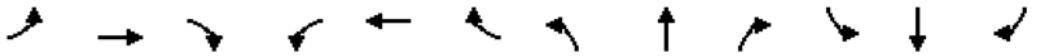
Chilver Road at Assumption Street



Appendix E

DETAILED SYNCHRO RESULTS

Riverside Drive East at Devonshire Road
Devonshire Road at Wyandotte Street East
Devonshire Road at Assumption Street
Kildare Road at Assumption Street
Proposed Site Access at Assumption Street
Chilver Road at Assumption Street

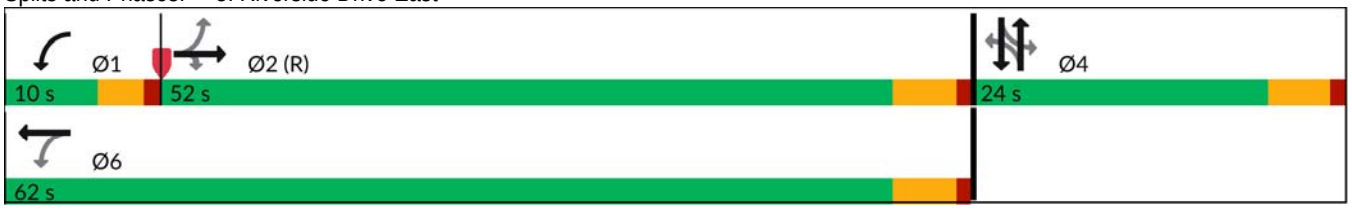


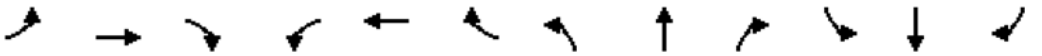
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	434	43	43	876	0	71	0	18	0	0	0
Future Volume (vph)	0	434	43	43	876	0	71	0	18	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		24.0	48.0		0.0	28.0		0.0	0.0		0.0
Storage Lanes	0		1	1		0	1		0	0		0
Taper Length (m)	2.5			26.0			13.0			2.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.850				
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1883	1601	1789	1883	0	1789	1541	0	0	1883	0
Flt Permitted				0.424			0.757					
Satd. Flow (perm)	0	1883	1601	799	1883	0	1426	1541	0	0	1883	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			76					440				
Link Speed (k/h)		50			50			50			20	
Link Distance (m)		285.7			311.0			135.0			87.9	
Travel Time (s)		20.6			22.4			9.7			15.8	
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 (%)	2%	2%	2%	2%	2%	2%	2%	2%	6%	2%	2%	2%
Adj. Flow (vph)	0	472	47	47	952	0	77	0	20	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	472	47	47	952	0	77	20	0	0	0	0
Turn Type		NA	Perm	pm+pt	NA		Perm	NA				
Protected Phases		2		1	6			4			4	
Permitted Phases	2		2	6			4			4		
Detector Phase	2	2	2	1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	6.0	8.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	21.0	21.0	21.0	10.0	21.0		20.0	20.0		20.0	20.0	
Total Split (s)	52.0	52.0	52.0	10.0	62.0		24.0	24.0		24.0	24.0	
Total Split (%)	60.5%	60.5%	60.5%	11.6%	72.1%		27.9%	27.9%		27.9%	27.9%	
Maximum Green (s)	47.0	47.0	47.0	6.0	57.0		19.0	19.0		19.0	19.0	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		5.0	5.0	4.0	5.0		5.0	5.0			5.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
Recall Mode	C-Max	C-Max	C-Max	None	Max		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0		8.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	9.0	9.0	9.0		8.0		7.0	7.0		7.0	7.0	
Pedestrian Calls (#/hr)	0	0	0		0		0	0		0	0	
Act Effct Green (s)		62.2	62.2	68.4	68.4		11.2	11.2				
Actuated g/C Ratio		0.72	0.72	0.80	0.80		0.13	0.13				
v/c Ratio		0.35	0.04	0.07	0.64		0.42	0.03				
Control Delay (s/veh)		7.9	0.9	3.1	7.9		40.6	0.1				
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)		7.9	0.9	3.1	7.9		40.6	0.1				
LOS		A	A	A	A		D	A				
Approach Delay (s/veh)		7.2			7.7			32.2				
Approach LOS		A			A			C				
Queue Length 50th (m)		33.7	0.0	1.5	61.8		12.1	0.0				
Queue Length 95th (m)		61.4	2.1	4.5	122.0		23.9	0.0				
Internal Link Dist (m)		261.7			287.0			111.0			63.9	
Turn Bay Length (m)			24.0	48.0			28.0					
Base Capacity (vph)		1361	1179	707	1498		315	683				
Starvation Cap Reductn		0	0	0	0		0	0				
Spillback Cap Reductn		0	0	0	0		0	0				
Storage Cap Reductn		0	0	0	0		0	0				
Reduced v/c Ratio		0.35	0.04	0.07	0.64		0.24	0.03				

Intersection Summary			
Area Type:	Other		
Cycle Length: 86			
Actuated Cycle Length: 86			
Offset: 47 (55%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay (s/veh): 9.0		Intersection LOS: A	
Intersection Capacity Utilization 61.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: Riverside Drive East





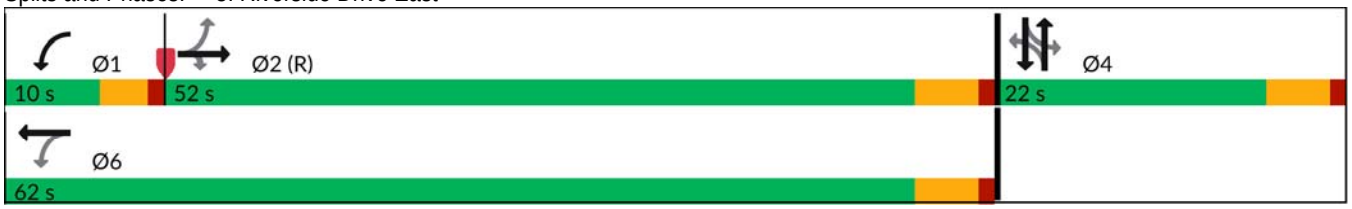
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	868	162	24	623	0	73	0	56	0	0	0
Future Volume (vph)	0	868	162	24	623	0	73	0	56	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		24.0	48.0		0.0	28.0		0.0	0.0		0.0
Storage Lanes	0		1	1		0	1		0	0		0
Taper Length (m)	2.5			26.0			13.0			2.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.850				
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1883	1601	1789	1883	0	1789	1601	0	0	1883	0
Flt Permitted				0.175			0.757					
Satd. Flow (perm)	0	1883	1601	330	1883	0	1426	1601	0	0	1883	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			78					228				
Link Speed (k/h)		50			50			50			20	
Link Distance (m)		285.7			311.0			135.0			87.9	
Travel Time (s)		20.6			22.4			9.7			15.8	
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
Adj. Flow (vph)	0	943	176	26	677	0	79	0	61	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	943	176	26	677	0	79	61	0	0	0	0
Turn Type		NA	Perm	pm+pt	NA		Perm	NA				
Protected Phases		2		1	6			4			4	
Permitted Phases	2		2	6			4			4		
Detector Phase	2	2	2	1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	6.0	8.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	21.0	21.0	21.0	10.0	21.0		20.0	20.0		20.0	20.0	
Total Split (s)	52.0	52.0	52.0	10.0	62.0		22.0	22.0		22.0	22.0	
Total Split (%)	61.9%	61.9%	61.9%	11.9%	73.8%		26.2%	26.2%		26.2%	26.2%	
Maximum Green (s)	47.0	47.0	47.0	6.0	57.0		17.0	17.0		17.0	17.0	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		5.0	5.0	4.0	5.0		5.0	5.0			5.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
Recall Mode	C-Max	C-Max	C-Max	None	Max		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0		8.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	9.0	9.0	9.0		8.0		7.0	7.0		7.0	7.0	
Pedestrian Calls (#/hr)	1	1	1		1		1	1		1	1	
Act Effct Green (s)		62.3	62.3	66.4	66.4		11.2	11.2				
Actuated g/C Ratio		0.74	0.74	0.79	0.79		0.13	0.13				
v/c Ratio		0.68	0.15	0.07	0.45		0.42	0.15				
Control Delay (s/veh)		13.1	3.9	3.5	5.4		39.4	0.8				
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0				
Total Delay (s/veh)		13.1	3.9	3.5	5.4		39.4	0.8				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		B	A	A	A		D	A				
Approach Delay (s/veh)		11.7			5.4			22.6				
Approach LOS		B			A			C				
Queue Length 50th (m)		60.6	3.3	0.8	33.9		12.0	0.0				
Queue Length 95th (m)		#207.2	15.2	3.0	65.1		24.0	0.0				
Internal Link Dist (m)		261.7			287.0			111.0			63.9	
Turn Bay Length (m)			24.0	48.0			28.0					
Base Capacity (vph)		1397	1208	366	1489		288	505				
Starvation Cap Reductn		0	0	0	0		0	0				
Spillback Cap Reductn		0	0	0	0		0	0				
Storage Cap Reductn		0	0	0	0		0	0				
Reduced v/c Ratio		0.68	0.15	0.07	0.45		0.27	0.12				

Intersection Summary

Area Type: Other
Cycle Length: 84
Actuated Cycle Length: 84
Offset: 59 (70%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay (s/veh): 10.2 Intersection LOS: B
Intersection Capacity Utilization 60.7% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Riverside Drive East

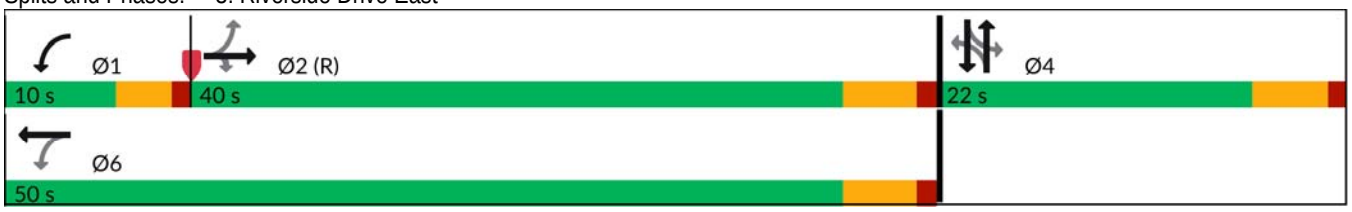


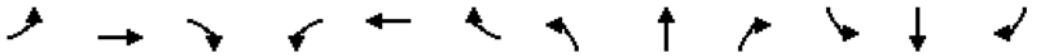
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	560	48	34	559	0	60	0	33	0	0	0
Future Volume (vph)	0	560	48	34	559	0	60	0	33	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		24.0	48.0		0.0	28.0		0.0	0.0		0.0
Storage Lanes	0		1	1		0	1		0	0		0
Taper Length (m)	2.5			26.0			13.0			2.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.850				
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1883	1601	1789	1883	0	1789	1601	0	0	1883	0
Flt Permitted				0.333			0.757					
Satd. Flow (perm)	0	1883	1601	627	1883	0	1426	1601	0	0	1883	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			91					341				
Link Speed (k/h)		50			50			50			20	
Link Distance (m)		285.7			311.0			135.0			87.9	
Travel Time (s)		20.6			22.4			9.7			15.8	
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
Adj. Flow (vph)	0	609	52	37	608	0	65	0	36	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	609	52	37	608	0	65	36	0	0	0	0
Turn Type		NA	Perm	pm+pt	NA		Perm	NA				
Protected Phases		2		1	6			4			4	
Permitted Phases	2		2	6			4			4		
Detector Phase	2	2	2	1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	6.0	8.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	21.0	21.0	21.0	10.0	21.0		20.0	20.0		20.0	20.0	
Total Split (s)	40.0	40.0	40.0	10.0	50.0		22.0	22.0		22.0	22.0	
Total Split (%)	55.6%	55.6%	55.6%	13.9%	69.4%		30.6%	30.6%		30.6%	30.6%	
Maximum Green (s)	35.0	35.0	35.0	6.0	45.0		17.0	17.0		17.0	17.0	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		5.0	5.0	4.0	5.0		5.0	5.0			5.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
Recall Mode	C-Max	C-Max	C-Max	None	Max		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0		8.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	9.0	9.0	9.0		8.0		7.0	7.0		7.0	7.0	
Pedestrian Calls (#/hr)	1	1	1		1		1	1		1	1	
Act Effct Green (s)		51.3	51.3	55.5	55.5		10.1	10.1				
Actuated g/C Ratio		0.71	0.71	0.77	0.77		0.14	0.14				
v/c Ratio		0.45	0.04	0.06	0.42		0.33	0.07				
Control Delay (s/veh)		9.0	0.9	3.4	5.3		31.4	0.3				
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0				
Total Delay (s/veh)		9.0	0.9	3.4	5.3		31.4	0.3				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		A	A	A	A		C	A				
Approach Delay (s/veh)		8.4			5.2			20.3				
Approach LOS		A			A			C				
Queue Length 50th (m)		26.3	0.0	1.0	26.3		8.2	0.0				
Queue Length 95th (m)		86.7	2.0	3.8	54.4		17.7	0.0				
Internal Link Dist (m)		261.7			287.0			111.0			63.9	
Turn Bay Length (m)			24.0	48.0			28.0					
Base Capacity (vph)		1341	1166	582	1450		336	638				
Starvation Cap Reductn		0	0	0	0		0	0				
Spillback Cap Reductn		0	0	0	0		0	0				
Storage Cap Reductn		0	0	0	0		0	0				
Reduced v/c Ratio		0.45	0.04	0.06	0.42		0.19	0.06				

