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# Technical Memo

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| Date: | February 17, 2023 | Project # 477916 |
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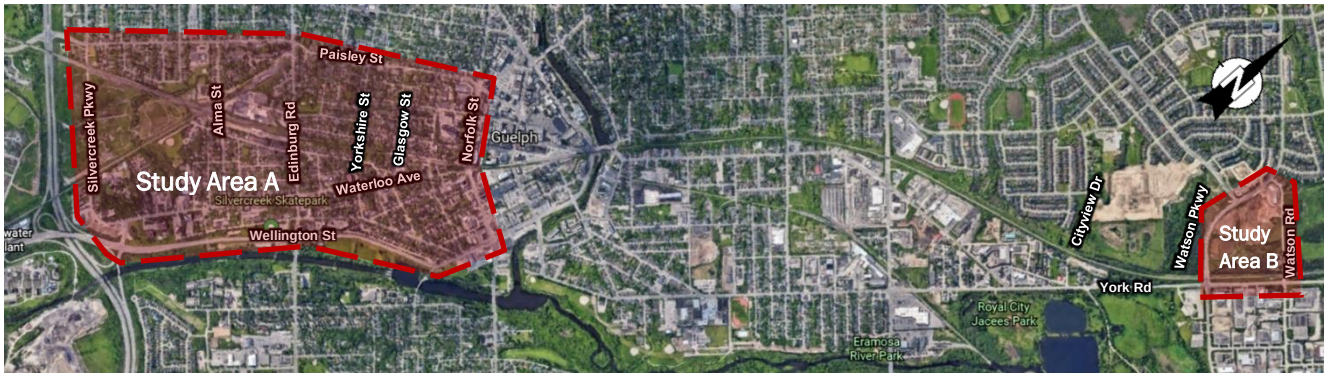
| From: | Altaf Hussain, P. Eng. – Parsons<br>Syed Touhid Imam, P.Eng. – Parsons | |
| Copy: | Jennifer Juste – City of Guelph<br>Gwen Zhang, P. Eng.– City of Guelph | |
| Subject: | **Transportation Study – Metrolinx's Guelph Level Rail Crossings – Future (2041) Conditions Technical Memorandum - Final** | |

## 1. Overview

Parsons has been retained by the City of Guelph (the City) to determine the transportation infrastructure needs to support the planned GO Regional Express Rail (RER) service, which may be needed due to Metrolinx's ongoing review of potential changes to five (5) existing level rail crossings (LRCs) at Alma Street, Edinburgh Road, Yorkshire Street, Glasgow Street and Watson Road. Currently, there is no rail crossing at Silvercreek Parkway and traffic operation assessment of this location is also included in the scope of work. Feasibility of pedestrian underpass and bridge at Dublin Street rail crossing (currently closed) and Margaret Greene Park location (adjacent to Paisley Road) was also included in this study.

Traffic operation purposes, two (2) separate study areas, Study Area A and B have been established as shown in **Figure 1-1**. The memo discusses both the study areas under two separate sections.

FIGURE 1-1: STUDY AREAS




Future (2041) traffic conditions for the study intersections and rail crossings using various crossing scenarios including level crossing and grade separation were assessed. The assessment of performance is conducted for seven (7) scenarios, corresponding to different configuration of rail crossings in the Study Area A, and three (3) scenarios for a crossing in Study Area B. In addition to operational performance, the work presented in this memorandum has assessed grade separation warrants for the level rail crossings scenarios. The criteria for grade separation warrants are based on the Transport Canada's Grade Separation Assessment Guidelines and Grade Crossing Standards.

## 2. Transport Canada Grade Separation Assessment Guidelines

The Grade Separation Assessment document provides criteria and thresholds to consider when assessing grade crossings for a grade separation. These include traffic and safety related criteria including Annual Average Daily Traffic Volumes (AADT), posted speeds, vehicle queuing, delay, and level of service (LOS) of the subject roadways as well as the average train volumes, maximum speed, and cross product for the railway. These thresholds are summarized in Table 2-1. The guidelines recommend conducting a feasibility study to establish the need for grade separation through a combination of the criteria.

TABLE 2-1: CRITERIA TO CONSIDER IN ASSESSING GRADE CROSSINGS FOR GRADE SEPARATION

| Criteria | Threshold for Grade Separation |
|---|---|
| Traffic Volume | AADT exceeds 100,000 |
| Train Volume | Average of 150 or more trains per day |
| Vehicle Speed | Posted/Unposted speed equals or exceeds 90 km/h |
| Cross Product | Exceeds 1 million |
| Queuing | Existing crossings where there are known queuing issues and an entranceway or intersection is within 30m of the nearest rail crossing<br><br>New grade crossings are not permitted where the train speed is more than 25 km/h, and there is an entranceway or intersection within 30m of the nearest rail of the proposed crossing |
| Train Speed | Exceeds 177 km/h |
| Vehicle Delay | Exceeds 40 vehicle hours per day |
| Level of Service | If a roadway is performing at a level of service below its intended minimum design level for 10 percent or more of the time. |

The document also provides additional factors to be considered such as collision history, number of lanes/tracks, road surface, noise, social impacts and feasibility and constructability.

## 3. Transport Canada Grade Crossing Standards (GCS) (2019)

The GCS document provides standards for existing and new grade crossings which encompasses items including crossing surface widths, warning systems, roadway approach geometry and sightline requirements. Design considerations are also provided in the document regarding clearance distances and appropriate crossing locations in relation to roadways and intersections. Warning system design standards are also included in the document with recommendations for numbers and locations of light units, bells, and gates. The relevant guidelines from GCS will be utilized for modelling the gate timings of a LRC at the study location.

## 4. Analysis Approach, Methodology and Assumptions

The traffic analysis conducted for this study considers the capacity and level of service using the procedures of the Highway Capacity Manual (HCM) methodologies for signalized and unsignalized intersections, as implemented in the Synchro 10 software.

Level of Service (LOS) can be characterized for each intersection approach and each lane group. Control delay alone is used to characterize LOS for the entire intersection or an approach. Control delay and volume-to-capacity (V/C) ratio are used to characterize LOS for a lane group. Delay quantifies the variations in travel time due to traffic signal control. It is also a surrogate measure of driver discomfort and fuel consumption. The volume-to-capacity (V/C) ratio quantifies the degree to which the capacity of each signal phase is utilized by a defined lane group. Table 4-1 summarizes the characteristics of each level of service at signalized intersections.

TABLE 4-1: SIGNALIZED INTERSECTION LEVEL OF SERVICE CHARACTERISTICS

| Level Service | Features | Control delay (sec/veh) |
|---|---|---|
| A | Describes operations with very low control delay, up to 10 seconds/ vehicle. This level of service occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all at this LOS. Short cycle lengths may also contribute to low delay. | ≤ 10 |
| B | Describes operations with control delay greater than 10 seconds and up to 20 seconds /vehicle. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop at this level than at LOS A, causing longer average delays. | > 10 to 20 |
| C | Describes operations with control delay greater than 20 seconds and up to 35 seconds/vehicle. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though many still pass through the intersection without stopping. | > 20 to 35 |
| D | Describes operations with control delay greater than 35 seconds and up to 55 seconds/vehicle. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavourable progression, long cycle lengths, or high V/C ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures become noticeable. | > 35 to 55 |
| E | Describes operations with control delay greater than 55 seconds and up to 80 seconds/vehicle. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. | > 55 to 80 |
| F | LOS F describes operations with control delay more than 80 seconds/vehicle. This oversaturation, considered to be unacceptable to most drivers, occurs when arrival flow rates exceed the design capacity of the intersection. It may al so occur at high V/C ratios below 1.0 with m any individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors to such high delay levels. | > 80 |

*Source: Highway Capacity Manual (HCM) 2000*

The LOS criteria for unsignalized intersections are somewhat different from the criteria for signalized intersections because perceptions of facility users differ. The expectation is that a signalized intersection is designed to carry higher traffic volumes and will present greater delay than an unsignalized intersection. Unsignalized intersections are also associated with more uncertainty for users, as delays are less predictable than at signalized junctions. This uncertainty can reduce driver's delay tolerance. Table 4-2 summarizes the characteristics of each level of service at unsignalized intersections.

TABLE 4-2: UNSIGNALIZED INTERSECTION LEVEL OF SERVICE CHARACTERISTICS

| Level of Service | Expected Delay to Minor Street Traffic | Average Control Delay 'd' (sec/veh) |
|---|---|---|
| A | Little or no delays | 0 < Delay ≤ 10 |
| B | Short traffic delays | 10 < Delay ≤ 15 |
| C | Average traffic delays | 15 < Delay ≤ 25 |
| D | Long traffic delays | 25 < Delay ≤ 35 |
| E | Very long traffic delays | 35 < Delay ≤ 50 |
| F | Extreme delays with queuing which may cause congestion affecting other traffic movements in the intersection | Delay > 50 |

*Source: Highway Capacity Manual (HCM) 2000*

The analysis of traffic operational performance in the subsequent sections is based off the City of Guelph's Traffic Impact Study (TIS) Guidelines. The guidelines suggest that analysis should identify signalized intersections where:

- volume to capacity (V/C) ratios for overall intersections, through movements, or shared through/turning movements have increased to 0.85 or above in comparison to existing conditions;

- V/C ratios for exclusive movements increased to 0.90 or above in comparison to existing conditions; or
- 95th percentile queues for an individual movement are projected to exceed available turning lane storage.

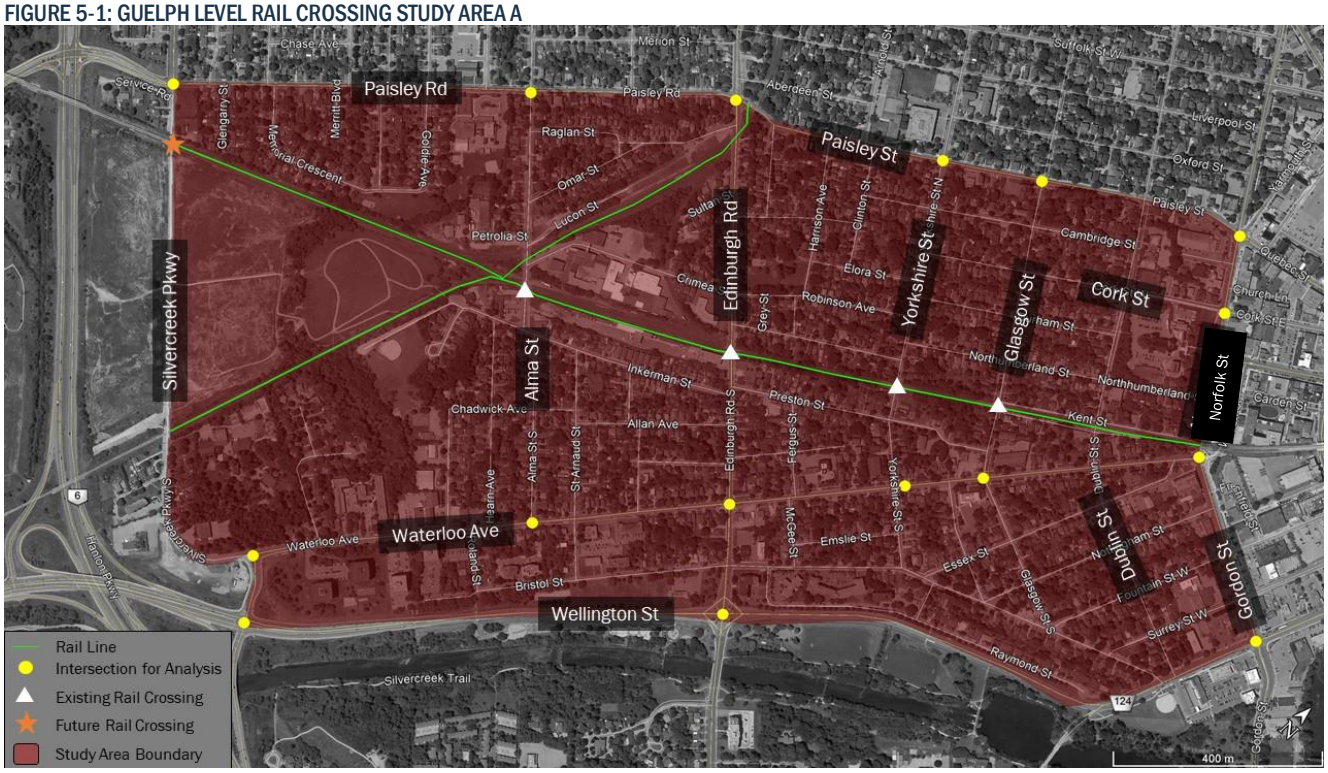
Similarly, the TIS guidelines suggest that analysis should identify unsignalized intersections where:

- Level of service (LOS) on individual movements exceed LOS E; or
- 95th percentile queues for an individual movement exceeds the available queue storage.

# 5. Study Area A

Study Area A is bounded by Paisley Road/Street to the north, Wellington Street to the south, Norfolk Street to the east, and Silvercreek Parkway to the west. **Figure 5-1** illustrates the study area road network, the intersections included in the analysis and the level rail crossings. Study Area A includes four (4) existing rail crossings: Alma Street, Edinburgh Road, Yorkshire Street, and Glasgow Street and one (1) future rail crossing at Silvercreek Parkway. The locations are shown in **Figure 5-1**. The level rail crossing at Dublin Street is currently closed.

FIGURE 5-1: GUELPH LEVEL RAIL CROSSING STUDY AREA A




# 6. Future (2041) Rail Crossings and Intersections Traffic Operation Analysis, Study Area A

## 6.1. FUTURE TRAFFIC OPERATION ANALYSIS SCENARIOS

Seven (7) scenarios have been developed for the analysis of future (2041) traffic conditions, each with their established set of forecasted volumes. Each scenario involves a combination of closures, level rail crossings and grade separations for the four (4) existing level rail crossings at Alma Street, Edinburgh Road, Yorkshire Street, and Glasgow Street. Silvercreek Parkway is currently closed at the rail crossing.

Silvercreek Parkway is currently not connected between the south spur CN tracks and Paisley Road. A draft plan of subdivision was active at the time of this study. A mixed use subdivision is proposed on the 16.5 hectare site, with approximately 6,500 square metres of commercial floor space, 772 townhouse and apartment units, together with a park, an urban square, a storm water management facility and a public street network, and it proposes the connection of Silvercreek Parkway from Waterloo Ave to Paisley Road. Given that the status of the subdivision plan is

not yet approved, the Rail crossing study considers both alternatives of the road being connected, and the road crossing being closed. Future traffic operation analysis for the Study Area A will be conducted for the following two (2) options:

1. Silvercreek Rail Crossing Closed; and
2. Silvercreek Rail Crossing Open.

Future traffic operation analysis scenarios are summarized in Table 6-1.

TABLE 6-1: FUTURE TRAFFIC OPERATION ANALYSIS SCENARIOS - STUDY AREA A

| Scenario* | Alma Street | Edinburgh Road | Yorkshire Street | Glasgow Street |
|---|---|---|---|---|
| A1 | Level Crossing (Do Nothing) | Level Crossing (Do Nothing) | Level Crossing (Do Nothing) | Level Crossing (Do Nothing) |
| A2 | Grade Separation (Overpass) | Grade Separation (Underpass) | Grade Separation (Underpass) | Grade Separation (Underpass) |
| A3 | Closed | Level Crossing (Do Nothing) | Closed | Closed |
| A4 | Closed | Grade Separation (Underpass) | Closed | Closed |
| A5 | Closed | Level Crossing (Do Nothing) | Level Crossing (Do Nothing) | Closed |
| A6 | Closed | Grade Separation (Underpass) | Level Crossing (Do Nothing) | Closed |
| A7 | Level Crossing (Do Nothing) | Grade Separation (Underpass) | Level Crossing (Do Nothing) | Level Crossing (Do Nothing) |

*Seven (7) best possible analysis were selected

## 6.2. FEASIBILITY OF GRADE SEPARATION (OVERPASS AND UNDERPASS), PEDESTRIAN UNDERPASS AND BRIDGE OPTIONS

A feasibility study of constructing road-rail grade separations (overpass and underpass), pedestrian underpass and bridge options was also completed to review potential changes to the four (4) existing level rail crossings (LRCs) at Alma Street, Edinburgh Road, Yorkshire Street, and Glasgow Street. A feasibility study of new active transportation (AT) grade separation connections across the rail track at the Cityview Drive, Dublin Street and Margaret Greene Park locations was also conducted.

Inherent with constructing a grade separation or bridge in an urban environment, access to some properties and roadways adjacent to the grade separation will be disrupted or cut off as a result of changes to the roadway profile. The type of grade separation (road over rail, or road under rail) have been selected based on the preferred option identified in the Technical Memorandum titled Guelph Transportation Study – Fatal Flaw Screening of Overpass vs Underpass Grade Separation dated November 10, 2021. The concept and sizing outline of the grade separation including pedestrian bridge options were developed for the following locations:

1. Existing level rail crossing at Alma Street – Overpass for all traffic modes and bridge for pedestrian
2. Existing level rail crossing at Edinburgh Road – Underpass for all traffic modes and bridge for pedestrian
3. Existing level rail crossing at Yorkshire Street – Underpass for all traffic modes and bridge for pedestrian
4. Existing level rail crossing at Glasgow Street – Underpass for all traffic modes and bridge for pedestrian
5. New Active Transportation (AT) crossing at Cityview Drive – AT underpass and bridge
6. New AT crossing at Dublin Street – AT underpass and bridge
7. New AT crossing at Margaret Greene Park – AT underpass and bridge

It was concluded that there will be potential of significant property impacts associated with the construction of grade separations and pedestrian bridges. Furthermore, because of the nature of the construction, the majority of utilities that either cross, or are located within the roadway right-of-way, will also be impacted and require relocation.

Memorandums outlining concepts and sizing of the grade separation and pedestrian bridges, including impacts to the adjacent properties and Class D cost estimates, were submitted separately.

## 6.3. LEVEL RAIL CROSSINGS

Scenarios A1 through A7 are evaluated for their operational performance based on their proposed configurations. In addition to operational performance, the configurations with level rail crossings are analyzed to identify whether or not a grade separation is warranted for the future horizon year, based on traffic operations during the critical peak hour and the criteria noted in **Sections 2** and **3**.

For each of the level rail crossings, the following assumptions and methodology were employed for the gate signal timing calculations for both the AM and PM peak hours.

- To assess rail crossing operation, a hold phase for the rail track was implemented. Timing for the hold phase was calculated based on the train length, train speed, and the gate closing and opening time.
- An average GO train length was based on a 12-car train and two locomotives. This configuration was sourced from the Metrolinx correspondence provided in Appendix D to the 2021 Addendum. A GO Train car length of 25.9m was used, while 20.73m length was used for a locomotive. These lengths have been sourced from the GO Train QuickFacts information sheet.
- In the Metrolinx 2041 Regional Transportation Plan (RTP), the Kitchener GO line is programmed for 15 minutes or better service in both directions from Union Station to Mount Pleasant, however no train frequency is mentioned for the Mount Pleasant – Kitchener segment. According to the GO Train schedule provided by the City, there are two (2) eastbound trains during the AM peak hour and two (2) westbound trains during the PM peak hour. The RTP includes twice more weekday rush-hour service in both directions, therefore it has been assumed that there will be four (4) trains per direction during the AM and PM peak hours in the future.
- It was noted in the existing conditions that cargo trains are also using the same rail corridor but do not follow any schedule. It was assumed that the cargo train will use this corridor in the future but will not operate during the AM and PM peak hours.
- Two (2) average train speeds were assessed at each of the level rail crossings, separately.
    - An average train speed of 20 km/h was selected assuming GO trains stopping at the Guelph Station. Also, similar speed of the cargo/freight train was determined from the observed train speed data received from the City.
    - An average train speed of 80 km/h. It was noted Metrolinx already increased the train speeds to 72km/h.
- Transport Canada Grade Crossing Standards specify a gate closing time of 10-15 seconds and gate opening time of 6-12 seconds. To be conservative, 15 seconds and 12 seconds were used as gate closing and gate opening time, respectively, for both average train speeds.
- The total train volume forecast for a typical weekday is 45 trains. This information was sourced from the Metrolinx correspondence provided in Appendix D to the 2021 Addendum.

The signal timings calculated for the different level rail crossings during the peak hour using the above assumptions are summarized in **Table 6-2**. Detailed calculation of the level rail crossing signal timing plan is provided in **Appendix A**.

TABLE 6-2: ESTIMATION OF LEVEL RAIL CROSSING SIGNAL TIMINGS

| | Number of Trains | | | Signal Timings (seconds) | | |
|---|---|---|---|---|---|---|
| Average Train Speed | Eastbound | Westbound | Total Trains | Hold Phase | Northbound/ Southbound Phase | Cycle Length |
| 20 km/h | 4 | 4 | 8 | 89 | 361 | 450 |

| | Number of Trains | | | Signal Timings (seconds) | | |
|---|---|---|---|---|---|---|
| Average Train Speed | Eastbound | Westbound | Total Trains | Hold Phase | Northbound/ Southbound Phase | Cycle Length |
| 80 km/h | 4 | 4 | 8 | 37 | 413 | 450 |

## 6.4. FUTURE TRAFFIC CONDITIONS ANALYSIS – SILVERCREEK CROSSING CLOSED

Traffic demand for the 2041 horizon is estimated based on the full build-out of the subdivision site trips sourced from the 2020 update and growth rate calculated from the City of Guelph's Travel Demand Model. However, minor adjustments to the traffic volume were made to reflect land uses of local roads and connectivity. Existing traffic data and projected turning movement volumes at each intersection and rail crossing for each scenario are provided in **Appendix B.** The assumptions behind the volume forecasts are summarized below.

- The traffic growth rate for each study intersection was extracted from the City of Guelph's Travel Demand model for the 2016 and 2041 horizon years, based on projections from 2031 and the Clair-Maltby Secondary Plan, Guelph Innovation District, and Baker District. Growth rates were applied to each intersection movement to project volumes for the 2041 horizon years starting with scenario A1 – 'Future Do Nothing', with the average annual growth varying from 0% to 2.95% based on the location. A growth rate of 2.5% - 3.0% (assuming Silvercreek Crossing is closed) was estimated for the Alma rail crossing, and 1.0% was estimated for the remaining three crossings.
- Under scenario A2 (all grade separation), it is expected that there will be a loss of residential and commercial developments due to intersection and road closures north and south of the rail crossings, although some roads will still have access to the rail crossings using north-south roads. It is estimated that there will be approximately 20% reduction in volume at the rail crossing locations in comparison to scenario A1 – 'Do Nothing'.
- Under scenarios A3 (Alma, Yorkshire and Glasgow closed with level crossing at Edinburgh) and A4 (Alma, Yorkshire and Glasgow closed with grade separation at Edinburgh), it is expected that the traffic at the Alma and Yorkshire Street rail crossings will use Edinburgh Road. The traffic resulting from closure of the Glasgow Street rail crossing is expected to use Edinburgh Road for destinations south-west of Study Area A, and Norfolk Road for destinations that are located north-east of the study area. Under this scenario it is anticipated that there will be a loss in overall trips related to commercial developments located in close proximity to the Alma Street crossing.
- Under scenarios A5 (Alma and Glasgow closed with level crossings at both Edinburgh and Yorkshire) and A6 (Alma and Glasgow closed with grade separation at Edinburgh and level crossing at Yorkshire), it is assumed that some traffic from the Alma Street rail crossing closure will use Edinburgh Road, while the traffic from the Glasgow Street rail crossing closure will use Yorkshire Street. Some of the traffic from the Glasgow Street closure are expected to use Norfolk Road assuming that their destination is south-east of the study area.
- Under A6 scenario with the underpass at the Edinburgh rail crossing location, there will be loss of traffic volumes from 7 roads including Robinson Ave (east and west sides), Foster Ave (east and west sides), Preston St (east and west sides), and Inkerman St (fully closed) as these are abutting on Edinburgh Rd.
- Under scenario A7 (level crossings at Alma, Yorkshire and Glasgow with grade separation at Edinburgh), it is estimated that some traffic from Alma Street will be diverted to Edinburgh Road, where the rail crossing is evaluated as an underpass. Under A7 scenario with the underpass at the Edinburgh rail crossing location, there will be loss of traffic volumes from 7 roads including Robinson Ave (east and west sides), Foster Ave (east and west sides), Preston St (east and west sides), and Inkerman St (fully closed) as these are abutting on Edinburgh Rd.

### 6.4.1. Intersection Operations

Intersection operation analyses were conducted using the future intersection volumes, optimization of signal timing splits and cycle length were adjusted to be between 90 and 110 seconds per discussion with the City. Lane configurations resembling the existing conditions were assumed for operation analysis of all future scenarios.

In addition to the adjustment of cycle lengths, a protected plus permitted left-turn phase has been implemented for all approaches at the Edinburgh Road and Waterloo Avenue intersection. This adjustment has been made for all future conditions' scenarios for both the AM and PM peak hours. The phasing structures of the remaining intersections were maintained. The signal control type at each intersection has been maintained from the existing conditions.

Summaries of the signalized and unsignalized intersection operation results are presented in **Table 6-3** through **Table 6-16** for the seven (7) scenarios as defined in **Section 6.1**. Operation analysis results for the overall intersection and movements highlighted in red deemed critical based on the City of Guelph TIS guidelines described in **Section 4**. Operation analysis output sheets are provided in **Appendix D1**.

TABLE 6-3: FUTURE CONDITIONS, SIGNALIZED INTERSECTION OPERATION ANALYSIS - SCENARIO A1: DO NOTHING

| Intersection | AM Peak Hour | | | | | | | | | PM Peak Hour | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Overall | | | Movements | | | | | | Overall | | | Movements | | | | | |
| | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | Queue (m) 50th | Queue (m) 95th | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | Queue (m) 50th | Queue (m) 95th |
| Paisley St. & Silvercreek Parkway | 0.71 | 25.6 | C | EBL | 0.65 | 15.7 | B | 16 | 25 | 1.01 | 36.4 | D | EBL | 1.02 | 69.8 | E | 55 | 112 |
| | | | | EBTR | 0.36 | 9.1 | A | 30 | 46 | | | | EBTR | 0.51 | 10.2 | B | 53 | 78 |
| | | | | WBLTR | 0.77 | 34.4 | C | 99 | 141 | | | | WBLTR | 0.83 | 34.9 | C | 106 | 159 |
| | | | | NBLTR | 0.00 | 25.7 | C | 0 | 1 | | | | NBLTR | 0.02 | 27.0 | C | 0 | 3 |
| | | | | SBLT | 0.63 | 39.8 | D | 31 | 54 | | | | SBLT | 0.86 | 54.3 | D | 45 | 84 |
| | | | | SBR | 0.14 | 27.4 | C | 0 | 16 | | | | SBR | 0.2 | 28.4 | C | 0 | 19 |
| Waterloo Ave & Wellington St. | 0.63 | 25.8 | C | EBL | 0.86 | 64.5 | E | 58 | 127 | 0.74 | 26.9 | C | EBL | 0.77 | 56.6 | E | 43 | 67 |
| | | | | EBT | 0.37 | 8.9 | A | 40 | 58 | | | | EBT | 0.36 | 12.1 | B | 43 | 54 |
| | | | | WBTR | 0.48 | 22.3 | C | 56 | 68 | | | | WBTR | 0.67 | 28.4 | C | 93 | 115 |
| | | | | NBL | 0.58 | 41.3 | D | 40 | 59 | | | | NBL | 0.82 | 48.1 | D | 78 | 113 |
| | | | | NBLT | 0.56 | 40.8 | D | 41 | 61 | | | | NBLT | 0.81 | 47.0 | D | 79 | 114 |
| | | | | NBR | 0.76 | 50.2 | D | 49 | 75 | | | | NBR | 0.35 | 32.3 | C | 22 | 42 |
| | | | | SBL | 0.00 | 30.3 | C | 0 | 0 | | | | SBL | 0.07 | 18.2 | B | 1 | 2 |
| | | | | SBR | 0.38 | 24.7 | C | 21 | 43 | | | | SBR | 0.40 | 5.2 | A | 0 | 0 |
| Alma St. & Paisley St. | 0.65 | 14.6 | B | EBLTR | 0.62 | 7.1 | A | 32 | 45 | 0.83 | 25.2 | C | EBLTR | 0.79 | 21.6 | C | 92 | 175 |
| | | | | WBLTR | 0.46 | 7.5 | A | 62 | 87 | | | | WBLTR | 0.62 | 13.9 | B | 88 | 126 |
| | | | | NBLTR | 0.76 | 47.2 | D | 31 | 52 | | | | NBLTR | 0.90 | 51.0 | D | 58 | 104 |
| | | | | SBLTR | 0.43 | 33.8 | C | 18 | 33 | | | | SBLTR | 0.40 | 23.6 | C | 23 | 41 |
| Edinburgh Rd & Paisley St | 0.78 | 34.7 | C | EBL | 0.32 | 12.4 | B | 6 | 9 | 0.95 | 45.0 | D | EBL | 0.52 | 11.7 | B | 10 | 11 |
| | | | | EBTR | 0.73 | 27.9 | C | 56 | 101 | | | | EBTR | 0.91 | 33.1 | C | 100 | 154 |
| | | | | WBL | 0.23 | 22.7 | C | 8 | 14 | | | | WBL | 0.31 | 18.3 | B | 6 | 7 |
| | | | | WBT | 0.69 | 35.8 | D | 57 | 97 | | | | WBT | 0.76 | 32.4 | C | 57 | 111 |
| | | | | NBL | 0.45 | 18.9 | B | 9 | 17 | | | | NBL | 0.64 | 26.8 | C | 11 | 25 |
| | | | | NBTR | 0.93 | 46.8 | D | 108 | 177 | | | | NBTR | 0.92 | 46.3 | D | 105 | 172 |
| | | | | SBL | 0.44 | 20.9 | C | 6 | 13 | | | | SBL | 0.59 | 25.5 | C | 9 | 17 |
| | | | | SBTR | 0.80 | 33.9 | C | 84 | 138 | | | | SBTR | 1.04 | 75.3 | E | 121 | 194 |
| Edinburgh Rd & Waterloo Ave | 0.96 | 57.7 | E | EBL | 0.26 | 30.7 | C | 11 | 21 | 1.02 | 68.2 | E | EBL | 0.55 | 37.5 | D | 12 | 23 |
| | | | | EBTR | 0.99 | 84.4 | F | 90 | 152 | | | | EBTR | 0.83 | 54.8 | D | 65 | 112 |
| | | | | WBL | 0.71 | 45.0 | D | 17 | 34 | | | | WBL | 0.67 | 38.8 | D | 23 | 41 |
| | | | | WBTR | 0.53 | 37.5 | D | 44 | 69 | | | | WBTR | 1.00 | 86.4 | F | 102 | 163 |
| | | | | NBL | 0.15 | 33.6 | C | 6 | 9 | | | | NBL | 0.38 | 42.6 | D | 10 | 11 |
| | | | | NBTR | 1.02 | 80.9 | F | 221 | 296 | | | | NBTR | 1.08 | 96.2 | F | 255 | 334 |
| | | | | SBL | 0.45 | 26.5 | C | 5 | 11 | | | | SBL | 0.47 | 26.6 | C | 5 | 11 |
| | | | | SBTR | 0.79 | 28.6 | C | 130 | 184 | | | | SBTR | 0.95 | 45.2 | D | 182 | 272 |
| Edinburgh Rd & Wellington St | 0.84 | 34.6 | C | EBL | 0.65 | 30.4 | C | 22 | 36 | 1.21 | 62.8 | E | EBL | 0.81 | 52.7 | D | 17 | 41 |
| | | | | EBT | 0.75 | 39.4 | D | 76 | 97 | | | | EBT | 1.02 | 71.9 | E | 121 | 160 |
| | | | | EBR | 0.25 | 29.9 | C | 8 | 28 | | | | EBR | 0.33 | 31.2 | C | 17 | 39 |
| | | | | WBL | 0.74 | 32.7 | C | 25 | 44 | | | | WBL | 1.20 | 162.4 | F | 36 | 82 |
| | | | | WBT | 0.66 | 33.9 | C | 65 | 84 | | | | WBT | 0.89 | 47.6 | D | 96 | 132 |

| Intersection | AM Peak Hour | | | | | | | | | PM Peak Hour | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Overall | | | Movements | | | | | | Overall | | | Movements | | | | | |
| | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | Queue (m) 50th | Queue (m) 95th | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | Queue (m) 50th | Queue (m) 95th |
| | | | | WBR | 0.05 | 24.3 | C | 0 | 2 | | | | WBR | 0.05 | 26.2 | C | 0 | 2 |
| | | | | NBL | 0.85 | 45.9 | D | 39 | 83 | | | | NBL | 1.14 | 130.7 | F | 67 | 123 |
| | | | | NBT | 0.62 | 28.8 | C | 73 | 94 | | | | NBT | 0.78 | 31.8 | C | 101 | 127 |
| | | | | NBR | 0.20 | 23.4 | C | 7 | 23 | | | | NBR | 0.44 | 24.5 | C | 26 | 54 |
| | | | | SBL | 0.26 | 19.0 | B | 5 | 7 | | | | SBL | 0.67 | 25.2 | C | 12 | 16 |
| | | | | SBT | 0.88 | 41.0 | D | 85 | 117 | | | | SBT | 1.09 | 85.0 | F | 152 | 180 |
| | | | | SBR | 0.04 | 29.5 | C | 0 | 0 | | | | SBR | 0.06 | 38.3 | D | 1 | 3 |
| Yorkshire St & Paisley St | 0.52 | 22.6 | C | EBLTR | 0.40 | 4.7 | A | 8 | 45 | 0.67 | 20.4 | C | EBLTR | 0.57 | 9.6 | A | 14 | 97 |
| | | | | WBLTR | 0.39 | 9.1 | A | 23 | 64 | | | | WBLTR | 0.48 | 9.3 | A | 35 | 59 |
| | | | | NBLTR | 0.67 | 36.1 | D | 39 | 55 | | | | NBLTR | 0.85 | 43.5 | D | 61 | 86 |
| | | | | SBLTR | 0.86 | 56.2 | E | 37 | 58 | | | | SBLTR | 0.58 | 29.1 | C | 28 | 47 |
| Norfolk St & Paisley St | 0.66 | 34.7 | C | EBL | 0.25 | 21.0 | C | 11 | 20 | 0.70 | 33.5 | C | EBL | 0.27 | 28.7 | C | 10 | 20 |
| | | | | EBT | 0.33 | 22.1 | C | 21 | 32 | | | | EBT | 0.44 | 31.6 | C | 30 | 50 |
| | | | | EBR | 0.12 | 20.4 | C | 3 | 7 | | | | EBR | 0.21 | 58.8 | E | 13 | 29 |
| | | | | WBL | 0.12 | 18.7 | B | 5 | 12 | | | | WBL | 0.29 | 20.2 | C | 10 | 20 |
| | | | | WBT | 0.17 | 19.8 | B | 11 | 22 | | | | WBT | 0.39 | 23.4 | C | 28 | 47 |
| | | | | WBR | 0.05 | 18.5 | B | 3 | 8 | | | | WBR | 0.18 | 20.6 | C | 8 | 18 |
| | | | | NBL | 0.58 | 27.8 | C | 14 | 25 | | | | NBL | 0.67 | 16.7 | B | 12 | 19 |
| | | | | NBTR | 0.55 | 27.7 | C | 44 | 77 | | | | NBTR | 0.88 | 32.7 | C | 72 | 145 |
| | | | | SBL | 0.07 | 15.3 | B | 2 | 6 | | | | SBL | 0.24 | 15.7 | B | 5 | 10 |
| | | | | SBTR | 0.96 | 54.4 | D | 91 | 156 | | | | SBTR | 0.88 | 41.6 | D | 82 | 142 |
| Gordon St/Norfolk St & Waterloo Ave/Wilson St | 0.70 | 21.1 | C | EBL | 0.68 | 38.8 | D | 36 | 67 | 0.75 | 24.5 | C | EBL | 0.80 | 46.3 | D | 41 | 81 |
| | | | | EBR | 0.16 | 24.8 | C | 0 | 15 | | | | EBR | 0.27 | 25.0 | C | 3 | 23 |
| | | | | WBLTR | 0.08 | 23.7 | C | 3 | 11 | | | | WBLTR | 0.32 | 25.7 | C | 16 | 33 |
| | | | | NBL | 0.63 | 23.0 | C | 11 | 20 | | | | NBL | 0.43 | 15.4 | B | 9 | 17 |
| | | | | NBT | 0.55 | 14.1 | B | 50 | 78 | | | | NBT | 0.73 | 20.2 | C | 81 | 125 |
| | | | | SBTR | 0.73 | 19.3 | B | 49 | 62 | | | | SBTR | 0.62 | 25.1 | C | 68 | 81 |
| Wellington St & Gordon St | 1.18 | 78.5 | E | EBL | 0.86 | 62.2 | E | 15 | 46 | 1.48 | 124. | F | EBL | 1.22 | 177.1 | F | 31 | 74 |
| | | | | EBTR | 0.75 | 34.5 | C | 89 | 114 | | | | EBTR | 0.93 | 49.4 | D | 110 | 152 |
| | | | | WBL | 0.22 | 23.0 | C | 4 | 10 | | | | WBL | 1.06 | 116.0 | F | 21 | 62 |
| | | | | WBTR | 1.07 | 85.1 | F | 140 | 182 | | | | WBTR | 1.25 | 156.3 | F | 195 | 237 |
| | | | | NBL | 0.56 | 28.3 | C | 18 | 31 | | | | NBL | 0.72 | 38.3 | D | 21 | 37 |
| | | | | NBT | 1.16 | 125.7 | F | 122 | 160 | | | | NBT | 1.17 | 131.6 | F | 118 | 157 |
| | | | | NBR | 0.03 | 30.2 | C | 0 | 0 | | | | NBR | 0.03 | 31.7 | C | 0 | 0 |
| | | | | SBL | 1.24 | 163.9 | F | 87 | 145 | | | | SBL | 1.61 | 320.9 | F | 147 | 212 |
| | | | | SBTR | 0.73 | 36.6 | D | 71 | 93 | | | | SBTR | 0.80 | 40.3 | D | 84 | 108 |

TABLE 6-4: FUTURE CONDITIONS, UNSIGNALIZED INTERSECTION OPERATION ANALYSIS - SCENARIO A1: DO NOTHING

| Intersection | AM Peak Hour | | | | | PM Peak Hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Dir | Delay (s) | 95th Queue (m) | V/C | LOS | Dir | Delay (s) | 95th Queue (m) | V/C | LOS |
| Silvercreek Pkwy and Waterloo Ave | WBL | 12.4 | 17.9 | 0.45 | B | WBL | 36.4 | 70.9 | 0.85 | E |
| | SBL | 8.5 | 0.5 | 0.02 | A | SBL | 8.8 | 1.6 | 0.06 | A |
| Alma St and Waterloo Ave | EBL | 0.3 | 0 | 0.01 | A | EBL | 1.1 | 0.9 | 0.04 | A |
| | SBLR | 14.7 | 6 | 0.20 | B | SBLR | 36.3 | 38.4 | 0.70 | E |
| Waterloo Ave & Yorkshire St | EBLTR | 79.3 | - | 1.07 | F | EBLTR | 20.1 | - | 0.66 | C |
| | WBLTR | 17.2 | - | 0.57 | C | WBLTR | 34.1 | - | 0.86 | D |
| | NBLTR | 11.6 | - | 0.17 | B | NBLTR | 12.7 | - | 0.28 | B |
| | SBLTR | 15.3 | - | 0.47 | C | SBLTR | 12.9 | - | 0.32 | B |
| Glasgow St and Paisley St | EBLTR | 0.4 | 0.2 | 0.01 | A | EBLTR | 0.6 | 0.4 | 0.02 | A |
| | WBLTR | 0.3 | 0.2 | 0.01 | A | WBLTR | 0.6 | 0.4 | 0.02 | A |
| | NBLTR | 15.7 | 5.6 | 0.20 | C | NBLTR | 21.5 | 6.8 | 0.24 | C |
| | SBLTR | 16.6 | 5.6 | 0.20 | C | SBLTR | 21.2 | 4.3 | 0.16 | C |
| | EBLTR | 2.5 | 2.4 | 0.10 | A | EBLTR | 1.8 | 1.6 | 0.07 | A |

| Intersection | AM Peak Hour | | | | | PM Peak Hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Dir | Delay (s) | 95th Queue (m) | V/C | LOS | Dir | Delay (s) | 95th Queue (m) | V/C | LOS |
| Glasgow St and Waterloo Ave | WBLTR | 0.6 | 0.4 | 0.02 | A | WBLTR | 0.4 | 0.3 | 0.01 | A |
| | NBLTR | 38.9 | 12.8 | 0.39 | E | NBLTR | 26.2 | 5.5 | 0.20 | D |
| | SBLTR | 36.8 | 25.6 | 0.58 | E | SBLTR | 41.9 | 30.7 | 0.65 | E |
| Norfolk St and Cork St | EBLTR | 353.1 | 43.4 | 1.27 | F | EBLTR | 141.2 | 22.1 | 0.68 | F |
| | WBLTR | Err | Err | 10.99 | F | WBLTR | Err | Err | 3.84 | F |
| | NBL | 1.6 | 1.2 | 0.05 | A | NBL | 1.2 | 1.0 | 0.04 | A |
| | SBL | 10.2 | 4.2 | 0.16 | B | SBL | 10.3 | 1.5 | 0.06 | B |

Err = No calculation can be performed

TABLE 6-5: FUTURE CONDITIONS, SIGNALIZED INTERSECTION OPERATION ANALYSIS - SCENARIO A2: OVERPASS AT ALMA ST AND UNDERPASSES AT EDINBURGH RD, YORKSHIRE ST, AND GLASGOW ST

| Intersection | AM Peak Hour | | | | | | | | | PM Peak Hour | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Overall | | | Movements | | | | | | Overall | | | Movements | | | | | |
| | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | Queue (m) 50th | Queue (m) 95th | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | Queue (m) 50th | Queue (m) 95th |
| Paisley St. & Silvercreek Parkway | 0.70 | 25.1 | C | EBL | 0.61 | 14.3 | B | 15 | 24 | 0.95 | 35.4 | D | EBL | 0.95 | 55.0 | D | 55 | 55 |
| | | | | EBTR | 0.36 | 9.2 | A | 30 | 46 | | | | EBTR | 0.50 | 9.9 | A | 51 | 51 |
| | | | | WBLTR | 0.75 | 33.6 | C | 97 | 139 | | | | WBLTR | 0.91 | 42.7 | D | 108 | 108 |
| | | | | NBLTR | 0.00 | 25.7 | C | 0 | 1 | | | | NBLTR | 0.02 | 27.2 | C | 0.4 | 0 |
| | | | | SBLT | 0.64 | 40 | D | 31 | 54 | | | | SBLT | 0.84 | 51.4 | D | 43 | 43 |
| | | | | SBR | 0.14 | 27.3 | C | 0 | 16 | | | | SBR | 0.23 | 28.9 | C | 0 | 0 |
| Waterloo Ave & Wellington St. | 0.62 | 25.3 | C | EBL | 0.81 | 55.9 | E | 54 | 109 | 0.74 | 26.9 | C | EBL | 0.77 | 57.7 | E | 43 | 68 |
| | | | | EBT | 0.37 | 8.9 | A | 40 | 57 | | | | EBT | 0.35 | 12.3 | B | 43 | 55 |
| | | | | WBTR | 0.48 | 22.8 | C | 59 | 72 | | | | WBTR | 0.68 | 28.6 | C | 93 | 115 |
| | | | | NBL | 0.57 | 41 | D | 39 | 59 | | | | NBL | 0.81 | 46.9 | D | 79 | 113 |
| | | | | NBLT | 0.55 | 40.5 | D | 40 | 60 | | | | NBLT | 0.80 | 45.4 | D | 79 | 113 |
| | | | | NBR | 0.76 | 50.2 | D | 49 | 75 | | | | NBR | 0.35 | 31.8 | C | 22 | 41 |
| | | | | SBL | 0 | 28.5 | C | 0 | 1 | | | | SBL | 0.07 | 18.8 | B | 0 | 2 |
| | | | | SBR | 0.22 | 25.7 | C | 18 | 18 | | | | SBR | 0.40 | 4.9 | A | 0 | 0 |
| Alma St. & Paisley St. | 0.63 | 14.0 | B | EBLTR | 0.6 | 6.5 | A | 30 | 42 | 0.77 | 21.5 | C | EBLTR | 0.72 | 12.2 | B | 40 | 92 |
| | | | | WBLTR | 0.45 | 7.4 | A | 63 | 85 | | | | WBLTR | 0.57 | 13.8 | B | 66 | 102 |
| | | | | NBLTR | 0.74 | 45.7 | D | 31 | 52 | | | | NBLTR | 0.89 | 54.5 | D | 47 | 88 |
| | | | | SBLTR | 0.37 | 33.2 | C | 15 | 29 | | | | SBLTR | 0.48 | 27.7 | C | 27 | 46 |
| Edinburgh Rd & Paisley St | 0.81 | 38.8 | D | EBL | 0.32 | 12.2 | B | 6 | 10 | 0.92 | 49.4 | D | EBL | 0.57 | 28.0 | C | 19 | 32 |
| | | | | EBTR | 0.75 | 28.7 | C | 57 | 105 | | | | EBTR | 0.94 | 60.6 | E | 114 | 184 |
| | | | | WBL | 0.27 | 23.4 | C | 9 | 17 | | | | WBL | 0.34 | 27.8 | C | 7 | 14 |
| | | | | WBT | 0.69 | 38.1 | D | 59 | 101 | | | | WBT | 0.74 | 42.3 | D | 81 | 118 |
| | | | | NBL | 0.53 | 21 | C | 9 | 17 | | | | NBL | 0.78 | 43.0 | D | 15 | 44 |
| | | | | NBTR | 0.97 | 54.1 | D | 115 | 188 | | | | NBTR | 0.93 | 49.9 | D | 142 | 215 |
| | | | | SBL | 0.44 | 21.5 | C | 6 | 13 | | | | SBL | 0.64 | 32.4 | C | 10 | 26 |
| | | | | SBTR | 0.87 | 39.4 | D | 96 | 158 | | | | SBTR | 0.95 | 54.2 | D | 141 | 216 |
| Edinburgh Rd & Waterloo Ave | 0.92 | 44.8 | D | EBL | 0.25 | 30.7 | C | 10 | 20 | 1.00 | 64.2 | E | EBL | 0.60 | 39.7 | D | 13 | 25 |
| | | | | EBTR | 0.98 | 81.6 | F | 88 | 150 | | | | EBTR | 0.87 | 58.7 | E | 72 | 123 |
| | | | | WBL | 0.7 | 43.6 | D | 17 | 33 | | | | WBL | 0.76 | 49.7 | D | 22 | 38 |
| | | | | WBTR | 0.57 | 38.4 | D | 48 | 74 | | | | WBTR | 0.99 | 83.6 | F | 100 | 160 |
| | | | | NBL | 0.15 | 16.5 | B | 3 | 7 | | | | NBL | 0.33 | 37.0 | D | 10 | 11 |
| | | | | NBTR | 0.96 | 47.3 | D | 173 | 261 | | | | NBTR | 1.06 | 89.9 | F | 247 | 326 |
| | | | | SBL | 0.45 | 24 | C | 5 | 11 | | | | SBL | 0.44 | 26.3 | C | 5 | 10 |
| | | | | SBTR | 0.78 | 28.2 | C | 128 | 181 | | | | SBTR | 0.89 | 35.7 | D | 158 | 241 |
| Edinburgh Rd & Wellington St | 0.88 | 32.8 | C | EBL | 0.71 | 30.6 | C | 19 | 35 | 1.22 | 63.1 | E | EBL | 0.81 | 51.3 | D | 17 | 40 |
| | | | | EBT | 0.86 | 42 | D | 64 | 92 | | | | EBT | 1.02 | 70.8 | E | 116 | 159 |
| | | | | EBR | 0.21 | 26.7 | C | 3 | 20 | | | | EBR | 0.33 | 31.1 | C | 17 | 39 |
| | | | | WBL | 0.84 | 42.4 | D | 21 | 51 | | | | WBL | 1.21 | 164.5 | F | 37 | 83 |
| | | | | WBT | 0.77 | 35.6 | D | 56 | 76 | | | | WBT | 0.89 | 47.7 | D | 96 | 132 |
| | | | | WBR | 0.05 | 23.1 | C | 0 | 0 | | | | WBR | 0.05 | 26.2 | C | 0 | 2 |
| | | | | NBL | 0.83 | 33.8 | C | 27 | 66 | | | | NBL | 1.14 | 130.7 | F | 67 | 123 |
| | | | | NBT | 0.6 | 22.6 | C | 60 | 79 | | | | NBT | 0.78 | 31.8 | C | 101 | 127 |
| | | | | NBR | 0.16 | 18.1 | B | 2 | 16 | | | | NBR | 0.44 | 24.5 | C | 26 | 54 |
| | | | | SBL | 0.25 | 21.9 | C | 5 | 11 | | | | SBL | 0.67 | 26.4 | C | 13 | 17 |
| | | | | SBT | 0.84 | 37.3 | D | 68 | 98 | | | | SBT | 1.09 | 86.9 | F | 152 | 193 |
| | | | | SBR | 0.04 | 23.4 | C | 0 | 0 | | | | SBR | 0.06 | 36.2 | D | 1 | 3 |
| Yorkshire St & Paisley St | 0.54 | 22.8 | C | EBLTR | 0.41 | 5.2 | A | 6 | 12 | 0.71 | 23.3 | C | EBLTR | 0.64 | 15.3 | B | 66 | 114 |
| | | | | WBLTR | 0.42 | 9.4 | A | 11 | 27 | | | | WBLTR | 0.58 | 10.9 | B | 51 | 80 |
| | | | | NBLTR | 0.7 | 37.3 | D | 39 | 41 | | | | NBLTR | 0.86 | 48.0 | D | 57 | 86 |
| | | | | SBLTR | 0.86 | 56.8 | E | 55 | 35 | | | | SBLTR | 0.71 | 36.7 | D | 34 | 58 |
| Norfolk St & Paisley St | 0.66 | 35.6 | D | EBL | 0.25 | 22 | C | 11 | 21 | 0.70 | 32.4 | C | EBL | 0.26 | 27.1 | C | 10 | 18 |
| | | | | EBT | 0.32 | 23 | C | 21 | 33 | | | | EBT | 0.44 | 29.7 | C | 30 | 52 |
| | | | | EBR | 0.12 | 22.7 | C | 3 | 9 | | | | EBR | 0.21 | 48.5 | D | 10 | 30 |
| | | | | WBL | 0.12 | 18.7 | B | 5 | 12 | | | | WBL | 0.28 | 20.2 | C | 10 | 20 |

| Intersection | AM Peak Hour | | | | | | | | | PM Peak Hour | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Overall | | | Movements | | | | | | Overall | | | Movements | | | | | |
| | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | Queue (m) 50th | Queue (m) 95th | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | Queue (m) 50th | Queue (m) 95th |
| | | | | WBT | 0.17 | 19.8 | B | 11 | 22 | | | | WBT | 0.38 | 23.3 | C | 27 | 46 |
| | | | | WBR | 0.05 | 18.5 | B | 3 | 8 | | | | WBR | 0.18 | 20.6 | C | 8 | 17 |
| | | | | NBL | 0.58 | 26.8 | C | 13 | 24 | | | | NBL | 0.67 | 17.0 | B | 12 | 19 |
| | | | | NBTR | 0.55 | 29 | C | 44 | 80 | | | | NBTR | 0.89 | 33.2 | C | 72 | 147 |
| | | | | SBL | 0.07 | 15.3 | B | 2 | 6 | | | | SBL | 0.24 | 15.7 | B | 5 | 10 |
| | | | | SBTR | 0.96 | 55.1 | E | 91 | 158 | | | | SBTR | 0.88 | 41.4 | D | 82 | 142 |
| Gordon St/Norfolk St & Waterloo Ave/Wilson St | 0.71 | 22.3 | C | EBL | 0.68 | 38.3 | D | 36 | 63 | 0.78 | 25.3 | C | EBL | 0.79 | 45.4 | D | 41 | 68 |
| | | | | EBR | 0.16 | 24.8 | C | 0 | 15 | | | | EBR | 0.25 | 24.7 | C | 2 | 21 |
| | | | | WBLTR | 0.08 | 23.7 | C | 3 | 11 | | | | WBLTR | 0.33 | 25.8 | C | 16 | 33 |
| | | | | NBL | 0.58 | 20.4 | C | 11 | 21 | | | | NBL | 0.42 | 15.2 | B | 9 | 17 |
| | | | | NBT | 0.54 | 13.9 | B | 50 | 76 | | | | NBT | 0.74 | 20.3 | C | 82 | 126 |
| | | | | SBTR | 0.76 | 22.5 | C | 54 | 68 | | | | SBTR | 0.61 | 24.6 | C | 67 | 80 |
| Wellington St & Gordon St | 1.21 | 77.6 | E | EBL | 0.86 | 62.2 | E | 15 | 4 | 1.48 | 124.0 | F | EBL | 1.22 | 177.1 | F | 31 | 74 |
| | | | | EBTR | 0.75 | 34.4 | C | 88 | 113 | | | | EBTR | 0.93 | 49.6 | D | 111 | 153 |
| | | | | WBL | 0.22 | 23 | C | 4 | 10 | | | | WBL | 1.06 | 116.0 | F | 21 | 62 |
| | | | | WBTR | 1.08 | 86.1 | F | 141 | 183 | | | | WBTR | 1.25 | 155.9 | F | 195 | 237 |
| | | | | NBL | 0.57 | 28.6 | C | 18 | 31 | | | | NBL | 0.72 | 38.3 | D | 21 | 37 |
| | | | | NBT | 1.12 | 110.3 | F | 119 | 158 | | | | NBT | 1.17 | 132.7 | F | 119 | 157 |
| | | | | NBR | 0.03 | 29.5 | C | 0 | 0 | | | | NBR | 0.03 | 31.8 | C | 0 | 0 |
| | | | | SBL | 1.30 | 188.1 | F | 90 | 149 | | | | SBL | 1.61 | 322.2 | F | 148 | 213 |
| | | | | SBTR | 0.72 | 35.6 | D | 70 | 9 | | | | SBTR | 0.80 | 40.3 | D | 84 | 108 |

TABLE 6-6: UNSIGNALIZED INTERSECTION OPERATION ANALYSIS (FUTURE CONDITIONS) - SCENARIO A2 - OVERPASS AT ALMA ST AND UNDERPASSES AT EDINBURGH RD, YORKSHIRE ST, AND GLASGOW ST

| Intersection | AM Peak Hour | | | | | PM Peak Hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Dir | Delay (s) | 95th Queue (m) | V/C | LOS | Dir | Delay (s) | 95th Queue (m) | V/C | LOS |
| Silvercreek Pkwy and Waterloo Ave | WBL | 12.2 | 17.4 | 0.44 | B | WBL | 34.0 | 66.2 | 0.83 | D |
| | SBL | 8.5 | 0.4 | 0.02 | A | SBL | 8.8 | 1.6 | 0.06 | A |
| Alma St and Waterloo Ave | EBL | 1.1 | 0.8 | 0.04 | A | EBL | 1.1 | 0.9 | 0.04 | A |
| | SBLR | 16.8 | 6.8 | 0.23 | C | SBLR | 38.6 | 40.2 | 0.71 | E |
| Waterloo Ave & Yorkshire St | EBLTR | 93.8 | - | 1.11 | F | EBLTR | 21.6 | - | 0.68 | C |
| | WBLTR | 17.9 | - | 0.59 | C | WBLTR | 41.6 | - | 0.91 | E |
| | NBLTR | 11.7 | - | 0.17 | B | NBLTR | 13.3 | - | 0.32 | B |
| | SBLTR | 15.9 | - | 0.49 | C | SBLTR | 13.2 | - | 0.32 | B |
| Glasgow St and Paisley St | EBLTR | 0.3 | 0.2 | 0.01 | A | EBLTR | 0.6 | 0.4 | 0.02 | A |
| | WBLTR | 0.3 | 0.1 | 0.01 | A | WBLTR | 0.6 | 0.4 | 0.02 | A |
| | NBLTR | 15.1 | 4.8 | 0.18 | C | NBLTR | 20.7 | 5.8 | 0.21 | C |
| | SBLTR | 16.2 | 5.2 | 0.19 | C | SBLTR | 20.4 | 3.3 | 0.13 | C |
| Glasgow St and Waterloo Ave | EBLTR | 2.8 | 2.8 | 0.11 | A | EBLTR | 1.8 | 1.5 | 0.06 | A |
| | WBLTR | 0.6 | 0.4 | 0.02 | A | WBLTR | 0.4 | 0.3 | 0.01 | A |
| | NBLTR | 43.2 | 14.8 | 0.43 | E | NBLTR | 25.7 | 5.4 | 0.20 | D |
| | SBLTR | 40.1 | 27.2 | 0.61 | E | SBLTR | 45.3 | 35.9 | 0.70 | E |
| Norfolk St and Cork St | EBLTR | 432.8 | 46.5 | 1.43 | F | EBLTR | 144.8 | 23.2 | 0.70 | F |
| | WBLTR | Err | Err | Err | F | WBLTR | Err | Err | 4.23 | F |
| | NBL | 1.7 | 1.3 | 0.05 | A | NBL | 1.2 | 1.0 | 0.04 | A |
| | SBL | 10.3 | 4.9 | 0.18 | B | SBL | 10.3 | 1.5 | 0.06 | B |

Err = No calculation can be performed

TABLE 6-7: FUTURE CONDITIONS SIGNALIZED, INTERSECTION OPERATION ANALYSIS - SCENARIO A3: CLOSURE OF ALMA/YORKSHIRE/GLASGOW STREETS WITH A LEVEL RAIL CROSSING AT EDINBURGH RD

| Intersection | AM Peak Hour | | | | | | | | | PM Peak Hour | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Overall | | | Movements | | | | | | Overall | | | Movements | | | | | |
| | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | Queue (m) 50th | Queue (m) 95th | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | Queue (m) 50th | Queue (m) 95th |
| Paisley St. & Silvercreek Parkway | 0.73 | 27.0 | C | EBL | 0.69 | 18.0 | B | 16 | 30 | 0.98 | 39.8 | D | EBL | 0.97 | 61.9 | E | 59 | 119 |
| | | | | EBTR | 0.36 | 9.2 | A | 30 | 47 | | | | EBTR | 0.52 | 10.6 | B | 54 | 80 |
| | | | | WBLTR | 0.79 | 37.1 | D | 109 | 157 | | | | WBLTR | 0.95 | 51.4 | D | 110 | 183 |
| | | | | NBLTR | 0.00 | 25.7 | C | 0 | 1 | | | | NBLTR | 0.02 | 26.7 | C | 0 | 3 |
| | | | | SBLT | 0.64 | 40.1 | D | 31 | 55 | | | | SBLT | 0.88 | 56.4 | E | 47 | 89 |
| | | | | SBR | 0.14 | 27.4 | C | 0 | 16 | | | | SBR | 0.25 | 28.5 | C | 0 | 22 |
| Waterloo Ave & Wellington St. | 0.63 | 24.6 | C | EBL | 0.77 | 52.8 | D | 52 | 75 | 0.74 | 26.4 | C | EBL | 0.78 | 57.3 | E | 44 | 69 |
| | | | | EBT | 0.38 | 9.2 | A | 41 | 60 | | | | EBT | 0.36 | 11.7 | B | 44 | 55 |
| | | | | WBTR | 0.50 | 23.5 | C | 61 | 89 | | | | WBTR | 0.67 | 27.9 | C | 93 | 115 |
| | | | | NBL | 0.56 | 40.6 | D | 39 | 58 | | | | NBL | 0.82 | 48.4 | D | 76 | 111 |
| | | | | NBLT | 0.55 | 40.2 | D | 41 | 60 | | | | NBLT | 0.80 | 47.0 | D | 76 | 111 |
| | | | | NBR | 0.76 | 49.8 | D | 50 | 75 | | | | NBR | 0.34 | 32.7 | C | 21 | 41 |
| | | | | SBL | 0.00 | 32.3 | C | 0 | 0 | | | | SBL | 0.07 | 21.4 | C | 1 | 2 |
| | | | | SBR | 0.22 | 20.2 | C | 0 | 10 | | | | SBR | 0.35 | 3.5 | A | 0 | 0 |
| Alma St. & Paisley St. | 0.50 | 10.4 | B | EBLTR | 0.47 | 3.8 | A | 19 | 35 | 0.66 | 16.3 | B | EBLTR | 0.63 | 6.9 | A | 33 | 46 |
| | | | | WBLTR | 0.48 | 4.2 | A | 0 | 58 | | | | WBLTR | 0.59 | 10.4 | B | 61 | 111 |
| | | | | NBLTR | 0.52 | 39.1 | D | 14 | 30 | | | | NBLTR | 0.76 | 45.8 | D | 33 | 55 |
| | | | | SBLTR | 0.60 | 43.3 | D | 15 | 30 | | | | SBLTR | 0.66 | 39.3 | D | 25 | 43 |
| Edinburgh Rd & Paisley St | 1.04 | 69.7 | E | EBL | 0.35 | 18.2 | B | 8 | 17 | 1.28 | 105.5 | F | EBL | 0.55 | 26.8 | C | 19 | 32 |
| | | | | EBTR | 0.99 | 66.8 | E | 62 | 124 | | | | EBTR | 1.23 | 156.8 | F | 182 | 252 |
| | | | | WBL | 0.62 | 34.3 | C | 18 | 31 | | | | WBL | 0.81 | 51.9 | D | 17 | 42 |
| | | | | WBT | 0.72 | 39.8 | D | 61 | 106 | | | | WBT | 0.70 | 39.1 | D | 77 | 113 |
| | | | | NBL | 0.99 | 76.5 | E | 25 | 70 | | | | NBL | 1.31 | 198.4 | F | 60 | 111 |
| | | | | NBTR | 1.10 | 90.6 | F | 165 | 234 | | | | NBTR | 1.09 | 94.1 | F | 207 | 281 |
| | | | | SBL | 0.31 | 23.1 | C | 4 | 9 | | | | SBL | 0.57 | 31.4 | C | 8 | 16 |
| | | | | SBTR | 1.05 | 79.5 | E | 120 | 185 | | | | SBTR | 1.12 | 105.5 | F | 189 | 161 |
| Edinburgh Rd & Waterloo Ave | 1.04 | 59.5 | E | EBL | 0.72 | 43.5 | D | 35 | 56 | 1.10 | 97.7 | F | EBL | 1.15 | 144.9 | F | 41 | 90 |
| | | | | EBTR | 1.00 | 92.6 | F | 71 | 129 | | | | EBTR | 0.75 | 50.9 | D | 51 | 87 |
| | | | | WBL | 1.09 | 125.1 | F | 40 | 83 | | | | WBL | 0.98 | 88.8 | F | 44 | 72 |
| | | | | WBTR | 0.56 | 41.6 | D | 37 | 61 | | | | WBTR | 1.07 | 112.7 | F | 85 | 142 |
| | | | | NBL | 0.22 | 20.2 | C | 3 | 6 | | | | NBL | 0.40 | 47.4 | D | 10 | 12 |
| | | | | NBTR | 1.03 | 63.8 | E | 227 | 303 | | | | NBTR | 1.12 | 114.6 | F | 270 | 350 |
| | | | | SBL | 0.59 | 30.6 | C | 7 | 18 | | | | SBL | 0.61 | 30.7 | C | 8 | 25 |
| | | | | SBTR | 0.91 | 37.4 | D | 170 | 258 | | | | SBTR | 1.10 | 88.0 | F | 266 | 343 |
| Edinburgh Rd & Wellington St | 0.88 | 32.7 | C | EBL | 0.68 | 28.7 | C | 18 | 32 | 1.18 | 57.0 | E | EBL | 0.83 | 56.0 | E | 17 | 42 |
| | | | | EBT | 0.85 | 41.3 | D | 63 | 90 | | | | EBT | 1.04 | 79.4 | E | 112 | 162 |
| | | | | EBR | 0.21 | 26.7 | C | 3 | 20 | | | | EBR | 0.33 | 32.0 | C | 17 | 39 |
| | | | | WBL | 0.84 | 42.4 | D | 21 | 51 | | | | WBL | 1.19 | 161.0 | F | 35 | 81 |
| | | | | WBT | 0.77 | 35.5 | D | 55 | 76 | | | | WBT | 0.91 | 50.5 | D | 96 | 133 |
| | | | | WBR | 0.05 | 23.0 | C | 0 | 0 | | | | WBR | 0.05 | 26.9 | C | 0 | 2 |
| | | | | NBL | 0.83 | 34.4 | C | 27 | 66 | | | | NBL | 1.10 | 113.6 | F | 65 | 121 |
| | | | | NBT | 0.57 | 22.2 | C | 56 | 75 | | | | NBT | 0.77 | 30.7 | C | 100 | 126 |
| | | | | NBR | 0.15 | 18.0 | B | 1 | 14 | | | | NBR | 0.43 | 233.8 | C | 25 | 52 |
| | | | | SBL | 0.24 | 21.8 | C | 5 | 10 | | | | SBL | 0.62 | 18.7 | B | 11 | 11 |
| | | | | SBT | 0.85 | 37.7 | D | 68 | 100 | | | | SBT | 1.04 | 54.7 | D | 139 | 130 |
| | | | | SBR | 0.04 | 23.4 | C | 0 | 0 | | | | SBR | 0.06 | 41.9 | D | 0 | 0 |
| Yorkshire St & Paisley St | 0.52 | 24.2 | C | EBLTR | 0.28 | 6.4 | A | 11 | 21 | 0.61 | 15.6 | B | EBLTR | 0.57 | 9.9 | A | 50 | 98 |
| | | | | WBLTR | 0.36 | 10.6 | B | 24 | 66 | | | | WBLTR | 0.49 | 7.1 | A | 37 | 65 |
| | | | | NBLTR | 0.85 | 51.0 | D | 43 | 63 | | | | NBLTR | 0.75 | 46.5 | D | 30 | 49 |
| | | | | SBLTR | 0.66 | 33.7 | C | 34 | 52 | | | | SBLTR | 0.46 | 33.4 | C | 17 | 33 |
| Norfolk St & Paisley St | 0.66 | 36.0 | D | EBL | 0.26 | 22.7 | C | 12 | 23 | 0.71 | 33.0 | C | EBL | 0.28 | 26.9 | C | 11 | 20 |
| | | | | EBT | 0.33 | 23.7 | C | 21 | 36 | | | | EBT | 0.46 | 29.9 | C | 32 | 54 |
| | | | | EBR | 0.12 | 20.5 | C | 3 | 7 | | | | EBR | 0.22 | 54.9 | D | 9 | 34 |
| | | | | WBL | 0.12 | 18.7 | B | 5 | 12 | | | | WBL | 0.29 | 20.3 | C | 10 | 20 |

| Intersection | AM Peak Hour | | | | | | | | | PM Peak Hour | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Overall | | | Movements | | | | | | Overall | | | Movements | | | | | |
| | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | Queue (m) 50th | Queue (m) 95th | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | Queue (m) 50th | Queue (m) 95th |
| | | | | WBT | 0.18 | 19.9 | B | 12 | 23 | | | | WBT | 0.39 | 23.4 | C | 28 | 47 |
| | | | | WBR | 0.06 | 18.5 | B | 3 | 8 | | | | WBR | 0.18 | 20.6 | C | 8 | 18 |
| | | | | NBL | 0.62 | 28.0 | C | 15 | 25 | | | | NBL | 0.69 | 17.7 | B | 12 | 18 |
| | | | | NBTR | 0.56 | 29.3 | C | 46 | 83 | | | | NBTR | 0.88 | 32.1 | C | 69 | 146 |
| | | | | SBL | 0.08 | 15.3 | B | 2 | 6 | | | | SBL | 0.25 | 15.7 | B | 5 | 11 |
| | | | | SBTR | 0.97 | 56.6 | E | 92 | 158 | | | | SBTR | 0.90 | 44.3 | D | 85 | 148 |
| Gordon St/Norfolk St & Waterloo Ave/Wilson St | 0.76 | 24.5 | C | EBL | 0.72 | 39.9 | D | 40 | 74 | 0.82 | 27.2 | C | EBL | 0.83 | 48.6 | D | 45 | 88 |
| | | | | EBR | 0.16 | 24.1 | C | 0 | 15 | | | | EBR | 0.35 | 25.7 | C | 8 | 31 |
| | | | | WBLTR | 0.08 | 23.0 | C | 3 | 11 | | | | WBLTR | 0.32 | 24.9 | C | 16 | 33 |
| | | | | NBL | 0.67 | 26.1 | C | 13 | 33 | | | | NBL | 0.49 | 18.5 | B | 10 | 18 |
| | | | | NBT | 0.61 | 16.0 | B | 60 | 92 | | | | NBT | 0.76 | 22.0 | C | 86 | 132 |
| | | | | SBTR | 0.81 | 25.2 | C | 57 | 72 | | | | SBTR | 0.70 | 26.5 | C | 78 | 90 |
| Wellington St & Gordon St | 1.18 | 78.2 | E | EBL | 0.86 | 62.2 | E | 15 | 46 | 1.49 | 124.5 | F | EBL | 1.22 | 175.1 | F | 30 | 73 |
| | | | | EBTR | 0.76 | 34.5 | C | 89 | 114 | | | | EBTR | 0.95 | 53.3 | D | 111 | 154 |
| | | | | WBL | 0.22 | 23.0 | C | 4 | 10 | | | | WBL | 0.97 | 89.0 | F | 20 | 59 |
| | | | | WBTR | 1.07 | 84.1 | F | 140 | 181 | | | | WBTR | 1.25 | 157.0 | F | 195 | 238 |
| | | | | NBL | 0.57 | 29.3 | C | 18 | 31 | | | | NBL | 0.73 | 38.5 | D | 21 | 38 |
| | | | | NBT | 1.16 | 125.7 | F | 122 | 160 | | | | NBT | 1.18 | 134.8 | F | 120 | 158 |
| | | | | NBR | 0.03 | 30.2 | C | 0 | 0 | | | | NBR | 0.03 | 31.8 | C | 0 | 0 |
| | | | | SBL | 1.24 | 165.2 | F | 87 | 146 | | | | SBL | 1.61 | 320.9 | F | 147 | 212 |
| | | | | SBTR | 0.72 | 35.5 | D | 70 | 92 | | | | SBTR | 0.80 | 40.3 | D | 84 | 108 |

TABLE 6-8: FUTURE CONDITIONS UNSIGNALIZED INTERSECTION OPERATION ANALYSIS - SCENARIO A3: CLOSURE OF ALMA/YORKSHIRE/GLASGOW STREETS WITH A LEVEL RAIL CROSSING AT EDINBURGH RD

| Intersection | AM Peak Hour | | | | | PM Peak Hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Dir | Delay (s) | 95th Queue (m) | V/C | LOS | Dir | Delay (s) | 95th Queue (m) | V/C | LOS |
| Silvercreek Pkwy and Waterloo Ave | WBL | 12.5 | 18.9 | 0.46 | B | WBL | 31.5 | 60.7 | 0.81 | D |
| | SBL | 8.4 | 0.4 | 0.02 | A | SBL | 8.9 | 1.6 | 0.07 | A |
| Alma St and Waterloo Ave | EBL | 0.3 | 0.2 | 0.01 | A | EBL | 1.0 | 0.8 | 0.03 | A |
| | SBLR | 13.7 | 3.6 | 0.14 | B | SBLR | 23.1 | 17.2 | 0.45 | C |
| Waterloo Ave & Yorkshire St | EBLTR | 19.4 | - | 0.72 | C | EBLTR | 13.8 | - | 0.51 | B |
| | WBLTR | 11.6 | - | 0.40 | B | WBLTR | 18.7 | - | 0.68 | C |
| | NBLTR | 9.7 | - | 0.12 | A | NBLTR | 10.5 | - | 0.20 | B |
| | SBLTR | 9.6 | - | 0.15 | A | SBLTR | 10.1 | - | 0.18 | B |
| Glasgow St and Paisley St | EBLTR | 0.3 | 0.1 | 0.01 | A | EBLTR | 0.6 | 0.4 | 0.02 | A |
| | WBLTR | 0.3 | 0.2 | 0.01 | A | WBLTR | 0.5 | 0.4 | 0.02 | A |
| | NBLTR | 16.4 | 8.6 | 0.28 | C | NBLTR | 29.6 | 19.0 | 0.49 | D |
| | SBLTR | 15.8 | 4.2 | 0.16 | C | SBLTR | 20.6 | 2.5 | 0.10 | C |
| Glasgow St and Waterloo Ave | EBLTR | 1.2 | 1.1 | 0.04 | A | EBLTR | 0.9 | 0.8 | 0.03 | A |
| | WBLTR | 0.6 | 0.4 | 0.02 | A | WBLTR | 0.4 | 0.4 | 0.02 | A |
| | NBLTR | 30.6 | 7.6 | 0.26 | D | NBLTR | 28.9 | 8.1 | 0.27 | D |
| | SBLTR | 25.7 | 12.6 | 0.37 | D | SBLTR | 33.5 | 18.3 | 0.48 | D |
| Norfolk St and Cork St | EBLTR | 202.1 | 32.9 | 0.92 | F | EBLTR | 118.5 | 22.6 | 0.66 | F |
| | WBLTR | 824.0 | 61.2 | 2.21 | F | WBLTR | 1074.2 | 98.7 | 2.91 | F |
| | NBL | 2.0 | 1.6 | 0.06 | A | NBL | 1.2 | 1.0 | 0.04 | A |
| | SBL | 9.8 | 2.7 | 0.11 | A | SBL | 10.4 | 1.6 | 0.07 | B |

TABLE 6-9: FUTURE CONDITIONS, SIGNALIZED INTERSECTION OPERATION ANALYSIS - SCENARIO A4: ALMA/YORKSHIRE/GLASGOW STREETS CLOSED WITH GRADE SEPARATION AT EDINBURGH RD

| Intersection | AM Peak Hour | | | | | | | | | PM Peak Hour | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Overall | | | Movements | | | | | | Overall | | | Movements | | | | | |
| | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | Queue (m) 50th | Queue (m) 95th | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | Queue (m) 50th | Queue (m) 95th |
| Paisley St. & Silvercreek Parkway | 0.73 | 25.8 | C | EBL | 0.69 | 17.8 | B | 16 | 30 | 0.98 | 39.9 | D | EBL | 0.98 | 62.3 | E | 59 | 117 |
| | | | | EBTR | 0.36 | 9.2 | A | 30 | 47 | | | | EBTR | 0.52 | 10.6 | B | 54 | 81 |
| | | | | WBLTR | 0.79 | 34.0 | C | 107 | 155 | | | | WBLTR | 0.95 | 51.9 | D | 110 | 186 |
| | | | | NBLTR | 0.00 | 25.7 | C | 0 | 1 | | | | NBLTR | 0.02 | 26.7 | C | 0 | 3 |
| | | | | SBLT | 0.64 | 40.1 | D | 31 | 55 | | | | SBLT | 0.87 | 55.2 | E | 47 | 88 |
| | | | | SBR | 0.14 | 27.4 | C | 0 | 16 | | | | SBR | 0.25 | 28.5 | C | 0 | 21 |
| Waterloo Ave & Wellington St. | 0.63 | 23.8 | C | EBL | 0.78 | 52.7 | D | 53 | 77 | 0.74 | 26.2 | C | EBL | 0.76 | 55.5 | E | 44 | 68 |
| | | | | EBT | 0.37 | 9.2 | A | 41 | 59 | | | | EBT | 0.36 | 11.7 | B | 44 | 55 |
| | | | | WBTR | 0.51 | 23.8 | C | 62 | 91 | | | | WBTR | 0.67 | 28.3 | C | 93 | 116 |
| | | | | NBL | 0.57 | 40.9 | D | 40 | 59 | | | | NBL | 0.82 | 48.5 | D | 76 | 110 |
| | | | | NBLT | 0.56 | 40.3 | D | 41 | 60 | | | | NBLT | 0.80 | 47.2 | D | 76 | 111 |
| | | | | NBR | 0.76 | 49.8 | D | 50 | 75 | | | | NBR | 0.35 | 32.9 | C | 21 | 41 |
| | | | | SBL | 0.00 | 32.6 | C | 0 | 0 | | | | SBL | 0.07 | 18.2 | B | 1 | 2 |
| | | | | SBR | 0.22 | 9.7 | A | 0 | 5 | | | | SBR | 0.34 | 1.4 | A | 0 | 0 |
| Alma St. & Paisley St. | 0.59 | 13.6 | B | EBLTR | 0.57 | 5.4 | A | 27 | 42 | 0.60 | 13.3 | B | EBLTR | 0.59 | 5.2 | A | 29 | 36 |
| | | | | WBLTR | 0.51 | 7.5 | A | 40 | 75 | | | | WBLTR | 0.57 | 8.5 | A | 54 | 102 |
| | | | | NBLTR | 0.62 | 41.3 | D | 18 | 35 | | | | NBLTR | 0.68 | 43.3 | D | 25 | 44 |
| | | | | SBLTR | 0.70 | 45.5 | D | 24 | 42 | | | | SBLTR | 0.60 | 39.7 | D | 19 | 35 |
| Edinburgh Rd & Paisley St | 1.01 | 64.3 | E | EBL | 0.39 | 25.9 | C | 13 | 24 | 1.26 | 107.9 | F | EBL | 0.58 | 28.5 | C | 19 | 32 |
| | | | | EBTR | 1.00 | 77.2 | E | 107 | 177 | | | | EBTR | 1.25 | 163.4 | F | 180 | 250 |
| | | | | WBL | 0.80 | 51.1 | D | 18 | 41 | | | | WBL | 0.81 | 53.4 | D | 17 | 43 |
| | | | | WBT | 0.72 | 41.6 | D | 73 | 108 | | | | WBT | 0.74 | 41.8 | D | 81 | 118 |
| | | | | NBL | 0.98 | 82.0 | F | 36 | 84 | | | | NBL | 1.27 | 182.2 | F | 62 | 115 |
| | | | | NBTR | 1.01 | 65.9 | E | 183 | 256 | | | | NBTR | 1.08 | 89.0 | F | 207 | 281 |
| | | | | SBL | 0.35 | 27.5 | C | 5 | 10 | | | | SBL | 0.63 | 34.8 | C | 9 | 18 |
| | | | | SBTR | 1.00 | 70.2 | E | 140 | 217 | | | | SBTR | 1.15 | 119.7 | F | 201 | 273 |
| Edinburgh Rd & Waterloo Ave | 1.02 | 59.9 | E | EBL | 0.69 | 41.8 | D | 34 | 54 | 1.06 | 90.4 | F | EBL | 1.07 | 116.2 | F | 41 | 87 |
| | | | | EBTR | 1.07 | 113.8 | F | 85 | 142 | | | | EBTR | 0.77 | 52.2 | D | 53 | 91 |
| | | | | WBL | 1.00 | 94.8 | F | 36 | 79 | | | | WBL | 0.99 | 86.9 | F | 45 | 76 |
| | | | | WBTR | 0.54 | 40.5 | D | 37 | 61 | | | | WBTR | 1.08 | 115.9 | F | 87 | 145 |
| | | | | NBL | 0.17 | 17.9 | B | 3 | 6 | | | | NBL | 0.38 | 45.1 | D | 10 | 11 |
| | | | | NBTR | 1.04 | 67.4 | E | 227 | 303 | | | | NBTR | 1.11 | 109.1 | F | 259 | 339 |
| | | | | SBL | 0.62 | 32.2 | C | 7 | 19 | | | | SBL | 0.61 | 30.2 | C | 8 | 25 |
| | | | | SBTR | 0.84 | 31.3 | C | 147 | 225 | | | | SBTR | 1.07 | 75.3 | E | 246 | 323 |
| Edinburgh Rd & Wellington St | 0.89 | 32.8 | C | EBL | 0.68 | 28.9 | C | 18 | 32 | 1.18 | 57.3 | E | EBL | 0.83 | 56.0 | E | 17 | 42 |
| | | | | EBT | 0.86 | 41.8 | D | 63 | 91 | | | | EBT | 1.05 | 80.4 | F | 123 | 163 |
| | | | | EBR | 0.21 | 26.7 | C | 3 | 20 | | | | EBR | 0.33 | 32.0 | C | 17 | 40 |
| | | | | WBL | 0.84 | 43.3 | D | 21 | 51 | | | | WBL | 1.19 | 161.1 | F | 35 | 81 |
| | | | | WBT | 0.78 | 35.8 | D | 56 | 76 | | | | WBT | 0.91 | 50.8 | D | 97 | 134 |
| | | | | WBR | 0.05 | 23.1 | C | 0 | 0 | | | | WBR | 0.05 | 26.9 | C | 0 | 2 |
| | | | | NBL | 0.83 | 34.3 | C | 27 | 66 | | | | NBL | 1.10 | 113.5 | F | 65 | 121 |
| | | | | NBT | 0.57 | 2..1 | C | 56 | 74 | | | | NBT | 0.77 | 30.7 | C | 100 | 126 |
| | | | | NBR | 0.15 | 17.9 | B | 0 | 14 | | | | NBR | 0.43 | 23.8 | C | 25 | 52 |
| | | | | SBL | 0.23 | 21.7 | C | 5 | 10 | | | | SBL | 0.62 | 19.4 | B | 11 | 11 |
| | | | | SBT | 0.85 | 37.4 | D | 68 | 100 | | | | SBT | 1.03 | 54.8 | D | 137 | 134 |
| | | | | SBR | 0.04 | 23.3 | C | 0 | 0 | | | | SBR | 0.06 | 42.3 | D | 0 | 0 |
| Yorkshire St & Paisley St | 0.47 | 23.0 | C | EBLTR | 0.23 | 8.4 | A | 16 | 36 | 0.56 | 12.5 | B | EBLTR | 0.54 | 7.9 | A | 44 | 84 |
| | | | | WBLTR | 0.33 | 9.2 | A | 22 | 61 | | | | WBLTR | 0.47 | 6.1 | A | 35 | 58 |
| | | | | NBLTR | 0.82 | 48.8 | D | 38 | 57 | | | | NBLTR | 0.66 | 43.7 | D | 21 | 37 |
| | | | | SBLTR | 0.59 | 32.5 | C | 25 | 42 | | | | SBLTR | 0.39 | 35.4 | D | 12 | 26 |
| Norfolk St & Paisley St | 0.67 | 36.4 | D | EBL | 0.25 | 24.6 | C | 13 | 26 | 0.71 | 32.5 | C | EBL | 0.29 | 25.0 | C | 10 | 21 |
| | | | | EBT | 0.33 | 25.5 | C | 22 | 39 | | | | EBT | 0.47 | 27.6 | C | 30 | 52 |
| | | | | EBR | 0.12 | 23.6 | C | 2 | 11 | | | | EBR | 0.22 | 52.6 | D | 8 | 32 |
| | | | | WBL | 0.12 | 18.7 | B | 5 | 12 | | | | WBL | 0.29 | 20.2 | C | 10 | 20 |

| Intersection | AM Peak Hour | | | | | | | | | PM Peak Hour | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Overall | | | Movements | | | | | | Overall | | | Movements | | | | | |
| | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | Queue (m) 50th | Queue (m) 95th | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | Queue (m) 50th | Queue (m) 95th |
| | | | | WBT | 0.18 | 19.9 | B | 12 | 23 | | | | WBT | 0.39 | 23.4 | C | 28 | 47 |
| | | | | WBR | 0.06 | 18.5 | B | 3 | 8 | | | | WBR | 0.18 | 20.6 | C | 8 | 18 |
| | | | | NBL | 0.62 | 28.1 | C | 15 | 24 | | | | NBL | 0.67 | 16.8 | B | 12 | 18 |
| | | | | NBTR | 0.56 | 27.8 | C | 45 | 78 | | | | NBTR | 0.89 | 32.0 | C | 71 | 146 |
| | | | | SBL | 0.07 | 15.3 | B | 2 | 6 | | | | SBL | 0.24 | 15.7 | B | 5 | 11 |
| | | | | SBTR | 0.97 | 57.0 | E | 92 | 159 | | | | SBTR | 0.89 | 42.2 | D | 83 | 143 |
| Gordon St/Norfolk St & Waterloo Ave/Wilson St | 0.80 | 25.1 | C | EBL | 0.78 | 44.8 | D | 43 | 81 | 0.82 | 27.6 | C | EBL | 0.83 | 48.9 | D | 48 | 89 |
| | | | | EBR | 0.16 | 24.8 | C | 0 | 15 | | | | EBR | 0.34 | 25.4 | C | 7 | 29 |
| | | | | WBLTR | 0.08 | 23.7 | C | 3 | 11 | | | | WBLTR | 0.32 | 24.9 | C | 16 | 33 |
| | | | | NBL | 0.69 | 26.6 | C | 12 | 25 | | | | NBL | 0.50 | 18.9 | B | 10 | 18 |
| | | | | NBT | 0.62 | 15.6 | B | 61 | 94 | | | | NBT | 0.77 | 22.5 | C | 88 | 135 |
| | | | | SBTR | 0.78 | 21.8 | C | 54 | 67 | | | | SBTR | 0.74 | 27.4 | C | 81 | 95 |
| Wellington St & Gordon St | 1.21 | 76.9 | E | EBL | 0.86 | 62.2 | E | 15 | 46 | 1.51 | 123.8 | F | EBL | 1.22 | 174.5 | F | 30 | 73 |
| | | | | EBTR | 0.76 | 34.5 | C | 89 | 114 | | | | EBTR | 0.93 | 48.5 | D | 109 | 150 |
| | | | | WBL | 0.22 | 23.0 | C | 4 | 10 | | | | WBL | 0.97 | 86.2 | F | 19 | 59 |
| | | | | WBTR | 1.07 | 83.5 | F | 139 | 180 | | | | WBTR | 1.23 | 144.1 | F | 193 | 235 |
| | | | | NBL | 0.57 | 28.7 | C | 18 | 31 | | | | NBL | 0.75 | 40.4 | D | 22 | 41 |
| | | | | NBT | 1.12 | 109.8 | F | 118 | 157 | | | | NBT | 1.18 | 135.9 | F | 120 | 159 |
| | | | | NBR | 0.03 | 29.5 | C | 0 | 0 | | | | NBR | 0.03 | 31.8 | C | 0 | 0 |
| | | | | SBL | 1.30 | 189.5 | F | 91 | 149 | | | | SBL | 1.68 | 353.0 | F | 151 | 215 |
| | | | | SBTR | 0.72 | 35.6 | D | 71 | 93 | | | | SBTR | 0.83 | 42.5 | D | 85 | 109 |

TABLE 6-10: FUTURE CONDITIONS, UNSIGNALIZED INTERSECTION OPERATION ANALYSIS - SCENARIO A4: ALMA/YORKSHIRE/GLASGOW STREETS CLOSED WITH GRADE SEPARATION AT EDINBURGH RD

| Intersection | AM Peak Hour | | | | | PM Peak Hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Dir | Delay (s) | 95th Queue (m) | V/C | LOS | Dir | Delay (s) | 95th Queue (m) | V/C | LOS |
| Silvercreek Pkwy and Waterloo Ave | WBL | 12.5 | 18.9 | 0.46 | B | WBL | 32.6 | 63.1 | 0.82 | D |
| | SBL | 8.4 | 0.4 | 0.02 | A | SBL | 8.9 | 1.6 | 0.07 | A |
| Alma St and Waterloo Ave | EBL | 0.3 | 0.2 | 0.01 | A | EBL | 1.0 | 0.7 | 0.03 | A |
| | SBLR | 13.6 | 3.5 | 0.13 | B | SBLR | 22.3 | 16.6 | 0.44 | C |
| Waterloo Ave & Yorkshire St | EBLTR | 22.6 | - | 0.78 | C | EBLTR | 14.8 | - | 0.54 | B |
| | WBLTR | 12.0 | - | 0.42 | B | WBLTR | 22.2 | - | 0.75 | C |
| | NBLTR | 9.9 | - | 0.13 | A | NBLTR | 10.9 | - | 0.22 | B |
| | SBLTR | 9.8 | - | 0.15 | A | SBLTR | 10.4 | - | 0.18 | B |
| Glasgow St and Paisley St | EBLTR | 0.3 | 0.1 | 0.01 | A | EBLTR | 0.6 | 0.4 | 0.02 | A |
| | WBLTR | 0.3 | 0.2 | 0.01 | A | WBLTR | 0.5 | 0.4 | 0.02 | A |
| | NBLTR | 16.8 | 9.0 | 0.29 | C | NBLTR | 26.7 | 15.8 | 0.43 | D |
| | SBLTR | 15.7 | 4.1 | 0.15 | C | SBLTR | 21.1 | 2.3 | 0.09 | C |
| Glasgow St and Waterloo Ave | EBLTR | 1.2 | 1.1 | 0.04 | A | EBLTR | 1.0 | 0.8 | 0.03 | A |
| | WBLTR | 0.6 | 0.4 | 0.02 | A | WBLTR | 0.5 | 0.4 | 0.02 | A |
| | NBLTR | 33.3 | 8.6 | 0.29 | D | NBLTR | 31.3 | 9.1 | 0.30 | D |
| | SBLTR | 24.8 | 10.9 | 0.34 | C | SBLTR | 32.4 | 16.0 | 0.44 | D |
| Norfolk St and Cork St | EBLTR | 218.8 | 33.1 | 0.95 | F | EBLTR | 161.4 | 34.8 | 0.88 | F |
| | WBLTR | 1055.0 | 65.5 | 2.65 | F | WBLTR | Err | Err | 3.10 | F |
| | NBL | 1.5 | 2.5 | 0.10 | A | NBL | 1.2 | 1.0 | 0.04 | A |
| | SBL | 0.8 | 2.4 | 0.10 | A | SBL | 10.5 | 1.6 | 0.07 | B |

TABLE 6-11: FUTURE CONDITIONS, SIGNALIZED INTERSECTION OPERATION ANALYSIS- SCENARIO A5:ALMA/GLASGOW STREETS CLOSED WITH LEVEL RAIL CROSSING AT EDINBURGH RD

| Intersection | AM Peak Hour | | | | | | | | | PM Peak Hour | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Overall | | | Movements | | | | | | Overall | | | Movements | | | | | |
| | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | Queue (m) 50th | Queue (m) 95th | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | Queue (m) 50th | Queue (m) 95th |
| Paisley St. & Silvercreek Parkway | 0.73 | 28.2 | C | EBL | 0.72 | 21.1 | C | 17 | 36 | 0.97 | 38.7 | D | EBL | 0.97 | 61.5 | E | 58 | 117 |
| | | | | EBTR | 0.38 | 10.8 | B | 33 | 51 | | | | EBTR | 0.51 | 10.2 | B | 53 | 78 |
| | | | | WBLTR | 0.83 | 40.8 | D | 112 | 162 | | | | WBLTR | 0.92 | 48.5 | D | 108 | 180 |
| | | | | NBLTR | 0.00 | 23.5 | C | 0 | 1 | | | | NBLTR | 0.02 | 27.0 | C | 0 | 3 |
| | | | | SBLT | 0.56 | 34.0 | C | 30 | 52 | | | | SBLT | 0.86 | 54.3 | D | 45 | 84 |
| | | | | SBR | 0.14 | 25.1 | C | 0 | 15 | | | | SBR | 0.24 | 28.7 | C | 0 | 21 |
| Waterloo Ave & Wellington St. | 0.63 | 24.5 | C | EBL | 0.78 | 52.7 | D | 53 | 76 | 0.72 | 32.3 | C | EBL | 0.81 | 67.8 | E | 49 | 83 |
| | | | | EBT | 0.37 | 8.9 | A | 40 | 57 | | | | EBT | 0.35 | 11.6 | B | 47 | 55 |
| | | | | WBTR | 0.50 | 23.4 | C | 60 | 89 | | | | WBTR | 0.61 | 27.1 | C | 98 | 114 |
| | | | | NBL | 0.58 | 41.6 | D | 40 | 59 | | | | NBL | 0.85 | 57.7 | E | 87 | 133 |
| | | | | NBLT | 0.56 | 40.9 | D | 41 | 60 | | | | NBLT | 0.84 | 55.4 | E | 88 | 127 |
| | | | | NBR | 0.76 | 50.3 | D | 49 | 74 | | | | NBR | 0.33 | 37.1 | D | 21 | 43 |
| | | | | SBL | 0.00 | 33.0 | C | 0 | 1 | | | | SBL | 0.08 | 34.4 | C | 2 | 6 |
| | | | | SBR | 0.22 | 17.6 | B | 0 | 8 | | | | SBR | 0.48 | 39.1 | D | 22 | 57 |
| Alma St. & Paisley St. | 0.49 | 11.8 | B | EBLTR | 0.44 | 4.7 | A | 20 | 41 | 0.61 | 13.3 | B | EBLTR | 0.59 | 5.5 | A | 30 | 37 |
| | | | | WBLTR | 0.38 | 3.9 | A | 8 | 47 | | | | WBLTR | 0.48 | 7.6 | A | 43 | 79 |
| | | | | NBLTR | 0.66 | 41.8 | D | 24 | 41 | | | | NBLTR | 0.71 | 44.5 | D | 28 | 48 |
| | | | | SBLTR | 0.37 | 34.0 | C | 12 | 24 | | | | SBLTR | 0.48 | 35.4 | D | 16 | 31 |
| Edinburgh Rd & Paisley St | 0.89 | 44.7 | D | EBL | 0.36 | 16.2 | B | 7 | 17 | 1.06 | 67.1 | E | EBL | 0.59 | 30.0 | C | 19 | 32 |
| | | | | EBTR | 0.80 | 36.7 | D | 59 | 113 | | | | EBTR | 1.07 | 98.6 | F | 136 | 204 |
| | | | | WBL | 0.40 | 20.7 | C | 13 | 16 | | | | WBL | 0.64 | 35.8 | D | 14 | 25 |
| | | | | WBT | 0.71 | 34.8 | C | 60 | 103 | | | | WBT | 0.75 | 43.2 | D | 81 | 117 |
| | | | | NBL | 0.89 | 54.4 | D | 17 | 53 | | | | NBL | 1.05 | 106.6 | F | 35 | 82 |
| | | | | NBTR | 0.98 | 57.2 | E | 118 | 193 | | | | NBTR | 0.93 | 48.9 | D | 144 | 219 |
| | | | | SBL | 0.44 | 22.4 | C | 6 | 13 | | | | SBL | 0.69 | 35.9 | D | 11 | 31 |
| | | | | SBTR | 0.94 | 50.4 | D | 99 | 164 | | | | SBTR | 1.04 | 77.7 | E | 173 | 245 |
| Edinburgh Rd & Waterloo Ave | 0.95 | 46.5 | D | EBL | 0.23 | 33.5 | C | 11 | 21 | 0.97 | 55.1 | E | EBL | 0.47 | 37.4 | D | 12 | 23 |
| | | | | EBTR | 0.94 | 76.1 | E | 69 | 124 | | | | EBTR | 0.70 | 49.2 | D | 44 | 70 |
| | | | | WBL | 0.90 | 66.9 | E | 31 | 62 | | | | WBL | 0.94 | 79.5 | E | 38 | 79 |
| | | | | WBTR | 0.34 | 35.5 | D | 25 | 44 | | | | WBTR | 0.87 | 62.8 | E | 65 | 113 |
| | | | | NBL | 0.13 | 15.5 | B | 3 | 6 | | | | NBL | 0.37 | 44.3 | D | 10 | 11 |
| | | | | NBTR | 0.99 | 53.0 | D | 187 | 279 | | | | NBTR | 0.99 | 67.6 | E | 237 | 315 |
| | | | | SBL | 0.45 | 25.3 | C | 5 | 11 | | | | SBL | 0.46 | 26.6 | C | 5 | 12 |
| | | | | SBTR | 0.76 | 26.2 | C | 122 | 173 | | | | SBTR | 0.93 | 39.0 | D | 190 | 282 |
| Edinburgh Rd & Wellington St | 0.88 | 32.8 | C | EBL | 0.70 | 30.0 | C | 18 | 35 | 1.22 | 60.8 | E | EBL | 0.81 | 51.3 | D | 17 | 40 |
| | | | | EBT | 0.86 | 42.0 | D | 64 | 92 | | | | EBT | 1.02 | 70.5 | E | 116 | 159 |
| | | | | EBR | 0.21 | 26.7 | C | 3 | 21 | | | | EBR | 0.32 | 31.1 | C | 16 | 39 |
| | | | | WBL | 0.84 | 42.8 | D | 21 | 51 | | | | WBL | 1.21 | 164.5 | F | 37 | 83 |
| | | | | WBT | 0.77 | 35.6 | D | 56 | 76 | | | | WBT | 0.89 | 47.7 | D | 96 | 132 |
| | | | | WBR | 0.05 | 23.1 | C | 0 | 0 | | | | WBR | 0.05 | 26.2 | C | 0 | 2 |
| | | | | NBL | 0.83 | 33.9 | C | 27 | 66 | | | | NBL | 1.15 | 131.9 | F | 67 | 123 |
| | | | | NBT | 0.59 | 22.5 | C | 58 | 77 | | | | NBT | 0.78 | 31.8 | C | 101 | 127 |
| | | | | NBR | 0.16 | 18.0 | B | 1 | 15 | | | | NBR | 0.43 | 24.5 | C | 26 | 54 |
| | | | | SBL | 0.25 | 21.9 | C | 5 | 11 | | | | SBL | 0.66 | 23.8 | C | 12 | 15 |
| | | | | SBT | 0.84 | 37.4 | D | 68 | 99 | | | | SBT | 1.07 | 76.7 | E | 146 | 176 |
| | | | | SBR | 0.04 | 23.4 | C | 0 | 0 | | | | SBR | 0.06 | 33.2 | C | 0 | 1 |
| Yorkshire St & Paisley St | 0.58 | 23.8 | C | EBLTR | 0.48 | 7.7 | A | 8 | 72 | 0.82 | 27.6 | C | EBLTR | 0.75 | 23.8 | C | 87 | 139 |
| | | | | WBLTR | 0.48 | 11.1 | B | 43 | 74 | | | | WBLTR | 0.68 | 16.1 | B | 66 | 88 |
| | | | | NBLTR | 0.82 | 45.6 | D | 49 | 70 | | | | NBLTR | 0.92 | 47.9 | D | 75 | 132 |
| | | | | SBLTR | 0.81 | 46.9 | D | 36 | 58 | | | | SBLTR | 0.57 | 25.2 | C | 29 | 54 |
| Norfolk St & Paisley St | 0.67 | 36.6 | D | EBL | 0.25 | 21.5 | C | 11 | 20 | 0.71 | 32.7 | C | EBL | 0.27 | 25.7 | C | 11 | 15 |
| | | | | EBT | 0.33 | 22.2 | C | 20 | 32 | | | | EBT | 0.45 | 28.2 | C | 31 | 44 |
| | | | | EBR | 0.12 | 20.2 | C | 2 | 8 | | | | EBR | 0.21 | 48.9 | D | 12 | 23 |
| | | | | WBL | 0.13 | 18.7 | B | 5 | 12 | | | | WBL | 0.29 | 20.2 | C | 10 | 20 |

| Intersection | AM Peak Hour | | | | | | | | | PM Peak Hour | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Overall | | | Movements | | | | | | Overall | | | Movements | | | | | |
| | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | Queue (m) 50th | Queue (m) 95th | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | Queue (m) 50th | Queue (m) 95th |
| | | | | WBT | 0.17 | 19.8 | B | 11 | 22 | | | | WBT | 0.39 | 23.4 | C | 28 | 47 |
| | | | | WBR | 0.05 | 18.5 | B | 3 | 8 | | | | WBR | 0.18 | 20.6 | C | 8 | 18 |
| | | | | NBL | 0.61 | 26.9 | C | 13 | 24 | | | | NBL | 0.68 | 17.2 | B | 12 | 18 |
| | | | | NBTR | 0.55 | 28.3 | C | 43 | 80 | | | | NBTR | 0.90 | 34.0 | C | 81 | 150 |
| | | | | SBL | 0.07 | 15.3 | B | 2 | 6 | | | | SBL | 0.25 | 15.8 | B | 5 | 11 |
| | | | | SBTR | 0.98 | 59.3 | E | 94 | 162 | | | | SBTR | 0.88 | 42.0 | D | 83 | 143 |
| Gordon St/Norfolk St & Waterloo Ave/Wilson St | 0.74 | 24.5 | C | EBL | 0.72 | 40.6 | D | 39 | 72 | 0.79 | 26.3 | C | EBL | 0.82 | 49.1 | D | 43 | 85 |
| | | | | EBR | 0.16 | 24.8 | C | 0 | 15 | | | | EBR | 0.25 | 24.6 | C | 1 | 20 |
| | | | | WBLTR | 0.08 | 23.7 | C | 3 | 11 | | | | WBLTR | 0.33 | 25.8 | | 16 | 33 |
| | | | | NBL | 0.56 | 19.9 | B | 12 | 24 | | | | NBL | 0.42 | 15.5 | B | 9 | 17 |
| | | | | NBT | 0.57 | 14.6 | B | 54 | 83 | | | | NBT | 0.73 | 20.1 | C | 81 | 124 |
| | | | | SBTR | 0.81 | 26.5 | C | 59 | 71 | | | | SBTR | 0.68 | 26.3 | C | 72 | 88 |
| Wellington St & Gordon St | 1.17 | 78.1 | E | EBL | 0.86 | 62.2 | E | 15 | 46 | 1.49 | 123.6 | F | EBL | 1.22 | 175.1 | F | 30 | 73 |
| | | | | EBTR | 0.76 | 34.5 | C | 89 | 114 | | | | EBTR | 0.95 | 53.3 | D | 111 | 154 |
| | | | | WBL | 0.22 | 23.0 | C | 4 | 10 | | | | WBL | 0.97 | 86.7 | F | 19 | 59 |
| | | | | WBTR | 1.07 | 84.1 | F | 140 | 181 | | | | WBTR | 1.25 | 157.0 | F | 195 | 238 |
| | | | | NBL | 0.56 | 28.3 | C | 18 | 31 | | | | NBL | 0.72 | 38.1 | D | 21 | 37 |
| | | | | NBT | 1.16 | 125.2 | F | 121 | 160 | | | | NBT | 1.17 | 130.5 | F | 118 | 157 |
| | | | | NBR | 0.03 | 30.2 | C | 0 | 0 | | | | NBR | 0.03 | 31.7 | C | 0 | 0 |
| | | | | SBL | 1.24 | 163.9 | F | 87 | 145 | | | | SBL | 1.61 | 319.5 | F | 147 | 211 |
| | | | | SBTR | 0.73 | 36.5 | D | 71 | 93 | | | | SBTR | 0.80 | 40.2 | D | 83 | 107 |

TABLE 6-12: FUTURE CONDITIONS, UNSIGNALIZED INTERSECTION OPERATION ANALYSIS - SCENARIO A5: ALMA/GLASGOW STREETS CLOSED WITH LEVEL RAIL CROSSING AT EDINBURGH RD

| Intersection | AM Peak Hour | | | | | PM Peak Hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Dir | Delay (s) | 95th Queue (m) | V/C | LOS | Dir | Delay (s) | 95th Queue (m) | V/C | LOS |
| Silvercreek Pkwy and Waterloo Ave | WBL | 12.5 | 18.7 | 0.46 | B | WBL | 33.1 | 64.2 | 0.82 | D |
| | SBL | 8.4 | 0.4 | 0.02 | A | SBL | 8.9 | 1.6 | 0.07 | A |
| Alma St and Waterloo Ave | EBL | 0.3 | 0.2 | 0.01 | A | EBL | 1.1 | 0.8 | 0.03 | A |
| | SBLR | 13.4 | 2.8 | 0.11 | B | SBLR | 24.0 | 18.0 | 0.47 | C |
| Waterloo Ave & Yorkshire St | EBLTR | 31.2 | - | 0.84 | D | EBLTR | 19.1 | - | 0.63 | C |
| | WBLTR | 16.6 | - | 0.57 | C | WBLTR | 28.9 | - | 0.81 | D |
| | NBLTR | 11.9 | - | 0.22 | B | NBLTR | 13.7 | - | 0.37 | B |
| | SBLTR | 13.4 | - | 0.37 | B | SBLTR | 13.0 | - | 0.32 | B |
| Glasgow St and Paisley St | EBLTR | 0.2 | 0.1 | 0.00 | A | EBLTR | 0.6 | 0.4 | 0.02 | A |
| | WBLTR | 0.3 | 0.2 | 0.01 | A | WBLTR | 0.6 | 0.4 | 0.02 | A |
| | NBLTR | 14.9 | 4.6 | 0.17 | B | NBLTR | 21.0 | 6.4 | 0.22 | C |
| | SBLTR | 15.3 | 3.7 | 0.14 | C | SBLTR | 20.3 | 2.2 | 0.09 | C |
| Glasgow St and Waterloo Ave | EBLTR | 1.2 | 1.1 | 0.04 | A | EBLTR | 1.0 | 0.7 | 0.03 | A |
| | WBLTR | 0.6 | 0.4 | 0.02 | A | WBLTR | 0.4 | 0.3 | 0.02 | A |
| | NBLTR | 28.1 | 6.1 | 0.22 | D | NBLTR | 26.7 | 7.4 | 0.25 | D |
| | SBLTR | 19.0 | 6.7 | 0.23 | C | SBLTR | 21.7 | 7.8 | 0.26 | C |
| Norfolk St and Cork St | EBLTR | 187.5 | 31.9 | 0.89 | F | EBLTR | 82.8 | 14.0 | 0.45 | F |
| | WBLTR | 858.9 | 59.0 | 2.25 | F | WBLTR | 939.1 | 105.7 | 2.68 | F |
| | NBL | 1.5 | 1.1 | 0.05 | A | NBL | 0.6 | 1.0 | 0.04 | A |
| | SBL | 9.8 | 3.1 | 0.12 | A | SBL | 0.5 | 1.6 | 0.06 | B |

TABLE 6-13: FUTURE CONDITIONS SIGNALIZED INTERSECTION ANALYSIS - SCENARIO A6: ALMA/GLASGOW ST CLOSED, LEVEL CROSSING AT YORKSHIRE AND GRADE SEPARATION AT EDINBURGH RD

| Intersection | AM Peak Hour | | | | | | | | | PM Peak Hour | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Overall | | | Movements | | | | | | Overall | | | Movements | | | | | |
| | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | Queue (m) 50th | Queue (m) 95th | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | Queue (m) 50th | Queue (m) 95th |
| Paisley St. & Silvercreek Parkway | 0.70 | 25.5 | C | EBL | 0.61 | 14.3 | B | 15 | 24 | 0.95 | 36.8 | D | EBL | 0.95 | 55.0 | D | 52 | 111 |
| | | | | EBTR | 0.36 | 9.2 | A | 30 | 46 | | | | EBTR | 0.50 | 9.9 | A | 11 | 76 |
| | | | | WBLTR | 0.75 | 34.9 | C | 99 | 144 | | | | WBLTR | 0.91 | 47.0 | D | 48 | 180 |
| | | | | NBLTR | 0.00 | 25.7 | C | 0 | 1 | | | | NBLTR | 0.01 | 27.2 | C | 0 | 2 |
| | | | | SBLT | 0.64 | 40.0 | D | 31 | 54 | | | | SBLT | 0.85 | 52.0 | D | 43 | 80 |
| | | | | SBR | 0.14 | 27.3 | C | 0 | 16 | | | | SBR | 0.23 | 28.9 | C | 0 | 21 |
| Waterloo Ave & Wellington St. | 0.63 | 27.2 | C | EBL | 0.78 | 52.7 | D | 53 | 76 | 0.73 | 26.5 | C | EBL | 0.75 | 54.8 | D | 44 | 68 |
| | | | | EBT | 0.37 | 9.3 | A | 41 | 57 | | | | EBT | 0.36 | 11.7 | B | 44 | 54 |
| | | | | WBTR | 0.51 | 24.1 | C | 62 | 90 | | | | WBTR | 0.67 | 28.3 | C | 92 | 116 |
| | | | | NBL | 0.68 | 44.5 | D | 49 | 72 | | | | NBL | 0.82 | 48.6 | D | 76 | 111 |
| | | | | NBLT | 0.68 | 44.4 | D | 54 | 77 | | | | NBLT | 0.81 | 47.3 | D | 77 | 111 |
| | | | | NBR | 0.74 | 48.4 | D | 49 | 75 | | | | NBR | 0.35 | 32.8 | C | 21 | 41 |
| | | | | SBL | 0.01 | 33.7 | C | 0 | 1 | | | | SBL | 0.11 | 21.4 | C | 2 | 4 |
| | | | | SBR | 0.22 | 35.6 | D | 0 | 21 | | | | SBR | 0.34 | 4.2 | A | 0 | 0 |
| Alma St. & Paisley St. | 0.46 | 9.9 | A | EBLTR | 0.43 | 3.9 | A | 19 | 35 | 0.56 | 10.7 | B | EBLTR | 0.56 | 4.4 | A | 26 | 35 |
| | | | | WBLTR | 0.37 | 3.9 | A | 5 | 66 | | | | WBLTR | 0.46 | 6.2 | A | 36 | 72 |
| | | | | NBLTR | 0.63 | 42.4 | D | 19 | 35 | | | | NBLTR | 0.58 | 40.5 | D | 19 | 36 |
| | | | | SBLTR | 0.16 | 33.5 | C | 4 | 13 | | | | SBLTR | 0.45 | 37.5 | D | 13 | 26 |
| Edinburgh Rd & Paisley St | 0.80 | 40.2 | D | EBL | 0.35 | 13.6 | B | 7 | 15 | 0.92 | 49.1 | D | EBL | 0.63 | 31.4 | C | 20 | 33 |
| | | | | EBTR | 0.65 | 26.4 | C | 47 | 58 | | | | EBTR | 0.90 | 57.7 | E | 103 | 167 |
| | | | | WBL | 0.24 | 21.5 | C | 9 | 15 | | | | WBL | 0.32 | 28.6 | C | 7 | 15 |
| | | | | WBT | 0.70 | 38.2 | D | 61 | 103 | | | | WBT | 0.82 | 50.0 | D | 86 | 136 |
| | | | | NBL | 0.56 | 22.7 | C | 9 | 17 | | | | NBL | 0.88 | 62.8 | E | 15 | 50 |
| | | | | NBTR | 0.98 | 57.2 | E | 118 | 192 | | | | NBTR | 0.91 | 45.8 | D | 142 | 216 |
| | | | | SBL | 0.44 | 21.8 | C | 6 | 13 | | | | SBL | 0.68 | 34.4 | C | 11 | 30 |
| | | | | SBTR | 0.89 | 41.6 | D | 99 | 164 | | | | SBTR | 0.94 | 50.5 | D | 148 | 225 |
| Edinburgh Rd & Waterloo Ave | 0.96 | 51.6 | D | EBL | 0.20 | 28.6 | C | 10 | 20 | 0.93 | 54.4 | D | EBL | 0.47 | 36.2 | D | 12 | 24 |
| | | | | EBTR | 0.94 | 68.2 | E | 85 | 145 | | | | EBTR | 0.90 | 68.9 | E | 66 | 117 |
| | | | | WBL | 0.66 | 38.1 | D | 16 | 33 | | | | WBL | 0.83 | 62.5 | E | 24 | 44 |
| | | | | WBTR | 0.31 | 32.8 | C | 24 | 42 | | | | WBTR | 0.86 | 60.0 | E | 66 | 118 |
| | | | | NBL | 0.15 | 17.2 | B | 3 | 6 | | | | NBL | 0.33 | 39.7 | D | 10 | 10 |
| | | | | NBTR | 1.05 | 70.8 | E | 212 | 286 | | | | NBTR | 0.99 | 69.5 | E | 232 | 310 |
| | | | | SBL | 0.45 | 25.8 | C | 5 | 11 | | | | SBL | 0.47 | 26.8 | C | 5 | 12 |
| | | | | SBTR | 0.80 | 29.9 | C | 127 | 183 | | | | SBTR | 0.89 | 33.7 | C | 166 | 254 |
| Edinburgh Rd & Wellington St | 0.89 | 32.9 | C | EBL | 0.70 | 30.0 | C | 18 | 35 | 1.22 | 62.5 | E | EBL | 0.79 | 46.8 | D | 17 | 38 |
| | | | | EBT | 0.86 | 42.0 | D | 64 | 92 | | | | EBT | 0.99 | 63.3 | E | 112 | 157 |
| | | | | EBR | 0.21 | 26.7 | C | 3 | 21 | | | | EBR | 0.32 | 30.2 | C | 16 | 38 |
| | | | | WBL | 0.84 | 42.8 | D | 21 | 51 | | | | WBL | 1.21 | 166.3 | F | 37 | 83 |
| | | | | WBT | 0.78 | 35.8 | D | 56 | 76 | | | | WBT | 0.87 | 44.7 | D | 95 | 158 |
| | | | | WBR | 0.05 | 23.1 | C | 0 | 0 | | | | WBR | 0.05 | 25.5 | C | 0 | 2 |
| | | | | NBL | 0.83 | 35.0 | D | 27 | 67 | | | | NBL | 1.15 | 133.0 | F | 68 | 123 |
| | | | | NBT | 0.59 | 22.5 | C | 58 | 77 | | | | NBT | 0.80 | 33.4 | C | 103 | 130 |
| | | | | NBR | 0.16 | 18.0 | B | 1 | 15 | | | | NBR | 0.45 | 25.4 | C | 28 | 56 |
| | | | | SBL | 0.25 | 21.9 | C | 5 | 11 | | | | SBL | 0.68 | 27.8 | C | 13 | 17 |
| | | | | SBT | 0.85 | 37.6 | D | 68 | 99 | | | | SBT | 1.10 | 91.3 | F | 151 | 191 |
| | | | | SBR | 0.04 | 23.4 | C | 0 | 0 | | | | SBR | 0.06 | 36.5 | D | 1 | 3 |
| Yorkshire St & Paisley St | 0.60 | 23.2 | C | EBLTR | 0.49 | 6.7 | A | 14 | 65 | 0.80 | 26.9 | C | EBLTR | 0.74 | 23 | C | 85 | 138 |
| | | | | WBLTR | 0.48 | 10.8 | B | 32 | 82 | | | | WBLTR | 0.68 | 16 | B | 67 | 94 |
| | | | | NBLTR | 0.71 | 36.6 | D | 46 | 62 | | | | NBLTR | 0.90 | 46 | D | 71 | 122 |
| | | | | SBLTR | 0.87 | 55.7 | E | 39 | 61 | | | | SBLTR | 0.65 | 28 | C | 34 | 61 |
| Norfolk St & Paisley St | 0.67 | 38.1 | D | EBL | 0.25 | 22.5 | C | 12 | 21 | 0.73 | 37.5 | D | EBL | 0.26 | 25.3 | C | 10 | 14 |
| | | | | EBT | 0.33 | 23.4 | C | 22 | 33 | | | | EBT | 0.43 | 27.8 | C | 30 | 44 |
| | | | | EBR | 0.12 | 22.7 | C | 3 | 8 | | | | EBR | 0.21 | 46.6 | D | 12 | 24 |
| | | | | WBL | 0.13 | 18.7 | B | 5 | 12 | | | | WBL | 0.27 | 19.5 | B | 10 | 20 |

| Intersection | AM Peak Hour | | | | | | | | | PM Peak Hour | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Overall | | | Movements | | | | | | Overall | | | Movements | | | | | |
| | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | Queue (m) 50th | Queue (m) 95th | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | Queue (m) 50th | Queue (m) 95th |
| | | | | WBT | 0.17 | 19.8 | B | 11 | 22 | | | | WBT | 0.38 | 22.5 | C | 27 | 46 |
| | | | | WBR | 0.06 | 18.5 | B | 3 | 8 | | | | WBR | 0.17 | 19.8 | B | 8 | 17 |
| | | | | NBL | 0.60 | 27.4 | C | 13 | 24 | | | | NBL | 0.71 | 19.7 | B | 13 | 19 |
| | | | | NBTR | 0.56 | 28.9 | C | 44 | 81 | | | | NBTR | 0.96 | 43.7 | D | 88 | 159 |
| | | | | SBL | 0.07 | 15.3 | B | 2 | 6 | | | | SBL | 0.26 | 16.9 | B | 5 | 11 |
| | | | | SBTR | 0.99 | 61.5 | E | 96 | 164 | | | | SBTR | 0.94 | 52.0 | D | 87 | 150 |
| Gordon St/Norfolk St & Waterloo Ave/Wilson St | 0.74 | 23.7 | C | EBL | 0.72 | 40.9 | D | 39 | 72 | 0.80 | 26.7 | C | EBL | 0.83 | 49.7 | D | 44 | 86 |
| | | | | EBR | 0.16 | 24.8 | C | 0 | 15 | | | | EBR | 0.26 | 24.8 | C | 2 | 21 |
| | | | | WBLTR | 0.08 | 23.7 | C | 3 | 11 | | | | WBLTR | 0.33 | 25.8 | C | 16 | 33 |
| | | | | NBL | 0.60 | 21.3 | C | 12 | 24 | | | | NBL | 0.42 | 15.7 | B | 9 | 17 |
| | | | | NBT | 0.58 | 14.6 | B | 55 | 84 | | | | NBT | 0.74 | 20.3 | C | 82 | 126 |
| | | | | SBTR | 0.79 | 24.4 | C | 56 | 68 | | | | SBTR | 0.69 | 26.9 | C | 75 | 86 |
| Wellington St & Gordon St | 1.18 | 77.5 | E | EBL | 0.85 | 61.1 | E | 15 | 46 | 1.51 | 122.8 | F | EBL | 1.22 | 177.1 | F | 31 | 74 |
| | | | | EBTR | 0.76 | 34.5 | C | 89 | 114 | | | | EBTR | 0.93 | 49.4 | D | 110 | 152 |
| | | | | WBL | 0.22 | 23.0 | C | 4 | 10 | | | | WBL | 0.97 | 89.2 | F | 19 | 59 |
| | | | | WBTR | 1.07 | 84.1 | F | 140 | 181 | | | | WBTR | 1.22 | 143.3 | F | 192 | 235 |
| | | | | NBL | 0.57 | 29.3 | C | 18 | 31 | | | | NBL | 0.74 | 39.4 | D | 22 | 40 |
| | | | | NBT | 1.15 | 122.7 | F | 120 | 159 | | | | NBT | 1.17 | 132.7 | F | 119 | 157 |
| | | | | NBR | 0.03 | 30.2 | C | 0 | 0 | | | | NBR | 0.03 | 31.7 | C | 0 | 0 |
| | | | | SBL | 1.24 | 165.1 | F | 87 | 146 | | | | SBL | 1.67 | 348.7 | F | 149 | 214 |
| | | | | SBTR | 0.72 | 35.5 | D | 70 | 92 | | | | SBTR | 0.82 | 42.2 | D | 84 | 109 |

TABLE 6-14: FUTURE CONDITIONS, UNSIGNALIZED INTERSECTION ANALYSIS - SCENARIO A6: ALMA/GLASGOW ST CLOSED WITH GRADE SEPARATION AT EDINBURGH RD

| Intersection | AM Peak Hour | | | | | PM Peak Hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Dir | Delay (s) | 95th Queue (m) | V/C | LOS | Dir | Delay (s) | 95th Queue (m) | V/C | LOS |
| Silvercreek Pkwy and Waterloo Ave | WBL | 12.4 | 18.3 | 0.45 | B | WBL | 33.0 | 64.1 | 0.82 | D |
| | SBL | 8.4 | 0.4 | 0.02 | A | SBL | 8.9 | 1.6 | 0.07 | A |
| Alma St and Waterloo Ave | EBL | 0.3 | 0.2 | 0.01 | A | EBL | 1.1 | 0.8 | 0.03 | A |
| | SBLR | 12.6 | 1.8 | 0.07 | B | SBLR | 24.3 | 18.2 | 0.47 | C |
| Waterloo Ave & Yorkshire St | EBLTR | 36.7 | - | 0.88 | E | EBLTR | 16.4 | - | 0.56 | C |
| | WBLTR | 17.5 | - | 0.59 | C | WBLTR | 27.2 | - | 0.79 | D |
| | NBLTR | 12.1 | - | 0.23 | B | NBLTR | 13.2 | - | 0.36 | B |
| | SBLTR | 13.9 | - | 0.39 | B | SBLTR | 12.0 | - | 0.25 | B |
| Glasgow St and Paisley St | EBLTR | 0.2 | 0.1 | 0.00 | A | EBLTR | 0.6 | 0.4 | 0.02 | A |
| | WBLTR | 0.3 | 0.2 | 0.01 | A | WBLTR | 0.6 | 0.4 | 0.02 | A |
| | NBLTR | 14.6 | 4.2 | 0.16 | B | NBLTR | 21.8 | 7.3 | 0.25 | C |
| | SBLTR | 15.4 | 4.0 | 0.15 | C | SBLTR | 20.7 | 2.8 | 0.11 | C |
| Glasgow St and Waterloo Ave | EBLTR | 1.2 | 1.1 | 0.04 | A | EBLTR | 1.0 | 0.8 | 0.03 | A |
| | WBLTR | 0.6 | 0.4 | 0.02 | A | WBLTR | 0.4 | 0.4 | 0.02 | A |
| | NBLTR | 23.4 | 2.3 | 0.09 | C | NBLTR | 21.3 | 3.9 | 0.15 | C |
| | SBLTR | 19.0 | 6.5 | 0.23 | C | SBLTR | 23.1 | 8.6 | 0.28 | C |
| Norfolk St and Cork St | EBLTR | 172.1 | 30.3 | 0.84 | F | EBLTR | 90.6 | 14.9 | 0.48 | F |
| | WBLTR | 777.3 | 59.0 | 2.11 | F | WBLTR | 958.7 | 100.2 | 2.70 | F |
| | NBL | 0.7 | 1.1 | 0.05 | A | NBL | 1.2 | 1.0 | 0.04 | A |
| | SBL | 0.9 | 2.8 | 0.11 | A | SBL | 10.4 | 1.6 | 0.07 | B |

TABLE 6-15: FUTURE CONDITIONS SIGNALIZED INTERSECTION ANALYSIS - SCENARIO A7: ALMA/GLASGOW/YORKSHIRE LEVEL CROSSING WITH AN UNDERPASS AT EDINBURGH RD

| Intersection | AM Peak Hour | | | | | | | | | PM Peak Hour | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Overall | | | Movements | | | | | | Overall | | | Movements | | | | | |
| | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | Queue (m) 50th | Queue (m) 95th | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | Queue (m) 50th | Queue (m) 95th |
| Paisley St. & Silvercreek Parkway | 0.70 | 25.5 | C | EBL | 0.61 | 14.3 | B | 15 | 24 | 0.95 | 36.8 | D | EBL | 0.95 | 55.0 | D | 52 | 111 |
| | | | | EBTR | 0.36 | 9.2 | A | 30 | 46 | | | | EBTR | 0.50 | 9.9 | A | 11 | 76 |
| | | | | WBLTR | 0.75 | 34.9 | C | 99 | 144 | | | | WBLTR | 0.91 | 47.0 | D | 48 | 180 |
| | | | | NBLTR | 0.00 | 25.7 | C | 0 | 1 | | | | NBLTR | 0.01 | 27.2 | C | 0 | 2 |
| | | | | SBLT | 0.64 | 40.0 | D | 31 | 54 | | | | SBLT | 0.85 | 52.0 | D | 43 | 80 |
| | | | | SBR | 0.14 | 27.3 | C | 0 | 16 | | | | SBR | 0.23 | 28.9 | C | 0 | 21 |
| Waterloo Ave & Wellington St. | 0.63 | 27.2 | C | EBL | 0.78 | 52.7 | D | 53 | 76 | 0.73 | 26.5 | C | EBL | 0.75 | 54.8 | D | 44 | 68 |
| | | | | EBT | 0.37 | 9.3 | A | 41 | 57 | | | | EBT | 0.36 | 11.7 | B | 44 | 54 |
| | | | | WBTR | 0.51 | 24.1 | C | 62 | 90 | | | | WBTR | 0.67 | 28.3 | C | 92 | 116 |
| | | | | NBL | 0.68 | 44.5 | D | 49 | 72 | | | | NBL | 0.82 | 48.6 | D | 76 | 111 |
| | | | | NBLT | 0.68 | 44.4 | D | 54 | 77 | | | | NBLT | 0.81 | 47.3 | D | 77 | 111 |
| | | | | NBR | 0.74 | 48.4 | D | 49 | 75 | | | | NBR | 0.35 | 32.8 | C | 21 | 41 |
| | | | | SBL | 0.01 | 33.7 | C | 0 | 1 | | | | SBL | 0.11 | 21.4 | C | 2 | 4 |
| | | | | SBR | 0.22 | 35.6 | D | 0 | 21 | | | | SBR | 0.34 | 4.2 | A | 0 | 0 |
| Alma St. & Paisley St. | 0.56 | 11.2 | B | EBLTR | 0.54 | 5.0 | A | 24 | 44 | 0.58 | 12.2 | B | EBLTR | 0.57 | 4.6 | A | 27 | 35 |
| | | | | WBLTR | 0.40 | 4.3 | A | 5 | 83 | | | | WBLTR | 0.47 | 6.4 | A | 38 | 73 |
| | | | | NBLTR | 0.64 | 43.1 | D | 19 | 35 | | | | NBLTR | 0.61 | 41.3 | D | 19 | 36 |
| | | | | SBLTR | 0.42 | 35.7 | D | 15 | 28 | | | | SBLTR | 0.65 | 43.0 | D | 22 | 39 |
| Edinburgh Rd & Paisley St | 0.80 | 40.2 | D | EBL | 0.35 | 13.6 | B | 7 | 15 | 0.92 | 49.1 | D | EBL | 0.63 | 31.4 | C | 20 | 33 |
| | | | | EBTR | 0.65 | 26.4 | C | 47 | 58 | | | | EBTR | 0.90 | 57.7 | E | 103 | 167 |
| | | | | WBL | 0.24 | 21.5 | C | 9 | 15 | | | | WBL | 0.32 | 28.6 | C | 7 | 15 |
| | | | | WBT | 0.70 | 38.2 | D | 61 | 103 | | | | WBT | 0.82 | 50.0 | D | 86 | 136 |
| | | | | NBL | 0.56 | 22.7 | C | 9 | 17 | | | | NBL | 0.88 | 62.8 | E | 15 | 50 |
| | | | | NBTR | 0.98 | 57.2 | E | 118 | 192 | | | | NBTR | 0.91 | 45.8 | D | 142 | 216 |
| | | | | SBL | 0.44 | 21.8 | C | 6 | 13 | | | | SBL | 0.68 | 34.4 | C | 11 | 30 |
| | | | | SBTR | 0.89 | 41.6 | D | 99 | 164 | | | | SBTR | 0.94 | 50.5 | D | 148 | 225 |
| Edinburgh Rd & Waterloo Ave | 0.96 | 51.6 | D | EBL | 0.20 | 28.6 | C | 10 | 20 | 0.98 | 60.2 | E | EBL | 0.54 | 38.5 | D | 12 | 24 |
| | | | | EBTR | 0.94 | 68.2 | E | 85 | 145 | | | | EBTR | 0.89 | 66.0 | E | 66 | 117 |
| | | | | WBL | 0.66 | 38.1 | D | 16 | 33 | | | | WBL | 0.81 | 59.2 | E | 24 | 43 |
| | | | | WBTR | 0.31 | 32.8 | C | 24 | 42 | | | | WBTR | 1.04 | 100.0 | F | 97 | 155 |
| | | | | NBL | 0.15 | 17.2 | B | 3 | 6 | | | | NBL | 0.33 | 40.3 | D | 10 | 10 |
| | | | | NBTR | 1.05 | 70.8 | E | 212 | 286 | | | | NBTR | 1.00 | 71.1 | E | 232 | 310 |
| | | | | SBL | 0.45 | 25.8 | C | 5 | 11 | | | | SBL | 0.47 | 26.7 | C | 5 | 12 |
| | | | | SBTR | 0.80 | 29.9 | C | 127 | 183 | | | | SBTR | 0.89 | 34.4 | C | 166 | 254 |
| Edinburgh Rd & Wellington St | 0.89 | 32.9 | C | EBL | 0.70 | 30.0 | C | 18 | 35 | 1.22 | 62.5 | E | EBL | 0.79 | 46.8 | D | 17 | 38 |
| | | | | EBT | 0.86 | 42.0 | D | 64 | 92 | | | | EBT | 0.99 | 63.3 | E | 112 | 157 |
| | | | | EBR | 0.21 | 26.7 | C | 3 | 21 | | | | EBR | 0.32 | 30.2 | C | 16 | 38 |
| | | | | WBL | 0.84 | 42.8 | D | 21 | 51 | | | | WBL | 1.21 | 166.3 | F | 37 | 83 |
| | | | | WBT | 0.78 | 35.8 | D | 56 | 76 | | | | WBT | 0.87 | 44.7 | D | 95 | 158 |
| | | | | WBR | 0.05 | 23.1 | C | 0 | 0 | | | | WBR | 0.05 | 25.5 | C | 0 | 2 |
| | | | | NBL | 0.83 | 35.0 | D | 27 | 67 | | | | NBL | 1.15 | 133.0 | F | 68 | 123 |
| | | | | NBT | 0.59 | 22.5 | C | 58 | 77 | | | | NBT | 0.80 | 33.4 | C | 103 | 130 |
| | | | | NBR | 0.16 | 18.0 | B | 1 | 15 | | | | NBR | 0.45 | 25.4 | C | 28 | 56 |
| | | | | SBL | 0.25 | 21.9 | C | 5 | 11 | | | | SBL | 0.68 | 27.8 | C | 13 | 17 |
| | | | | SBT | 0.85 | 37.6 | D | 68 | 99 | | | | SBT | 1.10 | 91.3 | F | 151 | 191 |
| | | | | SBR | 0.04 | 23.4 | C | 0 | 0 | | | | SBR | 0.06 | 36.5 | D | 1 | 3 |
| Yorkshire St & Paisley St | 0.60 | 23.2 | C | EBLTR | 0.49 | 6.7 | A | 14 | 65 | 0.80 | 26.9 | C | EBLTR | 0.74 | 23 | C | 85 | 138 |
| | | | | WBLTR | 0.48 | 10.8 | B | 32 | 82 | | | | WBLTR | 0.68 | 16 | B | 67 | 94 |
| | | | | NBLTR | 0.71 | 36.6 | D | 46 | 62 | | | | NBLTR | 0.90 | 46 | D | 71 | 122 |
| | | | | SBLTR | 0.87 | 55.7 | E | 39 | 61 | | | | SBLTR | 0.65 | 28 | C | 34 | 61 |
| Norfolk St & Paisley St | 0.67 | 38.1 | D | EBL | 0.25 | 22.5 | C | 12 | 21 | 0.73 | 37.5 | D | EBL | 0.26 | 25.3 | C | 10 | 14 |
| | | | | EBT | 0.33 | 23.4 | C | 22 | 33 | | | | EBT | 0.43 | 27.8 | C | 30 | 44 |
| | | | | EBR | 0.12 | 22.7 | C | 3 | 8 | | | | EBR | 0.21 | 46.6 | D | 12 | 24 |
| | | | | WBL | 0.13 | 18.7 | B | 5 | 12 | | | | WBL | 0.27 | 19.5 | B | 10 | 20 |

| Intersection | AM Peak Hour | | | | | | | | | PM Peak Hour | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Overall | | | Movements | | | | | | Overall | | | Movements | | | | | |
| | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | Queue (m) 50th | Queue (m) 95th | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | Queue (m) 50th | Queue (m) 95th |
| | | | | WBT | 0.17 | 19.8 | B | 11 | 22 | | | | WBT | 0.38 | 22.5 | C | 27 | 46 |
| | | | | WBR | 0.06 | 18.5 | B | 3 | 8 | | | | WBR | 0.17 | 19.8 | B | 8 | 17 |
| | | | | NBL | 0.60 | 27.4 | C | 13 | 24 | | | | NBL | 0.71 | 19.7 | B | 13 | 19 |
| | | | | NBTR | 0.56 | 28.9 | C | 44 | 81 | | | | NBTR | 0.96 | 43.7 | D | 88 | 159 |
| | | | | SBL | 0.07 | 15.3 | B | 2 | 6 | | | | SBL | 0.26 | 16.9 | B | 5 | 11 |
| | | | | SBTR | 0.99 | 61.5 | E | 96 | 164 | | | | SBTR | 0.94 | 52.0 | D | 87 | 150 |
| Gordon St/Norfolk St & Waterloo Ave/Wilson St | 0.74 | 23.7 | C | EBL | 0.72 | 40.9 | D | 39 | 72 | 0.80 | 26.7 | C | EBL | 0.83 | 49.7 | D | 44 | 86 |
| | | | | EBR | 0.16 | 24.8 | C | 0 | 15 | | | | EBR | 0.26 | 24.8 | C | 2 | 21 |
| | | | | WBLTR | 0.08 | 23.7 | C | 3 | 11 | | | | WBLTR | 0.33 | 25.8 | C | 16 | 33 |
| | | | | NBL | 0.60 | 21.3 | C | 12 | 24 | | | | NBL | 0.42 | 15.7 | B | 9 | 17 |
| | | | | NBT | 0.58 | 14.6 | B | 55 | 84 | | | | NBT | 0.74 | 20.3 | C | 82 | 126 |
| | | | | SBTR | 0.79 | 24.4 | C | 56 | 68 | | | | SBTR | 0.69 | 26.9 | C | 75 | 86 |
| Wellington St & Gordon St | 1.18 | 77.5 | E | EBL | 0.85 | 61.1 | E | 15 | 46 | 1.51 | 122.8 | F | EBL | 1.22 | 177.1 | F | 31 | 74 |
| | | | | EBTR | 0.76 | 34.5 | C | 89 | 114 | | | | EBTR | 0.93 | 49.4 | D | 110 | 152 |
| | | | | WBL | 0.22 | 23.0 | C | 4 | 10 | | | | WBL | 0.97 | 89.2 | F | 19 | 59 |
| | | | | WBTR | 1.07 | 84.1 | F | 140 | 181 | | | | WBTR | 1.22 | 143.3 | F | 192 | 235 |
| | | | | NBL | 0.57 | 29.3 | C | 18 | 31 | | | | NBL | 0.74 | 39.4 | D | 22 | 40 |
| | | | | NBT | 1.15 | 122.7 | F | 120 | 159 | | | | NBT | 1.17 | 132.7 | F | 119 | 157 |
| | | | | NBR | 0.03 | 30.2 | C | 0 | 0 | | | | NBR | 0.03 | 31.7 | C | 0 | 0 |
| | | | | SBL | 1.24 | 165.1 | F | 87 | 146 | | | | SBL | 1.67 | 348.7 | F | 149 | 214 |
| | | | | SBTR | 0.72 | 35.5 | D | 70 | 92 | | | | SBTR | 0.82 | 42.2 | D | 84 | 109 |

TABLE 6-16: FUTURE CONDITIONS, UNSIGNALIZED INTERSECTION ANALYSIS - SCENARIO A7: ALMA/GLASGOW/YORKSHIRE LEVEL CROSSING WITH AN UNDERPASS AT EDINBURGH RD

| Intersection | AM Peak Hour | | | | | PM Peak Hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Dir | Delay (s) | 95th Queue (m) | V/C | LOS | Dir | Delay (s) | 95th Queue (m) | V/C | LOS |
| Silvercreek Pkwy and Waterloo Ave | WBL | 12.4 | 18.3 | 0.45 | B | WBL | 33.0 | 64.1 | 0.82 | D |
| | SBL | 8.4 | 0.4 | 0.02 | A | SBL | 8.9 | 1.6 | 0.07 | A |
| Alma St and Waterloo Ave | EBL | 0.3 | 0.2 | 0.01 | A | EBL | 1.1 | 0.9 | 0.04 | A |
| | SBLR | 14.2 | 4.4 | 0.16 | B | SBLR | 22.5 | 19.4 | 0.48 | C |
| Waterloo Ave & Yorkshire St | EBLTR | 69.6 | - | 1.03 | F | EBLTR | 18.7 | - | 0.63 | C |
| | WBLTR | 18.1 | - | 0.60 | C | WBLTR | 28.8 | - | 0.81 | D |
| | NBLTR | 12.4 | - | 0.24 | B | NBLTR | 13.6 | - | 0.37 | B |
| | SBLTR | 14.3 | - | 0.40 | B | SBLTR | 12.3 | - | 0.26 | B |
| Glasgow St and Paisley St | EBLTR | 0.2 | 0.1 | 0.00 | A | EBLTR | 0.6 | 0.4 | 0.02 | A |
| | WBLTR | 0.3 | 0.2 | 0.01 | A | WBLTR | 0.6 | 0.4 | 0.02 | A |
| | NBLTR | 15.7 | 5.6 | 0.20 | C | NBLTR | 22.1 | 7.4 | 0.25 | C |
| | SBLTR | 16.5 | 5.6 | 0.20 | C | SBLTR | 21.6 | 3.7 | 0.14 | C |
| Glasgow St and Waterloo Ave | EBLTR | 1.2 | 1.1 | 0.05 | A | EBLTR | 1.0 | 0.8 | 0.03 | A |
| | WBLTR | 0.6 | 0.4 | 0.02 | A | WBLTR | 0.4 | 0.4 | 0.02 | A |
| | NBLTR | 24.0 | 2.4 | 0.10 | C | NBLTR | 22.4 | 4.5 | 0.17 | C |
| | SBLTR | 19.4 | 6.7 | 0.23 | C | SBLTR | 23.8 | 8.9 | 0.29 | C |
| Norfolk St and Cork St | EBLTR | 172.1 | 30.3 | 0.84 | F | EBLTR | 90.6 | 14.9 | 0.48 | F |
| | WBLTR | 777.3 | 59.0 | 2.11 | F | WBLTR | 958.7 | 100.2 | 2.70 | F |
| | NBL | 0.7 | 1.1 | 0.05 | A | NBL | 1.2 | 1.0 | 0.04 | A |
| | SBL | 0.9 | 2.8 | 0.11 | A | SBL | 10.4 | 1.6 | 0.07 | B |

It was concluded that the traffic operations for the PM peak hour are critical compared to AM peak hours at majority of the study area intersections. In comparison to the existing conditions, Scenario A1 – 'Do Nothing' has the following major impacts on the intersection operations:

- The three (3) signalized intersections along Edinburgh Road (i.e., at Paisley St, Waterloo Ave, and Wellington St) perform at or approaching over-capacity conditions, especially during the PM peak hour.
- The conditions for Wellington Street at Gordon Street, which already exceeded capacity during the existing conditions, are significantly worsened in the future conditions, with intersection-level V/C ratios exceeding 1.00 and LOS F.
- The unsignalized intersection of Norfolk Street at Cork Street experiences extremely high delays and large queues for the stop-controlled eastbound and westbound approaches as the result of increased northbound and southbound traffic.

Most unsignalized intersections still perform below capacity, with relatively low delays in the future conditions. However, given the high delays at Norfolk Street and Cork Street intersection, a signal warrant analysis was conducted for the future conditions. Scenarios A1, A3, and A5 represent the critical conditions for Norfolk Street and Cork Street intersection, and these were used in the signal warrant analysis. The criteria for the signal warrant analysis was adopted from Ontario Traffic Manual (OTM)'s Book 12 using Justification 7. The results of the warrant analysis are summarized in **Table 6-17**. A summary of the signal warrant analysis is provided in **Appendix C.**

As shown in **Table 6-15**, traffic signals at the Norfolk Street and Cork Street intersection are not warranted. However, it is recommended that operations of this intersection be monitored in the future.

TABLE 6-17: FUTURE (2041) CONDITIONS, SIGNAL WARRANT ANALYSIS FOR NORFOLK STREET AND CORK STREET INTERSECTION

| Norfolk Street at Cork Street (2041) | Configuration | Justification 7 Satisfied | Warrant Compliance | | | |
|---|---|---|---|---|---|---|
| | | | 1A | 1B | 2A | 2B |
| Scenario A1 | Four-Legged Intersection | NO | 82% | 38% | 75% | 11% |
| Scenario A3 | Four-Legged Intersection | NO | 81% | 33% | 75% | 9% |
| Scenario A5 | Four-Legged Intersection | NO | 80% | 33% | 74% | 9% |

Summaries of the overall signalized intersection operations for all seven (7) scenarios are provided in **Tables 6-18** and **6-19** for the AM and PM peak hours, respectively. Operational ranking noted at the bottom of **Tables 6-18** and **6-18** was exclusively based on the intersection operation results considering 1 as best and 7 as worst.

TABLE 6-18: OVERALL SIGNALIZED INTERSECTION OPERATION (STUDY AREA A) - AM PEAK HOUR

| Intersection | Scenario A1 | | | Scenario A2 | | | Scenario A3 | | | Scenario A4 | | | Scenario A5 | | | Scenario A6 | | | Scenario A7 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | v/c | Delay (s) | LOS | v/c | Delay (s) | LOS | v/c | Delay (s) | LOS | v/c | Delay (s) | LOS | v/c | Delay (s) | LOS | v/c | Delay (s) | LOS | v/c | Delay (s) | LOS |
| Paisley St. & Silvercreek Parkway | 0.71 | 25.6 | C | 0.70 | 25.1 | C | 0.73 | 27.0 | C | 0.73 | 25.8 | C | 0.73 | 28.2 | C | 0.70 | 25.5 | C | 0.70 | 25.5 | C |
| Waterloo Ave & Wellington St. | 0.63 | 25.8 | C | 0.62 | 25.3 | C | 0.63 | 24.6 | C | 0.63 | 23.8 | C | 0.63 | 24.5 | C | 0.63 | 27.2 | C | 0.63 | 27.2 | C |
| Alma St. & Paisley St. | 0.65 | 14.6 | B | 0.63 | 14.0 | B | 0.50 | 10.4 | B | 0.59 | 13.6 | B | 0.49 | 11.8 | B | 0.46 | 9.9 | A | 0.56 | 11.2 | B |
| Edinburgh Rd & Paisley St | 0.78 | 34.7 | C | 0.81 | 38.8 | D | 1.04 | 69.7 | E | 1.01 | 64.3 | E | 0.89 | 44.7 | D | 0.80 | 40.2 | D | 0.80 | 40.2 | D |
| Edinburgh Rd & Waterloo Ave | 0.96 | 57.7 | E | 0.92 | 44.8 | D | 1.04 | 59.5 | E | 1.02 | 59.9 | E | 0.95 | 46.5 | D | 0.96 | 51.6 | D | 0.96 | 51.6 | D |
| Edinburgh Rd & Wellington St | 0.84 | 34.6 | C | 0.88 | 32.8 | C | 0.88 | 32.7 | C | 0.89 | 32.8 | C | 0.88 | 32.8 | C | 0.89 | 32.9 | C | 0.89 | 32.9 | C |

| Intersection | Scenario A1 | | | Scenario A2 | | | Scenario A3 | | | Scenario A4 | | | Scenario A5 | | | Scenario A6 | | | Scenario A7 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | v/c | Delay (s) | LOS | v/c | Delay (s) | LOS | v/c | Delay (s) | LOS | v/c | Delay (s) | LOS | v/c | Delay (s) | LOS | v/c | Delay (s) | LOS | v/c | Delay (s) | LOS |
| Yorkshire St & Paisley St | 0.52 | 22.6 | C | 0.54 | 22.8 | C | 0.52 | 24.2 | C | 0.47 | 23.0 | C | 0.58 | 23.8 | C | 0.60 | 23.2 | C | 0.60 | 23.2 | C |
| Norfolk St & Paisley St | 0.66 | 34.7 | C | 0.66 | 35.6 | D | 0.66 | 36.0 | D | 0.67 | 36.4 | D | 0.67 | 36.6 | D | 0.67 | 38.1 | D | 0.67 | 38.1 | D |
| Gordon St/Norfolk St & Waterloo Ave/Wilson St | 0.70 | 21.1 | C | 0.71 | 22.3 | C | 0.76 | 24.5 | C | 0.80 | 25.1 | C | 0.74 | 24.5 | C | 0.74 | 23.7 | C | 0.74 | 23.7 | C |
| Wellington St & Gordon St | 1.18 | 78.5 | E | 1.21 | 77.6 | E | 1.18 | 78.2 | E | 1.21 | 76.9 | E | 1.17 | 78.1 | E | 1.18 | 77.5 | E | 1.18 | 77.5 | E |
| Operational Ranking | 5 | | | 4 | | | 7 | | | 6 | | | 3 | | | 1* | | | 2 | | |

**Rank 1 as best and 7 as worst*

TABLE 6-19: OVERALL SIGNALIZED INTERSECTION PERFORMANCE (STUDY AREA A) - PM PEAK HOUR

| Intersection | Scenario A1 | | | Scenario A2 | | | Scenario A3 | | | Scenario A4 | | | Scenario A5 | | | Scenario A6 | | | Scenario A7 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | v/c | Delay (s) | LOS | v/c | Delay (s) | LOS | v/c | Delay (s) | LOS | v/c | Delay (s) | LOS | v/c | Delay (s) | LOS | v/c | Delay (s) | LOS | v/c | Delay (s) | LOS |
| Paisley St. & Silvercreek Parkway | 1.01 | 36.4 | D | 0.95 | 35.4 | D | 0.98 | 39.8 | D | 0.98 | 39.9 | D | 0.97 | 38.7 | D | 0.95 | 36.8 | D | 0.95 | 36.8 | D |
| Waterloo Ave & Wellington St. | 0.74 | 26.9 | C | 0.74 | 26.9 | C | 0.74 | 26.4 | C | 0.74 | 26.2 | C | 0.72 | 32.3 | C | 0.73 | 26.5 | C | 0.73 | 26.5 | C |
| Alma St. & Paisley St. | 0.83 | 25.2 | C | 0.77 | 21.5 | C | 0.66 | 16.3 | B | 0.60 | 13.3 | B | 0.61 | 13.3 | B | 0.56 | 10.7 | B | 0.58 | 12.2 | B |
| Edinburgh Rd & Paisley St | 0.95 | 45.0 | D | 0.92 | 49.4 | D | 1.28 | 105.5 | F | 1.26 | 107.9 | F | 1.06 | 67.1 | E | 0.92 | 49.1 | D | 0.92 | 49.1 | D |
| Edinburgh Rd & Waterloo Ave | 1.02 | 68.2 | E | 1.00 | 64.2 | E | 1.10 | 97.7 | F | 1.06 | 90.4 | F | 0.97 | 55.1 | E | 0.93 | 54.4 | D | 0.98 | 60.2 | E |
| Edinburgh Rd & Wellington St | 1.21 | 62.8 | E | 1.22 | 63.1 | E | 1.18 | 57.0 | E | 1.18 | 57.3 | E | 1.22 | 60.8 | E | 1.22 | 62.5 | E | 1.22 | 62.5 | E |
| Yorkshire St & Paisley St | 0.67 | 20.4 | C | 0.71 | 23.3 | C | 0.61 | 15.6 | B | 0.56 | 12.5 | B | 0.82 | 27.6 | C | 0.80 | 26.9 | C | 0.80 | 26.9 | C |
| Norfolk St & Paisley St | 0.70 | 33.5 | C | 0.70 | 32.4 | C | 0.71 | 33.0 | C | 0.71 | 32.5 | C | 0.71 | 32.7 | C | 0.73 | 37.5 | D | 0.73 | 37.5 | D |
| Gordon St/Norfolk St & Waterloo Ave/Wilson St | 0.75 | 24.5 | C | 0.78 | 25.3 | C | 0.82 | 27.2 | C | 0.82 | 27.6 | C | 0.79 | 26.3 | C | 0.80 | 26.7 | C | 0.80 | 26.7 | C |
| Wellington St & Gordon St | 1.48 | 123.8 | F | 1.48 | 124.0 | F | 1.49 | 124.5 | F | 1.51 | 123.8 | F | 1.49 | 123.6 | F | 1.51 | 122.8 | F | 1.51 | 122.8 | F |
| Operational Ranking | 5 | | | 4 | | | 7 | | | 6 | | | 3 | | | 1* | | | 2 | | |

**Rank 1 as best and 7 as worst*

Scenarios A2 through A7 generally result in some operational changes compared to Scenario A1 which is standing at Operational Ranking 5. Therefore, descriptions below summarize the differences in operational performance between each scenario and the Future 'Do Nothing' scenario.

<u>Scenario A2 (Operational Ranking 4) – Overpass at Alma Street and Underpass at Edinburgh Road, Yorkshire Street, and Glasgow Street</u>

- This scenario will result in significant impacts to the properties located east and west of the rail crossings resulting in Crimea Street blocked between Alma Street and Edinburgh Road, Northumberland Street

blocked between Yorkshire and Glasgow Streets, Preston Street blocked between Yorkshire Street and Glasgow Street, a Private Road located south of rail crossing between Alma Street and Edinburgh Road.

- As a result, there will be loss in traffic volumes compared to Scenario A1 and that would result in slightly better operation of the intersections along Paisley Street and Waterloo Avenue corridors.

Scenario A3 (Operational Ranking 7) – Closure of Alma/Yorkshire/Glasgow Crossings with a Level Rail Crossing at Edinburgh Road

- Operation conditions along Alma Street and Yorkshire Street are improved during both peak hours, given that there is fewer through traffic in proximity to the rail crossing closures.
- Traffic operations for intersections along Edinburgh Road, primarily at Paisley St. and Waterloo Ave., significantly deteriorate. This is the result of the closures of Alma, Yorkshire, and Glasgow Streets which detours northbound and southbound through traffic along Edinburgh Road.
- Traffic operations along Norfolk Street/Gordon Street also deteriorate as the result of increased northbound and southbound through traffic that use Alma, Yorkshire and Glasgow Streets in existing conditions. However, the difference in operational performance along Norfolk Street/Gordon Street is marginal in comparison to the difference along Edinburgh Road.

Scenario A4 (Operational Ranking 6) – Closure of Alma/Yorkshire/Glasgow Crossings with an Underpass at Edinburgh Road

- Operation conditions along Alma Street and Yorkshire Street are significantly improved during both peak hours, given that there is significantly fewer through traffic in proximity to the rail crossing closures. The improvements are slightly larger than those in Scenario A3, given that Edinburgh Road has higher capacity stemming from an underpass in lieu of a level rail crossing.
- Traffic operations for the intersections of Edinburgh Road with Paisley Street and Waterloo Avenue, significantly deteriorate. This is the result of the closures of Alma, Yorkshire, and Glasgow Streets which increases northbound and southbound through traffic along Edinburgh Road.
- Traffic operations of the intersections along Norfolk Street/Gordon Street also deteriorate as the result of increased northbound and southbound through traffic that use Alma, Yorkshire and Glasgow Streets intersections in the existing conditions. However, the difference in operational performance along Norfolk Street/Gordon Street in comparison to scenario A1 is marginal.

Scenario A5 (Operational Ranking 3) – Closure of Alma/Glasgow Crossings with Level Rail Crossings at Yorkshire Street and Edinburgh Road

- Operation conditions of the intersections along Alma Street significantly improve in both peak hours given that some northbound and southbound through traffic can now be detoured through Yorkshire Street or Edinburgh Road.
- Traffic operations for the intersections along Edinburgh Road and Yorkshire Street deteriorate. However, conditions for the intersections along Edinburgh Road are generally better than those in scenarios A3 and A4, since Yorkshire Street is also left open to accommodate the detoured through traffic from Alma and Glasgow Streets.

Scenario A6 (Operational Ranking 1) – Closure of Alma/Glasgow Crossings with Level Rail Crossing at Yorkshire Street and an Underpass at Edinburgh Road

- Operation conditions of the intersections along Alma Street significantly improve in both peak hours given that northbound and southbound through traffic can now be detoured through Yorkshire Street or Edinburgh Road.
- Traffic operations for intersections along Edinburgh Road and Yorkshire Street deteriorate. However, conditions for the intersections along Edinburgh Road are generally better than those in scenarios A3 and A4, since Yorkshire Street is also left open to accommodate the detoured through traffic from Alma and Glasgow Streets.
- Since this scenario evaluates an underpass at Edinburgh Road, operations at Paisley Street and Waterloo Avenue are marginally better than the scenario where a level rail crossing was evaluated.

Scenario A7 (Operational Ranking 2) – Level Rail Crossing at Alma, Yorkshire, and Glasgow Streets with an Underpass at Edinburgh Road

- Operation conditions are similar to scenario A6, however intersection operations along Alma Street, Edinburgh Road and Yorkshire Street slightly deteriorate.
- Edinburgh Road at Waterloo Avenue experiences slightly higher delay and volume/capacity than A6, particularly during the PM peak hour in the westbound direction.

Operation analyses concluded that scenarios with a combination of grade separation at Edinburgh Road and some level crossings open at the other locations rank top 3 of all options. The scenarios that include closing all level rail crossings except Edinburgh Road rank at the bottom of all options. It was determined that Scenario A2 is not feasible due to significant property impacts and the required closure of multiple side streets.

### 6.4.2. Traffic Operations at Level Rail Crossings

This section consists of traffic operations of the level rail crossings under the future conditions. As described in Section 6.3, average train speeds of 80 km/h and 20km/h yield different assumptions in regard to timings for the rail crossings operation assessment and therefore these affect the operational performance. The results for level rail crossings operations under both the speed train speeds for each of the seven (7) scenarios are provided in **Table 6-20** through **Table 6-26**. 95th percentile queues greater than 30m are highlighted in red. Operation analysis output sheets are provided in **Appendix D1**.

TABLE 6-20: FUTURE CONDITIONS, LEVEL RAIL CROSSING OPERATIONS – SCENARIO A1

| Level Rail Crossing | Train Speed (km/h) | AM Peak Hour | | | | | | | | PM Peak Hour | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Overall | | | Movements | | | | | Overall | | | Movements | | | | |
| | | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | 95th Queue (m) | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | 95th Queue (m) |
| Edinburgh Road | 20 km/h | 0.41 | 19 | B | NB | 0.50 | 20 | B | 258 | 0.52 | 23 | C | NB | 0.58 | 22 | C | 324 |
| | | | | | SB | 0.46 | 19 | B | 223 | | | | SB | 0.63 | 24 | C | 379 |
| | 80 km/h | 0.41 | 5 | A | NB | 0.44 | 5 | A | 117 | 0.52 | 6 | A | NB | 0.50 | 6 | A | 147 |
| | | | | | SB | 0.40 | 5 | A | 101 | | | | SB | 0.55 | 7 | A | 171 |
| Alma Street | 20 km/h | 0.14 | 13 | B | NB | 0.10 | 13 | B | 41 | 0.20 | 14 | B | NB | 0.11 | 13 | B | 44 |
| | | | | | SB | 0.16 | 13 | B | 65 | | | | SB | 0.24 | 14 | B | 100 |
| | 80 km/h | 0.14 | 3 | A | NB | 0.09 | 3 | A | 18 | 0.20 | 3 | A | NB | 0.10 | 3 | A | 20 |
| | | | | | SB | 0.14 | 3 | A | 29 | | | | SB | 0.21 | 4 | A | 45 |
| Yorkshire Street | 20 km/h | 0.12 | 13 | B | NB | 0.15 | 13 | B | 58 | 0.10 | 12 | B | NB | 0.08 | 12 | B | 31 |
| | | | | | SB | 0.14 | 13 | B | 56 | | | | SB | 0.12 | 13 | B | 46 |
| | 80 km/h | 0.12 | 3 | A | NB | 0.13 | 3 | A | 26 | 0.10 | 3 | A | NB | 0.07 | 3 | A | 14 |
| | | | | | SB | 0.12 | 3 | A | 25 | | | | SB | 0.10 | 3 | A | 21 |
| Glasgow Street | 20 km/h | 0.07 | 12 | B | NB | 0.07 | 12 | B | 29 | 0.07 | 12 | B | NB | 0.08 | 12 | B | 33 |
| | | | | | SB | 0.09 | 12 | B | 34 | | | | SB | 0.06 | 12 | B | 25 |
| | 80 km/h | 0.07 | 3 | A | NB | 0.06 | 3 | A | 13 | 0.07 | 3 | A | NB | 0.07 | 3 | A | 15 |
| | | | | | SB | 0.07 | 3 | A | 16 | | | | SB | 0.05 | 3 | A | 11 |

TABLE 6-21: FUTURE CONDITIONS, RAIL CROSSING OPERATIONS – SCENARIO A2

| Level Rail Crossing | Train Speed (km/h) | AM Peak Hour | | | | | | | | PM Peak Hour | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Overall | | | Movements | | | | | Overall | | | Movements | | | | |
| | | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | 95th Queue (m) | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | 95th Queue (m) |
| Edinburgh Road | 20 km/h | UNDERPASS | | | | | | | | | | | | | | | |
| | 80 km/h | | | | | | | | | | | | | | | | |

| Level Rail Crossing | Train Speed (km/h) | AM Peak Hour | | | | | | | | PM Peak Hour | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Overall | | | Movements | | | | | Overall | | | Movements | | | | |
| | | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | 95th Queue (m) | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | 95th Queue (m) |
| Alma Street | 20 km/h | OVERPASS | | | | | | | | | | | | | | | |
| | 80 km/h | | | | | | | | | | | | | | | | |
| Yorkshire Street | 20 km/h | UNDERPASS | | | | | | | | | | | | | | | |
| | 80 km/h | | | | | | | | | | | | | | | | |
| Glasgow Street | 20 km/h | UNDERPASS | | | | | | | | | | | | | | | |
| | 80 km/h | | | | | | | | | | | | | | | | |

TABLE 6-22: FUTURE CONDITIONS, RAIL CROSSING OPERATIONS – SCENARIO A3

| Level Rail Crossing | Train Speed (km/h) | AM Peak Hour | | | | | | | | PM Peak Hour | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Overall | | | Movements | | | | | Overall | | | Movements | | | | |
| | | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | 95th Queue (m) | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | 95th Queue (m) |
| Edinburgh Road | 20 km/h | 0.59 | 28 | C | NB | 0.72 | 29 | C | 494 | 0.75 | 44 | D | NB | 0.85 | 40 | D | 756 |
| | | | | | SB | 0.70 | 28 | C | 473 | | | | SB | 0.90 | 48 | D | 917 |
| | 80 km/h | 0.59 | 8 | A | NB | 0.62 | 8 | A | 224 | 0.75 | 12 | B | NB | 0.74 | 11 | B | 342 |
| | | | | | SB | 0.61 | 8 | A | 214 | | | | SB | 0.79 | 13 | B | 415 |
| Alma Street | 20 km/h | RAIL CROSSING CLOSED | | | | | | | | | | | | | | | |
| | 80 km/h | | | | | | | | | | | | | | | | |
| Yorkshire Street | 20 km/h | RAIL CROSSING CLOSED | | | | | | | | | | | | | | | |
| | 80 km/h | | | | | | | | | | | | | | | | |
| Glasgow Street | 20 km/h | RAIL CROSSING CLOSED | | | | | | | | | | | | | | | |
| | 80 km/h | | | | | | | | | | | | | | | | |

TABLE 6-23: FUTURE CONDITIONS, RAIL CROSSING OPERATIONS – SCENARIO A4

| Level Rail Crossing | Train Speed (km/h) | AM Peak Hour | | | | | | | | PM Peak Hour | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Overall | | | Movements | | | | | Overall | | | Movements | | | | |
| | | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | 95th Queue (m) | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | 95th Queue (m) |
| Edinburgh Road | 20 km/h | UNDERPASS | | | | | | | | | | | | | | | |
| | 80 km/h | | | | | | | | | | | | | | | | |
| Alma Street | 20 km/h | RAIL CROSSING CLOSED | | | | | | | | | | | | | | | |
| | 80 km/h | | | | | | | | | | | | | | | | |
| Yorkshire Street | 20 km/h | RAIL CROSSING CLOSED | | | | | | | | | | | | | | | |
| | 80 km/h | | | | | | | | | | | | | | | | |
| Glasgow Street | 20 km/h | RAIL CROSSING CLOSED | | | | | | | | | | | | | | | |
| | 80 km/h | | | | | | | | | | | | | | | | |

TABLE 6-24: FUTURE CONDITIONS, RAIL CROSSING OPERATIONS – SCENARIO A5

| Level Rail Crossing | Train Speed (km/h) | AM Peak Hour | | | | | | | | PM Peak Hour | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Overall | | | Movements | | | | | Overall | | | Movements | | | | |
| | | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | 95th Queue (m) | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | 95th Queue (m) |
| Edinburgh Road | 20 km/h | 0.47 | 22 | C | NB | 0.57 | 22 | C | 320 | 0.60 | 28 | C | NB | 0.68 | 27 | C | 443 |
| | | | | | SB | 0.56 | 22 | C | 310 | | | | SB | 0.72 | 29 | C | 508 |
| | 80 km/h | 0.47 | 6 | A | NB | 0.50 | 6 | A | 145 | 0.60 | 8 | A | NB | 0.59 | 7 | A | 200 |
| | | | | | SB | 0.49 | 6 | A | 140 | | | | SB | 0.63 | 8 | A | 230 |

| Level Rail Crossing | Train Speed (km/h) | AM Peak Hour | | | | | | | | PM Peak Hour | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Overall | | | Movements | | | | | Overall | | | Movements | | | | |
| | | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | 95th Queue (m) | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | 95th Queue (m) |
| Alma Street | 20 km/h | RAIL CROSSING CLOSED | | | | | | | | | | | | | | | |
| | 80 km/h | | | | | | | | | | | | | | | | |
| Yorkshire Street | 20 km/h | 0.16 | 14 | B | NB | 0.17 | 13 | B | 68 | 0.12 | 13 | B | NB | 0.12 | 13 | B | 49 |
| | | | | | SB | 0.19 | 14 | B | 78 | | | | SB | 0.14 | 13 | B | 56 |
| | 80 km/h | 0.16 | 3 | A | NB | 0.15 | 3 | A | 31 | 0.12 | 3 | A | NB | 0.11 | 3 | A | 22 |
| | | | | | SB | 0.17 | 3 | A | 35 | | | | SB | 0.12 | 3 | A | 25 |
| Glasgow Street | 20 km/h | RAIL CROSSING CLOSED | | | | | | | | | | | | | | | |
| | 80 km/h | | | | | | | | | | | | | | | | |

TABLE 6-25: FUTURE CONDITIONS, RAIL CROSSING OPERATIONS – SCENARIO A6

| Level Rail Crossing | Train Speed (km/h) | AM Peak Hour | | | | | | | | PM Peak Hour | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Overall | | | Movements | | | | | Overall | | | Movements | | | | |
| | | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | 95th Queue (m) | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | 95th Queue (m) |
| Edinburgh Road | 20 km/h | UNDERPASS | | | | | | | | | | | | | | | |
| | 80 km/h | | | | | | | | | | | | | | | | |
| Alma Street | 20 km/h | RAIL CROSSING CLOSED | | | | | | | | | | | | | | | |
| | 80 km/h | | | | | | | | | | | | | | | | |
| Yorkshire Street | 20 km/h | 0.17 | 14 | B | NB | 0.18 | 14 | B | 73 | 0.13 | 13 | B | NB | 0.15 | 13 | B | 58 |
| | | | | | SB | 0.21 | 14 | B | 84 | | | | SB | 0.16 | 13 | B | 62 |
| | 80 km/h | 0.17 | 3 | A | NB | 0.16 | 3 | A | 33 | 0.13 | 3 | A | NB | 0.13 | 3 | A | 26 |
| | | | | | SB | 0.18 | 3 | A | 38 | | | | SB | 0.14 | 3 | A | 28 |
| Glasgow Street | 20 km/h | RAIL CROSSING CLOSED | | | | | | | | | | | | | | | |
| | 80 km/h | | | | | | | | | | | | | | | | |

TABLE 6-26: FUTURE CONDITIONS, RAIL CROSSING OPERATIONS – SCENARIO A7

| Level Rail Crossing | Train Speed (km/h) | AM Peak Hour | | | | | | | | PM Peak Hour | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Overall | | | Movements | | | | | Overall | | | Movements | | | | |
| | | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | 95th Queue (m) | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | 95th Queue (m) |
| Edinburgh Road | 20 km/h | UNDERPASS | | | | | | | | | | | | | | | |
| | 80 km/h | | | | | | | | | | | | | | | | |
| Alma Street | 20 km/h | 0.12 | 13 | B | NB | 0.10 | 12 | B | 38 | 0.18 | 13 | B | NB | 0.10 | 13 | B | 42 |
| | | | | | SB | 0.14 | 13 | B | 57 | | | | SB | 0.21 | 14 | B | 86 |
| | 80 km/h | 0.12 | 3 | A | NB | 0.08 | 3 | A | 17 | 0.18 | 3 | A | NB | 0.10 | 3 | A | 29 |
| | | | | | SB | 0.13 | 3 | A | 26 | | | | SB | 0.21 | 4 | A | 39 |
| Yorkshire Street | 20 km/h | 0.17 | 14 | B | NB | 0.18 | 13 | B | 73 | 0.13 | 13 | B | NB | 0.15 | 13 | B | 58 |
| | | | | | SB | 0.21 | 14 | B | 84 | | | | SB | 0.16 | 13 | B | 62 |
| | 80 km/h | 0.17 | 3 | A | NB | 0.16 | 3 | A | 28 | 0.13 | 3 | A | NB | 0.13 | 3 | A | 26 |
| | | | | | SB | 0.18 | 3 | A | 32 | | | | SB | 0.14 | 3 | A | 28 |
| Glasgow Street | 20 km/h | 0.07 | 12 | B | NB | 0.07 | 12 | B | 29 | 0.07 | 12 | B | NB | 0.08 | 12 | B | 33 |
| | | | | | SB | 0.09 | 12 | B | 34 | | | | SB | 0.06 | 12 | B | 25 |
| | 80 km/h | 0.07 | 3 | A | NB | 0.06 | 3 | A | 13 | 0.07 | 3 | A | NB | 0.07 | 3 | A | 15 |
| | | | | | SB | 0.07 | 3 | A | 16 | | | | SB | 0.05 | 3 | A | 11 |

As shown in **Table 6-20,** trains operating at lower speeds would pose higher delays and longer queues to traffic at the rail crossing locations compared to operating at higher speeds. However, Edinburgh Road level crossing operation will have significant queue issues that will result in blocking downstream road/entrance in all analysis scenarios.

## 6.5. FUTURE TRAFFIC CONDITIONS ANALYSIS – SILVERCREEK RAIL CROSSING OPEN

Similar to the approach that was taken for the future traffic conditions analysis where the rail crossing at Silvercreek assumed to be closed, this section presents the traffic analysis conducted for Study Area A, under the assumption that the Silvercreek is connected at level of the rail crossing. Traffic impact studies completed in regard to Silvercreek Parkway provided by the City were reviewed and included in the analysis.

Traffic demand for the 2041 horizon is based on the full build-out of the subdivision site trips sourced from the 2020 update and the City of Guelph's Travel Demand Model. Each of the scenarios were separately modeled, and the corresponding volume outputs were utilized to establish the growth to use for the future scenarios with minor adjustments at local level. Scenario A2 (all crossing grade separated) was not analyzed for the Silvercreek rail crossing open option based on discussions with the City in regard to its practical feasibility. Projected traffic volumes at each of the intersection and rail crossing for each scenario are provided in **Appendix B.**

With the Silvercreek rail crossing open, the following variations in operational characteristics are noted:

- Eastbound and westbound through volume along Paisley Street and Waterloo Avenue have been slightly decreased.
- Northbound and southbound traffic volumes along Alma Street have been significantly reduced, given that Silvercreek Parkway presents an alternate north-south corridor with fewer intersections.
- Volumes of most of the intersections located to the east of Alma Street are approximately same or slightly reduced.

### 6.5.1. Intersection Operations

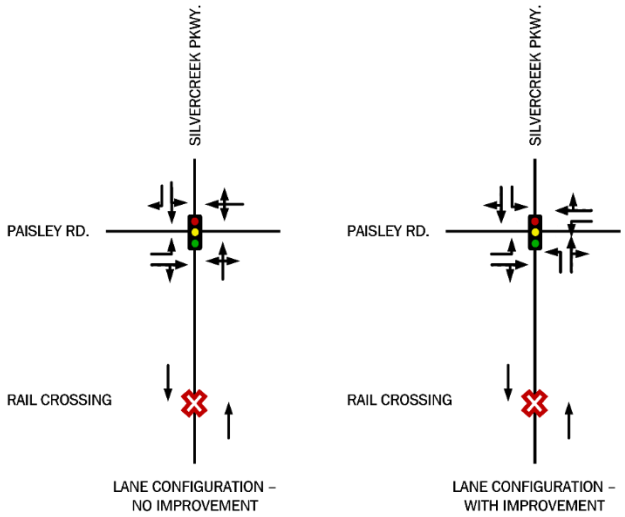
Intersection operation analyses were conducted using the future intersection volumes with Silvercreek crossing open, optimization of signal timing splits and cycle length were adjusted to be between 90 and 110 seconds per discussion with the City.

Following basic improvements were considered in the operation analysis for the Silvercreek Parkway and Paisley Road intersection:

- The existing shared westbound left/through/right lane was reconfigured to a dedicated left turn lane plus a shared through/right lane.
- The existing northbound left/through/right lane was reconfigured to a dedicated left turn lane plus a shared through/right lane.
- The existing southbound shared left/through lane plus dedicated right turn lane was reconfigured to a dedicated left turn lane plus a shared through/right lane.
- A short, protected turning phase was implemented for the northbound and southbound left-turning movements with phasing inputs resembling the existing protected eastbound left-turn phase.
- The flash don't walk (FDW) for the northbound and southbound directions were increased by three seconds to accommodate the additional dedicated left turn lane in the east and south approaches.

The lane configuration of Silvercreek Parkway and Paisley Road under the assumption of a Silvercreek connection is shown below in **Figure 6-1**. Lane configurations resembling the existing conditions for all other intersections were assumed for analysis of all future scenarios.

FIGURE 6-1: LANE CONFIGURATION OF SILVERCREEK PKWY AND PAISLEY RD WITH AND WITHOUT IMPROVEMENTS




To be consistent with the Silvercreek rail crossing closed option, the adjustment of cycle lengths, a protected plus permitted left-turn phase has been implemented for all approaches at the Edinburgh Road and Waterloo Avenue intersection. This adjustment has been made for all future conditions' scenarios for both the AM and PM peak hours. The phasing structures of the remaining intersections were maintained. The signal control type at each intersection has been maintained from existing conditions.

Summaries of the signalized intersection operation results are presented in **Table 6-27** through **Table 6-28** for Scenarios A1, A3, A4, A5, A6 and A7. Operation analysis results for the overall intersection and movements highlighted in red deemed critical based on the City of Guelph TIS guidelines. Operation analysis output sheets are provided in **Appendix D2**. Operational ranking noted at the bottom of **Tables 6-27** and **6-28** was exclusively based on the intersection operation results considering 1 as best and 6 as worst.

TABLE 6-27: FUTURE CONDITIONS SIGNALIZED INTERSECTION ANALYSIS – SILVERCREEK RAIL CROSSING OPEN, AM PEAK HOUR

| Intersections | Scenario A1 | | | Scenario A3 | | | Scenario A4 | | | Scenario A5 | | | Scenario A6 | | | Scenario A7 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | V/C | Delay (s) | LOS | V/C | Delay (s) | LOS | V/C | Delay (s) | LOS | V/C | Delay (s) | LOS | V/C | Delay (s) | LOS | V/C | Delay (s) | LOS |
| Paisley St. & Silvercreek Parkway | 0.63 | 29.5 | C | 0.67 | 30.4 | C | 0.67 | 30.4 | C | 0.66 | 30.1 | C | 0.66 | 30.1 | C | 0.63 | 29.5 | C |
| Waterloo Ave & Wellington St. | 0.59 | 24.6 | C | 0.58 | 24.4 | C | 0.58 | 24.2 | C | 0.58 | 24.3 | C | 0.57 | 24.1 | C | 0.57 | 24.1 | C |
| Alma St. & Paisley St. | 0.49 | 12.7 | B | 0.46 | 10.3 | B | 0.45 | 11.2 | B | 0.44 | 10.0 | A | 0.44 | 10.0 | B | 0.45 | 11.4 | B |
| Edinburgh Rd & Paisley St | 0.77 | 34.7 | C | 0.80 | 38.4 | D | 0.83 | 42.2 | D | 0.78 | 36.3 | D | 0.78 | 35.9 | D | 0.78 | 36.1 | D |
| Edinburgh Rd & Waterloo Ave | 0.95 | 55.0 | E | 0.94 | 56.0 | E | 0.94 | 55.3 | D | 0.94 | 54.1 | D | 0.94 | 53.9 | D | 0.94 | 53.9 | D |
| Edinburgh Rd & Wellington St | 0.86 | 35.0 | C | 0.85 | 34.7 | C | 0.85 | 34.7 | C | 0.86 | 35.0 | C | 0.85 | 34.8 | C | 0.85 | 34.8 | C |
| Yorkshire St & Paisley St | 0.48 | 22.0 | C | 0.43 | 20.1 | C | 0.40 | 19.5 | B | 0.56 | 23.5 | C | 0.57 | 24.0 | C | 0.53 | 21.9 | C |
| Norfolk St & Paisley St | 0.65 | 33.5 | C | 0.64 | 33.1 | C | 0.65 | 34.7 | C | 0.65 | 33.7 | C | 0.65 | 34.1 | C | 0.65 | 34.2 | C |
| Gordon St/Norfolk St & Waterloo Ave / Wilson St | 0.69 | 20.7 | C | 0.73 | 21.7 | C | 0.74 | 22.1 | C | 0.70 | 21.0 | C | 0.70 | 21.0 | C | 0.70 | 21.0 | C |
| Wellington St & Gordon St | 1.19 | 82.5 | F | 1.19 | 80.4 | F | 1.19 | 79.4 | E | 1.19 | 81.6 | F | 1.19 | 79.8 | E | 1.19 | 79.8 | E |
| Operational Ranking | 6 | | | 4 | | | 5 | | | 3 | | | 1* | | | 2 | | |

**Rank 1 as best and 7 as worst*

TABLE 6-28: FUTURE CONDITIONS SIGNALIZED INTERSECTION ANALYSIS – SILVERCREEK RAIL CROSSING OPEN, PM PEAK HOUR

| Intersections | Scenario A1 | | | Scenario A3 | | | Scenario A4 | | | Scenario A5 | | | Scenario A6 | | | Scenario A7 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | V/C | Delay (s) | LOS | V/C | Delay (s) | LOS | V/C | Delay (s) | LOS | V/C | Delay (s) | LOS | V/C | Delay (s) | LOS | V/C | Delay (s) | LOS |
| Paisley St. & Silvercreek Parkway | 1.02 | 55.7 | E | 1.04 | 61.3 | E | 1.04 | 61.4 | E | 1.04 | 58.4 | E | 1.04 | 58.3 | E | 1.04 | 58.3 | E |
| Waterloo Ave & Wellington St. | 1.07 | 42.5 | D | 1.03 | 40.4 | D | 1.02 | 39.8 | D | 1.03 | 40.5 | D | 1.03 | 40.4 | D | 1.03 | 40.4 | D |
| Alma St. & Paisley St. | 0.63 | 15.9 | B | 0.55 | 9.0 | A | 0.56 | 9.3 | A | 0.51 | 6.9 | A | 0.51 | 6.9 | A | 0.47 | 6.8 | A |
| Edinburgh Rd & Paisley St | 0.94 | 46.2 | D | 0.96 | 56.7 | E | 1.00 | 64.9 | E | 0.95 | 51.6 | D | 0.95 | 51.1 | D | 0.95 | 51.6 | D |
| Edinburgh Rd & Waterloo Ave | 1.02 | 67.0 | E | 1.01 | 67.2 | E | 1.01 | 66.0 | E | 1.01 | 64.2 | E | 1.01 | 63.1 | E | 1.01 | 63.1 | E |
| Edinburgh Rd & Wellington St | 1.23 | 68.2 | E | 1.23 | 63.7 | E | 1.23 | 64.7 | E | 1.23 | 67.9 | E | 1.23 | 67.3 | E | 1.23 | 67.3 | E |
| Yorkshire St & Paisley St | 0.60 | 17.5 | B | 0.52 | 10.1 | B | 0.50 | 8.2 | A | 0.78 | 24.0 | C | 0.75 | 22.8 | C | 0.66 | 20.7 | C |
| Norfolk St & Paisley St | 0.69 | 34.3 | C | 0.68 | 35.2 | D | 0.69 | 35.6 | D | 0.69 | 32.4 | C | 0.69 | 32.5 | C | 0.69 | 33.8 | C |
| Gordon St/Norfolk St & Waterloo Ave / Wilson St | 0.76 | 24.7 | C | 0.80 | 26.2 | C | 0.81 | 26.6 | C | 0.74 | 24.3 | C | 0.78 | 25.2 | C | 0.78 | 25.3 | C |
| Wellington St & Gordon St | 1.50 | 126.6 | F | 1.49 | 127.1 | F | 1.49 | 127.3 | F | 1.50 | 127.3 | F | 1.49 | 126.4 | F | 1.49 | 126.4 | F |
| Operational Ranking | 6 | | | 4 | | | 5 | | | 3 | | | 1* | | | 2 | | |

**Rank 1 as best and 7 as worst*

Similar operational ranking trends for all analysis scenarios were noted with the Silvercreek Parkway rail crossing open option to what was concluded in the Silvercreek Parkway rail crossing closed option.

Summaries of the unsignalized intersection operation results are presented in **Table 6-29** through **Table 6-28** for Scenarios A1, A3, A4, A5, A6, and A7. Operation analysis results for the overall intersection and movements highlighted in red deemed critical. Operation analysis output sheets are provided in **Appendix D2**.

TABLE 6-29: FUTURE CONDITIONS, UNSIGNALIZED INTERSECTION ANALYSIS - SILVERCREEK RAIL CROSSING OPEN, AM PEAK HOUR

| Intersection | Dir | Scenario A1 | | | | Scenario A3 | | | | Scenario A4 | | | | Scenario A5 | | | | Scenario A6 | | | | Scenario A7 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Delay (s) | 95th Queue (m) | v/c | LOS | Delay (s) | 95th Queue (m) | v/c | LOS | Delay (s) | 95th Queue (m) | v/c | LOS | Delay (s) | 95th Queue (m) | v/c | LOS | Delay (s) | 95th Queue (m) | v/c | LOS | Delay (s) | 95th Queue (m) | v/c | LOS |
| Silvercreek Pkwy & Waterloo Ave | WBL | 291.5 | 180.0 | 1.53 | F | 373.2 | 200.0 | 1.71 | F | 359.7 | 190.7 | 1.68 | F | 364.7 | 194.0 | 1.69 | F | 357.1 | 191.8 | 1.67 | F | 357.1 | 191.8 | 1.67 | F |
| | SBL | 10.3 | 9.0 | 0.29 | B | 10.4 | 10.0 | 0.31 | B | 10.5 | 10.2 | 0.31 | B | 10.5 | 10.2 | 0.31 | B | 10.4 | 10.1 | 0.31 | B | 10.4 | 10.1 | 0.31 | B |
| Alma St & Waterloo Ave | EBL | 0.3 | 0.2 | 0.01 | A | 0.3 | 0.2 | 0.01 | A | 0.3 | 0.2 | 0.01 | A | 0.3 | 0.2 | 0.01 | A | 0.3 | 0.2 | 0.01 | A | 0.3 | 0.2 | 0.01 | A |
| | SBLR | 13.8 | 7.5 | 0.25 | B | 15.1 | 6.1 | 0.21 | C | 15.6 | 6.6 | 0.23 | C | 15.6 | 6.6 | 0.23 | C | 15.8 | 6.8 | 0.23 | C | 15.2 | 8.3 | 0.73 | C |
| Waterloo Ave & Yorkshire St | EBLTR | 59.3 | - | 1.00 | F | 13.4 | - | 0.59 | B | 14.1 | - | 0.61 | B | 62.5 | - | 1.01 | F | 71.6 | - | 1.04 | F | 38.5 | - | 0.90 | E |
| | WBLTR | 16.3 | - | 0.54 | C | 10.0 | - | 0.34 | A | 10.1 | - | 0.35 | B | 18.1 | - | 0.59 | C | 17.9 | - | 0.59 | C | 16.2 | - | 0.56 | C |
| | NBLTR | 11.5 | - | 0.16 | B | 8.3 | - | 0.06 | A | 8.4 | - | 0.06 | A | 11.9 | - | 0.17 | B | 11.7 | - | 0.17 | B | 11.0 | - | 0.14 | B |
| | SBLTR | 15.1 | - | 0.46 | C | 8.6 | - | 0.00 | A | 8.7 | - | 0.00 | A | 15.8 | - | 0.48 | C | 15.6 | - | 0.49 | C | 13.5 | - | 0.38 | B |
| Glasgow St & Paisley St | EBLTR | 0.4 | 0.2 | 0.01 | A | 0.3 | 0.1 | 0.01 | A | 0.3 | 0.1 | 0.01 | A | 0.2 | 0.1 | 0.01 | A | 0.2 | 0.1 | 0.01 | A | 0.2 | 0.1 | 0.01 | A |
| | WBLTR | 0.2 | 0.1 | 0.00 | A | 0.2 | 0.1 | 0.00 | A | 0.2 | 0.1 | 0.00 | A | 0.2 | 0.1 | 0.00 | A | 0.2 | 0.1 | 0.00 | A | 0.2 | 0.1 | 0.00 | A |
| | NBLTR | 15.4 | 5.2 | 0.19 | C | 12.0 | 1.8 | 0.07 | B | 12.1 | 1.8 | 0.07 | B | 12.2 | 1.9 | 0.08 | B | 12.2 | 1.9 | 0.08 | B | 15.2 | 5.1 | 0.19 | C |
| | SBLTR | 16.0 | 5.0 | 0.18 | C | 12.9 | 1.6 | 0.07 | B | 12.9 | 1.6 | 0.07 | B | 13.0 | 1.6 | 0.07 | B | 13.0 | 1.6 | 0.07 | B | 15.9 | 4.9 | 0.18 | C |
| Glasgow St & Waterloo Ave | EBLTR | 1.8 | 1.7 | 0.07 | A | 1.2 | 1.0 | 0.04 | A | 1.2 | 1.1 | 0.04 | A | 1.2 | 1.0 | 0.04 | A | 1.2 | 1.0 | 0.04 | A | 1.2 | 1.0 | 0.04 | A |
| | WBLTR | 0.6 | 0.4 | 0.02 | A | 0.7 | 0.4 | 0.02 | A | 0.7 | 0.4 | 0.02 | A | 0.7 | 0.4 | 0.02 | A | 0.7 | 0.4 | 0.02 | A | 0.7 | 0.4 | 0.02 | A |
| | NBLTR | 30.0 | 8.1 | 0.27 | D | 22.2 | 1.2 | 0.05 | C | 22.9 | 1.2 | 0.05 | C | 21.7 | 1.2 | 0.05 | C | 22.2 | 1.2 | 0.05 | C | 26.3 | 5.6 | 0.20 | D |
| | SBLTR | 28.0 | 19.4 | 0.49 | D | 17.5 | 5.4 | 0.20 | C | 17.9 | 5.6 | 0.20 | C | 17.1 | 5.3 | 0.19 | C | 17.4 | 5.4 | 0.19 | C | 23.1 | 14.0 | 0.40 | C |
| Norfolk St & Cork St | EBLTR | 239.3 | 36.7 | 1.02 | F | 154.3 | 28.8 | 0.80 | F | 133.8 | 25.7 | 0.73 | F | 145.9 | 28.4 | 0.78 | F | 142.7 | 27.7 | 0.77 | F | 142.7 | 27.7 | 0.77 | F |
| | WBLTR | 1063.2 | 60.4 | 2.61 | F | 645.3 | 55.5 | 1.86 | F | 599.7 | 55.0 | 1.78 | F | 502.6 | 48.7 | 1.56 | F | 478.2 | 48.0 | 1.51 | F | 478.2 | 48.0 | 1.51 | F |
| | NBL | 1.6 | 1.1 | 0.05 | A | 2.0 | 1.5 | 0.06 | A | 2.5 | 1.9 | 0.08 | A | 1.3 | 1.0 | 0.04 | A | 1.3 | 0.9 | 0.04 | A | 1.3 | 0.9 | 0.04 | A |
| | SBL | 10.0 | 3.9 | 0.15 | A | 9.7 | 2.7 | 0.11 | A | 9.5 | 2.1 | 0.08 | A | 9.8 | 3.1 | 0.12 | A | 9.8 | 3.1 | 0.12 | A | 9.8 | 3.1 | 0.12 | A |

TABLE 6-30: FUTURE CONDITIONS, UNSIGNALIZED INTERSECTION ANALYSIS - SILVERCREEK RAIL CROSSING OPEN, PM PEAK HOUR

| Intersection | Dir | Scenario A1 | | | | Scenario A3 | | | | Scenario A4 | | | | Scenario A5 | | | | Scenario A6 | | | | Scenario A7 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Delay (s) | 95th Queue (m) | v/c | LOS | Delay (s) | 95th Queue (m) | v/c | LOS | Delay (s) | 95th Queue (m) | v/c | LOS | Delay (s) | 95th Queue (m) | v/c | LOS | Delay (s) | 95th Queue (m) | v/c | LOS | Delay (s) | 95th Queue (m) | v/c | LOS |
| Silvercreek Pkwy & Waterloo Ave | WBL | 552.2 | 294.4 | 2.12 | F | 635.5 | 301.5 | 2.30 | F | 638.4 | 299.7 | 2.31 | F | 643.3 | 305.6 | 2.32 | F | 636.9 | 302.8 | 2.30 | F | 636.9 | 302.8 | 2.30 | F |
| | SBL | 10.5 | 6.2 | 0.21 | B | 10.6 | 6.9 | 0.23 | B | 10.6 | 6.9 | 0.23 | B | 10.6 | 6.8 | 0.23 | B | 10.6 | 6.8 | 0.23 | B | 10.6 | 6.8 | 0.23 | B |
| Alma St & Waterloo Ave | EBL | 1.1 | 0.8 | 0.04 | A | 1.1 | 0.9 | 0.04 | A | 1.2 | 0.9 | 0.04 | A | 1.2 | 0.9 | 0.04 | A | 1.2 | 0.9 | 0.04 | A | 1.2 | 0.9 | 0.04 | A |
| | SBLR | 29.9 | 29.5 | 0.61 | D | 17.8 | 4.8 | 0.18 | C | 18.4 | 5.0 | 0.18 | C | 18.6 | 5.1 | 0.19 | C | 18.8 | 5.1 | 0.19 | C | 27.0 | 19.9 | 0.50 | D |
| Waterloo Ave & Yorkshire St | EBLTR | 17.2 | - | 0.60 | C | 10.6 | - | 0.39 | B | 10.8 | - | 0.40 | B | 20.1 | - | 0.66 | C | 21.0 | - | 0.67 | C | 19.6 | - | 0.65 | C |
| | WBLTR | 28.3 | - | 0.82 | D | 14.0 | - | 0.60 | B | 14.7 | - | 0.62 | B | 28.2 | - | 0.80 | D | 32.3 | - | 0.84 | D | 29.0 | - | 0.81 | D |
| | NBLTR | 11.9 | - | 0.26 | B | 8.8 | - | 0.11 | A | 8.9 | - | 0.11 | A | 12.9 | - | 0.31 | B | 13.4 | - | 0.33 | B | 12.9 | - | 0.33 | B |
| | SBLTR | 11.6 | - | 0.24 | B | 0.0 | - | 0.00 | A | 8.9 | - | 0.00 | A | 12.8 | - | 0.32 | B | 13.1 | - | 0.32 | B | 12.4 | - | 0.26 | B |
| Glasgow St & Paisley St | EBLTR | 0.6 | 0.4 | 0.02 | A | 0.6 | 0.4 | 0.02 | A | 0.5 | 0.4 | 0.02 | A | 0.6 | 0.4 | 0.02 | A | 0.6 | 0.4 | 0.02 | A | 0.6 | 0.4 | 0.02 | A |
| | WBLTR | 0.6 | 0.4 | 0.02 | A | 0.5 | 0.4 | 0.02 | A | 0.5 | 0.4 | 0.02 | A | 0.5 | 0.4 | 0.02 | A | 0.6 | 0.4 | 0.02 | A | 0.6 | 0.4 | 0.02 | A |
| | NBLTR | 19.7 | 4.9 | 0.18 | C | 15.6 | 2.3 | 0.09 | C | 15.7 | 2.3 | 0.09 | C | 15.7 | 2.3 | 0.09 | C | 15.8 | 2.3 | 0.09 | C | 19.9 | 5.2 | 0.19 | C |
| | SBLTR | 20.5 | 3.8 | 0.14 | C | 15.4 | 0.5 | 0.02 | C | 15.3 | 0.5 | 0.02 | C | 15.5 | 0.5 | 0.02 | C | 15.6 | 0.5 | 0.02 | C | 20.9 | 3.3 | 0.13 | C |
| Glasgow St & Waterloo Ave | EBLTR | 1.8 | 1.5 | 0.06 | A | 1.0 | 0.8 | 0.03 | A | 1.0 | 0.8 | 0.03 | A | 1.0 | 0.7 | 0.03 | A | 1.0 | 0.8 | 0.03 | A | 1.9 | 1.6 | 0.06 | A |
| | WBLTR | 0.4 | 0.3 | 0.01 | A | 0.4 | 0.3 | 0.02 | A | 0.5 | 0.4 | 0.02 | A | 0.4 | 0.3 | 0.01 | A | 0.4 | 0.3 | 0.01 | A | 0.4 | 0.3 | 0.01 | A |
| | NBLTR | 23.9 | 4.9 | 0.18 | C | 17.6 | 2.1 | 0.08 | C | 18.0 | 2.1 | 0.09 | C | 17.2 | 2.0 | 0.08 | C | 17.4 | 2.0 | 0.08 | C | 24.8 | 5.1 | 0.19 | C |
| | SBLTR | 29.5 | 16.8 | 0.45 | D | 20.0 | 6.2 | 0.22 | C | 20.7 | 6.5 | 0.23 | C | 19.5 | 6.0 | 0.21 | C | 19.9 | 6.2 | 0.22 | C | 29.3 | 19.9 | 0.42 | D |
| Norfolk St & Cork St | EBLTR | 75.9 | 13.5 | 0.43 | F | 93.1 | 19.3 | 0.57 | F | 115.4 | 25.8 | 0.70 | F | 61.8 | 10.0 | 0.34 | F | 61.6 | 9.7 | 0.33 | F | 61.6 | 9.7 | 0.33 | F |
| | WBLTR | 965.2 | 126.7 | 2.80 | F | 866.1 | 95.7 | 2.51 | F | 795.2 | 78.6 | 2.29 | F | 781.0 | 103.3 | 2.38 | F | 754.9 | 102.3 | 2.32 | F | 754.9 | 102.3 | 2.32 | F |
| | NBL | 1.1 | 0.9 | 0.04 | A | 1.2 | 0.9 | 0.04 | A | 1.2 | 0.9 | 0.04 | A | 1.1 | 0.9 | 0.04 | A | 1.1 | 0.9 | 0.04 | A | 1.1 | 0.9 | 0.04 | A |
| | SBL | 10.2 | 1.5 | 0.06 | B | 10.4 | 1.5 | 0.06 | B | 10.5 | 1.6 | 0.06 | B | 10.2 | 1.5 | 0.06 | B | 10.2 | 1.5 | 0.06 | B | 10.2 | 1.5 | 0.06 | B |

Err = No calculation can be performed

Operation analysis results suggest that intersections east of Alma Street will operate very similar or marginally better when the Silvercreek crossing is open in comparison to when it was closed.

Thus, the following results are focused on differences of signalized intersection performance between the connection at Silvercreek rail crossing being open and closed:

- With the Silvercreek connection open option, the Paisley St and Silvercreek Pkwy intersection attracts higher through and turning volumes, resulting in higher delay and slightly worse v/c ratio, especially during the PM peak hour.
- The Waterloo Avenue and Wellington Street intersection contains higher eastbound left, northbound through, and westbound right volumes to provide access to Silvercreek Parkway via Waterloo Avenue. The overall intersection operation deteriorates in performance significantly, particularly during the PM peak hour, when volume exceeds capacity.
- As expected, the Silvercreek rail crossing open option reduces northbound and southbound volume on Alma Street. The reduction in volume results in improved operations at Alma Street and Paisley Street.

Unsignalized intersections also perform very closely (i.e., under capacity, with low delays) to the scenarios analyzed when Silvercreek rail crossing was open. The major difference is at Silvercreek Parkway and Waterloo Avenue, where increased volumes to and from the new Silvercreek rail crossing results in extremely high delays and queues for the stop-controlled northbound movements. A signal warrant analysis was conducted for the future conditions. Scenarios A1, A3, and A5 represent the critical conditions for Silvercreek at Waterloo Avenue intersection, and these were used in the signal warrant analysis. The criteria for the signal warrant analysis was adopted from Ontario Traffic Manual (OTM)'s Book 12 using Justification 7. The results of the warrant analyses are summarized in **Table 6-31**. A summary of the signal warrant analysis is provided in **Appendix C.**

The analysis suggests that with the Silvercreek rail crossing open option, traffic signals at the Silvercreek Parkway and Waterloo Avenue intersection are warranted for the 2041 horizon year.

TABLE 6-31: FUTURE (2041) CONDITIONS, SIGNAL WARRANT ANALYSIS FOR SILVERCREEK PARKWAY AND WATERLOO AVENUE INTERSECTION

| Silvercreek Parkway and Waterloo Avenue (2041) | Configuration | Justification 7 Satisfied (Signal Warranted?) | Warrant Compliance | | | |
|---|---|---|---|---|---|---|
| | | | 1A | 1B | 2A | 2B |
| Scenario A1 | T-Intersection | YES | 100% | 100% | 79% | 100% |
| Scenario A3 | T-Intersection | YES | 100% | 100% | 81% | 100% |
| Scenario A5 | T-Intersection | YES | 100% | 100% | 81% | 100% |

### 6.5.2. Traffic Operation at Level Rail Crossing Locations

The results for level rail crossing operations under both the train speed speeds of 20km/h and 80km/h for each of the analysis scenarios are provided in **Table 6-20** through **Table 6-25**. It is concluded that trains operating at lower speeds would pose higher delays and longer 95th percentile queues to traffic at the rail crossing locations compared to trains operating at higher speeds. Operation analysis output sheets are provided in **Appendix D2**.

TABLE 6-32: FUTURE CONDITIONS, RAIL CROSSING OPERATIONS – SCENARIO A1 (SILVERCREEK OPEN)

| Level Rail Crossing | Train Speed (km/h) | AM Peak Hour | | | | | | | | PM Peak Hour | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Overall | | | Movements | | | | | Overall | | | Movements | | | | |
| | | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | 95th Queue (m) | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | 95th Queue (m) |
| Edinburgh Road | 20 km/h | 0.41 | 19.2 | B | NB | 0.50 | 19.8 | B | 258.4 | 0.52 | 23.2 | C | NB | 0.58 | 22.2 | C | 323.6 |
| | | | | | SB | 0.46 | 18.6 | B | 223.4 | | | | SB | 0.63 | 24.2 | C | 378.5 |
| | 80 km/h | 0.41 | 5.0 | A | NB | 0.44 | 5.2 | A | 117.1 | 0.52 | 6.2 | A | NB | 0.50 | 5.9 | A | 146.6 |
| | | | | | SB | 0.40 | 4.9 | A | 101.2 | | | | SB | 0.55 | 6.5 | A | 171.3 |
| Alma Street | 20 km/h | 0.13 | 12.8 | B | NB | 0.10 | 12.4 | B | 38.6 | 0.19 | 13.6 | B | NB | 0.10 | 12.5 | B | 41.2 |
| | | | | | SB | 0.16 | 13.1 | B | 61.3 | | | | SB | 0.23 | 14.2 | B | 92.8 |
| | 80 km/h | 0.13 | 3.1 | A | NB | 0.08 | 3.0 | A | 17.5 | 0.19 | 3.4 | A | NB | 0.09 | 3.0 | A | 18.6 |
| | | | | | SB | 0.14 | 3.2 | A | 27.7 | | | | SB | 0.20 | 3.5 | A | 42.1 |
| Yorkshire Street | 20 km/h | 0.12 | 13.0 | B | NB | 0.15 | 13.0 | B | 57.5 | 0.10 | 12.4 | B | NB | 0.08 | 12.2 | B | 31.3 |
| | | | | | SB | 0.14 | 13.0 | B | 56.2 | | | | SB | 0.12 | 12.6 | B | 46.0 |
| | 80 km/h | 0.12 | 3.2 | A | NB | 0.13 | 3.2 | A | 26.1 | 0.10 | 3.0 | A | NB | 0.07 | 2.9 | A | 14.2 |
| | | | | | SB | 0.12 | 3.2 | A | 25.4 | | | | SB | 0.10 | 3.1 | A | 20.9 |
| Glasgow Street | 20 km/h | 0.07 | 12.2 | B | NB | 0.07 | 12.1 | B | 29.0 | 0.07 | 12.1 | B | NB | 0.08 | 12.2 | B | 33.2 |
| | | | | | SB | 0.09 | 12.3 | B | 34.2 | | | | SB | 0.06 | 12.0 | B | 24.6 |
| | 80 km/h | 0.07 | 2.9 | A | NB | 0.06 | 2.9 | A | 13.1 | 0.07 | 2.9 | A | NB | 0.07 | 2.9 | A | 15.1 |
| | | | | | SB | 0.07 | 2.9 | A | 15.5 | | | | SB | 0.05 | 2.9 | A | 11.1 |
| Silvercreek Pkwy | 20 km/h | 0.29 | 15.9 | B | NB | 0.31 | 15.5 | B | 133.6 | 0.35 | 17.5 | B | NB | 0.43 | 17.9 | B | 202.9 |
| | | | | | SB | 0.35 | 16.3 | B | 155.3 | | | | SB | 0.39 | 17.1 | B | 180.7 |
| | 80 km/h | 0.28 | 4.0 | A | NB | 0.27 | 3.9 | A | 60.6 | 0.35 | 4.5 | A | NB | 0.37 | 4.6 | A | 91.9 |
| | | | | | SB | 0.30 | 4.1 | A | 67.2 | | | | SB | 0.34 | 4.4 | A | 81.8 |

TABLE 6-33: FUTURE CONDITIONS, RAIL CROSSING OPERATIONS – SCENARIO A3 (SILVERCREEK OPEN)

| Level Rail Crossing | Train Speed (km/h) | AM Peak Hour | | | | | | | | PM Peak Hour | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Overall | | | Movements | | | | | Overall | | | Movements | | | | |
| | | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | 95th Queue (m) | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | 95th Queue (m) |
| | 20 km/h | 0.43 | 20.0 | B | NB | 0.52 | 20.4 | C | 274.4 | 0.56 | 24.7 | C | NB | 0.60 | 22.9 | C | 344.9 |

| Level Rail Crossing | Train Speed (km/h) | AM Peak Hour | | | | | | | | PM Peak Hour | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Overall | | | Movements | | | | | Overall | | | Movements | | | | |
| | | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | 95th Queue (m) | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | 95th Queue (m) |
| Edinburgh Road | | | | | SB | 0.49 | 19.5 | B | 248.7 | | | | SB | 0.67 | 26.3 | C | 434.3 |
| | 80 km/h | 0.43 | 5.3 | A | NB | 0.45 | 5.4 | A | 124.2 | 0.56 | 6.7 | A | NB | 0.52 | 6.1 | A | 156.3 |
| | | | | | SB | 0.43 | 5.1 | A | 112.6 | | | | SB | 0.59 | 7.1 | A | 196.7 |
| Alma Street | 20 km/h | RAIL CROSSING CLOSED | | | | | | | | | | | | | | | |
| | 80 km/h | | | | | | | | | | | | | | | | |
| Yorkshire Street | 20 km/h | RAIL CROSSING CLOSED | | | | | | | | | | | | | | | |
| | 80 km/h | | | | | | | | | | | | | | | | |
| Glasgow Street | 20 km/h | RAIL CROSSING CLOSED | | | | | | | | | | | | | | | |
| | 80 km/h | | | | | | | | | | | | | | | | |
| Silvercreek Pkwy | 20 km/h | 0.30 | 16.1 | B | NB | 0.32 | 15.7 | B | 138.9 | 0.36 | 18.0 | B | NB | 0.44 | 18.2 | B | 211.7 |
| | | | | | SB | 0.36 | 16.5 | B | 161.9 | | | | SB | 0.42 | 17.7 | B | 197.7 |
| | 80 km/h | 0.30 | 4.1 | A | NB | 0.28 | 4.0 | A | 62.9 | 0.36 | 4.7 | A | NB | 0.38 | 4.7 | A | 95.8 |
| | | | | | SB | 0.32 | 4.2 | A | 73.3 | | | | SB | 0.37 | 4.6 | A | 89.5 |

TABLE 6-34: FUTURE CONDITIONS, RAIL CROSSING OPERATIONS – SCENARIO A4 (SILVERCREEK OPEN)

| Level Rail Crossing | Train Speed (km/h) | AM Peak Hour | | | | | | | | PM Peak Hour | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Overall | | | Movements | | | | | Overall | | | Movements | | | | |
| | | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | 95th Queue (m) | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | 95th Queue (m) |
| Edinburgh Road | 20 km/h | UNDERPASS | | | | | | | | | | | | | | | |
| | 80 km/h | | | | | | | | | | | | | | | | |
| Alma Street | 20 km/h | RAIL CROSSING CLOSED | | | | | | | | | | | | | | | |
| | 80 km/h | | | | | | | | | | | | | | | | |
| Yorkshire Street | 20 km/h | RAIL CROSSING CLOSED | | | | | | | | | | | | | | | |
| | 80 km/h | | | | | | | | | | | | | | | | |
| Glasgow Street | 20 km/h | RAIL CROSSING CLOSED | | | | | | | | | | | | | | | |
| | 80 km/h | | | | | | | | | | | | | | | | |
| Silvercreek Pkwy | 20 km/h | 0.30 | 16.1 | B | NB | 0.32 | 15.7 | B | 138.9 | 0.36 | 18.0 | B | NB | 0.44 | 18.2 | B | 211.7 |
| | | | | | SB | 0.36 | 16.5 | B | 161.9 | | | | SB | 0.42 | 17.7 | B | 197.7 |
| | 80 km/h | 0.30 | 4.1 | A | NB | 0.28 | 4.0 | A | 62.9 | 0.36 | 4.7 | A | NB | 0.38 | 4.7 | A | 95.8 |
| | | | | | SB | 0.32 | 4.2 | A | 73.3 | | | | SB | 0.37 | 4.6 | A | 89.5 |

TABLE 6-35: FUTURE CONDITIONS, RAIL CROSSING OPERATIONS – SCENARIO A5 (SILVERCREEK OPEN)

| Level Rail Crossing | Train Speed (km/h) | AM Peak Hour | | | | | | | | PM Peak Hour | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Overall | | | Movements | | | | | Overall | | | Movements | | | | |
| | | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | 95th Queue (m) | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | 95th Queue (m) |
| Edinburgh Road | 20 km/h | 0.41 | 19.4 | B | NB | 0.50 | 19.6 | B | 253.2 | 0.54 | 23.7 | C | NB | 0.57 | 21.9 | C | 316.6 |
| | | | | | SB | 0.48 | 19.1 | B | 237.2 | | | | SB | 0.65 | 25.4 | C | 409.2 |
| | 80 km/h | 0.41 | 5.1 | A | NB | 0.43 | 5.2 | A | 114.6 | 0.54 | 6.4 | A | NB | 0.49 | 5.8 | A | 143.3 |
| | | | | | SB | 0.41 | 5.0 | A | 107.4 | | | | SB | 0.57 | 6.9 | A | 185.3 |
| Alma Street | 20 km/h | RAIL CROSSING CLOSED | | | | | | | | | | | | | | | |
| | 80 km/h | | | | | | | | | | | | | | | | |
| Yorkshire Street | 20 km/h | 0.21 | 14.3 | B | NB | 0.22 | 14.0 | B | 88.5 | 0.17 | 13.4 | B | NB | 0.12 | 12.6 | B | 46.0 |
| | | | | | SB | 0.26 | 14.6 | B | 106.2 | | | | SB | 0.21 | 13.9 | B | 84.8 |
| | 80 km/h | 0.21 | 3.6 | A | NB | 0.19 | 3.2 | A | 40.1 | 0.17 | 3.3 | A | NB | 0.10 | 3.1 | A | 20.9 |

| Level Rail Crossing | Train Speed (km/h) | AM Peak Hour | | | | | | | | PM Peak Hour | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Overall | | | Movements | | | | | Overall | | | Movements | | | | |
| | | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | 95th Queue (m) | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | 95th Queue (m) |
| | | | | | SB | 0.22 | 3.3 | A | 48.0 | | | | SB | 0.18 | 3.4 | A | 38.4 |
| Glasgow Street | 20 km/h | RAIL CROSSING CLOSED | | | | | | | | | | | | | | | |
| | 80 km/h | | | | | | | | | | | | | | | | |
| Silvercreek Pkwy | 20 km/h | 0.30 | 16.1 | B | NB | 0.32 | 15.1 | B | 138.5 | 0.35 | 18.0 | B | NB | 0.44 | 17.2 | B | 211.7 |
| | | | | | SB | 0.36 | 15.8 | B | 161.9 | | | | SB | 0.42 | 16.8 | B | 197.7 |
| | 80 km/h | 0.30 | 4.1 | A | NB | 0.28 | 4.0 | A | 62.7 | 0.36 | 4.7 | A | NB | 0.38 | 4.7 | A | 95.8 |
| | | | | | SB | 0.32 | 4.2 | A | 73.3 | | | | SB | 0.37 | 4.6 | A | 89.5 |

TABLE 6-36: FUTURE CONDITIONS, RAIL CROSSING OPERATIONS – SCENARIO A6 (SILVERCREEK OPEN)

| Level Rail Crossing | Train Speed (km/h) | AM Peak Hour | | | | | | | | PM Peak Hour | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Overall | | | Movements | | | | | Overall | | | Movements | | | | |
| | | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | 95th Queue (m) | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | 95th Queue (m) |
| Edinburgh Road | 20 km/h | UNDERPASS | | | | | | | | | | | | | | | |
| | 80 km/h | | | | | | | | | | | | | | | | |
| Alma Street | 20 km/h | RAIL CROSSING CLOSED | | | | | | | | | | | | | | | |
| | 80 km/h | | | | | | | | | | | | | | | | |
| Yorkshire Street | 20 km/h | 0.20 | 14.2 | B | NB | 0.22 | 14.1 | B | 90.6 | 0.16 | 13.3 | B | NB | 0.12 | 12.7 | B | 47.3 |
| | | | | | SB | 0.24 | 14.4 | B | 99.9 | | | | SB | 0.20 | 13.7 | B | 80.0 |
| | 80 km/h | 0.20 | 3.5 | A | NB | 0.20 | 3.2 | A | 41.0 | 0.16 | 3.3 | A | NB | 0.10 | 3.1 | A | 21.4 |
| | | | | | SB | 0.21 | 2.3 | A | 45.2 | | | | SB | 0.17 | 3.4 | A | 36.3 |
| Glasgow Street | 20 km/h | RAIL CROSSING CLOSED | | | | | | | | | | | | | | | |
| | 80 km/h | | | | | | | | | | | | | | | | |
| Silvercreek Pkwy | 20 km/h | 0.30 | 16.1 | B | NB | 0.32 | 15.7 | B | 138.9 | 0.36 | 18.0 | B | NB | 0.44 | 17.2 | B | 211.7 |
| | | | | | SB | 0.36 | 16.5 | B | 161.9 | | | | SB | 0.42 | 16.8 | B | 197.7 |
| | 80 km/h | 0.30 | 4.1 | A | NB | 0.28 | 4.0 | A | 62.9 | 0.36 | 4.7 | A | NB | 0.38 | 4.7 | A | 95.8 |
| | | | | | SB | 0.32 | 4.2 | A | 73.3 | | | | SB | 0.37 | 4.6 | A | 89.5 |

TABLE 6-37: FUTURE CONDITIONS, RAIL CROSSING OPERATIONS – SCENARIO A7 (SILVERCREEK OPEN)

| Level Rail Crossing | Train Speed (km/h) | AM Peak Hour | | | | | | | | PM Peak Hour | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Overall | | | Movements | | | | | Overall | | | Movements | | | | |
| | | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | 95th Queue (m) | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | 95th Queue (m) |
| Edinburgh Road | 20 km/h | UNDERPASS | | | | | | | | | | | | | | | |
| | 80 km/h | | | | | | | | | | | | | | | | |
| Alma Street | 20 km/h | 0.08 | 12.3 | B | NB | 0.10 | 12.4 | B | 38.6 | 0.09 | 12.5 | B | NB | 0.10 | 12.5 | B | 41.2 |
| | | | | | SB | 0.08 | 12.1 | B | 30.4 | | | | SB | 0.11 | 12.6 | B | 44.2 |
| | 80 km/h | 0.08 | 3.0 | A | NB | 0.08 | 3.0 | A | 17.5 | 0.09 | 3.0 | A | NB | 0.09 | 3.0 | A | 18.6 |
| | | | | | SB | 0.07 | 2.9 | A | 13.8 | | | | SB | 0.10 | 3.0 | A | 20.0 |
| Yorkshire Street | 20 km/h | 0.11 | 12.9 | B | NB | 0.13 | 12.8 | B | 51.9 | 0.09 | 12.4 | B | NB | 0.08 | 12.0 | B | 30.9 |
| | | | | | SB | 0.14 | 12.9 | B | 54.0 | | | | SB | 0.11 | 12.4 | B | 45.0 |
| | 80 km/h | 0.11 | 3.1 | A | NB | 0.11 | 3.1 | A | 23.5 | 0.09 | 3.0 | A | NB | 0.07 | 2.9 | A | 14.0 |
| | | | | | SB | 0.12 | 3.1 | A | 24.5 | | | | SB | 0.10 | 3.0 | A | 20.4 |
| | 20 km/h | 0.06 | 12.1 | B | NB | 0.07 | 12.1 | B | 28.1 | 0.06 | 12.1 | B | NB | 0.08 | 12.2 | B | 30.9 |

| Level Rail Crossing | Train Speed (km/h) | AM Peak Hour | | | | | | | | PM Peak Hour | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Overall | | | Movements | | | | | Overall | | | Movements | | | | |
| | | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | 95th Queue (m) | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | 95th Queue (m) |
| Glasgow Street | 80 km/h | 0.06 | 2.9 | A | SB | 0.08 | 12.2 | B | 30.9 | 0.06 | 2.9 | A | SB | 0.06 | 11.9 | B | 23.9 |
| | | | | | NB | 0.06 | 2.9 | A | 12.7 | | | | NB | 0.07 | 2.9 | A | 14.0 |
| | | | | | SB | 0.07 | 2.9 | A | 14.0 | | | | SB | 0.05 | 2.8 | A | 10.8 |
| Silvercreek Pkwy | 20 km/h | 0.30 | 16.1 | B | NB | 0.32 | 15.1 | B | 138.9 | 0.36 | 18.0 | B | NB | 0.44 | 18.2 | B | 211.7 |
| | | | | | SB | 0.36 | 15.8 | B | 161.9 | | | | SB | 0.32 | 17.7 | B | 197.7 |
| | 80 km/h | 0.30 | 4.1 | A | NB | 0.28 | 4.0 | A | 62.9 | 0.36 | 4.7 | A | NB | 0.38 | 4.7 | A | 95.8 |
| | | | | | SB | 0.32 | 4.2 | A | 73.3 | | | | SB | 0.37 | 4.6 | A | 89.5 |

Based on the results, level rail crossing operations for each scenario where the Silvercreek rail crossing is open approximately resemble operations where the rail crossing remains closed with the exception of Alma Street rail crossing where slightly better operations were noted due to shift of volumes to the Silvercreek rail crossing. Silvercreek rail crossing operation shows that estimated southbound queues will block the existing driveways located north of the rail tracks on both the east and west sides of Silvercreek Parkway.

# 7. Grade Separation Warrant Analysis, Study Area A

Using the criteria described in **Sections 2** and **3**, this section presents the grade separation warrant analysis for the level rail crossings.

**Table 7-1** through **Table 7-4** summarize the criteria, the required thresholds to warrant a grade separation, the projected values from the operation analysis and conclusion of warrant for each of the criteria. PM peak hour operations being critical have been used in the warrant analysis for all of the future scenarios. Furthermore, the analysis is conducted for both the average train speeds of 80 km/h and 20 km/h. As directed by the City of Guelph, a posted speed of 40km/h is to be assumed for all roadways at the rail crossings.

The cross product/exposure index criterion used by Transport Canada Grade Separation Assessment Guidelines and the criterion used by many agencies are both included for comparison purposes. The 2041 annual average daily traffic (AADT) for the rail crossings have been estimated by increasing the PM peak hour traffic volumes to ten times according to a common industry practice.

The criterion for level of service stipulates that grade separation is warranted if the road performs below the intended LOS for 10 percent of the time. It is assumed that the intended LOS is "D" or better. If the rail crossing operates at "D" or better during the peak hour (i.e., critical conditions), it is assumed that LOS during the non-critical hours of the day would perform similar or better.

TABLE 7-1: GRADE SEPARATION WARRANT ANALYSIS – ALMA STREET

| Criteria | Threshold | Projected | | | | Conclusion |
|---|---|---|---|---|---|---|
| | | Scenario A1 – Silvercreek Closed (SC) | Scenario A1 – Silvercreek Open (SO) | Scenario A7 – Silvercreek Closed (SC) | Scenario A7 – Silvercreek Open (SO) | |
| Traffic Volume (AADT) | > 100,000 | 4,625 | 4,375 | 4,150 | 2,825 | Not Met |
| Train Volume | Avg of 150 or more trains per day | 45 trains / day | | | | Not Met |

| Criteria | Threshold | Projected | | | | | | | | Conclusion |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Scenario A1 – Silvercreek Closed (SC) | | Scenario A1 – Silvercreek Open (SO) | | Scenario A7 – Silvercreek Closed (SC) | | Scenario A7 – Silvercreek Open (SO) | | |
| Vehicle Speed (posted/Unposted) | > 90 km/h | 40 km/h | | | | | | | | Not Met |
| Cross Product/Exposure Index (Transport Canada) | > 1 million | 208,350 | | 196,650 | | 187,200 | | 127,350 | | Not Met |
| Cross Product/Exposure Index (Used by many agencies – no authority available) | > 200,000 | | | | | | | | | **Met** for Scenario A1 – Silvercreek Closed |
| Train Speed | > 177 km/h | **20 km/h** | **80 km/h** | **20 km/h** | **80 km/h** | **20 km/h** | **80 km/h** | **20 km/h** | **80 km/h** | Not Met |
| Queuing | Existing crossings where there are known queuing issues and an entranceway or intersection is within 30m of the nearest rail crossing. | NB Queue: 44m<br>SB Queue: 100m | NB Queue: 20m<br>SB Queue: 45m | NB Queue: 41m<br>SB Queue: 93m | NB Queue: 19m<br>SB Queue: 42m | NB Queue: 41m<br>SB Queue: 86m | NB Queue: 19m<br>SB Queue: 39m | NB Queue: 41m<br>SB Queue: 44m | NB Queue: 19m<br>SB Queue: 20m | **Met** |
| | | Northbound and southbound queues at crossing interfere with upstream intersections (30 m in southbound direction and 60m in northbound direction). | | | | | | | | |
| Vehicle Delay | > 40 vehicle hours per day | 19 vehicle hours per day | 5 vehicle hours per day | 18 vehicle hours per day | 5 vehicle hours per day | 17 vehicle hours per day | 4 vehicle hours per day | 11 vehicle hours per day | 3 vehicle hours per day | Not Met |
| LOS[1] | Road performing below intended LOS for 10 % of the time. | LOS B[1] | LOS A[1] | LOS B[1] | LOS A[1] | LOS B[1] | LOS A[1] | LOS B[1] | LOS A[1] | Not Met |

1 LOS is defined here as the level of service of the level rail crossing during the peak hour,

TABLE 7-2: GRADE SEPARATION WARRANT ANALYSIS – EDINBURGH ROAD CROSSING

| Criteria | Threshold | Projected | | | Conclusion |
|---|---|---|---|---|---|
| | | Scenario A1[2] | Scenario A3[2] | Scenario A5[2] | |
| Traffic Volume (AADT) | > 100,000 | 15,800 | 23,050 | 18,425 | Not Met |
| Train Volume | Avg of 150 or more trains per day | 45 trains / day | | | Not Met |

| Criteria | Threshold | Projected | | | | | | Conclusion |
|---|---|---|---|---|---|---|---|---|
| | | Scenario A1[2] | | Scenario A3[2] | | Scenario A5[2] | | |
| Vehicle Speed (posted/Unposted) | > 90 km/h | 40 km/h | | | | | | Not Met |
| Cross Product/Exposure Index (Transport Canada) | > 1 million | 711,000 | | 1,036,800 | | 829,350 | | **Met** for Scenario A3 |
| Cross Product/Exposure Index (Used by many agencies – no authority available) | > 200,000 | | | | | | | **Met** |
| Train Speed | > 177 km/h | **20 km/h** | **80 km/h** | **20 km/h** | **80 km/h** | **20 km/h** | **80 km/h** | Not Met |
| Queuing | Existing crossings where there are known queuing issues and an entranceway or intersection is within 30m of the nearest rail crossing. | NB Queue: 324m<br>SB Queue: 379m | NB Queue: 147m<br>SB Queue: 171m | NB Queue: 756m<br>SB Queue: 917m | NB Queue: 342m<br>SB Queue: 416m | NB Queue: 443m<br>SB Queue: 508m | NB Queue: 200m<br>SB Queue: 230m | **Met** |
| | | Northbound and southbound queues at crossing exceed available storage and interfere with upstream intersections (35m for southbound and 50m for northbound direction).<br><br>There is also a driveway entrance (579 Edinburgh Road) within 30m of the rail crossing. | | | | | | |
| Vehicle Delay | > 40 vehicle hours per day | 111 vehicle hours per day | 30 vehicle hours per day | 305 vehicle hours per day | 82 vehicle hours per day | 155 vehicle hours per day | 42 vehicle hours per day | **Met** for all scenarios except A1 – 80 km/h |
| LOS[1] | Road performing below intended LOS for 10 % of the time. | LOS C during peak hour[1] | LOS A during peak hour[1] | LOS D during peak hour[1] | LOS D during peak hour[1] | LOS C during peak hour[1] | LOS A during peak hour[1] | Not Met |

1 LOS is defined here as the level of service of the level rail crossing

2 There are no changes anticipated for the grade separation warrant conclusions associated with the level rail crossings at Edinburgh Road, Glasgow Street, and Yorkshire Street with the Silvercreek connection open.

TABLE 7-1: GRADE SEPARATION WARRANT ANALYSIS – YORKSHIRE STREET

| Criteria | Threshold | Projected | | | | | | | | Conclusion |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Scenario A1[2] | | Scenario A5[2] | | Scenario A6[2] and Scenario A7 – Silvercreek Closed | | Scenario A7 – Silvercreek Open | | |
| Traffic Volume (AADT) | > 100,000 | 2,550 | | 3,500 | | 4,000 | | 2,500 | | Not Met |
| Train Volume | Avg of 150 or more trains per day | 45 trains / day | | | | | | | | Not Met |
| Vehicle Speed (posted/Unposted) | > 90 km/h | 40 km/h | | | | | | | | Not Met |
| Cross Product/Exposure Index (Transport Canada) | > 1 million | 115,200 | | 157,950 | | 179,550 | | 112,500 | | Not Met |
| Cross Product/Exposure Index (Used by many agencies – no authority available) | > 200,000 | | | | | | | | | Not Met |
| Train Speed | > 177 km/h | **20 km/h** | **80 km/h** | **20 km/h** | **80 km/h** | **20 km/h** | **80 km/h** | **20 km/h** | **80 km/h** | |
| Queuing | Existing crossings where there are known queuing issues and an entranceway or intersection is within 30m of the nearest rail crossing. | NB Queue: 31m<br>SB Queue: 46m | NB Queue: 14m<br>SB Queue: 21m | NB Queue: 49m<br>SB Queue: 56m | NB Queue: 22m<br>SB Queue: 25m | NB Queue: 58m<br>SB Queue: 62m | NB Queue: 26m<br>SB Queue: 28m | NB Queue: 31m<br>SB Queue: 45m | NB Queue: 14m<br>SB Queue: 20m | **Met** for Scenarios A5, A6, and A7 (Silvercreek Closed) (20 km/h train speed) |
| | | Northbound and southbound queues for Scenarios A5, A6, and A7 – Silvercreek closed with an assumed train speed of 20km/h, will reach upstream northbound (55 m) and southbound (40 m) intersections. | | | | | | | | |
| Vehicle Delay | > 40 vehicle hours per day | 10 vehicle hours per day | 2 vehicle hours per day | 14 vehicle hours per day | 3 vehicle hours per day | 16 vehicle hours per day | 4 vehicle hours per day | 9 vehicle hours per day | 2 vehicle hours per day | Not Met |
| LOS[1] | Road performing below intended LOS for 10 % of the time. | LOS B during peak hour[1] | LOS A during peak hour[1] | LOS B during peak hour[1] | LOS A during peak hour[1] | LOS B during peak hour[1] | LOS A during peak hour[1] | LOS B during peak hour[1] | LOS B during peak hour[1] | Not Met |

1 LOS is defined here as the level of service of the level rail crossing,

2 There are no changes anticipated for the grade separation warrant conclusions associated with the level rail crossings at Edinburgh Road, Glasgow Street, and Yorkshire Street with the Silvercreek connection open

TABLE 7-2: GRADE SEPARATION WARRANT ANALYSIS – GLASGOW STREET

| Criteria | Threshold | Projected | | | | Conclusion |
|---|---|---|---|---|---|---|
| | | Scenario A1[2] and Scenario A7 – Silvercreek Closed | | Scenario A7 – Silvercreek Open | | |
| Traffic Volume (AADT) | > 100,000 | 1,875 | | 1,750 | | Not Met |
| Train Volume | Avg of 150 or more trains per day | 45 trains / day | | | | Not Met |
| Vehicle Speed (posted/Unposted) | > 90 km/h | 40 km/h | | | | Not Met |
| Cross Product/Exposure Index (Transport Canada) | > 1 million | 84,150 | | 78,750 | | Not Met |
| Cross Product/Exposure Index (Used by many agencies – no authority available) | > 200,000 | | | | | Not Met |
| Train Speed | > 177 km/h | **20 km/h** | **80 km/h** | **20 km/h** | **80 km/h** | Not Met |
| Queuing | Existing crossings where there are known queuing issues and an entranceway or intersection is within 30m of the nearest rail crossing. | NB Queue: 33m<br>SB Queue: 25m | NB Queue: 15m<br>SB Queue: 11m | NB Queue: 31m<br>SB Queue: 24m | NB Queue: 14m<br>SB Queue: 11m | **Met** |
| | | Northbound and southbound queues at crossing interfere with upstream and downstream intersections (5 m).<br>Kent Street being located within 30m of the crossing meets this criterion for grade separation. | | | | |
| Vehicle Delay | > 40 vehicle hours per day | 7 vehicle hours per day | 2 vehicle hours per day | 6 vehicle hours per day | 2 vehicle hours per day | Not Met |
| LOS[1] | Road performing below intended LOS for 10 % of the time. | LOS B during peak hour[1] | LOS A during peak hour[1] | LOS B during peak hour[1] | LOS A during peak hour[1] | Not Met |

1 LOS is defined here as the level of service of the level rail crossing.

2 There are no changes anticipated for the grade separation warrant conclusions associated with the level rail crossings at Edinburgh Road, Glasgow Street, and Yorkshire Street with the Silvercreek connection open

TABLE 7-3: GRADE SEPARATION WARRANT ANALYSIS – SILVERCREEK PARKWAY (SILVERCREEK CONNECTION OPEN)

| Criteria | Threshold | Projected | | | | | | Conclusion |
|---|---|---|---|---|---|---|---|---|
| | | Scenario A1 | | Scenario A3 and Scenario A7 | | Scenario A5, A6 | | |
| Traffic Volume (AADT) | > 100,000 | 10,800 | | 11,300 | | 11,300 | | Not Met |
| Train Volume | Avg of 150 or more trains per day | 45 trains / day | | | | | | Not Met |
| Vehicle Speed (posted/Unposted) | > 90 km/h | 40 km/h | | | | | | Not Met |
| Cross Product/Exposure Index (Transport Canada) | > 1 million | 486,000 | | 508,050 | | 508,050 | | Not Met |
| Cross Product/Exposure Index (Used by many agencies – no authority available) | > 200,000 | | | | | | | **Met** |
| Train Speed | > 177 km/h | **20 km/h** | **80 km/h** | **20 km/h** | **80 km/h** | **20 km/h** | **80 km/h** | Not Met |
| Queuing | Existing crossings where there are known queuing issues and an entranceway or intersection is within 30m of the nearest rail crossing. | Not Applicable | | | | | | **Met** |
| | New grade crossings are not permitted where the train speed is more than 25 km/h, and there is an entranceway or intersection within 30 m of the nearest rail of the proposed crossing | NB[2] Queue: 76m<br>SB Queue: 181m | NB[2] Queue: 76m<br>SB Queue: 82m | NB[2] Queue: 79m<br>SB Queue: 198m | NB[2] Queue: 79m<br>SB Queue: 90m | NB[2] Queue: 79m<br>SB Queue: 198m | NB[2] Queue: 79m<br>SB Queue: 90m | |
| | | Northbound queues at the adjacent intersection (Silvercreek Pkwy at Paisley Road), and southbound queues at the crossing exceed available storage (90 m).<br>An existing driveway is located immediately north of the rail tracks and estimated rail crossing southbound queues will block the existing driveways located both sides of Silvercreek Parkway (**Tables 6-23** to **6-37**)<br>. | | | | | | |
| Vehicle Delay | > 40 vehicle hours per day | 57 vehicle hours per day | 15 vehicle hours per day | 61 vehicle hours per day | 16 vehicle hours per day | 61 vehicle hours per day | 16 vehicle hours per day | **Met** for 20km/h train speed |
| LOS[1] | Road performing below intended LOS for 10 % of the time. | LOS B during peak hour[1] | LOS A during peak hour[1] | LOS B during peak hour[1] | LOS A during peak hour[1] | LOS B during peak hour[1] | LOS A during peak hour[1] | Not Met |

1 LOS is defined here as the level of service of the level rail crossing,

2 NB Queue represents the 95th percentile queue for the northbound through/right movement at Silvercreek Parkway and Paisley Road.

A summary of the grade separation warrant analysis conclusions is included in **Table 7-4**.

TABLE 7-4: SUMMARY OF GRADE SEPARATION WARRANTS

| Criterion | Threshold | Edinburgh Road | Alma Street | Yorkshire Street | Glasgow Street | Silvercreek Parkway (SC Open) |
|---|---|---|---|---|---|---|
| Traffic Volume (AADT) | > 100,000 | Not Met | Not Met | Not Met | Not Met | Not Met |
| Train Volume | 150 or more trains/day | Not Met | Not Met | Not Met | Not Met | Not Met |
| Vehicle Speed (posted/Unposted) | > 90km/h | Not Met | Not Met | Not Met | Not Met | Not Met |
| Cross Product/Exposure Index (Transport Canada) | > 1,000,000 | **Met** (A3) | Not Met | Not Met | Not Met | Not Met |
| Cross Product/Exposure Index (Used by many agencies – no authority available) | > 200,000 | **Met** (A1, A3, A5) | **Met** (A1 – SC# Closed) | Not Met | Not Met | **Met** (A1, A3, A5, A7) |
| Train Speed | > 177 km/h | Not Met | Not Met | Not Met | Not Met | Not Met |
| Queues | Known queuing issues at an existing crossing and an entranceway or intersection is within 30m of the nearest rail crossing. | **Met** (A1, A3, A5) | **Met** (A1, A7) | **Met** (A5*, A6*, A7*) | **Met** (A1, A7) | Not Applicable |
| | New grade** crossings are not permitted where the train speed is more than 25 km/h, and there is an entranceway or intersection within 30 m of the nearest rail of the proposed crossing | Not Applicable | Not Applicable | Not Applicable | Not Applicable | **Met** (All Scenarios) |
| Vehicle Delay | > 40 vehicle hours/day | **Met** (A1*, A3, A5) | Not Met | Not Met | Not Met | **Met** (A1*, A3*, A5*, A7*) |
| Level of Service (LOS) | Road performing below intended LOS for 10 % of the time. | Not Met | Not Met | Not Met | Not Met | Not Met |
| Warrant Analysis Conclusion | If any of the criteria are met, grade separation is warranted | **Met** (A1, A3, A5) | **Met** (A1, A7) | **Met** (A5*, A6*, A7*) | **Met** (A1, A7) | **Met** (All Scenarios) |

**Grade Separation is only warranted under the assumption of a 20km/h train speed.*

***Grade separation is warranted due to train operating speed higher than 25 km/h in all scenarios*

*#Silvercreek Closed*

For the scenarios evaluating level rail crossings at Edinburgh Road, grade separations are warranted based on the commonly used Cross Product/Exposure Index threshold of 200,000, based on queuing issues, and vehicle delay.

Under scenario A3, where the Alma, Yorkshire, and Glasgow Streets are closed at the rail crossing, the level crossing at Edinburgh Road also meets the Cross Product/Exposure Index threshold set by Transport Canada.

A level rail crossing for Alma Street is evaluated under Scenario A1 – 'Do Nothing' and Scenario A7. Grade Separation is warranted based on the commonly used cross product/exposure index threshold of 200,000, and based on queuing issues, given the close proximity of adjacent streets to the rail crossing. Grade separation at Yorkshire Street's rail crossing is warranted under Scenarios A5, A6 and A7, but only under the average train speed of 20 km/h. Finally, under scenario A1 and A7, a grade separation is warranted on the basis that queues at Glasgow Street's rail crossing reach Kent Street in both directions.

It is to be noted that it is not uncommon having entranceways and streets close to the rail crossings in the old downtown settings. Alma, Yorkshire, and Glasgow Streets are carrying mainly local traffic and queues around 30m that is equivalent to 4 passenger cars can be expected during a train passing when the rail crossing is closed. Therefore, it is not necessary that grade separation is to be considered on criteria of queues only. However, it is recommended that safety and operation of these rail crossings be monitored and these to be converted into active transportation crossing only should there be significant traffic operation issues in the future.

Under the evaluation of an open Silvercreek Parkway connection, grade separation is warranted for scenarios analyzed based on the cross product/exposure index commonly used, queue lengths, new grade crossing, and vehicle delay

## 8. Study Area B

Study Area B is bounded by Watson Parkway to the north/west, York Road to the south, and Watson Road to the east. **Figure 8-1** shows the study area road network, the four (4) intersections included in the analysis of interest and the LRC at Watson Road.

FIGURE 8-1: STUDY AREA B

# 9. Future (2041) Traffic Operation Analysis, Study Area B

## 9.1. FUTURE TRAFFIC ANALYSIS SCENARIOS

Three (3) scenarios have been developed for the analysis of future traffic conditions, each with their established set of forecasted volumes. Scenario B1 represents the future (2041) do nothing scenario, where the crossing at Watson Road is maintained as a level crossing while scenarios B2 and B3 evaluate the performance of the rail crossing with a closure and an overpass, respectively. These scenarios are summarized in Table 9-1.

TABLE 9-1: FUTURE TRAFFIC ANALYSIS SCENARIOS (STUDY AREA B)

| Scenario | Watson Road Crossing |
|---|---|
| B1 | Do Nothing (Level Crossing) |
| B2 | Closed |
| B3 | Grade Separation (Overpass) |

## 9.2. LEVEL RAIL CROSSING OPERATIONS

Only under scenario B1, the rail crossing is evaluated at grade, and analyzed to identify whether or not a grade separation is warranted for the 2041 future horizon, based on traffic operations during the critical peak hour and the criteria set out in Section 7. The assumptions and methodology that were developed for the gate signal timing calculations as described in Section 0, were used here for both the AM and PM peak hours.

## 9.3. FUTURE TRAFFIC CONDITIONS ANALYSIS

Traffic demand for the 2041 horizon is based on the growth rate that was estimated from the Wellington Street at Gordon Street intersection. Using this estimate, an annual growth rate of 2% was applied to all intersection movements for scenario B1 – 'Future Do Nothing'. Under scenario B2, where the Watson Road crossing is closed in both directions, several movements at the York Road at Watson Road intersection and Watson Parkway at Watson Road intersection are impacted, and traffic is expected to use Watson Parkway and York Roads as a detour. Under scenario B3, the Watson Road crossing is evaluated as an overpass, and it is assumed that Watson Road at York Road can still operate as a 3-legged intersection with the north leg closed. The detour for traffic due to a closure under this scenario is the same as scenario B2, where traffic will use York Road and Watson Parkway. Turning movement volumes at each intersection and rail crossing for each scenario are provided in Appendix B.

### 9.3.1. Traffic Operations

Traffic operational analyses were conducted using the network from existing conditions as the basis. Given that the scenarios are for future (2041) conditions, updated volumes were used in operation analyses, and an optimization of signal timing splits and cycle length were implemented. Lane configurations resembling existing conditions were assumed for operation analysis for all future scenarios. The signal control type at each intersection has been maintained from existing conditions. As per discussion with the City of Guelph, cycle lengths for all signalized intersections were adjusted to be between 90 and 110 seconds.

A summary of the intersection and level rail crossing operation results is presented in Table 9-2 through Table 9-7 for the three (3) scenarios for both signalized and unsignalized intersections for both the AM and PM peak hours. However, only the critical peak hour data was used for the grade separation warrant analysis presented in Section 10. Operational results deemed critical based on the guidelines described in Section 4 are highlighted. Operation analysis output sheets are provided in Appendix E.

TABLE 9-2: SIGNALIZED INTERSECTION ANALYSIS (FUTURE CONDITIONS), SCENARIO B1 – DO NOTHING

| Intersection | AM Peak Hour | | | | | | | | | PM Peak Hour | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Overall | | | Movements | | | | | | Overall | | | Movements | | | | | |
| | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | Queue (m) 50th | Queue (m) 95th | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | Queue (m) 50th | Queue (m) 95th |
| Watson Rd & York Rd | 0.69 | 14.2 | B | EBLT | 0.46 | 9.8 | A | 30 | 64 | 0.62 | 12.8 | B | EBLT | 0.57 | 10.4 | B | 39 | 95 |
| | | | | EBR | 0.07 | 7.5 | A | 2 | 9 | | | | EBR | 0.02 | 6.6 | A | 0 | 3 |
| | | | | WBLT | 0.70 | 14.0 | B | 49 | 107 | | | | WBLT | 0.62 | 11.2 | B | 43 | 105 |
| | | | | WBR | 0.05 | 7.4 | A | 1 | 7 | | | | WBR | 0.19 | 7.4 | A | 7 | 22 |
| | | | | NBLT | 0.11 | 16.7 | B | 4 | 12 | | | | NBLT | 0.60 | 24.0 | C | 22 | 64 |
| | | | | NBR | 0.01 | 16.1 | B | 0 | 2 | | | | NBR | 0.09 | 18.4 | B | 2 | 15 |
| | | | | SBLT | 0.67 | 24.2 | C | 28 | 66 | | | | SBLT | 0.29 | 19.8 | B | 8 | 27 |
| | | | | SBR | 0.01 | 16.0 | B | 0 | 1 | | | | SBR | 0.00 | 17.8 | B | 0 | 0 |
| Watson Pkwy & York Rd | 0.87 | 32.4 | C | EBL | 0.62 | 23.4 | C | 13 | 26 | 1.16 | 63.3 | E | EBL | 1.17 | 140.8 | F | 63 | 117 |
| | | | | EBT | 0.60 | 24.3 | C | 59 | 90 | | | | EBT | 0.76 | 33.6 | C | 105 | 153 |
| | | | | EBR | 0.17 | 19.1 | B | 7 | 20 | | | | EBR | 0.18 | 21.8 | C | 10 | 25 |
| | | | | WBL | 0.14 | 18.4 | B | 4 | 10 | | | | WBL | 0.22 | 24.7 | C | 5 | 12 |
| | | | | WBT | 0.88 | 41.1 | D | 85 | 142 | | | | WBT | 1.01 | 77.3 | E | 136 | 202 |
| | | | | WBR | 0.02 | 19.8 | B | 0 | 0 | | | | WBR | 0.07 | 26.1 | C | 0 | 10 |
| | | | | NBL | 0.66 | 29.7 | C | 10 | 19 | | | | NBL | 1.03 | 87.0 | F | 52 | 113 |
| | | | | NBT | 0.24 | 20.6 | C | 17 | 31 | | | | NBT | 1.02 | 76.4 | E | 147 | 214 |
| | | | | NBR | 0.02 | 18.9 | B | 0 | 0 | | | | NBR | 0.02 | 22.8 | C | 0 | 0 |
| | | | | SBL | 0.18 | 16.9 | B | 8 | 17 | | | | SBL | 0.35 | 28.1 | C | 6 | 12 |
| | | | | SBT | 0.94 | 50.1 | D | 102 | 167 | | | | SBT | 0.51 | 30.4 | C | 53 | 79 |
| | | | | SBR | 0.25 | 20.7 | C | 4 | 22 | | | | SBR | 0.12 | 26.0 | C | 0 | 15 |

TABLE 9-3: UNSIGNALIZED INTERSECTION ANALYSIS (FUTURE CONDITIONS), SCENARIO B1 – DO NOTHING

| Intersection | AM Peak Hour | | | | | PM Peak Hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Dir | Delay (s) | 95th Queue (m) | V/C | LOS | Dir | Delay (s) | 95th Queue (m) | V/C | LOS |
| Watson Pkwy & Watson Rd | WBL | 8.3 | 3.7 | 0.14 | A | WBL | 9.0 | 1.6 | 0.07 | A |
| | NBL | 17.1 | 5.7 | 0.20 | C | NBL | 32.8 | 38.1 | 0.69 | D |
| Watson Pkwy and Starwood Dr. | EBL | 9.5 | 3.5 | 0.13 | A | EBL | 10.8 | 17.3 | 0.44 | B |
| | SBL | 32.0 | 12.1 | 0.37 | D | SBL | 199.4 | 18.1 | 0.66 | F |
| | SBR | 59.2 | 89.0 | 0.95 | F | SBR | 12.6 | 9.7 | 0.30 | B |

TABLE 9-4: SIGNALIZED INTERSECTION ANALYSIS (FUTURE CONDITIONS), SCENARIO B2 - LRC CLOSED

| Intersection | AM Peak Hour | | | | | | | | | PM Peak Hour | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Overall | | | Movements | | | | | | Overall | | | Movements | | | | | |
| | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | Queue (m) 50th | Queue (m) 95th | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | Queue (m) 50th | Queue (m) 95th |
| Watson Rd & York Rd | 0.54 | 4.8 | A | EBLT | 0.45 | 3.6 | A | 25 | 48 | 0.72 | 14.3 | B | EBLT | 0.57 | 9.4 | A | 52 | 75 |
| | | | | EBR | 0.09 | 2.4 | A | 2 | 6 | | | | EBR | 0.03 | 5.8 | A | 0 | 3 |
| | | | | WBLT | 0.56 | 4.3 | A | 32 | 62 | | | | WBLT | 0.74 | 13.0 | B | 75 | 110 |
| | | | | WBR | - | - | - | - | - | | | | WBR | - | - | - | - | - |
| | | | | NBLT | 0.31 | 27.4 | C | 5 | 14 | | | | NBLT | 0.67 | 31.1 | C | 28 | 83 |
| | | | | NBR | 0.01 | 25.5 | C | 0 | 3 | | | | NBR | 0.12 | 22.9 | C | 3 | 19 |
| | | | | SBLT | - | - | - | - | - | | | | SBLT | - | - | - | - | - |
| | | | | SBR | - | - | - | - | - | | | | SBR | - | - | - | - | - |
| Watson Pkwy & York Rd | 0.89 | 33.3 | C | EBL | 0.65 | 26.2 | C | 13 | 28 | 1.20 | 64.1 | E | EBL | 1.21 | 156.5 | F | 66 | 121 |
| | | | | EBT | 0.61 | 25.4 | C | 59 | 90 | | | | EBT | 0.75 | 32.9 | C | 102 | 144 |
| | | | | EBR | 0.13 | 19.5 | B | 2 | 15 | | | | EBR | 0.15 | 21.5 | C | 6 | 20 |
| | | | | WBL | 0.14 | 19.0 | B | 4 | 10 | | | | WBL | 0.21 | 24.4 | C | 5 | 12 |

| Intersection | AM Peak Hour | | | | | | | | | PM Peak Hour | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Overall | | | Movements | | | | | | Overall | | | Movements | | | | | |
| | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | Queue (m) | | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | Queue (m) | |
| | | | | | | | | 50th | 95th | | | | | | | | 50th | 95th |
| | | | | WBT | 0.89 | 43.1 | D | 85 | 142 | | | | WBT | 0.99 | 73.0 | E | 127 | 198 |
| | | | | WBR | 0.07 | 20.8 | C | 0 | 7 | | | | WBR | 0.56 | 32.4 | C | 39 | 73 |
| | | | | NBL | 0.66 | 32.6 | C | 10 | 19 | | | | NBL | 1.02 | 83.2 | F | 53 | 113 |
| | | | | NBT | 0.28 | 24.3 | C | 19 | 34 | | | | NBT | 1.06 | 89.7 | F | 151 | 218 |
| | | | | NBR | 0.02 | 22.2 | C | 0 | 0 | | | | NBR | 0.02 | 24.0 | C | 0 | 0 |
| | | | | SBL | 0.52 | 17.5 | B | 29 | 47 | | | | SBL | 0.77 | 48.6 | D | 15 | 37 |
| | | | | SBT | 0.97 | 54.6 | D | 110 | 180 | | | | SBT | 0.57 | 34.1 | C | 58 | 87 |
| | | | | SBR | 0.27 | 20.7 | C | 6 | 25 | | | | SBR | 0.12 | 28.4 | C | 0 | 16 |

TABLE 9-5: UNSIGNALIZED INTERSECTION ANALYSIS (FUTURE CONDITIONS), SCENARIO B2 – LRC CLOSED

| Intersection | AM Peak Hour | | | | | PM Peak Hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Dir | Delay (s) | 95th Queue (m) | V/C | LOS | Dir | Delay (s) | 95th Queue (m) | V/C | LOS |
| Watson Pkwy & Watson Rd | WBL | 7.9 | 0.6 | 0.03 | A | WBL | 9.6 | 0.4 | 0.02 | A |
| | NBL | 18.2 | 4.8 | 0.18 | C | NBL | 21.0 | 4.4 | 0.16 | C |
| Watson Pkwy and Starwood Dr. | EBL | 10.8 | 4.4 | 0.16 | B | EBL | 12.4 | 24.3 | 0.53 | B |
| | SBL | 60.1 | 21.2 | 0.56 | F | SBL | 706.4 | 28.1 | 1.49 | F |
| | SBR | 185.0 | 161.3 | 1.30 | F | SBR | 14.2 | 11.5 | 0.34 | B |

TABLE 9-6: SIGNALIZED INTERSECTION ANALYSIS (FUTURE CONDITIONS), SCENARIO B3 – GRADE SEPARATION

| Intersection | AM Peak Hour | | | | | | | | | PM Peak Hour | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Overall | | | Movements | | | | | | Overall | | | Movements | | | | | |
| | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | Queue (m) | | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | Queue (m) | |
| | | | | | | | | 50th | 95th | | | | | | | | 50th | 95th |
| Watson Rd & York Rd | 0.51 | 4.6 | A | EBLT | 0.42 | 3.5 | A | 22 | 41 | 0.59 | 9.3 | A | EBLT | 0.53 | 6.7 | A | 30 | 64 |
| | | | | EBR | 0.06 | 2.4 | A | 1 | 4 | | | | EBR | 0.02 | 4.2 | A | 0 | 2 |
| | | | | WBLT | 0.54 | 4.3 | A | 29 | 57 | | | | WBLT | 0.63 | 8.1 | A | 38 | 83 |
| | | | | WBR | - | - | - | - | - | | | | WBR | - | - | - | - | - |
| | | | | NBLT | 0.24 | 25.4 | C | 3 | 11 | | | | NBLT | 0.44 | 23.4 | C | 10 | 32 |
| | | | | NBR | 0.01 | 24.1 | C | 0 | 3 | | | | NBR | 0.06 | 20.8 | C | 0 | 12 |
| | | | | SBLT | - | - | - | - | - | | | | SBLT | - | - | - | - | - |
| | | | | SBR | - | - | - | - | - | | | | SBR | - | - | - | - | - |
| Watson Pkwy & York Rd | 0.87 | 31.8 | C | EBL | 0.62 | 23.7 | C | 13 | 26 | 1.19 | 63.4 | E | EBL | 1.20 | 150.7 | F | 67 | 121 |
| | | | | EBT | 0.60 | 24.2 | C | 59 | 90 | | | | EBT | 0.74 | 31.6 | C | 102 | 144 |
| | | | | EBR | 0.17 | 19.1 | B | 7 | 20 | | | | EBR | 0.15 | 20.9 | C | 6 | 20 |
| | | | | WBL | 0.14 | 18.3 | B | 4 | 10 | | | | WBL | 0.20 | 23.8 | C | 5 | 12 |
| | | | | WBT | 0.87 | 40.8 | D | 85 | 142 | | | | WBT | 0.98 | 68.5 | E | 127 | 198 |
| | | | | WBR | 0.04 | 19.9 | B | 0 | 3 | | | | WBR | 0.19 | 26.7 | C | 7 | 24 |
| | | | | NBL | 0.66 | 30.4 | C | 10 | 19 | | | | NBL | 1.03 | 84.9 | F | 53 | 113 |
| | | | | NBT | 0.25 | 21.8 | C | 17 | 31 | | | | NBT | 1.05 | 85.1 | F | 151 | 218 |
| | | | | NBR | 0.02 | 20.0 | B | 0 | 0 | | | | NBR | 0.02 | 23.5 | C | 0 | 0 |
| | | | | SBL | 0.38 | 17.4 | B | 19 | 32 | | | | SBL | 0.60 | 36.3 | D | 10 | 19 |
| | | | | SBT | 0.94 | 50.2 | D | 102 | 167 | | | | SBT | 0.57 | 34.4 | C | 56 | 84 |
| | | | | SBR | 0.25 | 20.8 | C | 4 | 22 | | | | SBR | 0.12 | 28.7 | C | 0 | 16 |

TABLE 9-7: UNSIGNALIZED INTERSECTION ANALYSIS (FUTURE CONDITIONS), SCENARIO B3 – GRADE SEPARATION

| Intersection | AM Peak Hour | | | | | PM Peak Hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Dir | Delay (s) | 95th Queue (m) | V/C | LOS | Dir | Delay (s) | 95th Queue (m) | V/C | LOS |
| Watson Pkwy & Watson Rd | WBL | 8.0 | 1.5 | 0.06 | A | WBL | 9.1 | 0.9 | 0.04 | A |
| | NBL | 13.8 | 3.0 | 0.12 | B | NBL | 26.3 | 25.9 | 0.57 | D |
| Watson Pkwy and Starwood Dr. | EBL | 10.1 | 4.5 | 0.17 | B | EBL | 11.4 | 20.1 | 0.48 | B |
| | SBL | 44.9 | 16.7 | 0.47 | E | SBL | 326.9 | 22.3 | 0.89 | F |
| | SBR | 101.6 | 118.9 | 1.09 | F | SBR | 13.2 | 10.3 | 0.32 | B |

In comparison to existing conditions, several movements at Watson Parkway at York Road exceed capacity with v/c ratios above 1.00, and LOS F. Watson Road at York Road still operates below capacity in all scenarios. Among the two (2) unsignalized intersections, Watson Parkway at Watson Road operates below capacity for all movements. The southbound movements of the Watson Parkway and Starwood Drive intersection under stop-controlled will operate with significantly high delay and v/c ratios in the AM and PM peak hours.

The overall intersection performance of the two (2) signalized intersections for all scenarios are summarized in **Table 9-8.**

TABLE 9-8: OVERALL SIGNALIZED INTERSECTION PERFORMANCE (STUDY AREA B)

| Intersection | AM Peak Hour | | | | | | | | | PM Peak Hour | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Scenario B1 | | | Scenario B2 | | | Scenario B3 | | | Scenario B1 | | | Scenario B2 | | | Scenario B3 | | |
| | V/C | Delay (s) | LOS | V/C | Delay (s) | LOS | V/C | Delay (s) | LOS | V/C | Delay (s) | LOS | V/C | Delay (s) | LOS | V/C | Delay (s) | LOS |
| Watson Rd & York Rd | 0.69 | 14.2 | B | 0.54 | 4.8 | A | 0.51 | 4.6 | A | 0.62 | 12.8 | B | 0.72 | 14.3 | B | 0.59 | 9.3 | A |
| Watson Pkwy & York Rd | 0.87 | 32.4 | C | 0.89 | 33.3 | C | 0.87 | 31.8 | C | 1.16 | 63.3 | E | 1.20 | 64.1 | E | 1.19 | 63.4 | E |

Scenario B2 – Closure of Watson Road at Level Rail Crossing

- During the AM and PM peak hour, additional traffic is diverted to the westbound right and southbound left turning movements at Watson Parkway and York Road, resulting in worse overall intersection performance.
- The closure of the westbound right movement at Watson Road and York Road results in additional westbound through volumes. During the AM peak hour, this reduces v/c ratio of the intersection, because right turning volumes are low, but in the PM peak hour, it increases the v/c ratio given that westbound volumes are much higher.
- Given that detour route assumed for the Watson Road closure involves higher volume along Watson Parkway, the stop-controlled southbound movements at Starwood Drive operate with significantly increased v/c ratio, delay and queue.

Scenario B3 – Grade Separation of the Watson Road Rail Crossing

- The closure of the westbound right movement at Watson Road and York Road results in additional westbound through volumes. During both the AM and PM peak hours, this reduces v/c ratio of the intersection. Overall intersection volumes are lower than scenarios B1 and B2, resulting in improved v/c ratio and reduced delay.
- Given that detour route assumed for the Watson Road closure involves higher volume along Watson Parkway, the stop-controlled southbound movements at Starwood Drive operate with significantly increased v/c ratio, delay and queue.

### 9.3.2. Level Rail Crossing Operations

Operation analysis for the level rail crossing at Watson Road were completed using train speeds of 80 km/h and 20km/h and gate timings that were developed for Study Area A level rail crossing operations. The results for level rail crossing operations are summarized in Table 9-9 only for scenario B1 – 'Do Nothing', where the Watson Road crossing is assumed to be open. Operation analysis output sheets are provided in Appendix E.

TABLE 9-9: RAIL CROSSING OPERATIONS (FUTURE CONDITIONS) – SCENARIO B1

| Level Rail Crossing | Train Speed (km/h) | AM Peak Hour | | | | | | | | PM Peak Hour | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Overall | | | Movements | | | | | Overall | | | Movements | | | | |
| | | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | 95th Queue (m) | V/C | Delay (s) | LOS | Dir | V/C | Delay (s) | LOS | 95th Queue (m) |
| Watson Road | 20 km/h | 0.11 | 12.6 | B | NB | 0.03 | 11.7 | B | 15 | 0.12 | 12.7 | B | NB | 0.14 | 12.9 | B | 57 |
| | | | | | SB | 0.13 | 12.8 | B | 55 | | | | SB | 0.04 | 11.8 | B | 18 |
| | 80 km/h | 0.11 | 3.0 | A | NB | 0.03 | 2.8 | A | 7 | 0.12 | 3.1 | A | NB | 0.12 | 3.1 | A | 26 |
| | | | | | SB | 0.12 | 3.1 | A | 25 | | | | SB | 0.04 | 2.8 | A | 8 |

It was noted the intersection signals are equipped with a train pre-emption in such a way that when the train was approaching, the left and right turns from the York Road were restricted with the east-west green phases terminated. The southbound movement from the Watson Road was given green to clear the queues.

# 10. Grade Separation Warrant Analysis, Study Area B

Grade separation warrant analysis for the level rail crossing at Watson Road under scenario B1 – 'Do Nothing' was completed using the criteria, assumptions, and thresholds from those completed for Study Area A. The PM peak hour represents the critical conditions and are used for the analysis. Grade separation warrant analysis for the level rail crossing at Watson Road are shown in Table 10-1.

TABLE 10-1: GRADE SEPARATION WARRANT ANALYSIS – WATSON ROAD

| Criteria | Threshold | Projected | | Conclusion |
|---|---|---|---|---|
| | | Scenario B1 | | |
| Traffic Volume (AADT) | > 100,000 | 2,470 | | Not Met |
| Train Volume | Avg of 150 or more trains per day | 45 trains / day | | Not Met |
| Vehicle Speed (posted/Unposted) | > 90 km/h | 40 km/h | | Not Met |
| Cross Product/Exposure Index (Transport Canada) | > 1 million | 111,600 | | Not Met |
| Cross Product/Exposure Index (Used by many agencies – no authority available) | > 200,000 | | | Not Met |
| Train Speed | > 177 km/h | **20 km/h** | **80 km/h** | Not Met |

| Criteria | Threshold | Projected | | Conclusion |
|---|---|---|---|---|
| | | Scenario B1 | | |
| Queuing | Existing crossings where there are known queuing issues and an entranceway or intersection is within 30m of the nearest rail crossing. | NB Queue: 57m<br><br>SB Queue: 18m | NB Queue: 25m<br><br>SB Queue: 8m | **Met** (for 20km/h train speed) |
| | | Northbound and southbound queues at crossing interfere with upstream intersection (20 m). | | |
| Vehicle Delay | > 40 vehicle hours per day | 9 vehicle hours per day | 2 vehicle hours per day | Not Met |
| LOS[1] | Road performing below intended LOS for 10 % of the time. | LOS B during peak hour* | LOS A during peak hour* | Not Met |

* LOS is defined here as the level of service of the level rail crossing

Under the train speed of the 20 km/h, grade separation is warranted at the Watson Road crossing based on the length of the queues which are expected to impede operations at Watson Road at York Road.

# 11. Summary of Analysis Conclusions

This memorandum provided the technical analysis for future (2041) traffic conditions as part of the Guelph Level Rail Crossing Transportation Study. The assessment of intersection operations was conducted for two (2) study areas A and B. Turning movement counts were available for the existing conditions. Future (2041) corridor traffic were developed based on traffic growth rates for each study intersection. These growth rates were extracted from the City of Guelph's travel demand model and on projections from relevant studies. Based on these traffic projections, transportation operations at each intersection were analyzed for the study areas.

In addition to operational performance, this memorandum also assessed whether a grade separation of Metrolinx's rail track across the six (6) level crossings within the two study areas were warranted for the 2041 horizon years. This analysis was conducted based on the Transport Canada Guidelines including the Grade Separation Assessment Guidelines and Grade Crossing Standards. The analysis behind operational performance and grade separation warrants at level rail crossings involved two sets of train speeds. 80km/h was selected as the operating speed for Metrolinx GO trains, while 20 km/h was assumed to be as the average speed for freight trains. The total train volume forecast was found to be 45 trains per day during a typical weekday.

## 11.1. STUDY AREA A

Study Area A includes four (4) existing level rail crossings: Alma Street, Edinburgh Road, Yorkshire Street, and Glasgow Street. Silvercreek Parkway is currently closed and rail crossing option at this location was also assessed in the traffic operation and grade separation warrant analysis. Seven (7) scenarios were evaluated for Study Area A, each involving a different configuration (i.e., overpass, underpass, closure, or at grade) of the rail crossings. Scenario A1 – 'Future Do Nothing', evaluated traffic operational performance of the intersections with all rail crossings maintained at grade. Operations in this study area resulted in several intersections operating at or above capacity, specifically along Edinburgh Road (i.e. at Paisley Street, Waterloo Avenue, and Wellington Street). The poor performance at Wellington Street and Gordon Street during existing conditions is significantly exacerbated in future conditions. Finally, due to high delays for the eastbound and westbound stop-controlled movements at Norfolk Street and Cork Street, a traffic signal warrant for future conditions was completed. While the warrant analysis does not

justify the need for traffic signalization, the operational analysis completed suggests that the large delays and queues can be mitigated if signals are implemented.

Among the seven (7) analysis scenarios, operations are most critical under scenario A3, given that Edinburgh Road is maintained as a level crossing, and supports additional traffic from the closures of the Alma, Yorkshire, and Glasgow Street rail crossings. Under scenarios A5 and A6, Alma and Glasgow Street's roads are closed at the rail crossing, resulting in poorer overall performance than Scenarios A1 and A2. Yorkshire Street's level crossing is left open which reduces some demand from Edinburgh Road, performing marginally better in comparison to scenarios A3 and A4. Scenario A7, with all rail crossings open and Edinburgh rail crossing transformed into an underpass would result in marginally worse in operational performance comparing with A6 scenario.

The operational performance of rail crossings was evaluated for those that remain at grade. Overall and individual movement-level v/c ratios, delays, and LOS were acceptable for each scenario; however, several queue lengths are expected to exceed the available storage between the crossing and the upstream intersection/driveway. The crossing at Edinburgh Road is projected to have the longest queue lengths during the PM peak hour, especially under scenarios A3 and A5. Operations are significantly worse under the assumed freight train speed of 20km/h than the design speed of 80 km/h.

With regard to overall traffic operation, it is concluded that scenarios with combination of grade separation at Edinburgh Road and some level crossing open at other locations will generally perform at top 3 and with level crossing closed scenarios will operate at bottom 2 considering rank 1 as best with the exception of A2. It is determined that Scenario A2 is not feasible due to potential of significant impacts to properties and crossing roadways.

Grade separation warrants were conducted for each scenario's level rail crossings. Level rail crossing at Edinburgh Road meets the criteria for grade separation based on multiple criteria, including the cross product/exposure index, projected queue lengths, and vehicle delay. Alma Street's rail crossing is warranted based on the cross product/exposure index and due to queues exceeding available storage. Both Yorkshire and Glasgow Streets' rail crossings are warranted based on queuing issues.

It is to be noted that it is not uncommon having entranceways and streets close to the rail crossings in the old downtown settings. Alma, Yorkshire, and Glasgow Streets are carrying mainly local traffic and queues around 30m that is equivalent to 4 passenger cars can be expected during the train passing when the rail crossing is closed. Therefore, it is not necessary that grade separation is to be considered on criteria of queues only. However, it is recommended that safety and operation of these rail crossings be monitored and these to be converted into active transportation crossing only should there be significant traffic operation issues in the future.

Guelph Transportation Study, Grade Separation and Pedestrian Bridge Technical Memorandums (submitted separately) concluded that there will be potential of significant property impacts associated with the construction of grade separations and pedestrian bridges. Furthermore, because of nature of the construction, the majority of utilities that either cross or are located within the roadway right-of-way will also be impacted and require relocation.

Based on traffic operation for the intersections, level rail crossings, grade separation warrant analyses, and construction feasibility of the grade separation/pedestrian bridges, the following are the main conclusions:

1. Short Term (10-15 Years) - Existing level rail crossings can be maintained with the exception of the Edinburgh Road crossing where grade separation is warranted based on significant queuing, vehicle delays, and road exposure index analysis.
2. Long Term (15-25 Years) – Traffic operation and safety at the other level rail crossings, specifically at the Alma Street, are to be monitored and any crossing that experience significant operational issues be converted into active transportation crossing only.
3. Grade separation at the Silvercreek Parkway rail crossing is warranted due to meeting grade warrant criteria of "*New grade crossings are not permitted where the train speed is more than 25 km/h and there is an entranceway or intersection within 30 m of the nearest rail of the proposed crossing".* Furthermore. Metrolinx policy does not permit new at-grade crossings along their corridors and any new rail crossing will to be grade separated.

## 11.2. STUDY AREA B

Study Area B includes a single level rail crossing at Watson Road. Three (3) scenarios were evaluated for Study Area B: Scenario B1 – Do Nothing conditions, Scenario B2 - Closing Watson Road rail crossing, and Scenario B3 – a grade separation (i.e. overpass) configuration. In comparison to existing conditions, the three (3) future scenarios result in higher v/c ratios, delays and queues, especially at the Watson Parkway and York Road intersection. At Watson Parkway and Starwood Drive, high delays and queue lengths are anticipated for the stop-controlled southbound movements.

Under scenarios B2 and B3, operations are worse for the Watson Parkway and York Road intersection, with several movements exceeding v/c ratio greater than 1. This is the result of additional traffic diverted along York Road and Watson Parkway due to the closures of the westbound right and eastbound left movements at the Watson Road and York Road intersection to support the closure and grade separation for each of the scenarios, respectively.

Operations for the Watson Road rail crossing were evaluated for Scenario B1, and are acceptable from a v/c, delay and LOS perspective. However, queues under train speed of the 20km/h train speed are expected to reach the York Road/Watson Road intersection. Based solely on this queuing criterion, grade separation was warranted for the Watson Road rail crossing under Scenario B1. It is also to be noted that grade separation option at the Watson Road rail crossing will have significant impacts at accesses of the developments along Watson Road specifically south of York Road.

