TRAFFIC IMPACT STUDY

Victoria St Development

Port Hope, ON

October 5, 2023

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Revision Summary

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Traffic Impact Study issued for site plan approval.

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1 Introduction and Background

Traffic impact analysis is a fundamental part of the continuous planning process of land use and the transportation infrastructure. The goal is to provide various interest groups and decision-makers with information regarding the use of developed land and the impacts the development has on the transportation system. From there, mitigation measures can be recommended if necessary. Traditionally, the analysis includes addressing the impacts of a proposed development during the adjacent street peak hours for present and future planning horizons. The impact area is considered "the site access" and the nearby key regional road intersections. Beyond that point, the traffic blends in and is then considered as part of the "background traffic".

Jewell Engineering Inc. (Jewell) has prepared this Traffic Impact Study (TIS) to determine and summarize the impact of a proposed residential development in Port Hope, ON. The development is located 2.5km northwest of downtown, and 250m south of the 401 (Figure 1-1).

Figure 1-1: Development Site Location (Google, Maxar Tech 2015)

The evaluation of vehicular traffic is based on the performance of the intersections impacted. The performance of an intersection is based on Level of Service (LOS) and safety. Jewell uses the computer software SYNCHRO 11 for the LOS analysis. The Levels of Service are based on "vehicle delay".

2 Background

2.1 Proposed Development

The development site at 276-282 Victoria St N has an area of 1.2ha and is situated in a residential area approx. 2.5km northwest of downtown Port Hope, and 250m south of Highway 401. The subject lands have 60.73m of frontage on Victoria St.

The site is zoned "Medium-Density Residential". Victoria St has Low- and Medium-Density Residential zoning on either side, with "Urban Institutional" zoning to the north where the Municipal Public Works Department is located.

The development site plan is included in Appendix A.

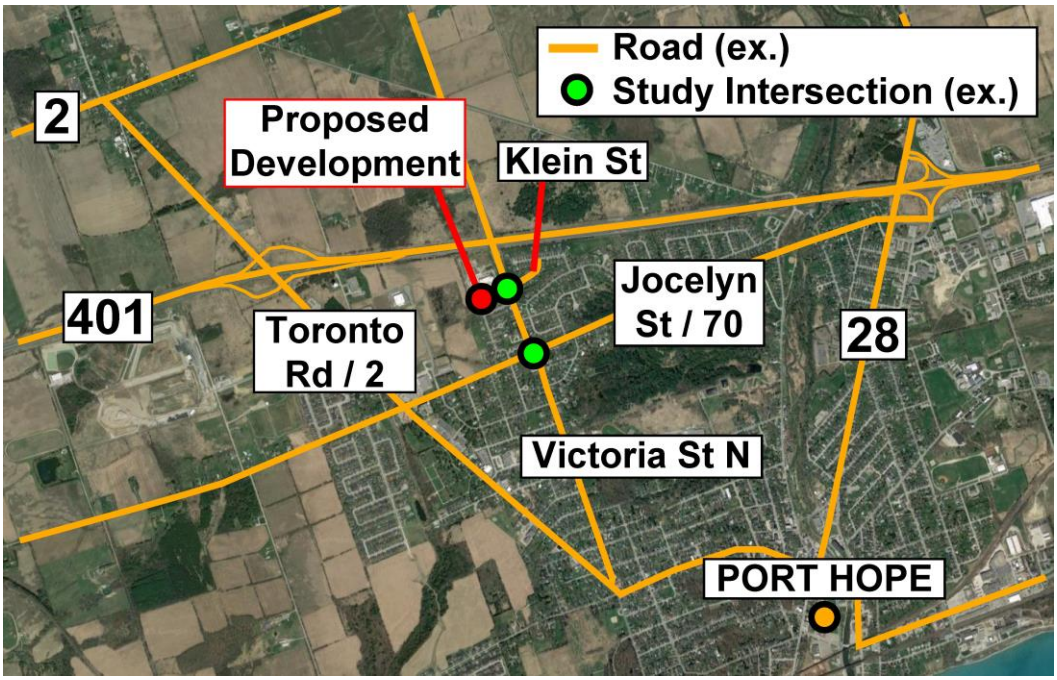


Figure 2-1: Surrounding Area (Google, Maxar Tech 2015)

The developer is proposing to construct two, three-storey apartment buildings, with a total of 74 apartment units. The site will include 81 parking spaces, which includes two barrier-free (accessible) spaces. The proposed access road is north of the apartment units, intersecting Victoria St N directly across from Klein St to form a new 4-way intersection.

This TIS will evaluate the impact of the proposed development on the following "key intersections" in the development area:

- Victoria St N / Jocelyn St (CR70)
- Victoria St N / Klein St (at proposed site access)

2.2 Existing Conditions

The existing site consists of an agricultural field with an existing dwelling. The dwelling was not occupied during the period when the traffic counts were conducted.

Figure 2-2: Proposed Development Site (Google, Maxar Tech May 2018)

2.3 Existing Road Network

Victoria St is a 2-lane local road that connects County Rd 74 (Dale Rd) to County Road 2 (Toronto Rd). It has a posted speed of 50km/h in the vicinity of the development; thus, a design speed of 70km/h is assumed. The road is in excess of 8m wide with curbed shoulders on both sides, which provides opportunity for on-street parking for the residences to the south of the development (Figure 2-3). The only road markings are stop bars and crosswalks; lanes and on-street parking spaces are not delineated.

Figure 2-3: Victoria St N, Facing North (Google, September 2014)

Klein St is a 2-lane local road that connects to Victoria St N, forming a T-intersection, across from the proposed site access. It has no posted speed, therefore a speed limit of 50km/h is implied. Similar to Victoria St, Klein has a width of approx. 8m with curbed shoulders on both sides, giving space for on-street parking (Figure 2-4).

Figure 2-4: Klein St, Facing West (Google, September 2014)

The Victoria/Klein intersection is stop-controlled on the minor approach (east leg), and operates free on Victoria St (NB/SB). The intersection has no delineated auxiliary lanes.

Figure 2-5: Victoria St N at Klein St (Google, Maxar Tech 2018)

Jocelyn St (CR70) is a hard-surfaced road with a width of over 10m. There is one 3.6m vehicle lane and a 1.5m well-maintained paved shoulder in both directions. The paved shoulder is used as a bicycle lane, however cautionary signage is not present. Jocelyn St is designated as a County/Arterial Road in the Northumberland Transportation Master Plan, whereas other roads included in the scope of analysis (Klein, Victoria St N) are designated as local roads. Jocelyn St has a posted speed limit of 50km/h in the vicinity of the proposed development.

Figure 2-6: Jocelyn St, Facing West (Google, September 2021)

Jocelyn St has a rural cross-section with open ditches. A sidewalk runs along the north side of the road between Victoria St N and Trefusis St, 140m to the west.

Victoria St N intersects with Jocelyn St 370m south of Klein. The north and south approaches are stop-controlled, and the east and west approaches operate uncontrolled.

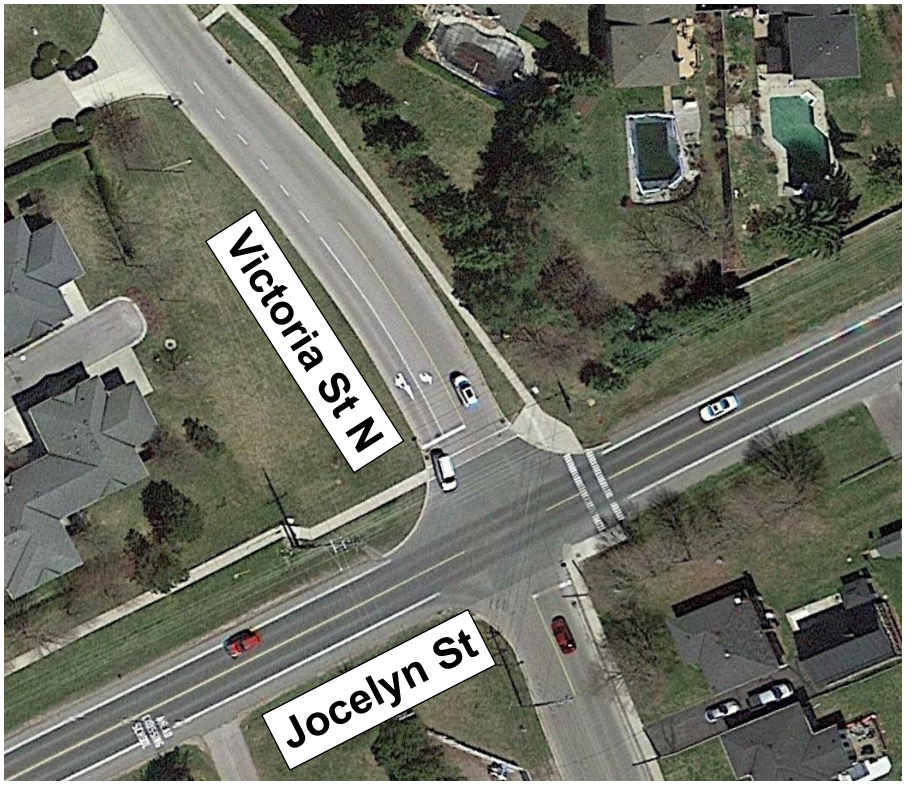


Figure 2-7: Victoria St N at Jocelyn (Google, Maxar Tech 2018)

Victoria St has a southbound left-turn auxiliary lane with a storage length of approx. 50m.

3 Background Traffic

3.1 Traffic Counts

Jewell retained Ontario Traffic Inc. (OTI) to complete traffic counts between Friday Aug 18 and Saturday Aug 19, 2023 (Appendix B). Turning Movement & Classification (TMC) counts were conducted at Victoria St N & Jocelyn St (CR70), and Automatic Traffic Recorder (ATR) counts were done on Klein St immediately east of Victoria. The following conclusions are based on the TMC data.

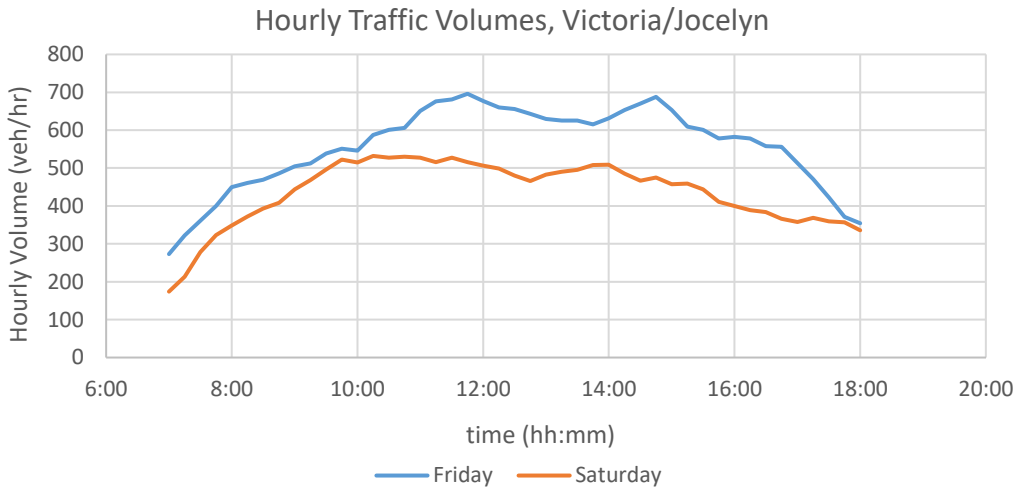
- The Weekday AM peak occurs from 11:45-12:45PM (traffic volumes increase consistently throughout the morning);
- The Weekday PM peak occurs from 2:45-3:45;
- The Weekend (Saturday) peak occurs from 10:15-11:15AM;
- Trucks (heavy vehicles) comprise approx. 2% of total peak-hour volume in the AM peak, 3% of movements in the PM peak, and <1% of movements during the Saturday peak;
- Pedestrians and cyclists do not represent a significant portion of intersection users, with a maximum combined volume of 15 per hour (i.e., a pedestrian or cyclist every four minutes or less on average).

Table 3-1: Pedestrian & Cyclist Volumes – Victoria/Jocelyn

Peak Period	Total Pedestrians	Total Cyclists
Weekday, AM	10	3
Weekday, PM	10	0
Saturday	14	1

Traffic volumes on Klein St did not exceed 33 vehicles per peak hour during the two-day traffic counts, therefore Jewell selected the peak hour based on Victoria/Jocelyn St traffic volumes (Figure 3-1).

Figure 3-1: Traffic Volumes and Directional Distribution



3.2 Future Traffic Conditions

The population of Port Hope has increased at an average rate of 0.6% from 2016 to 2021, and Northumberland County at a rate of 0.9% (Table 3-2). Jewell applied a background growth factor of 2% to background traffic to conservatively reflect future traffic conditions.

Table 3-2: Stats Canada Census Population Data (2022)

Census Area	2016 Population	2021 Population	Annual Growth Rate
Port Hope	16,753	17,294	0.6%
Northumberland County	85,598	89,365	0.9%

Figures displaying the corresponding future background traffic volumes are provided in Appendix C.

Full build-out of the development is anticipated in 2025. Accordingly, three planning horizons were considered and analysis was completed as follows:

- 2025
  - Projected background traffic
  - Background traffic + Victoria St Development
- 2030
  - Projected background traffic
  - Projected background traffic + Victoria St Development
- 2035
  - Projected background traffic
  - Projected background traffic + Victoria St Development

3.3 Background Levels of Service

The performance of the study intersections was assessed based on delay calculations per the Highway Capacity Manual criteria noted below:

Table 3-3: Level of Service Criteria for TWSC Intersections (Exhibit 17-2)

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

The study intersections were evaluated under three different peak hour scenarios:

- AM peak hour
- PM peak hour
- Saturday peak hour

The performance of the study intersections under background conditions is summarized in Table 3-4. Additional details are provided in Appendix D.

Table 3-4: Levels of Service – Projected Background

PERFORMANCE CRITERIA		LEVEL OF SERVICE								
		Bkgd Traffic (2025)			Bkgd Traffic (2030)			Bkgd Traffic (2035)		
		AM Peak	PM Peak	Sat Peak	AM Peak	PM Peak	Sat Peak	AM Peak	PM Peak	Sat Peak
Victoria St / Jocelyn St										
NB (stop)	LOS	C	C	B	C	C	B	C	C	B
	v/c Ratio	0.18	0.19	0.12	0.22	0.23	0.14	0.28	0.30	0.17
	Delay (s)	16	16.4	12.8	17.9	18.4	13.6	20.6	21.6	14.5
	95% Queue	0.7	0.7	0.4	0.8	0.9	0.5	1.1	1.2	0.6
EB (free)	LOS	A	A	A	A	A	A	A	A	A
	v/c Ratio	0.03	0.04	0.03	0.04	0.04	0.03	0.04	0.05	0.03
	Delay (s)	7.9	7.9	7.7	7.9	8.0	7.8	8.0	8.0	7.9
	95% Queue	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
WB (free)	LOS	A	A	A	A	A	A	A	A	A
	v/c Ratio	0.02	0.03	0.02	0.02	0.03	0.02	0.03	0.04	0.02
	Delay (s)	8	7.9	7.7	8.1	8.0	7.7	8.2	8.1	7.8
	95% Queue	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.1
SB (stop)	LOS	C	C	B	C	C	C	C	C	C
	v/c Ratio	0.14	0.15	0.10	0.16	0.18	0.11	0.20	0.22	0.13

PERFORMANCE CRITERIA		LEVEL OF SERVICE								
		Bkgd Traffic (2025)			Bkgd Traffic (2030)			Bkgd Traffic (2035)		
		AM Peak	PM Peak	Sat Peak	AM Peak	PM Peak	Sat Peak	AM Peak	PM Peak	Sat Peak
	Delay (s)	17.8	18.5	14.3	19.8	20.8	15.3	22.7	24.3	16.6
	95% Queue	0.5	0.2	0.3	0.6	0.6	0.4	0.7	0.8	0.4
Victoria St / Klein St										
NB (free)	LOS	A	A	A	A	A	A	A	A	A
	v/c Ratio	-	-	-	-	-	-	-	-	-
	Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	95% Queue	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
EB (stop)	LOS	A	A	A	A	A	A	A	A	A
	v/c Ratio	-	-	-	-	-	-	-	-	-
	Delay (s)	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	95% Queue	-	-	-	-	-	-	-	-	-
WB (stop)	LOS	A	A	A	A	A	A	A	A	A
	v/c Ratio	0.01	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.02
	Delay (s)	9.4	9.5	9.3	9.5	9.7	9.4	9.6	9.8	9.6
	95% Queue	0.0	0.0	0.1	0.0	0.0	0.1	0.1	0.1	0.1
SB (free)	LOS	A	A	A	A	A	A	A	A	A
	v/c Ratio	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
	Delay (s)	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4
	95% Queue	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

* 95% queue is provided in vehicles

The existing road network operates under acceptable level of service through the 2035 planning horizon under background traffic conditions. Major roads operate at LOS A with 95th percentile queue at 0.1 vehicles, and minimal delay. Minor road approaches function at LOS B-C on Victoria St N at Jocelyn, and LOS A on Klein.

4 Proposed Development Traffic

4.1 ITE Vehicular Trip Generation

The I.T.E Trip Generation Manual was used to estimate vehicular trip generation for the proposed development. Code 221 – Multifamily Housing (Mid-Rise) best reflected the proposed use of the two apartment buildings. Code 221 refers to apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have between 3-10 levels.

Table 4-1: Victoria St N Development – ITE Trip Generation

ITE Code	Land Use	Peak	Rate	In/Out (%)	Trips per 74 Units
221	Multifamily Housing (Mid-Rise)	AM	0.32	27 / 73	24
		PM	0.41	60 / 40	30
		Sat	0.44	49 / 51	33
				Maximum	33

As a conservative estimate, Jewell used the trips generated by the peak hour of generator to produce a higher number of estimated trips. In addition, Jewell assumed the peak-hour traffic from the proposed development would coincide with the peak-hour of background traffic.

4.2 Vehicular Trip Distribution and Assignment

Jewell anticipates that most of the generated vehicle trips will occur via the intersection of Victoria/Jocelyn due to the surrounding road layout. Drivers making trips to the north (e.g., Peterborough via County Road 28) may choose to cross the 401 on Victoria St, however trips to other attractions and population centers (Oshawa, Cobourg/Belleville, downtown Port Hope, etc.) will be faster if drivers route via Victoria/Jocelyn. For conservatism, it is assumed that 5% of trips to/from the development will route via the north, as this produces a higher number of trips at Victoria/Jocelyn.

For other routing, Jewell used the count data collected by OTI to distribute trips during the respective peak-hour period. The vehicle trips generated by the proposed development were distributed on the surrounding road network according to existing travel patterns which reflect various “trip productions and attractions” in the study environs. The trips from the development were distributed as follows:

Table 4-2: Vehicular Trip Distribution

	AM Peak		PM Peak		Saturday	
	Inbound	**Outbound**	**Inbound**	**Outbound**	**Inbound**	**Outbound**
To/From North	5%	5%	5%	5%	5%	5%
To/From East	10%	15%	20%	20%	20%	15%
To/From South	30%	35%	30%	30%	30%	20%
To/From West	55%	45%	45%	45%	45%	60%

5 Transportation Impacts

In order to conservatively predict the addition of the development trips, Jewell assumed that the development traffic peak hour would occur simultaneously with the background traffic peak.

5.1 Traffic Analysis

5.1.1 Traffic Volumes

Figures displaying the vehicular background traffic plus traffic generated by the proposed development are provided in Appendix C.

5.1.2 Level of Service

As demonstrated, the two-way stop-controlled intersections will operate at an acceptable level of service with minimal delay and queueing through the 2035 planning horizon with the proposed development traffic. Therefore, no intersection adjustments or improvements are required to maintain sufficient traffic flow in the vicinity of the proposed development.

Table 5-1: Levels of Service – Future Background + Victoria St Development

PERFORMANCE CRITERIA		LEVEL OF SERVICE								
		Bkgd Traffic + Development (2025)			Bkgd Traffic + Development (2030)			Bkgd Traffic + Development (2035)		
		AM Peak	PM Peak	Sat Peak	AM Peak	PM Peak	Sat Peak	AM Peak	PM Peak	Sat Peak
Victoria St / Jocelyn St										
NB (stop)	LOS	C	C	B	C	C	B	C	C	C
	v/c Ratio	0.20	0.21	0.14	0.24	0.26	0.16	0.30	0.33	0.19
	Delay (s)	16.6	17.4	13.3	18.6	19.8	14.2	21.6	23.5	15.3
	95% Queue	0.7	0.8	0.5	0.9	1.0	0.6	1.2	1.4	0.7
EB (free)	LOS	A	A	A	A	A	A	A	A	A
	v/c Ratio	0.04	0.04	0.03	0.04	0.05	0.04	0.04	0.05	0.04
	Delay (s)	7.9	7.9	7.8	7.9	8.0	7.8	8.0	8.1	7.9
	95% Queue	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.1
WB (free)	LOS	A	A	A	A	A	A	A	A	A
	v/c Ratio	0.02	0.03	0.02	0.02	0.03	0.02	0.03	0.04	0.02
	Delay (s)	8.0	7.9	7.7	8.1	8.0	7.7	8.2	8.1	7.8
	95% Queue	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.1
SB (stop)	LOS	C	C	B	C	C	C	C	D	C
	v/c Ratio	0.17	0.17	0.12	0.20	0.20	0.14	0.23	0.25	0.15

PERFORMANCE CRITERIA		LEVEL OF SERVICE								
		Bkgd Traffic + Development (2025)			Bkgd Traffic + Development (2030)			Bkgd Traffic + Development (2035)		
		AM Peak	PM Peak	Sat Peak	AM Peak	PM Peak	Sat Peak	AM Peak	PM Peak	Sat Peak
	Delay (s)	18.2	19.4	14.8	20.4	22.1	16.0	23.3	26.2	17.4
	95% Queue	0.6	0.6	0.4	0.7	0.7	0.5	0.9	1.0	0.5
Victoria St / Klein St										
NB (free)	LOS	A	A	A	A	A	A	A	A	A
	v/c Ratio	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
	Delay (s)	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.5	7.4
	95% Queue	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
EB (stop)	LOS	A	A	A	A	A	A	A	A	A
	v/c Ratio	0.02	0.01	0.02	0.02	0.01	0.02	0.02	0.01	0.02
	Delay (s)	8.7	8.9	8.7	8.8	8.9	8.8	8.8	9.0	8.8
	95% Queue	0.1	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.1
WB (stop)	LOS	A	A	A	A	B	A	A	B	B
	v/c Ratio	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
	Delay (s)	9.6	9.9	9.7	9.7	10.0	9.8	9.8	10.2	10.0
	95% Queue	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1
SB (free)	LOS	A	A	A	A	A	A	A	A	A
	v/c Ratio	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
	Delay (s)	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4
	95% Queue	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

* 95% queue is provided in vehicles

5.1.3 Auxiliary Lanes

In accordance with TAC guidelines, left turn lane warrants should be based on a capacity analysis. The TAC supplement also provides additional left turn lane guidelines for MTO highways.

As Jocelyn St and Victoria St N are local roads, the warrant for left turn lanes is based on vehicle delay and level of service (capacity analysis). During the critical (PM) peak period, left turn movements on Jocelyn St have a maximum delay of 8.1 seconds, corresponding to Level of Service A. In addition, 95th percentile vehicle queue is a maximum of 0.2 vehicles. Therefore, LTLs are not required on Jocelyn.

Similarly, northbound and southbound left-turn movements on Victoria St N encounter a delay of 7.5 seconds with a negligible (zero) 95th percentile queue, therefore LTLs are not warranted.

Right turn tapers are typically not required unless channelization criteria is approached. “A right-turn channelization volume warrant of 60 vehicles per hour is often used as in (sic) indicator that a more detailed capacity analysis of the intersection and geometric options for

accommodating right turning traffic is required." (TAC Geometric Design Manual 2017, Section 9.15.5). Westbound-right volumes on Jocelyn St, and right-turn volumes on Victoria St N at the site access, remain below 30 movements per peak hour. Therefore, a right-turn taper is not required.

5.1.4 All-Way Stop Control Warrants

The proposed site access will be stop-controlled on the west leg, to form a two-way stop-controlled intersection with Victoria St N.

The Ontario Traffic Manual indicates that AWSC is used on arterial and major roads when the average delay for vehicles entering the intersection from the minor road is greater than 30 seconds, and the volume split does not exceed 70/30. The Victoria St N / Jocelyn St intersection has delay less than 30 seconds and volume split greater than 70/30, therefore AWSC is not recommended or warranted.

Similarly, AWSC may be considered on minor roads when the total approach volume exceeds 350 vehicles/hr for the peak hour recorded, and volume split does not exceed 65/35 for 4-way intersections. The site access intersection with Victoria St and Klein St has fewer than 350 peak hour trips and exceeds 65/35, therefore AWSC is not recommended.

5.1.5 Signalization Warrants

The Ontario Traffic Manual (OTM) lists criteria for the warranting of traffic signals at a given intersection, when predicting for future conditions. The intersection in Port Hope does not operate under "free flow" conditions as the posted speed limit in the area is under 70km/h, and the intersection is within an urban area. The following numbers pertain to restricted flow conditions:

- Peak-hour volume greater than 1,440 trips per peak hour, based on average hour approach volume of 720 veh/hr and the formulas:

$$AHV = \frac{PHV}{2} \ or \ AHV = \frac{amPHV + pmPHV}{4}$$

As both study intersections have fewer than 1,000 peak-hour trips and operate under acceptable levels of service through the planning horizon, signalization is not warranted.

5.2 Sight Line Analysis & Safety Impacts

Stopping sight distance (SSD) is the distance required for a driver to register a hazard and bring their vehicle to a stop. The stopping sight distance for a road with a design speed of 70km/h is

116m (assuming a 6% downgrade for southbound traffic) or 105m for a level approach (northbound traffic), according to TAC's 2017 Geometric Design Guide for Canadian Roads.

The desired intersection sight distance (LT/RT ISD) is the sight distance required for a vehicle to accelerate from a stop, and complete a turn without causing through traffic to slow below 70% of the initial travel speed (TAC 2017). The TAC manual lists the required left turn intersection sight distance at 146m, and the required right turn intersection sight distance at 127m.

Table 5-2: Lines of Sight

From Site, Facing	Measured Sight Distance, m	Required Sight Distance			Sufficient Sight Distance?
		Stopping	Left Turn ISD	Right Turn ISD	
North	217	116	146	127	✓
South	277	105			✓

Jewell measured the lines of sight along Victoria St at the location of the proposed site access, 3.5m from the travelled edge of roadway. Book 11 of the Ontario Traffic Manual requires that the stop line be located between 1.25m and 3m from the projected nearside edge of Victoria St (Ontario Traffic Manual 2000 – Book 11, Section 3.8), with the driver's eye positioned approx. 2m behind the stop line.