Intersection Summary			
Area Type:	Other		
Cycle Length: 72			
Actuated Cycle Length: 72			
Offset: 39 (54%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay (s/veh): 7.8		Intersection LOS: A	
Intersection Capacity Utilization 44.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Riverside Drive East



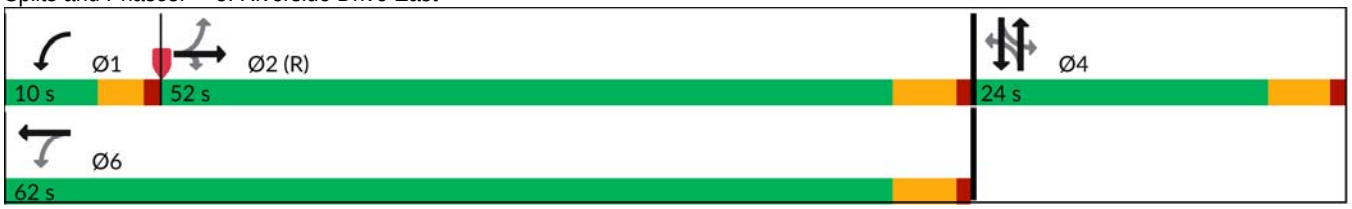


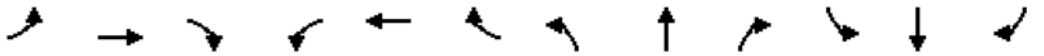
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	468	53	59	944	0	99	0	30	0	0	0
Future Volume (vph)	0	468	53	59	944	0	99	0	30	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		24.0	48.0		0.0	28.0		0.0	0.0		0.0
Storage Lanes	0		1	1		0	1		0	0		0
Taper Length (m)	2.5			26.0			13.0			2.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.850				
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1883	1601	1789	1883	0	1789	1541	0	0	1883	0
Flt Permitted				0.388			0.757					
Satd. Flow (perm)	0	1883	1601	731	1883	0	1426	1541	0	0	1883	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			76					413				
Link Speed (k/h)		50			50			50			20	
Link Distance (m)		289.2			311.0			141.8			81.3	
Travel Time (s)		20.8			22.4			10.2			14.6	
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%	2%	2%	2%	2%	2%	2%	6%	2%	2%	2%
Adj. Flow (vph)	0	509	58	64	1026	0	108	0	33	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	509	58	64	1026	0	108	33	0	0	0	0
Turn Type		NA	Perm	pm+pt	NA		Perm	NA				
Protected Phases		2		1	6			4			4	
Permitted Phases	2		2	6			4			4		
Detector Phase	2	2	2	1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	6.0	8.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	21.0	21.0	21.0	10.0	21.0		20.0	20.0		20.0	20.0	
Total Split (s)	52.0	52.0	52.0	10.0	62.0		24.0	24.0		24.0	24.0	
Total Split (%)	60.5%	60.5%	60.5%	11.6%	72.1%		27.9%	27.9%		27.9%	27.9%	
Maximum Green (s)	47.0	47.0	47.0	6.0	57.0		19.0	19.0		19.0	19.0	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		5.0	5.0	4.0	5.0		5.0	5.0			5.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
Recall Mode	C-Max	C-Max	C-Max	None	Max		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0		8.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	9.0	9.0	9.0		8.0		7.0	7.0		7.0	7.0	
Pedestrian Calls (#/hr)	0	0	0		0		0	0		0	0	
Act Effct Green (s)		58.4	58.4	66.9	66.9		12.7	12.7				
Actuated g/C Ratio		0.68	0.68	0.78	0.78		0.15	0.15				
v/c Ratio		0.40	0.05	0.10	0.70		0.51	0.06				
Control Delay (s/veh)		10.1	1.7	3.9	10.6		41.6	0.2				
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)		10.1	1.7	3.9	10.6		41.6	0.2				
LOS		B	A	A	B		D	A				
Approach Delay (s/veh)		9.3			10.2			31.9				
Approach LOS		A			B			C				
Queue Length 50th (m)		40.5	0.0	2.3	80.9		16.9	0.0				
Queue Length 95th (m)		74.4	3.6	6.4	164.8		30.6	0.0				
Internal Link Dist (m)		265.2			287.0			117.8			57.3	
Turn Bay Length (m)			24.0	48.0			28.0					
Base Capacity (vph)		1278	1111	647	1463		315	662				
Starvation Cap Reductn		0	0	0	0		0	0				
Spillback Cap Reductn		0	0	0	0		0	0				
Storage Cap Reductn		0	0	0	0		0	0				
Reduced v/c Ratio		0.40	0.05	0.10	0.70		0.34	0.05				

Intersection Summary			
Area Type:	Other		
Cycle Length: 86			
Actuated Cycle Length: 86			
Offset: 47 (55%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay (s/veh): 11.6		Intersection LOS: B	
Intersection Capacity Utilization 64.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: Riverside Drive East





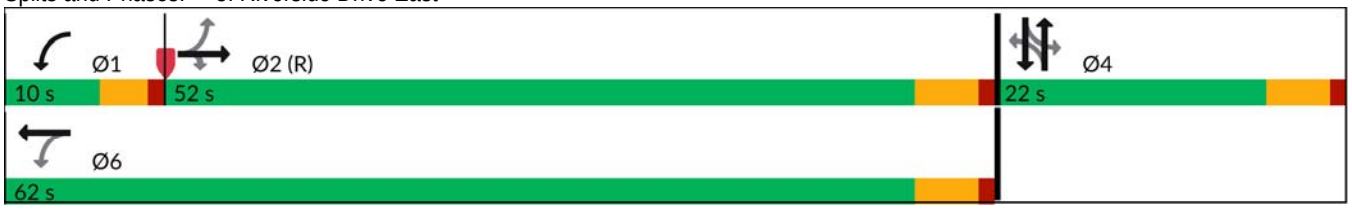
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	935	201	42	671	0	92	0	78	0	0	0
Future Volume (vph)	0	935	201	42	671	0	92	0	78	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		24.0	48.0		0.0	28.0		0.0	0.0		0.0
Storage Lanes	0		1	1		0	1		0	0		0
Taper Length (m)	2.5			26.0			13.0			2.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.850				
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1883	1601	1789	1883	0	1789	1601	0	0	1883	0
Flt Permitted				0.119			0.757					
Satd. Flow (perm)	0	1883	1601	224	1883	0	1426	1601	0	0	1883	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			87					210				
Link Speed (k/h)		50			50			50			20	
Link Distance (m)		289.2			311.0			141.8			81.3	
Travel Time (s)		20.8			22.4			10.2			14.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1016	218	46	729	0	100	0	85	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1016	218	46	729	0	100	85	0	0	0	0
Turn Type		NA	Perm	pm+pt	NA		Perm	NA				
Protected Phases		2		1	6			4			4	
Permitted Phases	2		2	6			4			4		
Detector Phase	2	2	2	1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	6.0	8.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	21.0	21.0	21.0	10.0	21.0		20.0	20.0		20.0	20.0	
Total Split (s)	52.0	52.0	52.0	10.0	62.0		22.0	22.0		22.0	22.0	
Total Split (%)	61.9%	61.9%	61.9%	11.9%	73.8%		26.2%	26.2%		26.2%	26.2%	
Maximum Green (s)	47.0	47.0	47.0	6.0	57.0		17.0	17.0		17.0	17.0	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		5.0	5.0	4.0	5.0		5.0	5.0			5.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
Recall Mode	C-Max	C-Max	C-Max	None	Max		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0		8.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	9.0	9.0	9.0		8.0		7.0	7.0		7.0	7.0	
Pedestrian Calls (#/hr)	1	1	1		1		1	1		1	1	
Act Effct Green (s)		59.3	59.3	65.4	65.4		12.2	12.2				
Actuated g/C Ratio		0.71	0.71	0.78	0.78		0.15	0.15				
v/c Ratio		0.77	0.19	0.16	0.50		0.48	0.21				
Control Delay (s/veh)		18.2	5.0	4.6	6.4		40.0	1.1				
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0				
Total Delay (s/veh)		18.2	5.0	4.6	6.4		40.0	1.1				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		B	A	A	A		D	A				
Approach Delay (s/veh)		15.9			6.3			22.2				
Approach LOS		B			A			C				
Queue Length 50th (m)		123.7	8.0	1.6	41.2		15.2	0.0				
Queue Length 95th (m)		#239.1	19.9	4.8	80.0		28.3	0.0				
Internal Link Dist (m)		265.2			287.0			117.8			57.3	
Turn Bay Length (m)			24.0	48.0			28.0					
Base Capacity (vph)		1328	1155	288	1465		288	491				
Starvation Cap Reductn		0	0	0	0		0	0				
Spillback Cap Reductn		0	0	0	0		0	0				
Storage Cap Reductn		0	0	0	0		0	0				
Reduced v/c Ratio		0.77	0.19	0.16	0.50		0.35	0.17				

Intersection Summary

Area Type: Other
Cycle Length: 84
Actuated Cycle Length: 84
Offset: 59 (70%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay (s/veh): 13.0 Intersection LOS: B
Intersection Capacity Utilization 64.2% 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: 3: Riverside Drive East