### Attachment(s)/Enclosure

Appendix A – Calculation of Level Rail Crossing Signal Timing Plans
Appendix B – Traffic data and Summary of Intersection Volumes
Appendix C – Signal Warrant Analyses
Appendix D1 – Synchro Reports (Study Area A) – Silvercreek Parkway Closed
Appendix D2 – Synchro Reports (Study Area A) – Silvercreek Parkway Open
Appendix E – Synchro Reports (Study Area B)

APPENDIX A

# CALCULATION OF LEVEL RAIL CROSSING SIGNAL TIMING PLANS

## Signal Timing Calculations for Rail Crossings

| | Function | Value | Notes |
|---|---|---|---|
| | **Train and Crossing Characteristics** | | |
| a) | Crossing Width (m) | 20 | |
| b) | Train Length | | |
| | Cars | 12 | |
| | Car length (m) | 25.9 | |
| | locomotive length (m) | 20.73 | |
| | Total length (m) | 352.26 | |
| | add 13 m for inter car space | 13 | |
| c) | Net Total length (m) | 365 | |
| d) | Train Speed (km/h) | 80 | |
| | **Train Split Time (Hold Split)** | | |
| e) | Time to cross (s) (a+c)/d | 17 | Clearance time for train to pass crossing based on train speed and distance covered. |
| f) | gate closing time (s) | 15 | Conservative assumption based on the range provided Transport Canada Grade Crossing Standards, 2019, sec 15.2.2 |
| g) | time for gate arm to stay at rest in horizontal position, after gate closing (s) | 5 | Based on Transport Canada Grade Crossing Standards, 2019, sec 15.2.4 |
| h) | Total Time (s) (e+f+g) | **37** | Summation of the time for gate to close, the gate arm to stay at rest in horizontal position, and the time for train to cross |
| | **Signal Timing Calculations** | | |
| k) | Peak hour (s) | 3600 | Analysis is conducted for the peak hour, equivalent to 3600 seconds |
| l) | Hold Split per train (s) = j | 37 | |
| m) | Cycle Length (s) | | |
| | No of trains | 8 | Based on Metrolinx 2041 Regional Transportation Plan - an assumed 15 minute headway in each direction. |
| | Cycle Length (s) (k/trains) | **450** | |
| n) | Time available for Road Traffic per cycle (s) (m-l) | **413** | |
| p) | gate opening time (s) | 12 | Conservative assumption based on the range provided Transport Canada Grade Crossing Standards, 2019, sec 15.2.2 |
| q) | Green Time (s) (o-p) | 401 | |

| Signal Timing Calculations for Rail Crossings | | | |
|---|---|---|---|
| | **Function** | **Value** | **Notes** |
| | **Train and Crossing Characteristics** | | |
| a) | Crossing Width (m) | 20 | |
| b) | Train Length | | |
| | Cars | 12 | |
| | Car length (m) | 25.9 | |
| | locomotive length (m) | 20.73 | |
| | Total length (m) | 352.26 | |
| | add 13 m for inter car space | 13 | |
| c) | Net Total length (m) | 365 | |
| d) | Train Speed (km/h) | 20 | This worst-case secenario when trains are stopping or leaving Guelph Station |
| | **Train Split Time (Hold Split)** | | |
| e) | Time to cross (s) (a+c)/d | 69 | Clearance time for train to pass crossing based on train speed and distance covered. |
| f) | gate closing time (s) | 15 | Conservative assumption based on the range provided Transport Canada Grade Crossing Standards, 2019, sec 15.2.2 |
| g) | time for gate arm to stay at rest in horizontal position, after gate closing (s) | 5 | Based on Transport Canada Grade Crossing Standards, 2019, sec 15.2.4 |
| h) | Total Time (s) (e+f+g) | **89** | Summation of the time for gate to close, the gate arm to stay at rest in horizontal position, and the time for train to cross |
| | **Signal Timing Calculations** | | |
| k) | Peak hour (s) | 3600 | Analysis is conducted for the peak hour, equivalent to 3600 seconds |
| l) | Hold Split per train (s) = j | 89 | |
| m) | Cycle Length (s) | | |
| | No of trains | 8 | Based on Metrolinx 2041 Regional Transportation Plan - an assumed 15 minute headway in each direction. |
| | Cycle Length (s) (k/trains) | **450** | |
| n) | Time available for Road Traffic per cycle (s) (m-l) | **361** | |
| p) | gate opening time (s) | 12 | Conservative assumption based on the range provided Transport Canada Grade Crossing Standards, 2019, sec 15.2.2 |
| q) | Green Time (s) (o-p) | 349 | |

| Signal Timing Calculations for Rail Crossings | | | |
|---|---|---|---|
| | **Function** | **Value** | **Notes** |
| | **Train and Crossing Characteristics** | | |
| a) | Crossing Width (m) | 20 | |
| b) | Train Length | | |
| | Cars | 12 | |
| | Car length (m) | 25.9 | |
| | locomotive length (m) | 20.73 | |
| | Total length (m) | 352.26 | |
| | add 13 m for inter car space | 13 | |
| c) | Net Total length (m) | 365 | |
| d) | Train Speed (km/h) | 20 | This worst-case secenario when trains are stopping or leaving Guelph Station |
| | **Train Split Time (Hold Split)** | | |
| e) | Time to cross (s) (a+c)/d | 69 | Clearance time for train to pass crossing based on train speed and distance covered. |
| f) | gate closing time (s) | 15 | Conservative assumption based on the range provided Transport Canada Grade Crossing Standards, 2019, sec 15.2.2 |
| g) | time for gate arm to stay at rest in horizontal position, after gate closing (s) | 5 | Based on Transport Canada Grade Crossing Standards, 2019, sec 15.2.4 |
| h) | Total Time (s) (e+f+g) | **89** | Summation of the time for gate to close, the gate arm to stay at rest in horizontal position, and the time for train to cross |
| | **Signal Timing Calculations** | | |
| k) | Peak hour (s) | 3600 | Analysis is conducted for the peak hour, equivalent to 3600 seconds |
| l) | Hold Split per train (s) = j | 89 | |
| m) | Cycle Length (s) | | |
| | No of trains | 10 | Based on Metrolinx 2041 Regional Transportation Plan - an assumed 15 minute headway in each direction. |
| | Cycle Length (s) (k/trains) | **360** | |
| n) | Time available for Road Traffic per cycle (s) (m-l) | **271** | |
| p) | gate opening time (s) | 12 | Conservative assumption based on the range provided Transport Canada Grade Crossing Standards, 2019, sec 15.2.2 |
| q) | Green Time (s) (o-p) | 259 | |

APPENDIX B

# TRAFFIC DATA AND SUMAMRIES OF INTERSECTION VOLUMES

# Cover Sheet

**Location:** Hwy 6 (Hanlon) ERT @ Wellington

**Area/District:**

**Timing Based On T.M. Dated:**

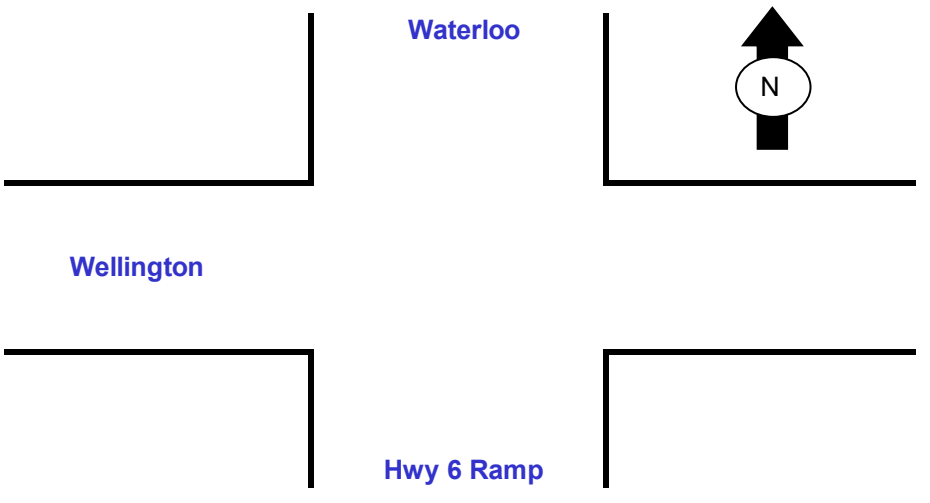
**Traffic Signal** 107

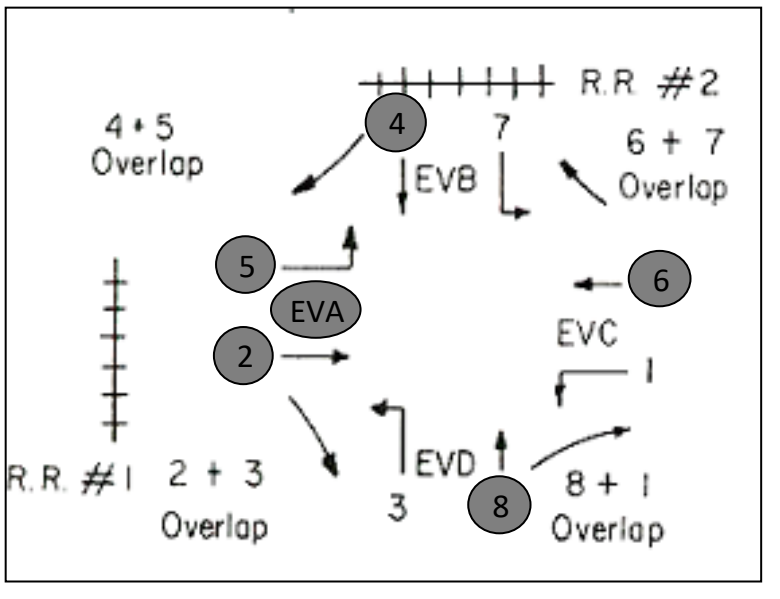
**Timing Developed By:** H Nichols

**Approved By:** K Plut

**Installed By:**

**Installation Date:** 4-Dec-17




Circle Movements and Operations

## COMMUNICATIONS ADDRESSING

**COMM ADDRESS**
( C/0 + 0 + 0 ) = 1

**CELL # :**

**ZONE ADDRESS**
( C/0 + 0 + 1 ) = 1

**UDP PORT:**

**AREA NUMBER**
( C/0 + 0 + 2 ) = 1

**IP ADDRESS:**

**AREA ADDRESS** 107
( C/0 + 0 + 3 ) =

**AMPIFIER:**

**PROGRAM:** 233ON1.C

## DISABLE ALARM REPORTING

Column F

| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|---|
| 0 | OMIT ALARMS | | | | | X | | | |

< C + 0 + C = 5 >

1 = STOP TIME
2 = FLASH SENSE
3 = KEYBOARD ENTRY
4 = MANUAL PLAN SELECT
5 = ENABLE POLICE CNTRL (Not Used)
6 = EXTERNAL ALARM (Door Alarm)
7 = DETECTOR FAILURE

# ACTUATED INTERVAL TIMING AND FAZE FUNCTIONS

| | | PHASE 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|---|
| 0 | WALK | - | 7 | - | | - | 7 | - | 7 |
| 1 | DON'T WALK | - | 20 | - | | - | 20 | - | 33 |
| 2 | MIN INITIAL | | 20 | | 10 | 7 | 20 | | 10 |
| 3 | TYPE 3 LIMIT | - | | - | | - | | - | |
| 4 | ADD PER VEH | - | | - | | - | | - | |
| 5 | VEH EXT | | 3.0 | | 3.0 | 3.0 | 3.0 | | 3.0 |
| 6 | MAX GAP | | 3.0 | | 3.0 | 3.0 | 3.0 | | 3.0 |
| 7 | MIN GAP | | 3.0 | | 3.0 | 3.0 | 3.0 | | 3.0 |
| 8 | MAX LIMIT | | 50 | | 35 | 20 | 50 | | 35 |
| 9 | MAXIMUM 2 | - | | - | | - | | - | |
| A | ADV /DLY WALK | - | | - | | - | | - | |
| B | SEQUENCE TO | - | | - | | - | | - | |
| C | COND SRV MIN | - | | - | | - | | - | |
| D | REDUCE EVERY | - | | - | | - | | - | |
| E | YELLOW | | 5.0 | | 4.5 | 3.0 | 5.0 | | 4.5 |
| F | RED CLEAR | | 2.1 | | 3.0 | | 2.1 | | 3.0 |

**PHASE BANK # 1 < C + O + F = 1 >**

| | | 9 | A | B | C | D | | E |
|---|---|---|---|---|---|---|---|---|
| 0 | | | | | | | RR1 DLY | |
| 1 | PHASE 1 | - | | | | | RR1 CLR | |
| 2 | PHASE 2 | - | | | | | EVA DLY | |
| 3 | PHASE 3 | - | | | | | EVA CLR | 5 |
| 4 | PHASE 4 | - | | | | | EVB DLY | |
| 5 | PHASE 5 | - | | | | | EVB CLR | |
| 6 | PHASE 6 | - | | | | | EVC DLY | |
| 7 | PHASE 7 | - | | | | | EVC CLR | |
| 8 | PHASE 8 | - | | | | | EVD DLY | |
| | | | | | | | EVD CLR | |
| | | | | | | | RR2 DLY | |
| | | | | | | | RR2 CLR | |
| | | | | | | | EV CLR | |
| | | | | | | | EV DLY | |
| | | | | | | | RR CLR | |
| | | | | | | | RR DLY | |

MAX INT, ALT WALK, ALT FLH D/W, ALT INT, ALT EXT

ALL RED START
( F/1 + C +O ) = **5.0**
RED REVERT
( F/1 + O + F ) = **5.0**

**COLUMN F PHASES**

| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|---|
| 0 | PERMIT | | X | | X | X | X | | X |
| 1 | RED LOCK | | | | | | | | |
| 2 | YELLOW LOCK | | | | | | | | |
| 3 | VEH MIN CALL | | | | | | | | |
| 4 | PED RECALL | | X | | | | X | | |
| 5 | PEDESTRIANS | | | View Only | | | | | |
| 6 | YIELD AT FLSH D/W | | X | | | | X | | |
| 7 | RED REST | | | | | | | | |
| 8 | DOUBLE ENTRY | | X | | | | X | | |
| 9 | VEH MAX CALL | | X | | | | X | | |
| A | SOFT RECALL | | | | | | | | |
| B | MAXIMUM 2 | | | | | | | | |
| C | COND SERVICE | | | | | | | | |
| D | MAN CONT CALL | | | | | | | | |
| E | YELLOW START | | X | | | | X | | |
| F | FIRST PHASES | | | | X | | | | X |

**< C + O + F = 1 >**


*BI Tran Systems, Inc.*
510 Bercut Dr., Sacremento, Calif. 95814
916/441-0260

*Traffic Signal Program* ***233*** *Ontario*
*Timing Sheet #2*

**Date:** 4-Dec-17

**LOCATION**
Hwy: Hwy 6 ERT
At: Wellington

| PREEMPT MINIMUMS | | A RR1-2 SPEV1 | B SP EV2 | C EMER VEH |
|---|---|---|---|---|
| A | WLK (DFLT) | 4 | 4 | 4 |
| B | FD WALK | | | 17 |
| C | INITAL | | | 5 |

< C + O + F = 1 >

**Column E Phases / Bits**

| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|---|
| 0 | EXCLUSIVE | | | | | | | | |
| 1 | RR1 CLEAR | | | | | | | | |
| 2 | RR2 CLEAR | | | | | | | | |
| 3 | RR2 LTD SRV | | | | | | | | |
| 4 | PROT/PERM | | | | | X | | | |
| 5 | FLH TO PREMT | | | | | | | | |
| 6 | FLASH ENTRY | | | | | | | | |
| 7 | DISABL MIN YEL | | | | | | | | |
| 8 | DISABL OVP YEL | | | | | | | | |
| 9 | OVP FLH YEL | | | | | | | | |
| A | EM VEH A | | X | | | | X | | |
| B | EM VEH B | | | | | | | | |
| C | EM VEH C | | | | | | | | |
| D | EM VEH D | | | | | | | | |
| E | EXTRA 1 | X | | X | | X | | | |
| F | IC SELECT | | X | | | | | | |

**Column F Phases / Bits**

| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|---|
| 0 | | | | | | | | | |
| 1 | EXT PERMIT 1 | | | | | | | | |
| 2 | EXT PERMIT 2 | | | | | | | | |
| 3 | EXCLU PED | | | | | | | | |
| 4 | | | | | | | | | |
| 5 | PED 2P OUT | | X | | | | | | |
| 6 | PED 6P OUT | | | | | | X | | |
| 7 | PED 4P OUT | | | | | | | | |
| 8 | PED 8P OUT | | | | | | | | X |
| 9 | FLH YELLOW | | | | | | | | |
| A | | | | | | | | | |
| B | | | | | | | | | |
| C | | | | | | | | | |
| D | | | | | | | | | |
| E | RESTRICTED | | | | X | | | | X |
| F | EXTRA 2 | | | | | | | | |

**< C + O + E = 125 >**

**Column F Phases / Bits**

| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|---|
| 0 | ADV GRN FLH | | | | | | | | |
| 1 | PHASE FLASH | | | | | | | | |
| 2 | FLASH WALK | | | | | | | | |
| 3 | GUAR PASS | | | | | | | | |
| 4 | SIMUL GAP | | | | | | | | |
| 5 | SEQ TIMING | | | | | | | | |
| 6 | ADV WALK | | | | | | | | |
| 7 | DELAY WALK | | | | | | | | |
| 8 | EXT RECALL | | | | | | | | |
| 9 | | | | | | | | | |
| A | MAX EXTEN | | | | | | | | |
| B | INH PED RSRV | | | | | | | | |
| C | SEMI ACTUATED | | X | | | | X | | |
| D | | | | | | | | | |
| E | STRT VEH CALL | | | | X | X | | | |
| F | STRT PED CALL | | X | | | | X | | X |

**SPECIALS < C + O + F = 2 >**

| | |
|---|---|
| MANUAL PLAN **< C/0 + A + 1 >** | 0 |
| MANUAL OFFSET **< C/0 + B + 1 >** | 0 |

**MANUAL SELECTION**

MANUAL PLAN
0 = Automatic (Master)
9 = Control Plan 1 - 9
14 (E) = Free ( Isolated )
15 (F) = Software Flash

MANUAL OFFSET
0 = Automatic (Master)
1 = Offset A
2 = Offset B
3 = Offset C

**FLASH TO PREEMPT**

| | |
|---|---|
| 1 = EVA | 5 = RR1 |
| 2 = EVB | 6 = RR2 |
| 3 = EVC | 7 = SE1 |
| 4 = EVD | 8 = SE2 |

**EXTRA 1**

| | |
|---|---|
| 1 = TBC TYPE 1 | 5 = EXPANDED STATUS REPORTING |
| 2 = NEMA EXT. COORD. | 6 = INTERNATIONAL PED |
| 3 = DAYLIGHT SAVINGS | 7 = CLEAR OUTPUTS DURING FLASH |
| 4 = | 8 = SPLIT RING |

**EXTRA 2**

1 = AWR ON DURING PHASE INITAL
2 = LMU INSTALLED

**IC SELECT**

| | |
|---|---|
| 2 = 2 WAY MODEM | 5 = SIMPLEX MASTER |
| 3 = 7 WIRE SLAVE | 7 = 7 WIRE MASTER |
| 4 = FLASH / FREE | 8 = OFFSET INTURP |

# Pretimed

**PHASE**

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| WALK | - | 7 | - | | - | 7 | - | 7 |
| DON'T WALK | - | 20 | - | | - | 20 | - | 33 |
| MIN INTIAL | | 20 | | 10 | 7 | 20 | | 10 |
| TYPE 3 LIMIT | - | | - | | - | | - | |
| ADD PER VEH | - | | - | | - | | - | |
| VEH EXT | | 3.0 | | 3.0 | 3.0 | 3.0 | | 3.0 |
| MAX GAP | | 3.0 | | 3.0 | 3.0 | 3.0 | | 3.0 |
| MIN GAP | | 3.0 | | 3.0 | 3.0 | 3.0 | | 3.0 |
| MAX LIMIT | | 50 | | 35 | 20 | 50 | | 35 |
| MAXIMUM 2 | - | | - | | - | | - | |
| ADV / DLY WALK | - | | - | | - | | - | |
| SEQUENCE TO | - | | - | | - | | - | |
| COND SRV MIN | - | | - | | - | | - | |
| REDUCE EVERY | - | | - | | - | | - | |
| YELLOW | | 5.0 | | 4.5 | 3.0 | 5.0 | | 4.5 |
| RED CLEAR | | 2.1 | | 3.0 | | 2.1 | | 3.0 |

PHASE BANK # < C + O + F = 1 >

Column F

**PHASES**

| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|---|
| 0 | PERMIT | | X | | X | X | X | | X |
| 1 | RED LOCK | | | | | | | | |
| 2 | YELLOW LOCK | | | | | | | | |
| 3 | VEH MIN CALL | | | | | | | | |
| 4 | PED RECALL | | X | | | | X | | X |
| 5 | PEDESTRIANS | | | | | | | | |
| 6 | REST IN WALK | | X | | | | X | | |
| 7 | RED REST | | | | | | | | |
| 8 | DOUBLE ENTRY | | X | | | | X | | |
| 9 | VEH MAX CALL | | X | | X | X | X | | X |
| A | SOFT RECALL | | | | | | | | |
| B | MAXIMUM 2 | | | | | | | | |
| C | CORD SERVICE | | | | | | | | |
| D | MAN CONT CALL | | | | | | | | |
| E | YELLOW START | | X | | | | X | | |
| F | FIRST PHASES | | | | X | | | | X |

< C + O + F = 1 >

**LOCATION:** **Hwy 6 (Hanlon) ERT @ Wellington**

**Issued Date:** 4-Dec-17

**Installed Date:** 4-Dec-17


***BI Tran Systems, Inc.***
*510 Bercut Dr., Sacremento, Calif. 95814*
*916/441-0260*

*Traffic Signal Program* ***233*** *Ontario*
*Timing Sheet #2*
Revised (02/95)

# Pretimed

# Time of Day

## Actuated

### T.O.D FUNCTIONS

| | TIME | | DAY OF WEEK | | | | | | | Column 4 PHASE / BITS | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | S | M | T | W | T | F | S | | | | | | | | |
| | HH MM | FUN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 0 | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | | | | |
| 8 | | | | | | | | | | | | | | | | | |
| 9 | | | | | | | | | | | | | | | | | |
| A | | | | | | | | | | | | | | | | | |
| B | | | | | | | | | | | | | | | | | |
| C | | | | | | | | | | | | | | | | | |
| D | | | | | | | | | | | | | | | | | |
| E | | | | | | | | | | | | | | | | | |
| F | | | | | | | | | | | | | | | | | |

< C + O + 7 = 1 > < C + O + E = 27 >

**T.O.D FUNCTIONS**

A = VEH SOFT RECALL
B = MAXIMUM 2
C = CONDITIONAL SERVICE
D = LAG PHASES
E= BIT 1- LOCAL OVERIDE
BIT 4- DISABLE DET OFF MONITOR
BIT 7- DET COUNT MONITOR
BIT 8- REAL TIME SPLIT MONITOR
F = OUTPUT BITS 1 THRU 4

0 = PERMIT PHASES
1 = RED LOCK
2 = YELLOW LOCK
3 = VEH MIN RECALL
4 = PED RECALL
5 -
6 - REST IN WALK
7 = RED REST
8 = DOUBLE ENTRY
9 = VEH MAX RECALL

**LOCATION:** **Hwy 6 @ Wellington**

**Issued Date:** 4-Dec-17

**Installed Date:** 4-Dec-17

## Pretimed

### T.O.D FUNCTIONS

| | TIME | | DAY OF WEEK | | | | | | | Column 4 PHASE / BITS | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | S | M | T | W | T | F | S | | | | | | | | |
| | HH MM | FUN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 0 | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | | | | |
| 8 | | | | | | | | | | | | | | | | | |
| 9 | | | | | | | | | | | | | | | | | |
| A | | | | | | | | | | | | | | | | | |
| B | | | | | | | | | | | | | | | | | |
| C | | | | | | | | | | | | | | | | | |
| D | | | | | | | | | | | | | | | | | |
| E | | | | | | | | | | | | | | | | | |
| F | | | | | | | | | | | | | | | | | |

< C + O + 7 = 1 > < C + O + E = 27 >

**T.O.D FUNCTIONS**

A = VEH SOFT RECALL
B = MAXIMUM 2
C = CONDITIONAL SERVICE
D = LAG PHASES
E = BIT 1- LOCAL OVERIDE
BIT 4- DISABLE DET OFF MONITOR
BIT 7- DET COUNT MONITOR
BIT 8- REAL TIME SPLIT MONITOR
F = OUTPUT BITS 1 THRU 4

0 = PERMIT PHASES
1 = RED LOCK
2 = YELLOW LOCK
3 = VEH MIN RECALL
4 = PED RECALL
5 -
6 - REST IN WALK
7 = RED REST
8 = DOUBLE ENTRY
9 = VEH MAX RECALL

**LOCATION:** **Hwy 6 @ Wellington**

**Issued Date:** 4-Dec-17

**Installed Date:** 4-Dec-17

*BI Tran Systems, Inc.*
*510 Bercut Dr., Sacremento, Calif. 95814*
*916/441-0260*
*Traffic Signal Program* ***233*** *Ontario*
*Timing Sheet #2*
Revised (02/95)

# DETECTOR ASSIGNMENTS

| STANDARD 332 CABINET LOCATION | column | 1 | 3 |
|---|---|---|---|
| | | delay | carry over |
| I-2 U | 0 | | |
| J-2 U | 1 | | |
| I-6 U | 2 | | |
| J-6 U | 3 | | |
| 1-2 L | 4 | | |
| J-2 L | 5 | | |
| 1-6 L | 6 | 5 | |
| J-6 L | 7 | | |
| I-4 | 8 | | |
| J-4 | 9 | | |
| I-8 | A | | |
| J-8 | B | | |
| J-1 | C | | |
| I-1 | D | | |
| J-5 | E | | |
| I-5 | F | | |
| | < C + O + D = 0 > | | |

| Column 0 | | Column 1 | | | | | | | | Column 2 | | | | | | | | Column 3 | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | C1 Pin # | ATTRIBUTES | | | | | | | | PHASE(S) | | | | | | | | ASSIGNMENTS | | | | | | | |
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 0 | 39 | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 40 | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 41 | | | | X | X | | X | | | | | X | | | | | X | X | X | | | | | X |
| 3 | 42 | | | | X | X | | X | | | | | | | | | X | X | X | X | | | | | X |
| 4 | 43 | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 44 | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 45 | | | | X | X | | X | | | | | X | | | | | X | X | X | | | | | X |
| 7 | 46 | | | | X | X | | X | | | | | | | | | X | X | X | X | | | | | X |
| 8 | 47 | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | 48 | | | | | | | | | | | | | | | | | | | | | | | | |
| A | 49 | | | | | | | | | | | | | | | | | | | | | | | | |
| B | 50 | | | | | | | | | | | | | | | | | | | | | | | | |
| C | 55 | | | | X | X | | X | | | | | | X | | | | X | X | X | | | | | X |
| D | 56 | | | | | | | | | | | | | | | | | | | | | | | | |
| E | 57 | | | | | | | | | | | | | | | | | | | | | | | | |
| F | 58 | | | | | | | | | | | | | | | | | | | | | | | | |

DETECTOR ASSIGNMENTS < C + O + E = 126>

| STANDARD 332 CABINET LOCATION | column | 2 | 4 |
|---|---|---|---|
| | | delay | carry over |
| J-9 U | 0 | | |
| I-9 U | 1 | | |
| I-9 L | 2 | | |
| J-9 L | 3 | | |
| I-3 U | 4 | | |
| J-3 U | 5 | | |
| I-7 U | 6 | | |
| J-7 U | 7 | 5 | |
| I-12 U | 8 | | |
| I-13 U | 9 | | |
| I-12 L | A | | |
| I-13 L | B | | |
| I-3 L | C | | |
| J-3 L | D | | |
| I-7 L | E | | |
| J-7 L | F | | |
| | < C + O + D = 0 > | | |

| Column 4 | | Column 5 | | | | | | | | Column 6 | | | | | | | | Column 7 | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | C1 Pin # | ATTRIBUTES | | | | | | | | PHASE(S) | | | | | | | | ASSIGNMENTS | | | | | | | |
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 0 | 59 | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 60 | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 61 | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 62 | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 63 | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 64 | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 65 | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 66 | | | | X | X | | X | | | | | | | | | X | X | X | X | | | | | X |
| 8 | 67 | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | 68 | | | | | | | | | | | | | | | | | | | | | | | | |
| A | 69 | | | | | | | | | | | | | | | | | | | | | | | | |
| B | 70 | | X | | | | | | | | | | | | | | X | X | X | X | | | | | |
| C | 76 | | | | | | | | | | | | | | | | | | | | | | | | |
| D | 77 | | | | | | | | | | | | | | | | | | | | | | | | |
| E | 78 | | | | | | | | | | | | | | | | | | | | | | | | |
| F | 79 | | | | | | | | | | | | | | | | | | | | | | | | |

DETECTOR ASSIGNMENTS < C + O + E = 126 >

**DETECTOR ASSIGNMENT SHEET**

**ONTARIO 233 PROGRAM**

**LOCATION:**

**Hwy** Hwy 6 ERT

**at** Wellington

**Issued Date:** 4-Dec-17

**Installed Date:** 4-Dec-17

**DETECTOR ATTRIBUTES**

1 = FULL TIME DELAY
2 = PEDESTRIAN CALL
3 =
4 = COUNT
5 = EXTENSION
6 = TYPE 3
7 = CALLING
8 = ALTERNATE

**DETECTOR ASSIGNMENTS**

1 = DET. SET # 1
2 = DET. SET # 2
3 = DET. SET # 3
4 =
5 =
6 = MIN RECALL ON FAILURE
7 = MAX RECALL ON FAILURE
8 - REPORT ON FAILURE

**DETECTOR MONITOR**

MAX OFF: D/0+0+1=120
MAX ON: D/0+0+2=60

**ADVANCE WARNING BEACONS**

SIGN #1 SIGN #2
PHASE NUMBER
(F/1+C+F)= (F/1+D+F)=
TIME BEFORE YELLOW
(F/1+C+E)= (F/1+D+E)=
OUTPUT PIN NUMBER
(E/127+E+8)= (E/127+E+9)=

# Input File Layout

| Input File Slot No. → | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *"I" FILE* | **1** Ext, Cnt, Call <C1-56> | **2** Ext, Cnt, Call <C1-39> | **2** Ext, Cnt, Call <C1-63> | **2** Type 3, Call <C1-47> | **3** Ext, Cnt, Call <C1-58> | **4** Ext, Cnt, Call <C1-41> | **4** Ext, Cnt, Call <C1-65> | **4** Type 3, Call <C1-49> | **1** Ext, Cnt, Call <C1-60> | NOT WIRED | Not Assigned <C1-80> | **2** Ped Call <C1-67> | **6** Ped Call <C1-68> | Flash Sense <C1-81> |
| | | **2** Ext, Cnt, Call <C1-43> | **2** Ext, Cnt, Call <C1-76> | | | **4** Ext, Cnt, Call <C1-45> | **4** Ext, Cnt, Call <C1-78> | | **3** Ext, Cnt, Call <C1-62> | | Not Assigned <C1-53> | **4** Ped Call <C1-69> | **8** Ped Call <C1-70> | Stop Time <C1-82> |
| *"J" FILE* | **5** Ext, Cnt, Call <C1-55> | **6** Ext, Cnt, Call <C1-40> | **6** Ext, Cnt, Call <C1-64> | **6** Type 3, Call <C1-48> | **7** Ext, Cnt, Call <C1-57> | **8** Ext, Cnt, Call <C1-42> | **8** Ext, Cnt, Call <C1-66> | **8** Type 3, Call <C1-50> | **5** Ext, Cnt, Call <C1-59> | NOT WIRED | Not Assigned <C1-54> | EV **A** Preempt <C1-71> | EV **B** Preempt <C1-72> | Railroad 1 <C1-51> |
| | | **6** Ext, Cnt, Call <C1-44> | **6** Ext, Cnt, Call <C1-77> | | | **8** Ext, Cnt, Call <C1-46> | **8** Ext, Cnt, Call <C1-79> | | **7** Ext, Cnt, Call <C1-61> | | Not Assigned <C1-75> | EV **C** Preempt <C1-73> | EV **D** Preempt <C1-74> | Railroad |

DETECTOR TYPES

Ext = Extension Detector
Detector is only active during the Phase's GREEN Intervals (ie, will NOT *Call* the Phase)

Cnt = Count Detector
Used in computing "Added Initial"

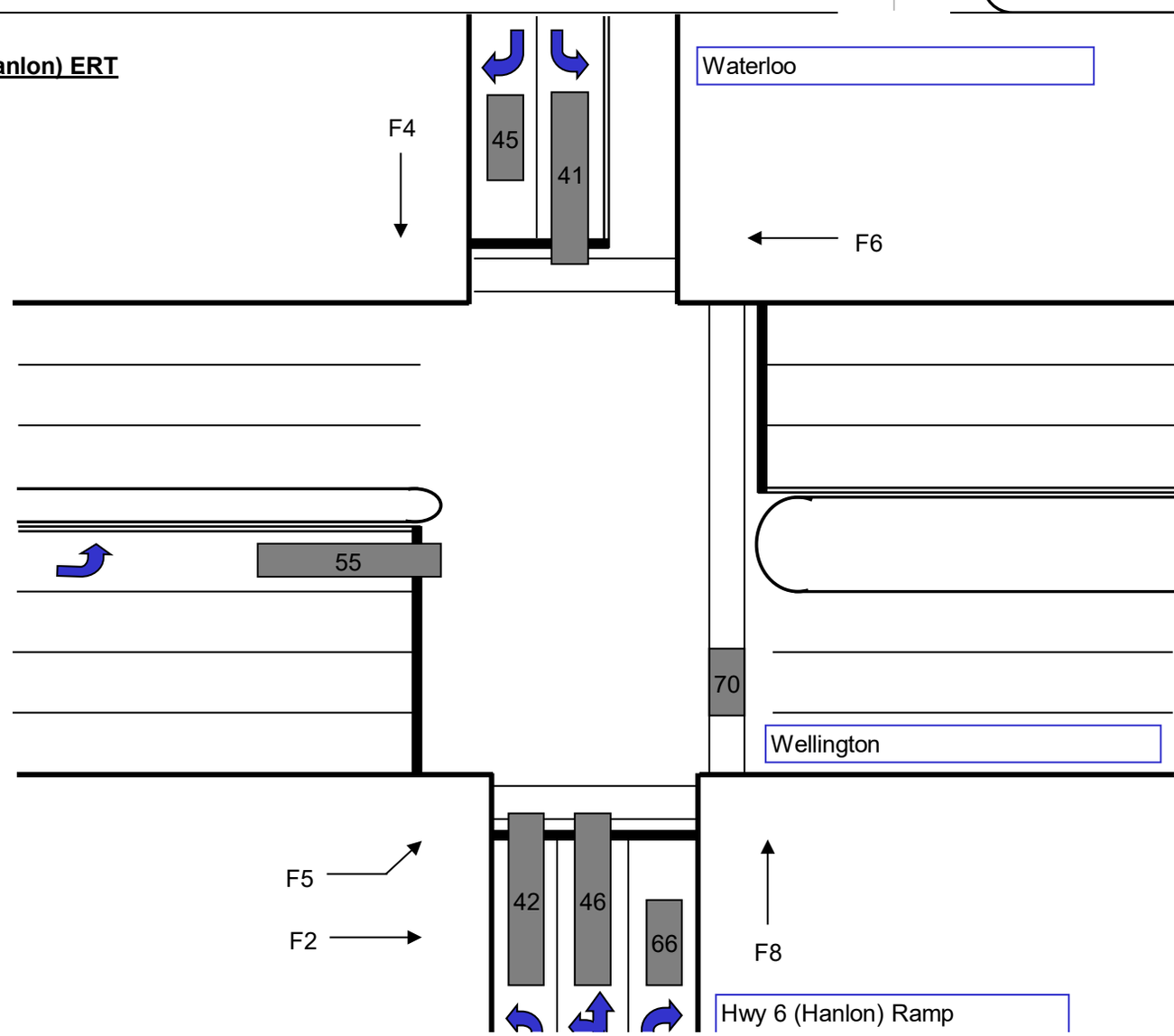
Call = Calling Detector
Detector is only active during the Phase's NON-GREEN Intervals (ie, will NOT *Extend* the Phase)

Type 3 = Type 3 Disconnect
Will allow a Calling Detector to Extend its Phase until the Call first drops or the "Type 3 Limit" is reached

***BI Tran Systems, Inc.***
***510 Bercut Dr., Sacramento, Calif. 95814***
***916/441-0260***
***Traffic Signal Program 233***
***Initialized Detector Assignments***
***(Revised 8/92) 332 Cabinet***

Intersection Of: **Hwy 6 (Hanlon) ERT**

At: **Wellington**



## Input File Layout

# COORDINATION

| Row | Column Numbers ----> | PLAN 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|---|---|
| | *Plan Name ----->* | | | | | | | | | |
| 0 | Cycle Length | 95 | 95 | 95 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | Phase 1 - ForceOff | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | Phase 2 - ForceOff | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | Phase 3 - ForceOff | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | Phase 4 - ForceOff | 45 | 44 | 40 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | Phase 5 - ForceOff | 85 | 83 | 84 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | Phase 6 - ForceOff | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | Phase 7 - ForceOff | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | Phase 8 - ForceOff | 69 | 67 | 66 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | Ring Offset | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A | Offset 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| B | Offset 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| C | Offset 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | Perm 1 - End | 27 | 26 | 22 | 0 | 0 | 0 | 0 | 0 | 0 |
| E | Hold Release | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 |
| F | Zone Offset | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**Coordination - Bank 1** <C+0+C=1>

| Row | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 0 | Ped Adjustment | 12 | 13 | 11 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | Perm 2 - Start | 45 | 44 | 40 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | Perm 2 - End | 45 | 44 | 40 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | Perm 3 - Start | 45 | 44 | 40 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | Perm 3 - End | 51 | 49 | 48 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | Reservice Time | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | Reservice Phases | | | | | | | | | |
| 7 | | | | | | | | | | |
| 8 | Pretimed Phases | | | | | | | | | |
| 9 | Max Recall | | | | | | | | | |
| A | Perm 1 Veh Phase | 4 | 4 | 4 | 1_345_78 | 1_345_78 | 1_345_78 | 1_345_78 | 1_345_78 | 1_345_78 |
| B | Perm 1 Ped Phase | | | | 1_345_78 | 1_345_78 | 1_345_78 | 1_345_78 | 1_345_78 | 1_345_78 |
| C | Perm 2 Veh Phase | | | | | | | | | |
| D | Perm 2 Ped Phase | 8 | 8 | 8 | | | | | | |
| E | Perm 3 Veh Phase | 8 | 8 | 8 | | | | | | |
| F | Perm 3 Ped Phase | | | | | | | | | |

**Coordination - Bank 2** <C+0+C=2>

| Row | | 2 |
|---|---|---|
| 0 | | |
| 1 | Phase 1 | 0 |
| 2 | Phase 2 | 35 |
| 3 | Phase 3 | 0 |
| 4 | Phase 4 | 18 |
| 5 | Phase 5 | 10 |
| 6 | Phase 6 | 35 |
| 7 | Phase 7 | 0 |
| 8 | Phase 8 | 48 |

**Coordination Transition Minimums** < C+0+C = 5 >

| | | |
|---|---|---|
| Transition Type | 0.3 | < C/5+1+9 > |
| **TBC TRANSITION** | | |
| Lag Hold Phases | | < C/5+1+A > |
| **Coordinated Lag Hold Phases** | | |
| Sync Output Time | | < C/5+1+C > |
| **7 - Wire Master** | | |

Transition Type
0.X = Shortway
1.X = Lengthen
X.1 thru X.4 = # of cycles when lengthening

(Coord Extra Bit 1 = Programmed WALK Time for Sync Phases)

| | E |
|---|---|
| | |
| Plan 1 - Sync | _2___6__ |
| Plan 2 - Sync | _2___6__ |
| Plan 3 - Sync | _2___6__ |
| Plan 4 - Sync | _2___6__ |
| Plan 5 - Sync | _2___6__ |
| Plan 6 - Sync | _2___6__ |
| Plan 7 - Sync | _2___6__ |
| Plan 8 - Sync | _2___6__ |
| Plan 9 - Sync | _2___6__ |
| NEMA Sync | |
| NEMA Hold | |
| | |
| | |
| Coord Extra | #NAME? |
| | |

**Sync Phases** < C+0+C = 1>

| Row | Time | Plan | Offset | Day of Week |
|---|---|---|---|---|
| 0 | 0:01 | E | 0 | 1234567 |
| 1 | 6:30 | 1 | A | 1234567 |
| 2 | 9:00 | 2 | A | 1234567 |
| 3 | 15:00 | 3 | A | 1234567 |
| 4 | 18:30 | 2 | A | 1234567 |
| 5 | 23:00 | E | 0 | 1234567 |
| 6 | 0:00 | 0 | 0 | |
| 7 | 0:00 | 0 | 0 | |
| 8 | 0:00 | 0 | 0 | |
| 9 | 0:00 | 0 | 0 | |
| A | 0:00 | 0 | 0 | |
| B | 0:00 | 0 | 0 | |
| C | 0:00 | 0 | 0 | |
| D | 0:00 | 0 | 0 | |
| E | 0:00 | 0 | 0 | |
| F | 0:00 | 0 | 0 | |

**TOD Coodination** < C+0+9 = 0.1 >
( Bank 1 )

| | F |
|---|---|
| Free Lag | _2_4_6_8 |
| Plan 1 - Lag | _2_4_6_8 |
| Plan 2 - Lag | _2_4_6_8 |
| Plan 3 - Lag | _2_4_6_8 |
| Plan 4 - Lag | _2_4_6_8 |
| Plan 5 - Lag | _2_4_6_8 |
| Plan 6 - Lag | _2_4_6_8 |
| Plan 7 - Lag | _2_4_6_8 |
| Plan 8 - Lag | _2_4_6_8 |
| Plan 9 - Lag | _2_4_6_8 |
| External Lag | |
| | |
| | |
| | |
| | |
| | |

**Lag Phases** <C+0+C=1>

| Row | Time | Plan | Offset | Day of Week |
|---|---|---|---|---|
| 0 | 0:00 | 0 | 0 | |
| 1 | 0:00 | 0 | 0 | |
| 2 | 0:00 | 0 | 0 | |
| 3 | 0:00 | 0 | 0 | |
| 4 | 0:00 | 0 | 0 | |
| 5 | 0:00 | 0 | 0 | |
| 6 | 0:00 | 0 | 0 | |
| 7 | 0:00 | 0 | 0 | |
| 8 | 0:00 | 0 | 0 | |
| 9 | 0:00 | 0 | 0 | |
| A | 0:00 | 0 | 0 | |
| B | 0:00 | 0 | 0 | |
| C | 0:00 | 0 | 0 | |
| D | 0:00 | 0 | 0 | |
| E | 0:00 | 0 | 0 | |
| F | 0:00 | 0 | 0 | |

**TOD Coodination** < C+0+9 = 0.2 >
( Bank 2 )

*BI Tran Systems, Inc.*
510 Bercut Dr., Sacremento, Calif. 95814
916/441-0260
Traffic Signal Program **233** Ontario
Timing Sheet #2
Revised (02/95)

**DATE:** 1-Jan-17 **LOCATION:** _____

# DEFAULT DETECTOR ASSIGNMENTS

| Standard 332 Cabinet Location | Column 0 | C1 PIN NUMBER | Column 1 ATTRIBUTES 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Column 2 PHASE(S) 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Column 3 ASSIGNMENTS 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| I-2 U --> | 0 | 39 | | | | X | X | | X | | | X | | | | | | | X | X | X | | | | | X |
| J-2 U --> | 1 | 40 | | | | X | X | | X | | | | | | | X | | | X | X | X | | | | | X |
| I-6 U --> | 2 | 41 | | | | X | X | | X | | | | | X | | | | | X | X | X | | | | | X |
| J-6 U --> | 3 | 42 | | | | X | X | | X | | | | | | | | | X | X | X | X | | | | | X |
| I-2 L --> | 4 | 43 | | | | X | X | | X | | | X | | | | | | | X | X | X | | | | | X |
| J-2 L --> | 5 | 44 | | | | X | X | | X | | | | | | | X | | | X | X | X | | | | | X |
| I-6 L --> | 6 | 45 | | | | X | X | | X | | | | | X | | | | | X | X | X | | | | | X |
| J-6 L --> | 7 | 46 | | | | X | X | | X | | | | | | | | | X | X | X | X | | | | | X |
| I-4 --> | 8 | 47 | | | | | | X | X | | | X | | | | | | | X | X | X | | | | | X |
| J-4 --> | 9 | 48 | | | | | | X | X | | | | | | | X | | | X | X | X | | | | | X |
| I-8 --> | A | 49 | | | | | | X | X | | | | | X | | | | | X | X | X | | | | | X |
| J-8 --> | B | 50 | | | | | | X | X | | | | | | | | | X | X | X | X | | | | | X |
| J-1 --> | C | 55 | | | | X | X | | X | | | | | | X | | | | X | X | X | | | | | X |
| I-1 --> | D | 56 | | | | X | X | | X | | X | | | | | | | | X | X | X | | | | | X |
| J-5 --> | E | 57 | | | | X | X | | X | | | | | | | | X | | X | X | X | | | | | X |
| I-5 --> | F | 58 | | | | X | X | | X | | | | X | | | | | | X | X | X | | | | | X |

**"INITIALIZED" DETECTOR ASSIGNMENTS**
**< C + 0 + E = 126 >**

| Standard 332 Cabinet Location | Column 4 | C1 PIN NUMBER | Column 5 ATTRIBUTES 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Column 6 PHASE(S) 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Column 7 ASSIGNMENTS 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| J-9 U --> | 0 | 59 | | | | X | X | | X | | | | | | X | | | | X | X | X | | | | | X |
| I-9 U --> | 1 | 60 | | | | X | X | | X | | X | | | | | | | | X | X | X | | | | | X |
| J-9 L --> | 2 | 61 | | | | X | X | | X | | | | | | | | X | | X | X | X | | | | | X |
| I-9 L --> | 3 | 62 | | | | X | X | | X | | | | | X | | | | | X | X | X | | | | | X |
| I-3 U --> | 4 | 63 | | | | X | X | | X | | | X | | | | | | | X | X | X | | | | | X |
| J-3 U --> | 5 | 64 | | | | X | X | | X | | | | | | | X | | | X | X | X | | | | | X |
| I-7 U --> | 6 | 65 | | | | X | X | | X | | | | | | x | | | | X | X | X | | | | | X |
| J-7 U --> | 7 | 66 | | | | X | X | | X | | | | | | | | | X | X | X | X | | | | | X |
| I-12 U --> | 8 | 67 | | X | | | | | | | | X | | | | | | | X | X | X | | | | | X |
| I-13 U --> | 9 | 68 | | X | | | | | | | | | | | | X | | | X | X | X | | | | | X |
| I-12 L --> | A | 69 | | X | | | | | | | | | | X | | | | | X | X | X | | | | | X |
| I-13 L --> | B | 70 | | X | | | | | | | | | | | | | | X | X | X | X | | | | | X |
| I-3 L --> | C | 76 | | | | X | X | | X | | | X | | | | | | | X | X | X | | | | | X |
| J-3 L --> | D | 77 | | | | X | X | | X | | | | | | | X | | | X | X | X | | | | | X |
| I-7 L --> | E | 78 | | | | X | X | | X | | | | | X | | | | | X | X | X | | | | | X |
| J-7 L --> | F | 79 | | | | X | X | | X | | | | | | | | | X | | X | X | | | | | X |

**"INITIALIZED" DETECTOR ASSIGNMENTS**
**< C + 0 + E = 126 >**

DETECTOR ATTRIBUTES

1= Full time Delay
2 = Pedestrian call
3 =
4 = Count
5 = Extention
6 = Type 3
7 = Calling
8 = Alternate

DETECTOR ASSIGNMENTS

1 = Det. Set #1
2 = Det. Set #2
3 = Det. Set #3
4 =
5 =
6 = MIN Recall On Failure
7 = MAX Recall On Failure
8 = Report On Failure

| Input File --> | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| "I" FILE | 1 Ext, Cnt, Call <C1-56> | 2 Ext, Cnt, Call <C1-39> | 2 Ext, Cnt, Call <C1-63> | 2 Type 3, Call <C1-47> | 3 Ext, Cnt, Call <C1-58> | 4 Ext, Cnt, Call <C1-41> | 4 Ext, Cnt, Call <C1-65> | 4 Type 3, Call <C1-49> | 1 Ext, Cnt, Call <C1-60> | NOT WIRED | Not Assigned <C1-80> | 2 Ped Call <C1-67> | 6 Ped Call <C1-68> | Flash Sense <C1-81> |
| | | 2 Ext, Cnt, Call <C1-43> | 2 Ext, Cnt, Call <C1-76> | | | 4 Ext, Cnt, Call <C1-45> | 4 Ext, Cnt, Call <C1-78> | | 3 Ext, Cnt, | | Not Assigned <C1-53> | 4 Ped Call <C1-69> | 8 Ped Call | Stop Time <C1-82> |
| "J" FILE | 5 Ext, Cnt, Call <C1-55> | 6 Ext, Cnt, Call <C1-40> | 6 Ext, Cnt, Call <C1-64> | 6 Type 3, Call <C1-48> | 7 Ext, Cnt, Call <C1-57> | 8 Ext, Cnt, Call <C1-42> | 8 Ext, Cnt, Call <C1-66> | 8 Type 3, Call <C1-50> | 5 Ext, Cnt, Call <C1-59> | NOT WIRED | Not Assigned <C1-54> | EV A Preempt <C1-71> | EV B Preempt <C1-72> | Railroad 1 <C1-51> |
| | | 6 Ext, Cnt, Call <C1-44> | 6 Ext, Cnt, Call <C1-77> | | | 8 Ext, Cnt, Call <C1-46> | 8 Ext, Cnt, Call <C1-79> | | 7 Ext, Cnt, Call <C1-61> | | Not Assigned <C1-75> | EV C Ped Call <C1-73> | EV D Preempt <C1-74> | Railroad 2 <C1-52> |

DETECTOR TYPES

Ext = Extension Detector
Detector is only active during the Phase's GREEN Intervals (ie, will NOT *Call* the Phase)
Cnt = Count Detector
Used in computing "Added Initial"
Call = Calling Detector
Detector is only active during the Phase's NON-GREEN Intervals (ie, will NOT *Extend* the Phase)
Type 3 = Type 3 Disconnect
Will allow a Calling Detector to Extend its Phase until the Call first drops or the "Type 3 Limit" is reached


**BI Tran Systems, Inc.**
510 Bercut Dr., Sacramento, Calif. 95814
916/441-0260


Traffic Signal Program 233
Initialized Detector Assignments
(Revised 8/92) 332 Cabinet

# REFERENCE SHEET

## Controller Intervals

| | |
|---|---|
| 0 = Walk | 8 = Red Rest |
| 1 = FDW | 9 = Preemption |
| 2 = Min. Green | A = Stop Time |
| 3 = | B = Red Revert |
| 4= Var. Initial | C = Yellow-Gap Termination |
| 5 = Extension | D = Yellow-Max. Termination |
| 6 = | E = Yellow-Forceoff Termination |
| 7 = Reduce Gap | F = Red Clearance |

## Continuous Memory Error Monitoring

The controller's RAM and EPROM memories are continuously checked for errors. If an erro is found, the intersection will go into FLASH (via Watch Dog Timer), and one of the following will be shown on the controller's display:

bAd A = An error was detected in the CPU's RAM, or a new program has been installed on the memory module. Often caused by a bad controller "gel-cell" battery.

bAd b = An error was detected in the memory module's RAM. Often caused by a bad "lithium" battery on the memory module.

bAd E = An error was detected in the 233 Program EPROM.

bAd F = An error was detected in the Z-RAM (Dallas chip) on the memory module.

### 412/C Memory Module
### Lithium Battery Condition

To check the condition of the 3.6 volt Lithium Battery on the 412/C Memory Module:

If E/112 + 0 + A = 84 - the battery is BAD
If E/112 + 0 + A = 85 - the battery is O.K.

### Monitor "Activate" Flags

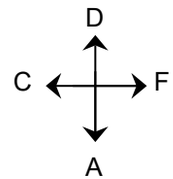
(Also Requires T.O.D. Function "E" Flag)

Detector Count Recording:
E/2 + 0 + 9 = Not Zero

Real Time Split Monitor:
E/2 + 0 + E = Not Zero

**E Page Enable: F/1 + 9 + E = Not Zero**

## Display Movement Codes




A = Advance ROW
D = Decrement ROW
C = COLUMN Back
F = Forward COLUMN

## Special Event Schedules

Special Event #1: C + 0 + E = 27
Special Event #2: C + 0 + E = 28

Current Interval = E + 5 + 0
Current Interval Timer = E + 5 + B
Current Interval Clearance Phases = E + 5 + C

## Time of Day Function (7 Key)

Current T.O.D. "E Function" Control Bits = C/0 + E + E
Current T.O.D. "F Function" Output Bits = C/0 + E + F

## Logic DELAY Gate
## Delay Timer Display

DELAY A Timer = C/0 + 9 +A
DELAY B Timer = C/0 + 9 + B
thru thru
DELAY F Timer = C/0 + 9 + F

## Interval Timer Display

Ring A = F/0 + A + Interval Row
Ring B = F/0 + B + (Interval Row From PHASE BANK data)

## Display Locations

| | Plan Select | Offset Select |
|---|---|---|
| Manual | = C/0 + A + 1 | C/0 + B + 1 |
| Master | = C/0 + A + 2 | C/0 + B + 2 |
| Current | = C/0 + A + 3 | C/0 + B + 3 |
| Next | = C/0 + A + 4 | C/0 + B + 4 |
| TOD | = C/0 + A +5 | C/0 + B + 5 |

Master Cycle = C/0 + A + 0
Ring A Cycle = C/0 + B + 0
Ring B Cycle = C/0 + D + 0

MIN Cycle = C/0 + A + E
MAX Cycle = C/0 + B + E

Phase Hold = C/0 + F + D
Phase Next = C/0 + F + E
Force Off = C/0 + F + F
(with Ring A Cycle Timer)

Current Calculated Cycle Length = C/0 + B + F
Current Permitted Phases = E/0 + 7 +8
Current Phase Bank = F/0 + C + E

Last Power Failure:
(HR-MIN-DOW) = 8 + 4
(DOW-YR-MONTH) = 8 + 5
Last Cabinet Flash
(HR-MIN-DOW) = 8 + 6
(DOW-YR-MONTH) = 8 + 7
Power Fail Counts:
(Long Failures) = F/1 + 0 + C
(Short Failures) = F/1 + 0 + D
Current Time:
(HR-MIN-DOW) = 8 + 0
(DOW-YR-MONTH) = 8 + 1
(MIN-SEC-1/10SEC) = 8 + F


***BI Tran Systems, Inc.***
***510 Bercut Dr., Sacramento, Calif. 95814***
***916/441-0260***

***Traffic Signal Program 233***
***"View" Locations***
***(Revised 03/94***

# CITY OF GUELPH

Traffic Signal Timing Parameters

| | | | | |
|---|---|---|---|---|
| Database Date | Field | | Prepared Date: | Wednesday, July 14, 2021 |
| Database Rev | Field | | Completed By: | I.T. |
| Timing Card / Field rev | Field | | Checked By: | |

**Location:** Edinburgh Rd. @ Paisley Street

| Phase # | Direction | Vehicle Minimum (sec.) | Pedestrian Minimum (sec.) WALK | Pedestrian Minimum (sec.) FDWALK | Amber (sec.) | All Red (sec.) | TIME PERIOD (sec.) (Green+Amber+All Red) DAY MAX | MAX | MAX | |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | SBLT-Edinburgh | 6.0 | | | 3.0 | | 9.0 | | | |
| 2 | NB-Edinburgh | 10.0 | 15.0 | 10.0 | 4.0 | 2.0 | 36.0 | | | |
| 3 | EBLT-Paisley | 6.0 | | | 3.0 | | 9.0 | | | |
| 4 | WB-PaisleyQuebec | 10.0 | 16.0 | 10.0 | 4.0 | 2.0 | 31.0 | | | |
| 5 | NBLT-Edinburgh | 6.0 | | | 3.0 | | 9.0 | | | |
| 6 | SB-Edinburgh | 10.0 | 15.0 | 10.0 | 4.0 | 2.0 | 36.0 | | | |
| 7 | WBLT-Paisley | 6.0 | | | 3.0 | | 9.0 | | | |
| 8 | EB-Paisley | 10.0 | 16.0 | 10.0 | 4.0 | 2.0 | 31.0 | | | |
| | | | | | | | | | | |

| | |
|---|---|
| System Control | No |
| Local Control | No |
| Semi-Actuated Mode | Yes |

| TIME (M-F) | PEAK | CYCLE LENGTH (sec.) | | OFFSET (sec.) |
|---|---|---|---|---|
| 07:00-21:00 | DAY | 85 | | 63 |
| 21:00 - 7:00 | Local | Varies | | N/A |
| | | | | |
| | | | | |

Note: P+P = Protected Permissive Phase
Prot. = Fully Protected Phase

# CITY OF GUELPH

Traffic Signal Timing Parameters

| | | | | |
|---|---|---|---|---|
| Database Date | Field | | Prepared Date: | Wednesday, July 14, 2021 |
| Database Rev | Field | | Completed By: | I.T. |
| Timing Card / Field rev | Field | | Checked By: | |

**Location:** Gordon Street at Fountain Street

| Phase # | Direction | Vehicle Minimum (sec.) | Pedestrian Minimum (sec.) WALK | Pedestrian Minimum (sec.) FDWALK | Amber (sec.) | All Red (sec.) | TIME PERIOD (sec.) (Green+Amber+All Red) AM MAX | OFF MAX | PM1 MAX | PM2 MAX |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Not in use | | | | | | | | | |
| 2 | NB-Gordon | 10.0 | 13.0 | 8.0 | 4.0 | 2.0 | 61.0 | 61.0 | 61.0 | 36.0 |
| 3 | Not in use | | | | | | | | | |
| 4 | WB-Fountain | 7.0 | 8.0 | 14.0 | 4.0 | 2.0 | 29.0 | 29.0 | 29.0 | 29.0 |
| 5 | Not in use | | | | | | | | | |
| 6 | SB-Gordon | 10.0 | 13.0 | 8.0 | 4.0 | 2.0 | 61.0 | 61.0 | 61.0 | 36.0 |
| 7 | Not in use | | | | | | | | | |
| 8 | EB-Fountain | 7.0 | 8.0 | 14.0 | 4.0 | 2.0 | 29.0 | 29.0 | 29.0 | 29.0 |
| | | | | | | | | | | |

| | |
|---|---|
| System Control | No |
| Local Control | Yes |
| Semi-Actuated Mode | Yes |

| TIME (M-F) | Peak | CYCLE LENGTH (sec.) | OFFSET (sec.) |
|---|---|---|---|
| 07:00-09:00 | AM | 90 | 42 |
| 09:00-15:00 | OFF | 90 | 2 |
| 15:00-21:00 | PM1 | 90 | 77 |

Note: P+P = Protected Permissive Phase

Prot. = Fully Protected Phase

# CITY OF GUELPH

Traffic Signal Timing Parameters

| | | | | |
|---|---|---|---|---|
| Database Date | From field | | Prepared Date: | Sep. 28, 2018 |
| Database Rev | From field | | Completed By: | I.T. |
| Timing Card / Field rev | From field | | Checked By: | |

**Location:** Gordon/Norfolk @ Waterloo/Wilson

| Phase # | Direction | Vehicle Minimum (sec.) | Pedestrian Minimum (sec.) WALK | Pedestrian Minimum (sec.) FDWALK | Amber (sec.) | All Red (sec.) | TIME PERIOD (sec.) (Green+Amber+All Red) AM MAX | OFF MAX | PM MAX | OVERNIGHT MAX |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | not in use | | | | | | | | | |
| 2 | NB Gordon | 10.0 | 14.0 | 14.0 | 4.0 | 2.0 | 58.0 | 58.0 | 58.0 | 38.0 |
| 3 | not in use | | | | | | | | | |
| 4 | WB Wilson | 7.0 | 8.0 | 17.0 | 4.0 | 2.0 | 32.0 | 32.0 | 32.0 | 32.0 |
| 5 | NBLT Gordon P+P | 6.0 | | | 3.0 | | 10.0 | 10.0 | 10.0 | |
| 6 | SB Norfolk | 10.0 | 14.0 | 14.0 | 4.0 | 2.0 | 48.0 | 48.0 | 48.0 | 38.0 |
| 7 | not in use | | | | | | | | | |
| 8 | EB Waterloo | 7.0 | 8.0 | 17.0 | 4.0 | 2.0 | 32.0 | 32.0 | 32.0 | 32.0 |
| | | | | | | | | | | |

| | |
|---|---|
| System Control | Yes |
| Local Control | No |
| Semi-Actuated Mode | Yes |

| TIME (M-F) | PEAK | CYCLE LENGTH (sec.) | OFFSET (sec.) |
|---|---|---|---|
| 7:00 - 9:00 | AM | 90 | 10 |
| 9:00 - 15:00 | OFF | 90 | 64 |
| 15:00 - 21:00 | PM | 90 | 89 |
| 21:00 - -7:00 | OVERNIGHT | 70 | 10 |

Note: P+P = Protected Permissive Phase
Prot. = Fully Protected Phase

# CITY OF GUELPH

Traffic Signal Timing Parameters

| | | | | |
|---|---|---|---|---|
| Database Date | Field | | Prepared Date: | Wednesday, July 14, 2021 |
| Database Rev | Field | | Completed By: | I.T. |
| Timing Card / Field rev | Field | | Checked By: | |

**Location:** Norfolk Street at MacDonell Street

| Phase # | Direction | Vehicle Minimum (sec.) | Pedestrian Minimum (sec.) WALK | Pedestrian Minimum (sec.) FDWALK | Amber (sec.) | All Red (sec.) | TIME PERIOD (sec.) (Green+Amber+All Red) AM MAX | OFF MAX | PM1 MAX | PM2 MAX |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | SBLT Prot.-Norfolk | 14.0 | | | 4.0 | 2.0 | 21.0 | 21.0 | 21.0 | 19.0 |
| 2 | NB-Norfolk | 10.0 | 10.0 | 13.0 | 4.0 | 2.0 | 39.0 | 39.0 | 39.0 | 34.0 |
| 3 | Not in use | | | | | | | | | |
| 4 | WB-MacDonell | 7.0 | 10.0 | 13.0 | 4.0 | 2.0 | 30.0 | 30.0 | 30.0 | 27.0 |
| 5 | WBRT-MacDonell | 14.0 | | | 4.0 | 2.0 | | | | |
| 6 | SB-Norfolk | 10.0 | 10.0 | 13.0 | 4.0 | 2.0 | 60.0 | 60.0 | 60.0 | 53.0 |
| 7 | Not in use | | | | | | | | | |
| 8 | dummy phase | 7.0 | 10.0 | 13.0 | 4.0 | 2.0 | 30.0 | 30.0 | 30.0 | 27.0 |
| | | | | | | | | | | |

| | |
|---|---|
| System Control | No |
| Local Control | Yes |
| Semi-Actuated Mode | No |

| TIME (M-F) | Peak | CYCLE LENGTH (sec.) | OFFSET (sec.) |
|---|---|---|---|
| 07:00-09:00 | AM | 90 | 13 |
| 09:00-15:00 | OFF | 90 | 65 |
| 15:00-21:00 | PM1 | 90 | 10 |

Note: P+P = Protected Permissive Phase

Prot. = Fully Protected Phase

# CITY OF GUELPH

Traffic Signal Timing Parameters

| | | | | |
|---|---|---|---|---|
| Database Date | Field | | Prepared Date: | Friday, May 3, 2019 |
| Database Rev | Field | | Completed By: | I.T. |
| Timing Card / Field rev | Field | | Checked By: | |

**Location:** Paisley Street at Paisley/Quebec

| Phase # | Direction | Vehicle Minimum (sec.) | Pedestrian Minimum (sec.) WALK | Pedestrian Minimum (sec.) FDWALK | Amber (sec.) | All Red (sec.) | TIME PERIOD (sec.) (Green+Amber+All Red) AM MAX | OFF MAX | PM MAX | |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | SBLT-Norfolk | 6.0 | | | 3.0 | | 10.0 | 10.0 | 10.0 | |
| 2 | NB-Norfolk | 10.0 | 8.0 | 17.0 | 4.0 | 2.0 | 41.0 | 41.0 | 41.0 | |
| 3 | EBLT-Paisley | 6.0 | | | 3.0 | | | | | |
| 4 | WB-Quebec | 10.0 | 9.0 | 14.0 | 4.0 | 2.0 | 39.0 | 39.0 | 39.0 | |
| 5 | NBLT-Norfolk | 6.0 | | | 3.0 | | 10.0 | 10.0 | 10.0 | |
| 6 | SB-Norfolk | 10.0 | 8.0 | 17.0 | 4.0 | 2.0 | 41.0 | 41.0 | 41.0 | |
| 7 | WBLT-Quebec | 6.0 | | | 3.0 | | 10.0 | 10.0 | 10.0 | |
| 8 | EB-Paisley | 10.0 | 9.0 | 14.0 | 4.0 | 2.0 | 29.0 | 29.0 | 29.0 | |
| | | | | | | | | | | |

| | |
|---|---|
| System Control | No |
| Local Control | No |
| Semi-Actuated Mode | Yes |

| TIME (M-F) | PEAK | CYCLE LENGTH (sec.) | | OFFSET (sec.) |
|---|---|---|---|---|
| 07:00-9:00 | AM | 90 | | 84 |
| 9:00 - 15:00 | OFF | 90 | | 38 |
| 15:00 - 21:00 | PM | 90 | | 30 |
| | | | | |

Note: P+P = Protected Permissive Phase
Prot. = Fully Protected Phase

# CITY OF GUELPH

**Traffic Signal Timing Parameters**

| | | | | |
|---|---|---|---|---|
| **Database Date** | **Field** | | **Prepared Date:** | **Wednesday, July 14, 2021** |
| **Database Rev** | **Field** | | **Completed By:** | **I.T.** |
| **Timing Card / Field rev** | **Field** | | **Checked By:** | |

**Location:** **Paisley Street at Alma Street**

| Phase # | Direction | Vehicle Minimum (sec.) | Pedestrian Minimum (sec.) WALK | Pedestrian Minimum (sec.) FDWALK | Amber (sec.) | All Red (sec.) | TIME PERIOD (sec.) (Green+Amber+All Red) Pattern 1 MAX | TIME PERIOD (sec.) (Green+Amber+All Red) Pattern 2 MAX | |
|---|---|---|---|---|---|---|---|---|---|
| 1 | Not in use | | | | | | | | |
| 2 | **EB - Paisley Road** | 10.0 | 19.0 | 11.0 | 4.0 | 2.0 | 41.0 | 46.0 | |
| 3 | Not in use | | | | | | | | |
| 4 | **NB - Alma** | 7.0 | 7.0 | 11.0 | 4.0 | 2.0 | 34.0 | 39.0 | |
| 5 | Not in use | | | | | | | | |
| 6 | **WB - Pasiley** | 10.0 | 19.0 | 11.0 | 4.0 | 2.0 | 41.0 | 46.0 | |
| 7 | Not in use | | | | | | | | |
| 8 | **SB - Alma** | 7.0 | 7.0 | 11.0 | 4.0 | 2.0 | 34.0 | 39.0 | |
| | | | | | | | | | |

| | |
|---|---|
| **System Control** | Yes |
| **Local Control** | No |
| **Semi-Actuated Mode** | Yes |

| TIME (M-F) | Pattern | CYCLE LENGTH (sec.) | OFFSET (sec.) |
|---|---|---|---|
| **07:00-08:00** | 1 | **75** | **52** |
| **08:00-09:00** | 2 | **85** | **52** |
| **09:-11:00** | 1 | **75** | **52** |

**Note: P+P = Protected Permissive Phase**
**Prot. = Fully Protected Phase**

# CITY OF GUELPH

**Traffic Signal Timing Parameters**

| | | | | |
|---|---|---|---|---|
| **Database Date** | **Field** | | **Prepared Date:** | **Sep. 28, 2018** |
| **Database Rev** | **Field** | | **Completed By:** | **I.T.** |
| **Timing Card / Field rev** | **Field** | | **Checked By:** | |

**Location:** **Paisley Street at Dublin Street**

| Phase # | Direction | Vehicle Minimum (sec.) | Pedestrian Minimum (sec.) WALK | Pedestrian Minimum (sec.) FDWALK | Amber (sec.) | All Red (sec.) | TIME PERIOD (sec.) (Green+Amber+All Red) Day MAX | | |
|---|---|---|---|---|---|---|---|---|---|
| 1 | Not in use | | | | | | | | |
| 2 | **Paisley Road** | 10.0 | 18.0 | 10.0 | 4.0 | 2.0 | 48.0 | | |
| 3 | Not in use | | | | | | | | |
| 4 | **Dublin Street** | 7.0 | 7.0 | 11.0 | 4.0 | 2.0 | 27.0 | | |
| 5 | Not in use | | | | | | | | |
| 6 | **Paisley Road** | 10.0 | 18.0 | 10.0 | 4.0 | 2.0 | 48.0 | | |
| 7 | Not in use | | | | | | | | |
| 8 | **Dublin Street** | 7.0 | 7.0 | 11.0 | 4.0 | 2.0 | 27.0 | | |
| | | | | | | | | | |

| | |
|---|---|
| **System Control** | Yes |
| **Local Control** | No |
| **Semi-Actuated Mode** | Yes |

| TIME (M-F) | PEAK | CYCLE LENGTH (sec.) | OFFSET (sec.) |
|---|---|---|---|
| **07:00-21:00** | **Day** | **75** | **62** |
| | | | |
| | | | |

**Note: P+P = Protected Permissive Phase**
**Prot. = Fully Protected Phase**

# CITY OF GUELPH

Traffic Signal Timing Parameters

| | | | | |
|---|---|---|---|---|
| Database Date | Field | | Prepared Date: | Wednesday, July 14, 2021 |
| Database Rev | Field | | Completed By: | I.T. |
| Timing Card / Field rev | Field | | Checked By: | |

**Location:** Paisley Street @ Silvercreek Parkway

| Phase # | Direction | Vehicle Minimum (sec.) | Pedestrian Minimum (sec.) WALK | Pedestrian Minimum (sec.) FDWALK | Amber (sec.) | All Red (sec.) | TIME PERIOD (sec.) (Green+Amber+All Red) DAY MAX | MAX | MAX | |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | EBLT P+P - Paisley | 6.0 | | | 3.0 | | 11.0 | | | |
| 2 | EB - Paisley | 10.0 | 11.0 | 14.0 | 4.0 | 2.0 | 35.0 | | | |
| 3 | not in use | | | | | | | | | |
| 4 | NB - Silvercreek | 7.0 | 11.0 | 11.0 | 4.0 | 2.0 | 29.0 | | | |
| 5 | not in use | | | | | | | | | |
| 6 | WB - Paisley | 10.0 | 11.0 | 14.0 | 4.0 | 2.0 | 46.0 | | | |
| 7 | not in use | | | | | | | | | |
| 8 | SB - Silvercreek | 7.0 | 11.0 | 11.0 | 4.0 | 2.0 | 29.0 | | | |
| | | | | | | | | | | |

| | |
|---|---|
| System Control | No |
| Local Control | No |
| Semi-Actuated Mode | Yes |

| TIME (M-F) | PEAK | CYCLE LENGTH (sec.) | | OFFSET (sec.) |
|---|---|---|---|---|
| 07:00-18:00 | DAY | 75 | | 22 |
| 18:00 - 7:00 | Local | Varies | | N/A |
| | | | | |
| | | | | |

Note: P+P = Protected Permissive Phase
Prot. = Fully Protected Phase

# CITY OF GUELPH

Traffic Signal Timing Parameters

| | | | | |
|---|---|---|---|---|
| Database Date | From field | | Prepared Date: | Sep. 28, 2018 |
| Database Rev | From field | | Completed By: | I.T. |
| Timing Card / Field rev | From field | | Checked By: | |

**Location:** Paisley @ Yorkshire

| Phase # | Direction | Vehicle Minimum (sec.) | Pedestrian Minimum (sec.) WALK | Pedestrian Minimum (sec.) FDWALK | Amber (sec.) | All Red (sec.) | TIME PERIOD (sec.) (Green+Amber+All Red) DAY MAX | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | not in use | | | | | | | | | |
| 2 | EB Paisley | 18.0 | 18.0 | 12.0 | 4.0 | 2.0 | 50.0 | | | |
| 3 | not in use | | | | | | | | | |
| 4 | NB Yorkshire | 7.0 | 7.0 | 11.0 | 4.0 | 2.0 | 25.0 | | | |
| 5 | not in use | | | | | | | | | |
| 6 | WB Paisley | 18.0 | 18.0 | 12.0 | 4.0 | 2.0 | 50.0 | | | |
| 7 | not in use | | | | | | | | | |
| 8 | SB Yorkshire | 7.0 | 7.0 | 11.0 | 4.0 | 2.0 | 25.0 | | | |
| | | | | | | | | | | |

| | |
|---|---|
| System Control | Yes |
| Local Control | No |
| Semi-Actuated Mode | Yes |

| TIME (M-F) | PEAK | CYCLE LENGTH (sec.) | OFFSET (sec.) |
|---|---|---|---|
| 7:00 - 16:00 | AM | 75 | 43 |
| | | | |
| | | | |
| | | | |

Note: P+P = Protected Permissive Phase
Prot. = Fully Protected Phase

# CITY OF GUELPH

**Traffic Signal Timing Parameters**

| | | | | |
|---|---|---|---|---|
| Database Date | From field | | Prepared Date: | Thursday, June 21, 2018 |
| Database Rev | From field | | Completed By: | I.T. |
| Timing Card / Field rev | From field | | Checked By: | |

**Location:** Waterloo @ Dublin (IPS)

| Phase # | Direction | Vehicle Minimum (sec.) | Pedestrian Minimum (sec.) WALK | Pedestrian Minimum (sec.) FDWALK | Amber (sec.) | All Red (sec.) | TIME PERIOD (sec.) (Green+Amber+All Red) All day MAX | MAX | MAX |
|---|---|---|---|---|---|---|---|---|---|
| 1 | not in use | | | | | | | | |
| 2 | EB Waterloo | 33.0 | 26.0 | 7.0 | 4.0 | 2.0 | 40.0 | | |
| 3 | not in use | | | | | | | | |
| 4 | SB Dublin | 17.0 | 7.0 | 10.0 | 4.0 | 2.0 | 17.0 | | |
| 5 | not in use | | | | | | | | |
| 6 | WB Waterloo | 33.0 | 26.0 | 7.0 | 4.0 | 2.0 | 40.0 | | |
| 7 | not in use | | | | | | | | |
| 8 | not in use | | | | | | | | |
| | | | | | | | | | |

| | |
|---|---|
| System Control | No |
| Local Control | Yes |
| Semi-Actuated Mode | Yes |

| TIME (M-F) | PEAK | CYCLE LENGTH (sec.) | OFFSET (sec.) |
|---|---|---|---|
| All day | Local | Varies | N/A |
| | | | |
| | | | |

**Note**: P+P = Protected Permissive Phase
Prot. = Fully Protected Phase

# CITY OF GUELPH

**Traffic Signal Timing Parameters**

| | | | | |
|---|---|---|---|---|
| Database Date | Field | | Prepared Date: | Monday, June 21, 2021 |
| Database Rev | Field | | Completed By: | I.T. |
| Timing Card / Field rev | Field | | Checked By: | |

**Location:** Waterloo Ave. @ Edinburgh Rd.

| Phase # | Direction | Vehicle Minimum Green (sec.) | Pedestrian Minimum (sec.) WALK | Pedestrian Minimum (sec.) FDWALK | Amber (sec.) | All Red (sec.) | TIME PERIOD (sec.) (Green+Amber+All Red) AM MAX | OFF MAX | PM MAX |
|---|---|---|---|---|---|---|---|---|---|
| 1 | Not-in-use | | | | | | | | |
| 2 | NB - EdinburghRd | 10.0 | 16.0 | 14.0 | 4.0 | 2.0 | 57.0 | 57.0 | 57.0 |
| 3 | Not-in-use | | | | | | | | |
| 4 | WB - Waterloo Ave | 7.0 | 7.0 | 14.0 | 4.0 | 2.0 | 33.0 | 33.0 | 33.0 |
| 5 | Not-in-use | | | | | | | | |
| 6 | SB - Edinburgh Rd | 10.0 | 16.0 | 14.0 | 4.0 | 2.0 | 57.0 | 57.0 | 57.0 |
| 7 | Not-in-use | | | | | | | | |
| 8 | EB - Waterloo Ave | 7.0 | 7.0 | 14.0 | 4.0 | 2.0 | 33.0 | 33.0 | 33.0 |
| | | | | | | | | | |

| | |
|---|---|
| System Control | No |
| Local Control | Yes |
| Semi-Actuated Mode | Yes |

| TIME (M-F) | PEAK | CYCLE LENGTH (sec.) | OFFSET (sec.) |
|---|---|---|---|
| 7:00 - 9:00 | AM | 90 | 69 |
| 9:00 - 15:00 | OFF | 90 | 26 |
| 15:00 - 21:00 | PM | 90 | 76 |

**Note: P+P = Protected Permissive Phase**

**Prot. = Fully Protected Phase**

# CITY OF GUELPH

**Traffic Signal Timing Parameters**

| | | | | |
|---|---|---|---|---|
| Database Date | From field | | Prepared Date: | Thursday, June 21, 2018 |
| Database Rev | From field | | Completed By: | I.T. |
| Timing Card / Field rev | From field | | Checked By: | |

**Location:** Waterloo @ Yorkshire (IPS)

| Phase # | Direction | Vehicle Minimum (sec.) | Pedestrian Minimum (sec.) WALK | Pedestrian Minimum (sec.) FDWALK | Amber (sec.) | All Red (sec.) | TIME PERIOD (sec.) (Green+Amber+All Red) All day MAX | MAX | MAX |
|---|---|---|---|---|---|---|---|---|---|
| 1 | not in use | | | | | | | | |
| 2 | EB Waterloo | 33.0 | 26.0 | 7.0 | 4.0 | 2.0 | 40.0 | | |
| 3 | not in use | | | | | | | | |
| 4 | SB Yorkshire | 17.0 | 7.0 | 10.0 | 4.0 | 2.0 | 17.0 | | |
| 5 | not in use | | | | | | | | |
| 6 | WB Waterloo | 33.0 | 26.0 | 7.0 | 4.0 | 2.0 | 40.0 | | |
| 7 | not in use | | | | | | | | |
| 8 | not in use | | | | | | | | |
| | | | | | | | | | |

| | |
|---|---|
| System Control | No |
| Local Control | Yes |
| Semi-Actuated Mode | Yes |

| TIME (M-F) | PEAK | CYCLE LENGTH (sec.) | OFFSET (sec.) |
|---|---|---|---|
| All day | Local | Varies | N/A |
| | | | |
| | | | |

**Note**: P+P = Protected Permissive Phase
Prot. = Fully Protected Phase

# CITY OF GUELPH

**Traffic Signal Timing Parameters**

| | | | | |
|---|---|---|---|---|
| Database Date | Field | | Prepared Date: | Monday, July 5, 2021 |
| Database Rev | Field | | Completed By: | I.T. |
| Timing Card / Field rev | Field | | Checked By: | |

**Location:** Wellington (east of Edinburgh) IPS

| Phase # | Direction | Vehicle Minimum (sec.) | Pedestrian Minimum (sec.) WALK | Pedestrian Minimum (sec.) FDWALK | Amber (sec.) | All Red (sec.) | TIME PERIOD (sec.) (Green+Amber+All Red) All day MAX | | |
|---|---|---|---|---|---|---|---|---|---|
| 1 | not in use | | | | | | | | |
| 2 | EB - Wellington St. | 40.0 | 23.0 | 7.0 | 4.0 | 2.0 | 40.0 | | |
| 3 | not in use | | | | | | | | |
| 4 | not in use | | | | | | | | |
| 5 | not in use | | | | | | | | |
| 6 | WB - Wellington St. | 40.0 | 23.0 | 7.0 | 4.0 | 2.0 | 40.0 | | |
| 7 | not in use | | | | | | | | |
| 8 | N-S pedestrian phase | 7.0 | 7.0 | 10.0 | 4.0 | 2.0 | 30.0 | | |
| | | | | | | | | | |

| | |
|---|---|
| System Control | No |
| Local Control | Yes |
| Semi-Actuated Mode | Yes |

| TIME (M-F) | PEAK | CYCLE LENGTH (sec.) | OFFSET (sec.) |
|---|---|---|---|
| All day | Free | Varies | N/A |
| | | | |
| | | | |

**Note**: P+P = Protected Permissive Phase

Prot. = Fully Protected Phase

# CITY OF GUELPH

## Traffic Signal Timing Parameters

| | | | | |
|---|---|---|---|---|
| Database Date | | | Prepared Date: | Friday, July 31, 2020 |
| Database Rev | | | Completed By: | I.T. |
| Timing Card / Field rev | From Controller | | Checked By: | |

**Location:** Wellington Street at Dublin Street

| Phase # | Direction | Vehicle Minimum (sec.) | Pedestrian Minimum (sec.) WALK | Pedestrian Minimum (sec.) FDWALK | Amber (sec.) | All Red (sec.) | TIME PERIOD (sec.) (Green+Amber+All Red) AM MAX | OFF MAX | PM1 MAX |
|---|---|---|---|---|---|---|---|---|---|
| 1 | WBLT P+P Wellington St. | 7.0 | | | 3.0 | | 11.0 | 11.0 | 11.0 |
| 2 | EB Wellington St. | 10.0 | 25.0 | 12.0 | 4.0 | 2.0 | 51.0 | 51.0 | 61.0 |
| 3 | Not in use | | | | | | | | |
| 4 | NB Dublin St. | 7.0 | 7.0 | 14.0 | 4.0 | 2.0 | 28.0 | 28.0 | 28.0 |
| 5 | Not in use | | | | | | | | |
| 6 | WB Wellington St. | 10.0 | 25.0 | 12.0 | 4.0 | 2.0 | 62.0 | 62.0 | 72.0 |
| 7 | Not in use | | | | | | | | |
| 8 | SB Dublin St. | 7.0 | 7.0 | 14.0 | 4.0 | 2.0 | 28.0 | 28.0 | 28.0 |
| | | | | | | | | | |

| | |
|---|---|
| System Control | No |
| Local Control | Yes |
| Semi-Actuated Mode | Yes |

**Note**: P+P = Protected Permissive Phase

Prot. = Fully Protected Phase

| TIME (M-F) | PEAK | CYCLE LENGTH (sec.) | OFFSET (sec.) |
|---|---|---|---|
| 07:00-09:00 | AM | 90 | 7 |
| 9:00 - 15:00 | OFF | 90 | 78 |
| 15:00 - 18:00 | PM1 | 100 | 14 |
| 15:00 - 21:00 | PM2 | 90 | 8 |

# CITY OF GUELPH

Traffic Signal Timing Parameters

| | | | | |
|---|---|---|---|---|
| Database Date | | | Prepared Date: | Friday, July 30, 2021 |
| Database Rev | | | Completed By: | I.T. |
| Timing Card / Field rev | From Controller | | Checked By: | |

**Location:** Wellington Street at Gordon Street

| Phase # | Direction | Vehicle Minimum (sec.) | Pedestrian Minimum (sec.) WALK | Pedestrian Minimum (sec.) FDWALK | Amber (sec.) | All Red (sec.) | TIME PERIOD (sec.) (Green+Amber+All Red) AM MAX | OFF MAX | PM1 MAX |
|---|---|---|---|---|---|---|---|---|---|
| 1 | WBLT P+P Wellington St. | 6.0 | | | 3.0 | | 11.0 | 11.0 | 19.0 |
| 2 | EB Wellington St. | 10.0 | 9.0 | 19.0 | 4.0 | 2.0 | 35.0 | 35.0 | 35.0 |
| 3 | SBLT P+P Gordon St. | 6.0 | | | 3.0 | | 10.0 | 10.0 | 10.0 |
| 4 | NB Gordon St. | 7.0 | 9.0 | 18.0 | 4.0 | 2.0 | 34.0 | 34.0 | 36.0 |
| 5 | EBLT P+P Wellington St. | 6.0 | | | 3.0 | | 11.0 | 11.0 | 19.0 |
| 6 | WB Wellington St. | 10.0 | 9.0 | 19.0 | 4.0 | 2.0 | 35.0 | 35.0 | 35.0 |
| 7 | NBLT P+P Gordon St. | 6.0 | | | 3.0 | | 10.0 | 10.0 | 10.0 |
| 8 | SB Gordon St. | 7.0 | 9.0 | 18.0 | 4.0 | 2.0 | 34.0 | 34.0 | 36.0 |
| | | | | | | | | | |

| | |
|---|---|
| System Control | Yes |
| Local Control | No |
| Semi-Actuated Mode | Yes |

| TIME (M-F) | PEAK | CYCLE LENGTH (sec.) | OFFSET (sec.) |
|---|---|---|---|
| 07:00-09:00 | AM | 90 | 88 |
| 9:00 - 15:00 | OFF | 90 | 47 |
| 15:00 - 18:00 | PM1 | 100 | 64 |
| 18:00 - 21:00 | PM2 | 90 | 21 |

Note: P+P = Protected Permissive Phase

Prot. = Fully Protected Phase

# CITY OF GUELPH

**Traffic Signal Timing Parameters**

| | | | | |
|---|---|---|---|---|
| Database Date | Field | | Prepared Date: | Monday, June 21, 2021 |
| Database Rev | Field | | Completed By: | I.T. |
| Timing Card / Field rev | Field | | Checked By: | |

**Location:** Wellington St. @ 490m West of Edinburgh Rd. IPS

| Phase # | Direction | Vehicle Minimum (sec.) | Pedestrian Minimum (sec.) WALK | Pedestrian Minimum (sec.) FDWALK | Amber (sec.) | All Red (sec.) | TIME PERIOD (sec.) (Green+Amber+All Red) All day MAX | | |
|---|---|---|---|---|---|---|---|---|---|
| 1 | not in use | | | | | | | | |
| 2 | EB - Wellington St. | 7.0 | 7.0 | 7.0 | 4.0 | 2.0 | 40.0 | | |
| 3 | not in use | | | | | | | | |
| 4 | N-S pedestrian phase | 7.0 | 7.0 | 9.0 | 4.0 | 2.0 | 25.0 | | |
| 5 | not in use | | | | | | | | |
| 6 | WB - Wellington St. | 7.0 | 7.0 | 7.0 | 4.0 | 2.0 | 40.0 | | |
| 7 | not in use | | | | | | | | |
| 8 | not in use | | | | | | | | |
| | | | | | | | | | |

| | |
|---|---|
| System Control | No |
| Local Control | Yes |
| Semi-Actuated Mode | Yes |

| TIME (M-F) | PEAK | CYCLE LENGTH (sec.) | OFFSET (sec.) |
|---|---|---|---|
| All day | Free | Varies | N/A |
| | | | |
| | | | |

**Note**: P+P = Protected Permissive Phase

Prot. = Fully Protected Phase

# CITY OF GUELPH

**Traffic Signal Timing Parameters**

| | | | | |
|---|---|---|---|---|
| **Database Date** | | | **Prepared Date:** | **Aug. 13, 2021** |
| **Database Rev** | **Field** | | **Completed By:** | **I.T.** |
| **Timing Card / Field rev** | | | **Checked By:** | |

**Location:** **York Rd. @ Watson Pkwy.**

| Phase # | Direction | Vehicle Minimum (sec.) | Pedestrian Minimum (sec.) WALK | Pedestrian Minimum (sec.) FDWALK | Amber (sec.) | All Red (sec.) | TIME PERIOD (sec.) (Green+Amber+All Red) Day local MAX | Night local MAX | |
|---|---|---|---|---|---|---|---|---|---|
| 1 | WBLT - York Rd. | 6.0 | | | 3.0 | | 10.0 | | |
| 2 | EB - York Rd. | 10.0 | 9.0 | 19.0 | 4.0 | 2.0 | 28.0 | 28.0 | |
| 3 | SBLT - Watson Pkwy. | 6.0 | | | 3.0 | | 6.0 | | |
| 4 | NB - Watson Pkwy. | 7.0 | 8.0 | 17.0 | 4.0 | 2.0 | 25.0 | 25.0 | |
| 5 | EBLT - York Rd. | 6.0 | | | 3.0 | | 10.0 | | |
| 6 | WB - York Rd. | 10.0 | 9.0 | 19.0 | 4.0 | 2.0 | 28.0 | 28.0 | |
| 7 | NBLT - Watson Pkwy. | 6.0 | | | 3.0 | | 6.0 | | |
| 8 | SB - Watson Pkwy. | 7.0 | 8.0 | 17.0 | 4.0 | 2.0 | 25.0 | 25.0 | |
| | | | | | | | | | |

| | |
|---|---|
| **System Control** | No |
| **Local Control** | Yes |
| **Semi-Actuated Mode** | Yes |

| TIME (M-F) | PEAK | CYCLE LENGTH (sec.) | OFFSET (sec.) |
|---|---|---|---|
| **7:00 - 21:00** | Day local | **Varies** | **N/A** |
| **21:00 - 7:00** | Night local | **Varies** | **N/A** |
| | | | |

**Note: P+P = Protected Permissive Phase**

**Prot. = Fully Protected Phase**

# CITY OF GUELPH

**Traffic Signal Timing Parameters**

| | | | | |
|---|---|---|---|---|
| Database Date | | | Prepared Date: | Aug. 17, 2021 |
| Database Rev | Field | | Completed By: | I.T. |
| Timing Card / Field rev | | | Checked By: | |

| Location: | York Rd. @ Watson Rd. | | | | | | TIME PERIOD (sec.) (Green+Amber+All Red) | | |
|---|---|---|---|---|---|---|---|---|---|
| Phase # | Direction | Vehicle Minimum (sec.) | Pedestrian Minimum (sec.) WALK | Pedestrian Minimum (sec.) FDWALK | Amber (sec.) | All Red (sec.) | All day local MAX | | |
| 1 | | | | | | | | | |
| 2 | EB/WB - York Rd. | 17.0 | 17.0 | 12.0 | 4.0 | 2.0 | 29.0 | | |
| 3 | | | | | | | | | |
| 4 | SB - Watson Rd. | 7.0 | 7.0 | 12.0 | 4.0 | 2.0 | 19.0 | | |
| 5 | | | | | | | | | |
| 6 | | | | | | | | | |
| 7 | SBLT P+P - Watson Rd. | 7.0 | | | 3.0 | | 0.0 | | |
| 8 | NB - Watson Rd. | 7.0 | 7.0 | 12.0 | 4.0 | 2.0 | 19.0 | | |
| | | | | | | | | | |

| | |
|---|---|
| System Control | No |
| Local Control | Yes |
| Semi-Actuated Mode | Yes |

| TIME (M-F) | PEAK | CYCLE LENGTH (sec.) | OFFSET (sec.) |
|---|---|---|---|
| All day | Day local | Varies | N/A |
| | | | |
| | | | |

Note: P+P = Protected Permissive Phase

Prot. = Fully Protected Phase

# CITY OF GUELPH

Traffic Signal Timing Parameters

| | | | | |
|---|---|---|---|---|
| Database Date | | | Prepared Date: | Friday, July 30, 2021 |
| Database Rev | | | Completed By: | I.T. |
| Timing Card / Field rev | From Controller | | Checked By: | |

**Location:** Wellington Street at Gordon Street

| Phase # | Direction | Vehicle Minimum (sec.) | Pedestrian Minimum (sec.) WALK | Pedestrian Minimum (sec.) FDWALK | Amber (sec.) | All Red (sec.) | TIME PERIOD (sec.) (Green+Amber+All Red) AM MAX | OFF MAX | PM1 MAX |
|---|---|---|---|---|---|---|---|---|---|
| 1 | WBLT P+P Wellington St. | 6.0 | | | 3.0 | | 11.0 | 11.0 | 19.0 |
| 2 | EB Wellington St. | 10.0 | 9.0 | 19.0 | 4.0 | 2.0 | 35.0 | 35.0 | 35.0 |
| 3 | SBLT P+P Gordon St. | 6.0 | | | 3.0 | | 10.0 | 10.0 | 10.0 |
| 4 | NB Gordon St. | 7.0 | 9.0 | 18.0 | 4.0 | 2.0 | 34.0 | 34.0 | 36.0 |
| 5 | EBLT P+P Wellington St. | 6.0 | | | 3.0 | | 11.0 | 11.0 | 19.0 |
| 6 | WB Wellington St. | 10.0 | 9.0 | 19.0 | 4.0 | 2.0 | 35.0 | 35.0 | 35.0 |
| 7 | NBLT P+P Gordon St. | 6.0 | | | 3.0 | | 10.0 | 10.0 | 10.0 |
| 8 | SB Gordon St. | 7.0 | 9.0 | 18.0 | 4.0 | 2.0 | 34.0 | 34.0 | 36.0 |
| | | | | | | | | | |

| | |
|---|---|
| System Control | Yes |
| Local Control | No |
| Semi-Actuated Mode | Yes |

| TIME (M-F) | PEAK | CYCLE LENGTH (sec.) | OFFSET (sec.) |
|---|---|---|---|
| 07:00-09:00 | AM | 90 | 88 |
| 9:00 - 15:00 | OFF | 90 | 47 |
| 15:00 - 18:00 | PM1 | 100 | 64 |
| 18:00 - 21:00 | PM2 | 90 | 21 |

Note: P+P = Protected Permissive Phase

Prot. = Fully Protected Phase

# CITY OF GUELPH

**Traffic Signal Timing Parameters**

| | | | | |
|---|---|---|---|---|
| **Database Date** | | | **Prepared Date:** | **Aug. 13, 2021** |
| **Database Rev** | **Field** | | **Completed By:** | **I.T.** |
| **Timing Card / Field rev** | | | **Checked By:** | |

**Location:** **York Rd. @ Watson Pkwy.**

| Phase # | Direction | Vehicle Minimum (sec.) | Pedestrian Minimum (sec.) WALK | Pedestrian Minimum (sec.) FDWALK | Amber (sec.) | All Red (sec.) | TIME PERIOD (sec.) (Green+Amber+All Red) Day local MAX | Night local MAX | |
|---|---|---|---|---|---|---|---|---|---|
| 1 | WBLT - York Rd. | 6.0 | | | 3.0 | | 10.0 | | |
| 2 | EB - York Rd. | 10.0 | 9.0 | 19.0 | 4.0 | 2.0 | 28.0 | 28.0 | |
| 3 | SBLT - Watson Pkwy. | 6.0 | | | 3.0 | | 6.0 | | |
| 4 | NB - Watson Pkwy. | 7.0 | 8.0 | 17.0 | 4.0 | 2.0 | 25.0 | 25.0 | |
| 5 | EBLT - York Rd. | 6.0 | | | 3.0 | | 10.0 | | |
| 6 | WB - York Rd. | 10.0 | 9.0 | 19.0 | 4.0 | 2.0 | 28.0 | 28.0 | |
| 7 | NBLT - Watson Pkwy. | 6.0 | | | 3.0 | | 6.0 | | |
| 8 | SB - Watson Pkwy. | 7.0 | 8.0 | 17.0 | 4.0 | 2.0 | 25.0 | 25.0 | |
| | | | | | | | | | |

| | |
|---|---|
| **System Control** | No |
| **Local Control** | Yes |
| **Semi-Actuated Mode** | Yes |

| TIME (M-F) | PEAK | CYCLE LENGTH (sec.) | OFFSET (sec.) |
|---|---|---|---|
| **7:00 - 21:00** | Day local | **Varies** | **N/A** |
| **21:00 - 7:00** | Night local | **Varies** | **N/A** |
| | | | |

**Note: P+P = Protected Permissive Phase**

**Prot. = Fully Protected Phase**

# CITY OF GUELPH

**Traffic Signal Timing Parameters**

| | | | | |
|---|---|---|---|---|
| Database Date | | | Prepared Date: | Aug. 17, 2021 |
| Database Rev | Field | | Completed By: | I.T. |
| Timing Card / Field rev | | | Checked By: | |

| Location: | York Rd. @ Watson Rd. | | | | | | TIME PERIOD (sec.) (Green+Amber+All Red) | | |
|---|---|---|---|---|---|---|---|---|---|
| Phase # | Direction | Vehicle Minimum (sec.) | Pedestrian Minimum (sec.) WALK | Pedestrian Minimum (sec.) FDWALK | Amber (sec.) | All Red (sec.) | All day local MAX | | |
| 1 | | | | | | | | | |
| 2 | EB/WB - York Rd. | 17.0 | 17.0 | 12.0 | 4.0 | 2.0 | 29.0 | | |
| 3 | | | | | | | | | |
| 4 | SB - Watson Rd. | 7.0 | 7.0 | 12.0 | 4.0 | 2.0 | 19.0 | | |
| 5 | | | | | | | | | |
| 6 | | | | | | | | | |
| 7 | SBLT P+P - Watson Rd. | 7.0 | | | 3.0 | | 0.0 | | |
| 8 | NB - Watson Rd. | 7.0 | 7.0 | 12.0 | 4.0 | 2.0 | 19.0 | | |
| | | | | | | | | | |

| | |
|---|---|
| System Control | No |
| Local Control | Yes |
| Semi-Actuated Mode | Yes |

| TIME (M-F) | PEAK | CYCLE LENGTH (sec.) | OFFSET (sec.) |
|---|---|---|---|
| All day | Day local | Varies | N/A |
| | | | |
| | | | |

Note: P+P = Protected Permissive Phase

Prot. = Fully Protected Phase

# Hourly Multi-Channel Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

| Start Time | 19-Oct-15 Mon | Southbound | Northbound | Combined Total |
|---|---|---|---|---|
| 12:00 AM | | 6 | 1 | 7 |
| 01:00 | | 0 | 3 | 3 |
| 02:00 | | 2 | 0 | 2 |
| 03:00 | | 2 | 1 | 3 |
| 04:00 | | 1 | 3 | 4 |
| 05:00 | | 5 | 2 | 7 |
| 06:00 | | 26 | 27 | 53 |
| 07:00 | | 60 | 55 | 115 |
| 08:00 | | 83 | 77 | 160 |
| 09:00 | | 63 | 61 | 124 |
| 10:00 | | 70 | 56 | 126 |
| 11:00 | | 66 | 47 | 113 |
| 12:00 PM | | 77 | 98 | 175 |
| 01:00 | | 68 | 76 | 144 |
| 02:00 | | 80 | 86 | 166 |
| 03:00 | | 126 | 107 | 233 |
| 04:00 | | 102 | 100 | 202 |
| 05:00 | | 107 | 96 | 203 |
| 06:00 | | 75 | 75 | 150 |
| 07:00 | | 66 | 42 | 108 |
| 08:00 | | 36 | 28 | 64 |
| 09:00 | | 19 | 17 | 36 |
| 10:00 | | 11 | 10 | 21 |
| 11:00 | | 18 | 8 | 26 |
| Total | | 1169 | 1076 | 2245 |
| Percent | | 52.1% | 47.9% | |

# Hourly Multi-Channel Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

| Start Time | 20-Oct-15 Tue | Southbound | Northbound | Combined Total |
|---|---|---|---|---|
| 12:00 AM | | 9 | 7 | 16 |
| 01:00 | | 3 | 3 | 6 |
| 02:00 | | 1 | 1 | 2 |
| 03:00 | | 3 | 0 | 3 |
| 04:00 | | 1 | 3 | 4 |
| 05:00 | | 8 | 5 | 13 |
| 06:00 | | 23 | 27 | 50 |
| 07:00 | | 44 | 47 | 91 |
| 08:00 | | 84 | 92 | 176 |
| 09:00 | | 66 | 65 | 131 |
| 10:00 | | 73 | 53 | 126 |
| 11:00 | | 66 | 72 | 138 |
| 12:00 PM | | 71 | 76 | 147 |
| 01:00 | | 75 | 67 | 142 |
| 02:00 | | 73 | 69 | 142 |
| 03:00 | | 125 | 91 | 216 |
| 04:00 | | 105 | 104 | 209 |
| 05:00 | | 95 | 78 | 173 |
| 06:00 | | 74 | 72 | 146 |
| 07:00 | | 59 | 43 | 102 |
| 08:00 | | 35 | 23 | 58 |
| 09:00 | | 18 | 23 | 41 |
| 10:00 | | 12 | 14 | 26 |
| 11:00 | | 13 | 5 | 18 |
| Total | | 1136 | 1040 | 2176 |
| Percent | | 52.2% | 47.8% | |

# Hourly Multi-Channel Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

| Start Time | 21-Oct-15 Wed | Southbound | Northbound | Combined Total |
|---|---|---|---|---|
| 12:00 AM | | 6 | 4 | 10 |
| 01:00 | | 4 | 3 | 7 |
| 02:00 | | 2 | 5 | 7 |
| 03:00 | | 2 | 0 | 2 |
| 04:00 | | 2 | 3 | 5 |
| 05:00 | | 7 | 5 | 12 |
| 06:00 | | 17 | 19 | 36 |
| 07:00 | | 56 | 61 | 117 |
| 08:00 | | 77 | 93 | 170 |
| 09:00 | | 81 | 56 | 137 |
| 10:00 | | 49 | 54 | 103 |
| 11:00 | | 59 | 70 | 129 |
| 12:00 PM | | 89 | 62 | 151 |
| 01:00 | | 70 | 71 | 141 |
| 02:00 | | 67 | 75 | 142 |
| 03:00 | | 114 | 107 | 221 |
| 04:00 | | 133 | 79 | 212 |
| 05:00 | | 97 | 91 | 188 |
| 06:00 | | 77 | 57 | 134 |
| 07:00 | | 62 | 60 | 122 |
| 08:00 | | 38 | 32 | 70 |
| 09:00 | | 18 | 36 | 54 |
| 10:00 | | 15 | 23 | 38 |
| 11:00 | | 10 | 8 | 18 |
| Total | | 1152 | 1074 | 2226 |
| Percent | | 51.8% | 48.2% | |

# Hourly Multi-Channel Report

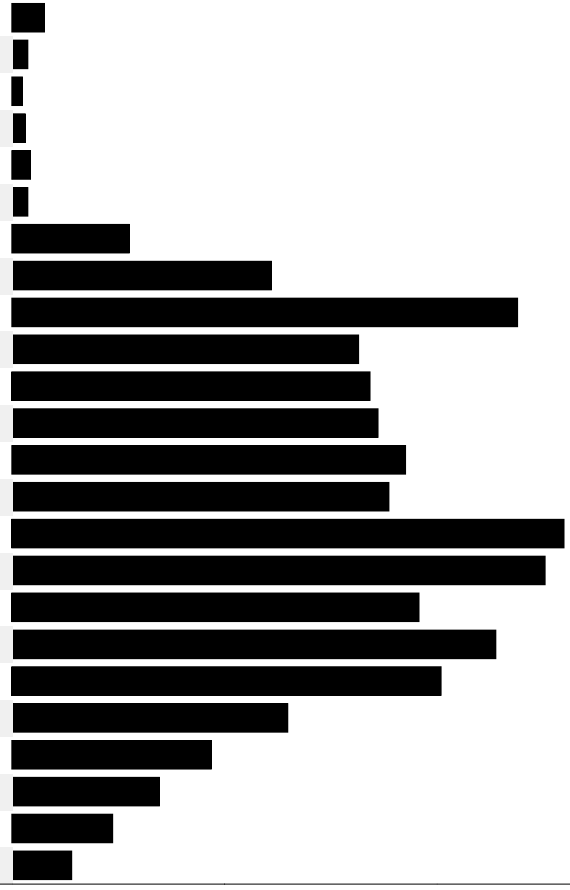
Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

| Start Time | 22-Oct-15 Thu | Southbound | Northbound | Combined Total |
|---|---|---|---|---|
| 12:00 AM | | 8 | 7 | 15 |
| 01:00 | | 4 | 4 | 8 |
| 02:00 | | 2 | 3 | 5 |
| 03:00 | | 0 | 1 | 1 |
| 04:00 | | 2 | 3 | 5 |
| 05:00 | | 12 | 11 | 23 |
| 06:00 | | 21 | 27 | 48 |
| 07:00 | | 44 | 47 | 91 |
| 08:00 | | 67 | 91 | 158 |
| 09:00 | | 61 | 52 | 113 |
| 10:00 | | 48 | 57 | 105 |
| 11:00 | | 76 | 69 | 145 |
| 12:00 PM | | 86 | 68 | 154 |
| 01:00 | | 57 | 64 | 121 |
| 02:00 | | 62 | 48 | 110 |
| 03:00 | | 111 | 88 | 199 |
| 04:00 | | 117 | 103 | 220 |
| 05:00 | | 115 | 95 | 210 |
| 06:00 | | 65 | 45 | 110 |
| 07:00 | | 57 | 40 | 97 |
| 08:00 | | 38 | 32 | 70 |
| 09:00 | | 33 | 21 | 54 |
| 10:00 | | 20 | 18 | 38 |
| 11:00 | | 11 | 4 | 15 |
| Total | | 1117 | 998 | 2115 |
| Percent | | 52.8% | 47.2% | |

# Hourly Multi-Channel Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

| Start Time | 23-Oct-15 Fri | Southbound | Northbound | Combined Total |
|---|---|---|---|---|
| 12:00 AM | | 10 | 2 | 12 |
| 01:00 | | 4 | 2 | 6 |
| 02:00 | | 2 | 2 | 4 |
| 03:00 | | 3 | 2 | 5 |
| 04:00 | | 2 | 5 | 7 |
| 05:00 | | 4 | 2 | 6 |
| 06:00 | | 20 | 23 | 43 |
| 07:00 | | 39 | 56 | 95 |
| 08:00 | | 98 | 87 | 185 |
| 09:00 | | 62 | 65 | 127 |
| 10:00 | | 57 | 74 | 131 |
| 11:00 | | 64 | 70 | 134 |
| 12:00 PM | | 71 | 73 | 144 |
| 01:00 | | 81 | 57 | 138 |
| 02:00 | | 98 | 104 | 202 |
| 03:00 | | 118 | 77 | 195 |
| 04:00 | | 78 | 71 | 149 |
| 05:00 | | 109 | 68 | 177 |
| 06:00 | | 86 | 71 | 157 |
| 07:00 | | 61 | 40 | 101 |
| 08:00 | | 40 | 33 | 73 |
| 09:00 | | 28 | 26 | 54 |
| 10:00 | | 17 | 20 | 37 |
| 11:00 | | 16 | 6 | 22 |
| Total | | 1168 | 1036 | 2204 |
| Percent | | 53.0% | 47.0% | |



# Hourly Multi-Channel Report

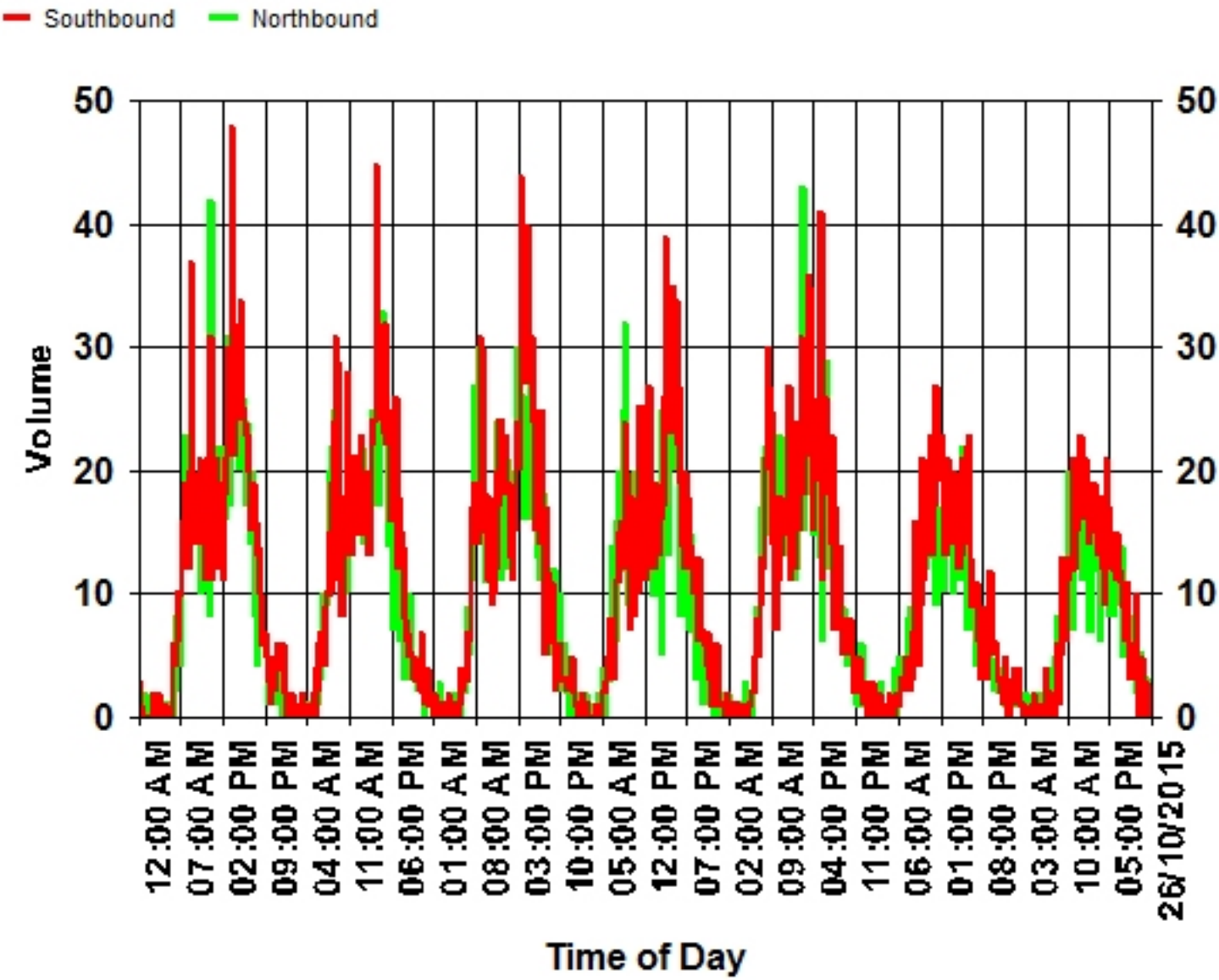
Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

| Start Time | 24-Oct-15 Sat | Southbound | Northbound | Combined Total |
|---|---|---|---|---|
| 12:00 AM | | 8 | 10 | 18 |
| 01:00 | | 4 | 5 | 9 |
| 02:00 | | 4 | 5 | 9 |
| 03:00 | | 4 | 3 | 7 |
| 04:00 | | 2 | 3 | 5 |
| 05:00 | | 3 | 5 | 8 |
| 06:00 | | 8 | 15 | 23 |
| 07:00 | | 14 | 18 | 32 |
| 08:00 | | 28 | 38 | 66 |
| 09:00 | | 32 | 53 | 85 |
| 10:00 | | 61 | 56 | 117 |
| 11:00 | | 74 | 55 | 129 |
| 12:00 PM | | 84 | 55 | 139 |
| 01:00 | | 75 | 59 | 134 |
| 02:00 | | 70 | 62 | 132 |
| 03:00 | | 73 | 58 | 131 |
| 04:00 | | 65 | 61 | 126 |
| 05:00 | | 76 | 41 | 117 |
| 06:00 | | 41 | 37 | 78 |
| 07:00 | | 27 | 25 | 52 |
| 08:00 | | 24 | 18 | 42 |
| 09:00 | | 34 | 22 | 56 |
| 10:00 | | 18 | 11 | 29 |
| 11:00 | | 11 | 9 | 20 |
| Total | | 840 | 724 | 1564 |
| Percent | | 53.7% | 46.3% | |

# Hourly Multi-Channel Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

| Start Time | 25-Oct-15 Sun | Southbound | Northbound | Combined Total |
|---|---|---|---|---|
| 12:00 AM | | 4 | 3 | 7 |
| 01:00 | | 11 | 7 | 18 |
| 02:00 | | 6 | 4 | 10 |
| 03:00 | | 1 | 2 | 3 |
| 04:00 | | 3 | 0 | 3 |
| 05:00 | | 1 | 2 | 3 |
| 06:00 | | 6 | 7 | 13 |
| 07:00 | | 4 | 7 | 11 |
| 08:00 | | 15 | 22 | 37 |
| 09:00 | | 35 | 35 | 70 |
| 10:00 | | 48 | 49 | 97 |
| 11:00 | | 64 | 61 | 125 |
| 12:00 PM | | 76 | 69 | 145 |
| 01:00 | | 70 | 45 | 115 |
| 02:00 | | 66 | 54 | 120 |
| 03:00 | | 54 | 40 | 94 |
| 04:00 | | 63 | 56 | 119 |
| 05:00 | | 55 | 41 | 96 |
| 06:00 | | 52 | 43 | 95 |
| 07:00 | | 33 | 31 | 64 |
| 08:00 | | 25 | 27 | 52 |
| 09:00 | | 20 | 18 | 38 |
| 10:00 | | 7 | 11 | 18 |
| 11:00 | | 5 | 7 | 12 |
| Total | | 724 | 641 | 1365 |
| Percent | | 53.0% | 47.0% | |
| Grand Total | | 7306 | 6589 | |
| Percentage | | 52.6% | 47.4% | |
| ADT | | ADT 1,934 | | AADT 1,934 |


Southbound
Northbound
Volume
50
40
30
20
10
0
12:00 AM
07:00 AM
02:00 PM
09:00 PM
04:00 AM
11:00 AM
06:00 PM
01:00 AM
08:00 AM
03:00 PM
10:00 PM
05:00 AM
12:00 PM
07:00 PM
02:00 AM
09:00 AM
04:00 PM
11:00 PM
06:00 AM
01:00 PM
08:00 PM
03:00 AM
10:00 AM
05:00 PM
26/10/2015
Time of Day

# Basic Axle Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Southbound

| Start Time | Motor | Cars Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Doubl | 5 Axle Doubl | >6 Axl Doubl | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Bicycl | Not Class | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10/19/1 | | | | | | | | | | | | | | | | |
| 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 00:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 00:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 06:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 |
| 06:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| 06:30 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 06:45 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 |
| | 0 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 26 |
| 07:00 | 0 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 07:15 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 16 |
| 07:30 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 07:45 | 0 | 17 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| | 0 | 47 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 60 |
| 08:00 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 08:15 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 12 |
| 08:30 | 0 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 08:45 | 0 | 29 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 37 |
| | 0 | 69 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 83 |
| 09:00 | 0 | 15 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 09:15 | 0 | 12 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 |
| 09:30 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 09:45 | 0 | 12 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | 0 | 51 | 7 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 63 |
| 10:00 | 0 | 13 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18 |
| 10:15 | 0 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 21 |
| 10:30 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 |
| 10:45 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | 0 | 55 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 70 |
| 11:00 | 0 | 16 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 11:15 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 |
| 11:30 | 1 | 13 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 11:45 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | 1 | 50 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 66 |
| Total | 1 | 306 | 44 | 2 | 7 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 20 | 384 |
| Percent | 0.3% | 79.7% | 11.5% | 0.5% | 1.8% | 0.0% | 0.0% | 0.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.5% | 5.2% | |

# Basic Axle Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Southbound

| Start Time | Motor | Cars Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Doubl | 5 Axle Doubl | >6 Axl Doubl | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Bicycl | Not Class | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 PM | 0 | 23 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 31 |
| 12:15 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 11 |
| 12:30 | 0 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20 |
| 12:45 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 |
| | 0 | 57 | 11 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 77 |
| 13:00 | 0 | 18 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 13:15 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:30 | 0 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 13:45 | 0 | 13 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 16 |
| | 0 | 57 | 6 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 68 |
| 14:00 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:15 | 0 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18 |
| 14:30 | 0 | 16 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 14:45 | 0 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 30 |
| | 0 | 67 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 80 |
| 15:00 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 15:15 | 0 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 15:30 | 0 | 44 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 48 |
| 15:45 | 0 | 22 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 32 |
| | 0 | 107 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 126 |
| 16:00 | 0 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21 |
| 16:15 | 1 | 24 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 16:30 | 0 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 29 |
| 16:45 | 0 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| | 1 | 93 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 102 |
| 17:00 | 0 | 28 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 34 |
| 17:15 | 0 | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24 |
| 17:30 | 0 | 22 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 17:45 | 0 | 23 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| | 0 | 91 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 107 |
| 18:00 | 0 | 19 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 18:15 | 0 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 18:30 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 17 |
| 18:45 | 0 | 13 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 0 | 66 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 75 |
| 19:00 | 0 | 12 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18 |
| 19:15 | 0 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 19:30 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 19:45 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 |
| | 0 | 54 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 66 |
| 20:00 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 20:15 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 20:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:45 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 0 | 33 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 21:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 |
| 21:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| 21:30 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 0 | 15 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 19 |
| 22:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 23:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:15 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 23:30 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 1 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| Total | 2 | 667 | 75 | 6 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 21 | 785 |
| Percent | 0.3% | 85.0% | 9.6% | 0.8% | 0.8% | 0.3% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.6% | 2.7% | |

# Basic Axle Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Southbound

| Start Time | Motor | Cars Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Doubl | 5 Axle Doubl | >6 Axl Doubl | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Bicycl | Not Class | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10/20/15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 |
| 00:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 00:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 06:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 06:15 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 06:30 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 06:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| | 0 | 16 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 23 |
| 07:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 07:15 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 07:30 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 07:45 | 0 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 |
| | 0 | 36 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 44 |
| 08:00 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 08:15 | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 08:30 | 0 | 22 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 08:45 | 0 | 27 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 31 |
| | 0 | 77 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 84 |
| 09:00 | 1 | 20 | 3 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 29 |
| 09:15 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 09:30 | 0 | 14 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 09:45 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 1 | 51 | 8 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 66 |
| 10:00 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 10:15 | 0 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 10:30 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 10:45 | 0 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| | 0 | 64 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 11:00 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 11:15 | 0 | 16 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 11:30 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:45 | 1 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| | 1 | 57 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| Total | 2 | 323 | 41 | 3 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 381 |
| Percent | 0.5% | 84.8% | 10.8% | 0.8% | 0.8% | 0.5% | 0.0% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.5% | 1.0% | |

# Basic Axle Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Southbound

| Start Time | Motor | Cars Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Doubl | 5 Axle Doubl | >6 Axl Doubl | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Bicycl | Not Class | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 PM | 0 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:15 | 0 | 16 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20 |
| 12:30 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:45 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 |
| | 0 | 59 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 71 |
| 13:00 | 0 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 23 |
| 13:15 | 0 | 14 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 13:30 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 13:45 | 0 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| | 0 | 61 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 75 |
| 14:00 | 0 | 14 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 20 |
| 14:15 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:30 | 0 | 14 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 14:45 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 22 |
| | 0 | 60 | 7 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 73 |
| 15:00 | 1 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 15:15 | 0 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 15:30 | 0 | 36 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 45 |
| 15:45 | 0 | 28 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| | 1 | 108 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 125 |
| 16:00 | 0 | 26 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 16:15 | 0 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24 |
| 16:30 | 0 | 23 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 29 |
| 16:45 | 0 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| | 0 | 92 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 105 |
| 17:00 | 0 | 30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 17:15 | 0 | 19 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 22 |
| 17:30 | 0 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 17:45 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | 1 | 85 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 95 |
| 18:00 | 1 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 18:15 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16 |
| 18:30 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 18:45 | 0 | 23 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| | 1 | 65 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 74 |
| 19:00 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 |
| 19:15 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 19:30 | 0 | 12 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:45 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 0 | 51 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 59 |
| 20:00 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 |
| 20:15 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:30 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:45 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 0 | 29 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 35 |
| 21:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| 21:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18 |
| 22:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 23:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 23:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| Total | 3 | 648 | 78 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 13 | 755 |
| Percent | 0.4% | 85.8% | 10.3% | 0.3% | 1.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.4% | 1.7% | |

# Basic Axle Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Southbound

| Start Time | Motor | Cars Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Doubl | 5 Axle Doubl | >6 Axl Doubl | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Bicycl | Not Class | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10/21/15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 |
| 00:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 00:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 06:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 06:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 06:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 06:45 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 0 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 07:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 07:15 | 0 | 11 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 07:30 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 |
| 07:45 | 0 | 17 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19 |
| | 0 | 45 | 6 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 56 |
| 08:00 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15 |
| 08:15 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 08:30 | 0 | 13 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 08:45 | 0 | 24 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 31 |
| | 0 | 63 | 6 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 77 |
| 09:00 | 0 | 27 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 09:15 | 0 | 15 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 09:30 | 0 | 14 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 09:45 | 0 | 13 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 0 | 69 | 8 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 10:00 | 0 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 |
| 10:15 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 10:30 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:45 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | 0 | 40 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 49 |
| 11:00 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:15 | 0 | 10 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:30 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20 |
| 11:45 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| | 0 | 49 | 6 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 59 |
| Total | 0 | 299 | 38 | 3 | 6 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 362 |
| Percent | 0.0% | 82.6% | 10.5% | 0.8% | 1.7% | 0.6% | 0.0% | 1.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.3% | 2.5% | |

# Basic Axle Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Southbound

| Start Time | Motor | Cars Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Doubl | 5 Axle Doubl | >6 Axl Doubl | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Bicycl | Not Class | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 PM | 0 | 19 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 12:15 | 0 | 20 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 12:30 | 0 | 16 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 18 |
| 12:45 | 0 | 15 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| | 0 | 70 | 13 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 89 |
| 13:00 | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 20 |
| 13:15 | 0 | 12 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 13:30 | 1 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 13:45 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| | 1 | 55 | 11 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 70 |
| 14:00 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 |
| 14:15 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:30 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 14:45 | 0 | 20 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| | 0 | 58 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 67 |
| 15:00 | 0 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 15:15 | 0 | 19 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 15:30 | 0 | 33 | 5 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 44 |
| 15:45 | 0 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| | 0 | 95 | 12 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 114 |
| 16:00 | 0 | 30 | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 16:15 | 0 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 27 |
| 16:30 | 0 | 33 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 40 |
| 16:45 | 0 | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| | 0 | 112 | 15 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 133 |
| 17:00 | 0 | 26 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 17:15 | 1 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 31 |
| 17:30 | 0 | 20 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 17:45 | 0 | 12 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 15 |
| | 1 | 83 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 97 |
| 18:00 | 0 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 19 |
| 18:15 | 1 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 18:30 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19 |
| 18:45 | 0 | 9 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 |
| | 1 | 59 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 77 |
| 19:00 | 0 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 19:15 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 19:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:45 | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| | 0 | 58 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 20:00 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 20:15 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:30 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 |
| 20:45 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 11 |
| | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 38 |
| 21:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 |
| 21:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18 |
| 22:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 22:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 |
| 23:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:15 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 1 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Total | 4 | 660 | 85 | 3 | 11 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 20 | 790 |
| Percent | 0.5% | 83.5% | 10.8% | 0.4% | 1.4% | 0.1% | 0.0% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.5% | 2.5% | |

# Basic Axle Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Southbound

| Start Time | Motor | Cars Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Doubl | 5 Axle Doubl | >6 Axl Doubl | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Bicycl | Not Class | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10/22/1 | | | | | | | | | | | | | | | | |
| 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 |
| 00:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 00:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 8 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 06:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 06:15 | 0 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 06:30 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 06:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 0 | 14 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 07:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 07:15 | 0 | 7 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 07:30 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 07:45 | 0 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 |
| | 0 | 36 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 44 |
| 08:00 | 0 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 16 |
| 08:15 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 08:30 | 0 | 12 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 08:45 | 0 | 20 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| | 0 | 53 | 6 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 67 |
| 09:00 | 0 | 16 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 09:15 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16 |
| 09:30 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 09:45 | 0 | 15 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| | 0 | 50 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 61 |
| 10:00 | 0 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 10:15 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:30 | 0 | 8 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:45 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | 0 | 38 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 11:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 10 |
| 11:15 | 0 | 22 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 11:30 | 0 | 20 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 11:45 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | 0 | 64 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 76 |
| Total | 0 | 278 | 42 | 4 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 345 |
| Percent | 0.0% | 80.6% | 12.2% | 1.2% | 3.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.2% | 1.2% | |

# Basic Axle Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Southbound

| Start Time | Motor | Cars Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Doubl | 5 Axle Doubl | >6 Axl Doubl | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Bicycl | Not Class | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 PM | 0 | 22 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 12:15 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:30 | 0 | 19 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24 |
| 12:45 | 0 | 23 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 27 |
| | 0 | 72 | 9 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 86 |
| 13:00 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16 |
| 13:15 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:30 | 0 | 13 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 13:45 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | 0 | 45 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 57 |
| 14:00 | 0 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19 |
| 14:15 | 1 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:30 | 1 | 9 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:45 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | 2 | 49 | 9 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 62 |
| 15:00 | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:15 | 0 | 21 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 15:30 | 0 | 32 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 39 |
| 15:45 | 0 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 29 |
| | 0 | 94 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 111 |
| 16:00 | 0 | 24 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 16:15 | 0 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 23 |
| 16:30 | 0 | 26 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 31 |
| 16:45 | 0 | 26 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 35 |
| | 0 | 97 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 117 |
| 17:00 | 0 | 26 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 32 |
| 17:15 | 0 | 31 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 17:30 | 0 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 22 |
| 17:45 | 0 | 19 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 27 |
| | 0 | 94 | 12 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 115 |
| 18:00 | 0 | 15 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 18:15 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 18:30 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 18:45 | 0 | 17 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| | 0 | 54 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 19:00 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 19:15 | 0 | 16 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 19:30 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 19:45 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 |
| | 0 | 51 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 57 |
| 20:00 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 |
| 20:15 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:30 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 |
| 20:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 |
| | 0 | 30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 38 |
| 21:00 | 0 | 11 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 21:15 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:30 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:45 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 0 | 30 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 22:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:30 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 0 | 18 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 23:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 23:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| Total | 3 | 644 | 83 | 6 | 10 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 772 |
| Percent | 0.4% | 83.4% | 10.8% | 0.8% | 1.3% | 0.3% | 0.0% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.8% | |

# Basic Axle Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Southbound

| Start Time | Motor | Cars Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Doubl | 5 Axle Doubl | >6 Axl Doubl | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Bicycl | Not Class | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10/23/1 | | | | | | | | | | | | | | | | |
| 5 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 6 |
| 00:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 00:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 00:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 10 |
| 01:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 06:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 06:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 06:30 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 |
| 06:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 0 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20 |
| 07:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 07:15 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 07:30 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 |
| 07:45 | 0 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | 0 | 30 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 39 |
| 08:00 | 0 | 18 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 08:15 | 0 | 17 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 08:30 | 0 | 23 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 30 |
| 08:45 | 0 | 23 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 27 |
| | 0 | 81 | 5 | 2 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 98 |
| 09:00 | 0 | 19 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 25 |
| 09:15 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 09:30 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16 |
| 09:45 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 0 | 48 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 62 |
| 10:00 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 15 |
| 10:15 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:30 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 10:45 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 |
| | 0 | 49 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 57 |
| 11:00 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 |
| 11:15 | 0 | 11 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:30 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 |
| 11:45 | 0 | 16 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| | 0 | 54 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 64 |
| Total | 0 | 300 | 38 | 4 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 365 |
| Percent | 0.0% | 82.2% | 10.4% | 1.1% | 1.6% | 0.0% | 0.0% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.5% | 3.8% | |

# Basic Axle Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Southbound

| Start Time | Motor | Cars Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Doubl | 5 Axle Doubl | >6 Axl Doubl | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Bicycl | Not Class | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 PM | 0 | 24 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 12:15 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 |
| 12:30 | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:45 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 |
| | 0 | 59 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 71 |
| 13:00 | 0 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20 |
| 13:15 | 0 | 22 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 13:30 | 1 | 15 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 22 |
| 13:45 | 0 | 13 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 1 | 66 | 8 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 81 |
| 14:00 | 0 | 27 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 14:15 | 0 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21 |
| 14:30 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 14:45 | 0 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 28 |
| | 0 | 85 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 98 |
| 15:00 | 0 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 15:15 | 0 | 31 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 36 |
| 15:30 | 0 | 32 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 35 |
| 15:45 | 0 | 25 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| | 0 | 105 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 118 |
| 16:00 | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:15 | 0 | 18 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21 |
| 16:30 | 0 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 23 |
| 16:45 | 0 | 12 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19 |
| | 0 | 62 | 10 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 78 |
| 17:00 | 0 | 26 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 32 |
| 17:15 | 0 | 32 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 41 |
| 17:30 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11 |
| 17:45 | 0 | 20 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 25 |
| | 0 | 87 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 109 |
| 18:00 | 0 | 22 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 18:15 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 18:30 | 0 | 15 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 18:45 | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| | 0 | 76 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 19:00 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:15 | 0 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 19:30 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:45 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| | 0 | 57 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 20:00 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 20:15 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:30 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 20:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 0 | 37 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 21:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 |
| 21:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| 21:30 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:45 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 0 | 22 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 28 |
| 22:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:15 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 |
| 22:30 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 0 | 15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 |
| 23:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| 23:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:45 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16 |
| Total | 1 | 683 | 72 | 2 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 32 | 803 |
| Percent | 0.1% | 85.1% | 9.0% | 0.2% | 1.4% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 4.0% | |

# Basic Axle Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Southbound

| Start Time | Motor | Cars Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Doubl | 5 Axle Doubl | >6 Axl Doubl | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Bicycl | Not Class | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10/24/1 | | | | | | | | | | | | | | | | |
| 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 00:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 00:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 00:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 01:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 03:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 06:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 06:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 06:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 06:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 |
| 07:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 07:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 08:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 08:30 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 08:45 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | 0 | 26 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 28 |
| 09:00 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 09:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 09:30 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 09:45 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 |
| | 0 | 25 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 32 |
| 10:00 | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 10:15 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:30 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 10:45 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| | 0 | 54 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 11:00 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 11:15 | 0 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 11:30 | 0 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 11:45 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| | 0 | 64 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| Total | 0 | 209 | 27 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 242 |
| Percent | 0.0% | 86.4% | 11.2% | 0.0% | 0.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.4% | 1.2% | |

# Basic Axle Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Southbound

| Start Time | Motor | Cars Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Doubl | 5 Axle Doubl | >6 Axl Doubl | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Bicycl | Not Class | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 PM | 0 | 14 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:15 | 0 | 24 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 12:30 | 0 | 19 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:45 | 0 | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| | 0 | 75 | 5 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 13:00 | 0 | 18 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 23 |
| 13:15 | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 13:30 | 0 | 13 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 13:45 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| | 0 | 59 | 12 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 75 |
| 14:00 | 0 | 15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 14:15 | 0 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 21 |
| 14:30 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:45 | 0 | 13 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | 0 | 56 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 70 |
| 15:00 | 0 | 14 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 15:15 | 0 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20 |
| 15:30 | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 15:45 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 0 | 60 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 73 |
| 16:00 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 |
| 16:15 | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 16:30 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 16:45 | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| | 0 | 60 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 65 |
| 17:00 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 |
| 17:15 | 0 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 17:30 | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 17:45 | 0 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| | 0 | 70 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 76 |
| 18:00 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:15 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:30 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 |
| 18:45 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | 0 | 36 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 41 |
| 19:00 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 19:15 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:30 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 20:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:30 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 0 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 21:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 11 |
| 21:15 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 21:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:45 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 0 | 30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 34 |
| 22:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:15 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:45 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 0 | 15 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 23:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| Total | 0 | 519 | 60 | 2 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 598 |
| Percent | 0.0% | 86.8% | 10.0% | 0.3% | 1.0% | 0.2% | 0.0% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.2% | 1.3% | |

# Basic Axle Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Southbound

| Start Time | Motor | Cars Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Doubl | 5 Axle Doubl | >6 Axl Doubl | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Bicycl | Not Class | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10/25/1 | | | | | | | | | | | | | | | | |
| 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 00:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 00:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 01:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| 01:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 01:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 01:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 |
| 02:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 03:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 06:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 06:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 06:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 07:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 08:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 08:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 |
| | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15 |
| 09:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 09:15 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 09:30 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 09:45 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 0 | 32 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 10:00 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:15 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 13 |
| 10:30 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:45 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | 1 | 39 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 48 |
| 11:00 | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 11:15 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:30 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 11:45 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15 |
| | 0 | 58 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 64 |
| Total | 1 | 174 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 198 |
| Percent | 0.5% | 87.9% | 6.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.0% | 4.5% | |

# Basic Axle Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Southbound

| Start Time | Motor | Cars Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Doubl | 5 Axle Doubl | >6 Axl Doubl | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Bicycl | Not Class | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 PM | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:15 | 1 | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 12:30 | 0 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:45 | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20 |
| | 1 | 63 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 76 |
| 13:00 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 13:15 | 1 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 13:30 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:45 | 0 | 13 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | 1 | 61 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 14:00 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 14:15 | 1 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16 |
| 14:30 | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 14:45 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 1 | 59 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 66 |
| 15:00 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:15 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 |
| 15:30 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 15:45 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 |
| | 0 | 47 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 54 |
| 16:00 | 1 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 18 |
| 16:15 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:30 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 16:45 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 1 | 60 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 63 |
| 17:00 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 |
| 17:15 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 12 |
| 17:30 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:45 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | 0 | 49 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 55 |
| 18:00 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:15 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:30 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 18:45 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | 0 | 50 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 19:00 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 19:15 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:45 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 0 | 32 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 20:00 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 0 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 21:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:30 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 21:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 22:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Total | 4 | 472 | 36 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 526 |
| Percent | 0.8% | 89.7% | 6.8% | 0.0% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.2% | 2.3% | |
| Grand Total | 21 | 6182 | 731 | 37 | 90 | 10 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 29 | 191 | 7306 |
| Percent | 0.3% | 84.6% | 10.0% | 0.5% | 1.2% | 0.1% | 0.0% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.4% | 2.6% | |

# Basic Axle Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Northbound

| Start Time | Motor | Cars Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Doubl | 5 Axle Doubl | >6 Axl Doubl | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Bicycl | Not Class | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10/19/1 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 00:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 06:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 06:15 | 0 | 5 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 06:30 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 06:45 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | 0 | 19 | 6 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 07:00 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| 07:15 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 07:30 | 0 | 13 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 07:45 | 0 | 15 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 23 |
| | 0 | 39 | 7 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 55 |
| 08:00 | 0 | 15 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 08:15 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14 |
| 08:30 | 0 | 14 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 08:45 | 1 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 22 |
| | 1 | 57 | 8 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 77 |
| 09:00 | 0 | 9 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 09:15 | 0 | 10 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 17 |
| 09:30 | 0 | 10 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 09:45 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | 0 | 41 | 14 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 61 |
| 10:00 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 10:15 | 0 | 8 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:30 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:45 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| | 0 | 46 | 7 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 11:00 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:15 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 |
| 11:30 | 0 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:45 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 0 | 39 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 47 |
| Total | 1 | 247 | 52 | 6 | 14 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 333 |
| Percent | 0.3% | 74.2% | 15.6% | 1.8% | 4.2% | 0.6% | 0.0% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.3% | 2.7% | |

# Basic Axle Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Northbound

| Start Time | Motor | Cars Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Doubl | 5 Axle Doubl | >6 Axl Doubl | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Bicycl | Not Class | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 PM | 0 | 31 | 5 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 12:15 | 0 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:30 | 1 | 11 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:45 | 0 | 19 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| | 1 | 76 | 12 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| 13:00 | 0 | 12 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 13:15 | 0 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21 |
| 13:30 | 0 | 19 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 13:45 | 2 | 10 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16 |
| | 2 | 57 | 11 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 76 |
| 14:00 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 14:15 | 0 | 16 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 22 |
| 14:30 | 0 | 10 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 14:45 | 0 | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 31 |
| | 0 | 68 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 86 |
| 15:00 | 0 | 12 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:15 | 0 | 24 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 29 |
| 15:30 | 0 | 20 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 30 |
| 15:45 | 0 | 20 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 31 |
| | 0 | 76 | 20 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 107 |
| 16:00 | 0 | 18 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 29 |
| 16:15 | 0 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 23 |
| 16:30 | 0 | 20 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 16:45 | 0 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| | 0 | 74 | 21 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 100 |
| 17:00 | 0 | 26 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 31 |
| 17:15 | 0 | 19 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 26 |
| 17:30 | 0 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 17:45 | 0 | 13 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 |
| | 0 | 76 | 11 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 96 |
| 18:00 | 0 | 17 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 18:15 | 0 | 16 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 18:30 | 0 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 18:45 | 0 | 13 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | 0 | 61 | 11 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 19:00 | 0 | 16 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 19:15 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:30 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 0 | 35 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 20:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:15 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:45 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 0 | 25 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 21:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 0 | 14 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 22:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 23:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Total | 4 | 578 | 110 | 6 | 24 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 743 |
| Percent | 0.5% | 77.8% | 14.8% | 0.8% | 3.2% | 0.5% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.2% | |

# Basic Axle Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Northbound

| Start Time | Motor | Cars Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Doubl | 5 Axle Doubl | >6 Axl Doubl | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Bicycl | Not Class | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10/20/15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 00:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 00:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 |
| 01:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 06:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 06:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 06:30 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 06:45 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | 0 | 22 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 07:00 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 07:15 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 07:30 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 07:45 | 1 | 16 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| | 1 | 36 | 6 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 08:00 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 08:15 | 0 | 17 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 08:30 | 0 | 17 | 2 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 25 |
| 08:45 | 0 | 20 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 28 |
| | 0 | 68 | 10 | 2 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 92 |
| 09:00 | 0 | 12 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 20 |
| 09:15 | 1 | 11 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 09:30 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 09:45 | 0 | 11 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | 1 | 41 | 15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 65 |
| 10:00 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 10:15 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:30 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 |
| 10:45 | 0 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | 0 | 43 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 53 |
| 11:00 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 11:15 | 0 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 11:30 | 0 | 17 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 11:45 | 1 | 10 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 1 | 60 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| Total | 3 | 284 | 57 | 3 | 15 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 375 |
| Percent | 0.8% | 75.7% | 15.2% | 0.8% | 4.0% | 0.3% | 0.0% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.5% | 2.4% | |

# Basic Axle Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Northbound

| Start Time | Motor | Cars Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Doubl | 5 Axle Doubl | >6 Axl Doubl | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Bicycl | Not Class | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 PM | 0 | 12 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:15 | 0 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20 |
| 12:30 | 0 | 14 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 12:45 | 0 | 15 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21 |
| | 0 | 55 | 15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 76 |
| 13:00 | 0 | 10 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 13:15 | 0 | 16 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 13:30 | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:45 | 2 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | 2 | 47 | 14 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 14:00 | 0 | 14 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 14:15 | 1 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:30 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 14:45 | 0 | 16 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| | 1 | 55 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 15:00 | 0 | 19 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 25 |
| 15:15 | 0 | 21 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 15:30 | 0 | 18 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 26 |
| 15:45 | 0 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| | 0 | 69 | 13 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 91 |
| 16:00 | 0 | 14 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 16:15 | 0 | 24 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 16:30 | 0 | 27 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 33 |
| 16:45 | 0 | 15 | 7 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| | 0 | 80 | 18 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 104 |
| 17:00 | 0 | 25 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 17:15 | 0 | 20 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 23 |
| 17:30 | 0 | 12 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:45 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 |
| | 0 | 70 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 78 |
| 18:00 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:15 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:30 | 0 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 25 |
| 18:45 | 0 | 19 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| | 0 | 57 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 72 |
| 19:00 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:15 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:45 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | 0 | 38 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 20:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:45 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 0 | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 21:00 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 21:15 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 0 | 19 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 22:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 23:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Total | 3 | 524 | 104 | 2 | 21 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 665 |
| Percent | 0.5% | 78.8% | 15.6% | 0.3% | 3.2% | 0.3% | 0.0% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.2% | 1.1% | |

# Basic Axle Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Northbound

| Start Time | Motor | Cars Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Doubl | 5 Axle Doubl | >6 Axl Doubl | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Bicycl | Not Class | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10/21/15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 00:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 00:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 06:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 06:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 06:30 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 06:45 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 0 | 13 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 07:00 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 07:15 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 07:30 | 0 | 11 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 07:45 | 0 | 25 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| | 0 | 48 | 9 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 08:00 | 0 | 13 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 21 |
| 08:15 | 0 | 16 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 08:30 | 0 | 25 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 08:45 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 23 |
| | 0 | 73 | 6 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 93 |
| 09:00 | 0 | 13 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 09:15 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 09:30 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 09:45 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | 0 | 46 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 10:00 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 10:15 | 0 | 11 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10:30 | 0 | 8 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 10:45 | 0 | 9 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | 0 | 39 | 12 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 11:00 | 0 | 12 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:15 | 0 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 |
| 11:30 | 0 | 16 | 6 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 11:45 | 0 | 16 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| | 0 | 54 | 9 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 70 |
| Total | 0 | 289 | 55 | 5 | 14 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 373 |
| Percent | 0.0% | 77.5% | 14.7% | 1.3% | 3.8% | 0.3% | 0.0% | 0.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.3% | 1.6% | |

# Basic Axle Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Northbound

| Start Time | Motor | Cars Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Doubl | 5 Axle Doubl | >6 Axl Doubl | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Bicycl | Not Class | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 PM | 0 | 9 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:15 | 0 | 14 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:30 | 0 | 11 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:45 | 0 | 14 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| | 0 | 48 | 9 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 13:00 | 0 | 13 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 13:15 | 0 | 14 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 21 |
| 13:30 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:45 | 2 | 15 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| | 2 | 54 | 9 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 71 |
| 14:00 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 |
| 14:15 | 0 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 14:30 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 14:45 | 0 | 18 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| | 0 | 57 | 15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 75 |
| 15:00 | 0 | 22 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 15:15 | 0 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 25 |
| 15:30 | 0 | 21 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 15:45 | 0 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 26 |
| | 0 | 85 | 13 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 107 |
| 16:00 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:15 | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 16:30 | 0 | 19 | 3 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 16:45 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | 0 | 66 | 9 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 17:00 | 0 | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 17:15 | 0 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 17:30 | 0 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 17:45 | 0 | 13 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| | 0 | 77 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 18:00 | 0 | 12 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 18:15 | 1 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 13 |
| 18:30 | 0 | 8 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:45 | 0 | 13 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | 1 | 40 | 11 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 57 |
| 19:00 | 0 | 14 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 19:15 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 19:30 | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:45 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | 0 | 49 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 20:00 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 |
| 20:45 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 |
| | 0 | 25 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 32 |
| 21:00 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 21:15 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 21:30 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:45 | 0 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | 0 | 31 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 22:00 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 22:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 0 | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 23:00 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Total | 3 | 555 | 104 | 3 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 701 |
| Percent | 0.4% | 79.2% | 14.8% | 0.4% | 3.6% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.3% | |

# Basic Axle Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Northbound

| Start Time | Motor | Cars Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Doubl | 5 Axle Doubl | >6 Axl Doubl | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Bicycl | Not Class | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10/22/15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 00:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 00:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 01:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:00 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 06:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 06:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 06:30 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 06:45 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 0 | 22 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 07:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 07:15 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 07:30 | 0 | 13 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 07:45 | 0 | 17 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| | 0 | 37 | 6 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 08:00 | 0 | 8 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 17 |
| 08:15 | 0 | 13 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 08:30 | 0 | 19 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 08:45 | 0 | 30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| | 0 | 70 | 12 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 91 |
| 09:00 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 09:15 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 09:30 | 0 | 12 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 09:45 | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | 0 | 41 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 10:00 | 0 | 5 | 4 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:15 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 10:30 | 0 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20 |
| 10:45 | 0 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | 0 | 43 | 9 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 57 |
| 11:00 | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:15 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16 |
| 11:30 | 0 | 12 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 11:45 | 0 | 11 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | 0 | 51 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 69 |
| Total | 0 | 287 | 62 | 5 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 372 |
| Percent | 0.0% | 77.2% | 16.7% | 1.3% | 3.0% | 0.0% | 0.0% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.6% | |

# Basic Axle Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Northbound

| Start Time | Motor | Cars Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Doubl | 5 Axle Doubl | >6 Axl Doubl | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Bicycl | Not Class | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 PM | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 |
| 12:15 | 0 | 11 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:30 | 0 | 9 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 |
| 12:45 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| | 0 | 49 | 14 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 68 |
| 13:00 | 0 | 21 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 25 |
| 13:15 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:30 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 |
| 13:45 | 0 | 17 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| | 0 | 55 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 64 |
| 14:00 | 0 | 7 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:15 | 0 | 12 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:30 | 0 | 15 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 14:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 0 | 38 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 15:00 | 0 | 21 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 15:15 | 0 | 20 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 26 |
| 15:30 | 0 | 17 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 24 |
| 15:45 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| | 0 | 69 | 8 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 88 |
| 16:00 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 22 |
| 16:15 | 0 | 23 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 16:30 | 1 | 18 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 16:45 | 1 | 24 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 29 |
| | 2 | 85 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 103 |
| 17:00 | 0 | 27 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 17:15 | 0 | 14 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 17:30 | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 22 |
| 17:45 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19 |
| | 0 | 75 | 16 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 95 |
| 18:00 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:15 | 0 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 18:30 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:45 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | 1 | 42 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 19:00 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 19:15 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:30 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 19:45 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 0 | 34 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 20:00 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:15 | 0 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 20:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | 1 | 27 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 21:00 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:15 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 19 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 22:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:45 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 0 | 15 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 23:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total | 4 | 511 | 73 | 4 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 626 |
| Percent | 0.6% | 81.6% | 11.7% | 0.6% | 2.6% | 0.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.4% | |

# Basic Axle Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Northbound

| Start Time | Motor | Cars Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Doubl | 5 Axle Doubl | >6 Axl Doubl | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Bicycl | Not Class | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10/23/15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 00:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 06:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 06:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 06:30 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 06:45 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 0 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 07:00 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 07:15 | 0 | 8 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 07:30 | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 07:45 | 0 | 19 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| | 0 | 44 | 6 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 08:00 | 0 | 13 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 08:15 | 0 | 17 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 22 |
| 08:30 | 0 | 19 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 27 |
| 08:45 | 0 | 14 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21 |
| | 0 | 63 | 10 | 1 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 87 |
| 09:00 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 09:15 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 09:30 | 1 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 09:45 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| | 1 | 54 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 10:00 | 0 | 14 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 10:15 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 10:30 | 0 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 23 |
| 10:45 | 0 | 10 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| | 0 | 53 | 16 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 74 |
| 11:00 | 0 | 15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18 |
| 11:15 | 0 | 7 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:30 | 0 | 15 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 11:45 | 0 | 12 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| | 0 | 49 | 15 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 70 |
| Total | 1 | 293 | 65 | 3 | 17 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 390 |
| Percent | 0.3% | 75.1% | 16.7% | 0.8% | 4.4% | 0.3% | 0.0% | 0.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.1% | |

# Basic Axle Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Northbound

| Start Time | Motor | Cars Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Doubl | 5 Axle Doubl | >6 Axl Doubl | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Bicycl | Not Class | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 PM | 0 | 14 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:15 | 0 | 12 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 19 |
| 12:30 | 0 | 15 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 12:45 | 0 | 10 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 0 | 51 | 14 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 73 |
| 13:00 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 |
| 13:15 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:30 | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 13:45 | 0 | 13 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| | 0 | 43 | 9 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 57 |
| 14:00 | 0 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 14:15 | 0 | 40 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 43 |
| 14:30 | 0 | 10 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:45 | 0 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| | 0 | 90 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 104 |
| 15:00 | 0 | 14 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 15:15 | 0 | 17 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 20 |
| 15:30 | 0 | 14 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 19 |
| 15:45 | 0 | 16 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| | 0 | 61 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 77 |
| 16:00 | 1 | 11 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:15 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15 |
| 16:30 | 0 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 16:45 | 0 | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 23 |
| | 1 | 52 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 71 |
| 17:00 | 0 | 22 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 30 |
| 17:15 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 |
| 17:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 6 |
| 17:45 | 0 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| | 0 | 53 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 68 |
| 18:00 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 18:15 | 0 | 24 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 18:30 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 18:45 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| | 0 | 59 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 19:00 | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:15 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:30 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:45 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 0 | 31 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 20:00 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:15 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:30 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 |
| 20:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 33 |
| 21:00 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 21:15 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:45 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 22:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:15 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| 22:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 0 | 16 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Total | 1 | 518 | 84 | 6 | 15 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 19 | 646 |
| Percent | 0.2% | 80.2% | 13.0% | 0.9% | 2.3% | 0.2% | 0.0% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.2% | 2.9% | |

# Basic Axle Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Northbound

| Start Time | Motor | Cars Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Doubl | 5 Axle Doubl | >6 Axl Doubl | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Bicycl | Not Class | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10/24/1 5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 00:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 00:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 00:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 06:00 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 06:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 06:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 06:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 07:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 07:45 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 08:00 | 0 | 6 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 08:15 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 08:30 | 0 | 7 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 08:45 | 0 | 13 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 0 | 30 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 09:00 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 |
| 09:15 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 09:30 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15 |
| 09:45 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | 0 | 39 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 53 |
| 10:00 | 0 | 9 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:15 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 10:30 | 0 | 8 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:45 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 0 | 47 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 11:00 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 |
| 11:15 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:30 | 0 | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:45 | 0 | 14 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 0 | 45 | 6 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 55 |
| Total | 0 | 218 | 31 | 3 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 266 |
| Percent | 0.0% | 82.0% | 11.7% | 1.1% | 3.4% | 0.0% | 0.0% | 0.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.5% | |

# Basic Axle Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Northbound

| Start Time | Motor | Cars Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Doubl | 5 Axle Doubl | >6 Axl Doubl | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Bicycl | Not Class | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 PM | 0 | 11 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:15 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:30 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:45 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| | 0 | 49 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 13:00 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:15 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 13:30 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:45 | 0 | 17 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| | 0 | 53 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 14:00 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:15 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 14:30 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 14:45 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | 0 | 59 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 15:00 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 15:15 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 15:30 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 15:45 | 0 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| | 0 | 51 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 16:00 | 0 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:15 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:30 | 0 | 18 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 22 |
| 16:45 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 12 |
| | 0 | 50 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 61 |
| 17:00 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:15 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17:30 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 |
| 17:45 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 0 | 35 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 41 |
| 18:00 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:15 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:30 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:45 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 0 | 32 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 19:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:15 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:45 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 0 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 20:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:15 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 21:00 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 |
| 21:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 22 |
| 22:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 23:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Total | 0 | 406 | 42 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 458 |
| Percent | 0.0% | 88.6% | 9.2% | 0.0% | 1.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.1% | |

# Basic Axle Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Northbound

| Start Time | Motor | Cars Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Doubl | 5 Axle Doubl | >6 Axl Doubl | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Bicycl | Not Class | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10/25/15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 00:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 00:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 01:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 01:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 02:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 06:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 06:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 06:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 |
| 07:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 07:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 08:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 08:15 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 08:30 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 08:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 17 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 09:00 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 09:15 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 09:30 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 09:45 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | 0 | 31 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 10:00 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:15 | 0 | 12 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 20 |
| 10:30 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:45 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 1 | 36 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 49 |
| 11:00 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:15 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:30 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:45 | 0 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| | 0 | 54 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| Total | 1 | 163 | 29 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 199 |
| Percent | 0.5% | 81.9% | 14.6% | 0.0% | 1.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.0% | |

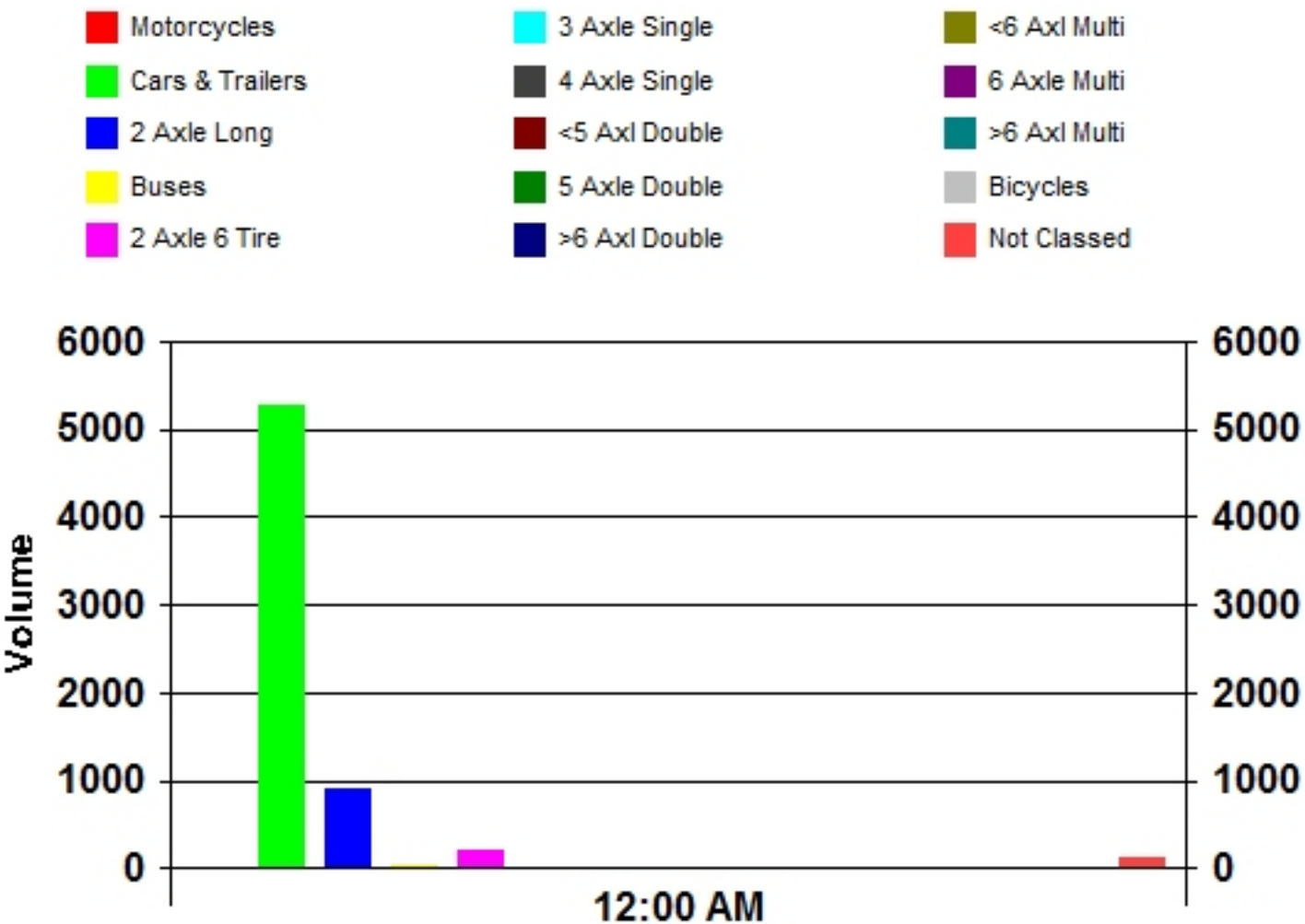
# Basic Axle Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Northbound

| Start Time | Motor | Cars Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Doubl | 5 Axle Doubl | >6 Axl Doubl | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Bicycl | Not Class | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 PM | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:15 | 1 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:30 | 0 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:45 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | 1 | 61 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 13:00 | 0 | 14 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 13:15 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 13:30 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:45 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 0 | 37 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 14:00 | 0 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:15 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 17 |
| 14:30 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:45 | 0 | 12 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | 0 | 47 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 54 |
| 15:00 | 0 | 8 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 15:15 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 |
| 15:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:45 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 |
| | 0 | 32 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 40 |
| 16:00 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 16:15 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:30 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 16:45 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | 0 | 52 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 17:00 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:15 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 |
| 17:30 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:45 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | 0 | 34 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 41 |
| 18:00 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:15 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:30 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:45 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | 0 | 41 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 19:00 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:45 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 0 | 30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 20:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:15 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:30 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:45 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 0 | 21 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 21:00 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:15 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 22:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 23:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Total | 1 | 384 | 48 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 442 |
| Percent | 0.2% | 86.9% | 10.9% | 0.0% | 1.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.2% | 0.7% | |
| Grand Total | 22 | 5257 | 916 | 46 | 193 | 17 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 7 | 120 | 6589 |
| Percent | 0.3% | 79.8% | 13.9% | 0.7% | 2.9% | 0.3% | 0.0% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 1.8% | |

# Axle Class vs. Volume (all lanes)



# Basic Speed Classification Report



Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Southbound

| Start Time | 1 29 | 30 39 | 40 44 | 45 49 | 50 54 | 55 59 | 60 64 | 65 69 | 70 79 | 80 89 | 90 90 | 91 99 | 100 9999 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10/19/15 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 00:15 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 00:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:30 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:30 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 06:00 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 06:15 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 06:30 | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 06:45 | 1 | 1 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | 4 | 4 | 7 | 5 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 07:00 | 0 | 0 | 1 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 07:15 | 6 | 1 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 07:30 | 1 | 0 | 6 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 07:45 | 1 | 7 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| | 8 | 8 | 15 | 18 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 08:00 | 0 | 6 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 08:15 | 2 | 1 | 0 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 08:30 | 1 | 6 | 9 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| 08:45 | 8 | 12 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| | 11 | 25 | 29 | 10 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 83 |
| 09:00 | 1 | 5 | 5 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 09:15 | 1 | 9 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 09:30 | 1 | 4 | 5 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 09:45 | 1 | 0 | 2 | 7 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | 4 | 18 | 14 | 20 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 10:00 | 1 | 6 | 5 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 10:15 | 0 | 9 | 6 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 10:30 | 2 | 4 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10:45 | 0 | 4 | 3 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | 3 | 23 | 18 | 15 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 11:00 | 0 | 3 | 9 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 11:15 | 2 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:30 | 0 | 4 | 9 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 11:45 | 2 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | 4 | 20 | 22 | 15 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| Total | 35 | 102 | 107 | 90 | 36 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 384 |

# Basic Speed Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Southbound

| Start Time | 1 29 | 30 39 | 40 44 | 45 49 | 50 54 | 55 59 | 60 64 | 65 69 | 70 79 | 80 89 | 90 90 | 91 99 | 100 9999 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 PM | 2 | 7 | 12 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 12:15 | 2 | 2 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:30 | 1 | 6 | 6 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 12:45 | 1 | 3 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 6 | 18 | 23 | 21 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 13:00 | 0 | 3 | 7 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 13:15 | 0 | 4 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:30 | 0 | 7 | 5 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 13:45 | 3 | 4 | 5 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | 3 | 18 | 19 | 17 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 14:00 | 0 | 0 | 3 | 5 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:15 | 1 | 1 | 4 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 14:30 | 0 | 6 | 8 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 14:45 | 2 | 6 | 7 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| | 3 | 13 | 22 | 30 | 8 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 15:00 | 0 | 9 | 6 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 15:15 | 3 | 8 | 9 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 15:30 | 7 | 18 | 11 | 6 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 15:45 | 2 | 11 | 8 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| | 12 | 46 | 34 | 22 | 5 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 126 |
| 16:00 | 1 | 5 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 16:15 | 0 | 2 | 12 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 16:30 | 2 | 5 | 7 | 11 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 16:45 | 1 | 3 | 10 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| | 4 | 15 | 40 | 31 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 17:00 | 2 | 4 | 13 | 8 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 17:15 | 2 | 6 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 17:30 | 0 | 5 | 7 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 17:45 | 0 | 3 | 9 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| | 4 | 18 | 42 | 29 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| 18:00 | 2 | 5 | 8 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 18:15 | 0 | 3 | 8 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 18:30 | 2 | 2 | 8 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 18:45 | 0 | 1 | 9 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 4 | 11 | 33 | 18 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 19:00 | 1 | 6 | 3 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 19:15 | 0 | 4 | 8 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 19:30 | 1 | 6 | 1 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 19:45 | 1 | 4 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| | 3 | 20 | 15 | 20 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 20:00 | 0 | 2 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 20:15 | 2 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 20:30 | 0 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:45 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 2 | 8 | 13 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 21:00 | 1 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 21:15 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:30 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:45 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 3 | 6 | 2 | 3 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 19 |
| 22:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:30 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:45 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 0 | 2 | 2 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 23:00 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:15 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 23:30 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:45 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 0 | 5 | 8 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| Total | 44 | 180 | 253 | 207 | 70 | 22 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 785 |

# Basic Speed Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Southbound

| Start Time | 1 29 | 30 39 | 40 44 | 45 49 | 50 54 | 55 59 | 60 64 | 65 69 | 70 79 | 80 89 | 90 90 | 91 99 | 100 9999 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10/20/15 | 0 | 1 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 00:15 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 00:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 3 | 2 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:30 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:45 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 0 | 1 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 06:00 | 1 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 06:15 | 0 | 1 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 06:30 | 0 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 06:45 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 3 | 7 | 5 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 07:00 | 0 | 2 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 07:15 | 0 | 4 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 07:30 | 0 | 3 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 07:45 | 1 | 7 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 1 | 16 | 13 | 9 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 08:00 | 0 | 2 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 08:15 | 0 | 7 | 5 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 08:30 | 1 | 5 | 11 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 08:45 | 9 | 16 | 3 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 31 |
| | 10 | 30 | 20 | 15 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 84 |
| 09:00 | 9 | 10 | 7 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 09:15 | 0 | 1 | 5 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 09:30 | 0 | 4 | 6 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 09:45 | 1 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 10 | 18 | 21 | 9 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 10:00 | 0 | 2 | 2 | 3 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 10:15 | 0 | 2 | 7 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 10:30 | 1 | 0 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 10:45 | 0 | 4 | 8 | 8 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| | 1 | 8 | 23 | 20 | 14 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 11:00 | 0 | 3 | 5 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 11:15 | 0 | 4 | 6 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 11:30 | 0 | 1 | 4 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:45 | 0 | 1 | 3 | 11 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| | 0 | 9 | 18 | 27 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| Total | 25 | 94 | 106 | 92 | 48 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 381 |

# Basic Speed Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Southbound

| Start Time | 1 29 | 30 39 | 40 44 | 45 49 | 50 54 | 55 59 | 60 64 | 65 69 | 70 79 | 80 89 | 90 90 | 91 99 | 100 9999 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 PM | 0 | 7 | 7 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:15 | 2 | 3 | 4 | 4 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 12:30 | 2 | 3 | 4 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:45 | 1 | 3 | 3 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 5 | 16 | 18 | 15 | 12 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 13:00 | 1 | 4 | 7 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 13:15 | 0 | 3 | 3 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 13:30 | 0 | 2 | 3 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 13:45 | 0 | 2 | 5 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| | 1 | 11 | 18 | 27 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 14:00 | 1 | 1 | 8 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 14:15 | 0 | 5 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:30 | 0 | 2 | 5 | 6 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 14:45 | 1 | 8 | 5 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| | 2 | 16 | 24 | 21 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 15:00 | 0 | 13 | 6 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 15:15 | 1 | 13 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 15:30 | 11 | 15 | 8 | 7 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 15:45 | 0 | 8 | 10 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| | 12 | 49 | 32 | 20 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 125 |
| 16:00 | 0 | 7 | 8 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 16:15 | 2 | 3 | 6 | 7 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 16:30 | 2 | 5 | 9 | 8 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 16:45 | 0 | 3 | 8 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| | 4 | 18 | 31 | 33 | 13 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| 17:00 | 1 | 12 | 10 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 17:15 | 2 | 5 | 9 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 17:30 | 0 | 6 | 5 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 17:45 | 1 | 6 | 4 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | 4 | 29 | 28 | 27 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 18:00 | 0 | 4 | 6 | 2 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 16 |
| 18:15 | 3 | 3 | 3 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 18:30 | 0 | 6 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 18:45 | 0 | 14 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| | 3 | 27 | 21 | 14 | 7 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 74 |
| 19:00 | 1 | 6 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 19:15 | 0 | 6 | 1 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 19:30 | 1 | 7 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:45 | 0 | 4 | 6 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 2 | 23 | 12 | 11 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 20:00 | 1 | 2 | 5 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 20:15 | 1 | 2 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:30 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:45 | 0 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 2 | 6 | 14 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 21:00 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:15 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:30 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:45 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 2 | 7 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 22:00 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:15 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:30 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:45 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 0 | 3 | 5 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 23:00 | 1 | 2 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 23:15 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 1 | 4 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| Total | 38 | 209 | 208 | 183 | 87 | 24 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 755 |

# Basic Speed Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Southbound

| Start Time | 1 29 | 30 39 | 40 44 | 45 49 | 50 54 | 55 59 | 60 64 | 65 69 | 70 79 | 80 89 | 90 90 | 91 99 | 100 9999 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10/21/15 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 00:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 00:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 1 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:15 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:30 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:30 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:45 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 1 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 06:00 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 06:15 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 06:30 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 06:45 | 0 | 2 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 0 | 5 | 5 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 07:00 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 07:15 | 1 | 5 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 07:30 | 1 | 2 | 8 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 07:45 | 2 | 5 | 4 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| | 4 | 12 | 22 | 13 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 08:00 | 3 | 2 | 4 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 08:15 | 0 | 4 | 3 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 08:30 | 3 | 9 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 08:45 | 10 | 11 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| | 16 | 26 | 14 | 16 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 09:00 | 2 | 9 | 6 | 10 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 09:15 | 1 | 8 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 09:30 | 0 | 3 | 6 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 09:45 | 0 | 4 | 4 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 3 | 24 | 21 | 21 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 10:00 | 1 | 2 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:15 | 0 | 5 | 4 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 10:30 | 0 | 5 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:45 | 0 | 1 | 4 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | 1 | 13 | 14 | 15 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 11:00 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:15 | 0 | 5 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:30 | 2 | 5 | 3 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 11:45 | 0 | 2 | 5 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| | 2 | 17 | 18 | 12 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| Total | 29 | 98 | 99 | 91 | 34 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 362 |

# Basic Speed Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Southbound

| Start Time | 1 29 | 30 39 | 40 44 | 45 49 | 50 54 | 55 59 | 60 64 | 65 69 | 70 79 | 80 89 | 90 90 | 91 99 | 100 9999 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 PM | 6 | 9 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 12:15 | 0 | 9 | 6 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 12:30 | 1 | 4 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:45 | 0 | 6 | 7 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| | 7 | 28 | 28 | 16 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 13:00 | 0 | 8 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 13:15 | 0 | 6 | 4 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 13:30 | 0 | 1 | 10 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 13:45 | 0 | 3 | 2 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| | 0 | 18 | 22 | 16 | 8 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 14:00 | 1 | 3 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:15 | 0 | 3 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:30 | 1 | 5 | 2 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 14:45 | 1 | 6 | 5 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| | 3 | 17 | 18 | 17 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 15:00 | 0 | 5 | 8 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 15:15 | 1 | 5 | 9 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 15:30 | 5 | 18 | 14 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 15:45 | 2 | 5 | 11 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| | 8 | 33 | 42 | 23 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 |
| 16:00 | 5 | 11 | 7 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 16:15 | 7 | 8 | 5 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 16:30 | 3 | 13 | 12 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 16:45 | 0 | 2 | 8 | 12 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| | 15 | 34 | 32 | 39 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 |
| 17:00 | 0 | 1 | 4 | 14 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 17:15 | 5 | 10 | 6 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 17:30 | 3 | 6 | 10 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 17:45 | 2 | 2 | 6 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 10 | 19 | 26 | 27 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 18:00 | 3 | 10 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 18:15 | 2 | 7 | 9 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 18:30 | 1 | 7 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 18:45 | 1 | 4 | 1 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | 7 | 28 | 20 | 12 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 19:00 | 0 | 9 | 9 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 19:15 | 2 | 3 | 3 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 19:30 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:45 | 1 | 3 | 5 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| | 3 | 16 | 17 | 20 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 20:00 | 0 | 8 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 20:15 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:30 | 2 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:45 | 3 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | 5 | 18 | 10 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 38 |
| 21:00 | 1 | 2 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:30 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:45 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 3 | 8 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 22:00 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:15 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:30 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:45 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 1 | 7 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 23:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:15 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 1 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Total | 63 | 230 | 222 | 179 | 73 | 18 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 790 |

# Basic Speed Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Southbound

| Start Time | 1 29 | 30 39 | 40 44 | 45 49 | 50 54 | 55 59 | 60 64 | 65 69 | 70 79 | 80 89 | 90 90 | 91 99 | 100 9999 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10/22/15 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 00:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 00:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:45 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:30 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:45 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 0 | 4 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 06:00 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 06:15 | 2 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 06:30 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 06:45 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 2 | 6 | 4 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 07:00 | 0 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 07:15 | 0 | 4 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 07:30 | 0 | 4 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 07:45 | 1 | 3 | 6 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 1 | 15 | 15 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 08:00 | 3 | 3 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 08:15 | 1 | 4 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 08:30 | 3 | 4 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 08:45 | 1 | 15 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| | 8 | 26 | 16 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 09:00 | 0 | 8 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 09:15 | 1 | 5 | 4 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 09:30 | 0 | 4 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 09:45 | 0 | 2 | 3 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| | 1 | 19 | 13 | 20 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 10:00 | 0 | 7 | 3 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 10:15 | 0 | 1 | 2 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:30 | 2 | 4 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:45 | 0 | 4 | 2 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | 2 | 16 | 9 | 12 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 11:00 | 0 | 1 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:15 | 1 | 13 | 5 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 11:30 | 0 | 5 | 6 | 8 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 11:45 | 0 | 1 | 9 | 3 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| | 1 | 20 | 23 | 18 | 8 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 76 |
| Total | 17 | 110 | 86 | 91 | 29 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 345 |

# Basic Speed Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Southbound

| Start Time | 1 29 | 30 39 | 40 44 | 45 49 | 50 54 | 55 59 | 60 64 | 65 69 | 70 79 | 80 89 | 90 90 | 91 99 | 100 9999 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 PM | 0 | 2 | 8 | 8 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 24 |
| 12:15 | 0 | 1 | 3 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:30 | 4 | 8 | 3 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 12:45 | 2 | 12 | 5 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| | 6 | 23 | 19 | 25 | 7 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 86 |
| 13:00 | 4 | 4 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 13:15 | 0 | 2 | 6 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:30 | 0 | 2 | 7 | 4 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 13:45 | 1 | 6 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | 5 | 14 | 17 | 12 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 57 |
| 14:00 | 1 | 6 | 3 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 14:15 | 0 | 2 | 6 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:30 | 0 | 1 | 7 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:45 | 1 | 1 | 3 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | 2 | 10 | 19 | 16 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 15:00 | 1 | 1 | 5 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:15 | 1 | 17 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 15:30 | 2 | 24 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 15:45 | 1 | 9 | 5 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| | 5 | 51 | 22 | 23 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| 16:00 | 3 | 3 | 7 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 16:15 | 1 | 8 | 9 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 16:30 | 2 | 7 | 8 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 16:45 | 2 | 10 | 8 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| | 8 | 28 | 32 | 38 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 |
| 17:00 | 3 | 11 | 13 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 17:15 | 2 | 10 | 3 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 17:30 | 3 | 4 | 6 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 17:45 | 2 | 5 | 6 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| | 10 | 30 | 28 | 33 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| 18:00 | 2 | 3 | 6 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 18:15 | 0 | 3 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 18:30 | 0 | 1 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 18:45 | 0 | 5 | 3 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| | 2 | 12 | 20 | 22 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 19:00 | 1 | 5 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 19:15 | 1 | 5 | 5 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 19:30 | 1 | 3 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 19:45 | 1 | 5 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | 4 | 18 | 17 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 20:00 | 1 | 2 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 20:15 | 0 | 4 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:30 | 1 | 3 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:45 | 1 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 3 | 9 | 13 | 8 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 21:00 | 1 | 5 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 21:15 | 0 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:30 | 0 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:45 | 0 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 1 | 12 | 10 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 22:00 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:15 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:30 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22:45 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 0 | 4 | 8 | 6 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 23:00 | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 23:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 1 | 3 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| Total | 47 | 214 | 207 | 206 | 71 | 23 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 772 |

# Basic Speed Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Southbound

| Start Time | 1 29 | 30 39 | 40 44 | 45 49 | 50 54 | 55 59 | 60 64 | 65 69 | 70 79 | 80 89 | 90 90 | 91 99 | 100 9999 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10/23/15 | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 00:15 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 00:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 00:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 4 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 01:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:45 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 06:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 06:15 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 06:30 | 1 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 06:45 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 1 | 4 | 9 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 07:00 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 07:15 | 0 | 1 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 07:30 | 2 | 2 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 07:45 | 0 | 3 | 2 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | 3 | 6 | 17 | 8 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 08:00 | 0 | 4 | 1 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 08:15 | 0 | 5 | 9 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 08:30 | 6 | 8 | 8 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 08:45 | 5 | 8 | 6 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| | 11 | 25 | 24 | 29 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| 09:00 | 2 | 5 | 10 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 09:15 | 0 | 7 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 09:30 | 1 | 1 | 9 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 09:45 | 0 | 1 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 3 | 14 | 22 | 16 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 10:00 | 2 | 7 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10:15 | 0 | 0 | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:30 | 0 | 6 | 6 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 10:45 | 1 | 3 | 2 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| | 3 | 16 | 17 | 14 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 11:00 | 1 | 4 | 3 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:15 | 0 | 3 | 6 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:30 | 1 | 1 | 9 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:45 | 0 | 5 | 6 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| | 2 | 13 | 24 | 18 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| Total | 27 | 84 | 119 | 93 | 30 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 365 |

# Basic Speed Classification Report



Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Southbound

| Start Time | 1 29 | 30 39 | 40 44 | 45 49 | 50 54 | 55 59 | 60 64 | 65 69 | 70 79 | 80 89 | 90 90 | 91 99 | 100 9999 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 PM | 0 | 4 | 12 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 12:15 | 1 | 3 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:30 | 0 | 2 | 4 | 6 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:45 | 1 | 0 | 2 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | 2 | 9 | 21 | 25 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 13:00 | 1 | 4 | 9 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 13:15 | 0 | 4 | 8 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 13:30 | 1 | 6 | 8 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 13:45 | 0 | 2 | 5 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 2 | 16 | 30 | 19 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 14:00 | 2 | 6 | 6 | 12 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 14:15 | 1 | 1 | 10 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 14:30 | 2 | 7 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 14:45 | 1 | 6 | 3 | 14 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| | 6 | 20 | 22 | 38 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| 15:00 | 0 | 3 | 12 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 15:15 | 3 | 12 | 10 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 15:30 | 3 | 11 | 13 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 15:45 | 0 | 2 | 6 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| | 6 | 28 | 41 | 31 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 16:00 | 0 | 2 | 4 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:15 | 2 | 3 | 10 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 16:30 | 1 | 5 | 4 | 7 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 16:45 | 2 | 9 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| | 5 | 19 | 22 | 20 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 17:00 | 5 | 6 | 8 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 17:15 | 17 | 16 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 17:30 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:45 | 9 | 4 | 5 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| | 39 | 28 | 15 | 18 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| 18:00 | 3 | 3 | 8 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 18:15 | 1 | 10 | 3 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 18:30 | 0 | 8 | 3 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 18:45 | 2 | 7 | 8 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| | 6 | 28 | 22 | 19 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 19:00 | 0 | 3 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:15 | 0 | 8 | 8 | 3 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 19:30 | 1 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:45 | 2 | 4 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| | 3 | 19 | 23 | 8 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 20:00 | 1 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 20:15 | 1 | 3 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:30 | 1 | 4 | 5 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 20:45 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 3 | 12 | 17 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 21:00 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:15 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:30 | 0 | 5 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:45 | 0 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 4 | 12 | 4 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 22:00 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:15 | 1 | 1 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 22:30 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 2 | 4 | 2 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 23:00 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:15 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:45 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 1 | 7 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| Total | 79 | 202 | 222 | 199 | 74 | 22 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 803 |

# Basic Speed Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Southbound

| Start Time | 1 29 | 30 39 | 40 44 | 45 49 | 50 54 | 55 59 | 60 64 | 65 69 | 70 79 | 80 89 | 90 90 | 91 99 | 100 9999 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10/24/15 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 00:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 00:30 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 00:45 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 2 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:15 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 01:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:00 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 03:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 06:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 06:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 06:30 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 06:45 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 1 | 1 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 07:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:15 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 07:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:45 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 2 | 4 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 08:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:15 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:30 | 0 | 2 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 08:45 | 0 | 8 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | 1 | 10 | 9 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 09:00 | 2 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 09:15 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 09:30 | 1 | 4 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 09:45 | 3 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | 6 | 12 | 7 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 10:00 | 2 | 7 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 10:15 | 1 | 2 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:30 | 3 | 6 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 10:45 | 0 | 6 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| | 6 | 21 | 24 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 11:00 | 4 | 4 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 11:15 | 1 | 8 | 8 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 11:30 | 4 | 9 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 11:45 | 1 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| | 10 | 27 | 24 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| Total | 28 | 81 | 79 | 36 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 242 |

# Basic Speed Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Southbound

| Start Time | 1 29 | 30 39 | 40 44 | 45 49 | 50 54 | 55 59 | 60 64 | 65 69 | 70 79 | 80 89 | 90 90 | 91 99 | 100 9999 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 PM | 5 | 5 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:15 | 2 | 12 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 12:30 | 1 | 5 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:45 | 1 | 9 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| | 9 | 31 | 24 | 17 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 13:00 | 3 | 7 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 13:15 | 0 | 9 | 3 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 13:30 | 0 | 3 | 9 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 13:45 | 1 | 4 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| | 4 | 23 | 23 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 14:00 | 3 | 7 | 2 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 14:15 | 3 | 5 | 8 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 14:30 | 0 | 7 | 2 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:45 | 0 | 5 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | 6 | 24 | 16 | 17 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 15:00 | 0 | 10 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 15:15 | 2 | 6 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 15:30 | 3 | 4 | 2 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 15:45 | 1 | 4 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 6 | 24 | 18 | 19 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 16:00 | 3 | 4 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:15 | 2 | 6 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 16:30 | 1 | 4 | 6 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 16:45 | 1 | 9 | 7 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| | 7 | 23 | 20 | 10 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 17:00 | 2 | 1 | 8 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:15 | 1 | 9 | 7 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 17:30 | 2 | 3 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 17:45 | 2 | 10 | 3 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| | 7 | 23 | 26 | 10 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 18:00 | 1 | 3 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:15 | 2 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:30 | 3 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:45 | 0 | 3 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | 6 | 8 | 16 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 19:00 | 0 | 2 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 19:15 | 0 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:30 | 0 | 3 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:45 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 0 | 9 | 7 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 20:00 | 0 | 5 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:15 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:30 | 0 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:45 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 1 | 10 | 6 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 21:00 | 1 | 3 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 21:15 | 0 | 4 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 21:30 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:45 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 1 | 9 | 13 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 22:00 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:15 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:30 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:45 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 1 | 6 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 23:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:45 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 0 | 3 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| Total | 48 | 193 | 181 | 129 | 35 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 598 |

# Basic Speed Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Southbound

| Start Time | 1 29 | 30 39 | 40 44 | 45 49 | 50 54 | 55 59 | 60 64 | 65 69 | 70 79 | 80 89 | 90 90 | 91 99 | 100 9999 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10/25/15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 00:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 00:45 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 01:00 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 01:15 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 01:30 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 01:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 2 | 2 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 02:00 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 1 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 03:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 06:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 06:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:30 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 06:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 1 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 07:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:15 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 08:00 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:15 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 08:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:45 | 2 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 2 | 1 | 3 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 09:00 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 09:15 | 0 | 2 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 09:30 | 0 | 2 | 3 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 09:45 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 1 | 7 | 12 | 12 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 10:00 | 1 | 1 | 1 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:15 | 5 | 2 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 10:30 | 2 | 1 | 3 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:45 | 2 | 2 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | 10 | 6 | 9 | 12 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 11:00 | 0 | 5 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 11:15 | 0 | 2 | 5 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:30 | 0 | 1 | 9 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 11:45 | 2 | 3 | 2 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 2 | 11 | 24 | 19 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| Total | 18 | 32 | 56 | 61 | 22 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 198 |

# Basic Speed Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Southbound

| Start Time | 1 29 | 30 39 | 40 44 | 45 49 | 50 54 | 55 59 | 60 64 | 65 69 | 70 79 | 80 89 | 90 90 | 91 99 | 100 9999 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 PM | 0 | 4 | 4 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:15 | 3 | 4 | 8 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 12:30 | 0 | 1 | 7 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:45 | 1 | 4 | 4 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| | 4 | 13 | 23 | 24 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 13:00 | 0 | 4 | 9 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 13:15 | 0 | 1 | 8 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 13:30 | 0 | 3 | 6 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:45 | 0 | 3 | 4 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | 0 | 11 | 27 | 19 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 14:00 | 1 | 5 | 1 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 14:15 | 4 | 1 | 5 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 14:30 | 2 | 3 | 5 | 5 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 14:45 | 0 | 0 | 2 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 7 | 9 | 13 | 24 | 9 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 66 |
| 15:00 | 0 | 1 | 3 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:15 | 1 | 0 | 5 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 15:30 | 0 | 3 | 5 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 15:45 | 1 | 1 | 7 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | 2 | 5 | 20 | 19 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 16:00 | 0 | 4 | 5 | 5 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 16:15 | 0 | 1 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:30 | 0 | 3 | 11 | 4 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 16:45 | 0 | 0 | 4 | 2 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 0 | 8 | 25 | 12 | 11 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 63 |
| 17:00 | 1 | 3 | 4 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 17:15 | 5 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17:30 | 1 | 3 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:45 | 2 | 5 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | 9 | 13 | 11 | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 18:00 | 0 | 0 | 2 | 2 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:15 | 1 | 1 | 2 | 3 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:30 | 1 | 2 | 5 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 18:45 | 0 | 6 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | 2 | 9 | 11 | 11 | 12 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 19:00 | 0 | 1 | 3 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 19:15 | 0 | 2 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:30 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:45 | 0 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 0 | 7 | 9 | 14 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 20:00 | 0 | 2 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:45 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 0 | 11 | 10 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 21:00 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:15 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:30 | 0 | 1 | 2 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 21:45 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 0 | 3 | 6 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:30 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 3 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| Total | 27 | 90 | 157 | 151 | 70 | 19 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 526 |
| Total | 525 | 1919 | 2102 | 1808 | 693 | 200 | 48 | 9 | 2 | 0 | 0 | 0 | 0 | 7306 |

| | |
|---|---|
| 15th Percentile : | 31 KPH |
| 50th Percentile : | 41 KPH |
| 85th Percentile : | 48 KPH |
| 95th Percentile : | 53 KPH |

| Stats | | |
|---|---|---|
| | Mean Speed(Average) : | 41 KPH |
| | 15 KPH Pace Speed : | 35-49 KPH |
| | Number in Pace : | 4869 |
| | Percent in Pace : | 66.6% |
| | Number of Vehicles > 55 KPH : | 219 |
| | Percent of Vehicles > 55 KPH : | 3.0% |

# Basic Speed Classification Report



Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Northbound

| Start Time | 1 29 | 30 39 | 40 44 | 45 49 | 50 54 | 55 59 | 60 64 | 65 69 | 70 79 | 80 89 | 90 90 | 91 99 | 100 9999 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10/19/15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 00:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:15 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 06:00 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 06:15 | 0 | 1 | 1 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 06:30 | 1 | 0 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 06:45 | 0 | 1 | 3 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | 1 | 3 | 5 | 7 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 07:00 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 07:15 | 0 | 3 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 07:30 | 0 | 4 | 4 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 07:45 | 2 | 7 | 3 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| | 3 | 15 | 11 | 14 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 08:00 | 0 | 2 | 7 | 8 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 08:15 | 2 | 1 | 2 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 08:30 | 0 | 6 | 6 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 08:45 | 5 | 7 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| | 7 | 16 | 23 | 18 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 09:00 | 2 | 4 | 4 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 09:15 | 1 | 6 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 09:30 | 0 | 4 | 2 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 09:45 | 0 | 1 | 3 | 6 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | 3 | 15 | 16 | 16 | 6 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 10:00 | 0 | 3 | 2 | 3 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 10:15 | 0 | 5 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:30 | 0 | 4 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:45 | 0 | 1 | 4 | 5 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| | 0 | 13 | 14 | 10 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 11:00 | 0 | 3 | 0 | 4 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:15 | 1 | 3 | 1 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:30 | 0 | 0 | 5 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:45 | 0 | 1 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 1 | 7 | 8 | 14 | 11 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| Total | 16 | 70 | 78 | 83 | 60 | 19 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 333 |

# Basic Speed Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Northbound

| Start Time | 1 29 | 30 39 | 40 44 | 45 49 | 50 54 | 55 59 | 60 64 | 65 69 | 70 79 | 80 89 | 90 90 | 91 99 | 100 9999 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 PM | 0 | 3 | 10 | 14 | 4 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 42 |
| 12:15 | 0 | 2 | 6 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:30 | 0 | 5 | 3 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:45 | 0 | 4 | 3 | 7 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| | 0 | 14 | 22 | 28 | 19 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 98 |
| 13:00 | 0 | 2 | 4 | 4 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 13:15 | 2 | 1 | 3 | 7 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 13:30 | 0 | 3 | 6 | 5 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 13:45 | 1 | 2 | 2 | 1 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | 3 | 8 | 15 | 17 | 15 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 14:00 | 0 | 2 | 5 | 3 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 14:15 | 2 | 3 | 1 | 5 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 14:30 | 0 | 1 | 4 | 3 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 14:45 | 2 | 3 | 7 | 8 | 8 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 31 |
| | 4 | 9 | 17 | 19 | 26 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 86 |
| 15:00 | 0 | 4 | 4 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:15 | 10 | 12 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 15:30 | 4 | 12 | 5 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 15:45 | 1 | 7 | 7 | 7 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| | 15 | 35 | 21 | 22 | 8 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| 16:00 | 3 | 4 | 5 | 6 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 16:15 | 1 | 2 | 8 | 5 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 16:30 | 0 | 2 | 8 | 11 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 16:45 | 0 | 2 | 3 | 6 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| | 4 | 10 | 24 | 28 | 19 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 17:00 | 4 | 1 | 6 | 8 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 17:15 | 2 | 4 | 6 | 9 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 17:30 | 0 | 4 | 11 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 17:45 | 1 | 1 | 7 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| | 7 | 10 | 30 | 25 | 19 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 18:00 | 1 | 4 | 3 | 6 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 18:15 | 0 | 3 | 7 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 18:30 | 0 | 7 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 18:45 | 1 | 1 | 1 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | 2 | 15 | 18 | 17 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 19:00 | 0 | 1 | 1 | 9 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 19:15 | 0 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:30 | 0 | 3 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:45 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 0 | 8 | 6 | 16 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 20:00 | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:15 | 0 | 2 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:30 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:45 | 0 | 1 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 0 | 5 | 5 | 13 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 21:00 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:15 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:45 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 0 | 4 | 7 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 22:00 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:15 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 0 | 4 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 23:00 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 3 | 0 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| Total | 35 | 125 | 165 | 194 | 145 | 61 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 743 |

# Basic Speed Classification Report



Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Northbound

| Start Time | 1 29 | 30 39 | 40 44 | 45 49 | 50 54 | 55 59 | 60 64 | 65 69 | 70 79 | 80 89 | 90 90 | 91 99 | 100 9999 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10/20/15 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 00:15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 00:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 1 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 01:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 06:00 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 06:15 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 06:30 | 0 | 2 | 2 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 06:45 | 0 | 2 | 0 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | 0 | 5 | 5 | 10 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 07:00 | 0 | 1 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 07:15 | 0 | 2 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 07:30 | 0 | 1 | 4 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 07:45 | 1 | 6 | 7 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| | 1 | 10 | 17 | 9 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 08:00 | 0 | 0 | 7 | 6 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 08:15 | 0 | 4 | 4 | 7 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 22 |
| 08:30 | 3 | 12 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 08:45 | 8 | 10 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| | 11 | 26 | 23 | 19 | 7 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 92 |
| 09:00 | 5 | 8 | 3 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 09:15 | 2 | 1 | 5 | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 09:30 | 0 | 4 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 09:45 | 0 | 1 | 2 | 7 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | 7 | 14 | 10 | 16 | 10 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 10:00 | 0 | 2 | 4 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 10:15 | 0 | 1 | 3 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:30 | 2 | 0 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:45 | 0 | 2 | 5 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | 2 | 5 | 15 | 17 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 11:00 | 1 | 3 | 3 | 8 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 18 |
| 11:15 | 0 | 2 | 3 | 6 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 11:30 | 0 | 0 | 4 | 9 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 11:45 | 0 | 1 | 2 | 4 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 1 | 6 | 12 | 27 | 17 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 72 |
| Total | 25 | 71 | 84 | 101 | 62 | 24 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 375 |

# Basic Speed Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Northbound

| Start Time | 1 29 | 30 39 | 40 44 | 45 49 | 50 54 | 55 59 | 60 64 | 65 69 | 70 79 | 80 89 | 90 90 | 91 99 | 100 9999 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 PM | 0 | 0 | 1 | 7 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:15 | 1 | 2 | 6 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 12:30 | 0 | 4 | 6 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 12:45 | 1 | 3 | 3 | 5 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| | 2 | 9 | 16 | 26 | 12 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 76 |
| 13:00 | 0 | 1 | 3 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 13:15 | 0 | 7 | 7 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 13:30 | 1 | 4 | 4 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:45 | 0 | 2 | 4 | 5 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | 1 | 14 | 18 | 16 | 14 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 14:00 | 0 | 1 | 1 | 5 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 14:15 | 1 | 1 | 4 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:30 | 0 | 2 | 6 | 3 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 14:45 | 3 | 4 | 3 | 4 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| | 4 | 8 | 14 | 15 | 15 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 15:00 | 3 | 8 | 8 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 15:15 | 5 | 7 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 15:30 | 4 | 9 | 5 | 3 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 15:45 | 1 | 1 | 6 | 3 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| | 13 | 25 | 25 | 13 | 11 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 16:00 | 1 | 2 | 2 | 8 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 16:15 | 0 | 3 | 11 | 8 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 28 |
| 16:30 | 1 | 5 | 6 | 11 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 16:45 | 1 | 1 | 2 | 12 | 4 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 24 |
| | 3 | 11 | 21 | 39 | 20 | 7 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 104 |
| 17:00 | 0 | 7 | 4 | 6 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 17:15 | 1 | 8 | 3 | 7 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 17:30 | 0 | 1 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:45 | 3 | 1 | 2 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | 4 | 17 | 18 | 22 | 12 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 18:00 | 0 | 2 | 2 | 4 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:15 | 0 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:30 | 1 | 9 | 4 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 18:45 | 0 | 5 | 6 | 10 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| | 1 | 18 | 15 | 22 | 9 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 19:00 | 0 | 3 | 1 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:15 | 0 | 3 | 5 | 2 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:30 | 0 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:45 | 1 | 2 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | 1 | 10 | 11 | 9 | 6 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 43 |
| 20:00 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:15 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:30 | 0 | 1 | 2 | 2 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 9 |
| 20:45 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 0 | 4 | 6 | 8 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 23 |
| 21:00 | 0 | 2 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 21:15 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:30 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:45 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 0 | 4 | 8 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 22:00 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:15 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:30 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 0 | 3 | 2 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 23:00 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Total | 29 | 124 | 157 | 179 | 110 | 48 | 13 | 3 | 1 | 1 | 0 | 0 | 0 | 665 |

# Basic Speed Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Northbound

| Start Time | 1 29 | 30 39 | 40 44 | 45 49 | 50 54 | 55 59 | 60 64 | 65 69 | 70 79 | 80 89 | 90 90 | 91 99 | 100 9999 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10/21/15 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 00:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 00:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:15 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:45 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 06:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 06:15 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 06:30 | 1 | 1 | 2 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 06:45 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 1 | 2 | 7 | 4 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 07:00 | 1 | 0 | 0 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 07:15 | 0 | 0 | 3 | 3 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 11 |
| 07:30 | 0 | 3 | 5 | 2 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 07:45 | 0 | 2 | 10 | 7 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| | 1 | 5 | 18 | 16 | 12 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 61 |
| 08:00 | 2 | 6 | 3 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 08:15 | 1 | 0 | 6 | 7 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 08:30 | 1 | 17 | 3 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 08:45 | 8 | 7 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| | 12 | 30 | 18 | 23 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| 09:00 | 2 | 7 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 09:15 | 0 | 3 | 5 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 09:30 | 0 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 09:45 | 0 | 1 | 5 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | 2 | 18 | 16 | 10 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 10:00 | 0 | 5 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 10:15 | 1 | 2 | 4 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10:30 | 0 | 3 | 4 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 10:45 | 1 | 0 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | 2 | 10 | 20 | 15 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 11:00 | 0 | 1 | 5 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:15 | 2 | 4 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:30 | 0 | 3 | 4 | 8 | 4 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 24 |
| 11:45 | 0 | 2 | 5 | 5 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| | 2 | 10 | 17 | 18 | 11 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 70 |
| Total | 20 | 83 | 100 | 90 | 43 | 29 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 373 |

# Basic Speed Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Northbound

| Start Time | 1 29 | 30 39 | 40 44 | 45 49 | 50 54 | 55 59 | 60 64 | 65 69 | 70 79 | 80 89 | 90 90 | 91 99 | 100 9999 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 PM | 0 | 1 | 4 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:15 | 0 | 0 | 3 | 9 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:30 | 0 | 2 | 5 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:45 | 0 | 3 | 6 | 6 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |
| | 0 | 6 | 18 | 24 | 8 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 62 |
| 13:00 | 2 | 5 | 4 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 13:15 | 2 | 5 | 6 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 13:30 | 1 | 3 | 4 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:45 | 0 | 5 | 7 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| | 5 | 18 | 21 | 9 | 9 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 14:00 | 1 | 2 | 4 | 4 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:15 | 1 | 1 | 3 | 4 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 14:30 | 2 | 2 | 5 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 14:45 | 1 | 5 | 6 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| | 5 | 10 | 18 | 22 | 12 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 15:00 | 2 | 10 | 7 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 15:15 | 3 | 7 | 10 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 15:30 | 2 | 13 | 3 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 15:45 | 1 | 4 | 6 | 6 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 26 |
| | 8 | 34 | 26 | 18 | 14 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 107 |
| 16:00 | 0 | 2 | 2 | 4 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:15 | 0 | 3 | 4 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 16:30 | 0 | 2 | 11 | 6 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 16:45 | 0 | 1 | 2 | 7 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | 0 | 8 | 19 | 28 | 16 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 17:00 | 0 | 0 | 6 | 9 | 11 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 17:15 | 1 | 2 | 6 | 9 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 17:30 | 1 | 5 | 7 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 17:45 | 2 | 6 | 5 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| | 4 | 13 | 24 | 24 | 18 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 18:00 | 2 | 5 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 18:15 | 2 | 2 | 4 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:30 | 0 | 2 | 3 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:45 | 1 | 0 | 3 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | 5 | 9 | 15 | 18 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 19:00 | 0 | 3 | 5 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 19:15 | 0 | 7 | 6 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 19:30 | 0 | 1 | 6 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:45 | 0 | 1 | 2 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | 0 | 12 | 19 | 16 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 20:00 | 0 | 1 | 5 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:15 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:30 | 1 | 2 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:45 | 2 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | 3 | 8 | 10 | 3 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 21:00 | 1 | 4 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 21:15 | 1 | 4 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 21:30 | 0 | 2 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:45 | 0 | 1 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | 2 | 11 | 9 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 22:00 | 0 | 4 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 22:15 | 0 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:30 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 0 | 7 | 2 | 10 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 23:00 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:15 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 0 | 2 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Total | 32 | 138 | 184 | 182 | 106 | 43 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 701 |

# Basic Speed Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Northbound

| Start Time | 1 29 | 30 39 | 40 44 | 45 49 | 50 54 | 55 59 | 60 64 | 65 69 | 70 79 | 80 89 | 90 90 | 91 99 | 100 9999 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10/22/15 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 00:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 1 | 0 | 1 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 01:00 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:15 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:00 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:45 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 0 | 4 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 06:00 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 06:15 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 06:30 | 0 | 6 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 06:45 | 1 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 1 | 7 | 7 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 07:00 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 07:15 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 07:30 | 0 | 4 | 6 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 07:45 | 0 | 3 | 7 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| | 0 | 8 | 18 | 12 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 08:00 | 4 | 4 | 2 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 08:15 | 0 | 3 | 4 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 08:30 | 1 | 12 | 4 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 08:45 | 5 | 9 | 9 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| | 10 | 28 | 19 | 20 | 9 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 09:00 | 1 | 3 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 09:15 | 0 | 1 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 09:30 | 0 | 3 | 4 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 09:45 | 1 | 3 | 2 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | 2 | 10 | 16 | 11 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 10:00 | 0 | 3 | 4 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:15 | 0 | 1 | 3 | 3 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 10:30 | 1 | 0 | 6 | 9 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 10:45 | 0 | 2 | 3 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | 1 | 6 | 16 | 19 | 8 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 11:00 | 0 | 2 | 1 | 8 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:15 | 1 | 0 | 7 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 11:30 | 0 | 2 | 3 | 9 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 11:45 | 0 | 2 | 4 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | 1 | 6 | 15 | 27 | 12 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| Total | 17 | 70 | 99 | 102 | 54 | 25 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 372 |

# Basic Speed Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Northbound

| Start Time | 1 29 | 30 39 | 40 44 | 45 49 | 50 54 | 55 59 | 60 64 | 65 69 | 70 79 | 80 89 | 90 90 | 91 99 | 100 9999 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 PM | 1 | 1 | 5 | 4 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:15 | 0 | 5 | 2 | 6 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:30 | 1 | 1 | 1 | 5 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:45 | 0 | 1 | 4 | 8 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| | 2 | 8 | 12 | 23 | 13 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 13:00 | 3 | 3 | 14 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 13:15 | 0 | 2 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:30 | 2 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:45 | 0 | 2 | 5 | 5 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| | 5 | 10 | 25 | 10 | 9 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 14:00 | 0 | 0 | 1 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:15 | 0 | 2 | 3 | 4 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:30 | 0 | 1 | 2 | 10 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 14:45 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 0 | 3 | 7 | 21 | 10 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 15:00 | 3 | 4 | 7 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 15:15 | 8 | 12 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 15:30 | 2 | 9 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 15:45 | 2 | 2 | 3 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| | 15 | 27 | 19 | 19 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 16:00 | 3 | 9 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 16:15 | 2 | 13 | 5 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 16:30 | 1 | 10 | 10 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 16:45 | 3 | 7 | 7 | 10 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| | 9 | 39 | 26 | 20 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| 17:00 | 2 | 10 | 10 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 17:15 | 3 | 4 | 8 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 17:30 | 1 | 0 | 4 | 13 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 17:45 | 1 | 5 | 3 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| | 7 | 19 | 25 | 27 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 18:00 | 1 | 1 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:15 | 0 | 4 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 18:30 | 0 | 0 | 4 | 6 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:45 | 0 | 0 | 6 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | 1 | 5 | 15 | 13 | 6 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 19:00 | 0 | 6 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 19:15 | 0 | 1 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:30 | 1 | 3 | 5 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 19:45 | 0 | 1 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 1 | 11 | 8 | 10 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 20:00 | 2 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:15 | 0 | 1 | 3 | 4 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 20:30 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:45 | 0 | 5 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| | 2 | 7 | 6 | 7 | 5 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 32 |
| 21:00 | 0 | 1 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:15 | 1 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 8 |
| 21:30 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 1 | 4 | 7 | 6 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 21 |
| 22:00 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:15 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:30 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:45 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 0 | 4 | 3 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 23:00 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| Total | 44 | 138 | 153 | 159 | 88 | 28 | 13 | 1 | 2 | 0 | 0 | 0 | 0 | 626 |

# Basic Speed Classification Report



Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Northbound

| Start Time | 1 29 | 30 39 | 40 44 | 45 49 | 50 54 | 55 59 | 60 64 | 65 69 | 70 79 | 80 89 | 90 90 | 91 99 | 100 9999 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10/23/15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 00:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 06:00 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 06:15 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 06:30 | 0 | 4 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 06:45 | 0 | 0 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 0 | 5 | 4 | 7 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 07:00 | 0 | 2 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 07:15 | 0 | 4 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 07:30 | 0 | 1 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 07:45 | 0 | 2 | 9 | 4 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| | 0 | 9 | 21 | 15 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 08:00 | 0 | 2 | 3 | 6 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 08:15 | 1 | 6 | 6 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 08:30 | 3 | 5 | 10 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 08:45 | 1 | 12 | 3 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| | 5 | 25 | 22 | 16 | 13 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 09:00 | 0 | 2 | 6 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 09:15 | 0 | 2 | 3 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 09:30 | 0 | 3 | 5 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 09:45 | 0 | 3 | 4 | 1 | 4 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |
| | 0 | 10 | 18 | 10 | 17 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 65 |
| 10:00 | 0 | 2 | 5 | 6 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 10:15 | 0 | 0 | 4 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 10:30 | 2 | 4 | 3 | 6 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 10:45 | 0 | 4 | 5 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| | 2 | 10 | 17 | 19 | 19 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 11:00 | 1 | 1 | 3 | 4 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 11:15 | 0 | 0 | 4 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:30 | 0 | 3 | 3 | 4 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 11:45 | 0 | 4 | 4 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| | 1 | 8 | 14 | 19 | 15 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| Total | 8 | 71 | 101 | 89 | 80 | 30 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 390 |

# Basic Speed Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Northbound

| Start Time | 1 29 | 30 39 | 40 44 | 45 49 | 50 54 | 55 59 | 60 64 | 65 69 | 70 79 | 80 89 | 90 90 | 91 99 | 100 9999 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 PM | 2 | 4 | 3 | 4 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:15 | 1 | 2 | 2 | 7 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:30 | 0 | 3 | 1 | 4 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 12:45 | 1 | 1 | 4 | 5 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 4 | 10 | 10 | 20 | 15 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 13:00 | 1 | 5 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:15 | 2 | 2 | 2 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:30 | 0 | 0 | 4 | 3 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 13:45 | 0 | 3 | 3 | 3 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| | 3 | 10 | 10 | 8 | 19 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 14:00 | 0 | 1 | 4 | 11 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 14:15 | 1 | 2 | 10 | 9 | 12 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 14:30 | 0 | 2 | 4 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:45 | 0 | 4 | 9 | 3 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 22 |
| | 1 | 9 | 27 | 27 | 25 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 104 |
| 15:00 | 0 | 6 | 4 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 15:15 | 4 | 4 | 6 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 15:30 | 4 | 6 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 15:45 | 0 | 0 | 2 | 6 | 9 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| | 8 | 16 | 16 | 16 | 17 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 77 |
| 16:00 | 0 | 2 | 3 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:15 | 2 | 1 | 3 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:30 | 0 | 2 | 6 | 6 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 16:45 | 1 | 1 | 4 | 8 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| | 3 | 6 | 16 | 25 | 13 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 17:00 | 4 | 1 | 7 | 8 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 17:15 | 3 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:30 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:45 | 0 | 8 | 4 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| | 11 | 14 | 17 | 15 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 18:00 | 0 | 0 | 6 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 18:15 | 2 | 6 | 7 | 8 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 18:30 | 2 | 4 | 1 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 18:45 | 0 | 7 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| | 4 | 17 | 16 | 19 | 11 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 71 |
| 19:00 | 0 | 2 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:15 | 0 | 0 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 19:30 | 0 | 4 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 19:45 | 0 | 4 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 0 | 10 | 14 | 12 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 20:00 | 1 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:15 | 1 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:30 | 1 | 4 | 3 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:45 | 0 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 3 | 9 | 12 | 3 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 33 |
| 21:00 | 4 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 21:15 | 0 | 4 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:30 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:45 | 0 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 4 | 9 | 7 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 22:00 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:15 | 0 | 4 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22:30 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:45 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 2 | 8 | 2 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 3 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Total | 43 | 121 | 149 | 150 | 124 | 41 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 646 |

# Basic Speed Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Northbound

| Start Time | 1 29 | 30 39 | 40 44 | 45 49 | 50 54 | 55 59 | 60 64 | 65 69 | 70 79 | 80 89 | 90 90 | 91 99 | 100 9999 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10/24/15 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 00:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 00:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 00:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 5 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:30 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:45 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:15 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:30 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:30 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 1 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 06:00 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 06:15 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 06:30 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 06:45 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 0 | 4 | 5 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 07:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:15 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:30 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 07:45 | 1 | 2 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 1 | 6 | 3 | 1 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 08:00 | 0 | 4 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 08:15 | 0 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 08:30 | 2 | 0 | 2 | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 9 |
| 08:45 | 1 | 5 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 3 | 11 | 9 | 8 | 3 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 38 |
| 09:00 | 1 | 3 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 09:15 | 0 | 5 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 09:30 | 3 | 5 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 09:45 | 0 | 7 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | 4 | 20 | 10 | 10 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 10:00 | 2 | 6 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:15 | 1 | 8 | 5 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 10:30 | 0 | 6 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:45 | 1 | 3 | 6 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 4 | 23 | 17 | 6 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 11:00 | 2 | 6 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 11:15 | 1 | 2 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:30 | 2 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:45 | 0 | 3 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 5 | 18 | 17 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| Total | 18 | 89 | 69 | 41 | 29 | 12 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 266 |

# Basic Speed Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Northbound

| Start Time | 1 29 | 30 39 | 40 44 | 45 49 | 50 54 | 55 59 | 60 64 | 65 69 | 70 79 | 80 89 | 90 90 | 91 99 | 100 9999 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 PM | 2 | 0 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:15 | 2 | 3 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 12:30 | 1 | 5 | 6 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:45 | 1 | 5 | 3 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| | 6 | 13 | 14 | 12 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 55 |
| 13:00 | 0 | 6 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:15 | 0 | 5 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 13:30 | 0 | 3 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:45 | 1 | 3 | 5 | 5 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| | 1 | 17 | 15 | 17 | 4 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 59 |
| 14:00 | 1 | 5 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:15 | 0 | 6 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 14:30 | 0 | 8 | 3 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 14:45 | 1 | 4 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | 2 | 23 | 18 | 11 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 15:00 | 0 | 2 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 15:15 | 0 | 2 | 5 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 15:30 | 2 | 6 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 15:45 | 1 | 7 | 6 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| | 3 | 17 | 21 | 9 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 16:00 | 1 | 3 | 2 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:15 | 1 | 5 | 4 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:30 | 1 | 6 | 7 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 16:45 | 4 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | 7 | 16 | 15 | 13 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 17:00 | 0 | 3 | 3 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:15 | 1 | 3 | 2 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17:30 | 1 | 1 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:45 | 0 | 3 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 2 | 10 | 8 | 12 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 18:00 | 0 | 2 | 5 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:15 | 0 | 2 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:30 | 0 | 2 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:45 | 0 | 2 | 3 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 0 | 8 | 15 | 7 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 37 |
| 19:00 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19:15 | 2 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19:30 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:45 | 0 | 0 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 2 | 5 | 7 | 6 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 20:00 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:15 | 0 | 0 | 3 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:30 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:45 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 1 | 0 | 7 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 21:00 | 1 | 2 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 21:15 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21:30 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:45 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 2 | 6 | 5 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 22:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22:15 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:30 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:45 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 1 | 2 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 23:00 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:15 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:30 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 1 | 0 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Total | 28 | 117 | 130 | 105 | 49 | 20 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 458 |

# Basic Speed Classification Report



Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Northbound

| Start Time | 1 29 | 30 39 | 40 44 | 45 49 | 50 54 | 55 59 | 60 64 | 65 69 | 70 79 | 80 89 | 90 90 | 91 99 | 100 9999 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10/25/15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 00:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 00:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 01:00 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 01:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:30 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 0 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 02:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 06:00 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 06:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:30 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 06:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 1 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 07:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:15 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 07:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 3 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 08:00 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 08:15 | 0 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 08:30 | 0 | 1 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 08:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 1 | 1 | 5 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 09:00 | 0 | 1 | 1 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 09:15 | 0 | 3 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 09:30 | 0 | 2 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 09:45 | 0 | 2 | 2 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | 0 | 8 | 6 | 11 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 10:00 | 0 | 3 | 3 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:15 | 3 | 4 | 1 | 8 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 10:30 | 0 | 1 | 0 | 5 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 10 |
| 10:45 | 0 | 1 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 3 | 9 | 6 | 18 | 8 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 49 |
| 11:00 | 1 | 2 | 3 | 4 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:15 | 0 | 2 | 2 | 5 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:30 | 0 | 3 | 1 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:45 | 0 | 2 | 10 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| | 1 | 9 | 16 | 19 | 12 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| Total | 6 | 31 | 43 | 63 | 42 | 9 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 199 |

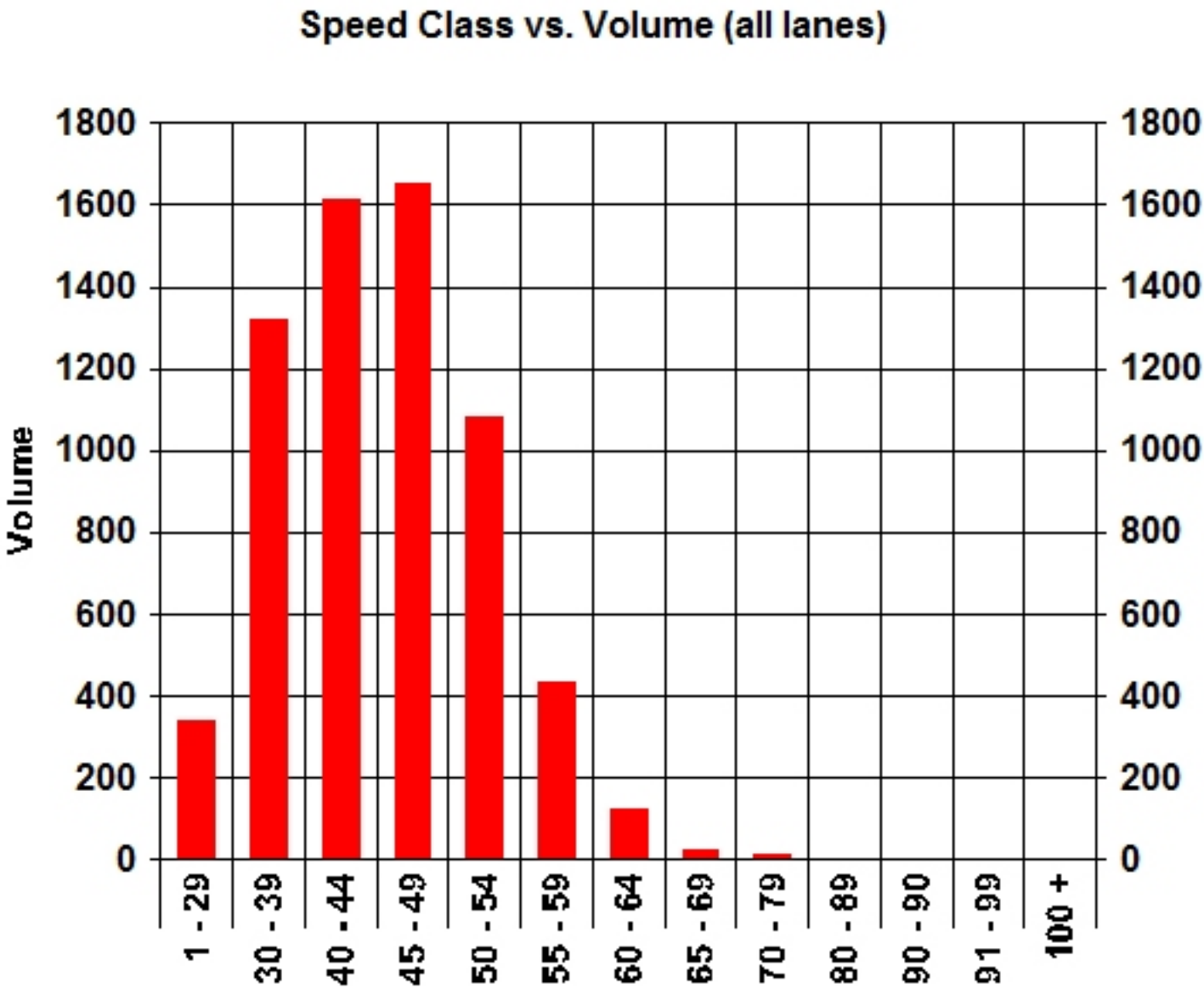
# Basic Speed Classification Report

Site Code: Alma
Station ID:
Info Line 1: Alma St. N #52
Info Line 2: btwn Raglan and Omar

Northbound

| Start Time | 1 29 | 30 39 | 40 44 | 45 49 | 50 54 | 55 59 | 60 64 | 65 69 | 70 79 | 80 89 | 90 90 | 91 99 | 100 9999 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 PM | 0 | 4 | 5 | 6 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:15 | 0 | 3 | 4 | 8 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:30 | 0 | 0 | 2 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:45 | 0 | 3 | 4 | 1 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | 0 | 10 | 15 | 18 | 15 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 13:00 | 0 | 3 | 8 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 13:15 | 0 | 1 | 4 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 13:30 | 0 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:45 | 0 | 1 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 0 | 6 | 16 | 11 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 14:00 | 0 | 2 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:15 | 1 | 3 | 3 | 1 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 14:30 | 2 | 1 | 0 | 3 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:45 | 1 | 1 | 5 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | 4 | 7 | 9 | 11 | 15 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 15:00 | 0 | 1 | 1 | 3 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 15:15 | 1 | 2 | 2 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 15:30 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:45 | 1 | 0 | 3 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | 2 | 3 | 8 | 13 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 16:00 | 1 | 2 | 6 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 16:15 | 0 | 2 | 4 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:30 | 0 | 5 | 4 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 16:45 | 0 | 1 | 1 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | 1 | 10 | 15 | 18 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 17:00 | 0 | 1 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:15 | 2 | 4 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:30 | 0 | 2 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:45 | 0 | 3 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | 2 | 10 | 7 | 13 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 18:00 | 2 | 1 | 3 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:15 | 1 | 2 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:30 | 1 | 2 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:45 | 2 | 2 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | 6 | 7 | 7 | 12 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 19:00 | 0 | 3 | 3 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:15 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:30 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 19:45 | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 0 | 6 | 9 | 9 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 20:00 | 2 | 1 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:15 | 1 | 3 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 20:30 | 0 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:45 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 3 | 4 | 9 | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 21:00 | 0 | 1 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:15 | 0 | 1 | 1 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:30 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 2 | 4 | 4 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 22:00 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:15 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 3 | 3 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 23:00 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:15 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 2 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Total | 18 | 70 | 102 | 117 | 91 | 41 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 442 |
| Total | 339 | 1318 | 1614 | 1655 | 1083 | 430 | 121 | 20 | 8 | 1 | 0 | 0 | 0 | 6589 |

| | | |
|---|---|---|
| | 15th Percentile : | 33 KPH |
| | 50th Percentile : | 44 KPH |
| | 85th Percentile : | 52 KPH |
| | 95th Percentile : | 56 KPH |
| Stats | Mean Speed(Average) : | 43 KPH |
| | 15 KPH Pace Speed : | 40-54 KPH |
| | Number in Pace : | 4352 |
| | Percent in Pace : | 66.0% |
| | Number of Vehicles > 55 KPH : | 494 |
| | Percent of Vehicles > 55 KPH : | 7.5% |


Speed Class vs. Volume (all lanes)
Volume
1800
1600
1400
1200
1000
800
600
400
200
0
1 - 29
30 - 39
40 - 44
45 - 49
50 - 54
55 - 59
60 - 64
65 - 69
70 - 79
80 - 89
90 - 90
91 - 99
100 +

# Accu-Traffic Inc.

## Morning Peak Diagram

**Specified Period**
**From:** 7:00:00
**To:** 9:00:00

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

**Municipality:** Guelph
**Site #:** 2000200005
**Intersection:** Edinburgh Rd S &
**TFR File #:** 1
**Count date:** 7-Oct-20

**Weather conditions:**

**Person counted:**
**Person prepared:**
**Person checked:**

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

**Major Road:** Edinburgh Rd S runs N/S

| | |
|---|---|
| North Leg Total: | 948 |
| North Entering: | 419 |
| North Peds: | 0 |
| Peds Cross: | ⋈ |

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 1 | 0 | 1 |
| Trucks | 0 | 15 | 0 | 15 |
| Cars | 0 | 403 | 0 | 403 |
| Totals | 0 | 419 | 0 | |

| | |
|---|---|
| Cyclists | 0 |
| Trucks | 23 |
| Cars | 506 |
| Totals | 529 |

| | |
|---|---|
| East Leg Total: | 0 |
| East Entering: | 0 |
| East Peds: | 9 |
| Peds Cross: | ⧗ |

Edinburgh Rd S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 0 | 0 |

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | |

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| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | |

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 0 | 0 | 0 | 0 |

Edinburgh Rd S

| | |
|---|---|
| Peds Cross: | ⧗ |
| West Peds: | 4 |
| West Entering: | 0 |
| West Leg Total: | 0 |

| | |
|---|---|
| Cars | 403 |
| Trucks | 15 |
| Cyclists | 1 |
| Totals | 419 |

| | | | | |
|---|---|---|---|---|
| Cars | 0 | 506 | 0 | 506 |
| Trucks | 0 | 23 | 0 | 23 |
| Cyclists | 0 | 0 | 0 | 0 |
| Totals | 0 | 529 | 0 | |

| | |
|---|---|
| Peds Cross: | ⋈ |
| South Peds: | 0 |
| South Entering: | 529 |
| South Leg Total: | 948 |

**Comments**

# Accu-Traffic Inc.

## Mid-day Peak Diagram

**Specified Period**
**From:** 11:00:00
**To:** 14:00:00

**One Hour Peak**
**From:** 11:30:00
**To:** 12:30:00

**Municipality:** Guelph
**Site #:** 2000200005
**Intersection:** Edinburgh Rd S &
**TFR File #:** 1
**Count date:** 7-Oct-20

**Weather conditions:**

**Person counted:**
**Person prepared:**
**Person checked:**

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

**Major Road:** Edinburgh Rd S runs N/S

| | |
|---|---|
| North Leg Total: | 956 |
| North Entering: | 472 |
| North Peds: | 6 |
| Peds Cross: | ⋈ |

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 1 | 0 | 1 |
| Trucks | 0 | 14 | 0 | 14 |
| Cars | 0 | 457 | 0 | 457 |
| Totals | 0 | 472 | 0 | |

| | |
|---|---|
| Cyclists | 0 |
| Trucks | 14 |
| Cars | 470 |
| Totals | 484 |

| | |
|---|---|
| East Leg Total: | 0 |
| East Entering: | 0 |
| East Peds: | 10 |
| Peds Cross: | ⧗ |

Edinburgh Rd S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 0 | 0 |

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | |

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| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | |

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 0 | 0 | 0 | 0 |

Edinburgh Rd S

| | |
|---|---|
| Peds Cross: | ⧗ |
| West Peds: | 7 |
| West Entering: | 0 |
| West Leg Total: | 0 |

| | |
|---|---|
| Cars | 457 |
| Trucks | 14 |
| Cyclists | 1 |
| Totals | 472 |

| | | | | |
|---|---|---|---|---|
| Cars | 0 | 470 | 0 | 470 |
| Trucks | 0 | 14 | 0 | 14 |
| Cyclists | 0 | 0 | 0 | 0 |
| Totals | 0 | 484 | 0 | |

| | |
|---|---|
| Peds Cross: | ⋈ |
| South Peds: | 1 |
| South Entering: | 484 |
| South Leg Total: | 956 |

**Comments**

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

## Afternoon Peak Diagram

**Specified Period**
**From:** 15:00:00
**To:** 18:00:00

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

**Municipality:** Guelph
**Site #:** 2000200005
**Intersection:** Edinburgh Rd S &
**TFR File #:** 1
**Count date:** 7-Oct-20

**Weather conditions:**

**Person counted:**
**Person prepared:**
**Person checked:**

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

**Major Road:** Edinburgh Rd S runs N/S

North Leg Total: 1191
North Entering: 644
North Peds: 1
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 2 | 0 | 2 |
| Trucks | 0 | 11 | 0 | 11 |
| Cars | 0 | 631 | 0 | 631 |
| Totals | 0 | 644 | 0 | |

| | |
|---|---|
| Cyclists | 1 |
| Trucks | 16 |
| Cars | 530 |
| Totals | 547 |

East Leg Total: 0
East Entering: 0
East Peds: 21
Peds Cross: ⧗

Edinburgh Rd S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 0 | 0 |

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | |

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| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | |

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 0 | 0 | 0 | 0 |

Edinburgh Rd S

Peds Cross: ⧗
West Peds: 9
West Entering: 0
West Leg Total: 0

| | |
|---|---|
| Cars | 631 |
| Trucks | 11 |
| Cyclists | 2 |
| Totals | 644 |

| | | | | |
|---|---|---|---|---|
| Cars | 0 | 530 | 0 | 530 |
| Trucks | 0 | 16 | 0 | 16 |
| Cyclists | 0 | 1 | 0 | 1 |
| Totals | 0 | 547 | 0 | |

Peds Cross: ⋈
South Peds: 3
South Entering: 547
South Leg Total: 1191

**Comments**

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

## Total Count Diagram

**Municipality:** Guelph
**Site #:** 2000200005
**Intersection:** Edinburgh Rd S &
**TFR File #:** 1
**Count date:** 7-Oct-20

**Weather conditions:**

**Person counted:**
**Person prepared:**
**Person checked:**

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

**Major Road:** Edinburgh Rd S runs N/S

North Leg Total: 7631
North Entering: 3804
North Peds: 12
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 11 | 0 | 11 |
| Trucks | 0 | 108 | 0 | 108 |
| Cars | 0 | 3685 | 0 | 3685 |
| Totals | 0 | 3804 | 0 | |

| | |
|---|---|
| Cyclists | 8 |
| Trucks | 106 |
| Cars | 3713 |
| Totals | 3827 |

East Leg Total: 0
East Entering: 0
East Peds: 75
Peds Cross: ⧗

Edinburgh Rd S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 0 | 0 |

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | |

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S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | |

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 0 | 0 | 0 | 0 |

Edinburgh Rd S

Peds Cross: ⧗
West Peds: 75
West Entering: 0
West Leg Total: 0

| | |
|---|---|
| Cars | 3685 |
| Trucks | 108 |
| Cyclists | 11 |
| Totals | 3804 |

| | | | | |
|---|---|---|---|---|
| Cars | 0 | 3713 | 0 | 3713 |
| Trucks | 0 | 106 | 0 | 106 |
| Cyclists | 0 | 8 | 0 | 8 |
| Totals | 0 | 3827 | 0 | |

Peds Cross: ⋈
South Peds: 12
South Entering: 3827
South Leg Total: 7631

**Comments**

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.
# Traffic Count Summary

**Intersection:** Edinburgh Rd S & | **Count Date:** 7-Oct-20 | **Municipality:** Guelph

## North Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists | | | | Total Peds | North/South Total Approaches |
|---|---|---|---|---|---|---|
| | Left | Thru | Right | Grand Total | | |
| 7:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 0 | 232 | 0 | 232 | 0 | 495 |
| 9:00:00 | 0 | 419 | 0 | 419 | 0 | 948 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 0 | 424 | 0 | 424 | 4 | 880 |
| 13:00:00 | 0 | 463 | 0 | 463 | 2 | 936 |
| 14:00:00 | 0 | 448 | 0 | 448 | 0 | 914 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 0 | 644 | 0 | 644 | 1 | 1191 |
| 17:00:00 | 0 | 611 | 0 | 611 | 4 | 1185 |
| 18:00:00 | 0 | 563 | 0 | 563 | 1 | 1082 |
| Totals: | 0 | 3804 | 0 | 3804 | 12 | 7631 |

## South Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists | | | | Total Peds |
|---|---|---|---|---|---|
| | Left | Thru | Right | Grand Total | |
| 7:00:00 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 0 | 263 | 0 | 263 | 2 |
| 9:00:00 | 0 | 529 | 0 | 529 | 0 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 0 | 456 | 0 | 456 | 1 |
| 13:00:00 | 0 | 473 | 0 | 473 | 1 |
| 14:00:00 | 0 | 466 | 0 | 466 | 1 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 0 | 547 | 0 | 547 | 3 |
| 17:00:00 | 0 | 574 | 0 | 574 | 0 |
| 18:00:00 | 0 | 519 | 0 | 519 | 4 |
| S Totals: | 0 | 3827 | 0 | 3827 | 12 |

## East Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists | | | | Total Peds | East/West Total Approaches |
|---|---|---|---|---|---|---|
| | Left | Thru | Right | Grand Total | | |
| 7:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 0 | 0 | 0 | 0 | 3 | 0 |
| 9:00:00 | 0 | 0 | 0 | 0 | 9 | 0 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 0 | 0 | 0 | 0 | 7 | 0 |
| 13:00:00 | 0 | 0 | 0 | 0 | 10 | 0 |
| 14:00:00 | 0 | 0 | 0 | 0 | 2 | 0 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 0 | 0 | 0 | 0 | 21 | 0 |
| 17:00:00 | 0 | 0 | 0 | 0 | 12 | 0 |
| 18:00:00 | 0 | 0 | 0 | 0 | 11 | 0 |
| Totals: | 0 | 0 | 0 | 0 | 75 | 0 |

## West Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists | | | | Total Peds |
|---|---|---|---|---|---|
| | Left | Thru | Right | Grand Total | |
| 7:00:00 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 0 | 0 | 0 | 0 | 4 |
| 9:00:00 | 0 | 0 | 0 | 0 | 4 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 0 | 0 | 0 | 0 | 14 |
| 13:00:00 | 0 | 0 | 0 | 0 | 3 |
| 14:00:00 | 0 | 0 | 0 | 0 | 8 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 0 | 0 | 0 | 0 | 9 |
| 17:00:00 | 0 | 0 | 0 | 0 | 24 |
| 18:00:00 | 0 | 0 | 0 | 0 | 9 |
| W Totals: | 0 | 0 | 0 | 0 | 75 |

## Calculated Values for Traffic Crossing Major Street

| Hours Ending: | 7:00 | 8:00 | 12:00 | 13:00 | 14:00 | 16:00 | 17:00 | 18:00 |
|---|---|---|---|---|---|---|---|---|
| Crossing Values: | 0 | 2 | 5 | 3 | 1 | 4 | 4 | 5 |

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

**Count Date: 7-Oct-20 Site #: 2000200005**

| Interval Time | Passenger Cars - North Approach | | | | | | Trucks - North Approach | | | | | | Cyclists - North Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | North Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 07:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15:00 | 0 | 0 | 48 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30:00 | 0 | 0 | 98 | 50 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45:00 | 0 | 0 | 153 | 55 | 0 | 0 | 0 | 0 | 11 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00:00 | 0 | 0 | 217 | 64 | 0 | 0 | 0 | 0 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15:00 | 0 | 0 | 302 | 85 | 0 | 0 | 0 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| 08:30:00 | 0 | 0 | 409 | 107 | 0 | 0 | 0 | 0 | 26 | 10 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 08:45:00 | 0 | 0 | 510 | 101 | 0 | 0 | 0 | 0 | 30 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 09:00:00 | 0 | 0 | 620 | 110 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 09:15:00 | 0 | 0 | 620 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 11:00:00 | 0 | 0 | 620 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 11:15:00 | 0 | 0 | 707 | 87 | 0 | 0 | 0 | 0 | 37 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 11:30:00 | 0 | 0 | 800 | 93 | 0 | 0 | 0 | 0 | 46 | 9 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 11:45:00 | 0 | 0 | 906 | 106 | 0 | 0 | 0 | 0 | 50 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 4 |
| 12:00:00 | 0 | 0 | 1022 | 116 | 0 | 0 | 0 | 0 | 52 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 |
| 12:15:00 | 0 | 0 | 1139 | 117 | 0 | 0 | 0 | 0 | 57 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 1 |
| 12:30:00 | 0 | 0 | 1257 | 118 | 0 | 0 | 0 | 0 | 60 | 3 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 6 | 1 |
| 12:45:00 | 0 | 0 | 1364 | 107 | 0 | 0 | 0 | 0 | 63 | 3 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 6 | 0 |
| 13:00:00 | 0 | 0 | 1470 | 106 | 0 | 0 | 0 | 0 | 65 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 6 | 0 |
| 13:15:00 | 0 | 0 | 1581 | 111 | 0 | 0 | 0 | 0 | 68 | 3 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 6 | 0 |
| 13:30:00 | 0 | 0 | 1696 | 115 | 0 | 0 | 0 | 0 | 70 | 2 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 6 | 0 |
| 13:45:00 | 0 | 0 | 1788 | 92 | 0 | 0 | 0 | 0 | 74 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 6 | 0 |
| 14:00:00 | 0 | 0 | 1906 | 118 | 0 | 0 | 0 | 0 | 76 | 2 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 6 | 0 |
| 14:15:00 | 0 | 0 | 1906 | 0 | 0 | 0 | 0 | 0 | 76 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 6 | 0 |
| 15:00:00 | 0 | 0 | 1906 | 0 | 0 | 0 | 0 | 0 | 76 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 6 | 0 |
| 15:15:00 | 0 | 0 | 2070 | 164 | 0 | 0 | 0 | 0 | 80 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 7 | 1 |
| 15:30:00 | 0 | 0 | 2232 | 162 | 0 | 0 | 0 | 0 | 83 | 3 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 7 | 0 |
| 15:45:00 | 0 | 0 | 2385 | 153 | 0 | 0 | 0 | 0 | 85 | 2 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 7 | 0 |
| 16:00:00 | 0 | 0 | 2537 | 152 | 0 | 0 | 0 | 0 | 87 | 2 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 7 | 0 |
| 16:15:00 | 0 | 0 | 2689 | 152 | 0 | 0 | 0 | 0 | 91 | 4 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 11 | 4 |
| 16:30:00 | 0 | 0 | 2840 | 151 | 0 | 0 | 0 | 0 | 96 | 5 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 11 | 0 |
| 16:45:00 | 0 | 0 | 2995 | 155 | 0 | 0 | 0 | 0 | 99 | 3 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 11 | 0 |
| 17:00:00 | 0 | 0 | 3133 | 138 | 0 | 0 | 0 | 0 | 100 | 1 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 11 | 0 |
| 17:15:00 | 0 | 0 | 3269 | 136 | 0 | 0 | 0 | 0 | 102 | 2 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 11 | 0 |
| 17:30:00 | 0 | 0 | 3422 | 153 | 0 | 0 | 0 | 0 | 105 | 3 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 12 | 1 |
| 17:45:00 | 0 | 0 | 3564 | 142 | 0 | 0 | 0 | 0 | 107 | 2 | 0 | 0 | 0 | 0 | 11 | 2 | 0 | 0 | 12 | 0 |
| 18:00:00 | 0 | 0 | 3685 | 121 | 0 | 0 | 0 | 0 | 108 | 1 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 12 | 0 |
| 18:15:00 | 0 | 0 | 3685 | 0 | 0 | 0 | 0 | 0 | 108 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 12 | 0 |
| 18:15:15 | 0 | 0 | 3685 | 0 | 0 | 0 | 0 | 0 | 108 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 12 | 0 |

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

**Count Date: 7-Oct-20 Site #: 2000200005**

| Interval Time | Passenger Cars - East Approach | | | | | | Trucks - East Approach | | | | | | Cyclists - East Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | East Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 07:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 07:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 07:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 08:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 |
| 08:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 5 |
| 08:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 |
| 08:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 3 |
| 09:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 |
| 09:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 |
| 11:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 |
| 11:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 2 |
| 11:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 4 |
| 12:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 1 |
| 12:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 3 |
| 12:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 2 |
| 12:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 3 |
| 13:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 2 |
| 13:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 |
| 13:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 1 |
| 13:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 1 |
| 14:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 |
| 14:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 |
| 15:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 3 |
| 15:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 9 |
| 15:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 6 |
| 16:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 3 |
| 16:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 0 |
| 16:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 6 |
| 16:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 2 |
| 17:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 4 |
| 17:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 4 |
| 17:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 5 |
| 17:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 1 |
| 18:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 1 |
| 18:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 |
| 18:15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 |

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

**Count Date: 7-Oct-20 Site #: 2000200005**

| Interval Time | Passenger Cars - South Approach | | | | | | Trucks - South Approach | | | | | | Cyclists - South Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | South Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 07:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15:00 | 0 | 0 | 44 | 44 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 07:30:00 | 0 | 0 | 102 | 58 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 07:45:00 | 0 | 0 | 168 | 66 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 |
| 08:00:00 | 0 | 0 | 257 | 89 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 08:15:00 | 0 | 0 | 362 | 105 | 0 | 0 | 0 | 0 | 14 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 08:30:00 | 0 | 0 | 483 | 121 | 0 | 0 | 0 | 0 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 08:45:00 | 0 | 0 | 620 | 137 | 0 | 0 | 0 | 0 | 25 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 09:00:00 | 0 | 0 | 763 | 143 | 0 | 0 | 0 | 0 | 29 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 09:15:00 | 0 | 0 | 763 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 11:00:00 | 0 | 0 | 763 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 11:15:00 | 0 | 0 | 848 | 85 | 0 | 0 | 0 | 0 | 32 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 11:30:00 | 0 | 0 | 958 | 110 | 0 | 0 | 0 | 0 | 37 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 |
| 11:45:00 | 0 | 0 | 1086 | 128 | 0 | 0 | 0 | 0 | 40 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| 12:00:00 | 0 | 0 | 1204 | 118 | 0 | 0 | 0 | 0 | 44 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| 12:15:00 | 0 | 0 | 1309 | 105 | 0 | 0 | 0 | 0 | 47 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 |
| 12:30:00 | 0 | 0 | 1428 | 119 | 0 | 0 | 0 | 0 | 51 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| 12:45:00 | 0 | 0 | 1548 | 120 | 0 | 0 | 0 | 0 | 55 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 0 |
| 13:00:00 | 0 | 0 | 1661 | 113 | 0 | 0 | 0 | 0 | 59 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 |
| 13:15:00 | 0 | 0 | 1776 | 115 | 0 | 0 | 0 | 0 | 62 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 |
| 13:30:00 | 0 | 0 | 1880 | 104 | 0 | 0 | 0 | 0 | 67 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 1 |
| 13:45:00 | 0 | 0 | 1990 | 110 | 0 | 0 | 0 | 0 | 70 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 |
| 14:00:00 | 0 | 0 | 2108 | 118 | 0 | 0 | 0 | 0 | 77 | 7 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 5 | 0 |
| 14:15:00 | 0 | 0 | 2108 | 0 | 0 | 0 | 0 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 5 | 0 |
| 15:00:00 | 0 | 0 | 2108 | 0 | 0 | 0 | 0 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 5 | 0 |
| 15:15:00 | 0 | 0 | 2249 | 141 | 0 | 0 | 0 | 0 | 82 | 5 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 5 | 0 |
| 15:30:00 | 0 | 0 | 2380 | 131 | 0 | 0 | 0 | 0 | 86 | 4 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 7 | 2 |
| 15:45:00 | 0 | 0 | 2512 | 132 | 0 | 0 | 0 | 0 | 87 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 8 | 1 |
| 16:00:00 | 0 | 0 | 2638 | 126 | 0 | 0 | 0 | 0 | 93 | 6 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 8 | 0 |
| 16:15:00 | 0 | 0 | 2779 | 141 | 0 | 0 | 0 | 0 | 95 | 2 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 8 | 0 |
| 16:30:00 | 0 | 0 | 2915 | 136 | 0 | 0 | 0 | 0 | 97 | 2 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 |
| 16:45:00 | 0 | 0 | 3064 | 149 | 0 | 0 | 0 | 0 | 100 | 3 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 |
| 17:00:00 | 0 | 0 | 3199 | 135 | 0 | 0 | 0 | 0 | 104 | 4 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 8 | 0 |
| 17:15:00 | 0 | 0 | 3339 | 140 | 0 | 0 | 0 | 0 | 106 | 2 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 8 | 0 |
| 17:30:00 | 0 | 0 | 3483 | 144 | 0 | 0 | 0 | 0 | 106 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 9 | 1 |
| 17:45:00 | 0 | 0 | 3598 | 115 | 0 | 0 | 0 | 0 | 106 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 10 | 1 |
| 18:00:00 | 0 | 0 | 3713 | 115 | 0 | 0 | 0 | 0 | 106 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 12 | 2 |
| 18:15:00 | 0 | 0 | 3713 | 0 | 0 | 0 | 0 | 0 | 106 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 12 | 0 |
| 18:15:15 | 0 | 0 | 3713 | 0 | 0 | 0 | 0 | 0 | 106 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 12 | 0 |

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

**Count Date: 7-Oct-20 Site #: 2000200005**

| Interval Time | Passenger Cars - West Approach | | | | | | Trucks - West Approach | | | | | | Cyclists - West Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | West Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 07:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 07:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 |
| 08:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| 08:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 |
| 08:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 |
| 08:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 3 |
| 09:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 |
| 09:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 |
| 11:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 2 |
| 11:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 7 |
| 11:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 4 |
| 12:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 1 |
| 12:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 1 |
| 12:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 1 |
| 12:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 |
| 13:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 1 |
| 13:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 3 |
| 13:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 2 |
| 13:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 1 |
| 14:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 2 |
| 14:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 |
| 15:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 6 |
| 15:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 2 |
| 15:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 |
| 16:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 1 |
| 16:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 10 |
| 16:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 3 |
| 16:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 7 |
| 17:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 4 |
| 17:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 1 |
| 17:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 2 |
| 17:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 4 |
| 18:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 2 |
| 18:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 |
| 18:15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 |

# Accu-Traffic Inc.

## Morning Peak Diagram

**Specified Period**
**From:** 7:00:00
**To:** 9:00:00

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

**Municipality:** Guelph
**Site #:** 2000200012
**Intersection:** Edinburgh Rd N & Paisley Rd
**TFR File #:** 1
**Count date:** 7-Oct-20

**Weather conditions:**

**Person counted:**
**Person prepared:**
**Person checked:**

**** Signalized Intersection ****

**Major Road:** Edinburgh Rd N runs N/S

| | |
|---|---|
| North Leg Total: | 929 |
| North Entering: | 425 |
| North Peds: | 15 |
| Peds Cross: | ⋈ |

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 0 | 0 | 0 |
| Trucks | 1 | 10 | 3 | 14 |
| Cars | 68 | 306 | 37 | 411 |
| Totals | 69 | 316 | 40 | |

| | |
|---|---|
| Cyclists | 0 |
| Trucks | 22 |
| Cars | 482 |
| Totals | 504 |

| | |
|---|---|
| East Leg Total: | 532 |
| East Entering: | 236 |
| East Peds: | 11 |
| Peds Cross: | ⧗ |

Edinburgh Rd N

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 11 | 274 | 285 |

Paisley Rd

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 32 | 1 | 0 | 33 |
| 154 | 6 | 0 | 160 |
| 43 | 0 | 0 | 43 |
| 229 | 7 | 0 | |

N
W E
S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 3 | 69 | 72 |
| 2 | 21 | 193 | 216 |
| 0 | 5 | 48 | 53 |
| 2 | 29 | 310 | |

Paisley Rd

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 268 | 26 | 2 | 296 |

Edinburgh Rd N

| | |
|---|---|
| Peds Cross: | ⧗ |
| West Peds: | 2 |
| West Entering: | 341 |
| West Leg Total: | 626 |

| | |
|---|---|
| Cars | 397 |
| Trucks | 15 |
| Cyclists | 0 |
| Totals | 412 |

| | | | | |
|---|---|---|---|---|
| Cars | 52 | 381 | 38 | 471 |
| Trucks | 4 | 18 | 2 | 24 |
| Cyclists | 0 | 0 | 0 | 0 |
| Totals | 56 | 399 | 40 | |

| | |
|---|---|
| Peds Cross: | ⋈ |
| South Peds: | 6 |
| South Entering: | 495 |
| South Leg Total: | 907 |

**Comments**

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

## Mid-day Peak Diagram

**Specified Period**
**From:** 11:00:00
**To:** 14:00:00

**One Hour Peak**
**From:** 11:30:00
**To:** 12:30:00

**Municipality:** Guelph
**Site #:** 2000200012
**Intersection:** Edinburgh Rd N & Paisley Rd
**TFR File #:** 1
**Count date:** 7-Oct-20

**Weather conditions:**

**Person counted:**
**Person prepared:**
**Person checked:**

**** Signalized Intersection ****

**Major Road:** Edinburgh Rd N runs N/S

North Leg Total: 902
North Entering: 439
North Peds: 56
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 1 | 1 | 2 |
| Trucks | 1 | 12 | 3 | 16 |
| Cars | 44 | 331 | 46 | 421 |
| Totals | 45 | 344 | 50 | |

| | |
|---|---|
| Cyclists | 0 |
| Trucks | 12 |
| Cars | 451 |
| Totals | 463 |

East Leg Total: 665
East Entering: 319
East Peds: 10
Peds Cross: ⧗

Edinburgh Rd N

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 2 | 10 | 327 | 339 |

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 51 | 1 | 0 | 52 |
| 224 | 8 | 2 | 234 |
| 32 | 1 | 0 | 33 |
| 307 | 10 | 2 | |

Paisley Rd

N
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S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 52 | 52 |
| 0 | 10 | 242 | 252 |
| 0 | 1 | 88 | 89 |
| 0 | 11 | 382 | |

Paisley Rd

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 331 | 14 | 1 | 346 |

Edinburgh Rd N

Peds Cross: ⧗
West Peds: 6
West Entering: 393
West Leg Total: 732

| | |
|---|---|
| Cars | 451 |
| Trucks | 14 |
| Cyclists | 1 |
| Totals | 466 |

| | | | | |
|---|---|---|---|---|
| Cars | 59 | 348 | 43 | 450 |
| Trucks | 1 | 11 | 1 | 13 |
| Cyclists | 0 | 0 | 0 | 0 |
| Totals | 60 | 359 | 44 | |

Peds Cross: ⋈
South Peds: 20
South Entering: 463
South Leg Total: 929

**Comments**

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

## Afternoon Peak Diagram

**Specified Period**
**From:** 15:00:00
**To:** 18:00:00

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

**Municipality:** Guelph
**Site #:** 2000200012
**Intersection:** Edinburgh Rd N & Paisley Rd
**TFR File #:** 1
**Count date:** 7-Oct-20

**Weather conditions:**

**Person counted:**
**Person prepared:**
**Person checked:**

**** Signalized Intersection ****

**Major Road:** Edinburgh Rd N runs N/S

| | |
|---|---|
| North Leg Total: | 1065 |
| North Entering: | 575 |
| North Peds: | 52 |
| Peds Cross: | ⋈ |

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 0 | 0 | 0 |
| Trucks | 0 | 14 | 5 | 19 |
| Cars | 47 | 478 | 31 | 556 |
| Totals | 47 | 492 | 36 | |

| | |
|---|---|
| Cyclists | 0 |
| Trucks | 16 |
| Cars | 474 |
| Totals | 490 |

| | |
|---|---|
| East Leg Total: | 698 |
| East Entering: | 386 |
| East Peds: | 14 |
| Peds Cross: | ⧗ |

Edinburgh Rd N

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 2 | 10 | 403 | 415 |

Paisley Rd

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 47 | 0 | 0 | 47 |
| 268 | 6 | 2 | 276 |
| 62 | 0 | 1 | 63 |
| 377 | 6 | 3 | |

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| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 2 | 50 | 52 |
| 8 | 6 | 224 | 238 |
| 0 | 0 | 91 | 91 |
| 8 | 8 | 365 | |

Paisley Rd

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 293 | 11 | 8 | 312 |

Edinburgh Rd N

| | |
|---|---|
| Peds Cross: | ⧗ |
| West Peds: | 8 |
| West Entering: | 381 |
| West Leg Total: | 796 |

| | |
|---|---|
| Cars | 631 |
| Trucks | 14 |
| Cyclists | 1 |
| Totals | 646 |

| | | | | |
|---|---|---|---|---|
| Cars | 88 | 377 | 38 | 503 |
| Trucks | 4 | 14 | 0 | 18 |
| Cyclists | 0 | 0 | 0 | 0 |
| Totals | 92 | 391 | 38 | |

| | |
|---|---|
| Peds Cross: | ⋈ |
| South Peds: | 18 |
| South Entering: | 521 |
| South Leg Total: | 1167 |

**Comments**

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

## Total Count Diagram

**Municipality:** Guelph
**Site #:** 2000200012
**Intersection:** Edinburgh Rd N & Paisley Rd
**TFR File #:** 1
**Count date:** 7-Oct-20

**Weather conditions:**

**Person counted:**
**Person prepared:**
**Person checked:**

**** Signalized Intersection ****

**Major Road:** Edinburgh Rd N runs N/S

| | |
|---|---|
| North Leg Total: | 7254 |
| North Entering: | 3659 |
| North Peds: | 161 |
| Peds Cross: | ⋈ |

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 4 | 1 | 5 |
| Trucks | 7 | 96 | 37 | 140 |
| Cars | 418 | 2801 | 295 | 3514 |
| Totals | 425 | 2901 | 333 | |

| | |
|---|---|
| Cyclists | 5 |
| Trucks | 103 |
| Cars | 3487 |
| Totals | 3595 |

| | |
|---|---|
| East Leg Total: | 4471 |
| East Entering: | 2170 |
| East Peds: | 76 |
| Peds Cross: | ⧗ |

Edinburgh Rd N

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 8 | 66 | 2474 | 2548 |

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 306 | 5 | 0 | 311 |
| 1502 | 49 | 8 | 1559 |
| 295 | 2 | 3 | 300 |
| 2103 | 56 | 11 | |

Paisley Rd

N
W E
S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 7 | 460 | 467 |
| 17 | 60 | 1615 | 1692 |
| 0 | 7 | 577 | 584 |
| 17 | 74 | 2652 | |

Paisley Rd

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 2180 | 102 | 19 | 2301 |

Edinburgh Rd N

| | |
|---|---|
| Peds Cross: | ⧗ |
| West Peds: | 47 |
| West Entering: | 2743 |
| West Leg Total: | 5291 |

| | |
|---|---|
| Cars | 3673 |
| Trucks | 105 |
| Cyclists | 7 |
| Totals | 3785 |

| | | | | |
|---|---|---|---|---|
| Cars | 554 | 2721 | 270 | 3545 |
| Trucks | 10 | 91 | 5 | 106 |
| Cyclists | 0 | 5 | 1 | 6 |
| Totals | 564 | 2817 | 276 | |

| | |
|---|---|
| Peds Cross: | ⋈ |
| South Peds: | 75 |
| South Entering: | 3657 |
| South Leg Total: | 7442 |

**Comments**

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.
# Traffic Count Summary

**Intersection:** Edinburgh Rd N & Paisley Rd | **Count Date:** 7-Oct-20 | **Municipality:** Guelph

| North Approach Totals | | | | | | North/South Total Approaches | South Approach Totals | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Ending | Includes Cars, Trucks, & Cyclists | | | | Total Peds | | Hour Ending | Includes Cars, Trucks, & Cyclists | | | | Total Peds |
| | Left | Thru | Right | Grand Total | | | | Left | Thru | Right | Grand Total | |
| 7:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 7:00:00 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 22 | 190 | 42 | 254 | 2 | 500 | 8:00:00 | 23 | 209 | 14 | 246 | 4 |
| 9:00:00 | 40 | 316 | 69 | 425 | 15 | 920 | 9:00:00 | 56 | 399 | 40 | 495 | 6 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 11:00:00 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 42 | 316 | 48 | 406 | 30 | 860 | 12:00:00 | 53 | 362 | 39 | 454 | 12 |
| 13:00:00 | 52 | 355 | 41 | 448 | 32 | 898 | 13:00:00 | 63 | 353 | 34 | 450 | 12 |
| 14:00:00 | 36 | 350 | 53 | 439 | 7 | 879 | 14:00:00 | 65 | 341 | 34 | 440 | 10 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 15:00:00 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 36 | 492 | 47 | 575 | 52 | 1096 | 16:00:00 | 92 | 391 | 38 | 521 | 18 |
| 17:00:00 | 40 | 466 | 52 | 558 | 15 | 1109 | 17:00:00 | 92 | 415 | 44 | 551 | 10 |
| 18:00:00 | 65 | 416 | 73 | 554 | 8 | 1054 | 18:00:00 | 120 | 347 | 33 | 500 | 3 |
| Totals: | 333 | 2901 | 425 | 3659 | 161 | 7316 | S Totals: | 564 | 2817 | 276 | 3657 | 75 |

| East Approach Totals | | | | | | East/West Total Approaches | West Approach Totals | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Ending | Includes Cars, Trucks, & Cyclists | | | | Total Peds | | Hour Ending | Includes Cars, Trucks, & Cyclists | | | | Total Peds |
| | Left | Thru | Right | Grand Total | | | | Left | Thru | Right | Grand Total | |
| 7:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 7:00:00 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 14 | 84 | 23 | 121 | 7 | 293 | 8:00:00 | 39 | 108 | 25 | 172 | 1 |
| 9:00:00 | 43 | 160 | 33 | 236 | 11 | 577 | 9:00:00 | 72 | 216 | 53 | 341 | 2 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 11:00:00 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 30 | 210 | 46 | 286 | 9 | 628 | 12:00:00 | 53 | 211 | 78 | 342 | 5 |
| 13:00:00 | 30 | 216 | 29 | 275 | 11 | 669 | 13:00:00 | 54 | 258 | 82 | 394 | 3 |
| 14:00:00 | 35 | 154 | 48 | 237 | 8 | 550 | 14:00:00 | 53 | 190 | 70 | 313 | 5 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 15:00:00 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 63 | 276 | 47 | 386 | 14 | 767 | 16:00:00 | 52 | 238 | 91 | 381 | 8 |
| 17:00:00 | 49 | 247 | 41 | 337 | 13 | 754 | 17:00:00 | 77 | 250 | 90 | 417 | 16 |
| 18:00:00 | 36 | 212 | 44 | 292 | 3 | 675 | 18:00:00 | 67 | 221 | 95 | 383 | 7 |
| Totals: | 300 | 1559 | 311 | 2170 | 76 | 4913 | W Totals: | 467 | 1692 | 584 | 2743 | 47 |

**Calculated Values for Traffic Crossing Major Street**

| Hours Ending: | 8:00 | 9:00 | 12:00 | 13:00 | 14:00 | 16:00 | 17:00 | 18:00 |
|---|---|---|---|---|---|---|---|---|
| Crossing Values: | 167 | 352 | 336 | 386 | 295 | 461 | 401 | 335 |

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

**Count Date: 7-Oct-20 Site #: 2000200012**

| Interval Time | Passenger Cars - North Approach | | | | | | Trucks - North Approach | | | | | | Cyclists - North Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | North Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 07:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15:00 | 3 | 3 | 42 | 42 | 11 | 11 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 07:30:00 | 6 | 3 | 75 | 33 | 19 | 8 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 07:45:00 | 11 | 5 | 122 | 47 | 29 | 10 | 7 | 2 | 12 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 08:00:00 | 15 | 4 | 174 | 52 | 42 | 13 | 7 | 0 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 |
| 08:15:00 | 19 | 4 | 238 | 64 | 57 | 15 | 8 | 1 | 17 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 |
| 08:30:00 | 29 | 10 | 321 | 83 | 69 | 12 | 8 | 0 | 22 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 4 |
| 08:45:00 | 39 | 10 | 396 | 75 | 83 | 14 | 10 | 2 | 25 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 3 |
| 09:00:00 | 52 | 13 | 480 | 84 | 110 | 27 | 10 | 0 | 26 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 7 |
| 09:15:00 | 52 | 0 | 480 | 0 | 110 | 0 | 10 | 0 | 26 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 |
| 11:00:00 | 52 | 0 | 480 | 0 | 110 | 0 | 10 | 0 | 26 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 |
| 11:15:00 | 58 | 6 | 551 | 71 | 120 | 10 | 11 | 1 | 33 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 2 |
| 11:30:00 | 66 | 8 | 617 | 66 | 129 | 9 | 13 | 2 | 40 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 1 |
| 11:45:00 | 73 | 7 | 691 | 74 | 146 | 17 | 14 | 1 | 42 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 24 |
| 12:00:00 | 89 | 16 | 777 | 86 | 156 | 10 | 14 | 0 | 45 | 3 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 47 | 3 |
| 12:15:00 | 97 | 8 | 868 | 91 | 166 | 10 | 16 | 2 | 49 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 59 | 12 |
| 12:30:00 | 112 | 15 | 948 | 80 | 173 | 7 | 16 | 0 | 52 | 3 | 3 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 76 | 17 |
| 12:45:00 | 127 | 15 | 1040 | 92 | 188 | 15 | 17 | 1 | 54 | 2 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 77 | 1 |
| 13:00:00 | 138 | 11 | 1120 | 80 | 197 | 9 | 17 | 0 | 56 | 2 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 79 | 2 |
| 13:15:00 | 146 | 8 | 1204 | 84 | 205 | 8 | 20 | 3 | 58 | 2 | 3 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 82 | 3 |
| 13:30:00 | 157 | 11 | 1299 | 95 | 219 | 14 | 21 | 1 | 60 | 2 | 3 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 83 | 1 |
| 13:45:00 | 161 | 4 | 1369 | 70 | 234 | 15 | 22 | 1 | 64 | 4 | 4 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 84 | 1 |
| 14:00:00 | 167 | 6 | 1459 | 90 | 248 | 14 | 24 | 2 | 66 | 2 | 5 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 86 | 2 |
| 14:15:00 | 167 | 0 | 1459 | 0 | 248 | 0 | 24 | 0 | 66 | 0 | 5 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 86 | 0 |
| 15:00:00 | 167 | 0 | 1459 | 0 | 248 | 0 | 24 | 0 | 66 | 0 | 5 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 86 | 0 |
| 15:15:00 | 173 | 6 | 1577 | 118 | 257 | 9 | 26 | 2 | 71 | 5 | 5 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 124 | 38 |
| 15:30:00 | 180 | 7 | 1698 | 121 | 272 | 15 | 27 | 1 | 75 | 4 | 5 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 127 | 3 |
| 15:45:00 | 189 | 9 | 1821 | 123 | 282 | 10 | 29 | 2 | 77 | 2 | 5 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 135 | 8 |
| 16:00:00 | 198 | 9 | 1937 | 116 | 295 | 13 | 29 | 0 | 80 | 3 | 5 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 138 | 3 |
| 16:15:00 | 201 | 3 | 2061 | 124 | 305 | 10 | 31 | 2 | 82 | 2 | 5 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 139 | 1 |
| 16:30:00 | 211 | 10 | 2173 | 112 | 314 | 9 | 31 | 0 | 86 | 4 | 5 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 146 | 7 |
| 16:45:00 | 223 | 12 | 2282 | 109 | 331 | 17 | 33 | 2 | 88 | 2 | 5 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 150 | 4 |
| 17:00:00 | 234 | 11 | 2393 | 111 | 346 | 15 | 33 | 0 | 89 | 1 | 6 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 153 | 3 |
| 17:15:00 | 245 | 11 | 2499 | 106 | 362 | 16 | 35 | 2 | 92 | 3 | 7 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 153 | 0 |
| 17:30:00 | 267 | 22 | 2618 | 119 | 380 | 18 | 35 | 0 | 95 | 3 | 7 | 0 | 1 | 0 | 4 | 1 | 0 | 0 | 159 | 6 |
| 17:45:00 | 285 | 18 | 2717 | 99 | 396 | 16 | 37 | 2 | 95 | 0 | 7 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 160 | 1 |
| 18:00:00 | 295 | 10 | 2801 | 84 | 418 | 22 | 37 | 0 | 96 | 1 | 7 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 161 | 1 |
| 18:15:00 | 295 | 0 | 2801 | 0 | 418 | 0 | 37 | 0 | 96 | 0 | 7 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 161 | 0 |
| 18:15:15 | 295 | 0 | 2801 | 0 | 418 | 0 | 37 | 0 | 96 | 0 | 7 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 161 | 0 |

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

**Count Date: 7-Oct-20 Site #: 2000200012**

| Interval Time | Passenger Cars - East Approach | | | | | | Trucks - East Approach | | | | | | Cyclists - East Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | East Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 07:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15:00 | 0 | 0 | 12 | 12 | 6 | 6 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 07:30:00 | 4 | 4 | 30 | 18 | 8 | 2 | 0 | 0 | 5 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 |
| 07:45:00 | 6 | 2 | 55 | 25 | 15 | 7 | 0 | 0 | 6 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 0 |
| 08:00:00 | 14 | 8 | 73 | 18 | 22 | 7 | 0 | 0 | 9 | 3 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 7 | 4 |
| 08:15:00 | 20 | 6 | 96 | 23 | 31 | 9 | 0 | 0 | 9 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 7 | 0 |
| 08:30:00 | 32 | 12 | 120 | 24 | 36 | 5 | 0 | 0 | 11 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 15 | 8 |
| 08:45:00 | 43 | 11 | 163 | 43 | 47 | 11 | 0 | 0 | 12 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 16 | 1 |
| 09:00:00 | 57 | 14 | 227 | 64 | 54 | 7 | 0 | 0 | 15 | 3 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 18 | 2 |
| 09:15:00 | 57 | 0 | 227 | 0 | 54 | 0 | 0 | 0 | 15 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 18 | 0 |
| 11:00:00 | 57 | 0 | 227 | 0 | 54 | 0 | 0 | 0 | 15 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 18 | 0 |
| 11:15:00 | 63 | 6 | 265 | 38 | 61 | 7 | 0 | 0 | 16 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 19 | 1 |
| 11:30:00 | 68 | 5 | 309 | 44 | 69 | 8 | 0 | 0 | 18 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 22 | 3 |
| 11:45:00 | 82 | 14 | 378 | 69 | 89 | 20 | 0 | 0 | 20 | 2 | 2 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 25 | 3 |
| 12:00:00 | 87 | 5 | 428 | 50 | 99 | 10 | 0 | 0 | 23 | 3 | 3 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 27 | 2 |
| 12:15:00 | 94 | 7 | 479 | 51 | 104 | 5 | 0 | 0 | 24 | 1 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 27 | 0 |
| 12:30:00 | 100 | 6 | 533 | 54 | 120 | 16 | 1 | 1 | 26 | 2 | 3 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 32 | 5 |
| 12:45:00 | 107 | 7 | 587 | 54 | 127 | 7 | 1 | 0 | 27 | 1 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 33 | 1 |
| 13:00:00 | 116 | 9 | 638 | 51 | 128 | 1 | 1 | 0 | 28 | 1 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 38 | 5 |
| 13:15:00 | 125 | 9 | 675 | 37 | 141 | 13 | 2 | 1 | 28 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 39 | 1 |
| 13:30:00 | 135 | 10 | 715 | 40 | 155 | 14 | 2 | 0 | 29 | 1 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 39 | 0 |
| 13:45:00 | 141 | 6 | 747 | 32 | 168 | 13 | 2 | 0 | 33 | 4 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 41 | 2 |
| 14:00:00 | 150 | 9 | 785 | 38 | 176 | 8 | 2 | 0 | 34 | 1 | 3 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 46 | 5 |
| 14:15:00 | 150 | 0 | 785 | 0 | 176 | 0 | 2 | 0 | 34 | 0 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 46 | 0 |
| 15:00:00 | 150 | 0 | 785 | 0 | 176 | 0 | 2 | 0 | 34 | 0 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 46 | 0 |
| 15:15:00 | 172 | 22 | 868 | 83 | 197 | 21 | 2 | 0 | 35 | 1 | 3 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 47 | 1 |
| 15:30:00 | 186 | 14 | 914 | 46 | 205 | 8 | 2 | 0 | 37 | 2 | 3 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 50 | 3 |
| 15:45:00 | 199 | 13 | 975 | 61 | 214 | 9 | 2 | 0 | 39 | 2 | 3 | 0 | 1 | 1 | 6 | 0 | 0 | 0 | 55 | 5 |
| 16:00:00 | 212 | 13 | 1053 | 78 | 223 | 9 | 2 | 0 | 40 | 1 | 3 | 0 | 1 | 0 | 7 | 1 | 0 | 0 | 60 | 5 |
| 16:15:00 | 223 | 11 | 1129 | 76 | 236 | 13 | 2 | 0 | 41 | 1 | 5 | 2 | 2 | 1 | 7 | 0 | 0 | 0 | 65 | 5 |
| 16:30:00 | 233 | 10 | 1197 | 68 | 244 | 8 | 2 | 0 | 43 | 2 | 5 | 0 | 2 | 0 | 7 | 0 | 0 | 0 | 71 | 6 |
| 16:45:00 | 249 | 16 | 1239 | 42 | 251 | 7 | 2 | 0 | 44 | 1 | 5 | 0 | 2 | 0 | 7 | 0 | 0 | 0 | 71 | 0 |
| 17:00:00 | 260 | 11 | 1295 | 56 | 262 | 11 | 2 | 0 | 45 | 1 | 5 | 0 | 2 | 0 | 7 | 0 | 0 | 0 | 73 | 2 |
| 17:15:00 | 268 | 8 | 1358 | 63 | 274 | 12 | 2 | 0 | 46 | 1 | 5 | 0 | 2 | 0 | 7 | 0 | 0 | 0 | 74 | 1 |
| 17:30:00 | 276 | 8 | 1404 | 46 | 290 | 16 | 2 | 0 | 47 | 1 | 5 | 0 | 2 | 0 | 8 | 1 | 0 | 0 | 76 | 2 |
| 17:45:00 | 285 | 9 | 1462 | 58 | 298 | 8 | 2 | 0 | 48 | 1 | 5 | 0 | 3 | 1 | 8 | 0 | 0 | 0 | 76 | 0 |
| 18:00:00 | 295 | 10 | 1502 | 40 | 306 | 8 | 2 | 0 | 49 | 1 | 5 | 0 | 3 | 0 | 8 | 0 | 0 | 0 | 76 | 0 |
| 18:15:00 | 295 | 0 | 1502 | 0 | 306 | 0 | 2 | 0 | 49 | 0 | 5 | 0 | 3 | 0 | 8 | 0 | 0 | 0 | 76 | 0 |
| 18:15:15 | 295 | 0 | 1502 | 0 | 306 | 0 | 2 | 0 | 49 | 0 | 5 | 0 | 3 | 0 | 8 | 0 | 0 | 0 | 76 | 0 |

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

**Count Date: 7-Oct-20 Site #: 2000200012**

| Interval Time | Passenger Cars - South Approach | | | | | | Trucks - South Approach | | | | | | Cyclists - South Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | South Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 07:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15:00 | 3 | 3 | 37 | 37 | 3 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30:00 | 9 | 6 | 84 | 47 | 7 | 4 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 07:45:00 | 18 | 9 | 135 | 51 | 8 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 08:00:00 | 23 | 5 | 205 | 70 | 14 | 6 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 |
| 08:15:00 | 38 | 15 | 286 | 81 | 18 | 4 | 0 | 0 | 10 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| 08:30:00 | 48 | 10 | 373 | 87 | 28 | 10 | 3 | 3 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 |
| 08:45:00 | 60 | 12 | 479 | 106 | 42 | 14 | 4 | 1 | 17 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 |
| 09:00:00 | 75 | 15 | 586 | 107 | 52 | 10 | 4 | 0 | 22 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 2 |
| 09:15:00 | 75 | 0 | 586 | 0 | 52 | 0 | 4 | 0 | 22 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 |
| 11:00:00 | 75 | 0 | 586 | 0 | 52 | 0 | 4 | 0 | 22 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 |
| 11:15:00 | 87 | 12 | 662 | 76 | 58 | 6 | 4 | 0 | 25 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 |
| 11:30:00 | 97 | 10 | 742 | 80 | 69 | 11 | 4 | 0 | 28 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 3 |
| 11:45:00 | 113 | 16 | 838 | 96 | 83 | 14 | 4 | 0 | 31 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 7 |
| 12:00:00 | 128 | 15 | 935 | 97 | 89 | 6 | 4 | 0 | 35 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 2 |
| 12:15:00 | 143 | 15 | 1007 | 72 | 102 | 13 | 4 | 0 | 38 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 6 |
| 12:30:00 | 156 | 13 | 1090 | 83 | 112 | 10 | 5 | 1 | 39 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 5 |
| 12:45:00 | 169 | 13 | 1193 | 103 | 118 | 6 | 5 | 0 | 43 | 4 | 4 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 33 | 0 |
| 13:00:00 | 189 | 20 | 1273 | 80 | 123 | 5 | 6 | 1 | 49 | 6 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 34 | 1 |
| 13:15:00 | 210 | 21 | 1356 | 83 | 130 | 7 | 6 | 0 | 53 | 4 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 35 | 1 |
| 13:30:00 | 218 | 8 | 1435 | 79 | 136 | 6 | 6 | 0 | 57 | 4 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 37 | 2 |
| 13:45:00 | 237 | 19 | 1509 | 74 | 147 | 11 | 6 | 0 | 59 | 2 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 37 | 0 |
| 14:00:00 | 254 | 17 | 1598 | 89 | 156 | 9 | 6 | 0 | 64 | 5 | 5 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 44 | 7 |
| 14:15:00 | 254 | 0 | 1598 | 0 | 156 | 0 | 6 | 0 | 64 | 0 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 44 | 0 |
| 15:00:00 | 254 | 0 | 1598 | 0 | 156 | 0 | 6 | 0 | 64 | 0 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 44 | 0 |
| 15:15:00 | 278 | 24 | 1696 | 98 | 164 | 8 | 7 | 1 | 70 | 6 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 50 | 6 |
| 15:30:00 | 303 | 25 | 1787 | 91 | 172 | 8 | 10 | 3 | 71 | 1 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 56 | 6 |
| 15:45:00 | 327 | 24 | 1884 | 97 | 187 | 15 | 10 | 0 | 72 | 1 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 61 | 5 |
| 16:00:00 | 342 | 15 | 1975 | 91 | 194 | 7 | 10 | 0 | 78 | 6 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 62 | 1 |
| 16:15:00 | 364 | 22 | 2075 | 100 | 207 | 13 | 10 | 0 | 80 | 2 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 64 | 2 |
| 16:30:00 | 380 | 16 | 2171 | 96 | 215 | 8 | 10 | 0 | 82 | 2 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 69 | 5 |
| 16:45:00 | 413 | 33 | 2279 | 108 | 224 | 9 | 10 | 0 | 84 | 2 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 72 | 3 |
| 17:00:00 | 434 | 21 | 2379 | 100 | 238 | 14 | 10 | 0 | 88 | 4 | 5 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 72 | 0 |
| 17:15:00 | 464 | 30 | 2474 | 95 | 248 | 10 | 10 | 0 | 90 | 2 | 5 | 0 | 0 | 0 | 4 | 1 | 1 | 1 | 74 | 2 |
| 17:30:00 | 495 | 31 | 2560 | 86 | 254 | 6 | 10 | 0 | 91 | 1 | 5 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 74 | 0 |
| 17:45:00 | 533 | 38 | 2632 | 72 | 265 | 11 | 10 | 0 | 91 | 0 | 5 | 0 | 0 | 0 | 5 | 1 | 1 | 0 | 74 | 0 |
| 18:00:00 | 554 | 21 | 2721 | 89 | 270 | 5 | 10 | 0 | 91 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 75 | 1 |
| 18:15:00 | 554 | 0 | 2721 | 0 | 270 | 0 | 10 | 0 | 91 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 75 | 0 |
| 18:15:15 | 554 | 0 | 2721 | 0 | 270 | 0 | 10 | 0 | 91 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 75 | 0 |

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

**Count Date: 7-Oct-20 Site #: 2000200012**

| Interval Time | Passenger Cars - West Approach | | | | | | Trucks - West Approach | | | | | | Cyclists - West Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | West Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 07:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15:00 | 4 | 4 | 8 | 8 | 3 | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| 07:30:00 | 13 | 9 | 33 | 25 | 12 | 9 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 07:45:00 | 28 | 15 | 67 | 34 | 18 | 6 | 1 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 |
| 08:00:00 | 37 | 9 | 102 | 35 | 25 | 7 | 2 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 08:15:00 | 51 | 14 | 132 | 30 | 36 | 11 | 3 | 1 | 10 | 5 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 08:30:00 | 68 | 17 | 175 | 43 | 52 | 16 | 4 | 1 | 11 | 1 | 4 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 |
| 08:45:00 | 85 | 17 | 231 | 56 | 58 | 6 | 4 | 0 | 18 | 7 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 |
| 09:00:00 | 106 | 21 | 295 | 64 | 73 | 15 | 5 | 1 | 26 | 8 | 5 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 3 | 1 |
| 09:15:00 | 106 | 0 | 295 | 0 | 73 | 0 | 5 | 0 | 26 | 0 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 |
| 11:00:00 | 106 | 0 | 295 | 0 | 73 | 0 | 5 | 0 | 26 | 0 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 |
| 11:15:00 | 114 | 8 | 332 | 37 | 87 | 14 | 5 | 0 | 27 | 1 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 1 |
| 11:30:00 | 130 | 16 | 387 | 55 | 105 | 18 | 5 | 0 | 29 | 2 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 0 |
| 11:45:00 | 149 | 19 | 441 | 54 | 124 | 19 | 5 | 0 | 33 | 4 | 6 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 6 | 2 |
| 12:00:00 | 159 | 10 | 497 | 56 | 150 | 26 | 5 | 0 | 35 | 2 | 6 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 8 | 2 |
| 12:15:00 | 166 | 7 | 561 | 64 | 166 | 16 | 5 | 0 | 37 | 2 | 6 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 9 | 1 |
| 12:30:00 | 182 | 16 | 629 | 68 | 193 | 27 | 5 | 0 | 39 | 2 | 6 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 10 | 1 |
| 12:45:00 | 195 | 13 | 685 | 56 | 211 | 18 | 5 | 0 | 40 | 1 | 6 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 10 | 0 |
| 13:00:00 | 213 | 18 | 750 | 65 | 232 | 21 | 5 | 0 | 40 | 0 | 6 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 11 | 1 |
| 13:15:00 | 222 | 9 | 795 | 45 | 250 | 18 | 5 | 0 | 41 | 1 | 6 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 11 | 0 |
| 13:30:00 | 239 | 17 | 848 | 53 | 274 | 24 | 5 | 0 | 41 | 0 | 6 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 11 | 0 |
| 13:45:00 | 247 | 8 | 887 | 39 | 285 | 11 | 5 | 0 | 44 | 3 | 7 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 13 | 2 |
| 14:00:00 | 266 | 19 | 934 | 47 | 301 | 16 | 5 | 0 | 44 | 0 | 7 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 16 | 3 |
| 14:15:00 | 266 | 0 | 934 | 0 | 301 | 0 | 5 | 0 | 44 | 0 | 7 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 16 | 0 |
| 15:00:00 | 266 | 0 | 934 | 0 | 301 | 0 | 5 | 0 | 44 | 0 | 7 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 16 | 0 |
| 15:15:00 | 282 | 16 | 990 | 56 | 323 | 22 | 5 | 0 | 45 | 1 | 7 | 0 | 0 | 0 | 7 | 2 | 0 | 0 | 17 | 1 |
| 15:30:00 | 294 | 12 | 1045 | 55 | 349 | 26 | 7 | 2 | 48 | 3 | 7 | 0 | 0 | 0 | 9 | 2 | 0 | 0 | 19 | 2 |
| 15:45:00 | 304 | 10 | 1102 | 57 | 367 | 18 | 7 | 0 | 48 | 0 | 7 | 0 | 0 | 0 | 12 | 3 | 0 | 0 | 22 | 3 |
| 16:00:00 | 316 | 12 | 1158 | 56 | 392 | 25 | 7 | 0 | 50 | 2 | 7 | 0 | 0 | 0 | 13 | 1 | 0 | 0 | 24 | 2 |
| 16:15:00 | 338 | 22 | 1222 | 64 | 410 | 18 | 7 | 0 | 52 | 2 | 7 | 0 | 0 | 0 | 14 | 1 | 0 | 0 | 25 | 1 |
| 16:30:00 | 362 | 24 | 1281 | 59 | 434 | 24 | 7 | 0 | 53 | 1 | 7 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 32 | 7 |
| 16:45:00 | 378 | 16 | 1334 | 53 | 459 | 25 | 7 | 0 | 54 | 1 | 7 | 0 | 0 | 0 | 16 | 2 | 0 | 0 | 35 | 3 |
| 17:00:00 | 393 | 15 | 1399 | 65 | 482 | 23 | 7 | 0 | 56 | 2 | 7 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 40 | 5 |
| 17:15:00 | 408 | 15 | 1462 | 63 | 500 | 18 | 7 | 0 | 57 | 1 | 7 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 40 | 0 |
| 17:30:00 | 428 | 20 | 1509 | 47 | 527 | 27 | 7 | 0 | 57 | 0 | 7 | 0 | 0 | 0 | 17 | 1 | 0 | 0 | 44 | 4 |
| 17:45:00 | 445 | 17 | 1570 | 61 | 553 | 26 | 7 | 0 | 59 | 2 | 7 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 46 | 2 |
| 18:00:00 | 460 | 15 | 1615 | 45 | 577 | 24 | 7 | 0 | 60 | 1 | 7 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 47 | 1 |
| 18:15:00 | 460 | 0 | 1615 | 0 | 577 | 0 | 7 | 0 | 60 | 0 | 7 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 47 | 0 |
| 18:15:15 | 460 | 0 | 1615 | 0 | 577 | 0 | 7 | 0 | 60 | 0 | 7 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 47 | 0 |

# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5

*"we always count...never estimated"*

File Name : Edinburgh Rd N at Paisley Rd
Site Code : 00000000
Start Date : 3/27/2019
Page No : 1

Groups Printed- Cars - Trucks - Heavys - Cyclists

| | Edinburgh Rd N From North | | | | | Pasiley St From East | | | | | Edinburgh Rd N From South | | | | | Pasiley Rd From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 19 | 55 | 11 | 0 | 85 | 4 | 29 | 9 | 0 | 42 | 0 | 35 | 4 | 0 | 39 | 7 | 22 | 14 | 0 | 43 | 209 |
| 07:15 AM | 20 | 56 | 11 | 1 | 88 | 3 | 29 | 6 | 0 | 38 | 3 | 64 | 7 | 1 | 75 | 9 | 22 | 12 | 0 | 43 | 244 |
| 07:30 AM | 22 | 72 | 12 | 0 | 106 | 10 | 35 | 6 | 0 | 51 | 3 | 81 | 20 | 1 | 105 | 6 | 50 | 18 | 2 | 76 | 338 |
| 07:45 AM | 15 | 75 | 10 | 2 | 102 | 7 | 37 | 12 | 1 | 57 | 8 | 129 | 12 | 1 | 150 | 21 | 50 | 17 | 0 | 88 | 397 |
| Total | 76 | 258 | 44 | 3 | 381 | 24 | 130 | 33 | 1 | 188 | 14 | 309 | 43 | 3 | 369 | 43 | 144 | 61 | 2 | 250 | 1188 |
| 08:00 AM | 14 | 101 | 13 | 3 | 131 | 7 | 46 | 13 | 0 | 66 | 11 | 97 | 12 | 4 | 124 | 12 | 47 | 18 | 2 | 79 | 400 |
| 08:15 AM | 14 | 108 | 9 | 3 | 134 | 14 | 59 | 15 | 1 | 89 | 11 | 128 | 25 | 1 | 165 | 11 | 76 | 15 | 6 | 108 | 496 |
| 08:30 AM | 12 | 107 | 20 | 14 | 153 | 23 | 53 | 13 | 1 | 90 | 20 | 129 | 20 | 3 | 172 | 17 | 74 | 21 | 4 | 116 | 531 |
| 08:45 AM | 13 | 109 | 20 | 9 | 151 | 13 | 64 | 15 | 6 | 98 | 14 | 131 | 15 | 4 | 164 | 21 | 83 | 18 | 1 | 123 | 536 |
| Total | 53 | 425 | 62 | 29 | 569 | 57 | 222 | 56 | 8 | 343 | 56 | 485 | 72 | 12 | 625 | 61 | 280 | 72 | 13 | 426 | 1963 |
| 11:00 AM | 15 | 94 | 8 | 2 | 119 | 12 | 32 | 3 | 0 | 47 | 15 | 83 | 14 | 1 | 113 | 14 | 45 | 21 | 2 | 82 | 361 |
| 11:15 AM | 18 | 98 | 13 | 0 | 129 | 13 | 37 | 9 | 2 | 61 | 5 | 88 | 17 | 0 | 110 | 11 | 45 | 24 | 0 | 80 | 380 |
| 11:30 AM | 17 | 95 | 14 | 5 | 131 | 12 | 52 | 7 | 0 | 71 | 7 | 96 | 19 | 0 | 122 | 11 | 43 | 15 | 0 | 69 | 393 |
| 11:45 AM | 9 | 91 | 21 | 1 | 122 | 20 | 44 | 8 | 0 | 72 | 5 | 72 | 16 | 3 | 96 | 15 | 39 | 18 | 2 | 74 | 364 |
| Total | 59 | 378 | 56 | 8 | 501 | 57 | 165 | 27 | 2 | 251 | 32 | 339 | 66 | 4 | 441 | 51 | 172 | 78 | 4 | 305 | 1498 |
| 12:00 PM | 6 | 33 | 13 | 0 | 52 | 20 | 41 | 5 | 0 | 66 | 5 | 44 | 11 | 0 | 60 | 14 | 40 | 9 | 0 | 63 | 241 |
| 12:15 PM | 5 | 72 | 18 | 14 | 109 | 9 | 51 | 5 | 1 | 66 | 2 | 78 | 17 | 4 | 101 | 17 | 60 | 24 | 1 | 102 | 378 |
| 12:30 PM | 12 | 64 | 11 | 9 | 96 | 14 | 48 | 5 | 0 | 67 | 1 | 51 | 8 | 2 | 62 | 23 | 57 | 14 | 3 | 97 | 322 |
| 12:45 PM | 9 | 82 | 17 | 2 | 110 | 11 | 42 | 12 | 2 | 67 | 10 | 121 | 22 | 1 | 154 | 9 | 80 | 18 | 0 | 107 | 438 |
| Total | 32 | 251 | 59 | 25 | 367 | 54 | 182 | 27 | 3 | 266 | 18 | 294 | 58 | 7 | 377 | 63 | 237 | 65 | 4 | 369 | 1379 |
| 01:00 PM | 15 | 102 | 23 | 1 | 141 | 15 | 52 | 10 | 2 | 79 | 6 | 109 | 13 | 1 | 129 | 16 | 53 | 12 | 0 | 81 | 430 |
| 01:15 PM | 12 | 87 | 11 | 3 | 113 | 13 | 44 | 10 | 1 | 68 | 6 | 88 | 17 | 1 | 112 | 12 | 60 | 21 | 1 | 94 | 387 |
| 01:30 PM | 6 | 98 | 15 | 2 | 121 | 10 | 44 | 9 | 0 | 63 | 5 | 88 | 15 | 1 | 109 | 12 | 55 | 21 | 0 | 88 | 381 |
| 01:45 PM | 7 | 88 | 15 | 5 | 115 | 10 | 52 | 11 | 1 | 74 | 4 | 89 | 17 | 1 | 111 | 14 | 49 | 21 | 0 | 84 | 384 |
| Total | 40 | 375 | 64 | 11 | 490 | 48 | 192 | 40 | 4 | 284 | 21 | 374 | 62 | 4 | 461 | 54 | 217 | 75 | 1 | 347 | 1582 |
| 03:00 PM | 17 | 73 | 18 | 2 | 110 | 22 | 54 | 5 | 4 | 85 | 5 | 78 | 17 | 4 | 104 | 13 | 59 | 22 | 1 | 95 | 394 |
| 03:15 PM | 5 | 68 | 11 | 18 | 102 | 15 | 54 | 11 | 5 | 85 | 4 | 72 | 12 | 4 | 92 | 17 | 41 | 22 | 4 | 84 | 363 |

# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5

*"we always count...never estimated"*

File Name : Edinburgh Rd N at Paisley Rd
Site Code : 00000000
Start Date : 3/27/2019
Page No : 2

Groups Printed- Cars - Trucks - Heavys - Cyclists

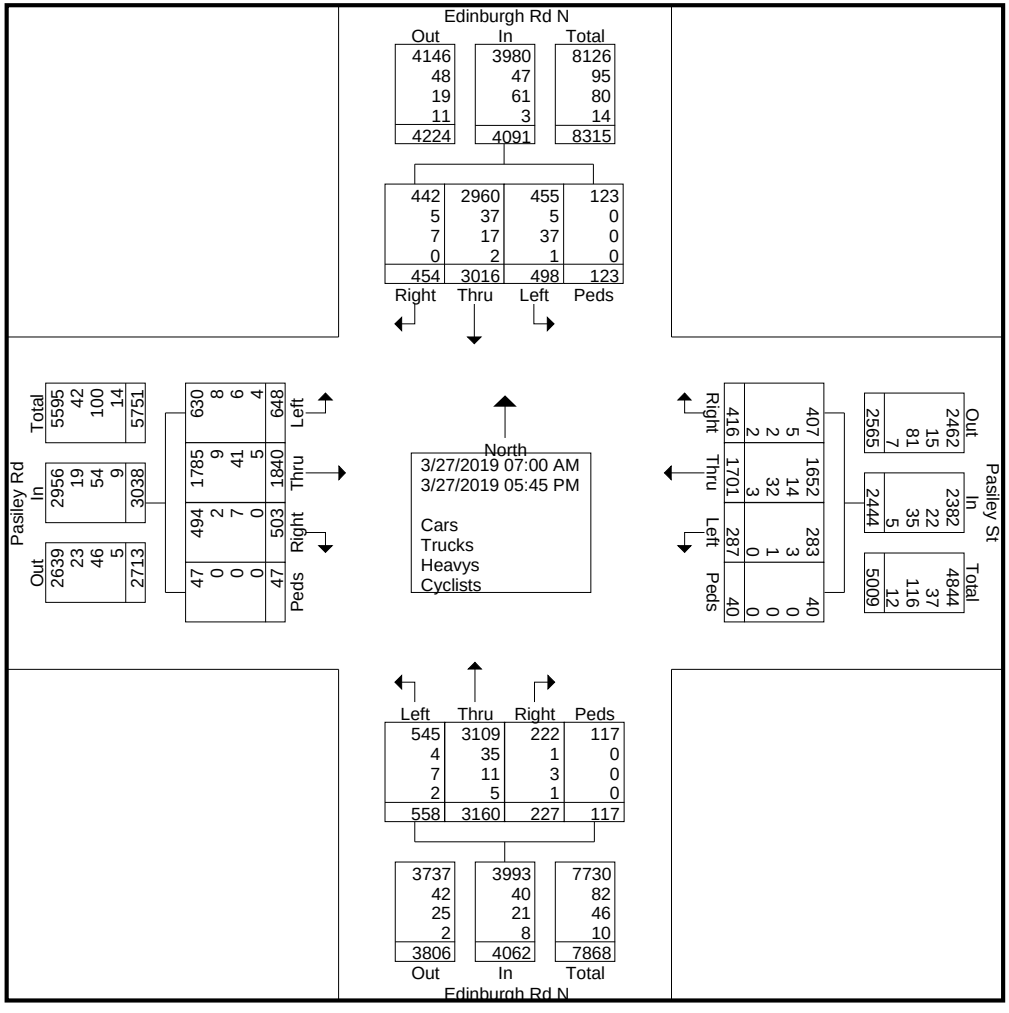
| | Edinburgh Rd N From North | | | | | Pasiley St From East | | | | | Edinburgh Rd N From South | | | | | Pasiley Rd From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 03:30 PM | 8 | 121 | 16 | 3 | 148 | 15 | 56 | 10 | 0 | 81 | 5 | 107 | 18 | 25 | 155 | 20 | 64 | 28 | 3 | 115 | 499 |
| 03:45 PM | 17 | 111 | 8 | 1 | 137 | 18 | 56 | 9 | 1 | 84 | 11 | 115 | 19 | 5 | 150 | 20 | 53 | 31 | 5 | 109 | 480 |
| Total | 47 | 373 | 53 | 24 | 497 | 70 | 220 | 35 | 10 | 335 | 25 | 372 | 66 | 38 | 501 | 70 | 217 | 103 | 13 | 403 | 1736 |
| 04:00 PM | 17 | 123 | 18 | 2 | 160 | 17 | 62 | 6 | 4 | 89 | 3 | 125 | 10 | 6 | 144 | 24 | 71 | 20 | 2 | 117 | 510 |
| 04:15 PM | 16 | 110 | 19 | 3 | 148 | 10 | 66 | 10 | 0 | 86 | 2 | 120 | 21 | 25 | 168 | 24 | 80 | 22 | 5 | 131 | 533 |
| 04:30 PM | 16 | 121 | 21 | 4 | 162 | 16 | 78 | 12 | 2 | 108 | 7 | 137 | 33 | 5 | 182 | 15 | 64 | 27 | 2 | 108 | 560 |
| 04:45 PM | 22 | 135 | 18 | 4 | 179 | 14 | 80 | 11 | 0 | 105 | 12 | 148 | 32 | 4 | 196 | 22 | 85 | 32 | 0 | 139 | 619 |
| Total | 71 | 489 | 76 | 13 | 649 | 57 | 286 | 39 | 6 | 388 | 24 | 530 | 96 | 40 | 690 | 85 | 300 | 101 | 9 | 495 | 2222 |
| 05:00 PM | 18 | 133 | 24 | 2 | 177 | 15 | 84 | 11 | 0 | 110 | 9 | 132 | 27 | 3 | 171 | 19 | 79 | 19 | 0 | 117 | 575 |
| 05:15 PM | 17 | 125 | 15 | 1 | 158 | 16 | 76 | 10 | 0 | 102 | 11 | 85 | 23 | 1 | 120 | 21 | 54 | 25 | 0 | 100 | 480 |
| 05:30 PM | 27 | 110 | 26 | 4 | 167 | 9 | 71 | 4 | 3 | 87 | 7 | 122 | 21 | 3 | 153 | 18 | 58 | 28 | 1 | 105 | 512 |
| 05:45 PM | 14 | 99 | 19 | 3 | 135 | 9 | 73 | 5 | 3 | 90 | 10 | 118 | 24 | 2 | 154 | 18 | 82 | 21 | 0 | 121 | 500 |
| Total | 76 | 467 | 84 | 10 | 637 | 49 | 304 | 30 | 6 | 389 | 37 | 457 | 95 | 9 | 598 | 76 | 273 | 93 | 1 | 443 | 2067 |
| Grand Total | 454 | 3016 | 498 | 123 | 4091 | 416 | 1701 | 287 | 40 | 2444 | 227 | 3160 | 558 | 117 | 4062 | 503 | 1840 | 648 | 47 | 3038 | 13635 |
| Apprch % | 11.1 | 73.7 | 12.2 | 3 | | 17 | 69.6 | 11.7 | 1.6 | | 5.6 | 77.8 | 13.7 | 2.9 | | 16.6 | 60.6 | 21.3 | 1.5 | | |
| Total % | 3.3 | 22.1 | 3.7 | 0.9 | 30 | 3.1 | 12.5 | 2.1 | 0.3 | 17.9 | 1.7 | 23.2 | 4.1 | 0.9 | 29.8 | 3.7 | 13.5 | 4.8 | 0.3 | 22.3 | |
| Cars | 442 | 2960 | 455 | 123 | 3980 | 407 | 1652 | 283 | 40 | 2382 | 222 | 3109 | 545 | 117 | 3993 | 494 | 1785 | 630 | 47 | 2956 | 13311 |
| % Cars | 97.4 | 98.1 | 91.4 | 100 | 97.3 | 97.8 | 97.1 | 98.6 | 100 | 97.5 | 97.8 | 98.4 | 97.7 | 100 | 98.3 | 98.2 | 97 | 97.2 | 100 | 97.3 | 97.6 |
| Trucks | 5 | 37 | 5 | 0 | 47 | 5 | 14 | 3 | 0 | 22 | 1 | 35 | 4 | 0 | 40 | 2 | 9 | 8 | 0 | 19 | 128 |
| % Trucks | 1.1 | 1.2 | 1 | 0 | 1.1 | 1.2 | 0.8 | 1 | 0 | 0.9 | 0.4 | 1.1 | 0.7 | 0 | 1 | 0.4 | 0.5 | 1.2 | 0 | 0.6 | 0.9 |
| Heavys | 7 | 17 | 37 | 0 | 61 | 2 | 32 | 1 | 0 | 35 | 3 | 11 | 7 | 0 | 21 | 7 | 41 | 6 | 0 | 54 | 171 |
| % Heavys | 1.5 | 0.6 | 7.4 | 0 | 1.5 | 0.5 | 1.9 | 0.3 | 0 | 1.4 | 1.3 | 0.3 | 1.3 | 0 | 0.5 | 1.4 | 2.2 | 0.9 | 0 | 1.8 | 1.3 |
| Cyclists | 0 | 2 | 1 | 0 | 3 | 2 | 3 | 0 | 0 | 5 | 1 | 5 | 2 | 0 | 8 | 0 | 5 | 4 | 0 | 9 | 25 |
| % Cyclists | 0 | 0.1 | 0.2 | 0 | 0.1 | 0.5 | 0.2 | 0 | 0 | 0.2 | 0.4 | 0.2 | 0.4 | 0 | 0.2 | 0 | 0.3 | 0.6 | 0 | 0.3 | 0.2 |

# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5

*"we always count...never estimated"*

File Name : Edinburgh Rd N at Paisley Rd
Site Code : 00000000
Start Date : 3/27/2019
Page No : 3



# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5

*"we always count...never estimated"*

File Name : Edinburgh Rd N at Paisley Rd
Site Code : 00000000
Start Date : 3/27/2019
Page No : 4

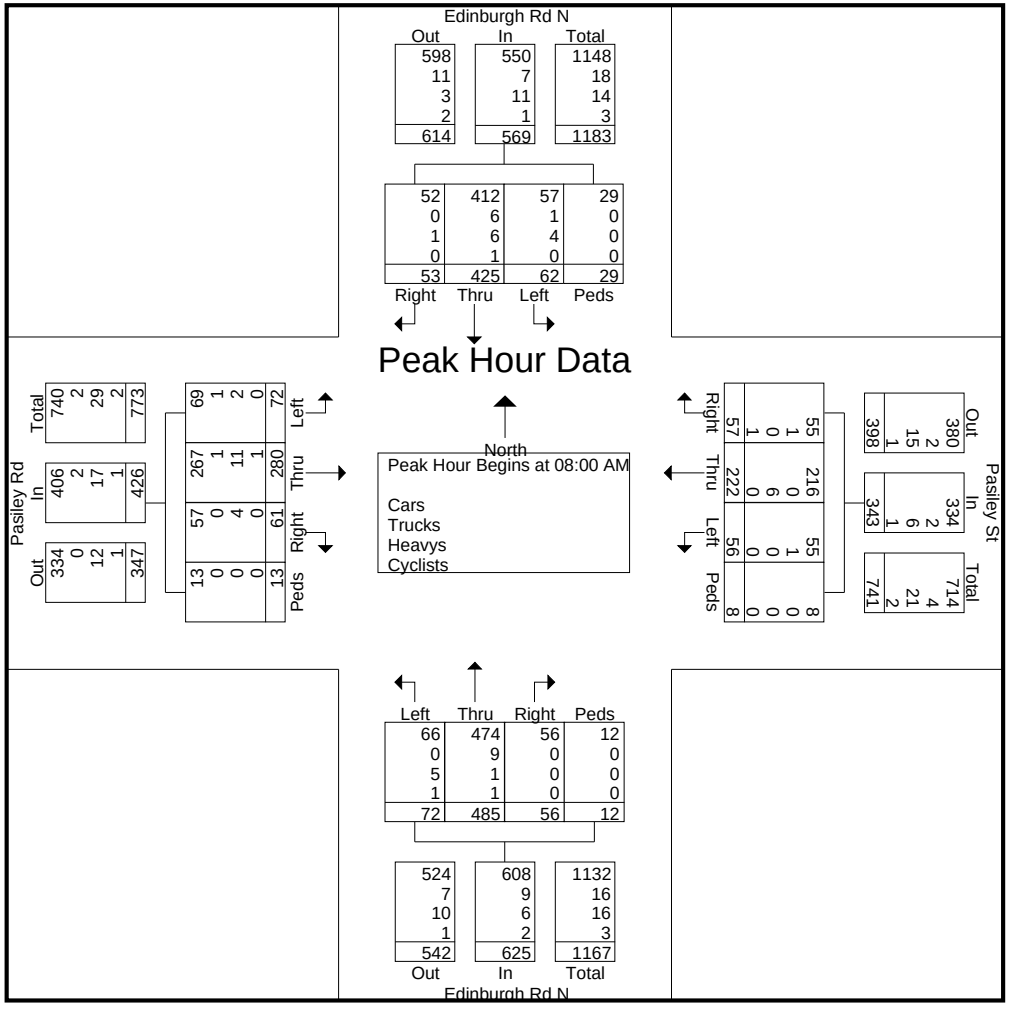
| | Edinburgh Rd N From North | | | | | Pasiley St From East | | | | | Edinburgh Rd N From South | | | | | Pasiley Rd From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | **14** | 101 | 13 | 3 | 131 | 7 | 46 | 13 | 0 | 66 | 11 | 97 | 12 | **4** | 124 | 12 | 47 | 18 | 2 | 79 | 400 |
| 08:15 AM | 14 | 108 | 9 | 3 | 134 | 14 | 59 | **15** | 1 | 89 | 11 | 128 | **25** | 1 | 165 | 11 | 76 | 15 | **6** | 108 | 496 |
| 08:30 AM | 12 | 107 | **20** | **14** | **153** | **23** | 53 | 13 | 1 | 90 | **20** | 129 | 20 | 3 | **172** | 17 | 74 | **21** | 4 | 116 | 531 |
| 08:45 AM | 13 | **109** | 20 | 9 | 151 | 13 | **64** | 15 | **6** | **98** | 14 | **131** | 15 | 4 | 164 | **21** | **83** | 18 | 1 | **123** | **536** |
| Total Volume | 53 | 425 | 62 | 29 | 569 | 57 | 222 | 56 | 8 | 343 | 56 | 485 | 72 | 12 | 625 | 61 | 280 | 72 | 13 | 426 | 1963 |
| % App. Total | 9.3 | 74.7 | 10.9 | 5.1 | | 16.6 | 64.7 | 16.3 | 2.3 | | 9 | 77.6 | 11.5 | 1.9 | | 14.3 | 65.7 | 16.9 | 3.1 | | |
| PHF | .946 | .975 | .775 | .518 | .930 | .620 | .867 | .933 | .333 | .875 | .700 | .926 | .720 | .750 | .908 | .726 | .843 | .857 | .542 | .866 | .916 |
| Cars | 52 | 412 | 57 | 29 | 550 | 55 | 216 | 55 | 8 | 334 | 56 | 474 | 66 | 12 | 608 | 57 | 267 | 69 | 13 | 406 | 1898 |
| % Cars | 98.1 | 96.9 | 91.9 | 100 | 96.7 | 96.5 | 97.3 | 98.2 | 100 | 97.4 | 100 | 97.7 | 91.7 | 100 | 97.3 | 93.4 | 95.4 | 95.8 | 100 | 95.3 | 96.7 |
| Trucks | 0 | 6 | 1 | 0 | 7 | 1 | 0 | 1 | 0 | 2 | 0 | 9 | 0 | 0 | 9 | 0 | 1 | 1 | 0 | 2 | 20 |
| % Trucks | 0 | 1.4 | 1.6 | 0 | 1.2 | 1.8 | 0 | 1.8 | 0 | 0.6 | 0 | 1.9 | 0 | 0 | 1.4 | 0 | 0.4 | 1.4 | 0 | 0.5 | 1.0 |
| Heavys | 1 | 6 | 4 | 0 | 11 | 0 | 6 | 0 | 0 | 6 | 0 | 1 | 5 | 0 | 6 | 4 | 11 | 2 | 0 | 17 | 40 |
| % Heavys | 1.9 | 1.4 | 6.5 | 0 | 1.9 | 0 | 2.7 | 0 | 0 | 1.7 | 0 | 0.2 | 6.9 | 0 | 1.0 | 6.6 | 3.9 | 2.8 | 0 | 4.0 | 2.0 |
| Cyclists | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 5 |
| % Cyclists | 0 | 0.2 | 0 | 0 | 0.2 | 1.8 | 0 | 0 | 0 | 0.3 | 0 | 0.2 | 1.4 | 0 | 0.3 | 0 | 0.4 | 0 | 0 | 0.2 | 0.3 |

# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5

*"we always count...never estimated"*

File Name : Edinburgh Rd N at Paisley Rd
Site Code : 00000000
Start Date : 3/27/2019
Page No : 5

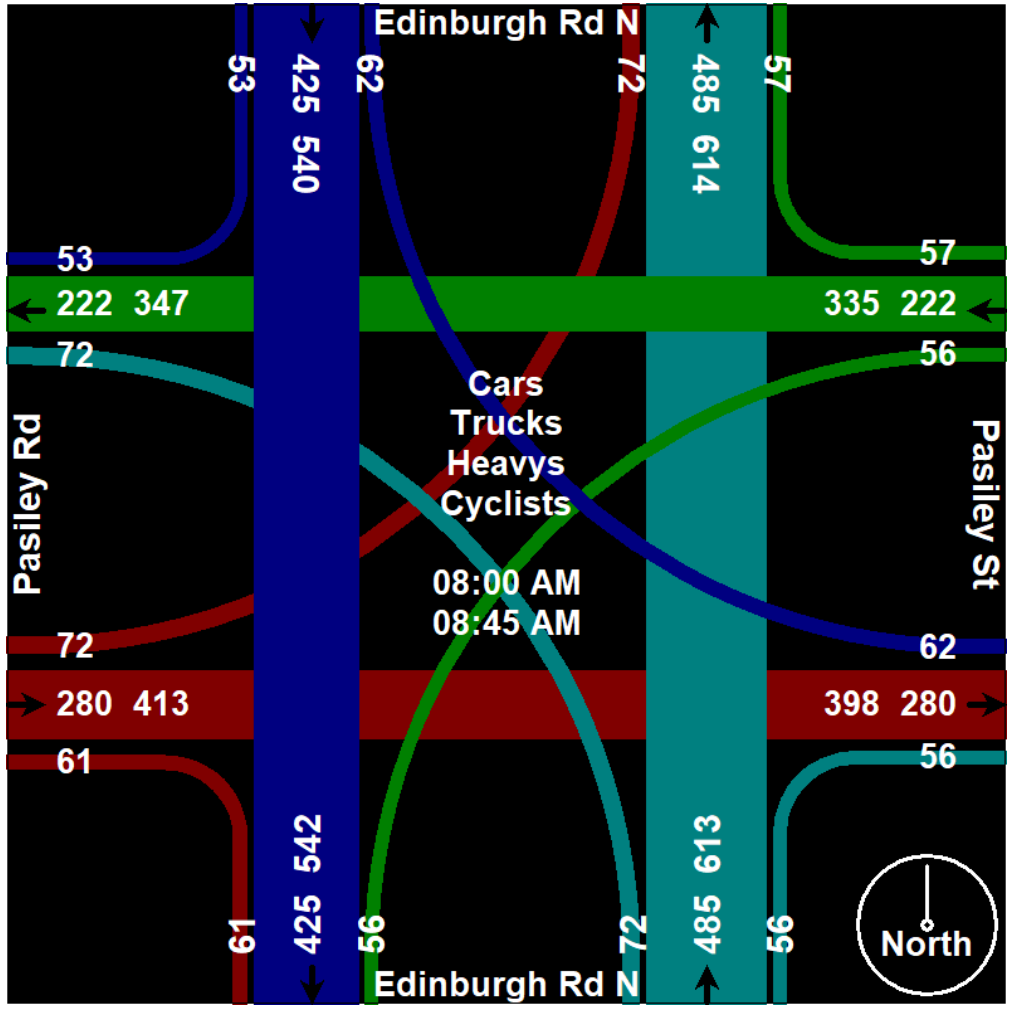


# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5

*"we always count...never estimated"*

File Name : Edinburgh Rd N at Paisley Rd
Site Code : 00000000
Start Date : 3/27/2019
Page No : 6



# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5

*"we always count...never estimated"*

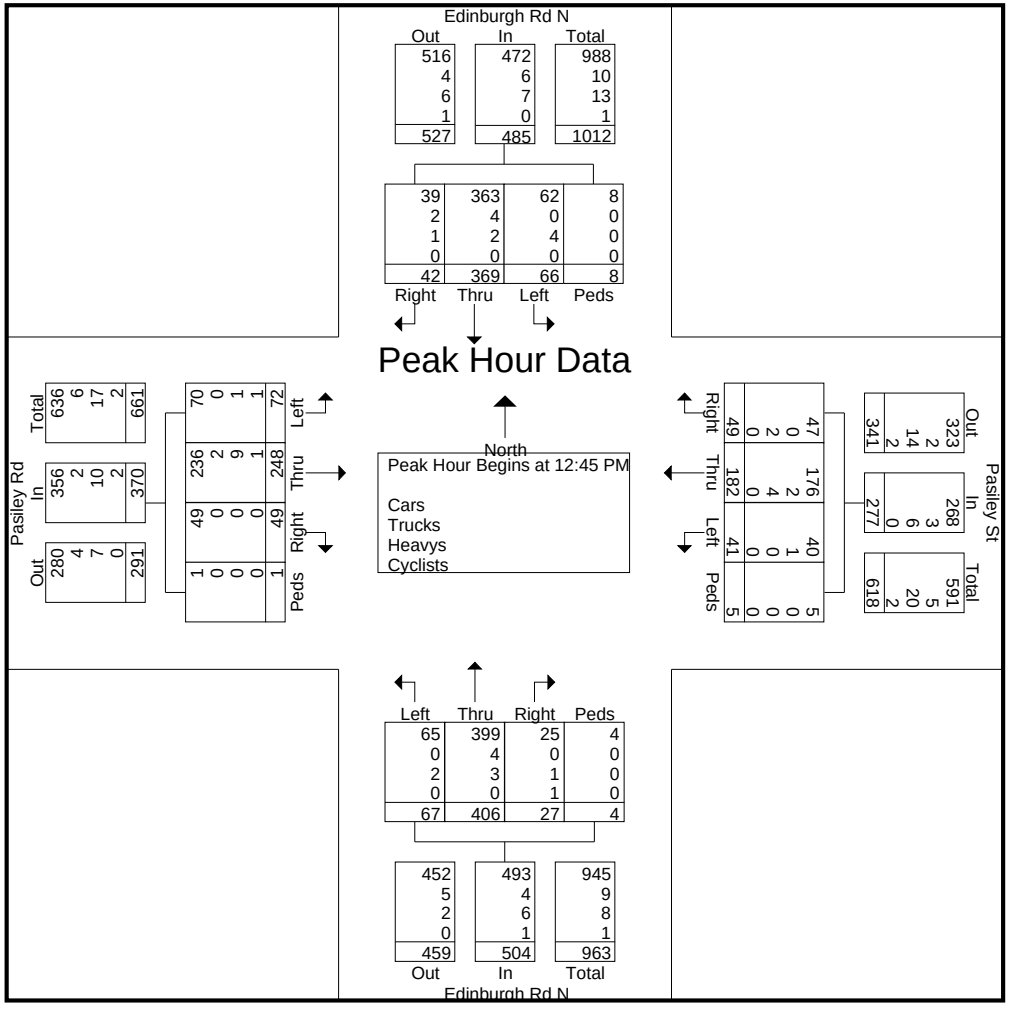
File Name : Edinburgh Rd N at Paisley Rd
Site Code : 00000000
Start Date : 3/27/2019
Page No : 7

| | Edinburgh Rd N From North | | | | | Pasiley St From East | | | | | Edinburgh Rd N From South | | | | | Pasiley Rd From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 12:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 12:45 PM | 9 | 82 | 17 | 2 | 110 | 11 | 42 | **12** | **2** | 67 | **10** | **121** | **22** | **1** | **154** | 9 | **80** | 18 | 0 | **107** | **438** |
| 01:00 PM | **15** | **102** | **23** | 1 | **141** | **15** | **52** | 10 | 2 | **79** | 6 | 109 | 13 | 1 | 129 | **16** | 53 | 12 | 0 | 81 | 430 |
| 01:15 PM | 12 | 87 | 11 | **3** | 113 | 13 | 44 | 10 | 1 | 68 | 6 | 88 | 17 | 1 | 112 | 12 | 60 | **21** | **1** | 94 | 387 |
| 01:30 PM | 6 | 98 | 15 | 2 | 121 | 10 | 44 | 9 | 0 | 63 | 5 | 88 | 15 | 1 | 109 | 12 | 55 | 21 | 0 | 88 | 381 |
| Total Volume | 42 | 369 | 66 | 8 | 485 | 49 | 182 | 41 | 5 | 277 | 27 | 406 | 67 | 4 | 504 | 49 | 248 | 72 | 1 | 370 | 1636 |
| % App. Total | 8.7 | 76.1 | 13.6 | 1.6 | | 17.7 | 65.7 | 14.8 | 1.8 | | 5.4 | 80.6 | 13.3 | 0.8 | | 13.2 | 67 | 19.5 | 0.3 | | |
| PHF | .700 | .904 | .717 | .667 | .860 | .817 | .875 | .854 | .625 | .877 | .675 | .839 | .761 | 1.00 | .818 | .766 | .775 | .857 | .250 | .864 | .934 |
| Cars | 39 | 363 | 62 | 8 | 472 | 47 | 176 | 40 | 5 | 268 | 25 | 399 | 65 | 4 | 493 | 49 | 236 | 70 | 1 | 356 | 1589 |
| % Cars | 92.9 | 98.4 | 93.9 | 100 | 97.3 | 95.9 | 96.7 | 97.6 | 100 | 96.8 | 92.6 | 98.3 | 97.0 | 100 | 97.8 | 100 | 95.2 | 97.2 | 100 | 96.2 | 97.1 |
| Trucks | 2 | 4 | 0 | 0 | 6 | 0 | 2 | 1 | 0 | 3 | 0 | 4 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 15 |
| % Trucks | 4.8 | 1.1 | 0 | 0 | 1.2 | 0 | 1.1 | 2.4 | 0 | 1.1 | 0 | 1.0 | 0 | 0 | 0.8 | 0 | 0.8 | 0 | 0 | 0.5 | 0.9 |
| Heavys | 1 | 2 | 4 | 0 | 7 | 2 | 4 | 0 | 0 | 6 | 1 | 3 | 2 | 0 | 6 | 0 | 9 | 1 | 0 | 10 | 29 |
| % Heavys | 2.4 | 0.5 | 6.1 | 0 | 1.4 | 4.1 | 2.2 | 0 | 0 | 2.2 | 3.7 | 0.7 | 3.0 | 0 | 1.2 | 0 | 3.6 | 1.4 | 0 | 2.7 | 1.8 |
| Cyclists | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 3 |
| % Cyclists | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.7 | 0 | 0 | 0 | 0.2 | 0 | 0.4 | 1.4 | 0 | 0.5 | 0.2 |

# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5
*"we always count...never estimated"*

File Name : Edinburgh Rd N at Paisley Rd
Site Code : 00000000
Start Date : 3/27/2019
Page No : 8

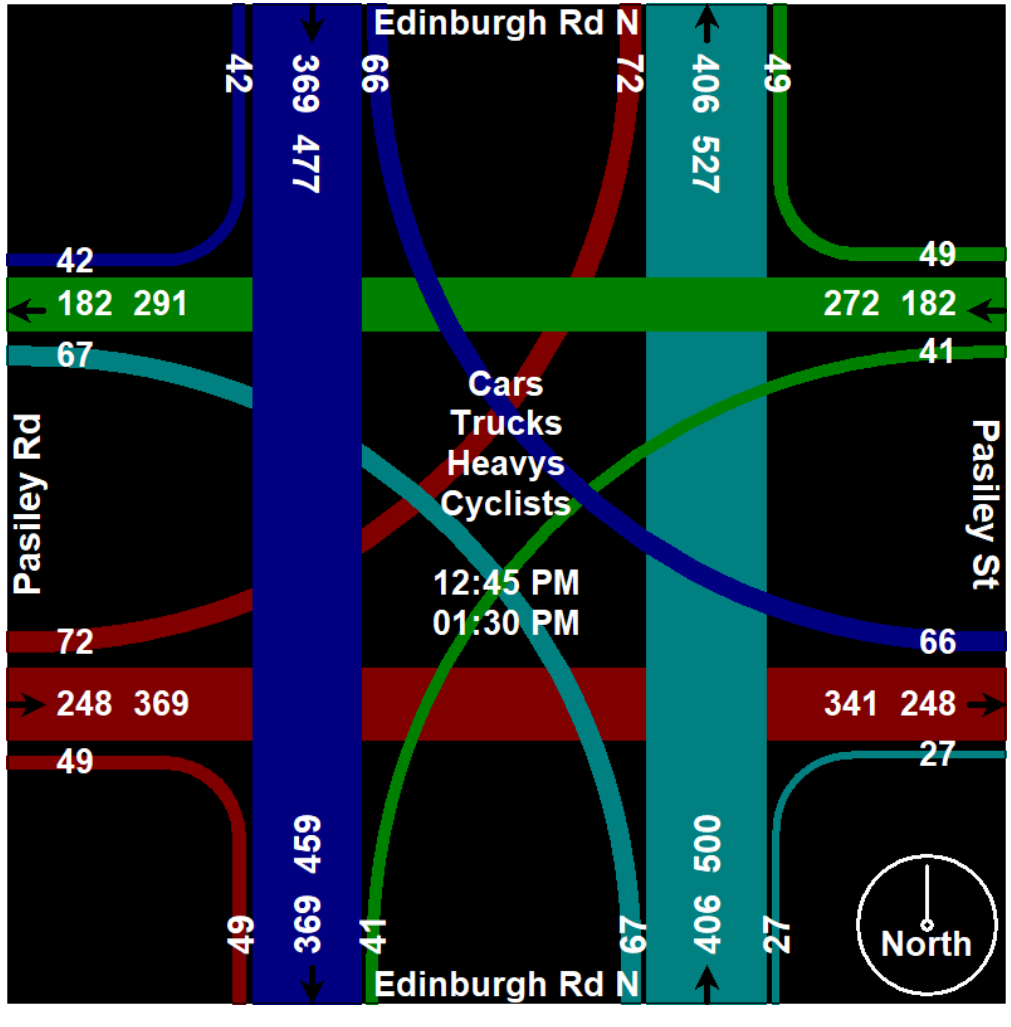


# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5

*"we always count...never estimated"*

File Name : Edinburgh Rd N at Paisley Rd
Site Code : 00000000
Start Date : 3/27/2019
Page No : 9



# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5

*"we always count...never estimated"*

File Name : Edinburgh Rd N at Paisley Rd
Site Code : 00000000
Start Date : 3/27/2019
Page No : 10

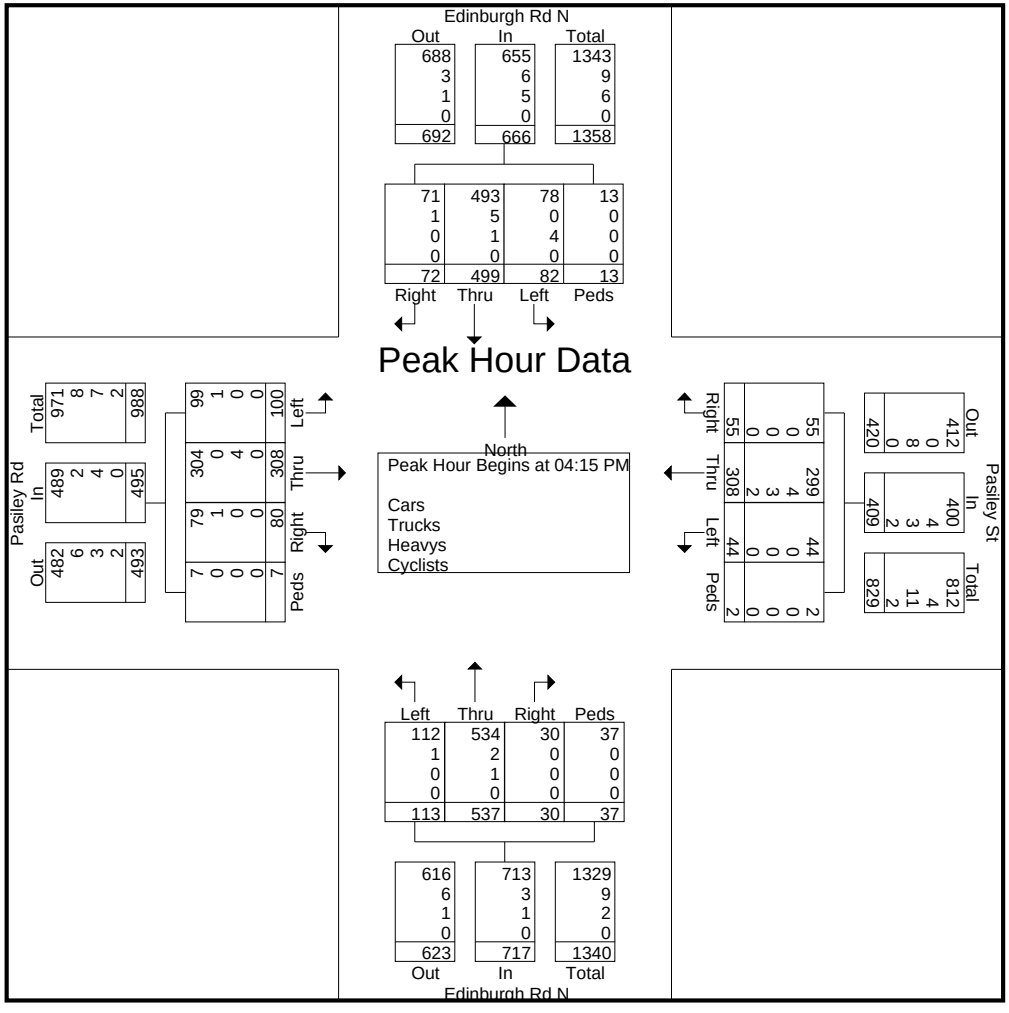
| | Edinburgh Rd N From North | | | | | Pasiley St From East | | | | | Edinburgh Rd N From South | | | | | Pasiley Rd From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 16 | 110 | 19 | 3 | 148 | 10 | 66 | 10 | 0 | 86 | 2 | 120 | 21 | **25** | 168 | **24** | 80 | 22 | **5** | 131 | 533 |
| 04:30 PM | 16 | 121 | 21 | **4** | 162 | **16** | 78 | **12** | **2** | 108 | 7 | 137 | **33** | 5 | 182 | 15 | 64 | 27 | 2 | 108 | 560 |
| 04:45 PM | **22** | **135** | 18 | 4 | **179** | 14 | 80 | 11 | 0 | 105 | **12** | **148** | 32 | 4 | **196** | 22 | **85** | **32** | 0 | **139** | **619** |
| 05:00 PM | 18 | 133 | **24** | 2 | 177 | 15 | **84** | 11 | 0 | **110** | 9 | 132 | 27 | 3 | 171 | 19 | 79 | 19 | 0 | 117 | 575 |
| Total Volume | 72 | 499 | 82 | 13 | 666 | 55 | 308 | 44 | 2 | 409 | 30 | 537 | 113 | 37 | 717 | 80 | 308 | 100 | 7 | 495 | 2287 |
| % App. Total | 10.8 | 74.9 | 12.3 | 2 | | 13.4 | 75.3 | 10.8 | 0.5 | | 4.2 | 74.9 | 15.8 | 5.2 | | 16.2 | 62.2 | 20.2 | 1.4 | | |
| PHF | .818 | .924 | .854 | .813 | .930 | .859 | .917 | .917 | .250 | .930 | .625 | .907 | .856 | .370 | .915 | .833 | .906 | .781 | .350 | .890 | .924 |
| Cars | 71 | 493 | 78 | 13 | 655 | 55 | 299 | 44 | 2 | 400 | 30 | 534 | 112 | 37 | 713 | 79 | 304 | 99 | 7 | 489 | 2257 |
| % Cars | 98.6 | 98.8 | 95.1 | 100 | 98.3 | 100 | 97.1 | 100 | 100 | 97.8 | 100 | 99.4 | 99.1 | 100 | 99.4 | 98.8 | 98.7 | 99.0 | 100 | 98.8 | 98.7 |
| Trucks | 1 | 5 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 4 | 0 | 2 | 1 | 0 | 3 | 1 | 0 | 1 | 0 | 2 | 15 |
| % Trucks | 1.4 | 1.0 | 0 | 0 | 0.9 | 0 | 1.3 | 0 | 0 | 1.0 | 0 | 0.4 | 0.9 | 0 | 0.4 | 1.3 | 0 | 1.0 | 0 | 0.4 | 0.7 |
| Heavys | 0 | 1 | 4 | 0 | 5 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 4 | 13 |
| % Heavys | 0 | 0.2 | 4.9 | 0 | 0.8 | 0 | 1.0 | 0 | 0 | 0.7 | 0 | 0.2 | 0 | 0 | 0.1 | 0 | 1.3 | 0 | 0 | 0.8 | 0.6 |
| Cyclists | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| % Cyclists | 0 | 0 | 0 | 0 | 0 | 0 | 0.6 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 |

# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5

*"we always count...never estimated"*

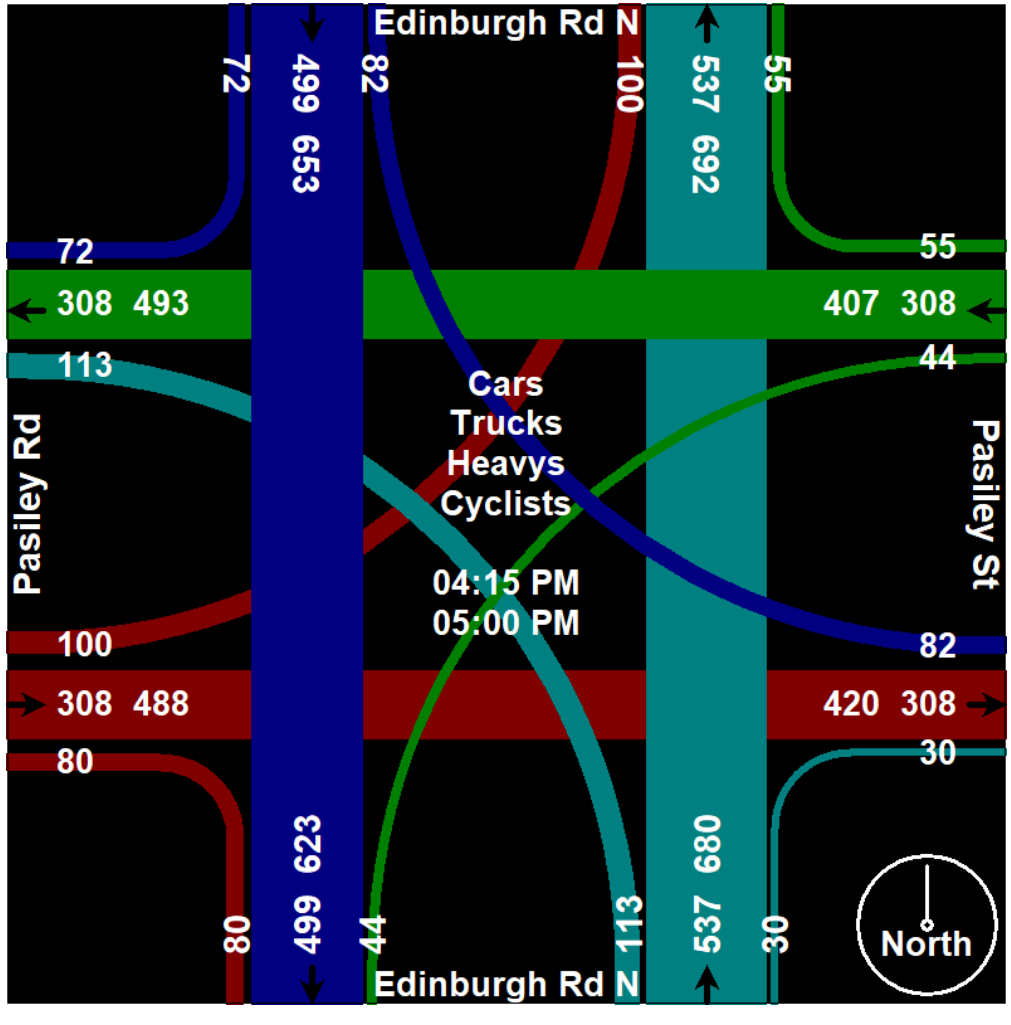
File Name : Edinburgh Rd N at Paisley Rd
Site Code : 00000000
Start Date : 3/27/2019
Page No : 11



# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5
*"we always count...never estimated"*

File Name : Edinburgh Rd N at Paisley Rd
Site Code : 00000000
Start Date : 3/27/2019
Page No : 12



# Accu-Traffic Inc.

## Morning Peak Diagram

**Specified Period**
**From:** 7:00:00
**To:** 9:00:00

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

**Municipality:** Guelph
**Site #:** 2000200009
**Intersection:** Edinburgh Rd S & Waterloo Ave
**TFR File #:** 1
**Count date:** 14-Oct-20

**Weather conditions:**

**Person counted:**
**Person prepared:**
**Person checked:**

**** Signalized Intersection ****

**Major Road:** Edinburgh Rd S runs N/S

| | | | | |
|---|---|---|---|---|
| North Leg Total: | 934 | | | |
| North Entering: | 408 | | | |
| North Peds: | 4 | | | |
| Peds Cross: | ⋈ | | | |
| Cyclists | 0 | 5 | 0 | 5 |
| Trucks | 0 | 16 | 2 | 18 |
| Cars | 24 | 336 | 25 | 385 |
| Totals | 24 | 357 | 27 | |

| | |
|---|---|
| Cyclists | 0 |
| Trucks | 22 |
| Cars | 504 |
| Totals | 526 |

| | |
|---|---|
| East Leg Total: | 435 |
| East Entering: | 200 |
| East Peds: | 14 |
| Peds Cross: | ⧗ |

Edinburgh Rd S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 3 | 140 | 143 |

Waterloo Ave

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 32 | 1 | 0 | 33 |
| 93 | 3 | 0 | 96 |
| 68 | 2 | 1 | 71 |
| 193 | 6 | 1 | |

N
W E
S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 1 | 46 | 47 |
| 1 | 5 | 129 | 135 |
| 1 | 1 | 28 | 30 |
| 2 | 7 | 203 | |

Waterloo Ave

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 227 | 7 | 1 | 235 |

Edinburgh Rd S

| | | | | |
|---|---|---|---|---|
| Peds Cross: | ⧗ | | | |
| West Peds: | 5 | | | |
| West Entering: | 212 | | | |
| West Leg Total: | 355 | | | |
| Cars | 432 | | | |
| Trucks | 19 | | | |
| Cyclists | 7 | | | |
| Totals | 458 | | | |
| Cars | 23 | 426 | 73 | 522 |
| Trucks | 0 | 20 | 0 | 20 |
| Cyclists | 0 | 0 | 0 | 0 |
| Totals | 23 | 446 | 73 | |

| | |
|---|---|
| Peds Cross: | ⋈ |
| South Peds: | 9 |
| South Entering: | 542 |
| South Leg Total: | 1000 |

**Comments**

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

## Mid-day Peak Diagram

**Specified Period**
**From:** 11:00:00
**To:** 14:00:00

**One Hour Peak**
**From:** 11:45:00
**To:** 12:45:00

**Municipality:** Guelph
**Site #:** 2000200009
**Intersection:** Edinburgh Rd S & Waterloo Ave
**TFR File #:** 1
**Count date:** 14-Oct-20

**Weather conditions:**

**Person counted:**
**Person prepared:**
**Person checked:**

**** Signalized Intersection ****

**Major Road:** Edinburgh Rd S runs N/S

North Leg Total: 974
North Entering: 482
North Peds: 8
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 2 | 0 | 2 |
| Trucks | 1 | 16 | 1 | 18 |
| Cars | 15 | 400 | 47 | 462 |
| Totals | 16 | 418 | 48 | |

| | |
|---|---|
| Cyclists | 0 |
| Trucks | 15 |
| Cars | 477 |
| Totals | 492 |

East Leg Total: 392
East Entering: 206
East Peds: 15
Peds Cross: ⧗

Edinburgh Rd S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 2 | 3 | 121 | 126 |

Waterloo Ave

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 52 | 0 | 0 | 52 |
| 76 | 2 | 2 | 80 |
| 73 | 1 | 0 | 74 |
| 201 | 3 | 2 | |

N
W E
S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 1 | 35 | 36 |
| 2 | 3 | 75 | 80 |
| 0 | 1 | 34 | 35 |
| 2 | 5 | 144 | |

Waterloo Ave

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 178 | 6 | 2 | 186 |

Edinburgh Rd S

Peds Cross: ⧗
West Peds: 8
West Entering: 151
West Leg Total: 277

| | |
|---|---|
| Cars | 507 |
| Trucks | 18 |
| Cyclists | 2 |
| Totals | 527 |

| | | | | |
|---|---|---|---|---|
| Cars | 30 | 390 | 56 | 476 |
| Trucks | 0 | 14 | 2 | 16 |
| Cyclists | 0 | 0 | 0 | 0 |
| Totals | 30 | 404 | 58 | |

Peds Cross: ⋈
South Peds: 11
South Entering: 492
South Leg Total: 1019

**Comments**

# Accu-Traffic Inc.

## Afternoon Peak Diagram

**Specified Period**
**From:** 15:00:00
**To:** 18:00:00

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

**Municipality:** Guelph
**Site #:** 2000200009
**Intersection:** Edinburgh Rd S & Waterloo Ave
**TFR File #:** 1
**Count date:** 14-Oct-20

**Weather conditions:**

**Person counted:**
**Person prepared:**
**Person checked:**

**** Signalized Intersection ****

**Major Road:** Edinburgh Rd S runs N/S

North Leg Total: 1248
North Entering: 644
North Peds: 8
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 0 | 0 | 0 |
| Trucks | 0 | 3 | 0 | 3 |
| Cars | 34 | 571 | 36 | 641 |
| Totals | 34 | 574 | 36 | |

| | |
|---|---|
| Cyclists | 2 |
| Trucks | 3 |
| Cars | 599 |
| Totals | 604 |

East Leg Total: 469
East Entering: 243
East Peds: 14
Peds Cross: ⧗

Edinburgh Rd S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 4 | 2 | 199 | 205 |

Waterloo Ave

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 46 | 0 | 0 | 46 |
| 112 | 2 | 4 | 118 |
| 78 | 0 | 1 | 79 |
| 236 | 2 | 5 | |

N
W E
S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 45 | 45 |
| 0 | 3 | 118 | 121 |
| 0 | 0 | 47 | 47 |
| 0 | 3 | 210 | |

Waterloo Ave

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 222 | 3 | 1 | 226 |

Edinburgh Rd S

Peds Cross: ⧗
West Peds: 6
West Entering: 213
West Leg Total: 418

| | |
|---|---|
| Cars | 696 |
| Trucks | 3 |
| Cyclists | 1 |
| Totals | 700 |

| | | | | |
|---|---|---|---|---|
| Cars | 53 | 508 | 68 | 629 |
| Trucks | 0 | 3 | 0 | 3 |
| Cyclists | 0 | 2 | 1 | 3 |
| Totals | 53 | 513 | 69 | |

Peds Cross: ⋈
South Peds: 14
South Entering: 635
South Leg Total: 1335

**Comments**

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

## Total Count Diagram

**Municipality:** Guelph
**Site #:** 2000200009
**Intersection:** Edinburgh Rd S & Waterloo Ave
**TFR File #:** 1
**Count date:** 14-Oct-20

**Weather conditions:**

**Person counted:**
**Person prepared:**
**Person checked:**

**** Signalized Intersection ****

**Major Road:** Edinburgh Rd S runs N/S

| | |
|---|---|
| North Leg Total: | 7777 |
| North Entering: | 3761 |
| North Peds: | 59 |
| Peds Cross: | ⋈ |

| | | | | |
|---|---|---|---|---|
| Cyclists | 1 | 20 | 0 | 21 |
| Trucks | 2 | 87 | 5 | 94 |
| Cars | 164 | 3220 | 262 | 3646 |
| Totals | 167 | 3327 | 267 | |

| | |
|---|---|
| Cyclists | 9 |
| Trucks | 106 |
| Cars | 3901 |
| Totals | 4016 |

| | |
|---|---|
| East Leg Total: | 3134 |
| East Entering: | 1641 |
| East Peds: | 101 |
| Peds Cross: | ⧗ |

Edinburgh Rd S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 11 | 22 | 1130 | 1163 |

Waterloo Ave

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 3 | 273 | 276 |
| 11 | 21 | 714 | 746 |
| 4 | 6 | 279 | 289 |
| 15 | 30 | 1266 | |

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 309 | 8 | 0 | 317 |
| 722 | 19 | 8 | 749 |
| 560 | 12 | 3 | 575 |
| 1591 | 39 | 11 | |

N
W E
S

Waterloo Ave

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 1447 | 33 | 13 | 1493 |

Edinburgh Rd S

| | |
|---|---|
| Peds Cross: | ⧗ |
| West Peds: | 65 |
| West Entering: | 1311 |
| West Leg Total: | 2474 |

| | |
|---|---|
| Cars | 4059 |
| Trucks | 105 |
| Cyclists | 27 |
| Totals | 4191 |

| | | | | |
|---|---|---|---|---|
| Cars | 244 | 3319 | 471 | 4034 |
| Trucks | 1 | 95 | 7 | 103 |
| Cyclists | 2 | 9 | 2 | 13 |
| Totals | 247 | 3423 | 480 | |

| | |
|---|---|
| Peds Cross: | ⋈ |
| South Peds: | 101 |
| South Entering: | 4150 |
| South Leg Total: | 8341 |

**Comments**

Accu-Traffic Inc.
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# Accu-Traffic Inc.