At the proposed site access location, the sight distance to the north is 217m, which meets all sight line requirements. This is shown below in Figure 5-1:

Figure 5-1: Line of Sight – From Proposed Site Access, Facing North

Similarly, the sight distance to the south is 277m, which meets all sight line requirements, as shown in Figure 5-2:

Figure 5-2: Line of Sight – From Proposed Site Access, Facing South

Although sight distance is adequate under current conditions (as the driver's eye will be within 3.5m of the travelled way), sight triangles will be significantly improved with vegetation removal within the right-of-way.

The developer should ensure that the lines of sight remain unobstructed to ensure that safe access is maintained.

5.3 Intersection Spacing

As per the Transportation Association of Canada's Geometric Design Guide for Canadian Roads, a minimum of 60m is recommended between adjacent intersections on a local road, to allow for minimum lengths of back-to-back storage for left turning vehicles. This distance is reduced to 40m for adjacent T-intersections.

The intersection spacing between Klein (at the proposed site access) and Trefusis St is 87m, which exceeds the 60m minimum.

6 Transportation Demand Management

Transportation demand management is the application of strategies and policies to reduce travel demand, or to redistribute this demand in space or time. Managing demand can be a cost-effective alternative to increasing capacity.

6.1 Active Transportation

Sidewalks are present on major roads in Port Hope (on Victoria St south of the development, Toronto Rd, etc.), with a 1.5m paved shoulder on either side of Jocelyn St intended for cyclist traffic (however no bike lane markings or cautionary signage is present).

A 3m easement is located between two houses on Trefusis St south of the development, providing opportunity for pedestrian and cyclist connection.

6.2 Transit Service

Port Hope has two main transit routes, with Route A serving west of the river and Route B serving east of the river. Route A runs east from Toronto Rd, with the closest stop located 450m from the proposed development. Both routes connect downtown and run on an hourly schedule.

In addition, a Cobourg Express Shuttle (also known as Route C) runs every 30 minutes between downtown Port Hope and the Northumberland Mall in Cobourg. Routes operate from 7:00-8:00 Weekdays and 9:00-4:00 on Saturdays.

Commuter Connect operates four trips per day in both directions between the Port Hope Ontario St Carpool and the Oshawa GO/VIA Rail station, providing connections to the Greater Toronto, Greater Hamilton, and Niagara Regions at 30- to 60-minute frequencies.

The Port Hope VIA Rail station, located 5-10 minutes to the south, currently operates 3 trains per day to Ottawa and 2 trains per day to Toronto. Cobourg Station, 10-15 mins to the east operates 15-20 trains per day between Toronto, Ottawa, and Montreal (60- to 90-minute frequency in both directions).

6.3 Amenities

The development is within walking distance of a public elementary and high school, several restaurants, convenience stores, churches, a grocery store, and a pharmacy (all within 1.5km).

A wider variety of amenities (including additional restaurants, hotels, schools, parks, LCBO, and a beach) are located within a 4km radius (5- to 10-minute drive) from the development.

6.4 401 Emergency Detour Route

Emergency Detour Routes (EDRs) are a series of predetermined roads that are used to maintain the flow of traffic in the event of a major road closure. Ontario has a system of EDRs to reroute traffic during partial or full closure of major provincial highways, such as the 401, 115, and 416.

Between Cobourg and Newcastle, the 401 EDR runs north of the 401, between County Roads 45, 18, 28, 2, and 65. The CR74/CR2 portion of the route serves both eastbound and westbound traffic, routing vehicles away from populated downtown areas. The development site is south of the 401 and is not located on the EDR.

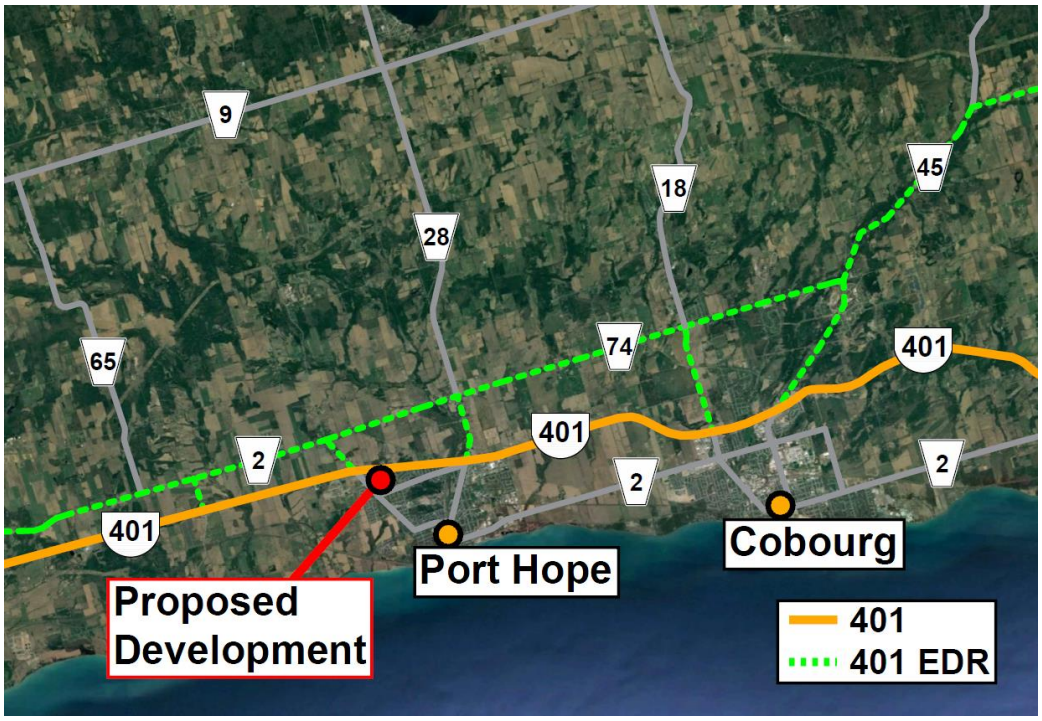


Figure 6-1: 401 EDR (Google, Maxar Tech 2015)

7 Conclusions

The proposed Victoria St development will involve the construction of two three-storey apartment buildings, as well as a new site access road directly across from Klein St. The development is expected to produce a maximum of 33 peak-hour trips, which will have no noticeable impact on the operation of the existing road network.

Lines of sight are sufficient to provide safe ingress/egress at the proposed site access, however vegetation removal within the right-of-way is recommended to improve sight triangles.

Levels of service remain at acceptable levels (LOS C or better) through the 2035 planning horizon, and vehicle queues will have minimal impact on traffic flow. Consequently, no upgrades (all-way stop control, signalization, turning lanes, tapers, etc.) are required to support the proposed development.

The proposed site access will be stop-controlled on the west approach (i.e., for eastbound traffic) to maintain right-of-way for traffic on Victoria St N.

Prepared by

Andrew Rosenthal, EIT
Jewell Engineering Inc.

Reviewed by

Amanda Redden, P.Eng.
Jewell Engineering Inc.

8 References

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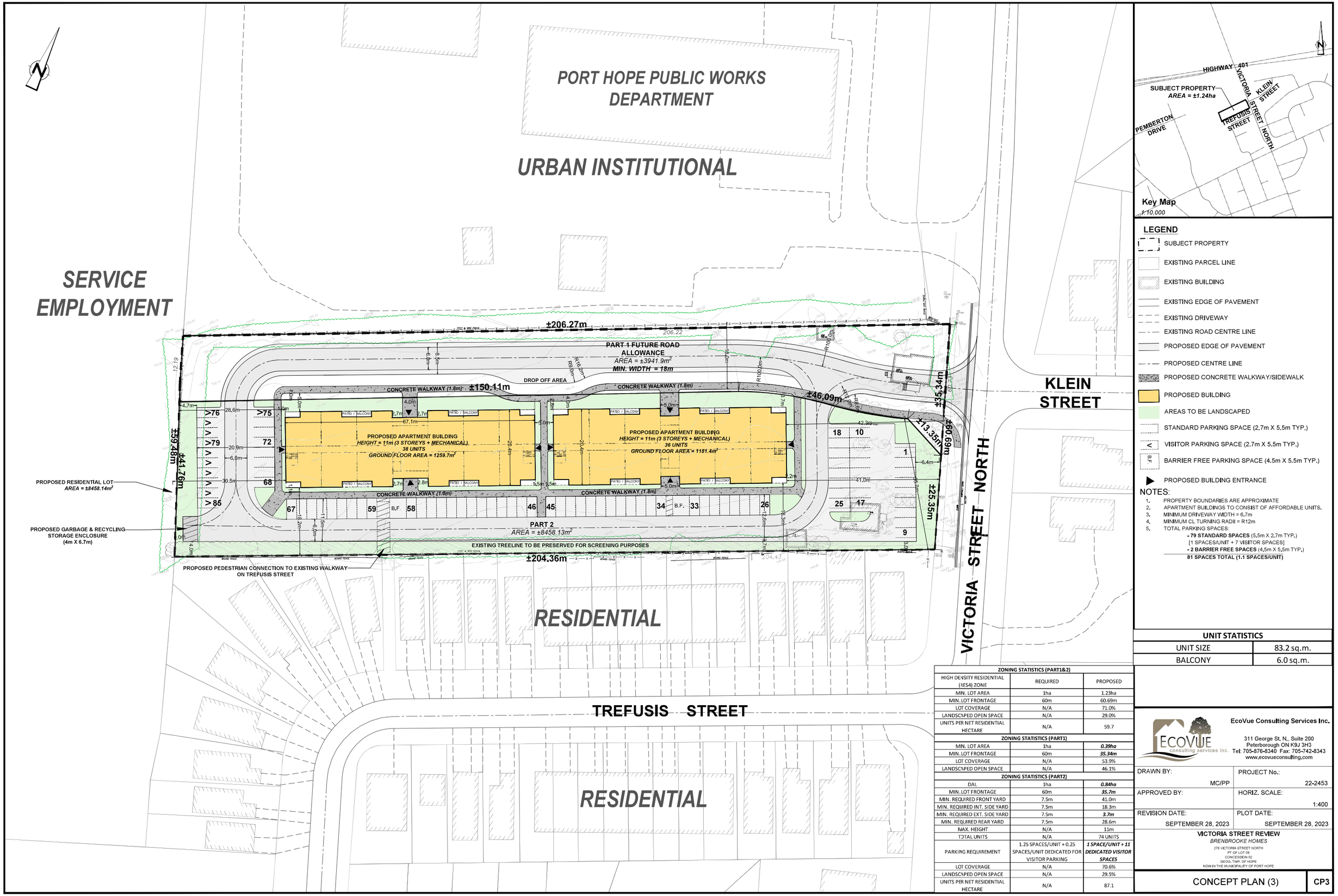
APPENDIX A

Site Plan



LEGEND

- SUBJECT PROPERTY
- EXISTING PARCEL LINE
- EXISTING BUILDING
- EXISTING EDGE OF PAVEMENT
- EXISTING DRIVEWAY
- EXISTING ROAD CENTRE LINE
- PROPOSED EDGE OF PAVEMENT
- PROPOSED CENTRE LINE
- PROPOSED CONCRETE WALKWAY/SIDEWALK
- PROPOSED BUILDING
- AREAS TO BE LANDSCAPED
- STANDARD PARKING SPACE (2.7m X 5.5m TYP.)
- V — VISITOR PARKING SPACE (2.7m X 5.5m TYP.)
- BF — BARRIER FREE PARKING SPACE (4.5m X 5.5m TYP.)
- PROPOSED BUILDING ENTRANCE

NOTES:

1. PROPERTY BOUNDARIES ARE APPROXIMATE
2. APARTMENT BUILDINGS TO CONSIST OF AFFORDABLE UNITS.
3. MINIMUM DRIVEWAY WIDTH = 6.7m
4. MINIMUM CL TURNING RADII = R12m
5. TOTAL PARKING SPACES:
   - **79 STANDARD SPACES** (5.5m X 2.7m TYP.)
     [1 SPACES/UNIT + 7 VISITOR SPACES]
   - **2 BARRIER FREE SPACES** (4.5m X 5.5m TYP.)

   81 SPACES TOTAL (1.1 SPACES/UNIT)

UNIT STATISTICS

UNIT SIZE	83.2 sq.m.
BALCONY	6.0 sq.m.

ZONING STATISTICS (PART1&2)		
HIGH DENSITY RESIDENTIAL (RES4) ZONE	REQUIRED	PROPOSED
MIN. LOT AREA	1ha	1.23ha
MIN. LOT FRONTAGE	60m	60.69m
LOT COVERAGE	N/A	71.0%
LANDSCAPED OPEN SPACE	N/A	29.0%
UNITS PER NET RESIDENTIAL HECTARE	N/A	59.7
ZONING STATISTICS (PART1)		
MIN. LOT AREA	1ha	***0.39ha***
MIN. LOT FRONTAGE	60m	***35.34m***
LOT COVERAGE	N/A	53.9%
LANDSCAPED OPEN SPACE	N/A	46.1%
ZONING STATISTICS (PART2)		
DAL	1ha	***0.84ha***
MIN. LOT FRONTAGE	60m	***35.7m***
MIN. REQUIRED FRONT YARD	7.5m	41.0m
MIN. REQUIRED INT. SIDE YARD	7.5m	18.3m
MIN. REQUIRED EXT. SIDE YARD	7.5m	***3.7m***
MIN. REQUIRED REAR YARD	7.5m	28.6m
MAX. HEIGHT	N/A	11m
TOTAL UNITS	N/A	74 UNITS
PARKING REQUIREMENT	1.25 SPACES/UNIT + 0.25 SPACES/UNIT DEDICATED FOR VISITOR PARKING	***1 SPACE/UNIT + 11 DEDICATED VISITOR SPACES***
LOT COVERAGE	N/A	70.6%
LANDSCAPED OPEN SPACE	N/A	29.5%
UNITS PER NET RESIDENTIAL HECTARE	N/A	87.1

EcoVue Consulting Services Inc.

311 George St, N., Suite 200
Peterborough ON K9J 3H3
Tel: 705-876-8340 Fax: 705-742-8343
www.ecovueconsulting.com

DRAWN BY: MC/PP	PROJECT No.: 22-2453
APPROVED BY:	HORIZ. SCALE: 1:400
REVISION DATE: SEPTEMBER 28, 2023	PLOT DATE: SEPTEMBER 28, 2023

VICTORIA STREET REVIEW
BRENBROOKE HOMES
276 VICTORIA STREET NORTH
PT OF LOT 09
CONCESSION 02
GEOG. TWP. OF HOPE
NOW IN THE MUNICIPALITY OF PORT HOPE

CONCEPT PLAN (3) — CP3

APPENDIX B

Traffic Counts

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Project #23-251 - Jewell Engineering

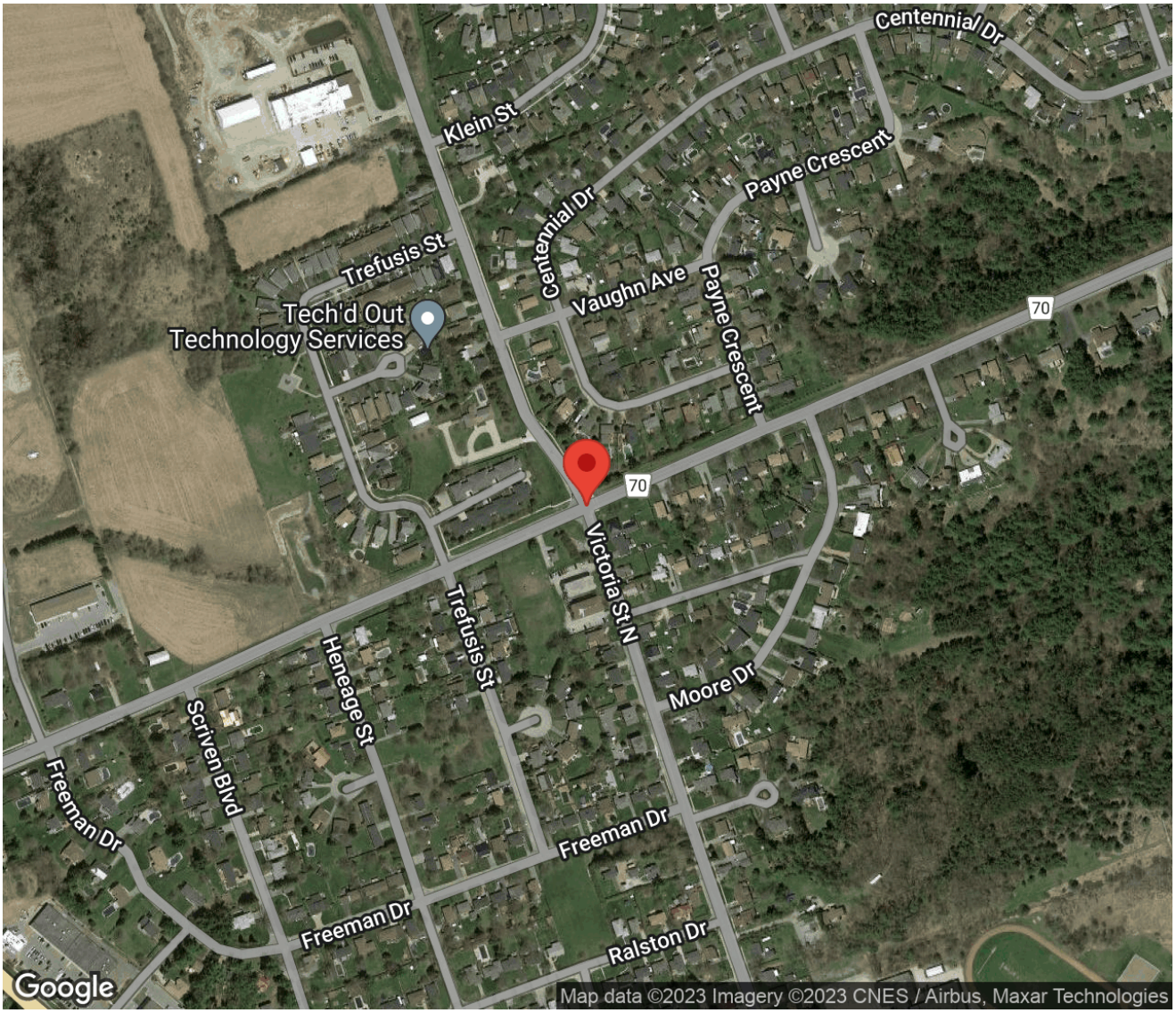
Intersection Count Report

Intersection:	Jocelyn St (CR 70) & Victoria St N
Municipality:	Port Hope
Count Date:	Friday, Aug 18, 2023
Site Code:	2325100001
Count Categories:	Cars, Trucks, Bicycles, Pedestrians
Count Period:	07:00-19:00
Weather:	Clear
Comments:	

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Map

Intersection:	Jocelyn St (CR 70) & Victoria St N
Site Code:	2325100001
Municipality:	Port Hope
Count Date:	Aug 18, 2023



Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Summary

Intersection: Jocelyn St (CR 70) & Victoria St N
Site Code: 2325100001
Municipality: Port Hope
Count Date: Aug 18, 2023

Victoria St N - Traffic Summary

	North Approach Totals						South Approach Totals						
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
Hour	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	Total
07:00 - 08:00	9	15	23	0	47	2	14	17	17	0	48	0	95
08:00 - 09:00	12	28	43	0	83	5	22	21	19	0	62	2	145
09:00 - 10:00	9	20	43	0	72	4	14	22	26	0	62	0	134
10:00 - 11:00	16	13	53	0	82	6	18	21	21	0	60	0	142
11:00 - 12:00	10	20	40	0	70	4	24	18	22	0	64	0	134
12:00 - 13:00	9	28	39	0	76	5	22	27	23	0	72	1	148
13:00 - 14:00	10	19	48	0	77	1	24	29	25	0	78	1	155
14:00 - 15:00	13	24	31	0	68	3	18	26	14	0	58	0	126
15:00 - 16:00	15	18	46	0	79	6	20	31	23	0	74	0	153
16:00 - 17:00	6	16	34	0	56	2	24	32	26	0	82	0	138
17:00 - 18:00	6	19	39	0	64	2	28	14	17	0	59	0	123
18:00 - 19:00	4	15	20	0	39	2	13	7	17	0	37	0	76
GRAND TOTAL	**119**	**235**	**459**	**0**	**813**	**42**	**241**	**265**	**250**	**0**	**756**	**4**	**1569**

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Summary

Intersection: Jocelyn St (CR 70) & Victoria St N
Site Code: 2325100001
Municipality: Port Hope
Count Date: Aug 18, 2023

Jocelyn St (CR 70) - Traffic Summary

Hour	East Approach Totals (Includes Cars, Trucks, Bicycles)						West Approach Totals (Includes Cars, Trucks, Bicycles)						Total
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
07:00 - 08:00	12	85	6	0	103	5	14	56	5	0	75	0	178
08:00 - 09:00	26	122	6	0	154	11	19	121	14	0	154	0	308
09:00 - 10:00	8	161	13	0	182	7	22	154	14	0	190	0	372
10:00 - 11:00	17	180	13	0	210	9	27	155	13	0	195	0	405
11:00 - 12:00	21	222	8	0	251	8	36	209	23	0	268	0	519
12:00 - 13:00	25	203	9	0	237	4	34	240	22	0	296	0	533
13:00 - 14:00	25	185	13	0	223	3	39	201	14	0	254	0	477
14:00 - 15:00	24	213	15	0	252	5	30	203	21	0	254	0	506
15:00 - 16:00	30	183	15	0	228	2	42	204	26	0	272	0	500
16:00 - 17:00	27	178	13	0	218	0	39	165	22	0	226	0	444
17:00 - 18:00	21	131	9	0	161	0	48	159	22	0	229	0	390
18:00 - 19:00	19	109	5	0	133	3	28	108	11	0	147	0	280
GRAND TOTAL	**255**	**1972**	**125**	**0**	**2352**	**57**	**378**	**1975**	**207**	**0**	**2560**	**0**	**4912**

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Data

Intersection: Jocelyn St (CR 70) & Victoria St N
Site Code: 2325100001
Municipality: Port Hope
Count Date: Aug 18, 2023

North Approach - Victoria St N

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	
07:00	2	3	4	0	9	0	0	0	0	0	0	0	0	0	0	0
07:15	0	3	5	0	8	0	0	0	0	0	0	0	0	0	0	0
07:30	3	7	6	0	16	0	0	0	0	0	0	0	0	0	0	1
07:45	4	1	8	0	13	0	1	0	0	1	0	0	0	0	0	1
08:00	2	8	9	0	19	1	1	2	0	4	0	0	0	0	0	1
08:15	6	9	7	0	22	0	0	0	0	0	0	0	0	0	0	2
08:30	2	6	13	0	21	0	1	0	0	1	0	0	1	0	1	2
08:45	1	3	11	0	15	0	0	0	0	0	0	0	0	0	0	0
09:00	2	2	6	0	10	1	0	0	0	1	0	0	0	0	0	2
09:15	1	7	15	0	23	1	0	1	0	2	0	0	0	0	0	0
09:30	1	3	10	0	14	0	0	0	0	0	0	0	0	0	0	1
09:45	2	7	10	0	19	1	1	1	0	3	0	0	0	0	0	1
10:00	2	3	10	0	15	0	0	0	0	0	0	0	0	0	0	2
10:15	5	2	16	0	23	0	0	3	0	3	0	0	0	0	0	2
10:30	5	6	12	0	23	0	0	0	0	0	0	0	0	0	0	2
10:45	4	2	11	0	17	0	0	1	0	1	0	0	0	0	0	0
11:00	3	7	13	0	23	0	0	0	0	0	0	0	0	0	0	3
11:15	1	4	10	0	15	0	0	1	0	1	0	0	0	0	0	0
11:30	0	3	7	0	10	0	0	1	0	1	0	0	0	0	0	1
11:45	6	6	8	0	20	0	0	0	0	0	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	
12:00	0	10	11	0	21	0	0	0	0	0	0	0	0	0	0	5
12:15	1	5	2	0	8	0	0	0	0	0	0	0	1	0	1	0
12:30	4	6	9	0	19	0	0	1	0	1	0	0	0	0	0	0
12:45	3	7	15	0	25	0	0	0	0	0	1	0	0	0	1	0
13:00	3	5	11	0	19	0	0	1	0	1	0	0	0	0	0	0
13:15	2	6	9	0	17	0	0	0	0	0	0	0	0	0	0	0
13:30	2	6	9	0	17	0	0	0	0	0	0	0	0	0	0	1
13:45	3	2	17	0	22	0	0	1	0	1	0	0	0	0	0	0
14:00	0	8	8	0	16	0	1	0	0	1	0	0	0	0	0	0
14:15	3	1	8	0	12	0	0	0	0	0	0	0	0	0	0	0
14:30	6	3	9	0	18	0	0	0	0	0	0	0	0	0	0	1
14:45	2	11	5	0	18	2	0	1	0	3	0	0	0	0	0	2
15:00	7	6	8	0	21	0	0	0	0	0	0	0	0	0	0	3
15:15	4	6	8	0	18	0	0	1	0	1	0	0	0	0	0	3
15:30	3	5	14	0	22	0	0	0	0	0	0	0	0	0	0	0
15:45	1	1	15	0	17	0	0	0	0	0	0	0	0	0	0	0
16:00	1	3	6	0	10	0	0	1	0	1	0	0	0	0	0	0
16:15	2	3	8	0	13	0	0	0	0	0	0	0	0	0	0	0
16:30	1	4	10	0	15	0	0	1	0	1	0	0	0	0	0	2
16:45	2	6	7	0	15	0	0	1	0	1	0	0	0	0	0	0
17:00	3	6	10	0	19	0	0	0	0	0	0	0	0	0	0	0
17:15	1	3	14	0	18	0	0	0	0	0	0	0	0	0	0	1
17:30	2	5	10	0	17	0	0	0	0	0	0	0	0	0	0	1
17:45	0	5	5	0	10	0	0	0	0	0	0	0	0	0	0	0
18:00	2	1	3	0	6	0	0	0	0	0	0	0	0	0	0	0
18:15	2	5	6	0	13	0	0	0	0	0	0	0	0	0	0	0
18:30	0	4	7	0	11	0	0	0	0	0	0	1	0	0	1	2
18:45	0	4	4	0	8	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	112	229	439	0	780	6	5	18	0	29	1	1	2	0	4	42
GRAND TOTAL	112	229	439	0	780	6	5	18	0	29	1	1	2	0	4	42

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Data

Intersection: Jocelyn St (CR 70) & Victoria St N
Site Code: 2325100001
Municipality: Port Hope
Count Date: Aug 18, 2023