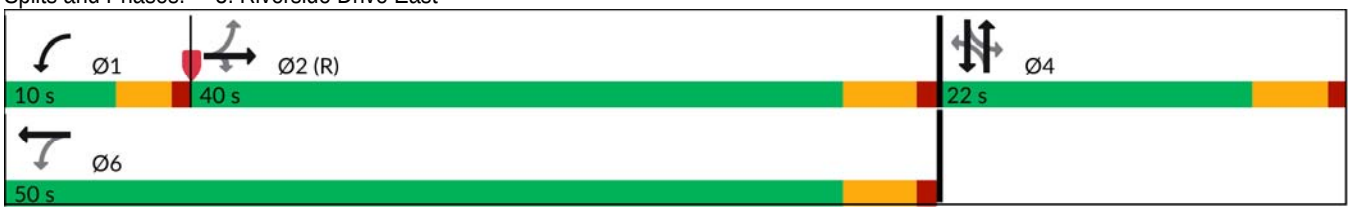


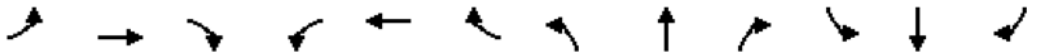
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	603	78	62	602	0	85	0	56	0	0	0
Future Volume (vph)	0	603	78	62	602	0	85	0	56	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		24.0	48.0		0.0	28.0		0.0	0.0		0.0
Storage Lanes	0		1	1		0	1		0	0		0
Taper Length (m)	2.5			26.0			13.0			2.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.850				
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1883	1601	1789	1883	0	1789	1601	0	0	1883	0
Flt Permitted				0.289			0.757					
Satd. Flow (perm)	0	1883	1601	544	1883	0	1426	1601	0	0	1883	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			91					319				
Link Speed (k/h)		50			50			50			20	
Link Distance (m)		289.2			311.0			141.8			81.3	
Travel Time (s)		20.8			22.4			10.2			14.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	655	85	67	654	0	92	0	61	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	655	85	67	654	0	92	61	0	0	0	0
Turn Type		NA	Perm	pm+pt	NA		Perm	NA				
Protected Phases		2		1	6			4			4	
Permitted Phases	2		2	6			4			4		
Detector Phase	2	2	2	1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	6.0	8.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	21.0	21.0	21.0	10.0	21.0		20.0	20.0		20.0	20.0	
Total Split (s)	40.0	40.0	40.0	10.0	50.0		22.0	22.0		22.0	22.0	
Total Split (%)	55.6%	55.6%	55.6%	13.9%	69.4%		30.6%	30.6%		30.6%	30.6%	
Maximum Green (s)	35.0	35.0	35.0	6.0	45.0		17.0	17.0		17.0	17.0	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		5.0	5.0	4.0	5.0		5.0	5.0			5.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
Recall Mode	C-Max	C-Max	C-Max	None	Max		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0		8.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	9.0	9.0	9.0		8.0		7.0	7.0		7.0	7.0	
Pedestrian Calls (#/hr)	1	1	1		1		1	1		1	1	
Act Effct Green (s)		48.0	48.0	54.5	54.5		11.1	11.1				
Actuated g/C Ratio		0.67	0.67	0.76	0.76		0.15	0.15				
v/c Ratio		0.52	0.08	0.13	0.46		0.42	0.12				
Control Delay (s/veh)		11.9	2.4	4.1	6.2		32.6	0.5				
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0				
Total Delay (s/veh)		11.9	2.4	4.1	6.2		32.6	0.5				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		B	A	A	A		C	A				
Approach Delay (s/veh)		10.8			6.0			19.8				
Approach LOS		B			A			B				
Queue Length 50th (m)		54.2	0.0	2.1	32.1		11.6	0.0				
Queue Length 95th (m)		103.2	5.7	6.2	64.2		23.1	0.0				
Internal Link Dist (m)		265.2			287.0			117.8			57.3	
Turn Bay Length (m)			24.0	48.0			28.0					
Base Capacity (vph)		1255	1097	523	1424		336	621				
Starvation Cap Reductn		0	0	0	0		0	0				
Spillback Cap Reductn		0	0	0	0		0	0				
Storage Cap Reductn		0	0	0	0		0	0				
Reduced v/c Ratio		0.52	0.08	0.13	0.46		0.27	0.10				

Intersection Summary			
Area Type:	Other		
Cycle Length: 72			
Actuated Cycle Length: 72			
Offset: 39 (54%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay (s/veh): 9.5		Intersection LOS: A	
Intersection Capacity Utilization 66.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: Riverside Drive East



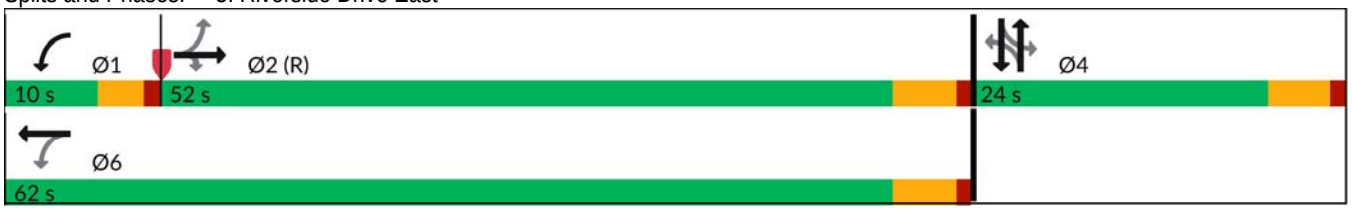


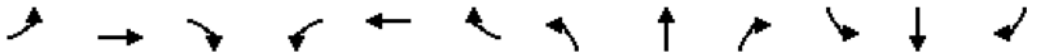
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	504	57	63	1017	0	105	0	32	0	0	0
Future Volume (vph)	0	504	57	63	1017	0	105	0	32	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		24.0	48.0		0.0	28.0		0.0	0.0		0.0
Storage Lanes	0		1	1		0	1		0	0		0
Taper Length (m)	2.5			26.0			13.0			2.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.850				
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1883	1601	1789	1883	0	1789	1541	0	0	1883	0
Flt Permitted				0.363			0.757					
Satd. Flow (perm)	0	1883	1601	684	1883	0	1426	1541	0	0	1883	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			76					386				
Link Speed (k/h)		50			50			50			20	
Link Distance (m)		289.2			311.0			141.8			81.3	
Travel Time (s)		20.8			22.4			10.2			14.6	
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%	2%	2%	2%	2%	2%	2%	6%	2%	2%	2%
Adj. Flow (vph)	0	548	62	68	1105	0	114	0	35	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	548	62	68	1105	0	114	35	0	0	0	0
Turn Type		NA	Perm	pm+pt	NA		Perm	NA				
Protected Phases		2		1	6			4			4	
Permitted Phases	2		2	6			4			4		
Detector Phase	2	2	2	1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	6.0	8.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	21.0	21.0	21.0	10.0	21.0		20.0	20.0		20.0	20.0	
Total Split (s)	52.0	52.0	52.0	10.0	62.0		24.0	24.0		24.0	24.0	
Total Split (%)	60.5%	60.5%	60.5%	11.6%	72.1%		27.9%	27.9%		27.9%	27.9%	
Maximum Green (s)	47.0	47.0	47.0	6.0	57.0		19.0	19.0		19.0	19.0	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		5.0	5.0	4.0	5.0		5.0	5.0			5.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
Recall Mode	C-Max	C-Max	C-Max	None	Max		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0		8.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	9.0	9.0	9.0		8.0		7.0	7.0		7.0	7.0	
Pedestrian Calls (#/hr)	0	0	0		0		0	0		0	0	
Act Effct Green (s)		58.1	58.1	66.5	66.5		13.1	13.1				
Actuated g/C Ratio		0.68	0.68	0.77	0.77		0.15	0.15				
v/c Ratio		0.43	0.06	0.11	0.76		0.53	0.06				
Control Delay (s/veh)		10.7	1.9	4.1	13.0		41.6	0.2				
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)		10.7	1.9	4.1	13.0		41.6	0.2				
LOS		B	A	A	B		D	A				
Approach Delay (s/veh)		9.8			12.5			31.9				
Approach LOS		A			B			C				
Queue Length 50th (m)		45.6	0.0	2.5	98.5		17.8	0.0				
Queue Length 95th (m)		82.1	4.0	6.9	#239.4		31.7	0.0				
Internal Link Dist (m)		265.2			287.0			117.8			57.3	
Turn Bay Length (m)			24.0	48.0			28.0					
Base Capacity (vph)		1273	1107	611	1456		315	641				
Starvation Cap Reductn		0	0	0	0		0	0				
Spillback Cap Reductn		0	0	0	0		0	0				
Storage Cap Reductn		0	0	0	0		0	0				
Reduced v/c Ratio		0.43	0.06	0.11	0.76		0.36	0.05				

Intersection Summary			
Area Type:	Other		
Cycle Length: 86			
Actuated Cycle Length: 86			
Offset: 47 (55%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 13.1		Intersection LOS: B	
Intersection Capacity Utilization 68.5%		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: 3: Riverside Drive East





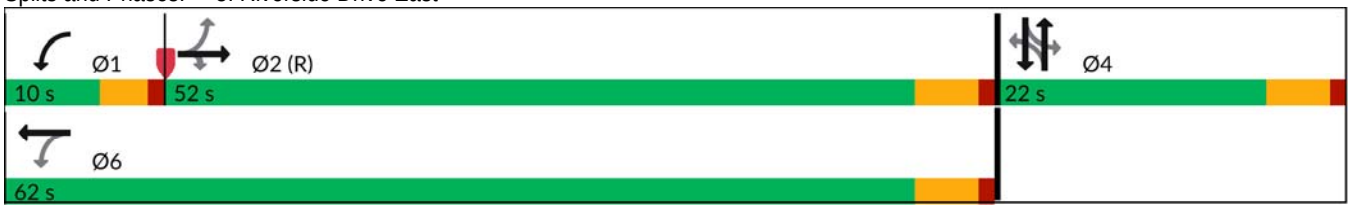
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1007	214	44	723	0	98	0	83	0	0	0
Future Volume (vph)	0	1007	214	44	723	0	98	0	83	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		24.0	48.0		0.0	28.0		0.0	0.0		0.0
Storage Lanes	0		1	1		0	1		0	0		0
Taper Length (m)	2.5			26.0			13.0			2.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.850				
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1883	1601	1789	1883	0	1789	1601	0	0	1883	0
Flt Permitted				0.074			0.757					
Satd. Flow (perm)	0	1883	1601	139	1883	0	1426	1601	0	0	1883	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			86					195				
Link Speed (k/h)		50			50			50			20	
Link Distance (m)		289.2			311.0			141.8			81.3	
Travel Time (s)		20.8			22.4			10.2			14.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1095	233	48	786	0	107	0	90	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1095	233	48	786	0	107	90	0	0	0	0
Turn Type		NA	Perm	pm+pt	NA		Perm	NA				
Protected Phases		2		1	6			4			4	
Permitted Phases	2		2	6			4			4		
Detector Phase	2	2	2	1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	6.0	8.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	21.0	21.0	21.0	10.0	21.0		20.0	20.0		20.0	20.0	
Total Split (s)	52.0	52.0	52.0	10.0	62.0		22.0	22.0		22.0	22.0	
Total Split (%)	61.9%	61.9%	61.9%	11.9%	73.8%		26.2%	26.2%		26.2%	26.2%	
Maximum Green (s)	47.0	47.0	47.0	6.0	57.0		17.0	17.0		17.0	17.0	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		5.0	5.0	4.0	5.0		5.0	5.0			5.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
Recall Mode	C-Max	C-Max	C-Max	None	Max		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0		8.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	9.0	9.0	9.0		8.0		7.0	7.0		7.0	7.0	
Pedestrian Calls (#/hr)	1	1	1		1		1	1		1	1	
Act Effct Green (s)		59.0	59.0	65.1	65.1		12.5	12.5				
Actuated g/C Ratio		0.70	0.70	0.78	0.78		0.15	0.15				
v/c Ratio		0.83	0.20	0.21	0.54		0.50	0.22				
Control Delay (s/veh)		21.8	5.3	5.7	7.1		40.5	1.3				
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0				
Total Delay (s/veh)		21.8	5.3	5.7	7.1		40.5	1.3				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		C	A	A	A		D	A				
Approach Delay (s/veh)		18.9			7.0			22.6				
Approach LOS		B			A			C				
Queue Length 50th (m)		148.8	9.2	1.6	48.0		16.2	0.0				
Queue Length 95th (m)		#267.6	21.8	5.1	92.1		29.7	0.0				
Internal Link Dist (m)		265.2			287.0			117.8			57.3	
Turn Bay Length (m)			24.0	48.0			28.0					
Base Capacity (vph)		1323	1150	227	1459		288	479				
Starvation Cap Reductn		0	0	0	0		0	0				
Spillback Cap Reductn		0	0	0	0		0	0				
Storage Cap Reductn		0	0	0	0		0	0				
Reduced v/c Ratio		0.83	0.20	0.21	0.54		0.37	0.19				

Intersection Summary

Area Type: Other
Cycle Length: 84
Actuated Cycle Length: 84
Offset: 59 (70%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay (s/veh): 15.0 Intersection LOS: B
Intersection Capacity Utilization 68.0% 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: 3: Riverside Drive East