## Traffic Count Summary

**Intersection:** Edinburgh Rd S & Waterloo Ave | **Count Date:** 14-Oct-20 | **Municipality:** Guelph

| North Approach Totals | | | | | | North/South Total Approaches | South Approach Totals | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Ending | Includes Cars, Trucks, & Cyclists | | | | Total Peds | | Hour Ending | Includes Cars, Trucks, & Cyclists | | | | Total Peds |
| | Left | Thru | Right | Grand Total | | | | Left | Thru | Right | Grand Total | |
| 7:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 7:00:00 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 16 | 213 | 12 | 241 | 6 | 555 | 8:00:00 | 10 | 259 | 45 | 314 | 6 |
| 9:00:00 | 27 | 357 | 24 | 408 | 4 | 950 | 9:00:00 | 23 | 446 | 73 | 542 | 9 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 11:00:00 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 41 | 373 | 17 | 431 | 4 | 891 | 12:00:00 | 34 | 366 | 60 | 460 | 17 |
| 13:00:00 | 47 | 396 | 14 | 457 | 10 | 963 | 13:00:00 | 24 | 422 | 60 | 506 | 6 |
| 14:00:00 | 29 | 390 | 23 | 442 | 7 | 983 | 14:00:00 | 32 | 450 | 59 | 541 | 6 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 15:00:00 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 36 | 551 | 19 | 606 | 14 | 1214 | 16:00:00 | 37 | 512 | 59 | 608 | 26 |
| 17:00:00 | 35 | 533 | 26 | 594 | 6 | 1229 | 17:00:00 | 44 | 525 | 66 | 635 | 16 |
| 18:00:00 | 36 | 514 | 32 | 582 | 8 | 1126 | 18:00:00 | 43 | 443 | 58 | 544 | 15 |
| Totals: | 267 | 3327 | 167 | 3761 | 59 | 7911 | S Totals: | 247 | 3423 | 480 | 4150 | 101 |

| East Approach Totals | | | | | | East/West Total Approaches | West Approach Totals | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Ending | Includes Cars, Trucks, & Cyclists | | | | Total Peds | | Hour Ending | Includes Cars, Trucks, & Cyclists | | | | Total Peds |
| | Left | Thru | Right | Grand Total | | | | Left | Thru | Right | Grand Total | |
| 7:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 7:00:00 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 27 | 47 | 26 | 100 | 11 | 198 | 8:00:00 | 17 | 58 | 23 | 98 | 2 |
| 9:00:00 | 71 | 96 | 33 | 200 | 14 | 412 | 9:00:00 | 47 | 135 | 30 | 212 | 5 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 11:00:00 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 65 | 86 | 40 | 191 | 8 | 338 | 12:00:00 | 26 | 87 | 34 | 147 | 10 |
| 13:00:00 | 85 | 76 | 46 | 207 | 14 | 356 | 13:00:00 | 38 | 75 | 36 | 149 | 7 |
| 14:00:00 | 71 | 77 | 44 | 192 | 6 | 330 | 14:00:00 | 31 | 73 | 34 | 138 | 9 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 15:00:00 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 117 | 127 | 37 | 281 | 26 | 441 | 16:00:00 | 31 | 84 | 45 | 160 | 14 |
| 17:00:00 | 65 | 124 | 53 | 242 | 7 | 443 | 17:00:00 | 44 | 115 | 42 | 201 | 10 |
| 18:00:00 | 74 | 116 | 38 | 228 | 15 | 434 | 18:00:00 | 42 | 119 | 45 | 206 | 8 |
| Totals: | 575 | 749 | 317 | 1641 | 101 | 2952 | W Totals: | 276 | 746 | 289 | 1311 | 65 |

**Calculated Values for Traffic Crossing Major Street**

| Hours Ending: | 8:00 | 9:00 | 12:00 | 13:00 | 14:00 | 16:00 | 17:00 | 18:00 |
|---|---|---|---|---|---|---|---|---|
| Crossing Values: | 114 | 266 | 199 | 215 | 192 | 315 | 255 | 258 |

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# Accu-Traffic Inc.

**Count Date: 14-Oct-20 Site #: 2000200009**

| Interval Time | Passenger Cars - North Approach | | | | | | Trucks - North Approach | | | | | | Cyclists - North Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | North Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 07:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15:00 | 3 | 3 | 43 | 43 | 3 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30:00 | 5 | 2 | 76 | 33 | 6 | 3 | 1 | 1 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45:00 | 13 | 8 | 135 | 59 | 10 | 4 | 1 | 0 | 13 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00:00 | 15 | 2 | 199 | 64 | 12 | 2 | 1 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 6 | 6 |
| 08:15:00 | 23 | 8 | 269 | 70 | 19 | 7 | 3 | 2 | 18 | 5 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 9 | 3 |
| 08:30:00 | 29 | 6 | 351 | 82 | 25 | 6 | 3 | 0 | 25 | 7 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 9 | 0 |
| 08:45:00 | 33 | 4 | 434 | 83 | 32 | 7 | 3 | 0 | 28 | 3 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 9 | 0 |
| 09:00:00 | 40 | 7 | 535 | 101 | 36 | 4 | 3 | 0 | 29 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 10 | 1 |
| 09:15:00 | 40 | 0 | 535 | 0 | 36 | 0 | 3 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 10 | 0 |
| 11:00:00 | 40 | 0 | 535 | 0 | 36 | 0 | 3 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 10 | 0 |
| 11:15:00 | 49 | 9 | 608 | 73 | 36 | 0 | 3 | 0 | 33 | 4 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 11 | 1 |
| 11:30:00 | 64 | 15 | 696 | 88 | 40 | 4 | 3 | 0 | 40 | 7 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 12 | 1 |
| 11:45:00 | 70 | 6 | 781 | 85 | 47 | 7 | 3 | 0 | 42 | 2 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 12 | 0 |
| 12:00:00 | 81 | 11 | 888 | 107 | 53 | 6 | 3 | 0 | 48 | 6 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 14 | 2 |
| 12:15:00 | 97 | 16 | 992 | 104 | 55 | 2 | 4 | 1 | 51 | 3 | 1 | 1 | 0 | 0 | 9 | 2 | 0 | 0 | 15 | 1 |
| 12:30:00 | 106 | 9 | 1088 | 96 | 58 | 3 | 4 | 0 | 56 | 5 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 16 | 1 |
| 12:45:00 | 117 | 11 | 1181 | 93 | 62 | 4 | 4 | 0 | 58 | 2 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 20 | 4 |
| 13:00:00 | 126 | 9 | 1269 | 88 | 66 | 4 | 5 | 1 | 61 | 3 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 24 | 4 |
| 13:15:00 | 134 | 8 | 1366 | 97 | 70 | 4 | 5 | 0 | 65 | 4 | 1 | 0 | 0 | 0 | 10 | 1 | 0 | 0 | 26 | 2 |
| 13:30:00 | 143 | 9 | 1459 | 93 | 74 | 4 | 5 | 0 | 71 | 6 | 1 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 27 | 1 |
| 13:45:00 | 149 | 6 | 1545 | 86 | 83 | 9 | 5 | 0 | 74 | 3 | 1 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 30 | 3 |
| 14:00:00 | 155 | 6 | 1640 | 95 | 88 | 5 | 5 | 0 | 78 | 4 | 1 | 0 | 0 | 0 | 11 | 1 | 1 | 1 | 31 | 1 |
| 14:15:00 | 155 | 0 | 1640 | 0 | 88 | 0 | 5 | 0 | 78 | 0 | 1 | 0 | 0 | 0 | 11 | 0 | 1 | 0 | 31 | 0 |
| 15:00:00 | 155 | 0 | 1640 | 0 | 88 | 0 | 5 | 0 | 78 | 0 | 1 | 0 | 0 | 0 | 11 | 0 | 1 | 0 | 31 | 0 |
| 15:15:00 | 164 | 9 | 1790 | 150 | 92 | 4 | 5 | 0 | 79 | 1 | 1 | 0 | 0 | 0 | 11 | 0 | 1 | 0 | 36 | 5 |
| 15:30:00 | 175 | 11 | 1939 | 149 | 99 | 7 | 5 | 0 | 79 | 0 | 2 | 1 | 0 | 0 | 11 | 0 | 1 | 0 | 38 | 2 |
| 15:45:00 | 185 | 10 | 2064 | 125 | 102 | 3 | 5 | 0 | 80 | 1 | 2 | 0 | 0 | 0 | 13 | 2 | 1 | 0 | 40 | 2 |
| 16:00:00 | 191 | 6 | 2185 | 121 | 106 | 4 | 5 | 0 | 82 | 2 | 2 | 0 | 0 | 0 | 13 | 0 | 1 | 0 | 45 | 5 |
| 16:15:00 | 209 | 18 | 2311 | 126 | 111 | 5 | 5 | 0 | 83 | 1 | 2 | 0 | 0 | 0 | 18 | 5 | 1 | 0 | 46 | 1 |
| 16:30:00 | 213 | 4 | 2428 | 117 | 116 | 5 | 5 | 0 | 84 | 1 | 2 | 0 | 0 | 0 | 19 | 1 | 1 | 0 | 46 | 0 |
| 16:45:00 | 221 | 8 | 2574 | 146 | 127 | 11 | 5 | 0 | 84 | 0 | 2 | 0 | 0 | 0 | 19 | 0 | 1 | 0 | 51 | 5 |
| 17:00:00 | 226 | 5 | 2710 | 136 | 132 | 5 | 5 | 0 | 84 | 0 | 2 | 0 | 0 | 0 | 19 | 0 | 1 | 0 | 51 | 0 |
| 17:15:00 | 237 | 11 | 2868 | 158 | 142 | 10 | 5 | 0 | 86 | 2 | 2 | 0 | 0 | 0 | 19 | 0 | 1 | 0 | 54 | 3 |
| 17:30:00 | 249 | 12 | 2999 | 131 | 150 | 8 | 5 | 0 | 87 | 1 | 2 | 0 | 0 | 0 | 19 | 0 | 1 | 0 | 54 | 0 |
| 17:45:00 | 254 | 5 | 3111 | 112 | 156 | 6 | 5 | 0 | 87 | 0 | 2 | 0 | 0 | 0 | 19 | 0 | 1 | 0 | 56 | 2 |
| 18:00:00 | 262 | 8 | 3220 | 109 | 164 | 8 | 5 | 0 | 87 | 0 | 2 | 0 | 0 | 0 | 20 | 1 | 1 | 0 | 59 | 3 |
| 18:15:00 | 262 | 0 | 3220 | 0 | 164 | 0 | 5 | 0 | 87 | 0 | 2 | 0 | 0 | 0 | 20 | 0 | 1 | 0 | 59 | 0 |
| 18:15:15 | 262 | 0 | 3220 | 0 | 164 | 0 | 5 | 0 | 87 | 0 | 2 | 0 | 0 | 0 | 20 | 0 | 1 | 0 | 59 | 0 |

Accu-Traffic Inc.
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# Accu-Traffic Inc.

**Count Date: 14-Oct-20 Site #: 2000200009**

| Interval Time | Passenger Cars - East Approach | | | | | | Trucks - East Approach | | | | | | Cyclists - East Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | East Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 07:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15:00 | 7 | 7 | 9 | 9 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 07:30:00 | 13 | 6 | 18 | 9 | 8 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 3 |
| 07:45:00 | 20 | 7 | 31 | 13 | 16 | 8 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 |
| 08:00:00 | 26 | 6 | 45 | 14 | 24 | 8 | 1 | 0 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 4 |
| 08:15:00 | 44 | 18 | 65 | 20 | 32 | 8 | 3 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 5 |
| 08:30:00 | 57 | 13 | 86 | 21 | 38 | 6 | 3 | 0 | 3 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 3 |
| 08:45:00 | 74 | 17 | 108 | 22 | 46 | 8 | 3 | 0 | 3 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 24 | 5 |
| 09:00:00 | 94 | 20 | 138 | 30 | 56 | 10 | 3 | 0 | 5 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 25 | 1 |
| 09:15:00 | 94 | 0 | 138 | 0 | 56 | 0 | 3 | 0 | 5 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 25 | 0 |
| 11:00:00 | 94 | 0 | 138 | 0 | 56 | 0 | 3 | 0 | 5 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 25 | 0 |
| 11:15:00 | 110 | 16 | 155 | 17 | 60 | 4 | 4 | 1 | 5 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 25 | 0 |
| 11:30:00 | 124 | 14 | 173 | 18 | 67 | 7 | 4 | 0 | 6 | 1 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 26 | 1 |
| 11:45:00 | 143 | 19 | 201 | 28 | 81 | 14 | 7 | 3 | 7 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 27 | 1 |
| 12:00:00 | 155 | 12 | 221 | 20 | 95 | 14 | 7 | 0 | 8 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 33 | 6 |
| 12:15:00 | 175 | 20 | 238 | 17 | 105 | 10 | 7 | 0 | 8 | 0 | 4 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 34 | 1 |
| 12:30:00 | 195 | 20 | 256 | 18 | 122 | 17 | 7 | 0 | 9 | 1 | 4 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 39 | 5 |
| 12:45:00 | 216 | 21 | 277 | 21 | 133 | 11 | 8 | 1 | 9 | 0 | 4 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 42 | 3 |
| 13:00:00 | 239 | 23 | 292 | 15 | 141 | 8 | 8 | 0 | 10 | 1 | 4 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 47 | 5 |
| 13:15:00 | 254 | 15 | 314 | 22 | 151 | 10 | 9 | 1 | 10 | 0 | 4 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 48 | 1 |
| 13:30:00 | 266 | 12 | 325 | 11 | 160 | 9 | 9 | 0 | 11 | 1 | 5 | 1 | 2 | 1 | 4 | 1 | 0 | 0 | 51 | 3 |
| 13:45:00 | 276 | 10 | 350 | 25 | 171 | 11 | 9 | 0 | 11 | 0 | 5 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 51 | 0 |
| 14:00:00 | 307 | 31 | 366 | 16 | 183 | 12 | 10 | 1 | 12 | 1 | 6 | 1 | 2 | 0 | 4 | 0 | 0 | 0 | 53 | 2 |
| 14:15:00 | 307 | 0 | 366 | 0 | 183 | 0 | 10 | 0 | 12 | 0 | 6 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 53 | 0 |
| 15:00:00 | 307 | 0 | 366 | 0 | 183 | 0 | 10 | 0 | 12 | 0 | 6 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 53 | 0 |
| 15:15:00 | 338 | 31 | 398 | 32 | 189 | 6 | 11 | 1 | 12 | 0 | 6 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 68 | 15 |
| 15:30:00 | 368 | 30 | 435 | 37 | 199 | 10 | 11 | 0 | 13 | 1 | 6 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 71 | 3 |
| 15:45:00 | 396 | 28 | 465 | 30 | 213 | 14 | 11 | 0 | 13 | 0 | 6 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 75 | 4 |
| 16:00:00 | 423 | 27 | 491 | 26 | 219 | 6 | 11 | 0 | 14 | 1 | 7 | 1 | 2 | 0 | 4 | 0 | 0 | 0 | 79 | 4 |
| 16:15:00 | 434 | 11 | 528 | 37 | 236 | 17 | 11 | 0 | 15 | 1 | 7 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 80 | 1 |
| 16:30:00 | 452 | 18 | 559 | 31 | 247 | 11 | 11 | 0 | 16 | 1 | 8 | 1 | 2 | 0 | 4 | 0 | 0 | 0 | 82 | 2 |
| 16:45:00 | 468 | 16 | 584 | 25 | 254 | 7 | 11 | 0 | 16 | 0 | 8 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 84 | 2 |
| 17:00:00 | 488 | 20 | 612 | 28 | 271 | 17 | 11 | 0 | 17 | 1 | 8 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 86 | 2 |
| 17:15:00 | 510 | 22 | 644 | 32 | 285 | 14 | 11 | 0 | 17 | 0 | 8 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 90 | 4 |
| 17:30:00 | 530 | 20 | 671 | 27 | 293 | 8 | 11 | 0 | 18 | 1 | 8 | 0 | 3 | 1 | 8 | 4 | 0 | 0 | 96 | 6 |
| 17:45:00 | 554 | 24 | 698 | 27 | 300 | 7 | 12 | 1 | 18 | 0 | 8 | 0 | 3 | 0 | 8 | 0 | 0 | 0 | 98 | 2 |
| 18:00:00 | 560 | 6 | 722 | 24 | 309 | 9 | 12 | 0 | 19 | 1 | 8 | 0 | 3 | 0 | 8 | 0 | 0 | 0 | 101 | 3 |
| 18:15:00 | 560 | 0 | 722 | 0 | 309 | 0 | 12 | 0 | 19 | 0 | 8 | 0 | 3 | 0 | 8 | 0 | 0 | 0 | 101 | 0 |
| 18:15:15 | 560 | 0 | 722 | 0 | 309 | 0 | 12 | 0 | 19 | 0 | 8 | 0 | 3 | 0 | 8 | 0 | 0 | 0 | 101 | 0 |

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

**Count Date: 14-Oct-20 Site #: 2000200009**

| Interval Time | Passenger Cars - South Approach | | | | | | Trucks - South Approach | | | | | | Cyclists - South Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | South Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 07:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15:00 | 3 | 3 | 33 | 33 | 6 | 6 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 07:30:00 | 5 | 2 | 85 | 52 | 10 | 4 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 |
| 07:45:00 | 8 | 3 | 155 | 70 | 21 | 11 | 0 | 0 | 5 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 3 |
| 08:00:00 | 10 | 2 | 248 | 93 | 43 | 22 | 0 | 0 | 11 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 |
| 08:15:00 | 14 | 4 | 340 | 92 | 53 | 10 | 0 | 0 | 14 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 4 |
| 08:30:00 | 17 | 3 | 452 | 112 | 78 | 25 | 0 | 0 | 18 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 3 |
| 08:45:00 | 26 | 9 | 564 | 112 | 98 | 20 | 0 | 0 | 25 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 |
| 09:00:00 | 33 | 7 | 674 | 110 | 116 | 18 | 0 | 0 | 31 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 2 |
| 09:15:00 | 33 | 0 | 674 | 0 | 116 | 0 | 0 | 0 | 31 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 |
| 11:00:00 | 33 | 0 | 674 | 0 | 116 | 0 | 0 | 0 | 31 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 |
| 11:15:00 | 38 | 5 | 754 | 80 | 128 | 12 | 1 | 1 | 32 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 17 | 2 |
| 11:30:00 | 50 | 12 | 853 | 99 | 144 | 16 | 1 | 0 | 35 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 22 | 5 |
| 11:45:00 | 56 | 6 | 939 | 86 | 157 | 13 | 1 | 0 | 38 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 26 | 4 |
| 12:00:00 | 66 | 10 | 1029 | 90 | 175 | 18 | 1 | 0 | 42 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 32 | 6 |
| 12:15:00 | 73 | 7 | 1131 | 102 | 180 | 5 | 1 | 0 | 44 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 34 | 2 |
| 12:30:00 | 78 | 5 | 1228 | 97 | 197 | 17 | 1 | 0 | 48 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 35 | 1 |
| 12:45:00 | 86 | 8 | 1329 | 101 | 213 | 16 | 1 | 0 | 52 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 37 | 2 |
| 13:00:00 | 90 | 4 | 1438 | 109 | 233 | 20 | 1 | 0 | 55 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 38 | 1 |
| 13:15:00 | 97 | 7 | 1547 | 109 | 248 | 15 | 1 | 0 | 57 | 2 | 4 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 39 | 1 |
| 13:30:00 | 104 | 7 | 1658 | 111 | 264 | 16 | 1 | 0 | 61 | 4 | 5 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 39 | 0 |
| 13:45:00 | 115 | 11 | 1769 | 111 | 278 | 14 | 1 | 0 | 64 | 3 | 5 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 41 | 2 |
| 14:00:00 | 121 | 6 | 1866 | 97 | 290 | 12 | 1 | 0 | 75 | 11 | 6 | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 44 | 3 |
| 14:15:00 | 121 | 0 | 1866 | 0 | 290 | 0 | 1 | 0 | 75 | 0 | 6 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 44 | 0 |
| 15:00:00 | 121 | 0 | 1866 | 0 | 290 | 0 | 1 | 0 | 75 | 0 | 6 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 44 | 0 |
| 15:15:00 | 129 | 8 | 1990 | 124 | 306 | 16 | 1 | 0 | 81 | 6 | 6 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 51 | 7 |
| 15:30:00 | 136 | 7 | 2105 | 115 | 326 | 20 | 1 | 0 | 84 | 3 | 6 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 57 | 6 |
| 15:45:00 | 150 | 14 | 2239 | 134 | 338 | 12 | 1 | 0 | 86 | 2 | 6 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 68 | 11 |
| 16:00:00 | 157 | 7 | 2365 | 126 | 348 | 10 | 1 | 0 | 88 | 2 | 7 | 1 | 2 | 1 | 2 | 0 | 1 | 0 | 70 | 2 |
| 16:15:00 | 165 | 8 | 2495 | 130 | 360 | 12 | 1 | 0 | 89 | 1 | 7 | 0 | 2 | 0 | 4 | 2 | 1 | 0 | 73 | 3 |
| 16:30:00 | 172 | 7 | 2613 | 118 | 380 | 20 | 1 | 0 | 90 | 1 | 7 | 0 | 2 | 0 | 4 | 0 | 1 | 0 | 74 | 1 |
| 16:45:00 | 186 | 14 | 2745 | 132 | 396 | 16 | 1 | 0 | 90 | 0 | 7 | 0 | 2 | 0 | 5 | 1 | 1 | 0 | 75 | 1 |
| 17:00:00 | 201 | 15 | 2884 | 139 | 414 | 18 | 1 | 0 | 91 | 1 | 7 | 0 | 2 | 0 | 5 | 0 | 1 | 0 | 86 | 11 |
| 17:15:00 | 217 | 16 | 2999 | 115 | 431 | 17 | 1 | 0 | 92 | 1 | 7 | 0 | 2 | 0 | 6 | 1 | 1 | 0 | 86 | 0 |
| 17:30:00 | 225 | 8 | 3121 | 122 | 448 | 17 | 1 | 0 | 93 | 1 | 7 | 0 | 2 | 0 | 6 | 0 | 2 | 1 | 88 | 2 |
| 17:45:00 | 233 | 8 | 3211 | 90 | 459 | 11 | 1 | 0 | 95 | 2 | 7 | 0 | 2 | 0 | 8 | 2 | 2 | 0 | 94 | 6 |
| 18:00:00 | 244 | 11 | 3319 | 108 | 471 | 12 | 1 | 0 | 95 | 0 | 7 | 0 | 2 | 0 | 9 | 1 | 2 | 0 | 101 | 7 |
| 18:15:00 | 244 | 0 | 3319 | 0 | 471 | 0 | 1 | 0 | 95 | 0 | 7 | 0 | 2 | 0 | 9 | 0 | 2 | 0 | 101 | 0 |
| 18:15:15 | 244 | 0 | 3319 | 0 | 471 | 0 | 1 | 0 | 95 | 0 | 7 | 0 | 2 | 0 | 9 | 0 | 2 | 0 | 101 | 0 |

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

**Count Date: 14-Oct-20 Site #: 2000200009**

| Interval Time | Passenger Cars - West Approach | | | | | | Trucks - West Approach | | | | | | Cyclists - West Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | West Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 07:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15:00 | 0 | 0 | 3 | 3 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 07:30:00 | 2 | 2 | 16 | 13 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 |
| 07:45:00 | 5 | 3 | 38 | 22 | 18 | 9 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 |
| 08:00:00 | 17 | 12 | 55 | 17 | 23 | 5 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 |
| 08:15:00 | 25 | 8 | 78 | 23 | 30 | 7 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 4 | 2 |
| 08:30:00 | 40 | 15 | 109 | 31 | 40 | 10 | 1 | 0 | 4 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 1 |
| 08:45:00 | 53 | 13 | 144 | 35 | 46 | 6 | 1 | 0 | 6 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 0 |
| 09:00:00 | 63 | 10 | 184 | 40 | 51 | 5 | 1 | 0 | 7 | 1 | 1 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 7 | 2 |
| 09:15:00 | 63 | 0 | 184 | 0 | 51 | 0 | 1 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 7 | 0 |
| 11:00:00 | 63 | 0 | 184 | 0 | 51 | 0 | 1 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 7 | 0 |
| 11:15:00 | 70 | 7 | 202 | 18 | 56 | 5 | 1 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 8 | 1 |
| 11:30:00 | 78 | 8 | 226 | 24 | 69 | 13 | 1 | 0 | 8 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 10 | 2 |
| 11:45:00 | 84 | 6 | 249 | 23 | 76 | 7 | 1 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 13 | 3 |
| 12:00:00 | 89 | 5 | 268 | 19 | 85 | 9 | 1 | 0 | 9 | 1 | 1 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 17 | 4 |
| 12:15:00 | 96 | 7 | 285 | 17 | 96 | 11 | 1 | 0 | 10 | 1 | 1 | 0 | 0 | 0 | 4 | 1 | 1 | 0 | 18 | 1 |
| 12:30:00 | 114 | 18 | 307 | 22 | 104 | 8 | 1 | 0 | 10 | 0 | 2 | 1 | 0 | 0 | 4 | 0 | 1 | 0 | 18 | 0 |
| 12:45:00 | 119 | 5 | 324 | 17 | 110 | 6 | 2 | 1 | 11 | 1 | 2 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 21 | 3 |
| 13:00:00 | 126 | 7 | 339 | 15 | 119 | 9 | 2 | 0 | 12 | 1 | 3 | 1 | 0 | 0 | 4 | 0 | 1 | 0 | 24 | 3 |
| 13:15:00 | 133 | 7 | 353 | 14 | 127 | 8 | 2 | 0 | 12 | 0 | 5 | 2 | 0 | 0 | 5 | 1 | 1 | 0 | 27 | 3 |
| 13:30:00 | 140 | 7 | 374 | 21 | 133 | 6 | 2 | 0 | 12 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 28 | 1 |
| 13:45:00 | 150 | 10 | 390 | 16 | 142 | 9 | 2 | 0 | 12 | 0 | 5 | 0 | 0 | 0 | 6 | 1 | 1 | 0 | 31 | 3 |
| 14:00:00 | 156 | 6 | 410 | 20 | 151 | 9 | 3 | 1 | 12 | 0 | 5 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 33 | 2 |
| 14:15:00 | 156 | 0 | 410 | 0 | 151 | 0 | 3 | 0 | 12 | 0 | 5 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 33 | 0 |
| 15:00:00 | 156 | 0 | 410 | 0 | 151 | 0 | 3 | 0 | 12 | 0 | 5 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 33 | 0 |
| 15:15:00 | 167 | 11 | 429 | 19 | 167 | 16 | 3 | 0 | 13 | 1 | 5 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 35 | 2 |
| 15:30:00 | 173 | 6 | 450 | 21 | 174 | 7 | 3 | 0 | 13 | 0 | 5 | 0 | 0 | 0 | 7 | 1 | 2 | 1 | 39 | 4 |
| 15:45:00 | 178 | 5 | 468 | 18 | 183 | 9 | 3 | 0 | 14 | 1 | 5 | 0 | 0 | 0 | 7 | 0 | 3 | 1 | 45 | 6 |
| 16:00:00 | 187 | 9 | 490 | 22 | 193 | 10 | 3 | 0 | 15 | 1 | 6 | 1 | 0 | 0 | 7 | 0 | 3 | 0 | 47 | 2 |
| 16:15:00 | 200 | 13 | 516 | 26 | 202 | 9 | 3 | 0 | 17 | 2 | 6 | 0 | 0 | 0 | 7 | 0 | 3 | 0 | 50 | 3 |
| 16:30:00 | 212 | 12 | 545 | 29 | 211 | 9 | 3 | 0 | 17 | 0 | 6 | 0 | 0 | 0 | 8 | 1 | 3 | 0 | 53 | 3 |
| 16:45:00 | 225 | 13 | 573 | 28 | 220 | 9 | 3 | 0 | 18 | 1 | 6 | 0 | 0 | 0 | 8 | 0 | 3 | 0 | 56 | 3 |
| 17:00:00 | 231 | 6 | 600 | 27 | 235 | 15 | 3 | 0 | 19 | 1 | 6 | 0 | 0 | 0 | 8 | 0 | 3 | 0 | 57 | 1 |
| 17:15:00 | 241 | 10 | 628 | 28 | 249 | 14 | 3 | 0 | 20 | 1 | 6 | 0 | 0 | 0 | 8 | 0 | 3 | 0 | 58 | 1 |
| 17:30:00 | 257 | 16 | 663 | 35 | 258 | 9 | 3 | 0 | 20 | 0 | 6 | 0 | 0 | 0 | 8 | 0 | 3 | 0 | 59 | 1 |
| 17:45:00 | 264 | 7 | 694 | 31 | 270 | 12 | 3 | 0 | 21 | 1 | 6 | 0 | 0 | 0 | 11 | 3 | 4 | 1 | 61 | 2 |
| 18:00:00 | 273 | 9 | 714 | 20 | 279 | 9 | 3 | 0 | 21 | 0 | 6 | 0 | 0 | 0 | 11 | 0 | 4 | 0 | 65 | 4 |
| 18:15:00 | 273 | 0 | 714 | 0 | 279 | 0 | 3 | 0 | 21 | 0 | 6 | 0 | 0 | 0 | 11 | 0 | 4 | 0 | 65 | 0 |
| 18:15:15 | 273 | 0 | 714 | 0 | 279 | 0 | 3 | 0 | 21 | 0 | 6 | 0 | 0 | 0 | 11 | 0 | 4 | 0 | 65 | 0 |

# SIM Traffic Consultants

## Morning Peak Diagram

**Specified Period**
**From:** 7:00:00
**To:** 9:00:00

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

**Municipality:** Guelph
**Site #:** 0000000005
**Intersection:** Edinburgh Rd & Waterloo Ave
**TFR File #:** 1
**Count date:** 23-Mar-2016

**Weather conditions:**

**Person(s) who counted:**
Nikola

**** Signalized Intersection ****

**Major Road:** Edinburgh Rd runs N/S

North Leg Total: 1125
North Entering: 530
North Peds: 18
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 6 | 1 | 7 |
| Trucks | 0 | 6 | 2 | 8 |
| Cars | 47 | 437 | 31 | 515 |
| Totals | 47 | 449 | 34 | |

| | |
|---|---|
| Cyclists | 1 |
| Trucks | 13 |
| Cars | 581 |
| Totals | 595 |

East Leg Total: 648
East Entering: 233
East Peds: 0
Peds Cross: ⧗

Edinburgh Rd

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 7 | 185 | 192 |

Waterloo Ave

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 39 | 2 | 0 | 41 |
| 125 | 7 | 0 | 132 |
| 58 | 2 | 0 | 60 |
| 222 | 11 | 0 | |

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| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 58 | 58 |
| 1 | 6 | 281 | 288 |
| 0 | 2 | 33 | 35 |
| 1 | 8 | 372 | |

Waterloo Ave

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 405 | 8 | 2 | 415 |

Edinburgh Rd

Peds Cross: ⧗
West Peds: 5
West Entering: 381
West Leg Total: 573

| | |
|---|---|
| Cars | 528 |
| Trucks | 10 |
| Cyclists | 6 |
| Totals | 544 |

| | | | | |
|---|---|---|---|---|
| Cars | 13 | 484 | 93 | 590 |
| Trucks | 0 | 11 | 0 | 11 |
| Cyclists | 0 | 1 | 0 | 1 |
| Totals | 13 | 496 | 93 | |

Peds Cross: ⋈
South Peds: 8
South Entering: 602
South Leg Total: 1146

**Comments**

# SIM Traffic Consultants

## Mid-day Peak Diagram

**Specified Period**
**From:** 11:00:00
**To:** 14:00:00

**One Hour Peak**
**From:** 13:00:00
**To:** 14:00:00

**Municipality:** Guelph
**Site #:** 0000000005
**Intersection:** Edinburgh Rd & Waterloo Ave
**TFR File #:** 1
**Count date:** 23-Mar-2016

**Weather conditions:**

**Person(s) who counted:**
Nikola

**** Signalized Intersection ****

**Major Road:** Edinburgh Rd runs N/S

North Leg Total: 933
North Entering: 453
North Peds: 3
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 1 | 0 | 1 |
| Trucks | 1 | 4 | 0 | 5 |
| Cars | 20 | 389 | 38 | 447 |
| Totals | 21 | 394 | 38 | |

| | |
|---|---|
| Cyclists | 2 |
| Trucks | 4 |
| Cars | 474 |
| Totals | 480 |

East Leg Total: 394
East Entering: 187
East Peds: 0
Peds Cross: ⧗

Edinburgh Rd

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 6 | 142 | 148 |

Waterloo Ave

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 32 | 32 |
| 0 | 4 | 111 | 115 |
| 0 | 3 | 32 | 35 |
| 0 | 7 | 175 | |

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| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 38 | 0 | 0 | 38 |
| 98 | 5 | 0 | 103 |
| 44 | 2 | 0 | 46 |
| 180 | 7 | 0 | |

Waterloo Ave

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 202 | 5 | 0 | 207 |

Edinburgh Rd

Peds Cross: ⧗
West Peds: 3
West Entering: 182
West Leg Total: 330

| | |
|---|---|
| Cars | 465 |
| Trucks | 9 |
| Cyclists | 1 |
| Totals | 475 |

| | | | | |
|---|---|---|---|---|
| Cars | 24 | 404 | 53 | 481 |
| Trucks | 0 | 4 | 1 | 5 |
| Cyclists | 0 | 2 | 0 | 2 |
| Totals | 24 | 410 | 54 | |

Peds Cross: ⋈
South Peds: 2
South Entering: 488
South Leg Total: 963

**Comments**

# SIM Traffic Consultants

## Afternoon Peak Diagram

**Specified Period**
**From:** 15:00:00
**To:** 18:00:00

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

**Municipality:** Guelph
**Site #:** 0000000005
**Intersection:** Edinburgh Rd & Waterloo Ave
**TFR File #:** 1
**Count date:** 23-Mar-2016

**Weather conditions:**

**Person(s) who counted:**
Nikola

**** Signalized Intersection ****

**Major Road:** Edinburgh Rd runs N/S

North Leg Total: 1226
North Entering: 625
North Peds: 4
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 3 | 0 | 3 |
| Trucks | 0 | 2 | 0 | 2 |
| Cars | 27 | 542 | 51 | 620 |
| Totals | 27 | 547 | 51 | |

| | |
|---|---|
| Cyclists | 2 |
| Trucks | 2 |
| Cars | 597 |
| Totals | 601 |

East Leg Total: 664
East Entering: 393
East Peds: 1
Peds Cross: ⧗

Edinburgh Rd

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 2 | 3 | 311 | 316 |

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 35 | 0 | 0 | 35 |
| 251 | 3 | 2 | 256 |
| 99 | 3 | 0 | 102 |
| 385 | 6 | 2 | |

Waterloo Ave

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| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 46 | 46 |
| 1 | 4 | 152 | 157 |
| 1 | 0 | 37 | 38 |
| 2 | 4 | 235 | |

Waterloo Ave

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 266 | 4 | 1 | 271 |

Edinburgh Rd

Peds Cross: ⧗
West Peds: 0
West Entering: 241
West Leg Total: 557

| | |
|---|---|
| Cars | 678 |
| Trucks | 5 |
| Cyclists | 4 |
| Totals | 687 |

| | | | | |
|---|---|---|---|---|
| Cars | 33 | 516 | 63 | 612 |
| Trucks | 0 | 2 | 0 | 2 |
| Cyclists | 0 | 2 | 0 | 2 |
| Totals | 33 | 520 | 63 | |

Peds Cross: ⋈
South Peds: 6
South Entering: 616
South Leg Total: 1303

**Comments**

# *SIM Traffic Consultants*

## Total Count Diagram

**Municipality:** Guelph
**Site #:** 0000000005
**Intersection:** Edinburgh Rd & Waterloo Ave
**TFR File #:** 1
**Count date:** 23-Mar-2016

**Weather conditions:**

**Person(s) who counted:**
Nikola

**** Signalized Intersection ****

**Major Road:** Edinburgh Rd runs N/S

North Leg Total: 7898
North Entering: 3841
North Peds: 66
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 17 | 2 | 19 |
| Trucks | 1 | 32 | 5 | 38 |
| Cars | 221 | 3257 | 306 | 3784 |
| Totals | 222 | 3306 | 313 | |

| | |
|---|---|
| Cyclists | 7 |
| Trucks | 50 |
| Cars | 4000 |
| Totals | 4057 |

East Leg Total: 3805
East Entering: 1892
East Peds: 17
Peds Cross: ⧗

Edinburgh Rd

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 5 | 39 | 1459 | 1503 |

Waterloo Ave

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 282 | 5 | 0 | 287 |
| 1059 | 36 | 5 | 1100 |
| 489 | 15 | 1 | 505 |
| 1830 | 56 | 6 | |

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| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 1 | 306 | 307 |
| 3 | 36 | 1110 | 1149 |
| 1 | 10 | 220 | 231 |
| 4 | 47 | 1636 | |

Waterloo Ave

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 1857 | 49 | 7 | 1913 |

Edinburgh Rd

Peds Cross: ⧗
West Peds: 27
West Entering: 1687
West Leg Total: 3190

| | |
|---|---|
| Cars | 3966 |
| Trucks | 57 |
| Cyclists | 19 |
| Totals | 4042 |

| | | | | |
|---|---|---|---|---|
| Cars | 179 | 3412 | 441 | 4032 |
| Trucks | 2 | 44 | 8 | 54 |
| Cyclists | 0 | 7 | 2 | 9 |
| Totals | 181 | 3463 | 451 | |

Peds Cross: ⋈
South Peds: 49
South Entering: 4095
South Leg Total: 8137

**Comments**

# *SIM Traffic Consultants*

## Annual Average Daily Traffic Diagram

Total Factor = Monthly Factor(1.08) x Daily Factor(1.10) x 24 Hour Factor(0.10) = 0.118800

**Municipality:** Guelph
**Site #:** 0000000005
**Intersection:** Edinburgh Rd & Waterloo Ave
**TFR File #:** 1
**Count date:** 23-Mar-2016

**Weather conditions:**

**Person(s) who counted:**
Nikola

**** Signalized Intersection ****

**Major Road:** Edinburgh Rd runs N/S

| | |
|---|---|
| North Leg Total: | 938 |
| North Entering: | 456 |
| North Peds: | 8 |
| Peds Cross: | ⋈ |

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 2 | 0 | 2 |
| Trucks | 0 | 4 | 1 | 5 |
| Cars | 26 | 387 | 36 | 450 |
| Totals | 26 | 393 | 37 | |

| | |
|---|---|
| Cyclists | 1 |
| Trucks | 6 |
| Cars | 475 |
| Totals | 482 |

| | |
|---|---|
| East Leg Total: | 452 |
| East Entering: | 225 |
| East Peds: | 2 |
| Peds Cross: | ⧗ |

Edinburgh Rd

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 1 | 5 | 173 | 179 |

Waterloo Ave

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 34 | 1 | 0 | 34 |
| 126 | 4 | 1 | 131 |
| 58 | 2 | 0 | 60 |
| 217 | 7 | 1 | |

N
W E
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| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 36 | 36 |
| 0 | 4 | 132 | 137 |
| 0 | 1 | 26 | 27 |
| 0 | 6 | 194 | |

Waterloo Ave

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 221 | 6 | 1 | 227 |

Edinburgh Rd

| | |
|---|---|
| Peds Cross: | ⧗ |
| West Peds: | 3 |
| West Entering: | 200 |
| West Leg Total: | 379 |

| | |
|---|---|
| Cars | 471 |
| Trucks | 7 |
| Cyclists | 2 |
| Totals | 480 |

| | | | | |
|---|---|---|---|---|
| Cars | 21 | 405 | 52 | 479 |
| Trucks | 0 | 5 | 1 | 6 |
| Cyclists | 0 | 1 | 0 | 1 |
| Totals | 22 | 411 | 54 | |

| | |
|---|---|
| Peds Cross: | ⋈ |
| South Peds: | 6 |
| South Entering: | 486 |
| South Leg Total: | 967 |

**Comments**

# *SIM Traffic Consultants*
## Traffic Count Summary

**Intersection:** Edinburgh Rd & Waterloo Ave | **Count Date:** 23-Mar-2016 | **Municipality:** Guelph

### North Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists: Left | Thru | Right | Grand Total | Total Peds | North/South Total Approaches |
|---|---|---|---|---|---|---|
| 7:00:00 | 0 | 2 | 0 | 2 | 0 | 4 |
| 8:00:00 | 22 | 269 | 29 | 320 | 8 | 636 |
| 9:00:00 | 34 | 449 | 47 | 530 | 18 | 1132 |
| 11:00:00 | 0 | 4 | 1 | 5 | 0 | 15 |
| 12:00:00 | 30 | 377 | 21 | 428 | 7 | 905 |
| 13:00:00 | 47 | 339 | 24 | 410 | 9 | 871 |
| 14:00:00 | 38 | 394 | 21 | 453 | 3 | 941 |
| 15:00:00 | 1 | 4 | 0 | 5 | 0 | 17 |
| 16:00:00 | 44 | 502 | 26 | 572 | 10 | 1123 |
| 17:00:00 | 46 | 472 | 36 | 554 | 5 | 1163 |
| 18:00:00 | 51 | 493 | 17 | 561 | 6 | 1126 |
| Totals: | 313 | 3305 | 222 | 3840 | 66 | 7933 |

### South Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists: Left | Thru | Right | Grand Total | Total Peds |
|---|---|---|---|---|---|
| 7:00:00 | 0 | 0 | 2 | 2 | 0 |
| 8:00:00 | 9 | 274 | 33 | 316 | 3 |
| 9:00:00 | 13 | 496 | 93 | 602 | 8 |
| 11:00:00 | 1 | 7 | 2 | 10 | 0 |
| 12:00:00 | 15 | 419 | 43 | 477 | 3 |
| 13:00:00 | 16 | 402 | 43 | 461 | 8 |
| 14:00:00 | 24 | 410 | 54 | 488 | 2 |
| 15:00:00 | 0 | 8 | 4 | 12 | 0 |
| 16:00:00 | 34 | 459 | 58 | 551 | 17 |
| 17:00:00 | 36 | 510 | 63 | 609 | 2 |
| 18:00:00 | 33 | 476 | 56 | 565 | 6 |
| Totals: | 181 | 3461 | 451 | 4093 | 49 |

### East Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists: Left | Thru | Right | Grand Total | Total Peds | East/West Total Approaches |
|---|---|---|---|---|---|---|
| 7:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 19 | 81 | 29 | 129 | 0 | 291 |
| 9:00:00 | 60 | 132 | 41 | 233 | 0 | 614 |
| 11:00:00 | 0 | 1 | 0 | 1 | 1 | 4 |
| 12:00:00 | 46 | 88 | 39 | 173 | 2 | 312 |
| 13:00:00 | 77 | 107 | 26 | 210 | 4 | 383 |
| 14:00:00 | 46 | 103 | 38 | 187 | 0 | 369 |
| 15:00:00 | 2 | 1 | 0 | 3 | 0 | 5 |
| 16:00:00 | 76 | 140 | 38 | 254 | 4 | 453 |
| 17:00:00 | 101 | 242 | 45 | 388 | 2 | 610 |
| 18:00:00 | 78 | 205 | 31 | 314 | 4 | 537 |
| Totals: | 505 | 1100 | 287 | 1892 | 17 | 3578 |

### West Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists: Left | Thru | Right | Grand Total | Total Peds |
|---|---|---|---|---|---|
| 7:00:00 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 24 | 122 | 16 | 162 | 5 |
| 9:00:00 | 58 | 288 | 35 | 381 | 5 |
| 11:00:00 | 0 | 1 | 2 | 3 | 0 |
| 12:00:00 | 23 | 93 | 23 | 139 | 4 |
| 13:00:00 | 29 | 121 | 23 | 173 | 3 |
| 14:00:00 | 32 | 115 | 35 | 182 | 3 |
| 15:00:00 | 0 | 2 | 0 | 2 | 0 |
| 16:00:00 | 45 | 124 | 30 | 199 | 5 |
| 17:00:00 | 40 | 142 | 40 | 222 | 1 |
| 18:00:00 | 56 | 141 | 26 | 223 | 1 |
| Totals: | 307 | 1149 | 230 | 1686 | 27 |

### Calculated Values for Traffic Crossing Major Street

| Hours Ending: | 8:00 | 9:00 | 12:00 | 13:00 | 14:00 | 16:00 | 17:00 | 18:00 |
|---|---|---|---|---|---|---|---|---|
| Crossing Values: | 176 | 432 | 172 | 244 | 198 | 288 | 390 | 351 |

Spectrum

Turning Movement Count
Location Name: WATERLOO AVE & EDINBURGH RD S
Date: Tue, Feb 13, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Turning Movement Count (6 . WATERLOO AVE & EDINBURGH RD S)

| Start Time | N Approach EDINBURGH RD S | | | | | | E Approach WATERLOO AVE | | | | | | S Approach EDINBURGH RD S | | | | | | W Approach WATERLOO AVE | | | | | | Int. Total (15 min) | Int. Total (1 hr) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right N:W | Thru N:S | Left N:E | U-Turn N:N | Peds N: | Approach Total | Right E:N | Thru E:W | Left E:S | U-Turn E:E | Peds E: | Approach Total | Right S:E | Thru S:N | Left S:W | U-Turn S:S | Peds S: | Approach Total | Right W:S | Thru W:E | Left W:N | U-Turn W:W | Peds W: | Approach Total | | |
| 07:00:00 | 8 | 44 | 1 | 0 | 0 | 53 | 4 | 17 | 2 | 0 | 2 | 23 | 7 | 43 | 2 | 0 | 0 | 52 | 3 | 11 | 4 | 0 | 1 | 18 | 146 | |
| 07:15:00 | 4 | 57 | 4 | 0 | 1 | 65 | 8 | 22 | 5 | 0 | 0 | 35 | 11 | 50 | 2 | 0 | 2 | 63 | 8 | 19 | 3 | 0 | 1 | 30 | 193 | |
| 07:30:00 | 9 | 75 | 7 | 0 | 0 | 91 | 8 | 24 | 9 | 0 | 1 | 41 | 7 | 76 | 2 | 0 | 0 | 85 | 9 | 24 | 5 | 0 | 1 | 38 | 255 | |
| 07:45:00 | 11 | 87 | 8 | 0 | 1 | 106 | 8 | 27 | 7 | 0 | 1 | 42 | 15 | 123 | 5 | 0 | 3 | 143 | 6 | 52 | 11 | 0 | 0 | 69 | 360 | 954 |
| 08:00:00 | 9 | 106 | 7 | 0 | 1 | 122 | 5 | 26 | 12 | 0 | 2 | 43 | 15 | 118 | 5 | 0 | 4 | 138 | 15 | 39 | 6 | 0 | 6 | 60 | 363 | 1171 |
| 08:15:00 | 6 | 142 | 10 | 0 | 2 | 158 | 7 | 28 | 22 | 0 | 3 | 57 | 21 | 153 | 3 | 0 | 2 | 177 | 8 | 46 | 16 | 0 | 2 | 70 | 462 | 1440 |
| 08:30:00 | 8 | 100 | 6 | 0 | 2 | 114 | 6 | 30 | 17 | 0 | 3 | 53 | 27 | 149 | 6 | 0 | 1 | 182 | 9 | 74 | 19 | 0 | 1 | 102 | 451 | 1636 |
| 08:45:00 | 10 | 110 | 18 | 0 | 3 | 138 | 5 | 34 | 25 | 0 | 2 | 64 | 27 | 117 | 5 | 0 | 5 | 149 | 10 | 61 | 9 | 0 | 2 | 80 | 431 | 1707 |
| 09:00:00 | 2 | 80 | 16 | 0 | 0 | 98 | 6 | 18 | 6 | 0 | 4 | 30 | 12 | 94 | 3 | 0 | 3 | 109 | 5 | 47 | 9 | 0 | 1 | 61 | 298 | 1642 |
| 09:15:00 | 3 | 71 | 6 | 0 | 0 | 80 | 4 | 13 | 8 | 0 | 0 | 25 | 11 | 81 | 5 | 0 | 0 | 97 | 12 | 29 | 6 | 0 | 0 | 47 | 249 | 1429 |
| 09:30:00 | 5 | 87 | 11 | 0 | 2 | 103 | 3 | 9 | 9 | 0 | 1 | 21 | 11 | 87 | 5 | 0 | 2 | 103 | 7 | 28 | 5 | 0 | 0 | 40 | 267 | 1245 |
| 09:45:00 | 6 | 112 | 8 | 0 | 1 | 126 | 8 | 13 | 11 | 0 | 2 | 32 | 18 | 82 | 5 | 0 | 0 | 105 | 6 | 19 | 5 | 0 | 1 | 30 | 293 | 1107 |
| 10:00:00 | 5 | 65 | 9 | 0 | 0 | 79 | 6 | 11 | 7 | 0 | 0 | 24 | 12 | 81 | 3 | 0 | 0 | 96 | 7 | 18 | 9 | 0 | 1 | 34 | 233 | 1042 |
| 10:15:00 | 5 | 108 | 9 | 0 | 2 | 122 | 13 | 11 | 12 | 0 | 0 | 36 | 11 | 98 | 5 | 0 | 1 | 114 | 9 | 15 | 8 | 0 | 1 | 32 | 304 | 1097 |
| 10:30:00 | 6 | 85 | 7 | 0 | 2 | 98 | 16 | 14 | 12 | 0 | 2 | 42 | 15 | 94 | 5 | 0 | 1 | 114 | 4 | 29 | 4 | 0 | 0 | 37 | 291 | 1121 |
| 10:45:00 | 4 | 92 | 8 | 0 | 1 | 104 | 5 | 20 | 15 | 0 | 0 | 40 | 11 | 96 | 3 | 0 | 1 | 110 | 11 | 24 | 9 | 0 | 2 | 44 | 298 | 1126 |
| 11:00:00 | 6 | 98 | 9 | 0 | 5 | 113 | 7 | 26 | 16 | 0 | 1 | 49 | 8 | 75 | 4 | 0 | 2 | 87 | 11 | 22 | 10 | 0 | 0 | 43 | 292 | 1185 |
| 11:15:00 | 2 | 117 | 10 | 0 | 3 | 129 | 11 | 21 | 13 | 0 | 2 | 45 | 16 | 91 | 6 | 0 | 1 | 113 | 10 | 16 | 8 | 0 | 0 | 34 | 321 | 1202 |
| 11:30:00 | 3 | 92 | 9 | 0 | 0 | 104 | 12 | 25 | 15 | 0 | 0 | 52 | 10 | 96 | 7 | 0 | 2 | 113 | 5 | 21 | 4 | 0 | 1 | 30 | 299 | 1210 |
| 11:45:00 | 9 | 78 | 14 | 0 | 1 | 101 | 13 | 32 | 22 | 0 | 1 | 67 | 10 | 103 | 4 | 0 | 2 | 117 | 6 | 26 | 6 | 0 | 0 | 38 | 323 | 1235 |
| 12:00:00 | 7 | 112 | 9 | 0 | 0 | 128 | 5 | 21 | 13 | 0 | 0 | 39 | 12 | 108 | 8 | 0 | 1 | 128 | 7 | 27 | 8 | 0 | 0 | 42 | 337 | 1280 |
| 12:15:00 | 3 | 98 | 8 | 0 | 1 | 109 | 14 | 23 | 14 | 0 | 0 | 51 | 10 | 94 | 7 | 0 | 4 | 111 | 6 | 15 | 4 | 0 | 0 | 25 | 296 | 1255 |
| 12:30:00 | 2 | 77 | 13 | 0 | 2 | 92 | 12 | 23 | 15 | 0 | 1 | 50 | 13 | 81 | 5 | 0 | 2 | 99 | 3 | 19 | 6 | 0 | 0 | 28 | 269 | 1225 |
| 12:45:00 | 6 | 106 | 14 | 0 | 4 | 126 | 14 | 24 | 15 | 0 | 0 | 53 | 11 | 108 | 1 | 0 | 0 | 120 | 13 | 20 | 6 | 0 | 0 | 39 | 338 | 1240 |
| 13:00:00 | 3 | 97 | 10 | 0 | 2 | 110 | 9 | 26 | 9 | 0 | 2 | 44 | 6 | 128 | 2 | 0 | 2 | 136 | 6 | 23 | 5 | 0 | 1 | 34 | 324 | 1227 |
| 13:15:00 | 6 | 93 | 6 | 0 | 1 | 105 | 3 | 31 | 24 | 0 | 1 | 58 | 14 | 96 | 4 | 0 | 2 | 114 | 10 | 30 | 6 | 0 | 3 | 46 | 323 | 1254 |
| 13:30:00 | 4 | 109 | 10 | 0 | 1 | 123 | 8 | 16 | 16 | 0 | 1 | 40 | 9 | 96 | 9 | 0 | 3 | 114 | 10 | 16 | 10 | 0 | 2 | 36 | 313 | 1298 |
| 13:45:00 | 6 | 108 | 9 | 0 | 2 | 123 | 5 | 12 | 17 | 0 | 1 | 34 | 11 | 111 | 4 | 0 | 1 | 126 | 8 | 26 | 9 | 0 | 2 | 43 | 326 | 1286 |
| 14:00:00 | 8 | 114 | 18 | 0 | 4 | 140 | 3 | 16 | 15 | 0 | 3 | 34 | 10 | 100 | 6 | 0 | 1 | 116 | 6 | 28 | 2 | 0 | 1 | 36 | 326 | 1288 |
| 14:15:00 | 4 | 98 | 11 | 0 | 2 | 113 | 13 | 15 | 21 | 0 | 1 | 49 | 16 | 97 | 3 | 0 | 0 | 116 | 6 | 23 | 7 | 0 | 1 | 36 | 314 | 1279 |
| 14:30:00 | 6 | 101 | 9 | 0 | 4 | 116 | 12 | 24 | 13 | 0 | 2 | 49 | 13 | 119 | 4 | 0 | 3 | 136 | 2 | 23 | 13 | 0 | 0 | 38 | 339 | 1305 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14:45:00 | 9 | 90 | 13 | 0 | 4 | 112 | 18 | 18 | 16 | 0 | 1 | 52 | 19 | 127 | 9 | 0 | 1 | 155 | 4 | 33 | 12 | 0 | 0 | 49 | 368 | 1347 |
| 15:00:00 | 11 | 118 | 5 | 0 | 1 | 134 | 9 | 18 | 8 | 0 | 4 | 35 | 17 | 127 | 8 | 0 | 0 | 152 | 6 | 31 | 12 | 0 | 2 | 49 | 370 | 1391 |
| 15:15:00 | 9 | 144 | 9 | 0 | 2 | 162 | 11 | 44 | 22 | 0 | 2 | 77 | 18 | 149 | 7 | 0 | 2 | 174 | 6 | 21 | 19 | 0 | 2 | 46 | 459 | 1536 |
| 15:30:00 | 10 | 123 | 12 | 0 | 6 | 145 | 10 | 39 | 35 | 0 | 9 | 84 | 15 | 107 | 5 | 0 | 7 | 127 | 6 | 46 | 8 | 0 | 6 | 60 | 416 | 1613 |
| 15:45:00 | 11 | 159 | 8 | 0 | 0 | 178 | 6 | 49 | 23 | 0 | 2 | 78 | 14 | 124 | 4 | 0 | 2 | 142 | 7 | 41 | 9 | 0 | 2 | 57 | 455 | 1700 |
| 16:00:00 | 2 | 144 | 12 | 0 | 2 | 158 | 18 | 45 | 21 | 0 | 2 | 84 | 4 | 121 | 7 | 0 | 5 | 132 | 7 | 27 | 12 | 0 | 4 | 46 | 420 | 1750 |
| 16:15:00 | 10 | 137 | 11 | 0 | 2 | 158 | 21 | 46 | 21 | 0 | 1 | 88 | 16 | 147 | 14 | 0 | 0 | 177 | 7 | 45 | 11 | 0 | 0 | 63 | 486 | 1777 |
| 16:30:00 | 7 | 151 | 9 | 0 | 2 | 167 | 10 | 52 | 22 | 0 | 1 | 84 | 12 | 146 | 7 | 0 | 0 | 165 | 15 | 38 | 12 | 0 | 0 | 65 | 481 | 1842 |
| 16:45:00 | 12 | 133 | 11 | 0 | 1 | 156 | 11 | 64 | 22 | 0 | 2 | 97 | 32 | 157 | 10 | 0 | 0 | 199 | 14 | 35 | 10 | 0 | 2 | 59 | 511 | 1898 |
| 17:00:00 | 5 | 143 | 18 | 0 | 5 | 166 | 12 | 44 | 31 | 0 | 2 | 87 | 20 | 148 | 8 | 0 | 4 | 176 | 8 | 39 | 10 | 0 | 0 | 57 | 486 | 1964 |
| 17:15:00 | 8 | 165 | 9 | 0 | 2 | 182 | 10 | 68 | 16 | 0 | 4 | 94 | 16 | 149 | 12 | 0 | 3 | 177 | 5 | 36 | 14 | 0 | 2 | 55 | 508 | 1986 |
| 17:30:00 | 4 | 158 | 7 | 0 | 1 | 169 | 11 | 40 | 18 | 0 | 1 | 69 | 23 | 137 | 9 | 0 | 3 | 169 | 5 | 30 | 9 | 0 | 1 | 44 | 451 | 1956 |
| 17:45:00 | 9 | 110 | 12 | 0 | 0 | 131 | 4 | 38 | 20 | 0 | 1 | 62 | 16 | 131 | 9 | 0 | 6 | 156 | 9 | 31 | 11 | 0 | 1 | 51 | 400 | 1845 |
| **Grand Total** | 283 | 4694 | 430 | 0 | 78 | 5407 | 404 | 1217 | 692 | 0 | 71 | 2313 | 622 | 4815 | 247 | 0 | 84 | 5684 | 337 | 1323 | 381 | 0 | 53 | 2041 | **15445** | - |
| **Approach%** | 5.2% | 86.8% | 8% | 0% | | - | 17.5% | 52.6% | 29.9% | 0% | | - | 10.9% | 84.7% | 4.3% | 0% | | - | 16.5% | 64.8% | 18.7% | 0% | | - | - | - |
| **Totals %** | 1.8% | 30.4% | 2.8% | 0% | | 35% | 2.6% | 7.9% | 4.5% | 0% | | 15% | 4% | 31.2% | 1.6% | 0% | | 36.8% | 2.2% | 8.6% | 2.5% | 0% | | 13.2% | - | - |
| **Heavy** | 8 | 74 | 7 | 0 | | - | 5 | 40 | 9 | 0 | | - | 6 | 70 | 3 | 0 | | - | 11 | 39 | 9 | 0 | | - | - | - |
| **Heavy %** | 2.8% | 1.6% | 1.6% | 0% | | - | 1.2% | 3.3% | 1.3% | 0% | | - | 1% | 1.5% | 1.2% | 0% | | - | 3.3% | 2.9% | 2.4% | 0% | | - | - | - |
| **Bicycles** | 0 | 5 | 1 | 0 | | - | 1 | 3 | 1 | 0 | | - | 0 | 3 | 1 | 0 | | - | 1 | 5 | 0 | 0 | | - | - | - |
| **Bicycle %** | 0% | 0.1% | 0.2% | 0% | | - | 0.2% | 0.2% | 0.1% | 0% | | - | 0% | 0.1% | 0.4% | 0% | | - | 0.3% | 0.4% | 0% | 0% | | - | - | - |

Spectrum

Turning Movement Count
Location Name: WATERLOO AVE & EDINBURGH RD S
Date: Tue, Feb 13, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Peak Hour: 04:30 PM - 05:30 PM Weather: Mostly Cloudy (-11.2 °C)

| Start Time | N Approach EDINBURGH RD S | | | | | | E Approach WATERLOO AVE | | | | | | S Approach EDINBURGH RD S | | | | | | W Approach WATERLOO AVE | | | | | | Int. Total (15 min) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | |
| 16:30:00 | 7 | 151 | 9 | 0 | 2 | 167 | 10 | 52 | 22 | 0 | 1 | 84 | 12 | 146 | 7 | 0 | 0 | 165 | 15 | 38 | 12 | 0 | 0 | 65 | 481 |
| 16:45:00 | 12 | 133 | 11 | 0 | 1 | 156 | 11 | 64 | 22 | 0 | 2 | 97 | 32 | 157 | 10 | 0 | 0 | 199 | 14 | 35 | 10 | 0 | 2 | 59 | 511 |
| 17:00:00 | 5 | 143 | 18 | 0 | 5 | 166 | 12 | 44 | 31 | 0 | 2 | 87 | 20 | 148 | 8 | 0 | 4 | 176 | 8 | 39 | 10 | 0 | 0 | 57 | 486 |
| 17:15:00 | 8 | 165 | 9 | 0 | 2 | 182 | 10 | 68 | 16 | 0 | 4 | 94 | 16 | 149 | 12 | 0 | 3 | 177 | 5 | 36 | 14 | 0 | 2 | 55 | 508 |
| **Grand Total** | 32 | 592 | 47 | 0 | 10 | 671 | 43 | 228 | 91 | 0 | 9 | 362 | 80 | 600 | 37 | 0 | 7 | 717 | 42 | 148 | 46 | 0 | 4 | 236 | **1986** |
| **Approach%** | 4.8% | 88.2% | 7% | 0% | | - | 11.9% | 63% | 25.1% | 0% | | - | 11.2% | 83.7% | 5.2% | 0% | | - | 17.8% | 62.7% | 19.5% | 0% | | - | - |
| **Totals %** | 1.6% | 29.8% | 2.4% | 0% | | 33.8% | 2.2% | 11.5% | 4.6% | 0% | | 18.2% | 4% | 30.2% | 1.9% | 0% | | 36.1% | 2.1% | 7.5% | 2.3% | 0% | | 11.9% | - |
| **PHF** | 0.67 | 0.9 | 0.65 | 0 | | 0.92 | 0.9 | 0.84 | 0.73 | 0 | | 0.93 | 0.63 | 0.96 | 0.77 | 0 | | 0.9 | 0.7 | 0.95 | 0.82 | 0 | | 0.91 | - |
| **Heavy** | 0 | 2 | 1 | 0 | | 3 | 0 | 3 | 0 | 0 | | 3 | 1 | 2 | 0 | 0 | | 3 | 1 | 2 | 1 | 0 | | 4 | - |
| **Heavy %** | 0% | 0.3% | 2.1% | 0% | | 0.4% | 0% | 1.3% | 0% | 0% | | 0.8% | 1.3% | 0.3% | 0% | 0% | | 0.4% | 2.4% | 1.4% | 2.2% | 0% | | 1.7% | - |
| **Lights** | 32 | 590 | 46 | 0 | | 668 | 43 | 225 | 91 | 0 | | 359 | 79 | 598 | 37 | 0 | | 714 | 41 | 146 | 45 | 0 | | 232 | - |
| **Lights %** | 100% | 99.7% | 97.9% | 0% | | 99.6% | 100% | 98.7% | 100% | 0% | | 99.2% | 98.8% | 99.7% | 100% | 0% | | 99.6% | 97.6% | 98.6% | 97.8% | 0% | | 98.3% | - |
| **Single-Unit Trucks** | 0 | 1 | 1 | 0 | | 2 | 0 | 0 | 0 | 0 | | 0 | 1 | 2 | 0 | 0 | | 3 | 0 | 0 | 1 | 0 | | 1 | - |
| **Single-Unit Trucks %** | 0% | 0.2% | 2.1% | 0% | | 0.3% | 0% | 0% | 0% | 0% | | 0% | 1.3% | 0.3% | 0% | 0% | | 0.4% | 0% | 0% | 2.2% | 0% | | 0.4% | - |
| **Buses** | 0 | 1 | 0 | 0 | | 1 | 0 | 3 | 0 | 0 | | 3 | 0 | 0 | 0 | 0 | | 0 | 1 | 2 | 0 | 0 | | 3 | - |
| **Buses %** | 0% | 0.2% | 0% | 0% | | 0.1% | 0% | 1.3% | 0% | 0% | | 0.8% | 0% | 0% | 0% | 0% | | 0% | 2.4% | 1.4% | 0% | 0% | | 1.3% | - |
| **Articulated Trucks** | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | - |
| **Articulated Trucks %** | 0% | 0% | 0% | 0% | | 0% | 0% | 0% | 0% | 0% | | 0% | 0% | 0% | 0% | 0% | | 0% | 0% | 0% | 0% | 0% | | 0% | - |
| **Pedestrians** | - | - | - | - | 10 | - | - | - | - | - | 9 | - | - | - | - | - | 6 | - | - | - | - | - | 4 | - | - |
| **Pedestrians%** | - | - | - | - | 33.3% | | - | - | - | - | 30% | | - | - | - | - | 20% | | - | - | - | - | 13.3% | | - |
| **Bicycles on Crosswalk** | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 1 | - | - | - | - | - | 0 | - | - |
| **Bicycles on Crosswalk%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 3.3% | | - | - | - | - | 0% | | - |
| **Bicycles on Road** | 0 | 0 | 0 | 0 | 0 | - | 0 | 2 | 0 | 0 | 0 | - | 0 | 2 | 1 | 0 | 0 | - | 0 | 2 | 0 | 0 | 0 | - | - |
| **Bicycles on Road%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - |

Spectrum

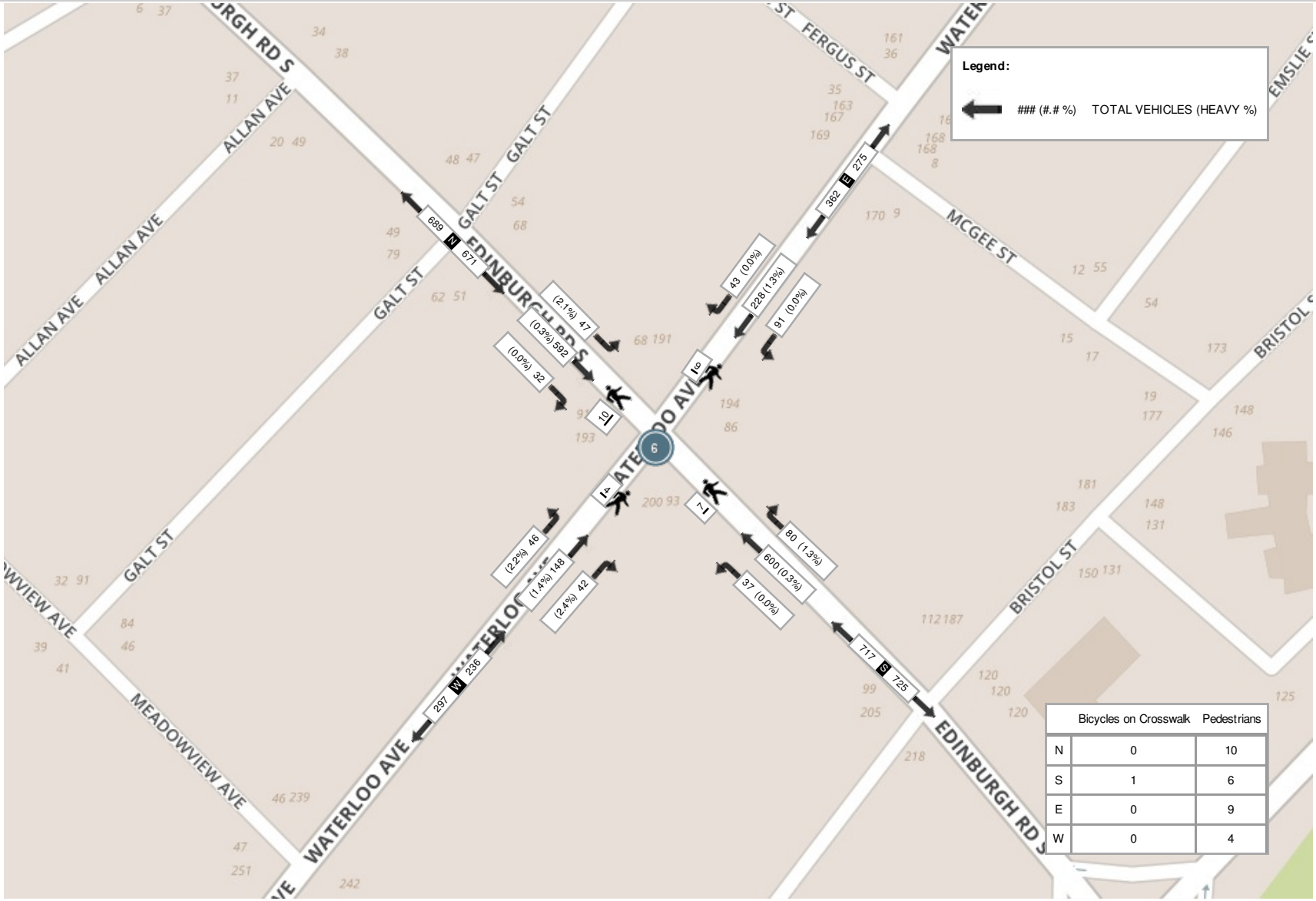
Turning Movement Count
Location Name: WATERLOO AVE & EDINBURGH RD S
Date: Tue, Feb 13, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Selected Hour: 08:00 AM - 09:00 AM Weather:

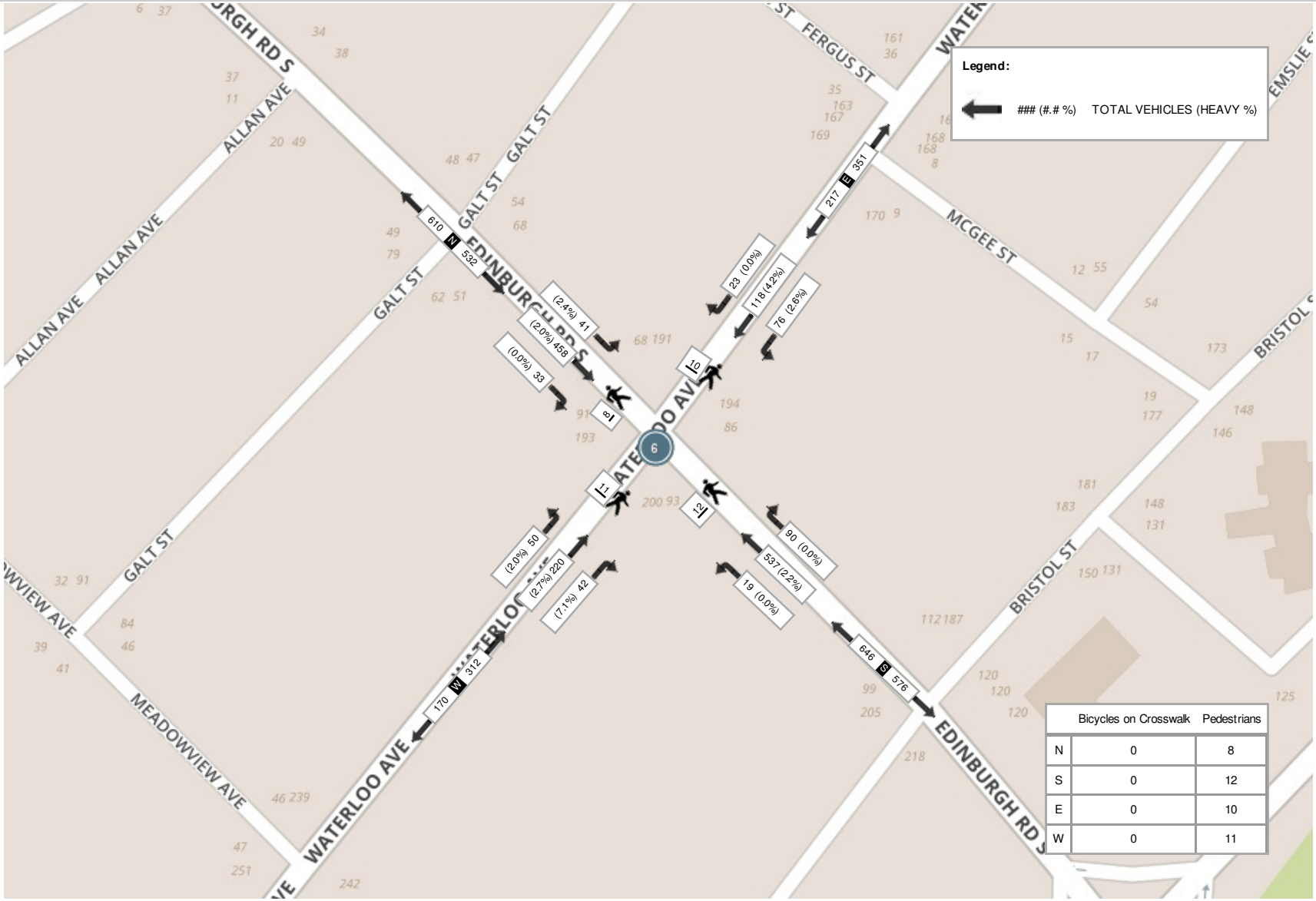
| Start Time | N Approach EDINBURGH RD S | | | | | | E Approach WATERLOO AVE | | | | | | S Approach EDINBURGH RD S | | | | | | W Approach WATERLOO AVE | | | | | | Int. Total (15 min) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | |
| 08:00:00 | 9 | 106 | 7 | 0 | 1 | 122 | 5 | 26 | 12 | 0 | 2 | 43 | 15 | 118 | 5 | 0 | 4 | 138 | 15 | 39 | 6 | 0 | 6 | 60 | 363 |
| 08:15:00 | 6 | 142 | 10 | 0 | 2 | 158 | 7 | 28 | 22 | 0 | 3 | 57 | 21 | 153 | 3 | 0 | 2 | 177 | 8 | 46 | 16 | 0 | 2 | 70 | 462 |
| 08:30:00 | 8 | 100 | 6 | 0 | 2 | 114 | 6 | 30 | 17 | 0 | 3 | 53 | 27 | 149 | 6 | 0 | 1 | 182 | 9 | 74 | 19 | 0 | 1 | 102 | 451 |
| 08:45:00 | 10 | 110 | 18 | 0 | 3 | 138 | 5 | 34 | 25 | 0 | 2 | 64 | 27 | 117 | 5 | 0 | 5 | 149 | 10 | 61 | 9 | 0 | 2 | 80 | 431 |
| **Grand Total** | 33 | 458 | 41 | 0 | 8 | 532 | 23 | 118 | 76 | 0 | 10 | 217 | 90 | 537 | 19 | 0 | 12 | 646 | 42 | 220 | 50 | 0 | 11 | 312 | **1707** |
| **Approach%** | 6.2% | 86.1% | 7.7% | 0% | | - | 10.6% | 54.4% | 35% | 0% | | - | 13.9% | 83.1% | 2.9% | 0% | | - | 13.5% | 70.5% | 16% | 0% | | - | - |
| **Totals %** | 1.9% | 26.8% | 2.4% | 0% | | 31.2% | 1.3% | 6.9% | 4.5% | 0% | | 12.7% | 5.3% | 31.5% | 1.1% | 0% | | 37.8% | 2.5% | 12.9% | 2.9% | 0% | | 18.3% | - |
| **PHF** | 0.83 | 0.81 | 0.57 | 0 | | 0.84 | 0.82 | 0.87 | 0.76 | 0 | | 0.85 | 0.83 | 0.88 | 0.79 | 0 | | 0.89 | 0.7 | 0.74 | 0.66 | 0 | | 0.76 | - |
| **Heavy** | 0 | 9 | 1 | 0 | | 10 | 0 | 5 | 2 | 0 | | 7 | 0 | 12 | 0 | 0 | | 12 | 3 | 6 | 1 | 0 | | 10 | - |
| **Heavy %** | 0% | 2% | 2.4% | 0% | | 1.9% | 0% | 4.2% | 2.6% | 0% | | 3.2% | 0% | 2.2% | 0% | 0% | | 1.9% | 7.1% | 2.7% | 2% | 0% | | 3.2% | - |
| **Lights** | 33 | 449 | 40 | 0 | | 522 | 23 | 113 | 74 | 0 | | 210 | 90 | 525 | 19 | 0 | | 634 | 39 | 214 | 49 | 0 | | 302 | - |
| **Lights %** | 100% | 98% | 97.6% | 0% | | 98.1% | 100% | 95.8% | 97.4% | 0% | | 96.8% | 100% | 97.8% | 100% | 0% | | 98.1% | 92.9% | 97.3% | 98% | 0% | | 96.8% | - |
| **Single-Unit Trucks** | 0 | 6 | 0 | 0 | | 6 | 0 | 1 | 0 | 0 | | 1 | 0 | 3 | 0 | 0 | | 3 | 0 | 0 | 0 | 0 | | 0 | - |
| **Single-Unit Trucks %** | 0% | 1.3% | 0% | 0% | | 1.1% | 0% | 0.8% | 0% | 0% | | 0.5% | 0% | 0.6% | 0% | 0% | | 0.5% | 0% | 0% | 0% | 0% | | 0% | - |
| **Buses** | 0 | 2 | 1 | 0 | | 3 | 0 | 4 | 2 | 0 | | 6 | 0 | 8 | 0 | 0 | | 8 | 3 | 6 | 1 | 0 | | 10 | - |
| **Buses %** | 0% | 0.4% | 2.4% | 0% | | 0.6% | 0% | 3.4% | 2.6% | 0% | | 2.8% | 0% | 1.5% | 0% | 0% | | 1.2% | 7.1% | 2.7% | 2% | 0% | | 3.2% | - |
| **Articulated Trucks** | 0 | 1 | 0 | 0 | | 1 | 0 | 0 | 0 | 0 | | 0 | 0 | 1 | 0 | 0 | | 1 | 0 | 0 | 0 | 0 | | 0 | - |
| **Articulated Trucks %** | 0% | 0.2% | 0% | 0% | | 0.2% | 0% | 0% | 0% | 0% | | 0% | 0% | 0.2% | 0% | 0% | | 0.2% | 0% | 0% | 0% | 0% | | 0% | - |
| **Pedestrians** | - | - | - | - | 8 | - | - | - | - | - | 10 | - | - | - | - | - | 12 | - | - | - | - | - | 11 | - | - |
| **Pedestrians%** | - | - | - | - | 19.5% | | - | - | - | - | 24.4% | | - | - | - | - | 29.3% | | - | - | - | - | 26.8% | | - |
| **Bicycles on Crosswalk** | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| **Bicycles on Crosswalk%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - |
| **Bicycles on Road** | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | - |
| **Bicycles on Road%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - |

**Peak Hour: 04:30 PM - 05:30 PM Weather: Mostly Cloudy (-11.2 °C)**




| | Bicycles on Crosswalk | Pedestrians |
|---|---|---|
| N | 0 | 10 |
| S | 1 | 6 |
| E | 0 | 9 |
| W | 0 | 4 |

**Selected Hour: 08:00 AM - 09:00 AM Weather:**




| | Bicycles on Crosswalk | Pedestrians |
|---|---|---|
| N | 0 | 8 |
| S | 0 | 12 |
| E | 0 | 10 |
| W | 0 | 11 |

Spectrum

Turning Movement Count
Location Name: WATERLOO AVE & EDINBURGH RD S
Date: Sat, Feb 24, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Turning Movement Count (6 . WATERLOO AVE & EDINBURGH RD S)

| Start Time | N Approach EDINBURGH RD S | | | | | | E Approach WATERLOO AVE | | | | | | S Approach EDINBURGH RD S | | | | | | W Approach WATERLOO AVE | | | | | | Int. Total (15 min) | Int. Total (1 hr) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right N:W | Thru N:S | Left N:E | U-Turn N:N | Peds N: | Approach Total | Right E:N | Thru E:W | Left E:S | U-Turn E:E | Peds E: | Approach Total | Right S:E | Thru S:N | Left S:W | U-Turn S:S | Peds S: | Approach Total | Right W:S | Thru W:E | Left W:N | U-Turn W:W | Peds W: | Approach Total | | |
| 11:00:00 | 4 | 119 | 14 | 0 | 0 | 137 | 10 | 28 | 16 | 0 | 0 | 54 | 17 | 101 | 11 | 0 | 1 | 129 | 9 | 22 | 7 | 0 | 1 | 38 | 358 | |
| 11:15:00 | 8 | 102 | 4 | 0 | 1 | 114 | 5 | 28 | 12 | 0 | 3 | 45 | 12 | 99 | 4 | 0 | 3 | 115 | 4 | 21 | 9 | 0 | 1 | 34 | 308 | |
| 11:30:00 | 3 | 94 | 7 | 0 | 1 | 104 | 7 | 14 | 8 | 0 | 4 | 29 | 11 | 108 | 4 | 0 | 1 | 123 | 5 | 26 | 7 | 0 | 0 | 38 | 294 | |
| 11:45:00 | 4 | 122 | 7 | 0 | 1 | 133 | 10 | 19 | 7 | 0 | 4 | 36 | 10 | 106 | 6 | 0 | 2 | 122 | 7 | 22 | 8 | 0 | 1 | 37 | 328 | 1288 |
| 12:00:00 | 15 | 126 | 12 | 0 | 1 | 153 | 12 | 27 | 4 | 0 | 1 | 43 | 11 | 100 | 3 | 0 | 6 | 114 | 3 | 26 | 5 | 0 | 1 | 34 | 344 | 1274 |
| 12:15:00 | 6 | 107 | 7 | 0 | 2 | 120 | 10 | 31 | 16 | 0 | 0 | 57 | 17 | 113 | 4 | 0 | 3 | 134 | 10 | 25 | 7 | 0 | 1 | 42 | 353 | 1319 |
| 12:30:00 | 2 | 109 | 8 | 0 | 2 | 119 | 7 | 31 | 11 | 0 | 2 | 49 | 13 | 117 | 5 | 0 | 2 | 135 | 8 | 19 | 6 | 0 | 0 | 33 | 336 | 1361 |
| 12:45:00 | 7 | 96 | 9 | 0 | 2 | 112 | 9 | 16 | 20 | 0 | 1 | 45 | 12 | 131 | 8 | 0 | 2 | 151 | 6 | 25 | 7 | 0 | 2 | 38 | 346 | 1379 |
| 13:00:00 | 7 | 129 | 7 | 0 | 0 | 143 | 13 | 22 | 18 | 0 | 3 | 53 | 13 | 96 | 4 | 0 | 2 | 113 | 10 | 24 | 10 | 0 | 2 | 44 | 353 | 1388 |
| 13:15:00 | 7 | 92 | 7 | 0 | 1 | 106 | 7 | 24 | 12 | 0 | 3 | 43 | 16 | 92 | 7 | 0 | 1 | 115 | 11 | 21 | 8 | 0 | 0 | 40 | 304 | 1339 |
| 13:30:00 | 5 | 143 | 5 | 0 | 2 | 153 | 14 | 20 | 17 | 0 | 2 | 51 | 15 | 122 | 8 | 0 | 1 | 145 | 7 | 20 | 11 | 0 | 1 | 38 | 387 | 1390 |
| 13:45:00 | 3 | 97 | 10 | 0 | 0 | 110 | 11 | 23 | 13 | 0 | 2 | 47 | 14 | 116 | 11 | 0 | 9 | 141 | 7 | 24 | 11 | 0 | 0 | 42 | 340 | 1384 |
| 14:00:00 | 3 | 115 | 7 | 0 | 0 | 125 | 8 | 25 | 15 | 0 | 1 | 48 | 18 | 119 | 6 | 0 | 2 | 143 | 4 | 30 | 10 | 0 | 3 | 44 | 360 | 1391 |
| 14:15:00 | 8 | 109 | 9 | 0 | 1 | 126 | 7 | 13 | 12 | 0 | 0 | 32 | 14 | 112 | 5 | 0 | 2 | 131 | 5 | 14 | 9 | 0 | 1 | 28 | 317 | 1404 |
| 14:30:00 | 6 | 116 | 4 | 0 | 5 | 126 | 8 | 16 | 14 | 0 | 5 | 38 | 16 | 109 | 7 | 0 | 1 | 132 | 11 | 23 | 9 | 0 | 1 | 43 | 339 | 1356 |
| 14:45:00 | 8 | 112 | 8 | 0 | 2 | 128 | 9 | 23 | 12 | 0 | 3 | 44 | 8 | 141 | 7 | 0 | 1 | 156 | 6 | 22 | 4 | 0 | 0 | 32 | 360 | 1376 |
| **Grand Total** | 96 | 1788 | 125 | 0 | 21 | 2009 | 147 | 360 | 207 | 0 | 34 | 714 | 217 | 1782 | 100 | 0 | 39 | 2099 | 113 | 364 | 128 | 0 | 15 | 605 | **5427** | - |
| **Approach%** | 4.8% | 89% | 6.2% | 0% | | - | 20.6% | 50.4% | 29% | 0% | | - | 10.3% | 84.9% | 4.8% | 0% | | - | 18.7% | 60.2% | 21.2% | 0% | | - | - | - |
| **Totals %** | 1.8% | 32.9% | 2.3% | 0% | | 37% | 2.7% | 6.6% | 3.8% | 0% | | 13.2% | 4% | 32.8% | 1.8% | 0% | | 38.7% | 2.1% | 6.7% | 2.4% | 0% | | 11.1% | - | - |
| **Heavy** | 2 | 4 | 2 | 0 | | - | 0 | 10 | 1 | 0 | | - | 1 | 10 | 1 | 0 | | - | 1 | 8 | 2 | 0 | | - | - | - |
| **Heavy %** | 2.1% | 0.2% | 1.6% | 0% | | - | 0% | 2.8% | 0.5% | 0% | | - | 0.5% | 0.6% | 1% | 0% | | - | 0.9% | 2.2% | 1.6% | 0% | | - | - | - |
| **Bicycles** | 0 | 1 | 1 | 0 | | - | 0 | 0 | 0 | 0 | | - | 0 | 0 | 1 | 0 | | - | 0 | 3 | 0 | 0 | | - | - | - |
| **Bicycle %** | 0% | 0.1% | 0.8% | 0% | | - | 0% | 0% | 0% | 0% | | - | 0% | 0% | 1% | 0% | | - | 0% | 0.8% | 0% | 0% | | - | - | - |

Spectrum

Turning Movement Count
Location Name: WATERLOO AVE & EDINBURGH RD S
Date: Sat, Feb 24, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Peak Hour: 01:30 PM - 02:30 PM Weather:

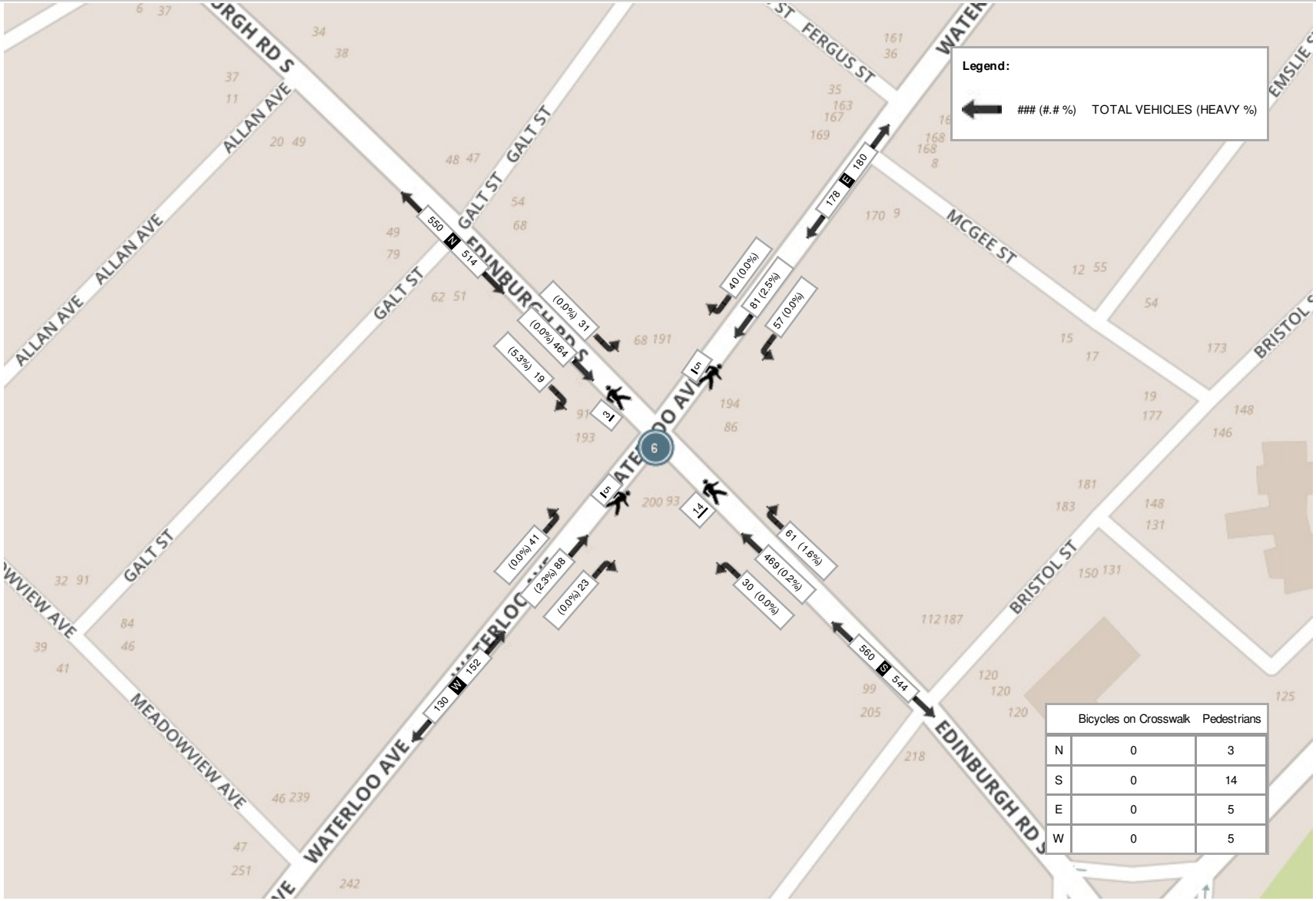
| Start Time | N Approach EDINBURGH RD S | | | | | | E Approach WATERLOO AVE | | | | | | S Approach EDINBURGH RD S | | | | | | W Approach WATERLOO AVE | | | | | | Int. Total (15 min) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | |
| 13:30:00 | 5 | 143 | 5 | 0 | 2 | 153 | 14 | 20 | 17 | 0 | 2 | 51 | 15 | 122 | 8 | 0 | 1 | 145 | 7 | 20 | 11 | 0 | 1 | 38 | 387 |
| 13:45:00 | 3 | 97 | 10 | 0 | 0 | 110 | 11 | 23 | 13 | 0 | 2 | 47 | 14 | 116 | 11 | 0 | 9 | 141 | 7 | 24 | 11 | 0 | 0 | 42 | 340 |
| 14:00:00 | 3 | 115 | 7 | 0 | 0 | 125 | 8 | 25 | 15 | 0 | 1 | 48 | 18 | 119 | 6 | 0 | 2 | 143 | 4 | 30 | 10 | 0 | 3 | 44 | 360 |
| 14:15:00 | 8 | 109 | 9 | 0 | 1 | 126 | 7 | 13 | 12 | 0 | 0 | 32 | 14 | 112 | 5 | 0 | 2 | 131 | 5 | 14 | 9 | 0 | 1 | 28 | 317 |
| **Grand Total** | 19 | 464 | 31 | 0 | 3 | 514 | 40 | 81 | 57 | 0 | 5 | 178 | 61 | 469 | 30 | 0 | 14 | 560 | 23 | 88 | 41 | 0 | 5 | 152 | **1404** |
| **Approach%** | 3.7% | 90.3% | 6% | 0% | | - | 22.5% | 45.5% | 32% | 0% | | - | 10.9% | 83.8% | 5.4% | 0% | | - | 15.1% | 57.9% | 27% | 0% | | - | - |
| **Totals %** | 1.4% | 33% | 2.2% | 0% | | 36.6% | 2.8% | 5.8% | 4.1% | 0% | | 12.7% | 4.3% | 33.4% | 2.1% | 0% | | 39.9% | 1.6% | 6.3% | 2.9% | 0% | | 10.8% | - |
| **PHF** | 0.59 | 0.81 | 0.78 | 0 | | 0.84 | 0.71 | 0.81 | 0.84 | 0 | | 0.87 | 0.85 | 0.96 | 0.68 | 0 | | 0.97 | 0.82 | 0.73 | 0.93 | 0 | | 0.86 | - |
| **Heavy** | 1 | 0 | 0 | 0 | | 1 | 0 | 2 | 0 | 0 | | 2 | 1 | 1 | 0 | 0 | | 2 | 0 | 2 | 0 | 0 | | 2 | - |
| **Heavy %** | 5.3% | 0% | 0% | 0% | | 0.2% | 0% | 2.5% | 0% | 0% | | 1.1% | 1.6% | 0.2% | 0% | 0% | | 0.4% | 0% | 2.3% | 0% | 0% | | 1.3% | - |
| **Lights** | 18 | 464 | 31 | 0 | | 513 | 40 | 79 | 57 | 0 | | 176 | 60 | 468 | 30 | 0 | | 558 | 23 | 86 | 41 | 0 | | 150 | - |
| **Lights %** | 94.7% | 100% | 100% | 0% | | 99.8% | 100% | 97.5% | 100% | 0% | | 98.9% | 98.4% | 99.8% | 100% | 0% | | 99.6% | 100% | 97.7% | 100% | 0% | | 98.7% | - |
| **Single-Unit Trucks** | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 1 | 1 | 0 | 0 | | 2 | 0 | 0 | 0 | 0 | | 0 | - |
| **Single-Unit Trucks %** | 0% | 0% | 0% | 0% | | 0% | 0% | 0% | 0% | 0% | | 0% | 1.6% | 0.2% | 0% | 0% | | 0.4% | 0% | 0% | 0% | 0% | | 0% | - |
| **Buses** | 1 | 0 | 0 | 0 | | 1 | 0 | 2 | 0 | 0 | | 2 | 0 | 0 | 0 | 0 | | 0 | 0 | 2 | 0 | 0 | | 2 | - |
| **Buses %** | 5.3% | 0% | 0% | 0% | | 0.2% | 0% | 2.5% | 0% | 0% | | 1.1% | 0% | 0% | 0% | 0% | | 0% | 0% | 2.3% | 0% | 0% | | 1.3% | - |
| **Articulated Trucks** | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | - |
| **Articulated Trucks %** | 0% | 0% | 0% | 0% | | 0% | 0% | 0% | 0% | 0% | | 0% | 0% | 0% | 0% | 0% | | 0% | 0% | 0% | 0% | 0% | | 0% | - |
| **Pedestrians** | - | - | - | - | 3 | - | - | - | - | - | 5 | - | - | - | - | - | 14 | - | - | - | - | - | 5 | - | - |
| **Pedestrians%** | - | - | - | - | 11.1% | | - | - | - | - | 18.5% | | - | - | - | - | 51.9% | | - | - | - | - | 18.5% | | - |
| **Bicycles on Crosswalk** | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| **Bicycles on Crosswalk%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - |
| **Bicycles on Road** | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 2 | 0 | 0 | 0 | - | - |
| **Bicycles on Road%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - |

Spectrum

Turning Movement Count
Location Name: WATERLOO AVE & EDINBURGH RD S
Date: Sat, Feb 24, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

**Peak Hour: 01:30 PM - 02:30 PM Weather:**




| | Bicycles on Crosswalk | Pedestrians |
|---|---|---|
| N | 0 | 3 |
| S | 0 | 14 |
| E | 0 | 5 |
| W | 0 | 5 |

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

## Morning Peak Diagram

**Specified Period**
**From:** 7:00:00
**To:** 9:00:00

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

**Municipality:** Guelph
**Site #:** 2000200013
**Intersection:** Wellington St W & Edinburgh Rd S
**TFR File #:** 1
**Count date:** 7-Oct-20

**Weather conditions:**

**Person counted:**
**Person prepared:**
**Person checked:**

**** Signalized Intersection ****

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

North Leg Total: 1042
North Entering: 493
North Peds: 0
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 4 | 0 | 4 |
| Trucks | 8 | 8 | 3 | 19 |
| Cars | 70 | 361 | 39 | 470 |
| Totals | 78 | 373 | 42 | |

| | |
|---|---|
| Cyclists | 0 |
| Trucks | 18 |
| Cars | 531 |
| Totals | 549 |

East Leg Total: 1226
East Entering: 534
East Peds: 6
Peds Cross: ⧗

Edinburgh Rd S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 38 | 588 | 626 |

Wellington St W

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 40 | 0 | 0 | 40 |
| 379 | 22 | 0 | 401 |
| 89 | 4 | 0 | 93 |
| 508 | 26 | 0 | |

N
W E
S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 7 | 116 | 123 |
| 0 | 32 | 519 | 551 |
| 0 | 5 | 124 | 129 |
| 0 | 44 | 759 | |

Wellington St W

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 652 | 40 | 0 | 692 |

Edinburgh Rd S

Peds Cross: ⧗
West Peds: 5
West Entering: 803
West Leg Total: 1429

| | |
|---|---|
| Cars | 574 |
| Trucks | 17 |
| Cyclists | 4 |
| Totals | 595 |

| | | | | |
|---|---|---|---|---|
| Cars | 139 | 375 | 94 | 608 |
| Trucks | 8 | 11 | 5 | 24 |
| Cyclists | 0 | 0 | 0 | 0 |
| Totals | 147 | 386 | 99 | |

Peds Cross: ⋈
South Peds: 2
South Entering: 632
South Leg Total: 1227

**Comments**

# Accu-Traffic Inc.

## Mid-day Peak Diagram

**Specified Period**
**From:** 11:00:00
**To:** 14:00:00

**One Hour Peak**
**From:** 12:30:00
**To:** 13:30:00

**Municipality:** Guelph
**Site #:** 2000200013
**Intersection:** Wellington St W & Edinburgh Rd S
**TFR File #:** 1
**Count date:** 7-Oct-20

**Weather conditions:**

**Person counted:**
**Person prepared:**
**Person checked:**

**** Signalized Intersection ****

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

| | | | | |
|---|---|---|---|---|
| North Leg Total: | 1075 | | | |
| North Entering: | 549 | | | |
| North Peds: | 2 | | | |
| Peds Cross: | ⋈ | | | |
| Cyclists | 0 | 2 | 0 | 2 |
| Trucks | 7 | 4 | 1 | 12 |
| Cars | 80 | 390 | 65 | 535 |
| Totals | 87 | 396 | 66 | |

| | |
|---|---|
| Cyclists | 1 |
| Trucks | 17 |
| Cars | 508 |
| Totals | 526 |

| | |
|---|---|
| East Leg Total: | 1215 |
| East Entering: | 577 |
| East Peds: | 11 |
| Peds Cross: | ⋈ |

Edinburgh Rd S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 1 | 50 | 544 | 595 |

Wellington St W

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 58 | 0 | 0 | 58 |
| 350 | 35 | 1 | 386 |
| 127 | 6 | 0 | 133 |
| 535 | 41 | 1 | |

N
W E
S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 11 | 66 | 77 |
| 0 | 26 | 399 | 425 |
| 0 | 3 | 104 | 107 |
| 0 | 40 | 569 | |

Wellington St W

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 606 | 32 | 0 | 638 |

Edinburgh Rd S

| | | | | |
|---|---|---|---|---|
| Peds Cross: | ⋈ | | | |
| West Peds: | 10 | | | |
| West Entering: | 609 | | | |
| West Leg Total: | 1204 | | | |
| Cars | 621 | | | |
| Trucks | 13 | | | |
| Cyclists | 2 | | | |
| Totals | 636 | | | |
| Cars | 114 | 384 | 142 | 640 |
| Trucks | 8 | 6 | 5 | 19 |
| Cyclists | 0 | 1 | 0 | 1 |
| Totals | 122 | 391 | 147 | |

| | |
|---|---|
| Peds Cross: | ⋈ |
| South Peds: | 1 |
| South Entering: | 660 |
| South Leg Total: | 1296 |

**Comments**

# Accu-Traffic Inc.

## Afternoon Peak Diagram

**Specified Period**
**From:** 15:00:00
**To:** 18:00:00

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

**Municipality:** Guelph
**Site #:** 2000200013
**Intersection:** Wellington St W & Edinburgh Rd S
**TFR File #:** 1
**Count date:** 7-Oct-20

**Weather conditions:**

**Person counted:**
**Person prepared:**
**Person checked:**

**** Signalized Intersection ****

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

| | |
|---|---|
| North Leg Total: | 1372 |
| North Entering: | 723 |
| North Peds: | 2 |
| Peds Cross: | ⋈ |

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 8 | 0 | 8 |
| Trucks | 8 | 0 | 0 | 8 |
| Cars | 96 | 538 | 73 | 707 |
| Totals | 104 | 546 | 73 | |

| | |
|---|---|
| Cyclists | 5 |
| Trucks | 8 |
| Cars | 636 |
| Totals | 649 |

| | |
|---|---|
| East Leg Total: | 1644 |
| East Entering: | 808 |
| East Peds: | 10 |
| Peds Cross: | ⧗ |

Edinburgh Rd S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 26 | 832 | 858 |

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 57 | 2 | 0 | 59 |
| 580 | 15 | 0 | 595 |
| 152 | 2 | 0 | 154 |
| 789 | 19 | 0 | |

Wellington St W

N
W E
S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 5 | 106 | 111 |
| 0 | 18 | 588 | 606 |
| 0 | 2 | 110 | 112 |
| 0 | 25 | 804 | |

Wellington St W

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 816 | 20 | 0 | 836 |

Edinburgh Rd S

| | |
|---|---|
| Peds Cross: | ⧗ |
| West Peds: | 13 |
| West Entering: | 829 |
| West Leg Total: | 1687 |

| | |
|---|---|
| Cars | 800 |
| Trucks | 4 |
| Cyclists | 8 |
| Totals | 812 |

| | | | | |
|---|---|---|---|---|
| Cars | 156 | 473 | 155 | 784 |
| Trucks | 3 | 1 | 2 | 6 |
| Cyclists | 0 | 5 | 0 | 5 |
| Totals | 159 | 479 | 157 | |

| | |
|---|---|
| Peds Cross: | ⋈ |
| South Peds: | 4 |
| South Entering: | 795 |
| South Leg Total: | 1607 |

**Comments**

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

## Total Count Diagram

**Municipality:** Guelph
**Site #:** 2000200013
**Intersection:** Wellington St W & Edinburgh Rd S
**TFR File #:** 1
**Count date:** 7-Oct-20

**Weather conditions:**

**Person counted:**
**Person prepared:**
**Person checked:**

**** Signalized Intersection ****

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

| | |
|---|---|
| North Leg Total: | 8767 |
| North Entering: | 4541 |
| North Peds: | 11 |
| Peds Cross: | ⋈ |

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 28 | 0 | 28 |
| Trucks | 71 | 39 | 9 | 119 |
| Cars | 583 | 3327 | 484 | 4394 |
| Totals | 654 | 3394 | 493 | |

| | |
|---|---|
| Cyclists | 9 |
| Trucks | 117 |
| Cars | 4100 |
| Totals | 4226 |

| | |
|---|---|
| East Leg Total: | 10359 |
| East Entering: | 5094 |
| East Peds: | 75 |
| Peds Cross: | ⧗ |

Edinburgh Rd S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 2 | 280 | 5043 | 5325 |

Wellington St W

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 60 | 639 | 699 |
| 1 | 204 | 3524 | 3729 |
| 0 | 22 | 850 | 872 |
| 1 | 286 | 5013 | |

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 418 | 15 | 0 | 433 |
| 3455 | 181 | 1 | 3637 |
| 992 | 32 | 0 | 1024 |
| 4865 | 228 | 1 | |

N
W E
S

Wellington St W

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 5015 | 249 | 1 | 5265 |

Edinburgh Rd S

| | |
|---|---|
| Peds Cross: | ⧗ |
| West Peds: | 81 |
| West Entering: | 5300 |
| West Leg Total: | 10625 |

| | |
|---|---|
| Cars | 5169 |
| Trucks | 93 |
| Cyclists | 28 |
| Totals | 5290 |

| | | | | |
|---|---|---|---|---|
| Cars | 1005 | 3043 | 1007 | 5055 |
| Trucks | 28 | 42 | 36 | 106 |
| Cyclists | 1 | 9 | 0 | 10 |
| Totals | 1034 | 3094 | 1043 | |

| | |
|---|---|
| Peds Cross: | ⋈ |
| South Peds: | 30 |
| South Entering: | 5171 |
| South Leg Total: | 10461 |

**Comments**

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

## Traffic Count Summary

**Intersection:** Wellington St W & Edinburgh Rd S | **Count Date:** 7-Oct-20 | **Municipality:** Guelph

### North Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists | | | | Total Peds | North/South Total Approaches |
|---|---|---|---|---|---|---|
| | Left | Thru | Right | Grand Total | | |
| 7:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 34 | 184 | 67 | 285 | 0 | 641 |
| 9:00:00 | 42 | 373 | 78 | 493 | 0 | 1125 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 65 | 358 | 83 | 506 | 0 | 1125 |
| 13:00:00 | 74 | 420 | 73 | 567 | 0 | 1230 |
| 14:00:00 | 61 | 404 | 79 | 544 | 2 | 1193 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 62 | 575 | 100 | 737 | 1 | 1476 |
| 17:00:00 | 84 | 560 | 85 | 729 | 4 | 1540 |
| 18:00:00 | 71 | 520 | 89 | 680 | 4 | 1382 |
| Totals: | 493 | 3394 | 654 | 4541 | 11 | 9712 |

### South Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists | | | | Total Peds |
|---|---|---|---|---|---|
| | Left | Thru | Right | Grand Total | |
| 7:00:00 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 99 | 196 | 61 | 356 | 2 |
| 9:00:00 | 147 | 386 | 99 | 632 | 2 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 106 | 362 | 151 | 619 | 4 |
| 13:00:00 | 120 | 411 | 132 | 663 | 5 |
| 14:00:00 | 112 | 384 | 153 | 649 | 0 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 143 | 443 | 153 | 739 | 4 |
| 17:00:00 | 175 | 496 | 140 | 811 | 5 |
| 18:00:00 | 132 | 416 | 154 | 702 | 8 |
| S Totals: | 1034 | 3094 | 1043 | 5171 | 30 |

### East Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists | | | | Total Peds | East/West Total Approaches |
|---|---|---|---|---|---|---|
| | Left | Thru | Right | Grand Total | | |
| 7:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 47 | 416 | 33 | 496 | 12 | 1060 |
| 9:00:00 | 93 | 401 | 40 | 534 | 6 | 1337 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 116 | 366 | 44 | 526 | 6 | 1103 |
| 13:00:00 | 150 | 408 | 57 | 615 | 13 | 1149 |
| 14:00:00 | 146 | 352 | 71 | 569 | 11 | 1168 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 156 | 547 | 61 | 764 | 10 | 1419 |
| 17:00:00 | 134 | 644 | 67 | 845 | 9 | 1609 |
| 18:00:00 | 182 | 503 | 60 | 745 | 8 | 1549 |
| Totals: | 1024 | 3637 | 433 | 5094 | 75 | 10394 |

### West Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists | | | | Total Peds |
|---|---|---|---|---|---|
| | Left | Thru | Right | Grand Total | |
| 7:00:00 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 60 | 428 | 76 | 564 | 1 |
| 9:00:00 | 123 | 551 | 129 | 803 | 5 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 69 | 398 | 110 | 577 | 10 |
| 13:00:00 | 78 | 364 | 92 | 534 | 13 |
| 14:00:00 | 77 | 429 | 93 | 599 | 15 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 89 | 442 | 124 | 655 | 7 |
| 17:00:00 | 105 | 541 | 118 | 764 | 16 |
| 18:00:00 | 98 | 576 | 130 | 804 | 14 |
| W Totals: | 699 | 3729 | 872 | 5300 | 81 |

### Calculated Values for Traffic Crossing Major Street

| Hours Ending: | 8:00 | 9:00 | 12:00 | 13:00 | 14:00 | 16:00 | 17:00 | 18:00 |
|---|---|---|---|---|---|---|---|---|
| Crossing Values: | 342 | 586 | 549 | 640 | 603 | 797 | 844 | 745 |

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

**Count Date: 7-Oct-20 Site #: 2000200013**

| Interval Time | Passenger Cars - North Approach | | | | | | Trucks - North Approach | | | | | | Cyclists - North Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | North Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 07:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15:00 | 3 | 3 | 39 | 39 | 20 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30:00 | 7 | 4 | 69 | 30 | 36 | 16 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45:00 | 20 | 13 | 119 | 50 | 53 | 17 | 1 | 0 | 3 | 3 | 6 | 5 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| 08:00:00 | 33 | 13 | 178 | 59 | 61 | 8 | 1 | 0 | 4 | 1 | 6 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 08:15:00 | 44 | 11 | 241 | 63 | 81 | 20 | 2 | 1 | 5 | 1 | 7 | 1 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 |
| 08:30:00 | 51 | 7 | 353 | 112 | 99 | 18 | 2 | 0 | 11 | 6 | 12 | 5 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| 08:45:00 | 61 | 10 | 452 | 99 | 115 | 16 | 3 | 1 | 12 | 1 | 14 | 2 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 |
| 09:00:00 | 72 | 11 | 539 | 87 | 131 | 16 | 4 | 1 | 12 | 0 | 14 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 |
| 09:15:00 | 72 | 0 | 539 | 0 | 131 | 0 | 4 | 0 | 12 | 0 | 14 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 |
| 11:00:00 | 72 | 0 | 539 | 0 | 131 | 0 | 4 | 0 | 12 | 0 | 14 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 |
| 11:15:00 | 83 | 11 | 621 | 82 | 144 | 13 | 4 | 0 | 13 | 1 | 20 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 |
| 11:30:00 | 93 | 10 | 707 | 86 | 158 | 14 | 5 | 1 | 16 | 3 | 25 | 5 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 |
| 11:45:00 | 113 | 20 | 800 | 93 | 182 | 24 | 6 | 1 | 20 | 4 | 30 | 5 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 135 | 22 | 888 | 88 | 197 | 15 | 6 | 0 | 20 | 0 | 31 | 1 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 |
| 12:15:00 | 153 | 18 | 994 | 106 | 217 | 20 | 6 | 0 | 22 | 2 | 34 | 3 | 0 | 0 | 9 | 2 | 0 | 0 | 0 | 0 |
| 12:30:00 | 174 | 21 | 1106 | 112 | 223 | 6 | 7 | 1 | 23 | 1 | 36 | 2 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 0 |
| 12:45:00 | 192 | 18 | 1197 | 91 | 241 | 18 | 7 | 0 | 26 | 3 | 38 | 2 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 0 |
| 13:00:00 | 208 | 16 | 1298 | 101 | 261 | 20 | 7 | 0 | 26 | 0 | 40 | 2 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 |
| 13:15:00 | 223 | 15 | 1394 | 96 | 282 | 21 | 7 | 0 | 27 | 1 | 42 | 2 | 0 | 0 | 12 | 1 | 0 | 0 | 1 | 1 |
| 13:30:00 | 239 | 16 | 1496 | 102 | 303 | 21 | 8 | 1 | 27 | 0 | 43 | 1 | 0 | 0 | 12 | 0 | 0 | 0 | 2 | 1 |
| 13:45:00 | 249 | 10 | 1593 | 97 | 317 | 14 | 8 | 0 | 29 | 2 | 44 | 1 | 0 | 0 | 12 | 0 | 0 | 0 | 2 | 0 |
| 14:00:00 | 267 | 18 | 1697 | 104 | 333 | 16 | 9 | 1 | 30 | 1 | 47 | 3 | 0 | 0 | 12 | 0 | 0 | 0 | 2 | 0 |
| 14:15:00 | 267 | 0 | 1697 | 0 | 333 | 0 | 9 | 0 | 30 | 0 | 47 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 2 | 0 |
| 15:00:00 | 267 | 0 | 1697 | 0 | 333 | 0 | 9 | 0 | 30 | 0 | 47 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 2 | 0 |
| 15:15:00 | 277 | 10 | 1851 | 154 | 361 | 28 | 9 | 0 | 32 | 2 | 50 | 3 | 0 | 0 | 12 | 0 | 0 | 0 | 3 | 1 |
| 15:30:00 | 290 | 13 | 1995 | 144 | 388 | 27 | 9 | 0 | 33 | 1 | 54 | 4 | 0 | 0 | 13 | 1 | 0 | 0 | 3 | 0 |
| 15:45:00 | 304 | 14 | 2142 | 147 | 408 | 20 | 9 | 0 | 33 | 0 | 56 | 2 | 0 | 0 | 13 | 0 | 0 | 0 | 3 | 0 |
| 16:00:00 | 329 | 25 | 2266 | 124 | 423 | 15 | 9 | 0 | 35 | 2 | 57 | 1 | 0 | 0 | 13 | 0 | 0 | 0 | 3 | 0 |
| 16:15:00 | 355 | 26 | 2396 | 130 | 439 | 16 | 9 | 0 | 38 | 3 | 59 | 2 | 0 | 0 | 13 | 0 | 0 | 0 | 3 | 0 |
| 16:30:00 | 371 | 16 | 2551 | 155 | 457 | 18 | 9 | 0 | 38 | 0 | 62 | 3 | 0 | 0 | 14 | 1 | 0 | 0 | 6 | 3 |
| 16:45:00 | 392 | 21 | 2689 | 138 | 481 | 24 | 9 | 0 | 38 | 0 | 65 | 3 | 0 | 0 | 15 | 1 | 0 | 0 | 7 | 1 |
| 17:00:00 | 413 | 21 | 2819 | 130 | 499 | 18 | 9 | 0 | 38 | 0 | 66 | 1 | 0 | 0 | 17 | 2 | 0 | 0 | 7 | 0 |
| 17:15:00 | 427 | 14 | 2955 | 136 | 528 | 29 | 9 | 0 | 38 | 0 | 67 | 1 | 0 | 0 | 18 | 1 | 0 | 0 | 8 | 1 |
| 17:30:00 | 444 | 17 | 3089 | 134 | 553 | 25 | 9 | 0 | 38 | 0 | 70 | 3 | 0 | 0 | 22 | 4 | 0 | 0 | 8 | 0 |
| 17:45:00 | 467 | 23 | 3210 | 121 | 566 | 13 | 9 | 0 | 38 | 0 | 71 | 1 | 0 | 0 | 27 | 5 | 0 | 0 | 8 | 0 |
| 18:00:00 | 484 | 17 | 3327 | 117 | 583 | 17 | 9 | 0 | 39 | 1 | 71 | 0 | 0 | 0 | 28 | 1 | 0 | 0 | 11 | 3 |
| 18:15:00 | 484 | 0 | 3327 | 0 | 583 | 0 | 9 | 0 | 39 | 0 | 71 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 11 | 0 |
| 18:15:15 | 484 | 0 | 3327 | 0 | 583 | 0 | 9 | 0 | 39 | 0 | 71 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 11 | 0 |

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

**Count Date: 7-Oct-20 Site #: 2000200013**

| Interval Time | Passenger Cars - East Approach | | | | | | Trucks - East Approach | | | | | | Cyclists - East Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | East Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 07:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15:00 | 10 | 10 | 80 | 80 | 5 | 5 | 1 | 1 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 07:30:00 | 17 | 7 | 182 | 102 | 13 | 8 | 2 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 |
| 07:45:00 | 31 | 14 | 288 | 106 | 20 | 7 | 2 | 0 | 14 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 6 |
| 08:00:00 | 44 | 13 | 398 | 110 | 32 | 12 | 3 | 1 | 18 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 |
| 08:15:00 | 60 | 16 | 508 | 110 | 44 | 12 | 3 | 0 | 20 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 2 |
| 08:30:00 | 94 | 34 | 611 | 103 | 55 | 11 | 5 | 2 | 27 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 2 |
| 08:45:00 | 111 | 17 | 698 | 87 | 58 | 3 | 6 | 1 | 32 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 1 |
| 09:00:00 | 133 | 22 | 777 | 79 | 72 | 14 | 7 | 1 | 40 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 1 |
| 09:15:00 | 133 | 0 | 777 | 0 | 72 | 0 | 7 | 0 | 40 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 |
| 11:00:00 | 133 | 0 | 777 | 0 | 72 | 0 | 7 | 0 | 40 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 |
| 11:15:00 | 160 | 27 | 852 | 75 | 79 | 7 | 7 | 0 | 43 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 4 |
| 11:30:00 | 189 | 29 | 950 | 98 | 92 | 13 | 9 | 2 | 47 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 1 |
| 11:45:00 | 223 | 34 | 1034 | 84 | 105 | 13 | 10 | 1 | 54 | 7 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 1 |
| 12:00:00 | 243 | 20 | 1125 | 91 | 110 | 5 | 13 | 3 | 58 | 4 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 |
| 12:15:00 | 282 | 39 | 1225 | 100 | 125 | 15 | 15 | 2 | 66 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 6 |
| 12:30:00 | 319 | 37 | 1310 | 85 | 141 | 16 | 16 | 1 | 76 | 10 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 3 |
| 12:45:00 | 349 | 30 | 1395 | 85 | 150 | 9 | 18 | 2 | 89 | 13 | 9 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 35 | 2 |
| 13:00:00 | 387 | 38 | 1487 | 92 | 165 | 15 | 19 | 1 | 103 | 14 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 37 | 2 |
| 13:15:00 | 414 | 27 | 1569 | 82 | 183 | 18 | 20 | 1 | 108 | 5 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 41 | 4 |
| 13:30:00 | 446 | 32 | 1660 | 91 | 199 | 16 | 22 | 2 | 111 | 3 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 44 | 3 |
| 13:45:00 | 488 | 42 | 1743 | 83 | 222 | 23 | 23 | 1 | 117 | 6 | 10 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 45 | 1 |
| 14:00:00 | 528 | 40 | 1820 | 77 | 235 | 13 | 24 | 1 | 122 | 5 | 10 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 48 | 3 |
| 14:15:00 | 528 | 0 | 1820 | 0 | 235 | 0 | 24 | 0 | 122 | 0 | 10 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 48 | 0 |
| 15:00:00 | 528 | 0 | 1820 | 0 | 235 | 0 | 24 | 0 | 122 | 0 | 10 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 48 | 0 |
| 15:15:00 | 549 | 21 | 1935 | 115 | 247 | 12 | 24 | 0 | 128 | 6 | 11 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 50 | 2 |
| 15:30:00 | 591 | 42 | 2087 | 152 | 261 | 14 | 25 | 1 | 130 | 2 | 12 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 54 | 4 |
| 15:45:00 | 640 | 49 | 2223 | 136 | 276 | 15 | 26 | 1 | 137 | 7 | 13 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 55 | 1 |
| 16:00:00 | 680 | 40 | 2344 | 121 | 293 | 17 | 28 | 2 | 145 | 8 | 13 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 58 | 3 |
| 16:15:00 | 723 | 43 | 2494 | 150 | 314 | 21 | 28 | 0 | 148 | 3 | 13 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 61 | 3 |
| 16:30:00 | 757 | 34 | 2648 | 154 | 331 | 17 | 29 | 1 | 156 | 8 | 13 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 62 | 1 |
| 16:45:00 | 778 | 21 | 2817 | 169 | 342 | 11 | 29 | 0 | 162 | 6 | 15 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 64 | 2 |
| 17:00:00 | 812 | 34 | 2967 | 150 | 358 | 16 | 30 | 1 | 166 | 4 | 15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 67 | 3 |
| 17:15:00 | 859 | 47 | 3109 | 142 | 376 | 18 | 30 | 0 | 168 | 2 | 15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 68 | 1 |
| 17:30:00 | 909 | 50 | 3228 | 119 | 388 | 12 | 31 | 1 | 171 | 3 | 15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 72 | 4 |
| 17:45:00 | 952 | 43 | 3354 | 126 | 396 | 8 | 31 | 0 | 175 | 4 | 15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 73 | 1 |
| 18:00:00 | 992 | 40 | 3455 | 101 | 418 | 22 | 32 | 1 | 181 | 6 | 15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 75 | 2 |
| 18:15:00 | 992 | 0 | 3455 | 0 | 418 | 0 | 32 | 0 | 181 | 0 | 15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 75 | 0 |
| 18:15:15 | 992 | 0 | 3455 | 0 | 418 | 0 | 32 | 0 | 181 | 0 | 15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 75 | 0 |

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

**Count Date: 7-Oct-20 Site #: 2000200013**

| Interval Time | Passenger Cars - South Approach | | | | | | Trucks - South Approach | | | | | | Cyclists - South Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | South Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 07:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15:00 | 13 | 13 | 40 | 40 | 11 | 11 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 07:30:00 | 46 | 33 | 82 | 42 | 21 | 10 | 2 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 07:45:00 | 68 | 22 | 122 | 40 | 38 | 17 | 4 | 2 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 |
| 08:00:00 | 95 | 27 | 193 | 71 | 57 | 19 | 4 | 0 | 3 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 08:15:00 | 132 | 37 | 278 | 85 | 73 | 16 | 5 | 1 | 5 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 08:30:00 | 163 | 31 | 376 | 98 | 99 | 26 | 5 | 0 | 10 | 5 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 |
| 08:45:00 | 199 | 36 | 473 | 97 | 124 | 25 | 11 | 6 | 12 | 2 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| 09:00:00 | 234 | 35 | 568 | 95 | 151 | 27 | 12 | 1 | 14 | 2 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 |
| 09:15:00 | 234 | 0 | 568 | 0 | 151 | 0 | 12 | 0 | 14 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| 11:00:00 | 234 | 0 | 568 | 0 | 151 | 0 | 12 | 0 | 14 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| 11:15:00 | 255 | 21 | 638 | 70 | 190 | 39 | 14 | 2 | 16 | 2 | 11 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 5 | 1 |
| 11:30:00 | 278 | 23 | 724 | 86 | 227 | 37 | 15 | 1 | 16 | 0 | 14 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 |
| 11:45:00 | 308 | 30 | 828 | 104 | 268 | 41 | 16 | 1 | 18 | 2 | 16 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 1 |
| 12:00:00 | 336 | 28 | 925 | 97 | 295 | 27 | 16 | 0 | 18 | 0 | 16 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 8 | 2 |
| 12:15:00 | 356 | 20 | 1026 | 101 | 323 | 28 | 16 | 0 | 19 | 1 | 17 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 9 | 1 |
| 12:30:00 | 391 | 35 | 1129 | 103 | 348 | 25 | 16 | 0 | 20 | 1 | 19 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 12 | 3 |
| 12:45:00 | 420 | 29 | 1227 | 98 | 386 | 38 | 21 | 5 | 21 | 1 | 21 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 13 | 1 |
| 13:00:00 | 448 | 28 | 1330 | 103 | 422 | 36 | 24 | 3 | 24 | 3 | 21 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 13 | 0 |
| 13:15:00 | 478 | 30 | 1429 | 99 | 457 | 35 | 24 | 0 | 25 | 1 | 22 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 13 | 0 |
| 13:30:00 | 505 | 27 | 1513 | 84 | 490 | 33 | 24 | 0 | 26 | 1 | 24 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 13 | 0 |
| 13:45:00 | 531 | 26 | 1606 | 93 | 533 | 43 | 24 | 0 | 28 | 2 | 26 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 13 | 0 |
| 14:00:00 | 560 | 29 | 1706 | 100 | 569 | 36 | 24 | 0 | 31 | 3 | 27 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 13 | 0 |
| 14:15:00 | 560 | 0 | 1706 | 0 | 569 | 0 | 24 | 0 | 31 | 0 | 27 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 13 | 0 |
| 15:00:00 | 560 | 0 | 1706 | 0 | 569 | 0 | 24 | 0 | 31 | 0 | 27 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 13 | 0 |
| 15:15:00 | 588 | 28 | 1836 | 130 | 606 | 37 | 24 | 0 | 35 | 4 | 29 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 16 | 3 |
| 15:30:00 | 629 | 41 | 1948 | 112 | 644 | 38 | 24 | 0 | 38 | 3 | 30 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 16 | 0 |
| 15:45:00 | 665 | 36 | 2044 | 96 | 679 | 35 | 24 | 0 | 39 | 1 | 31 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 16 | 0 |
| 16:00:00 | 702 | 37 | 2140 | 96 | 718 | 39 | 24 | 0 | 40 | 1 | 31 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 17 | 1 |
| 16:15:00 | 743 | 41 | 2273 | 133 | 746 | 28 | 24 | 0 | 41 | 1 | 32 | 1 | 1 | 0 | 3 | 1 | 0 | 0 | 21 | 4 |
| 16:30:00 | 786 | 43 | 2390 | 117 | 776 | 30 | 24 | 0 | 41 | 0 | 33 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 21 | 0 |
| 16:45:00 | 829 | 43 | 2510 | 120 | 822 | 46 | 26 | 2 | 41 | 0 | 34 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 22 | 1 |
| 17:00:00 | 874 | 45 | 2631 | 121 | 855 | 33 | 27 | 1 | 42 | 1 | 34 | 0 | 1 | 0 | 5 | 2 | 0 | 0 | 22 | 0 |
| 17:15:00 | 906 | 32 | 2744 | 113 | 888 | 33 | 27 | 0 | 42 | 0 | 34 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 24 | 2 |
| 17:30:00 | 942 | 36 | 2863 | 119 | 931 | 43 | 27 | 0 | 42 | 0 | 35 | 1 | 1 | 0 | 8 | 3 | 0 | 0 | 25 | 1 |
| 17:45:00 | 977 | 35 | 2949 | 86 | 969 | 38 | 28 | 1 | 42 | 0 | 36 | 1 | 1 | 0 | 9 | 1 | 0 | 0 | 28 | 3 |
| 18:00:00 | 1005 | 28 | 3043 | 94 | 1007 | 38 | 28 | 0 | 42 | 0 | 36 | 0 | 1 | 0 | 9 | 0 | 0 | 0 | 30 | 2 |
| 18:15:00 | 1005 | 0 | 3043 | 0 | 1007 | 0 | 28 | 0 | 42 | 0 | 36 | 0 | 1 | 0 | 9 | 0 | 0 | 0 | 30 | 0 |
| 18:15:15 | 1005 | 0 | 3043 | 0 | 1007 | 0 | 28 | 0 | 42 | 0 | 36 | 0 | 1 | 0 | 9 | 0 | 0 | 0 | 30 | 0 |

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

**Count Date: 7-Oct-20 Site #: 2000200013**

| Interval Time | Passenger Cars - West Approach | | | | | | Trucks - West Approach | | | | | | Cyclists - West Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | West Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 07:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15:00 | 10 | 10 | 69 | 69 | 10 | 10 | 1 | 1 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 07:30:00 | 21 | 11 | 157 | 88 | 25 | 15 | 3 | 2 | 16 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 07:45:00 | 36 | 15 | 271 | 114 | 51 | 26 | 3 | 0 | 22 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 08:00:00 | 54 | 18 | 397 | 126 | 75 | 24 | 6 | 3 | 31 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 08:15:00 | 78 | 24 | 511 | 114 | 91 | 16 | 9 | 3 | 37 | 6 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 08:30:00 | 112 | 34 | 654 | 143 | 139 | 48 | 9 | 0 | 43 | 6 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 |
| 08:45:00 | 134 | 22 | 791 | 137 | 178 | 39 | 11 | 2 | 52 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 |
| 09:00:00 | 170 | 36 | 916 | 125 | 199 | 21 | 13 | 2 | 63 | 11 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 |
| 09:15:00 | 170 | 0 | 916 | 0 | 199 | 0 | 13 | 0 | 63 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| 11:00:00 | 170 | 0 | 916 | 0 | 199 | 0 | 13 | 0 | 63 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| 11:15:00 | 181 | 11 | 1009 | 93 | 230 | 31 | 14 | 1 | 70 | 7 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| 11:30:00 | 195 | 14 | 1094 | 85 | 255 | 25 | 16 | 2 | 77 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 5 |
| 11:45:00 | 216 | 21 | 1194 | 100 | 277 | 22 | 18 | 2 | 89 | 12 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 |
| 12:00:00 | 231 | 15 | 1275 | 81 | 306 | 29 | 21 | 3 | 102 | 13 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 4 |
| 12:15:00 | 245 | 14 | 1362 | 87 | 326 | 20 | 22 | 1 | 106 | 4 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 3 |
| 12:30:00 | 261 | 16 | 1434 | 72 | 344 | 18 | 25 | 3 | 114 | 8 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 6 |
| 12:45:00 | 285 | 24 | 1508 | 74 | 372 | 28 | 29 | 4 | 121 | 7 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 1 |
| 13:00:00 | 299 | 14 | 1611 | 103 | 393 | 21 | 31 | 2 | 130 | 9 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 3 |
| 13:15:00 | 314 | 15 | 1718 | 107 | 420 | 27 | 32 | 1 | 136 | 6 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 4 |
| 13:30:00 | 327 | 13 | 1833 | 115 | 448 | 28 | 36 | 4 | 140 | 4 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 2 |
| 13:45:00 | 345 | 18 | 1918 | 85 | 466 | 18 | 39 | 3 | 145 | 5 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 2 |
| 14:00:00 | 364 | 19 | 2018 | 100 | 485 | 19 | 43 | 4 | 152 | 7 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 7 |
| 14:15:00 | 364 | 0 | 2018 | 0 | 485 | 0 | 43 | 0 | 152 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 |
| 15:00:00 | 364 | 0 | 2018 | 0 | 485 | 0 | 43 | 0 | 152 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 |
| 15:15:00 | 394 | 30 | 2115 | 97 | 508 | 23 | 44 | 1 | 157 | 5 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 4 |
| 15:30:00 | 409 | 15 | 2224 | 109 | 545 | 37 | 45 | 1 | 163 | 6 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 1 |
| 15:45:00 | 422 | 13 | 2330 | 106 | 570 | 25 | 46 | 1 | 168 | 5 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 2 |
| 16:00:00 | 444 | 22 | 2440 | 110 | 606 | 36 | 52 | 6 | 172 | 4 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 0 |
| 16:15:00 | 465 | 21 | 2568 | 128 | 645 | 39 | 54 | 2 | 177 | 5 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 4 |
| 16:30:00 | 492 | 27 | 2695 | 127 | 676 | 31 | 55 | 1 | 180 | 3 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 5 |
| 16:45:00 | 520 | 28 | 2828 | 133 | 705 | 29 | 56 | 1 | 186 | 6 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 1 |
| 17:00:00 | 543 | 23 | 2963 | 135 | 722 | 17 | 58 | 2 | 190 | 4 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 6 |
| 17:15:00 | 576 | 33 | 3113 | 150 | 762 | 40 | 60 | 2 | 195 | 5 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 3 |
| 17:30:00 | 598 | 22 | 3283 | 170 | 786 | 24 | 60 | 0 | 198 | 3 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 3 |
| 17:45:00 | 613 | 15 | 3414 | 131 | 824 | 38 | 60 | 0 | 203 | 5 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 2 |
| 18:00:00 | 639 | 26 | 3524 | 110 | 850 | 26 | 60 | 0 | 204 | 1 | 22 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 81 | 6 |
| 18:15:00 | 639 | 0 | 3524 | 0 | 850 | 0 | 60 | 0 | 204 | 0 | 22 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 81 | 0 |
| 18:15:15 | 639 | 0 | 3524 | 0 | 850 | 0 | 60 | 0 | 204 | 0 | 22 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 81 | 0 |

# *Wellington Street West @ Edinburgh Road*

## Morning Peak Diagram

**Specified Period**
**From:** 7:00:00
**To:** 9:00:00

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

**Municipality:** Guelph
**Site #:** 0000000008
**Intersection:** Wellington Street West & Edinburgh
**TFR File #:** 1
**Count date:** 19-Jul-2018

**Weather conditions:**
Sunny

**Person(s) who counted:**
Mira
Leo

**** Signalized Intersection ****

**Major Road:** Wellington Street West runs W/E

North Leg Total: 1036
North Entering: 494
North Peds: 5
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 7 | 1 | 8 |
| Trucks | 3 | 38 | 8 | 49 |
| Cars | 40 | 363 | 34 | 437 |
| Totals | 43 | 408 | 43 | |

| | |
|---|---|
| Cyclists | 3 |
| Trucks | 32 |
| Cars | 507 |
| Totals | 542 |

East Leg Total: 1417
East Entering: 604
East Peds: 10
Peds Cross: ⧗

Edinburgh Road

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 1 | 101 | 587 | 689 |

Wellington Street West

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 35 | 2 | 0 | 37 |
| 380 | 83 | 1 | 464 |
| 88 | 15 | 0 | 103 |
| 503 | 100 | 1 | |

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| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 8 | 85 | 93 |
| 0 | 64 | 539 | 603 |
| 0 | 15 | 101 | 116 |
| 0 | 87 | 725 | |

Wellington Street West

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 723 | 89 | 1 | 813 |

Edinburgh Road

Peds Cross: ⧗
West Peds: 12
West Entering: 812
West Leg Total: 1501

| | |
|---|---|
| Cars | 552 |
| Trucks | 68 |
| Cyclists | 7 |
| Totals | 627 |

| | | | | |
|---|---|---|---|---|
| Cars | 167 | 387 | 150 | 704 |
| Trucks | 15 | 22 | 17 | 54 |
| Cyclists | 0 | 3 | 0 | 3 |
| Totals | 182 | 412 | 167 | |

Peds Cross: ⋈
South Peds: 2
South Entering: 761
South Leg Total: 1388

**Comments**

# *Wellington Street West @ Edinburgh Road*

## Mid-day Peak Diagram

**Specified Period**
**From:** 11:00:00
**To:** 14:00:00

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

**Municipality:** Guelph
**Site #:** 0000000008
**Intersection:** Wellington Street West & Edinburgh
**TFR File #:** 1
**Count date:** 19-Jul-2018

**Weather conditions:**
Sunny

**Person(s) who counted:**
Mira
Leo

**** Signalized Intersection ****

**Major Road:** Wellington Street West runs W/E

North Leg Total: 1125
North Entering: 545
North Peds: 6
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 2 | 0 | 2 |
| Trucks | 15 | 36 | 13 | 64 |
| Cars | 24 | 407 | 48 | 479 |
| Totals | 39 | 445 | 61 | |

| | |
|---|---|
| Cyclists | 2 |
| Trucks | 57 |
| Cars | 521 |
| Totals | 580 |

East Leg Total: 1377
East Entering: 663
East Peds: 10
Peds Cross: ⧗

Edinburgh Road

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 141 | 459 | 600 |

Wellington Street West

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 53 | 11 | 0 | 64 |
| 353 | 117 | 0 | 470 |
| 112 | 17 | 0 | 129 |
| 518 | 145 | 0 | |

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| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 9 | 60 | 69 |
| 0 | 66 | 437 | 503 |
| 0 | 2 | 74 | 76 |
| 0 | 77 | 571 | |

Wellington Street West

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 623 | 91 | 0 | 714 |

Edinburgh Road

Peds Cross: ⧗
West Peds: 15
West Entering: 648
West Leg Total: 1248

| | |
|---|---|
| Cars | 593 |
| Trucks | 55 |
| Cyclists | 2 |
| Totals | 650 |

| | | | | |
|---|---|---|---|---|
| Cars | 82 | 408 | 138 | 628 |
| Trucks | 9 | 37 | 12 | 58 |
| Cyclists | 0 | 2 | 0 | 2 |
| Totals | 91 | 447 | 150 | |

Peds Cross: ⋈
South Peds: 4
South Entering: 688
South Leg Total: 1338

**Comments**

# *Wellington Street West @ Edinburgh Road*

## Afternoon Peak Diagram

**Specified Period**
**From:** 15:00:00
**To:** 18:00:00

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

**Municipality:** Guelph
**Site #:** 0000000008
**Intersection:** Wellington Street West & Edinburgh
**TFR File #:** 1
**Count date:** 19-Jul-2018

**Weather conditions:**
Sunny

**Person(s) who counted:**
Mira
Leo

**** Signalized Intersection ****

**Major Road:** Wellington Street West runs W/E

North Leg Total: 1415
North Entering: 728
North Peds: 5
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 0 | 0 | 0 |
| Trucks | 7 | 48 | 3 | 58 |
| Cars | 37 | 565 | 68 | 670 |
| Totals | 44 | 613 | 71 | |

| | |
|---|---|
| Cyclists | 6 |
| Trucks | 48 |
| Cars | 633 |
| Totals | 687 |

East Leg Total: 1889
East Entering: 950
East Peds: 12
Peds Cross: ⧗

Edinburgh Road

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 1 | 115 | 828 | 944 |

Wellington Street West

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 53 | 4 | 0 | 57 |
| 630 | 96 | 1 | 727 |
| 154 | 12 | 0 | 166 |
| 837 | 112 | 1 | |

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| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 7 | 82 | 89 |
| 0 | 85 | 596 | 681 |
| 0 | 15 | 146 | 161 |
| 0 | 107 | 824 | |

Wellington Street West

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 836 | 103 | 0 | 939 |

Edinburgh Road

Peds Cross: ⧗
West Peds: 10
West Entering: 931
West Leg Total: 1875

| | |
|---|---|
| Cars | 865 |
| Trucks | 75 |
| Cyclists | 0 |
| Totals | 940 |

| | | | | |
|---|---|---|---|---|
| Cars | 161 | 498 | 172 | 831 |
| Trucks | 12 | 37 | 15 | 64 |
| Cyclists | 0 | 6 | 0 | 6 |
| Totals | 173 | 541 | 187 | |

Peds Cross: ⋈
South Peds: 1
South Entering: 901
South Leg Total: 1841

**Comments**

# *Wellington Street West @ Edinburgh Road*

## Eight Hour Peak Diagram

**Eight Hour Peak**
**From:** 8:00:00
**To:** 16:00:00

**Municipality:** Guelph
**Site #:** 0000000008
**Intersection:** Wellington Street West & Edinburgh
**TFR File #:** 1
**Count date:** 19-Jul-2018

**Weather conditions:**
Sunny

**Person(s) who counted:**
Mira
Leo

**** Signalized Intersection ****

**Major Road:** Wellington Street West runs W/E

North Leg Total: 5447
North Entering: 2704
North Peds: 15
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 16 | 1 | 17 |
| Trucks | 40 | 193 | 46 | 279 |
| Cars | 173 | 2003 | 232 | 2408 |
| Totals | 213 | 2212 | 279 | |

| | |
|---|---|
| Cyclists | 16 |
| Trucks | 235 |
| Cars | 2492 |
| Totals | 2743 |

East Leg Total: 6707
East Entering: 3274
East Peds: 52
Peds Cross: ⧗

Edinburgh Road

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 2 | 596 | 2648 | 3246 |

Wellington Street West

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 232 | 46 | 1 | 279 |
| 1908 | 482 | 2 | 2392 |
| 512 | 91 | 0 | 603 |
| 2652 | 619 | 3 | |

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| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 1 | 40 | 290 | 331 |
| 1 | 355 | 2068 | 2424 |
| 1 | 49 | 428 | 478 |
| 3 | 444 | 2786 | |

Wellington Street West

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 2961 | 470 | 2 | 3433 |

Edinburgh Road

Peds Cross: ⧗
West Peds: 65
West Entering: 3233
West Leg Total: 6479

| | |
|---|---|
| Cars | 2943 |
| Trucks | 333 |
| Cyclists | 17 |
| Totals | 3293 |

| | | | | |
|---|---|---|---|---|
| Cars | 567 | 1970 | 661 | 3198 |
| Trucks | 74 | 149 | 69 | 292 |
| Cyclists | 0 | 14 | 0 | 14 |
| Totals | 641 | 2133 | 730 | |

Peds Cross: ⋈
South Peds: 23
South Entering: 3504
South Leg Total: 6797

**Comments**

# *Wellington Street West @ Edinburgh Road*

## Total Count Diagram

**Municipality:** Guelph
**Site #:** 0000000008
**Intersection:** Wellington Street West & Edinburgh
**TFR File #:** 1
**Count date:** 19-Jul-2018

**Weather conditions:**
Sunny

**Person(s) who counted:**
Mira
Leo

**** Signalized Intersection ****

**Major Road:** Wellington Street West runs W/E

North Leg Total: 8725
North Entering: 4342
North Peds: 23
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 27 | 2 | 29 |
| Trucks | 57 | 316 | 55 | 428 |
| Cars | 278 | 3249 | 358 | 3885 |
| Totals | 335 | 3592 | 415 | |

| | |
|---|---|
| Cyclists | 26 |
| Trucks | 358 |
| Cars | 3999 |
| Totals | 4383 |

East Leg Total: 11403
East Entering: 5591
East Peds: 84
Peds Cross: ⧗

Edinburgh Road

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 5 | 901 | 4800 | 5706 |

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 336 | 54 | 1 | 391 |
| 3507 | 735 | 4 | 4246 |
| 827 | 127 | 0 | 954 |
| 4670 | 916 | 5 | |

Wellington Street West

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| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 2 | 57 | 495 | 554 |
| 5 | 616 | 3594 | 4215 |
| 2 | 85 | 779 | 866 |
| 9 | 758 | 4868 | |

Wellington Street West

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 5024 | 781 | 7 | 5812 |

Edinburgh Road

Peds Cross: ⧗
West Peds: 85
West Entering: 5635
West Leg Total: 11341

| | |
|---|---|
| Cars | 4855 |
| Trucks | 528 |
| Cyclists | 29 |
| Totals | 5412 |

| | | | | |
|---|---|---|---|---|
| Cars | 1015 | 3168 | 1072 | 5255 |
| Trucks | 109 | 247 | 110 | 466 |
| Cyclists | 1 | 23 | 0 | 24 |
| Totals | 1125 | 3438 | 1182 | |

Peds Cross: ⋈
South Peds: 34
South Entering: 5745
South Leg Total: 11157

**Comments**

# *Wellington Street West @ Edinburgh Road*
## Traffic Count Summary

**Intersection:** Wellington Street West & Edinburg | **Count Date:** 19-Jul-2018 | **Municipality:** Guelph

### North Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists: Left | Thru | Right | Grand Total | Total Peds | North/South Total Approaches |
|---|---|---|---|---|---|---|
| 7:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 12 | 243 | 43 | 298 | 0 | 745 |
| 9:00:00 | 43 | 408 | 43 | 494 | 5 | 1255 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 57 | 378 | 39 | 474 | 0 | 1072 |
| 13:00:00 | 62 | 470 | 32 | 564 | 8 | 1237 |
| 14:00:00 | 63 | 406 | 53 | 522 | 2 | 1227 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 54 | 550 | 46 | 650 | 0 | 1417 |
| 17:00:00 | 65 | 557 | 36 | 658 | 3 | 1574 |
| 18:00:00 | 59 | 580 | 43 | 682 | 5 | 1560 |
| Totals: | 415 | 3592 | 335 | 4342 | 23 | 10087 |

### South Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists: Left | Thru | Right | Grand Total | Total Peds |
|---|---|---|---|---|---|
| 7:00:00 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 120 | 246 | 81 | 447 | 2 |
| 9:00:00 | 182 | 412 | 167 | 761 | 2 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 110 | 380 | 108 | 598 | 6 |
| 13:00:00 | 91 | 433 | 149 | 673 | 4 |
| 14:00:00 | 119 | 453 | 133 | 705 | 2 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 139 | 455 | 173 | 767 | 9 |
| 17:00:00 | 195 | 543 | 178 | 916 | 4 |
| 18:00:00 | 169 | 516 | 193 | 878 | 5 |
| Totals: | 1125 | 3438 | 1182 | 5745 | 34 |

### East Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists: Left | Thru | Right | Grand Total | Total Peds | East/West Total Approaches |
|---|---|---|---|---|---|---|
| 7:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 36 | 472 | 12 | 520 | 13 | 1111 |
| 9:00:00 | 103 | 464 | 37 | 604 | 10 | 1416 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 120 | 465 | 47 | 632 | 10 | 1129 |
| 13:00:00 | 126 | 461 | 65 | 652 | 14 | 1276 |
| 14:00:00 | 153 | 453 | 63 | 669 | 4 | 1273 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 101 | 549 | 67 | 717 | 14 | 1413 |
| 17:00:00 | 165 | 754 | 51 | 970 | 11 | 1796 |
| 18:00:00 | 150 | 628 | 49 | 827 | 8 | 1812 |
| Totals: | 954 | 4246 | 391 | 5591 | 84 | 11226 |

### West Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists: Left | Thru | Right | Grand Total | Total Peds |
|---|---|---|---|---|---|
| 7:00:00 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 44 | 485 | 62 | 591 | 4 |
| 9:00:00 | 93 | 603 | 116 | 812 | 12 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 45 | 388 | 64 | 497 | 9 |
| 13:00:00 | 62 | 480 | 82 | 624 | 13 |
| 14:00:00 | 64 | 451 | 89 | 604 | 21 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 67 | 502 | 127 | 696 | 10 |
| 17:00:00 | 85 | 590 | 151 | 826 | 9 |
| 18:00:00 | 94 | 716 | 175 | 985 | 7 |
| Totals: | 554 | 4215 | 866 | 5635 | 85 |

### Calculated Values for Traffic Crossing Major Street

| Hours Ending: | 8:00 | 9:00 | 12:00 | 13:00 | 14:00 | 16:00 | 17:00 | 18:00 |
|---|---|---|---|---|---|---|---|---|
| Crossing Values: | 395 | 659 | 566 | 650 | 660 | 767 | 837 | 823 |

# *Norfolk St @ Paisley Street/Quebec St*

## Morning Peak Diagram

**Specified Period**
**From:** 7:00:00
**To:** 9:00:00

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

**Municipality:** Guelph
**Site #:** 0000000008
**Intersection:** Norfolk St & Paisley Street/Quebec S
**TFR File #:** 1
**Count date:** 24-Jul-2018

**Weather conditions:**
Sunny

**Person(s) who counted:**
Mira
Leo

**** Signalized Intersection ****

**Major Road:** Norfolk St runs N/S

North Leg Total: 753
North Entering: 490
North Peds: 35
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 12 | 1 | 13 |
| Trucks | 6 | 47 | 2 | 55 |
| Cars | 23 | 379 | 20 | 422 |
| Totals | 29 | 438 | 23 | |

| | |
|---|---|
| Cyclists | 0 |
| Trucks | 28 |
| Cars | 235 |
| Totals | 263 |

East Leg Total: 312
East Entering: 122
East Peds: 33
Peds Cross: ⧗

Norfolk St

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 20 | 159 | 179 |

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 21 | 1 | 0 | 22 |
| 56 | 7 | 0 | 63 |
| 36 | 1 | 0 | 37 |
| 113 | 9 | 0 | |

Paisley St

N
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Quebec St

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 25 | 25 |
| 2 | 21 | 99 | 122 |
| 2 | 9 | 99 | 110 |
| 4 | 30 | 223 | |

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 163 | 24 | 3 | 190 |

Norfolk St

Peds Cross: ⧗
West Peds: 35
West Entering: 257
West Leg Total: 436

| | |
|---|---|
| Cars | 514 |
| Trucks | 57 |
| Cyclists | 14 |
| Totals | 585 |

| | | | | |
|---|---|---|---|---|
| Cars | 80 | 189 | 44 | 313 |
| Trucks | 7 | 27 | 1 | 35 |
| Cyclists | 0 | 0 | 0 | 0 |
| Totals | 87 | 216 | 45 | |

Peds Cross: ⋈
South Peds: 74
South Entering: 348
South Leg Total: 933

**Comments**

# *Norfolk St @ Paisley Street/Quebec St*

## Mid-day Peak Diagram

**Specified Period**
**From:** 11:00:00
**To:** 14:00:00

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

**Municipality:** Guelph
**Site #:** 0000000008
**Intersection:** Norfolk St & Paisley Street/Quebec S
**TFR File #:** 1
**Count date:** 24-Jul-2018

**Weather conditions:**
Sunny

**Person(s) who counted:**
Mira
Leo

**** Signalized Intersection ****

**Major Road:** Norfolk St runs N/S

North Leg Total: 806
North Entering: 440
North Peds: 101
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 3 | 0 | 3 |
| Trucks | 2 | 39 | 3 | 44 |
| Cars | 43 | 316 | 34 | 393 |
| Totals | 45 | 358 | 37 | |

| | |
|---|---|
| Cyclists | 2 |
| Trucks | 40 |
| Cars | 324 |
| Totals | 366 |

East Leg Total: 456
East Entering: 246
East Peds: 69
Peds Cross: ⧗

Norfolk St

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 8 | 27 | 283 | 318 |

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 40 | 2 | 0 | 42 |
| 113 | 13 | 3 | 129 |
| 70 | 3 | 2 | 75 |
| 223 | 18 | 5 | |

Paisley St

N
W E
S

Quebec St

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 2 | 38 | 40 |
| 3 | 13 | 82 | 98 |
| 0 | 10 | 106 | 116 |
| 3 | 25 | 226 | |

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 187 | 20 | 3 | 210 |

Norfolk St

Peds Cross: ⧗
West Peds: 68
West Entering: 254
West Leg Total: 572

| | |
|---|---|
| Cars | 492 |
| Trucks | 52 |
| Cyclists | 5 |
| Totals | 549 |

| | | | | |
|---|---|---|---|---|
| Cars | 127 | 246 | 71 | 444 |
| Trucks | 12 | 36 | 4 | 52 |
| Cyclists | 5 | 2 | 0 | 7 |
| Totals | 144 | 284 | 75 | |

Peds Cross: ⋈
South Peds: 179
South Entering: 503
South Leg Total: 1052

**Comments**

# *Norfolk St @ Paisley Street/Quebec St*

## Afternoon Peak Diagram

**Specified Period**
**From:** 15:00:00
**To:** 18:00:00

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

**Municipality:** Guelph
**Site #:** 0000000008
**Intersection:** Norfolk St & Paisley Street/Quebec S
**TFR File #:** 1
**Count date:** 24-Jul-2018

**Weather conditions:**
Sunny

**Person(s) who counted:**
Mira
Leo

**** Signalized Intersection ****

**Major Road:** Norfolk St runs N/S

North Leg Total: 1021
North Entering: 518
North Peds: 78
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 6 | 1 | 7 |
| Trucks | 5 | 42 | 2 | 49 |
| Cars | 48 | 385 | 29 | 462 |
| Totals | 53 | 433 | 32 | |

| | |
|---|---|
| Cyclists | 13 |
| Trucks | 57 |
| Cars | 433 |
| Totals | 503 |

East Leg Total: 530
East Entering: 328
East Peds: 78
Peds Cross: ⧗

Norfolk St

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 3 | 33 | 349 | 385 |

Paisley St

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 2 | 2 | 39 | 43 |
| 2 | 15 | 104 | 121 |
| 1 | 11 | 119 | 131 |
| 5 | 28 | 262 | |

N
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| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 52 | 8 | 0 | 60 |
| 166 | 20 | 2 | 188 |
| 75 | 3 | 2 | 80 |
| 293 | 31 | 4 | |

Quebec St

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 177 | 20 | 5 | 202 |

Norfolk St

Peds Cross: ⧗
West Peds: 75
West Entering: 295
West Leg Total: 680

| | |
|---|---|
| Cars | 579 |
| Trucks | 56 |
| Cyclists | 9 |
| Totals | 644 |

| | | | | |
|---|---|---|---|---|
| Cars | 135 | 342 | 44 | 521 |
| Trucks | 8 | 47 | 3 | 58 |
| Cyclists | 1 | 11 | 2 | 14 |
| Totals | 144 | 400 | 49 | |

Peds Cross: ⋈
South Peds: 139
South Entering: 593
South Leg Total: 1237

**Comments**

# *Norfolk St @ Paisley Street/Quebec St*

## Eight Hour Peak Diagram

**Eight Hour Peak**
**From:** 8:00:00
**To:** 16:00:00

**Municipality:** Guelph
**Site #:** 0000000008
**Intersection:** Norfolk St & Paisley Street/Quebec S
**TFR File #:** 1
**Count date:** 24-Jul-2018

**Weather conditions:**
Sunny

**Person(s) who counted:**
Mira
Leo

**** Signalized Intersection ****

**Major Road:** Norfolk St runs N/S

North Leg Total: 4080
North Entering: 2292
North Peds: 413
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 22 | 1 | 23 |
| Trucks | 16 | 222 | 14 | 252 |
| Cars | 156 | 1716 | 145 | 2017 |
| Totals | 172 | 1960 | 160 | |

| | |
|---|---|
| Cyclists | 10 |
| Trucks | 177 |
| Cars | 1601 |
| Totals | 1788 |

East Leg Total: 2032
East Entering: 1028
East Peds: 272
Peds Cross: ⧗

Norfolk St

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 9 | 124 | 1195 | 1328 |

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 189 | 12 | 1 | 202 |
| 497 | 62 | 4 | 563 |
| 250 | 11 | 2 | 263 |
| 936 | 85 | 7 | |

Paisley St

N
W E
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Quebec St

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 7 | 153 | 160 |
| 10 | 74 | 453 | 537 |
| 6 | 53 | 524 | 583 |
| 16 | 134 | 1130 | |

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 889 | 104 | 11 | 1004 |

Norfolk St

Peds Cross: ⧗
West Peds: 327
West Entering: 1280
West Leg Total: 2608

| | |
|---|---|
| Cars | 2490 |
| Trucks | 286 |
| Cyclists | 30 |
| Totals | 2806 |

| | | | | |
|---|---|---|---|---|
| Cars | 542 | 1259 | 291 | 2092 |
| Trucks | 46 | 158 | 16 | 220 |
| Cyclists | 5 | 9 | 0 | 14 |
| Totals | 593 | 1426 | 307 | |

Peds Cross: ⋈
South Peds: 775
South Entering: 2326
South Leg Total: 5132

**Comments**

# *Norfolk St @ Paisley Street/Quebec St*

## Total Count Diagram

**Municipality:** Guelph
**Site #:** 0000000008
**Intersection:** Norfolk St & Paisley Street/Quebec S
**TFR File #:** 1
**Count date:** 24-Jul-2018

**Weather conditions:**
Sunny

**Person(s) who counted:**
Mira
Leo

**** Signalized Intersection ****

**Major Road:** Norfolk St runs N/S

North Leg Total: 6562
North Entering: 3698
North Peds: 579
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 40 | 4 | 44 |
| Trucks | 25 | 355 | 18 | 398 |
| Cars | 265 | 2776 | 215 | 3256 |
| Totals | 290 | 3171 | 237 | |

| | |
|---|---|
| Cyclists | 33 |
| Trucks | 297 |
| Cars | 2534 |
| Totals | 2864 |

East Leg Total: 3244
East Entering: 1736
East Peds: 417
Peds Cross: ⧗

Norfolk St

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 16 | 196 | 2017 | 2229 |

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 290 | 26 | 2 | 318 |
| 873 | 101 | 6 | 980 |
| 416 | 18 | 4 | 438 |
| 1579 | 145 | 12 | |

Paisley St

N
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Quebec St

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 2 | 14 | 239 | 255 |
| 13 | 112 | 723 | 848 |
| 12 | 81 | 847 | 940 |
| 27 | 207 | 1809 | |

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 1336 | 153 | 19 | 1508 |

Norfolk St

Peds Cross: ⧗
West Peds: 486
West Entering: 2043
West Leg Total: 4272

| | |
|---|---|
| Cars | 4039 |
| Trucks | 454 |
| Cyclists | 56 |
| Totals | 4549 |

| | | | | |
|---|---|---|---|---|
| Cars | 879 | 2005 | 398 | 3282 |
| Trucks | 70 | 257 | 23 | 350 |
| Cyclists | 10 | 29 | 2 | 41 |
| Totals | 959 | 2291 | 423 | |

Peds Cross: ⋈
South Peds: 1046
South Entering: 3673
South Leg Total: 8222

**Comments**

# *Norfolk St @ Paisley Street/Quebec St*
## Traffic Count Summary

**Intersection:** Norfolk St & Paisley Street/Quebec | **Count Date:** 24-Jul-2018 | **Municipality:** Guelph

### North Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists: Left | Thru | Right | Grand Total | Total Peds | North/South Total Approaches |
|---|---|---|---|---|---|---|
| 7:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 11 | 349 | 14 | 374 | 10 | 613 |
| 9:00:00 | 23 | 438 | 29 | 490 | 35 | 838 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 36 | 401 | 34 | 471 | 75 | 919 |
| 13:00:00 | 35 | 375 | 42 | 452 | 120 | 962 |
| 14:00:00 | 34 | 366 | 38 | 438 | 100 | 924 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 32 | 380 | 29 | 441 | 83 | 975 |
| 17:00:00 | 37 | 416 | 55 | 508 | 96 | 1088 |
| 18:00:00 | 29 | 446 | 49 | 524 | 60 | 1052 |
| Totals: | 237 | 3171 | 290 | 3698 | 579 | 7371 |

### South Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists: Left | Thru | Right | Grand Total | Total Peds |
|---|---|---|---|---|---|
| 7:00:00 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 67 | 156 | 16 | 239 | 27 |
| 9:00:00 | 87 | 216 | 45 | 348 | 74 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 111 | 282 | 55 | 448 | 123 |
| 13:00:00 | 127 | 304 | 79 | 510 | 265 |
| 14:00:00 | 132 | 288 | 66 | 486 | 149 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 136 | 336 | 62 | 534 | 164 |
| 17:00:00 | 147 | 388 | 45 | 580 | 145 |
| 18:00:00 | 152 | 321 | 55 | 528 | 99 |
| | 959 | 2291 | 423 | 3673 | 1046 |

### East Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists: Left | Thru | Right | Grand Total | Total Peds | East/West Total Approaches |
|---|---|---|---|---|---|---|
| 7:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 21 | 52 | 5 | 78 | 3 | 277 |
| 9:00:00 | 37 | 63 | 22 | 122 | 33 | 379 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 47 | 105 | 52 | 204 | 36 | 472 |
| 13:00:00 | 61 | 125 | 40 | 226 | 84 | 435 |
| 14:00:00 | 70 | 123 | 39 | 232 | 48 | 505 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 48 | 147 | 49 | 244 | 71 | 517 |
| 17:00:00 | 88 | 212 | 64 | 364 | 95 | 633 |
| 18:00:00 | 66 | 153 | 47 | 266 | 47 | 561 |
| Totals: | 438 | 980 | 318 | 1736 | 417 | 3779 |

### West Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists: Left | Thru | Right | Grand Total | Total Peds |
|---|---|---|---|---|---|
| 7:00:00 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 20 | 80 | 99 | 199 | 23 |
| 9:00:00 | 25 | 122 | 110 | 257 | 35 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 32 | 119 | 117 | 268 | 78 |
| 13:00:00 | 20 | 97 | 92 | 209 | 88 |
| 14:00:00 | 45 | 102 | 126 | 273 | 60 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 38 | 97 | 138 | 273 | 66 |
| 17:00:00 | 39 | 119 | 111 | 269 | 70 |
| 18:00:00 | 36 | 112 | 147 | 295 | 66 |
| | 255 | 848 | 940 | 2043 | 486 |

### Calculated Values for Traffic Crossing Major Street

| Hours Ending: | 8:00 | 9:00 | 12:00 | 13:00 | 14:00 | 16:00 | 17:00 | 18:00 |
|---|---|---|---|---|---|---|---|---|
| Crossing Values: | 158 | 293 | 396 | 591 | 487 | 480 | 580 | 414 |

# *Yarmouth St*

## Morning Peak Diagram

**Specified Period**
**From:** 7:00:00
**To:** 9:00:00

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

**Municipality:** Guelph
**Site #:** 0000000007
**Intersection:** Norfolk Street & Paisley Street/Quet
**TFR File #:** 1
**Count date:** 24-Jul-2018

**Weather conditions:**
Sunny

**Person(s) who counted:**
Leo

**** Signalized Intersection ****

**Major Road:** Norfolk Street runs N/S

North Leg Total: 46
North Entering: 4
North Peds: 0
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 0 | 0 | 0 |
| Trucks | 0 | 0 | 0 | 0 |
| Cars | 0 | 4 | 0 | 4 |
| Totals | 0 | 4 | 0 | |

| | |
|---|---|
| Cyclists | 1 |
| Trucks | 2 |
| Cars | 39 |
| Totals | 42 |

East Leg Total: 50
East Entering: 5
East Peds: 37
Peds Cross: ⧗

Norfolk St

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 1 | 4 | 5 |

Paisley St

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 4 | 1 | 0 | 5 |
| 0 | 0 | 0 | 0 |
| 4 | 1 | 0 | |

N
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| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 1 | 44 | 45 |
| 0 | 0 | 0 | 0 |
| 0 | 1 | 44 | |

Quebec St

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 44 | 1 | 0 | 45 |

Norfolk St

Peds Cross: ⧗
West Peds: 0
West Entering: 45
West Leg Total: 50

| | |
|---|---|
| Cars | 4 |
| Trucks | 0 |
| Cyclists | 0 |
| Totals | 4 |

| | | | | |
|---|---|---|---|---|
| Cars | 0 | 39 | 0 | 39 |
| Trucks | 0 | 2 | 0 | 2 |
| Cyclists | 0 | 1 | 0 | 1 |
| Totals | 0 | 42 | 0 | |

Peds Cross: ⋈
South Peds: 0
South Entering: 42
South Leg Total: 46

**Comments**

# *Yarmouth St*

## Mid-day Peak Diagram

**Specified Period**
**From:** 11:00:00
**To:** 14:00:00

**One Hour Peak**
**From:** 12:30:00
**To:** 13:30:00

**Municipality:** Guelph
**Site #:** 0000000007
**Intersection:** Norfolk Street & Paisley Street/Quet
**TFR File #:** 1
**Count date:** 24-Jul-2018

**Weather conditions:**
Sunny

**Person(s) who counted:**
Leo

**** Signalized Intersection ****

**Major Road:** Norfolk Street runs N/S

North Leg Total: 49
North Entering: 4
North Peds: 0
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 0 | 0 | 0 |
| Trucks | 0 | 0 | 0 | 0 |
| Cars | 0 | 4 | 0 | 4 |
| Totals | 0 | 4 | 0 | |

| | |
|---|---|
| Cyclists | 1 |
| Trucks | 4 |
| Cars | 40 |
| Totals | 45 |

East Leg Total: 94
East Entering: 29
East Peds: 98
Peds Cross: ⧗

Norfolk St

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 4 | 25 | 29 |

Paisley St

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 5 | 60 | 65 |
| 0 | 0 | 0 | 0 |
| 0 | 5 | 60 | |

N
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| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 25 | 4 | 0 | 29 |
| 0 | 0 | 0 | 0 |
| 25 | 4 | 0 | |

Quebec St

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 60 | 5 | 0 | 65 |

Peds Cross: ⧗
West Peds: 0
West Entering: 65
West Leg Total: 94

| | |
|---|---|
| Cars | 4 |
| Trucks | 0 |
| Cyclists | 0 |
| Totals | 4 |

Norfolk St

| | | | | |
|---|---|---|---|---|
| Cars | 0 | 40 | 0 | 40 |
| Trucks | 0 | 4 | 0 | 4 |
| Cyclists | 0 | 1 | 0 | 1 |
| Totals | 0 | 45 | 0 | |

Peds Cross: ⋈
South Peds: 0
South Entering: 45
South Leg Total: 49

**Comments**

# *Yarmouth St*

## Afternoon Peak Diagram

**Specified Period**
**From:** 15:00:00
**To:** 18:00:00

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

**Municipality:** Guelph
**Site #:** 0000000007
**Intersection:** Norfolk Street & Paisley Street/Quet
**TFR File #:** 1
**Count date:** 24-Jul-2018

**Weather conditions:**
Sunny

**Person(s) who counted:**
Leo

**** Signalized Intersection ****

**Major Road:** Norfolk Street runs N/S

North Leg Total: 47
North Entering: 3
North Peds: 0
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 0 | 0 | 0 |
| Trucks | 0 | 0 | 0 | 0 |
| Cars | 0 | 3 | 0 | 3 |
| Totals | 0 | 3 | 0 | |

| | |
|---|---|
| Cyclists | 1 |
| Trucks | 2 |
| Cars | 41 |
| Totals | 44 |

East Leg Total: 77
East Entering: 19
East Peds: 51
Peds Cross: ⧗

Norfolk St

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 1 | 18 | 19 |

Paisley St

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 1 | 5 | 52 | 58 |
| 0 | 0 | 0 | 0 |
| 1 | 5 | 52 | |

N
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| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 18 | 1 | 0 | 19 |
| 0 | 0 | 0 | 0 |
| 18 | 1 | 0 | |

Quebec St

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 52 | 5 | 1 | 58 |

Norfolk St

Peds Cross: ⧗
West Peds: 0
West Entering: 58
West Leg Total: 77

| | |
|---|---|
| Cars | 3 |
| Trucks | 0 |
| Cyclists | 0 |
| Totals | 3 |

| | | | | |
|---|---|---|---|---|
| Cars | 0 | 41 | 0 | 41 |
| Trucks | 0 | 2 | 0 | 2 |
| Cyclists | 0 | 1 | 0 | 1 |
| Totals | 0 | 44 | 0 | |

Peds Cross: ⋈
South Peds: 0
South Entering: 44
South Leg Total: 47

**Comments**

# *Yarmouth St*

## Eight Hour Peak Diagram

**Eight Hour Peak**
**From:** 8:00:00
**To:** 16:00:00

**Municipality:** Guelph
**Site #:** 0000000007
**Intersection:** Norfolk Street & Paisley Street/Quet
**TFR File #:** 1
**Count date:** 24-Jul-2018

**Weather conditions:**
Sunny

**Person(s) who counted:**
Leo

**** Signalized Intersection ****

**Major Road:** Norfolk Street runs N/S

North Leg Total: 216
North Entering: 28
North Peds: 0
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 2 | 0 | 2 |
| Trucks | 0 | 2 | 0 | 2 |
| Cars | 0 | 24 | 0 | 24 |
| Totals | 0 | 28 | 0 | |

| | |
|---|---|
| Cyclists | 3 |
| Trucks | 16 |
| Cars | 169 |
| Totals | 188 |

East Leg Total: 317
East Entering: 80
East Peds: 321
Peds Cross: ⧗

Norfolk St

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 13 | 67 | 80 |

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 67 | 13 | 0 | 80 |
| 0 | 0 | 0 | 0 |
| 67 | 13 | 0 | |

Paisley St

N
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Quebec St

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 2 | 12 | 223 | 237 |
| 0 | 0 | 0 | 0 |
| 2 | 12 | 223 | |

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 223 | 12 | 2 | 237 |

Norfolk St

Peds Cross: ⧗
West Peds: 0
West Entering: 237
West Leg Total: 317

| | |
|---|---|
| Cars | 24 |
| Trucks | 2 |
| Cyclists | 2 |
| Totals | 28 |

| | | | | |
|---|---|---|---|---|
| Cars | 0 | 169 | 0 | 169 |
| Trucks | 0 | 16 | 0 | 16 |
| Cyclists | 0 | 3 | 0 | 3 |
| Totals | 0 | 188 | 0 | |

Peds Cross: ⋈
South Peds: 0
South Entering: 188
South Leg Total: 216

**Comments**

# *Yarmouth St*

## Total Count Diagram

**Municipality:** Guelph
**Site #:** 0000000007
**Intersection:** Norfolk Street & Paisley Street/Quet
**TFR File #:** 1
**Count date:** 24-Jul-2018

**Weather conditions:**
Sunny

**Person(s) who counted:**
Leo

**** Signalized Intersection ****

**Major Road:** Norfolk Street runs N/S

North Leg Total: 317
North Entering: 39
North Peds: 0
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 2 | 0 | 2 |
| Trucks | 0 | 3 | 0 | 3 |
| Cars | 0 | 34 | 0 | 34 |
| Totals | 0 | 39 | 0 | |

| | |
|---|---|
| Cyclists | 4 |
| Trucks | 20 |
| Cars | 254 |
| Totals | 278 |

East Leg Total: 504
East Entering: 121
East Peds: 481
Peds Cross: ⧗

Norfolk St

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 18 | 103 | 121 |

Paisley St

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 103 | 18 | 0 | 121 |
| 0 | 0 | 0 | 0 |
| 103 | 18 | 0 | |

N
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| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 4 | 23 | 356 | 383 |
| 0 | 0 | 0 | 0 |
| 4 | 23 | 356 | |

Quebec St

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 356 | 23 | 4 | 383 |

Norfolk St

Peds Cross: ⧗
West Peds: 0
West Entering: 383
West Leg Total: 504

| | |
|---|---|
| Cars | 34 |
| Trucks | 3 |
| Cyclists | 2 |
| Totals | 39 |

| | | | | |
|---|---|---|---|---|
| Cars | 0 | 254 | 0 | 254 |
| Trucks | 0 | 20 | 0 | 20 |
| Cyclists | 0 | 4 | 0 | 4 |
| Totals | 0 | 278 | 0 | |

Peds Cross: ⋈
South Peds: 0
South Entering: 278
South Leg Total: 317

**Comments**

# *Yarmouth St*
# Traffic Count Summary

**Intersection:** Norfolk Street & Paisley Street/Que | **Count Date:** 24-Jul-2018 | **Municipality:** Guelph

## North Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists: Left | Thru | Right | Grand Total | Total Peds | North/South Total Approaches |
|---|---|---|---|---|---|---|
| 7:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 0 | 2 | 0 | 2 | 0 | 19 |
| 9:00:00 | 0 | 4 | 0 | 4 | 0 | 46 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 0 | 4 | 0 | 4 | 0 | 35 |
| 13:00:00 | 0 | 4 | 0 | 4 | 0 | 49 |
| 14:00:00 | 0 | 5 | 0 | 5 | 0 | 40 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 0 | 11 | 0 | 11 | 0 | 46 |
| 17:00:00 | 0 | 6 | 0 | 6 | 0 | 35 |
| 18:00:00 | 0 | 3 | 0 | 3 | 0 | 47 |
| Totals: | 0 | 39 | 0 | 39 | 0 | 317 |

## South Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists: Left | Thru | Right | Grand Total | Total Peds |
|---|---|---|---|---|---|
| 7:00:00 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 0 | 17 | 0 | 17 | 0 |
| 9:00:00 | 0 | 42 | 0 | 42 | 0 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 0 | 31 | 0 | 31 | 0 |
| 13:00:00 | 0 | 45 | 0 | 45 | 0 |
| 14:00:00 | 0 | 35 | 0 | 35 | 0 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 0 | 35 | 0 | 35 | 0 |
| 17:00:00 | 0 | 29 | 0 | 29 | 0 |
| 18:00:00 | 0 | 44 | 0 | 44 | 0 |
| | 0 | 278 | 0 | 278 | 0 |

## East Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists: Left | Thru | Right | Grand Total | Total Peds | East/West Total Approaches |
|---|---|---|---|---|---|---|
| 7:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 0 | 4 | 0 | 4 | 14 | 34 |
| 9:00:00 | 0 | 5 | 0 | 5 | 37 | 50 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 0 | 14 | 0 | 14 | 63 | 54 |
| 13:00:00 | 0 | 19 | 0 | 19 | 78 | 66 |
| 14:00:00 | 0 | 28 | 0 | 28 | 81 | 84 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 0 | 14 | 0 | 14 | 62 | 63 |
| 17:00:00 | 0 | 18 | 0 | 18 | 95 | 76 |
| 18:00:00 | 0 | 19 | 0 | 19 | 51 | 77 |
| Totals: | 0 | 121 | 0 | 121 | 481 | 504 |

## West Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists: Left | Thru | Right | Grand Total | Total Peds |
|---|---|---|---|---|---|
| 7:00:00 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 0 | 30 | 0 | 30 | 0 |
| 9:00:00 | 0 | 45 | 0 | 45 | 0 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 0 | 40 | 0 | 40 | 0 |
| 13:00:00 | 0 | 47 | 0 | 47 | 0 |
| 14:00:00 | 0 | 56 | 0 | 56 | 0 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 0 | 49 | 0 | 49 | 0 |
| 17:00:00 | 0 | 58 | 0 | 58 | 0 |
| 18:00:00 | 0 | 58 | 0 | 58 | 0 |
| | 0 | 383 | 0 | 383 | 0 |

## Calculated Values for Traffic Crossing Major Street

| Hours Ending: | 8:00 | 9:00 | 12:00 | 13:00 | 14:00 | 16:00 | 17:00 | 18:00 |
|---|---|---|---|---|---|---|---|---|
| Crossing Values: | 30 | 45 | 40 | 47 | 56 | 49 | 58 | 58 |

# Accu-Traffic Inc.

## Mid-day Peak Diagram

**Specified Period**
**From:** 11:00:00
**To:** 15:00:00

**One Hour Peak**
**From:** 11:15:00
**To:** 12:15:00

**Municipality:** Guelph
**Site #:** 1916000003
**Intersection:** Norfolk St & Quebec St
**TFR File #:** 1
**Count date:** 28-Sep-19

**Weather conditions:**

**Person counted:**
**Person prepared:**
**Person checked:**

**** Signalized Intersection ****

**Major Road:** Norfolk St runs N/S

| | |
|---|---|
| North Leg Total: | 866 |
| North Entering: | 503 |
| North Peds: | 25 |
| Peds Cross: | ⋈ |

| | | | | |
|---|---|---|---|---|
| Heavys | 0 | 0 | 0 | 0 |
| Trucks | 0 | 0 | 0 | 0 |
| Cars | 63 | 401 | 39 | 503 |
| Totals | 63 | 401 | 39 | |

| | |
|---|---|
| Heavys | 0 |
| Trucks | 2 |
| Cars | 361 |
| Totals | 363 |

| | |
|---|---|
| East Leg Total: | 487 |
| East Entering: | 260 |
| East Peds: | 10 |
| Peds Cross: | ⧗ |

Norfolk St

| Heavys | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 364 | 364 |

Paisley St

| Cars | Trucks | Heavys | Totals |
|---|---|---|---|
| 39 | 0 | 0 | 39 |
| 153 | 0 | 0 | 153 |
| 67 | 1 | 0 | 68 |
| 259 | 1 | 0 | |

N
W E
S

| Heavys | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 37 | 37 |
| 0 | 0 | 114 | 114 |
| 0 | 0 | 150 | 150 |
| 0 | 0 | 301 | |

Quebec St

| Cars | Trucks | Heavys | Totals |
|---|---|---|---|
| 226 | 1 | 0 | 227 |

Norfolk St

| | |
|---|---|
| Peds Cross: | ⧗ |
| West Peds: | 39 |
| West Entering: | 301 |
| West Leg Total: | 665 |

| | |
|---|---|
| Cars | 618 |
| Trucks | 1 |
| Heavys | 0 |
| Totals | 619 |

| | | | | |
|---|---|---|---|---|
| Cars | 148 | 285 | 73 | 506 |
| Trucks | 0 | 2 | 1 | 3 |
| Heavys | 0 | 0 | 0 | 0 |
| Totals | 148 | 287 | 74 | |

| | |
|---|---|
| Peds Cross: | ⋈ |
| South Peds: | 77 |
| South Entering: | 509 |
| South Leg Total: | 1128 |

**Comments**

# Accu-Traffic Inc.

## Total Count Diagram

**Municipality:** Guelph
**Site #:** 1916000003
**Intersection:** Norfolk St & Quebec St
**TFR File #:** 1
**Count date:** 28-Sep-19

**Weather conditions:**

**Person counted:**
**Person prepared:**
**Person checked:**

**** Signalized Intersection ****

**Major Road:** Norfolk St runs N/S

North Leg Total: 3278
North Entering: 1870
North Peds: 167
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Heavys | 0 | 1 | 0 | 1 |
| Trucks | 0 | 3 | 0 | 3 |
| Cars | 221 | 1503 | 142 | 1866 |
| Totals | 221 | 1507 | 142 | |

| | |
|---|---|
| Heavys | 0 |
| Trucks | 2 |
| Cars | 1406 |
| Totals | 1408 |

East Leg Total: 1773
East Entering: 970
East Peds: 62
Peds Cross: ⧗

Norfolk St

| Heavys | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 1307 | 1307 |

Paisley St

| Cars | Trucks | Heavys | Totals |
|---|---|---|---|
| 148 | 0 | 0 | 148 |
| 543 | 0 | 0 | 543 |
| 278 | 1 | 0 | 279 |
| 969 | 1 | 0 | |

N
W E
S

| Heavys | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 161 | 161 |
| 0 | 0 | 435 | 435 |
| 0 | 0 | 538 | 538 |
| 0 | 0 | 1134 | |

Quebec St

| Cars | Trucks | Heavys | Totals |
|---|---|---|---|
| 802 | 1 | 0 | 803 |

Norfolk St

Peds Cross: ⧗
West Peds: 205
West Entering: 1134
West Leg Total: 2441

| | |
|---|---|
| Cars | 2319 |
| Trucks | 4 |
| Heavys | 1 |
| Totals | 2324 |

| | | | | |
|---|---|---|---|---|
| Cars | 543 | 1097 | 225 | 1865 |
| Trucks | 0 | 2 | 1 | 3 |
| Heavys | 0 | 0 | 0 | 0 |
| Totals | 543 | 1099 | 226 | |

Peds Cross: ⋈
South Peds: 341
South Entering: 1868
South Leg Total: 4192

**Comments**

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# *Accu-Traffic Inc.*

# Traffic Count Summary

**Intersection:** Norfolk St & Quebec St | **Count Date:** 28-Sep-19 | **Municipality:** Guelph

| North Approach Totals | | | | | | North/South Total Approaches | South Approach Totals | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Ending | Includes Cars, Trucks, & Heavys | | | | Total Peds | | Hour Ending | Includes Cars, Trucks, & Heavys | | | | Total Peds |
| | Left | Thru | Right | Grand Total | | | | Left | Thru | Right | Grand Total | |
| *11:00:00* | *0* | *0* | *0* | *0* | *0* | *0* | *11:00:00* | *0* | *0* | *0* | *0* | *0* |
| *12:00:00* | *43* | *398* | *60* | *501* | *27* | *1004* | *12:00:00* | *141* | *292* | *70* | *503* | *81* |
| *13:00:00* | *43* | *389* | *56* | *488* | *34* | *974* | *13:00:00* | *144* | *292* | *50* | *486* | *78* |
| *14:00:00* | *27* | *372* | *56* | *455* | *48* | *906* | *14:00:00* | *130* | *262* | *59* | *451* | *86* |
| *15:00:00* | *29* | *348* | *49* | *426* | *58* | *854* | *15:00:00* | *128* | *253* | *47* | *428* | *96* |
| Totals: | 142 | 1507 | 221 | 1870 | 167 | 3738 | S Totals: | 543 | 1099 | 226 | 1868 | 341 |

| East Approach Totals | | | | | | East/West Total Approaches | West Approach Totals | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Ending | Includes Cars, Trucks, & Heavys | | | | Total Peds | | Hour Ending | Includes Cars, Trucks, & Heavys | | | | Total Peds |
| | Left | Thru | Right | Grand Total | | | | Left | Thru | Right | Grand Total | |
| *11:00:00* | *0* | *0* | *0* | *0* | *0* | *0* | *11:00:00* | *0* | *0* | *0* | *0* | *0* |
| *12:00:00* | *66* | *136* | *32* | *234* | *11* | *518* | *12:00:00* | *33* | *103* | *148* | *284* | *19* |
| *13:00:00* | *64* | *143* | *45* | *252* | *13* | *544* | *13:00:00* | *48* | *115* | *129* | *292* | *64* |
| *14:00:00* | *74* | *134* | *40* | *248* | *16* | *524* | *14:00:00* | *48* | *109* | *119* | *276* | *40* |
| *15:00:00* | *75* | *130* | *31* | *236* | *22* | *518* | *15:00:00* | *32* | *108* | *142* | *282* | *82* |
| Totals: | 279 | 543 | 148 | 970 | 62 | 2104 | W Totals: | 161 | 435 | 538 | 1134 | 205 |

**Calculated Values for Traffic Crossing Major Street**

| Hours Ending: | *11:00* | *12:00* | *13:00* | *14:00* | *15:00* | *0:00* | *0:00* | *0:00* |
|---|---|---|---|---|---|---|---|---|
| Crossing Values: | *0* | *343* | *367* | *390* | *391* | *0* | *0* | *0* |

# Accu-Traffic Inc.

**Count Date: 28-Sep-19 Site #: 1916000003**

| Interval Time | Passenger Cars - North Approach | | | | | | Trucks - North Approach | | | | | | Heavys - North Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | North Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15:00 | 17 | 17 | 100 | 100 | 15 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 |
| 11:30:00 | 25 | 8 | 198 | 98 | 28 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 2 |
| 11:45:00 | 32 | 7 | 294 | 96 | 46 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 7 |
| 12:00:00 | 43 | 11 | 398 | 104 | 60 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 8 |
| 12:15:00 | 56 | 13 | 501 | 103 | 78 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 8 |
| 12:30:00 | 66 | 10 | 590 | 89 | 94 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 13 |
| 12:45:00 | 79 | 13 | 699 | 109 | 107 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 6 |
| 13:00:00 | 86 | 7 | 787 | 88 | 116 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 7 |
| 13:15:00 | 94 | 8 | 876 | 89 | 132 | 16 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 7 |
| 13:30:00 | 97 | 3 | 974 | 98 | 144 | 12 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 17 |
| 13:45:00 | 104 | 7 | 1065 | 91 | 156 | 12 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 17 |
| 14:00:00 | 113 | 9 | 1158 | 93 | 172 | 16 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 7 |
| 14:15:00 | 121 | 8 | 1238 | 80 | 183 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 13 |
| 14:30:00 | 128 | 7 | 1316 | 78 | 195 | 12 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 | 8 |
| 14:45:00 | 134 | 6 | 1408 | 92 | 211 | 16 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 150 | 20 |
| 15:00:00 | 142 | 8 | 1503 | 95 | 221 | 10 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 167 | 17 |
| 15:15:00 | 142 | 0 | 1503 | 0 | 221 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 167 | 0 |
| 15:15:15 | 142 | 0 | 1503 | 0 | 221 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 167 | 0 |

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

**Count Date: 28-Sep-19 Site #: 1916000003**

| Interval Time | Passenger Cars - East Approach | | | | | | Trucks - East Approach | | | | | | Heavys - East Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | East Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15:00 | 13 | 13 | 28 | 28 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 |
| 11:30:00 | 30 | 17 | 66 | 38 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 |
| 11:45:00 | 46 | 16 | 105 | 39 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 |
| 12:00:00 | 65 | 19 | 136 | 31 | 32 | 15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 |
| 12:15:00 | 80 | 15 | 181 | 45 | 48 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 7 |
| 12:30:00 | 98 | 18 | 220 | 39 | 57 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 |
| 12:45:00 | 110 | 12 | 247 | 27 | 67 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 |
| 13:00:00 | 129 | 19 | 279 | 32 | 77 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 6 |
| 13:15:00 | 141 | 12 | 307 | 28 | 86 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 2 |
| 13:30:00 | 162 | 21 | 341 | 34 | 100 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 9 |
| 13:45:00 | 185 | 23 | 376 | 35 | 109 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 3 |
| 14:00:00 | 203 | 18 | 413 | 37 | 117 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 2 |
| 14:15:00 | 222 | 19 | 448 | 35 | 130 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 1 |
| 14:30:00 | 239 | 17 | 484 | 36 | 133 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 5 |
| 14:45:00 | 257 | 18 | 514 | 30 | 141 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 11 |
| 15:00:00 | 278 | 21 | 543 | 29 | 148 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 5 |
| 15:15:00 | 278 | 0 | 543 | 0 | 148 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 0 |
| 15:15:15 | 278 | 0 | 543 | 0 | 148 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 0 |

# Accu-Traffic Inc.

**Count Date: 28-Sep-19 Site #: 1916000003**

| Interval Time | Passenger Cars - South Approach | | | | | | Trucks - South Approach | | | | | | Heavys - South Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | South Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15:00 | 33 | 33 | 72 | 72 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 17 |
| 11:30:00 | 67 | 34 | 154 | 82 | 30 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 32 |
| 11:45:00 | 101 | 34 | 219 | 65 | 51 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 22 |
| 12:00:00 | 141 | 40 | 290 | 71 | 70 | 19 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 10 |
| 12:15:00 | 181 | 40 | 357 | 67 | 84 | 14 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 13 |
| 12:30:00 | 215 | 34 | 439 | 82 | 93 | 9 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 28 |
| 12:45:00 | 252 | 37 | 514 | 75 | 105 | 12 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141 | 19 |
| 13:00:00 | 285 | 33 | 582 | 68 | 119 | 14 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 159 | 18 |
| 13:15:00 | 323 | 38 | 647 | 65 | 133 | 14 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 180 | 21 |
| 13:30:00 | 355 | 32 | 727 | 80 | 147 | 14 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 | 20 |
| 13:45:00 | 379 | 24 | 788 | 61 | 160 | 13 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 215 | 15 |
| 14:00:00 | 415 | 36 | 844 | 56 | 178 | 18 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 245 | 30 |
| 14:15:00 | 455 | 40 | 890 | 46 | 196 | 18 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 271 | 26 |
| 14:30:00 | 481 | 26 | 955 | 65 | 204 | 8 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 286 | 15 |
| 14:45:00 | 514 | 33 | 1022 | 67 | 219 | 15 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 314 | 28 |
| 15:00:00 | 543 | 29 | 1097 | 75 | 225 | 6 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 341 | 27 |
| 15:15:00 | 543 | 0 | 1097 | 0 | 225 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 341 | 0 |
| 15:15:15 | 543 | 0 | 1097 | 0 | 225 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 341 | 0 |

# Accu-Traffic Inc.

**Count Date: 28-Sep-19 Site #: 1916000003**

| Interval Time | Passenger Cars - West Approach | | | | | | Trucks - West Approach | | | | | | Heavys - West Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | West Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15:00 | 10 | 10 | 22 | 22 | 28 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 11:30:00 | 15 | 5 | 50 | 28 | 68 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 |
| 11:45:00 | 22 | 7 | 76 | 26 | 112 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 4 |
| 12:00:00 | 33 | 11 | 103 | 27 | 148 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 12 |
| 12:15:00 | 47 | 14 | 136 | 33 | 178 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 22 |
| 12:30:00 | 58 | 11 | 164 | 28 | 212 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 30 |
| 12:45:00 | 72 | 14 | 190 | 26 | 240 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 2 |
| 13:00:00 | 81 | 9 | 218 | 28 | 277 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 10 |
| 13:15:00 | 93 | 12 | 247 | 29 | 308 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 4 |
| 13:30:00 | 105 | 12 | 273 | 26 | 338 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 5 |
| 13:45:00 | 119 | 14 | 303 | 30 | 367 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 15 |
| 14:00:00 | 129 | 10 | 327 | 24 | 396 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 | 16 |
| 14:15:00 | 137 | 8 | 365 | 38 | 427 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 21 |
| 14:30:00 | 145 | 8 | 380 | 15 | 461 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 152 | 8 |
| 14:45:00 | 151 | 6 | 410 | 30 | 500 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 169 | 17 |
| 15:00:00 | 161 | 10 | 435 | 25 | 538 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 205 | 36 |
| 15:15:00 | 161 | 0 | 435 | 0 | 538 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 205 | 0 |
| 15:15:15 | 161 | 0 | 435 | 0 | 538 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 205 | 0 |

# Accu-Traffic Inc.

## Mid-day Peak Diagram

**Specified Period**
**From:** 11:00:00
**To:** 15:00:00

**One Hour Peak**
**From:** 11:15:00
**To:** 12:15:00

**Municipality:** Guelph
**Site #:** 1916000003
**Intersection:** Yarmouth St & Quebec St
**TFR File #:** 1
**Count date:** 28-Sep-19

**Weather conditions:**

**Person counted:**
**Person prepared:**
**Person checked:**

**** Signalized Intersection ****

**Major Road:** Yarmouth St runs N/S

North Leg Total: 153
North Entering: 9
North Peds: 0
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Heavys | 0 | 0 | 0 | 0 |
| Trucks | 0 | 0 | 0 | 0 |
| Cars | 0 | 0 | 9 | 9 |
| Totals | 0 | 0 | 9 | |

| | |
|---|---|
| Heavys | 0 |
| Trucks | 0 |
| Cars | 144 |
| Totals | 144 |

East Leg Total: 44
East Entering: 35
East Peds: 0
Peds Cross: ⧗

Yarmouth St

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

Paisley St

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

N
W E
S

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

Quebec St

| Cars | Trucks | Heavys | Totals |
|---|---|---|---|
| 9 | 0 | 0 | 9 |

Norfolk St

Peds Cross: ⧗
West Peds: 0
West Entering: 58
West Leg Total: 58

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

| | | | | |
|---|---|---|---|---|
| Cars | 0 | 51 | 0 | 51 |
| Trucks | 0 | 0 | 0 | 0 |
| Heavys | 0 | 0 | 0 | 0 |
| Totals | 0 | 51 | 0 | |

Peds Cross: ⋈
South Peds: 0
South Entering: 51
South Leg Total: 51

## Comments

Traffic from all approaches to Yarmouth St

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

## Total Count Diagram

**Municipality:** Guelph
**Site #:** 1916000003
**Intersection:** Yarmouth St & Quebec St
**TFR File #:** 1
**Count date:** 28-Sep-19

**Weather conditions:**

**Person counted:**
**Person prepared:**
**Person checked:**

**** Signalized Intersection ****

**Major Road:** Yarmouth St runs N/S

| | |
|---|---|
| North Leg Total: | 543 |
| North Entering: | 41 |
| North Peds: | 0 |
| Peds Cross: | ⋈ |

| | | | | |
|---|---|---|---|---|
| Heavys | 0 | 0 | 0 | 0 |
| Trucks | 0 | 0 | 0 | 0 |
| Cars | 0 | 0 | 41 | 41 |
| Totals | 0 | 0 | 41 | |

| | |
|---|---|
| Heavys | 0 |
| Trucks | 0 |
| Cars | 502 |
| Totals | 502 |

| | |
|---|---|
| East Leg Total: | 144 |
| East Entering: | 103 |
| East Peds: | 0 |
| Peds Cross: | ⧗ |

Yarmouth St

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

Paisley St

| Cars | Trucks | Heavys | Totals |
|---|---|---|---|
| 103 | 0 | 0 | 103 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 103 | 0 | 0 | |

N
W E
S

| Heavys | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 219 | 219 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 219 | |

Quebec St

| Cars | Trucks | Heavys | Totals |
|---|---|---|---|
| 41 | 0 | 0 | 41 |

Norfolk St

| | |
|---|---|
| Peds Cross: | ⧗ |
| West Peds: | 0 |
| West Entering: | 219 |
| West Leg Total: | 219 |

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

| | | | | |
|---|---|---|---|---|
| Cars | 0 | 180 | 0 | 180 |
| Trucks | 0 | 0 | 0 | 0 |
| Heavys | 0 | 0 | 0 | 0 |
| Totals | 0 | 180 | 0 | |

| | |
|---|---|
| Peds Cross: | ⋈ |
| South Peds: | 0 |
| South Entering: | 180 |
| South Leg Total: | 180 |

### Comments

Traffic from all approaches to Yarmouth St

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# *Accu-Traffic Inc.*

# Traffic Count Summary

**Intersection:** Yarmouth St & Quebec St | **Count Date:** 28-Sep-19 | **Municipality:** Guelph

## North Approach Totals

| Hour Ending | Includes Cars, Trucks, & Heavys | | | | Total Peds | North/South Total Approaches |
|---|---|---|---|---|---|---|
| | Left | Thru | Right | Grand Total | | |
| *11:00:00* | *0* | *0* | *0* | *0* | *0* | *0* |
| *12:00:00* | *14* | *0* | *0* | *14* | *0* | *64* |
| *13:00:00* | *11* | *0* | *0* | *11* | *0* | *54* |
| *14:00:00* | *11* | *0* | *0* | *11* | *0* | *55* |
| *15:00:00* | *5* | *0* | *0* | *5* | *0* | *48* |
| Totals: | 41 | 0 | 0 | 41 | 0 | 221 |

## South Approach Totals

| Hour Ending | Includes Cars, Trucks, & Heavys | | | | Total Peds |
|---|---|---|---|---|---|
| | Left | Thru | Right | Grand Total | |
| *11:00:00* | *0* | *0* | *0* | *0* | *0* |
| *12:00:00* | *0* | *50* | *0* | *50* | *0* |
| *13:00:00* | *0* | *43* | *0* | *43* | *0* |
| *14:00:00* | *0* | *44* | *0* | *44* | *0* |
| *15:00:00* | *0* | *43* | *0* | *43* | *0* |
| S Totals: | 0 | 180 | 0 | 180 | 0 |

## East Approach Totals

| Hour Ending | Includes Cars, Trucks, & Heavys | | | | Total Peds | East/West Total Approaches |
|---|---|---|---|---|---|---|
| | Left | Thru | Right | Grand Total | | |
| *11:00:00* | *0* | *0* | *0* | *0* | *0* | *0* |
| *12:00:00* | *0* | *0* | *35* | *35* | *0* | *84* |
| *13:00:00* | *0* | *0* | *21* | *21* | *0* | *75* |
| *14:00:00* | *0* | *0* | *23* | *23* | *0* | *79* |
| *15:00:00* | *0* | *0* | *24* | *24* | *0* | *84* |
| Totals: | 0 | 0 | 103 | 103 | 0 | 322 |

## West Approach Totals

| Hour Ending | Includes Cars, Trucks, & Heavys | | | | Total Peds |
|---|---|---|---|---|---|
| | Left | Thru | Right | Grand Total | |
| *11:00:00* | *0* | *0* | *0* | *0* | *0* |
| *12:00:00* | *49* | *0* | *0* | *49* | *0* |
| *13:00:00* | *54* | *0* | *0* | *54* | *0* |
| *14:00:00* | *56* | *0* | *0* | *56* | *0* |
| *15:00:00* | *60* | *0* | *0* | *60* | *0* |
| W Totals: | 219 | 0 | 0 | 219 | 0 |

## Calculated Values for Traffic Crossing Major Street

| Hours Ending: | *11:00* | *12:00* | *13:00* | *14:00* | *15:00* | *0:00* | *0:00* | *0:00* |
|---|---|---|---|---|---|---|---|---|
| Crossing Values: | *0* | *49* | *54* | *56* | *60* | *0* | *0* | *0* |

# Accu-Traffic Inc.

**Count Date: 28-Sep-19 Site #: 1916000003**

| Interval Time | Passenger Cars - North Approach | | | | | | Trucks - North Approach | | | | | | Heavys - North Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | North Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15:00 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30:00 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45:00 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15:00 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30:00 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45:00 | 23 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00:00 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15:00 | 29 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30:00 | 31 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45:00 | 33 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00:00 | 36 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15:00 | 38 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30:00 | 40 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45:00 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00:00 | 41 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15:00 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15:15 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Accu-Traffic Inc.

**Count Date: 28-Sep-19 Site #: 1916000003**

| Interval Time | Passenger Cars - East Approach | | | | | | Trucks - East Approach | | | | | | Heavys - East Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | East Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15:00 | 0 | 0 | 0 | 0 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30:00 | 0 | 0 | 0 | 0 | 22 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45:00 | 0 | 0 | 0 | 0 | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 0 | 0 | 0 | 0 | 35 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15:00 | 0 | 0 | 0 | 0 | 44 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30:00 | 0 | 0 | 0 | 0 | 47 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45:00 | 0 | 0 | 0 | 0 | 50 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00:00 | 0 | 0 | 0 | 0 | 56 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15:00 | 0 | 0 | 0 | 0 | 62 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30:00 | 0 | 0 | 0 | 0 | 71 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45:00 | 0 | 0 | 0 | 0 | 76 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00:00 | 0 | 0 | 0 | 0 | 79 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15:00 | 0 | 0 | 0 | 0 | 82 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30:00 | 0 | 0 | 0 | 0 | 87 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45:00 | 0 | 0 | 0 | 0 | 96 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00:00 | 0 | 0 | 0 | 0 | 103 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15:00 | 0 | 0 | 0 | 0 | 103 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15:15 | 0 | 0 | 0 | 0 | 103 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Accu-Traffic Inc.

**Count Date: 28-Sep-19 Site #: 1916000003**

| Interval Time | Passenger Cars - South Approach | | | | | | Trucks - South Approach | | | | | | Heavys - South Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | South Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15:00 | 0 | 0 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30:00 | 0 | 0 | 26 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45:00 | 0 | 0 | 35 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 0 | 0 | 50 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15:00 | 0 | 0 | 60 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30:00 | 0 | 0 | 71 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45:00 | 0 | 0 | 79 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00:00 | 0 | 0 | 93 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15:00 | 0 | 0 | 109 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30:00 | 0 | 0 | 116 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45:00 | 0 | 0 | 130 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00:00 | 0 | 0 | 137 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15:00 | 0 | 0 | 147 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30:00 | 0 | 0 | 160 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45:00 | 0 | 0 | 170 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00:00 | 0 | 0 | 180 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15:00 | 0 | 0 | 180 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15:15 | 0 | 0 | 180 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Accu-Traffic Inc.