South Approach - Victoria St N

Start Time	Cars					Trucks					Bicycles					Total Peds
					Total					Total					Total	
07:00	3	3	4	0	10	0	0	0	0	0	0	0	0	0	0	0
07:15	2	5	1	0	8	0	0	0	0	0	0	0	0	0	0	0
07:30	4	2	4	0	10	0	0	0	0	0	0	0	0	0	0	0
07:45	5	6	8	0	19	0	1	0	0	1	0	0	0	0	0	0
08:00	5	4	6	0	15	0	0	0	0	0	0	0	0	0	0	0
08:15	3	3	2	0	8	0	0	0	0	0	0	0	0	0	0	0
08:30	5	5	8	0	18	0	0	1	0	1	0	1	0	0	1	1
08:45	9	8	2	0	19	0	0	0	0	0	0	0	0	0	0	1
09:00	5	5	4	0	14	0	0	0	0	0	0	0	0	0	0	0
09:15	2	3	9	0	14	0	0	0	0	0	0	0	0	0	0	0
09:30	2	3	3	0	8	0	0	0	0	0	0	0	0	0	0	0
09:45	5	11	9	0	25	0	0	1	0	1	0	0	0	0	0	0
10:00	3	7	6	0	16	0	0	0	0	0	0	0	0	0	0	0
10:15	4	5	7	0	16	0	1	0	0	1	0	0	0	0	0	0
10:30	2	5	4	0	11	1	0	0	0	1	0	0	0	0	0	0
10:45	8	3	3	0	14	0	0	0	0	0	0	0	1	0	1	0
11:00	8	5	3	0	16	0	0	0	0	0	0	1	0	0	1	0
11:15	2	6	8	0	16	0	0	0	0	0	0	0	0	0	0	0
11:30	8	5	1	0	14	1	0	0	0	1	0	0	0	0	0	0
11:45	5	1	10	0	16	0	0	0	0	0	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
					Total					Total					Total	
12:00	9	6	4	0	19	0	0	0	0	0	0	0	0	0	0	1
12:15	3	5	8	0	16	0	0	0	0	0	0	0	1	0	1	0
12:30	3	7	3	0	13	0	0	0	0	0	1	0	0	0	1	0
12:45	6	9	6	0	21	0	0	1	0	1	0	0	0	0	0	0
13:00	5	11	8	0	24	0	0	0	0	0	0	0	0	0	0	0
13:15	6	3	3	0	12	0	0	0	0	0	1	0	0	0	1	1
13:30	6	9	4	0	19	0	0	0	0	0	0	0	0	0	0	0
13:45	6	5	10	0	21	0	1	0	0	1	0	0	0	0	0	0
14:00	6	6	6	0	18	0	0	0	0	0	0	0	0	0	0	0
14:15	3	4	4	0	11	0	0	0	0	0	0	0	0	0	0	0
14:30	5	10	1	0	16	1	1	0	0	2	0	0	0	0	0	0
14:45	3	5	3	0	11	0	0	0	0	0	0	0	0	0	0	0
15:00	4	7	5	0	16	0	0	0	0	0	0	0	0	0	0	0
15:15	8	8	8	0	24	0	1	0	0	1	0	0	0	0	0	0
15:30	4	4	5	0	13	0	0	0	0	0	0	0	0	0	0	0
15:45	4	11	5	0	20	0	0	0	0	0	0	0	0	0	0	0
16:00	3	9	3	0	15	0	0	0	0	0	0	0	0	0	0	0
16:15	10	10	5	0	25	0	0	0	0	0	0	0	0	0	0	0
16:30	3	5	8	0	16	0	1	0	0	1	0	0	0	0	0	0
16:45	7	7	10	0	24	1	0	0	0	1	0	0	0	0	0	0
17:00	11	6	5	0	22	0	0	0	0	0	0	0	0	0	0	0
17:15	10	4	4	0	18	0	0	0	0	0	0	0	0	0	0	0
17:30	7	2	5	0	14	0	0	0	0	0	0	0	0	0	0	0
17:45	0	2	3	0	5	0	0	0	0	0	0	0	0	0	0	0
18:00	3	3	4	0	10	0	0	0	0	0	0	0	0	0	0	0
18:15	3	1	9	0	13	0	0	0	0	0	0	0	0	0	0	0
18:30	5	2	3	0	10	0	0	0	0	0	0	0	0	0	0	0
18:45	2	1	1	0	4	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	235	257	245	0	737	4	6	3	0	13	2	2	2	0	6	4
GRAND TOTAL	235	257	245	0	737	4	6	3	0	13	2	2	2	0	6	4

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Data

Intersection: Jocelyn St (CR 70) & Victoria St N
Site Code: 2325100001
Municipality: Port Hope
Count Date: Aug 18, 2023

East Approach - Jocelyn St (CR 70)

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	
07:00	1	11	1	0	13	0	2	0	0	2	0	0	0	0	0	0
07:15	3	24	2	0	29	0	0	0	0	0	0	0	0	0	0	1
07:30	6	26	1	0	33	0	0	0	0	0	0	0	0	0	0	1
07:45	2	22	2	0	26	0	0	0	0	0	0	0	0	0	0	3
08:00	5	24	0	0	29	0	0	1	0	1	0	1	0	0	1	5
08:15	11	24	3	0	38	1	0	0	0	1	0	0	0	0	0	2
08:30	4	39	1	0	44	0	0	0	0	0	0	0	0	0	0	2
08:45	5	33	1	0	39	0	1	0	0	1	0	0	0	0	0	2
09:00	1	42	3	0	46	0	0	0	0	0	0	0	0	0	0	2
09:15	4	31	3	0	38	0	0	0	0	0	0	0	0	0	0	0
09:30	1	48	4	0	53	0	1	1	0	2	0	1	0	0	1	1
09:45	2	36	2	0	40	0	2	0	0	2	0	0	0	0	0	4
10:00	2	38	4	0	44	0	0	0	0	0	0	0	0	0	0	5
10:15	5	42	1	0	48	0	0	0	0	0	0	0	0	0	0	2
10:30	4	46	3	0	53	0	1	1	0	2	0	0	0	0	0	1
10:45	6	52	4	0	62	0	1	0	0	1	0	0	0	0	0	1
11:00	5	45	2	0	52	0	0	1	0	1	0	0	0	0	0	5
11:15	5	56	2	0	63	0	2	0	0	2	0	0	0	0	0	3
11:30	4	57	3	0	64	0	1	0	0	1	0	1	0	0	1	0
11:45	7	58	0	0	65	0	2	0	0	2	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
					Total					Total					Total	
12:00	6	50	2	0	58	0	0	0	0	0	0	0	0	0	0	3
12:15	6	51	4	0	61	0	1	0	0	1	0	0	0	0	0	0
12:30	2	47	2	0	51	1	2	0	0	3	0	0	0	0	0	1
12:45	10	52	1	0	63	0	0	0	0	0	0	0	0	0	0	0
13:00	9	53	4	0	66	0	0	0	0	0	0	0	0	0	0	0
13:15	1	47	2	0	50	0	0	0	0	0	0	0	0	0	0	0
13:30	4	48	2	0	54	0	3	0	0	3	0	0	0	0	0	0
13:45	11	33	5	0	49	0	1	0	0	1	0	0	0	0	0	3
14:00	4	52	2	0	58	0	0	0	0	0	0	0	1	0	1	5
14:15	9	48	6	0	63	0	1	0	0	1	0	0	0	0	0	0
14:30	5	49	2	0	56	0	1	0	0	1	0	0	0	0	0	0
14:45	6	61	2	0	69	0	1	2	0	3	0	0	0	0	0	0
15:00	9	49	4	0	62	0	0	0	0	0	0	0	0	0	0	0
15:15	9	44	5	0	58	0	1	0	0	1	0	0	0	0	0	0
15:30	8	48	4	0	60	0	1	0	0	1	0	0	0	0	0	2
15:45	4	39	2	0	45	0	1	0	0	1	0	0	0	0	0	0
16:00	9	51	2	0	62	0	0	0	0	0	0	0	0	0	0	0
16:15	8	38	5	0	51	0	1	0	0	1	0	0	0	0	0	0
16:30	4	47	3	0	54	0	0	0	0	0	0	0	0	0	0	0
16:45	6	41	3	0	50	0	0	0	0	0	0	0	0	0	0	0
17:00	6	25	5	0	36	0	0	0	0	0	0	0	0	0	0	0
17:15	7	32	2	0	41	0	0	0	0	0	0	0	0	0	0	0
17:30	3	44	1	0	48	0	0	0	0	0	0	0	0	0	0	0
17:45	5	30	1	0	36	0	0	0	0	0	0	0	0	0	0	0
18:00	7	29	1	0	37	0	1	0	0	1	0	0	0	0	0	0
18:15	4	25	2	0	31	0	0	0	0	0	0	0	0	0	0	0
18:30	5	26	2	0	33	0	0	0	0	0	0	0	0	0	0	0
18:45	3	27	0	0	30	0	0	0	0	0	0	1	0	0	1	3
SUBTOTAL	253	1940	118	0	2311	2	28	6	0	36	0	4	1	0	5	57
GRAND TOTAL	**253**	**1940**	**118**	**0**	**2311**	**2**	**28**	**6**	**0**	**36**	**0**	**4**	**1**	**0**	**5**	**57**

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Data

Intersection: Jocelyn St (CR 70) & Victoria St N
Site Code: 2325100001
Municipality: Port Hope
Count Date: Aug 18, 2023

West Approach - Jocelyn St (CR 70)

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	
07:00	4	14	2	0	20	0	0	0	0	0	0	0	0	0	0	0
07:15	4	15	0	0	19	0	0	0	0	0	0	0	0	0	0	0
07:30	1	14	2	0	17	0	0	0	0	0	0	0	0	0	0	0
07:45	5	12	1	0	18	0	1	0	0	1	0	0	0	0	0	0
08:00	1	28	4	0	33	1	1	0	0	2	0	0	0	0	0	0
08:15	3	26	5	0	34	0	0	0	0	0	0	0	0	0	0	0
08:30	5	22	3	0	30	0	0	0	0	0	0	0	0	0	0	0
08:45	8	44	2	0	54	1	0	0	0	1	0	0	0	0	0	0
09:00	2	36	4	0	42	1	0	0	0	1	0	0	0	0	0	0
09:15	4	29	1	0	34	0	0	0	0	0	0	0	0	0	0	0
09:30	6	45	3	0	54	0	1	0	0	1	0	0	0	0	0	0
09:45	8	41	6	0	55	1	2	0	0	3	0	0	0	0	0	0
10:00	5	39	2	0	46	0	0	0	0	0	0	0	0	0	0	0
10:15	9	31	4	0	44	1	1	0	0	2	0	0	0	0	0	0
10:30	9	42	3	0	54	0	1	0	0	1	0	0	0	0	0	0
10:45	3	41	4	0	48	0	0	0	0	0	0	0	0	0	0	0
11:00	7	57	6	0	70	0	0	0	0	0	0	0	0	0	0	0
11:15	6	42	4	0	52	1	1	0	0	2	0	0	0	0	0	0
11:30	10	40	7	0	57	2	0	0	0	2	0	0	0	0	0	0
11:45	10	66	6	0	82	0	3	0	0	3	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
					Total					Total					Total	
12:00	15	68	6	0	89	0	0	0	0	0	0	0	0	0	0	0
12:15	9	53	5	0	67	0	3	0	0	3	0	0	0	0	0	0
12:30	4	70	4	0	78	0	0	0	0	0	0	0	0	0	0	0
12:45	6	46	7	0	59	0	0	0	0	0	0	0	0	0	0	0
13:00	11	45	2	0	58	2	0	0	0	2	0	0	0	0	0	0
13:15	13	53	5	0	71	1	1	0	0	2	0	0	0	0	0	0
13:30	4	50	4	0	58	0	1	0	0	1	1	0	0	0	1	0
13:45	6	51	3	0	60	1	0	0	0	1	0	0	0	0	0	0
14:00	9	54	8	0	71	1	0	0	0	1	0	0	0	0	0	0
14:15	7	49	9	0	65	0	0	0	0	0	0	0	0	0	0	0
14:30	5	43	1	0	49	0	0	0	0	0	0	0	0	0	0	0
14:45	8	55	3	0	66	0	2	0	0	2	0	0	0	0	0	0
15:00	9	66	10	0	85	0	3	0	0	3	0	0	0	0	0	0
15:15	11	47	6	0	64	0	2	0	0	2	0	0	0	0	0	0
15:30	11	46	4	0	61	1	2	0	0	3	0	0	0	0	0	0
15:45	9	38	6	0	53	1	0	0	0	1	0	0	0	0	0	0
16:00	9	38	6	0	53	0	2	0	0	2	0	0	0	0	0	0
16:15	12	53	6	0	71	0	0	0	0	0	0	0	0	0	0	0
16:30	9	36	5	0	50	0	0	0	0	0	0	0	0	0	0	0
16:45	9	36	5	0	50	0	0	0	0	0	0	0	0	0	0	0
17:00	8	46	7	0	61	1	0	0	0	1	0	0	0	0	0	0
17:15	11	46	6	0	63	0	1	0	0	1	0	0	0	0	0	0
17:30	16	36	4	0	56	0	0	0	0	0	0	0	0	0	0	0
17:45	12	30	5	0	47	0	0	0	0	0	0	0	0	0	0	0
18:00	7	34	2	0	43	0	0	0	0	0	0	0	0	0	0	0
18:15	8	25	3	0	36	0	0	0	0	0	0	0	0	0	0	0
18:30	3	22	4	0	29	0	0	0	0	0	0	0	0	0	0	0
18:45	10	27	2	0	39	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	361	1947	207	0	2515	16	28	0	0	44	1	0	0	0	1	0
GRAND TOTAL	361	1947	207	0	2515	16	28	0	0	44	1	0	0	0	1	0

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Diagram

Specified Period		One Hour Peak	
From:	07:00:00	From:	09:00:00
To:	10:00:00	To:	10:00:00

Intersection: Jocelyn St (CR 70) & Victoria St N
Site Code: 2325100001
Count Date: Aug 18, 2023

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Jocelyn St (CR 70) runs E/W

North Approach

	Out	In	Total
Cars	66	54	120
Trucks	6	3	9
Bicycles	0	0	0
	72	**57**	**129**

Victoria St N

Bicycles	0	0	0	0
Trucks	2	1	3	0
Cars	41	19	6	0
Totals	**43**	**20**	**9**	**0**

East Approach

	Out	In	Total
Cars	177	182	359
Trucks	4	7	11
Bicycles	1	0	1
	182	**189**	**371**

Jocelyn St (CR 70)

Bicycles	Trucks	Cars	Totals	
0	0	0	**0**	
0	2	20	**22**	
0	3	151	**154**	
0	0	14	**14**	

Peds: 4

Peds: 0

Peds: 7

Peds: 0

Jocelyn St (CR 70)

	Totals	Cars	Trucks	Bicycles
	0	0	0	0
	13	12	1	0
	161	157	3	1
	8	8	0	0

West Approach

	Out	In	Total
Cars	185	212	397
Trucks	5	5	10
Bicycles	0	1	1
	190	**218**	**408**

Victoria St N

Totals	**14**	**22**	**26**	**0**
Cars	14	22	25	0
Trucks	0	0	1	0
Bicycles	0	0	0	0

South Approach

	Out	In	Total
Cars	61	41	102
Trucks	1	1	2
Bicycles	0	0	0
	62	**42**	**104**

Cars - Trucks - Bicycles

Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Summary

Intersection: Jocelyn St (CR 70) & Victoria St N
Site Code: 2325100001
Count Date: Aug 18, 2023
Period: 07:00 - 10:00

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

Start Time	North Approach Victoria St N						South Approach Victoria St N						East Approach Jocelyn St (CR 70)						West Approach Jocelyn St (CR 70)						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
09:00	3	2	6	0	2	11	5	5	4	0	0	14	1	42	3	0	2	46	3	36	4	0	0	43	114
09:15	2	7	16	0	0	25	2	3	9	0	0	14	4	31	3	0	0	38	4	29	1	0	0	34	111
09:30	1	3	10	0	1	14	2	3	3	0	0	8	1	50	5	0	1	56	6	46	3	0	0	55	133
09:45	3	8	11	0	1	22	5	11	10	0	0	26	2	38	2	0	4	42	9	43	6	0	0	58	148
Grand Total	**9**	**20**	**43**	**0**	**4**	**72**	**14**	**22**	**26**	**0**	**0**	**62**	**8**	**161**	**13**	**0**	**7**	**182**	**22**	**154**	**14**	**0**	**0**	**190**	**506**
Approach %	12.5	27.8	59.7	0		-	22.6	35.5	41.9	0		-	4.4	88.5	7.1	0		-	11.6	81.1	7.4	0		-	
Totals %	1.8	4	8.5	0		14.2	2.8	4.3	5.1	0		12.3	1.6	31.8	2.6	0		36	4.3	30.4	2.8	0		37.5	
PHF	**0.75**	**0.63**	**0.67**	**0**		**0.72**	**0.7**	**0.5**	**0.65**	**0**		**0.6**	**0.5**	**0.81**	**0.65**	**0**		**0.81**	**0.61**	**0.84**	**0.58**	**0**		**0.82**	**0.85**
Cars	6	19	41	0		66	14	22	25	0		61	8	157	12	0		177	20	151	14	0		185	489
% Cars	66.7	95	95.3	0		91.7	100	100	96.2	0		98.4	100	97.5	92.3	0		97.3	90.9	98.1	100	0		97.4	96.6
Trucks	3	1	2	0		6	0	0	1	0		1	0	3	1	0		4	2	3	0	0		5	16
% Trucks	33.3	5	4.7	0		8.3	0	0	3.8	0		1.6	0	1.9	7.7	0		2.2	9.1	1.9	0	0		2.6	3.2
Bicycles	0	0	0	0		0	0	0	0	0		0	0	1	0	0		1	0	0	0	0		0	1
% Bicycles	0	0	0	0		0	0	0	0	0		0	0	0.6	0	0		0.5	0	0	0	0		0	0.2
Peds					4	-					0	-					7	-					0	-	11
% Peds					36.4	-					0	-					63.6	-					0	-	

Peak Hour Diagram

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

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

One Hour Peak
From: 11:45:00
To: 12:45:00

Intersection: Jocelyn St (CR 70) & Victoria St N
Site Code: 2325100001
Count Date: Aug 18, 2023

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Jocelyn St (CR 70) runs E/W

North Approach

	Out	In	Total
Cars	68	65	133
Trucks	1	0	1
Bicycles	1	0	1
	70	**65**	**135**

Victoria St N

Bicycles	1	0	0	0
Trucks	1	0	0	0
Cars	30	27	11	0
Totals	**32**	**27**	**11**	**0**

Peds: 5

East Approach

	Out	In	Total
Cars	235	293	528
Trucks	6	6	12
Bicycles	0	1	1
	241	**300**	**541**

Jocelyn St (CR 70)

Bicycles	Trucks	Cars	Totals
0	0	0	**0**
0	0	38	**38**
0	6	257	**263**
0	0	21	**21**

Peds: 0

Peds: 4

Jocelyn St (CR 70)

Totals	Cars	Trucks	Bicycles
0	0	0	0
8	8	0	0
211	206	5	0
22	21	1	0

Peds: 1

West Approach

	Out	In	Total
Cars	316	256	572
Trucks	6	6	12
Bicycles	0	2	2
	322	**264**	**586**

Victoria St N

Totals	**21**	**19**	**26**	**0**
Cars	20	19	25	0
Trucks	0	0	0	0
Bicycles	1	0	1	0

South Approach

	Out	In	Total
Cars	64	69	133
Trucks	0	1	1
Bicycles	2	0	2
	66	**70**	**136**

Cars - Trucks - Bicycles

Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Summary

Intersection: Jocelyn St (CR 70) & Victoria St N
Site Code: 2325100001
Count Date: Aug 18, 2023
Period: 10:00 - 14:00

Peak Hour Data (11:45 - 12:45)

Start Time	North Approach Victoria St N						South Approach Victoria St N						East Approach Jocelyn St (CR 70)						West Approach Jocelyn St (CR 70)						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
11:45	6	6	8	0	0	20	5	1	10	0	0	16	7	60	0	0	0	67	10	69	6	0	0	85	188
12:00	0	10	11	0	5	21	9	6	4	0	1	19	6	50	2	0	3	58	15	68	6	0	0	89	187
12:15	1	5	3	0	0	9	3	5	9	0	0	17	6	52	4	0	0	62	9	56	5	0	0	70	158
12:30	4	6	10	0	0	20	4	7	3	0	0	14	3	49	2	0	1	54	4	70	4	0	0	78	166
Grand Total	**11**	**27**	**32**	**0**	**5**	**70**	**21**	**19**	**26**	**0**	**1**	**66**	**22**	**211**	**8**	**0**	**4**	**241**	**38**	**263**	**21**	**0**	**0**	**322**	**699**
Approach %	15.7	38.6	45.7	0		-	31.8	28.8	39.4	0		-	9.1	87.6	3.3	0		-	11.8	81.7	6.5	0		-	
Totals %	1.6	3.9	4.6	0		10	3	2.7	3.7	0		9.4	3.1	30.2	1.1	0		34.5	5.4	37.6	3	0		46.1	
PHF	**0.46**	**0.68**	**0.73**	**0**		**0.83**	**0.58**	**0.68**	**0.65**	**0**		**0.87**	**0.79**	**0.88**	**0.5**	**0**		**0.9**	**0.63**	**0.94**	**0.88**	**0**		**0.9**	**0.93**
Cars	11	27	30	0		68	20	19	25	0		64	21	206	8	0		235	38	257	21	0		316	683
% Cars	100	100	93.8	0		97.1	95.2	100	96.2	0		97	95.5	97.6	100	0		97.5	100	97.7	100	0		98.1	97.7
Trucks	0	0	1	0		1	0	0	0	0		0	1	5	0	0		6	0	6	0	0		6	13
% Trucks	0	0	3.1	0		1.4	0	0	0	0		0	4.5	2.4	0	0		2.5	0	2.3	0	0		1.9	1.9
Bicycles	0	0	1	0		1	1	0	1	0		2	0	0	0	0		0	0	0	0	0		0	3
% Bicycles	0	0	3.1	0		1.4	4.8	0	3.8	0		3	0	0	0	0		0	0	0	0	0		0	0.4
Peds					5	-					1	-					4	-					0	-	10
% Peds					50	-					10	-					40	-					0	-	

Peak Hour Diagram

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

One Hour Peak
From: 14:45:00
To: 15:45:00

Intersection: Jocelyn St (CR 70) & Victoria St N
Site Code: 2325100001
Count Date: Aug 18, 2023

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Jocelyn St (CR 70) runs E/W

North Approach

	Out	In	Total
Cars	79	78	157
Trucks	4	4	8
Bicycles	0	0	0
	83	**82**	**165**

Victoria St N

Bicycles	0	0	0	0
Trucks	2	0	2	0
Cars	35	28	16	0
Totals	**37**	**28**	**18**	**0**

East Approach

	Out	In	Total
Cars	249	251	500
Trucks	5	11	16
Bicycles	0	0	0
	254	**262**	**516**

Jocelyn St (CR 70)

Bicycles	Trucks	Cars	Totals
0	0	0	**0**
0	1	39	**40**
0	9	214	**223**
0	0	23	**23**

Peds: 8

Peds: 0

Peds: 2

Peds: 0

Jocelyn St (CR 70)

Totals	Cars	Trucks	Bicycles
0	0	0	0
17	15	2	0
205	202	3	0
32	32	0	0

West Approach

	Out	In	Total
Cars	276	256	532
Trucks	10	5	15
Bicycles	0	0	0
	286	**261**	**547**

Victoria St N

Totals	**19**	**25**	**21**	**0**
Cars	19	24	21	0
Trucks	0	1	0	0
Bicycles	0	0	0	0

South Approach

	Out	In	Total
Cars	64	83	147
Trucks	1	0	1
Bicycles	0	0	0
	65	**83**	**148**

Cars - Trucks - Bicycles

Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Summary

Intersection: Jocelyn St (CR 70) & Victoria St N
Site Code: 2325100001
Count Date: Aug 18, 2023
Period: 14:00 - 19:00

Peak Hour Data (14:45 - 15:45)

Start Time	North Approach Victoria St N						South Approach Victoria St N						East Approach Jocelyn St (CR 70)						West Approach Jocelyn St (CR 70)						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
14:45	4	11	6	0	2	21	3	5	3	0	0	11	6	62	4	0	0	72	8	57	3	0	0	68	172
15:00	7	6	8	0	3	21	4	7	5	0	0	16	9	49	4	0	0	62	9	69	10	0	0	88	187
15:15	4	6	9	0	3	19	8	9	8	0	0	25	9	45	5	0	0	59	11	49	6	0	0	66	169
15:30	3	5	14	0	0	22	4	4	5	0	0	13	8	49	4	0	2	61	12	48	4	0	0	64	160
Grand Total	**18**	**28**	**37**	**0**	**8**	**83**	**19**	**25**	**21**	**0**	**0**	**65**	**32**	**205**	**17**	**0**	**2**	**254**	**40**	**223**	**23**	**0**	**0**	**286**	**688**
Approach %	21.7	33.7	44.6	0		-	29.2	38.5	32.3	0		-	12.6	80.7	6.7	0		-	14	78	8	0		-	
Totals %	2.6	4.1	5.4	0		12.1	2.8	3.6	3.1	0		9.4	4.7	29.8	2.5	0		36.9	5.8	32.4	3.3	0		41.6	
PHF	**0.64**	**0.64**	**0.66**	**0**		**0.94**	**0.59**	**0.69**	**0.66**	**0**		**0.65**	**0.89**	**0.83**	**0.85**	**0**		**0.88**	**0.83**	**0.81**	**0.58**	**0**		**0.81**	**0.92**
Cars	16	28	35	0		79	19	24	21	0		64	32	202	15	0		249	39	214	23	0		276	668
% Cars	88.9	100	94.6	0		95.2	100	96	100	0		98.5	100	98.5	88.2	0		98	97.5	96	100	0		96.5	97.1
Trucks	2	0	2	0		4	0	1	0	0		1	0	3	2	0		5	1	9	0	0		10	20
% Trucks	11.1	0	5.4	0		4.8	0	4	0	0		1.5	0	1.5	11.8	0		2	2.5	4	0	0		3.5	2.9
Bicycles	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
% Bicycles	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
Peds					8	-					0	-					2	-					0	-	10
% Peds					80	-					0	-					20	-					0	-	

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Project #23-251 - Jewell Engineering