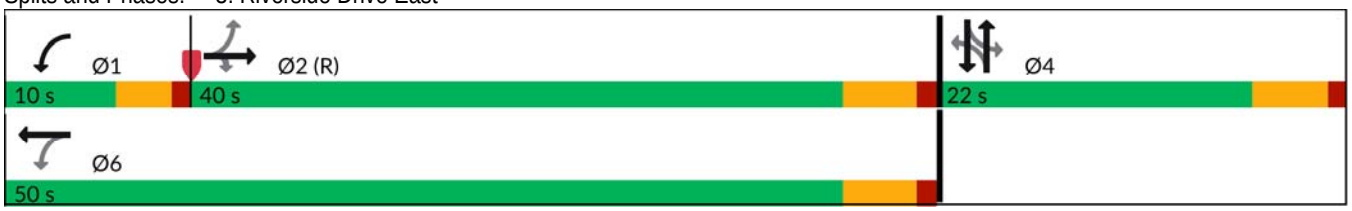


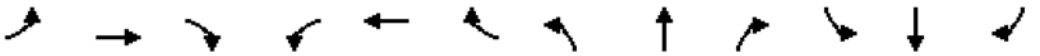
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	650	82	64	649	0	90	0	58	0	0	0
Future Volume (vph)	0	650	82	64	649	0	90	0	58	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		24.0	48.0		0.0	28.0		0.0	0.0		0.0
Storage Lanes	0		1	1		0	1		0	0		0
Taper Length (m)	2.5			26.0			13.0			2.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.850				
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	1883	1601	1789	1883	0	1789	1601	0	0	1883	0
Flt Permitted				0.246			0.757					
Satd. Flow (perm)	0	1883	1601	463	1883	0	1426	1601	0	0	1883	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			91					297				
Link Speed (k/h)		50			50			50			20	
Link Distance (m)		289.2			311.0			141.8			81.3	
Travel Time (s)		20.8			22.4			10.2			14.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	707	89	70	705	0	98	0	63	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	707	89	70	705	0	98	63	0	0	0	0
Turn Type		NA	Perm	pm+pt	NA		Perm	NA				
Protected Phases		2		1	6			4			4	
Permitted Phases	2		2	6			4			4		
Detector Phase	2	2	2	1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	6.0	8.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	21.0	21.0	21.0	10.0	21.0		20.0	20.0		20.0	20.0	
Total Split (s)	40.0	40.0	40.0	10.0	50.0		22.0	22.0		22.0	22.0	
Total Split (%)	55.6%	55.6%	55.6%	13.9%	69.4%		30.6%	30.6%		30.6%	30.6%	
Maximum Green (s)	35.0	35.0	35.0	6.0	45.0		17.0	17.0		17.0	17.0	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		5.0	5.0	4.0	5.0		5.0	5.0			5.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
Recall Mode	C-Max	C-Max	C-Max	None	Max		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0		8.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	9.0	9.0	9.0		8.0		7.0	7.0		7.0	7.0	
Pedestrian Calls (#/hr)	1	1	1		1		1	1		1	1	
Act Effct Green (s)		45.7	45.7	54.2	54.2		11.4	11.4				
Actuated g/C Ratio		0.63	0.63	0.75	0.75		0.16	0.16				
v/c Ratio		0.59	0.08	0.15	0.50		0.44	0.13				
Control Delay (s/veh)		14.4	2.7	4.4	6.8		32.7	0.5				
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0				
Total Delay (s/veh)		14.4	2.7	4.4	6.8		32.7	0.5				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		B	A	A	A		C	A				
Approach Delay (s/veh)		13.1			6.6			20.1				
Approach LOS		B			A			C				
Queue Length 50th (m)		62.0	0.0	2.2	36.8		12.4	0.0				
Queue Length 95th (m)		118.1	6.2	6.5	74.3		24.0	0.0				
Internal Link Dist (m)		265.2			287.0			117.8			57.3	
Turn Bay Length (m)			24.0	48.0			28.0					
Base Capacity (vph)		1194	1049	468	1417		336	604				
Starvation Cap Reductn		0	0	0	0		0	0				
Spillback Cap Reductn		0	0	0	0		0	0				
Storage Cap Reductn		0	0	0	0		0	0				
Reduced v/c Ratio		0.59	0.08	0.15	0.50		0.29	0.10				

Intersection Summary			
Area Type:	Other		
Cycle Length: 72			
Actuated Cycle Length: 72			
Offset: 39 (54%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay (s/veh): 10.8		Intersection LOS: B	
Intersection Capacity Utilization 68.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: Riverside Drive East





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	377	4	5	573	165	6	14	5	34	13	13
Future Volume (vph)	14	377	4	5	573	165	6	14	5	34	13	13
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
Frt		0.999				0.850		0.975			0.971	
Flt Protected		0.998						0.987			0.972	
Satd. Flow (prot)	0	1878	0	0	1883	1601	0	1812	0	0	1778	0
Flt Permitted		0.976			0.997			0.950			0.858	
Satd. Flow (perm)	0	1836	0	0	1878	1601	0	1745	0	0	1569	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				179		5			14	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		85.4			90.0			70.1			177.9	
Travel Time (s)		6.1			6.5			5.0			12.8	
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
Adj. Flow (vph)	15	410	4	5	623	179	7	15	5	37	14	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	429	0	0	628	179	0	27	0	0	65	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2			2		2	4			4		
Minimum Split (s)	23.0	23.0		23.0	23.0	23.0	26.0	26.0		26.0	26.0	
Total Split (s)	44.0	44.0		44.0	44.0	44.0	26.0	26.0		26.0	26.0	
Total Split (%)	62.9%	62.9%		62.9%	62.9%	62.9%	37.1%	37.1%		37.1%	37.1%	
Maximum Green (s)	39.0	39.0		39.0	39.0	39.0	21.0	21.0		21.0	21.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	5.0	5.0		5.0	5.0	
Flash Don't Walk (s)	11.0	11.0		11.0	11.0	11.0	16.0	16.0		16.0	16.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0		0	0	
Act Effct Green (s)		39.0			39.0	39.0		21.0			21.0	
Actuated g/C Ratio		0.56			0.56	0.56		0.30			0.30	
v/c Ratio		0.42			0.60	0.18		0.05			0.14	
Control Delay (s/veh)		10.5			13.4	1.8		15.6			15.7	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay (s/veh)		10.5			13.4	1.8		15.6			15.7	
LOS		B			B	A		B			B	
Approach Delay (s/veh)		10.5			10.8			15.6			15.7	
Approach LOS		B			B			B			B	
Queue Length 50th (m)		30.0			50.6	0.0		2.1			4.9	
Queue Length 95th (m)		48.5			80.2	7.2		7.1			13.1	
Internal Link Dist (m)		61.4			66.0			46.1			153.9	
Turn Bay Length (m)												
Base Capacity (vph)		1023			1046	971		527			480	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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			0.60	0.18		0.05			0.14	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 15 (21%), Referenced to phase 2:EBWB, Start of Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay (s/veh): 11.0		Intersection LOS: B	
Intersection Capacity Utilization 51.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 17: Devonshire Road & Wyandotte St. E.

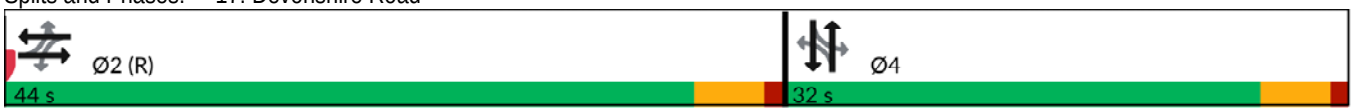
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	747	5	4	512	72	11	21	24	135	26	29
Future Volume (vph)	16	747	5	4	512	72	11	21	24	135	26	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850		0.942			0.979	
Flt Protected		0.999						0.990			0.966	
Satd. Flow (prot)	0	1880	0	0	1883	1601	0	1756	0	0	1781	0
Flt Permitted		0.986			0.995			0.940			0.751	
Satd. Flow (perm)	0	1855	0	0	1874	1601	0	1668	0	0	1385	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				78		26			13	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		85.4			90.0			70.1			177.9	
Travel Time (s)		6.1			6.5			5.0			12.8	
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
Adj. Flow (vph)	17	812	5	4	557	78	12	23	26	147	28	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	834	0	0	561	78	0	61	0	0	207	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2			2		2	4			4		
Minimum Split (s)	23.0	23.0		23.0	23.0	23.0	28.0	28.0		28.0	28.0	
Total Split (s)	44.0	44.0		44.0	44.0	44.0	32.0	32.0		32.0	32.0	
Total Split (%)	57.9%	57.9%		57.9%	57.9%	57.9%	42.1%	42.1%		42.1%	42.1%	
Maximum Green (s)	39.0	39.0		39.0	39.0	39.0	27.0	27.0		27.0	27.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
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)	11.0	11.0		11.0	11.0	11.0	16.0	16.0		16.0	16.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0		0	0	
Act Effct Green (s)		39.0			39.0	39.0		27.0			27.0	
Actuated g/C Ratio		0.51			0.51	0.51		0.36			0.36	
v/c Ratio		0.88			0.58	0.09		0.10			0.41	
Control Delay (s/veh)		29.1			16.0	2.9		11.4			20.4	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay (s/veh)		29.1			16.0	2.9		11.4			20.4	
LOS		C			B	A		B			C	
Approach Delay (s/veh)		29.1			14.4			11.4			20.4	
Approach LOS		C			B			B			C	
Queue Length 50th (m)		100.7			53.4	0.0		3.3			20.9	
Queue Length 95th (m)		#176.5			82.5	5.8		10.7			38.7	
Internal Link Dist (m)		61.4			66.0			46.1			153.9	
Turn Bay Length (m)												
Base Capacity (vph)		952			961	859		609			500	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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		0.88			0.58	0.09		0.10			0.41	

Intersection Summary			
Area Type:	Other		
Cycle Length: 76			
Actuated Cycle Length: 76			
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green			
Natural Cycle: 65			
Control Type: Pretimed			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay (s/veh): 22.0		Intersection LOS: C	
Intersection Capacity Utilization 78.1%		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: 17: Devonshire Road

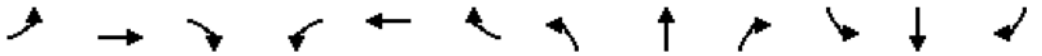


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	405	5	9	501	55	4	10	7	40	10	29
Future Volume (vph)	9	405	5	9	501	55	4	10	7	40	10	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850		0.953			0.950	
Flt Protected		0.999			0.999			0.991			0.976	
Satd. Flow (prot)	0	1880	0	0	1882	1601	0	1779	0	0	1746	0
Flt Permitted		0.988			0.992			0.968			0.867	
Satd. Flow (perm)	0	1859	0	0	1868	1601	0	1737	0	0	1551	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				60		8			32	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		85.4			90.0			70.1			177.9	
Travel Time (s)		6.1			6.5			5.0			12.8	
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
Adj. Flow (vph)	10	440	5	10	545	60	4	11	8	43	11	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	455	0	0	555	60	0	23	0	0	86	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2			2		2	4			4		
Minimum Split (s)	23.0	23.0		23.0	23.0	23.0	26.0	26.0		26.0	26.0	
Total Split (s)	46.0	46.0		46.0	46.0	46.0	26.0	26.0		26.0	26.0	
Total Split (%)	63.9%	63.9%		63.9%	63.9%	63.9%	36.1%	36.1%		36.1%	36.1%	
Maximum Green (s)	41.0	41.0		41.0	41.0	41.0	21.0	21.0		21.0	21.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	5.0	5.0		5.0	5.0	
Flash Don't Walk (s)	11.0	11.0		11.0	11.0	11.0	16.0	16.0		16.0	16.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0		0	0	
Act Effct Green (s)		41.0			41.0	41.0		21.0			21.0	
Actuated g/C Ratio		0.57			0.57	0.57		0.29			0.29	
v/c Ratio		0.43			0.52	0.06		0.04			0.18	
Control Delay (s/veh)		10.4			11.7	2.3		14.7			13.4	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay (s/veh)		10.4			11.7	2.3		14.7			13.4	
LOS		B			B	A		B			B	
Approach Delay (s/veh)		10.4			10.8			14.7			13.4	
Approach LOS		B			B			B			B	
Queue Length 50th (m)		32.3			42.5	0.0		1.5			5.4	
Queue Length 95th (m)		51.3			66.7	4.2		6.3			15.2	
Internal Link Dist (m)		61.4			66.0			46.1			153.9	
Turn Bay Length (m)												
Base Capacity (vph)		1059			1063	937		512			475	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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			0.52	0.06		0.04			0.18	

Intersection Summary			
Area Type:	Other		
Cycle Length: 72			
Actuated Cycle Length: 72			
Offset: 26 (36%), Referenced to phase 2:EBWB, Start of Green			
Natural Cycle: 55			
Control Type: Pretimed			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay (s/veh): 10.9		Intersection LOS: B	
Intersection Capacity Utilization 51.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 17: Devonshire Road