**Count Date: 28-Sep-19 Site #: 1916000003**

| Interval Time | Passenger Cars - West Approach | | | | | | Trucks - West Approach | | | | | | Heavys - West Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | West Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15:00 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30:00 | 15 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45:00 | 33 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 49 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15:00 | 67 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30:00 | 78 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45:00 | 89 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00:00 | 103 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15:00 | 113 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30:00 | 122 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45:00 | 141 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00:00 | 159 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15:00 | 174 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30:00 | 190 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45:00 | 201 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00:00 | 219 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15:00 | 219 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15:15 | 219 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

## Turning Movement Count (15 . WATERLOO AVE / WILSON ST & NORFOLK ST / GORDON ST)

| Start Time | N Approach NORFOLK ST | | | | | | E Approach WILSON ST | | | | | | S Approach GORDON ST | | | | | | W Approach WATERLOO AVE | | | | | | Int. Total (15 min) | Int. Total (1 hr) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right N:W | Thru N:S | Left N:E | U-Turn N:N | Peds N: | Approach Total | Right E:N | Thru E:W | Left E:S | U-Turn E:E | Peds E: | Approach Total | Right S:E | Thru S:N | Left S:W | U-Turn S:S | Peds S: | Approach Total | Right W:S | Thru W:E | Left W:N | U-Turn W:W | Peds W: | Approach Total | | |
| 07:00:00 | 6 | 81 | 0 | 1 | 0 | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 41 | 10 | 0 | 3 | 52 | 16 | 0 | 9 | 0 | 2 | 25 | 165 | |
| 07:15:00 | 6 | 90 | 0 | 0 | 1 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 14 | 0 | 7 | 67 | 15 | 0 | 14 | 0 | 6 | 29 | 192 | |
| 07:30:00 | 16 | 100 | 0 | 0 | 0 | 116 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 6 | 0 | 5 | 59 | 32 | 0 | 24 | 0 | 7 | 56 | 231 | |
| 07:45:00 | 20 | 133 | 0 | 0 | 2 | 153 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 71 | 13 | 0 | 17 | 84 | 32 | 0 | 22 | 0 | 6 | 54 | 291 | 879 |
| 08:00:00 | 22 | 135 | 0 | 0 | 0 | 157 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 13 | 0 | 17 | 91 | 33 | 0 | 36 | 0 | 9 | 69 | 317 | 1031 |
| 08:15:00 | 19 | 140 | 0 | 0 | 1 | 159 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 23 | 0 | 32 | 129 | 39 | 0 | 45 | 0 | 7 | 84 | 372 | 1211 |
| 08:30:00 | 36 | 164 | 0 | 0 | 0 | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 | 20 | 0 | 25 | 150 | 38 | 1 | 63 | 0 | 16 | 102 | 452 | 1432 |
| 08:45:00 | 37 | 155 | 0 | 0 | 0 | 192 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 104 | 20 | 0 | 18 | 124 | 47 | 2 | 70 | 0 | 9 | 119 | 435 | 1576 |
| 09:00:00 | 33 | 154 | 0 | 0 | 1 | 187 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 119 | 20 | 0 | 12 | 139 | 30 | 0 | 36 | 0 | 12 | 66 | 392 | 1651 |
| 09:15:00 | 22 | 121 | 0 | 0 | 0 | 143 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 10 | 0 | 24 | 119 | 35 | 0 | 31 | 0 | 15 | 66 | 328 | 1607 |
| 09:30:00 | 16 | 116 | 0 | 0 | 0 | 132 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 84 | 11 | 0 | 17 | 95 | 26 | 0 | 31 | 0 | 14 | 57 | 284 | 1439 |
| 09:45:00 | 15 | 121 | 0 | 0 | 2 | 136 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 27 | 0 | 9 | 131 | 41 | 0 | 33 | 0 | 6 | 74 | 341 | 1345 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11:00:00 | 21 | 138 | 0 | 0 | 0 | 159 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 11 | 0 | 9 | 108 | 18 | 0 | 23 | 0 | 15 | 41 | 308 | |
| 11:15:00 | 19 | 137 | 0 | 0 | 0 | 156 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 9 | 0 | 11 | 109 | 22 | 0 | 16 | 0 | 8 | 38 | 303 | |
| 11:30:00 | 29 | 144 | 0 | 0 | 0 | 173 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 | 12 | 0 | 13 | 135 | 31 | 0 | 16 | 0 | 10 | 47 | 355 | |
| 11:45:00 | 25 | 128 | 0 | 0 | 0 | 153 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 126 | 24 | 0 | 10 | 150 | 30 | 0 | 24 | 0 | 15 | 54 | 357 | 1323 |
| 12:00:00 | 23 | 136 | 0 | 0 | 1 | 159 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 22 | 0 | 16 | 135 | 35 | 0 | 24 | 0 | 15 | 59 | 353 | 1368 |
| 12:15:00 | 20 | 143 | 0 | 0 | 1 | 163 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 130 | 24 | 0 | 20 | 154 | 26 | 0 | 28 | 0 | 9 | 54 | 371 | 1436 |
| 12:30:00 | 23 | 133 | 0 | 0 | 3 | 156 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 117 | 19 | 0 | 15 | 136 | 35 | 0 | 22 | 0 | 13 | 57 | 349 | 1430 |
| 12:45:00 | 31 | 136 | 0 | 0 | 2 | 167 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 112 | 15 | 0 | 13 | 127 | 27 | 0 | 35 | 0 | 15 | 62 | 356 | 1429 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16:00:00 | 42 | 157 | 0 | 0 | 2 | 199 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 122 | 30 | 0 | 31 | 152 | 34 | 0 | 30 | 0 | 13 | 64 | 416 | |
| 16:15:00 | 35 | 144 | 0 | 0 | 0 | 179 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 29 | 0 | 21 | 151 | 41 | 0 | 38 | 0 | 16 | 79 | 409 | |
| 16:30:00 | 35 | 140 | 0 | 0 | 1 | 175 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 122 | 20 | 0 | 45 | 142 | 40 | 0 | 26 | 0 | 14 | 66 | 384 | |
| 16:45:00 | 35 | 156 | 0 | 0 | 0 | 191 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 146 | 18 | 0 | 31 | 164 | 44 | 0 | 33 | 0 | 13 | 77 | 432 | 1641 |
| 17:00:00 | 49 | 140 | 0 | 0 | 1 | 189 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 125 | 30 | 0 | 20 | 155 | 27 | 0 | 41 | 0 | 10 | 68 | 412 | 1637 |
| 17:15:00 | 40 | 154 | 0 | 0 | 5 | 194 | 1 | 0 | 0 | 0 | 6 | 1 | 0 | 138 | 26 | 0 | 16 | 164 | 38 | 0 | 32 | 0 | 9 | 70 | 429 | 1657 |
| 17:30:00 | 36 | 152 | 0 | 0 | 6 | 188 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 115 | 28 | 0 | 22 | 143 | 36 | 0 | 28 | 0 | 13 | 64 | 395 | 1668 |
| 17:45:00 | 19 | 149 | 0 | 1 | 0 | 169 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 125 | 23 | 0 | 15 | 149 | 29 | 0 | 20 | 0 | 18 | 49 | 367 | 1603 |
| 18:00:00 | 26 | 140 | 0 | 0 | 0 | 166 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 124 | 28 | 0 | 19 | 152 | 24 | 0 | 23 | 0 | 9 | 47 | 365 | 1556 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18:15:00 | 34 | 132 | 0 | 0 | 1 | 166 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 115 | 29 | 0 | 15 | 144 | 22 | 0 | 28 | 0 | 10 | 50 | 360 | 1487 |
| 18:30:00 | 35 | 122 | 0 | 0 | 0 | 157 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 22 | 0 | 28 | 119 | 25 | 0 | 26 | 0 | 12 | 51 | 327 | 1419 |
| 18:45:00 | 19 | 120 | 0 | 0 | 3 | 139 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 105 | 26 | 0 | 7 | 131 | 24 | 0 | 20 | 0 | 10 | 44 | 314 | 1366 |
| **Grand Total** | 844 | 4311 | 0 | 2 | 33 | 5157 | 2 | 1 | 0 | 0 | 37 | 3 | 2 | 3426 | 632 | 0 | 563 | 4060 | 992 | 3 | 947 | 0 | 356 | 1942 | **11162** | - |
| **Approach%** | 16.4% | 83.6% | 0% | 0% | | - | 66.7% | 33.3% | 0% | 0% | | - | 0% | 84.4% | 15.6% | 0% | | - | 51.1% | 0.2% | 48.8% | 0% | | - | **-** | - |
| **Totals %** | 7.6% | 38.6% | 0% | 0% | | 46.2% | 0% | 0% | 0% | 0% | | 0% | 0% | 30.7% | 5.7% | 0% | | 36.4% | 8.9% | 0% | 8.5% | 0% | | 17.4% | **-** | - |
| **Heavy** | 10 | 141 | 0 | 0 | | - | 0 | 0 | 0 | 0 | | - | 0 | 122 | 23 | 0 | | - | 13 | 0 | 30 | 0 | | - | **-** | - |
| **Heavy %** | 1.2% | 3.3% | 0% | 0% | | - | 0% | 0% | 0% | 0% | | - | 0% | 3.6% | 3.6% | 0% | | - | 1.3% | 0% | 3.2% | 0% | | - | **-** | - |
| **Bicycles** | - | - | - | - | | - | - | - | - | - | | - | - | - | - | - | | - | - | - | - | - | | - | **-** | - |
| **Bicycle %** | - | - | - | - | | - | - | - | - | - | | - | - | - | - | - | | - | - | - | - | - | | - | **-** | - |

## Peak Hour: 08:15 AM - 09:15 AM Weather:

| Start Time | N Approach NORFOLK ST | | | | | | E Approach WILSON ST | | | | | | S Approach GORDON ST | | | | | | W Approach WATERLOO AVE | | | | | | Int. Total (15 min) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | |
| 08:15:00 | 19 | 140 | 0 | 0 | 1 | 159 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 23 | 0 | 32 | 129 | 39 | 0 | 45 | 0 | 7 | 84 | 372 |
| 08:30:00 | 36 | 164 | 0 | 0 | 0 | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 | 20 | 0 | 25 | 150 | 38 | 1 | 63 | 0 | 16 | 102 | 452 |
| 08:45:00 | 37 | 155 | 0 | 0 | 0 | 192 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 104 | 20 | 0 | 18 | 124 | 47 | 2 | 70 | 0 | 9 | 119 | 435 |
| 09:00:00 | 33 | 154 | 0 | 0 | 1 | 187 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 119 | 20 | 0 | 12 | 139 | 30 | 0 | 36 | 0 | 12 | 66 | 392 |
| **Grand Total** | 125 | 613 | 0 | 0 | 2 | 738 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 459 | 83 | 0 | 87 | 542 | 154 | 3 | 214 | 0 | 44 | 371 | **1651** |
| **Approach%** | 16.9% | 83.1% | 0% | 0% | | - | 0% | 0% | 0% | 0% | | - | 0% | 84.7% | 15.3% | 0% | | - | 41.5% | 0.8% | 57.7% | 0% | | - | - |
| **Totals %** | 7.6% | 37.1% | 0% | 0% | | 44.7% | 0% | 0% | 0% | 0% | | 0% | 0% | 27.8% | 5% | 0% | | 32.8% | 9.3% | 0.2% | 13% | 0% | | 22.5% | - |
| **PHF** | 0.84 | 0.93 | 0 | 0 | | 0.92 | 0 | 0 | 0 | 0 | | 0 | 0 | 0.88 | 0.9 | 0 | | 0.9 | 0.82 | 0.38 | 0.76 | 0 | | 0.78 | - |
| **Heavy** | 1 | 25 | 0 | 0 | | 26 | 0 | 0 | 0 | 0 | | 0 | 0 | 21 | 3 | 0 | | 24 | 5 | 0 | 3 | 0 | | 8 | - |
| **Heavy %** | 0.8% | 4.1% | 0% | 0% | | 3.5% | 0% | 0% | 0% | 0% | | 0% | 0% | 4.6% | 3.6% | 0% | | 4.4% | 3.2% | 0% | 1.4% | 0% | | 2.2% | - |
| **Lights** | 124 | 585 | 0 | 0 | | 709 | 0 | 0 | 0 | 0 | | 0 | 0 | 438 | 80 | 0 | | 518 | 147 | 2 | 211 | 0 | | 360 | - |
| **Lights %** | 99.2% | 95.4% | 0% | 0% | | 96.1% | 0% | 0% | 0% | 0% | | 0% | 0% | 95.4% | 96.4% | 0% | | 95.6% | 95.5% | 66.7% | 98.6% | 0% | | 97% | - |
| **Single-Unit Trucks** | 0 | 8 | 0 | 0 | | 8 | 0 | 0 | 0 | 0 | | 0 | 0 | 11 | 1 | 0 | | 12 | 2 | 0 | 1 | 0 | | 3 | - |
| **Single-Unit Trucks %** | 0% | 1.3% | 0% | 0% | | 1.1% | 0% | 0% | 0% | 0% | | 0% | 0% | 2.4% | 1.2% | 0% | | 2.2% | 1.3% | 0% | 0.5% | 0% | | 0.8% | - |
| **Buses** | 0 | 16 | 0 | 0 | | 16 | 0 | 0 | 0 | 0 | | 0 | 0 | 10 | 2 | 0 | | 12 | 1 | 0 | 2 | 0 | | 3 | - |
| **Buses %** | 0% | 2.6% | 0% | 0% | | 2.2% | 0% | 0% | 0% | 0% | | 0% | 0% | 2.2% | 2.4% | 0% | | 2.2% | 0.6% | 0% | 0.9% | 0% | | 0.8% | - |
| **Articulated Trucks** | 1 | 1 | 0 | 0 | | 2 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 2 | 0 | 0 | 0 | | 2 | - |
| **Articulated Trucks %** | 0.8% | 0.2% | 0% | 0% | | 0.3% | 0% | 0% | 0% | 0% | | 0% | 0% | 0% | 0% | 0% | | 0% | 1.3% | 0% | 0% | 0% | | 0.5% | - |
| **Bicycles on Road** | 0 | 3 | 0 | 0 | | 3 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 2 | 1 | 0 | 0 | | 3 | - |
| **Bicycles on Road %** | 0% | 0.5% | 0% | 0% | | 0.4% | 0% | 0% | 0% | 0% | | 0% | 0% | 0% | 0% | 0% | | 0% | 1.3% | 33.3% | 0% | 0% | | 0.8% | - |
| **Pedestrians** | - | - | - | - | 2 | - | - | - | - | - | 2 | - | - | - | - | - | 86 | - | - | - | - | - | 43 | - | - |
| **Pedestrians%** | - | - | - | - | 1.5% | | - | - | - | - | 1.5% | | - | - | - | - | 63.7% | | - | - | - | - | 31.9% | | - |
| **Bicycles on Crosswalk** | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 1 | - | - | - | - | - | 1 | - | - |
| **Bicycles on Crosswalk%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0.7% | | - | - | - | - | 0.7% | | - |

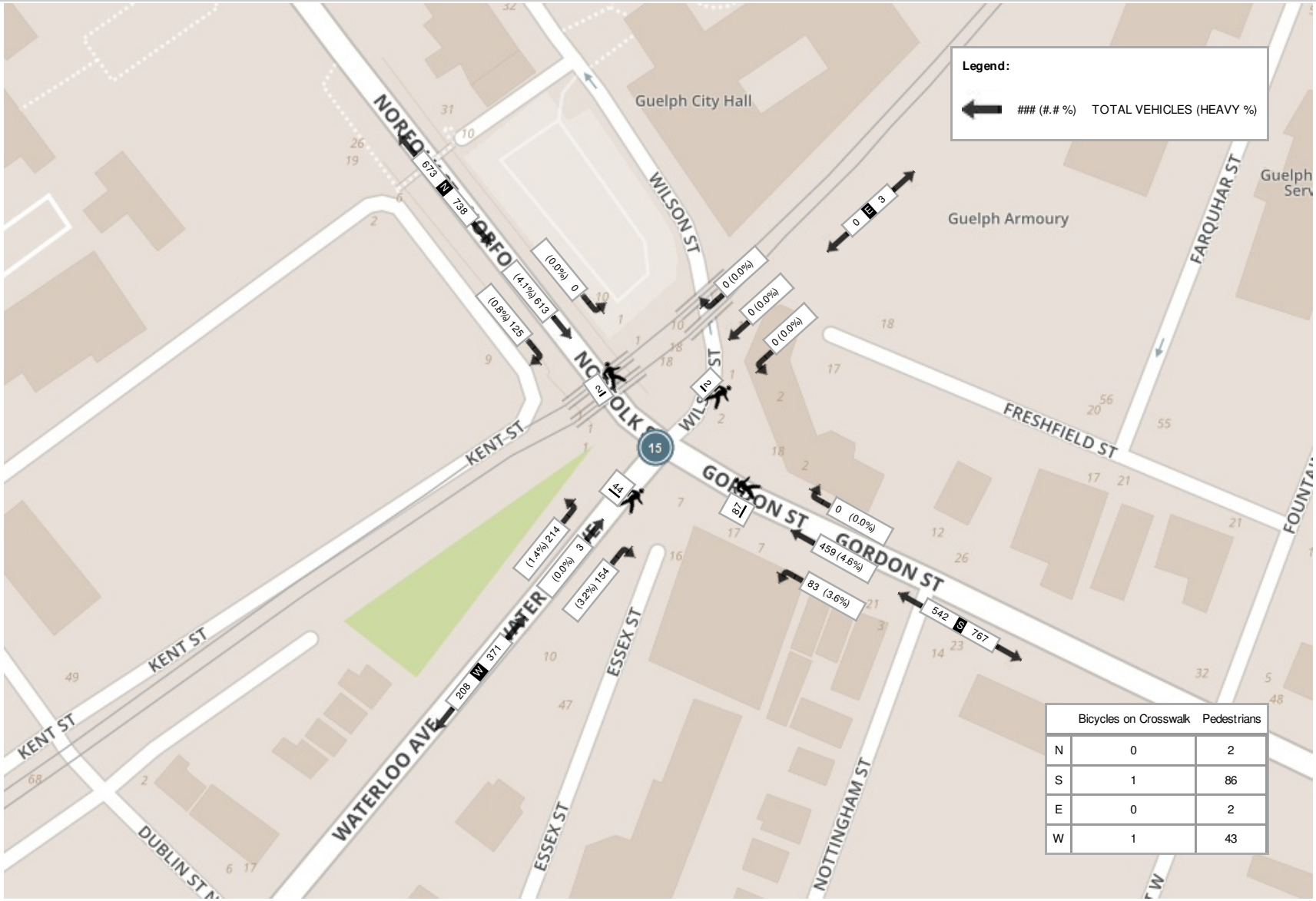
## Peak Hour: 11:30 AM - 12:30 PM Weather:

| Start Time | N Approach NORFOLK ST | | | | | | E Approach WILSON ST | | | | | | S Approach GORDON ST | | | | | | W Approach WATERLOO AVE | | | | | | Int. Total (15 min) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | |
| 11:30:00 | 29 | 144 | 0 | 0 | 0 | 173 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 | 12 | 0 | 13 | 135 | 31 | 0 | 16 | 0 | 10 | 47 | 355 |
| 11:45:00 | 25 | 128 | 0 | 0 | 0 | 153 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 126 | 24 | 0 | 10 | 150 | 30 | 0 | 24 | 0 | 15 | 54 | 357 |
| 12:00:00 | 23 | 136 | 0 | 0 | 1 | 159 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 22 | 0 | 16 | 135 | 35 | 0 | 24 | 0 | 15 | 59 | 353 |
| 12:15:00 | 20 | 143 | 0 | 0 | 1 | 163 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 130 | 24 | 0 | 20 | 154 | 26 | 0 | 28 | 0 | 9 | 54 | 371 |
| **Grand Total** | 97 | 551 | 0 | 0 | 2 | 648 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 492 | 82 | 0 | 59 | 574 | 122 | 0 | 92 | 0 | 49 | 214 | **1436** |
| **Approach%** | 15% | 85% | 0% | 0% | | - | 0% | 0% | 0% | 0% | | - | 0% | 85.7% | 14.3% | 0% | | - | 57% | 0% | 43% | 0% | | - | - |
| **Totals %** | 6.8% | 38.4% | 0% | 0% | | 45.1% | 0% | 0% | 0% | 0% | | 0% | 0% | 34.3% | 5.7% | 0% | | 40% | 8.5% | 0% | 6.4% | 0% | | 14.9% | - |
| **PHF** | 0.84 | 0.96 | 0 | 0 | | 0.94 | 0 | 0 | 0 | 0 | | 0 | 0 | 0.95 | 0.85 | 0 | | 0.93 | 0.87 | 0 | 0.82 | 0 | | 0.91 | - |
| **Heavy** | 0 | 17 | 0 | 0 | | 17 | 0 | 0 | 0 | 0 | | 0 | 0 | 20 | 2 | 0 | | 22 | 2 | 0 | 5 | 0 | | 7 | - |
| **Heavy %** | 0% | 3.1% | 0% | 0% | | 2.6% | 0% | 0% | 0% | 0% | | 0% | 0% | 4.1% | 2.4% | 0% | | 3.8% | 1.6% | 0% | 5.4% | 0% | | 3.3% | - |
| **Lights** | 97 | 531 | 0 | 0 | | 628 | 0 | 0 | 0 | 0 | | 0 | 0 | 471 | 80 | 0 | | 551 | 119 | 0 | 87 | 0 | | 206 | - |
| **Lights %** | 100% | 96.4% | 0% | 0% | | 96.9% | 0% | 0% | 0% | 0% | | 0% | 0% | 95.7% | 97.6% | 0% | | 96% | 97.5% | 0% | 94.6% | 0% | | 96.3% | - |
| **Single-Unit Trucks** | 0 | 4 | 0 | 0 | | 4 | 0 | 0 | 0 | 0 | | 0 | 0 | 12 | 0 | 0 | | 12 | 2 | 0 | 1 | 0 | | 3 | - |
| **Single-Unit Trucks %** | 0% | 0.7% | 0% | 0% | | 0.6% | 0% | 0% | 0% | 0% | | 0% | 0% | 2.4% | 0% | 0% | | 2.1% | 1.6% | 0% | 1.1% | 0% | | 1.4% | - |
| **Buses** | 0 | 11 | 0 | 0 | | 11 | 0 | 0 | 0 | 0 | | 0 | 0 | 8 | 2 | 0 | | 10 | 0 | 0 | 3 | 0 | | 3 | - |
| **Buses %** | 0% | 2% | 0% | 0% | | 1.7% | 0% | 0% | 0% | 0% | | 0% | 0% | 1.6% | 2.4% | 0% | | 1.7% | 0% | 0% | 3.3% | 0% | | 1.4% | - |
| **Articulated Trucks** | 0 | 2 | 0 | 0 | | 2 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 0 | | 1 | - |
| **Articulated Trucks %** | 0% | 0.4% | 0% | 0% | | 0.3% | 0% | 0% | 0% | 0% | | 0% | 0% | 0% | 0% | 0% | | 0% | 0% | 0% | 1.1% | 0% | | 0.5% | - |
| **Bicycles on Road** | 0 | 3 | 0 | 0 | | 3 | 0 | 0 | 0 | 0 | | 0 | 0 | 1 | 0 | 0 | | 1 | 1 | 0 | 0 | 0 | | 1 | - |
| **Bicycles on Road %** | 0% | 0.5% | 0% | 0% | | 0.5% | 0% | 0% | 0% | 0% | | 0% | 0% | 0.2% | 0% | 0% | | 0.2% | 0.8% | 0% | 0% | 0% | | 0.5% | - |
| **Pedestrians** | - | - | - | - | 2 | - | - | - | - | - | 3 | - | - | - | - | - | 55 | - | - | - | - | - | 48 | - | - |
| **Pedestrians%** | - | - | - | - | 1.8% | | - | - | - | - | 2.7% | | - | - | - | - | 48.7% | | - | - | - | - | 42.5% | | - |
| **Bicycles on Crosswalk** | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 4 | - | - | - | - | - | 1 | - | - |
| **Bicycles on Crosswalk%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 3.5% | | - | - | - | - | 0.9% | | - |

## Peak Hour: 04:45 PM - 05:45 PM Weather:

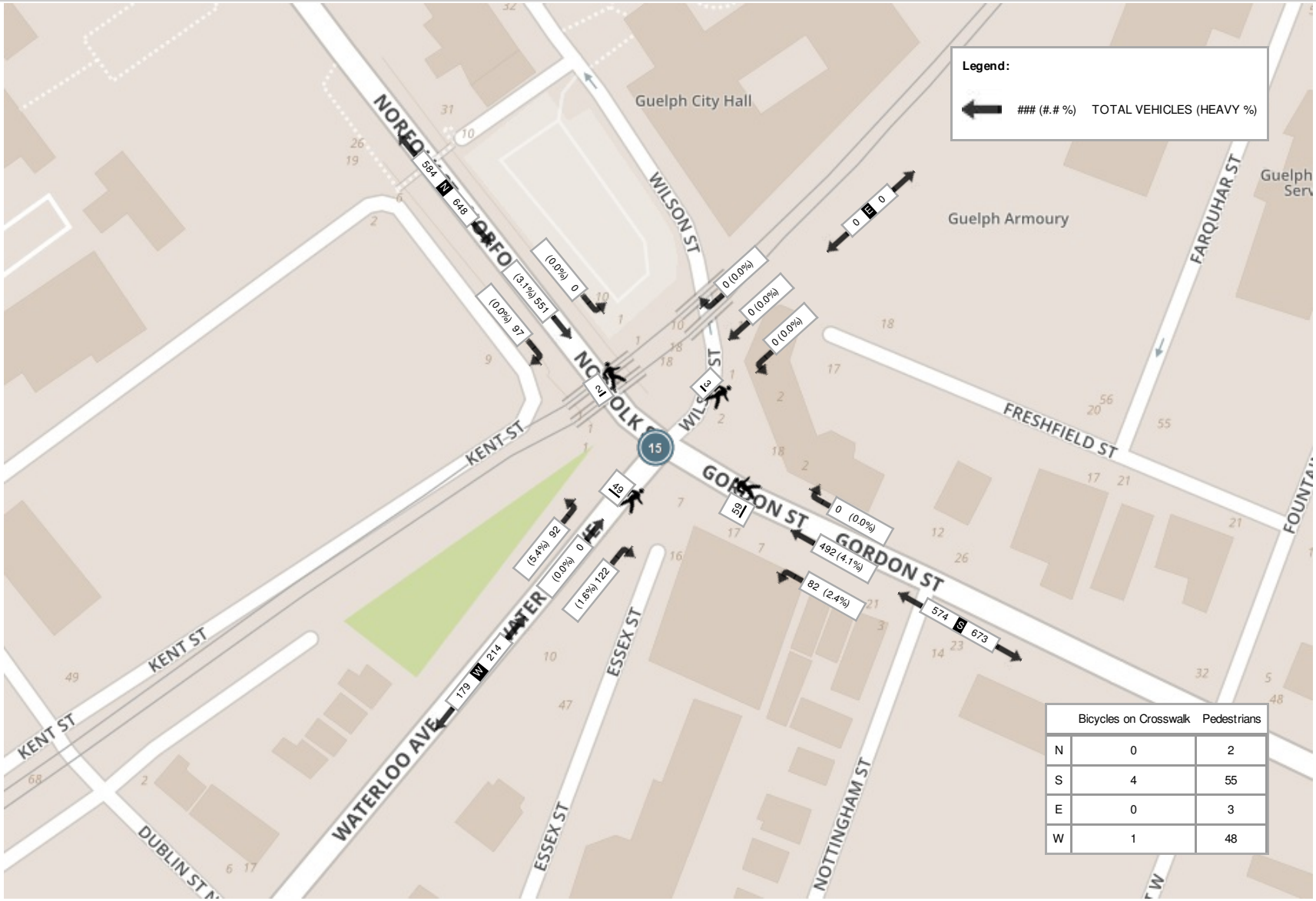
| Start Time | N Approach NORFOLK ST | | | | | | E Approach WILSON ST | | | | | | S Approach GORDON ST | | | | | | W Approach WATERLOO AVE | | | | | | Int. Total (15 min) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | |
| 16:45:00 | 35 | 156 | 0 | 0 | 0 | 191 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 146 | 18 | 0 | 31 | 164 | 44 | 0 | 33 | 0 | 13 | 77 | 432 |
| 17:00:00 | 49 | 140 | 0 | 0 | 1 | 189 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 125 | 30 | 0 | 20 | 155 | 27 | 0 | 41 | 0 | 10 | 68 | 412 |
| 17:15:00 | 40 | 154 | 0 | 0 | 5 | 194 | 1 | 0 | 0 | 0 | 6 | 1 | 0 | 138 | 26 | 0 | 16 | 164 | 38 | 0 | 32 | 0 | 9 | 70 | 429 |
| 17:30:00 | 36 | 152 | 0 | 0 | 6 | 188 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 115 | 28 | 0 | 22 | 143 | 36 | 0 | 28 | 0 | 13 | 64 | 395 |
| **Grand Total** | 160 | 602 | 0 | 0 | 12 | 762 | 1 | 0 | 0 | 0 | 13 | 1 | 0 | 524 | 102 | 0 | 89 | 626 | 145 | 0 | 134 | 0 | 45 | 279 | **1668** |
| **Approach%** | 21% | 79% | 0% | 0% | | - | 100% | 0% | 0% | 0% | | - | 0% | 83.7% | 16.3% | 0% | | - | 52% | 0% | 48% | 0% | | - | - |
| **Totals %** | 9.6% | 36.1% | 0% | 0% | | 45.7% | 0.1% | 0% | 0% | 0% | | 0.1% | 0% | 31.4% | 6.1% | 0% | | 37.5% | 8.7% | 0% | 8% | 0% | | 16.7% | - |
| **PHF** | 0.82 | 0.96 | 0 | 0 | | 0.98 | 0.25 | 0 | 0 | 0 | | 0.25 | 0 | 0.9 | 0.85 | 0 | | 0.95 | 0.82 | 0 | 0.82 | 0 | | 0.91 | - |
| **Heavy** | 0 | 15 | 0 | 0 | | 15 | 0 | 0 | 0 | 0 | | 0 | 0 | 14 | 2 | 0 | | 16 | 2 | 0 | 3 | 0 | | 5 | - |
| **Heavy %** | 0% | 2.5% | 0% | 0% | | 2% | 0% | 0% | 0% | 0% | | 0% | 0% | 2.7% | 2% | 0% | | 2.6% | 1.4% | 0% | 2.2% | 0% | | 1.8% | - |
| **Lights** | 160 | 586 | 0 | 0 | | 746 | 1 | 0 | 0 | 0 | | 1 | 0 | 506 | 99 | 0 | | 605 | 143 | 0 | 130 | 0 | | 273 | - |
| **Lights %** | 100% | 97.3% | 0% | 0% | | 97.9% | 100% | 0% | 0% | 0% | | 100% | 0% | 96.6% | 97.1% | 0% | | 96.6% | 98.6% | 0% | 97% | 0% | | 97.8% | - |
| **Single-Unit Trucks** | 0 | 2 | 0 | 0 | | 2 | 0 | 0 | 0 | 0 | | 0 | 0 | 3 | 0 | 0 | | 3 | 2 | 0 | 0 | 0 | | 2 | - |
| **Single-Unit Trucks %** | 0% | 0.3% | 0% | 0% | | 0.3% | 0% | 0% | 0% | 0% | | 0% | 0% | 0.6% | 0% | 0% | | 0.5% | 1.4% | 0% | 0% | 0% | | 0.7% | - |
| **Buses** | 0 | 13 | 0 | 0 | | 13 | 0 | 0 | 0 | 0 | | 0 | 0 | 11 | 2 | 0 | | 13 | 0 | 0 | 3 | 0 | | 3 | - |
| **Buses %** | 0% | 2.2% | 0% | 0% | | 1.7% | 0% | 0% | 0% | 0% | | 0% | 0% | 2.1% | 2% | 0% | | 2.1% | 0% | 0% | 2.2% | 0% | | 1.1% | - |
| **Articulated Trucks** | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | - |
| **Articulated Trucks %** | 0% | 0% | 0% | 0% | | 0% | 0% | 0% | 0% | 0% | | 0% | 0% | 0% | 0% | 0% | | 0% | 0% | 0% | 0% | 0% | | 0% | - |
| **Bicycles on Road** | 0 | 1 | 0 | 0 | | 1 | 0 | 0 | 0 | 0 | | 0 | 0 | 4 | 1 | 0 | | 5 | 0 | 0 | 1 | 0 | | 1 | - |
| **Bicycles on Road %** | 0% | 0.2% | 0% | 0% | | 0.1% | 0% | 0% | 0% | 0% | | 0% | 0% | 0.8% | 1% | 0% | | 0.8% | 0% | 0% | 0.7% | 0% | | 0.4% | - |
| **Pedestrians** | - | - | - | - | 12 | - | - | - | - | - | 13 | - | - | - | - | - | 87 | - | - | - | - | - | 45 | - | - |
| **Pedestrians%** | - | - | - | - | 7.5% | | - | - | - | - | 8.2% | | - | - | - | - | 54.7% | | - | - | - | - | 28.3% | | - |
| **Bicycles on Crosswalk** | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 2 | - | - | - | - | - | 0 | - | - |
| **Bicycles on Crosswalk%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 1.3% | | - | - | - | - | 0% | | - |

**Peak Hour: 08:15 AM - 09:15 AM Weather:**



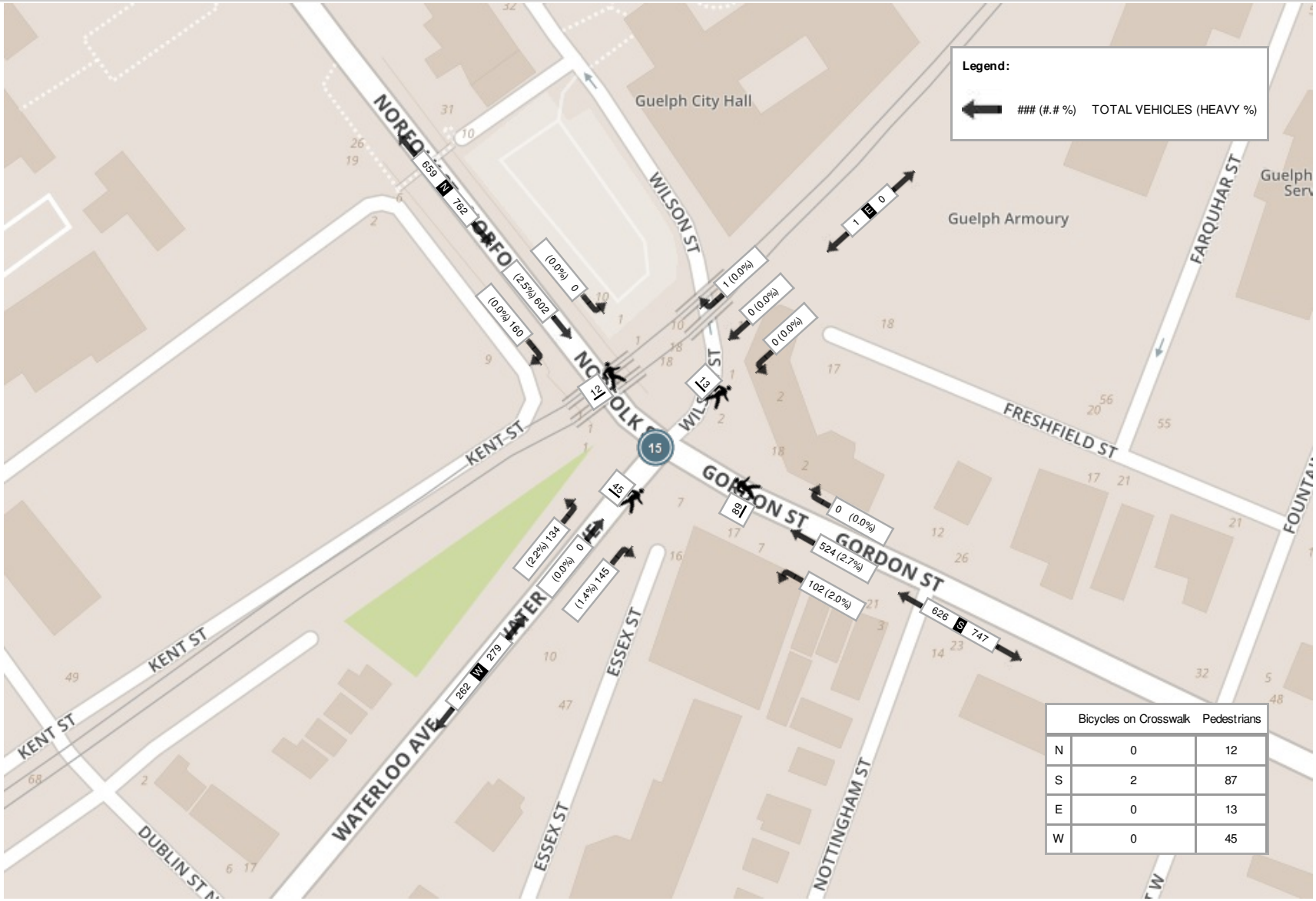

| | Bicycles on Crosswalk | Pedestrians |
|---|---|---|
| N | 0 | 2 |
| S | 1 | 86 |
| E | 0 | 2 |
| W | 1 | 43 |

**Peak Hour: 11:30 AM - 12:30 PM Weather:**




| | Bicycles on Crosswalk | Pedestrians |
|---|---|---|
| N | 0 | 2 |
| S | 4 | 55 |
| E | 0 | 3 |
| W | 1 | 48 |

**Peak Hour: 04:45 PM - 05:45 PM Weather:**




| | Bicycles on Crosswalk | Pedestrians |
|---|---|---|
| N | 0 | 12 |
| S | 2 | 87 |
| E | 0 | 13 |
| W | 0 | 45 |

# Accu-Traffic Inc.

## Morning Peak Diagram

**Specified Period**
**From:** 7:00:00
**To:** 9:00:00

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

**Municipality:** Guelph
**Site #:** 2000200010
**Intersection:** Paisley Rd & Silvercreek Pkwy N
**TFR File #:** 1
**Count date:** 7-Oct-20

**Weather conditions:**

**Person counted:**
**Person prepared:**
**Person checked:**

**** Signalized Intersection ****

**Major Road:** Paisley Rd runs W/E

| | |
|---|---|
| North Leg Total: | 492 |
| North Entering: | 213 |
| North Peds: | 15 |
| Peds Cross: | ⋈ |

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 0 | 1 | 1 |
| Trucks | 6 | 0 | 6 | 12 |
| Cars | 93 | 1 | 106 | 200 |
| Totals | 99 | 1 | 113 | |

| | |
|---|---|
| Cyclists | 0 |
| Trucks | 12 |
| Cars | 267 |
| Totals | 279 |

| | |
|---|---|
| East Leg Total: | 758 |
| East Entering: | 375 |
| East Peds: | 10 |
| Peds Cross: | ⧗ |

Silvercreek Pkwy N

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 11 | 354 | 365 |

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 103 | 5 | 0 | 108 |
| 259 | 5 | 0 | 264 |
| 3 | 0 | 0 | 3 |
| 365 | 10 | 0 | |

Paisley Rd

N
W E
S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 7 | 162 | 169 |
| 0 | 19 | 248 | 267 |
| 0 | 0 | 0 | 0 |
| 0 | 26 | 410 | |

Paisley Rd

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 357 | 25 | 1 | 383 |

Silvercreek Pkwy N

| | |
|---|---|
| Peds Cross: | ⧗ |
| West Peds: | 5 |
| West Entering: | 436 |
| West Leg Total: | 801 |

| | |
|---|---|
| Cars | 4 |
| Trucks | 0 |
| Cyclists | 0 |
| Totals | 4 |

| | | | | |
|---|---|---|---|---|
| Cars | 2 | 2 | 3 | 7 |
| Trucks | 0 | 0 | 0 | 0 |
| Cyclists | 0 | 0 | 0 | 0 |
| Totals | 2 | 2 | 3 | |

| | |
|---|---|
| Peds Cross: | ⋈ |
| South Peds: | 5 |
| South Entering: | 7 |
| South Leg Total: | 11 |

**Comments**

# Accu-Traffic Inc.

## Mid-day Peak Diagram

**Specified Period**
**From:** 11:00:00
**To:** 14:00:00

**One Hour Peak**
**From:** 11:30:00
**To:** 12:30:00

**Municipality:** Guelph
**Site #:** 2000200010
**Intersection:** Paisley Rd & Silvercreek Pkwy N
**TFR File #:** 1
**Count date:** 7-Oct-20

**Weather conditions:**

**Person counted:**
**Person prepared:**
**Person checked:**

**** Signalized Intersection ****

**Major Road:** Paisley Rd runs W/E

North Leg Total: 625
North Entering: 311
North Peds: 22
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 1 | 2 | 3 |
| Trucks | 3 | 1 | 1 | 5 |
| Cars | 144 | 2 | 157 | 303 |
| Totals | 147 | 4 | 160 | |

| | |
|---|---|
| Cyclists | 0 |
| Trucks | 11 |
| Cars | 303 |
| Totals | 314 |

East Leg Total: 852
East Entering: 413
East Peds: 5
Peds Cross: ⧗

Silvercreek Pkwy N

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 1 | 9 | 414 | 424 |

Paisley Rd

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 132 | 5 | 0 | 137 |
| 268 | 6 | 1 | 275 |
| 1 | 0 | 0 | 1 |
| 401 | 11 | 1 | |

N
W E
S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 6 | 168 | 174 |
| 0 | 9 | 267 | 276 |
| 0 | 0 | 2 | 2 |
| 0 | 15 | 437 | |

Paisley Rd

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 426 | 11 | 2 | 439 |

Silvercreek Pkwy N

Peds Cross: ⧗
West Peds: 1
West Entering: 452
West Leg Total: 876

| | |
|---|---|
| Cars | 5 |
| Trucks | 1 |
| Cyclists | 1 |
| Totals | 7 |

| | | | | |
|---|---|---|---|---|
| Cars | 2 | 3 | 2 | 7 |
| Trucks | 0 | 0 | 1 | 1 |
| Cyclists | 0 | 0 | 0 | 0 |
| Totals | 2 | 3 | 3 | |

Peds Cross: ⋈
South Peds: 18
South Entering: 8
South Leg Total: 15

**Comments**

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

## Afternoon Peak Diagram

**Specified Period**
**From:** 15:00:00
**To:** 18:00:00

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

**Municipality:** Guelph
**Site #:** 2000200010
**Intersection:** Paisley Rd & Silvercreek Pkwy N
**TFR File #:** 1
**Count date:** 7-Oct-20

**Weather conditions:**

**Person counted:**
**Person prepared:**
**Person checked:**

**** Signalized Intersection ****

**Major Road:** Paisley Rd runs W/E

| | |
|---|---|
| North Leg Total: | 839 |
| North Entering: | 428 |
| North Peds: | 5 |
| Peds Cross: | ⋈ |

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 0 | 0 | 0 |
| Trucks | 2 | 0 | 1 | 3 |
| Cars | 223 | 6 | 196 | 425 |
| Totals | 225 | 6 | 197 | |

| | |
|---|---|
| Cyclists | 1 |
| Trucks | 4 |
| Cars | 406 |
| Totals | 411 |

| | |
|---|---|
| East Leg Total: | 986 |
| East Entering: | 480 |
| East Peds: | 3 |
| Peds Cross: | ⧗ |

Silvercreek Pkwy N

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 5 | 535 | 540 |

Paisley Rd

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 163 | 4 | 1 | 168 |
| 308 | 3 | 0 | 311 |
| 1 | 0 | 0 | 1 |
| 472 | 7 | 1 | |

N
W E
S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 241 | 241 |
| 0 | 7 | 299 | 306 |
| 0 | 0 | 4 | 4 |
| 0 | 7 | 544 | |

Paisley Rd

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 498 | 8 | 0 | 506 |

Silvercreek Pkwy N

| | |
|---|---|
| Peds Cross: | ⧗ |
| West Peds: | 6 |
| West Entering: | 551 |
| West Leg Total: | 1091 |

| | |
|---|---|
| Cars | 11 |
| Trucks | 0 |
| Cyclists | 0 |
| Totals | 11 |

| | | | | |
|---|---|---|---|---|
| Cars | 4 | 2 | 3 | 9 |
| Trucks | 0 | 0 | 0 | 0 |
| Cyclists | 0 | 0 | 0 | 0 |
| Totals | 4 | 2 | 3 | |

| | |
|---|---|
| Peds Cross: | ⋈ |
| South Peds: | 5 |
| South Entering: | 9 |
| South Leg Total: | 20 |

**Comments**

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

## Total Count Diagram

**Municipality:** Guelph
**Site #:** 2000200010
**Intersection:** Paisley Rd & Silvercreek Pkwy N
**TFR File #:** 1
**Count date:** 7-Oct-20

**Weather conditions:**

**Person counted:**
**Person prepared:**
**Person checked:**

**** Signalized Intersection ****

**Major Road:** Paisley Rd runs W/E

| | |
|---|---|
| North Leg Total: | 5010 |
| North Entering: | 2463 |
| North Peds: | 102 |
| Peds Cross: | ⋈ |

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 1 | 6 | 7 |
| Trucks | 23 | 1 | 15 | 39 |
| Cars | 1222 | 17 | 1178 | 2417 |
| Totals | 1245 | 19 | 1199 | |

| | |
|---|---|
| Cyclists | 4 |
| Trucks | 71 |
| Cars | 2472 |
| Totals | 2547 |

| | |
|---|---|
| East Leg Total: | 6340 |
| East Entering: | 3128 |
| East Peds: | 37 |
| Peds Cross: | ⧗ |

Silvercreek Pkwy N

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 2 | 51 | 3286 | 3339 |

Paisley Rd

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 28 | 1470 | 1498 |
| 1 | 62 | 1933 | 1996 |
| 0 | 0 | 15 | 15 |
| 1 | 90 | 3418 | |

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 988 | 43 | 4 | 1035 |
| 2051 | 28 | 2 | 2081 |
| 12 | 0 | 0 | 12 |
| 3051 | 71 | 6 | |

N
W E
S

Paisley Rd

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 3127 | 78 | 7 | 3212 |

Silvercreek Pkwy N

| | |
|---|---|
| Peds Cross: | ⧗ |
| West Peds: | 31 |
| West Entering: | 3509 |
| West Leg Total: | 6848 |

| | |
|---|---|
| Cars | 44 |
| Trucks | 1 |
| Cyclists | 1 |
| Totals | 46 |

| | | | | |
|---|---|---|---|---|
| Cars | 13 | 14 | 16 | 43 |
| Trucks | 0 | 0 | 1 | 1 |
| Cyclists | 0 | 0 | 0 | 0 |
| Totals | 13 | 14 | 17 | |

| | |
|---|---|
| Peds Cross: | ⋈ |
| South Peds: | 51 |
| South Entering: | 44 |
| South Leg Total: | 90 |

### Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.
## Traffic Count Summary

**Intersection:** Paisley Rd & Silvercreek Pkwy N | **Count Date:** 7-Oct-20 | **Municipality:** Guelph

### North Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists | | | | Total Peds | North/South Total Approaches |
|---|---|---|---|---|---|---|
| | Left | Thru | Right | Grand Total | | |
| 7:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 63 | 0 | 72 | 135 | 1 | 137 |
| 9:00:00 | 113 | 1 | 99 | 213 | 15 | 220 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 134 | 3 | 132 | 269 | 16 | 272 |
| 13:00:00 | 161 | 2 | 156 | 319 | 11 | 327 |
| 14:00:00 | 156 | 3 | 149 | 308 | 6 | 313 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 188 | 4 | 212 | 404 | 38 | 411 |
| 17:00:00 | 197 | 6 | 225 | 428 | 5 | 437 |
| 18:00:00 | 187 | 0 | 200 | 387 | 10 | 390 |
| Totals: | 1199 | 19 | 1245 | 2463 | 102 | 2507 |

### South Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists | | | | Total Peds |
|---|---|---|---|---|---|
| | Left | Thru | Right | Grand Total | |
| 7:00:00 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 1 | 1 | 0 | 2 | 3 |
| 9:00:00 | 2 | 2 | 3 | 7 | 5 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 0 | 1 | 2 | 3 | 15 |
| 13:00:00 | 2 | 2 | 4 | 8 | 5 |
| 14:00:00 | 1 | 3 | 1 | 5 | 1 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 2 | 3 | 2 | 7 | 13 |
| 17:00:00 | 4 | 2 | 3 | 9 | 5 |
| 18:00:00 | 1 | 0 | 2 | 3 | 4 |
| S Totals: | 13 | 14 | 17 | 44 | 51 |

### East Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists | | | | Total Peds | East/West Total Approaches |
|---|---|---|---|---|---|---|
| | Left | Thru | Right | Grand Total | | |
| 7:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 2 | 179 | 53 | 234 | 1 | 501 |
| 9:00:00 | 3 | 264 | 108 | 375 | 10 | 811 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 2 | 245 | 127 | 374 | 4 | 787 |
| 13:00:00 | 0 | 244 | 135 | 379 | 3 | 835 |
| 14:00:00 | 2 | 203 | 135 | 340 | 1 | 731 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 1 | 339 | 173 | 513 | 14 | 998 |
| 17:00:00 | 1 | 311 | 168 | 480 | 3 | 1031 |
| 18:00:00 | 1 | 296 | 136 | 433 | 1 | 943 |
| Totals: | 12 | 2081 | 1035 | 3128 | 37 | 6637 |

### West Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists | | | | Total Peds |
|---|---|---|---|---|---|
| | Left | Thru | Right | Grand Total | |
| 7:00:00 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 127 | 138 | 2 | 267 | 3 |
| 9:00:00 | 169 | 267 | 0 | 436 | 5 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 173 | 238 | 2 | 413 | 1 |
| 13:00:00 | 178 | 276 | 2 | 456 | 1 |
| 14:00:00 | 185 | 205 | 1 | 391 | 2 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 217 | 265 | 3 | 485 | 11 |
| 17:00:00 | 241 | 306 | 4 | 551 | 6 |
| 18:00:00 | 208 | 301 | 1 | 510 | 2 |
| W Totals: | 1498 | 1996 | 15 | 3509 | 31 |

### Calculated Values for Traffic Crossing Major Street

| Hours Ending: | 8:00 | 9:00 | 12:00 | 13:00 | 14:00 | 16:00 | 17:00 | 18:00 |
|---|---|---|---|---|---|---|---|---|
| Crossing Values: | 69 | 132 | 142 | 169 | 163 | 219 | 216 | 191 |

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

**Count Date: 7-Oct-20 Site #: 2000200010**

| Interval Time | Passenger Cars - North Approach | | | | | | Trucks - North Approach | | | | | | Cyclists - North Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | North Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 07:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15:00 | 12 | 12 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30:00 | 27 | 15 | 0 | 0 | 34 | 16 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 07:45:00 | 44 | 17 | 0 | 0 | 54 | 20 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 08:00:00 | 63 | 19 | 0 | 0 | 70 | 16 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 08:15:00 | 87 | 24 | 0 | 0 | 85 | 15 | 2 | 2 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 08:30:00 | 107 | 20 | 1 | 1 | 111 | 26 | 5 | 3 | 0 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 6 |
| 08:45:00 | 146 | 39 | 1 | 0 | 136 | 25 | 6 | 1 | 0 | 0 | 8 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 14 | 7 |
| 09:00:00 | 169 | 23 | 1 | 0 | 163 | 27 | 6 | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 16 | 2 |
| 09:15:00 | 169 | 0 | 1 | 0 | 163 | 0 | 6 | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 16 | 0 |
| 11:00:00 | 169 | 0 | 1 | 0 | 163 | 0 | 6 | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 16 | 0 |
| 11:15:00 | 187 | 18 | 1 | 0 | 188 | 25 | 7 | 1 | 0 | 0 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 16 | 0 |
| 11:30:00 | 219 | 32 | 2 | 1 | 223 | 35 | 8 | 1 | 0 | 0 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 19 | 3 |
| 11:45:00 | 250 | 31 | 3 | 1 | 256 | 33 | 8 | 0 | 0 | 0 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 23 | 4 |
| 12:00:00 | 298 | 48 | 4 | 1 | 291 | 35 | 9 | 1 | 0 | 0 | 12 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 32 | 9 |
| 12:15:00 | 332 | 34 | 4 | 0 | 329 | 38 | 9 | 0 | 1 | 1 | 13 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 40 | 8 |
| 12:30:00 | 376 | 44 | 4 | 0 | 367 | 38 | 9 | 0 | 1 | 0 | 13 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 41 | 1 |
| 12:45:00 | 417 | 41 | 4 | 0 | 403 | 36 | 9 | 0 | 1 | 0 | 13 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 41 | 0 |
| 13:00:00 | 459 | 42 | 4 | 0 | 445 | 42 | 9 | 0 | 1 | 0 | 14 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 43 | 2 |
| 13:15:00 | 499 | 40 | 5 | 1 | 476 | 31 | 9 | 0 | 1 | 0 | 15 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 43 | 0 |
| 13:30:00 | 538 | 39 | 6 | 1 | 510 | 34 | 10 | 1 | 1 | 0 | 15 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 44 | 1 |
| 13:45:00 | 568 | 30 | 6 | 0 | 550 | 40 | 11 | 1 | 1 | 0 | 15 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 44 | 0 |
| 14:00:00 | 613 | 45 | 7 | 1 | 593 | 43 | 11 | 0 | 1 | 0 | 15 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 49 | 5 |
| 14:15:00 | 613 | 0 | 7 | 0 | 593 | 0 | 11 | 0 | 1 | 0 | 15 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 49 | 0 |
| 15:00:00 | 613 | 0 | 7 | 0 | 593 | 0 | 11 | 0 | 1 | 0 | 15 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 49 | 0 |
| 15:15:00 | 668 | 55 | 8 | 1 | 645 | 52 | 12 | 1 | 1 | 0 | 15 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 56 | 7 |
| 15:30:00 | 704 | 36 | 9 | 1 | 696 | 51 | 14 | 2 | 1 | 0 | 16 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 76 | 20 |
| 15:45:00 | 754 | 50 | 10 | 1 | 749 | 53 | 14 | 0 | 1 | 0 | 18 | 2 | 4 | 1 | 1 | 0 | 0 | 0 | 81 | 5 |
| 16:00:00 | 795 | 41 | 11 | 1 | 801 | 52 | 14 | 0 | 1 | 0 | 19 | 1 | 6 | 2 | 1 | 0 | 0 | 0 | 87 | 6 |
| 16:15:00 | 844 | 49 | 12 | 1 | 847 | 46 | 15 | 1 | 1 | 0 | 19 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 87 | 0 |
| 16:30:00 | 889 | 45 | 15 | 3 | 915 | 68 | 15 | 0 | 1 | 0 | 19 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 90 | 3 |
| 16:45:00 | 940 | 51 | 15 | 0 | 971 | 56 | 15 | 0 | 1 | 0 | 21 | 2 | 6 | 0 | 1 | 0 | 0 | 0 | 90 | 0 |
| 17:00:00 | 991 | 51 | 17 | 2 | 1024 | 53 | 15 | 0 | 1 | 0 | 21 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 92 | 2 |
| 17:15:00 | 1038 | 47 | 17 | 0 | 1086 | 62 | 15 | 0 | 1 | 0 | 22 | 1 | 6 | 0 | 1 | 0 | 0 | 0 | 93 | 1 |
| 17:30:00 | 1095 | 57 | 17 | 0 | 1138 | 52 | 15 | 0 | 1 | 0 | 22 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 97 | 4 |
| 17:45:00 | 1140 | 45 | 17 | 0 | 1183 | 45 | 15 | 0 | 1 | 0 | 23 | 1 | 6 | 0 | 1 | 0 | 0 | 0 | 99 | 2 |
| 18:00:00 | 1178 | 38 | 17 | 0 | 1222 | 39 | 15 | 0 | 1 | 0 | 23 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 102 | 3 |
| 18:15:00 | 1178 | 0 | 17 | 0 | 1222 | 0 | 15 | 0 | 1 | 0 | 23 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 102 | 0 |
| 18:15:15 | 1178 | 0 | 17 | 0 | 1222 | 0 | 15 | 0 | 1 | 0 | 23 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 102 | 0 |

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

**Count Date: 7-Oct-20 Site #: 2000200010**

| Interval Time | Passenger Cars - East Approach | | | | | | Trucks - East Approach | | | | | | Cyclists - East Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | East Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 07:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15:00 | 0 | 0 | 34 | 34 | 8 | 8 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| 07:30:00 | 0 | 0 | 80 | 46 | 16 | 8 | 0 | 0 | 2 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 07:45:00 | 0 | 0 | 134 | 54 | 30 | 14 | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 08:00:00 | 2 | 2 | 176 | 42 | 46 | 16 | 0 | 0 | 3 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 08:15:00 | 2 | 0 | 219 | 43 | 58 | 12 | 0 | 0 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 08:30:00 | 2 | 0 | 260 | 41 | 79 | 21 | 0 | 0 | 4 | 1 | 8 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 6 |
| 08:45:00 | 4 | 2 | 329 | 69 | 112 | 33 | 0 | 0 | 7 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 4 |
| 09:00:00 | 5 | 1 | 435 | 106 | 149 | 37 | 0 | 0 | 8 | 1 | 11 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 0 |
| 09:15:00 | 5 | 0 | 435 | 0 | 149 | 0 | 0 | 0 | 8 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 0 |
| 11:00:00 | 5 | 0 | 435 | 0 | 149 | 0 | 0 | 0 | 8 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 0 |
| 11:15:00 | 6 | 1 | 489 | 54 | 167 | 18 | 0 | 0 | 10 | 2 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 0 |
| 11:30:00 | 6 | 0 | 531 | 42 | 202 | 35 | 0 | 0 | 10 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 12 | 1 |
| 11:45:00 | 7 | 1 | 621 | 90 | 235 | 33 | 0 | 0 | 12 | 2 | 14 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 12 | 0 |
| 12:00:00 | 7 | 0 | 674 | 53 | 270 | 35 | 0 | 0 | 14 | 2 | 17 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 15 | 3 |
| 12:15:00 | 7 | 0 | 729 | 55 | 300 | 30 | 0 | 0 | 16 | 2 | 17 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 16 | 1 |
| 12:30:00 | 7 | 0 | 799 | 70 | 334 | 34 | 0 | 0 | 16 | 0 | 18 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 17 | 1 |
| 12:45:00 | 7 | 0 | 859 | 60 | 365 | 31 | 0 | 0 | 16 | 0 | 20 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 18 | 1 |
| 13:00:00 | 7 | 0 | 915 | 56 | 400 | 35 | 0 | 0 | 16 | 0 | 22 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 18 | 0 |
| 13:15:00 | 8 | 1 | 962 | 47 | 436 | 36 | 0 | 0 | 16 | 0 | 22 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 18 | 0 |
| 13:30:00 | 9 | 1 | 1017 | 55 | 468 | 32 | 0 | 0 | 16 | 0 | 23 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 18 | 0 |
| 13:45:00 | 9 | 0 | 1059 | 42 | 495 | 27 | 0 | 0 | 17 | 1 | 25 | 2 | 0 | 0 | 2 | 1 | 1 | 0 | 19 | 1 |
| 14:00:00 | 9 | 0 | 1115 | 56 | 528 | 33 | 0 | 0 | 18 | 1 | 28 | 3 | 0 | 0 | 2 | 0 | 2 | 1 | 19 | 0 |
| 14:15:00 | 9 | 0 | 1115 | 0 | 528 | 0 | 0 | 0 | 18 | 0 | 28 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 19 | 0 |
| 15:00:00 | 9 | 0 | 1115 | 0 | 528 | 0 | 0 | 0 | 18 | 0 | 28 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 19 | 0 |
| 15:15:00 | 9 | 0 | 1209 | 94 | 567 | 39 | 0 | 0 | 18 | 0 | 28 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 19 | 0 |
| 15:30:00 | 9 | 0 | 1291 | 82 | 605 | 38 | 0 | 0 | 20 | 2 | 30 | 2 | 0 | 0 | 2 | 0 | 3 | 0 | 27 | 8 |
| 15:45:00 | 10 | 1 | 1377 | 86 | 642 | 37 | 0 | 0 | 23 | 3 | 32 | 2 | 0 | 0 | 2 | 0 | 3 | 0 | 30 | 3 |
| 16:00:00 | 10 | 0 | 1449 | 72 | 693 | 51 | 0 | 0 | 23 | 0 | 35 | 3 | 0 | 0 | 2 | 0 | 3 | 0 | 33 | 3 |
| 16:15:00 | 10 | 0 | 1536 | 87 | 739 | 46 | 0 | 0 | 23 | 0 | 36 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 34 | 1 |
| 16:30:00 | 10 | 0 | 1597 | 61 | 779 | 40 | 0 | 0 | 24 | 1 | 37 | 1 | 0 | 0 | 2 | 0 | 4 | 1 | 34 | 0 |
| 16:45:00 | 11 | 1 | 1667 | 70 | 819 | 40 | 0 | 0 | 24 | 0 | 38 | 1 | 0 | 0 | 2 | 0 | 4 | 0 | 34 | 0 |
| 17:00:00 | 11 | 0 | 1757 | 90 | 856 | 37 | 0 | 0 | 26 | 2 | 39 | 1 | 0 | 0 | 2 | 0 | 4 | 0 | 36 | 2 |
| 17:15:00 | 11 | 0 | 1839 | 82 | 884 | 28 | 0 | 0 | 27 | 1 | 40 | 1 | 0 | 0 | 2 | 0 | 4 | 0 | 36 | 0 |
| 17:30:00 | 11 | 0 | 1905 | 66 | 928 | 44 | 0 | 0 | 27 | 0 | 41 | 1 | 0 | 0 | 2 | 0 | 4 | 0 | 37 | 1 |
| 17:45:00 | 12 | 1 | 1982 | 77 | 958 | 30 | 0 | 0 | 28 | 1 | 41 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 37 | 0 |
| 18:00:00 | 12 | 0 | 2051 | 69 | 988 | 30 | 0 | 0 | 28 | 0 | 43 | 2 | 0 | 0 | 2 | 0 | 4 | 0 | 37 | 0 |
| 18:15:00 | 12 | 0 | 2051 | 0 | 988 | 0 | 0 | 0 | 28 | 0 | 43 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 37 | 0 |
| 18:15:15 | 12 | 0 | 2051 | 0 | 988 | 0 | 0 | 0 | 28 | 0 | 43 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 37 | 0 |

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

**Count Date: 7-Oct-20 Site #: 2000200010**

| Interval Time | Passenger Cars - South Approach | | | | | | Trucks - South Approach | | | | | | Cyclists - South Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | South Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 07:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 07:45:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 08:00:00 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 |
| 08:15:00 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| 08:30:00 | 3 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| 08:45:00 | 3 | 0 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 |
| 09:00:00 | 3 | 0 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 3 |
| 09:15:00 | 3 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 |
| 11:00:00 | 3 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 |
| 11:15:00 | 3 | 0 | 3 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 |
| 11:30:00 | 3 | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 |
| 11:45:00 | 3 | 0 | 4 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 2 |
| 12:00:00 | 3 | 0 | 4 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 13 |
| 12:15:00 | 3 | 0 | 4 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 1 |
| 12:30:00 | 5 | 2 | 6 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 2 |
| 12:45:00 | 5 | 0 | 6 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 2 |
| 13:00:00 | 5 | 0 | 6 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 |
| 13:15:00 | 5 | 0 | 7 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 |
| 13:30:00 | 6 | 1 | 7 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 |
| 13:45:00 | 6 | 0 | 7 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 |
| 14:00:00 | 6 | 0 | 9 | 2 | 9 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 1 |
| 14:15:00 | 6 | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 |
| 15:00:00 | 6 | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 |
| 15:15:00 | 7 | 1 | 11 | 2 | 10 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 1 |
| 15:30:00 | 8 | 1 | 12 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 8 |
| 15:45:00 | 8 | 0 | 12 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 4 |
| 16:00:00 | 8 | 0 | 12 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 |
| 16:15:00 | 9 | 1 | 12 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 4 |
| 16:30:00 | 11 | 2 | 14 | 2 | 13 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 0 |
| 16:45:00 | 12 | 1 | 14 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 0 |
| 17:00:00 | 12 | 0 | 14 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 1 |
| 17:15:00 | 12 | 0 | 14 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 2 |
| 17:30:00 | 12 | 0 | 14 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 1 |
| 17:45:00 | 12 | 0 | 14 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 |
| 18:00:00 | 13 | 1 | 14 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 1 |
| 18:15:00 | 13 | 0 | 14 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 0 |
| 18:15:15 | 13 | 0 | 14 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 0 |

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

**Count Date: 7-Oct-20 Site #: 2000200010**

| Interval Time | Passenger Cars - West Approach | | | | | | Trucks - West Approach | | | | | | Cyclists - West Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | West Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 07:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15:00 | 24 | 24 | 18 | 18 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30:00 | 56 | 32 | 54 | 36 | 0 | 0 | 1 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 07:45:00 | 86 | 30 | 93 | 39 | 1 | 1 | 1 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 08:00:00 | 125 | 39 | 130 | 37 | 2 | 1 | 2 | 1 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 |
| 08:15:00 | 152 | 27 | 186 | 56 | 2 | 0 | 3 | 1 | 13 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 |
| 08:30:00 | 194 | 42 | 246 | 60 | 2 | 0 | 5 | 2 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| 08:45:00 | 240 | 46 | 326 | 80 | 2 | 0 | 7 | 2 | 22 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 |
| 09:00:00 | 287 | 47 | 378 | 52 | 2 | 0 | 9 | 2 | 27 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 3 |
| 09:15:00 | 287 | 0 | 378 | 0 | 2 | 0 | 9 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 |
| 11:00:00 | 287 | 0 | 378 | 0 | 2 | 0 | 9 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 |
| 11:15:00 | 328 | 41 | 423 | 45 | 3 | 1 | 12 | 3 | 29 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 |
| 11:30:00 | 369 | 41 | 486 | 63 | 4 | 1 | 12 | 0 | 32 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 |
| 11:45:00 | 410 | 41 | 553 | 67 | 4 | 0 | 16 | 4 | 34 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 |
| 12:00:00 | 453 | 43 | 608 | 55 | 4 | 0 | 16 | 0 | 35 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 |
| 12:15:00 | 499 | 46 | 675 | 67 | 4 | 0 | 17 | 1 | 37 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 |
| 12:30:00 | 537 | 38 | 753 | 78 | 6 | 2 | 18 | 1 | 41 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 |
| 12:45:00 | 581 | 44 | 809 | 56 | 6 | 0 | 19 | 1 | 43 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 |
| 13:00:00 | 627 | 46 | 876 | 67 | 6 | 0 | 20 | 1 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 |
| 13:15:00 | 676 | 49 | 927 | 51 | 6 | 0 | 20 | 0 | 44 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 |
| 13:30:00 | 724 | 48 | 979 | 52 | 7 | 1 | 20 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 |
| 13:45:00 | 758 | 34 | 1025 | 46 | 7 | 0 | 20 | 0 | 47 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 |
| 14:00:00 | 811 | 53 | 1077 | 52 | 7 | 0 | 21 | 1 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 2 |
| 14:15:00 | 811 | 0 | 1077 | 0 | 7 | 0 | 21 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 |
| 15:00:00 | 811 | 0 | 1077 | 0 | 7 | 0 | 21 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 |
| 15:15:00 | 862 | 51 | 1137 | 60 | 7 | 0 | 22 | 1 | 48 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 |
| 15:30:00 | 919 | 57 | 1198 | 61 | 7 | 0 | 23 | 1 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 8 |
| 15:45:00 | 974 | 55 | 1273 | 75 | 8 | 1 | 24 | 1 | 49 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 1 |
| 16:00:00 | 1024 | 50 | 1339 | 66 | 10 | 2 | 25 | 1 | 50 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 1 |
| 16:15:00 | 1077 | 53 | 1412 | 73 | 11 | 1 | 25 | 0 | 53 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 5 |
| 16:30:00 | 1137 | 60 | 1484 | 72 | 12 | 1 | 25 | 0 | 54 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 |
| 16:45:00 | 1192 | 55 | 1562 | 78 | 12 | 0 | 25 | 0 | 55 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 1 |
| 17:00:00 | 1265 | 73 | 1638 | 76 | 14 | 2 | 25 | 0 | 57 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 |
| 17:15:00 | 1314 | 49 | 1721 | 83 | 14 | 0 | 25 | 0 | 58 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 |
| 17:30:00 | 1374 | 60 | 1800 | 79 | 14 | 0 | 26 | 1 | 59 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 30 | 1 |
| 17:45:00 | 1430 | 56 | 1878 | 78 | 15 | 1 | 26 | 0 | 60 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 31 | 1 |
| 18:00:00 | 1470 | 40 | 1933 | 55 | 15 | 0 | 28 | 2 | 62 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 31 | 0 |
| 18:15:00 | 1470 | 0 | 1933 | 0 | 15 | 0 | 28 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 31 | 0 |
| 18:15:15 | 1470 | 0 | 1933 | 0 | 15 | 0 | 28 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 31 | 0 |

# *Paisley Road & Silvercreek Parkway*

## Morning Peak Diagram

**Specified Period**
**From:** 7:00:00
**To:** 9:00:00

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

**Municipality:** Guelph
**Site #:** 0000001316
**Intersection:** Paisley Road & Silvercreek Parkway
**TFR File #:** 1
**Count date:** 1-Apr-2014

**Weather conditions:**
Clear
**Person(s) who counted:**

**** Signalized Intersection ****

**Major Road:** Paisley Road runs W/E

| | |
|---|---|
| North Leg Total: | 549 |
| North Entering: | 272 |
| North Peds: | 5 |
| Peds Cross: | ⋈ |

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 0 | 0 | 0 |
| Trucks | 3 | 0 | 7 | 10 |
| Cars | 130 | 2 | 130 | 262 |
| Totals | 133 | 2 | 137 | |

| | |
|---|---|
| Cyclists | 0 |
| Trucks | 14 |
| Cars | 263 |
| Totals | 277 |

| | |
|---|---|
| East Leg Total: | 781 |
| East Entering: | 378 |
| East Peds: | 0 |
| Peds Cross: | ⧗ |

Silvercreek Parkway

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 1 | 11 | 409 | 421 |

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 85 | 7 | 0 | 92 |
| 277 | 8 | 1 | 286 |
| 0 | 0 | 0 | 0 |
| 362 | 15 | 1 | |

Paisley Road

N
W E
S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 7 | 176 | 183 |
| 0 | 19 | 247 | 266 |
| 0 | 0 | 0 | 0 |
| 0 | 26 | 423 | |

Paisley Road

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 377 | 26 | 0 | 403 |

Silvercreek Parkway

| | |
|---|---|
| Peds Cross: | ⧗ |
| West Peds: | 5 |
| West Entering: | 449 |
| West Leg Total: | 870 |

| | |
|---|---|
| Cars | 2 |
| Trucks | 0 |
| Cyclists | 0 |
| Totals | 2 |

| | | | | |
|---|---|---|---|---|
| Cars | 2 | 2 | 0 | 4 |
| Trucks | 0 | 0 | 0 | 0 |
| Cyclists | 0 | 0 | 0 | 0 |
| Totals | 2 | 2 | 0 | |

| | |
|---|---|
| Peds Cross: | ⋈ |
| South Peds: | 0 |
| South Entering: | 4 |
| South Leg Total: | 6 |

**Comments**

# *Paisley Road & Silvercreek Parkway*

## Mid-day Peak Diagram

**Specified Period**
**From:** 11:00:00
**To:** 14:00:00

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

**Municipality:** Guelph
**Site #:** 0000001316
**Intersection:** Paisley Road & Silvercreek Parkway
**TFR File #:** 1
**Count date:** 1-Apr-2014

**Weather conditions:**
Clear
**Person(s) who counted:**

**** Signalized Intersection ****

**Major Road:** Paisley Road runs W/E

| | |
|---|---|
| North Leg Total: | 549 |
| North Entering: | 296 |
| North Peds: | 0 |
| Peds Cross: | ⋈ |

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 0 | 1 | 1 |
| Trucks | 2 | 0 | 3 | 5 |
| Cars | 130 | 1 | 159 | 290 |
| Totals | 132 | 1 | 163 | |

| | |
|---|---|
| Cyclists | 0 |
| Trucks | 7 |
| Cars | 246 |
| Totals | 253 |

| | |
|---|---|
| East Leg Total: | 620 |
| East Entering: | 276 |
| East Peds: | 0 |
| Peds Cross: | ⧗ |

Silvercreek Parkway

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 1 | 7 | 326 | 334 |

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 74 | 4 | 0 | 78 |
| 191 | 5 | 1 | 197 |
| 0 | 0 | 1 | 1 |
| 265 | 9 | 2 | |

Paisley Road

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S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 3 | 172 | 175 |
| 0 | 6 | 175 | 181 |
| 0 | 0 | 6 | 6 |
| 0 | 9 | 353 | |

Paisley Road

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 334 | 9 | 1 | 344 |

Silvercreek Parkway

| | |
|---|---|
| Peds Cross: | ⧗ |
| West Peds: | 0 |
| West Entering: | 362 |
| West Leg Total: | 696 |

| | |
|---|---|
| Cars | 7 |
| Trucks | 0 |
| Cyclists | 1 |
| Totals | 8 |

| | | | | |
|---|---|---|---|---|
| Cars | 5 | 0 | 0 | 5 |
| Trucks | 0 | 0 | 0 | 0 |
| Cyclists | 0 | 0 | 0 | 0 |
| Totals | 5 | 0 | 0 | |

| | |
|---|---|
| Peds Cross: | ⋈ |
| South Peds: | 0 |
| South Entering: | 5 |
| South Leg Total: | 13 |

**Comments**

# *Paisley Road & Silvercreek Parkway*

## Afternoon Peak Diagram

**Specified Period**
**From:** 15:00:00
**To:** 18:00:00

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

**Municipality:** Guelph
**Site #:** 0000001316
**Intersection:** Paisley Road & Silvercreek Parkway
**TFR File #:** 1
**Count date:** 1-Apr-2014

**Weather conditions:**
Clear
**Person(s) who counted:**

**** Signalized Intersection ****

**Major Road:** Paisley Road runs W/E

| | |
|---|---|
| North Leg Total: | 822 |
| North Entering: | 491 |
| North Peds: | 1 |
| Peds Cross: | ⋈ |

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 2 | 1 | 3 |
| Trucks | 0 | 0 | 3 | 3 |
| Cars | 269 | 2 | 214 | 485 |
| Totals | 269 | 4 | 218 | |

| | |
|---|---|
| Cyclists | 1 |
| Trucks | 3 |
| Cars | 327 |
| Totals | 331 |

| | |
|---|---|
| East Leg Total: | 968 |
| East Entering: | 464 |
| East Peds: | 1 |
| Peds Cross: | ⧗ |

Silvercreek Parkway

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 1 | 1 | 618 | 620 |

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 107 | 3 | 1 | 111 |
| 349 | 1 | 1 | 351 |
| 2 | 0 | 0 | 2 |
| 458 | 4 | 2 | |

Paisley Road

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| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 218 | 218 |
| 0 | 5 | 281 | 286 |
| 0 | 0 | 0 | 0 |
| 0 | 5 | 499 | |

Paisley Road

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 495 | 8 | 1 | 504 |

Silvercreek Parkway

| | |
|---|---|
| Peds Cross: | ⧗ |
| West Peds: | 2 |
| West Entering: | 504 |
| West Leg Total: | 1124 |

| | |
|---|---|
| Cars | 4 |
| Trucks | 0 |
| Cyclists | 2 |
| Totals | 6 |

| | | | | |
|---|---|---|---|---|
| Cars | 0 | 2 | 0 | 2 |
| Trucks | 0 | 0 | 0 | 0 |
| Cyclists | 0 | 0 | 0 | 0 |
| Totals | 0 | 2 | 0 | |

| | |
|---|---|
| Peds Cross: | ⋈ |
| South Peds: | 0 |
| South Entering: | 2 |
| South Leg Total: | 8 |

**Comments**

# *Paisley Road & Silvercreek Parkway*

## Total Count Diagram

**Municipality:** Guelph
**Site #:** 0000001316
**Intersection:** Paisley Road & Silvercreek Parkway
**TFR File #:** 1
**Count date:** 1-Apr-2014

**Weather conditions:**
Clear
**Person(s) who counted:**

**** Signalized Intersection ****

**Major Road:** Paisley Road runs W/E

| | |
|---|---|
| North Leg Total: | 4654 |
| North Entering: | 2591 |
| North Peds: | 11 |
| Peds Cross: | ⋈ |

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 3 | 5 | 8 |
| Trucks | 14 | 0 | 26 | 40 |
| Cars | 1341 | 21 | 1181 | 2543 |
| Totals | 1355 | 24 | 1212 | |

| | |
|---|---|
| Cyclists | 2 |
| Trucks | 65 |
| Cars | 1996 |
| Totals | 2063 |

| | |
|---|---|
| East Leg Total: | 5417 |
| East Entering: | 2543 |
| East Peds: | 1 |
| Peds Cross: | ⧗ |

Silvercreek Parkway

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 8 | 46 | 3158 | 3212 |

Paisley Road

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 22 | 1331 | 1353 |
| 2 | 57 | 1596 | 1655 |
| 1 | 0 | 9 | 10 |
| 3 | 79 | 2936 | |

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 648 | 43 | 1 | 692 |
| 1802 | 32 | 7 | 1841 |
| 6 | 0 | 4 | 10 |
| 2456 | 75 | 12 | |

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Paisley Road

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 2782 | 83 | 9 | 2874 |

Silvercreek Parkway

| | |
|---|---|
| Peds Cross: | ⧗ |
| West Peds: | 16 |
| West Entering: | 3018 |
| West Leg Total: | 6230 |

| | |
|---|---|
| Cars | 36 |
| Trucks | 0 |
| Cyclists | 8 |
| Totals | 44 |

| | | | | |
|---|---|---|---|---|
| Cars | 15 | 17 | 5 | 37 |
| Trucks | 0 | 0 | 0 | 0 |
| Cyclists | 1 | 1 | 2 | 4 |
| Totals | 16 | 18 | 7 | |

| | |
|---|---|
| Peds Cross: | ⋈ |
| South Peds: | 0 |
| South Entering: | 41 |
| South Leg Total: | 85 |

**Comments**

# *Paisley Road & Silvercreek Parkway*
## Traffic Count Summary

**Intersection:** Paisley Road & Silvercreek Parkwa | **Count Date:** 1-Apr-2014 | **Municipality:** Guelph

### North Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists: Left | Thru | Right | Grand Total | Total Peds | North/South Total Approaches |
|---|---|---|---|---|---|---|
| 7:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 85 | 3 | 119 | 207 | 0 | 216 |
| 9:00:00 | 137 | 2 | 133 | 272 | 5 | 276 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 119 | 2 | 110 | 231 | 0 | 234 |
| 13:00:00 | 150 | 2 | 136 | 288 | 0 | 292 |
| 14:00:00 | 150 | 2 | 137 | 289 | 0 | 297 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 183 | 6 | 219 | 408 | 2 | 415 |
| 17:00:00 | 185 | 2 | 243 | 430 | 3 | 434 |
| 18:00:00 | 203 | 5 | 258 | 466 | 1 | 468 |
| Totals: | 1212 | 24 | 1355 | 2591 | 11 | 2632 |

### South Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists: Left | Thru | Right | Grand Total | Total Peds |
|---|---|---|---|---|---|
| 7:00:00 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 4 | 3 | 2 | 9 | 0 |
| 9:00:00 | 2 | 2 | 0 | 4 | 0 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 1 | 2 | 0 | 3 | 0 |
| 13:00:00 | 3 | 1 | 0 | 4 | 0 |
| 14:00:00 | 4 | 3 | 1 | 8 | 0 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 2 | 2 | 3 | 7 | 0 |
| 17:00:00 | 0 | 3 | 1 | 4 | 0 |
| 18:00:00 | 0 | 2 | 0 | 2 | 0 |
| | 16 | 18 | 7 | 41 | 0 |

### East Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists: Left | Thru | Right | Grand Total | Total Peds | East/West Total Approaches |
|---|---|---|---|---|---|---|
| 7:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 0 | 179 | 68 | 247 | 0 | 471 |
| 9:00:00 | 0 | 286 | 92 | 378 | 0 | 827 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 1 | 179 | 102 | 282 | 0 | 614 |
| 13:00:00 | 1 | 188 | 79 | 268 | 0 | 602 |
| 14:00:00 | 2 | 169 | 92 | 263 | 0 | 604 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 2 | 234 | 76 | 312 | 0 | 693 |
| 17:00:00 | 0 | 271 | 80 | 351 | 0 | 816 |
| 18:00:00 | 4 | 335 | 103 | 442 | 1 | 934 |
| Totals: | 10 | 1841 | 692 | 2543 | 1 | 5561 |

### West Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists: Left | Thru | Right | Grand Total | Total Peds |
|---|---|---|---|---|---|
| 7:00:00 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 128 | 95 | 1 | 224 | 0 |
| 9:00:00 | 183 | 266 | 0 | 449 | 5 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 143 | 188 | 1 | 332 | 2 |
| 13:00:00 | 149 | 180 | 5 | 334 | 0 |
| 14:00:00 | 153 | 187 | 1 | 341 | 1 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 177 | 202 | 2 | 381 | 2 |
| 17:00:00 | 214 | 251 | 0 | 465 | 4 |
| 18:00:00 | 206 | 286 | 0 | 492 | 2 |
| | 1353 | 1655 | 10 | 3018 | 16 |

### Calculated Values for Traffic Crossing Major Street

| Hours Ending: | 8:00 | 9:00 | 12:00 | 13:00 | 14:00 | 16:00 | 17:00 | 18:00 |
|---|---|---|---|---|---|---|---|---|
| Crossing Values: | 92 | 146 | 124 | 155 | 158 | 193 | 192 | 211 |

# *Paisley Road & Silvercreek Parkway*

**Count Date:** 1-Apr-2014
**Intersection:** Paisley Road & Silvercreek Parkway **Municipality:** Guelph
**Major Road:** Paisley Road **Major Road Runs:** E/W two lanes each way
**Operating Speed of Major Road:** 50 km/hr **Operating under restricted flow conditions**

**Warrant #1: Minimum Vehicular Volumes.**

**A. All Approaches.** **80% Satisfied**

| No. of Lanes | Minimum Requirements | | | | | Hours Ending | | | | | | | | Percentage Warrant | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 Lane Each Way | | 2 Lanes Each Way | | 3 Lanes | | | | | | | | | | |
| Flow Condition | 1 Lane F. Flow (Code 1) | 1 Lane R. Flow (Code 2) | 2 Lane F. Flow (Code 3) | 2 Lane R. Flow (Code 4) | or More R. Flow (Code 5) | 8:00 | 9:00 | 12:00 | 13:00 | 14:00 | 16:00 | 17:00 | 18:00 | | |
| 100% | 480 | 720 | 600 | 900 | 1125 | 687 | 1103 | 848 | 894 | 901 | 1108 | 1250 | 1402 | | 100% |
| 80% | 385 | 575 | 480 | 720 | 900 | | | | | | | | | Yes: | |
| | | | | | | | | | | | | | | No: | X |
| All Approa-ches | 100% Fulfilled | | | | | | 100 | | | 100 | 100 | 100 | 100 | | 500 |
| | 80% Fulfilled | | | | | | | 80 | 80 | | | | | | 160 |
| | Actual % if Below 80% | | | | | 76 | | | | | | | | | 76 |
| | | | | | | | | | | | | | | Total: | 736 |
| | | | | | | | | | | | | | | Actual Average (Total/8): | 92% |

**B. Minor Street Both Approaches.**

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 100% | 120 | 170 | 120 | 170 | 170 | 216 | 276 | 234 | 292 | 297 | 415 | 434 | 468 | | 100% |
| 80% | 95 | 135 | 95 | 135 | 135 | | | | | | | | | Yes: | X |
| | | | | | | | | | | | | | | No: | |
| Minor Street Both Approa-ches | 100% Fulfilled | | | | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | 800 |
| | 80% Fulfilled | | | | | | | | | | | | | | 0 |
| | Actual % if Below 80% | | | | | | | | | | | | | | 0 |
| | | | | | | | | | | | | | | Total: | 800 |
| | | | | | | | | | | | | | | Actual Average (Total/8): | 100% |

# *Paisley Road & Silvercreek Parkway*

**Count Date:** 1-Apr-2014
**Intersection:** Paisley Road & Silvercreek Parkway **Municipality:** Guelph
**Major Road:** Paisley Road **Major Road Runs:** E/W two lanes each way
**Operating Speed of Major Road:** 50 km/hr **Operating under restricted flow conditions**

**Warrant #2: Delay to Cross Traffic.**

**A. Major Street Both Approaches.** **Not Satisfied**

| No. of Lanes | Minimum Requirements | | | | | Hours Ending | | | | | | | | Percentage Warrant | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 Lane Each Way | | 2 Lanes Each Way | | 3 Lanes | | | | | | | | | | |
| Flow Condition | 1 Lane F. Flow (Code 1) | 1 Lane R. Flow (Code 2) | 2 Lane F. Flow (Code 3) | 2 Lane R. Flow (Code 4) | or More R. Flow (Code 5) | 8:00 | 9:00 | 12:00 | 13:00 | 14:00 | 16:00 | 17:00 | 18:00 | | |
| 100% | 480 | 720 | 600 | 900 | 1125 | 471 | 827 | 614 | 602 | 604 | 693 | 816 | 934 | | 100% |
| 80% | 385 | 575 | 480 | 720 | 900 | | | | | | | | | Yes: | |
| | | | | | | | | | | | | | | No: | X |
| All Approa-ches | 100% Fulfilled | | | | | | | | | | | | 100 | | 100 |
| | 80% Fulfilled | | | | | | 80 | | | | | 80 | | | 160 |
| | Actual % if Below 80% | | | | | 52 | | 68 | 67 | 67 | 77 | | | | 332 |
| | | | | | | | | | | | | | | Total: | 592 |
| | | | | | | | | | | | | | | Actual Average (Total/8): | 74% |

**B. Traffic Crossing Major Street.**

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 100% | 50 | 75 | 50 | 75 | 75 | 92 | 146 | 124 | 155 | 158 | 193 | 192 | 211 | | 100% |
| 80% | 40 | 60 | 40 | 60 | 60 | | | | | | | | | Yes: | X |
| | | | | | | | | | | | | | | No: | |
| All Approa-ches | 100% Fulfilled | | | | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | 800 |
| | 80% Fulfilled | | | | | | | | | | | | | | 0 |
| | Actual % if Below 80% | | | | | | | | | | | | | | 0 |
| | | | | | | | | | | | | | | Total: | 800 |
| | | | | | | | | | | | | | | Actual Average (Total/8): | 100% |

# *Paisley Road & Silvercreek Parkway*

**Count Date:** 1-Apr-2014
**Intersection:** Paisley Road & Silvercreek Parkway **Municipality:** Guelph
**Major Road:** Paisley Road **Major Road Runs:** E/W two lanes each way
**Operating Speed of Major Road:** 50 km/hr **Operating under restricted flow conditions**

**Warrant #3: Accident Experience.**

**Not Satisfied**

**A. Reportable accidents within a twelve month period averaged over 36 consequtive months susceptible to correction by a traffic signal.**

| Minimum Requirements | Actual Number of Accidents | Average Number of Accidents | Fulfilled |
|---|---|---|---|
| 5 | 0 in 0 years | Invalid | 0% |

| | |
|---|---|
| **B. Adequate trial of less restrictive remedies has failed to reduce accident frequency.** | No |
| **C. Either Warrant 1 (Minimum Vehicular Volume) or Warrant 2 (Delay to Cross Traffic) satisfied 80% or more.** | Yes |

**Warrant #4: Combination Warrant.**
**(Used if no warrant satisfied 100%)**

**Not Satisfied**

| Minimum Requirements | Warrant Satisfied 80% or More | Fulfilled |
|---|---|---|
| Two Warrants Satisfied 80% | Warrant 1 (Minimum Vehicular Volume)<br>Warrant 2 (Delay to Cross Traffic)<br>Warrant 3 (Accident Experience) | Yes<br>No<br>No |

**Conclusion: Traffic signal not warranted.**

Spectrum

Turning Movement Count
Location Name: SILVERCREEK PARKWAY N & PAISLEY RD
Date: Tue, Feb 13, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Turning Movement Count (10 . SILVERCREEK PARKWAY N & PAISLEY RD)

| Start Time | N Approach SILVERCREEK PARKWAY N | | | | | | E Approach PAISLEY RD | | | | | | S Approach SILVERCREEK PARKWAY N | | | | | | W Approach PAISLEY RD | | | | | | Int. Total (15 min) | Int. Total (1 hr) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right N:W | Thru N:S | Left N:E | U-Turn N:N | Peds N: | Approach Total | Right E:N | Thru E:W | Left E:S | U-Turn E:E | Peds E: | Approach Total | Right S:E | Thru S:N | Left S:W | U-Turn S:S | Peds S: | Approach Total | Right W:S | Thru W:E | Left W:N | U-Turn W:W | Peds W: | Approach Total | | |
| 07:00:00 | 34 | 0 | 18 | 0 | 0 | 52 | 13 | 54 | 0 | 0 | 0 | 67 | 0 | 1 | 1 | 0 | 0 | 2 | 2 | 24 | 23 | 0 | 0 | 49 | 170 | |
| 07:15:00 | 28 | 3 | 17 | 0 | 0 | 48 | 20 | 61 | 0 | 0 | 0 | 81 | 2 | 0 | 2 | 0 | 0 | 4 | 0 | 29 | 29 | 0 | 0 | 58 | 191 | |
| 07:30:00 | 36 | 0 | 20 | 0 | 0 | 56 | 30 | 60 | 0 | 0 | 0 | 90 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 41 | 42 | 0 | 0 | 83 | 231 | |
| 07:45:00 | 24 | 1 | 19 | 0 | 2 | 44 | 22 | 57 | 0 | 0 | 1 | 79 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 70 | 51 | 0 | 0 | 121 | 245 | 837 |
| 08:00:00 | 29 | 1 | 27 | 0 | 0 | 57 | 18 | 77 | 0 | 0 | 1 | 95 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 81 | 33 | 0 | 0 | 114 | 267 | 934 |
| 08:15:00 | 29 | 0 | 47 | 0 | 11 | 76 | 25 | 61 | 0 | 0 | 11 | 86 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 86 | 39 | 0 | 3 | 125 | 287 | 1030 |
| 08:30:00 | 34 | 0 | 53 | 0 | 6 | 87 | 35 | 64 | 0 | 0 | 6 | 99 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 84 | 64 | 0 | 2 | 148 | 334 | 1133 |
| 08:45:00 | 39 | 0 | 44 | 0 | 1 | 83 | 65 | 91 | 0 | 0 | 0 | 156 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 86 | 61 | 0 | 1 | 148 | 387 | 1275 |
| 09:00:00 | 32 | 0 | 23 | 0 | 0 | 55 | 37 | 79 | 0 | 0 | 2 | 116 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 48 | 46 | 0 | 0 | 94 | 266 | 1274 |
| 09:15:00 | 33 | 0 | 26 | 0 | 1 | 59 | 28 | 39 | 0 | 0 | 0 | 67 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 40 | 30 | 0 | 1 | 70 | 197 | 1184 |
| 09:30:00 | 30 | 0 | 37 | 0 | 1 | 67 | 21 | 52 | 0 | 0 | 1 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 30 | 0 | 0 | 69 | 209 | 1059 |
| 09:45:00 | 23 | 0 | 39 | 0 | 0 | 62 | 22 | 29 | 0 | 0 | 0 | 51 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 45 | 31 | 0 | 0 | 78 | 192 | 864 |
| 10:00:00 | 31 | 0 | 32 | 0 | 0 | 63 | 24 | 43 | 0 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 57 | 25 | 0 | 1 | 83 | 213 | 811 |
| 10:15:00 | 37 | 0 | 34 | 0 | 0 | 71 | 31 | 52 | 0 | 0 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 32 | 0 | 1 | 91 | 245 | 859 |
| 10:30:00 | 29 | 0 | 36 | 0 | 0 | 65 | 28 | 52 | 0 | 0 | 1 | 80 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 48 | 25 | 0 | 0 | 73 | 218 | 868 |
| 10:45:00 | 22 | 0 | 41 | 0 | 0 | 63 | 31 | 45 | 0 | 0 | 1 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 34 | 0 | 0 | 84 | 223 | 899 |
| 11:00:00 | 23 | 0 | 36 | 0 | 1 | 59 | 22 | 26 | 0 | 0 | 1 | 48 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 64 | 38 | 0 | 0 | 102 | 210 | 896 |
| 11:15:00 | 32 | 0 | 27 | 0 | 0 | 59 | 31 | 62 | 1 | 1 | 0 | 95 | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 42 | 32 | 0 | 0 | 75 | 231 | 882 |
| 11:30:00 | 29 | 0 | 30 | 0 | 0 | 59 | 23 | 57 | 0 | 0 | 3 | 80 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 55 | 42 | 0 | 0 | 97 | 237 | 901 |
| 11:45:00 | 41 | 1 | 35 | 0 | 0 | 77 | 22 | 49 | 0 | 0 | 1 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 32 | 0 | 0 | 83 | 231 | 909 |
| 12:00:00 | 47 | 1 | 39 | 0 | 0 | 87 | 29 | 52 | 0 | 0 | 0 | 81 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 53 | 40 | 0 | 0 | 93 | 262 | 961 |
| 12:15:00 | 25 | 1 | 45 | 0 | 0 | 71 | 35 | 55 | 2 | 0 | 0 | 92 | 1 | 1 | 1 | 0 | 0 | 3 | 0 | 65 | 37 | 0 | 4 | 102 | 268 | 998 |
| 12:30:00 | 31 | 0 | 32 | 0 | 1 | 63 | 25 | 50 | 0 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 49 | 0 | 2 | 103 | 241 | 1002 |
| 12:45:00 | 32 | 0 | 35 | 0 | 2 | 67 | 29 | 57 | 0 | 0 | 0 | 86 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 37 | 0 | 0 | 87 | 240 | 1011 |
| 13:00:00 | 46 | 0 | 39 | 0 | 1 | 85 | 30 | 47 | 0 | 0 | 1 | 77 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 51 | 0 | 0 | 107 | 269 | 1018 |
| 13:15:00 | 43 | 2 | 34 | 0 | 0 | 79 | 30 | 66 | 1 | 0 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 62 | 47 | 0 | 0 | 110 | 286 | 1036 |
| 13:30:00 | 46 | 0 | 57 | 0 | 0 | 103 | 30 | 49 | 0 | 0 | 0 | 79 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 53 | 54 | 0 | 1 | 107 | 292 | 1087 |
| 13:45:00 | 34 | 0 | 36 | 0 | 1 | 70 | 40 | 49 | 1 | 0 | 0 | 90 | 1 | 0 | 0 | 0 | 1 | 1 | 3 | 60 | 58 | 0 | 2 | 121 | 282 | 1129 |
| 14:00:00 | 37 | 0 | 42 | 0 | 1 | 79 | 35 | 57 | 1 | 0 | 1 | 93 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 53 | 42 | 0 | 1 | 95 | 268 | 1128 |
| 14:15:00 | 38 | 1 | 45 | 0 | 2 | 84 | 32 | 53 | 0 | 0 | 0 | 85 | 2 | 0 | 3 | 0 | 0 | 5 | 2 | 63 | 49 | 0 | 0 | 114 | 288 | 1130 |
| 14:30:00 | 38 | 1 | 45 | 0 | 0 | 84 | 38 | 57 | 0 | 0 | 0 | 95 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 67 | 62 | 1 | 1 | 131 | 311 | 1149 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14:45:00 | 59 | 0 | 51 | 0 | 1 | 110 | 32 | 54 | 0 | 0 | 1 | 86 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 78 | 53 | 0 | 1 | 131 | 327 | 1194 |
| 15:00:00 | 58 | 1 | 56 | 0 | 3 | 115 | 42 | 59 | 0 | 0 | 0 | 101 | 0 | 2 | 1 | 0 | 0 | 3 | 1 | 84 | 52 | 0 | 0 | 137 | 356 | 1282 |
| 15:15:00 | 73 | 0 | 44 | 0 | 7 | 117 | 60 | 54 | 0 | 0 | 1 | 114 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 70 | 54 | 0 | 1 | 124 | 355 | 1349 |
| 15:30:00 | 70 | 0 | 47 | 0 | 16 | 117 | 31 | 75 | 0 | 0 | 8 | 106 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 62 | 51 | 0 | 11 | 113 | 336 | 1374 |
| 15:45:00 | 54 | 0 | 51 | 0 | 3 | 105 | 37 | 78 | 0 | 0 | 1 | 115 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 91 | 71 | 0 | 1 | 162 | 384 | 1431 |
| 16:00:00 | 72 | 1 | 45 | 0 | 6 | 118 | 41 | 83 | 0 | 0 | 0 | 124 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 45 | 0 | 3 | 108 | 350 | 1425 |
| 16:15:00 | 65 | 2 | 69 | 0 | 0 | 136 | 41 | 83 | 0 | 0 | 0 | 124 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 92 | 73 | 0 | 0 | 165 | 426 | 1496 |
| 16:30:00 | 83 | 0 | 56 | 0 | 0 | 139 | 51 | 83 | 0 | 0 | 1 | 134 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 80 | 64 | 0 | 0 | 145 | 419 | 1579 |
| 16:45:00 | 54 | 0 | 54 | 0 | 1 | 108 | 45 | 103 | 0 | 0 | 0 | 148 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 86 | 66 | 0 | 1 | 152 | 409 | 1604 |
| 17:00:00 | 78 | 0 | 61 | 0 | 2 | 139 | 40 | 111 | 0 | 0 | 1 | 151 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 72 | 0 | 0 | 157 | 447 | 1701 |
| 17:15:00 | 80 | 0 | 46 | 0 | 0 | 126 | 49 | 95 | 0 | 0 | 0 | 144 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 | 72 | 0 | 0 | 200 | 470 | 1745 |
| 17:30:00 | 59 | 0 | 43 | 0 | 1 | 102 | 50 | 84 | 0 | 0 | 0 | 134 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 97 | 64 | 0 | 0 | 162 | 398 | 1724 |
| 17:45:00 | 44 | 0 | 47 | 0 | 1 | 91 | 36 | 72 | 0 | 0 | 0 | 108 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 79 | 52 | 0 | 0 | 131 | 331 | 1646 |
| **Grand Total** | 1881 | 16 | 1760 | 0 | 72 | 3657 | 1456 | 2736 | 6 | 1 | 44 | 4199 | 12 | 13 | 16 | 0 | 27 | 41 | 17 | 2830 | 2054 | 1 | 38 | 4902 | **12799** | - |
| **Approach%** | 51.4% | 0.4% | 48.1% | 0% | | - | 34.7% | 65.2% | 0.1% | 0% | | - | 29.3% | 31.7% | 39% | 0% | | - | 0.3% | 57.7% | 41.9% | 0% | | - | - | - |
| **Totals %** | 14.7% | 0.1% | 13.8% | 0% | | 28.6% | 11.4% | 21.4% | 0% | 0% | | 32.8% | 0.1% | 0.1% | 0.1% | 0% | | 0.3% | 0.1% | 22.1% | 16% | 0% | | 38.3% | - | - |
| **Heavy** | 19 | 0 | 17 | 0 | | - | 57 | 43 | 0 | 1 | | - | 0 | 0 | 0 | 0 | | - | 0 | 73 | 20 | 0 | | - | - | - |
| **Heavy %** | 1% | 0% | 1% | 0% | | - | 3.9% | 1.6% | 0% | 100% | | - | 0% | 0% | 0% | 0% | | - | 0% | 2.6% | 1% | 0% | | - | - | - |
| **Bicycles** | 0 | 1 | 5 | 0 | | - | 1 | 0 | 0 | 0 | | - | 0 | 3 | 0 | 0 | | - | 0 | 0 | 0 | 0 | | - | - | - |
| **Bicycle %** | 0% | 6.3% | 0.3% | 0% | | - | 0.1% | 0% | 0% | 0% | | - | 0% | 23.1% | 0% | 0% | | - | 0% | 0% | 0% | 0% | | - | - | - |

Spectrum

Turning Movement Count
Location Name: SILVERCREEK PARKWAY N & PAISLEY RD
Date: Tue, Feb 13, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Peak Hour: 04:30 PM - 05:30 PM Weather: Mostly Cloudy (-11.2 °C)

| Start Time | N Approach SILVERCREEK PARKWAY N | | | | | | E Approach PAISLEY RD | | | | | | S Approach SILVERCREEK PARKWAY N | | | | | | W Approach PAISLEY RD | | | | | | Int. Total (15 min) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | |
| 16:30:00 | 83 | 0 | 56 | 0 | 0 | 139 | 51 | 83 | 0 | 0 | 1 | 134 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 80 | 64 | 0 | 0 | 145 | 419 |
| 16:45:00 | 54 | 0 | 54 | 0 | 1 | 108 | 45 | 103 | 0 | 0 | 0 | 148 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 86 | 66 | 0 | 1 | 152 | 409 |
| 17:00:00 | 78 | 0 | 61 | 0 | 2 | 139 | 40 | 111 | 0 | 0 | 1 | 151 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 72 | 0 | 0 | 157 | 447 |
| 17:15:00 | 80 | 0 | 46 | 0 | 0 | 126 | 49 | 95 | 0 | 0 | 0 | 144 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 | 72 | 0 | 0 | 200 | 470 |
| **Grand Total** | 295 | 0 | 217 | 0 | 3 | 512 | 185 | 392 | 0 | 0 | 2 | 577 | 0 | 0 | 2 | 0 | 1 | 2 | 1 | 379 | 274 | 0 | 1 | 654 | **1745** |
| **Approach%** | 57.6% | 0% | 42.4% | 0% | | - | 32.1% | 67.9% | 0% | 0% | | - | 0% | 0% | 100% | 0% | | - | 0.2% | 58% | 41.9% | 0% | | - | - |
| **Totals %** | 16.9% | 0% | 12.4% | 0% | | 29.3% | 10.6% | 22.5% | 0% | 0% | | 33.1% | 0% | 0% | 0.1% | 0% | | 0.1% | 0.1% | 21.7% | 15.7% | 0% | | 37.5% | - |
| **PHF** | 0.89 | 0 | 0.89 | 0 | | 0.92 | 0.91 | 0.88 | 0 | 0 | | 0.96 | 0 | 0 | 0.5 | 0 | | 0.5 | 0.25 | 0.74 | 0.95 | 0 | | 0.82 | - |
| **Heavy** | 0 | 0 | 1 | 0 | | 1 | 4 | 1 | 0 | 0 | | 5 | 0 | 0 | 0 | 0 | | 0 | 0 | 5 | 1 | 0 | | 6 | - |
| **Heavy %** | 0% | 0% | 0.5% | 0% | | 0.2% | 2.2% | 0.3% | 0% | 0% | | 0.9% | 0% | 0% | 0% | 0% | | 0% | 0% | 1.3% | 0.4% | 0% | | 0.9% | - |
| **Lights** | 295 | 0 | 216 | 0 | | 511 | 181 | 391 | 0 | 0 | | 572 | 0 | 0 | 2 | 0 | | 2 | 1 | 374 | 273 | 0 | | 648 | - |
| **Lights %** | 100% | 0% | 99.5% | 0% | | 99.8% | 97.8% | 99.7% | 0% | 0% | | 99.1% | 0% | 0% | 100% | 0% | | 100% | 100% | 98.7% | 99.6% | 0% | | 99.1% | - |
| **Single-Unit Trucks** | 0 | 0 | 0 | 0 | | 0 | 1 | 1 | 0 | 0 | | 2 | 0 | 0 | 0 | 0 | | 0 | 0 | 2 | 1 | 0 | | 3 | - |
| **Single-Unit Trucks %** | 0% | 0% | 0% | 0% | | 0% | 0.5% | 0.3% | 0% | 0% | | 0.3% | 0% | 0% | 0% | 0% | | 0% | 0% | 0.5% | 0.4% | 0% | | 0.5% | - |
| **Buses** | 0 | 0 | 1 | 0 | | 1 | 3 | 0 | 0 | 0 | | 3 | 0 | 0 | 0 | 0 | | 0 | 0 | 3 | 0 | 0 | | 3 | - |
| **Buses %** | 0% | 0% | 0.5% | 0% | | 0.2% | 1.6% | 0% | 0% | 0% | | 0.5% | 0% | 0% | 0% | 0% | | 0% | 0% | 0.8% | 0% | 0% | | 0.5% | - |
| **Articulated Trucks** | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | - |
| **Articulated Trucks %** | 0% | 0% | 0% | 0% | | 0% | 0% | 0% | 0% | 0% | | 0% | 0% | 0% | 0% | 0% | | 0% | 0% | 0% | 0% | 0% | | 0% | - |
| **Pedestrians** | - | - | - | - | 3 | - | - | - | - | - | 2 | - | - | - | - | - | 1 | - | - | - | - | - | 0 | - | - |
| **Pedestrians%** | - | - | - | - | 42.9% | | - | - | - | - | 28.6% | | - | - | - | - | 14.3% | | - | - | - | - | 0% | | - |
| **Bicycles on Crosswalk** | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 1 | - | - |
| **Bicycles on Crosswalk%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 14.3% | | - |
| **Bicycles on Road** | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | - |
| **Bicycles on Road%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - |

Spectrum

Turning Movement Count
Location Name: SILVERCREEK PARKWAY N & PAISLEY RD
Date: Tue, Feb 13, 2018 Deployment Lead: Theo Daglis

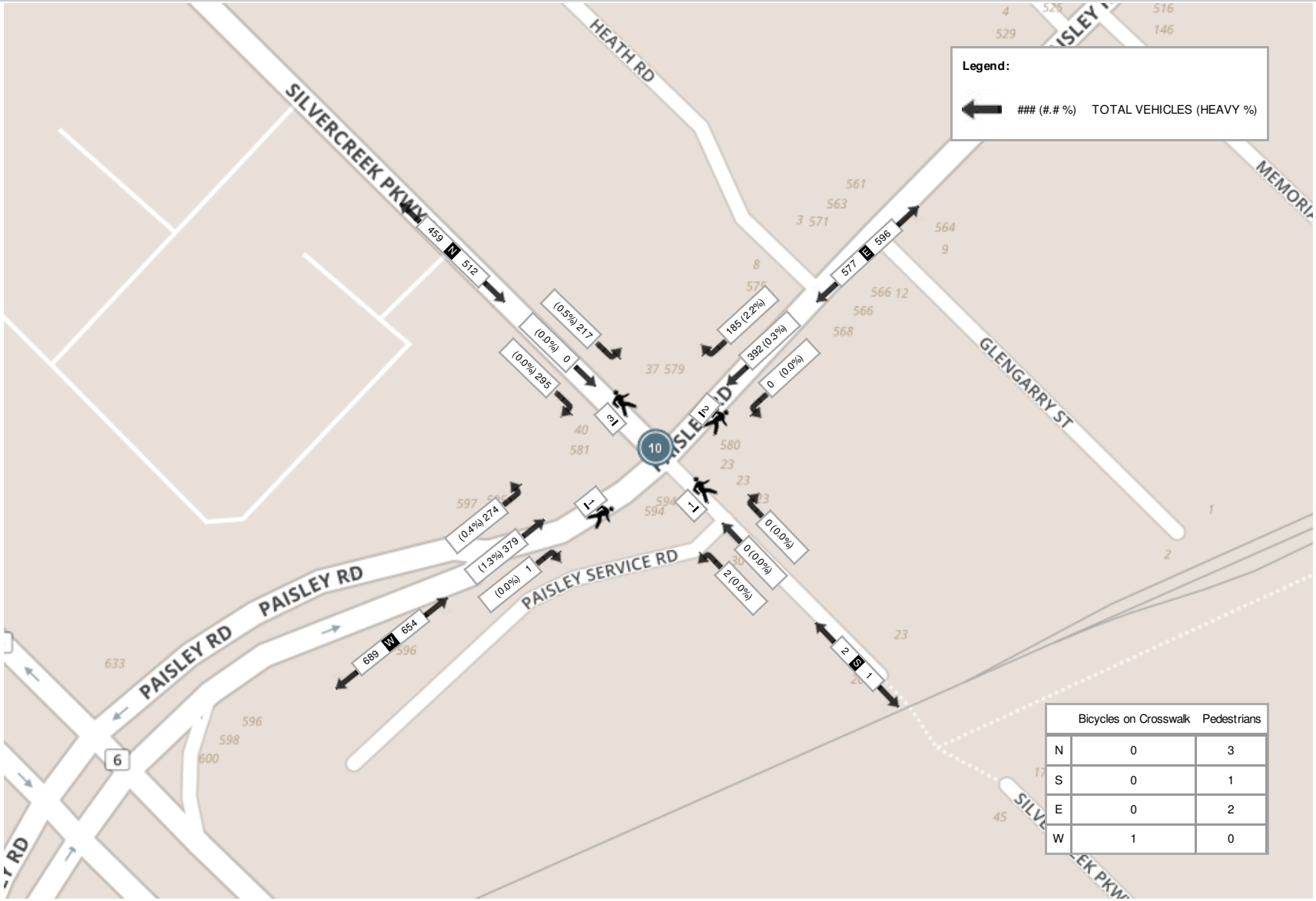
BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Selected Hour: 08:00 AM - 09:00 AM Weather:

| Start Time | N Approach SILVERCREEK PARKWAY N | | | | | | E Approach PAISLEY RD | | | | | | S Approach SILVERCREEK PARKWAY N | | | | | | W Approach PAISLEY RD | | | | | | Int. Total (15 min) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | |
| 08:00:00 | 29 | 1 | 27 | 0 | 0 | 57 | 18 | 77 | 0 | 0 | 1 | 95 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 81 | 33 | 0 | 0 | 114 | 267 |
| 08:15:00 | 29 | 0 | 47 | 0 | 11 | 76 | 25 | 61 | 0 | 0 | 11 | 86 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 86 | 39 | 0 | 3 | 125 | 287 |
| 08:30:00 | 34 | 0 | 53 | 0 | 6 | 87 | 35 | 64 | 0 | 0 | 6 | 99 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 84 | 64 | 0 | 2 | 148 | 334 |
| 08:45:00 | 39 | 0 | 44 | 0 | 1 | 83 | 65 | 91 | 0 | 0 | 0 | 156 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 86 | 61 | 0 | 1 | 148 | 387 |
| **Grand Total** | 131 | 1 | 171 | 0 | 18 | 303 | 143 | 293 | 0 | 0 | 18 | 436 | 0 | 1 | 0 | 0 | 5 | 1 | 1 | 337 | 197 | 0 | 6 | 535 | **1275** |
| **Approach%** | 43.2% | 0.3% | 56.4% | 0% | | - | 32.8% | 67.2% | 0% | 0% | | - | 0% | 100% | 0% | 0% | | - | 0.2% | 63% | 36.8% | 0% | | - | - |
| **Totals %** | 10.3% | 0.1% | 13.4% | 0% | | 23.8% | 11.2% | 23% | 0% | 0% | | 34.2% | 0% | 0.1% | 0% | 0% | | 0.1% | 0.1% | 26.4% | 15.5% | 0% | | 42% | - |
| **PHF** | 0.84 | 0.25 | 0.81 | 0 | | 0.87 | 0.55 | 0.8 | 0 | 0 | | 0.7 | 0 | 0.25 | 0 | 0 | | 0.25 | 0.25 | 0.98 | 0.77 | 0 | | 0.9 | - |
| **Heavy** | 5 | 0 | 4 | 0 | | 9 | 10 | 6 | 0 | 0 | | 16 | 0 | 0 | 0 | 0 | | 0 | 0 | 19 | 6 | 0 | | 25 | - |
| **Heavy %** | 3.8% | 0% | 2.3% | 0% | | 3% | 7% | 2% | 0% | 0% | | 3.7% | 0% | 0% | 0% | 0% | | 0% | 0% | 5.6% | 3% | 0% | | 4.7% | - |
| **Lights** | 126 | 1 | 167 | 0 | | 294 | 133 | 287 | 0 | 0 | | 420 | 0 | 1 | 0 | 0 | | 1 | 1 | 318 | 191 | 0 | | 510 | - |
| **Lights %** | 96.2% | 100% | 97.7% | 0% | | 97% | 93% | 98% | 0% | 0% | | 96.3% | 0% | 100% | 0% | 0% | | 100% | 100% | 94.4% | 97% | 0% | | 95.3% | - |
| **Single-Unit Trucks** | 1 | 0 | 1 | 0 | | 2 | 1 | 2 | 0 | 0 | | 3 | 0 | 0 | 0 | 0 | | 0 | 0 | 3 | 2 | 0 | | 5 | - |
| **Single-Unit Trucks %** | 0.8% | 0% | 0.6% | 0% | | 0.7% | 0.7% | 0.7% | 0% | 0% | | 0.7% | 0% | 0% | 0% | 0% | | 0% | 0% | 0.9% | 1% | 0% | | 0.9% | - |
| **Buses** | 4 | 0 | 3 | 0 | | 7 | 9 | 3 | 0 | 0 | | 12 | 0 | 0 | 0 | 0 | | 0 | 0 | 16 | 4 | 0 | | 20 | - |
| **Buses %** | 3.1% | 0% | 1.8% | 0% | | 2.3% | 6.3% | 1% | 0% | 0% | | 2.8% | 0% | 0% | 0% | 0% | | 0% | 0% | 4.7% | 2% | 0% | | 3.7% | - |
| **Articulated Trucks** | 0 | 0 | 0 | 0 | | 0 | 0 | 1 | 0 | 0 | | 1 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | - |
| **Articulated Trucks %** | 0% | 0% | 0% | 0% | | 0% | 0% | 0.3% | 0% | 0% | | 0.2% | 0% | 0% | 0% | 0% | | 0% | 0% | 0% | 0% | 0% | | 0% | - |
| **Pedestrians** | - | - | - | - | 18 | - | - | - | - | - | 18 | - | - | - | - | - | 5 | - | - | - | - | - | 6 | - | - |
| **Pedestrians%** | - | - | - | - | 38.3% | | - | - | - | - | 38.3% | | - | - | - | - | 10.6% | | - | - | - | - | 12.8% | | - |
| **Bicycles on Crosswalk** | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| **Bicycles on Crosswalk%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - |
| **Bicycles on Road** | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | - |
| **Bicycles on Road%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - |

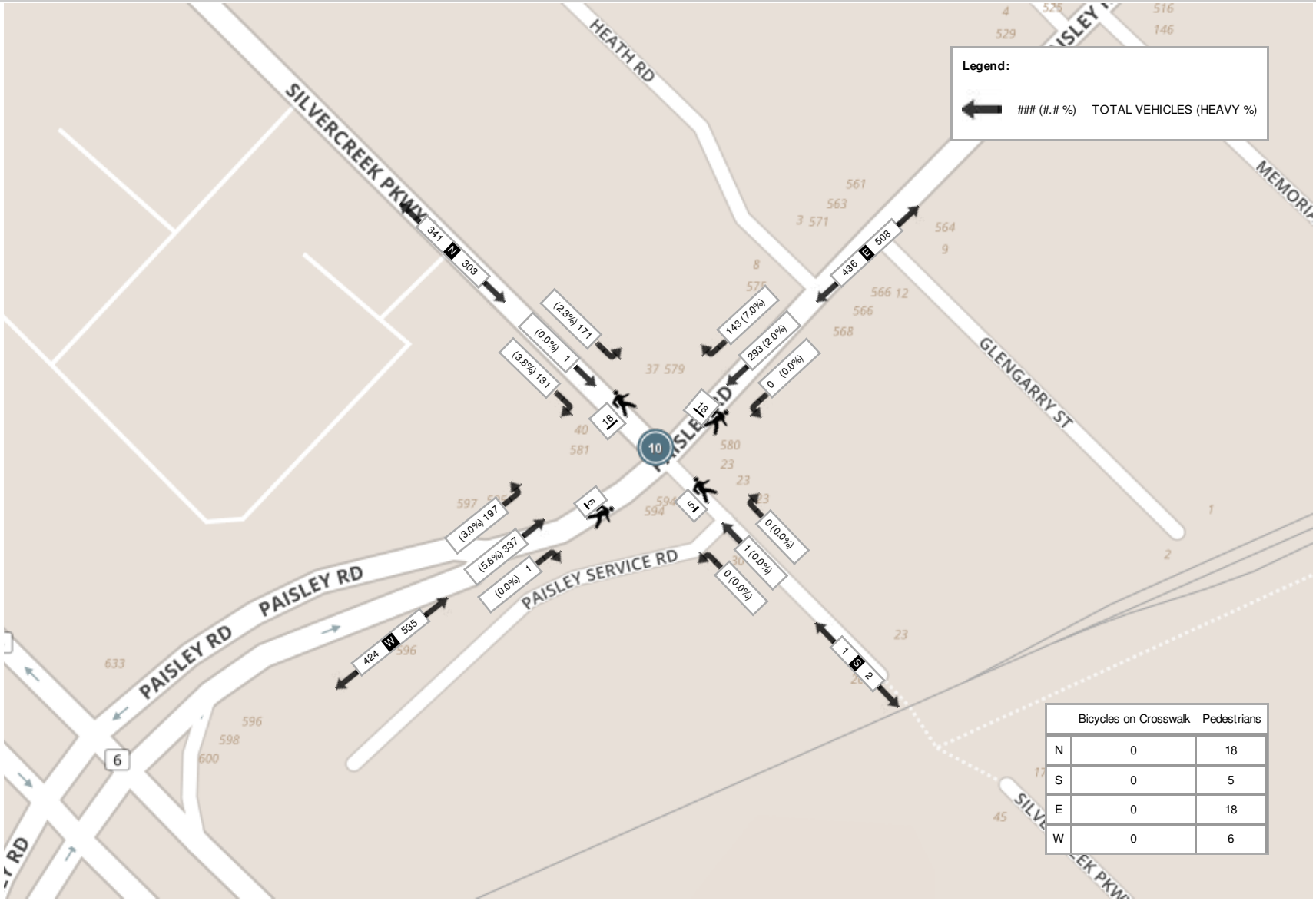
BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

**Peak Hour: 04:30 PM - 05:30 PM Weather: Mostly Cloudy (-11.2 °C)**




| | Bicycles on Crosswalk | Pedestrians |
|---|---|---|
| N | 0 | 3 |
| S | 0 | 1 |
| E | 0 | 2 |
| W | 1 | 0 |

**Selected Hour: 08:00 AM - 09:00 AM Weather:**




| | Bicycles on Crosswalk | Pedestrians |
|---|---|---|
| N | 0 | 18 |
| S | 0 | 5 |
| E | 0 | 18 |
| W | 0 | 6 |

Spectrum

Turning Movement Count
Location Name: SILVERCREEK PARKWAY N & PAISLEY RD
Date: Sat, Feb 24, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Turning Movement Count (10 . SILVERCREEK PARKWAY N & PAISLEY RD)

| Start Time | N Approach SILVERCREEK PARKWAY N | | | | | | E Approach PAISLEY RD | | | | | | S Approach SILVERCREEK PARKWAY N | | | | | | W Approach PAISLEY RD | | | | | | Int. Total (15 min) | Int. Total (1 hr) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right N:W | Thru N:S | Left N:E | U-Turn N:N | Peds N: | Approach Total | Right E:N | Thru E:W | Left E:S | U-Turn E:E | Peds E: | Approach Total | Right S:E | Thru S:N | Left S:W | U-Turn S:S | Peds S: | Approach Total | Right W:S | Thru W:E | Left W:N | U-Turn W:W | Peds W: | Approach Total | | |
| 11:00:00 | 39 | 0 | 45 | 0 | 2 | 84 | 40 | 76 | 0 | 0 | 1 | 116 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 59 | 37 | 0 | 0 | 97 | 297 | |
| 11:15:00 | 47 | 0 | 39 | 0 | 0 | 86 | 32 | 57 | 0 | 0 | 0 | 89 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 70 | 56 | 0 | 1 | 126 | 302 | |
| 11:30:00 | 52 | 1 | 34 | 0 | 2 | 87 | 36 | 67 | 0 | 0 | 0 | 103 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 67 | 45 | 0 | 0 | 113 | 304 | |
| 11:45:00 | 47 | 1 | 53 | 0 | 0 | 101 | 44 | 75 | 0 | 0 | 0 | 119 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 85 | 44 | 0 | 0 | 131 | 352 | 1255 |
| 12:00:00 | 55 | 0 | 46 | 0 | 0 | 101 | 28 | 70 | 0 | 0 | 1 | 98 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 81 | 60 | 0 | 1 | 141 | 341 | 1299 |
| 12:15:00 | 55 | 0 | 45 | 0 | 0 | 100 | 41 | 84 | 0 | 0 | 0 | 125 | 0 | 0 | 1 | 1 | 0 | 2 | 2 | 75 | 50 | 0 | 0 | 127 | 354 | 1351 |
| 12:30:00 | 49 | 2 | 44 | 0 | 0 | 95 | 28 | 74 | 0 | 0 | 0 | 102 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 69 | 46 | 0 | 1 | 115 | 313 | 1360 |
| 12:45:00 | 38 | 1 | 58 | 0 | 1 | 97 | 40 | 85 | 0 | 0 | 0 | 125 | 1 | 1 | 1 | 1 | 0 | 4 | 2 | 64 | 55 | 0 | 1 | 121 | 347 | 1355 |
| 13:00:00 | 58 | 2 | 51 | 0 | 0 | 111 | 29 | 68 | 0 | 0 | 0 | 97 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 79 | 47 | 0 | 1 | 126 | 335 | 1349 |
| 13:15:00 | 44 | 0 | 46 | 0 | 0 | 90 | 26 | 76 | 0 | 0 | 0 | 102 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 61 | 65 | 0 | 0 | 127 | 319 | 1314 |
| 13:30:00 | 42 | 1 | 58 | 0 | 4 | 101 | 50 | 71 | 0 | 0 | 1 | 121 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 72 | 51 | 0 | 2 | 124 | 346 | 1347 |
| 13:45:00 | 45 | 0 | 48 | 0 | 0 | 93 | 54 | 67 | 0 | 0 | 0 | 121 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 68 | 53 | 0 | 0 | 121 | 337 | 1337 |
| 14:00:00 | 57 | 0 | 39 | 0 | 0 | 96 | 44 | 68 | 1 | 0 | 0 | 113 | 1 | 1 | 1 | 0 | 0 | 3 | 2 | 58 | 59 | 0 | 0 | 119 | 331 | 1333 |
| 14:15:00 | 37 | 1 | 57 | 0 | 1 | 95 | 36 | 57 | 0 | 0 | 0 | 93 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 62 | 49 | 0 | 0 | 111 | 300 | 1314 |
| 14:30:00 | 50 | 1 | 52 | 0 | 0 | 103 | 39 | 67 | 0 | 0 | 1 | 106 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 58 | 69 | 0 | 0 | 128 | 337 | 1305 |
| 14:45:00 | 49 | 0 | 59 | 0 | 0 | 108 | 35 | 80 | 0 | 0 | 1 | 115 | 0 | 0 | 3 | 0 | 0 | 3 | 1 | 73 | 52 | 0 | 1 | 126 | 352 | 1320 |
| **Grand Total** | 764 | 10 | 774 | 0 | 10 | 1548 | 602 | 1142 | 1 | 0 | 5 | 1745 | 4 | 6 | 9 | 2 | 6 | 21 | 14 | 1101 | 838 | 0 | 8 | 1953 | **5267** | - |
| **Approach%** | 49.4% | 0.6% | 50% | 0% | | - | 34.5% | 65.4% | 0.1% | 0% | | - | 19% | 28.6% | 42.9% | 9.5% | | - | 0.7% | 56.4% | 42.9% | 0% | | - | - | - |
| **Totals %** | 14.5% | 0.2% | 14.7% | 0% | | 29.4% | 11.4% | 21.7% | 0% | 0% | | 33.1% | 0.1% | 0.1% | 0.2% | 0% | | 0.4% | 0.3% | 20.9% | 15.9% | 0% | | 37.1% | - | - |
| **Heavy** | 2 | 0 | 4 | 0 | | - | 14 | 2 | 0 | 0 | | - | 0 | 0 | 0 | 0 | | - | 0 | 13 | 0 | 0 | | - | - | - |
| **Heavy %** | 0.3% | 0% | 0.5% | 0% | | - | 2.3% | 0.2% | 0% | 0% | | - | 0% | 0% | 0% | 0% | | - | 0% | 1.2% | 0% | 0% | | - | - | - |
| **Bicycles** | 0 | 2 | 1 | 0 | | - | 0 | 0 | 0 | 0 | | - | 0 | 2 | 0 | 0 | | - | 0 | 0 | 0 | 0 | | - | - | - |
| **Bicycle %** | 0% | 20% | 0.1% | 0% | | - | 0% | 0% | 0% | 0% | | - | 0% | 33.3% | 0% | 0% | | - | 0% | 0% | 0% | 0% | | - | - | - |

Spectrum

Turning Movement Count
Location Name: SILVERCREEK PARKWAY N & PAISLEY RD
Date: Sat, Feb 24, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Peak Hour: 11:45 AM - 12:45 PM Weather:

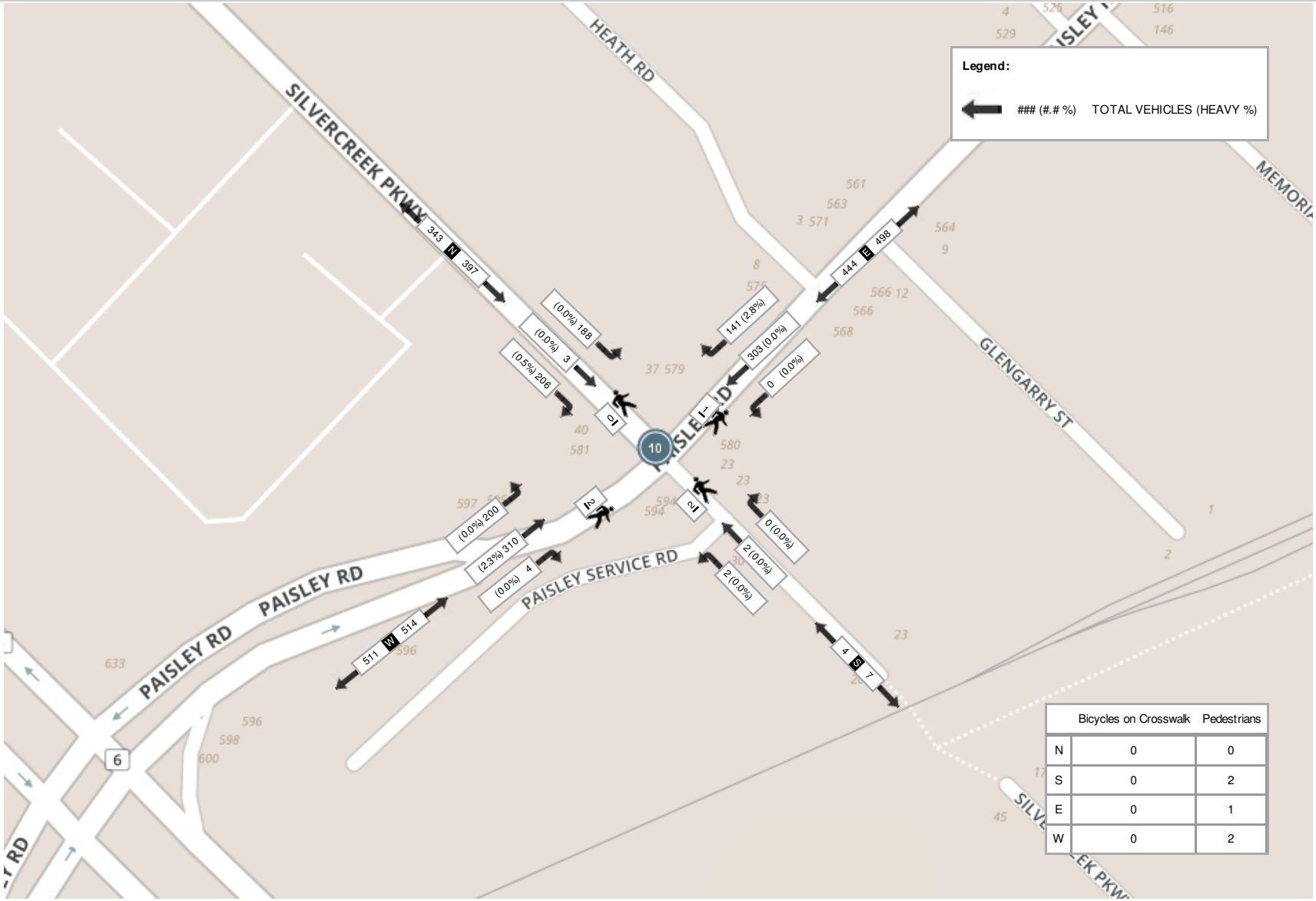
| Start Time | N Approach SILVERCREEK PARKWAY N | | | | | | E Approach PAISLEY RD | | | | | | S Approach SILVERCREEK PARKWAY N | | | | | | W Approach PAISLEY RD | | | | | | Int. Total (15 min) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | |
| 11:45:00 | 47 | 1 | 53 | 0 | 0 | 101 | 44 | 75 | 0 | 0 | 0 | 119 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 85 | 44 | 0 | 0 | 131 | 352 |
| 12:00:00 | 55 | 0 | 46 | 0 | 0 | 101 | 28 | 70 | 0 | 0 | 1 | 98 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 81 | 60 | 0 | 1 | 141 | 341 |
| 12:15:00 | 55 | 0 | 45 | 0 | 0 | 100 | 41 | 84 | 0 | 0 | 0 | 125 | 0 | 0 | 1 | 1 | 0 | 2 | 2 | 75 | 50 | 0 | 0 | 127 | 354 |
| 12:30:00 | 49 | 2 | 44 | 0 | 0 | 95 | 28 | 74 | 0 | 0 | 0 | 102 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 69 | 46 | 0 | 1 | 115 | 313 |
| **Grand Total** | 206 | 3 | 188 | 0 | 0 | 397 | 141 | 303 | 0 | 0 | 1 | 444 | 0 | 2 | 2 | 1 | 2 | 5 | 4 | 310 | 200 | 0 | 2 | 514 | **1360** |
| **Approach%** | 51.9% | 0.8% | 47.4% | 0% | | - | 31.8% | 68.2% | 0% | 0% | | - | 0% | 40% | 40% | 20% | | - | 0.8% | 60.3% | 38.9% | 0% | | - | - |
| **Totals %** | 15.1% | 0.2% | 13.8% | 0% | | 29.2% | 10.4% | 22.3% | 0% | 0% | | 32.6% | 0% | 0.1% | 0.1% | 0.1% | | 0.4% | 0.3% | 22.8% | 14.7% | 0% | | 37.8% | - |
| **PHF** | 0.94 | 0.38 | 0.89 | 0 | | 0.98 | 0.8 | 0.9 | 0 | 0 | | 0.89 | 0 | 0.5 | 0.5 | 0.25 | | 0.63 | 0.5 | 0.91 | 0.83 | 0 | | 0.91 | - |
| **Heavy** | 1 | 0 | 0 | 0 | | 1 | 4 | 0 | 0 | 0 | | 4 | 0 | 0 | 0 | 0 | | 0 | 0 | 7 | 0 | 0 | | 7 | - |
| **Heavy %** | 0.5% | 0% | 0% | 0% | | 0.3% | 2.8% | 0% | 0% | 0% | | 0.9% | 0% | 0% | 0% | 0% | | 0% | 0% | 2.3% | 0% | 0% | | 1.4% | - |
| **Lights** | 205 | 3 | 188 | 0 | | 396 | 137 | 303 | 0 | 0 | | 440 | 0 | 2 | 2 | 1 | | 5 | 4 | 303 | 200 | 0 | | 507 | - |
| **Lights %** | 99.5% | 100% | 100% | 0% | | 99.7% | 97.2% | 100% | 0% | 0% | | 99.1% | 0% | 100% | 100% | 100% | | 100% | 100% | 97.7% | 100% | 0% | | 98.6% | - |
| **Single-Unit Trucks** | 1 | 0 | 0 | 0 | | 1 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 4 | 0 | 0 | | 4 | - |
| **Single-Unit Trucks %** | 0.5% | 0% | 0% | 0% | | 0.3% | 0% | 0% | 0% | 0% | | 0% | 0% | 0% | 0% | 0% | | 0% | 0% | 1.3% | 0% | 0% | | 0.8% | - |
| **Buses** | 0 | 0 | 0 | 0 | | 0 | 4 | 0 | 0 | 0 | | 4 | 0 | 0 | 0 | 0 | | 0 | 0 | 3 | 0 | 0 | | 3 | - |
| **Buses %** | 0% | 0% | 0% | 0% | | 0% | 2.8% | 0% | 0% | 0% | | 0.9% | 0% | 0% | 0% | 0% | | 0% | 0% | 1% | 0% | 0% | | 0.6% | - |
| **Articulated Trucks** | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | - |
| **Articulated Trucks %** | 0% | 0% | 0% | 0% | | 0% | 0% | 0% | 0% | 0% | | 0% | 0% | 0% | 0% | 0% | | 0% | 0% | 0% | 0% | 0% | | 0% | - |
| **Pedestrians** | - | - | - | - | 0 | - | - | - | - | - | 1 | - | - | - | - | - | 2 | - | - | - | - | - | 2 | - | - |
| **Pedestrians%** | - | - | - | - | 0% | | - | - | - | - | 20% | | - | - | - | - | 40% | | - | - | - | - | 40% | | - |
| **Bicycles on Crosswalk** | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| **Bicycles on Crosswalk%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - |
| **Bicycles on Road** | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | - |
| **Bicycles on Road%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - |

Spectrum

Turning Movement Count
Location Name: SILVERCREEK PARKWAY N & PAISLEY RD
Date: Sat, Feb 24, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

**Peak Hour: 11:45 AM - 12:45 PM Weather:**




| | Bicycles on Crosswalk | Pedestrians |
|---|---|---|
| N | 0 | 0 |
| S | 0 | 2 |
| E | 0 | 1 |
| W | 0 | 2 |

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Turning Movement Count (7 . SILVERCREEK PARKWAY S & WATERLOO AVE)

| Start Time | E Approach WATERLOO AVE | | | | | S Approach WATERLOO AVE | | | | | W Approach SILVERCREEK PARKWAY S | | | | | Int. Total (15 min) | Int. Total (1 hr) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru E:W | Left E:S | U-Turn E:E | Peds E: | Approach Total | Right S:E | Left S:W | U-Turn S:S | Peds S: | Approach Total | Right W:S | Thru W:E | U-Turn W:W | Peds W: | Approach Total | | |
| 07:00:00 | 1 | 41 | 0 | 0 | 42 | 25 | 2 | 0 | 0 | 27 | 2 | 2 | 0 | 0 | 4 | 73 | |
| 07:15:00 | 2 | 43 | 0 | 0 | 45 | 29 | 6 | 0 | 0 | 35 | 2 | 1 | 0 | 0 | 3 | 83 | |
| 07:30:00 | 1 | 55 | 0 | 0 | 56 | 34 | 1 | 0 | 0 | 35 | 5 | 0 | 0 | 0 | 5 | 96 | |
| 07:45:00 | 0 | 57 | 0 | 0 | 57 | 47 | 1 | 0 | 0 | 48 | 1 | 3 | 0 | 0 | 4 | 109 | 361 |
| 08:00:00 | 2 | 64 | 0 | 1 | 66 | 43 | 3 | 0 | 7 | 46 | 2 | 2 | 0 | 0 | 4 | 116 | 404 |
| 08:15:00 | 2 | 58 | 0 | 0 | 60 | 61 | 0 | 0 | 0 | 61 | 1 | 5 | 0 | 0 | 6 | 127 | 448 |
| 08:30:00 | 2 | 57 | 0 | 0 | 59 | 79 | 1 | 0 | 0 | 80 | 0 | 1 | 0 | 0 | 1 | 140 | 492 |
| 08:45:00 | 0 | 51 | 0 | 0 | 51 | 59 | 1 | 0 | 0 | 60 | 1 | 2 | 0 | 0 | 3 | 114 | 497 |
| 09:00:00 | 1 | 44 | 0 | 0 | 45 | 59 | 1 | 0 | 0 | 60 | 1 | 2 | 0 | 0 | 3 | 108 | 489 |
| 09:15:00 | 2 | 22 | 0 | 0 | 24 | 40 | 1 | 0 | 0 | 41 | 2 | 0 | 0 | 0 | 2 | 67 | 429 |
| 09:30:00 | 0 | 19 | 0 | 0 | 19 | 26 | 2 | 0 | 0 | 28 | 1 | 2 | 0 | 0 | 3 | 50 | 339 |
| 09:45:00 | 2 | 22 | 0 | 0 | 24 | 28 | 1 | 0 | 1 | 29 | 1 | 2 | 0 | 0 | 3 | 56 | 281 |
| 10:00:00 | 4 | 24 | 0 | 0 | 28 | 19 | 2 | 0 | 1 | 21 | 2 | 2 | 0 | 0 | 4 | 53 | 226 |
| 10:15:00 | 7 | 18 | 0 | 0 | 25 | 21 | 1 | 0 | 0 | 22 | 1 | 6 | 0 | 0 | 7 | 54 | 213 |
| 10:30:00 | 1 | 32 | 0 | 1 | 33 | 31 | 3 | 0 | 0 | 34 | 3 | 2 | 0 | 0 | 5 | 72 | 235 |
| 10:45:00 | 2 | 26 | 0 | 0 | 28 | 33 | 3 | 0 | 0 | 36 | 1 | 1 | 0 | 0 | 2 | 66 | 245 |
| 11:00:00 | 2 | 31 | 0 | 0 | 33 | 33 | 2 | 0 | 0 | 35 | 2 | 5 | 0 | 0 | 7 | 75 | 267 |
| 11:15:00 | 3 | 33 | 0 | 0 | 36 | 23 | 1 | 0 | 2 | 24 | 4 | 1 | 0 | 0 | 5 | 65 | 278 |
| 11:30:00 | 3 | 29 | 0 | 0 | 32 | 16 | 3 | 0 | 0 | 19 | 3 | 3 | 0 | 0 | 6 | 57 | 263 |
| 11:45:00 | 1 | 29 | 0 | 0 | 30 | 26 | 1 | 0 | 1 | 27 | 0 | 2 | 0 | 0 | 2 | 59 | 256 |
| 12:00:00 | 2 | 39 | 0 | 0 | 41 | 35 | 2 | 0 | 0 | 37 | 0 | 2 | 0 | 0 | 2 | 80 | 261 |
| 12:15:00 | 1 | 22 | 0 | 0 | 23 | 18 | 3 | 0 | 0 | 21 | 5 | 2 | 0 | 0 | 7 | 51 | 247 |
| 12:30:00 | 2 | 30 | 0 | 0 | 32 | 26 | 2 | 0 | 0 | 28 | 1 | 1 | 0 | 0 | 2 | 62 | 252 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:45:00 | 1 | 33 | 0 | 0 | 34 | 26 | 2 | 1 | 0 | 29 | 0 | 2 | 0 | 0 | 2 | 65 | 258 |
| 13:00:00 | 3 | 37 | 0 | 0 | 40 | 31 | 1 | 0 | 0 | 32 | 2 | 2 | 0 | 0 | 4 | 76 | 254 |
| 13:15:00 | 0 | 39 | 0 | 0 | 39 | 27 | 2 | 0 | 0 | 29 | 3 | 0 | 0 | 0 | 3 | 71 | 274 |
| 13:30:00 | 1 | 33 | 0 | 0 | 34 | 32 | 2 | 0 | 0 | 34 | 0 | 6 | 0 | 0 | 6 | 74 | 286 |
| 13:45:00 | 2 | 19 | 0 | 0 | 21 | 28 | 3 | 0 | 0 | 31 | 1 | 5 | 0 | 0 | 6 | 58 | 279 |
| 14:00:00 | 4 | 29 | 0 | 0 | 33 | 28 | 2 | 0 | 0 | 30 | 0 | 5 | 0 | 0 | 5 | 68 | 271 |
| 14:15:00 | 1 | 24 | 0 | 0 | 25 | 39 | 1 | 0 | 1 | 40 | 4 | 0 | 0 | 0 | 4 | 69 | 269 |
| 14:30:00 | 3 | 35 | 0 | 0 | 38 | 29 | 3 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 70 | 265 |
| 14:45:00 | 5 | 23 | 0 | 0 | 28 | 35 | 2 | 0 | 0 | 37 | 4 | 2 | 0 | 0 | 6 | 71 | 278 |
| 15:00:00 | 3 | 33 | 0 | 0 | 36 | 52 | 5 | 1 | 0 | 58 | 4 | 2 | 0 | 0 | 6 | 100 | 310 |
| 15:15:00 | 6 | 50 | 0 | 0 | 56 | 48 | 1 | 0 | 0 | 49 | 3 | 3 | 0 | 0 | 6 | 111 | 352 |
| 15:30:00 | 2 | 66 | 0 | 0 | 68 | 59 | 3 | 0 | 0 | 62 | 4 | 3 | 0 | 0 | 7 | 137 | 419 |
| 15:45:00 | 1 | 46 | 0 | 0 | 47 | 63 | 5 | 0 | 1 | 68 | 2 | 1 | 0 | 0 | 3 | 118 | 466 |
| 16:00:00 | 3 | 60 | 0 | 0 | 63 | 35 | 6 | 0 | 0 | 41 | 1 | 3 | 0 | 0 | 4 | 108 | 474 |
| 16:15:00 | 5 | 61 | 0 | 0 | 66 | 71 | 3 | 0 | 0 | 74 | 3 | 6 | 0 | 0 | 9 | 149 | 512 |
| 16:30:00 | 4 | 55 | 0 | 0 | 59 | 65 | 1 | 0 | 0 | 66 | 3 | 2 | 0 | 0 | 5 | 130 | 505 |
| 16:45:00 | 3 | 70 | 0 | 0 | 73 | 55 | 5 | 0 | 0 | 60 | 4 | 1 | 0 | 0 | 5 | 138 | 525 |
| 17:00:00 | 0 | 55 | 0 | 0 | 55 | 52 | 4 | 0 | 1 | 56 | 0 | 3 | 0 | 0 | 3 | 114 | 531 |
| 17:15:00 | 2 | 70 | 0 | 0 | 72 | 79 | 8 | 0 | 0 | 87 | 5 | 3 | 0 | 0 | 8 | 167 | 549 |
| 17:30:00 | 1 | 50 | 0 | 0 | 51 | 52 | 4 | 0 | 0 | 56 | 4 | 2 | 0 | 0 | 6 | 113 | 532 |
| 17:45:00 | 6 | 35 | 0 | 0 | 41 | 62 | 2 | 0 | 1 | 64 | 0 | 4 | 0 | 0 | 4 | 109 | 503 |
| **Grand Total** | 99 | 1769 | 0 | 2 | 1868 | 1779 | 108 | 2 | 16 | 1889 | 88 | 104 | 0 | 0 | 192 | **3949** | - |
| **Approach%** | 5.3% | 94.7% | 0% | | - | 94.2% | 5.7% | 0.1% | | - | 45.8% | 54.2% | 0% | | - | **-** | - |
| **Totals %** | 2.5% | 44.8% | 0% | | 47.3% | 45% | 2.7% | 0.1% | | 47.8% | 2.2% | 2.6% | 0% | | 4.9% | **-** | - |
| **Heavy** | 2 | 51 | 0 | | - | 49 | 4 | 0 | | - | 0 | 5 | 0 | | - | **-** | - |
| **Heavy %** | 2% | 2.9% | 0% | | - | 2.8% | 3.7% | 0% | | - | 0% | 4.8% | 0% | | - | **-** | - |
| **Bicycles** | 3 | 0 | 0 | | - | 3 | 0 | 0 | | - | 0 | 1 | 0 | | - | **-** | - |
| **Bicycle %** | 3% | 0% | 0% | | - | 0.2% | 0% | 0% | | - | 0% | 1% | 0% | | - | **-** | - |

## Peak Hour: 04:30 PM - 05:30 PM Weather: Mostly Cloudy (-11.2 °C)

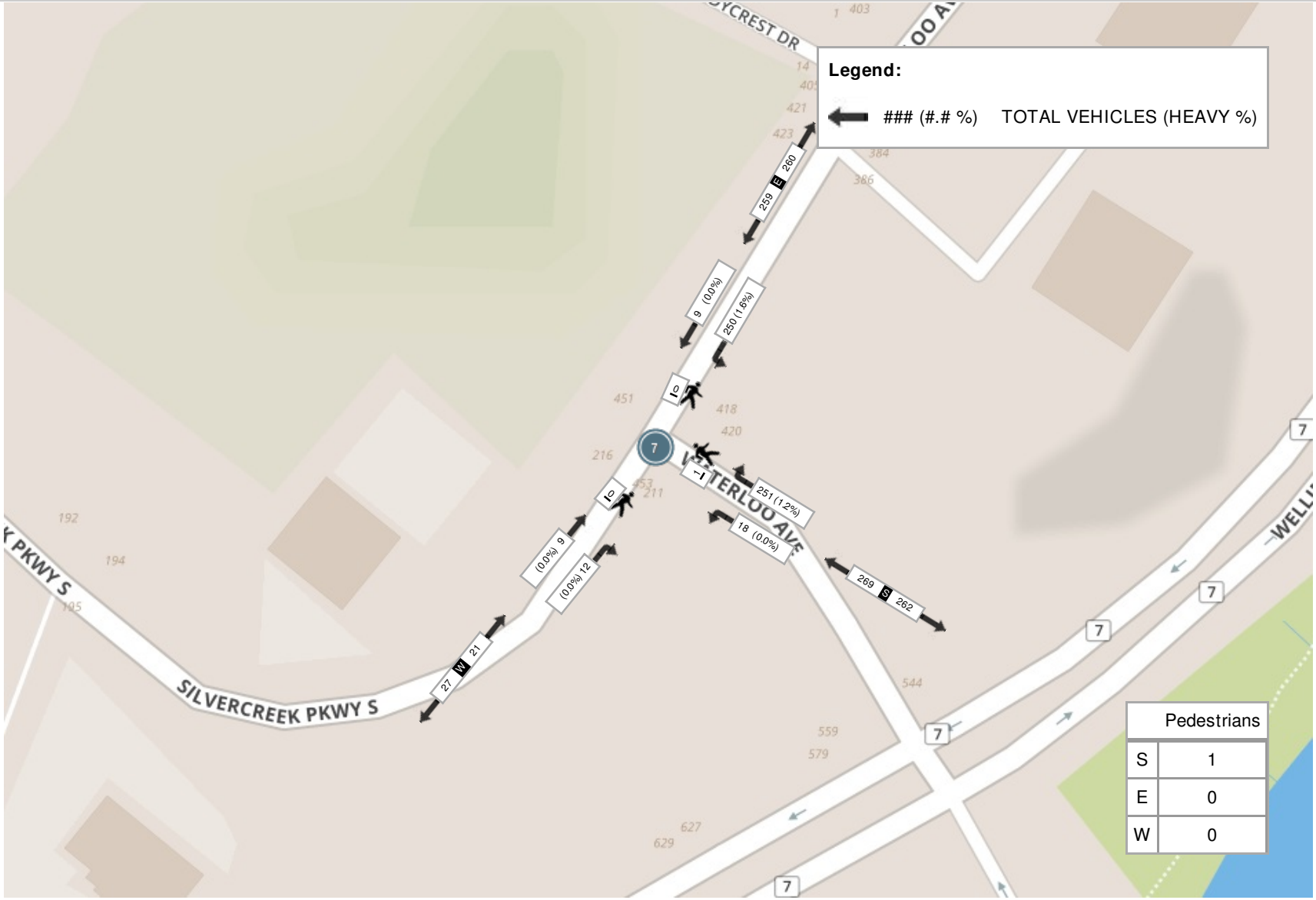
| Start Time | E Approach WATERLOO AVE | | | | | S Approach WATERLOO AVE | | | | | W Approach SILVERCREEK PARKWAY S | | | | | Int. Total (15 min) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Peds | Approach Total | Right | Left | U-Turn | Peds | Approach Total | Right | Thru | U-Turn | Peds | Approach Total | |
| 16:30:00 | 4 | 55 | 0 | 0 | 59 | 65 | 1 | 0 | 0 | 66 | 3 | 2 | 0 | 0 | 5 | 130 |
| 16:45:00 | 3 | 70 | 0 | 0 | 73 | 55 | 5 | 0 | 0 | 60 | 4 | 1 | 0 | 0 | 5 | 138 |
| 17:00:00 | 0 | 55 | 0 | 0 | 55 | 52 | 4 | 0 | 1 | 56 | 0 | 3 | 0 | 0 | 3 | 114 |
| 17:15:00 | 2 | 70 | 0 | 0 | 72 | 79 | 8 | 0 | 0 | 87 | 5 | 3 | 0 | 0 | 8 | 167 |
| **Grand Total** | 9 | 250 | 0 | 0 | 259 | 251 | 18 | 0 | 1 | 269 | 12 | 9 | 0 | 0 | 21 | **549** |
| **Approach%** | 3.5% | 96.5% | 0% | | - | 93.3% | 6.7% | 0% | | - | 57.1% | 42.9% | 0% | | - | - |
| **Totals %** | 1.6% | 45.5% | 0% | | 47.2% | 45.7% | 3.3% | 0% | | 49% | 2.2% | 1.6% | 0% | | 3.8% | - |
| **PHF** | 0.56 | 0.89 | 0 | | 0.89 | 0.79 | 0.56 | 0 | | 0.77 | 0.6 | 0.75 | 0 | | 0.66 | - |
| **Heavy** | 0 | 4 | 0 | | 4 | 3 | 0 | 0 | | 3 | 0 | 0 | 0 | | 0 | - |
| **Heavy %** | 0% | 1.6% | 0% | | 1.5% | 1.2% | 0% | 0% | | 1.1% | 0% | 0% | 0% | | 0% | - |
| **Lights** | 9 | 246 | 0 | | 255 | 248 | 18 | 0 | | 266 | 12 | 9 | 0 | | 21 | - |
| **Lights %** | 100% | 98.4% | 0% | | 98.5% | 98.8% | 100% | 0% | | 98.9% | 100% | 100% | 0% | | 100% | - |
| **Single-Unit Trucks** | 0 | 2 | 0 | | 2 | 1 | 0 | 0 | | 1 | 0 | 0 | 0 | | 0 | - |
| **Single-Unit Trucks %** | 0% | 0.8% | 0% | | 0.8% | 0.4% | 0% | 0% | | 0.4% | 0% | 0% | 0% | | 0% | - |
| **Buses** | 0 | 2 | 0 | | 2 | 2 | 0 | 0 | | 2 | 0 | 0 | 0 | | 0 | - |
| **Buses %** | 0% | 0.8% | 0% | | 0.8% | 0.8% | 0% | 0% | | 0.7% | 0% | 0% | 0% | | 0% | - |
| **Articulated Trucks** | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | - |
| **Articulated Trucks %** | 0% | 0% | 0% | | 0% | 0% | 0% | 0% | | 0% | 0% | 0% | 0% | | 0% | - |
| **Pedestrians** | - | - | - | 0 | - | - | - | - | 1 | - | - | - | - | 0 | - | - |
| **Pedestrians%** | - | - | - | 0% | | - | - | - | 100% | | - | - | - | 0% | | - |
| **Bicycles on Road** | 2 | 0 | 0 | 0 | - | 2 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | - |
| **Bicycles on Road%** | - | - | - | 0% | | - | - | - | 0% | | - | - | - | 0% | | - |

## Selected Hour: 08:00 AM - 09:00 AM Weather:

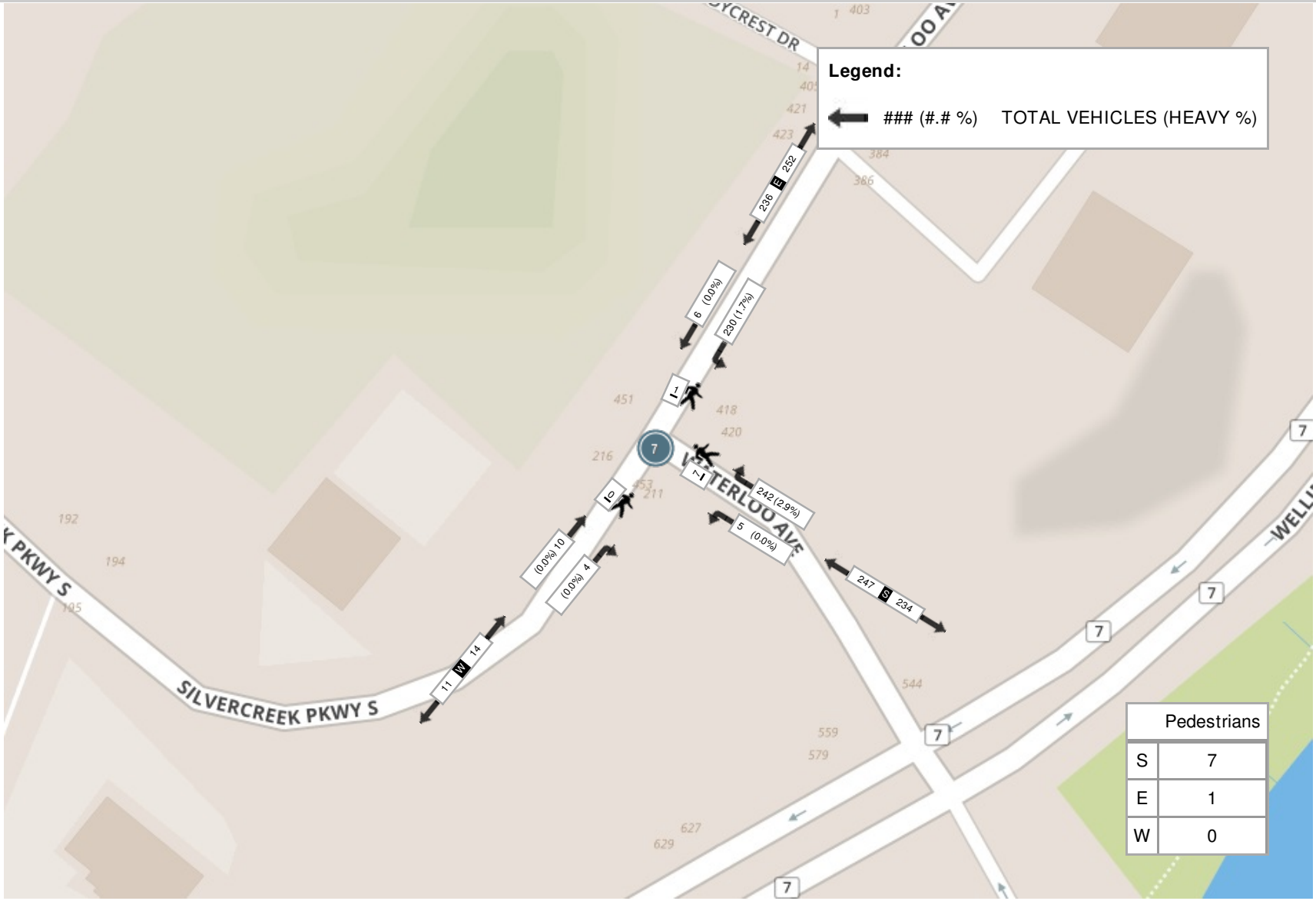
| Start Time | E Approach WATERLOO AVE | | | | | S Approach WATERLOO AVE | | | | | W Approach SILVERCREEK PARKWAY S | | | | | Int. Total (15 min) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Peds | Approach Total | Right | Left | U-Turn | Peds | Approach Total | Right | Thru | U-Turn | Peds | Approach Total | |
| 08:00:00 | 2 | 64 | 0 | 1 | 66 | 43 | 3 | 0 | 7 | 46 | 2 | 2 | 0 | 0 | 4 | 116 |
| 08:15:00 | 2 | 58 | 0 | 0 | 60 | 61 | 0 | 0 | 0 | 61 | 1 | 5 | 0 | 0 | 6 | 127 |
| 08:30:00 | 2 | 57 | 0 | 0 | 59 | 79 | 1 | 0 | 0 | 80 | 0 | 1 | 0 | 0 | 1 | 140 |
| 08:45:00 | 0 | 51 | 0 | 0 | 51 | 59 | 1 | 0 | 0 | 60 | 1 | 2 | 0 | 0 | 3 | 114 |
| **Grand Total** | 6 | 230 | 0 | 1 | 236 | 242 | 5 | 0 | 7 | 247 | 4 | 10 | 0 | 0 | 14 | **497** |
| **Approach%** | 2.5% | 97.5% | 0% | | - | 98% | 2% | 0% | | - | 28.6% | 71.4% | 0% | | - | - |
| **Totals %** | 1.2% | 46.3% | 0% | | 47.5% | 48.7% | 1% | 0% | | 49.7% | 0.8% | 2% | 0% | | 2.8% | - |
| **PHF** | 0.75 | 0.9 | 0 | | 0.89 | 0.77 | 0.42 | 0 | | 0.77 | 0.5 | 0.5 | 0 | | 0.58 | - |
| **Heavy** | 0 | 4 | 0 | | 4 | 7 | 0 | 0 | | 7 | 0 | 0 | 0 | | 0 | - |
| **Heavy %** | 0% | 1.7% | 0% | | 1.7% | 2.9% | 0% | 0% | | 2.8% | 0% | 0% | 0% | | 0% | - |
| **Lights** | 6 | 226 | 0 | | 232 | 235 | 5 | 0 | | 240 | 4 | 10 | 0 | | 14 | - |
| **Lights %** | 100% | 98.3% | 0% | | 98.3% | 97.1% | 100% | 0% | | 97.2% | 100% | 100% | 0% | | 100% | - |
| **Single-Unit Trucks** | 0 | 0 | 0 | | 0 | 1 | 0 | 0 | | 1 | 0 | 0 | 0 | | 0 | - |
| **Single-Unit Trucks %** | 0% | 0% | 0% | | 0% | 0.4% | 0% | 0% | | 0.4% | 0% | 0% | 0% | | 0% | - |
| **Buses** | 0 | 3 | 0 | | 3 | 6 | 0 | 0 | | 6 | 0 | 0 | 0 | | 0 | - |
| **Buses %** | 0% | 1.3% | 0% | | 1.3% | 2.5% | 0% | 0% | | 2.4% | 0% | 0% | 0% | | 0% | - |
| **Articulated Trucks** | 0 | 1 | 0 | | 1 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | - |
| **Articulated Trucks %** | 0% | 0.4% | 0% | | 0.4% | 0% | 0% | 0% | | 0% | 0% | 0% | 0% | | 0% | - |
| **Pedestrians** | - | - | - | 1 | - | - | - | - | 7 | - | - | - | - | 0 | - | - |
| **Pedestrians%** | - | - | - | 12.5% | | - | - | - | 87.5% | | - | - | - | 0% | | - |
| **Bicycles on Road** | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | - |
| **Bicycles on Road%** | - | - | - | 0% | | - | - | - | 0% | | - | - | - | 0% | | - |

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

**Peak Hour: 04:30 PM - 05:30 PM Weather: Mostly Cloudy (-11.2 °C)**



**Selected Hour: 08:00 AM - 09:00 AM Weather:**




| | Pedestrians |
|---|---|
| S | 7 |
| E | 1 |
| W | 0 |

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Turning Movement Count (7 . SILVERCREEK PARKWAY S & WATERLOO AVE)

| Start Time | E Approach WATERLOO AVE | | | | | S Approach WATERLOO AVE | | | | | W Approach SILVERCREEK PARKWAY S | | | | | Int. Total (15 min) | Int. Total (1 hr) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru E:W | Left E:S | U-Turn E:E | Peds E: | Approach Total | Right S:E | Left S:W | U-Turn S:S | Peds S: | Approach Total | Right W:S | Thru W:E | U-Turn W:W | Peds W: | Approach Total | | |
| 11:00:00 | 0 | 36 | 0 | 0 | 36 | 24 | 0 | 0 | 2 | 24 | 0 | 0 | 0 | 0 | 0 | 60 | |
| 11:15:00 | 1 | 50 | 0 | 0 | 51 | 33 | 2 | 0 | 0 | 35 | 1 | 1 | 0 | 0 | 2 | 88 | |
| 11:30:00 | 2 | 20 | 0 | 0 | 22 | 41 | 3 | 0 | 0 | 44 | 1 | 1 | 0 | 0 | 2 | 68 | |
| 11:45:00 | 2 | 35 | 0 | 0 | 37 | 31 | 5 | 0 | 1 | 36 | 5 | 2 | 0 | 0 | 7 | 80 | 296 |
| 12:00:00 | 1 | 31 | 0 | 0 | 32 | 36 | 4 | 0 | 0 | 40 | 3 | 3 | 0 | 0 | 6 | 78 | 314 |
| 12:15:00 | 1 | 41 | 0 | 0 | 42 | 32 | 3 | 0 | 2 | 35 | 5 | 1 | 0 | 0 | 6 | 83 | 309 |
| 12:30:00 | 0 | 33 | 0 | 0 | 33 | 28 | 2 | 0 | 0 | 30 | 7 | 0 | 0 | 0 | 7 | 70 | 311 |
| 12:45:00 | 0 | 34 | 0 | 0 | 34 | 37 | 2 | 0 | 0 | 39 | 1 | 0 | 0 | 0 | 1 | 74 | 305 |
| 13:00:00 | 1 | 42 | 0 | 0 | 43 | 32 | 2 | 2 | 0 | 36 | 3 | 1 | 0 | 0 | 4 | 83 | 310 |
| 13:15:00 | 1 | 50 | 0 | 0 | 51 | 32 | 2 | 0 | 0 | 34 | 2 | 0 | 0 | 0 | 2 | 87 | 314 |
| 13:30:00 | 1 | 32 | 0 | 0 | 33 | 35 | 3 | 0 | 0 | 38 | 3 | 3 | 0 | 0 | 6 | 77 | 321 |
| 13:45:00 | 2 | 35 | 0 | 0 | 37 | 51 | 4 | 0 | 1 | 55 | 5 | 0 | 0 | 0 | 5 | 97 | 344 |
| 14:00:00 | 0 | 41 | 0 | 0 | 41 | 34 | 5 | 0 | 0 | 39 | 1 | 0 | 0 | 0 | 1 | 81 | 342 |
| 14:15:00 | 1 | 27 | 0 | 0 | 28 | 22 | 2 | 0 | 0 | 24 | 3 | 0 | 0 | 0 | 3 | 55 | 310 |
| 14:30:00 | 3 | 31 | 0 | 0 | 34 | 33 | 2 | 0 | 0 | 35 | 3 | 1 | 0 | 0 | 4 | 73 | 306 |
| 14:45:00 | 2 | 33 | 0 | 3 | 35 | 37 | 4 | 1 | 1 | 42 | 2 | 6 | 0 | 1 | 8 | 85 | 294 |
| **Grand Total** | 18 | 571 | 0 | 3 | 589 | 538 | 45 | 3 | 7 | 586 | 45 | 19 | 0 | 1 | 64 | **1239** | - |
| **Approach%** | 3.1% | 96.9% | 0% | | - | 91.8% | 7.7% | 0.5% | | - | 70.3% | 29.7% | 0% | | - | - | - |
| **Totals %** | 1.5% | 46.1% | 0% | | 47.5% | 43.4% | 3.6% | 0.2% | | 47.3% | 3.6% | 1.5% | 0% | | 5.2% | - | - |
| **Heavy** | 0 | 9 | 0 | | - | 8 | 0 | 0 | | - | 0 | 0 | 0 | | - | - | - |
| **Heavy %** | 0% | 1.6% | 0% | | - | 1.5% | 0% | 0% | | - | 0% | 0% | 0% | | - | - | - |
| **Bicycles** | 2 | 1 | 0 | | - | 2 | 0 | 0 | | - | 0 | 2 | 0 | | - | - | - |
| **Bicycle %** | 11.1% | 0.2% | 0% | | - | 0.4% | 0% | 0% | | - | 0% | 10.5% | 0% | | - | - | - |

Spectrum

Turning Movement Count
Location Name: SILVERCREEK PARKWAY S & WATERLOO AVE
Date: Sat, Feb 24, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Peak Hour: 01:00 PM - 02:00 PM Weather:

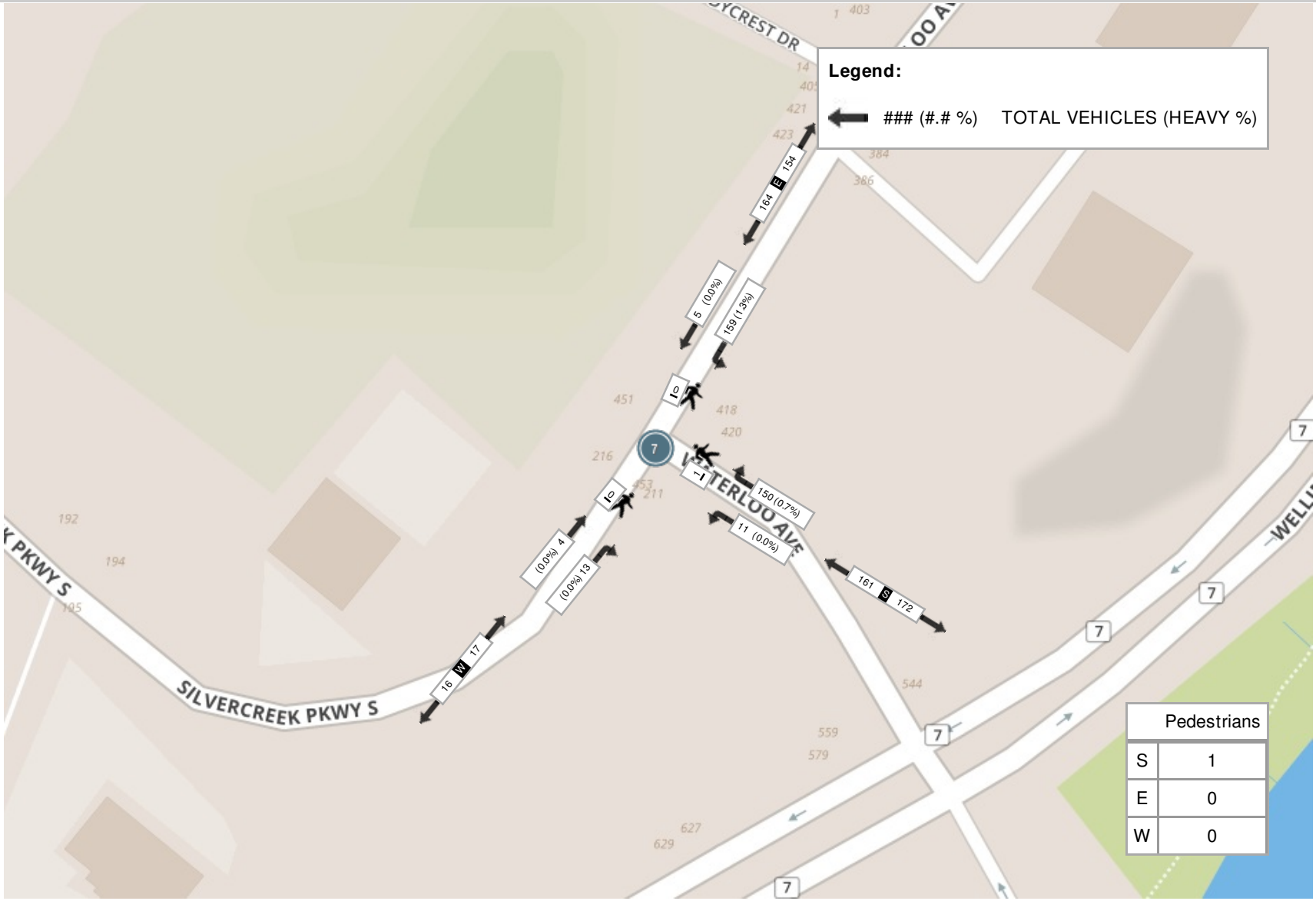
| Start Time | E Approach WATERLOO AVE | | | | | S Approach WATERLOO AVE | | | | | W Approach SILVERCREEK PARKWAY S | | | | | Int. Total (15 min) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Peds | Approach Total | Right | Left | U-Turn | Peds | Approach Total | Right | Thru | U-Turn | Peds | Approach Total | |
| 13:00:00 | 1 | 42 | 0 | 0 | 43 | 32 | 2 | 2 | 0 | 36 | 3 | 1 | 0 | 0 | 4 | 83 |
| 13:15:00 | 1 | 50 | 0 | 0 | 51 | 32 | 2 | 0 | 0 | 34 | 2 | 0 | 0 | 0 | 2 | 87 |
| 13:30:00 | 1 | 32 | 0 | 0 | 33 | 35 | 3 | 0 | 0 | 38 | 3 | 3 | 0 | 0 | 6 | 77 |
| 13:45:00 | 2 | 35 | 0 | 0 | 37 | 51 | 4 | 0 | 1 | 55 | 5 | 0 | 0 | 0 | 5 | 97 |
| **Grand Total** | 5 | 159 | 0 | 0 | 164 | 150 | 11 | 2 | 1 | 163 | 13 | 4 | 0 | 0 | 17 | **344** |
| **Approach%** | 3% | 97% | 0% | | - | 92% | 6.7% | 1.2% | | - | 76.5% | 23.5% | 0% | | - | - |
| **Totals %** | 1.5% | 46.2% | 0% | | 47.7% | 43.6% | 3.2% | 0.6% | | 47.4% | 3.8% | 1.2% | 0% | | 4.9% | - |
| **PHF** | 0.63 | 0.8 | 0 | | 0.8 | 0.74 | 0.69 | 0.25 | | 0.74 | 0.65 | 0.33 | 0 | | 0.71 | - |
| **Heavy** | 0 | 2 | 0 | | 2 | 1 | 0 | 0 | | 1 | 0 | 0 | 0 | | 0 | - |
| **Heavy %** | 0% | 1.3% | 0% | | 1.2% | 0.7% | 0% | 0% | | 0.6% | 0% | 0% | 0% | | 0% | - |
| **Lights** | 5 | 157 | 0 | | 162 | 149 | 11 | 2 | | 162 | 13 | 4 | 0 | | 17 | - |
| **Lights %** | 100% | 98.7% | 0% | | 98.8% | 99.3% | 100% | 100% | | 99.4% | 100% | 100% | 0% | | 100% | - |
| **Single-Unit Trucks** | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | - |
| **Single-Unit Trucks %** | 0% | 0% | 0% | | 0% | 0% | 0% | 0% | | 0% | 0% | 0% | 0% | | 0% | - |
| **Buses** | 0 | 2 | 0 | | 2 | 1 | 0 | 0 | | 1 | 0 | 0 | 0 | | 0 | - |
| **Buses %** | 0% | 1.3% | 0% | | 1.2% | 0.7% | 0% | 0% | | 0.6% | 0% | 0% | 0% | | 0% | - |
| **Pedestrians** | - | - | - | 0 | - | - | - | - | 1 | - | - | - | - | 0 | - | - |
| **Pedestrians%** | - | - | - | 0% | | - | - | - | 100% | | - | - | - | 0% | | - |
| **Bicycles on Road** | 1 | 0 | 0 | 0 | - | 2 | 0 | 0 | 0 | - | 0 | 1 | 0 | 0 | - | - |
| **Bicycles on Road%** | - | - | - | 0% | | - | - | - | 0% | | - | - | - | 0% | | - |

Spectrum

Turning Movement Count
Location Name: SILVERCREEK PARKWAY S & WATERLOO AVE
Date: Sat, Feb 24, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

**Peak Hour: 01:00 PM - 02:00 PM Weather:**




| | Pedestrians |
|---|---|
| S | 1 |
| E | 0 |
| W | 0 |

# SIM Traffic Consultants

## Morning Peak Diagram

**Specified Period**
**From:** 7:00:00
**To:** 9:00:00

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

**Municipality:** GUELPH
**Site #:** 0000000008
**Intersection:** Starwood Rd & Watson Pkwy
**TFR File #:** 1
**Count date:** 15-Sep-2016

**Weather conditions:**
Sunny

**Person(s) who counted:**
Marko

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

**Major Road:** Starwood Rd runs W/E

North Leg Total: 583
North Entering: 408
North Peds: 0
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 5 | 0 | 5 |
| Trucks | 3 | 19 | 0 | 22 |
| Cars | 18 | 363 | 0 | 381 |
| Totals | 21 | 387 | 0 | |

| | |
|---|---|
| Cyclists | 1 |
| Trucks | 29 |
| Cars | 145 |
| Totals | 175 |

East Leg Total: 0
East Entering: 0
East Peds: 0
Peds Cross: ⧗

Watson Pkwy

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 2 | 5 | 89 | 96 |

Starwood Rd

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 47 | 47 |
| 0 | 0 | 0 | 0 |
| 4 | 5 | 271 | 280 |
| 4 | 5 | 318 | |

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | |

N
W E
S

Starwood Rd

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 0 | 0 | 0 | 0 |

Watson Pkwy

Peds Cross: ⧗
West Peds: 0
West Entering: 327
West Leg Total: 423

| | |
|---|---|
| Cars | 634 |
| Trucks | 24 |
| Cyclists | 9 |
| Totals | 667 |

| | | | | |
|---|---|---|---|---|
| Cars | 71 | 98 | 0 | 169 |
| Trucks | 2 | 29 | 0 | 31 |
| Cyclists | 2 | 1 | 0 | 3 |
| Totals | 75 | 128 | 0 | |

Peds Cross: ⋈
South Peds: 0
South Entering: 203
South Leg Total: 870

**Comments**

# SIM Traffic Consultants

## Mid-day Peak Diagram

**Specified Period**
**From:** 11:00:00
**To:** 14:00:00

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

**Municipality:** GUELPH
**Site #:** 0000000008
**Intersection:** Starwood Rd & Watson Pkwy
**TFR File #:** 1
**Count date:** 15-Sep-2016

**Weather conditions:**
Sunny

**Person(s) who counted:**
Marko

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

**Major Road:** Starwood Rd runs W/E

North Leg Total: 432
North Entering: 221
North Peds: 1
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 3 | 0 | 3 |
| Trucks | 3 | 18 | 0 | 21 |
| Cars | 28 | 169 | 0 | 197 |
| Totals | 31 | 190 | 0 | |

| | |
|---|---|
| Cyclists | 3 |
| Trucks | 12 |
| Cars | 196 |
| Totals | 211 |

East Leg Total: 0
East Entering: 0
East Peds: 0
Peds Cross: ⧗

Watson Pkwy

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 3 | 116 | 119 |

Starwood Rd

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 1 | 0 | 27 | 28 |
| 0 | 0 | 0 | 0 |
| 2 | 4 | 90 | 96 |
| 3 | 4 | 117 | |

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | |

N
W E
S

Starwood Rd

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 0 | 0 | 0 | 0 |

Watson Pkwy

Peds Cross: ⧗
West Peds: 0
West Entering: 124
West Leg Total: 243

| | |
|---|---|
| Cars | 259 |
| Trucks | 22 |
| Cyclists | 5 |
| Totals | 286 |

| | | | | |
|---|---|---|---|---|
| Cars | 88 | 169 | 0 | 257 |
| Trucks | 0 | 12 | 0 | 12 |
| Cyclists | 0 | 2 | 0 | 2 |
| Totals | 88 | 183 | 0 | |

Peds Cross: ⋈
South Peds: 0
South Entering: 271
South Leg Total: 557

**Comments**

# SIM Traffic Consultants

## Afternoon Peak Diagram

**Specified Period**
**From:** 15:00:00
**To:** 18:00:00

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

**Municipality:** GUELPH
**Site #:** 0000000008
**Intersection:** Starwood Rd & Watson Pkwy
**TFR File #:** 1
**Count date:** 15-Sep-2016

**Weather conditions:**
Sunny

**Person(s) who counted:**
Marko

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

**Major Road:** Starwood Rd runs W/E

North Leg Total: 670
North Entering: 275
North Peds: 0
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 6 | 0 | 6 |
| Trucks | 4 | 18 | 0 | 22 |
| Cars | 43 | 204 | 0 | 247 |
| Totals | 47 | 228 | 0 | |

| | |
|---|---|
| Cyclists | 5 |
| Trucks | 18 |
| Cars | 372 |
| Totals | 395 |

East Leg Total: 0
East Entering: 0
East Peds: 2
Peds Cross: ⧗

Watson Pkwy

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 4 | 340 | 344 |

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | |

Starwood Rd

N
W E
S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 1 | 15 | 16 |
| 0 | 0 | 0 | 0 |
| 2 | 2 | 121 | 125 |
| 2 | 3 | 136 | |

Starwood Rd

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 0 | 0 | 0 | 0 |

Watson Pkwy

Peds Cross: ⧗
West Peds: 0
West Entering: 141
West Leg Total: 485

| | |
|---|---|
| Cars | 325 |
| Trucks | 20 |
| Cyclists | 8 |
| Totals | 353 |

| | | | | |
|---|---|---|---|---|
| Cars | 297 | 357 | 0 | 654 |
| Trucks | 0 | 17 | 0 | 17 |
| Cyclists | 0 | 5 | 0 | 5 |
| Totals | 297 | 379 | 0 | |

Peds Cross: ⋈
South Peds: 0
South Entering: 676
South Leg Total: 1029

**Comments**

# SIM Traffic Consultants

## Eight Hour Peak Diagram

**Eight Hour Peak**
**From:** 7:45:00
**To:** 15:45:00

**Municipality:** GUELPH
**Site #:** 0000000008
**Intersection:** Starwood Rd & Watson Pkwy
**TFR File #:** 1
**Count date:** 15-Sep-2016

**Weather conditions:**
Sunny

**Person(s) who counted:**
Marko

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

**Major Road:** Starwood Rd runs W/E

| | |
|---|---|
| North Leg Total: | 2290 |
| North Entering: | 1292 |
| North Peds: | 1 |
| Peds Cross: | ⋈ |

| | | | | |
|---|---|---|---|---|
| Cyclists | 1 | 14 | 0 | 15 |
| Trucks | 16 | 78 | 0 | 94 |
| Cars | 126 | 1057 | 0 | 1183 |
| Totals | 143 | 1149 | 0 | |

| | |
|---|---|
| Cyclists | 9 |
| Trucks | 78 |
| Cars | 911 |
| Totals | 998 |

| | |
|---|---|
| East Leg Total: | 0 |
| East Entering: | 0 |
| East Peds: | 0 |
| Peds Cross: | ⧗ |

Watson Pkwy

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 6 | 25 | 632 | 663 |

Starwood Rd

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 3 | 1 | 122 | 126 |
| 0 | 0 | 0 | 0 |
| 6 | 17 | 690 | 713 |
| 9 | 18 | 812 | |

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | |

N
W E
S

Starwood Rd

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 0 | 0 | 0 | 0 |

Watson Pkwy

| | |
|---|---|
| Peds Cross: | ⧗ |
| West Peds: | 1 |
| West Entering: | 839 |
| West Leg Total: | 1502 |

| | |
|---|---|
| Cars | 1747 |
| Trucks | 95 |
| Cyclists | 20 |
| Totals | 1862 |

| | | | | |
|---|---|---|---|---|
| Cars | 506 | 789 | 0 | 1295 |
| Trucks | 9 | 77 | 0 | 86 |
| Cyclists | 5 | 6 | 0 | 11 |
| Totals | 520 | 872 | 0 | |

| | |
|---|---|
| Peds Cross: | ⋈ |
| South Peds: | 3 |
| South Entering: | 1392 |
| South Leg Total: | 3254 |

**Comments**

# SIM Traffic Consultants

## Total Count Diagram

**Municipality:** GUELPH
**Site #:** 0000000008
**Intersection:** Starwood Rd & Watson Pkwy
**TFR File #:** 1
**Count date:** 15-Sep-2016

**Weather conditions:**
Sunny

**Person(s) who counted:**
Marko

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

**Major Road:** Starwood Rd runs W/E

North Leg Total: 4052
North Entering: 2112
North Peds: 2
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 2 | 25 | 0 | 27 |
| Trucks | 26 | 134 | 0 | 160 |
| Cars | 216 | 1709 | 0 | 1925 |
| Totals | 244 | 1868 | 0 | |

| | |
|---|---|
| Cyclists | 23 |
| Trucks | 135 |
| Cars | 1782 |
| Totals | 1940 |

East Leg Total: 6
East Entering: 0
East Peds: 6
Peds Cross: ⧗

Watson Pkwy

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 12 | 41 | 1303 | 1356 |

Starwood Rd

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 3 | 3 | 214 | 220 |
| 0 | 0 | 6 | 6 |
| 15 | 32 | 1143 | 1190 |
| 18 | 35 | 1363 | |

N
W E
S

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | |

Starwood Rd

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 6 | 0 | 0 | 6 |

Watson Pkwy

Peds Cross: ⧗
West Peds: 4
West Entering: 1416
West Leg Total: 2772

| | |
|---|---|
| Cars | 2852 |
| Trucks | 166 |
| Cyclists | 40 |
| Totals | 3058 |

| | | | | |
|---|---|---|---|---|
| Cars | 1087 | 1568 | 0 | 2655 |
| Trucks | 15 | 132 | 0 | 147 |
| Cyclists | 10 | 20 | 0 | 30 |
| Totals | 1112 | 1720 | 0 | |

Peds Cross: ⋈
South Peds: 4
South Entering: 2832
South Leg Total: 5890

**Comments**

# *SIM Traffic Consultants*
## Traffic Count Summary

**Intersection:** Starwood Rd & Watson Pkwy | **Count Date:** 15-Sep-2016 | **Municipality:** GUELPH

### North Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists: Left | Thru | Right | Grand Total | Total Peds | North/South Total Approaches |
|---|---|---|---|---|---|---|
| 7:00:00 | 0 | 5 | 0 | 5 | 0 | 7 |
| 8:00:00 | 0 | 308 | 16 | 324 | 0 | 504 |
| 9:00:00 | 0 | 376 | 29 | 405 | 0 | 609 |
| 11:00:00 | 0 | 6 | 0 | 6 | 0 | 9 |
| 12:00:00 | 0 | 163 | 31 | 194 | 0 | 400 |
| 13:00:00 | 0 | 190 | 31 | 221 | 1 | 492 |
| 14:00:00 | 0 | 167 | 14 | 181 | 0 | 424 |
| 15:00:00 | 0 | 5 | 0 | 5 | 0 | 14 |
| 16:00:00 | 0 | 221 | 38 | 259 | 0 | 755 |
| 17:00:00 | 0 | 205 | 48 | 253 | 1 | 839 |
| 18:00:00 | 0 | 221 | 37 | 258 | 0 | 889 |
| Totals: | 0 | 1867 | 244 | 2111 | 2 | 4942 |

### South Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists: Left | Thru | Right | Grand Total | Total Peds |
|---|---|---|---|---|---|
| 7:00:00 | 0 | 2 | 0 | 2 | 0 |
| 8:00:00 | 68 | 112 | 0 | 180 | 1 |
| 9:00:00 | 80 | 124 | 0 | 204 | 0 |
| 11:00:00 | 3 | 0 | 0 | 3 | 0 |
| 12:00:00 | 68 | 138 | 0 | 206 | 1 |
| 13:00:00 | 88 | 183 | 0 | 271 | 0 |
| 14:00:00 | 98 | 145 | 0 | 243 | 0 |
| 15:00:00 | 4 | 5 | 0 | 9 | 0 |
| 16:00:00 | 199 | 297 | 0 | 496 | 2 |
| 17:00:00 | 238 | 348 | 0 | 586 | 0 |
| 18:00:00 | 266 | 365 | 0 | 631 | 0 |
| | 1112 | 1719 | 0 | 2831 | 4 |

### East Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists: Left | Thru | Right | Grand Total | Total Peds | East/West Total Approaches |
|---|---|---|---|---|---|---|
| 7:00:00 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:00:00 | 0 | 0 | 0 | 0 | 0 | 328 |
| 9:00:00 | 0 | 0 | 0 | 0 | 0 | 266 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:00:00 | 0 | 0 | 0 | 0 | 0 | 122 |
| 13:00:00 | 0 | 0 | 0 | 0 | 0 | 124 |
| 14:00:00 | 0 | 0 | 0 | 0 | 0 | 127 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 0 | 0 | 0 | 0 | 0 | 135 |
| 17:00:00 | 0 | 0 | 0 | 0 | 3 | 179 |
| 18:00:00 | 0 | 0 | 0 | 0 | 3 | 128 |
| Totals: | 0 | 0 | 0 | 0 | 6 | 1416 |

### West Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists: Left | Thru | Right | Grand Total | Total Peds |
|---|---|---|---|---|---|
| 7:00:00 | 0 | 0 | 3 | 3 | 0 |
| 8:00:00 | 61 | 0 | 267 | 328 | 0 |
| 9:00:00 | 33 | 0 | 233 | 266 | 0 |
| 11:00:00 | 0 | 0 | 4 | 4 | 0 |
| 12:00:00 | 20 | 0 | 102 | 122 | 0 |
| 13:00:00 | 28 | 0 | 96 | 124 | 0 |
| 14:00:00 | 19 | 0 | 108 | 127 | 0 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 18 | 0 | 117 | 135 | 2 |
| 17:00:00 | 17 | 6 | 156 | 179 | 2 |
| 18:00:00 | 24 | 0 | 104 | 128 | 0 |
| | 220 | 6 | 1190 | 1416 | 4 |

### Calculated Values for Traffic Crossing Major Street

| Hours Ending: | 8:00 | 9:00 | 12:00 | 13:00 | 14:00 | 16:00 | 17:00 | 18:00 |
|---|---|---|---|---|---|---|---|---|
| Crossing Values: | 376 | 456 | 231 | 278 | 265 | 498 | 591 | 634 |

# City of Guelph - Traffic Signal Warrants

| | | | |
|---|---|---|---|
| Municipality: | GUELPH | Date of Count: | Oct 11, 2012 |
| Intersection: | WATSON PY N @ WATSON RD N | Flow Condition: | Restricted |
| Major Road: | WATSON PY N | No. of Lanes: | 2 or more |
| Direction: | North-South | Cross or T: | T |
| Minor Road: | WATSON RD N | No. of Collisions: | 0 |

## Warrant 1 - Minimum Vehicular Volume

### A - All Approaches

| | Min. Req. | Min. Req. | 8:00 | 9:00 | 12:00 | 13:00 | 14:00 | 16:00 | 17:00 | 18:00 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Volume | 900 | 720 | 543 | 446 | 336 | 380 | 373 | 545 | 664 | 768 | 4055 |
| Warrant % | 100 | 80 | 60 | 50 | 37 | 42 | 41 | 61 | 74 | 80 | 445 |

**Controlling Sectional %** **56%**

### B - Minor Street Both Approaches

| | Min. Req. | Min. Req. | 8:00 | 9:00 | 12:00 | 13:00 | 14:00 | 16:00 | 17:00 | 18:00 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Volume | 255 | 204 | 27 | 37 | 49 | 50 | 31 | 75 | 137 | 134 | 540 |
| Warrant % | 100 | 80 | 11 | 15 | 19 | 20 | 12 | 29 | 54 | 53 | 213 |

**Controlling Sectional %** **27%**

**WARRANT 1 HAS BEEN SATISFIED** **27%**

## Warrant 2 - Delay To Cross Traffic

### A - Major Street Both Approaches

| | Min. Req. | Min. Req. | 8:00 | 9:00 | 12:00 | 13:00 | 14:00 | 16:00 | 17:00 | 18:00 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Volume | 900 | 720 | 516 | 409 | 287 | 330 | 342 | 470 | 527 | 634 | 3515 |
| Warrant % | 100 | 80 | 57 | 45 | 32 | 37 | 38 | 52 | 59 | 70 | 390 |

**Controlling Sectional %** **49%**

### B - Traffic Crossing Major Street

| | Min. Req. | Min. Req. | 8:00 | 9:00 | 12:00 | 13:00 | 14:00 | 16:00 | 17:00 | 18:00 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Volume | 75 | 60 | 3 | 9 | 11 | 19 | 9 | 13 | 31 | 42 | 137 |
| Warrant % | 100 | 80 | 4 | 12 | 15 | 25 | 12 | 17 | 41 | 56 | 182 |

**Controlling Sectional %** **23%**

**WARRANT 2 HAS BEEN SATISFIED** **23%**

## Warrant 3 - Accident Experience

**A** Reportable accident within a 12 month period averaged over 36 consecutive months susceptible to correction by a traffic signal was ..... **0**

Based on the minimum warrant value of 5 this section has been satisfied ..... **0%**

**B** Adequate trial of less restrictive remedies requirement was satisfied ..... **100%**

**C** Either Warrant #1 or #2 being satisfied by at least 80% was satisfied ..... **0%**

**WARRANT 3 HAS BEEN SATISFIED** **0%**

## Warrant 4 - Combination Warrant

Warrant 1 satisfied 80% or more ..... **0%**

Warrant 2 satisfied 80% or more ..... **0%**

Warrant 3 satisfied 80% or more ..... **0%**

**WARRANT 4 HAS BEEN SATISFIED** **0%**

## CONCLUSION: TRAFFIC SIGNALS ARE NOT WARRANTED

# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5

*"we always count...never estimated"*

File Name : Watson Rd at York Rd
Site Code : 00000000
Start Date : 3/26/2019
Page No : 1

Groups Printed- Cars - Trucks - Heavys - Cyclists

| | Watson Rd From North | | | | | York Rd From East | | | | | Watson Rd From South | | | | | York Rd From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 1 | 3 | 63 | 0 | 67 | 4 | 36 | 6 | 0 | 46 | 5 | 2 | 3 | 0 | 10 | 17 | 71 | 0 | 0 | 88 | 211 |
| 07:15 AM | 1 | 9 | 57 | 0 | 67 | 2 | 40 | 4 | 0 | 46 | 4 | 3 | 5 | 0 | 12 | 9 | 78 | 0 | 0 | 87 | 212 |
| 07:30 AM | 1 | 6 | 53 | 0 | 60 | 9 | 81 | 4 | 0 | 94 | 8 | 3 | 2 | 0 | 13 | 8 | 68 | 1 | 0 | 77 | 244 |
| 07:45 AM | 2 | 18 | 41 | 0 | 61 | 9 | 75 | 12 | 0 | 96 | 6 | 4 | 4 | 0 | 14 | 19 | 81 | 0 | 0 | 100 | 271 |
| Total | 5 | 36 | 214 | 0 | 255 | 24 | 232 | 26 | 0 | 282 | 23 | 12 | 14 | 0 | 49 | 53 | 298 | 1 | 0 | 352 | 938 |
| 08:00 AM | 2 | 5 | 43 | 0 | 50 | 6 | 88 | 8 | 0 | 102 | 2 | 1 | 2 | 0 | 5 | 7 | 75 | 1 | 0 | 83 | 240 |
| 08:15 AM | 3 | 5 | 26 | 0 | 34 | 11 | 85 | 8 | 0 | 104 | 2 | 0 | 7 | 0 | 9 | 9 | 61 | 0 | 0 | 70 | 217 |
| 08:30 AM | 1 | 15 | 22 | 0 | 38 | 10 | 104 | 12 | 0 | 126 | 1 | 0 | 8 | 0 | 9 | 13 | 68 | 0 | 0 | 81 | 254 |
| 08:45 AM | 1 | 6 | 18 | 0 | 25 | 10 | 95 | 4 | 0 | 109 | 9 | 0 | 10 | 0 | 19 | 12 | 76 | 0 | 0 | 88 | 241 |
| Total | 7 | 31 | 109 | 0 | 147 | 37 | 372 | 32 | 0 | 441 | 14 | 1 | 27 | 0 | 42 | 41 | 280 | 1 | 0 | 322 | 952 |
| 11:00 AM | 0 | 5 | 13 | 0 | 18 | 8 | 50 | 5 | 0 | 63 | 6 | 2 | 3 | 0 | 11 | 5 | 42 | 1 | 0 | 48 | 140 |
| 11:15 AM | 1 | 5 | 7 | 0 | 13 | 6 | 55 | 4 | 0 | 65 | 5 | 2 | 6 | 0 | 13 | 9 | 49 | 2 | 0 | 60 | 151 |
| 11:30 AM | 1 | 2 | 7 | 0 | 10 | 4 | 47 | 2 | 0 | 53 | 3 | 3 | 7 | 0 | 13 | 7 | 53 | 0 | 0 | 60 | 136 |
| 11:45 AM | 0 | 2 | 6 | 0 | 8 | 6 | 55 | 5 | 0 | 66 | 5 | 4 | 10 | 0 | 19 | 7 | 60 | 0 | 0 | 67 | 160 |
| Total | 2 | 14 | 33 | 0 | 49 | 24 | 207 | 16 | 0 | 247 | 19 | 11 | 26 | 0 | 56 | 28 | 204 | 3 | 0 | 235 | 587 |
| 12:00 PM | 1 | 3 | 8 | 0 | 12 | 10 | 72 | 3 | 0 | 85 | 5 | 13 | 19 | 0 | 37 | 11 | 53 | 2 | 0 | 66 | 200 |
| 12:15 PM | 0 | 7 | 8 | 0 | 15 | 5 | 59 | 4 | 1 | 69 | 9 | 2 | 7 | 0 | 18 | 12 | 38 | 0 | 0 | 50 | 152 |
| 12:30 PM | 1 | 2 | 9 | 0 | 12 | 4 | 65 | 5 | 0 | 74 | 3 | 2 | 10 | 0 | 15 | 12 | 55 | 0 | 0 | 67 | 168 |
| 12:45 PM | 0 | 8 | 14 | 0 | 22 | 11 | 49 | 10 | 0 | 70 | 11 | 3 | 8 | 0 | 22 | 9 | 66 | 0 | 0 | 75 | 189 |
| Total | 2 | 20 | 39 | 0 | 61 | 30 | 245 | 22 | 1 | 298 | 28 | 20 | 44 | 0 | 92 | 44 | 212 | 2 | 0 | 258 | 709 |
| 01:00 PM | 1 | 4 | 10 | 0 | 15 | 7 | 54 | 7 | 0 | 68 | 6 | 6 | 5 | 0 | 17 | 8 | 61 | 0 | 0 | 69 | 169 |
| 01:15 PM | 0 | 1 | 7 | 0 | 8 | 9 | 54 | 0 | 0 | 63 | 4 | 5 | 5 | 0 | 14 | 4 | 42 | 0 | 0 | 46 | 131 |
| 01:30 PM | 0 | 4 | 5 | 0 | 9 | 7 | 59 | 9 | 0 | 75 | 13 | 3 | 4 | 0 | 20 | 8 | 59 | 0 | 0 | 67 | 171 |
| 01:45 PM | 0 | 3 | 6 | 0 | 9 | 8 | 58 | 6 | 0 | 72 | 5 | 4 | 9 | 0 | 18 | 6 | 60 | 0 | 0 | 66 | 165 |
| Total | 1 | 12 | 28 | 0 | 41 | 31 | 225 | 22 | 0 | 278 | 28 | 18 | 23 | 0 | 69 | 26 | 222 | 0 | 0 | 248 | 636 |
| 03:00 PM | 1 | 2 | 2 | 0 | 5 | 13 | 64 | 2 | 0 | 79 | 12 | 9 | 16 | 0 | 37 | 11 | 59 | 0 | 0 | 70 | 191 |
| 03:15 PM | 0 | 3 | 6 | 0 | 9 | 9 | 80 | 5 | 0 | 94 | 5 | 8 | 13 | 0 | 26 | 11 | 70 | 0 | 0 | 81 | 210 |

# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5

*"we always count...never estimated"*

File Name : Watson Rd at York Rd
Site Code : 00000000
Start Date : 3/26/2019
Page No : 2

Groups Printed- Cars - Trucks - Heavys - Cyclists

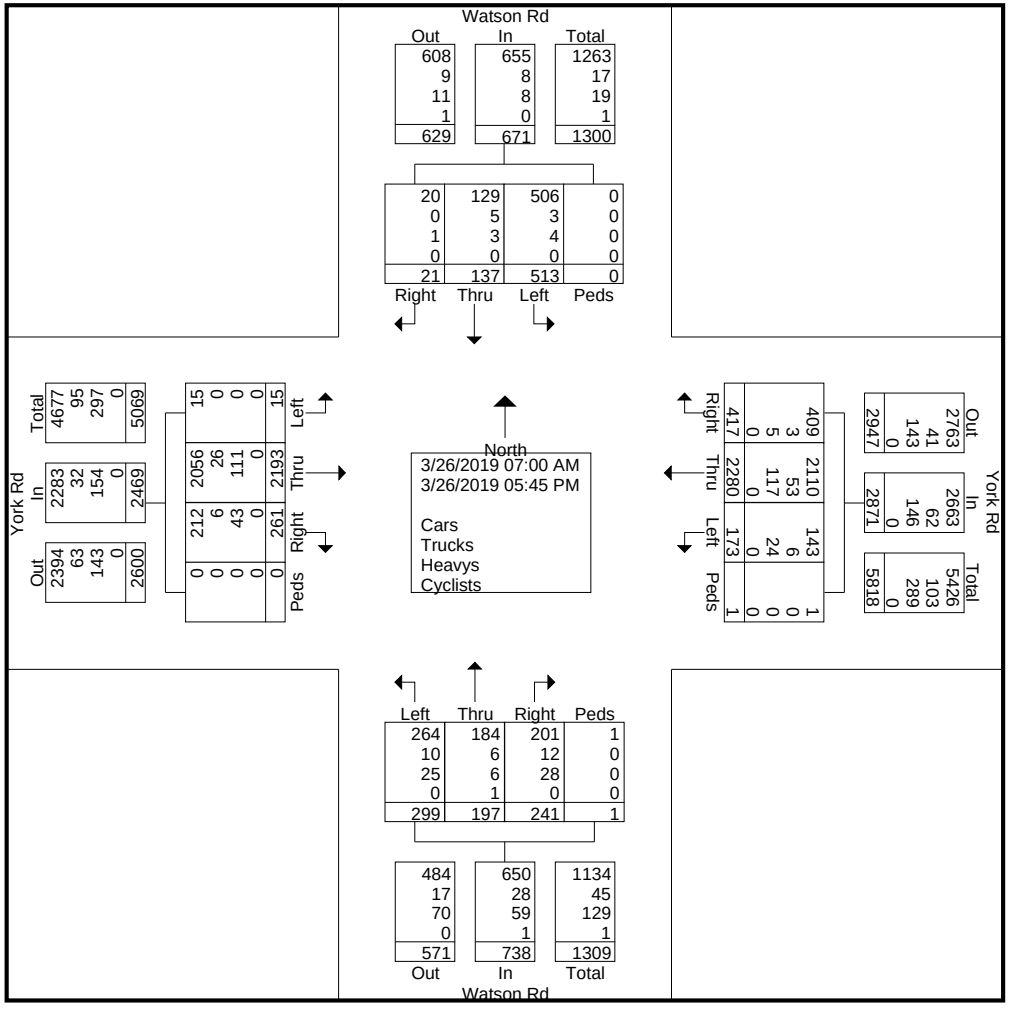
| | Watson Rd From North | | | | | York Rd From East | | | | | Watson Rd From South | | | | | York Rd From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 03:30 PM | 1 | 2 | 9 | 0 | 12 | 14 | 67 | 4 | 0 | 85 | 6 | 12 | 15 | 0 | 33 | 8 | 70 | 0 | 0 | 78 | 208 |
| 03:45 PM | 0 | 2 | 9 | 0 | 11 | 22 | 70 | 3 | 0 | 95 | 11 | 7 | 10 | 0 | 28 | 9 | 95 | 0 | 0 | 104 | 238 |
| Total | 2 | 9 | 26 | 0 | 37 | 58 | 281 | 14 | 0 | 353 | 34 | 36 | 54 | 0 | 124 | 39 | 294 | 0 | 0 | 333 | 847 |
| 04:00 PM | 1 | 4 | 3 | 0 | 8 | 14 | 83 | 5 | 0 | 102 | 15 | 20 | 29 | 0 | 64 | 4 | 83 | 0 | 0 | 87 | 261 |
| 04:15 PM | 0 | 3 | 10 | 0 | 13 | 30 | 91 | 5 | 0 | 126 | 17 | 11 | 18 | 0 | 46 | 3 | 81 | 1 | 0 | 85 | 270 |
| 04:30 PM | 1 | 0 | 11 | 0 | 12 | 26 | 98 | 8 | 0 | 132 | 15 | 27 | 32 | 0 | 74 | 8 | 96 | 2 | 0 | 106 | 324 |
| 04:45 PM | 0 | 2 | 9 | 0 | 11 | 30 | 91 | 2 | 0 | 123 | 17 | 12 | 11 | 0 | 40 | 2 | 104 | 1 | 0 | 107 | 281 |
| Total | 2 | 9 | 33 | 0 | 44 | 100 | 363 | 20 | 0 | 483 | 64 | 70 | 90 | 0 | 224 | 17 | 364 | 4 | 0 | 385 | 1136 |
| 05:00 PM | 0 | 1 | 7 | 0 | 8 | 31 | 91 | 2 | 0 | 124 | 9 | 21 | 10 | 1 | 41 | 3 | 85 | 1 | 0 | 89 | 262 |
| 05:15 PM | 0 | 3 | 7 | 0 | 10 | 27 | 86 | 5 | 0 | 118 | 11 | 3 | 5 | 0 | 19 | 3 | 80 | 1 | 0 | 84 | 231 |
| 05:30 PM | 0 | 0 | 11 | 0 | 11 | 38 | 84 | 5 | 0 | 127 | 7 | 4 | 5 | 0 | 16 | 4 | 87 | 1 | 0 | 92 | 246 |
| 05:45 PM | 0 | 2 | 6 | 0 | 8 | 17 | 94 | 9 | 0 | 120 | 4 | 1 | 1 | 0 | 6 | 3 | 67 | 1 | 0 | 71 | 205 |
| Total | 0 | 6 | 31 | 0 | 37 | 113 | 355 | 21 | 0 | 489 | 31 | 29 | 21 | 1 | 82 | 13 | 319 | 4 | 0 | 336 | 944 |
| Grand Total | 21 | 137 | 513 | 0 | 671 | 417 | 2280 | 173 | 1 | 2871 | 241 | 197 | 299 | 1 | 738 | 261 | 2193 | 15 | 0 | 2469 | 6749 |
| Apprch % | 3.1 | 20.4 | 76.5 | 0 | | 14.5 | 79.4 | 6 | 0 | | 32.7 | 26.7 | 40.5 | 0.1 | | 10.6 | 88.8 | 0.6 | 0 | | |
| Total % | 0.3 | 2 | 7.6 | 0 | 9.9 | 6.2 | 33.8 | 2.6 | 0 | 42.5 | 3.6 | 2.9 | 4.4 | 0 | 10.9 | 3.9 | 32.5 | 0.2 | 0 | 36.6 | |
| Cars | 20 | 129 | 506 | 0 | 655 | 409 | 2110 | 143 | 1 | 2663 | 201 | 184 | 264 | 1 | 650 | 212 | 2056 | 15 | 0 | 2283 | 6251 |
| % Cars | 95.2 | 94.2 | 98.6 | 0 | 97.6 | 98.1 | 92.5 | 82.7 | 100 | 92.8 | 83.4 | 93.4 | 88.3 | 100 | 88.1 | 81.2 | 93.8 | 100 | 0 | 92.5 | 92.6 |
| Trucks | 0 | 5 | 3 | 0 | 8 | 3 | 53 | 6 | 0 | 62 | 12 | 6 | 10 | 0 | 28 | 6 | 26 | 0 | 0 | 32 | 130 |
| % Trucks | 0 | 3.6 | 0.6 | 0 | 1.2 | 0.7 | 2.3 | 3.5 | 0 | 2.2 | 5 | 3 | 3.3 | 0 | 3.8 | 2.3 | 1.2 | 0 | 0 | 1.3 | 1.9 |
| Heavys | 1 | 3 | 4 | 0 | 8 | 5 | 117 | 24 | 0 | 146 | 28 | 6 | 25 | 0 | 59 | 43 | 111 | 0 | 0 | 154 | 367 |
| % Heavys | 4.8 | 2.2 | 0.8 | 0 | 1.2 | 1.2 | 5.1 | 13.9 | 0 | 5.1 | 11.6 | 3 | 8.4 | 0 | 8 | 16.5 | 5.1 | 0 | 0 | 6.2 | 5.4 |
| Cyclists | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| % Cyclists | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 |

# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5

*"we always count...never estimated"*

File Name : Watson Rd at York Rd
Site Code : 00000000
Start Date : 3/26/2019
Page No : 3



# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5

*"we always count...never estimated"*

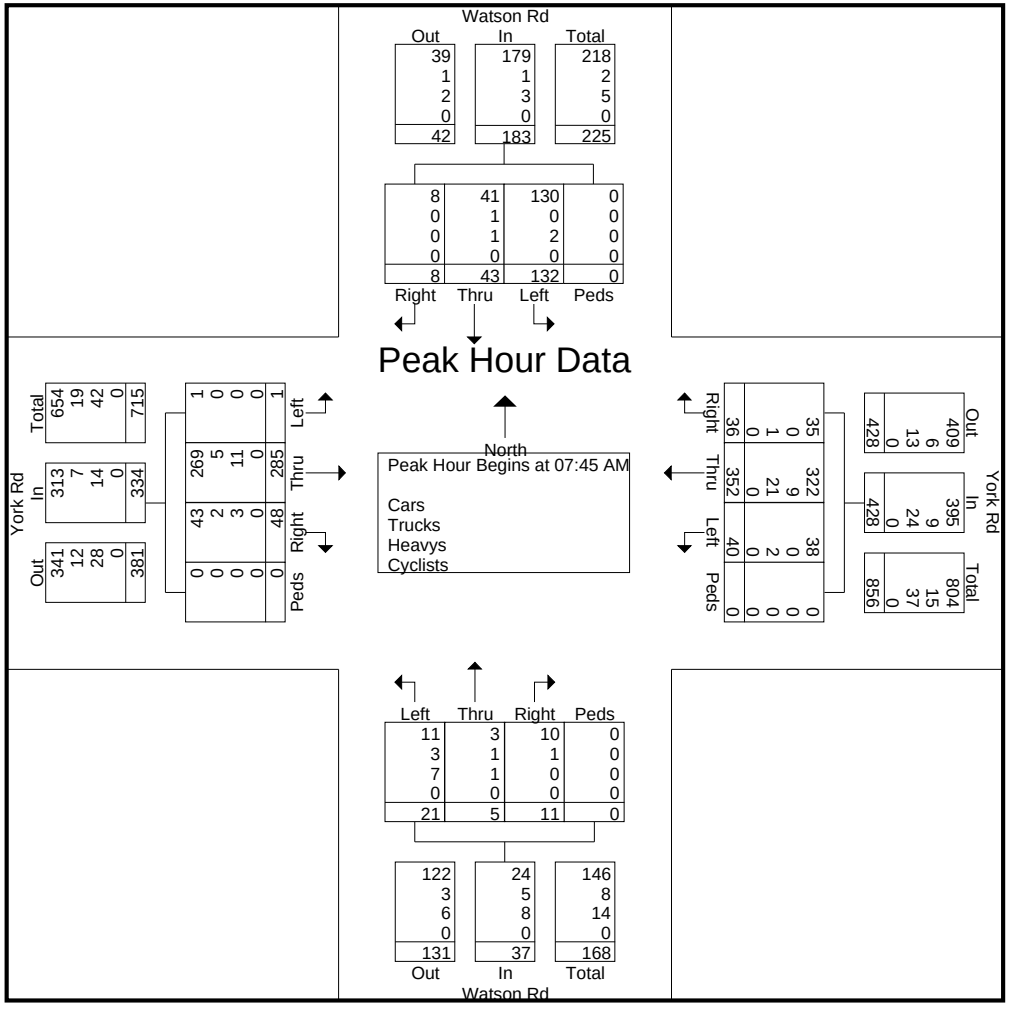
File Name : Watson Rd at York Rd
Site Code : 00000000
Start Date : 3/26/2019
Page No : 4

| | Watson Rd From North | | | | | York Rd From East | | | | | Watson Rd From South | | | | | York Rd From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 2 | **18** | 41 | 0 | **61** | 9 | 75 | **12** | 0 | 96 | **6** | **4** | 4 | 0 | **14** | **19** | **81** | 0 | 0 | **100** | **271** |
| 08:00 AM | 2 | 5 | **43** | 0 | 50 | 6 | 88 | 8 | 0 | 102 | 2 | 1 | 2 | 0 | 5 | 7 | 75 | **1** | 0 | 83 | 240 |
| 08:15 AM | **3** | 5 | 26 | 0 | 34 | **11** | 85 | 8 | 0 | 104 | 2 | 0 | 7 | 0 | 9 | 9 | 61 | 0 | 0 | 70 | 217 |
| 08:30 AM | 1 | 15 | 22 | 0 | 38 | 10 | **104** | 12 | 0 | **126** | 1 | 0 | **8** | 0 | 9 | 13 | 68 | 0 | 0 | 81 | 254 |
| Total Volume | 8 | 43 | 132 | 0 | 183 | 36 | 352 | 40 | 0 | 428 | 11 | 5 | 21 | 0 | 37 | 48 | 285 | 1 | 0 | 334 | 982 |
| % App. Total | 4.4 | 23.5 | 72.1 | 0 | | 8.4 | 82.2 | 9.3 | 0 | | 29.7 | 13.5 | 56.8 | 0 | | 14.4 | 85.3 | 0.3 | 0 | | |
| PHF | .667 | .597 | .767 | .000 | .750 | .818 | .846 | .833 | .000 | .849 | .458 | .313 | .656 | .000 | .661 | .632 | .880 | .250 | .000 | .835 | .906 |
| Cars | 8 | 41 | 130 | 0 | 179 | 35 | 322 | 38 | 0 | 395 | 10 | 3 | 11 | 0 | 24 | 43 | 269 | 1 | 0 | 313 | 911 |
| % Cars | 100 | 95.3 | 98.5 | 0 | 97.8 | 97.2 | 91.5 | 95.0 | 0 | 92.3 | 90.9 | 60.0 | 52.4 | 0 | 64.9 | 89.6 | 94.4 | 100 | 0 | 93.7 | 92.8 |
| Trucks | 0 | 1 | 0 | 0 | 1 | 0 | 9 | 0 | 0 | 9 | 1 | 1 | 3 | 0 | 5 | 2 | 5 | 0 | 0 | 7 | 22 |
| % Trucks | 0 | 2.3 | 0 | 0 | 0.5 | 0 | 2.6 | 0 | 0 | 2.1 | 9.1 | 20.0 | 14.3 | 0 | 13.5 | 4.2 | 1.8 | 0 | 0 | 2.1 | 2.2 |
| Heavys | 0 | 1 | 2 | 0 | 3 | 1 | 21 | 2 | 0 | 24 | 0 | 1 | 7 | 0 | 8 | 3 | 11 | 0 | 0 | 14 | 49 |
| % Heavys | 0 | 2.3 | 1.5 | 0 | 1.6 | 2.8 | 6.0 | 5.0 | 0 | 5.6 | 0 | 20.0 | 33.3 | 0 | 21.6 | 6.3 | 3.9 | 0 | 0 | 4.2 | 5.0 |
| Cyclists | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Cyclists | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5
*"we always count...never estimated"*

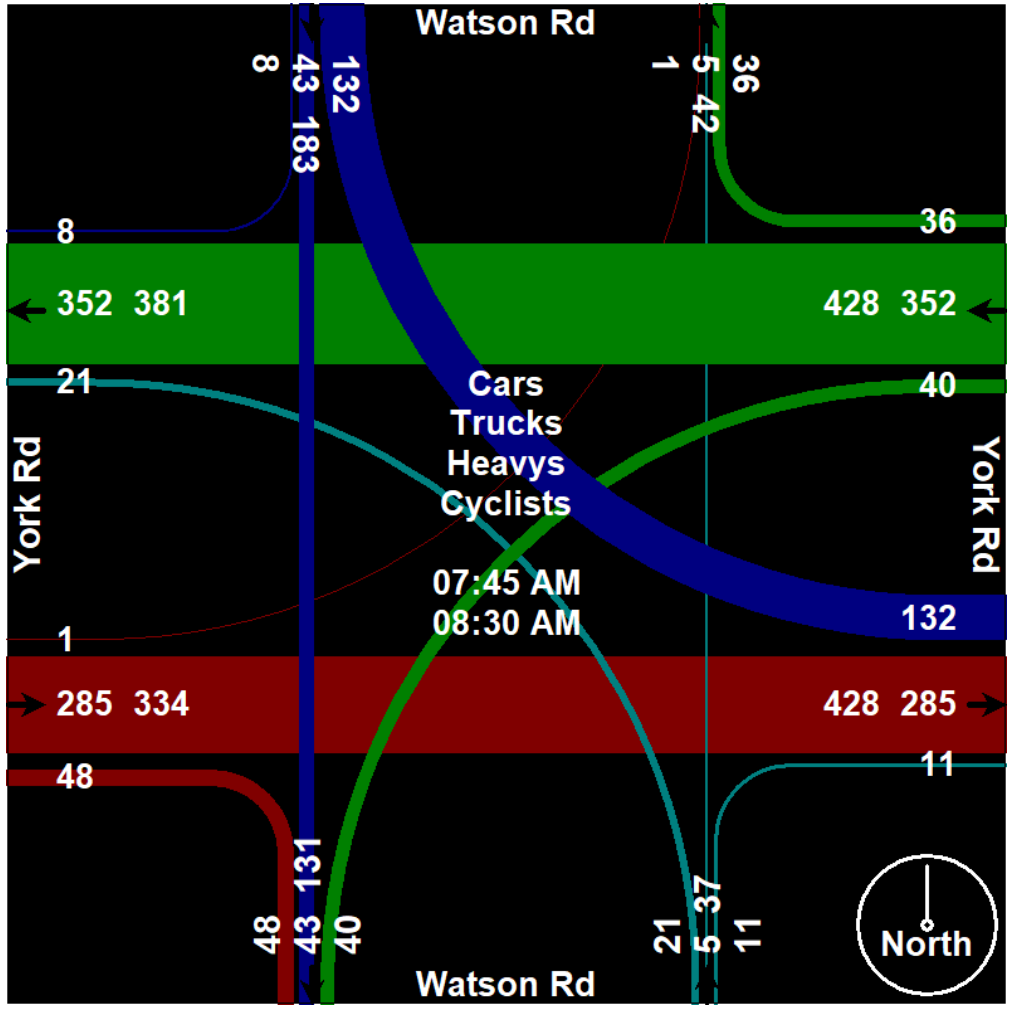
File Name : Watson Rd at York Rd
Site Code : 00000000
Start Date : 3/26/2019
Page No : 5



# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5
*"we always count...never estimated"*

File Name : Watson Rd at York Rd
Site Code : 00000000
Start Date : 3/26/2019
Page No : 6



# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5

*"we always count...never estimated"*

File Name : Watson Rd at York Rd
Site Code : 00000000
Start Date : 3/26/2019
Page No : 7

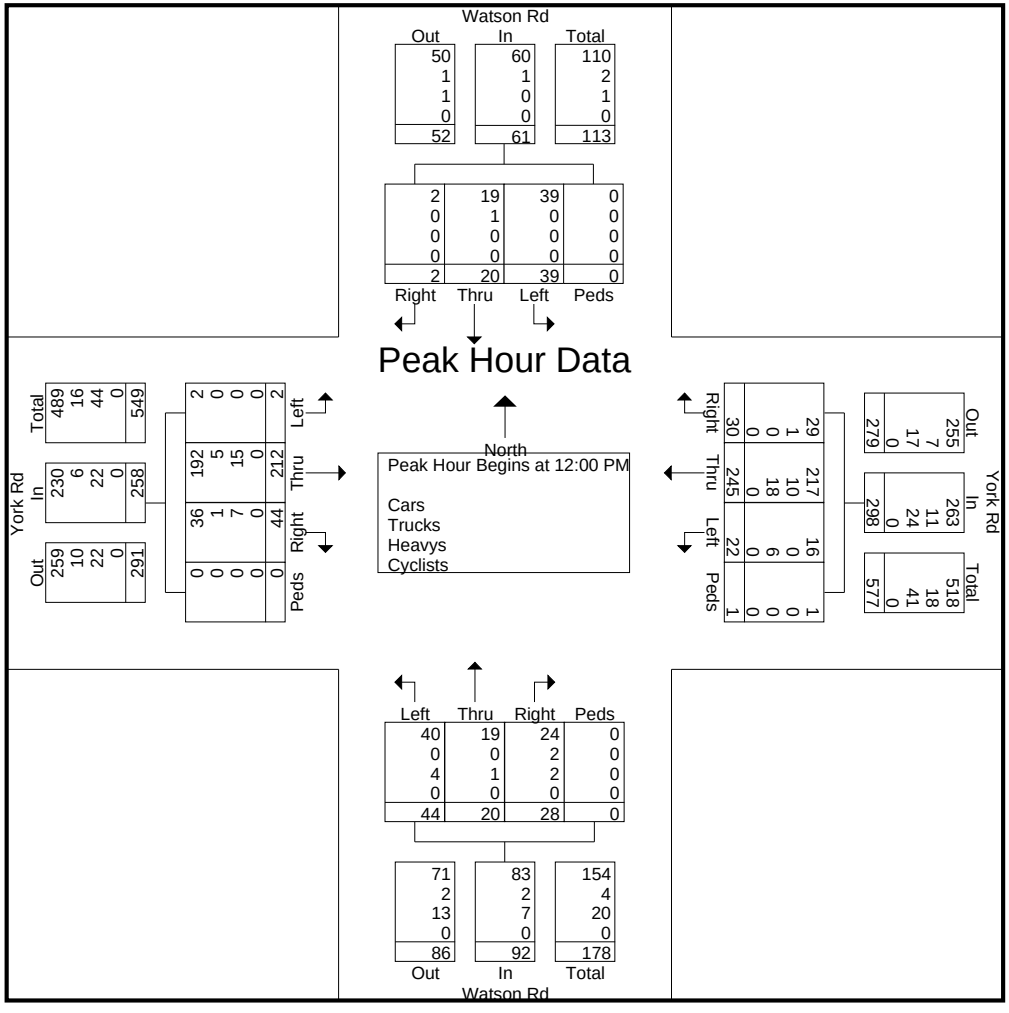
| | Watson Rd From North | | | | | York Rd From East | | | | | Watson Rd From South | | | | | York Rd From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 12:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 12:00 PM | **1** | 3 | 8 | 0 | 12 | 10 | **72** | 3 | 0 | **85** | 5 | **13** | **19** | 0 | **37** | 11 | 53 | **2** | 0 | 66 | **200** |
| 12:15 PM | 0 | 7 | 8 | 0 | 15 | 5 | 59 | 4 | **1** | 69 | 9 | 2 | 7 | 0 | 18 | **12** | 38 | 0 | 0 | 50 | 152 |
| 12:30 PM | 1 | 2 | 9 | 0 | 12 | 4 | 65 | 5 | 0 | 74 | 3 | 2 | 10 | 0 | 15 | 12 | 55 | 0 | 0 | 67 | 168 |
| 12:45 PM | 0 | **8** | **14** | 0 | **22** | **11** | 49 | **10** | 0 | 70 | **11** | 3 | 8 | 0 | 22 | 9 | **66** | 0 | 0 | **75** | 189 |
| Total Volume | 2 | 20 | 39 | 0 | 61 | 30 | 245 | 22 | 1 | 298 | 28 | 20 | 44 | 0 | 92 | 44 | 212 | 2 | 0 | 258 | 709 |
| % App. Total | 3.3 | 32.8 | 63.9 | 0 | | 10.1 | 82.2 | 7.4 | 0.3 | | 30.4 | 21.7 | 47.8 | 0 | | 17.1 | 82.2 | 0.8 | 0 | | |
| PHF | .500 | .625 | .696 | .000 | .693 | .682 | .851 | .550 | .250 | .876 | .636 | .385 | .579 | .000 | .622 | .917 | .803 | .250 | .000 | .860 | .886 |
| Cars | 2 | 19 | 39 | 0 | 60 | 29 | 217 | 16 | 1 | 263 | 24 | 19 | 40 | 0 | 83 | 36 | 192 | 2 | 0 | 230 | 636 |
| % Cars | 100 | 95.0 | 100 | 0 | 98.4 | 96.7 | 88.6 | 72.7 | 100 | 88.3 | 85.7 | 95.0 | 90.9 | 0 | 90.2 | 81.8 | 90.6 | 100 | 0 | 89.1 | 89.7 |
| Trucks | 0 | 1 | 0 | 0 | 1 | 1 | 10 | 0 | 0 | 11 | 2 | 0 | 0 | 0 | 2 | 1 | 5 | 0 | 0 | 6 | 20 |
| % Trucks | 0 | 5.0 | 0 | 0 | 1.6 | 3.3 | 4.1 | 0 | 0 | 3.7 | 7.1 | 0 | 0 | 0 | 2.2 | 2.3 | 2.4 | 0 | 0 | 2.3 | 2.8 |
| Heavys | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 6 | 0 | 24 | 2 | 1 | 4 | 0 | 7 | 7 | 15 | 0 | 0 | 22 | 53 |
| % Heavys | 0 | 0 | 0 | 0 | 0 | 0 | 7.3 | 27.3 | 0 | 8.1 | 7.1 | 5.0 | 9.1 | 0 | 7.6 | 15.9 | 7.1 | 0 | 0 | 8.5 | 7.5 |
| Cyclists | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Cyclists | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5

*"we always count...never estimated"*

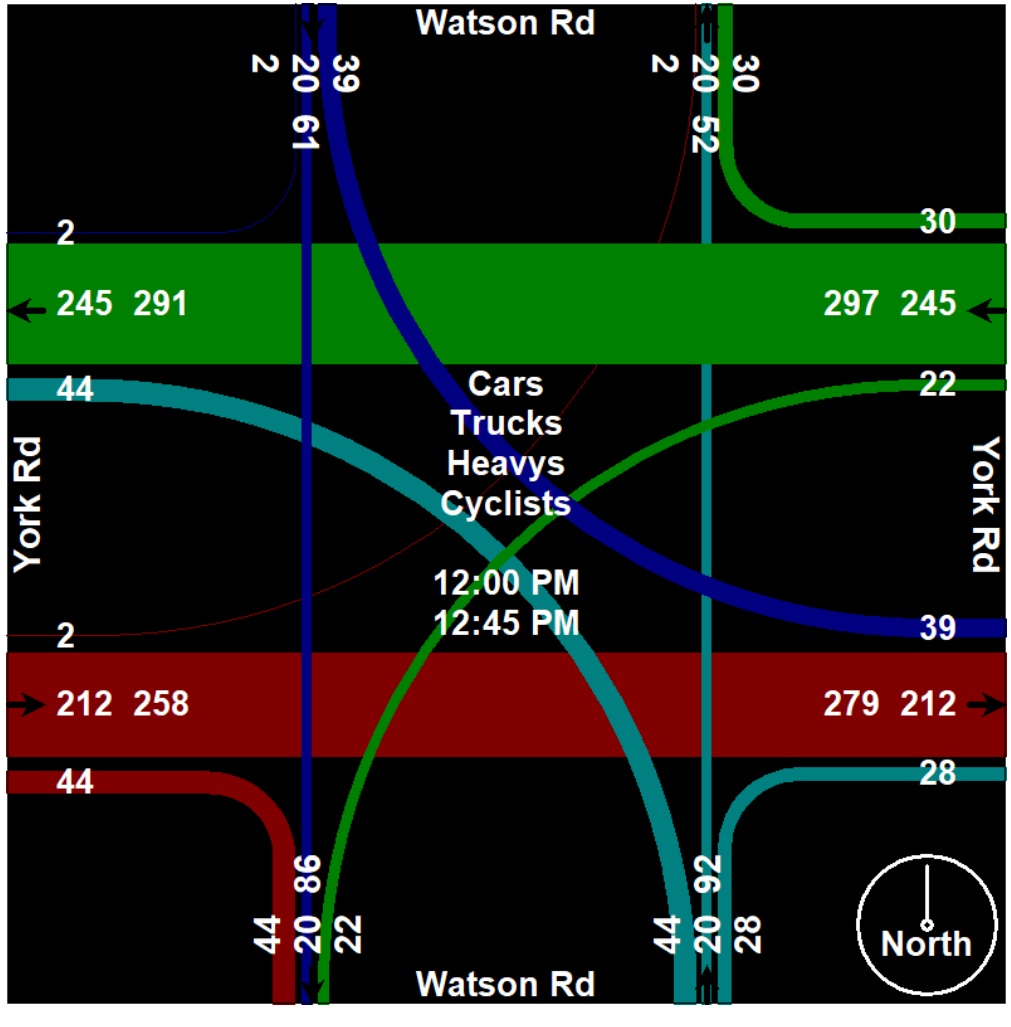
File Name : Watson Rd at York Rd
Site Code : 00000000
Start Date : 3/26/2019
Page No : 8



# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5
*"we always count...never estimated"*

File Name : Watson Rd at York Rd
Site Code : 00000000
Start Date : 3/26/2019
Page No : 9



# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5

*"we always count...never estimated"*

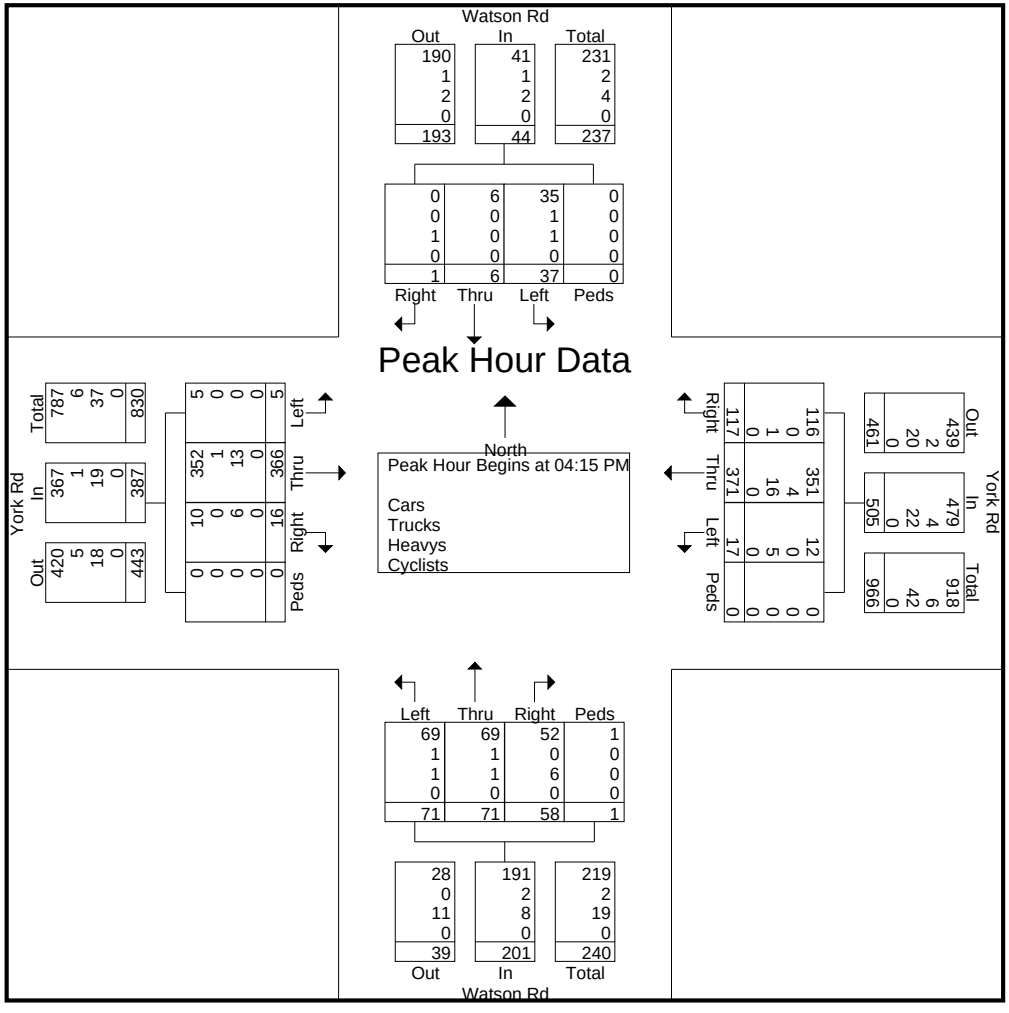
File Name : Watson Rd at York Rd
Site Code : 00000000
Start Date : 3/26/2019
Page No : 10

| | Watson Rd From North | | | | | York Rd From East | | | | | Watson Rd From South | | | | | York Rd From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | **3** | 10 | 0 | **13** | 30 | 91 | 5 | 0 | 126 | **17** | 11 | 18 | 0 | 46 | 3 | 81 | 1 | 0 | 85 | 270 |
| 04:30 PM | **1** | 0 | **11** | 0 | 12 | 26 | **98** | **8** | 0 | **132** | 15 | **27** | **32** | 0 | **74** | **8** | 96 | **2** | 0 | 106 | **324** |
| 04:45 PM | 0 | 2 | 9 | 0 | 11 | 30 | 91 | 2 | 0 | 123 | 17 | 12 | 11 | 0 | 40 | 2 | **104** | 1 | 0 | **107** | 281 |
| 05:00 PM | 0 | 1 | 7 | 0 | 8 | **31** | 91 | 2 | 0 | 124 | 9 | 21 | 10 | **1** | 41 | 3 | 85 | 1 | 0 | 89 | 262 |
| Total Volume | 1 | 6 | 37 | 0 | 44 | 117 | 371 | 17 | 0 | 505 | 58 | 71 | 71 | 1 | 201 | 16 | 366 | 5 | 0 | 387 | 1137 |
| % App. Total | 2.3 | 13.6 | 84.1 | 0 | | 23.2 | 73.5 | 3.4 | 0 | | 28.9 | 35.3 | 35.3 | 0.5 | | 4.1 | 94.6 | 1.3 | 0 | | |
| PHF | .250 | .500 | .841 | .000 | .846 | .944 | .946 | .531 | .000 | .956 | .853 | .657 | .555 | .250 | .679 | .500 | .880 | .625 | .000 | .904 | .877 |
| Cars | 0 | 6 | 35 | 0 | 41 | 116 | 351 | 12 | 0 | 479 | 52 | 69 | 69 | 1 | 191 | 10 | 352 | 5 | 0 | 367 | 1078 |
| % Cars | 0 | 100 | 94.6 | 0 | 93.2 | 99.1 | 94.6 | 70.6 | 0 | 94.9 | 89.7 | 97.2 | 97.2 | 100 | 95.0 | 62.5 | 96.2 | 100 | 0 | 94.8 | 94.8 |
| Trucks | 0 | 0 | 1 | 0 | 1 | 0 | 4 | 0 | 0 | 4 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 8 |
| % Trucks | 0 | 0 | 2.7 | 0 | 2.3 | 0 | 1.1 | 0 | 0 | 0.8 | 0 | 1.4 | 1.4 | 0 | 1.0 | 0 | 0.3 | 0 | 0 | 0.3 | 0.7 |
| Heavys | 1 | 0 | 1 | 0 | 2 | 1 | 16 | 5 | 0 | 22 | 6 | 1 | 1 | 0 | 8 | 6 | 13 | 0 | 0 | 19 | 51 |
| % Heavys | 100 | 0 | 2.7 | 0 | 4.5 | 0.9 | 4.3 | 29.4 | 0 | 4.4 | 10.3 | 1.4 | 1.4 | 0 | 4.0 | 37.5 | 3.6 | 0 | 0 | 4.9 | 4.5 |
| Cyclists | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Cyclists | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5
*"we always count...never estimated"*

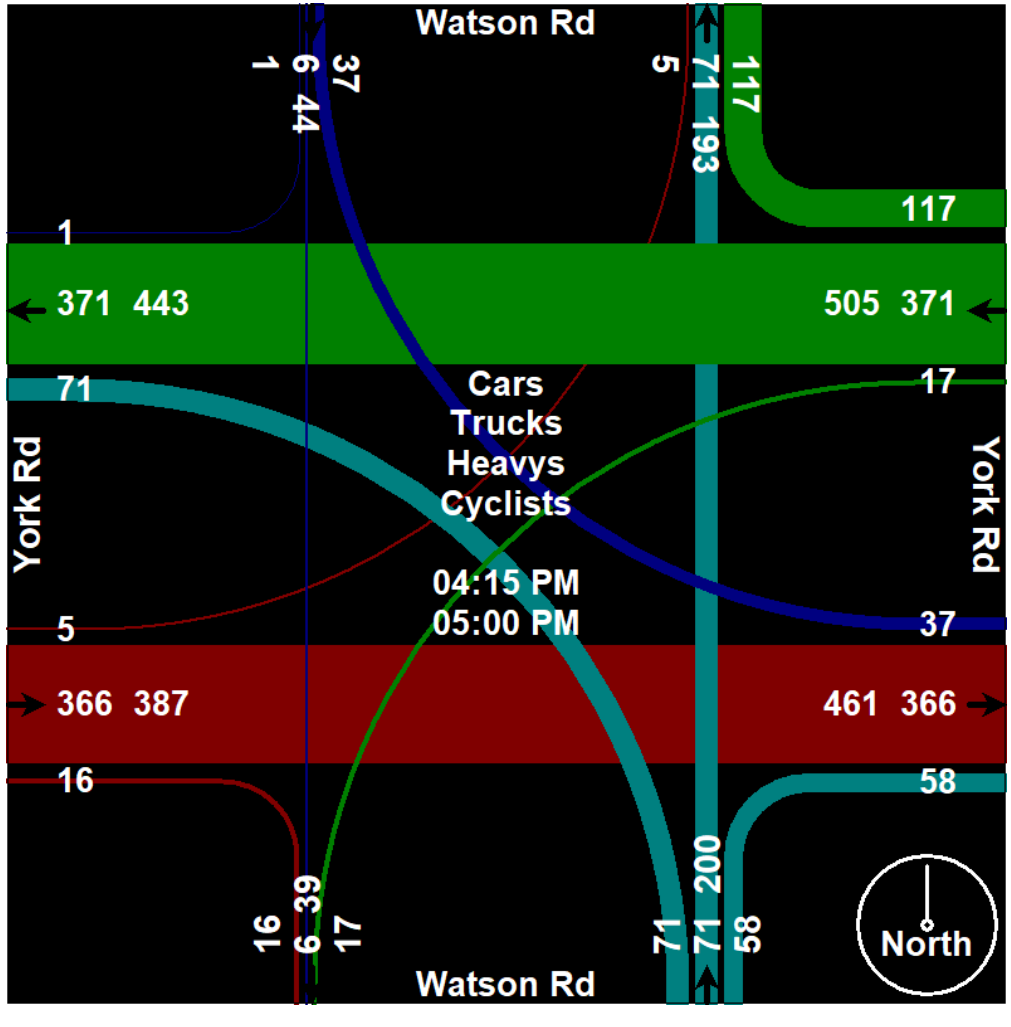
File Name : Watson Rd at York Rd
Site Code : 00000000
Start Date : 3/26/2019
Page No : 11



# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5
*"we always count...never estimated"*

File Name : Watson Rd at York Rd
Site Code : 00000000
Start Date : 3/26/2019
Page No : 12



Spectrum

Turning Movement Count
Location Name: WELLINGTON ST / HWY 7 & WATERLOO AVE
Date: Tue, Feb 13, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Turning Movement Count (2 . WELLINGTON ST / HWY 7 & WATERLOO AVE)

| Start Time | N Approach WATERLOO AVE | | | | | | E Approach WELLINGTON ST / HWY 7 | | | | | | S Approach WATERLOO AVE | | | | | | W Approach WELLINGTON ST / HWY 7 | | | | | | Int. Total (15 min) | Int. Total (1 hr) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right N:W | Thru N:S | Left N:E | U-Turn N:N | Peds N: | Approach Total | Right E:N | Thru E:W | Left E:S | U-Turn E:E | Peds E: | Approach Total | Right S:E | Thru S:N | Left S:W | U-Turn S:S | Peds S: | Approach Total | Right W:S | Thru W:E | Left W:N | U-Turn W:W | Peds W: | Approach Total | | |
| 07:00:00 | 44 | 0 | 0 | 0 | 0 | 44 | 0 | 123 | 0 | 0 | 0 | 123 | 22 | 11 | 36 | 0 | 0 | 69 | 0 | 90 | 16 | 0 | 0 | 106 | 342 | |
| 07:15:00 | 43 | 0 | 0 | 0 | 0 | 43 | 2 | 204 | 0 | 0 | 0 | 206 | 29 | 12 | 54 | 0 | 0 | 95 | 0 | 111 | 22 | 0 | 0 | 133 | 477 | |
| 07:30:00 | 59 | 0 | 1 | 0 | 0 | 60 | 0 | 184 | 0 | 0 | 0 | 184 | 35 | 7 | 46 | 0 | 0 | 88 | 0 | 163 | 28 | 0 | 0 | 191 | 523 | |
| 07:45:00 | 54 | 0 | 1 | 0 | 0 | 55 | 1 | 206 | 0 | 0 | 0 | 207 | 35 | 12 | 50 | 0 | 0 | 97 | 0 | 171 | 37 | 0 | 0 | 208 | 567 | 1909 |
| 08:00:00 | 67 | 0 | 0 | 0 | 0 | 67 | 0 | 164 | 0 | 0 | 0 | 164 | 44 | 16 | 61 | 0 | 0 | 121 | 0 | 195 | 27 | 0 | 0 | 222 | 574 | 2141 |
| 08:15:00 | 57 | 0 | 0 | 0 | 0 | 57 | 4 | 219 | 0 | 0 | 0 | 223 | 59 | 25 | 41 | 0 | 0 | 125 | 0 | 240 | 34 | 0 | 0 | 274 | 679 | 2343 |
| 08:30:00 | 61 | 0 | 0 | 0 | 0 | 61 | 1 | 184 | 0 | 0 | 0 | 185 | 62 | 19 | 40 | 0 | 0 | 121 | 0 | 209 | 57 | 0 | 0 | 266 | 633 | 2453 |
| 08:45:00 | 52 | 0 | 1 | 0 | 1 | 53 | 2 | 160 | 0 | 0 | 0 | 162 | 55 | 22 | 41 | 0 | 0 | 118 | 0 | 203 | 37 | 0 | 0 | 240 | 573 | 2459 |
| 09:00:00 | 42 | 0 | 0 | 0 | 0 | 42 | 2 | 139 | 0 | 0 | 0 | 141 | 48 | 22 | 55 | 0 | 0 | 125 | 0 | 108 | 37 | 0 | 0 | 145 | 453 | 2338 |
| 09:15:00 | 24 | 0 | 0 | 0 | 0 | 24 | 0 | 136 | 0 | 0 | 0 | 136 | 27 | 16 | 33 | 0 | 0 | 76 | 0 | 118 | 25 | 0 | 0 | 143 | 379 | 2038 |
| 09:30:00 | 21 | 0 | 0 | 0 | 0 | 21 | 1 | 103 | 0 | 0 | 0 | 104 | 30 | 11 | 41 | 0 | 0 | 82 | 0 | 106 | 15 | 0 | 0 | 121 | 328 | 1733 |
| 09:45:00 | 25 | 0 | 0 | 0 | 0 | 25 | 1 | 133 | 0 | 0 | 0 | 134 | 35 | 12 | 31 | 0 | 0 | 78 | 0 | 107 | 17 | 0 | 0 | 124 | 361 | 1521 |
| 10:00:00 | 24 | 0 | 0 | 0 | 0 | 24 | 0 | 122 | 0 | 0 | 0 | 122 | 29 | 10 | 37 | 0 | 0 | 76 | 0 | 93 | 11 | 0 | 0 | 104 | 326 | 1394 |
| 10:15:00 | 20 | 0 | 0 | 0 | 0 | 20 | 2 | 125 | 0 | 0 | 0 | 127 | 33 | 7 | 34 | 0 | 0 | 74 | 0 | 90 | 12 | 0 | 0 | 102 | 323 | 1338 |
| 10:30:00 | 35 | 0 | 0 | 0 | 0 | 35 | 4 | 112 | 0 | 0 | 0 | 116 | 23 | 12 | 40 | 0 | 0 | 75 | 0 | 87 | 18 | 0 | 0 | 105 | 331 | 1341 |
| 10:45:00 | 28 | 0 | 0 | 0 | 0 | 28 | 2 | 136 | 0 | 0 | 0 | 138 | 36 | 14 | 31 | 0 | 0 | 81 | 0 | 110 | 21 | 1 | 0 | 132 | 379 | 1359 |
| 11:00:00 | 31 | 0 | 1 | 0 | 0 | 32 | 2 | 132 | 0 | 0 | 0 | 134 | 18 | 11 | 39 | 0 | 0 | 68 | 0 | 92 | 21 | 0 | 0 | 113 | 347 | 1380 |
| 11:15:00 | 35 | 0 | 3 | 0 | 0 | 38 | 2 | 142 | 0 | 0 | 1 | 144 | 28 | 5 | 47 | 0 | 0 | 80 | 0 | 103 | 19 | 1 | 0 | 123 | 385 | 1442 |
| 11:30:00 | 34 | 0 | 0 | 0 | 0 | 34 | 0 | 130 | 0 | 0 | 0 | 130 | 23 | 3 | 40 | 0 | 0 | 66 | 0 | 97 | 15 | 0 | 0 | 112 | 342 | 1453 |
| 11:45:00 | 28 | 0 | 0 | 0 | 0 | 28 | 1 | 147 | 0 | 0 | 0 | 148 | 35 | 8 | 48 | 0 | 0 | 91 | 0 | 114 | 15 | 0 | 0 | 129 | 396 | 1470 |
| 12:00:00 | 38 | 0 | 0 | 0 | 0 | 38 | 0 | 105 | 0 | 0 | 0 | 105 | 22 | 17 | 43 | 0 | 0 | 82 | 0 | 86 | 21 | 0 | 0 | 107 | 332 | 1455 |
| 12:15:00 | 25 | 0 | 2 | 0 | 0 | 27 | 3 | 148 | 0 | 0 | 0 | 151 | 28 | 5 | 43 | 0 | 0 | 76 | 0 | 86 | 11 | 0 | 0 | 97 | 351 | 1421 |
| 12:30:00 | 27 | 0 | 0 | 0 | 0 | 27 | 2 | 138 | 0 | 0 | 0 | 140 | 19 | 7 | 44 | 0 | 0 | 70 | 0 | 103 | 19 | 0 | 0 | 122 | 359 | 1438 |
| 12:45:00 | 35 | 0 | 1 | 0 | 0 | 36 | 0 | 141 | 0 | 0 | 0 | 141 | 24 | 8 | 48 | 0 | 0 | 80 | 0 | 120 | 23 | 0 | 0 | 143 | 400 | 1442 |
| 13:00:00 | 38 | 0 | 1 | 0 | 0 | 39 | 2 | 124 | 0 | 0 | 0 | 126 | 26 | 20 | 49 | 0 | 0 | 95 | 0 | 120 | 13 | 0 | 0 | 133 | 393 | 1503 |
| 13:15:00 | 40 | 0 | 0 | 0 | 1 | 40 | 0 | 144 | 0 | 0 | 0 | 144 | 20 | 9 | 52 | 0 | 0 | 81 | 0 | 114 | 15 | 0 | 0 | 129 | 394 | 1546 |
| 13:30:00 | 34 | 0 | 0 | 0 | 0 | 34 | 3 | 137 | 0 | 0 | 0 | 140 | 24 | 12 | 62 | 0 | 0 | 98 | 0 | 113 | 18 | 0 | 0 | 131 | 403 | 1590 |
| 13:45:00 | 21 | 0 | 1 | 0 | 0 | 22 | 2 | 134 | 0 | 0 | 0 | 136 | 27 | 9 | 53 | 0 | 0 | 89 | 0 | 100 | 19 | 0 | 0 | 119 | 366 | 1556 |
| 14:00:00 | 29 | 0 | 0 | 0 | 0 | 29 | 3 | 155 | 0 | 0 | 0 | 158 | 23 | 6 | 43 | 0 | 0 | 72 | 0 | 126 | 21 | 1 | 0 | 148 | 407 | 1570 |
| 14:15:00 | 28 | 0 | 0 | 0 | 1 | 28 | 2 | 153 | 0 | 0 | 0 | 155 | 37 | 11 | 46 | 0 | 0 | 94 | 0 | 118 | 26 | 0 | 0 | 144 | 421 | 1597 |
| 14:30:00 | 31 | 0 | 1 | 0 | 0 | 32 | 2 | 129 | 0 | 0 | 0 | 131 | 25 | 9 | 58 | 0 | 0 | 92 | 0 | 135 | 22 | 0 | 0 | 157 | 412 | 1606 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14:45:00 | 31 | 0 | 0 | 0 | 1 | 31 | 2 | 181 | 0 | 0 | 0 | 183 | 40 | 18 | 68 | 0 | 0 | 126 | 0 | 128 | 17 | 0 | 0 | 145 | 485 | 1725 |
| 15:00:00 | 38 | 0 | 0 | 0 | 1 | 38 | 2 | 159 | 0 | 0 | 0 | 161 | 21 | 18 | 58 | 0 | 0 | 97 | 0 | 121 | 39 | 0 | 0 | 160 | 456 | 1774 |
| 15:15:00 | 49 | 0 | 0 | 0 | 0 | 49 | 2 | 174 | 0 | 0 | 0 | 176 | 19 | 19 | 75 | 0 | 0 | 113 | 0 | 124 | 26 | 0 | 0 | 150 | 488 | 1841 |
| 15:30:00 | 71 | 0 | 3 | 0 | 0 | 74 | 3 | 208 | 0 | 0 | 0 | 211 | 27 | 23 | 75 | 0 | 0 | 125 | 0 | 146 | 37 | 0 | 0 | 183 | 593 | 2022 |
| 15:45:00 | 46 | 0 | 2 | 0 | 0 | 48 | 1 | 194 | 0 | 0 | 0 | 195 | 38 | 25 | 78 | 0 | 0 | 141 | 0 | 155 | 42 | 0 | 0 | 197 | 581 | 2118 |
| 16:00:00 | 61 | 0 | 0 | 0 | 0 | 61 | 3 | 238 | 0 | 0 | 0 | 241 | 35 | 11 | 68 | 0 | 0 | 114 | 0 | 150 | 25 | 0 | 0 | 175 | 591 | 2253 |
| 16:15:00 | 62 | 0 | 0 | 0 | 0 | 62 | 2 | 275 | 0 | 0 | 0 | 277 | 36 | 27 | 102 | 0 | 0 | 165 | 0 | 154 | 43 | 0 | 0 | 197 | 701 | 2466 |
| 16:30:00 | 57 | 0 | 2 | 0 | 0 | 59 | 3 | 265 | 0 | 0 | 0 | 268 | 26 | 25 | 86 | 0 | 0 | 137 | 0 | 185 | 40 | 0 | 0 | 225 | 689 | 2562 |
| 16:45:00 | 74 | 0 | 1 | 0 | 0 | 75 | 2 | 251 | 0 | 0 | 0 | 253 | 38 | 26 | 94 | 0 | 0 | 158 | 0 | 177 | 31 | 0 | 0 | 208 | 694 | 2675 |
| 17:00:00 | 56 | 0 | 0 | 0 | 1 | 56 | 1 | 229 | 0 | 0 | 0 | 230 | 23 | 21 | 106 | 0 | 0 | 150 | 0 | 208 | 36 | 0 | 0 | 244 | 680 | 2764 |
| 17:15:00 | 70 | 0 | 2 | 0 | 0 | 72 | 3 | 227 | 0 | 0 | 0 | 230 | 52 | 40 | 102 | 0 | 0 | 194 | 0 | 182 | 41 | 0 | 0 | 223 | 719 | 2782 |
| 17:30:00 | 56 | 0 | 0 | 0 | 0 | 56 | 2 | 176 | 0 | 0 | 0 | 178 | 37 | 15 | 92 | 0 | 0 | 144 | 0 | 171 | 38 | 0 | 0 | 209 | 587 | 2680 |
| 17:45:00 | 36 | 0 | 0 | 0 | 0 | 36 | 2 | 195 | 0 | 0 | 0 | 197 | 37 | 29 | 79 | 0 | 0 | 145 | 0 | 171 | 33 | 0 | 0 | 204 | 582 | 2568 |
| **Grand Total** | 1837 | 0 | 23 | 0 | 6 | 1860 | 74 | 7281 | 0 | 0 | 1 | 7355 | 1410 | 665 | 2469 | 0 | 0 | 4544 | 0 | 5900 | 1140 | 3 | 0 | 7043 | **20802** | - |
| **Approach%** | 98.8% | 0% | 1.2% | 0% | | - | 1% | 99% | 0% | 0% | | - | 31% | 14.6% | 54.3% | 0% | | - | 0% | 83.8% | 16.2% | 0% | | - | - | - |
| **Totals %** | 8.8% | 0% | 0.1% | 0% | | 8.9% | 0.4% | 35% | 0% | 0% | | 35.4% | 6.8% | 3.2% | 11.9% | 0% | | 21.8% | 0% | 28.4% | 5.5% | 0% | | 33.9% | - | - |
| **Heavy** | 51 | 0 | 1 | 0 | | - | 1 | 317 | 0 | 0 | | - | 57 | 6 | 125 | 0 | | - | 0 | 267 | 40 | 0 | | - | - | - |
| **Heavy %** | 2.8% | 0% | 4.3% | 0% | | - | 1.4% | 4.4% | 0% | 0% | | - | 4% | 0.9% | 5.1% | 0% | | - | 0% | 4.5% | 3.5% | 0% | | - | - | - |
| **Bicycles** | 0 | 0 | 0 | 0 | | - | 0 | 2 | 0 | 0 | | - | 0 | 0 | 0 | 0 | | - | 0 | 2 | 2 | 0 | | - | - | - |
| **Bicycle %** | 0% | 0% | 0% | 0% | | - | 0% | 0% | 0% | 0% | | - | 0% | 0% | 0% | 0% | | - | 0% | 0% | 0.2% | 0% | | - | - | - |

Spectrum

Turning Movement Count
Location Name: WELLINGTON ST / HWY 7 & WATERLOO AVE
Date: Tue, Feb 13, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Peak Hour: 04:30 PM - 05:30 PM Weather: Mostly Cloudy (-11.2 °C)

| Start Time | N Approach WATERLOO AVE | | | | | | E Approach WELLINGTON ST / HWY 7 | | | | | | S Approach WATERLOO AVE | | | | | | W Approach WELLINGTON ST / HWY 7 | | | | | | Int. Total (15 min) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | |
| 16:30:00 | 57 | 0 | 2 | 0 | 0 | 59 | 3 | 265 | 0 | 0 | 0 | 268 | 26 | 25 | 86 | 0 | 0 | 137 | 0 | 185 | 40 | 0 | 0 | 225 | 689 |
| 16:45:00 | 74 | 0 | 1 | 0 | 0 | 75 | 2 | 251 | 0 | 0 | 0 | 253 | 38 | 26 | 94 | 0 | 0 | 158 | 0 | 177 | 31 | 0 | 0 | 208 | 694 |
| 17:00:00 | 56 | 0 | 0 | 0 | 1 | 56 | 1 | 229 | 0 | 0 | 0 | 230 | 23 | 21 | 106 | 0 | 0 | 150 | 0 | 208 | 36 | 0 | 0 | 244 | 680 |
| 17:15:00 | 70 | 0 | 2 | 0 | 0 | 72 | 3 | 227 | 0 | 0 | 0 | 230 | 52 | 40 | 102 | 0 | 0 | 194 | 0 | 182 | 41 | 0 | 0 | 223 | 719 |
| **Grand Total** | 257 | 0 | 5 | 0 | 1 | 262 | 9 | 972 | 0 | 0 | 0 | 981 | 139 | 112 | 388 | 0 | 0 | 639 | 0 | 752 | 148 | 0 | 0 | 900 | **2782** |
| **Approach%** | 98.1% | 0% | 1.9% | 0% | | - | 0.9% | 99.1% | 0% | 0% | | - | 21.8% | 17.5% | 60.7% | 0% | | - | 0% | 83.6% | 16.4% | 0% | | - | - |
| **Totals %** | 9.2% | 0% | 0.2% | 0% | | 9.4% | 0.3% | 34.9% | 0% | 0% | | 35.3% | 5% | 4% | 13.9% | 0% | | 23% | 0% | 27% | 5.3% | 0% | | 32.4% | - |
| **PHF** | 0.87 | 0 | 0.63 | 0 | | 0.87 | 0.75 | 0.92 | 0 | 0 | | 0.92 | 0.67 | 0.7 | 0.92 | 0 | | 0.82 | 0 | 0.9 | 0.9 | 0 | | 0.92 | - |
| **Heavy** | 3 | 0 | 0 | 0 | | 3 | 0 | 14 | 0 | 0 | | 14 | 2 | 0 | 4 | 0 | | 6 | 0 | 10 | 2 | 0 | | 12 | - |
| **Heavy %** | 1.2% | 0% | 0% | 0% | | 1.1% | 0% | 1.4% | 0% | 0% | | 1.4% | 1.4% | 0% | 1% | 0% | | 0.9% | 0% | 1.3% | 1.4% | 0% | | 1.3% | - |
| **Lights** | 254 | 0 | 5 | 0 | | 259 | 9 | 958 | 0 | 0 | | 967 | 137 | 112 | 384 | 0 | | 633 | 0 | 742 | 146 | 0 | | 888 | - |
| **Lights %** | 98.8% | 0% | 100% | 0% | | 98.9% | 100% | 98.6% | 0% | 0% | | 98.6% | 98.6% | 100% | 99% | 0% | | 99.1% | 0% | 98.7% | 98.6% | 0% | | 98.7% | - |
| **Single-Unit Trucks** | 1 | 0 | 0 | 0 | | 1 | 0 | 8 | 0 | 0 | | 8 | 0 | 0 | 2 | 0 | | 2 | 0 | 4 | 0 | 0 | | 4 | - |
| **Single-Unit Trucks %** | 0.4% | 0% | 0% | 0% | | 0.4% | 0% | 0.8% | 0% | 0% | | 0.8% | 0% | 0% | 0.5% | 0% | | 0.3% | 0% | 0.5% | 0% | 0% | | 0.4% | - |
| **Buses** | 2 | 0 | 0 | 0 | | 2 | 0 | 2 | 0 | 0 | | 2 | 0 | 0 | 2 | 0 | | 2 | 0 | 2 | 2 | 0 | | 4 | - |
| **Buses %** | 0.8% | 0% | 0% | 0% | | 0.8% | 0% | 0.2% | 0% | 0% | | 0.2% | 0% | 0% | 0.5% | 0% | | 0.3% | 0% | 0.3% | 1.4% | 0% | | 0.4% | - |
| **Articulated Trucks** | 0 | 0 | 0 | 0 | | 0 | 0 | 4 | 0 | 0 | | 4 | 2 | 0 | 0 | 0 | | 2 | 0 | 4 | 0 | 0 | | 4 | - |
| **Articulated Trucks %** | 0% | 0% | 0% | 0% | | 0% | 0% | 0.4% | 0% | 0% | | 0.4% | 1.4% | 0% | 0% | 0% | | 0.3% | 0% | 0.5% | 0% | 0% | | 0.4% | - |
| **Pedestrians** | - | - | - | - | 1 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| **Pedestrians%** | - | - | - | - | 100% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - |
| **Bicycles on Crosswalk** | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| **Bicycles on Crosswalk%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - |
| **Bicycles on Road** | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 2 | 0 | 0 | - | - |
| **Bicycles on Road%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - |

Spectrum

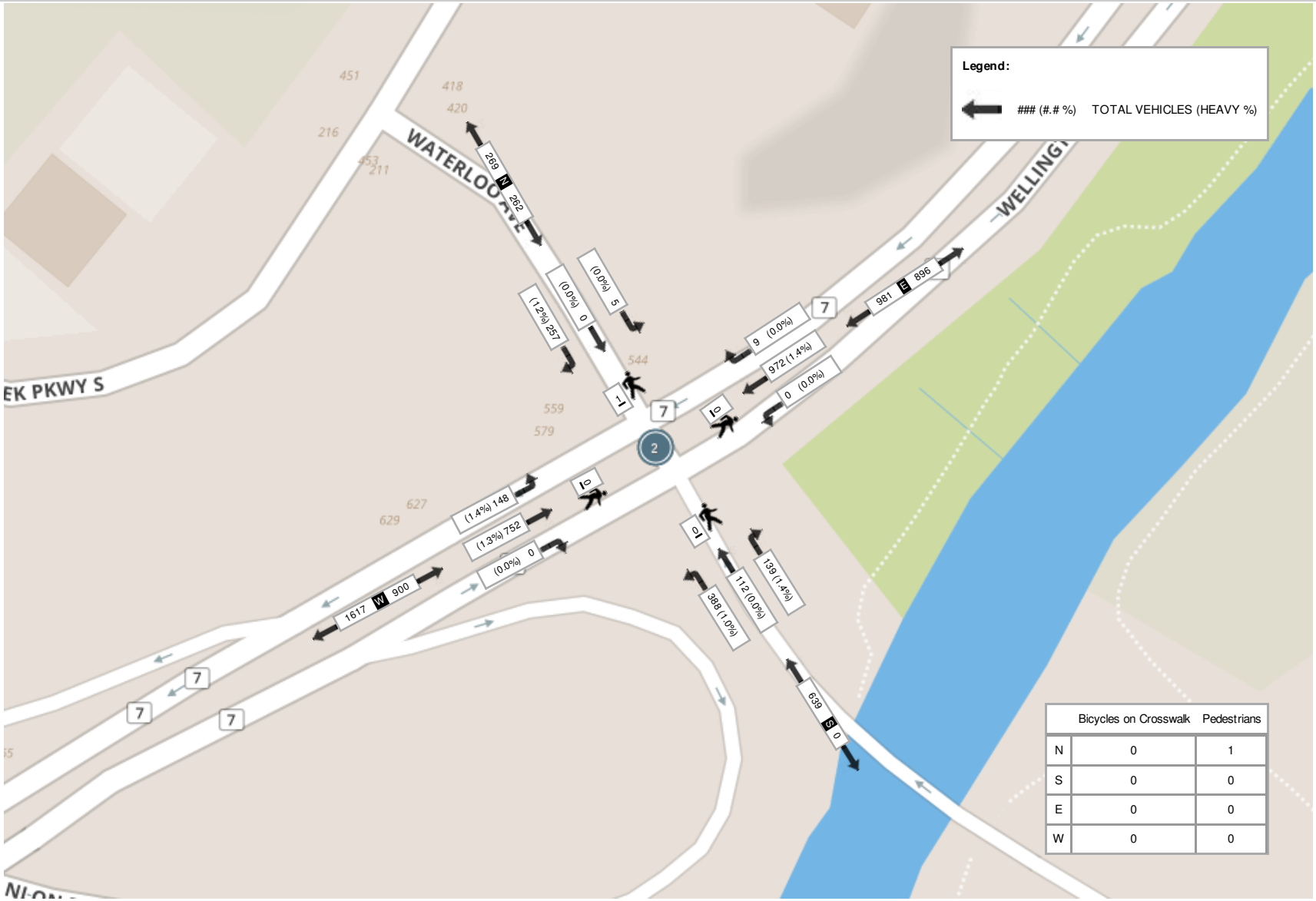
Turning Movement Count
Location Name: WELLINGTON ST / HWY 7 & WATERLOO AVE
Date: Tue, Feb 13, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Selected Hour: 08:00 AM - 09:00 AM Weather:

| Start Time | N Approach WATERLOO AVE | | | | | | E Approach WELLINGTON ST / HWY 7 | | | | | | S Approach WATERLOO AVE | | | | | | W Approach WELLINGTON ST / HWY 7 | | | | | | Int. Total (15 min) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | |
| 08:00:00 | 67 | 0 | 0 | 0 | 0 | 67 | 0 | 164 | 0 | 0 | 0 | 164 | 44 | 16 | 61 | 0 | 0 | 121 | 0 | 195 | 27 | 0 | 0 | 222 | 574 |
| 08:15:00 | 57 | 0 | 0 | 0 | 0 | 57 | 4 | 219 | 0 | 0 | 0 | 223 | 59 | 25 | 41 | 0 | 0 | 125 | 0 | 240 | 34 | 0 | 0 | 274 | 679 |
| 08:30:00 | 61 | 0 | 0 | 0 | 0 | 61 | 1 | 184 | 0 | 0 | 0 | 185 | 62 | 19 | 40 | 0 | 0 | 121 | 0 | 209 | 57 | 0 | 0 | 266 | 633 |
| 08:45:00 | 52 | 0 | 1 | 0 | 1 | 53 | 2 | 160 | 0 | 0 | 0 | 162 | 55 | 22 | 41 | 0 | 0 | 118 | 0 | 203 | 37 | 0 | 0 | 240 | 573 |
| **Grand Total** | 237 | 0 | 1 | 0 | 1 | 238 | 7 | 727 | 0 | 0 | 0 | 734 | 220 | 82 | 183 | 0 | 0 | 485 | 0 | 847 | 155 | 0 | 0 | 1002 | **2459** |
| **Approach%** | 99.6% | 0% | 0.4% | 0% | | - | 1% | 99% | 0% | 0% | | - | 45.4% | 16.9% | 37.7% | 0% | | - | 0% | 84.5% | 15.5% | 0% | | - | - |
| **Totals %** | 9.6% | 0% | 0% | 0% | | 9.7% | 0.3% | 29.6% | 0% | 0% | | 29.8% | 8.9% | 3.3% | 7.4% | 0% | | 19.7% | 0% | 34.4% | 6.3% | 0% | | 40.7% | - |
| **PHF** | 0.88 | 0 | 0.25 | 0 | | 0.89 | 0.44 | 0.83 | 0 | 0 | | 0.82 | 0.89 | 0.82 | 0.75 | 0 | | 0.97 | 0 | 0.88 | 0.68 | 0 | | 0.91 | - |
| **Heavy** | 4 | 0 | 0 | 0 | | 4 | 0 | 32 | 0 | 0 | | 32 | 3 | 1 | 9 | 0 | | 13 | 0 | 33 | 6 | 0 | | 39 | - |
| **Heavy %** | 1.7% | 0% | 0% | 0% | | 1.7% | 0% | 4.4% | 0% | 0% | | 4.4% | 1.4% | 1.2% | 4.9% | 0% | | 2.7% | 0% | 3.9% | 3.9% | 0% | | 3.9% | - |
| **Lights** | 233 | 0 | 1 | 0 | | 234 | 7 | 695 | 0 | 0 | | 702 | 217 | 81 | 174 | 0 | | 472 | 0 | 814 | 149 | 0 | | 963 | - |
| **Lights %** | 98.3% | 0% | 100% | 0% | | 98.3% | 100% | 95.6% | 0% | 0% | | 95.6% | 98.6% | 98.8% | 95.1% | 0% | | 97.3% | 0% | 96.1% | 96.1% | 0% | | 96.1% | - |
| **Single-Unit Trucks** | 0 | 0 | 0 | 0 | | 0 | 0 | 14 | 0 | 0 | | 14 | 2 | 0 | 2 | 0 | | 4 | 0 | 16 | 1 | 0 | | 17 | - |
| **Single-Unit Trucks %** | 0% | 0% | 0% | 0% | | 0% | 0% | 1.9% | 0% | 0% | | 1.9% | 0.9% | 0% | 1.1% | 0% | | 0.8% | 0% | 1.9% | 0.6% | 0% | | 1.7% | - |
| **Buses** | 3 | 0 | 0 | 0 | | 3 | 0 | 6 | 0 | 0 | | 6 | 0 | 1 | 5 | 0 | | 6 | 0 | 4 | 5 | 0 | | 9 | - |
| **Buses %** | 1.3% | 0% | 0% | 0% | | 1.3% | 0% | 0.8% | 0% | 0% | | 0.8% | 0% | 1.2% | 2.7% | 0% | | 1.2% | 0% | 0.5% | 3.2% | 0% | | 0.9% | - |
| **Articulated Trucks** | 1 | 0 | 0 | 0 | | 1 | 0 | 12 | 0 | 0 | | 12 | 1 | 0 | 2 | 0 | | 3 | 0 | 13 | 0 | 0 | | 13 | - |
| **Articulated Trucks %** | 0.4% | 0% | 0% | 0% | | 0.4% | 0% | 1.7% | 0% | 0% | | 1.6% | 0.5% | 0% | 1.1% | 0% | | 0.6% | 0% | 1.5% | 0% | 0% | | 1.3% | - |
| **Pedestrians** | - | - | - | - | 1 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| **Pedestrians%** | - | - | - | - | 100% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - |
| **Bicycles on Crosswalk** | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| **Bicycles on Crosswalk%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - |
| **Bicycles on Road** | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | - |
| **Bicycles on Road%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - |

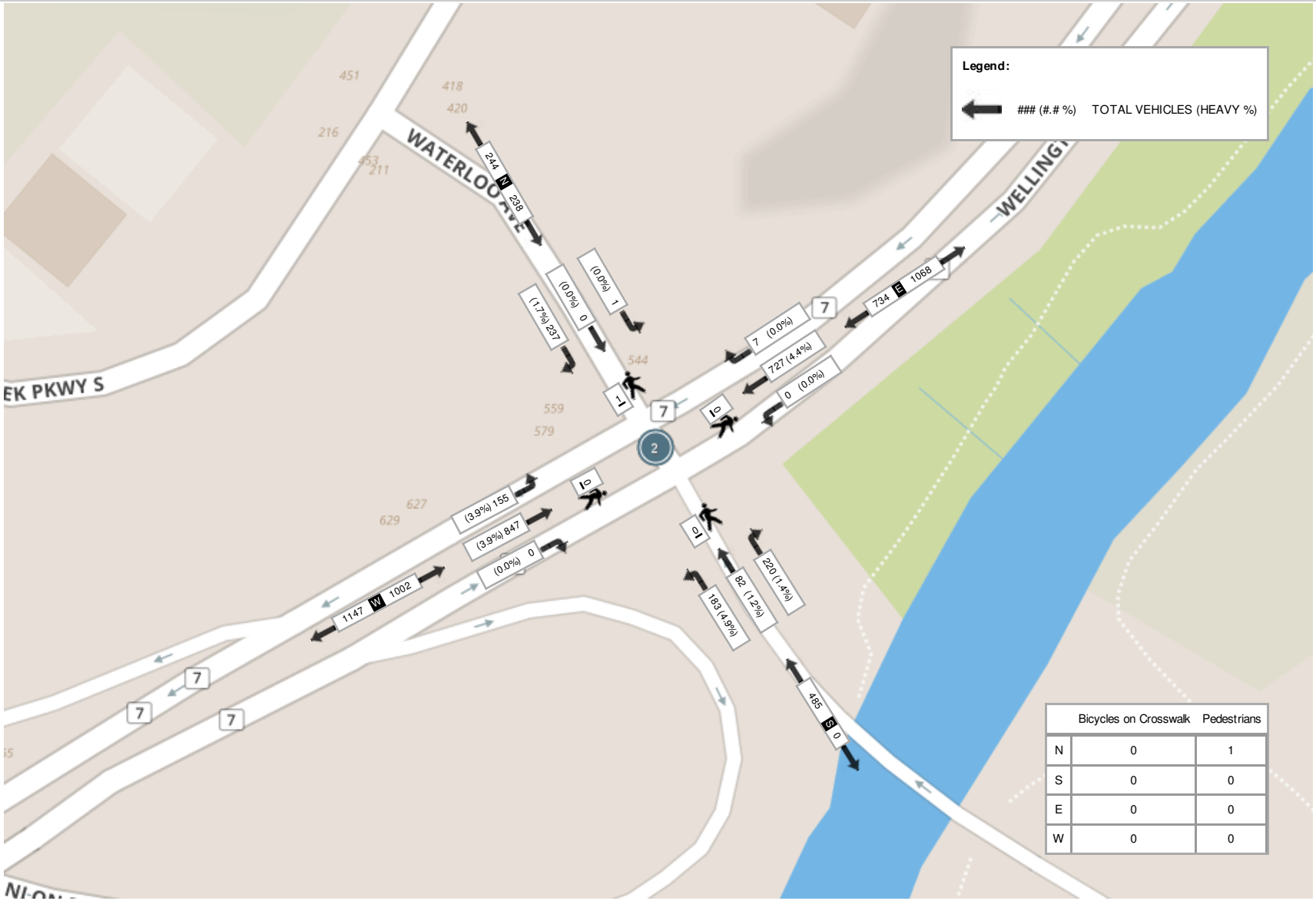
**Peak Hour: 04:30 PM - 05:30 PM Weather: Mostly Cloudy (-11.2 °C)**




| | Bicycles on Crosswalk | Pedestrians |
|---|---|---|
| N | 0 | 1 |
| S | 0 | 0 |
| E | 0 | 0 |
| W | 0 | 0 |

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

**Selected Hour: 08:00 AM - 09:00 AM Weather:**




| | Bicycles on Crosswalk | Pedestrians |
|---|---|---|
| N | 0 | 1 |
| S | 0 | 0 |
| E | 0 | 0 |
| W | 0 | 0 |

Spectrum

Turning Movement Count
Location Name: WELLINGTON ST / HWY 7 & WATERLOO AVE
Date: Sat, Feb 24, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Turning Movement Count (2 . WELLINGTON ST / HWY 7 & WATERLOO AVE)

| Start Time | N Approach HWY 7 & WATERLOO AVE | | | | | | E Approach WELLINGTON ST | | | | | | S Approach HWY 7 & WATERLOO AVE | | | | | | W Approach WELLINGTON ST | | | | | | Int. Total (15 min) | Int. Total (1 hr) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right N:W | Thru N:S | Left N:E | U-Turn N:N | Peds N: | Approach Total | Right E:N | Thru E:W | Left E:S | U-Turn E:E | Peds E: | Approach Total | Right S:E | Thru S:N | Left S:W | U-Turn S:S | Peds S: | Approach Total | Right W:S | Thru W:E | Left W:N | U-Turn W:W | Peds W: | Approach Total | | |
| 11:00:00 | 37 | 0 | 1 | 0 | 0 | 38 | 1 | 160 | 0 | 0 | 0 | 161 | 34 | 11 | 53 | 0 | 0 | 98 | 0 | 119 | 10 | 0 | 0 | 129 | 426 | |
| 11:15:00 | 50 | 1 | 0 | 0 | 0 | 51 | 3 | 141 | 0 | 0 | 0 | 144 | 24 | 14 | 64 | 0 | 0 | 102 | 0 | 137 | 18 | 0 | 0 | 155 | 452 | |
| 11:30:00 | 22 | 0 | 0 | 0 | 0 | 22 | 1 | 176 | 0 | 0 | 0 | 177 | 40 | 15 | 54 | 0 | 0 | 109 | 0 | 130 | 26 | 0 | 0 | 156 | 464 | |
| 11:45:00 | 39 | 0 | 1 | 0 | 0 | 40 | 2 | 178 | 0 | 0 | 0 | 180 | 23 | 16 | 66 | 0 | 0 | 105 | 0 | 128 | 22 | 0 | 0 | 150 | 475 | 1817 |
| 12:00:00 | 30 | 0 | 0 | 0 | 0 | 30 | 2 | 174 | 0 | 0 | 0 | 176 | 36 | 19 | 73 | 0 | 0 | 128 | 0 | 150 | 15 | 0 | 0 | 165 | 499 | 1890 |
| 12:15:00 | 48 | 0 | 2 | 0 | 0 | 50 | 2 | 167 | 0 | 0 | 0 | 169 | 33 | 8 | 64 | 0 | 0 | 105 | 0 | 127 | 26 | 0 | 0 | 153 | 477 | 1915 |
| 12:30:00 | 41 | 0 | 1 | 0 | 0 | 42 | 3 | 171 | 0 | 0 | 0 | 174 | 25 | 9 | 78 | 0 | 0 | 112 | 0 | 138 | 18 | 0 | 0 | 156 | 484 | 1935 |
| 12:45:00 | 36 | 0 | 0 | 0 | 0 | 36 | 1 | 176 | 0 | 0 | 0 | 177 | 58 | 11 | 58 | 0 | 0 | 127 | 0 | 122 | 26 | 0 | 0 | 148 | 488 | 1948 |
| 13:00:00 | 44 | 0 | 2 | 0 | 1 | 46 | 5 | 167 | 0 | 0 | 0 | 172 | 23 | 10 | 72 | 0 | 0 | 105 | 0 | 154 | 19 | 0 | 0 | 173 | 496 | 1945 |
| 13:15:00 | 48 | 0 | 2 | 0 | 0 | 50 | 4 | 169 | 0 | 0 | 0 | 173 | 31 | 11 | 57 | 0 | 0 | 99 | 0 | 126 | 17 | 0 | 0 | 143 | 465 | 1933 |
| 13:30:00 | 36 | 0 | 1 | 0 | 0 | 37 | 1 | 141 | 0 | 0 | 0 | 142 | 32 | 13 | 64 | 0 | 0 | 109 | 0 | 125 | 26 | 0 | 0 | 151 | 439 | 1888 |
| 13:45:00 | 37 | 0 | 2 | 0 | 1 | 39 | 0 | 144 | 0 | 0 | 0 | 144 | 31 | 16 | 73 | 0 | 0 | 120 | 0 | 117 | 38 | 0 | 0 | 155 | 458 | 1858 |
| 14:00:00 | 41 | 0 | 0 | 0 | 1 | 41 | 1 | 157 | 0 | 0 | 0 | 158 | 19 | 8 | 60 | 0 | 0 | 87 | 0 | 103 | 25 | 0 | 0 | 128 | 414 | 1776 |
| 14:15:00 | 29 | 0 | 1 | 0 | 0 | 30 | 1 | 169 | 0 | 0 | 0 | 170 | 19 | 6 | 75 | 0 | 0 | 100 | 0 | 123 | 17 | 0 | 0 | 140 | 440 | 1751 |
| 14:30:00 | 32 | 0 | 1 | 0 | 0 | 33 | 3 | 157 | 0 | 0 | 0 | 160 | 29 | 6 | 81 | 0 | 0 | 116 | 0 | 132 | 19 | 1 | 0 | 152 | 461 | 1773 |
| 14:45:00 | 37 | 0 | 1 | 0 | 0 | 38 | 3 | 181 | 0 | 0 | 0 | 184 | 29 | 18 | 77 | 0 | 0 | 124 | 0 | 139 | 23 | 0 | 0 | 162 | 508 | 1823 |
| **Grand Total** | 607 | 1 | 15 | 0 | 3 | 623 | 33 | 2628 | 0 | 0 | 0 | 2661 | 486 | 191 | 1069 | 0 | 0 | 1746 | 0 | 2070 | 345 | 1 | 0 | 2416 | **7446** | - |
| **Approach%** | 97.4% | 0.2% | 2.4% | 0% | | - | 1.2% | 98.8% | 0% | 0% | | - | 27.8% | 10.9% | 61.2% | 0% | | - | 0% | 85.7% | 14.3% | 0% | | - | - | - |
| **Totals %** | 8.2% | 0% | 0.2% | 0% | | 8.4% | 0.4% | 35.3% | 0% | 0% | | 35.7% | 6.5% | 2.6% | 14.4% | 0% | | 23.4% | 0% | 27.8% | 4.6% | 0% | | 32.4% | - | - |
| **Heavy** | 9 | 0 | 0 | 0 | | - | 0 | 35 | 0 | 0 | | - | 8 | 0 | 21 | 0 | | - | 0 | 27 | 8 | 0 | | - | - | - |
| **Heavy %** | 1.5% | 0% | 0% | 0% | | - | 0% | 1.3% | 0% | 0% | | - | 1.6% | 0% | 2% | 0% | | - | 0% | 1.3% | 2.3% | 0% | | - | - | - |
| **Bicycles** | 1 | 0 | 0 | 0 | | - | 0 | 0 | 0 | 0 | | - | 0 | 0 | 0 | 0 | | - | 0 | 3 | 2 | 0 | | - | - | - |
| **Bicycle %** | 0.2% | 0% | 0% | 0% | | - | 0% | 0% | 0% | 0% | | - | 0% | 0% | 0% | 0% | | - | 0% | 0.1% | 0.6% | 0% | | - | - | - |

Spectrum

Turning Movement Count
Location Name: WELLINGTON ST / HWY 7 & WATERLOO AVE
Date: Sat, Feb 24, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Peak Hour: 12:00 PM - 01:00 PM Weather:

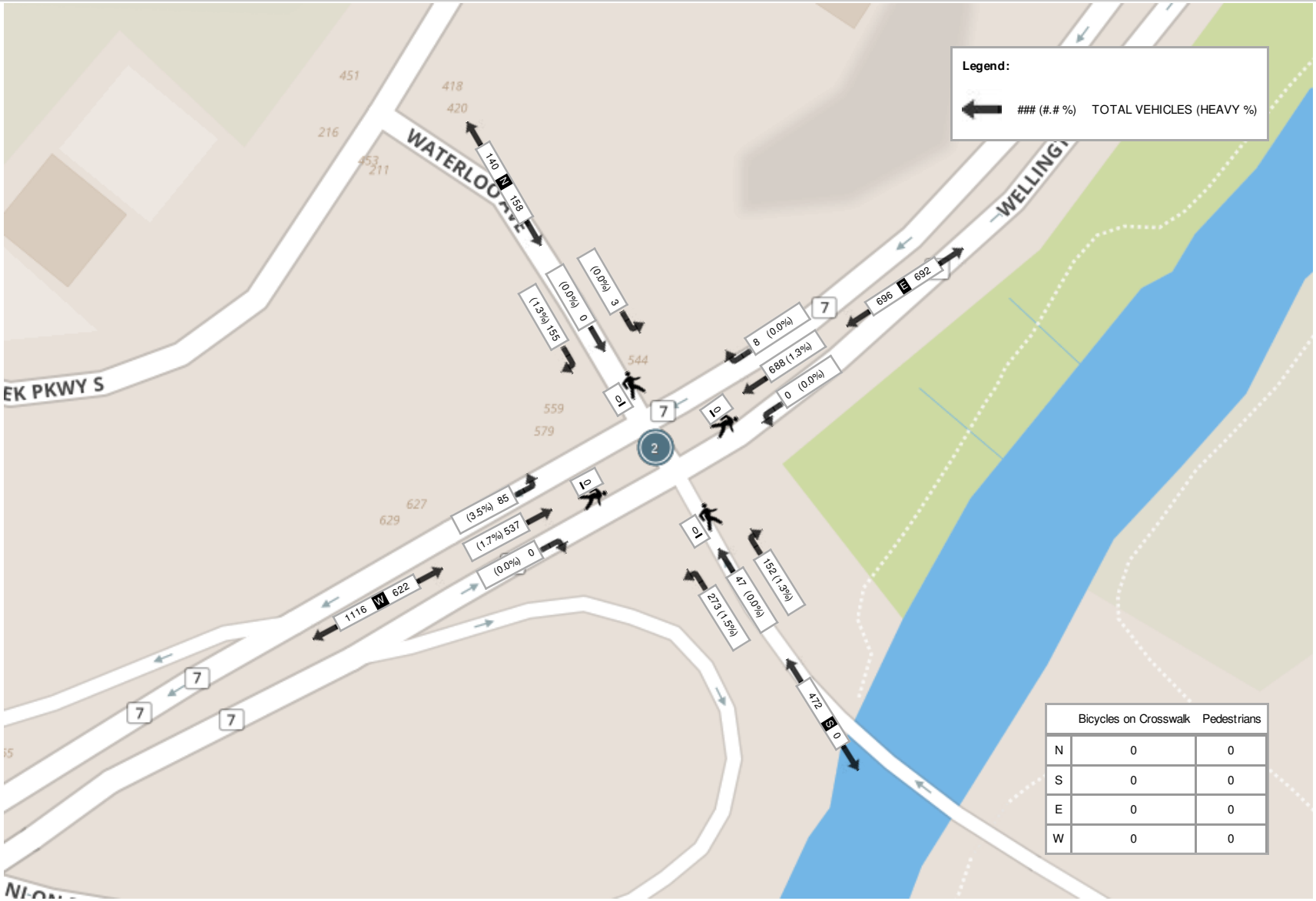
| Start Time | N Approach HWY 7 & WATERLOO AVE | | | | | | E Approach WELLINGTON ST | | | | | | S Approach HWY 7 & WATERLOO AVE | | | | | | W Approach WELLINGTON ST | | | | | | Int. Total (15 min) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | |
| 12:00:00 | 30 | 0 | 0 | 0 | 0 | 30 | 2 | 174 | 0 | 0 | 0 | 176 | 36 | 19 | 73 | 0 | 0 | 128 | 0 | 150 | 15 | 0 | 0 | 165 | 499 |
| 12:15:00 | 48 | 0 | 2 | 0 | 0 | 50 | 2 | 167 | 0 | 0 | 0 | 169 | 33 | 8 | 64 | 0 | 0 | 105 | 0 | 127 | 26 | 0 | 0 | 153 | 477 |
| 12:30:00 | 41 | 0 | 1 | 0 | 0 | 42 | 3 | 171 | 0 | 0 | 0 | 174 | 25 | 9 | 78 | 0 | 0 | 112 | 0 | 138 | 18 | 0 | 0 | 156 | 484 |
| 12:45:00 | 36 | 0 | 0 | 0 | 0 | 36 | 1 | 176 | 0 | 0 | 0 | 177 | 58 | 11 | 58 | 0 | 0 | 127 | 0 | 122 | 26 | 0 | 0 | 148 | 488 |
| **Grand Total** | 155 | 0 | 3 | 0 | 0 | 158 | 8 | 688 | 0 | 0 | 0 | 696 | 152 | 47 | 273 | 0 | 0 | 472 | 0 | 537 | 85 | 0 | 0 | 622 | **1948** |
| **Approach%** | 98.1% | 0% | 1.9% | 0% | | - | 1.1% | 98.9% | 0% | 0% | | - | 32.2% | 10% | 57.8% | 0% | | - | 0% | 86.3% | 13.7% | 0% | | - | - |
| **Totals %** | 8% | 0% | 0.2% | 0% | | 8.1% | 0.4% | 35.3% | 0% | 0% | | 35.7% | 7.8% | 2.4% | 14% | 0% | | 24.2% | 0% | 27.6% | 4.4% | 0% | | 31.9% | - |
| **PHF** | 0.81 | 0 | 0.38 | 0 | | 0.79 | 0.67 | 0.98 | 0 | 0 | | 0.98 | 0.66 | 0.62 | 0.88 | 0 | | 0.92 | 0 | 0.9 | 0.82 | 0 | | 0.94 | - |
| **Heavy** | 2 | 0 | 0 | 0 | | 2 | 0 | 9 | 0 | 0 | | 9 | 2 | 0 | 4 | 0 | | 6 | 0 | 9 | 3 | 0 | | 12 | - |
| **Heavy %** | 1.3% | 0% | 0% | 0% | | 1.3% | 0% | 1.3% | 0% | 0% | | 1.3% | 1.3% | 0% | 1.5% | 0% | | 1.3% | 0% | 1.7% | 3.5% | 0% | | 1.9% | - |
| **Lights** | 153 | 0 | 3 | 0 | | 156 | 8 | 679 | 0 | 0 | | 687 | 150 | 47 | 269 | 0 | | 466 | 0 | 528 | 82 | 0 | | 610 | - |
| **Lights %** | 98.7% | 0% | 100% | 0% | | 98.7% | 100% | 98.7% | 0% | 0% | | 98.7% | 98.7% | 100% | 98.5% | 0% | | 98.7% | 0% | 98.3% | 96.5% | 0% | | 98.1% | - |
| **Single-Unit Trucks** | 0 | 0 | 0 | 0 | | 0 | 0 | 3 | 0 | 0 | | 3 | 1 | 0 | 2 | 0 | | 3 | 0 | 3 | 0 | 0 | | 3 | - |
| **Single-Unit Trucks %** | 0% | 0% | 0% | 0% | | 0% | 0% | 0.4% | 0% | 0% | | 0.4% | 0.7% | 0% | 0.7% | 0% | | 0.6% | 0% | 0.6% | 0% | 0% | | 0.5% | - |
| **Buses** | 2 | 0 | 0 | 0 | | 2 | 0 | 1 | 0 | 0 | | 1 | 1 | 0 | 2 | 0 | | 3 | 0 | 2 | 3 | 0 | | 5 | - |
| **Buses %** | 1.3% | 0% | 0% | 0% | | 1.3% | 0% | 0.1% | 0% | 0% | | 0.1% | 0.7% | 0% | 0.7% | 0% | | 0.6% | 0% | 0.4% | 3.5% | 0% | | 0.8% | - |
| **Articulated Trucks** | 0 | 0 | 0 | 0 | | 0 | 0 | 5 | 0 | 0 | | 5 | 0 | 0 | 0 | 0 | | 0 | 0 | 4 | 0 | 0 | | 4 | - |
| **Articulated Trucks %** | 0% | 0% | 0% | 0% | | 0% | 0% | 0.7% | 0% | 0% | | 0.7% | 0% | 0% | 0% | 0% | | 0% | 0% | 0.7% | 0% | 0% | | 0.6% | - |
| **Pedestrians** | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| **Pedestrians%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - |
| **Bicycles on Crosswalk** | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| **Bicycles on Crosswalk%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - |
| **Bicycles on Road** | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | 0 | - | - |
| **Bicycles on Road%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - |

Spectrum

Turning Movement Count
Location Name: WELLINGTON ST / HWY 7 & WATERLOO AVE
Date: Sat, Feb 24, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

**Peak Hour: 12:00 PM - 01:00 PM Weather:**




| | Bicycles on Crosswalk | Pedestrians |
|---|---|---|
| N | 0 | 0 |
| S | 0 | 0 |
| E | 0 | 0 |
| W | 0 | 0 |

**Study Name** **ALMA ST & RAIL CROSSING (PEDESTRIAN STUDY) [Mon Oct 1**
**Start Date** **10/01/2018**
**Start Time** **7:00 AM**
**Site Code**

| | ALMA ST N Southbound | | RAIL CROSSING Westbound | | ALMA ST N Northbound | | RAIL CROSSING Eastbound | |
|---|---|---|---|---|---|---|---|---|
| Start Time | Peds CCW | Peds CW | Peds CCW | Peds CW | Peds CCW | Peds CW | Peds CCW | Peds CW |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 3 | 0 | 1 | 5 | 0 | 0 | 0 | 0 |
| 8:00 AM | 2 | 4 | 5 | 2 | 4 | 0 | 1 | 6 |
| 8:15 AM | 1 | 0 | 11 | 3 | 0 | 1 | 0 | 2 |
| 8:30 AM | 0 | 0 | 9 | 3 | 2 | 0 | 0 | 11 |
| 8:45 AM | 1 | 2 | 1 | 3 | 0 | 2 | 3 | 0 |
| 9:00 AM | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 1 |
| 9:15 AM | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 |
| 9:30 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 AM | 0 | 0 | 0 | 1 | 0 | 0 | 110 | 1 |
| 11:45 AM | 0 | 0 | 3 | 7 | 0 | 3 | 80 | 0 |
| 12:00 PM | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 78 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 1:15 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 3 | 3 | 0 | 2 | 0 | 1 |
| 1:45 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 0 | 0 | 2 | 1 | 0 | 0 | 2 | 3 |
| 3:15 PM | 0 | 0 | 0 | 11 | 0 | 1 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 6 | 0 | 0 | 17 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 0 |
| 5:00 PM | 2 | 0 | 4 | 1 | 2 | 1 | 0 | 0 |
| 5:15 PM | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 1 | 4 | 0 | 1 | 0 | 0 |
| 6:00 PM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 6:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 6:30 PM | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 |
| 6:45 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |

**Study Name** **ALMA ST & RAIL CROSSING (PEDESTRIAN STUDY) [Sun Sep 3**
**Start Date** **09/30/2018**
**Start Time** **8:00 AM**
**Site Code**

| | ALMA ST N Southbound | | RAIL CROSSING Westbound | | ALMA ST N Northbound | | RAIL CROSSING Eastbound | |
|---|---|---|---|---|---|---|---|---|
| Start Time | Peds CCW | Peds CW | Peds CCW | Peds CW | Peds CCW | Peds CW | Peds CCW | Peds CW |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 9:15 AM | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 0 |
| 9:30 AM | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 1 |
| 9:45 AM | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 |
| 10:00 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| 10:15 AM | 0 | 0 | 1 | 2 | 1 | 2 | 1 | 0 |
| 10:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 10:45 AM | 1 | 0 | 2 | 1 | 0 | 0 | 1 | 0 |
| 11:00 AM | 0 | 3 | 0 | 0 | 0 | 1 | 1 | 0 |
| 11:15 AM | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| 12:15 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| 12:30 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 |
| 1:15 PM | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 0 |
| 1:30 PM | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| 2:00 PM | 1 | 0 | 3 | 3 | 1 | 1 | 3 | 0 |
| 2:15 PM | 0 | 0 | 0 | 5 | 0 | 0 | 2 | 2 |
| 2:30 PM | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 |
| 2:45 PM | 0 | 0 | 6 | 2 | 1 | 1 | 0 | 0 |
| 3:00 PM | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 1 | 5 | 1 | 0 | 0 | 0 |

**Study Name** **YORKSHIRE ST & RAIL CROSSING (PEDESTRIAN STUDY) [Mo**
**Start Date** **10/01/2018**
**Start Time** **7:00 AM**
**Site Code**

| | YORKSHIRE ST N Southbound | | RAIL CROSSING Westbound | | YORKSHIRE ST N Northbound | | RAIL CROSSING Eastbound | |
|---|---|---|---|---|---|---|---|---|
| Start Time | Peds CCW | Peds CW | Peds CCW | Peds CW | Peds CCW | Peds CW | Peds CCW | Peds CW |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 |
| 8:30 AM | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 10 |
| 8:45 AM | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 2 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 9:15 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 11:00 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 AM | 0 | 0 | 0 | 2 | 0 | 0 | 7 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:15 PM | 0 | 0 | 2 | 2 | 0 | 0 | 3 | 5 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 12:45 PM | 0 | 0 | 0 | 3 | 1 | 1 | 2 | 0 |
| 1:00 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 |
| 3:00 PM | 0 | 0 | 1 | 2 | 1 | 1 | 18 | 0 |
| 3:15 PM | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 3 |
| 3:30 PM | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 4 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 |
| 4:00 PM | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 4:30 PM | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 5:00 PM | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 5:15 PM | 0 | 0 | 0 | 1 | 0 | 1 | 7 | 2 |
| 5:30 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 6:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:30 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| 6:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |

**Study Name** **YORKSHIRE ST & RAIL CROSSING (PEDESTRIAN STUDY) [Sur**
**Start Date** **09/30/2018**
**Start Time** **8:00 AM**
**Site Code**

| | YORKSHIRE ST Southbound | | RAIL CROSSING Westbound | | YORKSHIRE ST Northbound | | RAIL CROSSING Eastbound | |
|---|---|---|---|---|---|---|---|---|
| Start Time | Peds CCW | Peds CW | Peds CCW | Peds CW | Peds CCW | Peds CW | Peds CCW | Peds CW |
| 8:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:15 AM | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 0 |
| 9:30 AM | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 2 |
| 9:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 AM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 10:30 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 10:45 AM | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 2 |
| 11:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 11:30 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 12:15 PM | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 |
| 12:30 PM | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 4 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 1:15 PM | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 1:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 2:15 PM | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 |
| 2:30 PM | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 3 |
| 2:45 PM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| 3:00 PM | 0 | 0 | 6 | 0 | 0 | 0 | 2 | 1 |
| 3:15 PM | 1 | 0 | 9 | 1 | 2 | 0 | 5 | 1 |
| 3:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |

**Study Name** **GLASGOW ST & RAIL CROSSING (PEDESTRIAN STUDY) [Mon (**
**Start Date** **10/01/2018**
**Start Time** **7:00 AM**
**Site Code**

| | GLASGOW ST Southbound | | L CROSSING / KENT Westbound | | GLASGOW ST Northbound | | L CROSSING / KENT Eastbound | |
|---|---|---|---|---|---|---|---|---|
| Start Time | Peds CCW | Peds CW | Peds CCW | Peds CW | Peds CCW | Peds CW | Peds CCW | Peds CW |
| 7:00 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 7:30 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 |
| 8:00 AM | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 3 |
| 8:45 AM | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 9:00 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 9:15 AM | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 AM | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 10:30 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 AM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 11:45 AM | 0 | 0 | 2 | 2 | 1 | 0 | 4 | 2 |
| 12:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 1:45 PM | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 1 |
| 2:00 PM | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| 2:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 3:00 PM | 0 | 4 | 1 | 2 | 0 | 0 | 0 | 2 |
| 3:15 PM | 4 | 1 | 0 | 1 | 0 | 0 | 4 | 1 |
| 3:30 PM | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 2 |
| 3:45 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 4:30 PM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 |
| 4:45 PM | 2 | 0 | 1 | 1 | 0 | 0 | 2 | 0 |
| 5:00 PM | 1 | 1 | 2 | 1 | 1 | 0 | 4 | 3 |
| 5:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 4 | 1 | 0 | 1 | 1 |
| 5:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 6:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 PM | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 |
| 6:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |

**Study Name** GLASGOW ST & RAIL CROSSING (PEDESTRIAN STUDY) [Sun S
**Start Date** 09/30/2018
**Start Time** 8:00 AM
**Site Code**

| | GLASGOW ST Southbound | | RAIL CROSSING Westbound | | GLASGOW ST Northbound | | RAIL CROSSING Eastbound | |
|---|---|---|---|---|---|---|---|---|
| Start Time | Peds CCW | Peds CW | Peds CCW | Peds CW | Peds CCW | Peds CW | Peds CCW | Peds CW |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 8:45 AM | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 |
| 9:00 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 9:15 AM | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 10:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 10:15 AM | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 2 |
| 10:30 AM | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 3 |
| 10:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 11:15 AM | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 |
| 11:30 AM | 1 | 0 | 6 | 1 | 0 | 0 | 0 | 0 |
| 11:45 AM | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:15 PM | 0 | 0 | 1 | 4 | 0 | 0 | 1 | 0 |
| 12:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 12:45 PM | 0 | 0 | 2 | 2 | 0 | 2 | 0 | 2 |
| 1:00 PM | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 |
| 1:15 PM | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 2 |
| 1:30 PM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 2 | 1 | 2 | 1 | 2 |
| 2:00 PM | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 3 |
| 2:15 PM | 2 | 0 | 5 | 0 | 0 | 0 | 1 | 4 |
| 2:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 |
| 3:15 PM | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 3:30 PM | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| 3:45 PM | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |

**Study Name** **DUBLIN ST & RAIL CROSSING (PEDESTRIAN STUDY) [Mon Oct**
**Start Date** **10/01/2018**
**Start Time** **7:00 AM**
**Site Code**

| | DUBLIN ST Southbound | | RAIL CROSSING Westbound | | DUBLIN ST Northbound | | RAIL CROSSING Eastbound | |
|---|---|---|---|---|---|---|---|---|
| Start Time | Peds CCW | Peds CW | Peds CCW | Peds CW | Peds CCW | Peds CW | Peds CCW | Peds CW |
| 7:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 10 | 2 | 0 | 2 | 0 |
| 8:15 AM | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 2 |
| 8:30 AM | 1 | 0 | 6 | 2 | 0 | 0 | 0 | 0 |
| 8:45 AM | 2 | 0 | 2 | 5 | 1 | 1 | 2 | 1 |
| 9:00 AM | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 |
| 9:15 AM | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 9:30 AM | 0 | 0 | 3 | 3 | 2 | 0 | 2 | 0 |
| 9:45 AM | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 |
| 10:00 AM | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 |
| 10:15 AM | 1 | 1 | 2 | 3 | 0 | 0 | 1 | 0 |
| 10:30 AM | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 0 |
| 10:45 AM | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 |
| 11:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 11:30 AM | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 2 |
| 11:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| 12:00 PM | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 0 |
| 12:15 PM | 2 | 0 | 1 | 0 | 1 | 0 | 2 | 1 |
| 12:30 PM | 2 | 0 | 3 | 2 | 0 | 0 | 1 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| 1:00 PM | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 |
| 1:15 PM | 1 | 1 | 0 | 2 | 0 | 0 | 1 | 1 |
| 1:30 PM | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 3 |
| 1:45 PM | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 |
| 2:00 PM | 0 | 0 | 3 | 3 | 0 | 0 | 1 | 4 |
| 2:15 PM | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 |
| 2:30 PM | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 2:45 PM | 4 | 0 | 4 | 1 | 0 | 0 | 0 | 1 |
| 3:00 PM | 0 | 4 | 2 | 2 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 1 | 0 | 9 | 2 | 6 | 2 | 5 |
| 3:30 PM | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 4 |
| 3:45 PM | 5 | 0 | 3 | 2 | 0 | 0 | 0 | 1 |
| 4:00 PM | 2 | 0 | 3 | 1 | 1 | 0 | 2 | 0 |
| 4:15 PM | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 2 |
| 4:30 PM | 2 | 0 | 4 | 0 | 0 | 1 | 1 | 1 |
| 4:45 PM | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 3 |
| 5:00 PM | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 3 |
| 5:30 PM | 2 | 0 | 4 | 0 | 1 | 0 | 0 | 1 |
| 5:45 PM | 1 | 0 | 4 | 0 | 2 | 0 | 2 | 0 |
| 6:00 PM | 0 | 0 | 0 | 1 | 1 | 1 | 4 | 2 |
| 6:15 PM | 2 | 0 | 1 | 0 | 0 | 0 | 2 | 2 |
| 6:30 PM | 2 | 0 | 1 | 0 | 1 | 0 | 3 | 1 |
| 6:45 PM | 2 | 1 | 4 | 0 | 3 | 0 | 0 | 1 |

**Study Name** **DUBLIN ST & RAIL CROSSING (PEDESTRIAN STUDY) [Sun Sep**
**Start Date** **09/30/2018**
**Start Time** **8:00 AM**
**Site Code**

| | DUBLIN ST Southbound | | RAIL CROSSING Westbound | | DUBLIN ST Northbound | | RAIL CROSSING Eastbound | |
|---|---|---|---|---|---|---|---|---|
| Start Time | Peds CCW | Peds CW | Peds CCW | Peds CW | Peds CCW | Peds CW | Peds CCW | Peds CW |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 AM | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 9:15 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 AM | 2 | 2 | 2 | 1 | 0 | 0 | 3 | 2 |
| 9:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 |
| 10:00 AM | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 |
| 10:15 AM | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 0 |
| 10:30 AM | 1 | 0 | 3 | 0 | 0 | 0 | 1 | 3 |
| 10:45 AM | 0 | 0 | 2 | 1 | 1 | 0 | 1 | 2 |
| 11:00 AM | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 5 |
| 11:15 AM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| 11:30 AM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| 11:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| 12:15 PM | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 |
| 12:30 PM | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 12:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 2 |
| 1:00 PM | 0 | 2 | 6 | 3 | 0 | 1 | 0 | 1 |
| 1:15 PM | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 2 |
| 1:30 PM | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| 1:45 PM | 1 | 1 | 2 | 0 | 1 | 2 | 0 | 0 |
| 2:00 PM | 0 | 3 | 3 | 2 | 0 | 0 | 2 | 4 |
| 2:15 PM | 1 | 0 | 1 | 0 | 0 | 1 | 3 | 7 |
| 2:30 PM | 1 | 0 | 3 | 0 | 0 | 0 | 5 | 3 |
| 2:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 3:00 PM | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 |
| 3:15 PM | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 0 |
| 3:30 PM | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 3:45 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |

Spectrum

Turning Movement Count
Location Name: ALMA ST N & PAISLEY RD
Date: Tue, Feb 13, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Turning Movement Count (9 . ALMA ST N & PAISLEY RD)

| Start Time | N Approach ALMA ST N | | | | | | E Approach PAISLEY RD | | | | | | S Approach ALMA ST N | | | | | | W Approach PAISLEY RD | | | | | | Int. Total (15 min) | Int. Total (1 hr) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right N:W | Thru N:S | Left N:E | U-Turn N:N | Peds N: | Approach Total | Right E:N | Thru E:W | Left E:S | U-Turn E:E | Peds E: | Approach Total | Right S:E | Thru S:N | Left S:W | U-Turn S:S | Peds S: | Approach Total | Right W:S | Thru W:E | Left W:N | U-Turn W:W | Peds W: | Approach Total | | |
| 07:00:00 | 4 | 1 | 1 | 0 | 1 | 6 | 1 | 41 | 0 | 0 | 0 | 42 | 1 | 2 | 7 | 0 | 0 | 10 | 4 | 36 | 1 | 0 | 0 | 41 | 99 | |
| 07:15:00 | 6 | 0 | 3 | 0 | 2 | 9 | 2 | 57 | 2 | 0 | 1 | 61 | 1 | 2 | 7 | 0 | 0 | 10 | 3 | 49 | 2 | 0 | 1 | 54 | 134 | |
| 07:30:00 | 0 | 1 | 3 | 0 | 0 | 4 | 1 | 73 | 2 | 0 | 0 | 76 | 2 | 3 | 10 | 0 | 0 | 15 | 9 | 50 | 0 | 0 | 1 | 59 | 154 | |
| 07:45:00 | 3 | 6 | 1 | 0 | 0 | 10 | 0 | 57 | 1 | 0 | 1 | 58 | 2 | 9 | 9 | 0 | 1 | 20 | 10 | 83 | 4 | 0 | 2 | 97 | 185 | 572 |
| 08:00:00 | 2 | 9 | 3 | 0 | 5 | 14 | 1 | 80 | 1 | 0 | 1 | 82 | 3 | 7 | 10 | 0 | 3 | 20 | 10 | 91 | 2 | 0 | 2 | 103 | 219 | 692 |
| 08:15:00 | 4 | 4 | 2 | 0 | 10 | 10 | 2 | 81 | 2 | 0 | 13 | 85 | 1 | 6 | 12 | 0 | 17 | 19 | 13 | 106 | 1 | 0 | 19 | 120 | 234 | 792 |
| 08:30:00 | 7 | 7 | 4 | 0 | 30 | 18 | 4 | 80 | 2 | 0 | 20 | 86 | 2 | 10 | 10 | 0 | 43 | 22 | 7 | 95 | 1 | 0 | 64 | 103 | 229 | 867 |
| 08:45:00 | 8 | 5 | 4 | 0 | 9 | 17 | 2 | 95 | 3 | 0 | 16 | 100 | 5 | 9 | 12 | 0 | 28 | 26 | 16 | 135 | 6 | 0 | 33 | 157 | 300 | 982 |
| 09:00:00 | 4 | 6 | 1 | 0 | 0 | 11 | 3 | 81 | 1 | 0 | 3 | 85 | 4 | 9 | 7 | 0 | 0 | 20 | 9 | 75 | 2 | 0 | 0 | 86 | 202 | 965 |
| 09:15:00 | 3 | 6 | 0 | 0 | 0 | 9 | 5 | 51 | 1 | 0 | 0 | 57 | 3 | 5 | 8 | 0 | 1 | 16 | 8 | 64 | 3 | 0 | 0 | 75 | 157 | 888 |
| 09:30:00 | 3 | 8 | 3 | 0 | 0 | 14 | 2 | 59 | 2 | 0 | 1 | 63 | 1 | 2 | 3 | 0 | 1 | 6 | 7 | 63 | 1 | 0 | 0 | 71 | 154 | 813 |
| 09:45:00 | 2 | 4 | 2 | 0 | 1 | 8 | 4 | 43 | 1 | 0 | 2 | 48 | 3 | 5 | 5 | 0 | 0 | 13 | 8 | 74 | 5 | 0 | 0 | 87 | 156 | 669 |
| 10:00:00 | 6 | 2 | 1 | 0 | 2 | 9 | 1 | 56 | 0 | 0 | 2 | 57 | 3 | 5 | 6 | 0 | 0 | 14 | 9 | 79 | 2 | 0 | 2 | 90 | 170 | 637 |
| 10:15:00 | 5 | 5 | 1 | 0 | 1 | 11 | 3 | 55 | 0 | 0 | 0 | 58 | 0 | 4 | 5 | 0 | 0 | 9 | 10 | 87 | 2 | 0 | 1 | 99 | 177 | 657 |
| 10:30:00 | 4 | 2 | 2 | 0 | 2 | 8 | 1 | 66 | 1 | 0 | 1 | 68 | 2 | 5 | 8 | 0 | 0 | 15 | 6 | 75 | 3 | 0 | 0 | 84 | 175 | 678 |
| 10:45:00 | 2 | 2 | 2 | 0 | 0 | 6 | 1 | 59 | 2 | 0 | 3 | 62 | 4 | 3 | 7 | 0 | 2 | 14 | 13 | 82 | 0 | 0 | 0 | 95 | 177 | 699 |
| 11:00:00 | 8 | 4 | 1 | 0 | 2 | 13 | 4 | 52 | 3 | 0 | 0 | 59 | 4 | 5 | 4 | 0 | 0 | 13 | 11 | 73 | 5 | 0 | 0 | 89 | 174 | 703 |
| 11:15:00 | 2 | 6 | 4 | 0 | 1 | 12 | 4 | 71 | 1 | 0 | 2 | 76 | 1 | 1 | 6 | 0 | 1 | 8 | 11 | 57 | 6 | 0 | 0 | 74 | 170 | 696 |
| 11:30:00 | 6 | 1 | 3 | 0 | 1 | 10 | 5 | 77 | 3 | 0 | 1 | 85 | 3 | 2 | 3 | 0 | 1 | 8 | 10 | 73 | 4 | 0 | 0 | 87 | 190 | 711 |
| 11:45:00 | 2 | 6 | 2 | 0 | 1 | 10 | 1 | 67 | 6 | 0 | 1 | 74 | 1 | 12 | 7 | 0 | 0 | 20 | 10 | 79 | 1 | 0 | 0 | 90 | 194 | 728 |
| 12:00:00 | 4 | 4 | 1 | 0 | 0 | 9 | 2 | 63 | 1 | 0 | 0 | 66 | 3 | 4 | 12 | 0 | 0 | 19 | 9 | 76 | 5 | 0 | 0 | 90 | 184 | 738 |
| 12:15:00 | 4 | 4 | 2 | 0 | 2 | 10 | 2 | 90 | 0 | 0 | 0 | 92 | 5 | 3 | 5 | 0 | 1 | 13 | 11 | 85 | 4 | 0 | 1 | 100 | 215 | 783 |
| 12:30:00 | 1 | 4 | 2 | 0 | 1 | 7 | 0 | 67 | 1 | 0 | 0 | 68 | 2 | 6 | 8 | 0 | 0 | 16 | 17 | 73 | 2 | 0 | 1 | 92 | 183 | 776 |
| 12:45:00 | 6 | 0 | 0 | 0 | 2 | 6 | 1 | 77 | 2 | 0 | 3 | 80 | 3 | 2 | 8 | 0 | 0 | 13 | 14 | 81 | 1 | 0 | 0 | 96 | 195 | 777 |
| 13:00:00 | 0 | 5 | 1 | 0 | 0 | 6 | 1 | 73 | 0 | 0 | 3 | 74 | 4 | 4 | 3 | 0 | 1 | 11 | 14 | 83 | 2 | 0 | 1 | 99 | 190 | 783 |
| 13:15:00 | 4 | 7 | 0 | 0 | 0 | 11 | 1 | 70 | 1 | 0 | 0 | 72 | 2 | 4 | 9 | 0 | 0 | 15 | 13 | 81 | 1 | 0 | 0 | 95 | 193 | 761 |
| 13:30:00 | 4 | 3 | 1 | 0 | 0 | 8 | 0 | 67 | 0 | 0 | 3 | 67 | 1 | 3 | 7 | 0 | 2 | 11 | 17 | 90 | 2 | 0 | 2 | 109 | 195 | 773 |
| 13:45:00 | 4 | 0 | 3 | 0 | 2 | 7 | 0 | 77 | 2 | 0 | 3 | 79 | 0 | 3 | 10 | 0 | 3 | 13 | 7 | 94 | 4 | 0 | 0 | 105 | 204 | 782 |
| 14:00:00 | 4 | 1 | 5 | 0 | 4 | 10 | 2 | 82 | 3 | 0 | 0 | 87 | 2 | 2 | 7 | 0 | 0 | 11 | 16 | 83 | 0 | 0 | 1 | 99 | 207 | 799 |
| 14:15:00 | 2 | 4 | 2 | 0 | 0 | 8 | 1 | 66 | 2 | 0 | 0 | 69 | 0 | 6 | 11 | 0 | 1 | 17 | 5 | 85 | 5 | 0 | 0 | 95 | 189 | 795 |
| 14:30:00 | 5 | 4 | 0 | 0 | 2 | 9 | 2 | 79 | 1 | 0 | 0 | 82 | 4 | 7 | 10 | 0 | 0 | 21 | 19 | 81 | 2 | 0 | 0 | 102 | 214 | 814 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14:45:00 | 2 | 3 | 2 | 0 | 0 | 7 | 1 | 86 | 2 | 0 | 0 | 89 | 2 | 5 | 10 | 0 | 1 | 17 | 12 | 98 | 4 | 0 | 0 | 114 | 227 | 837 |
| 15:00:00 | 5 | 8 | 1 | 0 | 15 | 14 | 2 | 90 | 0 | 0 | 4 | 92 | 0 | 1 | 9 | 0 | 10 | 10 | 9 | 79 | 4 | 0 | 33 | 92 | 208 | 838 |
| 15:15:00 | 7 | 15 | 3 | 0 | 31 | 25 | 3 | 94 | 2 | 0 | 14 | 99 | 4 | 7 | 11 | 0 | 37 | 22 | 14 | 88 | 4 | 0 | 78 | 106 | 252 | 901 |
| 15:30:00 | 3 | 14 | 4 | 0 | 20 | 21 | 7 | 89 | 3 | 0 | 7 | 99 | 2 | 16 | 5 | 0 | 11 | 23 | 11 | 108 | 2 | 0 | 21 | 121 | 264 | 951 |
| 15:45:00 | 7 | 7 | 3 | 0 | 3 | 17 | 1 | 82 | 0 | 0 | 3 | 83 | 3 | 7 | 6 | 0 | 2 | 16 | 21 | 105 | 2 | 0 | 5 | 128 | 244 | 968 |
| 16:00:00 | 1 | 9 | 0 | 0 | 2 | 10 | 1 | 111 | 1 | 0 | 3 | 113 | 5 | 5 | 11 | 0 | 0 | 21 | 18 | 83 | 6 | 0 | 5 | 107 | 251 | 1011 |
| 16:15:00 | 4 | 9 | 2 | 0 | 1 | 15 | 2 | 114 | 5 | 0 | 0 | 121 | 6 | 11 | 10 | 0 | 0 | 27 | 24 | 119 | 4 | 0 | 0 | 147 | 310 | 1069 |
| 16:30:00 | 6 | 10 | 5 | 0 | 2 | 21 | 7 | 122 | 1 | 0 | 0 | 130 | 8 | 8 | 9 | 0 | 1 | 25 | 22 | 103 | 3 | 0 | 1 | 128 | 304 | 1109 |
| 16:45:00 | 5 | 3 | 4 | 0 | 0 | 12 | 6 | 124 | 1 | 0 | 0 | 131 | 5 | 9 | 22 | 0 | 0 | 36 | 21 | 115 | 9 | 0 | 0 | 145 | 324 | 1189 |
| 17:00:00 | 4 | 4 | 1 | 0 | 3 | 9 | 2 | 131 | 1 | 0 | 3 | 134 | 5 | 4 | 16 | 0 | 2 | 25 | 13 | 117 | 4 | 0 | 1 | 134 | 302 | 1240 |
| 17:15:00 | 9 | 7 | 3 | 0 | 1 | 19 | 4 | 130 | 2 | 0 | 0 | 136 | 5 | 8 | 11 | 0 | 1 | 24 | 10 | 121 | 5 | 0 | 1 | 136 | 315 | 1245 |
| 17:30:00 | 5 | 4 | 2 | 0 | 1 | 11 | 0 | 116 | 1 | 0 | 1 | 117 | 3 | 3 | 11 | 0 | 0 | 17 | 17 | 114 | 3 | 0 | 1 | 134 | 279 | 1220 |
| 17:45:00 | 2 | 1 | 4 | 0 | 1 | 7 | 5 | 96 | 0 | 0 | 0 | 101 | 6 | 5 | 7 | 0 | 0 | 18 | 10 | 98 | 2 | 0 | 1 | 110 | 236 | 1132 |
| **Grand Total** | 179 | 215 | 94 | 0 | 161 | 488 | 100 | 3497 | 66 | 0 | 115 | 3663 | 126 | 239 | 374 | 0 | 171 | 739 | 528 | 3786 | 131 | 0 | 278 | 4445 | **9335** | - |
| **Approach%** | 36.7% | 44.1% | 19.3% | 0% | | - | 2.7% | 95.5% | 1.8% | 0% | | - | 17.1% | 32.3% | 50.6% | 0% | | - | 11.9% | 85.2% | 2.9% | 0% | | - | **-** | - |
| **Totals %** | 1.9% | 2.3% | 1% | 0% | | 5.2% | 1.1% | 37.5% | 0.7% | 0% | | 39.2% | 1.3% | 2.6% | 4% | 0% | | 7.9% | 5.7% | 40.6% | 1.4% | 0% | | 47.6% | **-** | - |
| **Heavy** | 4 | 4 | 12 | 0 | | - | 2 | 94 | 0 | 0 | | - | 2 | 4 | 6 | 0 | | - | 17 | 77 | 3 | 0 | | - | **-** | - |
| **Heavy %** | 2.2% | 1.9% | 12.8% | 0% | | - | 2% | 2.7% | 0% | 0% | | - | 1.6% | 1.7% | 1.6% | 0% | | - | 3.2% | 2% | 2.3% | 0% | | - | **-** | - |
| **Bicycles** | 0 | 3 | 1 | 0 | | - | 0 | 0 | 0 | 0 | | - | 1 | 4 | 1 | 0 | | - | 1 | 0 | 0 | 0 | | - | **-** | - |
| **Bicycle %** | 0% | 1.4% | 1.1% | 0% | | - | 0% | 0% | 0% | 0% | | - | 0.8% | 1.7% | 0.3% | 0% | | - | 0.2% | 0% | 0% | 0% | | - | **-** | - |