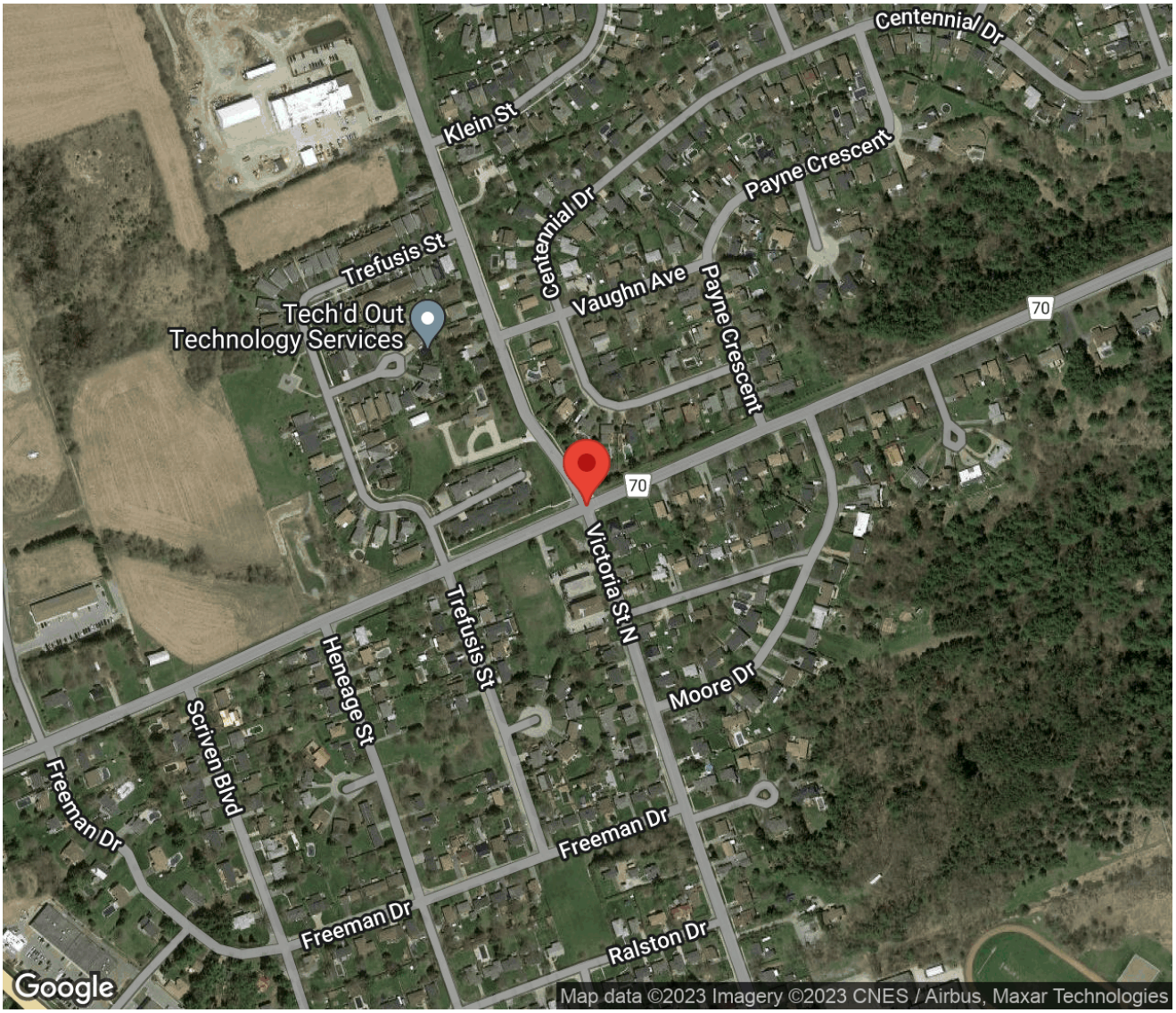
Intersection Count Report

Intersection:	Jocelyn St (CR 70) & Victoria St N
Municipality:	Port Hope
Count Date:	Saturday, Aug 19, 2023
Site Code:	2325100002
Count Categories:	Cars, Trucks, Bicycles, Pedestrians
Count Period:	07:00-19:00
Weather:	Clear
Comments:	

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Map

Intersection:	Jocelyn St (CR 70) & Victoria St N
Site Code:	2325100002
Municipality:	Port Hope
Count Date:	Aug 19, 2023



Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Summary

Intersection: Jocelyn St (CR 70) & Victoria St N
Site Code: 2325100002
Municipality: Port Hope
Count Date: Aug 19, 2023

Victoria St N - Traffic Summary

	North Approach Totals						South Approach Totals						
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
Hour	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	Total
07:00 - 08:00	7	7	13	0	27	3	2	8	11	0	21	0	48
08:00 - 09:00	7	2	48	0	57	6	8	8	16	0	32	0	89
09:00 - 10:00	12	12	39	0	63	4	17	21	22	0	60	3	123
10:00 - 11:00	13	14	39	0	66	11	17	17	22	0	56	0	122
11:00 - 12:00	8	23	45	0	76	3	9	23	17	0	49	0	125
12:00 - 13:00	5	23	32	0	60	6	18	15	12	0	45	0	105
13:00 - 14:00	8	18	41	0	67	1	19	25	23	0	67	0	134
14:00 - 15:00	6	19	36	0	61	4	18	30	24	0	72	0	133
15:00 - 16:00	3	17	29	0	49	3	26	16	18	0	60	0	109
16:00 - 17:00	7	21	27	0	55	9	15	13	7	0	35	0	90
17:00 - 18:00	4	12	22	0	38	7	13	14	22	0	49	0	87
18:00 - 19:00	1	11	21	0	33	4	15	12	9	0	36	0	69
GRAND TOTAL	**81**	**179**	**392**	**0**	**652**	**61**	**177**	**202**	**203**	**0**	**582**	**3**	**1234**

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Summary

Intersection: Jocelyn St (CR 70) & Victoria St N
Site Code: 2325100002
Municipality: Port Hope
Count Date: Aug 19, 2023

Jocelyn St (CR 70) - Traffic Summary

Hour	East Approach Totals (Includes Cars, Trucks, Bicycles)						West Approach Totals (Includes Cars, Trucks, Bicycles)						Total
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
07:00 - 08:00	10	57	3	0	70	2	12	43	2	0	57	0	127
08:00 - 09:00	18	104	9	0	131	7	22	105	7	0	134	0	265
09:00 - 10:00	18	136	4	0	158	5	29	129	11	0	169	0	327
10:00 - 11:00	24	150	9	0	183	8	43	144	25	0	212	1	395
11:00 - 12:00	15	165	14	0	194	1	40	155	14	0	209	0	403
12:00 - 13:00	26	149	10	0	185	1	30	176	12	0	218	0	403
13:00 - 14:00	11	131	8	0	150	0	37	149	14	0	200	0	350
14:00 - 15:00	26	146	11	0	183	0	27	153	14	0	194	0	377
15:00 - 16:00	19	144	9	0	172	0	24	132	21	0	177	0	349
16:00 - 17:00	10	133	6	0	149	1	18	125	19	0	162	0	311
17:00 - 18:00	13	116	11	0	140	3	18	106	10	0	134	0	274
18:00 - 19:00	12	121	4	0	137	0	28	90	12	0	130	0	267
GRAND TOTAL	**202**	**1552**	**98**	**0**	**1852**	**28**	**328**	**1507**	**161**	**0**	**1996**	**1**	**3848**

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Data

Intersection: Jocelyn St (CR 70) & Victoria St N
Site Code: 2325100002
Municipality: Port Hope
Count Date: Aug 19, 2023

North Approach - Victoria St N

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	
07:00	2	2	2	0	6	0	0	0	0	0	0	0	0	0	0	1
07:15	1	1	2	0	4	0	0	0	0	0	0	0	0	0	0	1
07:30	1	2	5	0	8	0	0	0	0	0	0	0	0	0	0	0
07:45	3	2	4	0	9	0	0	0	0	0	0	0	0	0	0	1
08:00	0	1	10	0	11	0	0	0	0	0	0	0	6	0	6	1
08:15	1	0	7	0	8	0	0	1	0	1	0	0	0	0	0	1
08:30	4	0	14	0	18	0	0	0	0	0	0	0	0	0	0	2
08:45	2	1	10	0	13	0	0	0	0	0	0	0	0	0	0	2
09:00	3	3	12	0	18	0	0	0	0	0	0	0	0	0	0	2
09:15	2	2	9	0	13	0	0	1	0	1	0	0	0	0	0	2
09:30	3	1	9	0	13	0	0	0	0	0	0	0	0	0	0	0
09:45	4	6	8	0	18	0	0	0	0	0	0	0	0	0	0	0
10:00	2	4	7	0	13	0	0	0	0	0	0	0	0	0	0	0
10:15	2	1	12	0	15	0	0	0	0	0	0	0	0	0	0	4
10:30	6	4	12	0	22	0	0	0	0	0	0	0	0	0	0	4
10:45	3	5	8	0	16	0	0	0	0	0	0	0	0	0	0	3
11:00	2	4	12	0	18	0	0	0	0	0	0	0	0	0	0	0
11:15	2	6	10	0	18	0	0	0	0	0	0	0	0	0	0	0
11:30	1	8	10	0	19	0	0	0	0	0	0	0	0	0	0	1
11:45	3	4	13	0	20	0	0	0	0	0	0	1	0	0	1	2

Start Time	Cars					Trucks					Bicycles					Total Peds
					Total					Total					Total	
12:00	1	4	6	0	11	0	0	0	0	0	0	0	0	0	0	1
12:15	2	5	9	0	16	0	0	0	0	0	0	0	0	0	0	2
12:30	2	9	12	0	23	0	0	0	0	0	0	0	0	0	0	1
12:45	0	5	5	0	10	0	0	0	0	0	0	0	0	0	0	2
13:00	2	3	15	0	20	0	0	0	0	0	0	0	0	0	0	0
13:15	4	7	8	0	19	0	0	0	0	0	1	0	0	0	1	0
13:30	0	4	10	0	14	0	0	0	0	0	0	0	0	0	0	1
13:45	1	4	8	0	13	0	0	0	0	0	0	0	0	0	0	0
14:00	4	2	7	0	13	0	0	0	0	0	0	0	0	0	0	2
14:15	1	4	11	0	16	0	0	0	0	0	0	0	0	0	0	0
14:30	0	6	8	0	14	0	0	0	0	0	0	0	0	0	0	2
14:45	1	7	10	0	18	0	0	0	0	0	0	0	0	0	0	0
15:00	1	4	9	0	14	0	0	1	0	1	0	0	0	0	0	0
15:15	0	3	9	0	12	0	0	0	0	0	0	0	0	0	0	0
15:30	1	7	6	0	14	0	0	0	0	0	0	0	0	0	0	3
15:45	1	3	4	0	8	0	0	0	0	0	0	0	0	0	0	0
16:00	1	7	5	0	13	0	0	0	0	0	0	0	0	0	0	3
16:15	0	4	8	0	12	0	0	0	0	0	0	0	0	0	0	0
16:30	1	5	6	0	12	0	0	0	0	0	0	0	0	0	0	2
16:45	5	5	8	0	18	0	0	0	0	0	0	0	0	0	0	4
17:00	1	5	3	0	9	0	0	0	0	0	0	0	0	0	0	0
17:15	1	2	7	0	10	0	0	0	0	0	0	0	0	0	0	2
17:30	1	4	6	0	11	0	0	1	0	1	0	0	0	0	0	0
17:45	1	1	4	0	6	0	0	0	0	0	0	0	1	0	1	5
18:00	0	2	7	0	9	0	0	0	0	0	0	0	0	0	0	1
18:15	1	4	7	0	12	0	0	0	0	0	0	0	0	0	0	2
18:30	0	3	6	0	9	0	0	0	0	0	0	0	0	0	0	1
18:45	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	80	178	381	0	639	0	0	4	0	4	1	1	7	0	9	61
GRAND TOTAL	80	178	381	0	639	0	0	4	0	4	1	1	7	0	9	61

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Data

Intersection: Jocelyn St (CR 70) & Victoria St N
Site Code: 2325100002
Municipality: Port Hope
Count Date: Aug 19, 2023

South Approach - Victoria St N

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	
07:00	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	0
07:15	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0
07:30	0	2	4	0	6	0	0	0	0	0	0	0	0	0	0	0
07:45	2	2	4	0	8	0	0	0	0	0	0	0	0	0	0	0
08:00	2	3	6	0	11	0	0	0	0	0	0	0	0	0	0	0
08:15	4	3	4	0	11	0	0	0	0	0	0	0	0	0	0	0
08:30	1	1	3	0	5	0	0	0	0	0	0	0	0	0	0	0
08:45	1	1	3	0	5	0	0	0	0	0	0	0	0	0	0	0
09:00	3	3	4	0	10	0	0	0	0	0	1	4	0	0	5	0
09:15	8	2	8	0	18	0	0	0	0	0	0	0	0	0	0	0
09:30	3	7	3	0	13	0	0	0	0	0	0	0	0	0	0	0
09:45	2	5	7	0	14	0	0	0	0	0	0	0	0	0	0	3
10:00	5	4	3	0	12	0	0	0	0	0	0	0	0	0	0	0
10:15	5	5	8	0	18	0	0	0	0	0	0	0	0	0	0	0
10:30	4	6	8	0	18	0	0	0	0	0	0	0	0	0	0	0
10:45	3	2	3	0	8	0	0	0	0	0	0	0	0	0	0	0
11:00	1	8	3	0	12	0	0	0	0	0	0	0	0	0	0	0
11:15	3	7	4	0	14	0	0	0	0	0	0	0	0	0	0	0
11:30	2	2	6	0	10	0	0	0	0	0	0	0	0	0	0	0
11:45	3	6	4	0	13	0	0	0	0	0	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
					Total					Total					Total	
12:00	4	5	4	0	13	0	0	0	0	0	0	0	0	0	0	0
12:15	7	5	3	0	15	0	0	0	0	0	0	0	0	0	0	0
12:30	5	2	5	0	12	0	0	0	0	0	0	0	0	0	0	0
12:45	2	3	0	0	5	0	0	0	0	0	0	0	0	0	0	0
13:00	6	4	5	0	15	0	0	0	0	0	0	0	0	0	0	0
13:15	3	6	10	0	19	0	0	0	0	0	0	0	0	0	0	0
13:30	5	8	5	0	18	0	0	0	0	0	0	0	0	0	0	0
13:45	5	7	3	0	15	0	0	0	0	0	0	0	0	0	0	0
14:00	2	5	9	0	16	0	0	0	0	0	0	0	0	0	0	0
14:15	4	9	7	0	20	0	0	0	0	0	0	0	0	0	0	0
14:30	7	7	5	0	19	0	0	0	0	0	0	0	0	0	0	0
14:45	5	9	3	0	17	0	0	0	0	0	0	0	0	0	0	0
15:00	5	1	4	0	10	0	0	0	0	0	0	0	0	0	0	0
15:15	7	9	6	0	22	0	0	0	0	0	0	0	0	0	0	0
15:30	5	2	2	0	9	0	0	0	0	0	0	0	0	0	0	0
15:45	9	4	6	0	19	0	0	0	0	0	0	0	0	0	0	0
16:00	3	3	5	0	11	0	0	0	0	0	0	0	0	0	0	0
16:15	5	5	1	0	11	0	0	0	0	0	0	0	0	0	0	0
16:30	4	2	1	0	7	0	0	0	0	0	0	0	0	0	0	0
16:45	3	3	0	0	6	0	0	0	0	0	0	0	0	0	0	0
17:00	1	3	8	0	12	0	0	0	0	0	0	0	0	0	0	0
17:15	4	3	7	0	14	0	0	0	0	0	0	0	0	0	0	0
17:30	5	2	3	0	10	0	0	0	0	0	0	0	0	0	0	0
17:45	3	6	4	0	13	0	0	0	0	0	0	0	0	0	0	0
18:00	6	3	2	0	11	0	0	0	0	0	0	0	0	0	0	0
18:15	2	3	2	0	7	0	0	0	0	0	0	0	0	0	0	0
18:30	3	3	3	0	9	0	0	0	0	0	0	0	0	0	0	0
18:45	4	3	2	0	9	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	176	198	203	0	577	0	0	0	0	0	1	4	0	0	5	3
GRAND TOTAL	176	198	203	0	577	0	0	0	0	0	1	4	0	0	5	3

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Data

Intersection: Jocelyn St (CR 70) & Victoria St N
Site Code: 2325100002
Municipality: Port Hope
Count Date: Aug 19, 2023

East Approach - Jocelyn St (CR 70)

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	
07:00	1	8	1	0	10	0	1	0	0	1	0	0	0	0	0	2
07:15	1	6	0	0	7	0	1	0	0	1	0	0	0	0	0	0
07:30	1	16	2	0	19	0	0	0	0	0	0	0	0	0	0	0
07:45	7	25	0	0	32	0	0	0	0	0	0	0	0	0	0	0
08:00	4	15	2	0	21	0	0	0	0	0	0	0	0	0	0	0
08:15	6	31	0	0	37	0	0	0	0	0	0	0	0	0	0	0
08:30	3	30	3	0	36	0	0	0	0	0	0	0	0	0	0	3
08:45	5	28	4	0	37	0	0	0	0	0	0	0	0	0	0	4
09:00	5	25	0	0	30	0	0	0	0	0	0	0	0	0	0	1
09:15	2	36	0	0	38	0	0	0	0	0	0	0	0	0	0	2
09:30	6	30	1	0	37	2	2	0	0	4	0	0	0	0	0	2
09:45	3	43	3	0	49	0	0	0	0	0	0	0	0	0	0	0
10:00	10	31	3	0	44	0	0	0	0	0	0	1	0	0	1	5
10:15	6	40	2	0	48	0	1	0	0	1	0	0	0	0	0	2
10:30	4	40	3	0	47	0	0	0	0	0	0	1	0	0	1	1
10:45	4	36	1	0	41	0	0	0	0	0	0	0	0	0	0	0
11:00	5	44	6	0	55	0	0	0	0	0	0	0	0	0	0	0
11:15	4	40	5	0	49	0	0	0	0	0	0	0	0	0	0	0
11:30	2	42	1	0	45	0	0	0	0	0	0	0	0	0	0	0
11:45	4	39	2	0	45	0	0	0	0	0	0	0	0	0	0	1

Start Time	Cars					Trucks					Bicycles					Total Peds
					Total					Total					Total	
12:00	5	37	1	0	43	0	0	0	0	0	0	0	0	0	0	0
12:15	8	43	4	0	55	0	0	0	0	0	0	0	0	0	0	1
12:30	4	34	1	0	39	0	0	0	0	0	0	0	1	0	1	0
12:45	9	35	3	0	47	0	0	0	0	0	0	0	0	0	0	0
13:00	3	33	3	0	39	0	0	0	0	0	0	0	0	0	0	0
13:15	2	31	2	0	35	0	1	0	0	1	0	0	0	0	0	0
13:30	2	27	1	0	30	0	0	0	0	0	0	0	0	0	0	0
13:45	4	38	2	0	44	0	1	0	0	1	0	0	0	0	0	0
14:00	8	30	0	0	38	0	0	0	0	0	0	1	0	0	1	0
14:15	5	38	4	0	47	0	0	0	0	0	0	0	0	0	0	0
14:30	9	40	3	0	52	0	1	0	0	1	0	0	0	0	0	0
14:45	4	36	4	0	44	0	0	0	0	0	0	0	0	0	0	0
15:00	3	25	2	0	30	0	0	0	0	0	0	0	0	0	0	0
15:15	4	39	3	0	46	0	0	0	0	0	0	0	0	0	0	0
15:30	7	40	1	0	48	0	0	0	0	0	0	0	0	0	0	0
15:45	5	40	3	0	48	0	0	0	0	0	0	0	0	0	0	0
16:00	3	37	2	0	42	0	0	0	0	0	0	0	0	0	0	1
16:15	2	31	0	0	33	0	0	0	0	0	0	1	0	0	1	0
16:30	4	32	2	0	38	0	0	0	0	0	0	0	0	0	0	0
16:45	1	32	2	0	35	0	0	0	0	0	0	0	0	0	0	0
17:00	2	26	2	0	30	0	0	0	0	0	0	2	0	0	2	0
17:15	7	29	5	0	41	0	0	0	0	0	0	0	0	0	0	0
17:30	2	29	1	0	32	0	0	0	0	0	0	0	0	0	0	0
17:45	2	30	3	0	35	0	0	0	0	0	0	0	0	0	0	3
18:00	5	39	1	0	45	0	1	0	0	1	0	0	0	0	0	0
18:15	4	28	1	0	33	0	0	0	0	0	0	0	0	0	0	0
18:30	1	25	1	0	27	0	0	0	0	0	0	0	0	0	0	0
18:45	2	28	1	0	31	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	200	1537	97	0	1834	2	9	0	0	11	0	6	1	0	7	28
GRAND TOTAL	200	1537	97	0	1834	2	9	0	0	11	0	6	1	0	7	28

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Data

Intersection: Jocelyn St (CR 70) & Victoria St N
Site Code: 2325100002
Municipality: Port Hope
Count Date: Aug 19, 2023

West Approach - Jocelyn St (CR 70)

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	
07:00	4	8	1	0	13	0	0	0	0	0	0	0	0	0	0	0
07:15	1	9	0	0	10	0	0	0	0	0	0	0	0	0	0	0
07:30	0	12	1	0	13	0	0	0	0	0	0	0	0	0	0	0
07:45	6	14	0	0	20	1	0	0	0	1	0	0	0	0	0	0
08:00	4	24	2	0	30	0	0	0	0	0	0	0	0	0	0	0
08:15	9	23	0	0	32	0	1	0	0	1	0	0	0	0	0	0
08:30	6	23	3	0	32	0	0	0	0	0	0	0	0	0	0	0
08:45	3	34	2	0	39	0	0	0	0	0	0	0	0	0	0	0
09:00	6	31	1	0	38	0	1	0	0	1	0	0	0	0	0	0
09:15	10	29	2	0	41	1	0	0	0	1	0	0	0	0	0	0
09:30	2	33	4	0	39	0	0	0	0	0	0	0	0	0	0	0
09:45	10	35	4	0	49	0	0	0	0	0	0	0	0	0	0	0
10:00	20	26	6	0	52	0	0	0	0	0	0	0	0	0	0	1
10:15	10	42	5	0	57	0	0	0	0	0	0	0	0	0	0	0
10:30	6	34	5	0	45	0	0	0	0	0	0	0	0	0	0	0
10:45	7	42	9	0	58	0	0	0	0	0	0	0	0	0	0	0
11:00	8	43	2	0	53	0	0	0	0	0	0	0	0	0	0	0
11:15	13	35	5	0	53	0	0	0	0	0	0	0	0	0	0	0
11:30	10	48	3	0	61	0	0	0	0	0	0	0	0	0	0	0
11:45	9	29	4	0	42	0	0	0	0	0	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	
12:00	5	49	4	0	58	1	2	0	0	3	0	0	0	0	0	0
12:15	8	50	1	0	59	0	0	0	0	0	0	0	0	0	0	0
12:30	8	38	4	0	50	0	0	0	0	0	0	0	0	0	0	0
12:45	8	37	3	0	48	0	0	0	0	0	0	0	0	0	0	0
13:00	8	36	2	0	46	0	0	0	0	0	0	0	0	0	0	0
13:15	6	42	4	0	52	0	0	0	0	0	0	0	0	0	0	0
13:30	14	32	2	0	48	0	0	0	0	0	0	0	0	0	0	0
13:45	9	39	6	0	54	0	0	0	0	0	0	0	0	0	0	0
14:00	13	44	3	0	60	0	0	0	0	0	0	0	0	0	0	0
14:15	7	38	3	0	48	0	0	0	0	0	0	0	0	0	0	0
14:30	2	32	3	0	37	0	0	0	0	0	0	0	0	0	0	0
14:45	5	39	5	0	49	0	0	0	0	0	0	0	0	0	0	0
15:00	5	35	8	0	48	0	0	0	0	0	0	0	0	0	0	0
15:15	5	27	1	0	33	0	0	0	0	0	0	0	0	0	0	0
15:30	9	46	5	0	60	0	0	0	0	0	0	1	0	0	1	0
15:45	5	23	7	0	35	0	0	0	0	0	0	0	0	0	0	0
16:00	4	28	7	0	39	0	0	0	0	0	0	0	0	0	0	0
16:15	3	33	6	0	42	0	0	0	0	0	0	0	0	0	0	0
16:30	7	32	2	0	41	0	0	0	0	0	0	0	0	0	0	0
16:45	4	32	4	0	40	0	0	0	0	0	0	0	0	0	0	0
17:00	8	32	3	0	43	0	0	0	0	0	0	0	0	0	0	0
17:15	2	24	2	0	28	0	0	0	0	0	0	0	0	0	0	0
17:30	4	21	1	0	26	0	0	0	0	0	0	0	0	0	0	0
17:45	4	29	4	0	37	0	0	0	0	0	0	0	0	0	0	0
18:00	7	27	5	0	39	0	0	0	0	0	0	0	0	0	0	0
18:15	10	18	3	0	31	0	0	0	0	0	0	0	0	0	0	0
18:30	6	25	2	0	33	0	0	0	0	0	0	0	0	0	0	0
18:45	5	20	2	0	27	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	325	1502	161	0	1988	3	4	0	0	7	0	1	0	0	1	1
GRAND TOTAL	325	1502	161	0	1988	3	4	0	0	7	0	1	0	0	1	1

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Diagram

Specified Period		One Hour Peak	
From:	07:00:00	From:	09:00:00
To:	10:00:00	To:	10:00:00

Intersection: Jocelyn St (CR 70) & Victoria St N
Site Code: 2325100002
Count Date: Aug 19, 2023

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Jocelyn St (CR 70) runs E/W

North Approach

	Out	In	Total
Cars	62	49	111
Trucks	1	1	2
Bicycles	0	4	4
	63	**54**	**117**

Victoria St N

Bicycles	0	0	0	0
Trucks	1	0	0	0
Cars	38	12	12	0
Totals	**39**	**12**	**12**	**0**

Peds: 4

East Approach

	Out	In	Total
Cars	154	162	316
Trucks	4	1	5
Bicycles	0	0	0
	158	**163**	**321**

Jocelyn St (CR 70)

Bicycles	Trucks	Cars	Totals	
0	0	0	**0**	
0	1	28	**29**	
0	1	128	**129**	
0	0	11	**11**	

Peds: 0

Peds: 5

Jocelyn St (CR 70)

Totals	Cars	Trucks	Bicycles
0	0	0	0
4	4	0	0
136	134	2	0
18	16	2	0

Peds: 3

West Approach

	Out	In	Total
Cars	167	188	355
Trucks	2	3	5
Bicycles	0	1	1
	169	**192**	**361**

Victoria St N

Totals	**17**	**21**	**22**	**0**
Cars	16	17	22	0
Trucks	0	0	0	0
Bicycles	1	4	0	0

South Approach

	Out	In	Total
Cars	55	39	94
Trucks	0	2	2
Bicycles	5	0	5
	60	**41**	**101**

Cars - Trucks - Bicycles

Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Summary

Intersection: Jocelyn St (CR 70) & Victoria St N
Site Code: 2325100002
Count Date: Aug 19, 2023
Period: 07:00 - 10:00