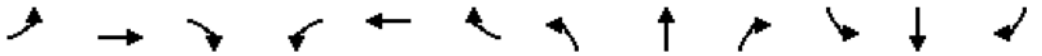


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	406	4	5	617	181	6	15	5	39	14	14
Future Volume (vph)	15	406	4	5	617	181	6	15	5	39	14	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850		0.976			0.972	
Flt Protected		0.998						0.988			0.972	
Satd. Flow (prot)	0	1878	0	0	1883	1601	0	1816	0	0	1779	0
Flt Permitted		0.974			0.997			0.951			0.850	
Satd. Flow (perm)	0	1833	0	0	1878	1601	0	1748	0	0	1556	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				197		5			15	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		84.8			90.5			68.1			179.8	
Travel Time (s)		6.1			6.5			4.9			12.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	441	4	5	671	197	7	16	5	42	15	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	461	0	0	676	197	0	28	0	0	72	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2			2		2	4			4		
Minimum Split (s)	23.0	23.0		23.0	23.0	23.0	26.0	26.0		26.0	26.0	
Total Split (s)	44.0	44.0		44.0	44.0	44.0	26.0	26.0		26.0	26.0	
Total Split (%)	62.9%	62.9%		62.9%	62.9%	62.9%	37.1%	37.1%		37.1%	37.1%	
Maximum Green (s)	39.0	39.0		39.0	39.0	39.0	21.0	21.0		21.0	21.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	5.0	5.0		5.0	5.0	
Flash Don't Walk (s)	11.0	11.0		11.0	11.0	11.0	16.0	16.0		16.0	16.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0		0	0	
Act Effct Green (s)		39.0			39.0	39.0		21.0			21.0	
Actuated g/C Ratio		0.56			0.56	0.56		0.30			0.30	
v/c Ratio		0.45			0.65	0.20		0.05			0.15	
Control Delay (s/veh)		10.9			14.4	1.8		15.7			16.0	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay (s/veh)		10.9			14.4	1.8		15.7			16.0	
LOS		B			B	A		B			B	
Approach Delay (s/veh)		10.9			11.5			15.7			16.0	
Approach LOS		B			B			B			B	
Queue Length 50th (m)		32.9			56.6	0.0		2.2			5.5	
Queue Length 95th (m)		53.1			89.9	7.6		7.3			14.2	
Internal Link Dist (m)		60.8			66.5			44.1			155.8	
Turn Bay Length (m)												
Base Capacity (vph)		1021			1046	979		527			477	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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		0.45			0.65	0.20		0.05			0.15	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 15 (21%), Referenced to phase 2:EBWB, Start of Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay (s/veh): 11.6		Intersection LOS: B	
Intersection Capacity Utilization 54.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: Devonshire Road

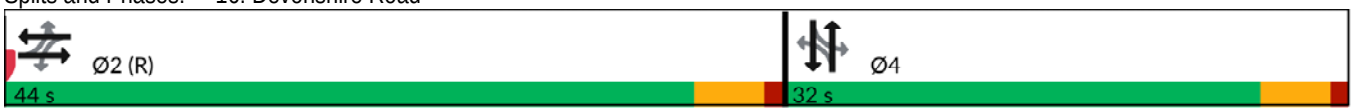


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	805	5	4	552	80	12	23	26	150	28	31
Future Volume (vph)	17	805	5	4	552	80	12	23	26	150	28	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850		0.943			0.980	
Flt Protected		0.999						0.990			0.965	
Satd. Flow (prot)	0	1880	0	0	1883	1601	0	1758	0	0	1781	0
Flt Permitted		0.985			0.995			0.936			0.745	
Satd. Flow (perm)	0	1853	0	0	1874	1601	0	1662	0	0	1375	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				87		28			13	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		84.8			90.5			68.1			179.8	
Travel Time (s)		6.1			6.5			4.9			12.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	18	875	5	4	600	87	13	25	28	163	30	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	898	0	0	604	87	0	66	0	0	227	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2			2		2	4			4		
Minimum Split (s)	23.0	23.0		23.0	23.0	23.0	28.0	28.0		28.0	28.0	
Total Split (s)	44.0	44.0		44.0	44.0	44.0	32.0	32.0		32.0	32.0	
Total Split (%)	57.9%	57.9%		57.9%	57.9%	57.9%	42.1%	42.1%		42.1%	42.1%	
Maximum Green (s)	39.0	39.0		39.0	39.0	39.0	27.0	27.0		27.0	27.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
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)	11.0	11.0		11.0	11.0	11.0	16.0	16.0		16.0	16.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0		0	0	
Act Effct Green (s)		39.0			39.0	39.0		27.0			27.0	
Actuated g/C Ratio		0.51			0.51	0.51		0.36			0.36	
v/c Ratio		0.94			0.63	0.10		0.11			0.46	
Control Delay (s/veh)		38.0			17.0	2.8		11.4			21.4	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay (s/veh)		38.0			17.0	2.8		11.4			21.4	
LOS		D			B	A		B			C	
Approach Delay (s/veh)		38.0			15.2			11.4			21.4	
Approach LOS		D			B			B			C	
Queue Length 50th (m)		115.8			59.3	0.0		3.6			23.4	
Queue Length 95th (m)		#198.3			91.7	6.1		11.3			42.8	
Internal Link Dist (m)		60.8			66.5			44.1			155.8	
Turn Bay Length (m)												
Base Capacity (vph)		951			961	863		608			496	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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		0.94			0.63	0.10		0.11			0.46	

Intersection Summary			
Area Type:	Other		
Cycle Length: 76			
Actuated Cycle Length: 76			
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green			
Natural Cycle: 70			
Control Type: Pretimed			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay (s/veh): 26.7		Intersection LOS: C	
Intersection Capacity Utilization 83.0%		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: 16: Devonshire Road

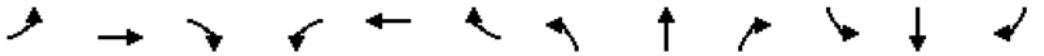


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	436	5	10	540	63	4	11	8	47	11	31
Future Volume (vph)	10	436	5	10	540	63	4	11	8	47	11	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850		0.951			0.953	
Flt Protected		0.999			0.999			0.992			0.974	
Satd. Flow (prot)	0	1880	0	0	1882	1601	0	1777	0	0	1748	0
Flt Permitted		0.987			0.991			0.969			0.854	
Satd. Flow (perm)	0	1857	0	0	1866	1601	0	1736	0	0	1533	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				68		9			34	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		84.8			90.5			68.1			179.8	
Travel Time (s)		6.1			6.5			4.9			12.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	474	5	11	587	68	4	12	9	51	12	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	490	0	0	598	68	0	25	0	0	97	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2			2		2	4			4		
Minimum Split (s)	23.0	23.0		23.0	23.0	23.0	26.0	26.0		26.0	26.0	
Total Split (s)	46.0	46.0		46.0	46.0	46.0	26.0	26.0		26.0	26.0	
Total Split (%)	63.9%	63.9%		63.9%	63.9%	63.9%	36.1%	36.1%		36.1%	36.1%	
Maximum Green (s)	41.0	41.0		41.0	41.0	41.0	21.0	21.0		21.0	21.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	5.0	5.0		5.0	5.0	
Flash Don't Walk (s)	11.0	11.0		11.0	11.0	11.0	16.0	16.0		16.0	16.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0		0	0	
Act Effct Green (s)		41.0			41.0	41.0		21.0			21.0	
Actuated g/C Ratio		0.57			0.57	0.57		0.29			0.29	
v/c Ratio		0.46			0.56	0.07		0.05			0.21	
Control Delay (s/veh)		10.8			12.4	2.3		14.5			13.1	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay (s/veh)		10.8			12.4	2.3		14.5			13.1	
LOS		B			B	A		B			B	
Approach Delay (s/veh)		10.8			11.4			14.5			13.1	
Approach LOS		B			B			B			B	
Queue Length 50th (m)		35.6			47.3	0.0		1.6			6.3	
Queue Length 95th (m)		56.4			74.2	4.5		6.6			17.1	
Internal Link Dist (m)		60.8			66.5			44.1			155.8	
Turn Bay Length (m)												
Base Capacity (vph)		1057			1062	940		512			471	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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		0.46			0.56	0.07		0.05			0.21	

Intersection Summary			
Area Type:	Other		
Cycle Length: 72			
Actuated Cycle Length: 72			
Offset: 26 (36%), Referenced to phase 2:EBWB, Start of Green			
Natural Cycle: 55			
Control Type: Pretimed			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay (s/veh): 11.4		Intersection LOS: B	
Intersection Capacity Utilization 53.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: Devonshire Road

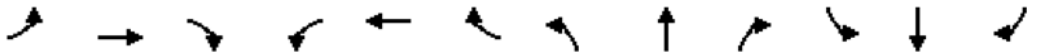


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	438	5	6	665	194	7	16	6	41	15	15
Future Volume (vph)	16	438	5	6	665	194	7	16	6	41	15	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850		0.970			0.972	
Flt Protected		0.998						0.988			0.972	
Satd. Flow (prot)	0	1878	0	0	1883	1601	0	1805	0	0	1779	0
Flt Permitted		0.971			0.996			0.948			0.844	
Satd. Flow (perm)	0	1827	0	0	1876	1601	0	1732	0	0	1545	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				211		7			16	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		84.8			90.5			68.1			179.8	
Travel Time (s)		6.1			6.5			4.9			12.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	476	5	7	723	211	8	17	7	45	16	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	498	0	0	730	211	0	32	0	0	77	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2			2		2	4			4		
Minimum Split (s)	23.0	23.0		23.0	23.0	23.0	26.0	26.0		26.0	26.0	
Total Split (s)	44.0	44.0		44.0	44.0	44.0	26.0	26.0		26.0	26.0	
Total Split (%)	62.9%	62.9%		62.9%	62.9%	62.9%	37.1%	37.1%		37.1%	37.1%	
Maximum Green (s)	39.0	39.0		39.0	39.0	39.0	21.0	21.0		21.0	21.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	5.0	5.0		5.0	5.0	
Flash Don't Walk (s)	11.0	11.0		11.0	11.0	11.0	16.0	16.0		16.0	16.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0		0	0	
Act Effct Green (s)		39.0			39.0	39.0		21.0			21.0	
Actuated g/C Ratio		0.56			0.56	0.56		0.30			0.30	
v/c Ratio		0.49			0.70	0.21		0.06			0.16	
Control Delay (s/veh)		11.5			15.8	1.8		15.2			16.1	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay (s/veh)		11.5			15.8	1.8		15.2			16.1	
LOS		B			B	A		B			B	
Approach Delay (s/veh)		11.5			12.6			15.2			16.1	
Approach LOS		B			B			B			B	
Queue Length 50th (m)		36.6			64.1	0.0		2.4			5.9	
Queue Length 95th (m)		58.8			102.0	7.8		8.0			15.0	
Internal Link Dist (m)		60.8			66.5			44.1			155.8	
Turn Bay Length (m)												
Base Capacity (vph)		1018			1045	985		524			474	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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		0.49			0.70	0.21		0.06			0.16	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 15 (21%), Referenced to phase 2:EBWB, Start of Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay (s/veh): 12.5		Intersection LOS: B	
Intersection Capacity Utilization 57.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 16: Devonshire Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	867	6	5	594	86	13	24	28	162	30	34
Future Volume (vph)	19	867	6	5	594	86	13	24	28	162	30	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850		0.942			0.980	
Flt Protected		0.999						0.990			0.965	
Satd. Flow (prot)	0	1880	0	0	1883	1601	0	1756	0	0	1781	0
Flt Permitted		0.982			0.994			0.931			0.744	
Satd. Flow (perm)	0	1848	0	0	1872	1601	0	1652	0	0	1373	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				93		30			13	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		84.8			90.5			68.1			179.8	
Travel Time (s)		6.1			6.5			4.9			12.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	21	942	7	5	646	93	14	26	30	176	33	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	970	0	0	651	93	0	70	0	0	246	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2			2		2	4			4		
Minimum Split (s)	23.0	23.0		23.0	23.0	23.0	28.0	28.0		28.0	28.0	
Total Split (s)	44.0	44.0		44.0	44.0	44.0	32.0	32.0		32.0	32.0	
Total Split (%)	57.9%	57.9%		57.9%	57.9%	57.9%	42.1%	42.1%		42.1%	42.1%	
Maximum Green (s)	39.0	39.0		39.0	39.0	39.0	27.0	27.0		27.0	27.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
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)	11.0	11.0		11.0	11.0	11.0	16.0	16.0		16.0	16.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0		0	0	
Act Effct Green (s)		39.0			39.0	39.0		27.0			27.0	
Actuated g/C Ratio		0.51			0.51	0.51		0.36			0.36	
v/c Ratio		1.02			0.68	0.11		0.12			0.50	
Control Delay (s/veh)		56.2			18.3	2.7		11.4			22.3	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay (s/veh)		56.2			18.3	2.7		11.4			22.3	
LOS		E			B	A		B			C	
Approach Delay (s/veh)		56.2			16.3			11.4			22.3	
Approach LOS		E			B			B			C	
Queue Length 50th (m)		~143.1			66.5	0.0		3.8			26.0	
Queue Length 95th (m)		#223.5			102.8	6.3		11.8			46.9	
Internal Link Dist (m)		60.8			66.5			44.1			155.8	
Turn Bay Length (m)												
Base Capacity (vph)		948			960	866		606			496	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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		1.02			0.68	0.11		0.12			0.50	