Spectrum

Turning Movement Count
Location Name: ALMA ST N & PAISLEY RD
Date: Tue, Feb 13, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Peak Hour: 04:30 PM - 05:30 PM Weather: Mostly Cloudy (-11.2 °C)

| Start Time | N Approach ALMA ST N | | | | | | E Approach PAISLEY RD | | | | | | S Approach ALMA ST N | | | | | | W Approach PAISLEY RD | | | | | | Int. Total (15 min) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | |
| 16:30:00 | 6 | 10 | 5 | 0 | 2 | 21 | 7 | 122 | 1 | 0 | 0 | 130 | 8 | 8 | 9 | 0 | 1 | 25 | 22 | 103 | 3 | 0 | 1 | 128 | 304 |
| 16:45:00 | 5 | 3 | 4 | 0 | 0 | 12 | 6 | 124 | 1 | 0 | 0 | 131 | 5 | 9 | 22 | 0 | 0 | 36 | 21 | 115 | 9 | 0 | 0 | 145 | 324 |
| 17:00:00 | 4 | 4 | 1 | 0 | 3 | 9 | 2 | 131 | 1 | 0 | 3 | 134 | 5 | 4 | 16 | 0 | 2 | 25 | 13 | 117 | 4 | 0 | 1 | 134 | 302 |
| 17:15:00 | 9 | 7 | 3 | 0 | 1 | 19 | 4 | 130 | 2 | 0 | 0 | 136 | 5 | 8 | 11 | 0 | 1 | 24 | 10 | 121 | 5 | 0 | 1 | 136 | 315 |
| **Grand Total** | 24 | 24 | 13 | 0 | 6 | 61 | 19 | 507 | 5 | 0 | 3 | 531 | 23 | 29 | 58 | 0 | 4 | 110 | 66 | 456 | 21 | 0 | 3 | 543 | **1245** |
| **Approach%** | 39.3% | 39.3% | 21.3% | 0% | | - | 3.6% | 95.5% | 0.9% | 0% | | - | 20.9% | 26.4% | 52.7% | 0% | | - | 12.2% | 84% | 3.9% | 0% | | - | - |
| **Totals %** | 1.9% | 1.9% | 1% | 0% | | 4.9% | 1.5% | 40.7% | 0.4% | 0% | | 42.7% | 1.8% | 2.3% | 4.7% | 0% | | 8.8% | 5.3% | 36.6% | 1.7% | 0% | | 43.6% | - |
| **PHF** | 0.67 | 0.6 | 0.65 | 0 | | 0.73 | 0.68 | 0.97 | 0.63 | 0 | | 0.98 | 0.72 | 0.81 | 0.66 | 0 | | 0.76 | 0.75 | 0.94 | 0.58 | 0 | | 0.94 | - |
| **Heavy** | 0 | 0 | 0 | 0 | | 0 | 0 | 5 | 0 | 0 | | 5 | 0 | 0 | 0 | 0 | | 0 | 0 | 6 | 0 | 0 | | 6 | - |
| **Heavy %** | 0% | 0% | 0% | 0% | | 0% | 0% | 1% | 0% | 0% | | 0.9% | 0% | 0% | 0% | 0% | | 0% | 0% | 1.3% | 0% | 0% | | 1.1% | - |
| **Lights** | 24 | 24 | 13 | 0 | | 61 | 19 | 502 | 5 | 0 | | 526 | 23 | 29 | 58 | 0 | | 110 | 66 | 450 | 21 | 0 | | 537 | - |
| **Lights %** | 100% | 100% | 100% | 0% | | 100% | 100% | 99% | 100% | 0% | | 99.1% | 100% | 100% | 100% | 0% | | 100% | 100% | 98.7% | 100% | 0% | | 98.9% | - |
| **Single-Unit Trucks** | 0 | 0 | 0 | 0 | | 0 | 0 | 2 | 0 | 0 | | 2 | 0 | 0 | 0 | 0 | | 0 | 0 | 2 | 0 | 0 | | 2 | - |
| **Single-Unit Trucks %** | 0% | 0% | 0% | 0% | | 0% | 0% | 0.4% | 0% | 0% | | 0.4% | 0% | 0% | 0% | 0% | | 0% | 0% | 0.4% | 0% | 0% | | 0.4% | - |
| **Buses** | 0 | 0 | 0 | 0 | | 0 | 0 | 3 | 0 | 0 | | 3 | 0 | 0 | 0 | 0 | | 0 | 0 | 4 | 0 | 0 | | 4 | - |
| **Buses %** | 0% | 0% | 0% | 0% | | 0% | 0% | 0.6% | 0% | 0% | | 0.6% | 0% | 0% | 0% | 0% | | 0% | 0% | 0.9% | 0% | 0% | | 0.7% | - |
| **Articulated Trucks** | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | - |
| **Articulated Trucks %** | 0% | 0% | 0% | 0% | | 0% | 0% | 0% | 0% | 0% | | 0% | 0% | 0% | 0% | 0% | | 0% | 0% | 0% | 0% | 0% | | 0% | - |
| **Pedestrians** | - | - | - | - | 6 | - | - | - | - | - | 3 | - | - | - | - | - | 4 | - | - | - | - | - | 3 | - | - |
| **Pedestrians%** | - | - | - | - | 37.5% | | - | - | - | - | 18.8% | | - | - | - | - | 25% | | - | - | - | - | 18.8% | | - |
| **Bicycles on Crosswalk** | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| **Bicycles on Crosswalk%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - |
| **Bicycles on Road** | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 1 | 1 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | - |
| **Bicycles on Road%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - |

Spectrum

Turning Movement Count
Location Name: ALMA ST N & PAISLEY RD
Date: Tue, Feb 13, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

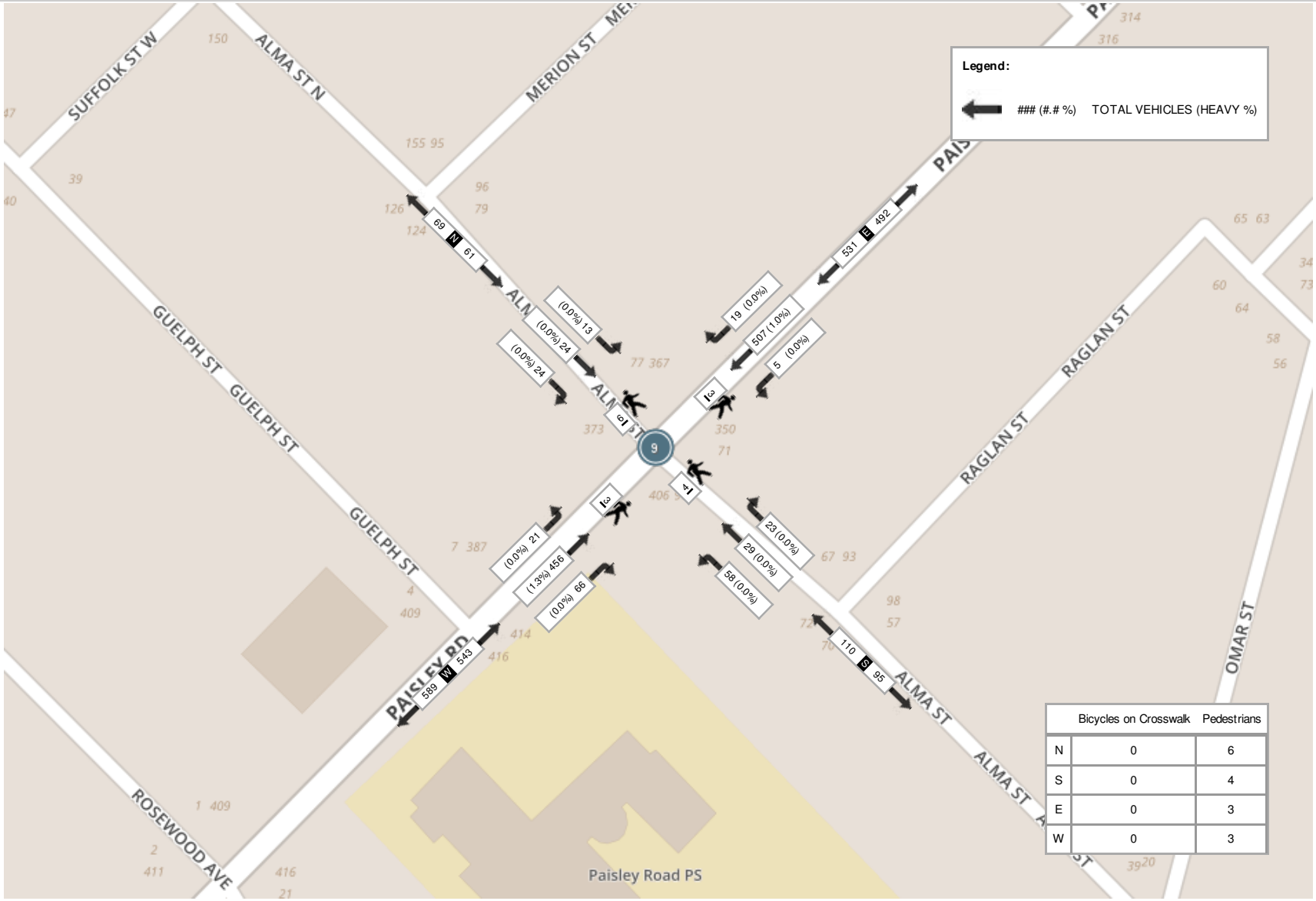
## Selected Hour: 08:00 AM - 09:00 AM Weather:

| Start Time | N Approach ALMA ST N | | | | | | E Approach PAISLEY RD | | | | | | S Approach ALMA ST N | | | | | | W Approach PAISLEY RD | | | | | | Int. Total (15 min) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | |
| 08:00:00 | 2 | 9 | 3 | 0 | 5 | 14 | 1 | 80 | 1 | 0 | 1 | 82 | 3 | 7 | 10 | 0 | 3 | 20 | 10 | 91 | 2 | 0 | 2 | 103 | 219 |
| 08:15:00 | 4 | 4 | 2 | 0 | 10 | 10 | 2 | 81 | 2 | 0 | 13 | 85 | 1 | 6 | 12 | 0 | 17 | 19 | 13 | 106 | 1 | 0 | 19 | 120 | 234 |
| 08:30:00 | 7 | 7 | 4 | 0 | 30 | 18 | 4 | 80 | 2 | 0 | 20 | 86 | 2 | 10 | 10 | 0 | 43 | 22 | 7 | 95 | 1 | 0 | 64 | 103 | 229 |
| 08:45:00 | 8 | 5 | 4 | 0 | 9 | 17 | 2 | 95 | 3 | 0 | 16 | 100 | 5 | 9 | 12 | 0 | 28 | 26 | 16 | 135 | 6 | 0 | 33 | 157 | 300 |
| **Grand Total** | 21 | 25 | 13 | 0 | 54 | 59 | 9 | 336 | 8 | 0 | 50 | 353 | 11 | 32 | 44 | 0 | 91 | 87 | 46 | 427 | 10 | 0 | 118 | 483 | **982** |
| **Approach%** | 35.6% | 42.4% | 22% | 0% | | - | 2.5% | 95.2% | 2.3% | 0% | | - | 12.6% | 36.8% | 50.6% | 0% | | - | 9.5% | 88.4% | 2.1% | 0% | | - | - |
| **Totals %** | 2.1% | 2.5% | 1.3% | 0% | | 6% | 0.9% | 34.2% | 0.8% | 0% | | 35.9% | 1.1% | 3.3% | 4.5% | 0% | | 8.9% | 4.7% | 43.5% | 1% | 0% | | 49.2% | - |
| **PHF** | 0.66 | 0.69 | 0.81 | 0 | | 0.82 | 0.56 | 0.88 | 0.67 | 0 | | 0.88 | 0.55 | 0.8 | 0.92 | 0 | | 0.84 | 0.72 | 0.79 | 0.42 | 0 | | 0.77 | - |
| **Heavy** | 0 | 0 | 2 | 0 | | 2 | 1 | 15 | 0 | 0 | | 16 | 0 | 0 | 2 | 0 | | 2 | 3 | 23 | 0 | 0 | | 26 | - |
| **Heavy %** | 0% | 0% | 15.4% | 0% | | 3.4% | 11.1% | 4.5% | 0% | 0% | | 4.5% | 0% | 0% | 4.5% | 0% | | 2.3% | 6.5% | 5.4% | 0% | 0% | | 5.4% | - |
| **Lights** | 21 | 25 | 11 | 0 | | 57 | 8 | 321 | 8 | 0 | | 337 | 11 | 32 | 42 | 0 | | 85 | 43 | 404 | 10 | 0 | | 457 | - |
| **Lights %** | 100% | 100% | 84.6% | 0% | | 96.6% | 88.9% | 95.5% | 100% | 0% | | 95.5% | 100% | 100% | 95.5% | 0% | | 97.7% | 93.5% | 94.6% | 100% | 0% | | 94.6% | - |
| **Single-Unit Trucks** | 0 | 0 | 0 | 0 | | 0 | 0 | 2 | 0 | 0 | | 2 | 0 | 0 | 1 | 0 | | 1 | 1 | 4 | 0 | 0 | | 5 | - |
| **Single-Unit Trucks %** | 0% | 0% | 0% | 0% | | 0% | 0% | 0.6% | 0% | 0% | | 0.6% | 0% | 0% | 2.3% | 0% | | 1.1% | 2.2% | 0.9% | 0% | 0% | | 1% | - |
| **Buses** | 0 | 0 | 2 | 0 | | 2 | 1 | 13 | 0 | 0 | | 14 | 0 | 0 | 1 | 0 | | 1 | 2 | 19 | 0 | 0 | | 21 | - |
| **Buses %** | 0% | 0% | 15.4% | 0% | | 3.4% | 11.1% | 3.9% | 0% | 0% | | 4% | 0% | 0% | 2.3% | 0% | | 1.1% | 4.3% | 4.4% | 0% | 0% | | 4.3% | - |
| **Articulated Trucks** | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | - |
| **Articulated Trucks %** | 0% | 0% | 0% | 0% | | 0% | 0% | 0% | 0% | 0% | | 0% | 0% | 0% | 0% | 0% | | 0% | 0% | 0% | 0% | 0% | | 0% | - |
| **Pedestrians** | - | - | - | - | 54 | - | - | - | - | - | 50 | - | - | - | - | - | 91 | - | - | - | - | - | 117 | - | - |
| **Pedestrians%** | - | - | - | - | 17.3% | | - | - | - | - | 16% | | - | - | - | - | 29.1% | | - | - | - | - | 37.4% | | - |
| **Bicycles on Crosswalk** | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 1 | - | - |
| **Bicycles on Crosswalk%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0.3% | | - |
| **Bicycles on Road** | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | - |
| **Bicycles on Road%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - |

Turning Movement Count
Location Name: ALMA ST N & PAISLEY RD
Date: Tue, Feb 13, 2018 Deployment Lead: Theo Daglis

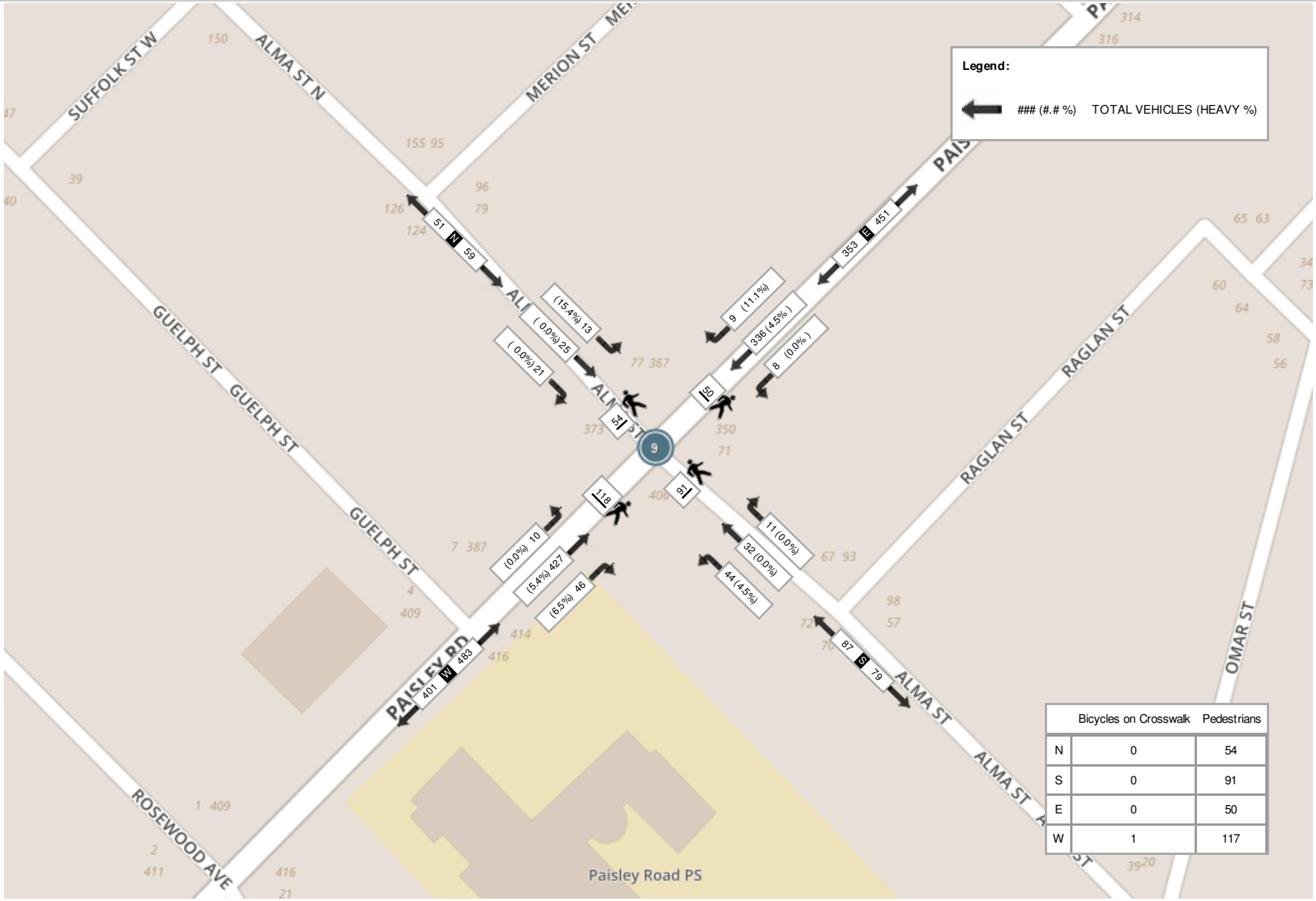
BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

**Peak Hour: 04:30 PM - 05:30 PM Weather: Mostly Cloudy (-11.2 °C)**




| | Bicycles on Crosswalk | Pedestrians |
|---|---|---|
| N | 0 | 6 |
| S | 0 | 4 |
| E | 0 | 3 |
| W | 0 | 3 |

**Selected Hour: 08:00 AM - 09:00 AM Weather:**




| | Bicycles on Crosswalk | Pedestrians |
|---|---|---|
| N | 0 | 54 |
| S | 0 | 91 |
| E | 0 | 50 |
| W | 1 | 117 |

Spectrum

Turning Movement Count
Location Name: ALMA ST N & PAISLEY RD
Date: Sat, Feb 24, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Turning Movement Count (9 . ALMA ST N & PAISLEY RD)

| Start Time | N Approach ALMA ST N | | | | | | E Approach PAISLEY RD | | | | | | S Approach ALMA ST N | | | | | | W Approach PAISLEY RD | | | | | | Int. Total (15 min) | Int. Total (1 hr) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right N:W | Thru N:S | Left N:E | U-Turn N:N | Peds N: | Approach Total | Right E:N | Thru E:W | Left E:S | U-Turn E:E | Peds E: | Approach Total | Right S:E | Thru S:N | Left S:W | U-Turn S:S | Peds S: | Approach Total | Right W:S | Thru W:E | Left W:N | U-Turn W:W | Peds W: | Approach Total | | |
| 11:00:00 | 3 | 4 | 0 | 0 | 0 | 7 | 2 | 92 | 2 | 0 | 0 | 96 | 6 | 4 | 13 | 0 | 0 | 23 | 7 | 93 | 2 | 0 | 0 | 102 | 228 | |
| 11:15:00 | 2 | 8 | 5 | 0 | 2 | 15 | 1 | 85 | 2 | 0 | 7 | 88 | 1 | 4 | 7 | 0 | 4 | 12 | 18 | 95 | 2 | 0 | 2 | 115 | 230 | |
| 11:30:00 | 4 | 5 | 3 | 0 | 1 | 12 | 1 | 97 | 0 | 0 | 0 | 98 | 3 | 1 | 9 | 0 | 0 | 13 | 4 | 87 | 1 | 0 | 1 | 92 | 215 | |
| 11:45:00 | 7 | 7 | 1 | 0 | 0 | 15 | 3 | 97 | 1 | 0 | 0 | 101 | 5 | 9 | 8 | 0 | 1 | 22 | 13 | 124 | 2 | 0 | 0 | 139 | 277 | 950 |
| 12:00:00 | 7 | 5 | 0 | 0 | 0 | 12 | 2 | 80 | 1 | 0 | 0 | 83 | 1 | 3 | 6 | 0 | 0 | 10 | 8 | 104 | 7 | 0 | 0 | 119 | 224 | 946 |
| 12:15:00 | 4 | 3 | 1 | 0 | 2 | 8 | 2 | 105 | 3 | 0 | 3 | 110 | 3 | 4 | 7 | 0 | 1 | 14 | 18 | 96 | 3 | 0 | 0 | 117 | 249 | 965 |
| 12:30:00 | 8 | 1 | 1 | 0 | 0 | 10 | 1 | 87 | 0 | 0 | 0 | 88 | 6 | 7 | 6 | 0 | 0 | 19 | 14 | 101 | 1 | 0 | 0 | 116 | 233 | 983 |
| 12:45:00 | 1 | 3 | 1 | 0 | 1 | 5 | 2 | 92 | 2 | 0 | 1 | 96 | 2 | 7 | 12 | 0 | 3 | 21 | 13 | 98 | 3 | 0 | 0 | 114 | 236 | 942 |
| 13:00:00 | 2 | 4 | 3 | 0 | 4 | 9 | 2 | 81 | 1 | 0 | 5 | 84 | 5 | 8 | 6 | 0 | 3 | 19 | 14 | 97 | 3 | 0 | 0 | 114 | 226 | 944 |
| 13:15:00 | 9 | 2 | 0 | 0 | 0 | 11 | 1 | 89 | 8 | 0 | 0 | 98 | 5 | 5 | 11 | 0 | 0 | 21 | 12 | 107 | 0 | 0 | 0 | 119 | 249 | 944 |
| 13:30:00 | 4 | 4 | 1 | 0 | 2 | 9 | 2 | 104 | 1 | 0 | 0 | 107 | 0 | 14 | 6 | 0 | 0 | 20 | 14 | 108 | 2 | 0 | 1 | 124 | 260 | 971 |
| 13:45:00 | 1 | 2 | 4 | 0 | 5 | 7 | 1 | 99 | 1 | 0 | 0 | 101 | 2 | 2 | 14 | 0 | 1 | 18 | 7 | 95 | 2 | 0 | 0 | 104 | 230 | 965 |
| 14:00:00 | 7 | 6 | 1 | 0 | 0 | 14 | 5 | 96 | 0 | 0 | 1 | 101 | 1 | 5 | 6 | 0 | 0 | 12 | 13 | 94 | 1 | 0 | 0 | 108 | 235 | 974 |
| 14:15:00 | 4 | 4 | 0 | 0 | 2 | 8 | 2 | 90 | 1 | 0 | 0 | 93 | 2 | 2 | 4 | 0 | 1 | 8 | 10 | 95 | 1 | 0 | 0 | 106 | 215 | 940 |
| 14:30:00 | 4 | 7 | 2 | 0 | 4 | 13 | 1 | 104 | 2 | 0 | 7 | 107 | 2 | 5 | 9 | 0 | 0 | 16 | 13 | 84 | 4 | 0 | 1 | 101 | 237 | 917 |
| 14:45:00 | 3 | 4 | 2 | 0 | 0 | 9 | 5 | 94 | 0 | 0 | 0 | 99 | 0 | 3 | 9 | 0 | 0 | 12 | 14 | 126 | 2 | 0 | 0 | 142 | 262 | 949 |
| **Grand Total** | 70 | 69 | 25 | 0 | 23 | 164 | 33 | 1492 | 25 | 0 | 24 | 1550 | 44 | 83 | 133 | 0 | 14 | 260 | 192 | 1604 | 36 | 0 | 5 | 1832 | **3806** | - |
| **Approach%** | 42.7% | 42.1% | 15.2% | 0% | | - | 2.1% | 96.3% | 1.6% | 0% | | - | 16.9% | 31.9% | 51.2% | 0% | | - | 10.5% | 87.6% | 2% | 0% | | - | - | - |
| **Totals %** | 1.8% | 1.8% | 0.7% | 0% | | 4.3% | 0.9% | 39.2% | 0.7% | 0% | | 40.7% | 1.2% | 2.2% | 3.5% | 0% | | 6.8% | 5% | 42.1% | 0.9% | 0% | | 48.1% | - | - |
| **Heavy** | 0 | 0 | 0 | 0 | | - | 0 | 16 | 0 | 0 | | - | 0 | 0 | 0 | 0 | | - | 1 | 16 | 0 | 0 | | - | - | - |
| **Heavy %** | 0% | 0% | 0% | 0% | | - | 0% | 1.1% | 0% | 0% | | - | 0% | 0% | 0% | 0% | | - | 0.5% | 1% | 0% | 0% | | - | - | - |
| **Bicycles** | 0 | 1 | 0 | 0 | | - | 0 | 0 | 0 | 0 | | - | 0 | 1 | 0 | 0 | | - | 0 | 2 | 0 | 0 | | - | - | - |
| **Bicycle %** | 0% | 1.4% | 0% | 0% | | - | 0% | 0% | 0% | 0% | | - | 0% | 1.2% | 0% | 0% | | - | 0% | 0.1% | 0% | 0% | | - | - | - |

Spectrum

Turning Movement Count
Location Name: ALMA ST N & PAISLEY RD
Date: Sat, Feb 24, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

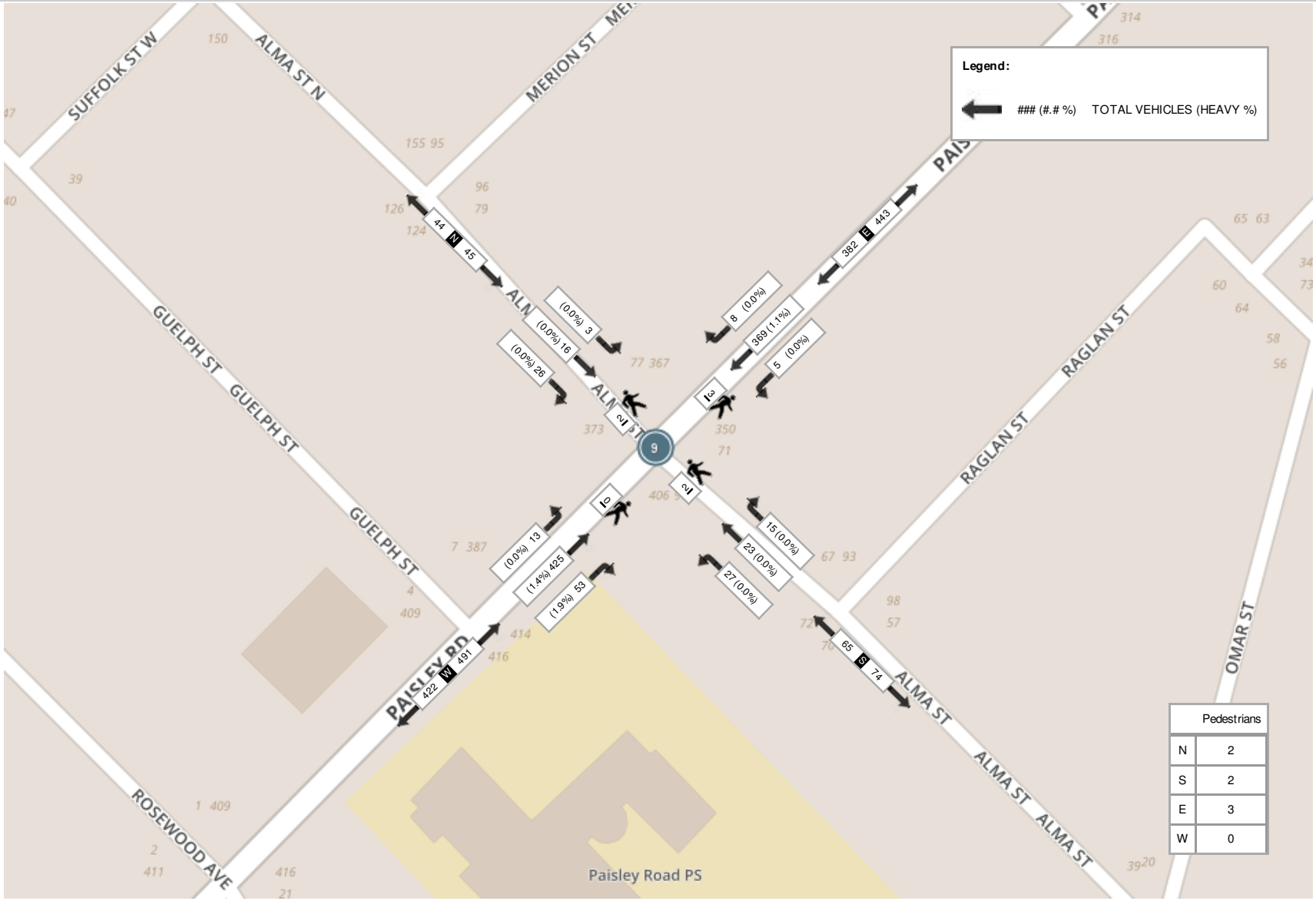
## Peak Hour: 11:45 AM - 12:45 PM Weather:

| Start Time | N Approach ALMA ST N | | | | | | E Approach PAISLEY RD | | | | | | S Approach ALMA ST N | | | | | | W Approach PAISLEY RD | | | | | | Int. Total (15 min) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | |
| 11:45:00 | 7 | 7 | 1 | 0 | 0 | 15 | 3 | 97 | 1 | 0 | 0 | 101 | 5 | 9 | 8 | 0 | 1 | 22 | 13 | 124 | 2 | 0 | 0 | 139 | 277 |
| 12:00:00 | 7 | 5 | 0 | 0 | 0 | 12 | 2 | 80 | 1 | 0 | 0 | 83 | 1 | 3 | 6 | 0 | 0 | 10 | 8 | 104 | 7 | 0 | 0 | 119 | 224 |
| 12:15:00 | 4 | 3 | 1 | 0 | 2 | 8 | 2 | 105 | 3 | 0 | 3 | 110 | 3 | 4 | 7 | 0 | 1 | 14 | 18 | 96 | 3 | 0 | 0 | 117 | 249 |
| 12:30:00 | 8 | 1 | 1 | 0 | 0 | 10 | 1 | 87 | 0 | 0 | 0 | 88 | 6 | 7 | 6 | 0 | 0 | 19 | 14 | 101 | 1 | 0 | 0 | 116 | 233 |
| **Grand Total** | 26 | 16 | 3 | 0 | 2 | 45 | 8 | 369 | 5 | 0 | 3 | 382 | 15 | 23 | 27 | 0 | 2 | 65 | 53 | 425 | 13 | 0 | 0 | 491 | **983** |
| **Approach%** | 57.8% | 35.6% | 6.7% | 0% | | - | 2.1% | 96.6% | 1.3% | 0% | | - | 23.1% | 35.4% | 41.5% | 0% | | - | 10.8% | 86.6% | 2.6% | 0% | | - | - |
| **Totals %** | 2.6% | 1.6% | 0.3% | 0% | | 4.6% | 0.8% | 37.5% | 0.5% | 0% | | 38.9% | 1.5% | 2.3% | 2.7% | 0% | | 6.6% | 5.4% | 43.2% | 1.3% | 0% | | 49.9% | - |
| **PHF** | 0.81 | 0.57 | 0.75 | 0 | | 0.75 | 0.67 | 0.88 | 0.42 | 0 | | 0.87 | 0.63 | 0.64 | 0.84 | 0 | | 0.74 | 0.74 | 0.86 | 0.46 | 0 | | 0.88 | - |
| **Heavy** | 0 | 0 | 0 | 0 | | 0 | 0 | 4 | 0 | 0 | | 4 | 0 | 0 | 0 | 0 | | 0 | 1 | 6 | 0 | 0 | | 7 | - |
| **Heavy %** | 0% | 0% | 0% | 0% | | 0% | 0% | 1.1% | 0% | 0% | | 1% | 0% | 0% | 0% | 0% | | 0% | 1.9% | 1.4% | 0% | 0% | | 1.4% | - |
| **Lights** | 26 | 16 | 3 | 0 | | 45 | 8 | 365 | 5 | 0 | | 378 | 15 | 23 | 27 | 0 | | 65 | 52 | 419 | 13 | 0 | | 484 | - |
| **Lights %** | 100% | 100% | 100% | 0% | | 100% | 100% | 98.9% | 100% | 0% | | 99% | 100% | 100% | 100% | 0% | | 100% | 98.1% | 98.6% | 100% | 0% | | 98.6% | - |
| **Single-Unit Trucks** | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 1 | 4 | 0 | 0 | | 5 | - |
| **Single-Unit Trucks %** | 0% | 0% | 0% | 0% | | 0% | 0% | 0% | 0% | 0% | | 0% | 0% | 0% | 0% | 0% | | 0% | 1.9% | 0.9% | 0% | 0% | | 1% | - |
| **Buses** | 0 | 0 | 0 | 0 | | 0 | 0 | 4 | 0 | 0 | | 4 | 0 | 0 | 0 | 0 | | 0 | 0 | 2 | 0 | 0 | | 2 | - |
| **Buses %** | 0% | 0% | 0% | 0% | | 0% | 0% | 1.1% | 0% | 0% | | 1% | 0% | 0% | 0% | 0% | | 0% | 0% | 0.5% | 0% | 0% | | 0.4% | - |
| **Articulated Trucks** | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | - |
| **Articulated Trucks %** | 0% | 0% | 0% | 0% | | 0% | 0% | 0% | 0% | 0% | | 0% | 0% | 0% | 0% | 0% | | 0% | 0% | 0% | 0% | 0% | | 0% | - |
| **Pedestrians** | - | - | - | - | 2 | - | - | - | - | - | 3 | - | - | - | - | - | 2 | - | - | - | - | - | 0 | - | - |
| **Pedestrians%** | - | - | - | - | 28.6% | | - | - | - | - | 42.9% | | - | - | - | - | 28.6% | | - | - | - | - | 0% | | - |
| **Bicycles on Road** | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 | 0 | 0 | 0 | - | - |
| **Bicycles on Road%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - |

Turning Movement Count
Location Name: ALMA ST N & PAISLEY RD
Date: Sat, Feb 24, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

**Peak Hour: 11:45 AM - 12:45 PM Weather:**




| | Pedestrians |
|---|---|
| N | 2 |
| S | 2 |
| E | 3 |
| W | 0 |

Spectrum

Turning Movement Count
Location Name: EDINBURGH RD N & PAISLEY RD
Date: Tue, Feb 13, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Turning Movement Count (8 . EDINBURGH RD N & PAISLEY RD)

| Start Time | N Approach EDINBURGH RD N | | | | | | E Approach PAISLEY RD | | | | | | S Approach EDINBURGH RD N | | | | | | W Approach PAISLEY RD | | | | | | Int. Total (15 min) | Int. Total (1 hr) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right N:W | Thru N:S | Left N:E | U-Turn N:N | Peds N: | Approach Total | Right E:N | Thru E:W | Left E:S | U-Turn E:E | Peds E: | Approach Total | Right S:E | Thru S:N | Left S:W | U-Turn S:S | Peds S: | Approach Total | Right W:S | Thru W:E | Left W:N | U-Turn W:W | Peds W: | Approach Total | | |
| 07:00:00 | 12 | 44 | 10 | 0 | 1 | 66 | 3 | 20 | 5 | 0 | 0 | 28 | 3 | 47 | 5 | 0 | 1 | 55 | 5 | 28 | 3 | 0 | 1 | 36 | 185 | |
| 07:15:00 | 16 | 39 | 11 | 0 | 0 | 66 | 13 | 31 | 3 | 0 | 1 | 47 | 3 | 39 | 2 | 0 | 3 | 44 | 17 | 34 | 6 | 0 | 1 | 57 | 214 | |
| 07:30:00 | 19 | 55 | 5 | 0 | 0 | 79 | 7 | 34 | 0 | 0 | 0 | 41 | 2 | 69 | 12 | 0 | 0 | 83 | 20 | 29 | 7 | 0 | 0 | 56 | 259 | |
| 07:45:00 | 5 | 67 | 9 | 0 | 1 | 81 | 11 | 36 | 14 | 0 | 0 | 61 | 9 | 124 | 14 | 0 | 0 | 147 | 12 | 53 | 25 | 0 | 0 | 90 | 379 | 1037 |
| 08:00:00 | 15 | 81 | 16 | 0 | 3 | 112 | 7 | 49 | 10 | 0 | 0 | 66 | 11 | 100 | 15 | 0 | 10 | 126 | 13 | 57 | 19 | 0 | 4 | 89 | 393 | 1245 |
| 08:15:00 | 16 | 99 | 12 | 0 | 5 | 127 | 18 | 52 | 12 | 0 | 3 | 82 | 21 | 116 | 17 | 0 | 3 | 154 | 18 | 78 | 16 | 0 | 11 | 112 | 475 | 1506 |
| 08:30:00 | 10 | 101 | 24 | 0 | 16 | 135 | 19 | 60 | 11 | 0 | 3 | 90 | 15 | 138 | 19 | 0 | 3 | 172 | 8 | 73 | 18 | 0 | 7 | 99 | 496 | 1743 |
| 08:45:00 | 18 | 106 | 33 | 0 | 7 | 157 | 21 | 66 | 13 | 0 | 1 | 100 | 12 | 95 | 10 | 1 | 2 | 118 | 22 | 93 | 19 | 0 | 0 | 134 | 509 | 1873 |
| 09:00:00 | 24 | 75 | 21 | 0 | 1 | 120 | 15 | 44 | 10 | 0 | 0 | 69 | 8 | 81 | 25 | 0 | 1 | 114 | 17 | 64 | 19 | 0 | 2 | 100 | 403 | 1883 |
| 09:15:00 | 9 | 61 | 12 | 0 | 1 | 82 | 15 | 31 | 6 | 0 | 0 | 52 | 5 | 84 | 12 | 0 | 2 | 101 | 16 | 43 | 12 | 0 | 5 | 71 | 306 | 1714 |
| 09:30:00 | 9 | 80 | 17 | 0 | 0 | 106 | 16 | 50 | 9 | 0 | 1 | 75 | 7 | 70 | 9 | 0 | 2 | 86 | 16 | 51 | 8 | 0 | 0 | 75 | 342 | 1560 |
| 09:45:00 | 4 | 88 | 15 | 0 | 1 | 107 | 13 | 31 | 9 | 0 | 0 | 53 | 8 | 76 | 9 | 0 | 0 | 93 | 20 | 52 | 11 | 0 | 0 | 83 | 336 | 1387 |
| 10:00:00 | 10 | 56 | 17 | 0 | 1 | 83 | 12 | 30 | 6 | 0 | 0 | 48 | 3 | 68 | 8 | 0 | 0 | 79 | 12 | 43 | 20 | 1 | 0 | 76 | 286 | 1270 |
| 10:15:00 | 11 | 82 | 20 | 0 | 0 | 113 | 13 | 38 | 14 | 0 | 1 | 65 | 10 | 103 | 12 | 0 | 2 | 125 | 17 | 55 | 9 | 0 | 2 | 81 | 384 | 1348 |
| 10:30:00 | 10 | 76 | 13 | 0 | 1 | 99 | 7 | 49 | 8 | 0 | 2 | 64 | 5 | 82 | 12 | 0 | 1 | 99 | 18 | 54 | 6 | 0 | 1 | 78 | 340 | 1346 |
| 10:45:00 | 9 | 84 | 22 | 0 | 0 | 115 | 11 | 35 | 4 | 0 | 0 | 50 | 3 | 87 | 20 | 0 | 2 | 110 | 15 | 51 | 12 | 0 | 0 | 78 | 353 | 1363 |
| 11:00:00 | 9 | 89 | 11 | 0 | 1 | 109 | 18 | 46 | 4 | 0 | 1 | 68 | 3 | 72 | 15 | 0 | 1 | 90 | 25 | 49 | 15 | 0 | 0 | 89 | 356 | 1433 |
| 11:15:00 | 11 | 92 | 16 | 0 | 1 | 119 | 23 | 47 | 9 | 0 | 0 | 79 | 7 | 74 | 22 | 0 | 1 | 103 | 18 | 35 | 2 | 0 | 2 | 55 | 356 | 1405 |
| 11:30:00 | 10 | 71 | 12 | 0 | 4 | 93 | 19 | 55 | 7 | 0 | 1 | 81 | 4 | 84 | 19 | 0 | 1 | 107 | 17 | 53 | 10 | 1 | 4 | 81 | 362 | 1427 |
| 11:45:00 | 16 | 69 | 14 | 0 | 0 | 99 | 19 | 40 | 10 | 0 | 0 | 69 | 1 | 82 | 10 | 0 | 1 | 93 | 15 | 46 | 11 | 0 | 0 | 72 | 333 | 1407 |
| 12:00:00 | 7 | 91 | 25 | 0 | 0 | 123 | 13 | 47 | 14 | 0 | 1 | 74 | 2 | 103 | 16 | 0 | 3 | 121 | 19 | 59 | 10 | 0 | 0 | 88 | 406 | 1457 |
| 12:15:00 | 8 | 91 | 18 | 0 | 2 | 117 | 12 | 55 | 4 | 0 | 1 | 71 | 8 | 91 | 19 | 0 | 0 | 118 | 20 | 61 | 15 | 0 | 0 | 96 | 402 | 1503 |
| 12:30:00 | 13 | 70 | 18 | 0 | 2 | 101 | 17 | 46 | 7 | 0 | 2 | 70 | 5 | 86 | 12 | 0 | 0 | 103 | 12 | 54 | 8 | 0 | 2 | 74 | 348 | 1489 |
| 12:45:00 | 7 | 90 | 9 | 0 | 1 | 106 | 13 | 47 | 6 | 0 | 0 | 66 | 6 | 87 | 20 | 0 | 0 | 113 | 22 | 55 | 9 | 0 | 1 | 86 | 371 | 1527 |
| 13:00:00 | 5 | 76 | 20 | 0 | 2 | 101 | 14 | 45 | 6 | 0 | 2 | 65 | 11 | 101 | 23 | 0 | 0 | 135 | 22 | 49 | 16 | 0 | 2 | 87 | 388 | 1509 |
| 13:15:00 | 11 | 85 | 9 | 0 | 1 | 105 | 19 | 45 | 4 | 0 | 2 | 68 | 10 | 87 | 12 | 0 | 1 | 109 | 14 | 47 | 15 | 0 | 1 | 76 | 358 | 1465 |
| 13:30:00 | 5 | 91 | 18 | 0 | 3 | 114 | 16 | 49 | 7 | 0 | 0 | 72 | 10 | 89 | 18 | 0 | 0 | 117 | 22 | 54 | 14 | 0 | 0 | 90 | 393 | 1510 |
| 13:45:00 | 9 | 90 | 16 | 0 | 2 | 115 | 16 | 48 | 12 | 0 | 1 | 76 | 7 | 97 | 17 | 0 | 0 | 121 | 21 | 58 | 13 | 0 | 1 | 92 | 404 | 1543 |
| 14:00:00 | 14 | 103 | 17 | 0 | 3 | 134 | 10 | 60 | 10 | 0 | 0 | 80 | 5 | 95 | 13 | 0 | 0 | 113 | 17 | 56 | 18 | 0 | 2 | 91 | 418 | 1573 |
| 14:15:00 | 16 | 82 | 7 | 0 | 0 | 105 | 14 | 35 | 10 | 0 | 1 | 59 | 3 | 81 | 19 | 0 | 2 | 103 | 23 | 49 | 17 | 0 | 0 | 89 | 356 | 1571 |
| 14:30:00 | 15 | 96 | 14 | 0 | 5 | 125 | 15 | 44 | 10 | 0 | 0 | 69 | 6 | 111 | 17 | 0 | 0 | 134 | 13 | 55 | 14 | 0 | 4 | 82 | 410 | 1588 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14:45:00 | 16 | 87 | 23 | 0 | 1 | 126 | 12 | 54 | 6 | 0 | 0 | 72 | 9 | 132 | 22 | 0 | 4 | 163 | 22 | 60 | 18 | 0 | 1 | 100 | 461 | 1645 |
| 15:00:00 | 21 | 119 | 18 | 0 | 4 | 158 | 9 | 55 | 9 | 0 | 1 | 73 | 8 | 112 | 20 | 0 | 1 | 140 | 19 | 50 | 16 | 0 | 4 | 85 | 456 | 1683 |
| 15:15:00 | 15 | 145 | 20 | 0 | 28 | 180 | 23 | 66 | 12 | 0 | 9 | 101 | 18 | 123 | 23 | 0 | 8 | 164 | 15 | 64 | 16 | 0 | 10 | 95 | 540 | 1867 |
| 15:30:00 | 7 | 122 | 21 | 0 | 2 | 150 | 20 | 73 | 14 | 0 | 7 | 107 | 14 | 90 | 15 | 0 | 4 | 119 | 25 | 73 | 23 | 0 | 1 | 121 | 497 | 1954 |
| 15:45:00 | 10 | 139 | 24 | 0 | 3 | 173 | 18 | 53 | 10 | 0 | 1 | 81 | 10 | 130 | 17 | 0 | 3 | 157 | 18 | 71 | 16 | 0 | 0 | 105 | 516 | 2009 |
| 16:00:00 | 15 | 134 | 21 | 0 | 1 | 170 | 7 | 78 | 14 | 0 | 2 | 99 | 3 | 112 | 13 | 0 | 0 | 128 | 14 | 62 | 16 | 0 | 1 | 92 | 489 | 2042 |
| 16:15:00 | 21 | 117 | 21 | 0 | 3 | 159 | 7 | 83 | 6 | 0 | 1 | 96 | 11 | 137 | 19 | 0 | 0 | 167 | 26 | 63 | 18 | 0 | 5 | 107 | 529 | 2031 |
| 16:30:00 | 16 | 126 | 14 | 0 | 4 | 156 | 10 | 79 | 11 | 0 | 0 | 100 | 9 | 125 | 28 | 0 | 0 | 162 | 25 | 65 | 18 | 0 | 1 | 108 | 526 | 2060 |
| 16:45:00 | 24 | 119 | 19 | 0 | 4 | 162 | 9 | 77 | 12 | 0 | 1 | 98 | 15 | 128 | 28 | 0 | 1 | 171 | 28 | 73 | 12 | 0 | 4 | 113 | 544 | 2088 |
| 17:00:00 | 16 | 116 | 29 | 0 | 3 | 161 | 13 | 93 | 12 | 0 | 2 | 118 | 9 | 126 | 27 | 0 | 6 | 162 | 30 | 64 | 19 | 0 | 2 | 113 | 554 | 2153 |
| 17:15:00 | 17 | 136 | 30 | 0 | 2 | 183 | 14 | 99 | 13 | 0 | 1 | 126 | 13 | 125 | 27 | 0 | 1 | 165 | 23 | 87 | 21 | 0 | 1 | 131 | 605 | 2229 |
| 17:30:00 | 28 | 129 | 18 | 0 | 4 | 175 | 8 | 76 | 18 | 0 | 1 | 102 | 14 | 114 | 19 | 0 | 1 | 147 | 30 | 63 | 20 | 0 | 1 | 113 | 537 | 2240 |
| 17:45:00 | 11 | 102 | 15 | 0 | 0 | 128 | 9 | 59 | 14 | 0 | 0 | 82 | 9 | 116 | 31 | 0 | 1 | 156 | 22 | 65 | 29 | 0 | 0 | 116 | 482 | 2178 |
| **Grand Total** | 570 | 4071 | 754 | 0 | 124 | 5395 | 598 | 2310 | 405 | 0 | 50 | 3313 | 355 | 4289 | 742 | 1 | 72 | 5387 | 823 | 2498 | 639 | 2 | 84 | 3962 | **18057** | - |
| **Approach%** | 10.6% | 75.5% | 14% | 0% | | - | 18.1% | 69.7% | 12.2% | 0% | | - | 6.6% | 79.6% | 13.8% | 0% | | - | 20.8% | 63% | 16.1% | 0.1% | | - | - | - |
| **Totals %** | 3.2% | 22.5% | 4.2% | 0% | | 29.9% | 3.3% | 12.8% | 2.2% | 0% | | 18.3% | 2% | 23.8% | 4.1% | 0% | | 29.8% | 4.6% | 13.8% | 3.5% | 0% | | 21.9% | - | - |
| **Heavy** | 18 | 56 | 61 | 0 | | - | 11 | 57 | 13 | 0 | | - | 7 | 47 | 18 | 0 | | - | 15 | 63 | 13 | 1 | | - | - | - |
| **Heavy %** | 3.2% | 1.4% | 8.1% | 0% | | - | 1.8% | 2.5% | 3.2% | 0% | | - | 2% | 1.1% | 2.4% | 0% | | - | 1.8% | 2.5% | 2% | 50% | | - | - | - |
| **Bicycles** | 0 | 2 | 0 | 0 | | - | 1 | 1 | 0 | 0 | | - | 0 | 2 | 0 | 0 | | - | 0 | 0 | 0 | 0 | | - | - | - |
| **Bicycle %** | 0% | 0% | 0% | 0% | | - | 0.2% | 0% | 0% | 0% | | - | 0% | 0% | 0% | 0% | | - | 0% | 0% | 0% | 0% | | - | - | - |

Spectrum

Turning Movement Count
Location Name: EDINBURGH RD N & PAISLEY RD
Date: Tue, Feb 13, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Peak Hour: 04:45 PM - 05:45 PM Weather: Mostly Cloudy (-11.2 °C)

| Start Time | N Approach EDINBURGH RD N | | | | | | E Approach PAISLEY RD | | | | | | S Approach EDINBURGH RD N | | | | | | W Approach PAISLEY RD | | | | | | Int. Total (15 min) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | |
| 16:45:00 | 24 | 119 | 19 | 0 | 4 | 162 | 9 | 77 | 12 | 0 | 1 | 98 | 15 | 128 | 28 | 0 | 1 | 171 | 28 | 73 | 12 | 0 | 4 | 113 | 544 |
| 17:00:00 | 16 | 116 | 29 | 0 | 3 | 161 | 13 | 93 | 12 | 0 | 2 | 118 | 9 | 126 | 27 | 0 | 6 | 162 | 30 | 64 | 19 | 0 | 2 | 113 | 554 |
| 17:15:00 | 17 | 136 | 30 | 0 | 2 | 183 | 14 | 99 | 13 | 0 | 1 | 126 | 13 | 125 | 27 | 0 | 1 | 165 | 23 | 87 | 21 | 0 | 1 | 131 | 605 |
| 17:30:00 | 28 | 129 | 18 | 0 | 4 | 175 | 8 | 76 | 18 | 0 | 1 | 102 | 14 | 114 | 19 | 0 | 1 | 147 | 30 | 63 | 20 | 0 | 1 | 113 | 537 |
| **Grand Total** | 85 | 500 | 96 | 0 | 13 | 681 | 44 | 345 | 55 | 0 | 5 | 444 | 51 | 493 | 101 | 0 | 9 | 645 | 111 | 287 | 72 | 0 | 8 | 470 | **2240** |
| **Approach%** | 12.5% | 73.4% | 14.1% | 0% | | - | 9.9% | 77.7% | 12.4% | 0% | | - | 7.9% | 76.4% | 15.7% | 0% | | - | 23.6% | 61.1% | 15.3% | 0% | | - | - |
| **Totals %** | 3.8% | 22.3% | 4.3% | 0% | | 30.4% | 2% | 15.4% | 2.5% | 0% | | 19.8% | 2.3% | 22% | 4.5% | 0% | | 28.8% | 5% | 12.8% | 3.2% | 0% | | 21% | - |
| **PHF** | 0.76 | 0.92 | 0.8 | 0 | | 0.93 | 0.79 | 0.87 | 0.76 | 0 | | 0.88 | 0.85 | 0.96 | 0.9 | 0 | | 0.94 | 0.93 | 0.82 | 0.86 | 0 | | 0.9 | - |
| **Heavy** | 1 | 0 | 4 | 0 | | 5 | 0 | 4 | 0 | 0 | | 4 | 1 | 2 | 0 | 0 | | 3 | 0 | 3 | 0 | 0 | | 3 | - |
| **Heavy %** | 1.2% | 0% | 4.2% | 0% | | 0.7% | 0% | 1.2% | 0% | 0% | | 0.9% | 2% | 0.4% | 0% | 0% | | 0.5% | 0% | 1% | 0% | 0% | | 0.6% | - |
| **Lights** | 84 | 500 | 92 | 0 | | 676 | 44 | 341 | 55 | 0 | | 440 | 50 | 491 | 101 | 0 | | 642 | 111 | 284 | 72 | 0 | | 467 | - |
| **Lights %** | 98.8% | 100% | 95.8% | 0% | | 99.3% | 100% | 98.8% | 100% | 0% | | 99.1% | 98% | 99.6% | 100% | 0% | | 99.5% | 100% | 99% | 100% | 0% | | 99.4% | - |
| **Single-Unit Trucks** | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 1 | 2 | 0 | 0 | | 3 | 0 | 0 | 0 | 0 | | 0 | - |
| **Single-Unit Trucks %** | 0% | 0% | 0% | 0% | | 0% | 0% | 0% | 0% | 0% | | 0% | 2% | 0.4% | 0% | 0% | | 0.5% | 0% | 0% | 0% | 0% | | 0% | - |
| **Buses** | 0 | 0 | 4 | 0 | | 4 | 0 | 4 | 0 | 0 | | 4 | 0 | 0 | 0 | 0 | | 0 | 0 | 3 | 0 | 0 | | 3 | - |
| **Buses %** | 0% | 0% | 4.2% | 0% | | 0.6% | 0% | 1.2% | 0% | 0% | | 0.9% | 0% | 0% | 0% | 0% | | 0% | 0% | 1% | 0% | 0% | | 0.6% | - |
| **Articulated Trucks** | 1 | 0 | 0 | 0 | | 1 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | - |
| **Articulated Trucks %** | 1.2% | 0% | 0% | 0% | | 0.1% | 0% | 0% | 0% | 0% | | 0% | 0% | 0% | 0% | 0% | | 0% | 0% | 0% | 0% | 0% | | 0% | - |
| **Pedestrians** | - | - | - | - | 13 | - | - | - | - | - | 5 | - | - | - | - | - | 9 | - | - | - | - | - | 8 | - | - |
| **Pedestrians%** | - | - | - | - | 37.1% | | - | - | - | - | 14.3% | | - | - | - | - | 25.7% | | - | - | - | - | 22.9% | | - |
| **Bicycles on Crosswalk** | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| **Bicycles on Crosswalk%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - |
| **Bicycles on Road** | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | - |
| **Bicycles on Road%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - |

Spectrum

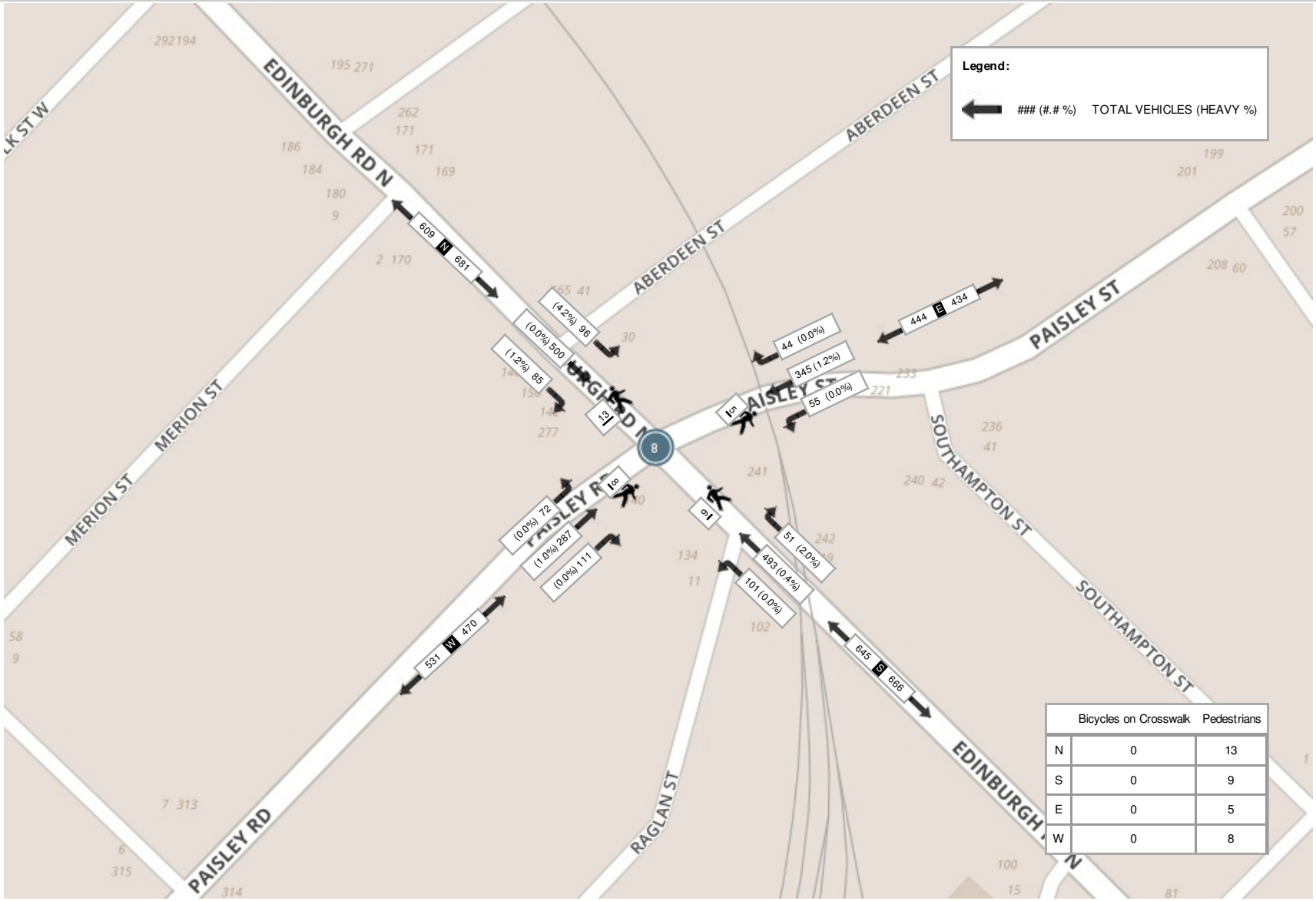
Turning Movement Count
Location Name: EDINBURGH RD N & PAISLEY RD
Date: Tue, Feb 13, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Selected Hour: 08:15 AM - 09:15 AM Weather:

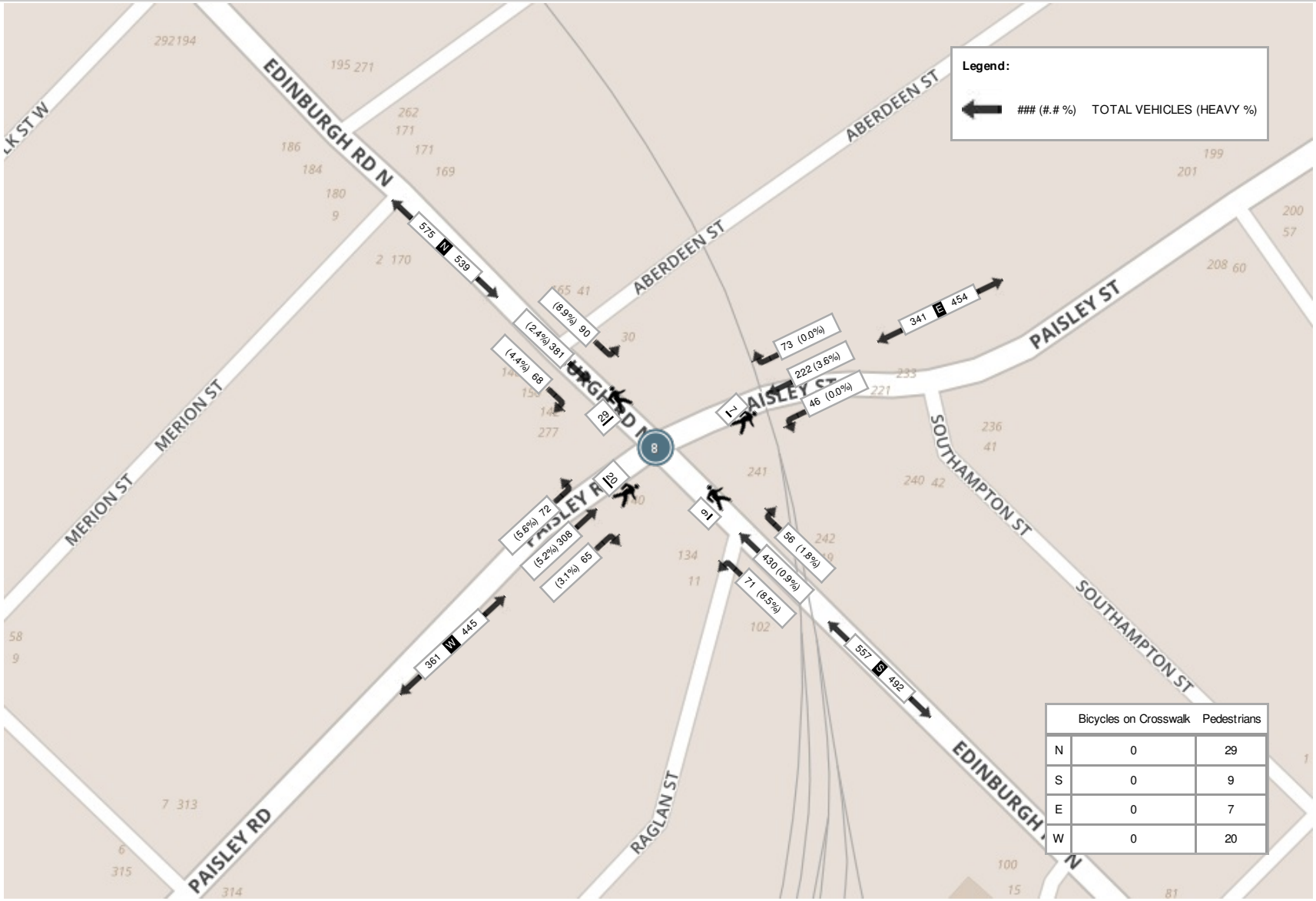
| Start Time | N Approach EDINBURGH RD N | | | | | | E Approach PAISLEY RD | | | | | | S Approach EDINBURGH RD N | | | | | | W Approach PAISLEY RD | | | | | | Int. Total (15 min) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | |
| 08:15:00 | 16 | 99 | 12 | 0 | 5 | 127 | 18 | 52 | 12 | 0 | 3 | 82 | 21 | 116 | 17 | 0 | 3 | 154 | 18 | 78 | 16 | 0 | 11 | 112 | 475 |
| 08:30:00 | 10 | 101 | 24 | 0 | 16 | 135 | 19 | 60 | 11 | 0 | 3 | 90 | 15 | 138 | 19 | 0 | 3 | 172 | 8 | 73 | 18 | 0 | 7 | 99 | 496 |
| 08:45:00 | 18 | 106 | 33 | 0 | 7 | 157 | 21 | 66 | 13 | 0 | 1 | 100 | 12 | 95 | 10 | 1 | 2 | 118 | 22 | 93 | 19 | 0 | 0 | 134 | 509 |
| 09:00:00 | 24 | 75 | 21 | 0 | 1 | 120 | 15 | 44 | 10 | 0 | 0 | 69 | 8 | 81 | 25 | 0 | 1 | 114 | 17 | 64 | 19 | 0 | 2 | 100 | 403 |
| **Grand Total** | 68 | 381 | 90 | 0 | 29 | 539 | 73 | 222 | 46 | 0 | 7 | 341 | 56 | 430 | 71 | 1 | 9 | 558 | 65 | 308 | 72 | 0 | 20 | 445 | **1883** |
| **Approach%** | 12.6% | 70.7% | 16.7% | 0% | | - | 21.4% | 65.1% | 13.5% | 0% | | - | 10% | 77.1% | 12.7% | 0.2% | | - | 14.6% | 69.2% | 16.2% | 0% | | - | - |
| **Totals %** | 3.6% | 20.2% | 4.8% | 0% | | 28.6% | 3.9% | 11.8% | 2.4% | 0% | | 18.1% | 3% | 22.8% | 3.8% | 0.1% | | 29.6% | 3.5% | 16.4% | 3.8% | 0% | | 23.6% | - |
| **PHF** | 0.71 | 0.9 | 0.68 | 0 | | 0.86 | 0.87 | 0.84 | 0.88 | 0 | | 0.85 | 0.67 | 0.78 | 0.71 | 0.25 | | 0.81 | 0.74 | 0.83 | 0.95 | 0 | | 0.83 | - |
| **Heavy** | 3 | 9 | 8 | 0 | | 20 | 0 | 8 | 0 | 0 | | 8 | 1 | 4 | 6 | 0 | | 11 | 2 | 16 | 4 | 0 | | 22 | - |
| **Heavy %** | 4.4% | 2.4% | 8.9% | 0% | | 3.7% | 0% | 3.6% | 0% | 0% | | 2.3% | 1.8% | 0.9% | 8.5% | 0% | | 2% | 3.1% | 5.2% | 5.6% | 0% | | 4.9% | - |
| **Lights** | 65 | 372 | 82 | 0 | | 519 | 73 | 214 | 46 | 0 | | 333 | 55 | 426 | 65 | 1 | | 547 | 63 | 292 | 68 | 0 | | 423 | - |
| **Lights %** | 95.6% | 97.6% | 91.1% | 0% | | 96.3% | 100% | 96.4% | 100% | 0% | | 97.7% | 98.2% | 99.1% | 91.5% | 100% | | 98% | 96.9% | 94.8% | 94.4% | 0% | | 95.1% | - |
| **Single-Unit Trucks** | 1 | 5 | 1 | 0 | | 7 | 0 | 0 | 0 | 0 | | 0 | 1 | 1 | 1 | 0 | | 3 | 0 | 2 | 0 | 0 | | 2 | - |
| **Single-Unit Trucks %** | 1.5% | 1.3% | 1.1% | 0% | | 1.3% | 0% | 0% | 0% | 0% | | 0% | 1.8% | 0.2% | 1.4% | 0% | | 0.5% | 0% | 0.6% | 0% | 0% | | 0.4% | - |
| **Buses** | 2 | 3 | 7 | 0 | | 12 | 0 | 8 | 0 | 0 | | 8 | 0 | 2 | 5 | 0 | | 7 | 2 | 14 | 4 | 0 | | 20 | - |
| **Buses %** | 2.9% | 0.8% | 7.8% | 0% | | 2.2% | 0% | 3.6% | 0% | 0% | | 2.3% | 0% | 0.5% | 7% | 0% | | 1.3% | 3.1% | 4.5% | 5.6% | 0% | | 4.5% | - |
| **Articulated Trucks** | 0 | 1 | 0 | 0 | | 1 | 0 | 0 | 0 | 0 | | 0 | 0 | 1 | 0 | 0 | | 1 | 0 | 0 | 0 | 0 | | 0 | - |
| **Articulated Trucks %** | 0% | 0.3% | 0% | 0% | | 0.2% | 0% | 0% | 0% | 0% | | 0% | 0% | 0.2% | 0% | 0% | | 0.2% | 0% | 0% | 0% | 0% | | 0% | - |
| **Pedestrians** | - | - | - | - | 29 | - | - | - | - | - | 7 | - | - | - | - | - | 9 | - | - | - | - | - | 20 | - | - |
| **Pedestrians%** | - | - | - | - | 44.6% | | - | - | - | - | 10.8% | | - | - | - | - | 13.8% | | - | - | - | - | 30.8% | | - |
| **Bicycles on Crosswalk** | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| **Bicycles on Crosswalk%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - |
| **Bicycles on Road** | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | - |
| **Bicycles on Road%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - |

**Peak Hour: 04:45 PM - 05:45 PM Weather: Mostly Cloudy (-11.2 °C)**




| | Bicycles on Crosswalk | Pedestrians |
|---|---|---|
| N | 0 | 13 |
| S | 0 | 9 |
| E | 0 | 5 |
| W | 0 | 8 |

**Selected Hour: 08:15 AM - 09:15 AM Weather:**




| | Bicycles on Crosswalk | Pedestrians |
|---|---|---|
| N | 0 | 29 |
| S | 0 | 9 |
| E | 0 | 7 |
| W | 0 | 20 |

Spectrum

Turning Movement Count
Location Name: EDINBURGH RD N & PAISLEY RD
Date: Sat, Feb 24, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Turning Movement Count (8 . EDINBURGH RD N & PAISLEY RD)

| Start Time | N Approach EDINBURGH RD N | | | | | | E Approach PAISLEY RD | | | | | | S Approach EDINBURGH RD N | | | | | | W Approach PAISLEY RD | | | | | | Int. Total (15 min) | Int. Total (1 hr) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right N:W | Thru N:S | Left N:E | U-Turn N:N | Peds N: | Approach Total | Right E:N | Thru E:W | Left E:S | U-Turn E:E | Peds E: | Approach Total | Right S:E | Thru S:N | Left S:W | U-Turn S:S | Peds S: | Approach Total | Right W:S | Thru W:E | Left W:N | U-Turn W:W | Peds W: | Approach Total | | |
| 11:00:00 | 17 | 117 | 16 | 0 | 2 | 150 | 13 | 58 | 9 | 0 | 2 | 80 | 7 | 98 | 14 | 0 | 0 | 119 | 22 | 59 | 30 | 0 | 0 | 111 | 460 | |
| 11:15:00 | 19 | 85 | 15 | 0 | 2 | 119 | 6 | 54 | 3 | 0 | 6 | 63 | 7 | 83 | 16 | 0 | 0 | 106 | 18 | 58 | 17 | 0 | 0 | 93 | 381 | |
| 11:30:00 | 16 | 75 | 18 | 0 | 1 | 109 | 13 | 61 | 8 | 0 | 3 | 82 | 9 | 88 | 21 | 0 | 0 | 118 | 21 | 58 | 14 | 0 | 0 | 93 | 402 | |
| 11:45:00 | 14 | 89 | 11 | 0 | 1 | 114 | 9 | 70 | 7 | 0 | 4 | 86 | 7 | 101 | 18 | 0 | 0 | 126 | 29 | 81 | 12 | 0 | 0 | 122 | 448 | 1691 |
| 12:00:00 | 18 | 120 | 20 | 0 | 3 | 158 | 11 | 48 | 10 | 0 | 4 | 69 | 3 | 87 | 15 | 0 | 2 | 105 | 29 | 69 | 18 | 0 | 1 | 116 | 448 | 1679 |
| 12:15:00 | 20 | 87 | 12 | 0 | 3 | 119 | 13 | 64 | 4 | 0 | 1 | 81 | 3 | 104 | 18 | 0 | 2 | 125 | 22 | 58 | 17 | 0 | 0 | 97 | 422 | 1720 |
| 12:30:00 | 14 | 74 | 13 | 0 | 0 | 101 | 10 | 61 | 11 | 0 | 0 | 82 | 18 | 94 | 19 | 0 | 2 | 131 | 30 | 71 | 15 | 0 | 2 | 116 | 430 | 1748 |
| 12:45:00 | 15 | 73 | 20 | 0 | 1 | 108 | 19 | 56 | 10 | 0 | 1 | 85 | 1 | 117 | 24 | 0 | 4 | 142 | 27 | 60 | 11 | 0 | 0 | 98 | 433 | 1733 |
| 13:00:00 | 16 | 96 | 22 | 0 | 1 | 134 | 17 | 57 | 11 | 0 | 5 | 85 | 12 | 84 | 17 | 0 | 2 | 113 | 29 | 68 | 13 | 0 | 2 | 110 | 442 | 1727 |
| 13:15:00 | 13 | 69 | 9 | 1 | 0 | 92 | 15 | 57 | 5 | 0 | 1 | 77 | 4 | 61 | 15 | 0 | 2 | 80 | 26 | 56 | 25 | 0 | 0 | 107 | 356 | 1661 |
| 13:30:00 | 22 | 107 | 17 | 0 | 1 | 146 | 9 | 57 | 9 | 0 | 6 | 75 | 6 | 104 | 24 | 0 | 4 | 134 | 31 | 67 | 21 | 0 | 0 | 119 | 474 | 1705 |
| 13:45:00 | 22 | 88 | 14 | 0 | 5 | 124 | 18 | 48 | 10 | 0 | 1 | 76 | 8 | 111 | 29 | 0 | 0 | 148 | 18 | 58 | 16 | 0 | 0 | 92 | 440 | 1712 |
| 14:00:00 | 8 | 90 | 14 | 0 | 7 | 112 | 9 | 56 | 7 | 0 | 1 | 72 | 9 | 105 | 25 | 0 | 2 | 139 | 19 | 64 | 24 | 0 | 1 | 107 | 430 | 1700 |
| 14:15:00 | 9 | 96 | 7 | 0 | 2 | 112 | 21 | 62 | 7 | 0 | 1 | 90 | 4 | 87 | 23 | 0 | 1 | 114 | 19 | 62 | 16 | 0 | 0 | 97 | 413 | 1757 |
| 14:30:00 | 25 | 91 | 12 | 0 | 0 | 128 | 14 | 65 | 11 | 0 | 3 | 90 | 2 | 101 | 17 | 0 | 1 | 120 | 17 | 62 | 4 | 0 | 1 | 83 | 421 | 1704 |
| 14:45:00 | 14 | 87 | 16 | 0 | 1 | 117 | 15 | 68 | 13 | 0 | 4 | 96 | 9 | 107 | 20 | 0 | 4 | 136 | 25 | 87 | 17 | 0 | 1 | 129 | 478 | 1742 |
| **Grand Total** | 262 | 1444 | 236 | 1 | 30 | 1943 | 212 | 942 | 135 | 0 | 43 | 1289 | 109 | 1532 | 315 | 0 | 26 | 1956 | 382 | 1038 | 270 | 0 | 8 | 1690 | **6878** | - |
| **Approach%** | 13.5% | 74.3% | 12.1% | 0.1% | | - | 16.4% | 73.1% | 10.5% | 0% | | - | 5.6% | 78.3% | 16.1% | 0% | | - | 22.6% | 61.4% | 16% | 0% | | - | - | - |
| **Totals %** | 3.8% | 21% | 3.4% | 0% | | 28.2% | 3.1% | 13.7% | 2% | 0% | | 18.7% | 1.6% | 22.3% | 4.6% | 0% | | 28.4% | 5.6% | 15.1% | 3.9% | 0% | | 24.6% | - | - |
| **Heavy** | 0 | 4 | 18 | 0 | | - | 2 | 14 | 0 | 0 | | - | 0 | 8 | 1 | 0 | | - | 3 | 12 | 1 | 0 | | - | - | - |
| **Heavy %** | 0% | 0.3% | 7.6% | 0% | | - | 0.9% | 1.5% | 0% | 0% | | - | 0% | 0.5% | 0.3% | 0% | | - | 0.8% | 1.2% | 0.4% | 0% | | - | - | - |
| **Bicycles** | 0 | 1 | 1 | 0 | | - | 0 | 0 | 1 | 0 | | - | 0 | 1 | 0 | 0 | | - | 1 | 1 | 0 | 0 | | - | - | - |
| **Bicycle %** | 0% | 0.1% | 0.4% | 0% | | - | 0% | 0% | 0.7% | 0% | | - | 0% | 0.1% | 0% | 0% | | - | 0.3% | 0.1% | 0% | 0% | | - | - | - |

Spectrum

Turning Movement Count
Location Name: EDINBURGH RD N & PAISLEY RD
Date: Sat, Feb 24, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Peak Hour: 01:30 PM - 02:30 PM Weather:

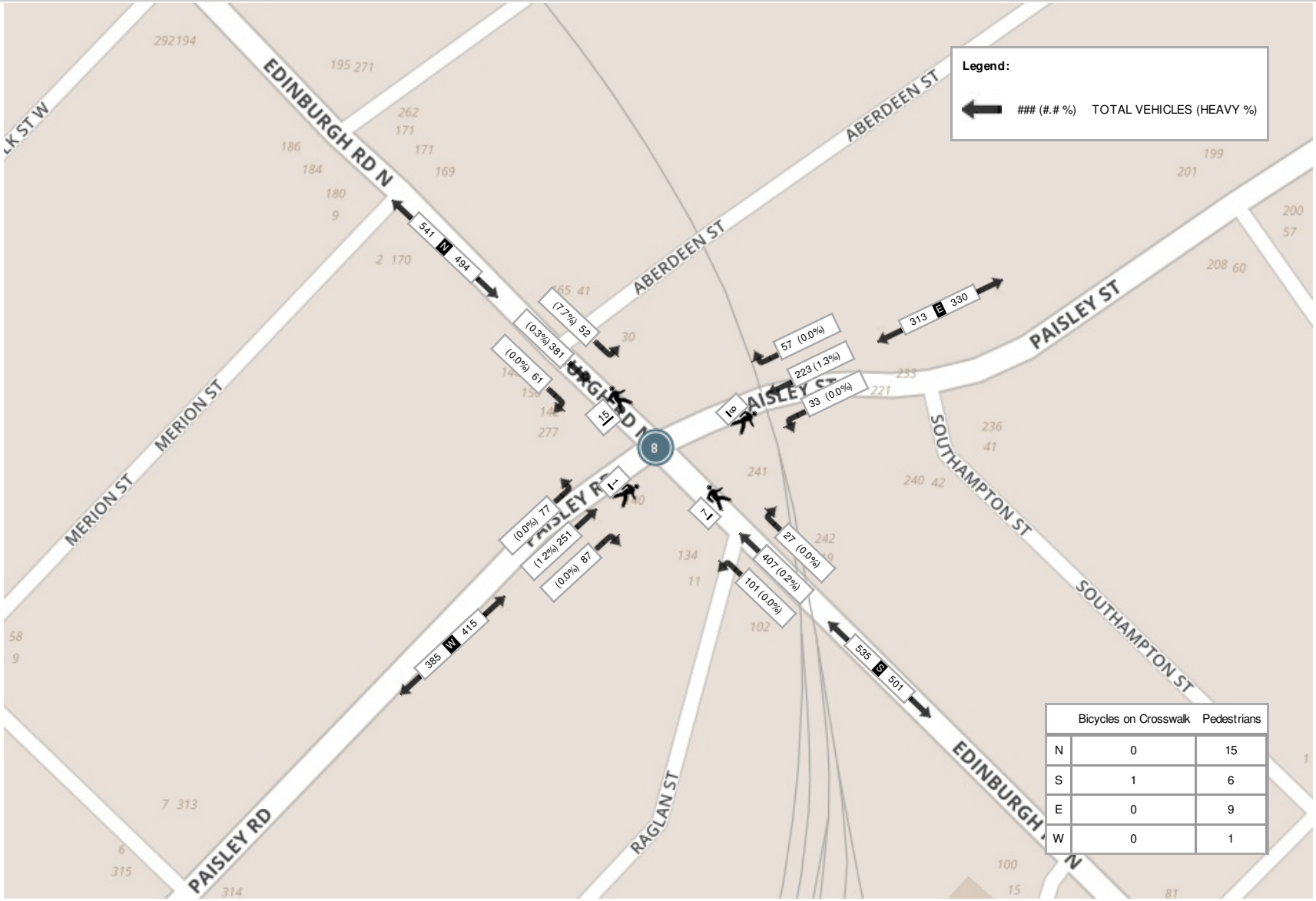
| Start Time | N Approach EDINBURGH RD N | | | | | | E Approach PAISLEY RD | | | | | | S Approach EDINBURGH RD N | | | | | | W Approach PAISLEY RD | | | | | | Int. Total (15 min) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | |
| 13:30:00 | 22 | 107 | 17 | 0 | 1 | 146 | 9 | 57 | 9 | 0 | 6 | 75 | 6 | 104 | 24 | 0 | 4 | 134 | 31 | 67 | 21 | 0 | 0 | 119 | 474 |
| 13:45:00 | 22 | 88 | 14 | 0 | 5 | 124 | 18 | 48 | 10 | 0 | 1 | 76 | 8 | 111 | 29 | 0 | 0 | 148 | 18 | 58 | 16 | 0 | 0 | 92 | 440 |
| 14:00:00 | 8 | 90 | 14 | 0 | 7 | 112 | 9 | 56 | 7 | 0 | 1 | 72 | 9 | 105 | 25 | 0 | 2 | 139 | 19 | 64 | 24 | 0 | 1 | 107 | 430 |
| 14:15:00 | 9 | 96 | 7 | 0 | 2 | 112 | 21 | 62 | 7 | 0 | 1 | 90 | 4 | 87 | 23 | 0 | 1 | 114 | 19 | 62 | 16 | 0 | 0 | 97 | 413 |
| **Grand Total** | 61 | 381 | 52 | 0 | 15 | 494 | 57 | 223 | 33 | 0 | 9 | 313 | 27 | 407 | 101 | 0 | 7 | 535 | 87 | 251 | 77 | 0 | 1 | 415 | **1757** |
| **Approach%** | 12.3% | 77.1% | 10.5% | 0% | | - | 18.2% | 71.2% | 10.5% | 0% | | - | 5% | 76.1% | 18.9% | 0% | | - | 21% | 60.5% | 18.6% | 0% | | - | - |
| **Totals %** | 3.5% | 21.7% | 3% | 0% | | 28.1% | 3.2% | 12.7% | 1.9% | 0% | | 17.8% | 1.5% | 23.2% | 5.7% | 0% | | 30.4% | 5% | 14.3% | 4.4% | 0% | | 23.6% | - |
| **PHF** | 0.69 | 0.89 | 0.76 | 0 | | 0.85 | 0.68 | 0.9 | 0.83 | 0 | | 0.87 | 0.75 | 0.92 | 0.87 | 0 | | 0.9 | 0.7 | 0.94 | 0.8 | 0 | | 0.87 | - |
| **Heavy** | 0 | 1 | 4 | 0 | | 5 | 0 | 3 | 0 | 0 | | 3 | 0 | 1 | 0 | 0 | | 1 | 0 | 3 | 0 | 0 | | 3 | - |
| **Heavy %** | 0% | 0.3% | 7.7% | 0% | | 1% | 0% | 1.3% | 0% | 0% | | 1% | 0% | 0.2% | 0% | 0% | | 0.2% | 0% | 1.2% | 0% | 0% | | 0.7% | - |
| **Lights** | 61 | 380 | 48 | 0 | | 489 | 57 | 220 | 33 | 0 | | 310 | 27 | 406 | 101 | 0 | | 534 | 87 | 248 | 77 | 0 | | 412 | - |
| **Lights %** | 100% | 99.7% | 92.3% | 0% | | 99% | 100% | 98.7% | 100% | 0% | | 99% | 100% | 99.8% | 100% | 0% | | 99.8% | 100% | 98.8% | 100% | 0% | | 99.3% | - |
| **Single-Unit Trucks** | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 1 | 0 | 0 | | 1 | 0 | 1 | 0 | 0 | | 1 | - |
| **Single-Unit Trucks %** | 0% | 0% | 0% | 0% | | 0% | 0% | 0% | 0% | 0% | | 0% | 0% | 0.2% | 0% | 0% | | 0.2% | 0% | 0.4% | 0% | 0% | | 0.2% | - |
| **Buses** | 0 | 1 | 4 | 0 | | 5 | 0 | 3 | 0 | 0 | | 3 | 0 | 0 | 0 | 0 | | 0 | 0 | 2 | 0 | 0 | | 2 | - |
| **Buses %** | 0% | 0.3% | 7.7% | 0% | | 1% | 0% | 1.3% | 0% | 0% | | 1% | 0% | 0% | 0% | 0% | | 0% | 0% | 0.8% | 0% | 0% | | 0.5% | - |
| **Pedestrians** | - | - | - | - | 15 | - | - | - | - | - | 9 | - | - | - | - | - | 6 | - | - | - | - | - | 1 | - | - |
| **Pedestrians%** | - | - | - | - | 46.9% | | - | - | - | - | 28.1% | | - | - | - | - | 18.8% | | - | - | - | - | 3.1% | | - |
| **Bicycles on Crosswalk** | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 1 | - | - | - | - | - | 0 | - | - |
| **Bicycles on Crosswalk%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 3.1% | | - | - | - | - | 0% | | - |
| **Bicycles on Road** | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | - |
| **Bicycles on Road%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - |

Spectrum

Turning Movement Count
Location Name: EDINBURGH RD N & PAISLEY RD
Date: Sat, Feb 24, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

**Peak Hour: 01:30 PM - 02:30 PM Weather:**




| | Bicycles on Crosswalk | Pedestrians |
|---|---|---|
| N | 0 | 15 |
| S | 1 | 6 |
| E | 0 | 9 |
| W | 0 | 1 |

Spectrum

Turning Movement Count
Location Name: HWY 6 / HANLON PARKWAY & PAISLEY RD
Date: Tue, Feb 13, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Turning Movement Count (5 . HWY 6 / HANLON PARKWAY & PAISLEY RD)

| Start Time | N Approach HWY 6 / HANLON PARKWAY | | | | | | E Approach PAISLEY RD | | | | | | S Approach HWY 6 / HANLON PARKWAY | | | | | | W Approach PAISLEY RD | | | | | | Int. Total (15 min) | Int. Total (1 hr) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right N:W | Thru N:S | Left N:E | U-Turn N:N | Peds N: | Approach Total | Right E:N | Thru E:W | Left E:S | U-Turn E:E | Peds E: | Approach Total | Right S:E | Thru S:N | Left S:W | U-Turn S:S | Peds S: | Approach Total | Right W:S | Thru W:E | Left W:N | U-Turn W:W | Peds W: | Approach Total | | |
| 07:00:00 | 11 | 153 | 3 | 0 | 0 | 167 | 4 | 33 | 52 | 0 | 0 | 89 | 27 | 159 | 26 | 0 | 0 | 212 | 47 | 13 | 15 | 0 | 0 | 75 | 543 | |
| 07:15:00 | 15 | 209 | 4 | 0 | 0 | 228 | 8 | 40 | 39 | 0 | 0 | 87 | 23 | 217 | 18 | 0 | 0 | 258 | 47 | 30 | 22 | 0 | 0 | 99 | 672 | |
| 07:30:00 | 14 | 203 | 1 | 0 | 0 | 218 | 4 | 41 | 50 | 0 | 0 | 95 | 29 | 288 | 36 | 0 | 0 | 353 | 88 | 53 | 26 | 0 | 0 | 167 | 833 | |
| 07:45:00 | 7 | 203 | 6 | 0 | 0 | 216 | 2 | 47 | 39 | 0 | 0 | 88 | 55 | 311 | 36 | 0 | 0 | 402 | 66 | 69 | 33 | 0 | 0 | 168 | 874 | 2922 |
| 08:00:00 | 12 | 246 | 8 | 0 | 0 | 266 | 4 | 40 | 51 | 0 | 0 | 95 | 37 | 296 | 33 | 0 | 0 | 366 | 84 | 58 | 16 | 1 | 0 | 159 | 886 | 3265 |
| 08:15:00 | 8 | 230 | 5 | 0 | 0 | 243 | 10 | 48 | 34 | 0 | 0 | 92 | 35 | 311 | 47 | 1 | 0 | 394 | 80 | 87 | 21 | 0 | 0 | 188 | 917 | 3510 |
| 08:30:00 | 16 | 215 | 5 | 0 | 0 | 236 | 8 | 51 | 39 | 0 | 0 | 98 | 61 | 272 | 40 | 0 | 0 | 373 | 84 | 96 | 23 | 0 | 0 | 203 | 910 | 3587 |
| 08:45:00 | 14 | 177 | 7 | 0 | 0 | 198 | 12 | 68 | 52 | 0 | 0 | 132 | 58 | 238 | 32 | 0 | 0 | 328 | 88 | 69 | 36 | 0 | 0 | 193 | 851 | 3564 |
| 09:00:00 | 8 | 194 | 5 | 1 | 0 | 208 | 13 | 54 | 42 | 0 | 0 | 109 | 37 | 247 | 44 | 0 | 0 | 328 | 50 | 44 | 13 | 0 | 0 | 107 | 752 | 3430 |
| 09:15:00 | 16 | 153 | 4 | 0 | 1 | 173 | 5 | 39 | 31 | 0 | 0 | 75 | 35 | 209 | 33 | 0 | 0 | 277 | 45 | 32 | 20 | 0 | 0 | 97 | 622 | 3135 |
| 09:30:00 | 14 | 192 | 9 | 0 | 0 | 215 | 2 | 43 | 35 | 0 | 0 | 80 | 16 | 225 | 30 | 0 | 0 | 271 | 38 | 41 | 27 | 0 | 0 | 106 | 672 | 2897 |
| 09:45:00 | 13 | 155 | 7 | 0 | 0 | 175 | 7 | 20 | 27 | 0 | 0 | 54 | 26 | 208 | 33 | 0 | 1 | 267 | 53 | 49 | 17 | 0 | 0 | 119 | 615 | 2661 |
| 10:00:00 | 19 | 156 | 4 | 0 | 0 | 179 | 6 | 35 | 29 | 0 | 0 | 70 | 31 | 187 | 48 | 1 | 0 | 267 | 36 | 43 | 9 | 0 | 0 | 88 | 604 | 2513 |
| 10:15:00 | 9 | 154 | 8 | 0 | 0 | 171 | 1 | 52 | 39 | 0 | 0 | 92 | 31 | 166 | 40 | 1 | 0 | 238 | 38 | 58 | 16 | 1 | 0 | 113 | 614 | 2505 |
| 10:30:00 | 19 | 168 | 9 | 0 | 1 | 196 | 3 | 41 | 37 | 0 | 0 | 81 | 24 | 190 | 46 | 0 | 1 | 260 | 47 | 40 | 25 | 0 | 0 | 112 | 649 | 2482 |
| 10:45:00 | 15 | 177 | 7 | 0 | 1 | 199 | 8 | 39 | 18 | 0 | 0 | 65 | 31 | 180 | 54 | 0 | 0 | 265 | 44 | 41 | 17 | 0 | 0 | 102 | 631 | 2498 |
| 11:00:00 | 14 | 183 | 14 | 0 | 0 | 211 | 2 | 26 | 21 | 0 | 0 | 49 | 38 | 163 | 56 | 0 | 0 | 257 | 45 | 55 | 19 | 0 | 0 | 119 | 636 | 2530 |
| 11:15:00 | 15 | 162 | 10 | 1 | 1 | 188 | 7 | 53 | 35 | 0 | 0 | 95 | 27 | 179 | 51 | 0 | 0 | 257 | 61 | 38 | 16 | 0 | 0 | 115 | 655 | 2571 |
| 11:30:00 | 14 | 229 | 7 | 0 | 0 | 250 | 8 | 53 | 23 | 0 | 0 | 84 | 40 | 197 | 63 | 1 | 0 | 301 | 37 | 49 | 23 | 0 | 0 | 109 | 744 | 2666 |
| 11:45:00 | 28 | 193 | 12 | 0 | 0 | 233 | 5 | 46 | 39 | 0 | 0 | 90 | 24 | 191 | 73 | 0 | 0 | 288 | 59 | 44 | 25 | 0 | 0 | 128 | 739 | 2774 |
| 12:00:00 | 32 | 210 | 8 | 0 | 2 | 250 | 8 | 61 | 33 | 0 | 0 | 102 | 41 | 169 | 52 | 0 | 0 | 262 | 52 | 56 | 26 | 0 | 0 | 134 | 748 | 2886 |
| 12:15:00 | 22 | 207 | 6 | 0 | 0 | 235 | 7 | 41 | 28 | 0 | 0 | 76 | 36 | 225 | 53 | 0 | 0 | 314 | 60 | 52 | 22 | 0 | 0 | 134 | 759 | 2990 |
| 12:30:00 | 23 | 199 | 7 | 0 | 0 | 229 | 3 | 46 | 25 | 0 | 0 | 74 | 38 | 198 | 54 | 0 | 1 | 290 | 61 | 61 | 28 | 0 | 0 | 150 | 743 | 2989 |
| 12:45:00 | 21 | 183 | 3 | 0 | 0 | 207 | 7 | 63 | 30 | 0 | 0 | 100 | 29 | 202 | 49 | 0 | 0 | 280 | 58 | 69 | 34 | 0 | 0 | 161 | 748 | 2998 |
| 13:00:00 | 21 | 208 | 9 | 0 | 0 | 238 | 9 | 50 | 29 | 0 | 0 | 88 | 33 | 232 | 38 | 0 | 0 | 303 | 67 | 48 | 17 | 0 | 0 | 132 | 761 | 3011 |
| 13:15:00 | 11 | 207 | 11 | 0 | 0 | 229 | 9 | 65 | 34 | 0 | 0 | 108 | 44 | 193 | 58 | 0 | 0 | 295 | 53 | 60 | 33 | 0 | 0 | 146 | 778 | 3030 |
| 13:30:00 | 20 | 180 | 4 | 0 | 0 | 204 | 3 | 54 | 28 | 0 | 0 | 85 | 40 | 241 | 69 | 0 | 0 | 350 | 56 | 58 | 18 | 0 | 0 | 132 | 771 | 3058 |
| 13:45:00 | 16 | 203 | 11 | 0 | 0 | 230 | 9 | 41 | 38 | 0 | 0 | 88 | 48 | 199 | 51 | 0 | 0 | 298 | 63 | 66 | 27 | 0 | 0 | 156 | 772 | 3082 |
| 14:00:00 | 23 | 217 | 10 | 0 | 0 | 250 | 10 | 49 | 32 | 0 | 0 | 91 | 35 | 223 | 71 | 0 | 0 | 329 | 67 | 49 | 25 | 0 | 0 | 141 | 811 | 3132 |
| 14:15:00 | 11 | 212 | 11 | 0 | 0 | 234 | 3 | 56 | 39 | 0 | 0 | 98 | 50 | 247 | 65 | 3 | 0 | 365 | 58 | 53 | 38 | 0 | 0 | 149 | 846 | 3200 |
| 14:30:00 | 18 | 222 | 6 | 0 | 0 | 246 | 4 | 62 | 34 | 0 | 0 | 100 | 56 | 267 | 67 | 0 | 0 | 390 | 71 | 73 | 36 | 0 | 0 | 180 | 916 | 3345 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14:45:00 | 19 | 227 | 5 | 0 | 0 | 251 | 6 | 72 | 38 | 0 | 0 | 116 | 66 | 266 | 59 | 0 | 0 | 391 | 42 | 72 | 24 | 0 | 0 | 138 | 896 | 3469 |
| 15:00:00 | 36 | 297 | 9 | 0 | 1 | 342 | 4 | 72 | 33 | 0 | 0 | 109 | 52 | 234 | 48 | 0 | 0 | 334 | 59 | 68 | 22 | 0 | 0 | 149 | 934 | 3592 |
| 15:15:00 | 28 | 282 | 4 | 0 | 0 | 314 | 4 | 83 | 46 | 0 | 0 | 133 | 46 | 233 | 68 | 1 | 0 | 348 | 70 | 72 | 24 | 0 | 0 | 166 | 961 | 3707 |
| 15:30:00 | 35 | 277 | 12 | 0 | 0 | 324 | 2 | 86 | 48 | 0 | 0 | 136 | 47 | 216 | 78 | 1 | 7 | 342 | 63 | 64 | 32 | 0 | 0 | 159 | 961 | 3752 |
| 15:45:00 | 26 | 337 | 7 | 0 | 0 | 370 | 9 | 82 | 40 | 0 | 0 | 131 | 70 | 275 | 79 | 1 | 0 | 425 | 65 | 68 | 28 | 0 | 0 | 161 | 1087 | 3943 |
| 16:00:00 | 35 | 258 | 6 | 0 | 2 | 299 | 3 | 105 | 49 | 0 | 0 | 157 | 50 | 227 | 94 | 0 | 3 | 371 | 76 | 69 | 31 | 0 | 0 | 176 | 1003 | 4012 |
| 16:15:00 | 29 | 332 | 8 | 0 | 0 | 369 | 4 | 92 | 43 | 0 | 0 | 139 | 72 | 257 | 98 | 0 | 0 | 427 | 77 | 71 | 22 | 0 | 0 | 170 | 1105 | 4156 |
| 16:30:00 | 30 | 318 | 7 | 0 | 0 | 355 | 9 | 97 | 52 | 0 | 0 | 158 | 65 | 263 | 101 | 0 | 0 | 429 | 80 | 80 | 27 | 0 | 0 | 187 | 1129 | 4324 |
| 16:45:00 | 30 | 309 | 10 | 0 | 0 | 349 | 9 | 105 | 52 | 0 | 0 | 166 | 77 | 258 | 114 | 1 | 1 | 450 | 93 | 76 | 38 | 0 | 0 | 207 | 1172 | 4409 |
| 17:00:00 | 37 | 344 | 9 | 0 | 1 | 390 | 9 | 118 | 62 | 0 | 0 | 189 | 77 | 234 | 85 | 0 | 0 | 396 | 101 | 92 | 32 | 0 | 0 | 225 | 1200 | 4606 |
| 17:15:00 | 33 | 369 | 15 | 0 | 0 | 417 | 8 | 101 | 62 | 0 | 0 | 171 | 68 | 246 | 94 | 0 | 0 | 408 | 93 | 102 | 17 | 0 | 0 | 212 | 1208 | 4709 |
| 17:30:00 | 44 | 217 | 8 | 0 | 0 | 269 | 6 | 81 | 50 | 0 | 0 | 137 | 63 | 242 | 94 | 0 | 0 | 399 | 90 | 77 | 28 | 0 | 0 | 195 | 1000 | 4580 |
| 17:45:00 | 44 | 225 | 5 | 0 | 0 | 274 | 5 | 83 | 32 | 0 | 0 | 120 | 50 | 228 | 89 | 0 | 0 | 367 | 92 | 75 | 35 | 0 | 0 | 202 | 963 | 4371 |
| **Grand Total** | 925 | 9792 | 326 | 2 | 10 | 11045 | 269 | 2634 | 1689 | 0 | 0 | 4592 | 1938 | 10009 | 2567 | 11 | 14 | 14525 | 2804 | 2640 | 1083 | 2 | 0 | 6529 | **36691** | - |
| **Approach%** | 8.4% | 88.7% | 3% | 0% | | - | 5.9% | 57.4% | 36.8% | 0% | | - | 13.3% | 68.9% | 17.7% | 0.1% | | - | 42.9% | 40.4% | 16.6% | 0% | | - | - | - |
| **Totals %** | 2.5% | 26.7% | 0.9% | 0% | | 30.1% | 0.7% | 7.2% | 4.6% | 0% | | 12.5% | 5.3% | 27.3% | 7% | 0% | | 39.6% | 7.6% | 7.2% | 3% | 0% | | 17.8% | - | - |
| **Heavy** | 15 | 1083 | 10 | 0 | | - | 11 | 28 | 25 | 0 | | - | 29 | 1078 | 45 | 0 | | - | 45 | 54 | 18 | 0 | | - | - | - |
| **Heavy %** | 1.6% | 11.1% | 3.1% | 0% | | - | 4.1% | 1.1% | 1.5% | 0% | | - | 1.5% | 10.8% | 1.8% | 0% | | - | 1.6% | 2% | 1.7% | 0% | | - | - | - |
| **Bicycles** | 0 | 0 | 0 | 0 | | - | 0 | 0 | 1 | 0 | | - | 0 | 0 | 0 | 0 | | - | 0 | 0 | 0 | 0 | | - | - | - |
| **Bicycle %** | 0% | 0% | 0% | 0% | | - | 0% | 0% | 0.1% | 0% | | - | 0% | 0% | 0% | 0% | | - | 0% | 0% | 0% | 0% | | - | - | - |

Spectrum

Turning Movement Count
Location Name: HWY 6 / HANLON PARKWAY & PAISLEY RD
Date: Tue, Feb 13, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Peak Hour: 04:30 PM - 05:30 PM Weather: Mostly Cloudy (-11.2 °C)

| Start Time | N Approach HWY 6 / HANLON PARKWAY | | | | | | E Approach PAISLEY RD | | | | | | S Approach HWY 6 / HANLON PARKWAY | | | | | | W Approach PAISLEY RD | | | | | | Int. Total (15 min) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | |
| 16:30:00 | 30 | 318 | 7 | 0 | 0 | 355 | 9 | 97 | 52 | 0 | 0 | 158 | 65 | 263 | 101 | 0 | 0 | 429 | 80 | 80 | 27 | 0 | 0 | 187 | 1129 |
| 16:45:00 | 30 | 309 | 10 | 0 | 0 | 349 | 9 | 105 | 52 | 0 | 0 | 166 | 77 | 258 | 114 | 1 | 1 | 450 | 93 | 76 | 38 | 0 | 0 | 207 | 1172 |
| 17:00:00 | 37 | 344 | 9 | 0 | 1 | 390 | 9 | 118 | 62 | 0 | 0 | 189 | 77 | 234 | 85 | 0 | 0 | 396 | 101 | 92 | 32 | 0 | 0 | 225 | 1200 |
| 17:15:00 | 33 | 369 | 15 | 0 | 0 | 417 | 8 | 101 | 62 | 0 | 0 | 171 | 68 | 246 | 94 | 0 | 0 | 408 | 93 | 102 | 17 | 0 | 0 | 212 | 1208 |
| **Grand Total** | 130 | 1340 | 41 | 0 | 1 | 1511 | 35 | 421 | 228 | 0 | 0 | 684 | 287 | 1001 | 394 | 1 | 1 | 1683 | 367 | 350 | 114 | 0 | 0 | 831 | **4709** |
| **Approach%** | 8.6% | 88.7% | 2.7% | 0% | | - | 5.1% | 61.5% | 33.3% | 0% | | - | 17.1% | 59.5% | 23.4% | 0.1% | | - | 44.2% | 42.1% | 13.7% | 0% | | - | - |
| **Totals %** | 2.8% | 28.5% | 0.9% | 0% | | 32.1% | 0.7% | 8.9% | 4.8% | 0% | | 14.5% | 6.1% | 21.3% | 8.4% | 0% | | 35.7% | 7.8% | 7.4% | 2.4% | 0% | | 17.6% | - |
| **PHF** | 0.88 | 0.91 | 0.68 | 0 | | 0.91 | 0.97 | 0.89 | 0.92 | 0 | | 0.9 | 0.93 | 0.95 | 0.86 | 0.25 | | 0.94 | 0.91 | 0.86 | 0.75 | 0 | | 0.92 | - |
| **Heavy** | 0 | 56 | 0 | 0 | | 56 | 0 | 0 | 1 | 0 | | 1 | 2 | 68 | 2 | 0 | | 72 | 0 | 4 | 1 | 0 | | 5 | - |
| **Heavy %** | 0% | 4.2% | 0% | 0% | | 3.7% | 0% | 0% | 0.4% | 0% | | 0.1% | 0.7% | 6.8% | 0.5% | 0% | | 4.3% | 0% | 1.1% | 0.9% | 0% | | 0.6% | - |
| **Lights** | 130 | 1284 | 41 | 0 | | 1455 | 35 | 421 | 227 | 0 | | 683 | 285 | 933 | 392 | 1 | | 1611 | 367 | 346 | 113 | 0 | | 826 | - |
| **Lights %** | 100% | 95.8% | 100% | 0% | | 96.3% | 100% | 100% | 99.6% | 0% | | 99.9% | 99.3% | 93.2% | 99.5% | 100% | | 95.7% | 100% | 98.9% | 99.1% | 0% | | 99.4% | - |
| **Single-Unit Trucks** | 0 | 11 | 0 | 0 | | 11 | 0 | 0 | 1 | 0 | | 1 | 2 | 27 | 0 | 0 | | 29 | 0 | 1 | 0 | 0 | | 1 | - |
| **Single-Unit Trucks %** | 0% | 0.8% | 0% | 0% | | 0.7% | 0% | 0% | 0.4% | 0% | | 0.1% | 0.7% | 2.7% | 0% | 0% | | 1.7% | 0% | 0.3% | 0% | 0% | | 0.1% | - |
| **Buses** | 0 | 1 | 0 | 0 | | 1 | 0 | 0 | 0 | 0 | | 0 | 0 | 4 | 1 | 0 | | 5 | 0 | 3 | 1 | 0 | | 4 | - |
| **Buses %** | 0% | 0.1% | 0% | 0% | | 0.1% | 0% | 0% | 0% | 0% | | 0% | 0% | 0.4% | 0.3% | 0% | | 0.3% | 0% | 0.9% | 0.9% | 0% | | 0.5% | - |
| **Articulated Trucks** | 0 | 44 | 0 | 0 | | 44 | 0 | 0 | 0 | 0 | | 0 | 0 | 37 | 1 | 0 | | 38 | 0 | 0 | 0 | 0 | | 0 | - |
| **Articulated Trucks %** | 0% | 3.3% | 0% | 0% | | 2.9% | 0% | 0% | 0% | 0% | | 0% | 0% | 3.7% | 0.3% | 0% | | 2.3% | 0% | 0% | 0% | 0% | | 0% | - |
| **Pedestrians** | - | - | - | - | 1 | - | - | - | - | - | 0 | - | - | - | - | - | 1 | - | - | - | - | - | 0 | - | - |
| **Pedestrians%** | - | - | - | - | 50% | | - | - | - | - | 0% | | - | - | - | - | 50% | | - | - | - | - | 0% | | - |
| **Bicycles on Crosswalk** | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| **Bicycles on Crosswalk%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - |
| **Bicycles on Road** | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | - |
| **Bicycles on Road%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - |

Spectrum

Turning Movement Count
Location Name: HWY 6 / HANLON PARKWAY & PAISLEY RD
Date: Tue, Feb 13, 2018 Deployment Lead: Theo Daglis

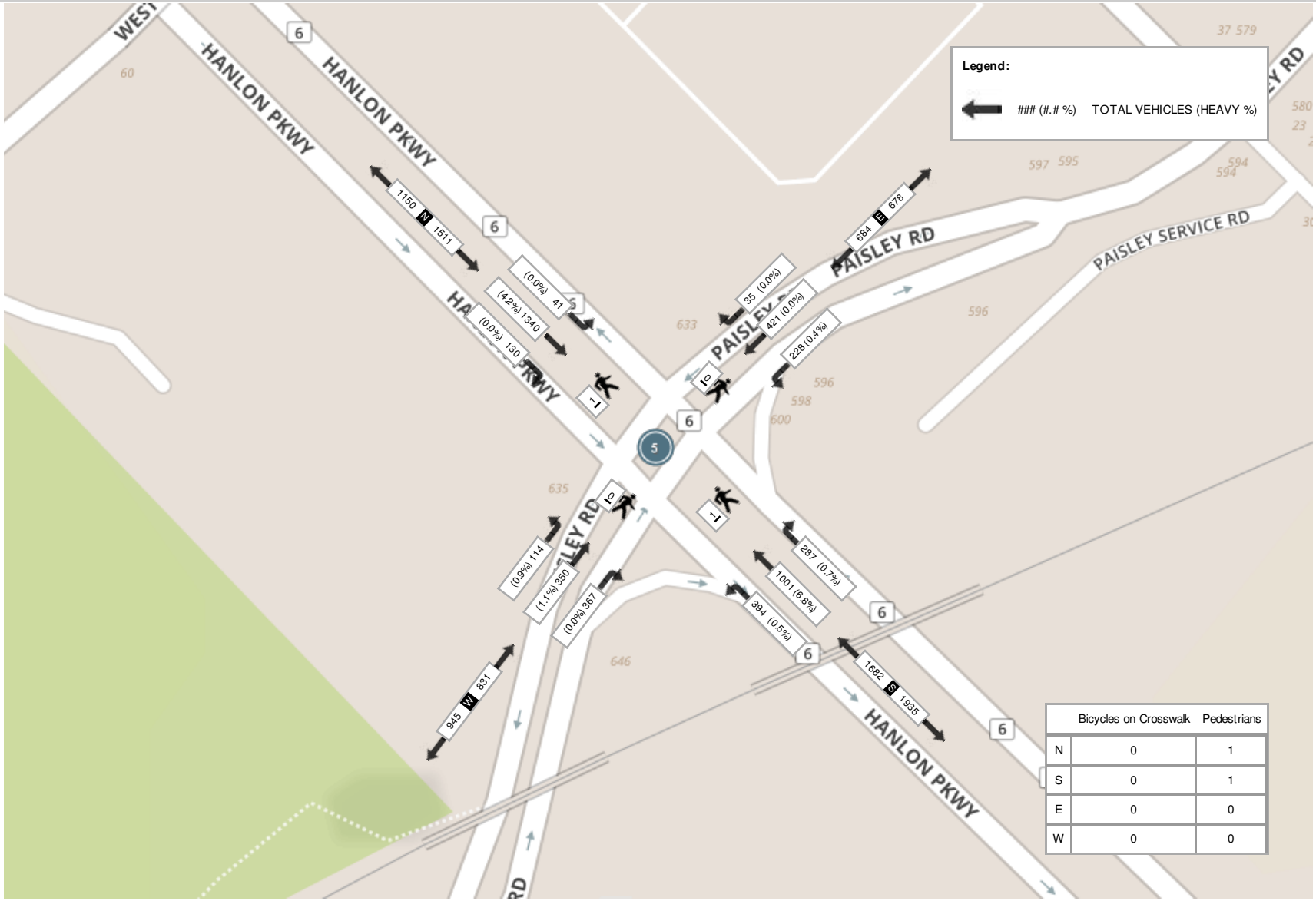
BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Selected Hour: 07:45 AM - 08:45 AM Weather:

| Start Time | N Approach HWY 6 / HANLON PARKWAY | | | | | | E Approach PAISLEY RD | | | | | | S Approach HWY 6 / HANLON PARKWAY | | | | | | W Approach PAISLEY RD | | | | | | Int. Total (15 min) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | |
| 07:45:00 | 7 | 203 | 6 | 0 | 0 | 216 | 2 | 47 | 39 | 0 | 0 | 88 | 55 | 311 | 36 | 0 | 0 | 402 | 66 | 69 | 33 | 0 | 0 | 168 | 874 |
| 08:00:00 | 12 | 246 | 8 | 0 | 0 | 266 | 4 | 40 | 51 | 0 | 0 | 95 | 37 | 296 | 33 | 0 | 0 | 366 | 84 | 58 | 16 | 1 | 0 | 159 | 886 |
| 08:15:00 | 8 | 230 | 5 | 0 | 0 | 243 | 10 | 48 | 34 | 0 | 0 | 92 | 35 | 311 | 47 | 1 | 0 | 394 | 80 | 87 | 21 | 0 | 0 | 188 | 917 |
| 08:30:00 | 16 | 215 | 5 | 0 | 0 | 236 | 8 | 51 | 39 | 0 | 0 | 98 | 61 | 272 | 40 | 0 | 0 | 373 | 84 | 96 | 23 | 0 | 0 | 203 | 910 |
| **Grand Total** | 43 | 894 | 24 | 0 | 0 | 961 | 24 | 186 | 163 | 0 | 0 | 373 | 188 | 1190 | 156 | 1 | 0 | 1535 | 314 | 310 | 93 | 1 | 0 | 718 | **3587** |
| **Approach%** | 4.5% | 93% | 2.5% | 0% | | - | 6.4% | 49.9% | 43.7% | 0% | | - | 12.2% | 77.5% | 10.2% | 0.1% | | - | 43.7% | 43.2% | 13% | 0.1% | | - | - |
| **Totals %** | 1.2% | 24.9% | 0.7% | 0% | | 26.8% | 0.7% | 5.2% | 4.5% | 0% | | 10.4% | 5.2% | 33.2% | 4.3% | 0% | | 42.8% | 8.8% | 8.6% | 2.6% | 0% | | 20% | - |
| **PHF** | 0.67 | 0.91 | 0.75 | 0 | | 0.9 | 0.6 | 0.91 | 0.8 | 0 | | 0.95 | 0.77 | 0.96 | 0.83 | 0.25 | | 0.95 | 0.93 | 0.81 | 0.7 | 0.25 | | 0.88 | - |
| **Heavy** | 4 | 87 | 3 | 0 | | 94 | 1 | 4 | 2 | 0 | | 7 | 6 | 96 | 9 | 0 | | 111 | 5 | 15 | 6 | 0 | | 26 | - |
| **Heavy %** | 9.3% | 9.7% | 12.5% | 0% | | 9.8% | 4.2% | 2.2% | 1.2% | 0% | | 1.9% | 3.2% | 8.1% | 5.8% | 0% | | 7.2% | 1.6% | 4.8% | 6.5% | 0% | | 3.6% | - |
| **Lights** | 39 | 807 | 21 | 0 | | 867 | 23 | 182 | 161 | 0 | | 366 | 182 | 1094 | 147 | 1 | | 1424 | 309 | 295 | 87 | 1 | | 692 | - |
| **Lights %** | 90.7% | 90.3% | 87.5% | 0% | | 90.2% | 95.8% | 97.8% | 98.8% | 0% | | 98.1% | 96.8% | 91.9% | 94.2% | 100% | | 92.8% | 98.4% | 95.2% | 93.5% | 100% | | 96.4% | - |
| **Single-Unit Trucks** | 1 | 32 | 2 | 0 | | 35 | 1 | 2 | 1 | 0 | | 4 | 2 | 28 | 3 | 0 | | 33 | 1 | 2 | 2 | 0 | | 5 | - |
| **Single-Unit Trucks %** | 2.3% | 3.6% | 8.3% | 0% | | 3.6% | 4.2% | 1.1% | 0.6% | 0% | | 1.1% | 1.1% | 2.4% | 1.9% | 0% | | 2.1% | 0.3% | 0.6% | 2.2% | 0% | | 0.7% | - |
| **Buses** | 3 | 9 | 1 | 0 | | 13 | 0 | 2 | 1 | 0 | | 3 | 4 | 3 | 6 | 0 | | 13 | 4 | 13 | 3 | 0 | | 20 | - |
| **Buses %** | 7% | 1% | 4.2% | 0% | | 1.4% | 0% | 1.1% | 0.6% | 0% | | 0.8% | 2.1% | 0.3% | 3.8% | 0% | | 0.8% | 1.3% | 4.2% | 3.2% | 0% | | 2.8% | - |
| **Articulated Trucks** | 0 | 46 | 0 | 0 | | 46 | 0 | 0 | 0 | 0 | | 0 | 0 | 65 | 0 | 0 | | 65 | 0 | 0 | 1 | 0 | | 1 | - |
| **Articulated Trucks %** | 0% | 5.1% | 0% | 0% | | 4.8% | 0% | 0% | 0% | 0% | | 0% | 0% | 5.5% | 0% | 0% | | 4.2% | 0% | 0% | 1.1% | 0% | | 0.1% | - |
| **Pedestrians** | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| **Pedestrians%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - |
| **Bicycles on Crosswalk** | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| **Bicycles on Crosswalk%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - |
| **Bicycles on Road** | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | - |
| **Bicycles on Road%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - |

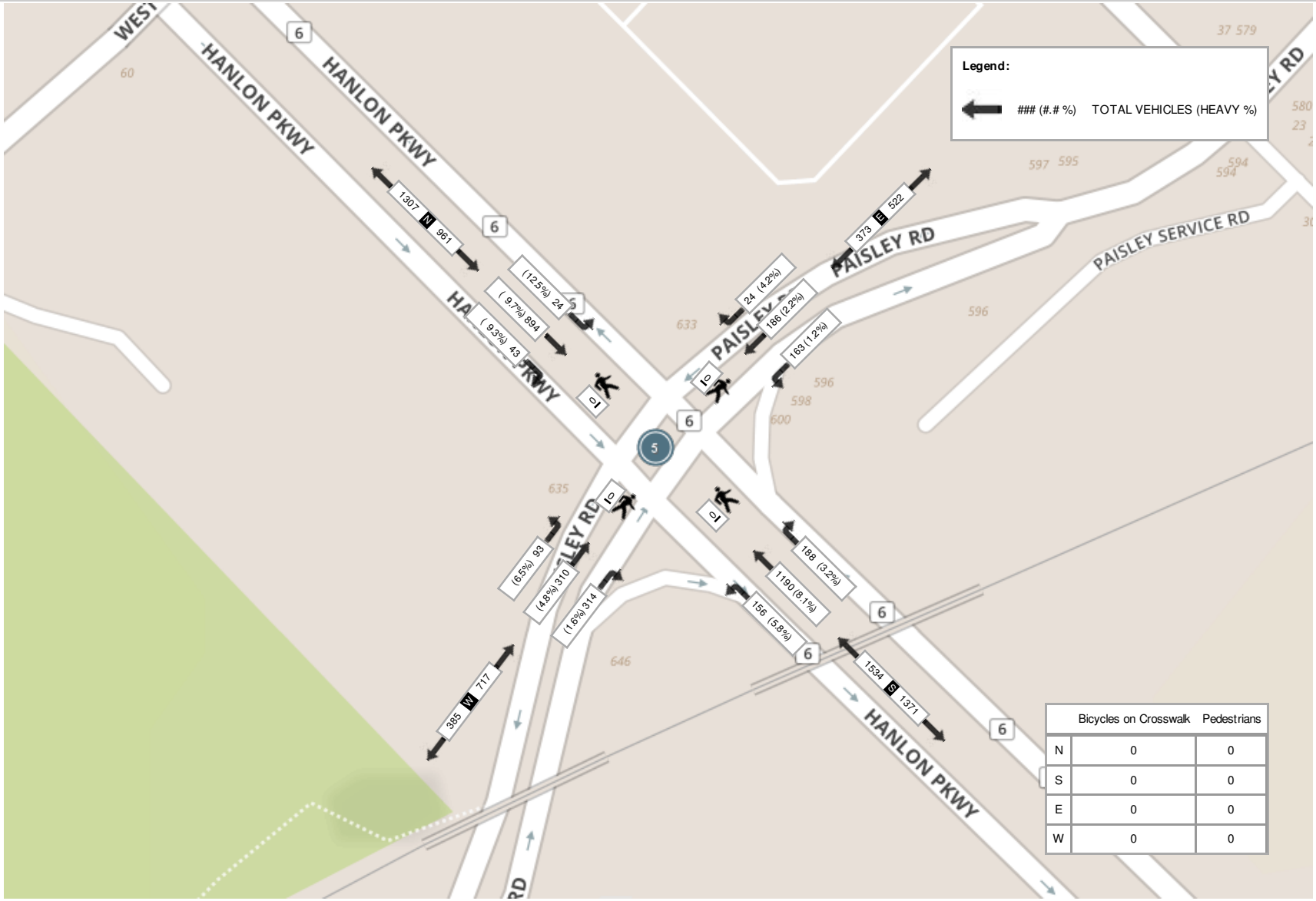
BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

**Peak Hour: 04:30 PM - 05:30 PM Weather: Mostly Cloudy (-11.2 °C)**




| | Bicycles on Crosswalk | Pedestrians |
|---|---|---|
| N | 0 | 1 |
| S | 0 | 1 |
| E | 0 | 0 |
| W | 0 | 0 |

**Selected Hour: 07:45 AM - 08:45 AM Weather:**




| | Bicycles on Crosswalk | Pedestrians |
|---|---|---|
| N | 0 | 0 |
| S | 0 | 0 |
| E | 0 | 0 |
| W | 0 | 0 |

Spectrum

Turning Movement Count
Location Name: HWY 6 / HANLON PARKWAY & PAISLEY RD
Date: Tue, Feb 13, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Turning Movement Count (5 . HWY 6 / HANLON PARKWAY & PAISLEY RD)

| Start Time | N Approach HWY 6 / HANLON PARKWAY | | | | | | E Approach PAISLEY RD | | | | | | S Approach HWY 6 / HANLON PARKWAY | | | | | | W Approach PAISLEY RD | | | | | | Int. Total (15 min) | Int. Total (1 hr) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right N:W | Thru N:S | Left N:E | U-Turn N:N | Peds N: | Approach Total | Right E:N | Thru E:W | Left E:S | U-Turn E:E | Peds E: | Approach Total | Right S:E | Thru S:N | Left S:W | U-Turn S:S | Peds S: | Approach Total | Right W:S | Thru W:E | Left W:N | U-Turn W:W | Peds W: | Approach Total | | |
| 07:00:00 | 11 | 153 | 3 | 0 | 0 | 167 | 4 | 33 | 52 | 0 | 0 | 89 | 27 | 159 | 26 | 0 | 0 | 212 | 47 | 13 | 15 | 0 | 0 | 75 | 543 | |
| 07:15:00 | 15 | 209 | 4 | 0 | 0 | 228 | 8 | 40 | 39 | 0 | 0 | 87 | 23 | 217 | 18 | 0 | 0 | 258 | 47 | 30 | 22 | 0 | 0 | 99 | 672 | |
| 07:30:00 | 14 | 203 | 1 | 0 | 0 | 218 | 4 | 41 | 50 | 0 | 0 | 95 | 29 | 288 | 36 | 0 | 0 | 353 | 88 | 53 | 26 | 0 | 0 | 167 | 833 | |
| 07:45:00 | 7 | 203 | 6 | 0 | 0 | 216 | 2 | 47 | 39 | 0 | 0 | 88 | 55 | 311 | 36 | 0 | 0 | 402 | 66 | 69 | 33 | 0 | 0 | 168 | 874 | 2922 |
| 08:00:00 | 12 | 246 | 8 | 0 | 0 | 266 | 4 | 40 | 51 | 0 | 0 | 95 | 37 | 296 | 33 | 0 | 0 | 366 | 84 | 58 | 16 | 1 | 0 | 159 | 886 | 3265 |
| 08:15:00 | 8 | 230 | 5 | 0 | 0 | 243 | 10 | 48 | 34 | 0 | 0 | 92 | 35 | 311 | 47 | 1 | 0 | 394 | 80 | 87 | 21 | 0 | 0 | 188 | 917 | 3510 |
| 08:30:00 | 16 | 215 | 5 | 0 | 0 | 236 | 8 | 51 | 39 | 0 | 0 | 98 | 61 | 272 | 40 | 0 | 0 | 373 | 84 | 96 | 23 | 0 | 0 | 203 | 910 | 3587 |
| 08:45:00 | 14 | 177 | 7 | 0 | 0 | 198 | 12 | 68 | 52 | 0 | 0 | 132 | 58 | 238 | 32 | 0 | 0 | 328 | 88 | 69 | 36 | 0 | 0 | 193 | 851 | 3564 |
| 09:00:00 | 8 | 194 | 5 | 1 | 0 | 208 | 13 | 54 | 42 | 0 | 0 | 109 | 37 | 247 | 44 | 0 | 0 | 328 | 50 | 44 | 13 | 0 | 0 | 107 | 752 | 3430 |
| 09:15:00 | 16 | 153 | 4 | 0 | 1 | 173 | 5 | 39 | 31 | 0 | 0 | 75 | 35 | 209 | 33 | 0 | 0 | 277 | 45 | 32 | 20 | 0 | 0 | 97 | 622 | 3135 |
| 09:30:00 | 14 | 192 | 9 | 0 | 0 | 215 | 2 | 43 | 35 | 0 | 0 | 80 | 16 | 225 | 30 | 0 | 0 | 271 | 38 | 41 | 27 | 0 | 0 | 106 | 672 | 2897 |
| 09:45:00 | 13 | 155 | 7 | 0 | 0 | 175 | 7 | 20 | 27 | 0 | 0 | 54 | 26 | 208 | 33 | 0 | 1 | 267 | 53 | 49 | 17 | 0 | 0 | 119 | 615 | 2661 |
| 10:00:00 | 19 | 156 | 4 | 0 | 0 | 179 | 6 | 35 | 29 | 0 | 0 | 70 | 31 | 187 | 48 | 1 | 0 | 267 | 36 | 43 | 9 | 0 | 0 | 88 | 604 | 2513 |
| 10:15:00 | 9 | 154 | 8 | 0 | 0 | 171 | 1 | 52 | 39 | 0 | 0 | 92 | 31 | 166 | 40 | 1 | 0 | 238 | 38 | 58 | 16 | 1 | 0 | 113 | 614 | 2505 |
| 10:30:00 | 19 | 168 | 9 | 0 | 1 | 196 | 3 | 41 | 37 | 0 | 0 | 81 | 24 | 190 | 46 | 0 | 1 | 260 | 47 | 40 | 25 | 0 | 0 | 112 | 649 | 2482 |
| 10:45:00 | 15 | 177 | 7 | 0 | 1 | 199 | 8 | 39 | 18 | 0 | 0 | 65 | 31 | 180 | 54 | 0 | 0 | 265 | 44 | 41 | 17 | 0 | 0 | 102 | 631 | 2498 |
| 11:00:00 | 14 | 183 | 14 | 0 | 0 | 211 | 2 | 26 | 21 | 0 | 0 | 49 | 38 | 163 | 56 | 0 | 0 | 257 | 45 | 55 | 19 | 0 | 0 | 119 | 636 | 2530 |
| 11:15:00 | 15 | 162 | 10 | 1 | 1 | 188 | 7 | 53 | 35 | 0 | 0 | 95 | 27 | 179 | 51 | 0 | 0 | 257 | 61 | 38 | 16 | 0 | 0 | 115 | 655 | 2571 |
| 11:30:00 | 14 | 229 | 7 | 0 | 0 | 250 | 8 | 53 | 23 | 0 | 0 | 84 | 40 | 197 | 63 | 1 | 0 | 301 | 37 | 49 | 23 | 0 | 0 | 109 | 744 | 2666 |
| 11:45:00 | 28 | 193 | 12 | 0 | 0 | 233 | 5 | 46 | 39 | 0 | 0 | 90 | 24 | 191 | 73 | 0 | 0 | 288 | 59 | 44 | 25 | 0 | 0 | 128 | 739 | 2774 |
| 12:00:00 | 32 | 210 | 8 | 0 | 2 | 250 | 8 | 61 | 33 | 0 | 0 | 102 | 41 | 169 | 52 | 0 | 0 | 262 | 52 | 56 | 26 | 0 | 0 | 134 | 748 | 2886 |
| 12:15:00 | 22 | 207 | 6 | 0 | 0 | 235 | 7 | 41 | 28 | 0 | 0 | 76 | 36 | 225 | 53 | 0 | 0 | 314 | 60 | 52 | 22 | 0 | 0 | 134 | 759 | 2990 |
| 12:30:00 | 23 | 199 | 7 | 0 | 0 | 229 | 3 | 46 | 25 | 0 | 0 | 74 | 38 | 198 | 54 | 0 | 1 | 290 | 61 | 61 | 28 | 0 | 0 | 150 | 743 | 2989 |
| 12:45:00 | 21 | 183 | 3 | 0 | 0 | 207 | 7 | 63 | 30 | 0 | 0 | 100 | 29 | 202 | 49 | 0 | 0 | 280 | 58 | 69 | 34 | 0 | 0 | 161 | 748 | 2998 |
| 13:00:00 | 21 | 208 | 9 | 0 | 0 | 238 | 9 | 50 | 29 | 0 | 0 | 88 | 33 | 232 | 38 | 0 | 0 | 303 | 67 | 48 | 17 | 0 | 0 | 132 | 761 | 3011 |
| 13:15:00 | 11 | 207 | 11 | 0 | 0 | 229 | 9 | 65 | 34 | 0 | 0 | 108 | 44 | 193 | 58 | 0 | 0 | 295 | 53 | 60 | 33 | 0 | 0 | 146 | 778 | 3030 |
| 13:30:00 | 20 | 180 | 4 | 0 | 0 | 204 | 3 | 54 | 28 | 0 | 0 | 85 | 40 | 241 | 69 | 0 | 0 | 350 | 56 | 58 | 18 | 0 | 0 | 132 | 771 | 3058 |
| 13:45:00 | 16 | 203 | 11 | 0 | 0 | 230 | 9 | 41 | 38 | 0 | 0 | 88 | 48 | 199 | 51 | 0 | 0 | 298 | 63 | 66 | 27 | 0 | 0 | 156 | 772 | 3082 |
| 14:00:00 | 23 | 217 | 10 | 0 | 0 | 250 | 10 | 49 | 32 | 0 | 0 | 91 | 35 | 223 | 71 | 0 | 0 | 329 | 67 | 49 | 25 | 0 | 0 | 141 | 811 | 3132 |
| 14:15:00 | 11 | 212 | 11 | 0 | 0 | 234 | 3 | 56 | 39 | 0 | 0 | 98 | 50 | 247 | 65 | 3 | 0 | 365 | 58 | 53 | 38 | 0 | 0 | 149 | 846 | 3200 |
| 14:30:00 | 18 | 222 | 6 | 0 | 0 | 246 | 4 | 62 | 34 | 0 | 0 | 100 | 56 | 267 | 67 | 0 | 0 | 390 | 71 | 73 | 36 | 0 | 0 | 180 | 916 | 3345 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14:45:00 | 19 | 227 | 5 | 0 | 0 | 251 | 6 | 72 | 38 | 0 | 0 | 116 | 66 | 266 | 59 | 0 | 0 | 391 | 42 | 72 | 24 | 0 | 0 | 138 | 896 | 3469 |
| 15:00:00 | 36 | 297 | 9 | 0 | 1 | 342 | 4 | 72 | 33 | 0 | 0 | 109 | 52 | 234 | 48 | 0 | 0 | 334 | 59 | 68 | 22 | 0 | 0 | 149 | 934 | 3592 |
| 15:15:00 | 28 | 282 | 4 | 0 | 0 | 314 | 4 | 83 | 46 | 0 | 0 | 133 | 46 | 233 | 68 | 1 | 0 | 348 | 70 | 72 | 24 | 0 | 0 | 166 | 961 | 3707 |
| 15:30:00 | 35 | 277 | 12 | 0 | 0 | 324 | 2 | 86 | 48 | 0 | 0 | 136 | 47 | 216 | 78 | 1 | 7 | 342 | 63 | 64 | 32 | 0 | 0 | 159 | 961 | 3752 |
| 15:45:00 | 26 | 337 | 7 | 0 | 0 | 370 | 9 | 82 | 40 | 0 | 0 | 131 | 70 | 275 | 79 | 1 | 0 | 425 | 65 | 68 | 28 | 0 | 0 | 161 | 1087 | 3943 |
| 16:00:00 | 35 | 258 | 6 | 0 | 2 | 299 | 3 | 105 | 49 | 0 | 0 | 157 | 50 | 227 | 94 | 0 | 3 | 371 | 76 | 69 | 31 | 0 | 0 | 176 | 1003 | 4012 |
| 16:15:00 | 29 | 332 | 8 | 0 | 0 | 369 | 4 | 92 | 43 | 0 | 0 | 139 | 72 | 257 | 98 | 0 | 0 | 427 | 77 | 71 | 22 | 0 | 0 | 170 | 1105 | 4156 |
| 16:30:00 | 30 | 318 | 7 | 0 | 0 | 355 | 9 | 97 | 52 | 0 | 0 | 158 | 65 | 263 | 101 | 0 | 0 | 429 | 80 | 80 | 27 | 0 | 0 | 187 | 1129 | 4324 |
| 16:45:00 | 30 | 309 | 10 | 0 | 0 | 349 | 9 | 105 | 52 | 0 | 0 | 166 | 77 | 258 | 114 | 1 | 1 | 450 | 93 | 76 | 38 | 0 | 0 | 207 | 1172 | 4409 |
| 17:00:00 | 37 | 344 | 9 | 0 | 1 | 390 | 9 | 118 | 62 | 0 | 0 | 189 | 77 | 234 | 85 | 0 | 0 | 396 | 101 | 92 | 32 | 0 | 0 | 225 | 1200 | 4606 |
| 17:15:00 | 33 | 369 | 15 | 0 | 0 | 417 | 8 | 101 | 62 | 0 | 0 | 171 | 68 | 246 | 94 | 0 | 0 | 408 | 93 | 102 | 17 | 0 | 0 | 212 | 1208 | 4709 |
| 17:30:00 | 44 | 217 | 8 | 0 | 0 | 269 | 6 | 81 | 50 | 0 | 0 | 137 | 63 | 242 | 94 | 0 | 0 | 399 | 90 | 77 | 28 | 0 | 0 | 195 | 1000 | 4580 |
| 17:45:00 | 44 | 225 | 5 | 0 | 0 | 274 | 5 | 83 | 32 | 0 | 0 | 120 | 50 | 228 | 89 | 0 | 0 | 367 | 92 | 75 | 35 | 0 | 0 | 202 | 963 | 4371 |
| **Grand Total** | 925 | 9792 | 326 | 2 | 10 | 11045 | 269 | 2634 | 1689 | 0 | 0 | 4592 | 1938 | 10009 | 2567 | 11 | 14 | 14525 | 2804 | 2640 | 1083 | 2 | 0 | 6529 | **36691** | - |
| **Approach%** | 8.4% | 88.7% | 3% | 0% | | - | 5.9% | 57.4% | 36.8% | 0% | | - | 13.3% | 68.9% | 17.7% | 0.1% | | - | 42.9% | 40.4% | 16.6% | 0% | | - | - | - |
| **Totals %** | 2.5% | 26.7% | 0.9% | 0% | | 30.1% | 0.7% | 7.2% | 4.6% | 0% | | 12.5% | 5.3% | 27.3% | 7% | 0% | | 39.6% | 7.6% | 7.2% | 3% | 0% | | 17.8% | - | - |
| **Heavy** | 15 | 1083 | 10 | 0 | | - | 11 | 28 | 25 | 0 | | - | 29 | 1078 | 45 | 0 | | - | 45 | 54 | 18 | 0 | | - | - | - |
| **Heavy %** | 1.6% | 11.1% | 3.1% | 0% | | - | 4.1% | 1.1% | 1.5% | 0% | | - | 1.5% | 10.8% | 1.8% | 0% | | - | 1.6% | 2% | 1.7% | 0% | | - | - | - |
| **Bicycles** | 0 | 0 | 0 | 0 | | - | 0 | 0 | 1 | 0 | | - | 0 | 0 | 0 | 0 | | - | 0 | 0 | 0 | 0 | | - | - | - |
| **Bicycle %** | 0% | 0% | 0% | 0% | | - | 0% | 0% | 0.1% | 0% | | - | 0% | 0% | 0% | 0% | | - | 0% | 0% | 0% | 0% | | - | - | - |

Spectrum

Turning Movement Count
Location Name: HWY 6 / HANLON PARKWAY & PAISLEY RD
Date: Tue, Feb 13, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Peak Hour: 04:30 PM - 05:30 PM Weather: Mostly Cloudy (-11.2 °C)

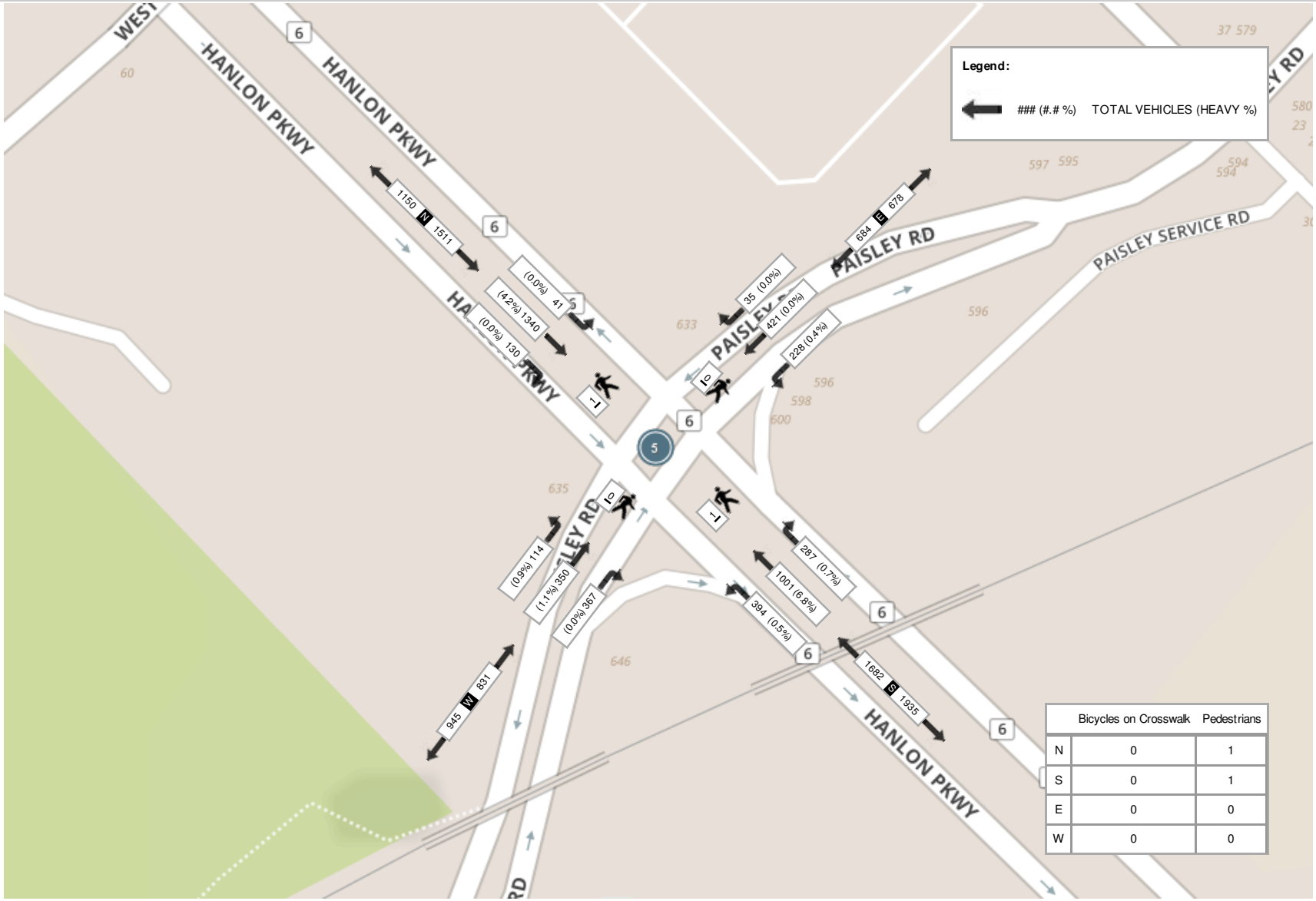
| Start Time | N Approach HWY 6 / HANLON PARKWAY | | | | | | E Approach PAISLEY RD | | | | | | S Approach HWY 6 / HANLON PARKWAY | | | | | | W Approach PAISLEY RD | | | | | | Int. Total (15 min) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | |
| 16:30:00 | 30 | 318 | 7 | 0 | 0 | 355 | 9 | 97 | 52 | 0 | 0 | 158 | 65 | 263 | 101 | 0 | 0 | 429 | 80 | 80 | 27 | 0 | 0 | 187 | 1129 |
| 16:45:00 | 30 | 309 | 10 | 0 | 0 | 349 | 9 | 105 | 52 | 0 | 0 | 166 | 77 | 258 | 114 | 1 | 1 | 450 | 93 | 76 | 38 | 0 | 0 | 207 | 1172 |
| 17:00:00 | 37 | 344 | 9 | 0 | 1 | 390 | 9 | 118 | 62 | 0 | 0 | 189 | 77 | 234 | 85 | 0 | 0 | 396 | 101 | 92 | 32 | 0 | 0 | 225 | 1200 |
| 17:15:00 | 33 | 369 | 15 | 0 | 0 | 417 | 8 | 101 | 62 | 0 | 0 | 171 | 68 | 246 | 94 | 0 | 0 | 408 | 93 | 102 | 17 | 0 | 0 | 212 | 1208 |
| **Grand Total** | 130 | 1340 | 41 | 0 | 1 | 1511 | 35 | 421 | 228 | 0 | 0 | 684 | 287 | 1001 | 394 | 1 | 1 | 1683 | 367 | 350 | 114 | 0 | 0 | 831 | **4709** |
| **Approach%** | 8.6% | 88.7% | 2.7% | 0% | | - | 5.1% | 61.5% | 33.3% | 0% | | - | 17.1% | 59.5% | 23.4% | 0.1% | | - | 44.2% | 42.1% | 13.7% | 0% | | - | - |
| **Totals %** | 2.8% | 28.5% | 0.9% | 0% | | 32.1% | 0.7% | 8.9% | 4.8% | 0% | | 14.5% | 6.1% | 21.3% | 8.4% | 0% | | 35.7% | 7.8% | 7.4% | 2.4% | 0% | | 17.6% | - |
| **PHF** | 0.88 | 0.91 | 0.68 | 0 | | 0.91 | 0.97 | 0.89 | 0.92 | 0 | | 0.9 | 0.93 | 0.95 | 0.86 | 0.25 | | 0.94 | 0.91 | 0.86 | 0.75 | 0 | | 0.92 | - |
| **Heavy** | 0 | 56 | 0 | 0 | | 56 | 0 | 0 | 1 | 0 | | 1 | 2 | 68 | 2 | 0 | | 72 | 0 | 4 | 1 | 0 | | 5 | - |
| **Heavy %** | 0% | 4.2% | 0% | 0% | | 3.7% | 0% | 0% | 0.4% | 0% | | 0.1% | 0.7% | 6.8% | 0.5% | 0% | | 4.3% | 0% | 1.1% | 0.9% | 0% | | 0.6% | - |
| **Lights** | 130 | 1284 | 41 | 0 | | 1455 | 35 | 421 | 227 | 0 | | 683 | 285 | 933 | 392 | 1 | | 1611 | 367 | 346 | 113 | 0 | | 826 | - |
| **Lights %** | 100% | 95.8% | 100% | 0% | | 96.3% | 100% | 100% | 99.6% | 0% | | 99.9% | 99.3% | 93.2% | 99.5% | 100% | | 95.7% | 100% | 98.9% | 99.1% | 0% | | 99.4% | - |
| **Single-Unit Trucks** | 0 | 11 | 0 | 0 | | 11 | 0 | 0 | 1 | 0 | | 1 | 2 | 27 | 0 | 0 | | 29 | 0 | 1 | 0 | 0 | | 1 | - |
| **Single-Unit Trucks %** | 0% | 0.8% | 0% | 0% | | 0.7% | 0% | 0% | 0.4% | 0% | | 0.1% | 0.7% | 2.7% | 0% | 0% | | 1.7% | 0% | 0.3% | 0% | 0% | | 0.1% | - |
| **Buses** | 0 | 1 | 0 | 0 | | 1 | 0 | 0 | 0 | 0 | | 0 | 0 | 4 | 1 | 0 | | 5 | 0 | 3 | 1 | 0 | | 4 | - |
| **Buses %** | 0% | 0.1% | 0% | 0% | | 0.1% | 0% | 0% | 0% | 0% | | 0% | 0% | 0.4% | 0.3% | 0% | | 0.3% | 0% | 0.9% | 0.9% | 0% | | 0.5% | - |
| **Articulated Trucks** | 0 | 44 | 0 | 0 | | 44 | 0 | 0 | 0 | 0 | | 0 | 0 | 37 | 1 | 0 | | 38 | 0 | 0 | 0 | 0 | | 0 | - |
| **Articulated Trucks %** | 0% | 3.3% | 0% | 0% | | 2.9% | 0% | 0% | 0% | 0% | | 0% | 0% | 3.7% | 0.3% | 0% | | 2.3% | 0% | 0% | 0% | 0% | | 0% | - |
| **Pedestrians** | - | - | - | - | 1 | - | - | - | - | - | 0 | - | - | - | - | - | 1 | - | - | - | - | - | 0 | - | - |
| **Pedestrians%** | - | - | - | - | 50% | | - | - | - | - | 0% | | - | - | - | - | 50% | | - | - | - | - | 0% | | - |
| **Bicycles on Crosswalk** | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| **Bicycles on Crosswalk%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - |
| **Bicycles on Road** | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | - |
| **Bicycles on Road%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - |

Spectrum

Turning Movement Count
Location Name: HWY 6 / HANLON PARKWAY & PAISLEY RD
Date: Tue, Feb 13, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

**Peak Hour: 04:30 PM - 05:30 PM Weather: Mostly Cloudy (-11.2 °C)**




| | Bicycles on Crosswalk | Pedestrians |
|---|---|---|
| N | 0 | 1 |
| S | 0 | 1 |
| E | 0 | 0 |
| W | 0 | 0 |

Spectrum

Turning Movement Count
Location Name: WELLINGTON ST / HWY 7 & EDINBURGH RD S
Date: Tue, Feb 13, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Turning Movement Count (1 . WELLINGTON ST / HWY 7 & EDINBURGH RD S)

| Start Time | N Approach EDINBURGH RD S | | | | | | E Approach WELLINGTON ST / HWY 7 | | | | | | S Approach EDINBURGH RD S | | | | | | W Approach WELLINGTON ST / HWY 7 | | | | | | Int. Total (15 min) | Int. Total (1 hr) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right N:W | Thru N:S | Left N:E | U-Turn N:N | Peds N: | Approach Total | Right E:N | Thru E:W | Left E:S | U-Turn E:E | Peds E: | Approach Total | Right S:E | Thru S:N | Left S:W | U-Turn S:S | Peds S: | Approach Total | Right W:S | Thru W:E | Left W:N | U-Turn W:W | Peds W: | Approach Total | | |
| 07:00:00 | 12 | 33 | 5 | 0 | 0 | 50 | 4 | 98 | 9 | 0 | 1 | 111 | 17 | 41 | 14 | 0 | 2 | 72 | 12 | 90 | 8 | 0 | 2 | 110 | 343 | |
| 07:15:00 | 17 | 59 | 4 | 0 | 1 | 80 | 7 | 127 | 10 | 0 | 2 | 144 | 17 | 50 | 44 | 0 | 0 | 111 | 24 | 107 | 10 | 0 | 0 | 141 | 476 | |
| 07:30:00 | 14 | 71 | 16 | 0 | 1 | 101 | 9 | 112 | 19 | 0 | 1 | 140 | 28 | 73 | 48 | 0 | 1 | 149 | 22 | 147 | 11 | 0 | 1 | 180 | 570 | |
| 07:45:00 | 15 | 81 | 7 | 0 | 0 | 103 | 13 | 134 | 16 | 0 | 3 | 163 | 31 | 111 | 49 | 0 | 1 | 191 | 37 | 155 | 19 | 0 | 1 | 211 | 668 | 2057 |
| 08:00:00 | 14 | 115 | 13 | 0 | 0 | 142 | 10 | 131 | 14 | 0 | 4 | 155 | 35 | 109 | 38 | 0 | 2 | 182 | 37 | 166 | 20 | 0 | 2 | 223 | 702 | 2416 |
| 08:15:00 | 30 | 148 | 15 | 0 | 1 | 193 | 9 | 132 | 27 | 0 | 9 | 168 | 50 | 153 | 47 | 0 | 0 | 250 | 60 | 211 | 33 | 0 | 2 | 304 | 915 | 2855 |
| 08:30:00 | 15 | 117 | 16 | 0 | 2 | 148 | 16 | 126 | 37 | 0 | 8 | 179 | 55 | 165 | 52 | 0 | 3 | 272 | 33 | 209 | 26 | 0 | 1 | 268 | 867 | 3152 |
| 08:45:00 | 14 | 126 | 11 | 0 | 0 | 151 | 12 | 111 | 30 | 0 | 3 | 153 | 55 | 119 | 36 | 0 | 0 | 210 | 42 | 179 | 31 | 0 | 3 | 252 | 766 | 3250 |
| 09:00:00 | 7 | 87 | 13 | 0 | 1 | 107 | 15 | 102 | 39 | 0 | 3 | 156 | 30 | 75 | 20 | 0 | 0 | 125 | 22 | 122 | 16 | 0 | 1 | 160 | 548 | 3096 |
| 09:15:00 | 12 | 86 | 7 | 0 | 1 | 105 | 12 | 97 | 32 | 0 | 0 | 141 | 26 | 72 | 26 | 0 | 0 | 124 | 25 | 92 | 17 | 0 | 2 | 134 | 504 | 2685 |
| 09:30:00 | 9 | 79 | 14 | 0 | 0 | 102 | 13 | 75 | 31 | 0 | 0 | 119 | 31 | 83 | 18 | 0 | 0 | 132 | 23 | 106 | 13 | 0 | 0 | 142 | 495 | 2313 |
| 09:45:00 | 14 | 107 | 17 | 0 | 0 | 138 | 11 | 99 | 31 | 0 | 1 | 141 | 23 | 82 | 22 | 0 | 1 | 127 | 17 | 111 | 17 | 0 | 1 | 145 | 551 | 2098 |
| 10:00:00 | 6 | 66 | 9 | 0 | 0 | 81 | 14 | 90 | 27 | 0 | 2 | 131 | 32 | 68 | 20 | 0 | 0 | 120 | 19 | 74 | 18 | 0 | 0 | 111 | 443 | 1993 |
| 10:15:00 | 14 | 105 | 13 | 0 | 0 | 132 | 12 | 90 | 31 | 0 | 1 | 133 | 29 | 88 | 18 | 0 | 1 | 135 | 13 | 82 | 14 | 0 | 1 | 109 | 509 | 1998 |
| 10:30:00 | 14 | 92 | 8 | 0 | 0 | 114 | 13 | 78 | 33 | 0 | 3 | 124 | 35 | 103 | 26 | 0 | 0 | 164 | 9 | 93 | 8 | 0 | 0 | 110 | 512 | 2015 |
| 10:45:00 | 11 | 92 | 15 | 0 | 1 | 118 | 9 | 99 | 44 | 0 | 1 | 152 | 34 | 96 | 26 | 0 | 1 | 156 | 30 | 100 | 18 | 0 | 1 | 148 | 574 | 2038 |
| 11:00:00 | 12 | 97 | 17 | 0 | 1 | 126 | 12 | 105 | 40 | 0 | 1 | 157 | 33 | 72 | 18 | 0 | 0 | 123 | 28 | 76 | 12 | 0 | 1 | 116 | 522 | 2117 |
| 11:15:00 | 14 | 113 | 18 | 0 | 0 | 145 | 14 | 107 | 34 | 0 | 0 | 155 | 30 | 92 | 22 | 0 | 0 | 144 | 24 | 81 | 18 | 0 | 1 | 123 | 567 | 2175 |
| 11:30:00 | 20 | 91 | 14 | 0 | 0 | 125 | 12 | 100 | 41 | 0 | 2 | 153 | 30 | 103 | 22 | 0 | 0 | 155 | 24 | 95 | 8 | 0 | 0 | 127 | 560 | 2223 |
| 11:45:00 | 15 | 87 | 6 | 0 | 0 | 108 | 9 | 101 | 37 | 0 | 0 | 147 | 47 | 105 | 30 | 0 | 0 | 182 | 21 | 116 | 9 | 0 | 0 | 146 | 583 | 2232 |
| 12:00:00 | 11 | 110 | 15 | 0 | 0 | 136 | 19 | 86 | 31 | 0 | 0 | 136 | 31 | 107 | 23 | 0 | 0 | 161 | 20 | 82 | 11 | 0 | 0 | 113 | 546 | 2256 |
| 12:15:00 | 9 | 94 | 15 | 0 | 0 | 118 | 15 | 105 | 31 | 0 | 1 | 151 | 43 | 97 | 23 | 0 | 1 | 163 | 11 | 94 | 6 | 0 | 1 | 111 | 543 | 2232 |
| 12:30:00 | 13 | 87 | 7 | 0 | 0 | 107 | 13 | 99 | 44 | 0 | 2 | 156 | 45 | 79 | 30 | 0 | 1 | 154 | 26 | 82 | 9 | 0 | 0 | 117 | 534 | 2206 |
| 12:45:00 | 15 | 113 | 19 | 0 | 1 | 147 | 13 | 100 | 58 | 0 | 2 | 171 | 46 | 107 | 24 | 0 | 0 | 177 | 23 | 112 | 11 | 0 | 0 | 146 | 641 | 2264 |
| 13:00:00 | 14 | 93 | 10 | 0 | 0 | 117 | 10 | 91 | 37 | 0 | 1 | 138 | 38 | 117 | 34 | 0 | 1 | 189 | 24 | 117 | 10 | 0 | 1 | 151 | 595 | 2313 |
| 13:15:00 | 12 | 100 | 11 | 0 | 0 | 123 | 14 | 94 | 44 | 0 | 2 | 152 | 44 | 95 | 23 | 0 | 1 | 162 | 23 | 96 | 12 | 0 | 3 | 131 | 568 | 2338 |
| 13:30:00 | 10 | 113 | 14 | 0 | 0 | 137 | 17 | 99 | 32 | 0 | 2 | 148 | 32 | 88 | 27 | 0 | 1 | 147 | 23 | 103 | 12 | 0 | 1 | 138 | 570 | 2374 |
| 13:45:00 | 15 | 106 | 11 | 0 | 0 | 132 | 14 | 94 | 33 | 0 | 0 | 141 | 46 | 111 | 26 | 0 | 1 | 183 | 17 | 97 | 11 | 0 | 2 | 125 | 581 | 2314 |
| 14:00:00 | 21 | 105 | 14 | 0 | 0 | 140 | 14 | 106 | 42 | 0 | 4 | 162 | 33 | 88 | 31 | 0 | 0 | 152 | 25 | 107 | 14 | 0 | 0 | 146 | 600 | 2319 |
| 14:15:00 | 13 | 111 | 17 | 0 | 0 | 141 | 14 | 100 | 42 | 0 | 4 | 156 | 30 | 85 | 35 | 0 | 2 | 150 | 26 | 118 | 18 | 0 | 1 | 162 | 609 | 2360 |
| 14:30:00 | 16 | 107 | 8 | 0 | 0 | 131 | 9 | 89 | 40 | 0 | 0 | 138 | 46 | 117 | 28 | 0 | 0 | 191 | 23 | 120 | 8 | 0 | 0 | 151 | 611 | 2401 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14:45:00 | 10 | 97 | 5 | 0 | 0 | 112 | 15 | 127 | 30 | 0 | 2 | 172 | 41 | 131 | 43 | 0 | 1 | 215 | 34 | 111 | 18 | 0 | 1 | 163 | 662 | 2482 |
| 15:00:00 | 9 | 113 | 12 | 0 | 0 | 134 | 18 | 137 | 34 | 0 | 2 | 189 | 54 | 131 | 29 | 0 | 1 | 214 | 33 | 107 | 10 | 0 | 0 | 150 | 687 | 2569 |
| 15:15:00 | 11 | 146 | 10 | 0 | 0 | 167 | 20 | 132 | 44 | 0 | 9 | 196 | 44 | 154 | 37 | 0 | 0 | 235 | 34 | 63 | 18 | 0 | 3 | 115 | 713 | 2673 |
| 15:30:00 | 15 | 130 | 10 | 0 | 0 | 155 | 16 | 149 | 51 | 0 | 4 | 216 | 47 | 115 | 44 | 0 | 4 | 206 | 39 | 112 | 14 | 0 | 5 | 165 | 742 | 2804 |
| 15:45:00 | 8 | 190 | 16 | 0 | 0 | 214 | 7 | 147 | 46 | 0 | 3 | 200 | 47 | 132 | 38 | 0 | 0 | 217 | 39 | 130 | 24 | 0 | 2 | 193 | 824 | 2966 |
| 16:00:00 | 14 | 130 | 23 | 0 | 2 | 167 | 16 | 180 | 38 | 0 | 3 | 234 | 40 | 111 | 52 | 0 | 0 | 203 | 36 | 128 | 14 | 0 | 4 | 178 | 782 | 3061 |
| 16:15:00 | 19 | 146 | 12 | 0 | 0 | 177 | 21 | 191 | 52 | 0 | 2 | 264 | 57 | 149 | 51 | 0 | 1 | 257 | 41 | 137 | 22 | 0 | 3 | 200 | 898 | 3246 |
| 16:30:00 | 19 | 155 | 14 | 0 | 1 | 188 | 14 | 203 | 40 | 0 | 2 | 257 | 51 | 146 | 51 | 0 | 0 | 248 | 27 | 147 | 27 | 0 | 0 | 201 | 894 | 3398 |
| 16:45:00 | 14 | 147 | 12 | 0 | 1 | 173 | 24 | 175 | 56 | 0 | 2 | 255 | 59 | 182 | 50 | 0 | 0 | 291 | 44 | 158 | 19 | 0 | 2 | 221 | 940 | 3514 |
| 17:00:00 | 20 | 153 | 17 | 0 | 0 | 190 | 9 | 172 | 67 | 0 | 3 | 248 | 52 | 160 | 46 | 0 | 0 | 258 | 50 | 140 | 28 | 0 | 1 | 218 | 914 | 3646 |
| 17:15:00 | 19 | 171 | 13 | 0 | 1 | 203 | 22 | 161 | 63 | 0 | 3 | 246 | 51 | 151 | 39 | 0 | 1 | 241 | 47 | 168 | 36 | 0 | 3 | 251 | 941 | 3689 |
| 17:30:00 | 12 | 147 | 17 | 0 | 3 | 176 | 16 | 141 | 45 | 0 | 4 | 202 | 39 | 151 | 36 | 0 | 0 | 226 | 46 | 139 | 17 | 0 | 3 | 202 | 806 | 3601 |
| 17:45:00 | 17 | 119 | 13 | 0 | 0 | 149 | 21 | 143 | 46 | 0 | 0 | 210 | 52 | 135 | 28 | 0 | 0 | 215 | 44 | 148 | 23 | 0 | 2 | 215 | 789 | 3450 |
| **Grand Total** | 615 | 4835 | 553 | 0 | 18 | 6003 | 597 | 5235 | 1628 | 0 | 102 | 7460 | 1736 | 4799 | 1444 | 0 | 28 | 7979 | 1277 | 5228 | 718 | 0 | 58 | 7223 | **28665** | - |
| **Approach%** | 10.2% | 80.5% | 9.2% | 0% | | - | 8% | 70.2% | 21.8% | 0% | | - | 21.8% | 60.1% | 18.1% | 0% | | - | 17.7% | 72.4% | 9.9% | 0% | | - | - | - |
| **Totals %** | 2.1% | 16.9% | 1.9% | 0% | | 20.9% | 2.1% | 18.3% | 5.7% | 0% | | 26% | 6.1% | 16.7% | 5% | 0% | | 27.8% | 4.5% | 18.2% | 2.5% | 0% | | 25.2% | - | - |
| **Heavy** | 15 | 66 | 18 | 0 | | - | 15 | 262 | 70 | 0 | | - | 65 | 51 | 37 | 0 | | - | 39 | 279 | 15 | 0 | | - | - | - |
| **Heavy %** | 2.4% | 1.4% | 3.3% | 0% | | - | 2.5% | 5% | 4.3% | 0% | | - | 3.7% | 1.1% | 2.6% | 0% | | - | 3.1% | 5.3% | 2.1% | 0% | | - | - | - |
| **Bicycles** | 0 | 7 | 0 | 0 | | - | 0 | 1 | 0 | 0 | | - | 0 | 9 | 1 | 0 | | - | 2 | 1 | 0 | 0 | | - | - | - |
| **Bicycle %** | 0% | 0.1% | 0% | 0% | | - | 0% | 0% | 0% | 0% | | - | 0% | 0.2% | 0.1% | 0% | | - | 0.2% | 0% | 0% | 0% | | - | - | - |

Spectrum

Turning Movement Count
Location Name: WELLINGTON ST / HWY 7 & EDINBURGH RD S
Date: Tue, Feb 13, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Peak Hour: 04:30 PM - 05:30 PM Weather: Mostly Cloudy (-11.2 °C)

| Start Time | N Approach EDINBURGH RD S | | | | | | E Approach WELLINGTON ST / HWY 7 | | | | | | S Approach EDINBURGH RD S | | | | | | W Approach WELLINGTON ST / HWY 7 | | | | | | Int. Total (15 min) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | |
| 16:30:00 | 19 | 155 | 14 | 0 | 1 | 188 | 14 | 203 | 40 | 0 | 2 | 257 | 51 | 146 | 51 | 0 | 0 | 248 | 27 | 147 | 27 | 0 | 0 | 201 | 894 |
| 16:45:00 | 14 | 147 | 12 | 0 | 1 | 173 | 24 | 175 | 56 | 0 | 2 | 255 | 59 | 182 | 50 | 0 | 0 | 291 | 44 | 158 | 19 | 0 | 2 | 221 | 940 |
| 17:00:00 | 20 | 153 | 17 | 0 | 0 | 190 | 9 | 172 | 67 | 0 | 3 | 248 | 52 | 160 | 46 | 0 | 0 | 258 | 50 | 140 | 28 | 0 | 1 | 218 | 914 |
| 17:15:00 | 19 | 171 | 13 | 0 | 1 | 203 | 22 | 161 | 63 | 0 | 3 | 246 | 51 | 151 | 39 | 0 | 1 | 241 | 47 | 168 | 36 | 0 | 3 | 251 | 941 |
| **Grand Total** | 72 | 626 | 56 | 0 | 3 | 754 | 69 | 711 | 226 | 0 | 10 | 1006 | 213 | 639 | 186 | 0 | 1 | 1038 | 168 | 613 | 110 | 0 | 6 | 891 | **3689** |
| **Approach%** | 9.5% | 83% | 7.4% | 0% | | - | 6.9% | 70.7% | 22.5% | 0% | | - | 20.5% | 61.6% | 17.9% | 0% | | - | 18.9% | 68.8% | 12.3% | 0% | | - | - |
| **Totals %** | 2% | 17% | 1.5% | 0% | | 20.4% | 1.9% | 19.3% | 6.1% | 0% | | 27.3% | 5.8% | 17.3% | 5% | 0% | | 28.1% | 4.6% | 16.6% | 3% | 0% | | 24.2% | - |
| **PHF** | 0.9 | 0.92 | 0.82 | 0 | | 0.93 | 0.72 | 0.88 | 0.84 | 0 | | 0.98 | 0.9 | 0.88 | 0.91 | 0 | | 0.89 | 0.84 | 0.91 | 0.76 | 0 | | 0.89 | - |
| **Heavy** | 1 | 1 | 1 | 0 | | 3 | 1 | 13 | 5 | 0 | | 19 | 4 | 2 | 0 | 0 | | 6 | 1 | 9 | 0 | 0 | | 10 | - |
| **Heavy %** | 1.4% | 0.2% | 1.8% | 0% | | 0.4% | 1.4% | 1.8% | 2.2% | 0% | | 1.9% | 1.9% | 0.3% | 0% | 0% | | 0.6% | 0.6% | 1.5% | 0% | 0% | | 1.1% | - |
| **Lights** | 71 | 625 | 55 | 0 | | 751 | 68 | 698 | 221 | 0 | | 987 | 209 | 637 | 186 | 0 | | 1032 | 167 | 604 | 110 | 0 | | 881 | - |
| **Lights %** | 98.6% | 99.8% | 98.2% | 0% | | 99.6% | 98.6% | 98.2% | 97.8% | 0% | | 98.1% | 98.1% | 99.7% | 100% | 0% | | 99.4% | 99.4% | 98.5% | 100% | 0% | | 98.9% | - |
| **Single-Unit Trucks** | 1 | 0 | 0 | 0 | | 1 | 1 | 8 | 0 | 0 | | 9 | 0 | 2 | 0 | 0 | | 2 | 0 | 4 | 0 | 0 | | 4 | - |
| **Single-Unit Trucks %** | 1.4% | 0% | 0% | 0% | | 0.1% | 1.4% | 1.1% | 0% | 0% | | 0.9% | 0% | 0.3% | 0% | 0% | | 0.2% | 0% | 0.7% | 0% | 0% | | 0.4% | - |
| **Buses** | 0 | 1 | 1 | 0 | | 2 | 0 | 2 | 4 | 0 | | 6 | 4 | 0 | 0 | 0 | | 4 | 1 | 1 | 0 | 0 | | 2 | - |
| **Buses %** | 0% | 0.2% | 1.8% | 0% | | 0.3% | 0% | 0.3% | 1.8% | 0% | | 0.6% | 1.9% | 0% | 0% | 0% | | 0.4% | 0.6% | 0.2% | 0% | 0% | | 0.2% | - |
| **Articulated Trucks** | 0 | 0 | 0 | 0 | | 0 | 0 | 3 | 1 | 0 | | 4 | 0 | 0 | 0 | 0 | | 0 | 0 | 4 | 0 | 0 | | 4 | - |
| **Articulated Trucks %** | 0% | 0% | 0% | 0% | | 0% | 0% | 0.4% | 0.4% | 0% | | 0.4% | 0% | 0% | 0% | 0% | | 0% | 0% | 0.7% | 0% | 0% | | 0.4% | - |
| **Pedestrians** | - | - | - | - | 3 | - | - | - | - | - | 10 | - | - | - | - | - | 1 | - | - | - | - | - | 6 | - | - |
| **Pedestrians%** | - | - | - | - | 15% | | - | - | - | - | 50% | | - | - | - | - | 5% | | - | - | - | - | 30% | | - |
| **Bicycles on Crosswalk** | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| **Bicycles on Crosswalk%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - |
| **Bicycles on Road** | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 3 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | - |
| **Bicycles on Road%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - |

Spectrum

Turning Movement Count
Location Name: WELLINGTON ST / HWY 7 & EDINBURGH RD S
Date: Tue, Feb 13, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

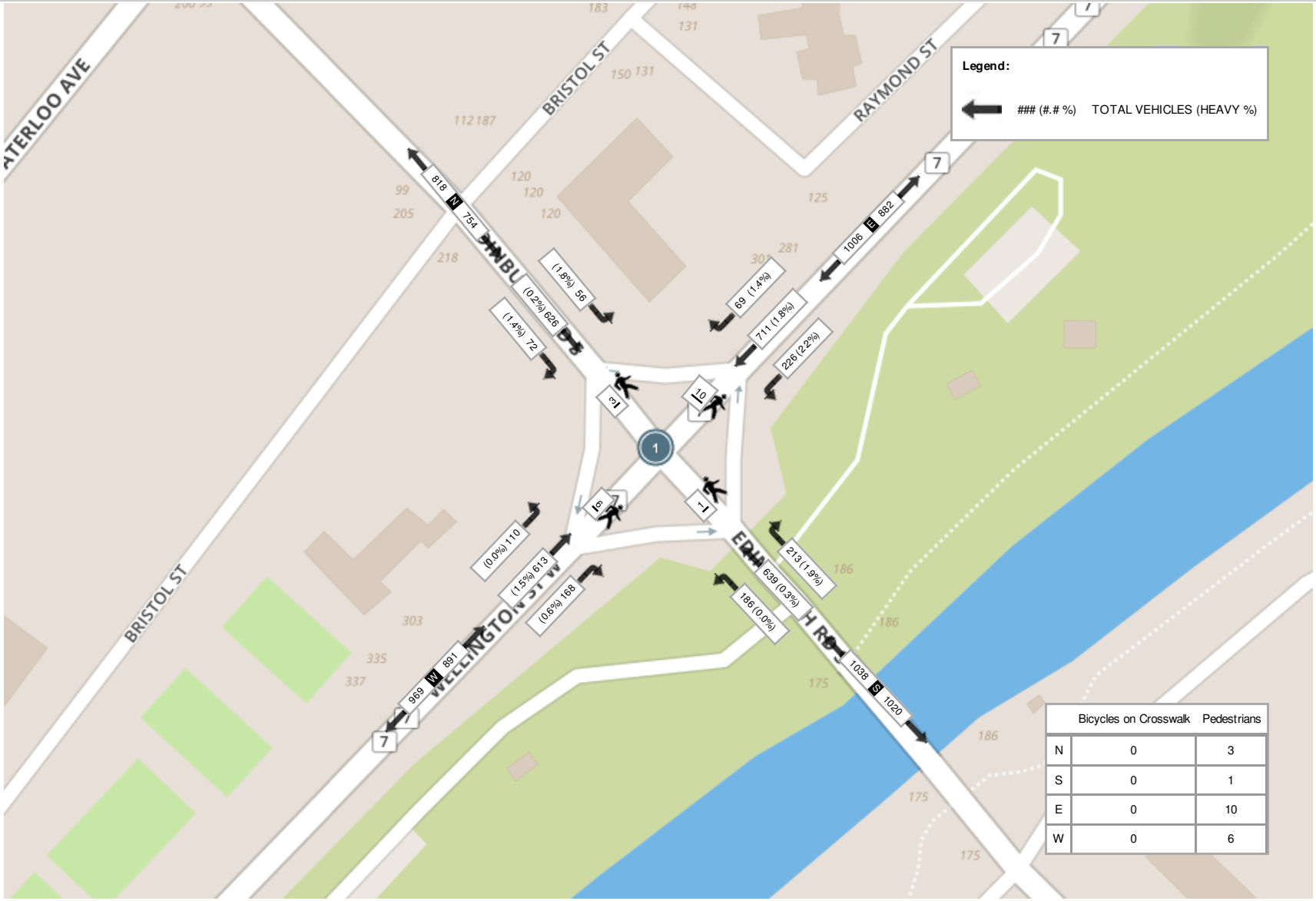
## Selected Hour: 08:00 AM - 09:00 AM Weather:

| Start Time | N Approach EDINBURGH RD S | | | | | | E Approach WELLINGTON ST / HWY 7 | | | | | | S Approach EDINBURGH RD S | | | | | | W Approach WELLINGTON ST / HWY 7 | | | | | | Int. Total (15 min) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | |
| 08:00:00 | 14 | 115 | 13 | 0 | 0 | 142 | 10 | 131 | 14 | 0 | 4 | 155 | 35 | 109 | 38 | 0 | 2 | 182 | 37 | 166 | 20 | 0 | 2 | 223 | 702 |
| 08:15:00 | 30 | 148 | 15 | 0 | 1 | 193 | 9 | 132 | 27 | 0 | 9 | 168 | 50 | 153 | 47 | 0 | 0 | 250 | 60 | 211 | 33 | 0 | 2 | 304 | 915 |
| 08:30:00 | 15 | 117 | 16 | 0 | 2 | 148 | 16 | 126 | 37 | 0 | 8 | 179 | 55 | 165 | 52 | 0 | 3 | 272 | 33 | 209 | 26 | 0 | 1 | 268 | 867 |
| 08:45:00 | 14 | 126 | 11 | 0 | 0 | 151 | 12 | 111 | 30 | 0 | 3 | 153 | 55 | 119 | 36 | 0 | 0 | 210 | 42 | 179 | 31 | 0 | 3 | 252 | 766 |
| **Grand Total** | 73 | 506 | 55 | 0 | 3 | 634 | 47 | 500 | 108 | 0 | 24 | 655 | 195 | 546 | 173 | 0 | 5 | 914 | 172 | 765 | 110 | 0 | 8 | 1047 | **3250** |
| **Approach%** | 11.5% | 79.8% | 8.7% | 0% | | - | 7.2% | 76.3% | 16.5% | 0% | | - | 21.3% | 59.7% | 18.9% | 0% | | - | 16.4% | 73.1% | 10.5% | 0% | | - | - |
| **Totals %** | 2.2% | 15.6% | 1.7% | 0% | | 19.5% | 1.4% | 15.4% | 3.3% | 0% | | 20.2% | 6% | 16.8% | 5.3% | 0% | | 28.1% | 5.3% | 23.5% | 3.4% | 0% | | 32.2% | - |
| **PHF** | 0.61 | 0.85 | 0.86 | 0 | | 0.82 | 0.73 | 0.95 | 0.73 | 0 | | 0.91 | 0.89 | 0.83 | 0.83 | 0 | | 0.84 | 0.72 | 0.91 | 0.83 | 0 | | 0.86 | - |
| **Heavy** | 0 | 17 | 3 | 0 | | 20 | 0 | 27 | 6 | 0 | | 33 | 8 | 10 | 5 | 0 | | 23 | 9 | 29 | 1 | 0 | | 39 | - |
| **Heavy %** | 0% | 3.4% | 5.5% | 0% | | 3.2% | 0% | 5.4% | 5.6% | 0% | | 5% | 4.1% | 1.8% | 2.9% | 0% | | 2.5% | 5.2% | 3.8% | 0.9% | 0% | | 3.7% | - |
| **Lights** | 73 | 489 | 52 | 0 | | 614 | 47 | 473 | 102 | 0 | | 622 | 187 | 536 | 168 | 0 | | 891 | 163 | 736 | 109 | 0 | | 1008 | - |
| **Lights %** | 100% | 96.6% | 94.5% | 0% | | 96.8% | 100% | 94.6% | 94.4% | 0% | | 95% | 95.9% | 98.2% | 97.1% | 0% | | 97.5% | 94.8% | 96.2% | 99.1% | 0% | | 96.3% | - |
| **Single-Unit Trucks** | 0 | 9 | 1 | 0 | | 10 | 0 | 14 | 1 | 0 | | 15 | 3 | 1 | 0 | 0 | | 4 | 3 | 16 | 1 | 0 | | 20 | - |
| **Single-Unit Trucks %** | 0% | 1.8% | 1.8% | 0% | | 1.6% | 0% | 2.8% | 0.9% | 0% | | 2.3% | 1.5% | 0.2% | 0% | 0% | | 0.4% | 1.7% | 2.1% | 0.9% | 0% | | 1.9% | - |
| **Buses** | 0 | 7 | 2 | 0 | | 9 | 0 | 5 | 5 | 0 | | 10 | 5 | 8 | 1 | 0 | | 14 | 4 | 1 | 0 | 0 | | 5 | - |
| **Buses %** | 0% | 1.4% | 3.6% | 0% | | 1.4% | 0% | 1% | 4.6% | 0% | | 1.5% | 2.6% | 1.5% | 0.6% | 0% | | 1.5% | 2.3% | 0.1% | 0% | 0% | | 0.5% | - |
| **Articulated Trucks** | 0 | 1 | 0 | 0 | | 1 | 0 | 8 | 0 | 0 | | 8 | 0 | 1 | 4 | 0 | | 5 | 2 | 12 | 0 | 0 | | 14 | - |
| **Articulated Trucks %** | 0% | 0.2% | 0% | 0% | | 0.2% | 0% | 1.6% | 0% | 0% | | 1.2% | 0% | 0.2% | 2.3% | 0% | | 0.5% | 1.2% | 1.6% | 0% | 0% | | 1.3% | - |
| **Pedestrians** | - | - | - | - | 2 | - | - | - | - | - | 23 | - | - | - | - | - | 5 | - | - | - | - | - | 8 | - | - |
| **Pedestrians%** | - | - | - | - | 5% | | - | - | - | - | 57.5% | | - | - | - | - | 12.5% | | - | - | - | - | 20% | | - |
| **Bicycles on Crosswalk** | - | - | - | - | 1 | - | - | - | - | - | 1 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| **Bicycles on Crosswalk%** | - | - | - | - | 2.5% | | - | - | - | - | 2.5% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - |
| **Bicycles on Road** | 0 | 2 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | - |
| **Bicycles on Road%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - |

Turning Movement Count
Location Name: WELLINGTON ST / HWY 7 & EDINBURGH RD S
Date: Tue, Feb 13, 2018 Deployment Lead: Theo Daglis

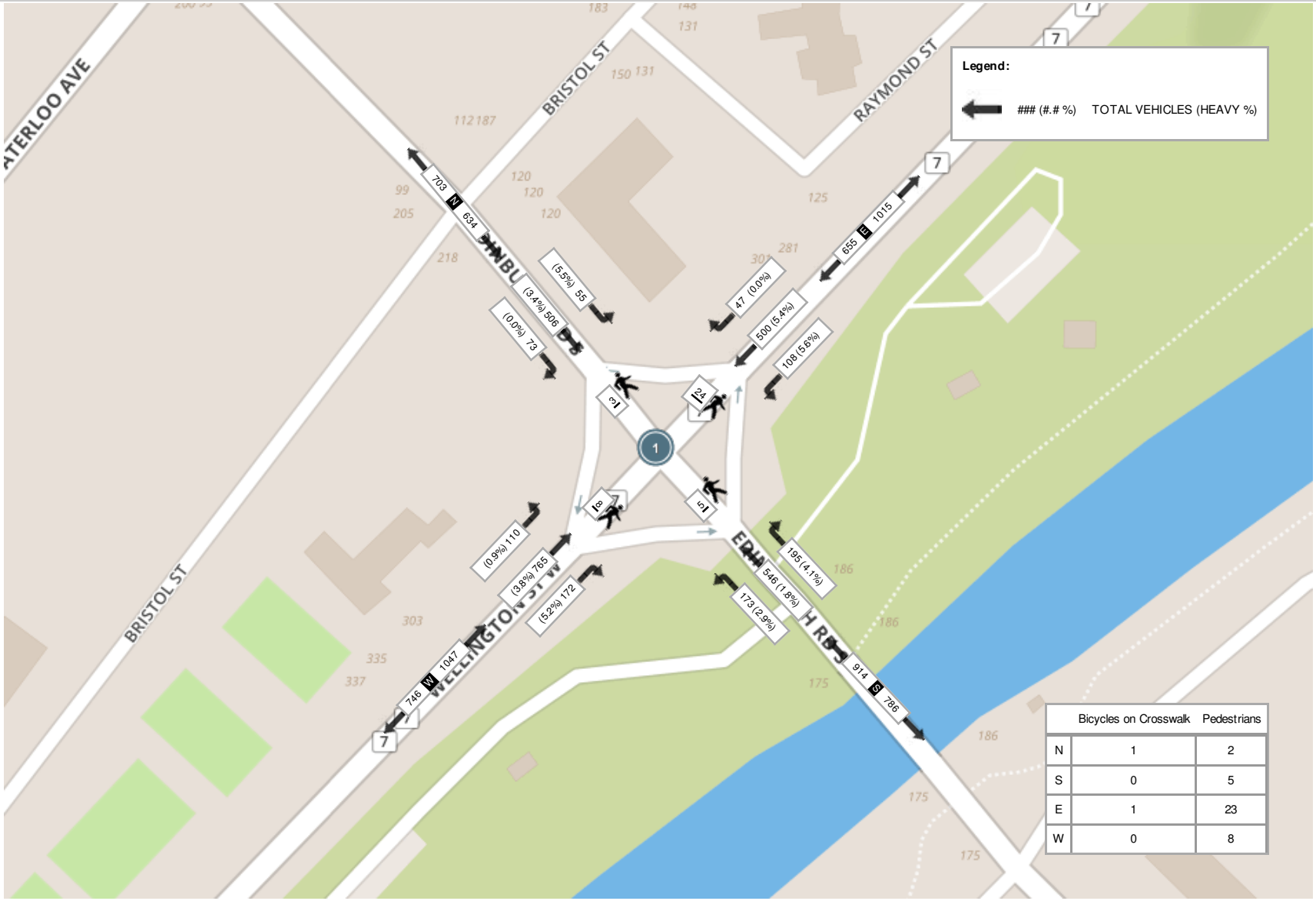
BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

**Peak Hour: 04:30 PM - 05:30 PM Weather: Mostly Cloudy (-11.2 °C)**




| | Bicycles on Crosswalk | Pedestrians |
|---|---|---|
| N | 0 | 3 |
| S | 0 | 1 |
| E | 0 | 10 |
| W | 0 | 6 |

**Selected Hour: 08:00 AM - 09:00 AM Weather:**




| | Bicycles on Crosswalk | Pedestrians |
|---|---|---|
| N | 1 | 2 |
| S | 0 | 5 |
| E | 1 | 23 |
| W | 0 | 8 |

Spectrum

Turning Movement Count
Location Name: WELLINGTON ST / HWY 7 & EDINBURGH RD S
Date: Sat, Feb 24, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Turning Movement Count (1 . WELLINGTON ST / HWY 7 & EDINBURGH RD S)

| Start Time | N Approach EDINBURGH RD S | | | | | | E Approach WELLINGTON ST / HWY 7 | | | | | | S Approach EDINBURGH RD S | | | | | | W Approach WELLINGTON ST / HWY 7 | | | | | | Int. Total (15 min) | Int. Total (1 hr) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right N:W | Thru N:S | Left N:E | U-Turn N:N | Peds N: | Approach Total | Right E:N | Thru E:W | Left E:S | U-Turn E:E | Peds E: | Approach Total | Right S:E | Thru S:N | Left S:W | U-Turn S:S | Peds S: | Approach Total | Right W:S | Thru W:E | Left W:N | U-Turn W:W | Peds W: | Approach Total | | |
| 11:00:00 | 14 | 118 | 13 | 0 | 0 | 145 | 20 | 110 | 42 | 0 | 0 | 172 | 29 | 99 | 34 | 0 | 3 | 162 | 22 | 107 | 25 | 0 | 1 | 154 | 633 | |
| 11:15:00 | 13 | 111 | 10 | 0 | 0 | 134 | 11 | 104 | 36 | 0 | 0 | 151 | 49 | 103 | 28 | 0 | 1 | 180 | 24 | 121 | 17 | 0 | 0 | 162 | 627 | |
| 11:30:00 | 17 | 88 | 13 | 0 | 1 | 118 | 17 | 127 | 45 | 0 | 0 | 189 | 44 | 102 | 32 | 0 | 2 | 178 | 27 | 120 | 17 | 0 | 2 | 164 | 649 | |
| 11:45:00 | 14 | 115 | 14 | 0 | 0 | 143 | 12 | 134 | 48 | 0 | 0 | 194 | 43 | 103 | 34 | 0 | 0 | 180 | 25 | 110 | 15 | 0 | 0 | 150 | 667 | 2576 |
| 12:00:00 | 19 | 110 | 17 | 0 | 0 | 146 | 15 | 126 | 42 | 0 | 0 | 183 | 31 | 89 | 26 | 0 | 0 | 146 | 28 | 136 | 15 | 0 | 0 | 179 | 654 | 2597 |
| 12:15:00 | 7 | 119 | 15 | 0 | 2 | 141 | 20 | 112 | 37 | 0 | 0 | 169 | 40 | 102 | 37 | 0 | 0 | 179 | 25 | 135 | 17 | 0 | 0 | 177 | 666 | 2636 |
| 12:30:00 | 19 | 105 | 14 | 0 | 0 | 138 | 15 | 131 | 36 | 0 | 0 | 182 | 59 | 108 | 21 | 0 | 1 | 188 | 21 | 110 | 22 | 0 | 0 | 153 | 661 | 2648 |
| 12:45:00 | 24 | 98 | 9 | 0 | 3 | 131 | 17 | 122 | 43 | 0 | 0 | 182 | 41 | 119 | 31 | 0 | 0 | 191 | 19 | 146 | 22 | 0 | 0 | 187 | 691 | 2672 |
| 13:00:00 | 16 | 121 | 18 | 0 | 0 | 155 | 15 | 124 | 44 | 0 | 0 | 183 | 52 | 91 | 28 | 0 | 1 | 171 | 34 | 131 | 13 | 0 | 0 | 178 | 687 | 2705 |
| 13:15:00 | 22 | 90 | 15 | 0 | 0 | 127 | 13 | 121 | 39 | 0 | 0 | 173 | 65 | 84 | 30 | 0 | 0 | 179 | 26 | 119 | 18 | 0 | 0 | 163 | 642 | 2681 |
| 13:30:00 | 18 | 146 | 11 | 0 | 0 | 175 | 18 | 98 | 47 | 0 | 0 | 163 | 42 | 122 | 22 | 0 | 4 | 186 | 27 | 95 | 13 | 0 | 0 | 135 | 659 | 2679 |
| 13:45:00 | 13 | 100 | 9 | 0 | 0 | 122 | 22 | 106 | 34 | 0 | 0 | 162 | 40 | 120 | 29 | 0 | 0 | 189 | 29 | 123 | 13 | 0 | 0 | 165 | 638 | 2626 |
| 14:00:00 | 18 | 115 | 14 | 0 | 0 | 147 | 19 | 115 | 45 | 0 | 1 | 179 | 45 | 122 | 27 | 0 | 0 | 194 | 22 | 88 | 12 | 0 | 2 | 122 | 642 | 2581 |
| 14:15:00 | 14 | 99 | 16 | 0 | 0 | 129 | 8 | 115 | 48 | 0 | 0 | 171 | 44 | 115 | 39 | 0 | 0 | 198 | 23 | 115 | 13 | 0 | 0 | 151 | 649 | 2588 |
| 14:30:00 | 10 | 129 | 10 | 0 | 0 | 149 | 13 | 124 | 28 | 0 | 0 | 165 | 48 | 117 | 35 | 0 | 2 | 200 | 28 | 115 | 16 | 0 | 0 | 159 | 673 | 2602 |
| 14:45:00 | 13 | 111 | 14 | 0 | 0 | 138 | 19 | 117 | 52 | 0 | 0 | 188 | 51 | 128 | 44 | 0 | 2 | 223 | 27 | 117 | 13 | 0 | 1 | 157 | 706 | 2670 |
| **Grand Total** | 251 | 1775 | 212 | 0 | 6 | 2238 | 254 | 1886 | 666 | 0 | 1 | 2806 | 723 | 1724 | 497 | 0 | 16 | 2944 | 407 | 1888 | 261 | 0 | 6 | 2556 | **10544** | - |
| **Approach%** | 11.2% | 79.3% | 9.5% | 0% | | - | 9.1% | 67.2% | 23.7% | 0% | | - | 24.6% | 58.6% | 16.9% | 0% | | - | 15.9% | 73.9% | 10.2% | 0% | | - | - | - |
| **Totals %** | 2.4% | 16.8% | 2% | 0% | | 21.2% | 2.4% | 17.9% | 6.3% | 0% | | 26.6% | 6.9% | 16.4% | 4.7% | 0% | | 27.9% | 3.9% | 17.9% | 2.5% | 0% | | 24.2% | - | - |
| **Heavy** | 1 | 3 | 2 | 0 | | - | 4 | 34 | 13 | 0 | | - | 16 | 2 | 1 | 0 | | - | 4 | 28 | 4 | 0 | | - | - | - |
| **Heavy %** | 0.4% | 0.2% | 0.9% | 0% | | - | 1.6% | 1.8% | 2% | 0% | | - | 2.2% | 0.1% | 0.2% | 0% | | - | 1% | 1.5% | 1.5% | 0% | | - | - | - |
| **Bicycles** | 0 | 2 | 0 | 0 | | - | 0 | 0 | 0 | 0 | | - | 0 | 2 | 0 | 0 | | - | 0 | 0 | 0 | 0 | | - | - | - |
| **Bicycle %** | 0% | 0.1% | 0% | 0% | | - | 0% | 0% | 0% | 0% | | - | 0% | 0.1% | 0% | 0% | | - | 0% | 0% | 0% | 0% | | - | - | - |

Spectrum

Turning Movement Count
Location Name: WELLINGTON ST / HWY 7 & EDINBURGH RD S
Date: Sat, Feb 24, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

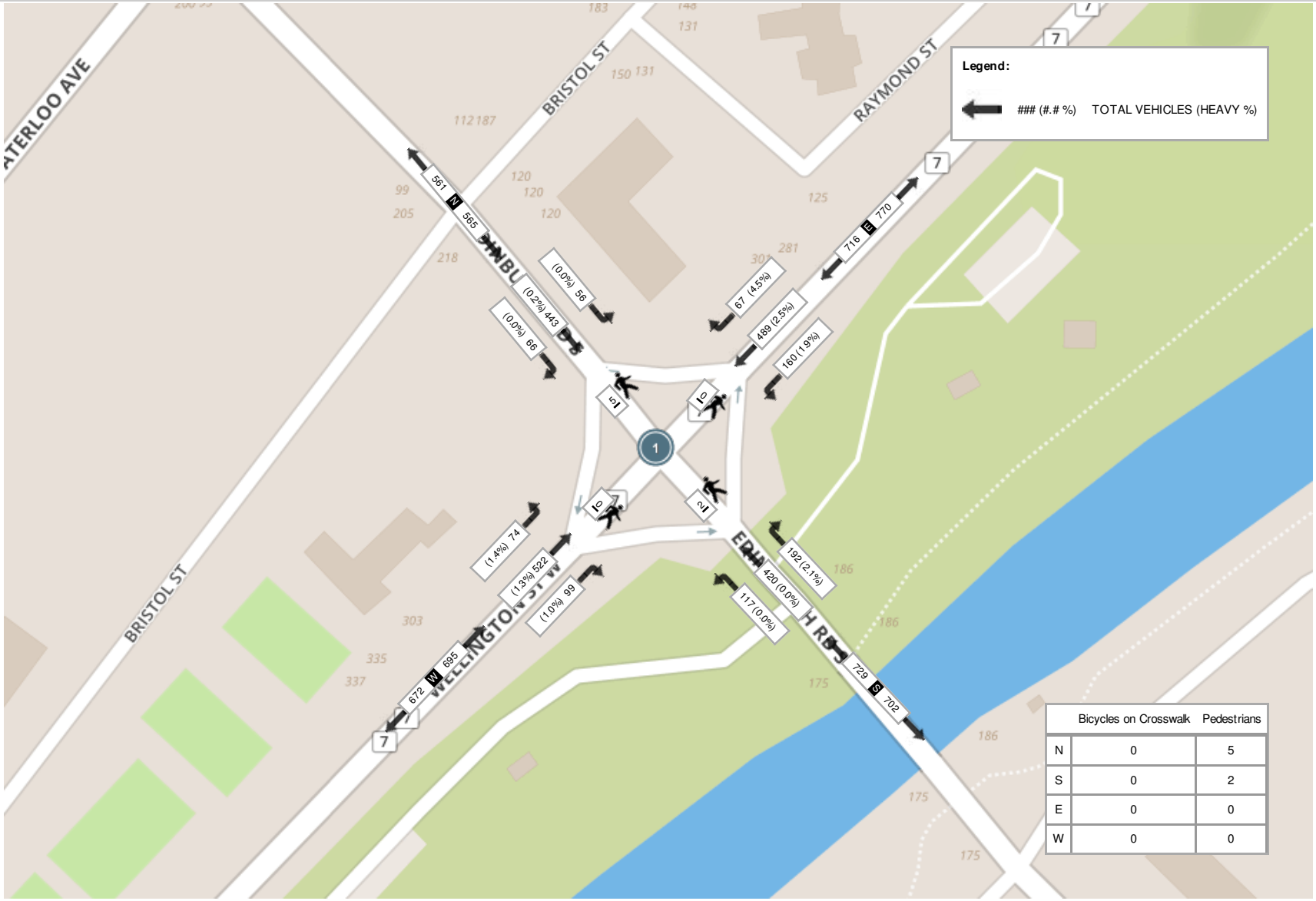
## Peak Hour: 12:15 PM - 01:15 PM Weather:

| Start Time | N Approach EDINBURGH RD S | | | | | | E Approach WELLINGTON ST / HWY 7 | | | | | | S Approach EDINBURGH RD S | | | | | | W Approach WELLINGTON ST / HWY 7 | | | | | | Int. Total (15 min) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | |
| 12:15:00 | 7 | 119 | 15 | 0 | 2 | 141 | 20 | 112 | 37 | 0 | 0 | 169 | 40 | 102 | 37 | 0 | 0 | 179 | 25 | 135 | 17 | 0 | 0 | 177 | 666 |
| 12:30:00 | 19 | 105 | 14 | 0 | 0 | 138 | 15 | 131 | 36 | 0 | 0 | 182 | 59 | 108 | 21 | 0 | 1 | 188 | 21 | 110 | 22 | 0 | 0 | 153 | 661 |
| 12:45:00 | 24 | 98 | 9 | 0 | 3 | 131 | 17 | 122 | 43 | 0 | 0 | 182 | 41 | 119 | 31 | 0 | 0 | 191 | 19 | 146 | 22 | 0 | 0 | 187 | 691 |
| 13:00:00 | 16 | 121 | 18 | 0 | 0 | 155 | 15 | 124 | 44 | 0 | 0 | 183 | 52 | 91 | 28 | 0 | 1 | 171 | 34 | 131 | 13 | 0 | 0 | 178 | 687 |
| **Grand Total** | 66 | 443 | 56 | 0 | 5 | 565 | 67 | 489 | 160 | 0 | 0 | 716 | 192 | 420 | 117 | 0 | 2 | 729 | 99 | 522 | 74 | 0 | 0 | 695 | **2705** |
| **Approach%** | 11.7% | 78.4% | 9.9% | 0% | | - | 9.4% | 68.3% | 22.3% | 0% | | - | 26.3% | 57.6% | 16% | 0% | | - | 14.2% | 75.1% | 10.6% | 0% | | - | - |
| **Totals %** | 2.4% | 16.4% | 2.1% | 0% | | 20.9% | 2.5% | 18.1% | 5.9% | 0% | | 26.5% | 7.1% | 15.5% | 4.3% | 0% | | 27% | 3.7% | 19.3% | 2.7% | 0% | | 25.7% | - |
| **PHF** | 0.69 | 0.92 | 0.78 | 0 | | 0.91 | 0.84 | 0.93 | 0.91 | 0 | | 0.98 | 0.81 | 0.88 | 0.79 | 0 | | 0.95 | 0.73 | 0.89 | 0.84 | 0 | | 0.93 | - |
| **Heavy** | 0 | 1 | 0 | 0 | | 1 | 3 | 12 | 3 | 0 | | 18 | 4 | 0 | 0 | 0 | | 4 | 1 | 7 | 1 | 0 | | 9 | - |
| **Heavy %** | 0% | 0.2% | 0% | 0% | | 0.2% | 4.5% | 2.5% | 1.9% | 0% | | 2.5% | 2.1% | 0% | 0% | 0% | | 0.5% | 1% | 1.3% | 1.4% | 0% | | 1.3% | - |
| **Lights** | 66 | 442 | 56 | 0 | | 564 | 64 | 477 | 157 | 0 | | 698 | 188 | 420 | 117 | 0 | | 725 | 98 | 515 | 73 | 0 | | 686 | - |
| **Lights %** | 100% | 99.8% | 100% | 0% | | 99.8% | 95.5% | 97.5% | 98.1% | 0% | | 97.5% | 97.9% | 100% | 100% | 0% | | 99.5% | 99% | 98.7% | 98.6% | 0% | | 98.7% | - |
| **Single-Unit Trucks** | 0 | 1 | 0 | 0 | | 1 | 1 | 3 | 0 | 0 | | 4 | 1 | 0 | 0 | 0 | | 1 | 1 | 3 | 1 | 0 | | 5 | - |
| **Single-Unit Trucks %** | 0% | 0.2% | 0% | 0% | | 0.2% | 1.5% | 0.6% | 0% | 0% | | 0.6% | 0.5% | 0% | 0% | 0% | | 0.1% | 1% | 0.6% | 1.4% | 0% | | 0.7% | - |
| **Buses** | 0 | 0 | 0 | 0 | | 0 | 1 | 2 | 3 | 0 | | 6 | 3 | 0 | 0 | 0 | | 3 | 0 | 2 | 0 | 0 | | 2 | - |
| **Buses %** | 0% | 0% | 0% | 0% | | 0% | 1.5% | 0.4% | 1.9% | 0% | | 0.8% | 1.6% | 0% | 0% | 0% | | 0.4% | 0% | 0.4% | 0% | 0% | | 0.3% | - |
| **Articulated Trucks** | 0 | 0 | 0 | 0 | | 0 | 1 | 7 | 0 | 0 | | 8 | 0 | 0 | 0 | 0 | | 0 | 0 | 2 | 0 | 0 | | 2 | - |
| **Articulated Trucks %** | 0% | 0% | 0% | 0% | | 0% | 1.5% | 1.4% | 0% | 0% | | 1.1% | 0% | 0% | 0% | 0% | | 0% | 0% | 0.4% | 0% | 0% | | 0.3% | - |
| **Pedestrians** | - | - | - | - | 5 | - | - | - | - | - | 0 | - | - | - | - | - | 2 | - | - | - | - | - | 0 | - | - |
| **Pedestrians%** | - | - | - | - | 71.4% | | - | - | - | - | 0% | | - | - | - | - | 28.6% | | - | - | - | - | 0% | | - |
| **Bicycles on Crosswalk** | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| **Bicycles on Crosswalk%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - |
| **Bicycles on Road** | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | - |
| **Bicycles on Road%** | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - | - | - | - | 0% | | - |

Turning Movement Count
Location Name: WELLINGTON ST / HWY 7 & EDINBURGH RD S
Date: Sat, Feb 24, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

**Peak Hour: 12:15 PM - 01:15 PM Weather:**




| | Bicycles on Crosswalk | Pedestrians |
|---|---|---|
| N | 0 | 5 |
| S | 0 | 2 |
| E | 0 | 0 |
| W | 0 | 0 |

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Turning Movement Count (3 . WELLINGTON ST / HWY 7 & HWY 6 / HANLON PARKWAY SB OFF-RAMP)

| Start Time | N Approach HWY 6 / HALON PARKWAY SB OFF-RAMP | | | | | E Approach WELLINGTON ST / HWY 7 | | | | S Approach HWY 6 / HALON PARKWAY SB OFF-RAMP | | W Approach WELLINGTON ST / HWY 7 | | | | | | Int. Total (15 min) | Int. Total (1 hr) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right N:W | Left N:E | U-Turn N:N | Peds N: | Approach Total | Thru E:W | U-Turn E:E | Peds E: | Approach Total | Peds S: | Approach Total | Right W:S | Thru W:E | Left W:N | U-Turn W:W | Peds W: | Approach Total | | |
| 11:00:00 | 34 | 24 | 0 | 2 | 58 | 185 | 0 | 0 | 185 | 0 | 0 | 74 | 109 | 0 | 0 | 0 | 183 | 426 | |
| 11:15:00 | 27 | 31 | 0 | 0 | 58 | 184 | 0 | 0 | 184 | 0 | 0 | 86 | 149 | 0 | 0 | 0 | 235 | 477 | |
| 11:30:00 | 20 | 24 | 0 | 0 | 44 | 182 | 0 | 0 | 182 | 0 | 0 | 89 | 138 | 0 | 0 | 0 | 227 | 453 | |
| 11:45:00 | 38 | 28 | 0 | 1 | 66 | 198 | 0 | 0 | 198 | 0 | 0 | 82 | 141 | 0 | 0 | 0 | 223 | 487 | 1843 |
| 12:00:00 | 30 | 35 | 0 | 2 | 65 | 213 | 0 | 0 | 213 | 0 | 0 | 97 | 145 | 0 | 0 | 0 | 242 | 520 | 1937 |
| 12:15:00 | 39 | 43 | 0 | 0 | 82 | 201 | 0 | 0 | 201 | 0 | 0 | 100 | 137 | 0 | 0 | 0 | 237 | 520 | 1980 |
| 12:30:00 | 25 | 37 | 0 | 0 | 62 | 200 | 0 | 0 | 200 | 0 | 0 | 88 | 128 | 0 | 0 | 0 | 216 | 478 | 2005 |
| 12:45:00 | 24 | 30 | 0 | 0 | 54 | 201 | 0 | 0 | 201 | 0 | 0 | 85 | 155 | 0 | 0 | 0 | 240 | 495 | 2013 |
| 13:00:00 | 44 | 34 | 0 | 0 | 78 | 189 | 0 | 0 | 189 | 0 | 0 | 77 | 145 | 0 | 0 | 0 | 222 | 489 | 1982 |
| 13:15:00 | 37 | 39 | 0 | 0 | 76 | 198 | 0 | 0 | 198 | 0 | 0 | 81 | 131 | 0 | 0 | 0 | 212 | 486 | 1948 |
| 13:30:00 | 27 | 22 | 0 | 2 | 49 | 177 | 0 | 0 | 177 | 0 | 0 | 91 | 144 | 0 | 0 | 0 | 235 | 461 | 1931 |
| 13:45:00 | 30 | 31 | 0 | 1 | 61 | 190 | 0 | 0 | 190 | 0 | 0 | 81 | 141 | 0 | 0 | 0 | 222 | 473 | 1909 |
| 14:00:00 | 41 | 23 | 0 | 1 | 64 | 178 | 0 | 0 | 178 | 0 | 0 | 104 | 133 | 0 | 0 | 0 | 237 | 479 | 1899 |
| 14:15:00 | 32 | 29 | 0 | 0 | 61 | 221 | 0 | 0 | 221 | 0 | 0 | 90 | 140 | 0 | 0 | 0 | 230 | 512 | 1925 |
| 14:30:00 | 32 | 37 | 0 | 0 | 69 | 196 | 0 | 0 | 196 | 0 | 0 | 96 | 138 | 0 | 0 | 0 | 234 | 499 | 1963 |
| 14:45:00 | 30 | 36 | 0 | 3 | 66 | 209 | 0 | 0 | 209 | 0 | 0 | 71 | 151 | 0 | 0 | 0 | 222 | 497 | 1987 |
| **Grand Total** | 510 | 503 | 0 | 12 | 1013 | 3122 | 0 | 0 | 3122 | 0 | 0 | 1392 | 2225 | 0 | 0 | 0 | 3617 | **7752** | - |
| **Approach%** | 50.3% | 49.7% | 0% | | - | 100% | 0% | | - | | - | 38.5% | 61.5% | 0% | 0% | | - | - | - |
| **Totals %** | 6.6% | 6.5% | 0% | | 13.1% | 40.3% | 0% | | 40.3% | | 0% | 18% | 28.7% | 0% | 0% | | 46.7% | - | - |
| **Heavy** | 12 | 7 | 0 | | - | 62 | 0 | | - | | - | 17 | 41 | 0 | 0 | | - | - | - |
| **Heavy %** | 2.4% | 1.4% | 0% | | - | 2% | 0% | | - | | - | 1.2% | 1.8% | 0% | 0% | | - | - | - |
| **Bicycles** | 0 | 0 | 0 | | - | 1 | 0 | | - | | - | 0 | 2 | 0 | 0 | | - | - | - |
| **Bicycle %** | 0% | 0% | 0% | | - | 0% | 0% | | - | | - | 0% | 0.1% | 0% | 0% | | - | - | - |

Spectrum

Turning Movement Count
Location Name: WELLINGTON ST / HWY 7 & HWY 6 / HANLON PARKWAY SB OFF-RAMP
Date: Sat, Feb 24, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

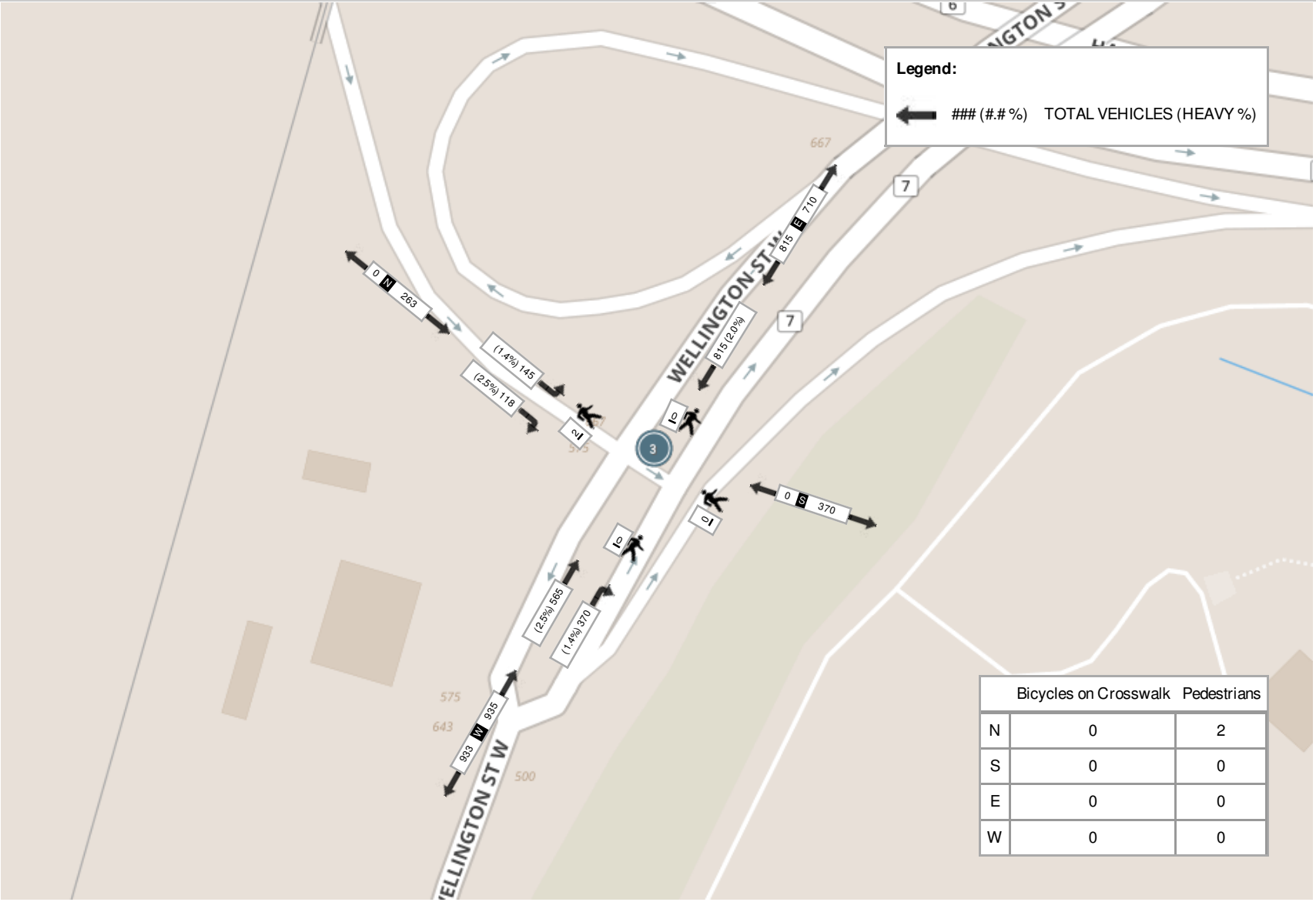
## Peak Hour: 12:00 PM - 01:00 PM Weather:

| Start Time | N Approach HWY 6 / HALON PARKWAY SB OFF-RAMP | | | | | E Approach WELLINGTON ST / HWY 7 | | | | S Approach HWY 6 / HALON PARKWAY SB OFF-RAMP | | W Approach WELLINGTON ST / HWY 7 | | | | | | Int. Total (15 min) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Left | U-Turn | Peds | Approach Total | Thru | U-Turn | Peds | Approach Total | Peds | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | |
| 12:00:00 | 30 | 35 | 0 | 2 | 65 | 213 | 0 | 0 | 213 | 0 | 0 | 97 | 145 | 0 | 0 | 0 | 242 | 520 |
| 12:15:00 | 39 | 43 | 0 | 0 | 82 | 201 | 0 | 0 | 201 | 0 | 0 | 100 | 137 | 0 | 0 | 0 | 237 | 520 |
| 12:30:00 | 25 | 37 | 0 | 0 | 62 | 200 | 0 | 0 | 200 | 0 | 0 | 88 | 128 | 0 | 0 | 0 | 216 | 478 |
| 12:45:00 | 24 | 30 | 0 | 0 | 54 | 201 | 0 | 0 | 201 | 0 | 0 | 85 | 155 | 0 | 0 | 0 | 240 | 495 |
| **Grand Total** | 118 | 145 | 0 | 2 | 263 | 815 | 0 | 0 | 815 | 0 | 0 | 370 | 565 | 0 | 0 | 0 | 935 | **2013** |
| **Approach%** | 44.9% | 55.1% | 0% | | - | 100% | 0% | | - | | - | 39.6% | 60.4% | 0% | 0% | | - | - |
| **Totals %** | 5.9% | 7.2% | 0% | | 13.1% | 40.5% | 0% | | 40.5% | | 0% | 18.4% | 28.1% | 0% | 0% | | 46.4% | - |
| **PHF** | 0.76 | 0.84 | 0 | | 0.8 | 0.96 | 0 | | 0.96 | | 0 | 0.93 | 0.91 | 0 | 0 | | 0.97 | - |
| **Heavy** | 3 | 2 | 0 | | 5 | 16 | 0 | | 16 | | 0 | 5 | 14 | 0 | 0 | | 19 | - |
| **Heavy %** | 2.5% | 1.4% | 0% | | 1.9% | 2% | 0% | | 2% | | 0% | 1.4% | 2.5% | 0% | 0% | | 2% | - |
| **Lights** | 115 | 143 | 0 | | 258 | 799 | 0 | | 799 | | 0 | 365 | 551 | 0 | 0 | | 916 | - |
| **Lights %** | 97.5% | 98.6% | 0% | | 98.1% | 98% | 0% | | 98% | | 0% | 98.6% | 97.5% | 0% | 0% | | 98% | - |
| **Single-Unit Trucks** | 1 | 2 | 0 | | 3 | 5 | 0 | | 5 | | 0 | 1 | 2 | 0 | 0 | | 3 | - |
| **Single-Unit Trucks %** | 0.8% | 1.4% | 0% | | 1.1% | 0.6% | 0% | | 0.6% | | 0% | 0.3% | 0.4% | 0% | 0% | | 0.3% | - |
| **Buses** | 0 | 0 | 0 | | 0 | 5 | 0 | | 5 | | 0 | 2 | 5 | 0 | 0 | | 7 | - |
| **Buses %** | 0% | 0% | 0% | | 0% | 0.6% | 0% | | 0.6% | | 0% | 0.5% | 0.9% | 0% | 0% | | 0.7% | - |
| **Articulated Trucks** | 2 | 0 | 0 | | 2 | 6 | 0 | | 6 | | 0 | 2 | 7 | 0 | 0 | | 9 | - |
| **Articulated Trucks %** | 1.7% | 0% | 0% | | 0.8% | 0.7% | 0% | | 0.7% | | 0% | 0.5% | 1.2% | 0% | 0% | | 1% | - |
| **Pedestrians** | - | - | - | 2 | - | - | - | 0 | - | 0 | - | - | - | - | - | 0 | - | - |
| **Pedestrians%** | - | - | - | 100% | | - | - | 0% | | 0% | | - | - | - | - | 0% | | - |
| **Bicycles on Crosswalk** | - | - | - | 0 | - | - | - | 0 | - | 0 | - | - | - | - | - | 0 | - | - |
| **Bicycles on Crosswalk%** | - | - | - | 0% | | - | - | 0% | | 0% | | - | - | - | - | 0% | | - |
| **Bicycles on Road** | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | - | 0 | 1 | 0 | 0 | 0 | - | - |
| **Bicycles on Road%** | - | - | - | 0% | | - | - | 0% | | 0% | | - | - | - | - | 0% | | - |

Turning Movement Count
Location Name: WELLINGTON ST / HWY 7 & HWY 6 / HANLON PARKWAY SB OFF-RAMP
Date: Sat, Feb 24, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Peak Hour: 12:00 PM - 01:00 PM Weather:




| | Bicycles on Crosswalk | Pedestrians |
|---|---|---|
| N | 0 | 2 |
| S | 0 | 0 |
| E | 0 | 0 |
| W | 0 | 0 |

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Turning Movement Count (3 . WELLINGTON ST / HWY 7 & HWY 6 / HANLON PKWY SB OFF-RAMP)

| Start Time | N Approach HWY 6 / HANLON PKWY SB OFF-RAMP | | | | | E Approach WELLINGTON ST W / HWY 7 | | | | | S Approach HWY 6 / HANLON PKWY SB ON-RAMP | W Approach WELLINGTON ST W / HWY 7 | | | | | Int. Total (15 min) | Int. Total (1 hr) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right N:W | Left N:E | U-Turn N:N | Peds N: | Approach Total | Right E:N | Thru E:W | U-Turn E:E | Peds E: | Approach Total | Approach Total | Right W:S | Thru W:E | Left W:N | U-Turn W:W | Peds W: | Approach Total | | |
| 07:00:00 | 36 | 18 | 0 | 0 | 54 | 0 | 143 | 0 | 0 | 143 | 0 | 72 | 104 | 0 | 0 | 0 | 176 | 373 | |
| 07:15:00 | 23 | 27 | 0 | 0 | 50 | 0 | 225 | 0 | 0 | 225 | 0 | 61 | 121 | 0 | 0 | 0 | 182 | 457 | |
| 07:30:00 | 12 | 27 | 0 | 0 | 39 | 0 | 195 | 0 | 0 | 195 | 0 | 89 | 183 | 0 | 0 | 0 | 272 | 506 | |
| 07:45:00 | 23 | 29 | 0 | 0 | 52 | 0 | 197 | 0 | 0 | 197 | 0 | 94 | 217 | 0 | 0 | 0 | 311 | 560 | 1896 |
| 08:00:00 | 20 | 21 | 0 | 1 | 41 | 0 | 207 | 0 | 0 | 207 | 0 | 114 | 210 | 0 | 0 | 0 | 324 | 572 | 2095 |
| 08:15:00 | 16 | 62 | 0 | 0 | 78 | 0 | 211 | 0 | 0 | 211 | 0 | 107 | 230 | 0 | 0 | 0 | 337 | 626 | 2264 |
| 08:30:00 | 21 | 46 | 0 | 0 | 67 | 0 | 191 | 0 | 0 | 191 | 0 | 121 | 235 | 0 | 0 | 0 | 356 | 614 | 2372 |
| 08:45:00 | 23 | 37 | 0 | 2 | 60 | 0 | 155 | 0 | 0 | 155 | 0 | 103 | 226 | 0 | 0 | 0 | 329 | 544 | 2356 |
| 09:00:00 | 16 | 31 | 0 | 0 | 47 | 0 | 155 | 0 | 0 | 155 | 0 | 65 | 123 | 0 | 0 | 0 | 188 | 390 | 2174 |
| 09:15:00 | 25 | 27 | 0 | 0 | 52 | 0 | 120 | 0 | 0 | 120 | 0 | 79 | 144 | 0 | 0 | 0 | 223 | 395 | 1943 |
| 09:30:00 | 28 | 17 | 0 | 0 | 45 | 0 | 119 | 0 | 0 | 119 | 0 | 58 | 109 | 0 | 0 | 0 | 167 | 331 | 1660 |
| 09:45:00 | 19 | 30 | 0 | 0 | 49 | 0 | 123 | 0 | 0 | 123 | 0 | 67 | 115 | 0 | 0 | 0 | 182 | 354 | 1470 |
| 10:00:00 | 32 | 20 | 0 | 1 | 52 | 0 | 143 | 0 | 0 | 143 | 0 | 39 | 100 | 0 | 0 | 0 | 139 | 334 | 1414 |
| 10:15:00 | 28 | 29 | 0 | 0 | 57 | 0 | 131 | 0 | 0 | 131 | 0 | 43 | 95 | 0 | 0 | 0 | 138 | 326 | 1345 |
| 10:30:00 | 25 | 14 | 0 | 0 | 39 | 0 | 120 | 0 | 0 | 120 | 0 | 57 | 111 | 0 | 0 | 0 | 168 | 327 | 1341 |
| 10:45:00 | 20 | 22 | 0 | 0 | 42 | 0 | 148 | 0 | 0 | 148 | 0 | 60 | 122 | 0 | 0 | 0 | 182 | 372 | 1359 |
| 11:00:00 | 25 | 32 | 0 | 1 | 57 | 0 | 134 | 0 | 0 | 134 | 0 | 55 | 101 | 0 | 0 | 0 | 156 | 347 | 1372 |
| 11:15:00 | 25 | 23 | 0 | 0 | 48 | 0 | 174 | 0 | 0 | 174 | 0 | 49 | 110 | 0 | 0 | 0 | 159 | 381 | 1427 |
| 11:30:00 | 26 | 26 | 0 | 0 | 52 | 0 | 132 | 0 | 0 | 132 | 0 | 54 | 113 | 0 | 0 | 0 | 167 | 351 | 1451 |
| 11:45:00 | 27 | 32 | 0 | 0 | 59 | 0 | 157 | 0 | 0 | 157 | 0 | 65 | 114 | 0 | 0 | 0 | 179 | 395 | 1474 |
| 12:00:00 | 30 | 33 | 0 | 1 | 63 | 0 | 123 | 0 | 0 | 123 | 0 | 54 | 96 | 0 | 0 | 0 | 150 | 336 | 1463 |
| 12:15:00 | 28 | 23 | 0 | 0 | 51 | 0 | 168 | 0 | 0 | 168 | 0 | 64 | 81 | 0 | 0 | 0 | 145 | 364 | 1446 |
| 12:30:00 | 21 | 16 | 0 | 0 | 37 | 0 | 139 | 0 | 0 | 139 | 0 | 63 | 130 | 0 | 0 | 0 | 193 | 369 | 1464 |
| 12:45:00 | 25 | 29 | 0 | 0 | 54 | 0 | 157 | 0 | 0 | 157 | 0 | 60 | 140 | 0 | 0 | 0 | 200 | 411 | 1480 |

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13:00:00 | 25 | 30 | 0 | 0 | 55 | 0 | 149 | 0 | 0 | 149 | 0 | 66 | 128 | 0 | 0 | 0 | 194 | 398 | 1542 |
| 13:15:00 | 33 | 29 | 0 | 0 | 62 | 0 | 156 | 0 | 0 | 156 | 0 | 51 | 117 | 0 | 0 | 0 | 168 | 386 | 1564 |
| 13:30:00 | 27 | 25 | 0 | 0 | 52 | 0 | 170 | 0 | 0 | 170 | 0 | 56 | 125 | 0 | 0 | 0 | 181 | 403 | 1598 |
| 13:45:00 | 29 | 26 | 0 | 0 | 55 | 0 | 139 | 0 | 0 | 139 | 0 | 59 | 121 | 0 | 0 | 0 | 180 | 374 | 1561 |
| 14:00:00 | 24 | 32 | 0 | 0 | 56 | 0 | 152 | 0 | 0 | 152 | 0 | 69 | 130 | 0 | 0 | 0 | 199 | 407 | 1570 |
| 14:15:00 | 32 | 33 | 0 | 2 | 65 | 0 | 159 | 0 | 0 | 159 | 0 | 60 | 144 | 0 | 0 | 0 | 204 | 428 | 1612 |
| 14:30:00 | 27 | 36 | 0 | 0 | 63 | 0 | 166 | 0 | 0 | 166 | 0 | 71 | 146 | 0 | 0 | 0 | 217 | 446 | 1655 |
| 14:45:00 | 28 | 23 | 0 | 1 | 51 | 0 | 180 | 0 | 0 | 180 | 0 | 67 | 151 | 0 | 0 | 0 | 218 | 449 | 1730 |
| 15:00:00 | 26 | 40 | 0 | 1 | 66 | 0 | 194 | 0 | 0 | 194 | 0 | 67 | 147 | 0 | 0 | 0 | 214 | 474 | 1797 |
| 15:15:00 | 31 | 35 | 0 | 0 | 66 | 0 | 210 | 0 | 0 | 210 | 0 | 89 | 147 | 0 | 0 | 0 | 236 | 512 | 1881 |
| 15:30:00 | 30 | 40 | 0 | 0 | 70 | 0 | 269 | 0 | 0 | 269 | 0 | 89 | 152 | 0 | 0 | 0 | 241 | 580 | 2015 |
| 15:45:00 | 29 | 46 | 0 | 0 | 75 | 0 | 242 | 0 | 0 | 242 | 0 | 78 | 170 | 0 | 0 | 0 | 248 | 565 | 2131 |
| 16:00:00 | 23 | 28 | 0 | 1 | 51 | 0 | 259 | 0 | 0 | 259 | 0 | 86 | 157 | 0 | 0 | 0 | 243 | 553 | 2210 |
| 16:15:00 | 24 | 38 | 0 | 0 | 62 | 0 | 311 | 0 | 0 | 311 | 0 | 82 | 188 | 0 | 0 | 0 | 270 | 643 | 2341 |
| 16:30:00 | 19 | 31 | 0 | 0 | 50 | 0 | 320 | 0 | 0 | 320 | 0 | 107 | 192 | 0 | 0 | 0 | 299 | 669 | 2430 |
| 16:45:00 | 21 | 43 | 0 | 0 | 64 | 0 | 303 | 0 | 0 | 303 | 0 | 118 | 189 | 0 | 0 | 0 | 307 | 674 | 2539 |
| 17:00:00 | 16 | 46 | 0 | 1 | 62 | 0 | 298 | 0 | 0 | 298 | 0 | 143 | 211 | 0 | 0 | 0 | 354 | 714 | 2700 |
| 17:15:00 | 13 | 48 | 0 | 1 | 61 | 0 | 298 | 0 | 0 | 298 | 0 | 116 | 195 | 0 | 0 | 0 | 311 | 670 | 2727 |
| 17:30:00 | 13 | 27 | 0 | 0 | 40 | 0 | 248 | 0 | 0 | 248 | 0 | 107 | 198 | 0 | 0 | 0 | 305 | 593 | 2651 |
| 17:45:00 | 14 | 36 | 0 | 0 | 50 | 0 | 228 | 0 | 0 | 228 | 0 | 88 | 173 | 0 | 0 | 0 | 261 | 539 | 2516 |
| **Grand Total** | 1058 | 1363 | 0 | 13 | 2421 | 0 | 8218 | 0 | 0 | 8218 | 0 | 3362 | 6511 | 0 | 0 | 0 | 9873 | **20512** | - |
| **Approach%** | 43.7% | 56.3% | 0% | | - | 0% | 100% | 0% | | - | - | 34.1% | 65.9% | 0% | 0% | | - | - | - |
| **Totals %** | 5.2% | 6.6% | 0% | | 11.8% | 0% | 40.1% | 0% | | 40.1% | 0% | 16.4% | 31.7% | 0% | 0% | | 48.1% | - | - |
| **Heavy** | 119 | 79 | 0 | | - | 0 | 369 | 0 | | - | - | 161 | 332 | 0 | 0 | | - | - | - |
| **Heavy %** | 11.2% | 5.8% | 0% | | - | 0% | 4.5% | 0% | | - | - | 4.8% | 5.1% | 0% | 0% | | - | - | - |
| **Bicycles** | 0 | 0 | 0 | | - | 0 | 1 | 0 | | - | - | 0 | 3 | 0 | 0 | | - | - | - |
| **Bicycle %** | 0% | 0% | 0% | | - | 0% | 0% | 0% | | - | - | 0% | 0% | 0% | 0% | | - | - | - |

Spectrum

Turning Movement Count
Location Name: WELLINGTON ST / HWY 7 & HWY 6 / HANLON PKWY SB OFF-RAMP
Date: Tue, Feb 13, 2018 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Peak Hour: 04:30 PM - 05:30 PM Weather: Mostly Cloudy (-11.2 °C)

| Start Time | N Approach HWY 6 / HANLON PKWY SB OFF-RAMP | | | | | E Approach WELLINGTON ST W / HWY 7 | | | | | S Approach HWY 6 / HANLON PKWY SB ON-RAMP | W Approach WELLINGTON ST W / HWY 7 | | | | | | Int. Total (15 min) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Left | U-Turn | Peds | Approach Total | Right | Thru | U-Turn | Peds | Approach Total | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | |
| 16:30:00 | 19 | 31 | 0 | 0 | 50 | 0 | 320 | 0 | 0 | 320 | 0 | 107 | 192 | 0 | 0 | 0 | 299 | 669 |
| 16:45:00 | 21 | 43 | 0 | 0 | 64 | 0 | 303 | 0 | 0 | 303 | 0 | 118 | 189 | 0 | 0 | 0 | 307 | 674 |
| 17:00:00 | 16 | 46 | 0 | 1 | 62 | 0 | 298 | 0 | 0 | 298 | 0 | 143 | 211 | 0 | 0 | 0 | 354 | 714 |
| 17:15:00 | 13 | 48 | 0 | 1 | 61 | 0 | 298 | 0 | 0 | 298 | 0 | 116 | 195 | 0 | 0 | 0 | 311 | 670 |
| **Grand Total** | 69 | 168 | 0 | 2 | 237 | 0 | 1219 | 0 | 0 | 1219 | 0 | 484 | 787 | 0 | 0 | 0 | 1271 | **2727** |
| **Approach%** | 29.1% | 70.9% | 0% | | - | 0% | 100% | 0% | | - | - | 38.1% | 61.9% | 0% | 0% | | - | - |
| **Totals %** | 2.5% | 6.2% | 0% | | 8.7% | 0% | 44.7% | 0% | | 44.7% | 0% | 17.7% | 28.9% | 0% | 0% | | 46.6% | - |
| **PHF** | 0.82 | 0.88 | 0 | | 0.93 | 0 | 0.95 | 0 | | 0.95 | 0 | 0.85 | 0.93 | 0 | 0 | | 0.9 | - |
| **Heavy** | 4 | 2 | 0 | | 6 | 0 | 17 | 0 | | 17 | 0 | 5 | 13 | 0 | 0 | | 18 | - |
| **Heavy %** | 5.8% | 1.2% | 0% | | 2.5% | 0% | 1.4% | 0% | | 1.4% | 0% | 1% | 1.7% | 0% | 0% | | 1.4% | - |
| **Lights** | 65 | 166 | 0 | | 231 | 0 | 1202 | 0 | | 1202 | 0 | 479 | 774 | 0 | 0 | | 1253 | - |
| **Lights %** | 94.2% | 98.8% | 0% | | 97.5% | 0% | 98.6% | 0% | | 98.6% | 0% | 99% | 98.3% | 0% | 0% | | 98.6% | - |
| **Single-Unit Trucks** | 1 | 1 | 0 | | 2 | 0 | 12 | 0 | | 12 | 0 | 1 | 4 | 0 | 0 | | 5 | - |
| **Single-Unit Trucks %** | 1.4% | 0.6% | 0% | | 0.8% | 0% | 1% | 0% | | 1% | 0% | 0.2% | 0.5% | 0% | 0% | | 0.4% | - |
| **Buses** | 0 | 0 | 0 | | 0 | 0 | 5 | 0 | | 5 | 0 | 2 | 5 | 0 | 0 | | 7 | - |
| **Buses %** | 0% | 0% | 0% | | 0% | 0% | 0.4% | 0% | | 0.4% | 0% | 0.4% | 0.6% | 0% | 0% | | 0.6% | - |
| **Articulated Trucks** | 3 | 1 | 0 | | 4 | 0 | 0 | 0 | | 0 | 0 | 2 | 4 | 0 | 0 | | 6 | - |
| **Articulated Trucks %** | 4.3% | 0.6% | 0% | | 1.7% | 0% | 0% | 0% | | 0% | 0% | 0.4% | 0.5% | 0% | 0% | | 0.5% | - |
| **Pedestrians** | - | - | - | 2 | - | - | - | - | 0 | - | - | - | - | - | - | 0 | - | - |
| **Pedestrians%** | - | - | - | 100% | | - | - | - | 0% | | | - | - | - | - | 0% | | - |
| **Bicycles on Crosswalk** | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | - | - | 0 | - | - |
| **Bicycles on Crosswalk%** | - | - | - | 0% | | - | - | - | 0% | | | - | - | - | - | 0% | | - |
| **Bicycles on Road** | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | - | 0 | 2 | 0 | 0 | 0 | - | - |
| **Bicycles on Road%** | - | - | - | 0% | | - | - | - | 0% | | | - | - | - | - | 0% | | - |

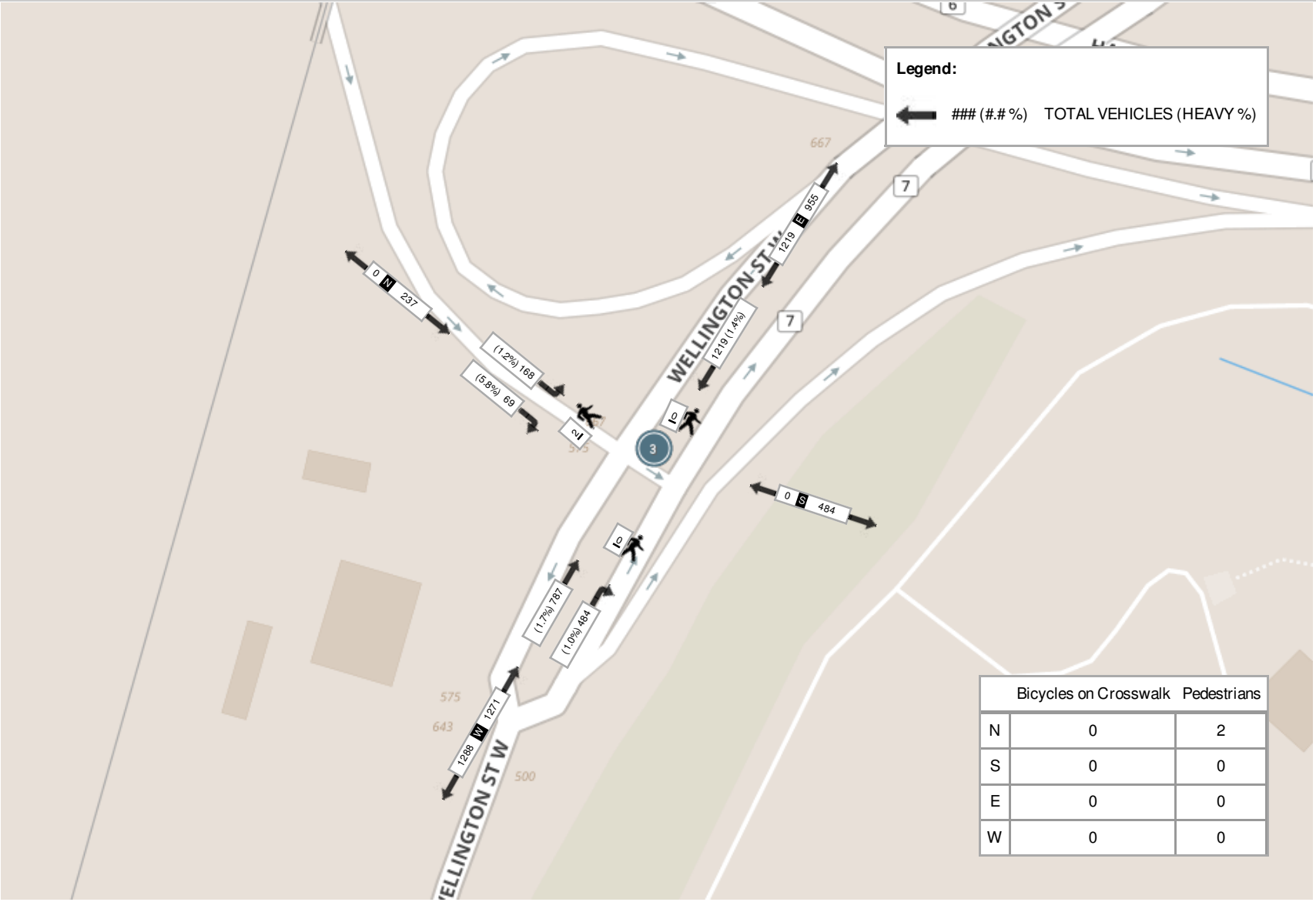
BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Selected Hour: 07:45 AM - 08:45 AM Weather:

| Start Time | N Approach HWY 6 / HANLON PKWY SB OFF-RAMP | | | | | E Approach WELLINGTON ST W / HWY 7 | | | | | S Approach HWY 6 / HANLON PKWY SB ON-RAMP | W Approach WELLINGTON ST W / HWY 7 | | | | | | Int. Total (15 min) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Left | U-Turn | Peds | Approach Total | Right | Thru | U-Turn | Peds | Approach Total | Approach Total | Right | Thru | Left | U-Turn | Peds | Approach Total | |
| 07:45:00 | 23 | 29 | 0 | 0 | 52 | 0 | 197 | 0 | 0 | 197 | 0 | 94 | 217 | 0 | 0 | 0 | 311 | 560 |
| 08:00:00 | 20 | 21 | 0 | 1 | 41 | 0 | 207 | 0 | 0 | 207 | 0 | 114 | 210 | 0 | 0 | 0 | 324 | 572 |
| 08:15:00 | 16 | 62 | 0 | 0 | 78 | 0 | 211 | 0 | 0 | 211 | 0 | 107 | 230 | 0 | 0 | 0 | 337 | 626 |
| 08:30:00 | 21 | 46 | 0 | 0 | 67 | 0 | 191 | 0 | 0 | 191 | 0 | 121 | 235 | 0 | 0 | 0 | 356 | 614 |
| **Grand Total** | 80 | 158 | 0 | 1 | 238 | 0 | 806 | 0 | 0 | 806 | 0 | 436 | 892 | 0 | 0 | 0 | 1328 | **2372** |
| **Approach%** | 33.6% | 66.4% | 0% | | - | 0% | 100% | 0% | | - | - | 32.8% | 67.2% | 0% | 0% | | - | - |
| **Totals %** | 3.4% | 6.7% | 0% | | 10% | 0% | 34% | 0% | | 34% | 0% | 18.4% | 37.6% | 0% | 0% | | 56% | - |
| **PHF** | 0.87 | 0.64 | 0 | | 0.76 | 0 | 0.95 | 0 | | 0.95 | 0 | 0.9 | 0.95 | 0 | 0 | | 0.93 | - |
| **Heavy** | 9 | 12 | 0 | | 21 | 0 | 28 | 0 | | 28 | 0 | 21 | 40 | 0 | 0 | | 61 | - |
| **Heavy %** | 11.3% | 7.6% | 0% | | 8.8% | 0% | 3.5% | 0% | | 3.5% | 0% | 4.8% | 4.5% | 0% | 0% | | 4.6% | - |
| **Lights** | 71 | 146 | 0 | | 217 | 0 | 778 | 0 | | 778 | 0 | 415 | 852 | 0 | 0 | | 1267 | - |
| **Lights %** | 88.8% | 92.4% | 0% | | 91.2% | 0% | 96.5% | 0% | | 96.5% | 0% | 95.2% | 95.5% | 0% | 0% | | 95.4% | - |
| **Single-Unit Trucks** | 3 | 3 | 0 | | 6 | 0 | 10 | 0 | | 10 | 0 | 6 | 17 | 0 | 0 | | 23 | - |
| **Single-Unit Trucks %** | 3.8% | 1.9% | 0% | | 2.5% | 0% | 1.2% | 0% | | 1.2% | 0% | 1.4% | 1.9% | 0% | 0% | | 1.7% | - |
| **Buses** | 0 | 6 | 0 | | 6 | 0 | 8 | 0 | | 8 | 0 | 5 | 6 | 0 | 0 | | 11 | - |
| **Buses %** | 0% | 3.8% | 0% | | 2.5% | 0% | 1% | 0% | | 1% | 0% | 1.1% | 0.7% | 0% | 0% | | 0.8% | - |
| **Articulated Trucks** | 6 | 3 | 0 | | 9 | 0 | 10 | 0 | | 10 | 0 | 10 | 17 | 0 | 0 | | 27 | - |
| **Articulated Trucks %** | 7.5% | 1.9% | 0% | | 3.8% | 0% | 1.2% | 0% | | 1.2% | 0% | 2.3% | 1.9% | 0% | 0% | | 2% | - |
| **Pedestrians** | - | - | - | 1 | - | - | - | - | 0 | - | - | - | - | - | - | 0 | - | - |
| **Pedestrians%** | - | - | - | 100% | | - | - | - | 0% | | | - | - | - | - | 0% | | - |
| **Bicycles on Crosswalk** | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | - | - | 0 | - | - |
| **Bicycles on Crosswalk%** | - | - | - | 0% | | - | - | - | 0% | | | - | - | - | - | 0% | | - |
| **Bicycles on Road** | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | - | 0 | 0 | 0 | 0 | 0 | - | - |
| **Bicycles on Road%** | - | - | - | 0% | | - | - | - | 0% | | | - | - | - | - | 0% | | - |

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

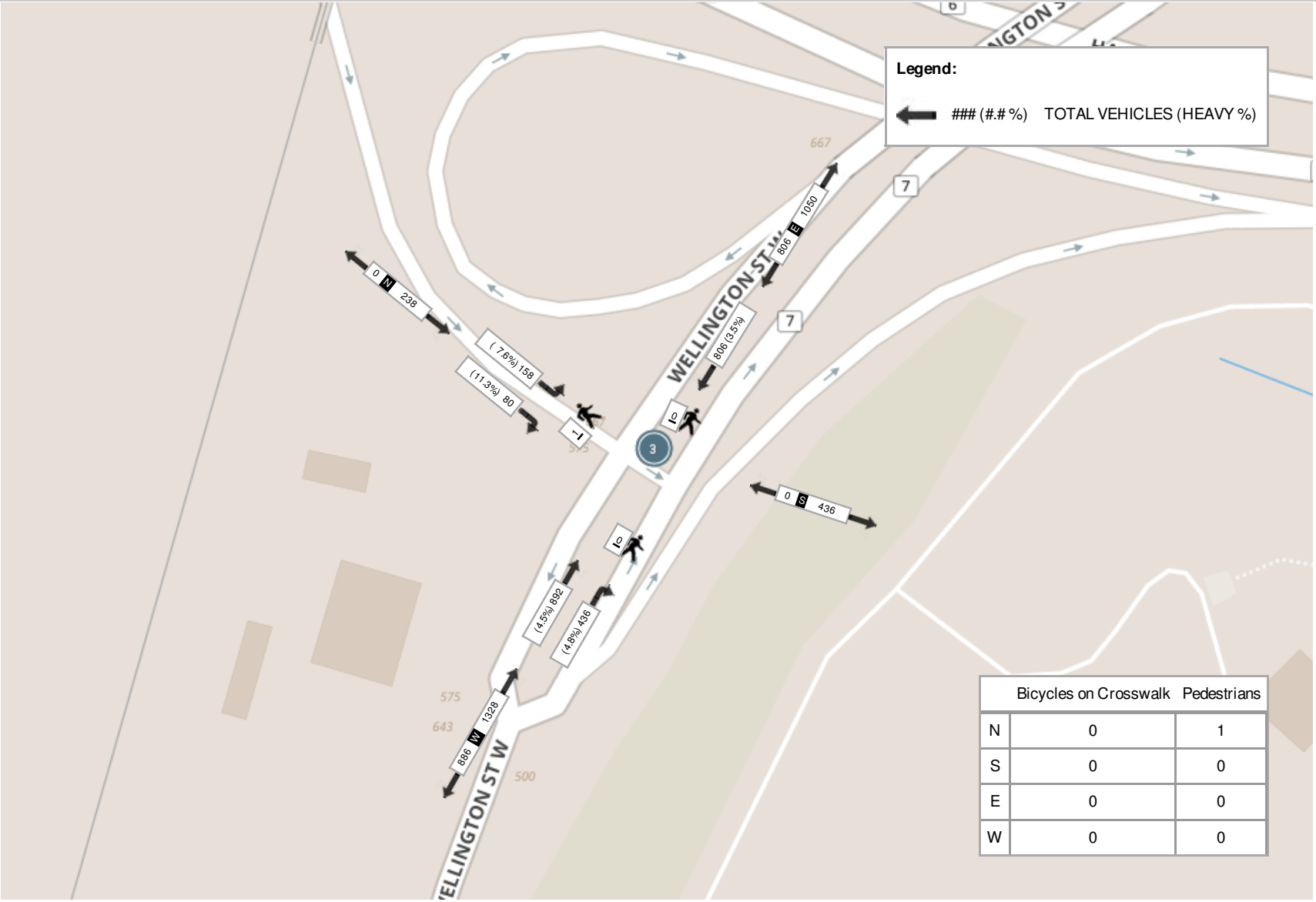
## Peak Hour: 04:30 PM - 05:30 PM Weather: Mostly Cloudy (-11.2 °C)




| | Bicycles on Crosswalk | Pedestrians |
|---|---|---|
| N | 0 | 2 |
| S | 0 | 0 |
| E | 0 | 0 |
| W | 0 | 0 |

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Selected Hour: 07:45 AM - 08:45 AM Weather:




| | Bicycles on Crosswalk | Pedestrians |
|---|---|---|
| N | 0 | 1 |
| S | 0 | 0 |
| E | 0 | 0 |
| W | 0 | 0 |

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Turning Movement Count (4 . WELLINGTON ST / HWY 7 & IMPERIAL RD)

| Start Time | N Approach HWY 7 & IMPERIAL RD | | | | | E Approach WELLINGTON ST | | | | | W Approach WELLINGTON ST | | | | | Int. Total (15 min) | Int. Total (1 hr) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right N:W | Left N:E | U-Turn N:N | Peds N: | Approach Total | Right E:N | Thru E:W | U-Turn E:E | Peds E: | Approach Total | Thru W:E | Left W:N | U-Turn W:W | Peds W: | Approach Total | | |
| 07:00:00 | 27 | 53 | 0 | 0 | 80 | 16 | 142 | 0 | 0 | 158 | 103 | 13 | 0 | 0 | 116 | 354 | |
| 07:15:00 | 28 | 65 | 0 | 3 | 93 | 27 | 200 | 0 | 0 | 227 | 120 | 10 | 0 | 0 | 130 | 450 | |
| 07:30:00 | 24 | 81 | 0 | 0 | 105 | 34 | 156 | 0 | 0 | 190 | 187 | 9 | 0 | 0 | 196 | 491 | |
| 07:45:00 | 22 | 90 | 0 | 0 | 112 | 42 | 155 | 0 | 0 | 197 | 219 | 19 | 0 | 0 | 238 | 547 | 1842 |
| 08:00:00 | 19 | 103 | 0 | 0 | 122 | 42 | 166 | 0 | 0 | 208 | 206 | 11 | 0 | 0 | 217 | 547 | 2035 |
| 08:15:00 | 19 | 108 | 0 | 0 | 127 | 41 | 167 | 0 | 0 | 208 | 235 | 16 | 0 | 0 | 251 | 586 | 2171 |
| 08:30:00 | 9 | 114 | 0 | 1 | 123 | 38 | 146 | 0 | 0 | 184 | 240 | 14 | 0 | 0 | 254 | 561 | 2241 |
| 08:45:00 | 25 | 106 | 0 | 2 | 131 | 39 | 110 | 0 | 0 | 149 | 198 | 14 | 0 | 0 | 212 | 492 | 2186 |
| 09:00:00 | 19 | 52 | 0 | 1 | 71 | 36 | 111 | 0 | 0 | 147 | 127 | 12 | 0 | 0 | 139 | 357 | 1996 |
| 09:15:00 | 18 | 79 | 0 | 2 | 97 | 34 | 105 | 0 | 0 | 139 | 129 | 19 | 0 | 0 | 148 | 384 | 1794 |
| 09:30:00 | 13 | 56 | 0 | 0 | 69 | 23 | 103 | 0 | 0 | 126 | 104 | 11 | 0 | 0 | 115 | 310 | 1543 |
| 09:45:00 | 14 | 59 | 0 | 0 | 73 | 26 | 96 | 0 | 0 | 122 | 116 | 8 | 0 | 0 | 124 | 319 | 1370 |
| 10:00:00 | 10 | 43 | 0 | 4 | 53 | 32 | 111 | 0 | 0 | 143 | 89 | 12 | 0 | 0 | 101 | 297 | 1310 |
| 10:15:00 | 15 | 34 | 0 | 0 | 49 | 30 | 106 | 0 | 0 | 136 | 89 | 20 | 0 | 0 | 109 | 294 | 1220 |
| 10:30:00 | 20 | 58 | 0 | 0 | 78 | 32 | 85 | 0 | 0 | 117 | 109 | 15 | 0 | 0 | 124 | 319 | 1229 |
| 10:45:00 | 13 | 54 | 0 | 1 | 67 | 37 | 98 | 0 | 0 | 135 | 105 | 12 | 0 | 0 | 117 | 319 | 1229 |
| 11:00:00 | 22 | 54 | 0 | 0 | 76 | 43 | 86 | 0 | 0 | 129 | 95 | 14 | 0 | 0 | 109 | 314 | 1246 |
| 11:15:00 | 21 | 53 | 0 | 0 | 74 | 59 | 123 | 0 | 0 | 182 | 112 | 11 | 0 | 0 | 123 | 379 | 1331 |
| 11:30:00 | 9 | 54 | 0 | 0 | 63 | 36 | 110 | 0 | 0 | 146 | 110 | 15 | 0 | 0 | 125 | 334 | 1346 |
| 11:45:00 | 12 | 49 | 0 | 0 | 61 | 50 | 108 | 0 | 0 | 158 | 113 | 15 | 0 | 0 | 128 | 347 | 1374 |
| 12:00:00 | 7 | 36 | 0 | 0 | 43 | 38 | 103 | 0 | 0 | 141 | 98 | 20 | 0 | 0 | 118 | 302 | 1362 |
| 12:15:00 | 23 | 38 | 0 | 0 | 61 | 43 | 109 | 0 | 0 | 152 | 92 | 17 | 0 | 0 | 109 | 322 | 1305 |
| 12:30:00 | 21 | 55 | 0 | 0 | 76 | 42 | 99 | 0 | 0 | 141 | 128 | 23 | 0 | 0 | 151 | 368 | 1339 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:45:00 | 13 | 58 | 0 | 2 | 71 | 44 | 92 | 0 | 0 | 136 | 125 | 15 | 0 | 0 | 140 | 347 | 1339 |
| 13:00:00 | 22 | 55 | 0 | 0 | 77 | 37 | 114 | 0 | 0 | 151 | 119 | 19 | 0 | 0 | 138 | 366 | 1403 |
| 13:15:00 | 16 | 49 | 0 | 0 | 65 | 42 | 124 | 0 | 0 | 166 | 99 | 19 | 0 | 0 | 118 | 349 | 1430 |
| 13:30:00 | 13 | 46 | 0 | 0 | 59 | 48 | 130 | 0 | 0 | 178 | 121 | 9 | 0 | 0 | 130 | 367 | 1429 |
| 13:45:00 | 9 | 57 | 0 | 0 | 66 | 49 | 107 | 0 | 0 | 156 | 119 | 14 | 0 | 0 | 133 | 355 | 1437 |
| 14:00:00 | 13 | 62 | 0 | 0 | 75 | 46 | 103 | 0 | 0 | 149 | 124 | 16 | 0 | 0 | 140 | 364 | 1435 |
| 14:15:00 | 22 | 55 | 0 | 1 | 77 | 39 | 108 | 0 | 0 | 147 | 124 | 16 | 0 | 0 | 140 | 364 | 1450 |
| 14:30:00 | 14 | 62 | 0 | 0 | 76 | 51 | 127 | 0 | 1 | 178 | 155 | 17 | 0 | 0 | 172 | 426 | 1509 |
| 14:45:00 | 18 | 51 | 0 | 1 | 69 | 55 | 119 | 0 | 0 | 174 | 144 | 16 | 0 | 0 | 160 | 403 | 1557 |
| 15:00:00 | 11 | 58 | 0 | 1 | 69 | 60 | 143 | 0 | 0 | 203 | 130 | 11 | 0 | 0 | 141 | 413 | 1606 |
| 15:15:00 | 24 | 72 | 0 | 1 | 96 | 64 | 152 | 0 | 0 | 216 | 157 | 20 | 0 | 0 | 177 | 489 | 1731 |
| 15:30:00 | 25 | 79 | 0 | 2 | 104 | 81 | 174 | 0 | 0 | 255 | 157 | 11 | 0 | 0 | 168 | 527 | 1832 |
| 15:45:00 | 8 | 66 | 0 | 1 | 74 | 85 | 170 | 0 | 0 | 255 | 164 | 8 | 0 | 0 | 172 | 501 | 1930 |
| 16:00:00 | 21 | 75 | 0 | 0 | 96 | 64 | 174 | 0 | 0 | 238 | 163 | 14 | 0 | 0 | 177 | 511 | 2028 |
| 16:15:00 | 17 | 69 | 0 | 1 | 86 | 83 | 231 | 0 | 0 | 314 | 199 | 13 | 0 | 0 | 212 | 612 | 2151 |
| 16:30:00 | 11 | 88 | 0 | 1 | 99 | 99 | 201 | 0 | 0 | 300 | 199 | 15 | 0 | 0 | 214 | 613 | 2237 |
| 16:45:00 | 19 | 87 | 0 | 0 | 106 | 95 | 206 | 0 | 0 | 301 | 208 | 14 | 0 | 0 | 222 | 629 | 2365 |
| 17:00:00 | 14 | 93 | 0 | 0 | 107 | 96 | 190 | 0 | 0 | 286 | 237 | 17 | 0 | 0 | 254 | 647 | 2501 |
| 17:15:00 | 13 | 80 | 0 | 0 | 93 | 95 | 199 | 0 | 0 | 294 | 222 | 21 | 0 | 0 | 243 | 630 | 2519 |
| 17:30:00 | 9 | 67 | 0 | 0 | 76 | 96 | 143 | 0 | 0 | 239 | 215 | 7 | 0 | 0 | 222 | 537 | 2443 |
| 17:45:00 | 7 | 91 | 0 | 1 | 98 | 73 | 143 | 0 | 0 | 216 | 172 | 16 | 0 | 0 | 188 | 502 | 2316 |
| **Grand Total** | 729 | 2914 | 0 | 26 | 3643 | 2242 | 5945 | 0 | 1 | 8187 | 6477 | 638 | 0 | 0 | 7115 | **18945** | - |
| **Approach%** | 20% | 80% | 0% | | - | 27.4% | 72.6% | 0% | | - | 91% | 9% | 0% | | - | - | - |
| **Totals %** | 3.8% | 15.4% | 0% | | 19.2% | 11.8% | 31.4% | 0% | | 43.2% | 34.2% | 3.4% | 0% | | 37.6% | - | - |
| **Heavy** | 16 | 86 | 0 | | - | 47 | 443 | 0 | | - | 404 | 14 | 0 | | - | - | - |
| **Heavy %** | 2.2% | 3% | 0% | | - | 2.1% | 7.5% | 0% | | - | 6.2% | 2.2% | 0% | | - | - | - |
| **Bicycles** | 0 | 2 | 0 | | - | 1 | 1 | 0 | | - | 2 | 0 | 0 | | - | - | - |
| **Bicycle %** | 0% | 0.1% | 0% | | - | 0% | 0% | 0% | | - | 0% | 0% | 0% | | - | - | - |

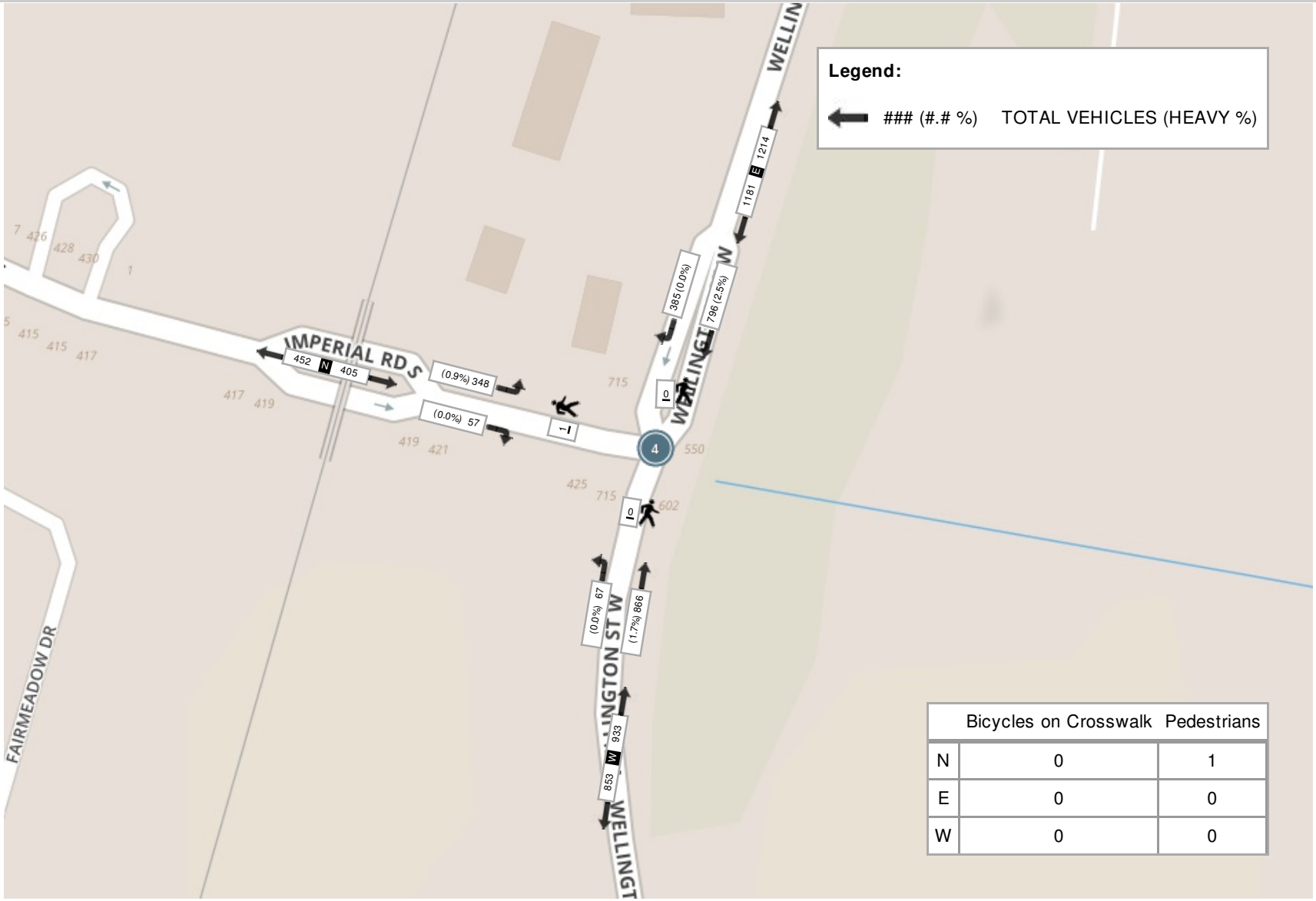
## Peak Hour: 04:30 PM - 05:30 PM Weather: Mostly Cloudy (-11.2 °C)

| Start Time | N Approach HWY 7 & IMPERIAL RD | | | | | E Approach WELLINGTON ST | | | | | W Approach WELLINGTON ST | | | | | Int. Total (15 min) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Left | U-Turn | Peds | Approach Total | Right | Thru | U-Turn | Peds | Approach Total | Thru | Left | U-Turn | Peds | Approach Total | |
| 16:30:00 | 11 | 88 | 0 | 1 | 99 | 99 | 201 | 0 | 0 | 300 | 199 | 15 | 0 | 0 | 214 | 613 |
| 16:45:00 | 19 | 87 | 0 | 0 | 106 | 95 | 206 | 0 | 0 | 301 | 208 | 14 | 0 | 0 | 222 | 629 |
| 17:00:00 | 14 | 93 | 0 | 0 | 107 | 96 | 190 | 0 | 0 | 286 | 237 | 17 | 0 | 0 | 254 | 647 |
| 17:15:00 | 13 | 80 | 0 | 0 | 93 | 95 | 199 | 0 | 0 | 294 | 222 | 21 | 0 | 0 | 243 | 630 |
| **Grand Total** | 57 | 348 | 0 | 1 | 405 | 385 | 796 | 0 | 0 | 1181 | 866 | 67 | 0 | 0 | 933 | **2519** |
| **Approach%** | 14.1% | 85.9% | 0% | | - | 32.6% | 67.4% | 0% | | - | 92.8% | 7.2% | 0% | | - | - |
| **Totals %** | 2.3% | 13.8% | 0% | | 16.1% | 15.3% | 31.6% | 0% | | 46.9% | 34.4% | 2.7% | 0% | | 37% | - |
| **PHF** | 0.75 | 0.94 | 0 | | 0.95 | 0.97 | 0.97 | 0 | | 0.98 | 0.91 | 0.8 | 0 | | 0.92 | - |
| **Heavy** | 0 | 3 | 0 | | 3 | 0 | 20 | 0 | | 20 | 15 | 0 | 0 | | 15 | - |
| **Heavy %** | 0% | 0.9% | 0% | | 0.7% | 0% | 2.5% | 0% | | 1.7% | 1.7% | 0% | 0% | | 1.6% | - |
| **Lights** | 57 | 345 | 0 | | 402 | 385 | 776 | 0 | | 1161 | 851 | 67 | 0 | | 918 | - |
| **Lights %** | 100% | 99.1% | 0% | | 99.3% | 100% | 97.5% | 0% | | 98.3% | 98.3% | 100% | 0% | | 98.4% | - |
| **Single-Unit Trucks** | 0 | 1 | 0 | | 1 | 0 | 9 | 0 | | 9 | 4 | 0 | 0 | | 4 | - |
| **Single-Unit Trucks %** | 0% | 0.3% | 0% | | 0.2% | 0% | 1.1% | 0% | | 0.8% | 0.5% | 0% | 0% | | 0.4% | - |
| **Buses** | 0 | 2 | 0 | | 2 | 0 | 5 | 0 | | 5 | 4 | 0 | 0 | | 4 | - |
| **Buses %** | 0% | 0.6% | 0% | | 0.5% | 0% | 0.6% | 0% | | 0.4% | 0.5% | 0% | 0% | | 0.4% | - |
| **Articulated Trucks** | 0 | 0 | 0 | | 0 | 0 | 6 | 0 | | 6 | 7 | 0 | 0 | | 7 | - |
| **Articulated Trucks %** | 0% | 0% | 0% | | 0% | 0% | 0.8% | 0% | | 0.5% | 0.8% | 0% | 0% | | 0.8% | - |
| **Pedestrians** | - | - | - | 1 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| **Pedestrians%** | - | - | - | 100% | | - | - | - | 0% | | - | - | - | 0% | | - |
| **Bicycles on Crosswalk** | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| **Bicycles on Crosswalk%** | - | - | - | 0% | | - | - | - | 0% | | - | - | - | 0% | | - |
| **Bicycles on Road** | 0 | 1 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 1 | 0 | 0 | 0 | - | - |
| **Bicycles on Road%** | - | - | - | 0% | | - | - | - | 0% | | - | - | - | 0% | | - |

## Selected Hour: 07:45 AM - 08:45 AM Weather:

| Start Time | N Approach HWY 7 & IMPERIAL RD | | | | | E Approach WELLINGTON ST | | | | | W Approach WELLINGTON ST | | | | | Int. Total (15 min) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Left | U-Turn | Peds | Approach Total | Right | Thru | U-Turn | Peds | Approach Total | Thru | Left | U-Turn | Peds | Approach Total | |
| 07:45:00 | 22 | 90 | 0 | 0 | 112 | 42 | 155 | 0 | 0 | 197 | 219 | 19 | 0 | 0 | 238 | 547 |
| 08:00:00 | 19 | 103 | 0 | 0 | 122 | 42 | 166 | 0 | 0 | 208 | 206 | 11 | 0 | 0 | 217 | 547 |
| 08:15:00 | 19 | 108 | 0 | 0 | 127 | 41 | 167 | 0 | 0 | 208 | 235 | 16 | 0 | 0 | 251 | 586 |
| 08:30:00 | 9 | 114 | 0 | 1 | 123 | 38 | 146 | 0 | 0 | 184 | 240 | 14 | 0 | 0 | 254 | 561 |
| **Grand Total** | 69 | 415 | 0 | 1 | 484 | 163 | 634 | 0 | 0 | 797 | 900 | 60 | 0 | 0 | 960 | **2241** |
| **Approach%** | 14.3% | 85.7% | 0% | | - | 20.5% | 79.5% | 0% | | - | 93.8% | 6.3% | 0% | | - | - |
| **Totals %** | 3.1% | 18.5% | 0% | | 21.6% | 7.3% | 28.3% | 0% | | 35.6% | 40.2% | 2.7% | 0% | | 42.8% | - |
| **PHF** | 0.78 | 0.91 | 0 | | 0.95 | 0.97 | 0.95 | 0 | | 0.96 | 0.94 | 0.79 | 0 | | 0.94 | - |
| **Heavy** | 1 | 8 | 0 | | 9 | 9 | 29 | 0 | | 38 | 54 | 3 | 0 | | 57 | - |
| **Heavy %** | 1.4% | 1.9% | 0% | | 1.9% | 5.5% | 4.6% | 0% | | 4.8% | 6% | 5% | 0% | | 5.9% | - |
| **Lights** | 68 | 407 | 0 | | 475 | 154 | 605 | 0 | | 759 | 846 | 57 | 0 | | 903 | - |
| **Lights %** | 98.6% | 98.1% | 0% | | 98.1% | 94.5% | 95.4% | 0% | | 95.2% | 94% | 95% | 0% | | 94.1% | - |
| **Single-Unit Trucks** | 0 | 4 | 0 | | 4 | 7 | 9 | 0 | | 16 | 20 | 1 | 0 | | 21 | - |
| **Single-Unit Trucks %** | 0% | 1% | 0% | | 0.8% | 4.3% | 1.4% | 0% | | 2% | 2.2% | 1.7% | 0% | | 2.2% | - |
| **Buses** | 1 | 4 | 0 | | 5 | 2 | 6 | 0 | | 8 | 7 | 2 | 0 | | 9 | - |
| **Buses %** | 1.4% | 1% | 0% | | 1% | 1.2% | 0.9% | 0% | | 1% | 0.8% | 3.3% | 0% | | 0.9% | - |
| **Articulated Trucks** | 0 | 0 | 0 | | 0 | 0 | 14 | 0 | | 14 | 27 | 0 | 0 | | 27 | - |
| **Articulated Trucks %** | 0% | 0% | 0% | | 0% | 0% | 2.2% | 0% | | 1.8% | 3% | 0% | 0% | | 2.8% | - |
| **Pedestrians** | - | - | - | 1 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| **Pedestrians%** | - | - | - | 100% | | - | - | - | 0% | | - | - | - | 0% | | - |
| **Bicycles on Crosswalk** | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| **Bicycles on Crosswalk%** | - | - | - | 0% | | - | - | - | 0% | | - | - | - | 0% | | - |
| **Bicycles on Road** | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | - |
| **Bicycles on Road%** | - | - | - | 0% | | - | - | - | 0% | | - | - | - | 0% | | - |

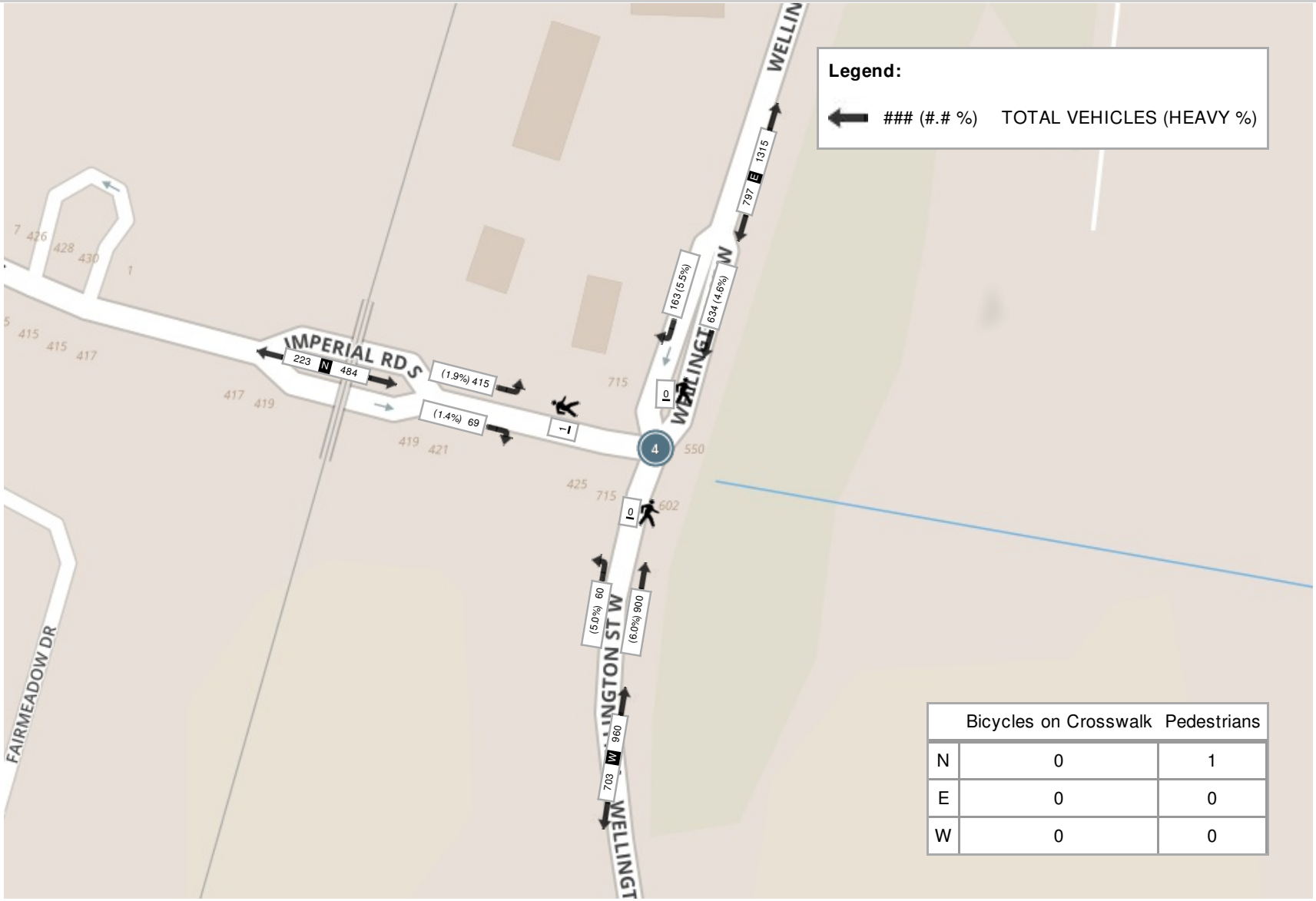
## Peak Hour: 04:30 PM - 05:30 PM Weather: Mostly Cloudy (-11.2 °C)




| | Bicycles on Crosswalk | Pedestrians |
|---|---|---|
| N | 0 | 1 |
| E | 0 | 0 |
| W | 0 | 0 |

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Selected Hour: 07:45 AM - 08:45 AM Weather:




| | Bicycles on Crosswalk | Pedestrians |
|---|---|---|
| N | 0 | 1 |
| E | 0 | 0 |
| W | 0 | 0 |

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Turning Movement Count (4 . WELLINGTON ST/ HWY 7 & IMPERIAL RD)

| Start Time | N Approach IMPERIAL RD | | | | | E Approach WELLINGTON ST/ HWY 7 | | | | | W Approach WELLINGTON ST/ HWY 7 | | | | | Int. Total (15 min) | Int. Total (1 hr) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right N:W | Left N:E | U-Turn N:N | Peds N: | Approach Total | Right E:N | Thru E:W | U-Turn E:E | Peds E: | Approach Total | Thru W:E | Left W:N | U-Turn W:W | Peds W: | Approach Total | | |
| 11:00:00 | 19 | 75 | 0 | 6 | 94 | 56 | 113 | 0 | 0 | 169 | 103 | 18 | 0 | 0 | 121 | 384 | |
| 11:15:00 | 19 | 85 | 0 | 0 | 104 | 70 | 120 | 0 | 0 | 190 | 119 | 17 | 0 | 0 | 136 | 430 | |
| 11:30:00 | 14 | 94 | 0 | 1 | 108 | 55 | 117 | 0 | 0 | 172 | 113 | 16 | 0 | 0 | 129 | 409 | |
| 11:45:00 | 22 | 61 | 0 | 1 | 83 | 68 | 128 | 0 | 0 | 196 | 136 | 7 | 0 | 0 | 143 | 422 | 1645 |
| 12:00:00 | 17 | 122 | 0 | 3 | 139 | 79 | 135 | 0 | 0 | 214 | 127 | 21 | 0 | 0 | 148 | 501 | 1762 |
| 12:15:00 | 17 | 92 | 0 | 0 | 109 | 66 | 147 | 0 | 0 | 213 | 145 | 7 | 0 | 0 | 152 | 474 | 1806 |
| 12:30:00 | 12 | 74 | 0 | 0 | 86 | 60 | 127 | 0 | 0 | 187 | 127 | 15 | 0 | 0 | 142 | 415 | 1812 |
| 12:45:00 | 9 | 82 | 0 | 0 | 91 | 84 | 122 | 0 | 0 | 206 | 157 | 20 | 0 | 0 | 177 | 474 | 1864 |
| 13:00:00 | 17 | 79 | 0 | 2 | 96 | 63 | 143 | 0 | 0 | 206 | 125 | 17 | 0 | 0 | 142 | 444 | 1807 |
| 13:15:00 | 6 | 80 | 0 | 3 | 86 | 53 | 120 | 0 | 0 | 173 | 125 | 16 | 0 | 0 | 141 | 400 | 1733 |
| 13:30:00 | 10 | 78 | 0 | 1 | 88 | 51 | 130 | 0 | 0 | 181 | 124 | 16 | 0 | 0 | 140 | 409 | 1727 |
| 13:45:00 | 11 | 88 | 0 | 0 | 99 | 45 | 134 | 0 | 0 | 179 | 124 | 15 | 0 | 0 | 139 | 417 | 1670 |
| 14:00:00 | 10 | 73 | 0 | 1 | 83 | 50 | 140 | 0 | 0 | 190 | 144 | 28 | 1 | 0 | 173 | 446 | 1672 |
| 14:15:00 | 22 | 87 | 0 | 0 | 109 | 73 | 139 | 0 | 0 | 212 | 123 | 21 | 0 | 0 | 144 | 465 | 1737 |
| 14:30:00 | 22 | 75 | 0 | 1 | 97 | 69 | 120 | 0 | 0 | 189 | 132 | 24 | 0 | 0 | 156 | 442 | 1770 |
| 14:45:00 | 21 | 75 | 0 | 1 | 96 | 62 | 136 | 0 | 0 | 198 | 135 | 16 | 0 | 0 | 151 | 445 | 1798 |
| **Grand Total** | 248 | 1320 | 0 | 20 | 1568 | 1004 | 2071 | 0 | 0 | 3075 | 2059 | 274 | 1 | 0 | 2334 | **6977** | - |
| **Approach%** | 15.8% | 84.2% | 0% | | - | 32.7% | 67.3% | 0% | | - | 88.2% | 11.7% | 0% | | - | - | - |
| **Totals %** | 3.6% | 18.9% | 0% | | 22.5% | 14.4% | 29.7% | 0% | | 44.1% | 29.5% | 3.9% | 0% | | 33.5% | - | - |
| **Heavy** | 3 | 9 | 0 | | - | 2 | 64 | 0 | | - | 45 | 2 | 0 | | - | - | - |
| **Heavy %** | 1.2% | 0.7% | 0% | | - | 0.2% | 3.1% | 0% | | - | 2.2% | 0.7% | 0% | | - | - | - |
| **Bicycles** | 0 | 0 | 0 | | - | 0 | 0 | 0 | | - | 3 | 0 | 0 | | - | - | - |
| **Bicycle %** | 0% | 0% | 0% | | - | 0% | 0% | 0% | | - | 0.1% | 0% | 0% | | - | - | - |

Spectrum

Turning Movement Count
Location Name: WELLINGTON ST/ HWY 7 & IMPERIAL RD
Date: Sat, Feb 24, 2018 Deployment Lead: Theo Daglis

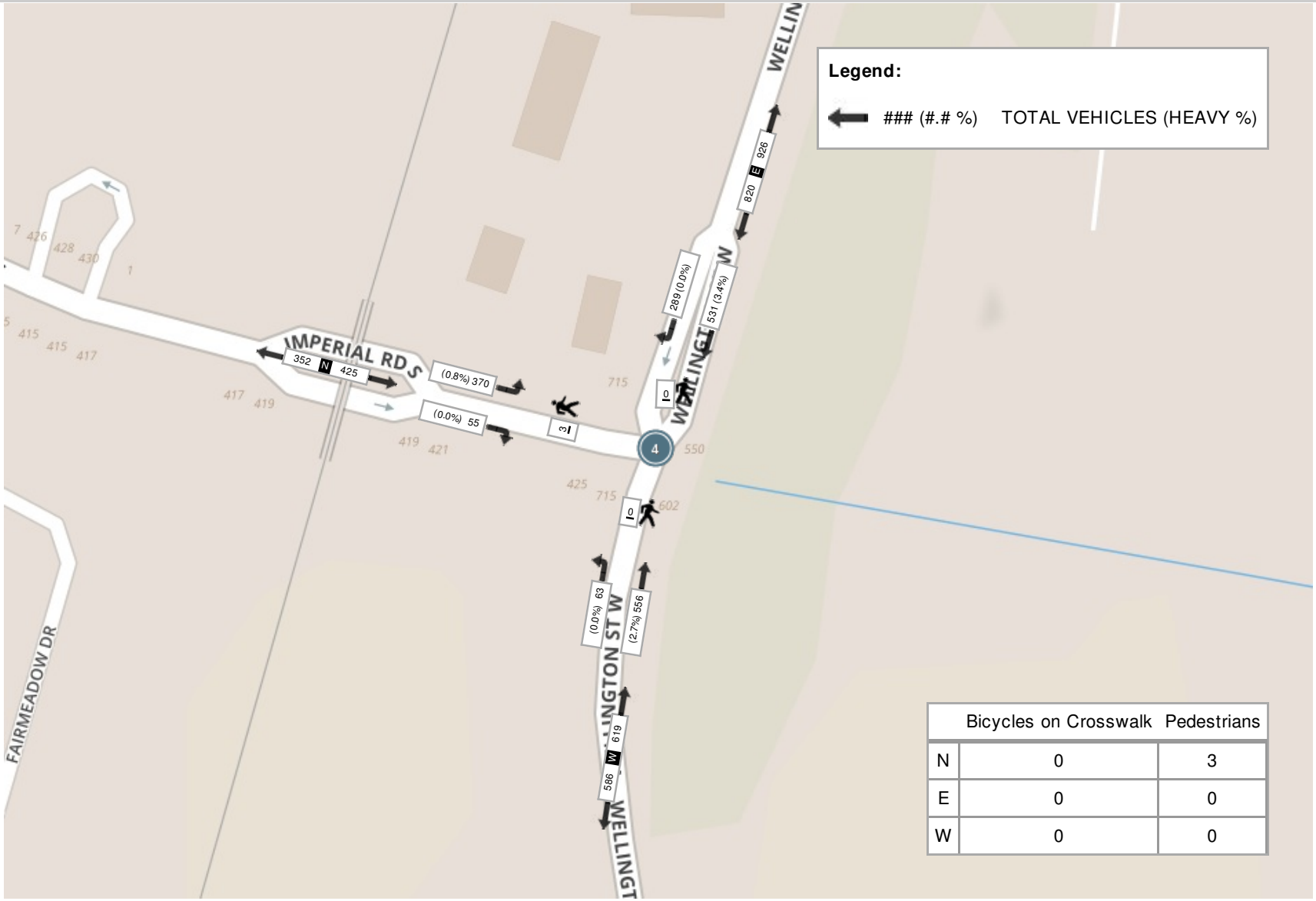
BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Peak Hour: 12:00 PM - 01:00 PM Weather:

| Start Time | N Approach IMPERIAL RD | | | | | E Approach WELLINGTON ST/ HWY 7 | | | | | W Approach WELLINGTON ST/ HWY 7 | | | | | Int. Total (15 min) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Left | U-Turn | Peds | Approach Total | Right | Thru | U-Turn | Peds | Approach Total | Thru | Left | U-Turn | Peds | Approach Total | |
| 12:00:00 | 17 | 122 | 0 | 3 | 139 | 79 | 135 | 0 | 0 | 214 | 127 | 21 | 0 | 0 | 148 | 501 |
| 12:15:00 | 17 | 92 | 0 | 0 | 109 | 66 | 147 | 0 | 0 | 213 | 145 | 7 | 0 | 0 | 152 | 474 |
| 12:30:00 | 12 | 74 | 0 | 0 | 86 | 60 | 127 | 0 | 0 | 187 | 127 | 15 | 0 | 0 | 142 | 415 |
| 12:45:00 | 9 | 82 | 0 | 0 | 91 | 84 | 122 | 0 | 0 | 206 | 157 | 20 | 0 | 0 | 177 | 474 |
| **Grand Total** | 55 | 370 | 0 | 3 | 425 | 289 | 531 | 0 | 0 | 820 | 556 | 63 | 0 | 0 | 619 | **1864** |
| **Approach%** | 12.9% | 87.1% | 0% | | - | 35.2% | 64.8% | 0% | | - | 89.8% | 10.2% | 0% | | - | - |
| **Totals %** | 3% | 19.8% | 0% | | 22.8% | 15.5% | 28.5% | 0% | | 44% | 29.8% | 3.4% | 0% | | 33.2% | - |
| **PHF** | 0.81 | 0.76 | 0 | | 0.76 | 0.86 | 0.9 | 0 | | 0.96 | 0.89 | 0.75 | 0 | | 0.87 | - |
| **Heavy** | 0 | 3 | 0 | | 3 | 0 | 18 | 0 | | 18 | 15 | 0 | 0 | | 15 | - |
| **Heavy %** | 0% | 0.8% | 0% | | 0.7% | 0% | 3.4% | 0% | | 2.2% | 2.7% | 0% | 0% | | 2.4% | - |
| **Lights** | 55 | 367 | 0 | | 422 | 289 | 513 | 0 | | 802 | 541 | 63 | 0 | | 604 | - |
| **Lights %** | 100% | 99.2% | 0% | | 99.3% | 100% | 96.6% | 0% | | 97.8% | 97.3% | 100% | 0% | | 97.6% | - |
| **Single-Unit Trucks** | 0 | 0 | 0 | | 0 | 0 | 5 | 0 | | 5 | 3 | 0 | 0 | | 3 | - |
| **Single-Unit Trucks %** | 0% | 0% | 0% | | 0% | 0% | 0.9% | 0% | | 0.6% | 0.5% | 0% | 0% | | 0.5% | - |
| **Buses** | 0 | 3 | 0 | | 3 | 0 | 5 | 0 | | 5 | 4 | 0 | 0 | | 4 | - |
| **Buses %** | 0% | 0.8% | 0% | | 0.7% | 0% | 0.9% | 0% | | 0.6% | 0.7% | 0% | 0% | | 0.6% | - |
| **Articulated Trucks** | 0 | 0 | 0 | | 0 | 0 | 8 | 0 | | 8 | 8 | 0 | 0 | | 8 | - |
| **Articulated Trucks %** | 0% | 0% | 0% | | 0% | 0% | 1.5% | 0% | | 1% | 1.4% | 0% | 0% | | 1.3% | - |
| **Pedestrians** | - | - | - | 3 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| **Pedestrians%** | - | - | - | 100% | | - | - | - | 0% | | - | - | - | 0% | | - |
| **Bicycles on Crosswalk** | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| **Bicycles on Crosswalk%** | - | - | - | 0% | | - | - | - | 0% | | - | - | - | 0% | | - |
| **Bicycles on Road** | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 1 | 0 | 0 | 0 | - | - |
| **Bicycles on Road%** | - | - | - | 0% | | - | - | - | 0% | | - | - | - | 0% | | - |