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

Start Time	North Approach Victoria St N						South Approach Victoria St N						East Approach Jocelyn St (CR 70)						West Approach Jocelyn St (CR 70)						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
09:00	3	3	12	0	2	18	4	7	4	0	0	15	5	25	0	0	1	30	6	32	1	0	0	39	102
09:15	2	2	10	0	2	14	8	2	8	0	0	18	2	36	0	0	2	38	11	29	2	0	0	42	112
09:30	3	1	9	0	0	13	3	7	3	0	0	13	8	32	1	0	2	41	2	33	4	0	0	39	106
09:45	4	6	8	0	0	18	2	5	7	0	3	14	3	43	3	0	0	49	10	35	4	0	0	49	130
Grand Total	**12**	**12**	**39**	**0**	**4**	**63**	**17**	**21**	**22**	**0**	**3**	**60**	**18**	**136**	**4**	**0**	**5**	**158**	**29**	**129**	**11**	**0**	**0**	**169**	**450**
Approach %	19	19	61.9	0		-	28.3	35	36.7	0		-	11.4	86.1	2.5	0		-	17.2	76.3	6.5	0		-	
Totals %	2.7	2.7	8.7	0		14	3.8	4.7	4.9	0		13.3	4	30.2	0.9	0		35.1	6.4	28.7	2.4	0		37.6	
PHF	**0.75**	**0.5**	**0.81**	**0**		**0.88**	**0.53**	**0.75**	**0.69**	**0**		**0.83**	**0.56**	**0.79**	**0.33**	**0**		**0.81**	**0.66**	**0.92**	**0.69**	**0**		**0.86**	**0.87**
Cars	12	12	38	0		62	16	17	22	0		55	16	134	4	0		154	28	128	11	0		167	438
% Cars	100	100	97.4	0		98.4	94.1	81	100	0		91.7	88.9	98.5	100	0		97.5	96.6	99.2	100	0		98.8	97.3
Trucks	0	0	1	0		1	0	0	0	0		0	2	2	0	0		4	1	1	0	0		2	7
% Trucks	0	0	2.6	0		1.6	0	0	0	0		0	11.1	1.5	0	0		2.5	3.4	0.8	0	0		1.2	1.6
Bicycles	0	0	0	0		0	1	4	0	0		5	0	0	0	0		0	0	0	0	0		0	5
% Bicycles	0	0	0	0		0	5.9	19	0	0		8.3	0	0	0	0		0	0	0	0	0		0	1.1
Peds					4	-					3	-					5	-					0	-	12
% Peds					33.3	-					25	-					41.7	-					0	-	

Peak Hour Diagram

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

One Hour Peak
From: 10:15:00
To: 11:15:00

Intersection: Jocelyn St (CR 70) & Victoria St N
Site Code: 2325100002
Count Date: Aug 19, 2023

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Jocelyn St (CR 70) runs E/W

North Approach

	Out	In	Total
Cars	71	64	135
Trucks	0	0	0
Bicycles	0	0	0
	71	**64**	**135**

Victoria St N

Bicycles	0	0	0	0
Trucks	0	0	0	0
Cars	44	14	13	0
Totals	**44**	**14**	**13**	**0**

East Approach

	Out	In	Total
Cars	191	196	387
Trucks	1	0	1
Bicycles	1	0	1
	193	**196**	**389**

Jocelyn St (CR 70)

Bicycles	Trucks	Cars	Totals	
0	0	0	**0**	
0	0	31	**31**	
0	0	161	**161**	
0	0	21	**21**	

Peds: 11

Peds: 0

Peds: 3

Jocelyn St (CR 70)

	Totals	Cars	Trucks	Bicycles
	0	0	0	0
	12	12	0	0
	162	160	1	1
	19	19	0	0

West Approach

	Out	In	Total
Cars	213	217	430
Trucks	0	1	1
Bicycles	0	1	1
	213	**219**	**432**

Victoria St N

Totals	**13**	**21**	**22**	**0**
Cars	13	21	22	0
Trucks	0	0	0	0
Bicycles	0	0	0	0

South Approach

	Out	In	Total
Cars	56	54	110
Trucks	0	0	0
Bicycles	0	0	0
	56	**54**	**110**

Cars - Trucks - Bicycles

Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Summary

Intersection: Jocelyn St (CR 70) & Victoria St N
Site Code: 2325100002
Count Date: Aug 19, 2023
Period: 10:00 - 14:00

Peak Hour Data (10:15 - 11:15)

Start Time	North Approach Victoria St N						South Approach Victoria St N						East Approach Jocelyn St (CR 70)						West Approach Jocelyn St (CR 70)						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
10:15	2	1	12	0	4	15	5	5	8	0	0	18	6	41	2	0	2	49	10	42	5	0	0	57	139
10:30	6	4	12	0	4	22	4	6	8	0	0	18	4	41	3	0	1	48	6	34	5	0	0	45	133
10:45	3	5	8	0	3	16	3	2	3	0	0	8	4	36	1	0	0	41	7	42	9	0	0	58	123
11:00	2	4	12	0	0	18	1	8	3	0	0	12	5	44	6	0	0	55	8	43	2	0	0	53	138
Grand Total	**13**	**14**	**44**	**0**	**11**	**71**	**13**	**21**	**22**	**0**	**0**	**56**	**19**	**162**	**12**	**0**	**3**	**193**	**31**	**161**	**21**	**0**	**0**	**213**	**533**
Approach %	18.3	19.7	62	0		-	23.2	37.5	39.3	0		-	9.8	83.9	6.2	0		-	14.6	75.6	9.9	0		-	
Totals %	2.4	2.6	8.3	0		13.3	2.4	3.9	4.1	0		10.5	3.6	30.4	2.3	0		36.2	5.8	30.2	3.9	0		40	
PHF	**0.54**	**0.7**	**0.92**	**0**		**0.81**	**0.65**	**0.66**	**0.69**	**0**		**0.78**	**0.79**	**0.92**	**0.5**	**0**		**0.88**	**0.78**	**0.94**	**0.58**	**0**		**0.92**	**0.96**
Cars	13	14	44	0		71	13	21	22	0		56	19	160	12	0		191	31	161	21	0		213	531
% Cars	100	100	100	0		100	100	100	100	0		100	100	98.8	100	0		99	100	100	100	0		100	99.6
Trucks	0	0	0	0		0	0	0	0	0		0	0	1	0	0		1	0	0	0	0		0	1
% Trucks	0	0	0	0		0	0	0	0	0		0	0	0.6	0	0		0.5	0	0	0	0		0	0.2
Bicycles	0	0	0	0		0	0	0	0	0		0	0	1	0	0		1	0	0	0	0		0	1
% Bicycles	0	0	0	0		0	0	0	0	0		0	0	0.6	0	0		0.5	0	0	0	0		0	0.2
Peds					11	-					0	-					3	-					0	-	14
% Peds					78.6	-					0	-					21.4	-					0	-	

Peak Hour Diagram

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

One Hour Peak
From: 14:00:00
To: 15:00:00

Intersection: Jocelyn St (CR 70) & Victoria St N
Site Code: 2325100002
Count Date: Aug 19, 2023

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Jocelyn St (CR 70) runs E/W

North Approach

	Out	In	Total
Cars	61	68	129
Trucks	0	0	0
Bicycles	0	0	0
	61	**68**	**129**

Victoria St N

Bicycles	0	0	0	0
Trucks	0	0	0	0
Cars	36	19	6	0
Totals	**36**	**19**	**6**	**0**

East Approach

	Out	In	Total
Cars	181	183	364
Trucks	1	0	1
Bicycles	1	0	1
	183	**183**	**366**

Peds: 4

Jocelyn St (CR 70)

Bicycles	Trucks	Cars	Totals
0	0	0	**0**
0	0	27	**27**
0	0	153	**153**
0	0	14	**14**

Peds: 0

Peds: 0

Jocelyn St (CR 70)

Totals	Cars	Trucks	Bicycles
0	0	0	0
11	11	0	0
146	144	1	1
26	26	0	0

Peds: 0

West Approach

	Out	In	Total
Cars	194	198	392
Trucks	0	1	1
Bicycles	0	1	1
	194	**200**	**394**

Victoria St N

Totals	**18**	**30**	**24**	**0**
Cars	18	30	24	0
Trucks	0	0	0	0
Bicycles	0	0	0	0

South Approach

	Out	In	Total
Cars	72	59	131
Trucks	0	0	0
Bicycles	0	0	0
	72	**59**	**131**

Cars - Trucks - Bicycles

Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Summary

Intersection: Jocelyn St (CR 70) & Victoria St N
Site Code: 2325100002
Count Date: Aug 19, 2023
Period: 14:00 - 19:00

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

Start Time	North Approach Victoria St N						South Approach Victoria St N						East Approach Jocelyn St (CR 70)						West Approach Jocelyn St (CR 70)						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
14:00	4	2	7	0	2	13	2	5	9	0	0	16	8	31	0	0	0	39	13	44	3	0	0	60	128
14:15	1	4	11	0	0	16	4	9	7	0	0	20	5	38	4	0	0	47	7	38	3	0	0	48	131
14:30	0	6	8	0	2	14	7	7	5	0	0	19	9	41	3	0	0	53	2	32	3	0	0	37	123
14:45	1	7	10	0	0	18	5	9	3	0	0	17	4	36	4	0	0	44	5	39	5	0	0	49	128
Grand Total	**6**	**19**	**36**	**0**	**4**	**61**	**18**	**30**	**24**	**0**	**0**	**72**	**26**	**146**	**11**	**0**	**0**	**183**	**27**	**153**	**14**	**0**	**0**	**194**	**510**
Approach %	9.8	31.1	59	0		-	25	41.7	33.3	0		-	14.2	79.8	6	0		-	13.9	78.9	7.2	0		-	
Totals %	1.2	3.7	7.1	0		12	3.5	5.9	4.7	0		14.1	5.1	28.6	2.2	0		35.9	5.3	30	2.7	0		38	
PHF	**0.38**	**0.68**	**0.82**	**0**		**0.85**	**0.64**	**0.83**	**0.67**	**0**		**0.9**	**0.72**	**0.89**	**0.69**	**0**		**0.86**	**0.52**	**0.87**	**0.7**	**0**		**0.81**	**0.97**
Cars	6	19	36	0		61	18	30	24	0		72	26	144	11	0		181	27	153	14	0		194	508
% Cars	100	100	100	0		100	100	100	100	0		100	100	98.6	100	0		98.9	100	100	100	0		100	99.6
Trucks	0	0	0	0		0	0	0	0	0		0	0	1	0	0		1	0	0	0	0		0	1
% Trucks	0	0	0	0		0	0	0	0	0		0	0	0.7	0	0		0.5	0	0	0	0		0	0.2
Bicycles	0	0	0	0		0	0	0	0	0		0	0	1	0	0		1	0	0	0	0		0	1
% Bicycles	0	0	0	0		0	0	0	0	0		0	0	0.7	0	0		0.5	0	0	0	0		0	0.2
Peds					4	-					0	-					0	-					0	-	4
% Peds					100	-					0	-					0	-					0	-	

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Site Code: 1
Station ID: U242
Klein St immediately east of Victoria St N
Date Start: 18-Aug-23
Date End: 19-Aug-23

EB

Start Time	1 15	16 23	24 31	32 39	40 47	48 55	56 63	64 71	72 79	80 88	89 96	97 104	105 112	113 120	121 9999	Total
08/18/2																
3	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	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	0	0
01:45	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	0	0	0	0	1
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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45	0	0	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	0	0	2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	1	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	0	0	0	1
09:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
09:15	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
09:30	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
09:45	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	4
	0	2	1	6	0	1	0	0	0	0	0	0	0	0	0	10
10:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
10:15	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	4
10:30	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1	1	2	5	1	0	0	0	0	0	0	0	0	0	0	10
11:00	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
11:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
11:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	1	3	1	0	0	0	0	0	0	0	0	0	0	6
Total	1	8	4	17	3	1	0	0	0	0	0	0	0	0	0	34

Ontario Traffic, Inc.
17705 Leslie St., Unit 6
Newmarket, Ontario L3Y 3E3
Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 1
Station ID: U242
Klein St immediately east of Victoria St N
Date Start: 18-Aug-23
Date End: 19-Aug-23

EB

Start Time	1 15	16 23	24 31	32 39	40 47	48 55	56 63	64 71	72 79	80 88	89 96	97 104	105 112	113 120	121 9999	Total
12 PM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
12:15	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	5
12:30	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	6
12:45	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
	0	2	3	10	3	0	0	0	0	0	0	0	0	0	0	18
13:00	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
13:15	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
13:30	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	5
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1	1	4	5	0	0	0	0	0	0	0	0	0	0	0	11
14:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
14:15	0	1	1	2	0	1	0	0	0	0	0	0	0	0	0	5
14:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
14:45	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	7
	0	1	5	7	1	1	0	0	0	0	0	0	0	0	0	15
15:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
15:15	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	8
15:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
15:45	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	5
	0	2	6	8	0	0	0	0	0	0	0	0	0	0	0	16
16:00	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	7
16:15	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
16:30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
16:45	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	8
	0	2	5	11	1	0	0	0	0	0	0	0	0	0	0	19
17:00	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	6
17:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	1	7	0	0	0	0	0	0	0	0	0	0	0	9
18:00	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	5
18:15	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
18:30	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
18:45	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3
	2	0	3	4	4	0	0	0	0	0	0	0	0	0	0	13
19:00	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
19:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	6
20:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
20:15	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
20:30	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	0	2	4	2	0	0	0	0	0	0	0	0	0	0	8
21:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
21:15	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3
21:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
21:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	1	4	1	2	0	0	0	0	0	0	0	0	0	0	8
22:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	4
23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:15	0	0	1	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	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
Total	3	11	38	62	14	1	0	0	0	0	0	0	0	0	0	129

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EB

Start Time	1 15	16 23	24 31	32 39	40 47	48 55	56 63	64 71	72 79	80 88	89 96	97 104	105 112	113 120	121 9999	Total
08/19/2																
3	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
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	1	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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	1	0	0	0	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	0	0	1
	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3
08:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
08:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	0	2	1	1	0	0	0	0	0	0	0	0	0	5
09:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
09:45	0	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	3
10:00	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
10:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:30	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:45	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
	0	0	4	8	0	0	0	0	0	0	0	0	0	0	0	12
11:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
11:15	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
11:30	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
11:45	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	0	0	5	3	3	0	0	0	0	0	0	0	0	0	0	11
Total	0	3	11	17	5	1	0	0	0	0	0	0	0	0	0	37

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Klein St immediately east of Victoria St N
Date Start: 18-Aug-23
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EB

Start	1	16	24	32	40	48	56	64	72	80	89	97	105	113	121	
Time	15	23	31	39	47	55	63	71	79	88	96	104	112	120	9999	Total
12 PM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
12:15	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:30	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	4
12:45	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
	0	1	5	6	1	0	0	0	0	0	0	0	0	0	0	13
13:00	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
13:15	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
13:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
13:45	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	5
	0	3	7	4	1	0	0	0	0	0	0	0	0	0	0	15
14:00	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
14:15	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	4
14:30	0	1	1	4	0	0	0	0	0	0	0	0	0	0	0	6
14:45	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
	1	1	9	5	0	0	0	0	0	0	0	0	0	0	0	16
15:00	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	5
15:15	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
15:30	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
15:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	1	4	8	0	0	0	0	0	0	0	0	0	0	0	13
16:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
16:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	4
16:45	0	0	4	2	1	0	0	0	0	0	0	0	0	0	0	7
	0	1	8	2	2	0	0	0	0	0	0	0	0	0	0	13
17:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
17:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
17:30	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3
17:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	2	4	3	0	0	0	0	0	0	0	0	0	0	0	9
18:00	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
18:15	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
18:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	8
19:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
19:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	6
20:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
20:30	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	1	0	0	3	0	1	0	0	0	0	0	0	0	0	0	5
21:00	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:45	0	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	4
22:00	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3
22:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	4
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
Total	2	10	51	39	6	1	0	0	0	0	0	0	0	0	0	109
Total	6	32	104	135	28	4	0	0	0	0	0	0	0	0	0	309

Stats		
	15th Percentile :	23 KPH
	50th Percentile :	31 KPH
	85th Percentile :	38 KPH
	95th Percentile :	43 KPH
	Mean Speed(Average) :	32 KPH
	15 KPH Pace Speed :	25-39 KPH
	Number in Pace :	226
	Percent in Pace :	73.1%
	Number of Vehicles > 40 KPH :	28
	Percent of Vehicles > 40 KPH :	9.2%

Ontario Traffic, Inc.
17705 Leslie St., Unit 6
Newmarket, Ontario L3Y 3E3
Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 1
Station ID: U242
Klein St immediately east of Victoria St N
Date Start: 18-Aug-23
Date End: 19-Aug-23

WB

Start Time	1 15	16 23	24 31	32 39	40 47	48 55	56 63	64 71	72 79	80 88	89 96	97 104	105 112	113 120	121 9999	Total
08/18/2																
3	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	1	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	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	1	0	0	0	0	0	0	0	0	0	0	0	1
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	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	1	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	0	1	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	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	6
06:00	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
06:45	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3
	0	1	0	6	2	0	0	0	0	0	0	0	0	0	0	9
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30	0	0	1	5	1	0	0	0	0	0	0	0	0	0	0	7
07:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	0	0	1	5	3	0	0	0	0	0	0	0	0	0	0	9
08:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
08:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:30	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
08:45	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	4
	0	1	2	4	2	0	0	0	0	0	0	0	0	0	0	9
09:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:15	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
09:30	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
09:45	1	0	2	1	2	0	0	0	0	0	0	0	0	0	0	6
	1	0	4	3	4	0	0	0	0	0	0	0	0	0	0	12
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:30	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:45	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3
	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	8
11:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
11:15	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
11:30	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	2	5	3	0	0	0	0	0	0	0	0	0	0	0	10
Total	3	5	13	35	12	0	0	0	0	0	0	0	0	0	0	68

Ontario Traffic, Inc.
17705 Leslie St., Unit 6
Newmarket, Ontario L3Y 3E3
Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 1
Station ID: U242
Klein St immediately east of Victoria St N
Date Start: 18-Aug-23
Date End: 19-Aug-23

WB

Start Time	1 15	16 23	24 31	32 39	40 47	48 55	56 63	64 71	72 79	80 88	89 96	97 104	105 112	113 120	121 9999	Total
12 PM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	4
12:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:30	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4
12:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	2	2	3	3	0	0	0	0	0	0	0	0	0	0	10
13:00	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	5
13:15	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4
13:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
13:45	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	0	2	3	5	3	0	0	0	0	0	0	0	0	0	0	13
14:00	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
14:15	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
14:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
14:45	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	3
	1	0	2	4	1	2	0	0	0	0	0	0	0	0	0	10
15:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
15:15	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
15:30	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
15:45	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	5
	0	1	2	7	1	0	0	0	0	0	0	0	0	0	0	11
16:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
16:15	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	4
	0	1	2	3	2	0	0	0	0	0	0	0	0	0	0	8
17:00	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3
17:15	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
17:30	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
17:45	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
	0	1	2	6	3	0	0	0	0	0	0	0	0	0	0	12
18:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
18:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	5
19:00	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
19:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
19:45	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	0	1	2	3	1	0	0	0	0	0	0	0	0	0	0	7
20:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	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	0	0	0	0	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
21:30	0	0	1	0	1	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	0	2	1	1	0	0	0	0	0	0	0	0	0	0	4
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	0	0
22:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	9	19	36	16	2	0	0	0	0	0	0	0	0	0	83

Ontario Traffic, Inc.
17705 Leslie St., Unit 6
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Site Code: 1
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Klein St immediately east of Victoria St N
Date Start: 18-Aug-23
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WB

Start Time	1 15	16 23	24 31	32 39	40 47	48 55	56 63	64 71	72 79	80 88	89 96	97 104	105 112	113 120	121 9999	Total
08/19/2																
3	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	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	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	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	1	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	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
07:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	1	0	1	2	0	1	0	0	0	0	0	0	0	0	0	5
08:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
08:15	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
08:30	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4
08:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
	1	0	3	4	3	0	0	0	0	0	0	0	0	0	0	11
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4
09:30	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
09:45	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
	0	0	3	5	2	0	0	0	0	0	0	0	0	0	0	10
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:30	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	5
10:45	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
	1	0	4	4	0	0	0	0	0	0	0	0	0	0	0	9
11:00	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3
11:15	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3
11:30	1	0	2	2	0	0	0	0	0	0	0	0	0	0	0	5
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2	1	2	4	2	0	0	0	0	0	0	0	0	0	0	11
Total	5	1	15	20	8	1	0	0	0	0	0	0	0	0	0	50

Ontario Traffic, Inc.
17705 Leslie St., Unit 6
Newmarket, Ontario L3Y 3E3
Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 1
Station ID: U242
Klein St immediately east of Victoria St N
Date Start: 18-Aug-23
Date End: 19-Aug-23

WB

Start	1	16	24	32	40	48	56	64	72	80	89	97	105	113	121	
Time	15	23	31	39	47	55	63	71	79	88	96	104	112	120	9999	Total
12 PM	0	1	0	3	3	0	0	0	0	0	0	0	0	0	0	7
12:15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
12:30	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
12:45	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	1	1	4	5	3	0	0	0	0	0	0	0	0	0	0	14
13:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
13:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
13:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	5
14:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
14:15	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	5
	1	2	2	1	3	0	0	0	0	0	0	0	0	0	0	9
15:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
15:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
15:30	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	5
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	5	2	1	0	0	0	0	0	0	0	0	0	0	9
16:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
16:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1	0	2	2	1	0	0	0	0	0	0	0	0	0	0	6
17:00	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	4
17:15	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	1	3	6	0	0	0	0	0	0	0	0	0	0	0	10
18:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
18:15	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	4
18:30	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3
18:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	1	1	2	4	2	0	0	0	0	0	0	0	0	0	0	10
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
19:45	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
20:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
20:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	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
21:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	2	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	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
22:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	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	3
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	9	21	27	12	0	0	0	0	0	0	0	0	0	0	73
Total	13	24	68	118	48	3	0	0	0	0	0	0	0	0	0	274

Stats		
	15th Percentile :	23 KPH
	50th Percentile :	33 KPH
	85th Percentile :	40 KPH
	95th Percentile :	45 KPH
	Mean Speed(Average) :	32 KPH
	15 KPH Pace Speed :	25-39 KPH
	Number in Pace :	178
	Percent in Pace :	65.0%
	Number of Vehicles > 40 KPH :	45
	Percent of Vehicles > 40 KPH :	16.4%

Ontario Traffic, Inc.
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Newmarket, Ontario L3Y 3E3
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Site Code: 1
Station ID: U242
Klein St immediately east of Victoria St N
Date Start: 18-Aug-23
Date End: 19-Aug-23

EB, WB

Start Time	1 15	16 23	24 31	32 39	40 47	48 55	56 63	64 71	72 79	80 88	89 96	97 104	105 112	113 120	121 9999	Total
08/18/2																
3	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	0	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	0	0
01:45	0	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	2
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	0	1	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	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	6
06:00	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	4
06:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:30	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
06:45	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	4
	0	2	0	8	2	0	0	0	0	0	0	0	0	0	0	12
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
07:30	0	0	1	5	2	0	0	0	0	0	0	0	0	0	0	8
07:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	0	1	1	5	4	0	0	0	0	0	0	0	0	0	0	11
08:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
08:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:30	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
08:45	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	5
	0	2	2	4	2	0	0	0	0	0	0	0	0	0	0	10
09:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
09:15	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
09:30	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	5
09:45	1	2	2	3	2	0	0	0	0	0	0	0	0	0	0	10
	1	2	5	9	4	1	0	0	0	0	0	0	0	0	0	22
10:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
10:15	1	0	1	4	0	0	0	0	0	0	0	0	0	0	0	6
10:30	0	0	1	5	1	0	0	0	0	0	0	0	0	0	0	7
10:45	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3
	3	1	2	11	1	0	0	0	0	0	0	0	0	0	0	18
11:00	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	5
11:15	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	6
11:30	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
11:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	3	6	6	1	0	0	0	0	0	0	0	0	0	0	16
Total	4	13	17	52	15	1	0	0	0	0	0	0	0	0	0	102

Ontario Traffic, Inc.
17705 Leslie St., Unit 6
Newmarket, Ontario L3Y 3E3
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Site Code: 1
Station ID: U242
Klein St immediately east of Victoria St N
Date Start: 18-Aug-23
Date End: 19-Aug-23

EB, WB

Start Time	1 15	16 23	24 31	32 39	40 47	48 55	56 63	64 71	72 79	80 88	89 96	97 104	105 112	113 120	121 9999	Total
12 PM	0	0	2	3	2	0	0	0	0	0	0	0	0	0	0	7
12:15	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	6
12:30	0	4	1	2	3	0	0	0	0	0	0	0	0	0	0	10
12:45	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	5
	0	4	5	13	6	0	0	0	0	0	0	0	0	0	0	28
13:00	0	2	2	4	1	0	0	0	0	0	0	0	0	0	0	9
13:15	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	6
13:30	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	6
13:45	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	1	3	7	10	3	0	0	0	0	0	0	0	0	0	0	24
14:00	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	5
14:15	0	1	2	4	0	1	0	0	0	0	0	0	0	0	0	8
14:30	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
14:45	1	0	3	4	1	1	0	0	0	0	0	0	0	0	0	10
	1	1	7	11	2	3	0	0	0	0	0	0	0	0	0	25
15:00	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
15:15	0	0	2	8	0	0	0	0	0	0	0	0	0	0	0	10
15:30	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	4
15:45	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0	10
	0	3	8	15	1	0	0	0	0	0	0	0	0	0	0	27
16:00	0	0	3	5	1	0	0	0	0	0	0	0	0	0	0	9
16:15	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4
16:30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
16:45	0	2	4	6	0	0	0	0	0	0	0	0	0	0	0	12
	0	3	7	14	3	0	0	0	0	0	0	0	0	0	0	27
17:00	0	2	0	6	1	0	0	0	0	0	0	0	0	0	0	9
17:15	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
17:30	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	5
17:45	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
	0	2	3	13	3	0	0	0	0	0	0	0	0	0	0	21
18:00	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	6
18:15	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	5
18:30	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
18:45	1	0	1	1	2	0	0	0	0	0	0	0	0	0	0	5
	2	1	5	5	5	0	0	0	0	0	0	0	0	0	0	18
19:00	0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	7
19:15	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
19:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
19:45	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	0	2	4	6	1	0	0	0	0	0	0	0	0	0	0	13
20:00	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
20:15	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
20:30	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	0	2	5	2	0	0	0	0	0	0	0	0	0	0	9
21:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
21:15	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	5
21:30	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3
21:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	1	6	2	3	0	0	0	0	0	0	0	0	0	0	12
22:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
22:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	6
23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:15	0	0	1	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	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
Total	4	20	57	98	30	3	0	0	0	0	0	0	0	0	0	212

Ontario Traffic, Inc.
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Site Code: 1
Station ID: U242
Klein St immediately east of Victoria St N
Date Start: 18-Aug-23
Date End: 19-Aug-23

EB, WB

Start Time	1 15	16 23	24 31	32 39	40 47	48 55	56 63	64 71	72 79	80 88	89 96	97 104	105 112	113 120	121 9999	Total
08/19/2																
3	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
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	1	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	0	1	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	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	1	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	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
07:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	3
07:45	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
	1	1	1	3	1	1	0	0	0	0	0	0	0	0	0	8
08:00	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4
08:15	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4
08:30	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	6
08:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
	1	1	3	6	4	1	0	0	0	0	0	0	0	0	0	16
09:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:15	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4
09:30	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
09:45	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
	0	0	5	6	2	0	0	0	0	0	0	0	0	0	0	13
10:00	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
10:15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
10:30	1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	8
10:45	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	6
	1	0	8	12	0	0	0	0	0	0	0	0	0	0	0	21
11:00	1	0	2	2	1	0	0	0	0	0	0	0	0	0	0	6
11:15	0	1	3	1	1	0	0	0	0	0	0	0	0	0	0	6
11:30	1	0	2	2	3	0	0	0	0	0	0	0	0	0	0	8
11:45	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	2	1	7	7	5	0	0	0	0	0	0	0	0	0	0	22
Total	5	4	26	37	13	2	0	0	0	0	0	0	0	0	0	87