Intersection Summary			
Area Type:	Other		
Cycle Length: 76			
Actuated Cycle Length: 76			
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green			
Natural Cycle: 75			
Control Type: Pretimed			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay (s/veh): 36.0		Intersection LOS: D	
Intersection Capacity Utilization 88.9%		ICU Level of Service E	
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: 16: Devonshire Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	470	6	10	581	68	5	12	8	50	12	34
Future Volume (vph)	10	470	6	10	581	68	5	12	8	50	12	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998				0.850		0.955			0.952	
Flt Protected		0.999			0.999			0.991			0.975	
Satd. Flow (prot)	0	1878	0	0	1882	1601	0	1782	0	0	1748	0
Flt Permitted		0.987			0.991			0.962			0.852	
Satd. Flow (perm)	0	1855	0	0	1866	1601	0	1730	0	0	1528	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				74		9			37	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		84.8			90.5			68.1			179.8	
Travel Time (s)		6.1			6.5			4.9			12.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	511	7	11	632	74	5	13	9	54	13	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	529	0	0	643	74	0	27	0	0	104	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2			2		2	4			4		
Minimum Split (s)	23.0	23.0		23.0	23.0	23.0	26.0	26.0		26.0	26.0	
Total Split (s)	46.0	46.0		46.0	46.0	46.0	26.0	26.0		26.0	26.0	
Total Split (%)	63.9%	63.9%		63.9%	63.9%	63.9%	36.1%	36.1%		36.1%	36.1%	
Maximum Green (s)	41.0	41.0		41.0	41.0	41.0	21.0	21.0		21.0	21.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	5.0	5.0		5.0	5.0	
Flash Don't Walk (s)	11.0	11.0		11.0	11.0	11.0	16.0	16.0		16.0	16.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0		0	0	
Act Effct Green (s)		41.0			41.0	41.0		21.0			21.0	
Actuated g/C Ratio		0.57			0.57	0.57		0.29			0.29	
v/c Ratio		0.50			0.61	0.08		0.05			0.22	
Control Delay (s/veh)		11.4			13.2	2.2		14.6			13.1	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay (s/veh)		11.4			13.2	2.2		14.6			13.1	
LOS		B			B	A		B			B	
Approach Delay (s/veh)		11.4			12.1			14.6			13.1	
Approach LOS		B			B			B			B	
Queue Length 50th (m)		39.5			52.6	0.0		1.8			6.8	
Queue Length 95th (m)		62.6			82.8	4.7		7.0			17.7	
Internal Link Dist (m)		60.8			66.5			44.1			155.8	
Turn Bay Length (m)												
Base Capacity (vph)		1057			1062	943		510			471	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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		0.50			0.61	0.08		0.05			0.22	

Intersection Summary			
Area Type:	Other		
Cycle Length: 72			
Actuated Cycle Length: 72			
Offset: 26 (36%), Referenced to phase 2:EBWB, Start of Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay (s/veh): 11.9		Intersection LOS: B	
Intersection Capacity Utilization 56.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 16: Devonshire Road

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	3	13	4	4	6	68	94	2	4	41	23
Future Vol, veh/h	17	3	13	4	4	6	68	94	2	4	41	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	8	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	3	14	4	4	7	74	102	2	4	45	25

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	318	318	57	306	329	103	70	0	0	104	0	0
Stage 1	66	66	-	251	251	-	-	-	-	-	-	-
Stage 2	252	252	-	55	78	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.28	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.372	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	635	598	993	646	590	952	1531	-	-	1487	-	-
Stage 1	945	840	-	753	699	-	-	-	-	-	-	-
Stage 2	752	698	-	957	830	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	592	566	993	599	558	952	1531	-	-	1487	-	-
Mov Cap-2 Maneuver	592	566	-	599	558	-	-	-	-	-	-	-
Stage 1	942	838	-	714	663	-	-	-	-	-	-	-
Stage 2	704	663	-	937	827	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.42	10.3	3.1	0.44
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	743	-	-	700	695	99	-	-
HCM Lane V/C Ratio	0.048	-	-	0.051	0.022	0.003	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	10.4	10.3	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	0.1	0	-	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	50	0	71	5	3	9	27	68	0	7	212	19
Future Vol, veh/h	50	0	71	5	3	9	27	68	0	7	212	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	54	0	77	5	3	10	29	74	0	8	230	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	390	389	241	378	399	74	251	0	0	74	0	0
Stage 1	256	256	-	133	133	-	-	-	-	-	-	-
Stage 2	134	133	-	246	266	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	569	546	798	579	539	988	1314	-	-	1526	-	-
Stage 1	749	696	-	871	787	-	-	-	-	-	-	-
Stage 2	869	787	-	758	688	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	544	530	798	508	523	988	1314	-	-	1526	-	-
Mov Cap-2 Maneuver	544	530	-	508	523	-	-	-	-	-	-	-
Stage 1	744	692	-	851	768	-	-	-	-	-	-	-
Stage 2	837	768	-	681	684	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.7	10.37	2.22	0.22
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	512	-	-	669	689	52	-	-
HCM Lane V/C Ratio	0.022	-	-	0.197	0.027	0.005	-	-
HCM Ctrl Dly (s/v)	7.8	0	-	11.7	10.4	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.1	0	-	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	5	35	5	1	4	35	68	6	2	66	25
Future Vol, veh/h	18	5	35	5	1	4	35	68	6	2	66	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	5	38	5	1	4	38	74	7	2	72	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	240	246	85	232	257	77	99	0	0	80	0	0
Stage 1	90	90	-	153	153	-	-	-	-	-	-	-
Stage 2	151	157	-	79	103	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	714	656	974	723	647	984	1494	-	-	1517	-	-
Stage 1	918	821	-	849	771	-	-	-	-	-	-	-
Stage 2	852	768	-	930	810	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	690	638	974	669	629	984	1494	-	-	1517	-	-
Mov Cap-2 Maneuver	690	638	-	669	629	-	-	-	-	-	-	-
Stage 1	916	819	-	826	750	-	-	-	-	-	-	-
Stage 2	824	748	-	886	808	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.69	9.79	2.4	0.16
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	569	-	-	830	762	37	-	-
HCM Lane V/C Ratio	0.025	-	-	0.076	0.014	0.001	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	9.7	9.8	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0	0	-	-

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	52	3	16	4	4	6	76	101	2	4	44	45
Future Vol, veh/h	52	3	16	4	4	6	76	101	2	4	44	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	8	2	2	2	2	2	2	2	2	2
Mvmt Flow	57	3	17	4	4	7	83	110	2	4	48	49

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	358	358	72	334	382	111	97	0	0	112	0	0
Stage 1	81	81	-	276	276	-	-	-	-	-	-	-
Stage 2	277	277	-	58	105	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.28	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.372	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	597	568	973	619	551	942	1497	-	-	1478	-	-
Stage 1	927	828	-	730	682	-	-	-	-	-	-	-
Stage 2	729	681	-	954	808	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	552	533	973	567	517	942	1497	-	-	1478	-	-
Mov Cap-2 Maneuver	552	533	-	567	517	-	-	-	-	-	-	-
Stage 1	925	825	-	687	642	-	-	-	-	-	-	-
Stage 2	677	641	-	930	805	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.75	10.57	3.2	0.32
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	761	-	-	611	662	70	-	-
HCM Lane V/C Ratio	0.055	-	-	0.126	0.023	0.003	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	11.7	10.6	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	0.1	0	-	-

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	85	0	81	5	3	10	31	73	0	8	228	62
Future Vol, veh/h	85	0	81	5	3	10	31	73	0	8	228	62
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	92	0	88	5	3	11	34	79	0	9	248	67

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	447	446	282	412	479	79	315	0	0	79	0	0
Stage 1	299	299	-	147	147	-	-	-	-	-	-	-
Stage 2	148	147	-	265	333	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	522	507	757	550	486	981	1245	-	-	1519	-	-
Stage 1	710	666	-	856	776	-	-	-	-	-	-	-
Stage 2	854	776	-	740	644	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	494	490	757	469	469	981	1245	-	-	1519	-	-
Mov Cap-2 Maneuver	494	490	-	469	469	-	-	-	-	-	-	-
Stage 1	705	662	-	832	754	-	-	-	-	-	-	-
Stage 2	817	754	-	649	640	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.66	10.62	2.38	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	537	-	-	595	661	46	-	-
HCM Lane V/C Ratio	0.027	-	-	0.303	0.03	0.006	-	-
HCM Ctrl Dly (s/v)	8	0	-	13.7	10.6	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.3	0.1	0	-	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	59	5	42	5	1	4	42	73	6	2	71	78
Future Vol, veh/h	59	5	42	5	1	4	42	73	6	2	71	78
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	64	5	46	5	1	4	46	79	7	2	77	85

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	295	301	120	258	340	83	162	0	0	86	0	0
Stage 1	124	124	-	174	174	-	-	-	-	-	-	-
Stage 2	171	177	-	84	166	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	657	612	932	695	581	977	1417	-	-	1510	-	-
Stage 1	880	793	-	828	755	-	-	-	-	-	-	-
Stage 2	831	753	-	924	761	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	630	590	932	632	561	977	1417	-	-	1510	-	-
Mov Cap-2 Maneuver	630	590	-	632	561	-	-	-	-	-	-	-
Stage 1	879	792	-	800	729	-	-	-	-	-	-	-
Stage 2	798	727	-	871	760	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.95	10.04	2.65	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	615	-	-	720	725	22	-	-
HCM Lane V/C Ratio	0.032	-	-	0.16	0.015	0.001	-	-
HCM Ctrl Dly (s/v)	7.6	0	-	10.9	10	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0	0	-	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	54	3	17	5	5	7	82	109	2	5	48	47
Future Vol, veh/h	54	3	17	5	5	7	82	109	2	5	48	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	8	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	3	18	5	5	8	89	118	2	5	52	51

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	388	388	78	363	412	120	103	0	0	121	0	0
Stage 1	89	89	-	298	298	-	-	-	-	-	-	-
Stage 2	299	299	-	65	114	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.28	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.372	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	571	547	967	593	530	932	1489	-	-	1467	-	-
Stage 1	919	821	-	711	667	-	-	-	-	-	-	-
Stage 2	709	666	-	946	801	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	522	510	967	539	494	932	1489	-	-	1467	-	-
Mov Cap-2 Maneuver	522	510	-	539	494	-	-	-	-	-	-	-
Stage 1	915	818	-	665	624	-	-	-	-	-	-	-
Stage 2	653	624	-	921	798	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.16	10.87	3.22	0.37
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	762	-	-	583	632	82	-	-
HCM Lane V/C Ratio	0.06	-	-	0.138	0.029	0.004	-	-
HCM Ctrl Dly (s/v)	7.6	0	-	12.2	10.9	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.5	0.1	0	-	-

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	89	0	87	6	3	10	33	79	0	8	246	64
Future Vol, veh/h	89	0	87	6	3	10	33	79	0	8	246	64
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	97	0	95	7	3	11	36	86	0	9	267	70