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

## Peak Hour: 12:00 PM - 01:00 PM Weather:




| | Bicycles on Crosswalk | Pedestrians |
|---|---|---|
| N | 0 | 3 |
| E | 0 | 0 |
| W | 0 | 0 |

# *Paisley Road & Alma Street*

## Morning Peak Diagram

**Specified Period**
**From:** 7:00:00
**To:** 9:00:00

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

**Municipality:** Guelph
**Site #:** 0000001313
**Intersection:** Paisley Road & Alma Street
**TFR File #:** 3
**Count date:** 1-Apr-2014

**Weather conditions:**
Clear
**Person(s) who counted:**

**** Signalized Intersection ****

**Major Road:** Paisley Road runs N/S

North Leg Total: 129
North Entering: 73
North Peds: 90
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 0 | 0 | 0 |
| Trucks | 1 | 1 | 0 | 2 |
| Cars | 33 | 22 | 16 | 71 |
| Totals | 34 | 23 | 16 | |

| | |
|---|---|
| Cyclists | 0 |
| Trucks | 4 |
| Cars | 52 |
| Totals | 56 |

East Leg Total: 771
East Entering: 346
East Peds: 48
Peds Cross: ⧗

Paisley Road

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 18 | 402 | 420 |

Alma Street

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 7 | 0 | 0 | 7 |
| 318 | 14 | 0 | 332 |
| 6 | 1 | 0 | 7 |
| 331 | 15 | 0 | |

N
W E
S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 1 | 13 | 14 |
| 1 | 24 | 370 | 395 |
| 1 | 1 | 40 | 42 |
| 2 | 26 | 423 | |

Alma Street

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 400 | 24 | 1 | 425 |

Paisley Road

Peds Cross: ⧗
West Peds: 158
West Entering: 451
West Leg Total: 871

| | |
|---|---|
| Cars | 68 |
| Trucks | 3 |
| Cyclists | 1 |
| Totals | 72 |

| | | | | |
|---|---|---|---|---|
| Cars | 51 | 32 | 14 | 97 |
| Trucks | 3 | 3 | 0 | 6 |
| Cyclists | 0 | 0 | 0 | 0 |
| Totals | 54 | 35 | 14 | |

Peds Cross: ⋈
South Peds: 171
South Entering: 103
South Leg Total: 175

## Comments

There were two school crossing guards

# *Paisley Road & Alma Street*

## Mid-day Peak Diagram

**Specified Period**
**From:** 11:00:00
**To:** 14:00:00

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

**Municipality:** Guelph
**Site #:** 0000001313
**Intersection:** Paisley Road & Alma Street
**TFR File #:** 3
**Count date:** 1-Apr-2014

**Weather conditions:**
Clear
**Person(s) who counted:**

**** Signalized Intersection ****

**Major Road:** Paisley Road runs N/S

| | |
|---|---|
| North Leg Total: | 95 |
| North Entering: | 50 |
| North Peds: | 6 |
| Peds Cross: | ⋈ |

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 1 | 0 | 1 |
| Trucks | 0 | 1 | 0 | 1 |
| Cars | 14 | 23 | 11 | 48 |
| Totals | 14 | 25 | 11 | |

| | |
|---|---|
| Cyclists | 3 |
| Trucks | 0 |
| Cars | 42 |
| Totals | 45 |

| | |
|---|---|
| East Leg Total: | 653 |
| East Entering: | 281 |
| East Peds: | 8 |
| Peds Cross: | ⧗ |

Paisley Road

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 9 | 293 | 302 |

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 8 | 0 | 1 | 9 |
| 258 | 7 | 0 | 265 |
| 7 | 0 | 0 | 7 |
| 273 | 7 | 1 | |

Alma Street

N
W E
S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 14 | 14 |
| 1 | 6 | 344 | 351 |
| 0 | 3 | 45 | 48 |
| 1 | 9 | 403 | |

Alma Street

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 365 | 6 | 1 | 372 |

Paisley Road

| | |
|---|---|
| Peds Cross: | ⧗ |
| West Peds: | 3 |
| West Entering: | 413 |
| West Leg Total: | 715 |

| | |
|---|---|
| Cars | 75 |
| Trucks | 4 |
| Cyclists | 1 |
| Totals | 80 |

| | | | | |
|---|---|---|---|---|
| Cars | 21 | 20 | 10 | 51 |
| Trucks | 2 | 0 | 0 | 2 |
| Cyclists | 0 | 2 | 0 | 2 |
| Totals | 23 | 22 | 10 | |

| | |
|---|---|
| Peds Cross: | ⋈ |
| South Peds: | 5 |
| South Entering: | 55 |
| South Leg Total: | 135 |

## Comments

There were two school crossing guards

# *Paisley Road & Alma Street*

## Afternoon Peak Diagram

**Specified Period**
**From:** 15:00:00
**To:** 18:00:00

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

**Municipality:** Guelph
**Site #:** 0000001313
**Intersection:** Paisley Road & Alma Street
**TFR File #:** 3
**Count date:** 1-Apr-2014

**Weather conditions:**
Clear
**Person(s) who counted:**

**** Signalized Intersection ****

**Major Road:** Paisley Road runs N/S

| | |
|---|---|
| North Leg Total: | 147 |
| North Entering: | 65 |
| North Peds: | 8 |
| Peds Cross: | ⋈ |

| | | | | |
|---|---|---|---|---|
| Cyclists | 1 | 2 | 0 | 3 |
| Trucks | 0 | 0 | 0 | 0 |
| Cars | 24 | 27 | 11 | 62 |
| Totals | 25 | 29 | 11 | |

| | |
|---|---|
| Cyclists | 3 |
| Trucks | 0 |
| Cars | 79 |
| Totals | 82 |

| | |
|---|---|
| East Leg Total: | 993 |
| East Entering: | 513 |
| East Peds: | 3 |
| Peds Cross: | ⧗ |

Paisley Road

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 2 | 10 | 552 | 564 |

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 15 | 0 | 0 | 15 |
| 480 | 10 | 0 | 490 |
| 8 | 0 | 0 | 8 |
| 503 | 10 | 0 | |

Alma Street

N
W E
S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 20 | 20 |
| 2 | 13 | 430 | 445 |
| 1 | 1 | 86 | 88 |
| 3 | 14 | 536 | |

Alma Street

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 463 | 14 | 3 | 480 |

Paisley Road

| | |
|---|---|
| Peds Cross: | ⧗ |
| West Peds: | 2 |
| West Entering: | 553 |
| West Leg Total: | 1117 |

| | |
|---|---|
| Cars | 121 |
| Trucks | 1 |
| Cyclists | 3 |
| Totals | 125 |

| | | | | |
|---|---|---|---|---|
| Cars | 48 | 44 | 22 | 114 |
| Trucks | 0 | 0 | 1 | 1 |
| Cyclists | 1 | 3 | 1 | 5 |
| Totals | 49 | 47 | 24 | |

| | |
|---|---|
| Peds Cross: | ⋈ |
| South Peds: | 17 |
| South Entering: | 120 |
| South Leg Total: | 245 |

## Comments

There were two school crossing guards

# *Paisley Road & Alma Street*

## Total Count Diagram

**Municipality:** Guelph
**Site #:** 0000001313
**Intersection:** Paisley Road & Alma Street
**TFR File #:** 3
**Count date:** 1-Apr-2014

**Weather conditions:**
Clear
**Person(s) who counted:**

**** Signalized Intersection ****

**Major Road:** Paisley Road runs N/S

North Leg Total: 897
North Entering: 469
North Peds: 282
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 3 | 5 | 0 | 8 |
| Trucks | 2 | 8 | 1 | 11 |
| Cars | 176 | 199 | 75 | 450 |
| Totals | 181 | 212 | 76 | |

| | |
|---|---|
| Cyclists | 9 |
| Trucks | 8 |
| Cars | 411 |
| Totals | 428 |

East Leg Total: 5576
East Entering: 2646
East Peds: 168
Peds Cross: ⧗

Paisley Road

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 13 | 93 | 2870 | 2976 |

Alma Street

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 65 | 0 | 3 | 68 |
| 2412 | 81 | 7 | 2500 |
| 73 | 5 | 0 | 78 |
| 2550 | 86 | 10 | |

N
W E
S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 2 | 121 | 123 |
| 11 | 88 | 2647 | 2746 |
| 3 | 6 | 370 | 379 |
| 14 | 96 | 3138 | |

Alma Street

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 2822 | 95 | 13 | 2930 |

Paisley Road

Peds Cross: ⧗
West Peds: 352
West Entering: 3248
West Leg Total: 6224

| | |
|---|---|
| Cars | 642 |
| Trucks | 19 |
| Cyclists | 8 |
| Totals | 669 |

| | | | | |
|---|---|---|---|---|
| Cars | 282 | 225 | 100 | 607 |
| Trucks | 10 | 6 | 6 | 22 |
| Cyclists | 3 | 6 | 2 | 11 |
| Totals | 295 | 237 | 108 | |

Peds Cross: ⋈
South Peds: 425
South Entering: 640
South Leg Total: 1309

### Comments

There were two school crossing guards

# *Paisley Road & Alma Street*
## Traffic Count Summary

**Intersection:** Paisley Road & Alma Street | **Count Date:** 1-Apr-2014 | **Municipality:** Guelph

### North Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists: Left | Thru | Right | Grand Total | Total Peds | North/South Total Approaches |
|---|---|---|---|---|---|---|
| 7:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 8 | 15 | 21 | 44 | 19 | 98 |
| 9:00:00 | 16 | 23 | 34 | 73 | 90 | 176 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 2 | 19 | 20 | 41 | 10 | 113 |
| 13:00:00 | 5 | 21 | 15 | 41 | 6 | 92 |
| 14:00:00 | 11 | 26 | 15 | 52 | 8 | 128 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 14 | 48 | 29 | 91 | 131 | 168 |
| 17:00:00 | 7 | 36 | 25 | 68 | 8 | 168 |
| 18:00:00 | 13 | 24 | 22 | 59 | 10 | 166 |
| Totals: | 76 | 212 | 181 | 469 | 282 | 1109 |

### South Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists: Left | Thru | Right | Grand Total | Total Peds |
|---|---|---|---|---|---|
| 7:00:00 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 24 | 18 | 12 | 54 | 3 |
| 9:00:00 | 54 | 35 | 14 | 103 | 171 |
| 11:00:00 | 0 | 0 | 0 | 0 | 1 |
| 12:00:00 | 30 | 29 | 13 | 72 | 13 |
| 13:00:00 | 25 | 14 | 12 | 51 | 4 |
| 14:00:00 | 40 | 26 | 10 | 76 | 6 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 34 | 29 | 14 | 77 | 196 |
| 17:00:00 | 42 | 47 | 11 | 100 | 20 |
| 18:00:00 | 46 | 39 | 22 | 107 | 11 |
| Totals: | 295 | 237 | 108 | 640 | 425 |

### East Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists: Left | Thru | Right | Grand Total | Total Peds | East/West Total Approaches |
|---|---|---|---|---|---|---|
| 7:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 6 | 177 | 4 | 187 | 8 | 415 |
| 9:00:00 | 7 | 332 | 7 | 346 | 48 | 797 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 16 | 246 | 4 | 266 | 2 | 603 |
| 13:00:00 | 8 | 293 | 8 | 309 | 6 | 706 |
| 14:00:00 | 11 | 231 | 9 | 251 | 7 | 632 |
| 15:00:00 | 1 | 1 | 0 | 2 | 0 | 4 |
| 16:00:00 | 11 | 367 | 9 | 387 | 87 | 839 |
| 17:00:00 | 8 | 436 | 18 | 462 | 8 | 968 |
| 18:00:00 | 10 | 417 | 9 | 436 | 2 | 930 |
| Totals: | 78 | 2500 | 68 | 2646 | 168 | 5894 |

### West Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists: Left | Thru | Right | Grand Total | Total Peds |
|---|---|---|---|---|---|
| 7:00:00 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 8 | 199 | 21 | 228 | 2 |
| 9:00:00 | 14 | 395 | 42 | 451 | 158 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 20 | 291 | 26 | 337 | 2 |
| 13:00:00 | 9 | 334 | 54 | 397 | 3 |
| 14:00:00 | 19 | 321 | 41 | 381 | 3 |
| 15:00:00 | 0 | 2 | 0 | 2 | 0 |
| 16:00:00 | 17 | 377 | 58 | 452 | 166 |
| 17:00:00 | 16 | 421 | 69 | 506 | 5 |
| 18:00:00 | 20 | 406 | 68 | 494 | 13 |
| Totals: | 123 | 2746 | 379 | 3248 | 352 |

### Calculated Values for Traffic Crossing Major Street

| Hours Ending: | 8:00 | 9:00 | 12:00 | 13:00 | 14:00 | 16:00 | 17:00 | 18:00 |
|---|---|---|---|---|---|---|---|---|
| Crossing Values: | 235 | 677 | 350 | 361 | 365 | 732 | 488 | 468 |

# *Paisley Road & Alma Street*

**Count Date:** 1-Apr-2014
**Intersection:** Paisley Road & Alma Street
**Municipality:** Guelph
**Major Road:** Paisley Road
**Major Road Runs:** N/S one lane each way
**Operating Speed of Major Road:** 50 km/hr
**Operating under restricted flow conditions**

**Warrant #1: Minimum Vehicular Volumes.**

**A. All Approaches.** **80% Satisfied**

| No. of Lanes | Minimum Requirements | | | | | Hours Ending | | | | | | | | Percentage Warrant | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 Lane Each Way | | 2 Lanes Each Way | | 3 Lanes | | | | | | | | | | |
| Flow Condition | 1 Lane F. Flow (Code 1) | 1 Lane R. Flow (Code 2) | 2 Lane F. Flow (Code 3) | 2 Lane R. Flow (Code 4) | or More R. Flow (Code 5) | 8:00 | 9:00 | 12:00 | 13:00 | 14:00 | 16:00 | 17:00 | 18:00 | | |
| 100% | 480 | 720 | 600 | 900 | 1125 | 513 | 973 | 716 | 798 | 760 | 1007 | 1136 | 1096 | | 100% |
| 80% | 385 | 575 | 480 | 720 | 900 | | | | | | | | | Yes: | |
| | | | | | | | | | | | | | | No: | X |
| All Approa-ches | 100% Fulfilled | | | | | | 100 | | 100 | 100 | 100 | 100 | 100 | | 600 |
| | 80% Fulfilled | | | | | | | 80 | | | | | | | 80 |
| | Actual % if Below 80% | | | | | 71 | | | | | | | | | 71 |
| | | | | | | | | | | | | | | Total: | 751 |
| | | | | | | | | | | | | | | Actual Average (Total/8): | 94% |

**B. Minor Street Both Approaches.**

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 100% | 120 | 170 | 120 | 170 | 170 | 415 | 797 | 603 | 706 | 632 | 839 | 968 | 930 | | 100% |
| 80% | 95 | 135 | 95 | 135 | 135 | | | | | | | | | Yes: | X |
| | | | | | | | | | | | | | | No: | |
| Minor Street Both Approa-ches | 100% Fulfilled | | | | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | 800 |
| | 80% Fulfilled | | | | | | | | | | | | | | 0 |
| | Actual % if Below 80% | | | | | | | | | | | | | | 0 |
| | | | | | | | | | | | | | | Total: | 800 |
| | | | | | | | | | | | | | | Actual Average (Total/8): | 100% |

# *Paisley Road & Alma Street*

**Count Date:** 1-Apr-2014
**Intersection:** Paisley Road & Alma Street
**Municipality:** Guelph
**Major Road:** Paisley Road
**Major Road Runs:** N/S one lane each way
**Operating Speed of Major Road:** 50 km/hr
**Operating under restricted flow conditions**

**Warrant #2: Delay to Cross Traffic.**

**A. Major Street Both Approaches.** **Not Satisfied**

| No. of Lanes | Minimum Requirements | | | | | Hours Ending | | | | | | | | Percentage Warrant |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 Lane Each Way | | 2 Lanes Each Way | | 3 Lanes | | | | | | | | | |
| Flow Condition | 1 Lane F. Flow (Code 1) | 1 Lane R. Flow (Code 2) | 2 Lane F. Flow (Code 3) | 2 Lane R. Flow (Code 4) | or More R. Flow (Code 5) | 8:00 | 9:00 | 12:00 | 13:00 | 14:00 | 16:00 | 17:00 | 18:00 | |
| 100% | 480 | 720 | 600 | 900 | 1125 | 98 | 176 | 113 | 92 | 128 | 168 | 168 | 166 | 100% |
| 80% | 385 | 575 | 480 | 720 | 900 | | | | | | | | | Yes: / No: X |
| All Approa-ches | 100% Fulfilled | | | | | | | | | | | | | 0 |
| | 80% Fulfilled | | | | | | | | | | | | | 0 |
| | Actual % if Below 80% | | | | | 14 | 24 | 16 | 13 | 18 | 23 | 23 | 23 | 154 |
| | | | | | | | | | | | | | Total: | 154 |
| | | | | | | | | | | | | | Actual Average (Total/8): | 19% |

**B. Traffic Crossing Major Street.**

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 100% | 50 | 75 | 50 | 75 | 75 | 235 | 677 | 350 | 361 | 365 | 732 | 488 | 468 | 100% |
| 80% | 40 | 60 | 40 | 60 | 60 | | | | | | | | | Yes: X / No: |
| All Approa-ches | 100% Fulfilled | | | | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 800 |
| | 80% Fulfilled | | | | | | | | | | | | | 0 |
| | Actual % if Below 80% | | | | | | | | | | | | | 0 |
| | | | | | | | | | | | | | Total: | 800 |
| | | | | | | | | | | | | | Actual Average (Total/8): | 100% |

# *Paisley Road & Alma Street*

**Count Date:** 1-Apr-2014
**Intersection:** Paisley Road & Alma Street
**Municipality:** Guelph
**Major Road:** Paisley Road
**Major Road Runs:** N/S one lane each way
**Operating Speed of Major Road:** 50 km/hr
**Operating under restricted flow conditions**

**Warrant #3: Accident Experience.**

**Not Satisfied**

**A. Reportable accidents within a twelve month period averaged over 36 consequtive months susceptible to correction by a traffic signal.**

| Minimum Requirements | Actual Number of Accidents | Average Number of Accidents | Fulfilled |
|---|---|---|---|
| 5 | 0 in 0 years | Invalid | 0% |

| | |
|---|---|
| **B. Adequate trial of less restrictive remedies has failed to reduce accident frequency.** | No |
| **C. Either Warrant 1 (Minimum Vehicular Volume) or Warrant 2 (Delay to Cross Traffic) satisfied 80% or more.** | Yes |

**Warrant #4: Combination Warrant.**
**(Used if no warrant satisfied 100%)**

**Not Satisfied**

| Minimum Requirements | Warrant Satisfied 80% or More | Fulfilled |
|---|---|---|
| Two Warrants Satisfied 80% | Warrant 1 (Minimum Vehicular Volume)<br>Warrant 2 (Delay to Cross Traffic)<br>Warrant 3 (Accident Experience) | Yes<br>No<br>No |

**Conclusion: Traffic signal not warranted.**

# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5

*"we always count...never estimated"*

File Name : Paisley Rd at Yorkshire St N
Site Code : 00000000
Start Date : 3/27/2019
Page No : 1

Groups Printed- Cars - Trucks - Heavys - Cyclists

| | Yorkshire St N From North | | | | | Paisley Rd From East | | | | | Yorkshire St N From South | | | | | Paisley Rd From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 6 | 1 | 1 | 1 | 9 | 5 | 31 | 1 | 1 | 38 | 1 | 3 | 2 | 0 | 6 | 0 | 35 | 0 | 3 | 38 | 91 |
| 07:15 AM | 3 | 2 | 1 | 3 | 9 | 0 | 32 | 1 | 0 | 33 | 2 | 0 | 0 | 1 | 3 | 2 | 34 | 2 | 0 | 38 | 83 |
| 07:30 AM | 4 | 4 | 1 | 4 | 13 | 2 | 40 | 1 | 1 | 44 | 4 | 7 | 2 | 1 | 14 | 2 | 52 | 3 | 2 | 59 | 130 |
| 07:45 AM | 6 | 4 | 5 | 2 | 17 | 6 | 47 | 2 | 0 | 55 | 3 | 4 | 1 | 3 | 11 | 4 | 71 | 6 | 1 | 82 | 165 |
| Total | 19 | 11 | 8 | 10 | 48 | 13 | 150 | 5 | 2 | 170 | 10 | 14 | 5 | 5 | 34 | 8 | 192 | 11 | 6 | 217 | 469 |
| 08:00 AM | 9 | 6 | 0 | 5 | 20 | 2 | 41 | 0 | 1 | 44 | 5 | 8 | 4 | 4 | 21 | 3 | 56 | 15 | 16 | 90 | 175 |
| 08:15 AM | 22 | 10 | 9 | 16 | 57 | 5 | 55 | 1 | 7 | 68 | 6 | 16 | 3 | 6 | 31 | 2 | 65 | 20 | 28 | 115 | 271 |
| 08:30 AM | 22 | 25 | 8 | 21 | 76 | 13 | 54 | 3 | 11 | 81 | 9 | 26 | 0 | 19 | 54 | 7 | 78 | 20 | 35 | 140 | 351 |
| 08:45 AM | 27 | 17 | 13 | 7 | 64 | 7 | 43 | 1 | 4 | 55 | 4 | 12 | 3 | 5 | 24 | 3 | 93 | 20 | 46 | 162 | 305 |
| Total | 80 | 58 | 30 | 49 | 217 | 27 | 193 | 5 | 23 | 248 | 24 | 62 | 10 | 34 | 130 | 15 | 292 | 75 | 125 | 507 | 1102 |
| 11:00 AM | 4 | 5 | 2 | 1 | 12 | 3 | 47 | 0 | 1 | 51 | 2 | 1 | 0 | 1 | 4 | 1 | 66 | 1 | 1 | 69 | 136 |
| 11:15 AM | 4 | 6 | 2 | 3 | 15 | 2 | 56 | 1 | 2 | 61 | 1 | 7 | 0 | 0 | 8 | 2 | 55 | 3 | 1 | 61 | 145 |
| 11:30 AM | 7 | 7 | 1 | 8 | 23 | 3 | 64 | 4 | 2 | 73 | 3 | 6 | 3 | 3 | 15 | 2 | 66 | 1 | 4 | 73 | 184 |
| 11:45 AM | 7 | 3 | 1 | 12 | 23 | 6 | 62 | 0 | 4 | 72 | 5 | 11 | 3 | 5 | 24 | 5 | 63 | 3 | 3 | 74 | 193 |
| Total | 22 | 21 | 6 | 24 | 73 | 14 | 229 | 5 | 9 | 257 | 11 | 25 | 6 | 9 | 51 | 10 | 250 | 8 | 9 | 277 | 658 |
| 12:00 PM | 5 | 11 | 8 | 3 | 27 | 10 | 69 | 1 | 3 | 83 | 2 | 2 | 1 | 1 | 6 | 7 | 63 | 10 | 5 | 85 | 201 |
| 12:15 PM | 4 | 10 | 5 | 22 | 41 | 5 | 67 | 2 | 5 | 79 | 6 | 20 | 2 | 7 | 35 | 2 | 71 | 13 | 17 | 103 | 258 |
| 12:30 PM | 5 | 11 | 7 | 33 | 56 | 3 | 55 | 3 | 9 | 70 | 2 | 11 | 3 | 5 | 21 | 0 | 81 | 10 | 9 | 100 | 247 |
| 12:45 PM | 12 | 8 | 5 | 14 | 39 | 8 | 45 | 0 | 3 | 56 | 5 | 14 | 1 | 9 | 29 | 8 | 101 | 12 | 8 | 129 | 253 |
| Total | 26 | 40 | 25 | 72 | 163 | 26 | 236 | 6 | 20 | 288 | 15 | 47 | 7 | 22 | 91 | 17 | 316 | 45 | 39 | 417 | 959 |
| 01:00 PM | 3 | 2 | 1 | 19 | 25 | 5 | 70 | 3 | 4 | 82 | 5 | 3 | 3 | 5 | 16 | 3 | 82 | 4 | 21 | 110 | 233 |
| 01:15 PM | 6 | 6 | 3 | 3 | 18 | 7 | 59 | 1 | 0 | 67 | 0 | 4 | 1 | 16 | 21 | 6 | 71 | 3 | 21 | 101 | 207 |
| 01:30 PM | 12 | 5 | 3 | 9 | 29 | 6 | 49 | 3 | 4 | 62 | 4 | 7 | 2 | 2 | 15 | 1 | 67 | 8 | 5 | 81 | 187 |
| 01:45 PM | 5 | 7 | 0 | 7 | 19 | 5 | 64 | 4 | 6 | 79 | 3 | 9 | 6 | 11 | 29 | 4 | 62 | 5 | 8 | 79 | 206 |
| Total | 26 | 20 | 7 | 38 | 91 | 23 | 242 | 11 | 14 | 290 | 12 | 23 | 12 | 34 | 81 | 14 | 282 | 20 | 55 | 371 | 833 |
| 03:00 PM | 6 | 13 | 9 | 9 | 37 | 9 | 69 | 4 | 6 | 88 | 2 | 12 | 0 | 11 | 25 | 9 | 78 | 22 | 14 | 123 | 273 |
| 03:15 PM | 21 | 23 | 7 | 32 | 83 | 6 | 62 | 2 | 11 | 81 | 5 | 24 | 7 | 11 | 47 | 7 | 56 | 10 | 56 | 129 | 340 |

# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5

*"we always count...never estimated"*

File Name : Paisley Rd at Yorkshire St N
Site Code : 00000000
Start Date : 3/27/2019
Page No : 2

Groups Printed- Cars - Trucks - Heavys - Cyclists

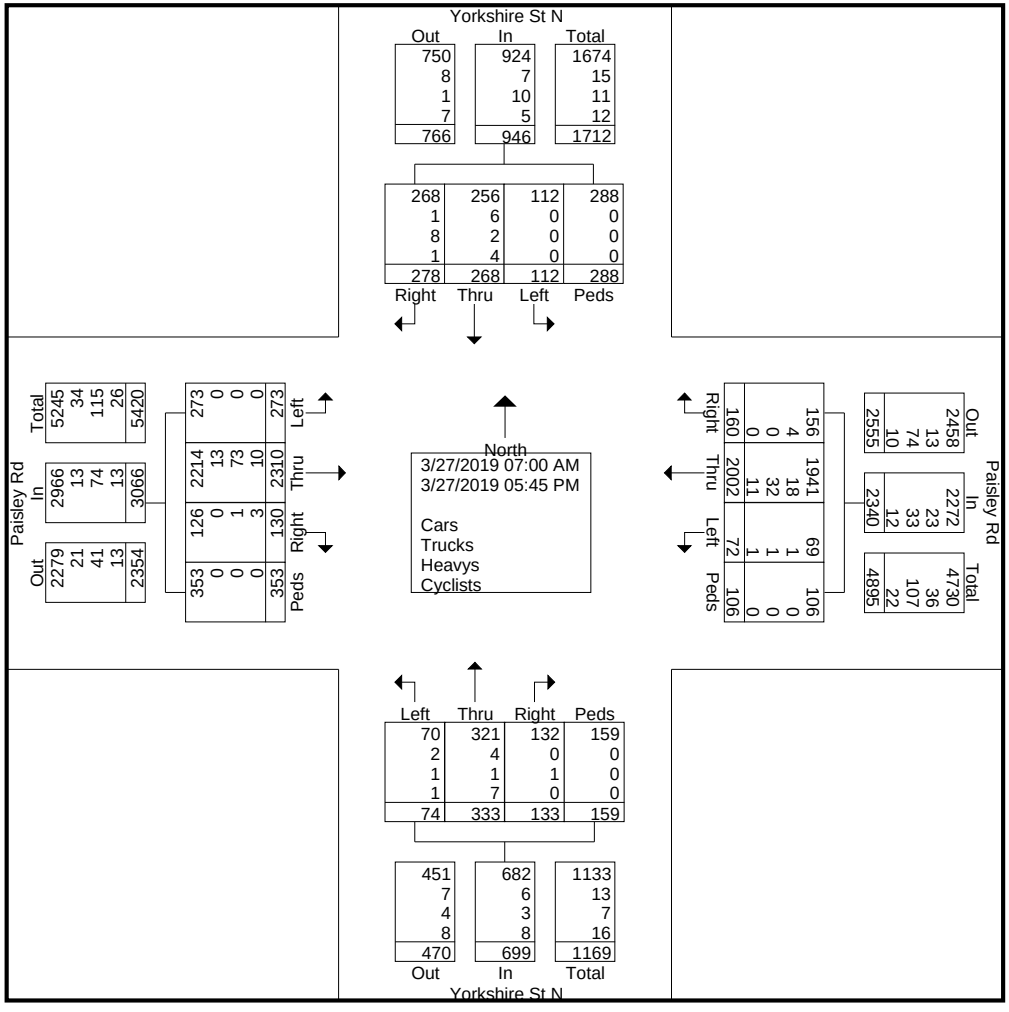
| | Yorkshire St N From North | | | | | Paisley Rd From East | | | | | Yorkshire St N From South | | | | | Paisley Rd From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 03:30 PM | 11 | 11 | 5 | 8 | 35 | 6 | 70 | 5 | 3 | 84 | 2 | 18 | 2 | 3 | 25 | 1 | 77 | 19 | 7 | 104 | 248 |
| 03:45 PM | 8 | 7 | 2 | 6 | 23 | 0 | 70 | 2 | 3 | 75 | 5 | 14 | 3 | 3 | 25 | 3 | 65 | 5 | 8 | 81 | 204 |
| Total | 46 | 54 | 23 | 55 | 178 | 21 | 271 | 13 | 23 | 328 | 14 | 68 | 12 | 28 | 122 | 20 | 276 | 56 | 85 | 437 | 1065 |
| 04:00 PM | 9 | 4 | 2 | 3 | 18 | 5 | 74 | 4 | 0 | 83 | 2 | 9 | 6 | 3 | 20 | 2 | 81 | 10 | 2 | 95 | 216 |
| 04:15 PM | 8 | 8 | 2 | 6 | 24 | 4 | 80 | 5 | 2 | 91 | 3 | 10 | 1 | 5 | 19 | 6 | 92 | 4 | 10 | 112 | 246 |
| 04:30 PM | 9 | 9 | 1 | 0 | 19 | 3 | 93 | 4 | 3 | 103 | 4 | 16 | 1 | 3 | 24 | 9 | 80 | 8 | 5 | 102 | 248 |
| 04:45 PM | 6 | 14 | 1 | 8 | 29 | 2 | 98 | 2 | 1 | 103 | 8 | 10 | 6 | 4 | 28 | 3 | 101 | 11 | 0 | 115 | 275 |
| Total | 32 | 35 | 6 | 17 | 90 | 14 | 345 | 15 | 6 | 380 | 17 | 45 | 14 | 15 | 91 | 20 | 354 | 33 | 17 | 424 | 985 |
| 05:00 PM | 7 | 10 | 1 | 8 | 26 | 8 | 95 | 3 | 3 | 109 | 6 | 11 | 4 | 5 | 26 | 5 | 102 | 10 | 8 | 125 | 286 |
| 05:15 PM | 5 | 6 | 1 | 6 | 18 | 7 | 97 | 2 | 0 | 106 | 10 | 21 | 0 | 1 | 32 | 7 | 69 | 4 | 5 | 85 | 241 |
| 05:30 PM | 7 | 7 | 1 | 5 | 20 | 6 | 74 | 5 | 5 | 90 | 12 | 14 | 1 | 4 | 31 | 8 | 79 | 6 | 4 | 97 | 238 |
| 05:45 PM | 8 | 6 | 4 | 4 | 22 | 1 | 70 | 2 | 1 | 74 | 2 | 3 | 3 | 2 | 10 | 6 | 98 | 5 | 0 | 109 | 215 |
| Total | 27 | 29 | 7 | 23 | 86 | 22 | 336 | 12 | 9 | 379 | 30 | 49 | 8 | 12 | 99 | 26 | 348 | 25 | 17 | 416 | 980 |
| Grand Total | 278 | 268 | 112 | 288 | 946 | 160 | 2002 | 72 | 106 | 2340 | 133 | 333 | 74 | 159 | 699 | 130 | 2310 | 273 | 353 | 3066 | 7051 |
| Apprch % | 29.4 | 28.3 | 11.8 | 30.4 | | 6.8 | 85.6 | 3.1 | 4.5 | | 19 | 47.6 | 10.6 | 22.7 | | 4.2 | 75.3 | 8.9 | 11.5 | | |
| Total % | 3.9 | 3.8 | 1.6 | 4.1 | 13.4 | 2.3 | 28.4 | 1 | 1.5 | 33.2 | 1.9 | 4.7 | 1 | 2.3 | 9.9 | 1.8 | 32.8 | 3.9 | 5 | 43.5 | |
| Cars | 268 | 256 | 112 | 288 | 924 | 156 | 1941 | 69 | 106 | 2272 | 132 | 321 | 70 | 159 | 682 | 126 | 2214 | 273 | 353 | 2966 | 6844 |
| % Cars | 96.4 | 95.5 | 100 | 100 | 97.7 | 97.5 | 97 | 95.8 | 100 | 97.1 | 99.2 | 96.4 | 94.6 | 100 | 97.6 | 96.9 | 95.8 | 100 | 100 | 96.7 | 97.1 |
| Trucks | 1 | 6 | 0 | 0 | 7 | 4 | 18 | 1 | 0 | 23 | 0 | 4 | 2 | 0 | 6 | 0 | 13 | 0 | 0 | 13 | 49 |
| % Trucks | 0.4 | 2.2 | 0 | 0 | 0.7 | 2.5 | 0.9 | 1.4 | 0 | 1 | 0 | 1.2 | 2.7 | 0 | 0.9 | 0 | 0.6 | 0 | 0 | 0.4 | 0.7 |
| Heavys | 8 | 2 | 0 | 0 | 10 | 0 | 32 | 1 | 0 | 33 | 1 | 1 | 1 | 0 | 3 | 1 | 73 | 0 | 0 | 74 | 120 |
| % Heavys | 2.9 | 0.7 | 0 | 0 | 1.1 | 0 | 1.6 | 1.4 | 0 | 1.4 | 0.8 | 0.3 | 1.4 | 0 | 0.4 | 0.8 | 3.2 | 0 | 0 | 2.4 | 1.7 |
| Cyclists | 1 | 4 | 0 | 0 | 5 | 0 | 11 | 1 | 0 | 12 | 0 | 7 | 1 | 0 | 8 | 3 | 10 | 0 | 0 | 13 | 38 |
| % Cyclists | 0.4 | 1.5 | 0 | 0 | 0.5 | 0 | 0.5 | 1.4 | 0 | 0.5 | 0 | 2.1 | 1.4 | 0 | 1.1 | 2.3 | 0.4 | 0 | 0 | 0.4 | 0.5 |

# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5

*"we always count...never estimated"*

File Name : Paisley Rd at Yorkshire St N
Site Code : 00000000
Start Date : 3/27/2019
Page No : 3



# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5

*"we always count...never estimated"*

File Name : Paisley Rd at Yorkshire St N
Site Code : 00000000
Start Date : 3/27/2019
Page No : 4

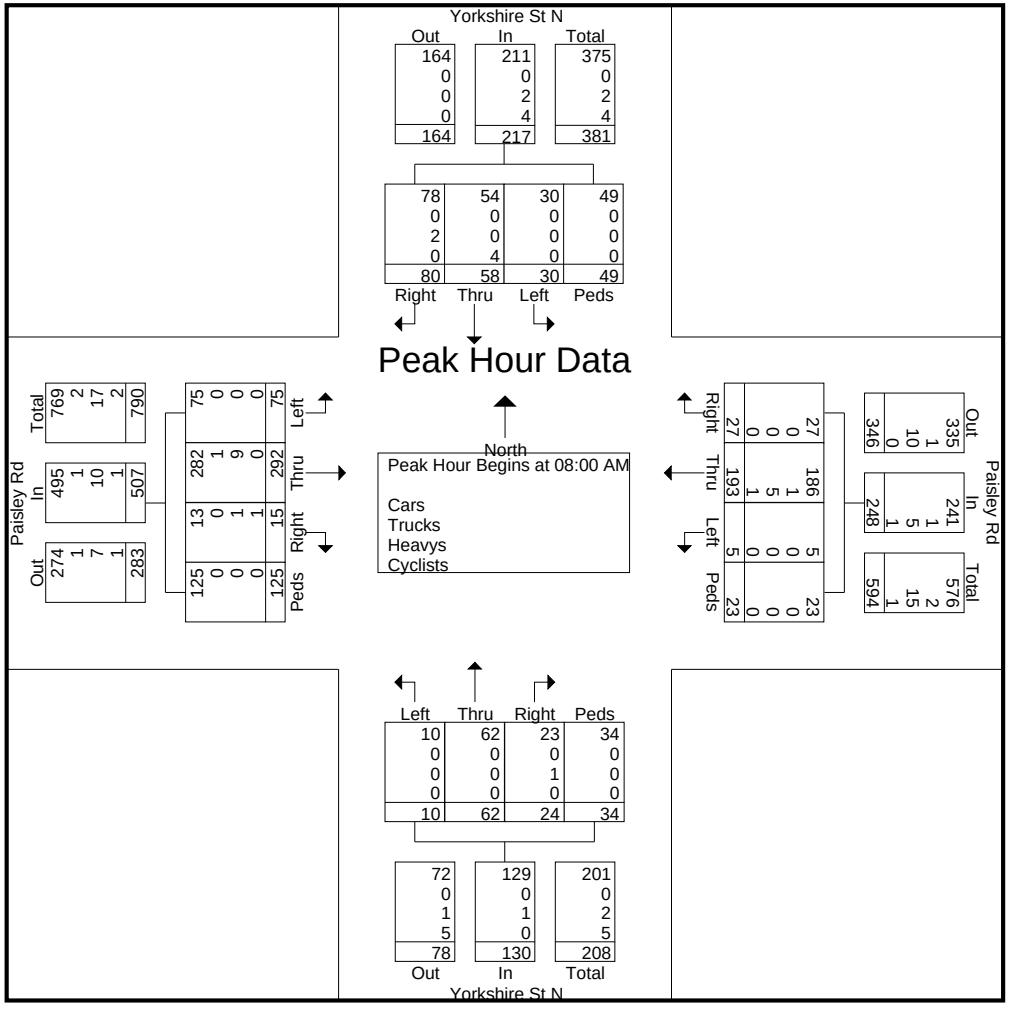
| | Yorkshire St N From North | | | | | Paisley Rd From East | | | | | Yorkshire St N From South | | | | | Paisley Rd From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 9 | 6 | 0 | 5 | 20 | 2 | 41 | 0 | 1 | 44 | 5 | 8 | **4** | 4 | 21 | 3 | 56 | 15 | 16 | 90 | 175 |
| 08:15 AM | 22 | 10 | 9 | 16 | 57 | 5 | **55** | 1 | 7 | 68 | 6 | 16 | 3 | 6 | 31 | 2 | 65 | **20** | 28 | 115 | 271 |
| 08:30 AM | 22 | **25** | 8 | **21** | **76** | **13** | 54 | **3** | **11** | **81** | **9** | **26** | 0 | **19** | **54** | **7** | 78 | 20 | 35 | 140 | **351** |
| 08:45 AM | **27** | 17 | **13** | 7 | 64 | 7 | 43 | 1 | 4 | 55 | 4 | 12 | 3 | 5 | 24 | 3 | **93** | 20 | **46** | **162** | 305 |
| Total Volume | 80 | 58 | 30 | 49 | 217 | 27 | 193 | 5 | 23 | 248 | 24 | 62 | 10 | 34 | 130 | 15 | 292 | 75 | 125 | 507 | 1102 |
| % App. Total | 36.9 | 26.7 | 13.8 | 22.6 | | 10.9 | 77.8 | 2 | 9.3 | | 18.5 | 47.7 | 7.7 | 26.2 | | 3 | 57.6 | 14.8 | 24.7 | | |
| PHF | .741 | .580 | .577 | .583 | .714 | .519 | .877 | .417 | .523 | .765 | .667 | .596 | .625 | .447 | .602 | .536 | .785 | .938 | .679 | .782 | .785 |
| Cars | 78 | 54 | 30 | 49 | 211 | 27 | 186 | 5 | 23 | 241 | 23 | 62 | 10 | 34 | 129 | 13 | 282 | 75 | 125 | 495 | 1076 |
| % Cars | 97.5 | 93.1 | 100 | 100 | 97.2 | 100 | 96.4 | 100 | 100 | 97.2 | 95.8 | 100 | 100 | 100 | 99.2 | 86.7 | 96.6 | 100 | 100 | 97.6 | 97.6 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0.3 | 0 | 0 | 0.2 | 0.2 |
| Heavys | 2 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 1 | 1 | 9 | 0 | 0 | 10 | 18 |
| % Heavys | 2.5 | 0 | 0 | 0 | 0.9 | 0 | 2.6 | 0 | 0 | 2.0 | 4.2 | 0 | 0 | 0 | 0.8 | 6.7 | 3.1 | 0 | 0 | 2.0 | 1.6 |
| Cyclists | 0 | 4 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 6 |
| % Cyclists | 0 | 6.9 | 0 | 0 | 1.8 | 0 | 0.5 | 0 | 0 | 0.4 | 0 | 0 | 0 | 0 | 0 | 6.7 | 0 | 0 | 0 | 0.2 | 0.5 |

# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5

*"we always count...never estimated"*

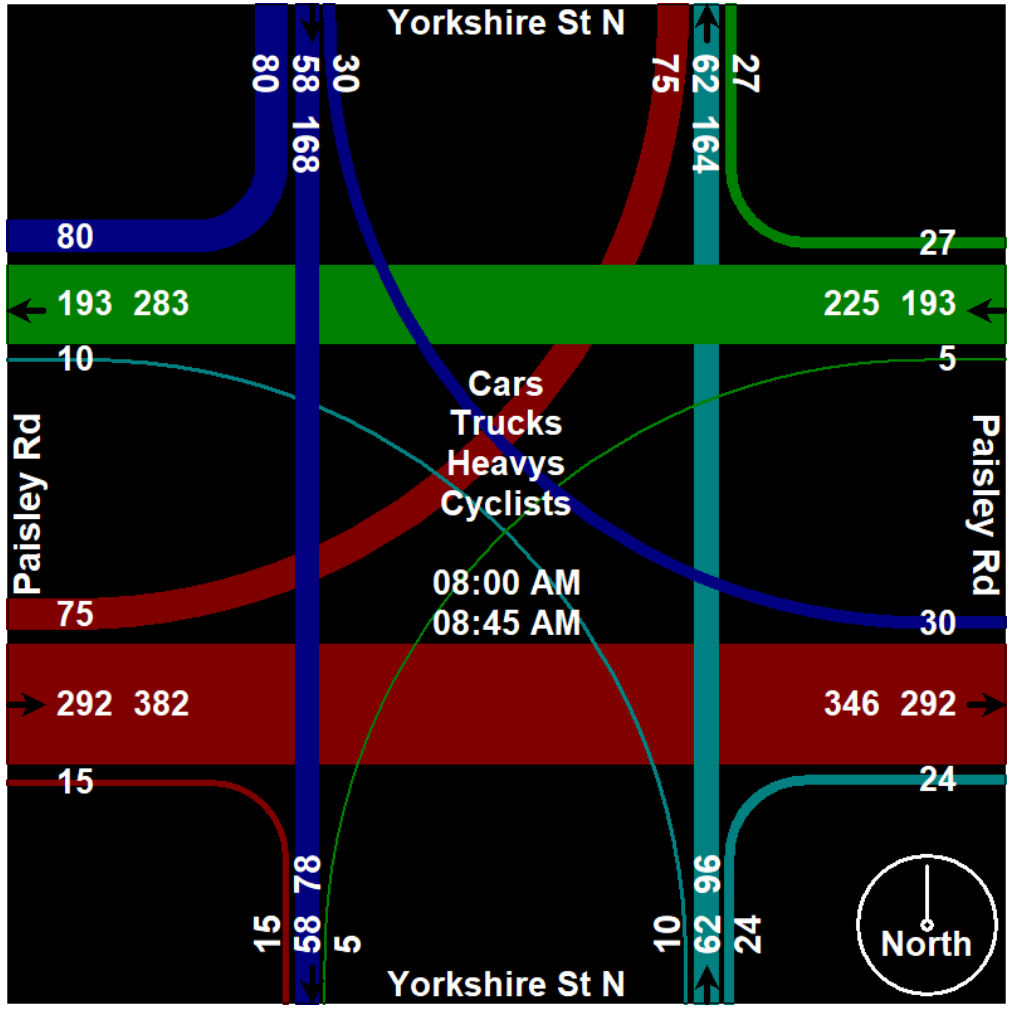
File Name : Paisley Rd at Yorkshire St N
Site Code : 00000000
Start Date : 3/27/2019
Page No : 5



# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5
*"we always count...never estimated"*

File Name : Paisley Rd at Yorkshire St N
Site Code : 00000000
Start Date : 3/27/2019
Page No : 6



# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5

*"we always count...never estimated"*

File Name : Paisley Rd at Yorkshire St N
Site Code : 00000000
Start Date : 3/27/2019
Page No : 7

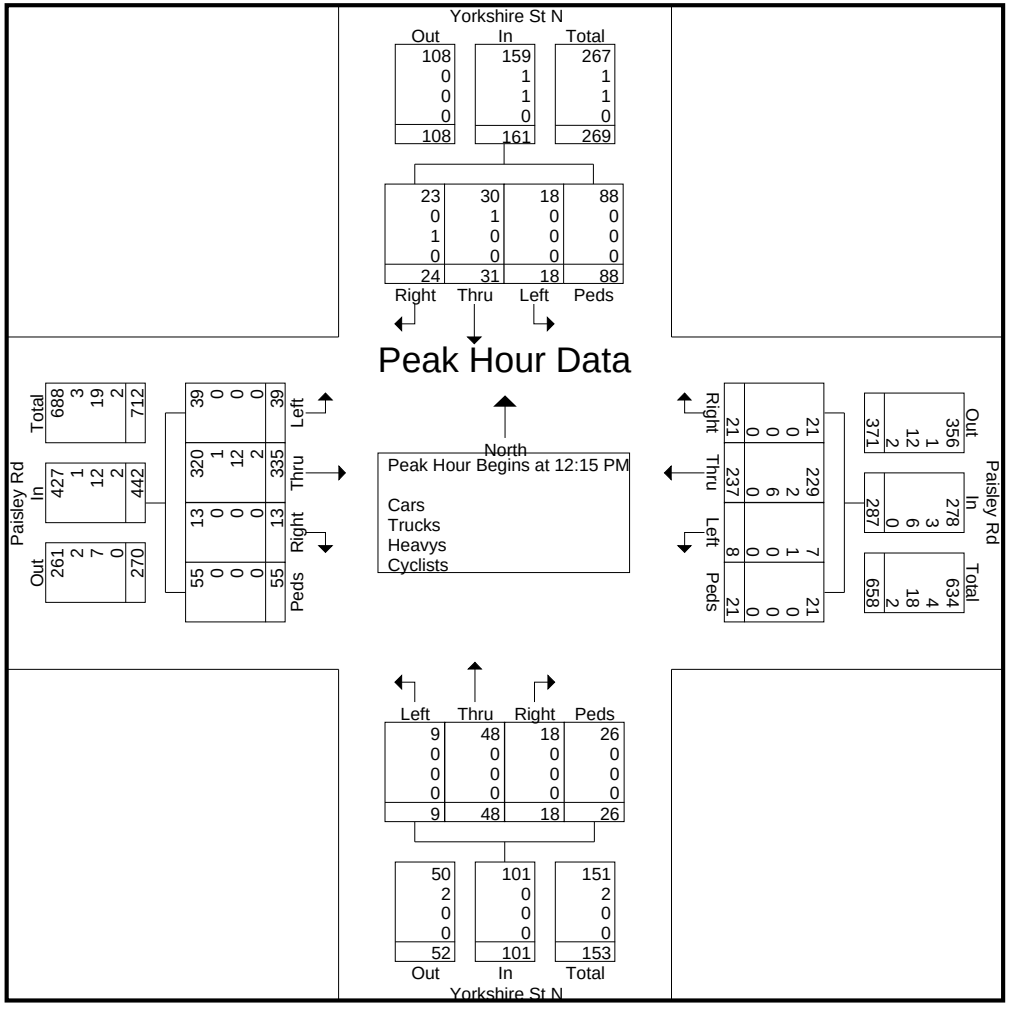
| | Yorkshire St N From North | | | | | Paisley Rd From East | | | | | Yorkshire St N From South | | | | | Paisley Rd From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 12:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 12:15 PM | 4 | 10 | 5 | 22 | 41 | 5 | 67 | 2 | 5 | 79 | **6** | **20** | 2 | 7 | **35** | 2 | 71 | **13** | 17 | 103 | **258** |
| 12:30 PM | 5 | **11** | **7** | **33** | **56** | 3 | 55 | **3** | **9** | 70 | 2 | 11 | **3** | 5 | 21 | 0 | 81 | 10 | 9 | 100 | 247 |
| 12:45 PM | **12** | 8 | 5 | 14 | 39 | **8** | 45 | 0 | 3 | 56 | 5 | 14 | 1 | **9** | 29 | **8** | **101** | 12 | 8 | **129** | 253 |
| 01:00 PM | 3 | 2 | 1 | 19 | 25 | 5 | **70** | 3 | 4 | **82** | 5 | 3 | 3 | 5 | 16 | 3 | 82 | 4 | **21** | 110 | 233 |
| Total Volume | 24 | 31 | 18 | 88 | 161 | 21 | 237 | 8 | 21 | 287 | 18 | 48 | 9 | 26 | 101 | 13 | 335 | 39 | 55 | 442 | 991 |
| % App. Total | 14.9 | 19.3 | 11.2 | 54.7 | | 7.3 | 82.6 | 2.8 | 7.3 | | 17.8 | 47.5 | 8.9 | 25.7 | | 2.9 | 75.8 | 8.8 | 12.4 | | |
| PHF | .500 | .705 | .643 | .667 | .719 | .656 | .846 | .667 | .583 | .875 | .750 | .600 | .750 | .722 | .721 | .406 | .829 | .750 | .655 | .857 | .960 |
| Cars | 23 | 30 | 18 | 88 | 159 | 21 | 229 | 7 | 21 | 278 | 18 | 48 | 9 | 26 | 101 | 13 | 320 | 39 | 55 | 427 | 965 |
| % Cars | 95.8 | 96.8 | 100 | 100 | 98.8 | 100 | 96.6 | 87.5 | 100 | 96.9 | 100 | 100 | 100 | 100 | 100 | 100 | 95.5 | 100 | 100 | 96.6 | 97.4 |
| Trucks | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 5 |
| % Trucks | 0 | 3.2 | 0 | 0 | 0.6 | 0 | 0.8 | 12.5 | 0 | 1.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.3 | 0 | 0 | 0.2 | 0.5 |
| Heavys | 1 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 19 |
| % Heavys | 4.2 | 0 | 0 | 0 | 0.6 | 0 | 2.5 | 0 | 0 | 2.1 | 0 | 0 | 0 | 0 | 0 | 0 | 3.6 | 0 | 0 | 2.7 | 1.9 |
| Cyclists | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 |
| % Cyclists | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.6 | 0 | 0 | 0.5 | 0.2 |

# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5

*"we always count...never estimated"*

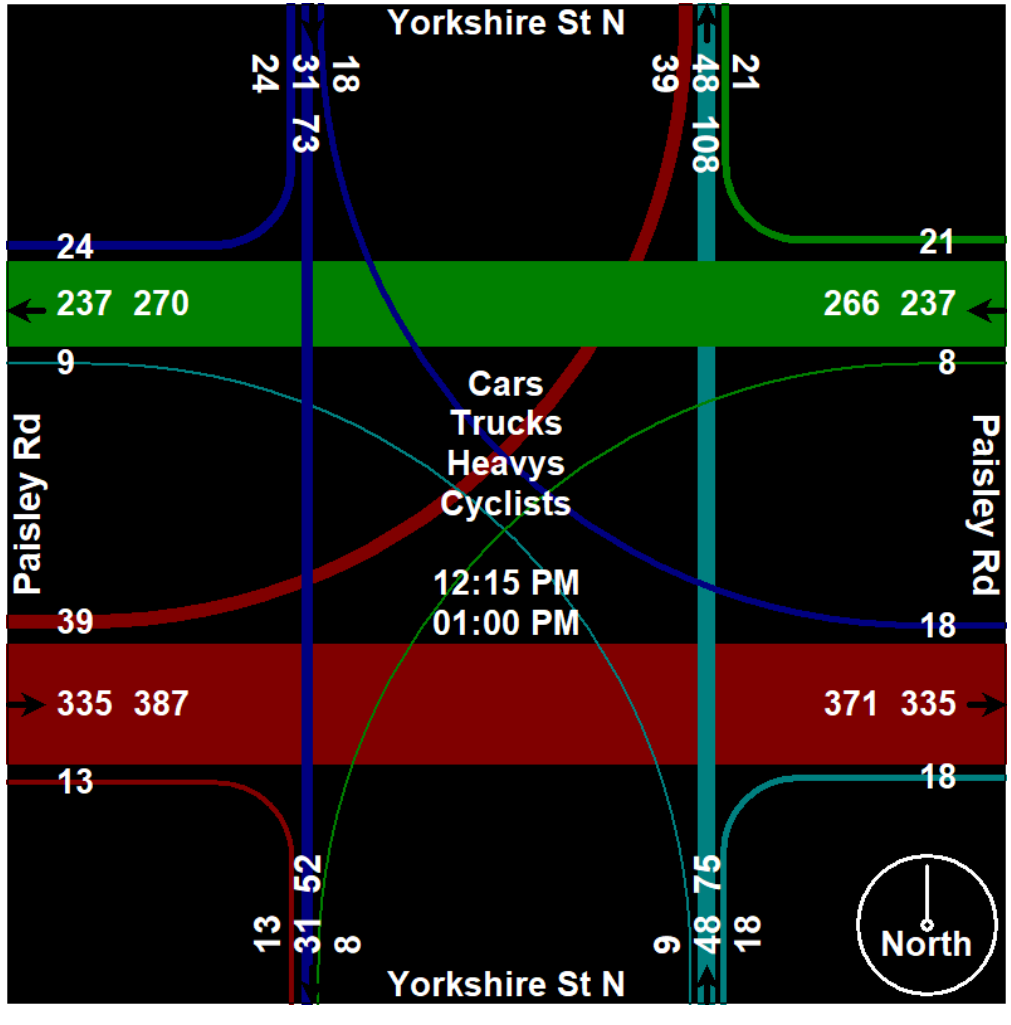
File Name : Paisley Rd at Yorkshire St N
Site Code : 00000000
Start Date : 3/27/2019
Page No : 8



# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5
*"we always count...never estimated"*

File Name : Paisley Rd at Yorkshire St N
Site Code : 00000000
Start Date : 3/27/2019
Page No : 9



# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5

*"we always count...never estimated"*

File Name : Paisley Rd at Yorkshire St N
Site Code : 00000000
Start Date : 3/27/2019
Page No : 10

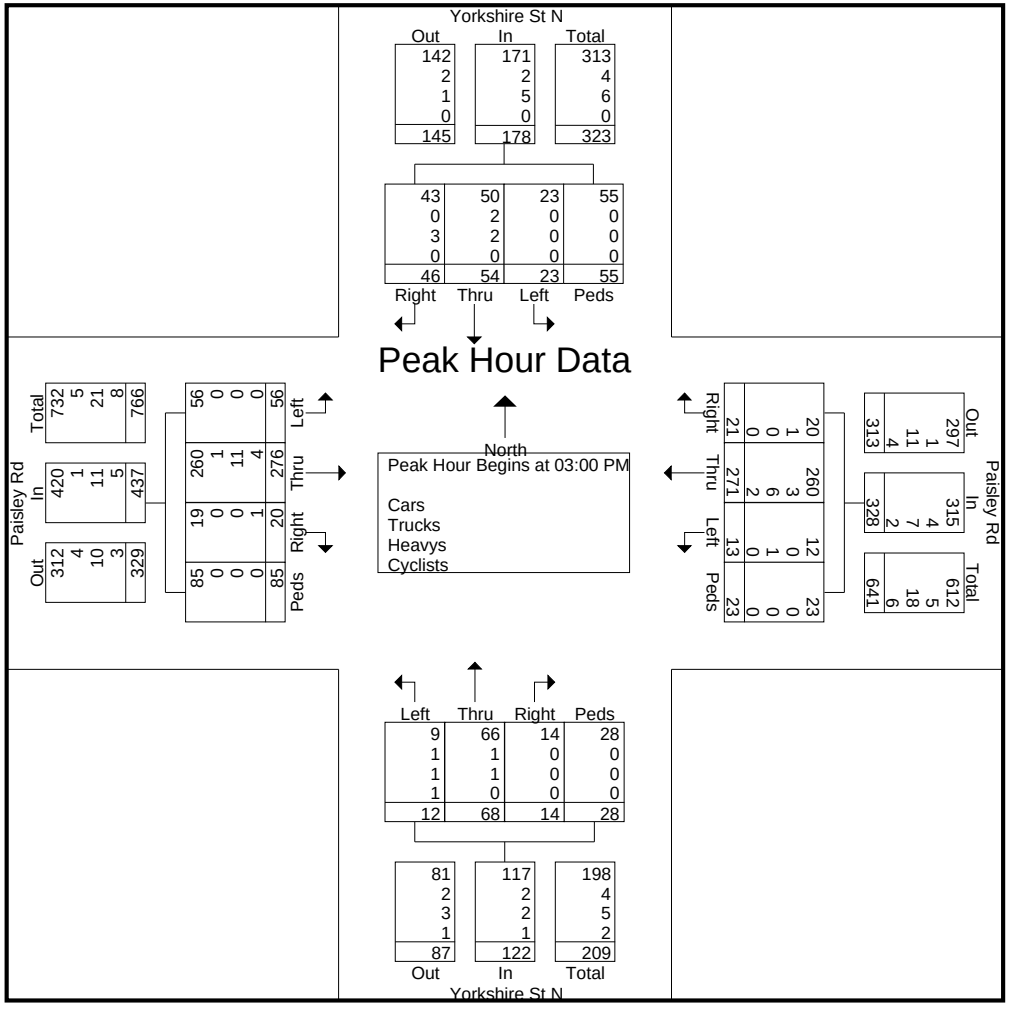
| | Yorkshire St N From North | | | | | Paisley Rd From East | | | | | Yorkshire St N From South | | | | | Paisley Rd From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 03:00 PM | 6 | 13 | **9** | 9 | 37 | **9** | 69 | 4 | 6 | **88** | 2 | 12 | 0 | **11** | 25 | **9** | **78** | **22** | 14 | 123 | 273 |
| 03:15 PM | **21** | **23** | 7 | **32** | **83** | 6 | 62 | 2 | **11** | 81 | **5** | **24** | **7** | 11 | **47** | 7 | 56 | 10 | **56** | **129** | **340** |
| 03:30 PM | 11 | 11 | 5 | 8 | 35 | 6 | **70** | **5** | 3 | 84 | 2 | 18 | 2 | 3 | 25 | 1 | 77 | 19 | 7 | 104 | 248 |
| 03:45 PM | 8 | 7 | 2 | 6 | 23 | 0 | 70 | 2 | 3 | 75 | 5 | 14 | 3 | 3 | 25 | 3 | 65 | 5 | 8 | 81 | 204 |
| Total Volume | 46 | 54 | 23 | 55 | 178 | 21 | 271 | 13 | 23 | 328 | 14 | 68 | 12 | 28 | 122 | 20 | 276 | 56 | 85 | 437 | 1065 |
| % App. Total | 25.8 | 30.3 | 12.9 | 30.9 | | 6.4 | 82.6 | 4 | 7 | | 11.5 | 55.7 | 9.8 | 23 | | 4.6 | 63.2 | 12.8 | 19.5 | | |
| PHF | .548 | .587 | .639 | .430 | .536 | .583 | .968 | .650 | .523 | .932 | .700 | .708 | .429 | .636 | .649 | .556 | .885 | .636 | .379 | .847 | .783 |
| Cars | 43 | 50 | 23 | 55 | 171 | 20 | 260 | 12 | 23 | 315 | 14 | 66 | 9 | 28 | 117 | 19 | 260 | 56 | 85 | 420 | 1023 |
| % Cars | 93.5 | 92.6 | 100 | 100 | 96.1 | 95.2 | 95.9 | 92.3 | 100 | 96.0 | 100 | 97.1 | 75.0 | 100 | 95.9 | 95.0 | 94.2 | 100 | 100 | 96.1 | 96.1 |
| Trucks | 0 | 2 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 4 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 9 |
| % Trucks | 0 | 3.7 | 0 | 0 | 1.1 | 4.8 | 1.1 | 0 | 0 | 1.2 | 0 | 1.5 | 8.3 | 0 | 1.6 | 0 | 0.4 | 0 | 0 | 0.2 | 0.8 |
| Heavys | 3 | 2 | 0 | 0 | 5 | 0 | 6 | 1 | 0 | 7 | 0 | 1 | 1 | 0 | 2 | 0 | 11 | 0 | 0 | 11 | 25 |
| % Heavys | 6.5 | 3.7 | 0 | 0 | 2.8 | 0 | 2.2 | 7.7 | 0 | 2.1 | 0 | 1.5 | 8.3 | 0 | 1.6 | 0 | 4.0 | 0 | 0 | 2.5 | 2.3 |
| Cyclists | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 4 | 0 | 0 | 5 | 8 |
| % Cyclists | 0 | 0 | 0 | 0 | 0 | 0 | 0.7 | 0 | 0 | 0.6 | 0 | 0 | 8.3 | 0 | 0.8 | 5.0 | 1.4 | 0 | 0 | 1.1 | 0.8 |

# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5

*"we always count...never estimated"*

File Name : Paisley Rd at Yorkshire St N
Site Code : 00000000
Start Date : 3/27/2019
Page No : 11

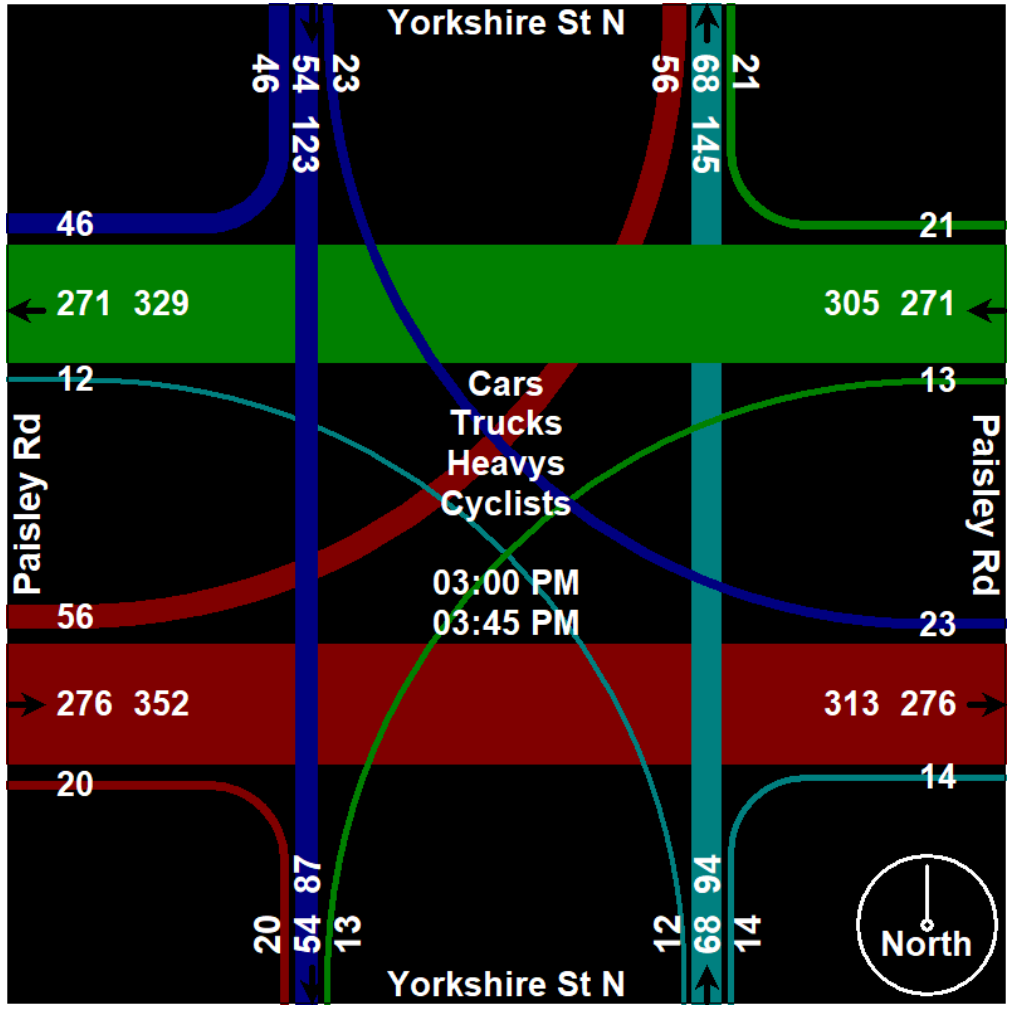


# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5

*"we always count...never estimated"*

File Name : Paisley Rd at Yorkshire St N
Site Code : 00000000
Start Date : 3/27/2019
Page No : 12



Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

## Morning Peak Diagram

**Specified Period**
**From:** 7:00:00
**To:** 9:00:00

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

**Municipality:** Guelph
**Site #:** 2000200001
**Intersection:** Waterloo Ave & Yorkshire St S
**TFR File #:** 1
**Count date:** 7-Oct-20

**Weather conditions:**

**Person counted:**
**Person prepared:**
**Person checked:**

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

**Major Road:** Waterloo Ave runs W/E

North Leg Total: 166
North Entering: 80
North Peds: 3
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 3 | 0 | 3 |
| Trucks | 2 | 0 | 1 | 3 |
| Cars | 40 | 6 | 28 | 74 |
| Totals | 42 | 9 | 29 | |

| | |
|---|---|
| Cyclists | 0 |
| Trucks | 0 |
| Cars | 86 |
| Totals | 86 |

East Leg Total: 383
East Entering: 152
East Peds: 1
Peds Cross: ⧗

Yorkshire St S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 4 | 173 | 177 |

Waterloo Ave

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 16 | 0 | 0 | 16 |
| 129 | 2 | 0 | 131 |
| 5 | 0 | 0 | 5 |
| 150 | 2 | 0 | |

N
W E
S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 51 | 51 |
| 1 | 3 | 182 | 186 |
| 0 | 0 | 7 | 7 |
| 1 | 3 | 240 | |

Waterloo Ave

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 226 | 4 | 1 | 231 |

Yorkshire St S

Peds Cross: ⧗
West Peds: 11
West Entering: 244
West Leg Total: 421

| | |
|---|---|
| Cars | 18 |
| Trucks | 0 |
| Cyclists | 3 |
| Totals | 21 |

| | | | | |
|---|---|---|---|---|
| Cars | 4 | 19 | 16 | 39 |
| Trucks | 0 | 0 | 0 | 0 |
| Cyclists | 0 | 0 | 0 | 0 |
| Totals | 4 | 19 | 16 | |

Peds Cross: ⋈
South Peds: 7
South Entering: 39
South Leg Total: 60

**Comments**

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

## Mid-day Peak Diagram

**Specified Period**
**From:** 11:00:00
**To:** 14:00:00

**One Hour Peak**
**From:** 11:30:00
**To:** 12:30:00

**Municipality:** Guelph
**Site #:** 2000200001
**Intersection:** Waterloo Ave & Yorkshire St S
**TFR File #:** 1
**Count date:** 7-Oct-20

**Weather conditions:**

**Person counted:**
**Person prepared:**
**Person checked:**

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

**Major Road:** Waterloo Ave runs W/E

North Leg Total: 143
North Entering: 90
North Peds: 7
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 1 | 2 | 0 | 3 |
| Trucks | 3 | 0 | 0 | 3 |
| Cars | 51 | 5 | 28 | 84 |
| Totals | 55 | 7 | 28 | |

| | |
|---|---|
| Cyclists | 4 |
| Trucks | 0 |
| Cars | 49 |
| Totals | 53 |

East Leg Total: 320
East Entering: 138
East Peds: 5
Peds Cross: ⧗

Yorkshire St S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 1 | 6 | 173 | 180 |

Waterloo Ave

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 12 | 0 | 0 | 12 |
| 120 | 3 | 0 | 123 |
| 3 | 0 | 0 | 3 |
| 135 | 3 | 0 | |

N
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| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 27 | 27 |
| 0 | 3 | 144 | 147 |
| 0 | 0 | 7 | 7 |
| 0 | 3 | 178 | |

Waterloo Ave

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 179 | 3 | 0 | 182 |

Yorkshire St S

Peds Cross: ⧗
West Peds: 13
West Entering: 181
West Leg Total: 361

| | |
|---|---|
| Cars | 15 |
| Trucks | 0 |
| Cyclists | 2 |
| Totals | 17 |

| | | | | |
|---|---|---|---|---|
| Cars | 2 | 10 | 7 | 19 |
| Trucks | 0 | 0 | 0 | 0 |
| Cyclists | 0 | 4 | 0 | 4 |
| Totals | 2 | 14 | 7 | |

Peds Cross: ⋈
South Peds: 17
South Entering: 23
South Leg Total: 40

**Comments**

# Accu-Traffic Inc.

## Afternoon Peak Diagram

**Specified Period**
**From:** 15:00:00
**To:** 18:00:00

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

**Municipality:** Guelph
**Site #:** 2000200001
**Intersection:** Waterloo Ave & Yorkshire St S
**TFR File #:** 1
**Count date:** 7-Oct-20

**Weather conditions:**

**Person counted:**
**Person prepared:**
**Person checked:**

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

**Major Road:** Waterloo Ave runs W/E

| | |
|---|---|
| North Leg Total: | 129 |
| North Entering: | 65 |
| North Peds: | 9 |
| Peds Cross: | ⋈ |

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 2 | 0 | 2 |
| Trucks | 0 | 0 | 0 | 0 |
| Cars | 25 | 7 | 31 | 63 |
| Totals | 25 | 9 | 31 | |

| | |
|---|---|
| Cyclists | 1 |
| Trucks | 0 |
| Cars | 63 |
| Totals | 64 |

| | |
|---|---|
| East Leg Total: | 464 |
| East Entering: | 235 |
| East Peds: | 9 |
| Peds Cross: | ⧗ |

Yorkshire St S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 2 | 2 | 238 | 242 |

Waterloo Ave

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 15 | 0 | 0 | 15 |
| 207 | 2 | 2 | 211 |
| 9 | 0 | 0 | 9 |
| 231 | 2 | 2 | |

N
W E
S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 30 | 30 |
| 2 | 3 | 186 | 191 |
| 0 | 0 | 4 | 4 |
| 2 | 3 | 220 | |

Waterloo Ave

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 224 | 3 | 2 | 229 |

Yorkshire St S

| | |
|---|---|
| Peds Cross: | ⧗ |
| West Peds: | 12 |
| West Entering: | 225 |
| West Leg Total: | 467 |

| | |
|---|---|
| Cars | 20 |
| Trucks | 0 |
| Cyclists | 2 |
| Totals | 22 |

| | | | | |
|---|---|---|---|---|
| Cars | 6 | 18 | 7 | 31 |
| Trucks | 0 | 0 | 0 | 0 |
| Cyclists | 0 | 1 | 0 | 1 |
| Totals | 6 | 19 | 7 | |

| | |
|---|---|
| Peds Cross: | ⋈ |
| South Peds: | 15 |
| South Entering: | 32 |
| South Leg Total: | 54 |

**Comments**

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

## Total Count Diagram

**Municipality:** Guelph
**Site #:** 2000200001
**Intersection:** Waterloo Ave & Yorkshire St S
**TFR File #:** 1
**Count date:** 7-Oct-20

**Weather conditions:**

**Person counted:**
**Person prepared:**
**Person checked:**

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

**Major Road:** Waterloo Ave runs W/E

| | |
|---|---|
| North Leg Total: | 914 |
| North Entering: | 516 |
| North Peds: | 83 |
| Peds Cross: | ⋈ |

| | | | | |
|---|---|---|---|---|
| Cyclists | 1 | 18 | 2 | 21 |
| Trucks | 5 | 0 | 2 | 7 |
| Cars | 240 | 52 | 196 | 488 |
| Totals | 246 | 70 | 200 | |

| | |
|---|---|
| Cyclists | 13 |
| Trucks | 1 |
| Cars | 384 |
| Totals | 398 |

| | |
|---|---|
| East Leg Total: | 2898 |
| East Entering: | 1364 |
| East Peds: | 35 |
| Peds Cross: | ⧗ |

Yorkshire St S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 5 | 25 | 1461 | 1491 |

Waterloo Ave

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 1 | 0 | 175 | 176 |
| 11 | 23 | 1235 | 1269 |
| 0 | 0 | 33 | 33 |
| 12 | 23 | 1443 | |

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 114 | 0 | 2 | 116 |
| 1188 | 20 | 4 | 1212 |
| 36 | 0 | 0 | 36 |
| 1338 | 20 | 6 | |

N
W E
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Waterloo Ave

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 1496 | 25 | 13 | 1534 |

Yorkshire St S

| | |
|---|---|
| Peds Cross: | ⧗ |
| West Peds: | 106 |
| West Entering: | 1478 |
| West Leg Total: | 2969 |

| | |
|---|---|
| Cars | 121 |
| Trucks | 0 |
| Cyclists | 18 |
| Totals | 139 |

| | | | | |
|---|---|---|---|---|
| Cars | 33 | 95 | 65 | 193 |
| Trucks | 0 | 1 | 0 | 1 |
| Cyclists | 0 | 10 | 0 | 10 |
| Totals | 33 | 106 | 65 | |

| | |
|---|---|
| Peds Cross: | ⋈ |
| South Peds: | 81 |
| South Entering: | 204 |
| South Leg Total: | 343 |

**Comments**

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

## Traffic Count Summary

**Intersection:** Waterloo Ave & Yorkshire St S | **Count Date:** 7-Oct-20 | **Municipality:** Guelph

### North Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists | | | | Total Peds | North/South Total Approaches |
|---|---|---|---|---|---|---|
| | Left | Thru | Right | Grand Total | | |
| 7:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 19 | 6 | 9 | 34 | 5 | 48 |
| 9:00:00 | 29 | 9 | 42 | 80 | 3 | 119 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 21 | 10 | 40 | 71 | 8 | 90 |
| 13:00:00 | 22 | 5 | 34 | 61 | 10 | 82 |
| 14:00:00 | 24 | 7 | 23 | 54 | 7 | 70 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 33 | 18 | 52 | 103 | 29 | 128 |
| 17:00:00 | 29 | 11 | 26 | 66 | 9 | 100 |
| 18:00:00 | 23 | 4 | 20 | 47 | 12 | 83 |
| Totals: | 200 | 70 | 246 | 516 | 83 | 720 |

### South Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists | | | | Total Peds |
|---|---|---|---|---|---|
| | Left | Thru | Right | Grand Total | |
| 7:00:00 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 5 | 4 | 5 | 14 | 4 |
| 9:00:00 | 4 | 19 | 16 | 39 | 7 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 4 | 9 | 6 | 19 | 17 |
| 13:00:00 | 1 | 15 | 5 | 21 | 10 |
| 14:00:00 | 3 | 8 | 5 | 16 | 14 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 5 | 12 | 8 | 25 | 11 |
| 17:00:00 | 7 | 15 | 12 | 34 | 9 |
| 18:00:00 | 4 | 24 | 8 | 36 | 9 |
| S Totals: | 33 | 106 | 65 | 204 | 81 |

### East Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists | | | | Total Peds | East/West Total Approaches |
|---|---|---|---|---|---|---|
| | Left | Thru | Right | Grand Total | | |
| 7:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 1 | 64 | 3 | 68 | 1 | 163 |
| 9:00:00 | 5 | 131 | 16 | 152 | 1 | 396 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 4 | 113 | 8 | 125 | 4 | 295 |
| 13:00:00 | 2 | 144 | 11 | 157 | 3 | 337 |
| 14:00:00 | 3 | 157 | 24 | 184 | 5 | 358 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 5 | 195 | 12 | 212 | 5 | 417 |
| 17:00:00 | 8 | 211 | 19 | 238 | 9 | 447 |
| 18:00:00 | 8 | 197 | 23 | 228 | 7 | 429 |
| Totals: | 36 | 1212 | 116 | 1364 | 35 | 2842 |

### West Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists | | | | Total Peds |
|---|---|---|---|---|---|
| | Left | Thru | Right | Grand Total | |
| 7:00:00 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 6 | 88 | 1 | 95 | 5 |
| 9:00:00 | 51 | 186 | 7 | 244 | 11 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 21 | 145 | 4 | 170 | 10 |
| 13:00:00 | 23 | 149 | 8 | 180 | 12 |
| 14:00:00 | 8 | 164 | 2 | 174 | 5 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 19 | 184 | 2 | 205 | 45 |
| 17:00:00 | 26 | 177 | 6 | 209 | 9 |
| 18:00:00 | 22 | 176 | 3 | 201 | 9 |
| W Totals: | 176 | 1269 | 33 | 1478 | 106 |

### Calculated Values for Traffic Crossing Major Street

| Hours Ending: | 8:00 | 9:00 | 12:00 | 13:00 | 14:00 | 16:00 | 17:00 | 18:00 |
|---|---|---|---|---|---|---|---|---|
| Crossing Values: | 36 | 64 | 49 | 53 | 45 | 106 | 69 | 67 |

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

**Count Date: 7-Oct-20 Site #: 2000200001**

| Interval Time | Passenger Cars - North Approach | | | | | | Trucks - North Approach | | | | | | Cyclists - North Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | North Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 07:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15:00 | 0 | 0 | 1 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30:00 | 6 | 6 | 1 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 07:45:00 | 9 | 3 | 4 | 3 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 2 |
| 08:00:00 | 19 | 10 | 4 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 5 | 2 |
| 08:15:00 | 21 | 2 | 6 | 2 | 14 | 5 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 5 | 0 |
| 08:30:00 | 30 | 9 | 6 | 0 | 25 | 11 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 5 | 0 |
| 08:45:00 | 36 | 6 | 8 | 2 | 39 | 14 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 5 | 0 |
| 09:00:00 | 47 | 11 | 10 | 2 | 49 | 10 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 8 | 3 |
| 09:15:00 | 47 | 0 | 10 | 0 | 49 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 8 | 0 |
| 11:00:00 | 47 | 0 | 10 | 0 | 49 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 8 | 0 |
| 11:15:00 | 49 | 2 | 12 | 2 | 57 | 8 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 9 | 1 |
| 11:30:00 | 52 | 3 | 14 | 2 | 59 | 2 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 12 | 3 |
| 11:45:00 | 61 | 9 | 15 | 1 | 81 | 22 | 1 | 0 | 0 | 0 | 5 | 3 | 0 | 0 | 7 | 1 | 0 | 0 | 14 | 2 |
| 12:00:00 | 68 | 7 | 17 | 2 | 85 | 4 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 8 | 1 | 1 | 1 | 16 | 2 |
| 12:15:00 | 71 | 3 | 18 | 1 | 92 | 7 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 18 | 2 |
| 12:30:00 | 80 | 9 | 19 | 1 | 110 | 18 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 19 | 1 |
| 12:45:00 | 86 | 6 | 21 | 2 | 115 | 5 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 23 | 4 |
| 13:00:00 | 90 | 4 | 22 | 1 | 119 | 4 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 26 | 3 |
| 13:15:00 | 95 | 5 | 23 | 1 | 128 | 9 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 26 | 0 |
| 13:30:00 | 103 | 8 | 23 | 0 | 133 | 5 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 27 | 1 |
| 13:45:00 | 107 | 4 | 25 | 2 | 136 | 3 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 32 | 5 |
| 14:00:00 | 114 | 7 | 29 | 4 | 142 | 6 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 33 | 1 |
| 14:15:00 | 114 | 0 | 29 | 0 | 142 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 33 | 0 |
| 15:00:00 | 114 | 0 | 29 | 0 | 142 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 33 | 0 |
| 15:15:00 | 126 | 12 | 35 | 6 | 165 | 23 | 1 | 0 | 0 | 0 | 5 | 0 | 1 | 1 | 12 | 4 | 1 | 0 | 50 | 17 |
| 15:30:00 | 133 | 7 | 36 | 1 | 175 | 10 | 1 | 0 | 0 | 0 | 5 | 0 | 2 | 1 | 14 | 2 | 1 | 0 | 57 | 7 |
| 15:45:00 | 138 | 5 | 36 | 0 | 188 | 13 | 1 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 14 | 0 | 1 | 0 | 60 | 3 |
| 16:00:00 | 144 | 6 | 39 | 3 | 194 | 6 | 2 | 1 | 0 | 0 | 5 | 0 | 2 | 0 | 16 | 2 | 1 | 0 | 62 | 2 |
| 16:15:00 | 149 | 5 | 41 | 2 | 202 | 8 | 2 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 16 | 0 | 1 | 0 | 62 | 0 |
| 16:30:00 | 154 | 5 | 43 | 2 | 208 | 6 | 2 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 16 | 0 | 1 | 0 | 67 | 5 |
| 16:45:00 | 165 | 11 | 45 | 2 | 215 | 7 | 2 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 18 | 2 | 1 | 0 | 67 | 0 |
| 17:00:00 | 173 | 8 | 48 | 3 | 220 | 5 | 2 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 18 | 0 | 1 | 0 | 71 | 4 |
| 17:15:00 | 177 | 4 | 49 | 1 | 226 | 6 | 2 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 18 | 0 | 1 | 0 | 72 | 1 |
| 17:30:00 | 185 | 8 | 50 | 1 | 233 | 7 | 2 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 18 | 0 | 1 | 0 | 76 | 4 |
| 17:45:00 | 191 | 6 | 51 | 1 | 235 | 2 | 2 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 18 | 0 | 1 | 0 | 80 | 4 |
| 18:00:00 | 196 | 5 | 52 | 1 | 240 | 5 | 2 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 18 | 0 | 1 | 0 | 83 | 3 |
| 18:15:00 | 196 | 0 | 52 | 0 | 240 | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 18 | 0 | 1 | 0 | 83 | 0 |
| 18:15:15 | 196 | 0 | 52 | 0 | 240 | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 18 | 0 | 1 | 0 | 83 | 0 |

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

**Count Date: 7-Oct-20 Site #: 2000200001**

| Interval Time | Passenger Cars - East Approach | | | | | | Trucks - East Approach | | | | | | Cyclists - East Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | East Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 07:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15:00 | 1 | 1 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30:00 | 1 | 0 | 21 | 13 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45:00 | 1 | 0 | 39 | 18 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 08:00:00 | 1 | 0 | 62 | 23 | 3 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 08:15:00 | 1 | 0 | 82 | 20 | 5 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 08:30:00 | 1 | 0 | 119 | 37 | 6 | 1 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 |
| 08:45:00 | 2 | 1 | 147 | 28 | 17 | 11 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 09:00:00 | 6 | 4 | 191 | 44 | 19 | 2 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 09:15:00 | 6 | 0 | 191 | 0 | 19 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 11:00:00 | 6 | 0 | 191 | 0 | 19 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 11:15:00 | 7 | 1 | 214 | 23 | 21 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 11:30:00 | 8 | 1 | 244 | 30 | 23 | 2 | 0 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 |
| 11:45:00 | 8 | 0 | 276 | 32 | 25 | 2 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 3 |
| 12:00:00 | 10 | 2 | 299 | 23 | 26 | 1 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 1 |
| 12:15:00 | 10 | 0 | 334 | 35 | 29 | 3 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 1 |
| 12:30:00 | 11 | 1 | 364 | 30 | 35 | 6 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 0 |
| 12:45:00 | 11 | 0 | 399 | 35 | 36 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 0 |
| 13:00:00 | 12 | 1 | 440 | 41 | 37 | 1 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 9 | 2 |
| 13:15:00 | 13 | 1 | 482 | 42 | 45 | 8 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 11 | 2 |
| 13:30:00 | 14 | 1 | 518 | 36 | 52 | 7 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 11 | 0 |
| 13:45:00 | 14 | 0 | 556 | 38 | 57 | 5 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 14 | 3 |
| 14:00:00 | 15 | 1 | 595 | 39 | 61 | 4 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 14 | 0 |
| 14:15:00 | 15 | 0 | 595 | 0 | 61 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 14 | 0 |
| 15:00:00 | 15 | 0 | 595 | 0 | 61 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 14 | 0 |
| 15:15:00 | 16 | 1 | 636 | 41 | 65 | 4 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 15 | 1 |
| 15:30:00 | 19 | 3 | 698 | 62 | 66 | 1 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 16 | 1 |
| 15:45:00 | 19 | 0 | 751 | 53 | 69 | 3 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 17 | 1 |
| 16:00:00 | 20 | 1 | 786 | 35 | 73 | 4 | 0 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 19 | 2 |
| 16:15:00 | 21 | 1 | 834 | 48 | 77 | 4 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 21 | 2 |
| 16:30:00 | 23 | 2 | 896 | 62 | 84 | 7 | 0 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 25 | 4 |
| 16:45:00 | 26 | 3 | 954 | 58 | 87 | 3 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 26 | 1 |
| 17:00:00 | 28 | 2 | 995 | 41 | 91 | 4 | 0 | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 28 | 2 |
| 17:15:00 | 29 | 1 | 1049 | 54 | 93 | 2 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 0 | 29 | 1 |
| 17:30:00 | 32 | 3 | 1103 | 54 | 99 | 6 | 0 | 0 | 19 | 1 | 0 | 0 | 0 | 0 | 4 | 1 | 2 | 0 | 34 | 5 |
| 17:45:00 | 33 | 1 | 1153 | 50 | 104 | 5 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 35 | 1 |
| 18:00:00 | 36 | 3 | 1188 | 35 | 114 | 10 | 0 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 35 | 0 |
| 18:15:00 | 36 | 0 | 1188 | 0 | 114 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 35 | 0 |
| 18:15:15 | 36 | 0 | 1188 | 0 | 114 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 35 | 0 |

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

**Count Date: 7-Oct-20 Site #: 2000200001**

| Interval Time | Passenger Cars - South Approach | | | | | | Trucks - South Approach | | | | | | Cyclists - South Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | South Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 07:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 07:30:00 | 2 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 |
| 07:45:00 | 4 | 2 | 3 | 2 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 08:00:00 | 5 | 1 | 4 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 |
| 08:15:00 | 7 | 2 | 6 | 2 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 3 |
| 08:30:00 | 8 | 1 | 7 | 1 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 2 |
| 08:45:00 | 9 | 1 | 15 | 8 | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 2 |
| 09:00:00 | 9 | 0 | 23 | 8 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 |
| 09:15:00 | 9 | 0 | 23 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 |
| 11:00:00 | 9 | 0 | 23 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 |
| 11:15:00 | 10 | 1 | 25 | 2 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 5 |
| 11:30:00 | 11 | 1 | 27 | 2 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 2 |
| 11:45:00 | 11 | 0 | 30 | 3 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 4 |
| 12:00:00 | 13 | 2 | 32 | 2 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 6 |
| 12:15:00 | 13 | 0 | 35 | 3 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 31 | 3 |
| 12:30:00 | 13 | 0 | 37 | 2 | 30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 35 | 4 |
| 12:45:00 | 13 | 0 | 40 | 3 | 31 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 35 | 0 |
| 13:00:00 | 14 | 1 | 43 | 3 | 32 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 38 | 3 |
| 13:15:00 | 14 | 0 | 45 | 2 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 41 | 3 |
| 13:30:00 | 16 | 2 | 45 | 0 | 35 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 44 | 3 |
| 13:45:00 | 17 | 1 | 47 | 2 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 48 | 4 |
| 14:00:00 | 17 | 0 | 50 | 3 | 37 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 52 | 4 |
| 14:15:00 | 17 | 0 | 50 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 52 | 0 |
| 15:00:00 | 17 | 0 | 50 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 52 | 0 |
| 15:15:00 | 18 | 1 | 53 | 3 | 41 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 55 | 3 |
| 15:30:00 | 21 | 3 | 56 | 3 | 42 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 58 | 3 |
| 15:45:00 | 21 | 0 | 57 | 1 | 44 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 62 | 4 |
| 16:00:00 | 22 | 1 | 60 | 3 | 45 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 63 | 1 |
| 16:15:00 | 25 | 3 | 62 | 2 | 48 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 0 | 0 | 65 | 2 |
| 16:30:00 | 25 | 0 | 65 | 3 | 53 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 65 | 0 |
| 16:45:00 | 27 | 2 | 71 | 6 | 55 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 66 | 1 |
| 17:00:00 | 29 | 2 | 73 | 2 | 57 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 72 | 6 |
| 17:15:00 | 31 | 2 | 81 | 8 | 58 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 79 | 7 |
| 17:30:00 | 31 | 0 | 83 | 2 | 60 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 80 | 1 |
| 17:45:00 | 33 | 2 | 85 | 2 | 60 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 0 | 80 | 0 |
| 18:00:00 | 33 | 0 | 95 | 10 | 65 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 81 | 1 |
| 18:15:00 | 33 | 0 | 95 | 0 | 65 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 81 | 0 |
| 18:15:15 | 33 | 0 | 95 | 0 | 65 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 81 | 0 |

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

**Count Date: 7-Oct-20 Site #: 2000200001**

| Interval Time | Passenger Cars - West Approach | | | | | | Trucks - West Approach | | | | | | Cyclists - West Approach | | | | | | Pedestrians | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | | Thru | | Right | | Left | | Thru | | Right | | Left | | Thru | | Right | | West Cross | |
| | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr | Cum | Incr |
| 07:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15:00 | 0 | 0 | 11 | 11 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30:00 | 1 | 1 | 28 | 17 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45:00 | 3 | 2 | 58 | 30 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 08:00:00 | 6 | 3 | 85 | 27 | 1 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 4 |
| 08:15:00 | 7 | 1 | 126 | 41 | 1 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 3 |
| 08:30:00 | 15 | 8 | 171 | 45 | 3 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 5 |
| 08:45:00 | 37 | 22 | 214 | 43 | 6 | 3 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 3 |
| 09:00:00 | 57 | 20 | 267 | 53 | 8 | 2 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 16 | 0 |
| 09:15:00 | 57 | 0 | 267 | 0 | 8 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 16 | 0 |
| 11:00:00 | 57 | 0 | 267 | 0 | 8 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 16 | 0 |
| 11:15:00 | 60 | 3 | 297 | 30 | 8 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 18 | 2 |
| 11:30:00 | 65 | 5 | 333 | 36 | 11 | 3 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 20 | 2 |
| 11:45:00 | 75 | 10 | 372 | 39 | 12 | 1 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 25 | 5 |
| 12:00:00 | 78 | 3 | 407 | 35 | 12 | 0 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 26 | 1 |
| 12:15:00 | 84 | 6 | 440 | 33 | 15 | 3 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 30 | 4 |
| 12:30:00 | 92 | 8 | 477 | 37 | 18 | 3 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 33 | 3 |
| 12:45:00 | 99 | 7 | 518 | 41 | 19 | 1 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 35 | 2 |
| 13:00:00 | 101 | 2 | 552 | 34 | 20 | 1 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 38 | 3 |
| 13:15:00 | 103 | 2 | 587 | 35 | 21 | 1 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 39 | 1 |
| 13:30:00 | 106 | 3 | 624 | 37 | 21 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 40 | 1 |
| 13:45:00 | 109 | 3 | 659 | 35 | 21 | 0 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 43 | 3 |
| 14:00:00 | 109 | 0 | 712 | 53 | 22 | 1 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 43 | 0 |
| 14:15:00 | 109 | 0 | 712 | 0 | 22 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 43 | 0 |
| 15:00:00 | 109 | 0 | 712 | 0 | 22 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 43 | 0 |
| 15:15:00 | 116 | 7 | 761 | 49 | 22 | 0 | 0 | 0 | 15 | 1 | 0 | 0 | 1 | 1 | 6 | 0 | 0 | 0 | 54 | 11 |
| 15:30:00 | 119 | 3 | 811 | 50 | 23 | 1 | 0 | 0 | 17 | 2 | 0 | 0 | 1 | 0 | 7 | 1 | 0 | 0 | 85 | 31 |
| 15:45:00 | 125 | 6 | 856 | 45 | 23 | 0 | 0 | 0 | 18 | 1 | 0 | 0 | 1 | 0 | 7 | 0 | 0 | 0 | 88 | 3 |
| 16:00:00 | 127 | 2 | 890 | 34 | 24 | 1 | 0 | 0 | 18 | 0 | 0 | 0 | 1 | 0 | 8 | 1 | 0 | 0 | 88 | 0 |
| 16:15:00 | 131 | 4 | 938 | 48 | 25 | 1 | 0 | 0 | 19 | 1 | 0 | 0 | 1 | 0 | 8 | 0 | 0 | 0 | 90 | 2 |
| 16:30:00 | 134 | 3 | 971 | 33 | 28 | 3 | 0 | 0 | 19 | 0 | 0 | 0 | 1 | 0 | 8 | 0 | 0 | 0 | 90 | 0 |
| 16:45:00 | 143 | 9 | 1016 | 45 | 29 | 1 | 0 | 0 | 20 | 1 | 0 | 0 | 1 | 0 | 8 | 0 | 0 | 0 | 92 | 2 |
| 17:00:00 | 153 | 10 | 1064 | 48 | 30 | 1 | 0 | 0 | 20 | 0 | 0 | 0 | 1 | 0 | 9 | 1 | 0 | 0 | 97 | 5 |
| 17:15:00 | 156 | 3 | 1105 | 41 | 31 | 1 | 0 | 0 | 22 | 2 | 0 | 0 | 1 | 0 | 9 | 0 | 0 | 0 | 100 | 3 |
| 17:30:00 | 164 | 8 | 1157 | 52 | 32 | 1 | 0 | 0 | 22 | 0 | 0 | 0 | 1 | 0 | 10 | 1 | 0 | 0 | 102 | 2 |
| 17:45:00 | 170 | 6 | 1201 | 44 | 33 | 1 | 0 | 0 | 23 | 1 | 0 | 0 | 1 | 0 | 11 | 1 | 0 | 0 | 103 | 1 |
| 18:00:00 | 175 | 5 | 1235 | 34 | 33 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 1 | 0 | 11 | 0 | 0 | 0 | 106 | 3 |
| 18:15:00 | 175 | 0 | 1235 | 0 | 33 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 1 | 0 | 11 | 0 | 0 | 0 | 106 | 0 |
| 18:15:15 | 175 | 0 | 1235 | 0 | 33 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 1 | 0 | 11 | 0 | 0 | 0 | 106 | 0 |

# *Paisley Street & Glasgow Street*

## Morning Peak Diagram

**Specified Period**
**From:** 7:00:00
**To:** 9:00:00

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

**Municipality:** Guelph
**Site #:** 0000004417
**Intersection:** Paisley Street & Glasgow Street
**TFR File #:** 4
**Count date:** 25-Sep-2014

**Weather conditions:**
Clear
**Person(s) who counted:**

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

**Major Road:** Paisley Street runs W/E

North Leg Total: 86
North Entering: 46
North Peds: 13
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 6 | 0 | 6 |
| Trucks | 0 | 0 | 0 | 0 |
| Cars | 11 | 20 | 9 | 40 |
| Totals | 11 | 26 | 9 | |

| | |
|---|---|
| Cyclists | 1 |
| Trucks | 1 |
| Cars | 38 |
| Totals | 40 |

East Leg Total: 660
East Entering: 234
East Peds: 0
Peds Cross: ⧗

Glasgow Street

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 5 | 12 | 227 | 244 |

Paisley Street

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 4 | 0 | 0 | 4 |
| 210 | 12 | 4 | 226 |
| 3 | 0 | 1 | 4 |
| 217 | 12 | 5 | |

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| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 10 | 10 |
| 8 | 17 | 372 | 397 |
| 1 | 0 | 7 | 8 |
| 9 | 17 | 389 | |

Paisley Street

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 400 | 18 | 8 | 426 |

Glasgow Street

Peds Cross: ⧗
West Peds: 4
West Entering: 415
West Leg Total: 659

| | |
|---|---|
| Cars | 30 |
| Trucks | 0 |
| Cyclists | 8 |
| Totals | 38 |

| | | | | |
|---|---|---|---|---|
| Cars | 6 | 24 | 19 | 49 |
| Trucks | 0 | 1 | 1 | 2 |
| Cyclists | 1 | 1 | 0 | 2 |
| Totals | 7 | 26 | 20 | |

Peds Cross: ⋈
South Peds: 13
South Entering: 53
South Leg Total: 91

**Comments**

# *Paisley Street & Glasgow Street*

## Mid-day Peak Diagram

**Specified Period**
**From:** 11:00:00
**To:** 14:00:00

**One Hour Peak**
**From:** 11:30:00
**To:** 12:30:00

**Municipality:** Guelph
**Site #:** 0000004417
**Intersection:** Paisley Street & Glasgow Street
**TFR File #:** 4
**Count date:** 25-Sep-2014

**Weather conditions:**
Clear
**Person(s) who counted:**

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

**Major Road:** Paisley Street runs W/E

North Leg Total: 68
North Entering: 28
North Peds: 73
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 1 | 0 | 1 |
| Trucks | 0 | 0 | 0 | 0 |
| Cars | 10 | 12 | 5 | 27 |
| Totals | 10 | 13 | 5 | |

| | |
|---|---|
| Cyclists | 3 |
| Trucks | 0 |
| Cars | 37 |
| Totals | 40 |

East Leg Total: 806
East Entering: 365
East Peds: 0
Peds Cross: ⧗

Glasgow Street

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 9 | 8 | 351 | 368 |

Paisley Street

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 7 | 0 | 0 | 7 |
| 333 | 7 | 9 | 349 |
| 7 | 1 | 1 | 9 |
| 347 | 8 | 10 | |

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| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 2 | 0 | 12 | 14 |
| 9 | 17 | 402 | 428 |
| 0 | 1 | 6 | 7 |
| 11 | 18 | 420 | |

Paisley Street

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 415 | 17 | 9 | 441 |

Glasgow Street

Peds Cross: ⧗
West Peds: 7
West Entering: 449
West Leg Total: 817

| | |
|---|---|
| Cars | 25 |
| Trucks | 2 |
| Cyclists | 2 |
| Totals | 29 |

| | | | | |
|---|---|---|---|---|
| Cars | 8 | 18 | 8 | 34 |
| Trucks | 1 | 0 | 0 | 1 |
| Cyclists | 0 | 1 | 0 | 1 |
| Totals | 9 | 19 | 8 | |

Peds Cross: ⋈
South Peds: 54
South Entering: 36
South Leg Total: 65

**Comments**

# *Paisley Street & Glasgow Street*

## Afternoon Peak Diagram

**Specified Period**
**From:** 15:00:00
**To:** 18:00:00

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

**Municipality:** Guelph
**Site #:** 0000004417
**Intersection:** Paisley Street & Glasgow Street
**TFR File #:** 4
**Count date:** 25-Sep-2014

**Weather conditions:**
Clear
**Person(s) who counted:**

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

**Major Road:** Paisley Street runs W/E

| | |
|---|---|
| North Leg Total: | 80 |
| North Entering: | 26 |
| North Peds: | 25 |
| Peds Cross: | ⋈ |

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 2 | 0 | 2 |
| Trucks | 0 | 1 | 0 | 1 |
| Cars | 6 | 11 | 6 | 23 |
| Totals | 6 | 14 | 6 | |

| | |
|---|---|
| Cyclists | 1 |
| Trucks | 1 |
| Cars | 52 |
| Totals | 54 |

| | |
|---|---|
| East Leg Total: | 963 |
| East Entering: | 502 |
| East Peds: | 1 |
| Peds Cross: | ⧗ |

Glasgow Street

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 11 | 11 | 479 | 501 |

Paisley Street

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 3 | 0 | 0 | 3 |
| 464 | 11 | 11 | 486 |
| 13 | 0 | 0 | 13 |
| 480 | 11 | 11 | |

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| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 18 | 18 |
| 5 | 13 | 416 | 434 |
| 0 | 1 | 15 | 16 |
| 5 | 14 | 449 | |

Paisley Street

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 442 | 14 | 5 | 461 |

Glasgow Street

| | |
|---|---|
| Peds Cross: | ⧗ |
| West Peds: | 11 |
| West Entering: | 468 |
| West Leg Total: | 969 |

| | |
|---|---|
| Cars | 39 |
| Trucks | 2 |
| Cyclists | 2 |
| Totals | 43 |

| | | | | |
|---|---|---|---|---|
| Cars | 9 | 31 | 20 | 60 |
| Trucks | 0 | 1 | 1 | 2 |
| Cyclists | 0 | 1 | 0 | 1 |
| Totals | 9 | 33 | 21 | |

| | |
|---|---|
| Peds Cross: | ⋈ |
| South Peds: | 31 |
| South Entering: | 63 |
| South Leg Total: | 106 |

**Comments**

# *Paisley Street & Glasgow Street*

## Total Count Diagram

**Municipality:** Guelph
**Site #:** 0000004417
**Intersection:** Paisley Street & Glasgow Street
**TFR File #:** 4
**Count date:** 25-Sep-2014

**Weather conditions:**
Clear
**Person(s) who counted:**

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

**Major Road:** Paisley Street runs W/E

North Leg Total: 588
North Entering: 267
North Peds: 218
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 4 | 28 | 1 | 33 |
| Trucks | 1 | 1 | 0 | 2 |
| Cars | 63 | 130 | 39 | 232 |
| Totals | 68 | 159 | 40 | |

| | |
|---|---|
| Cyclists | 19 |
| Trucks | 4 |
| Cars | 298 |
| Totals | 321 |

East Leg Total: 5955
East Entering: 2747
East Peds: 2
Peds Cross: ⧗

Glasgow Street

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 71 | 70 | 2640 | 2781 |

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 34 | 0 | 5 | 39 |
| 2515 | 68 | 63 | 2646 |
| 54 | 1 | 7 | 62 |
| 2603 | 69 | 75 | |

Paisley Street

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| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 4 | 0 | 101 | 105 |
| 51 | 126 | 2890 | 3067 |
| 5 | 4 | 65 | 74 |
| 60 | 130 | 3056 | |

Paisley Street

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 3025 | 128 | 55 | 3208 |

Glasgow Street

Peds Cross: ⧗
West Peds: 41
West Entering: 3246
West Leg Total: 6027

| | |
|---|---|
| Cars | 249 |
| Trucks | 6 |
| Cyclists | 40 |
| Totals | 295 |

| | | | | |
|---|---|---|---|---|
| Cars | 62 | 163 | 96 | 321 |
| Trucks | 1 | 4 | 2 | 7 |
| Cyclists | 4 | 10 | 3 | 17 |
| Totals | 67 | 177 | 101 | |

Peds Cross: ⋈
South Peds: 210
South Entering: 345
South Leg Total: 640

**Comments**

# *Paisley Street & Glasgow Street*
# Traffic Count Summary

**Intersection:** Paisley Street & Glasgow Street | **Count Date:** 25-Sep-2014 | **Municipality:** Guelph

**North Approach Totals**

| Hour Ending | Includes Cars, Trucks, & Cyclists: Left | Thru | Right | Grand Total | Total Peds | North/South Total Approaches |
|---|---|---|---|---|---|---|
| 7:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 4 | 12 | 5 | 21 | 5 | 51 |
| 9:00:00 | 9 | 26 | 11 | 46 | 13 | 99 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 6 | 12 | 8 | 26 | 39 | 63 |
| 13:00:00 | 1 | 12 | 9 | 22 | 55 | 57 |
| 14:00:00 | 5 | 23 | 5 | 33 | 17 | 75 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 6 | 38 | 18 | 62 | 42 | 109 |
| 17:00:00 | 3 | 13 | 9 | 25 | 32 | 72 |
| 18:00:00 | 6 | 23 | 3 | 32 | 15 | 86 |
| Totals: | 40 | 159 | 68 | 267 | 218 | 612 |

**South Approach Totals**

| Hour Ending | Includes Cars, Trucks, & Cyclists: Left | Thru | Right | Grand Total | Total Peds |
|---|---|---|---|---|---|
| 7:00:00 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 10 | 15 | 5 | 30 | 5 |
| 9:00:00 | 7 | 26 | 20 | 53 | 13 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 12 | 17 | 8 | 37 | 18 |
| 13:00:00 | 7 | 19 | 9 | 35 | 45 |
| 14:00:00 | 9 | 23 | 10 | 42 | 20 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 7 | 25 | 15 | 47 | 43 |
| 17:00:00 | 8 | 23 | 16 | 47 | 32 |
| 18:00:00 | 7 | 29 | 18 | 54 | 34 |
| Totals: | 67 | 177 | 101 | 345 | 210 |

**East Approach Totals**

| Hour Ending | Includes Cars, Trucks, & Cyclists: Left | Thru | Right | Grand Total | Total Peds | East/West Total Approaches |
|---|---|---|---|---|---|---|
| 7:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 4 | 122 | 2 | 128 | 1 | 338 |
| 9:00:00 | 4 | 226 | 4 | 234 | 0 | 649 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 6 | 323 | 6 | 335 | 0 | 783 |
| 13:00:00 | 8 | 340 | 9 | 357 | 0 | 755 |
| 14:00:00 | 3 | 347 | 2 | 352 | 0 | 785 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 11 | 363 | 2 | 376 | 0 | 819 |
| 17:00:00 | 13 | 485 | 9 | 507 | 0 | 965 |
| 18:00:00 | 13 | 440 | 5 | 458 | 1 | 899 |
| Totals: | 62 | 2646 | 39 | 2747 | 2 | 5993 |

**West Approach Totals**

| Hour Ending | Includes Cars, Trucks, & Cyclists: Left | Thru | Right | Grand Total | Total Peds |
|---|---|---|---|---|---|
| 7:00:00 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 4 | 203 | 3 | 210 | 1 |
| 9:00:00 | 10 | 397 | 8 | 415 | 4 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 15 | 418 | 15 | 448 | 4 |
| 13:00:00 | 15 | 376 | 7 | 398 | 5 |
| 14:00:00 | 17 | 410 | 6 | 433 | 4 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 8 | 424 | 11 | 443 | 2 |
| 17:00:00 | 24 | 427 | 7 | 458 | 7 |
| 18:00:00 | 12 | 412 | 17 | 441 | 14 |
| Totals: | 105 | 3067 | 74 | 3246 | 41 |

**Calculated Values for Traffic Crossing Major Street**

| Hours Ending: | 8:00 | 9:00 | 12:00 | 13:00 | 14:00 | 16:00 | 17:00 | 18:00 |
|---|---|---|---|---|---|---|---|---|
| Crossing Values: | 31 | 46 | 39 | 32 | 41 | 53 | 41 | 57 |

# *Paisley Street & Glasgow Street*

**Count Date:** 25-Sep-2014
**Intersection:** Paisley Street & Glasgow Street
**Municipality:** Guelph
**Major Road:** Paisley Street
**Major Road Runs:** E/W one lane each way
**Operating Speed of Major Road:** 50 km/hr
**Operating under free flow conditions**

**Warrant #1: Minimum Vehicular Volumes.**

**A. All Approaches.** **Not Satisfied**

| No. of Lanes | Minimum Requirements | | | | | Hours Ending | | | | | | | | Percentage Warrant | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 Lane Each Way | | 2 Lanes Each Way | | 3 Lanes | | | | | | | | | | |
| Flow Condition | 1 Lane F. Flow (Code 1) | 1 Lane R. Flow (Code 2) | 2 Lane F. Flow (Code 3) | 2 Lane R. Flow (Code 4) | or More R. Flow (Code 5) | 8:00 | 9:00 | 12:00 | 13:00 | 14:00 | 16:00 | 17:00 | 18:00 | | |
| 100% | 480 | 720 | 600 | 900 | 1125 | 389 | 748 | 846 | 812 | 860 | 928 | 1037 | 985 | | 100% |
| 80% | 385 | 575 | 480 | 720 | 900 | | | | | | | | | Yes: | |
| | | | | | | | | | | | | | | No: | X |
| All Approaches | 100% Fulfilled | | | | | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | 700 |
| | 80% Fulfilled | | | | | 80 | | | | | | | | | 80 |
| | Actual % if Below 80% | | | | | | | | | | | | | | 0 |
| | | | | | | | | | | | | | | Total: | 780 |
| | | | | | | | | | | | | | | Actual Average (Total/8): | 98% |

**B. Minor Street Both Approaches.**

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 100% | 120 | 170 | 120 | 170 | 170 | 51 | 99 | 63 | 57 | 75 | 109 | 72 | 86 | | 100% |
| 80% | 95 | 135 | 95 | 135 | 135 | | | | | | | | | Yes: | |
| | | | | | | | | | | | | | | No: | X |
| Minor Street Both Approaches | 100% Fulfilled | | | | | | | | | | | | | | 0 |
| | 80% Fulfilled | | | | | | 80 | | | | 80 | | | | 160 |
| | Actual % if Below 80% | | | | | 43 | | 53 | 48 | 63 | | 60 | 72 | | 337 |
| | | | | | | | | | | | | | | Total: | 497 |
| | | | | | | | | | | | | | | Actual Average (Total/8): | 62% |

# *Paisley Street & Glasgow Street*

**Count Date:** 25-Sep-2014
**Intersection:** Paisley Street & Glasgow Street
**Municipality:** Guelph
**Major Road:** Paisley Street
**Major Road Runs:** E/W one lane each way
**Operating Speed of Major Road:** 50 km/hr
**Operating under free flow conditions**

**Warrant #2: Delay to Cross Traffic.**

**A. Major Street Both Approaches.** **80% Satisfied**

| No. of Lanes | Minimum Requirements | | | | | Hours Ending | | | | | | | | Percentage Warrant |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 Lane Each Way | | 2 Lanes Each Way | | 3 Lanes | | | | | | | | | |
| Flow Condition | 1 Lane F. Flow (Code 1) | 1 Lane R. Flow (Code 2) | 2 Lane F. Flow (Code 3) | 2 Lane R. Flow (Code 4) | or More R. Flow (Code 5) | 8:00 | 9:00 | 12:00 | 13:00 | 14:00 | 16:00 | 17:00 | 18:00 | |
| 100% | 480 | 720 | 600 | 900 | 1125 | 338 | 649 | 783 | 755 | 785 | 819 | 965 | 899 | 100% Yes: |
| 80% | 385 | 575 | 480 | 720 | 900 | | | | | | | | | No: X |
| All Approaches | 100% Fulfilled | | | | | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 700 |
| | 80% Fulfilled | | | | | | | | | | | | | 0 |
| | Actual % if Below 80% | | | | | 70 | | | | | | | | 70 |
| | | | | | | | | | | | | | Total: | 770 |
| | | | | | | | | | | | | | Actual Average (Total/8): | 96% |

**B. Traffic Crossing Major Street.**

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 100% | 50 | 75 | 50 | 75 | 75 | 31 | 46 | 39 | 32 | 41 | 53 | 41 | 57 | 100% Yes: |
| 80% | 40 | 60 | 40 | 60 | 60 | | | | | | | | | No: X |
| All Approaches | 100% Fulfilled | | | | | | | | | | 100 | | 100 | 200 |
| | 80% Fulfilled | | | | | | 80 | | | 80 | | 80 | | 240 |
| | Actual % if Below 80% | | | | | 62 | | 78 | 64 | | | | | 204 |
| | | | | | | | | | | | | | Total: | 644 |
| | | | | | | | | | | | | | Actual Average (Total/8): | 81% |

# *Paisley Street & Glasgow Street*

**Count Date:** 25-Sep-2014
**Intersection:** Paisley Street & Glasgow Street
**Municipality:** Guelph
**Major Road:** Paisley Street
**Major Road Runs:** E/W one lane each way
**Operating Speed of Major Road:** 50 km/hr
**Operating under free flow conditions**

**Warrant #3: Accident Experience.**

**Not Satisfied**

**A. Reportable accidents within a twelve month period averaged over 36 consequtive months susceptible to correction by a traffic signal.**

| Minimum Requirements | Actual Number of Accidents | Average Number of Accidents | Fulfilled |
|---|---|---|---|
| 5 | 0 in 0 years | Invalid | 0% |

| | |
|---|---|
| **B. Adequate trial of less restrictive remedies has failed to reduce accident frequency.** | No |
| **C. Either Warrant 1 (Minimum Vehicular Volume) or Warrant 2 (Delay to Cross Traffic) satisfied 80% or more.** | Yes |

**Warrant #4: Combination Warrant.**
**(Used if no warrant satisfied 100%)**

**Not Satisfied**

| Minimum Requirements | Warrant Satisfied 80% or More | Fulfilled |
|---|---|---|
| Two Warrants Satisfied 80% | Warrant 1 (Minimum Vehicular Volume)<br>Warrant 2 (Delay to Cross Traffic)<br>Warrant 3 (Accident Experience) | No<br>Yes<br>No |

**Conclusion: Traffic signal not warranted.**

***Accu-Traffic Inc.***
***85 West Wilmot St., Unit 13,***
***Richmond Hill, ON, L4B 1K7***
***Tel: 1- 416-910-0171 Fax: 1-888-711-3125***
***E-mail: solutions@accu-traffic.ca***
***URL: http://www.accu-traffic.ca***

Site Code: 08
Station ID: MC11
Glasgow St and Metrolinx
railway crossing and Kent St
Latitude: 0' 0.0000 Undefined

| Start Time | 28-Sep-20 Mon | NB | SB | Combined Total |
|---|---|---|---|---|
| 12:00 AM | | 4 | 0 | 4 |
| 01:00 | | 1 | 1 | 2 |
| 02:00 | | 4 | 3 | 7 |
| 03:00 | | 1 | 1 | 2 |
| 04:00 | | 0 | 3 | 3 |
| 05:00 | | 1 | 5 | 6 |
| 06:00 | | 5 | 12 | 17 |
| 07:00 | | 22 | 31 | 53 |
| 08:00 | | 81 | 53 | 134 |
| 09:00 | | 30 | 24 | 54 |
| 10:00 | | 45 | 29 | 74 |
| 11:00 | | 42 | 46 | 88 |
| 12:00 PM | | 63 | 44 | 107 |
| 01:00 | | 52 | 44 | 96 |
| 02:00 | | 54 | 37 | 91 |
| 03:00 | | 69 | 59 | 128 |
| 04:00 | | 67 | 53 | 120 |
| 05:00 | | 67 | 44 | 111 |
| 06:00 | | 52 | 35 | 87 |
| 07:00 | | 30 | 21 | 51 |
| 08:00 | | 17 | 11 | 28 |
| 09:00 | | 15 | 4 | 19 |
| 10:00 | | 9 | 4 | 13 |
| 11:00 | | 2 | 1 | 3 |
| Total | | 733 | 565 | |
| Percent | | 56.5% | 43.5% | |

***Accu-Traffic Inc.***
***85 West Wilmot St., Unit 13,***
***Richmond Hill, ON, L4B 1K7***
***Tel: 1- 416-910-0171 Fax: 1-888-711-3125***
***E-mail: solutions@accu-traffic.ca***
***URL: http://www.accu-traffic.ca***

Site Code: 08
Station ID: MC11
Glasgow St and Metrolinx
railway crossing and Kent St
Latitude: 0' 0.0000 Undefined

| Start Time | 29-Sep-20 Tue | NB | SB | Combined Total |
|---|---|---|---|---|
| 12:00 AM | | 4 | 0 | 4 |
| 01:00 | | 1 | 0 | 1 |
| 02:00 | | 0 | 0 | 0 |
| 03:00 | | 2 | 1 | 3 |
| 04:00 | | 1 | 1 | 2 |
| 05:00 | | 1 | 3 | 4 |
| 06:00 | | 11 | 16 | 27 |
| 07:00 | | 27 | 28 | 55 |
| 08:00 | | 88 | 45 | 133 |
| 09:00 | | 53 | 28 | 81 |
| 10:00 | | 43 | 41 | 84 |
| 11:00 | | 53 | 39 | 92 |
| 12:00 PM | | 72 | 43 | 115 |
| 01:00 | | 67 | 44 | 111 |
| 02:00 | | 61 | 42 | 103 |
| 03:00 | | 67 | 43 | 110 |
| 04:00 | | 87 | 44 | 131 |
| 05:00 | | 68 | 52 | 120 |
| 06:00 | | 49 | 29 | 78 |
| 07:00 | | 56 | 26 | 82 |
| 08:00 | | 29 | 10 | 39 |
| 09:00 | | 15 | 11 | 26 |
| 10:00 | | 9 | 4 | 13 |
| 11:00 | | 6 | 2 | 8 |
| Total | | 870 | 552 | |
| Percent | | 61.2% | 38.8% | |

***Accu-Traffic Inc.***
***85 West Wilmot St., Unit 13,***
***Richmond Hill, ON, L4B 1K7***
***Tel: 1- 416-910-0171 Fax: 1-888-711-3125***
***E-mail: solutions@accu-traffic.ca***
***URL: http://www.accu-traffic.ca***

Site Code: 08
Station ID: MC11
Glasgow St and Metrolinx
railway crossing and Kent St
Latitude: 0' 0.0000 Undefined

| Start Time | 30-Sep-20 Wed | NB | SB | Combined Total |
|---|---|---|---|---|
| 12:00 AM | | 3 | 0 | 3 |
| 01:00 | | 3 | 0 | 3 |
| 02:00 | | 2 | 1 | 3 |
| 03:00 | | 0 | 0 | 0 |
| 04:00 | | 4 | 2 | 6 |
| 05:00 | | 1 | 3 | 4 |
| 06:00 | | 10 | 11 | 21 |
| 07:00 | | 26 | 30 | 56 |
| 08:00 | | 85 | 60 | 145 |
| 09:00 | | 36 | 29 | 65 |
| 10:00 | | 47 | 29 | 76 |
| 11:00 | | 42 | 46 | 88 |
| 12:00 PM | | 66 | 48 | 114 |
| 01:00 | | 47 | 30 | 77 |
| 02:00 | | 60 | 52 | 112 |
| 03:00 | | 86 | 63 | 149 |
| 04:00 | | 79 | 43 | 122 |
| 05:00 | | 78 | 52 | 130 |
| 06:00 | | 51 | 33 | 84 |
| 07:00 | | 29 | 23 | 52 |
| 08:00 | | 25 | 11 | 36 |
| 09:00 | | 14 | 11 | 25 |
| 10:00 | | 6 | 3 | 9 |
| 11:00 | | 5 | 1 | 6 |
| Total | | 805 | 581 | |
| Percent | | 58.1% | 41.9% | |

***Accu-Traffic Inc.***
***85 West Wilmot St., Unit 13,***
***Richmond Hill, ON, L4B 1K7***
***Tel: 1- 416-910-0171 Fax: 1-888-711-3125***
***E-mail: solutions@accu-traffic.ca***
***URL: http://www.accu-traffic.ca***

Site Code: 08
Station ID: MC11
Glasgow St and Metrolinx
railway crossing and Kent St
Latitude: 0' 0.0000 Undefined

| Start Time | 01-Oct-20 Thu | NB | SB | Combined Total |
|---|---|---|---|---|
| 12:00 AM | | 11 | 1 | 12 |
| 01:00 | | 2 | 2 | 4 |
| 02:00 | | 0 | 0 | 0 |
| 03:00 | | 2 | 0 | 2 |
| 04:00 | | 2 | 0 | 2 |
| 05:00 | | 3 | 1 | 4 |
| 06:00 | | 8 | 12 | 20 |
| 07:00 | | 23 | 31 | 54 |
| 08:00 | | 80 | 65 | 145 |
| 09:00 | | 42 | 40 | 82 |
| 10:00 | | 33 | 28 | 61 |
| 11:00 | | 46 | 31 | 77 |
| 12:00 PM | | 59 | 52 | 111 |
| 01:00 | | 54 | 41 | 95 |
| 02:00 | | 70 | 49 | 119 |
| 03:00 | | 81 | 64 | 145 |
| 04:00 | | 82 | 54 | 136 |
| 05:00 | | 73 | 45 | 118 |
| 06:00 | | 67 | 32 | 99 |
| 07:00 | | 47 | 26 | 73 |
| 08:00 | | 32 | 15 | 47 |
| 09:00 | | 16 | 11 | 27 |
| 10:00 | | 14 | 9 | 23 |
| 11:00 | | 11 | 1 | 12 |
| Total | | 858 | 610 | |
| Percent | | 58.4% | 41.6% | |

***Accu-Traffic Inc.***
***85 West Wilmot St., Unit 13,***
***Richmond Hill, ON, L4B 1K7***
***Tel: 1- 416-910-0171 Fax: 1-888-711-3125***
***E-mail: solutions@accu-traffic.ca***
***URL: http://www.accu-traffic.ca***

Site Code: 08
Station ID: MC11
Glasgow St and Metrolinx
railway crossing and Kent St
Latitude: 0' 0.0000 Undefined

| Start Time | 02-Oct-20 Fri | NB | SB | Combined Total |
|---|---|---|---|---|
| 12:00 AM | | 5 | 1 | 6 |
| 01:00 | | 4 | 2 | 6 |
| 02:00 | | 3 | 2 | 5 |
| 03:00 | | 3 | 1 | 4 |
| 04:00 | | 2 | 2 | 4 |
| 05:00 | | 3 | 4 | 7 |
| 06:00 | | 4 | 10 | 14 |
| 07:00 | | 30 | 32 | 62 |
| 08:00 | | 77 | 48 | 125 |
| 09:00 | | 36 | 40 | 76 |
| 10:00 | | 45 | 35 | 80 |
| 11:00 | | 51 | 37 | 88 |
| 12:00 PM | | 67 | 56 | 123 |
| 01:00 | | 51 | 53 | 104 |
| 02:00 | | 61 | 43 | 104 |
| 03:00 | | 83 | 73 | 156 |
| 04:00 | | 72 | 49 | 121 |
| 05:00 | | 57 | 45 | 102 |
| 06:00 | | 59 | 32 | 91 |
| 07:00 | | 39 | 16 | 55 |
| 08:00 | | 36 | 15 | 51 |
| 09:00 | | 24 | 14 | 38 |
| 10:00 | | 18 | 15 | 33 |
| 11:00 | | 13 | 10 | 23 |
| Total | | 843 | 635 | |
| Percent | | 57.0% | 43.0% | |

***Accu-Traffic Inc.***
***85 West Wilmot St., Unit 13,***
***Richmond Hill, ON, L4B 1K7***
***Tel: 1- 416-910-0171 Fax: 1-888-711-3125***
***E-mail: solutions@accu-traffic.ca***
***URL: http://www.accu-traffic.ca***

Site Code: 08
Station ID: MC11
Glasgow St and Metrolinx
railway crossing and Kent St
Latitude: 0' 0.0000 Undefined

| Start Time | 03-Oct-20 Sat | NB | SB | Combined Total |
|---|---|---|---|---|
| 12:00 AM | | 13 | 6 | 19 |
| 01:00 | | 6 | 3 | 9 |
| 02:00 | | 3 | 2 | 5 |
| 03:00 | | 1 | 2 | 3 |
| 04:00 | | 0 | 2 | 2 |
| 05:00 | | 1 | 2 | 3 |
| 06:00 | | 5 | 5 | 10 |
| 07:00 | | 20 | 10 | 30 |
| 08:00 | | 34 | 25 | 59 |
| 09:00 | | 31 | 33 | 64 |
| 10:00 | | 51 | 36 | 87 |
| 11:00 | | 59 | 44 | 103 |
| 12:00 PM | | 72 | 41 | 113 |
| 01:00 | | 71 | 37 | 108 |
| 02:00 | | 52 | 33 | 85 |
| 03:00 | | 65 | 40 | 105 |
| 04:00 | | 49 | 39 | 88 |
| 05:00 | | 58 | 36 | 94 |
| 06:00 | | 52 | 26 | 78 |
| 07:00 | | 32 | 22 | 54 |
| 08:00 | | 32 | 23 | 55 |
| 09:00 | | 12 | 6 | 18 |
| 10:00 | | 11 | 5 | 16 |
| 11:00 | | 9 | 5 | 14 |
| Total | | 739 | 483 | |
| Percent | | 60.5% | 39.5% | |

***Accu-Traffic Inc.***
***85 West Wilmot St., Unit 13,***
***Richmond Hill, ON, L4B 1K7***
***Tel: 1- 416-910-0171 Fax: 1-888-711-3125***
***E-mail: solutions@accu-traffic.ca***
***URL: http://www.accu-traffic.ca***

Site Code: 08
Station ID: MC11
Glasgow St and Metrolinx
railway crossing and Kent St
Latitude: 0' 0.0000 Undefined

| Start Time | 04-Oct-20 Sun | NB | SB | Combined Total |
|---|---|---|---|---|
| 12:00 AM | | 4 | 4 | 8 |
| 01:00 | | 6 | 3 | 9 |
| 02:00 | | 2 | 3 | 5 |
| 03:00 | | 2 | 0 | 2 |
| 04:00 | | 4 | 1 | 5 |
| 05:00 | | 2 | 1 | 3 |
| 06:00 | | 1 | 3 | 4 |
| 07:00 | | 5 | 4 | 9 |
| 08:00 | | 22 | 12 | 34 |
| 09:00 | | 23 | 15 | 38 |
| 10:00 | | 31 | 24 | 55 |
| 11:00 | | 40 | 30 | 70 |
| 12:00 PM | | 40 | 31 | 71 |
| 01:00 | | 54 | 36 | 90 |
| 02:00 | | 44 | 28 | 72 |
| 03:00 | | 39 | 27 | 66 |
| 04:00 | | 39 | 28 | 67 |
| 05:00 | | 42 | 17 | 59 |
| 06:00 | | 25 | 21 | 46 |
| 07:00 | | 25 | 15 | 40 |
| 08:00 | | 20 | 8 | 28 |
| 09:00 | | 13 | 4 | 17 |
| 10:00 | | 10 | 3 | 13 |
| 11:00 | | 5 | 1 | 6 |
| Total | | 498 | 319 | |
| Percent | | 61.0% | 39.0% | |
| Grand Total | | 5346 | 3745 | |
| Percentage | | 58.8% | 41.2% | |
| ADT | | ADT 1,299 | | AADT 1,299 |

# SIM Traffic Consultants

## Morning Peak Diagram

**Specified Period**
**From:** 8:00:00
**To:** 9:00:00

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

**Municipality:** GUELPH
**Site #:** 0000000007
**Intersection:** Gordon St & Wellington
**TFR File #:** 1
**Count date:** 29-Oct-2015

**Weather conditions:**

**Person(s) who counted:**

**** Signalized Intersection ****

**Major Road:** Gordon St runs N/S

North Leg Total: 1903
North Entering: 849
North Peds: 28
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 1 | 3 | 4 |
| Trucks | 3 | 44 | 13 | 60 |
| Cars | 69 | 432 | 284 | 785 |
| Totals | 72 | 477 | 300 | |

| | |
|---|---|
| Cyclists | 0 |
| Trucks | 73 |
| Cars | 981 |
| Totals | 1054 |

East Leg Total: 1906
East Entering: 913
East Peds: 4
Peds Cross: ⧗

Gordon St

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 4 | 19 | 791 | 814 |

Wellington

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 247 | 13 | 0 | 260 |
| 607 | 16 | 3 | 626 |
| 26 | 1 | 0 | 27 |
| 880 | 30 | 3 | |

N
W E
S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 5 | 89 | 94 |
| 6 | 21 | 632 | 659 |
| 0 | 1 | 26 | 27 |
| 6 | 27 | 747 | |

Wellington

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 948 | 36 | 9 | 993 |

Gordon St

Peds Cross: ⧗
West Peds: 16
West Entering: 780
West Leg Total: 1594

| | |
|---|---|
| Cars | 484 |
| Trucks | 46 |
| Cyclists | 1 |
| Totals | 531 |

| | | | | |
|---|---|---|---|---|
| Cars | 115 | 645 | 32 | 792 |
| Trucks | 0 | 55 | 2 | 57 |
| Cyclists | 1 | 0 | 0 | 1 |
| Totals | 116 | 700 | 34 | |

Peds Cross: ⋈
South Peds: 2
South Entering: 850
South Leg Total: 1381

**Comments**

# SIM Traffic Consultants

## Mid-day Peak Diagram

**Specified Period**
**From:** 12:30:00
**To:** 13:30:00

**One Hour Peak**
**From:** 12:30:00
**To:** 13:30:00

**Municipality:** GUELPH
**Site #:** 0000000007
**Intersection:** Gordon St & Wellington
**TFR File #:** 1
**Count date:** 29-Oct-2015

**Weather conditions:**

**Person(s) who counted:**

**** Signalized Intersection ****

**Major Road:** Gordon St runs N/S

North Leg Total: 1674
North Entering: 795
North Peds: 3
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 0 | 0 | 0 |
| Trucks | 1 | 38 | 17 | 56 |
| Cars | 82 | 375 | 282 | 739 |
| Totals | 83 | 413 | 299 | |

| | |
|---|---|
| Cyclists | 0 |
| Trucks | 56 |
| Cars | 823 |
| Totals | 879 |

East Leg Total: 1762
East Entering: 927
East Peds: 4
Peds Cross: ⧗

Gordon St

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 5 | 12 | 801 | 818 |

Wellington

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 231 | 20 | 0 | 251 |
| 581 | 8 | 5 | 594 |
| 76 | 6 | 0 | 82 |
| 888 | 34 | 5 | |

N
W E
S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 2 | 130 | 132 |
| 2 | 15 | 492 | 509 |
| 1 | 4 | 69 | 74 |
| 3 | 21 | 691 | |

Wellington

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 800 | 33 | 2 | 835 |

Gordon St

Peds Cross: ⧗
West Peds: 10
West Entering: 715
West Leg Total: 1533

| | |
|---|---|
| Cars | 520 |
| Trucks | 48 |
| Cyclists | 1 |
| Totals | 569 |

| | | | | |
|---|---|---|---|---|
| Cars | 138 | 462 | 26 | 626 |
| Trucks | 3 | 34 | 1 | 38 |
| Cyclists | 0 | 0 | 0 | 0 |
| Totals | 141 | 496 | 27 | |

Peds Cross: ⋈
South Peds: 8
South Entering: 664
South Leg Total: 1233

**Comments**

# SIM Traffic Consultants

## Afternoon Peak Diagram

**Specified Period**
**From:** 16:30:00
**To:** 17:30:00

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

**Municipality:** GUELPH
**Site #:** 0000000007
**Intersection:** Gordon St & Wellington
**TFR File #:** 1
**Count date:** 29-Oct-2015

**Weather conditions:**

**Person(s) who counted:**

**** Signalized Intersection ****

**Major Road:** Gordon St runs N/S

North Leg Total: 2115
North Entering: 1038
North Peds: 12
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 0 | 1 | 1 |
| Trucks | 0 | 19 | 16 | 35 |
| Cars | 57 | 557 | 388 | 1002 |
| Totals | 57 | 576 | 405 | |

| | |
|---|---|
| Cyclists | 0 |
| Trucks | 48 |
| Cars | 1029 |
| Totals | 1077 |

East Leg Total: 2356
East Entering: 1211
East Peds: 0
Peds Cross: ⧗

Gordon St

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 23 | 9 | 961 | 993 |

Wellington

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 276 | 9 | 0 | 285 |
| 778 | 7 | 23 | 808 |
| 116 | 1 | 1 | 118 |
| 1170 | 17 | 24 | |

N
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S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 5 | 127 | 132 |
| 2 | 11 | 694 | 707 |
| 0 | 1 | 71 | 72 |
| 2 | 17 | 892 | |

Wellington

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 1113 | 29 | 3 | 1145 |

Gordon St

Peds Cross: ⧗
West Peds: 14
West Entering: 911
West Leg Total: 1904

| | |
|---|---|
| Cars | 744 |
| Trucks | 21 |
| Cyclists | 1 |
| Totals | 766 |

| | | | | |
|---|---|---|---|---|
| Cars | 126 | 626 | 31 | 783 |
| Trucks | 2 | 34 | 2 | 38 |
| Cyclists | 0 | 0 | 0 | 0 |
| Totals | 128 | 660 | 33 | |

Peds Cross: ⋈
South Peds: 11
South Entering: 821
South Leg Total: 1587

**Comments**

# *SIM Traffic Consultants*

## Total Count Diagram

**Municipality:** GUELPH
**Site #:** 0000000007
**Intersection:** Gordon St & Wellington
**TFR File #:** 1
**Count date:** 29-Oct-2015

**Weather conditions:**

**Person(s) who counted:**

**** Signalized Intersection ****

**Major Road:** Gordon St runs N/S

North Leg Total: 14264
North Entering: 6994
North Peds: 93
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 5 | 6 | 11 |
| Trucks | 9 | 306 | 111 | 426 |
| Cars | 519 | 3639 | 2399 | 6557 |
| Totals | 528 | 3950 | 2516 | |

| | |
|---|---|
| Cyclists | 7 |
| Trucks | 460 |
| Cars | 6803 |
| Totals | 7270 |

East Leg Total: 14213
East Entering: 7072
East Peds: 41
Peds Cross: ⧗

Gordon St

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 59 | 131 | 5908 | 6098 |

Wellington

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 1776 | 115 | 2 | 1893 |
| 4451 | 94 | 58 | 4603 |
| 556 | 18 | 2 | 576 |
| 6783 | 227 | 62 | |

N
W E
S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 1 | 24 | 823 | 848 |
| 26 | 128 | 4260 | 4414 |
| 1 | 16 | 455 | 472 |
| 28 | 168 | 5538 | |

Wellington

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 6858 | 251 | 32 | 7141 |

Gordon St

Peds Cross: ⧗
West Peds: 111
West Entering: 5734
West Leg Total: 11832

| | |
|---|---|
| Cars | 4650 |
| Trucks | 340 |
| Cyclists | 8 |
| Totals | 4998 |

| | | | | |
|---|---|---|---|---|
| Cars | 938 | 4204 | 199 | 5341 |
| Trucks | 28 | 321 | 12 | 361 |
| Cyclists | 1 | 4 | 0 | 5 |
| Totals | 967 | 4529 | 211 | |

Peds Cross: ⋈
South Peds: 74
South Entering: 5707
South Leg Total: 10705

**Comments**

# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5

*"we always count...never estimated"*

File Name : Watson Parkway at York Rd
Site Code : 00000000
Start Date : 3/27/2019
Page No : 1

Groups Printed- Cars - Trucks - Heavys - Cyclists

| | Watson Parkway N From North | | | | | York Rd From East | | | | | Watson Parkway S From South | | | | | York Rd From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 35 | 48 | 23 | 0 | 106 | 6 | 23 | 4 | 0 | 33 | 5 | 16 | 8 | 0 | 29 | 15 | 60 | 11 | 0 | 86 | 254 |
| 07:15 AM | 29 | 69 | 15 | 0 | 113 | 5 | 39 | 5 | 0 | 49 | 1 | 20 | 5 | 0 | 26 | 24 | 74 | 11 | 0 | 109 | 297 |
| 07:30 AM | 35 | 78 | 12 | 0 | 125 | 3 | 65 | 2 | 0 | 70 | 4 | 17 | 9 | 0 | 30 | 30 | 64 | 14 | 0 | 108 | 333 |
| 07:45 AM | 46 | 98 | 18 | 0 | 162 | 3 | 75 | 6 | 0 | 84 | 8 | 23 | 11 | 0 | 42 | 29 | 81 | 26 | 0 | 136 | 424 |
| Total | 145 | 293 | 68 | 0 | 506 | 17 | 202 | 17 | 0 | 236 | 18 | 76 | 33 | 0 | 127 | 98 | 279 | 62 | 0 | 439 | 1308 |
| 08:00 AM | 49 | 94 | 17 | 0 | 160 | 10 | 78 | 9 | 0 | 97 | 3 | 21 | 18 | 0 | 42 | 32 | 68 | 13 | 0 | 113 | 412 |
| 08:15 AM | 49 | 83 | 15 | 0 | 147 | 7 | 95 | 9 | 0 | 111 | 2 | 23 | 22 | 0 | 47 | 22 | 55 | 17 | 0 | 94 | 399 |
| 08:30 AM | 54 | 90 | 9 | 0 | 153 | 5 | 87 | 4 | 0 | 96 | 5 | 13 | 17 | 0 | 35 | 21 | 50 | 18 | 0 | 89 | 373 |
| 08:45 AM | 41 | 68 | 12 | 0 | 121 | 4 | 59 | 3 | 0 | 66 | 2 | 24 | 20 | 0 | 46 | 21 | 67 | 17 | 0 | 105 | 338 |
| Total | 193 | 335 | 53 | 0 | 581 | 26 | 319 | 25 | 0 | 370 | 12 | 81 | 77 | 0 | 170 | 96 | 240 | 65 | 0 | 401 | 1522 |
| 11:00 AM | 22 | 21 | 7 | 0 | 50 | 2 | 56 | 6 | 0 | 64 | 1 | 22 | 17 | 0 | 40 | 21 | 45 | 15 | 0 | 81 | 235 |
| 11:15 AM | 22 | 23 | 2 | 0 | 47 | 4 | 76 | 7 | 0 | 87 | 6 | 28 | 18 | 0 | 52 | 20 | 55 | 9 | 0 | 84 | 270 |
| 11:30 AM | 28 | 22 | 8 | 0 | 58 | 3 | 60 | 7 | 0 | 70 | 4 | 31 | 18 | 0 | 53 | 21 | 44 | 28 | 0 | 93 | 274 |
| 11:45 AM | 16 | 29 | 8 | 0 | 53 | 9 | 67 | 5 | 0 | 81 | 1 | 28 | 24 | 0 | 53 | 24 | 64 | 21 | 0 | 109 | 296 |
| Total | 88 | 95 | 25 | 0 | 208 | 18 | 259 | 25 | 0 | 302 | 12 | 109 | 77 | 0 | 198 | 86 | 208 | 73 | 0 | 367 | 1075 |
| 12:00 PM | 22 | 36 | 12 | 0 | 70 | 12 | 68 | 5 | 0 | 85 | 2 | 24 | 25 | 0 | 51 | 19 | 62 | 21 | 0 | 102 | 308 |
| 12:15 PM | 27 | 35 | 5 | 0 | 67 | 4 | 72 | 5 | 0 | 81 | 7 | 41 | 24 | 0 | 72 | 23 | 40 | 11 | 0 | 74 | 294 |
| 12:30 PM | 25 | 29 | 6 | 0 | 60 | 4 | 63 | 8 | 0 | 75 | 4 | 30 | 21 | 0 | 55 | 16 | 62 | 24 | 0 | 102 | 292 |
| 12:45 PM | 27 | 35 | 9 | 0 | 71 | 5 | 51 | 4 | 0 | 60 | 3 | 28 | 27 | 0 | 58 | 35 | 62 | 17 | 0 | 114 | 303 |
| Total | 101 | 135 | 32 | 0 | 268 | 25 | 254 | 22 | 0 | 301 | 16 | 123 | 97 | 0 | 236 | 93 | 226 | 73 | 0 | 392 | 1197 |
| 01:00 PM | 15 | 28 | 10 | 0 | 53 | 7 | 63 | 7 | 0 | 77 | 6 | 21 | 36 | 0 | 63 | 27 | 59 | 17 | 0 | 103 | 296 |
| 01:15 PM | 23 | 31 | 6 | 0 | 60 | 6 | 55 | 3 | 0 | 64 | 8 | 25 | 18 | 0 | 51 | 23 | 60 | 15 | 0 | 98 | 273 |
| 01:30 PM | 20 | 33 | 10 | 0 | 63 | 9 | 63 | 6 | 0 | 78 | 1 | 34 | 20 | 0 | 55 | 23 | 56 | 16 | 0 | 95 | 291 |
| 01:45 PM | 25 | 45 | 7 | 0 | 77 | 10 | 49 | 6 | 0 | 65 | 11 | 50 | 26 | 0 | 87 | 35 | 65 | 24 | 0 | 124 | 353 |
| Total | 83 | 137 | 33 | 0 | 253 | 32 | 230 | 22 | 0 | 284 | 26 | 130 | 100 | 0 | 256 | 108 | 240 | 72 | 0 | 420 | 1213 |
| 03:00 PM | 30 | 32 | 5 | 0 | 67 | 9 | 59 | 6 | 0 | 74 | 6 | 41 | 40 | 0 | 87 | 21 | 69 | 30 | 1 | 121 | 349 |
| 03:15 PM | 25 | 33 | 5 | 0 | 63 | 12 | 53 | 3 | 0 | 68 | 2 | 60 | 25 | 0 | 87 | 16 | 56 | 22 | 0 | 94 | 312 |

# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5

*"we always count...never estimated"*

File Name : Watson Parkway at York Rd
Site Code : 00000000
Start Date : 3/27/2019
Page No : 2

Groups Printed- Cars - Trucks - Heavys - Cyclists

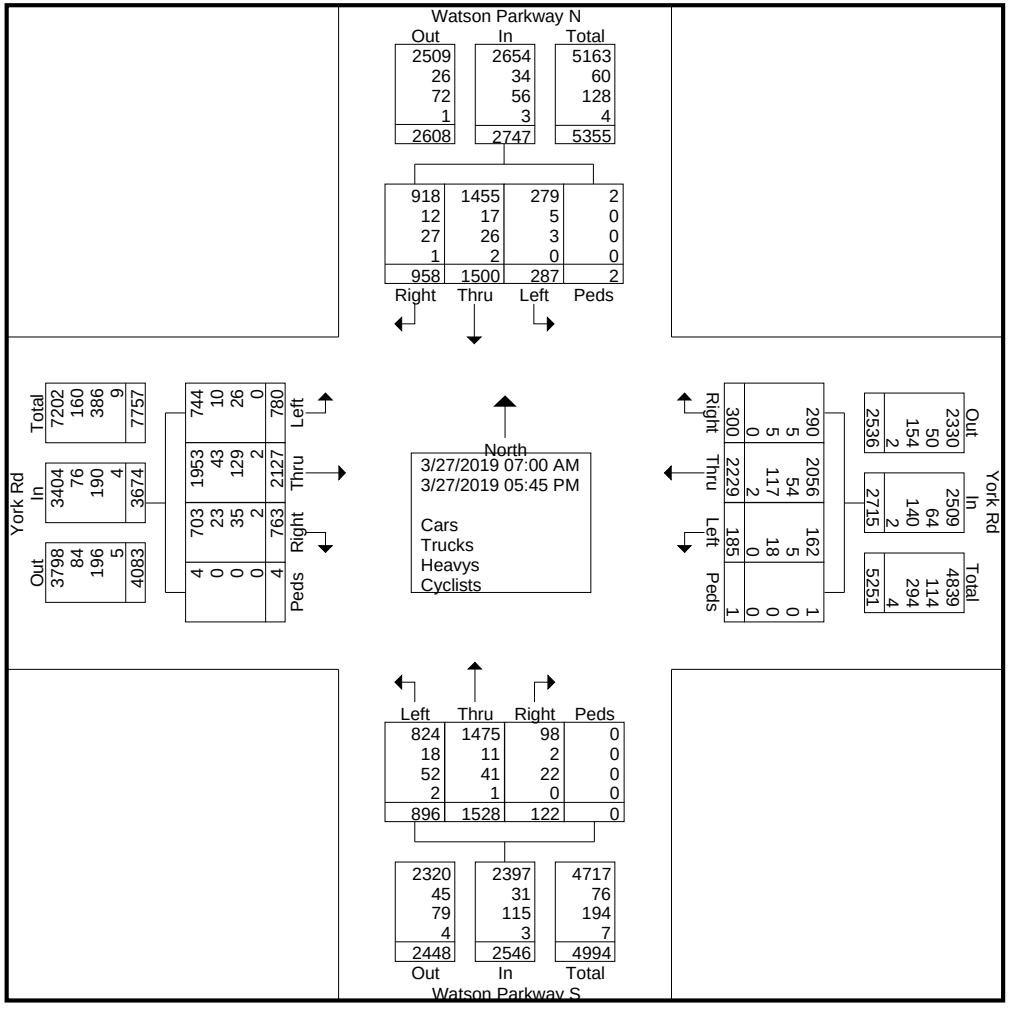
| | Watson Parkway N From North | | | | | York Rd From East | | | | | Watson Parkway S From South | | | | | York Rd From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 03:30 PM | 35 | 53 | 4 | 0 | 92 | 11 | 72 | 4 | 0 | 87 | 4 | 67 | 33 | 0 | 104 | 23 | 67 | 26 | 0 | 116 | 399 |
| 03:45 PM | 37 | 56 | 7 | 1 | 101 | 11 | 75 | 5 | 1 | 92 | 2 | 80 | 38 | 0 | 120 | 17 | 94 | 28 | 1 | 140 | 453 |
| Total | 127 | 174 | 21 | 1 | 323 | 43 | 259 | 18 | 1 | 321 | 14 | 248 | 136 | 0 | 398 | 77 | 286 | 106 | 2 | 471 | 1513 |
| 04:00 PM | 33 | 46 | 4 | 0 | 83 | 17 | 87 | 9 | 0 | 113 | 5 | 92 | 64 | 0 | 161 | 20 | 62 | 29 | 0 | 111 | 468 |
| 04:15 PM | 25 | 37 | 3 | 0 | 65 | 14 | 89 | 6 | 0 | 109 | 4 | 105 | 88 | 0 | 197 | 20 | 95 | 44 | 0 | 159 | 530 |
| 04:30 PM | 19 | 38 | 15 | 0 | 72 | 14 | 123 | 8 | 0 | 145 | 6 | 99 | 57 | 0 | 162 | 37 | 90 | 41 | 0 | 168 | 547 |
| 04:45 PM | 24 | 51 | 7 | 1 | 83 | 26 | 65 | 7 | 0 | 98 | 2 | 99 | 40 | 0 | 141 | 21 | 88 | 45 | 0 | 154 | 476 |
| Total | 101 | 172 | 29 | 1 | 303 | 71 | 364 | 30 | 0 | 465 | 17 | 395 | 249 | 0 | 661 | 98 | 335 | 159 | 0 | 592 | 2021 |
| 05:00 PM | 30 | 36 | 6 | 0 | 72 | 14 | 97 | 10 | 0 | 121 | 2 | 75 | 46 | 0 | 123 | 26 | 81 | 52 | 1 | 160 | 476 |
| 05:15 PM | 39 | 40 | 2 | 0 | 81 | 15 | 90 | 8 | 0 | 113 | 3 | 122 | 37 | 0 | 162 | 22 | 91 | 44 | 0 | 157 | 513 |
| 05:30 PM | 28 | 46 | 6 | 0 | 80 | 26 | 72 | 5 | 0 | 103 | 1 | 83 | 27 | 0 | 111 | 28 | 83 | 36 | 1 | 148 | 442 |
| 05:45 PM | 23 | 37 | 12 | 0 | 72 | 13 | 83 | 3 | 0 | 99 | 1 | 86 | 17 | 0 | 104 | 31 | 58 | 38 | 0 | 127 | 402 |
| Total | 120 | 159 | 26 | 0 | 305 | 68 | 342 | 26 | 0 | 436 | 7 | 366 | 127 | 0 | 500 | 107 | 313 | 170 | 2 | 592 | 1833 |
| Grand Total | 958 | 1500 | 287 | 2 | 2747 | 300 | 2229 | 185 | 1 | 2715 | 122 | 1528 | 896 | 0 | 2546 | 763 | 2127 | 780 | 4 | 3674 | 11682 |
| Apprch % | 34.9 | 54.6 | 10.4 | 0.1 | | 11 | 82.1 | 6.8 | 0 | | 4.8 | 60 | 35.2 | 0 | | 20.8 | 57.9 | 21.2 | 0.1 | | |
| Total % | 8.2 | 12.8 | 2.5 | 0 | 23.5 | 2.6 | 19.1 | 1.6 | 0 | 23.2 | 1 | 13.1 | 7.7 | 0 | 21.8 | 6.5 | 18.2 | 6.7 | 0 | 31.5 | |
| Cars | 918 | 1455 | 279 | 2 | 2654 | 290 | 2056 | 162 | 1 | 2509 | 98 | 1475 | 824 | 0 | 2397 | 703 | 1953 | 744 | 4 | 3404 | 10964 |
| % Cars | 95.8 | 97 | 97.2 | 100 | 96.6 | 96.7 | 92.2 | 87.6 | 100 | 92.4 | 80.3 | 96.5 | 92 | 0 | 94.1 | 92.1 | 91.8 | 95.4 | 100 | 92.7 | 93.9 |
| Trucks | 12 | 17 | 5 | 0 | 34 | 5 | 54 | 5 | 0 | 64 | 2 | 11 | 18 | 0 | 31 | 23 | 43 | 10 | 0 | 76 | 205 |
| % Trucks | 1.3 | 1.1 | 1.7 | 0 | 1.2 | 1.7 | 2.4 | 2.7 | 0 | 2.4 | 1.6 | 0.7 | 2 | 0 | 1.2 | 3 | 2 | 1.3 | 0 | 2.1 | 1.8 |
| Heavys | 27 | 26 | 3 | 0 | 56 | 5 | 117 | 18 | 0 | 140 | 22 | 41 | 52 | 0 | 115 | 35 | 129 | 26 | 0 | 190 | 501 |
| % Heavys | 2.8 | 1.7 | 1 | 0 | 2 | 1.7 | 5.2 | 9.7 | 0 | 5.2 | 18 | 2.7 | 5.8 | 0 | 4.5 | 4.6 | 6.1 | 3.3 | 0 | 5.2 | 4.3 |
| Cyclists | 1 | 2 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 3 | 2 | 2 | 0 | 0 | 4 | 12 |
| % Cyclists | 0.1 | 0.1 | 0 | 0 | 0.1 | 0 | 0.1 | 0 | 0 | 0.1 | 0 | 0.1 | 0.2 | 0 | 0.1 | 0.3 | 0.1 | 0 | 0 | 0.1 | 0.1 |

# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5

*"we always count...never estimated"*

File Name : Watson Parkway at York Rd
Site Code : 00000000
Start Date : 3/27/2019
Page No : 3



# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5

*"we always count...never estimated"*

File Name : Watson Parkway at York Rd
Site Code : 00000000
Start Date : 3/27/2019
Page No : 4

| | Watson Parkway N From North | | | | | York Rd From East | | | | | Watson Parkway S From South | | | | | York Rd From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 46 | **98** | **18** | 0 | **162** | 3 | 75 | 6 | 0 | 84 | **8** | **23** | 11 | 0 | 42 | 29 | **81** | **26** | 0 | **136** | **424** |
| 08:00 AM | 49 | 94 | 17 | 0 | 160 | **10** | 78 | **9** | 0 | 97 | 3 | 21 | 18 | 0 | 42 | **32** | 68 | 13 | 0 | 113 | 412 |
| 08:15 AM | 49 | 83 | 15 | 0 | 147 | 7 | **95** | 9 | 0 | **111** | 2 | 23 | **22** | 0 | **47** | 22 | 55 | 17 | 0 | 94 | 399 |
| 08:30 AM | **54** | 90 | 9 | 0 | 153 | 5 | 87 | 4 | 0 | 96 | 5 | 13 | 17 | 0 | 35 | 21 | 50 | 18 | 0 | 89 | 373 |
| Total Volume | 198 | 365 | 59 | 0 | 622 | 25 | 335 | 28 | 0 | 388 | 18 | 80 | 68 | 0 | 166 | 104 | 254 | 74 | 0 | 432 | 1608 |
| % App. Total | 31.8 | 58.7 | 9.5 | 0 | | 6.4 | 86.3 | 7.2 | 0 | | 10.8 | 48.2 | 41 | 0 | | 24.1 | 58.8 | 17.1 | 0 | | |
| PHF | .917 | .931 | .819 | .000 | .960 | .625 | .882 | .778 | .000 | .874 | .563 | .870 | .773 | .000 | .883 | .813 | .784 | .712 | .000 | .794 | .948 |
| Cars | 190 | 358 | 56 | 0 | 604 | 24 | 309 | 25 | 0 | 358 | 13 | 71 | 60 | 0 | 144 | 98 | 237 | 65 | 0 | 400 | 1506 |
| % Cars | 96.0 | 98.1 | 94.9 | 0 | 97.1 | 96.0 | 92.2 | 89.3 | 0 | 92.3 | 72.2 | 88.8 | 88.2 | 0 | 86.7 | 94.2 | 93.3 | 87.8 | 0 | 92.6 | 93.7 |
| Trucks | 4 | 2 | 0 | 0 | 6 | 0 | 10 | 2 | 0 | 12 | 0 | 2 | 0 | 0 | 2 | 2 | 7 | 3 | 0 | 12 | 32 |
| % Trucks | 2.0 | 0.5 | 0 | 0 | 1.0 | 0 | 3.0 | 7.1 | 0 | 3.1 | 0 | 2.5 | 0 | 0 | 1.2 | 1.9 | 2.8 | 4.1 | 0 | 2.8 | 2.0 |
| Heavys | 4 | 5 | 3 | 0 | 12 | 1 | 16 | 1 | 0 | 18 | 5 | 7 | 8 | 0 | 20 | 4 | 10 | 6 | 0 | 20 | 70 |
| % Heavys | 2.0 | 1.4 | 5.1 | 0 | 1.9 | 4.0 | 4.8 | 3.6 | 0 | 4.6 | 27.8 | 8.8 | 11.8 | 0 | 12.0 | 3.8 | 3.9 | 8.1 | 0 | 4.6 | 4.4 |
| Cyclists | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Cyclists | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5

*"we always count...never estimated"*

File Name : Watson Parkway at York Rd
Site Code : 00000000
Start Date : 3/27/2019
Page No : 5

## Peak Hour Data

Peak Hour Begins at 07:45 AM

Cars
Trucks
Heavys
Cyclists

North

**Watson Parkway N**

| Out | In | Total |
|---|---|---|
| 160 | 604 | 764 |
| 5 | 6 | 11 |
| 14 | 12 | 26 |
| 0 | 0 | 0 |
| 179 | 622 | 801 |

| Right | Thru | Left | Peds |
|---|---|---|---|
| 190 | 358 | 56 | 0 |
| 4 | 2 | 0 | 0 |
| 4 | 5 | 3 | 0 |
| 0 | 0 | 0 | 0 |
| 198 | 365 | 59 | 0 |

**York Rd In**

| Right | Thru | Left | Peds |
|---|---|---|---|
| 25 | 335 | 28 | 0 |
| 0 | 0 | 0 | 0 |
| 1 | 16 | 1 | 0 |
| 0 | 10 | 2 | 0 |
| 24 | 309 | 25 | 0 |

| Out | In | Total |
|---|---|---|
| 306 | 358 | 664 |
| 7 | 12 | 19 |
| 18 | 18 | 36 |
| 0 | 0 | 0 |
| 331 | 388 | 719 |

**Watson Parkway S**

| Left | Thru | Right | Peds |
|---|---|---|---|
| 60 | 71 | 13 | 0 |
| 0 | 2 | 0 | 0 |
| 8 | 7 | 5 | 0 |
| 0 | 0 | 0 | 0 |
| 68 | 80 | 18 | 0 |

| Out | In | Total |
|---|---|---|
| 481 | 144 | 625 |
| 6 | 2 | 8 |
| 10 | 20 | 30 |
| 0 | 0 | 0 |
| 497 | 166 | 663 |

**York Rd In**

| Left | Thru | Right | Peds |
|---|---|---|---|
| 65 | 237 | 98 | 0 |
| 3 | 7 | 2 | 0 |
| 6 | 10 | 4 | 0 |
| 0 | 0 | 0 | 0 |
| 74 | 254 | 104 | 0 |

| Out | In | Total |
|---|---|---|
| 559 | 400 | 959 |
| 14 | 12 | 26 |
| 28 | 20 | 48 |
| 0 | 0 | 0 |
| 601 | 432 | 1033 |

# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5
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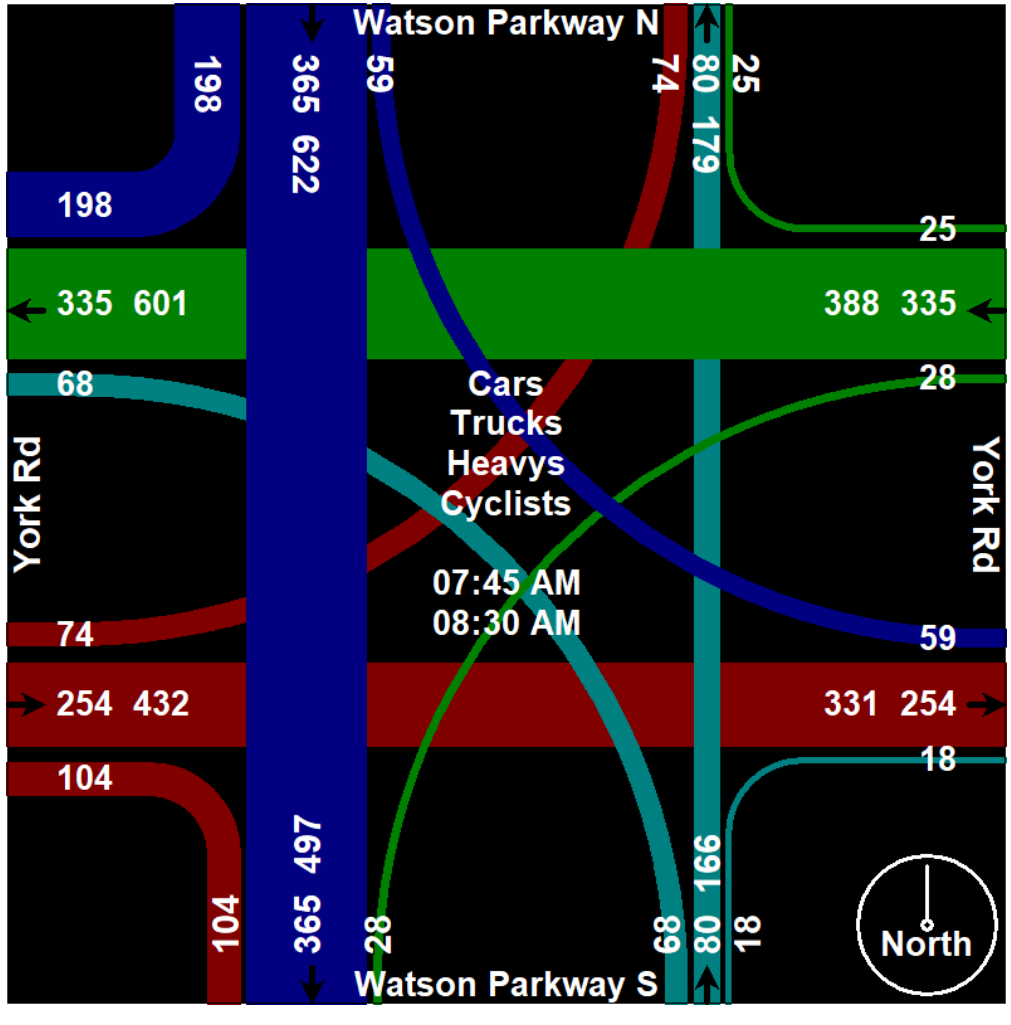
File Name : Watson Parkway at York Rd
Site Code : 00000000
Start Date : 3/27/2019
Page No : 6



# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5
*"we always count...never estimated"*

File Name : Watson Parkway at York Rd
Site Code : 00000000
Start Date : 3/27/2019
Page No : 7

| | Watson Parkway N From North | | | | | York Rd From East | | | | | Watson Parkway S From South | | | | | York Rd From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 01:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 01:00 PM | 15 | 28 | **10** | 0 | 53 | 7 | **63** | **7** | 0 | 77 | 6 | 21 | **36** | 0 | 63 | 27 | 59 | 17 | 0 | 103 | 296 |
| 01:15 PM | 23 | 31 | 6 | 0 | 60 | 6 | 55 | 3 | 0 | 64 | 8 | 25 | 18 | 0 | 51 | 23 | 60 | 15 | 0 | 98 | 273 |
| 01:30 PM | 20 | 33 | 10 | 0 | 63 | 9 | 63 | 6 | 0 | **78** | 1 | 34 | 20 | 0 | 55 | 23 | 56 | 16 | 0 | 95 | 291 |
| 01:45 PM | **25** | **45** | 7 | 0 | **77** | **10** | 49 | 6 | 0 | 65 | **11** | **50** | 26 | 0 | **87** | **35** | **65** | **24** | 0 | **124** | **353** |
| Total Volume | 83 | 137 | 33 | 0 | 253 | 32 | 230 | 22 | 0 | 284 | 26 | 130 | 100 | 0 | 256 | 108 | 240 | 72 | 0 | 420 | 1213 |
| % App. Total | 32.8 | 54.2 | 13 | 0 | | 11.3 | 81 | 7.7 | 0 | | 10.2 | 50.8 | 39.1 | 0 | | 25.7 | 57.1 | 17.1 | 0 | | |
| PHF | .830 | .761 | .825 | .000 | .821 | .800 | .913 | .786 | .000 | .910 | .591 | .650 | .694 | .000 | .736 | .771 | .923 | .750 | .000 | .847 | .859 |
| Cars | 78 | 134 | 31 | 0 | 243 | 29 | 209 | 21 | 0 | 259 | 23 | 126 | 89 | 0 | 238 | 97 | 217 | 69 | 0 | 383 | 1123 |
| % Cars | 94.0 | 97.8 | 93.9 | 0 | 96.0 | 90.6 | 90.9 | 95.5 | 0 | 91.2 | 88.5 | 96.9 | 89.0 | 0 | 93.0 | 89.8 | 90.4 | 95.8 | 0 | 91.2 | 92.6 |
| Trucks | 1 | 3 | 2 | 0 | 6 | 1 | 7 | 0 | 0 | 8 | 0 | 0 | 1 | 0 | 1 | 4 | 10 | 1 | 0 | 15 | 30 |
| % Trucks | 1.2 | 2.2 | 6.1 | 0 | 2.4 | 3.1 | 3.0 | 0 | 0 | 2.8 | 0 | 0 | 1.0 | 0 | 0.4 | 3.7 | 4.2 | 1.4 | 0 | 3.6 | 2.5 |
| Heavys | 3 | 0 | 0 | 0 | 3 | 2 | 14 | 1 | 0 | 17 | 3 | 4 | 10 | 0 | 17 | 7 | 13 | 2 | 0 | 22 | 59 |
| % Heavys | 3.6 | 0 | 0 | 0 | 1.2 | 6.3 | 6.1 | 4.5 | 0 | 6.0 | 11.5 | 3.1 | 10.0 | 0 | 6.6 | 6.5 | 5.4 | 2.8 | 0 | 5.2 | 4.9 |
| Cyclists | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| % Cyclists | 1.2 | 0 | 0 | 0 | 0.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 |

# Horizon Data Services Ltd

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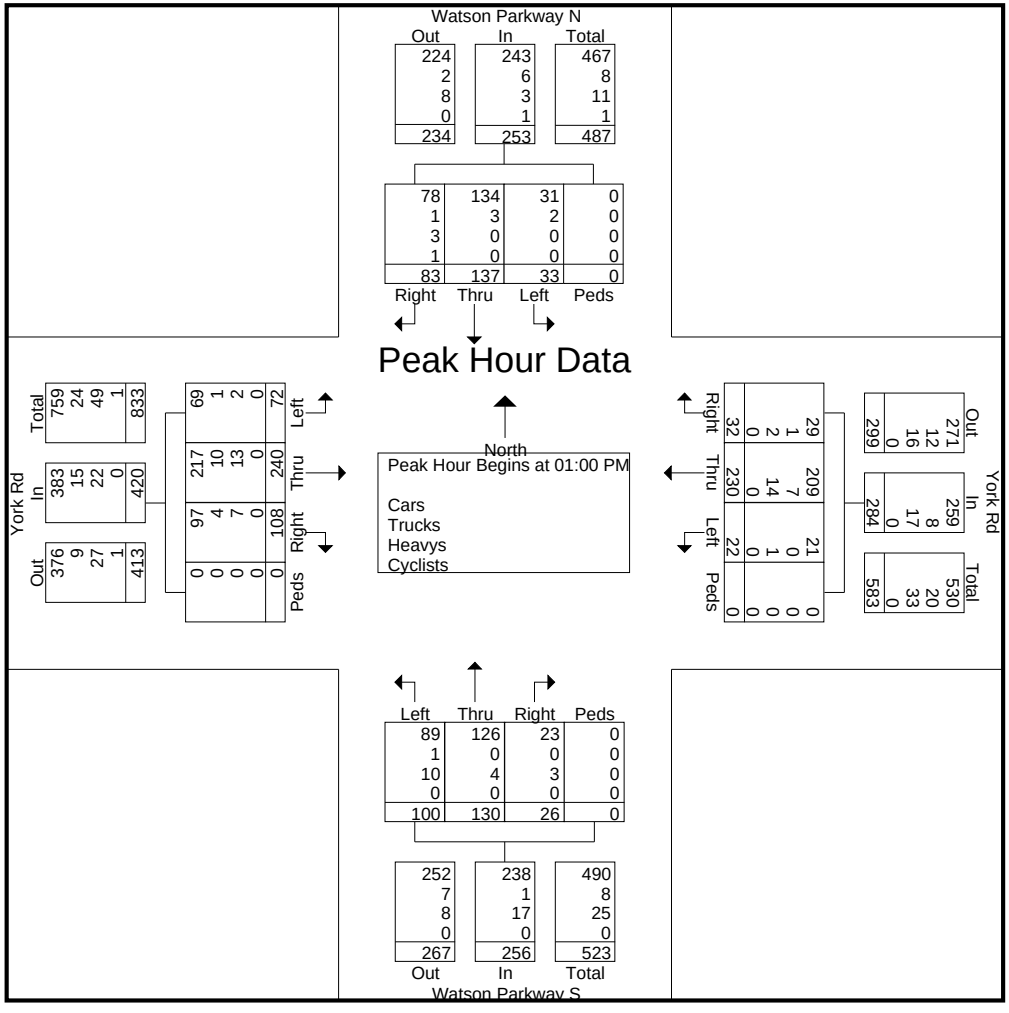
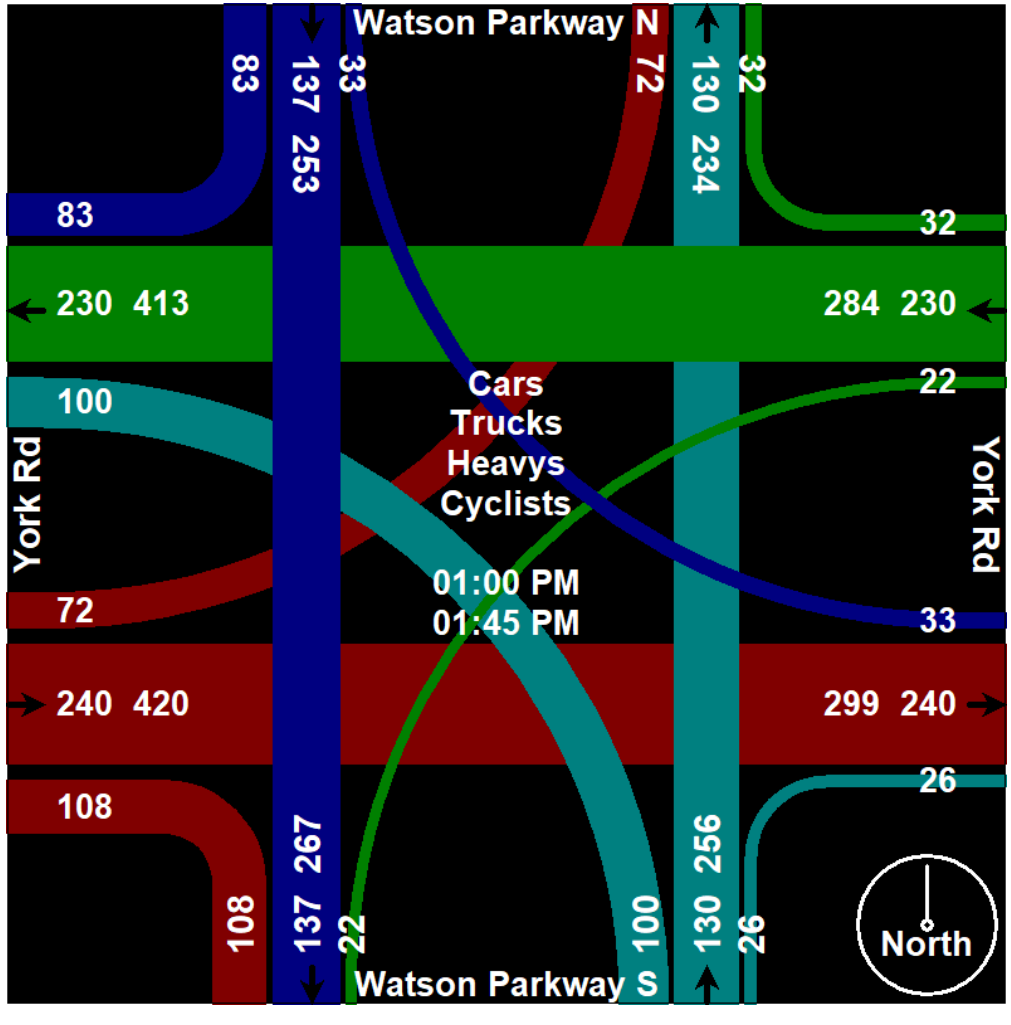
File Name : Watson Parkway at York Rd
Site Code : 00000000
Start Date : 3/27/2019
Page No : 8



# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5
*"we always count...never estimated"*

File Name : Watson Parkway at York Rd
Site Code : 00000000
Start Date : 3/27/2019
Page No : 9



# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5

*"we always count...never estimated"*

File Name : Watson Parkway at York Rd
Site Code : 00000000
Start Date : 3/27/2019
Page No : 10

| | Watson Parkway N From North | | | | | York Rd From East | | | | | Watson Parkway S From South | | | | | York Rd From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 25 | 37 | 3 | 0 | 65 | 14 | 89 | 6 | 0 | 109 | 4 | **105** | **88** | 0 | **197** | 20 | **95** | 44 | 0 | 159 | 530 |
| 04:30 PM | 19 | 38 | **15** | 0 | 72 | 14 | **123** | 8 | 0 | **145** | **6** | 99 | 57 | 0 | 162 | **37** | 90 | 41 | 0 | **168** | **547** |
| 04:45 PM | 24 | **51** | 7 | **1** | **83** | **26** | 65 | 7 | 0 | 98 | 2 | 99 | 40 | 0 | 141 | 21 | 88 | 45 | 0 | 154 | 476 |
| 05:00 PM | **30** | 36 | 6 | 0 | 72 | 14 | 97 | **10** | 0 | 121 | 2 | 75 | 46 | 0 | 123 | 26 | 81 | **52** | **1** | 160 | 476 |
| Total Volume | 98 | 162 | 31 | 1 | 292 | 68 | 374 | 31 | 0 | 473 | 14 | 378 | 231 | 0 | 623 | 104 | 354 | 182 | 1 | 641 | 2029 |
| % App. Total | 33.6 | 55.5 | 10.6 | 0.3 | | 14.4 | 79.1 | 6.6 | 0 | | 2.2 | 60.7 | 37.1 | 0 | | 16.2 | 55.2 | 28.4 | 0.2 | | |
| PHF | .817 | .794 | .517 | .250 | .880 | .654 | .760 | .775 | .000 | .816 | .583 | .900 | .656 | .000 | .791 | .703 | .932 | .875 | .250 | .954 | .927 |
| Cars | 95 | 156 | 31 | 1 | 283 | 68 | 355 | 27 | 0 | 450 | 10 | 371 | 220 | 0 | 601 | 97 | 338 | 180 | 1 | 616 | 1950 |
| % Cars | 96.9 | 96.3 | 100 | 100 | 96.9 | 100 | 94.9 | 87.1 | 0 | 95.1 | 71.4 | 98.1 | 95.2 | 0 | 96.5 | 93.3 | 95.5 | 98.9 | 100 | 96.1 | 96.1 |
| Trucks | 0 | 2 | 0 | 0 | 2 | 0 | 6 | 0 | 0 | 6 | 0 | 3 | 3 | 0 | 6 | 3 | 4 | 0 | 0 | 7 | 21 |
| % Trucks | 0 | 1.2 | 0 | 0 | 0.7 | 0 | 1.6 | 0 | 0 | 1.3 | 0 | 0.8 | 1.3 | 0 | 1.0 | 2.9 | 1.1 | 0 | 0 | 1.1 | 1.0 |
| Heavys | 3 | 4 | 0 | 0 | 7 | 0 | 13 | 4 | 0 | 17 | 4 | 4 | 7 | 0 | 15 | 4 | 12 | 2 | 0 | 18 | 57 |
| % Heavys | 3.1 | 2.5 | 0 | 0 | 2.4 | 0 | 3.5 | 12.9 | 0 | 3.6 | 28.6 | 1.1 | 3.0 | 0 | 2.4 | 3.8 | 3.4 | 1.1 | 0 | 2.8 | 2.8 |
| Cyclists | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| % Cyclists | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.4 | 0 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0.0 |

# Horizon Data Services Ltd

318 Simonston Blvd
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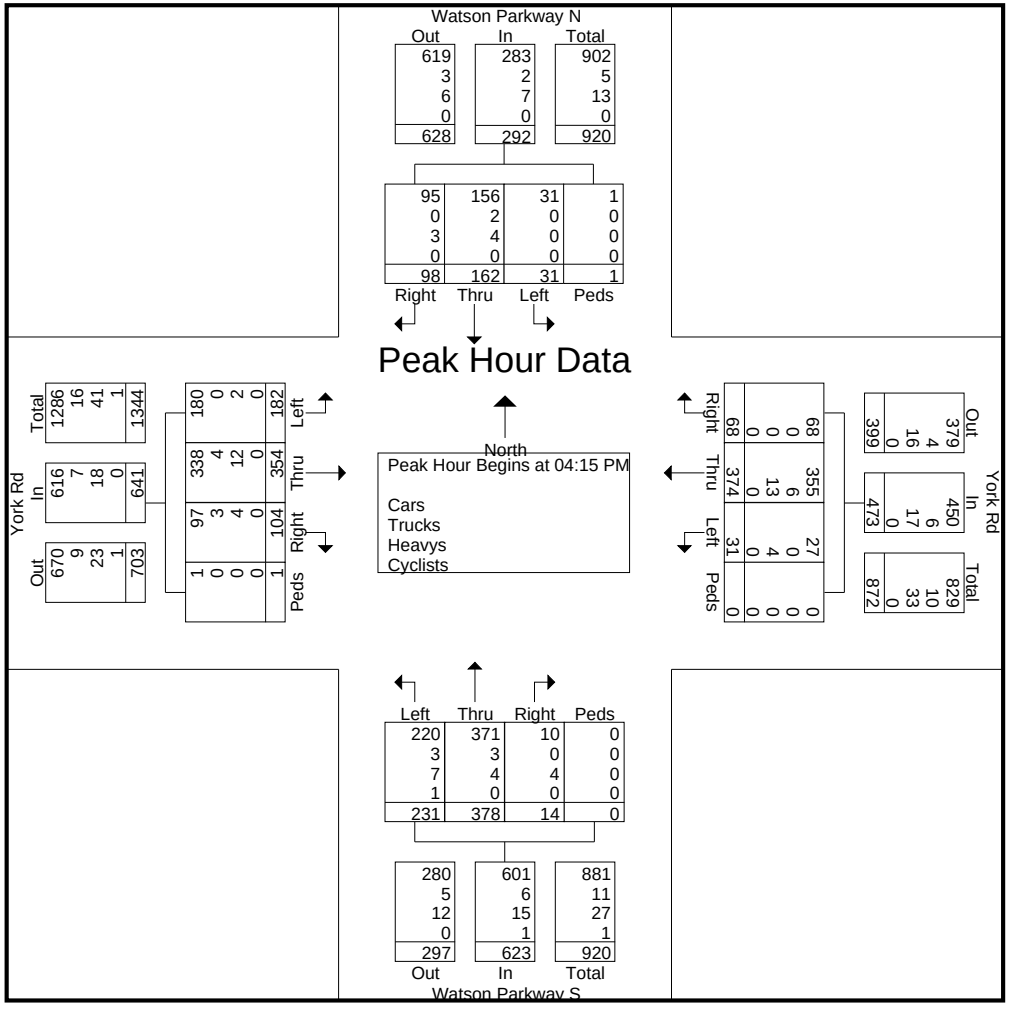
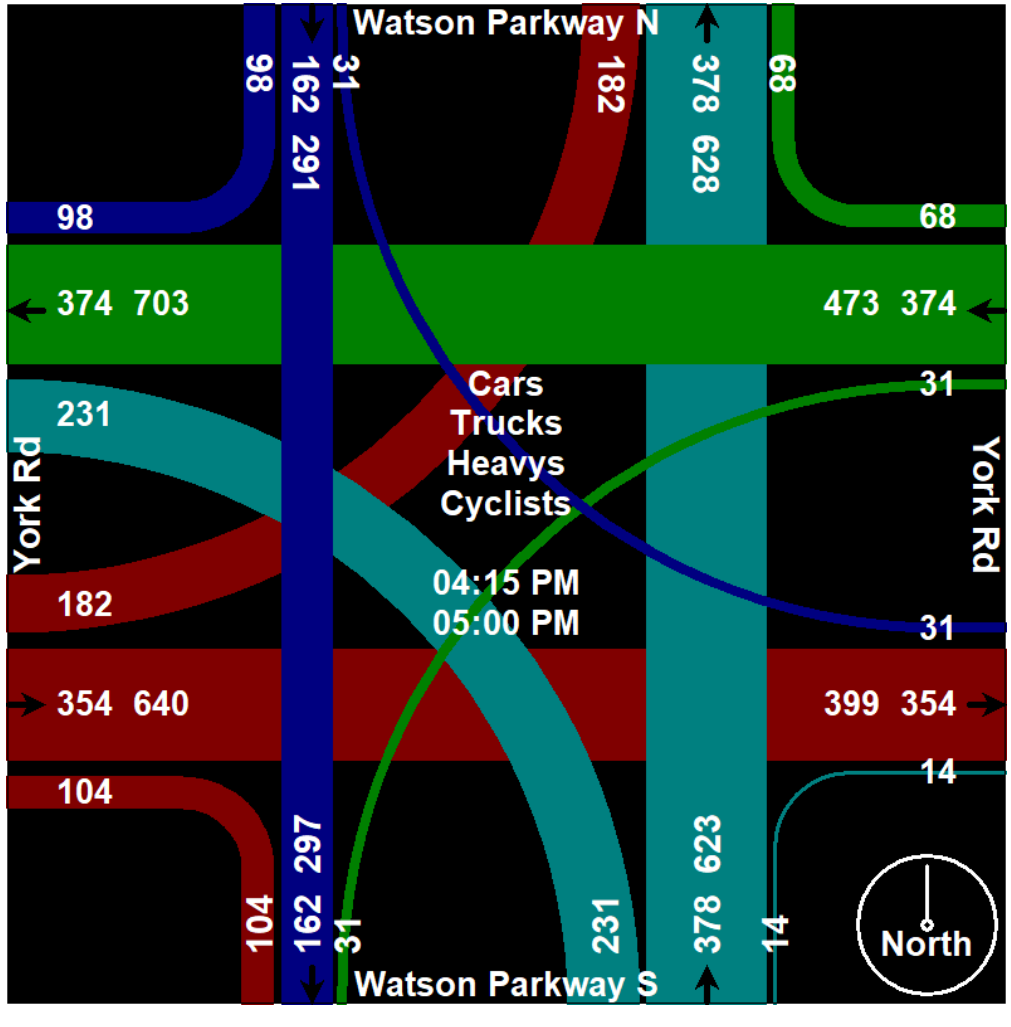
File Name : Watson Parkway at York Rd
Site Code : 00000000
Start Date : 3/27/2019
Page No : 11



# Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5
*"we always count...never estimated"*

File Name : Watson Parkway at York Rd
Site Code : 00000000
Start Date : 3/27/2019
Page No : 12



# *Watson Parkway S & Watson Road*

## Morning Peak Diagram

**Specified Period**
**From:** 7:00:00
**To:** 9:00:00

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

**Municipality:** Guelph
**Site #:** 0000009017
**Intersection:** Watson Parkway S & Watson Road
**TFR File #:** 5
**Count date:** 10-Oct-2012

**Weather conditions:**
Cloudy
**Person(s) who counted:**

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

**Major Road:** Watson Parkway S runs N/S

North Leg Total: 713
North Entering: 330
North Peds: 0
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 0 | 0 | 0 |
| Trucks | 3 | 18 | 3 | 24 |
| Cars | 26 | 264 | 16 | 306 |
| Totals | 29 | 282 | 19 | |

| | |
|---|---|
| Cyclists | 0 |
| Trucks | 29 |
| Cars | 354 |
| Totals | 383 |

East Leg Total: 131
East Entering: 45
East Peds: 0
Peds Cross: ⧗

Watson Parkway S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 6 | 32 | 38 |

Dunlop Drive

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 3 | 3 | 0 | 6 |
| 4 | 3 | 0 | 7 |
| 26 | 6 | 0 | 32 |
| 33 | 12 | 0 | |

N
W E
S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 2 | 15 | 17 |
| 0 | 2 | 4 | 6 |
| 0 | 6 | 5 | 11 |
| 0 | 10 | 24 | |

Watson Road

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 65 | 21 | 0 | 86 |

Watson Parkway S

Peds Cross: ⧗
West Peds: 0
West Entering: 34
West Leg Total: 72

| | |
|---|---|
| Cars | 295 |
| Trucks | 30 |
| Cyclists | 0 |
| Totals | 325 |

| | | | | |
|---|---|---|---|---|
| Cars | 2 | 336 | 45 | 383 |
| Trucks | 0 | 24 | 16 | 40 |
| Cyclists | 0 | 0 | 0 | 0 |
| Totals | 2 | 360 | 61 | |

Peds Cross: ⋈
South Peds: 1
South Entering: 423
South Leg Total: 748

**Comments**

# *Watson Parkway S & Watson Road*

## Mid-day Peak Diagram

**Specified Period**
**From:** 11:00:00
**To:** 14:00:00

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

**Municipality:** Guelph
**Site #:** 0000009017
**Intersection:** Watson Parkway S & Watson Road
**TFR File #:** 5
**Count date:** 10-Oct-2012

**Weather conditions:**
Cloudy
**Person(s) who counted:**

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

**Major Road:** Watson Parkway S runs N/S

North Leg Total: 467
North Entering: 212
North Peds: 0
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 0 | 0 | 0 |
| Trucks | 11 | 11 | 14 | 36 |
| Cars | 24 | 129 | 23 | 176 |
| Totals | 35 | 140 | 37 | |

| | |
|---|---|
| Cyclists | 0 |
| Trucks | 35 |
| Cars | 220 |
| Totals | 255 |

East Leg Total: 222
East Entering: 117
East Peds: 0
Peds Cross: ⧗

Watson Parkway S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 15 | 32 | 47 |

Dunlop Drive

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 30 | 13 | 0 | 43 |
| 5 | 4 | 0 | 9 |
| 54 | 11 | 0 | 65 |
| 89 | 28 | 0 | |

N
W E
S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 7 | 33 | 40 |
| 0 | 1 | 1 | 2 |
| 0 | 4 | 3 | 7 |
| 0 | 12 | 37 | |

Watson Road

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 84 | 21 | 0 | 105 |

Watson Parkway S

Peds Cross: ⧗
West Peds: 0
West Entering: 49
West Leg Total: 96

| | |
|---|---|
| Cars | 186 |
| Trucks | 26 |
| Cyclists | 0 |
| Totals | 212 |

| | | | | |
|---|---|---|---|---|
| Cars | 3 | 157 | 60 | 220 |
| Trucks | 0 | 15 | 6 | 21 |
| Cyclists | 0 | 0 | 0 | 0 |
| Totals | 3 | 172 | 66 | |

Peds Cross: ⋈
South Peds: 0
South Entering: 241
South Leg Total: 453

**Comments**

# *Watson Parkway S & Watson Road*

## Afternoon Peak Diagram

**Specified Period**
**From:** 15:00:00
**To:** 18:00:00

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

**Municipality:** Guelph
**Site #:** 0000009017
**Intersection:** Watson Parkway S & Watson Road
**TFR File #:** 5
**Count date:** 10-Oct-2012

**Weather conditions:**
Cloudy
**Person(s) who counted:**

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

**Major Road:** Watson Parkway S runs N/S

North Leg Total: 783
North Entering: 389
North Peds: 0
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 0 | 0 | 0 |
| Trucks | 7 | 19 | 6 | 32 |
| Cars | 25 | 307 | 25 | 357 |
| Totals | 32 | 326 | 31 | |

| | |
|---|---|
| Cyclists | 0 |
| Trucks | 29 |
| Cars | 365 |
| Totals | 394 |

East Leg Total: 395
East Entering: 279
East Peds: 1
Peds Cross: ⧗

Watson Parkway S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 9 | 38 | 47 |

Dunlop Drive

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 74 | 5 | 0 | 79 |
| 10 | 2 | 0 | 12 |
| 174 | 14 | 0 | 188 |
| 258 | 21 | 0 | |

N
W E
S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 2 | 30 | 32 |
| 0 | 3 | 3 | 6 |
| 0 | 4 | 2 | 6 |
| 0 | 9 | 35 | |

Watson Road

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 94 | 22 | 0 | 116 |

Watson Parkway S

Peds Cross: ⧗
West Peds: 0
West Entering: 44
West Leg Total: 91

| | |
|---|---|
| Cars | 483 |
| Trucks | 37 |
| Cyclists | 0 |
| Totals | 520 |

| | | | | |
|---|---|---|---|---|
| Cars | 3 | 261 | 66 | 330 |
| Trucks | 0 | 22 | 13 | 35 |
| Cyclists | 0 | 0 | 0 | 0 |
| Totals | 3 | 283 | 79 | |

Peds Cross: ⋈
South Peds: 1
South Entering: 365
South Leg Total: 885

**Comments**

# *Watson Parkway S & Watson Road*

## Total Count Diagram

**Municipality:** Guelph
**Site #:** 0000009017
**Intersection:** Watson Parkway S & Watson Road
**TFR File #:** 5
**Count date:** 10-Oct-2012

**Weather conditions:**
Cloudy
**Person(s) who counted:**

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

**Major Road:** Watson Parkway S runs N/S

North Leg Total: 4830
North Entering: 2412
North Peds: 0
Peds Cross: ⋈

| | | | | |
|---|---|---|---|---|
| Cyclists | 0 | 0 | 0 | 0 |
| Trucks | 46 | 104 | 50 | 200 |
| Cars | 193 | 1871 | 148 | 2212 |
| Totals | 239 | 1975 | 198 | |

Watson Parkway S

| | |
|---|---|
| Cyclists | 0 |
| Trucks | 220 |
| Cars | 2198 |
| Totals | 2418 |

East Leg Total: 1718
East Entering: 1018
East Peds: 2
Peds Cross: ⧗

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 75 | 257 | 332 |

Dunlop Drive

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 236 | 60 | 0 | 296 |
| 45 | 25 | 0 | 70 |
| 576 | 76 | 0 | 652 |
| 857 | 161 | 0 | |

N
W E
S

| Cyclists | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 30 | 208 | 238 |
| 0 | 14 | 21 | 35 |
| 0 | 31 | 19 | 50 |
| 0 | 75 | 248 | |

Watson Road

| Cars | Trucks | Cyclists | Totals |
|---|---|---|---|
| 538 | 162 | 0 | 700 |

Peds Cross: ⧗
West Peds: 0
West Entering: 323
West Leg Total: 655

| | |
|---|---|
| Cars | 2466 |
| Trucks | 211 |
| Cyclists | 0 |
| Totals | 2677 |

Watson Parkway S

| | | | | |
|---|---|---|---|---|
| Cars | 19 | 1754 | 369 | 2142 |
| Trucks | 4 | 130 | 98 | 232 |
| Cyclists | 0 | 0 | 0 | 0 |
| Totals | 23 | 1884 | 467 | |

Peds Cross: ⋈
South Peds: 8
South Entering: 2374
South Leg Total: 5051

**Comments**

# *Watson Parkway S & Watson Road*
## Traffic Count Summary

**Intersection:** Watson Parkway S & Watson Road | **Count Date:** 10-Oct-2012 | **Municipality:** Guelph

### North Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists: Left | Thru | Right | Grand Total | Total Peds | North/South Total Approaches |
|---|---|---|---|---|---|---|
| 7:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 21 | 185 | 34 | 240 | 0 | 585 |
| 9:00:00 | 26 | 279 | 28 | 333 | 0 | 721 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 26 | 144 | 21 | 191 | 0 | 429 |
| 13:00:00 | 32 | 137 | 34 | 203 | 0 | 411 |
| 14:00:00 | 36 | 153 | 32 | 221 | 0 | 460 |
| 15:00:00 | 1 | 3 | 0 | 4 | 0 | 7 |
| 16:00:00 | 28 | 270 | 27 | 325 | 0 | 670 |
| 17:00:00 | 17 | 378 | 37 | 432 | 0 | 749 |
| 18:00:00 | 11 | 424 | 26 | 461 | 0 | 752 |
| Totals: | 198 | 1973 | 239 | 2410 | 0 | 4784 |

### South Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists: Left | Thru | Right | Grand Total | Total Peds |
|---|---|---|---|---|---|
| 7:00:00 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 7 | 286 | 52 | 345 | 3 |
| 9:00:00 | 0 | 338 | 50 | 388 | 1 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 3 | 159 | 76 | 238 | 1 |
| 13:00:00 | 2 | 138 | 68 | 208 | 1 |
| 14:00:00 | 2 | 179 | 58 | 239 | 0 |
| 15:00:00 | 0 | 2 | 1 | 3 | 1 |
| 16:00:00 | 6 | 249 | 90 | 345 | 0 |
| 17:00:00 | 1 | 276 | 40 | 317 | 1 |
| 18:00:00 | 2 | 257 | 32 | 291 | 0 |
| | 23 | 1884 | 467 | 2374 | 8 |

### East Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists: Left | Thru | Right | Grand Total | Total Peds | East/West Total Approaches |
|---|---|---|---|---|---|---|
| 7:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 15 | 4 | 7 | 26 | 0 | 58 |
| 9:00:00 | 40 | 6 | 9 | 55 | 0 | 83 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 62 | 11 | 40 | 113 | 1 | 148 |
| 13:00:00 | 72 | 9 | 39 | 120 | 0 | 162 |
| 14:00:00 | 59 | 5 | 40 | 104 | 0 | 156 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 208 | 22 | 87 | 317 | 0 | 356 |
| 17:00:00 | 140 | 6 | 50 | 196 | 1 | 258 |
| 18:00:00 | 55 | 7 | 24 | 86 | 0 | 119 |
| Totals: | 651 | 70 | 296 | 1017 | 2 | 1340 |

### West Approach Totals

| Hour Ending | Includes Cars, Trucks, & Cyclists: Left | Thru | Right | Grand Total | Total Peds |
|---|---|---|---|---|---|
| 7:00:00 | 0 | 0 | 0 | 0 | 0 |
| 8:00:00 | 15 | 7 | 10 | 32 | 0 |
| 9:00:00 | 18 | 5 | 5 | 28 | 0 |
| 11:00:00 | 0 | 0 | 0 | 0 | 0 |
| 12:00:00 | 22 | 6 | 7 | 35 | 0 |
| 13:00:00 | 34 | 4 | 4 | 42 | 0 |
| 14:00:00 | 41 | 3 | 8 | 52 | 0 |
| 15:00:00 | 0 | 0 | 0 | 0 | 0 |
| 16:00:00 | 30 | 4 | 5 | 39 | 0 |
| 17:00:00 | 49 | 5 | 8 | 62 | 0 |
| 18:00:00 | 29 | 1 | 3 | 33 | 0 |
| | 238 | 35 | 50 | 323 | 0 |

### Calculated Values for Traffic Crossing Major Street

| Hours Ending: | 8:00 | 9:00 | 12:00 | 13:00 | 14:00 | 16:00 | 17:00 | 18:00 |
|---|---|---|---|---|---|---|---|---|
| Crossing Values: | 40 | 65 | 96 | 116 | 105 | 260 | 196 | 91 |

# *Watson Parkway S & Watson Road*

**Count Date:** 10-Oct-2012
**Intersection:** Watson Parkway S & Watson Road / D **Municipality:** Guelph
**Major Road:** Watson Parkway S **Major Road Runs:** N/S one lane each way
**Operating Speed of Major Road:** 60 km/hr **Operating under free flow conditions**

**Warrant #1: Minimum Vehicular Volumes.**

**A. All Approaches.** **80% Satisfied**

| No. of Lanes | Minimum Requirements | | | | | Hours Ending | | | | | | | | Percentage Warrant | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 Lane Each Way | | 2 Lanes Each Way | | 3 Lanes | | | | | | | | | | |
| Flow Condition | 1 Lane F. Flow (Code 1) | 1 Lane R. Flow (Code 2) | 2 Lane F. Flow (Code 3) | 2 Lane R. Flow (Code 4) | or More R. Flow (Code 5) | 8:00 | 9:00 | 12:00 | 13:00 | 14:00 | 16:00 | 17:00 | 18:00 | | |
| 100% | 480 | 720 | 600 | 900 | 1125 | 643 | 804 | 577 | 573 | 616 | 1026 | 1007 | 871 | | 100% |
| 80% | 385 | 575 | 480 | 720 | 900 | | | | | | | | | Yes: | X |
| | | | | | | | | | | | | | | No: | |
| All Approaches | 100% Fulfilled | | | | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | 800 |
| | 80% Fulfilled | | | | | | | | | | | | | | 0 |
| | Actual % if Below 80% | | | | | | | | | | | | | | 0 |
| | | | | | | | | | | | | | | Total: | 800 |
| | | | | | | | | | | | | | | Actual Average (Total/8): | 100% |

**B. Minor Street Both Approaches.**

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 100% | 120 | 170 | 120 | 170 | 170 | 58 | 83 | 148 | 162 | 156 | 356 | 258 | 119 | | 100% |
| 80% | 95 | 135 | 95 | 135 | 135 | | | | | | | | | Yes: | |
| | | | | | | | | | | | | | | No: | X |
| Minor Street Both Approaches | 100% Fulfilled | | | | | | | 100 | 100 | 100 | 100 | 100 | | | 500 |
| | 80% Fulfilled | | | | | | | | | | | | 80 | | 80 |
| | Actual % if Below 80% | | | | | 48 | 69 | | | | | | | | 118 |
| | | | | | | | | | | | | | | Total: | 698 |
| | | | | | | | | | | | | | | Actual Average (Total/8): | 87% |

# *Watson Parkway S & Watson Road*

**Count Date:** 10-Oct-2012
**Intersection:** Watson Parkway S & Watson Road / D **Municipality:** Guelph
**Major Road:** Watson Parkway S **Major Road Runs:** N/S one lane each way
**Operating Speed of Major Road:** 60 km/hr **Operating under free flow conditions**

**Warrant #2: Delay to Cross Traffic.**

**A. Major Street Both Approaches.** **80% Satisfied**

| No. of Lanes | Minimum Requirements | | | | | Hours Ending | | | | | | | | Percentage Warrant |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 Lane Each Way | | 2 Lanes Each Way | | 3 Lanes | | | | | | | | | |
| Flow Condition | 1 Lane F. Flow (Code 1) | 1 Lane R. Flow (Code 2) | 2 Lane F. Flow (Code 3) | 2 Lane R. Flow (Code 4) | or More R. Flow (Code 5) | 8:00 | 9:00 | 12:00 | 13:00 | 14:00 | 16:00 | 17:00 | 18:00 | |
| 100% | 480 | 720 | 600 | 900 | 1125 | 585 | 721 | 429 | 411 | 460 | 670 | 749 | 752 | 100% Yes: |
| 80% | 385 | 575 | 480 | 720 | 900 | | | | | | | | | No: X |
| All Approa-ches | 100% Fulfilled | | | | | 100 | 100 | | | | 100 | 100 | 100 | 500 |
| | 80% Fulfilled | | | | | | | 80 | 80 | 80 | | | | 240 |
| | Actual % if Below 80% | | | | | | | | | | | | | 0 |
| | | | | | | | | | | | | | Total: | 740 |
| | | | | | | | | | | | | | Actual Average (Total/8): | 93% |

**B. Traffic Crossing Major Street.**

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 100% | 50 | 75 | 50 | 75 | 75 | 40 | 65 | 96 | 116 | 105 | 260 | 196 | 91 | 100% Yes: |
| 80% | 40 | 60 | 40 | 60 | 60 | | | | | | | | | No: X |
| All Approa-ches | 100% Fulfilled | | | | | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 700 |
| | 80% Fulfilled | | | | | 80 | | | | | | | | 80 |
| | Actual % if Below 80% | | | | | | | | | | | | | 0 |
| | | | | | | | | | | | | | Total: | 780 |
| | | | | | | | | | | | | | Actual Average (Total/8): | 98% |

# *Watson Parkway S & Watson Road*

**Count Date:** 10-Oct-2012
**Intersection:** Watson Parkway S & Watson Road / D **Municipality:** Guelph
**Major Road:** Watson Parkway S **Major Road Runs:** N/S one lane each way
**Operating Speed of Major Road:** 60 km/hr **Operating under free flow conditions**

**Warrant #3: Accident Experience.**

**Not Satisfied**

**A. Reportable accidents within a twelve month period averaged over 36 consequtive months susceptible to correction by a traffic signal.**

| Minimum Requirements | Actual Number of Accidents | Average Number of Accidents | Fulfilled |
|---|---|---|---|
| 5 | 0 in 0 years | Invalid | 0% |

| | |
|---|---|
| **B. Adequate trial of less restrictive remedies has failed to reduce accident frequency.** | No |
| **C. Either Warrant 1 (Minimum Vehicular Volume) or Warrant 2 (Delay to Cross Traffic) satisfied 80% or more.** | Yes |

**Warrant #4: Combination Warrant.**
**(Used if no warrant satisfied 100%)**

**Satisfied**

| Minimum Requirements | Warrant Satisfied 80% or More | Fulfilled |
|---|---|---|
| Two Warrants Satisfied 80% | Warrant 1 (Minimum Vehicular Volume)<br>Warrant 2 (Delay to Cross Traffic)<br>Warrant 3 (Accident Experience) | Yes<br>Yes<br>No |

**Conclusion: Traffic signal warranted.**

***Accu-Traffic Inc.***
***85 West Wilmot St., Unit 13,***
***Richmond Hill, ON, L4B 1K7***
***Tel: 1- 416-910-0171 Fax: 1-888-711-3125***
***E-mail: solutions@accu-traffic.ca***
***URL: http://www.accu-traffic.ca***

Site Code: 19
Station ID: MC44
Watson Rd N btwn Watson Pkwy N & York Rd

Latitude: 0' 0.0000 Undefined

| Start Time | 12-Nov-20 Thu | NB | SB | Combined Total |
|---|---|---|---|---|
| 12:00 AM | | 15 | 6 | 21 |
| 01:00 | | 3 | 1 | 4 |
| 02:00 | | 2 | 4 | 6 |
| 03:00 | | 3 | 3 | 6 |
| 04:00 | | 0 | 18 | 18 |
| 05:00 | | 11 | 73 | 84 |
| 06:00 | | 16 | 107 | 123 |
| 07:00 | | 28 | 128 | 156 |
| 08:00 | | 29 | 109 | 138 |
| 09:00 | | 37 | 49 | 86 |
| 10:00 | | 27 | 56 | 83 |
| 11:00 | | 30 | 34 | 64 |
| 12:00 PM | | 53 | 60 | 113 |
| 01:00 | | 47 | 53 | 100 |
| 02:00 | | 70 | 53 | 123 |
| 03:00 | | 87 | 60 | 147 |
| 04:00 | | 163 | 46 | 209 |
| 05:00 | | 130 | 50 | 180 |
| 06:00 | | 72 | 34 | 106 |
| 07:00 | | 44 | 17 | 61 |
| 08:00 | | 34 | 22 | 56 |
| 09:00 | | 25 | 15 | 40 |
| 10:00 | | 12 | 8 | 20 |
| 11:00 | | 12 | 4 | 16 |
| Total | | 950 | 1010 | |
| Percent | | 48.5% | 51.5% | |

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***E-mail: solutions@accu-traffic.ca***
***URL: http://www.accu-traffic.ca***

Site Code: 19
Station ID: MC44
Watson Rd N btwn Watson Pkwy N & York Rd

Latitude: 0' 0.0000 Undefined

| Start Time | 13-Nov-20 Fri | NB | SB | Combined Total |
|---|---|---|---|---|
| 12:00 AM | | 22 | 3 | 25 |
| 01:00 | | 4 | 2 | 6 |
| 02:00 | | 2 | 1 | 3 |
| 03:00 | | 5 | 2 | 7 |
| 04:00 | | 2 | 14 | 16 |
| 05:00 | | 12 | 72 | 84 |
| 06:00 | | 15 | 90 | 105 |
| 07:00 | | 23 | 109 | 132 |
| 08:00 | | 34 | 90 | 124 |
| 09:00 | | 36 | 38 | 74 |
| 10:00 | | 27 | 43 | 70 |
| 11:00 | | 27 | 38 | 65 |
| 12:00 PM | | 68 | 57 | 125 |
| 01:00 | | 52 | 42 | 94 |
| 02:00 | | 57 | 59 | 116 |
| 03:00 | | 97 | 47 | 144 |
| 04:00 | | 125 | 43 | 168 |
| 05:00 | | 90 | 52 | 142 |
| 06:00 | | 52 | 42 | 94 |
| 07:00 | | 42 | 26 | 68 |
| 08:00 | | 33 | 16 | 49 |
| 09:00 | | 22 | 13 | 35 |
| 10:00 | | 11 | 3 | 14 |
| 11:00 | | 18 | 16 | 34 |
| Total | | 876 | 918 | |
| Percent | | 48.8% | 51.2% | |

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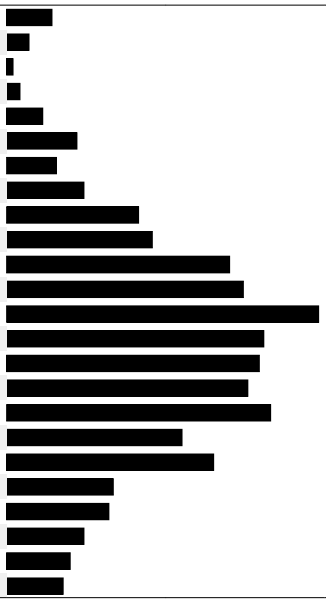
***URL: http://www.accu-traffic.ca***

Site Code: 19
Station ID: MC44
Watson Rd N btwn Watson Pkwy N & York Rd

Latitude: 0' 0.0000 Undefined

| Start Time | 14-Nov-20 Sat | NB | SB | Combined Total |
|---|---|---|---|---|
| 12:00 AM | | 17 | 3 | 20 |
| 01:00 | | 8 | 2 | 10 |
| 02:00 | | 2 | 1 | 3 |
| 03:00 | | 3 | 3 | 6 |
| 04:00 | | 5 | 11 | 16 |
| 05:00 | | 4 | 27 | 31 |
| 06:00 | | 9 | 13 | 22 |
| 07:00 | | 7 | 27 | 34 |
| 08:00 | | 14 | 44 | 58 |
| 09:00 | | 29 | 35 | 64 |
| 10:00 | | 49 | 49 | 98 |
| 11:00 | | 49 | 55 | 104 |
| 12:00 PM | | 80 | 57 | 137 |
| 01:00 | | 61 | 52 | 113 |
| 02:00 | | 57 | 54 | 111 |
| 03:00 | | 63 | 43 | 106 |
| 04:00 | | 63 | 53 | 116 |
| 05:00 | | 47 | 30 | 77 |
| 06:00 | | 55 | 36 | 91 |
| 07:00 | | 27 | 20 | 47 |
| 08:00 | | 22 | 23 | 45 |
| 09:00 | | 19 | 15 | 34 |
| 10:00 | | 13 | 15 | 28 |
| 11:00 | | 17 | 8 | 25 |
| Total | | 720 | 676 | |
| Percent | | 51.6% | 48.4% | |



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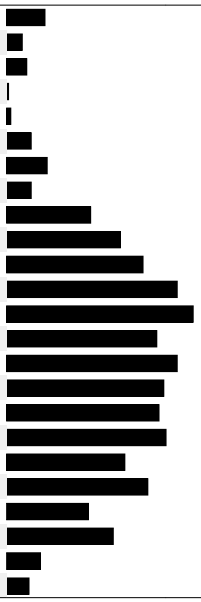
***E-mail: solutions@accu-traffic.ca***
***URL: http://www.accu-traffic.ca***

Site Code: 19
Station ID: MC44
Watson Rd N btwn Watson Pkwy N & York Rd

Latitude: 0' 0.0000 Undefined

| Start Time | 15-Nov-20 Sun | NB | SB | Combined Total |
|---|---|---|---|---|
| 12:00 AM | | 15 | 2 | 17 |
| 01:00 | | 5 | 2 | 7 |
| 02:00 | | 6 | 3 | 9 |
| 03:00 | | 0 | 1 | 1 |
| 04:00 | | 0 | 2 | 2 |
| 05:00 | | 2 | 9 | 11 |
| 06:00 | | 7 | 11 | 18 |
| 07:00 | | 4 | 7 | 11 |
| 08:00 | | 10 | 27 | 37 |
| 09:00 | | 18 | 32 | 50 |
| 10:00 | | 24 | 36 | 60 |
| 11:00 | | 35 | 40 | 75 |
| 12:00 PM | | 45 | 37 | 82 |
| 01:00 | | 30 | 36 | 66 |
| 02:00 | | 45 | 30 | 75 |
| 03:00 | | 33 | 36 | 69 |
| 04:00 | | 35 | 32 | 67 |
| 05:00 | | 35 | 35 | 70 |
| 06:00 | | 27 | 25 | 52 |
| 07:00 | | 43 | 19 | 62 |
| 08:00 | | 20 | 16 | 36 |
| 09:00 | | 23 | 24 | 47 |
| 10:00 | | 5 | 10 | 15 |
| 11:00 | | 5 | 5 | 10 |
| Total | | 472 | 477 | |
| Percent | | 49.7% | 50.3% | |



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***URL: http://www.accu-traffic.ca***

Site Code: 19
Station ID: MC44
Watson Rd N btwn Watson Pkwy N & York Rd

Latitude: 0' 0.0000 Undefined

| Start Time | 16-Nov-20 Mon | NB | SB | Combined Total |
|---|---|---|---|---|
| 12:00 AM | | 4 | 1 | 5 |
| 01:00 | | 2 | 1 | 3 |
| 02:00 | | 2 | 1 | 3 |
| 03:00 | | 1 | 4 | 5 |
| 04:00 | | 3 | 16 | 19 |
| 05:00 | | 7 | 67 | 74 |
| 06:00 | | 17 | 105 | 122 |
| 07:00 | | 22 | 117 | 139 |
| 08:00 | | 38 | 84 | 122 |
| 09:00 | | 24 | 46 | 70 |
| 10:00 | | 19 | 42 | 61 |
| 11:00 | | 27 | 47 | 74 |
| 12:00 PM | | 60 | 52 | 112 |
| 01:00 | | 46 | 47 | 93 |
| 02:00 | | 51 | 57 | 108 |
| 03:00 | | 74 | 55 | 129 |
| 04:00 | | 136 | 49 | 185 |
| 05:00 | | 111 | 36 | 147 |
| 06:00 | | 62 | 29 | 91 |
| 07:00 | | 32 | 19 | 51 |
| 08:00 | | 21 | 15 | 36 |
| 09:00 | | 14 | 9 | 23 |
| 10:00 | | 9 | 7 | 16 |
| 11:00 | | 8 | 4 | 12 |
| Total | | 790 | 910 | |
| Percent | | 46.5% | 53.5% | |

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***URL: http://www.accu-traffic.ca***

Site Code: 19
Station ID: MC44
Watson Rd N btwn Watson Pkwy N & York Rd

Latitude: 0' 0.0000 Undefined

| Start Time | 17-Nov-20 Tue | NB | SB | Combined Total |
|---|---|---|---|---|
| 12:00 AM | | 19 | 2 | 21 |
| 01:00 | | 5 | 1 | 6 |
| 02:00 | | 5 | 1 | 6 |
| 03:00 | | 5 | 4 | 9 |
| 04:00 | | 2 | 19 | 21 |
| 05:00 | | 6 | 77 | 83 |
| 06:00 | | 15 | 108 | 123 |
| 07:00 | | 20 | 121 | 141 |
| 08:00 | | 44 | 111 | 155 |
| 09:00 | | 20 | 42 | 62 |
| 10:00 | | 21 | 37 | 58 |
| 11:00 | | 41 | 41 | 82 |
| 12:00 PM | | 51 | 50 | 101 |
| 01:00 | | 53 | 33 | 86 |
| 02:00 | | 55 | 52 | 107 |
| 03:00 | | 90 | 47 | 137 |
| 04:00 | | 143 | 41 | 184 |
| 05:00 | | 115 | 42 | 157 |
| 06:00 | | 72 | 28 | 100 |
| 07:00 | | 30 | 36 | 66 |
| 08:00 | | 26 | 20 | 46 |
| 09:00 | | 16 | 17 | 33 |
| 10:00 | | 17 | 7 | 24 |
| 11:00 | | 11 | 7 | 18 |
| Total | | 882 | 944 | |
| Percent | | 48.3% | 51.7% | |

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***URL: http://www.accu-traffic.ca***

Site Code: 19
Station ID: MC44
Watson Rd N btwn Watson Pkwy N & York Rd

Latitude: 0' 0.0000 Undefined

| Start Time | 18-Nov-20 Wed | NB | SB | Combined Total |
|---|---|---|---|---|
| 12:00 AM | | 14 | 2 | 16 |
| 01:00 | | 4 | 1 | 5 |
| 02:00 | | 6 | 3 | 9 |
| 03:00 | | 6 | 4 | 10 |
| 04:00 | | 0 | 19 | 19 |
| 05:00 | | 7 | 72 | 79 |
| 06:00 | | 14 | 113 | 127 |
| 07:00 | | 26 | 126 | 152 |
| 08:00 | | 33 | 95 | 128 |
| 09:00 | | 32 | 41 | 73 |
| 10:00 | | 27 | 45 | 72 |
| 11:00 | | 53 | 39 | 92 |
| 12:00 PM | | 62 | 49 | 111 |
| 01:00 | | 54 | 51 | 105 |
| 02:00 | | 49 | 55 | 104 |
| 03:00 | | 90 | 39 | 129 |
| 04:00 | | 140 | 43 | 183 |
| 05:00 | | 121 | 51 | 172 |
| 06:00 | | 71 | 27 | 98 |
| 07:00 | | 44 | 13 | 57 |
| 08:00 | | 28 | 24 | 52 |
| 09:00 | | 21 | 22 | 43 |
| 10:00 | | 10 | 5 | 15 |
| 11:00 | | 11 | 4 | 15 |
| Total | | 923 | 943 | |
| Percent | | 49.5% | 50.5% | |
| Grand Total | | 5613 | 5878 | |
| Percentage | | 48.8% | 51.2% | |
| ADT | | ADT 1,642 | | AADT 1,642 |

***Accu-Traffic Inc.***
***85 West Wilmot St., Unit 13,***
***Richmond Hill, ON, L4B 1K7***
***Tel: 1- 416-910-0171 Fax: 1-888-711-3125***
***E-mail: solutions@accu-traffic.ca***
***URL: http://www.accu-traffic.ca***

Site Code: 10
Station ID: MC09
Alma Street and Metrolinx railway
crossing btwn Crimea and Inkerman
Latitude: 0' 0.0000 Undefined

| Start Time | 28-Sep-20 Mon | NB | SB | Combined Total |
|---|---|---|---|---|
| 12:00 AM | | 2 | 1 | 3 |
| 01:00 | | 0 | 1 | 1 |
| 02:00 | | 1 | 2 | 3 |
| 03:00 | | 3 | 4 | 7 |
| 04:00 | | 1 | 6 | 7 |
| 05:00 | | 13 | 6 | 19 |
| 06:00 | | 23 | 17 | 40 |
| 07:00 | | 57 | 39 | 96 |
| 08:00 | | 63 | 71 | 134 |
| 09:00 | | 44 | 70 | 114 |
| 10:00 | | 44 | 54 | 98 |
| 11:00 | | 52 | 70 | 122 |
| 12:00 PM | | 47 | 85 | 132 |
| 01:00 | | 61 | 83 | 144 |
| 02:00 | | 60 | 75 | 135 |
| 03:00 | | 81 | 110 | 191 |
| 04:00 | | 86 | 108 | 194 |
| 05:00 | | 84 | 103 | 187 |
| 06:00 | | 60 | 62 | 122 |
| 07:00 | | 34 | 39 | 73 |
| 08:00 | | 20 | 29 | 49 |
| 09:00 | | 10 | 11 | 21 |
| 10:00 | | 2 | 9 | 11 |
| 11:00 | | 4 | 8 | 12 |
| Total | | 852 | 1063 | |
| Percent | | 44.5% | 55.5% | |

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***Richmond Hill, ON, L4B 1K7***
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***E-mail: solutions@accu-traffic.ca***
***URL: http://www.accu-traffic.ca***

Site Code: 10
Station ID: MC09
Alma Street and Metrolinx railway
crossing btwn Crimea and Inkerman
Latitude: 0' 0.0000 Undefined

| Start Time | 29-Sep-20 Tue | NB | SB | Combined Total |
|---|---|---|---|---|
| 12:00 AM | | 2 | 5 | 7 |
| 01:00 | | 1 | 1 | 2 |
| 02:00 | | 0 | 2 | 2 |
| 03:00 | | 3 | 1 | 4 |
| 04:00 | | 3 | 4 | 7 |
| 05:00 | | 9 | 9 | 18 |
| 06:00 | | 33 | 15 | 48 |
| 07:00 | | 52 | 40 | 92 |
| 08:00 | | 79 | 75 | 154 |
| 09:00 | | 66 | 69 | 135 |
| 10:00 | | 60 | 84 | 144 |
| 11:00 | | 53 | 81 | 134 |
| 12:00 PM | | 75 | 83 | 158 |
| 01:00 | | 61 | 79 | 140 |
| 02:00 | | 59 | 84 | 143 |
| 03:00 | | 83 | 110 | 193 |
| 04:00 | | 88 | 127 | 215 |
| 05:00 | | 83 | 112 | 195 |
| 06:00 | | 60 | 81 | 141 |
| 07:00 | | 48 | 49 | 97 |
| 08:00 | | 24 | 19 | 43 |
| 09:00 | | 10 | 19 | 29 |
| 10:00 | | 2 | 7 | 9 |
| 11:00 | | 7 | 11 | 18 |
| Total | | 961 | 1167 | |
| Percent | | 45.2% | 54.8% | |

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***Richmond Hill, ON, L4B 1K7***
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***E-mail: solutions@accu-traffic.ca***
***URL: http://www.accu-traffic.ca***

Site Code: 10
Station ID: MC09
Alma Street and Metrolinx railway
crossing btwn Crimea and Inkerman
Latitude: 0' 0.0000 Undefined

| Start Time | 30-Sep-20 Wed | NB | SB | Combined Total |
|---|---|---|---|---|
| 12:00 AM | | 4 | 5 | 9 |
| 01:00 | | 2 | 3 | 5 |
| 02:00 | | 2 | 4 | 6 |
| 03:00 | | 5 | 1 | 6 |
| 04:00 | | 2 | 5 | 7 |
| 05:00 | | 10 | 6 | 16 |
| 06:00 | | 34 | 18 | 52 |
| 07:00 | | 50 | 45 | 95 |
| 08:00 | | 77 | 84 | 161 |
| 09:00 | | 56 | 65 | 121 |
| 10:00 | | 60 | 75 | 135 |
| 11:00 | | 59 | 128 | 187 |
| 12:00 PM | | 65 | 110 | 175 |
| 01:00 | | 62 | 98 | 160 |
| 02:00 | | 61 | 81 | 142 |
| 03:00 | | 70 | 145 | 215 |
| 04:00 | | 79 | 97 | 176 |
| 05:00 | | 61 | 83 | 144 |
| 06:00 | | 39 | 58 | 97 |
| 07:00 | | 31 | 38 | 69 |
| 08:00 | | 19 | 32 | 51 |
| 09:00 | | 13 | 15 | 28 |
| 10:00 | | 7 | 12 | 19 |
| 11:00 | | 7 | 10 | 17 |
| Total | | 875 | 1218 | |
| Percent | | 41.8% | 58.2% | |

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***E-mail: solutions@accu-traffic.ca***
***URL: http://www.accu-traffic.ca***

Site Code: 10
Station ID: MC09
Alma Street and Metrolinx railway
crossing btwn Crimea and Inkerman
Latitude: 0' 0.0000 Undefined

| Start Time | 01-Oct-20 Thu | NB | SB | Combined Total |
|---|---|---|---|---|
| 12:00 AM | | 3 | 4 | 7 |
| 01:00 | | 0 | 6 | 6 |
| 02:00 | | 1 | 2 | 3 |
| 03:00 | | 1 | 1 | 2 |
| 04:00 | | 2 | 5 | 7 |
| 05:00 | | 10 | 8 | 18 |
| 06:00 | | 32 | 24 | 56 |
| 07:00 | | 50 | 29 | 79 |
| 08:00 | | 79 | 88 | 167 |
| 09:00 | | 56 | 45 | 101 |
| 10:00 | | 40 | 46 | 86 |
| 11:00 | | 49 | 68 | 117 |
| 12:00 PM | | 59 | 73 | 132 |
| 01:00 | | 69 | 70 | 139 |
| 02:00 | | 71 | 86 | 157 |
| 03:00 | | 89 | 115 | 204 |
| 04:00 | | 99 | 113 | 212 |
| 05:00 | | 75 | 103 | 178 |
| 06:00 | | 60 | 78 | 138 |
| 07:00 | | 43 | 47 | 90 |
| 08:00 | | 23 | 37 | 60 |
| 09:00 | | 11 | 15 | 26 |
| 10:00 | | 2 | 7 | 9 |
| 11:00 | | 3 | 8 | 11 |
| Total | | 927 | 1078 | |
| Percent | | 46.2% | 53.8% | |

***Accu-Traffic Inc.***
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***E-mail: solutions@accu-traffic.ca***
***URL: http://www.accu-traffic.ca***

Site Code: 10
Station ID: MC09
Alma Street and Metrolinx railway
crossing btwn Crimea and Inkerman
Latitude: 0' 0.0000 Undefined

| Start Time | 02-Oct-20 Fri | NB | SB | Combined Total |
|---|---|---|---|---|
| 12:00 AM | | 3 | 5 | 8 |
| 01:00 | | 0 | 2 | 2 |
| 02:00 | | 1 | 5 | 6 |
| 03:00 | | 1 | 2 | 3 |
| 04:00 | | 3 | 1 | 4 |
| 05:00 | | 8 | 4 | 12 |
| 06:00 | | 26 | 17 | 43 |
| 07:00 | | 42 | 28 | 70 |
| 08:00 | | 82 | 63 | 145 |
| 09:00 | | 41 | 39 | 80 |
| 10:00 | | 50 | 54 | 104 |
| 11:00 | | 72 | 78 | 150 |
| 12:00 PM | | 64 | 94 | 158 |
| 01:00 | | 59 | 98 | 157 |
| 02:00 | | 72 | 97 | 169 |
| 03:00 | | 70 | 126 | 196 |
| 04:00 | | 69 | 124 | 193 |
| 05:00 | | 96 | 70 | 166 |
| 06:00 | | 46 | 53 | 99 |
| 07:00 | | 34 | 49 | 83 |
| 08:00 | | 28 | 30 | 58 |
| 09:00 | | 15 | 19 | 34 |
| 10:00 | | 9 | 16 | 25 |
| 11:00 | | 7 | 9 | 16 |
| Total | | 898 | 1083 | |
| Percent | | 45.3% | 54.7% | |

***Accu-Traffic Inc.***
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***E-mail: solutions@accu-traffic.ca***
***URL: http://www.accu-traffic.ca***

Site Code: 10
Station ID: MC09
Alma Street and Metrolinx railway
crossing btwn Crimea and Inkerman
Latitude: 0' 0.0000 Undefined

| Start Time | 03-Oct-20 Sat | NB | SB | Combined Total |
|---|---|---|---|---|
| 12:00 AM | | 13 | 11 | 24 |
| 01:00 | | 0 | 1 | 1 |
| 02:00 | | 3 | 1 | 4 |
| 03:00 | | 2 | 4 | 6 |
| 04:00 | | 2 | 3 | 5 |
| 05:00 | | 4 | 1 | 5 |
| 06:00 | | 8 | 4 | 12 |
| 07:00 | | 15 | 12 | 27 |
| 08:00 | | 22 | 22 | 44 |
| 09:00 | | 40 | 37 | 77 |
| 10:00 | | 39 | 42 | 81 |
| 11:00 | | 53 | 66 | 119 |
| 12:00 PM | | 66 | 74 | 140 |
| 01:00 | | 74 | 64 | 138 |
| 02:00 | | 63 | 92 | 155 |
| 03:00 | | 64 | 85 | 149 |
| 04:00 | | 57 | 59 | 116 |
| 05:00 | | 63 | 62 | 125 |
| 06:00 | | 46 | 56 | 102 |
| 07:00 | | 29 | 42 | 71 |
| 08:00 | | 18 | 24 | 42 |
| 09:00 | | 11 | 13 | 24 |
| 10:00 | | 6 | 6 | 12 |
| 11:00 | | 9 | 13 | 22 |
| Total | | 707 | 794 | |
| Percent | | 47.1% | 52.9% | |

***Accu-Traffic Inc.***
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***E-mail: solutions@accu-traffic.ca***
***URL: http://www.accu-traffic.ca***

Site Code: 10
Station ID: MC09
Alma Street and Metrolinx railway
crossing btwn Crimea and Inkerman
Latitude: 0' 0.0000 Undefined

| Start Time | 04-Oct-20 Sun | NB | SB | Combined Total |
|---|---|---|---|---|
| 12:00 AM | | 2 | 4 | 6 |
| 01:00 | | 1 | 3 | 4 |
| 02:00 | | 2 | 0 | 2 |
| 03:00 | | 1 | 1 | 2 |
| 04:00 | | 0 | 3 | 3 |
| 05:00 | | 4 | 2 | 6 |
| 06:00 | | 4 | 3 | 7 |
| 07:00 | | 10 | 8 | 18 |
| 08:00 | | 12 | 11 | 23 |
| 09:00 | | 28 | 25 | 53 |
| 10:00 | | 39 | 28 | 67 |
| 11:00 | | 49 | 50 | 99 |
| 12:00 PM | | 58 | 70 | 128 |
| 01:00 | | 46 | 54 | 100 |
| 02:00 | | 41 | 60 | 101 |
| 03:00 | | 49 | 62 | 111 |
| 04:00 | | 44 | 50 | 94 |
| 05:00 | | 35 | 48 | 83 |
| 06:00 | | 30 | 38 | 68 |
| 07:00 | | 18 | 27 | 45 |
| 08:00 | | 14 | 17 | 31 |
| 09:00 | | 12 | 12 | 24 |
| 10:00 | | 5 | 8 | 13 |
| 11:00 | | 1 | 5 | 6 |
| Total | | 505 | 589 | |
| Percent | | 46.2% | 53.8% | |
| Grand Total | | 5725 | 6992 | |
| Percentage | | 45.0% | 55.0% | |
| ADT | | ADT 1,817 | | AADT 1,817 |

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***E-mail: solutions@accu-traffic.ca***
***URL: http://www.accu-traffic.ca***

Site Code: 09
Station ID: MC01
Yorkshire Street and Metrolinx railway
crossing btwn Robinson and Foster
Latitude: 0' 0.0000 Undefined

| Start Time | 28-Sep-20 Mon | NB | SB | Combined Total |
|---|---|---|---|---|
| 12:00 AM | | 1 | 0 | 1 |
| 01:00 | | 2 | 0 | 2 |
| 02:00 | | 3 | 1 | 4 |
| 03:00 | | 4 | 0 | 4 |
| 04:00 | | 0 | 0 | 0 |
| 05:00 | | 2 | 1 | 3 |
| 06:00 | | 7 | 16 | 23 |
| 07:00 | | 29 | 33 | 62 |
| 08:00 | | 89 | 84 | 173 |
| 09:00 | | 39 | 54 | 93 |
| 10:00 | | 41 | 44 | 85 |
| 11:00 | | 53 | 67 | 120 |
| 12:00 PM | | 59 | 74 | 133 |
| 01:00 | | 48 | 44 | 92 |
| 02:00 | | 46 | 52 | 98 |
| 03:00 | | 81 | 96 | 177 |
| 04:00 | | 55 | 64 | 119 |
| 05:00 | | 47 | 55 | 102 |
| 06:00 | | 39 | 44 | 83 |
| 07:00 | | 20 | 32 | 52 |
| 08:00 | | 15 | 13 | 28 |
| 09:00 | | 3 | 9 | 12 |
| 10:00 | | 7 | 4 | 11 |
| 11:00 | | 2 | 4 | 6 |
| Total | | 692 | 791 | |
| Percent | | 46.7% | 53.3% | |

***Accu-Traffic Inc.***
***85 West Wilmot St., Unit 13,***
***Richmond Hill, ON, L4B 1K7***
***Tel: 1- 416-910-0171 Fax: 1-888-711-3125***
***E-mail: solutions@accu-traffic.ca***
***URL: http://www.accu-traffic.ca***

Site Code: 09
Station ID: MC01
Yorkshire Street and Metrolinx railway
crossing btwn Robinson and Foster
Latitude: 0' 0.0000 Undefined

| Start Time | 29-Sep-20 Tue | NB | SB | Combined Total |
|---|---|---|---|---|
| 12:00 AM | | 1 | 2 | 3 |
| 01:00 | | 0 | 1 | 1 |
| 02:00 | | 2 | 1 | 3 |
| 03:00 | | 2 | 2 | 4 |
| 04:00 | | 0 | 0 | 0 |
| 05:00 | | 0 | 4 | 4 |
| 06:00 | | 5 | 17 | 22 |
| 07:00 | | 24 | 27 | 51 |
| 08:00 | | 89 | 90 | 179 |
| 09:00 | | 26 | 46 | 72 |
| 10:00 | | 43 | 58 | 101 |
| 11:00 | | 40 | 85 | 125 |
| 12:00 PM | | 60 | 73 | 133 |
| 01:00 | | 42 | 52 | 94 |
| 02:00 | | 47 | 47 | 94 |
| 03:00 | | 72 | 104 | 176 |
| 04:00 | | 65 | 76 | 141 |
| 05:00 | | 52 | 70 | 122 |
| 06:00 | | 31 | 43 | 74 |
| 07:00 | | 31 | 40 | 71 |
| 08:00 | | 22 | 25 | 47 |
| 09:00 | | 11 | 17 | 28 |
| 10:00 | | 6 | 6 | 12 |
| 11:00 | | 0 | 6 | 6 |
| Total | | 671 | 892 | |
| Percent | | 42.9% | 57.1% | |

***Accu-Traffic Inc.***
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***Richmond Hill, ON, L4B 1K7***
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***E-mail: solutions@accu-traffic.ca***
***URL: http://www.accu-traffic.ca***

Site Code: 09
Station ID: MC01
Yorkshire Street and Metrolinx railway
crossing btwn Robinson and Foster
Latitude: 0' 0.0000 Undefined

| Start Time | 30-Sep-20 Wed | NB | SB | Combined Total |
|---|---|---|---|---|
| 12:00 AM | | 0 | 2 | 2 |
| 01:00 | | 1 | 1 | 2 |
| 02:00 | | 1 | 0 | 1 |
| 03:00 | | 1 | 2 | 3 |
| 04:00 | | 0 | 1 | 1 |
| 05:00 | | 2 | 5 | 7 |
| 06:00 | | 1 | 11 | 12 |
| 07:00 | | 17 | 36 | 53 |
| 08:00 | | 92 | 86 | 178 |
| 09:00 | | 30 | 51 | 81 |
| 10:00 | | 34 | 57 | 91 |
| 11:00 | | 64 | 95 | 159 |
| 12:00 PM | | 63 | 83 | 146 |
| 01:00 | | 43 | 56 | 99 |
| 02:00 | | 56 | 61 | 117 |
| 03:00 | | 60 | 108 | 168 |
| 04:00 | | 53 | 64 | 117 |
| 05:00 | | 50 | 52 | 102 |
| 06:00 | | 40 | 36 | 76 |
| 07:00 | | 36 | 31 | 67 |
| 08:00 | | 22 | 28 | 50 |
| 09:00 | | 8 | 13 | 21 |
| 10:00 | | 5 | 7 | 12 |
| 11:00 | | 1 | 4 | 5 |
| Total | | 680 | 890 | |
| Percent | | 43.3% | 56.7% | |

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***E-mail: solutions@accu-traffic.ca***
***URL: http://www.accu-traffic.ca***

Site Code: 09
Station ID: MC01
Yorkshire Street and Metrolinx railway
crossing btwn Robinson and Foster
Latitude: 0' 0.0000 Undefined

| Start Time | 01-Oct-20 Thu | NB | SB | Combined Total |
|---|---|---|---|---|
| 12:00 AM | | 1 | 4 | 5 |
| 01:00 | | 3 | 2 | 5 |
| 02:00 | | 1 | 1 | 2 |
| 03:00 | | 3 | 0 | 3 |
| 04:00 | | 0 | 0 | 0 |
| 05:00 | | 3 | 4 | 7 |
| 06:00 | | 4 | 12 | 16 |
| 07:00 | | 19 | 28 | 47 |
| 08:00 | | 96 | 73 | 169 |
| 09:00 | | 39 | 48 | 87 |
| 10:00 | | 33 | 48 | 81 |
| 11:00 | | 63 | 84 | 147 |
| 12:00 PM | | 55 | 76 | 131 |
| 01:00 | | 40 | 53 | 93 |
| 02:00 | | 40 | 58 | 98 |
| 03:00 | | 73 | 92 | 165 |
| 04:00 | | 53 | 83 | 136 |
| 05:00 | | 54 | 68 | 122 |
| 06:00 | | 44 | 47 | 91 |
| 07:00 | | 33 | 27 | 60 |
| 08:00 | | 20 | 24 | 44 |
| 09:00 | | 17 | 12 | 29 |
| 10:00 | | 6 | 7 | 13 |
| 11:00 | | 4 | 6 | 10 |
| Total | | 704 | 857 | |
| Percent | | 45.1% | 54.9% | |

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***E-mail: solutions@accu-traffic.ca***
***URL: http://www.accu-traffic.ca***

Site Code: 09
Station ID: MC01
Yorkshire Street and Metrolinx railway
crossing btwn Robinson and Foster
Latitude: 0' 0.0000 Undefined

| Start Time | 02-Oct-20 Fri | NB | SB | Combined Total |
|---|---|---|---|---|
| 12:00 AM | | 1 | 2 | 3 |
| 01:00 | | 1 | 2 | 3 |
| 02:00 | | 1 | 2 | 3 |
| 03:00 | | 1 | 0 | 1 |
| 04:00 | | 2 | 0 | 2 |
| 05:00 | | 0 | 3 | 3 |
| 06:00 | | 5 | 12 | 17 |
| 07:00 | | 22 | 28 | 50 |
| 08:00 | | 75 | 72 | 147 |
| 09:00 | | 41 | 38 | 79 |
| 10:00 | | 29 | 44 | 73 |
| 11:00 | | 53 | 81 | 134 |
| 12:00 PM | | 62 | 67 | 129 |
| 01:00 | | 40 | 56 | 96 |
| 02:00 | | 44 | 52 | 96 |
| 03:00 | | 61 | 100 | 161 |
| 04:00 | | 57 | 81 | 138 |
| 05:00 | | 49 | 69 | 118 |
| 06:00 | | 45 | 50 | 95 |
| 07:00 | | 15 | 28 | 43 |
| 08:00 | | 19 | 19 | 38 |
| 09:00 | | 9 | 14 | 23 |
| 10:00 | | 5 | 8 | 13 |
| 11:00 | | 9 | 11 | 20 |
| Total | | 646 | 839 | |
| Percent | | 43.5% | 56.5% | |

***Accu-Traffic Inc.***
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***Richmond Hill, ON, L4B 1K7***
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***E-mail: solutions@accu-traffic.ca***
***URL: http://www.accu-traffic.ca***

Site Code: 09
Station ID: MC01
Yorkshire Street and Metrolinx railway
crossing btwn Robinson and Foster
Latitude: 0' 0.0000 Undefined

| Start Time | 03-Oct-20 Sat | NB | SB | Combined Total |
|---|---|---|---|---|
| 12:00 AM | | 3 | 1 | 4 |
| 01:00 | | 2 | 0 | 2 |
| 02:00 | | 2 | 0 | 2 |
| 03:00 | | 1 | 0 | 1 |
| 04:00 | | 1 | 1 | 2 |
| 05:00 | | 0 | 2 | 2 |
| 06:00 | | 4 | 1 | 5 |
| 07:00 | | 12 | 22 | 34 |
| 08:00 | | 15 | 25 | 40 |
| 09:00 | | 36 | 61 | 97 |
| 10:00 | | 38 | 53 | 91 |
| 11:00 | | 43 | 55 | 98 |
| 12:00 PM | | 41 | 54 | 95 |
| 01:00 | | 38 | 51 | 89 |
| 02:00 | | 44 | 51 | 95 |
| 03:00 | | 39 | 63 | 102 |
| 04:00 | | 38 | 50 | 88 |
| 05:00 | | 33 | 44 | 77 |
| 06:00 | | 25 | 30 | 55 |
| 07:00 | | 13 | 23 | 36 |
| 08:00 | | 16 | 11 | 27 |
| 09:00 | | 10 | 12 | 22 |
| 10:00 | | 8 | 10 | 18 |
| 11:00 | | 5 | 5 | 10 |
| Total | | 467 | 625 | |
| Percent | | 42.8% | 57.2% | |

***Accu-Traffic Inc.***
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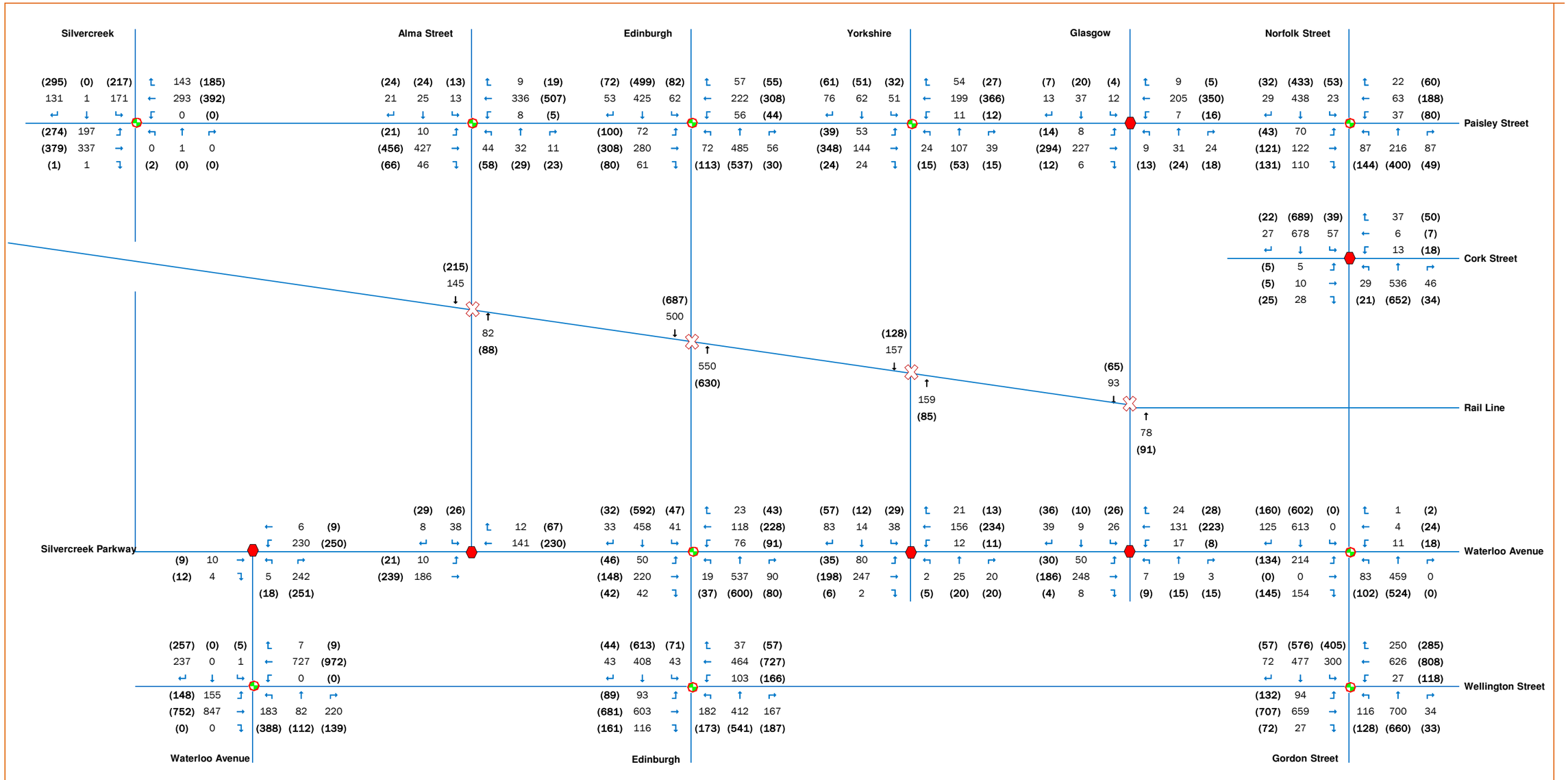
***E-mail: solutions@accu-traffic.ca***
***URL: http://www.accu-traffic.ca***

Site Code: 09
Station ID: MC01
Yorkshire Street and Metrolinx railway
crossing btwn Robinson and Foster
Latitude: 0' 0.0000 Undefined

| Start Time | 04-Oct-20 Sun | NB | SB | Combined Total |
|---|---|---|---|---|
| 12:00 AM | | 2 | 6 | 8 |
| 01:00 | | 1 | 2 | 3 |
| 02:00 | | 1 | 1 | 2 |
| 03:00 | | 0 | 3 | 3 |
| 04:00 | | 2 | 1 | 3 |
| 05:00 | | 2 | 0 | 2 |
| 06:00 | | 1 | 3 | 4 |
| 07:00 | | 5 | 6 | 11 |
| 08:00 | | 9 | 10 | 19 |
| 09:00 | | 12 | 23 | 35 |
| 10:00 | | 24 | 45 | 69 |
| 11:00 | | 32 | 29 | 61 |
| 12:00 PM | | 32 | 36 | 68 |
| 01:00 | | 30 | 31 | 61 |
| 02:00 | | 35 | 51 | 86 |
| 03:00 | | 32 | 41 | 73 |
| 04:00 | | 30 | 33 | 63 |
| 05:00 | | 24 | 31 | 55 |
| 06:00 | | 26 | 29 | 55 |
| 07:00 | | 13 | 18 | 31 |
| 08:00 | | 14 | 14 | 28 |
| 09:00 | | 7 | 9 | 16 |
| 10:00 | | 5 | 5 | 10 |
| 11:00 | | 4 | 8 | 12 |
| Total | | 343 | 435 | |
| Percent | | 44.1% | 55.9% | |
| Grand Total | | 4203 | 5329 | |
| Percentage | | 44.1% | 55.9% | |
| ADT | | ADT 1,362 | | AADT 1,362 |




PARSONS

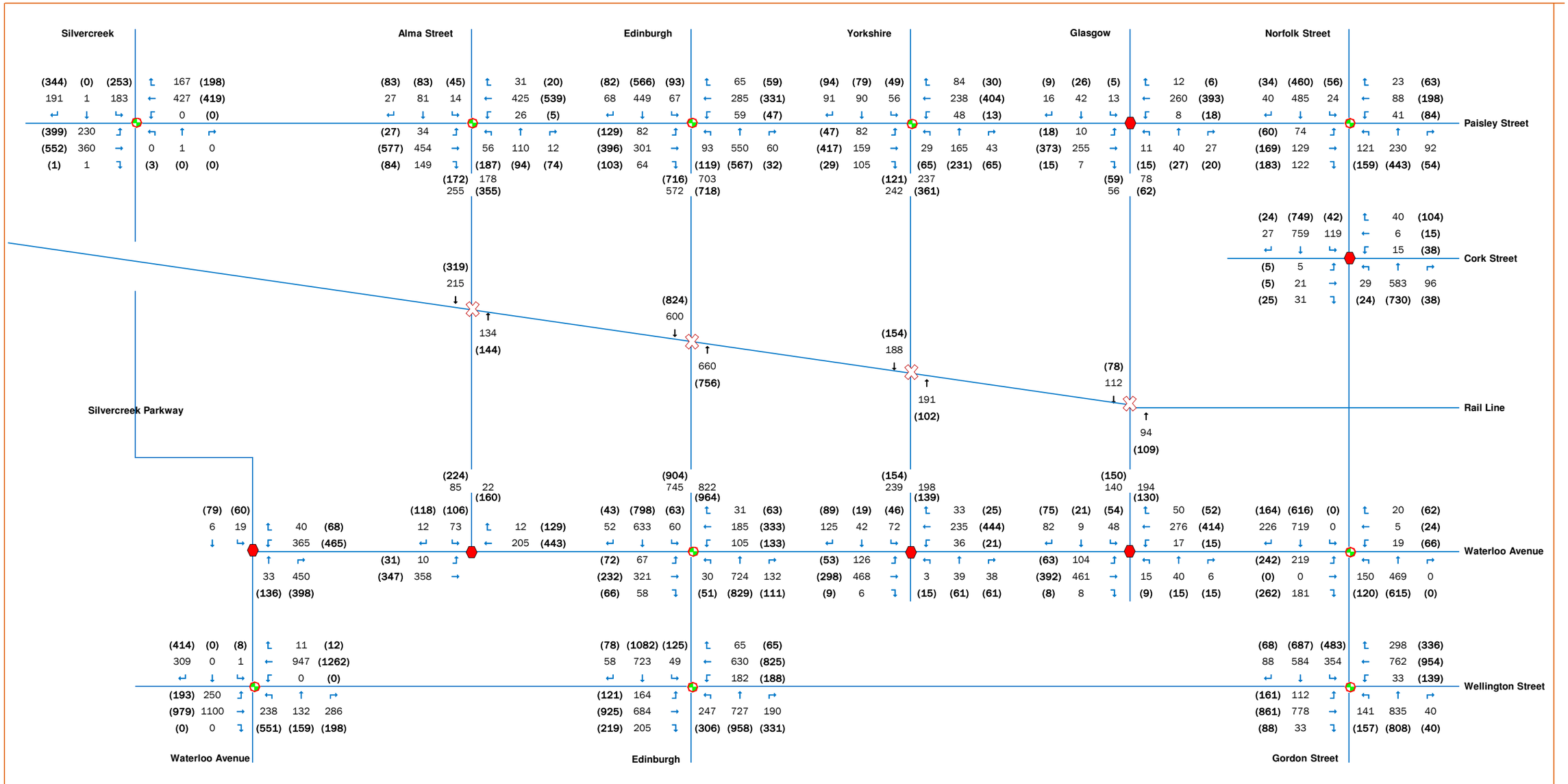
XX (XX) AM (PM)

Signalized Intersection

Stop-Controlled Intersection

Rail Crossing

Guelph Transportation Study - Existing Conditions Volume




PARSONS

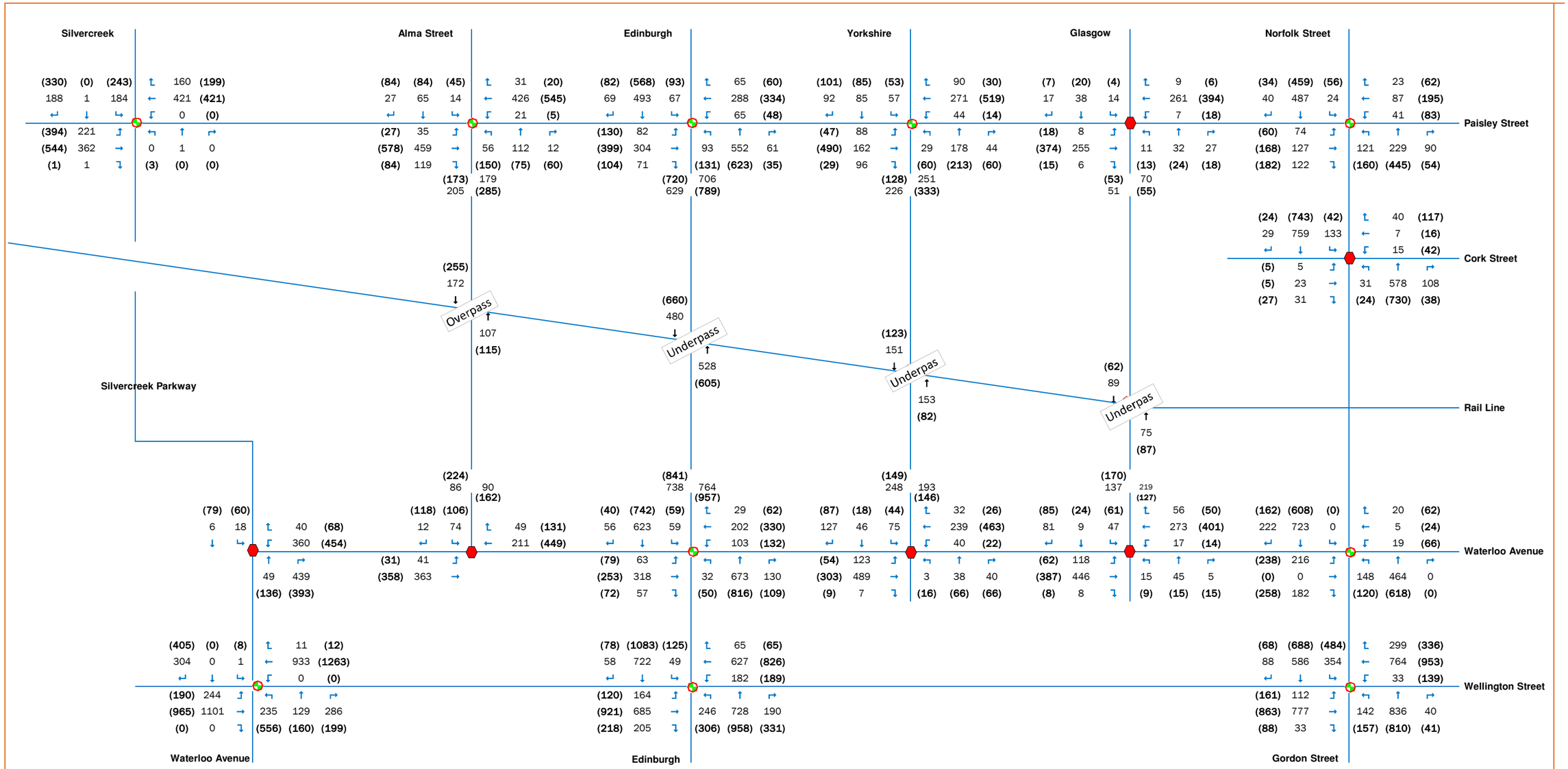
XX (XX) AM (PM)

Signalized Intersection

Stop-Controlled Intersection

Rail Crossing

Guelph Transportation Study - Future (2041) Scenario A1 - Do Nothing



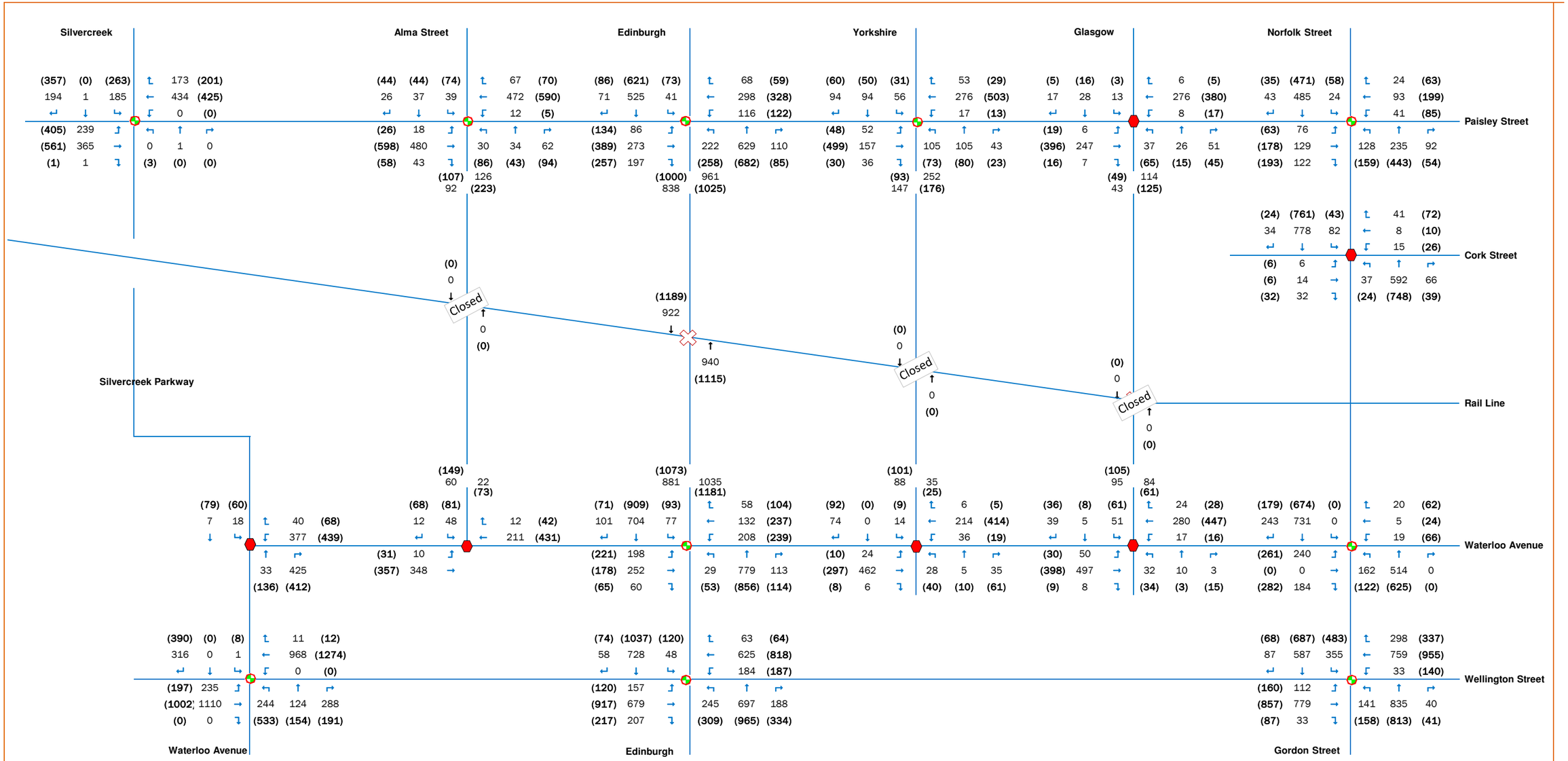

PARSONS

XX (XX) AM (PM)

Signalized Intersection

Stop-Controlled Intersection

Guelph Transportation Study - Future (2041) Scenario A2 - Overpass at Alma St and Underpasses at Edinburgh Rd, Yorkshire and Glasgow St




PARSONS

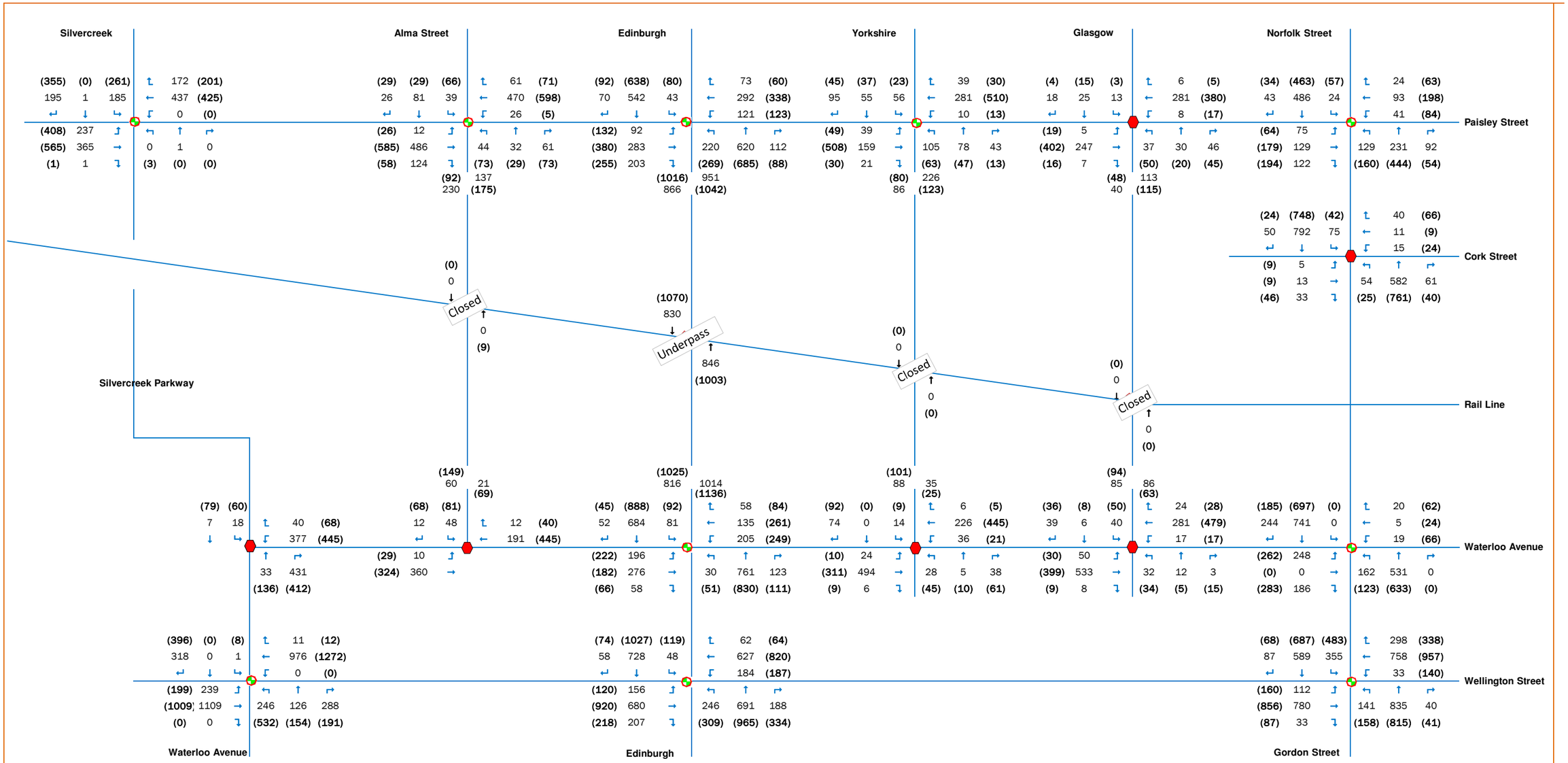
XX (XX) AM (PM)

Signalized Intersection

Stop-Controlled Intersection

Rail Crossing

Guelph Transportation Study - Future (2041) Scenario A3 - Alma/Yorkshire/Glasgow Closed




PARSONS

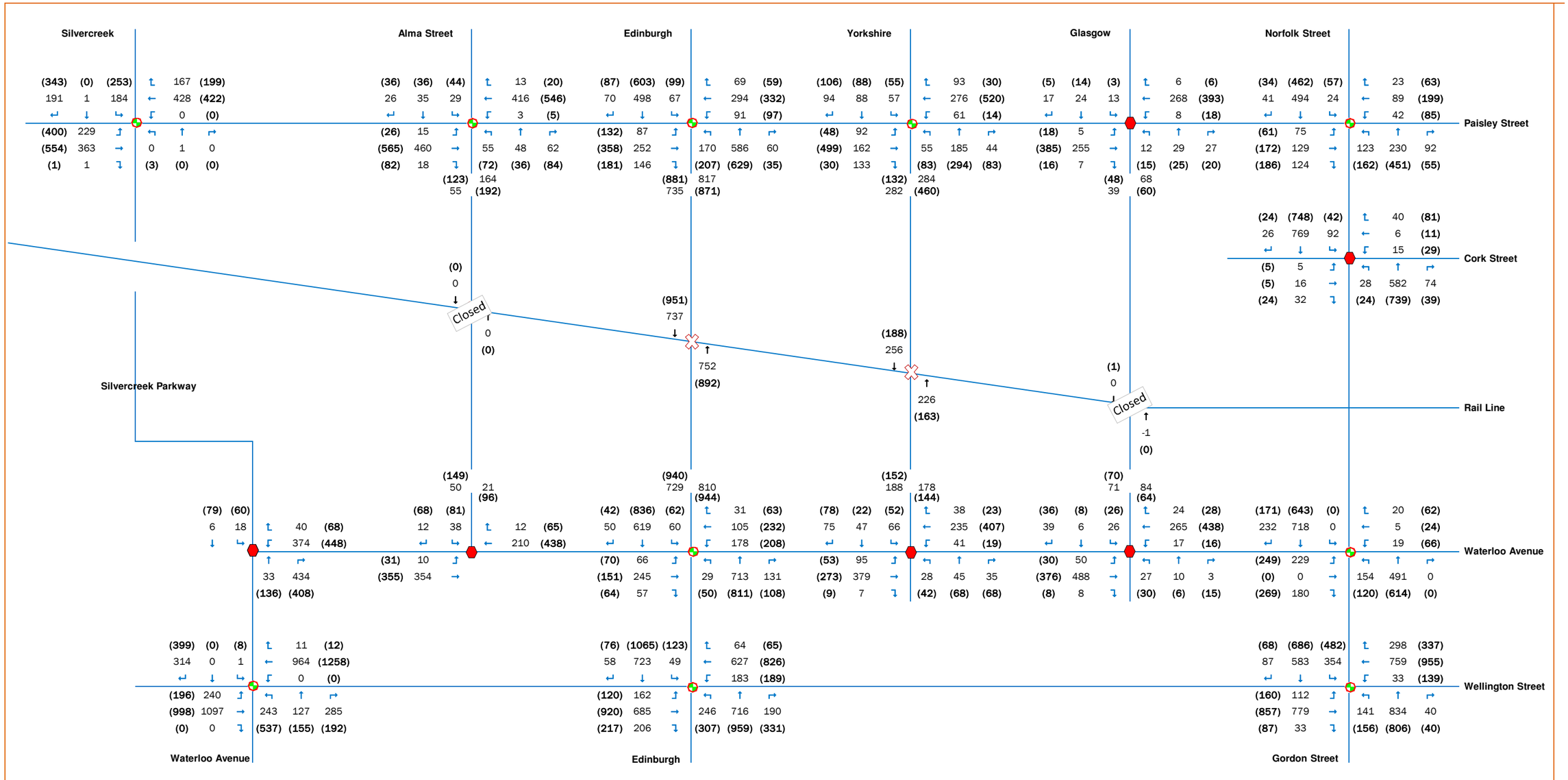
XX (XX) AM (PM)

Signalized Intersection

Stop-Controlled Intersection

Rail Crossing

Guelph Transportation Study - Future (2041) Scenario A4 - Alma/Yorkshire/Glasgow Closure Grade Separation




PARSONS

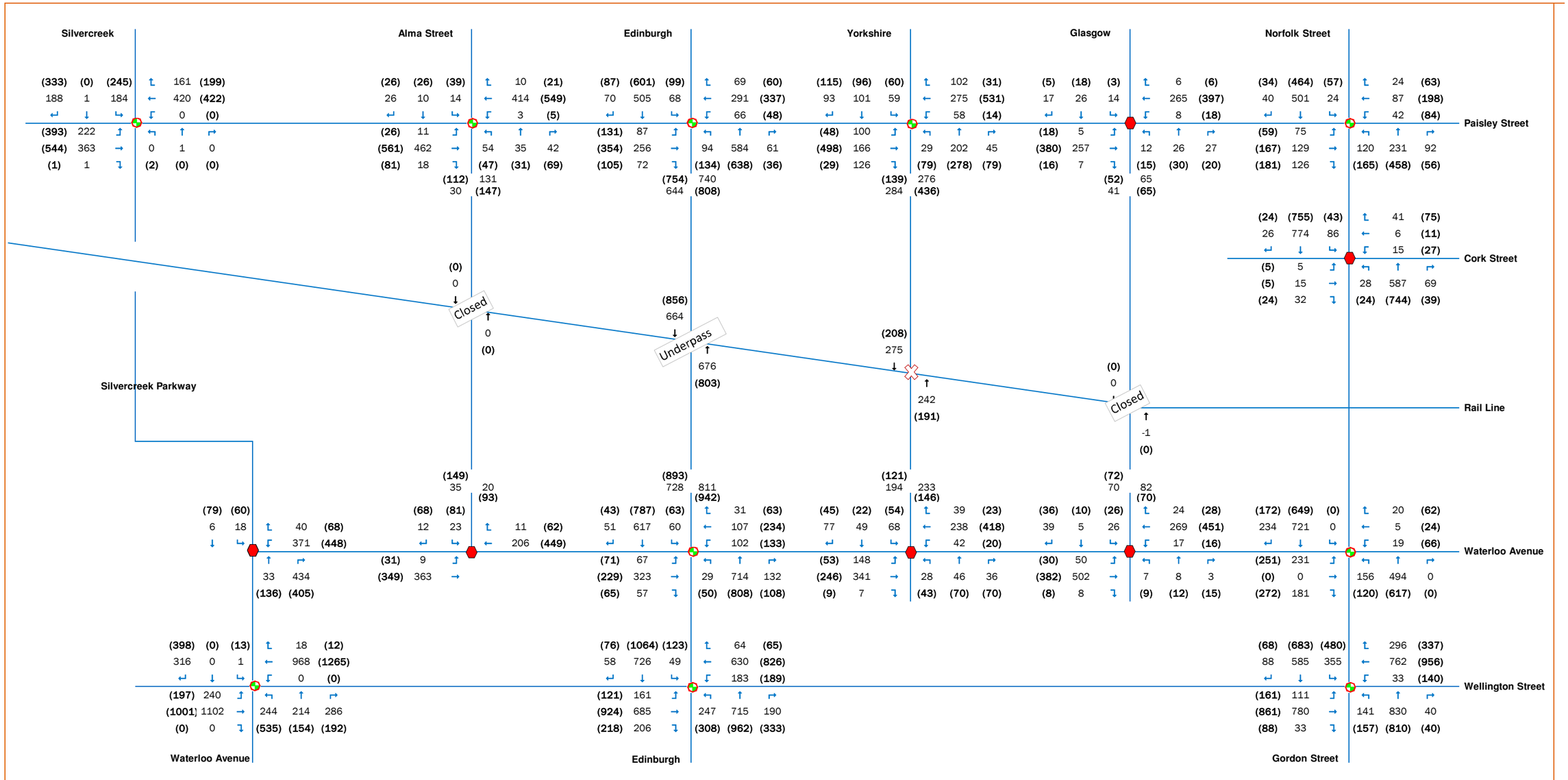
XX (XX) AM (PM)

Signalized Intersection

Stop-Controlled Intersection

Rail Crossing

Guelph Transportation Study - Future (2041) Scenario A5 - Alma/Glasgow Closure Level Rail Crossing




PARSONS

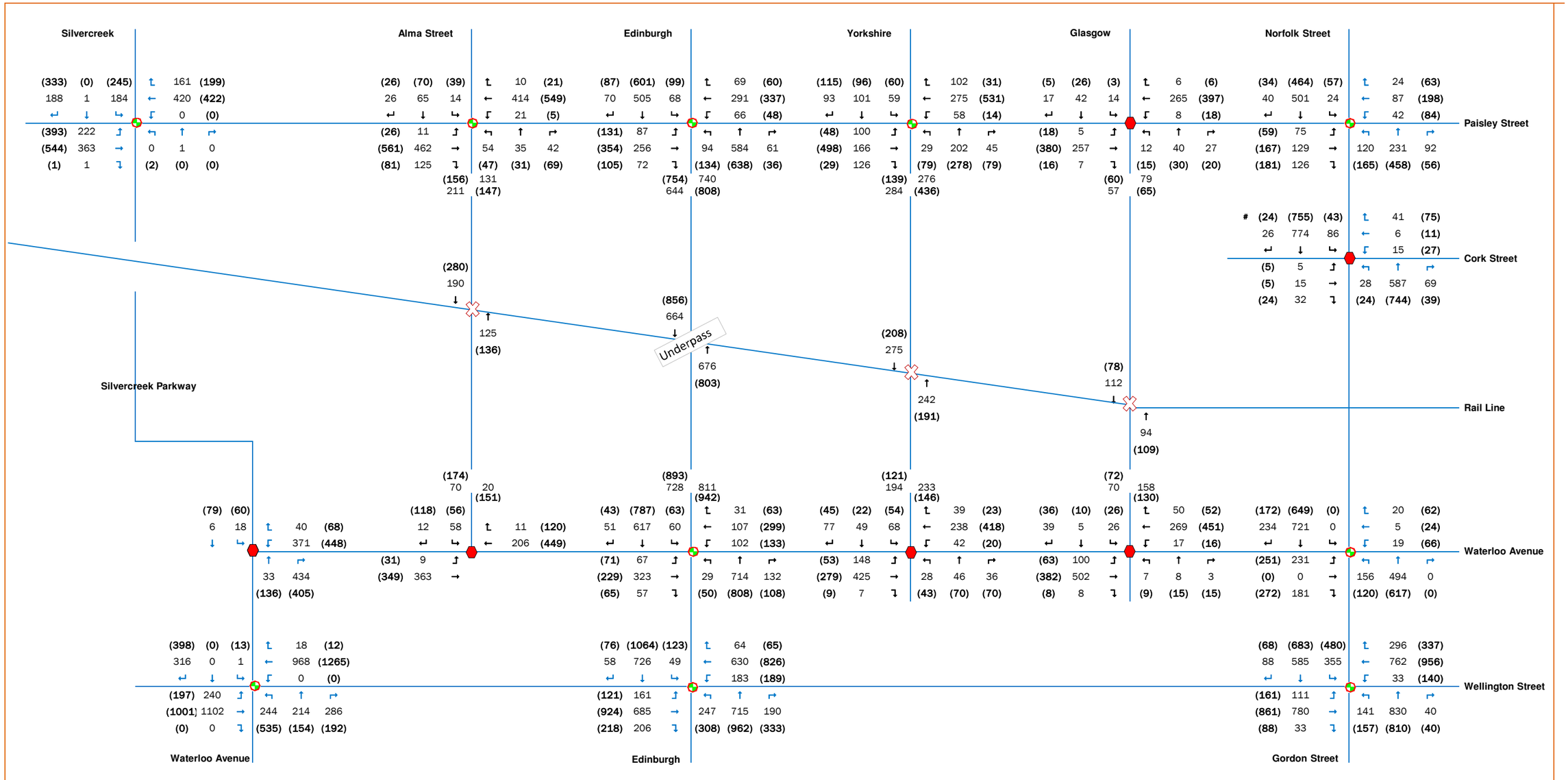
XX (XX) AM (PM)

Signalized Intersection

Stop-Controlled Intersection

Rail Crossing

Guelph Transportation Study - Future (2041) Scenario A6 - Alma/Glasgow Closure Grade Separation




PARSONS

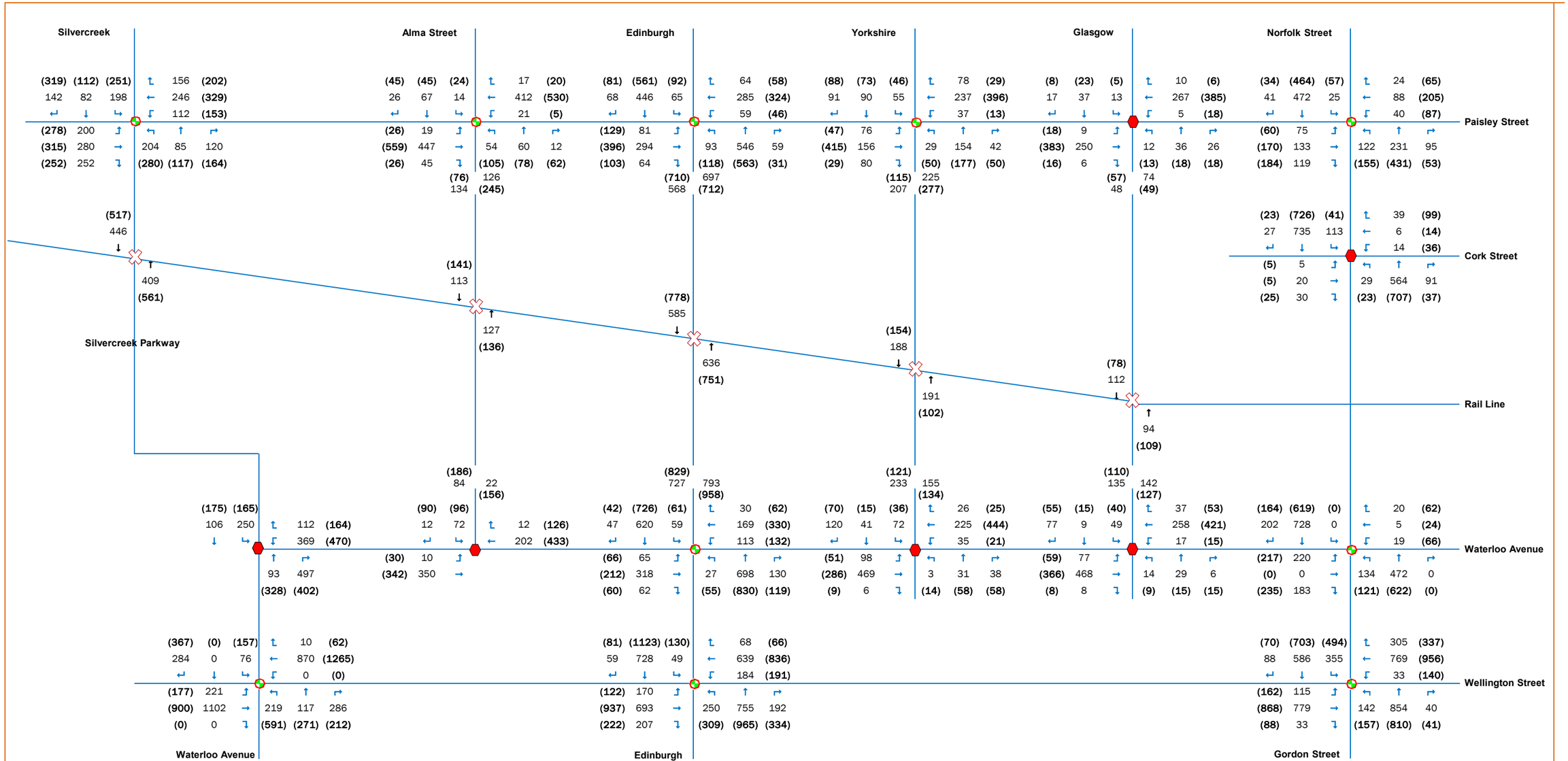
XX (XX) AM (PM)

Signalized Intersection

Stop-Controlled Intersection

Rail Crossing

Guelph Transportation Study - Future (2041) Scenario A7 - Edinburgh Grade Separation and All others at-grade




PARSONS

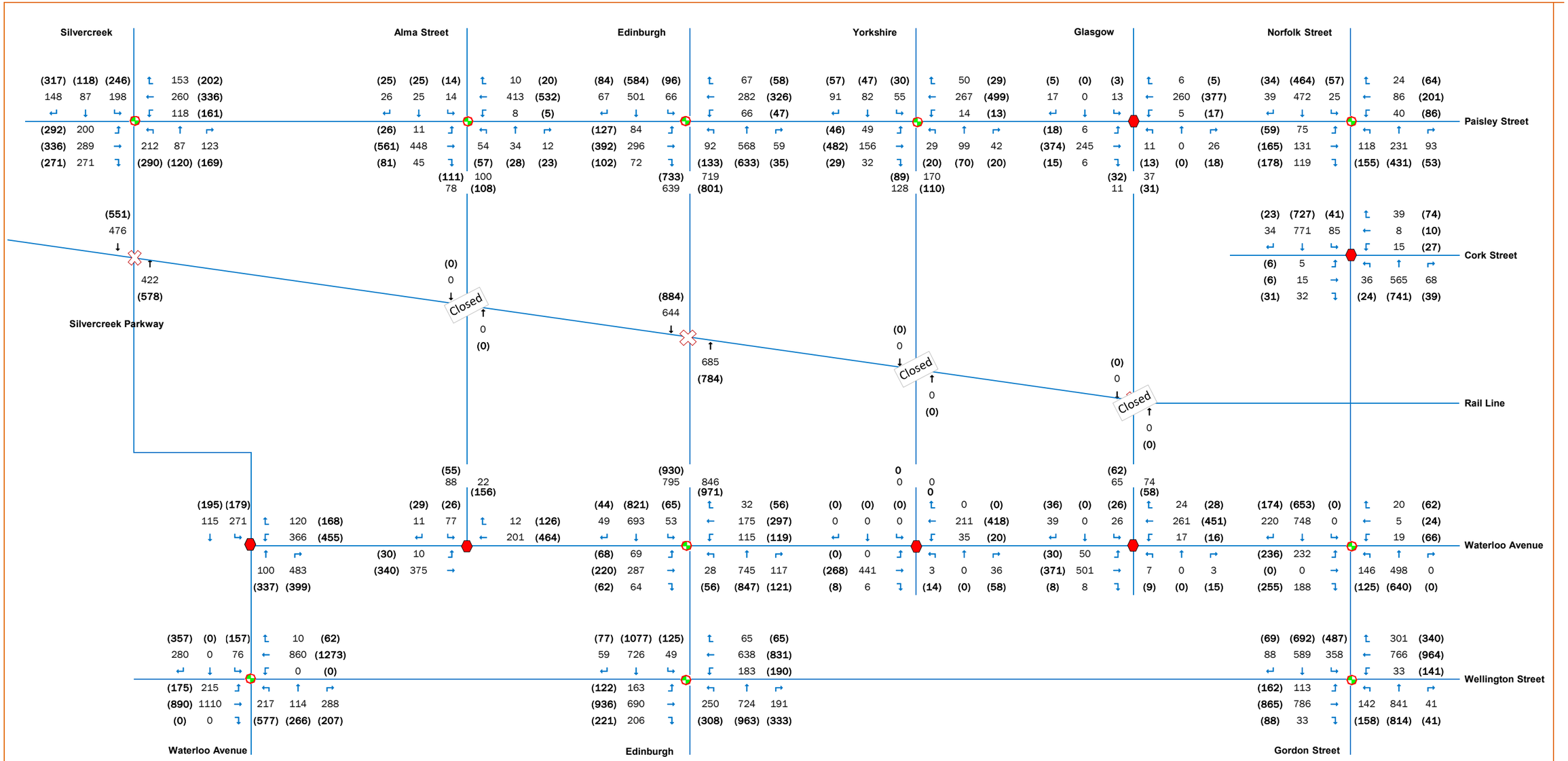
XX (XX) AM (PM)