Ontario Traffic, Inc.
17705 Leslie St., Unit 6
Newmarket, Ontario L3Y 3E3
Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 1
Station ID: U242
Klein St immediately east of Victoria St N
Date Start: 18-Aug-23
Date End: 19-Aug-23

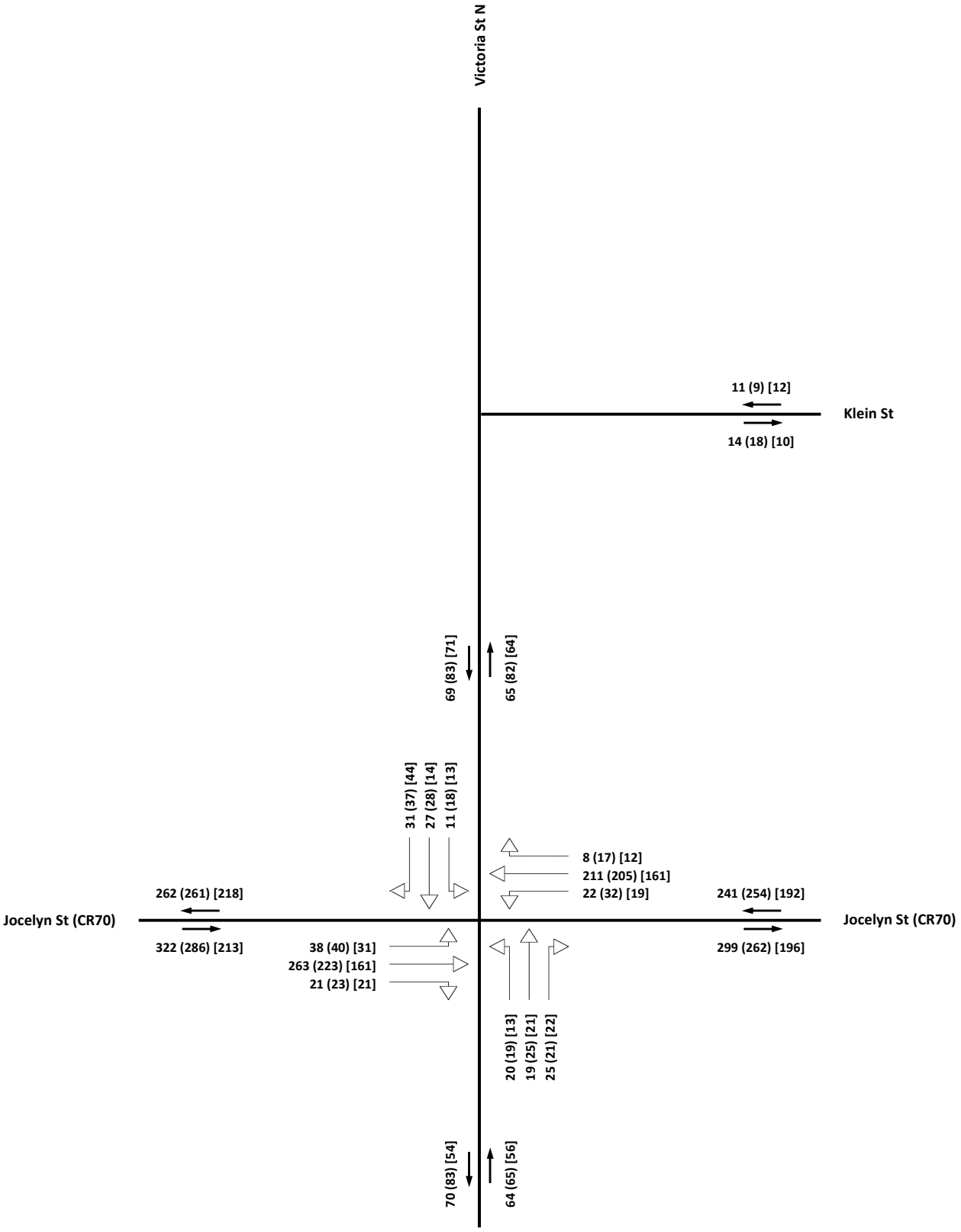
EB, WB

Start	1	16	24	32	40	48	56	64	72	80	89	97	105	113	121	
Time	15	23	31	39	47	55	63	71	79	88	96	104	112	120	9999	Total
12 PM	0	1	1	4	4	0	0	0	0	0	0	0	0	0	0	10
12:15	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
12:30	0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	7
12:45	1	0	4	1	0	0	0	0	0	0	0	0	0	0	0	6
	1	2	9	11	4	0	0	0	0	0	0	0	0	0	0	27
13:00	0	2	3	1	2	0	0	0	0	0	0	0	0	0	0	8
13:15	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
13:30	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
13:45	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	5
	0	3	8	6	3	0	0	0	0	0	0	0	0	0	0	20
14:00	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	4
14:15	2	1	2	1	1	0	0	0	0	0	0	0	0	0	0	7
14:30	0	1	1	4	0	0	0	0	0	0	0	0	0	0	0	6
14:45	0	1	5	1	1	0	0	0	0	0	0	0	0	0	0	8
	2	3	11	6	3	0	0	0	0	0	0	0	0	0	0	25
15:00	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	8
15:15	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	5
15:30	0	1	3	2	1	0	0	0	0	0	0	0	0	0	0	7
15:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	2	9	10	1	0	0	0	0	0	0	0	0	0	0	22
16:00	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
16:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
16:30	0	0	4	2	1	0	0	0	0	0	0	0	0	0	0	7
16:45	0	0	4	2	1	0	0	0	0	0	0	0	0	0	0	7
	1	1	10	4	3	0	0	0	0	0	0	0	0	0	0	19
17:00	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	6
17:15	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	6
17:30	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3
17:45	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
	0	3	7	9	0	0	0	0	0	0	0	0	0	0	0	19
18:00	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	5
18:15	0	1	4	2	1	0	0	0	0	0	0	0	0	0	0	8
18:30	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	4
18:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	1	1	6	8	2	0	0	0	0	0	0	0	0	0	0	18
19:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
19:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	2	4	2	0	0	0	0	0	0	0	0	0	0	0	8
20:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
20:15	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
20:30	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	1	1	1	3	0	1	0	0	0	0	0	0	0	0	0	7
21:00	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	7
22:00	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	4
22:15	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	2	2	2	0	0	0	0	0	0	0	0	0	0	7
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
Total	6	19	72	66	18	1	0	0	0	0	0	0	0	0	0	182
Total	19	56	172	253	76	7	0	0	0	0	0	0	0	0	0	583

Stats		
	15th Percentile :	23 KPH
	50th Percentile :	32 KPH
	85th Percentile :	38 KPH
	95th Percentile :	44 KPH
	Mean Speed(Average) :	32 KPH
	15 KPH Pace Speed :	25-39 KPH
	Number in Pace :	404
	Percent in Pace :	69.3%
	Number of Vehicles > 40 KPH :	74
	Percent of Vehicles > 40 KPH :	12.6%

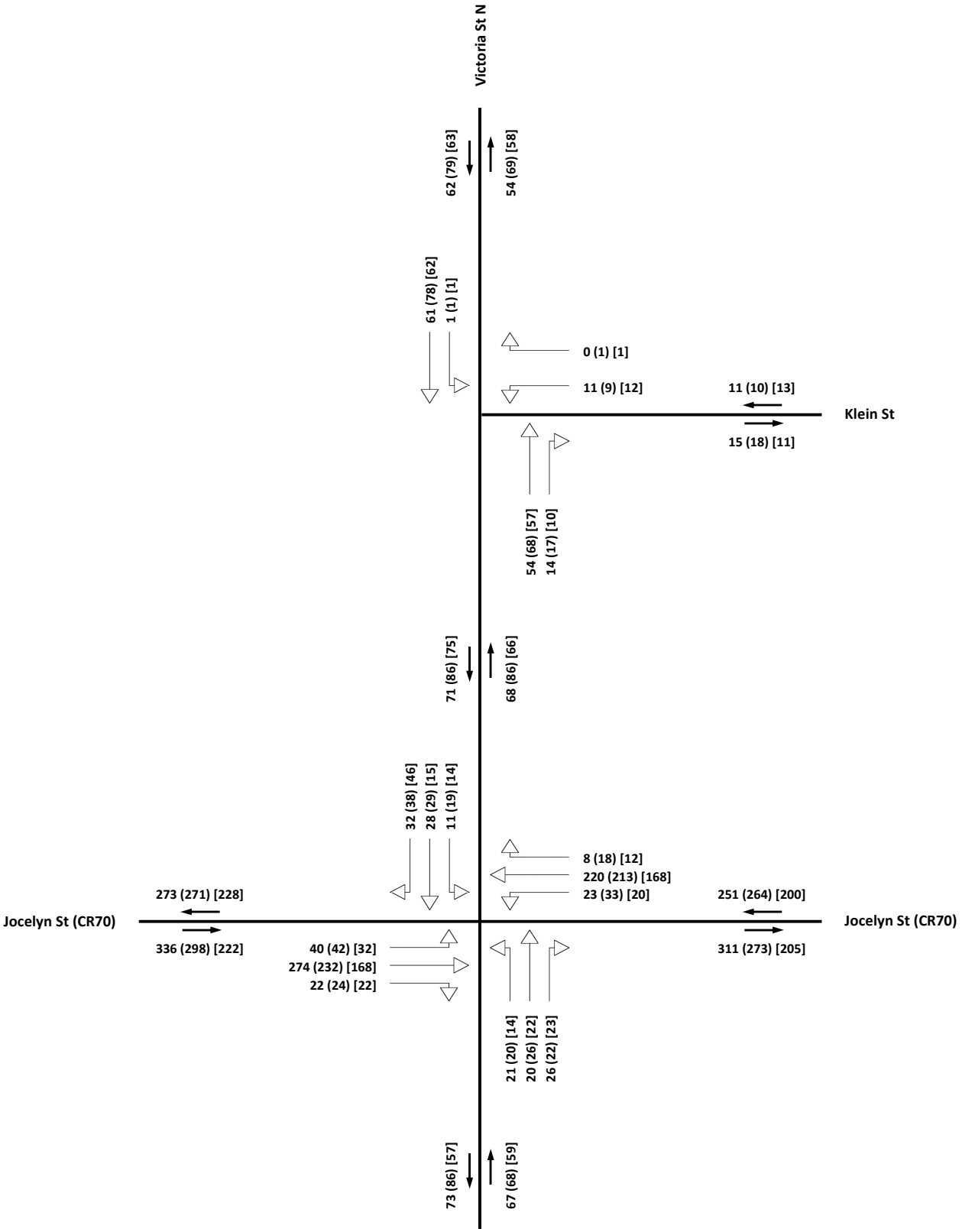
APPENDIX C

Traffic Figures – Background, Development Traffic



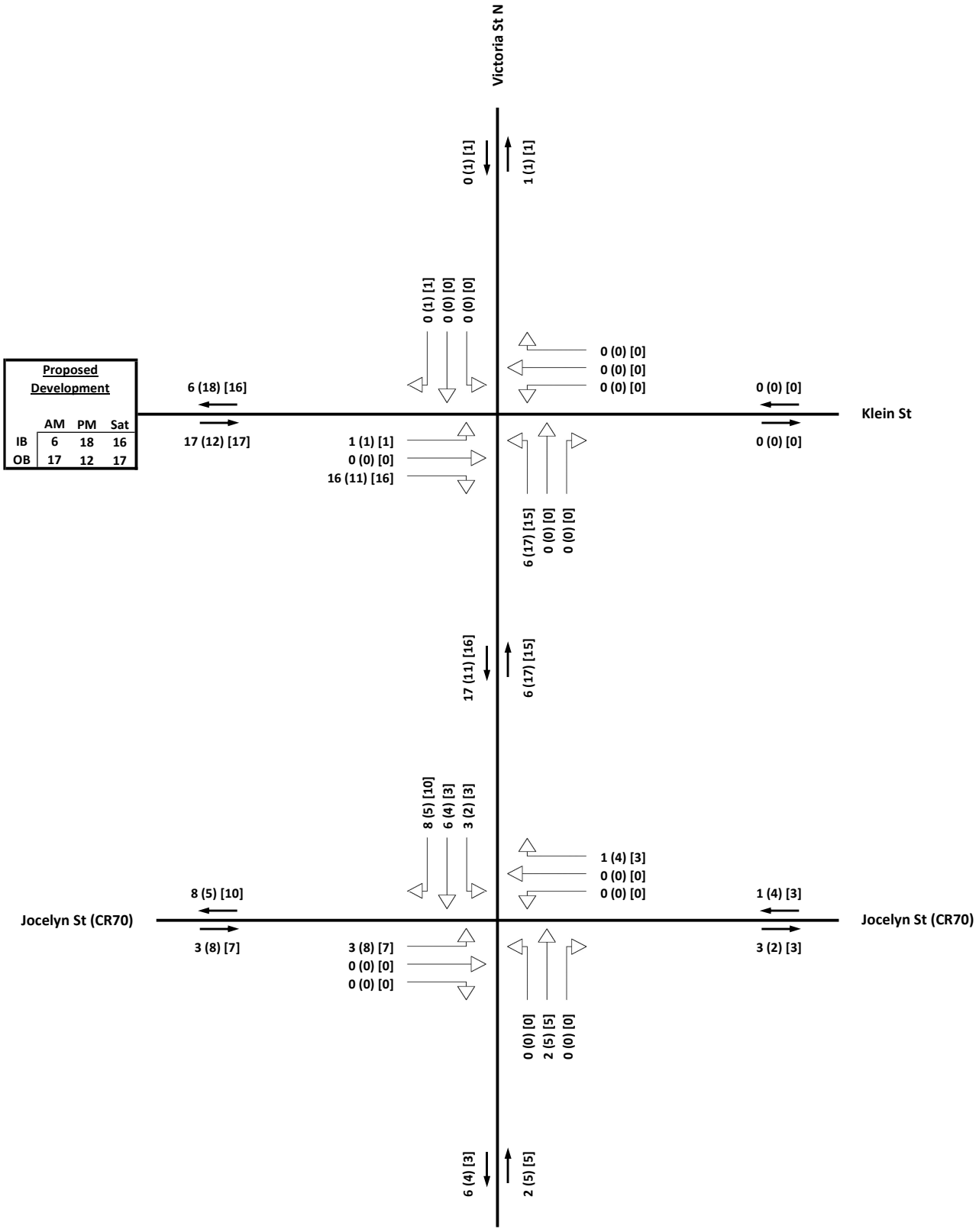
AM (PM) [Sat]

2023 Counts
Victoria St Development, Port Hope ON
Andrew Rosenthal, EIT
September 20, 2023



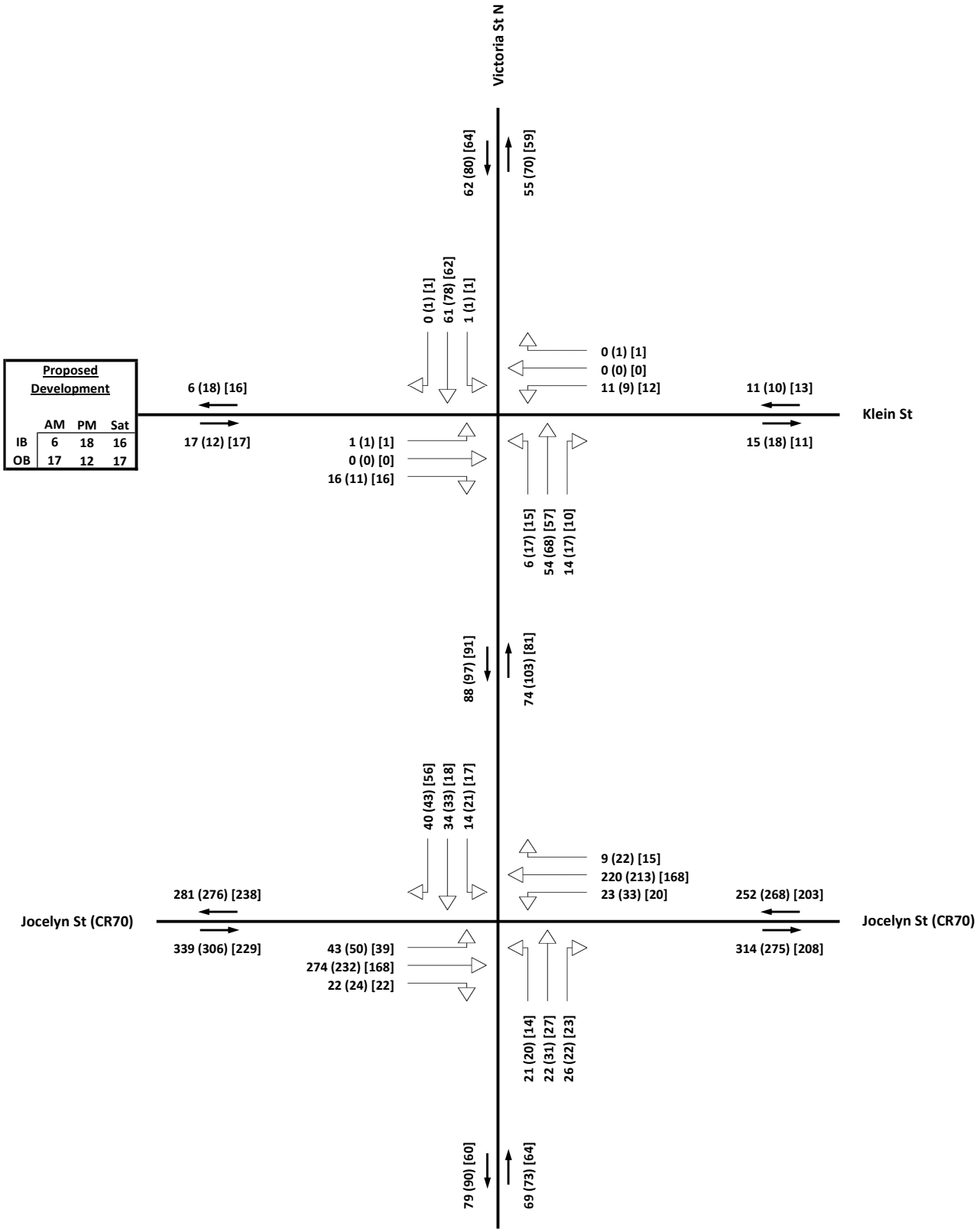
AM (PM) [Sat]

2025 Background
Victoria St Development, Port Hope ON
Andrew Rosenthal, EIT
September 20, 2023



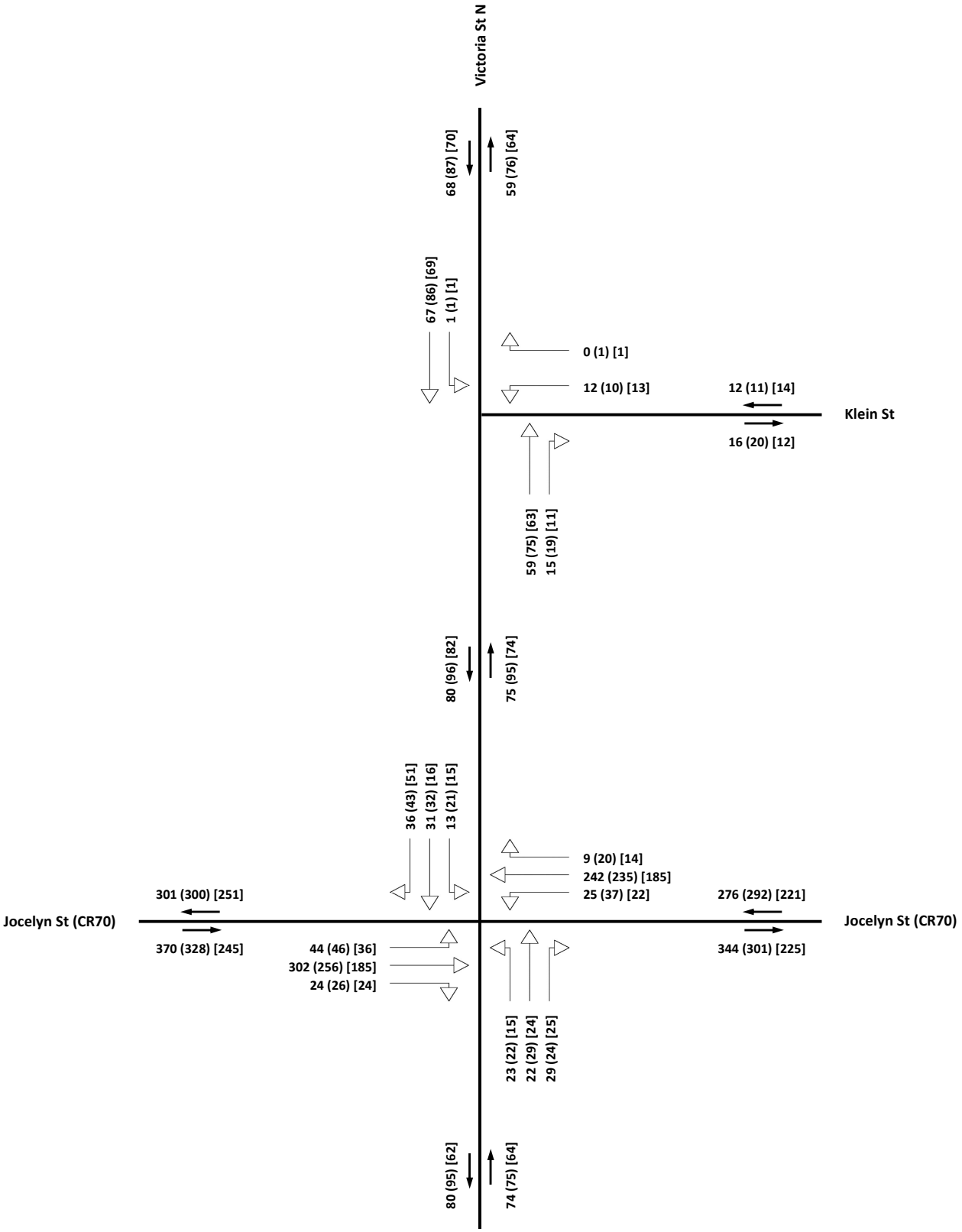
AM (PM) [Sat]

Development Trip Generation
Victoria St Development, Port Hope ON
Andrew Rosenthal, EIT
September 20, 2023



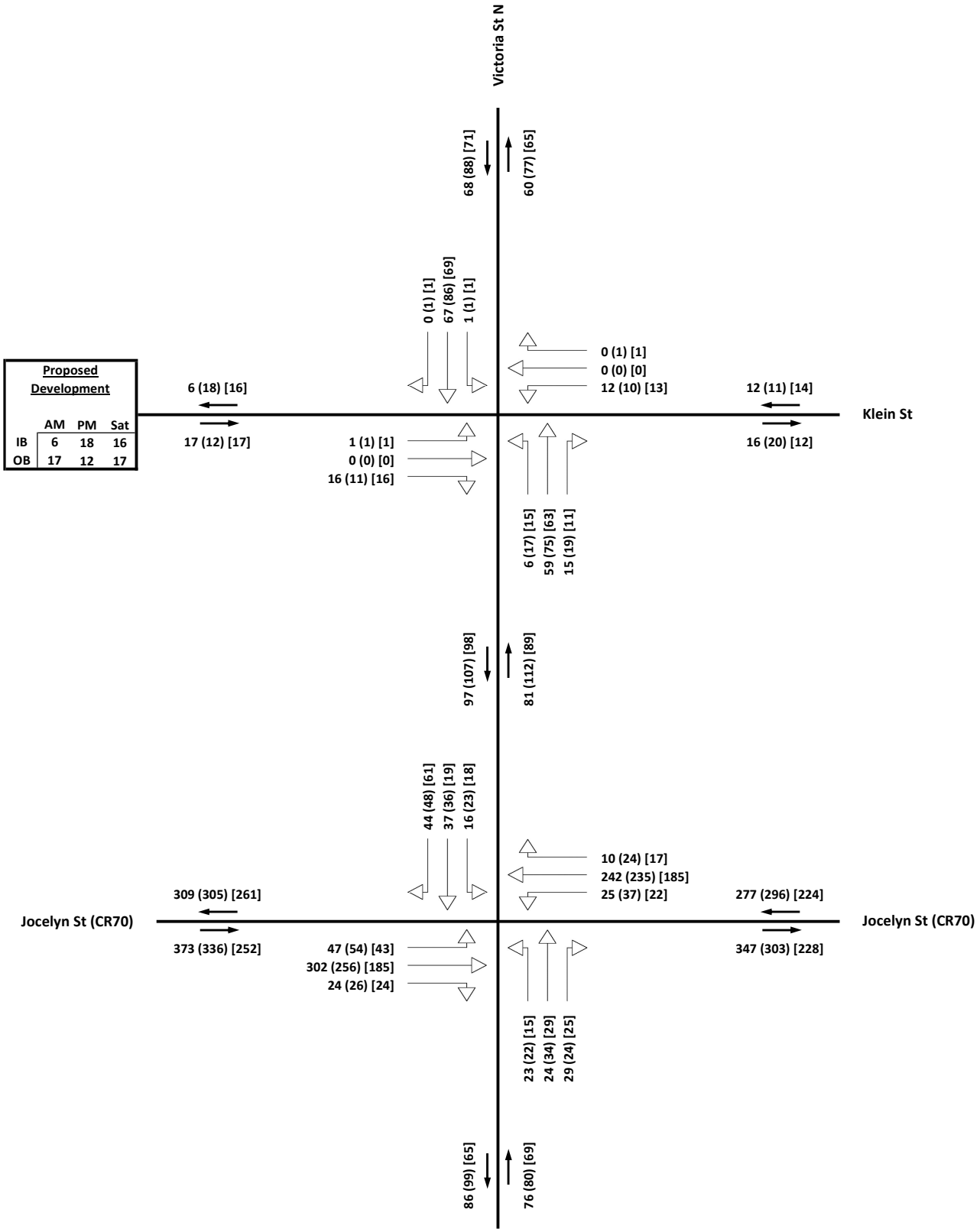
AM (PM) [Sat]