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	479	477	302	442	512	86	337	0	0	86	0	0
Stage 1	320	320	-	158	158	-	-	-	-	-	-	-
Stage 2	159	158	-	285	354	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	497	487	737	525	465	973	1222	-	-	1510	-	-
Stage 1	692	653	-	845	767	-	-	-	-	-	-	-
Stage 2	843	767	-	722	630	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	470	469	737	441	448	973	1222	-	-	1510	-	-
Mov Cap-2 Maneuver	470	469	-	441	448	-	-	-	-	-	-	-
Stage 1	687	648	-	819	744	-	-	-	-	-	-	-
Stage 2	804	744	-	625	626	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.41	11	2.37	0.19
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	530	-	-	572	621	43	-	-
HCM Lane V/C Ratio	0.029	-	-	0.334	0.033	0.006	-	-
HCM Ctrl Dly (s/v)	8	0	-	14.4	11	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.5	0.1	0	-	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	61	6	45	6	1	5	45	79	7	2	77	80
Future Vol, veh/h	61	6	45	6	1	5	45	79	7	2	77	80
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	66	7	49	7	1	5	49	86	8	2	84	87

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	316	323	127	279	363	90	171	0	0	93	0	0
Stage 1	132	132	-	188	188	-	-	-	-	-	-	-
Stage 2	184	191	-	91	175	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	637	595	923	674	565	968	1407	-	-	1501	-	-
Stage 1	872	787	-	814	745	-	-	-	-	-	-	-
Stage 2	818	742	-	916	754	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	608	572	923	607	543	968	1407	-	-	1501	-	-
Mov Cap-2 Maneuver	608	572	-	607	543	-	-	-	-	-	-	-
Stage 1	871	786	-	784	718	-	-	-	-	-	-	-
Stage 2	782	715	-	859	753	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.2	10.16	2.63	0.09
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	608	-	-	702	710	21	-	-
HCM Lane V/C Ratio	0.035	-	-	0.173	0.018	0.001	-	-
HCM Ctrl Dly (s/v)	7.7	0	-	11.2	10.2	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	15	1	3	64	13	0	0	7	2	0	0
Future Vol, veh/h	0	15	1	3	64	13	0	0	7	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	100	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	1	3	70	14	0	0	8	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	84	0	0	17	0	0	93	107	17	99	101	77
Stage 1	-	-	-	-	-	-	17	17	-	83	83	-
Stage 2	-	-	-	-	-	-	76	90	-	16	17	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1513	-	-	1600	-	-	891	783	1062	882	789	984
Stage 1	-	-	-	-	-	-	1003	881	-	925	826	-
Stage 2	-	-	-	-	-	-	933	820	-	1003	881	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1513	-	-	1600	-	-	889	781	1062	874	788	984
Mov Cap-2 Maneuver	-	-	-	-	-	-	889	781	-	874	788	-
Stage 1	-	-	-	-	-	-	1003	881	-	923	824	-
Stage 2	-	-	-	-	-	-	931	818	-	996	881	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.27	8.41	9.13
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1062	1513	-	-	65	-	-	874
HCM Lane V/C Ratio	0.007	-	-	-	0.002	-	-	0.002
HCM Ctrl Dly (s/v)	8.4	0	-	-	7.3	0	-	9.1
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	91	4	5	48	2	1	0	17	10	0	0
Future Vol, veh/h	0	91	4	5	48	2	1	0	17	10	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	99	4	5	52	2	1	0	18	11	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	54	0	0	103	0	0	164	166	101	163	167	53
Stage 1	-	-	-	-	-	-	101	101	-	64	64	-
Stage 2	-	-	-	-	-	-	63	65	-	99	103	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1551	-	-	1489	-	-	801	726	954	802	725	1014
Stage 1	-	-	-	-	-	-	905	811	-	947	841	-
Stage 2	-	-	-	-	-	-	948	841	-	907	810	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1551	-	-	1489	-	-	798	724	954	783	723	1014
Mov Cap-2 Maneuver	-	-	-	-	-	-	798	724	-	783	723	-
Stage 1	-	-	-	-	-	-	905	811	-	943	838	-
Stage 2	-	-	-	-	-	-	944	837	-	890	810	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.68	8.89	9.66
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	944	1551	-	-	162	-	-	783
HCM Lane V/C Ratio	0.021	-	-	-	0.004	-	-	0.014
HCM Ctrl Dly (s/v)	8.9	0	-	-	7.4	0	-	9.7
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	33	6	21	38	0	13	1	18	4	1	0
Future Vol, veh/h	1	33	6	21	38	0	13	1	18	4	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	36	7	23	41	0	14	1	20	4	1	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	41	0	0	42	0	0	129	128	39	126	132	41
Stage 1	-	-	-	-	-	-	41	41	-	87	87	-
Stage 2	-	-	-	-	-	-	88	87	-	39	45	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1568	-	-	1567	-	-	844	762	1032	848	759	1030
Stage 1	-	-	-	-	-	-	973	861	-	921	823	-
Stage 2	-	-	-	-	-	-	920	823	-	977	858	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1568	-	-	1567	-	-	830	750	1032	818	747	1030
Mov Cap-2 Maneuver	-	-	-	-	-	-	830	750	-	818	747	-
Stage 1	-	-	-	-	-	-	973	860	-	907	811	-
Stage 2	-	-	-	-	-	-	905	811	-	956	857	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.18	2.61	9.02	9.51
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	929	44	-	-	641	-	-	803
HCM Lane V/C Ratio	0.037	0.001	-	-	0.015	-	-	0.007
HCM Ctrl Dly (s/v)	9	7.3	0	-	7.3	0	-	9.5
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	54	1	3	105	0	8
Future Vol, veh/h	54	1	3	105	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	100	2	2	2	2
Mvmt Flow	59	1	3	114	0	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	60	0	180	59
Stage 1	-	-	-	-	59	-
Stage 2	-	-	-	-	121	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1544	-	810	1006
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	905	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1544	-	808	1006
Mov Cap-2 Maneuver	-	-	-	-	808	-
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	903	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.2	8.61
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1006	-	-	50	-
HCM Lane V/C Ratio	0.009	-	-	0.002	-
HCM Ctrl Dly (s/v)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	144	4	5	98	2	18
Future Vol, veh/h	144	4	5	98	2	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	100	2	2	2	2
Mvmt Flow	157	4	5	107	2	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	161	0	276	159
Stage 1	-	-	-	-	159	-
Stage 2	-	-	-	-	117	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1418	-	714	887
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	908	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1418	-	711	887
Mov Cap-2 Maneuver	-	-	-	-	711	-
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	904	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.37	9.27
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	865	-	-	87	-
HCM Lane V/C Ratio	0.025	-	-	0.004	-
HCM Ctrl Dly (s/v)	9.3	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	80	7	23	96	15	19
Future Vol, veh/h	80	7	23	96	15	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	87	8	25	104	16	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	95	0	245	91
Stage 1	-	-	-	-	91	-
Stage 2	-	-	-	-	154	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1499	-	743	967
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	874	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1499	-	730	967
Mov Cap-2 Maneuver	-	-	-	-	730	-
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	858	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.44	9.45
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	846	-	-	348	-
HCM Lane V/C Ratio	0.044	-	-	0.017	-
HCM Ctrl Dly (s/v)	9.5	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	55	1	3	110	0	8
Future Vol, veh/h	55	1	3	110	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	100	2	2	2	2
Mvmt Flow	60	1	3	120	0	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	61	0	186	60
Stage 1	-	-	-	-	60	-
Stage 2	-	-	-	-	126	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1542	-	803	1005
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	900	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1542	-	801	1005
Mov Cap-2 Maneuver	-	-	-	-	801	-
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	898	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.19	8.61
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1005	-	-	48	-
HCM Lane V/C Ratio	0.009	-	-	0.002	-
HCM Ctrl Dly (s/v)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	152	5	6	102	2	20
Future Vol, veh/h	152	5	6	102	2	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	100	2	2	2	2
Mvmt Flow	165	5	7	111	2	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	171	0	292	168
Stage 1	-	-	-	-	168	-
Stage 2	-	-	-	-	124	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1407	-	699	876
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	902	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1407	-	695	876
Mov Cap-2 Maneuver	-	-	-	-	695	-
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	897	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.42	9.33
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	856	-	-	100	-
HCM Lane V/C Ratio	0.028	-	-	0.005	-
HCM Ctrl Dly (s/v)	9.3	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	82	8	24	99	16	21
Future Vol, veh/h	82	8	24	99	16	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	89	9	26	108	17	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	98	0	253	93
Stage 1	-	-	-	-	93	-
Stage 2	-	-	-	-	160	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1495	-	735	964
Stage 1	-	-	-	-	930	-
Stage 2	-	-	-	-	869	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1495	-	722	964
Mov Cap-2 Maneuver	-	-	-	-	722	-
Stage 1	-	-	-	-	930	-
Stage 2	-	-	-	-	853	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.45	9.49
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	842	-	-	351	-
HCM Lane V/C Ratio	0.048	-	-	0.017	-
HCM Ctrl Dly (s/v)	9.5	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	17	69	23	36	2
Future Vol, veh/h	0	17	69	23	36	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	18	75	25	39	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	100	0	-	0	106	88
Stage 1	-	-	-	-	88	-
Stage 2	-	-	-	-	18	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1493	-	-	-	892	971
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	1004	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1493	-	-	-	892	971
Mov Cap-2 Maneuver	-	-	-	-	892	-
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	1004	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.21
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1493	-	-	-	896
HCM Lane V/C Ratio	-	-	-	-	0.046
HCM Ctrl Dly (s/v)	0	-	-	-	9.2
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	102	53	45	36	1
Future Vol, veh/h	3	102	53	45	36	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	111	58	49	39	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	107	0	-	0	199	82
Stage 1	-	-	-	-	82	-
Stage 2	-	-	-	-	117	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1484	-	-	-	789	978
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	908	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1484	-	-	-	787	978
Mov Cap-2 Maneuver	-	-	-	-	787	-
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	908	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.21	0	9.79
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	51	-	-	-	791
HCM Lane V/C Ratio	0.002	-	-	-	0.051
HCM Ctrl Dly (s/v)	7.4	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	43	55	56	45	2
Future Vol, veh/h	3	43	55	56	45	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	47	60	61	49	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	121	0	-	0	143	90
Stage 1	-	-	-	-	90	-
Stage 2	-	-	-	-	53	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1467	-	-	-	849	968
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	969	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1467	-	-	-	847	968
Mov Cap-2 Maneuver	-	-	-	-	847	-
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	969	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.49	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	117	-	-	-	852
HCM Lane V/C Ratio	0.002	-	-	-	0.06
HCM Ctrl Dly (s/v)	7.5	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	19	74	23	36	2
Future Vol, veh/h	0	19	74	23	36	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	21	80	25	39	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	105	0	-	0	114	93
Stage 1	-	-	-	-	93	-
Stage 2	-	-	-	-	21	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1486	-	-	-	883	964
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	1002	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1486	-	-	-	883	964
Mov Cap-2 Maneuver	-	-	-	-	883	-
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	1002	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.26
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1486	-	-	-	887
HCM Lane V/C Ratio	-	-	-	-	0.047
HCM Ctrl Dly (s/v)	0	-	-	-	9.3
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	110	57	45	36	1
Future Vol, veh/h	3	110	57	45	36	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	120	62	49	39	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	111	0	-	0	213	86
Stage 1	-	-	-	-	86	-
Stage 2	-	-	-	-	126	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1479	-	-	-	776	972
Stage 1	-	-	-	-	937	-
Stage 2	-	-	-	-	900	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1479	-	-	-	774	972
Mov Cap-2 Maneuver	-	-	-	-	774	-
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	900	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.2	0	9.88
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	48	-	-	-	778
HCM Lane V/C Ratio	0.002	-	-	-	0.052
HCM Ctrl Dly (s/v)	7.4	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	46	59	56	45	2
Future Vol, veh/h	3	46	59	56	45	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	50	64	61	49	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	125	0	-	0	151	95
Stage 1	-	-	-	-	95	-
Stage 2	-	-	-	-	57	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1462	-	-	-	841	962
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	966	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1462	-	-	-	839	962
Mov Cap-2 Maneuver	-	-	-	-	839	-
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	966	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.46	0	9.54
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	110	-	-	-	843
HCM Lane V/C Ratio	0.002	-	-	-	0.061
HCM Ctrl Dly (s/v)	7.5	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	18	1	3	58	2	4	4	1	2	0	5
Future Vol, veh/h	1	18	1	3	58	2	4	4	1	2	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	11	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	20	1	3	63	2	4	4	1	2	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	65	0	0	21	0	0	92	94	20	95	93	64
Stage 1	-	-	-	-	-	-	22	22	-	71	71	-
Stage 2	-	-	-	-	-	-	70	72	-	24	23	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1537	-	-	1595	-	-	892	796	1058	889	797	1000
Stage 1	-	-	-	-	-	-	996	877	-	939	836	-
Stage 2	-	-	-	-	-	-	940	835	-	994	876	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1537	-	-	1595	-	-	885	794	1058	880	794	1000
Mov Cap-2 Maneuver	-	-	-	-	-	-	885	794	-	880	794	-
Stage 1	-	-	-	-	-	-	995	876	-	937	834	-
Stage 2	-	-	-	-	-	-	933	833	-	987	876	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.37	0.35	9.25	8.77
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	857	89	-	-	85	-	-	963
HCM Lane V/C Ratio	0.011	0.001	-	-	0.002	-	-	0.008
HCM Ctrl Dly (s/v)	9.3	7.3	0	-	7.3	0	-	8.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	84	9	5	36	3	6	2	6	3	5	1
Future Vol, veh/h	2	84	9	5	36	3	6	2	6	3	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	91	10	5	39	3	7	2	7	3	5	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	42	0	0	101	0	0	153	154	96	148	157	41
Stage 1	-	-	-	-	-	-	101	101	-	52	52	-
Stage 2	-	-	-	-	-	-	53	53	-	97	105	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1567	-	-	1491	-	-	814	738	960	820	735	1030
Stage 1	-	-	-	-	-	-	906	812	-	961	852	-
Stage 2	-	-	-	-	-	-	960	850	-	910	808	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1567	-	-	1491	-	-	803	734	960	808	731	1030
Mov Cap-2 Maneuver	-	-	-	-	-	-	803	734	-	808	731	-
Stage 1	-	-	-	-	-	-	904	811	-	958	849	-
Stage 2	-	-	-	-	-	-	949	847	-	900	807	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.15	0.84	9.31	9.67
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	851	37	-	-	201	-	-	781
HCM Lane V/C Ratio	0.018	0.001	-	-	0.004	-	-	0.013
HCM Ctrl Dly (s/v)	9.3	7.3	0	-	7.4	0	-	9.7
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	28	6	7	34	4	9	4	8	5	5	1
Future Vol, veh/h	7	28	6	7	34	4	9	4	8	5	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	30	7	8	37	4	10	4	9	5	5	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	41	0	0	37	0	0	104	105	34	102	107	39
Stage 1	-	-	-	-	-	-	49	49	-	54	54	-
Stage 2	-	-	-	-	-	-	55	57	-	48	52	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1568	-	-	1574	-	-	876	785	1040	879	784	1032
Stage 1	-	-	-	-	-	-	964	854	-	958	850	-
Stage 2	-	-	-	-	-	-	957	848	-	966	851	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1568	-	-	1574	-	-	861	777	1040	858	776	1032
Mov Cap-2 Maneuver	-	-	-	-	-	-	861	777	-	858	776	-
Stage 1	-	-	-	-	-	-	960	850	-	953	845	-
Stage 2	-	-	-	-	-	-	946	844	-	948	847	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.25	1.14	9.1	9.4
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	901	297	-	-	274	-	-	831
HCM Lane V/C Ratio	0.025	0.005	-	-	0.005	-	-	0.014
HCM Ctrl Dly (s/v)	9.1	7.3	0	-	7.3	0	-	9.4
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	19	1	3	64	2	4	4	1	2	0	5
Future Vol, veh/h	1	19	1	3	64	2	4	4	1	2	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	11	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	21	1	3	70	2	4	4	1	2	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	72	0	0	22	0	0	99	102	21	102	101	71
Stage 1	-	-	-	-	-	-	23	23	-	77	77	-
Stage 2	-	-	-	-	-	-	76	78	-	25	24	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1528	-	-	1594	-	-	882	788	1056	879	789	992
Stage 1	-	-	-	-	-	-	995	876	-	932	831	-
Stage 2	-	-	-	-	-	-	933	830	-	993	875	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1528	-	-	1594	-	-	875	786	1056	870	787	992
Mov Cap-2 Maneuver	-	-	-	-	-	-	875	786	-	870	787	-
Stage 1	-	-	-	-	-	-	994	875	-	930	829	-
Stage 2	-	-	-	-	-	-	926	828	-	986	875	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.35	0.32	9.29	8.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	848	85	-	-	78	-	-	954
HCM Lane V/C Ratio	0.012	0.001	-	-	0.002	-	-	0.008
HCM Ctrl Dly (s/v)	9.3	7.4	0	-	7.3	0	-	8.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	92	10	5	40	3	6	2	7	3	5	1
Future Vol, veh/h	2	92	10	5	40	3	6	2	7	3	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	100	11	5	43	3	7	2	8	3	5	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	47	0	0	111	0	0	167	167	105	161	171	45
Stage 1	-	-	-	-	-	-	110	110	-	56	56	-
Stage 2	-	-	-	-	-	-	57	58	-	105	115	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1561	-	-	1479	-	-	797	725	949	804	722	1025
Stage 1	-	-	-	-	-	-	895	804	-	956	848	-
Stage 2	-	-	-	-	-	-	955	847	-	900	800	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1561	-	-	1479	-	-	786	722	949	791	718	1025
Mov Cap-2 Maneuver	-	-	-	-	-	-	786	722	-	791	718	-
Stage 1	-	-	-	-	-	-	894	803	-	952	845	-
Stage 2	-	-	-	-	-	-	944	844	-	889	799	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.14	0.78	9.35	9.75
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	844	34	-	-	185	-	-	767
HCM Lane V/C Ratio	0.019	0.001	-	-	0.004	-	-	0.013
HCM Ctrl Dly (s/v)	9.4	7.3	0	-	7.4	0	-	9.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	32	6	9	38	4	10	4	10	5	5	1
Future Vol, veh/h	8	32	6	9	38	4	10	4	10	5	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	35	7	10	41	4	11	4	11	5	5	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	46	0	0	41	0	0	119	121	38	117	122	43
Stage 1	-	-	-	-	-	-	55	55	-	63	63	-
Stage 2	-	-	-	-	-	-	64	65	-	54	59	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1562	-	-	1568	-	-	857	770	1034	859	769	1027
Stage 1	-	-	-	-	-	-	957	849	-	948	842	-
Stage 2	-	-	-	-	-	-	947	841	-	958	846	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1562	-	-	1568	-	-	839	760	1034	835	759	1027
Mov Cap-2 Maneuver	-	-	-	-	-	-	839	760	-	835	759	-
Stage 1	-	-	-	-	-	-	951	844	-	942	837	-
Stage 2	-	-	-	-	-	-	934	835	-	938	841	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.27	1.29	9.15	9.5
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	894	303	-	-	312	-	-	812
HCM Lane V/C Ratio	0.029	0.006	-	-	0.006	-	-	0.015
HCM Ctrl Dly (s/v)	9.1	7.3	0	-	7.3	0	-	9.5
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	21	1	3	69	2	5	5	1	2	0	6
Future Vol, veh/h	1	21	1	3	69	2	5	5	1	2	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	11	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	23	1	3	75	2	5	5	1	2	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	77	0	0	24	0	0	107	109	23	110	109	76
Stage 1	-	-	-	-	-	-	26	26	-	83	83	-
Stage 2	-	-	-	-	-	-	82	84	-	28	26	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1521	-	-	1591	-	-	872	781	1053	868	781	985
Stage 1	-	-	-	-	-	-	992	874	-	926	826	-
Stage 2	-	-	-	-	-	-	927	825	-	989	873	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1521	-	-	1591	-	-	864	779	1053	858	779	985
Mov Cap-2 Maneuver	-	-	-	-	-	-	864	779	-	858	779	-
Stage 1	-	-	-	-	-	-	991	873	-	924	825	-
Stage 2	-	-	-	-	-	-	919	824	-	982	873	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.32	0.29	9.37	8.82
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	836	78	-	-	73	-	-	950
HCM Lane V/C Ratio	0.014	0.001	-	-	0.002	-	-	0.009
HCM Ctrl Dly (s/v)	9.4	7.4	0	-	7.3	0	-	8.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	99	10	6	43	3	7	2	8	3	6	1
Future Vol, veh/h	2	99	10	6	43	3	7	2	8	3	6	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	108	11	7	47	3	8	2	9	3	7	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	50	0	0	118	0	0	180	180	113	174	184	48
Stage 1	-	-	-	-	-	-	117	117	-	61	61	-
Stage 2	-	-	-	-	-	-	63	63	-	113	123	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1557	-	-	1470	-	-	781	713	940	788	710	1020
Stage 1	-	-	-	-	-	-	887	798	-	950	844	-
Stage 2	-	-	-	-	-	-	948	842	-	892	794	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1557	-	-	1470	-	-	768	709	940	774	706	1020
Mov Cap-2 Maneuver	-	-	-	-	-	-	768	709	-	774	706	-
Stage 1	-	-	-	-	-	-	886	797	-	945	840	-
Stage 2	-	-	-	-	-	-	935	839	-	880	793	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.13	0.86	9.43	9.88
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	832	32	-	-	205	-	-	749
HCM Lane V/C Ratio	0.022	0.001	-	-	0.004	-	-	0.015
HCM Ctrl Dly (s/v)	9.4	7.3	0	-	7.5	0	-	9.9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	34	7	9	40	5	10	5	10	6	6	1
Future Vol, veh/h	8	34	7	9	40	5	10	5	10	6	6	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	37	8	10	43	5	11	5	11	7	7	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	49	0	0	45	0	0	124	127	41	123	128	46
Stage 1	-	-	-	-	-	-	58	58	-	66	66	-
Stage 2	-	-	-	-	-	-	66	68	-	57	62	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1558	-	-	1564	-	-	850	764	1030	852	763	1023
Stage 1	-	-	-	-	-	-	954	846	-	945	840	-
Stage 2	-	-	-	-	-	-	944	838	-	955	843	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1558	-	-	1564	-	-	831	755	1030	827	754	1023
Mov Cap-2 Maneuver	-	-	-	-	-	-	831	755	-	827	754	-
Stage 1	-	-	-	-	-	-	948	842	-	939	835	-
Stage 2	-	-	-	-	-	-	930	832	-	933	838	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.2	1.22	9.21	9.57
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	881	284	-	-	293	-	-	803
HCM Lane V/C Ratio	0.031	0.006	-	-	0.006	-	-	0.018
HCM Ctrl Dly (s/v)	9.2	7.3	0	-	7.3	0	-	9.6
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Appendix F