Signalized Intersection

Stop-Controlled Intersection

Rail Crossing

Guelph Transportation Study - Future (2041) Scenario A1 - Do Nothing




PARSONS

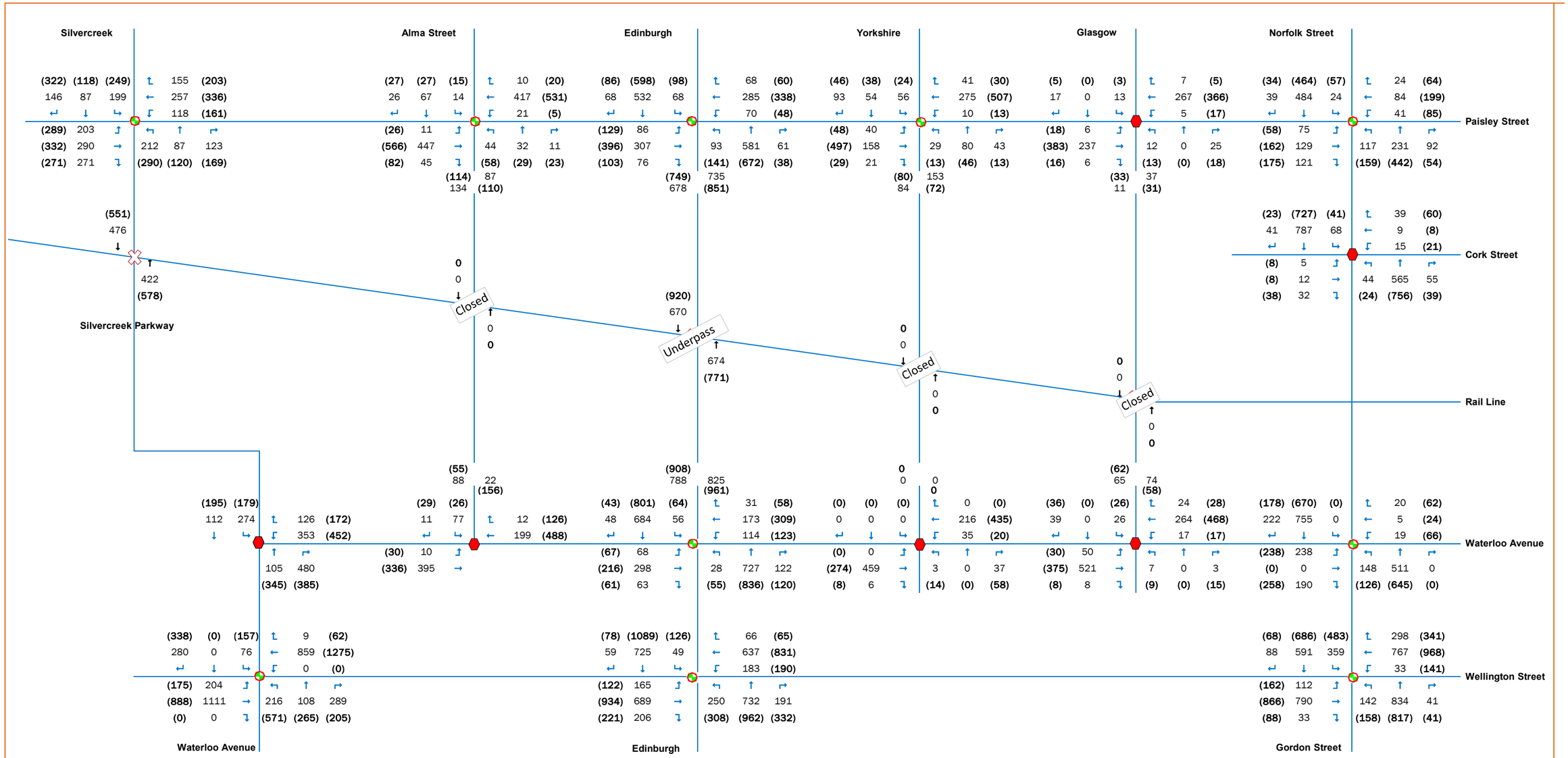
XX (XX) AM (PM)

Signalized Intersection

Stop-Controlled Intersection

Rail Crossing

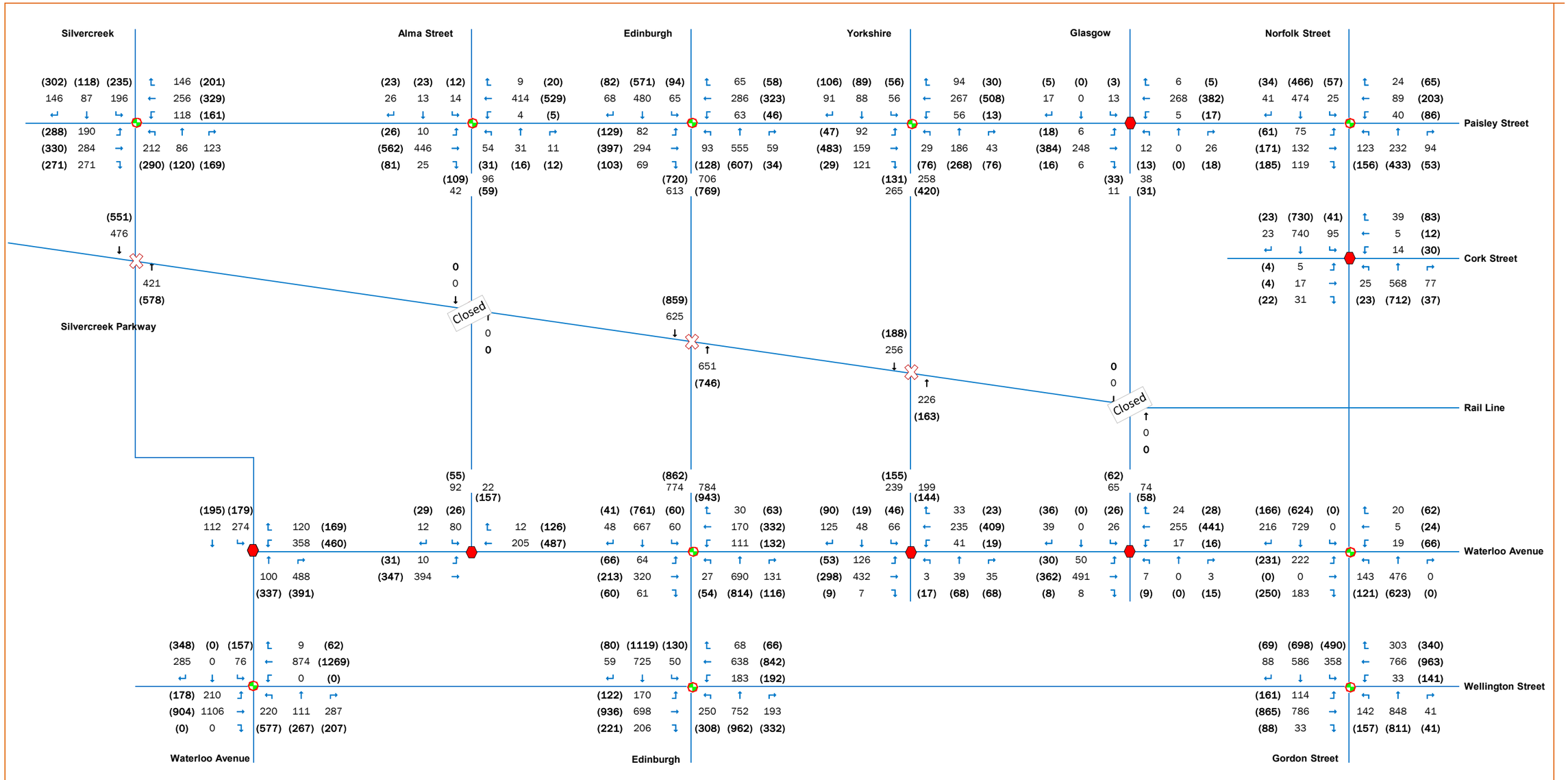
Guelph Transportation Study - Future (2041) Scenario A3 - Alma/Yorkshire/Glasgow Closed and Edinburgh LRC




PARSONS

XX (XX) AM (PM) Signalized Intersection Stop-Controlled Intersection Rail Crossing

Guelph Transportation Study - Future (2041) Scenario A4 - Alma/Yorkshire/Glasgow Closed & Edinburgh G. Separation




PARSONS

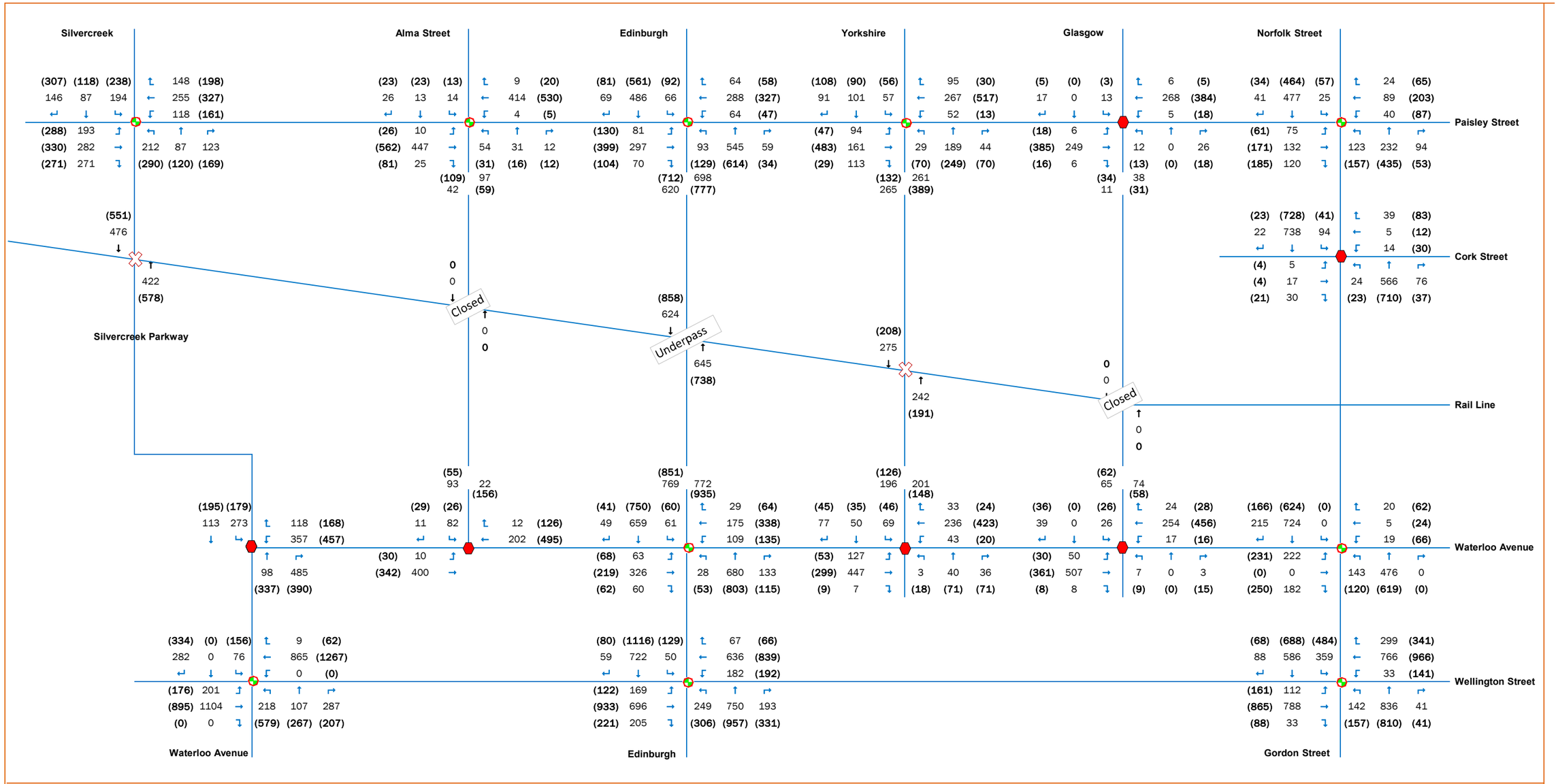
XX (XX) AM (PM)

Signalized Intersection

Stop-Controlled Intersection

Rail Crossing

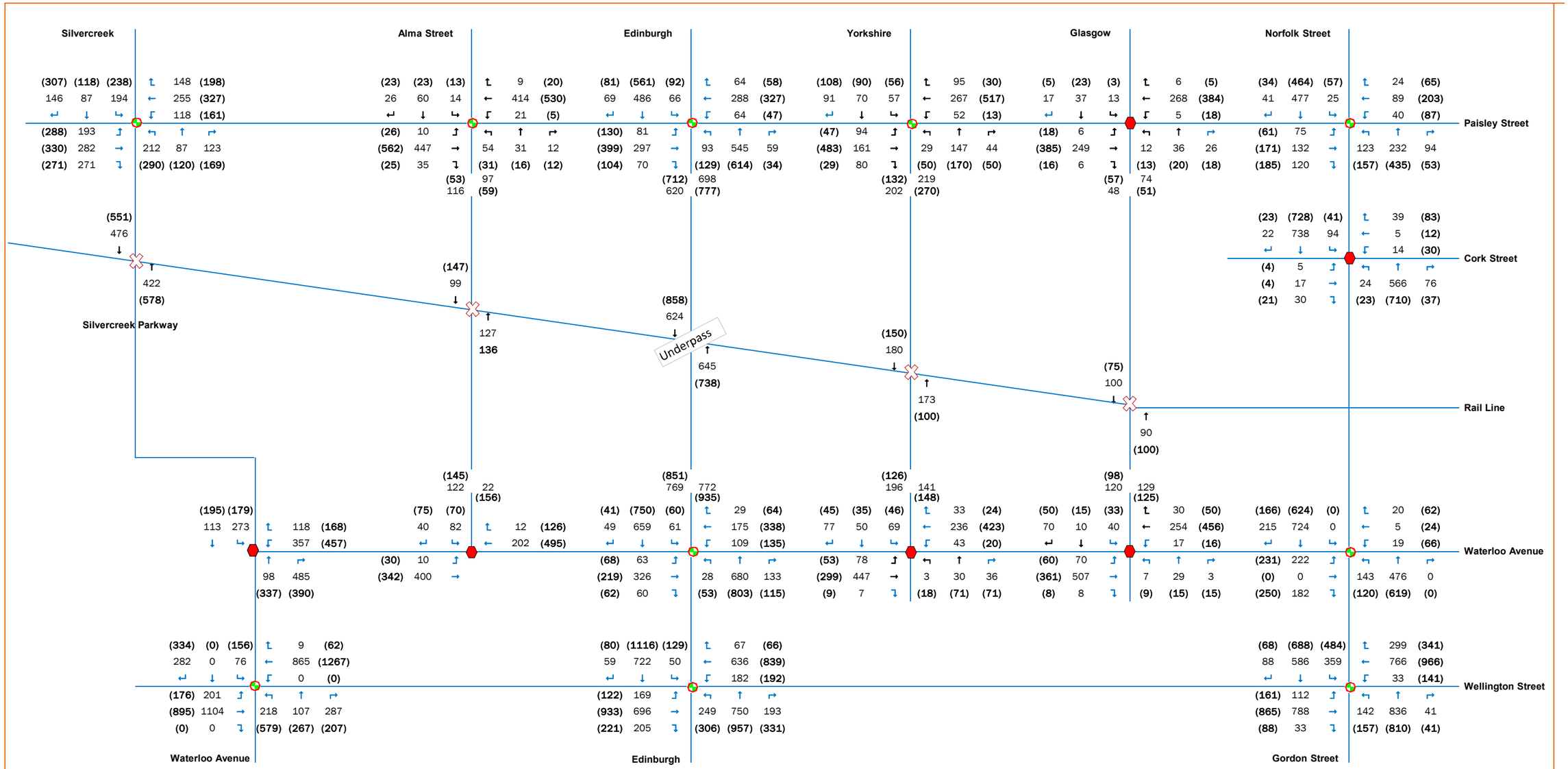
Guelph Transportation Study - Future (2041) Scenario A5 - Alma/Glasgow Closed & Edinburgh/Yorkshire LRC




PARSONS

XX (XX) AM (PM) Signalized Intersection Stop-Controlled Intersection Rail Crossing

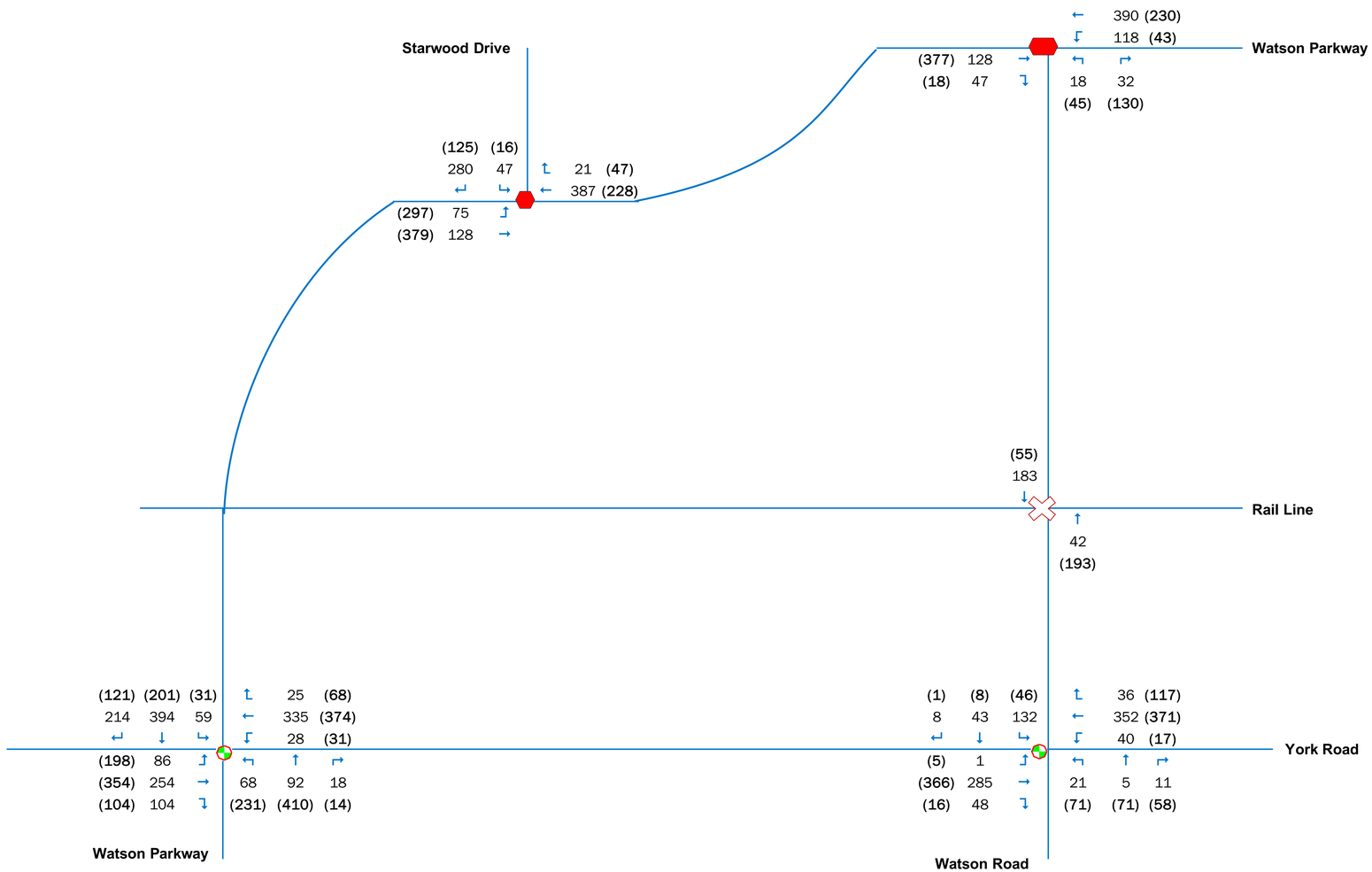
Guelph Transportation Study - Future (2041) Scenario A6 - Alma/Glasgow Closed & Yorkshire LRC & Edinburgh G. Separation




PARSONS

XX (XX) AM (PM) Signalized Intersection Stop-Controlled Intersection Rail Crossing

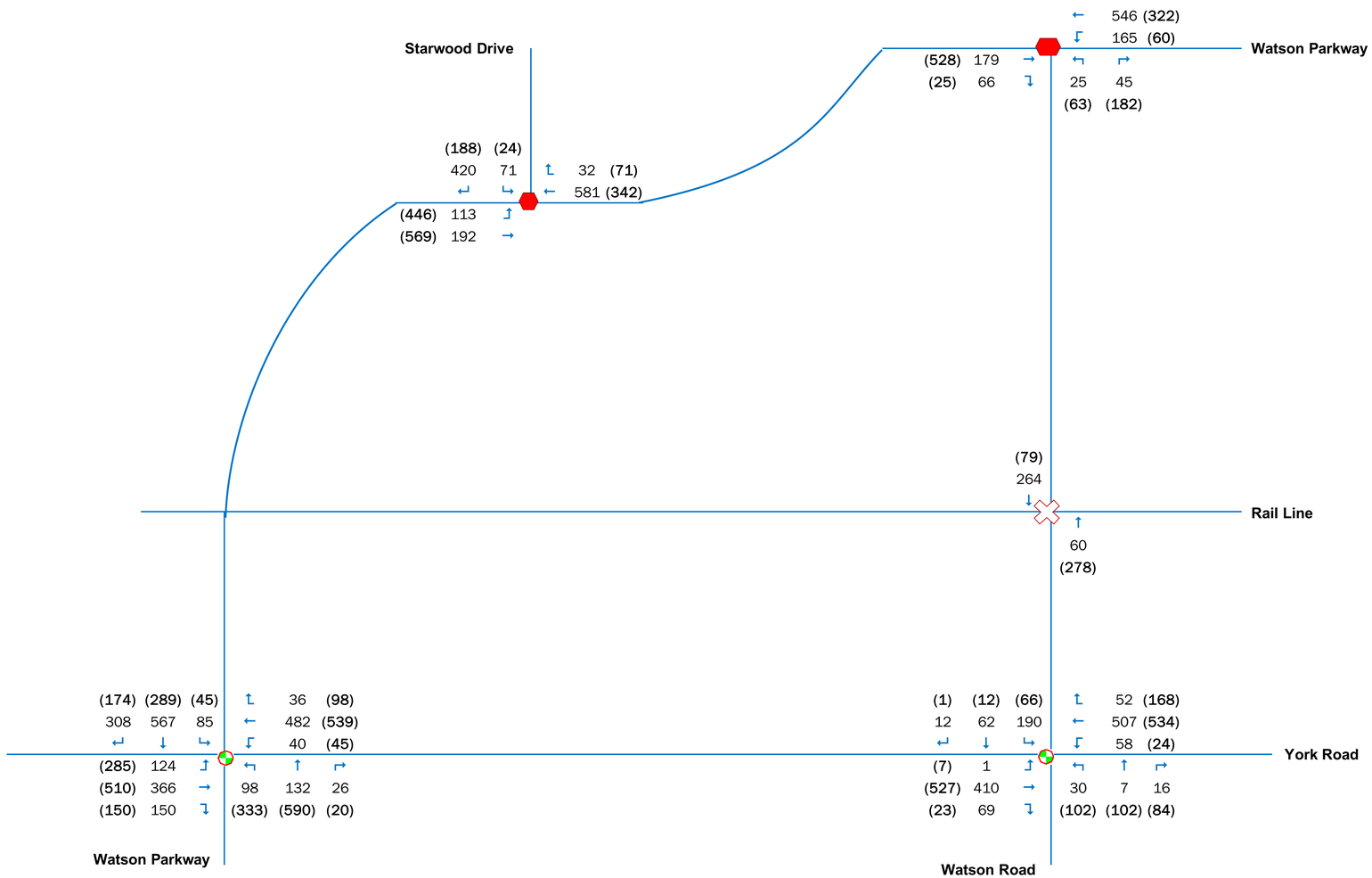
Guelph Transportation Study - Future (2041) Scenario A6 - Edinburgh Grade Separation & Alma/Yorkshire/Glasgow LRC




PARSONS

XX (XX) AM (PM) Signalized Intersection Stop-Controlled Intersection Rail Crossing

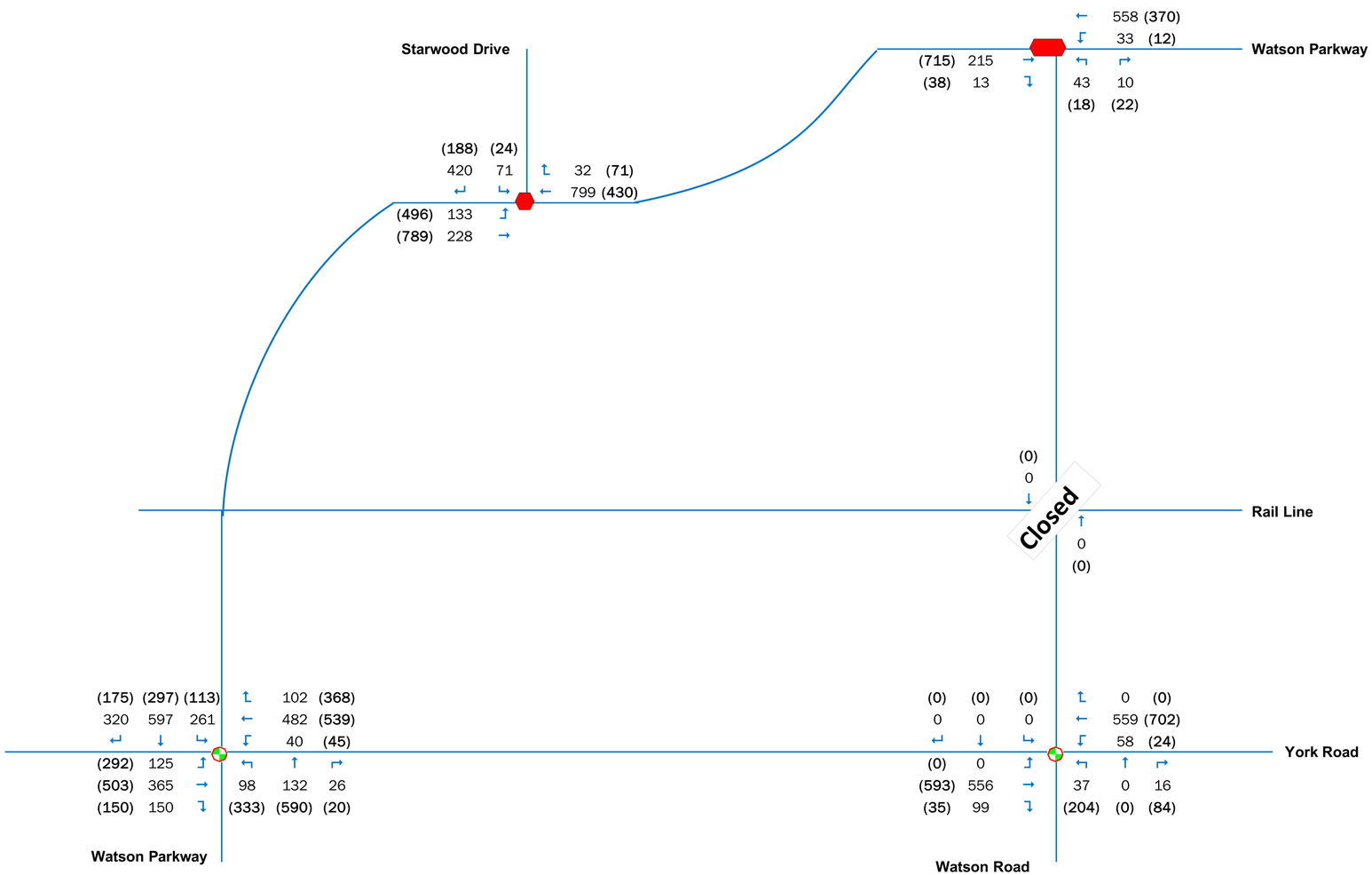
Guelph Transportation Study - Future (2041) Conditions - Do Nothing (B1)




PARSONS

XX (XX) AM (PM) Signalized Intersection Stop-Controlled Intersection Rail Crossing

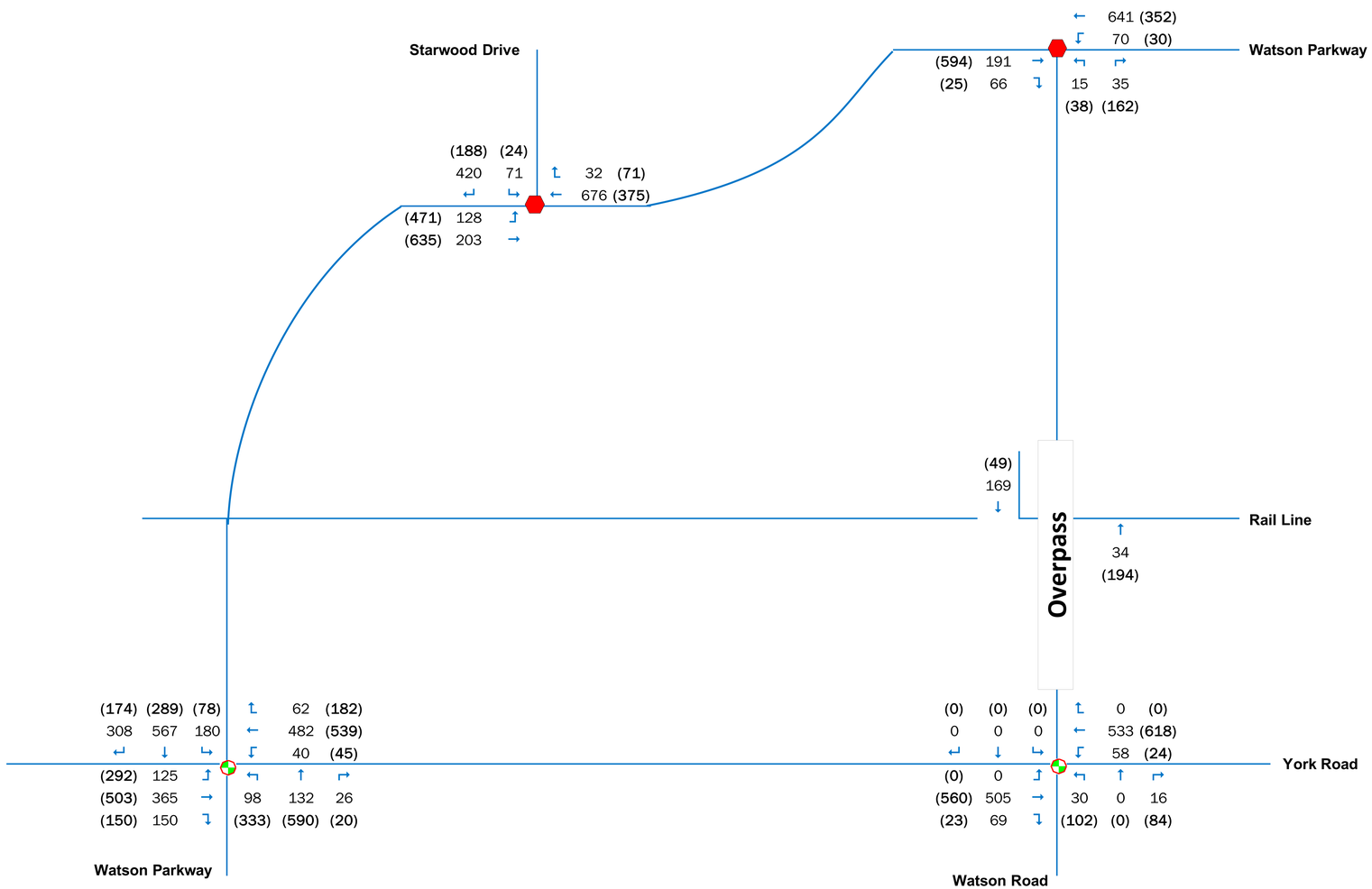
Guelph Transportation Study - Future (2041) Conditions - Do Nothing (B1)




PARSONS

XX (XX) AM (PM) Signalized Intersection Stop-Controlled Intersection

Guelph Transportation Study - Future (2041) Conditions - Closed for All Modes (B3)




PARSONS

XX (XX) AM (PM) Signalized Intersection Stop-Controlled Intersection

Guelph Transportation Study - Future (2041) Conditions - Closed for All Modes (B3)

APPENDIX C

# SIGNAL WARRANT ANALYSES

# Warrant Analysis - Justification 7, Projected Volumes - Scenario A1

| | |
|---|---|
| Horizon Year: | 2041 |
| Jurisdiction: | City of Guelph |
| Major Street: | Norfolk Street |
| Mionor Street: | Cork Street |
| Number of Approach lanes: | 2 |
| Tee Intersection: | No |
| Flow Conditions: | Restricted |
| Both Intersecting Roads Exist | Yes |
| Volume Expansion | 120% |

**Justification 7 Results**

| Warrant | 100% Satisfied | 80% Satisfied | Justification 7 Satisfied |
|---|---|---|---|
| Warrant 1 | NO | NO | NO |
| Warrant 2 | NO | NO | |

| Time Period | Major Street | | | | | | Minor Street | | | | | | Peds Crossing Main Road |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Norfolk Street | | | | | | Cork Street | | | | | | |
| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right | |
| AM Peak Hour | 29 | 583 | 96 | 119 | 759 | 27 | 5 | 21 | 31 | 15 | 6 | 40 | 0 |
| PM Peak Hour | 24 | 730 | 38 | 42 | 749 | 24 | 5 | 5 | 25 | 38 | 15 | 104 | 0 |
| Average Houly Volume (AHV) | 13 | 328 | 34 | 40 | 377 | 13 | 3 | 7 | 14 | 13 | 5 | 36 | 0 |

**Total Volumes**

| Warrant | AHV |
|---|---|
| 1A -All Apchs | 883 |
| 1B - Minor | 78 |
| 2A - Major | 805 |
| 2B - Cross | 23 |

**Major Approach Heavier Left Turn Volumes - Warrant 2B**

| | |
|---|---|
| Heavier Left Turn Volume (LTV) | 40 |
| Opposing Volume (OV) | 328 |
| LTV >120 | No |
| Sum of LTV & OV > 720 | No |
| Both Conditions Met | No |
| Add 50% of LTV to Crossing Volumes | 0 |

## Warrant 1 - Minimum Vehicular Volume

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 1A | Approach Lanes | | 1 | | 2 or more | | AHV | Compliance |
| | Flow Conditions | | Free | Restricted | Free | Restricted | | |
| | | | | | | Yes | | |
| | All Approaches | Requirement | 480 | 720 | 600 | 900 | | |
| | | Volume Expansion | 576 | 864 | 720 | 1080 | 883 | 82% |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 1B | Approach Lanes | | 1 | | 2 or more | | AHV | Compliance |
| | Flow Conditions | | Free | Restricted | Free | Restricted | | |
| | | | | | | Yes | | |
| | Minor Street | Requirement | 120 | 170 | 120 | 170 | | |
| | | Volume Expansion | 144 | 204 | 144 | 204 | 78 | 38% |

## Warrant 2 - Delay to Cross Traffic

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 2A | Approach Lanes | | 1 | | 2 or more | | AHV | Compliance |
| | Flow Conditions | | Free | Restricted | Free | Restricted | | |
| | | | | | | Yes | | |
| | Major Street | Requirement | 480 | 720 | 600 | 900 | | |
| | | Volume Expansion | 576 | 864 | 720 | 1080 | 805 | 75% |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 2B | Approach Lanes | | 1 | | 2 or more | | AHV | Compliance |
| | Flow Conditions | | Free | Restricted | Free | Restricted | | |
| | | | | | | Yes | | |
| | Traffic Crossing Major Street | Requirement | 50 | 75 | 120 | 170 | | |
| | | Volume Expansion | 60 | 90 | 144 | 204 | 23 | 11% |

# Warrant Analysis - Justification 7, Projected Volumes - Scenario A3

| | |
|---|---|
| Horizon Year: | 2041 |
| Jurisdiction: | City of Guelph |
| Major Street: | Norfolk Street |
| Mionor Street: | Cork Street |
| Number of Approach lanes: | 2 |
| Tee Intersection: | No |
| Flow Conditions: | Restricted |
| Both Intersecting Roads Exist | Yes |
| Volume Expansion | 120% |

**Justification 7 Results**

| Warrant | 100% Satisfied | 80% Satisfied | Justification 7 Satisfied |
|---|---|---|---|
| Warrant 1 | NO | NO | NO |
| Warrant 2 | NO | NO | |

| Time Period | Major Street | | | | | | Minor Street | | | | | | Peds Crossing Main Road |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Norfolk Street | | | | | | Cork Street | | | | | | |
| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right | |
| AM Peak Hour | 37 | 592 | 66 | 82 | 778 | 34 | 6 | 14 | 32 | 15 | 8 | 41 | 0 |
| PM Peak Hour | 24 | 748 | 39 | 43 | 761 | 24 | 6 | 6 | 32 | 26 | 10 | 72 | 0 |
| Average Houly Volume (AHV) | 15 | 335 | 26 | 31 | 385 | 15 | 3 | 5 | 16 | 10 | 5 | 28 | 0 |

**Total Volumes**

| Warrant | AHV |
|---|---|
| 1A -All Apchs | 874 |
| 1B - Minor | 67 |
| 2A - Major | 807 |
| 2B - Cross | 18 |

**Major Approach Heavier Left Turn Volumes - Warrant 2B**

| | |
|---|---|
| Heavier Left Turn Volume (LTV) | 31 |
| Opposing Volume (OV) | 335 |
| LTV >120 | No |
| Sum of LTV & OV > 720 | No |
| Both Conditions Met | No |
| Add 50% of LTV to Crossing Volumes | 0 |

**Warrant 1 - Minimum Vehicular Volume**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 1A | Approach Lanes | | 1 | | 2 or more | | AHV | Compliance |
| | Flow Conditions | | Free | Restricted | Free | Restricted | | |
| | | | | | | Yes | | |
| | All Approaches | Requirement | 480 | 720 | 600 | 900 | | |
| | | Volume Expansion | 576 | 864 | 720 | 1080 | 874 | 81% |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 1B | Approach Lanes | | 1 | | 2 or more | | AHV | Compliance |
| | Flow Conditions | | Free | Restricted | Free | Restricted | | |
| | | | | | | Yes | | |
| | Minor Street | Requirement | 120 | 170 | 120 | 170 | | |
| | | Volume Expansion | 144 | 204 | 144 | 204 | 67 | 33% |

**Warrant 2 - Delay to Cross Traffic**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 2A | Approach Lanes | | 1 | | 2 or more | | AHV | Compliance |
| | Flow Conditions | | Free | Restricted | Free | Restricted | | |
| | | | | | | Yes | | |
| | Major Street | Requirement | 480 | 720 | 600 | 900 | | |
| | | Volume Expansion | 576 | 864 | 720 | 1080 | 807 | 75% |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 2B | Approach Lanes | | 1 | | 2 or more | | AHV | Compliance |
| | Flow Conditions | | Free | Restricted | Free | Restricted | | |
| | | | | | | Yes | | |
| | Traffic Crossing Major Street | Requirement | 50 | 75 | 120 | 170 | | |
| | | Volume Expansion | 60 | 90 | 144 | 204 | 18 | 9% |

# Warrant Analysis - Justification 7, Projected Volumes - Scenario A5

| | |
|---|---|
| Horizon Year: | 2041 |
| Jurisdiction: | City of Guelph |
| Major Street: | Norfolk Street |
| Mionor Street: | Cork Street |
| Number of Approach lanes: | 2 |
| Tee Intersection: | No |
| Flow Conditions: | Restricted |
| Both Intersecting Roads Exist | Yes |
| Volume Expansion | 120% |

**Justification 7 Results**

| Warrant | 100% Satisfied | 80% Satisfied | Justification 7 Satisfied |
|---|---|---|---|
| Warrant 1 | NO | NO | NO |
| Warrant 2 | NO | NO | |

| Time Period | Major Street | | | | | | Minor Street | | | | | | Peds Crossing Main Road |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Norfolk Street | | | | | | Cork Street | | | | | | |
| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right | |
| AM Peak Hour | 28 | 582 | 74 | 92 | 769 | 26 | 5 | 16 | 32 | 15 | 6 | 40 | 0 |
| PM Peak Hour | 24 | 739 | 39 | 42 | 748 | 24 | 5 | 5 | 24 | 29 | 11 | 81 | 0 |
| Average Houly Volume (AHV) | 13 | 330 | 28 | 34 | 379 | 13 | 3 | 5 | 14 | 11 | 4 | 30 | 0 |

**Total Volumes**

| Warrant | AHV |
|---|---|
| 1A -All Apchs | 864 |
| 1B - Minor | 67 |
| 2A - Major | 797 |
| 2B - Cross | 19 |

**Major Approach Heavier Left Turn Volumes - Warrant 2B**

| | |
|---|---|
| Heavier Left Turn Volume (LTV) | 34 |
| Opposing Volume (OV) | 330 |
| LTV >120 | No |
| Sum of LTV & OV > 720 | No |
| Both Conditions Met | No |
| Add 50% of LTV to Crossing Volumes | 0 |

**Warrant 1 - Minimum Vehicular Volume**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 1A | Approach Lanes | | 1 | | 2 or more | | AHV | Compliance |
| | Flow Conditions | | Free | Restricted | Free | Restricted | | |
| | | | | | | Yes | | |
| | All Approaches | Requirement | 480 | 720 | 600 | 900 | | |
| | | Volume Expansion | 576 | 864 | 720 | 1080 | 864 | 80% |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 1B | Approach Lanes | | 1 | | 2 or more | | AHV | Compliance |
| | Flow Conditions | | Free | Restricted | Free | Restricted | | |
| | | | | | | Yes | | |
| | Minor Street | Requirement | 120 | 170 | 120 | 170 | | |
| | | Volume Expansion | 144 | 204 | 144 | 204 | 67 | 33% |

**Warrant 2 - Delay to Cross Traffic**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 2A | Approach Lanes | | 1 | | 2 or more | | AHV | Compliance |
| | Flow Conditions | | Free | Restricted | Free | Restricted | | |
| | | | | | | Yes | | |
| | Major Street | Requirement | 480 | 720 | 600 | 900 | | |
| | | Volume Expansion | 576 | 864 | 720 | 1080 | 797 | 74% |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 2B | Approach Lanes | | 1 | | 2 or more | | AHV | Compliance |
| | Flow Conditions | | Free | Restricted | Free | Restricted | | |
| | | | | | | Yes | | |
| | Traffic Crossing Major Street | Requirement | 50 | 75 | 120 | 170 | | |
| | | Volume Expansion | 60 | 90 | 144 | 204 | 19 | 9% |

# Warrant Analysis - Justification 7, Projected Volumes - Scenario A1

| | |
|---|---|
| Horizon Year: | 2041 |
| Jurisdiction: | City of Guelph |
| Major Street: | Silvercreek Parkway/Waterloo Avenue (EB/WB) |
| Mionor Street: | Waterloo Avenue (NB) |
| Number of Approach lanes: | 1 |
| Tee Intersection: | Yes |
| Flow Conditions: | Free |
| Both Intersecting Roads Exist | Yes |
| Volume Expansion | 120% |

## Justification 7 Results

| Warrant | 100% Satisfied | 80% Satisfied | Justification 7 Satisfied |
|---|---|---|---|
| Warrant 1 | YES | YES | YES |
| Warrant 2 | NO | NO | |

| Time Period | Major Street | | | | | | Minor Street | | | | | | Peds Crossing Main Road |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Silvercreek Parkway/Waterloo Avenue (EB/WB) | | | | | | Waterloo Avenue (NB) | | | | | | |
| | Eastbound | | | Westbound | | | Northbound | | | | | | |
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right | |
| AM Peak Hour | 0 | 250 | 106 | 369 | 112 | 0 | 93 | 0 | 497 | 0 | 0 | 0 | 0 |
| PM Peak Hour | 0 | 165 | 175 | 470 | 164 | 0 | 328 | 0 | 497 | 0 | 0 | 0 | 0 |
| Average Houly Volume (AHV) | 0 | 104 | 70 | 210 | 69 | 0 | 105 | 0 | 249 | 0 | 0 | 0 | 0 |

**Total Volumes**

| Warrant | AHV |
|---|---|
| 1A -All Apchs | 807 |
| 1B - Minor | 354 |
| 2A - Major | 453 |
| 2B - Cross | 105 |

**Major Approach Heavier Left Turn Volumes - Warrant 2B**

| | |
|---|---|
| Heavier Left Turn Volume (LTV) | 210 |
| Opposing Volume (OV) | 104 |
| LTV >120 | Yes |
| Sum of LTV & OV > 720 | No |
| Both Conditions Met | No |
| Add 50% of LTV to Crossing Volumes | 0 |

## Warrant 1 - Minimum Vehicular Volume

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 1A | Approach Lanes | | 1 | | 2 or more | | AHV | Compliance |
| | Flow Conditions | | Free | Restricted | Free | Restricted | | |
| | | | Yes | | | | | |
| | All Approaches | Requirement | 480 | 720 | 600 | 900 | | |
| | | Volume Expansion | 576 | 864 | 720 | 1080 | 807 | 100% |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 1B | Approach Lanes | | 1 | | 2 or more | | AHV | Compliance |
| | Flow Conditions | | Free | Restricted | Free | Restricted | | |
| | | | Yes | | | | | |
| | Minor Street | Requirement | 180 | 255 | 180 | 255 | | |
| | | Volume Expansion | 216 | 306 | 216 | 306 | 354 | 100% |

## Warrant 2 - Delay to Cross Traffic

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 2A | Approach Lanes | | 1 | | 2 or more | | AHV | Compliance |
| | Flow Conditions | | Free | Restricted | Free | Restricted | | |
| | | | Yes | | | | | |
| | Major Street | Requirement | 480 | 720 | 600 | 900 | | |
| | | Volume Expansion | 576 | 864 | 720 | 1080 | 453 | 79% |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 2B | Approach Lanes | | 1 | | 2 or more | | AHV | Compliance |
| | Flow Conditions | | Free | Restricted | Free | Restricted | | |
| | | | Yes | | | | | |
| | Traffic Crossing Major Street | Requirement | 50 | 75 | 120 | 170 | | |
| | | Volume Expansion | 60 | 90 | 144 | 204 | 105 | 100% |

# Warrant Analysis - Justification 7, Projected Volumes - Scenario A3

| | |
|---|---|
| Horizon Year: | 2041 |
| Jurisdiction: | City of Guelph |
| Major Street: | Silvercreek Parkway/Waterloo Avenue (EB/WB) |
| Mionor Street: | Waterloo Avenue (NB) |
| Number of Approach lanes: | 1 |
| Tee Intersection: | Yes |
| Flow Conditions: | Free |
| Both Intersecting Roads Exist | Yes |
| Volume Expansion | 120% |

## Justification 7 Results

| Warrant | 100% Satisfied | 80% Satisfied | Justification 7 Satisfied |
|---|---|---|---|
| Warrant 1 | YES | YES | YES |
| Warrant 2 | NO | YES | |

| Time Period | Major Street | | | | | | Minor Street | | | | | | Peds Crossing Main Road |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Silvercreek Parkway/Waterloo Avenue (EB/WB) | | | | | | Waterloo Avenue (NB) | | | | | | |
| | Eastbound | | | Westbound | | | Northbound | | | | | | |
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right | |
| AM Peak Hour | 0 | 271 | 115 | 366 | 120 | 0 | 100 | 0 | 483 | 0 | 0 | 0 | 0 |
| PM Peak Hour | 0 | 179 | 195 | 455 | 168 | 0 | 337 | 0 | 399 | 0 | 0 | 0 | 0 |
| Average Houly Volume (AHV) | 0 | 113 | 78 | 205 | 72 | 0 | 109 | 0 | 221 | 0 | 0 | 0 | 0 |

### Total Volumes

| Warrant | AHV |
|---|---|
| 1A -All Apchs | 798 |
| 1B - Minor | 330 |
| 2A - Major | 468 |
| 2B - Cross | 109 |

### Major Approach Heavier Left Turn Volumes - Warrant 2B

| | |
|---|---|
| Heavier Left Turn Volume (LTV) | 205 |
| Opposing Volume (OV) | 113 |
| LTV >120 | Yes |
| Sum of LTV & OV > 720 | No |
| Both Conditions Met | No |
| Add 50% of LTV to Crossing Volumes | 0 |

## Warrant 1 - Minimum Vehicular Volume

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 1A | Approach Lanes | | 1 | | 2 or more | | AHV | Compliance |
| | Flow Conditions | | Free | Restricted | Free | Restricted | | |
| | | | Yes | | | | | |
| | All Approaches | Requirement | 480 | 720 | 600 | 900 | | |
| | | Volume Expansion | 576 | 864 | 720 | 1080 | 798 | 100% |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 1B | Approach Lanes | | 1 | | 2 or more | | AHV | Compliance |
| | Flow Conditions | | Free | Restricted | Free | Restricted | | |
| | | | Yes | | | | | |
| | Minor Street | Requirement | 180 | 255 | 180 | 255 | | |
| | | Volume Expansion | 216 | 306 | 216 | 306 | 330 | 100% |

## Warrant 2 - Delay to Cross Traffic

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 2A | Approach Lanes | | 1 | | 2 or more | | AHV | Compliance |
| | Flow Conditions | | Free | Restricted | Free | Restricted | | |
| | | | Yes | | | | | |
| | Major Street | Requirement | 480 | 720 | 600 | 900 | | |
| | | Volume Expansion | 576 | 864 | 720 | 1080 | 468 | 81% |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 2B | Approach Lanes | | 1 | | 2 or more | | AHV | Compliance |
| | Flow Conditions | | Free | Restricted | Free | Restricted | | |
| | | | Yes | | | | | |
| | Traffic Crossing Major Street | Requirement | 50 | 75 | 120 | 170 | | |
| | | Volume Expansion | 60 | 90 | 144 | 204 | 109 | 100% |

# Warrant Analysis - Justification 7, Projected Volumes - Scenario A5

| | |
|---|---|
| Horizon Year: | 2041 |
| Jurisdiction: | City of Guelph |
| Major Street: | Silvercreek Parkway/Waterloo Avenue (EB/WB) |
| Mionor Street: | Waterloo Avenue (NB) |
| Number of Approach lanes: | 1 |
| Tee Intersection: | Yes |
| Flow Conditions: | Free |
| Both Intersecting Roads Exist | Yes |
| Volume Expansion | 120% |

## Justification 7 Results

| Warrant | 100% Satisfied | 80% Satisfied | Justification 7 Satisfied |
|---|---|---|---|
| Warrant 1 | YES | YES | YES |
| Warrant 2 | NO | YES | |

| Time Period | Major Street | | | | | | Minor Street | | | | | | Peds Crossing Main Road |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Silvercreek Parkway/Waterloo Avenue (EB/WB) | | | | | | Waterloo Avenue (NB) | | | | | | |
| | Eastbound | | | Westbound | | | Northbound | | | | | | |
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right | |
| AM Peak Hour | 0 | 274 | 112 | 358 | 120 | 0 | 100 | 0 | 488 | 0 | 0 | 0 | 0 |
| PM Peak Hour | 0 | 179 | 195 | 460 | 169 | 0 | 337 | 0 | 391 | 0 | 0 | 0 | 0 |
| Average Houly Volume (AHV) | 0 | 113 | 77 | 205 | 72 | 0 | 109 | 0 | 220 | 0 | 0 | 0 | 0 |

### Total Volumes

| Warrant | AHV |
|---|---|
| 1A -All Apchs | 796 |
| 1B - Minor | 329 |
| 2A - Major | 467 |
| 2B - Cross | 109 |

### Major Approach Heavier Left Turn Volumes - Warrant 2B

| | |
|---|---|
| Heavier Left Turn Volume (LTV) | 205 |
| Opposing Volume (OV) | 113 |
| LTV >120 | Yes |
| Sum of LTV & OV > 720 | No |
| Both Conditions Met | No |
| Add 50% of LTV to Crossing Volumes | 0 |

## Warrant 1 - Minimum Vehicular Volume

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 1A | Approach Lanes | | 1 | | 2 or more | | AHV | Compliance |
| | Flow Conditions | | Free | Restricted | Free | Restricted | | |
| | | | Yes | | | | | |
| | All Approaches | Requirement | 480 | 720 | 600 | 900 | | |
| | | Volume Expansion | 576 | 864 | 720 | 1080 | 796 | 100% |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 1B | Approach Lanes | | 1 | | 2 or more | | AHV | Compliance |
| | Flow Conditions | | Free | Restricted | Free | Restricted | | |
| | | | Yes | | | | | |
| | Minor Street | Requirement | 180 | 255 | 180 | 255 | | |
| | | Volume Expansion | 216 | 306 | 216 | 306 | 329 | 100% |

## Warrant 2 - Delay to Cross Traffic

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 2A | Approach Lanes | | 1 | | 2 or more | | AHV | Compliance |
| | Flow Conditions | | Free | Restricted | Free | Restricted | | |
| | | | Yes | | | | | |
| | Major Street | Requirement | 480 | 720 | 600 | 900 | | |
| | | Volume Expansion | 576 | 864 | 720 | 1080 | 467 | 81% |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 2B | Approach Lanes | | 1 | | 2 or more | | AHV | Compliance |
| | Flow Conditions | | Free | Restricted | Free | Restricted | | |
| | | | Yes | | | | | |
| | Traffic Crossing Major Street | Requirement | 50 | 75 | 120 | 170 | | |
| | | Volume Expansion | 60 | 90 | 144 | 204 | 109 | 100% |

APPENDIX D1

# SYNCHRO REPORTS (STUDY AREA A) SILVERCREEK CLOSED

| Lane Group | EBL | EBT | WBT | NBT | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 230 | 360 | 427 | 1 | 183 | 1 | 191 |
| Future Volume (vph) | 230 | 360 | 427 | 1 | 183 | 1 | 191 |
| Lane Group Flow (vph) | 250 | 392 | 646 | 1 | 0 | 200 | 208 |
| Turn Type | pm+pt | NA | NA | NA | Perm | NA | Perm |
| Protected Phases | 5 | 2 | 6 | 4 | | 8 | |
| Permitted Phases | 2 | | | | 8 | | 8 |
| Detector Phase | 5 | 2 | 6 | 4 | 8 | 8 | 8 |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 10.0 | 7.0 | 7.0 | 7.0 | 7.0 |
| Minimum Split (s) | 9.0 | 31.0 | 31.0 | 28.0 | 28.0 | 28.0 | 28.0 |
| Total Split (s) | 14.0 | 62.0 | 48.0 | 28.0 | 28.0 | 28.0 | 28.0 |
| Total Split (%) | 15.6% | 68.9% | 53.3% | 31.1% | 31.1% | 31.1% | 31.1% |
| Yellow Time (s) | 3.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 0.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 |
| Lead/Lag | Lead | | Lag | | | | |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | None | C-Max | C-Max | Max | Max | Max | Max |
| v/c Ratio | 0.63 | 0.36 | 0.77 | 0.00 | | 0.63 | 0.40 |
| Control Delay | 13.9 | 9.4 | 34.7 | 26.0 | | 40.8 | 6.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 13.9 | 9.4 | 34.7 | 26.0 | | 40.8 | 6.6 |
| Queue Length 50th (m) | 15.5 | 29.8 | 98.8 | 0.1 | | 31.0 | 0.0 |
| Queue Length 95th (m) | 25.2 | 45.7 | 141.2 | 1.3 | | 53.9 | 16.1 |
| Internal Link Dist (m) | | 220.7 | 464.5 | 75.7 | | 165.4 | |
| Turn Bay Length (m) | | | | | | | |
| Base Capacity (vph) | 411 | 1103 | 838 | 459 | | 315 | 525 |
| 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 | 0.61 | 0.36 | 0.77 | 0.00 | | 0.63 | 0.40 |

## Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 1: Paisley St & Silvercreek Pkwy

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 230 | 360 | 1 | 0 | 427 | 167 | 0 | 1 | 0 | 183 | 1 | 191 |
| Future Volume (vph) | 230 | 360 | 1 | 0 | 427 | 167 | 0 | 1 | 0 | 183 | 1 | 191 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 3.0 | 6.0 | | | 6.0 | | | 6.0 | | | 6.0 | 6.0 |
| Lane Util. Factor | 1.00 | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | | | 0.99 | | | 1.00 | | | 1.00 | 0.98 |
| Flpb, ped/bikes | 1.00 | 1.00 | | | 1.00 | | | 1.00 | | | 0.96 | 1.00 |
| Frt | 1.00 | 1.00 | | | 0.96 | | | 1.00 | | | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | | 1.00 | | | 1.00 | | | 0.95 | 1.00 |
| Satd. Flow (prot) | 1731 | 1772 | | | 1722 | | | 1879 | | | 1691 | 1506 |
| Flt Permitted | 0.21 | 1.00 | | | 1.00 | | | 1.00 | | | 0.73 | 1.00 |
| Satd. Flow (perm) | 377 | 1772 | | | 1722 | | | 1879 | | | 1291 | 1506 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 250 | 391 | 1 | 0 | 464 | 182 | 0 | 1 | 0 | 199 | 1 | 208 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 157 |
| Lane Group Flow (vph) | 250 | 392 | 0 | 0 | 631 | 0 | 0 | 1 | 0 | 0 | 200 | 51 |
| Confl. Peds. (#/hr) | 18 | | 5 | 5 | | 18 | 6 | | 18 | 18 | | 6 |
| Heavy Vehicles (%) | 3% | 6% | 0% | 0% | 2% | 7% | 0% | 0% | 0% | 2% | 0% | 4% |
| Turn Type | pm+pt | NA | | | NA | | | NA | | Perm | NA | Perm |
| Protected Phases | 5 | 2 | | | 6 | | | 4 | | | 8 | |
| Permitted Phases | 2 | | | 6 | | | 4 | | | 8 | | 8 |
| Actuated Green, G (s) | 56.0 | 56.0 | | | 43.0 | | | 22.0 | | | 22.0 | 22.0 |
| Effective Green, g (s) | 56.0 | 56.0 | | | 43.0 | | | 22.0 | | | 22.0 | 22.0 |
| Actuated g/C Ratio | 0.62 | 0.62 | | | 0.48 | | | 0.24 | | | 0.24 | 0.24 |
| Clearance Time (s) | 3.0 | 6.0 | | | 6.0 | | | 6.0 | | | 6.0 | 6.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | | | 3.0 | | | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 385 | 1102 | | | 822 | | | 459 | | | 315 | 368 |
| v/s Ratio Prot | c0.07 | 0.22 | | | c0.37 | | | 0.00 | | | | |
| v/s Ratio Perm | 0.33 | | | | | | | | | | c0.15 | 0.03 |
| v/c Ratio | 0.65 | 0.36 | | | 0.77 | | | 0.00 | | | 0.63 | 0.14 |
| Uniform Delay, d1 | 12.0 | 8.2 | | | 19.4 | | | 25.7 | | | 30.4 | 26.6 |
| Progression Factor | 1.00 | 1.00 | | | 1.45 | | | 1.00 | | | 1.00 | 1.00 |
| Incremental Delay, d2 | 3.8 | 0.9 | | | 6.4 | | | 0.0 | | | 9.4 | 0.8 |
| Delay (s) | 15.7 | 9.1 | | | 34.4 | | | 25.7 | | | 39.8 | 27.4 |
| Level of Service | B | A | | | C | | | C | | | D | C |
| Approach Delay (s) | | 11.7 | | | 34.4 | | | 25.7 | | | 33.5 | |
| Approach LOS | | B | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 25.6 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.71 | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 15.0 |
| Intersection Capacity Utilization | 87.3% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 365 | 40 | 33 | 450 | 19 | 6 |
| Future Volume (Veh/h) | 365 | 40 | 33 | 450 | 19 | 6 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 397 | 43 | 36 | 489 | 21 | 7 |
| Pedestrians | 1 | | 7 | | | |
| Lane Width (m) | 3.5 | | 3.5 | | | |
| Walking Speed (m/s) | 1.1 | | 1.1 | | | |
| Percent Blockage | 0 | | 1 | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | 146 | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 93 | 37 | | | 526 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 93 | 37 | | | 526 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 55 | 96 | | | 98 | |
| cM capacity (veh/h) | 882 | 1040 | | | 1050 | |

| Direction, Lane # | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|
| Volume Total | 397 | 43 | 36 | 489 | 21 | 7 |
| Volume Left | 397 | 0 | 0 | 0 | 21 | 0 |
| Volume Right | 0 | 43 | 0 | 489 | 0 | 0 |
| cSH | 882 | 1040 | 1700 | 1700 | 1050 | 1700 |
| Volume to Capacity | 0.45 | 0.04 | 0.02 | 0.29 | 0.02 | 0.00 |
| Queue Length 95th (m) | 17.9 | 1.0 | 0.0 | 0.0 | 0.5 | 0.0 |
| Control Delay (s) | 12.4 | 8.6 | 0.0 | 0.0 | 8.5 | 0.0 |
| Lane LOS | B | A | | | A | |
| Approach Delay (s) | 12.0 | | 0.0 | | 6.4 | |
| Approach LOS | B | | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.5 | | |
| Intersection Capacity Utilization | 38.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Lane Group | EBL | EBT | WBT | NBL | NBT | NBR | SBL | SBR |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 250 | 1100 | 947 | 238 | 132 | 286 | 1 | 309 |
| Future Volume (vph) | 250 | 1100 | 947 | 238 | 132 | 286 | 1 | 309 |
| Lane Group Flow (vph) | 272 | 1196 | 1041 | 197 | 205 | 311 | 1 | 336 |
| Turn Type | Prot | NA | NA | Perm | NA | Perm | Perm | Perm |
| Protected Phases | 5 | 2 | 6 | | 8 | | | |
| Permitted Phases | | | | 8 | | 8 | 4 | 4 |
| Detector Phase | 5 | 2 | 6 | 8 | 8 | 8 | 4 | 4 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 7.0 | 20.0 | 20.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 12.1 | 34.1 | 34.1 | 34.5 | 34.5 | 34.5 | 34.5 | 34.5 |
| Total Split (s) | 16.0 | 72.0 | 56.0 | 38.0 | 38.0 | 38.0 | 38.0 | 38.0 |
| Total Split (%) | 14.5% | 65.5% | 50.9% | 34.5% | 34.5% | 34.5% | 34.5% | 34.5% |
| Yellow Time (s) | 3.0 | 5.0 | 5.0 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| All-Red Time (s) | 0.0 | 2.1 | 2.1 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 7.1 | 7.1 | 7.5 | 7.5 | 7.5 | 7.5 | 7.5 |
| Lead/Lag | Lead | | Lag | | | | | |
| Lead-Lag Optimize? | | | | | | | | |
| Recall Mode | None | C-Max | C-Max | None | None | None | None | None |
| v/c Ratio | 0.86 | 0.37 | 0.48 | 0.58 | 0.56 | 0.79 | 0.00 | 0.62 |
| Control Delay | 72.0 | 9.8 | 22.4 | 44.6 | 43.8 | 45.4 | 26.0 | 10.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 72.0 | 9.8 | 22.4 | 44.6 | 43.8 | 45.4 | 26.0 | 10.5 |
| Queue Length 50th (m) | 57.9 | 40.1 | 56.1 | 39.7 | 41.2 | 48.7 | 0.3 | 20.9 |
| Queue Length 95th (m) | #126.5 | 57.3 | 68.3 | 59.2 | 60.8 | 74.6 | m0.8 | m42.6 |
| Internal Link Dist (m) | | 151.8 | 266.9 | | 229.3 | | | |
| Turn Bay Length (m) | 110.0 | | | | | 160.0 | | |
| Base Capacity (vph) | 315 | 3233 | 2190 | 447 | 476 | 491 | 264 | 627 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.86 | 0.37 | 0.48 | 0.44 | 0.43 | 0.63 | 0.00 | 0.54 |

## Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Hanlon Pkwy/Waterloo Ave & Wellington St

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 250 | 1100 | 0 | 0 | 947 | 11 | 238 | 132 | 286 | 1 | 0 | 309 |
| Future Volume (vph) | 250 | 1100 | 0 | 0 | 947 | 11 | 238 | 132 | 286 | 1 | 0 | 309 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 3.0 | 7.1 | | | 7.1 | | 7.5 | 7.5 | 7.5 | 7.5 | | 7.5 |
| Lane Util. Factor | 1.00 | 0.91 | | | 0.91 | | 0.95 | 0.95 | 1.00 | 1.00 | | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 |
| Flpb, ped/bikes | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 |
| Frt | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | 0.85 | 1.00 | | 0.85 |
| Flt Protected | 0.95 | 1.00 | | | 1.00 | | 0.95 | 0.99 | 1.00 | 0.95 | | 1.00 |
| Satd. Flow (prot) | 1716 | 4932 | | | 4926 | | 1615 | 1720 | 1581 | 1785 | | 1566 |
| Flt Permitted | 0.95 | 1.00 | | | 1.00 | | 0.95 | 0.99 | 1.00 | 0.51 | | 1.00 |
| Satd. Flow (perm) | 1716 | 4932 | | | 4926 | | 1615 | 1720 | 1581 | 954 | | 1566 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 272 | 1196 | 0 | 0 | 1029 | 12 | 259 | 143 | 311 | 1 | 0 | 336 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 58 | 0 | 0 | 211 |
| Lane Group Flow (vph) | 272 | 1196 | 0 | 0 | 1040 | 0 | 197 | 205 | 253 | 1 | 0 | 125 |
| Confl. Peds. (#/hr) | | | 1 | 1 | | | | | | | | |
| Heavy Vehicles (%) | 4% | 4% | 0% | 0% | 4% | 0% | 5% | 1% | 1% | 0% | 0% | 2% |
| Turn Type | Prot | NA | | | NA | | Perm | NA | Perm | Perm | | Perm |
| Protected Phases | 5 | 2 | | | 6 | | | 8 | | | | |
| Permitted Phases | | | | | | | 8 | | 8 | 4 | | 4 |
| Actuated Green, G (s) | 20.2 | 72.1 | | | 48.9 | | 23.3 | 23.3 | 23.3 | 23.3 | | 23.3 |
| Effective Green, g (s) | 20.2 | 72.1 | | | 48.9 | | 23.3 | 23.3 | 23.3 | 23.3 | | 23.3 |
| Actuated g/C Ratio | 0.18 | 0.66 | | | 0.44 | | 0.21 | 0.21 | 0.21 | 0.21 | | 0.21 |
| Clearance Time (s) | 3.0 | 7.1 | | | 7.1 | | 7.5 | 7.5 | 7.5 | 7.5 | | 7.5 |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 |
| Lane Grp Cap (vph) | 315 | 3232 | | | 2189 | | 342 | 364 | 334 | 202 | | 331 |
| v/s Ratio Prot | c0.16 | 0.24 | | | c0.21 | | | | | | | |
| v/s Ratio Perm | | | | | | | 0.12 | 0.12 | c0.16 | 0.00 | | 0.08 |
| v/c Ratio | 0.86 | 0.37 | | | 0.48 | | 0.58 | 0.56 | 0.76 | 0.00 | | 0.38 |
| Uniform Delay, d1 | 43.6 | 8.6 | | | 21.5 | | 38.9 | 38.8 | 40.7 | 34.2 | | 37.1 |
| Progression Factor | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | 1.00 | 0.89 | | 0.65 |
| Incremental Delay, d2 | 20.9 | 0.3 | | | 0.7 | | 2.3 | 2.0 | 9.5 | 0.0 | | 0.7 |
| Delay (s) | 64.5 | 8.9 | | | 22.3 | | 41.3 | 40.8 | 50.2 | 30.3 | | 24.7 |
| Level of Service | E | A | | | C | | D | D | D | C | | C |
| Approach Delay (s) | | 19.2 | | | 22.3 | | | 45.0 | | | 24.7 | |
| Approach LOS | | B | | | C | | | D | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 25.8 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.63 | | |
| Actuated Cycle Length (s) | 110.0 | Sum of lost time (s) | 17.6 |
| Intersection Capacity Utilization | 66.2% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 34 | 454 | 26 | 425 | 56 | 110 | 14 | 81 |
| Future Volume (vph) | 34 | 454 | 26 | 425 | 56 | 110 | 14 | 81 |
| Lane Group Flow (vph) | 0 | 692 | 0 | 524 | 0 | 194 | 0 | 132 |
| Turn Type | Perm | NA | Perm | NA | Perm | NA | Perm | NA |
| Protected Phases | | 2 | | 6 | | 4 | | 8 |
| Permitted Phases | 2 | | 6 | | 4 | | 8 | |
| Detector Phase | 2 | 2 | 6 | 6 | 4 | 4 | 8 | 8 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 10.0 | 7.0 | 7.0 | 7.0 | 7.0 |
| Minimum Split (s) | 36.0 | 36.0 | 36.0 | 36.0 | 24.0 | 24.0 | 24.0 | 24.0 |
| Total Split (s) | 64.0 | 64.0 | 64.0 | 64.0 | 26.0 | 26.0 | 26.0 | 26.0 |
| Total Split (%) | 71.1% | 71.1% | 71.1% | 71.1% | 28.9% | 28.9% | 28.9% | 28.9% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Total Lost Time (s) | | 6.0 | | 6.0 | | 6.0 | | 6.0 |
| Lead/Lag | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | |
| Recall Mode | C-Max | C-Max | C-Max | C-Max | None | None | None | None |
| v/c Ratio | | 0.63 | | 0.46 | | 0.76 | | 0.45 |
| Control Delay | | 7.6 | | 8.3 | | 52.8 | | 33.3 |
| Queue Delay | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Total Delay | | 7.6 | | 8.3 | | 52.8 | | 33.3 |
| Queue Length 50th (m) | | 31.9 | | 61.6 | | 31.2 | | 18.1 |
| Queue Length 95th (m) | | 44.6 | | m86.5 | | 51.9 | | 33.4 |
| Internal Link Dist (m) | | 166.8 | | 190.3 | | 154.6 | | 120.9 |
| Turn Bay Length (m) | | | | | | | | |
| Base Capacity (vph) | | 1102 | | 1146 | | 314 | | 360 |
| Starvation Cap Reductn | | 0 | | 0 | | 0 | | 0 |
| Spillback Cap Reductn | | 0 | | 0 | | 0 | | 0 |
| Storage Cap Reductn | | 0 | | 0 | | 0 | | 0 |
| Reduced v/c Ratio | | 0.63 | | 0.46 | | 0.62 | | 0.37 |

## Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Alma St & Paisley St

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 34 | 454 | 149 | 26 | 425 | 31 | 56 | 110 | 12 | 14 | 81 | 27 |
| Future Volume (vph) | 34 | 454 | 149 | 26 | 425 | 31 | 56 | 110 | 12 | 14 | 81 | 27 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | | 6.0 | | | 6.0 | | | 6.0 | |
| Lane Util. Factor | | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | |
| Frpb, ped/bikes | | 0.96 | | | 0.99 | | | 0.99 | | | 0.93 | |
| Flpb, ped/bikes | | 1.00 | | | 1.00 | | | 0.93 | | | 0.99 | |
| Frt | | 0.97 | | | 0.99 | | | 0.99 | | | 0.97 | |
| Flt Protected | | 1.00 | | | 1.00 | | | 0.98 | | | 0.99 | |
| Satd. Flow (prot) | | 1660 | | | 1751 | | | 1664 | | | 1647 | |
| Flt Permitted | | 0.96 | | | 0.95 | | | 0.83 | | | 0.95 | |
| Satd. Flow (perm) | | 1590 | | | 1666 | | | 1405 | | | 1575 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 37 | 493 | 162 | 28 | 462 | 34 | 61 | 120 | 13 | 15 | 88 | 29 |
| RTOR Reduction (vph) | 0 | 11 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 11 | 0 |
| Lane Group Flow (vph) | 0 | 681 | 0 | 0 | 521 | 0 | 0 | 191 | 0 | 0 | 121 | 0 |
| Confl. Peds. (#/hr) | 54 | | 91 | 91 | | 54 | 118 | | 50 | 50 | | 118 |
| Confl. Bikes (#/hr) | | | | | | | | | 1 | | | 1 |
| Heavy Vehicles (%) | 0% | 5% | 7% | 0% | 5% | 11% | 5% | 0% | 0% | 15% | 0% | 0% |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 4 | | | 8 | |
| Permitted Phases | 2 | | | 6 | | | 4 | | | 8 | | |
| Actuated Green, G (s) | | 61.8 | | | 61.8 | | | 16.2 | | | 16.2 | |
| Effective Green, g (s) | | 61.8 | | | 61.8 | | | 16.2 | | | 16.2 | |
| Actuated g/C Ratio | | 0.69 | | | 0.69 | | | 0.18 | | | 0.18 | |
| Clearance Time (s) | | 6.0 | | | 6.0 | | | 6.0 | | | 6.0 | |
| Vehicle Extension (s) | | 3.0 | | | 3.0 | | | 3.0 | | | 3.0 | |
| Lane Grp Cap (vph) | | 1091 | | | 1143 | | | 252 | | | 283 | |
| v/s Ratio Prot | | | | | | | | | | | | |
| v/s Ratio Perm | | c0.43 | | | 0.31 | | | c0.14 | | | 0.08 | |
| v/c Ratio | | 0.62 | | | 0.46 | | | 0.76 | | | 0.43 | |
| Uniform Delay, d1 | | 7.7 | | | 6.4 | | | 35.0 | | | 32.8 | |
| Progression Factor | | 0.58 | | | 1.01 | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | 2.5 | | | 1.1 | | | 12.2 | | | 1.0 | |
| Delay (s) | | 7.1 | | | 7.5 | | | 47.2 | | | 33.8 | |
| Level of Service | | A | | | A | | | D | | | C | |
| Approach Delay (s) | | 7.1 | | | 7.5 | | | 47.2 | | | 33.8 | |
| Approach LOS | | A | | | A | | | D | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 14.6 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.65 | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 72.2% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 10 | 358 | 205 | 12 | 73 | 12 |
| Future Volume (Veh/h) | 10 | 358 | 205 | 12 | 73 | 12 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 11 | 389 | 223 | 13 | 79 | 13 |
| Pedestrians | | 2 | | | 7 | |
| Lane Width (m) | | 3.5 | | | 3.5 | |
| Walking Speed (m/s) | | 1.1 | | | 1.1 | |
| Percent Blockage | | 0 | | | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | 376 | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 243 | | | | 648 | 238 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 243 | | | | 648 | 238 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 99 | | | | 82 | 98 |
| cM capacity (veh/h) | 1327 | | | | 432 | 799 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 400 | 236 | 92 |
| Volume Left | 11 | 0 | 79 |
| Volume Right | 0 | 13 | 13 |
| cSH | 1327 | 1700 | 462 |
| Volume to Capacity | 0.01 | 0.14 | 0.20 |
| Queue Length 95th (m) | 0.2 | 0.0 | 5.6 |
| Control Delay (s) | 0.3 | 0.0 | 14.7 |
| Lane LOS | A | | B |
| Approach Delay (s) | 0.3 | 0.0 | 14.7 |
| Approach LOS | | | B |

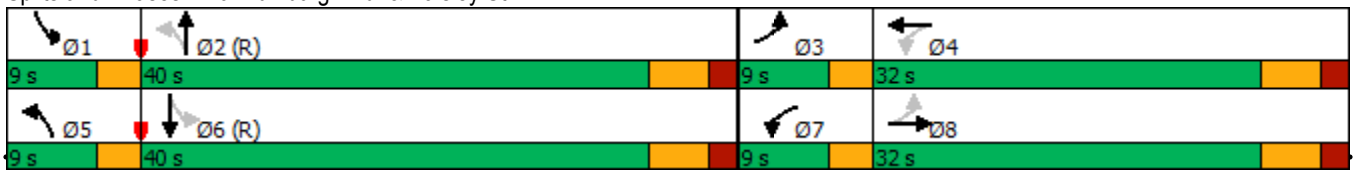
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.0 | | |
| Intersection Capacity Utilization | 38.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 82 | 301 | 59 | 285 | 93 | 550 | 67 | 449 |
| Future Volume (vph) | 82 | 301 | 59 | 285 | 93 | 550 | 67 | 449 |
| Lane Group Flow (vph) | 89 | 397 | 64 | 381 | 101 | 663 | 73 | 562 |
| Turn Type | pm+pt | NA | pm+pt | NA | pm+pt | NA | pm+pt | NA |
| Protected Phases | 3 | 8 | 7 | 4 | 5 | 2 | 1 | 6 |
| Permitted Phases | 8 | | 4 | | 2 | | 6 | |
| Detector Phase | 3 | 8 | 7 | 4 | 5 | 2 | 1 | 6 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 6.0 | 10.0 | 6.0 | 10.0 | 6.0 | 10.0 |
| Minimum Split (s) | 9.0 | 32.0 | 9.0 | 32.0 | 9.0 | 31.0 | 9.0 | 31.0 |
| Total Split (s) | 9.0 | 32.0 | 9.0 | 32.0 | 9.0 | 40.0 | 9.0 | 40.0 |
| Total Split (%) | 10.0% | 35.6% | 10.0% | 35.6% | 10.0% | 44.4% | 10.0% | 44.4% |
| Yellow Time (s) | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| All-Red Time (s) | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 6.0 | 3.0 | 6.0 | 3.0 | 6.0 | 3.0 | 6.0 |
| Lead/Lag | Lead | Lag | Lead | Lag | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | | | | | | | | |
| Recall Mode | None | Max | None | Max | None | C-Max | None | C-Max |
| v/c Ratio | 0.29 | 0.73 | 0.21 | 0.69 | 0.39 | 0.90 | 0.37 | 0.77 |
| Control Delay | 11.5 | 29.1 | 19.3 | 36.6 | 16.2 | 43.7 | 16.9 | 32.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 11.5 | 29.1 | 19.3 | 36.6 | 16.2 | 43.7 | 16.9 | 32.9 |
| Queue Length 50th (m) | 6.2 | 56.4 | 8.2 | 56.6 | 8.6 | 108.1 | 6.1 | 84.3 |
| Queue Length 95th (m) | m9.3 | #100.9 | m14.1 | #97.1 | 16.7 | #177.4 | 12.9 | #138.3 |
| Internal Link Dist (m) | | 151.6 | | 131.0 | | 167.6 | | 146.1 |
| Turn Bay Length (m) | 35.0 | | 110.0 | | 65.0 | | | |
| Base Capacity (vph) | 309 | 545 | 307 | 552 | 257 | 737 | 196 | 726 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.29 | 0.73 | 0.21 | 0.69 | 0.39 | 0.90 | 0.37 | 0.77 |

## Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Edinburgh Rd & Paisley St



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 82 | 301 | 64 | 59 | 285 | 65 | 93 | 550 | 60 | 67 | 449 | 68 |
| Future Volume (vph) | 82 | 301 | 64 | 59 | 285 | 65 | 93 | 550 | 60 | 67 | 449 | 68 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 0.99 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.97 | | 1.00 | 0.97 | | 1.00 | 0.99 | | 1.00 | 0.98 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1721 | 1737 | | 1780 | 1760 | | 1666 | 1845 | | 1668 | 1811 | |
| Flt Permitted | 0.33 | 1.00 | | 0.31 | 1.00 | | 0.20 | 1.00 | | 0.12 | 1.00 | |
| Satd. Flow (perm) | 597 | 1737 | | 577 | 1760 | | 355 | 1845 | | 203 | 1811 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 89 | 327 | 70 | 64 | 310 | 71 | 101 | 598 | 65 | 73 | 488 | 74 |
| RTOR Reduction (vph) | 0 | 8 | 0 | 0 | 9 | 0 | 0 | 4 | 0 | 0 | 6 | 0 |
| Lane Group Flow (vph) | 89 | 389 | 0 | 64 | 372 | 0 | 101 | 659 | 0 | 73 | 556 | 0 |
| Confl. Peds. (#/hr) | 29 | | 12 | 12 | | 29 | 13 | | 8 | 8 | | 13 |
| Confl. Bikes (#/hr) | | | 1 | | | | | | 1 | | | 1 |
| Heavy Vehicles (%) | 3% | 4% | 7% | 0% | 3% | 0% | 7% | 0% | 0% | 7% | 1% | 2% |
| Parking (#/hr) | | | | | | 0 | | | | | | |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | | 4 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 32.6 | 27.8 | | 32.6 | 27.8 | | 39.4 | 34.6 | | 39.4 | 34.6 | |
| Effective Green, g (s) | 32.6 | 27.8 | | 32.6 | 27.8 | | 39.4 | 34.6 | | 39.4 | 34.6 | |
| Actuated g/C Ratio | 0.36 | 0.31 | | 0.36 | 0.31 | | 0.44 | 0.38 | | 0.44 | 0.38 | |
| Clearance Time (s) | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 276 | 536 | | 273 | 543 | | 225 | 709 | | 167 | 696 | |
| v/s Ratio Prot | c0.02 | c0.22 | | 0.01 | 0.21 | | c0.02 | c0.36 | | 0.02 | 0.31 | |
| v/s Ratio Perm | 0.10 | | | 0.07 | | | 0.17 | | | 0.17 | | |
| v/c Ratio | 0.32 | 0.73 | | 0.23 | 0.69 | | 0.45 | 0.93 | | 0.44 | 0.80 | |
| Uniform Delay, d1 | 20.0 | 27.7 | | 19.8 | 27.3 | | 17.5 | 26.5 | | 19.1 | 24.6 | |
| Progression Factor | 0.59 | 0.77 | | 1.12 | 1.07 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.5 | 6.6 | | 0.4 | 6.5 | | 1.4 | 20.3 | | 1.8 | 9.3 | |
| Delay (s) | 12.4 | 27.9 | | 22.7 | 35.8 | | 18.9 | 46.8 | | 20.9 | 33.9 | |
| Level of Service | B | C | | C | D | | B | D | | C | C | |
| Approach Delay (s) | | 25.0 | | | 33.9 | | | 43.1 | | | 32.4 | |
| Approach LOS | | C | | | C | | | D | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 34.7 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.78 | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 81.0% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 67 | 321 | 105 | 185 | 30 | 724 | 60 | 633 |
| Future Volume (vph) | 67 | 321 | 105 | 185 | 30 | 724 | 60 | 633 |
| Lane Group Flow (vph) | 73 | 412 | 114 | 235 | 33 | 930 | 65 | 745 |
| Turn Type | pm+pt | NA | pm+pt | NA | pm+pt | NA | pm+pt | NA |
| Protected Phases | 3 | 8 | 7 | 4 | 5 | 2 | 1 | 6 |
| Permitted Phases | 8 | | 4 | | 2 | | 6 | |
| Detector Phase | 3 | 8 | 7 | 4 | 5 | 2 | 1 | 6 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 6.0 | 7.0 | 6.0 | 7.0 | 6.0 | 10.0 | 6.0 | 10.0 |
| Minimum Split (s) | 9.0 | 27.0 | 9.0 | 27.0 | 9.0 | 36.0 | 9.0 | 36.0 |
| Total Split (s) | 9.0 | 31.0 | 9.0 | 31.0 | 9.0 | 61.0 | 9.0 | 61.0 |
| Total Split (%) | 8.2% | 28.2% | 8.2% | 28.2% | 8.2% | 55.5% | 8.2% | 55.5% |
| Yellow Time (s) | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| All-Red Time (s) | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 6.0 | 3.0 | 6.0 | 3.0 | 6.0 | 3.0 | 6.0 |
| Lead/Lag | Lead | Lag | Lead | Lag | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | C-Max | None | C-Max |
| v/c Ratio | 0.23 | 1.02 | 0.70 | 0.54 | 0.12 | 1.00 | 0.40 | 0.77 |
| Control Delay | 27.4 | 91.3 | 50.3 | 41.4 | 18.5 | 71.9 | 16.4 | 27.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35.5 | 0.0 | 0.0 |
| Total Delay | 27.4 | 91.3 | 50.3 | 41.4 | 18.5 | 107.5 | 16.4 | 27.8 |
| Queue Length 50th (m) | 10.8 | ~89.8 | 17.3 | 43.8 | 5.5 | ~220.6 | 5.3 | 129.6 |
| Queue Length 95th (m) | 21.2 | #152.0 | #34.1 | 69.0 | m9.3 | #296.2 | 11.2 | 184.2 |
| Internal Link Dist (m) | | 153.0 | | 103.9 | | 90.1 | | 136.0 |
| Turn Bay Length (m) | 20.0 | | 25.0 | | 50.0 | | 40.0 | |
| Base Capacity (vph) | 320 | 405 | 164 | 435 | 271 | 932 | 164 | 971 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.23 | 1.02 | 0.70 | 0.54 | 0.12 | 1.10 | 0.40 | 0.77 |

## Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 105
Control Type: Actuated-Coordinated
~ 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Edinburgh Rd & Waterloo Ave

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 67 | 321 | 58 | 105 | 185 | 31 | 30 | 724 | 132 | 60 | 633 | 52 |
| Future Volume (vph) | 67 | 321 | 58 | 105 | 185 | 31 | 30 | 724 | 132 | 60 | 633 | 52 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 0.99 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.98 | | 1.00 | 0.98 | | 1.00 | 0.98 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1739 | 1758 | | 1731 | 1767 | | 1785 | 1794 | | 1750 | 1818 | |
| Flt Permitted | 0.49 | 1.00 | | 0.15 | 1.00 | | 0.17 | 1.00 | | 0.07 | 1.00 | |
| Satd. Flow (perm) | 889 | 1758 | | 272 | 1767 | | 326 | 1794 | | 130 | 1818 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 73 | 349 | 63 | 114 | 201 | 34 | 33 | 787 | 143 | 65 | 688 | 57 |
| RTOR Reduction (vph) | 0 | 6 | 0 | 0 | 5 | 0 | 0 | 6 | 0 | 0 | 2 | 0 |
| Lane Group Flow (vph) | 73 | 406 | 0 | 114 | 230 | 0 | 33 | 924 | 0 | 65 | 743 | 0 |
| Confl. Peds. (#/hr) | 8 | | 12 | 12 | | 8 | 11 | | 10 | 10 | | 11 |
| Confl. Bikes (#/hr) | | | | | | | | | | | | 1 |
| Heavy Vehicles (%) | 2% | 3% | 7% | 3% | 4% | 0% | 0% | 2% | 0% | 2% | 2% | 0% |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | | 4 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 30.4 | 25.6 | | 32.8 | 26.8 | | 59.2 | 55.6 | | 61.6 | 56.8 | |
| Effective Green, g (s) | 30.4 | 25.6 | | 32.8 | 26.8 | | 59.2 | 55.6 | | 61.6 | 56.8 | |
| Actuated g/C Ratio | 0.28 | 0.23 | | 0.30 | 0.24 | | 0.54 | 0.51 | | 0.56 | 0.52 | |
| Clearance Time (s) | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 282 | 409 | | 160 | 430 | | 223 | 906 | | 143 | 938 | |
| v/s Ratio Prot | 0.01 | c0.23 | | c0.04 | 0.13 | | 0.00 | c0.51 | | c0.02 | 0.41 | |
| v/s Ratio Perm | 0.06 | | | 0.17 | | | 0.07 | | | 0.23 | | |
| v/c Ratio | 0.26 | 0.99 | | 0.71 | 0.53 | | 0.15 | 1.02 | | 0.45 | 0.79 | |
| Uniform Delay, d1 | 30.2 | 42.1 | | 31.1 | 36.2 | | 16.3 | 27.2 | | 24.2 | 21.8 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 2.04 | 1.79 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.5 | 42.3 | | 13.9 | 1.3 | | 0.3 | 32.2 | | 2.3 | 6.8 | |
| Delay (s) | 30.7 | 84.4 | | 45.0 | 37.5 | | 33.6 | 80.9 | | 26.5 | 28.6 | |
| Level of Service | C | F | | D | D | | C | F | | C | C | |
| Approach Delay (s) | | 76.3 | | | 39.9 | | | 79.3 | | | 28.4 | |
| Approach LOS | | E | | | D | | | E | | | C | |

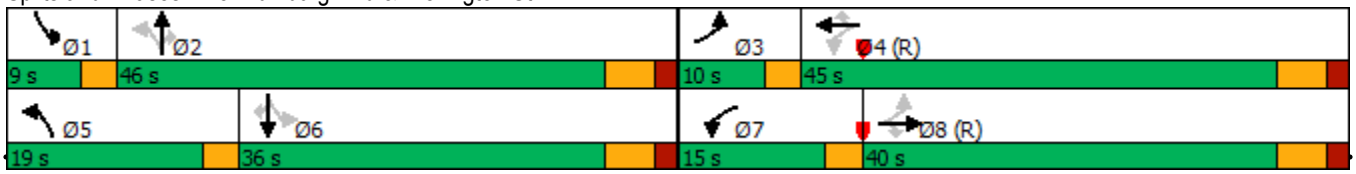
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 57.7 | HCM 2000 Level of Service | E |
| HCM 2000 Volume to Capacity ratio | 0.96 | | |
| Actuated Cycle Length (s) | 110.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 89.6% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 164 | 684 | 205 | 182 | 630 | 65 | 247 | 727 | 190 | 49 | 723 | 58 |
| Future Volume (vph) | 164 | 684 | 205 | 182 | 630 | 65 | 247 | 727 | 190 | 49 | 723 | 58 |
| Lane Group Flow (vph) | 178 | 743 | 223 | 198 | 685 | 71 | 268 | 790 | 207 | 53 | 786 | 63 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 3 | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | 2 | 6 | | 6 |
| Detector Phase | 3 | 8 | 8 | 7 | 4 | 4 | 5 | 2 | 2 | 1 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 10.0 | 6.0 | 10.0 | 10.0 | 6.0 | 10.0 | 10.0 | 6.0 | 10.0 | 10.0 |
| Minimum Split (s) | 9.0 | 23.0 | 23.0 | 9.0 | 23.0 | 23.0 | 9.0 | 23.0 | 23.0 | 9.0 | 23.0 | 23.0 |
| Total Split (s) | 10.0 | 40.0 | 40.0 | 15.0 | 45.0 | 45.0 | 19.0 | 46.0 | 46.0 | 9.0 | 36.0 | 36.0 |
| Total Split (%) | 9.1% | 36.4% | 36.4% | 13.6% | 40.9% | 40.9% | 17.3% | 41.8% | 41.8% | 8.2% | 32.7% | 32.7% |
| Yellow Time (s) | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | 4.0 |
| All-Red Time (s) | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | C-Min | C-Min | None | C-Min | C-Min | None | None | None | None | None | None |
| v/c Ratio | 0.62 | 0.74 | 0.40 | 0.72 | 0.65 | 0.12 | 0.84 | 0.62 | 0.33 | 0.23 | 0.90 | 0.13 |
| Control Delay | 30.1 | 39.3 | 10.8 | 34.1 | 33.7 | 1.3 | 47.7 | 30.8 | 8.4 | 13.3 | 44.8 | 1.5 |
| Queue Delay | 84.5 | 0.0 | 0.0 | 0.0 | 0.0 | 13.5 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 114.6 | 39.3 | 10.8 | 34.1 | 33.7 | 14.9 | 47.7 | 31.1 | 8.4 | 13.3 | 44.8 | 1.5 |
| Queue Length 50th (m) | 22.2 | 75.8 | 8.4 | 25.2 | 64.6 | 0.0 | 38.5 | 73.1 | 6.6 | 5.1 | 85.4 | 0.0 |
| Queue Length 95th (m) | 36.1 | 97.2 | 28.0 | #44.1 | 83.7 | 2.2 | #83.1 | 93.7 | 23.0 | m6.6 | m#117.1 | m0.0 |
| Internal Link Dist (m) | | 271.8 | | | 207.6 | | | 124.8 | | | 75.7 | |
| Turn Bay Length (m) | 45.0 | | 40.0 | 45.0 | | 60.0 | 35.0 | | 40.0 | 40.0 | | 20.0 |
| Base Capacity (vph) | 288 | 1034 | 561 | 282 | 1088 | 611 | 321 | 1280 | 628 | 231 | 898 | 500 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 216 | 0 | 0 | 0 | 0 | 514 | 0 | 121 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 2.47 | 0.72 | 0.40 | 0.70 | 0.63 | 0.73 | 0.83 | 0.68 | 0.33 | 0.23 | 0.88 | 0.13 |

## Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Edinburgh Rd & Wellington St



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 164 | 684 | 205 | 182 | 630 | 65 | 247 | 727 | 190 | 49 | 723 | 58 |
| Future Volume (vph) | 164 | 684 | 205 | 182 | 630 | 65 | 247 | 727 | 190 | 49 | 723 | 58 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.96 |
| Flpb, ped/bikes | 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 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1636 | 3216 | 1391 | 1552 | 3025 | 1487 | 1653 | 3400 | 1404 | 1497 | 3275 | 1432 |
| Flt Permitted | 0.30 | 1.00 | 1.00 | 0.19 | 1.00 | 1.00 | 0.13 | 1.00 | 1.00 | 0.32 | 1.00 | 1.00 |
| Satd. Flow (perm) | 511 | 3216 | 1391 | 307 | 3025 | 1487 | 226 | 3400 | 1404 | 497 | 3275 | 1432 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 178 | 743 | 223 | 198 | 685 | 71 | 268 | 790 | 207 | 53 | 786 | 63 |
| RTOR Reduction (vph) | 0 | 0 | 117 | 0 | 0 | 47 | 0 | 0 | 100 | 0 | 0 | 46 |
| Lane Group Flow (vph) | 178 | 743 | 106 | 198 | 685 | 24 | 268 | 790 | 107 | 53 | 786 | 17 |
| Confl. Peds. (#/hr) | 5 | | 2 | 2 | | 5 | 12 | | 10 | 10 | | 12 |
| Confl. Bikes (#/hr) | | | | | | 1 | | | 3 | | | 7 |
| Heavy Vehicles (%) | 9% | 11% | 13% | 15% | 18% | 5% | 8% | 5% | 10% | 19% | 9% | 7% |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 3 | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | 2 | 6 | | 6 |
| Actuated Green, G (s) | 41.6 | 33.9 | 33.9 | 48.5 | 37.8 | 37.8 | 49.5 | 41.4 | 41.4 | 35.1 | 30.0 | 30.0 |
| Effective Green, g (s) | 41.6 | 33.9 | 33.9 | 48.5 | 37.8 | 37.8 | 49.5 | 41.4 | 41.4 | 35.1 | 30.0 | 30.0 |
| Actuated g/C Ratio | 0.38 | 0.31 | 0.31 | 0.44 | 0.34 | 0.34 | 0.45 | 0.38 | 0.38 | 0.32 | 0.27 | 0.27 |
| Clearance Time (s) | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 272 | 991 | 428 | 266 | 1039 | 510 | 315 | 1279 | 528 | 204 | 893 | 390 |
| v/s Ratio Prot | 0.05 | 0.23 | | c0.08 | 0.23 | | c0.13 | 0.23 | | 0.01 | 0.24 | |
| v/s Ratio Perm | 0.20 | | 0.08 | c0.25 | | 0.02 | c0.25 | | 0.08 | 0.07 | | 0.01 |
| v/c Ratio | 0.65 | 0.75 | 0.25 | 0.74 | 0.66 | 0.05 | 0.85 | 0.62 | 0.20 | 0.26 | 0.88 | 0.04 |
| Uniform Delay, d1 | 24.8 | 34.2 | 28.5 | 21.9 | 30.6 | 24.1 | 26.7 | 27.9 | 23.2 | 26.5 | 38.3 | 29.4 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.70 | 0.89 | 1.00 |
| Incremental Delay, d2 | 5.6 | 5.2 | 1.4 | 10.7 | 3.3 | 0.2 | 19.2 | 0.9 | 0.2 | 0.4 | 6.9 | 0.0 |
| Delay (s) | 30.4 | 39.4 | 29.9 | 32.7 | 33.9 | 24.3 | 45.9 | 28.8 | 23.4 | 19.0 | 41.0 | 29.5 |
| Level of Service | C | D | C | C | C | C | D | C | C | B | D | C |
| Approach Delay (s) | | 36.2 | | | 32.9 | | | 31.5 | | | 38.9 | |
| Approach LOS | | D | | | C | | | C | | | D | |

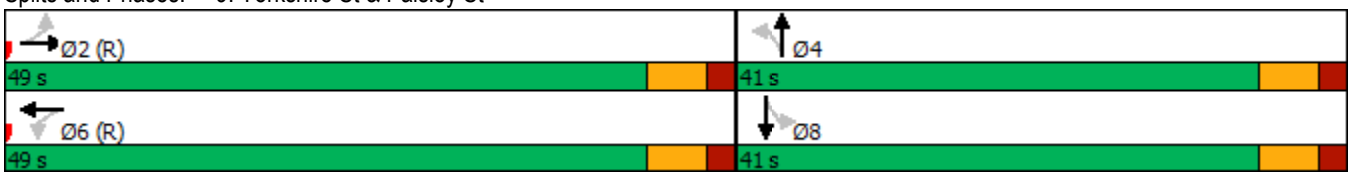
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 34.6 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.84 | | |
| Actuated Cycle Length (s) | 110.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 79.3% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 82 | 159 | 48 | 238 | 29 | 165 | 56 | 90 |
| Future Volume (vph) | 82 | 159 | 48 | 238 | 29 | 165 | 56 | 90 |
| Lane Group Flow (vph) | 0 | 376 | 0 | 402 | 0 | 258 | 0 | 258 |
| Turn Type | Perm | NA | Perm | NA | Perm | NA | Perm | NA |
| Protected Phases | | 2 | | 6 | | 4 | | 8 |
| Permitted Phases | 2 | | 6 | | 4 | | 8 | |
| Detector Phase | 2 | 2 | 6 | 6 | 4 | 4 | 8 | 8 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 18.0 | 18.0 | 18.0 | 18.0 | 7.0 | 7.0 | 7.0 | 7.0 |
| Minimum Split (s) | 36.0 | 36.0 | 36.0 | 36.0 | 24.0 | 24.0 | 24.0 | 24.0 |
| Total Split (s) | 49.0 | 49.0 | 49.0 | 49.0 | 41.0 | 41.0 | 41.0 | 41.0 |
| Total Split (%) | 54.4% | 54.4% | 54.4% | 54.4% | 45.6% | 45.6% | 45.6% | 45.6% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Total Lost Time (s) | | 6.0 | | 6.0 | | 6.0 | | 6.0 |
| Lead/Lag | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | |
| Recall Mode | C-Max | C-Max | C-Max | C-Max | None | None | None | None |
| v/c Ratio | | 0.41 | | 0.39 | | 0.68 | | 0.87 |
| Control Delay | | 5.2 | | 10.3 | | 37.9 | | 54.9 |
| Queue Delay | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Total Delay | | 5.2 | | 10.3 | | 37.9 | | 54.9 |
| Queue Length 50th (m) | | 7.9 | | 23.2 | | 38.5 | | 36.7 |
| Queue Length 95th (m) | | m44.6 | | m64.3 | | 55.2 | | 58.0 |
| Internal Link Dist (m) | | 237.5 | | 168.5 | | 115.4 | | 103.8 |
| Turn Bay Length (m) | | | | | | | | |
| Base Capacity (vph) | | 925 | | 1021 | | 632 | | 473 |
| Starvation Cap Reductn | | 0 | | 0 | | 0 | | 0 |
| Spillback Cap Reductn | | 0 | | 0 | | 0 | | 0 |
| Storage Cap Reductn | | 0 | | 0 | | 0 | | 0 |
| Reduced v/c Ratio | | 0.41 | | 0.39 | | 0.41 | | 0.55 |

## Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Yorkshire St & Paisley St



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 82 | 159 | 105 | 48 | 238 | 84 | 29 | 165 | 43 | 56 | 90 | 91 |
| Future Volume (vph) | 82 | 159 | 105 | 48 | 238 | 84 | 29 | 165 | 43 | 56 | 90 | 91 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | | 6.0 | | | 6.0 | | | 6.0 | |
| Lane Util. Factor | | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | |
| Frpb, ped/bikes | | 0.98 | | | 0.98 | | | 0.99 | | | 0.87 | |
| Flpb, ped/bikes | | 0.99 | | | 1.00 | | | 0.98 | | | 0.99 | |
| Frt | | 0.96 | | | 0.97 | | | 0.98 | | | 0.95 | |
| Flt Protected | | 0.99 | | | 0.99 | | | 0.99 | | | 0.99 | |
| Satd. Flow (prot) | | 1721 | | | 1732 | | | 1748 | | | 1509 | |
| Flt Permitted | | 0.82 | | | 0.91 | | | 0.91 | | | 0.75 | |
| Satd. Flow (perm) | | 1434 | | | 1591 | | | 1606 | | | 1152 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 89 | 173 | 114 | 52 | 259 | 91 | 32 | 179 | 47 | 61 | 98 | 99 |
| RTOR Reduction (vph) | 0 | 12 | 0 | 0 | 8 | 0 | 0 | 12 | 0 | 0 | 32 | 0 |
| Lane Group Flow (vph) | 0 | 364 | 0 | 0 | 394 | 0 | 0 | 246 | 0 | 0 | 226 | 0 |
| Confl. Peds. (#/hr) | 49 | | 34 | 34 | | 49 | 125 | | 23 | 23 | | 125 |
| Confl. Bikes (#/hr) | | | 1 | | | 1 | | | | | | 4 |
| Heavy Vehicles (%) | 0% | 0% | 1% | 0% | 3% | 0% | 0% | 0% | 4% | 0% | 0% | 3% |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 4 | | | 8 | |
| Permitted Phases | 2 | | | 6 | | | 4 | | | 8 | | |
| Actuated Green, G (s) | | 57.3 | | | 57.3 | | | 20.7 | | | 20.7 | |
| Effective Green, g (s) | | 57.3 | | | 57.3 | | | 20.7 | | | 20.7 | |
| Actuated g/C Ratio | | 0.64 | | | 0.64 | | | 0.23 | | | 0.23 | |
| Clearance Time (s) | | 6.0 | | | 6.0 | | | 6.0 | | | 6.0 | |
| Vehicle Extension (s) | | 3.0 | | | 3.0 | | | 3.0 | | | 3.0 | |
| Lane Grp Cap (vph) | | 912 | | | 1012 | | | 369 | | | 264 | |
| v/s Ratio Prot | | | | | | | | | | | | |
| v/s Ratio Perm | | c0.25 | | | 0.25 | | | 0.15 | | | c0.20 | |
| v/c Ratio | | 0.40 | | | 0.39 | | | 0.67 | | | 0.86 | |
| Uniform Delay, d1 | | 8.0 | | | 7.9 | | | 31.5 | | | 33.2 | |
| Progression Factor | | 0.48 | | | 1.02 | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | 0.9 | | | 1.1 | | | 4.5 | | | 23.0 | |
| Delay (s) | | 4.7 | | | 9.1 | | | 36.1 | | | 56.2 | |
| Level of Service | | A | | | A | | | D | | | E | |
| Approach Delay (s) | | 4.7 | | | 9.1 | | | 36.1 | | | 56.2 | |
| Approach LOS | | A | | | A | | | D | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 22.6 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.52 | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 69.4% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Traffic Volume (vph) | 126 | 468 | 6 | 36 | 235 | 33 | 3 | 39 | 38 | 72 | 42 | 125 |
| Future Volume (vph) | 126 | 468 | 6 | 36 | 235 | 33 | 3 | 39 | 38 | 72 | 42 | 125 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 137 | 509 | 7 | 39 | 255 | 36 | 3 | 42 | 41 | 78 | 46 | 136 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 653 | 330 | 86 | 260 |
| Volume Left (vph) | 137 | 39 | 3 | 78 |
| Volume Right (vph) | 7 | 36 | 41 | 136 |
| Hadj (s) | 0.10 | 0.04 | -0.25 | -0.24 |
| Departure Headway (s) | 5.9 | 6.2 | 7.2 | 6.6 |
| Degree Utilization, x | 1.07 | 0.57 | 0.17 | 0.47 |
| Capacity (veh/h) | 609 | 552 | 446 | 524 |
| Control Delay (s) | 79.3 | 17.2 | 11.6 | 15.3 |
| Approach Delay (s) | 79.3 | 17.2 | 11.6 | 15.3 |
| Approach LOS | F | C | B | C |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 47.0 | | |
| Level of Service | E | | |
| Intersection Capacity Utilization | 81.4% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 10 | 255 | 7 | 8 | 260 | 12 | 11 | 40 | 27 | 13 | 42 | 16 |
| Future Volume (Veh/h) | 10 | 255 | 7 | 8 | 260 | 12 | 11 | 40 | 27 | 13 | 42 | 16 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 11 | 277 | 8 | 9 | 283 | 13 | 12 | 43 | 29 | 14 | 46 | 17 |
| Pedestrians | | 9 | | | 2 | | | 25 | | | 24 | |
| Lane Width (m) | | 3.5 | | | 3.5 | | | 3.5 | | | 3.5 | |
| Walking Speed (m/s) | | 1.1 | | | 1.1 | | | 1.1 | | | 1.1 | |
| Percent Blockage | | 1 | | | 0 | | | 2 | | | 2 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | 193 | | | 390 | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 320 | | | 310 | | | 684 | 666 | 308 | 687 | 664 | 322 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 320 | | | 310 | | | 684 | 666 | 308 | 687 | 664 | 322 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.3 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.4 |
| p0 queue free % | 99 | | | 99 | | | 96 | 88 | 96 | 95 | 87 | 98 |
| cM capacity (veh/h) | 1225 | | | 1234 | | | 298 | 358 | 719 | 296 | 362 | 686 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 296 | 305 | 84 | 77 |
| Volume Left | 11 | 9 | 12 | 14 |
| Volume Right | 8 | 13 | 29 | 17 |
| cSH | 1225 | 1234 | 419 | 386 |
| Volume to Capacity | 0.01 | 0.01 | 0.20 | 0.20 |
| Queue Length 95th (m) | 0.2 | 0.2 | 5.6 | 5.6 |
| Control Delay (s) | 0.4 | 0.3 | 15.7 | 16.6 |
| Lane LOS | A | A | C | C |
| Approach Delay (s) | 0.4 | 0.3 | 15.7 | 16.6 |
| Approach LOS | | | C | C |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.7 | | |
| Intersection Capacity Utilization | 32.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 104 | 461 | 8 | 17 | 276 | 50 | 15 | 40 | 6 | 48 | 9 | 82 |
| Future Volume (Veh/h) | 104 | 461 | 8 | 17 | 276 | 50 | 15 | 40 | 6 | 48 | 9 | 82 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 113 | 501 | 9 | 18 | 300 | 54 | 16 | 43 | 7 | 52 | 10 | 89 |
| Pedestrians | | 3 | | | 2 | | | 14 | | | 3 | |
| Lane Width (m) | | 3.5 | | | 3.5 | | | 3.5 | | | 3.5 | |
| Walking Speed (m/s) | | 1.1 | | | 1.1 | | | 1.1 | | | 1.1 | |
| Percent Blockage | | 0 | | | 0 | | | 1 | | | 0 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | 401 | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 357 | | | 524 | | | 1206 | 1138 | 522 | 1128 | 1116 | 333 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 357 | | | 524 | | | 1206 | 1138 | 522 | 1128 | 1116 | 333 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.2 | 6.5 | 6.3 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.6 | 4.0 | 3.4 |
| p0 queue free % | 90 | | | 98 | | | 87 | 76 | 99 | 60 | 95 | 87 |
| cM capacity (veh/h) | 1182 | | | 1040 | | | 121 | 178 | 551 | 129 | 183 | 694 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 623 | 372 | 66 | 151 |
| Volume Left | 113 | 18 | 16 | 52 |
| Volume Right | 9 | 54 | 7 | 89 |
| cSH | 1182 | 1040 | 170 | 258 |
| Volume to Capacity | 0.10 | 0.02 | 0.39 | 0.58 |
| Queue Length 95th (m) | 2.4 | 0.4 | 12.8 | 25.6 |
| Control Delay (s) | 2.5 | 0.6 | 38.9 | 36.8 |
| Lane LOS | A | A | E | E |
| Approach Delay (s) | 2.5 | 0.6 | 38.9 | 36.8 |
| Approach LOS | | | E | E |

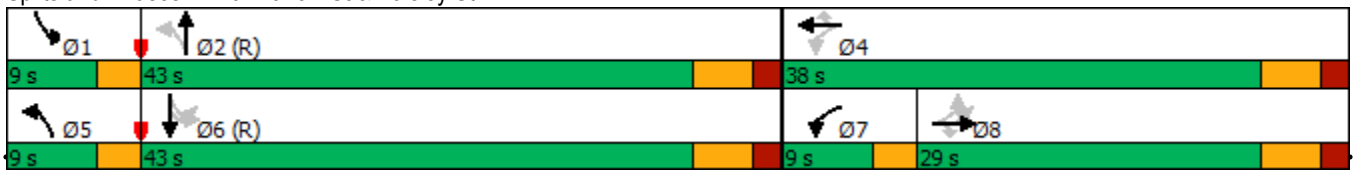
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 8.1 | | |
| Intersection Capacity Utilization | 71.8% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (vph) | 74 | 129 | 122 | 41 | 88 | 23 | 121 | 230 | 24 | 485 |
| Future Volume (vph) | 74 | 129 | 122 | 41 | 88 | 23 | 121 | 230 | 24 | 485 |
| Lane Group Flow (vph) | 80 | 140 | 133 | 45 | 96 | 25 | 132 | 350 | 26 | 570 |
| Turn Type | Perm | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | pm+pt | NA |
| Protected Phases | | 8 | | 7 | 4 | | 5 | 2 | 1 | 6 |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | 6 | |
| Detector Phase | 8 | 8 | 8 | 7 | 4 | 4 | 5 | 2 | 1 | 6 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 6.0 | 10.0 | 10.0 | 6.0 | 10.0 | 6.0 | 10.0 |
| Minimum Split (s) | 29.0 | 29.0 | 29.0 | 9.0 | 29.0 | 29.0 | 9.0 | 31.0 | 9.0 | 31.0 |
| Total Split (s) | 29.0 | 29.0 | 29.0 | 9.0 | 38.0 | 38.0 | 9.0 | 43.0 | 9.0 | 43.0 |
| Total Split (%) | 32.2% | 32.2% | 32.2% | 10.0% | 42.2% | 42.2% | 10.0% | 47.8% | 10.0% | 47.8% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 3.0 | 6.0 |
| Lead/Lag | Lag | Lag | Lag | Lead | | | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | | | | | | | | | | |
| Recall Mode | Max | Max | Max | None | Max | Max | None | C-Max | None | C-Max |
| v/c Ratio | 0.25 | 0.33 | 0.32 | 0.12 | 0.18 | 0.06 | 0.56 | 0.51 | 0.06 | 0.93 |
| Control Delay | 23.2 | 23.9 | 6.4 | 18.2 | 21.1 | 19.7 | 25.5 | 26.7 | 10.0 | 49.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 23.2 | 23.9 | 6.4 | 18.2 | 21.1 | 19.7 | 25.5 | 26.7 | 10.0 | 49.2 |
| Queue Length 50th (m) | 11.2 | 20.9 | 2.7 | 4.8 | 11.3 | 2.8 | 14.1 | 44.0 | 2.0 | 90.7 |
| Queue Length 95th (m) | m20.1 | 31.8 | 7.1 | 11.5 | 22.1 | 8.0 | m24.9 | 77.4 | 5.5 | #156.1 |
| Internal Link Dist (m) | | 162.2 | | | 100.7 | | | 126.2 | | 147.3 |
| Turn Bay Length (m) | 30.0 | | 20.0 | 35.0 | | 35.0 | | | 25.0 | |
| Base Capacity (vph) | 326 | 427 | 422 | 385 | 541 | 444 | 237 | 680 | 439 | 614 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.25 | 0.33 | 0.32 | 0.12 | 0.18 | 0.06 | 0.56 | 0.51 | 0.06 | 0.93 |

## Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 84 (93%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 13: Norfolk St & Paisley St



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 74 | 129 | 122 | 41 | 88 | 23 | 121 | 230 | 92 | 24 | 485 | 40 |
| Future Volume (vph) | 74 | 129 | 122 | 41 | 88 | 23 | 121 | 230 | 92 | 24 | 485 | 40 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.84 | 1.00 | 1.00 | 0.91 | 1.00 | 0.98 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 0.94 | 1.00 | 1.00 | 0.94 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.98 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.96 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1510 | 1445 | 1113 | 1459 | 1523 | 1250 | 1484 | 1444 | | 1449 | 1486 | |
| Flt Permitted | 0.69 | 1.00 | 1.00 | 0.60 | 1.00 | 1.00 | 0.19 | 1.00 | | 0.51 | 1.00 | |
| Satd. Flow (perm) | 1105 | 1445 | 1113 | 921 | 1523 | 1250 | 302 | 1444 | | 779 | 1486 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 80 | 140 | 133 | 45 | 96 | 25 | 132 | 250 | 100 | 26 | 527 | 43 |
| RTOR Reduction (vph) | 0 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| Lane Group Flow (vph) | 80 | 140 | 39 | 45 | 96 | 25 | 132 | 350 | 0 | 26 | 566 | 0 |
| Confl. Peds. (#/hr) | 35 | | 74 | 74 | | 35 | 35 | | 33 | 33 | | 35 |
| Confl. Bikes (#/hr) | | | 2 | | | | | | | | | 12 |
| Heavy Vehicles (%) | 0% | 17% | 8% | 3% | 11% | 5% | 8% | 13% | 1% | 9% | 11% | 21% |
| Parking (#/hr) | | | | | | | | | | | | |
| Turn Type | Perm | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | | 6 | | |
| Actuated Green, G (s) | 26.6 | 26.6 | 26.6 | 33.2 | 33.2 | 33.2 | 44.8 | 39.4 | | 38.2 | 35.8 | |
| Effective Green, g (s) | 26.6 | 26.6 | 26.6 | 33.2 | 33.2 | 33.2 | 44.8 | 39.4 | | 38.2 | 35.8 | |
| Actuated g/C Ratio | 0.30 | 0.30 | 0.30 | 0.37 | 0.37 | 0.37 | 0.50 | 0.44 | | 0.42 | 0.40 | |
| Clearance Time (s) | 6.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 326 | 427 | 328 | 361 | 561 | 461 | 229 | 632 | | 348 | 591 | |
| v/s Ratio Prot | | c0.10 | | 0.00 | c0.06 | | c0.04 | 0.24 | | 0.00 | c0.38 | |
| v/s Ratio Perm | 0.07 | | 0.04 | 0.04 | | 0.02 | 0.25 | | | 0.03 | | |
| v/c Ratio | 0.25 | 0.33 | 0.12 | 0.12 | 0.17 | 0.05 | 0.58 | 0.55 | | 0.07 | 0.96 | |
| Uniform Delay, d1 | 24.1 | 24.7 | 23.2 | 18.5 | 19.1 | 18.3 | 15.8 | 18.8 | | 15.2 | 26.4 | |
| Progression Factor | 0.80 | 0.81 | 0.85 | 1.00 | 1.00 | 1.00 | 1.57 | 1.32 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 1.7 | 2.0 | 0.7 | 0.2 | 0.7 | 0.2 | 3.0 | 3.0 | | 0.1 | 28.1 | |
| Delay (s) | 21.0 | 22.1 | 20.4 | 18.7 | 19.8 | 18.5 | 27.8 | 27.7 | | 15.3 | 54.4 | |
| Level of Service | C | C | C | B | B | B | C | C | | B | D | |
| Approach Delay (s) | | 21.2 | | | 19.3 | | | 27.7 | | | 52.7 | |
| Approach LOS | | C | | | B | | | C | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 34.7 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.66 | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 84.6% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 5 | 21 | 31 | 15 | 6 | 40 | 29 | 583 | 96 | 119 | 759 | 27 |
| Future Volume (Veh/h) | 5 | 21 | 31 | 15 | 6 | 40 | 29 | 583 | 96 | 119 | 759 | 27 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 5 | 23 | 34 | 16 | 7 | 43 | 32 | 634 | 104 | 129 | 825 | 29 |
| Pedestrians | | 37 | | | 35 | | | 9 | | | 9 | |
| Lane Width (m) | | 3.5 | | | 3.5 | | | 3.5 | | | 3.5 | |
| Walking Speed (m/s) | | 1.1 | | | 1.1 | | | 1.1 | | | 1.1 | |
| Percent Blockage | | 3 | | | 3 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | 294 | | | 150 | |
| pX, platoon unblocked | 0.68 | 0.68 | 0.68 | 0.68 | 0.68 | | 0.68 | | | | | |
| vC, conflicting volume | 1571 | 1972 | 886 | 1922 | 1934 | 413 | 891 | | | 773 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1604 | 2191 | 600 | 2119 | 2136 | 413 | 608 | | | 773 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 82 | 2 | 88 | 0 | 73 | 92 | 95 | | | 84 | | |
| cM capacity (veh/h) | 28 | 24 | 294 | 2 | 26 | 571 | 647 | | | 825 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|
| Volume Total | 62 | 66 | 349 | 421 | 129 | 854 |
| Volume Left | 5 | 16 | 32 | 0 | 129 | 0 |
| Volume Right | 34 | 43 | 0 | 104 | 0 | 29 |
| cSH | 49 | 6 | 647 | 1700 | 825 | 1700 |
| Volume to Capacity | 1.27 | 10.99 | 0.05 | 0.25 | 0.16 | 0.50 |
| Queue Length 95th (m) | 43.4 | Err | 1.2 | 0.0 | 4.2 | 0.0 |
| Control Delay (s) | 353.1 | Err | 1.6 | 0.0 | 10.2 | 0.0 |
| Lane LOS | F | F | A | | B | |
| Approach Delay (s) | 353.1 | Err | 0.7 | | 1.3 | |
| Approach LOS | F | F | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 363.5 | | |
| Intersection Capacity Utilization | 88.9% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

| Lane Group | EBL | EBR | WBT | NBL | NBT | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 219 | 181 | 5 | 150 | 469 | 719 |
| Future Volume (vph) | 219 | 181 | 5 | 150 | 469 | 719 |
| Lane Group Flow (vph) | 238 | 197 | 48 | 163 | 510 | 1028 |
| Turn Type | Perm | Perm | NA | pm+pt | NA | NA |
| Protected Phases | | | 4 | 5 | 2 | 6 |
| Permitted Phases | 8 | 8 | | 2 | | |
| Minimum Split (s) | 31.0 | 31.0 | 23.5 | 9.0 | 34.0 | 34.0 |
| Total Split (s) | 32.0 | 32.0 | 32.0 | 10.0 | 58.0 | 48.0 |
| Total Split (%) | 35.6% | 35.6% | 35.6% | 11.1% | 64.4% | 53.3% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 3.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 |
| Lead/Lag | | | | Lead | | Lag |
| Lead-Lag Optimize? | | | | | | |
| v/c Ratio | 0.68 | 0.39 | 0.12 | 0.62 | 0.55 | 0.73 |
| Control Delay | 39.9 | 6.4 | 16.0 | 18.2 | 14.5 | 18.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 39.9 | 6.4 | 16.0 | 18.2 | 14.5 | 18.7 |
| Queue Length 50th (m) | 36.3 | 0.0 | 3.3 | 11.2 | 50.4 | 48.8 |
| Queue Length 95th (m) | #67.0 | 15.1 | 11.2 | #19.7 | 77.8 | m62.4 |
| Internal Link Dist (m) | | | 200.1 | | 178.2 | 178.4 |
| Turn Bay Length (m) | 30.0 | 100.0 | | | | |
| Base Capacity (vph) | 349 | 501 | 409 | 265 | 930 | 1402 |
| 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 | 0.39 | 0.12 | 0.62 | 0.55 | 0.73 |

## Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 10 (11%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 75
Control Type: Pretimed
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Gordon St/Norfolk St & Waterloo Ave/Wilson St

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 219 | 0 | 181 | 19 | 5 | 20 | 150 | 469 | 0 | 0 | 719 | 226 |
| Future Volume (vph) | 219 | 0 | 181 | 19 | 5 | 20 | 150 | 469 | 0 | 0 | 719 | 226 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | | 6.0 | | 6.0 | | 3.0 | 6.0 | | | 6.0 | |
| Lane Util. Factor | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | | | 0.95 | |
| Frpb, ped/bikes | 1.00 | | 0.90 | | 0.99 | | 1.00 | 1.00 | | | 0.98 | |
| Flpb, ped/bikes | 0.99 | | 1.00 | | 0.89 | | 1.00 | 1.00 | | | 1.00 | |
| Frt | 1.00 | | 0.85 | | 0.94 | | 1.00 | 1.00 | | | 0.96 | |
| Flt Protected | 0.95 | | 1.00 | | 0.98 | | 0.95 | 1.00 | | | 1.00 | |
| Satd. Flow (prot) | 1582 | | 1250 | | 1364 | | 1542 | 1610 | | | 2933 | |
| Flt Permitted | 0.73 | | 1.00 | | 0.98 | | 0.17 | 1.00 | | | 1.00 | |
| Satd. Flow (perm) | 1208 | | 1250 | | 1364 | | 275 | 1610 | | | 2933 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 238 | 0 | 197 | 21 | 5 | 22 | 163 | 510 | 0 | 0 | 782 | 246 |
| RTOR Reduction (vph) | 0 | 0 | 140 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 34 | 0 |
| Lane Group Flow (vph) | 238 | 0 | 57 | 0 | 32 | 0 | 163 | 510 | 0 | 0 | 994 | 0 |
| Confl. Peds. (#/hr) | 2 | | 87 | 87 | | 2 | 44 | | 2 | 2 | | 44 |
| Confl. Bikes (#/hr) | | | | | | | | | | | | 3 |
| Heavy Vehicles (%) | 1% | 0% | 3% | 0% | 0% | 0% | 4% | 5% | 0% | 0% | 4% | 1% |
| Turn Type | Perm | | Perm | Perm | NA | | pm+pt | NA | | | NA | |
| Protected Phases | | | | | 4 | | 5 | 2 | | | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | | 2 | | | | | |
| Actuated Green, G (s) | 26.0 | | 26.0 | | 26.0 | | 52.0 | 52.0 | | | 42.0 | |
| Effective Green, g (s) | 26.0 | | 26.0 | | 26.0 | | 52.0 | 52.0 | | | 42.0 | |
| Actuated g/C Ratio | 0.29 | | 0.29 | | 0.29 | | 0.58 | 0.58 | | | 0.47 | |
| Clearance Time (s) | 6.0 | | 6.0 | | 6.0 | | 3.0 | 6.0 | | | 6.0 | |
| Lane Grp Cap (vph) | 348 | | 361 | | 394 | | 257 | 930 | | | 1368 | |
| v/s Ratio Prot | | | | | | | c0.05 | 0.32 | | | c0.34 | |
| v/s Ratio Perm | c0.20 | | 0.05 | | 0.02 | | 0.32 | | | | | |
| v/c Ratio | 0.68 | | 0.16 | | 0.08 | | 0.63 | 0.55 | | | 0.73 | |
| Uniform Delay, d1 | 28.4 | | 23.8 | | 23.3 | | 11.7 | 11.7 | | | 19.4 | |
| Progression Factor | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | | | 0.84 | |
| Incremental Delay, d2 | 10.4 | | 0.9 | | 0.4 | | 11.4 | 2.3 | | | 3.1 | |
| Delay (s) | 38.8 | | 24.8 | | 23.7 | | 23.0 | 14.1 | | | 19.3 | |
| Level of Service | D | | C | | C | | C | B | | | B | |
| Approach Delay (s) | | 32.4 | | | 23.7 | | | 16.2 | | | 19.3 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 21.1 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.70 | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 15.0 |
| Intersection Capacity Utilization | 74.3% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

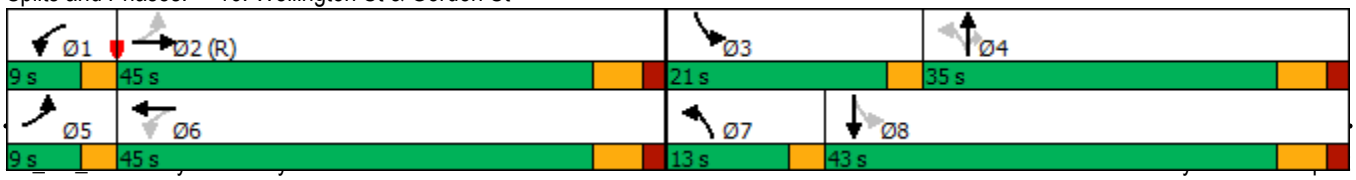
c Critical Lane Group

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Traffic Volume (vph) | 112 | 778 | 33 | 762 | 141 | 835 | 40 | 354 | 584 |
| Future Volume (vph) | 112 | 778 | 33 | 762 | 141 | 835 | 40 | 354 | 584 |
| Lane Group Flow (vph) | 122 | 882 | 36 | 1152 | 153 | 908 | 43 | 385 | 731 |
| Turn Type | pm+pt | NA | pm+pt | NA | pm+pt | NA | Perm | pm+pt | NA |
| Protected Phases | 5 | 2 | 1 | 6 | 7 | 4 | | 3 | 8 |
| Permitted Phases | 2 | | 6 | | 4 | | 4 | 8 | |
| Detector Phase | 5 | 2 | 1 | 6 | 7 | 4 | 4 | 3 | 8 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 6.0 | 10.0 | 6.0 | 7.0 | 7.0 | 6.0 | 7.0 |
| Minimum Split (s) | 9.0 | 34.0 | 9.0 | 34.0 | 9.0 | 33.0 | 33.0 | 9.0 | 33.0 |
| Total Split (s) | 9.0 | 45.0 | 9.0 | 45.0 | 13.0 | 35.0 | 35.0 | 21.0 | 43.0 |
| Total Split (%) | 8.2% | 40.9% | 8.2% | 40.9% | 11.8% | 31.8% | 31.8% | 19.1% | 39.1% |
| Yellow Time (s) | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 |
| All-Red Time (s) | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 6.0 | 3.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 |
| Lead/Lag | Lead | Lag | Lead | Lag | Lead | Lag | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | C-Max | None | Max | None | Max | Max | None | Max |
| v/c Ratio | 0.84 | 0.73 | 0.18 | 1.07 | 0.53 | 1.16 | 0.10 | 1.21 | 0.73 |
| Control Delay | 64.7 | 34.0 | 18.3 | 81.4 | 24.4 | 122.6 | 0.5 | 150.6 | 36.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 64.7 | 34.0 | 18.3 | 81.4 | 24.4 | 122.6 | 0.5 | 150.6 | 36.5 |
| Queue Length 50th (m) | 14.9 | 88.6 | 4.1 | ~140.2 | 18.2 | ~121.5 | 0.0 | ~86.9 | 71.1 |
| Queue Length 95th (m) | #45.5 | 113.5 | 9.8 | #181.5 | 30.7 | #160.4 | 0.0 | #145.3 | 93.3 |
| Internal Link Dist (m) | | 223.6 | | 183.2 | | 222.9 | | | 157.4 |
| Turn Bay Length (m) | 65.0 | | 110.0 | | 80.0 | | 55.0 | 35.0 | |
| Base Capacity (vph) | 145 | 1201 | 205 | 1077 | 296 | 784 | 439 | 317 | 996 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.84 | 0.73 | 0.18 | 1.07 | 0.52 | 1.16 | 0.10 | 1.21 | 0.73 |

## Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated
~ 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: Wellington St & Gordon St



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 112 | 778 | 33 | 33 | 762 | 298 | 141 | 835 | 40 | 354 | 584 | 88 |
| Future Volume (vph) | 112 | 778 | 33 | 33 | 762 | 298 | 141 | 835 | 40 | 354 | 584 | 88 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 0.96 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.98 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1530 | 3097 | | 1545 | 2933 | | 1604 | 2975 | 1333 | 1545 | 2895 | |
| Flt Permitted | 0.10 | 1.00 | | 0.19 | 1.00 | | 0.31 | 1.00 | 1.00 | 0.12 | 1.00 | |
| Satd. Flow (perm) | 156 | 3097 | | 316 | 2933 | | 518 | 2975 | 1333 | 203 | 2895 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 122 | 846 | 36 | 36 | 828 | 324 | 153 | 908 | 43 | 385 | 635 | 96 |
| RTOR Reduction (vph) | 0 | 2 | 0 | 0 | 37 | 0 | 0 | 0 | 32 | 0 | 11 | 0 |
| Lane Group Flow (vph) | 122 | 880 | 0 | 36 | 1115 | 0 | 153 | 908 | 11 | 385 | 720 | 0 |
| Confl. Peds. (#/hr) | 28 | | 2 | 2 | | 28 | 16 | | 4 | 4 | | 16 |
| Confl. Bikes (#/hr) | | | 6 | | | 3 | | | | | | 1 |
| Heavy Vehicles (%) | 5% | 3% | 4% | 4% | 3% | 5% | 0% | 8% | 6% | 4% | 9% | 4% |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 2 | | | 6 | | | 4 | | 4 | 8 | | |
| Actuated Green, G (s) | 47.4 | 41.4 | | 42.6 | 39.0 | | 38.5 | 29.0 | 29.0 | 50.0 | 37.5 | |
| Effective Green, g (s) | 47.4 | 41.4 | | 42.6 | 39.0 | | 38.5 | 29.0 | 29.0 | 50.0 | 37.5 | |
| Actuated g/C Ratio | 0.43 | 0.38 | | 0.39 | 0.35 | | 0.35 | 0.26 | 0.26 | 0.45 | 0.34 | |
| Clearance Time (s) | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 142 | 1165 | | 162 | 1039 | | 275 | 784 | 351 | 311 | 986 | |
| v/s Ratio Prot | c0.05 | 0.28 | | 0.01 | c0.38 | | 0.05 | 0.31 | | c0.20 | 0.25 | |
| v/s Ratio Perm | 0.32 | | | 0.08 | | | 0.15 | | 0.01 | c0.36 | | |
| v/c Ratio | 0.86 | 0.75 | | 0.22 | 1.07 | | 0.56 | 1.16 | 0.03 | 1.24 | 0.73 | |
| Uniform Delay, d1 | 25.1 | 29.9 | | 22.3 | 35.5 | | 25.9 | 40.5 | 30.1 | 32.3 | 31.8 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 37.1 | 4.6 | | 0.7 | 49.6 | | 2.4 | 85.2 | 0.2 | 131.6 | 4.8 | |
| Delay (s) | 62.2 | 34.5 | | 23.0 | 85.1 | | 28.3 | 125.7 | 30.2 | 163.9 | 36.6 | |
| Level of Service | E | C | | C | F | | C | F | C | F | D | |
| Approach Delay (s) | | 37.8 | | | 83.2 | | | 108.5 | | | 80.5 | |
| Approach LOS | | D | | | F | | | F | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 78.5 | HCM 2000 Level of Service | E |
| HCM 2000 Volume to Capacity ratio | 1.18 | | |
| Actuated Cycle Length (s) | 110.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 105.7% | ICU Level of Service | G |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | NBT | SBT | Ø3 |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 660 | 600 | |
| Future Volume (vph) | 660 | 600 | |
| Lane Group Flow (vph) | 717 | 652 | |
| Turn Type | NA | NA | |
| Protected Phases | 2 | 6 | 3 |
| Permitted Phases | | | |
| Minimum Split (s) | 361.0 | 361.0 | 89.0 |
| Total Split (s) | 361.0 | 361.0 | 89.0 |
| Total Split (%) | 80.2% | 80.2% | 20% |
| Yellow Time (s) | 10.0 | 10.0 | 10.0 |
| All-Red Time (s) | 2.0 | 2.0 | 5.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | |
| Total Lost Time (s) | 12.0 | 12.0 | |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| v/c Ratio | 0.50 | 0.46 | |
| Control Delay | 20.0 | 18.7 | |
| Queue Delay | 9.0 | 0.0 | |
| Total Delay | 29.0 | 18.7 | |
| Queue Length 50th (m) | 235.5 | 202.4 | |
| Queue Length 95th (m) | 258.4 | 223.4 | |
| Internal Link Dist (m) | 121.2 | 63.2 | |
| Turn Bay Length (m) | | | |
| Base Capacity (vph) | 1428 | 1428 | |
| Starvation Cap Reductn | 672 | 0 | |
| Spillback Cap Reductn | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | |
| Reduced v/c Ratio | 0.95 | 0.46 | |

| Intersection Summary |
|---|
| Cycle Length: 450 |
| Actuated Cycle Length: 450 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |
| Natural Cycle: 450 |
| Control Type: Pretimed |

Splits and Phases: 18: Edinburgh Rd & Rail Crossing

| Movement | EBL | EBR | NBL | NBT | NBR | SBL | SBT | SBR | SWL | SWR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 660 | 0 | 0 | 600 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 660 | 0 | 0 | 600 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | 12.0 | | | 12.0 | | | |
| Lane Util. Factor | | | | 1.00 | | | 1.00 | | | |
| Frt | | | | 1.00 | | | 1.00 | | | |
| Flt Protected | | | | 1.00 | | | 1.00 | | | |
| Satd. Flow (prot) | | | | 1842 | | | 1842 | | | |
| Flt Permitted | | | | 1.00 | | | 1.00 | | | |
| Satd. Flow (perm) | | | | 1842 | | | 1842 | | | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 717 | 0 | 0 | 652 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 717 | 0 | 0 | 652 | 0 | 0 | 0 |
| Turn Type | | | | NA | | | NA | | | |
| Protected Phases | | | | 2 | | | 6 | | | |
| Permitted Phases | | | | | | | | | | |
| Actuated Green, G (s) | | | | 349.0 | | | 349.0 | | | |
| Effective Green, g (s) | | | | 349.0 | | | 349.0 | | | |
| Actuated g/C Ratio | | | | 0.78 | | | 0.78 | | | |
| Clearance Time (s) | | | | 12.0 | | | 12.0 | | | |
| Lane Grp Cap (vph) | | | | 1428 | | | 1428 | | | |
| v/s Ratio Prot | | | | c0.39 | | | 0.35 | | | |
| v/s Ratio Perm | | | | | | | | | | |
| v/c Ratio | | | | 0.50 | | | 0.46 | | | |
| Uniform Delay, d1 | | | | 18.6 | | | 17.5 | | | |
| Progression Factor | | | | 1.00 | | | 1.00 | | | |
| Incremental Delay, d2 | | | | 1.3 | | | 1.1 | | | |
| Delay (s) | | | | 19.8 | | | 18.6 | | | |
| Level of Service | | | | B | | | B | | | |
| Approach Delay (s) | 0.0 | | | 19.8 | | | 18.6 | | 0.0 | |
| Approach LOS | A | | | B | | | B | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 19.2 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.41 | | |
| Actuated Cycle Length (s) | 450.0 | Sum of lost time (s) | 27.0 |
| Intersection Capacity Utilization | 300.8% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | NBT | SBT | Ø3 |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 134 | 215 | |
| Future Volume (vph) | 134 | 215 | |
| Lane Group Flow (vph) | 146 | 234 | |
| Turn Type | NA | NA | |
| Protected Phases | 2 | 6 | 3 |
| Permitted Phases | | | |
| Minimum Split (s) | 361.0 | 361.0 | 89.0 |
| Total Split (s) | 361.0 | 361.0 | 89.0 |
| Total Split (%) | 80.2% | 80.2% | 20% |
| Yellow Time (s) | 10.0 | 10.0 | 10.0 |
| All-Red Time (s) | 2.0 | 2.0 | 5.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | |
| Total Lost Time (s) | 12.0 | 12.0 | |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| v/c Ratio | 0.10 | 0.16 | |
| Control Delay | 12.5 | 13.3 | |
| Queue Delay | 0.0 | 0.0 | |
| Total Delay | 12.5 | 13.3 | |
| Queue Length 50th (m) | 31.8 | 53.7 | |
| Queue Length 95th (m) | 40.5 | 64.9 | |
| Internal Link Dist (m) | 68.0 | 175.4 | |
| Turn Bay Length (m) | | | |
| Base Capacity (vph) | 1428 | 1428 | |
| Starvation Cap Reductn | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | |
| Reduced v/c Ratio | 0.10 | 0.16 | |

| Intersection Summary |
|---|
| Cycle Length: 450 |
| Actuated Cycle Length: 450 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |
| Natural Cycle: 450 |
| Control Type: Pretimed |

Splits and Phases: 19: Alma St & Rail Crossing

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 0 | 0 | 215 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 0 | 0 | 215 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Util. Factor | | | | | | | | 1.00 | | | 1.00 | |
| Frt | | | | | | | | 1.00 | | | 1.00 | |
| Flt Protected | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (prot) | | | | | | | | 1842 | | | 1842 | |
| Flt Permitted | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (perm) | | | | | | | | 1842 | | | 1842 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 146 | 0 | 0 | 234 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 146 | 0 | 0 | 234 | 0 |
| Turn Type | | | | | | | | NA | | | NA | |
| Protected Phases | | | | | | | | 2 | | | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | | | | | | | | 349.0 | | | 349.0 | |
| Effective Green, g (s) | | | | | | | | 349.0 | | | 349.0 | |
| Actuated g/C Ratio | | | | | | | | 0.78 | | | 0.78 | |
| Clearance Time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Grp Cap (vph) | | | | | | | | 1428 | | | 1428 | |
| v/s Ratio Prot | | | | | | | | 0.08 | | | c0.13 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | | | | | | | | 0.10 | | | 0.16 | |
| Uniform Delay, d1 | | | | | | | | 12.3 | | | 13.0 | |
| Progression Factor | | | | | | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | | | | | | | 0.1 | | | 0.2 | |
| Delay (s) | | | | | | | | 12.5 | | | 13.2 | |
| Level of Service | | | | | | | | B | | | B | |
| Approach Delay (s) | | 0.0 | | | 0.0 | | | 12.5 | | | 13.2 | |
| Approach LOS | | A | | | A | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 12.9 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.14 | | |
| Actuated Cycle Length (s) | 450.0 | Sum of lost time (s) | 27.0 |
| Intersection Capacity Utilization | 300.8% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | NBT | SBT | Ø3 |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 191 | 188 | |
| Future Volume (vph) | 191 | 188 | |
| Lane Group Flow (vph) | 208 | 204 | |
| Turn Type | NA | NA | |
| Protected Phases | 2 | 6 | 3 |
| Permitted Phases | | | |
| Minimum Split (s) | 361.0 | 361.0 | 89.0 |
| Total Split (s) | 361.0 | 361.0 | 89.0 |
| Total Split (%) | 80.2% | 80.2% | 20% |
| Yellow Time (s) | 10.0 | 10.0 | 10.0 |
| All-Red Time (s) | 2.0 | 2.0 | 5.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | |
| Total Lost Time (s) | 12.0 | 12.0 | |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| v/c Ratio | 0.15 | 0.14 | |
| Control Delay | 13.0 | 13.0 | |
| Queue Delay | 0.0 | 0.0 | |
| Total Delay | 13.0 | 13.0 | |
| Queue Length 50th (m) | 47.0 | 46.0 | |
| Queue Length 95th (m) | 57.5 | 56.2 | |
| Internal Link Dist (m) | 45.7 | 70.8 | |
| Turn Bay Length (m) | | | |
| Base Capacity (vph) | 1428 | 1428 | |
| Starvation Cap Reductn | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | |
| Reduced v/c Ratio | 0.15 | 0.14 | |

| Intersection Summary |
|---|
| Cycle Length: 450 |
| Actuated Cycle Length: 450 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |
| Natural Cycle: 450 |
| Control Type: Pretimed |

Splits and Phases: 20: Rail Crossing & Yorkshire St

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 191 | 0 | 0 | 188 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 191 | 0 | 0 | 188 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Util. Factor | | | | | | | | 1.00 | | | 1.00 | |
| Frt | | | | | | | | 1.00 | | | 1.00 | |
| Flt Protected | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (prot) | | | | | | | | 1842 | | | 1842 | |
| Flt Permitted | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (perm) | | | | | | | | 1842 | | | 1842 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 208 | 0 | 0 | 204 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 208 | 0 | 0 | 204 | 0 |
| Turn Type | | | | | | | | NA | | | NA | |
| Protected Phases | | | | | | | | 2 | | | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | | | | | | | | 349.0 | | | 349.0 | |
| Effective Green, g (s) | | | | | | | | 349.0 | | | 349.0 | |
| Actuated g/C Ratio | | | | | | | | 0.78 | | | 0.78 | |
| Clearance Time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Grp Cap (vph) | | | | | | | | 1428 | | | 1428 | |
| v/s Ratio Prot | | | | | | | | c0.11 | | | 0.11 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | | | | | | | | 0.15 | | | 0.14 | |
| Uniform Delay, d1 | | | | | | | | 12.8 | | | 12.7 | |
| Progression Factor | | | | | | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | | | | | | | 0.2 | | | 0.2 | |
| Delay (s) | | | | | | | | 13.0 | | | 13.0 | |
| Level of Service | | | | | | | | B | | | B | |
| Approach Delay (s) | | 0.0 | | | 0.0 | | | 13.0 | | | 13.0 | |
| Approach LOS | | A | | | A | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 13.0 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.12 | | |
| Actuated Cycle Length (s) | 450.0 | Sum of lost time (s) | 27.0 |
| Intersection Capacity Utilization | 300.8% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | NBT | SBT | Ø3 |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 94 | 112 | |
| Future Volume (vph) | 94 | 112 | |
| Lane Group Flow (vph) | 102 | 122 | |
| Turn Type | NA | NA | |
| Protected Phases | 2 | 6 | 3 |
| Permitted Phases | | | |
| Minimum Split (s) | 361.0 | 361.0 | 89.0 |
| Total Split (s) | 361.0 | 361.0 | 89.0 |
| Total Split (%) | 80.2% | 80.2% | 20% |
| Yellow Time (s) | 10.0 | 10.0 | 10.0 |
| All-Red Time (s) | 2.0 | 2.0 | 5.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | |
| Total Lost Time (s) | 12.0 | 12.0 | |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| v/c Ratio | 0.07 | 0.09 | |
| Control Delay | 12.1 | 12.3 | |
| Queue Delay | 0.0 | 0.0 | |
| Total Delay | 12.1 | 12.3 | |
| Queue Length 50th (m) | 21.7 | 26.2 | |
| Queue Length 95th (m) | 29.0 | 34.2 | |
| Internal Link Dist (m) | 125.5 | 52.5 | |
| Turn Bay Length (m) | | | |
| Base Capacity (vph) | 1428 | 1428 | |
| Starvation Cap Reductn | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | |
| Reduced v/c Ratio | 0.07 | 0.09 | |

| Intersection Summary |
|---|
| Cycle Length: 450 |
| Actuated Cycle Length: 450 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |
| Natural Cycle: 450 |
| Control Type: Pretimed |

Splits and Phases: 21: Glasgow St. & Rail Crossing

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 0 | 112 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 0 | 112 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Util. Factor | | | | | | | | 1.00 | | | 1.00 | |
| Frt | | | | | | | | 1.00 | | | 1.00 | |
| Flt Protected | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (prot) | | | | | | | | 1842 | | | 1842 | |
| Flt Permitted | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (perm) | | | | | | | | 1842 | | | 1842 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 0 | 0 | 122 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 0 | 0 | 122 | 0 |
| Turn Type | | | | | | | | NA | | | NA | |
| Protected Phases | | | | | | | | 2 | | | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | | | | | | | | 349.0 | | | 349.0 | |
| Effective Green, g (s) | | | | | | | | 349.0 | | | 349.0 | |
| Actuated g/C Ratio | | | | | | | | 0.78 | | | 0.78 | |
| Clearance Time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Grp Cap (vph) | | | | | | | | 1428 | | | 1428 | |
| v/s Ratio Prot | | | | | | | | 0.06 | | | c0.07 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | | | | | | | | 0.07 | | | 0.09 | |
| Uniform Delay, d1 | | | | | | | | 12.0 | | | 12.1 | |
| Progression Factor | | | | | | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | | | | | | | 0.1 | | | 0.1 | |
| Delay (s) | | | | | | | | 12.1 | | | 12.3 | |
| Level of Service | | | | | | | | B | | | B | |
| Approach Delay (s) | | 0.0 | | | 0.0 | | | 12.1 | | | 12.3 | |
| Approach LOS | | A | | | A | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 12.2 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.07 | | |
| Actuated Cycle Length (s) | 450.0 | Sum of lost time (s) | 27.0 |
| Intersection Capacity Utilization | 300.8% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | NBT | SBT | Ø3 |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 660 | 600 | |
| Future Volume (vph) | 660 | 600 | |
| Lane Group Flow (vph) | 717 | 652 | |
| Turn Type | NA | NA | |
| Protected Phases | 2 | 6 | 3 |
| Permitted Phases | | | |
| Minimum Split (s) | 413.0 | 413.0 | 37.0 |
| Total Split (s) | 413.0 | 413.0 | 37.0 |
| Total Split (%) | 91.8% | 91.8% | 8% |
| Yellow Time (s) | 10.0 | 10.0 | 10.0 |
| All-Red Time (s) | 2.0 | 2.0 | 5.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | |
| Total Lost Time (s) | 12.0 | 12.0 | |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| v/c Ratio | 0.44 | 0.40 | |
| Control Delay | 5.3 | 4.9 | |
| Queue Delay | 3.2 | 0.0 | |
| Total Delay | 8.5 | 4.9 | |
| Queue Length 50th (m) | 106.6 | 91.6 | |
| Queue Length 95th (m) | 117.1 | 101.2 | |
| Internal Link Dist (m) | 121.2 | 63.2 | |
| Turn Bay Length (m) | | | |
| Base Capacity (vph) | 1641 | 1641 | |
| Starvation Cap Reductn | 798 | 0 | |
| Spillback Cap Reductn | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | |
| Reduced v/c Ratio | 0.85 | 0.40 | |

| Intersection Summary |
|---|
| Cycle Length: 450 |
| Actuated Cycle Length: 450 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |
| Natural Cycle: 450 |
| Control Type: Pretimed |

Splits and Phases: 18: Edinburgh Rd & Rail Crossing

| Movement | EBL | EBR | NBL | NBT | NBR | SBL | SBT | SBR | SWL | SWR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 660 | 0 | 0 | 600 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 660 | 0 | 0 | 600 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | 12.0 | | | 12.0 | | | |
| Lane Util. Factor | | | | 1.00 | | | 1.00 | | | |
| Frt | | | | 1.00 | | | 1.00 | | | |
| Flt Protected | | | | 1.00 | | | 1.00 | | | |
| Satd. Flow (prot) | | | | 1842 | | | 1842 | | | |
| Flt Permitted | | | | 1.00 | | | 1.00 | | | |
| Satd. Flow (perm) | | | | 1842 | | | 1842 | | | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 717 | 0 | 0 | 652 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 717 | 0 | 0 | 652 | 0 | 0 | 0 |
| Turn Type | | | | NA | | | NA | | | |
| Protected Phases | | | | 2 | | | 6 | | | |
| Permitted Phases | | | | | | | | | | |
| Actuated Green, G (s) | | | | 401.0 | | | 401.0 | | | |
| Effective Green, g (s) | | | | 401.0 | | | 401.0 | | | |
| Actuated g/C Ratio | | | | 0.89 | | | 0.89 | | | |
| Clearance Time (s) | | | | 12.0 | | | 12.0 | | | |
| Lane Grp Cap (vph) | | | | 1641 | | | 1641 | | | |
| v/s Ratio Prot | | | | c0.39 | | | 0.35 | | | |
| v/s Ratio Perm | | | | | | | | | | |
| v/c Ratio | | | | 0.44 | | | 0.40 | | | |
| Uniform Delay, d1 | | | | 4.4 | | | 4.1 | | | |
| Progression Factor | | | | 1.00 | | | 1.00 | | | |
| Incremental Delay, d2 | | | | 0.8 | | | 0.7 | | | |
| Delay (s) | | | | 5.2 | | | 4.9 | | | |
| Level of Service | | | | A | | | A | | | |
| Approach Delay (s) | 0.0 | | | 5.2 | | | 4.9 | | 0.0 | |
| Approach LOS | A | | | A | | | A | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 5.0 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.41 | | |
| Actuated Cycle Length (s) | 450.0 | Sum of lost time (s) | 27.0 |
| Intersection Capacity Utilization | 341.7% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | NBT | SBT | Ø3 |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 134 | 215 | |
| Future Volume (vph) | 134 | 215 | |
| Lane Group Flow (vph) | 146 | 234 | |
| Turn Type | NA | NA | |
| Protected Phases | 2 | 6 | 3 |
| Permitted Phases | | | |
| Minimum Split (s) | 413.0 | 413.0 | 37.0 |
| Total Split (s) | 413.0 | 413.0 | 37.0 |
| Total Split (%) | 91.8% | 91.8% | 8% |
| Yellow Time (s) | 10.0 | 10.0 | 10.0 |
| All-Red Time (s) | 2.0 | 2.0 | 5.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | |
| Total Lost Time (s) | 12.0 | 12.0 | |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| v/c Ratio | 0.09 | 0.14 | |
| Control Delay | 3.0 | 3.3 | |
| Queue Delay | 0.0 | 0.0 | |
| Total Delay | 3.0 | 3.3 | |
| Queue Length 50th (m) | 14.4 | 24.3 | |
| Queue Length 95th (m) | 18.3 | 29.3 | |
| Internal Link Dist (m) | 68.0 | 175.4 | |
| Turn Bay Length (m) | | | |
| Base Capacity (vph) | 1641 | 1641 | |
| Starvation Cap Reductn | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | |
| Reduced v/c Ratio | 0.09 | 0.14 | |

| Intersection Summary |
|---|
| Cycle Length: 450 |
| Actuated Cycle Length: 450 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |
| Natural Cycle: 450 |
| Control Type: Pretimed |

Splits and Phases: 19: Alma St & Rail Crossing

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 0 | 0 | 215 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 0 | 0 | 215 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Util. Factor | | | | | | | | 1.00 | | | 1.00 | |
| Frt | | | | | | | | 1.00 | | | 1.00 | |
| Flt Protected | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (prot) | | | | | | | | 1842 | | | 1842 | |
| Flt Permitted | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (perm) | | | | | | | | 1842 | | | 1842 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 146 | 0 | 0 | 234 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 146 | 0 | 0 | 234 | 0 |
| Turn Type | | | | | | | | NA | | | NA | |
| Protected Phases | | | | | | | | 2 | | | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | | | | | | | | 401.0 | | | 401.0 | |
| Effective Green, g (s) | | | | | | | | 401.0 | | | 401.0 | |
| Actuated g/C Ratio | | | | | | | | 0.89 | | | 0.89 | |
| Clearance Time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Grp Cap (vph) | | | | | | | | 1641 | | | 1641 | |
| v/s Ratio Prot | | | | | | | | 0.08 | | | c0.13 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | | | | | | | | 0.09 | | | 0.14 | |
| Uniform Delay, d1 | | | | | | | | 2.9 | | | 3.1 | |
| Progression Factor | | | | | | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | | | | | | | 0.1 | | | 0.2 | |
| Delay (s) | | | | | | | | 3.0 | | | 3.2 | |
| Level of Service | | | | | | | | A | | | A | |
| Approach Delay (s) | | 0.0 | | | 0.0 | | | 3.0 | | | 3.2 | |
| Approach LOS | | A | | | A | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 3.1 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.14 | | |
| Actuated Cycle Length (s) | 450.0 | Sum of lost time (s) | 27.0 |
| Intersection Capacity Utilization | 344.2% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | NBT | SBT | Ø3 |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 191 | 188 | |
| Future Volume (vph) | 191 | 188 | |
| Lane Group Flow (vph) | 208 | 204 | |
| Turn Type | NA | NA | |
| Protected Phases | 2 | 6 | 3 |
| Permitted Phases | | | |
| Minimum Split (s) | 413.0 | 413.0 | 37.0 |
| Total Split (s) | 413.0 | 413.0 | 37.0 |
| Total Split (%) | 91.8% | 91.8% | 8% |
| Yellow Time (s) | 10.0 | 10.0 | 10.0 |
| All-Red Time (s) | 2.0 | 2.0 | 5.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | |
| Total Lost Time (s) | 12.0 | 12.0 | |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| v/c Ratio | 0.13 | 0.12 | |
| Control Delay | 3.2 | 3.2 | |
| Queue Delay | 0.0 | 0.0 | |
| Total Delay | 3.2 | 3.2 | |
| Queue Length 50th (m) | 21.3 | 20.9 | |
| Queue Length 95th (m) | 26.1 | 25.4 | |
| Internal Link Dist (m) | 45.7 | 70.8 | |
| Turn Bay Length (m) | | | |
| Base Capacity (vph) | 1641 | 1641 | |
| Starvation Cap Reductn | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | |
| Reduced v/c Ratio | 0.13 | 0.12 | |

| Intersection Summary |
|---|
| Cycle Length: 450 |
| Actuated Cycle Length: 450 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |
| Natural Cycle: 450 |
| Control Type: Pretimed |

Splits and Phases: 20: Rail Crossing & Yorkshire St

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 191 | 0 | 0 | 188 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 191 | 0 | 0 | 188 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Util. Factor | | | | | | | | 1.00 | | | 1.00 | |
| Frt | | | | | | | | 1.00 | | | 1.00 | |
| Flt Protected | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (prot) | | | | | | | | 1842 | | | 1842 | |
| Flt Permitted | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (perm) | | | | | | | | 1842 | | | 1842 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 208 | 0 | 0 | 204 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 208 | 0 | 0 | 204 | 0 |
| Turn Type | | | | | | | | NA | | | NA | |
| Protected Phases | | | | | | | | 2 | | | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | | | | | | | | 401.0 | | | 401.0 | |
| Effective Green, g (s) | | | | | | | | 401.0 | | | 401.0 | |
| Actuated g/C Ratio | | | | | | | | 0.89 | | | 0.89 | |
| Clearance Time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Grp Cap (vph) | | | | | | | | 1641 | | | 1641 | |
| v/s Ratio Prot | | | | | | | | c0.11 | | | 0.11 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | | | | | | | | 0.13 | | | 0.12 | |
| Uniform Delay, d1 | | | | | | | | 3.0 | | | 3.0 | |
| Progression Factor | | | | | | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | | | | | | | 0.2 | | | 0.2 | |
| Delay (s) | | | | | | | | 3.2 | | | 3.2 | |
| Level of Service | | | | | | | | A | | | A | |
| Approach Delay (s) | | 0.0 | | | 0.0 | | | 3.2 | | | 3.2 | |
| Approach LOS | | A | | | A | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 3.2 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.12 | | |
| Actuated Cycle Length (s) | 450.0 | Sum of lost time (s) | 27.0 |
| Intersection Capacity Utilization | 341.7% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | NBT | SBT | Ø3 |
|---|---|---|---|
| Lane Configurations | ↑ | ↑ | |
| Traffic Volume (vph) | 94 | 112 | |
| Future Volume (vph) | 94 | 112 | |
| Lane Group Flow (vph) | 102 | 122 | |
| Turn Type | NA | NA | |
| Protected Phases | 2 | 6 | 3 |
| Permitted Phases | | | |
| Minimum Split (s) | 413.0 | 413.0 | 37.0 |
| Total Split (s) | 413.0 | 413.0 | 37.0 |
| Total Split (%) | 91.8% | 91.8% | 8% |
| Yellow Time (s) | 10.0 | 10.0 | 10.0 |
| All-Red Time (s) | 2.0 | 2.0 | 5.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | |
| Total Lost Time (s) | 12.0 | 12.0 | |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| v/c Ratio | 0.06 | 0.07 | |
| Control Delay | 2.9 | 3.0 | |
| Queue Delay | 0.0 | 0.0 | |
| Total Delay | 2.9 | 3.0 | |
| Queue Length 50th (m) | 9.8 | 11.9 | |
| Queue Length 95th (m) | 13.1 | 15.5 | |
| Internal Link Dist (m) | 125.5 | 52.5 | |
| Turn Bay Length (m) | | | |
| Base Capacity (vph) | 1641 | 1641 | |
| Starvation Cap Reductn | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | |
| Reduced v/c Ratio | 0.06 | 0.07 | |

| Intersection Summary |
|---|
| Cycle Length: 450 |
| Actuated Cycle Length: 450 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |
| Natural Cycle: 450 |
| Control Type: Pretimed |

Splits and Phases: 21: Glasgow St. & Rail Crossing

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 0 | 112 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 0 | 112 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Util. Factor | | | | | | | | 1.00 | | | 1.00 | |
| Frt | | | | | | | | 1.00 | | | 1.00 | |
| Flt Protected | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (prot) | | | | | | | | 1842 | | | 1842 | |
| Flt Permitted | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (perm) | | | | | | | | 1842 | | | 1842 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 0 | 0 | 122 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 0 | 0 | 122 | 0 |
| Turn Type | | | | | | | | NA | | | NA | |
| Protected Phases | | | | | | | | 2 | | | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | | | | | | | | 401.0 | | | 401.0 | |
| Effective Green, g (s) | | | | | | | | 401.0 | | | 401.0 | |
| Actuated g/C Ratio | | | | | | | | 0.89 | | | 0.89 | |
| Clearance Time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Grp Cap (vph) | | | | | | | | 1641 | | | 1641 | |
| v/s Ratio Prot | | | | | | | | 0.06 | | | c0.07 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | | | | | | | | 0.06 | | | 0.07 | |
| Uniform Delay, d1 | | | | | | | | 2.8 | | | 2.9 | |
| Progression Factor | | | | | | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | | | | | | | 0.1 | | | 0.1 | |
| Delay (s) | | | | | | | | 2.9 | | | 2.9 | |
| Level of Service | | | | | | | | A | | | A | |
| Approach Delay (s) | | 0.0 | | | 0.0 | | | 2.9 | | | 2.9 | |
| Approach LOS | | A | | | A | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 2.9 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.07 | | |
| Actuated Cycle Length (s) | 450.0 | Sum of lost time (s) | 27.0 |
| Intersection Capacity Utilization | 341.7% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | EBL | EBT | WBT | NBL | NBT | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 399 | 552 | 419 | 3 | 0 | 253 | 0 | 295 |
| Future Volume (vph) | 399 | 552 | 419 | 3 | 0 | 253 | 0 | 295 |
| Lane Group Flow (vph) | 434 | 601 | 670 | 0 | 3 | 0 | 275 | 321 |
| Turn Type | pm+pt | NA | NA | Perm | NA | Perm | NA | Perm |
| Protected Phases | 5 | 2 | 6 | | 4 | | 8 | |
| Permitted Phases | 2 | | | 4 | | 8 | | 8 |
| Detector Phase | 5 | 2 | 6 | 4 | 4 | 8 | 8 | 8 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 10.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 |
| Minimum Split (s) | 9.0 | 31.0 | 31.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 |
| Total Split (s) | 16.0 | 62.0 | 46.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 |
| Total Split (%) | 17.8% | 68.9% | 51.1% | 31.1% | 31.1% | 31.1% | 31.1% | 31.1% |
| Yellow Time (s) | 3.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 0.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 6.0 | 6.0 | | 6.0 | | 6.0 | 6.0 |
| Lead/Lag | Lead | | Lag | | | | | |
| Lead-Lag Optimize? | | | | | | | | |
| Recall Mode | None | C-Max | C-Max | None | None | None | None | None |
| v/c Ratio | 1.00 | 0.51 | 0.83 | | 0.02 | | 0.86 | 0.53 |
| Control Delay | 62.5 | 10.9 | 34.7 | | 26.3 | | 59.3 | 6.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 |
| Total Delay | 62.5 | 10.9 | 34.7 | | 26.3 | | 59.3 | 6.9 |
| Queue Length 50th (m) | ~55.4 | 52.6 | 105.8 | | 0.4 | | 44.9 | 0.0 |
| Queue Length 95th (m) | #111.9 | 77.8 m | #158.7 | | 2.6 | | #84.2 | 19.3 |
| Internal Link Dist (m) | | 220.7 | 464.5 | | 75.7 | | 165.4 | |
| Turn Bay Length (m) | | | | | | | | |
| Base Capacity (vph) | 436 | 1187 | 806 | | 184 | | 342 | 627 |
| 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 | 1.00 | 0.51 | 0.83 | | 0.02 | | 0.80 | 0.51 |

## Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
~ 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Paisley St & Silvercreek Pkwy

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 399 | 552 | 1 | 0 | 419 | 198 | 3 | 0 | 0 | 253 | 0 | 295 |
| Future Volume (vph) | 399 | 552 | 1 | 0 | 419 | 198 | 3 | 0 | 0 | 253 | 0 | 295 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 3.0 | 6.0 | | | 6.0 | | | 6.0 | | | 6.0 | 6.0 |
| Lane Util. Factor | 1.00 | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | | | 0.99 | | | 1.00 | | | 1.00 | 0.99 |
| Flpb, ped/bikes | 1.00 | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | | | 0.96 | | | 1.00 | | | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | | 1.00 | | | 0.95 | | | 0.95 | 1.00 |
| Satd. Flow (prot) | 1785 | 1860 | | | 1772 | | | 1784 | | | 1760 | 1576 |
| Flt Permitted | 0.16 | 1.00 | | | 1.00 | | | 0.40 | | | 0.76 | 1.00 |
| Satd. Flow (perm) | 293 | 1860 | | | 1772 | | | 755 | | | 1400 | 1576 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 434 | 600 | 1 | 0 | 455 | 215 | 3 | 0 | 0 | 275 | 0 | 321 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 248 |
| Lane Group Flow (vph) | 434 | 601 | 0 | 0 | 651 | 0 | 0 | 3 | 0 | 0 | 275 | 73 |
| Confl. Peds. (#/hr) | 3 | | 2 | 2 | | 3 | 1 | | 2 | 2 | | 1 |
| Heavy Vehicles (%) | 0% | 1% | 0% | 0% | 0% | 2% | 0% | 0% | 0% | 1% | 0% | 0% |
| Turn Type | pm+pt | NA | | | NA | | Perm | NA | | Perm | NA | Perm |
| Protected Phases | 5 | 2 | | | 6 | | | 4 | | | 8 | |
| Permitted Phases | 2 | | | 6 | | | 4 | | | 8 | | 8 |
| Actuated Green, G (s) | 57.5 | 57.5 | | | 40.0 | | | 20.5 | | | 20.5 | 20.5 |
| Effective Green, g (s) | 57.5 | 57.5 | | | 40.0 | | | 20.5 | | | 20.5 | 20.5 |
| Actuated g/C Ratio | 0.64 | 0.64 | | | 0.44 | | | 0.23 | | | 0.23 | 0.23 |
| Clearance Time (s) | 3.0 | 6.0 | | | 6.0 | | | 6.0 | | | 6.0 | 6.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | | | 3.0 | | | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 427 | 1188 | | | 787 | | | 171 | | | 318 | 358 |
| v/s Ratio Prot | c0.16 | 0.32 | | | 0.37 | | | | | | | |
| v/s Ratio Perm | c0.48 | | | | | | | 0.00 | | | c0.20 | 0.05 |
| v/c Ratio | 1.02 | 0.51 | | | 0.83 | | | 0.02 | | | 0.86 | 0.20 |
| Uniform Delay, d1 | 22.0 | 8.7 | | | 22.0 | | | 26.9 | | | 33.4 | 28.1 |
| Progression Factor | 1.00 | 1.00 | | | 1.24 | | | 1.00 | | | 1.00 | 1.00 |
| Incremental Delay, d2 | 47.8 | 1.5 | | | 7.6 | | | 0.0 | | | 20.9 | 0.3 |
| Delay (s) | 69.8 | 10.2 | | | 34.9 | | | 27.0 | | | 54.3 | 28.4 |
| Level of Service | E | B | | | C | | | C | | | D | C |
| Approach Delay (s) | | 35.2 | | | 34.9 | | | 27.0 | | | 40.4 | |
| Approach LOS | | D | | | C | | | C | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 36.4 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 1.01 | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 15.0 |
| Intersection Capacity Utilization | 91.6% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 465 | 68 | 136 | 398 | 60 | 79 |
| Future Volume (Veh/h) | 465 | 68 | 136 | 398 | 60 | 79 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 505 | 74 | 148 | 433 | 65 | 86 |
| Pedestrians | | | 1 | | | |
| Lane Width (m) | | | 3.5 | | | |
| Walking Speed (m/s) | | | 1.1 | | | |
| Percent Blockage | | | 0 | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | 146 | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 365 | 148 | | | 581 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 365 | 148 | | | 581 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 15 | 92 | | | 94 | |
| cM capacity (veh/h) | 593 | 904 | | | 1003 | |

| Direction, Lane # | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|
| Volume Total | 505 | 74 | 148 | 433 | 65 | 86 |
| Volume Left | 505 | 0 | 0 | 0 | 65 | 0 |
| Volume Right | 0 | 74 | 0 | 433 | 0 | 0 |
| cSH | 593 | 904 | 1700 | 1700 | 1003 | 1700 |
| Volume to Capacity | 0.85 | 0.08 | 0.09 | 0.25 | 0.06 | 0.05 |
| Queue Length 95th (m) | 70.9 | 2.0 | 0.0 | 0.0 | 1.6 | 0.0 |
| Control Delay (s) | 36.4 | 9.3 | 0.0 | 0.0 | 8.8 | 0.0 |
| Lane LOS | E | A | | | A | |
| Approach Delay (s) | 32.9 | | 0.0 | | 3.8 | |
| Approach LOS | D | | | | | |

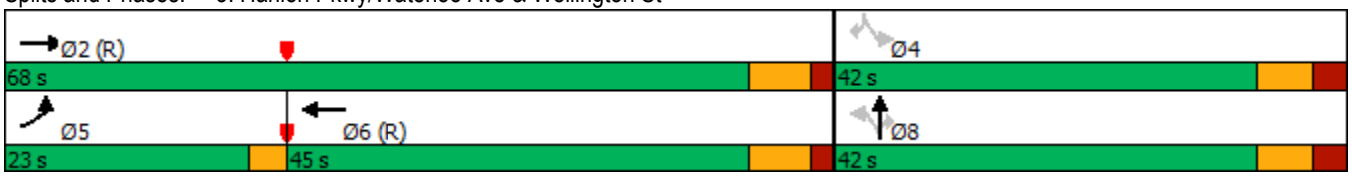
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 15.0 | | |
| Intersection Capacity Utilization | 46.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Lane Group | EBL | EBT | WBT | NBL | NBT | NBR | SBL | SBR |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 193 | 979 | 1262 | 551 | 159 | 198 | 8 | 414 |
| Future Volume (vph) | 193 | 979 | 1262 | 551 | 159 | 198 | 8 | 414 |
| Lane Group Flow (vph) | 210 | 1064 | 1385 | 383 | 389 | 215 | 9 | 450 |
| Turn Type | Prot | NA | NA | Perm | NA | Perm | Perm | Perm |
| Protected Phases | 5 | 2 | 6 | | 8 | | | |
| Permitted Phases | | | | 8 | | 8 | 4 | 4 |
| Detector Phase | 5 | 2 | 6 | 8 | 8 | 8 | 4 | 4 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 7.0 | 20.0 | 20.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 12.1 | 34.1 | 34.1 | 34.5 | 34.5 | 34.5 | 34.5 | 34.5 |
| Total Split (s) | 23.0 | 68.0 | 45.0 | 42.0 | 42.0 | 42.0 | 42.0 | 42.0 |
| Total Split (%) | 20.9% | 61.8% | 40.9% | 38.2% | 38.2% | 38.2% | 38.2% | 38.2% |
| Yellow Time (s) | 3.0 | 5.0 | 5.0 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| All-Red Time (s) | 0.0 | 2.1 | 2.1 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 7.1 | 7.1 | 7.5 | 7.5 | 7.5 | 7.5 | 7.5 |
| Lead/Lag | Lead | | Lag | | | | | |
| Lead-Lag Optimize? | | | | | | | | |
| Recall Mode | None | C-Max | C-Max | None | None | None | None | None |
| v/c Ratio | 0.76 | 0.36 | 0.67 | 0.82 | 0.81 | 0.43 | 0.07 | 0.63 |
| Control Delay | 62.4 | 12.7 | 30.1 | 51.8 | 50.6 | 21.2 | 17.8 | 4.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 62.4 | 12.7 | 30.1 | 51.8 | 50.6 | 21.2 | 17.8 | 4.7 |
| Queue Length 50th (m) | 43.2 | 43.4 | 92.6 | 78.2 | 79.1 | 21.5 | 0.7 | 0.0 |
| Queue Length 95th (m) | 66.9 | 54.3 | 115.3 | 113.1 | 114.4 | 41.6 | m2.0 | m0.0 |
| Internal Link Dist (m) | | 151.8 | 266.9 | | 229.3 | | | |
| Turn Bay Length (m) | 110.0 | | | | | 160.0 | | |
| Base Capacity (vph) | 321 | 2992 | 2062 | 526 | 541 | 553 | 148 | 756 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.65 | 0.36 | 0.67 | 0.73 | 0.72 | 0.39 | 0.06 | 0.60 |

## Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Hanlon Pkwy/Waterloo Ave & Wellington St



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 193 | 979 | 0 | 0 | 1262 | 12 | 551 | 159 | 198 | 8 | 0 | 414 |
| Future Volume (vph) | 193 | 979 | 0 | 0 | 1262 | 12 | 551 | 159 | 198 | 8 | 0 | 414 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 3.0 | 7.1 | | | 7.1 | | 7.5 | 7.5 | 7.5 | 7.5 | | 7.5 |
| Lane Util. Factor | 1.00 | 0.91 | | | 0.91 | | 0.95 | 0.95 | 1.00 | 1.00 | | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 |
| Flpb, ped/bikes | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 |
| Frt | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | 0.85 | 1.00 | | 0.85 |
| Flt Protected | 0.95 | 1.00 | | | 1.00 | | 0.95 | 0.97 | 1.00 | 0.95 | | 1.00 |
| Satd. Flow (prot) | 1767 | 5079 | | | 5072 | | 1679 | 1727 | 1581 | 1785 | | 1581 |
| Flt Permitted | 0.95 | 1.00 | | | 1.00 | | 0.95 | 0.97 | 1.00 | 0.25 | | 1.00 |
| Satd. Flow (perm) | 1767 | 5079 | | | 5072 | | 1679 | 1727 | 1581 | 472 | | 1581 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 210 | 1064 | 0 | 0 | 1372 | 13 | 599 | 173 | 215 | 9 | 0 | 450 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 61 | 0 | 0 | 274 |
| Lane Group Flow (vph) | 210 | 1064 | 0 | 0 | 1384 | 0 | 383 | 389 | 154 | 9 | 0 | 176 |
| Confl. Peds. (#/hr) | | | 1 | 1 | | | | | | | | |
| Heavy Vehicles (%) | 1% | 1% | 0% | 0% | 1% | 0% | 1% | 0% | 1% | 0% | 0% | 1% |
| Turn Type | Prot | NA | | | NA | | Perm | NA | Perm | Perm | | Perm |
| Protected Phases | 5 | 2 | | | 6 | | | 8 | | | | |
| Permitted Phases | | | | | | | 8 | | 8 | 4 | | 4 |
| Actuated Green, G (s) | 17.1 | 64.8 | | | 44.7 | | 30.6 | 30.6 | 30.6 | 30.6 | | 30.6 |
| Effective Green, g (s) | 17.1 | 64.8 | | | 44.7 | | 30.6 | 30.6 | 30.6 | 30.6 | | 30.6 |
| Actuated g/C Ratio | 0.16 | 0.59 | | | 0.41 | | 0.28 | 0.28 | 0.28 | 0.28 | | 0.28 |
| Clearance Time (s) | 3.0 | 7.1 | | | 7.1 | | 7.5 | 7.5 | 7.5 | 7.5 | | 7.5 |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 |
| Lane Grp Cap (vph) | 274 | 2991 | | | 2061 | | 467 | 480 | 439 | 131 | | 439 |
| v/s Ratio Prot | c0.12 | 0.21 | | | c0.27 | | | | | | | |
| v/s Ratio Perm | | | | | | | c0.23 | 0.23 | 0.10 | 0.02 | | 0.11 |
| v/c Ratio | 0.77 | 0.36 | | | 0.67 | | 0.82 | 0.81 | 0.35 | 0.07 | | 0.40 |
| Uniform Delay, d1 | 44.5 | 11.7 | | | 26.7 | | 37.1 | 37.0 | 31.8 | 29.2 | | 32.2 |
| Progression Factor | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | 1.00 | 0.62 | | 0.14 |
| Incremental Delay, d2 | 12.1 | 0.3 | | | 1.8 | | 11.0 | 10.0 | 0.5 | 0.2 | | 0.5 |
| Delay (s) | 56.6 | 12.1 | | | 28.4 | | 48.1 | 47.0 | 32.3 | 18.2 | | 5.2 |
| Level of Service | E | B | | | C | | D | D | C | B | | A |
| Approach Delay (s) | | 19.4 | | | 28.4 | | | 44.2 | | | 5.4 | |
| Approach LOS | | B | | | C | | | D | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 26.9 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.74 | | |
| Actuated Cycle Length (s) | 110.0 | Sum of lost time (s) | 17.6 |
| Intersection Capacity Utilization | 88.1% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

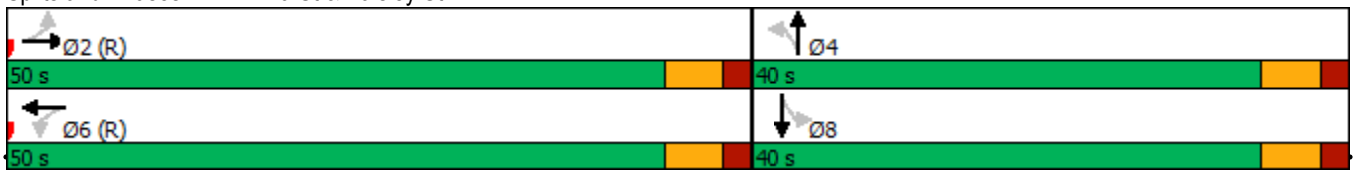
c Critical Lane Group

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 27 | 577 | 5 | 539 | 187 | 94 | 45 | 83 |
| Future Volume (vph) | 27 | 577 | 5 | 539 | 187 | 94 | 45 | 83 |
| Lane Group Flow (vph) | 0 | 747 | 0 | 613 | 0 | 385 | 0 | 229 |
| Turn Type | Perm | NA | Perm | NA | Perm | NA | Perm | NA |
| Protected Phases | | 2 | | 6 | | 4 | | 8 |
| Permitted Phases | 2 | | 6 | | 4 | | 8 | |
| Detector Phase | 2 | 2 | 6 | 6 | 4 | 4 | 8 | 8 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 10.0 | 7.0 | 7.0 | 7.0 | 7.0 |
| Minimum Split (s) | 36.0 | 36.0 | 36.0 | 36.0 | 24.0 | 24.0 | 24.0 | 24.0 |
| Total Split (s) | 50.0 | 50.0 | 50.0 | 50.0 | 40.0 | 40.0 | 40.0 | 40.0 |
| Total Split (%) | 55.6% | 55.6% | 55.6% | 55.6% | 44.4% | 44.4% | 44.4% | 44.4% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Total Lost Time (s) | | 6.0 | | 6.0 | | 6.0 | | 6.0 |
| Lead/Lag | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | |
| Recall Mode | C-Max | C-Max | C-Max | C-Max | None | None | None | None |
| v/c Ratio | | 0.79 | | 0.62 | | 0.91 | | 0.43 |
| Control Delay | | 23.9 | | 15.2 | | 53.1 | | 20.6 |
| Queue Delay | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Total Delay | | 23.9 | | 15.2 | | 53.1 | | 20.6 |
| Queue Length 50th (m) | | 91.6 | | 88.0 | | 57.8 | | 23.4 |
| Queue Length 95th (m) | | #174.6 | | m125.8 | | #103.8 | | 41.1 |
| Internal Link Dist (m) | | 166.8 | | 190.3 | | 154.6 | | 120.9 |
| Turn Bay Length (m) | | | | | | | | |
| Base Capacity (vph) | | 944 | | 982 | | 479 | | 596 |
| Starvation Cap Reductn | | 0 | | 0 | | 0 | | 0 |
| Spillback Cap Reductn | | 0 | | 0 | | 0 | | 0 |
| Storage Cap Reductn | | 0 | | 0 | | 0 | | 0 |
| Reduced v/c Ratio | | 0.79 | | 0.62 | | 0.80 | | 0.38 |

## Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Alma St & Paisley St



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 27 | 577 | 84 | 5 | 539 | 20 | 187 | 94 | 74 | 45 | 83 | 83 |
| Future Volume (vph) | 27 | 577 | 84 | 5 | 539 | 20 | 187 | 94 | 74 | 45 | 83 | 83 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | | 6.0 | | | 6.0 | | | 6.0 | |
| Lane Util. Factor | | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | |
| Frpb, ped/bikes | | 1.00 | | | 1.00 | | | 0.99 | | | 0.99 | |
| Flpb, ped/bikes | | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | |
| Frt | | 0.98 | | | 1.00 | | | 0.97 | | | 0.95 | |
| Flt Protected | | 1.00 | | | 1.00 | | | 0.97 | | | 0.99 | |
| Satd. Flow (prot) | | 1823 | | | 1849 | | | 1764 | | | 1740 | |
| Flt Permitted | | 0.96 | | | 0.99 | | | 0.69 | | | 0.86 | |
| Satd. Flow (perm) | | 1761 | | | 1841 | | | 1242 | | | 1511 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 29 | 627 | 91 | 5 | 586 | 22 | 203 | 102 | 80 | 49 | 90 | 90 |
| RTOR Reduction (vph) | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 11 | 0 | 0 | 28 | 0 |
| Lane Group Flow (vph) | 0 | 742 | 0 | 0 | 612 | 0 | 0 | 374 | 0 | 0 | 201 | 0 |
| Confl. Peds. (#/hr) | 6 | | 4 | 4 | | 6 | 3 | | 3 | 3 | | 3 |
| Confl. Bikes (#/hr) | | | | | | | | | 2 | | | 1 |
| Heavy Vehicles (%) | 0% | 1% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 4 | | | 8 | |
| Permitted Phases | 2 | | | 6 | | | 4 | | | 8 | | |
| Actuated Green, G (s) | | 48.0 | | | 48.0 | | | 30.0 | | | 30.0 | |
| Effective Green, g (s) | | 48.0 | | | 48.0 | | | 30.0 | | | 30.0 | |
| Actuated g/C Ratio | | 0.53 | | | 0.53 | | | 0.33 | | | 0.33 | |
| Clearance Time (s) | | 6.0 | | | 6.0 | | | 6.0 | | | 6.0 | |
| Vehicle Extension (s) | | 3.0 | | | 3.0 | | | 3.0 | | | 3.0 | |
| Lane Grp Cap (vph) | | 939 | | | 981 | | | 414 | | | 503 | |
| v/s Ratio Prot | | | | | | | | | | | | |
| v/s Ratio Perm | | c0.42 | | | 0.33 | | | c0.30 | | | 0.13 | |
| v/c Ratio | | 0.79 | | | 0.62 | | | 0.90 | | | 0.40 | |
| Uniform Delay, d1 | | 16.9 | | | 14.7 | | | 28.6 | | | 23.1 | |
| Progression Factor | | 0.95 | | | 0.81 | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | 5.5 | | | 1.9 | | | 22.4 | | | 0.5 | |
| Delay (s) | | 21.6 | | | 13.9 | | | 51.0 | | | 23.6 | |
| Level of Service | | C | | | B | | | D | | | C | |
| Approach Delay (s) | | 21.6 | | | 13.9 | | | 51.0 | | | 23.6 | |
| Approach LOS | | C | | | B | | | D | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 25.2 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.83 | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 100.5% | ICU Level of Service | G |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 31 | 347 | 443 | 129 | 106 | 118 |
| Future Volume (Veh/h) | 31 | 347 | 443 | 129 | 106 | 118 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 34 | 377 | 482 | 140 | 115 | 128 |
| Pedestrians | | 10 | | | 8 | |
| Lane Width (m) | | 3.5 | | | 3.5 | |
| Walking Speed (m/s) | | 1.1 | | | 1.1 | |
| Percent Blockage | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | 376 | | | |
| pX, platoon unblocked | 0.82 | | | | 0.82 | 0.82 |
| vC, conflicting volume | 630 | | | | 1005 | 570 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 435 | | | | 894 | 361 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 96 | | | | 53 | 77 |
| cM capacity (veh/h) | 921 | | | | 245 | 553 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 411 | 622 | 243 |
| Volume Left | 34 | 0 | 115 |
| Volume Right | 0 | 140 | 128 |
| cSH | 921 | 1700 | 347 |
| Volume to Capacity | 0.04 | 0.37 | 0.70 |
| Queue Length 95th (m) | 0.9 | 0.0 | 38.4 |
| Control Delay (s) | 1.1 | 0.0 | 36.3 |
| Lane LOS | A | | E |
| Approach Delay (s) | 1.1 | 0.0 | 36.3 |
| Approach LOS | | | E |

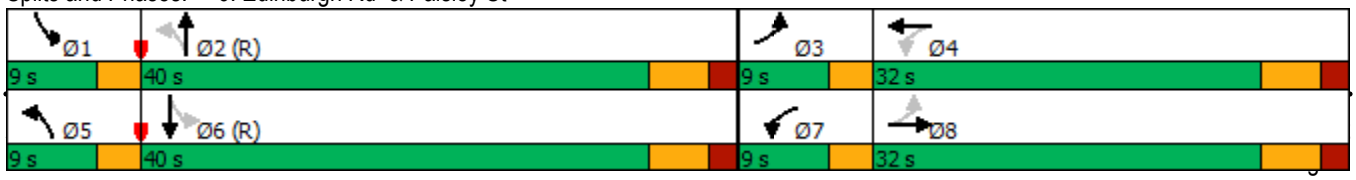
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.3 | | |
| Intersection Capacity Utilization | 64.3% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 129 | 396 | 47 | 331 | 119 | 567 | 93 | 566 |
| Future Volume (vph) | 129 | 396 | 47 | 331 | 119 | 567 | 93 | 566 |
| Lane Group Flow (vph) | 140 | 542 | 51 | 424 | 129 | 651 | 101 | 704 |
| Turn Type | pm+pt | NA | pm+pt | NA | pm+pt | NA | pm+pt | NA |
| Protected Phases | 3 | 8 | 7 | 4 | 5 | 2 | 1 | 6 |
| Permitted Phases | 8 | | 4 | | 2 | | 6 | |
| Detector Phase | 3 | 8 | 7 | 4 | 5 | 2 | 1 | 6 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 6.0 | 10.0 | 6.0 | 10.0 | 6.0 | 10.0 |
| Minimum Split (s) | 9.0 | 32.0 | 9.0 | 32.0 | 9.0 | 31.0 | 9.0 | 31.0 |
| Total Split (s) | 9.0 | 32.0 | 9.0 | 32.0 | 9.0 | 40.0 | 9.0 | 40.0 |
| Total Split (%) | 10.0% | 35.6% | 10.0% | 35.6% | 10.0% | 44.4% | 10.0% | 44.4% |
| Yellow Time (s) | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| All-Red Time (s) | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 6.0 | 3.0 | 6.0 | 3.0 | 6.0 | 3.0 | 6.0 |
| Lead/Lag | Lead | Lag | Lead | Lag | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | | | | | | | | |
| Recall Mode | None | Max | None | Max | None | C-Max | None | C-Max |
| v/c Ratio | 0.52 | 0.91 | 0.24 | 0.80 | 0.61 | 0.88 | 0.50 | 1.01 |
| Control Delay | 13.8 | 37.2 | 14.7 | 36.2 | 25.6 | 41.1 | 20.4 | 65.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 13.8 | 37.2 | 14.7 | 36.2 | 25.6 | 41.1 | 20.4 | 65.2 |
| Queue Length 50th (m) | 9.7 | ~100.1 | 5.6 | 56.7 | 11.2 | 105.0 | 8.6 | ~120.5 |
| Queue Length 95th (m) | m10.6 | m#153.6 | m7.3 | #110.6 | #25.2 | #171.7 | 16.7 | #193.9 |
| Internal Link Dist (m) | | 151.6 | | 131.0 | | 167.6 | | 146.1 |
| Turn Bay Length (m) | 35.0 | | 110.0 | | 65.0 | | | |
| Base Capacity (vph) | 269 | 593 | 215 | 529 | 211 | 742 | 202 | 699 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.52 | 0.91 | 0.24 | 0.80 | 0.61 | 0.88 | 0.50 | 1.01 |

## Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
~ 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Edinburgh Rd & Paisley St



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 129 | 396 | 103 | 47 | 331 | 59 | 119 | 567 | 32 | 93 | 566 | 82 |
| Future Volume (vph) | 129 | 396 | 103 | 47 | 331 | 59 | 119 | 567 | 32 | 93 | 566 | 82 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 0.98 | | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.97 | | 1.00 | 0.98 | | 1.00 | 0.99 | | 1.00 | 0.98 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1782 | 1775 | | 1781 | 1809 | | 1785 | 1861 | | 1700 | 1836 | |
| Flt Permitted | 0.24 | 1.00 | | 0.16 | 1.00 | | 0.12 | 1.00 | | 0.12 | 1.00 | |
| Satd. Flow (perm) | 452 | 1775 | | 305 | 1809 | | 221 | 1861 | | 218 | 1836 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 140 | 430 | 112 | 51 | 360 | 64 | 129 | 616 | 35 | 101 | 615 | 89 |
| RTOR Reduction (vph) | 0 | 10 | 0 | 0 | 7 | 0 | 0 | 2 | 0 | 0 | 6 | 0 |
| Lane Group Flow (vph) | 140 | 532 | 0 | 51 | 417 | 0 | 129 | 649 | 0 | 101 | 698 | 0 |
| Confl. Peds. (#/hr) | 13 | | 37 | 37 | | 13 | 7 | | 2 | 2 | | 7 |
| Confl. Bikes (#/hr) | | | | | | 2 | | | | | | |
| Heavy Vehicles (%) | 0% | 1% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 5% | 0% | 0% |
| Parking (#/hr) | | | | | | 0 | | | | | | |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | | 4 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 35.6 | 29.6 | | 30.8 | 27.2 | | 40.0 | 34.0 | | 37.6 | 32.8 | |
| Effective Green, g (s) | 35.6 | 29.6 | | 30.8 | 27.2 | | 40.0 | 34.0 | | 37.6 | 32.8 | |
| Actuated g/C Ratio | 0.40 | 0.33 | | 0.34 | 0.30 | | 0.44 | 0.38 | | 0.42 | 0.36 | |
| Clearance Time (s) | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 267 | 583 | | 163 | 546 | | 202 | 703 | | 170 | 669 | |
| v/s Ratio Prot | c0.03 | c0.30 | | 0.01 | 0.23 | | c0.04 | 0.35 | | 0.03 | c0.38 | |
| v/s Ratio Perm | 0.17 | | | 0.09 | | | 0.24 | | | 0.22 | | |
| v/c Ratio | 0.52 | 0.91 | | 0.31 | 0.76 | | 0.64 | 0.92 | | 0.59 | 1.04 | |
| Uniform Delay, d1 | 19.5 | 29.0 | | 21.9 | 28.5 | | 20.3 | 26.7 | | 20.0 | 28.6 | |
| Progression Factor | 0.54 | 0.64 | | 0.79 | 0.84 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 1.2 | 14.6 | | 1.0 | 8.6 | | 6.5 | 19.5 | | 5.5 | 46.7 | |
| Delay (s) | 11.7 | 33.1 | | 18.3 | 32.4 | | 26.8 | 46.3 | | 25.5 | 75.3 | |
| Level of Service | B | C | | B | C | | C | D | | C | E | |
| Approach Delay (s) | | 28.7 | | | 30.9 | | | 43.1 | | | 69.1 | |
| Approach LOS | | C | | | C | | | D | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 45.0 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.95 | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 90.9% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 72 | 232 | 133 | 333 | 51 | 829 | 63 | 798 |
| Future Volume (vph) | 72 | 232 | 133 | 333 | 51 | 829 | 63 | 798 |
| Lane Group Flow (vph) | 78 | 324 | 145 | 430 | 55 | 1022 | 68 | 914 |
| Turn Type | pm+pt | NA | pm+pt | NA | pm+pt | NA | pm+pt | NA |
| Protected Phases | 3 | 8 | 7 | 4 | 5 | 2 | 1 | 6 |
| Permitted Phases | 8 | | 4 | | 2 | | 6 | |
| Detector Phase | 3 | 8 | 7 | 4 | 5 | 2 | 1 | 6 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 4.5 | 7.0 | 4.5 | 7.0 | 4.5 | 10.0 | 4.5 | 10.0 |
| Minimum Split (s) | 9.0 | 27.0 | 9.0 | 27.0 | 9.0 | 36.0 | 9.0 | 36.0 |
| Total Split (s) | 9.0 | 29.0 | 10.0 | 30.0 | 9.0 | 62.0 | 9.0 | 62.0 |
| Total Split (%) | 8.2% | 26.4% | 9.1% | 27.3% | 8.2% | 56.4% | 8.2% | 56.4% |
| Yellow Time (s) | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| All-Red Time (s) | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 6.0 | 3.0 | 6.0 | 3.0 | 6.0 | 3.0 | 6.0 |
| Lead/Lag | Lead | Lag | Lead | Lag | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | C-Max | None | C-Max |
| v/c Ratio | 0.46 | 0.85 | 0.65 | 1.00 | 0.33 | 1.06 | 0.40 | 0.93 |
| Control Delay | 35.8 | 61.8 | 43.3 | 87.3 | 19.0 | 83.8 | 16.1 | 42.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18.1 | 0.0 | 0.0 |
| Total Delay | 35.8 | 61.8 | 43.3 | 87.3 | 19.0 | 101.9 | 16.1 | 42.7 |
| Queue Length 50th (m) | 11.7 | 65.1 | 22.7 | ~101.8 | 9.7 | ~254.8 | 5.4 | 181.6 |
| Queue Length 95th (m) | 22.7 | #111.8 | #41.2 | #162.5 | m11.0 | #333.9 | 11.3 | #271.5 |
| Internal Link Dist (m) | | 153.0 | | 103.9 | | 90.1 | | 136.0 |
| Turn Bay Length (m) | 20.0 | | 25.0 | | 50.0 | | 40.0 | |
| Base Capacity (vph) | 168 | 381 | 222 | 428 | 169 | 968 | 169 | 978 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 130 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.46 | 0.85 | 0.65 | 1.00 | 0.33 | 1.22 | 0.40 | 0.93 |

## Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 135
Control Type: Actuated-Coordinated
~ 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Edinburgh Rd & Waterloo Ave

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 72 | 232 | 66 | 133 | 333 | 63 | 51 | 829 | 111 | 63 | 798 | 43 |
| Future Volume (vph) | 72 | 232 | 66 | 133 | 333 | 63 | 51 | 829 | 111 | 63 | 798 | 43 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.97 | | 1.00 | 0.98 | | 1.00 | 0.98 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1748 | 1778 | | 1782 | 1805 | | 1785 | 1835 | | 1785 | 1860 | |
| Flt Permitted | 0.17 | 1.00 | | 0.23 | 1.00 | | 0.07 | 1.00 | | 0.07 | 1.00 | |
| Satd. Flow (perm) | 312 | 1778 | | 437 | 1805 | | 133 | 1835 | | 133 | 1860 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 78 | 252 | 72 | 145 | 362 | 68 | 55 | 901 | 121 | 68 | 867 | 47 |
| RTOR Reduction (vph) | 0 | 9 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 2 | 0 |
| Lane Group Flow (vph) | 78 | 315 | 0 | 145 | 424 | 0 | 55 | 1018 | 0 | 68 | 912 | 0 |
| Confl. Peds. (#/hr) | 10 | | 7 | 7 | | 10 | 4 | | 9 | 9 | | 4 |
| Confl. Bikes (#/hr) | | | 2 | | | 2 | | | 2 | | | |
| Heavy Vehicles (%) | 2% | 1% | 2% | 0% | 1% | 0% | 0% | 0% | 1% | 0% | 0% | 2% |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | | 4 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 28.4 | 23.6 | | 32.8 | 25.8 | | 61.4 | 56.6 | | 61.4 | 56.6 | |
| Effective Green, g (s) | 28.4 | 23.6 | | 32.8 | 25.8 | | 61.4 | 56.6 | | 61.4 | 56.6 | |
| Actuated g/C Ratio | 0.26 | 0.21 | | 0.30 | 0.23 | | 0.56 | 0.51 | | 0.56 | 0.51 | |
| Clearance Time (s) | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 143 | 381 | | 215 | 423 | | 146 | 944 | | 146 | 957 | |
| v/s Ratio Prot | 0.02 | 0.18 | | c0.04 | c0.23 | | 0.02 | c0.55 | | c0.02 | 0.49 | |
| v/s Ratio Perm | 0.12 | | | 0.16 | | | 0.19 | | | 0.24 | | |
| v/c Ratio | 0.55 | 0.83 | | 0.67 | 1.00 | | 0.38 | 1.08 | | 0.47 | 0.95 | |
| Uniform Delay, d1 | 33.3 | 41.2 | | 30.7 | 42.1 | | 22.7 | 26.7 | | 24.2 | 25.4 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.83 | 1.82 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 4.2 | 13.6 | | 8.1 | 44.3 | | 1.1 | 47.7 | | 2.3 | 19.7 | |
| Delay (s) | 37.5 | 54.8 | | 38.8 | 86.4 | | 42.6 | 96.2 | | 26.6 | 45.2 | |
| Level of Service | D | D | | D | F | | D | F | | C | D | |
| Approach Delay (s) | | 51.5 | | | 74.4 | | | 93.4 | | | 43.9 | |
| Approach LOS | | D | | | E | | | F | | | D | |

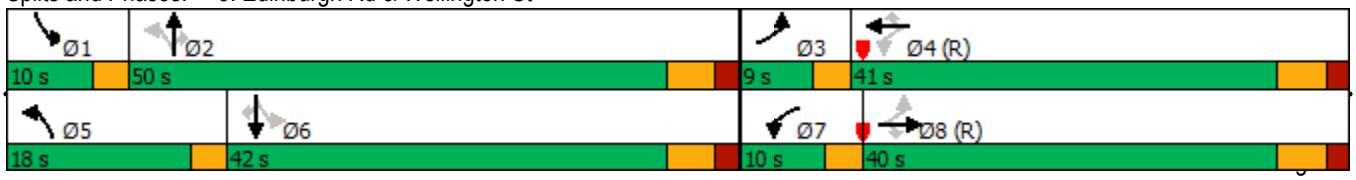
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 68.2 | HCM 2000 Level of Service | E |
| HCM 2000 Volume to Capacity ratio | 1.02 | | |
| Actuated Cycle Length (s) | 110.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 91.2% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 121 | 925 | 219 | 188 | 825 | 65 | 306 | 958 | 331 | 125 | 1082 | 78 |
| Future Volume (vph) | 121 | 925 | 219 | 188 | 825 | 65 | 306 | 958 | 331 | 125 | 1082 | 78 |
| Lane Group Flow (vph) | 132 | 1005 | 238 | 204 | 897 | 71 | 333 | 1041 | 360 | 136 | 1176 | 85 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 3 | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | 2 | 6 | | 6 |
| Detector Phase | 3 | 8 | 8 | 7 | 4 | 4 | 5 | 2 | 2 | 1 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 10.0 | 6.0 | 10.0 | 10.0 | 6.0 | 10.0 | 10.0 | 6.0 | 10.0 | 10.0 |
| Minimum Split (s) | 9.0 | 23.0 | 23.0 | 9.0 | 23.0 | 23.0 | 9.0 | 23.0 | 23.0 | 9.0 | 23.0 | 23.0 |
| Total Split (s) | 9.0 | 40.0 | 40.0 | 10.0 | 41.0 | 41.0 | 18.0 | 50.0 | 50.0 | 10.0 | 42.0 | 42.0 |
| Total Split (%) | 8.2% | 36.4% | 36.4% | 9.1% | 37.3% | 37.3% | 16.4% | 45.5% | 45.5% | 9.1% | 38.2% | 38.2% |
| Yellow Time (s) | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | 4.0 |
| All-Red Time (s) | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | C-Min | C-Min | None | C-Min | C-Min | None | None | None | None | None | None |
| v/c Ratio | 0.79 | 1.02 | 0.44 | 1.17 | 0.89 | 0.13 | 1.12 | 0.78 | 0.53 | 0.64 | 1.09 | 0.16 |
| Control Delay | 54.0 | 72.0 | 16.0 | 145.2 | 48.2 | 1.5 | 119.2 | 33.8 | 14.6 | 24.0 | 84.5 | 3.6 |
| Queue Delay | 157.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.9 | 0.0 | 37.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 211.0 | 72.0 | 16.0 | 145.2 | 48.2 | 18.4 | 119.2 | 71.2 | 14.6 | 24.0 | 84.5 | 3.6 |
| Queue Length 50th (m) | 17.3 | ~120.7 | 16.8 | ~36.3 | 96.0 | 0.0 | ~67.0 | 100.9 | 26.2 | 12.3 | ~152.1 | 0.5 |
| Queue Length 95th (m) | #40.5 | #160.3 | 38.9 | #81.9 | #131.6 | 2.4 | #122.6 | 126.8 | 53.7 | m16.4 | m#180.3 | m3.1 |
| Internal Link Dist (m) | | 271.8 | | | 207.6 | | | 124.8 | | | 75.7 | |
| Turn Bay Length (m) | 45.0 | | 40.0 | 45.0 | | 60.0 | 35.0 | | 40.0 | 40.0 | | 20.0 |
| Base Capacity (vph) | 168 | 985 | 538 | 175 | 1005 | 545 | 296 | 1334 | 681 | 212 | 1081 | 516 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 155 | 0 | 0 | 0 | 0 | 453 | 0 | 362 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 10.15 | 1.02 | 0.44 | 1.17 | 0.89 | 0.77 | 1.13 | 1.07 | 0.53 | 0.64 | 1.09 | 0.16 |

## Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
~ 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Edinburgh Rd & Wellington St



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 121 | 925 | 219 | 188 | 825 | 65 | 306 | 958 | 331 | 125 | 1082 | 78 |
| Future Volume (vph) | 121 | 925 | 219 | 188 | 825 | 65 | 306 | 958 | 331 | 125 | 1082 | 78 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.99 | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.96 | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | 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 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1653 | 3187 | 1445 | 1668 | 3159 | 1459 | 1668 | 3336 | 1423 | 1716 | 3305 | 1334 |
| Flt Permitted | 0.13 | 1.00 | 1.00 | 0.11 | 1.00 | 1.00 | 0.10 | 1.00 | 1.00 | 0.16 | 1.00 | 1.00 |
| Satd. Flow (perm) | 233 | 3187 | 1445 | 201 | 3159 | 1459 | 180 | 3336 | 1423 | 292 | 3305 | 1334 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 132 | 1005 | 238 | 204 | 897 | 71 | 333 | 1041 | 360 | 136 | 1176 | 85 |
| RTOR Reduction (vph) | 0 | 0 | 92 | 0 | 0 | 48 | 0 | 0 | 112 | 0 | 0 | 57 |
| Lane Group Flow (vph) | 132 | 1005 | 146 | 204 | 897 | 23 | 333 | 1041 | 248 | 136 | 1176 | 28 |
| Confl. Peds. (#/hr) | 5 | | 1 | 1 | | 5 | 10 | | 12 | 12 | | 10 |
| Confl. Bikes (#/hr) | | | | | | 1 | | | 6 | | | |
| Heavy Vehicles (%) | 8% | 12% | 9% | 7% | 13% | 7% | 7% | 7% | 8% | 4% | 8% | 16% |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 3 | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | 2 | 6 | | 6 |
| Actuated Green, G (s) | 40.0 | 34.0 | 34.0 | 42.0 | 35.0 | 35.0 | 54.0 | 44.0 | 44.0 | 43.0 | 36.0 | 36.0 |
| Effective Green, g (s) | 40.0 | 34.0 | 34.0 | 42.0 | 35.0 | 35.0 | 54.0 | 44.0 | 44.0 | 43.0 | 36.0 | 36.0 |
| Actuated g/C Ratio | 0.36 | 0.31 | 0.31 | 0.38 | 0.32 | 0.32 | 0.49 | 0.40 | 0.40 | 0.39 | 0.33 | 0.33 |
| Clearance Time (s) | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 162 | 985 | 446 | 170 | 1005 | 464 | 291 | 1334 | 569 | 204 | 1081 | 436 |
| v/s Ratio Prot | 0.04 | 0.32 | | c0.08 | 0.28 | | c0.16 | 0.31 | | 0.04 | 0.36 | |
| v/s Ratio Perm | 0.25 | | 0.10 | c0.38 | | 0.02 | c0.41 | | 0.17 | 0.22 | | 0.02 |
| v/c Ratio | 0.81 | 1.02 | 0.33 | 1.20 | 0.89 | 0.05 | 1.14 | 0.78 | 0.44 | 0.67 | 1.09 | 0.06 |
| Uniform Delay, d1 | 26.7 | 38.0 | 29.2 | 29.4 | 35.7 | 26.0 | 33.1 | 28.8 | 24.0 | 23.5 | 37.0 | 25.4 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.83 | 0.92 | 1.50 |
| Incremental Delay, d2 | 25.9 | 33.9 | 2.0 | 133.0 | 11.9 | 0.2 | 97.6 | 3.0 | 0.5 | 5.8 | 50.9 | 0.0 |
| Delay (s) | 52.7 | 71.9 | 31.2 | 162.4 | 47.6 | 26.2 | 130.7 | 31.8 | 24.5 | 25.2 | 85.0 | 38.3 |
| Level of Service | D | E | C | F | D | C | F | C | C | C | F | D |
| Approach Delay (s) | | 63.0 | | | 66.3 | | | 49.3 | | | 76.3 | |
| Approach LOS | | E | | | E | | | D | | | E | |

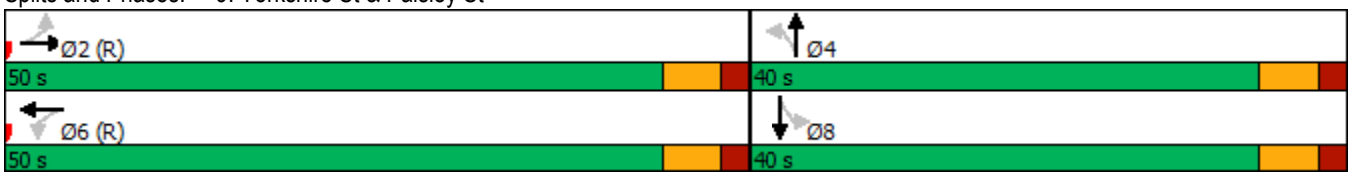
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 62.8 | HCM 2000 Level of Service | E |
| HCM 2000 Volume to Capacity ratio | 1.21 | | |
| Actuated Cycle Length (s) | 110.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 99.5% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 47 | 417 | 13 | 404 | 65 | 231 | 49 | 79 |
| Future Volume (vph) | 47 | 417 | 13 | 404 | 65 | 231 | 49 | 79 |
| Lane Group Flow (vph) | 0 | 536 | 0 | 486 | 0 | 393 | 0 | 241 |
| Turn Type | Perm | NA | Perm | NA | Perm | NA | Perm | NA |
| Protected Phases | | 2 | | 6 | | 4 | | 8 |
| Permitted Phases | 2 | | 6 | | 4 | | 8 | |
| Detector Phase | 2 | 2 | 6 | 6 | 4 | 4 | 8 | 8 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 18.0 | 18.0 | 18.0 | 18.0 | 7.0 | 7.0 | 7.0 | 7.0 |
| Minimum Split (s) | 36.0 | 36.0 | 36.0 | 36.0 | 24.0 | 24.0 | 24.0 | 24.0 |
| Total Split (s) | 50.0 | 50.0 | 50.0 | 50.0 | 40.0 | 40.0 | 40.0 | 40.0 |
| Total Split (%) | 55.6% | 55.6% | 55.6% | 55.6% | 44.4% | 44.4% | 44.4% | 44.4% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Total Lost Time (s) | | 6.0 | | 6.0 | | 6.0 | | 6.0 |
| Lead/Lag | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | |
| Recall Mode | C-Max | C-Max | C-Max | C-Max | None | None | None | None |
| v/c Ratio | | 0.58 | | 0.48 | | 0.85 | | 0.62 |
| Control Delay | | 10.9 | | 10.4 | | 45.7 | | 27.7 |
| Queue Delay | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Total Delay | | 10.9 | | 10.4 | | 45.7 | | 27.7 |
| Queue Length 50th (m) | | 13.8 | | 34.9 | | 60.8 | | 28.2 |
| Queue Length 95th (m) | | m97.0 | | m58.9 | | 86.1 | | 47.1 |
| Internal Link Dist (m) | | 237.5 | | 168.5 | | 115.4 | | 103.8 |
| Turn Bay Length (m) | | | | | | | | |
| Base Capacity (vph) | | 931 | | 1009 | | 576 | | 478 |
| Starvation Cap Reductn | | 0 | | 0 | | 0 | | 0 |
| Spillback Cap Reductn | | 0 | | 0 | | 0 | | 0 |
| Storage Cap Reductn | | 0 | | 0 | | 0 | | 0 |
| Reduced v/c Ratio | | 0.58 | | 0.48 | | 0.68 | | 0.50 |

## Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Yorkshire St & Paisley St



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 47 | 417 | 29 | 13 | 404 | 30 | 65 | 231 | 65 | 49 | 79 | 94 |
| Future Volume (vph) | 47 | 417 | 29 | 13 | 404 | 30 | 65 | 231 | 65 | 49 | 79 | 94 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | | 6.0 | | | 6.0 | | | 6.0 | |
| Lane Util. Factor | | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | |
| Frpb, ped/bikes | | 1.00 | | | 0.99 | | | 0.99 | | | 0.90 | |
| Flpb, ped/bikes | | 1.00 | | | 1.00 | | | 0.98 | | | 1.00 | |
| Frt | | 0.99 | | | 0.99 | | | 0.98 | | | 0.94 | |
| Flt Protected | | 1.00 | | | 1.00 | | | 0.99 | | | 0.99 | |
| Satd. Flow (prot) | | 1778 | | | 1809 | | | 1706 | | | 1509 | |
| Flt Permitted | | 0.92 | | | 0.98 | | | 0.87 | | | 0.78 | |
| Satd. Flow (perm) | | 1642 | | | 1778 | | | 1504 | | | 1190 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 51 | 453 | 32 | 14 | 439 | 33 | 71 | 251 | 71 | 53 | 86 | 102 |
| RTOR Reduction (vph) | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 10 | 0 | 0 | 33 | 0 |
| Lane Group Flow (vph) | 0 | 534 | 0 | 0 | 483 | 0 | 0 | 383 | 0 | 0 | 208 | 0 |
| Confl. Peds. (#/hr) | 55 | | 28 | 28 | | 55 | 85 | | 23 | 23 | | 85 |
| Confl. Bikes (#/hr) | | | 5 | | | | | | | | | |
| Heavy Vehicles (%) | 0% | 4% | 3% | 8% | 2% | 0% | 8% | 2% | 0% | 0% | 4% | 7% |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 4 | | | 8 | |
| Permitted Phases | 2 | | | 6 | | | 4 | | | 8 | | |
| Actuated Green, G (s) | | 51.0 | | | 51.0 | | | 27.0 | | | 27.0 | |
| Effective Green, g (s) | | 51.0 | | | 51.0 | | | 27.0 | | | 27.0 | |
| Actuated g/C Ratio | | 0.57 | | | 0.57 | | | 0.30 | | | 0.30 | |
| Clearance Time (s) | | 6.0 | | | 6.0 | | | 6.0 | | | 6.0 | |
| Vehicle Extension (s) | | 3.0 | | | 3.0 | | | 3.0 | | | 3.0 | |
| Lane Grp Cap (vph) | | 930 | | | 1007 | | | 451 | | | 357 | |
| v/s Ratio Prot | | | | | | | | | | | | |
| v/s Ratio Perm | | c0.33 | | | 0.27 | | | c0.25 | | | 0.17 | |
| v/c Ratio | | 0.57 | | | 0.48 | | | 0.85 | | | 0.58 | |
| Uniform Delay, d1 | | 12.5 | | | 11.6 | | | 29.6 | | | 26.7 | |
| Progression Factor | | 0.66 | | | 0.67 | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | 1.3 | | | 1.5 | | | 13.9 | | | 2.4 | |
| Delay (s) | | 9.6 | | | 9.3 | | | 43.5 | | | 29.1 | |
| Level of Service | | A | | | A | | | D | | | C | |
| Approach Delay (s) | | 9.6 | | | 9.3 | | | 43.5 | | | 29.1 | |
| Approach LOS | | A | | | A | | | D | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 20.4 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.67 | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 81.1% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Traffic Volume (vph) | 53 | 298 | 9 | 21 | 444 | 25 | 15 | 61 | 61 | 46 | 19 | 89 |
| Future Volume (vph) | 53 | 298 | 9 | 21 | 444 | 25 | 15 | 61 | 61 | 46 | 19 | 89 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 58 | 324 | 10 | 23 | 483 | 27 | 16 | 66 | 66 | 50 | 21 | 97 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 392 | 533 | 148 | 168 |
| Volume Left (vph) | 58 | 23 | 16 | 50 |
| Volume Right (vph) | 10 | 27 | 66 | 97 |
| Hadj (s) | 0.06 | 0.03 | -0.17 | -0.23 |
| Departure Headway (s) | 6.1 | 5.8 | 6.9 | 6.8 |
| Degree Utilization, x | 0.66 | 0.86 | 0.28 | 0.32 |
| Capacity (veh/h) | 564 | 602 | 462 | 477 |
| Control Delay (s) | 20.1 | 34.1 | 12.7 | 12.9 |
| Approach Delay (s) | 20.1 | 34.1 | 12.7 | 12.9 |
| Approach LOS | C | D | B | B |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 24.2 | | |
| Level of Service | C | | |
| Intersection Capacity Utilization | 65.7% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 18 | 373 | 15 | 18 | 393 | 6 | 15 | 27 | 20 | 5 | 26 | 9 |
| Future Volume (Veh/h) | 18 | 373 | 15 | 18 | 393 | 6 | 15 | 27 | 20 | 5 | 26 | 9 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 20 | 405 | 16 | 20 | 427 | 7 | 16 | 29 | 22 | 5 | 28 | 10 |
| Pedestrians | | 7 | | | 1 | | | 11 | | | 14 | |
| Lane Width (m) | | 3.5 | | | 3.5 | | | 3.5 | | | 3.5 | |
| Walking Speed (m/s) | | 1.1 | | | 1.1 | | | 1.1 | | | 1.1 | |
| Percent Blockage | | 1 | | | 0 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | 193 | | | 390 | | | | | | | |
| pX, platoon unblocked | | | | 0.91 | | | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | |
| vC, conflicting volume | 448 | | | 432 | | | 966 | 952 | 425 | 975 | 956 | 452 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 448 | | | 324 | | | 912 | 897 | 317 | 922 | 902 | 452 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.3 | 6.5 | 6.3 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.7 | 4.0 | 3.4 |
| p0 queue free % | 98 | | | 98 | | | 92 | 88 | 97 | 97 | 88 | 98 |
| cM capacity (veh/h) | 1109 | | | 1122 | | | 197 | 241 | 655 | 178 | 240 | 589 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 441 | 454 | 67 | 43 |
| Volume Left | 20 | 20 | 16 | 5 |
| Volume Right | 16 | 7 | 22 | 10 |
| cSH | 1109 | 1122 | 285 | 265 |
| Volume to Capacity | 0.02 | 0.02 | 0.24 | 0.16 |
| Queue Length 95th (m) | 0.4 | 0.4 | 6.8 | 4.3 |
| Control Delay (s) | 0.6 | 0.6 | 21.5 | 21.2 |
| Lane LOS | A | A | C | C |
| Approach Delay (s) | 0.6 | 0.6 | 21.5 | 21.2 |
| Approach LOS | | | C | C |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.8 | | |
| Intersection Capacity Utilization | 40.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 63 | 392 | 8 | 15 | 414 | 52 | 9 | 15 | 15 | 54 | 21 | 75 |
| Future Volume (Veh/h) | 63 | 392 | 8 | 15 | 414 | 52 | 9 | 15 | 15 | 54 | 21 | 75 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 68 | 426 | 9 | 16 | 450 | 57 | 10 | 16 | 16 | 59 | 23 | 82 |
| Pedestrians | | 4 | | | 1 | | | 13 | | | 14 | |
| Lane Width (m) | | 3.5 | | | 3.5 | | | 3.5 | | | 3.5 | |
| Walking Speed (m/s) | | 1.1 | | | 1.1 | | | 1.1 | | | 1.1 | |
| Percent Blockage | | 0 | | | 0 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | 401 | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 521 | | | 448 | | | 1188 | 1132 | 444 | 1116 | 1108 | 496 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 521 | | | 448 | | | 1188 | 1132 | 444 | 1116 | 1108 | 496 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 93 | | | 99 | | | 92 | 91 | 97 | 62 | 88 | 86 |
| cM capacity (veh/h) | 1043 | | | 1110 | | | 118 | 184 | 602 | 155 | 190 | 568 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 503 | 523 | 42 | 164 |
| Volume Left | 68 | 16 | 10 | 59 |
| Volume Right | 9 | 57 | 16 | 82 |
| cSH | 1043 | 1110 | 212 | 254 |
| Volume to Capacity | 0.07 | 0.01 | 0.20 | 0.65 |
| Queue Length 95th (m) | 1.6 | 0.3 | 5.5 | 30.7 |
| Control Delay (s) | 1.8 | 0.4 | 26.2 | 41.9 |
| Lane LOS | A | A | D | E |
| Approach Delay (s) | 1.8 | 0.4 | 26.2 | 41.9 |
| Approach LOS | | | D | E |

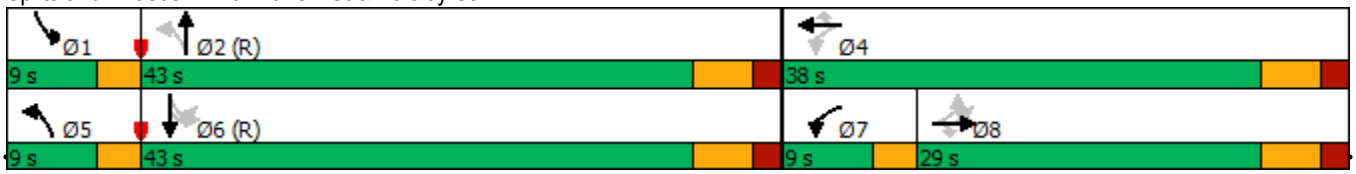
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.4 | | |
| Intersection Capacity Utilization | 71.5% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (vph) | 60 | 169 | 183 | 84 | 198 | 63 | 159 | 443 | 56 | 460 |
| Future Volume (vph) | 60 | 169 | 183 | 84 | 198 | 63 | 159 | 443 | 56 | 460 |
| Lane Group Flow (vph) | 65 | 184 | 199 | 91 | 215 | 68 | 173 | 541 | 61 | 537 |
| Turn Type | Perm | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | pm+pt | NA |
| Protected Phases | | 8 | | 7 | 4 | | 5 | 2 | 1 | 6 |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | 6 | |
| Detector Phase | 8 | 8 | 8 | 7 | 4 | 4 | 5 | 2 | 1 | 6 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 6.0 | 10.0 | 10.0 | 6.0 | 10.0 | 6.0 | 10.0 |
| Minimum Split (s) | 29.0 | 29.0 | 29.0 | 9.0 | 29.0 | 29.0 | 9.0 | 31.0 | 9.0 | 31.0 |
| Total Split (s) | 29.0 | 29.0 | 29.0 | 9.0 | 38.0 | 38.0 | 9.0 | 43.0 | 9.0 | 43.0 |
| Total Split (%) | 32.2% | 32.2% | 32.2% | 10.0% | 42.2% | 42.2% | 10.0% | 47.8% | 10.0% | 47.8% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 3.0 | 6.0 |
| Lead/Lag | Lag | Lag | Lag | Lead | | | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | | | | | | | | | | |
| Recall Mode | Max | Max | Max | None | Max | Max | None | C-Max | None | C-Max |
| v/c Ratio | 0.27 | 0.44 | 0.49 | 0.27 | 0.40 | 0.18 | 0.65 | 0.86 | 0.21 | 0.87 |
| Control Delay | 31.3 | 33.5 | 14.2 | 20.3 | 24.5 | 21.7 | 18.9 | 31.9 | 11.6 | 40.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 31.3 | 33.5 | 14.2 | 20.3 | 24.5 | 21.7 | 18.9 | 31.9 | 11.6 | 40.8 |
| Queue Length 50th (m) | 10.4 | 30.3 | 13.3 | 10.0 | 27.5 | 8.0 | 12.2 | 71.7 | 4.7 | 82.2 |
| Queue Length 95th (m) | m19.7 | m50.4 | m28.8 | 19.9 | 46.5 | 17.6 | m18.5 | #145.4 | 10.3 | #141.9 |
| Internal Link Dist (m) | | 162.2 | | | 100.7 | | | 126.2 | | 147.3 |
| Turn Bay Length (m) | 30.0 | | 20.0 | 35.0 | | 35.0 | | | 25.0 | |
| Base Capacity (vph) | 245 | 415 | 405 | 331 | 541 | 374 | 267 | 632 | 288 | 619 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.27 | 0.44 | 0.49 | 0.27 | 0.40 | 0.18 | 0.65 | 0.86 | 0.21 | 0.87 |

## Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 30 (33%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 13: Norfolk St & Paisley St



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 60 | 169 | 183 | 84 | 198 | 63 | 159 | 443 | 54 | 56 | 460 | 34 |
| Future Volume (vph) | 60 | 169 | 183 | 84 | 198 | 63 | 159 | 443 | 54 | 56 | 460 | 34 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.71 | 1.00 | 1.00 | 0.83 | 1.00 | 0.98 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 0.89 | 1.00 | 1.00 | 0.90 | 1.00 | 1.00 | 0.99 | 1.00 | | 0.99 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.98 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1357 | 1510 | 947 | 1393 | 1523 | 1054 | 1503 | 1467 | | 1528 | 1499 | |
| Flt Permitted | 0.62 | 1.00 | 1.00 | 0.54 | 1.00 | 1.00 | 0.24 | 1.00 | | 0.27 | 1.00 | |
| Satd. Flow (perm) | 891 | 1510 | 947 | 791 | 1523 | 1054 | 383 | 1467 | | 431 | 1499 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 65 | 184 | 199 | 91 | 215 | 68 | 173 | 482 | 59 | 61 | 500 | 37 |
| RTOR Reduction (vph) | 0 | 0 | 144 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| Lane Group Flow (vph) | 65 | 184 | 55 | 91 | 215 | 68 | 173 | 541 | 0 | 61 | 534 | 0 |
| Confl. Peds. (#/hr) | 78 | | 139 | 139 | | 78 | 75 | | 78 | 78 | | 75 |
| Confl. Bikes (#/hr) | | | 2 | | | 2 | | | 11 | | | 6 |
| Heavy Vehicles (%) | 5% | 12% | 8% | 4% | 11% | 13% | 6% | 12% | 6% | 4% | 10% | 16% |
| Parking (#/hr) | | | | | | | | | | | | |
| Turn Type | Perm | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | | 6 | | |
| Actuated Green, G (s) | 24.8 | 24.8 | 24.8 | 32.6 | 32.6 | 32.6 | 43.6 | 37.6 | | 41.2 | 36.4 | |
| Effective Green, g (s) | 24.8 | 24.8 | 24.8 | 32.6 | 32.6 | 32.6 | 43.6 | 37.6 | | 41.2 | 36.4 | |
| Actuated g/C Ratio | 0.28 | 0.28 | 0.28 | 0.36 | 0.36 | 0.36 | 0.48 | 0.42 | | 0.46 | 0.40 | |
| Clearance Time (s) | 6.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 245 | 416 | 260 | 318 | 551 | 381 | 260 | 612 | | 255 | 606 | |
| v/s Ratio Prot | | c0.12 | | 0.02 | c0.14 | | c0.04 | c0.37 | | 0.01 | 0.36 | |
| v/s Ratio Perm | 0.07 | | 0.06 | 0.09 | | 0.06 | 0.28 | | | 0.10 | | |
| v/c Ratio | 0.27 | 0.44 | 0.21 | 0.29 | 0.39 | 0.18 | 0.67 | 0.88 | | 0.24 | 0.88 | |
| Uniform Delay, d1 | 25.5 | 26.9 | 25.1 | 19.7 | 21.3 | 19.6 | 15.9 | 24.2 | | 15.2 | 24.8 | |
| Progression Factor | 1.04 | 1.07 | 2.28 | 1.00 | 1.00 | 1.00 | 0.74 | 0.78 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 2.3 | 2.9 | 1.6 | 0.5 | 2.1 | 1.0 | 4.9 | 13.8 | | 0.5 | 16.8 | |
| Delay (s) | 28.7 | 31.6 | 58.8 | 20.2 | 23.4 | 20.6 | 16.7 | 32.7 | | 15.7 | 41.6 | |
| Level of Service | C | C | E | C | C | C | B | C | | B | D | |
| Approach Delay (s) | | 43.3 | | | 22.1 | | | 28.8 | | | 38.9 | |
| Approach LOS | | D | | | C | | | C | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 33.5 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.70 | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 85.2% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 5 | 9 | 25 | 38 | 15 | 104 | 24 | 730 | 38 | 42 | 749 | 24 |
| Future Volume (Veh/h) | 5 | 9 | 25 | 38 | 15 | 104 | 24 | 730 | 38 | 42 | 749 | 24 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 5 | 10 | 27 | 41 | 16 | 113 | 26 | 793 | 41 | 46 | 814 | 26 |
| Pedestrians | | 52 | | | 63 | | | 3 | | | 6 | |
| Lane Width (m) | | 3.5 | | | 3.5 | | | 3.5 | | | 3.5 | |
| Walking Speed (m/s) | | 1.1 | | | 1.1 | | | 1.1 | | | 1.1 | |
| Percent Blockage | | 5 | | | 6 | | | 0 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | 294 | | | 150 | |
| pX, platoon unblocked | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 | | 0.70 | | | | | |
| vC, conflicting volume | 1546 | 1920 | 882 | 1870 | 1912 | 486 | 892 | | | 897 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1566 | 2097 | 621 | 2026 | 2087 | 486 | 635 | | | 897 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 75 | 67 | 91 | 0 | 47 | 77 | 96 | | | 94 | | |
| cM capacity (veh/h) | 20 | 30 | 291 | 13 | 30 | 500 | 642 | | | 723 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|
| Volume Total | 42 | 170 | 422 | 438 | 46 | 840 |
| Volume Left | 5 | 41 | 26 | 0 | 46 | 0 |
| Volume Right | 27 | 113 | 0 | 41 | 0 | 26 |
| cSH | 62 | 44 | 642 | 1700 | 723 | 1700 |
| Volume to Capacity | 0.68 | 3.84 | 0.04 | 0.26 | 0.06 | 0.49 |
| Queue Length 95th (m) | 22.1 | Err | 1.0 | 0.0 | 1.5 | 0.0 |
| Control Delay (s) | 141.2 | Err | 1.2 | 0.0 | 10.3 | 0.0 |
| Lane LOS | F | F | A | | B | |
| Approach Delay (s) | 141.2 | Err | 0.6 | | 0.5 | |
| Approach LOS | F | F | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 871.7 | | |
| Intersection Capacity Utilization | 69.6% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

| Lane Group | EBL | EBR | WBT | NBL | NBT | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 242 | 262 | 22 | 120 | 615 | 616 |
| Future Volume (vph) | 242 | 262 | 22 | 120 | 615 | 616 |
| Lane Group Flow (vph) | 263 | 285 | 163 | 130 | 668 | 848 |
| Turn Type | Perm | Perm | NA | pm+pt | NA | NA |
| Protected Phases | | | 4 | 5 | 2 | 6 |
| Permitted Phases | 8 | 8 | | 2 | | |
| Minimum Split (s) | 31.0 | 31.0 | 23.5 | 9.0 | 34.0 | 34.0 |
| Total Split (s) | 34.0 | 34.0 | 34.0 | 10.0 | 56.0 | 46.0 |
| Total Split (%) | 37.8% | 37.8% | 37.8% | 11.1% | 62.2% | 51.1% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 3.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 |
| Lead/Lag | | | | Lead | | Lag |
| Lead-Lag Optimize? | | | | | | |
| v/c Ratio | 0.80 | 0.50 | 0.36 | 0.42 | 0.73 | 0.63 |
| Control Delay | 48.3 | 7.7 | 20.6 | 12.5 | 21.0 | 24.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 48.3 | 7.7 | 20.6 | 12.5 | 21.0 | 24.2 |
| Queue Length 50th (m) | 41.3 | 3.2 | 15.9 | 9.3 | 81.0 | 68.0 |
| Queue Length 95th (m) | #81.3 | 22.5 | 32.5 | 17.1 | 124.7 | m81.3 |
| Internal Link Dist (m) | | | 200.1 | | 178.2 | 178.4 |
| Turn Bay Length (m) | 30.0 | 100.0 | | | | |
| Base Capacity (vph) | 330 | 574 | 448 | 313 | 912 | 1352 |
| 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 | 0.80 | 0.50 | 0.36 | 0.42 | 0.73 | 0.63 |

## Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 10 (11%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 75
Control Type: Pretimed
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Gordon St/Norfolk St & Waterloo Ave/Wilson St

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 242 | 0 | 262 | 66 | 22 | 62 | 120 | 615 | 0 | 0 | 616 | 164 |
| Future Volume (vph) | 242 | 0 | 262 | 66 | 22 | 62 | 120 | 615 | 0 | 0 | 616 | 164 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | | 6.0 | | 6.0 | | 3.0 | 6.0 | | | 6.0 | |
| Lane Util. Factor | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | | | 0.95 | |
| Frpb, ped/bikes | 1.00 | | 0.89 | | 0.98 | | 1.00 | 1.00 | | | 0.98 | |
| Flpb, ped/bikes | 0.98 | | 1.00 | | 0.88 | | 1.00 | 1.00 | | | 1.00 | |
| Frt | 1.00 | | 0.85 | | 0.94 | | 1.00 | 1.00 | | | 0.97 | |
| Flt Protected | 0.95 | | 1.00 | | 0.98 | | 0.95 | 1.00 | | | 1.00 | |
| Satd. Flow (prot) | 1539 | | 1272 | | 1352 | | 1570 | 1642 | | | 2981 | |
| Flt Permitted | 0.66 | | 1.00 | | 0.98 | | 0.23 | 1.00 | | | 1.00 | |
| Satd. Flow (perm) | 1062 | | 1272 | | 1352 | | 378 | 1642 | | | 2981 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 263 | 0 | 285 | 72 | 24 | 67 | 130 | 668 | 0 | 0 | 670 | 178 |
| RTOR Reduction (vph) | 0 | 0 | 178 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 27 | 0 |
| Lane Group Flow (vph) | 263 | 0 | 107 | 0 | 135 | 0 | 130 | 668 | 0 | 0 | 821 | 0 |
| Confl. Peds. (#/hr) | 12 | | 89 | 89 | | 12 | 45 | | 13 | 13 | | 45 |
| Confl. Bikes (#/hr) | | | | | | | | | 4 | | | 1 |
| Heavy Vehicles (%) | 2% | 0% | 1% | 0% | 0% | 0% | 2% | 3% | 0% | 0% | 3% | 0% |
| Turn Type | Perm | | Perm | Perm | NA | | pm+pt | NA | | | NA | |
| Protected Phases | | | | | 4 | | 5 | 2 | | | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | | 2 | | | | | |
| Actuated Green, G (s) | 28.0 | | 28.0 | | 28.0 | | 50.0 | 50.0 | | | 40.0 | |
| Effective Green, g (s) | 28.0 | | 28.0 | | 28.0 | | 50.0 | 50.0 | | | 40.0 | |
| Actuated g/C Ratio | 0.31 | | 0.31 | | 0.31 | | 0.56 | 0.56 | | | 0.44 | |
| Clearance Time (s) | 6.0 | | 6.0 | | 6.0 | | 3.0 | 6.0 | | | 6.0 | |
| Lane Grp Cap (vph) | 330 | | 395 | | 420 | | 302 | 912 | | | 1324 | |
| v/s Ratio Prot | | | | | | | 0.03 | c0.41 | | | 0.28 | |
| v/s Ratio Perm | c0.25 | | 0.08 | | 0.10 | | 0.21 | | | | | |
| v/c Ratio | 0.80 | | 0.27 | | 0.32 | | 0.43 | 0.73 | | | 0.62 | |
| Uniform Delay, d1 | 28.4 | | 23.3 | | 23.7 | | 11.0 | 15.0 | | | 19.2 | |
| Progression Factor | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | | | 1.22 | |
| Incremental Delay, d2 | 17.9 | | 1.7 | | 2.0 | | 4.4 | 5.2 | | | 1.8 | |
| Delay (s) | 46.3 | | 25.0 | | 25.7 | | 15.4 | 20.2 | | | 25.1 | |
| Level of Service | D | | C | | C | | B | C | | | C | |
| Approach Delay (s) | | 35.2 | | | 25.7 | | | 19.4 | | | 25.1 | |
| Approach LOS | | D | | | C | | | B | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 25.6 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.79 | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 15.0 |
| Intersection Capacity Utilization | 74.2% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

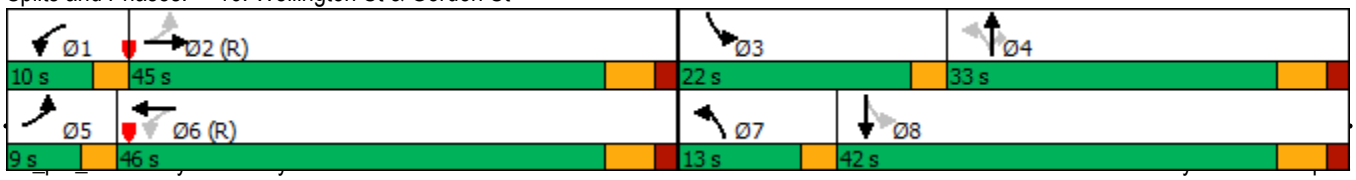
c Critical Lane Group

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Traffic Volume (vph) | 161 | 861 | 139 | 954 | 157 | 808 | 40 | 483 | 687 |
| Future Volume (vph) | 161 | 861 | 139 | 954 | 157 | 808 | 40 | 483 | 687 |
| Lane Group Flow (vph) | 175 | 1032 | 151 | 1402 | 171 | 878 | 43 | 525 | 821 |
| Turn Type | pm+pt | NA | pm+pt | NA | pm+pt | NA | Perm | pm+pt | NA |
| Protected Phases | 5 | 2 | 1 | 6 | 7 | 4 | | 3 | 8 |
| Permitted Phases | 2 | | 6 | | 4 | | 4 | 8 | |
| Detector Phase | 5 | 2 | 1 | 6 | 7 | 4 | 4 | 3 | 8 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 6.0 | 10.0 | 6.0 | 7.0 | 7.0 | 6.0 | 7.0 |
| Minimum Split (s) | 9.0 | 34.0 | 9.0 | 34.0 | 9.0 | 33.0 | 33.0 | 9.0 | 33.0 |
| Total Split (s) | 9.0 | 45.0 | 10.0 | 46.0 | 13.0 | 33.0 | 33.0 | 22.0 | 42.0 |
| Total Split (%) | 8.2% | 40.9% | 9.1% | 41.8% | 11.8% | 30.0% | 30.0% | 20.0% | 38.2% |
| Yellow Time (s) | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 |
| All-Red Time (s) | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 6.0 | 3.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 |
| Lead/Lag | Lead | Lag | Lead | Lag | Lead | Lag | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | C-Max | None | C-Max | None | Max | Max | None | Max |
| v/c Ratio | 1.18 | 0.93 | 1.03 | 1.25 | 0.69 | 1.17 | 0.10 | 1.59 | 0.80 |
| Control Delay | 155.2 | 49.6 | 106.8 | 148.9 | 34.8 | 128.0 | 0.5 | 303.2 | 40.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 155.2 | 49.6 | 106.8 | 148.9 | 34.8 | 128.0 | 0.5 | 303.2 | 40.6 |
| Queue Length 50th (m) | ~30.6 | 110.4 | ~21.2 | ~194.9 | 21.1 | ~118.4 | 0.0 | ~147.4 | 83.5 |
| Queue Length 95th (m) | #73.5 | #152.2 | #61.8 | #237.4 | #37.1 | #156.8 | 0.0 | #212.2 | 107.7 |
| Internal Link Dist (m) | | 223.6 | | 183.2 | | 222.9 | | | 157.4 |
| Turn Bay Length (m) | 65.0 | | 110.0 | | 80.0 | | 55.0 | 35.0 | |
| Base Capacity (vph) | 148 | 1106 | 147 | 1126 | 251 | 751 | 422 | 331 | 1020 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 1.18 | 0.93 | 1.03 | 1.25 | 0.68 | 1.17 | 0.10 | 1.59 | 0.80 |

## Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated
~ 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: Wellington St & Gordon St



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 161 | 861 | 88 | 139 | 954 | 336 | 157 | 808 | 40 | 483 | 687 | 68 |
| Future Volume (vph) | 161 | 861 | 88 | 139 | 954 | 336 | 157 | 808 | 40 | 483 | 687 | 68 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 0.96 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1545 | 3101 | | 1409 | 3011 | | 1573 | 3060 | 1356 | 1545 | 3077 | |
| Flt Permitted | 0.10 | 1.00 | | 0.10 | 1.00 | | 0.24 | 1.00 | 1.00 | 0.13 | 1.00 | |
| Satd. Flow (perm) | 167 | 3101 | | 148 | 3011 | | 399 | 3060 | 1356 | 217 | 3077 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 175 | 936 | 96 | 151 | 1037 | 365 | 171 | 878 | 43 | 525 | 747 | 74 |
| RTOR Reduction (vph) | 0 | 7 | 0 | 0 | 32 | 0 | 0 | 0 | 32 | 0 | 7 | 0 |
| Lane Group Flow (vph) | 175 | 1025 | 0 | 151 | 1370 | 0 | 171 | 878 | 11 | 525 | 814 | 0 |
| Confl. Peds. (#/hr) | 12 | | 11 | 11 | | 12 | 14 | | | | | 14 |
| Confl. Bikes (#/hr) | | | 2 | | | 23 | | | | | | |
| Heavy Vehicles (%) | 4% | 2% | 1% | 14% | 2% | 0% | 2% | 5% | 6% | 4% | 3% | 0% |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 2 | | | 6 | | | 4 | | 4 | 8 | | |
| Actuated Green, G (s) | 45.0 | 39.0 | | 47.0 | 40.0 | | 36.7 | 27.0 | 27.0 | 49.0 | 36.3 | |
| Effective Green, g (s) | 45.0 | 39.0 | | 47.0 | 40.0 | | 36.7 | 27.0 | 27.0 | 49.0 | 36.3 | |
| Actuated g/C Ratio | 0.41 | 0.35 | | 0.43 | 0.36 | | 0.33 | 0.25 | 0.25 | 0.45 | 0.33 | |
| Clearance Time (s) | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 143 | 1099 | | 143 | 1094 | | 236 | 751 | 332 | 326 | 1015 | |
| v/s Ratio Prot | c0.07 | 0.33 | | c0.07 | c0.46 | | 0.06 | 0.29 | | c0.28 | 0.26 | |
| v/s Ratio Perm | 0.43 | | | 0.38 | | | 0.18 | | 0.01 | c0.44 | | |
| v/c Ratio | 1.22 | 0.93 | | 1.06 | 1.25 | | 0.72 | 1.17 | 0.03 | 1.61 | 0.80 | |
| Uniform Delay, d1 | 29.4 | 34.2 | | 25.0 | 35.0 | | 27.8 | 41.5 | 31.6 | 32.3 | 33.6 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 147.6 | 15.1 | | 90.9 | 121.3 | | 10.5 | 90.1 | 0.2 | 288.6 | 6.7 | |
| Delay (s) | 177.1 | 49.4 | | 116.0 | 156.3 | | 38.3 | 131.6 | 31.7 | 320.9 | 40.3 | |
| Level of Service | F | D | | F | F | | D | F | C | F | D | |
| Approach Delay (s) | | 67.9 | | | 152.3 | | | 113.1 | | | 149.7 | |
| Approach LOS | | E | | | F | | | F | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 123.8 | HCM 2000 Level of Service | F |
| HCM 2000 Volume to Capacity ratio | 1.48 | | |
| Actuated Cycle Length (s) | 110.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 122.7% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | NBT | SBT | Ø3 |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 756 | 824 | |
| Future Volume (vph) | 756 | 824 | |
| Lane Group Flow (vph) | 822 | 896 | |
| Turn Type | NA | NA | |
| Protected Phases | 2 | 6 | 3 |
| Permitted Phases | | | |
| Minimum Split (s) | 361.0 | 361.0 | 89.0 |
| Total Split (s) | 361.0 | 361.0 | 89.0 |
| Total Split (%) | 80.2% | 80.2% | 20% |
| Yellow Time (s) | 10.0 | 10.0 | 10.0 |
| All-Red Time (s) | 2.0 | 2.0 | 5.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | |
| Total Lost Time (s) | 12.0 | 12.0 | |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| v/c Ratio | 0.58 | 0.63 | |
| Control Delay | 22.4 | 24.4 | |
| Queue Delay | 16.4 | 0.0 | |
| Total Delay | 38.8 | 24.4 | |
| Queue Length 50th (m) | 297.7 | 350.0 | |
| Queue Length 95th (m) | 323.6 | 378.5 | |
| Internal Link Dist (m) | 121.2 | 63.2 | |
| Turn Bay Length (m) | | | |
| Base Capacity (vph) | 1428 | 1428 | |
| Starvation Cap Reductn | 605 | 0 | |
| Spillback Cap Reductn | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | |
| Reduced v/c Ratio | 1.00 | 0.63 | |

| Intersection Summary |
|---|
| Cycle Length: 450 |
| Actuated Cycle Length: 450 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |
| Natural Cycle: 450 |
| Control Type: Pretimed |

Splits and Phases: 18: Edinburgh Rd & Rail Crossing

| Movement | EBL | EBR | NBL | NBT | NBR | SBL | SBT | SBR | SWL | SWR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 756 | 0 | 0 | 824 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 756 | 0 | 0 | 824 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | 12.0 | | | 12.0 | | | |
| Lane Util. Factor | | | | 1.00 | | | 1.00 | | | |
| Frt | | | | 1.00 | | | 1.00 | | | |
| Flt Protected | | | | 1.00 | | | 1.00 | | | |
| Satd. Flow (prot) | | | | 1842 | | | 1842 | | | |
| Flt Permitted | | | | 1.00 | | | 1.00 | | | |
| Satd. Flow (perm) | | | | 1842 | | | 1842 | | | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 822 | 0 | 0 | 896 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 822 | 0 | 0 | 896 | 0 | 0 | 0 |
| Turn Type | | | | NA | | | NA | | | |
| Protected Phases | | | | 2 | | | 6 | | | |
| Permitted Phases | | | | | | | | | | |
| Actuated Green, G (s) | | | | 349.0 | | | 349.0 | | | |
| Effective Green, g (s) | | | | 349.0 | | | 349.0 | | | |
| Actuated g/C Ratio | | | | 0.78 | | | 0.78 | | | |
| Clearance Time (s) | | | | 12.0 | | | 12.0 | | | |
| Lane Grp Cap (vph) | | | | 1428 | | | 1428 | | | |
| v/s Ratio Prot | | | | 0.45 | | | c0.49 | | | |
| v/s Ratio Perm | | | | | | | | | | |
| v/c Ratio | | | | 0.58 | | | 0.63 | | | |
| Uniform Delay, d1 | | | | 20.5 | | | 22.1 | | | |
| Progression Factor | | | | 1.00 | | | 1.00 | | | |
| Incremental Delay, d2 | | | | 1.7 | | | 2.1 | | | |
| Delay (s) | | | | 22.2 | | | 24.2 | | | |
| Level of Service | | | | C | | | C | | | |
| Approach Delay (s) | 0.0 | | | 22.2 | | | 24.2 | | 0.0 | |
| Approach LOS | A | | | C | | | C | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 23.2 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.52 | | |
| Actuated Cycle Length (s) | 450.0 | Sum of lost time (s) | 27.0 |
| Intersection Capacity Utilization | 300.8% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | NBT | SBT | Ø3 |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 144 | 319 | |
| Future Volume (vph) | 144 | 319 | |
| Lane Group Flow (vph) | 157 | 347 | |
| Turn Type | NA | NA | |
| Protected Phases | 2 | 6 | 3 |
| Permitted Phases | | | |
| Minimum Split (s) | 361.0 | 361.0 | 89.0 |
| Total Split (s) | 361.0 | 361.0 | 89.0 |
| Total Split (%) | 80.2% | 80.2% | 20% |
| Yellow Time (s) | 10.0 | 10.0 | 10.0 |
| All-Red Time (s) | 2.0 | 2.0 | 5.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | |
| Total Lost Time (s) | 12.0 | 12.0 | |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| v/c Ratio | 0.11 | 0.24 | |
| Control Delay | 12.6 | 14.4 | |
| Queue Delay | 0.0 | 1.3 | |
| Total Delay | 12.6 | 15.7 | |
| Queue Length 50th (m) | 34.4 | 85.7 | |
| Queue Length 95th (m) | 43.5 | 99.6 | |
| Internal Link Dist (m) | 68.0 | 175.4 | |
| Turn Bay Length (m) | | | |
| Base Capacity (vph) | 1428 | 1428 | |
| Starvation Cap Reductn | 0 | 848 | |
| Spillback Cap Reductn | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | |
| Reduced v/c Ratio | 0.11 | 0.60 | |

| Intersection Summary |
|---|
| Cycle Length: 450 |
| Actuated Cycle Length: 450 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |
| Natural Cycle: 450 |
| Control Type: Pretimed |

Splits and Phases: 19: Alma St & Rail Crossing

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 0 | 0 | 319 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 0 | 0 | 319 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Util. Factor | | | | | | | | 1.00 | | | 1.00 | |
| Frt | | | | | | | | 1.00 | | | 1.00 | |
| Flt Protected | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (prot) | | | | | | | | 1842 | | | 1842 | |
| Flt Permitted | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (perm) | | | | | | | | 1842 | | | 1842 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 157 | 0 | 0 | 347 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 157 | 0 | 0 | 347 | 0 |
| Turn Type | | | | | | | | NA | | | NA | |
| Protected Phases | | | | | | | | 2 | | | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | | | | | | | | 349.0 | | | 349.0 | |
| Effective Green, g (s) | | | | | | | | 349.0 | | | 349.0 | |
| Actuated g/C Ratio | | | | | | | | 0.78 | | | 0.78 | |
| Clearance Time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Grp Cap (vph) | | | | | | | | 1428 | | | 1428 | |
| v/s Ratio Prot | | | | | | | | 0.09 | | | c0.19 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | | | | | | | | 0.11 | | | 0.24 | |
| Uniform Delay, d1 | | | | | | | | 12.4 | | | 14.0 | |
| Progression Factor | | | | | | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | | | | | | | 0.2 | | | 0.4 | |
| Delay (s) | | | | | | | | 12.5 | | | 14.4 | |
| Level of Service | | | | | | | | B | | | B | |
| Approach Delay (s) | | 0.0 | | | 0.0 | | | 12.5 | | | 14.4 | |
| Approach LOS | | A | | | A | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 13.8 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.20 | | |
| Actuated Cycle Length (s) | 450.0 | Sum of lost time (s) | 27.0 |
| Intersection Capacity Utilization | 300.8% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | NBT | SBT | Ø3 |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 102 | 154 | |
| Future Volume (vph) | 102 | 154 | |
| Lane Group Flow (vph) | 111 | 167 | |
| Turn Type | NA | NA | |
| Protected Phases | 2 | 6 | 3 |
| Permitted Phases | | | |
| Minimum Split (s) | 361.0 | 361.0 | 89.0 |
| Total Split (s) | 361.0 | 361.0 | 89.0 |
| Total Split (%) | 80.2% | 80.2% | 20% |
| Yellow Time (s) | 10.0 | 10.0 | 10.0 |
| All-Red Time (s) | 2.0 | 2.0 | 5.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | |
| Total Lost Time (s) | 12.0 | 12.0 | |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| v/c Ratio | 0.08 | 0.12 | |
| Control Delay | 12.2 | 12.7 | |
| Queue Delay | 0.0 | 0.0 | |
| Total Delay | 12.2 | 12.7 | |
| Queue Length 50th (m) | 23.7 | 36.8 | |
| Queue Length 95th (m) | 31.3 | 46.0 | |
| Internal Link Dist (m) | 45.7 | 70.8 | |
| Turn Bay Length (m) | | | |
| Base Capacity (vph) | 1428 | 1428 | |
| Starvation Cap Reductn | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | |
| Reduced v/c Ratio | 0.08 | 0.12 | |

| Intersection Summary |
|---|
| Cycle Length: 450 |
| Actuated Cycle Length: 450 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |
| Natural Cycle: 450 |
| Control Type: Pretimed |

Splits and Phases: 20: Rail Crossing & Yorkshire St

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 0 | 0 | 154 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 0 | 0 | 154 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Util. Factor | | | | | | | | 1.00 | | | 1.00 | |
| Frt | | | | | | | | 1.00 | | | 1.00 | |
| Flt Protected | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (prot) | | | | | | | | 1842 | | | 1842 | |
| Flt Permitted | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (perm) | | | | | | | | 1842 | | | 1842 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 0 | 0 | 167 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 0 | 0 | 167 | 0 |
| Turn Type | | | | | | | | NA | | | NA | |
| Protected Phases | | | | | | | | 2 | | | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | | | | | | | | 349.0 | | | 349.0 | |
| Effective Green, g (s) | | | | | | | | 349.0 | | | 349.0 | |
| Actuated g/C Ratio | | | | | | | | 0.78 | | | 0.78 | |
| Clearance Time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Grp Cap (vph) | | | | | | | | 1428 | | | 1428 | |
| v/s Ratio Prot | | | | | | | | 0.06 | | | c0.09 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | | | | | | | | 0.08 | | | 0.12 | |
| Uniform Delay, d1 | | | | | | | | 12.1 | | | 12.5 | |
| Progression Factor | | | | | | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | | | | | | | 0.1 | | | 0.2 | |
| Delay (s) | | | | | | | | 12.2 | | | 12.6 | |
| Level of Service | | | | | | | | B | | | B | |
| Approach Delay (s) | | 0.0 | | | 0.0 | | | 12.2 | | | 12.6 | |
| Approach LOS | | A | | | A | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 12.4 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.10 | | |
| Actuated Cycle Length (s) | 450.0 | Sum of lost time (s) | 27.0 |
| Intersection Capacity Utilization | 300.8% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | NBT | SBT | Ø3 |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 109 | 78 | |
| Future Volume (vph) | 109 | 78 | |
| Lane Group Flow (vph) | 118 | 85 | |
| Turn Type | NA | NA | |
| Protected Phases | 2 | 6 | 3 |
| Permitted Phases | | | |
| Minimum Split (s) | 361.0 | 361.0 | 89.0 |
| Total Split (s) | 361.0 | 361.0 | 89.0 |
| Total Split (%) | 80.2% | 80.2% | 20% |
| Yellow Time (s) | 10.0 | 10.0 | 10.0 |
| All-Red Time (s) | 2.0 | 2.0 | 5.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | |
| Total Lost Time (s) | 12.0 | 12.0 | |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| v/c Ratio | 0.08 | 0.06 | |
| Control Delay | 12.3 | 12.0 | |
| Queue Delay | 0.0 | 0.0 | |
| Total Delay | 12.3 | 12.0 | |
| Queue Length 50th (m) | 25.3 | 17.9 | |
| Queue Length 95th (m) | 33.2 | 24.6 | |
| Internal Link Dist (m) | 125.5 | 52.5 | |
| Turn Bay Length (m) | | | |
| Base Capacity (vph) | 1428 | 1428 | |
| Starvation Cap Reductn | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | |
| Reduced v/c Ratio | 0.08 | 0.06 | |

| Intersection Summary |
|---|
| Cycle Length: 450 |
| Actuated Cycle Length: 450 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |
| Natural Cycle: 450 |
| Control Type: Pretimed |

Splits and Phases: 21: Glasgow St. & Rail Crossing

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 0 | 0 | 78 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 0 | 0 | 78 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Util. Factor | | | | | | | | 1.00 | | | 1.00 | |
| Frt | | | | | | | | 1.00 | | | 1.00 | |
| Flt Protected | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (prot) | | | | | | | | 1842 | | | 1842 | |
| Flt Permitted | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (perm) | | | | | | | | 1842 | | | 1842 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 0 | 0 | 85 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 0 | 0 | 85 | 0 |
| Turn Type | | | | | | | | NA | | | NA | |
| Protected Phases | | | | | | | | 2 | | | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | | | | | | | | 349.0 | | | 349.0 | |
| Effective Green, g (s) | | | | | | | | 349.0 | | | 349.0 | |
| Actuated g/C Ratio | | | | | | | | 0.78 | | | 0.78 | |
| Clearance Time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Grp Cap (vph) | | | | | | | | 1428 | | | 1428 | |
| v/s Ratio Prot | | | | | | | | c0.06 | | | 0.05 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | | | | | | | | 0.08 | | | 0.06 | |
| Uniform Delay, d1 | | | | | | | | 12.1 | | | 11.9 | |
| Progression Factor | | | | | | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | | | | | | | 0.1 | | | 0.1 | |
| Delay (s) | | | | | | | | 12.2 | | | 12.0 | |
| Level of Service | | | | | | | | B | | | B | |
| Approach Delay (s) | | 0.0 | | | 0.0 | | | 12.2 | | | 12.0 | |
| Approach LOS | | A | | | A | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 12.1 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.07 | | |
| Actuated Cycle Length (s) | 450.0 | Sum of lost time (s) | 27.0 |
| Intersection Capacity Utilization | 300.8% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | NBT | SBT | Ø3 |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 756 | 824 | |
| Future Volume (vph) | 756 | 824 | |
| Lane Group Flow (vph) | 822 | 896 | |
| Turn Type | NA | NA | |
| Protected Phases | 2 | 6 | 3 |
| Permitted Phases | | | |
| Minimum Split (s) | 413.0 | 413.0 | 37.0 |
| Total Split (s) | 413.0 | 413.0 | 37.0 |
| Total Split (%) | 91.8% | 91.8% | 8% |
| Yellow Time (s) | 10.0 | 10.0 | 10.0 |
| All-Red Time (s) | 2.0 | 2.0 | 5.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | |
| Total Lost Time (s) | 12.0 | 12.0 | |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| v/c Ratio | 0.50 | 0.55 | |
| Control Delay | 6.0 | 6.6 | |
| Queue Delay | 4.1 | 0.0 | |
| Total Delay | 10.0 | 6.6 | |
| Queue Length 50th (m) | 134.8 | 158.6 | |
| Queue Length 95th (m) | 146.6 | 171.3 | |
| Internal Link Dist (m) | 121.2 | 63.2 | |
| Turn Bay Length (m) | | | |
| Base Capacity (vph) | 1641 | 1641 | |
| Starvation Cap Reductn | 719 | 0 | |
| Spillback Cap Reductn | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | |
| Reduced v/c Ratio | 0.89 | 0.55 | |

| Intersection Summary |
|---|
| Cycle Length: 450 |
| Actuated Cycle Length: 450 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |
| Natural Cycle: 450 |
| Control Type: Pretimed |

Splits and Phases: 18: Edinburgh Rd & Rail Crossing

| Movement | EBL | EBR | NBL | NBT | NBR | SBL | SBT | SBR | SWL | SWR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 756 | 0 | 0 | 824 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 756 | 0 | 0 | 824 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | 12.0 | | | 12.0 | | | |
| Lane Util. Factor | | | | 1.00 | | | 1.00 | | | |
| Frt | | | | 1.00 | | | 1.00 | | | |
| Flt Protected | | | | 1.00 | | | 1.00 | | | |
| Satd. Flow (prot) | | | | 1842 | | | 1842 | | | |
| Flt Permitted | | | | 1.00 | | | 1.00 | | | |
| Satd. Flow (perm) | | | | 1842 | | | 1842 | | | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 822 | 0 | 0 | 896 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 822 | 0 | 0 | 896 | 0 | 0 | 0 |
| Turn Type | | | | NA | | | NA | | | |
| Protected Phases | | | | 2 | | | 6 | | | |
| Permitted Phases | | | | | | | | | | |
| Actuated Green, G (s) | | | | 401.0 | | | 401.0 | | | |
| Effective Green, g (s) | | | | 401.0 | | | 401.0 | | | |
| Actuated g/C Ratio | | | | 0.89 | | | 0.89 | | | |
| Clearance Time (s) | | | | 12.0 | | | 12.0 | | | |
| Lane Grp Cap (vph) | | | | 1641 | | | 1641 | | | |
| v/s Ratio Prot | | | | 0.45 | | | c0.49 | | | |
| v/s Ratio Perm | | | | | | | | | | |
| v/c Ratio | | | | 0.50 | | | 0.55 | | | |
| Uniform Delay, d1 | | | | 4.8 | | | 5.2 | | | |
| Progression Factor | | | | 1.00 | | | 1.00 | | | |
| Incremental Delay, d2 | | | | 1.1 | | | 1.3 | | | |
| Delay (s) | | | | 5.9 | | | 6.5 | | | |
| Level of Service | | | | A | | | A | | | |
| Approach Delay (s) | 0.0 | | | 5.9 | | | 6.5 | | 0.0 | |
| Approach LOS | A | | | A | | | A | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 6.2 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.52 | | |
| Actuated Cycle Length (s) | 450.0 | Sum of lost time (s) | 27.0 |
| Intersection Capacity Utilization | 341.7% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | NBT | SBT | Ø3 |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 144 | 319 | |
| Future Volume (vph) | 144 | 319 | |
| Lane Group Flow (vph) | 157 | 347 | |
| Turn Type | NA | NA | |
| Protected Phases | 2 | 6 | 3 |
| Permitted Phases | | | |
| Minimum Split (s) | 413.0 | 413.0 | 37.0 |
| Total Split (s) | 413.0 | 413.0 | 37.0 |
| Total Split (%) | 91.8% | 91.8% | 8% |
| Yellow Time (s) | 10.0 | 10.0 | 10.0 |
| All-Red Time (s) | 2.0 | 2.0 | 5.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | |
| Total Lost Time (s) | 12.0 | 12.0 | |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| v/c Ratio | 0.10 | 0.21 | |
| Control Delay | 3.0 | 3.6 | |
| Queue Delay | 0.0 | 1.0 | |
| Total Delay | 3.0 | 4.6 | |
| Queue Length 50th (m) | 15.6 | 38.8 | |
| Queue Length 95th (m) | 19.7 | 45.1 | |
| Internal Link Dist (m) | 68.0 | 175.4 | |
| Turn Bay Length (m) | | | |
| Base Capacity (vph) | 1641 | 1641 | |
| Starvation Cap Reductn | 0 | 1018 | |
| Spillback Cap Reductn | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | |
| Reduced v/c Ratio | 0.10 | 0.56 | |

| Intersection Summary |
|---|
| Cycle Length: 450 |
| Actuated Cycle Length: 450 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |
| Natural Cycle: 450 |
| Control Type: Pretimed |

Splits and Phases: 19: Alma St & Rail Crossing

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 0 | 0 | 319 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 0 | 0 | 319 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Util. Factor | | | | | | | | 1.00 | | | 1.00 | |
| Frt | | | | | | | | 1.00 | | | 1.00 | |
| Flt Protected | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (prot) | | | | | | | | 1842 | | | 1842 | |
| Flt Permitted | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (perm) | | | | | | | | 1842 | | | 1842 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 157 | 0 | 0 | 347 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 157 | 0 | 0 | 347 | 0 |
| Turn Type | | | | | | | | NA | | | NA | |
| Protected Phases | | | | | | | | 2 | | | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | | | | | | | | 401.0 | | | 401.0 | |
| Effective Green, g (s) | | | | | | | | 401.0 | | | 401.0 | |
| Actuated g/C Ratio | | | | | | | | 0.89 | | | 0.89 | |
| Clearance Time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Grp Cap (vph) | | | | | | | | 1641 | | | 1641 | |
| v/s Ratio Prot | | | | | | | | 0.09 | | | c0.19 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | | | | | | | | 0.10 | | | 0.21 | |
| Uniform Delay, d1 | | | | | | | | 2.9 | | | 3.3 | |
| Progression Factor | | | | | | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | | | | | | | 0.1 | | | 0.3 | |
| Delay (s) | | | | | | | | 3.0 | | | 3.6 | |
| Level of Service | | | | | | | | A | | | A | |
| Approach Delay (s) | | 0.0 | | | 0.0 | | | 3.0 | | | 3.6 | |
| Approach LOS | | A | | | A | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 3.4 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.20 | | |
| Actuated Cycle Length (s) | 450.0 | Sum of lost time (s) | 27.0 |
| Intersection Capacity Utilization | 341.7% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | NBT | SBT | Ø3 |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 102 | 154 | |
| Future Volume (vph) | 102 | 154 | |
| Lane Group Flow (vph) | 111 | 167 | |
| Turn Type | NA | NA | |
| Protected Phases | 2 | 6 | 3 |
| Permitted Phases | | | |
| Minimum Split (s) | 413.0 | 413.0 | 37.0 |
| Total Split (s) | 413.0 | 413.0 | 37.0 |
| Total Split (%) | 91.8% | 91.8% | 8% |
| Yellow Time (s) | 10.0 | 10.0 | 10.0 |
| All-Red Time (s) | 2.0 | 2.0 | 5.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | |
| Total Lost Time (s) | 12.0 | 12.0 | |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| v/c Ratio | 0.07 | 0.10 | |
| Control Delay | 2.9 | 3.1 | |
| Queue Delay | 0.0 | 0.0 | |
| Total Delay | 2.9 | 3.1 | |
| Queue Length 50th (m) | 10.7 | 16.7 | |
| Queue Length 95th (m) | 14.2 | 20.9 | |
| Internal Link Dist (m) | 45.7 | 70.8 | |
| Turn Bay Length (m) | | | |
| Base Capacity (vph) | 1641 | 1641 | |
| Starvation Cap Reductn | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | |
| Reduced v/c Ratio | 0.07 | 0.10 | |

| Intersection Summary |
|---|
| Cycle Length: 450 |
| Actuated Cycle Length: 450 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |
| Natural Cycle: 450 |
| Control Type: Pretimed |

Splits and Phases: 20: Rail Crossing & Yorkshire St

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 0 | 0 | 154 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 0 | 0 | 154 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Util. Factor | | | | | | | | 1.00 | | | 1.00 | |
| Frt | | | | | | | | 1.00 | | | 1.00 | |
| Flt Protected | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (prot) | | | | | | | | 1842 | | | 1842 | |
| Flt Permitted | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (perm) | | | | | | | | 1842 | | | 1842 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 0 | 0 | 167 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 0 | 0 | 167 | 0 |
| Turn Type | | | | | | | | NA | | | NA | |
| Protected Phases | | | | | | | | 2 | | | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | | | | | | | | 401.0 | | | 401.0 | |
| Effective Green, g (s) | | | | | | | | 401.0 | | | 401.0 | |
| Actuated g/C Ratio | | | | | | | | 0.89 | | | 0.89 | |
| Clearance Time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Grp Cap (vph) | | | | | | | | 1641 | | | 1641 | |
| v/s Ratio Prot | | | | | | | | 0.06 | | | c0.09 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | | | | | | | | 0.07 | | | 0.10 | |
| Uniform Delay, d1 | | | | | | | | 2.8 | | | 2.9 | |
| Progression Factor | | | | | | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | | | | | | | 0.1 | | | 0.1 | |
| Delay (s) | | | | | | | | 2.9 | | | 3.1 | |
| Level of Service | | | | | | | | A | | | A | |
| Approach Delay (s) | | 0.0 | | | 0.0 | | | 2.9 | | | 3.1 | |
| Approach LOS | | A | | | A | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 3.0 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.10 | | |
| Actuated Cycle Length (s) | 450.0 | Sum of lost time (s) | 27.0 |
| Intersection Capacity Utilization | 341.7% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | NBT | SBT | Ø3 |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 109 | 78 | |
| Future Volume (vph) | 109 | 78 | |
| Lane Group Flow (vph) | 118 | 85 | |
| Turn Type | NA | NA | |
| Protected Phases | 2 | 6 | 3 |
| Permitted Phases | | | |
| Minimum Split (s) | 413.0 | 413.0 | 37.0 |
| Total Split (s) | 413.0 | 413.0 | 37.0 |
| Total Split (%) | 91.8% | 91.8% | 8% |
| Yellow Time (s) | 10.0 | 10.0 | 10.0 |
| All-Red Time (s) | 2.0 | 2.0 | 5.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | |
| Total Lost Time (s) | 12.0 | 12.0 | |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| v/c Ratio | 0.07 | 0.05 | |
| Control Delay | 2.9 | 2.9 | |
| Queue Delay | 0.0 | 0.0 | |
| Total Delay | 2.9 | 2.9 | |
| Queue Length 50th (m) | 11.5 | 8.1 | |
| Queue Length 95th (m) | 15.1 | 11.1 | |
| Internal Link Dist (m) | 125.5 | 52.5 | |
| Turn Bay Length (m) | | | |
| Base Capacity (vph) | 1641 | 1641 | |
| Starvation Cap Reductn | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | |
| Reduced v/c Ratio | 0.07 | 0.05 | |

| Intersection Summary |
|---|
| Cycle Length: 450 |
| Actuated Cycle Length: 450 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |
| Natural Cycle: 450 |
| Control Type: Pretimed |

Splits and Phases: 21: Glasgow St. & Rail Crossing

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 0 | 0 | 78 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 0 | 0 | 78 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Util. Factor | | | | | | | | 1.00 | | | 1.00 | |
| Frt | | | | | | | | 1.00 | | | 1.00 | |
| Flt Protected | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (prot) | | | | | | | | 1842 | | | 1842 | |
| Flt Permitted | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (perm) | | | | | | | | 1842 | | | 1842 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 0 | 0 | 85 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 0 | 0 | 85 | 0 |
| Turn Type | | | | | | | | NA | | | NA | |
| Protected Phases | | | | | | | | 2 | | | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | | | | | | | | 401.0 | | | 401.0 | |
| Effective Green, g (s) | | | | | | | | 401.0 | | | 401.0 | |
| Actuated g/C Ratio | | | | | | | | 0.89 | | | 0.89 | |
| Clearance Time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Grp Cap (vph) | | | | | | | | 1641 | | | 1641 | |
| v/s Ratio Prot | | | | | | | | c0.06 | | | 0.05 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | | | | | | | | 0.07 | | | 0.05 | |
| Uniform Delay, d1 | | | | | | | | 2.9 | | | 2.8 | |
| Progression Factor | | | | | | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | | | | | | | 0.1 | | | 0.1 | |
| Delay (s) | | | | | | | | 2.9 | | | 2.9 | |
| Level of Service | | | | | | | | A | | | A | |
| Approach Delay (s) | | 0.0 | | | 0.0 | | | 2.9 | | | 2.9 | |
| Approach LOS | | A | | | A | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 2.9 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.07 | | |
| Actuated Cycle Length (s) | 450.0 | Sum of lost time (s) | 27.0 |
| Intersection Capacity Utilization | 341.7% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | EBL | EBT | WBT | NBT | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 221 | 362 | 421 | 1 | 184 | 1 | 188 |
| Future Volume (vph) | 221 | 362 | 421 | 1 | 184 | 1 | 188 |
| Lane Group Flow (vph) | 240 | 394 | 632 | 1 | 0 | 201 | 204 |
| Turn Type | pm+pt | NA | NA | NA | Perm | NA | Perm |
| Protected Phases | 5 | 2 | 6 | 4 | | 8 | |
| Permitted Phases | 2 | | | | 8 | | 8 |
| Detector Phase | 5 | 2 | 6 | 4 | 8 | 8 | 8 |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 10.0 | 7.0 | 7.0 | 7.0 | 7.0 |
| Minimum Split (s) | 9.0 | 31.0 | 31.0 | 28.0 | 28.0 | 28.0 | 28.0 |
| Total Split (s) | 14.0 | 62.0 | 48.0 | 28.0 | 28.0 | 28.0 | 28.0 |
| Total Split (%) | 15.6% | 68.9% | 53.3% | 31.1% | 31.1% | 31.1% | 31.1% |
| Yellow Time (s) | 3.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 0.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 |
| Lead/Lag | Lead | | Lag | | | | |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | None | C-Max | C-Max | Max | Max | Max | Max |
| v/c Ratio | 0.59 | 0.36 | 0.75 | 0.00 | | 0.64 | 0.39 |
| Control Delay | 12.5 | 9.4 | 34.1 | 26.0 | | 41.0 | 6.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 12.5 | 9.4 | 34.1 | 26.0 | | 41.0 | 6.6 |
| Queue Length 50th (m) | 14.7 | 30.0 | 97.0 | 0.1 | | 31.2 | 0.0 |
| Queue Length 95th (m) | 24.1 | 46.1 | 138.5 | 1.3 | | 54.3 | 16.2 |
| Internal Link Dist (m) | | 220.7 | 464.5 | 75.7 | | 165.4 | |
| Turn Bay Length (m) | | | | | | | |
| Base Capacity (vph) | 424 | 1103 | 841 | 459 | | 315 | 522 |
| 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 | 0.57 | 0.36 | 0.75 | 0.00 | | 0.64 | 0.39 |

## Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 1: Paisley St & Silvercreek Pkwy

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 221 | 362 | 1 | 0 | 421 | 160 | 0 | 1 | 0 | 184 | 1 | 188 |
| Future Volume (vph) | 221 | 362 | 1 | 0 | 421 | 160 | 0 | 1 | 0 | 184 | 1 | 188 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 3.0 | 6.0 | | | 6.0 | | | 6.0 | | | 6.0 | 6.0 |
| Lane Util. Factor | 1.00 | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | | | 0.99 | | | 1.00 | | | 1.00 | 0.98 |
| Flpb, ped/bikes | 1.00 | 1.00 | | | 1.00 | | | 1.00 | | | 0.96 | 1.00 |
| Frt | 1.00 | 1.00 | | | 0.96 | | | 1.00 | | | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | | 1.00 | | | 1.00 | | | 0.95 | 1.00 |
| Satd. Flow (prot) | 1731 | 1772 | | | 1725 | | | 1879 | | | 1691 | 1506 |
| Flt Permitted | 0.22 | 1.00 | | | 1.00 | | | 1.00 | | | 0.73 | 1.00 |
| Satd. Flow (perm) | 400 | 1772 | | | 1725 | | | 1879 | | | 1291 | 1506 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 240 | 393 | 1 | 0 | 458 | 174 | 0 | 1 | 0 | 200 | 1 | 204 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 154 |
| Lane Group Flow (vph) | 240 | 394 | 0 | 0 | 617 | 0 | 0 | 1 | 0 | 0 | 201 | 50 |
| Confl. Peds. (#/hr) | 18 | | 5 | 5 | | 18 | 6 | | 18 | 18 | | 6 |
| Heavy Vehicles (%) | 3% | 6% | 0% | 0% | 2% | 7% | 0% | 0% | 0% | 2% | 0% | 4% |
| Turn Type | pm+pt | NA | | | NA | | | NA | | Perm | NA | Perm |
| Protected Phases | 5 | 2 | | | 6 | | | 4 | | | 8 | |
| Permitted Phases | 2 | | | 6 | | | 4 | | | 8 | | 8 |
| Actuated Green, G (s) | 56.0 | 56.0 | | | 43.2 | | | 22.0 | | | 22.0 | 22.0 |
| Effective Green, g (s) | 56.0 | 56.0 | | | 43.2 | | | 22.0 | | | 22.0 | 22.0 |
| Actuated g/C Ratio | 0.62 | 0.62 | | | 0.48 | | | 0.24 | | | 0.24 | 0.24 |
| Clearance Time (s) | 3.0 | 6.0 | | | 6.0 | | | 6.0 | | | 6.0 | 6.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | | | 3.0 | | | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 393 | 1102 | | | 828 | | | 459 | | | 315 | 368 |
| v/s Ratio Prot | c0.07 | 0.22 | | | c0.36 | | | 0.00 | | | | |
| v/s Ratio Perm | 0.31 | | | | | | | | | | c0.16 | 0.03 |
| v/c Ratio | 0.61 | 0.36 | | | 0.75 | | | 0.00 | | | 0.64 | 0.14 |
| Uniform Delay, d1 | 11.5 | 8.3 | | | 19.0 | | | 25.7 | | | 30.4 | 26.6 |
| Progression Factor | 1.00 | 1.00 | | | 1.47 | | | 1.00 | | | 1.00 | 1.00 |
| Incremental Delay, d2 | 2.8 | 0.9 | | | 5.7 | | | 0.0 | | | 9.5 | 0.8 |
| Delay (s) | 14.3 | 9.2 | | | 33.6 | | | 25.7 | | | 40.0 | 27.3 |
| Level of Service | B | A | | | C | | | C | | | D | C |
| Approach Delay (s) | | 11.1 | | | 33.6 | | | 25.7 | | | 33.6 | |
| Approach LOS | | B | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 25.1 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.70 | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 15.0 |
| Intersection Capacity Utilization | 86.5% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 360 | 40 | 33 | 439 | 18 | 6 |
| Future Volume (Veh/h) | 360 | 40 | 33 | 439 | 18 | 6 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 391 | 43 | 36 | 477 | 20 | 7 |
| Pedestrians | 1 | | 7 | | | |
| Lane Width (m) | 3.5 | | 3.5 | | | |
| Walking Speed (m/s) | 1.1 | | 1.1 | | | |
| Percent Blockage | 0 | | 1 | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | 146 | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 91 | 37 | | | 514 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 91 | 37 | | | 514 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 56 | 96 | | | 98 | |
| cM capacity (veh/h) | 886 | 1040 | | | 1061 | |

| Direction, Lane # | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|
| Volume Total | 391 | 43 | 36 | 477 | 20 | 7 |
| Volume Left | 391 | 0 | 0 | 0 | 20 | 0 |
| Volume Right | 0 | 43 | 0 | 477 | 0 | 0 |
| cSH | 886 | 1040 | 1700 | 1700 | 1061 | 1700 |
| Volume to Capacity | 0.44 | 0.04 | 0.02 | 0.28 | 0.02 | 0.00 |
| Queue Length 95th (m) | 17.4 | 1.0 | 0.0 | 0.0 | 0.4 | 0.0 |
| Control Delay (s) | 12.2 | 8.6 | 0.0 | 0.0 | 8.5 | 0.0 |
| Lane LOS | B | A | | | A | |
| Approach Delay (s) | 11.9 | | 0.0 | | 6.3 | |
| Approach LOS | B | | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.5 | | |
| Intersection Capacity Utilization | 37.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Lane Group | EBL | EBT | WBT | NBL | NBT | NBR | SBL | SBR |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 244 | 1101 | 933 | 235 | 129 | 286 | 1 | 304 |
| Future Volume (vph) | 244 | 1101 | 933 | 235 | 129 | 286 | 1 | 304 |
| Lane Group Flow (vph) | 265 | 1197 | 1026 | 194 | 201 | 311 | 1 | 330 |
| Turn Type | Prot | NA | NA | Perm | NA | Perm | Perm | Perm |
| Protected Phases | 5 | 2 | 6 | | 8 | | | |
| Permitted Phases | | | | 8 | | 8 | 4 | 4 |
| Detector Phase | 5 | 2 | 6 | 8 | 8 | 8 | 4 | 4 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 7.0 | 20.0 | 20.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 12.1 | 34.1 | 34.1 | 34.5 | 34.5 | 34.5 | 34.5 | 34.5 |
| Total Split (s) | 20.0 | 72.0 | 52.0 | 38.0 | 38.0 | 38.0 | 38.0 | 38.0 |
| Total Split (%) | 18.2% | 65.5% | 47.3% | 34.5% | 34.5% | 34.5% | 34.5% | 34.5% |
| Yellow Time (s) | 3.0 | 5.0 | 5.0 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| All-Red Time (s) | 0.0 | 2.1 | 2.1 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 7.1 | 7.1 | 7.5 | 7.5 | 7.5 | 7.5 | 7.5 |
| Lead/Lag | Lead | | Lag | | | | | |
| Lead-Lag Optimize? | | | | | | | | |
| Recall Mode | None | C-Max | C-Max | None | None | None | None | None |
| v/c Ratio | 0.81 | 0.37 | 0.48 | 0.57 | 0.55 | 0.79 | 0.00 | 0.56 |
| Control Delay | 63.1 | 9.8 | 23.6 | 44.3 | 43.4 | 45.4 | 25.0 | 6.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 63.1 | 9.8 | 23.6 | 44.3 | 43.4 | 45.4 | 25.0 | 6.4 |
| Queue Length 50th (m) | 53.5 | 40.2 | 59.1 | 39.0 | 40.3 | 48.7 | 0.0 | 17.7 |
| Queue Length 95th (m) | #109.0 | 57.3 | 71.9 | 58.5 | 59.5 | 74.6 | m0.6 | m17.7 |
| Internal Link Dist (m) | | 151.8 | 266.9 | | 229.3 | | | |
| Turn Bay Length (m) | 110.0 | | | | | 160.0 | | |
| Base Capacity (vph) | 328 | 3233 | 2151 | 447 | 476 | 491 | 269 | 670 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.81 | 0.37 | 0.48 | 0.43 | 0.42 | 0.63 | 0.00 | 0.49 |

## Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Hanlon Pkwy/Waterloo Ave & Wellington St