2025 Background + Development
Victoria St Development, Port Hope ON
Andrew Rosenthal, EIT
September 20, 2023



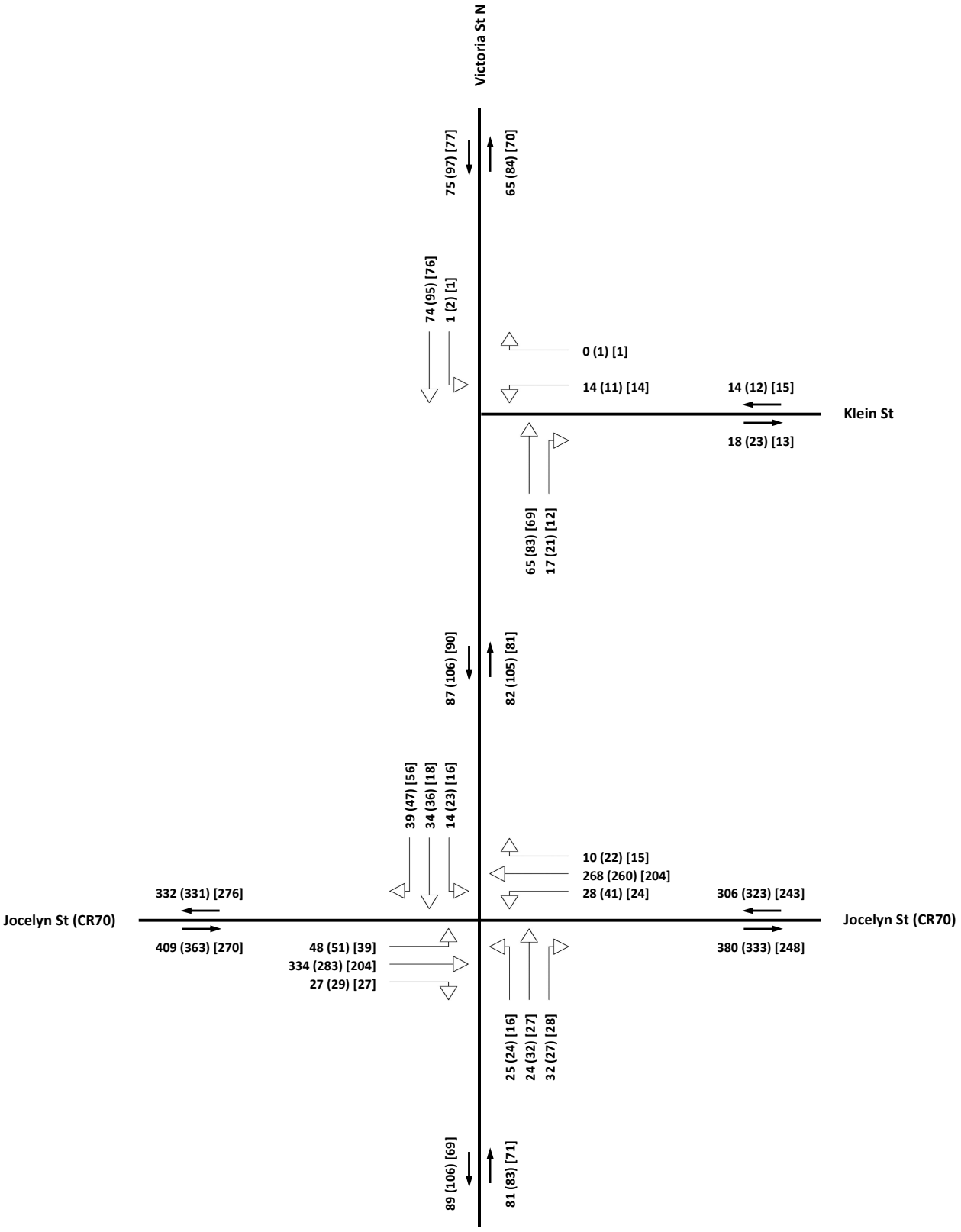
AM (PM) [Sat]

2030 Background
Victoria St Development, Port Hope ON
Andrew Rosenthal, EIT
September 20, 2023



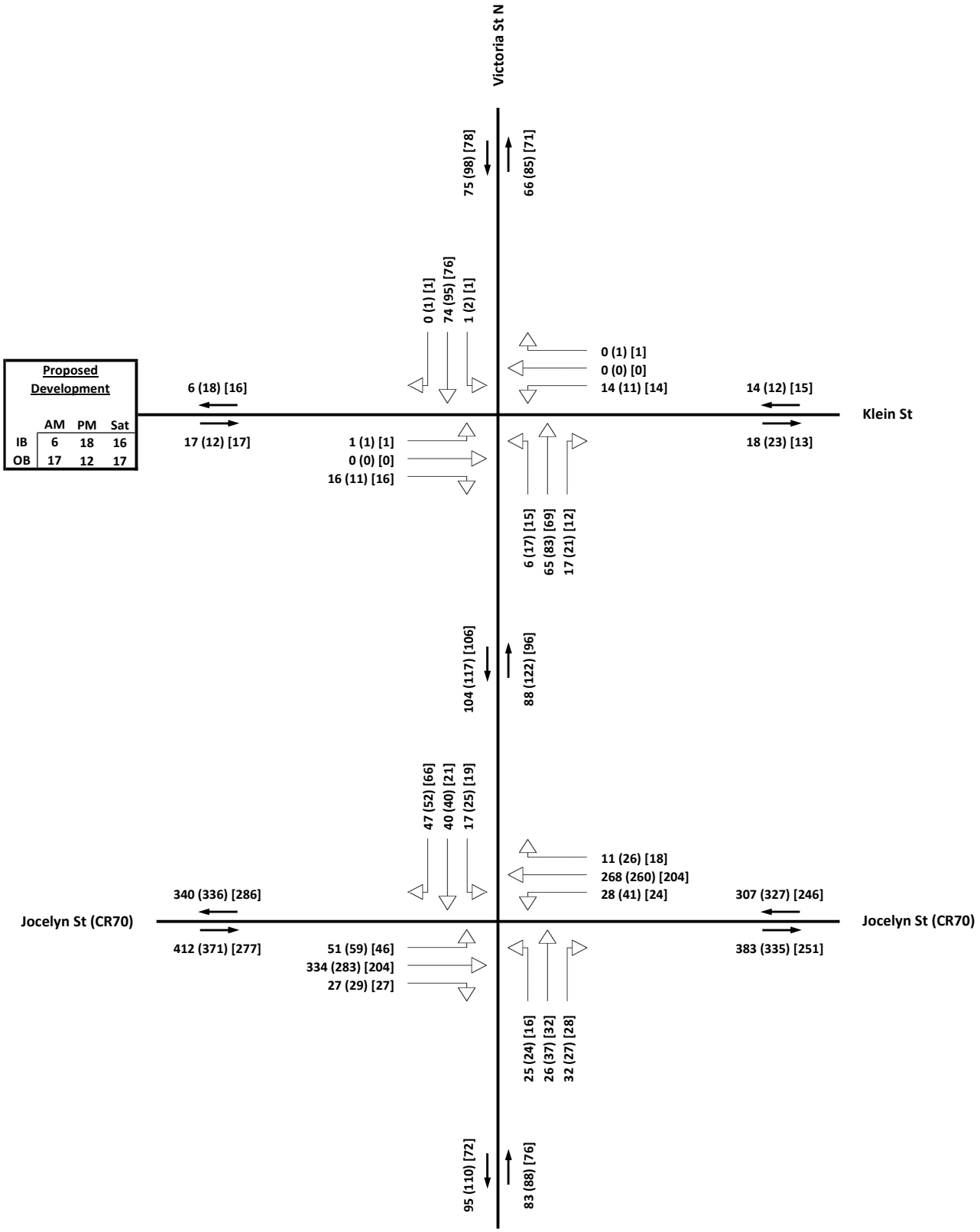
AM (PM) [Sat]

2030 Background + Development
Victoria St Development, Port Hope ON
Andrew Rosenthal, EIT
September 20, 2023



AM (PM) [Sat]

2035 Background
Victoria St Development, Port Hope ON
Andrew Rosenthal, EIT
September 20, 2023



AM (PM) [Sat]

2035 Background + Development
Victoria St Development, Port Hope ON
Andrew Rosenthal, EIT
September 20, 2023

APPENDIX D

Synchro Reports

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↰	↕	
Traffic Vol, veh/h	40	274	22	23	220	8	21	20	26	11	28	32
Future Vol, veh/h	40	274	22	23	220	8	21	20	26	11	28	32
Conflicting Peds, #/hr	5	0	1	1	0	5	0	0	4	4	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	2	2	2	2	2	2	2	2
Mvmt Flow	43	298	24	25	239	9	23	22	28	12	30	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	253	0	0	323	0	0	723	700	315	724	708	249
Stage 1	-	-	-	-	-	-	397	397	-	299	299	-
Stage 2	-	-	-	-	-	-	326	303	-	425	409	-
Critical Hdwy	4.12	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1312	-	-	1220	-	-	342	363	725	341	360	790
Stage 1	-	-	-	-	-	-	629	603	-	710	666	-
Stage 2	-	-	-	-	-	-	687	664	-	607	596	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1306	-	-	1219	-	-	290	338	722	294	336	787
Mov Cap-2 Maneuver	-	-	-	-	-	-	290	338	-	294	336	-
Stage 1	-	-	-	-	-	-	603	578	-	679	647	-
Stage 2	-	-	-	-	-	-	611	645	-	537	572	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.7	16	14.3
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	400	1306	-	-	1219	-	-	294	484
HCM Lane V/C Ratio	0.182	0.033	-	-	0.021	-	-	0.041	0.135
HCM Control Delay (s)	16	7.9	0	-	8	0	-	17.8	13.6
HCM Lane LOS	C	A	A	-	A	A	-	C	B
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0.1	-	-	0.1	0.5

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	11	0	0	0	54	14	1	61	0
Future Vol, veh/h	0	0	0	11	0	0	0	54	14	1	61	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	12	0	0	0	59	15	1	66	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	135	142	66	135	135	67	66	0	0	74	0	0
Stage 1	68	68	-	67	67	-	-	-	-	-	-	-
Stage 2	67	74	-	68	68	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	836	749	998	836	756	997	1536	-	-	1526	-	-
Stage 1	942	838	-	943	839	-	-	-	-	-	-	-
Stage 2	943	833	-	942	838	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	835	748	998	835	755	997	1536	-	-	1526	-	-
Mov Cap-2 Maneuver	835	748	-	835	755	-	-	-	-	-	-	-
Stage 1	942	837	-	943	839	-	-	-	-	-	-	-
Stage 2	943	833	-	941	837	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	9.4	0	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1536	-	-	-	835	1526	-	-
HCM Lane V/C Ratio	-	-	-	-	0.014	0.001	-	-
HCM Control Delay (s)	0	-	-	0	9.4	7.4	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↰	↕	
Traffic Vol, veh/h	43	274	22	23	220	9	21	22	26	14	34	40
Future Vol, veh/h	43	274	22	23	220	9	21	22	26	14	34	40
Conflicting Peds, #/hr	5	0	1	1	0	5	0	0	4	4	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	2	2	2	2	2	2	2	2
Mvmt Flow	47	298	24	25	239	10	23	24	28	15	37	43

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	254	0	0	323	0	0	739	709	315	733	716	249
Stage 1	-	-	-	-	-	-	405	405	-	299	299	-
Stage 2	-	-	-	-	-	-	334	304	-	434	417	-
Critical Hdwy	4.12	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1311	-	-	1220	-	-	333	359	725	336	356	790
Stage 1	-	-	-	-	-	-	622	598	-	710	666	-
Stage 2	-	-	-	-	-	-	680	663	-	600	591	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1305	-	-	1219	-	-	273	333	722	288	330	787
Mov Cap-2 Maneuver	-	-	-	-	-	-	273	333	-	288	330	-
Stage 1	-	-	-	-	-	-	594	571	-	676	647	-
Stage 2	-	-	-	-	-	-	591	644	-	526	564	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0.7	16.6	14.7
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	385	1305	-	-	1219	-	-	288	481
HCM Lane V/C Ratio	0.195	0.036	-	-	0.021	-	-	0.053	0.167
HCM Control Delay (s)	16.6	7.9	0	-	8	0	-	18.2	14
HCM Lane LOS	C	A	A	-	A	A	-	C	B
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0.1	-	-	0.2	0.6

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	16	11	0	0	6	54	14	1	61	0
Future Vol, veh/h	1	0	16	11	0	0	6	54	14	1	61	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	17	12	0	0	7	59	15	1	66	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	149	156	66	158	149	67	66	0	0	74	0	0
Stage 1	68	68	-	81	81	-	-	-	-	-	-	-
Stage 2	81	88	-	77	68	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	819	736	998	808	743	997	1536	-	-	1526	-	-
Stage 1	942	838	-	927	828	-	-	-	-	-	-	-
Stage 2	927	822	-	932	838	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	815	732	998	790	739	997	1536	-	-	1526	-	-
Mov Cap-2 Maneuver	815	732	-	790	739	-	-	-	-	-	-	-
Stage 1	937	837	-	922	824	-	-	-	-	-	-	-
Stage 2	922	818	-	915	837	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.7	9.6	0.6	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1536	-	-	985	790	1526	-	-
HCM Lane V/C Ratio	0.004	-	-	0.019	0.015	0.001	-	-
HCM Control Delay (s)	7.4	0	-	8.7	9.6	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↰	↕	
Traffic Vol, veh/h	42	232	24	33	213	18	20	26	22	19	29	38
Future Vol, veh/h	42	232	24	33	213	18	20	26	22	19	29	38
Conflicting Peds, #/hr	8	0	0	0	0	8	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	4	2	2	2	12	2	4	2	11	2	5
Mvmt Flow	46	252	26	36	232	20	22	28	24	21	32	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	260	0	0	278	0	0	708	689	267	707	692	250
Stage 1	-	-	-	-	-	-	357	357	-	322	322	-
Stage 2	-	-	-	-	-	-	351	332	-	385	370	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.54	6.22	7.21	6.52	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.54	-	6.21	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.54	-	6.21	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.036	3.318	3.599	4.018	3.345
Pot Cap-1 Maneuver	1304	-	-	1285	-	-	350	366	772	339	367	781
Stage 1	-	-	-	-	-	-	661	625	-	671	651	-
Stage 2	-	-	-	-	-	-	666	641	-	620	620	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1295	-	-	1285	-	-	291	337	771	288	338	776
Mov Cap-2 Maneuver	-	-	-	-	-	-	291	337	-	288	338	-
Stage 1	-	-	-	-	-	-	633	599	-	639	625	-
Stage 2	-	-	-	-	-	-	579	615	-	547	594	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	1	16.4	14.6
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	390	1295	-	-	1285	-	-	288	497
HCM Lane V/C Ratio	0.19	0.035	-	-	0.028	-	-	0.072	0.147
HCM Control Delay (s)	16.4	7.9	0	-	7.9	0	-	18.5	13.5
HCM Lane LOS	C	A	A	-	A	A	-	C	B
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0.1	-	-	0.2	0.5

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	9	0	1	0	68	17	1	78	0
Future Vol, veh/h	0	0	0	9	0	1	0	68	17	1	78	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	5	2	2	5	2
Mvmt Flow	0	0	0	10	0	1	0	74	18	1	85	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	171	179	85	170	170	83	85	0	0	92	0	0
Stage 1	87	87	-	83	83	-	-	-	-	-	-	-
Stage 2	84	92	-	87	87	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	792	715	974	794	723	976	1512	-	-	1503	-	-
Stage 1	921	823	-	925	826	-	-	-	-	-	-	-
Stage 2	924	819	-	921	823	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	790	714	974	793	722	976	1512	-	-	1503	-	-
Mov Cap-2 Maneuver	790	714	-	793	722	-	-	-	-	-	-	-
Stage 1	921	822	-	925	826	-	-	-	-	-	-	-
Stage 2	923	819	-	920	822	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	9.5	0	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1512	-	-	-	808	1503	-	-
HCM Lane V/C Ratio	-	-	-	-	0.013	0.001	-	-
HCM Control Delay (s)	0	-	-	0	9.5	7.4	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↰	↕	
Traffic Vol, veh/h	50	232	24	33	213	22	20	31	22	21	33	43
Future Vol, veh/h	50	232	24	33	213	22	20	31	22	21	33	43
Conflicting Peds, #/hr	8	0	0	0	0	8	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	4	2	2	2	12	2	4	2	11	2	5
Mvmt Flow	54	252	26	36	232	24	22	34	24	23	36	47

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	264	0	0	278	0	0	731	709	267	728	710	252
Stage 1	-	-	-	-	-	-	373	373	-	324	324	-
Stage 2	-	-	-	-	-	-	358	336	-	404	386	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.54	6.22	7.21	6.52	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.54	-	6.21	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.54	-	6.21	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.036	3.318	3.599	4.018	3.345
Pot Cap-1 Maneuver	1300	-	-	1285	-	-	337	357	772	328	359	779
Stage 1	-	-	-	-	-	-	648	615	-	670	650	-
Stage 2	-	-	-	-	-	-	660	638	-	606	610	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1291	-	-	1285	-	-	272	326	771	273	327	774
Mov Cap-2 Maneuver	-	-	-	-	-	-	272	326	-	273	327	-
Stage 1	-	-	-	-	-	-	616	584	-	632	624	-
Stage 2	-	-	-	-	-	-	565	612	-	525	580	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	1	17.4	15.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	370	1291	-	-	1285	-	-	273	486
HCM Lane V/C Ratio	0.214	0.042	-	-	0.028	-	-	0.084	0.17
HCM Control Delay (s)	17.4	7.9	0	-	7.9	0	-	19.4	13.9
HCM Lane LOS	C	A	A	-	A	A	-	C	B
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0.1	-	-	0.3	0.6

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	11	9	0	1	17	68	17	1	78	1
Future Vol, veh/h	1	0	11	9	0	1	17	68	17	1	78	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	5	2	2	5	2
Mvmt Flow	1	0	12	10	0	1	18	74	18	1	85	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	208	216	86	213	207	83	86	0	0	92	0	0
Stage 1	88	88	-	119	119	-	-	-	-	-	-	-
Stage 2	120	128	-	94	88	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	749	682	973	744	690	976	1510	-	-	1503	-	-
Stage 1	920	822	-	885	797	-	-	-	-	-	-	-
Stage 2	884	790	-	913	822	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	740	672	973	727	680	976	1510	-	-	1503	-	-
Mov Cap-2 Maneuver	740	672	-	727	680	-	-	-	-	-	-	-
Stage 1	908	821	-	873	787	-	-	-	-	-	-	-
Stage 2	872	780	-	901	821	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.9	9.9	1.2	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1510	-	-	948	746	1503	-	-
HCM Lane V/C Ratio	0.012	-	-	0.014	0.015	0.001	-	-
HCM Control Delay (s)	7.4	0	-	8.9	9.9	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↰	↕	
Traffic Vol, veh/h	32	168	22	20	168	12	14	22	23	14	15	46
Future Vol, veh/h	32	168	22	20	168	12	14	22	23	14	15	46
Conflicting Peds, #/hr	11	0	0	0	0	11	0	0	3	3	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	183	24	22	183	13	15	24	25	15	16	50

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	207	0	0	207	0	0	532	516	198	538	522	201
Stage 1	-	-	-	-	-	-	265	265	-	245	245	-
Stage 2	-	-	-	-	-	-	267	251	-	293	277	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1364	-	-	1364	-	-	458	463	843	454	459	840
Stage 1	-	-	-	-	-	-	740	689	-	759	703	-
Stage 2	-	-	-	-	-	-	738	699	-	715	681	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1351	-	-	1364	-	-	403	438	841	402	434	832
Mov Cap-2 Maneuver	-	-	-	-	-	-	403	438	-	402	434	-
Stage 1	-	-	-	-	-	-	719	669	-	730	684	-
Stage 2	-	-	-	-	-	-	665	680	-	648	661	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	0.8	12.8	11.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	525	1351	-	-	1364	-	-	402	679
HCM Lane V/C Ratio	0.122	0.026	-	-	0.016	-	-	0.038	0.098
HCM Control Delay (s)	12.8	7.7	0	-	7.7	0	-	14.3	10.9
HCM Lane LOS	B	A	A	-	A	A	-	B	B
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.1	0.3

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	12	0	1	0	57	10	1	62	0
Future Vol, veh/h	0	0	0	12	0	1	0	57	10	1	62	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	13	0	1	0	62	11	1	67	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	137	142	67	137	137	68	67	0	0	73	0	0
Stage 1	69	69	-	68	68	-	-	-	-	-	-	-
Stage 2	68	73	-	69	69	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	834	749	997	834	754	995	1535	-	-	1527	-	-
Stage 1	941	837	-	942	838	-	-	-	-	-	-	-
Stage 2	942	834	-	941	837	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	832	748	997	833	753	995	1535	-	-	1527	-	-
Mov Cap-2 Maneuver	832	748	-	833	753	-	-	-	-	-	-	-
Stage 1	941	836	-	942	838	-	-	-	-	-	-	-
Stage 2	941	834	-	940	836	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	9.3	0	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1535	-	-	-	844	1527	-	-
HCM Lane V/C Ratio	-	-	-	-	0.017	0.001	-	-
HCM Control Delay (s)	0	-	-	0	9.3	7.4	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0	-	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↰	↕	
Traffic Vol, veh/h	39	168	22	20	168	15	14	27	23	17	18	56
Future Vol, veh/h	39	168	22	20	168	15	14	27	23	17	18	56
Conflicting Peds, #/hr	11	0	0	0	0	11	0	0	3	3	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	183	24	22	183	16	15	29	25	18	20	61

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	210	0	0	207	0	0	555	533	198	555	537	202
Stage 1	-	-	-	-	-	-	279	279	-	246	246	-
Stage 2	-	-	-	-	-	-	276	254	-	309	291	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1361	-	-	1364	-	-	442	453	843	442	450	839
Stage 1	-	-	-	-	-	-	728	680	-	758	703	-
Stage 2	-	-	-	-	-	-	730	697	-	701	672	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1348	-	-	1364	-	-	380	425	841	385	423	831
Mov Cap-2 Maneuver	-	-	-	-	-	-	380	425	-	385	423	-
Stage 1	-	-	-	-	-	-	703	656	-	725	684	-
Stage 2	-	-	-	-	-	-	645	678	-	625	648	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.8	13.3	11.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	501	1348	-	-	1364	-	-	385	673
HCM Lane V/C Ratio	0.139	0.031	-	-	0.016	-	-	0.048	0.12
HCM Control Delay (s)	13.3	7.8	0	-	7.7	0	-	14.8	11.1
HCM Lane LOS	B	A	A	-	A	A	-	B	B
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.2	0.4

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	16	12	0	1	15	57	10	1	62	1
Future Vol, veh/h	1	0	16	12	0	1	15	57	10	1	62	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	17	13	0	1	16	62	11	1	67	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	170	175	68	178	170	68	68	0	0	73	0	0
Stage 1	70	70	-	100	100	-	-	-	-	-	-	-
Stage 2	100	105	-	78	70	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	794	718	995	784	723	995	1533	-	-	1527	-	-
Stage 1	940	837	-	906	812	-	-	-	-	-	-	-
Stage 2	906	808	-	931	837	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	786	709	995	764	714	995	1533	-	-	1527	-	-
Mov Cap-2 Maneuver	786	709	-	764	714	-	-	-	-	-	-	-
Stage 1	930	836	-	896	803	-	-	-	-	-	-	-
Stage 2	895	799	-	914	836	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.7	9.7	1.3	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1533	-	-	980	778	1527	-	-
HCM Lane V/C Ratio	0.011	-	-	0.019	0.018	0.001	-	-
HCM Control Delay (s)	7.4	0	-	8.7	9.7	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↰	↕	
Traffic Vol, veh/h	44	302	24	25	242	9	23	22	29	13	31	36
Future Vol, veh/h	44	302	24	25	242	9	23	22	29	13	31	36
Conflicting Peds, #/hr	5	0	1	1	0	5	0	0	4	4	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	2	2	2	2	2	2	2	2
Mvmt Flow	48	328	26	27	263	10	25	24	32	14	34	39

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	278	0	0	355	0	0	797	770	346	796	778	273
Stage 1	-	-	-	-	-	-	438	438	-	327	327	-
Stage 2	-	-	-	-	-	-	359	332	-	469	451	-
Critical Hdwy	4.12	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1285	-	-	1187	-	-	305	331	697	305	328	766
Stage 1	-	-	-	-	-	-	597	579	-	686	648	-
Stage 2	-	-	-	-	-	-	659	644	-	575	571	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1280	-	-	1186	-	-	250	306	694	257	303	763
Mov Cap-2 Maneuver	-	-	-	-	-	-	250	306	-	257	303	-
Stage 1	-	-	-	-	-	-	568	551	-	651	628	-
Stage 2	-	-	-	-	-	-	576	624	-	499	544	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.7	17.9	15.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	360	1280	-	-	1186	-	-	257	448
HCM Lane V/C Ratio	0.223	0.037	-	-	0.023	-	-	0.055	0.163
HCM Control Delay (s)	17.9	7.9	0	-	8.1	0	-	19.8	14.6
HCM Lane LOS	C	A	A	-	A	A	-	C	B
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0.1	-	-	0.2	0.6

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	12	0	0	0	59	15	1	67	0
Future Vol, veh/h	0	0	0	12	0	0	0	59	15	1	67	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	13	0	0	0	64	16	1	73	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	147	155	73	147	147	72	73	0	0	80	0	0
Stage 1	75	75	-	72	72	-	-	-	-	-	-	-
Stage 2	72	80	-	75	75	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	821	737	989	821	744	990	1527	-	-	1518	-	-
Stage 1	934	833	-	938	835	-	-	-	-	-	-	-
Stage 2	938	828	-	934	833	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	820	736	989	820	743	990	1527	-	-	1518	-	-
Mov Cap-2 Maneuver	820	736	-	820	743	-	-	-	-	-	-	-
Stage 1	934	832	-	938	835	-	-	-	-	-	-	-
Stage 2	938	828	-	933	832	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	9.5	0	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1527	-	-	-	820	1518	-	-
HCM Lane V/C Ratio	-	-	-	-	0.016	0.001	-	-
HCM Control Delay (s)	0	-	-	0	9.5	7.4	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↰	↕	
Traffic Vol, veh/h	47	302	24	25	242	10	23	24	29	16	37	44
Future Vol, veh/h	47	302	24	25	242	10	23	24	29	16	37	44
Conflicting Peds, #/hr	5	0	1	1	0	5	0	0	4	4	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	2	2	2	2	2	2	2	2
Mvmt Flow	51	328	26	27	263	11	25	26	32	17	40	48

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	279	0	0	355	0	0	811	777	346	804	785	274
Stage 1	-	-	-	-	-	-	444	444	-	328	328	-
Stage 2	-	-	-	-	-	-	367	333	-	476	457	-
Critical Hdwy	4.12	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1284	-	-	1187	-	-	298	328	697	301	325	765
Stage 1	-	-	-	-	-	-	593	575	-	685	647	-
Stage 2	-	-	-	-	-	-	653	644	-	570	568	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1279	-	-	1186	-	-	236	302	694	251	299	762
Mov Cap-2 Maneuver	-	-	-	-	-	-	236	302	-	251	299	-
Stage 1	-	-	-	-	-	-	563	546	-	648	627	-
Stage 2	-	-	-	-	-	-	557	624	-	491	539	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0.7	18.6	15.9
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	347	1279	-	-	1186	-	-	251	446
HCM Lane V/C Ratio	0.238	0.04	-	-	0.023	-	-	0.069	0.197
HCM Control Delay (s)	18.6	7.9	0	-	8.1	0	-	20.4	15
HCM Lane LOS	C	A	A	-	A	A	-	C	C
HCM 95th %tile Q(veh)	0.9	0.1	-	-	0.1	-	-	0.2	0.7