SIGHT LINE CALCULATIONS

Proposed Site Access at Assumption Street

26-1891: 1880 Assumption Street, Windsor, Ontario - Sight Line Analysis

Design Intersection Sight Distance (TAC Geometric Design Guide for Canadian Roads)

Design Speed: 60km/h (Posted Speed Limit = 50 km/h)

Table 9.9.3: Time Gap for Case B1, Left Turn from Stop

Design Vehicle	Time Gap (t_g)(s) at Design Speed of Major Road
Passenger car	7.5
Single-unit truck	9.5
Combination truck (WB 19 and WB 20)	11.5
Longer truck	To be established by road authority

Intersection Stopping Distance **(ISD)** = 0.278 V_{major} t_g

Where:

ISD = intersection sight distance (m)
(length of the leg of sight triangle along the major road)
V_{major} = design speed of the major road (km/h)
t_g = time gap for minor road vehicle to enter the major road (s)

ISD $_{passenger\ car}$ (left turn from stop) = 0.278 x 60 x 7.5 = **125 m**

Table 9.9.5: Time Gap for Case B2—Right Turn from Stop and Case B3—Crossing Maneuver

Design Vehicle	Time Gap (t_g)(s) at Design Speed of Major Road
Passenger car	6.5
Single-unit truck	8.5
Combination truck (WB 19 and WB 20)	10.5

ISD $_{passenger\ car}$ (right turn from stop) = 0.278 x 60 x 6.5 = **108 m**