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 244 | 1101 | 0 | 0 | 933 | 11 | 235 | 129 | 286 | 1 | 0 | 304 |
| Future Volume (vph) | 244 | 1101 | 0 | 0 | 933 | 11 | 235 | 129 | 286 | 1 | 0 | 304 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 3.0 | 7.1 | | | 7.1 | | 7.5 | 7.5 | 7.5 | 7.5 | | 7.5 |
| Lane Util. Factor | 1.00 | 0.91 | | | 0.91 | | 0.95 | 0.95 | 1.00 | 1.00 | | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 |
| Flpb, ped/bikes | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 |
| Frt | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | 0.85 | 1.00 | | 0.85 |
| Flt Protected | 0.95 | 1.00 | | | 1.00 | | 0.95 | 0.99 | 1.00 | 0.95 | | 1.00 |
| Satd. Flow (prot) | 1716 | 4932 | | | 4926 | | 1615 | 1720 | 1581 | 1785 | | 1566 |
| Flt Permitted | 0.95 | 1.00 | | | 1.00 | | 0.95 | 0.99 | 1.00 | 0.52 | | 1.00 |
| Satd. Flow (perm) | 1716 | 4932 | | | 4926 | | 1615 | 1720 | 1581 | 971 | | 1566 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 265 | 1197 | 0 | 0 | 1014 | 12 | 255 | 140 | 311 | 1 | 0 | 330 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 58 | 0 | 0 | 258 |
| Lane Group Flow (vph) | 265 | 1197 | 0 | 0 | 1025 | 0 | 194 | 201 | 253 | 1 | 0 | 72 |
| Confl. Peds. (#/hr) | | | 1 | 1 | | | | | | | | |
| Heavy Vehicles (%) | 4% | 4% | 0% | 0% | 4% | 0% | 5% | 1% | 1% | 0% | 0% | 2% |
| Turn Type | Prot | NA | | | NA | | Perm | NA | Perm | Perm | | Perm |
| Protected Phases | 5 | 2 | | | 6 | | | 8 | | | | |
| Permitted Phases | | | | | | | 8 | | 8 | 4 | | 4 |
| Actuated Green, G (s) | 21.1 | 72.1 | | | 48.0 | | 23.3 | 23.3 | 23.3 | 23.3 | | 23.3 |
| Effective Green, g (s) | 21.1 | 72.1 | | | 48.0 | | 23.3 | 23.3 | 23.3 | 23.3 | | 23.3 |
| Actuated g/C Ratio | 0.19 | 0.66 | | | 0.44 | | 0.21 | 0.21 | 0.21 | 0.21 | | 0.21 |
| Clearance Time (s) | 3.0 | 7.1 | | | 7.1 | | 7.5 | 7.5 | 7.5 | 7.5 | | 7.5 |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 |
| Lane Grp Cap (vph) | 329 | 3232 | | | 2149 | | 342 | 364 | 334 | 205 | | 331 |
| v/s Ratio Prot | c0.15 | 0.24 | | | c0.21 | | | | | | | |
| v/s Ratio Perm | | | | | | | 0.12 | 0.12 | c0.16 | 0.00 | | 0.05 |
| v/c Ratio | 0.81 | 0.37 | | | 0.48 | | 0.57 | 0.55 | 0.76 | 0.00 | | 0.22 |
| Uniform Delay, d1 | 42.5 | 8.6 | | | 22.1 | | 38.8 | 38.7 | 40.7 | 34.2 | | 35.8 |
| Progression Factor | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | 1.00 | 0.83 | | 0.71 |
| Incremental Delay, d2 | 13.4 | 0.3 | | | 0.8 | | 2.2 | 1.8 | 9.5 | 0.0 | | 0.3 |
| Delay (s) | 55.9 | 8.9 | | | 22.8 | | 41.0 | 40.5 | 50.2 | 28.5 | | 25.7 |
| Level of Service | E | A | | | C | | D | D | D | C | | C |
| Approach Delay (s) | | 17.5 | | | 22.8 | | | 44.9 | | | 25.7 | |
| Approach LOS | | B | | | C | | | D | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 25.3 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.62 | | |
| Actuated Cycle Length (s) | 110.0 | Sum of lost time (s) | 17.6 |
| Intersection Capacity Utilization | 65.4% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 35 | 459 | 21 | 426 | 56 | 112 | 14 | 65 |
| Future Volume (vph) | 35 | 459 | 21 | 426 | 56 | 112 | 14 | 65 |
| Lane Group Flow (vph) | 0 | 666 | 0 | 520 | 0 | 196 | 0 | 115 |
| Turn Type | Perm | NA | Perm | NA | Perm | NA | Perm | NA |
| Protected Phases | | 2 | | 6 | | 4 | | 8 |
| Permitted Phases | 2 | | 6 | | 4 | | 8 | |
| Detector Phase | 2 | 2 | 6 | 6 | 4 | 4 | 8 | 8 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 10.0 | 7.0 | 7.0 | 7.0 | 7.0 |
| Minimum Split (s) | 36.0 | 36.0 | 36.0 | 36.0 | 24.0 | 24.0 | 24.0 | 24.0 |
| Total Split (s) | 64.0 | 64.0 | 64.0 | 64.0 | 26.0 | 26.0 | 26.0 | 26.0 |
| Total Split (%) | 71.1% | 71.1% | 71.1% | 71.1% | 28.9% | 28.9% | 28.9% | 28.9% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Total Lost Time (s) | | 6.0 | | 6.0 | | 6.0 | | 6.0 |
| Lead/Lag | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | |
| Recall Mode | C-Max | C-Max | C-Max | C-Max | None | None | None | None |
| v/c Ratio | | 0.60 | | 0.45 | | 0.75 | | 0.40 |
| Control Delay | | 6.9 | | 8.2 | | 51.4 | | 30.7 |
| Queue Delay | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Total Delay | | 6.9 | | 8.2 | | 51.4 | | 30.7 |
| Queue Length 50th (m) | | 29.6 | | 62.7 | | 31.4 | | 14.8 |
| Queue Length 95th (m) | | 42.4 | | m85.0 | | 52.2 | | 28.9 |
| Internal Link Dist (m) | | 166.8 | | 190.3 | | 154.6 | | 120.9 |
| Turn Bay Length (m) | | | | | | | | |
| Base Capacity (vph) | | 1112 | | 1161 | | 324 | | 353 |
| Starvation Cap Reductn | | 0 | | 0 | | 0 | | 0 |
| Spillback Cap Reductn | | 0 | | 0 | | 0 | | 0 |
| Storage Cap Reductn | | 0 | | 0 | | 0 | | 0 |
| Reduced v/c Ratio | | 0.60 | | 0.45 | | 0.60 | | 0.33 |

## Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Alma St & Paisley St

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 35 | 459 | 119 | 21 | 426 | 31 | 56 | 112 | 12 | 14 | 65 | 27 |
| Future Volume (vph) | 35 | 459 | 119 | 21 | 426 | 31 | 56 | 112 | 12 | 14 | 65 | 27 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | | 6.0 | | | 6.0 | | | 6.0 | |
| Lane Util. Factor | | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | |
| Frpb, ped/bikes | | 0.97 | | | 0.99 | | | 0.99 | | | 0.92 | |
| Flpb, ped/bikes | | 1.00 | | | 1.00 | | | 0.93 | | | 0.99 | |
| Frt | | 0.97 | | | 0.99 | | | 0.99 | | | 0.97 | |
| Flt Protected | | 1.00 | | | 1.00 | | | 0.98 | | | 0.99 | |
| Satd. Flow (prot) | | 1681 | | | 1752 | | | 1660 | | | 1614 | |
| Flt Permitted | | 0.95 | | | 0.96 | | | 0.86 | | | 0.94 | |
| Satd. Flow (perm) | | 1606 | | | 1687 | | | 1447 | | | 1533 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 38 | 499 | 129 | 23 | 463 | 34 | 61 | 122 | 13 | 15 | 71 | 29 |
| RTOR Reduction (vph) | 0 | 8 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 14 | 0 |
| Lane Group Flow (vph) | 0 | 658 | 0 | 0 | 517 | 0 | 0 | 193 | 0 | 0 | 101 | 0 |
| Confl. Peds. (#/hr) | 54 | | 91 | 91 | | 54 | 118 | | 50 | 50 | | 118 |
| Confl. Bikes (#/hr) | | | | | | | | | 1 | | | 1 |
| Heavy Vehicles (%) | 0% | 5% | 7% | 0% | 5% | 11% | 5% | 0% | 0% | 15% | 0% | 0% |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 4 | | | 8 | |
| Permitted Phases | 2 | | | 6 | | | 4 | | | 8 | | |
| Actuated Green, G (s) | | 61.8 | | | 61.8 | | | 16.2 | | | 16.2 | |
| Effective Green, g (s) | | 61.8 | | | 61.8 | | | 16.2 | | | 16.2 | |
| Actuated g/C Ratio | | 0.69 | | | 0.69 | | | 0.18 | | | 0.18 | |
| Clearance Time (s) | | 6.0 | | | 6.0 | | | 6.0 | | | 6.0 | |
| Vehicle Extension (s) | | 3.0 | | | 3.0 | | | 3.0 | | | 3.0 | |
| Lane Grp Cap (vph) | | 1102 | | | 1158 | | | 260 | | | 275 | |
| v/s Ratio Prot | | | | | | | | | | | | |
| v/s Ratio Perm | | c0.41 | | | 0.31 | | | c0.13 | | | 0.07 | |
| v/c Ratio | | 0.60 | | | 0.45 | | | 0.74 | | | 0.37 | |
| Uniform Delay, d1 | | 7.5 | | | 6.4 | | | 34.9 | | | 32.4 | |
| Progression Factor | | 0.57 | | | 1.01 | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | 2.2 | | | 1.0 | | | 10.8 | | | 0.8 | |
| Delay (s) | | 6.5 | | | 7.4 | | | 45.7 | | | 33.2 | |
| Level of Service | | A | | | A | | | D | | | C | |
| Approach Delay (s) | | 6.5 | | | 7.4 | | | 45.7 | | | 33.2 | |
| Approach LOS | | A | | | A | | | D | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 14.0 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.63 | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 72.3% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 41 | 363 | 211 | 49 | 74 | 12 |
| Future Volume (Veh/h) | 41 | 363 | 211 | 49 | 74 | 12 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 45 | 395 | 229 | 53 | 80 | 13 |
| Pedestrians | | 2 | | | 7 | |
| Lane Width (m) | | 3.5 | | | 3.5 | |
| Walking Speed (m/s) | | 1.1 | | | 1.1 | |
| Percent Blockage | | 0 | | | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | 376 | | | |
| pX, platoon unblocked | 0.97 | | | | 0.97 | 0.97 |
| vC, conflicting volume | 289 | | | | 748 | 264 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 245 | | | | 720 | 220 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 96 | | | | 78 | 98 |
| cM capacity (veh/h) | 1278 | | | | 368 | 790 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 440 | 282 | 93 |
| Volume Left | 45 | 0 | 80 |
| Volume Right | 0 | 53 | 13 |
| cSH | 1278 | 1700 | 398 |
| Volume to Capacity | 0.04 | 0.17 | 0.23 |
| Queue Length 95th (m) | 0.8 | 0.0 | 6.8 |
| Control Delay (s) | 1.1 | 0.0 | 16.8 |
| Lane LOS | A | | C |
| Approach Delay (s) | 1.1 | 0.0 | 16.8 |
| Approach LOS | | | C |

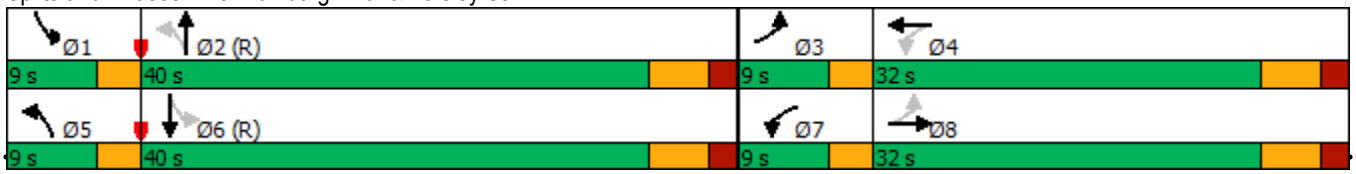
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.5 | | |
| Intersection Capacity Utilization | 51.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 82 | 304 | 65 | 288 | 93 | 552 | 67 | 493 |
| Future Volume (vph) | 82 | 304 | 65 | 288 | 93 | 552 | 67 | 493 |
| Lane Group Flow (vph) | 89 | 407 | 71 | 384 | 101 | 688 | 73 | 611 |
| Turn Type | pm+pt | NA | pm+pt | NA | pm+pt | NA | pm+pt | NA |
| Protected Phases | 3 | 8 | 7 | 4 | 5 | 2 | 1 | 6 |
| Permitted Phases | 8 | | 4 | | 2 | | 6 | |
| Detector Phase | 3 | 8 | 7 | 4 | 5 | 2 | 1 | 6 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 6.0 | 10.0 | 6.0 | 10.0 | 6.0 | 10.0 |
| Minimum Split (s) | 9.0 | 32.0 | 9.0 | 32.0 | 9.0 | 31.0 | 9.0 | 31.0 |
| Total Split (s) | 9.0 | 32.0 | 9.0 | 32.0 | 9.0 | 40.0 | 9.0 | 40.0 |
| Total Split (%) | 10.0% | 35.6% | 10.0% | 35.6% | 10.0% | 44.4% | 10.0% | 44.4% |
| Yellow Time (s) | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| All-Red Time (s) | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 6.0 | 3.0 | 6.0 | 3.0 | 6.0 | 3.0 | 6.0 |
| Lead/Lag | Lead | Lag | Lead | Lag | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | | | | | | | | |
| Recall Mode | None | Max | None | Max | None | C-Max | None | C-Max |
| v/c Ratio | 0.29 | 0.75 | 0.24 | 0.70 | 0.45 | 0.94 | 0.37 | 0.84 |
| Control Delay | 11.4 | 30.0 | 20.1 | 38.9 | 18.4 | 49.1 | 16.9 | 37.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 11.4 | 30.0 | 20.1 | 38.9 | 18.4 | 49.1 | 16.9 | 37.5 |
| Queue Length 50th (m) | 6.3 | 57.3 | 9.1 | 58.7 | 8.6 | 114.5 | 6.1 | 95.8 |
| Queue Length 95th (m) | m9.8 | #104.5 | m16.6 | #100.5 | 16.7 | #187.7 | 12.9 | #157.9 |
| Internal Link Dist (m) | | 151.6 | | 131.0 | | 167.6 | | 146.1 |
| Turn Bay Length (m) | 35.0 | | 110.0 | | 65.0 | | | |
| Base Capacity (vph) | 306 | 543 | 299 | 552 | 222 | 735 | 196 | 727 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.29 | 0.75 | 0.24 | 0.70 | 0.45 | 0.94 | 0.37 | 0.84 |

## Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Edinburgh Rd & Paisley St



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 82 | 304 | 71 | 65 | 288 | 65 | 93 | 552 | 81 | 67 | 493 | 69 |
| Future Volume (vph) | 82 | 304 | 71 | 65 | 288 | 65 | 93 | 552 | 81 | 67 | 493 | 69 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 0.99 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.97 | | 1.00 | 0.97 | | 1.00 | 0.98 | | 1.00 | 0.98 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1721 | 1732 | | 1781 | 1760 | | 1667 | 1835 | | 1668 | 1814 | |
| Flt Permitted | 0.33 | 1.00 | | 0.29 | 1.00 | | 0.15 | 1.00 | | 0.12 | 1.00 | |
| Satd. Flow (perm) | 590 | 1732 | | 551 | 1760 | | 267 | 1835 | | 203 | 1814 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 89 | 330 | 77 | 71 | 313 | 71 | 101 | 600 | 88 | 73 | 536 | 75 |
| RTOR Reduction (vph) | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 6 | 0 | 0 | 6 | 0 |
| Lane Group Flow (vph) | 89 | 398 | 0 | 71 | 375 | 0 | 101 | 682 | 0 | 73 | 605 | 0 |
| Confl. Peds. (#/hr) | 29 | | 12 | 12 | | 29 | 13 | | 8 | 8 | | 13 |
| Confl. Bikes (#/hr) | | | 1 | | | | | | 1 | | | 1 |
| Heavy Vehicles (%) | 3% | 4% | 7% | 0% | 3% | 0% | 7% | 0% | 0% | 7% | 1% | 2% |
| Parking (#/hr) | | | | | | 0 | | | | | | |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | | 4 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 32.6 | 27.8 | | 32.6 | 27.8 | | 39.4 | 34.6 | | 39.4 | 34.6 | |
| Effective Green, g (s) | 32.6 | 27.8 | | 32.6 | 27.8 | | 39.4 | 34.6 | | 39.4 | 34.6 | |
| Actuated g/C Ratio | 0.36 | 0.31 | | 0.36 | 0.31 | | 0.44 | 0.38 | | 0.44 | 0.38 | |
| Clearance Time (s) | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 274 | 534 | | 265 | 543 | | 191 | 705 | | 167 | 697 | |
| v/s Ratio Prot | c0.02 | c0.23 | | 0.01 | 0.21 | | c0.03 | c0.37 | | 0.02 | 0.33 | |
| v/s Ratio Perm | 0.10 | | | 0.08 | | | 0.20 | | | 0.17 | | |
| v/c Ratio | 0.32 | 0.75 | | 0.27 | 0.69 | | 0.53 | 0.97 | | 0.44 | 0.87 | |
| Uniform Delay, d1 | 20.0 | 27.9 | | 20.0 | 27.3 | | 18.4 | 27.2 | | 19.6 | 25.6 | |
| Progression Factor | 0.58 | 0.76 | | 1.15 | 1.15 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.6 | 7.5 | | 0.5 | 6.6 | | 2.6 | 26.9 | | 1.8 | 13.8 | |
| Delay (s) | 12.2 | 28.7 | | 23.4 | 38.1 | | 21.0 | 54.1 | | 21.5 | 39.4 | |
| Level of Service | B | C | | C | D | | C | D | | C | D | |
| Approach Delay (s) | | 25.8 | | | 35.8 | | | 49.8 | | | 37.5 | |
| Approach LOS | | C | | | D | | | D | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 38.8 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.81 | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 82.4% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 63 | 318 | 103 | 202 | 32 | 673 | 59 | 623 |
| Future Volume (vph) | 63 | 318 | 103 | 202 | 32 | 673 | 59 | 623 |
| Lane Group Flow (vph) | 68 | 408 | 112 | 252 | 35 | 873 | 64 | 738 |
| Turn Type | pm+pt | NA | pm+pt | NA | pm+pt | NA | pm+pt | NA |
| Protected Phases | 3 | 8 | 7 | 4 | 5 | 2 | 1 | 6 |
| Permitted Phases | 8 | | 4 | | 2 | | 6 | |
| Detector Phase | 3 | 8 | 7 | 4 | 5 | 2 | 1 | 6 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 4.5 | 7.0 | 4.5 | 7.0 | 4.5 | 10.0 | 4.5 | 10.0 |
| Minimum Split (s) | 9.0 | 27.0 | 9.0 | 27.0 | 9.0 | 36.0 | 9.0 | 36.0 |
| Total Split (s) | 9.0 | 31.0 | 9.0 | 31.0 | 9.0 | 61.0 | 9.0 | 61.0 |
| Total Split (%) | 8.2% | 28.2% | 8.2% | 28.2% | 8.2% | 55.5% | 8.2% | 55.5% |
| Yellow Time (s) | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| All-Red Time (s) | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 6.0 | 3.0 | 6.0 | 3.0 | 6.0 | 3.0 | 6.0 |
| Lead/Lag | Lead | Lag | Lead | Lag | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | C-Max | None | C-Max |
| v/c Ratio | 0.22 | 1.01 | 0.68 | 0.58 | 0.13 | 0.94 | 0.39 | 0.76 |
| Control Delay | 27.3 | 89.0 | 49.2 | 42.7 | 9.7 | 44.1 | 16.2 | 27.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.1 | 0.0 | 0.0 |
| Total Delay | 27.3 | 89.0 | 49.2 | 42.7 | 9.7 | 52.2 | 16.2 | 27.5 |
| Queue Length 50th (m) | 10.0 | ~87.5 | 16.9 | 47.7 | 2.8 | 173.3 | 5.2 | 127.5 |
| Queue Length 95th (m) | 20.0 | #149.7 | #33.2 | 74.3 | 6.7 | #261.4 | 10.8 | 181.4 |
| Internal Link Dist (m) | | 153.0 | | 103.9 | | 90.1 | | 136.0 |
| Turn Bay Length (m) | 20.0 | | 25.0 | | 50.0 | | 40.0 | |
| Base Capacity (vph) | 305 | 405 | 164 | 436 | 276 | 931 | 164 | 970 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.22 | 1.01 | 0.68 | 0.58 | 0.13 | 0.99 | 0.39 | 0.76 |

## Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated
~ 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: 7: Edinburgh Rd & Waterloo Ave

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 63 | 318 | 57 | 103 | 202 | 29 | 32 | 673 | 130 | 59 | 623 | 56 |
| Future Volume (vph) | 63 | 318 | 57 | 103 | 202 | 29 | 32 | 673 | 130 | 59 | 623 | 56 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 0.99 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.98 | | 1.00 | 0.98 | | 1.00 | 0.98 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1741 | 1758 | | 1731 | 1772 | | 1784 | 1792 | | 1750 | 1816 | |
| Flt Permitted | 0.45 | 1.00 | | 0.15 | 1.00 | | 0.18 | 1.00 | | 0.07 | 1.00 | |
| Satd. Flow (perm) | 831 | 1758 | | 272 | 1772 | | 336 | 1792 | | 130 | 1816 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 68 | 346 | 62 | 112 | 220 | 32 | 35 | 732 | 141 | 64 | 677 | 61 |
| RTOR Reduction (vph) | 0 | 6 | 0 | 0 | 5 | 0 | 0 | 6 | 0 | 0 | 3 | 0 |
| Lane Group Flow (vph) | 68 | 402 | 0 | 112 | 247 | 0 | 35 | 867 | 0 | 64 | 735 | 0 |
| Confl. Peds. (#/hr) | 8 | | 12 | 12 | | 8 | 11 | | 10 | 10 | | 11 |
| Confl. Bikes (#/hr) | | | | | | | | | | | | 1 |
| Heavy Vehicles (%) | 2% | 3% | 7% | 3% | 4% | 0% | 0% | 2% | 0% | 2% | 2% | 0% |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | | 4 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 30.4 | 25.6 | | 32.8 | 26.8 | | 59.2 | 55.6 | | 61.6 | 56.8 | |
| Effective Green, g (s) | 30.4 | 25.6 | | 32.8 | 26.8 | | 59.2 | 55.6 | | 61.6 | 56.8 | |
| Actuated g/C Ratio | 0.28 | 0.23 | | 0.30 | 0.24 | | 0.54 | 0.51 | | 0.56 | 0.52 | |
| Clearance Time (s) | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 269 | 409 | | 160 | 431 | | 228 | 905 | | 143 | 937 | |
| v/s Ratio Prot | 0.01 | c0.23 | | c0.04 | 0.14 | | 0.01 | c0.48 | | c0.02 | 0.40 | |
| v/s Ratio Perm | 0.06 | | | 0.17 | | | 0.08 | | | 0.23 | | |
| v/c Ratio | 0.25 | 0.98 | | 0.70 | 0.57 | | 0.15 | 0.96 | | 0.45 | 0.78 | |
| Uniform Delay, d1 | 30.2 | 42.0 | | 31.0 | 36.6 | | 16.2 | 26.1 | | 21.8 | 21.6 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.5 | 39.7 | | 12.6 | 1.9 | | 0.3 | 21.2 | | 2.2 | 6.6 | |
| Delay (s) | 30.7 | 81.6 | | 43.6 | 38.4 | | 16.5 | 47.3 | | 24.0 | 28.2 | |
| Level of Service | C | F | | D | D | | B | D | | C | C | |
| Approach Delay (s) | | 74.3 | | | 40.0 | | | 46.1 | | | 27.8 | |
| Approach LOS | | E | | | D | | | D | | | C | |

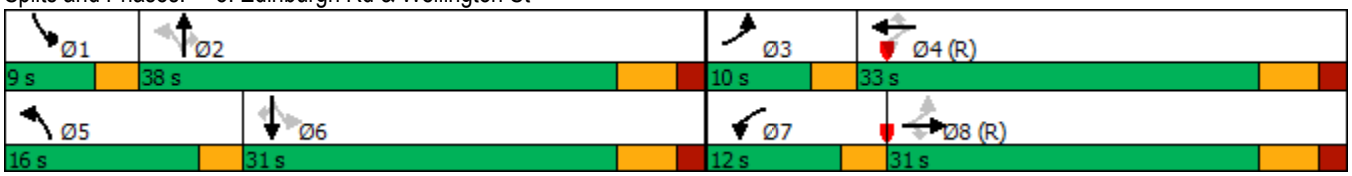
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 44.8 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.92 | | |
| Actuated Cycle Length (s) | 110.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 88.5% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 164 | 685 | 205 | 182 | 627 | 65 | 246 | 728 | 190 | 49 | 722 | 58 |
| Future Volume (vph) | 164 | 685 | 205 | 182 | 627 | 65 | 246 | 728 | 190 | 49 | 722 | 58 |
| Lane Group Flow (vph) | 178 | 745 | 223 | 198 | 682 | 71 | 267 | 791 | 207 | 53 | 785 | 63 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 3 | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | 2 | 6 | | 6 |
| Detector Phase | 3 | 8 | 8 | 7 | 4 | 4 | 5 | 2 | 2 | 1 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 10.0 | 6.0 | 10.0 | 10.0 | 6.0 | 10.0 | 10.0 | 6.0 | 10.0 | 10.0 |
| Minimum Split (s) | 9.0 | 23.0 | 23.0 | 9.0 | 23.0 | 23.0 | 9.0 | 23.0 | 23.0 | 9.0 | 23.0 | 23.0 |
| Total Split (s) | 10.0 | 31.0 | 31.0 | 12.0 | 33.0 | 33.0 | 16.0 | 38.0 | 38.0 | 9.0 | 31.0 | 31.0 |
| Total Split (%) | 11.1% | 34.4% | 34.4% | 13.3% | 36.7% | 36.7% | 17.8% | 42.2% | 42.2% | 10.0% | 34.4% | 34.4% |
| Yellow Time (s) | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | 4.0 |
| All-Red Time (s) | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | C-Min | C-Min | None | C-Min | C-Min | None | None | None | None | None | None |
| v/c Ratio | 0.65 | 0.82 | 0.42 | 0.80 | 0.74 | 0.13 | 0.81 | 0.60 | 0.31 | 0.20 | 0.89 | 0.13 |
| Control Delay | 29.3 | 38.9 | 8.2 | 41.7 | 33.9 | 0.5 | 38.4 | 24.9 | 5.3 | 14.8 | 44.7 | 0.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 29.3 | 38.9 | 8.2 | 41.7 | 33.9 | 0.5 | 38.4 | 24.9 | 5.3 | 14.8 | 44.7 | 0.5 |
| Queue Length 50th (m) | 18.6 | 63.5 | 3.3 | 21.1 | 55.8 | 0.0 | 26.9 | 59.5 | 1.6 | 4.6 | 67.6 | 0.0 |
| Queue Length 95th (m) | #35.2 | #91.6 | 20.3 | #51.0 | 76.0 | 0.0 | #65.8 | 79.1 | 15.5 | 10.6 | #98.1 | 0.0 |
| Internal Link Dist (m) | | 271.8 | | | 207.6 | | | 124.8 | | | 75.7 | |
| Turn Bay Length (m) | 45.0 | | 40.0 | 45.0 | | 60.0 | 35.0 | | 40.0 | 40.0 | | 20.0 |
| Base Capacity (vph) | 274 | 914 | 536 | 249 | 924 | 555 | 328 | 1320 | 665 | 260 | 909 | 504 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.65 | 0.82 | 0.42 | 0.80 | 0.74 | 0.13 | 0.81 | 0.60 | 0.31 | 0.20 | 0.86 | 0.13 |

## Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 84 (93%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Edinburgh Rd & Wellington St



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 164 | 685 | 205 | 182 | 627 | 65 | 246 | 728 | 190 | 49 | 722 | 58 |
| Future Volume (vph) | 164 | 685 | 205 | 182 | 627 | 65 | 246 | 728 | 190 | 49 | 722 | 58 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.96 |
| Flpb, ped/bikes | 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 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1637 | 3216 | 1392 | 1552 | 3025 | 1490 | 1652 | 3400 | 1409 | 1498 | 3275 | 1439 |
| Flt Permitted | 0.27 | 1.00 | 1.00 | 0.17 | 1.00 | 1.00 | 0.15 | 1.00 | 1.00 | 0.34 | 1.00 | 1.00 |
| Satd. Flow (perm) | 457 | 3216 | 1392 | 275 | 3025 | 1490 | 268 | 3400 | 1409 | 531 | 3275 | 1439 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 178 | 745 | 223 | 198 | 682 | 71 | 267 | 791 | 207 | 53 | 785 | 63 |
| RTOR Reduction (vph) | 0 | 0 | 144 | 0 | 0 | 50 | 0 | 0 | 118 | 0 | 0 | 45 |
| Lane Group Flow (vph) | 178 | 745 | 79 | 198 | 682 | 21 | 267 | 791 | 89 | 53 | 785 | 18 |
| Confl. Peds. (#/hr) | 5 | | 2 | 2 | | 5 | 12 | | 10 | 10 | | 12 |
| Confl. Bikes (#/hr) | | | | | | 1 | | | 3 | | | 7 |
| Heavy Vehicles (%) | 9% | 11% | 13% | 15% | 18% | 5% | 8% | 5% | 10% | 19% | 9% | 7% |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 3 | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | 2 | 6 | | 6 |
| Actuated Green, G (s) | 31.4 | 24.3 | 24.3 | 35.4 | 26.3 | 26.3 | 41.6 | 35.0 | 35.0 | 29.2 | 25.6 | 25.6 |
| Effective Green, g (s) | 31.4 | 24.3 | 24.3 | 35.4 | 26.3 | 26.3 | 41.6 | 35.0 | 35.0 | 29.2 | 25.6 | 25.6 |
| Actuated g/C Ratio | 0.35 | 0.27 | 0.27 | 0.39 | 0.29 | 0.29 | 0.46 | 0.39 | 0.39 | 0.32 | 0.28 | 0.28 |
| Clearance Time (s) | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 252 | 868 | 375 | 237 | 883 | 435 | 323 | 1322 | 547 | 210 | 931 | 409 |
| v/s Ratio Prot | 0.06 | 0.23 | | c0.08 | 0.23 | | c0.12 | 0.23 | | 0.01 | 0.24 | |
| v/s Ratio Perm | 0.19 | | 0.06 | c0.24 | | 0.01 | c0.26 | | 0.06 | 0.07 | | 0.01 |
| v/c Ratio | 0.71 | 0.86 | 0.21 | 0.84 | 0.77 | 0.05 | 0.83 | 0.60 | 0.16 | 0.25 | 0.84 | 0.04 |
| Uniform Delay, d1 | 21.9 | 31.2 | 25.4 | 20.7 | 29.1 | 22.9 | 18.1 | 21.9 | 17.9 | 21.3 | 30.3 | 23.3 |
| Progression 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 |
| Incremental Delay, d2 | 8.7 | 10.7 | 1.3 | 21.7 | 6.5 | 0.2 | 15.7 | 0.7 | 0.1 | 0.6 | 7.0 | 0.0 |
| Delay (s) | 30.6 | 42.0 | 26.7 | 42.4 | 35.6 | 23.1 | 33.8 | 22.6 | 18.1 | 21.9 | 37.3 | 23.4 |
| Level of Service | C | D | C | D | D | C | C | C | B | C | D | C |
| Approach Delay (s) | | 37.2 | | | 36.1 | | | 24.3 | | | 35.5 | |
| Approach LOS | | D | | | D | | | C | | | D | |

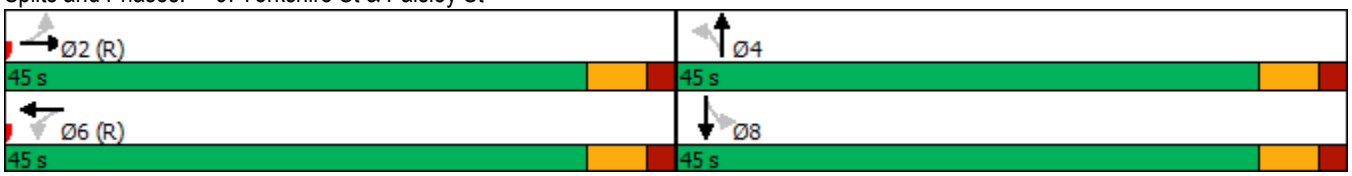
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 32.8 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.88 | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 79.3% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 88 | 162 | 44 | 271 | 29 | 178 | 57 | 85 |
| Future Volume (vph) | 88 | 162 | 44 | 271 | 29 | 178 | 57 | 85 |
| Lane Group Flow (vph) | 0 | 376 | 0 | 441 | 0 | 273 | 0 | 254 |
| Turn Type | Perm | NA | Perm | NA | Perm | NA | Perm | NA |
| Protected Phases | | 2 | | 6 | | 4 | | 8 |
| Permitted Phases | 2 | | 6 | | 4 | | 8 | |
| Detector Phase | 2 | 2 | 6 | 6 | 4 | 4 | 8 | 8 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 18.0 | 18.0 | 18.0 | 18.0 | 7.0 | 7.0 | 7.0 | 7.0 |
| Minimum Split (s) | 36.0 | 36.0 | 36.0 | 36.0 | 24.0 | 24.0 | 24.0 | 24.0 |
| Total Split (s) | 45.0 | 45.0 | 45.0 | 45.0 | 45.0 | 45.0 | 45.0 | 45.0 |
| Total Split (%) | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Total Lost Time (s) | | 6.0 | | 6.0 | | 6.0 | | 6.0 |
| Lead/Lag | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | |
| Recall Mode | C-Max | C-Max | C-Max | C-Max | None | None | None | None |
| v/c Ratio | | 0.42 | | 0.43 | | 0.71 | | 0.87 |
| Control Delay | | 5.8 | | 10.7 | | 39.3 | | 54.8 |
| Queue Delay | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Total Delay | | 5.8 | | 10.7 | | 39.3 | | 54.8 |
| Queue Length 50th (m) | | 11.9 | | 27.3 | | 41.3 | | 35.4 |
| Queue Length 95th (m) | | m15.9 | | m73.4 | | 58.2 | | 56.5 |
| Internal Link Dist (m) | | 237.5 | | 168.5 | | 115.4 | | 103.8 |
| Turn Bay Length (m) | | | | | | | | |
| Base Capacity (vph) | | 899 | | 1035 | | 709 | | 505 |
| Starvation Cap Reductn | | 0 | | 0 | | 0 | | 0 |
| Spillback Cap Reductn | | 0 | | 0 | | 0 | | 0 |
| Storage Cap Reductn | | 0 | | 0 | | 0 | | 0 |
| Reduced v/c Ratio | | 0.42 | | 0.43 | | 0.39 | | 0.50 |

## Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Yorkshire St & Paisley St



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 88 | 162 | 96 | 44 | 271 | 90 | 29 | 178 | 44 | 57 | 85 | 92 |
| Future Volume (vph) | 88 | 162 | 96 | 44 | 271 | 90 | 29 | 178 | 44 | 57 | 85 | 92 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | | 6.0 | | | 6.0 | | | 6.0 | |
| Lane Util. Factor | | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | |
| Frpb, ped/bikes | | 0.98 | | | 0.98 | | | 0.99 | | | 0.87 | |
| Flpb, ped/bikes | | 0.99 | | | 1.00 | | | 0.98 | | | 0.99 | |
| Frt | | 0.96 | | | 0.97 | | | 0.98 | | | 0.95 | |
| Flt Protected | | 0.99 | | | 0.99 | | | 0.99 | | | 0.99 | |
| Satd. Flow (prot) | | 1730 | | | 1735 | | | 1752 | | | 1501 | |
| Flt Permitted | | 0.80 | | | 0.93 | | | 0.92 | | | 0.73 | |
| Satd. Flow (perm) | | 1398 | | | 1617 | | | 1623 | | | 1107 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 96 | 176 | 104 | 48 | 295 | 98 | 32 | 193 | 48 | 62 | 92 | 100 |
| RTOR Reduction (vph) | 0 | 10 | 0 | 0 | 7 | 0 | 0 | 12 | 0 | 0 | 35 | 0 |
| Lane Group Flow (vph) | 0 | 366 | 0 | 0 | 434 | 0 | 0 | 261 | 0 | 0 | 219 | 0 |
| Confl. Peds. (#/hr) | 49 | | 34 | 34 | | 49 | 125 | | 23 | 23 | | 125 |
| Confl. Bikes (#/hr) | | | 1 | | | 1 | | | | | | 4 |
| Heavy Vehicles (%) | 0% | 0% | 1% | 0% | 3% | 0% | 0% | 0% | 4% | 0% | 0% | 3% |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 4 | | | 8 | |
| Permitted Phases | 2 | | | 6 | | | 4 | | | 8 | | |
| Actuated Green, G (s) | | 57.2 | | | 57.2 | | | 20.8 | | | 20.8 | |
| Effective Green, g (s) | | 57.2 | | | 57.2 | | | 20.8 | | | 20.8 | |
| Actuated g/C Ratio | | 0.64 | | | 0.64 | | | 0.23 | | | 0.23 | |
| Clearance Time (s) | | 6.0 | | | 6.0 | | | 6.0 | | | 6.0 | |
| Vehicle Extension (s) | | 3.0 | | | 3.0 | | | 3.0 | | | 3.0 | |
| Lane Grp Cap (vph) | | 888 | | | 1027 | | | 375 | | | 255 | |
| v/s Ratio Prot | | | | | | | | | | | | |
| v/s Ratio Perm | | 0.26 | | | c0.27 | | | 0.16 | | | c0.20 | |
| v/c Ratio | | 0.41 | | | 0.42 | | | 0.70 | | | 0.86 | |
| Uniform Delay, d1 | | 8.1 | | | 8.2 | | | 31.7 | | | 33.2 | |
| Progression Factor | | 0.52 | | | 1.00 | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | 1.0 | | | 1.2 | | | 5.6 | | | 23.6 | |
| Delay (s) | | 5.2 | | | 9.4 | | | 37.3 | | | 56.8 | |
| Level of Service | | A | | | A | | | D | | | E | |
| Approach Delay (s) | | 5.2 | | | 9.4 | | | 37.3 | | | 56.8 | |
| Approach LOS | | A | | | A | | | D | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 22.8 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.54 | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 74.0% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Traffic Volume (vph) | 123 | 489 | 7 | 40 | 239 | 32 | 3 | 38 | 40 | 75 | 46 | 127 |
| Future Volume (vph) | 123 | 489 | 7 | 40 | 239 | 32 | 3 | 38 | 40 | 75 | 46 | 127 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 134 | 532 | 8 | 43 | 260 | 35 | 3 | 41 | 43 | 82 | 50 | 138 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 674 | 338 | 87 | 270 |
| Volume Left (vph) | 134 | 43 | 3 | 82 |
| Volume Right (vph) | 8 | 35 | 43 | 138 |
| Hadj (s) | 0.10 | 0.04 | -0.26 | -0.24 |
| Departure Headway (s) | 5.9 | 6.3 | 7.2 | 6.6 |
| Degree Utilization, x | 1.11 | 0.59 | 0.17 | 0.49 |
| Capacity (veh/h) | 593 | 547 | 440 | 521 |
| Control Delay (s) | 93.8 | 17.9 | 11.7 | 15.9 |
| Approach Delay (s) | 93.8 | 17.9 | 11.7 | 15.9 |
| Approach LOS | F | C | B | C |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 54.5 | | |
| Level of Service | F | | |
| Intersection Capacity Utilization | 81.5% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 8 | 255 | 6 | 7 | 261 | 9 | 11 | 32 | 27 | 14 | 38 | 17 |
| Future Volume (Veh/h) | 8 | 255 | 6 | 7 | 261 | 9 | 11 | 32 | 27 | 14 | 38 | 17 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 9 | 277 | 7 | 8 | 284 | 10 | 12 | 35 | 29 | 15 | 41 | 18 |
| Pedestrians | | 9 | | | 2 | | | 25 | | | 24 | |
| Lane Width (m) | | 3.5 | | | 3.5 | | | 3.5 | | | 3.5 | |
| Walking Speed (m/s) | | 1.1 | | | 1.1 | | | 1.1 | | | 1.1 | |
| Percent Blockage | | 1 | | | 0 | | | 2 | | | 2 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | 193 | | | 390 | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 318 | | | 309 | | | 676 | 658 | 308 | 676 | 656 | 322 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 318 | | | 309 | | | 676 | 658 | 308 | 676 | 656 | 322 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.3 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.4 |
| p0 queue free % | 99 | | | 99 | | | 96 | 90 | 96 | 95 | 89 | 97 |
| cM capacity (veh/h) | 1227 | | | 1235 | | | 306 | 363 | 720 | 308 | 366 | 687 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 293 | 302 | 76 | 74 |
| Volume Left | 9 | 8 | 12 | 15 |
| Volume Right | 7 | 10 | 29 | 18 |
| cSH | 1227 | 1235 | 432 | 396 |
| Volume to Capacity | 0.01 | 0.01 | 0.18 | 0.19 |
| Queue Length 95th (m) | 0.2 | 0.1 | 4.8 | 5.2 |
| Control Delay (s) | 0.3 | 0.3 | 15.1 | 16.2 |
| Lane LOS | A | A | C | C |
| Approach Delay (s) | 0.3 | 0.3 | 15.1 | 16.2 |
| Approach LOS | | | C | C |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.4 | | |
| Intersection Capacity Utilization | 32.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 118 | 446 | 8 | 17 | 273 | 56 | 15 | 45 | 5 | 47 | 9 | 81 |
| Future Volume (Veh/h) | 118 | 446 | 8 | 17 | 273 | 56 | 15 | 45 | 5 | 47 | 9 | 81 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 128 | 485 | 9 | 18 | 297 | 61 | 16 | 49 | 5 | 51 | 10 | 88 |
| Pedestrians | | 3 | | | 2 | | | 14 | | | 3 | |
| Lane Width (m) | | 3.5 | | | 3.5 | | | 3.5 | | | 3.5 | |
| Walking Speed (m/s) | | 1.1 | | | 1.1 | | | 1.1 | | | 1.1 | |
| Percent Blockage | | 0 | | | 0 | | | 1 | | | 0 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | 401 | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 361 | | | 508 | | | 1219 | 1156 | 506 | 1144 | 1130 | 334 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 361 | | | 508 | | | 1219 | 1156 | 506 | 1144 | 1130 | 334 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.2 | 6.5 | 6.3 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.6 | 4.0 | 3.4 |
| p0 queue free % | 89 | | | 98 | | | 86 | 71 | 99 | 58 | 94 | 87 |
| cM capacity (veh/h) | 1178 | | | 1054 | | | 117 | 171 | 563 | 120 | 177 | 693 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 622 | 376 | 70 | 149 |
| Volume Left | 128 | 18 | 16 | 51 |
| Volume Right | 9 | 61 | 5 | 88 |
| cSH | 1178 | 1054 | 162 | 245 |
| Volume to Capacity | 0.11 | 0.02 | 0.43 | 0.61 |
| Queue Length 95th (m) | 2.8 | 0.4 | 14.8 | 27.2 |
| Control Delay (s) | 2.8 | 0.6 | 43.2 | 40.1 |
| Lane LOS | A | A | E | E |
| Approach Delay (s) | 2.8 | 0.6 | 43.2 | 40.1 |
| Approach LOS | | | E | E |

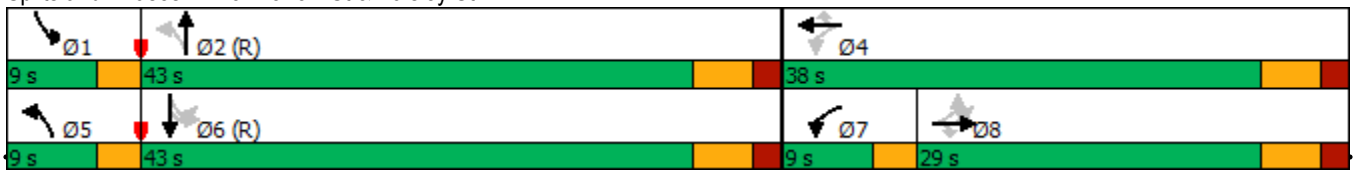
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 9.0 | | |
| Intersection Capacity Utilization | 72.2% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (vph) | 74 | 127 | 122 | 41 | 87 | 23 | 121 | 229 | 24 | 487 |
| Future Volume (vph) | 74 | 127 | 122 | 41 | 87 | 23 | 121 | 229 | 24 | 487 |
| Lane Group Flow (vph) | 80 | 138 | 133 | 45 | 95 | 25 | 132 | 347 | 26 | 572 |
| Turn Type | Perm | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | pm+pt | NA |
| Protected Phases | | 8 | | 7 | 4 | | 5 | 2 | 1 | 6 |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | 6 | |
| Detector Phase | 8 | 8 | 8 | 7 | 4 | 4 | 5 | 2 | 1 | 6 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 6.0 | 10.0 | 10.0 | 6.0 | 10.0 | 6.0 | 10.0 |
| Minimum Split (s) | 29.0 | 29.0 | 29.0 | 9.0 | 29.0 | 29.0 | 9.0 | 31.0 | 9.0 | 31.0 |
| Total Split (s) | 29.0 | 29.0 | 29.0 | 9.0 | 38.0 | 38.0 | 9.0 | 43.0 | 9.0 | 43.0 |
| Total Split (%) | 32.2% | 32.2% | 32.2% | 10.0% | 42.2% | 42.2% | 10.0% | 47.8% | 10.0% | 47.8% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 3.0 | 6.0 |
| Lead/Lag | Lag | Lag | Lag | Lead | | | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | | | | | | | | | | |
| Recall Mode | Max | Max | Max | None | Max | Max | None | C-Max | None | C-Max |
| v/c Ratio | 0.25 | 0.32 | 0.32 | 0.12 | 0.18 | 0.06 | 0.56 | 0.51 | 0.06 | 0.93 |
| Control Delay | 24.3 | 24.9 | 7.0 | 18.2 | 21.1 | 19.7 | 24.9 | 28.0 | 10.0 | 49.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 24.3 | 24.9 | 7.0 | 18.2 | 21.1 | 19.7 | 24.9 | 28.0 | 10.0 | 49.8 |
| Queue Length 50th (m) | 11.3 | 20.5 | 2.6 | 4.8 | 11.1 | 2.8 | 13.3 | 44.3 | 2.0 | 91.3 |
| Queue Length 95th (m) | 21.3 | 33.4 | 9.2 | 11.5 | 21.8 | 8.0 | m24.1 | 79.9 | 5.5 | #157.3 |
| Internal Link Dist (m) | | 162.2 | | | 100.7 | | | 126.2 | | 147.3 |
| Turn Bay Length (m) | 30.0 | | 20.0 | 35.0 | | 35.0 | | | 25.0 | |
| Base Capacity (vph) | 326 | 427 | 422 | 386 | 541 | 444 | 236 | 680 | 441 | 614 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.25 | 0.32 | 0.32 | 0.12 | 0.18 | 0.06 | 0.56 | 0.51 | 0.06 | 0.93 |

## Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 84 (93%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 13: Norfolk St & Paisley St



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 74 | 127 | 122 | 41 | 87 | 23 | 121 | 229 | 90 | 24 | 487 | 40 |
| Future Volume (vph) | 74 | 127 | 122 | 41 | 87 | 23 | 121 | 229 | 90 | 24 | 487 | 40 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.84 | 1.00 | 1.00 | 0.91 | 1.00 | 0.98 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 0.94 | 1.00 | 1.00 | 0.94 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.98 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.96 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1510 | 1445 | 1113 | 1459 | 1523 | 1250 | 1484 | 1445 | | 1449 | 1486 | |
| Flt Permitted | 0.70 | 1.00 | 1.00 | 0.60 | 1.00 | 1.00 | 0.19 | 1.00 | | 0.51 | 1.00 | |
| Satd. Flow (perm) | 1105 | 1445 | 1113 | 923 | 1523 | 1250 | 299 | 1445 | | 784 | 1486 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 80 | 138 | 133 | 45 | 95 | 25 | 132 | 249 | 98 | 26 | 529 | 43 |
| RTOR Reduction (vph) | 0 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| Lane Group Flow (vph) | 80 | 138 | 39 | 45 | 95 | 25 | 132 | 347 | 0 | 26 | 568 | 0 |
| Confl. Peds. (#/hr) | 35 | | 74 | 74 | | 35 | 35 | | 33 | 33 | | 35 |
| Confl. Bikes (#/hr) | | | 2 | | | | | | | | | 12 |
| Heavy Vehicles (%) | 0% | 17% | 8% | 3% | 11% | 5% | 8% | 13% | 1% | 9% | 11% | 21% |
| Parking (#/hr) | | | | | | | | | | | | |
| Turn Type | Perm | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | | 6 | | |
| Actuated Green, G (s) | 26.6 | 26.6 | 26.6 | 33.2 | 33.2 | 33.2 | 44.8 | 39.4 | | 38.2 | 35.8 | |
| Effective Green, g (s) | 26.6 | 26.6 | 26.6 | 33.2 | 33.2 | 33.2 | 44.8 | 39.4 | | 38.2 | 35.8 | |
| Actuated g/C Ratio | 0.30 | 0.30 | 0.30 | 0.37 | 0.37 | 0.37 | 0.50 | 0.44 | | 0.42 | 0.40 | |
| Clearance Time (s) | 6.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 326 | 427 | 328 | 361 | 561 | 461 | 227 | 632 | | 350 | 591 | |
| v/s Ratio Prot | | c0.10 | | 0.00 | c0.06 | | c0.04 | 0.24 | | 0.00 | c0.38 | |
| v/s Ratio Perm | 0.07 | | 0.04 | 0.04 | | 0.02 | 0.25 | | | 0.03 | | |
| v/c Ratio | 0.25 | 0.32 | 0.12 | 0.12 | 0.17 | 0.05 | 0.58 | 0.55 | | 0.07 | 0.96 | |
| Uniform Delay, d1 | 24.1 | 24.7 | 23.2 | 18.5 | 19.1 | 18.3 | 15.8 | 18.7 | | 15.2 | 26.4 | |
| Progression Factor | 0.84 | 0.86 | 0.95 | 1.00 | 1.00 | 1.00 | 1.49 | 1.39 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 1.7 | 1.9 | 0.7 | 0.2 | 0.7 | 0.2 | 3.3 | 3.0 | | 0.1 | 28.7 | |
| Delay (s) | 22.0 | 23.0 | 22.7 | 18.7 | 19.8 | 18.5 | 26.8 | 29.0 | | 15.3 | 55.1 | |
| Level of Service | C | C | C | B | B | B | C | C | | B | E | |
| Approach Delay (s) | | 22.7 | | | 19.3 | | | 28.4 | | | 53.4 | |
| Approach LOS | | C | | | B | | | C | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 35.6 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.66 | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 84.7% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 5 | 21 | 31 | 15 | 7 | 40 | 31 | 578 | 108 | 133 | 759 | 29 |
| Future Volume (Veh/h) | 5 | 21 | 31 | 15 | 7 | 40 | 31 | 578 | 108 | 133 | 759 | 29 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 5 | 23 | 34 | 16 | 8 | 43 | 34 | 628 | 117 | 145 | 825 | 32 |
| Pedestrians | | 37 | | | 35 | | | 9 | | | 9 | |
| Lane Width (m) | | 3.5 | | | 3.5 | | | 3.5 | | | 3.5 | |
| Walking Speed (m/s) | | 1.1 | | | 1.1 | | | 1.1 | | | 1.1 | |
| Percent Blockage | | 3 | | | 3 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | 294 | | | 150 | |
| pX, platoon unblocked | 0.68 | 0.68 | 0.68 | 0.68 | 0.68 | | 0.68 | | | | | |
| vC, conflicting volume | 1606 | 2016 | 887 | 1959 | 1974 | 416 | 894 | | | 780 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1655 | 2254 | 605 | 2171 | 2192 | 416 | 615 | | | 780 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 79 | 0 | 88 | 0 | 65 | 92 | 95 | | | 82 | | |
| cM capacity (veh/h) | 23 | 21 | 293 | 0 | 23 | 568 | 645 | | | 820 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|
| Volume Total | 62 | 67 | 348 | 431 | 145 | 857 |
| Volume Left | 5 | 16 | 34 | 0 | 145 | 0 |
| Volume Right | 34 | 43 | 0 | 117 | 0 | 32 |
| cSH | 44 | 0 | 645 | 1700 | 820 | 1700 |
| Volume to Capacity | 1.43 | Err | 0.05 | 0.25 | 0.18 | 0.50 |
| Queue Length 95th (m) | 46.5 | Err | 1.3 | 0.0 | 4.9 | 0.0 |
| Control Delay (s) | 432.8 | Err | 1.7 | 0.0 | 10.3 | 0.0 |
| Lane LOS | F | F | A | | B | |
| Approach Delay (s) | 432.8 | Err | 0.8 | | 1.5 | |
| Approach LOS | F | F | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | Err | | |
| Intersection Capacity Utilization | 89.5% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

| Lane Group | EBL | EBR | WBT | NBL | NBT | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 216 | 182 | 5 | 148 | 464 | 723 |
| Future Volume (vph) | 216 | 182 | 5 | 148 | 464 | 723 |
| Lane Group Flow (vph) | 235 | 198 | 48 | 161 | 504 | 1027 |
| Turn Type | Perm | Perm | NA | pm+pt | NA | NA |
| Protected Phases | | | 4 | 5 | 2 | 6 |
| Permitted Phases | 8 | 8 | | 2 | | |
| Minimum Split (s) | 31.0 | 31.0 | 23.5 | 9.0 | 34.0 | 34.0 |
| Total Split (s) | 32.0 | 32.0 | 32.0 | 12.0 | 58.0 | 46.0 |
| Total Split (%) | 35.6% | 35.6% | 35.6% | 13.3% | 64.4% | 51.1% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 3.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 |
| Lead/Lag | | | | Lead | | Lag |
| Lead-Lag Optimize? | | | | | | |
| v/c Ratio | 0.67 | 0.40 | 0.12 | 0.56 | 0.54 | 0.77 |
| Control Delay | 39.4 | 6.4 | 16.0 | 16.0 | 14.4 | 21.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 39.4 | 6.4 | 16.0 | 16.0 | 14.4 | 21.9 |
| Queue Length 50th (m) | 35.8 | 0.0 | 3.3 | 11.0 | 49.7 | 53.6 |
| Queue Length 95th (m) | #63.0 | 15.1 | 11.2 | 20.5 | 76.3 | m67.5 |
| Internal Link Dist (m) | | | 200.1 | | 178.2 | 178.4 |
| Turn Bay Length (m) | 30.0 | 100.0 | | | | |
| Base Capacity (vph) | 349 | 501 | 409 | 285 | 930 | 1337 |
| 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 | 0.67 | 0.40 | 0.12 | 0.56 | 0.54 | 0.77 |

## Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 10 (11%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 75
Control Type: Pretimed
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Gordon St/Norfolk St & Waterloo Ave/Wilson St

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 216 | 0 | 182 | 19 | 5 | 20 | 148 | 464 | 0 | 0 | 723 | 222 |
| Future Volume (vph) | 216 | 0 | 182 | 19 | 5 | 20 | 148 | 464 | 0 | 0 | 723 | 222 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | | 6.0 | | 6.0 | | 3.0 | 6.0 | | | 6.0 | |
| Lane Util. Factor | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | | | 0.95 | |
| Frpb, ped/bikes | 1.00 | | 0.90 | | 0.99 | | 1.00 | 1.00 | | | 0.98 | |
| Flpb, ped/bikes | 0.99 | | 1.00 | | 0.89 | | 1.00 | 1.00 | | | 1.00 | |
| Frt | 1.00 | | 0.85 | | 0.94 | | 1.00 | 1.00 | | | 0.96 | |
| Flt Protected | 0.95 | | 1.00 | | 0.98 | | 0.95 | 1.00 | | | 1.00 | |
| Satd. Flow (prot) | 1582 | | 1250 | | 1364 | | 1543 | 1610 | | | 2936 | |
| Flt Permitted | 0.73 | | 1.00 | | 0.98 | | 0.16 | 1.00 | | | 1.00 | |
| Satd. Flow (perm) | 1208 | | 1250 | | 1364 | | 259 | 1610 | | | 2936 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 235 | 0 | 198 | 21 | 5 | 22 | 161 | 504 | 0 | 0 | 786 | 241 |
| RTOR Reduction (vph) | 0 | 0 | 141 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 32 | 0 |
| Lane Group Flow (vph) | 235 | 0 | 57 | 0 | 32 | 0 | 161 | 504 | 0 | 0 | 995 | 0 |
| Confl. Peds. (#/hr) | 2 | | 87 | 87 | | 2 | 44 | | 2 | 2 | | 44 |
| Confl. Bikes (#/hr) | | | | | | | | | | | | 3 |
| Heavy Vehicles (%) | 1% | 0% | 3% | 0% | 0% | 0% | 4% | 5% | 0% | 0% | 4% | 1% |
| Turn Type | Perm | | Perm | Perm | NA | | pm+pt | NA | | | NA | |
| Protected Phases | | | | | 4 | | 5 | 2 | | | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | | 2 | | | | | |
| Actuated Green, G (s) | 26.0 | | 26.0 | | 26.0 | | 52.0 | 52.0 | | | 40.0 | |
| Effective Green, g (s) | 26.0 | | 26.0 | | 26.0 | | 52.0 | 52.0 | | | 40.0 | |
| Actuated g/C Ratio | 0.29 | | 0.29 | | 0.29 | | 0.58 | 0.58 | | | 0.44 | |
| Clearance Time (s) | 6.0 | | 6.0 | | 6.0 | | 3.0 | 6.0 | | | 6.0 | |
| Lane Grp Cap (vph) | 348 | | 361 | | 394 | | 278 | 930 | | | 1304 | |
| v/s Ratio Prot | | | | | | | c0.06 | 0.31 | | | c0.34 | |
| v/s Ratio Perm | c0.19 | | 0.05 | | 0.02 | | 0.28 | | | | | |
| v/c Ratio | 0.68 | | 0.16 | | 0.08 | | 0.58 | 0.54 | | | 0.76 | |
| Uniform Delay, d1 | 28.3 | | 23.8 | | 23.3 | | 11.9 | 11.7 | | | 21.0 | |
| Progression Factor | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | | | 0.88 | |
| Incremental Delay, d2 | 10.1 | | 0.9 | | 0.4 | | 8.5 | 2.3 | | | 3.9 | |
| Delay (s) | 38.3 | | 24.8 | | 23.7 | | 20.4 | 13.9 | | | 22.5 | |
| Level of Service | D | | C | | C | | C | B | | | C | |
| Approach Delay (s) | | 32.1 | | | 23.7 | | | 15.5 | | | 22.5 | |
| Approach LOS | | C | | | C | | | B | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 22.3 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.71 | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 15.0 |
| Intersection Capacity Utilization | 74.3% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

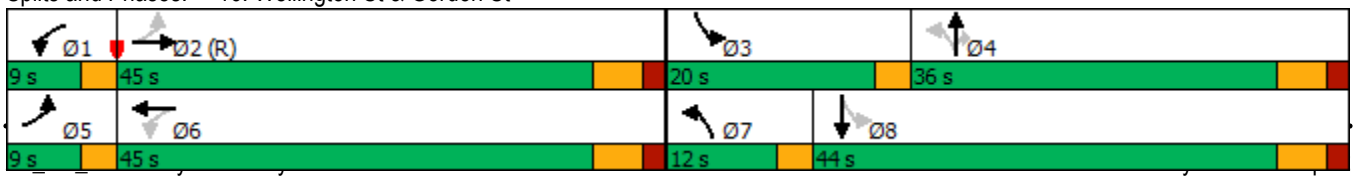
c Critical Lane Group

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Traffic Volume (vph) | 112 | 777 | 33 | 764 | 142 | 836 | 40 | 354 | 586 |
| Future Volume (vph) | 112 | 777 | 33 | 764 | 142 | 836 | 40 | 354 | 586 |
| Lane Group Flow (vph) | 122 | 881 | 36 | 1155 | 154 | 909 | 43 | 385 | 733 |
| Turn Type | pm+pt | NA | pm+pt | NA | pm+pt | NA | Perm | pm+pt | NA |
| Protected Phases | 5 | 2 | 1 | 6 | 7 | 4 | | 3 | 8 |
| Permitted Phases | 2 | | 6 | | 4 | | 4 | 8 | |
| Detector Phase | 5 | 2 | 1 | 6 | 7 | 4 | 4 | 3 | 8 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 6.0 | 10.0 | 6.0 | 7.0 | 7.0 | 6.0 | 7.0 |
| Minimum Split (s) | 9.0 | 34.0 | 9.0 | 34.0 | 9.0 | 33.0 | 33.0 | 9.0 | 33.0 |
| Total Split (s) | 9.0 | 45.0 | 9.0 | 45.0 | 12.0 | 36.0 | 36.0 | 20.0 | 44.0 |
| Total Split (%) | 8.2% | 40.9% | 8.2% | 40.9% | 10.9% | 32.7% | 32.7% | 18.2% | 40.0% |
| Yellow Time (s) | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 |
| All-Red Time (s) | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 6.0 | 3.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 |
| Lead/Lag | Lead | Lag | Lead | Lag | Lead | Lag | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | C-Max | None | Max | None | Max | Max | None | Max |
| v/c Ratio | 0.84 | 0.73 | 0.18 | 1.07 | 0.55 | 1.12 | 0.10 | 1.27 | 0.72 |
| Control Delay | 64.7 | 34.0 | 18.3 | 82.3 | 25.4 | 108.1 | 0.4 | 173.2 | 35.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 64.7 | 34.0 | 18.3 | 82.3 | 25.4 | 108.1 | 0.4 | 173.2 | 35.4 |
| Queue Length 50th (m) | 14.9 | 88.4 | 4.1 | ~141.0 | 18.4 | ~118.6 | 0.0 | ~90.2 | 70.2 |
| Queue Length 95th (m) | #45.5 | 113.3 | 9.8 | #182.5 | 31.0 | #157.5 | 0.0 | #148.6 | 92.2 |
| Internal Link Dist (m) | | 223.6 | | 183.2 | | 222.9 | | | 157.4 |
| Turn Bay Length (m) | 65.0 | | 110.0 | | 80.0 | | 55.0 | 35.0 | |
| Base Capacity (vph) | 145 | 1201 | 205 | 1077 | 285 | 811 | 450 | 303 | 1016 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.84 | 0.73 | 0.18 | 1.07 | 0.54 | 1.12 | 0.10 | 1.27 | 0.72 |

## Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated
~ 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: Wellington St & Gordon St



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 112 | 777 | 33 | 33 | 764 | 299 | 142 | 836 | 40 | 354 | 586 | 88 |
| Future Volume (vph) | 112 | 777 | 33 | 33 | 764 | 299 | 142 | 836 | 40 | 354 | 586 | 88 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 0.96 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.98 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1530 | 3097 | | 1545 | 2933 | | 1604 | 2975 | 1333 | 1545 | 2895 | |
| Flt Permitted | 0.10 | 1.00 | | 0.20 | 1.00 | | 0.31 | 1.00 | 1.00 | 0.12 | 1.00 | |
| Satd. Flow (perm) | 156 | 3097 | | 317 | 2933 | | 517 | 2975 | 1333 | 197 | 2895 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 122 | 845 | 36 | 36 | 830 | 325 | 154 | 909 | 43 | 385 | 637 | 96 |
| RTOR Reduction (vph) | 0 | 2 | 0 | 0 | 37 | 0 | 0 | 0 | 31 | 0 | 11 | 0 |
| Lane Group Flow (vph) | 122 | 879 | 0 | 36 | 1118 | 0 | 154 | 909 | 12 | 385 | 722 | 0 |
| Confl. Peds. (#/hr) | 28 | | 2 | 2 | | 28 | 16 | | 4 | 4 | | 16 |
| Confl. Bikes (#/hr) | | | 6 | | | 3 | | | | | | 1 |
| Heavy Vehicles (%) | 5% | 3% | 4% | 4% | 3% | 5% | 0% | 8% | 6% | 4% | 9% | 4% |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 2 | | | 6 | | | 4 | | 4 | 8 | | |
| Actuated Green, G (s) | 47.4 | 41.4 | | 42.6 | 39.0 | | 38.8 | 30.0 | 30.0 | 50.0 | 38.2 | |
| Effective Green, g (s) | 47.4 | 41.4 | | 42.6 | 39.0 | | 38.8 | 30.0 | 30.0 | 50.0 | 38.2 | |
| Actuated g/C Ratio | 0.43 | 0.38 | | 0.39 | 0.35 | | 0.35 | 0.27 | 0.27 | 0.45 | 0.35 | |
| Clearance Time (s) | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 142 | 1165 | | 162 | 1039 | | 269 | 811 | 363 | 297 | 1005 | |
| v/s Ratio Prot | c0.05 | 0.28 | | 0.01 | c0.38 | | 0.05 | 0.31 | | c0.20 | 0.25 | |
| v/s Ratio Perm | 0.32 | | | 0.08 | | | 0.16 | | 0.01 | c0.39 | | |
| v/c Ratio | 0.86 | 0.75 | | 0.22 | 1.08 | | 0.57 | 1.12 | 0.03 | 1.30 | 0.72 | |
| Uniform Delay, d1 | 25.2 | 29.9 | | 22.3 | 35.5 | | 25.7 | 40.0 | 29.3 | 32.1 | 31.2 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 37.1 | 4.6 | | 0.7 | 50.6 | | 2.9 | 70.3 | 0.2 | 156.0 | 4.4 | |
| Delay (s) | 62.2 | 34.4 | | 23.0 | 86.1 | | 28.6 | 110.3 | 29.5 | 188.1 | 35.6 | |
| Level of Service | E | C | | C | F | | C | F | C | F | D | |
| Approach Delay (s) | | 37.8 | | | 84.2 | | | 95.8 | | | 88.2 | |
| Approach LOS | | D | | | F | | | F | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 77.6 | HCM 2000 Level of Service | E |
| HCM 2000 Volume to Capacity ratio | 1.21 | | |
| Actuated Cycle Length (s) | 110.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 105.8% | ICU Level of Service | G |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | NBT | SBT | Ø3 |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 528 | 480 | |
| Future Volume (vph) | 528 | 480 | |
| Lane Group Flow (vph) | 574 | 522 | |
| Turn Type | NA | NA | |
| Protected Phases | 2 | 6 | 3 |
| Permitted Phases | | | |
| Minimum Split (s) | 361.0 | 361.0 | 89.0 |
| Total Split (s) | 361.0 | 361.0 | 89.0 |
| Total Split (%) | 80.2% | 80.2% | 20% |
| Yellow Time (s) | 10.0 | 10.0 | 10.0 |
| All-Red Time (s) | 2.0 | 2.0 | 5.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | |
| Total Lost Time (s) | 12.0 | 12.0 | |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| v/c Ratio | 0.40 | 0.37 | |
| Control Delay | 17.4 | 16.6 | |
| Queue Delay | 4.4 | 0.0 | |
| Total Delay | 21.9 | 16.6 | |
| Queue Length 50th (m) | 167.3 | 146.1 | |
| Queue Length 95th (m) | 186.1 | 163.5 | |
| Internal Link Dist (m) | 121.2 | 63.2 | |
| Turn Bay Length (m) | | | |
| Base Capacity (vph) | 1428 | 1428 | |
| Starvation Cap Reductn | 762 | 0 | |
| Spillback Cap Reductn | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | |
| Reduced v/c Ratio | 0.86 | 0.37 | |

| Intersection Summary |
|---|
| Cycle Length: 450 |
| Actuated Cycle Length: 450 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |
| Natural Cycle: 450 |
| Control Type: Pretimed |

Splits and Phases: 18: Edinburgh Rd & Rail Crossing

| Movement | EBL | EBR | NBL | NBT | NBR | SBL | SBT | SBR | SWL | SWR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 528 | 0 | 0 | 480 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 528 | 0 | 0 | 480 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | 12.0 | | | 12.0 | | | |
| Lane Util. Factor | | | | 1.00 | | | 1.00 | | | |
| Frt | | | | 1.00 | | | 1.00 | | | |
| Flt Protected | | | | 1.00 | | | 1.00 | | | |
| Satd. Flow (prot) | | | | 1842 | | | 1842 | | | |
| Flt Permitted | | | | 1.00 | | | 1.00 | | | |
| Satd. Flow (perm) | | | | 1842 | | | 1842 | | | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 574 | 0 | 0 | 522 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 574 | 0 | 0 | 522 | 0 | 0 | 0 |
| Turn Type | | | | NA | | | NA | | | |
| Protected Phases | | | | 2 | | | 6 | | | |
| Permitted Phases | | | | | | | | | | |
| Actuated Green, G (s) | | | | 349.0 | | | 349.0 | | | |
| Effective Green, g (s) | | | | 349.0 | | | 349.0 | | | |
| Actuated g/C Ratio | | | | 0.78 | | | 0.78 | | | |
| Clearance Time (s) | | | | 12.0 | | | 12.0 | | | |
| Lane Grp Cap (vph) | | | | 1428 | | | 1428 | | | |
| v/s Ratio Prot | | | | c0.31 | | | 0.28 | | | |
| v/s Ratio Perm | | | | | | | | | | |
| v/c Ratio | | | | 0.40 | | | 0.37 | | | |
| Uniform Delay, d1 | | | | 16.5 | | | 15.8 | | | |
| Progression Factor | | | | 1.00 | | | 1.00 | | | |
| Incremental Delay, d2 | | | | 0.8 | | | 0.7 | | | |
| Delay (s) | | | | 17.3 | | | 16.5 | | | |
| Level of Service | | | | B | | | B | | | |
| Approach Delay (s) | 0.0 | | | 17.3 | | | 16.5 | | 0.0 | |
| Approach LOS | A | | | B | | | B | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 16.9 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.33 | | |
| Actuated Cycle Length (s) | 450.0 | Sum of lost time (s) | 27.0 |
| Intersection Capacity Utilization | 300.8% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | NBT | SBT | Ø3 |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 107 | 172 | |
| Future Volume (vph) | 107 | 172 | |
| Lane Group Flow (vph) | 116 | 187 | |
| Turn Type | NA | NA | |
| Protected Phases | 2 | 6 | 3 |
| Permitted Phases | | | |
| Minimum Split (s) | 361.0 | 361.0 | 89.0 |
| Total Split (s) | 361.0 | 361.0 | 89.0 |
| Total Split (%) | 80.2% | 80.2% | 20% |
| Yellow Time (s) | 10.0 | 10.0 | 10.0 |
| All-Red Time (s) | 2.0 | 2.0 | 5.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | |
| Total Lost Time (s) | 12.0 | 12.0 | |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| v/c Ratio | 0.08 | 0.13 | |
| Control Delay | 12.2 | 12.9 | |
| Queue Delay | 0.0 | 0.0 | |
| Total Delay | 12.2 | 12.9 | |
| Queue Length 50th (m) | 24.8 | 41.8 | |
| Queue Length 95th (m) | 32.5 | 51.7 | |
| Internal Link Dist (m) | 68.0 | 175.4 | |
| Turn Bay Length (m) | | | |
| Base Capacity (vph) | 1428 | 1428 | |
| Starvation Cap Reductn | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | |
| Reduced v/c Ratio | 0.08 | 0.13 | |

| Intersection Summary |
|---|
| Cycle Length: 450 |
| Actuated Cycle Length: 450 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |
| Natural Cycle: 450 |
| Control Type: Pretimed |

Splits and Phases: 19: Alma St & Rail Crossing

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 0 | 0 | 172 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 0 | 0 | 172 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Util. Factor | | | | | | | | 1.00 | | | 1.00 | |
| Frt | | | | | | | | 1.00 | | | 1.00 | |
| Flt Protected | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (prot) | | | | | | | | 1842 | | | 1842 | |
| Flt Permitted | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (perm) | | | | | | | | 1842 | | | 1842 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 0 | 0 | 187 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 0 | 0 | 187 | 0 |
| Turn Type | | | | | | | | NA | | | NA | |
| Protected Phases | | | | | | | | 2 | | | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | | | | | | | | 349.0 | | | 349.0 | |
| Effective Green, g (s) | | | | | | | | 349.0 | | | 349.0 | |
| Actuated g/C Ratio | | | | | | | | 0.78 | | | 0.78 | |
| Clearance Time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Grp Cap (vph) | | | | | | | | 1428 | | | 1428 | |
| v/s Ratio Prot | | | | | | | | 0.06 | | | c0.10 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | | | | | | | | 0.08 | | | 0.13 | |
| Uniform Delay, d1 | | | | | | | | 12.1 | | | 12.6 | |
| Progression Factor | | | | | | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | | | | | | | 0.1 | | | 0.2 | |
| Delay (s) | | | | | | | | 12.2 | | | 12.8 | |
| Level of Service | | | | | | | | B | | | B | |
| Approach Delay (s) | | 0.0 | | | 0.0 | | | 12.2 | | | 12.8 | |
| Approach LOS | | A | | | A | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 12.6 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.11 | | |
| Actuated Cycle Length (s) | 450.0 | Sum of lost time (s) | 27.0 |
| Intersection Capacity Utilization | 300.8% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | NBT | SBT | Ø3 |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 153 | 151 | |
| Future Volume (vph) | 153 | 151 | |
| Lane Group Flow (vph) | 166 | 164 | |
| Turn Type | NA | NA | |
| Protected Phases | 2 | 6 | 3 |
| Permitted Phases | | | |
| Minimum Split (s) | 361.0 | 361.0 | 89.0 |
| Total Split (s) | 361.0 | 361.0 | 89.0 |
| Total Split (%) | 80.2% | 80.2% | 20% |
| Yellow Time (s) | 10.0 | 10.0 | 10.0 |
| All-Red Time (s) | 2.0 | 2.0 | 5.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | |
| Total Lost Time (s) | 12.0 | 12.0 | |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| v/c Ratio | 0.12 | 0.11 | |
| Control Delay | 12.7 | 12.6 | |
| Queue Delay | 0.0 | 0.0 | |
| Total Delay | 12.7 | 12.6 | |
| Queue Length 50th (m) | 36.6 | 36.1 | |
| Queue Length 95th (m) | 45.8 | 45.5 | |
| Internal Link Dist (m) | 45.7 | 70.8 | |
| Turn Bay Length (m) | | | |
| Base Capacity (vph) | 1428 | 1428 | |
| Starvation Cap Reductn | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | |
| Reduced v/c Ratio | 0.12 | 0.11 | |

| Intersection Summary |
|---|
| Cycle Length: 450 |
| Actuated Cycle Length: 450 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |
| Natural Cycle: 450 |
| Control Type: Pretimed |

Splits and Phases: 20: Rail Crossing & Yorkshire St

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 | 0 | 0 | 151 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 | 0 | 0 | 151 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Util. Factor | | | | | | | | 1.00 | | | 1.00 | |
| Frt | | | | | | | | 1.00 | | | 1.00 | |
| Flt Protected | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (prot) | | | | | | | | 1842 | | | 1842 | |
| Flt Permitted | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (perm) | | | | | | | | 1842 | | | 1842 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 166 | 0 | 0 | 164 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 166 | 0 | 0 | 164 | 0 |
| Turn Type | | | | | | | | NA | | | NA | |
| Protected Phases | | | | | | | | 2 | | | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | | | | | | | | 349.0 | | | 349.0 | |
| Effective Green, g (s) | | | | | | | | 349.0 | | | 349.0 | |
| Actuated g/C Ratio | | | | | | | | 0.78 | | | 0.78 | |
| Clearance Time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Grp Cap (vph) | | | | | | | | 1428 | | | 1428 | |
| v/s Ratio Prot | | | | | | | | c0.09 | | | 0.09 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | | | | | | | | 0.12 | | | 0.11 | |
| Uniform Delay, d1 | | | | | | | | 12.5 | | | 12.4 | |
| Progression Factor | | | | | | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | | | | | | | 0.2 | | | 0.2 | |
| Delay (s) | | | | | | | | 12.6 | | | 12.6 | |
| Level of Service | | | | | | | | B | | | B | |
| Approach Delay (s) | | 0.0 | | | 0.0 | | | 12.6 | | | 12.6 | |
| Approach LOS | | A | | | A | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 12.6 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.10 | | |
| Actuated Cycle Length (s) | 450.0 | Sum of lost time (s) | 27.0 |
| Intersection Capacity Utilization | 300.8% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | NBT | SBT | Ø3 |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 75 | 89 | |
| Future Volume (vph) | 75 | 89 | |
| Lane Group Flow (vph) | 82 | 97 | |
| Turn Type | NA | NA | |
| Protected Phases | 2 | 6 | 3 |
| Permitted Phases | | | |
| Minimum Split (s) | 361.0 | 361.0 | 89.0 |
| Total Split (s) | 361.0 | 361.0 | 89.0 |
| Total Split (%) | 80.2% | 80.2% | 20% |
| Yellow Time (s) | 10.0 | 10.0 | 10.0 |
| All-Red Time (s) | 2.0 | 2.0 | 5.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | |
| Total Lost Time (s) | 12.0 | 12.0 | |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| v/c Ratio | 0.06 | 0.07 | |
| Control Delay | 12.0 | 12.1 | |
| Queue Delay | 0.0 | 0.0 | |
| Total Delay | 12.0 | 12.1 | |
| Queue Length 50th (m) | 17.2 | 20.6 | |
| Queue Length 95th (m) | 23.9 | 27.9 | |
| Internal Link Dist (m) | 125.5 | 52.5 | |
| Turn Bay Length (m) | | | |
| Base Capacity (vph) | 1428 | 1428 | |
| Starvation Cap Reductn | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | |
| Reduced v/c Ratio | 0.06 | 0.07 | |

| Intersection Summary |
|---|
| Cycle Length: 450 |
| Actuated Cycle Length: 450 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |
| Natural Cycle: 450 |
| Control Type: Pretimed |

Splits and Phases: 21: Glasgow St. & Rail Crossing

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 89 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 89 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Util. Factor | | | | | | | | 1.00 | | | 1.00 | |
| Frt | | | | | | | | 1.00 | | | 1.00 | |
| Flt Protected | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (prot) | | | | | | | | 1842 | | | 1842 | |
| Flt Permitted | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (perm) | | | | | | | | 1842 | | | 1842 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 0 | 0 | 97 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 0 | 0 | 97 | 0 |
| Turn Type | | | | | | | | NA | | | NA | |
| Protected Phases | | | | | | | | 2 | | | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | | | | | | | | 349.0 | | | 349.0 | |
| Effective Green, g (s) | | | | | | | | 349.0 | | | 349.0 | |
| Actuated g/C Ratio | | | | | | | | 0.78 | | | 0.78 | |
| Clearance Time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Grp Cap (vph) | | | | | | | | 1428 | | | 1428 | |
| v/s Ratio Prot | | | | | | | | 0.04 | | | c0.05 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | | | | | | | | 0.06 | | | 0.07 | |
| Uniform Delay, d1 | | | | | | | | 11.9 | | | 12.0 | |
| Progression Factor | | | | | | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | | | | | | | 0.1 | | | 0.1 | |
| Delay (s) | | | | | | | | 11.9 | | | 12.1 | |
| Level of Service | | | | | | | | B | | | B | |
| Approach Delay (s) | | 0.0 | | | 0.0 | | | 11.9 | | | 12.1 | |
| Approach LOS | | A | | | A | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 12.0 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.06 | | |
| Actuated Cycle Length (s) | 450.0 | Sum of lost time (s) | 27.0 |
| Intersection Capacity Utilization | 300.8% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | NBT | SBT | Ø3 |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 528 | 480 | |
| Future Volume (vph) | 528 | 480 | |
| Lane Group Flow (vph) | 574 | 522 | |
| Turn Type | NA | NA | |
| Protected Phases | 2 | 6 | 3 |
| Permitted Phases | | | |
| Minimum Split (s) | 413.0 | 413.0 | 37.0 |
| Total Split (s) | 413.0 | 413.0 | 37.0 |
| Total Split (%) | 91.8% | 91.8% | 8% |
| Yellow Time (s) | 10.0 | 10.0 | 10.0 |
| All-Red Time (s) | 2.0 | 2.0 | 5.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | |
| Total Lost Time (s) | 12.0 | 12.0 | |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| v/c Ratio | 0.35 | 0.32 | |
| Control Delay | 4.5 | 4.3 | |
| Queue Delay | 2.4 | 0.0 | |
| Total Delay | 6.8 | 4.3 | |
| Queue Length 50th (m) | 75.7 | 66.1 | |
| Queue Length 95th (m) | 84.2 | 74.0 | |
| Internal Link Dist (m) | 121.2 | 63.2 | |
| Turn Bay Length (m) | | | |
| Base Capacity (vph) | 1641 | 1641 | |
| Starvation Cap Reductn | 905 | 0 | |
| Spillback Cap Reductn | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | |
| Reduced v/c Ratio | 0.78 | 0.32 | |

| Intersection Summary |
|---|
| Cycle Length: 450 |
| Actuated Cycle Length: 450 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |
| Natural Cycle: 450 |
| Control Type: Pretimed |

Splits and Phases: 18: Edinburgh Rd & Rail Crossing

| Movement | EBL | EBR | NBL | NBT | NBR | SBL | SBT | SBR | SWL | SWR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 528 | 0 | 0 | 480 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 528 | 0 | 0 | 480 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | 12.0 | | | 12.0 | | | |
| Lane Util. Factor | | | | 1.00 | | | 1.00 | | | |
| Frt | | | | 1.00 | | | 1.00 | | | |
| Flt Protected | | | | 1.00 | | | 1.00 | | | |
| Satd. Flow (prot) | | | | 1842 | | | 1842 | | | |
| Flt Permitted | | | | 1.00 | | | 1.00 | | | |
| Satd. Flow (perm) | | | | 1842 | | | 1842 | | | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 574 | 0 | 0 | 522 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 574 | 0 | 0 | 522 | 0 | 0 | 0 |
| Turn Type | | | | NA | | | NA | | | |
| Protected Phases | | | | 2 | | | 6 | | | |
| Permitted Phases | | | | | | | | | | |
| Actuated Green, G (s) | | | | 401.0 | | | 401.0 | | | |
| Effective Green, g (s) | | | | 401.0 | | | 401.0 | | | |
| Actuated g/C Ratio | | | | 0.89 | | | 0.89 | | | |
| Clearance Time (s) | | | | 12.0 | | | 12.0 | | | |
| Lane Grp Cap (vph) | | | | 1641 | | | 1641 | | | |
| v/s Ratio Prot | | | | c0.31 | | | 0.28 | | | |
| v/s Ratio Perm | | | | | | | | | | |
| v/c Ratio | | | | 0.35 | | | 0.32 | | | |
| Uniform Delay, d1 | | | | 3.9 | | | 3.7 | | | |
| Progression Factor | | | | 1.00 | | | 1.00 | | | |
| Incremental Delay, d2 | | | | 0.6 | | | 0.5 | | | |
| Delay (s) | | | | 4.5 | | | 4.2 | | | |
| Level of Service | | | | A | | | A | | | |
| Approach Delay (s) | 0.0 | | | 4.5 | | | 4.2 | | 0.0 | |
| Approach LOS | A | | | A | | | A | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 4.4 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.33 | | |
| Actuated Cycle Length (s) | 450.0 | Sum of lost time (s) | 27.0 |
| Intersection Capacity Utilization | 341.7% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | NBT | SBT | Ø3 |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 107 | 172 | |
| Future Volume (vph) | 107 | 172 | |
| Lane Group Flow (vph) | 116 | 187 | |
| Turn Type | NA | NA | |
| Protected Phases | 2 | 6 | 3 |
| Permitted Phases | | | |
| Minimum Split (s) | 413.0 | 413.0 | 37.0 |
| Total Split (s) | 413.0 | 413.0 | 37.0 |
| Total Split (%) | 91.8% | 91.8% | 8% |
| Yellow Time (s) | 10.0 | 10.0 | 10.0 |
| All-Red Time (s) | 2.0 | 2.0 | 5.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | |
| Total Lost Time (s) | 12.0 | 12.0 | |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| v/c Ratio | 0.07 | 0.11 | |
| Control Delay | 2.9 | 3.1 | |
| Queue Delay | 0.0 | 0.0 | |
| Total Delay | 2.9 | 3.1 | |
| Queue Length 50th (m) | 11.2 | 18.9 | |
| Queue Length 95th (m) | 14.7 | 23.4 | |
| Internal Link Dist (m) | 68.0 | 175.4 | |
| Turn Bay Length (m) | | | |
| Base Capacity (vph) | 1641 | 1641 | |
| Starvation Cap Reductn | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | |
| Reduced v/c Ratio | 0.07 | 0.11 | |

| Intersection Summary |
|---|
| Cycle Length: 450 |
| Actuated Cycle Length: 450 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |
| Natural Cycle: 450 |
| Control Type: Pretimed |

Splits and Phases: 19: Alma St & Rail Crossing

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 0 | 0 | 172 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 0 | 0 | 172 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Util. Factor | | | | | | | | 1.00 | | | 1.00 | |
| Frt | | | | | | | | 1.00 | | | 1.00 | |
| Flt Protected | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (prot) | | | | | | | | 1842 | | | 1842 | |
| Flt Permitted | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (perm) | | | | | | | | 1842 | | | 1842 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 0 | 0 | 187 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 0 | 0 | 187 | 0 |
| Turn Type | | | | | | | | NA | | | NA | |
| Protected Phases | | | | | | | | 2 | | | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | | | | | | | | 401.0 | | | 401.0 | |
| Effective Green, g (s) | | | | | | | | 401.0 | | | 401.0 | |
| Actuated g/C Ratio | | | | | | | | 0.89 | | | 0.89 | |
| Clearance Time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Grp Cap (vph) | | | | | | | | 1641 | | | 1641 | |
| v/s Ratio Prot | | | | | | | | 0.06 | | | c0.10 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | | | | | | | | 0.07 | | | 0.11 | |
| Uniform Delay, d1 | | | | | | | | 2.8 | | | 3.0 | |
| Progression Factor | | | | | | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | | | | | | | 0.1 | | | 0.1 | |
| Delay (s) | | | | | | | | 2.9 | | | 3.1 | |
| Level of Service | | | | | | | | A | | | A | |
| Approach Delay (s) | | 0.0 | | | 0.0 | | | 2.9 | | | 3.1 | |
| Approach LOS | | A | | | A | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 3.0 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.11 | | |
| Actuated Cycle Length (s) | 450.0 | Sum of lost time (s) | 27.0 |
| Intersection Capacity Utilization | 344.2% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | NBT | SBT | Ø3 |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 153 | 151 | |
| Future Volume (vph) | 153 | 151 | |
| Lane Group Flow (vph) | 166 | 164 | |
| Turn Type | NA | NA | |
| Protected Phases | 2 | 6 | 3 |
| Permitted Phases | | | |
| Minimum Split (s) | 413.0 | 413.0 | 37.0 |
| Total Split (s) | 413.0 | 413.0 | 37.0 |
| Total Split (%) | 91.8% | 91.8% | 8% |
| Yellow Time (s) | 10.0 | 10.0 | 10.0 |
| All-Red Time (s) | 2.0 | 2.0 | 5.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | |
| Total Lost Time (s) | 12.0 | 12.0 | |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| v/c Ratio | 0.10 | 0.10 | |
| Control Delay | 3.1 | 3.1 | |
| Queue Delay | 0.0 | 0.0 | |
| Total Delay | 3.1 | 3.1 | |
| Queue Length 50th (m) | 16.6 | 16.3 | |
| Queue Length 95th (m) | 20.7 | 20.6 | |
| Internal Link Dist (m) | 45.7 | 70.8 | |
| Turn Bay Length (m) | | | |
| Base Capacity (vph) | 1641 | 1641 | |
| Starvation Cap Reductn | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | |
| Reduced v/c Ratio | 0.10 | 0.10 | |

| Intersection Summary |
|---|
| Cycle Length: 450 |
| Actuated Cycle Length: 450 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |
| Natural Cycle: 450 |
| Control Type: Pretimed |

Splits and Phases: 20: Rail Crossing & Yorkshire St

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 | 0 | 0 | 151 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 | 0 | 0 | 151 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Util. Factor | | | | | | | | 1.00 | | | 1.00 | |
| Frt | | | | | | | | 1.00 | | | 1.00 | |
| Flt Protected | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (prot) | | | | | | | | 1842 | | | 1842 | |
| Flt Permitted | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (perm) | | | | | | | | 1842 | | | 1842 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 166 | 0 | 0 | 164 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 166 | 0 | 0 | 164 | 0 |
| Turn Type | | | | | | | | NA | | | NA | |
| Protected Phases | | | | | | | | 2 | | | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | | | | | | | | 401.0 | | | 401.0 | |
| Effective Green, g (s) | | | | | | | | 401.0 | | | 401.0 | |
| Actuated g/C Ratio | | | | | | | | 0.89 | | | 0.89 | |
| Clearance Time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Grp Cap (vph) | | | | | | | | 1641 | | | 1641 | |
| v/s Ratio Prot | | | | | | | | c0.09 | | | 0.09 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | | | | | | | | 0.10 | | | 0.10 | |
| Uniform Delay, d1 | | | | | | | | 2.9 | | | 2.9 | |
| Progression Factor | | | | | | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | | | | | | | 0.1 | | | 0.1 | |
| Delay (s) | | | | | | | | 3.1 | | | 3.1 | |
| Level of Service | | | | | | | | A | | | A | |
| Approach Delay (s) | | 0.0 | | | 0.0 | | | 3.1 | | | 3.1 | |
| Approach LOS | | A | | | A | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 3.1 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.10 | | |
| Actuated Cycle Length (s) | 450.0 | Sum of lost time (s) | 27.0 |
| Intersection Capacity Utilization | 341.7% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | NBT | SBT | Ø3 |
|---|---|---|---|
| Lane Configurations | ↑ | ↑ | |
| Traffic Volume (vph) | 75 | 89 | |
| Future Volume (vph) | 75 | 89 | |
| Lane Group Flow (vph) | 82 | 97 | |
| Turn Type | NA | NA | |
| Protected Phases | 2 | 6 | 3 |
| Permitted Phases | | | |
| Minimum Split (s) | 413.0 | 413.0 | 37.0 |
| Total Split (s) | 413.0 | 413.0 | 37.0 |
| Total Split (%) | 91.8% | 91.8% | 8% |
| Yellow Time (s) | 10.0 | 10.0 | 10.0 |
| All-Red Time (s) | 2.0 | 2.0 | 5.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | |
| Total Lost Time (s) | 12.0 | 12.0 | |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| v/c Ratio | 0.05 | 0.06 | |
| Control Delay | 2.9 | 2.9 | |
| Queue Delay | 0.0 | 0.0 | |
| Total Delay | 2.9 | 2.9 | |
| Queue Length 50th (m) | 7.8 | 9.3 | |
| Queue Length 95th (m) | 10.8 | 12.6 | |
| Internal Link Dist (m) | 125.5 | 52.5 | |
| Turn Bay Length (m) | | | |
| Base Capacity (vph) | 1641 | 1641 | |
| Starvation Cap Reductn | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | |
| Reduced v/c Ratio | 0.05 | 0.06 | |

| Intersection Summary |
|---|
| Cycle Length: 450 |
| Actuated Cycle Length: 450 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |
| Natural Cycle: 450 |
| Control Type: Pretimed |

Splits and Phases: 21: Glasgow St. & Rail Crossing

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 89 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 89 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Util. Factor | | | | | | | | 1.00 | | | 1.00 | |
| Frt | | | | | | | | 1.00 | | | 1.00 | |
| Flt Protected | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (prot) | | | | | | | | 1842 | | | 1842 | |
| Flt Permitted | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (perm) | | | | | | | | 1842 | | | 1842 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 0 | 0 | 97 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 0 | 0 | 97 | 0 |
| Turn Type | | | | | | | | NA | | | NA | |
| Protected Phases | | | | | | | | 2 | | | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | | | | | | | | 401.0 | | | 401.0 | |
| Effective Green, g (s) | | | | | | | | 401.0 | | | 401.0 | |
| Actuated g/C Ratio | | | | | | | | 0.89 | | | 0.89 | |
| Clearance Time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Grp Cap (vph) | | | | | | | | 1641 | | | 1641 | |
| v/s Ratio Prot | | | | | | | | 0.04 | | | c0.05 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | | | | | | | | 0.05 | | | 0.06 | |
| Uniform Delay, d1 | | | | | | | | 2.8 | | | 2.8 | |
| Progression Factor | | | | | | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | | | | | | | 0.1 | | | 0.1 | |
| Delay (s) | | | | | | | | 2.8 | | | 2.9 | |
| Level of Service | | | | | | | | A | | | A | |
| Approach Delay (s) | | 0.0 | | | 0.0 | | | 2.8 | | | 2.9 | |
| Approach LOS | | A | | | A | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 2.9 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.06 | | |
| Actuated Cycle Length (s) | 450.0 | Sum of lost time (s) | 27.0 |
| Intersection Capacity Utilization | 341.7% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | EBL | EBT | WBT | NBL | NBT | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 394 | 544 | 421 | 3 | 0 | 243 | 0 | 330 |
| Future Volume (vph) | 394 | 544 | 421 | 3 | 0 | 243 | 0 | 330 |
| Lane Group Flow (vph) | 428 | 592 | 674 | 0 | 3 | 0 | 264 | 359 |
| Turn Type | pm+pt | NA | NA | Perm | NA | Perm | NA | Perm |
| Protected Phases | 5 | 2 | 6 | | 4 | | 8 | |
| Permitted Phases | 2 | | | 4 | | 8 | | 8 |
| Detector Phase | 5 | 2 | 6 | 4 | 4 | 8 | 8 | 8 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 10.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 |
| Minimum Split (s) | 9.0 | 31.0 | 31.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 |
| Total Split (s) | 21.0 | 62.0 | 41.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 |
| Total Split (%) | 23.3% | 68.9% | 45.6% | 31.1% | 31.1% | 31.1% | 31.1% | 31.1% |
| Yellow Time (s) | 3.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 0.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 6.0 | 6.0 | | 6.0 | | 6.0 | 6.0 |
| Lead/Lag | Lead | | Lag | | | | | |
| Lead-Lag Optimize? | | | | | | | | |
| Recall Mode | None | C-Max | C-Max | None | None | None | None | None |
| v/c Ratio | 0.93 | 0.50 | 0.91 | | 0.02 | | 0.84 | 0.57 |
| Control Delay | 51.9 | 10.7 | 43.4 | | 26.3 | | 57.1 | 7.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 |
| Total Delay | 51.9 | 10.7 | 43.4 | | 26.3 | | 57.1 | 7.2 |
| Queue Length 50th (m) | 54.9 | 51.3 | 108.1 | | 0.4 | | 42.6 | 0.0 |
| Queue Length 95th (m) | #111.5 | 76.2 | #179.4 | | 2.6 | | #79.5 | 20.4 |
| Internal Link Dist (m) | | 220.7 | 464.5 | | 75.7 | | 165.4 | |
| Turn Bay Length (m) | | | | | | | | |
| Base Capacity (vph) | 461 | 1195 | 739 | | 192 | | 342 | 656 |
| 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 | 0.93 | 0.50 | 0.91 | | 0.02 | | 0.77 | 0.55 |

## Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Paisley St & Silvercreek Pkwy

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 394 | 544 | 1 | 0 | 421 | 199 | 3 | 0 | 0 | 243 | 0 | 330 |
| Future Volume (vph) | 394 | 544 | 1 | 0 | 421 | 199 | 3 | 0 | 0 | 243 | 0 | 330 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 3.0 | 6.0 | | | 6.0 | | | 6.0 | | | 6.0 | 6.0 |
| Lane Util. Factor | 1.00 | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | | | 0.99 | | | 1.00 | | | 1.00 | 0.99 |
| Flpb, ped/bikes | 1.00 | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | | | 0.96 | | | 1.00 | | | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | | 1.00 | | | 0.95 | | | 0.95 | 1.00 |
| Satd. Flow (prot) | 1785 | 1860 | | | 1772 | | | 1784 | | | 1760 | 1576 |
| Flt Permitted | 0.11 | 1.00 | | | 1.00 | | | 0.42 | | | 0.76 | 1.00 |
| Satd. Flow (perm) | 206 | 1860 | | | 1772 | | | 787 | | | 1400 | 1576 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 428 | 591 | 1 | 0 | 458 | 216 | 3 | 0 | 0 | 264 | 0 | 359 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 278 |
| Lane Group Flow (vph) | 428 | 592 | 0 | 0 | 656 | 0 | 0 | 3 | 0 | 0 | 264 | 81 |
| Confl. Peds. (#/hr) | 3 | | 2 | 2 | | 3 | 1 | | 2 | 2 | | 1 |
| Heavy Vehicles (%) | 0% | 1% | 0% | 0% | 0% | 2% | 0% | 0% | 0% | 1% | 0% | 0% |
| Turn Type | pm+pt | NA | | | NA | | Perm | NA | | Perm | NA | Perm |
| Protected Phases | 5 | 2 | | | 6 | | | 4 | | | 8 | |
| Permitted Phases | 2 | | | 6 | | | 4 | | | 8 | | 8 |
| Actuated Green, G (s) | 57.8 | 57.8 | | | 36.6 | | | 20.2 | | | 20.2 | 20.2 |
| Effective Green, g (s) | 57.8 | 57.8 | | | 36.6 | | | 20.2 | | | 20.2 | 20.2 |
| Actuated g/C Ratio | 0.64 | 0.64 | | | 0.41 | | | 0.22 | | | 0.22 | 0.22 |
| Clearance Time (s) | 3.0 | 6.0 | | | 6.0 | | | 6.0 | | | 6.0 | 6.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | | | 3.0 | | | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 451 | 1194 | | | 720 | | | 176 | | | 314 | 353 |
| v/s Ratio Prot | c0.19 | 0.32 | | | 0.37 | | | | | | | |
| v/s Ratio Perm | c0.42 | | | | | | | 0.00 | | | c0.19 | 0.05 |
| v/c Ratio | 0.95 | 0.50 | | | 0.91 | | | 0.02 | | | 0.84 | 0.23 |
| Uniform Delay, d1 | 25.6 | 8.5 | | | 25.2 | | | 27.2 | | | 33.4 | 28.5 |
| Progression Factor | 1.00 | 1.00 | | | 1.10 | | | 1.00 | | | 1.00 | 1.00 |
| Incremental Delay, d2 | 29.4 | 1.5 | | | 14.9 | | | 0.0 | | | 18.0 | 0.3 |
| Delay (s) | 55.0 | 9.9 | | | 42.7 | | | 27.2 | | | 51.4 | 28.9 |
| Level of Service | D | A | | | D | | | C | | | D | C |
| Approach Delay (s) | | 28.8 | | | 42.7 | | | 27.2 | | | 38.4 | |
| Approach LOS | | C | | | D | | | C | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 35.4 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.95 | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 15.0 |
| Intersection Capacity Utilization | 90.9% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 454 | 68 | 136 | 393 | 60 | 79 |
| Future Volume (Veh/h) | 454 | 68 | 136 | 393 | 60 | 79 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 493 | 74 | 148 | 427 | 65 | 86 |
| Pedestrians | | | 1 | | | |
| Lane Width (m) | | | 3.5 | | | |
| Walking Speed (m/s) | | | 1.1 | | | |
| Percent Blockage | | | 0 | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | 146 | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 365 | 148 | | | 575 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 365 | 148 | | | 575 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 17 | 92 | | | 94 | |
| cM capacity (veh/h) | 593 | 904 | | | 1008 | |

| Direction, Lane # | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|
| Volume Total | 493 | 74 | 148 | 427 | 65 | 86 |
| Volume Left | 493 | 0 | 0 | 0 | 65 | 0 |
| Volume Right | 0 | 74 | 0 | 427 | 0 | 0 |
| cSH | 593 | 904 | 1700 | 1700 | 1008 | 1700 |
| Volume to Capacity | 0.83 | 0.08 | 0.09 | 0.25 | 0.06 | 0.05 |
| Queue Length 95th (m) | 66.2 | 2.0 | 0.0 | 0.0 | 1.6 | 0.0 |
| Control Delay (s) | 34.0 | 9.3 | 0.0 | 0.0 | 8.8 | 0.0 |
| Lane LOS | D | A | | | A | |
| Approach Delay (s) | 30.8 | | 0.0 | | 3.8 | |
| Approach LOS | D | | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 13.9 | | |
| Intersection Capacity Utilization | 45.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Lane Group | EBL | EBT | WBT | NBL | NBT | NBR | SBL | SBR |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 190 | 965 | 1263 | 556 | 160 | 199 | 8 | 405 |
| Future Volume (vph) | 190 | 965 | 1263 | 556 | 160 | 199 | 8 | 405 |
| Lane Group Flow (vph) | 207 | 1049 | 1386 | 387 | 391 | 216 | 9 | 440 |
| Turn Type | Prot | NA | NA | Perm | NA | Perm | Perm | Perm |
| Protected Phases | 5 | 2 | 6 | | 8 | | | |
| Permitted Phases | | | | 8 | | 8 | 4 | 4 |
| Detector Phase | 5 | 2 | 6 | 8 | 8 | 8 | 4 | 4 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 7.0 | 20.0 | 20.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 12.1 | 34.1 | 34.1 | 34.5 | 34.5 | 34.5 | 34.5 | 34.5 |
| Total Split (s) | 22.0 | 67.0 | 45.0 | 43.0 | 43.0 | 43.0 | 43.0 | 43.0 |
| Total Split (%) | 20.0% | 60.9% | 40.9% | 39.1% | 39.1% | 39.1% | 39.1% | 39.1% |
| Yellow Time (s) | 3.0 | 5.0 | 5.0 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| All-Red Time (s) | 0.0 | 2.1 | 2.1 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 7.1 | 7.1 | 7.5 | 7.5 | 7.5 | 7.5 | 7.5 |
| Lead/Lag | Lead | | Lag | | | | | |
| Lead-Lag Optimize? | | | | | | | | |
| Recall Mode | None | C-Max | C-Max | None | None | None | None | None |
| v/c Ratio | 0.78 | 0.35 | 0.67 | 0.81 | 0.80 | 0.43 | 0.07 | 0.62 |
| Control Delay | 64.3 | 13.0 | 30.2 | 50.6 | 49.0 | 20.9 | 18.2 | 4.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 64.3 | 13.0 | 30.2 | 50.6 | 49.0 | 20.9 | 18.2 | 4.5 |
| Queue Length 50th (m) | 42.5 | 42.9 | 93.0 | 78.9 | 79.3 | 21.6 | 0.9 | 0.0 |
| Queue Length 95th (m) | #67.8 | 54.7 | 115.3 | 113.1 | 113.0 | 41.2 | m2.0 | m0.0 |
| Internal Link Dist (m) | | 151.8 | 266.9 | | 229.3 | | | |
| Turn Bay Length (m) | 110.0 | | | | | 160.0 | | |
| Base Capacity (vph) | 305 | 2965 | 2056 | 541 | 557 | 567 | 155 | 758 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.68 | 0.35 | 0.67 | 0.72 | 0.70 | 0.38 | 0.06 | 0.58 |

## Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Hanlon Pkwy/Waterloo Ave & Wellington St

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 190 | 965 | 0 | 0 | 1263 | 12 | 556 | 160 | 199 | 8 | 0 | 405 |
| Future Volume (vph) | 190 | 965 | 0 | 0 | 1263 | 12 | 556 | 160 | 199 | 8 | 0 | 405 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 3.0 | 7.1 | | | 7.1 | | 7.5 | 7.5 | 7.5 | 7.5 | | 7.5 |
| Lane Util. Factor | 1.00 | 0.91 | | | 0.91 | | 0.95 | 0.95 | 1.00 | 1.00 | | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 |
| Flpb, ped/bikes | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 |
| Frt | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | 0.85 | 1.00 | | 0.85 |
| Flt Protected | 0.95 | 1.00 | | | 1.00 | | 0.95 | 0.97 | 1.00 | 0.95 | | 1.00 |
| Satd. Flow (prot) | 1767 | 5079 | | | 5072 | | 1679 | 1727 | 1581 | 1785 | | 1581 |
| Flt Permitted | 0.95 | 1.00 | | | 1.00 | | 0.95 | 0.97 | 1.00 | 0.26 | | 1.00 |
| Satd. Flow (perm) | 1767 | 5079 | | | 5072 | | 1679 | 1727 | 1581 | 481 | | 1581 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 207 | 1049 | 0 | 0 | 1373 | 13 | 604 | 174 | 216 | 9 | 0 | 440 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 60 | 0 | 0 | 263 |
| Lane Group Flow (vph) | 207 | 1049 | 0 | 0 | 1385 | 0 | 387 | 391 | 156 | 9 | 0 | 177 |
| Confl. Peds. (#/hr) | | | 1 | 1 | | | | | | | | |
| Heavy Vehicles (%) | 1% | 1% | 0% | 0% | 1% | 0% | 1% | 0% | 1% | 0% | 0% | 1% |
| Turn Type | Prot | NA | | | NA | | Perm | NA | Perm | Perm | | Perm |
| Protected Phases | 5 | 2 | | | 6 | | | 8 | | | | |
| Permitted Phases | | | | | | | 8 | | 8 | 4 | | 4 |
| Actuated Green, G (s) | 16.7 | 64.2 | | | 44.5 | | 31.2 | 31.2 | 31.2 | 31.2 | | 31.2 |
| Effective Green, g (s) | 16.7 | 64.2 | | | 44.5 | | 31.2 | 31.2 | 31.2 | 31.2 | | 31.2 |
| Actuated g/C Ratio | 0.15 | 0.58 | | | 0.40 | | 0.28 | 0.28 | 0.28 | 0.28 | | 0.28 |
| Clearance Time (s) | 3.0 | 7.1 | | | 7.1 | | 7.5 | 7.5 | 7.5 | 7.5 | | 7.5 |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 |
| Lane Grp Cap (vph) | 268 | 2964 | | | 2051 | | 476 | 489 | 448 | 136 | | 448 |
| v/s Ratio Prot | c0.12 | 0.21 | | | c0.27 | | | | | | | |
| v/s Ratio Perm | | | | | | | c0.23 | 0.23 | 0.10 | 0.02 | | 0.11 |
| v/c Ratio | 0.77 | 0.35 | | | 0.68 | | 0.81 | 0.80 | 0.35 | 0.07 | | 0.40 |
| Uniform Delay, d1 | 44.8 | 12.0 | | | 26.8 | | 36.7 | 36.5 | 31.3 | 28.8 | | 31.8 |
| Progression Factor | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | 1.00 | 0.65 | | 0.14 |
| Incremental Delay, d2 | 12.9 | 0.3 | | | 1.8 | | 10.2 | 8.9 | 0.5 | 0.2 | | 0.5 |
| Delay (s) | 57.7 | 12.3 | | | 28.6 | | 46.9 | 45.4 | 31.8 | 18.8 | | 4.9 |
| Level of Service | E | B | | | C | | D | D | C | B | | A |
| Approach Delay (s) | | 19.8 | | | 28.6 | | | 43.0 | | | 5.2 | |
| Approach LOS | | B | | | C | | | D | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 26.9 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.74 | | |
| Actuated Cycle Length (s) | 110.0 | Sum of lost time (s) | 17.6 |
| Intersection Capacity Utilization | 87.8% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 27 | 578 | 5 | 545 | 150 | 75 | 45 | 84 |
| Future Volume (vph) | 27 | 578 | 5 | 545 | 150 | 75 | 45 | 84 |
| Lane Group Flow (vph) | 0 | 748 | 0 | 619 | 0 | 310 | 0 | 231 |
| Turn Type | Perm | NA | Perm | NA | Perm | NA | Perm | NA |
| Protected Phases | | 2 | | 6 | | 4 | | 8 |
| Permitted Phases | 2 | | 6 | | 4 | | 8 | |
| Detector Phase | 2 | 2 | 6 | 6 | 4 | 4 | 8 | 8 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 10.0 | 7.0 | 7.0 | 7.0 | 7.0 |
| Minimum Split (s) | 36.0 | 36.0 | 36.0 | 36.0 | 24.0 | 24.0 | 24.0 | 24.0 |
| Total Split (s) | 55.0 | 55.0 | 55.0 | 55.0 | 35.0 | 35.0 | 35.0 | 35.0 |
| Total Split (%) | 61.1% | 61.1% | 61.1% | 61.1% | 38.9% | 38.9% | 38.9% | 38.9% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Total Lost Time (s) | | 6.0 | | 6.0 | | 6.0 | | 6.0 |
| Lead/Lag | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | |
| Recall Mode | C-Max | C-Max | C-Max | C-Max | None | None | None | None |
| v/c Ratio | | 0.72 | | 0.57 | | 0.89 | | 0.51 |
| Control Delay | | 13.3 | | 15.2 | | 57.2 | | 25.7 |
| Queue Delay | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Total Delay | | 13.3 | | 15.2 | | 57.2 | | 25.7 |
| Queue Length 50th (m) | | 39.5 | | 65.7 | | 47.1 | | 26.6 |
| Queue Length 95th (m) | | 91.9 | | 101.9 | | #87.6 | | 46.4 |
| Internal Link Dist (m) | | 166.8 | | 190.3 | | 154.6 | | 120.9 |
| Turn Bay Length (m) | | | | | | | | |
| Base Capacity (vph) | | 1036 | | 1079 | | 396 | | 517 |
| Starvation Cap Reductn | | 0 | | 0 | | 0 | | 0 |
| Spillback Cap Reductn | | 0 | | 0 | | 0 | | 0 |
| Storage Cap Reductn | | 0 | | 0 | | 0 | | 0 |
| Reduced v/c Ratio | | 0.72 | | 0.57 | | 0.78 | | 0.45 |

## Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Alma St & Paisley St

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 27 | 578 | 84 | 5 | 545 | 20 | 150 | 75 | 60 | 45 | 84 | 84 |
| Future Volume (vph) | 27 | 578 | 84 | 5 | 545 | 20 | 150 | 75 | 60 | 45 | 84 | 84 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | | 6.0 | | | 6.0 | | | 6.0 | |
| Lane Util. Factor | | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | |
| Frpb, ped/bikes | | 1.00 | | | 1.00 | | | 0.99 | | | 0.99 | |
| Flpb, ped/bikes | | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | |
| Frt | | 0.98 | | | 1.00 | | | 0.97 | | | 0.95 | |
| Flt Protected | | 1.00 | | | 1.00 | | | 0.97 | | | 0.99 | |
| Satd. Flow (prot) | | 1823 | | | 1849 | | | 1764 | | | 1739 | |
| Flt Permitted | | 0.96 | | | 1.00 | | | 0.66 | | | 0.87 | |
| Satd. Flow (perm) | | 1761 | | | 1841 | | | 1197 | | | 1525 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 29 | 628 | 91 | 5 | 592 | 22 | 163 | 82 | 65 | 49 | 91 | 91 |
| RTOR Reduction (vph) | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 12 | 0 | 0 | 27 | 0 |
| Lane Group Flow (vph) | 0 | 743 | 0 | 0 | 618 | 0 | 0 | 298 | 0 | 0 | 204 | 0 |
| Confl. Peds. (#/hr) | 6 | | 4 | 4 | | 6 | 3 | | 3 | 3 | | 3 |
| Confl. Bikes (#/hr) | | | | | | | | | 2 | | | 1 |
| Heavy Vehicles (%) | 0% | 1% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 4 | | | 8 | |
| Permitted Phases | 2 | | | 6 | | | 4 | | | 8 | | |
| Actuated Green, G (s) | | 52.7 | | | 52.7 | | | 25.3 | | | 25.3 | |
| Effective Green, g (s) | | 52.7 | | | 52.7 | | | 25.3 | | | 25.3 | |
| Actuated g/C Ratio | | 0.59 | | | 0.59 | | | 0.28 | | | 0.28 | |
| Clearance Time (s) | | 6.0 | | | 6.0 | | | 6.0 | | | 6.0 | |
| Vehicle Extension (s) | | 3.0 | | | 3.0 | | | 3.0 | | | 3.0 | |
| Lane Grp Cap (vph) | | 1031 | | | 1078 | | | 336 | | | 428 | |
| v/s Ratio Prot | | | | | | | | | | | | |
| v/s Ratio Perm | | c0.42 | | | 0.34 | | | c0.25 | | | 0.13 | |
| v/c Ratio | | 0.72 | | | 0.57 | | | 0.89 | | | 0.48 | |
| Uniform Delay, d1 | | 13.4 | | | 11.6 | | | 31.0 | | | 26.8 | |
| Progression Factor | | 0.64 | | | 1.00 | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | 3.6 | | | 2.2 | | | 23.5 | | | 0.8 | |
| Delay (s) | | 12.2 | | | 13.8 | | | 54.5 | | | 27.7 | |
| Level of Service | | B | | | B | | | D | | | C | |
| Approach Delay (s) | | 12.2 | | | 13.8 | | | 54.5 | | | 27.7 | |
| Approach LOS | | B | | | B | | | D | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 21.5 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.77 | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 96.8% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 31 | 358 | 449 | 131 | 106 | 118 |
| Future Volume (Veh/h) | 31 | 358 | 449 | 131 | 106 | 118 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 34 | 389 | 488 | 142 | 115 | 128 |
| Pedestrians | | 10 | | | 8 | |
| Lane Width (m) | | 3.5 | | | 3.5 | |
| Walking Speed (m/s) | | 1.1 | | | 1.1 | |
| Percent Blockage | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | 376 | | | |
| pX, platoon unblocked | 0.82 | | | | 0.82 | 0.82 |
| vC, conflicting volume | 638 | | | | 1024 | 577 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 447 | | | | 919 | 372 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 96 | | | | 52 | 77 |
| cM capacity (veh/h) | 914 | | | | 238 | 546 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 423 | 630 | 243 |
| Volume Left | 34 | 0 | 115 |
| Volume Right | 0 | 142 | 128 |
| cSH | 914 | 1700 | 338 |
| Volume to Capacity | 0.04 | 0.37 | 0.72 |
| Queue Length 95th (m) | 0.9 | 0.0 | 40.2 |
| Control Delay (s) | 1.1 | 0.0 | 38.6 |
| Lane LOS | A | | E |
| Approach Delay (s) | 1.1 | 0.0 | 38.6 |
| Approach LOS | | | E |

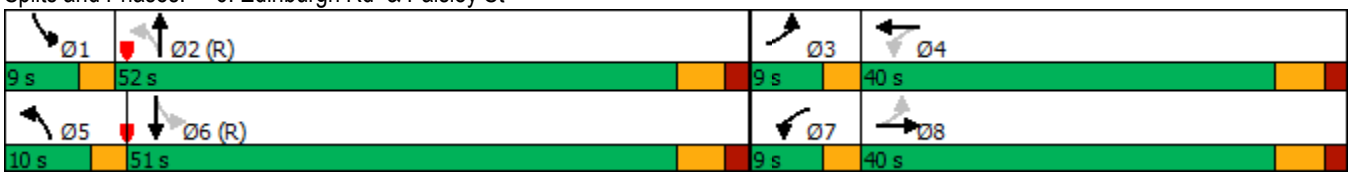
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.6 | | |
| Intersection Capacity Utilization | 64.8% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 130 | 399 | 48 | 334 | 131 | 623 | 93 | 568 |
| Future Volume (vph) | 130 | 399 | 48 | 334 | 131 | 623 | 93 | 568 |
| Lane Group Flow (vph) | 141 | 547 | 52 | 428 | 142 | 715 | 101 | 706 |
| Turn Type | pm+pt | NA | pm+pt | NA | pm+pt | NA | pm+pt | NA |
| Protected Phases | 3 | 8 | 7 | 4 | 5 | 2 | 1 | 6 |
| Permitted Phases | 8 | | 4 | | 2 | | 6 | |
| Detector Phase | 3 | 8 | 7 | 4 | 5 | 2 | 1 | 6 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 6.0 | 10.0 | 6.0 | 10.0 | 6.0 | 10.0 |
| Minimum Split (s) | 9.0 | 32.0 | 9.0 | 32.0 | 9.0 | 31.0 | 9.0 | 31.0 |
| Total Split (s) | 9.0 | 40.0 | 9.0 | 40.0 | 10.0 | 52.0 | 9.0 | 51.0 |
| Total Split (%) | 8.2% | 36.4% | 8.2% | 36.4% | 9.1% | 47.3% | 8.2% | 46.4% |
| Yellow Time (s) | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| All-Red Time (s) | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 6.0 | 3.0 | 6.0 | 3.0 | 6.0 | 3.0 | 6.0 |
| Lead/Lag | Lead | Lag | Lead | Lag | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | | | | | | | | |
| Recall Mode | None | Max | None | Max | None | C-Max | None | C-Max |
| v/c Ratio | 0.56 | 0.94 | 0.30 | 0.76 | 0.76 | 0.92 | 0.62 | 0.94 |
| Control Delay | 30.5 | 61.5 | 23.8 | 43.7 | 43.8 | 48.6 | 32.7 | 52.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 30.5 | 61.5 | 23.8 | 43.7 | 43.8 | 48.6 | 32.7 | 52.0 |
| Queue Length 50th (m) | 18.8 | 114.2 | 6.6 | 81.2 | 15.0 | 141.6 | 10.4 | 141.2 |
| Queue Length 95th (m) | 32.1 | #183.8 | 14.1 | 118.4 | #43.9 | #215.3 | #26.1 | #215.7 |
| Internal Link Dist (m) | | 151.6 | | 131.0 | | 167.6 | | 146.1 |
| Turn Bay Length (m) | 35.0 | | 110.0 | | 65.0 | | | |
| Base Capacity (vph) | 253 | 584 | 176 | 564 | 187 | 779 | 162 | 755 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.56 | 0.94 | 0.30 | 0.76 | 0.76 | 0.92 | 0.62 | 0.94 |

## Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Edinburgh Rd & Paisley St



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 130 | 399 | 104 | 48 | 334 | 60 | 131 | 623 | 35 | 93 | 568 | 82 |
| Future Volume (vph) | 130 | 399 | 104 | 48 | 334 | 60 | 131 | 623 | 35 | 93 | 568 | 82 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 0.98 | | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.97 | | 1.00 | 0.98 | | 1.00 | 0.99 | | 1.00 | 0.98 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1781 | 1770 | | 1782 | 1807 | | 1785 | 1862 | | 1700 | 1835 | |
| Flt Permitted | 0.24 | 1.00 | | 0.13 | 1.00 | | 0.09 | 1.00 | | 0.09 | 1.00 | |
| Satd. Flow (perm) | 459 | 1770 | | 235 | 1807 | | 166 | 1862 | | 161 | 1835 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 141 | 434 | 113 | 52 | 363 | 65 | 142 | 677 | 38 | 101 | 617 | 89 |
| RTOR Reduction (vph) | 0 | 8 | 0 | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 5 | 0 |
| Lane Group Flow (vph) | 141 | 539 | 0 | 52 | 423 | 0 | 142 | 713 | 0 | 101 | 701 | 0 |
| Confl. Peds. (#/hr) | 13 | | 37 | 37 | | 13 | 7 | | 2 | 2 | | 7 |
| Confl. Bikes (#/hr) | | | | | | 2 | | | | | | |
| Heavy Vehicles (%) | 0% | 1% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 5% | 0% | 0% |
| Parking (#/hr) | | | | | | 0 | | | | | | |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | | 4 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 41.8 | 35.8 | | 39.4 | 34.6 | | 52.4 | 45.4 | | 50.4 | 44.4 | |
| Effective Green, g (s) | 41.8 | 35.8 | | 39.4 | 34.6 | | 52.4 | 45.4 | | 50.4 | 44.4 | |
| Actuated g/C Ratio | 0.38 | 0.33 | | 0.36 | 0.31 | | 0.48 | 0.41 | | 0.46 | 0.40 | |
| Clearance Time (s) | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 246 | 576 | | 151 | 568 | | 182 | 768 | | 157 | 740 | |
| v/s Ratio Prot | c0.03 | c0.30 | | 0.01 | 0.23 | | c0.05 | c0.38 | | 0.03 | 0.38 | |
| v/s Ratio Perm | 0.19 | | | 0.11 | | | 0.32 | | | 0.26 | | |
| v/c Ratio | 0.57 | 0.94 | | 0.34 | 0.74 | | 0.78 | 0.93 | | 0.64 | 0.95 | |
| Uniform Delay, d1 | 24.8 | 36.0 | | 26.4 | 33.7 | | 23.9 | 30.8 | | 23.7 | 31.7 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 3.2 | 24.6 | | 1.4 | 8.6 | | 19.2 | 19.1 | | 8.7 | 22.5 | |
| Delay (s) | 28.0 | 60.6 | | 27.8 | 42.3 | | 43.0 | 49.9 | | 32.4 | 54.2 | |
| Level of Service | C | E | | C | D | | D | D | | C | D | |
| Approach Delay (s) | | 53.9 | | | 40.7 | | | 48.7 | | | 51.5 | |
| Approach LOS | | D | | | D | | | D | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 49.4 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.92 | | |
| Actuated Cycle Length (s) | 110.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 91.9% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 79 | 253 | 132 | 330 | 50 | 816 | 59 | 742 |
| Future Volume (vph) | 79 | 253 | 132 | 330 | 50 | 816 | 59 | 742 |
| Lane Group Flow (vph) | 86 | 353 | 143 | 426 | 54 | 1005 | 64 | 850 |
| Turn Type | pm+pt | NA | pm+pt | NA | pm+pt | NA | pm+pt | NA |
| Protected Phases | 3 | 8 | 7 | 4 | 5 | 2 | 1 | 6 |
| Permitted Phases | 8 | | 4 | | 2 | | 6 | |
| Detector Phase | 3 | 8 | 7 | 4 | 5 | 2 | 1 | 6 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 4.5 | 7.0 | 4.5 | 7.0 | 4.5 | 10.0 | 4.5 | 10.0 |
| Minimum Split (s) | 9.0 | 27.0 | 9.0 | 27.0 | 9.0 | 36.0 | 9.0 | 36.0 |
| Total Split (s) | 9.0 | 30.0 | 9.0 | 30.0 | 9.0 | 62.0 | 9.0 | 62.0 |
| Total Split (%) | 8.2% | 27.3% | 8.2% | 27.3% | 8.2% | 56.4% | 8.2% | 56.4% |
| Yellow Time (s) | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| All-Red Time (s) | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 6.0 | 3.0 | 6.0 | 3.0 | 6.0 | 3.0 | 6.0 |
| Lead/Lag | Lead | Lag | Lead | Lag | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | C-Max | None | C-Max |
| v/c Ratio | 0.51 | 0.89 | 0.74 | 1.00 | 0.29 | 1.04 | 0.38 | 0.87 |
| Control Delay | 37.8 | 65.6 | 52.6 | 85.0 | 18.1 | 78.6 | 15.2 | 34.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24.3 | 0.0 | 0.0 |
| Total Delay | 37.8 | 65.6 | 52.6 | 85.0 | 18.1 | 103.0 | 15.2 | 34.8 |
| Queue Length 50th (m) | 13.0 | 71.7 | 22.3 | ~100.0 | 9.5 | ~247.3 | 5.1 | 157.9 |
| Queue Length 95th (m) | 24.6 | #123.1 | #38.0 | #160.2 | m10.8 | #325.7 | 10.2 | #240.9 |
| Internal Link Dist (m) | | 153.0 | | 103.9 | | 90.1 | | 136.0 |
| Turn Bay Length (m) | 20.0 | | 25.0 | | 50.0 | | 40.0 | |
| Base Capacity (vph) | 168 | 397 | 194 | 428 | 190 | 968 | 169 | 978 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 130 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.51 | 0.89 | 0.74 | 1.00 | 0.28 | 1.20 | 0.38 | 0.87 |

## Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated
~ 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Edinburgh Rd & Waterloo Ave

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 79 | 253 | 72 | 132 | 330 | 62 | 50 | 816 | 109 | 59 | 742 | 40 |
| Future Volume (vph) | 79 | 253 | 72 | 132 | 330 | 62 | 50 | 816 | 109 | 59 | 742 | 40 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.97 | | 1.00 | 0.98 | | 1.00 | 0.98 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1748 | 1778 | | 1783 | 1805 | | 1785 | 1835 | | 1785 | 1860 | |
| Flt Permitted | 0.16 | 1.00 | | 0.21 | 1.00 | | 0.09 | 1.00 | | 0.07 | 1.00 | |
| Satd. Flow (perm) | 299 | 1778 | | 391 | 1805 | | 171 | 1835 | | 133 | 1860 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 86 | 275 | 78 | 143 | 359 | 67 | 54 | 887 | 118 | 64 | 807 | 43 |
| RTOR Reduction (vph) | 0 | 9 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 2 | 0 |
| Lane Group Flow (vph) | 86 | 344 | 0 | 143 | 420 | 0 | 54 | 1001 | 0 | 64 | 848 | 0 |
| Confl. Peds. (#/hr) | 10 | | 7 | 7 | | 10 | 4 | | 9 | 9 | | 4 |
| Confl. Bikes (#/hr) | | | 2 | | | 2 | | | 2 | | | |
| Heavy Vehicles (%) | 2% | 1% | 2% | 0% | 1% | 0% | 0% | 0% | 1% | 0% | 0% | 2% |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | | 4 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 29.4 | 24.6 | | 31.8 | 25.8 | | 61.4 | 56.6 | | 61.4 | 56.6 | |
| Effective Green, g (s) | 29.4 | 24.6 | | 31.8 | 25.8 | | 61.4 | 56.6 | | 61.4 | 56.6 | |
| Actuated g/C Ratio | 0.27 | 0.22 | | 0.29 | 0.23 | | 0.56 | 0.51 | | 0.56 | 0.51 | |
| Clearance Time (s) | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 143 | 397 | | 188 | 423 | | 165 | 944 | | 146 | 957 | |
| v/s Ratio Prot | 0.03 | 0.19 | | c0.04 | c0.23 | | 0.01 | c0.55 | | c0.02 | 0.46 | |
| v/s Ratio Perm | 0.13 | | | 0.18 | | | 0.17 | | | 0.23 | | |
| v/c Ratio | 0.60 | 0.87 | | 0.76 | 0.99 | | 0.33 | 1.06 | | 0.44 | 0.89 | |
| Uniform Delay, d1 | 32.8 | 41.1 | | 33.2 | 42.0 | | 19.7 | 26.7 | | 24.2 | 23.8 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.84 | 1.82 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 6.9 | 17.6 | | 16.5 | 41.6 | | 0.8 | 41.3 | | 2.1 | 11.9 | |
| Delay (s) | 39.7 | 58.7 | | 49.7 | 83.6 | | 37.0 | 89.9 | | 26.3 | 35.7 | |
| Level of Service | D | E | | D | F | | D | F | | C | D | |
| Approach Delay (s) | | 55.0 | | | 75.1 | | | 87.2 | | | 35.0 | |
| Approach LOS | | D | | | E | | | F | | | D | |

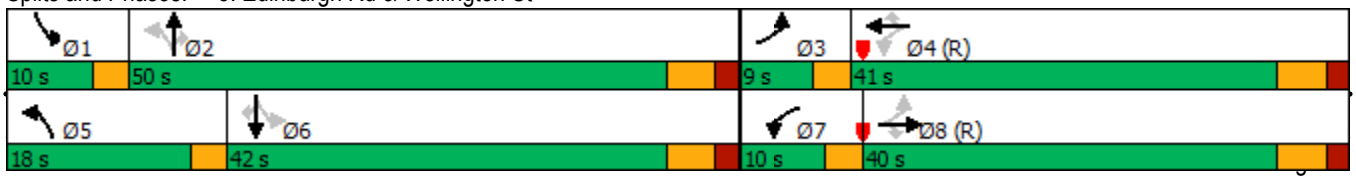
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 64.2 | HCM 2000 Level of Service | E |
| HCM 2000 Volume to Capacity ratio | 1.00 | | |
| Actuated Cycle Length (s) | 110.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 88.7% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 120 | 921 | 218 | 189 | 826 | 65 | 306 | 958 | 331 | 125 | 1083 | 78 |
| Future Volume (vph) | 120 | 921 | 218 | 189 | 826 | 65 | 306 | 958 | 331 | 125 | 1083 | 78 |
| Lane Group Flow (vph) | 130 | 1001 | 237 | 205 | 898 | 71 | 333 | 1041 | 360 | 136 | 1177 | 85 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 3 | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | 2 | 6 | | 6 |
| Detector Phase | 3 | 8 | 8 | 7 | 4 | 4 | 5 | 2 | 2 | 1 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 10.0 | 6.0 | 10.0 | 10.0 | 6.0 | 10.0 | 10.0 | 6.0 | 10.0 | 10.0 |
| Minimum Split (s) | 9.0 | 23.0 | 23.0 | 9.0 | 23.0 | 23.0 | 9.0 | 23.0 | 23.0 | 9.0 | 23.0 | 23.0 |
| Total Split (s) | 9.0 | 40.0 | 40.0 | 10.0 | 41.0 | 41.0 | 18.0 | 50.0 | 50.0 | 10.0 | 42.0 | 42.0 |
| Total Split (%) | 8.2% | 36.4% | 36.4% | 9.1% | 37.3% | 37.3% | 16.4% | 45.5% | 45.5% | 9.1% | 38.2% | 38.2% |
| Yellow Time (s) | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | 4.0 |
| All-Red Time (s) | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | C-Min | C-Min | None | C-Min | C-Min | None | None | None | None | None | None |
| v/c Ratio | 0.78 | 1.02 | 0.44 | 1.17 | 0.89 | 0.13 | 1.12 | 0.78 | 0.53 | 0.64 | 1.09 | 0.16 |
| Control Delay | 53.1 | 71.0 | 16.0 | 147.1 | 48.3 | 1.5 | 119.2 | 33.8 | 14.6 | 25.3 | 86.3 | 3.4 |
| Queue Delay | 163.1 | 0.0 | 0.0 | 0.0 | 0.0 | 16.1 | 0.0 | 24.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 216.2 | 71.0 | 16.0 | 147.1 | 48.3 | 17.6 | 119.2 | 58.6 | 14.6 | 25.3 | 86.3 | 3.4 |
| Queue Length 50th (m) | 17.0 | ~116.2 | 16.6 | ~36.8 | 96.1 | 0.0 | ~67.0 | 100.9 | 26.2 | 13.1 | ~152.0 | 0.8 |
| Queue Length 95th (m) | #39.5 | #159.4 | 38.7 | #82.8 | #131.8 | 2.4 | #122.6 | 126.8 | 53.7 | m17.3 | m#193.2 | m3.2 |
| Internal Link Dist (m) | | 271.8 | | | 207.6 | | | 124.8 | | | 75.7 | |
| Turn Bay Length (m) | 45.0 | | 40.0 | 45.0 | | 60.0 | 35.0 | | 40.0 | 40.0 | | 20.0 |
| Base Capacity (vph) | 167 | 985 | 538 | 175 | 1005 | 545 | 296 | 1334 | 681 | 212 | 1081 | 516 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 155 | 0 | 0 | 0 | 0 | 452 | 0 | 330 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 10.83 | 1.02 | 0.44 | 1.17 | 0.89 | 0.76 | 1.13 | 1.04 | 0.53 | 0.64 | 1.09 | 0.16 |

## Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
~ 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Edinburgh Rd & Wellington St



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 120 | 921 | 218 | 189 | 826 | 65 | 306 | 958 | 331 | 125 | 1083 | 78 |
| Future Volume (vph) | 120 | 921 | 218 | 189 | 826 | 65 | 306 | 958 | 331 | 125 | 1083 | 78 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.99 | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.96 | 1.00 | 1.00 | 0.97 |
| Flpb, ped/bikes | 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 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1653 | 3187 | 1445 | 1668 | 3159 | 1459 | 1668 | 3336 | 1423 | 1716 | 3305 | 1334 |
| Flt Permitted | 0.13 | 1.00 | 1.00 | 0.11 | 1.00 | 1.00 | 0.10 | 1.00 | 1.00 | 0.16 | 1.00 | 1.00 |
| Satd. Flow (perm) | 232 | 3187 | 1445 | 201 | 3159 | 1459 | 180 | 3336 | 1423 | 292 | 3305 | 1334 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 130 | 1001 | 237 | 205 | 898 | 71 | 333 | 1041 | 360 | 136 | 1177 | 85 |
| RTOR Reduction (vph) | 0 | 0 | 92 | 0 | 0 | 48 | 0 | 0 | 112 | 0 | 0 | 57 |
| Lane Group Flow (vph) | 130 | 1001 | 145 | 205 | 898 | 23 | 333 | 1041 | 248 | 136 | 1177 | 28 |
| Confl. Peds. (#/hr) | 5 | | 1 | 1 | | 5 | 10 | | 12 | 12 | | 10 |
| Confl. Bikes (#/hr) | | | | | | 1 | | | 6 | | | |
| Heavy Vehicles (%) | 8% | 12% | 9% | 7% | 13% | 7% | 7% | 7% | 8% | 4% | 8% | 16% |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 3 | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | 2 | 6 | | 6 |
| Actuated Green, G (s) | 40.0 | 34.0 | 34.0 | 42.0 | 35.0 | 35.0 | 54.0 | 44.0 | 44.0 | 43.0 | 36.0 | 36.0 |
| Effective Green, g (s) | 40.0 | 34.0 | 34.0 | 42.0 | 35.0 | 35.0 | 54.0 | 44.0 | 44.0 | 43.0 | 36.0 | 36.0 |
| Actuated g/C Ratio | 0.36 | 0.31 | 0.31 | 0.38 | 0.32 | 0.32 | 0.49 | 0.40 | 0.40 | 0.39 | 0.33 | 0.33 |
| Clearance Time (s) | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 161 | 985 | 446 | 170 | 1005 | 464 | 291 | 1334 | 569 | 204 | 1081 | 436 |
| v/s Ratio Prot | 0.04 | 0.31 | | c0.08 | 0.28 | | c0.16 | 0.31 | | 0.04 | 0.36 | |
| v/s Ratio Perm | 0.25 | | 0.10 | c0.38 | | 0.02 | c0.41 | | 0.17 | 0.22 | | 0.02 |
| v/c Ratio | 0.81 | 1.02 | 0.33 | 1.21 | 0.89 | 0.05 | 1.14 | 0.78 | 0.44 | 0.67 | 1.09 | 0.06 |
| Uniform Delay, d1 | 26.5 | 38.0 | 29.2 | 29.4 | 35.7 | 26.0 | 33.1 | 28.8 | 24.0 | 23.5 | 37.0 | 25.4 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.85 | 0.94 | 1.42 |
| Incremental Delay, d2 | 24.8 | 32.8 | 1.9 | 135.2 | 12.0 | 0.2 | 97.6 | 3.0 | 0.5 | 6.3 | 52.1 | 0.0 |
| Delay (s) | 51.3 | 70.8 | 31.1 | 164.5 | 47.7 | 26.2 | 130.7 | 31.8 | 24.5 | 26.4 | 86.9 | 36.2 |
| Level of Service | D | E | C | F | D | C | F | C | C | C | F | D |
| Approach Delay (s) | | 62.1 | | | 66.8 | | | 49.3 | | | 77.9 | |
| Approach LOS | | E | | | E | | | D | | | E | |

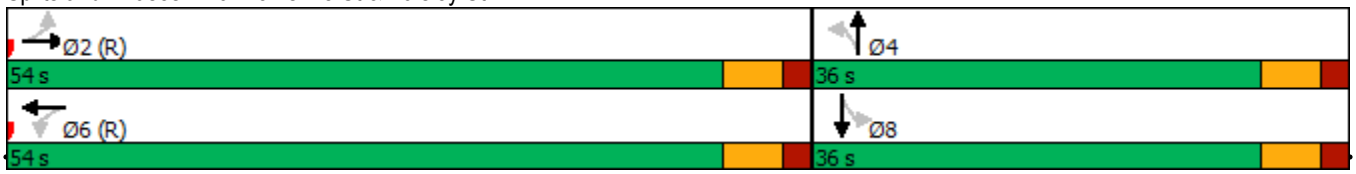
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 63.1 | HCM 2000 Level of Service | E |
| HCM 2000 Volume to Capacity ratio | 1.22 | | |
| Actuated Cycle Length (s) | 110.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 99.5% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 47 | 490 | 14 | 519 | 60 | 213 | 53 | 85 |
| Future Volume (vph) | 47 | 490 | 14 | 519 | 60 | 213 | 53 | 85 |
| Lane Group Flow (vph) | 0 | 616 | 0 | 612 | 0 | 362 | 0 | 260 |
| Turn Type | Perm | NA | Perm | NA | Perm | NA | Perm | NA |
| Protected Phases | | 2 | | 6 | | 4 | | 8 |
| Permitted Phases | 2 | | 6 | | 4 | | 8 | |
| Detector Phase | 2 | 2 | 6 | 6 | 4 | 4 | 8 | 8 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 18.0 | 18.0 | 18.0 | 18.0 | 7.0 | 7.0 | 7.0 | 7.0 |
| Minimum Split (s) | 36.0 | 36.0 | 36.0 | 36.0 | 24.0 | 24.0 | 24.0 | 24.0 |
| Total Split (s) | 54.0 | 54.0 | 54.0 | 54.0 | 36.0 | 36.0 | 36.0 | 36.0 |
| Total Split (%) | 60.0% | 60.0% | 60.0% | 60.0% | 40.0% | 40.0% | 40.0% | 40.0% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Total Lost Time (s) | | 6.0 | | 6.0 | | 6.0 | | 6.0 |
| Lead/Lag | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | |
| Recall Mode | C-Max | C-Max | C-Max | C-Max | None | None | None | None |
| v/c Ratio | | 0.64 | | 0.58 | | 0.87 | | 0.74 |
| Control Delay | | 17.0 | | 12.1 | | 50.7 | | 37.0 |
| Queue Delay | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Total Delay | | 17.0 | | 12.1 | | 50.7 | | 37.0 |
| Queue Length 50th (m) | | 66.0 | | 51.1 | | 56.5 | | 33.5 |
| Queue Length 95th (m) | | 114.4 | | m79.6 | | #85.9 | | 57.5 |
| Internal Link Dist (m) | | 237.5 | | 168.5 | | 115.4 | | 103.8 |
| Turn Bay Length (m) | | | | | | | | |
| Base Capacity (vph) | | 968 | | 1056 | | 500 | | 415 |
| Starvation Cap Reductn | | 0 | | 0 | | 0 | | 0 |
| Spillback Cap Reductn | | 0 | | 0 | | 0 | | 0 |
| Storage Cap Reductn | | 0 | | 0 | | 0 | | 0 |
| Reduced v/c Ratio | | 0.64 | | 0.58 | | 0.72 | | 0.63 |

## Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Yorkshire St & Paisley St



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 47 | 490 | 29 | 14 | 519 | 30 | 60 | 213 | 60 | 53 | 85 | 101 |
| Future Volume (vph) | 47 | 490 | 29 | 14 | 519 | 30 | 60 | 213 | 60 | 53 | 85 | 101 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | | 6.0 | | | 6.0 | | | 6.0 | |
| Lane Util. Factor | | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | |
| Frpb, ped/bikes | | 1.00 | | | 0.99 | | | 0.99 | | | 0.90 | |
| Flpb, ped/bikes | | 1.00 | | | 1.00 | | | 0.98 | | | 0.99 | |
| Frt | | 0.99 | | | 0.99 | | | 0.98 | | | 0.94 | |
| Flt Protected | | 1.00 | | | 1.00 | | | 0.99 | | | 0.99 | |
| Satd. Flow (prot) | | 1783 | | | 1815 | | | 1709 | | | 1509 | |
| Flt Permitted | | 0.91 | | | 0.98 | | | 0.86 | | | 0.76 | |
| Satd. Flow (perm) | | 1637 | | | 1785 | | | 1476 | | | 1158 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 51 | 533 | 32 | 15 | 564 | 33 | 65 | 232 | 65 | 58 | 92 | 110 |
| RTOR Reduction (vph) | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 9 | 0 | 0 | 32 | 0 |
| Lane Group Flow (vph) | 0 | 614 | 0 | 0 | 610 | 0 | 0 | 353 | 0 | 0 | 228 | 0 |
| Confl. Peds. (#/hr) | 55 | | 28 | 28 | | 55 | 85 | | 23 | 23 | | 85 |
| Confl. Bikes (#/hr) | | | 5 | | | | | | | | | |
| Heavy Vehicles (%) | 0% | 4% | 3% | 8% | 2% | 0% | 8% | 2% | 0% | 0% | 4% | 7% |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 4 | | | 8 | |
| Permitted Phases | 2 | | | 6 | | | 4 | | | 8 | | |
| Actuated Green, G (s) | | 53.1 | | | 53.1 | | | 24.9 | | | 24.9 | |
| Effective Green, g (s) | | 53.1 | | | 53.1 | | | 24.9 | | | 24.9 | |
| Actuated g/C Ratio | | 0.59 | | | 0.59 | | | 0.28 | | | 0.28 | |
| Clearance Time (s) | | 6.0 | | | 6.0 | | | 6.0 | | | 6.0 | |
| Vehicle Extension (s) | | 3.0 | | | 3.0 | | | 3.0 | | | 3.0 | |
| Lane Grp Cap (vph) | | 965 | | | 1053 | | | 408 | | | 320 | |
| v/s Ratio Prot | | | | | | | | | | | | |
| v/s Ratio Perm | | c0.38 | | | 0.34 | | | c0.24 | | | 0.20 | |
| v/c Ratio | | 0.64 | | | 0.58 | | | 0.86 | | | 0.71 | |
| Uniform Delay, d1 | | 12.1 | | | 11.5 | | | 30.9 | | | 29.3 | |
| Progression Factor | | 1.00 | | | 0.76 | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | 3.2 | | | 2.2 | | | 17.0 | | | 7.3 | |
| Delay (s) | | 15.3 | | | 10.9 | | | 48.0 | | | 36.7 | |
| Level of Service | | B | | | B | | | D | | | D | |
| Approach Delay (s) | | 15.3 | | | 10.9 | | | 48.0 | | | 36.7 | |
| Approach LOS | | B | | | B | | | D | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 23.3 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.71 | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 84.2% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Traffic Volume (vph) | 54 | 303 | 9 | 22 | 463 | 26 | 16 | 66 | 66 | 44 | 18 | 87 |
| Future Volume (vph) | 54 | 303 | 9 | 22 | 463 | 26 | 16 | 66 | 66 | 44 | 18 | 87 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 59 | 329 | 10 | 24 | 503 | 28 | 17 | 72 | 72 | 48 | 20 | 95 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 398 | 555 | 161 | 163 |
| Volume Left (vph) | 59 | 24 | 17 | 48 |
| Volume Right (vph) | 10 | 28 | 72 | 95 |
| Hadj (s) | 0.06 | 0.03 | -0.17 | -0.24 |
| Departure Headway (s) | 6.2 | 5.9 | 7.0 | 7.0 |
| Degree Utilization, x | 0.68 | 0.91 | 0.32 | 0.32 |
| Capacity (veh/h) | 553 | 555 | 461 | 470 |
| Control Delay (s) | 21.6 | 41.6 | 13.3 | 13.2 |
| Approach Delay (s) | 21.6 | 41.6 | 13.3 | 13.2 |
| Approach LOS | C | E | B | B |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 28.1 | | |
| Level of Service | D | | |
| Intersection Capacity Utilization | 65.7% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 18 | 374 | 15 | 18 | 394 | 6 | 13 | 24 | 18 | 4 | 20 | 7 |
| Future Volume (Veh/h) | 18 | 374 | 15 | 18 | 394 | 6 | 13 | 24 | 18 | 4 | 20 | 7 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 20 | 407 | 16 | 20 | 428 | 7 | 14 | 26 | 20 | 4 | 22 | 8 |
| Pedestrians | | 7 | | | 1 | | | 11 | | | 14 | |
| Lane Width (m) | | 3.5 | | | 3.5 | | | 3.5 | | | 3.5 | |
| Walking Speed (m/s) | | 1.1 | | | 1.1 | | | 1.1 | | | 1.1 | |
| Percent Blockage | | 1 | | | 0 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | 193 | | | 390 | | | | | | | |
| pX, platoon unblocked | | | | 0.94 | | | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | |
| vC, conflicting volume | 449 | | | 434 | | | 964 | 955 | 427 | 974 | 960 | 452 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 449 | | | 370 | | | 931 | 922 | 363 | 943 | 927 | 452 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.3 | 6.5 | 6.3 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.7 | 4.0 | 3.4 |
| p0 queue free % | 98 | | | 98 | | | 93 | 89 | 97 | 98 | 91 | 99 |
| cM capacity (veh/h) | 1108 | | | 1121 | | | 203 | 242 | 641 | 181 | 241 | 588 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 443 | 455 | 60 | 34 |
| Volume Left | 20 | 20 | 14 | 4 |
| Volume Right | 16 | 7 | 20 | 8 |
| cSH | 1108 | 1121 | 289 | 267 |
| Volume to Capacity | 0.02 | 0.02 | 0.21 | 0.13 |
| Queue Length 95th (m) | 0.4 | 0.4 | 5.8 | 3.3 |
| Control Delay (s) | 0.6 | 0.6 | 20.7 | 20.4 |
| Lane LOS | A | A | C | C |
| Approach Delay (s) | 0.6 | 0.6 | 20.7 | 20.4 |
| Approach LOS | | | C | C |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.5 | | |
| Intersection Capacity Utilization | 39.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 62 | 387 | 8 | 14 | 401 | 50 | 9 | 15 | 15 | 61 | 24 | 85 |
| Future Volume (Veh/h) | 62 | 387 | 8 | 14 | 401 | 50 | 9 | 15 | 15 | 61 | 24 | 85 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 67 | 421 | 9 | 15 | 436 | 54 | 10 | 16 | 16 | 66 | 26 | 92 |
| Pedestrians | | 4 | | | 1 | | | 13 | | | 14 | |
| Lane Width (m) | | 3.5 | | | 3.5 | | | 3.5 | | | 3.5 | |
| Walking Speed (m/s) | | 1.1 | | | 1.1 | | | 1.1 | | | 1.1 | |
| Percent Blockage | | 0 | | | 0 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | 401 | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 504 | | | 443 | | | 1174 | 1106 | 440 | 1092 | 1084 | 481 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 504 | | | 443 | | | 1174 | 1106 | 440 | 1092 | 1084 | 481 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 94 | | | 99 | | | 91 | 92 | 97 | 59 | 87 | 84 |
| cM capacity (veh/h) | 1058 | | | 1115 | | | 117 | 191 | 606 | 161 | 197 | 580 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 497 | 505 | 42 | 184 |
| Volume Left | 67 | 15 | 10 | 66 |
| Volume Right | 9 | 54 | 16 | 92 |
| cSH | 1058 | 1115 | 215 | 263 |
| Volume to Capacity | 0.06 | 0.01 | 0.20 | 0.70 |
| Queue Length 95th (m) | 1.5 | 0.3 | 5.4 | 35.9 |
| Control Delay (s) | 1.8 | 0.4 | 25.7 | 45.3 |
| Lane LOS | A | A | D | E |
| Approach Delay (s) | 1.8 | 0.4 | 25.7 | 45.3 |
| Approach LOS | | | D | E |

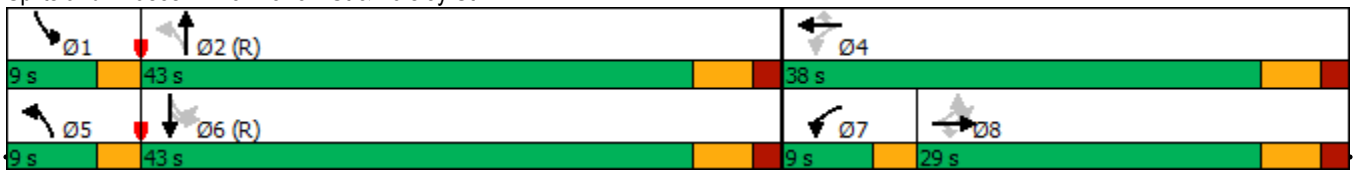
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 8.6 | | |
| Intersection Capacity Utilization | 73.0% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (vph) | 60 | 168 | 182 | 83 | 195 | 62 | 160 | 445 | 56 | 459 |
| Future Volume (vph) | 60 | 168 | 182 | 83 | 195 | 62 | 160 | 445 | 56 | 459 |
| Lane Group Flow (vph) | 65 | 183 | 198 | 90 | 212 | 67 | 174 | 543 | 61 | 536 |
| Turn Type | Perm | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | pm+pt | NA |
| Protected Phases | | 8 | | 7 | 4 | | 5 | 2 | 1 | 6 |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | 6 | |
| Detector Phase | 8 | 8 | 8 | 7 | 4 | 4 | 5 | 2 | 1 | 6 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 6.0 | 10.0 | 10.0 | 6.0 | 10.0 | 6.0 | 10.0 |
| Minimum Split (s) | 29.0 | 29.0 | 29.0 | 9.0 | 29.0 | 29.0 | 9.0 | 31.0 | 9.0 | 31.0 |
| Total Split (s) | 29.0 | 29.0 | 29.0 | 9.0 | 38.0 | 38.0 | 9.0 | 43.0 | 9.0 | 43.0 |
| Total Split (%) | 32.2% | 32.2% | 32.2% | 10.0% | 42.2% | 42.2% | 10.0% | 47.8% | 10.0% | 47.8% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 3.0 | 6.0 |
| Lead/Lag | Lag | Lag | Lag | Lead | | | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | | | | | | | | | | |
| Recall Mode | Max | Max | Max | None | Max | Max | None | C-Max | None | C-Max |
| v/c Ratio | 0.27 | 0.44 | 0.49 | 0.27 | 0.39 | 0.18 | 0.65 | 0.86 | 0.21 | 0.87 |
| Control Delay | 29.5 | 31.4 | 12.1 | 20.3 | 24.4 | 21.6 | 19.2 | 32.4 | 11.7 | 40.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 29.5 | 31.4 | 12.1 | 20.3 | 24.4 | 21.6 | 19.2 | 32.4 | 11.7 | 40.6 |
| Queue Length 50th (m) | 10.3 | 30.4 | 9.8 | 9.9 | 27.0 | 7.9 | 12.3 | 71.8 | 4.7 | 81.9 |
| Queue Length 95th (m) | m17.5 | m51.5 | m29.9 | 19.8 | 45.8 | 17.3 | m18.6 | #146.6 | 10.3 | #141.5 |
| Internal Link Dist (m) | | 162.2 | | | 100.7 | | | 126.2 | | 147.3 |
| Turn Bay Length (m) | 30.0 | | 20.0 | 35.0 | | 35.0 | | | 25.0 | |
| Base Capacity (vph) | 245 | 415 | 404 | 332 | 541 | 374 | 268 | 632 | 287 | 619 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.27 | 0.44 | 0.49 | 0.27 | 0.39 | 0.18 | 0.65 | 0.86 | 0.21 | 0.87 |

## Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 30 (33%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 13: Norfolk St & Paisley St



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 60 | 168 | 182 | 83 | 195 | 62 | 160 | 445 | 54 | 56 | 459 | 34 |
| Future Volume (vph) | 60 | 168 | 182 | 83 | 195 | 62 | 160 | 445 | 54 | 56 | 459 | 34 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.71 | 1.00 | 1.00 | 0.83 | 1.00 | 0.98 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 0.89 | 1.00 | 1.00 | 0.90 | 1.00 | 1.00 | 0.99 | 1.00 | | 0.99 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.98 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1356 | 1510 | 947 | 1392 | 1523 | 1054 | 1503 | 1467 | | 1529 | 1499 | |
| Flt Permitted | 0.63 | 1.00 | 1.00 | 0.54 | 1.00 | 1.00 | 0.24 | 1.00 | | 0.27 | 1.00 | |
| Satd. Flow (perm) | 893 | 1510 | 947 | 793 | 1523 | 1054 | 384 | 1467 | | 428 | 1499 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 65 | 183 | 198 | 90 | 212 | 67 | 174 | 484 | 59 | 61 | 499 | 37 |
| RTOR Reduction (vph) | 0 | 0 | 143 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| Lane Group Flow (vph) | 65 | 183 | 55 | 90 | 212 | 67 | 174 | 543 | 0 | 61 | 533 | 0 |
| Confl. Peds. (#/hr) | 78 | | 139 | 139 | | 78 | 75 | | 78 | 78 | | 75 |
| Confl. Bikes (#/hr) | | | 2 | | | 2 | | | 11 | | | 6 |
| Heavy Vehicles (%) | 5% | 12% | 8% | 4% | 11% | 13% | 6% | 12% | 6% | 4% | 10% | 16% |
| Parking (#/hr) | | | | | | | | | | | | |
| Turn Type | Perm | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | | 6 | | |
| Actuated Green, G (s) | 24.8 | 24.8 | 24.8 | 32.6 | 32.6 | 32.6 | 43.6 | 37.6 | | 41.2 | 36.4 | |
| Effective Green, g (s) | 24.8 | 24.8 | 24.8 | 32.6 | 32.6 | 32.6 | 43.6 | 37.6 | | 41.2 | 36.4 | |
| Actuated g/C Ratio | 0.28 | 0.28 | 0.28 | 0.36 | 0.36 | 0.36 | 0.48 | 0.42 | | 0.46 | 0.40 | |
| Clearance Time (s) | 6.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 246 | 416 | 260 | 319 | 551 | 381 | 260 | 612 | | 254 | 606 | |
| v/s Ratio Prot | | c0.12 | | 0.02 | c0.14 | | c0.04 | c0.37 | | 0.01 | 0.36 | |
| v/s Ratio Perm | 0.07 | | 0.06 | 0.09 | | 0.06 | 0.28 | | | 0.10 | | |
| v/c Ratio | 0.26 | 0.44 | 0.21 | 0.28 | 0.38 | 0.18 | 0.67 | 0.89 | | 0.24 | 0.88 | |
| Uniform Delay, d1 | 25.5 | 26.9 | 25.1 | 19.7 | 21.3 | 19.5 | 16.0 | 24.2 | | 15.2 | 24.8 | |
| Progression Factor | 0.98 | 1.00 | 1.88 | 1.00 | 1.00 | 1.00 | 0.74 | 0.79 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 2.1 | 2.7 | 1.5 | 0.5 | 2.0 | 1.0 | 5.1 | 14.2 | | 0.5 | 16.6 | |
| Delay (s) | 27.1 | 29.7 | 48.5 | 20.2 | 23.3 | 20.6 | 17.0 | 33.2 | | 15.7 | 41.4 | |
| Level of Service | C | C | D | C | C | C | B | C | | B | D | |
| Approach Delay (s) | | 37.6 | | | 22.0 | | | 29.3 | | | 38.8 | |
| Approach LOS | | D | | | C | | | C | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 32.4 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.70 | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 85.2% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 5 | 9 | 27 | 42 | 16 | 117 | 24 | 730 | 38 | 42 | 743 | 24 |
| Future Volume (Veh/h) | 5 | 9 | 27 | 42 | 16 | 117 | 24 | 730 | 38 | 42 | 743 | 24 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 5 | 10 | 29 | 46 | 17 | 127 | 26 | 793 | 41 | 46 | 808 | 26 |
| Pedestrians | | 52 | | | 63 | | | 3 | | | 6 | |
| Lane Width (m) | | 3.5 | | | 3.5 | | | 3.5 | | | 3.5 | |
| Walking Speed (m/s) | | 1.1 | | | 1.1 | | | 1.1 | | | 1.1 | |
| Percent Blockage | | 5 | | | 6 | | | 0 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | 294 | | | 150 | |
| pX, platoon unblocked | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 | | 0.70 | | | | | |
| vC, conflicting volume | 1555 | 1914 | 876 | 1866 | 1906 | 486 | 886 | | | 897 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1578 | 2088 | 614 | 2019 | 2077 | 486 | 628 | | | 897 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 73 | 67 | 90 | 0 | 45 | 75 | 96 | | | 94 | | |
| cM capacity (veh/h) | 18 | 30 | 295 | 13 | 31 | 500 | 647 | | | 723 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|
| Volume Total | 44 | 190 | 422 | 438 | 46 | 834 |
| Volume Left | 5 | 46 | 26 | 0 | 46 | 0 |
| Volume Right | 29 | 127 | 0 | 41 | 0 | 26 |
| cSH | 63 | 45 | 647 | 1700 | 723 | 1700 |
| Volume to Capacity | 0.70 | 4.23 | 0.04 | 0.26 | 0.06 | 0.49 |
| Queue Length 95th (m) | 23.2 | Err | 1.0 | 0.0 | 1.5 | 0.0 |
| Control Delay (s) | 144.8 | Err | 1.2 | 0.0 | 10.3 | 0.0 |
| Lane LOS | F | F | A | | B | |
| Approach Delay (s) | 144.8 | Err | 0.6 | | 0.5 | |
| Approach LOS | F | F | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 966.1 | | |
| Intersection Capacity Utilization | 70.5% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

| Lane Group | EBL | EBR | WBT | NBL | NBT | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 238 | 258 | 24 | 120 | 618 | 608 |
| Future Volume (vph) | 238 | 258 | 24 | 120 | 618 | 608 |
| Lane Group Flow (vph) | 259 | 280 | 165 | 130 | 672 | 837 |
| Turn Type | Perm | Perm | NA | pm+pt | NA | NA |
| Protected Phases | | | 4 | 5 | 2 | 6 |
| Permitted Phases | 8 | 8 | | 2 | | |
| Minimum Split (s) | 31.0 | 31.0 | 23.5 | 9.0 | 34.0 | 34.0 |
| Total Split (s) | 34.0 | 34.0 | 34.0 | 10.0 | 56.0 | 46.0 |
| Total Split (%) | 37.8% | 37.8% | 37.8% | 11.1% | 62.2% | 51.1% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 3.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 |
| Lead/Lag | | | | Lead | | Lag |
| Lead-Lag Optimize? | | | | | | |
| v/c Ratio | 0.79 | 0.49 | 0.37 | 0.41 | 0.74 | 0.62 |
| Control Delay | 47.4 | 7.2 | 20.9 | 12.4 | 21.2 | 23.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 47.4 | 7.2 | 20.9 | 12.4 | 21.2 | 23.7 |
| Queue Length 50th (m) | 40.6 | 2.2 | 16.3 | 9.3 | 81.8 | 67.1 |
| Queue Length 95th (m) | #79.4 | 20.8 | 33.1 | 17.1 | 126.1 | m80.1 |
| Internal Link Dist (m) | | | 200.1 | | 178.2 | 178.4 |
| Turn Bay Length (m) | 30.0 | 100.0 | | | | |
| Base Capacity (vph) | 329 | 576 | 449 | 316 | 912 | 1351 |
| 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 | 0.79 | 0.49 | 0.37 | 0.41 | 0.74 | 0.62 |

## Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 10 (11%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 75
Control Type: Pretimed
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Gordon St/Norfolk St & Waterloo Ave/Wilson St

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 238 | 0 | 258 | 66 | 24 | 62 | 120 | 618 | 0 | 0 | 608 | 162 |
| Future Volume (vph) | 238 | 0 | 258 | 66 | 24 | 62 | 120 | 618 | 0 | 0 | 608 | 162 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | | 6.0 | | 6.0 | | 3.0 | 6.0 | | | 6.0 | |
| Lane Util. Factor | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | | | 0.95 | |
| Frpb, ped/bikes | 1.00 | | 0.89 | | 0.98 | | 1.00 | 1.00 | | | 0.98 | |
| Flpb, ped/bikes | 0.98 | | 1.00 | | 0.88 | | 1.00 | 1.00 | | | 1.00 | |
| Frt | 1.00 | | 0.85 | | 0.95 | | 1.00 | 1.00 | | | 0.97 | |
| Flt Protected | 0.95 | | 1.00 | | 0.98 | | 0.95 | 1.00 | | | 1.00 | |
| Satd. Flow (prot) | 1539 | | 1272 | | 1355 | | 1570 | 1642 | | | 2981 | |
| Flt Permitted | 0.65 | | 1.00 | | 0.98 | | 0.23 | 1.00 | | | 1.00 | |
| Satd. Flow (perm) | 1059 | | 1272 | | 1355 | | 386 | 1642 | | | 2981 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 259 | 0 | 280 | 72 | 26 | 67 | 130 | 672 | 0 | 0 | 661 | 176 |
| RTOR Reduction (vph) | 0 | 0 | 180 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 27 | 0 |
| Lane Group Flow (vph) | 259 | 0 | 100 | 0 | 137 | 0 | 130 | 672 | 0 | 0 | 810 | 0 |
| Confl. Peds. (#/hr) | 12 | | 89 | 89 | | 12 | 45 | | 13 | 13 | | 45 |
| Confl. Bikes (#/hr) | | | | | | | | | 4 | | | 1 |
| Heavy Vehicles (%) | 2% | 0% | 1% | 0% | 0% | 0% | 2% | 3% | 0% | 0% | 3% | 0% |
| Turn Type | Perm | | Perm | Perm | NA | | pm+pt | NA | | | NA | |
| Protected Phases | | | | | 4 | | 5 | 2 | | | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | | 2 | | | | | |
| Actuated Green, G (s) | 28.0 | | 28.0 | | 28.0 | | 50.0 | 50.0 | | | 40.0 | |
| Effective Green, g (s) | 28.0 | | 28.0 | | 28.0 | | 50.0 | 50.0 | | | 40.0 | |
| Actuated g/C Ratio | 0.31 | | 0.31 | | 0.31 | | 0.56 | 0.56 | | | 0.44 | |
| Clearance Time (s) | 6.0 | | 6.0 | | 6.0 | | 3.0 | 6.0 | | | 6.0 | |
| Lane Grp Cap (vph) | 329 | | 395 | | 421 | | 306 | 912 | | | 1324 | |
| v/s Ratio Prot | | | | | | | 0.03 | c0.41 | | | 0.27 | |
| v/s Ratio Perm | c0.24 | | 0.08 | | 0.10 | | 0.20 | | | | | |
| v/c Ratio | 0.79 | | 0.25 | | 0.33 | | 0.42 | 0.74 | | | 0.61 | |
| Uniform Delay, d1 | 28.3 | | 23.2 | | 23.8 | | 11.0 | 15.0 | | | 19.1 | |
| Progression Factor | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | | | 1.20 | |
| Incremental Delay, d2 | 17.2 | | 1.5 | | 2.1 | | 4.3 | 5.3 | | | 1.7 | |
| Delay (s) | 45.4 | | 24.7 | | 25.8 | | 15.2 | 20.3 | | | 24.6 | |
| Level of Service | D | | C | | C | | B | C | | | C | |
| Approach Delay (s) | | 34.7 | | | 25.8 | | | 19.5 | | | 24.6 | |
| Approach LOS | | C | | | C | | | B | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 25.3 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.78 | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 15.0 |
| Intersection Capacity Utilization | 73.8% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

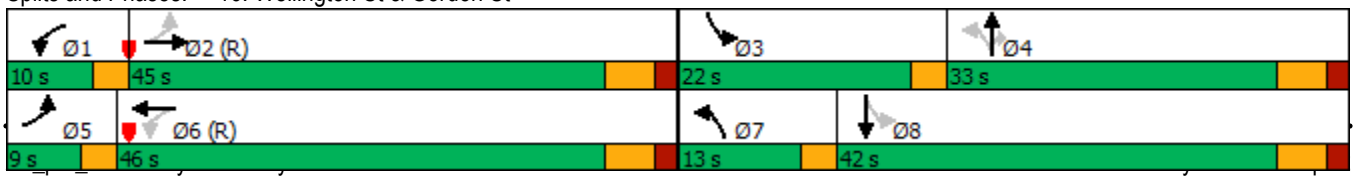
c Critical Lane Group

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Traffic Volume (vph) | 161 | 863 | 139 | 953 | 157 | 810 | 41 | 484 | 688 |
| Future Volume (vph) | 161 | 863 | 139 | 953 | 157 | 810 | 41 | 484 | 688 |
| Lane Group Flow (vph) | 175 | 1034 | 151 | 1401 | 171 | 880 | 45 | 526 | 822 |
| Turn Type | pm+pt | NA | pm+pt | NA | pm+pt | NA | Perm | pm+pt | NA |
| Protected Phases | 5 | 2 | 1 | 6 | 7 | 4 | | 3 | 8 |
| Permitted Phases | 2 | | 6 | | 4 | | 4 | 8 | |
| Detector Phase | 5 | 2 | 1 | 6 | 7 | 4 | 4 | 3 | 8 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 6.0 | 10.0 | 6.0 | 7.0 | 7.0 | 6.0 | 7.0 |
| Minimum Split (s) | 9.0 | 34.0 | 9.0 | 34.0 | 9.0 | 33.0 | 33.0 | 9.0 | 33.0 |
| Total Split (s) | 9.0 | 45.0 | 10.0 | 46.0 | 13.0 | 33.0 | 33.0 | 22.0 | 42.0 |
| Total Split (%) | 8.2% | 40.9% | 9.1% | 41.8% | 11.8% | 30.0% | 30.0% | 20.0% | 38.2% |
| Yellow Time (s) | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 |
| All-Red Time (s) | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 6.0 | 3.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 |
| Lead/Lag | Lead | Lag | Lead | Lag | Lead | Lag | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | C-Max | None | C-Max | None | Max | Max | None | Max |
| v/c Ratio | 1.18 | 0.93 | 1.03 | 1.24 | 0.69 | 1.17 | 0.11 | 1.59 | 0.81 |
| Control Delay | 155.2 | 49.9 | 106.8 | 148.6 | 34.8 | 129.0 | 0.5 | 304.5 | 40.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 155.2 | 49.9 | 106.8 | 148.6 | 34.8 | 129.0 | 0.5 | 304.5 | 40.6 |
| Queue Length 50th (m) | ~30.6 | 110.7 | ~21.2 | ~194.7 | 21.1 | ~118.8 | 0.0 | ~147.9 | 83.6 |
| Queue Length 95th (m) | #73.5 | #152.6 | #61.8 | #237.2 | #37.4 | #157.3 | 0.0 | #212.6 | 108.0 |
| Internal Link Dist (m) | | 223.6 | | 183.2 | | 222.9 | | | 157.4 |
| Turn Bay Length (m) | 65.0 | | 110.0 | | 80.0 | | 55.0 | 35.0 | |
| Base Capacity (vph) | 148 | 1106 | 147 | 1126 | 251 | 751 | 422 | 331 | 1020 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 1.18 | 0.93 | 1.03 | 1.24 | 0.68 | 1.17 | 0.11 | 1.59 | 0.81 |

## Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated
~ 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: Wellington St & Gordon St



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 161 | 863 | 88 | 139 | 953 | 336 | 157 | 810 | 41 | 484 | 688 | 68 |
| Future Volume (vph) | 161 | 863 | 88 | 139 | 953 | 336 | 157 | 810 | 41 | 484 | 688 | 68 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 0.96 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1545 | 3101 | | 1409 | 3011 | | 1573 | 3060 | 1356 | 1545 | 3077 | |
| Flt Permitted | 0.10 | 1.00 | | 0.10 | 1.00 | | 0.24 | 1.00 | 1.00 | 0.13 | 1.00 | |
| Satd. Flow (perm) | 167 | 3101 | | 148 | 3011 | | 398 | 3060 | 1356 | 217 | 3077 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 175 | 938 | 96 | 151 | 1036 | 365 | 171 | 880 | 45 | 526 | 748 | 74 |
| RTOR Reduction (vph) | 0 | 7 | 0 | 0 | 32 | 0 | 0 | 0 | 34 | 0 | 7 | 0 |
| Lane Group Flow (vph) | 175 | 1027 | 0 | 151 | 1369 | 0 | 171 | 880 | 11 | 526 | 815 | 0 |
| Confl. Peds. (#/hr) | 12 | | 11 | 11 | | 12 | 14 | | | | | 14 |
| Confl. Bikes (#/hr) | | | 2 | | | 23 | | | | | | |
| Heavy Vehicles (%) | 4% | 2% | 1% | 14% | 2% | 0% | 2% | 5% | 6% | 4% | 3% | 0% |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 2 | | | 6 | | | 4 | | 4 | 8 | | |
| Actuated Green, G (s) | 45.0 | 39.0 | | 47.0 | 40.0 | | 36.7 | 27.0 | 27.0 | 49.0 | 36.3 | |
| Effective Green, g (s) | 45.0 | 39.0 | | 47.0 | 40.0 | | 36.7 | 27.0 | 27.0 | 49.0 | 36.3 | |
| Actuated g/C Ratio | 0.41 | 0.35 | | 0.43 | 0.36 | | 0.33 | 0.25 | 0.25 | 0.45 | 0.33 | |
| Clearance Time (s) | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 143 | 1099 | | 143 | 1094 | | 236 | 751 | 332 | 326 | 1015 | |
| v/s Ratio Prot | c0.07 | 0.33 | | c0.07 | c0.45 | | 0.06 | 0.29 | | c0.28 | 0.26 | |
| v/s Ratio Perm | 0.43 | | | 0.38 | | | 0.18 | | 0.01 | c0.44 | | |
| v/c Ratio | 1.22 | 0.93 | | 1.06 | 1.25 | | 0.72 | 1.17 | 0.03 | 1.61 | 0.80 | |
| Uniform Delay, d1 | 29.4 | 34.3 | | 25.0 | 35.0 | | 27.8 | 41.5 | 31.6 | 32.3 | 33.6 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 147.6 | 15.3 | | 90.9 | 120.9 | | 10.5 | 91.2 | 0.2 | 289.9 | 6.7 | |
| Delay (s) | 177.1 | 49.6 | | 116.0 | 155.9 | | 38.3 | 132.7 | 31.8 | 322.2 | 40.3 | |
| Level of Service | F | D | | F | F | | D | F | C | F | D | |
| Approach Delay (s) | | 68.1 | | | 152.0 | | | 113.8 | | | 150.3 | |
| Approach LOS | | E | | | F | | | F | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 124.0 | HCM 2000 Level of Service | F |
| HCM 2000 Volume to Capacity ratio | 1.48 | | |
| Actuated Cycle Length (s) | 110.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 122.8% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | NBT | SBT | Ø3 |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 605 | 660 | |
| Future Volume (vph) | 605 | 660 | |
| Lane Group Flow (vph) | 658 | 717 | |
| Turn Type | NA | NA | |
| Protected Phases | 2 | 6 | 3 |
| Permitted Phases | | | |
| Minimum Split (s) | 361.0 | 361.0 | 89.0 |
| Total Split (s) | 361.0 | 361.0 | 89.0 |
| Total Split (%) | 80.2% | 80.2% | 20% |
| Yellow Time (s) | 10.0 | 10.0 | 10.0 |
| All-Red Time (s) | 2.0 | 2.0 | 5.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | |
| Total Lost Time (s) | 12.0 | 12.0 | |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| v/c Ratio | 0.46 | 0.50 | |
| Control Delay | 18.8 | 20.0 | |
| Queue Delay | 6.5 | 0.0 | |
| Total Delay | 25.4 | 20.0 | |
| Queue Length 50th (m) | 205.4 | 235.5 | |
| Queue Length 95th (m) | 226.0 | 258.4 | |
| Internal Link Dist (m) | 121.2 | 63.2 | |
| Turn Bay Length (m) | | | |
| Base Capacity (vph) | 1428 | 1428 | |
| Starvation Cap Reductn | 709 | 0 | |
| Spillback Cap Reductn | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | |
| Reduced v/c Ratio | 0.92 | 0.50 | |

| Intersection Summary |
|---|
| Cycle Length: 450 |
| Actuated Cycle Length: 450 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |
| Natural Cycle: 450 |
| Control Type: Pretimed |

Splits and Phases: 18: Edinburgh Rd & Rail Crossing

| Movement | EBL | EBR | NBL | NBT | NBR | SBL | SBT | SBR | SWL | SWR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 605 | 0 | 0 | 660 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 605 | 0 | 0 | 660 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | 12.0 | | | 12.0 | | | |
| Lane Util. Factor | | | | 1.00 | | | 1.00 | | | |
| Frt | | | | 1.00 | | | 1.00 | | | |
| Flt Protected | | | | 1.00 | | | 1.00 | | | |
| Satd. Flow (prot) | | | | 1842 | | | 1842 | | | |
| Flt Permitted | | | | 1.00 | | | 1.00 | | | |
| Satd. Flow (perm) | | | | 1842 | | | 1842 | | | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 658 | 0 | 0 | 717 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 658 | 0 | 0 | 717 | 0 | 0 | 0 |
| Turn Type | | | | NA | | | NA | | | |
| Protected Phases | | | | 2 | | | 6 | | | |
| Permitted Phases | | | | | | | | | | |
| Actuated Green, G (s) | | | | 349.0 | | | 349.0 | | | |
| Effective Green, g (s) | | | | 349.0 | | | 349.0 | | | |
| Actuated g/C Ratio | | | | 0.78 | | | 0.78 | | | |
| Clearance Time (s) | | | | 12.0 | | | 12.0 | | | |
| Lane Grp Cap (vph) | | | | 1428 | | | 1428 | | | |
| v/s Ratio Prot | | | | 0.36 | | | c0.39 | | | |
| v/s Ratio Perm | | | | | | | | | | |
| v/c Ratio | | | | 0.46 | | | 0.50 | | | |
| Uniform Delay, d1 | | | | 17.6 | | | 18.6 | | | |
| Progression Factor | | | | 1.00 | | | 1.00 | | | |
| Incremental Delay, d2 | | | | 1.1 | | | 1.3 | | | |
| Delay (s) | | | | 18.7 | | | 19.8 | | | |
| Level of Service | | | | B | | | B | | | |
| Approach Delay (s) | 0.0 | | | 18.7 | | | 19.8 | | 0.0 | |
| Approach LOS | A | | | B | | | B | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 19.3 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.41 | | |
| Actuated Cycle Length (s) | 450.0 | Sum of lost time (s) | 27.0 |
| Intersection Capacity Utilization | 300.8% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | NBT | SBT | Ø3 |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 115 | 255 | |
| Future Volume (vph) | 115 | 255 | |
| Lane Group Flow (vph) | 125 | 277 | |
| Turn Type | NA | NA | |
| Protected Phases | 2 | 6 | 3 |
| Permitted Phases | | | |
| Minimum Split (s) | 361.0 | 361.0 | 89.0 |
| Total Split (s) | 361.0 | 361.0 | 89.0 |
| Total Split (%) | 80.2% | 80.2% | 20% |
| Yellow Time (s) | 10.0 | 10.0 | 10.0 |
| All-Red Time (s) | 2.0 | 2.0 | 5.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | |
| Total Lost Time (s) | 12.0 | 12.0 | |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| v/c Ratio | 0.09 | 0.19 | |
| Control Delay | 12.3 | 13.7 | |
| Queue Delay | 0.0 | 0.0 | |
| Total Delay | 12.3 | 13.7 | |
| Queue Length 50th (m) | 26.9 | 65.4 | |
| Queue Length 95th (m) | 34.9 | 77.4 | |
| Internal Link Dist (m) | 68.0 | 175.4 | |
| Turn Bay Length (m) | | | |
| Base Capacity (vph) | 1428 | 1428 | |
| Starvation Cap Reductn | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | |
| Reduced v/c Ratio | 0.09 | 0.19 | |

| Intersection Summary |
|---|
| Cycle Length: 450 |
| Actuated Cycle Length: 450 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |
| Natural Cycle: 450 |
| Control Type: Pretimed |

Splits and Phases: 19: Alma St & Rail Crossing

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 0 | 0 | 255 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 0 | 0 | 255 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Util. Factor | | | | | | | | 1.00 | | | 1.00 | |
| Frt | | | | | | | | 1.00 | | | 1.00 | |
| Flt Protected | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (prot) | | | | | | | | 1842 | | | 1842 | |
| Flt Permitted | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (perm) | | | | | | | | 1842 | | | 1842 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 0 | 0 | 277 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 0 | 0 | 277 | 0 |
| Turn Type | | | | | | | | NA | | | NA | |
| Protected Phases | | | | | | | | 2 | | | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | | | | | | | | 349.0 | | | 349.0 | |
| Effective Green, g (s) | | | | | | | | 349.0 | | | 349.0 | |
| Actuated g/C Ratio | | | | | | | | 0.78 | | | 0.78 | |
| Clearance Time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Grp Cap (vph) | | | | | | | | 1428 | | | 1428 | |
| v/s Ratio Prot | | | | | | | | 0.07 | | | c0.15 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | | | | | | | | 0.09 | | | 0.19 | |
| Uniform Delay, d1 | | | | | | | | 12.2 | | | 13.3 | |
| Progression Factor | | | | | | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | | | | | | | 0.1 | | | 0.3 | |
| Delay (s) | | | | | | | | 12.3 | | | 13.6 | |
| Level of Service | | | | | | | | B | | | B | |
| Approach Delay (s) | | 0.0 | | | 0.0 | | | 12.3 | | | 13.6 | |
| Approach LOS | | A | | | A | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 13.2 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.16 | | |
| Actuated Cycle Length (s) | 450.0 | Sum of lost time (s) | 27.0 |
| Intersection Capacity Utilization | 300.8% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | NBT | SBT | Ø3 |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 82 | 123 | |
| Future Volume (vph) | 82 | 123 | |
| Lane Group Flow (vph) | 89 | 134 | |
| Turn Type | NA | NA | |
| Protected Phases | 2 | 6 | 3 |
| Permitted Phases | | | |
| Minimum Split (s) | 361.0 | 361.0 | 89.0 |
| Total Split (s) | 361.0 | 361.0 | 89.0 |
| Total Split (%) | 80.2% | 80.2% | 20% |
| Yellow Time (s) | 10.0 | 10.0 | 10.0 |
| All-Red Time (s) | 2.0 | 2.0 | 5.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | |
| Total Lost Time (s) | 12.0 | 12.0 | |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| v/c Ratio | 0.06 | 0.09 | |
| Control Delay | 12.0 | 12.4 | |
| Queue Delay | 0.0 | 0.0 | |
| Total Delay | 12.0 | 12.4 | |
| Queue Length 50th (m) | 18.8 | 29.0 | |
| Queue Length 95th (m) | 25.8 | 37.3 | |
| Internal Link Dist (m) | 45.7 | 70.8 | |
| Turn Bay Length (m) | | | |
| Base Capacity (vph) | 1428 | 1428 | |
| Starvation Cap Reductn | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | |
| Reduced v/c Ratio | 0.06 | 0.09 | |

| Intersection Summary |
|---|
| Cycle Length: 450 |
| Actuated Cycle Length: 450 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |
| Natural Cycle: 450 |
| Control Type: Pretimed |

Splits and Phases: 20: Rail Crossing & Yorkshire St

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 0 | 0 | 123 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 0 | 0 | 123 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Util. Factor | | | | | | | | 1.00 | | | 1.00 | |
| Frt | | | | | | | | 1.00 | | | 1.00 | |
| Flt Protected | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (prot) | | | | | | | | 1842 | | | 1842 | |
| Flt Permitted | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (perm) | | | | | | | | 1842 | | | 1842 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 0 | 134 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 0 | 134 | 0 |
| Turn Type | | | | | | | | NA | | | NA | |
| Protected Phases | | | | | | | | 2 | | | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | | | | | | | | 349.0 | | | 349.0 | |
| Effective Green, g (s) | | | | | | | | 349.0 | | | 349.0 | |
| Actuated g/C Ratio | | | | | | | | 0.78 | | | 0.78 | |
| Clearance Time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Grp Cap (vph) | | | | | | | | 1428 | | | 1428 | |
| v/s Ratio Prot | | | | | | | | 0.05 | | | c0.07 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | | | | | | | | 0.06 | | | 0.09 | |
| Uniform Delay, d1 | | | | | | | | 11.9 | | | 12.2 | |
| Progression Factor | | | | | | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | | | | | | | 0.1 | | | 0.1 | |
| Delay (s) | | | | | | | | 12.0 | | | 12.4 | |
| Level of Service | | | | | | | | B | | | B | |
| Approach Delay (s) | | 0.0 | | | 0.0 | | | 12.0 | | | 12.4 | |
| Approach LOS | | A | | | A | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 12.2 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.08 | | |
| Actuated Cycle Length (s) | 450.0 | Sum of lost time (s) | 27.0 |
| Intersection Capacity Utilization | 300.8% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | NBT | SBT | Ø3 |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 87 | 62 | |
| Future Volume (vph) | 87 | 62 | |
| Lane Group Flow (vph) | 95 | 67 | |
| Turn Type | NA | NA | |
| Protected Phases | 2 | 6 | 3 |
| Permitted Phases | | | |
| Minimum Split (s) | 361.0 | 361.0 | 89.0 |
| Total Split (s) | 361.0 | 361.0 | 89.0 |
| Total Split (%) | 80.2% | 80.2% | 20% |
| Yellow Time (s) | 10.0 | 10.0 | 10.0 |
| All-Red Time (s) | 2.0 | 2.0 | 5.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | |
| Total Lost Time (s) | 12.0 | 12.0 | |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| v/c Ratio | 0.07 | 0.05 | |
| Control Delay | 12.1 | 11.9 | |
| Queue Delay | 0.0 | 0.0 | |
| Total Delay | 12.1 | 11.9 | |
| Queue Length 50th (m) | 20.1 | 14.0 | |
| Queue Length 95th (m) | 27.1 | 20.1 | |
| Internal Link Dist (m) | 125.5 | 52.5 | |
| Turn Bay Length (m) | | | |
| Base Capacity (vph) | 1428 | 1428 | |
| Starvation Cap Reductn | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | |
| Reduced v/c Ratio | 0.07 | 0.05 | |

| Intersection Summary |
|---|
| Cycle Length: 450 |
| Actuated Cycle Length: 450 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |
| Natural Cycle: 450 |
| Control Type: Pretimed |

Splits and Phases: 21: Glasgow St. & Rail Crossing

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 62 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 62 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Util. Factor | | | | | | | | 1.00 | | | 1.00 | |
| Frt | | | | | | | | 1.00 | | | 1.00 | |
| Flt Protected | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (prot) | | | | | | | | 1842 | | | 1842 | |
| Flt Permitted | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (perm) | | | | | | | | 1842 | | | 1842 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 67 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 67 | 0 |
| Turn Type | | | | | | | | NA | | | NA | |
| Protected Phases | | | | | | | | 2 | | | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | | | | | | | | 349.0 | | | 349.0 | |
| Effective Green, g (s) | | | | | | | | 349.0 | | | 349.0 | |
| Actuated g/C Ratio | | | | | | | | 0.78 | | | 0.78 | |
| Clearance Time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Grp Cap (vph) | | | | | | | | 1428 | | | 1428 | |
| v/s Ratio Prot | | | | | | | | c0.05 | | | 0.04 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | | | | | | | | 0.07 | | | 0.05 | |
| Uniform Delay, d1 | | | | | | | | 12.0 | | | 11.8 | |
| Progression Factor | | | | | | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | | | | | | | 0.1 | | | 0.1 | |
| Delay (s) | | | | | | | | 12.0 | | | 11.8 | |
| Level of Service | | | | | | | | B | | | B | |
| Approach Delay (s) | | 0.0 | | | 0.0 | | | 12.0 | | | 11.8 | |
| Approach LOS | | A | | | A | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 12.0 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.05 | | |
| Actuated Cycle Length (s) | 450.0 | Sum of lost time (s) | 27.0 |
| Intersection Capacity Utilization | 300.8% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | NBT | SBT | Ø3 |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 605 | 660 | |
| Future Volume (vph) | 605 | 660 | |
| Lane Group Flow (vph) | 658 | 717 | |
| Turn Type | NA | NA | |
| Protected Phases | 2 | 6 | 3 |
| Permitted Phases | | | |
| Minimum Split (s) | 413.0 | 413.0 | 37.0 |
| Total Split (s) | 413.0 | 413.0 | 37.0 |
| Total Split (%) | 91.8% | 91.8% | 8% |
| Yellow Time (s) | 10.0 | 10.0 | 10.0 |
| All-Red Time (s) | 2.0 | 2.0 | 5.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | |
| Total Lost Time (s) | 12.0 | 12.0 | |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| v/c Ratio | 0.40 | 0.44 | |
| Control Delay | 4.9 | 5.3 | |
| Queue Delay | 2.8 | 0.0 | |
| Total Delay | 7.7 | 5.3 | |
| Queue Length 50th (m) | 93.0 | 106.6 | |
| Queue Length 95th (m) | 102.3 | 117.1 | |
| Internal Link Dist (m) | 121.2 | 63.2 | |
| Turn Bay Length (m) | | | |
| Base Capacity (vph) | 1641 | 1641 | |
| Starvation Cap Reductn | 842 | 0 | |
| Spillback Cap Reductn | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | |
| Reduced v/c Ratio | 0.82 | 0.44 | |

| Intersection Summary |
|---|
| Cycle Length: 450 |
| Actuated Cycle Length: 450 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |
| Natural Cycle: 450 |
| Control Type: Pretimed |

Splits and Phases: 18: Edinburgh Rd & Rail Crossing

| Movement | EBL | EBR | NBL | NBT | NBR | SBL | SBT | SBR | SWL | SWR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 605 | 0 | 0 | 660 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 605 | 0 | 0 | 660 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | 12.0 | | | 12.0 | | | |
| Lane Util. Factor | | | | 1.00 | | | 1.00 | | | |
| Frt | | | | 1.00 | | | 1.00 | | | |
| Flt Protected | | | | 1.00 | | | 1.00 | | | |
| Satd. Flow (prot) | | | | 1842 | | | 1842 | | | |
| Flt Permitted | | | | 1.00 | | | 1.00 | | | |
| Satd. Flow (perm) | | | | 1842 | | | 1842 | | | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 658 | 0 | 0 | 717 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 658 | 0 | 0 | 717 | 0 | 0 | 0 |
| Turn Type | | | | NA | | | NA | | | |
| Protected Phases | | | | 2 | | | 6 | | | |
| Permitted Phases | | | | | | | | | | |
| Actuated Green, G (s) | | | | 401.0 | | | 401.0 | | | |
| Effective Green, g (s) | | | | 401.0 | | | 401.0 | | | |
| Actuated g/C Ratio | | | | 0.89 | | | 0.89 | | | |
| Clearance Time (s) | | | | 12.0 | | | 12.0 | | | |
| Lane Grp Cap (vph) | | | | 1641 | | | 1641 | | | |
| v/s Ratio Prot | | | | 0.36 | | | c0.39 | | | |
| v/s Ratio Perm | | | | | | | | | | |
| v/c Ratio | | | | 0.40 | | | 0.44 | | | |
| Uniform Delay, d1 | | | | 4.2 | | | 4.4 | | | |
| Progression Factor | | | | 1.00 | | | 1.00 | | | |
| Incremental Delay, d2 | | | | 0.7 | | | 0.8 | | | |
| Delay (s) | | | | 4.9 | | | 5.2 | | | |
| Level of Service | | | | A | | | A | | | |
| Approach Delay (s) | 0.0 | | | 4.9 | | | 5.2 | | 0.0 | |
| Approach LOS | A | | | A | | | A | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 5.1 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.41 | | |
| Actuated Cycle Length (s) | 450.0 | Sum of lost time (s) | 27.0 |
| Intersection Capacity Utilization | 341.7% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | NBT | SBT | Ø3 |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 115 | 255 | |
| Future Volume (vph) | 115 | 255 | |
| Lane Group Flow (vph) | 125 | 277 | |
| Turn Type | NA | NA | |
| Protected Phases | 2 | 6 | 3 |
| Permitted Phases | | | |
| Minimum Split (s) | 413.0 | 413.0 | 37.0 |
| Total Split (s) | 413.0 | 413.0 | 37.0 |
| Total Split (%) | 91.8% | 91.8% | 8% |
| Yellow Time (s) | 10.0 | 10.0 | 10.0 |
| All-Red Time (s) | 2.0 | 2.0 | 5.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | |
| Total Lost Time (s) | 12.0 | 12.0 | |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| v/c Ratio | 0.08 | 0.17 | |
| Control Delay | 3.0 | 3.4 | |
| Queue Delay | 0.0 | 0.0 | |
| Total Delay | 3.0 | 3.4 | |
| Queue Length 50th (m) | 12.2 | 29.6 | |
| Queue Length 95th (m) | 15.8 | 35.1 | |
| Internal Link Dist (m) | 68.0 | 175.4 | |
| Turn Bay Length (m) | | | |
| Base Capacity (vph) | 1641 | 1641 | |
| Starvation Cap Reductn | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | |
| Reduced v/c Ratio | 0.08 | 0.17 | |

| Intersection Summary |
|---|
| Cycle Length: 450 |
| Actuated Cycle Length: 450 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |
| Natural Cycle: 450 |
| Control Type: Pretimed |

Splits and Phases: 19: Alma St & Rail Crossing

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 0 | 0 | 255 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 0 | 0 | 255 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Util. Factor | | | | | | | | 1.00 | | | 1.00 | |
| Frt | | | | | | | | 1.00 | | | 1.00 | |
| Flt Protected | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (prot) | | | | | | | | 1842 | | | 1842 | |
| Flt Permitted | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (perm) | | | | | | | | 1842 | | | 1842 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 0 | 0 | 277 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 0 | 0 | 277 | 0 |
| Turn Type | | | | | | | | NA | | | NA | |
| Protected Phases | | | | | | | | 2 | | | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | | | | | | | | 401.0 | | | 401.0 | |
| Effective Green, g (s) | | | | | | | | 401.0 | | | 401.0 | |
| Actuated g/C Ratio | | | | | | | | 0.89 | | | 0.89 | |
| Clearance Time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Grp Cap (vph) | | | | | | | | 1641 | | | 1641 | |
| v/s Ratio Prot | | | | | | | | 0.07 | | | c0.15 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | | | | | | | | 0.08 | | | 0.17 | |
| Uniform Delay, d1 | | | | | | | | 2.9 | | | 3.1 | |
| Progression Factor | | | | | | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | | | | | | | 0.1 | | | 0.2 | |
| Delay (s) | | | | | | | | 3.0 | | | 3.4 | |
| Level of Service | | | | | | | | A | | | A | |
| Approach Delay (s) | | 0.0 | | | 0.0 | | | 3.0 | | | 3.4 | |
| Approach LOS | | A | | | A | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 3.2 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.16 | | |
| Actuated Cycle Length (s) | 450.0 | Sum of lost time (s) | 27.0 |
| Intersection Capacity Utilization | 341.7% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | NBT | SBT | Ø3 |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 82 | 123 | |
| Future Volume (vph) | 82 | 123 | |
| Lane Group Flow (vph) | 89 | 134 | |
| Turn Type | NA | NA | |
| Protected Phases | 2 | 6 | 3 |
| Permitted Phases | | | |
| Minimum Split (s) | 413.0 | 413.0 | 37.0 |
| Total Split (s) | 413.0 | 413.0 | 37.0 |
| Total Split (%) | 91.8% | 91.8% | 8% |
| Yellow Time (s) | 10.0 | 10.0 | 10.0 |
| All-Red Time (s) | 2.0 | 2.0 | 5.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | |
| Total Lost Time (s) | 12.0 | 12.0 | |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| v/c Ratio | 0.05 | 0.08 | |
| Control Delay | 2.9 | 3.0 | |
| Queue Delay | 0.0 | 0.0 | |
| Total Delay | 2.9 | 3.0 | |
| Queue Length 50th (m) | 8.5 | 13.1 | |
| Queue Length 95th (m) | 11.7 | 16.9 | |
| Internal Link Dist (m) | 45.7 | 70.8 | |
| Turn Bay Length (m) | | | |
| Base Capacity (vph) | 1641 | 1641 | |
| Starvation Cap Reductn | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | |
| Reduced v/c Ratio | 0.05 | 0.08 | |

| Intersection Summary |
|---|
| Cycle Length: 450 |
| Actuated Cycle Length: 450 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |
| Natural Cycle: 450 |
| Control Type: Pretimed |

Splits and Phases: 20: Rail Crossing & Yorkshire St

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 0 | 0 | 123 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 0 | 0 | 123 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Util. Factor | | | | | | | | 1.00 | | | 1.00 | |
| Frt | | | | | | | | 1.00 | | | 1.00 | |
| Flt Protected | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (prot) | | | | | | | | 1842 | | | 1842 | |
| Flt Permitted | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (perm) | | | | | | | | 1842 | | | 1842 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 0 | 134 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 0 | 134 | 0 |
| Turn Type | | | | | | | | NA | | | NA | |
| Protected Phases | | | | | | | | 2 | | | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | | | | | | | | 401.0 | | | 401.0 | |
| Effective Green, g (s) | | | | | | | | 401.0 | | | 401.0 | |
| Actuated g/C Ratio | | | | | | | | 0.89 | | | 0.89 | |
| Clearance Time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Grp Cap (vph) | | | | | | | | 1641 | | | 1641 | |
| v/s Ratio Prot | | | | | | | | 0.05 | | | c0.07 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | | | | | | | | 0.05 | | | 0.08 | |
| Uniform Delay, d1 | | | | | | | | 2.8 | | | 2.9 | |
| Progression Factor | | | | | | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | | | | | | | 0.1 | | | 0.1 | |
| Delay (s) | | | | | | | | 2.9 | | | 3.0 | |
| Level of Service | | | | | | | | A | | | A | |
| Approach Delay (s) | | 0.0 | | | 0.0 | | | 2.9 | | | 3.0 | |
| Approach LOS | | A | | | A | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 2.9 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.08 | | |
| Actuated Cycle Length (s) | 450.0 | Sum of lost time (s) | 27.0 |
| Intersection Capacity Utilization | 341.7% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | NBT | SBT | Ø3 |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 87 | 62 | |
| Future Volume (vph) | 87 | 62 | |
| Lane Group Flow (vph) | 95 | 67 | |
| Turn Type | NA | NA | |
| Protected Phases | 2 | 6 | 3 |
| Permitted Phases | | | |
| Minimum Split (s) | 413.0 | 413.0 | 37.0 |
| Total Split (s) | 413.0 | 413.0 | 37.0 |
| Total Split (%) | 91.8% | 91.8% | 8% |
| Yellow Time (s) | 10.0 | 10.0 | 10.0 |
| All-Red Time (s) | 2.0 | 2.0 | 5.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | |
| Total Lost Time (s) | 12.0 | 12.0 | |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| v/c Ratio | 0.06 | 0.04 | |
| Control Delay | 2.9 | 2.8 | |
| Queue Delay | 0.0 | 0.0 | |
| Total Delay | 2.9 | 2.8 | |
| Queue Length 50th (m) | 9.1 | 6.3 | |
| Queue Length 95th (m) | 12.3 | 9.1 | |
| Internal Link Dist (m) | 125.5 | 52.5 | |
| Turn Bay Length (m) | | | |
| Base Capacity (vph) | 1641 | 1641 | |
| Starvation Cap Reductn | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | |
| Reduced v/c Ratio | 0.06 | 0.04 | |

| Intersection Summary |
|---|
| Cycle Length: 450 |
| Actuated Cycle Length: 450 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |
| Natural Cycle: 450 |
| Control Type: Pretimed |

Splits and Phases: 21: Glasgow St. & Rail Crossing

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 62 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 62 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Util. Factor | | | | | | | | 1.00 | | | 1.00 | |
| Frt | | | | | | | | 1.00 | | | 1.00 | |
| Flt Protected | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (prot) | | | | | | | | 1842 | | | 1842 | |
| Flt Permitted | | | | | | | | 1.00 | | | 1.00 | |
| Satd. Flow (perm) | | | | | | | | 1842 | | | 1842 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 67 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 67 | 0 |
| Turn Type | | | | | | | | NA | | | NA | |
| Protected Phases | | | | | | | | 2 | | | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | | | | | | | | 401.0 | | | 401.0 | |
| Effective Green, g (s) | | | | | | | | 401.0 | | | 401.0 | |
| Actuated g/C Ratio | | | | | | | | 0.89 | | | 0.89 | |
| Clearance Time (s) | | | | | | | | 12.0 | | | 12.0 | |
| Lane Grp Cap (vph) | | | | | | | | 1641 | | | 1641 | |
| v/s Ratio Prot | | | | | | | | c0.05 | | | 0.04 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | | | | | | | | 0.06 | | | 0.04 | |
| Uniform Delay, d1 | | | | | | | | 2.8 | | | 2.8 | |
| Progression Factor | | | | | | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | | | | | | | 0.1 | | | 0.0 | |
| Delay (s) | | | | | | | | 2.9 | | | 2.8 | |
| Level of Service | | | | | | | | A | | | A | |
| Approach Delay (s) | | 0.0 | | | 0.0 | | | 2.9 | | | 2.8 | |
| Approach LOS | | A | | | A | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 2.9 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.05 | | |
| Actuated Cycle Length (s) | 450.0 | Sum of lost time (s) | 27.0 |
| Intersection Capacity Utilization | 341.7% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | EBL | EBT | WBT | NBT | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 239 | 365 | 434 | 1 | 185 | 1 | 194 |
| Future Volume (vph) | 239 | 365 | 434 | 1 | 185 | 1 | 194 |
| Lane Group Flow (vph) | 260 | 398 | 660 | 1 | 0 | 202 | 211 |
| Turn Type | pm+pt | NA | NA | NA | Perm | NA | Perm |
| Protected Phases | 5 | 2 | 6 | 4 | | 8 | |
| Permitted Phases | 2 | | | | 8 | | 8 |
| Detector Phase | 5 | 2 | 6 | 4 | 8 | 8 | 8 |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 10.0 | 7.0 | 7.0 | 7.0 | 7.0 |
| Minimum Split (s) | 9.0 | 31.0 | 31.0 | 28.0 | 28.0 | 28.0 | 28.0 |
| Total Split (s) | 14.0 | 62.0 | 48.0 | 28.0 | 28.0 | 28.0 | 28.0 |
| Total Split (%) | 15.6% | 68.9% | 53.3% | 31.1% | 31.1% | 31.1% | 31.1% |
| Yellow Time (s) | 3.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 0.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 |
| Lead/Lag | Lead | | Lag | | | | |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | None | C-Max | C-Max | Max | Max | Max | Max |
| v/c Ratio | 0.67 | 0.36 | 0.79 | 0.00 | | 0.64 | 0.40 |
| Control Delay | 16.5 | 9.4 | 37.3 | 26.0 | | 41.1 | 6.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 16.5 | 9.4 | 37.3 | 26.0 | | 41.1 | 6.6 |
| Queue Length 50th (m) | 16.2 | 30.4 | 108.5 | 0.1 | | 31.4 | 0.0 |
| Queue Length 95th (m) | 30.3 | 46.6 | #156.6 | 1.3 | | 54.6 | 16.3 |
| Internal Link Dist (m) | | 220.7 | 464.5 | 75.7 | | 165.4 | |
| Turn Bay Length (m) | | | | | | | |
| Base Capacity (vph) | 400 | 1103 | 836 | 459 | | 315 | 527 |
| 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 | 0.65 | 0.36 | 0.79 | 0.00 | | 0.64 | 0.40 |

## Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Paisley St & Silvercreek Pkwy

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 239 | 365 | 1 | 0 | 434 | 173 | 0 | 1 | 0 | 185 | 1 | 194 |
| Future Volume (vph) | 239 | 365 | 1 | 0 | 434 | 173 | 0 | 1 | 0 | 185 | 1 | 194 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 3.0 | 6.0 | | | 6.0 | | | 6.0 | | | 6.0 | 6.0 |
| Lane Util. Factor | 1.00 | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | | | 0.99 | | | 1.00 | | | 1.00 | 0.98 |
| Flpb, ped/bikes | 1.00 | 1.00 | | | 1.00 | | | 1.00 | | | 0.96 | 1.00 |
| Frt | 1.00 | 1.00 | | | 0.96 | | | 1.00 | | | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | | 1.00 | | | 1.00 | | | 0.95 | 1.00 |
| Satd. Flow (prot) | 1731 | 1772 | | | 1721 | | | 1879 | | | 1691 | 1506 |
| Flt Permitted | 0.20 | 1.00 | | | 1.00 | | | 1.00 | | | 0.73 | 1.00 |
| Satd. Flow (perm) | 356 | 1772 | | | 1721 | | | 1879 | | | 1291 | 1506 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 260 | 397 | 1 | 0 | 472 | 188 | 0 | 1 | 0 | 201 | 1 | 211 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 159 |
| Lane Group Flow (vph) | 260 | 398 | 0 | 0 | 644 | 0 | 0 | 1 | 0 | 0 | 202 | 52 |
| Confl. Peds. (#/hr) | 18 | | 5 | 5 | | 18 | 6 | | 18 | 18 | | 6 |
| Heavy Vehicles (%) | 3% | 6% | 0% | 0% | 2% | 7% | 0% | 0% | 0% | 2% | 0% | 4% |
| Turn Type | pm+pt | NA | | | NA | | | NA | | Perm | NA | Perm |
| Protected Phases | 5 | 2 | | | 6 | | | 4 | | | 8 | |
| Permitted Phases | 2 | | | 6 | | | 4 | | | 8 | | 8 |
| Actuated Green, G (s) | 56.0 | 56.0 | | | 42.9 | | | 22.0 | | | 22.0 | 22.0 |
| Effective Green, g (s) | 56.0 | 56.0 | | | 42.9 | | | 22.0 | | | 22.0 | 22.0 |
| Actuated g/C Ratio | 0.62 | 0.62 | | | 0.48 | | | 0.24 | | | 0.24 | 0.24 |
| Clearance Time (s) | 3.0 | 6.0 | | | 6.0 | | | 6.0 | | | 6.0 | 6.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | | | 3.0 | | | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 375 | 1102 | | | 820 | | | 459 | | | 315 | 368 |
| v/s Ratio Prot | c0.08 | 0.22 | | | c0.37 | | | 0.00 | | | | |
| v/s Ratio Perm | 0.35 | | | | | | | | | | c0.16 | 0.03 |
| v/c Ratio | 0.69 | 0.36 | | | 0.79 | | | 0.00 | | | 0.64 | 0.14 |
| Uniform Delay, d1 | 12.5 | 8.3 | | | 19.7 | | | 25.7 | | | 30.5 | 26.6 |
| Progression Factor | 1.00 | 1.00 | | | 1.53 | | | 1.00 | | | 1.00 | 1.00 |
| Incremental Delay, d2 | 5.5 | 0.9 | | | 7.0 | | | 0.0 | | | 9.6 | 0.8 |
| Delay (s) | 18.0 | 9.2 | | | 37.1 | | | 25.7 | | | 40.1 | 27.4 |
| Level of Service | B | A | | | D | | | C | | | D | C |
| Approach Delay (s) | | 12.7 | | | 37.1 | | | 25.7 | | | 33.6 | |
| Approach LOS | | B | | | D | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 27.0 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.73 | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 15.0 |
| Intersection Capacity Utilization | 88.0% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 377 | 40 | 33 | 425 | 18 | 7 |
| Future Volume (Veh/h) | 377 | 40 | 33 | 425 | 18 | 7 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 410 | 43 | 36 | 462 | 20 | 8 |
| Pedestrians | 1 | | 7 | | | |
| Lane Width (m) | 3.5 | | 3.5 | | | |
| Walking Speed (m/s) | 1.1 | | 1.1 | | | |
| Percent Blockage | 0 | | 1 | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | 146 | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 92 | 37 | | | 499 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 92 | 37 | | | 499 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 54 | 96 | | | 98 | |
| cM capacity (veh/h) | 885 | 1040 | | | 1075 | |

| Direction, Lane # | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|
| Volume Total | 410 | 43 | 36 | 462 | 20 | 8 |
| Volume Left | 410 | 0 | 0 | 0 | 20 | 0 |
| Volume Right | 0 | 43 | 0 | 462 | 0 | 0 |
| cSH | 885 | 1040 | 1700 | 1700 | 1075 | 1700 |
| Volume to Capacity | 0.46 | 0.04 | 0.02 | 0.27 | 0.02 | 0.00 |
| Queue Length 95th (m) | 18.9 | 1.0 | 0.0 | 0.0 | 0.4 | 0.0 |
| Control Delay (s) | 12.5 | 8.6 | 0.0 | 0.0 | 8.4 | 0.0 |
| Lane LOS | B | A | | | A | |
| Approach Delay (s) | 12.2 | | 0.0 | | 6.0 | |
| Approach LOS | B | | | | | |

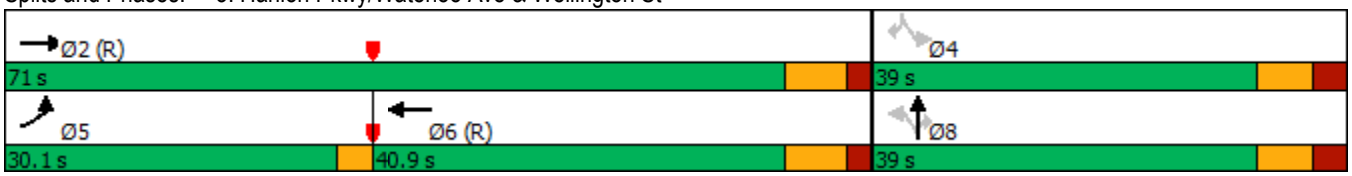
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.8 | | |
| Intersection Capacity Utilization | 36.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Lane Group | EBL | EBT | WBT | NBL | NBT | NBR | SBL | SBR |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 235 | 1110 | 968 | 244 | 124 | 288 | 1 | 316 |
| Future Volume (vph) | 235 | 1110 | 968 | 244 | 124 | 288 | 1 | 316 |
| Lane Group Flow (vph) | 255 | 1207 | 1064 | 196 | 204 | 313 | 1 | 343 |
| Turn Type | Prot | NA | NA | Perm | NA | Perm | Perm | Perm |
| Protected Phases | 5 | 2 | 6 | | 8 | | | |
| Permitted Phases | | | | 8 | | 8 | 4 | 4 |
| Detector Phase | 5 | 2 | 6 | 8 | 8 | 8 | 4 | 4 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 7.0 | 20.0 | 20.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 12.1 | 34.1 | 34.1 | 34.5 | 34.5 | 34.5 | 34.5 | 34.5 |
| Total Split (s) | 30.1 | 71.0 | 40.9 | 39.0 | 39.0 | 39.0 | 39.0 | 39.0 |
| Total Split (%) | 27.4% | 64.5% | 37.2% | 35.5% | 35.5% | 35.5% | 35.5% | 35.5% |
| Yellow Time (s) | 3.0 | 5.0 | 5.0 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| All-Red Time (s) | 0.0 | 2.1 | 2.1 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 7.1 | 7.1 | 7.5 | 7.5 | 7.5 | 7.5 | 7.5 |
| Lead/Lag | Lead | | Lag | | | | | |
| Lead-Lag Optimize? | | | | | | | | |
| Recall Mode | None | C-Max | C-Max | None | None | None | None | None |
| v/c Ratio | 0.77 | 0.38 | 0.50 | 0.56 | 0.55 | 0.79 | 0.00 | 0.57 |
| Control Delay | 57.6 | 10.0 | 25.8 | 43.6 | 42.9 | 45.3 | 28.0 | 5.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 57.6 | 10.0 | 25.8 | 43.6 | 42.9 | 45.3 | 28.0 | 5.6 |
| Queue Length 50th (m) | 52.2 | 41.1 | 60.5 | 39.3 | 40.8 | 49.7 | 0.2 | 0.1 |
| Queue Length 95th (m) | 75.3 | 59.5 | 89.3 | 58.2 | 59.5 | 74.8 | m0.7 | m9.8 |
| Internal Link Dist (m) | | 151.8 | 266.9 | | 229.3 | | | |
| Turn Bay Length (m) | 110.0 | | | | | 160.0 | | |
| Base Capacity (vph) | 422 | 3213 | 2126 | 462 | 490 | 502 | 276 | 693 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.60 | 0.38 | 0.50 | 0.42 | 0.42 | 0.62 | 0.00 | 0.49 |

## Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Hanlon Pkwy/Waterloo Ave & Wellington St



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 235 | 1110 | 0 | 0 | 968 | 11 | 244 | 124 | 288 | 1 | 0 | 316 |
| Future Volume (vph) | 235 | 1110 | 0 | 0 | 968 | 11 | 244 | 124 | 288 | 1 | 0 | 316 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 3.0 | 7.1 | | | 7.1 | | 7.5 | 7.5 | 7.5 | 7.5 | | 7.5 |
| Lane Util. Factor | 1.00 | 0.91 | | | 0.91 | | 0.95 | 0.95 | 1.00 | 1.00 | | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 |
| Flpb, ped/bikes | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 |
| Frt | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | 0.85 | 1.00 | | 0.85 |
| Flt Protected | 0.95 | 1.00 | | | 1.00 | | 0.95 | 0.98 | 1.00 | 0.95 | | 1.00 |
| Satd. Flow (prot) | 1716 | 4932 | | | 4926 | | 1615 | 1715 | 1581 | 1785 | | 1566 |
| Flt Permitted | 0.95 | 1.00 | | | 1.00 | | 0.95 | 0.98 | 1.00 | 0.51 | | 1.00 |
| Satd. Flow (perm) | 1716 | 4932 | | | 4926 | | 1615 | 1715 | 1581 | 965 | | 1566 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 255 | 1207 | 0 | 0 | 1052 | 12 | 265 | 135 | 313 | 1 | 0 | 343 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 55 | 0 | 0 | 269 |
| Lane Group Flow (vph) | 255 | 1207 | 0 | 0 | 1063 | 0 | 196 | 204 | 258 | 1 | 0 | 74 |
| Confl. Peds. (#/hr) | | | 1 | 1 | | | | | | | | |
| Heavy Vehicles (%) | 4% | 4% | 0% | 0% | 4% | 0% | 5% | 1% | 1% | 0% | 0% | 2% |
| Turn Type | Prot | NA | | | NA | | Perm | NA | Perm | Perm | | Perm |
| Protected Phases | 5 | 2 | | | 6 | | | 8 | | | | |
| Permitted Phases | | | | | | | 8 | | 8 | 4 | | 4 |
| Actuated Green, G (s) | 21.2 | 71.7 | | | 47.5 | | 23.7 | 23.7 | 23.7 | 23.7 | | 23.7 |
| Effective Green, g (s) | 21.2 | 71.7 | | | 47.5 | | 23.7 | 23.7 | 23.7 | 23.7 | | 23.7 |
| Actuated g/C Ratio | 0.19 | 0.65 | | | 0.43 | | 0.22 | 0.22 | 0.22 | 0.22 | | 0.22 |
| Clearance Time (s) | 3.0 | 7.1 | | | 7.1 | | 7.5 | 7.5 | 7.5 | 7.5 | | 7.5 |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 |
| Lane Grp Cap (vph) | 330 | 3214 | | | 2127 | | 347 | 369 | 340 | 207 | | 337 |
| v/s Ratio Prot | c0.15 | 0.24 | | | c0.22 | | | | | | | |
| v/s Ratio Perm | | | | | | | 0.12 | 0.12 | c0.16 | 0.00 | | 0.05 |
| v/c Ratio | 0.77 | 0.38 | | | 0.50 | | 0.56 | 0.55 | 0.76 | 0.00 | | 0.22 |
| Uniform Delay, d1 | 42.1 | 8.8 | | | 22.6 | | 38.5 | 38.4 | 40.5 | 33.9 | | 35.5 |
| Progression Factor | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | | 0.56 |
| Incremental Delay, d2 | 10.7 | 0.3 | | | 0.8 | | 2.1 | 1.8 | 9.4 | 0.0 | | 0.3 |
| Delay (s) | 52.8 | 9.2 | | | 23.5 | | 40.6 | 40.2 | 49.8 | 32.3 | | 20.2 |
| Level of Service | D | A | | | C | | D | D | D | C | | C |
| Approach Delay (s) | | 16.8 | | | 23.5 | | | 44.6 | | | 20.2 | |
| Approach LOS | | B | | | C | | | D | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 24.6 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.63 | | |
| Actuated Cycle Length (s) | 110.0 | Sum of lost time (s) | 17.6 |
| Intersection Capacity Utilization | 66.9% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 18 | 480 | 12 | 472 | 30 | 34 | 39 | 37 |
| Future Volume (vph) | 18 | 480 | 12 | 472 | 30 | 34 | 39 | 37 |
| Lane Group Flow (vph) | 0 | 589 | 0 | 599 | 0 | 137 | 0 | 110 |
| Turn Type | Perm | NA | Perm | NA | Perm | NA | Perm | NA |
| Protected Phases | | 2 | | 6 | | 4 | | 8 |
| Permitted Phases | 2 | | 6 | | 4 | | 8 | |
| Detector Phase | 2 | 2 | 6 | 6 | 4 | 4 | 8 | 8 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 10.0 | 7.0 | 7.0 | 7.0 | 7.0 |
| Minimum Split (s) | 36.0 | 36.0 | 36.0 | 36.0 | 24.0 | 24.0 | 24.0 | 24.0 |
| Total Split (s) | 63.0 | 63.0 | 63.0 | 63.0 | 27.0 | 27.0 | 27.0 | 27.0 |
| Total Split (%) | 70.0% | 70.0% | 70.0% | 70.0% | 30.0% | 30.0% | 30.0% | 30.0% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Total Lost Time (s) | | 6.0 | | 6.0 | | 6.0 | | 6.0 |
| Lead/Lag | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | |
| Recall Mode | C-Max | C-Max | C-Max | C-Max | None | None | None | None |
| v/c Ratio | | 0.47 | | 0.48 | | 0.62 | | 0.64 |
| Control Delay | | 4.2 | | 4.7 | | 35.0 | | 46.9 |
| Queue Delay | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Total Delay | | 4.2 | | 4.7 | | 35.0 | | 46.9 |
| Queue Length 50th (m) | | 18.5 | | 0.4 | | 14.2 | | 15.2 |
| Queue Length 95th (m) | | 34.7 | | m57.8 | | 30.3 | | 29.9 |
| Internal Link Dist (m) | | 166.8 | | 190.3 | | 154.6 | | 120.9 |
| Turn Bay Length (m) | | | | | | | | |
| Base Capacity (vph) | | 1251 | | 1254 | | 354 | | 289 |
| Starvation Cap Reductn | | 0 | | 0 | | 0 | | 0 |
| Spillback Cap Reductn | | 0 | | 0 | | 0 | | 0 |
| Storage Cap Reductn | | 0 | | 0 | | 0 | | 0 |
| Reduced v/c Ratio | | 0.47 | | 0.48 | | 0.39 | | 0.38 |

## Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Alma St & Paisley St

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 18 | 480 | 43 | 12 | 472 | 67 | 30 | 34 | 62 | 39 | 37 | 26 |
| Future Volume (vph) | 18 | 480 | 43 | 12 | 472 | 67 | 30 | 34 | 62 | 39 | 37 | 26 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | | 6.0 | | | 6.0 | | | 6.0 | |
| Lane Util. Factor | | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | |
| Frpb, ped/bikes | | 0.99 | | | 0.99 | | | 0.93 | | | 0.92 | |
| Flpb, ped/bikes | | 1.00 | | | 1.00 | | | 0.94 | | | 0.97 | |
| Frt | | 0.99 | | | 0.98 | | | 0.93 | | | 0.97 | |
| Flt Protected | | 1.00 | | | 1.00 | | | 0.99 | | | 0.98 | |
| Satd. Flow (prot) | | 1744 | | | 1724 | | | 1503 | | | 1498 | |
| Flt Permitted | | 0.97 | | | 0.99 | | | 0.89 | | | 0.78 | |
| Satd. Flow (perm) | | 1702 | | | 1702 | | | 1356 | | | 1184 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 20 | 522 | 47 | 13 | 513 | 73 | 33 | 37 | 67 | 42 | 40 | 28 |
| RTOR Reduction (vph) | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 43 | 0 | 0 | 16 | 0 |
| Lane Group Flow (vph) | 0 | 587 | 0 | 0 | 595 | 0 | 0 | 94 | 0 | 0 | 94 | 0 |
| Confl. Peds. (#/hr) | 54 | | 91 | 91 | | 54 | 118 | | 50 | 50 | | 118 |
| Confl. Bikes (#/hr) | | | | | | | | | 1 | | | 1 |
| Heavy Vehicles (%) | 0% | 5% | 7% | 0% | 5% | 11% | 5% | 0% | 0% | 15% | 0% | 0% |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 4 | | | 8 | |
| Permitted Phases | 2 | | | 6 | | | 4 | | | 8 | | |
| Actuated Green, G (s) | | 66.1 | | | 66.1 | | | 11.9 | | | 11.9 | |
| Effective Green, g (s) | | 66.1 | | | 66.1 | | | 11.9 | | | 11.9 | |
| Actuated g/C Ratio | | 0.73 | | | 0.73 | | | 0.13 | | | 0.13 | |
| Clearance Time (s) | | 6.0 | | | 6.0 | | | 6.0 | | | 6.0 | |
| Vehicle Extension (s) | | 3.0 | | | 3.0 | | | 3.0 | | | 3.0 | |
| Lane Grp Cap (vph) | | 1250 | | | 1250 | | | 179 | | | 156 | |
| v/s Ratio Prot | | | | | | | | | | | | |
| v/s Ratio Perm | | 0.34 | | | c0.35 | | | 0.07 | | | c0.08 | |
| v/c Ratio | | 0.47 | | | 0.48 | | | 0.52 | | | 0.60 | |
| Uniform Delay, d1 | | 4.8 | | | 4.9 | | | 36.4 | | | 36.8 | |
| Progression Factor | | 0.54 | | | 0.72 | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | 1.1 | | | 0.7 | | | 2.7 | | | 6.5 | |
| Delay (s) | | 3.8 | | | 4.2 | | | 39.1 | | | 43.3 | |
| Level of Service | | A | | | A | | | D | | | D | |
| Approach Delay (s) | | 3.8 | | | 4.2 | | | 39.1 | | | 43.3 | |
| Approach LOS | | A | | | A | | | D | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 10.4 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.50 | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 62.3% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 10 | 348 | 211 | 12 | 48 | 12 |
| Future Volume (Veh/h) | 10 | 348 | 211 | 12 | 48 | 12 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 11 | 378 | 229 | 13 | 52 | 13 |
| Pedestrians | | 2 | | | 7 | |
| Lane Width (m) | | 3.5 | | | 3.5 | |
| Walking Speed (m/s) | | 1.1 | | | 1.1 | |
| Percent Blockage | | 0 | | | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | 376 | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 249 | | | | 642 | 244 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 249 | | | | 642 | 244 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 99 | | | | 88 | 98 |
| cM capacity (veh/h) | 1320 | | | | 435 | 793 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 389 | 242 | 65 |
| Volume Left | 11 | 0 | 52 |
| Volume Right | 0 | 13 | 13 |
| cSH | 1320 | 1700 | 478 |
| Volume to Capacity | 0.01 | 0.14 | 0.14 |
| Queue Length 95th (m) | 0.2 | 0.0 | 3.6 |
| Control Delay (s) | 0.3 | 0.0 | 13.7 |
| Lane LOS | A | | B |
| Approach Delay (s) | 0.3 | 0.0 | 13.7 |
| Approach LOS | | | B |

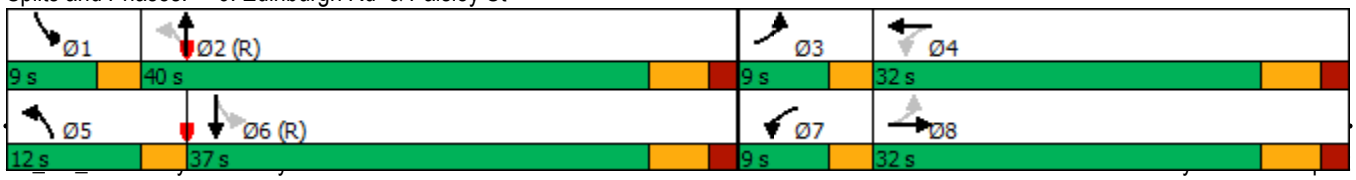
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.4 | | |
| Intersection Capacity Utilization | 37.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 86 | 273 | 116 | 298 | 222 | 629 | 41 | 525 |
| Future Volume (vph) | 86 | 273 | 116 | 298 | 222 | 629 | 41 | 525 |
| Lane Group Flow (vph) | 93 | 511 | 126 | 398 | 241 | 804 | 45 | 648 |
| Turn Type | pm+pt | NA | pm+pt | NA | pm+pt | NA | pm+pt | NA |
| Protected Phases | 3 | 8 | 7 | 4 | 5 | 2 | 1 | 6 |
| Permitted Phases | 8 | | 4 | | 2 | | 6 | |
| Detector Phase | 3 | 8 | 7 | 4 | 5 | 2 | 1 | 6 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 6.0 | 10.0 | 6.0 | 10.0 | 6.0 | 10.0 |
| Minimum Split (s) | 9.0 | 32.0 | 9.0 | 32.0 | 9.0 | 31.0 | 9.0 | 31.0 |
| Total Split (s) | 9.0 | 32.0 | 9.0 | 32.0 | 12.0 | 40.0 | 9.0 | 37.0 |
| Total Split (%) | 10.0% | 35.6% | 10.0% | 35.6% | 13.3% | 44.4% | 10.0% | 41.1% |
| Yellow Time (s) | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| All-Red Time (s) | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 6.0 | 3.0 | 6.0 | 3.0 | 6.0 | 3.0 | 6.0 |
| Lead/Lag | Lead | Lag | Lead | Lag | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | | | | | | | | |
| Recall Mode | None | Max | None | Max | None | C-Max | None | C-Max |
| v/c Ratio | 0.31 | 1.02 | 0.61 | 0.72 | 0.95 | 1.04 | 0.23 | 1.03 |
| Control Delay | 16.0 | 71.7 | 35.3 | 40.7 | 66.8 | 73.2 | 14.2 | 74.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 16.0 | 71.7 | 35.3 | 40.7 | 66.8 | 73.2 | 14.2 | 74.0 |
| Queue Length 50th (m) | 8.2 | ~62.2 | 18.0 | 61.2 | 25.4 | ~165.0 | 3.7 | ~120.1 |
| Queue Length 95th (m) | 17.2 | #123.6 | #30.8 | #105.9 | #70.3 | #233.8 | 8.9 | #184.7 |
| Internal Link Dist (m) | | 151.6 | | 131.0 | | 167.6 | | 146.1 |
| Turn Bay Length (m) | 35.0 | | 110.0 | | 65.0 | | | |
| Base Capacity (vph) | 299 | 503 | 207 | 552 | 253 | 770 | 198 | 630 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.31 | 1.02 | 0.61 | 0.72 | 0.95 | 1.04 | 0.23 | 1.03 |

## Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 105
Control Type: Actuated-Coordinated
~ 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: 6: Edinburgh Rd & Paisley St



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 86 | 273 | 197 | 116 | 298 | 68 | 222 | 629 | 110 | 41 | 525 | 71 |
| Future Volume (vph) | 86 | 273 | 197 | 116 | 298 | 68 | 222 | 629 | 110 | 41 | 525 | 71 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 0.98 | | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 0.99 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.94 | | 1.00 | 0.97 | | 1.00 | 0.98 | | 1.00 | 0.98 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1722 | 1644 | | 1784 | 1760 | | 1668 | 1827 | | 1668 | 1815 | |
| Flt Permitted | 0.32 | 1.00 | | 0.14 | 1.00 | | 0.12 | 1.00 | | 0.13 | 1.00 | |
| Satd. Flow (perm) | 580 | 1644 | | 270 | 1760 | | 210 | 1827 | | 231 | 1815 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 93 | 297 | 214 | 126 | 324 | 74 | 241 | 684 | 120 | 45 | 571 | 77 |
| RTOR Reduction (vph) | 0 | 29 | 0 | 0 | 9 | 0 | 0 | 7 | 0 | 0 | 5 | 0 |
| Lane Group Flow (vph) | 93 | 482 | 0 | 126 | 389 | 0 | 241 | 797 | 0 | 45 | 643 | 0 |
| Confl. Peds. (#/hr) | 29 | | 12 | 12 | | 29 | 13 | | 8 | 8 | | 13 |
| Confl. Bikes (#/hr) | | | 1 | | | | | | 1 | | | 1 |
| Heavy Vehicles (%) | 3% | 4% | 7% | 0% | 3% | 0% | 7% | 0% | 0% | 7% | 1% | 2% |
| Parking (#/hr) | | | | | | 0 | | | | | | |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | | 4 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 31.4 | 26.6 | | 33.8 | 27.8 | | 42.4 | 35.8 | | 34.0 | 30.4 | |
| Effective Green, g (s) | 31.4 | 26.6 | | 33.8 | 27.8 | | 42.4 | 35.8 | | 34.0 | 30.4 | |
| Actuated g/C Ratio | 0.35 | 0.30 | | 0.38 | 0.31 | | 0.47 | 0.40 | | 0.38 | 0.34 | |
| Clearance Time (s) | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 263 | 485 | | 202 | 543 | | 244 | 726 | | 144 | 613 | |
| v/s Ratio Prot | 0.02 | c0.29 | | c0.04 | 0.22 | | c0.10 | c0.44 | | 0.01 | 0.35 | |
| v/s Ratio Perm | 0.10 | | | 0.19 | | | 0.36 | | | 0.10 | | |
| v/c Ratio | 0.35 | 0.99 | | 0.62 | 0.72 | | 0.99 | 1.10 | | 0.31 | 1.05 | |
| Uniform Delay, d1 | 20.8 | 31.6 | | 21.5 | 27.6 | | 22.9 | 27.1 | | 21.9 | 29.8 | |
| Progression Factor | 0.84 | 0.93 | | 1.34 | 1.18 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.7 | 37.5 | | 5.5 | 7.3 | | 53.6 | 63.5 | | 1.2 | 49.7 | |
| Delay (s) | 18.2 | 66.8 | | 34.3 | 39.8 | | 76.5 | 90.6 | | 23.1 | 79.5 | |
| Level of Service | B | E | | C | D | | E | F | | C | E | |
| Approach Delay (s) | | 59.4 | | | 38.5 | | | 87.4 | | | 75.8 | |
| Approach LOS | | E | | | D | | | F | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 69.7 | HCM 2000 Level of Service | E |
| HCM 2000 Volume to Capacity ratio | 1.04 | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 94.9% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 198 | 252 | 208 | 132 | 29 | 779 | 77 | 704 |
| Future Volume (vph) | 198 | 252 | 208 | 132 | 29 | 779 | 77 | 704 |
| Lane Group Flow (vph) | 215 | 339 | 226 | 206 | 32 | 970 | 84 | 875 |
| Turn Type | pm+pt | NA | pm+pt | NA | pm+pt | NA | pm+pt | NA |
| Protected Phases | 3 | 8 | 7 | 4 | 5 | 2 | 1 | 6 |
| Permitted Phases | 8 | | 4 | | 2 | | 6 | |
| Detector Phase | 3 | 8 | 7 | 4 | 5 | 2 | 1 | 6 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 4.5 | 7.0 | 4.5 | 7.0 | 4.5 | 10.0 | 4.5 | 10.0 |
| Minimum Split (s) | 9.0 | 27.0 | 9.0 | 27.0 | 9.0 | 36.0 | 9.0 | 36.0 |
| Total Split (s) | 11.0 | 27.0 | 12.0 | 28.0 | 9.0 | 62.0 | 9.0 | 62.0 |
| Total Split (%) | 10.0% | 24.5% | 10.9% | 25.5% | 8.2% | 56.4% | 8.2% | 56.4% |
| Yellow Time (s) | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| All-Red Time (s) | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 6.0 | 3.0 | 6.0 | 3.0 | 6.0 | 3.0 | 6.0 |
| Lead/Lag | Lead | Lag | Lead | Lag | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | C-Max | None | C-Max |
| v/c Ratio | 0.66 | 1.00 | 1.05 | 0.58 | 0.17 | 1.02 | 0.52 | 0.89 |
| Control Delay | 41.3 | 92.2 | 106.6 | 43.4 | 10.2 | 61.6 | 23.4 | 36.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22.6 | 0.0 | 0.0 |
| Total Delay | 41.3 | 92.2 | 106.6 | 43.4 | 10.2 | 84.2 | 23.4 | 36.4 |
| Queue Length 50th (m) | 35.2 | 71.4 | ~39.7 | 36.7 | 2.5 | ~227.0 | 6.7 | 170.2 |
| Queue Length 95th (m) | 55.8 | #129.3 | #83.0 | 60.6 | 6.1 | #303.2 | 17.6 | #258.1 |
| Internal Link Dist (m) | | 153.0 | | 103.9 | | 90.1 | | 136.0 |
| Turn Bay Length (m) | 20.0 | | 25.0 | | 50.0 | | 40.0 | |
| Base Capacity (vph) | 324 | 340 | 216 | 358 | 191 | 951 | 163 | 980 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 55 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.66 | 1.00 | 1.05 | 0.58 | 0.17 | 1.08 | 0.52 | 0.89 |

## Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated
~ 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: 7: Edinburgh Rd & Waterloo Ave

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 198 | 252 | 60 | 208 | 132 | 58 | 29 | 779 | 113 | 77 | 704 | 101 |
| Future Volume (vph) | 198 | 252 | 60 | 208 | 132 | 58 | 29 | 779 | 113 | 77 | 704 | 101 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 0.99 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.97 | | 1.00 | 0.95 | | 1.00 | 0.98 | | 1.00 | 0.98 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1738 | 1741 | | 1730 | 1723 | | 1785 | 1803 | | 1750 | 1803 | |
| Flt Permitted | 0.50 | 1.00 | | 0.18 | 1.00 | | 0.09 | 1.00 | | 0.07 | 1.00 | |
| Satd. Flow (perm) | 911 | 1741 | | 331 | 1723 | | 173 | 1803 | | 126 | 1803 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 215 | 274 | 65 | 226 | 143 | 63 | 32 | 847 | 123 | 84 | 765 | 110 |
| RTOR Reduction (vph) | 0 | 8 | 0 | 0 | 14 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Lane Group Flow (vph) | 215 | 331 | 0 | 226 | 192 | 0 | 32 | 965 | 0 | 84 | 870 | 0 |
| Confl. Peds. (#/hr) | 8 | | 12 | 12 | | 8 | 11 | | 10 | 10 | | 11 |
| Confl. Bikes (#/hr) | | | | | | | | | | | | 1 |
| Heavy Vehicles (%) | 2% | 3% | 7% | 3% | 4% | 0% | 0% | 2% | 0% | 2% | 2% | 0% |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | | 4 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | 29.0 | 21.0 | | 31.0 | 22.0 | | 60.8 | 57.2 | | 63.2 | 58.4 | |
| Effective Green, g (s) | 29.0 | 21.0 | | 31.0 | 22.0 | | 60.8 | 57.2 | | 63.2 | 58.4 | |
| Actuated g/C Ratio | 0.26 | 0.19 | | 0.28 | 0.20 | | 0.55 | 0.52 | | 0.57 | 0.53 | |
| Clearance Time (s) | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 300 | 332 | | 207 | 344 | | 148 | 937 | | 143 | 957 | |
| v/s Ratio Prot | 0.05 | 0.19 | | c0.09 | 0.11 | | 0.01 | c0.54 | | c0.03 | 0.48 | |
| v/s Ratio Perm | 0.14 | | | c0.22 | | | 0.11 | | | 0.31 | | |
| v/c Ratio | 0.72 | 1.00 | | 1.09 | 0.56 | | 0.22 | 1.03 | | 0.59 | 0.91 | |
| Uniform Delay, d1 | 35.6 | 44.5 | | 35.9 | 39.6 | | 19.5 | 26.4 | | 24.6 | 23.4 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 7.9 | 48.2 | | 89.2 | 2.0 | | 0.7 | 37.4 | | 6.0 | 14.0 | |
| Delay (s) | 43.5 | 92.6 | | 125.1 | 41.6 | | 20.2 | 63.8 | | 30.6 | 37.4 | |
| Level of Service | D | F | | F | D | | C | E | | C | D | |
| Approach Delay (s) | | 73.6 | | | 85.2 | | | 62.4 | | | 36.8 | |
| Approach LOS | | E | | | F | | | E | | | D | |

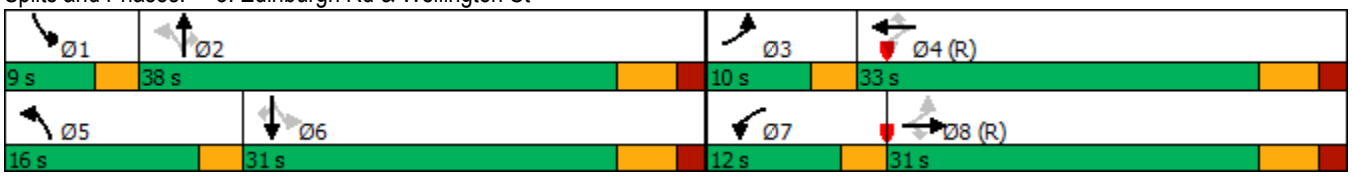
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 59.5 | HCM 2000 Level of Service | E |
| HCM 2000 Volume to Capacity ratio | 1.04 | | |
| Actuated Cycle Length (s) | 110.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 97.7% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 157 | 679 | 207 | 184 | 625 | 63 | 245 | 697 | 188 | 48 | 728 | 58 |
| Future Volume (vph) | 157 | 679 | 207 | 184 | 625 | 63 | 245 | 697 | 188 | 48 | 728 | 58 |
| Lane Group Flow (vph) | 171 | 738 | 225 | 200 | 679 | 68 | 266 | 758 | 204 | 52 | 791 | 63 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 3 | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | 2 | 6 | | 6 |
| Detector Phase | 3 | 8 | 8 | 7 | 4 | 4 | 5 | 2 | 2 | 1 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 10.0 | 6.0 | 10.0 | 10.0 | 6.0 | 10.0 | 10.0 | 6.0 | 10.0 | 10.0 |
| Minimum Split (s) | 9.0 | 23.0 | 23.0 | 9.0 | 23.0 | 23.0 | 9.0 | 23.0 | 23.0 | 9.0 | 23.0 | 23.0 |
| Total Split (s) | 10.0 | 31.0 | 31.0 | 12.0 | 33.0 | 33.0 | 16.0 | 38.0 | 38.0 | 9.0 | 31.0 | 31.0 |
| Total Split (%) | 11.1% | 34.4% | 34.4% | 13.3% | 36.7% | 36.7% | 17.8% | 42.2% | 42.2% | 10.0% | 34.4% | 34.4% |
| Yellow Time (s) | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | 4.0 |
| All-Red Time (s) | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | C-Min | C-Min | None | C-Min | C-Min | None | None | None | None | None | None |
| v/c Ratio | 0.62 | 0.81 | 0.42 | 0.80 | 0.74 | 0.12 | 0.81 | 0.57 | 0.30 | 0.19 | 0.89 | 0.13 |
| Control Delay | 27.7 | 38.6 | 8.0 | 41.5 | 33.9 | 0.5 | 38.5 | 24.4 | 4.7 | 14.6 | 45.1 | 0.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 27.7 | 38.6 | 8.0 | 41.5 | 33.9 | 0.5 | 38.5 | 24.4 | 4.7 | 14.6 | 45.1 | 0.5 |
| Queue Length 50th (m) | 17.8 | 62.7 | 3.0 | 21.3 | 55.4 | 0.0 | 27.1 | 56.4 | 0.6 | 4.6 | 68.3 | 0.0 |
| Queue Length 95th (m) | #31.9 | #90.3 | 20.1 | #50.8 | 75.5 | 0.0 | #66.1 | 75.0 | 14.3 | 10.4 | #99.6 | 0.0 |
| Internal Link Dist (m) | | 271.8 | | | 207.6 | | | 124.8 | | | 75.7 | |
| Turn Bay Length (m) | 45.0 | | 40.0 | 45.0 | | 60.0 | 35.0 | | 40.0 | 40.0 | | 20.0 |
| Base Capacity (vph) | 274 | 911 | 538 | 251 | 922 | 555 | 327 | 1323 | 670 | 272 | 909 | 504 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.62 | 0.81 | 0.42 | 0.80 | 0.74 | 0.12 | 0.81 | 0.57 | 0.30 | 0.19 | 0.87 | 0.13 |

## Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 84 (93%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Edinburgh Rd & Wellington St



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 157 | 679 | 207 | 184 | 625 | 63 | 245 | 697 | 188 | 48 | 728 | 58 |
| Future Volume (vph) | 157 | 679 | 207 | 184 | 625 | 63 | 245 | 697 | 188 | 48 | 728 | 58 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.96 |
| Flpb, ped/bikes | 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 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1637 | 3216 | 1392 | 1552 | 3025 | 1490 | 1652 | 3400 | 1409 | 1497 | 3275 | 1439 |
| Flt Permitted | 0.27 | 1.00 | 1.00 | 0.17 | 1.00 | 1.00 | 0.15 | 1.00 | 1.00 | 0.36 | 1.00 | 1.00 |
| Satd. Flow (perm) | 461 | 3216 | 1392 | 282 | 3025 | 1490 | 262 | 3400 | 1409 | 568 | 3275 | 1439 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 171 | 738 | 225 | 200 | 679 | 68 | 266 | 758 | 204 | 52 | 791 | 63 |
| RTOR Reduction (vph) | 0 | 0 | 147 | 0 | 0 | 48 | 0 | 0 | 122 | 0 | 0 | 45 |
| Lane Group Flow (vph) | 171 | 738 | 78 | 200 | 679 | 20 | 266 | 758 | 82 | 52 | 791 | 18 |
| Confl. Peds. (#/hr) | 5 | | 2 | 2 | | 5 | 12 | | 10 | 10 | | 12 |
| Confl. Bikes (#/hr) | | | | | | 1 | | | 3 | | | 7 |
| Heavy Vehicles (%) | 9% | 11% | 13% | 15% | 18% | 5% | 8% | 5% | 10% | 19% | 9% | 7% |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 3 | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | 2 | 6 | | 6 |
| Actuated Green, G (s) | 31.4 | 24.3 | 24.3 | 35.4 | 26.3 | 26.3 | 41.6 | 35.0 | 35.0 | 29.2 | 25.6 | 25.6 |
| Effective Green, g (s) | 31.4 | 24.3 | 24.3 | 35.4 | 26.3 | 26.3 | 41.6 | 35.0 | 35.0 | 29.2 | 25.6 | 25.6 |
| Actuated g/C Ratio | 0.35 | 0.27 | 0.27 | 0.39 | 0.29 | 0.29 | 0.46 | 0.39 | 0.39 | 0.32 | 0.28 | 0.28 |
| Clearance Time (s) | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 253 | 868 | 375 | 239 | 883 | 435 | 321 | 1322 | 547 | 221 | 931 | 409 |
| v/s Ratio Prot | 0.05 | 0.23 | | c0.08 | 0.22 | | c0.12 | 0.22 | | 0.01 | 0.24 | |
| v/s Ratio Perm | 0.18 | | 0.06 | c0.24 | | 0.01 | c0.26 | | 0.06 | 0.07 | | 0.01 |
| v/c Ratio | 0.68 | 0.85 | 0.21 | 0.84 | 0.77 | 0.05 | 0.83 | 0.57 | 0.15 | 0.24 | 0.85 | 0.04 |
| Uniform Delay, d1 | 21.8 | 31.1 | 25.4 | 20.7 | 29.1 | 22.8 | 18.4 | 21.6 | 17.9 | 21.3 | 30.4 | 23.3 |
| Progression 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 |
| Incremental Delay, d2 | 7.0 | 10.2 | 1.3 | 21.7 | 6.4 | 0.2 | 16.0 | 0.6 | 0.1 | 0.6 | 7.3 | 0.0 |
| Delay (s) | 28.7 | 41.3 | 26.7 | 42.4 | 35.5 | 23.0 | 34.4 | 22.2 | 18.0 | 21.8 | 37.7 | 23.4 |
| Level of Service | C | D | C | D | D | C | C | C | B | C | D | C |
| Approach Delay (s) | | 36.5 | | | 36.0 | | | 24.2 | | | 35.8 | |
| Approach LOS | | D | | | D | | | C | | | D | |

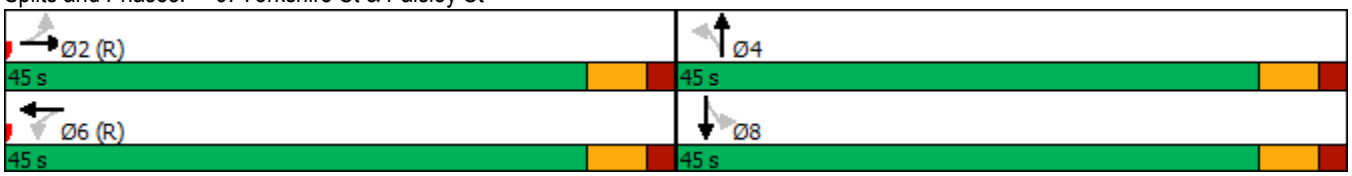
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 32.7 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.88 | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 79.3% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 52 | 157 | 17 | 276 | 105 | 105 | 56 | 94 |
| Future Volume (vph) | 52 | 157 | 17 | 276 | 105 | 105 | 56 | 94 |
| Lane Group Flow (vph) | 0 | 267 | 0 | 376 | 0 | 275 | 0 | 265 |
| Turn Type | Perm | NA | Perm | NA | Perm | NA | Perm | NA |
| Protected Phases | | 2 | | 6 | | 4 | | 8 |
| Permitted Phases | 2 | | 6 | | 4 | | 8 | |
| Detector Phase | 2 | 2 | 6 | 6 | 4 | 4 | 8 | 8 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 18.0 | 18.0 | 18.0 | 18.0 | 7.0 | 7.0 | 7.0 | 7.0 |
| Minimum Split (s) | 36.0 | 36.0 | 36.0 | 36.0 | 24.0 | 24.0 | 24.0 | 24.0 |
| Total Split (s) | 45.0 | 45.0 | 45.0 | 45.0 | 45.0 | 45.0 | 45.0 | 45.0 |
| Total Split (%) | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Total Lost Time (s) | | 6.0 | | 6.0 | | 6.0 | | 6.0 |
| Lead/Lag | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | |
| Recall Mode | C-Max | C-Max | C-Max | C-Max | None | None | None | None |
| v/c Ratio | | 0.29 | | 0.36 | | 0.87 | | 0.69 |
| Control Delay | | 7.5 | | 12.1 | | 54.1 | | 32.9 |
| Queue Delay | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Total Delay | | 7.5 | | 12.1 | | 54.1 | | 32.9 |
| Queue Length 50th (m) | | 10.6 | | 24.2 | | 42.9 | | 34.1 |
| Queue Length 95th (m) | | m20.8 | | m65.8 | | 63.2 | | 51.6 |
| Internal Link Dist (m) | | 237.5 | | 168.5 | | 115.4 | | 103.8 |
| Turn Bay Length (m) | | | | | | | | |
| Base Capacity (vph) | | 926 | | 1033 | | 495 | | 581 |
| Starvation Cap Reductn | | 0 | | 0 | | 0 | | 0 |
| Spillback Cap Reductn | | 0 | | 0 | | 0 | | 0 |
| Storage Cap Reductn | | 0 | | 0 | | 0 | | 0 |
| Reduced v/c Ratio | | 0.29 | | 0.36 | | 0.56 | | 0.46 |

## Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Yorkshire St & Paisley St



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 52 | 157 | 36 | 17 | 276 | 53 | 105 | 105 | 43 | 56 | 94 | 94 |
| Future Volume (vph) | 52 | 157 | 36 | 17 | 276 | 53 | 105 | 105 | 43 | 56 | 94 | 94 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | | 6.0 | | | 6.0 | | | 6.0 | |
| Lane Util. Factor | | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | |
| Frpb, ped/bikes | | 0.99 | | | 0.99 | | | 0.99 | | | 0.87 | |
| Flpb, ped/bikes | | 0.99 | | | 1.00 | | | 0.93 | | | 0.99 | |
| Frt | | 0.98 | | | 0.98 | | | 0.98 | | | 0.95 | |
| Flt Protected | | 0.99 | | | 1.00 | | | 0.98 | | | 0.99 | |
| Satd. Flow (prot) | | 1785 | | | 1764 | | | 1644 | | | 1510 | |
| Flt Permitted | | 0.86 | | | 0.98 | | | 0.68 | | | 0.84 | |
| Satd. Flow (perm) | | 1553 | | | 1734 | | | 1133 | | | 1285 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 57 | 171 | 39 | 18 | 300 | 58 | 114 | 114 | 47 | 61 | 102 | 102 |
| RTOR Reduction (vph) | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 11 | 0 | 0 | 32 | 0 |
| Lane Group Flow (vph) | 0 | 262 | 0 | 0 | 371 | 0 | 0 | 264 | 0 | 0 | 233 | 0 |
| Confl. Peds. (#/hr) | 49 | | 34 | 34 | | 49 | 125 | | 23 | 23 | | 125 |
| Confl. Bikes (#/hr) | | | 1 | | | 1 | | | | | | 4 |
| Heavy Vehicles (%) | 0% | 0% | 1% | 0% | 3% | 0% | 0% | 0% | 4% | 0% | 0% | 3% |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 4 | | | 8 | |
| Permitted Phases | 2 | | | 6 | | | 4 | | | 8 | | |
| Actuated Green, G (s) | | 53.4 | | | 53.4 | | | 24.6 | | | 24.6 | |
| Effective Green, g (s) | | 53.4 | | | 53.4 | | | 24.6 | | | 24.6 | |
| Actuated g/C Ratio | | 0.59 | | | 0.59 | | | 0.27 | | | 0.27 | |
| Clearance Time (s) | | 6.0 | | | 6.0 | | | 6.0 | | | 6.0 | |
| Vehicle Extension (s) | | 3.0 | | | 3.0 | | | 3.0 | | | 3.0 | |
| Lane Grp Cap (vph) | | 921 | | | 1028 | | | 309 | | | 351 | |
| v/s Ratio Prot | | | | | | | | | | | | |
| v/s Ratio Perm | | 0.17 | | | c0.21 | | | c0.23 | | | 0.18 | |
| v/c Ratio | | 0.28 | | | 0.36 | | | 0.85 | | | 0.66 | |
| Uniform Delay, d1 | | 9.0 | | | 9.5 | | | 31.0 | | | 29.0 | |
| Progression Factor | | 0.69 | | | 1.02 | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | 0.3 | | | 0.9 | | | 20.0 | | | 4.7 | |
| Delay (s) | | 6.4 | | | 10.6 | | | 51.0 | | | 33.7 | |
| Level of Service | | A | | | B | | | D | | | C | |
| Approach Delay (s) | | 6.4 | | | 10.6 | | | 51.0 | | | 33.7 | |
| Approach LOS | | A | | | B | | | D | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 24.2 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.52 | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 66.5% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Traffic Volume (vph) | 24 | 462 | 6 | 36 | 214 | 6 | 28 | 5 | 35 | 14 | 0 | 74 |
| Future Volume (vph) | 24 | 462 | 6 | 36 | 214 | 6 | 28 | 5 | 35 | 14 | 0 | 74 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 26 | 502 | 7 | 39 | 233 | 7 | 30 | 5 | 38 | 15 | 0 | 80 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 535 | 279 | 73 | 95 |
| Volume Left (vph) | 26 | 39 | 30 | 15 |
| Volume Right (vph) | 7 | 7 | 38 | 80 |
| Hadj (s) | 0.07 | 0.08 | -0.23 | -0.46 |
| Departure Headway (s) | 4.9 | 5.2 | 5.9 | 5.6 |
| Degree Utilization, x | 0.72 | 0.40 | 0.12 | 0.15 |
| Capacity (veh/h) | 721 | 663 | 535 | 560 |
| Control Delay (s) | 19.4 | 11.6 | 9.7 | 9.6 |
| Approach Delay (s) | 19.4 | 11.6 | 9.7 | 9.6 |
| Approach LOS | C | B | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 15.5 | | |
| Level of Service | C | | |
| Intersection Capacity Utilization | 48.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 6 | 247 | 7 | 8 | 276 | 6 | 37 | 26 | 51 | 13 | 28 | 17 |
| Future Volume (Veh/h) | 6 | 247 | 7 | 8 | 276 | 6 | 37 | 26 | 51 | 13 | 28 | 17 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 7 | 268 | 8 | 9 | 300 | 7 | 40 | 28 | 55 | 14 | 30 | 18 |
| Pedestrians | | 9 | | | 2 | | | 25 | | | 24 | |
| Lane Width (m) | | 3.5 | | | 3.5 | | | 3.5 | | | 3.5 | |
| Walking Speed (m/s) | | 1.1 | | | 1.1 | | | 1.1 | | | 1.1 | |
| Percent Blockage | | 1 | | | 0 | | | 2 | | | 2 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | 193 | | | 390 | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 331 | | | 301 | | | 674 | 660 | 299 | 702 | 660 | 336 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 331 | | | 301 | | | 674 | 660 | 299 | 702 | 660 | 336 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.3 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.4 |
| p0 queue free % | 99 | | | 99 | | | 87 | 92 | 92 | 95 | 92 | 97 |
| cM capacity (veh/h) | 1213 | | | 1243 | | | 314 | 362 | 728 | 289 | 364 | 674 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 283 | 316 | 123 | 62 |
| Volume Left | 7 | 9 | 40 | 14 |
| Volume Right | 8 | 7 | 55 | 18 |
| cSH | 1213 | 1243 | 439 | 394 |
| Volume to Capacity | 0.01 | 0.01 | 0.28 | 0.16 |
| Queue Length 95th (m) | 0.1 | 0.2 | 8.6 | 4.2 |
| Control Delay (s) | 0.3 | 0.3 | 16.4 | 15.8 |
| Lane LOS | A | A | C | C |
| Approach Delay (s) | 0.3 | 0.3 | 16.4 | 15.8 |
| Approach LOS | | | C | C |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.0 | | |
| Intersection Capacity Utilization | 35.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 50 | 497 | 8 | 17 | 280 | 24 | 32 | 10 | 3 | 51 | 5 | 39 |
| Future Volume (Veh/h) | 50 | 497 | 8 | 17 | 280 | 24 | 32 | 10 | 3 | 51 | 5 | 39 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 54 | 540 | 9 | 18 | 304 | 26 | 35 | 11 | 3 | 55 | 5 | 42 |
| Pedestrians | | 3 | | | 2 | | | 14 | | | 3 | |
| Lane Width (m) | | 3.5 | | | 3.5 | | | 3.5 | | | 3.5 | |
| Walking Speed (m/s) | | 1.1 | | | 1.1 | | | 1.1 | | | 1.1 | |
| Percent Blockage | | 0 | | | 0 | | | 1 | | | 0 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | 401 | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 333 | | | 563 | | | 1067 | 1036 | 560 | 1019 | 1027 | 323 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 333 | | | 563 | | | 1067 | 1036 | 560 | 1019 | 1027 | 323 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.2 | 6.5 | 6.3 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.6 | 4.0 | 3.4 |
| p0 queue free % | 96 | | | 98 | | | 80 | 95 | 99 | 71 | 98 | 94 |
| cM capacity (veh/h) | 1207 | | | 1006 | | | 173 | 216 | 524 | 190 | 218 | 703 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 603 | 348 | 49 | 102 |
| Volume Left | 54 | 18 | 35 | 55 |
| Volume Right | 9 | 26 | 3 | 42 |
| cSH | 1207 | 1006 | 189 | 274 |
| Volume to Capacity | 0.04 | 0.02 | 0.26 | 0.37 |
| Queue Length 95th (m) | 1.1 | 0.4 | 7.6 | 12.6 |
| Control Delay (s) | 1.2 | 0.6 | 30.6 | 25.7 |
| Lane LOS | A | A | D | D |
| Approach Delay (s) | 1.2 | 0.6 | 30.6 | 25.7 |
| Approach LOS | | | D | D |

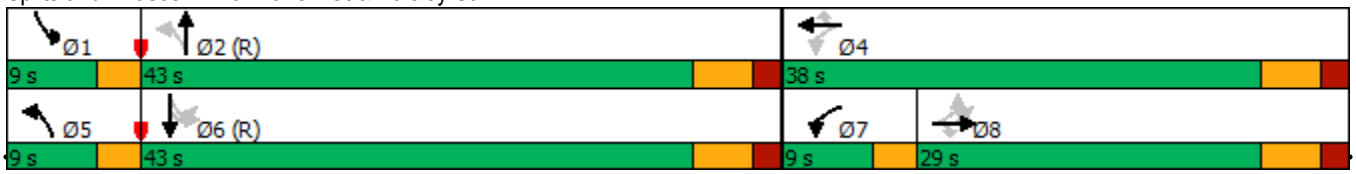
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.6 | | |
| Intersection Capacity Utilization | 57.0% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (vph) | 76 | 129 | 122 | 41 | 93 | 24 | 128 | 235 | 24 | 485 |
| Future Volume (vph) | 76 | 129 | 122 | 41 | 93 | 24 | 128 | 235 | 24 | 485 |
| Lane Group Flow (vph) | 83 | 140 | 133 | 45 | 101 | 26 | 139 | 355 | 26 | 574 |
| Turn Type | Perm | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | pm+pt | NA |
| Protected Phases | | 8 | | 7 | 4 | | 5 | 2 | 1 | 6 |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | 6 | |
| Detector Phase | 8 | 8 | 8 | 7 | 4 | 4 | 5 | 2 | 1 | 6 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 6.0 | 10.0 | 10.0 | 6.0 | 10.0 | 6.0 | 10.0 |
| Minimum Split (s) | 29.0 | 29.0 | 29.0 | 9.0 | 29.0 | 29.0 | 9.0 | 31.0 | 9.0 | 31.0 |
| Total Split (s) | 29.0 | 29.0 | 29.0 | 9.0 | 38.0 | 38.0 | 9.0 | 43.0 | 9.0 | 43.0 |
| Total Split (%) | 32.2% | 32.2% | 32.2% | 10.0% | 42.2% | 42.2% | 10.0% | 47.8% | 10.0% | 47.8% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | 3.0 | 6.0 |
| Lead/Lag | Lag | Lag | Lag | Lead | | | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | | | | | | | | | | |
| Recall Mode | Max | Max | Max | None | Max | Max | None | C-Max | None | C-Max |
| v/c Ratio | 0.26 | 0.33 | 0.32 | 0.12 | 0.19 | 0.06 | 0.59 | 0.52 | 0.06 | 0.94 |
| Control Delay | 25.1 | 25.7 | 6.5 | 18.2 | 21.2 | 19.7 | 26.3 | 28.2 | 10.0 | 50.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 25.1 | 25.7 | 6.5 | 18.2 | 21.2 | 19.7 | 26.3 | 28.2 | 10.0 | 50.7 |
| Queue Length 50th (m) | 12.2 | 21.2 | 3.3 | 4.8 | 11.9 | 2.9 | 14.5 | 45.6 | 2.0 | 92.0 |
| Queue Length 95th (m) | m22.9 | 36.0 | 6.5 | 11.5 | 23.2 | 8.3 | m24.7 | 82.5 | 5.5 | #158.2 |
| Internal Link Dist (m) | | 162.2 | | | 100.7 | | | 126.2 | | 147.3 |
| Turn Bay Length (m) | 30.0 | | 20.0 | 35.0 | | 35.0 | | | 25.0 | |
| Base Capacity (vph) | 325 | 427 | 422 | 385 | 541 | 444 | 234 | 680 | 435 | 613 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.26 | 0.33 | 0.32 | 0.12 | 0.19 | 0.06 | 0.59 | 0.52 | 0.06 | 0.94 |

## Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 84 (93%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 13: Norfolk St & Paisley St



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 76 | 129 | 122 | 41 | 93 | 24 | 128 | 235 | 92 | 24 | 485 | 43 |
| Future Volume (vph) | 76 | 129 | 122 | 41 | 93 | 24 | 128 | 235 | 92 | 24 | 485 | 43 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.84 | 1.00 | 1.00 | 0.91 | 1.00 | 0.98 | | 1.00 | 0.99 | |
| Flpb, ped/bikes | 0.94 | 1.00 | 1.00 | 0.94 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.98 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.96 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1511 | 1445 | 1113 | 1459 | 1523 | 1250 | 1484 | 1445 | | 1450 | 1482 | |
| Flt Permitted | 0.69 | 1.00 | 1.00 | 0.60 | 1.00 | 1.00 | 0.19 | 1.00 | | 0.51 | 1.00 | |
| Satd. Flow (perm) | 1100 | 1445 | 1113 | 921 | 1523 | 1250 | 297 | 1445 | | 771 | 1482 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 83 | 140 | 133 | 45 | 101 | 26 | 139 | 255 | 100 | 26 | 527 | 47 |
| RTOR Reduction (vph) | 0 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| Lane Group Flow (vph) | 83 | 140 | 39 | 45 | 101 | 26 | 139 | 355 | 0 | 26 | 570 | 0 |
| Confl. Peds. (#/hr) | 35 | | 74 | 74 | | 35 | 35 | | 33 | 33 | | 35 |
| Confl. Bikes (#/hr) | | | 2 | | | | | | | | | 12 |
| Heavy Vehicles (%) | 0% | 17% | 8% | 3% | 11% | 5% | 8% | 13% | 1% | 9% | 11% | 21% |
| Parking (#/hr) | | | | | | | | | | | | |
| Turn Type | Perm | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | | 6 | | |
| Actuated Green, G (s) | 26.6 | 26.6 | 26.6 | 33.2 | 33.2 | 33.2 | 44.8 | 39.4 | | 38.2 | 35.8 | |
| Effective Green, g (s) | 26.6 | 26.6 | 26.6 | 33.2 | 33.2 | 33.2 | 44.8 | 39.4 | | 38.2 | 35.8 | |
| Actuated g/C Ratio | 0.30 | 0.30 | 0.30 | 0.37 | 0.37 | 0.37 | 0.50 | 0.44 | | 0.42 | 0.40 | |
| Clearance Time (s) | 6.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 325 | 427 | 328 | 361 | 561 | 461 | 226 | 632 | | 345 | 589 | |
| v/s Ratio Prot | | c0.10 | | 0.00 | c0.07 | | c0.04 | 0.25 | | 0.00 | c0.38 | |
| v/s Ratio Perm | 0.08 | | 0.04 | 0.04 | | 0.02 | 0.26 | | | 0.03 | | |
| v/c Ratio | 0.26 | 0.33 | 0.12 | 0.12 | 0.18 | 0.06 | 0.62 | 0.56 | | 0.08 | 0.97 | |
| Uniform Delay, d1 | 24.2 | 24.7 | 23.2 | 18.5 | 19.2 | 18.3 | 16.0 | 18.9 | | 15.2 | 26.5 | |
| Progression Factor | 0.86 | 0.88 | 0.85 | 1.00 | 1.00 | 1.00 | 1.50 | 1.40 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 1.8 | 2.0 | 0.7 | 0.2 | 0.7 | 0.2 | 4.0 | 2.9 | | 0.1 | 30.1 | |
| Delay (s) | 22.7 | 23.7 | 20.5 | 18.7 | 19.9 | 18.5 | 28.0 | 29.3 | | 15.3 | 56.6 | |
| Level of Service | C | C | C | B | B | B | C | C | | B | E | |
| Approach Delay (s) | | 22.3 | | | 19.4 | | | 28.9 | | | 54.8 | |
| Approach LOS | | C | | | B | | | C | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 36.0 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.66 | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 85.2% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 6 | 14 | 32 | 15 | 8 | 41 | 37 | 592 | 66 | 82 | 778 | 34 |
| Future Volume (Veh/h) | 6 | 14 | 32 | 15 | 8 | 41 | 37 | 592 | 66 | 82 | 778 | 34 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 7 | 15 | 35 | 16 | 9 | 45 | 40 | 643 | 72 | 89 | 846 | 37 |
| Pedestrians | | 37 | | | 35 | | | 9 | | | 9 | |
| Lane Width (m) | | 3.5 | | | 3.5 | | | 3.5 | | | 3.5 | |
| Walking Speed (m/s) | | 1.1 | | | 1.1 | | | 1.1 | | | 1.1 | |
| Percent Blockage | | 3 | | | 3 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | 294 | | | 150 | |
| pX, platoon unblocked | 0.67 | 0.67 | 0.67 | 0.67 | 0.67 | | 0.67 | | | | | |
| vC, conflicting volume | 1540 | 1910 | 910 | 1870 | 1892 | 402 | 920 | | | 750 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1559 | 2113 | 618 | 2053 | 2087 | 402 | 632 | | | 750 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 76 | 44 | 88 | 0 | 68 | 92 | 94 | | | 89 | | |
| cM capacity (veh/h) | 29 | 27 | 280 | 9 | 28 | 581 | 621 | | | 841 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|
| Volume Total | 57 | 70 | 362 | 394 | 89 | 883 |
| Volume Left | 7 | 16 | 40 | 0 | 89 | 0 |
| Volume Right | 35 | 45 | 0 | 72 | 0 | 37 |
| cSH | 62 | 32 | 621 | 1700 | 841 | 1700 |
| Volume to Capacity | 0.92 | 2.21 | 0.06 | 0.23 | 0.11 | 0.52 |
| Queue Length 95th (m) | 32.9 | 61.2 | 1.6 | 0.0 | 2.7 | 0.0 |
| Control Delay (s) | 202.1 | 824.0 | 2.0 | 0.0 | 9.8 | 0.0 |
| Lane LOS | F | F | A | | A | |
| Approach Delay (s) | 202.1 | 824.0 | 1.0 | | 0.9 | |
| Approach LOS | F | F | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 38.2 | | |
| Intersection Capacity Utilization | 89.3% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

| Lane Group | EBL | EBR | WBT | NBL | NBT | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 240 | 184 | 5 | 162 | 514 | 731 |
| Future Volume (vph) | 240 | 184 | 5 | 162 | 514 | 731 |
| Lane Group Flow (vph) | 261 | 200 | 48 | 176 | 559 | 1059 |
| Turn Type | Perm | Perm | NA | pm+pt | NA | NA |
| Protected Phases | | | 4 | 5 | 2 | 6 |
| Permitted Phases | 8 | 8 | | 2 | | |
| Minimum Split (s) | 31.0 | 31.0 | 23.5 | 9.0 | 34.0 | 34.0 |
| Total Split (s) | 33.0 | 33.0 | 33.0 | 12.0 | 57.0 | 45.0 |
| Total Split (%) | 36.7% | 36.7% | 36.7% | 13.3% | 63.3% | 50.0% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 3.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 3.0 | 6.0 | 6.0 |
| Lead/Lag | | | | Lead | | Lag |
| Lead-Lag Optimize? | | | | | | |
| v/c Ratio | 0.72 | 0.39 | 0.11 | 0.66 | 0.61 | 0.81 |
| Control Delay | 41.3 | 6.1 | 15.5 | 22.7 | 16.6 | 24.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 41.3 | 6.1 | 15.5 | 22.7 | 16.6 | 24.4 |
| Queue Length 50th (m) | 40.1 | 0.0 | 3.2 | 12.6 | 59.7 | 57.4 |
| Queue Length 95th (m) | #74.4 | 14.8 | 11.1 | #32.5 | 92.1 | m71.5 |
| Internal Link Dist (m) | | | 200.1 | | 178.2 | 178.4 |
| Turn Bay Length (m) | 30.0 | 100.0 | | | | |
| Base Capacity (vph) | 362 | 515 | 424 | 268 | 912 | 1305 |
| 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 | 0.72 | 0.39 | 0.11 | 0.66 | 0.61 | 0.81 |

## Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 10 (11%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 75
Control Type: Pretimed
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Gordon St/Norfolk St & Waterloo Ave/Wilson St

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 240 | 0 | 184 | 19 | 5 | 20 | 162 | 514 | 0 | 0 | 731 | 243 |
| Future Volume (vph) | 240 | 0 | 184 | 19 | 5 | 20 | 162 | 514 | 0 | 0 | 731 | 243 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | | 6.0 | | 6.0 | | 3.0 | 6.0 | | | 6.0 | |
| Lane Util. Factor | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | | | 0.95 | |
| Frpb, ped/bikes | 1.00 | | 0.90 | | 0.99 | | 1.00 | 1.00 | | | 0.98 | |
| Flpb, ped/bikes | 0.99 | | 1.00 | | 0.89 | | 1.00 | 1.00 | | | 1.00 | |
| Frt | 1.00 | | 0.85 | | 0.94 | | 1.00 | 1.00 | | | 0.96 | |
| Flt Protected | 0.95 | | 1.00 | | 0.98 | | 0.95 | 1.00 | | | 1.00 | |
| Satd. Flow (prot) | 1582 | | 1250 | | 1364 | | 1543 | 1610 | | | 2927 | |
| Flt Permitted | 0.73 | | 1.00 | | 0.98 | | 0.14 | 1.00 | | | 1.00 | |
| Satd. Flow (perm) | 1208 | | 1250 | | 1364 | | 231 | 1610 | | | 2927 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 261 | 0 | 200 | 21 | 5 | 22 | 176 | 559 | 0 | 0 | 795 | 264 |
| RTOR Reduction (vph) | 0 | 0 | 140 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 36 | 0 |
| Lane Group Flow (vph) | 261 | 0 | 60 | 0 | 33 | 0 | 176 | 559 | 0 | 0 | 1023 | 0 |
| Confl. Peds. (#/hr) | 2 | | 87 | 87 | | 2 | 44 | | 2 | 2 | | 44 |
| Confl. Bikes (#/hr) | | | | | | | | | | | | 3 |
| Heavy Vehicles (%) | 1% | 0% | 3% | 0% | 0% | 0% | 4% | 5% | 0% | 0% | 4% | 1% |
| Turn Type | Perm | | Perm | Perm | NA | | pm+pt | NA | | | NA | |
| Protected Phases | | | | | 4 | | 5 | 2 | | | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | | 2 | | | | | |
| Actuated Green, G (s) | 27.0 | | 27.0 | | 27.0 | | 51.0 | 51.0 | | | 39.0 | |
| Effective Green, g (s) | 27.0 | | 27.0 | | 27.0 | | 51.0 | 51.0 | | | 39.0 | |
| Actuated g/C Ratio | 0.30 | | 0.30 | | 0.30 | | 0.57 | 0.57 | | | 0.43 | |
| Clearance Time (s) | 6.0 | | 6.0 | | 6.0 | | 3.0 | 6.0 | | | 6.0 | |
| Lane Grp Cap (vph) | 362 | | 375 | | 409 | | 262 | 912 | | | 1268 | |
| v/s Ratio Prot | | | | | | | c0.07 | 0.35 | | | c0.35 | |
| v/s Ratio Perm | c0.22 | | 0.05 | | 0.02 | | 0.31 | | | | | |
| v/c Ratio | 0.72 | | 0.16 | | 0.08 | | 0.67 | 0.61 | | | 0.81 | |
| Uniform Delay, d1 | 28.1 | | 23.2 | | 22.6 | | 13.2 | 12.9 | | | 22.2 | |
| Progression Factor | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | | | 0.90 | |
| Incremental Delay, d2 | 11.7 | | 0.9 | | 0.4 | | 12.9 | 3.1 | | | 5.1 | |
| Delay (s) | 39.9 | | 24.1 | | 23.0 | | 26.1 | 16.0 | | | 25.2 | |
| Level of Service | D | | C | | C | | C | B | | | C | |
| Approach Delay (s) | | 33.0 | | | 23.0 | | | 18.4 | | | 25.2 | |
| Approach LOS | | C | | | C | | | B | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 24.5 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.76 | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 15.0 |
| Intersection Capacity Utilization | 75.3% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

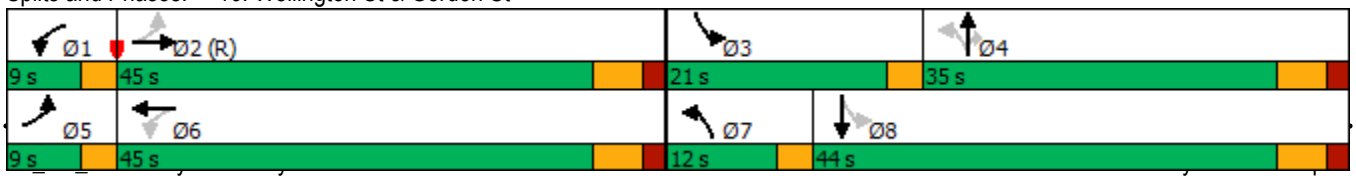
c Critical Lane Group

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Traffic Volume (vph) | 112 | 779 | 33 | 759 | 141 | 835 | 40 | 355 | 587 |
| Future Volume (vph) | 112 | 779 | 33 | 759 | 141 | 835 | 40 | 355 | 587 |
| Lane Group Flow (vph) | 122 | 883 | 36 | 1149 | 153 | 908 | 43 | 386 | 733 |
| Turn Type | pm+pt | NA | pm+pt | NA | pm+pt | NA | Perm | pm+pt | NA |
| Protected Phases | 5 | 2 | 1 | 6 | 7 | 4 | | 3 | 8 |
| Permitted Phases | 2 | | 6 | | 4 | | 4 | 8 | |
| Detector Phase | 5 | 2 | 1 | 6 | 7 | 4 | 4 | 3 | 8 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 6.0 | 10.0 | 6.0 | 7.0 | 7.0 | 6.0 | 7.0 |
| Minimum Split (s) | 9.0 | 34.0 | 9.0 | 34.0 | 9.0 | 33.0 | 33.0 | 9.0 | 33.0 |
| Total Split (s) | 9.0 | 45.0 | 9.0 | 45.0 | 12.0 | 35.0 | 35.0 | 21.0 | 44.0 |
| Total Split (%) | 8.2% | 40.9% | 8.2% | 40.9% | 10.9% | 31.8% | 31.8% | 19.1% | 40.0% |
| Yellow Time (s) | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 |
| All-Red Time (s) | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 6.0 | 3.0 | 6.0 | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 |
| Lead/Lag | Lead | Lag | Lead | Lag | Lead | Lag | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | C-Max | None | Max | None | Max | Max | None | Max |
| v/c Ratio | 0.84 | 0.74 | 0.18 | 1.07 | 0.54 | 1.16 | 0.10 | 1.22 | 0.72 |
| Control Delay | 64.7 | 34.0 | 18.4 | 80.4 | 25.4 | 122.6 | 0.5 | 151.8 | 35.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 64.7 | 34.0 | 18.4 | 80.4 | 25.4 | 122.6 | 0.5 | 151.8 | 35.4 |
| Queue Length 50th (m) | 14.9 | 88.7 | 4.1 | ~139.5 | 18.2 | ~121.5 | 0.0 | ~87.4 | 70.2 |
| Queue Length 95th (m) | #45.5 | 113.8 | 9.8 | #180.8 | 30.7 | #160.4 | 0.0 | #145.7 | 92.3 |
| Internal Link Dist (m) | | 223.6 | | 183.2 | | 222.9 | | | 157.4 |
| Turn Bay Length (m) | 65.0 | | 110.0 | | 80.0 | | 55.0 | 35.0 | |
| Base Capacity (vph) | 145 | 1201 | 204 | 1077 | 286 | 784 | 439 | 317 | 1018 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.84 | 0.74 | 0.18 | 1.07 | 0.53 | 1.16 | 0.10 | 1.22 | 0.72 |

## Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated
~ 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: Wellington St & Gordon St



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 112 | 779 | 33 | 33 | 759 | 298 | 141 | 835 | 40 | 355 | 587 | 87 |
| Future Volume (vph) | 112 | 779 | 33 | 33 | 759 | 298 | 141 | 835 | 40 | 355 | 587 | 87 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | |
| Lane Util. Factor | 1.00 | 0.95 | | 1.00 | 0.95 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 0.96 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.98 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1530 | 3097 | | 1545 | 2932 | | 1603 | 2975 | 1333 | 1545 | 2896 | |
| Flt Permitted | 0.10 | 1.00 | | 0.19 | 1.00 | | 0.32 | 1.00 | 1.00 | 0.12 | 1.00 | |
| Satd. Flow (perm) | 156 | 3097 | | 316 | 2932 | | 537 | 2975 | 1333 | 203 | 2896 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 122 | 847 | 36 | 36 | 825 | 324 | 153 | 908 | 43 | 386 | 638 | 95 |
| RTOR Reduction (vph) | 0 | 2 | 0 | 0 | 37 | 0 | 0 | 0 | 32 | 0 | 10 | 0 |
| Lane Group Flow (vph) | 122 | 881 | 0 | 36 | 1112 | 0 | 153 | 908 | 11 | 386 | 723 | 0 |
| Confl. Peds. (#/hr) | 28 | | 2 | 2 | | 28 | 16 | | 4 | 4 | | 16 |
| Confl. Bikes (#/hr) | | | 6 | | | 3 | | | | | | 1 |
| Heavy Vehicles (%) | 5% | 3% | 4% | 4% | 3% | 5% | 0% | 8% | 6% | 4% | 9% | 4% |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 2 | | | 6 | | | 4 | | 4 | 8 | | |
| Actuated Green, G (s) | 47.4 | 41.4 | | 42.6 | 39.0 | | 37.7 | 29.0 | 29.0 | 50.0 | 38.3 | |
| Effective Green, g (s) | 47.4 | 41.4 | | 42.6 | 39.0 | | 37.7 | 29.0 | 29.0 | 50.0 | 38.3 | |
| Actuated g/C Ratio | 0.43 | 0.38 | | 0.39 | 0.35 | | 0.34 | 0.26 | 0.26 | 0.45 | 0.35 | |
| Clearance Time (s) | 3.0 | 6.0 | | 3.0 | 6.0 | | 3.0 | 6.0 | 6.0 | 3.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 142 | 1165 | | 162 | 1039 | | 268 | 784 | 351 | 311 | 1008 | |
| v/s Ratio Prot | c0.05 | 0.28 | | 0.01 | c0.38 | | 0.05 | 0.31 | | c0.20 | 0.25 | |
| v/s Ratio Perm | 0.32 | | | 0.08 | | | 0.15 | | 0.01 | c0.36 | | |
| v/c Ratio | 0.86 | 0.76 | | 0.22 | 1.07 | | 0.57 | 1.16 | 0.03 | 1.24 | 0.72 | |
| Uniform Delay, d1 | 25.1 | 29.9 | | 22.3 | 35.5 | | 26.4 | 40.5 | 30.1 | 32.3 | 31.1 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 37.1 | 4.6 | | 0.7 | 48.6 | | 2.9 | 85.2 | 0.2 | 132.9 | 4.4 | |
| Delay (s) | 62.2 | 34.5 | | 23.0 | 84.1 | | 29.3 | 125.7 | 30.2 | 165.2 | 35.5 | |
| Level of Service | E | C | | C | F | | C | F | C | F | D | |
| Approach Delay (s) | | 37.8 | | | 82.2 | | | 108.6 | | | 80.2 | |
| Approach LOS | | D | | | F | | | F | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 78.2 | HCM 2000 Level of Service | E |
| HCM 2000 Volume to Capacity ratio | 1.18 | | |
| Actuated Cycle Length (s) | 110.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 105.7% | ICU Level of Service | G |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | NBT | SBT | Ø3 |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 940 | 922 | |
| Future Volume (vph) | 940 | 922 | |
| Lane Group Flow (vph) | 1022 | 1002 | |
| Turn Type | NA | NA | |
| Protected Phases | 2 | 6 | 3 |
| Permitted Phases | | | |
| Minimum Split (s) | 361.0 | 361.0 | 89.0 |
| Total Split (s) | 361.0 | 361.0 | 89.0 |
| Total Split (%) | 80.2% | 80.2% | 20% |
| Yellow Time (s) | 10.0 | 10.0 | 10.0 |
| All-Red Time (s) | 2.0 | 2.0 | 5.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | |
| Total Lost Time (s) | 12.0 | 12.0 | |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| v/c Ratio | 0.72 | 0.70 | |
| Control Delay | 29.0 | 28.2 | |
| Queue Delay | 40.8 | 0.0 | |
| Total Delay | 69.8 | 28.2 | |
| Queue Length 50th (m) | 460.5 | 440.7 | |
| Queue Length 95th (m) | 494.3 | 472.9 | |
| Internal Link Dist (m) | 121.2 | 63.2 | |
| Turn Bay Length (m) | | | |
| Base Capacity (vph) | 1428 | 1428 | |
| Starvation Cap Reductn | 480 | 0 | |
| Spillback Cap Reductn | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | |
| Reduced v/c Ratio | 1.08 | 0.70 | |

| Intersection Summary |
|---|
| Cycle Length: 450 |
| Actuated Cycle Length: 450 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |
| Natural Cycle: 450 |
| Control Type: Pretimed |

Splits and Phases: 18: Edinburgh Rd & Rail Crossing