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	16	12	0	0	6	59	15	1	67	0
Future Vol, veh/h	1	0	16	12	0	0	6	59	15	1	67	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	17	13	0	0	7	64	16	1	73	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	161	169	73	170	161	72	73	0	0	80	0	0
Stage 1	75	75	-	86	86	-	-	-	-	-	-	-
Stage 2	86	94	-	84	75	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	804	724	989	794	731	990	1527	-	-	1518	-	-
Stage 1	934	833	-	922	824	-	-	-	-	-	-	-
Stage 2	922	817	-	924	833	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	800	720	989	777	727	990	1527	-	-	1518	-	-
Mov Cap-2 Maneuver	800	720	-	777	727	-	-	-	-	-	-	-
Stage 1	929	832	-	917	820	-	-	-	-	-	-	-
Stage 2	917	813	-	907	832	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.8	9.7	0.6	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1527	-	-	975	777	1518	-	-
HCM Lane V/C Ratio	0.004	-	-	0.019	0.017	0.001	-	-
HCM Control Delay (s)	7.4	0	-	8.8	9.7	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↰	↕	
Traffic Vol, veh/h	46	256	26	37	235	20	22	29	24	21	32	43
Future Vol, veh/h	46	256	26	37	235	20	22	29	24	21	32	43
Conflicting Peds, #/hr	8	0	0	0	0	8	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	4	2	2	2	12	2	4	2	11	2	5
Mvmt Flow	50	278	28	40	255	22	24	32	26	23	35	47

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	285	0	0	306	0	0	779	757	294	777	760	274
Stage 1	-	-	-	-	-	-	392	392	-	354	354	-
Stage 2	-	-	-	-	-	-	387	365	-	423	406	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.54	6.22	7.21	6.52	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.54	-	6.21	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.54	-	6.21	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.036	3.318	3.599	4.018	3.345
Pot Cap-1 Maneuver	1277	-	-	1255	-	-	313	335	745	303	336	758
Stage 1	-	-	-	-	-	-	633	603	-	645	630	-
Stage 2	-	-	-	-	-	-	637	620	-	591	598	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1268	-	-	1255	-	-	251	305	744	250	305	753
Mov Cap-2 Maneuver	-	-	-	-	-	-	251	305	-	250	305	-
Stage 1	-	-	-	-	-	-	603	574	-	610	602	-
Stage 2	-	-	-	-	-	-	542	592	-	512	569	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	1	18.4	15.8
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	349	1268	-	-	1255	-	-	250	463
HCM Lane V/C Ratio	0.234	0.039	-	-	0.032	-	-	0.091	0.176
HCM Control Delay (s)	18.4	8	0	-	8	0	-	20.8	14.4
HCM Lane LOS	C	A	A	-	A	A	-	C	B
HCM 95th %tile Q(veh)	0.9	0.1	-	-	0.1	-	-	0.3	0.6

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	10	0	1	0	75	19	1	86	0
Future Vol, veh/h	0	0	0	10	0	1	0	75	19	1	86	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	5	2	2	5	2
Mvmt Flow	0	0	0	11	0	1	0	82	21	1	93	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	188	198	93	188	188	93	93	0	0	103	0	0
Stage 1	95	95	-	93	93	-	-	-	-	-	-	-
Stage 2	93	103	-	95	95	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	772	698	964	772	707	964	1501	-	-	1489	-	-
Stage 1	912	816	-	914	818	-	-	-	-	-	-	-
Stage 2	914	810	-	912	816	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	770	697	964	771	706	964	1501	-	-	1489	-	-
Mov Cap-2 Maneuver	770	697	-	771	706	-	-	-	-	-	-	-
Stage 1	912	815	-	914	818	-	-	-	-	-	-	-
Stage 2	913	810	-	911	815	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	9.7	0	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1501	-	-	-	785	1489	-	-
HCM Lane V/C Ratio	-	-	-	-	0.015	0.001	-	-
HCM Control Delay (s)	0	-	-	0	9.7	7.4	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↰	↕	
Traffic Vol, veh/h	54	256	26	37	235	24	22	34	24	23	36	48
Future Vol, veh/h	54	256	26	37	235	24	22	34	24	23	36	48
Conflicting Peds, #/hr	8	0	0	0	0	8	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	4	2	2	2	12	2	4	2	11	2	5
Mvmt Flow	59	278	28	40	255	26	24	37	26	25	39	52

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	289	0	0	306	0	0	804	779	294	800	780	276
Stage 1	-	-	-	-	-	-	410	410	-	356	356	-
Stage 2	-	-	-	-	-	-	394	369	-	444	424	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.54	6.22	7.21	6.52	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.54	-	6.21	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.54	-	6.21	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.036	3.318	3.599	4.018	3.345
Pot Cap-1 Maneuver	1273	-	-	1255	-	-	301	325	745	293	327	756
Stage 1	-	-	-	-	-	-	619	592	-	643	629	-
Stage 2	-	-	-	-	-	-	631	617	-	576	587	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1264	-	-	1255	-	-	234	293	744	236	295	751
Mov Cap-2 Maneuver	-	-	-	-	-	-	234	293	-	236	295	-
Stage 1	-	-	-	-	-	-	584	559	-	603	601	-
Stage 2	-	-	-	-	-	-	528	589	-	489	554	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	1	19.8	16.5
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	330	1264	-	-	1255	-	-	236	452
HCM Lane V/C Ratio	0.264	0.046	-	-	0.032	-	-	0.106	0.202
HCM Control Delay (s)	19.8	8	0	-	8	0	-	22.1	15
HCM Lane LOS	C	A	A	-	A	A	-	C	C
HCM 95th %tile Q(veh)	1	0.1	-	-	0.1	-	-	0.4	0.7

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	11	10	0	1	17	75	19	1	86	1
Future Vol, veh/h	1	0	11	10	0	1	17	75	19	1	86	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	5	2	2	5	2
Mvmt Flow	1	0	12	11	0	1	18	82	21	1	93	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	225	235	94	231	225	93	94	0	0	103	0	0
Stage 1	96	96	-	129	129	-	-	-	-	-	-	-
Stage 2	129	139	-	102	96	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	730	666	963	724	674	964	1500	-	-	1489	-	-
Stage 1	911	815	-	875	789	-	-	-	-	-	-	-
Stage 2	875	782	-	904	815	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	721	657	963	707	665	964	1500	-	-	1489	-	-
Mov Cap-2 Maneuver	721	657	-	707	665	-	-	-	-	-	-	-
Stage 1	899	814	-	864	779	-	-	-	-	-	-	-
Stage 2	863	772	-	892	814	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.9	10	1.1	0.1
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1500	-	-	937	725	1489	-	-
HCM Lane V/C Ratio	0.012	-	-	0.014	0.016	0.001	-	-
HCM Control Delay (s)	7.4	0	-	8.9	10	7.4	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↰	↕	
Traffic Vol, veh/h	36	185	24	22	185	14	15	24	25	15	16	51
Future Vol, veh/h	36	185	24	22	185	14	15	24	25	15	16	51
Conflicting Peds, #/hr	11	0	0	0	0	11	0	0	3	3	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	201	26	24	201	15	16	26	27	16	17	55

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	227	0	0	227	0	0	585	567	217	590	573	220
Stage 1	-	-	-	-	-	-	292	292	-	268	268	-
Stage 2	-	-	-	-	-	-	293	275	-	322	305	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1341	-	-	1341	-	-	422	433	823	419	430	820
Stage 1	-	-	-	-	-	-	716	671	-	738	687	-
Stage 2	-	-	-	-	-	-	715	683	-	690	662	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1329	-	-	1341	-	-	365	406	821	365	403	812
Mov Cap-2 Maneuver	-	-	-	-	-	-	365	406	-	365	403	-
Stage 1	-	-	-	-	-	-	692	648	-	706	667	-
Stage 2	-	-	-	-	-	-	636	663	-	617	639	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	0.8	13.6	12
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	490	1329	-	-	1341	-	-	365	654
HCM Lane V/C Ratio	0.142	0.029	-	-	0.018	-	-	0.045	0.111
HCM Control Delay (s)	13.6	7.8	0	-	7.7	0	-	15.3	11.2
HCM Lane LOS	B	A	A	-	A	A	-	C	B
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0.1	-	-	0.1	0.4

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	13	0	1	0	63	11	1	69	0
Future Vol, veh/h	0	0	0	13	0	1	0	63	11	1	69	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	14	0	1	0	68	12	1	75	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	152	157	75	151	151	74	75	0	0	80	0	0
Stage 1	77	77	-	74	74	-	-	-	-	-	-	-
Stage 2	75	80	-	77	77	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	815	735	986	816	741	988	1524	-	-	1518	-	-
Stage 1	932	831	-	935	833	-	-	-	-	-	-	-
Stage 2	934	828	-	932	831	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	813	734	986	815	740	988	1524	-	-	1518	-	-
Mov Cap-2 Maneuver	813	734	-	815	740	-	-	-	-	-	-	-
Stage 1	932	830	-	935	833	-	-	-	-	-	-	-
Stage 2	933	828	-	931	830	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	9.4	0	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1524	-	-	-	825	1518	-	-
HCM Lane V/C Ratio	-	-	-	-	0.018	0.001	-	-
HCM Control Delay (s)	0	-	-	0	9.4	7.4	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0	-	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↰	↕	
Traffic Vol, veh/h	43	185	24	22	185	17	15	29	25	18	19	61
Future Vol, veh/h	43	185	24	22	185	17	15	29	25	18	19	61
Conflicting Peds, #/hr	11	0	0	0	0	11	0	0	3	3	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	201	26	24	201	18	16	32	27	20	21	66

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	230	0	0	227	0	0	610	586	217	610	590	221
Stage 1	-	-	-	-	-	-	308	308	-	269	269	-
Stage 2	-	-	-	-	-	-	302	278	-	341	321	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1338	-	-	1341	-	-	407	422	823	407	420	819
Stage 1	-	-	-	-	-	-	702	660	-	737	687	-
Stage 2	-	-	-	-	-	-	707	680	-	674	652	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1326	-	-	1341	-	-	342	393	821	348	391	811
Mov Cap-2 Maneuver	-	-	-	-	-	-	342	393	-	348	391	-
Stage 1	-	-	-	-	-	-	673	633	-	700	667	-
Stage 2	-	-	-	-	-	-	617	660	-	592	625	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.8	14.2	12.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	466	1326	-	-	1341	-	-	348	646
HCM Lane V/C Ratio	0.161	0.035	-	-	0.018	-	-	0.056	0.135
HCM Control Delay (s)	14.2	7.8	0	-	7.7	0	-	16	11.4
HCM Lane LOS	B	A	A	-	A	A	-	C	B
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0.1	-	-	0.2	0.5

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	16	13	0	1	15	63	11	1	69	1
Future Vol, veh/h	1	0	16	13	0	1	15	63	11	1	69	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	17	14	0	1	16	68	12	1	75	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	185	190	76	192	184	74	76	0	0	80	0	0
Stage 1	78	78	-	106	106	-	-	-	-	-	-	-
Stage 2	107	112	-	86	78	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	776	705	985	768	710	988	1523	-	-	1518	-	-
Stage 1	931	830	-	900	807	-	-	-	-	-	-	-
Stage 2	898	803	-	922	830	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	768	697	985	747	701	988	1523	-	-	1518	-	-
Mov Cap-2 Maneuver	768	697	-	747	701	-	-	-	-	-	-	-
Stage 1	921	829	-	890	798	-	-	-	-	-	-	-
Stage 2	887	794	-	905	829	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.8	9.8	1.2	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1523	-	-	969	760	1518	-	-
HCM Lane V/C Ratio	0.011	-	-	0.019	0.02	0.001	-	-
HCM Control Delay (s)	7.4	0	-	8.8	9.8	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↰	↕	
Traffic Vol, veh/h	48	334	27	28	268	10	25	24	32	14	34	39
Future Vol, veh/h	48	334	27	28	268	10	25	24	32	14	34	39
Conflicting Peds, #/hr	5	0	1	1	0	5	0	0	4	4	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	2	2	2	2	2	2	2	2
Mvmt Flow	52	363	29	30	291	11	27	26	35	15	37	42

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	307	0	0	393	0	0	879	850	383	878	859	302
Stage 1	-	-	-	-	-	-	483	483	-	362	362	-
Stage 2	-	-	-	-	-	-	396	367	-	516	497	-
Critical Hdwy	4.12	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1254	-	-	1149	-	-	268	298	664	268	294	738
Stage 1	-	-	-	-	-	-	565	553	-	657	625	-
Stage 2	-	-	-	-	-	-	629	622	-	542	545	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1249	-	-	1148	-	-	212	272	661	219	268	735
Mov Cap-2 Maneuver	-	-	-	-	-	-	212	272	-	219	268	-
Stage 1	-	-	-	-	-	-	534	523	-	620	603	-
Stage 2	-	-	-	-	-	-	539	600	-	460	516	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.8	20.6	17.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	318	1249	-	-	1148	-	-	219	406
HCM Lane V/C Ratio	0.277	0.042	-	-	0.027	-	-	0.069	0.195
HCM Control Delay (s)	20.6	8	0	-	8.2	0	-	22.7	16
HCM Lane LOS	C	A	A	-	A	A	-	C	C
HCM 95th %tile Q(veh)	1.1	0.1	-	-	0.1	-	-	0.2	0.7

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	0	0	14	0	0	0	65	17	1	74	0
Future Vol, veh/h	0	0	0	14	0	0	0	65	17	1	74	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	15	0	0	0	71	18	1	80	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	162	171	80	162	162	80	80	0	0	89	0	0
Stage 1	82	82	-	80	80	-	-	-	-	-	-	-
Stage 2	80	89	-	82	82	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	803	722	980	803	730	980	1518	-	-	1506	-	-
Stage 1	926	827	-	929	828	-	-	-	-	-	-	-
Stage 2	929	821	-	926	827	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	802	721	980	802	729	980	1518	-	-	1506	-	-
Mov Cap-2 Maneuver	802	721	-	802	729	-	-	-	-	-	-	-
Stage 1	926	826	-	929	828	-	-	-	-	-	-	-
Stage 2	929	821	-	925	826	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	9.6	0	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1518	-	-	-	802	1506	-	-
HCM Lane V/C Ratio	-	-	-	-	0.019	0.001	-	-
HCM Control Delay (s)	0	-	-	0	9.6	7.4	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0	-	-

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↰	↕	
Traffic Vol, veh/h	51	334	27	28	268	11	25	26	32	17	40	47
Future Vol, veh/h	51	334	27	28	268	11	25	26	32	17	40	47
Conflicting Peds, #/hr	5	0	1	1	0	5	0	0	4	4	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	2	2	2	2	2	2	2	2
Mvmt Flow	55	363	29	30	291	12	27	28	35	18	43	51

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	308	0	0	393	0	0	893	857	383	885	865	302
Stage 1	-	-	-	-	-	-	489	489	-	362	362	-
Stage 2	-	-	-	-	-	-	404	368	-	523	503	-
Critical Hdwy	4.12	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1253	-	-	1149	-	-	262	295	664	266	292	738
Stage 1	-	-	-	-	-	-	561	549	-	657	625	-
Stage 2	-	-	-	-	-	-	623	621	-	537	541	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1248	-	-	1148	-	-	199	268	661	215	265	735
Mov Cap-2 Maneuver	-	-	-	-	-	-	199	268	-	215	265	-
Stage 1	-	-	-	-	-	-	528	517	-	617	603	-
Stage 2	-	-	-	-	-	-	521	599	-	452	510	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0.7	21.6	17.7
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	306	1248	-	-	1148	-	-	215	405
HCM Lane V/C Ratio	0.295	0.044	-	-	0.027	-	-	0.086	0.233
HCM Control Delay (s)	21.6	8	0	-	8.2	0	-	23.3	16.6
HCM Lane LOS	C	A	A	-	A	A	-	C	C
HCM 95th %tile Q(veh)	1.2	0.1	-	-	0.1	-	-	0.3	0.9

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	16	14	0	0	6	65	17	1	74	0
Future Vol, veh/h	1	0	16	14	0	0	6	65	17	1	74	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	17	15	0	0	7	71	18	1	80	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	176	185	80	185	176	80	80	0	0	89	0	0
Stage 1	82	82	-	94	94	-	-	-	-	-	-	-
Stage 2	94	103	-	91	82	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	786	709	980	776	717	980	1518	-	-	1506	-	-
Stage 1	926	827	-	913	817	-	-	-	-	-	-	-
Stage 2	913	810	-	916	827	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	782	705	980	759	713	980	1518	-	-	1506	-	-
Mov Cap-2 Maneuver	782	705	-	759	713	-	-	-	-	-	-	-
Stage 1	921	826	-	908	813	-	-	-	-	-	-	-
Stage 2	908	806	-	899	826	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.8	9.8	0.5	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1518	-	-	966	759	1506	-	-
HCM Lane V/C Ratio	0.004	-	-	0.019	0.02	0.001	-	-
HCM Control Delay (s)	7.4	0	-	8.8	9.8	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↰	↕	
Traffic Vol, veh/h	51	283	29	41	260	22	24	32	27	23	36	47
Future Vol, veh/h	51	283	29	41	260	22	24	32	27	23	36	47
Conflicting Peds, #/hr	8	0	0	0	0	8	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	4	2	2	2	12	2	4	2	11	2	5
Mvmt Flow	55	308	32	45	283	24	26	35	29	25	39	51

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	315	0	0	340	0	0	864	839	326	861	843	303
Stage 1	-	-	-	-	-	-	434	434	-	393	393	-
Stage 2	-	-	-	-	-	-	430	405	-	468	450	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.54	6.22	7.21	6.52	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.54	-	6.21	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.54	-	6.21	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.036	3.318	3.599	4.018	3.345
Pot Cap-1 Maneuver	1245	-	-	1219	-	-	274	300	715	266	300	730
Stage 1	-	-	-	-	-	-	600	578	-	614	606	-
Stage 2	-	-	-	-	-	-	603	595	-	559	572	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1237	-	-	1219	-	-	210	269	714	211	269	725
Mov Cap-2 Maneuver	-	-	-	-	-	-	210	269	-	211	269	-
Stage 1	-	-	-	-	-	-	567	546	-	577	574	-
Stage 2	-	-	-	-	-	-	499	564	-	473	541	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	1	21.6	17.8
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	306	1237	-	-	1219	-	-	211	418
HCM Lane V/C Ratio	0.295	0.045	-	-	0.037	-	-	0.118	0.216
HCM Control Delay (s)	21.6	8	0	-	8.1	0	-	24.3	16
HCM Lane LOS	C	A	A	-	A	A	-	C	C
HCM 95th %tile Q(veh)	1.2	0.1	-	-	0.1	-	-	0.4	0.8

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	11	0	1	0	83	21	2	95	0
Future Vol, veh/h	0	0	0	11	0	1	0	83	21	2	95	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	5	2	2	5	2
Mvmt Flow	0	0	0	12	0	1	0	90	23	2	103	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	209	220	103	209	209	102	103	0	0	113	0	0
Stage 1	107	107	-	102	102	-	-	-	-	-	-	-
Stage 2	102	113	-	107	107	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	748	678	952	748	688	953	1489	-	-	1476	-	-
Stage 1	898	807	-	904	811	-	-	-	-	-	-	-
Stage 2	904	802	-	898	807	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	747	677	952	747	687	953	1489	-	-	1476	-	-
Mov Cap-2 Maneuver	747	677	-	747	687	-	-	-	-	-	-	-
Stage 1	898	806	-	904	811	-	-	-	-	-	-	-
Stage 2	903	802	-	897	806	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	9.8	0	0.2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1489	-	-	-	761	1476	-	-
HCM Lane V/C Ratio	-	-	-	-	0.017	0.001	-	-
HCM Control Delay (s)	0	-	-	0	9.8	7.4	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0	-	-

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↰	↕	
Traffic Vol, veh/h	59	283	29	41	260	26	24	37	27	25	40	52
Future Vol, veh/h	59	283	29	41	260	26	24	37	27	25	40	52
Conflicting Peds, #/hr	8	0	0	0	0	8	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	4	2	2	2	12	2	4	2	11	2	5
Mvmt Flow	64	308	32	45	283	28	26	40	29	27	43	57

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	319	0	0	340	0	0	889	861	326	884	863	305
Stage 1	-	-	-	-	-	-	452	452	-	395	395	-
Stage 2	-	-	-	-	-	-	437	409	-	489	468	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.54	6.22	7.21	6.52	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.54	-	6.21	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.54	-	6.21	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.036	3.318	3.599	4.018	3.345
Pot Cap-1 Maneuver	1241	-	-	1219	-	-	264	291	715	256	292	728
Stage 1	-	-	-	-	-	-	587	567	-	613	605	-
Stage 2	-	-	-	-	-	-	598	593	-	544	561	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1233	-	-	1219	-	-	195	258	714	197	259	723
Mov Cap-2 Maneuver	-	-	-	-	-	-	195	258	-	197	259	-
Stage 1	-	-	-	-	-	-	549	531	-	570	574	-
Stage 2	-	-	-	-	-	-	487	562	-	451	525	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	1	23.5	18.7
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	289	1233	-	-	1219	-	-	197	406
HCM Lane V/C Ratio	0.331	0.052	-	-	0.037	-	-	0.138	0.246
HCM Control Delay (s)	23.5	8.1	0	-	8.1	0	-	26.2	16.7
HCM Lane LOS	C	A	A	-	A	A	-	D	C
HCM 95th %tile Q(veh)	1.4	0.2	-	-	0.1	-	-	0.5	1

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	11	11	0	1	17	83	21	2	95	1
Future Vol, veh/h	1	0	11	11	0	1	17	83	21	2	95	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	5	2	2	5	2
Mvmt Flow	1	0	12	12	0	1	18	90	23	2	103	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	246	257	104	252	246	102	104	0	0	113	0	0
Stage 1	108	108	-	138	138	-	-	-	-	-	-	-
Stage 2	138	149	-	114	108	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	708	647	951	701	656	953	1488	-	-	1476	-	-
Stage 1	897	806	-	865	782	-	-	-	-	-	-	-
Stage 2	865	774	-	891	806	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	700	638	951	685	647	953	1488	-	-	1476	-	-
Mov Cap-2 Maneuver	700	638	-	685	647	-	-	-	-	-	-	-
Stage 1	885	805	-	854	772	-	-	-	-	-	-	-
Stage 2	853	764	-	879	805	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	10.2	1	0.2
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1488	-	-	923	701	1476	-	-
HCM Lane V/C Ratio	0.012	-	-	0.014	0.019	0.001	-	-
HCM Control Delay (s)	7.5	0	-	9	10.2	7.4	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↰	↕	
Traffic Vol, veh/h	39	204	27	24	204	15	16	27	28	16	18	56
Future Vol, veh/h	39	204	27	24	204	15	16	27	28	16	18	56
Conflicting Peds, #/hr	11	0	0	0	0	11	0	0	3	3	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	222	29	26	222	16	17	29	30	17	20	61

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	249	0	0	251	0	0	644	622	240	646	628	241
Stage 1	-	-	-	-	-	-	321	321	-	293	293	-
Stage 2	-	-	-	-	-	-	323	301	-	353	335	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1317	-	-	1314	-	-	386	403	799	385	400	798
Stage 1	-	-	-	-	-	-	691	652	-	715	670	-
Stage 2	-	-	-	-	-	-	689	665	-	664	643	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1305	-	-	1314	-	-	327	375	797	328	372	791
Mov Cap-2 Maneuver	-	-	-	-	-	-	327	375	-	328	372	-
Stage 1	-	-	-	-	-	-	665	627	-	681	649	-
Stage 2	-	-	-	-	-	-	603	644	-	584	619	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	0.8	14.5	12.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	455	1305	-	-	1314	-	-	328	621
HCM Lane V/C Ratio	0.17	0.032	-	-	0.02	-	-	0.053	0.13
HCM Control Delay (s)	14.5	7.9	0	-	7.8	0	-	16.6	11.7
HCM Lane LOS	B	A	A	-	A	A	-	C	B
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0.1	-	-	0.2	0.4

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	14	0	1	0	69	12	1	76	0
Future Vol, veh/h	0	0	0	14	0	1	0	69	12	1	76	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	15	0	1	0	75	13	1	83	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	167	173	83	167	167	82	83	0	0	88	0	0
Stage 1	85	85	-	82	82	-	-	-	-	-	-	-
Stage 2	82	88	-	85	85	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	797	720	976	797	726	978	1514	-	-	1508	-	-
Stage 1	923	824	-	926	827	-	-	-	-	-	-	-
Stage 2	926	822	-	923	824	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	795	719	976	796	725	978	1514	-	-	1508	-	-
Mov Cap-2 Maneuver	795	719	-	796	725	-	-	-	-	-	-	-
Stage 1	923	823	-	926	827	-	-	-	-	-	-	-
Stage 2	925	822	-	922	823	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	9.6	0	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1514	-	-	-	806	1508	-	-
HCM Lane V/C Ratio	-	-	-	-	0.02	0.001	-	-
HCM Control Delay (s)	0	-	-	0	9.6	7.4	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0	-	-

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↰	↕	
Traffic Vol, veh/h	46	204	27	24	204	18	16	32	28	19	21	66
Future Vol, veh/h	46	204	27	24	204	18	16	32	28	19	21	66
Conflicting Peds, #/hr	11	0	0	0	0	11	0	0	3	3	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	50	222	29	26	222	20	17	35	30	21	23	72

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	253	0	0	251	0	0	669	642	240	667	646	243
Stage 1	-	-	-	-	-	-	337	337	-	295	295	-
Stage 2	-	-	-	-	-	-	332	305	-	372	351	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1312	-	-	1314	-	-	371	392	799	372	390	796
Stage 1	-	-	-	-	-	-	677	641	-	713	669	-
Stage 2	-	-	-	-	-	-	681	662	-	648	632	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1300	-	-	1314	-	-	305	363	797	311	361	789
Mov Cap-2 Maneuver	-	-	-	-	-	-	305	363	-	311	361	-
Stage 1	-	-	-	-	-	-	647	612	-	674	648	-
Stage 2	-	-	-	-	-	-	584	641	-	560	604	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.8	15.3	12.9
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	432	1300	-	-	1314	-	-	311	613
HCM Lane V/C Ratio	0.191	0.038	-	-	0.02	-	-	0.066	0.154
HCM Control Delay (s)	15.3	7.9	0	-	7.8	0	-	17.4	11.9
HCM Lane LOS	C	A	A	-	A	A	-	C	B
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0.1	-	-	0.2	0.5

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	16	14	0	1	15	69	12	1	76	1
Future Vol, veh/h	1	0	16	14	0	1	15	69	12	1	76	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	17	15	0	1	16	75	13	1	83	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	200	206	84	208	200	82	84	0	0	88	0	0
Stage 1	86	86	-	114	114	-	-	-	-	-	-	-
Stage 2	114	120	-	94	86	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	759	691	975	749	696	978	1513	-	-	1508	-	-
Stage 1	922	824	-	891	801	-	-	-	-	-	-	-
Stage 2	891	796	-	913	824	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	751	683	975	729	688	978	1513	-	-	1508	-	-
Mov Cap-2 Maneuver	751	683	-	729	688	-	-	-	-	-	-	-
Stage 1	912	823	-	881	792	-	-	-	-	-	-	-
Stage 2	880	787	-	896	823	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.8	10	1.2	0.1
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1513	-	-	958	742	1508	-	-
HCM Lane V/C Ratio	0.011	-	-	0.019	0.022	0.001	-	-
HCM Control Delay (s)	7.4	0	-	8.8	10	7.4	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-